

Saturday
July 14

Nats News

Daily coverage of the 2012 National Aeromodeling Championships



Cockpit details of Larry Folk's RC $\frac{1}{3}$ -scale Cub Crafter Super Cub with a 144-inch wingspan.



Academy of Model Aeronautics International Aeromodeling Center, Muncie IN
website: www.modelaircraft.org; email: nats@modelaircraft.org
Copyright Academy of Model Aeronautics 2012
Editors: Ashley Rauhen, Rachele Haughn, Liz Helms

Friday Static Judging 2012 Scale National Championships

Today's Events:

CL Scale
RC Scale

FRIDAY MORNING greeted us with sunny skies, puffy clouds, and wind. Not bad, especially in an area desperate for rain. But while the tents were set up at Stage Center, many modelers who were used to registering

at the "white house" on-site were still a little confused as to why the move to Headquarters happened. Uh, me too.

There were several modelers in different classes who either did not register at the correct place or were running around trying to make sure they were registered. The multiple tents were set up at Stage Center which concentrated both RC and CL Scale models together, which is a great way to see what the others are doing and sometimes pick up some tips from each other.

RC Scale Event Director Jim Martin and crew checked in everyone, made sure they had their packets as well as the Pilots' Choice Award and call sheet forms. There were static forms to fill out as well as flight score sheets. If you are interested in seeing the flight score sheets, go to www.nasascale.org and check them out there. They are downloadable also for your practice flights or you can use them at the next contest.

There were several *huge* models in competition this year. One modeler, Bob Patton, along with his wife, brought the largest T-34 B I've ever seen. The model weighs in at 110 pounds. Mike Barbee's T-34C was also on the large size, but not quite as big as the B model. It took four people to position Bob's model for static judging. For Designer Scale as well as Expert and Sportsman, you have to show the side, end, and top views for the judges so they can compare your model with the documentation you provide them.

Static judging in these classes is half of your score. The other scores include the best two of four flights during Saturday and Sunday. These two scores are added together and divided by two. This score is added to your static score.

I've entered in Fun Scale Open which has been divided into two classes: aerobatic and non-aerobatic. I'll be flying a Hangar 9 Hellcat with a O.S. .61FSR sitting in the nose.



Six sets of static judges work under the big tent. Judges and airplanes all have the same lighting (very important in Scale static judging).



At registration, volunteers Judy Hemphill, Nina Neugebaver, and Bonnie Rediske help to keep everyone organized and help with questions.

In Sport Scale or Fun Scale, you select five optional maneuvers that the full-scale airplane was capable of, added to the five mandatory maneuvers, which are Takeoff, Fly-by, Figure Eight, Landing, and Realism in Flight. To these I'll add maneuvers that were typical of the Hellcat in World War II, which will include Military Roll, Split S, Immelman Turn, Chandelle, and the retract gear for the mechanical option. Other competitors who have items such as a bomb drop, tank drop, or flaps, could also use those.

Lunch and practice flights followed. There were some who braved the high winds but many selected to wait for tomorrow and hope that the weather will improve. As I write this Friday night they are calling for scattered showers and thunderstorms. Uck!

Friday night, AMA Competition Director Greg Hahn provided many with some great country music at Stage Center. It was a bring-your-own dinner or it was available for purchase there at the site with a local vendor. Several other modelers brought their guitars and chimed in with Greg for a great evening of entertainment. It sort of reminded me of being home in Nashville, Tennessee.

In the morning there is a pilots' meeting at 8:30 a.m. and then wheels off with four flightlines. Let the flight competition begin. *///*



Carol Peck and Al Kretz with Al's Dornier Do-23 bomber, all scratch-built.

Bob Patton's T-34B dwarfs Gary Parenti's 1/4-scale Beta Minor.



Above: Cockpit details of Bob Patton's T 34B, note the air retract lines in the corner.

Left: Bob Patton gets some help turning the large Navy trainer.

The cockpit detail of the Fireball.



Hal Parenti shows off his documentation in Designer Scale for his newest version of the Ryan Fireball.



Note the panels and rivet detail on the surface of Hal Parenti's Fireball. The aircraft was named this as it had both piston and jet engines onboard.



Ted Kraver writes notes on Steven Couch's scratch-built B-25 CL model.



Larry Folk's RC 1/3-scale Cub Crafter Super Cub.



Greg Hahn belting out country music classics "under the tent" Friday night during dinner. Several others joined in, too.



The AMA Walk of Fame Beckons

Take your place in aeromodeling history

\$100.00
 • TAX-FREE DONATION •

THIS GIFT IS NOT ONLY TAX-DEDUCTIBLE,* IT IS A PERMANENT SYMBOL OF YOUR LOVE AND DEDICATION TO AEROMODELING, PRESERVED FOR ALL TIME.

- \$100 BRICK IN THE WALK OF FAME
- \$500 GOLD-ENGRAVED BRICK IN THE WALK OF FAME
- \$1,000 GOLD-ENGRAVED 8 X 8-INCH BLACK GRANITE BRICK IN THE WALK OF FAME

For more information, call (765) 287-1256, ext. 276, or go to www.ModelAircraft.org to learn more.

