

MODEL AVIATION

MODEL AVIATION®

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Jets!



Plans build winner!

JANUARY 2012 • VOLUME 38, NUMBER 1



MODEL AVIATION® Contents

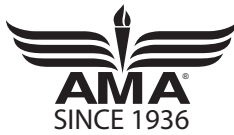
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ABOUT THE COVER

Capt. Tom "Huffer" Huff, U.S. Navy, and retired Navy Capt. Robert "Hoot" Gibson, got together at Naval Air Station Patuxent River, Maryland, to allow Hoot the opportunity to fly the Navy F-18 Hornet pictured in the background. Both men are lifelong modelers and AMA members and they took the opportunity to pay homage to their modeling roots by including a couple of their models shown in the picture.

Hoot became an astronaut in 1979, and has flown five missions aboard the Space Shuttle, four as the Shuttle Commander. He may be best known for his famous handshake in space with Mir 18 commander Vladimir Dezhurov in 1995, after docking with the Mir space station. Photo by Liz Goettee.



AMA Executive Vice President Mark Smith

President's Perspective

It's been a privilege to serve you.

This is my last column as your executive vice president because I'm stepping down from the Executive Council at the end of 2011. I've been handling the duties of president since Dave Mathewson moved to AMA's executive director position earlier this year.

Filling Dave's shoes for a few months was challenging and satisfying. I learned so much! But now it's time for me to step aside.

As I write this, the voting is ongoing, so I don't know who will be our next president, but I do know this: the ensuing months/years will present the new leadership team with many opportunities and challenges and the board of directors will need your guidance and support.

It's been my deep and sincere pleasure to work with these people and the rest of our leadership since I joined the Executive Council in 2005. We have accomplished much together, not the least of which was implementing term limits for EC members. I firmly believe we have a vast amount of talent and willing individuals in our 143,000 members and we need to do all we can to

enhance and refresh that pipeline of leadership.

AMA members need to know that they have also been well-served by the many volunteers and staff members who have worked long and tirelessly to represent all of us in the face of pending FAA regulations on model aircraft.

We don't know how this will turn out, but again, I do know that our best and brightest have been on task to make sure that those coming restrictions are either rejected or minimized to the greatest extent possible. When the call to protest comes in the next few months, please be ready to respond!

We have many volunteers who deserve recognition. There are more than a dozen committees working on your behalf, attending meetings, conducting research, handling paperwork, and doing all of the "heavy lifting" on a national scale so that you can head out to your local flying site and, well, have fun.

It's been a labor of love, and I'm grateful that I had the opportunity to help AMA in any way I could.

I would be remiss if I didn't point out that we have a tremendous staff. They're overworked and underpaid, as are most nonprofit workers, but they, too, labor with a love for aeromodeling and all who pursue it. Please, whenever you can and as often as you can, thank a staff member, because we couldn't do what we want to do without them.

We celebrated our 75th year in 2011. Our celebrations throughout the year,

and especially this past summer, were replete with stories and accolades that go back to the Golden Age of Aviation right up to the present. Generations of Americans—hundreds of thousands of people—have joined, competed, learned, and just had great fun flying model aircraft. Our diamond anniversary has been a significant milestone.

The future, too, is bright for the Academy of Model Aeronautics. We are quickly entering a Golden Age of unmanned flight and AMA is poised to be one of its most influential players. Please do all you can to support AMA in this quest to become increasingly relevant in all aspects of aviation. We are, after all, the incubator—the starting point for virtually all professionals in aviation and aerospace.

Me? I'll be back in Hot Springs Village, Arkansas, enjoying life with my lovely wife, Ruth. If you are ever in our neck of the woods, please consider stopping by because we consider all of you friends.

It's been a privilege to serve you. **MA**

Mark Smith
AMA Executive Vice President
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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.

The Inside Loop

TO SOME, jets are the pinnacle of flight, whether full-scale or RC. It's easy to be drawn in by their looks, flight characteristics, and the incredible sights and sounds provided by their turbine engines. Watching jets perform is exciting and can easily fuel a craving for the knowledge and skill required to pilot one.

Becoming an RC jet pilot is within reach of most modelers. Electric-powered ducted-fan (EDF) offerings can provide the *wow* factor that we crave, at a skill level and price that is well within reach. As with other segments of the hobby, jets can be as complex, detailed, and expensive as you want them to be.

