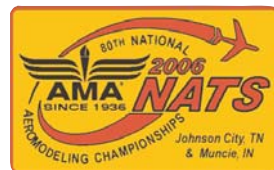


# NatsNews

## 2006

July 12, 2006



In today's issue ...

CL Racing  
CL Aerobatics  
Pylon  
CL Navy Carrier

CL Speed  
CL Combat  
RC Scale Aero. scores  
correction

## Between the raindrops ... CL Aerobatics

### Events

#### July 12

RC Pylon  
Q-500, Q-40  
Control Line  
21 Proto Speed,  
Formula 40, Slow Rat  
Racing, Profile Carrier,  
Precision Aerobatics  
Advanced Aerobatics  
Speed Limit Combat  
NCLRA Clown Race  
Sportsman Carrier

RC Combat – Site 4

#### July 13

RC Pylon-Site 3  
Q-40  
Control Line  
A Speed, B Speed, Rat  
Race, Carrier I, Carrier  
II, Precision Aerobatics  
Advanced, Aerobatics,  
1/2A Combat, NASS  
Sport Jet Speed, NCLRA  
Quickie Rat  
RC Combat – Site 4

### Weather

**Wednesday**  
87° F | 72° F  
Chance of rain, humid

**Thursday**  
87° F | 72° F  
Isolated chance of  
rain, humid

*Weather courtesy of WTHR,  
the NBC affiliate in  
Indianapolis.*



The first two rounds of qualifying begin for both Open and Advanced pilots on Tuesday, July 11. The fliers are seeded according to the published format and both events fly before a similar set of judges located on four circles. Monday was their last day of official practice flying.

The Advanced and Open fliers will fly on the same circles, but be divided into groups and fly within their own skill level. Advanced and Open will each have four seeded groups to fly on their respective circles with their own flight orders. One group of Open fliers might fly two officials on Tuesday on circle four and then move to circle three for two more official flights. The best flight of each day will be compiled to determine the selection of who will fly for the Finals on Thursday.

Tuesday began with a gentle mist and somewhat calm winds. Flying schedules were

initiated on time with pilots getting on the circles, easy engine starts, and smooth Pattern maneuvers.

As time progressed, the winds hastened their rush across the "L" pad macadam and the amount of rain increased with each passing moment. A heavier rain brought the activities to a halt shortly before noon. Most of the visitors took to the local restaurants and many helped the local Boy Scouts troop with food orders.

The rain appeared to be ending, so the troops moved back to the asphalt and worked to finish the round. The rain and wind did not abate, and in fact increased, as the round came to a close.

I was the last man standing on circle one. I got through an unimpressive flight but made all the right squiggles, humps, and bumps to at least receive Pattern points and get the Envoy VI back on the ground safely and back into the van.

—Allen Brickhaus



James Sumner always brings a unique model to the Nats. This particular triplane is different for him in that it is powered by only one engine. James generally likes to apply two or more power plants to the models he flies.



Frank McMillan is attempting to stay dry and return John Hill's Caudron to the pit area following a flight in the wind. Rain was not a major factor at this time in the schedule.



**Bene Rodrigues designed and had kitted this P-51 Mustang that was brought to the United States in large numbers by the Brazilian contingency.**



**Steve Moon and Phil Nickles are ecstatic over Steve getting through a very tough wind with no damage to his Saturn.**

### New Museum Hours

Did you only get to spend a few minutes in the museum last year before it closed? Did you miss out all together because your event ran late into the afternoon? Now you will not have to rush. The museum will have special hours this year during the Nats. From July 5-August 4, the National Model Aviation Museum will observe special Nats hours:  
 Monday-Friday 10 a.m.-7 p.m.  
 Saturday-Sunday 12 p.m.-6 p.m.

Don't miss this opportunity to see the museum's fabulous collection and visit the museum store for one-of-a-kind souvenirs, collectibles, and AMA merchandise.

We're looking forward to seeing you soon!



