

Midwest Regional
FLOAT FLY

See page 20

WIN A
Polaris XL

See page 70

Build the
GRUMMAN GOOSE

See page 28



ModelAviation

Bringing Modelers Together



May 2012 \$5.95



ParkZone
ICON A5

See page 55

Model Aviation

VOL. 38 NO. 5
May 2012



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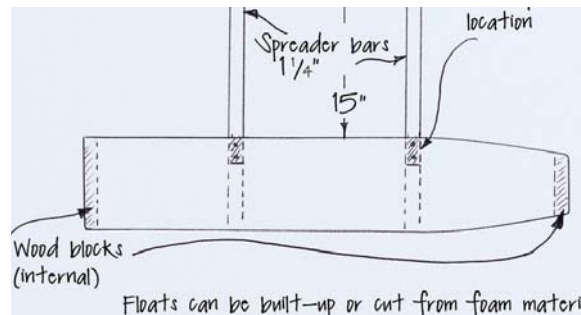
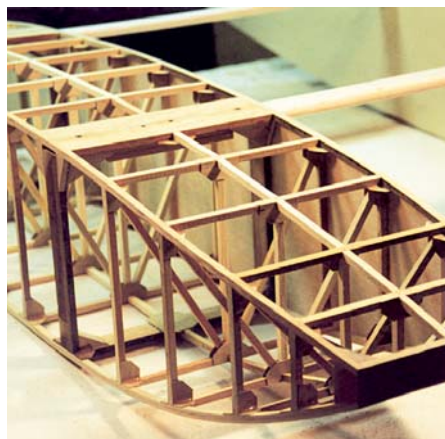
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ON THE COVER

The ParkZone ICON A5 combines the sleek look and flexibility of its full-scale namesake by providing a model that is capable of flying from land or water within minutes. See page 55 for a complete review on this exciting aircraft. *Photo by Jay Smith.*



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The new venue was a positive change for the event ...

Although our success with Congress is apparent, we must realize that additional effort may be needed in order to continue to enjoy model aviation. I hope that a positive relationship with the FAA will allow this to happen.

WRAM Show

The Westchester Radio AeroModelers (WRAM) Show moved to the Meadowlands Exposition Center in Secaucus, New Jersey, this year. The new venue was a positive change for the event and will allow it to continue successfully for many more years. Lou Scarlino and the Westchester Radio AeroModelers deserve a great deal of thanks for their fine efforts.

Flea Markets

Flea markets provide a unique, informal venue for modelers to enjoy the hobby. We enjoyed two of the largest modeling flea markets in the world this past month.

Norm Deputy and the Georgia Aircraft Modelers Association produce the Southeastern Model Show in Perry, Georgia. Three huge buildings at the Georgia National Fairgrounds and Agricenter allow modelers from across the country to peddle their hobby-related wares for two great days. A fourth building is utilized for indoor flying and

demonstrations. You have to see it to believe it!

The Central Pennsylvania Aeromodelers Association holds the largest one-day RC flea market in the US. The site at the Lebanon Fairgrounds in Lebanon, Pennsylvania, is consumed with modeling goods. If more space were available, it would be used.

Both events allow us a springtime meeting ground to get together and enjoy the hobby's community of friendship.

FAI Program

The FAI program in the Academy is costly. During the next couple of years, you will see the Executive Council (EC) and the FAI Committee make budget moves to bring this expense into a more reasonable perspective.

As a start, the representation at the FAI Plenary Meeting for the CIAM (International Aeromodeling Committee) will be reduced. Modern communication and increased individual effort should allow this change to be accomplished.

In the near future, you will probably see some AMA participation in FAI competition disappear. There is no reason for dollars to be spent in competition disciplines where there is little interest.

Increased focus on the specific SIGs will become apparent. Some participants



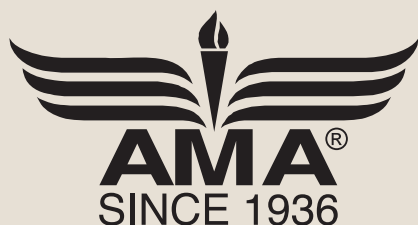
have mentioned the possibility of a competition license. This license would be an increased cost to the FAI/AMA member.

If you have any ideas about how the AMA can reduce the FAI costs, yet still provide the opportunity for world-class competition, please advise your EC representative.

Joe Nall's 30th Anniversary

AMA will help celebrate the 30-year anniversary of Joe Nall Week at the Triple Tree Aerodrome in Woodruff, South Carolina. Thursday evening, May 17, will be the annual AMA membership meeting. At the meeting we will provide information on the latest AMA efforts.

