

FREE FLIGHT:
A Beginner's Guide

About Us:
WIN A P-47

BUILD THE
Bestetti-Nardi BN.1



ModelAviation

Bringing Modelers Together



July 2012 \$5.95

Free Flight's
**Fabulous
February**



ModelAviation

VOL. 38 NO. 7
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FEATURES

20 Fabulous February

An eight-day FF competition with six contests draws world-class competitors *by Don DeLoach*

28 Beginner's Guide to Free Flight

Everything you need to know to get involved in FF
by Don DeLoach

37 Bestetti-Nardi BN.1

Build your own Flying Aces Club Jumbo Scale competition aircraft *by Mark Fineman*

45 Gravity Trigger

A step-by-step guide to add auto incidence on a tip-launched glider *by Stan Buddenbohm*

50 A Partnership in Flight

The Middle Tennessee R/C Clubs Association and Beechcraft Heritage Museum join forces to promote flight *by Dick Tonan*

72 About Us: Airborne Models

Find out about the company's connection with World Models and have a chance to win a P-47 *by Jay Smith*

REVIEWS

59 Flyzone Sensei

This "perfect trainer" will impress the instructor and the students

65 Super Pearl 202-E

Our FF Duration columnist provides an in-depth look at the E-36 electric offering *by Louis Joyner*

ON THE COVER: Jim Bradley, from Florida, launches his F1B at the Isaacson Winter Classic, one of the six events that span eight days, collectively called "Fabulous February."

The event drew 11 individual Free Flight World Champions combined with approximately 200 international competitors at Lost Hills, California, February 11-19, 2012. *Photo by Brian Furutani.*



DEPARTMENTS

- 6** President's Perspective
Bob Brown
- 7** Click On!
- 8** The Inside Loop *Jay Smith*
- 9** Aero Mail
- 10** In the Air
- 11** Donations
- 12** AMA In Action
- 14** Product Spotlight
- 74** Focal Point
- 93** Plans Service Showcase
- 169** Classified Ads
- 170** Index of Advertisers
- 171** Viewfinder
- 172** I Am the AMA

COLUMNS

- 77** Born to Fly *Jim T. Graham*
- 81** Micro-Flying *Joe Malinchak*
- 85** Safety Comes First *Dave Gee*
- 89** The Battery Clinic
Red Scholefield
- 95** RC Aerobatics *Mike Riggs*
- 101** RC Soaring *Gordon Buckland*
- 107** RC Helicopters *Mark Fadely*
- 113** FF Sport *Gene Smith*
- 119** FF Indoor *John Kagan*
- 125** CL Aerobatics *Bob Hunt*
- 129** CL Combat *Rich Lopez*
- 133** CL Carrier *Dick Perry*

AMA NEWS

- 137** View from HQ
Dave Mathewson
- 138** From the Copilot's Seat
Gary Fitch
- 139** District News
- 150** AMA Guide to Membership Services
- 150** MA's Abbreviations and Acronyms
- 151** AMA Membership Application
- 152** AMA Safety Code
- 153** Full-Size Plans List
- 154** Education Through Aviation
Bill Pritchett
- 155** Flying Site Assistance
Tony Stillman
- 156** Focus on Competition
Greg Hahn
- 167** Contest Calendar

Please join me in thanking Ron and Jane for their devotion to AMA

Two months ago I mentioned the negative aspects of our FAI program. Recently, I met with Fédération Aéronautique Internationale (FAI) Secretary General Jean-Marc Badan to discuss some of the issues. I also met several members of the FAI staff.

The meeting was positive and their progressive philosophy might be what the AMA needs. The FAI Aeromodeling Commission (CIAM) also elected a new president, Antonis Papadopoulos, from Greece. I have known him for several years and feel his presence will be enlightening.

