

2013 NATS

NATIONAL AEROMODELING CHAMPIONSHIPS
ACADEMY OF MODEL AERONAUTICS · CHAMPAIGN IL · MUNCIE IN

NatsNews

Academy of Model Aeronautics
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Bob and Tina Patton's big T-34B entered in Designer Scale 2012.

Today's Events:

RC Scale
CL Scale



Saturday, July 13

RC Scale Begins

Traveling to the Scale Nationals each year is a treat each and every time. We start thinking about the Nats months in advance—getting the airplane ready, and checking the radio system and all of the gear we need to make it a fun trip. We then send in the Nats entry form and entry fee. Should we purchase that new canopy for this trip? I guess we could use it on camping trips later.

Approximately two days before leaving home, we start really thinking about all of the other stuff we'll want to take to make the time at AMA more fun. I'll load a set of Scale plans for the AMA Plans Service to enlarge from $\frac{1}{4}$ scale to $\frac{1}{3}$ scale, and check the catalogs to see if there is anything else I want to purchase while we are there.

It's nice to be able to take a close look at the plans first hand and see what's new, or more than likely, what I've missed before.

I will see what I've got for the NASA raffle on Saturday night after the banquet, and think about what my wife and I will wear. The temperatures are supposed to be in the low 80s, and that's more comfortable than here in the South! So, dress appropriately.

When you get to AMA Headquarters stop in and register at the headquarters

building and then drive on out to the Nats' "White House" to register on Friday before Static judging. Be sure to pick up a *Model Aviation* press release and fill it out there also. That way you'll have a good chance to get your model and/or yourself in the *NatsNews* and/or *Model Aviation* magazine. Don't forget your AMA card for whatever part of the Nats you participate in!

Have you never been in a national competition before? Are you scared that your model won't measure up to the others? Are your flying skills not what you think they should be? These are all questions that have, in the past, stopped many modelers from entering competition, especially the Nats.

I usually start out nervous in the first round of flying, with three other models in the air at the same time. But I *do* try to meet my limited goals of: one, not finishing dead-last in my class, and two, going home with the model in the same number of pieces that I started out with. If I can do that I'm happy.

The idea is to go and have a good time and socialize with other modelers who are infected with the same love of Scale models that I am. It's a great time!

You may say that you have a Scale model but you didn't build it. Well, so what? There is a class for you, too. It's called Fun Scale and if you've never entered before in Scale competition, you can compete in the Novice class.

If you have been in the Scale Nats before, you can enter the Open class. You only have to fly nine maneuvers and there are plenty of people there who are willing to help you anytime. The maneuvers are Takeoff, Fly By, Straight Flight, Figure Eight, and Landing. There are also four optional ones that can include a straight flight out, procedure turn, and straight flight back, and you can throw in a roll for fun. Just pick out maneuvers you can fly and that the full-scale airplane is capable of performing.

Before you know it, it will be Sunday afternoon and it will all be over too soon. It will be time to pack up and go home. But like any event, the Scale Nats cannot happen without the skill and dedication of the National Association of Scale Aeromodelers (NASA) volunteers and judges who work to make this a successful and fun Nationals.

Hope to see you there!

—Stan Alexander, reporter, photographer



2012 Static judges looking at documentation for different Scale classes.



Steve Couch explaining the paint scheme to Ted Kraver last year before he was static judged.

Carroll Peck and Al Kretz with their big Doriner DO-23 bomber.



Jeremy and Dale Arvin holding up Dale's Yellow Aircraft SNJ or T-6 during static judging for Team Scale in 2012.



Saturday afternoon in the pit area, Show Center.



CL Scale Begins



Today's weather was cool with sunshine, low humidity, and light-to-moderate breezes—perfect for CL Scale pilots. These conditions make the takeoff runs and climbouts to level flight predictable.