*please check with your tax preparer about this potential deduction as allowed by law.

When it comes to aeromodeling in America there is one place above all others: the International Aeromodeling Center at AMA's Headquarters in Muncie, Indiana. The IAC has a beautifully-designed Walk of Fame that is a wonderful way for you to honor AMA, a loved one, your club, or your organization with a commemorative brick. At the IAC, bricks are on permanent display for all visitors to see.

With your \$100 donation to the Academy, a brick in the Walk of Fame will be engraved in black with the AMA "wings" and two lines reserved for your name, a friend, loved one, club, or organization. A \$500 donation will secure a "gold wings" brick with logo and wording handsomely engraved in gold. At the \$1,000 level, you will receive an 8 x 8-inch black granite brick engraved in gold. Your donation is considered a gift in support of the AMA.



CL Scale Day 2



Ah ... the pleasure of relaxing at Signature Inn pool side. John Brodak and Pete Klepsic swap tales with Ed Terry, past president of the National Association of Scale Aeromodelers.

CONTROL LINE SCALE judges were soon at work Friday morning as 20 fliers arrived with 40 Scale model aircraft. Fun, Sport, and Profile Scale had the most entrants flown by the unofficial event ½A Scale. Team Scale with two father-and-son teams and FAI-F4B Scale each had three entrants. The model weight ranged from a one-pound ½A Caussutt Boo Ray to a 16-pound, four-engine C124 Globemaster.

CL Scale at the Nationals always has a rich variety of interesting aircraft. All builder/fliers filled out a detailed sheet on their model provided by Stan Alexander. I will be using this information for my *NatsNews* reporting and for AMA CL Scale columns in *Model Aviation*. Thanks guys and Stan.

Judges averaged about 10 minutes per model to assess outline, color, finish, and craftsmanship. Documentation ranged from eight pages of three-views and pictures for most events to single pages for Fun Scale. All were judged from 15 feet except five feet for ½A scale and close up for F4B, the most demanding of CL Scale modeling. Static scores are held secret until the first flight is made on Saturday morning.

At 7 p.m. a pilots meeting was held by event directors Allen Goff and John Brodak at the Signature Inn. It was a consensus of the group of 20 that although it seemed that CL Scale was on the wane globally, it is gathering strength in North America at the CL club level. ½A Scale is an exciting new event. The turnout at this year's Nationals is

the largest since the Charlie Bauer "tribe" brought 30 Scale planes in 2005!

A series of questions followed on flight judging of takeoff, high flight, level flight, lazy eight, touch-



Ed Mason modeled this C-124 Globemaster, which was the world's largest aircraft in its day and could carry 110 troops or two semis. Ed went to Warner Robin's AFB in Georgia and took 75 pictures of this only remaining aircraft artifact. The 16-pound model is pulled by 4 O.S. .25s, but with high wing loading it is tough to fly.

and-go, overshoot, engine noise and realism of flight. A number of issues were settled on deduction of points and procedure. A main topic was calling of the maneuvers. The judges' requirement was to call out the next maneuver when facing the judge, shout "now" when the maneuver starts and "finish" when the maneuver ends and judging should stop. Two laps between each maneuver are required.

A problem exists that the rule book does not currently publish AMA maneuver diagrams only F4B. The F4B maneuvers are quite different from the AMA maneuvers. After this and many other concerns were expressed and discussed, the group voted unanimously for a task team to address issues raised.



Jim Wright's decades-old Profile Corsair continues to soldier on. With his excellent flying skills it continues to surprise at the CL Scale Nationals.

This team led by Allen Goff, with members John Brodak, Richard Schneider, Clancy Arnold, Steve Couch, Charlie Bauer, and Ted Kraver was selected from the group. They will, over the next couple of years, conduct a comprehensive and strategic analysis of all aspects of the AMA rules structure for CL Scale. Input and critique will be actively solicited from all CL Scale builders and fliers with Ted Kraver as communications director. The goal is to have a consistent, effective, efficient, and

accessible body of AMA and unofficial rules, forms and user guides for use by builder, flier, and judge ready for the next AMA rules cycle.

Through the past 60 years of CL rule evolution, many changes have affected our hobby/sport. Emerging technologies such as electric motors, 2.4 GHz for control other than pitch control, and ARFs are here. Over the next 50 years we expect continued innovation. Our body of rules and support information must engage and support innovation to continue to enhance the building and flying of CL Scale.

But more important, the results of this work must aggressively open wide the path for novice engagement and participation.

As the meeting closed, our promise to Charlie Bauer was that his first great granddaughter, born in early July, would have a rich and full life that included Control Line Scale. *///*



Richard Schneider dug deep into the past and rescued a ½A Caussutt Boo Ray. After a spiffing it up, it's off to the Nationals for its first competition.



Will Hinton and Mike Eber drill into the documentation to assess fidelity to scale. They judge the model on the table in front of them.



Judges Allen Brickhaus and Robert Furr seem to be having too much fun.



