

# MODEL AVIATION®

Official Publication of the Academy of Model Aeronautics

December 2011 \$4.95



**IRCHA**  
Jamboree

Build your own  
**AH-56**  
Cheyenne

Mastering  
straight lines



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## ABOUT THE COVER

Art Hughes paints an artistic display of 3-D flight with his new Miniature Aircraft Whiplash helicopter during the 2011 IRCHA Jamboree. The model is controlled by the Futaba fly-by-wire CGY 750 flybarless rotor head system. He says that the advanced technologies in the machine and electronics allow him to push the flight envelope to radical new levels. More than 900 enthusiastic helicopter pilots traveled worldwide to see pilots such as Art fly at the AMA National Flying Site in Muncie, Indiana. The annual IRCHA Jamboree is truly a helicopter pilot's Woodstock.



AMA Executive Vice President Mark Smith

## President's Perspective

And let's not forget the **real reason we fly—to have fun.**

**H**i, folks! Have you ever asked, “Why should I pay my AMA dues?” This recent terrorist activity involving model aircraft underscores why our Association is critical for us to continue to enjoy this wonderful hobby of ours.

At 3:43 p.m. on Wednesday, September 28, I received notice from our Director of Public Relations and Development, Chris Brooks, that I was to call him ASAP to initiate our emergency response team concerning an alleged terrorist plot involving modified model aircraft. Chris, Government Relations and Regulatory Affairs Representative Rich Hanson, Dave Mathewson, AMA Executive Director, and many others at AMA Headquarters worked tirelessly for the next 24 hours to develop and release communiqués to our membership and the media.

This was a serious issue that required us to execute our crisis communications plan developed for just this sort of action. Our media release and position statement can be found on the AMA's website.

In the ensuing days, your AMA

leadership fielded a high number and wide variety of emails and telephone calls about this news item and our response. The majority of AMA members shared our collective outrage at a US citizen who would literally hijack a recreational model airplane to attempt to bomb the Capitol dome and the Pentagon. Just outrageous.

Many responded that this young, physics major from a private Boston university was a “complete idiot” to think that he could reconfigure and fly a 60-inch-wingspan foam jet laden with GPS guidance and several pounds of explosives. With this aircraft? With no training? Without being detected beforehand? There was barely even a remote chance, as any serious modeler will tell you.

Many others wrote and called, with pain in their voices; that this will do irreparable damage to our ongoing discussions with the FAA over pending federal regulations. Although we all desire a safe National Air Space, we have been told consistently by FAA representatives that their interests are the general safety of model aircraft operations, not national security, per se. We have to take what they say at face value until we learn something different.

But know this: we are 143,000 aeromodeling sets of eyes and ears throughout America. We are the first line of defense, much as the Civil Air Patrol is for full-scale aircraft, for any modeling threats to safety and security primarily

because we are caring US citizens more than aeromodelers.

Several members have written to say how sad, and maybe a little mad, that their peaceful, recreational pastime has been invaded by a form of madness in the “real” world. We want to escape the hustle and frustrations of modern life through our hobby, not look for would-be terrorists.

To this I say, “I know.” I feel the same way. It's sad. But, we have a responsibility to our communities and to our hobby, so we will step up where and when needed.

Still others have asked, “Well, what can we do?” Be aware and be fair. This isn't a witch hunt. We're just asking that if you see or hear something suspicious, contact your local authorities or FBI office. They are there to help you in ways we can't.

Some of the best people in the world are aeromodelers. That's a fact. Let's keep it that way. And let's not forget the real reason we fly—to have fun.

I wish everyone a happy and safe holiday season. **MA**

**Mark Smith**  
AMA Executive Vice President  
ama.mtsmith@gmail.com

## 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.



**L**iving in Muncie, Indiana, has its benefits, but for me, winter is not one of them. Having moved to Indiana from Florida, I miss the ability to fly outdoors year round.

