Fred Cronenwett photo.

CL SCALE

The first day of flying requires lots of planning from the pilots, judges, and contest officials. This is the day where everything has to work and something always comes up. With one injury from a propeller that quickly got taken care, we also had to deal with the heat. The temperature was in the mid 1990s, so the heat index was well over 100°.

Not everyone was able to get a flight in, but all of the events were flown in the two circles. We got going early about 8:30 a.m. with 1/2A models flying first. After the first flight scores were posted, the static scores were posted. With five models in Sport Scale there were four models with a static score of 95.5 or higher. In the end, Dave Platt earned top static in Sport Scale but the flying scores will determine who wins.

Authentic Scale had seven entries, but only four pilots were able to complete some flights. With only a half-point difference between Frank Beatty and Grant Hiestand, the flight score will determine who wins this category.

1/2A Scale is interesting in that the driving factor on winning is the static score. There is an 8.75-point difference between the static scores but only a 5-point difference with the flight scores. The final results of this category will be decided by the combination of the static and flight scores and the margin will be tight.

In Team Scale the Gilbert/Mason team flying the B-17 has a commanding lead because they earned a Static score of 89.0 points. Because Fun Scale only has 10 static points this event is won and lost based upon the flight scores. Burt Brokaw, who also flies CL Carrier, has the lead in this event with his P-51.

Profile Scale has static and flight scores that vary by each pilot, so this event really has not been worked out yet. Sunday's flights will determine the results in this group.

Spectators were treated to no less than three models flying with retractable landing gear, including Burt Brokaw's P-51 Mustang, Charlie Bauer's Skyraider, and Jeff Jensen's F4U Corsair. Multiengine models were well represented with Ed Mason's C-124, Constellation, B-17, and DC-6. I flew my B-29 in Profile Scale with four electric motors.
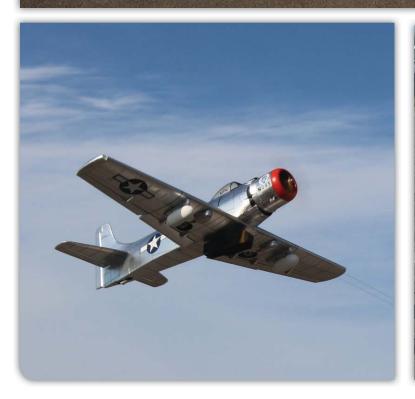
Hopefully the weather will cooperate for Sunday's flights.

—*Fred Cronenwett*

Photos by the author.

CL SCALE SCORES

SPORT SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BAUER - ISLANDER		78.5	89.5	92.5				
BEATTY - HANKER FURY		96.25	46.25	75.5				
BRODAK - COSMIC WIND		96.25	0	—	—	—	96.25	
FRUIT - SPEEDSTER		—	—	—	—	—	0	
MASON - CONSTELLATION		95.5	91	85.5				
PLATT - VAL		99	—	59.0				

FUN SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BROWNHILL - GLADIATOR		8.25	79	82.5				
BROKAW - P-51		8.5	97	88.5				
CRONENWETT - RV-4		8.5	83.5	79.25				
JENSEN, JAMES - YAK		7.5	ATT	10				
JENSEN, JEFF - CORSAIR		9	63	76.5				
MASON - DC-6		9.25	69.5	89.25				
MCHENRY - P-39		8.75	90.5	85.15				

PROFILE SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BAUER - DH-88		84	DQ	89.5				
BROWNHILL - YALE		96	78.5	78.5				
CRONENWETT - B-29		91	92	71.75				
JENSEN, JEFF - TEXAN		67	40	64.75				
PLATT - IL-2		85	16.5	58				

TEAM SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BAUER/BAUER - SKYLANDER		81.5	78	77				
GILBERT/MASON - BT7		89.5	85	89				
GOFF/MCHENRY - EXTRA 300		79.75	91.50	72				
JENSEN/JENSEN - SKYBOLT		70.5	ATT	14.5				

AUTHENTIC SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BAUER - BRISTOL M1C		80.5	8	48.5				
BEATTY - STEARMAN		92.5	32.25	—				
GOFF - CESSNA 182		84.25	94.5	Pass				
HIESTAND - SPACEWALKER		93	89.5	82				
MASON - C-124								
PLATT - OV-1		—	—	—	—	—	0	
SCHNEIDER - CUB		—	—	—			0	

