



NATS 2009 NEWS

August 2, 2009



Dad Tom Alberty is helping his flying buddy Mindy setup her flying Pink-dessert colored P-40. Inset: Mindy is gaining altitude for a high flight above the Africa Korps desert to bounce, out of the sun, and unaware Messerschmitt Me 109.

*Bringing Modelers Together
Begins With You!*
MEMBERSHIP DRIVE 2009
APRIL 1 - SEPTEMBER 14

Sunday
RC and CL Scale

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A special thank-you to members of **AMA's Flight Support Team**. Our community partners recognize that AMA onsite events bring thousands of visitors during the flying season who spend dollars in our community. Their generous donations help AMA continue to host the many competition events held annually, and in turn, AMA promotes and encourages our members to look for and support members of the **Flight Support Team**.

CL Scale



Left: The first flying day started sunny with light breezes as Jack Sheeks, Event Director on the left, called the pilots' meeting and Chief Judge Chuck Snyder briefs the pilots on the new rules for AMA events. For each maneuver, the pilot has to call out the maneuver the after a lap or two and call "Now" or "Start" to start the judging. After the maneuver is finished, the pilot calls "Finish" to end the maneuver.

Below: Alan Goff sets up his Waco Class for an F4B FAI flight that presents the classic biplane climb (inset).



Competition is strong in Sport Scale. John Brodak has the lead with two good, but not gremlin-free flights. Frank Beatty, Kenneth Long, or Allen Goff could nail a good flight to move ahead in the calm early morning air. Fun and Profile Scale have early leaders in Harry Crespo and Chris Brownfield. The F4B race is for the top three slots which qualify the aeromodelers for the 2010 FAI F4B International Championships in Poland. Richard Schneider leads, but he needs to repair his Spirit of Saint Louis and get a good second flight.

Tomorrow the



Above: George Brodak

awards ceremony will have a new award. The AMA CL Grand National Champion trophy will be awarded of the first time by the National Association of Scale Aeromodelers. The winner will be the person with highest

pull test. Above left: First up was brother John with his sweet-flying and high-point Shoestring Racer in Sport Scale.

Right: Charlie Bauer makes a minor adjustment as one of his grandsons looks on.



total score of three flights plus static in Sport Scale. Next year it will include all four flights. The intent of this award is for flying consistency as well as building prowess.

—Ted Kraver



Above: Richard Byron shows off the complex tank, nacelles, and electric throttles of his 1/2 A Scale Kawasaki KI 83.



Far left, left: Peter Bauer, with his son Jason calling, flew an impressive Skyraider in Sport Scale.



Left: Kenneth chats with a bystander about his Mitsubishi Betty bomber that will be dropping an Ohka jet-powered, human guided bomb. Flash bulbs will go off in nose and gun turret followed by smoke to show a successful attack by the US Navy. Let's us hope he can put on the full show on Sunday after a bit of a crunch on today.



The Hampden Mark 1 (left and insets), built and flow by Chris Brownfield, has set the score to beat in Profile Scale.



A 2008 FAI F4B team member, Richard Schneider, did not quite reach Paris on his first attempt with his Spirit of Saint Louis. He is looking forward to another attempt with lower gusts on Sunday morning.



Left: Jeff Hitchcock flew a P-40 in F4B.

Right: Our stalwart judges, Clancy Arnold and Chuck Snyder, protected from hostile bombers by camouflage netting.



Jim Cherry, AMA's Executive Director, chats with AMA District VI Vice President Charlie Bauer on the state of affairs of Control Line Scale. But I conjecture, hard to read lips in a photo.



Chris Brownhill campaigns his Norwegian Cornell. During WW II, the Norwegian pilots trained on their own airfields in Canada. The colorful Norwegian markings were applied over the standard AT-6 training colors. John Brodak performs the launching duties.



Take off and flight sequence of Edward Mason's B-17 Fuddy Duddy. Ten pounds and four strong engines, it was a handful.