I'm trying to embrace the "winter build season" and whittle away at a closet full of future projects. I even have an airplane in need of repair after a disagreement with terra firma. Winter also brings indoor flying and swap meets; I am certainly appreciative of that!

One of the biggest benefits to living in Muncie is flying at AMA's International Aeromodeling Center (IAC) and attending many of the events. Aside from the Nats, the largest event, judged by pilot participation, is the IRCHA Jamboree. This helicopter-only gathering draws nearly 1,000 pilots each year and has been held at the IAC for 10 years.

I have attended the event for four years straight and I find myself looking forward to it more each time. For me, helicopters have gone from being an oddity to something *really* cool. At IRCHA, I get to see the latest high-performance and Scale helicopters flown by the world's top pilots. Modelers of all skill levels get together and share their passion with like-minded individuals.

Whether you missed the Jamboree or just want to reminisce about the great time you had flying your helicopters, Mark Fadely has captured all the excitement of what some would consider "the helicopter pilots' Woodstock."

Not wanting to skimp on your helicopter issue, we enlisted the help of Jim Ryan to bring you a rotor-related construction article. Although Jim might be best known for his 400-size electric warbirds, he has also embraced RC helicopters and designed and built the AH-56 Cheyenne.

I was impressed when I saw his creation at the 2011 Toledo Expo and the judges apparently felt the same way, awarding Jim's Cheyenne first place in the Helicopter Class. The model made its flying debut at



Editor Jay Smith  
jays@modelaircraft.org

## Helicopters are cool, right?

IRCHA and garnered much interest.

If you want to set your sights on something even bigger than Jim's Cheyenne, we have Chuck Bucci's story of how his love of RC helicopters inspired him to build a full-scale Rotorway in his garage. His dream took flight this summer and makes me wish I had my own personal helicopter—especially during rush hour!

A helicopter-themed issue wouldn't be complete without a review. Roth Heyes brings us his take on the A Main Hobbies Frenzy V2—a glow-powered machine that is available at a bargain price.

So ... if someone asks you, "Helicopters are cool, right?" give them this issue and invite them to IRCHA 2012.

If helicopters are not your thing, we have the next installment from Dave Scott on mastering straight lines and course adjustments and an article on a competition with a collegiate flair to hold you over until next month! **MA**

## MODEL AVIATION

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## Thanks NatsNews

Thank goodness for the editorial, production, and author staff of *NatsNews*! I couldn't wait for each issue—it's amazing what you do in less than a day.

The photography is really good and it's very clear that you have a lot of fun working with the content. If it were not for the *NatsNews*, it would not have been possible to share the success of my son, William Ramsey, who participated for the first time in RC Helicopter. He's always wanted to fly at the Nats, but since his attendance at Camp AMA, never was his enthusiasm and skill greater. He improved so much as a pilot this season that I let him borrow my (Daddy's) 90-size machine.

With only a day to practice on that helicopter, William finished in fourth place in the Class I category. Thank goodness he flew the larger helicopter because the strong winds during the contest really beat him back. If the conditions were calm, who knows what could have happened? But that's "the Nats" for ya—always a challenge.

I know he had a great time and made long-lasting friendships. Keep up the good work!

Michael "Proud Father" Ramsey  
via ModelAviation.com



## Drones vs. Model Airplanes

I'm taken aback by Rich Hanson's analogy between drones and the atomic bomb [in the October 2011 *MA* in the "In the Air" section].

"As with any other new technology, in the wrong hands and for the wrong reasons, its use to cause harm can potentially overshadow any intended use for good. Albert Einstein's conception of the theory of relativity was meant to enlighten the human race; however, its first application became a weapon of war.

This is a quandary that beleaguered the genius until his death in 1955."

What the author is saying is that the atomic bomb was "in the wrong hands," those of the United States, and that "using the atomic bomb on Hiroshima August 6<sup>th</sup> and Nagasaki August 9<sup>th</sup> in 1945 was wrong." His ignorance of history is unfortunate and common.

