

2013 NATS

NATIONAL AEROMODELING CHAMPIONSHIPS
ACADEMY OF MODEL AERONAUTICS · CHAMPAIGN IL · MUNCIE IN

NatsNews

Academy of Model Aeronautics
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Today's Events:
Free Flight



Monday, July 8

Dave Sechrist's
Moffett Rubber model
makes a vertical
takeoff. No shortage
of power here!

Free Flight Begins

Elizabeth Johnson will be the Free Flight *NatsNews* reporter beginning with the next issue. Because the first issue of the *NatsNews* is actually an introduction of the week's activities, I helped her compose a few words to get her off and running for this issue.

Her return to the Nats was a byproduct of the earlier dates of the Free Flight Nats. Our usual dates of early August prohibited her return since she is a teacher and the school year starts in early August these days. If you spot her and have the time, say hello and chat with her for a while.

The sky was slightly rainy on Saturday for testing, but many braved the wetness in otherwise good flying conditions with light wind. Sunday proved to be a very nice day for testing and the contestants were out in force.

The Free Flight schedule is filled for the next five days with 65 events spread over the AMA and NFFS categories. While

this meet is dubbed the Nats, it is actually both the AMA Free Flight Nationals as well as the NFFS United States Outdoor Championships (USOC).

These Free Flight events range from small Hand-Launched Gliders to the largest D Gas models, which will take to the air Friday. Although the various events share the commonality of "flying free," their shapes, sizes, and methods of launch give them respective performance capabilities that differ immensely.

There are pure Gliders, either hand-launched, catapult-launched, or towline models. There are the rubber-band-powered models, which, with today's good rubber, are among the highest-performing models on the field. Of course, the gas models are popular and they are no slouches in terms of performance. Coming of age recently are the electrics, which because of the advent of higher-energy LiPo batteries and brushless motors are

becoming increasingly popular.

I want to thank my wonderful A Team of volunteers who stepped up to help me run this Nats. They are the heart of the operation, so if you get a chance, thank them and consider giving your time sometime in the future in this capacity too.

The Free Flight Manager, Phil Sullivan, did much of the upfront work, interacting with the AMA over the past year in preparation for this meet. Phil's work made it an easier job for an out-of-town CD to step in and run this meet. Thanks, Phil

I hope to spend a good deal of time socializing with many of you between flights. This was one of the main reasons I agreed to be CD, so that I could interact with many of you whom I have seen over the years, but was too busy flying to talk to.

My daughter and I wish you all a wonderful Free Flight Nats!

—Joe Mekina
reporter/photographer



Ben Tarcher
with his long-
winged F1A
Towline Glider.



Bob Sowder with his red, white, and blue Nostalgia Gas Lucky Lindy, and his support crew of Jim Demeritte, Larry Davidson, and Jim's dog.



Above: A smiling Julie Parker with her new E-36 which she trimmed out getting ready for E-36 event on Wednesday.

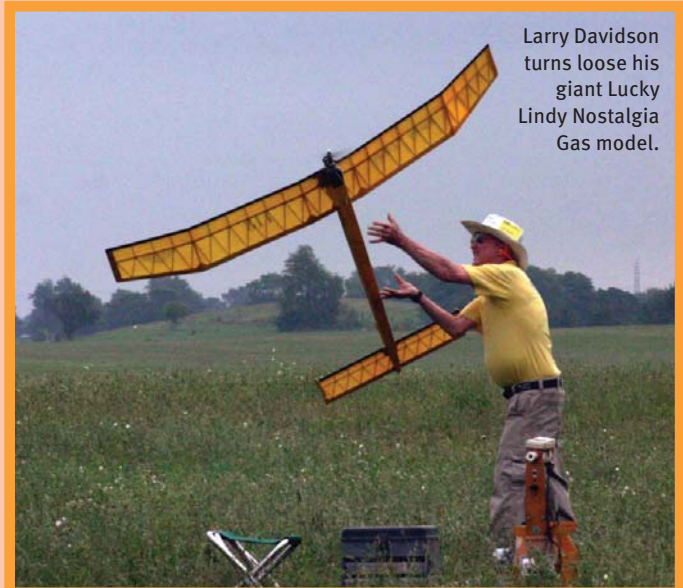


Above: Linda Powell has recently taken to the flying ranks with her husband, Chuck. Linda's an accomplished electric flier, too. Look for her in the winner's list.



