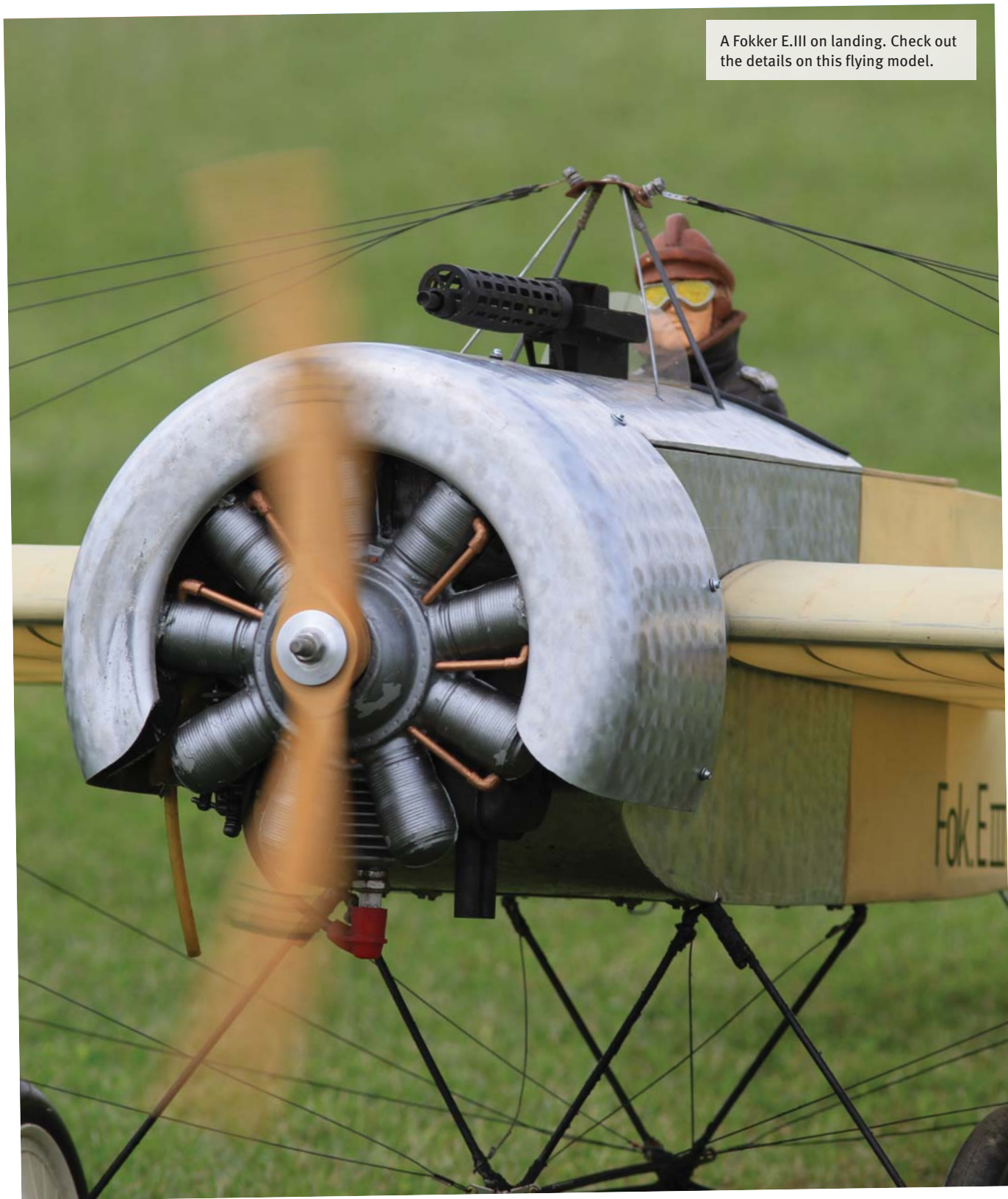


NATSNEWS



A Fokker E.III on landing. Check out the details on this flying model.





Looking down the west side of the pit area, everyone is getting ready for some practice flying.

This week started with several of us arriving early to obtain great camp sites along the back side of the road beside Site 4 at AMA's national flying site. Weather has been a sort of off and on all week, with rain arriving followed by sunshine!