As the pilots strive to fly their Scale aircraft in flight attitudes and procedures—such as use of flaps and retraction/extension of landing gear—at accurate scale speeds, they find that the less control inputs needed to correct back to appropriate attitude and altitude, the more they can devote their attention to accurate scale flight. These conditions will make the day an especially memorable and pleasant one for the pilots and judges.

Of course, as the day continues, the sun heats the fields and thermals begin to rise, making the wind direction more variable. Pilots, judges, and spectators will enjoy observing these accurately scaled and beautifully colored model aircraft

perform exactly like their full-scale counterparts, as is appropriate for specific aircraft. These features may include open bomb bay doors to drop model bombs, move turrets, drop parachutists, performing loops, or flying inverted. Even low swoops for agricultural spraying are possible for ag-aircraft models.

With all of these features to perform, to observe, and to retell and describe after the flying is done, the static judging scores will be combined with the flight scores. Everyone involved will enjoy the sights, photos, and the fun of participating in their respective roles.

Steve Cuthbert, reporter





CL Scale

Free Flight Wrap-Up

Day 5 of Free Flight began with a mist of fog on the ground, with dead-calm winds. The forecast was for northeast winds from 5-10 mph, sunny skies becoming partly cloudy, and a high of 77°. These conditions were welcomed after the early hot days this week.

Thursday's competitions included two AMA, six NFFS, and four FAC events.

The CD once again moved the central scoring area to the best position for the fliers to make the most out of the field. Indeed, one thing he commented on over and over again was the steady wind direction we enjoyed today.

The volunteers at the central scoring area contest were Amy Tomasch, who did the processing, and Greg Simon, who manned the scoring duties. Both did an excellent job of keeping up with the fliers, even at peak times.

There were no remote flightlines other than the FAC line, which was led by Chris Starleaf. Chris enjoyed many nice flights during the early morning hours.

The contest began in the AMA and NFFS events with a lot of fliers taking advantage of the early morning buoyant air with minimal drift. Indeed, it was not long before many of the races began to take shape. Unfortunately, the wind picked up approximately 11 a.m., probably in the 10-15 mph range, so the models traveled a bit farther at that point.

This final day of Free Flight had an interesting array of Gas events—ranging from the smallest ¼A Nostalgia Gal models to the largest Super D models, which by definition had to be a minimum of 1,000 square inches.

Many of these Super D models were flown without Variable Incidence Tails (VIT) and some were reminiscent of the days of old where bigger was better. These giants are often called “balsa clouds” because they indeed seem to cover the sun as they grace the sky. Although these models seemed to be present on the field, there was little official flight activity, probably due to the fact that the winds came up and possibly put these large models at risk.

In somewhat of a contrast to these Super D models are some of slightly smaller, more missile-like regular D Gas models flown by some of the competitors. More official flying was completed in the regular D Gas event. Gerald Brown pumped up seven straight maxes before leaving Bob Hanford behind when Bob dropped a max by just 2 seconds.

In contrast to the Super D models were the ¼A Nostalgia models typically powered by Cox .020 motors. Larry Davidson seemed to have this event figured out as he won with seven maxes.

Classic Towline Glider was won by Tom Ioerger, whose perfect score of 540 seconds represented the 2-, 3-, and 4-minute maxes as flown by this event's rules. Eleven fliers participated in this event, including Dave Edmonson who was second with a nice-looking Osprey, and overall Glider Champion, Stan Buddenbohm, who placed third.

The Rubber Band pilots flew three events, with P-30 being the most popular with 27 flyers making official flights. Cade Fedor topped the Juniors with a near max out and Robert Marier won Senior.

In P-30 Open, David Mills, who hails

from the Thermal Thumbers of Metro Atlanta, put up six maxes making the 3½-minute max. Dan Berry, known for his gas-model flying, was second, making 5 maxes and dropping his sixth. Dave Seachrist, a many times Nats P-30 winner, was third with four maxes plus.