Below: Larry Willis of Utica, Ohio, lets his long-bladed propeller unwind after a flight. Larry recruited a young man to help him do some chasing. Larry, who has been absent from the flying scene for a few years, was back out having fun!

Left: Walter Tomasch prepares to take out his blast tube after winding his Old-Timer Rubber model.



Larry Davidson turns loose his giant Lucky Lindy Nostalgia Gas model.

Dave Lacey with his E-36 electric model. Dave put on a trimming school getting this airplane to fly.



Chuck Markos a previous year's Free Flight Nats CD smiles with his Mulvihill Rubber model.



Dick Covalt from Anderson, Indiana, with his E-36 electric model.



Bud Romak with his 1/2A Rise-Off-Water entry.

John Oliver, with his Cox-powered Nostalgia Gas model.



A friendly pair of gas fliers took time out to pose for a picture.



Free Flight



Bill Vanderbeek with his 1/2A Rise-Off-Water entry.



Bob "The Cup" Hanford with a hot AMA gas model in standard Hanford colors.



Last year's CD Bill Shailor returned to the ranks of the flying. He is seen here with his F1B Wakefield.



This year's F1A event director Aram Schlosberg was out testing his F1B.



An ever-smiling Jan Langelius poses with his Disc US Kid Hand-Launch Glider.



A NatsNews isn't complete without a smiling picture of Denny Dock.

Free Flight

RC Soaring Wrap-Up

F3J Soaring Day 2

Saturday morning met us with very low cloud overcast and light drizzling rain as we assembled our sailplanes for F3J Soaring Nats Day 2.

Phil Renaud, our CD, held a short pilots' meeting in the AMA-provided tent and the decision was made to wait until 10 a.m. to see if it would clear. As if by command the rain did stop in time and Phil got the contest underway immediately with the first group of Round 8 for a 10-minute round. The first group included Dillon Graves, the overnight leader, and Chris Lee and Rich Burnoski who were also second and third overnight.

The fourth member of the group was Neville Newman from Canada. Dillon's launch put him higher from the start so he simply covered the others as they set off on a long ride to the southwest and then to the north following the adjacent aerodrome. Dillon covered his opponents the whole time staying on a track deeper but more productive.

As the 10 minutes wound down, it was evident that both Chris and Rich would be struggling to make the full clock. When they both scraped home and landed with half a minute or so to go, Dillon's first test of the day was over and he made a very safe 98 landing to retain his lead in the contest.

This reshuffled the top order somewhat as Doug Pike won his group to take a 1000 and Gordon Buckland (974) faltered slightly with John Graves putting a little hurt on him outflying and outlasting him in a dead air duel. This allowed Doug to slip into second place.

Round 9 was announced as the first 15-minute round of the day and Dillon and Chris were up in Group One with Dominic Lewis and Jeff Duval. Dillon and Chris flew deep to the west following a slight draw which was evident from the downwind launches.

Once again Dillon started higher with an excellent launch and flew deeper in the very soft lift to stay above Chris for the majority of the flight. Both Dominic and Jeff relaunched and Jeff followed us to work the same area in a following patch of floaty air. As Dillon followed Chris home to the field he was able to use Jeff's lift and maintained sufficient height advantage until Chris finally landed at 9:47/96 before making his own conservative approach to score a decisive group win with a 11:54/100.

Group 2 saw Gordon Buckland up against Jack Strother, Ray Munro, and Neville Newman. Gordon and Jack flew left to the treeline where Jack started lazy turns in a patch of floaty air which Gordon joined him in at a lower altitude. For the most part, Jack was able to stay above Gordon but as the clock ticked on the lift dissipated and it was soon clear that neither was going to get the full clock without some help from elsewhere.

Ray and Neville had both relaunched without finding any friendly air as Jack first came back to the landing zone and landed at 9:00 minutes, while Gordon followed him shortly after to take the 1000 with a 9:32/100. Group 3 was Adam Quennoz, Doug Pike, John Graves, and Rich Burnoski. Initially John Graves followed Rich to the south over the aerodrome and each mooched around trying turns in various patches of very light lift, sometimes maintaining but never climbing.