**Louis Rankin is taking in his first Nats. Louis is from Atoka, Tennessee, and is flying in Advanced Control Line Precision Aerobatics. Louis is flying a Bob Gieseke profile Bear clone powered by a ST .51.**

## HotSpot!

Wireless Internet is now available for entire site! AMA has a wireless network available for use to access the Internet. The primary purpose of the wireless network is to provide a convenient means of Internet access for the member to communicate with family and friends.

Members will be granted limited access to this network as the technology and network capacities allow. Access is intended for use by private individuals and not for commercial endeavors. Commercial applications such as Web site updates, video upload, or the transfer of any large file must contact the Information Systems Department prior to access. There is a fee associated with use of the network for all commercial applications.

Go to Nats HQ for complete details. If you run into trouble connecting, you can still connect your laptop to the EC\_Access network from the parking lot at the main Headquarters building. If you do not have a laptop, you can still access the Internet from the PC in the main HQ lobby, or museum lobby during business hours.



# Control Line Speed

**One word** best describes Tuesday's competition: *wet!* Flights started at 8:30 a.m. and the rain started at the same time. There were periods of heavy rain followed by a light mist. Flights were placed under all conditions. There were fewer than 50 attempts or roughly 60% of those placed last year. The contestants from Florida arrived at the site in the morning, checked the weather, and decided to return to their hotel. This was a decision that many wished they had made as the day progressed.

The number of entrants in F2A was down because of the World Champs in Spain. First in F2A went to Alexe Valishev at 174.16 mph. He earned first by doing a great amount of testing on the practice circle throughout the day assisted by Al Kelly. Together they tried many setups of head, propeller, and pipe settings to arrive at the fastest flight. Alexe still had to use all four of his attempts to turn this time.

Second went to the NewMath Team. This team is Joey Mathison and many-time member of the US F2A Speed team, John Newton. They placed a speed of 172.55 mph. Third went to Jim Booker at 168.21 mph. Jim is also a former member of

the US F2A team.

In Junior-Senior 21 Sport Speed, Bobby Poisson placed first at 134.37 mph. This was an excellent showing for a person who has been flying Speed for only two years. Second went to Ashley Wilk at 126.75. Ashley's performance continues to improve with each contest she attends.

James Vansant placed third at 124.00 mph. This is quite a bit off from James' normal speeds. He attributed this decline to the weather.

In Open 21 Sport Speed, Jerry Rocha placed first with a beautifully engineered and constructed model. Jerry cut the wing airfoil and many other parts on a CNC mill. His model used an innovative two-piece bell crank that is shown in the accompanying pictures that were taken on Monday. Jerry needed only one attempt in the morning to place this time.

Chris Montagino placed second at 149.86 mph. Chris used all four of his attempts to place this time. Chris's flying partner, Al Stegans, took third with a time of 149.44 mph. Al placed third in this event last year.

—Dave Mark



The very clean engine and tank installation are in Jerry Rocha's first-place 21 Sport model.



This view of Jerry Rocha's new bell crank shows the two pulleys that the line loops are installed over.



This is how the assembled bell crank looks in the model.

# CL Combat

**The first event** at this year's Control Line Combat Nats is F2D. The Event Director is Roy Glenn, President of the Miniature Aircraft Combat Association (MACA). Chief Judge and Coordinator is Sheila Cranfill. Timers and Cut Counters are Pat Zerfas, Frank Zabudske, and Brandon Driver.

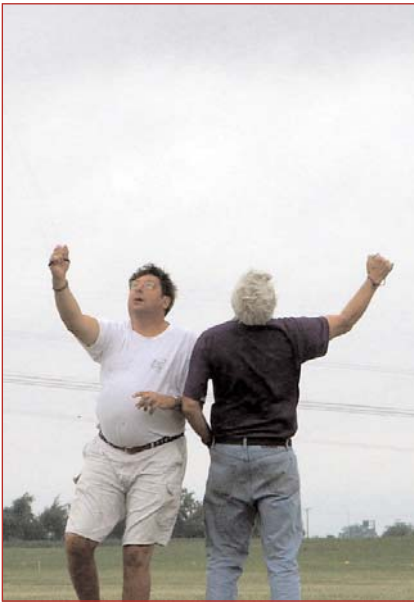
We dodged the rain all day but we were able to complete the event. One of the main reasons we completed the event was that the number of entries was low; we totaled eight entries, which is quite low considering how popular F2D is at the present time.

