



# Northwest Scale Aero Modelers

VOLUME 3, ISSUE 2

April-June 2013

## Hands on Throttle and Stick Newsletter

### NWSAM Staff

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Vice Director -  
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Dave Rawlings

## DIRECTOR'S CORNER

Directors Corner

I hope you have had success with your winter projects!

Looking forward to 2013, there are some changes to the US Scale Masters Qualifier program (USSMA). You can check a summarized report through an article in this newsletter and/or link to USSMA 2013 [Guidelines](#).

Again, I encourage each of you to approach your club to see if they would consider having a Fun Scale event; a one or two day event where people can bring and fly their Scale Airplanes; makes a good excuse for a "club social". These gatherings do not need to interfere with regular club flying, just need to dedicate one or two pilot stations.

NWSAM EVENTS – Check [NWSAM events page](#).

The NW Championships; Wenatchee Red Apple Flyers Scale Rally and North West Scale Aero-Model Championships;

Two events running as one with two different results.

[Poster](#)  
NW Scale Aero-Modelling Championships – [Guidelines](#)

Upcoming events:

Dawn Patrol & SPRING SCALE FLY-IN & SWAP MEET - April 20, 2013

NWSAM's first 2013 qualifier event is the 4th Annual Cascade Scale Rally - Snohomish, WA- May 17 – 19 - this is a fun event- bring your Pride and Joy- ARF, Ready to fly or a plane "built by anyone" to enjoy the flying and social aspects of the event. Support our national scale programs by participating in this event.

New Events:

[North Idaho Scale Masters Qualifier](#) – June 21-23, 2013-Athol, Idaho, 27843 U.S. 95

[Google shot of site](#)

[Sanderson Field Scale Fly 2013](#) - Shelton, WA - July 13th, 2013

Wishing you a good Scale RC summer – help to support/promote Scale Aero-Modelling in the North West which supports our National programs.

Thanks for all your support.

Regards,

Roly Worsford

Director - NorthWest Scale Aero-Modellers

## NWSAM in IDAHO

Greetings from Idaho,

I hope everyone is finishing up their winter projects and preparing for the 2013 flying season. I was able to sneak out to the flying field a couple of days ago and move the sticks around a bit. It sure felt good. Please remember to cycle or replace your batteries and give all your airplanes a once over. You may be surprised what may have vibrated loose!

Our competition calendar has been filling up quite nicely this year. I think we have more venues than anywhere else in the U. S. The opportunities have never looked better. Please feel free to include some pictures of your winter projects in the newsletter. I have also finished the minor changes to the 2013 Rule Book. I should be posted on the web site shortly.

Good news from Idaho. Mark your calendars and save the date for the North Idaho Qualifier! The event will be held on June 21-23. It will be nice having a scale event back in northern Idaho. Tim McGee will be the CD and we will be giving him a hand with the event logistics. Terri will be keeping score, so there will be very little delay in getting the good or bad news after each flight. Should be a great time! I'll see you there!

Terri and I just returned from Oahu last week and one of the many places we visited was Pearl Harbor. If you haven't made it over, I highly recommend you do. It was a very sobering experience to see where so many lost their lives on that fateful day. The Arizona memorial was also a very humbling experience. The Mighty "Mo" now resides at Ford Island in Pearl Harbor. It was awe inspiring to see such a wonderful piece of history on display. The best part of Oahu in early March, it's warm. I am including a few pictures from Pearl Harbor and the Aviation Museum on Ford Island for your enjoyment.

Here is the calendar of events for the 2013 season not mentioned elsewhere:

49'er Qualifier - Davis, CA. May 4-5, 2013

BC Scale Classic - Vernon, B.C. July 19-21, 2013

NWSAM Championship - Wenatchee, WA.  
Aug. 16-18, 2013

USSMA Championship - Davis, CA. Oct. 9-13, 2013

See you at one or all of them,

Mike Ingram,

Idaho Coordinator

## NWSAM in ALBERTA



Another flying season is upon us, lets hope the RC Gods will give us good weather.