Considering the positive views of these gentlemen, the Academy and the National Aeronautic Association (NAA) have invited the FAI Executive Board to host its August 2012 meeting at AMA Headquarters in Muncie, Indiana. I hope the invitation will be accepted and those representatives will be able to witness and comprehend our positive aspects.

Next month we will meet with representatives from all of the air sports organizations in the United States. That meeting will be an attempt to understand the needs of all of the FAI participants in the United States.

I am optimistic that the outcome of this meeting will provide a more unified philosophy directed toward FAI activity. With all of this activity, we hope the AMA, NAA, and FAI have a more positive and productive relationship.

The FAA Saga Continues

The saga of the FAA continues. I certainly can say that the past month has provided little, if any, positive comment. It is becoming apparent that the FAA interpretation of the recent Congressional Act is not the same as that of the Academy.

We have problems and every member of the Academy should realize this.

One of the issues is the proliferation of the Notices to Airmen/Temporary Flight Restrictions (NOTAM/TFR). We recognize this and have attempted to rectify it, but comments to the government have fallen on deaf ears. We will continue our efforts but everyone should be aware that the upcoming presidential elections will certainly generate concerns with more NOTAM/TFRs.

Ron and Jane Morgan

Ron Morgan has decided that this will be his last year as manager and CD of the AMA Nats. Ron and his wife, Jane, will be missed in future years. Anyone who has competed in the Nats in Muncie must have appreciated the Morgans' efforts.

I hope Ron will not totally retire; his services are invaluable. Please join me in thanking Ron and Jane for their devotion to AMA!

Dave Guerin will work with Ron at this year's Nats and assume the managerial position in 2013. The Nats will continue to be the highlight of competition within the structure of the Academy.

A special thank-you is extended to the other directors, managers, officials, and competitors who make the Nats possible. If you have not had the pleasure of competing or spectating, why not do it this year? Information about our National Aeromodeling Championships can be found at www.modelaircraft.org/events/nats.aspx. 🛩️



Misson 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.



A Free Flight theme this month

During the last few years, I have had the opportunity to interview several people behind many of the companies that support our hobby, as part of the "About Us" feature. I interviewed Fai Chan from Airborne Models for this issue and a comment he made, as have others who design model aircraft, stuck with me. That comment is that although we are lucky to be working in a hobby we love, it also comes with a degree of pressure to be successful.

In the case of a model aircraft designer, that means creating a model that can be mass produced, will fly well, and most importantly, sell well. In my position, I have that same level of pressure when putting together an issue of *Model Aviation*. It is my goal each month to have *Model Aviation* satisfy the needs and interest of the majority of the membership.

We have received much positive feedback from our readers on the redesign, the addition of the "I Am the AMA" feature, and on our float-fly-themed May issue.

This month I am bringing you another issue with focused content, that of Free Flight. I pondered this idea for a little while, because the largest interest of our readership is RC. Would the readers appreciate an issue dedicated to our roots and beginnings in flight?

I found my answer this year at the

AMA Expo at the Ontario Convention Center in Ontario, California, in a ballroom dedicated to Free Flight.

Model Aviation's "Safety Comes First" columnist, Dave Gee, and several others spent the weekend demonstrating their models and helping kids of all ages learn to trim and fly their own aircraft. AMA's Ambassador, Hoot Gibson, even got in on the action, flying a rubber band-powered Space Shuttle.

The ballroom was a flurry of activity during the weekend, with people wanting to get in on all the fun of building and flying their own creations. They found the balance that Free Flight modeling provides: that of aerodynamics, science, and in some cases art, for those who chose to color their models.

Even if you don't participate in Free Flight, there's something to be learned from those who do. The skills to build and trim a model airplane that can fly free of any control from the ground, can benefit other aspects of aeromodeling.

If you enjoy issues of *Model Aviation* based around a common theme, such as World War I, helicopters, or floatplanes, as we have done in the past, let me know what interests you would like us to cover.

That's all for this month. I hope you have a great summer filled with flying! 