Because of the low people count, we decided we would fly single airplane with Slow Rules. One of the unusual things is we flew five-minute matches, which gives you another minute of flying time, something everyone seemed to enjoy.

The best match of the day was between George Cleveland and Don Cranfill in the finals, with George winning. In all it was a pretty good day. Tomorrow is 75 mph Combat. I think it will have the most entries.

—Wayne McDaniel

- **Equipment used:** everybody was flying store-bought airplanes bought from GRS or Tom Siegler.
- **Engines used:** the most popular engine used was Fori. Everyone was using ready-made lines.



Don Sopka and George Cleveland are mixing it up in the center circle.



George Cleveland is smiling after he won the match. Roy Glenn, Center Marshall.



Brenda Schuette and Sheila Cranfill wait out the rain.



Richard Stubblefield, George Cleveland, and Don Sopka are getting ready for the first round.



The winners of F2D (R to L) are first place, George Cleveland; second place, Don Cranfill; third place, Richard Stubblefield.

# RC Pylon

**Tuesday began** with the threat of rain. There were a few sprinkles falling during some of the early-morning test flying. It stopped for a while but soon started again. Some racers were willing to put up with a few drops to get some more practice in. The rain started to fall pretty good for a while but broke in late morning with reports of a two-hour window of no rain. Mike Condon said, "Let's fly!"

Mike decided to try to get the final two qualifying rounds in for both "A" and "B" matrices. Normally, we would have flown the last qualifying rounds of group "B" then the final rounds of "A". With the uncertainty of the opening in the rain, it was decided to alternate, flying Round 6 of "A" and then Round 6 of "B". In case the weather turned bad again, he wanted to have the best chance to get the same number of rounds in for each matrix. Well, it didn't wait that long.

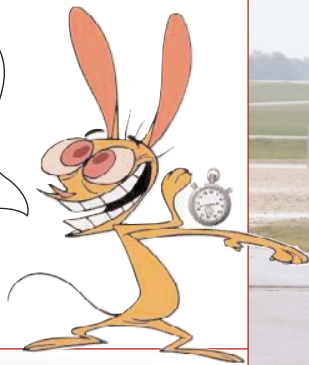
It took a bit to get all the workers rounded up and back at their stations. We started with heat 46 of flight "B" and were moving right through the heats—or so it seemed. Then the rain started again. Heat 51 was flown in marginal rain conditions and it was called off again. Soon thereafter, the call came in that we were done for the day. It didn't look as if it would be clearing the rest of the day.

Wednesday was scheduled to open with the Q-500 finals, trophy presentation, and then move right into the "A" matrix of QM. Now the plan is to get started right at 8 a.m. and finish the sixth and seventh rounds of Q-500 qualifying and then fly the Q-500 finals.

Depending on how things go, we may end up stopping after six rounds. The weather report doesn't sound all that promising as of tonight. If things go smoothly, we should have Q-500 finished and the first half of QM matrix "A" done by the end of Wednesday. We will see what happens.

—Jim Allen

Mike, can we play tomorrow?



Above: John McDermott and Rusty VanBaren get in a test run during the idle time after canceling competition for the day. Darrol Cady looks on.



Sometimes a picture says a thousand words. The course sat idle much of the day because of rain.

# Control Line Racing

The news for Tuesday was rain, rain, and more rain! Rain continued throughout the day with only two periods of roughly 45 minutes with drizzle light enough to consider Racing. The entrants decided that even with marginal conditions that they would give it a go when the weather turned better.



Jim Ricketts' Goodyear winner.



Steve Eichenberger pitting.

Jim Ricketts posted the first and best preliminary time of 3:06 against Steve Eichenberger who had mechanical problems that he could not sort out.

