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JULY–AUGUST 2026

FREE FLIGHT

THE NATIONAL FREE FLIGHT SOCIETY DIGEST

$5.95



World Champs: Junior F1A-B-P-Q • Outdoor Nationals at Muncie • Kang Lee's Record F1D • Science Olympiad and Mentoring • *Nine* Nats-winning designs • New 1/2A Golden Age: "Starship" • Nats Winners Specs • AMA Flying Site News

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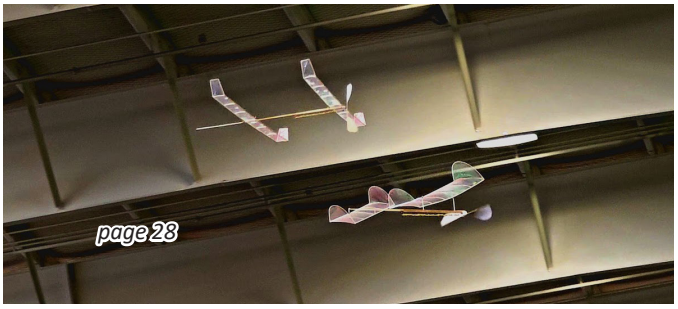

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National Free Flight Society
is an AMA-affiliated, nonprofit organization whose purpose is to preserve, enhance and promote the art, sport and hobby of Free-Flight model aviation in all its forms. Website: http://www.freeflight.org.

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Front Cover: George Bredehoft, longtime proprieter of Volare Model Products, is a regular at the AMA Nats, both indoor and outdoor. Here he executes a flawless tabletop ROG launch of his FAC Old Time Fuselage entry at the Muncie Nats. (Don DeLoach photo)

NON-DISCLOSURE

As most of you alrady know a firestorm was ignited in September when it was leaked that AMA signed a purchase agreement to the sell the International Aeromodeling Center (IAC) flying site and buildings in Muncie.

Apparently AMA was approached by a developer in April and by midsummer had signed a purchase agreement in secret, then forced the AMA Executive Council to sign non-disclosure agreements so the details could not be discussed with the AMA membership. There was only one dissenting vote on the sale agreement, Randy Gibson out of District VII.



Of course there are two sides to every story so I include the following statement from Andy Argenio, District I AMA VP, who voted for the sale. This statement began circulating online in mid-October:

"Over the past few weeks, there has been a great deal of talk and concern across the hobby forums and around our community regarding the future of the AMA International Aeromodelling Center (IAC) in Muncie. Because of legal non-disclosure rules that come with any major commercial inquiry, AMA leadership was prevented from sharing the facts, which unfortunately left a vacuum for rumors to fill. We want to cut through the noise and talk directly to you, modeler to modeler.

"First and foremost, the AMA is not broke; we are not in debt, and we are not looking for a financial bailout. Our day-to-day operations, our investments, and our programs are sound and fully funded by member dues, non-dues revenues, investment interest, and donations.

"The decision by eleven of the twelve Executive Council members to explore an offer to purchase the AMA IAC property had nothing to do with financial trouble and everything to do with an extraordinary, once-in-a-lifetime opportunity to secure our organization's future forever.

"Before moving forward with an exploratory agreement, the Executive Council took a hard look at what the sale of the IAC property actually means for Delaware County and decided that if we were to sell the property, we would focus on retaining the AMA headquarters, staff, and competition tourism dollars to the Muncie community at a new AMA IAC facility elsewhere in the county.

"For model aviation, this transaction represents an unprecedented reinvestment in our members. Instead of losing our home, the sale proceeds would let the AMA acquire a brand-new, superior flying site right here in the Muncie area, with ample room for every National Championship discipline, indoor and outdoor. It would fund a modern headquarters and educational center. Just as importantly, the sale would give us the resources to establish permanent regional flying sites across the rest of the country, while providing long-overdue direct grants, runway improvements, and field amenities to local clubs nationwide.

"Our preliminary agreement includes strict checkpoints that allow either party to walk away if community conditions, environmental safeguards, or municipal requirements do not align. The Executive Council will never sign off on anything that does not leave the AMA dramatically stronger, protect our heritage, and serve the best interests of the community we have proudly called home for decades.

"We ask for your patience and your trust as we work through this process to deliver a future that strengthens model aviation for generations to come. I will continue to provide status reports as we learn more, and if and when the proposal reaches a formal public zoning stage.

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"Thank you for your support and confidence in AMA's leadership."

Obviously Argenio's prognosticating sounds rosy but it relies on many assumptions. I'd be willing to give AMA the benefit of the doubt had AMA's own meeting minutes revealed any recent discussions to replace the IAC. But there have been no such planning or discussions to date.

So now we are forced to wait and hope the AMA is not about sell it's crown jewel out from under its 190,000 members: an 1100-acre flying site, headquarters complex and museum that took three-plus decades to develop into a world-class facility.

Don DeLoach, Colorado Springs, Colo.
dadl72@gmail.com

CAT. 1 F1D AMA RECORD

Kang Lee flew out to Raleigh, North Carolina and stayed with me at my house 20 minutes away from the category I site. We had 11 hours reserved at the recreation center for flying, plenty of time to do full motors for F1D to attempt the Category I record. We both spent the morning getting things in the ballpark with half motors,



ensuring we won't overclimb the site and getting the trim roughly in the right place, then by noon we switched to full motors.

Kang started strong with a flight just 3 seconds shy of the record, indicating better performance is on the table and the 2015 record was indeed stale. Because the Category I record was previously set at St. Lukes in Dunwoody, Georgia the altitude of the 22:50 record flight got up to 30 ft by flying in the slot, a portion of extended height above the Category I limit that does not qualify as Category II because of the less than 50-foot width. Matching that performance at a height of only 23 feet at Faison indicated more performance potential is on the table. I followed with a 21:21 and 21:31 and had trouble getting enough turns with the short, thick motors I chose. Kang made a few more adjustments and was back in the air again.

For the record flight, Kang adjusted his model for two climbs, with the initial climb up to the ceiling and a first descent to approximately 5 feet above the floor at 7-8 minutes. At the bottom of the first descent, the high pitch on the variable pitch prop started to close and the model second climbed up to the ceiling again. The model was still very close to the ceiling at 20 minutes. The model landed with a time of 23:37, increasing the previous record by 47 seconds, an impressive improvement with 7 feet lower altitude than the previous record.

The record was set between 1-2 pm that afternoon, shortly before a major thunderstorm rolled in and the air started churning in the gym. Because of the afternoon weather, the 23:37 stood as the new record. Faison is a wonderful site with very still air, but when it's raining like crazy outside the very sensitive climb adjustments for Category I flight get messed up with even the slightest amount of turbulence. Special thanks to Carl Dowdy for coming to help time our flights and taking great photos for us.

See Lee's Cat. 1 record F1D plan on pages 36 & 38.

We had a blast flying F1D in a relaxing style that Category I flying offers compared to the aggressive, sometimes rather stressful flying of Category III and IV flying. Personally, I'd like to say I'd love to see more competitive Category I contests in the indoor community overall. From my personal experience, I have the most flight time in Category I sites due to proximity for practice, but I know so little about Category I flying with full motors. I think larger regional multi-day contests with a big enough Category I site would be a very fun shake-up to the conventional competitive contests we often reserve for Category II and beyond. Hell, I'd love to even see a F1D World Championship in a Category I or Category II site if the floor area is large enough. I believe that versatile flying in a wide range of sites may drive more competition (or at least be a fun shakeup), and if many of the worldwide communities are able to better practice for a bigger contest in a Category I and II site that makes things even more exciting.

—Emily Torkelson

continued on page 6

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FROM THE PRESIDENT

This is my voice
There are many like it
But this one is mine
And its a fine line
When you try and define the finer points of politics
Politics being a latin word
Poly meaning many
And Tics meaning blood sucking butt lumps.

–Shane Koyczan



The politics reference takes on particular poignance at this time of year. I assume EVERYONE is happy to be past the constant political ads on TV and radio.. I know I am.

I had the particular pleasure of escaping the worst of it with a two week trip out to Lost Hills to CD the Outdoor Team Selection finals with Mike McKeever. I know what you are thinking.. why the heck is an Indoor guy out in the desert running and OUTDOOR contest? Because I CAN. I actually really enjoy it!

Watching the best that the U.S. has to offer, competing for an opportunity to represent their country at the World Champs next summer in Mongolia is very inspiring. Sitting around with ridiculously smart people talking about optimizing pitch on a prop given a limited number of Joules of energy is intellectually stimulating. Working side-by-side with my fellow modelers to make sure we give these competitors the best contest experience we can is comforting. Being off the grid while the political world is spending 100s of billions of dollars bombarding the airwaves with attack ads...PRICELESS!

The Contest went very well from my perspective...the US has picked a very strong team to represent us and I got a little respite with my modelling brethren before heading straight to Muncie to face my "politics comeuppance"

In case you haven't heard by now, the AMA has entered into a purchase agreement to potentially sell the property in Muncie to a developer as a data center. I honestly have no moral objection to data centers. I have no real moral objection to making a good deal that benefits the AMA membership as a whole. Unfortunately, AMA attempted to make this all happen under cover of a non-disclosure agreement without any input from the members, any due diligence or any plan for what is "next" if the sale were to consummate! I say unfortunately because I DO have a moral objection to secret deals that impact not only the entirety of the AMA membership but specifically would cause us to lose our ONLY respectable Free Flight field east of the Mississippi.

When the word got leaked out, rather than being honest with the membership, AMA Executive Council decided to lie, obfuscate and hide behind their non-disclosure agreement. I have told each of them that we have no way to judge the deal on its merits, but if it's a good deal for the membership, a little sunlight would be a positive for everyone. They have chosen the road less travelled and battened down the hatches to try to weather the storm. So, rather than having a conversation with me (or any of the other special interest group leaders) they are going to try to help the developer get their zoning changes and other contingencies satisfied without, STILL, doing any of their own due diligence or starting to assemble a plan on what a next chapter might look like.

On the upside, it has given me the opportunity to meet a lot of our amazing neighbors in Muncie and surrounding the AMA property as they have now taken up the fight with the county and city to try to get a moratorium in place BEFORE they have to wake up with the low hum of a data center across the street from them. This is a group of citizens that have chosen to live a quiet rural life. To raise their kids away from the big city. This is their HOME and



I fully support their right to decide what they want THEIR city to be... plus I have learned in my 61 years on Earth...don't mess with young moms when they are being protective of their kids!

This column is already long but I want to end it with the last stanza of the poem by Shane Koyczan I led with.

You, me, this city, this country.
We will always have a choice.
When you stand up to be counted.
Tell the world,
This is my voice,
There are many like it,
but this one is mine

Buoyant Air!

Dave Lindley, Lisle, Ill.
nffspresident@freeflight.org

U.S. FREE FLIGHT TEAM FOR 2027

From the Team Selection contest just held at Lost Hills, California. Very close contest.

F1A: Guy Goldstein, Shlomi Rosenzweig, Peter Barron

F1B: Jerry Fitch, Alex Andriukov, Sevak Malkhasyan

F1C: Todd Reynolds, Taron Malkhasyan, Guy Mennano

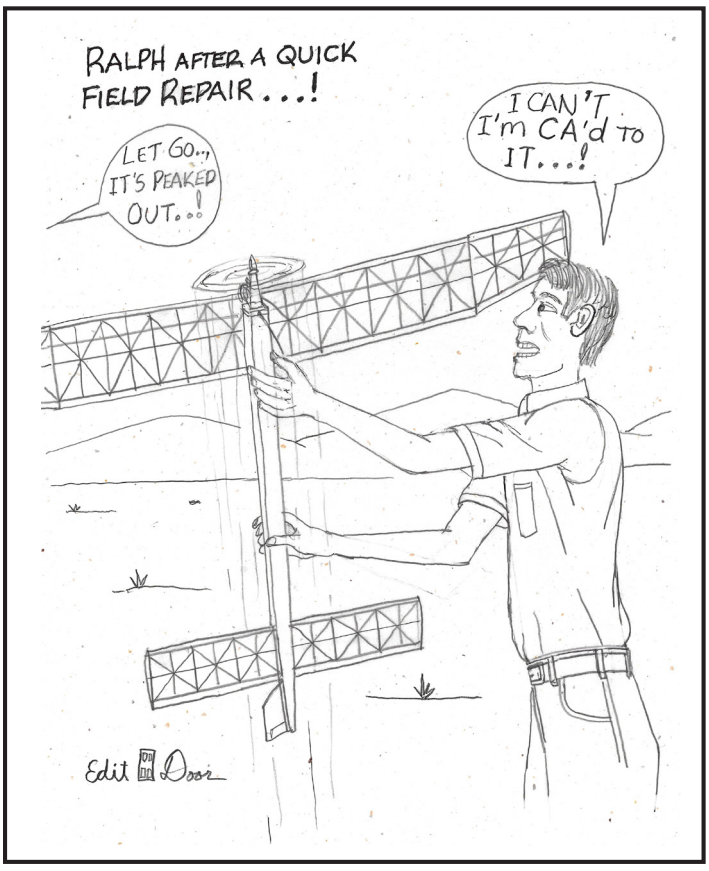
F1Q: Brian Van Nest, David Sechrist, Kiana Lin, Bob Sifleet

—*Roger Morrell, in* SCAT Electronic News

GREAT GRAPE GATHERING

Many of you will have noticed that there was no GGG in 2026. Participation in the 2025 edition was so sparse - a handful of FAC fliers, one power flier (me) and one non-FAC rubber flier, that it became clear to me that the contest had run its course at the Geneseo location. An unsanctioned, primarily FAC, event was held at Geneseo on the usual GGG weekend in September 2026. I had hoped to continue the GGG itself by moving it to Muncie (IAC) in the Fall of 2026, but I could not put together the necessary combination of an available time slot at the IAC, and the availability of a CD, in time to get it organized.

For 2027 I have got 'on the ball' a little earlier and I am pleased to say that it looks as though we will be able to get the contest organized and running at its new location at the IAC. The 'we' in this case is Ruth Ann Bane, who will be the CD - assisted by Brad Bane. I will do a lot of the preparatory organization such as score sheets, prizes, etc., as I have done in the past, and Joe Mollendorf will assist and advise.



The Event Schedule and What is Omitted

Although the contest schedule is for three days I have booked the field for the day prior to the start, for practice flying for those who want to avail themselves of the opportunity. This event schedule is by no means 'cast-in-stone' we are looking for suggestions as to what might be left off, and what might be added. Those who are familiar with the GGG schedule in past years will notice that a number of the 'oddball' events that we used to include have, at this point, been excluded. Most of those were included in the prior format of the GGG because of the particular preferences of the fliers who turned up with some frequency.

Here is a list of the currently excluded events: Diesel Duration, Vic Smeed Memorial Event, .020 Replica/¼A Nostalgia, Senator, Electric A, Electric B, ½A Old Favourites, Cloud Tramp , Junior HL Glider, E-20 Electric.

FAC Events

As well as these events, which have been excluded or modified (for now), we used to run FAC events concurrently with the GGG - usually around 16 events over the three days. There is no plan to do that - but if there is anyone who wants to use the field concurrently with this contest in order to run such an event, we would have no objection.

Trophies

You will notice that, on the attached schedule, there is mention of the presentation of trophy awards in three categories. That is something that we have done at the GGG for many years. Enthusiasm for this is mixed - some people like the idea, some people don't. One of the downsides, for some people, was the chore of taking the trophy home, looking after it for a year, and bringing it back the next year. I can relate to that. It was decided that we would try to find a permanent home for the trophies, in a display case, and just bring them out annually to present to the winners. This plan went into abeyance when it became clear that the GGG either had to move or simply be abandoned. I have included the suggestion that we will continue to present the trophies but that is something that might change before we finalize all the plans. One major factor in the decision is whether we can find a suitable location, either in the museum, or close to the IAC, where a display cabinet can be securely kept.

The Wine

Prizes at the GGG have traditionally been bottles of wine - hence the name "Great Grape Gathering". Over the years, however, this has become something of an expensive chore so, for this re-incarnation of the contest the current plan is that only three bottles of wine will be presented - to the winners of the three Championship trophies. All event winners will receive a commemorative plaque, and stickers to attach to the plaque indicating events won or placed in.



Aerial view of Geneseo Airport (D52) and National Warplane Museum.

The Cost

You will have noticed that, at this point in time, the draft schedule does not include the fees we will be charging in order to defray the costs of presenting a Free Flight Contest. We will be pondering that over the next few weeks (months?).

NOW - My Request!

Having got this far you will no doubt be wondering "OK - what is the catch, what do I have to do?" You're right, there's a catch. This is a whole new beginning for what has been a very popular contest since 1971 (and I have heard rumours of it being in existence before that, but have not seen any documented proof of it).

The GGG started in Ontario, Canada, and for many years was held at a WWII Canadian Air Force training airfield in Gananoque, Ontario. That airfield eventually became 'unobtainium', around the millenium year if memory serves me correctly, when the local municipality took it over and promptly leased out everything except the runways to local farmers. The Western New York Free Flight Society came to the rescue and negotiated permission for the contest to be held at the National Warplane Museum airfield in Geneseo, NY - a field that they had been using for their own contests for a few years at that point. At that point the GGG became a joint US/Canadian venture - hence, one of our trophies is the Can-Am Grand Champion Trophy. Largely because the cadre of fliers who are willing to go to Geneseo for a contest, other than a handful of FAC enthusiasts, has dwindled to almost zero, we have two choices - either wind it up or move it to a location where sufficient people will come in order to make it viable. We have chosen to try the second option and felt that the IAC was a location which had the greatest likelihood of producing success. So - what do I want from you?

I would really appreciate it if all recipients of this email - and as many as you can think of to pass it on to - would look carefully at the plans and give me your feedback. I know what I like to do - I don't know what you like to do (on the flying field that is!).

I look forward to hearing from you, and I hope that the GGG can be revived to continue for many more years. On that note, at 86 years old I am getting to the point where I must recognize that this level of involvement in the management of a contest might not be something I can continue to do for much longer. I'm not the CD, but there is much behind-the-scenes work if an event like this is to be staged. It would be nice if someone would consider stepping up soon to continue this work that I have done for the last 18 years.

A Footnote

I feel that I cannot finish this message without some reference to the uncertainty that surrounds the future of the IAC as it is currently constituted. Very little firm information is available on which to base any decisions about activities on the current field in the coming year. In that situation I feel that it is best to continue to plan as if things will continue without change. Once we have firm information about what changes are to be made, if any, we might find that we have to modify plans made at this point in time. In my opinion it is better to plan now, assuming that things continue as they have in past years, and then change those plans if the situation changes. Making no plans, and then scurrying to put something together at the last moment, is not a good strategy.

—Roy Smith

Nominations for NFFS West Vice President

Email nominations to <dadl72@gmail.com> by 11/30/26 along with a campaign statement. Elections will take place in December. West V.P. will serve a four-year term commencing 1/1/27.

Excerpts of AMA's Nats News *are reprinted with permission. For more visit <nats.modelaircraft.org/nats-news>. –Ed.*

MONDAY, JULY 20

The 2026 Free Flight Nats got underway Monday, July 20 amid warm temperatures, light and variable winds, and hazy skies which affected visibility on flight timing.

The Moffett event is one the most prestigious in all of aeromodelling, particularly in the USA. Mark Vancil won it this year with the only max-out, followed closely by Hope Finn in second and Bob Sifleet in third. Hope's first two flights were maxes. On her third flight (the 4-minute max) her timekeeper lost sight of her model at only 3:16 even though it was only 2/3 of a mile downwind. Tough break.

Vintage FAI Power is exploding in popularity. This year there were thirteen flyers. Colorado flyer Todd Reynolds topped the field with his Lloyd Decker "Hopper" built for him by the great Bud Romak.



Ted Allebone

PHOTOGRAPHY: AMRK VANCIL AND DON DELOACH

New Yorker Aram Schlosberg pulled off the win in B Electric over a crowded field of twelve other flyers. Past B winner, Phil Calvert, was second, and Mark Thomas was third.

Dan Berry won AB Classic Gas for the umpteenth time, flying his veteran Nelson-powered Marval. There were ten flyers in this hot-rod event.

Other winners Monday included Ronnie Thompson (D Gas), Caleb Finn (Junior F1A) and Risto Puhakka (F1A).

Unfortunately big weather changes are in store for Tuesday: Morning rain followed by strong 10-20 mph winds. Hopefully the forecast doesn't pan out. Otherwise, Tuesday could be less than fun.

TUESDAY, JULY 21

The forecast for Tuesday was grim when I awakened. Rain chances were 80% starting at 8 a.m. and lasting until 2 p.m. I donned my Gore-Tex boots and rain shell and emerged from my tent expecting the worst.

The rain never came.

It was cloudy most of the day and windy out of the west (the







shortest chase direction). But it was never unflyable…a pleasant surprise.

F1Q had four flyers. To no one's surprise, defending world champion Yuda Avla of the USA won over Jack Murphy by a scant one second.

C Gas was a battle between top flyers Jim S. Parker, Ronnie Thompson, and Gerald Brown. The final placings were in that order.

A Nos Gas always draws a spirited crowd of flyers and this Nats was no exception. Roy Smith topped the field of nine with his Dixielander, followed by Ted Stalick in second and Denny Dock in third. All of the top three scored max-outs.

A consistently popular event in recent Nats is Old Time Catapult Glider. This year 12 flyers braved the wind in the launch pen. Small glider guru Kurt Krempetz took the win, followed by Brad Williamson in second, and Junior Oliver Dillon in third.

Another popular unofficial event is E-20. These little speedsters are exciting, fun and inexpensive. First place was Jim Allen, second was (Junior) Paul Finn, and third was Malav Shah.

The Bernard H. Mulvihill trophy is arguably the most prestigious trophy in all of U.S. aeromodelling. Having been continuously awarded since 1923, it holds a place of honor in the front of the AMA National Model Aviation Museum, and engraved on it are some of the most esteemed names in Free Flight history: Bassett, Pond, Korda, Sifleet, Romak, Bienenstein…and many others. This year I'm very proud that I finally won the Mulvihill, after decades of trying. A hard-fought second place was earned by my friend Mark Vancil, who flew very hard to end, despite 15-20 mph winds and long off-site chases on every flight.

Tomorrow, the event count gets increased with the addition of Flying Aces Club (FAC) events. Also, the weather forecast is looking much improved with north winds around 7 mph. It should be a more enjoyable flying day than today.

WEDNESDAY, JULY 22

Wednesday at the Nats brought significant weather changes. The wind started out of the north, and stayed that way all day. Temperatures were also much cooler (60s until after 1 p.m.—then it only reached the 70s). It was a wonderful surprise for the dog days of July. Skies were cloudy most of the day, which made thermal picking tough.

Catapult Glider is traditionally the most popular event at the Nats. This year there were 18 Adult flyers and 5 Youth. In Adult, Kurt Krempetz notched his second win in two years, and this year did it by a wide margin (360 seconds). Second place with 324 seconds was Stan Budden-

continued on page 13



Vintage FAI Power flyers and supporters (rear, L-R): Rocco Ferrario, Ted Stalick, Todd Reynolds, Ronnie Thompson, Jim DeMerritte, Neal Mennano, Roger Erridge, Denny Dock, Scott Lapraik; (front, L-R): Caleb Finn, Paul Finn.

2026 AMA Nats Winners

Vintage Wakefield – Glenn Grell
Design: Lefever (G. Lefever)
Wing area: 225 sq. in.
Stab area 65 sq. in.
Prop: 21" diameter X 26" pitch
Weight: 235 grams
Covering/finish: tissue with nitrate dope



Motor: 33" x 24 strands of 1/8" wound to about 55 or 60 in.-oz.
Timer: BMK RDT band burner
Notes: I had a timer failure or most likely an operator error on my third flight but it still landed on the field after 7 minutes. It did use all of the field south to north. *–GG*

Jetex – Josh Finn
Design: Needle
Wing span: 27"
Wing area: 80 sq. in.
Stab area: 30 sq. in.
Weight: 30g



Motor: TSP L3
Timer: BMK B1/1.7g servo
Covering: 1/3-mil mylar

FAC Modern Civil Scale – Wally Farrell
Design: Piper Clipper, plan by Mike Nassise, scratch built.
Weight: about 22.5 grams
Wingspan: 20"
Prop: 7" balsa
Motor: two loops of 3/32" by 36", just over 9 grams.