For a jet pilot interested in competition, the Jet World Masters has to be at the top of the list. This prestigious event brings together the world's top pilots with the most realistic Scale military and civilian turbine-powered aircraft to compete for the title of Jet World Master.

Teams from 16 countries converged at the National Museum of the United States Air Force in Dayton, Ohio. The museum was a wonderful location for the competition and has hosted other RC events in the past.

Dayton is an easy drive from Muncie, Indiana, and I had the opportunity to spend a day at the Jet World Masters. After walking through the large tents where the models were kept, and looking at all the impressive jets, I couldn't wait to get near the flightline and see these aircraft perform under the control of skilled pilots.

Several vendors attended and AMA brought the Education trailer and provided attendees a chance to fly on the RC flight simulators and construct and color balsa gliders. Spending only one day at the event inspired me to come home and pull one of my jets out of the hangar for some much-needed stick time.

T.J. Rohyans was able to attend nearly the entire event, which spanned two weeks, to provide us with some fantastic photos and an overview of the competition. He had more photos than we could print, so we made the additional images available online. Look for a link in the article and sit back and enjoy the wonderful photography!

If the coverage of the Jet World Masters gets you excited to build your own jet, the Gloster Meteor construction article by Jim Young should be to your liking. The Gloster Meteor was the first British jet fighter and the Allies' first operational jet. It seems fitting that I began putting together my editorial on the 66th anniversary of one of this aircraft's



Editor Jay Smith
jays@modelaircraft.org

I would like to take a moment to thank all our veterans!

notable flights. On November 7, 1945, at Herne Bay in Kent, United Kingdom, Group Captain H.J. "Willy" Wilson set the first official air speed record by a jet aircraft of 606 mph in the Gloster Meteor!

I would like to thank Liz Goettee and the U.S. Navy for providing us with this month's terrific cover photo. We had the opportunity to interview Navy Capt. Tom "Huffer" Huff and Robert "Hoot" Gibson. Both men are not only jet fighter pilots, but also AMA members. In "Carrier Decks and Beyond," you'll have the opportunity to learn more about them and I hope you find their stories to be as interesting in print as these two gentlemen are in person.

While we are on the topic of the military and about to celebrate Veterans Day as we go to print, I would like to take a moment to thank all of our veterans! Being one myself, I can appreciate the dedication and sacrifices made by those who serve. Whoever coined the phrase "Freedom isn't free," surely must have had the military in mind.

Before you put down this month's issue, be sure to read our "About Us" feature on Sig Manufacturing Company for your chance to win a Sig Kadet LT-40 ARF! **MA**

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INtheAIR

AMA HEADQUARTERS AND MEMBER NEWS

Annual Rhinebeck South Jamboree



The weather gods smiled upon us once again for our third annual Rhinebeck South Jamboree sponsored by the Palm Beach Radio Control Association. The event was held March 26 at Westervelt Field in West Delray Regional Park, Delray Beach, Florida.

Civilian and military aircraft built before the end of 1939, including the B-17, B-25, P-38, and AT-6, qualified for entry. Trophies were awarded in three categories: Spectators' Choice of best civilian and military aircraft, Pilots' Choice of three best civilian and military aircraft, and the Colonel Art Johnson Trophy for the most outstanding aircraft.

This year, the spectators chose Mike Knight's Gilmore racer to win the civilian category and Doug Smith's B-17 for the best military entry. The pilots chose Mike Knight's Stinson SR-9, Vicar Hernandez's T-Craft, and Butch Wenrich's Aeronca C-3 to win in the civilian category.

In the military category, the pilots chose Buc Scherer's Eindecker, Walt Moucha's Bristol Scout, and Doug Smith's B-17 to win trophies.

The Colonel Art Johnson Trophy was awarded to Buc Scherer and his Moraine Saulnier. Trophies were funded by members and friends: Rob Goldsmith, Hill Lilan, Doug Cerrito, Mike Knight, Bob Temple, Gates Temple, Wayne Knight, and Mark Speedy.

