

AMA NATS

2019 NATIONAL AEROMODELING CHAMPIONSHIPS

Muncie IN • Blytheville AR • Springerville AZ

CONTROL LINE SCALE

July 12



Ed Mason starting the engines on his C-124 Globemaster.

By Fred Cronenwett (clscale7@gmail.com)

Welcome to the 2019 CL Scale Nationals. The one change that you will notice is that RC Scale is happening on the same days this year. The only time that the CL and RC Scale models will be together is during the static judging on Friday, July 12.

There will be a combined National Association of Scale Aeromodelers (NASA) banquet Saturday night, where the winning top static awards will be presented. There will also be new people inducted into the CL Scale Hall of Fame that evening.

I like the static judging because there is time to catch up with old friends and see what people have been working on. The pilots entering these models have spent many hours behind the workbench getting them ready. The closer that a model matches its documentation (three-view, color information, and photos of the full-scale aircraft), the better the static score will be. Except for Fun Scale, the static score is half of the total points used to determine who wins after all of the flying is done.

CL Scale has a wide variety of events being flown—from small models with 1/2A-size engines (.061 or smaller), to larger Sport Scale models. The 1/2A Scale models do not have throttle control, but all of the other events do. CL Scale also uses technology from all sorts of places, including ARFs that were originally designed for RC but have been converted to CL Scale. Also, 2.4 GHz RC is now widely used for throttle control, since the rules were changed in 2013. The traditional three-line throttle control systems are still being used.

The ages of the competitors also greatly vary, with the young and the old flying together.

There are eight entries in 1/2A Scale this year. The models can be full bodied or profiles. The engine size can't any bigger than .061 cubic inches. There are also bonus points for multiengine models. Electric power is not allowed for 1/2A Scale.

Fun Scale is another event that is popular because people can fly older retired models, purchased models, or ARFs. With only 10 static points, this event really comes down to the flying score to win. The Builder of the Model rule does not apply in Fun Scale, so ARFs and models that you did not build can be entered in this event. All other events, including 1/2A Scale, require that the pilot also be the builder.

The static scores will vary from a perfect 10 all the way down to maybe 5 points. When you see these models fly, look for the best flights to see who is going to win this event.

The other events are Profile, Sport, Authentic, and Team Scale. Authentic Scale replaced the older Precision Scale. These models will be judged up close. All other events are judged from a distance. Authentic Scale is the only event where the cockpit is judged.

Come join us at the CL flying site (Site 6) to see these models get airborne. The flying will start early Saturday and Sunday morning. All of the pictures shown here were taken at the 2018 CL Scale Nationals.

All pictures were taken at the 2018 CL Scale Nats.



Models waiting to get judged for static points.



Frank Beaty was inducted into the CL Scale Hall of Fame in 2018. New people will be inducted on Saturday night.



Ed Mason's C-124 Globemaster flying at the 2018 Nationals.



The pit area has all of the models lined up with the flying lines attached, waiting for their turn to fly.



Jeff Jensen's Ercoupe flying. Come out to the CL circles on Saturday and Sunday to see this happen.



The static judges compare the information presented in a documentation book provided by a pilot and see how well the model matches that information.



The size difference between the 1/2A-powered models and the larger Sport Scale models can be clearly seen here.



