



# NatsNews

Daily Coverage of the 2011 National Aeromodeling Championships

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**Friday**  
Scale Helicopter  
Wrap-up



**Inside:**



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# RC Helicopter

Photos by Jennifer Orebaugh  
and Rachelle Haughn.



**H**e's at the flightline judging, while she's typing away at the computer. And that's how it's always been. And it works.

Craig and Karen Bradley devote about one week out of their summer each year to the Nats. Craig spends most of his time judging, while Karen enters all of the scoring into the computer. She also makes sure her husband has a clean shirt to wear, finds things he needs, and takes him cold water to drink. Karen's typing in the trailer parked at the RC Helicopter Nats is frequently interrupted by pilots inquiring about their scores and general questions about the competition.

Karen may not be a pilot, but she knows plenty about helicopter competitions. Craig has been involved in the Nats for more than 20 years, Karen said. He began as a pilot and worked his way up in the ranks until he was named Contest Director in 1994. Until roughly five years ago, Karen just came to the Nats or International Radio Control Helicopter Association (IRCHA) Jamboree as a spectator. But when her husband decided to add the World Championship to the list of contests he helped with, he became overwhelmed.

"When the Worlds came, he was so busy." He asked her to help and "I've been doing the scoring ever since," Karen said.

Karen said she doesn't plan to ever fly a model helicopter, but she enjoys watching. "I like meeting the people and I like to watch. I like the part that I play; just scoring."

Craig first became interested in helicopters after the couple's son was born. "He was born a screamer, so (Craig) needed something to get him out of the house. He needed a hobby and it's a good way to meet people that have the same interests, and it's a lot of fun," she said of her husband's involvement in RC helicopter competitions.

"He started out with just liking the helicopters and buying the helicopters and it kind of grew. He kind of branched out. Once he gets involved in something he commits wholeheartedly."

When their two sons were children, both came to the Nats and the IRCHA Jamboree. One son became interested in flying helicopters, while the other was content to watch them with his mother.

Karen and Craig drove separately to the Nats this year, so they could transport all of the equipment needed for the contest. Karen said Craig arrived on the Saturday before the Nats began this year, so he could get everything ready for the pilots.

"You've got to measure it and set up the field before the pilots can fly," she said.

"He's really committed to it," Karen said of her husband and the Nats. "He's committed to making it better every year."

Along with serving as Contest Director for the RC Helicopter Nats, Craig helps with judging, is a member of the International Radio Control Helicopter Association (IRCHA) board of directors, and helps with the World Championship.

This year's RC Helicopter Nats wrapped up late Wednesday afternoon. Craig and Karen planned to pack up their trailer and equipment shortly after, and head over to the IRCHA Jamboree.

Karen said she is accustomed to traveling with helicopters. "He always has one with him—it's like a first-aid kit. You may not be able to find a Band-Aid, but you will be able to find a helicopter." Karen said she and her husband traveled to Texas last week and Craig wanted to bring both his helicopters and his guitar. She told him to pick one. Shortly after the Michigan couple arrived in Texas, Craig was wishing he had chosen the helicopter instead, she said. "Anywhere we go on vacation he takes his helicopter with him. It's always that 'just in case.'"

Craig has roughly six helicopters, with some still waiting to be built. Karen said some are hanging from their basement ceiling and she narrowly avoids hitting her head. →

—Rachelle Haughn  
NatsNews staff



# Scale Helicopter



# Heli WrapUp

After three days of flight, some intense heat, strong winds and stiff competition, the 2011 RC Helicopter Nats came to a close on Wednesday.

In the end, Contest Director Craig Bradley said he was pleased with the outcome, even though the number of participating pilots dropped this year.

"It went well," Craig said. "There were great people, great competitors. Everybody helped out. It was a safe Nats."

When all of the scores were tallied, rookie David Ford walked away with the top spot in the Sportsman Class. Also placing first were Tracey Dickinson in the Advanced Class, Erich Freymann in Expert, and Curtis Youngblood in FAI F3C.

Craig said the only pitfall in this year's contest was the dip in attendance.

