

MODEL AVIATION®

Official Publication of the Academy of Model Aeronautics

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HELICOPTERS:
A GUIDE FOR
BEGINNERS

EXTREME
EXCITEMENT
AT THE

XTC



MODEL AVIATION® Contents

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ABOUT THE COVER

Gabriel "Gabby" Altuz, of Puerto Rico, stunned the crowd with flights that combined pinpoint precision and low-level extreme 3-D. Spectators at the 2010 Extreme Flight Championships (XFC) and this year his 42% Performance Aircraft Unlimited Extra 300 commanded much respect on the flightline.

Gabby finished third in this tight competition, which draws many of the world's top airplane and helicopter pilots to Muncie, Indiana each year.

Make plans to attend the 2012 XFC in June and see all the action, meet the pilots, and share in the excitement.

Mark Fadely photo.

Guide to Membership Services



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 Saturday 10 a.m.-4 p.m.
 Sunday 10 a.m.-4 p.m.
 Closed Sunday Thanksgiving through
 Easter. Call (800) I-FLY-AMA for hours.

In case of on-site emergencies after normal working hours, call (765) 749-9210.

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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AMA Executive Vice President Mark Smith

President's Perspective

The common denominator that makes these friendships what they are is model aviation.

H I FOLKS! This has been an extremely busy month. Would you believe that in just one month, I have had the privilege of speaking at our 75th Anniversary banquet and flying with a number of modelers in Muncie, conducting my first Executive Council meeting, and making the welcoming address at not one, but *two* international events.

A milestone in my modeling career was having the privilege of speaking at our 75th Anniversary celebration. On Friday evening, roughly 250 people from the modeling community as well as several Muncie dignitaries, joined us in a well-executed event where we paid tribute to AMA.

The evening began with a cocktail party outside the banquet hall and then we moved to the dining area. During the next two hours, we announced the AMA Hall of Fame inductees, AMA scholarship winners, and presented several other awards.

There was a video and a slideshow that gave a wonderful overview of our heritage. Again, this outstanding evening would not have been possible if it were not for the hard work of our staff, many of whom contributed countless hours

putting this all together. We are so fortunate to have these talented AMA employees!

On Saturday, we held our July Executive Council meeting. I was told that I just may have conducted the shortest meeting on record. I was focused on completing the necessary work and then going flying!

I felt it was important that our board members had the opportunity to interact with the people who came to enjoy the celebration. After all, we are all pulled together by model aviation, right? So I thought, "Let's get out there and fly!"

Although the Soaring Nats was still in progress, we used a flying site on the other side of the property to fly just about everything. I have heard nothing but high praise for the entire weekend.

I was home for a week and then flew back to Indiana for the FAI F3A World Championship in Muncie where I took part in welcoming representatives from 31 countries along with FAI and local community dignitaries.

Two days later, I drove to Dayton, Ohio, where I welcomed competitors from 16 countries to the Ninth Jet World Masters. My message to the audience at both events was to underscore to the competitors that today began another chapter in a story that originated the day they first flew a model airplane.

What an honor it was for the competitors to be at the event, representing their various countries and competing in one of the world's most prestigious model aviation events. It was equally important to recognize the event managers, friends, and the families that

accompanied the contestants, because their support and encouragement was critical to each pilot's success.

Finally, it was important to acknowledge those who organized the contests and all of the volunteers. The countless telephone calls, emails, meetings, and discussions culminated in a fair and exciting competition, but equally important, it was a memorable and positive experience for all involved.

These international competitions are held to determine the best of the best; however, there is so much more to a World Championship than just the competition. Throughout the contest, old friendships were renewed and new ones made—friendships that transcend any language barrier and borders and will last a lifetime. The common denominator that makes these friendships what they are is model aviation.

I hope you can tell, this has been an exciting month and I look forward to the rest of the summer!

Enjoy the hobby, help out a kid, and most importantly, have fun!

