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**LOCKHEED
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VOLUME 14, NUMBER 9

SEPTEMBER 1988

Scale RC

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AIR FORCE ACADEMY'S SCALE MASTERS QUALIFIER



MODELERS TRAVELLED MANY MILES TO PARTICIPATE IN THE FIRST CONTEST TO BE HELD AT THE COLORADO SPRINGS GLIDER FACILITY

BY LEE URMY

The meet was in memory of George Meyer, designer of the famous homebuilt the "Lil Toot." Members of the Meyer family were in attendance to award this portion of the prizes.



EDITOR'S INTRODUCTION:

I met Lee Urmay in Colorado Springs while I was serving as a Static Judge at the George Meyer Memorial Scale Masters Qualifier. Lee came to me before the contest started and said he was responding to our article asking for additional contributors.

A resident of Denver, 65 miles north of Colorado Springs, Lee traveled to the contest to try his hand at photographing the event and preparing a story about it for our readers. An avid advanced amateur photographer who owns several excellent 35 mm cameras along with all the appropriate lenses, Lee entered the R/C hobby about two years ago, building and flying sport training aircraft, and is now becoming a true scale enthusiast.

We hope our readers will join the editorial staff of *Scale R/C Modeler* in welcoming aboard our new contributor, Lee Urmay. Here's his story:

For many years, I've been traveling around this region, photographing the beauty and splendor of the Rocky Mountains. Some of my photos of one of the most spectacular scenic areas of our great country have been exhibited in photo salons around the world.

My other hobby, R/C building and flying, is a fairly new one for me, and I'm amazed at the number of widely differing skills required to become proficient at it. My ultimate goal is to build scale models, but I'm still paying my dues with sport training aircraft. It's not anywhere nearly as easy as the expert flyers make it look.

As I became more interested in my models, I knew I had to photograph them as well, and so I did. It was then I realized that taking pictures of R/C models is very different from shooting rock ledges, stands of majestic trees, or colorful fields of wildflowers. Models and their pilots move very quickly, so the days of carefully setting up a tripod and taking hours

Masters Qualifiers

Bob Frey	177
Al Casey	175
Ron Compton	170
Brian O'Meara	167
Olen Trenary	165

Frey and Casey had already qualified at Tucson.
Next two in line were Buzz Butler and Dan Parson.

