

MODEL AVIATION®

Official Publication of the Academy of Model Aeronautics

August 2011 \$4.95



Top Gun Invitational



★ Build a 1965 Nats Winner

★ Learn How to Design in CAD

MODEL AVIATION® Contents

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ABOUT THE COVER

Jet models are quite popular at Scale events and always get people's attention at Top Gun. Jets and their pilots are normally stereotyped as the elite and fuel a craving among aeromodelers for the knowledge and skill necessary to handle these often complex yet powerful aircraft.

This patriotic F-16 is being flown by Scott Harris in Expert class. It's modeled from a Skymaster kit with a 65-inch wingspan and powered by a JetCat Titan turbine with Skymaster retracts and brakes.

It was one of several jets in the competition flying against World War I biplanes, the nimble fighters of World War II, and all types of civilian aircraft.

Stan Alexander photo.

Guide to Membership Services



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Use our toll-free Membership Assistance Hotline for questions concerning your membership from 8 a.m. to 5 p.m. (Eastern Standard Time*) Monday through Friday.

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	Park Pilot	(717) 917-1272
	Sport Aviator	(973) 625-0051
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AMA Executive Vice President Mark Smith

Summer is here and I sure hope you are getting to the field to enjoy some super flying! I've been trying my best to make it out to the field at least once a week, but somehow "honey dos," work, and AMA issues seem to crop up at the last minute.

So far, I'm pretty pleased with my flying—that's code for "I haven't broken anything yet!"

This past month I have been busy helping plan for AMA's 75th Anniversary celebrations. As I write this column it is early June, but I am confident all who join us for our celebration will have an outstanding experience.

I want to express my appreciation to the staff members who are putting a ton of time and energy into the celebration so that AMA members can enjoy the event. It has been gratifying to see how Bill Pritchett, Chris Brooks, Jeff Nance, and their teams worked together, along with others on the staff to coordinate our 75th anniversary celebration. Of course, this is all under the leadership of our new executive director, Dave Mathewson.

Assuming the responsibilities of AMA president has given me a new appreciation for the talent and dedication of our staff. I anticipate that we have seen just the beginnings of what Dave and our staff can do for us. I have been in close contact with

Dave to ensure the transition into his new position is as easy as possible.

My wife, Ruth, and I have made several moves throughout the years to various places in the US, but Dave hasn't. He confided in me that he has had a tendency to hoard things for the past 30 or so years, and thus packing was a bit burdensome. I will continue to work closely with Dave and his wife, Ginger, to get them settled into their new home in Muncie, Indiana.

I hope you are regularly checking out information on our Government Relations website as we had a flurry of activity during the last couple of weeks. What, you don't know where to find it?

It's really simple—just go to our home page located at www.modelaircraft.org and look for the official-looking government capital building and move your cursor over it and you will notice that it is a hot link. Simply click on the building and there you go!

I was duly impressed with how fast our Director of Public Relations and Development, Chris Brooks, and Rich Hanson, our Government and Regulatory Affairs man, responded to the article in the Smithsonian publication *Air and Space* magazine. Chris, Rich, and Dave worked tirelessly to craft a letter to the editor which explains our concerns with unsafe flying.

You can appreciate that this a critical time for model aviation with the impending FAA regulations. I assure you that the AMA staff and Executive Council members are vigilant in doing everything possible to ensure we will continue to enjoy our beloved hobby for another 75 years.

I have the honor of making two very important presentations. My local club, the Hot Springs R/C Flying Club, has worked

hard to achieve the Gold Leader Club status. As many of you probably know, only a small percentage of our clubs achieve this level and I urge you all to join them!

Additionally, this club won a Flying Site Assistance Grant to further enhance its site. I urge you to take every opportunity to elevate your club's presence with the community stakeholders. The Hot Springs club plans to accomplish this by inviting several local dignitaries to the awards ceremony and present them with the awards so that the plaques will be proudly displayed to the public.

My second presentation will be awarded to Ron Hubbard, a teacher at Bryant Middle School in Bryant, Arkansas, who has done an outstanding job teaching his students graphics and science using model aviation. The ceiling of his classroom is covered with beautiful models of all sizes and shapes.