At this time I have only 3 events in Alberta and BC to bring to your attention, and they are:

EDMONTON Scale fun fly on June 22, 2013. It is a 2 day event and will be held at the ERCS

Bremner flying field and will have a \$10.00 fee to participate. Camping available.

Contacts are Rick Zaplachinski at 780-457-9000 or e-mail: [rzap@telusplanet.net](mailto:rzap@telusplanet.net) and

Bruce Bender at 780-473-3719 or e-mail: [bwbender@shaw.ca](mailto:bwbender@shaw.ca)

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RED DEER Scale Aerotow and Sailplane Weekend on July 3, 2013. It is a 3 day event and will be held at Central Alberta Radio Fun Flyers, Main Club Field. Camping is available.

Contacts are Eraldo Pomare at 403-343-2072 or e-mail: pomare@telusplanet.net and Thierry Juliard at e-mail: tiju1000@gmail. (Calgary Radio Control Soaring society)

I was fortunate to meet Mr. Pomare at the MAAC Annual Alberta Zone meeting last winter and due to my full size gliding and Mr. Pomare RC gliding experience we came up with the interest of having NWSAM sanctioned Aerotow Glider meet. This is the first Scale Masters event of this kind and we hope that it will become a yearly event in Alberta. We are inviting our Western Director Mr. Roly Worsford to attend. I will participate with my new Minimoa scale glider and my old Spacewalker as a tow plane. My thanks go to Mr. Pomare for organizing this Aerotow and Glider meet.

BRITISH COLOMBIA SCALE CLASSIC, 3 day event weekend of July 19, 2013 and will be held at the Vernon R/C Aeromodelers Main Club Field in Vernon, BC.

Contacts are Mike Allman at 250-558-0758 or e-mail: mike.rc.allman@gmail.com and

Roly Worsford at 250-374-4405 or e-mail: rolydd@telus.net

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TELEPHONE 1-780-466-3388



1/3 Scale Myers Little Toot - All Hitec servos of proper strength - FUJI 82 Twin gas engine



SIG Rascal 110 – All Hitec servos of proper strength - OS 160-4C twin glow engine

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Hawker Hurricane – All Hitec servos of proper strength  
– No engine – large scale retracts

All built by myself; my airplane projects have changed  
in perspective and I need the space.

Happy flying with all successful landings,

Jean J. Belair,

Alberta Coordinator

E-MAIL: [belairscalerc@shaw.ca](mailto:belairscalerc@shaw.ca)

## NWSAM in Washington

Well up here in the NW the WA. Scale Squadron and NWSAM are looking forward to a very active season. Hoping to get more people entering the events to fly as most of our fly-ins and contest run about 11-18 entries and we know there are many others who could be flying with us.

Our first event of the year is the Cascade Dawn Patrol and All Scale with swap meet April 20. Next is Cascade Scale Rally and Qualifier May 17-19. Our final event of the year is Warbirds Over the Cascades July 20. All events at the Cascade field in Snohomish, WA. Hope to see you all.

*Bob Bailey,*

*Washington Coordinator*

## NWSAM in OREGON

Last quarter I reported that the traditional Evergreen Qualifier sponsored by the SkyKnights was at risk this year. This event has been an Oregon tradition for nearly 20 years, and has been the only USSMA qualifier in Oregon. Sadly, it is true that Evergreen will not be held this year. This does not mean that Evergreen is gone forever. The SkyKnights will re-assess next year.

