

MASTERS QUARTERLY



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US SCALE MASTERS QUARTERLY AUGUST 2010

CHAIRMAN UPDATE

By Carolyn Van Herk

Hi All,

The 2010 Championships are fast approaching. We have already had several Qualifiers held and pilots qualified to attend the Championships.

I attended the Mint Julep Scale Meet held May 14-16 in Falls of Rough, KY. Compared to last year, the attendance was down slightly. Although the weather didn't cooperate and give us lots of sunshine, but instead lots of Thunder Storms, wind and rain causing the contest to be cut short, a good time was had by all in attendance.

I was able to meet with Dale Arvin the Champs CD, and his wife Mary as well as Paul Cain his Assistant CD. In addition I

also met with several of the other committee members both Earl Devers Senior and Junior, Michael Hunt and several others. Both Earl Devers Junior and Michael Hunt attended the 2009 Championships in Wenatchee, WA last year and took back some hints and information to help the team get things running smoothly. I got to preview the hats and shirts and I think that you will be pleased with them.

As you know from the last newsletter, we are having some International Contestants this year as well, Chris White is coming from Australia, and Eduardo Esteves is coming from Brazil. Those of you who compete at Top Gun know Eduardo I am sure. Things are really coming together, and it is going to be a Great Championship I am sure, and we are expecting a great turnout of Qualified Contestants. You won't want to miss it!!

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Western VP Report

By Michael Peck

MASTERS QUARTERLY

As the Qualifier season is winding down for 2010, I hope all of you folks in the Western half of the country have had a chance to get to a qualifier, and those that qualified are planning to attend the Championships in Rosewood, Indiana this September. I know that a number of you are concerned that some of our traditional Qualifier contests have not been held this year, and I share those concerns with you. Most of the contests that have cancelled have cited declining participation as a reason. We need to support these events if we expect clubs to host them, and we want the US Scale Masters program to continue.

There is some good news to report, however. We have two new qualifiers coming on line this year. The Central California Scale Qualifier is being held from August 27-29 hosted by the Madera Aero-modelers Radio Control Society in Madera, CA featuring expert, team, advanced, open and fun scale classes. Also, on the same dates, the Cascade Scale Rally Qualifier is being co-hosted by the Cascade Family Flyers and the Washington Scale Squadron in Snohomish, WA and they also have expert, team, advanced, open, and fun scale classes. Please try to support these new qualifier events with your participation as a competitor or at least with your attendance. The final bit of good news is that the Gunsmoke Qualifier in Arizona will be coming back on line March 4-6, 2011 and it will be hosted & run by the One Eighth Air Force.

I have received a few suggestions for USSMA rule changes that I would like to share with you & get some feedback on from the membership, since these proposed changes are a significant departure from what we are currently doing. I'm going to simplify what I have received to give you the basic concepts to consider and comment on.

The first proposal is to change static judging by eliminating the requirement for three views and relying on two photographs or artists renditions (preferably of a side and front view of the full size aircraft modeled) and a written one page history of the aircraft as the documentation package. Static scoring would be reconfigured as outline 30 points,

color 20 points, markings & details 30 points, and craftsmanship 20 points. The rationale for the suggested change is that three views of the full scale airplane that are completely correct are difficult if not impossible to find for some subjects and photos or accurate renditions make this task less daunting for new people trying to get into scale competition.

The second proposal suggests changing the number of scored flight maneuvers from the current 9 flight maneuvers worth 10 points each with a tenth flight realism score also worth 10 points, to 8 flight maneuvers worth 10 points each and a ninth maneuver for flight realism worth 20 points. The rationale for this suggested change is to emphasize realism of flight in relation to the full size aircraft being modeled and presented.

The third suggestion was actually tried at a recent western qualifier and also deals with changing the way flight realism is scored. Each current flight maneuver is scored on precision (maximum of 5 points), placement (maximum of 2.5 points), and realism (maximum of 2.5 points) with another maximum of 10 points for overall flight realism scored as the tenth "maneuver" at the end of the flight round. This suggestion eliminates the assessment of flight realism for each flight maneuver and scores the flight maneuver on precision (maximum of 7 points) and placement (maximum of 3 points). The tenth maneuver would remain a maximum of 10 points for overall flight realism. The rationale behind this suggestion is that too much emphasis is currently placed on flight realism and the suggested change makes the job of the flight judges easier and less subjective regarding the realism aspect of each individual maneuver.

So, care to share with me what you think about any or all of these suggested changes? I'm thinking of posting these to an appropriate place on the USSMA website forum for those that prefer to type their answers, but you will note that I purposely did not mention the names of those making these suggestions. If you wish to respond, please comment on the ideas, not the originators of the concepts. Flaming or derogatory remarks about the originators will not be helpful in examining the ideas presented.

Michael Peck, peckster1@msn.com 623-872-0176

Eastern VP Report

By Mike Barbee

MASTERS QUARTERLY

Hello everyone, the AMA Scale Nationals were held last weekend. The weather was the best I can remember. There were about fifty five competitors total. As most of you know I am currently the NASA president. There were many questions about the Masters Champs and the class designations. For most of the answers I referred to Mitch Baker's comparison chart in the USSMA rules guide. The reason I bring this up is to show there is interest in scale competition and the qualifying events.