After the meeting, a dinner for AMA members and their families will be provided. See you there! 🛩️



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.

Spring is here!

Having previously lived in Florida and being able to fly year-round, moving to a winter wonderland such as Indiana makes me look forward to spring. Although the famed “building season” has certainly helped me complete a few projects, I find myself eager to fly. Fortunately, I have indoor flying and the flight simulator to hold me over, but by late March I have the urge to pull out the bigger stuff.

When I think of spring, my thoughts often involve watersports and it was with this in mind that I put together a float fly-themed issue. Inside these pages you will find six feature articles dealing with amphibious aircraft. Two are event articles, two are reviews, and I’ve included a how-to and an exciting construction feature about the Grumman Goose by Paul Kohlmann.

One of the reviews is of the Polaris XL, with a chance to win one as we profile Model Aero in the “About Us” feature.

I hope you enjoy the coverage and it gets you excited to try an amphibious model or attend a float flying event!

Redesign and Changes to *Model Aviation*

I want to thank everyone who has taken the time to contact me via letter, email, or telephone regarding the magazine’s redesign. The majority of responses that I have received have been positive and I greatly appreciate your feedback.


One of the alterations we made was changing the text to a different font in

a larger size to improve readability. This necessitated changing the frequency of some of the columns to keep the magazine at roughly the same page count.

“RC Scale,” “RC Giants,” and the “Frequently Asked Questions” columns have been changed from monthly to bimonthly. These columns were selected because RC receives the most feature coverage and they often contain material that crosses over into other columns.

As I mentioned in my February editorial, the biggest challenge I face when putting together the magazine is providing appropriate content to satisfy our readers. If you don’t see the amount of coverage you would like on the disciplines in which you participate, I ask you to let me know and to provide topics you would like to see covered.

One of the tools I use to determine the interests of our readers is the data AMA collects with the membership application. Currently 92% of our members have selected RC as their primary interest.

Although I believe this data is a clear indication that our primary focus should continue to be on RC, we will still cover and support all aspects of aeromodeling. I believe our ability to do that, and show an appreciation for anything that flies regardless of its power system or control method—be it a transmitter, a CL handle, or trimmed to fly on its own—is what makes *Model Aviation* great. 



When I think of spring, my thoughts often involve watersports and it was with this in mind that I put together a float-fly-themed issue.

ModelAviation

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If you have a letter to the editor, please submit it to MA Editor Jay Smith at 5161 E. Memorial Dr., Muncie IN 47302, or email to jays@modelaircraft.org

Model Aviation Redesign

The AMA has hit a home run on the new format of the magazine. It is now modern and on a par with the other industry publications. Nice job.

I know you have some "how-to" articles in the issues, but I for one would like to see more with hints on how to make things easier.

Thanks.

—Larry Pope
via www.ModelAviation.com

Just received my MA 2012 issue and must offer my congratulations on the updated format. Great photography, and nice layout in the entire magazine. Offer my congratulations to the entire staff responsible for all of the improvements.

—Ray Teliczan
via email

I really like the new layout. It has a lot more "pop." Hard to explain, but it feels more 21st century. I especially like the color bars on the columns. Good job!

—Mike Riggs
RC Aerobatics columnist

Congratulations, Jay, on the new look of *Model Aviation*! I like that the typeface is larger, the lines are wider apart, and there seems to be recognition that a small white or light typeface on a dark background ain't easy to read. The rule, I think, is that contrast equals clarity.

Now, a suggestion: Use a larger typeface for the titles of regular columns, please. Thank you!

Now, for your next great achievement, may I suggest a compilation of Tom Chipley's drawings? I have my check for 20 dollars for the first copy right here in my hand.

Life is just one exciting event after another. Enjoy it!

—Fred H. Dippel
via email



Congrats—the new look and content of *Model Aviation* is a home run.

I am a 76-year-old modeler (over 65 years modeling) and I am here to tell you great job. I have been in and out of AMA several times while in the USN [U.S. Navy] and then on assignment in France and Italy in the '60s, installing weapons systems for the French and Italian navies while attached to MAAG [Military Assistance Advisory Group]. Always followed what was going on and for the last 25 years I've been a very active RCer. Have to say I was a little less than enthusiastic with AMA for a time but now, better than ever.

Keep up the great work.

—E.T. Charles
via email

March Correction

In the Super Stearman review in the March 2012 issue of MA, the text stated that the kit weighed 21 ounces ready to fly. The correct ready-to-fly weight is 2 pounds, 5 ounces as listed in the specifications box. MA regrets the error.