The afternoon break gave a chance for one more race where Jim Ricketts Sr. put up a respectable time that was good enough for second place. A 140-lap final was not run because of weather conditions.

'B' Team racing was canceled because of conditions, and will be run on Wednesday.

—Tim Stone

## CL Racing Primer

**CL Racing** at the Nats consists of six official AMA events and five unofficial events. Official events are those in the AMA competition regulations handbook. Unofficial events are Racing classes that are regulated by the National Control Line Racing Association (NCLRA) which is the AMA-recognized special interest group governing CL Racing.

Racing classes go from the casual and inexpensive up to extremely complex and expensive events. In almost all racing classes the goal is the same: to complete the required number of laps (with a specified number of pit stops) in the shortest amount of time. Races are flown normally with two or three pilots in the circle starting with a "3-2-1-GO!" countdown.

**FOX RACING** (Unofficial) is considered an entry level event. Stock Fox .35 Stunt engines only are allowed. It is amongst the slowest event with airspeeds at roughly 70 mph and easily handled by novice fliers.

**F2C TEAM RACING** (Official) is the Formula One of CL Racing. This class is flown internationally and is by far the fastest, most expensive, and difficult event. The demands on a pilot are extraordinary in F2C and very few are capable of flying

this event. Diesel engines dominate F2C, and expert pitmen can catch the airplane after the engine is stopped (at sometimes 60 mph!), refill the tiny .8CC fuel tank, and hand restart the engine all in about four seconds! Top equipment is usually purchased from the former Soviet Union where this event used to be sponsored by the government. Since modelers there did it for a living, the engines and airplanes produced there reached a high level of development. Recently American racer Dick Lambert has produced some world-class 100% carbon-fiber-composite F2C aircraft and handmade engines that are true works of art; he will be one of three teams representing the U.S.A at the World Championships this year.

**F2CN** (Unofficial) is a simplified, profile fuselage variation of F2C that is a starting point for those who want to eventually compete in F2C. The reduced airspeeds make it manageable for low-time pilots.

**SCALE RACING** (Goodyear, Official) features 1/8-scale models of Formula One air racers. The .15 cubic inch engines used in this event are highly tuned but temperamental sometimes, and airspeeds are in the 120 mph range.



The soggy Goodyear winners.



Steve Eichenbergers' Ohm Special Goodyear.

### 'B' TEAM RACING

(Unofficial) has been revived with a great deal of promotion by Floridian Bob Whitney. This event is unique in several ways. The airplanes must have a full fuselage and canopy as the event was originally flown in the 1960s. The choice of fuel is

unrestricted and left to the competitors' thirst for nitromethane! Tank size is restricted to one ounce making racers have to balance speed with fuel economy. The rules specify fully enclosed engines, and there is an award given for best appearance. Some of the nicest looking airplanes in all of CL racing are flown in B Team race.

**SLOW RAT** (Official) is anything but slow, it is probably the most physically demanding of all CL racing events. Airspeeds can be 130-plus mph and the engine of choice is the Nelson .36. The line pull is quite high with airplanes weighing approximately two pounds, and it takes a strong set of arms to handle these.

**CLOWN RACE** (Unofficial) Like many events, Clown Racing started as a beginners' event and has become very competitive. Rules specify strict construction of only one design—the 'PDQ Clown' and tank size is restricted to one ounce. The object of Clown racing is to fly as many laps as possible in a 7½-minute time period. Diesels have lately been gaining in popularity in this event.

**RAT RACE** (Official) has changed in the last few years to a reduced engine size of .15 maximum. The event had become a victim of its own success, and almost no one could handle the 150-plus mph speeds achieved with .40 sized engines. With the decrease in engine size, this event is now gaining in popularity although the mechanical setups in these small planes can be tricky. Airspeed for Rat is now in the 130-mph range.