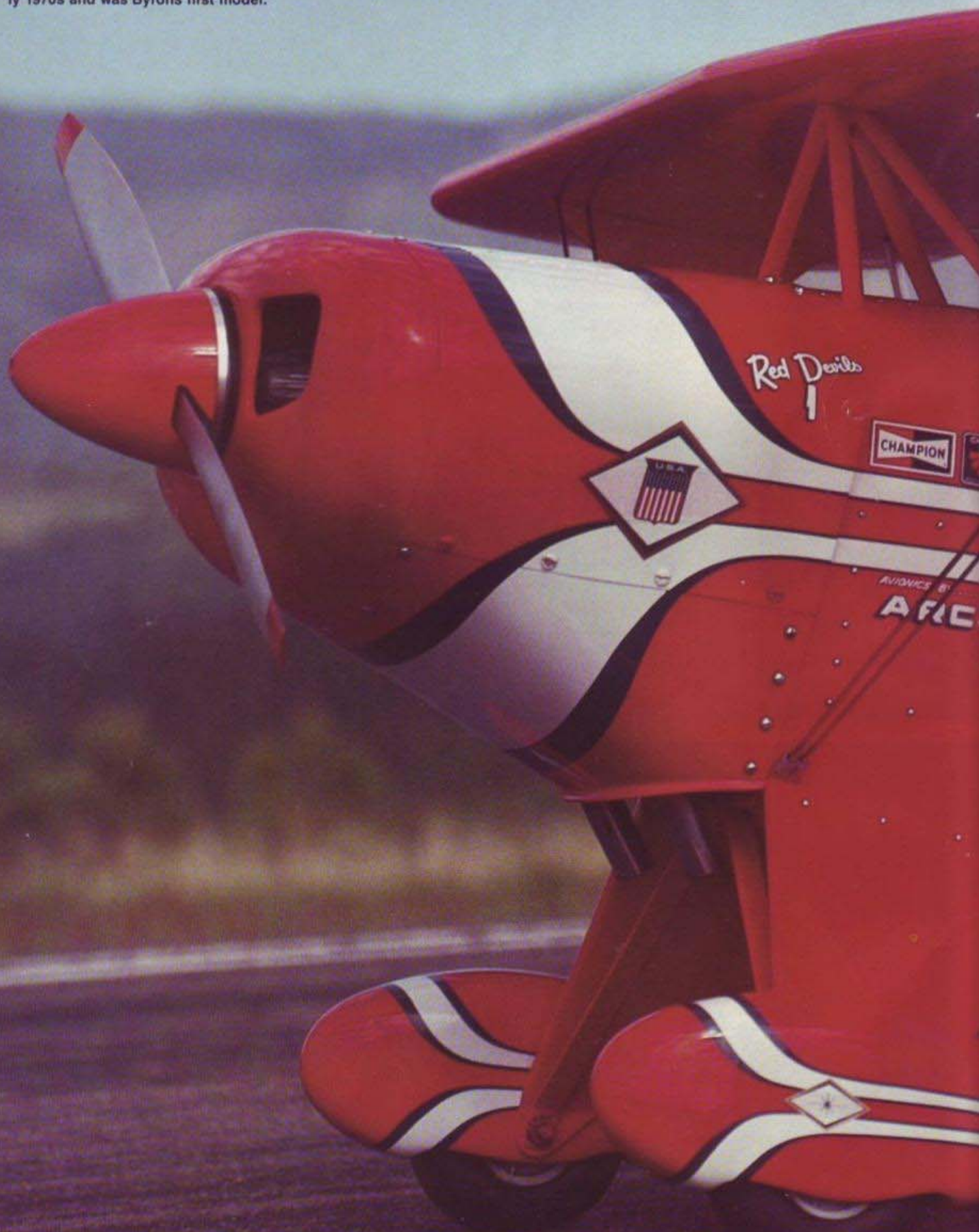


This Mustang was one of two that were entered. The location of the field at the base of Pike's Peak and the white "cap clouds" were a photographers delight.



The B-17 lifts off on its way to another mission. If this aircraft were twice as big it would be unbeatable in a scale contest.

Top winner in several categories was this excellent rendition of the popular Byron Original's Pitts. The design of this aircraft is early 1970s and was Byrons first model.





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1972 FRANCE

SCALE MASTERS QUALIFIER



Third scale "Meyer's Lil Toot" was flown as the theme aircraft of the contest. Model had great smoke system aboard and performed great aerobatics on both days.



Piper Pawnee approaching for landing. This version was used as a glider tug and had no application equipment aboard.

This 1/3 scale Piper Super Cub was copied directly from one based at a local airport. It performed scale-like glider tug duties with a very large sailplane. It was impossible to tell it from the real combination as they also passed over the meet several times.





This huge Jenny made the trip over the mountains from Pagaso Springs, Colorado. Tricky winds prevented the highly detailed aircraft from being flown.



Agricultural aircraft such as this Piper Pawnee usually have good dihedral, long noses, and masses of details for the tanks, piping, and related equipment. When the system is operational, they are good point grabbers.



Author and photographer Lee Army from the Denver area provided *Scale R/C Modeler* with many of the photos and the story for this meet.

to compose a shot are long gone. "Grab" shots are the way to go here because, very often, there are only seconds in which to get that memorable photo.

Another problem which I encountered was that of trying to make a subject (in this case, an R/C airplane) appear much larger, as I attempted to capture it within the confines of a 35 mm frame. As I remember from reading the article in *Scale R/C Modeler*, in order to appear most realistic, (like their full-scale counterparts) a model should be placed on a neutral background, such as a runway or a large paved parking lot, so that there will be no non-scale subjects, like grass, rocks or cigarette butts, to interfere with

the illusion that the model is not a full-size aircraft.

Modelers from out of the area were concerned about flying at the site's 7200-foot altitude, but local contestants have grown accustomed to coping with the resulting reduced power and diminished airflow over the wings which considerably alter an aircraft's flight characteristics. Fortunately, modelers at this qualifier were helped in this respect by temperatures on the cool side and light breezes.