521 Profile Scale Open

| | | | | | |
|------------|---------|---------------------|-------|-------|------|
| Bauer | Charles | Super Constellation | 78 | 76.75 | Pass |
| Brownfield | Chris | Hampden Mark 1 | 84.25 | 91.5 | 90 |
| Byron | Richard | KI 83 | 89.25 | 8 | Pass |
| Hitchcock | Jeff | P39 Airacobra | 68.75 | 40.5 | 52.5 |
| Jensen | James | YAK 28 | 66 | 34.5 | Pass |
| Jensen | Jeffrey | T28 Trojan | 61.5 | 50 | 50 |

521 Profile Scale Junior

| | | | | | |
|-------|-------|-----|-------|----|----|
| Bauer | Jason | A26 | 68.25 | 38 | 51 |
|-------|-------|-----|-------|----|----|

521 Profile Scale Senior

| | | | | | |
|---------|-------|-------|-------|------|-------|
| Bauer | Aaron | TA154 | 84.5 | 61.2 | 73 |
| Alberty | Mindy | P40 | 70.25 | 82 | 63.75 |

526 Fun (JSO)

| | | | | | |
|-----------|---------|-------------------|-----|------|------|
| Brownhill | Chris | Fairchild Cornell | 8 | 49.5 | 77 |
| Alberty | Tom | F7F Tigercat | 8 | 60.5 | Att |
| Crespo | Harry | Mini Biplane | 9 | 86.5 | 88 |
| Hitchcock | Jeff | P39 Airacobra | 8.5 | 39.5 | 54 |
| Jensen | Jeffery | P38 Lightning | 9.5 | Pass | 19.5 |
| Mason | Edward | B17 Fuddy Duddy | 10 | 65.5 | 64.5 |
| Pardue | Robert | Art Chester Jeep | 8 | Pass | Pass |

509 Sport Scale Open

| | | | | | |
|---------|---------|------------------|------|-------|------|
| Alberty | Tom | P39 Airacobra | 81.5 | 78.5 | 35 |
| Bauer | Charles | Islander | 76 | 79.5 | 88.5 |
| Bauer | Peter | Skyraider | 81 | 83.75 | 76.5 |
| Beatty | Frank | Stearman 4EM | 91.5 | 41.5 | 54 |
| Brodak | John | Shoestring Racer | 91 | 80.25 | 82.5 |
| Goff | Allen | Waco Classic | 89.5 | 80.25 | Pass |
| Jensen | James | Miles M20 | 73.5 | DNF | |
| Long | Kenneth | Betty | 91 | 34.5 | 57 |
| Mason | Ed | B17 Miss Angela | 85.5 | 67 | 13 |

509 Sport Scale Senior

| | | | | | |
|---------|-------|-------|----|-----|----|
| Alberty | Mindy | PT-21 | 70 | ATT | 13 |
|---------|-------|-------|----|-----|----|

510 F4B (FAI) Open

| | | | | | |
|-----------|---------|---------------------|------|------|-------|
| Bauer | Charles | Bristol MIC | 1489 | ATT | Pass |
| Beatty | Frank | Staaken Z-1 Flitzer | 1591 | 866 | Pass |
| Couch | Steven | RAF SE5A | 1797 | 1020 | Pass |
| Goff | Allen | Ryan STA | 1596 | ATT | Pass |
| Hitchcock | Jeff | P40 | 1085 | ATT | 501.8 |
| Schneider | Richard | Spirit of St. Louis | 1827 | 1192 | Pass |

510 F4B (FAI) (JS)

| | | | | | |
|-------|-------|------------|------|-----|------|
| Bauer | Arron | Cessna 336 | 1090 | Att | Pass |
| Bauer | Jason | A26 | 840 | Att | Pass |

RC Scale

Each year our National Championships is run by AMA's Special Interest Group or SIG and our SIG for Scale is the National Association of Scale Aeromodelers. President Ed Terry, Vice President Steve Ort, and Secretary Treasurer Bonnie Rediske, as well as the Event Directors Jack Sheeks, Dale Arvin, and Paul Cain start planning during the previous year for the next year's event as do all the other SIGs for their perspective events.

They arrange for judges, sponsors, tabulators, and a hundred other items to make sure they are in place each year. Ron Morgan serves as the Nationals Manager and Wayne Yeager oversees the RC side of the entire Nats. Being part of the largest modeling competition held on earth takes dedication, talented people, and a lot of commitment on everyone's part.