—MA Staff

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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 Tighe Kuykendall, Summerville SC; Jason Scully, Seekonk MA; David Corning, Castle Rock CO; Christopher Blanchard, Broussard LA; Philip Smith, Las Vegas NV; Chris F. Sussek, Reeseville WI; and Tom Hoerig, Phoenix AZ.

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

A First for Joe Nall: Control Line

For more than 30 years, the annual event in South Carolina, known throughout the country as “the Joe Nall” (www.joenall.com), has attracted the who’s who of aeromodeling to a spectacular facility provided by Pat Hartness.

More than 1,000 RC pilots will attend this year’s event, May 12-19. Joining the lineup for the first time will be CL circles. “I may not be the best Control Line pilot on the planet,” said Mark Weiss of the Starrliners CL Club from Whitehall, Maryland, “but I do know that grabbing a handle for the first time is a wonderful sensation and experience.”

Weiss, a 50-year aeromodeler, who

started in CL, moved to Radio Control (RC), and then came back to CL, will help attendees enjoy the fun of tethered aircraft, some of which will be hybrid CL/RC aircraft utilizing a transmitter.

—Chris Brooks
*Public Relations and Development
Director*

CSI Flight Adventures Exhibit Opens

Aviation enthusiasts of all ages gathered in Indianapolis February 24 and 25 to celebrate the grand opening of Curious Scientific Investigators (CSI): Flight Adventures at the Children’s Museum of Indianapolis. More than 8,500 people attended the two-day event, which kicked off with a special gathering for museum members and donors. The exhibit, a collaborative effort between the children’s museum, AMA, and the National Aeronautics and Space Administration (NASA), opened to the general public on February 25.

“It was a very nice grand opening,” said

Bill Pritchett, AMA education director.

The grand opening took flight with the premieres of “Wings Over Indiana” and *CSI Flight Adventures* on February 24. Museum patrons and donors also were treated an indoor air show.

Bill and National Model Aviation Museum Director Michael Smith flew RC aircraft in the cafeteria while roughly 500 people enjoyed a buffet.

“Wings Over Indiana” is a special episode of WFYI television show *Indiana Expeditions*, which is hosted by science teacher Rick Crosslin. *CSI Flight Adventures* is a planetarium show about a girl who learns about model and full-scale aviation.

The Flight Adventures multimedia show and experience was made possible through a \$597,000 NASA Competitive Program for Science Museums and Planetariums grant. The funds were largely used to purchase special equipment needed to show *CSI Flight Adventures* in the planetarium.

The unveiling of the Flight Adventures experience to the public began February 25 with speeches by children’s museum CEO and president, Dr. Jeffrey H. Patchen, AMA ambassador and retired astronaut Robert “Hoot” Gibson, and Stephanie Brown-Houston of the NASA Glenn Research Center. Special guests included Amelia Earhart and Wilbur Wright impersonators, and AMA and museum officials.

Children at the event tested a wind tunnel built by Rick, and built and flew FPG9s. They also had the chance to view the planetarium show, which had a full house for each of the showings, Bill said. Attendees also viewed model aircraft on display, and got autographs from Hoot Gibson.





Kids try out a flight simulator at the grand opening of Curious Scientific Investigators: Flight Adventures at the Children's Museum of Indianapolis. The multimedia experience is a partnership between the Indianapolis Children's Museum and the AMA. Chris Brooks photo.

While reflecting on the grand opening and the project, Bill said, "I was just very proud of the AMA and our opportunity to be a part of it."

For more information, visit www.childrensmuseum.org/flightadventures.

—MA staff

AMA Flight School Wins Award

The advertising campaign for an AMA program designed to teach youngsters about flight has won two awards from the Indianapolis chapter of the American Advertising Foundation. The Basement Design + Motion received gold and silver ADDY Awards for online program AMA Flight School.

"We are very much indebted to our creative partners, BasementTV, for developing such a vibrant and effective online teaching tool," said Bill Pritchett, AMA's Education director and coproducer of the project. AMA new media/Web designer, Mark Benson,

also helped produce the program. "We think the many thousands of youngsters who are sparked by aviation will really take to this technology," Bill said.

The AMA Flight School campaign, which launched January 11, 2012, received a gold award for Advertising for the Arts-Interactive, and a silver award for Elements of Advertising-Illustration, Campaign. Basement Design + Motion, Indianapolis, received the award at a February 24 ceremony.

