

MODEL AVIATION®

Official Publication of the Academy of Model Aeronautics

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Slope Soaring in the Midwest

History of Model Engines

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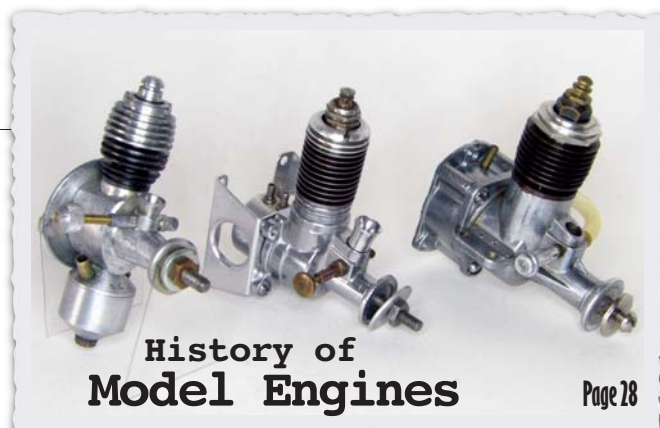
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ABOUT THE COVER

Mike Bailey launches a Leading Edge Gliders 60-inch span EPP foam Lockheed P-80 Shooting Star during the Foam Warbird race at the Midwest Slope Challenge at Wilson Lake in Lucas, Kansas.

This event has brought modelers from across the country together for 18 years, and who better to cover it than *Model Aviation's* own "Slope Soaring" columnist, Dave Garwood. If you want to hit the slopes and get in on all the fun, Kansas is the place to be in May 2012. Photo by Dave Garwood.



AMA President Bob Brown

President's Perspective

I'm here to serve you the best I can

My sincere thanks to all who participated in the Academy's voting process. I hope my term as president will illustrate why I had so much positive support.

I would like to highlight the individuals who provided assistance, but it is impossible because there are so many. However, my main supporter, my wife JoAnne, deserves a special thank-you.

My gratitude is extended to Bill Oberdieck and Bruce Nelson for their years of service to the AMA Executive Council. Several new people have been added to the council and others have changed responsibilities. I welcome former District II Vice President (VP) Gary Fitch as AMA's Executive Vice President.

AMA's new district VPs include Eric Williams, District II; Mark Radcliff, District III; Tim Jesky, District VII; and Mike Mosbrooker, District XI. The new members have extensive credentials and will prove to be positive additions.

In the upcoming months, the FAA will certainly be the major focus for our entire membership. Our campaign to resist undeserving federal regulations will undoubtedly require input from all who care about aeromodeling.

Everyone must meet the challenge this will present. We must act in a swift, professional, mature manner.

Because of the lengthy lead time required for this magazine, please visit our government relations section of the website regularly. There you'll find the most up-to-date information and calls to action.

Your government relations team has been fighting hard to preserve your flying privileges for the past three years. Much talent and treasure has been expended on our behalf. When the call to action to write letters of protest to Congress and the FAA comes, please heed that call. I know you will, and thank you heartily in advance.

Additional membership programs will be generated in the near future. If the Academy has any real pitfalls, it is the fact that it relies on dues for its major source of income.

We will begin a concerted effort to generate non-dues revenue. Various avenues will be approached. More information about this will be presented in the near future.

As I write this column, I am attempting to populate the committee structure of the Academy. Fortunately, we have a large number of willing and capable members. If you have the desire to serve, please advise your district vice president, Executive Director Dave Mathewson, or me.

The Academy has numerous benefits that seem to be unknown to its members. One of those is our perseverance to obtain flying sites. This past fall, District IV VP Bliss Teague, several AMA members, and I proudly represented the Academy at the Soaring 100 on the Outer Banks in North Carolina.

One of our locations was Jockey's Ridge State Park. This park has the tallest natural sand dune system in the Eastern United States. While there, we became friends with Debo Cox, the superintendent of the park.

We have been granted the right to fly

electric-powered models and gliders on the dunes. I am sure this will entice several of our members to vacation on the Outer Banks.

Model Aviation is planning a distinctive new look. Rob Kurek and the *MA* staff have worked hard to generate these changes. Rob has also negotiated a contract with a new printer to reduce the cost and generate a more pleasing publication.

This effort will evolve over the next few months. I am sure you will like the new look.

The AMA Headquarters computer system is also being improved. New equipment will allow us to increase our productivity and generate a more efficient online profile.

