

# NATS 2007 NEWS



August 4, 2007  
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Scale  
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Wrap-up



## RC and CL Scale

### August 4

Rounds 1 & 2:

CL Sport Scale, Profile Scale, CL Fun Scale, F4B CL Scale, Designer Scale, RC Sportsman Scale, RC Expert Scale, RC Designer Scale, F4C Scale, RC Fun Scale Open & Novice, Team Scale

### August 5

RC & CL Scale

Rounds 3 & 4:

CL Sport Scale, Profile Scale, CL Fun Scale, F4B CL Scale, Designer Scale, RC Sportsman Scale, RC Expert Scale, RC Designer Scale, F4C Scale, RC Fun Scale, Open & Novice, Team Scale



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### Weather

Saturday  
Hi 89 F  
Lo 64 F  
Cloudy

Sunday  
Hi 83 F  
Lo 64 F  
T-Storms

Weather courtesy of  
WTHR's Skytrack  
Weather at  
[www.wthr.com](http://www.wthr.com).

The 2007 Scale National Championships started early Friday morning at the National Guard Armory. The armory is located roughly two miles from the AMA National Flying Site. Event directors Jim Rediske with RC Scale and Mike Slaughter, first-time director for CL Scale, had the airplanes lined up outside of the hall waiting for the judges to do their work.

Modelers from all over the United States came to compete this year. There are several from Texas and Florida and one from Utah. Static judging started at approximately 8:30 a.m. and finished up about four in the afternoon.

It took some modelers two days to drive to the Nats this year. Why go to those lengths to go? Because it's the National Championships for Scale. There will be an RC Scale Champion crowned on Sunday as well as a CL Scale Champion crowned on the same day.

The weather for today was hot and a little sticky, but there wasn't any rain and the winds were light. I've been to the last several Nats in Muncie and the weather in August has been better than in July. Several times in the July events, bad thunder storms

plagued the venue especially in the evenings.

There are a variety of classes which we mentioned yesterday. Sportsman Class is for those modelers who have started building their own models and have collected documentation from full-scale sources that support the model. These sources include books, photos, three-views, as well as information generated from computers about different aircraft.

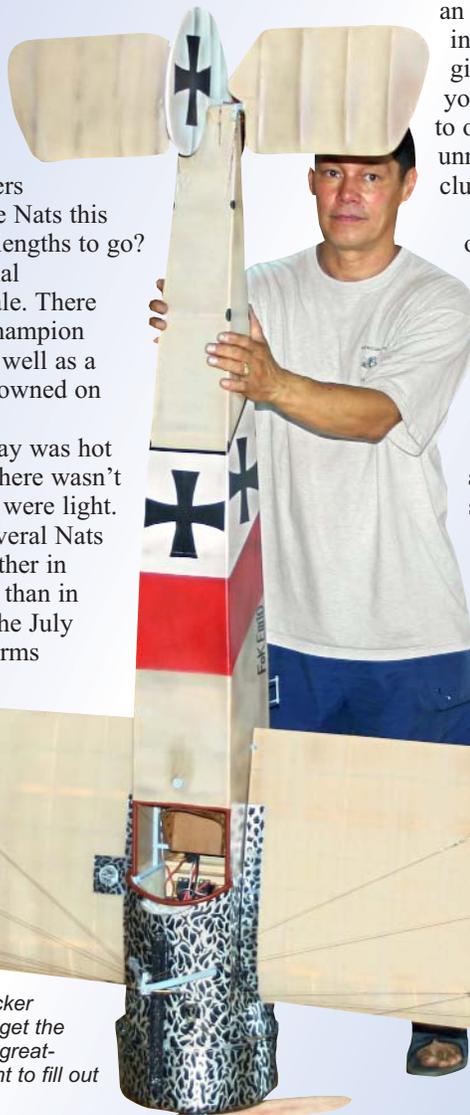
Putting together a booklet for the judges to compare your model to the full-scale aircraft is

an art in itself. You want to include enough information to give the judge exactly what you've done but you don't want to overwhelm him or her with unnecessary information that clutters up the booklet.

Airplanes are judged on outline, finish, color, markings, and craftsmanship. The score is up to 100 points.

Receiving a 100 score is very rare but it has been done in the past by a few modelers at different contests.

Static and flight score sheets are available on NASA's Web site. You can download a flight score sheet, with the maneuvers you want to fly already printed on the score sheet from the list of maneuvers in the AMA



A 1/3-scale Fokker Eindecker entered in Expert. I didn't get the modeler's name but it's a great-looking finish. It's important to fill out the press release forms!



Above: The Douglas Skyraider by Laurence Harville of Hurst, Texas. The Skyraider is also known as a Spad and a "flying dump truck" because of the tremendous amount of ordinance it could deliver in one pass.

