



NatsNews

Daily Coverage of the 2011 National Aeromodeling Championships

July 16, 2011

Sunday
RC Sailplane
AMA 75th
Anniversary
Celebration

Monday
RC Electric Soaring
Outdoor Free Flight

Tuesday
RC Electric Soaring
Outdoor Free Flight

Wednesday
RC Electric Soaring
Outdoor Free Flight



Dillon Graves measures his landing in the final flight for the National Junior title.



Inside:



Academy of Model Aeronautics International Aeromodeling Center, Muncie IN
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Editors: Ashley Rauen, Rachele Haughn, Liz Helms

RC Sailplane Unlimited Day 2

Photos by Gordon Buckland.

The final day of Unlimited once again dawned with a clear sky and the promise of perfect conditions to decide the National Championship. The early rounds were fought out in light thermal conditions with just sufficient air for most to get the 10 minutes.

Some groups drew air that had them gradually descending in neutral air while others were a little more positive. At the end of Round 6, Rich Burnoski was in the lead with 6,502 points and Cody Remington was close behind on 6,475. Third place was filled by Mike Verzuh on 6,458 while in fourth was Luis Bustamante and fifth was Jon Padilla. It was clear that the Colorado connection was going to be a real force in the 2011 Championships.

As happens in Muncie a lot, the lift cycles became more defined and stronger lift/sink patterns saw some pilots misjudging the direction to take from launch with a bad read to take a huge hit as they got "sunk out." For the most part, the reads were fairly easy and the wind not strong enough to cause too much havoc on the return home from downwind.

Round 7 saw Cody Remington grab the lead in the contest with an excellent 87 landing to take his total to 7,562. Mike Verzuh remained in second with 7,532 points while Rich Burnoski struggled with the very difficult-to-judge LZ and scored a 1,005 to be third on 7,507. Gordon Buckland, your reporter, shot an 87 to be in fourth on 7,484 while Jon Padilla made fifth close behind on

7,475. [Note: Let's make that your great reporter! Ed.]

Round 8 saw a fairly marked swing in the wind direction with a 90° cross from the east making landings very difficult. Cody took a stranglehold on this really tight contest with another precise landing scoring 1,081 to be 58 points ahead of Mike Verzuh in second. Rich remained in third on 8,541 and Jon Padilla was in fourth on 8,538. Skip Miller moved up to fifth place with 8,536 points.

The breeze was often a good tailwind on launch during Rounds 8 and 9—especially when thermal activity in the direction of the tree line toward the turnarounds started sucking air to the right. Many launches were affected with full pedal from start to finish but the great air was still there to sort out and be ridden high.

Cody continued his domination of the event in Round 9 with another fine landing to net him a 1,093 and a total of 9,736. Mike Verzuh also hung onto his position with a 1,087 and 9,672 points while Skip Miller showed he still has the magic shooting a great spot to score 1,092 and a total of 9,628 to be in third place. Josh Glaab had been quietly working his way up the leaderboard all day and joined the top five tying with Gordon Buckland on 9,575 points for fourth place.

It was fairly clear that unless Cody choked or something really odd occurred the event was his to lose and the rest of us were fighting over the crumbs where every single landing point



was important. The Colorado Connection seemed to have the top three places tied up with a significant break of 48 points from third back to fourth.

The final round 10 saw fairly easy air again with significant sink cycles but not enough to worry the top pilots and cause any kind of upset. It would simply come down to the landing zone and the slightest mishap there could have a marked result on the final position in the top 10.

Skip Miller was seen at the scoreboard calculating exactly what Cody needed in the LZ to win. The rest of us were figuring that we would have to rely on the guys in front of us doing a lot badly for us to move up. Regardless, the only thing we could do is find 10 minutes of air and hit a landing. The final round began in the same great conditions which we have been blessed with all week at Muncie.

The final round was fairly uneventful with a couple of misjudging landings, juggling the top 10 places a little, but most pilots negotiated the conditions and the LZ to finish the contest happily.