Some of our software is at least 25 years old. This is being updated as quickly as financially possible. I am sure you will see positive changes here, too.

I look forward to meeting you! I will be at several different activities including the Westchester Radio AeroModelers (WRAM) Show in Secaucus, New Jersey, February 24-26 and the Weak Signals Expo in Toledo, Ohio, April 13-15. Stop by the Academy's booth and say hi!

As your new president, I'm here to serve you the best I can. Please communicate with me early and often. We're all in this together. *MA*

Bob Brown
AMA President
bobb@modelaircraft.org

Mission Statement

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities.

The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

BY NOW most readers should be aware that we have been working on a redesign of the magazine, especially if you read my editorial in the November 2011 *MA*. It is not an easy task and we enlisted the help of an outside design firm to assist with the process. It has been seven years since we gave the flagship publication a makeover and that was done completely in-house.

Everyone in the publications group has been involved and provided valuable input. I have spent time in several meetings and discussions that are reminiscent of an eye exam. Instead of the doctor flipping a glass sphere in front of my eye saying, "Is this better, or this better?" I am looking at treatments of the *Model Aviation* logo or different design philosophies for the contents of the magazine.

I've spent time at the local bookstore pouring over all manner of magazines trying to figure out ways to make the magazine even better. We have asked for reader input and engaged some of our advertisers for feedback as well.

We have instituted a few changes in the past year and have received generally positive comments. So if you are currently enjoying the magazine, you may wonder, "Why a redesign?" Ultimately, our goal is to continue to improve your magazine. We want our members to consider it a benefit, not just something that comes with membership.

We want to improve the readability of the magazine as well as the look. We will be making changes to the font to make it easier to read. We will freshen up the columns and make it easier to get the information you are looking for. In the end, we want to streamline *MA* and add a little polish.

The biggest challenge with the magazine, however, won't be solved with a redesign. Our greatest challenge is providing the appropriate content to satisfy 142,000 readers.

In a recent conversation with a professional in magazine design, I was told that ours has far too many columns and the trend was either to cut them back to only a few or to get rid of them completely. Those outside of our hobby neither understand, nor can fully appreciate, all the different disciplines we cover.



Editor Jay Smith
jays@modelaircraft.org

We will continue to provide you coverage across the spectrum of modeling with a little more focus on Free Flight and Control Line in 2012. I already have plans to bring you an excellent FF construction article as well as coverage of the 2012 Brodak Fly-In.

If you don't see the amount of coverage you would like on the disciplines in which you participate, I challenge you to let me know and to provide topics you would like to see covered. Point me in the direction of more people who are willing to write and submit articles on the topics.

I'm happy to share with you that the publications department has many exciting things planned for 2012.

Relaunching the *Model Aviation* website was phase one of our digital strategy. The website is designed to be a supplement to the magazine with additional content, not a replacement for the magazine.

The next phase involves launching a digital magazine, which will be an exact replica of the print magazine in electronic form. By mid-2012, we will also begin offering a magazine app of *MA* for viewing on tablet devices such as the iPad.

I hope you enjoy this month's issue and look forward to next month's redesign and the electronic content we will have available for you. Thanks for being a loyal reader of the magazine and a supporter of the AMA! **MA**

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Navy Nats Memories

I read with much interest the article on "History Preserved: The Navy Nats" on page 10 of the November issue of *MA*. As a young boy I attended the Nats in 1962 and 1966 at Glenview NAS [near Chicago] as a spectator. I was 10 and 14 years old respectively.

I saw my first radio-controlled aircraft fly at the 1962 Nats, unfortunately without too much success. I also remember seeing free-flights, both indoor and outdoor, and many u-control planes, both nitro powered and Dina-Jet powered. Two free-flight planes I remember seeing were flying saucers. If I remember correctly, these were powered by .049 engines. Both disappeared out over Lake Michigan and were not seen again.

Indoor was also held at Glenview NAS. I still see hand-launched gliders spiral up into the rafters of the hangars and floating down gracefully. All manner of rubber-powered planes, from scale to micro-film models to Bostonian-style to what have you, were always in the air being tested or flown for times.

Unfortunately, Glenview NAS has been virtually obliterated and no longer exists, which is sad as *many* of the WW II Navy carrier pilots were trained at Glenview. Some of the planes they flew are now at the bottom of Lake Michigan.