Keep in touch. **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

When I began flying RC airplanes back in the late 1970s, no one flew helicopters at our field. I really didn't even know they existed until 1979.

Mike Mas changed all that when he flew his helicopter in sustained inverted flight for 54 seconds. He did it again on video on Thanksgiving Day in 1979 and that video circulated like crazy through clubs and hobby shops. It could have been considered "viral" if the term had been coined by then.

Numerous copies of the videotapes were made and distributed. If we had the Internet and YouTube back then, Mike would have owned it. I watched the video more times than I can count!

Mike and all the early RC helicopter pioneers had to learn to fly just like everyone else. They had to master the mechanics of flight and those of their machines. This allowed them to push the envelope and get the most performance possible from these challenging flying machines.

Mike had this to say about his RC helicopter beginnings: "Little did I know that it would take over a year before I would be able to hover within the area of a football field or keep it up for a tank full of fuel, but I then set a goal: no matter how long it takes, I'll someday achieve my ambitions and make the helicopter do exactly what I want it to do."

Today we have a multitude of options when it comes to RC helicopters. If you want to fly indoors, outdoors, 3-D, or Scale, there's a helicopter for that. Power systems include turbine, gas, glow, and electric power. We have terminology such as coaxial, tandem, fixed pitch, collective pitch, and flybarless. This seemingly endless array of options can be quite confusing to the beginner helicopter pilot.

Fear not! We have enlisted the help of Andrew Griffith to assist prospective or newer helicopter pilots understand the lingo and wade through the options to determine what heli is right for you.

We also have better and more reliable equipment on which to learn and perfect our flying skills, not to mention RC simulators that provide a realistic flight experience to further hone our flying ability.

Most importantly, RC helicopters are safer and more accessible than ever. If anyone doubts their popularity, then they have never been to the International Radio Controlled Helicopter Association (IRCHA) Jamboree, a helicopter-only event that draws nearly 1,000 pilots each year to the International Aeromodeling Center in Muncie, Indiana.

In this issue, our own helicopter columnist and expert photographer, Mark Fadely, brings us all the excitement of the Extreme Flight Championships (XFC). This event, under the tutelage of Frank Noll, does



Editor Jay Smith
jays@modelaircraft.org

... RC helicopters are safer and more accessible than ever

an excellent job of combining helicopters and airplanes into a competition everyone should appreciate.

The AeroWorks Challenge air races were added to XFC last year and continue to build in participation as pilots navigate the course requiring gates to be flown through, and pylons to be flown around. If you have the need for speed, this is the event to attend.

If electric-powered aircraft are more to your liking, check out our coverage of the National Electric Fly-In also held at the IAC. This yearly charity event raises money for the Animal Rescue Fund and the National Model Aviation Museum.

This month's issue also features two reviews: the beautiful and aerobatic Christen Eagle from Great Planes and the Stevens AeroModel WaterBoard. The WaterBoard should appeal to anyone who ever owned a Swamp Buggy, with the ease of assembly for which Stevens AeroModel is known. Best of all, it works with the RC gear you already have!

If you haven't already done so, be sure to check out www.ModelAviation.com. It contains expanded and interactive features to complement the magazine. Participate and let your voice be heard. You can also contact me directly through the "Write a Letter to the Editor" page. **MA**

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De-Fence

At Cobb County Radio Control Modelers Club (CCRC) in Acworth, Georgia, the flightline safety fence was a deteriorating PVC pipe structure. Eighteen-year-old Joshua Jibilian, a club member for roughly nine years, suggested to club president Karl Durant that the safety fence be replaced.

As a member of Boy Scout Troop 306, Joshua intended to replace the fence to fulfill an Eagle Scout public service project requirement. He volunteered to coordinate “De-Fence” activity and Karl approved.

Before construction could start, De-Fence needed to be approved by Cobb County officials. Joshua assisted with the necessary paperwork to show the project location, materials to be used, and a specific fence design.

