

# NATS 2009 NEWS

August 1, 2009



Dave Johnson's 1/3-scale Fokker D.VII on a fly-by during practice on Friday evening. Several pilots were getting ready for the first two rounds of competition on Saturday.

Bringing Modelers Together  
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MEMBERSHIP DRIVE 2009  
APRIL 1 - SEPTEMBER 14

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**Saturday**  
RC and CL Scale

**Sunday**  
RC and CL Scale

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**.

## RC Scale

This year's Scale Nationals began Friday morning at the National Guard Armory in Muncie, Indiana. Scale modelers assembled their miniature aircraft with care and prepared to present their documentation to the judges.

The judges are selected from some of the best Scale minds in the country. Many of these judges are selected each year and are dedicated to ensuring that our National Championships is fair to each individual who is entered.

Static judging has several parts including color



Mark Frankel assembling his Beechcraft T-34 before static judging. There is a lot of plumbing to put together here! The inset shows the complex interior of the T-34's main gear well.



Billy Thompson and a friend work on their models in the pits on Friday evening preparing the aircraft for some fun practice.

markings, craftsmanship, and outline. The contestant presents his replica to the judges with his documentation, which can include photos, scale drawings, paint chips, and written descriptions of the full-scale aircraft.

The contestant has a possible 100 points to start off with and he can also gain the same number of points in the flight competition on Saturday and Sunday. You can fly a total of four flights and take the scores of the best two, divide the total score by two, and you have the chance for a flight score of 100. The static and flight scores are added together for your final score for the contest.

If you decide to enter an ARF or an airplane you have bought or borrowed, you can enter Fun Scale. There are two divisions of the class for experts and novices. If you have a color drawing or one photo of the full-scale aircraft, you still get a total of five points for static in this class. It's sort of all or nothing because you either get all five points or zero points for static, many cases these five points have made the difference between first and fourth places.

There are many beautiful Scale models here to compete this week at the Nationals. All types are represented including civil, transports, bombers, fighters, and trainers.

Some of the best airplanes included Mark Frankel's own-designed Beechcraft T-34. The model spans 99 inches with approximately 2,000 square-inch wing area. The large U.S. Navy trainer is painted in the traditional Naval training paint scheme of orange and white PPG paint. It is powered by a Zenoah GT-80 engine and features wheel brakes, flaps, retracts, and cycling gear.

Dale and Jeremy Arvin, a couple of great guys and one of several father-and-son teams here at the Nationals. This is their Yellow Aircraft T-6, or SNJ as the case may be, entered in Team Scale this week.





A view of the TU-95 you won't often see! The underside of the model as it's being assembled for static judging. Note that George Maiorana has used a cradle system to hold the model during transport. The inset shows the intricate six-wheel main landing gear on George's design and product.



doors. Mark uses a JR PCM 10 radio system for control.

Multiple-time winner Dennis Crooks brought his veteran Lockheed P-38 Lightning built from Nick Ziroli Plans. The 114-inch-span model is built up from wood, covered with fiberglass, and painted with KlassKote paint. Dennis uses two Husky Challenger 3.3 engines for power swinging 22x10 Zinger props. This model also features wheel brakes, tank drop, flaps, and of

course retracts.

David Pinegar from South Carolina brought a familiar sight to those who frequent local airports: the Piper Arrow. This one is built from a kit by Top Flite Models. Dave covered it with MonoKote and the same for the trim. The model has a full interior, retracts, and flaps, and is powered by an O.S. .91 two-stroke engine. The large civil craft is controlled by a Futaba 2.4 12 channel radio.

Last year at the Nationals, George Maiorana from Michigan brought his TU-95 MS "Bear" just to test it out. It flew perfectly with David Pinegar at the controls. This year they both came back entered in Team Scale with the same model.

The TU-95 MS Bear took more than four years to complete.