AMA Flight School is narrated by AMA ambassador Robert "Hoot" Gibson and teaches lessons in aeronautics to children of early elementary school age. Colorful cartoon characters educate youngsters about lift, drag, thrust, and weight. AMA officials hope to continue to develop the program and make it also appropriate for older children.

The Indianapolis chapter of the

Advertising Federation of America is the second-oldest chapter.

To check out AMA Flight School visit www.modelaircraft.org/education/amaflightschool/index.html.

—MA staff

History Preserved

What do we know about the Airplane Model League of America (AMLA)? It's not much. From a variety of sources, the following has been gleaned about this large group that seemed to disappear as quickly as it emerged:

According to a 1929 *Aero Digest* article, AMLA was "conceived and organized" in September of 1927 by Griffith Ogden Ellis, then-editor of *The American Boy* magazine. It swiftly built a following of eager young modelers.

A letter from Mitchell Charnley of *The American Boy's* editorial department, sent to Mr. Neely, general

in the Air

manager of the National Aeronautic Association (NAA), dated May 29, 1929, read:

"During the eighteen months since the League was organized by *The American Boy*, under National Aeronautic Association auspices, to further youthful interest in and knowledge of aviation, it has enrolled more than 300,000 members; it has distributed millions of plans for building scientific flying models; it has answered 400,000 letters from enthusiastic young model builders. It is conducting the national contests for the second time this year, and for the second time sending the winners to Europe, as well as offering more than 300 prizes in cash, medals, cups, trophies, scholarships, and other awards. It has the cooperation and backing of Commander [Richard] Byrd, William B. Stout, Clarence Chamberlin, William P. MacCracken, and other leading figures in 1929 aviation."

By 1930, membership was roughly a half-million youth. Merrill C. Hamburg, AMLA Secretary and airplane model editor of *The American Boy*, wrote the *AMLA Manual for Model Plane Builders*. Sold to members for 5 cents, the manual explained tools and materials, how to construct models, a diagram of model

parts of indoor tractor models and outdoor twin pushers, the flying sticks and Scale models available, and what AMLA offered to help in the modeling process. Parts sold by 1929 included a Baby ROG kit for 65 cents and an

By the third Airplane Model League of America National Championships, in 1930, NAA cosponsorship was needed to help cover rising costs. The fourth contest, conducted by AMLA and sponsored by George D. Wanner and



The AMLA contest winners visited the White House. (L-R) Ehrhardt, Lamb, President Hoover, Hamburg (AMLA secretary), Feinberg, Klazura, and Haas (*The American Boy* staff). Source: *The American Boy: Youth's Companion* magazine, September 1931, #0001 AMA Collection, National Model Aviation Museum Archives.

Outdoor Twin Pusher for \$3.

The First National Airplane Model League of America Contest, which was sanctioned by the NAA, had 300 fliers. The Indoor and Outdoor winners received trips to Europe, sponsored by *The American Boy*. The Scale

winner received a trip to the National Air Races in California, paid for by *Aero Digest*. By the second year of the competition, all first-place winners were sent to exhibit their airplanes in Paris and travel through Europe. We consider these contests to be the beginnings of today's Nats.

Company, was held in Dayton, Ohio. In 1932, the AMLA contests were sponsored by Bamberger & Company department stores and held in Atlantic City, New Jersey.

However, by 1933, Charles Hampson Grant arranged for the events to be held in New York, cosponsored by *Model Airplane News*, and run by the NAA.

Sometime after 1932, the AMLA waned and disappeared. It was the Depression and money was tight. Other model airplane groups existed, but we still do not know what caused AMLA's final demise.

We need to fill in some blanks. If you have papers concerning the AMLA you would like to donate, or have a story to tell, please let us know. Email jackies@modelaircraft.org, or call (765) 287-1256, ext. 511.

—National Model Aviation Museum Staff

Historic First: Federal Law Protects Model Aviation

On Tuesday, February 14, President Obama signed into law the FAA Modernization and Reform Act of 2012. 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, such as AMA.

For the first time in history, federal law now contains a provision protecting model aviation from burdensome and overreaching regulation.

The passage of this bill is a monumental achievement for the hobby and for the Academy of Model Aeronautics, and it reflects the culmination of AMA's efforts during the past four years. Obtaining this legislative safeguard is a significant accomplishment and represents your membership and AMA dollars at work in advocating for and protecting model aviation.

This law indicates recognition of the effectiveness of AMA's safety program and goes a long way toward protecting model aviation from regulation; however, it should not be viewed as a total exemption from regulatory oversight.