Judges Jack Sheeks and Pete Klepsic Jr. see wide ranging attributes between 1/2 A Scale and FAI-F4B Scale models.



John Brodak says, "Last contest for my Shoestring, then it's on the wall."



Clancy Arnold converted a Nick Zirolti RC kit of his Jeannin Stahltaube into a CL Sport Scale. He uses his own electronic system for throttle and wing warp control.

2012 CL Scale Contestants and Models

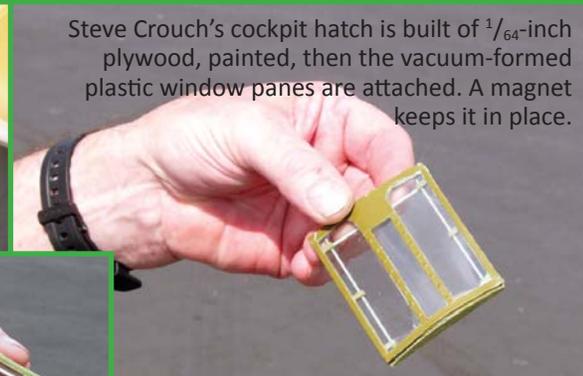
1/2 A Scale			
Jason Bauer	Volksplane		
Ted Kraver	Grumman F7F-3 Tigercat		
Richard Schneider	Caussutt "Boo Ray"		
John Wright	Bristol Beaufighter		
Fun Scale		Sport Scale	
Bill Avera	P-51 Mustang	Jason Bauer	Islander
James Jensen	T-28 Trogan	Clancy Arnold	Jeannin Stahltaube
Jeff Jensen	T-28 Trogan	Charles Bauer	J-3 Cub
Ed Mason	B-17 Flying Fortress	John Brodak	Shoestring Racer
Robert Pardue	Art Chester Jeep	Jim Fruit	C45J - Beech D18
Richard Schneider	Pilatus PC-6 Turbo Porter	Steve Crouch	B25J Gunship
Ken Stevens Jr.	Yak 18 PM	Ed Mason	C-124 Douglas Globemaster
Chris Brownhill	Gloster Gladiator MkI	Richard Schneider	de Havilland DH-82 Tiger Moth
Burt Brokaw	P-51 Mustang	FAI - F4B	
Profile Scale		Charles Bauer	Bristol M-1C
Chris Brownhill	Handley Page Hampden MkI	Allen Goff	Ryan STA
Jason Bauer	A-26 Invader	Richard Schneider	de Havilland DH-82 Tiger Moth
Bill Avera	Lovochkin LA-5	Team	
Aaron Bauer	TA-154	Bill Avera	B-17 Flying Fortress
Charles Bauer	Cessna 336	Ed Mason	
Jeff Jensen	T34 Mentor	James Jensen	Douglas AD-6 Skyraider
David Kelly	Stuka	Jeff Jensen	
Richard Schneider	Art Chester Jeep	Ken Stevens Jr	Aeromaster
John Wright	FG1-D Corsair	Ken Stevens Sr	



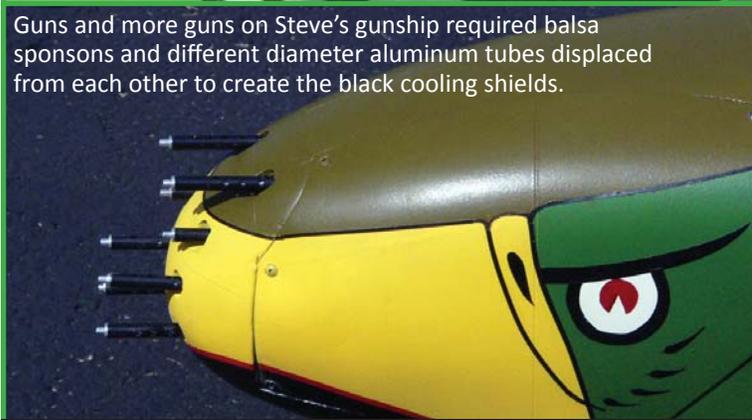
One of the top CL Scale fliers, Chris Brownhill hails from Canada and is flying his Hampton in Profile and Gloster Gladiator in Fun.



Steve Crouch's cockpit hatch is built of 1/64-inch plywood, painted, then the vacuum-formed plastic window panes are attached. A magnet keeps it in place.



Guns and more guns on Steve's gunship required balsa sponsors and different diameter aluminum tubes displaced from each other to create the black cooling shields.



This week's events:

Sunday
RC Scale
CL Scale

Monday
RC Pylon
CL Nationals

Tuesday
RC Pylon
CL Nationals

Wednesday
RC Pylon
CL Nationals

Thursday
RC Pylon
CL Nationals
CL Combat

Friday
RC Pylon
CL Nationals
CL Combat

The 2012 National Aeromodeling Championships is proudly sponsored by:



Steve Crouch has built his highly detailed B-25J gunship with panel lines produced with $\frac{1}{32}$ drafting tape, sprayed with four coats of High Build auto primer. The primer is sanded off, except that which feathers into the tape. Pull the tape and the panel line emerges.