On the positive side, we are looking at a new event that could become the next Oregon scale tradition. The Oregon Scale Fly-In & USSMA Challenge is officially on the schedule for September 14-15, 2013 at the Fly-A-Ways field in North Plains, just off HWY 26 at the Dersham Road exit. This event is an experiment. It will be a combination scale fly-in (aka fun fly) and USSMA qualifier. I believe that there are many regional RC pilots who are addicted to scale modeling, but don't choose to participate in scale competition for a variety reasons. Hence, *this* event. Two flight lines will be reserved for all day open flying of scale models. Two flight lines will be reserved for the USSMA qualifier. Pilots can choose to participate only in the Fly-In or in both the Fly-In and Qualifier. Those pilots entering the Qualifier are also allowed to fly from the open flight stations. Flight lines will be separated by a reasonable distance. All pilots will be required to fly with a spotter and to "fly the pattern", so I don't see any greater risk to the models as exists in any contest with four operating flight lines.

This is a 2-day contest. The Northwest has traditionally been exposed to 3-day contests. 2-day contests are more common in the east, south, and parts of California. Part of the "experiment" is to have a 2-day contest rather than the 3-day. I believe this might increase participation, as many flyers might not be able to get vacation time from work to participate in a contest that requires Friday attendance for static judging. Others just might not want to commit to a 3-day event. I'm planning on modeling the 2-day qualifier based on other successful 2-day events. It's an experiment...right? ProAm classes can start flying immediately after presenting their documentation photo. Static judging of Expert, Team, and Advanced classes will start at 9am (or earlier) Saturday and run as long as it takes to judge all entrants.

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As soon as an entrant has been static judged they can move to the flight line. The number of flight rounds will depend on the number of entrants.....with 2 rounds minimum planned. This is also part of the experiment, since only 2 flight lines will be dedicated to the qualifier. It's TBD whether flight lines will have a specified flight order or if pilots line up to fly at their discretion.

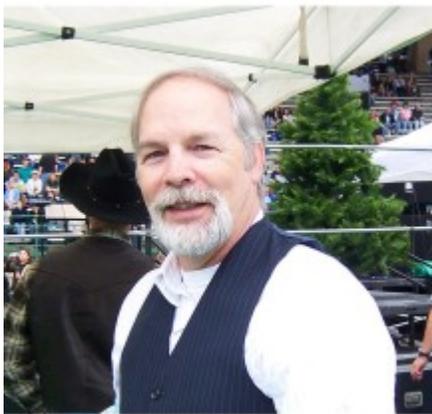
Back to the Fly-In. I hope that those pilots who love scale and don't elect to participate in the qualifier will thoroughly enjoy the weekend. I also hope those same pilots might become intrigued with what's happening on the competition flight lines and might choose to participate in competition in the future.

And yes, this event will have community involvement. We'll be inviting the Shriners to operate the concessions and offering the Civil Air Patrol Cadets a share of the visitor parking in exchange for their service as parking attendants and score runners. I'm excited, and think we could have a total pilot participation of 50 for this event.....could be a great experiment. No matter what, when it's scale, it's fun!

Hope to see you soon!

Scott Enochs

## Musing from the Editor



There's a lot going on in the NW this summer, one of the busiest schedules I've seen in a long time. Seems the word is out that scale is gaining a hold and not letting go.

Works for me as I've a brand new project under way and am anxious to get back on the competition flight lines. After threatening myself for too many years, I started an Alan Morgan designed HP-50 – otherwise known as a Handley Page Heyford. I will be the first to admit I tend to gravitate toward the unusual and this is no different. In fact, it is so

different it borders on just plain butt-ugly! But, on the other hand, it's so ugly, it sorta transitions over to “kinda classy” if you stare at it long enough.



But don't stare too long, it could affect your judgment on your own future projects!

I bring that up just to segway into another subject – that being our future as a hobby. I offer up a scenario and see if you can relate to it.

An interested father takes his young son or daughter to a local scale contest. The idea is to see if there may be any interest and the possibility of a blossoming new hobby they may share together. And just spending the day together is cool, too. They have a great time walking up and down the pits getting close looks at all the various planes and are even more excited when the pilots are willing to answer the same questions again and again. (Hint to you pilots – it doesn't hurt and you may just make a new friend that day.) They pick out their favorites from the lineup and watch intently as it goes through its flight routine. They ooh and aww all day long and go away with a new respect for what the modeler has gone through.