Most of the drama had been developing with the Juniors battle to take the title of Junior National Champion. It was a hard-fought contest in the end with newcomer Dillon Graves from Orlando, Florida, duking it out with Dominic Lewis the grandson of Rich Burnoski. They both showed excellent skills and landing ability but it still came down to the last round where Dillon Graves made sure of the title with a 10 minute max and an excellent landing in the 80s.

Dillon (a 3-D RC pilot) was "discovered" by Mike Verzuh three months ago and Mike encouraged Kris Van Nostran, Jody Miller, and Gordon Buckland to take him under their wing and teach him to be a thermal pilot. The Orlando Buzzards trio has done that very successfully and the joy that we have obtained from teaching Dillon the basics of a successful Thermal Duration flight is immeasurable.

Jody and I felt like proud parents as we watched (with his real dad, John) the transformation of a kid who wanted to drive his Pike everywhere to start with and wouldn't stay off the elevator, become a consummate thermal pilot and National

Junior Champion at this his first sanctioned contest.

Presentations took place at the whale and the wonderful winch trolls who have worked tirelessly all week on the golf carts were rewarded for their efforts. CD Jim Deck handed out the hardware to the winners.

Tied for 11th place and one out of the trophies were the unlucky Jody Miller and Mike Fox on 10,556 points, 10th place was Luis Bustamante who started the contest smoking everybody. Ninth place was a very consistent Jeff Carr on 10,597 points flying his Tragi. Gordon Buckland slipped to eighth place on 10,610 points with his 3.5 Xplorer because of a bad landing in Round 10.

Rich Burnoski struggled with the extreme distance from the safety line to the LZ (as we all did), and finished seventh on 10,635. Sixth place was Kelly Johnson who is a great stick



Rich Burnoski has a relaxed moment during his return from downwind with the Xplorer.

The Winch Trolls: young girls and boys who tirelessly return the chutes all day in their golf carts.

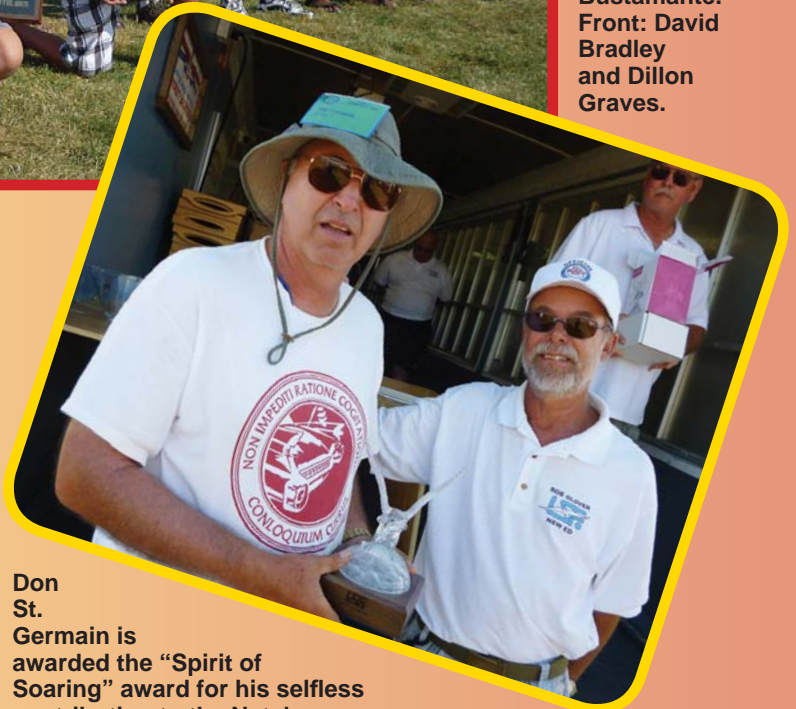




Left: The top 10 place getters line up from left to right: Cody Remington, first; Mike Verzuh, Skip Miller, Josh Glaab, Jon Padilla, Kelly Johnson, Rich Burnoski, Gordon Buckland, Jeff Carr, and Luis Bustamante. Front: David Bradley and Dillon Graves.



Cody Remington receives the High Johnson Memorial award for the highest individual score in Unlimited.



Don St. Germain is awarded the "Spirit of Soaring" award for his selfless contribution to the Nats' success.