The fact is that when the US used the atomic bomb on Japan, we'd already won a bloody war in Europe and popular support for an invasion of Japan was in question. Estimates were that an invasion of the Japanese mainland would cost the Allies some 1,000,000 casualties, not counting the loss of additional Japanese lives. To put that one million in perspective, the US lost 408,306 lives in all of WW II.

Our use of the atomic bomb followed massive napalm/firebombing of Japan with the use of well over 1,000 bombers at a time. The atomic bomb killed some 250,000 civilians but we'd already killed even more than that with napalm and they/Japan still refused to surrender. The US and its allies issued the Potsdam Declaration on July 26<sup>th</sup>, 1945 calling for their surrender and Japan refused. The atomic bomb was so stunning it convinced them to do so, saving the loss of hundreds of thousands of additional Japanese and American lives.

[I] Think you and Rick Hanson should take another look at your history books!

—Jim Riggle  
via email

*I appreciate your response and your thoughts on my recent article in Model Aviation.*

*I do apologize if you interpreted my analogy of the use of the atomic bomb as a condemnation of our nation's use of this weapon. As a Vietnam veteran and a veteran of 27 years of military service, that was by no means my intent. There is no doubt the decision to use the atomic bomb, although difficult, was the right decision and ultimately shortened an already bloody war and saved millions of American lives.*

*The point I was trying to make was that this application of atomic energy was not what Einstein envisioned when he introduced his Theory of Relativity, and was an outcome that weighed heavily on his conscience throughout the remainder of his life.*

*Thanks again for your interest, concern, and more importantly your support of model aviation.*

—Rich Hanson  
AMA Government and Regulatory Affairs

## Gold Level Leader Club Misidentified

Our club, the Midland Radio Control Modelers Club, from Midland, Michigan, has been recognized as a Gold Leader Club for over five years in a row. We are very proud of this recognition and work hard for it.

Unfortunately, the clubs name is wrong as recorded on the website and also in *Model Aviation* [September 2011 issue]. The club is mistakenly listed as Midland RC Flyers. Can you help to correct this error to Midland RC Modelers?

—Jerry Hahnfeld

*The correction has been made to the online Leader Club listing. MA regrets the error.*

—MA Staff



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### John Worth 1924-2011

A man who was a key piece of the AMA's history has died.

John Worth, 87, died October 23 in Sarasota, Florida. He is survived by his wife, Lillian, three daughters, a son, and a grandson.

The son of Polish immigrants was born February 20, 1924, in Brooklyn, New York, as John Wojciechowski. He began modeling as a child and joined the AMA in 1938. His continued involvement with the AMA led to him being named the 13<sup>th</sup> president in 1963, and serving nearly 30 years as the organization's executive director from 1964 to 1991. He also served as assistant historian—helping organize a new AMA history program.

After learning how to fly model aircraft, John grew to become a published writer and designer and was a member of the U.S. Air Force. His first published design was for a gas-engine-powered model, and was printed in the July 1942 issue of *Air Trails* magazine. Until his death, he wrote the "Indoor and Micro" column for the AMA's *Park Pilot* magazine.

John left his job with the National Advisory Committee on Aeronautics (NACA), later known as NASA, where he had worked

as an aircraft mechanic and crew chief, to serve as AMA's executive director, and continued that role after its Headquarters moved from Washington, D.C., to Reston, Virginia.

When the organization was struggling to retain members and overcome financial hardships, John had a hand in an agreement to publish AMA news in *American Modeler* magazine. This move helped membership numbers soar and the organization rebound.

He received many AMA honors throughout the years including being named a Fellow in 1964 and being inducted into the Model Aviation Hall of Fame in 1978. He also was honored by twice by the National Aeronautic Association, being named an Elder Statesman of Aviation and receiving the Certificate of Honor. He also was recognized by the British Model Flying Association, FAI (Paul Tissandier Award), National Free Flight Society, the Vintage RC Society, the Society of Antique Modelers, and the National Indoor Radio Aircraft Controllers.