They make it a tradition and come back the next year and the year after that. But something happens the next time dad mentions the upcoming event. “Aw dad, do we have to go? It's so boring.” Thinking he did something wrong the year before he asks, “but I thought you liked going with me.” Looking totally uninterested, the child answers, “it's cool going with you, dad. But it's the same thing every year. There's nothing new. The same planes show up and they fly the same every year. It's just not fun any more.”

Sound familiar? It may be a tad far fetched, but there is a point I'd like to make. Somewhere along the line, we were that youngster that someone brought to a meet. We may have gone through the same thing and came away ready to jump in with both feet. Most, if not all of our new members come from having watched an event and gotten the bug.

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But what happens when something like what happens in our story takes place? I've been a Certified USSMA flight Judge going on 18 years. I've judged both at a local level and at the Championship level and there's one thing that I've noticed that can be fixed and that is the issue of not growing ourselves.

I've judged at many contests where the same modelers attend every year and obviously, I'm one of them. That part is always welcomed. I myself plan my annual time off around these events. We gather to fly and mostly we gather to socialize. But as a judge, it's not as fun. More often than not after a couple years of competition, a contestant will approach the flight line with the same airplane. And how I know we're not growing is when I'm handed the score sheet with the same flight routine as the year before. Not even the order has changed! Don't get me wrong, flying the same plane and routine helps the pilot get it right. As a judge, I'm suppose to be impartial when scoring. Every year I'm hoping to see a new maneuver that just wows the crowd and the judges. But it gets more difficult when the scores from one year to the next are less than 5 points difference. How are we growing?

I know full well that it takes lots of time to build your perfect scale project – even ARF's take more time than advertised to make them look right. Heck, I usually spend at least a year researching my new projects before I start cutting parts. And some will say that after spending that much time on a plane, they're going to fly it until it falls apart. I can see that, too. But that kinda makes us a one-hit wonder and we're stifling our creative juices in the process.

All that to come up with this... expand and grow. I would encourage you to learn a new maneuver or two and develop a new flight routine. While you're flying your perfect plane, start on another. Break out from the routine and try something completely opposite. If all you've flown are Cub's and are comfortable with that format, amp it up and try for an aerobatic job like a Citabria or a Hiperbipe. If you like the high powered low wing Mustang, slow it up with a lower powered Cherokee or Spacewalker. Whatever it takes to keep the hobby exciting for you and to a lesser degree, the audience – where our new members will be coming from. You just might remember why you got into the hobby in the first place.

Okay, enough of the soapbox stuff. There's a few other things I'd like to bring to your attention. This month, we welcome the newsletter submission by our Alberta Area Coordinator, Jean Belair. It looks like they are as busy

north of the border as we are to the south of it.

Some of you may have heard about the Oregon legislature mulling over new rules concerning unmanned aircraft – of which we are a part according to them. The wording as it is now, can have a drastic impact on our hobby and can easily spread to other states and countries (Canada) if it goes on unchallenged. Luckily for the modeling community, there are some who are taking up the banner and marching to the committee chambers to testify on our behalf. Last month, our former NWSAM Vice President, Rick Dunn went to Salem to testify. Read his testimony further on in the newsletter.

One last thing before I finish up and head back to the shop. I'm always looking for good quality “filler” for the newsletter. (Such as this paragraph!) It can be some pics of your in-progress or finished project. A short report on a contest or scale fun-fly you attended is welcomed. Tips, trick or hints are always a favorite of mine and are probably to others as well. If you've got something on your chest about scale and want to sleep better at night having unburdened yourself, shoot that my way, too. I only ask one simple thing – please, no PDF's. I have to chop things up to make it fit our format and they just slow things down. A simple text Notepad or Wordpad generated article with pictures attached to the email work best. It would also benefit others if you send your event posters to Roly so they may be put on the Events page. With the newsletter coming out quarterly, your event may be over before the newsletter is out. The Events page is updated pretty much as info is received.