Jon Padilla throws Blaine Chastains 4.0 Xplorer in a classic release.



Jody Miller throws the Pike Perfect for Dillon Graves in Round 1.

from Texas on 10,637. Fifth place was another Colorado man, Jon Padilla, with 10,654 points. Fourth was Josh Glaab and his Supra with 10,670 points. Third was Skip Miller (last year's champion) on 10,701 and second was Mike Verzuh on 10,758. Our new 2011 National Unlimited Champion was, of course, Cody Remington on his first outing with a new plane the Egida from Jaro Mueller.

The contest was huge fun for everyone and a big thank you to all the volunteers, who helped make this event such a success and fun time. There are too many to mention but the photos during the week tell the story. Great job by the LSF organizers. Can't wait till next year.

Tomorrow is the start of the F3J event. See you all there. ➔

—Gordon Buckland



Josh Glaab is the recipient of the coveted Lee Renaud award for the highest combined score of 2-M and Unlimited.



Jerry Griffith shows off his Sharon Pro.



This Supra is aimed perfectly at the Hunski but the ground was so hard that even aggressive landings like this did not always "stick."



Cody Remington and Skip Miller share a few tips with Dillon and John Graves.



Jim McCarthy gets some detail from Cody Remington on the new Egida.



Cody Remington, Mike Verzuh and Skip Miller—The Colorado Connection—line up first, second, and third.



One of the last flight groups of the day takes the walk out to the winch line.

Unofficial Scores

Please note that all scores are unofficial until tabulated by Nats staff.