More information on John will be published in a future edition of *MA*.

—Rachelle Haughn

## AMA Awarded the **Frank G. Brewer Trophy** for Aviation Education

The Academy of Model Aeronautics is celebrating something besides its 75<sup>th</sup> anniversary this year. The AMA has been named as the 2011 recipient of the Frank G. Brewer Trophy for Aviation Education. The award was bestowed by the National Aeronautic Association (NAA) for the Academy's work "to assist students, teachers, and community leaders in understanding the science, skill, and beauty of flight."

First given in 1943, the Brewer Trophy is awarded nearly every year for "significant contributions of enduring value to aerospace education in the United States," according to a press release.

"AMA has always placed a strong emphasis on education outreach and sees model aviation as the ideal stepping stone for young people to careers in aviation and aerospace. It's an honor for us to be selected by the NAA to receive such a prestigious award in recognition of these efforts," said AMA Executive Director Dave Mathewson.

Jonathan Gaffney, President and CEO of the NAA and chairman of the selection committee, said in the press release, "I was very pleased with the quality of nominations we received for the Brewer Trophy, and I am particularly proud that the Academy of Model Aeronautics was named as the recipient for 2011. For 75 years they have maintained a focus on aviation education which has impacted millions of young people across the United States, and the Brewer Trophy is a great acknowledgment of their dedication and commitment to this very important cause."

In the September 13 announcement, the AMA was cited for enabling thousands of teachers and community leaders, and millions of students, to build and fly model airplanes. The AMA's Education Committee also was commended for supporting more than 150,000 students in Science Olympiad and Technology Student Association competitions. Also, more than \$800,000 in scholarships has been awarded by the AMA to college-bound students, thus promoting education in science, technology, engineering, and math.

As part of the No Child Left Behind Education Act, the AMA education staff and committee volunteers created new activities for teachers, which included hands-on lessons using flying machines to illustrate math and physical science concepts. Because of this work, the Alcoa Foundation awarded three grants of more than \$250,000—resulting in the creation of AeroLab.

Last year, the Academy signed agreements with the Civil Air Patrol and the EAA to complement the Young Eagles program.

The Brewer award was presented to AMA officials at the NAA Fall Awards Banquet November 7, at the Crystal Gateway Marriott in Arlington, Virginia. **MA**

—MA staff





**F3D team members (L-R) Travis Flynn, Robert Holik, Gary Freeman, Jr. Dan Kane, Jr., and Randy Bridge.**

## 2011 F3D World Championships: *Bundaberg, Australia*

In August of this year, I had the pleasure of being the team manager for the 2011 USA F3D team, consisting of Randy Bridge, Travis Flynn, Gary Freeman Jr., and Robert Holik. Travis and Gary were members of the 2009 team, Randy was a World Champion in 2007, and Robert was the team mechanic and caller for Travis. The US team finished fifth overall. Travis led the way finishing fourth, Randy placed 11<sup>th</sup>, and Gary was 32<sup>nd</sup>.

I want to thank all of our supporters including Landing Products (APC), Chuck Bridge (Vortex, Q-500 fame), Bob Smith Industries, Tom Scott, and Scott Models.

The FAI competition is quite unlike our US events. Not only is the course arrangement different, the scoring is completely different. In FAI competition, your time is your score. If you run a 1-minute time, your score would be 60 seconds. At the end of the competition, the

person with the lowest score wins.

Every four rounds pilots are granted one throwaway score. This year we flew 13 rounds, which allowed the pilots to discard three scores. Cuts are counted as a 10% added penalty. If you had a 60-second score, but had one cut, your official flight time would be recorded as 66 seconds. If you had two cuts or failed to finish a flight, your official flight score would be 200 seconds.

Unfortunately, Gary had four 200-second scores. Three were discarded, but one had to be carried, putting the US team in a tough position. Overall the team finished 92 seconds out of second place.