"Well, it's a World Championship year and I've lost at least three people to Italy this year," Craig said could be why the number of participants was lower than previous years. Some of the pilots are preparing to compete in Italy next week in the 2011 FAI World Championship for Model Helicopters.

"We definitely need to get some new pilots in here," Craig added. "We need young blood. That's the future of this competition." Craig said he was happy that some younger competitors came this year, such as David Ford, 29, and William Ramsey, age 14. In all, there were four new pilots this year, he said.

David Ford may have excelled in his first Nats, but his father wasn't so lucky. George S. Ford lost a helicopter during the last day of the competition.

"George, here, was the sacrificial lamb," CD Craig Bradley said after the contest wrapped up for the year. George said his helicopter got caught in Wednesday's strong winds and crashed. Just days before he left his home in Illinois for this year's Nats,

he lost one of his favorite helicopters in a cornfield.

"I think there were some things that surprised the pilots, like the wind," said Karen Bradley, who tabulates the scores for the RC Helicopter Nats.

But, the wind didn't keep the pilots from trying their hardest to beat the competition. Most of the classes had some tight races with slight margins of victory. In the Expert Class, for instance, the first-place pilot, Erich Freymann finished with a score of 5,911.964, and the pilot finishing in second place, John Adams, had a score of 5,816.442. That's a difference of only 95.522. In the same class only 45.182 separated fourth- and fifth-place.

The race was even tighter in FAI F3C. Curtis Youngblood topped the class with a score of 3,000 while Nicholas Maxwell earned 2,938.445 points. Both will be competing in Italy next week. Their other teammate for the World Championship, Wayne Mann, also finished in the top five.

Craig said he was most impressed by Dave Miles this year. This year, Dave decided to move from Advanced Class to FAI F3C. Dave finished in ninth, but Craig was still proud of him. "He did remarkably well for somebody that took a leap of faith."

As for next year, Craig declined to guess who will be the toughest competitors. He said it depends on how much practice the pilots put in between this year and next.

As the awards were handed out on Wednesday, there were plenty of smiles, handshakes, and jokes. Both Craig and Karen were applauded for their efforts this year. Then, someone yelled, "I love you, man!" to Craig.

It was clear that this competition was about more than helicopters; it was about friendship. →

—Rachelle Haughn  
NatsNews staff



Judge Kevin Cordell explains pilot, Eyal Stein's, score.

Pilot John Adams, right, gets his picture taken by a reporter for *Model Airplane News*.



Pictured from left are Sportsman Class winners George S. Ford (accepting the award on behalf of his son, David Ford), first place; Dennis Groves, second place; and Roberto Munoz, third place.



Pictured from left are Advanced Class winners Robert Mairs, second place, and Tracey Dickinson, first.



Pictured from left are Sportsman Class winners George S. Ford (accepting the award on behalf of his son, David Ford), first place; William Ramsey, fourth place; Dennis Groves, second place; and Roberto Munoz, third place.



Pictured here are the top finishers of the FAI F3C Class. From left are Curtis Youngblood, first place; Nick Maxwell, second place; and Dwight Shilling, fourth. Not pictured is Wayne Mann, third place.



The winners of the Expert Class were (L to R): Eyal Stein, third place; Erich Freymann, first place; and John Adams, second place.



# Unofficial Scores

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

## Standings for Sportsman

2011 AMA National Helicopter Championships

Place	Pilot							Score
1	David Ford							6000
Normalized	1000	1000	1000	1000	1000	1000		
Raw	192	173.5	180	176.5	196	175.5		
2	Dennis Groves							5394.377
Normalized	859.375	861.6714	922.2222	929.1785	890.3061	931.624		
Raw	165	149.5	166	164	174.5	163.5		
3	Roberto Munoz							4729.128
Normalized	799.4792	685.879	797.2222	801.6997	698.9796	945.869		
Raw	153.5	119	143.5	141.5	137	166		
4	William Ramsey							4207.601
Normalized	575.5208	752.1614	680.5556	682.7195	698.9796	817.6638		
Raw	110.5	130.5	122.5	120.5	137	143.5		
5	George Ford Sr.							3417.392
Normalized	544.2708	657.0605	613.8889	640.2266	642.8571	319.0883		
Raw	104.5	114	110.5	113	126	56		
6	David Ford II							872.3958
Normalized	872.3958	0	0	0	0	0		
Raw	167.5	0	0	0	0	0		