2011 AMA / LSF SOARING NATIONALS July 10 - July 17 UNLIMITED



Jim Deck - Contest Director

Rob Glover - Soaring Event Director

Total # Drop Rounds =

103

RESULTS

Place	Contestant								Total	LSF Contest Points
		Round 5	Round 6	Round 7	Round 8	Round 9	Round 10	Total Drop		
1	Cody Remington	1,074	1,081	1,087	1,081	1,093	1,096	0	10,832	11,500
2	Michael Verzuh	1,090	1,082	1,074	1,053	1,087	1,086	0	10,758	11,322
3	Skip Miller	1,053	1,071	1,077	1,068	1,092	1,073	0	10,701	11,163
4	Josh Glaab	1,088	1,004	1,096	1,071	1,047	1,090	0	10,670	11,032
5	Jon Padilla	1,090	1,070	1,050	1,063	1,037	1,079	0	10,654	10,918
6	Kelly Johnson	1,079	1,072	1,050	1,050	1,078	1,071	0	10,637	10,802
7	Richard Burnoski	1,086	1,095	1,005	1,034	998	1,096	0	10,635	10,702
8	Gordon Buckland	1,052	1,069	1,087	1,010	1,081	1,035	0	10,610	10,579
9	Jeffrey Carr	1,045	1,082	1,034	1,061	1,060	1,057	0	10,597	10,468
10	Luis Bustamante	1,095	1,033	1,015	1,007	1,014	1,083	0	10,562	10,336
11	Charles (Mike) Fox	1,000	1,095	1,077	1,058	1,095	1,000	0	10,556	10,232
12	Jody Miller	1,086	874	1,064	1,069	1,092	1,063	0	10,556	10,135
13	Tom Scully	1,086	1,059	1,005	1,046	1,066	1,024	0	10,541	10,023
14	Jim Monaco	1,081	1,050	1,083	1,065	1,063	1,068	0	10,430	9,821
15	Doug Pike	1,093	1,000	1,052	1,029	1,011	997	0	10,367	9,666
16	Don Cleveland	1,078	998	1,040	1,061	1,060	1,006	0	10,346	9,551
17	Steven Meyer	998	995	1,029	1,071	1,064	997	0	10,328	9,439
18	Steve Lucke	998	1,071	997	1,053	1,016	1,051	0	10,272	9,293
19	Neal Huffman	1,066	1,056	1,000	1,077	1,078	1,077	0	10,166	9,104
20	Blayne Chastain	1,085	1,048	1,003	1,073	830	1,014	0	10,113	8,963
21	Karl Miller	1,095	1,070	1,079	1,074	1,067	1,090	0	10,095	8,854
22	Jerry Gross	998	821	997	999	1,076	1,070	0	10,090	8,756
23	John Diniz	998	1,083	1,084	1,000	1,076	1,067	0	10,085	8,659
24	David Wrinkle	1,088	1,005	1,020	1,090	567	1,080	0	10,057	8,542
25	James McCarthy	1,082	1,082	1,003	1,027	445	1,055	0	9,918	8,332
26	Rick Shelby	1,075	1,082	338	1,082	1,038	1,025	0	9,800	8,143
27	Mike Stump	953	1,096	993	1,009	1,032	998	0	9,777	8,033
28	Peter Schlitzkus	1,015	745	1,060	1,052	1,078	1,029	0	9,767	7,935
29	Mike Johnson	1,056	1,044	1,094	562	555	1,083	0	9,667	7,764
30	Hogan Nguyen	1,078	487	1,050	995	987	1,034	0	9,602	7,623
31	Chris Lee	1,073	1,065	0	1,078	1,034	1,069	0	9,594	7,529
32	Craig Greening	1,045	0	1,040	1,088	1,054	1,055	0	9,555	7,410
33	Adam Quennoz	1,053	705	1,049	1,075	328	1,083	0	9,549	7,317
34	Caroline Goldsmith	993	1,065	1,000	578	1,047	976	0	9,529	7,214
35	Don Richmond	1,071	790	977	359	998	1,058	0	9,517	7,117
36	Larry Jolly	1,067	1,096	1,055	1,000	1,075	1,076	0	9,512	7,025
37	Dillon Graves	1,081	1,048	406	1,045	599	1,074	0	9,443	6,887
38	Jerry Shape	462	1,080	1,092	1,073	1,064	577	0	9,393	6,764
39	Bob Whitney	1,032	1,096	788	1,052	1,049	992	0	9,376	6,665
40	Patrick Crosby	1,093	968	1,010	1,087	1,016	1,056	0	9,315	6,536
41	Thomas Siler	1,098	1,077	883	995	1,012	1,066	0	9,168	6,348
42	Wayne Geffon	0	1,085	1,068	1,058	995	1,060	0	9,133	6,239
43	David Beach	1,000	878	1,021	0	998	993	0	9,113	6,142
44	Ron Mong	584	1,005	643	1,068	1,092	755	0	9,061	6,023
45	Kerry Cochrell	997	998	0	1,000	1,079	1,010	0	8,998	5,898
46	Arthur Hill, Jr	885	709	993	1,006	718	1,068	0	8,984	5,806