The picture of young Mark Jordan caught my eye. The engine on his helmet looks to be one of the old .049 engines, maybe from one of the Jimmy Walker Firebabies. Of note is the prop on this engine. If I am correct this appears to be one of the metal props that came with the Firebaby. I still have one of these in my flight box but *only* as a reminder of days gone by.

The Firebaby was my first U-control [Control Line] plane and I still have fond memories of flying it. If you hit the ground too hard with this prop it was soft enough to be bent back into place or close enough to resume flying, provided the plane did not get smashed.

I have been a member of the AMA off and on since the late 1960s, more on than off. I am more involved in this hobby than I ever thought I would be, but that is another story. One time I do wish to tell you about.

My ex-neighbor's wife was born and raised in Germany. Relatives came to visit one time and included two young boys of about 12 or 14 years of age. They spoke no English and I speak no German. They saw me flying a paper plane, *yes, paper*, in from of my house and wanted to try it. For the next 1 to 2 hours we folded and flew all manner of paper planes. I would show them how to make the folds and they would copy my moves.

We had a ball! Doing this type of thing keeps us young and may interest more young people in our great hobby. Keep up the great work.

—Craig Dieter
via email

Disappointed

Having not seen *Model Aviation* online for some time, I was momentarily enthused about seeing the December 2011 issue; I was momentarily ready to tell you to quit mailing it [the magazine] to me.

Alas, just like all previous things *Model Aviation* has done online—just attempts, nothing complete! It was only 12 pages. And the cover even had a request for a poll entry. Quit messing around, get the magazine online, quit spending your (and my) money for postage.

Enthusiasm crashed to total disappointment.

—Robert McClure
via email

We are currently working to have a digital version of Model Aviation and a magazine app for tablet readers available later this year. The website we recently launched was phase one of our digital strategy. The website is designed to be a supplement, not a replacement for the magazine.

The next phases involve launching a digital magazine, which will be an exact replica of the print magazine in electronic form. By mid-2012 we will also begin offering a magazine app of Model Aviation for viewing on tablet devices such as the iPad.

We encourage you to visit www.ModelAviation.com/digital to learn more about the role of our website, digital edition, and magazine app.

—Jay Smith
MA Editor



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2012 National *Aeromodeling* Championships

The AMA Executive Council has approved the schedule for the 2012 National Aeromodeling Championships (Nats). The Indoor FF events will be held May 23-27, 2012, at the East Tennessee State University Mini-Dome in Johnson City, Tennessee.

The Outdoor events will be held at AMA's International Aeromodeling Center in Muncie, Indiana. The dates are as follows:

RC Scale Aerobatics: July 9-12
RC and CL Scale: July 13-15
CL (Navy Carrier, Precision Aerobatics, Racing, Combat, Speed): July 16-21
RC Pylon Racing: July 16-21
RC Combat: July 17-20
RC Aerobatics: July 22-26
RC Soaring: July 28-August 5
RC Electric: August 5-8
FF Outdoor: August 6-10
RC Helicopter: Aug 11-15

If you have participated in the Nats within the last two years, you will receive an entry form in early February. For more information or to obtain an entry form, visit www.modelaircraft.org/events or call (765) 287-1256. **MA**

—AMA Staff



Passing of Hall of Fame Members

MA staff regrets to report the passing of two very important modelers who are also Model Aviation Hall of Fame inductees. Bill Young (Class of 2011) and Warren Williams Sr. (Class of 2006) both passed away near the end of 2011.

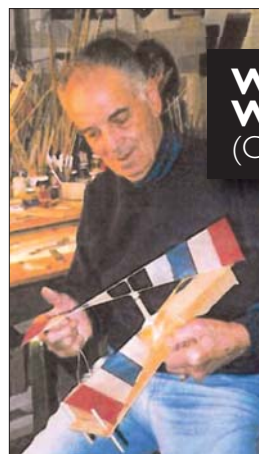
Bill first got hooked on model aviation in 1941 and went on to dedicate the majority of his life to helping children get involved in the hobby.

Warren Williams, a modeler for more than 81 years, was an avid competitor, builder, and aeromodeling teacher.

Both men will be greatly missed by the modeling community.

To read more about these amazing modelers and others, please visit the Hall of Fame Web page at www.modelaircraft.org/museum/hoflist.aspx. **MA**

—MA Staff



MEET AMA PRESIDENT BOB BROWN

Bradford, Pennsylvania, resident Bob Brown, 66, has been elected to a two-year term as president of the AMA. He and his wife, JoAnne, have two daughters and four grandchildren.