Many more contestants would have practiced Thursday at the site, but rain pretty much stopped that. Friday was much better—with no rain and little wind. Static judging started approximately 10 a.m. with Jim Rediske, Dave Darr, and Dave Hauch taking a detailed look at Designer, Expert, Team, and Open class entries.

If you are a novice in scale and still want to compete as well, you can get started in Fun Scale, either Novice or Open class. Novice is strictly for the newcomer and Open Fun Scale is for more experienced modelers. You only need one photo of the subject airplane for Fun Scale, and many, like I, use a photo on our cellphones. That's all you need.

On the other side of the coin, we have

competitors who have painstakingly researched their models, as well as the full-scale aircraft they are working to duplicate. Sometimes, finding this documentation takes a long time. Other times, it's as close as your local airport or the internet.

Static judging is divided into three parts: outline, 40 points; finish, color, and markings, 30 points; and craftsmanship, 30 points. On a perfect model, this would equal 100 points. That's half of your score, while the other half is where you take the two best flights and average them for the second half of your score.

It takes a group of dedicated individuals to hold a competition such as this, and with the AMA Special Interest Group for Scale, the National Association of Scale Aeromodelers (NASA), there are modelers and officials who collectively have hundreds of years of experience running an event like this. This is Carl Handley's first Scale Nats as Event Director.

There was a lot of practice flying Friday,

all day into the late evening. A pizza party started before dusk and was donated by Barbee Concrete Co. and NASA President Mike Barbee.

Several models that I saw Friday stood out in static judging. Jack Buckley's D.H. Tiger Moth was one that scored high in static judging. Another I really liked was the Fokker D.VII by Richard Perry of Greeley, Colorado. The model is a Balsa USA kit that he highly detailed and covered. The model has a DLE-55 engine. Because he lives at 5,500 feet above sea level in Colorado, he needs the extra power. He used Glenn Torrance Lozenge fabric and finished the covering with scale rib tape on all of the flying surfaces.

I'm looking forward to Saturday and the start of the flying competition. Contestants only have to fly nine maneuvers and the 10th one is for realism in flight. Yes, pilots really have to fly their models like the full-scale aircraft if they want maximum points. Great times are on the way! 🛩️

—Stan Alexander

Static judges Dave Hauch, Dave Darr, and Jim Rediske look over documentation for one of the contestant's models.



Richard Perry holds his 1/4-scale Fokker D.VII model for the judges to judge the outline from the top.



Tim Dickey's J-3 Cub built from a Hangar 9 kit. The full-scale Cub was unique because it featured a 3-cylinder Papoose engine. There were only 11 of them built by the Piper company until the new Continental flat 4 cylinder came out.



Darrel Abby, from Bedford TX, holds a "Lil' Meaties Meat Chopper," which in real life was piloted by Oscar F. Perdomo, who became an "ace in a day" during World War II.



Ted Roman's Piper Super Cub in colors you don't normally see. This one is in the Belgian Air Force color scheme. Like most military Cubs, the full-scale aircraft performed a multitude of roles.

Dale Arvin's Fokker D.VII finished in one of the unique color schemes of World War I. It's powered by a 240 V twin-cylinder engine. Documentation for the model came from close friend Al Kretz.



Dale's Fokker D.VII markings were not uncommon in WW I, with the national marking on both the upper and lower wing panels.



Mike Barbee's Stearman makes a touch-and-go. The model was documented from information from the internet. It has an evolution radial engine.



Brady Ornat's P-40 makes a slow pass with the landing gear and flaps deployed. Practice makes perfect!



Another Fokker D.VII makes a pass. There are four in the competition so far.



Facebook Live feed from AMA with an interview of Brady Ornat with his Top Flite P-40 Warhawk.



Randy Adams makes a practice flight with his Nieuport 28, with his lovely wife calling out the maneuvers for him.



Art Sheldon with his 1/3 scale Nieuport 11. Art forgot to change the radio system to the correct model. It could have been much worse.



We owe a lot to these guys who worked tirelessly to make sure the field is as smooth as a golf green for us.

A shot of Randy Adam's Nieuport 28 on a flyby maneuver. All of the colors stand out in flight.



Academy of Model Aeronautics
5161 E Memorial Dr | Muncie IN 47302
modelaircraft.org/nats | natsnews@modelaircraft.org