**TEXAS QUICKIE RAT** (Unofficial) is a relatively simple event that draws more entries than any other CL Racing event. It is quite popular in Texas and California and highly contested at the Nationals level. Engines are limited to .40 size single bypass (non-ABC) and the rules overall are structured to keep the airspeed manageable for most people at around 105 mph. Most races in this event are won or lost by a very narrow margin, adding to the excitement.

**MOUSE RACE** (Official) is split into two classes. Class I is limited to reed valve engines, while the faster Class II allows any engine with a max displacement of .049 cu.in. Class I Mouse is a beginner's event, but at the Open class the competition really steps up with the use of custom built (non-Cox) engines. Mouse II has become a much faster event with the introduction of Cyclon and Profi .049s that produce a huge amount of power for their size.

—Tim Stone



Fox racer.



Slow Rat racer.



Goodyear racer.



Rat racer.



B Team racer.

# CL Navy Carrier



(L to R) Dale Gleason, Melvin Schuette, and Ron Duly renew acquaintances. The Nats is the only match-up for some of the contestants from diverse locations—in this case, Texas, Kansas, and California. Both coasts and our northern and southern borders are represented this year.

**Today** in the CL Navy Carrier circle, the Profile Carrier events will be flown: the AMA event and the Sportsman Profile Carrier event sponsored by the Navy Carrier Society (NCS).

We had a preview of today's competition at aircraft processing yesterday evening—both with the models and the weather. The off-and-on rain kept us all gathered under the event tent during processing.

The forecast for isolated thunderstorms today is likely to produce an off-and-on flying schedule if they get close enough to pose a safety hazard. The forecast wind will make slow flight challenging, but conditions should be consistent throughout the day, making a winning performance possible at any time.

The models this year will be familiar to anyone who's been following the event in the past, but there are some new models and some new contestants since some of our former Sportsman class contestants have moved up to the official AMA competition in the last couple of years.

Gary Hull brought a new version of his Brewster model, and John Vlna has a completely new design based on the Japanese high-wing Ki-76 aircraft. Bob Frogner has his de Havilland Vampire; Ron Duly brought a Grumman XT3F-2S Guardian prototype; and Art Johnson is flying another Guardian. Even the mix of MO-1 models is greater than usual with four different designs.

Bill Calkins and his crew will be officiating, and it looks like a great day of competition awaits us. Check in tomorrow to read how it went.

—Dick Perry



Art Johnson and Bill Calkins ran processing. Here they are checking Dale Gleason's MO-1 for rule compliance.



Bob Frogner (L) and Pete Mazur with their models. Bob's Vampire is one of the non-MO-1 models entered this year. Pete's the national record holder with his MO-1.



Gary Hull's Brewster in British markings seeks shelter under the table while awaiting processing. Gary has the only Thunder Tiger engine in the competition today.



(L to R) Gary Hull, Brewster; Joe Cservenko, MO-1; and John Vlna, Ki-76, await their turn in the processing line. John truly enjoys finding obscure prototypes to model. His Japanese Ki-76 is his latest effort.

# Scores and Standings

Please note: all scores are unofficial until tabulated by Nats Headquarters.

## 1/2 A Profile Proto

1	JERRY W ROCHA	105.83	NAPA	CA
2	WARREN KURTH	96.321	DAVENPORT	IA
3	CHARLES E LEGG	90.371	COUNCIL BLUFFS	IA
4	CHARLES J WHITLER	86.476	CASTALIAN SPRINGS	TN
5	GLENN M LEE	84.712	BATAVIA	IL
6	C L DODGE	82.46	RICHMOND HEIGHTS	OH
7	CHRISTOPHER A MONTAGINO	81.526	PARMA HEIGHTS	OH
8	CHARLES V WILLIAMS	81.452	MATTHEWS	NC
9	GLEN J VANSANT	79.97	LANGHORNE	PA
10	JOHN W NEWTON	78.674	ROWLAND HEIGHTS	CA
10	JOEY MATHISON	78.674	LAS VEGAS	NV
11	FRANK C PULEO	77.723	ARVADA	CO
12	THOMAS A WILK	77.672	DULUTH	MN
13	ROBERT A TAIPALE	73.862	CUYAHOGA FALLS	OH
14	ALBERTO CABALLERO	72.23	FORT LAUDERDALE	FL
15	RICHARD S YATSON	71.77	CLEVELAND	OH
998	A H STEGENS	DNF	OLMSTED TWP	OH
998	DAVID R MARK	DNF	FENTON	MI