However as long as the two or three (if you include Top Gun) organizations have different rules and class distinctions we are going to have questions and uncertainty. Our group is small enough that not being unified makes the two the groups even smaller. Think about it.

I will try to get the results posted of both the Mint Julep and the Nat's before I submit this but I won't keep the Editor waiting too long. I was happy to win second place in Expert with my new T-34C. John Boyko was first in Sportsman scale with the Pitts S-1. My good friend Bob Patton was first in Designer. Dave Pinnegar was first in Expert.

The people running this year's Masters Champs were out in force at the Nats. They were selling raffle tickets, shirts, hats and pins for the event. I believe just having shirts and hats available now is a first; I can remember them being delivered at the event most of the time the first day. Great job guys. This group is very well organized, the program is even laid out and the first printing complete. I am impressed. So the reason I bring this up is to urge all of you that intend to go, get qualified and plan to



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have a great time. Go to the web site and find a description of the field and you will see it will be well worth a trip to Indiana for the event, flying or as a spectator.

For those of you in the East area there are a couple of good chances to qualify coming up in West Virginia, July 24 and 25, Larry Folk is the CD., and New York the Long Island qualifier. Check these events out and get qualified for the biggest and best champs yet.

That's it for now, if I get the other class results from the Nats I will include them.

See you at the Champs
Mike Barbee East Coast Chairman

From the Desk of the Dir of Admin...

Ever wonder how to submit changes/submissions to the Competition Guide? Well it is pretty easy. The web site is the best place to do this. If you are a member of USSMA and have registered on the web site you should see a block on the right side labeled "Member Info". In that block there is a link "Propose Change". When you click on that, a form will be brought up. All the fields are required and the more detail the better. First, "Summary of proposed change". In this box, just write a brief summary of what you are proposing. The next block: "Current rule, specify page, section and paragraph" is so the rule to be changed can be found in the guide easily by those reviewing it. If this is an addition and not a change, just put the word addition there. Next is "Detailed description of change:" Pretty much self explanatory there. Like I said before, the more detail in this one the better. Last is "Detailed Justification of change (more detail the better):" Again, with as much detail as you can, explain why this change or addition should be considered and implemented. After that click on submit... and if all goes as advertised, a post will be made in the system within the rules committee forums and they will start looking at the proposed change. The earlier a change is proposed the better... Deadline for proposing a change is October 31 of each year.

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Texas Scale Championships

We have just completed the Texas Scale Championships/Scale Masters Qualifier for 2010 and it was a one of the best we have had in some years. A total of 24 planes and pilots fought to the finish and had a great time in the process. As part of the Scale Masters organization I want to express my appreciation to Airtronics for their continued support. The gift of an Airtronics 2.4, 8 channel radio to our contest and the Scale Masters organization puts Airtronics in a class by itself and all of us should support Airtronics in every way possible.

There were many outstanding aircraft at the TSC and it is hard to name only a few, but for the second year in a row Glenn Riley wowed the crowd with his Zirolli P-38, the plane is a work of art, but what left everyone talking was the way Glenn flew the plane. He was well on his way to taking the contest and running away, when he blew an engine. Now I **really** mean "blew an engine": from the magneto forward broke off the engine and came out the front of the nacelle. The piloting skills of Glenn were put to the test, I cannot describe it well enough, except to say that plane should have been crashed about 4 times before Glenn brought it in for a perfect landing. It was pointed straight down, sideways and inverted several times in his fight to regain control. Great job and he still has the plane.

For the first time in years there were no Team Scale entries, guess we will have to do better next year in recruiting entries.

This year Fun Scale had a total of 10 entries; this is the class we spent the most time on in recruiting pilots. If Scale is to grow it usually will start in this class and that is no exception around here, in the past several of our fun scale entries have moved up into Advanced and Expert competition.

Before the contest, I travel around to several of the flying field and when I see someone flying a scale plane (around here it seems almost everyone has at least one scale ARF) I bend their ear and tell them about our events. I usually ask one of our Expert Class guys to take the Fun Scale pilot under his wing and help him with anything he needs at the event—this seems to work out well, because our Fun Class always has good attendance.

Advanced Class was where the battle for the Airtronics radio really heated up. It came down to the last flight of six flight to determine the winner—it was that close. Darrell Abby was ahead buy just a tad until he had a problem on his last flight and Ed Couch swooped in to take the First Place Trophy and the radio with first time competitor Ken Carlisle not too far behind.

Expert/Qualifier Class brought out the big guns again, drawing competitors from 5 states, Texas, Arkansas, Oklahoma, Louisiana and Kansas. Six of the nine pilots competing this year wore the past title of **Texas Champion**—pretty tough group to go against, but that makes it all the more fun. There were excellent static planes and great flying in this class. But the demon of problems narrowed the field, mechanical problems, some had problems with the wind and some just had plain old bad luck strike them down. The only crash of the contest came in this class. The pilot got a little too far away, lost his engine and did not know it until too late.