After county approval, planning for actual building of De-Fence started. Work would be a joint endeavor involving members of Scout Troop 306 working with volunteers from CCRC flying club. Two Saturdays were set aside for work, and flying on those days was prohibited. Arrangements were made for a post-hole digger and a heavy-duty, cut-off saw. Week one, plant the posts; week two, add the cap rail and webbing. Materials were provided by CCRC and placed onsite.

Let the work begin! The work group was impressive. Eager Scouts of a younger age alongside club members who were noticeably older. No nametags were necessary to tell the difference. Everyone worked together. Week one’s weather was excellent; week two was not so excellent. Rain did not dampen spirits though, and De-Fence was completed.

Following completion, CCRC attached a brass plate acknowledging Scout Troop 306’s assistance with the De-Fence. An evening was set aside for members of the Scout Troop to fly an RC trainer.

Instructors and aircraft were assigned, and a short class on RC model flying was presented. Joshua was one of the instructors. Each Scout and a couple adult leaders experienced the thrill of flying RC aircraft and everyone had a good time.

This story illustrates two activities which can have a profound impact on boys as they grow into manhood. One is participation as a Boy Scout, and the second is flying RC model aircraft. Each activity provides myriad beneficial experiences.

Joshua is now an Eagle Scout, has graduated with honors from high school, and plans to start a college engineering curriculum in the fall. Commitment to both activities over a period of several years has paid off.

In addition, De-Fence looks great and was in place for the largest event which has taken place at CCRC airfield: the 2011 SAE East Heavy Lift Contest. Roughly 70 college engineering teams arrived, each with a scratch-built RC aircraft. These models were team designed and built to lift as much weight as possible.



Workgroup members planting 4 x 4 fence posts.



Scout Troup 306 members installing the fence cap rail.



During the contest three general observations could be made. First, heavy RC aircraft need a substantial safety fence. Second, if at all possible, avoid hitting a fence post. Third, the best offense is a good De-Fence. **MA**

—Ron Warner, CRCC member

History Preserved:

Bob Wischer's scale Douglas M-2 Mailplane



Bob Wischer was an active part of the RC Scale scene from the 1960s to the 1990s. From 1977 to 1993 he wrote *MA*'s RC Scale column, and he was the US Scale representative to FAI rule-making sessions. He served on six Scale teams representing the US at the Scale World Championships.

Bob's wife, Dolly, who nominated him for the AMA Hall of Fame, noted that, "Bob was always the competitor, but I guess he likes to build even more." While he has multiple wins and honors to his name, they all come back to his detailed and technical construction abilities.

In 1983, Bob donated his Scale model of a Douglas M-2 Mailplane to the National Model Aviation Museum. Built circa 1971, it won second place at the RC Scale Nats and earned Bob a place on the US team competing in the 1972 Scale World Championships in France.

The model is scaled so that 1¼ inches equals one foot and it has a 6-foot wingspan. It is a striking red and silver with the US Air Mail decal on the fuselage just behind the cockpit, and the Western Air Express logo on the tail. The model is missing the engine and radio equipment, which Bob had removed before he donated it.

The covering is silk with butyrate dope. While unpacking the model from his van, Bob somehow accidentally poked a hole in the covering. To correct his mistake he sent then-curator Hurst Bowers an extra piece of covering and notes on how to best repair the

hole. Hurst did so, and managed to hold onto the remaining piece of silk "just in case." It is still in the model's file today.

In correspondence with Hurst about the donation, Bob noted, "I have fond memories of its gentle flight and ease of handling in takeoff and landing. It's the kind of airplane that makes an old man look like a good pilot; just what I need. I can also think of many ways to improve the next model. Should have learned a bit about modeling in the 12-plus years since it was built, and a prototype for documentation is conveniently located in the NSAM [National Air and Space Museum, Smithsonian] in D.C. Sounds as though I'm talking myself into another Scale project. It will have to take its place in my priority list. A quarter-scale Aeronca K is the current project, with an O.S. Gemini engine."