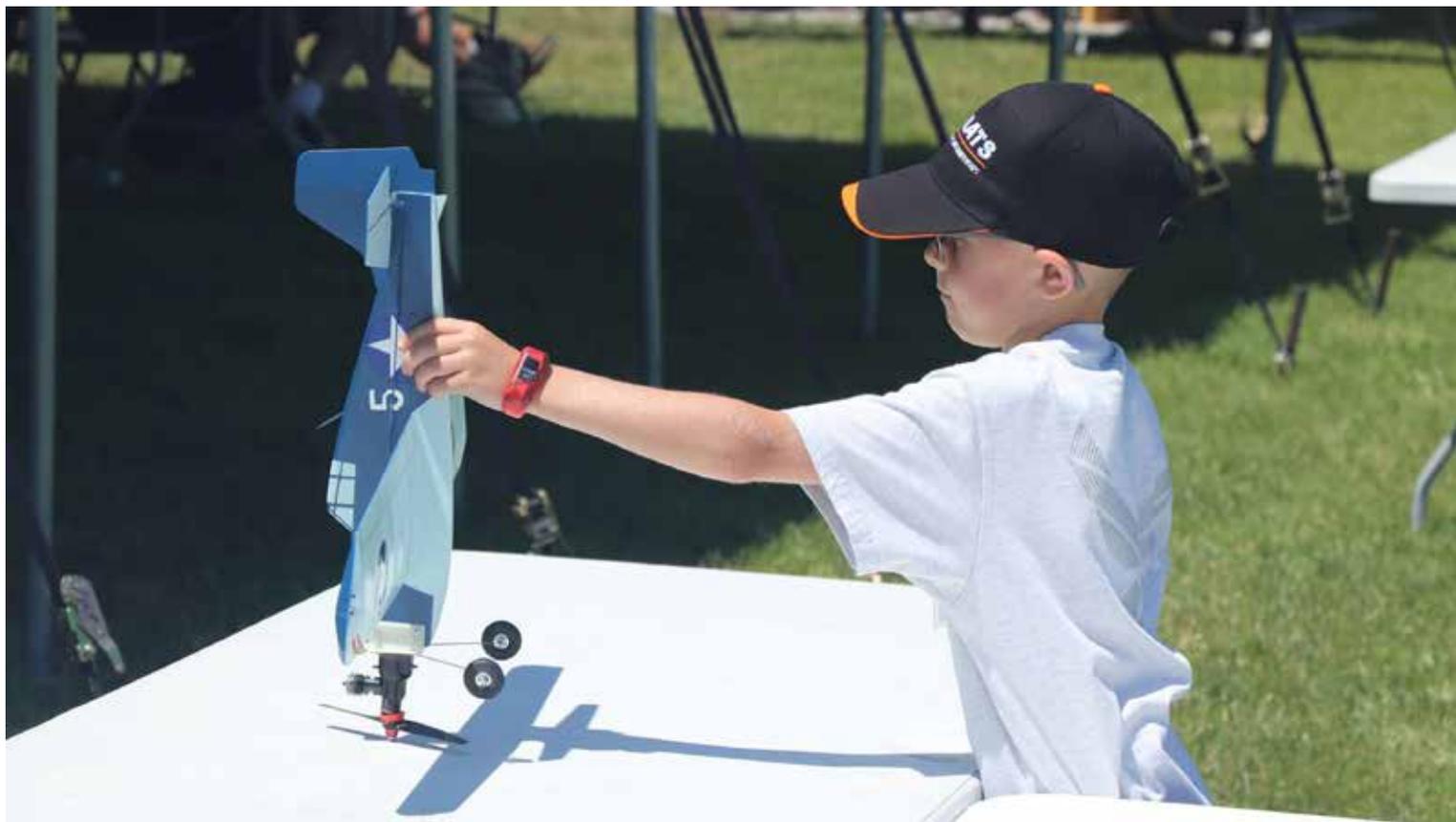
A Fun Scale P-51 being judged for static points from 15 feet away. The judges can't get any closer than this in Sport, Profile, or Team Scale.



Ed Mason's Constellation and DC-6.

CONTROL LINE SCALE

July 13



Christopher having his Wildcat static judged.

By Fred Cronenwett (clscale7@gmail.com)

The airplanes were unpacked with care and assembled with static propellers so that the judges could compare the models to the pictures of the full-scale aircraft that they were copied from. Points were added up to determine the static scores, but they won't be revealed until the first flight is complete.

The excitement to find out your static score is the first thing you check out after your first flight. And then, as other scores are posted, you find out how the other models were scored to see how you are doing with your overall points compared to everything else. After the first flights are complete you may or may not change your game plan for the day. Hopefully everything on the model is working so that you can get a complete flight in.