Hope to see you on the contest circuit this summer, don't be afraid to introduce yourself and give me your newsletter feedback – good, bad or otherwise.

Dave,  
Editor



Just to break things up a bit – pictures from Hawaii.



Senate Judiciary Committee Testimony on SB 71

March 20, 2013

Chair Prozanski, members of the committee . . .

Thank you for the opportunity to testify before you today.

My name is Rick Dunn  
300 N. 8th St. Aumsville Oregon

Member of Salem R/C Pilots Association

30 years building and flying R/C Airplanes  
12 years -US Scale Masters competitor

Past President, Secretary and Webmaster – Fly-A-Ways  
R/C Club; Former US Scale Masters Regional Advisor  
Co-Founder and former Vice Director – Northwest Scale  
Aero-Modellers

I neither support nor oppose the legislative measure; I  
am here seeking an exception for Model Aircraft in this  
legislation.

I am concerned the proposed legislation could  
inadvertently harm the activities of Model Aircraft  
enthusiasts if the legislation passes in its current form.  
Building and flying Model Aircraft is a community based  
activity that is enjoyed by almost 2000 Academy of  
Model Aeronautics members in Oregon and little over  
150,000 nationwide.

This activity is governed by club rules, bylaws and a safety  
code; Academy of Model Aeronautics (AMA) rules,  
bylaws and safety code and Federal Aviation  
Administration (FAA) laws and oversight.

Nationwide in 2012; 2,500 AMA sanctioned Model  
Aircraft events plus approximately 750 unsanctioned  
events totaling 3,250 Model Aircraft events were held.  
During 2012 in Oregon, we had 74 AMA sanctioned  
events and approximately 22 unsanctioned events for a  
total of 96 Model Aircraft events. These events drive  
economic opportunity in the cities, towns and  
communities in which they are held through fuel, food,  
lodging and other miscellaneous purchases.

For years, model aviation has been the catalyst that has  
energized young people to pursue careers in the sciences,  
aviation and aerospace. One example is the support of  
the Salem R/C Pilots Associations involvement in the  
Experimental Aircraft Association's (EAA) Young Eagles  
Program. We partner with local EAA Chapter 292 in  
Independence, Oregon to introduce young people to all  
aspects of aviation. Chapter 292 provides young people  
with their first flight in a full scale airplane. Our club gives  
each young person a model flying lesson and shows them  
how they can continue their interest in aviation through  
model aviation.

In the 77 year existence of the Academy of Model  
Aeronautics, the list is long of both male and female  
members that have gone on to accomplished careers as  
military pilots, airline pilots and aviation and aerospace  
engineers and even astronauts. All influenced by flying  
models as kids. Most notably are astronaut and first man  
on the moon, Neil Armstrong; aviation and aerospace  
engineer, Burt Rutan who designed Voyager, the first  
airplane to fly non-stop around the world and  
SpaceShipOne, which completed the first manned private  
spaceflight in 2004. And, our own AMA Ambassador and  
five time space shuttle Commander and pilot, Robert  
"Hoot" Gibson. Hoot will be inducted into the National  
Aviation Hall of Fame this fall.



From left to right; John Stroup (Salem R/C Pilots  
Association); Gregg Marshall (Sky Nights Radio Control  
Club), Rick Dunn (Co Group Leader – Salem R/C Pilots  
Association), Senator Bill Fisher (retired)(Salem R/C  
Pilots Association), Bill Fisher Jr. (Salem R/C Pilots  
Association) and members of the committee who are  
missing are Randy Henry (Group Leader - Mt Silverwood  
R/C Club), Van Moore (Salem R/C Pilots Association) and  
Mickey Cohen (Eugene Radio Control Aeronauts)

For some building and flying model aircraft is the closest they will get to fly a full scale aircraft due to health, economics or other circumstances. For others, they use this venue to pay tribute and remember their service to our country while supporting or flying military aircraft.