47	Kenneth Bates	943	1,042	725	999	98	1,003	0	8,963	5,709
48	John Berlin	1,063	0	723	1,026	1,038	995	0	8,931	5,607
49	Mark Taylor	423	995	993	1,016	1,035	998	0	8,918	5,516
50	Dominick Lewis	1,062	1,026	1,000	0	1,051	587	0	8,845	5,389
51	Jerry Griffith	833	1,016	997	1,051	978	736	0	8,823	5,294
52	Kent Nagy	0	1,076	1,000	458	1,042	1,000	0	8,753	5,172
53	David Smith	1,025	771	900	455	508	993	0	8,614	5,010
54	Chuck Pinnell	1,039	442	992	774	990	1,045	0	8,538	4,887
55	Rob Glover	1,088	942	1,020	943	1,077	0	0	8,511	4,793
56	Steve Schneider	325	859	1,014	985	1,068	1,056	0	8,505	4,711
57	Dan Myers	732	206	987	1,024	1,000	1,052	0	8,448	4,601
58	David Campbell	446	780	528	995	990	497	0	8,420	4,508
59	Josh Glaab Jr.	994	620	995	992	992	1,043	0	8,398	4,419
60	Norman Poti	794	0	1,020	988	444	1,000	0	8,385	4,335
61	AJ Bhattacharyya	1,081	639	1,025	997	1,030	0	0	8,301	4,215
62	Jack Strother	1,030	855	0	0	1,074	1,045	0	8,186	4,081
63	John Nelson	285	507	318	993	942	998	0	8,136	3,981
64	David Bradley	962	990	1,019	1,093	258	1,024	0	8,116	3,896
65	Peter Goldsmith	555	1,080	0	0	1,074	1,000	0	8,007	3,770
66	Robert Samuels	649	492	428	1,070	337	1,085	0	7,971	3,679
67	Mike McGowan	1,059	828	992	1,081	187	575	0	7,926	3,585
68	Robert Robinson	993	945	671	1,000	0	418	0	7,795	3,454
69	Steve Siebenaler	1,024	917	1,029	993	993	320	0	7,737	3,357
70	Ron Kukral	386	1,054	982	0	1,068	1,022	0	7,704	3,272
71	Tom Broeski	718	0	1,091	1,074	1,022	1,067	0	7,675	3,188
72	David Bradley	575	317	990	1,001	1,089	1,046	0	7,674	3,117
73	Bernard Coleman	800	885	808	1,000	985	928	0	7,484	2,971
74	Charles McCann	345	985	385	1,020	1,023	232	0	7,337	2,845
75	John Lindsay	923	546	0	1,032	0	1,033	0	7,145	2,704
76	Skye Malcolm	990	693	997	0	482	340	0	7,050	2,603
77	Gil Gauger	1,088	1,047	887	0	324	762	0	7,009	2,524
78	Larry Jeffery	795	721	289	1,032	1,021	0	0	6,980	2,449
79	Wayne Wimbush	311	633	142	988	0	1,064	0	6,883	2,351
80	Randall Everly	658	495	103	1,024	997	1,000	0	6,866	2,282
81	Gavin Trussell	527	92	0	1,084	1,075	988	0	6,728	2,174
82	Scott Harter	543	532	255	0	987	877	0	6,616	2,077
83	Alex Trussell	1,000	657	990	333	316	998	0	6,611	2,014
84	scr Terry Edmonds	1,038	1,054	0	0	0	0	0	6,217	1,837
85	James Velleman	943	457	237	1,000	883	182	0	6,133	1,755
86	Robert Terry	207	588	1,000	0	999	0	0	5,936	1,644
87	Philip Giesecking	350	593	1,000	595	410	859	0	5,934	1,589
88	scr John Winstanley	1,000	1,017	396	0	0	0	0	5,771	1,492
89	scr John Lueke	791	1,016	1,001	0	0	0	0	5,679	1,416
90	Jim Carlton	725	993	0	913	1,034	361	0	5,481	1,316
91	Bill Cunningham	292	884	543	562	454	586	0	5,322	1,228
92	scr David Leach	1,028	291	57	393	57	0	0	4,940	1,095
93	scr Calvin Posthuma	992	0	0	0	0	0	0	4,839	1,027
94	scr Jack Wallner	277	1,022	0	1,000	0	0	0	4,727	960
95	scr Guillermo Castillo	1,060	0	0	0	0	0	0	4,652	902
96	scr William Christian	412	977	0	997	0	0	0	4,631	855
97	scr Ray Munro	998	0	0	0	0	0	0	4,345	762
98	Luke Glaab	643	433	441	297	327	310	0	4,277	711
99	scr David Haskins	275	594	0	0	0	0	0	3,924	616
100	Paul Perret	0	138	1,041	1,000	0	982	0	3,832	566
101	scr Robert Burson	0	0	0	0	0	0	0	3,250	450
102	scr Richard Bothell	596	0	0	0	0	0	0	3,073	397
103	scr Barry Kennedy	0	0	0	0	0	0	0	3,011	361

Ron Kukral lines his bird up with the 100-point marker. Ron celebrated his 60th birthday today with a surprise party after the event.



Caroline Goldsmith specs out her Pike with Craig Greening working the timer.



Dave Bradley receives his award for the highest placed senior in the event.



Dillon Graves is the new Junior National Unlimited Soaring Champion.



Gordon Buckland guides his Xplorer into the landing zone.



Hogan Nguyen readies his model for the next round.

Headquarters,

Continued from Page 5

Headquarters on March 31, 2000, and construction was wrapped up in early June, shortly before the dedication ceremony.

The new open-concept office area in the Headquarters building includes many windows, allowing employees to view the nearly 2-acre pond.