## Standings for Expert

2011 AMA National Helicopter Championships

Place	Pilot							Score
1	Erich Freymann							5911.964
Normalized	960.8939	1000	1000	951.0703	1000	1000		
Raw	172	187.5	191	155.5	190.5	174.5		
2	John Adams II							5816.442
Normalized	1000	938.8666	971.2042	975.5352	939.6325	991.404		
Raw	179	178	185.5	159.5	179	173		
3	Eyal Stein							5453.168
Normalized	896.6481	837.3333	884.8168	1000	900.2625	934.0974		
Raw	160.5	157	169	163.5	171.5	163		
4	Dennis Purduski							4789.823
Normalized	743.0168	720	793.1937	917.4312	811.0236	805.1576		
Raw	133	135	151.5	150	154.5	140.5		
5	Doug Trent							4744.641
Normalized	907.8212	826.6666	850.7853	941.898	409.4488	808.0229		
Raw	162.5	155	162.5	154	78	141		
6	Timothy Tripoli							3910.542
Normalized	670.3911	517.3333	667.5392	672.7829	703.412	679.0831		
Raw	120	97	127.5	110	134	118.5		

## Standings for FAI F3C

2011 AMA National Helicopter Championships

Place	Pilot							Score
1	Curtis Youngblood							3000
Normalized	1000	1000	1000	1000	1000	1000		
Raw	251	258	262.5	258	255.5	260.5	255	
2	Nicholas Maxwell							2938.445
Normalized	990.0398	980.6201	948.5715	899.2248	888.454	969.2899	996.0784	
Raw	248.5	253	249	232	227	252.5	254	
3	Wayne Mann							2773.5
Normalized	944.2231	941.8604	939.0476	965.1163	776.908	928.9827	894.1177	
Raw	237	243	246.5	249	198.5	242	228	
4	Dwight Shilling							2738.624
Normalized	858.5657	885.6589	885.7143	899.2248	851.272	936.6603	911.7647	
Raw	215.5	228.5	232.5	232	217.5	244	232.5	
5	Nob Muraki							2484.249
Normalized	772.9084	827.5193	857.1429	850.7752	733.8552	823.4165	815.6863	
Raw	194	213.5	225	219.5	187.5	214.5	208	
6	James Haley							2373.525
Normalized	750.996	796.5117	832.3809	831.3953	751.4677	750.4798	801.9608	
Raw	188.5	205.5	218.5	214.5	192	195.5	204.5	
7	Rolando Perez							2319.259
Normalized	774.9004	775.1938	782.8571	798.4496	659.4912	798.4645	735.2941	
Raw	194.5	200	205.5	206	168.5	208	187.5	
8	Mike Goza							2073.063
Normalized	725.0996	773.2558	752.381	734.4961	655.5773	664.1075	652.9412	
Raw	182	199.5	197.5	189.5	167.5	173	166.5	
9	Dave Miles							2030.837
Normalized	597.6096	656.9767	676.1905	653.1008	579.2563	721.689	647.0588	
Raw	150	169.5	177.5	168.5	148	188	165	

4 rounds of Schedule P, drop the lowest round, normalized.

3 rounds of Schedule F.

4 total scores, drop the lowest.

## Standings for Advanced

2011 AMA National Helicopter Championships

Place	Pilot							Score
1	Tracey Dickinson							5980.52
Normalized	1000	1000	1000	1000	1000	980.5195		
Raw	137	147	155	147	169	151		
2	Robert Mairs							5716.238
Normalized	897.8102	1000	993.5484	904.7619	920.1183	1000		
Raw	123	147	154	133	155.5	154		

6 rounds of Advanced.

6 total scores.



Nick Maxwell.