Andrade Rubber – Mike Kirda
Design: original
Prop: ~15" diameter x ~20" pitch
Motor: 14 strands 1/8"
Notes: It is basically 5" chord, 40" span roughly. The design is not finalized yet, so no further details at this time. I really need to get the climb sorted



out. *–MK*

B Electric – Aram Schlosberg
Design: Mihály Váradi F1Q
Notes: The motor run was shortened to 5 and then to 4 seconds while the power was increased, as there is no



energy limit. The model climbed to 45-50 meters and transitioned with a bunt. I stopped flying after the second 4-second motor run with a 2:30 max. *–AS*

Junior F1P – Caleb Finn
Design: Astrostar 404P (Thorkildsen)
Kit: J&H Aerospace
Wing span: 56"
Wing area: 422 sq. in.
Stab area: 127 sq. in.
Weight: 11 oz.
Engine: MP Jet/Galbreath .061
Fuel: 50%
Prop: 6x2 APC
Timer: Tatone and BMK RDT
Covering: 1/2-mil mylar

A Nostalgia Gas – Roy Smith
Design: 125% Dixielander (G. Fuller)
Wingspan: 62.5"
Wing area: 550 sq. in.
Stab area: 232 sq. in.
Weight 20.5 oz.
Covering/finish Ultracote Lite on wing and stab, 3/4-oz. Fibreglass cloth and epoxy paint on fuselage.
Motor: OS Max III .19, modified by Bob



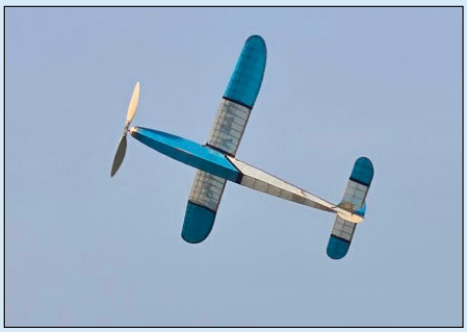
Mattes
Fuel: 30% nitro, 20% castor
Timer: Max III Texas Timer
Prop: Homemade fibreglass 8x4
Notes: This model also won A

2026 AMA Nats Winners

Nostalgia at the Nats in 2018. *–RS*

SAM Old Time Stick – Glenn Grell

Design: Climber (Ed Lamb)
Wing area: 200 sq. in.
Stab area: 70 sq. in.
Prop: 16" diameter
Motor: 29" X 24 strands x 1/8" wound to about 50 in. oz. torque
Timer: Texas DT
Covering/finish: Wing and stab covered with tissue and nitrate dope. Fuselage is covered with lite Polyspan



and tissue and nitrate dope.
Notes: This model built from a short kit ribs only. Been flying this model about 20 years. Built new fuselage and recovered plane 6 years ago. *–GG*

FAC Embryo Endurance – Pat Murray

Design: Debut (Gordon Roberts)
Kit: Laser Cut by Easy Built
Wingspan: 16"
Covering: Esaki tissue and Polyspan
Motor: Two loops of 1/8", 16 g
Timer: viscous rotary DT
Prop: 8" printed prop by Archie Adamisin
Notes: routinely turn in about 2500 winds at 2 in/oz torque. *–PM*

Junior Moffett – Paul Finn

Design: Sparky (Lidgard)
Wing span: 32"
Prop: 10" carved
DT: fuse
Motor: 10 x 1/8" x 25"
Covering: Polyspan fuse, mylar flying surfaces
Finish: nitrate dope
Notes: Built by Ray Combs

Small Nostalgia Rubber – Mark Vancil

Design: Gollywock, postwar (Simmers)
Wingspan: 31.5"
Wing area: 135 sq. in.
Weight: 68 grams
Covering: Esaki tissue
Motor: 16 strands 1/8", 40 grams
Prop: 13.5" diameter

FAC Dime Scale – George Bredehoft

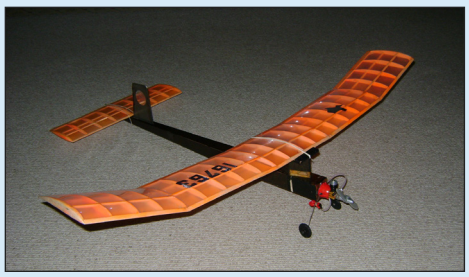
Design: Fairey Barracuda (Bredehoft)
Kit: Short kit by Volare
Wingspan/area: 16" span, 44 sq. in.
Covering/finish: Printed tissue
Motor: one loop of 1/8"
Prop: 3D printed Volare, 4-blade 6" dia, 7" pitch
Notes: Volare Products (published in



the Sept/Oct 2025 NFFS *Digest*). Flew away on its third official flight, over 6 minutes OOS. *–GB*

Payload, Cargo – Mike Fedor

Design: original
Wingspan: 36"
Airfoil: undercambered
Weight: for Payload with dummy, 5 oz. For Cargo I just kept adding more lead ballast on each flight.
Covering: Ultracote lite sprayed



orange
Engine: Cox Tee Dee .020
Fuel bladder: Red Cap
Fuel: 40% nitro
Timer: Texas Micro 1
DT: Badge viscous
Prop: 4.2x2 APC
Notes: All three flights in Cargo were in lift and DTed. Model has won both events in previous Nats. *–MF*

AMA Mulvhill – Don DeLoach

Design: Corona (DeLoach)
Wingspan: 48" flat, 46-3/8" proj.
Wing area: 290 sq. in.
Stab area: 99 sq. in.
Prop: 24" dia. x 24" pitch
Fuselage: carbon/kevlar from Dave Sechrist.
Motor: 95 g x 32 str. 1/8", 50-70 in.-oz.
Weight: 156 grams empty



Finish: Lightweight polyspan wing, 1/4 -mil Mylar stab and fin.
Timer: Bauer RDT and sub-micro servo
Notes: This short-winged model was designed specifically for rough weather days at Muncie—precisely the kind of weather we had on Mulvihill day this year. It was built in 2021-2022. All four flights landed off the field. I was lucky to never land in a tree but each flight required radio retrieval. Immediately after the Nats win I agreed to loan the model to the AMA Museum for their centennial Mulvihill display. *–DD*

FAC Low Wing Trainer – Wally Farrell

Design: Fiat G-46, scratch built from a plan by Mike Nassise
Wingspan: 24”
Prop: 8" 3D
Weight: ballasted empty is 42.5 g
Motor: one loop of 3/16" and one of 3/32" by 36"

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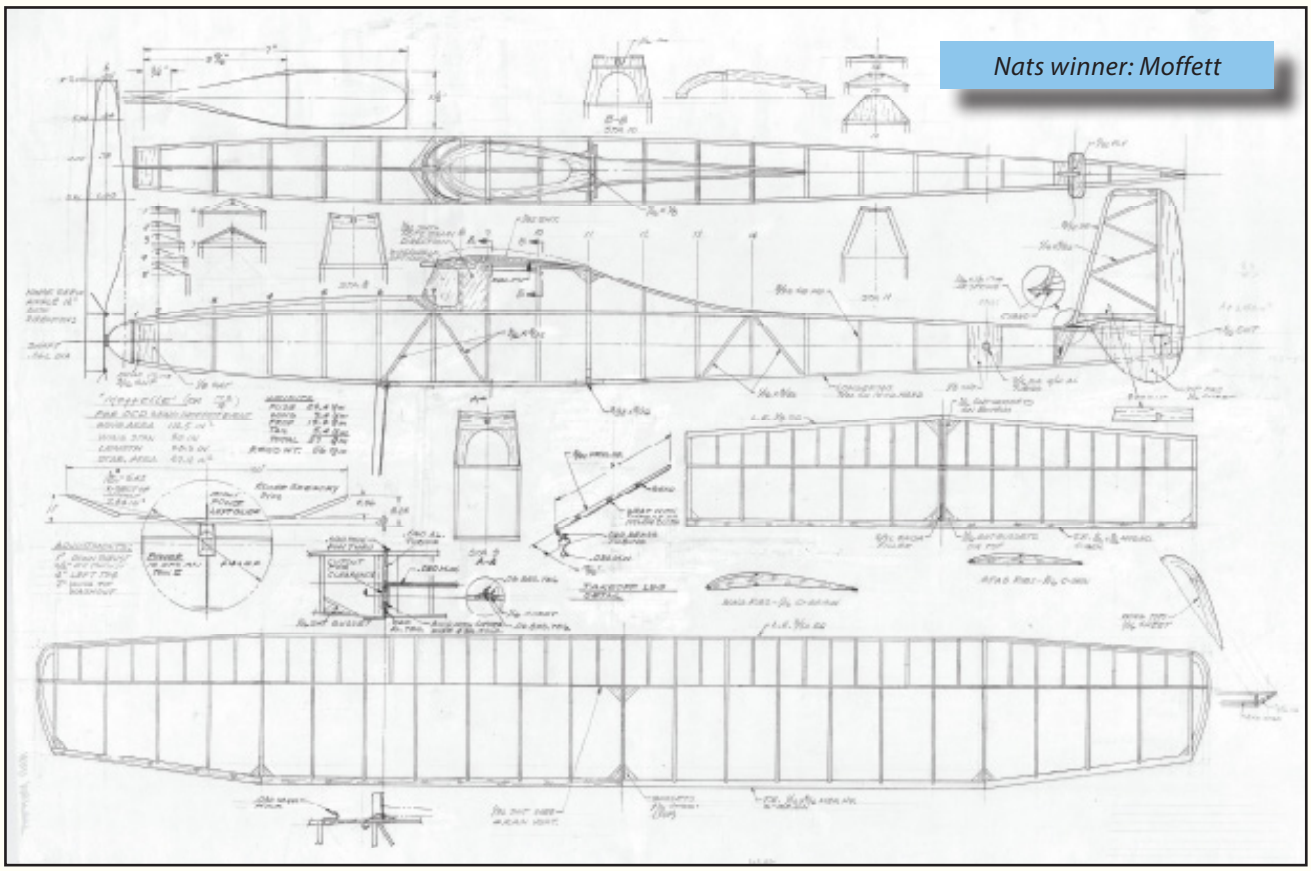
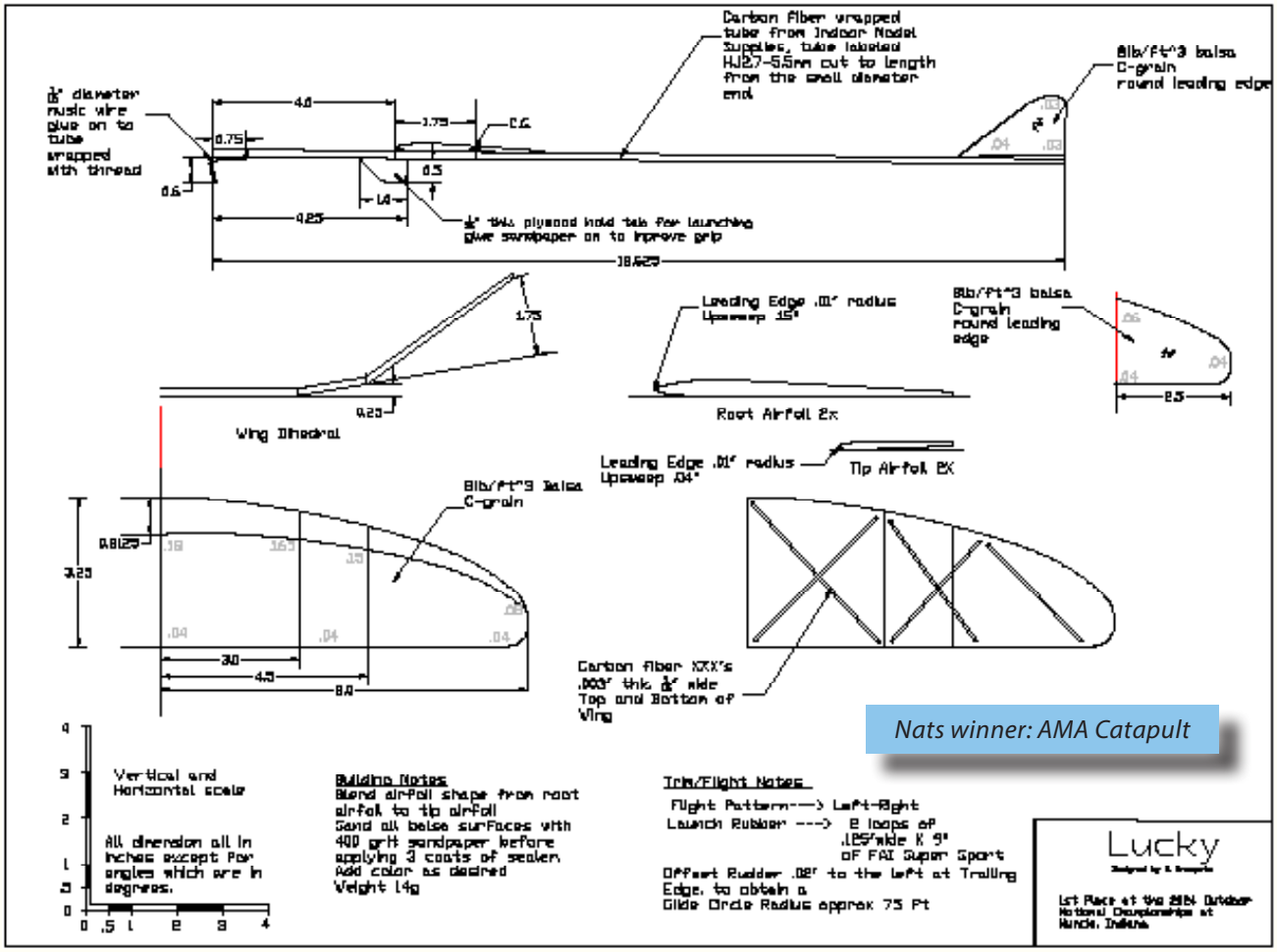


Nats winner: Moffett



Nats winner: AMA Catapult







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bohm, followed by Don Tang with 253. Oliver Dillon won Junior with 216, followed by Caleb Finn (130) and Beckham Reuter (115). Wes Reuter won Senior with 102.

Another top-three Nats event in popularity is E-36. Fifteen Adult flyers logged flights this year, plus four Youth. In Adult, relative newcomer Ben Schultz took the win over some experienced and tough competition. Bob Sowder was second and defending champ Josh Finn was third. The finish order among the Juniors was Caleb Finn first, followed by Paul Finn and and Sam Menanno. Caleb's 750-second score is good enough for a Junior National Record and would've placed first in Adult.

The three days of FAC events commenced Wednesday, ably run by Pat Murray and George Bredehoft. Some of the results from Wednesday: WWI Combat, Don DeLoach 1st, Wally Farrell 2nd, Pat Murray 3rd; Jimmie Allen, Wally Farrell 1st, Chuck Powell 2nd, Tim Brockman 3rd; Phantom Flash, George Bredehoft 1st, Pat Murray 2nd; Dime Scale George Bredehoft 1st, Pat and Wally tied for second.

THURSDAY, JULY 23

It was the day we'd been waiting for all week. Temperatures were in the 60s-70s, wind was light and variable, and there were copious thermals. Heaven is Muncie, Indiana for the FF Nats.

Many maxes were posted this day and more than a dozen events were flown, including the prestigious and historic AMA HLG event, won this year by Stan Buddenbohm. This was at least his fifth HLG Nats win, if memory serves. Jon James was a close second, followed by past winner Josh Finn.

CD Classic was a relentless battle between Ronnie Thompson and Gerald Brown. Long, patient air-picking was rewarded with Gerald taking the win.

A Electric was another marquee performance by Bob Sowder. His Super Pearl 402E was unstoppable with eight maxes including five fly-off flights.

On the FAC side, Pat Murray won Greve/Thompson with his practically-unbeatable Mr. Smoothie.

Old Time Rubber Stick remains a popular unofficial event. Glen Grell came all the way from Oregon to notch the win with 702 seconds.

One of the last events of the day

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was the late-afternoon FAC Old Time Fuselage fly-off. A mass launch was chosen, and the four finalists were required to fly a single flight, no max at 4:45 p.m., when thermals were still present. Predictably, Murphy reared his ugly head and two of the models flew well off the site. First place went to this writer, with 9:18; second was Pat Murray with 7:55.

FRIDAY, JULY 24

The closing day of the 100th FF Nats was basically a carbon copy weather-wise of Thursday: We had northeast winds under 5 mph, scattered clouds, and very comfortable temperatures only topping out around 80 degrees Fahrenheit. The northeast wind meant that, again, the long direction of the field could be utilized for chasing. I had one huge non-DT thermal flight do over 7 minutes, landing just at the southwest bend of McLaughlin road. Overall, the maxes were pretty easy to achieve until about 11 a.m., when the boom/bust cycle started. After 11 you'd better be careful or you end up humbled... at the Nats, no less.

Friday was P-30 day. As usual, one of the simplest and most popular Nats events drew a big crowd: 20 Adult flyers and four Youth. In Adult, Dan Berry won by a comfortable margin, maxing his first three 120s then his 150 and 180. In Junior, Caleb Finn just edged out his younger brother Paul 334 to 325. Wes Reuter took Senior.

1/2A Gas was the marquee Gas event on Friday. Neal Menanno topped the field of ten in Adult with a massive 1050-second total.

F1S, the FAI version of E-36, had 12 flyers. Going into the fifth and final round, there were five flyers maxed out. Two flyers dropped their fifth round, leaving only three in the fly-off. A 5-second run and 120-second max was agreed upon for the fly-off which commenced at 2:15. By then, the thermals had weakened under cloudy and calm conditions, and were hard to pick. There was no long fly-off series today... nobody maxed! The finishing order was Don DeLoach 1st, Jack Murphy 2nd, and

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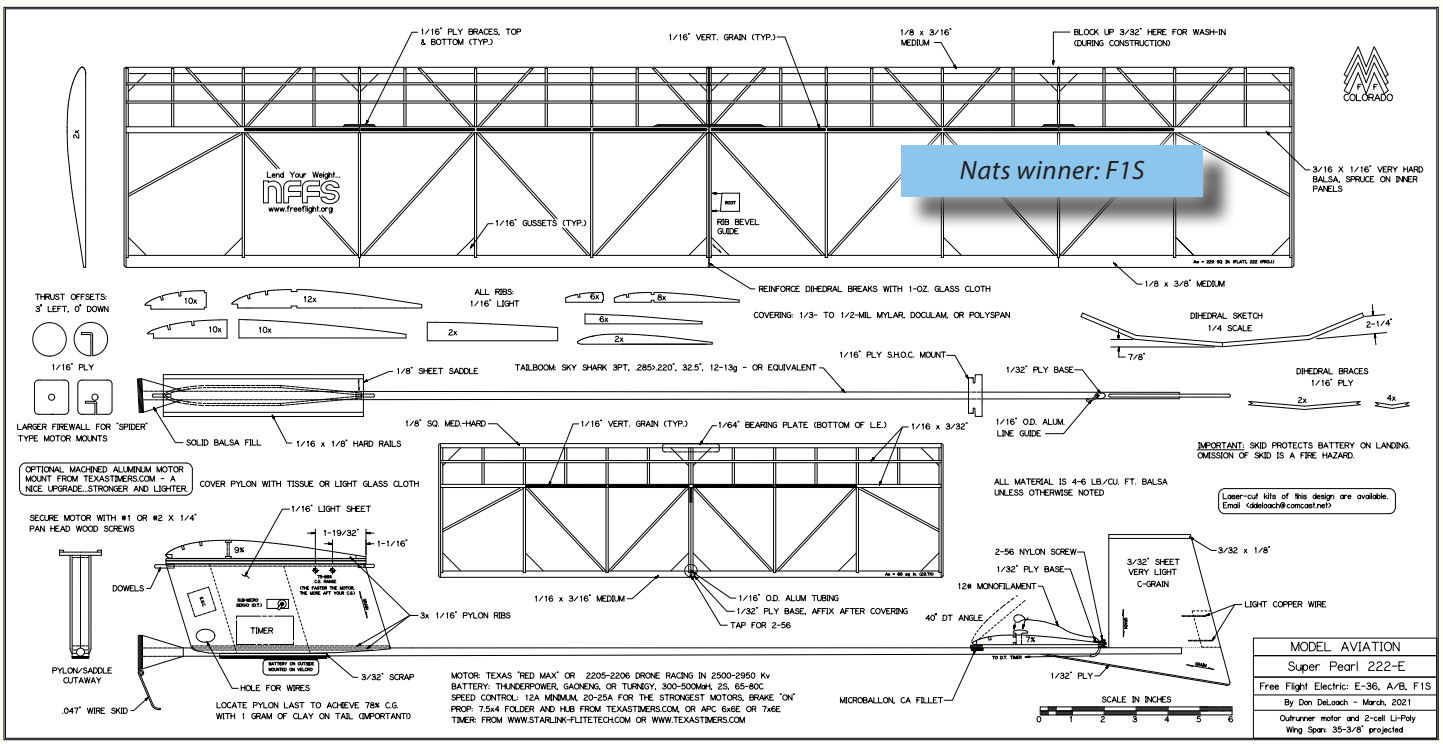
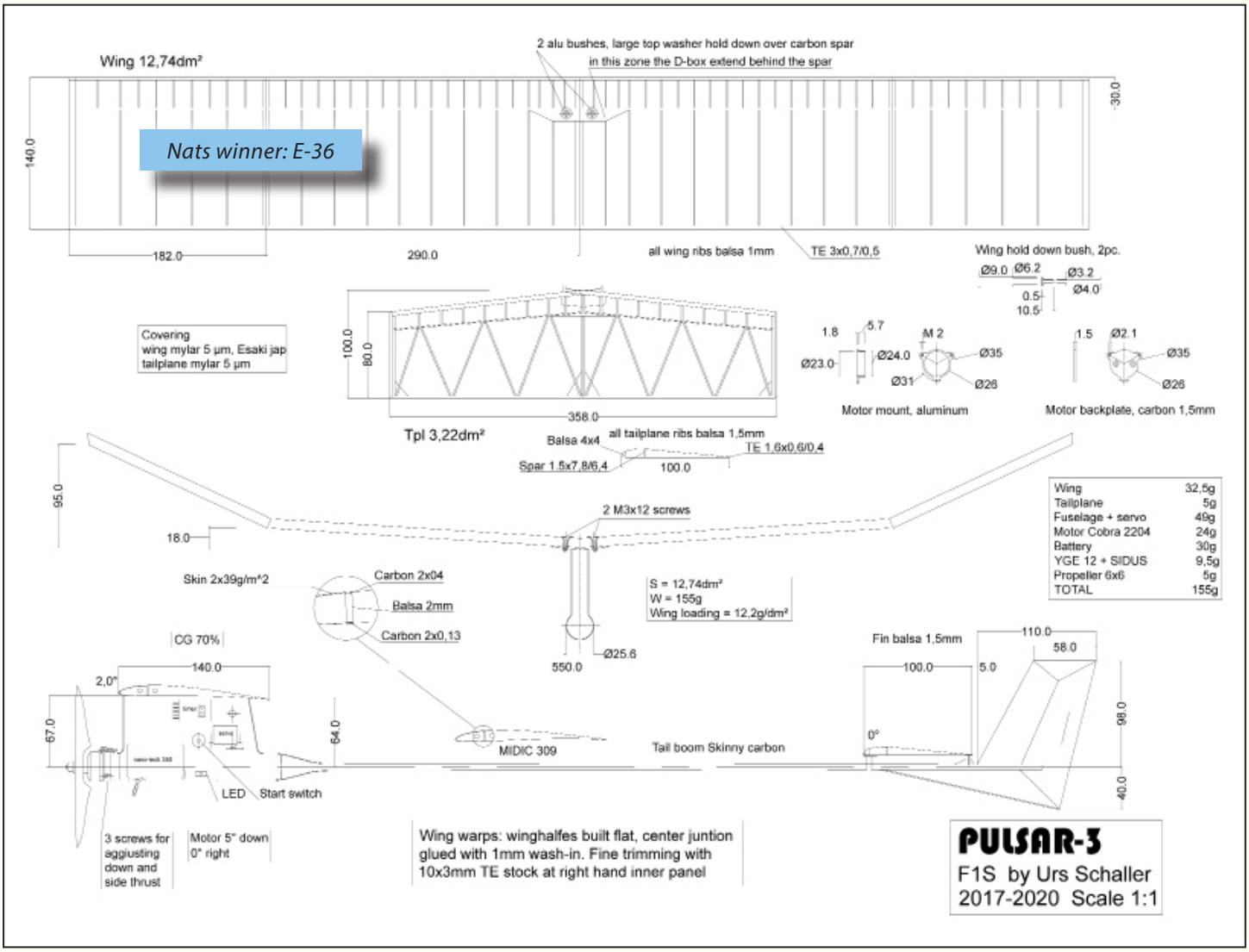
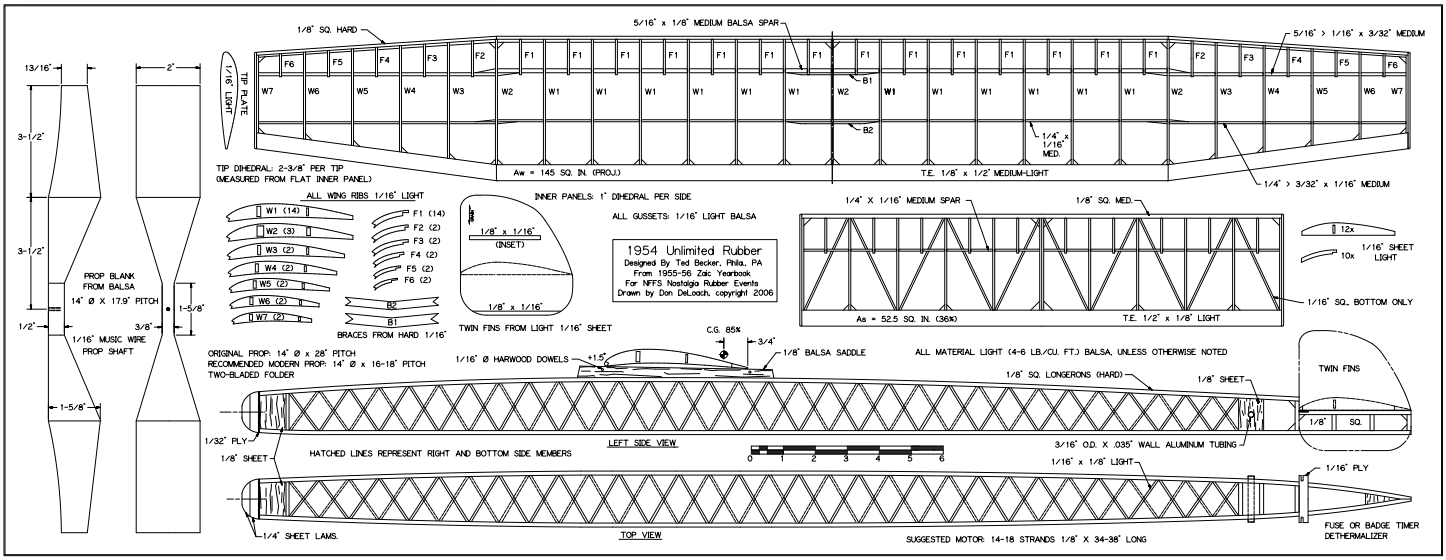


Nats winner: E-36



Nats winner: Small Nostalgia Rubber



2026 AMA Nats Winners

continued on page 11

Finish: Painted over clear dope with Tamiya silver spray can.
Notes: Bare fuselage weighs about 7 grams no Gizmo Geezer, 9.8 grams covered no dope, then 10.7 with GG nose button. Wing is 5.65 grams covered. Full ribs with paper shear web between spars. One of my best fliers. *–WF*

Junior E-36 – Caleb Finn

Design: Starstreak (Finn)
Kit: J&H Aerospace
Wingspan: 35.9"



Wing area: 188 sq. in.
Wing area: 87 sq. in.
Weight: 160g
Motor: Brotherhobby 2207.5-3400Kv
Battery: GNB 2S 450mah HV
ESC: Flycolour 20A
Prop: APC 6x6E
Timer: BMK E36+
Covering: 0.6mil doculam
Finish: Design Master
Notes: Junior E-36 National Record.