Right: George Buso and Nats RC Director Wayne Yeager discuss important issues at the static judging site on Friday.

Below: Jim Martin and Gary Webb look over documentation while judging. It takes experience as well as being fair to everyone at a contest to make a good judge—of course you've got know the rules too!



After lunch many of the contestants and officials started making plans for dinner at various restaurants on McGalliard Road in Muncie. This is all part of the social aspect of any Scale gathering.

Time to get a good night's sleep and get ready for the flight competition in the morning (Saturday). Several will already be at the field by 6 a.m. preparing their aircraft, pit areas, and themselves for the day's flight competition.

More great information tomorrow! Fair Skies & Tail Winds.

—Stan Alexander

These judges are working on two separate aircraft at the same time. Working in teams of two they are working to accomplish all the static judging by the end of the day.

Rules and Regulations AMA Sport Scale. These can be seen at [www.nasascale.org](http://www.nasascale.org). Click on competition documents on the title page. No, you can't enter your scores, but you can use these sheets at many contests as well to practice with.

Tom Poole came to compete in two classes this year. Tom is from Weirton, West Virginia, which is close to Pittsburgh, Pennsylvania. Tom is registered in both Sportsman with his Piper Tri-Pacer as well as Fun Scale Novice with his Hangar 9 PT-19.

Ken Perkins came all the way from Lakeside, Arizona, this year with his Kinner Sportwing Model B-2. Ken scratch-built the model from modified plans from DGA designs. He covered the model in Sig Koveral and painted the

airframe with Rustoleum paints off the shelf. He too is entered in Sportsman. This is his everyday model to fly. It's great to see people from different parts of the country all converge on AMA's National Headquarters.

The judges, registration staff, and the scorers all took time out for lunch at the site and we have Shannon Ort to thank for the barbecue and drinks today! It's very much appreciated.



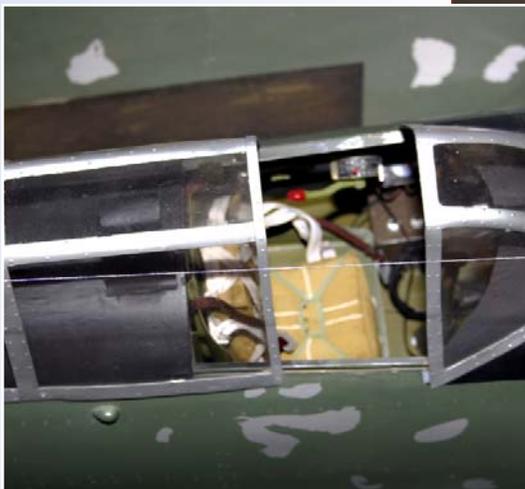
The Kinner Sportwing by Ken Perkins entered in Sportsman class. Look at the beautiful lines on this 1930s-era aircraft. Check out the engine detail.



Right: This P-51D model by Hangar 9 was built by Terry Nitsch. What's unique about this 1/5-scale model is that it's electric powered. Terry is entered in Fun Scale Open this year.



Below: Dave Voglund with his Ki-43 Oscar. The World War II Japanese Army fighter was very aerobatic. Dave stated that several replicas are being built now. He decided to build the fighter after viewing several of Dave Platt's scratch-building tapes. The model has a built-up fuselage and a foam wing with flaps and retracts. Check out the detail in the cockpit of Dave's model. This aircraft is entered in Designer Scale. While it's not required to build a full cockpit interior as he did here, it adds to the realism of the model.



Charlie Baker entered F4C FAI Scale. The pre-World War II trainer wasn't picked up by the military, but it makes a great model. This is the same model Charlie took to Poland in 2004 at the Scale World Championship.



The Albatros D.Va by Dave Johnson is entered in Designer Scale. The model is built to 1/3-scale and is all scratch-built. Dave plans to enter it model in next month's USA FAI Scale Championships also to be held in Muncie.



The SNJ, built by Dale Arvin and flown by his son Jeremy Arvin, is entered in Team Scale class. The big North American aircraft is built from a Yellow Aircraft kit. You can see his documentation in front of the starboard wheel.

# Free Flight

**Friday**—closing day for the FF Nats—featured more excellent weather, with very light southwest winds until approximately noon when the wind picked up and switched to westerly. Shortly thereafter, the flightline moved to the west side of the field.

The rest of the afternoon was mostly sunny, hot, and sometimes breezy—still very flyable, with average winds of roughly 5 mph. Contestants and supporters/timers were generally tired and sunburned, but still we flew!