The second most popular Rubber Band event was Old Time Rubber Stick with 15 fliers. Jim O'Reilly, from Wichita, Kansas, topped the list with a good score of 989 seconds. Ed Sneed put up four maxes to capture the Large Nostalgia Rubber event.

CD Joe Mekina began the final awards ceremony with a statement, “This one is in the books and here is the book,” while waving the notebook which he used daily to do the awards.

This is the end of the Free Flight competitions for the 2013 Nats. Wednesday's intense afternoon thunderstorm delayed flying by roughly three hours, but other than that there was no rain. Although the week's weather was not perfect, the fliers certainly enjoyed very flyable weather most of the time.

Thank you to everyone who made this week such a success. I want to give a shout out to the AMA maintenance crew's help with moving the central scoring tent and remote flightlines to a more favorable flying location almost every day.

I hope that everyone returns home safely and is excited to start building for future competitions. The next time that I return to the flying field *will be* sooner rather than later (especially not 15 years this time!) and I hope yours is soon, too!

— Elizabeth Johnson, reporter

Jenni Orebaugh photo.



Free Flight

Hank Sperzel with his yellow-winged Satellite 800 D Gasser.



Paul Masterman and his P-30.



Jean Paillet with his Classic Towline Glider.



Gene Christensen—D Gas.



Pat Murray with a fine-looking Twin Scale model.





Chris Starleaf, FAC event director, with his twin-engine Rubber Scale.



Stan Buddenbohm with his Classic Towline Glider. Stan won the overall Glider Champion award with dominant points from winning the Catapult and Hand-Launched Glider.



Bob Hanford turns loose his howling K&B-powered D Gas model. Bob was a close second to Gerald Brown in D Gas.



Bob Watson with his balsawood model airplane, G gas size!



Mike Richardson with his Rubber models.

Free Flight



John Schnobrich with his twin tail Rubber model.



The new National Champion in P-30, David Mills.



Dan and Carol Kane take a moment to pose with their models.



Bill Reuter with his 1/4A Nostalgia Gas model.



Dave Edmonson and a vintage Osprey he flew in the NFFS Classic Towline event.



James Ferwarda with his Rubber model.

Free Flight

ClassicTowline

74

1	Ioerger	Thomas G.	94350	Fulton	MD	540
2	Edmonson	Dave	9788	Eagan	MN	478
3	Buddenbohm	Stan	189385	Westminister	CA	454
4	Siffleet	Robert	18326	Glen Rock	PA	434
5	Powell	Chuck	465518	Benton	KS	429
6	Mollendorf	Joseph	25875	Amherst	NY	362
7	Lorblecki	John T.	655236	Hubertus	WI	358
8	Reuter	Bill	36554	North Olmsted	OH	319
9	Berry	Daniel	79311	Benton	AR	239
10	Tarcher	Ben	14553	Berekeley	CA	171
11	Pallet	Jean	2222	Lake Lady	FL	158

OTRubberStick

73

1	O'Reilly	Jim	9729	Wichita	KS	989
2	Moskow	Mike	70644	Severna park	MD	780
3	Konefes	Ed	53758	Wauconda	IL	780
4	Romak	Bud	27032	Lincoln	CA	765
5	Berry	Daniel	79311	Benton	AR	690
6	Sneed	Ed	556614	Columbus	OH	540
7	Crowley	Paul	2298	Warren	MI	530
8	Hardin	Edward	312473	Kingston	TN	494
9	Ferwerder	James	83710	Kenosha	WI	387
10	Guest	Bernard	245310	Calgary	AB	373
11	Stewart	Roy	20380	Princeton	IN	337
12	Richardson	Mike	29768	Westfield	IN	323
13	Scnobrich	JOHN	604608	Lake Bluff	IL	240
14	Crawford	Dohrman	1965	Dunwoody	GA	120
15	Gerszewski	James L.	367788	New Berlin	WI	0