Junior P-30 – Caleb Finn

Design: NJAPF II (Lidberg/Finn)Kit: J&H Aerospace
Wing span: 29.6"
Wing area: 119 sq. in.
Stab area: 38 sq. in.
Weight: 50g
Timer: BMK band burner RDT
Battery: 1s 100 mah
Motor: 6 x 1/8"x9.5g
Covering: 1/4-mil mylar, Polyspan fuse, Design Master paint.

Jimmie Allen – Wally Farrell

Design: Blue Flash Racer, built from an Easy Built kit.
Wingspan: 24"
Prop: 9" Peck repitched
Motor: two loops of 3/16" x 36"
Weight: 43 grams empty with DT
Notes: It flew off the board. *–WF*

A Gas Nostalgia – Tom Bell

Design: Lucky Lindy (L. Conover)
Wingspan: 66-3/4" (proj.)
Wing area: 536 sq. in. (proj.)



Stab area: 120 sq. in.
Weight: 20.5 oz.
Engine: O.S. Max III .19, Mattes modified, Nelson plug
Fuel: 20% nitro, 23% castor from Randy's Hobbies
Prop: 8x4 Master Airscrew
Timer: small Seelig
Covering: Polyspan, coloring mixed with dope
Notes: Built by Jack Sheffer, some years ago.

FAC WWII – Wally Farrell

Design: P-63 Kingcobra from the Bob Holman short kit.
Wingspan: about 28"
Weight: 50.2 g
Prop: 9.5" Easybuilt white
Motor: two loops 3/16" x 48", 24.5g
Notes: Hook to peg is 16". Touchy for thrust adjustments due to long nose. It has also won at the FAC Nats. *–WF*

Moffett – Mark Vancil

Design: Moffette (Roger Gregory)
Wingspan: 38"
Wing area: 155 sq. in.
Stab area: 42 sq. in.
Weight: 88g



Covering: Esaki tissue
Motor: 24 strands x 1/8"
Prop: 18" diameter

NFFS 1-Design Combo – Bob Hanford

Design: Mini-Pearl (Bill Chenault)
Wingspan/area: 34.25”
Wing area: 205.5 sq. in.
Stab area: 71.4 sq. in. (28%)
Weight: 208g (7.33 oz.)
Covering: Ultracote Lite
Motor: Cox TD .049
Fuel: Red Max 50% nitro
Timer: Texas Max IIIA
Prop: Top Flite nylon 5.25x3
Notes: Built with undercambered airfoil from copy of original plan, drawn by Casey Hornbeck, with a note he added—"it’ll never fly" *–RH*

NFFS Large Nos. Rubber – Glenn Grell

Design: Torontonian (S. Ranta)
Wing area 230 sq. in.
Stab area 73 sq. in.
Prop is 20" diameter x 25" pitch
Motor: 31" x 24 strands of 1/8" wound to about 55 to 60 in.-oz.



Timer: BMK RDT band burner
Covering/finish: Wing and stab are covered with tissue and nitrate dope; fuselage is covered with lite Polyspan and tissue and nitrate dope.
Notes: The last flight was in the corn. Looked for about four hours over two days and finally found it. Had a good line on it but the line disappears when you are in the corn.

AMA Catapult Glider – Kurt Krempetz

Design: Lucky (K. Krempetz)

2026 AMA Nats Winners

Wingspan: 14.125" projected, 16" flat
Wing area: 40 sq. in.
Stab area: 7.5 sq. in.
Weight: 14g
Finish: Minwax polyurethane clear
Timer: No DT

Dawn Unlimited – Josh Finn
Design: Mini Eagle (Finn)
Kit: J&H Aerospace
Wing span: 51.5"
Wing area: 298 sq. in.



Stab area: 100 sq. in.
Weight: 75g
Prop: 22" dia. x 33"pitch
Timer: BMK B1/1.7g servo
Motor: 20 strands 1/8" x 35"
Covering: 1/4-mil Mylar wing, 2.2um mylar stab, 0-0 Polyspan fuse
Notes: Two-piece wing and fuse

1/4A Nostalgia Gas – Mike Fedor
Design: Top Banana (Jay Jackson)
Wingspan: 36"
Wing area: 200 sq. in.



Covering: Ultracote Lite, sprayed orange
Engine: Cox Tee Dee .020
Prop: 4.2x2 APC
Bladder: Red Cap Tank
Fuel: 40% nitro
Timers: Micro 1 Texas, Badge DT

Small Nos. Rubber – Mike Kirda
Design: 1954 Mulvihill (Ted Becker)
Kit: Don DeLoach laser kit
Motor: 16 strands 1/8", turns/torque not recorded.

F1A Junior – Caleb Finn
Design: Last Gasp
Notes: Built/Designed by Gary Baughman

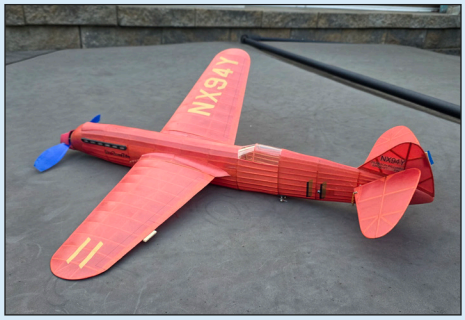
AMA AB Classic and B Gas – Dan Berry
Design: Marval 560 (Marvin Mace)
Covering: Ultracote Lite
Engine: Nelson .21
Prop: Poti 8x3 glass cut to 7-3/4"
Fuel: 50%
Timer: Seelig fan escapement
C.G.: 78%
Weight: 23 oz.
Notes: Modified from original with five-panel wing, Seelig carbon tube fuselage, lower pylon and one inch longer tail moment. White fin. Fuse and tail from the .19 plane. Wing is from a newer model. Wing has field repairs including clear packing tape. #16 pen bladder. *–DB*

F1S – Don DeLoach
Design: Super Pearl 222 (DeLoach)
Wingspan: 36-5/8" flat, 35-1/2" proj.
Wing area: 222 sq. in. projected
Stab area: 66 sq. in.
Prop: 6x6E APC
Motor: LannRC 2203.5 3600 Kv
Battery: Gaoneng 380 mAh 90C 2S UV
ESC: Maytech 20A from RetroRC
C.G.: 83%
Weight: 158g
Finish: Polyspan wing, 1/4-mil Mylar stab.
Timer: Starlink Flitetech/Bauer RDT
Notes: This is the prototype Super Pearl 222, built back in 2014. About six hundred SP222 short kits have been sold since then. *–DD*

AMA 1/2A Classic Junior – Paul Finn
Design: Sunstreak
Kit: J&H Aerospace
Wing span: 36"
Wing area: 173 sq. in.
Engine: Cox Medallion .049
Fuel: 50%
Prop: 6x2 APC
Timer: BMK B1/1.7g servo
Covering: 0.6mil Doculam
Finish: dope

AMA ROW Gas – Josh Finn
Design: Hydrostar (Taibi)
Wing area: 300 sq. in.
Engine: Cox TD .049
Fuel: 50%
Prop: 5.5x2.5
Timers: Tomy + BMK B1/1.7g servo
Covering: tissue over Mylar
Notes: Built by Rudy Kluiber.

FAC Greve/Thomp. M.L. – Pat Murray
Design: Mr. Smoothie (Dave Rees)
Wingspan: 24"
Covering: Esaki tissue
Weight: 52 grams empty
Motor: 3 looops of 1/8", 20 grams



Timer: viscous rotary DT
Prop: 8" printed prop (Archie A.)
Notes: Scratch-built from plans. Dave Rees knew what he was doing when he designed this one! *–PM*

B Gas Nostalgia – Tom Bell
Design: Lucky Lindy (L. Conover)
Wing span: 76" (proj.)
Wing area: 684 sq. in. (proj.)
Stab area: 146 sq. in.
Weight: 35 oz.
Engine: O.S. Max III .29; Mattes modified, Nelson plug
Fuel: 20% nitro, 23% castor
Prop: 10x4 Master Airscrew
Timer: small Seelig
Covering: Polyspan, coloring mixed with dope
Notes: Built by Jack Sheffer, some years ago.

2026 AMA Nats Winners

Pee Wee 30 – Mike Fedor
Design: 80% 1/2A Top Banana
Wingspan: 29"
Weight: 4 oz.
Engine: Cox Pee Wee .020
Fuel: 40% nitro
Fuel tank: Eye dropper
Timer: Tatone DT timer
Covering: Ultracote Lite sprayed orange

Junior 1/2A Classic Gas – Caleb Finn
Design: Mini Pearl (Chenault)
Kit: J&H Aerospace
Wing span: 36"
Wing area: 200 sq. in.
Weight: 7 oz.
Engine: TD .049, Kamtechnic head
Fuel: 50%



Prop: Top Flite 6x3 nylon
Timers: KSB and BMK RDT
Covering: Monokote, nitrate dope, epoxy front end.

F1P – Bob Hanford
Design: Astro-Pearl (Thorkildsen/ Hanford)
Wingspan/area: 54.75"/403 sq.in.
Stab area: 125 sq. in. (31%)
Weight: 370 g (13 oz.)
Covering: Ultracote Lite
Motor: Cyclon .06
Fuel: Red Max 50%
Timer: Texas 3F III
Prop: APC 5.5x2.5 cut to 5"
Notes: Astrostar rib set built to a 5-panel Pearl configuration and Pearl type fuselage with rear rudder, auto-rudder and VIT. *–RH*

P-30 – Dan Berry
Design: Fire Ant Goblin (Hatschek/ Berry)
Wing area: 120 sq. in.
Stab area: 42 sq. in.
Weight: 42.5g without tracker
DT: fuse
Prop: Czech 9-1/2"
Motor: 6 strands 1/8" May 2019
Covering: tissue wing, 1/4-mil mylar stab
Notes: Somewhat modified Hatschek Goblin—different airfoil and ribs layout. *–DB*

FAC Golden Age – Wally Farrell
Design: Lincoln AP, scratch built, I think the plan is by Dave Rees.
Weight: about 39 grams empty
Motor: 36" loops 3/32" + 1/16" and 3/16" about 20 grams.
Prop: 8" 3D prop from A. Adamisin.

E-36 – Ben Schulz
Design: Pulsar-3 (Urs Schaller)
Timer: BMK with RDT, and GPS
ESC: Cyclone or Sologood 20A
Motor: T-motor 2203.5 from J&H
Prop: APC 6x6E
Battery: Gaoneng 450mAh
Wing: uses the MIDIC 309 airfoil with a 7% thickness. The carbon D-box and carbon rib caps make it incredibly stiff.
Notes: with this motor, I probably could have used a 350 mAh battery, and saved 9 grams. Check every part of your airplane every flight, and you won't come to much grief... Design is from the Sept. '21 NFFS *Digest*. I've built 3 or 4 of them, and am finally getting the hang of it...Urs is a machinist and makes the carbon and alloy parts available for sale. Urs has been extremely open over the years whenever I've had building or flying questions, sending me descriptions and photos. It's not a lightweight, which is more an issue of ham hands and epoxy than something structurally unnecessary. For me, the most difficult thing was making wing building boards with undercamber. He told me about Joe Maxwell's work, and as I have my dad's venerable DeWalt radial arm saw, made boards for the left wing and right tip, and another for the right inboard wing which has 2mm wash-in at the dihedral joint. Not a difficult process, but scary to have a saw blade turning within an inch or so of my hands. Some difficulties also with the dihedral joints, which will be addressed next time with 1/4" ribs, which will end up being 1/8" or less at the bottom of the wing. *–BS*

FAC WWI and FAC Scale – D. DeLoach
Design: Fokker D.VII (Peerless)
Wingspan: 20" flat
Prop: 20cm plastic Peck
Motor: 10g x 4 x 1/8", 4.0 in.-oz.
Weight: 35 grams
Finish: Esaki tissue, Design Master spray paint
Notes: Built from the 18" Peerless plan enlarged 10% to 20" wingspan. The final (winning) flight in FAC Scale was dreamlike. The model caught a thermal and flew from the north end all the way to south end. No DT, it glided in at 7:19 to a three-point landing on McLaughlin Road, right on the edge of the bean field. *–DD*

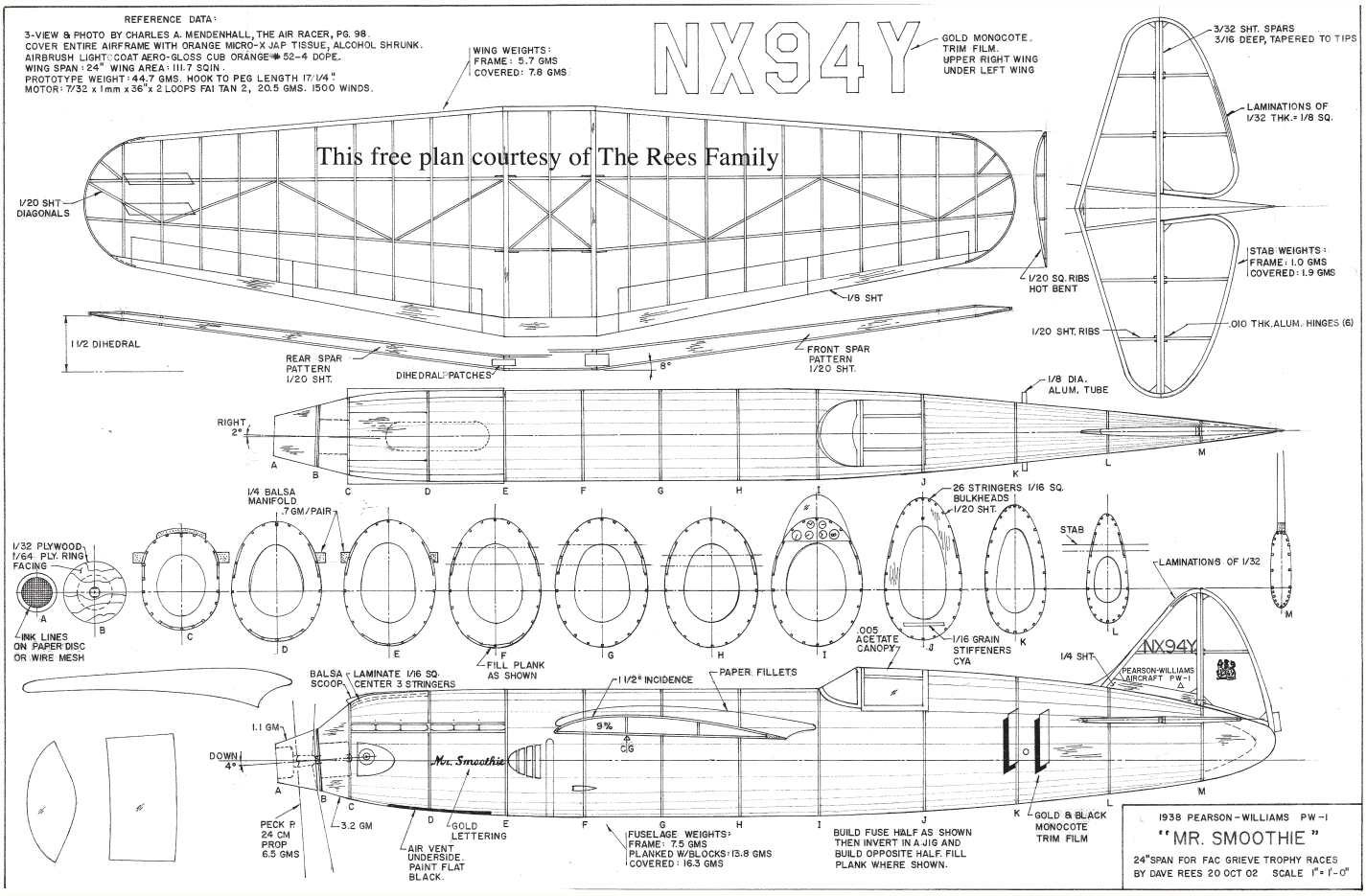
FAC Peanut – Wally Farrell
Design: Waco SRE built from the Volare kit
Weight: about 11.5 grams
Motor: two loops 1/16" by 24"
Prop: 3D printed prop from Volare

FAC No Cal Scale – George Bredehoft
Design: Folkerts SK-2 "Toots", Volare Products short kit
Wingspan: 16"

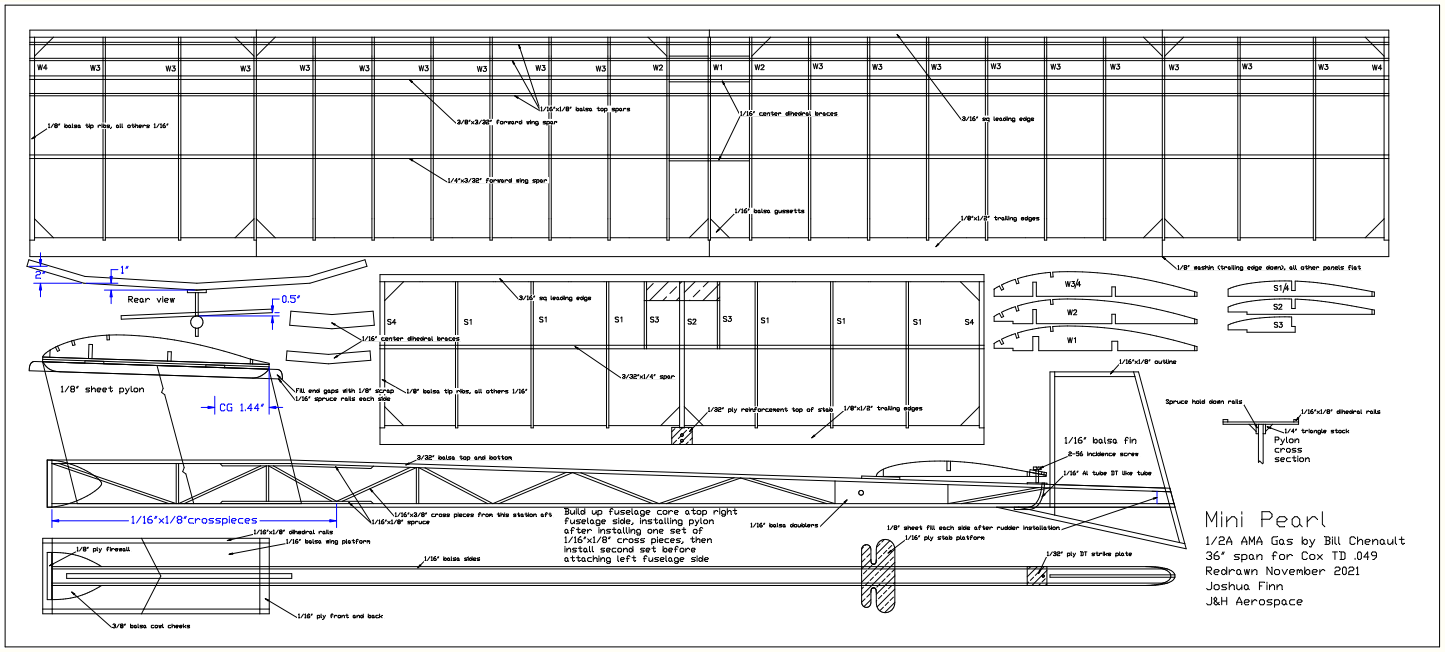


Wing area: 62 sq. in.
Covering/finish: Printed tissue
Motor: one loop of 1/8"
Prop: printed, 2-blade 7" diameter x 9" pitch
Notes: won 2022, 2025, 2026 FAC Nats/non-Nats, and 2026 AMA Outdoor Nats. *–GB*

Nats winner: FAC Greve/Thompson



Nats winner: Junior 1/2A Classic Gas



2026 AMA Nats Results

All events Junior-Senior Adult (J-S-A) combined unless noted otherwise

Monday, July 20

F1A (J)
Finn, Caleb 432

F1A (SA)
Puhakka, Risto 1,260
Parker, Jim 1,245
Danier, Jama 1,183
Simon, Greg 521

AMA AB Classic Gas
Berry, Daniel 900
Lapraik, Scott 728
Finn, Joshua 554
Sowder, Bob 526
Dock, Denny 451
Hanford, Robert 351
Plake, James 338
Brown, Gerald 333
Stalick, Tom 329
Batz, Scott 293

AMA D Gas
Ronnie Thompson 750
Brown, Gerald 598
Stalick, Tom 240

AMA Electric B
Schlosberg, Aram 900
Calvert, Phillip 711
Thomas, Mark 701
Jahnke, Ross 674
Avla, Yuda 595
Lapraik, Scott 570
Sechrist, David 557
Greening, Craig 471
Murphy, Jack 447
Sowder, Bob 446
James, Jon 320
Thomas, Charles 302
Jennings, Jim 120

AMA Moffett
Vancil, Mark 540
Finn, Hope 496
Sifleet, Robert 479
Brockman, Timothy 312
Powell, Chuck 275
Batty, Dennis 267
Finn, Paul 150

AMA Payload
Fedor, Mike 293
Finn, Paul 186
Finn, Joshua 165
Day, Don 120
Stalick, Robert 30

Nostalgia 1/2A Gas
Erridge, Roger 941
Dock, Denny 694
Menanno, Sam 691
Ferrario, Rocco 683
Berry, Daniel 463
Sisson, Darrell 398
Hanford, Robert 347
Menanno, Neal 301
Bell, H. Thomas 291
Schneider, Glenn 289
Lapraik, Scott 210
Buchele, Elvin 73

NFFS Andrade Rubber
Brockman, Timothy 647
Kirda, Mike 505
Grell, Glenn 455
Vancil, Mark 445
Hanford, Robert 435
Batty, Dennis 121
Powell, Chuck 116
Brown, Gerald 80

NFFS Golden Age 1/2A
Greening, Craig 818
Hardin, Edward 801
Dock, Denny 435
Stalick, Tom 345
Ferrario, Rocco 276
Lorbiecki, John 196

SAM Old Time HL Glider
Williamson, Brad 94
Reuter, Wes 83
Reuter, Beckham 89
Powell, Chuck 51

SAM OT .020 Replica
Fedor, Mike 343
Oliver, John 335
Thomas, Mark 284

NFFS Vintage Wakefield
Grell, Glenn 900
Matsuno, Chris 765
Batty, Dennis 505
Powell, Chuck 452

Nostalgia 1/2A Payload
Dock, Denny 265

NFFS Vintage FAI Power
Reynolds, Todd 540
Stalick, Ted 527
Menanno, Neal 525
Demeritte, James 523
Ferrario, Rocco 523
Thompson, Ronnie 488
Erridge, Roger 476
Finn, Paul 363
Grell, Glenn 333
Dock, Denny 91

Beat The Vartanian
Buddenbohm, Stan 88
Krempetz, Kurt 61
Tang, Xiaoguo 46
Williamson, Brad 45

SAM OT Twin Pusher
Firster, Jesse 97
Powell, Chuck 59
Powell, Linda 37
Firster, Ted 36

Youth Catapult Glider
Finn, Caleb 1st
Menanno, Sadie 2nd
Reuter, Wes 3rd
Dillon, Oliver 4th
Finn, Paul 5th
Menanno, Sam 7th
Reuter, Beckham 8th

Tuesday, July 21

F1Q (SA)
Avla, Yuda 691
Murphy, Jack 690
Parker, Julie 571
Schlosberg, Aram 384

F1C
Parker, Faust 475

F1H (J)
Reuter, Beckham 77

F1H (SA)
Parker, Jim 438
Reuter, Beckham (J) 77
Reuter, Wes 75

AMA C Gas
Thompson, Ronnie 750
Parker, Jim 610
Brown, Gerald 480
Stalick, Tom 458
Berry, Daniel 360