There are four chances to fly for two official flights that count towards your official score. The weather always seems to play a factor regardless if that is wind, rain or other factors. There is always something that comes up that will have to be fixed. You will see tools coming out, flying lines being rolled out and engines/motors being test run before heading out to the circle for an official flight.

We have a variety of models—everything from civilian aircraft such as the slow Cub to heavy bombers and multi-engines. Ed Mason brought out his new electric powered DC-3 with flaps and he even uses 2.4GHz for the controls. Yes, you heard it right. Ed Mason is not flying a model with 3-line! Allen Goff has his new Nieuport 17 biplane in Sport Scale and Jeff Jensen has a new Piper Arrow for Profile Scale.

Christopher DeGroff has his new Brodak F4F Wildcat to fly in 1/2A scale. This is the young man who flew his Brodak P-51 the last two years in 1/2A scale. He is flying with his grandfather here at the Nats.

It will be exciting to see the static scores and find out who will win the top static awards that will be awarded tonight at the Banquet.

Keep your wings level and land softly.



Overall shot of Ed's DC-3. The full scale is near his home in Florida.



Cockpit of Allen's Nieuport 17.



Chuck Snyder's Henschel. Look for this model in Authentic Scale in the west circle.



Ed Mason's DC-3 built from the Top Flite RC kit has electric power, flaps and 2.4GHz for the controls during static judging for Authentic Scale.



Ed Mason



Registration included weighing the models and getting the information on the type of aircraft flown.



More models getting registered and weighed.



Christopher with his P-51 that he flew last year and the Wildcat that he is flying this year.



Christopher DeGroff's Wildcat for 1/2A scale.



Grant Hiestand's electric-powered Macchi racer for Fun Scale has wheels built into the floats to fly off the concrete.



Chris Brownhill's Texan.



Allen Goff's Nieuport 17.



Jeff Jensen's Piper Arrow.



The nose section on Jeff Jensen's Piper Arrow.

CONTROL LINE SCALE

July 14



Grant Hiestand's Macchi 72 electric-powered Fun Scale model.

By Fred Cronenwett (clscale7@gmail.com)

The weather for the first day of flying was about as perfect as we could ask for. The temperature picked up later in the afternoon, but everyone was done flying by 1:30 p.m. before it got any hotter. Allen Goff gave new meaning to the term Dawn Patrol when he was one of the first pilots up with his Neuport 17 World War I fighter. The flying started at 7 a.m. in both circles.

There are two sets of judges, so each pilot would fly in the same circle, but the second set of judges would move from one circle to the other circle after the lunch break.

Allen Goff's new four-stroke powered Neuport 17 sounded great, which increases the realism score. WW I aircraft are a challenge to fly, balance, and trim, but Allen had this model working great considering these challenges.

The rules allow for seaplanes to be flown, but the question everyone asked is how do you deal with the fact that the full-scale floats did not have any wheels. The answer is you can add wheels like Grant Hiestand did to his Macchi 72 racer enabling it to land on the concrete surface. The wheels allow take off, touch-and-gos, and landing. The judges are not supposed to take the wheels into account when doing static judging.

Saturday evening we had the National Association of Scale Aeromodelers' Banquet to present the high static awards and induct new people into the Control Line Scale Hall of Fame. Ralph Burnstine, along with Joe Coles (deceased), Ed Mason, Chuck Snyder, and Fred Cronenwett were inducted to the CL scale Hall of Fame. The RC Scale

group started its hall of fame this year.

The special guest of the evening was Hazel Sig. She was inducted into the CL and RC Scale hall of fames. After she received her award, she told the whole group how she drove her Corvette at high speeds and other events including full-scale aircraft. The contributions that Sig Manufacturing has given to Scale modeling are extensive and were publicly recognized by awarding Hazel the CL and RC Scale hall of fame awards.

Keep your wings level and land softly.