The headquarters building also includes a break room for employees, several observation decks, a two-story atrium lobby


decorated with model airplanes, an elevator, a 1,500-square-foot boardroom for up to 100 people, and conference rooms. There also is a warming kitchen near the boardroom for catered events.

The areas near the building are landscaped with native Indiana plants—including thornless hawthorns, serviceberry trees, windflowers, and grasses.

The pond has a pier, and AMA members can operate their RC boats in the pond. It collects runoff water from the building and parking lots. The

pond also serves as a heat sink for the building's climate control system. Water-source heat pumps use energy stored in the pond for heating and air conditioning in the Headquarters building.

The Headquarters and museum previously were located in Reston, Virginia. All was moved to Muncie after the AMA Executive Council decided that a national flying site needed to be developed.

The flying site includes water and electricity hookups for recreational vehicles, and a shower/restroom building. 



AMA Executive Director Joyce Hager and AMA President Dave Brown pose with the scissors used for cutting the ribbon to signify the completion of the new AMA Headquarters. *Model Aviation* photo.



Several pilots attended the Grand Event and Homecoming at the International Aeromodeling Center in June of 2001. National Model Aviation Museum photo.



Kites, model airplanes, RC boats and cars, were all welcome at the 2001 Grand Event and Homecoming. National Model Aviation Museum photo.

AMA DAILY

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The National Model Aviation Museum also served as the workplace for about 50 AMA employees from 1992 to 2001. After the new Headquarters was built, AMA employees packed up their workspaces and moved across the drive to the new 25,000-square-foot building. National Model Aviation Museum photo.



AMA's New Headquarters

By **RACHELLE HAUGHN**
Model Aviation Staff

After nine years of being crammed into a nearly windowless building, employees of the Academy of Model Aeronautics finally saw the light.

Ten years ago—in June of 2001—the new Headquarters building in Muncie, Indiana, was dedicated. Nearly 50 employees packed up their belongings and moved into the new 25,000-square-foot building, located across the drive from the National Model Aviation Museum. The administrative headquarters, museum, and storage had all shared the museum building since June of 1992.

A dedication ceremony for the new Headquarters building, located at the 1,100-acre International Aeromodeling Center, was held June 7, 2001. The ceremony included a buffet meal, a ribbon-cutting ceremony, a fun-fly, model flying, RC car racing, kiting, and boating in the new pond. The dedication was held in conjunction



This was the scene at the AMA's annual Grand Event and Homecoming in June of 2001. The event was held in conjunction with the ribbon-cutting ceremony for the new AMA Headquarters building in Muncie, Indiana. National Model Aviation Museum photo.

with the AMA's annual Grand Event and Homecoming.

Among those who attended the ceremony were Dave Brown, then-AMA president; AMA Executive Director Joyce Hager (who is still with the AMA); Delaware County Commissioner Ron Bonham; Don Crow, representing AMA membership; Joe Dowdle of Gooden and Ellis Architects; Chuck Foreman, chairman of the New Headquarters Building Committee; Harold Hattison of Brandt Construction; and AMA employee representative Cliff McKee.

District VI Associate Vice President Gary Bussell was given

the prestigious Fellowship Award for his support and held with the building project.

The Headquarters building was designed by architectural firms Gooden and Ellis Architects and Brandt Construction. The goal was to make the building resemble an airport concourse, with a control tower. AMA officials believed that such an innovative design would attract top-notch employees and show the world that the organization was all about aviation. The project was funded by AMA money and donations by members.

Ground was broken for the new

See HEADQUARTERS, Page 6



The early stages of construction. National Model Aviation Museum photo.



A view of the new Headquarters after it was completed in 2001. The building was designed to look like an airport concourse. AMA officials wanted the building to show the world that the organization was serious about aviation. National Model Aviation Museum photo.

Careers,

Continued from Page 3

California Polytechnic State University graduate has worked as a flight test project for the US Air Force and has built many memorable aircraft.

Two of his creations—Voyager and Space Ship One—are on display at the Smithsonian. The Voyager is a twin-engine built from


composite materials. It has 17 fuel tanks and weighs more than 7,000 pounds. Burt's brother, Dick, flew the airplane around the world in one trip, without stopping for fuel in 1984.