AMA ROW Gas
Finn, Joshua 74
Stalick, Robert 40

AMA Mulvihill (J)
Finn, Caleb 178

AMA Mulvihill (SA)
DeLoach, Don 840
Vancil, Mark 697
Simon, Greg 533
Finn, Hope 515
Gerspacher, David 474
Kirda, Mike 376
Schultz, Ben 284
Horn, Duke 186
Batty, Dennis 130
Hardin, Edward 120
Brockman, Timothy 53

Nostalgia A Gas
Smith, Roy 478
Stalick, Ted 457
Dock, Denny 445
Schneider, Glenn 360
Menanno, Neal 310
Erridge, Roger 298
Firster, Jesse 216
Reynolds, Todd 120
Hanford, Robert

AMA Jetex
Finn, Joshua 317
Matsuno, Chris 163
Finn, Paul 115
Lorbiecki, John 96
Finn, Caleb 87
Mattson, Hailey 26

NFFS 1-Design Gas Combo
Hanford, Robert 283
Erridge, Roger 272
Lapraik, Scott 154

NFFS Large Nos Rubber
Grell, Glenn 517
Hanford, Robert 397
Batty, Dennis 220
Hardin, Edward 76

SAM OT Catapult Glider
Krempetz, Kurt 238
Williamson, Brad 161
Dillon, Oliver 158
Tang, Xiaoguo 137
Ferrario, Rocco 130
Ulm, Gene 129
Buddenbohm, Stan 117
Reuter, Beckham 110
Reuter, Wes 103
Powell, Chuck 99
DeLoach, Don 65
Tomasch, Andrew 44

AMA ROW Rubber
Powell, Chuck 164
Firster, Jesse 109
Finn, Hope 48
Finn, Caleb 48
Finn, Paul 31

NFFS E-20
Allen, James 350
Finn, Paul 315
Shah, Malav 265
Buddenbohm, Stan 235
Sechrist, David 201
Bradley, Paul 185
Jahnke, Ross 110

Wednesday, July 23

F1B (SA)
Andriukov, Alex* 900
Jones, Charles 900
Simon, Evan 900
Schlosberg, Aram 900
Simon, Greg 900
Gerspacher, David 894
**won altimeter flyoff*

F1J
Parker, Faust 600
Fedor, Mike 551
Lorbiecki, John 511

AMA 1/2A Classic Gas (J)
Finn, Caleb 195
Finn, Paul 102

AMA 1/2A Classic Gas (SA)
Menanno, Neal 750
Hanford, Robert 697
Thompson, Ronnie 597
Lapraik, Scott 468
Parker, Jim 467
Dock, Denny 439
Berry, Daniel 380
Batz, Scott 345
Erridge, Roger 323
Stalick, Tom 318
Batz, Thomas 281

AMA B Gas
Berry, Daniel 357
Plake, James 347
Parker, Jim 346
Reynolds, Todd 337

AMA Cargo
Fedor, Mike 1
Finn, Joshua 2
Lorbiecki, John 3

Nostalgia B Gas
Bell, H. Thomas 583
Menanno, Neal 451
Dock, Denny 450
Erridge, Roger 340
Schneider, Glenn 304

AMA E-36 Electric (J)
Finn, Caleb 750
Finn, Paul 341
Menanno, Sam 301
Menanno, Sadie 201

AMA E-36 Electric (SA)
Schultz, Ben 718
Sowder, Bob 661
Finn, Joshua 582
DeLoach, Don 578
James, Jon 423
Thomas, Mark 354
Avla, Yuda 351
Jahnke, Ross 349
Murphy, Jack 343
Thomas, Charles 340
Stalick, Tom 325
Schlosberg, Aram 246
Sechrist, David 230
Jennings, Jim 120
Lorbiecki, John 105

Small Nos Rubber
Vancil, Mark 486
Powell, Chuck 449
Kirda, Mike 448
DeLoach, Don 441
Grell, Glenn 399
Brockman, Timothy 375
Batty, Dennis 271

OT ABC Cabin
Oliver, John 243
Finn, Joshua 225
Firster, Tedson 38

AMA Catapult Glider (J)
Dillon, Oliver 216
Finn, Caleb 130
Reuter, Beckham 115
Finn, Paul 89

AMA Catapult Glider (S)
Reuter, Wes 102

AMA Catapult Glider (A)
Krempetz, Kurt 360
Buddenbohm, Stan 324
Tang, Xiaoguo 253
Shah, Malav 236
Kimball, Bruce 231
Langelius, Jan 224
Allen, James 208
Mattson, Hailey 207
Ferrario, Rocco 205
Powell, Chuck 201
DeLoach, Don 194
James, Jon 178
Davies, Allan 173
Ulm, Gene 144
Williamson, Brad 136
Stalick, Ted 107
Tomasch, Andrew 68
Devereux, James 56

FAC Jimmy Allen (4 flew)
Wally Farrell Blue Flash 233
Chuck Powell Skokie 210
T. Brockman BA Parasol 179

FAC OT Rubber Stick (6)
Pat Murray Smith 360
D. Griggs Miss Production 360
Jim Demertte Wanderer 351

FAC Phantom Flash (2)
George Bredehoft 120
Pat Murray 241

FAC Low Wing Trainer (3)
W. Farrell Fiat G.46 128
Pat Murray Miles M.18 98

2026 AMA Nats Results

Ted Allebone Magister 95

FAC Dime Scale (4)
G. Bredehoft Barracuda 300
W. Farrell Mr. Smoothie 286
P. Murray Chambermaid 286

FAC WWI Mass Launch
D. DeLoach Fokker D.VII 84
Wally Farrell SE-5 79
Pat Murray Fokker D.VII 72

Thursday, July 24

AMA Dawn Unlimited
Finn, Joshua 432
Vancil, Mark 413
Finn, Caleb 331
Brown, Gerald 283
Batty, Dennis 116
Firster, Jesse 21

F1G (J)
Reuter, Beckham 222

F1G (SA)
Jones, Geralyn 600
Matsuno, Chris 596
Gerspacher, David 582
Finn, Hope 580
Simon, Greg 570
Mattson, Hailey 423

F1P (J)
Finn, Caleb 697
Finn, Paul 255

F1P (SA)
Hanford, Robert 826
Fedor, Mike 783
Parker, Jim 565

AMA A Gas
Menanno, Neal 900
Parker, Jim 841
Bell, H. Thomas 694
Plake, James 480
Thompson, Ronnie 348
Stalick, Tom 340
Batz, Scott 331
Reynolds, Todd 322

AMA CD Classic Gas
Brown, Gerald 1,627
Thompson, Ronnie 1,471
Hanford, Robert 458
Lapraik, Scott 337
Dock, Denny 327
Stalick, Tom 242
Demeritte, James 240

AMA Electric A
Sowder, Bob 1,061
Sifleet, Robert 1,011
Murphy, Jack 853
Calvert, Phillip 836
Sechrist, David 740
DeLoach, Don 600
Schultz, Ben 465
Jahnke, Ross 358
Thomas, Mark 342
Mcclure, John 338
Lapraik, Scott 317
Stalick, Tom 311
James, Jon 87
Chesson, Don 82

Nostalgia C Gas
Erridge, Roger 1,274
Menanno, Neal 1,080
Dock, Denny 1,068
Ferrario, Rocco 829
Lapraik, Scott 538
Demeritte, James 360
Reynolds, Todd 302

SAM OT ABC Pylon
Oliver, John 188
Finn, Joshua 170
Ferrario, Rocco 120

SAM OT Rub. Stick (Lg & Sm)
Grell, Glenn 702
Vancil, Mark 525
Powell, Chuck 498
Day, Don 495
Kirda, Mike 353
Horn, Duke 340
Batty, Dennis 224
Buchele, Elvin 212
Firster, Jesse 211
Mattson, Hailey 136

NFFS ABC E Nostalgia
Jennings, Jim 946



Thomas, Charles 845
James, Jon 329
Thomas, Mark 266
Hardin, Edward 240

NFFS High Start Glider
Powell, Chuck 297
Lorbiecki, John 274
Firster, Jesse 239
Freeland, Mark 143
Lorbiecki, Patti 94
Firster, Tedson 55

AMA HL Glider (J)
Dillon, Oliver 264
Finn, Caleb 115
Finn, Paul 78
Reuter, Beckham 76

AMA HL Glider (S)
Reuter, Wes 175

AMA HL Glider (A)
Buddenbohm, Stan 588
James, Jon 543
Finn, Joshua 518
DeLoach, Don 477
Simon, Evan 413
Langelius, Jan 394
Ulm, Gene 377
Krempetz, Kurt 146
Powell, Chuck 106
Schultz, Ben 104
Williamson, Brad 46

FAC Greve/Thompson (3)
P. Murray Smoothie 208, 103
Don Deloach CR-2 172, 93
Duke Horn CR-3 55, 46
W. Farrell Mr. Smoothie 36

FAC WWII (3)
W. Farrell Kingcobra 121
Pat Murray Avenger 84
G. Bredehoft Corsair 28

FAC Embryo (5)
Pat Murray Debut 369
Dennis Batty Maxout 335
Don DeLoach Nite Hawk 322

FAC Simplified Scale (3)
W. Farrell Piper Clipper 308
Pat Murray Vega 285
Geroge Bredehoft P-51 145

FAC Golden Age Scale (3)
Wally Farrell Lincoln AP 356
Pat Murray Stinson 318
G. Bredehoft Klemm 330

FAC OT Fuselage (7)
Don DeLoach AZ-31 540
Pat Murray Miss Canada 475
W. Farrell Traveler 368
Ted Allebone Hepcat 247

Friday, July 25

F1S
DeLoach, Don 716
Murphy, Jack 680
Sechrist, David 641
Parker, Julie 590
Sowder, Bob 583
Thomas, Mark 583
Stalick, Tom 552
Lorbiecki, John 540
Jahnke, Ross 537
James, Jon 475
Schultz, Ben 461
Sifleet, Robert 383

AMA 1/2A Gas (J)
Finn, Caleb 194

AMA 1/2A Gas (SA)
Menanno, Neal 1,050
Thompson, Ronnie 734
Parker, Jim 465
Hanford, Robert 464
Sowder, Bob 455
Dock, Denny 331
Batz, Scott 324
Plake, James 298
Parker, Jim 169
Bell, H. Thomas 75

AMA P-30 (J)
Finn, Caleb 334
Finn, Paul 325
Reuter, Beckham 113

AMA P-30 (S)
Reuter, Wes 90

AMA P-30 (A)
Berry, Daniel 790
Buddenbohm, Stan 503
DeLoach, Don 491
Powell, Chuck 484
Simon, Evan 360
Grell, Glenn 353
Simon, Greg 341
Demeritte, James 335
Finn, Hope 330
Kirda, Mike 326
Batty, Dennis 259
Mattson, Hailey 259
Devereux, James 254
Allen, James 252
Brockman, Timothy 242
Gerspacher, David 220
Schultz, Ben 211
Bartick, Don 208
Davies, Allan 202
Day, Don 120

Nostalgia 1/4A Gas
Menanno, Neal 312
Erridge, Roger 303
Hanford, Robert 232
Dock, Denny 192
Bell, H. Thomas 168

Nostalgia Early 1/2A Gas
Schneider, Glenn 454
Berry, Daniel 350
Erridge, Roger 334
Hanford, Robert 332
Ferrario, Rocco 330
Fedor, Mike 301
Dock, Denny 271
Bell, H. Thomas 255
Sisson, Darrell 22

NFFS Classic Towline
Buddenbohm, Stan 809
Parker, Jim 430
Finn, Paul 416
Powell, Chuck 335
Finn, Joshua 263

NFFS 1/2A E Nostalgia
Jennings, Jim 553
Tomasch, Andrew 273
Sisson, Darrell 22

NFFS Pee Wee 30
Fedor, Mike 1,706
Stalick, Robert 717

SAM OT Rub. Cab. (Lg & Sm)
Firster, Jesse 347
Grell, Glenn 342
Vancil, Mark 305
Powell, Chuck 187

Super D VIT/Fixed
Thompson, Ronnie 360
Finn, Joshua 339

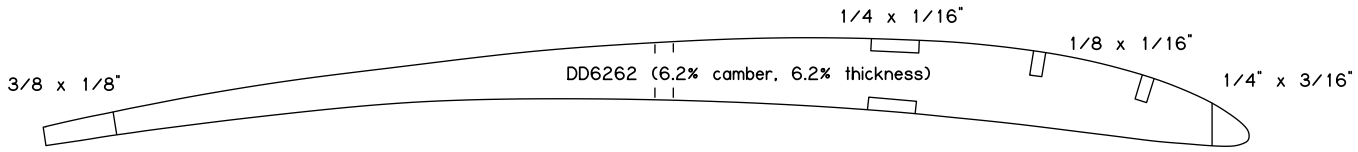
FAC Peanut Scale (3)
Wally Farrell SRE 144.5
G. Bredehoft BD-4 131.5
Pat Murray Scout 104.0

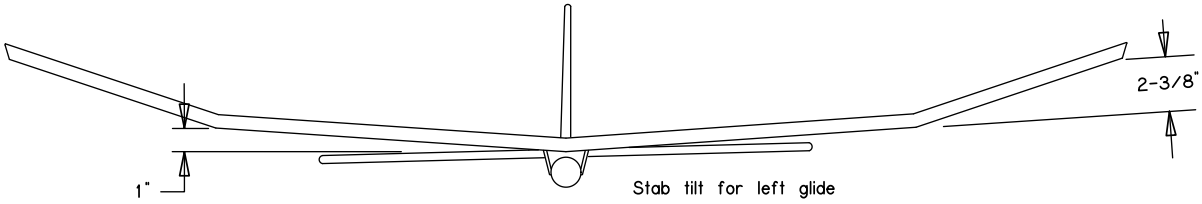
FAC Jet Cat Scale (6)
Don DeLoach La-150 137
Chuck Powell Canberra 133
Wally Farrell P-59 130

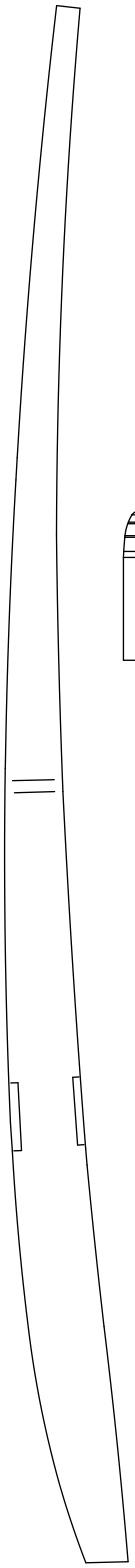
FAC Simple Power Scale (2)
Ted Allebone SE5a 120
Wally Farrell Coronado 120

FAC No-Cal (4)
G. Bredehoft Folkerts 351
Wally Farrell Cardinal 351
Mike Smith Zero 207

FAC Scale (5)
Don DeLoach D.VII 156.5
Duke Horn Atalante 154.5
W. Farrell Fiat G.46 150.0









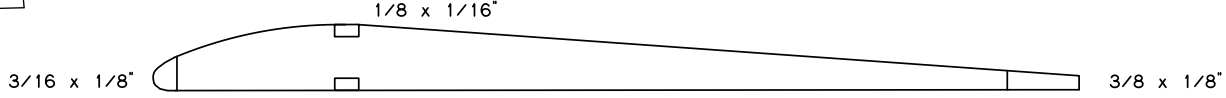
Scale: 1/8 (ribs full)

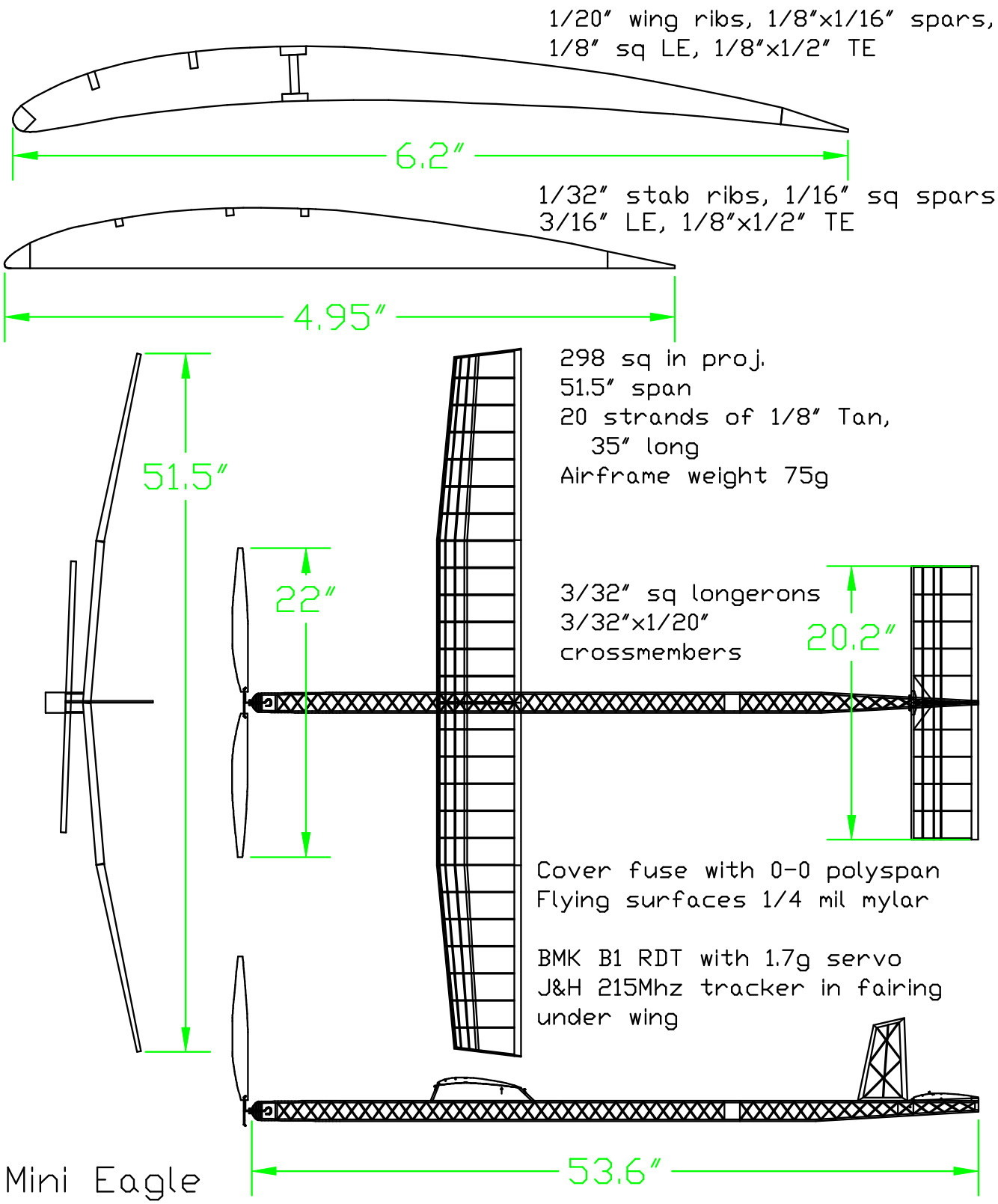
Nats winner: Mulvihill

2026 Mulvihill Winner Corona

Don DeLoach

Wing: 48" span flat x 6-1/4" chord
Stab: 20 x 4.8" (99 sq. in.)
Fuselage/tailboom: Carbon/Kevlar from D. Sechrist
Fin: cambered right side for left glide turn
Prop Block: 24 x 1-3/8 x 1", 7# balsa
Covering: Lightweight Polyspan wing, 1/4-mil Mylar stabs
Prop: 24" Ø x 24" pitch
Motor: 95g dry, 32/8" Tan Super Sport, 70 in./oz.
Thrustlines: 1° down, 1.5° right
Empty weight: 156g
CG: 87%





Mini Eagle

Joshua Finn, J&H Aeropsace

Unlimited National Champion 2024, Josh Finn

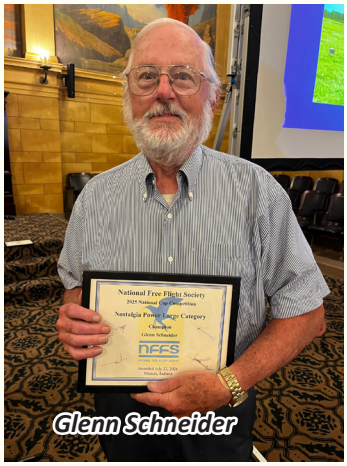
2nd Place Mulvihill 2024, Hope Finn

Nats winner: Dawn Unlimited


Bob Hanford


Glenn Grell


Josh Finn


Glenn Schneider


2026 Connie Perry Memorial Trophy co-winners Bert Langelius (L) and Bruce Kimball.


Team HLG Champions (L-R): Jan Langelius, Don DeLoach, Gene Ulm.


Chuck Powell Linda Powell Jesse Firster Ted Firster


Kurt Krempetz

Don Tang

Stan Buddenbohm


2026 Nats Category Champions (L-R): Bob Sowder (Electric), Don DeLoach (Rubber), Caleb Finn (Junior), Ronnie Thompson (AMA Gas), Wes Reuter (Senior), Roger Erridge (Nostlagia Gas), Glenn Grell (NFFS Rubber). Not pictured: Stan Buddenbohm (AMA Glider) and Scott Lapraik (Classic Gas).


Paul Finn


Wally Farrell

Pat Murray

Don DeLoach

continued from page 13

The FAC event HQ was bustling on Friday with the ever-popular Jet Cat Scale, plus FAC Rubber Scale, FAC Peanut, and several others. I narrowly won Jet Cat despite no flights over 46 seconds. Wally Farrell took Peanut with his pretty Waco SRE and a wonderful 88-second flight. Rubber Scale looked to be a sure win for Duke Horn with his Atalante and a beautiful max flight. However I came in rather late with my Fokker D.VII and managed a huge thermal flight of 7:19 (along with a slightly higher scale score) to win by just two points.

After the day's awards, the category champions were announced and presented with their championship plaques.

The FF Nats ended on a very high note with the awarding of the prestigious Connie Perry Memorial Trophy to co-winners Bruce Kimball and Bert Langelius. This was followed by an inspiring speech by Event Director Jan Langelius. He got teary as he reminisced and reminded us all why we love the Nats so much.

I want to mention the many wonderful volunteers that I noticed working so hard throughout the week for us, the flyers. Without these folks there simply would be no Nats…no fun…no memories. I hope I don't forget anyone, but I'm afraid I will (apologies in advance): David Lindley and the NFFS Board, Lisa Pacelli, Patti Lorbiecki, Geralyn Jones, Bert Langelius, Bruce Kimball, Chris Matsuno, Charlie Jones, Jim Parker, Katie Menanno, Dan Berry, George Bredehoft, Pat Murray. I know there were others - mostly individual event directors. THANK YOU ALL. And we'll see everyone next year for the 101st Nats.

—Don DeLoach

2026 Nats Category Champions

AMA Rubber.....Don DeLoach
AMA Gas.....Ronnie Thompson
AMA Glider.....Stan Buddenbohm
AMA Classic Gas.....Scott Lapraik
Junior.....Caleb Finn
Electric.....Bob Sowder
Senior.....Wes Reuter
Nostalgia Gas.....Roger Erridge
Nostalgia Rubber.....Glenn Grell


Alex Andriukov


Stan Buddenbohm



Bob Stalick

Teams across the country have been gearing up for the 2026-2027 Science Olympiad season, and after these first few months they are starting to attend competitions. While the hierarchical tournaments at Regional, State, and National levels don't start until the new year, Invitational tournaments are kicking off as soon as late October. These contests around the country give students and teams a chance to compete and test their skills without advancement on the line.

Science Olympiad is a scholastic science competition, but it always includes an aspect of Indoor Free Flight. This year it includes Wright Stuff (rubber-powered airplane duration) for high school, and Elastic Launched Glider for middle school. While the flight events are a small part of Science Olympiad, they are a great touchpoint for our hobby, exposing thousands of youngsters to the magic of aeromodeling. Not only does SO give entrance into the minds and hearts of students, but also opens up potential flying sites at schools and other facilities.

The invitational contests are also a great place for you, as a potential mentor, to get involved. These tournaments run the gamut from low-key regional events to high pressure highly competitive events drawing top schools from around the country. In any of these cases, the Invitational can be a great learning opportunity for the students.

Some Invitationals do not run all of the "device" or "build" events because of lack of skilled event supervisors. This is an opportunity for NFFS members to step in and help run the event, making it easy for the organizers and fruitful for the students. The Invitational, being a learning atmosphere, provides an opportunity to not only officiate, but also to coach and mentor, often through followup comments and encouragement after the team flies.

One approach that NFFS has been very successful with is Friday Night seminars, where the students can practice in the event venue and receive help from mentors and coaches. At such seminars, we have seen "yard dart" planes become flyable, and successful planes extend their personal best times. This is not a detailed one-on-one help session as you might have when visiting a school, but rather one-on-many advice and coaching. Common needs include basic trimming and basic rubber winding skills. One does not have to be a noted expert, but rather just willing to learn and apply very basic techniques. It is amazing how many students at this stage are unaware of the benefits of stretch winding, lube, and decalage.



Ronnie (center in yellow) with students and NFFS mentors at Pittsburg, August 2026.

PHOTOGRAPHY: PAUL MORGENROTH AND RONNIE ESPOLT

The first and simplest thing to do is to offer to be an event supervisor, or if they already have one, offer to be a judge/timer. This gets your foot in the door. Come prepared with a flyer or business card to hand out so that students or coaches can follow up for help. Watch the flights, and have at least one thing to say, either an adjustment or simple encouragement after the team finishes their flight window. This along with a contact sheet will often lead to long-term relationships and mentoring.