It isn't known if Bob ever got around to building another Douglas Mailplane, but we are glad that he was willing to donate his original to the museum.

The Mailplane is currently on display in the lobby of the AMA's Headquarters building.

For more information on the full-scale Douglas Mailplane in the Smithsonian's collection see www.nasm.si.edu/collections/artifact.cfm?id=A19772556000. For more information on Bob Wischer, visit www.modelaircraft.org/files/WischerRobertBob.pdf. **MA**

—Maria VanVreede
Museum Registrar

AMA Hall of Fame Selections

AMA Hall of Fame selections have already been made for 2011 and you will see the winners published in early 2012 in *MA*. It's not too late to submit an application for the class of 2012; you have until March 31.

There are many members deserving of such a high honor and we hope to see their names on this distinguished list! To download the application for 2012, please visit www.modelaircraft.org/museum/hoflist.aspx.

Established in 1969, the Hall of Fame honors those men and women who have made significant contributions to the sport of aeromodeling. The list of members is long and distinguished. Contributions may be in volunteer or administrative activities, product development, competition performance, or a combination of activities. In 2010, the name of the Model Aviation Hall of Fame was changed to the AMA Hall of Fame.

The selection committee is composed of past and present AMA presidents and one individual selected from each of the 11 districts by its respective vice president. Each year, a new class is inducted into the AMA Hall of Fame, and the winners are announced in *MA* magazine.

For further information, contact Erin Dobbs in the Programs department at (765) 287-1256, ext. 272. All nomination forms are due on March 31 of the election year. **MA**

Carl Goldberg Vital People Award

Attention all AMA members! Do you know a special member who goes above and beyond for your club and is always there to volunteer or assist in club activities? Don't forget that you can nominate him or her for the Carl Goldberg Vital People Award. This award recognizes those individuals who exceed expectations for modeling

and are always there to lend a hand.

Awards have already been selected for 2011, but it's not too late to submit an application for 2012. Please visit www.modelaircraft.org/membership/membership/vitalpeopleaward.aspx to learn more about this program. **MA**

—Erin Dobbs

Marketing Partner Lead

SAVE THE DATE: January 6-8, 2012!

What for? Why to attend one of the best in modeling shows—AMA annual Expo! Please join us at the Ontario Convention Center in Ontario, California. See the latest and greatest in modeling products. Watch demonstrations by some of the best modelers in the world, and listen to our guest speakers relate their experiences.

Remember: *January 6-8, 2012. Save that date!*

Avoid long lines and order your advanced tickets now. Please visit www.amaexpo.com to get the most up-to-date information about the show.

—AMA Marketing Department



The Academy recently welcomed Life Members Joseph Henderson, Camargo IL, and Kenneth Weaver, Tucson AZ.

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

—AMA Membership Department

**AMA Thanks
Its Lifetime
Supporters!**

Drones vs. Model Airplanes

It seems every week we see a new article in the media speaking to the issue of “drones” or more apply named, Unmanned Aircraft Systems (UAS). These articles either tout the benefits of this new technology or foretell disastrous consequences emanating from the use of these platforms.



Either way, the advent of commercial, public, and even the private use of unmanned aircraft in the civil environment will present a huge paradigm shift from our traditional view of aviation.

In the past, access to the airspace around us was limited to those individuals who had the knowledge, skill, means, and willingness to place themselves in harm’s way and “slip the surly bonds of earth.” In the future, access to the airspace will be open to anyone with the inclination, access to the Internet, and a credit card.