Marquee events on Friday were: P-30, Classic Towline, 1/2A Gas, CD Classic, and OT Rubber Stick. John Seymour copped Open P-30 while Alexandra Proffitt won Senior. Surprisingly, very few max-outs were recorded in



*Tim Batiuk (L) gets set up to fly Classic Towline on Friday. He won the event with four maxes plus 118.*

this entry-level Rubber event.

1/2A Gas was a horserace between Reid Simpson and Bob Hanford. Hanford ended up outlasting Simpson with an impressive 1,200 second total. “I just flew a little faster than Reid and was able to stay one flight ahead of him all day,” he said.

Hanford was flying his reliable Pilfered Pearl 310 with Cyclon power—a non-autosurface model. Reid’s model used the opposite approach: full auto-stabilizer, auto-rudder, and bunt transition.

Classic Towline is a new event that has really caught on in the FF community. At this Nats there were 14 fliers who made official

flights and another dozen or so entered. Tim Batiuk ended up winning in fine fashion with a max-out plus two fly-off flights, holding off a late surge by Gary Baughman.

Batiuk broke his #1 model and lost his backup in the corn on his first fly-off flight. He was sitting in first place, but was vulnerable because he had no more models. Meanwhile Baughman was maxing out just as Tim’s model was found by another competitor, enabling Tim to put up a safety flight of 118 seconds to pad his lead.

Gary launched for his first fly-off flight with only 14 minutes left in the contest. He needed a max of 240





Above: Faust Parker (R) is worn out but happy after his grueling fly-off victory in F1J. Settling the tie required a series of five progressive fly-off flights. He holds the McNeill Cup for F1J and the accompanying prize: a Cyclon .049 engine.

Right: Bob Hanford (R) receives the Jim Clem Memorial trophy for high time in AMA Gas. Clem was a former club mate of Hanford's in Oklahoma.



Brian Van Nest, first in F1G (Coupe d'Hiver), receives the Dick Black Memorial trophy.

seconds and then needed to retrieve the model, record the score, and launch again for a flight of 119 seconds or better in order to beat Tim. It was a valiant, frenzied effort but Gary dropped the first fly-off with a time of 122 seconds. "That was a lot of fun, a real team effort." Baughman remarked, underscoring that this great sport is not all about winning.

What a week! It was another memorable FF Nats in Muncie, Indiana, despite a full day of wind (Monday) and some oppressive heat later in the week. It didn't rain on any of the days—a first in recent years—and the number of flightline moves required was minimal.

CD Jerry Murphy did an *outstanding* job managing and executing this contest, leaving very tough shoes to fill. Murphy's idea to award the Nats perpetual trophies on the field after each day's flying was a big success. For the first time in almost 20 years winners got to hold these trophies in their sweaty, deserving hands. It felt like the winning locker room after the Super Bowl. This kind of emotion is really healthy for our sport.

Murphy could not have pulled off this Nats without his large cadre of volunteers. All the individual event directors gave up at least one day of flying to run events. And the scoring and processing tables were staffed by the same main volunteers throughout the week.

Murphy thanked these stalwarts by creating large thank you notes that hundreds of contestants signed. Without these people there would be no Nats so be sure and remember their names: Bill Jackson, Charlie Sotich, Mary Schuettler, Bob Laybourne.

And how about the dedication displayed by J.P. Kish, *your* National Free Flight Society membership chairman, for staffing the NFFS booth all week? J.P. sold lots of T-shirts, hats, and brand new 40<sup>th</sup> Anniversary NFFS decals, among other items.

Murphy also thanked the many AMA staffers who went above and beyond to serve the FF community this week. From the ladies in the AMA Headquarters, to the hard-working field staff, to Executive Director Jim Cherry (who was on the field at times throughout the week), AMA displayed a lot of interest and effort on behalf of Free Flight.

Lastly I want to recognize a behind-the-scenes hero of the Nats: Liz Helms. She and *Model Aviation's* Michael Ramsey have spent countless hours putting the *NatsNews* together and honing it to online and print perfection. The finished product has been eye-catching, upscale, and very creative.

**Until next year ... Keep 'em Flying Free!**

—Don DeLoach

*Note: FF scores will be posted online in a separate newsletter. Check out [www.modelaircraft.org/events/nats.aspx](http://www.modelaircraft.org/events/nats.aspx) for newsletters and scores.*



Logan Tetrick was first in Junior F1G.



*John Pratt placed highly in Old-Time Rubber Stick with this great Casano.*



*Guy Scott (R) readies his ancient Dragmaster for a flight in Classic Towline. The model is more than 30 years old.*



*Gil Morris gets off his hot-climbing 1/2A entry. He finished in third place.*



*Denny Dock flew this gorgeous Dixielander in CD Classic Gas on Friday.*