George scratch-built the retracts, props, and all of the extra systems that make this model a work of art. Not only did he scratch-build the gear but also the tires and many, many other parts of this model. It's covered in Flite Metal, the metal covering which can be bought in lengths to suit your needs. The model also has fully operating Fowler flaps and is powered by 4 MaxCim 13Y electric motors. Custom-made, four-blade propellers are 12 x 10 front and 12 x 12 rear props mounted on scratch-built contra-rotating gear boxes.



A jet-powered WACO? Yes, that's what you see here, built from an AMR kit by Terry Hahn and entered in Team Scale. The model has a wingspan of 124 inches with an all-up weight of 50-plus pounds. Yes, Virginia, there is a turbine in that WACO from Jet Central with 37-pound-thrust engine.



Left: The FAI F4C entry by Dave Johnson. The Albatros D.Va is powered by a Fuji 43 gas engine and sports a wingspan of 88-inch while the model weighs slightly more than 20 pounds. The fuselage is covered with plywood and dope. The model has a full cockpit interior also which is judged in FAI scale unlike AMA sport scale.

Billy Thompson is one modeler who enjoys WW I models and his new Fokker D.VII, built from a Balsa USA kit at 1/3<sup>rd</sup> scale, is a joy to watch. During practice on Friday evening, Billy put on a show with the 118-inch-wingspan model. It was a good time to sit back and watch some beautiful models being put through their paces.

With static judging complete it's time to go out and practice maneuvers for Saturday and Sunday. My plans for the Hellcat are to fly an aerobatic routine which I will make final on Saturday morning. Since the Hellcat is an aerobatic fighter, I will include maneuvers which suit this aircraft well. How well I do them is another matter. Remember: practice, practice, practice!

—by Stan Alexander



This close up of the upper forward part of the TU-95 MS Bear showing all of the details on this incredible model built by George Maiorana.

Below: Al Kretz explains how he built the retractable and moveable canopy on his Dauntless SBD dive bomber to a couple of interested onlookers. Who knows these could be the Scale modelers of the future!

## FF Scale

As the Thursday rains pelted the Muncie region, three intrepid aeromodelers were sequestered in the dungeon (actually the dug-out basement of the white house used for the Nats Headquarters. Lonny Kinder and his cohorts pondered 3-views, plans, pictures, and planes until well past quitting time.

There were only nine entrants in the Nats FF Scale competition, probably because of the recent Genesee contest with a huge turnout.

Pat Murray was campaigning his Blum und Voss tri-motor sea plane. It has a 52-second flight, 32-inch wingspan, and weighs 120 grams. He used a 1/72-scale plastic kit as the model documentation. His son Robert, a 13-year-old Junior, flew the ME 109 Messerschmitt.



Patrick Murray and his son, Robert, above. Patrick and his tri-motor seaplane to the right.



Gary Baughman flew this S.E.5.



Above: Static judging took place in the basement of Nats Headquarters.



## CL Scale

After the National Guard soldered completed its Friday exercises, the Armory rolled up the door and static judging began. Nineteen Control Line aeromodelers arrived with 35 models to enter.

The forms flew and weight scale spit out numbers from numbers from 1.5 to 14 pounds at the registration table. Shirley Sheeks, with her able team of Elsie Abel, Carole Schneider, and Sylvia Hampton, ran the show while event director Jack Skeeks tended to good will for all.