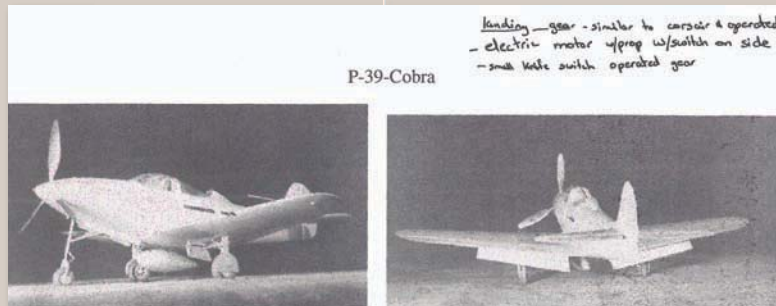
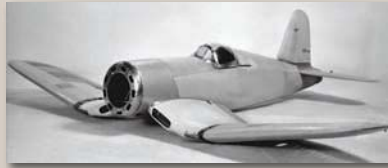
Congratulations to Kevin and Chris Callow for capturing their fourth title. This is the first time we have had a four-time champion. Rounding out the next two podium positions were Beau Murphy, second, and Bobo Sato, third. **MA**

—Dan Kane



## HISTORY PRESERVED:

### Ostenberg Model Loan



The P-12, Corsair, and the Corsair's Pratt & Whitney engine in these photographs were taken by William Ostenberg. This photocopy (L) of the P-39 contains the only known images of it.

The children of William Ostenberg loaned five static Scale models to the National Model Aviation Museum in 1987, when the museum was located in Reston, Virginia. The Boeing P-12, Curtiss Hawk P-6E, Curtiss Jenny, Bell P-39, and a Vought Corsair were made from hardwood and covered in doped silk, with roughly 30-inch wingspans.

According to the family, the models were scratch-built when Ostenberg was in the military during World War II. Although research shows that the models were likely built from Cleveland plans with the printwood used as a template to create hardwood pieces, Ostenberg put a great deal of work into the aircraft.

The Corsair had a highly detailed, completely hand-built miniature replica of a Pratt & Whitney engine, as well as working retractable landing gear and folding wings. The P-6E had working lights on each wingtip, and batteries located above the fuel tank supplied power. The P-6E was also believed to have a small, electric-powered motor installed to turn the propeller, reportedly machined from metal from a downed German fighter. The Boeing P-12 and the P-39 were as highly detailed; the P-39 also had an electric motor to power the propeller and retractable landing gear.

All of the aircraft featured working control surfaces linked to

the control stick and rudder pedals in the cockpit, so manipulating the controls actually moved the corresponding surface.

Because of staffing changes and the move from Reston to Muncie, Indiana, these models were not well cared for. The P-12 and P-39 are missing, the Jenny, P-6E, and Corsair are slightly damaged, and the Corsair's engine is missing. For the last several years, museum employees have been working with William Ostenberg's family to correct the mistakes in the care of these models and restore them to the condition they were in at donation time.

The museum staff needs your help. If you have any memories or knowledge of the whereabouts of the missing P-12, P-39, or Corsair engine, or know how the other models became damaged, please contact Museum Collections Manager Maria VanVreede at (765) 287-1256, extension 508, or [mariav@modelaircraft.org](mailto:mariav@modelaircraft.org). The family would be thankful. They want to make sure their father's legacy is properly restored.

The current museum employees are working hard—through proper documentation and environmental care—to make sure that situations such as this don't happen again. **MA**

—Maria VanVreede  
Museum Collections Manager

The Academy recently welcomed Life Members Michael Lenhart (Ozark AL), David Dunson (Madison AL), Richard Tonry (Clearwater FL), Michael Murphy (San Diego CA), Mark Cole (Wichita KS), Amir Abtahi (Franklin Lakes NJ), James Heidtke (Kaneohe HI), Alberto Haber (San Juan PR), Steven McFall (Pickney MI), Todd Weiler (Milwaukee WI), Nicholas Bogalis (Bloomington GA), Lane Davis (Meridianville AL), Bliss Teague (Hickory NC), Jeffrey Schreiner (Gladstone MO), David Perrone (Pittsfield MA), Alan Lasneski (Turner OR), and Andrew Herold (Estero FL).