The FAA will always have authority over and responsibility for maintaining the safety of the national airspace, and

modelers have the responsibility of operating their model aircraft in a safe and responsible manner. The aeromodeling community will continue to be subject to policies and procedures governing model aircraft operations in the national airspace, whether they are part of AMA's community-based safety program or regulatory in nature. There are many unanswered questions regarding how the model aviation provisions in the reauthorization bill will be enacted, and we are still in the early stages of working through these issues. Moving forward, AMA will seek a viable means

of enacting this legislative provision and establishing a mutually agreed-upon set of criteria to ensure the continued safe operation of model aircraft in the national airspace.

But for now there is cause to celebrate. Establishing a provision protecting model aviation in law is an unprecedented achievement and AMA members throughout the country have expressed their gratitude and appreciation for the hard work and efforts put forth on their behalf.

The sUAS rule remains an issue and the NPRM is on the horizon. This is still a significant matter for the modeling community.

The passage of this bill is a monumental achievement for the hobby and for the Academy of Model Aeronautics, and it reflects the culmination of AMA's efforts during the past four years.

Read the special rule for aeromodeling in the FAA Reauthorization Bill recently passed by Congress. For additional background, visit www.modelaircraft.org/gov.

Please make sure 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 when the NPRM is published.

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

—Rich Hanson

Government and Regulatory Affairs
amagov@modelaircraft.org

Where to go for more information



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.

Rich provides answers to your questions on the government-relations section of our website: www.modelaircraft.org/gov. Visit this regularly for updates.

Rich's blog contains frequent updates on timely topics and news items. Check out the AMA government relations blog at <http://amablog.modelaircraft.org/amagov>. This is a complex issue that affects the entire aeromodeling community.

Reaction from aeromodelers

Comments have been edited for space.

Scott O'Connor

Sharon Springs NY

Without a doubt, praise is due the AMA for their attentive involvement with the FAA's Proposed Rulemaking process. We, the membership, as an organization, are due some credit for maintaining our participation in the AMA, as there is strength in numbers. We should also take pride in the great tradition that is the spine of the AMA as well as our parent international organization. At the root of our tension is liberty. We don't like people messing with our liberty, and how many things represent liberty better than fleeing "the surly bonds of Earth," defying gravity, taking flight? Let's put our hands together and our best foot forward as an organization. Not as a concern in a fight against our government's regulations, but as fellow citizens of this democracy, leaders and authorities on the subject at hand, in our continuing pursuit to ensure the safety, longevity and liberties of our hobby in a responsible manner.

Keith Jarvis

Willis TX

This is a very positive step and I agree that we should not let up on our commitment to keep our hobby strong and safe. We just cannot ever become complacent in what we love and enjoy. A really big thanks to all that are on the front lines and behind the scenes at AMA. I would also like to give a really big thanks to the representatives that

have worked on these issues and continue to work on these issues, and let them know how much I (we) appreciate their efforts.

Tim Toutant

Chesterfield MI

This just shows when we, as a group, get involved, great things can happen. As a safety professional, we as a whole can either make or break our hobby/sport. Thanks AMA and all the members who

any threat to others or property because we have the AMA suggested guidelines to keep us all safe at the field. Thank you AMA and everyone who wrote in to the FAA on the Proposed Rulemaking.

Bill Langreder

Calumet City IL

I think through the years the AMA has demonstrated more than any other entity that certain groups can successfully govern themselves. I urge anyone that flies



Abel Tolpin, an AMA youth member from Port Townsend WA, appeals to his organization and to the FAA to protect his hobby. Thanks to AMA and members such as Abel, Congress has listened.

wrote to their congressional people. Many more years of happy and safe flying.

Dale Simmons

Antwerp NY

Thank you AMA and everyone who wrote in to the FAA on the Proposed Rulemaking. I really appreciate saving my hobby of 45+ years. Governmental regulations have no place in a hobby such as this. We fly, we build, and we meet to converse and have fun. We police ourselves, and no government regulations are needed. The fact that our liability protection has such high limits of coverage and is so cheap is because we do not pose

anywhere to join the AMA. It just makes sense. The liability insurance alone and the low (very low) cost in itself should encourage non-members to join. When the federal government makes a decision in our favor I'm sure it has reflected on our past safety record and personal injury/property damage insurance and our pledge to fly safely under self-imposed rules/regulations and guidelines. I urge anyone who chooses not to join the AMA to familiarize yourself with our mission statement and go ahead and follow us through channels such as this, visit our website and generally respect our hobby and equipment as we do.