Scale Championships run in a usual rhythm, static judging then flight competition and finally awards and banquets. Why you might ask? Let's take a look at the nuts and bolts

Scale contestants want to get static judging finished first so they can remove the static props as well as the antennas, and other items that won't be on the model as it flies. The modeler can choose any combination of optional maneuvers totaling five.

These, along with the five mandatory maneuvers, make up the 10 maneuvers for flight competition. For information on the AMA Rules and Regulations, see the AMA Web site. For score sheets for all Scale classes, go to the National Association of Scale Aeromodelers Web site at www.nasascale.org.

Scale modelers, some of whom spend thousands of hours on one model, strive to get to the Nationals each year. A modeler sometimes researches this aircraft for years before feeling there is enough documentation to finish the model or models he (or she) wants to finish.

George Maiorana in looking for documentation for his TU-95 Bear searched the Internet extensively, at first

This close-up shows the jet engine hung underneath the fuselage of Jet Waco UPF-7. This full-scale aircraft has been wowing airshow spectators for a few years now. My wife and I saw it at Oshkosh in 2005. Impressive is an understatement. It's the only biplane I've ever seen that flies straight up!

finding very little information on the Cold War veteran. The TU-95, as George found out, served in many different roles under different designations. Some of these included surveillance, a type of cruise missile launcher, and other payloads. He found a Web site with a good walk around of the aircraft and left his e-mail address for the aviation enthusiast on the other side of the world.

He and George became great friends and correspond frequently. All of this brought together by model airplanes. Others who don't have the time or experience can still enter Fun Scale or the Sportsman class



Dave Johnson's Dawn Patrol came in two trucks this year and we were delighted to see his wife and son join him.





Dale Arvin gets ready to call for his son Jeremy and his Top Flite B-25 at the judges' station. Model is powered by two Saito .91 FS engines. The finish is MonoKote and paint. Jeremy flew this one in Fun Scale while flying his Dad's SNJ in Team Scale.

events at the Nationals.

There are two divisions for Fun Scale, including both Novice and Open classes for modelers who want to put together an ARF or purchase a model for the competition. Competitors at Scale contests as well as at the Nationals are willing to help each other and offer advice from several years of experience.

Any questions competitors might have are usually answered by the Event Director Paul Cain before flying starts. Four flightlines are used and these are set up within 15 feet of each other for safety reasons. This helps to keep up to four aircraft in



The cockpit interior shows the instrument panel of Bob Patton's Scottish Aviation Bulldog.



It's always great to see Old Glory flying along with state flags and others to at the Nationals. This sort of lets everyone know where you are from. These flags flew from the pits of Dennis Crooks and this one tent is for his P-38.



(L-R) Bob Benson with his Cessna AG Wagon, Jim Rediske with his Super Decathlon, and Ron Hemphil with his Cessna Aerobat. All three are entered in Fun Scale Open and the airplanes are from RCGuys.com ARF kits.



Jim Rediske runs up his Zenoah G-26 on ignition to clear out the motor before flight. Ron Hemphil, also from the Pittsburgh area, holds the model as he prepares to call for Jim.

the same traffic pattern at all times. Takeoffs, touch-and-go maneuvers, and landings are all called through walkie-talkies between the flightlines. This is another safety item to help keep everyone and their airplanes safe.

All of this couldn't take place without volunteers manning the flightlines, pit area, and scoring tent during the static and flight portion of the Nationals.

Some of the more interesting flights seen Saturday included the Macci MB-339 Italian jet trainer in a camouflage paint scheme, built from the Skymaster kit. The all-composite kit, built and flown by Peter Goldsmith, features a painted finish



Bonnie Rediske and Esther Alexander ponder on how to feed this hungry group of modelers about to descend on the tent after competition at the NASA picnic.



The Piper Skycycle entered by Steve Eagle was bought in an estate sale and is entered in Fun Scale. This is only the second Skycycle I've seen entered in competition, and Steve is having a blast with two airplanes this year.

and has a wingspan of 96 inches.

The JetCat P120 turbine burns J-4 kerosene just like its full-scale counterpart. The model punched through the wind with authority during the three rounds of competition flown. Having a model with this type of wind penetration is a plus in crosswind conditions.