The skills to build and trim a model airplane that can fly free of any control from the ground, can benefit other aspects of aeromodeling.

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in the Air

Membership news and updates
from AMA Headquarters

AMA Thanks Its Lifetime Supporters!

The Academy recently welcomed Life Members Brandon Bartolomucci, Canal Winchester OH; Chris Wood, Rapid City SD; James Cox, Lakeside AZ; and Robert Houin, Salem WI.

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

—AMA Membership Department

Meet Alex Schauer: Youth newsletter name contest winner

AMA *Flightline* is the name that received the most votes from more than 300 entries. Alex Schauer, age 13, from North Mankato, Minnesota, submitted the name for the AMA newsletter that is specifically for our youth members. Alex wins a RealFlight6 R/C Flight Simulator.

Not only is Alex thrilled that *AMA Flightline* was selected, he's just as thrilled to win RealFlight6. Alex has been sharpening his flying skills on an older version, RealFlight3.5, that he borrowed from his uncle.

Alex's interest in learning to fly RC airplanes began with RC boats. One day he went to watch his friend run his model boat. Alex visited the Tower Hobbies website where his friend bought his boat, saw the airplanes, and instantly decided he wanted to fly.

"I've always been interested in anything that flies and seeing all the airplanes, I knew flying is what I wanted to do," said Alex.

He purchased a SuperStar, an electric-powered airplane that is ideal for flight training. Shortly afterward, he saw a

newspaper story about the Academy of Model Aeronautics' flying club, the North Mankato Electric Flyers, and the club's new flying field. Alex met AMA member Rick Apitz who became his flight instructor.

Alex said, "I found learning to fly to be so easy. It's learning to land that is the most challenging thing about flying." He added, "Flying on a simulator helps you learn quickly."

Alex has been flying for roughly four months now and usually with a friend and a neighbor both his age.

Flying in Pattern and 3-D

competitions is a goal Alex has set for himself. He now flies a TechOne Rainbow designed especially for 3-D flying. Alex's newest airplane is the ElectricFly Cirrus SR22 Turbo. To control his airplanes, Alex uses a Futaba 7C 2.4 GHz radio.

"I love flying model airplanes. It's so much better than sitting in front of the TV because you're doing something with your brain. It can get you on the edge of your feet when you're flying.

"There's so much to learn, but after you learn a good chunk of it, it can help you get a good career. Someday I'd like to be a model airplane engineer or a pilot," said Alex. ✉



Alex Schauer and his Cirrus SR22 Turbo.

History Preserved

The National Model Aviation Museum is always improving its collection. Occasionally this means building reproductions of significant model aircraft.

This is a process that requires research, as well as talented individuals to reconstruct a model from limited data. Sometimes we benefit from interested parties that are willing to help with the project by donating additional items required to ensure the historical accuracy of the aircraft. Two recent projects highlight this process.

Roy Mays is credited as the first person to fly a CL model airplane in inverted flight. He did this in 1939 with a FF model converted to CL and powered by a Micro .19 engine.

To accomplish the flight, Roy had to overcome problems with line tension and the ability for the fuel tank to maintain pressure. He used a weighted aileron on the wingtip, opposite the control lines, to help with tension. He also developed a celluloid inverted feeding gas tank that allowed him to maintain inverted flight.

CL Historian Charles Mackey worked with Museum Director Michael Smith to have a reproduction of this model in the museum's collection. Charles recruited Ron Wittman to build the model from plans published in Mackey's book, *Pioneers of Control Line Flying*. He also recruited John D. Camp to donate his Micro .19 engine to the museum, so the model would be complete with an authentic engine.

In the June 1948 issue of *Aeromodeller* magazine, a new form of propulsion

was announced to the aeromodeling community: Jetex. The idea for a rocket engine on a model airplane was not new, but in 1938, Bill and John Wilmot and Joe Mansour began working on a system that could be placed into production.