CL Scale pilots meeting at 7 a.m. Saturday.



Based upon the early morning light you can tell this is Dawn Patrol at its finest.



Allen Goff flying his Nieuport 17 in the early morning hours.



Allen Goff



Chris Brownhill flying his Profile Scale North American Yale (fixed version of the AT-6 Texan).



Chuck Snyder's Henshel 127 is getting ready to be released.



Take off run for the Henshel 127.



The pit area at 7 a.m. while everyone setup to get in their first flights.



The pit area filled up some more before 8 a.m. and the temperature started to warm up.



The Henschel 127 has retracts, flaps, and a bomb drop.



Joe Gilbert flying Ed Mason's B-17 in Fun Scale.



Allen Goff's Neiuport 17.



Dave Betz is getting the motor started on Christopher DeGroff's 1/2A Scale Wildcat.



A take off run for Ed Mason's DC-3.



The forward section of the DC-3 fuselage comes off to allow for the batteries to be installed and service the model.



Grant Hiestand's Macchi 72 is not floating. The wheels in the floats are just high enough to allow the model to roll, take off, and land.



Pit row with the Nieuport 17 in line. The size difference can be seen here.



Allen Goff's Neuport 17.





Grant Hiestand's Macchi 72 electric-powered Fun Scale model.



Fred Cronenwett flying his B-29 in Profile Scale (Grant Hiestand photo).



Burt Brokaw with his Fun Scale P-51 (Grant Hiestand photo).



Ralph Burnstine with this CL Scale Hall of Fame award.



Hazel Sig with her combined CL Scale and RC Scale Hall of Fame award.



Allen Goff and Mike Barbee congratulate Hazel Sig on her award.



The patch on the headrest of Hazel Sig's wheelchair makes it very clear who she is.

CONTROL LINE SCALE

July 15



These models were brought to the contest from Allen Goff and Mike McHenry.

By Fred Cronenwett (clscale7@gmail.com)

The goal for the last day of flying was to get the airplanes that needed repairs flown or fly the models again to improve your scores from Saturday. There was a little bit of both going on Sunday.

We got to the flying site at 6:30 a.m. and we had clouds, rain, and it was slightly windy, but the forecast for the day said that we should remain patient because the weather radar indicated that the storms were moving out. By 8:30 a.m. we were flying again, and the flying weather was really quite good considering what it looked like when we got there.

Some people had to fly on Sunday, hoping to improve their overall score, knowing that the two best scores would be used to calculate the overall score at the end of the contest regardless of what day it was flown. In Profile Scale, Burt Brokaw had no official flight scores from Saturday, so he had to get two official flights in to be in the running with his new Macchi M.C.202 Folgore. When I looked at my flight scores for the B-29 from Saturday that I was flying, I knew I could do better than my first flight from Saturday. Burt ended up getting two official flights on Sunday and I improved my flight scores.

After all of the flights were flown, with the two best flight scores being averaged, there was 1.47 points difference between first and fourth place. Richard Schnieder got the Top Static Award for his Cassutt racing plane. There were only 1.75 points between first



Pit row on Sunday.

and fourth places with the static points.

After everything was added up, I got first place with the B-29 with only .35 point to spare, Richard Schnieder got second place, and Burt Brokaw got third place with his Macchi Folgore that was built from the Pat King kit (with modifications). Once Burt gets the bugs worked out on the Macchi, this model will be a force to be reckoned with.

Fun Scale continues to be a competitive event. Grant came back with his Macchi floatplane with the wheels repaired from Saturday. Two of the wheels broke during the second flight on Saturday, and they were replaced with foam wheels that are now located between the floats. The wheels are only visible if you look from the front, but not from the outboard side of the floats. So if you want to build a seaplane, you can add Pylon racing wheels in the floats or similar wheels. It makes for a unique and different scale project.

Burt Brokaw flew his P-51 with mechanical retracts to another first-place finish, with Joe Gilbert in second place, and Mike McHenry in third place. The point spread in Fun Scale was wider than in Profile Scale and had seven entries.