He visited AMA Headquarters shortly after the election ended, and sat down for an interview with MA staff.

MA: How old were you when you became involved in aeromodeling? What was the first thing you flew? Also, what sparked your interest in aviation?

BB: I'm 66 years old I've been involved in model aviation probably 60 years. The first plane I ever flew was a FF model.

The original Piper Cub was made in Bradford, Pennsylvania. It was over the hill from my house; roughly 3 miles. The factory burned down in 1936 so it was well gone when I was born. But the residue from it, the fact that I could sit in my backyard and all of these Piper Cubs were constantly flying over my home ... it really lit my fire.

MA: What do you like to fly?

BB: In all honesty I like to consider myself a modeler. What do I like to fly? Whatever whim I have. I've been around the circuit for quite a few years and I can usually do very well at whatever I want to do. I can try to fly [just about anything].

MA: Do you have any other hobbies?

BB: I have an extensive garden railroad in my backyard. Not only do I have electric power, I have steam power also. The garden railroad, it allows me to express my modeling interest in another facet.

I haven't played with [RC] boats in years, although I have a very close friend who's building one now. I won't say that I won't be building one.

You'll also find automobile racing is a real big bag for me; primarily dirt. I don't like to say that I'm refined. Even though I'm 66, I still love to play and I [am] into drag racing. I was into go-karts. I could easily be into Sprint Cars.

MA: How many years did you serve in District III and in what capacities?

BB: Let's say I've served the Academy for over 30 years. I started out with the FAI program, was the subcommittee chairman with that, and became involved within the hierarchy the infrastructure of the Academy. I was a VP [district vice president] for 21 years. Some people say I was a VP for too long. But I must have been doing something right if I was reelected that many times.

MA: Why did you run for AMA president?

BB: To make the Academy bigger and better.

I'm not here as president, I'm here as the team leader. The team is composed of the Council, the employees, and the membership. I don't want to be known as "Bob the president." I want us to focus as a team, work as a team, and be as productive as we possibly can for the benefit of the Academy.

My campaign statement started out with the word "fun" in the first

sentence. It concluded with the word "fun" in the last sentence. Modeling is fun. When the fun stops, the enjoyment is absent. We're in this for fun.

MA: How can we get the new generation interested in aeromodeling?

BB: We have that new generation out there. All we have to do is recognize them in a fair manner.

I lead by example. As a [shop] teacher, I reached thousands of kids. I could say yes, some of my kids are now full-scale pilots. I take great pride in the philosophy that if you believe in someone, they'll believe in you. That means a lot to me.

MA: At the end of your term, what would you like to look back and see as your accomplishments?

BB: The main thing right now is a satisfied membership in relation to the FAA. That's number one. Number two would be an increased membership in the Academy. Number three would be a feeling by each Academy member that the Academy is of value to them.

MA: You mentioned FAA being the number-one concern. How do you feel about the problem and what might need to be done?

BB: The problem with the FAA is probably the most challenging problem that we have ever encountered. It could ruin model aviation as we know it today by limiting our enjoyment of the hobby.

MA: Other than the FAA issue, what is the biggest challenge you think the AMA might face?

BB: Decreasing membership.

MA: As president, what are you most looking forward to?

BB: I want to see people having fun. **MA**

The Academy recently welcomed Life Members Dan Cox (Tucson AZ), Jason Safabash (Mission Viejo CA), Richard Karrigan (Bass Lake CA), Mike Schmidt (Glenzdale AZ), James Petraits (Martinsville IN), William Vogel (New York NY), John Yuill (Hoffman Estates IL), Russell Deedon (Anderson CA), and Dhoncheer Garcia (Grovetown GA).

For information about becoming a Life Member, contact AMA Headquarters at (800) 435-9262. **MA**

—AMA Membership Department

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Model aircraft standards

By the time this article is published, it is likely that the small Unmanned Aircraft System Notice of Proposed Rulemaking (sUAS NPRM) will have been released and in the hands of the aeromodeling community. If not, the release is eminent.

As I write this in early December, the proposed rule is on the desk of the Secretary of Transportation and is poised for submittal to the Office of Management and Budget, which is the last step in the review chain before the NPRM is published.