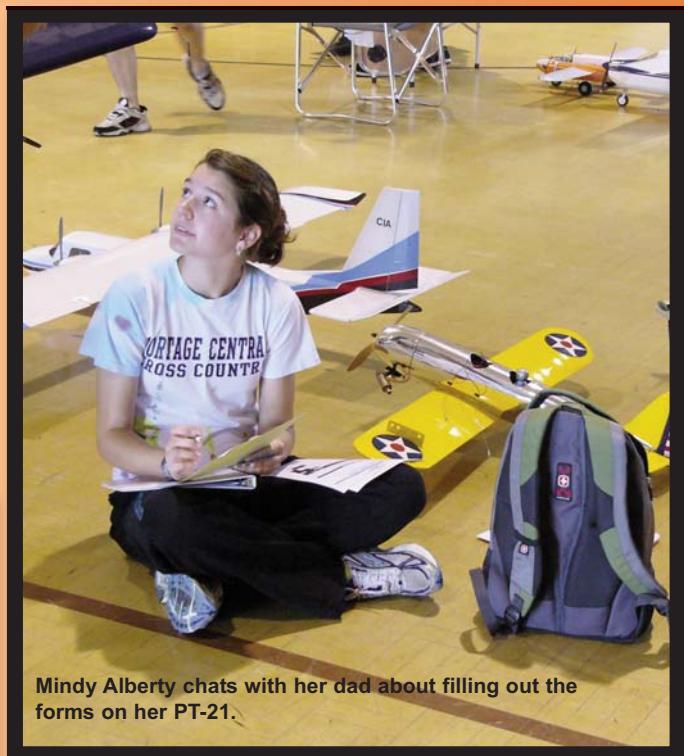
—Ted Kraver



Above: Supreme weathering on this Mitsubishi Betty with a Ohka suicide bomber or some other weapon underneath. I guess you will have to be out on the field on Saturday to find out. Kenneth Long in Sport Scale keeps you guessing.



Above: Jeffery Jenson is most determined to capture a trophy with his Trojan in Profile Scale.



Mindy Alberty chats with her dad about filling out the forms on her PT-21.



Right: Frank Beatty, master designer and builder, is keeping his eye on his Stearman for Sport Scale.



Clancy Arnold is checking an issue with Jack Sheeks (middle), supported by Charlie Bauer and Richard Byron.



Mindy's dad Tom Albery flies this P-39.

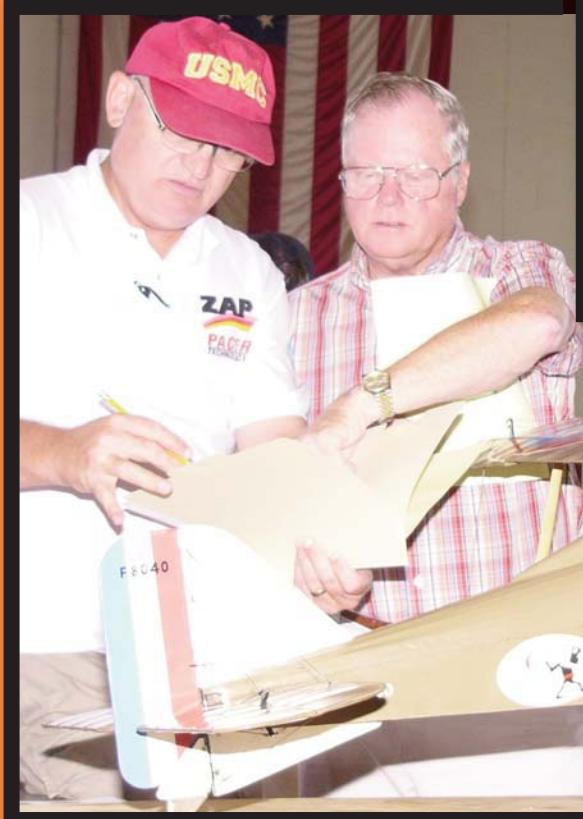


Richard Schneider a part of the 2008 US FAI CL Team at the Poland last summer, brought his fine-crafted Spirit of Saint Louis.



Above: Profile contestants Richard Byron with his Kawasaki KI 80 and Tom Albery and his F7F-3 Tigercat.

Left: Aaron Bauer waiting, waiting and waiting for static scoring judges on his Cessna 336.



Above: Jason Bauer and granddad Charlie keep an eye on their family's fleet of ships, waiting for the Armory to open.



Left: Mike Slaughter and Chuck Snyder checking the details on Steven Couch's S.E.5. Great detail with 40 louvers rotating in front of the radiator.