AMA's Education Director Bill Pritchett has more about this remarkable man in his column on page 145.

It goes without saying, getting our youth interested and involved in aviation is critical to our next 75 years and Ron is a prime example for us all!

Enjoy the summer and I look forward to flying with you! *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.

The Inside Loop

Competition is defined as the act or process of competing and competitive is someone inclined, desiring, or suited to compete. These words and thoughts of what draws someone to compete came to mind when I attended my first Indianapolis 500 on May 29, 2011.

This was its 100th Anniversary and 95th running of the race (no racing took place during World War II). It is estimated that more than 350,000 people were on hand to see Dan Wheldon take the lead when JR Hildebrand slammed into the wall on the final turn.

Although I had never been to the Indianapolis 500 before, I have attended several races including the Daytona 500, Gatornationals, and 12 Hours of Sebring. Each was exciting for different reasons—Don Garlits broke the speed record of 272 mph in 1986 and I got to sit in A.J. Foyt's Porsche 962 after he won at Sebring in 1985.

Being the editor of *Model Aviation* and working here at the AMA and at the International Aeromodeling Center (IAC) allows me to attend several flying competitions. Although they may not draw the crowds that auto racing does, they are certainly exciting whether you are a pilot or a spectator.

Attending these types of events has allowed me to meet some of the top pilots from around the world and see firsthand some of their design and setup methodology. Getting to talk to Quique Somenzini about how to become a better pilot or chatting with Frank Beatty about his experiences in designing and flying CL models are a couple of examples that come to mind.

By the time you read this, the 85th Nats will be taking place here in Muncie, Indiana. The outdoor Nats begin on June 25 and run through August 11. If you have the drive to compete or just want to learn from those in attendance, the Nats covers several of the different disciplines of modeling. For more information on the specific dates and events taking place, please visit our website.

We sent veteran Top Gun reporter, Stan Alexander, to cover the 23rd yearly invitational, which took place from April 27 to May 1. It was held at a new site called Paradise Field at the Lakeland Linder Regional Airport in Lakeland, Florida.

Top Gun brings out the best Scale competitors and is truly international with some in attendance traveling from as far as Germany, Italy, France, Brazil, New Zealand, and Australia. At this event you will find models of aircraft from all eras of aviation, including World War I, World War II, Golden Age, and the modern jet age.

Even if you don't want to compete, maybe you have considered designing your own airplane. With that in mind we have an article with an overview on designing in CAD by David Walker. It is a basic overview of the process and tools available; we will follow it up with a more in-depth article in the future.

Once you are familiar with CAD, there is no limit to the aircraft you can model, whether your interest is RC, FF, or CL.



Editor Jay Smith
jays@modelaircraft.org

Attending events has allowed me to meet some of the top pilots from around the world...

This month's construction article is on Bob Gialdini's Eclipse, which was the first Precision Aerobatics (Stunt) model to win the AMA Nats with an installed muffler. Michael Schmitt and Allen Brickhaus helped bring this 1965 winner back to life and made plans for us in the process.

For readers looking for flight instruction and tips, we have a great article from Dave Scott. Building off years of experience in RC instruction, he has provided us with information to improve our procedure and rudder turns, focusing on good control inputs that reduce the need for corrections altogether.

Having attended Dave's flight school, I can attest to the fact that his instruction methods do indeed work and we look forward to printing more of his articles in the future.

If you are interested in getting kids involved in flying, while possibly adding another flying site in your area, then check out "Starting School Clubs" by Dick Streetman. Drawing off 40 years as a teacher and administrator in both public and private schools, Dick provides much useful information that could help your club be successful in working with schools.