Another aspect of Model Aviation is building and flying Model Aircraft that are replicas of the full scale aircraft they represent. These aircraft are shown in various venues which give everyone a chance to see unique and often rare aircraft examples up close and flying which may only be available in pictures, artist renditions or static museum displays. Everything from the Wright Brothers "Wright Flyer" to the exotic B2 Bomber are modeled and flown; we are not only preserving history we are "**Keeping History Alive**" through our hobby and our passion for Model Aviation.

This activity also allows families to spend quality time together, fathers and sons, fathers and daughters, mothers and daughters or sons and entire families. They explore and share their joint love of aviation and instill good old fashion pride and discipline while doing something meaningful together. How many other activities are still available that provide this opportunity in our fast paced electronically dominated lives?

Building and flying model aircraft is more than just playing with toys, it is a tangible way of sharing your love of aviation with others and doing it in a safe and managed environment while passing your passion along to future generations.

I would be happy to answer any questions you may have... Thank you for listening

It's concerned modelers like Rick that help keep the hobby alive. If you'd like to comment on Rick's testimony, just shoot me a note and I'll forward it to him.

Editor

## Hints, Tips & Tricks

### To Detail or not...

Whenever I bring a partially built project to a club meeting, there seems to be one guy who asks, "that's really cool, but how much detail are you gonna add?" Or, "how do you know when its enough or not enough?"

Pretty fair question so here's my two cents' worth. I build for competition. Part of the process is static judging and comparing the plane to the documentation package. While some competitions may differ, those I enter are static judged from 15' away. Now every plane is built to a certain scale and that scale alone is all you need to know how much or little – or even any at all – detail you need to add. Example: you have a quarter scale Cub. With your plane 15' away from the judges, they see what the full scale plane would be at 60'. (15' x scale or 15' x 4=60') Now this only works if you have access to the full scale plane you are modeling. For a Cub, stand 60' away and take note of the details. Can you easily see the rib stitches or the screws on the cowl? Basically, the rule is this: if you can easily see details on the full scale at this distance, it should be seen on your model at 15'. Remember, scale building is a matter of illusion. It doesn't have to be 100% exact (unless you're building for FAI scale), it only has to **look** like it's exact. We usually add details that are actually a bit bigger than they need to be for a certain scale. Rivets, for example, can barely be seen (unless they are round head) regardless of the scale so we fudge and up the ante a tad and make them bigger. If we don't go overboard, they'll look right.

Rib stitching is an easy detail to add and adds a tremendous amount of scale. Depending on the plane, they are usually 2-3" apart. For a quarter scale, this would be ½ to ¾" apart, plenty big enough to see from 15'. so don't let the idea of 2000 stitches deter you from adding points to the Craftsmanship portion of your score.

Next issue, I'll present the method I use to make rib stitches. I'll say now that it's not my idea, just one I found on the web and adapted for my needs. It's worked quite well for me and I know of others that use it too, to great success.

Dave,  
Editor

Just a few more items and I'm heading back to the shop.

First – it's always nice to hear of clubs obtaining or improving their own flying fields. We never have enough flying space and I know personally of several clubs who have no flying field of their own – they have to use public flying fields. Better than nothing, but not as much fun.

The story of a flying field in Idaho follows with more info about the USSMA qualifying changes after that and finally a separate article from the Minnesota Big Birds R/C Club about coloring for Japanese Zeros.

Editor

Here is a few more pics. It is seeded, fertilized and rolled. It's long and flat and wide 700'x100' with an 80'x300' pit area; all grass. The new sponsor information pin board goes up tomorrow. At the end of the run out there are three white with red boarder triangle markers; one on either side of the runway and one in the middle. This will help line up center to the runway. The field will be striped and taxi way will be striped as well. We'll have four flight stations and four set up tables, 2 10'x20' sun shades with tables under them and patio pavers flush with the grass at each station with starting hoops as I did at Farragut. This field should look very professional. I've a champagne taste on a beer budget. (\$3000.00 out of my own pocket so far) The ribbon cutting will be middle May or 1st of June. I'm going to have TV, radio and the newspaper there. First maiden should be June 1st. Will send more pics as it develops.

