

NATS 2007 NEWS



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RC and CL Scale

August 4

Rounds 1 & 2:

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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.

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!



Rules and Regulations AMA Sport Scale. These can be seen at 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.

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.



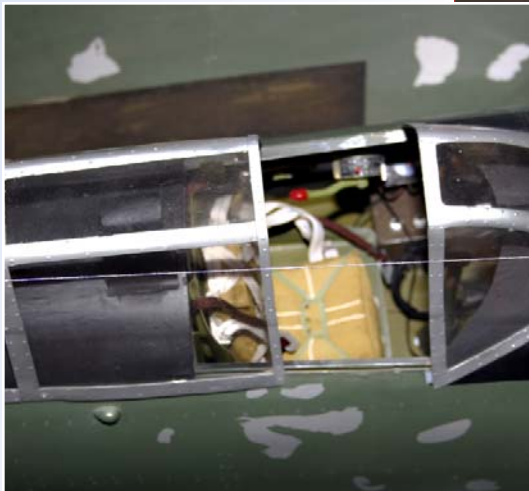
The Kinner Sportwing by Ken Perkins entered in Sportsman class. Look at the beautiful lines on this 1930s-era aircraft. Check out the engine detail.



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.



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





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.