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

## AMA Thanks Its Lifetime Supporters!

## Terrorist Plot Shocks the Modeling Community

On Wednesday, September 28, Rezwan Ferdaus of Ashland, Massachusetts, was arrested and charged with attempting to destroy national defense premises and buildings owned by the United States. According to the FBI affidavit filed with the United States Magistrate, Ferdaus, who is not an AMA member, planned to use GPS-guided 1/10-scale models of the F-4 Phantom and F-86 Sabre to spearhead an attack on the U.S. Capitol and the Pentagon, and to deploy a squad of six assailants armed with AK-47s and hand grenades to kill government workers as they fled the buildings.



The news of Ferdaus' arrest and alleged planned terrorist plot set off a firestorm of media

accounts and speculation regarding the use of model aircraft as a terrorist weapon. AMA was quick to react to the news by condemning Ferdaus' alleged actions and pointing out that this was not an act stemming from the modeling community and was by no means a reflection on the legitimate use of model aircraft. Ferdaus' plans were no more a reflection on the aeromodeling community than the Oklahoma City bombing reflected on the rental truck industry.

The FBI said that Ferdaus had previously provided the undercover agents with seven cellphones he'd converted for use as remote detonators for improvised explosive devices (IEDs). He demonstrated a cellphone's ability to act as a detonator by remotely illuminating an LED built into the device. Ferdaus hoped the devices would be used to kill US soldiers in Afghanistan, according to the FBI.

Ferdaus' aberrant use of this technology is not a reflection on the cellular industry any more than his intent to convert model aircraft into military drones correlates to model aviation.

Modelers' reactions to the news was mixed. Most expressed outrage at the

prospect of a terrorist plot to use model aircraft as a weapon, and most rightfully questioned the plausibility of Ferdaus' plan. It's unlikely he would have ever gotten these aircraft off the ground, and if he did, it's questionable as to whether he could have inflicted significant damage. Most members applauded AMA's proactive approach in speaking out on this issue while others felt that perhaps the best course of action would be to remain silent and not lend credibility to the terrorist plot.