## 1/2 A Profile Proto J/S

1	JAMES D VANSANT	J	90.23	LANGHORNE	PA
2	ASHLEY M WILK	J	73.741	CRYSTAL	MN
3	BOBBY J POISSON III	S	71.713	PLAINVILLE	MA

## 1/2 A Speed

1	C L DODGE	134.853	RICHMOND HTS	OH
2	CHARLES E LEGG	128.383	COUNCIL BLUFFS	IA
3	JERRY W ROCHA	124.302	NAPA	CA
4	A H STEGENS	117.82	OLMSTED TWP	OH
5	JOEY MATHISON	113.99	LAS VEGAS	NV
6	GLEN J VANSANT	109.215	LANGHORNE	PA
998	JOHN W NEWTON	DNF	ROWLAND HEIGHTS	CA
998	WARREN KURTH	DNF	DAVENPORT	IA
998	JAMES H VANSANT	DNF	PENNDDEL	PA
998	CHRISTOPHER A MONTAGINO	DNF	PARMA HEIGHTS	OH

## 1/2 A Speed J/S

1	JAMES D VANSANT	J	90.301	LANGHORNE	PA
2	ASHLEY M WILK	J	67.831	CRYSTAL	MN
3	BOBBY J POISSON III	S	63.273	PLAINVILLE	MA

## F2D Combat

1	GEORGE A CLEVELAND		KENNER	LA
2	DONALD W CRANFILL		LAKE JACKSON	TX
3	RICHARD STUBBLEFIELD		KINGWOOD	TX
998	P CARTIER	dnf	HUMMELSTOWN	PA
998	WAYNE C MCDANIEL	dnf	MUNCIE	IN
998	JOE B KRESNAK	dnf	GRAND RAPIDS	MI
998	JOHN H GLADFELTER	dnf	CINCINNATI	OH
998	DON S SOPKA	dnf	BROADVIEW HTS	OH

## F2C Team Race

1	MATTHEW HART	03:33.0	MONTGOMERY	TX
2	GARY WALLACE	03:34.6	SPRINGFIELD	MO
3	WILLIAM R LEE	03:35.6	CHANDLER	TX
4	DAVID ROLLEY	03:52.3	BENNETT	CO
5	MELVIN L SCHUETTE	95 LAPS	AUBURN	KS

## F2A Speed

1	ALEXANDER VALISHEV	174.166	BATAVIA	IL
2	JOEY MATHISON	172.553	LAS VEGAS	NV
3	JAMES E BOOKER	168.216	MONTICELLO	IL
4	GLEN J VANSANT	153.406	LANGHORNE	PA
5	CHRISTOPHER MONTAGINO	130.923	PARMA HEIGHTS	OH
998	JOHN W NEWTON	dnf	ROWLAND HEIGHTS	CA
998	C L DODGE	dnf	RICHMOND HEIGHTS	OH
998	ALBERTO CABALLERO	dnf	FORT LAUDERDALE	FL
998	JAMES D VANSANT	dnf	LANGHORNE	PA
998	MATTHEW HART	dnf	MONTGOMERY	TX