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Three pilots (Lee Rice, Lawrence Harville, Tim Lovett) put in six consistently good flights and Expert Class was not settled until the final two rounds. The Expert Class is a total of best three flights and that was very close with Rice winning 1st place, Harville 2nd place and Lovett 3rd place.

For the Texas Champion all six flight scores and static are added together, Lee Rice won the title for the second time in row and the third time since 2001. So next year come on down and let's make sure Lee does not win three in a row.

I do have a hint on how to beat Lee: all you have to do is out static him and then out fly him—really pretty simple, don't you think!!!!

Fun Class Military

1 st	Steve NicholSEN	96	Tiger Moth
2 nd	Chuck Rovell	67	PT 19

Fun Class Civilian

1 st	Jeffery Pike	99	Cessna 210
2 nd	Mike Kopf	92	Lancair
3 rd	Doug Crumley	90	Pitts

Advanced class

1 st	Ed Couch	122	P-51
2 nd	Darrell Abby	117	P-47
3 rd	Ken Carlisle	107	J-3 Cub

The Airtronics Radio was won by Ed Couch

Expert/Qualifier class

1 st	Lee Rice	193	Corsair
2 nd	L. Harville	191	Hellcat
3 rd	Time Lovett	189	PT 19

The contest could not go on without the help and support of the Greater Southwest Aeromodelers Club and the assistance of Max Ficken my Co-CD.

We had a great contest this year the weather was not too hot, it did not rain and the wind was not unbearable, the only thing missing was you. Put our event on your calendar next year it will be June 18-19, 2011.

Wouldn't the title of Texas Champion look good on your wall?

Gear up and locked
Lawrence Harville

Photos By Walt Fisher (not enough room for all)

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Remember, the only way for USSMA to grow and progress is from participation of its members.

OK, you just have an idea, and not really sure what you want to do with it. Maybe you don't have a firm grasp on a solution. Post it in the forums: USSMA General Discussions is a perfect place to ask a question, find out what others are thinking ,etc. The web site is for your use. The only way it can be of any use and productive is for you the member to participate. Check it out, you just might find it useful. If you have any suggestions for the web site, please let me know.

Also, the web site is the primary venue for announcements and updated information about the Championships, meetings, etc., so please keep an eye on the web site.

Until Next time
Mitchell Baker

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Lawrence Harville Zirolli B 25



Doug Crumley Storch



Steve NicholSEN Tiger Moth



Tim Lovett PT 19



Darrell Abby P 47



Jeffery Pike 210



Lawrence Harville Zirolli Hellcat



Glenn Reilly Missing an engine

**A Special note of thanks to Mike Barbee
who became Lifetime Member #1**

Thanks Mike!

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We still have several Qualifiers to be held:

Dan Sullivan Memorial – June 25-27
New England Scale Championship - June 26-27
British Columbia Scale Classic – July 16-17
AMA NATS – July 9-11
Mid-States Scale Classic – July 24-25
Evergreen Scale Rally – August 6-7
Kawartha Classic Scale – August 7-8
Long Island Scale Masters Qualifier – August 14-15

There are also 2 other Qualifiers that will be held late in August, and will have the choice to participate in either the 2010 Championships or the 2011 due to the fact that they are being held in late August, we are working with them and they will be deciding which they want to participate in. They are:

Central California Scale Qualifier – August 27-29
Cascade Scale Rally – August 28-29

Since the **North American Scale Squadron Qualifier** is not being held until after this year's Championships, they will be participating in the 2011 Championships, which will be held on the West Coast. An announcement will be made at the Banquet in Rosewood, IN as to where next years Championship will be held.

Reminder, we will be holding a General Membership meeting on Thursday September 16 at the Championships in Indiana.....once we have the room location, it will be available at the Registration Table.

The nice part of our hobby/sport is that it is possible to immerse yourself in a project and completely forget what is going on around you. Do this, but don't forget about the family, but it is ok to forget about the economy. Maybe this will help us all live a little longer.

Looking forward to seeing you in Rosewood, IN September 15-19. Get out there and get yourself Qualified and join us!

Carolyn

Eduardo Esteves Bio:

The PT-19 that I flew at Top Gun 2008, 2009 and 2010 was completely scratch built by Octávio de Paula also from Brazil.

Wingspan 118"

Length 93"

Weight 33,7 pounds

Engine ZDZ 60

Xoar Prop 24 X 8

Radio JR 9303 2.4 MHz

Eduardo Esteves - Biography

Eduardo Diniz Esteves

Hobby Distributor in Brazil

www.dinizesteves.com.br

Born in Belo Horizonte, 10/27/1951

Modeler for 40 years with participation in Scale Championships in the US since 1991; with 16 participations at Top Gun and 08 participations at the Scale Masters Championships

First Place in Team at Scale Masters in 2001 Oregon

Second Place in Team at Scale Masters in 2002 Arizona

Third Place in Team at Scale Master in 2003 Ohio

Third Place in Team at Top Gun 2007

Fifty Place in Team at Top Gun 2009

Second Place in Team at Top Gun 2010



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