The British War Ministry, seeing the potential for such a device, charged the Development of Miscellaneous Weapons Department with leading the project, and by 1947, a chemical

compound had been devised by Alex Hutchison. Production began in 1947; by 1948 two were available: the Jetex 100 and the Jetex 200.

The June issue of *Aeromodeller* featured the first ad for these two power sources and plans for two models powered by the Jetex. One was a Scale model of the Meteor; the other was a duration model called the Zephyr.

Museum volunteer Scott Cheslik undertook the project of constructing

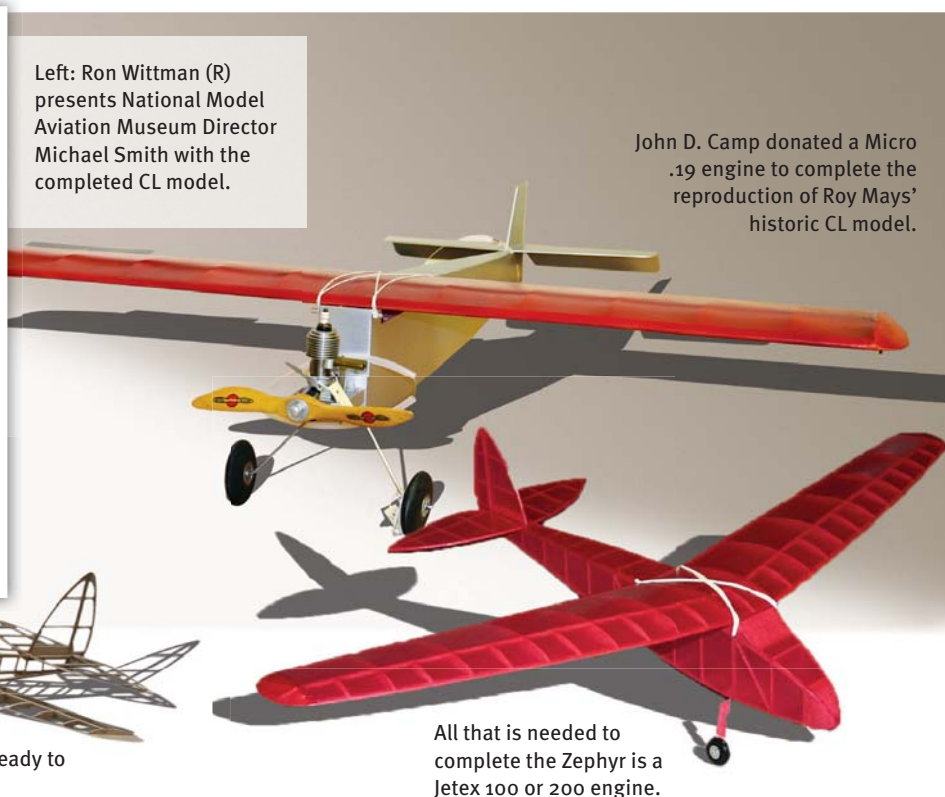
the Zephyr for the museum's collection, but we do not have a Jetex 100 or 200 in the collection to complete the model.

If you or someone you know might be interested in donating one of these powerplants to this project, please contact Museum Collections Manager Maria VanVreede at mariav@modelaircraft.org.

—National Model Aviation Museum Staff



Left: Ron Wittman (R) presents National Model Aviation Museum Director Michael Smith with the completed CL model.



John D. Camp donated a Micro .19 engine to complete the reproduction of Roy Mays' historic CL model.

The Zephyr is ready to be covered.

All that is needed to complete the Zephyr is a Jetex 100 or 200 engine.

Your Contributions *Do* Make a Difference!

This month we list those who have donated \$10 or more in support of the Academy's programs, the National Model Aviation Museum, and the International Aeromodeling Center. These people have made more than a donation—they have made an investment in the future of aeromodeling.