Thanks to Mike Knight for his work as CD this year, along with assistant CDs Jim Purdue and Bob Temple. Also thanks to our friends and RC dealers for their generous contributions: Sig Manufacturing, Tower Hobbies, Micro Fasteners, HeliProz, Radio Controlled Revolution, Frank Tiano Enterprises, AeroWorks, Cosmic RC, 3G's Hobbies, *R/C Report*, Outback Steakhouse, and Lynn University.

Thanks to Steve Westervelt for the T-shirts and Pedro Jordan of Publix Super Markets for the food and beverage donations. Thanks to photographer Artie Mundell and graphics expert Joe Mannino. Special thanks go out to Chris Stellas for the coffee and doughnuts.

There are too many volunteers to mention by name, but thank you all. **MA**
—Bob Temple

Ole Reliable Returns to the Skies

Rich Jorn occasionally finds a package with a partially finished model aircraft sitting on his doorstep. Rich's father, Gene Jorn, who lives in a neighboring state, has been a model pilot for more than 50 years. Although unable to fly, Gene continues to build models and often sends his son unfinished aircraft to complete. For years this father-and-son team built many airplanes in this manner.

Roughly a year ago, Gene gave his son Ole Reliable. Unlike the other airplanes Rich received, Ole Reliable was an older aircraft that he remembered as a child seeing his dad fly. Gene built the model in 1978 after the airplane was featured on the cover of that year's June *MA*.

In that issue, Ole Reliable was modernized from a 1938 FF model. Gene was drawn to the design and flew Ole Reliable for many years, but ultimately Gene's beautiful slow flyer landed in storage and eventually was no longer airworthy.

Rich took the on the Ole Reliable restoration project with the help of his club, the Effingham Sport Flyers. The team salvaged Ole Reliable's fuselage, rebuilt the wings, and upgraded the aircraft from an Enya .19 to a four-stroke Saito FA30.

After the rebuild, Rich took the aircraft out on its maiden voyage. While taxiing on the runway, it became apparent that Ole Reliable was indeed originally designed to be a FF model. The airplane ground-looped many times before taking off; any crosswind would flip the model over.

Rich commented that once Ole Reliable is airborne, flying is a

piece of cake. This floater averages 25 minutes per flight on 4 ounces of fuel.

Gene was unable to view the rebuilt Ole Reliable's maiden flight in person, but Rich sent his father photos. Gene was thrilled to see his aircraft take to the skies again.

Rich's 11-year-old son, who is also a plans-builder, suggested his dad enter Ole Reliable in ModelAviation.com's plans-built promotion. The month-long promotion invited modelers to submit an entry then vote for the best plans-built aircraft.

At the end of the voting, Ole Reliable earned the top spot. You can see the voting results and Ole Reliable's competition at www.ModelAviation.com/plans-voting.

Ole Reliable still takes to the skies. Rich brought the model to the AMA 75th Anniversary event. He joked that it's not uncommon to see his father's airplane putting slowly along next to 3-D models and jets, but he wouldn't have it any other way. **MA**

—MA Staff



AMA Partners with the FAA to Promote Aerospace Education

Pictured from left to right: Gordon Schimmel (Education Program Development and Outreach Specialist), Bill Pritchett (Director of Education), Dave Mathewson (Executive Director), Paula Lewis (Assistant Administrator for Regions and Center Operations), and James Brough (National Aviation and Space Education Manager).



AMA is proud to announce a collaborative partnership with the FAA that encourages and fosters the development of science, technology, engineering, and math (STEM) skills in today's youth.

This partnership will promote joint endeavors that motivate and help students to develop STEM skills that

may lead to careers in aviation and aerospace, including initiatives such as teacher workshops, outreach events, and mutual website promotion.