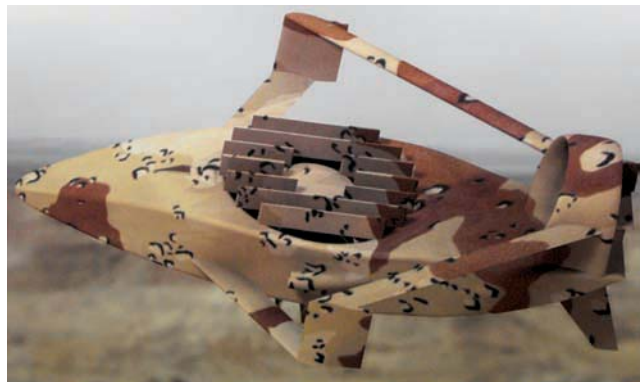
For more than a hundred years, unmanned aircraft in the National Airspace System (NAS) have been limited to model airplanes. By and large these platforms are

viewed as inconsequential in the eyes of the vast majority of the general public. They are most often encountered in remote, open areas well within visual sight of the hobbyist, and are generally acknowledged as an established recreational activity or at worst, an annoyance.

When there are conflicts regarding their presence in congested areas or concern about noise or overflight of persons and property, the model aircraft activity is usually curtailed.

In the future, unmanned aircraft will become pervasive in our communities. They will be used for everything from law enforcement, fire protection, and search and rescue, to news gathering, advertisement, and photo journalism.

Although the FAA is working on regulations to manage this activity, the indiscernible nature of this activity will make it virtually impossible to distinguish



the legitimate operators from the rogues. Because of the relatively low acquisition cost and ease of access, these platforms will soon number in the thousands. Once airborne there will be no way of knowing if any given aircraft is operating legitimately or intent on harm.

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

This is a quandary that beleaguered the genius until his death in 1955. For centuries, societies have had to balance the potential for good against the potential for harm with everything from electricity, to motorcars, to the Internet, and now unmanned aircraft.

The societal and cultural issues emanating from the advent of UAS will be significant and difficult to resolve. However, turning our back on this technology is not the answer. In doing so we may well find that we’ve boxed ourselves in, missed out on significant opportunities, and have been left behind by what is sure to be a huge emerging industry.

The AMA must proceed carefully to ensure the legitimate aeromodeling community is distanced from the negative aspects of UAS, while maintaining its posture as a leader in scientific development and aeronautical technology. **MA**

—Rich Hanson
Government and Regulatory Affairs



A pinnacle of aerobatic and 3-D flight for airplane and helicopter pilots



Terry Hahn won the 100cc Pylon event sponsored by AeroWorks. The airplane's modifications make it faster. Terry tapes over all the control surface cracks to eliminate extra turbulence.

SAMPLE PREVIEW PAGE

ENJOY THE ENTIRE ARTICLE IN THE PRINT EDITION

Terry Hahn shows the unique lighting package he used for the night-fly competition. The lights were so bright that the airplane looked as though it was flying in daylight.



Extreme Flight Championships

by Mark Fadely



SAMPLE PREVIEW PAGE
ENJOY THE ENTIRE ARTICLE IN THE PRINT EDITION.

THE PINNACLE of aerobatic 3-D RC flight in the USA takes place each June at the greatest of all flying sites. It's the Extreme Flight Championships (XFC) and the venue is AMA's International Aeromodeling Center in Muncie, Indiana.

The contestants represent a special, elite group of the world's top RC airplane and helicopter pilots. The event organizers designed this spectacle to be as entertaining as it is



JC Zankl shows his 1-year-old niece Tricity the inner workings of a competition helicopter. She might be flying at XFC someday.



RJ Gritter (L) and Devin McGrath discuss their flight routines using a screwdriver to simulate the airplane's flight path. Even full-scale aerobatic pilots do this to keep their minds focused on the exact sequence they will be flying.



Executive Director Dave Mathewson

... cast your vote for those whom you believe can best lead us during the next several years

By the time this issue of *MA* reaches you, AMA will have signed a Memorandum of Understanding (MOU) with the FAA creating a partnership to promote aerospace education. The purpose of this MOU is to facilitate a collaborative partnership between AMA and FAA that encourages and fosters the development of science, technology, engineering, and math (STEM) skills by today's youth.