We are heading into a busy season here at the AMA with many great events taking place and we look forward to bringing you event coverage through the rest of the year. Although we certainly can't cover all of them, if there's one you would like to see in our magazine, please let me know. **MA**

MODEL AVIATION

Published by The Academy of Model Aeronautics

(765) 287-1256 | www.modelaircraft.org

Fax: (765) 289-4248



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Model Aviation is an official publication of The Academy of Model Aeronautics, Inc., an associate member of the National Aeronautic Association (NAA). NAA is the official U.S. representative of the Fédération Aéronautique Internationale (FAI), the world governing body for sport aviation, and represents the U.S. at FAI meetings. NAA delegated to the AMA supervision of FAI-related aeromodeling activities such as record attempts, competition sanctions, and selection of U.S. teams for World Championships. (ISSN 0744-5059, USPS 087-930 Publications Agreement No. 40688541) is owned exclusively by The Academy of Model Aeronautics, Inc., a nonprofit organization, and published monthly at 5161 E. Memorial Dr., Muncie IN 47302. Periodical rate postage paid at Muncie IN and at additional mailing offices. Canadian return address: Station A, PO Box 54, Windsor ON N9A 615

Carl & Beth Goldberg Vital People Award

Many clubs have one. Some fortunate clubs might have more than one. Who are they?

They are members who go above and beyond to support model aviation, our clubs, and our members. They do this quietly, sometimes in the background, and often ask for little in return other than maybe the occasional “thank you.” They might be club officers, newsletter editors, or even members who raise their hands at club meetings and volunteer to pull things together for the club picnic, fly-in, or some other event.

In 1983, Carl and Beth Goldberg asked the Academy of Model Aeronautics to help create an award to recognize these types of individuals. Named the Carl & Beth Goldberg Vital People Award, it was presented annually to “vital people in the background of the modeling movement whose efforts enhance the enjoyment of the hobby and whose accomplishments are seldom formally acknowledged.”

Carl Goldberg (1912-1985) was an exceptional model aircraft designer, an aeromodeling club founder, an educator, a business owner, and more. He is a prominent figure in the history of the AMA and aeromodeling. Many will recognize the Goldberg name on model kits from Carl Goldberg Products.

AMA is pleased to continue recognizing and thanking our members who make model aviation at the local level more enjoyable for all of us. The Goldberg name is certainly a legacy we want to live on through AMA and the sport and hobby of model aviation.

All it takes is one member or club to nominate a deserving individual. Recipients are selected by a committee of members: one from each AMA district. The winners will be announced in late October each year. This is your opportunity to do something in return for that member who works so hard to make model aviation better for all of us.

Congratulations and thank you to the following 2010 winners named at right:

Please take this opportunity to recognize someone special in your club. For more information about the Carl & Beth Goldberg Vital People Award, visit www.modelaircraft.org/files/717.pdf.

Applications will be accepted until September 15, 2011, and winners will be announced by November 10. Please submit the application electronically to Erin Dobbs at erind@modelaircraft.org at AMA HQ. **MA**

—MA Staff

GARY WEAKS of the Skymasters Radio Control Club of Michigan is a talented modeler and has been known to create beautiful scaled masterpieces. He helps at numerous club events, sharing his passion for aviation in many ways.

Gary is a full-scale pilot and participates in “Operation Cheer,” distributing gifts to needy children throughout the state of Michigan. He also volunteers as an instructor at the Detroit Science Center and was involved in the creation of the first Aviation Day at the Science Center.

Gary carries his youth involvement further by coordinating an annual outing at a local park near the Skymasters’ field that allows youngsters the opportunity to get some stick time with Skymasters instructors.

Nominators: David Wendt and Joe Hass.

JON EARLEY of the Skyknights Aeromodeling Team was nominated by Don Wehrheim and Ralph Warner.

Every club needs members with a variety of skills that they are willing to apply for the good of the club. Their abilities should include a willingness to run and/or perform duties in leadership positions; initiate and research various club projects; inspire others with new, cutting-edge models; build enthusiasm for club membership and projects; research potential new flying sites; maintain the flying site for the safe activities of the club; and produce a monthly newsletter!

For the Sky Knights, the one man who has done all of them and more is Jon Earley from Round Lake, Illinois.

BILL CARPENTER is a member of the Wyoming Modelers Park Association. He has been an inspiration for fliers for more than 40 years. His ignitions are used on model aircraft and UAVs worldwide.

Bill has helped many people get started in model aviation. His hard work and dedication have helped his club flying field to be the best flying field in west central Wyoming. Bill has never asked for anything in return and he still takes the time to explain the hobby to everyone who comes out to the field.

Sollie Cadman nominated Bill for this prestigious award.