## 21 Sport Speed J/S

1	BOBBY J POISSON III	134.374	PLAINVILLE	MA
2	ASHLEY M WILK	126.754	CRYSTAL	MN
3	JAMES D VANSANT	121.77	LANGHORNE	PA

## 21 Sport Speed

1	JERRY W ROCHA	153.968	NAPA	CA
2	CHRISTOPHER MONTAGINO	149.865	PARMA HEIGHTS	OH
3	A H STEGENS	143.44	OLMSTED TWP	OH
4	KARL W CALDWELL	149.07	SPARKS	NV
5	FRANK C PULEO	146.164	ARVADA	CO
6	ALBERT L JONES	145.572	GAINESVILLE	VA
7	JOEY MATHISON	140.865	LAS VEGAS	NV
8	DAVID R MARK	136.412	FENTON	MI
9	ALBERTO CABALLERO	135.38	FORT LAUDERDALE	FL
10	GLENN M LEE	130.071	BATAVIA	IL
11	MICHAEL F WISNIEWSKI	126.035	LAKE HAVASU CITY	AZ
12	BARRY L TIPPETT	99.024	LIVONIA	MI
998	JOHN W NEWTON	dnf	ROWLAND HEIGHTS	CA
998	BILL WISNIEWSKI	dnf	LAKE HAVASU CITY	AZ
998	GARRY N ANDREWS	dnf	ROCKLEDGE	FL
998	THOMAS A WILK	dnf	DULUTH	MN
998	GORDON L KENT	dnf	MERRITT ISLAND	FL
998	CHARLES V WILLIAMS	dnf	MATTHEWS	NC
998	BOB J POISSON JR	dnf	PLAINVILLE	MA

## Slow Rat

1	MIKE GREB	05:48.3	SULPHUR SPRINGS	TX
2	JOHN R GREEN	06:08.5	GRANBURY	TX

## Scale Racing

1	JAMES E RICKETTS	03:06.0	SIOUX FALLS	SD
2	JIM W RICKETTS	03:37.2	SIOUX FALLS	SD
3	STEVE EICHENBERGER	2 laps	CHANDLER	AZ
998	DAVID O BETZ	dnf	WARSAW	IN

## Sportsman Scale Aerobatics

1	KEVIN R COLE	14874.4011	SHREVEPORT	LA
2	STUART B SELOCK	14713.0681	INVERNESS	FL
3	PHILIP W OUBRE	14339.3936	NEW IBERIA	LA
4	JAMES M CHANDLEY	13298.5844	CLAREMONT	NC
5	TOM L BURNDRETT SR	12722.236	OVERLAND PARK	KS
6	DAVE L LINK	12651.3628	WESLEY CHAPEL	FL
7	DONALD MARTIN	11758.3095	GRAY	TN
8	ROGER L RUSSELL	10310.7133	JACKSONVILLE	IL
9	MICHAEL A SOTOMAYOR	6518.9475	YPSILANTI	MI
10	BRUCE A KERN	787.0522	VIRDEN	IL
999	RICK G STRANGE	DNF	MIDLAND	TX

## Intermediate Scale Aero.

1	PEDRO JORDAN	13424.6827	BOYNTON BEACH	FL
2	SHAWN F BEST	13229.6503	LUBBOCK	TX
3	IGOR SPEKTOR	13073.1407	BROOKLYN	NY
4	ANTHONY FANDINO	12978.9488	HIALEAH	FL
5	JOSHUA D JORDAN	12947.7548	BOYTON BEACH	FL
6	CRAIG W BAKER	12637.9546	APPLING	GA
7	TROY R WALLACE	12567.2051	LEXINGTON PARK	MD
8	BRENT A BILLMAN	12389.1714	OSTRANDER	OH
9	JOHN R MORISI	12366.243	LUSBY	MD
10	KEVIN N DIXON	11917.0367	LUGOFF	SC
11	MICHAEL MCDANIEL	10410.5332	FRUITLAND PARK	FL
12	LOUIS MATUSTIK III	9693.7043	COLUMBUS	OH
13	DAVID E GRIP	9143.3621	APACHE JCT	AZ
14	HARRY A WAGNER	9085.9652	WEST SALEM	OH
15	MATTHEW LAINE	7696.557	NEW ALBANY	OH