Sport Scale was won by Allen Goff flying his new Nieuport 17 biplane and Chuck Snyder took second place with his Typhoon. There

was only a 1-point difference between second and third places, with Ed Mason taking third place. Ed and Fred Cronenwett were the only two pilots to fly all four flights and Ed won the Grand Champion award.

I do have one correction. Allen's Nieuport's aircraft is gasoline powered, not four-stroke-engine powered. The engines available using gasoline are getting smaller and smaller.

The 1/2A Scale contest had the most entries, and up until Sunday morning, Christopher DeGroff was beating his grandfather, Dave Betz, in 1/2A scale. Dave put up a better flight on Sunday to get a better overall score than his grandson. Allen Goff got first place with his B-25, Mike McHenry got second place, and Chris Brownhill from Canada got third place. Christopher's 1/2A Scale entry was an older Brodak Wildcat that was donated to him.

Allen Goff was our event director and he expressed special thanks to all of the judges, runners, tabulators, and everyone else who helped to make it all happen. A raffle was held after all of the awards were handed out, which included a kit from Jack Sheeks' collection of a Top Flite P-47 (gold edition kit) and items from Brodak Manufacturing. Make your plans now to get a model ready for the 2020 Nationals!

Keep your wings level and land softly.



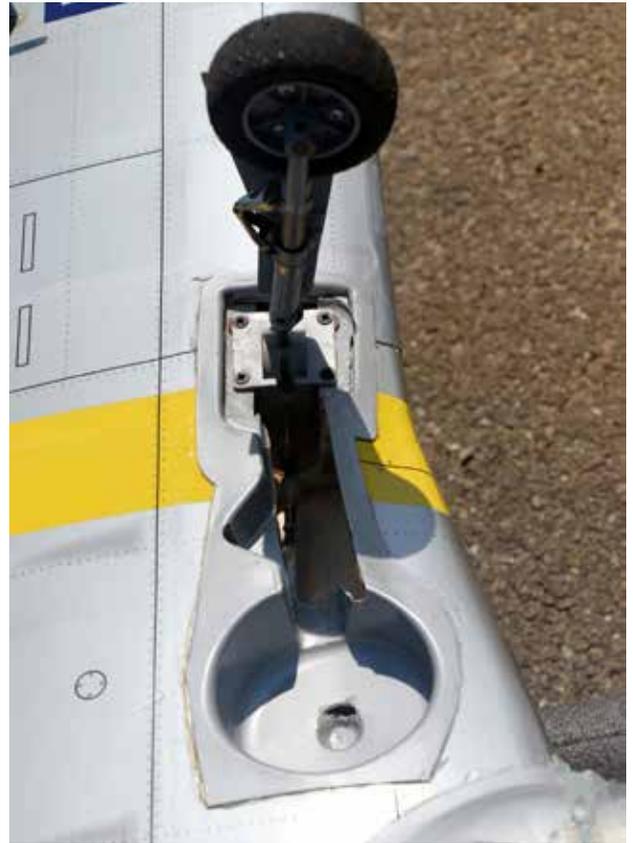
Allen Goff flying his B-25 for 1/2A Scale before the sky cleared and it became sunny and hot.



Burt Brokaw was the pilot for the Lichtenberg/Brokaw team that took third place.



The Peanut gallery watching Allen Goff fly his Nieuport 17 Biplane.



Retracts on Burt Brokaw's Fun Scale P-51.



Grant Hiestand's Macchi with its new wheels, which are barely visible from the outside.



The foam wheels are visible from the front and provided good ground handling during takeoff, landing, and taxiing.



Chris Brownhill's Gloster Gladiator biplane.



Great Lakes biplane from the Lichtenberg/Brokaw team that took third place.



Checking out the final results after all of the flying was completed.



Burt Brokaw's Fun Scale P-51 that earned first place.