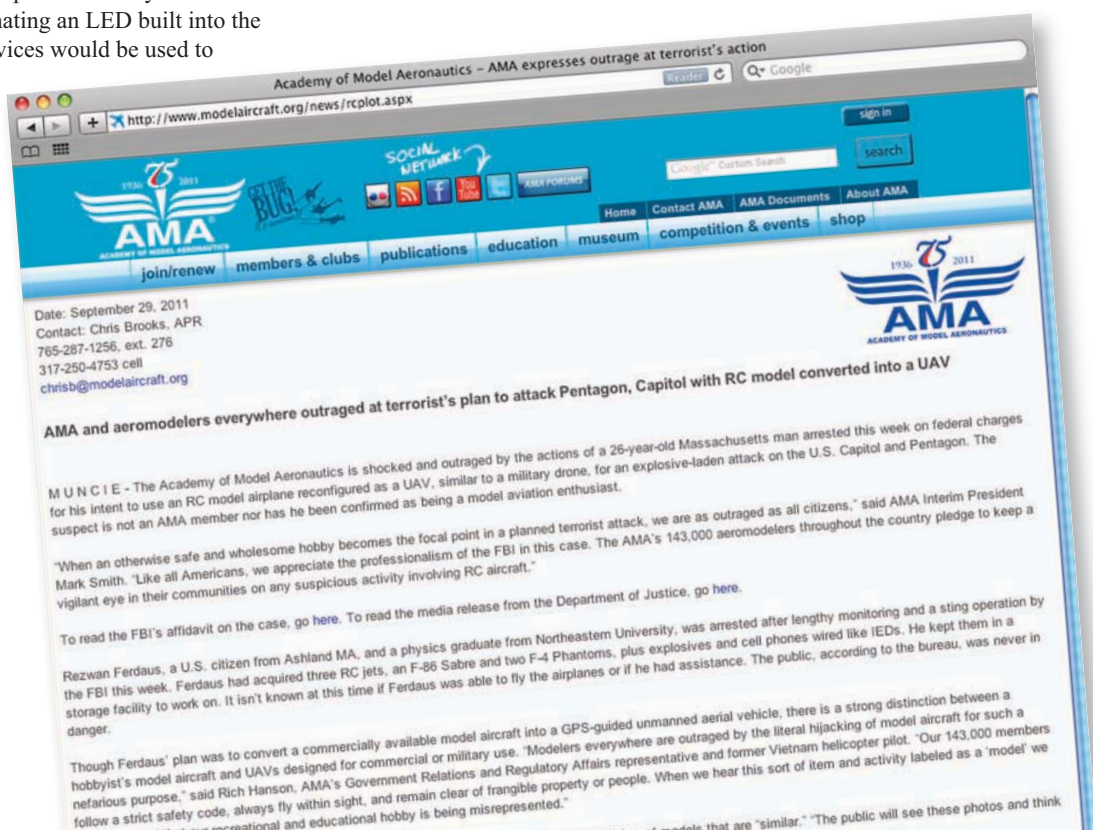
I believe it is imperative that the Academy be proactive and speak out in such situations. In the eyes of the general public, model aviation is generally obscure and often misunderstood. It's not uncommon for the mainstream media to put its own spin on modeling activity and misrepresent the aeromodeling community. AMA must make every effort to educate people on the benefits and the legitimacy of model aviation and to set the record straight when the hobby is misrepresented or maligned.

### Urgent Update:

The sUAS Notice of Proposed Rulemaking (NPRM) has been delayed and is now due to be released in mid-February. Please keep an eye on the AMA website for the most current information regarding the NPRM. It is imperative that the AMA membership become well-informed and vigilant in keeping abreast of the sUAS issue.

Timely updates can be found on the AMA website at [www.modelaircraft.org](http://www.modelaircraft.org), on Facebook by "Liking" AMAGov, and on Twitter at [www.twitter.com/amagov](http://www.twitter.com/amagov). **MA**

—Rich Hanson  
Government and Regulatory Affairs





by Mark Fadely

# IRCHA

## JAMBOREE

### Sample Preview Article

**WELCOME TO** this year's coverage of the world's largest RC event. If you have been around RC for a while, you know I am referring to the helicopter event held at the AMA National Flying Site in Muncie, Indiana. This mega-size event is epic with its great history and traditions. It is the International Radio Controlled Helicopter Association (IRCHA) Jamboree. IRCHA is an AMA SIG.

### Sample Preview Article

Kyle Dahl from Bakersfield CA, won the ONE Competition flying the new Mikado 800-size Xtreme heli. A sheriff's deputy is holding the \$7,000 prize trophy; event organizer Andy Panoncillo is on the right; Empire Hobby owner Jack Burnside is on the far left.

Alon Barak, 10, from Israel, packs up his gear with his dad's help. Alon, a Thunder Tiger-sponsored pilot, travels the world demonstrating the company's products. He flew the newly designed 700-size G4 helicopter, which promises to be a popular choice in the 3-D market.



# A helicopter pilot's **Woodstock**

## Sample Preview Article

This brightly colored Hughes 500E belongs to Mike Fortune of Horizon Hobby. He took some old mechanical parts from a T-Rex 600 and ordered the pre-painted fuselage from Heli-Wholesaler and Align. The fit was perfect and the colorful bodies are available for nearly any size helicopter.

## Sample Preview Article