

NATSNEWS



CELEBRATING 90 YEARS OF COMPETITION

June 25

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CL Scale | RC Scale



Everyone arrived early Friday, and by 9 a.m. we had lots of airplanes lined up and waiting to be judged for static points. Static judging compares the three-view drawing of the full-scale airplane to the model, and also figures out if all of the details from the full-size aircraft are on the model.

Mike McCarthy from the West Coast brought his *very* detailed CallAir A-9 agricultural sprayer aircraft that includes throttle, flaps, flag drop, and a smoke system. This model is entered in Authentic Scale, and the cockpit is judged.

If you like multiengine models, the flying portion of the competition will not disappoint you. With two B-29s, a B-17,

a B-25, a Constellation, and a C-124, there will be the sweet sound of multiple engines running on Saturday and Sunday. For this year's Nats, 1/2A Scale is by far the most popular, with the majority being single-engine aircraft.

Jeff Hitchcock from Michigan has a P-39 that is flown in Fun Scale and even has a "mini-me" version flying in 1/2A Scale with the same paint job. Come out to the CL site and see all of these flying during the first round of the competition flights. Pilots can fly four official flights and the two best flights are used to help determine the final scores.

With the static judging complete, now it's time to get these models airborne! See you at the CL site! 🛩️



Caption Correction from the Friday Edition: The Shoestring Racer #16 was built by Robert Storick. He took first place in Sport Scale at the Brodak Fly-in. This was an error made by the *NatsNews* designer and not the author. *NatsNews* apologizes for the mistake. The online version of Friday's edition has been updated with the correct caption information.



Free WiFi available on site
for pilots and spectators!
FLYINGSITE2





We arrived a couple of days ahead of the start of the 90th annual National Aeromodeling Championships. I wanted to take advantage of the empty field and put in some practice flights as well as visit the museum and AMA Plans Service.

Camping onsite gives you a new perspective on the crews that do all of the work to make the grounds one of the very best flying sites in the country.

This year we had a change. For the first time, we will be flying off of Site 4 and a grass runway. Looking at the level of preparation where the field was sowed, rolled, leveled, cut, and vacuumed is pretty impressive. I put in four practice flights yesterday and three more today at Site 4. The grass is like a putting green. My clipped-wing Taylorcraft, also called a Sig T-Clips, really loves the grass.

Static judging was on Friday. The day started with great weather for both static judging and flight practice. Judges were ready at 9 a.m. and finished somewhere around 1 p.m. Friday afternoon. The modelers were eager to try out their different aircraft on the new grass runway.

Several found out that small wheels, and even jets, had no problem with this field. The closest thing it reminded me of was the polo field at West Palm Beach, Florida.

Cindy Wartman ran registration on the RC side of things and Event Director John Boyko took care of announcements, judges, and all the other items that event directors have to do during Nationals.

After the "Star Spangled Banner" was played and the flag was raised, we all started jockeying for positions to put in some more practice flights. Almost everyone had a great time, and the few that had problems were helped by their fellow competitors. One great thing about Scale is that everyone tries to help each other.

Our thanks go to Mike Barbee, who provided a pizza picnic on Friday evening for everyone in attendance! 🍕



Cindy Wartman and John Boyko kid with Earl Dever Jr. and Earl Dever Sr. at registration.



Tim Evans from Louisville KY assembles his ESM Me-109G for some practice flying on Friday. The ARF is powered by a DLE 55 engine and controlled by a Futaba 14SG radio system.



A view of pit row with all of the airplanes and modelers getting ready for static judging and some practice flying.



Mike Barbee's FM Wildcat in British colors waiting for static judging. It's a Bob Patton design, with a Moki 250 radial for power.



Paul Cain helps Dale Arvin with his T-6, a veteran of many Scale Nats, which was entered in Team Scale.



Mike Wartman looking like he would like to take the NASA raffle plane home with him. Hangar 9, Futaba, and several other companies made this possible.



Lawrence Harville holds his entry in Expert class, a Nick Zirola Douglas Skyraider with a 101-inch wingspan. It's powered by a DLE .61 gas engine, is painted with Behr Latex paint, and has 12 droppable rockets, two droppable napalm tanks, and one center tank.



Larry Botsford and his wife hold their Fiat CR.32, which was entered in the Designer Class, for the static judges. It was scratch-built from Larry's own plans and is covered in Solortex.



James Schroder flies his Jenny on a practice flight.



Steve Eagle's Russian Fokker D.VII on a low pass. The full-scale D.VII was used by many air forces around the world after World War I.

THE NATIONAL MODEL AVIATION MUSEUM

After checking in at Headquarters with Yolanda for the Nats, we went over to the AMA's National Model Aviation Museum to see what's new there. Many folks think this is just the "same ole stuff" and that couldn't be further from the truth. The displays are changing and new and interesting items are added all the time.

Talking with the museum director, Michael Smith, we discovered there are several exhibits new to the museum and a few are there only temporary.

The family of Bill Chaffee has loaned the museum his 1930 prize-winning Boeing P-12B Scale model, which scored a high static score of 97. Plans, static sheets, a trophy, letters, as well as the model are on display. The internal structure of the model is impressive—especially when you consider that he built all of the control surfaces to work with the appropriate controls in the cockpit (they all work). Bill won an impressive trophy, \$200 cash, and a trip to Europe.

All of this was from the *American Boy* magazine. The model is displayed

just outside of the classic hobby shop in the museum. Our thanks go to Bill's family for this impressive display of craftsmanship.

The museum has changed several displays and added others for modelers, those who visit the museum on school trips, and just the plain curious. Another new display is the Peanut Scale models and replicas of prize-winning models. This includes Henry Struck's Peanut Scale rubber-powered model. The museum also has a replica of the Howard Pete 1930s racer. The trophy for that first Peanut contest is there as well, and guess what the trophy has on it—yes, a peanut!


In the scale section of the museum, Mike Fumer's FF Focke-Wulfe 190 D-9 and his Fokker D.VII are displayed. Mike, who recently passed away, used his modeling skills to work at Industrial Light & Magic with George Lucas on films such as *Star Wars*, *Indiana Jones* series, the movie *Always*, and many others.

Scale Aerobatics is also now represented with the Reed Falcon, which won the Tournament of

Champions in 1984. Steve Rojecki flew the model and Don Chapman was the support person, as well as the mechanic. The display is dedicated in Don's memory.

Our AMA museum has been certified as a civilian museum by the National Museum of the United States Air Force, which means that our museum can obtain items on loan from that museum. Currently, the Muncie museum has a Raven, Pointer, four wind tunnel models, and a Batcam.

Also new is a virtual tour of the museum on the internet. This is still in the works, so it's something to look for in the future on the AMA website. Adding touch screens throughout the museum with three to four-minute videos of the different aeromodeling disciplines is also in the works. I view this as a huge improvement because aeromodeling and AMA need all of the positive press and PR that they can get in this modern media age.

I would like to thank Michael for the tour and all the wonderful information about the museum. Check it out! 

—Stan Alexander



The Boeing P-12B, built in 1930 by Bill Chaffee, that won a national competition. All of the controls in the cockpit work! Wow. Great craftsmanship.



A replica of Henry Struck's Howard Pete racer, which was the first Peanut Scale winner. Look for model plans for a DGA-3 Pete in the June 2016 issue of *Model Aviation*.

Hal and Gary Parenti waiting for static judging by the "it's 5 o'clock somewhere" bird.