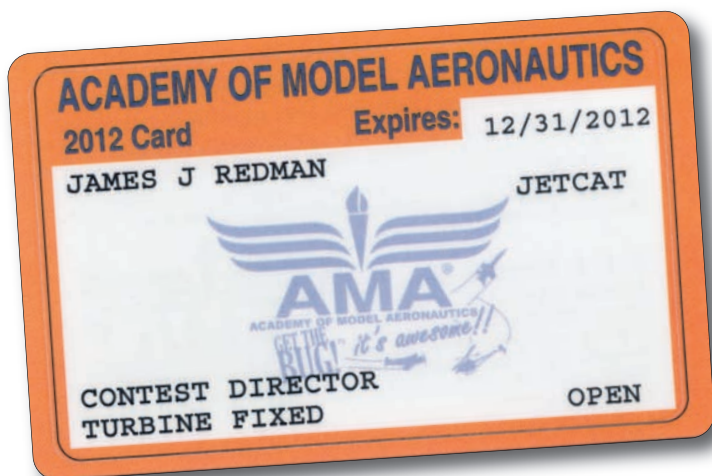
Some of the benefits of this agreement include sharing resources and educational equipment; joint participation in conferences and workshops; online sharing of education

activities and curricula; and the strengthening of each organization's community outreach.

The AMA is happy to continue to build upon its relationship with the FAA and support youth-related aviation activities. **MA**

—Jay Smith
MA editor

Turbine Waiver Designation on AMA's Membership Card!



We finally did it!

Many members of the turbine community have approached us in the past about combining the turbine waiver and membership card. After several reviews, more pondering, and some tweaking, we are happy to announce that starting with the 2012 membership year, turbine waiver designations will now be reflected on AMA's membership cards!

The turbine designations will be identified on the membership cards as follows:

- Turbine Fixed
- Turbine Rotary
- Turbine Control Line
- Turbine Homebuilt

Combining the data onto one card is a more convenient approach for all turbine waiver holders. It will also provide club officers and event officials with a much easier way to verify an individual's turbine waiver status.

If you have any questions regarding AMA's turbine program, please contact us at turbines@modelaircraft.org. **MA**

—AMA Staff

HISTORY PRESERVED:**Carl Chupp's gasoline engine**

The museum's collection contains artifacts that date to the early 20th century, and reproductions of scientific research models from the 18th and 19th centuries. Because these items are reproductions, or we have so little documentation regarding them if they are original, it is hard to determine the oldest artifact is in the museum's collection.

One of the oldest—and one of the most well documented—artifacts in the collection is the Chupp gasoline engine built by Carl Chupp between 1917 and 1920.

The April 1930 *Aero Digest* "Junior Activities" column described the engine as a "two-cylinder, four-cycle, horizontal opposed, overhead valve, one by one." Designed on a dare by another engineer, Carl spent roughly 500 hours designing and constructing the engine.

Because he was unable to draw on others' experience or employ manufactured parts, Carl constructed the entire engine himself, although he did modify existing items when he could. He installed the engine in a model airplane that he also designed and built.

Named the Little Bitty by his daughter, the model had a 7-foot wingspan and was constructed from various hardwoods and planked in 1/32 veneer. With the engine installed, it weighed 12 pounds. The engine had a built-in timer to control its run.

The model was damaged beyond repair at some point, although the engine survived.

In the mid-1990s, Wes DeLong had the opportunity to examine and restore the engine for Carl's daughter, Janice Stedman. This project included building a reproduction of the Little Bitty model airplane using the articles in *Aero Digest* and photographs shared by the Chupp family.

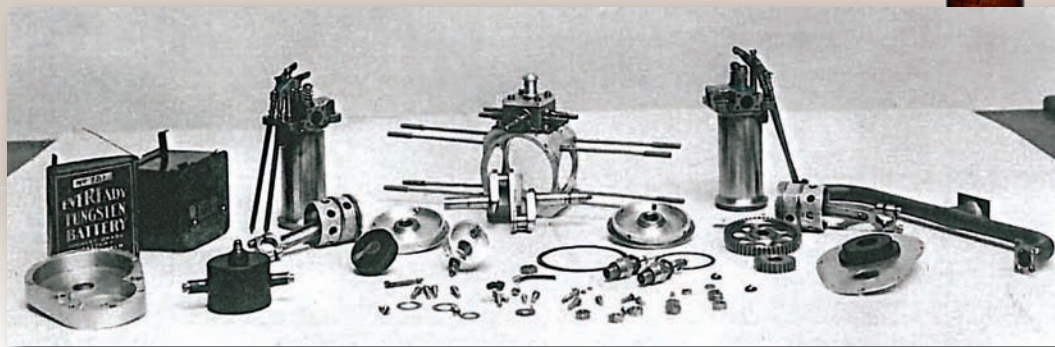
An article about Wes' work appeared in the March 1997 issue of *MA*. He donated the model airplane to the museum shortly thereafter, and asked if Janice would be interested in donating the original engine. She was, and Wes brought the engine to the museum May 1997.