CHARLIE VOGEL hails from Honeoye, New York. The Genesee Valley Aeromodelers (GVAM) feel blessed to have Charles Vogel as one of its charter members and club founders since the club’s inception in the mid-1960s.

Charlie has helped everyone from kids to 89-year-olds. He usually instructs two or three students each year.

The go-to guy when your engine is not running properly, Charlie is also the man who takes care of the club tractor. He has organized events with the Scouts throughout the years and also extends a helping hand to members who aren’t physically able to take care of their own equipment.

In addition to all of these “behind the scenes” activities, Charlie also took his turn as club president and secretary.

Charlie was nominated by Jim McBride and Ned Holmes.



Johnny Aiello, age 9, won the \$1,000 first prize in the Junior category.

“Build a Big Bird” Winners Announced

The International Miniature Aircraft Association (IMAA), the largest AMA Special Interest Group (SIG), announced the winners of its “Build a Big Bird” promotion at the Joe Nall Fly-In.

“Build a Big Bird” was a postal event, conceived to promote large-scale model building. To show that big models can also be affordable, the challenge was to build a model under \$500. Finally, we hoped to recruit new members for the IMAA. A \$1,000 first prize was awarded for creativity and craftsmanship in each of three categories.

The \$1,000 kit and scratch-built prize went to Carl Schurenberg, of West Chester, Ohio. Carl built a magnificent Morane Saulnier parasol model. The \$400 second-place award went to Robert Barth’s Fleet Biplane, and third place went to Robert Moe’s 1912 Curtiss Pusher.

In the ARF category, Ken Karpinski, of Philadelphia, Pennsylvania, transformed a Great Planes Stearman to duplicate the airplane that Gus McLeod flew to the North Pole in April 2000. Ken’s photos included his model parked in the snow with a miniature “North Pole” nearby. Dan Schneider won the

\$400 second-place prize with his Cessna AgWagon.

Winning the \$1,000 prize in the Junior category was Johnny Aiello, age 9, of Albuquerque, New Mexico. Johnny built the Phony Fokker Einducker that was featured in the IMAA Giant Scale Handbook several years ago. Ryan Karcher won a Great Planes Reactor ARF kit for his Japanese Zero ARF entry.

We had 50 entries with the vast majority (40) in the scratch-built and kit-built category. This shows that IMAA is still the home of modelers who build their own airplanes.

The judges especially struggled with the kit- and scratch-built category, since all of the models were of very high quality and they had only the photographs to go by. In the end, the three judges and the event committee all agreed on the winners who were announced.

Congratulations to all of the winners and participants in the “Build a Big Bird” competition. The entries showed lots of creativity and imagination, and made the judging very difficult. **MA**

—Bill Hamby
IMAA President and AMA Liaison

History Preserved:

Jimmie Allen Flying Club

In the early 1930s, pilots Bob Burt and Bill Moore created a popular radio series that inspired children to fly airplanes. *The Air Adventures of Jimmie Allen* chronicled the fictional life of 16-year-old Jimmie and his pilot friend Speed Robertson, who got in and out of flying situations and solved crimes while flying around the world. Initially, Jimmie was a telegraph operator, but he began to take flying lessons to become a pilot.

The Jimmie Allen Flying Club was created to teach kids about aviation. Flying Club members, or Jimmie Allen Cadets, learned about aviation through lessons on full-scale aviation and model building. They received a membership card, a flight chart, and their own official Jimmie Allen Flying Club Wings.

The Richfield Oil and Skelly Oil companies (and others later on) used the serial radio show and club to market themselves. The Jimmie Allen Flying Club influenced kids to ask their parents to go specifically to those companies' oil stations to sign up, as toys in cereal boxes influence children to ask for those brands.

The club was headquartered in Los Angeles at the Richfield Oil Building at 555 South Flower Street, where City National Plaza is today.

Most of the promotional letters and notes sent to members were signed "Jimmie Allen." According to a cadet welcome letter, requirements for participation in the club stated: "each week for five weeks, have your parents drive you to any Richfield Station and get your weekly flight lesson. When you go to the station pick up all back lessons if you have missed any. You must show your membership card or wings to get your flight lessons. We will let you know when each new flight lesson is ready. Just keep listening to the radio announcements for full particulars ..."