Burt Brokaw's Fun Scale P-51 that earned first place.



Allen Goff with the first-place trophy for Sport Scale.



Christopher DeGroff with his Best Junior award



Richard Schnieder received the Bob Lirette Flight Achievement Award.



Allen and Mike McHenry with the first-place trophy for Team Scale.



After all of the flying was done, it was time to pack up and visit with everyone.

CL Scale Results

PROFILE SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Burton Brokaw			97	—	—	99.30	88.25	190.78	3
Chris Brownhill			96.50	85	94	90.25	92.75	189.88	4
Richard Schneider			97.50	93.25	92.75	93.75	85.75	191.00	2
Fred Cronenwett			89.75	84	93.25	96.69	94.50	191.35	1
Steven Couch			—	—	—	—	—	—	—
Jeffrey Jensen			—	—	—	—	—	—	—

FUN SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Eugene Wielms			—	—	—	—	—	—	—
Fred Cronenwett			8.5	93	PASS	—	—	55	6
Ronald Duly			—	—	—	—	—	—	—
Grant Hiestand			8	82.50	70.60	91.00	90.75	98.88	5
Joe Gilbert			10	98.75	95.25	PASS	PASS	107.00	2
Burton Brokaw			9.45	99.25	99.75	PASS	PASS	108.95	1
Chris Brownhill			8.5	97	81.00	96.00	94.75	105.00	4
Michael McHenry			8.7	99	—	97.25	PASS	106.83	3
Frank Olivito			6	47.25	—	—	—	24.63	7

AUTHENTIC SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Edward Mason			96.25	18.50	—	PASS	PASS	105.5	2
Charles Snyder			99.5	97.50	79.75	PASS	PASS	185.13	1
Frank Beatty			—	—	—	—	—	—	—

1/2 A SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Allen Goff			77.25	38.25	28.75	43.75	PASS	118.88	1
Chris Brownhill			74.25	34.50	30.75	42.75	40.00	115.825	3
Michael McHenry			79	34.75	39.00	39.25	PASS	118.13	2
Frank Beatty			—	—	—	—	—	—	—
Christopher Degroff			73.90	35.50	35.00	37.75	37.75	111.65	2*
David Betz			76.25	34.75	35.00	DQ	39.5	113.5	5
Ronald Duly			—	—	—	—	—	—	—
Melvin Young			76.50	—	30.5	37.75	38.5	114.63	4

TEAM SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Jensen/Jensen			85	67.25	30.75	—	—	134	4
Gilbert/Mason			98	94.25	94.00	—	98.00	194.13	2
Brokaw/Lichtenberg			93	92.75	PASS	97.65	93.75	188.7	3
Goff/McHenry			92.75	91.50	95.25	99.75	PASS	195.25	1

SPORT SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Jeffrey Jensen			89.25	87	66	—	—	165.75	5
Allen Goff			99.5	99.25	14.75	99.65	—	198.95	1
Frank Beatty			—	—	—	—	—	—	—
Edward Mason			99.5	92.50	84.00	94.00	92.50	192.75	3
Fred Cronenwett			94	86	88	87.5	86.0	181.75	4
Charles Snyder			99.75	97	91	PASS	PASS	193.75	2

1/2 A SCALE

NAME	PULL TEST		S T A T I C	FLIGHT				FINAL SCORE	P L A C E
	1	2		1	2	3	4		
Allen Goff			77.25	38.25	28.75	43.75	PASS	118.88	1
Chris Brownhill			74.25	34.50	30.75	42.75	40.00	115.825	3
Michael McHenry			79	34.75	39.00	39.25	PASS	118.13	2
Frank Beatty			—	—	—	—	—	—	—
Christopher Degroff			73.90	35.50	35.00	37.75	37.75	111.65	2*
David Betz			76.25	34.75	35.00	DQ	39.5	113.5	5
Ronald Duly			—	—	—	—	—	—	—
Melvin Young			76.50	—	30.5	37.75	38.5	114.63	4