Hauling is always a challenge but Ed Mason has his two B-17s well nailed down. Some aeromodelers have limits on wingspan and height based on their hauling vehicles. Measure first, build to fit!



## Free Flight

Closing day of the 2009 FF Nats dawned clear and cool with a light breeze out of the northwest. By the 8 a.m. start, a flightline had been established and flying commenced. The light breeze quickly increased to 3-8 mph and would remain that way the rest of the day, along with blue skies and scattered puffy cumulus clouds.



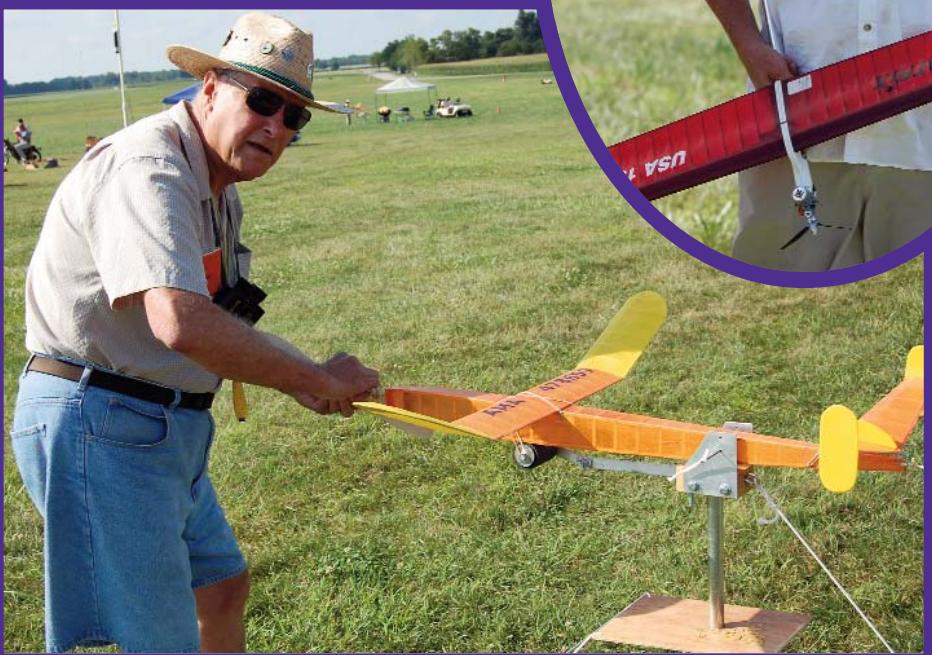
Faust Parker was the 1/2A Gas winner. Design is CnCMATRIX, developed in Ukraine and marketed by Faust in the USA.

Thermals were popping by 9 a.m. as the sun rapidly baked the green expanse of the AMA site. Temperatures rose to the low eighties by early afternoon—seasonable for Muncie in late July.

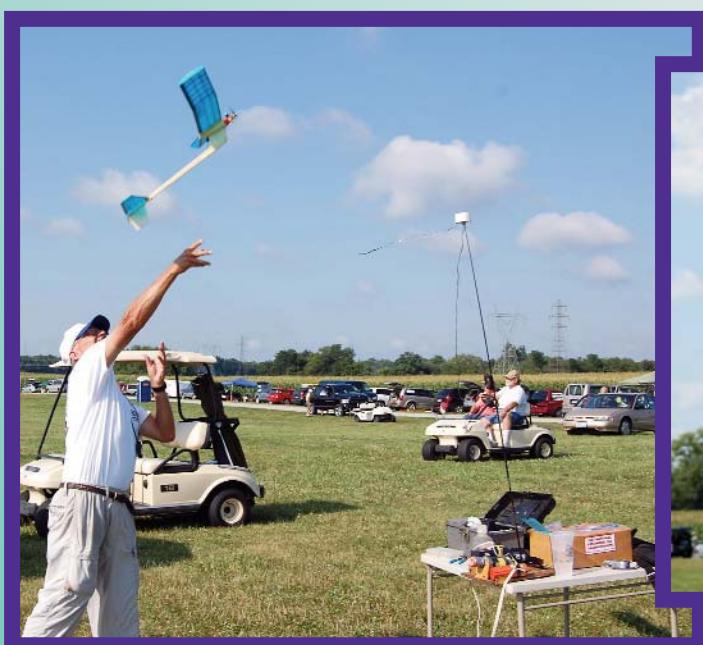
Classic Towline is a non-technical event that has really exploded in popularity since its inception around five years ago. It specifies a 50-meter towline, no circle tow or bunt, and a maximum of 750 square inches of total area. There is also no minimum weight requirement, making these models easy to tow and excellent riders of light thermal lift.