Currently the two are displayed separately in the FF exhibit. *MA*

—Maria VanVreede
Museum Collections Manager



This is the engine on exhibit. The spark plugs and coil are reproductions for exhibit purposes.



Carl Chupp's 1919 picture of the engine parts ready to assemble. Note the Eveready tungsten battery (left) that was used with a Dixie coil to spark ignition. Scan of copied photograph provided by Wes DeLong.

The Academy recently welcomed Life Members John Lamont (Clearwater FL), Charles Nowell (Longwood FL), Robert Bayles (Downey CA), Keith Giles (Duarte CA), Christopher DeBruin (Raleigh NC), David (Buc) Scherer (Vero Beach FL), Philip Lutz (Tucson AZ), David Behnken (Bloomsbury NJ), Walter Throne (Syracuse NY), Robert Gusek (High Point NC), Richard Allen (Endicott NY), John Brodak (Carmichael PA), Carl Redlin (Seal Beach CA), Jeff Troy (Lancaster PA), Ron Wittman (St. George UT), Bill Young (Flagstaff AZ), Mike S. Nelson (Thornton CO), Glenn Robertson (Kittitas WA), John Mollenkopf (Littleton CO), Dan Appell (Arlington WA) and Bruce DeVisser (San Jose CA).

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

—AMA Membership Department

**AMA Thanks
Its Lifetime
Supporters!**



Preparing for the NPRM

As mentioned in last month's "In the Air" column, the release of the small Unmanned Aircraft Systems Notice of Proposed Rulemaking (sUAS NPRM) has been delayed. Although the FAA has officially pushed the release date back to February 2012, there is an ongoing effort within the agency to get the rule out as soon as possible.

At a seminar in San Diego, an FAA spokesperson advised there is still a slight chance of getting the ruling out in December; however, it is more likely we will see the proposed legislation shortly after the first of the year.

There is much that needs to be done to prepare for the NPRM. The notice will likely provide a 60- to 90-day public comment period, which could be extended an additional 30 days if needed. This is the period allotted to the public and all stakeholders to voice their opinions, views, and concerns regarding the rule and hopefully provide constructive suggestions for improving the proposed regulation. There will likely be thousands, if not hundreds of thousands, of comments submitted.

Many of the comments will come from the unmanned aircraft community that is advocating a prompt and less-restrictive approach to enabling sUAS, while others will come from the manned-aircraft community expressing concerns over the impact and potential risks in allowing unmanned aircraft to operate in the National Airspace System (NAS). There also will be comments from the general public supporting both sides of the issue.

The recreational component is a relatively small portion of the proposed rule; however, it is of utmost significance to the aeromodeling community. To ensure that our voice is heard and our concerns are given serious consideration, we need to make sure everyone with an interest in model aviation is aware of the rulemaking process and participates in the public comment period.

This is not limited to only the hobbyists who directly participate in the activity. Everyone who has benefited from the societal attributes of model aviation and who understands the recreational, educational, social, cultural, and constructive benefits this activity provides is affected. This includes the schools and communities whose science and math curriculums have benefited from our educational programs, the youth groups whose pursuits and programming have been enriched by our outreach efforts, and the charitable organizations that have benefited by our partnerships and cooperative efforts in supporting their cause.

Please take the next few weeks to start networking and to alert everyone you know to the potential threat to model aviation, and solicit their support and participation in the NPRM public-comment period.

Although the release of the proposed rules has been delayed, it is still possible we will see the NPRM sooner rather than later. Please keep an eye on the AMA website for the most current information regarding the NPRM.

Ensure that everyone you know is aware of the impending regulation and make sure everyone who shares our love for this hobby is well informed and vigilant in keeping abreast of the sUAS issue. Timely updates can be found at www.modelaircraft.org, on Facebook by "Liking" AMAGov, and on Twitter at [Twitter.com/AMAGov](https://twitter.com/AMAGov). **MA**

—Rich Hanson
Government and Regulatory Affairs



Executive Director Dave Mathewson

On November 7, 2011, the Academy of Model Aeronautics (AMA) was presented with the 2011 Frank G. Brewer Trophy by the National Aeronautics Association at its annual Awards Banquet in Washington, D.C. The Brewer Trophy, first awarded in 1943, is considered by many to be the foremost award in aviation, acknowledging significant contributions of enduring value to aerospace education in the United States.