Space Ship 1 is the first privately funded aircraft designed for space travel.

Some other notable aircraft designed by Burt are VariViggin, VariEze, Quickie, Defiant, Long E-Z, Grizzly, Solitaire, and

Catbird.

His interest in aviation began when he was younger—winning first place in the 1959 and 1960 National Aeromodeling Championships (Nats).

In 1987, he was awarded the AMA Distinguished Service Award. He also was chosen for the Model Aviation Hall of Fame in 2005. 

Right: Space Ship One is one of many aircraft Burt Rutan is known for designing. This was the first privately funded aircraft built for space travel. It is on display at the Smithsonian in Washington, D.C. Photo courtesy of the Smithsonian.



Left: The Voyager, designed by Burt Rutan, was flown around the world without stopping for fuel—the first of such aircraft. It is also on display in the Smithsonian. Photo courtesy of the Smithsonian.



Aerospace engineer and AMA Hall of Famer Burt Rutan and Dan Kreigh sign autographs at the 2010 AMA Expo. AMA photo.

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Aeromodeling Careers

By **Rachelle Haughn**
Model Aviation Staff

To some, building airplanes is just a hobby. But, to Burt Rutan and Joe Bok, it's a career.

AMA members Burt and Joe have taken their first loves— aeromodeling—to entirely new altitudes.

Joe and his company, Aero Telemetry Corporation, are known for building functional scale models of large airplanes for the movie, "The Aviator."

Burt is in a class of his own. He has founded two companies and built numerous innovative airplanes—some of which are currently on display at the Smithsonian National Air and



Joe watching his replica of the seaplane H-4 Hercules "Spruce Goose" take flight on the set of "The Aviator." AMA photo.

Space Museum in Washington, D.C.

In 2003, Joe and his company were given the task of building unmanned replicas of aircraft designed by the late Howard Hughes. The company built scale models of the H-1 Racer,



Burt Rutan, an AMA member who began flying model airplanes as a boy, went on to have a successful career in aviation. Photo courtesy of Scaled Composites.

the XF-11 and the Spruce Goose (HF Hercules). Although built to scale, the airplanes had to look full-size and perform as such. All of the hard work by Joe and the company's employees paid off, as the aircraft were featured in the Academy Award-winning movie, which starred Leonardo DiCaprio.

The aircraft built by Aero Telemetry were designed by studying Howard Hughes' drawings.

Joe's H-1 Racer replica is on display at the AMA's 75th anniversary event at the International Aeromodeling Center, Muncie. Joe was one of the featured speakers at this year's AMA Expo.

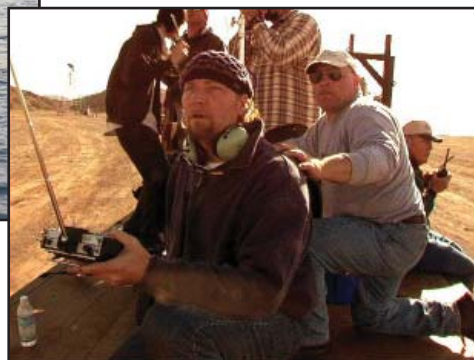
Today, the company builds unmanned aircraft and electric subsystem components for the United States military and companies.

Burt has two aviation companies—Scaled Composites and Rutan Aircraft Factory. The

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The replica of Howard Hughes' Hercules, built by Joe Bok, on the set of "The Aviator." AMA photo.



Joe Bok controlling one of the models he built for the 2004 film "The Aviator." AMA photo.



Joe Bok, left, and some of the attendees of the 2011 AMA Expo in Ontario, California. AMA photo.

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new technology has made the sport of flying model airplanes much simpler.

“This camp was designed to dovetail off the XFC event, because the whole concept of 3-D flying” appeals to youth, Bill added.

The inaugural camp was designed for experienced pilots. Bill said he and other AMA officials are considering adding a beginner course next year. However, the downside would be that beginners may not have their own equipment.

“We’ve learned a lot,” Bill said about the experience of the first Camp AMA. He said parents and the students were “extremely happy” with how the camp went.