How do you find these Invitational Tournaments? Often the best source is the State Science Olympiad website, which can be found at <https://www.soinc.

org/state_websites>. Look for any listing of competitions. In addition, Science Olympiad maintains a list of tournaments by date at <https://www.soinc.org/play/invitationals>. Note that some Invitationals are listed as "Satellite", which means remote (not in person), a spinoff from Covid-era events. Finally, the Scioly forum, <https://scioly.org/forums/viewforum.php?f=294> has a discussion area dedicated to Invitationals.
Once you have located a tournament that is reachable, contact the overall event director through the contact information given on the websites and offer your services. There is always a need for qualified judges, and you can start as a judge to learn the process.

After experiencing your first Invitational, you may want to offer to run a Friday evening seminar. Remember, this does not have to be super formal, it is more a fly and help session than formal training, though demonstrations of winding or trimming are always helpful. It does help to have additional skilled hands available during a seminar, so contact your NFFS friends, or one of the Youth Development leaders to help out.

In preparation for the tournament, you will want to fully comprehend the rules as published for the year. While there may be a more relaxed atmosphere at an invitational, there is an expectation that the event will be run by the rules. You will also want to be sure to gather tools for judging. This will include a template to measure the team measurement box (the plane must fit in a team-supplied measurement box, and that box is measured by the judges), a milligram scale (often the tourney organizers will have an inadequate gram scale), a stand to hold rubber motor loops on the scale, stopwatches, clipboards, and snacks/water.

The Invitational is a warmup opportunity for the students, but is also a place to get your foot in the door as an event organizer who demonstrates a knowledge of both the rules as well as the aircraft. If you have thought about getting involved in mentoring, but have not moved forward, the Invitationals provide a great entrance to Science Olympiad Mentorship.

PITSCO: Youth-Centered Flying Site

Two days, one goal: build and fly a model airplane. That was the challenge faced by attendees of this summer's PITSCO event. Meanwhile, our mission as mentors with the NFFS Youth Development Program was to get them there efficiently and make it fun.

Mentorship is something that I always wished I had growing up. I have loved airplanes since the beginning of my living memory, but it was not until the end of high school that I had any real guidance in the field of aerospace. To that end, I have endeavored to travel all across my home state of Kansas, spreading my knowledge far and wide that perhaps I would change someone's life for the better.

Since my first season of coaching in 2018, I've made a number of capable fliers. It is always fun to watch the moment where someone launches a plane they made for the first time, and it actually works! The greatest joy is watching the barrier of possibility fall. Suddenly they know they can build something that truly flies.

The PITSCO fly-in at the Plaster Center in Pittsburg, Kansas was a real milestone for the Free Flight community in the area, and for myself as a proponent of the activity. For the first time, students, parents, and teachers had access to not just the best mentors in the region, but the best in the country. On the building day, I saw kids building for the first time showing little confusion as to how to assemble their planes. The kit quality was excellent, and the parts sheet doubled as an assembly jig. I went around and showed one how to apply glue neatly, and perhaps another how to work two tight fitting parts together.

The next day we flew in the big field house, which was the real draw of the weekend. The variety of models in the air was remarkable–Everything from FAC scale and No-Cal, AMA Ministick, A-6 and Limited Pennyplane, and



even world-class models like F1D and F1R were up in the air. Working with the kids and coaches I saw results quickly, and a lot of mental locks turning open. This is the real meat of mentorship–showing that the solution to almost any problem is really quite simple; you just haven't heard of it yet. My favorite part of training schools for competition is when they realize it's not actually that hard if you know a few slick tricks.

I had three of my more dedicated pupils there to try AMA Pennyplane for the first time, since they had proven they could handle the heavy, elementary planes from Sci-Oly. Two used my design and flew over 9 minutes each, and the third brought his own design and flew almost 7 minutes. For a first attempt, these results were extraordinary.

Personally, I spent so much time helping others that I didn't fly my own model until the last hour of the event. Between retrieving airplanes from the ceiling with my steering pole, helping students with trimming, and answering questions, the day went right by. It doesn't pay much into my own growth as a competitor, but I always have so much fun.

Whether you are in an area bustling with engagement or your entire locale is barren of Free flight activity, there are schools in your area that participate in Science Olympiad. My local AMA club is how I personally got involved, but it's not that hard. Every area hosts "Invitationals" which are community-driven practice



tournaments hosted by participating schools. If you get involved with any school, you can learn when these are and volunteer. Tons of schools show up to these, and it's the perfect place to help kids learn to fly. Teachers love the help too!

Eventually schools and parents will be asking you for help personally, which is a chance to really get into the building tricks or some secret sauce on how to get another 30–60 seconds of flight time. A little pizza in return never hurts!

All this, to me, is the lasting value of mentoring. You aren't just giving people something to fly. Planes are for flying, and eventually destroying. But if you make a modeler, that's something that lasts, and I would encourage every experienced flier to give mentoring a try at least once.

—Paul Morgenroth

PITSCO: A Model of Support

We had a good turnout of competitors and fun fliers. I am sure you will be hearing many great reports on both the Friday build clinic, held at the PITSCO corporate campus. Then on Saturday at the field house. We can't thank PITSCO enough. An education supply company that I have had the pleasure of doing business with for many years.

You will notice the name on the wall, behind the group photo. Harvey Dean is the founder of PITSCO and made the donation to build the indoor running track. I don't think we have ever had a host school and company take such great care of us.

Matt Frankenbery, CEO of PITSCO was instrumental and a great host every step of the way. His son came along with us and built a good catapult glider and a P-18. I believe he could be a future competitor.

Other locals and school administrators that stopped by to see what we were doing, had a good show. Harvey Dean, an active community supporter, walked the setup tables. Also the President of the college came to check out what was happening. A local news station took some videos and interviewed some of us. Looking forward to seeing this.

One of the college's track coaches brought his three daughters to watch. Only watching is not something I permit. I waved them to come over and asked them if they would like to fly my catapult. They were doing a good job and we had them hooked. Then I asked if they would like to build their own glider. They did an admirable job and their efforts paid off with nice flying models.

Other of our members stepped up and started helping some other kids, with getting their models trimmed. These guys were really having a good time helping. So we likely gained a few new mentors.

Josh and Hope from J&H Aerospace did the bulk of heavy lifting. Both the clinic along with scoring and entrance/registration logistics

—Ronnie Espolt

Miles Polischuk: Indoor Nats Junior Champion

Miles Polischuk is this year's Indoor Free Flight National Championships Junior age group Grand Champion and I had a chance to talk to him last week about how he got interested in model aviation. Miles flew six events at Nationals, including: A-6, F1D, LPP, Ministick, F1M, F1N and Hand Launch Glider. Here is what he had to say when we talked.

BT: What got you interested in Free Flight airplanes?

I have always liked aviation and as a member of my middle school's Science Olympiad team, I signed up for the "Flight" event. The second I saw the airplane that I built fly for the first time, that's what did it! I've always read books about planes and aviation and can identify lots of airplane types. My family also visited the Kalamazoo, Michigan "Air Zoo" and I really liked that.

BT: What are your goals in the hobby?

I'd like to get into gliders more first and get more national

records. Then, I'd like to build a bunch of variations of similar planes to test them and maybe also win F1D Junior Worlds.

BT: What do you mean by "similar planes"?

Same categories I have been flying like F1D and LPP. For F1D, my plan is to build another copy of Leo Pilachowski's "Junior F1D" using more standard F1D techniques, like a



built-up prop and maybe rolled motor stick and tailboom.

BT: Do you see yourself possibly looking at a career in aeronautical science?

Yeah! I'd probably want to be a commercial pilot.

BT: Do you find your interest in model airplanes increasing your focus in school for science and math?

Yes. Sometimes in math we are learning something and I'll say, "oh yeah", we used this in flight testing.

BT: What are your other activities and interests?

I compete in several other Science Olympiad events, play tennis (on the high school team this year) and play the cello.

As Miles' Science Olympiad coach for the last three years, I definitely agree that I could see him catch the model airplane bug as he was watching his first airplane flying and flying well. When building and flying, he is focused, analytical and using excellent problem-solving skills. Every time we meet it amazes me to see what additional research he has done and what questions he has! He has a great future in the hobby and in all of his other interests!

—Brian Turnbull

Calling All Mentors!

NFFS continues to increase participation with scholastic competitions such as Science Olympiad and TSA, through guidance to leadership, developing resources online for the students, direct mentorship, and event support.

We are often asked by students and coaches whether we could identify someone nearby to provide some help to their team. Often this is a team that is very interested in flying, but they lack the hands-on experience to get over the initial humps. This is a very fertile ground for growth!

We would like to start a database of potential mentors, with a goal of finding at least one set of boots on the ground in each state, multiple in larger states. This could mean a willingness to answer questions via email or text, meeting with a team or teams once to break the ice, or an ongoing relationship with the team. It can also mean getting involved with contest operation at the regional, state, and invitational levels.



Paul (second from left) with his students at Pittsburg.

If you are willing to be available for any of these roles, we would like to start collecting data using a Google form, available at <https://forms.gle/LP3pP4xVoTH47cky8>. You will be able to express HOW you would like to get involved. In addition, we will commit to not giving your information to a team directly without permission, rather we will pass a team or event contact to you for follow-up. Please note that some school systems may require you to go through a background check before interacting with students. Please consider registering on this database. Depending on interest in your state, it may be fairly quick, or very seldom, that we contact you about a potential match.

—Chuck Andraka, NFFS Youth Development Chair
<ceandraka@gmail.com>

I am happy to add a new 1965 model by David Baker, "Starship", to the NFFS Golden Age ½A eligible list! It was approved unanimously by the committee.

I don't know a whole lot about David; he has passed on. Fred Terzian and Bill Vanderbeek knew him, and they submitted the model to me and I drew it up in the 1/2A size with percent info for other class sizes on it..!

Bill Vanderbeek gave me some trivia about David that I will share with you. Bill writes:

"I met David Baker when I was 15 at a 900 Free Flight club meeting, 1962-63, in Santa Clara, California. (Nine-hundred seconds was a maxout of three 5-minute flights for a total of 900 seconds, then the flyoff flights.)

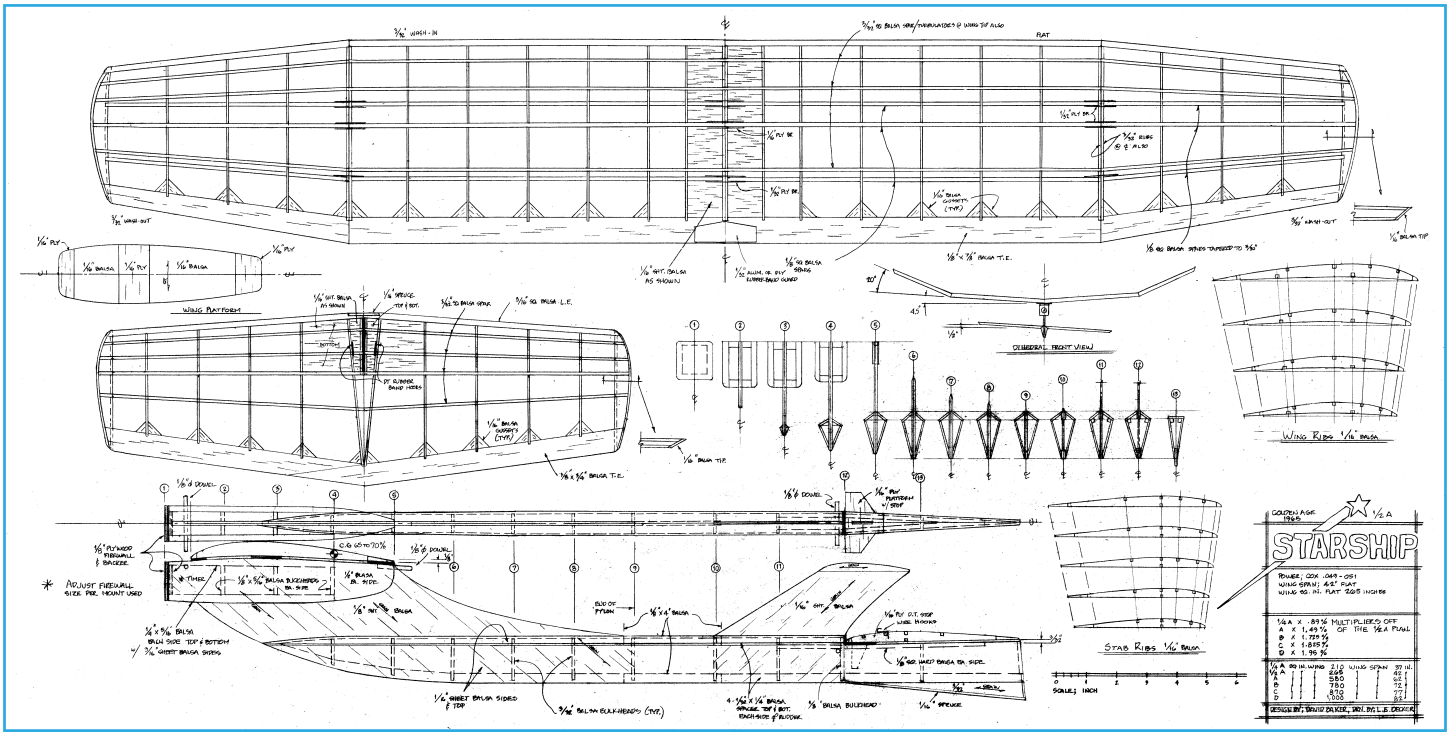


Bill Vanderbeek and ~60-year old, 870 square-inch B-C Starship.

PHOTOGRAPHY: CONTRIBUTED

"David lived in Palo Alto, Califonia, and worked at the Hewlett Packard company. I do not know what his job was, but he was good with computers.

"David grew up in Southern California and built







models at a young age. In his teens, David worked for Lew Mahieu, designer of the Zeek. Lew was a machinist by trade and worked for several machine shops in the L.A. area. He developed and sold the Supersonic line of competition glow fuel to modelers in the L.A. area. Being friends with Johnny Brodbeck of K&B engines, Lew later sold the Supersonic line of fuel to K&B. David said Lew had a shed in the middle of nowhere with no electricity to it, and that was where he helped Lew mix the glow fuel.

"Pictures are of the class B-C Starship. Low aspect ratio model with undercambered wing and stab. Wing area 870.5 sq. in., 11.23 ounces; stab area 286.36 sq. in., 2.98 ounces, so 33% stab. Torp .29 rear rotor engine is small for this size model, but then I think the engine run was 15 seconds.

"This particular model has a story behind it. In the Spring of 1968, a contest at Waegell Field was held, and David Baker flew this model and lost it. Bruce Hannah also lost a C gas model. He and his Dad got on their chase bikes and went looking. Ten miles downwind, they drove up to a farmhouse, and the farmer came out holding David's model (the one pictured in this article). Bruce and his dad brought it back and returned it to David. Bruce never found his model."

Ates Gurcan is building a Starship now, and has supplied some pictures of his build. Thank you, Ates!

The Starship is a very unique model and design; I am very happy to add it to the Golden Age 1/2A eligible list.

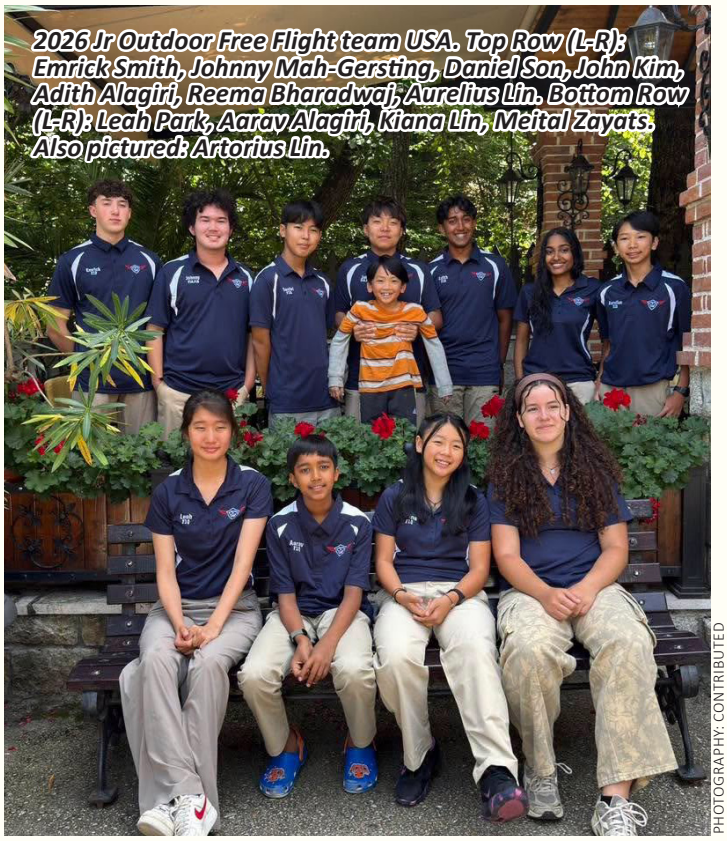
— Ed Decker
Golden Age 1/2A Committee Chair

BUILD A STARSHIP 1/2A

Starship plans (#501) are $8 each plus shipping from NFFS Plans Service. Online ordering at <www.freeflight.org> or mail checks (payable to NFFS) to 2302 Robin Rd. Mahomet, IL 61853. <servoframes@gmail.com> or 872-203-0377.

The first day of the Championships, July 26, began with model processing. This was scheduled in half-hour slots, most of these periods were shared between the nations with smaller teams.

The organizers adopted their deviation from the rules by marking each component of a model with a sticker with a unique number. It was acknowledged that the stickers did not stick very well!



2026 Jr Outdoor Free Flight team USA. Top Row (L-R): Emrick Smith, Johnny Mah-Gersting, Daniel Son, John Kim, Adith Alagiri, Reema Bharadwaj, Aurelius Lin. Bottom Row (L-R): Leah Park, Aarav Alagiri, Kiana Lin, Meital Zayats. Also pictured: Artorius Lin.

PHOTOGRAPHY: CONTRIBUTED

Following this was a team managers' meeting then the opening ceremony. This started with the teams gathering in the town square behind girls holding a notice with the name of their country. There was some national folk dancing then all teams were led in order over a pedestrian crossing of the main street to the site of the opening ceremony. This took several minutes and most of the drivers were quite tolerant of the delay. There was then a 20 minute delay for some loud discordant music before the quick opening ceremony.



The first day of flying was for F1P for the Junior Champs and F1Q for the European Champs. The flying field, which was at the end of a 2km track, was grass covered, generally short grass but with some longer patches. The weather at first had very light and variable winds but by midday it started to settle into a 4 m/s wind blowing towards the entrance, beyond which there was a hill with woods and a village but generally these obstructions only had an effect in flyoffs.

While F1Q had an average of three-quarters of the flights maxing, the number of full scores dropped to 6 at the end. The Junior F1P flyers found it more difficult in the later windier rounds By round 6 there was just one full score held by Chinese flyer Yuangu Geng, but then in the last round he managed only 87 seconds. This dropped him to third behind John Kim (USA) and Xiangyun Ji (China) who had tied with U.S. 128 in round 4 and China 128 in round 5. The flyoff was won by John Kim making the 5-minute max and the Chinese 205. Model weight and wing span were checked and both were OK.

The next day, July 28, was devoted to F1A. There were 53 competitors, slightly more than the combined number of F1P and F1Q flyers the day before. The 4-minute first round proved difficult with little wind and people towing in all directions. Only 20 maxed but in the following 4-minute round there was lift available and 36 maxed, a typical number for each of the following 3-minute rounds. From round 5 onwards the wind was 4 m/s and in a steady direction. Some demonstrated good towing ability but a significant number relied on straight up-and-off launches under models in lift.

Six had full scores and assembled for the flyoff at 18:00. Notable good launches by John Kim (USA) and





Daniel Peykov (Bulgaria) seemed to be taking their models to maxes and indeed they were joined by Israeli Roei Treiwis for a second flyoff. The Bulgarian was had a poor launch leaving the model diving and RDTed for just 26 sec. John Kim went up and off in the first minute,



while Roei Teiwis launched competently about 2 minutes late (in round 5 he had towed for a long time but towed in, then took his second attempt with good towing and launch).

There was some discussion that the timekeepers on the Israeli model had two timekeepers with about 240 and another with 287 who was adamant that he had timed the flight to conclusion When the altimeters were checked the American had 258 seconds, close to his timekeepers' score. They saw the initial reading of 227 seconds recorded flight time on the Altee altimeter and dashed off convinced that had won. However, the altimeter trace showed that around 220 seconds there was indeed a period of constant altitude (but with oscillations showing the model was still flying) and there was then a period of gaining altitude followed at 276 seconds by the completely constant altitude of a model that had landed. The model had been soaring on the hill which faced into wind. The American's ridiculed the idea of the model climbing a hill which I countered by the hill soaring capability of F1E models. The medal order was confirmed as Israel, USA, Bulgaria/ Czechia, Poland and Israel topped the team scores.

F1B was on July 30. The wind stayed rather light and variable for the morning. In round 5 there was large

F1A Junior World Championship – Individual

1	*Roie Treiwis, ISR*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*360*	*276*	*2016*
2	*John Kim, USA*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*360*	*258*	*1998*
3	*Daniel Peykov, BUL*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*360*	*26*	*1766*
4	*Gergo Vilmos Nagy, HUN*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*223*		*1603*
5	*Maya T. Tutelea (F), ROU*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*146*		*1526*
6	*Idil Ceylin Yirtar (F), TUR*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*84*		*1464*
7	*Oliver Bozik, SVK*	*240*	*240*	*168*	*180*	*180*	*180*	*180*			*1368*
8	*Leona Chejkova (F) MKD*	*240*	*240*	*180*	*180*	*180*	*147*	*180*			*1347*
9	*A. Kornhoferova (F) CZE*	*200*	*240*	*180*	*180*	*180*	*180*	*180*			*1340*
10	*Jan Zajic CZE*	*203*	*235*	*180*	*180*	*180*	*180*	*180*			*1338*
11	*Kathel Pouzet (F), FRA*	*197*	*240*	*180*	*180*	*180*	*180*	*180*			*1337*
12	*Franciszek Halicki, POL*	*240*	*240*	*180*	*180*	*180*	*126*	*180*			*1326*
13	*Yantao Liu, CHN*	*240*	*240*	*180*	*180*	*180*	*95*	*180*			*1295*

14 Dmytro Rashkivskyi, UKR, 1291; 15 Lars Rink, GER, 1290; 16 Dan Pelzman, ISR, 1277; 17 Mirtel Moistus (F), EST, 1267; 18 Oskar Leomar, EST, 1230; 19 Mikolaj Golubowski, POL, 1222; 20 Hamza Zilic, BIH, 1219; 21 Adrian Neubauer, SVK, 1214; 22 Tymon Niezborala, POL, 1212; 23 Adela Chytrova (F), CZE, 1211; 24 Daniel Son, USA, 1210; 24 Georg Leomar, EST, 1210; 26 Anastasija Borojevic (F), BIH, 1204; 27 Carlos L.Gozalo, GER, 1192; 28 Adrian Drelse, GER, 1185; 29 Luka Najdoski, MKD, 1173; 30 Ahmed Zilic, BIH, 1150; 31 Alex Vasek, SVK, 1129; 32 Maksym Venzhivskyi, UKR, 1127; 33 Matviy Mamaliga UKR, 1121; 34 Elies Croguennec FRA, 1093; 35 Nimrod Nemeth HUN, 1083; 36 Guy Burstein ISR, 1076; 37 Malgorzata Jeziorna (F) POL, 1074; 38 Mihail Pozharski MKD, 1052; 39 Emin Jusufbasic BIH, 1030; 40 Dino Najdoski MKD, 1020; 41 Iskren Hasardzhiev BUL, 1018; 42 John Mah-Gersting USA, 1007; 43 Xinyu Liu (F) CHN, 1000; 44 Szonja Nemeth (F) HUN, 990; 45 Bogdan Gabriel Bica ROU, 964; 46 Carina Lammersmann Gozalo(F), GER, 934; 47 Vasylyna Kuzoma (F), UKR, 910; 48 Mihai Eduard Oprea, ROU, 898; 49 Madeline Ragot (F) FRA, 834; 50 Zihang Gao CHN, 765; 51 Mia Chytrova (F), CZE, 728; 52 Scott Larsson SWE, 721; 53 Alexandru Bogdan Mereuta, ROU, 577.

F1A Junior World Championship – Female

1	*Maya T. Tutelea ROU*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*146*	*1526*
2	*Idil Ceylin Yirtar TUR*	*240*	*240*	*180*	*180*	*180*	*180*	*180*	*84*	*1464*
3	*Leona Chejkova (F) MKD*	*240*	*240*	*180*	*180*	*180*	*147*	*180*		*1347*

4 Anna Kornhoferova CZE, 1340; 5 Kathel Pouzet, FRA, 1337; 6 Mirtel Moistus, EST, 1267; 7 Adela Chytrova, CZE, 1211; 8 Anastasija Borojevic, BIH, 1204; 9 Malgorzata Jeziorna, POL, 1074; 10 Xinyu Liu, CHN, 1000; 11 Szonja Nemeth, HUN, 990; 12 Carina Lammersmann, Gozalo GER, 934; 13 Vasylyna Kuzoma, UKR, 910; 14 Madeline Ragot, FRA, 834; 15 Mia Chytrova, CZE, 728.