Bob Patton is known for designing and building large models, his newest model is one of his best to date. Bob's Scottish Aviation Bulldog has a wingspan of 134 inches and is powered by a 3W 106 engine. The model is finished with PPG automotive paint. Don't get behind the prop blast with this one or you could find yourself in the next country! For scale realism, Bob added a sliding canopy, wheel brakes, and landing lights. The model flies rock solid with the crosswind affecting it very little.

Steve Eagle brought a couple of models to compete with at the Nationals this year. One is the

now-discontinued Dynaflite PT-19 in Sportsman class as well as a model you don't often see in competition: a Piper Skycycle. Steve bought the Skycycle from an estate sale and entered it into Fun Scale. The Skycycle is powered by a Zenoah G-23

and, at 12 pounds, this hauls it around with ease.

Another Fun Scale entry in the Open class is Charles Gray with his Japanese Zero built from plans. The model has a wingspan of 62 inches and is powered by an Enya 90 4-stroke engine. During the break we put his Zero and my Hellcat



Coming down out of a dive, the Albatros D.Va by Dave Johnson comes by for another pass. The 1/3-scale scratch-built model is powered by Fuji 64 and has a wingspan of 118 inches. Dave built all of the model including the scale hinges. He has three models entered this year.



Larry Folk flies his Fun Scale Open entry a Balsa USA Eindecker E-III.



The 1/3-scale Top Cub model by Larry Folk, with a 141-inch wingspan, is entered in Expert class. The model is finished with Nelson paint and powered by a D&B 3.7 gas engine. Beautiful detailing on this one.

side by side, although the Hellcat seemed to be trying to get behind the Zero for some reason.

Joe and his son Chris Hass came to compete this year with a couple of great models. Joe flies a Pitts S2A in Fun Scale open. The Cermark kit is covered with Ultracote and is powered by a Saito 100 4-stroke engine. Chris brought a Bearcat racer to compete with and it is electric powered. Chris gave me little information about the model, but I must assume it was finished in plastic with retracts.

After the day's competition and visiting in the pits, a wonderful thing happens under the circus tent behind the pit area. NASA holds its annual picnic/barbecue. The meal prepared by Bonnie Rediske and a host of volunteers.

This year's meal included brats, Polish sausage, and hotdogs, as well as corn on the cob, baked beans, slaw, potato salad, fruit salad, assorted chips, cookies, and brownies, vegetables, and dips. Wow! It was all great but I really enjoyed the corn on the cob or what we call "Peaches and Cream" corn. Great job to all who participated! If you went away hungry it's your own fault.

Ted "The Ed" Kraver is reporting on the Control Line Scale

coverage for this Nationals as well as reporting for the NASA newsletter. We want to thank him so much for putting together such a great newsletter for the membership.

President Ed Terry also

The Czech Beta Minor was built and flown by Gary Parenti in Designer class this year. It has a wingspan of 111 inches.

put together a nominating committee which met on Saturday evening to start the process of elections and making sure there are responsible, outgoing people ready to go after next year's elections.

All in all, a great day with lots of flying and few crashes. Looking forward to Sunday and a little less wind. That said, you can be sure that the larger models do handle the wind much easier than the traditional .60-size scale model of years gone by. The 1/4-scale to 1/3-scale models have the mass to punch through the wind.

—Stan Alexander



Dave Pinegar's wife holds his Fun Scale entry, a Top Flite Cessna 182 ARF. The model is powered by a O.S. 91 and is controlled by a Futaba 2.4 radio system.

Right: The Macci MB-339, flown by Peter Goldsmith, makes a pass on landing. The model is from a Skymaster kit and is all composite, entered in Fun Scale Open.



Below: This view of George Maiorana's Tu-95MS Bear gives you a good view of the operating contra-rotating propellers on this turbo-prop cold war powerhouse.



George Maiorana's Tu-95 making a fly by. Gear up and ready for another long patrol.



Joe Hahn with is Vought F4U Corsair LuLu Belle. This is a model of the famous WW II ace Pappy Boyington. The model spans 86.5 inches and is powered by a D&B 3.7 engine.