The five flight lessons concluded with



the final exam. Passing the test was rewarded with a wristlet and permanent membership in the club. There were puzzles, a whistle, a club newsletter with a circulation of more than 500,000, and other benefits as well.

Kids were encouraged to build model airplane kits including the Bluebird, Thunderbolt, Silver Streak, Yellow Jacket, and the Sky Raider, and fly them at sponsored modeling contests. Many of the kits were designed specifically for the Skelly Oil Company.

Letters were sent to parents explaining the usefulness of the club,

giving the youth of the day the skills needed for aviation futures, and to provide a "clean, wholesome outside [interest] which keeps their ideals up to the standards you have in mind for them."

There was also the Jimmie Allen Flying Cadet code that set high standards for members: "I pledge myself—To keep mentally, morally and physically fit. To do all in my power to make America first in the air. To promote American commercial, transport, and military aviation. To work for the best interests of the Jimmie Allen Flying Club."

The radio show lasted slightly more than four years, with a short-lived reprise of the series in the mid-1940s, but it affected an entire generation nationwide and influenced hundreds of thousands of kids to look to the skies.

Stop in the museum this year! You can hear a sampling of the 15-minute broadcasts while looking at memorabilia from the Jimmie Allen Flying Club. **MA**

—Jackie Shalberg
Archivist/Assistant Historian



Model Aviation Standards Development Workgroup Continues its Work

AMA's Model Aircraft Standards Development Workgroup met with representatives of FAA's Unmanned Aircraft Program Office (UAPO) in a two-day meeting in Greenville, South Carolina, during the week-long 29th annual Joe Nall Memorial Fly-In.

This face-to-face meeting was a continuation of the workgroup's efforts to develop a set of model aircraft standards to be used as an alternative means of complying with the small Unmanned Aircraft Systems (sUAS) Federal Aviation Regulation when it will be enacted in 2013.

The 10-man workgroup has completed an exhaustive review and assessment of model aviation, AMA's safety programs, and the hazards associated with the aeromodeling activity.

During the past two years, the group's progress has been slightly hampered by the lack of specificity regarding the proposed rule and directional changes resulting from the rulemaking process. However, despite the challenges and occasional setbacks, the workgroup has stayed the course and continues to work toward the development of a set of standards that will ultimately allow the aeromodeling enthusiasts to continue to enjoy the hobby in much the same way as they have in the past.

In developing the standards, the workgroup has looked to AMA's National Model Aircraft Safety Code and related safety programs as the basis for the model aviation standards.

AMA's safety program has served as the benchmark for model aviation safety for 75 years and has established an enviable safety record; however, the evolution of the aeromodeling activity and the technological advancement in the hobby in the past several decades do merit further consideration.

Some of the more challenging topics facing the workgroup are the operation of high-performance model aircraft, operations at altitude, and operations in proximity to airports or congested airspace.

These more challenging areas will be the focus of the workgroup over the coming weeks and months. The group meets weekly with representatives from the UAPO via teleconference and webinar and periodically meets face-to-face to focus on and finalize the ongoing work.

Progress is often slow and methodical and much time is spent conveying ideas and concepts and working through issues. However, the end game is in sight and we are confident we'll achieve our goal of having a draft of model aircraft standards available for review by AMA members before the sUAS Notice of Proposed Rule Making is released later this fall.

To follow the progress of the workgroup and for the latest on AMA's government relations effort go to the AMA website at www.modelaircraft.org or "Like" us on [facebook.com/amagov](https://www.facebook.com/amagov). **MA**



Let Your Voice Be Heard!

The AMA's Government Relations Web pages, which you can find at www.modelaircraft.org/gov, will serve as your hub of information. There you can find background information, the latest developments, how to contact your senators and representatives, and even how to identify them if you don't know who they are.

All AMA members—indeed, all who love aeromodeling—should familiarize themselves with the issue and let your voices be heard. **MA**

—AMA HQ



North Mankato, Minnesota, promotes aeromodeling

One Saturday morning, while we were flying at the local school's soccer field, the teams began showing up and we started to put our airplanes away. One of the coaches asked why we had stopped flying and we explained. As always, we want to befriend anyone who shows an interest in model aviation.