Thanks for looking,  
Tim



### **2013 USSMA Rules Change**

Rule changes for the 2013 USSMA Competition Guide were discussed in USSMA forums and are included in the new 2013 Competition Guide. Still, many scale flyers might not be aware of what has changed this year. In my opinion it's all for the good.

For those new to competition, the rules may seem daunting; I hope this simplifies things and encourages you to join the fun of Scale modeling.

Let's start with the REALLY GOOD! In an effort to gain more interest in scale competition and to get more contestants at regional qualifiers and at the USSMA National Championships, USSMA has changed how pilots qualify for the National Championships. Historically, pilots have qualified by order of finish, with the top 33% in each competition category qualifying. I've often heard newer competitors asking, "How can I ever expect to finish better than (insert name of seasoned flyer)". So, when the newer competitor doesn't qualify at their local qualifier, they may not be able to travel to another qualifier in another attempt to get qualified, and might lose interest. That's why I really like this rule change. Effective in 2013 pilots qualify for the USSMA National Championships by earning a minimum score established for each competitive class. The minimum score demonstrates proficiency in scale modeling and flying skills, regardless of the order of finish. In principal, every competitor in a contest could qualify. In the event that at least 33% of the competitors do not achieve the minimum score, there is still a minimum of 33% of the contestants that qualify... it reverts to a combination of the minimum score and the order of finish to assure a minimum of 33% of contestants qualify.

Here's how the minimum qualification scores align with new competition categories for 2013. Earn the point total and you are qualified to participate at the USSMA National Championships:

Expert – 175 pts  
Team – 175 pts  
Advanced – 165 pts  
ProAm Pro – 110 pts  
ProAm Sportsman – 105 pts

Which brings us to the next change....redefinition of the competition classes. Expert and Team classes remain as always. To compete in Expert or Team there must be a builder of the model. The Advanced class also remains as it has been for a couple of years. In Advanced class the builder of the model rule does not apply, so ARF's are allowed. However, static scoring of models in Advanced is identical to that for Expert and Team. The model must be a miniature replica of a fully documented full scale person-carrying aircraft. ProAm Pro is essentially the old "Open" class, but static scoring has been relaxed to 30 points "go-no go", and the model only has to be a replica of the "type". In other words, if your model is a P-51 Mustang you can display a photo of **any** P-51 to prove the type existed, and earn 30 points static score. (There have even been contests where the contestant forgot his photo and made up for it by Googling a picture on his cell phone! Ed.) If you do not have a photo of the type your static score is zero. Unlike the old "Open" class you do not have to model or show documentation for a specific aircraft. ProAm Pro is intended for newer competitors with limited experience. ProAm Sportsman is equivalent to the past "Fun" class. Rules are identical to ProAm Pro, but with a static score of zero or 25. ProAm Sportsman is for the entry level competitor. Neither of the ProAm classes require a builder of the model....ARF's are allowed....and encouraged. Also new this year...ALL CLASSES QUALIFY FOR PARTICIPATION AT THE NATIONAL CHAMPIONSHIPS! Yes, all classes. New competitors who compete and qualify in the ProAm Sportsman class are invited to participate at the USSMA National Championships.

The 2013 USSMA National Championships will be held at the Woodland Davis Aeromodelers club site in Davis, California (just outside of Sacramento), October 10 – 13. The Championships were relocated from the original site at the Alameda Naval Air Station due to construction plans that caused cancellation of numerous events. The Woodland Davis field features paved and golf course quality grass runways. Let's show the rest of the country how much the Pacific Northwest loves scale aeromodeling! Let's inundate the champs with Pacific Northwest flyers!

Scott Enochs  
Oregon Coordinator