This year the event drew a surprisingly large number of fliers, making it one of the most popular events at this Nats. Making maxes was a tall order however. Famous fliers such as Stan Buddenbohm and Bob Sifleet struggled through the first two flights. That's another reason I think this event had become so popular: anyone with a well-trimmed model and the patience to pick good air can end up on or near the top. This time around that someone was Andrew Barron, one of the USA's best towline fliers. He was flying a very pretty V-dihedral model that looked to be an all-wood F1A from the 1980s.

Another non-technical event (and arguably the most popular event in all of Free Flight) is P-30. On Friday a whole lot of people had these simple and inexpensive birds in the air. Probably the best performance of the day was put in by the Junior winner Larson Ringlien, who scored three perfect



Carl Bakay winds his Casano for a flight in Old Time Stick on Friday. Carl is the hard-working NFFS membership chairman and retired from his job the week before attending this Nats. Congratulations, Carl!



Gene Smith and his 1/4A Nostalgia Gas Hothead finished second.



Furthest distance traveled to 2009 FF Nats was, without a doubt, Sergio Montes of Australia. Sergio wrote *NatsNews* earlier in the week; here launches a P-30 in Friday's competition.



max flights. About 75% of the Open fliers did not achieve that feat; way to fly, Larson!

Senior was won by Timothy Barron, and David Sechrist won Open after a dramatic tie with this writer on the second flyoff flight. The max was 180 seconds and both David and I scored 179, necessitating a tiebreak flight which David won easily.

1/2A Gas is another premier event, usually drawing about 50 competitors across the age classes. This year saw familiar group of names at the top: Faust Parker in first place, Greg Hinrichs in second, and Reid Simpson in third. All were flying Cyclon-powered bunters of around 275 square inches.

Rounding out the day's major events was 1/4A Nostalgia Gas, the event for guys who like their gas Free Flights *small*. These models all use the .020 Tee Dee which is not made anymore and is



Ed Konefes launches '55 Bilgri in Nostalgia Wakefield



notoriously difficult to make run well. Bob Hanford took home first place, followed by another Oklahoman, Gene Smith, in second.

In all, the last day of the FF Nats was a great one. A beautiful blue sky, not too much wind or heat, and good friends in a beautiful setting made us all reflect on why we love Free Flight so much.

How about another round of kudos to Contest Director Lee Campbell? Lee is a very able and likable man who ran one of the smoothest and most enjoyable Nats I've ever attended. Thank you again, Lee. I heard many other favorable comments throughout the week.



And don't forgot to thank the folks who made it all run *behind the scenes* in Free Flight: Bill Jackson and Graham Webster at the processing tent, Bob Laybourne and friends at the scoring tent, *NatsNews* editors Liz Helms and Ashley Rauen, along with Michael Ramsey and Jay Smith. [Ed. note: *Don't forget to thank Don, too. He and Sergio did a great job reporting the Nats and getting great pictures!*] And of course, all the other event directors, timekeepers, volunteers, AMA staff, family, and friends. Nats week is a special time for us kids and kids-at-heart, and you folks made it all the more special!

'Til Next Year,

—Don DeLoach