½ A SCALE

NAME	PULL TEST 1 2	STATIC	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	PLACE
BAUER - VOLKSPLANE			—	ATT				
BEATTY - AERO ACTIVE			77	31	38			
BROWNHILL - HAMPTON MK 1			68.25	35.75	35.5			
GOFF - BREWSTER BUFFALO			73.25	30.	35.5			
MCHENRY - P-39			69.5	22	33			
PLATT - TA-152A			—	—	—	—	0	
SCHNEIDER - T-6			ATTEMPT	—	—	—	0	
WILDMAN - BREWSTER BUFFALO							0	

RC SCALE

Saturday started out with everyone setting up their models and putting the finishing touches on their pit area. The wind was southwest to northeast, so event director Jim Martin and crew decided on the alternate runway at Site 3 or Stage Center.

After the pilots' meeting, where the event director goes over the basics of flying at this site, flying started on four flightlines.

There are all types of aircraft featured at this year's Nats including World War I, World War II, trainers, jets, and aerobatic types—just about any era of aviation you could imagine. The jet models included both electric- and turbine-powered types.

If you've not attended a Scale contest or championships, half of your score is from static judging where the model is compared to the documentation you provide to the judges. The second half of the competition comes from flying up to four flights in the manner of the prototype aircraft.

With the many eras of aircraft present, the judges must be on their toes and have a good general knowledge of different types of aircraft to properly judge the flights.

For instance, a WW I model like a Fokker D.VII will not fly like a WW II Corsair and neither of these will perform like a B-25 or a MiG 15. We saw a great cross-section of aircraft today from every era. I enjoyed seeing Jeff Pike's Savage Cruiser in flight. It is a type I've never seen before.

Some of the more interesting flights we saw today included the huge Tiger Moth entered by Jack Buckley, the MiG 15 by Terry Nitsch, there were several J-3 Cubs, and a D.H. Hornet, which I don't believe I've ever seen in competition.

Yesterday I reported that Bill Brucken had built his 1/3-scale Sopwith Pup from a Balsa USA kit. That was incorrect. Bill gave me information about the huge Pup that he had scratch-built it over the course of three years. After getting up close to it, you could see the details Bill fabricated for the aircraft. Sadly the model was damaged in the first round and after the second flight round, he decided to repair it for another time.

Saturday night after the competition, we all came together for the National Association of Scale Aeromodelers (NASA) banquet under the tent. Pilots, officials, and judges from both CL and RC Scale all ate free and there was a minimal charge for others for all you could eat, burgers, brats, hot dogs, corn on the cob, baked beans, and many different deserts.

We want to thank NASA Secretary/Treasurer Tina Patton, with much assistance from Bob Patton, Ed Terry, Jeff Foley, and several others, for putting together a great time for all. Afterward, Dale Arvin held an auction of modeling stuff from a collection from Bob Underwood and other materials.

Just as the Top Flite A6M Zero was being raffled off we were hit with a huge storm—strong straight-line winds and torrential rain—which did some damage to the line of tents at the flightline. Hopefully Sunday's weather will improve as well as some of the flight scores!

—*Stan Alexander*

Photos by the author.

Al Kretz is explaining to the judges his flight pattern for his Fokker D.VII on his first flight.

Terry Nitsch's electric turbine-powered BVM MiG 15 is lined up for landing.

This is one of the many Piper Cubs and its variants that are seen at most Scale competitions.

One of several F4U Corsairs entered—this one down and dirty for landing.

The P-47 SNAFU, entered by Earl Dever Jr., was built from a Top Flite kit that he modified.

Mark Lanterman's entry in Fun Scale Open is a clipped-wing Taylorcraft.

A bottom view of Dale Arvin's SNJ built from a Yellow kit. The model is flown in Team Scale by his son, Jeremy

Jack Buckley's D.H. Tiger Moth is entered in Designer Scale.

Jerry Pike's Savage Cruiser is from a Seagull ARF with a 72-inch wingspan in Fun Scale.

Mike Barbee's 1/3-scale J-3 Cub makes a supply drop over the field.

Jenni and Greg Alderman with Greg's Extra 300SP. The 123-inch wingspan model is powered by a DLE 222.

This P-51D is entered by Jack Buckley

Jenni Alderman is caught inspecting Mike Barbee's T-34 in the background.

Seldom modeled, this JUJI Subaru has a 91-inch wingspan, electric power, and was built by Grant Hiestand.

Jeff Foley's Me-109 on its last full flight. The model was lost later that day.

Jeremy Arvin's F4U Corsair is caught here in a roll maneuver. Stan Alexander photo.