Several of the aircraft especially caught my eye, and I eagerly followed their progress over the weekend. I was particularly impressed by the glider and

tug combination entered by Herb Smith and Vince Lopez who had modeled their planes after the very Super Cub and glider based at the local glider port, there in Colorado Springs. Located as it is, on the eastern slopes of the Rocky Mountains, lift for sailplanes must be great. These modelers must have worked hard at perfecting their technique, because

SCALE MASTERS QUALIFIER



How do you qualify a light weight Piper L-4 in a high wind situation. Carefully. This sequence shows how one modeler completed one of his flights on Saturday.

they flew their 1/3 scale Cub and glider expertly every one of the many times they took them aloft during the weekend. Here's how they'd do it: After starting the Cub, they taxied it out, with the glider in tow at the end of the line, and took off. After the glider had been towed to the correct altitude, the Cub released the glider, proceeded to fly the maneuvers required to earn its necessary flight scores; while the glider continued to do exactly what a full-scale sailplane would do; catch thermals, fly lazily around the perimeter as long as the lift held, then glide gracefully in for a landing on the grassy area next to the runway. Contrary to what I supposed might be a problem, the mix of powered aircraft and glider in the flight area was no obstacle to the smooth conduct of the contest because, on a given signal, the "pilot" engaged his spoilers and landed quickly once the runway was cleared of powered models. Ron Tye from Pagosa Springs, Colorado brought the most impressive aircraft, a very large Curtiss Jenny, complete with an excellent scale reproduction of the Curtiss OX-5 en-





The Piper Super Cub used by the Air Force Academy to tow gliders has had a window modification to allow more visibility under critical towing conditions. The large 1/3 scale model also copied this conversion.

gine. Power was provided by a large Sachs, hidden in the cowling, and the Jenny was finished in the colors of "Love Field," the full-size Jenny, owned by Jim Nissen of Northern California, probably the most familiar JN-4 still flying today. Airshow crowds all around the country welcome Jim Nissen in the Jenny, performing his unique aerobatic routine, hopping passengers, and allowing wing walkers to perch around the myriad of wires and struts before leaping from the aircraft and parachuting safely to earth.

"Mr. Pitts" himself, Olen Trenary, brought his latest beautifully detailed version of that Byron Originals aircraft, and it was excellent — the best yet. Every detail on the aircraft was there; it scored very high in static, and flew *even better*. Olen was able to garner a high enough score to win several trophies: (list the categories won by Olen Trenary) before the beautiful aerobatic biplane developed some type of radio trouble and crashed, completely destroyed. It was a shame because, when built by a such a dedicated craftsman, the amount of detail which can be applied to Byron Originals' vintage foam 1/3 scale aircraft is amazing. What's more, that model's excellent flying capabilities have also been well documented.

It was a trip back into history for me when I saw the two unusual models which had been entered. Richard Pabilonia, "Pab," from Colorado Springs entered and flew a very well detailed Boeing B-17 Flying Fortress. Even though Pab's aircraft was fairly small, it flew extremely well under the expert guidance

(Continued on page 78)

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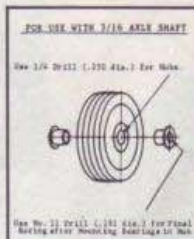
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SCALE MASTERS QUALIFIER

(Continued from page 47)

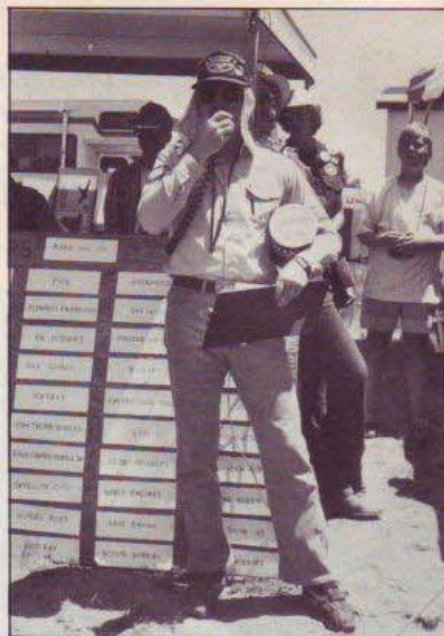
of Ivan Munninghoff, the Qualifier's Co-Contest Director. The bomber attracted a great deal of attention from all the modelers, especially those interested in military models, but when the Messerschmitt 163 Flying Wing, the model which was used in limited numbers in Germany during the waning days of World War II took off, *everybody* stood up, watched and listened. The full-scale aircraft was rocket-powered, but the glow engine buried in the nose of the model wasn't visible in flight, so the illusion was maintained. Quite by chance (I think) the contest's order of flight had both the B-17 and ME 163 in the air at the same time; providing the spectators with an actual re-creation of events which took place over Europe *over forty years ago*, for it was the B-17s which the ME 163 pilots were most intent on shooting down, in a fruitless attempt to prevent them from any further bombing of their "Fatherland."