## Advanced Scale Aerobatics

1	STEPHEN HAMILTON	17495.2678	BOCA RATON	FL
2	KENNETH R WILLIS	16616.9931	BOCA RATON	FL
3	RYAN M GONSOLIN	16469.7915	NEW IBERIA	LA
4	JOHN L HUNTINGTON	15827.1393	WAUSAU	WI
5	LARRY L ARSENEAU	15586.2265	MANTERO	IL
6	BRIAN J SANIK	14731.2565	LEWIS CENTER	OH
7	JOSEPH P RYAN	14056.3247	MCDONOUGH	GA
8	JOSEPH G UTASI	13691.5747	CINCINNATI	OH
	BRIAN G FOVEAUX	DNF	SAINT LEONARD	MD

## Freestyle Scale Aerobatics

1	KYLE K WOYSHNIS	6802	PORT ORCHARD	WA
2	FRANK V NOLL	6773	TOLONO	IL
3	STEPHEN D HAMILTON	6000	BOCA RATON	FL
4	JOHN E SCHRODER	5416	BROOKSVILLE	FL
998	BARON J JOHNSON	DNF	OCALA	FL
998	RICK K BYRD JR	DNF	FORT WORTH	TX
998	MICHAEL MCCONVILLE	DNF	CHAMPAIGN	IL
998	DANIEL G SNYDER	DNF	MONTICELLO	IL
998	JASON M NOLL	DNF	CHAMPAIGN	IL
998	CRAIG W BAKER	DNF	APPLING	GA
998	IVAN KRISTENSEN	DNF	GUELPH	
998	KURT W KOELLING	DNF	POWELL	OH
998	LYNDEL C ROE	DNF	NORTH LITTLE ROCK	AR
998	MATTHEW LAINE	DNF	NEW ALBANY	OH

## Unlimited Scale Aerobatics

1	JASON M NOLL	9981.1183	CHAMPAIGN	IL
2	DAVID E MOSER	9615.3043	LAKE WORTH	FL
3	KURT W KOELLING	9609.9414	POWELL	OH
4	FRANK V NOLL	9605.9493	TOLONO	IL
5	IVAN KRISTENSEN	9528.1071	GUELPH	
6	WILL J BERNINGER	9372.0469	LAWRENCEBURG	IN
7	ADAM P BRY	9021.7529	MORRISON	CO
8	BARON J JOHNSON	8995.0888	OCALA	FL
9	DANIEL F RATHBUN	8948.3176	MIDLAND	TX
10	PAUL SANDYS	8923.3879	OZONE PARK	NY
11	WAYNE H GEFFON	8917.6618	BLOOMINGTON	IL
12	LYNDEL C ROE	8757.663	NORTH LITTLE ROCK	AR
13	KYLE K WOYSHNIS	8613.8772	PORT ORCHARD	WA
14	STEVE DIONNE	8551.9914	RIMOUSKI	
15	WAYNE C MATTHEWS	8374.4566	ACWORTH	GA
16	DENIS PLANTE	8041.881	ST NICOLAS	
17	DEWEY DAVENPORT	7786.7342	WILBERFORCE	OH
18	JOHN E SCHRODER	6667.2404	BROOKSVILLE	FL
19	KENNETH MCGUIRE	2381.6013	CINNCINATTI	OH
998	RICK K BYRD JR	DNF	FORT WORTH	TX
998	MICHAEL MCCONVILLE	DNF	CHAMPAIGN	IL
998	GEORGE R HICKS	DNF	POOLER	GA
998	DANIEL G SNYDER	DNF	MONTICELLO	IL
998	DAVID GENOVESE	DNF	ROSELLE	IL
998	DERYCK TAYLOR	DNF	ACWORTH	GA
998	ALEX B PESCH	DNF	LITTLETON	CO
998	PETER G GOLDSMITH	DNF	MONTICELLO	IL

## Unofficial Events

### NCLRA Fox Race:

- 1 - Russ Green / Bill Lee - 6:53.4
- 2 - Wayne McDaniel / David Betz - 8:05.1
- 3 - David Betz / Ron Duly - 9:28.5

### LA Fox Race

- 1 - Steve Wilk / Matthew Hart - 6:27.9

### F2CN

- 1 - Matthew Hart
- 2 - Dave Rolley
- 3 - Glen Vasant