Dgas

82

1	Brown	Gerald	79269	Henderson	TX	900
2	Hanford	Robert M	7272	Broken Arrow	OK	898
3	Marsh	Jack	99723	South Bend	IN	692
4	Marsh	Douglas K.	99724	Granger	IN	480
5	Sperzel	Hank	80586	Bellevue	NE	456
6	Dock	Denny	514011	Stevensville	MI	203

LgNOSRubber

71

1	Sneed	Ed	556614	Columbus	OH	540
2	Tomasch	Walter	539559	Mishawaka	IN	120

P30J

34

1	Fedor*	Cade	936871	Grandview	TX	344
2	Merrifield*	Jack	maac 82735	Minden	ON	315
3	Fedor*	Colby	754254	Grandview	TX	280
4	Marier*	Hannah	931731	Roswell	GA	240
5	Wicks*	Ian	103377	Normal	IL	220
6	Gerspacher*	Kyle	885651	Centerville	OH	220

P300

36

1	Mills	David	7717	Atlanta	GA	900
2	Berry	Daniel	79311	Benton	AR	792
3	Sechrist	David	574560	Bristol	IN	637
4	Hardin	Edward	312473	Kingston	TN	607
5	Markos	Charles	5869	Deerfield	IL	454
6	Juell	Thomas	854265	New York	NY	360
7	Guest	Bernard	245310	Calgary	AB	359
8	Perkins	Frank	16827	Tuscaloosa	AL	355
9	Masterman	Paul	182816	Porter	IN	354
10	Crawford	Dohrman	1965	Dunwoody	GA	336
11	Gerszewski	James L.	367788	New Berlin	WI	333
12	Richardson	Mike	29768	Westfield	IN	331
13	Richardson	Martin	18650	Grosse Ile	MI	312
14	Powell	Chuck	465518	Benton	KS	311
15	Gerspacher	David	762428	Centerville	OH	310
16	Matsuno	Chris	62927	St. John	MO	290
17	Surguine	Skeeter	33920	Ormond Beach	FL	277
18	Buxton	Jim	75154	Hilliard	OH	244
19	Pivitt	Richard	86371	Taylor	MI	240
20	Sheperd	Charles	85371	Longwood	FL	218

PeeWee30

67

1	Schuetzler	Robert	13271	Lorida	FL	2075
2	Abriss	Alan	53207	Rego Park	NY	1943
3	Kelly	Jim	37564	Yorktown	VA	1266
4	Kane	Dan	9192	Marion	OH	786

SuperD

53

1	Marsh	Jack	99723	South Bend	IN	480
2	Dock	Denny	514011	Stevensville	MI	309
3	Watson	Bob	5075	Morton Grove	IL	120
4	Christensen	Gene	831325	Elk Grove	IL	120

P30S

35

1	Marier**	Robert	842547	Roswell	GA	138
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QuarterANosGas

65

1	Davidson	Larry	118	Moneta	VA	840
2	Erridge	Roger	20953	Saranac	MI	480
3	Hanford	Robert M	7272	Broken Arrow	OK	445
4	Edmonson	Dave	9788	Eagan	MN	354
5	Dock	Denny	514011	Stevensville	MI	321
6	Fulmer	Keith	31552	Mishawaka	IN	292
7	Reuter	Bill	36554	North Olmsted	OH	205
8	Sheffer	Jackie	287	Little Rock	AR	201
9	Oliver	John	557832	Pierceton	IN	123
10	Wicks	Gene	5898	Normal	IL	56
11	Kane	Dan	9192	Marion	OH	43

Doug Marsh with his Pilfered Peal D Gas model.
Jenni Orebaugh photo.



Free Flight Scores

This week's events:

Sunday
RC Scale
CL Scale

Monday
Control Line
Pylon

Tuesday
Control Line
Pylon
RC Combat

Wednesday
Control Line
Pylon
RC Combat

Thursday
Control Line
Pylon
RC Combat

Friday
Control Line
Pylon
RC Combat

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us this year!**

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tuned to tomorrow's issue
for the answer.