F1A Team Results

1	*Czech Republic*	*CZE*	*3889*
2	*Poland*	*POL*	*3760*
3	*Israel*	*ISR*	*3733*
4	*Slovakia*	*SVK*	*3711*
5	*Estonia*	*EST*	*3707*
6	*Germany*	*GER*	*3667*
7	*United States*	*USA*	*3597*
8	*Bosnia-Herzeg.*	*BIH*	*3573*
9	*Macedonia*	*MKD*	*3572*
10	*Ukraine*	*UKR*	*3539*
11	*Hungary*	*HUN*	*3453*
12	*France*	*FRA*	*3264*
13	*Romania*	*ROU*	*3242*
14	*China*	*CHN*	*3060*
15	*Bulgaria*	*BUL*	*2398*
16	*Turkey*	*TUR*	*1380*
17	*Sweden*	*SWE*	*721*







group of storks circling in a thermal above the starting line and soon they were joined by several models. In the following round the USA complained that China had made test flights near the line. The Chinese manager was reprimanded and it was posted that test flights must be at least 500m from the starting line.

Nime flyers reached the flyoff and none of them managed the 6-minute max. The order changed slightly after the altimeters had been read, and Elouan Rigault had won ahead of Jan Zajic (CZE) and Aurelius Lin (USA). China, with two competitors in the flyoff won the team prize ahead of Israel and USA.

The remainder of the day was F1Q for the Junior Champs. F1Q Junior was progressing with an average of 75% of the competitors maxing each round. During round 4 a Chinese girl had her model brought in for random processing and her energy limiter showed 1000 Joules but the model weighed only 480g. That meant she was using more than the allowed 2 Joules per gram and so was disqualified. As well as that setback, the USA claimed to have timed a Chinese motor run at 0.5 seconds over the allowed 20 seconds. That lead to nothing, since we certainly don't accept other team's version of timing, particularly when it is so difficult to time F1Q run times and the energy limiter gives a more useful indication of run time.

Six made it to the F1Q flyoff and the team mangers agreed to hold this at 6:00 the next day. We found later that the Chinese flyer would not take part because he was leaving for home on that day, so F1Q would be down to five competitors.

The award ceremony and banquet were held in a central restaurant, hastily arranged when the planned venue can-

F1B Team Results

1 China	CHN	4132
2 Israel	ISR	4130
3 USA	USA	4051
4 Estonia	EST	3998
5 Czech Republic	CZE	3875
6 Germany	GER	3874
7 Ukraine	UKR	3813
8 Slovakia	SVK	3106
9 France	FRA	2689
10 Bulgaria	BUL	1128
11 Poland	POL	1076

F1P Team Results

1 United States	USA	3493
2 China	CHN	3474
3 Estonia	EST	2767
4 Ukraine	UKR	1661

F1B Junior World Championship – Individual

1	Elouan Rigault, FRA	240	240	180	180	180	180	180	356	1736
2	Jan Zajic, CZE 240	240	180	180	180	180	180	180	336	1716
3	Aurelius Lin, USA	240	240	180	180	180	180	180	328	1708
4	Xiangxue Ji (F), CHN	240	240	180	180	180	180	180	244	1624
5	Adith Alagiri, USA	240	240	180	180	180	180	180	242	1622
6	Yixuan Cai (F), CHN	240	240	180	180	180	180	180	210	1590
6	Ori Dadosh, ISR	240	240	180	180	180	180	180	210	1590
8	Roei Abecasis, ISR	240	240	180	180	180	180	180	205	1585
9	Carlos L. Gozalo, GER	240	240	180	180	180	180	180	193	1573
10	Aksel Karu, EST	240	240	180	180	177	180	180		1377

11 Mia Chytrova (F), CZE, 1373; 12 Xinyao Jiang (F), CHN, 1372; 13 Artem Dubovyk UKR, 1371; 14 Tal Haberfeld, ISR, 1370; 15 Harri Alfred Koonik EST, 1362; 16 Jaouen Rigault FRA, 1309; 17 John Mah-Gersting USA, 1291; 18 Matthias Tanner GER, 1285; 19 Matviy Mamaliga UKR, 1272; 20 Reema Bharadwaj (F) USA, 1270; 21 Wolin De CHN, 1268; 22 Mirtel Moistus (F) EST, 1259; 23 Vladimir Ivanco SVK, 1227; 24 Lara Maria Horak (F) GER, 1209; 25 Oleksandr Kozhokaru UKR, 1170; 26 Yoana Drenska (F) BUL, 1128; 27 Patrik Svorc CZE, 1122; 28 Lukas Fedor SVK, 1118; 29 Jakub Cierech POL, 1076; 30 Carina Lammersmann Gozalo (F)GER, 1041; 31 Liam Shortill SVK, 761.

F1B Junior World Championship – Female

1	Xiangxue Ji, CHN	240	240	180	180	180	180	180	244	1624
2	Yixuan Cai, CHN	240	240	180	180	180	180	180	210	1590
3	Mia Chytrova, CZE	240	240	173	180	180	180	180		1373

4 Xinyao Jiang, CHN 1372; 5 Reema Bharadwaj, USA, 1270; 6 Mirtel Moistus, EST, 1259; 7 Lara Maria Horak, GER, 1209; 8 Yoana Drenska, BUL, 1128; 9 Carina Lammersmann Gozalo, GER, 1041.

F1P Junior World Championship – Individual

1	John Kim, USA	180	180	180	128	180	180	180	1208	+300
2	Xiangyun Ji (F), CHN	180	180	180	180	128	180	180	1208	+205
3	Yuangu Geng, CHN	180	180	180	180	180	180	87		1167
4	Emrick Smith, USA	180	180	180	80	180	180	180		1160

5 Harri Alfred Koonik, EST, 1154; 6 Artem Dubovyk, UKR, 1126; 7 Reema Bharadwaj (F), USA, 1125; 8 Qihan Zhou CHN, 1099; 9 Mirtel Moistus (F) EST, 1038; 10 Houdong Wang CHN, 863; 11 Aksel Karu EST, 575; 12 Dmytro Rashkivskyi UKR, 504; 13 Mariia Pshenychna (F), UKR, 31.

F1P Junior World Championship – Female

1	Xiangyun Ji, CHN	180	180	180	180	128	180	180	1208
2	Reema Bharadwaj, USA	180	180	180	180	180	97	128	1125
3	Mirtel Moistus, EST	178	107	153	180	180	148	92	1038
4	Mariia Pshenychna, UKR	31							31



celled the reservation in favour of a pop festival. The awards started late and then took almost an hour. The only glitch was that there no medals for Female F1P: on the Preliminary entry form there had been one female listed and I considered it unlikely that there would be three or more extra so I did not order medals. They will now be supplied to the winners later. The organiser Zdravko then worked his way through a large number of shields to recognise people who had been at previous Championships in North Macedonia. Then it was time to close the Championships. Next year the World Championships will be

F1Q Team	Results	
1 Estonia	EST	4094
2 United States	USA	4078
3 Ukraine	UKR	3909
4 China	CHN	3901
5 Hungary	HUN	3874
6 Bulgaria	BUL	3808
7 Poland	POL	3188

F1Q Junior World Championship – Individual

1	Georg Leomar EST	240	240	180	180	180	180	180	366	1746
2	Oskar Leomar EST	240	240	180	180	180	180	180	351	1731
3	Anatolii Prokhorov UKR	240	240	180	180	180	180	180	314	1694
4	Houdong Wang CHN	240	240	180	180	180	180	180		1380
4	Andras Csaba Buzas HUN	240	240	180	180	180	180	180		1380
4	Meital Zayats (F) USA	240	240	180	180	180	180	180		1380
7	Kiana Lin (F) USA	240	240	180	170	180	180	180		1370
8	Xiangyun Ji (F) CHN	240	240	180	180	145	180	179		1344
9	Aksel Karu EST	240	240	180	180	180	180	134		1334
10	Aleksander Zabek POL	240	240	180	180	129	180	180		1329

11 Leah Park (F) USA, 1328; 12 Aarav Alagiri USA, 1307; 13 Daniel Peykov BUL, 1306; 14 Mariia Pshenychna (F) UKR, 1277; 15 Ilia Drenski BUL, 1272; 16 Lorant Buzas HUN, 1267; 17 Anastasiia Bereza (F) UKR, 1252; 18 Yoana Drenska (F) BUL, 1230; 19 Nimrod Nemeth HUN, 1227; 20 Xiangxue Ji (F) CHN, 1177; 21 Kamil Pogonowski POL, 933; 22 Magdalena Baran (F) POL, 926; 23 Wojciech Bartel POL, 724.

F1Q Junior World Championship – Female

1	Meital Zayats, USA	240	240	180	180	180	180	180		1380
2	Kiana Lin, USA	240	240	180	170	180	180	180		1370
3	Xiangyun Ji, CHN	240	240	180	180	145	180	179		1344

4 Leah Park, USA, 1328; 5 Mariia Pshenychna, UKR, 1277; 6 Anastasiia Bereza, UKR, 1252; 7 Yoana Drenska, BUL, 1230; 8 Xiangxue Ji, CHN, 1177; 9 Magdalena Baran, POL, 926



in Mongolia and the Junior European Championship in Bulgaria. In 2028 the equivalent of these events will be

Junior World Championship F1 Challenge Cup

	Country	Total	F1A	F1B	F1P	F1Q
1	USA	15219	3597	4051	3493	4078
2	China	14567	3060	4132	3474	3901
3	Estonia	14566	3707	3998	2767	4094
4	Ukraine	12922	3539	3813	1661	3909
5	Poland	8024	3760	1076	3188	

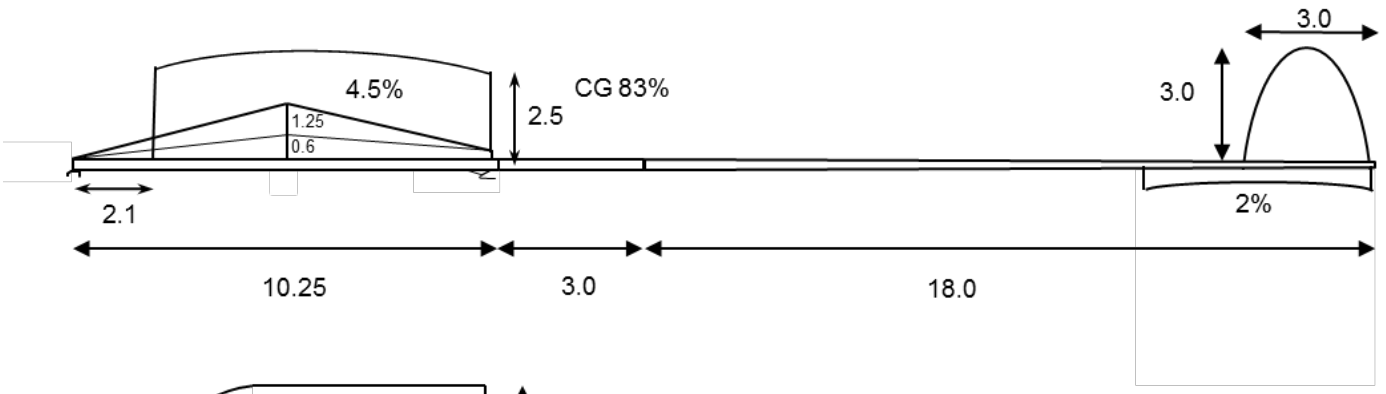
6 Israel, 7863, 7 Czech Republic, 7764; 8 Germany, 7541; 9 Bulgaria, 7334; 10 Hungary, 7327; 11 Slovakia, 6817; 12 France, 5953; 13 Bosnia-Herzegovina, 3573; 14 Macedonia, 3572; 15 Romania, 3242; 16 Turkey, 1380; 17 Sweden, 721.

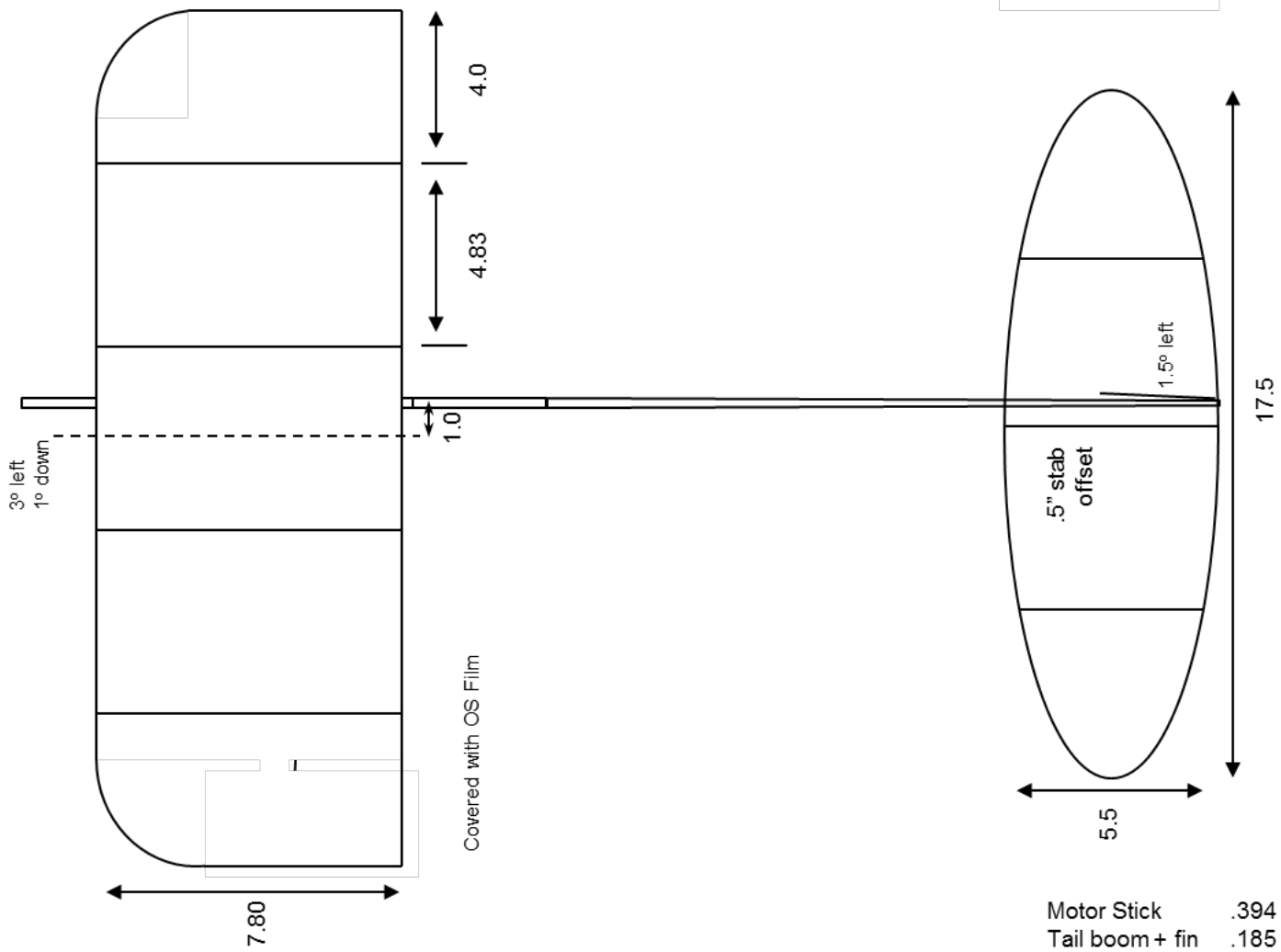
European Championship in Romania and Junior World Championships in Bulgaria.

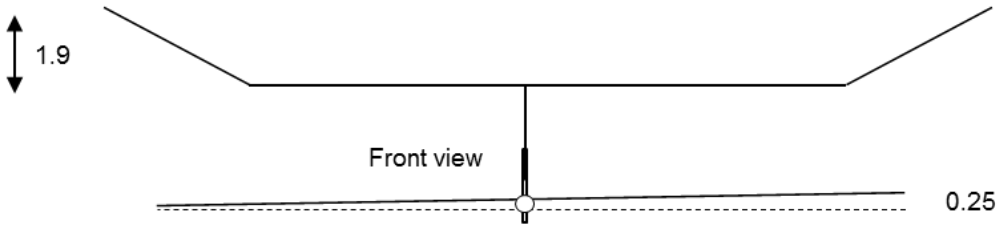
—*Ian Kaynes in* Free Flight News

For detailed U.S. Junior Team reports visit:
<www.nationalyouthaviationacademy.org>









Motor Stick	.394
Tail boom + fin	.185
Wing	.346
Stab	.150
Prop	.300
Ballast	--
Spacers	.040
Total	1.415 g

F1D 2+ "Old Boy"

by Yuan Kang Lee

Cat 1 AMA Record 23:37

Faison, NC USA

Aug 29, 2026

Notice: Neither the National Free Flight Society nor the editorial staff of NFFS *Digest* is responsible for accuracy and/or content of advertising in this publication.

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NEW Sting MK2 glider kits available soon. My 15"and 18" CLGs recently won USA, NZ and Australian Nats. The 15" wing comes fully airfoiled plus handle and spare rubber. The NEW TLG kits wings either all balsa, aluminum or carbon fiber. Option viscous timer or BMK RDT set up. Contact <lensurtees@hotmail.com> or website <stingmk2gliders.com**>.**

www.plansandthings.com Zaic year books and Bill Hannan FF scale books. Purchase a piece of history today!

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ADVERTISING RATES

Inquiries, press-ready ad copy, payments: Send to Gene Smith, 83 Avenida Las Palmas, Rancho Mirage, CA 92270. Email (preferred): <grwhiskey2@gmail.com>. Make checks payable to NFFS.



2026 Arizona FAI Free Flight Championships
December 5 and 6, 2026 at Eloy, Arizona
AN AMERICA'S CUP CONTEST

Schedule

Saturday Dec. 5 2026
F1A, F1B, F1C/F1P, F1Q
Five 1 hr. Rounds,
3 min. Max
1st Round starts at 9:00 AM
Fly-off schedule after Round 5

Sunday Dec. 6 2026
F1G, F1H, F1J, F1S
Five 1 hr. Rounds,
2 min. Max
1st Round starts at 9:00 AM
Fly-off schedule after Round 5

Entry Fees
$25.00 first FAI event if pre-registered
$30.00 first FAI S/A event for on-field registration
$10.00 additional FAI events for on-field registration
FAI Juniors (under 19) fly for free , if pre-registered

Individual Awards to 3rd Place

Please note that timers are not provided. It is the responsibility of the flyer to have a timer for all rounds and for the fly-off timer pool. F1C and F1P are combined for awards but will be reported separately for America's Cup points. Motorcycle flapping or circling with a motorcycle under a model will not be tolerated. AMA membership is required.

DIRECTIONS TO FIELD: from I-10 Exit #200 go South on Sunland Gin Rd. 6.1 miles to W. Phillips road and turn left (east). Go 1 mile on W. Philips road to Overlfield road and turn right. Go south about 3/4 mile and the flying field is on your right.

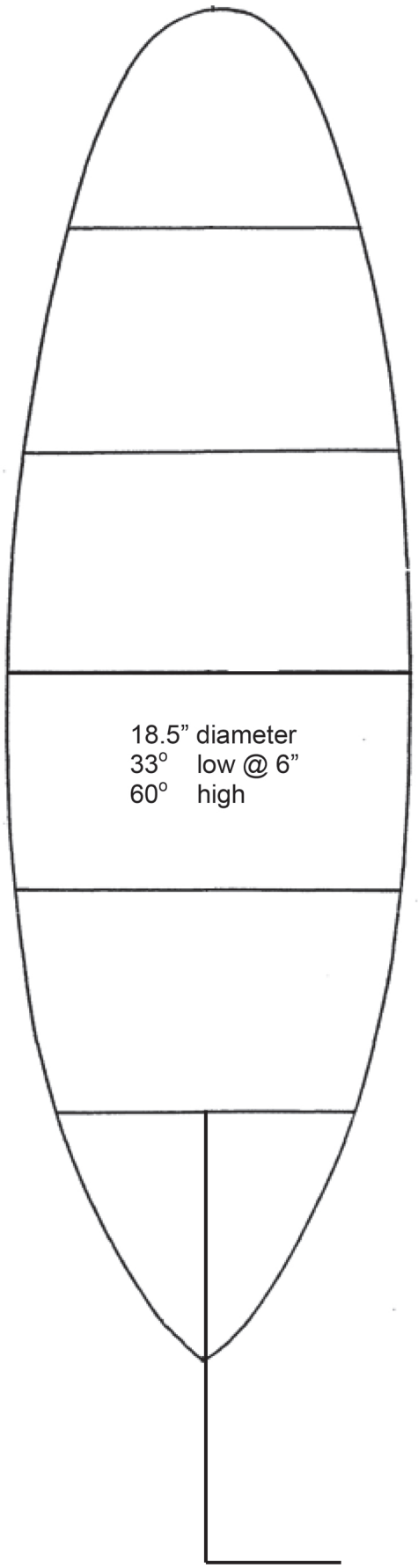
Accommodations: Camping on the field is possible
Motels Exit 200: Motel 6 (520.836.3323), Days Inn (520.426.9240), Travelodge (520.836.5000)
Restaurants & Fuel Services at Exits 200, 203, 194

Contest Director:

Peter Brocks
9031 E Paradise Drvie
Scottsdale, AZ 85260 480-614-6183
brocksarizona@cox.net

There will also be a full slate of AMA, Nostalgia, and SAM events flown at the ARIZONA FF CHAMPIONSHIPS (a National Cup Contest) Saturday and Sunday on the same field.
See separate flier for events flown.

F1D 2+	**Yuan Kang Lee**		
component	description	lb/ft3	mg
Wing			
spars (2)	.040 x .063 (2x .003 boron)	4.0	
tips (2)	.039 x .040	4.6	
middle ribs (2)	.027 x .040 C	5.5	
comp ribs (2)	.027 x .055 C	5.5	
tubes (2)	.064 ID polyimide thin wall		
covering	OS Film		
Motor Stick			
blank	.015 (3 x .003 boron, 4,8, 12 o'clock) .240 id	4.0	
bracing post	.060 x .060 -> .040 x .040	12.0	
wing posts (2)	.065 x .065 (2 x .003 boron)	6.0	
bracing line	Kevlar thread, 6 lb tested		
bearing	Harlan		
tail hook	.013 music wire		
front web	.025 x .75 C	5.0	
rear web	.025 x .60 C	5.0	
extension	.012 (2 x .003 boron)	4.0	
Stab			
spars	.024 x .041 (2 x .003 boron)	4.9	48
ribs (3)	.024 x .040	4.8	19
Tail boom			**170**
blank	0.010 (2 x .003 boron)	4.8	
stab posts (2)	.023 x .050	6.1	
Rudder			**15**
outline	.025 x .025		
Prop	18.5 D (formed on Treger pitch block)		
outline	.024 x .024	5.0	15
boron	2 x .003 boron (4 x first 2 bays)		20
ribs (5)	.024 x .024 (3 x .003 boron 1st rib)	5.0	10
spar	.070 x .070 -> .060 x .060 (2 x .003 boron)	5.8	20
covering	OS Film		
Rubber	5/99 34.5 mg/in (1.36 g/m)		





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City_____State / Prov._____

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Or join online via Paypal:

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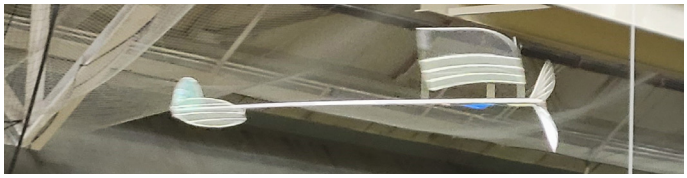

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Membership Rates:

- ☐ 1 Year eCopy SAM Speaks - $30
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☐ New Membership ☐ Renewal SAM# _____

Please Print:

Name: _____

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City: _____ State:_____ Zip: _____

Home Phone:_(_____)_____Cell: _(_____)_____

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I agree to abide by the Constitution and Bylaws of the Society of Antique Modelers and uphold the spirit of its Preamble. _____

Members may pay using Paypal at SAM26Walt@gmail.com
** Make All Checks Payable to SAM * All Payments in US Dollars **

Send All Payments to: **Society of Antique Modelers International**
P.O. 73215, Phoenix, AZ 85050

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US Memberships

- ☐ 1 year $40 ($14 Youth*)
- ☐ 2 years $76 ($24 Youth*)
- ☐ 5 years $185
  (Not available for youth memberships)
- ☐ Life Membership $650

*Youth: Age 18 & under as of July 1 of the current year. Birthdate required.

- ☐ Digital delivery of Digest only

Scan here for all payment and membership options

Additional membership options including Canadian, International, Gift Memberships and Family Memberships are available at www.freeflight.org

Check appropriate boxes below:

☐ New Member ☐ Renewal ☐ Address change

☐ Donation Donation Amount $_____

PLEASE PRINT CLEARLY Birthdate: ____/____/____

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51 Julia Circle
Middle Island, NY 11953

Make checks payable in U.S. dollars to:
National Free Flight Society

Send all questions to the Office email:
membership@freeflight.org

Please go to www.freeflight.org for creditcard & PayPal options
There is no additional fee for online payments!