When you see these folks, thank them! They are now among the thousands who have given back to model aviation part of what model aviation has given to them. Many things will be possible because of their thoughtful giving and generosity.

We list our supporters monthly. These donations represent amounts processed in the month of April 2012. If your name is not listed, please write to the Membership Department and include a canceled check. We want to recognize all contributors!

Thank you.

\$100 Up To \$500:

Richard C. Allen - NY
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Kent M. Willhite - AZ
Dale R. Yoder - IA

Will FAA's proposed rules still require regulations for AMA?

On February 14, President Barack Obama signed the FAA Modernization and Reform Act, which is now Public Law 112-95. Contained in this law is language that instructs the FAA Administrator not to enact rules affecting model aircraft activity conducted within the safety programming of a nationwide, community-based organization.

This provision has generated a fair amount of discussion as to what is meant by the term "community-based organization." In the joint legislative Conference Committee's report, contained within the bill, a nationwide, community-based organization is described as:

"... a membership based association that represents the aeromodeling community within the United States; provides its members a comprehensive set of safety guidelines that underscores safe aeromodeling operations within the National Airspace System and the protection and safety of the general public on the ground; develops and maintains mutually supportive programming with educational institutions, government entities and other aviation associations; and acts as a liaison with government agencies as an advocate for its members."

There is no doubt the AMA meets this description. Congress's recognition of community-based safety programming

as an effective means of managing the aeromodeling activity is largely because of the excellent safety record achieved by AMA's 75-year program of voluntary compliance with a simple and comprehensible AMA Safety Code.

Congress's confidence in community-based safety programming is not necessarily shared by the FAA. Early discussions with representatives of the Unmanned Aircraft Program Office (UAPO) regarding the bill suggest their continued belief that regulation is necessary to manage the threat FAA perceives model aircraft pose to the national airspace, and their intent to regulate model aviation in accordance with the responsibility and authority granted the agency

under Title 49 of the US Code. AMA continues to pursue this issue and will do everything in its power to ensure that the model aviation provision in Public Law 112-95 is enacted and the congressional intent behind the law is adhered to.

I can't stress enough how important it is that AMA members continue to validate the strength and effectiveness of our community-based program

I can't stress enough how important it is that AMA members continue to validate the strength and effectiveness of our community-based program through unwavering compliance with the AMA Safety Code and related programs.

has been sent to the Office of Management and Budget, which is the last stop in the review process. Individuals close to the process indicate there is a push to get the rule out by the end of June,

through unwavering compliance with the AMA Safety Code and related programs. Please ensure that all of your aeromodeling activities are in compliance with the AMA Safety Code and are conducted as safely as possible.

Ensure that your fellow modelers are aware of relevant safety criteria and bring any unaddressed safety concerns to the attention of your club safety officer or flying site authority.

The question of the day continues to be: "When will FAA's proposed small Unmanned Aircraft Systems (sUAS) rule be released for public comment?"

The best answer we've gotten from FAA's UAPO is that it's anybody's guess. The April 2012 report on the U.S. Department of Transportation's website still lists July 23, 2012, as the projected publication date; however, there is no clear indication that the rule

while others speculate it could be held until after the presidential election.

In any case, the sUAS Notice of Proposed Rulemaking (NPRM) remains on the horizon and is still a significant issue for the modeling community. Make sure everyone you know is aware of the impending regulation, and ensure everyone who shares our love for this hobby is well informed and participates in the response to the proposed sUAS rule when the NPRM is published.

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

—Rich Hanson

Government and Regulatory Affairs
as of May 14, 2012



Advocating on your behalf is a strong government advocacy team led by Rich Hanson, a longtime modeler, former Vietnam helicopter pilot, and retired airline employee. He's also a former AMA Executive Council member.

This is a complex issue that affects the entire aeromodeling community. For more information, visit <http://amablog.modelaircraft.org/amagov>.