AMA is honored to be the recipient of this year's award and to be listed alongside so many other notables who have contributed so much to the advancement of aerospace education. Luminaries and organizations such as the Civil Air Patrol; Kenneth Tallman, former Superintendent of the United States Air Force Academy; Michael Collins, former Undersecretary of the Smithsonian Institution; and Senator Barry Goldwater.

The Federal Aviation Administration (FAA) is currently creating new regulation for the operation of small unmanned aircraft systems (sUAS) in the National Airspace System (NAS). This effort is the result of a 2007 Executive Order creating an sUAS Aviation Rulemaking Committee.

It is becoming apparent that recreational model aviation will be caught up in the black hole of regulation intended primarily for commercial sUAS. However, the Executive Order never called for model aviation to be included in this effort. In its only reference to model aviation, the Executive Order simply said, "clarify the definition of a model aircraft."

There is a significant risk that the FAA's intent to regulate model aviation will have an adverse impact on AMA's

An open letter to the United States Congress

143,000 members, on aeromodeling, and on the industry that supports it. Attempting to regulate model aviation, using the same guidelines intended for commercial sUAS, is analogous to trying to force-fit a square peg into a round hole. The peg doesn't fit and the end result is permanent damage to the peg.

There are glaring differences between model aviation and commercial sUAS. The sUAS are mainly autonomous vehicles. They purposely do not intend to operate using see-and-avoid techniques. Recreational model aircraft always remain within visual line-of-site of the pilot.

Those who enjoy flying model aircraft do not fly them in the middle of metropolitan areas for the purpose of taking pictures to sell to a real estate firm. We don't want to use our models as surveillance vehicles, as law enforcement wants to do. We don't want to use our models in any commercial venture in order to generate income.

There's nothing wrong with doing any of this. It's just not what *we* do, and we shouldn't be affected by the collateral impact of what the FAA is really focusing on: commercial sUAS. We want to operate our models within the confines of a model aircraft flying field, whether that is at a local park, a soccer field, or at a facility established specifically for model flying.

AMA believes that modelers have an obligation to operate safely in the NAS, as does everyone else who uses the airspace. AMA's safety guidelines have helped ensure aeromodeling's excellent track record. We want to work closely with the FAA to ensure that model aviation remains a safe activity, as it has for more than seven decades.

How does all of this relate to AMA being the recipient of the 2011 Brewer Trophy? On that evening in November, AMA received the congratulations of several hundred people in the room, many with strong ties to the aerospace industry. There was a common theme throughout the room expressing concern about where the next generation of aerospace engineers will come from in the United States.

The facts are worrisome. The average age of an aerospace engineer today is 53 years old. During NASA's Apollo program, the average age of those engineers was 28. This change in career demographics is not good for our nation.

Arguably, the most effective incubator full-scale aviation has at its disposal is model aviation. There are few military, commercial, or general-aviation pilots whose interest in aviation wasn't sparked by a model aircraft as a youth. The ranks of AMA members have included such aviation and aerospace notables as Neil Armstrong, Frank Borman, Dr. Paul McCreeedy, Burt Rutan, and many other pioneers in the fields of aviation and aerospace.

Our children today spend too much time in a two-dimensional, flat-screen world. The 3-D world of flying and modifying models is the foundation of not only aviation but also math, science, engineering, and technology.

AMA is focused on continuing to provide education through model aviation, yet we can only do that if model aviation continues to be the exceptional recreational and educational activity it has always been.

Unnecessary and onerous regulation of aeromodeling will only result in harming model aviation, have a negative impact on the aeromodeling industry, and will only serve to discourage our children from becoming involved in model aviation—an activity that can lead them to becoming the next generation of aerospace engineers that this country so desperately needs.

Please do not let that happen. The aerospace industry recognizes the value of model aviation to our country's future. I hope you do, as well. There is much at stake. *MA*

DAVE

Dave Mathewson
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