FAA's Aviation and Space Education Outreach Programs (AVSED) and the Academy of Model Aeronautics share common goals of promoting aerospace interests and developing programs to benefit educators and students. These programs contribute to the goals of creating a diverse, qualified aerospace workforce for the future.

This partnership is an opportunity to establish a working relationship, where each organization brings its unique expertise, experience, and resources, in support of common goals. The partnership will promote joint endeavors that motivate and help students to develop STEM skills that may lead to careers in aviation and aerospace, as well as outreach initiatives such as teacher workshops, and mutual website promotion.

AMA truly believes that model aviation is the perfect stepping stone to careers in aviation and aerospace; this new partnership will support that contention.

AMA renewal notices will arrive in your mailboxes soon. Included with your renewal notice will be your ballot for this year's elections. Both national offices—president and executive vice president—are up for election this year, as well as the vice president positions in Districts III, VII, and XI.

Campaign statements for the candidates can be found in this issue of *MA* as well as on the AMA website. Some of the candidates also have websites. Please take a moment to read the candidates' qualifications and

positions on issues that are important to all of us and cast your vote for those whom you believe can best lead us during the next several years.

AMA hosted the FAI F3A World Championship for Aerobatic Model Aircraft in late July through early August. Teams from 32 countries came to Muncie to participate in the eight-day event.

Congratulations go to the United States team of Andrew Jesky, Chip Hyde, and Brett Wickizer for winning team gold. And congratulations to Andrew Jesky for his third-place individual finish. For more information and pictures from the competition visit the AMA website at www.modelaircraft.org/events/f3awc2011.aspx.

AMA's 75th Anniversary celebration was held July 14-17 with a gala banquet in downtown Muncie, Indiana, and a fly-in held at the International Aeromodeling Center. Members from across the country came to take part in the flying activities and enjoy the planned events that took place throughout the weekend.

Friday evening's banquet was an outstanding affair that brought together members who shared stories and the history covering AMA's first 75 years. The AMA staff spent countless hours planning and organizing this event and judging from the many comments heard from those who were here, it all paid off. Pictures from the event can be found at <http://bit.ly/oCFpsJ>.

The FAA's effort to regulate small unmanned aircraft systems (sUAS) continues, but was slowed temporarily when Congress' inability to provide funding to keep the FAA running caused several thousand of its employees to be furloughed for a short period of time. Employees are now back to work but, as of the middle of August, are unsure what the next several weeks hold in store for them. It's entirely possible that another lapse in funding may occur in mid-September that may or may not impact the process.

AMA's internal workgroup continues to develop a set of standards that, once approved by the FAA, will allow modelers

who operate within the standards some latitude from what is expected in the (default) rule. After the standards work is complete, AMA will vet the document throughout the entire model aviation community before it is presented to the FAA.

At this point the FAA UAPO still estimates that the rule will be released as a Notice of Proposed Rule Making (NPRM) in mid-December 2011 and the rule will be implemented in the second or third quarter of 2013. The best place to follow the progress of the regulatory effort and find the most current information is on the AMA's Government Relations page on our website at www.modelaircraft.org/aboutama/gov.aspx.

AMA's newly revised Leader Member program rolls in September 2011. The AMA Leader Member Development Committee was tasked with creating new and creative ways to communicate with and utilize the diverse education levels, motivations, and talents of our Leader Members. This volunteer force represents nearly 2,700 members who benefit the Academy and the general membership by giving back to AMA their time and talent.

In this revised program, Leader Member duties vary by category. Although it is the responsibility of every Leader Member to represent and promote AMA and the sport of aeromodeling, Leader Members within the new categories of Education and Flight have specific duties and responsibilities including public outreach, assisting clubs, member support, membership development, and other obligations as defined by the Leader Member Program.

Much more information about this new program can be found on the AMA website. **MA**

See you next time.

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