VISA MasterCard PayPal



Mark Vancil readies Dawn Unlimited entry at the 2026 AMA Nats. Design is the Dawn Patrol by Bud Romak. Mark used 28 strands 1/8" rubber and his time was 6:53, good enough for second place. (Photo by Jon Vancil)

Phoenix Model Airplane Club

HAVING FUN WITH MODEL AIRPLANES SINCE 1937 Vol-31 No 10 Oct 2026



Cover photo: F1B heading up to ride the thermal with an F1A at the 2018 SWR. Bruce Grawburg photo



the editor

NEXT CONTEST
Ghost Riders
Oct 17, 2026 8:00 AM
Webster-West Field
AMA membership required for flyers
Visitors Welcome

South West Regionals January 17-19 2026 Eloy, Arizona

Rev D

2026 PMAC / TFFC Outdoor Contest Schedule Eloy AZ

Start Time
May, Sept: 7:30 am
All others: 8:00 am

	Nat'l Cup	Nat'l Cup	Nat'l Cup	Nat'l Cup	Nat'l Cup	Nat'l Cup	Nat'l Cup	America & National Cup		Round Valley Indoor Contest		
	President's Cup	St Patty's Bash	I-10 Challenge	Armed Forces Day	Fall Kick-off	Ghost Riders	Armed Forces Memorial	Arizona Free Flight Championships				
	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Fri	Sat	Sun
	Feb 15	**Mar 14**	**Apr 12**	**May 16**	**Sep 20**	**Oct 17**	**Nov 8**	**Dec 5**	**Dec 6**	**Apr 24**	**Apr 25**	**Apr 26**
GAS/ELECTRIC EVENTS												
AMA ½ A GAS	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)*				
AMA A/B GAS	X	X	X	X	X	X	X	A	B			
AMA C/D GAS	X	X	X	X	X	X	X	D	C			
AMA Classic 1/2A Gas	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)		(Jr) (SA)*			
AMA Classic AB Combo	X	X	X	X	X	X	X	AB				
AMA Classic CD Combo	X	X	X	X	X	X	X		CD			
NOS ¼ A	X	X	X	X	X	X	X	X				
NOS ½ A GAS	X	X	X	X	X	X	X		X			
NOS A GAS	X	X	X	X	X	X	X	X				
NOS B/C GAS Combo	X	X	X	X	X	X	X	C	B			
NOS Early 1/2 A Gas	X	X	X	X	X	X	X		X			
OT .020 REPLICA	X	X	X	X	X	X	X	X				
OT GAS COMBO	X	X	X	X	X	X	X		X			
ELECTRIC COMBO	X	X	X	X	X	X	X	E-36	Elect A & B			
Rubber Events												
P-30	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	X				
NOS RUB, Lg & Sm Combo	X	X	X	X	X	X	X	Nos Rub Sm	Nos Rub Lg			
OT Fus Combo Rubber	X	X	X	X	X	X	X	X				
OT Stick Combo Rubber	X	X	X	X	X	X	X		X			
MULVIHILL	X	X	X	X	X	X	X		X			
MOFFETT	X	X	X	X	X	X	X	X				
FAI Events												
F1A/F1B/F1C/F1P/F1Q Combo	X	X	X	X	X	X	X	F1A,B,C,P,Q				
F1G/F1H/F1J/F1S Combo	X	X	X	X	X	X	X		F1G,H,J,S			
Vintage FAI Power	X	X	X	X	X	X	X	X				
GLIDER EVENTS												
H. L. GLIDER	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)				
CAT GLIDER	(Jr) (SA)	(Jr) (SA)	(JR)(SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)		(Jr) (SA)			
CLASSIC GLIDER	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)	(Jr) (SA)		(Jr) (SA)			
FAC Events												
Embryo	X	X	X	X	X	X	X	X				
Jimmy Allen/2 Bit + 1 combo	X	X	X	X	X	X	X					
FAC OT rubber stick	X	X	X	X	X	X	X	X				
FAC OT rubber fuselage	X	X	X	X	X	X	X		X			
Contest Directors	G Morris	R. Adams	R. Donnelly	P. Brocks	R. Adams			Gaylor / Brocks		Gaylor		
Contest Classification	A	A	A	A	A	A	A	AA	AA	A		

Practice

Events Either Day
F1D, F1L, F1M, F1R
Open Penny Plane
Un Penny Plane, EZB,
A6, Ministick, HLG,
Cat Glider, Un Cat,
P-18, Dime Scale,
FAC Nocal Mass Launch

MONDAY 4/28/2025
Student Build and Fly
Mountain Lions

Note: All one day contests will be flown in combined categories. Anything you bring to the field can be flown in one of 7 categories

****For national cup points, junior AMA & Classic 1/2A Gas are combined***

Contest End times May & Sept = 2:00 pm

Prez Speaks



2026 PMAC Officers

President: Tom Gaylor ----------	wtgaylor1@gmail.com (480) 892-0388
Vice President: Peter Brocks ----	brockarizona@cox.net (480) 614-6183
Secretary: Rich Adams ----------	richard@texasadams.com (817) 676-2166
Treasurer: Robert Donnelly ------	offthegridsolutions@gmail.com (623) 377-6632
Safety Officer: Rich Adams -------	richard@texasadams.com (817) 676-2166
Newsletter editor ----------	Bruce Grawburg bgfalcon89@cox.net
Webmaster ----------	Alan Petersen alan@apetersenpaintings.com

I need help! We still need CDs for the October and November contests.

Our fall Kickoff contest was a success. The field had lots of rain three days prior but sunny days and breezes dried it out. The day of the contest was not windy, for a change (this caused Peter Brocks to run hard to launch his F1A)! The contest happened between two bad weather patterns. We should always be so lucky!

Richard Adams and the SWR board is hard at work planning the next SWR. This is the club's biggest and most important contest. It has been held annually since 1951. Be sure to check the swregionals.org website as it has the only correct information and the sign-up procedures. We will advise you when the update to this website is complete.

Tom

NEXT CONTEST

Ghost Riders

Oct 17, 2026 8:00 AM

Webster-West Field

AMA membership required for flyers

Visitors Welcome



Contest Results

We held our Fall Kickoff contest on Sunday, September 20 as planned. There were nine entrants which is great. The weather was cooperative although the predicted lull to 1 mph never showed up. Nevertheless, winds were light and thermals were cooperative with no dramatic chases. This led to a number of maxes by all. It warmed up to a high above 100 degrees and so we gave up around 2:00pm. I consider it a successful contest and got everyone going for the rest of the year.

Rich Adams, CD

September | < Select Contest

7 Contestants 31 Flights

max

*TopGun score may show zero if the event was not among the first four events flown of the applicable discipline. **Club FAI scores are at 60% for first five flights.**

7 Contestants 31 Flights		Flight Time (seconds)							Club Category Score	Club Topgun Score
Contestant Name	Event	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	FO 1	Total		
2 minute combo										
Ken Gibson	Jimmie Allen	120	120	110				350	2.92	2.92
Ken Gibson	Embyro	120	99	88				307	2.56	2.56
Ken Gibson	P-30	120						120	1.00	1.00
Carlos Rangel	P-30	75						75	0.63	0.63
AMA/classic Gas										
Jim Kruse	AMA C Pwr	180	180	180				540	3.00	3.00
Catapult/ HL Glider Combo										
Robert Donnelly	HLG	82	104	73				259	2.16	2.16
Peter Brocks	CLG	51	21	23				95	1.06	1.06
3 min FAI combo										
Peter Brocks	F1A	96	180	180	65	69		590	1.89	1.89
Electric										
Charles Morris	E-20	90	90	90	31			301	3.34	3.34
Rich Adams	E-20	90	90	71				251	2.79	2.79
Carlos Rangel	E-36	120						120	1.00	1.00
Nostalga Gas / OT Gas Combo										
Jim Kruse	Early 1/2A Nos	82						82	0.46	0.46

Club Standings

no dropped contest	2026 PMAC Topgun Champion Standings					
	Feb	Mar	Apr	May	Sep	Total
Ken Gibson	9.50	6.33	6.12		6.48	28.43
Jim Kruse	2.50	1.87	2.63		3.46	10.46
Rich Adams	1.47	2.23	3.84		2.79	10.33
Kevin McCue	5.75					5.75
Peter Brocks				1.01	2.95	3.96
Charles Morris					3.34	3.34
Carlos Rangel			0.95		1.63	2.58
Robert Donnelly					2.16	2.16
Tom Gaylor	0.22	1.08				1.30



Ken Gibson



Jim Kruse



Rich Adams

no dropped contest	2026 PMAC Category Champion Standings					
	Feb	Mar	Apr	May	Sep	Total
2 minute Combo						
Ken Gibson	6.98	5.72	5.12		6.48	24.30
Kevin McCue	5.41					5.41
Rich Adams			1.75			1.75
Carlos Rangel			0.95		0.63	1.58
Tom Gaylor	0.22	1.08				1.30
AMA/classic Gas						
Jim Kruse	2.50	1.87	1.96		3.00	9.33
Catapult/ HL Glider Combo						
Robert Donnelly					2.16	2.16
Rich Adams		1.72				1.72
Peter Brocks					1.06	1.06
3 min FAI Combo						
Peter Brocks				1.01	1.89	2.90
3 min Rubber/Glider Combo						
Ken Gibson	2.53	0.61	1.00			4.14
Rich Adams	1.47	0.51	2.09			4.07
Kevin McCue	0.34					0.34
Electric						
Charles Morris					3.34	3.34
Rich Adams					2.79	2.79
Carlos Rangel					1.00	1.00
Nostalga Gas / OT Gas Combo						
Jim Kruse			0.67		0.46	1.13

Hello Flyers,

WESTFAC Warm-up 2026 is on track for this October. Circle Oct 22 (open field for trimming), 23-24-25 on your calendars. We, once again have a special rate at the Goodyear Comfort Suites right in the midst of the tourist season……see the registration form and circle the events you are hot to enter in. Read the field notes as it answers a lot of potential questions too.

The theme is PROP JETS and the definition is: any aircraft that has a rear jet exhaust for thrust (including rocket power) that is rubber powered with a prop on the nose or tail. This would include such obvious "pure" jets like a Mig 15, Panther, Phantom and such. It also includes hybrids such as the Fireball, XF-84H, XF-88, Fireshark etc. as they have a rear exhaust. What is NOT in the definition is a "pure" turboprop such as the Gannet, Wyvern, Skyshark or any in which residual exhaust is ejected out of the side of the aircraft/nacelle.

This event really opens up a lot of great subjects from a straight-winged F-84 to a Cougar to a U-2. Canberra, anyone? There are a number of jet plans designed for Jetex that are easily modified and don't forget Mike Stuart's UK website too. This event will be a blast (oooooo…what a pun) There is both a mass launch and TOTF chance to show your stuff.

Going along with the jet theme we are having a Jet-Cat Mass Launch. Yes, and it should be another blast because we have not figured out all the flying rules and what is going to work. Such as: should we run it like a usual mass launch? will there be such a mass of fast little models in the air that we lose track of who is who? Should we break it down into groups of 3 and take the winners for a final fly-off? Who knows but it will be fun finding out!

While this off-year contest is normally just a Total Of Three Flights (TOTF) events, we will have a FAC Power Scale event with judging done at the HQ tent on Friday morning. It would be cool to have an electric prop jet show up for this event. In any case, look over the schedule and note that we are having a Seaplane and Scale Glider event too. This is going to be the year of innovation.

· As many of you have found out, the Hippocket Aeronautics website is no more, however, a replacement website titled simply HPA is set up along the same format. The fabulous old Plans Gallery is no more but the new one is being repopulated with plans from members collections. The new address is: https://hpa.aeromodelling.gr/index.php?action=forum Also, sadly, the Stick and Tissue website and it's great plans gallery is gone too. No word on it. I am really going to miss Tom Ackery's library of plans he produced.

As part of the HPA sign-up process, you are asked the what the oldest UK model magazine is and, for us colonialists, the answer is "Aeromodeller".

More to come,

Tom Arnold

WESTFAC CAG

Arizona FreeFlight Championships

December 5 & 6, 2026



Contestant Name _____ **AMA number** _____

Contestant email _____ **Age class** __J___S____A__

Mailing address: _____

2026 Arizona Free Flight Championships

December 5 and 6, 2026

Webster West, Eloy, Arizona

8:00 AM to 4:00 PM on Saturday and 8:00 AM to 3:00PM on Sunday

THIS IS A NATIONAL CUP CONTEST

This will be a Cat. II contest and you will be required to fly one / time one.

Gas/Electric Events

AMA Power

Saturday		Sunday	
____	1/2 A Gas (J)(SA)	1/2 A Classic Gas	____
____	AB Classic AMA Gas	A AMA Gas	____
____	B AMA Gas	C AMA Gas	____
____	E-36 (J)(SA)	CD Classic AMA Gas	____
____	Electric A	Electric B	____

NFFS Power

____	1/2 A Nostalgia	A NOS	____
____	C NOS	B NOS	____
____	E-20		
____	EP-30		

Rubber Events

AMA Rubber

____	Mulvihill	Moffett	____
____	P-30 (J)(SA)		
____	Andrade		

NFFS / FAC Rubber

____	FAC Embryo	FAC Jimmy Allen	____
____	FAC Peanut	Greve Thompson Mass Launch	____
____	WW I Mass Launch	Modern Civilian Mass Launch	____
____	WW II Mass Launch	Large Nos Rubber	____
____	Small Nos Rubber		

Glider Events

____	Hand Launch Glider (J)(SA)	Catapult Glider (J)(SA)	____
		FAC Jet Catapult	____
		NFFS Hi Start	____
		Classic Towline Glider (J)(SA)	____

please checkmark the desired prergistered events.

FAI EVENTS: There is also an America's Cup FAI contest on the same field. See separate flier "Arizona FAI FF Championships".

FEES: **AMA / NFFS / FAC**

$40.00 all events if pre-registered

$50.00 first senior / open event for on-field registration $5.00 additional events for on-field registration

Mail pre-registrations to: Tom Gaylor, 662 E Washington Ave, Gilbert, AZ 85234.
Be sure to include copy of your AMA card and make the check payable to PMAC.

QUESTIONS:

Contact Tom Gaylor if you have any questions about events or participation, 602 510-9898 or email wtgaylor1@gmail.com

Contestant name: _____ AMA # _____

Contestant email _____ Age Class __ J__S__A__

Mailing address: _____

2026 Arizona FAI Free Flight Championships

December 5 and 6, 2026 at Eloy, Arizona

AN AMERICA'S CUP CONTEST

Schedule

Saturday Dec. 5 2026
F1A, F1B, F1C/F1P, F1Q
Five 1 hr. Rounds,
3 min. Max
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Sunday Dec. 6 2026
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Five 1 hr. Rounds,
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$25.00 first FAI event if pre-registered
$30.00 first FAI S/A event for on-field registration
$10.00 additional FAI events for on-field registration
FAI Juniors (under 19) fly for free , if pre-registered

Individual Awards to 3rd Place

Please note that timers are not provided. It is the responsibility of the flyer to have a timer for all rounds and for the fly-off timer pool. F1C and F1P are combined for awards but will be reported separately for America's Cup points. Motorcycle flapping or circling with a motorcycle under a model will not be tolerated. AMA membership is required.

DIRECTIONS TO FIELD: from I-10 Exit #200 go South on Sunland Gin Rd. 6.1 miles to W. Phillips road and turn left (east). Go 1 mile on W. Philips road to Overlfield road and turn right. Go south about 3/4 mile and the flying field is on your right.

Accommodations: Camping on the field is possible
Motels Exit 200: Motel 6 (520.836.3323), Days Inn (520.426.9240), Travelodge (520.836.5000)
Restaurants & Fuel Services at Exits 200, 203, 194

Contest Director:

Peter Brocks
9031 E Paradise Drvie
Scottsdale, AZ 85260 480-614-6183
brocksarizona@cox.net

There will also be a full slate of AMA, Nostalgia, and SAM events flown at the ARIZONA FF CHAMPIONSHIPS (a National Cup Contest) Saturday and Sunday on the same field.
See separate flier for events flown.

Southwest Regionals



Details at
https://swregionals.org/

Webster West flying site



Note: Motor homes and other long wheelbase vehicles should turn left (east) onto W. Phillips Road then right (south) onto Overfield Road. Please limit speed on these dirt roads to minimize dust impact to our field neighbors.



October 2026

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NEXT CONTEST
Ghost Riders
Oct 17, 2026 8:00 AM
Webster-West Field
AMA membership required for flyers
Visitors Welcome

September 2026

Thermal Journal

Dedicated to the never-ending battle against the law of gravity

September 22, 2026

Save the Date

Our combined Planning and Annual Meeting will be held on October 24. We will be meeting at the National Warplane Museum. If you are inclined to attend, be sure and read the cover email and reply to the editor by the specified date.

WNYFFS Dates of Interest, 2027	
Spring Opener:	May 21 - 23
Empire State Free Flight Championships:	June 11-13
Pirate Challenge:	August 13 - 15
Free Flight Season Finale:	September 3-5

Season Finale

Day one, Friday - Our first Spring Finale

Our inaugural season finale started out with the weatherman being correct. Your editor arrived at the field around 8:30. Next to show up was the always smiling face of Mark Whalen. Together we decided to check out the field a little bit to see just to see how much water there was on the field. Concerns had been raised about the extreme amount of rain Geneseo experienced just prior to the contest.

Driving in it was easy to see the water in the ditches along the road. A brief walk and ride on the field confirmed that there was some standing water. None of it was sufficient to pose a major threat but it certainly was an inconvenience. In some places the water was just a nuisance for walking and not a threat to models since the grass poked up and would minimize contact with the water for light models.

On the other hand, the grass had been cut from what we experienced at the Pirate Challenge. Yes we were in for the perfect compromise between convenient walking to see and retrieve our models while having sufficient grass to minimize damage. It was really outstanding. In addition, the lower grass allowed one to see the larger puddles. The smaller ones were pretty well disguised which posed a risk on retrieval walks.



We decided to fly from about the middle of the field. The winds were initially light and if the breeze picked up in the expected direction it would still allow us to have good run of the field. This turned out to be a very good choice. Even though we were were forced to locate the table upwind a bit from our line, we were able to maintain that flight line (and two minute maxes!) for the duration of the day.

For our inaugural Season Finale event, we had 8 contstants. For a first run, that seems like a good showing, it is much as your editor/ president ever hoped for.

Once again Aidan Alonzo made his way and even managed to bring his mother Lia. Both of them were excited to be there as much as we were excited to see them. Photo above.



Here is Aidan flying a loaner Sig Cub in Mulvihill for second place. Even though launching from a table is not required, Aidan preferred seeing it take off, as though from the ground. He recognized that typically the duration is better from a hand launch. His preference for a table launch is eminently relatable; "I really want to see the tail rise up as the model gains speed." Hard to argue with that. Perhaps we will run Phantom Flash again so that Aidan can see the dynamic forces in action.

We included AMA Mulvihill on the schedule for Friday. That event serves as a proxy for "fly whatever you brought". In addition, since it is an AMA event, builder of the model rule does not apply. It was great to have Aidan fly some ships that were brought to the field for just such an opportunity. It was a complete surprise that other contestants had come prepared to actually fly Mulvihill intentionally. Check out the listings to find out that Lynn Miller won the event with his Gollywock while Aidan took second with a Sig Cub. For first place, Lynn took home a nice West Wing kit for the Moth Minor, suitable for FAC Low Wing military trainer event. Aidan's second place scored some Tan SS booty.

Several events were hotly contested in particular embryo and two-bit. Likewise on the AMA side, p30 was a hot ticket. Even though eight contestants isn't an overwhelming number, it was really gratifying to see so many events contested.

Among those in attendance we were most pleased to have Roy Smith on board. Roy did not compete but he did put in several test flights on Friday and Saturday. He truly shocked (pun *not* intended) the entire field when a couple of his test flights were so very quiet. Believe it or not, Roy has taken up electric Free Flight! Regarding Roy's efforts to sponsor a Great Grape Gathering event in Muncie there was both good and bad news. Much to your editor's surprise, Roy has inditified a number of individuals willing to CD a contest in Muncie. Unfortunately, suitalbe dates at the site were not available. That is just too harsh; to have the intention and means to run a contest but no suitable time available. Here is wishing Roy the best in getting the GGG running again.



Jim and Vet make their way out of the weeds with Jim's Embryo model in tow.

For this first running of the Spring Finale, our epic retrieve award easily goes to Jim's DNA Special Embryo flight. All hands were required to help locate this errant model which actually made it into the crops at the East end of the field. It is no small trick to locate a model as small as an Embyo in the crops. An accurate line is essential to give searchers the right direction. Though it was clear the model was off the field, the distance into the crops was not

clear. From the initial observation line, the model went over the corner of the bean field and the berm between the beans and corn. How far beyond that was not clear and crossing the berm would likely lead to loss of the precise direction. With Jim and Vet Thomas and Matt King on the case, the model was found in the unplanted area between the corn and the berm. Such an easy find after all.

Finding models, especially someone elses, really adds to a terrific to a day of excellent flying.

As flying wound down, everyone acknowledged that we've had a very very good time and that the weather had been outstanding. No models lost and we flew two minute maxes all day! We anticipated the same for tomorrow. Awards were awarded and everybody went home Happy.



Everybody gets happy when we find the model. Matt was looking on the other side of the berm when Vet and Jim located the model. .

Day two, Saturday - A beautiful sky day

Approaching the valley from the village looked like one was heading into bowl of whipped cream. Once down to the museum, the cloud cover ended about 20 or 30 ft above the ground. Quite the spooky effect; a cotten candy ceiling enclosing the whole valley. As would be the case with a fog like that, the air was dead calm.

Also waiting in the parking lot along with the fog, were Ed Britain and Matt Kirsch. Ed and Matt were selling off the remains of Don Steeb's estate. Though Don had passed away 6 years ago, his wife Carol had not sold any of any of Don's indoor materials. Ed and Matt were loaded to the gills with stuff from Don. Your editor purchased an immaculate model of the Martin MO-1 bomber by Don. In addition, I picked up a few small kits and Don's jam packed indoor flying box. Most everyone who knew Don wanted a momento. Thanks to Ed and Matt for taking the time to haul Don's modeling estate to our contest.



First round launch from Friday's WW II event. Only three flyers but what a magnificent sky! Your editor's Zero took first place, much to everyone's amazement. Thanks to Dennis McAllister for the photo.

Back to the contest. Having dead calm to start made it hard to know where to set up, Should we trust the weather man again? We decided to return to our previous flight line to begin flying. From there we would enjoy the almost windless conditions and see what was needed to accommodate the winds as they changed later in the day. It turned out that location was quite acceptable for the majority of the day. The air

remained very calm for much of the morning. When the wind did come up we simply made short hikes upwind.

During the contest, we were pleased that Brad and Ruth Bane and Joe Mollendorf stopped in for a visit. We haven't seen the whole crew together for several contests. It was certainly nice break towards the end of the flying day. Unfortunately, your editor was not able to visit long due to an early evening social engagement.

From your editor's point of view, the highlight of the day was the World war II event. Three of us formed up for a mass launch under the strict command of Vet Thomas. Jim was flying his Curtis SB2C, Matt was flying his EKW while your editor was flying his long serving Zero. Conditions were good; it was easy to agree to fly two rounds. Just as Vet was about to give the command to "WIND UP!", your editor noticed a broken strand in his motor. Usually I would have flown with it and performed no worse than usual. Instead I asked the other participants if I could take time to change it out and be more competitive. They said I should try so I changed motors. First round started off with Jim's SB2C having trouble getting under control. Everybody else got off pretty good launches. Eventually the SB2C calmed down and started climbing like it was supposed to. Matt lost power early and was the first one out. Since I had a new motor in the Zero, I put in a couple hundred extra turns for the next (last) round. Both Jim and I got off to good launches. The Zero was doing amazingly well compared to its usual performance. Both models went quite far downfield. I elected to stay at the launch point on my bike with binoculars to keep an eye on the Zero. Once I was using the binoculars I could no longer keep an eye on the SB2C. So I asked Vet how Jim was doing; he said Jim was just about down. Winning the World war II event is in most unusual experience for your editor. I have to be careful or I might get used to it.

That event adds a second tip to your editor's advice for competing in mass launch events: Use the good rubber! (My other rule is: Whatever you expect, do your best to not dork on the first round.)

Once again I believe we did not lose any airplanes.

Day Three, Sunday - The day the weather man got it right

Contest director Jim decided to move our flight operations towards the north east area of the field. Even though the wind had not yet come up, the weatherman predicted it would be out of that direction. Everybody who arrived early tried to get flights in quickly since we anticipated difficult winds later in the day. For quite a while we thought this would be the third day of two minute maxes. That was not to be the case. Before morning had passed, the wind picked up and models were getting closer to the road even when not achieving 120 second flights. Once again, we dropped down to a minute and a half Max.

Among the first events flown was Golden Age combined mono and biplane models. We also flew modern civilian. Several people were flying our combined event for SAM and FAC Old-Time Rubber Cabin. As seems to be the norm, the crowd thinned as we approached scheduled end time. All in all it was a very nice time.



Spring Finale final line up. Matt King, Lynn Miller, Mark Whalen, Mark Rzadca, Jim DeTar, Vet Thomas and Jerry and Anne Gross. Friday was another pretty day but the winds were not so cooperative. BUT, no models lost!



Here is Jerry Gross with his full-size Korda. Time to put up some competition for Jerry in the Nostalgia Rubber and Wakefield combined event.



This image was taken on Saturday, the day of beautiful skies. It shows Mark Whalen watching his Jimmie Allen Sky Raider. Mark watches as the DT kicked in at two and a half minutes. The model was on the ground again 5 seconds short of a three-minute flight and about 200 yards from the launch point. Mark says that flight made up for 2 hours spent earlier that day repairing a stick model suffering major damage from a blown motor on the very first wind.