The significant restrictions projected for model aviation in the proposed rule are alarming. The restrictions include limitations on where and how model aircraft can be flown, limits on model aircraft performance, and other operational limitations.

Representatives from FAA's Unmanned Aircraft Program Office have told us for months that the modeling

community is not going to like the proposed rule. That's an understatement!

If there's a silver lining in the proposed rule, it's the provision for community-based organizations such as the AMA to develop and submit their own set of model aircraft standards that, if adopted, can be used as an alternative means of complying with the sUAS regulation.

This concept reflects FAA's view that model aircraft operations, conducted under an established safety program and oversight of a community-based organization, present a significantly lower risk to the public than the modeling activity occurring outside of such a program. The AMA does not necessarily disagree with this premise, however, we do question the effectiveness, enforceability, and advisability of such an approach and we have grave concern regarding the potential impact of dividing the aeromodeling community.

This two-path concept stems from the recommendation put forward by the sUAS Aviation Rule Making Committee in its report to the FAA in April 2009. In May of 2009, AMA put together a workgroup composed of AMA members and representatives from a broad spectrum of

aeromodeling disciplines to develop a set of model aircraft standards for use by the modeling community. This committee has worked tirelessly in structuring and designing a set of standards aimed at allowing the model aircraft activity to continue in much the same way as it does today.

Although the model aircraft standards are based upon AMA's National Model Aircraft Safety Code and current safety programming, the standards are much more detailed in their specificity. Safety considerations that are commonplace and arguably common sense are spelled out in the standard to ensure that the most inexperienced modeler understands the safety considerations and can operate his or her model aircraft in a safe and responsible manner.

The standards, currently under development, address selecting a suitable flying site, preflight procedures and preparation, model aircraft operations including high-performance flight, operations at altitude, and post-flight procedures. The standards also include AMA's Turbine Waver and Large Model Aircraft programs. There is very little in the standards draft that is not already part of our current approach to safe model aircraft operations; it's merely spelled out in much greater detail.

The workgroup is continuing its effort to develop the standards and this work will likely continue for many more months to come. As we get closer to a final product, the proposed standards will be presented to the membership and open for comments and suggestions. For now, however, our primary concern is our response to the NPRM and proposed sUAS rule.

The AMA website contains the most current information regarding the NPRM and provides guidance and information about how to respond to the call for public comment. Please make sure that everyone you know is aware of the impending regulation, and ensure that everyone who shares our love for this hobby is well-informed and participates in the response to the proposed sUAS rule.

Timely updates regarding the sUAS rulemaking can also be found on Facebook by Liking "AMAGov," and on Twitter at <Twitter.com/AMAGov>. **MA**

—Rich Hanson

Government and Regulatory Affairs
amagov@modelaircraft.org





Call to action—AMA needs your email address!

Aeromodeling needs you now. As the collective voice for model aviation, it is vital that AMA has your email address on file immediately to keep you up-to-date on the FAA regulations.

Communication is essential to protect your flying privileges that will soon be under attack from the federal government. We need to share with you background and resources to protest these pending, onerous, and undeserving restrictions on model flying.

Don't delay! Go to www.modelaircraft.org and then click on "Your Account" located on the top right of the page to login to your account. Confirm the address we have on file so when the time comes to respond to the FAA's notice of proposed rulemaking (NPRM), you'll be ready to communicate appropriately to our national leaders that model aviation is just fine the way it is.

To get the most up-to-date information on this issue, be sure to visit www.modelaircraft.org/gov. **MA**

Where We Stand!

- Throughout the past 75 years, model aviation has posted an impeccable safety record—one that surpasses any other aeronautical activity in the aviation community.
- We are an exceptional group of recreational modelers, and under AMA's leadership the modeling community has proven to be decisively effective in self-policing our hobby and sport.
- We believe that we have proven our ability to operate safely and harmoniously in the National Airspace System (NAS). We have clearly demonstrated that aeromodeling activity is distinctly different and separate from the commercial sUAS community, which poses a different set of concerns that is the primary focus of the FAA's need to regulate unmanned aircraft.
- We believe the inclusion of model aircraft in the sUAS rule to be extremely impractical, unnecessary, and a questionable use of taxpayer dollars.
- We are concerned that model aviation will be unduly curtailed for future generations, especially for young people who represent general aviation's pipeline of talent.
- Model aviation has a proven track record and poses little to no threat to the safety of the NAS, the general public, or community property.