There were several other Warbirds present, including several Mustangs and a very nice Corsair. Al Casey flew his prize-winning Russian MiG 3, Brian O'Meara entered and won with his Republic P-47 from a Bert Baker Kit, and Bob Frye flew his Thunderbolt from Bob Holman plans. Not to be outdone by the "flatlanders," Dan Parsons from the hills of New Mexico entered his vintage Martin-Baker fighter, a very speedy model which Dan flies both realistically and fast. Dan told me that he'd left his famous "whistling" Hornet at home, this trip.

Light single-engine aircraft were represented by a very nice Stinson 108-2, a French Emeraude, the plane which inspired the design for the aerobatic CAP-10 by Jerry Van Heeswyck. (These plans will appear in *Scale R/C Modeler* soon.) Several good old reliable Cubs, a couple of PT-17s, and numerous Lasers made up the rest of the entries.

Contest officials were very pleased to have such a large turnout of professional-looking aircraft and their well-qualified pilots. Each of the three flight lines had an Air Force Instructor Pilot in T-41s (Cessna 172s) "on duty," so there weren't any complaints about the judges not knowing what they were doing.

Pat Cordeman of Colorado Springs entered an outstanding Northrop Gam-



The O'Mearas of the Denver area are a husband and wife team who have been cooperating with the flying duties for several years. Brian flew his well known Bert Baker P-47.



Co-contest director Ivan Munninghoff was one of several officials who awarded prizes. Meet was sponsored by United Airlines and Mobil Oil. The Air Force Academy provided the location for the flying and the banquet.

ma of the early 1930s. Worthy of a full-blown feature, look for all the details about Pat's exquisite 90-inch-wingspan aircraft as reported by Norm Goyer elsewhere in this issue. The Gamma was realistically flown by Pat's buddy, Jack Cole.

This is a special request by Pat: "If any reader out there has actually flown, or knows of someone who's flown a Northrop "Gamma" — any model — would they please get in touch with me: Pat Cordeman, 1502 N. Prospect, Colorado Springs, CO 80907."

On Saturday night, all the contestants

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The winner of the beautifully sculptured eagle and Meyer Plaque was Olen Trenary



Richard Pabilonia entered his veteran Royal B-17. This stable multi-engine bomber was flown repeatedly over the weekend and was not bothered that much by the high altitude, 7200 feet, or the high winds.

and their families gathered at the Air Force Academy Club House and thoroughly enjoyed an informal, very friendly banquet. Norm Goyer, Editor of *Scale R/C Modeler*, the invited speaker, talked, among other things, about the responsibilities and opportunities of scale modelers to help educate young people, as well as to entertain them by bringing historic aviation events to life through the building and flying of large scale models.

The Commander of the Air Force Academy went all out to make the modelers welcome both at the Academy, the

beautiful flying field, and at the dining facility. The sign which greets visitors at the gate states: "Welcome to *Your* Air Force Academy," and it's evident that Air Force Academy personnel do all they can to make visitors feel that way.

Wouldn't it be great if officials from the other branches of the service realized the possibilities for enriching public relations by providing their facilities to R/C clubs for their high-level meets like this Scale Masters Qualifier? Who knows — it might even encourage an increase in recruitment, too.

Here's the list of all the winners in all the categories, and a separate list of those who qualified for the Scale Masters Championships to be held at Fort Knox, Tennessee this September. ●

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