We don't normally enlarge photos to this extent but the scene was so appealing and, at this size, you can just see Mark's Raider above the corner of the old hangar, about three quarters of the way up.

Armstead One-Design Event

From Mark Whalen: *The Glastonbury Modelers host an indoor event each season to honor George Armstead, the founder of indoor flying at Glastonbury, CT. The event runs the entire indoor season from October 2026 thru April 2027. To commemorate the centennial of Charles Lindbergh's historic crossing of the Atlantic, this year's One-Design will be the Spirit of St. Louis Bostonian as published in the October 1998 edition of Flying Models. Fly as many times as you like to post a high time - and consider flying at a contest in the 30'-ceiling Glastonbury HS gym on January 10 or April 18, 2027 (we can carpool if there's interest).*

Rules for this season's Armstead Trophy event are pending, so keep your eyes peeled for future info.

Thanks to Mark for the heads-up. Stay tuned.

The Wrap Up

Special thanks to Jim DeTar for running a really GREAT contest. Actually, TWO great contests; the Empire State Free Flight Championships and the Season Finale. Contests do not just run themselves; thank you Jim. FAC results for the Spring Finale are included in a separate attachment while AMA and NFFS event results are listed below.

Thanks to all of our photo contributors: Dennis McAlister and your editor.

We will have more information on the Annual Meeting and the Armistead One-Design Event in the next issue. Till then, keep building and use the good wood.

Mark C. Rzadca, editor, Western New York Free Flight Society Thermal Journal

A couple more scenes from the Spring Finale.

Aidan checks out yet another discipline of Free Flight Model Aviation. It is an easy bet that he would be interested in anything with two wings.

Below is team Gross, Anne and Jerry Gross. Jerry looks to be preparing for a P-30 flight while Anne is, as always, ready to time.

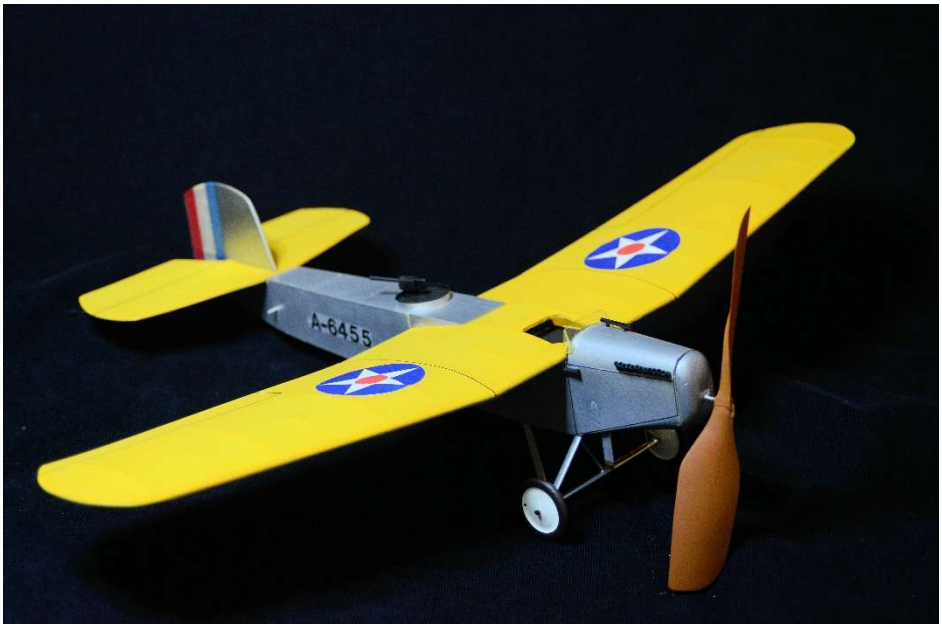






AMA & NFFS results from the 2026 Spring Finale

Hand Launch Glider (AMA)						
Contestant	Model	Flight #1	Flight #3	Flight #3	Total	Place
Lynn Miller	Unk.	25	19	37	81	First
Jerry Gross	Original Design	8	8	5	21	Second
Nostalgia Rubber & Wakefied Combined (NFFS)						
Contestant	Model	Flight #1	Flight #3	Flight #3	Total	Place
Jerry Gross	Korda	28	59	54	141	First
P-30 (AMA)						
Contestant	Model	Flight #1	Flight #3	Flight #3	Total	Place
Jerry Gross	Original Design	82	59	104	245	First
Mark Rzadca	Airshark	110	120		230	Second
Lynn Miller	Creamed Pea	14	46	54	114	Third
Mulvihil (AMA)						
Contestant	Model	Flight #1	Flight #3	Flight #3	Total	Place
Lynn Miller	Gollywock	103			103	First
Aidan Alonzo	Sig Cub	21	21	49	91	Second
Mark Rzadca	Sig Cub	59			59	Third
Vet Thomas	FA Moth	20			20	
Catapult Glider (AMA)						
Contestant	Model	Flight #1	Flight #3	Flight #3	Total	Place
Jerry Gross	Original	19	19	16	54	First
Mark Rzadca	Heinkle He 178	4	8	13	25	Second



Here is Don Steeb's Martin MO-1. Don put a lot of work into this model. His craftsmanship is evident throughout even after a decade in storage.

Details such as the radiator, wheels and their attachment add very little weight but make the model a work of art.

The tissue is so taught that it "rings" when handled. Colors are still very vibrant. It appears that all the tissue has been painted but the model only weighs in at 20.2 grams. That is for a 19 and a quarter inch wingspan model.

Quite the gem.

WMC Patter

Willamette Modelers Club

November-December, 2026, Vol. 63, No. 6.

Official AMA Charter Club #536

CD Meeting on Jan. 17 - SAHS Gym

The next official event for planning the upcoming outdoor contest season is the annual CD meeting, which is set to be held on January 17 in conjunction with the January indoor contest at South Albany High School. As in the past, the meeting will begin around 12:30 pm and very likely last about an hour to 90 minutes. An agenda will be sent out to invited members prior to the meeting. A few item up for discussion were included in the last meeting of the membership in October (see meeting notes inside).

These include:

Events to be considered for dropping due to lack of entries: Dakota, Classic glider.

New Event possibilities: Add Vintage Coupe either as a separate event or in combination with A-1 Glider.

Changes: Eliminate Pro P-30 as a rounds event at the SPOT Meet and Fall Annual. Allow regular P-30 to compete for the Buskell Award at these meets. Keep Pro P-30 as a rounds event at the NWFFC only.

If any members or readers have an opinion on these discussion points, contact either Glenn Grell or Bill Swift.

The next WMC Meeting will be held in the Spring to adopt proposals from the CD meeting.

...Around Dist. XI...

We are entering the building season for outdoor and the flying season for indoor. The following dates are set for the South Albany High School Gym

Indoor Schedule Dec. 6, Jan. 17, Feb. 21, March 27 & 28

(See contest flier in this issue for details)

Outdoor Contest Dates for 2027

Glenn announced the outdoor contest dates for 2027

August 18-22	NWFFC/5Days in Tangent at "Parker Field"	CDs. TBD
Sept. 10-12	SPOT Meet at Parker Field, near Tangent, OR.	CDs TBD
Oct. 1 - 3	Fall Annual at Parkers Field, near Tangent, OR.	CDs TBD

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Correction - Indoor Contest Date

A previous issue of the Contest flier or this year's Indoor Meets contained an error on the date for the February contest, The flier has since been corrected, and anyone who did not have the date correctly identified as February 21 should make that correction.

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Officers of the Willamette Modelers Club, 2025-26 (and 2026-27)

Prez. Glenn Grell, 31748 Driver Rd., Tangent, OR. 97389
Veep: Bill Swift, 183 Champagne, Roseburg, OR. 97470
Sec'y and webmaster: Linda Grell, 31748 Driver Rd., Tangent, OR. 97389
Trea$ and editor: Bob Stalick, 1930 NW Heron Point Ct., Albany, OR 97321
Safety Officer: Bruce Grell

Editorial Assistants: Linda Grell did the labels, Garyanna Stalick addressed and stamped, and Bob Stalick folded and stapled.

Subscriptions and memberships: Dues for WMC membership is $15 per year. Subscriptions are also $15. Membership gives you a member card and decal, and the right to vote at WMC meetings. Members must also be members of the AMA, Subscribers are not required to be AMA members. Send your dues or membership $$ to Bob Stalick or to Linda Grell (addresses above), and thanks for your support.

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INSIDE: Meeting Notes..Indoor Records...Event Tally.. Fun Scale Article...More...

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Official WMC Records at the South Albany High Gym - Updated to March 30, 2026

Event	Date Set	Time	Flier
IHLG	01/22	:59.40	Tom Stalick'
Std. Cat. Glider	02/23	:69.50	David Cammack
Bostonian	04/22	1:59	James Alderson
P-18	02/23	2:44	Robert Hauk
Ltd. Pennyplane	01/26	8:07	Mike Altig
A-6	12/23	5:11	Mike Altig'
Ornithopter	12/21	2:04	Tom Stalick
Mini Stick	12/25	4:08	Tom Stalick
F1L	12/21	0:15	Josh Finn
1/2A	12/23	04/22	James Alderson
Jr. Intmed. Stick	03.23	6:40	Mike Altig

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Notes from The Annual WMC Meeting - Oct. 24, 2026

The meeting was called to order at 2:12 by President Glenn Grell. 14 members and guests were in attendance,
The minutes from the unmeeting of May 8 were read and approved.
The annual financial report was presented by treasurer, Bob Stalick, and approved.

Old Business

Discussion of outdoor contests. Any changes or modifications?
+No ROW Events in 2027 as participation was small.
+The featured event for 2027 is Fun Scale. Cash prizes at the NWFFC.
+Featured event for 2028 will be Moffet again.
+The SAM Champs for 2028 have been awarded to the WMC and will be held in conjunction with our SPOT meet
+The 2027 World FAI Champs are set for mid-July in Mongolia
+Should we drop the Dakota event as we have had virtually no entries for a couple of years?
+Should we make Pro P-30 a regular (non-rounds event) in the SPOT and Fall Annual contests?
Should we add Vintage Coupe? Should we then drop Coupe/A-1 or what?
The above questions will be addressed at the Annual CD meeting, scheduled for Jan. 17.

Coupe Postal Results

The WMC sponsors the Coupe Postal competition . Glenn Grell heads up the effort via Hippockets, The event drew contestants this year from New Zealand, Australia, and the USA.
First - Glenn Grell; Second(tie): Wayne Lightfoot (NZ) . Bruce Hannah; Third: Leah Morgan (Aus.)

New Business

Election of officers for 2027

Jim Taylor moved and Robert Hauk seconded that the current slate of officers be retained for another year. The motion passed by voice vote.

Indoor Contests: Dec. 6, Jan. 17, Feb. 21, March 27 & 28. at South Albany High School.

Annual CD Meeting: The January 17 indoor meet will also be the annual CD meeting in the early pm. Agenda to be sent out prior to the meeting.

2027 Outdoor Contest Dates

NWFFC/ 5 Days in Tangent: Aug. 18-22. Probably the FAI Challenge weekend, too.
SPOT Meet: Sept. 10 - 12
Fall Annual : Oct. 1 - 3

AMA Rules Proposals. Rules proposals can be submitted to AMA until March 15 of 2027. To dates, there are 4 proposals in the works. A full reading of these proposals can be found on the AMA website. Two proposals would add weight requirements to A and B Electric events. One proposal would require P-30 models to be

locked down. And the fourth proposal would install a 6 year moratorium on any rules changes affecting electric powered models.

AMA Election and Site Discussion.

A recommendation was presented for District XI VP candidate and for the AMA Associate VP , Also discussion on the status, as we know it, of the AMA flying site sale.

Announcements

Jim Taylor announced his intention to sponsor the Friday Night Lights event at the NWFFC.

Meeting Adjourned at 3:18

Show and Tell

Bob Stalick showed off his 1/2A Nostalgia Dixielander which was recently refitted with a Texas Timer.

Steve Larson showed off his under construction 1911 Caudron monoplane. The model is from plans by Henry Struck and was a Nats winner. Rubber powered with beautiful home made wheels.

All show and tell presenters received a free WMC decal.

Dues were paid by11 new and renewing members.

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Fun Scale - The Featured Event for 2027,

That's right, build and fly a Fun Scale model and win a cash prize at the 2027 NWFFC/5 Days in Tangent meet. If you've only dabbled in Scale, Fun Scale is the perfect place to try your hand at flying in friendly competition. Over the years, I've developed an affinity to a number of models that are easy to build and which look good in the air. I've trimmed them out at my local park soccer field, and drawn a number of onlookers and interested folks in doing so,

Although i've experimented with electric power, I come back to the old reliable--rubber strip, My current Fun Scale model is a Lacey M-10, which I enlarged from the peanut scale Peck Polymers kit plans. I doubled the size (to a 26 inch span) and fitted it with a plastic prop, and after a few underpowered tries, I got it up into the air for some decent flight times. This model is not very scale, but in Fun Scale, that's not the important part, as you are not judged on scale points, just on how well it flies. It, of course, has to look like a scale model and be readily identified as such, but the important part is the flight. We allow hand launching so tricky ROG takeoffs are not a worry, and if you are flying something with a retractable landing gear, you can fly with the gear retracted.

Bill Swift, our scale judge, has emphasized that you should begin with a traditional high wing monoplane, as these are easier to trim, and they do fly well, Additionally, try a model with a larger wing span and area--say at least 20" span. My Lacey is 26" span and has 182 square inches of wing area..

But What About Electric Power?

My limited experience with electric power was with a 20" span Nesmith Cougar. I powered it with one of the small electric motors that the WMC used to sell for E-20 applicarion (an 8520 size). I coupled mine to a 4:1 gear setup sold by Eflite and used a 5.5" prop. The model flew well enough with a hand launch, but didn't have enough power to ROG successfully unless it was into the wind. These motors are available from various sources, but I see where JH Aerospace also lists the gearbox, motor and prop for $9. That sounds like the best answer. I would select a model that would build light, and with a wing area not much over 60-70 sq. in.. Frank Pollard flew a peanut scale Bede 5 using just the 8520 motor and the E-20 prop, and it performed well. Ted Vernon has had some luck with his electric scale ship as well. I have also been impressed with the large scale models that Rich Wegener has flown--these are 54 inch models that use a larger electric motor and a programmable timer. Any of these fliers would be a source for further information about electric powered scale models

For a timer for electric models using the 8520 motor, I'd suggest any that are sold for E-20 use. <Microflierradio.com> has a good selection of such timers and are reasonably priced. They also sell geared motor systems, suitable batteries and other electric accessories.

Scale Kits - Where to Get Them.

If you don't know where to start, I'd look at some of the kits that are available. The best current source of kits in the USA is, in my opinion, Easy Built Models <easybuiltmodels.com>, Their catalog has designs from 12" on up to over 40" and most are rubber powered. Check them out online. I've bought a number of their kits and the

Fun Scale (Cont'd)

newer ones are laser cut and come with formed canopies, as needed, and decals or tissue markings. I recommend them as a good starting place, There are numerous others in the kit business, such as JH Aerospace <jhaerospace. com>,BMJrModels <bmjrmodels.com> Retro R/C <retrorcus.com> and Wind it up Enterprises <wind-it-up.com>. All of these kit sellers have examples of excellent free flight scale model kits. Shop around, and you might find exactly what piques your fancy,

Scratch Building - Sources for Plans

Of course, you can always scratch build, and there are literally thousands of plans available, I suggest enlarging peanut scale plans from the Walt Mooney collection to be an excellent way to go, as virtually all of these were good fliers, they were just too small. Old Model Builder magazines featured a Mooney plan nearly every month. If you don't have back issues, you can check out the Mooney plans list on *Outerzone*, where over 100 of his designs are listed. While you are there, check out the many pages of Henry Struck scale plans--most of which are older, but still excellent.

Three Views, Reading Material and Accessories

Guess what, in Fun scale, three views are not needed. All you are expected to do is to build according the the plan of the model you've chosen. You will need a few items before you head out to fly, such as a rubber winder and some sort of stooge to hold the model while winding. I suggest a winder with a ratio of 10:1 as a good option. These are available through most of the listed sources, but the one I like is the KP Large winder, which Wind-it-Up sells. Accessories such as rubber strip and various other bits are available from Easy Built Models and other sources. Look around and see what you can find.

Finally, you can learn more about scale building and flying if you like to do a bit of reading. some sources to consider are: McCombs book, "Making Scale Models Fly," (see advertisement in NFFS Digest classifieds); Ron Williams' "Building and Flying Indoor Model Airplanes' " (try NFFS Publications for used copies); and Don Ross' "Rubber Powered Model Airplanes" (also from NFFS). These publications are out of print ,and you may have to hunt online for a copy, but it will be worth your effort. I've checked Amazon and found the Don Ross book available there. Anyhow, these are very comprehensive books with lots of information if you want to get into it even more.

But Wait, There's More...

One other secret: At all of our meets, we set up a table in the Grell shop and display all of the Fun Scale models people bring to the Saturday evening festivities, and folks get to vote with unusual tokens. The model with the most votes wins the People's Choice award. So, not only do you get to show off your model, you also can fly it the next day.

And, at the end of the contest season, Bruce Grell has started offering framed airplane pictures for Fun Scale entrants, too.

So, there you have it. You have just under a year to get in the groove. No time like the present to get started.

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Contest Event Tally

The next page of this newsletter contains a chart with the entry for each event in each of the three contests we hold outdoors each year. It spans the past 3 years of entries. In order to make sense of the numbers, you need to read across each line to get an idea of which event you are observing. The number of entrants can then be read for each contest each year in that event. In some cases, two numbers may appear on the same line for the same event at any given contest. Such is the case with Small and Large Nostalgia rubber as an example. In this case, the first number in that column is the entry in Small and the second number is the entry in Large.

The low to non existent entry in the Junior event should indicate that these events be dropped; however, AMA requires us to host Junior Events if we wish to have an AAA rating, so we do list them. It would be nice to have a few Junior entries, but that's not the case recently.

Another note: A couple of years ago, the AMA changed the Open Age category to Adult. Age category This chart still uses the old Open designation.

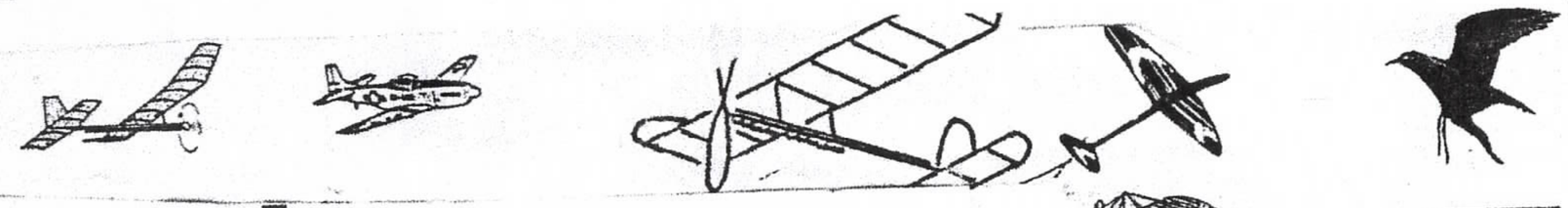
If anyone has any questions about this chart, please contact Bob Stalick at <freefliter@aol.com> I have charts like this going back for over 10 years of our contests.

Contest Event Tally -2024

Event	NWFF	SPOT	FA	2025 NWFF	2025 SPOT	2025 FA	2026 NWFF	2026 SAM	2026 FA
HLG Jr.	0`	0	0	0	0	0	0	0	0
CLG Jr	0	0	0	6	2	3	0	0	0
P-30 Jr	0	0	0	0	0	0	0	0	0
ABC Pylo	2	3	2	1	4	3	4/4	4/4/7	2
ABC Fuse	2	3	1	0	1	3	1/3	1/1/3	1
Rubb Stick	5	3	4	6	4	4	7	8/4	5
RubFuse	1	1	1	4	1	2	1	4/3	1
Wock Event	8	4	5	7	6	6	8	7	7
Dakota	1	0	0	0	0	1	0	0	0
O&R .23 Event	3	2	1	0	2	1	2	1	0
1/2A Gas	3	3	3 (1 Jr.)	6	2	3	6	2	3
A Gas	5	3	3	3	3	3	5	2	2
BCD Gas	1	5	2	3	2	2	3/3	1	3
ROW Gas	2	--	--	1	-	-	1	---	--
ROW Rubb	2	--	--	1	--		1	---	--
Mulvihill	3	2	2	6	3	3	8	3	
Andrade	4	1	2	4	6	3	4	1	4
Moffet	1	1	3	1	2	2	2	2	2
P-30 Op	9	5	5	15	9	5	11	6	8
HLG Op	6	4	1	3	2	1	1	2	5
Clg Op	4	4	3	8	3	4	5	5	7
1/4A//020 Rep.	2	1	0	4	0	0	3	1	1
Early Nost	2	3	2	2	2	1	4	2	2
1/2A Nost	3	2	3	3	1	1	4	2	3
A Nost	4	4	4	8	2	2	7	4	5
BC Nost	5	4	4	5	2	3	5/7	4	6
One Design	4	2	0	1	2	4	3	1	2
Classic Glider	0	2	0	1	0	0	0	0	0
Coupe/A-1	7	4	3	11	6	5	5	2	7
Nost Rubb.	3/1	5	4	2/4	5	1	3/4	2	5
Lo-Doc Scale	3	2	3	2	2	2	4	2	2
Fun Scale	2	0	2	4	1	5	3	2	2
Sm.Sport	2	1	2	3	2	3	3	3	2
E-36	6	7	4	8	4	3	6	3	4
E-20	4	2	4	3	3	1	4	4	6
Golden Age	3	3	1	4	5	2	5	3	2
Vint. Wakefield	6?	0	0	8	3	0	6	4	3
Vint/Pro-P30	14/8	7/5	10/5	16/5	9/6	9/5	18/6	14/2	7/7
# Contestants	**53**	**28**	**27**	**50**	**27**	**28**	**45**	**35**	**26**

Events at the 5 Days in Tangent Meet not included above

	2022	2023	2924	2025	2026
1/2A Classic Gas	3	3		4	5
AB Classic	6	2	3	5	5
CD Classic	1	3	2	2	3
A Electric	2	2	3	2	5
B Electric	2	3	2	2	4
E-36 Jr.	0	0	0	0	0
C Pylon Ign	0	2	3	4	4
C Fuselage Ign.	0	1	2	2	3
OT Cat.	4	2	3	5	4
OT HLG	4	3	2	3	2
FAI Combo	--	5	1	--	0
Super D	--	--	--	2	2/1



Indoor-26/27

NFFS

The Willamette Modelers Club announces the 2026 -2027 Indoor Contest Season at South Albany High School.

The Dates: December 6, January 17, February 21, and a 2 day extravaganza on March 27 & 28

Times: On Sundays, the site will be open around 8:30 AM with competition beginning shotly after 8:30 am and ending at 2:30 PM. Last launch will be at 2:15 pm. We are expected to be out of the gym by 2:45 PM. At the 2 day contest, we will begin at 11 AM Saturday, and continue into the evening.. Sunday will be a regular scheduled day. We will break on Saturday around 5 PM for dinner, reconvening at around 6:15 for a symposium, hosted by Robert Hauk, followed by night flying.

Sunday Schedule for All Meets:

8:35 AM - HLG and Catapult Glider-continues until finished or 9:30
9:30 to Noon - Specialty Events.
Noon - Mass launch for P-18.
12:10 until 2:30 - Duration events if entry permits, otherwise continue Specialty eventse .
2:30 PM. Prizes awarded. (you must be present to win)
Note: Saturday's schedule will be set by the CD at the meet depending on entry.
The CD reserves the right to alter this schedule to accommodate event entries.

Contest Events

Specialty: Peanut Scale, AMA Scale, NoCal Scale, Pistachio Scale, P-18, Bostonian, and Moorhead Event.
Duration: EZB, F1L, Ltd Pennyplane, A-6, Ornithopter, Ministick, and Jr. Intermediate Stick (X-16). No touch rule in effect for all contests for all duration events.

Entry Fees

$20 per Adult member per day and $0 for Junior and Senior age contestants. A site donation is requested from all who use this facility. Contestants are requested to assist with cleanup.

Contest Prizes

Nominal merchandise awards presented to all contestants in order of placing. Awards are made at 2:30 PM each Sunday.

Site

South Albany High School is located at 3705 S. Columbus St. in Albany, OR. The gym is located off the 37th St. parking lot next to the swimming pool. The gym has a 36 foot ceiling. Please wear gym shoes. No smoking is allowed on campus.

Contest Sanctions and Directors

All contests will be AMA sanctioned record trials. AMA membership is not required for entry. C.Ds are: December 6- Bob Stalick; January 17- George Gilbert; February 21- George Gilbert, and March 27 & 28- Glenn Grell.. Further Information, contact Bob Stalick,1930 NW Heron Point Ct., Albany, OR 97321. Ph: 541-928-8101. cell: 541-971-2853 . email:<freeflite@aol.com>
It is suggested that each contestant brings his own chair and table.

Sponsors: Willamette Modelers Club
Official AMA Chapter

FIRST CLASS MAIL

1930 NW Heron Point Ct.
Albany, OR 97321

WILLAMETTE MODELERS OF OREGON

NFFS