John finally succumbed to land early while Doug Pike relaunched and Adam Quennoz meanwhile had managed to sustain his altitude in an area over the field. Rich was unable to find anything useful and eventually his downward glide was terminated with an 8:18/95, allowing Adam to take the 1000 points with an 8:51/99.

Doug's relaunch yielded him a sub 6-minute flight which saw him fall from second to fifth, letting Rich move up to fourth and Chris to third, with Gordon in second, about 20 points behind the unstoppable junior Dillon.

Light rain caused a 30-minute stop and we took the opportunity to enjoy the usual Muncie hot dogs from Carter's hot dog cart. Round 10 began shortly after noon with the rain just stopped again and a very slight draft from the south blowing on our left cheeks as we prepared to launch the first group.

With 1 minute of preparation time left, we felt a slight change as puff of wind from the east told us the launch would be a little downwind. The lift was just off the end of the turnarounds and Gordon Buckland, Rich Burnoski, Ray Munro, and Adam Quennoz assembled in the area to do lazy turns for 14 $\frac{1}{2}$ minutes as we wound down the clock.

The lift was light but solid as each pilot maintained blue sky until the end. The final landing act sorted out the points with Rich getting the slightly better time and a 98 for the 1000. Group 2 was John Graves, Jack Strother, Doug Pike, and Jeff DuVal and once again the group found soft lift past the turnarounds after a slight downwind launch.



Rich Burnoski is assisted by his grandson, Dominick Lewis, to call air.

Jeff took his model much deeper than the others and needed a little help coming home. John fell short of time when he returned early as did Jack Strother. As is often the case when you are last to return, Jeff had the benefit of being able to return through Doug's air to make the trip comfortably. The landings saw Jeff take the 1000 with a 14:54/95.

The third group of Neville Newman, Dillon Graves, Dominick Lewis, and Chris Lee took to the sky and once again the slight draw downwind saw each pilot hightail to the west and circle upward in good air. Neville landed a little early but for the 1000 it was who could push the clock and a landing duel. Dillon hit the 100 with a very conservative pushover 1.5 seconds early to take the maximum points.

The final round was announced by CD Phil as the radar showed more rain closing in. The first group of Chris Lee, Jack Strother, Gordon Buckland, and Dominick Lewis launched with dark cloud bands overhead and we each headed off west to search. Chris and Gordon worked a patch together with Dominic coming up from below while Jack circled in air over the trees as we waited out the clock.

Dominic left our area to search to the south but eventually took a relaunch. The

rest of the flight was uneventful as Chris, Jack, and Gordon lined up for the landing zone to take the countdown. The winner was Gordon with a 14:52/100 with Chris making a 14:52/95 and Jack a 14:48/95.

The second group launched into probably the most contrary air we had all day as Rich Burnoski, Adam Quennoz, Ray Munro, and Neville Newman all failed to find lift and the relaunches began. Neville came in first and we got him

turned around quickly before 5 minutes had passed and he set off in the opposite direction to the friendly treeline in the west to hook up immediately.

The others in his group also succumbed

Jeff DuVal makes a nice landing in Round 10.



to flying in the wrong air and relaunched to join Neville as he checked out to the west. With Neville's early relaunch he managed to post an excellent time of 10:11/98 trouncing his group entirely as they limped home with 7- and 8-minute times.

Group Three was announced as the last flight group of the day and as they launched light rain once again began to close in from the southeast. Jeff DuVal set off to the west end of the field while the others hooked up over the grass to the north in gentle lift which they worked downwind without gaining a huge altitude. With the rain beginning to fall between the pilots and their models it was obvious that visibility was becoming an issue as Doug came in early at just under 11 minutes and Dillon and John began flying back to the field to keep their models in sight.

Jeff had failed to hook up on his own in the west and eventually had to relaunch to join the others in the rain and mist. Dillon completed his final landing with a solid 14:54/98 to secure first place in a contest

Adam Quennoz pilots his craft under the watchful eye of Chris Lee during the last round.



where he dominated from the first round with safe, but thoroughly solid, flying.

Dillon took nine 1000s of a possible 11 and finished the contest with a score of 9999.29. He never gave anyone else an opportunity to head him! Second place was filled by Dillon's coach, Gordon Buckland, 28 points back with 9970.55 as he also completed two days of solid but conservative flying to finish well ahead of Chris Lee with 9913.94. Just behind Chris was Rich Burnoski's 9906.69 while Doug Pike finished fifth with 9596.24.