We found out that he used to fly model airplanes and invited him to join us the following Saturday. He showed up, watched us fly, and I'm sure someone gave him some stick time that morning.

The following Wednesday, Gary Endersbe received a call from the North Mankato City Administrator, Wendell Sande, asking if we would be interested in the city putting in a city park just for flying model airplanes! Apparently the coach we befriended knew the city manager and talked to him about us.

There wasn't a problem with us flying at the school, but we were not always able to fly at the field because other groups used it for soccer, softball practice, track, and football. The city's offer would give us a place for electric-powered model aircraft so we could get together and take advantage of good weather.

Club members involved in the project included Gary, Bob Kurkowski, Carl Larson, Steve Eccles, Mike Eccles, Steve Mills, and Mike Stott. We had several meetings with

Wendell concerning a site location. The city had a couple of locations in mind. One was at an existing city park surrounded by residential property; the other was 6 acres in the industrial park. We chose the industrial park next to an educational center with parking for 100 cars that we could use.

We suggested a small paved runway for smaller park flyers for the park, but the city had something bigger in mind! We ended up with a paved runway that was 75 x 150 feet, and two grass runways for suitable for larger electrics!

We planned a dedication for our new flying site on May 21, 2012. The city asked us hang airplanes in the North Mankato Library to inform the public of the new electric aircraft park throughout the winter. A month before the dedication, the city and library asked us to purchase on their behalf three complete RTF models to be given away—one for a youngster, one for a teen, and one for an adult.

Nearly 1,000 people entered the drawings and we were pleased when the teenager showed up, along with his father, at the dedication. Club member Mike Stott gave him his first training session.

The City Administrator Wendell Sande, mayor, and several council members attended



the opening. More than 100 spectators came to watch the dedication and the flying.

Since the park has opened, we've had a number of individuals show an interest in learning how to fly. So far, 12 people are in the training program and three have soloed. On the third Saturday of each month we provide training for anyone who wants to try flying. This was part of our agreement with the city. Because we're located next to an educational facility, we may even plan to offer classroom training, using a city-provided flight simulator.

The field is officially open to the public, and with continued positive guidance from a growing group of experienced pilots, the park will be a successful site that will help grow the hobby and serve as a model for other cities.

The City of North Mankato is very proud of its parks and sporting facilities and this new Electric Aircraft Park is a commitment to their furthering their park systems and sporting facilities. We thank the city and especially City Administrator Wendell Sande.

This proves that it pays to be friendly and promote the hobby. In this case it got us a first-class electric flying park! **MA**

—Mike Stott
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The *Scale* **PREVIEW PAGE**
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Top: The B-17G that Dan Givney built and Bret Bowling is flying starts a bombing run in Team class. The smoke is designed to simulate contrails that the bombers gave off at altitudes exceeding 20,000 feet.

Above: The pilot in the cockpit of Eduardo Esteves's PT-19, which was entered in Pro-Am Pro, is Frank Tiano and the miniature bust is wearing a smile!

Right: David Hayes loads another canister of spray in his Rockwell Thrush for a mission to kill the lovebugs on-site. Entered in Unlimited, David and his teammate went on to win with this crop duster.

Top Gun Invitational

by Stan Alexander



23rd year

“BIG,” “BIGGER,” and “huge” describe Top Gun—the models and the competition, as well as the good times people have, the vendor area, and the flying site.

The 23rd yearly invitational, which took place from April 27 to May 1, was held at a new site. It was still at the Lakeland Linder Regional Airport in Lakeland, Florida, but it took place at the grass Paradise Field. Frank Tiano Enterprises (FTE) has put a lot of work into the venue, and you can see the evidence in the turf, smoother surface, built-in irrigation system, and concrete staging areas for the five flight stations.

Top Gun is an international contest, with competitors traveling from as far as Germany, Italy, France, Brazil, New Zealand, and Australia. There are models of aircraft from all eras of aviation, including World War I, World War II, Golden Age, and the modern jet age.

This event is the best of Scale competition, featuring an air show, Top Gun Hussies, vendors, hobby supplies, a large Tent City in the pit area, the Red Bull Girls, motor homes by the score, and some outstanding models. Aircraft were



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