Free memberships and a camp by well-known instructors aren’t the only way the AMA is trying to attract more youth to the sport.

Bill said an online 3-D game called AMA Flight School is close to being launched on the AMA’s

website. He said the game will allow players to choose a pilot and an airplane, and will learn the principals of lifting, dragging, and




Camper William Ramsey with Instructor Nick Maxwell.

thrusting. This program is expected to be launched by the end of this year. “I’m really excited about it,” he said.

The AMA also has been awarded a grant through NASA to participate in an aviation

exhibit at the Children’s Museum of Indianapolis, which opens in February.

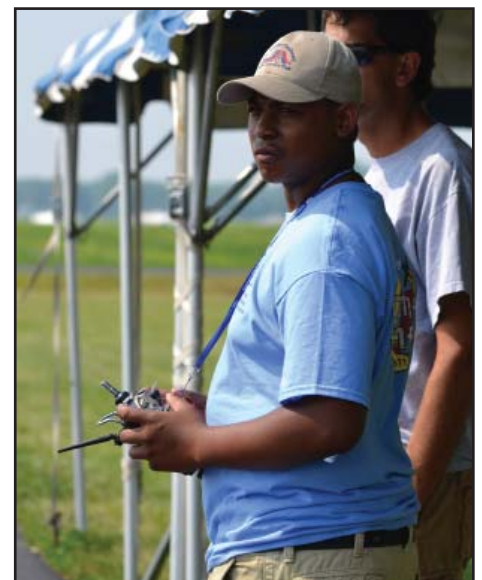
Also, the AMA has relationships with model aviation museums throughout the country, in an effort to get all ages interested in model aviation. Currently a model aviation kiosk is being designed to be on display at the Wings Over the Rockies Air and Space Museum in Denver, Colorado. 



Instructor Dean Sontag with his son, camper Dan Sontag.



Instructor Greg Alderman with camper James Winstead.



Camper Desi Robinson.

AMA DAILY

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Academy of Model Aeronautics

www.ama75.com

AMA's Youth Outreach

By **Rachelle Haughn**
Model Aviation Staff

Today, the average age of a modeler is 58 years old. If model aviation is to survive, the younger generations must be reached. The Academy of Model Aeronautics (AMA) is working toward that goal.

Benefits for young modelers include a free membership to the AMA, and a new summer camp.

The AMA currently has nearly 12,000 youth members signed up for the free youth membership.

Beginning Dec. 1, 2010, the AMA, in cooperation with the Experimental Aircraft Association (EAA), began offering free memberships for modelers ages 19 and younger. Along with the free annual membership, youth members get free admission to the National Model Aviation Museum in Muncie, Indiana, and free admission to the annual AMA Expo. They also can receive magazines *Park Pilot* and *Model Aviation* at discounted annual rates.

Last year, the AMA and the EAA signed a Memorandum of Understanding to work together to expand participation in aviation. One of the goals of the partnership is to engage more youth in aviation.

According to AMA Education Director Bill Pritchett, educating the public—not just the younger generations—on the importance of



Right: AMA Education Director Bill Pritchett helped found the Camp AMA program, which was launched earlier this year.

model aviation, is a year-round job. “When education is mentioned, too many people assume that is (about) kids. A lot of what we do is for all” ages, he said.

Bill was instrumental in the creation of the inaugural Camp AMA, which was held June 6-9, 2011, at the International Aeromodeling Center in Muncie. A total of 20 youth, ages 13-19, applied to attend the camp. Of those, 10 were accepted. However, six could not attend because they were still in school.

The application process included an in-depth flying résumé, and a letter of recommendation from another AMA member.

When the first day of camp kicked off, there were two students

who flew model helicopters and two who flew airplanes. Camp instructors were Nick Maxwell (helicopters) and R.J. Gritter (airplanes). The campers learned about aircraft setup, the use of precision aerobatics as a stepping stone to 3-D flying, and about the importance of having good character and being kind to others.

Along with hands-on instruction, the campers toured the National Model Aviation Museum and attended the Extreme Flight Championships (XFC).

“The reaction of the kids to the museum tour” was intriguing, Bill said. “I think they now realize what they take for granted ...” He said

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