The trophies were presented under the tent as the rain quickly set in. Dominick Lewis received the Senior award for first in F3J. Dillon Graves was presented with two first-place awards winning the Junior class

as well as winning the outright first place in the Open category.

The contest was conducted in great spirit and a big thanks must go to those who made this Nats F3J contest a success in spite of the date change and resulting low entry numbers. Phil Renaud took on the CD responsibilities and flew from Phoenix on his own wallet to help. Thank you, Phil!

Kim Graves went to a lot of trouble to prepare binders with the lane assignments for each team, design and make scoring cards, and then she spent two days entering the scores. Thank you, Kim! John Graves provided the scoring tent, transportation of batteries, charging batteries, and coolers of ice-cold beverages. Thank you, John!

Thanks also to the LSF officers who

made it all happen with Jim Deck, Gil Gauger, and Johnny Berlin coming out to assist us. Thanks once again to the AMA staff who provided us with the necessary tents, chairs and tables, a golf cart, and finally, thank you to Ashley Rauen for making sure the *NatsNews* was put together every day for your enjoyment.

The contest was a great success and could have been enjoyed by many more pilots but for the date problem. Let's hope next year we can be back to our regular time slot and the Glider Camp can once again be a premier, well-attended Nats event. Until then ... go downwind and soar!

—Gordon Buckland
reporter/photographer

Doug Pike works his model out in soft lift during Round 10.



Rain closing in on us made visibility more difficult.



Helpers work quickly to relaunch three of the models after a failed first launch sortie in the final round.



Jack Strother was a keen competitor throughout the contest.



A perfect 100 landing yields John Graves the 1000 in Round 8.



Rich makes another textbook landing.





Dillon Graves is awarded first-place Junior.



Dillon Graves also won the first-place Open category with a nearly perfect score.



Dominick Lewis is awarded the first-place Senior trophy by CD Phil Renaud.



Second-place Open class F3J was awarded to Gordon Buckland.



The trophy winners (L to R) Dillon Graves, Gordon Buckland, Rich Burnoski, Doug Pike, and Dominick Lewis. (Chris Lee was absent.)

Gordon Buckland spots lift for Dillon Graves.



ALES Awards

Photos by Chris Savage.



“First and second place were a mere 5 points apart. At one point they were tied. I had CD nightmares of an ALES fly off.” —CD Skye Malcolm



RC Soaring

This week's events:

Tuesday
Free Flight

Wednesday
Free Flight

Thursday
Free Flight

Friday
Free Flight

Saturday
RC Scale
CL Scale

Sunday
RC Scale
CL Scale

SAVE 10%

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**EXTENDED HOURS
FOR THE NATS!**

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Aviation Weather Forecast at Muncie, Indiana

Station: KMIE North: 40.23 West: -85.38 Timezone: Eastern Daylight Saving Time UTC: -4 Model: Aviation (GFS MOS Guidance)

DATE	MONDAY JULY 8								TUESDAY JULY 9					WEDNESDAY JULY 10							
HOUR	8:00 AM	11:00 AM	2:00 PM	5:00 PM	8:00 PM	11:00 PM	2:00 AM	5:00 AM	8:00 AM	11:00 AM	2:00 PM	5:00 PM	8:00 PM	11:00 PM	2:00 AM	5:00 AM	8:00 AM	11:00 AM	2:00 PM	8:00 PM	2:00 AM
SKY	Mostly Cloudy	Partly Cloudy	Mostly Cloudy	Cloudy	Cloudy	Mostly Cloudy	Cloudy	Mostly Cloudy	Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy	Mostly Cloudy
TEMP (F)	71	79	83	83	81	75	72	71	74	79	83	83	80	77	75	73	75	79	84	79	67
WIND DIRECTION (AZIMUTH)	230	240	250	240	220	200	210	230	230	260	260	240	240	220	220	220	230	250	250	320	330
AVERAGE WIND SPEEDS (MPH)	6	10	10	9	8	8	9	8	8	9	11	9	6	6	8	9	9	11	9	8	6

The 2013 National Aeromodeling Championships are sponsored by:



Thank you for joining us this year!

The aircraft launched simultaneously with Johnny Berlin throwing in the foreground.

