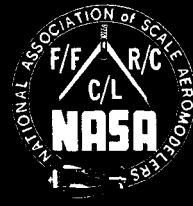


REPLICA



On the Web at <http://www.scaleaero.com/amascale.htm>

January/February 2000

Volume 14 Issue 1

President's Column

Wow it's not only New Year's but also a new century. At the AMA Nationals planning meeting this year it was voted on to have special commemoration plaques for everyone who enters the 2,000 Nationals. These awards will be separate from winning plaques. This year's Nationals will be held on July 7th, 8th, 9th. This note also there will be Scale Combat (unofficial event) competition just before the Scale Nationals starts. They will be finished with their competition by 12 noon on Friday to allow the Scale Nationals competitors to set up canopies etc.

The theme for this year's Scale Nationals will be "Scale Into the New Millennium"

This year classes will include the following:

R/C Events

#511 Sportsman

#512 Expert

#515 Designer Scale

#516 F4C (FAI)

#522 Team Scale

Fun Scale Open (Expert)

Fun Scale Novice (Beginners)

C/L Events

#509 Sport Scale

#508 Precision

#510 F4B (FAI)

#521 Profile, JS&O

The NASA Flight Achievement Award will be presented in both R/C and C/L categories. We hope to have a very special plaque or trophy for this Award.

Fun Scale

Just what is Fun Scale? You might ask. Well Fun Scale is a class where you can fly a "Scale Model" that doesn't have any documentation and you don't have to build it either. How simple can it be? You can go to your local hobby shop or borrow a very good friend's scale model and fly in Fun Scale. Of course if you want to you can build your own model, just as long as it weighs 55lbs. or less.

If you are entering Sportsman class you can also enter Fun Scale Novice and fly two aircraft during the weekend.

You might be entering Expert or Designer class and want to fly another model this weekend also. Jeff Foley did this flying his Designer Scale entry to a first place win and also flying his friend's Chipmunk trainer in Fun Scale Expert. Of course Jeff couldn't have flown in the Novice class because of his expert status. This class separation is designed to keep the playing field as equal as possible for everyone.

You could actually fly in several events during the weekend if you are so inclined. Those who have tried it really love multiple event format.

Check NASA's Website and AMA's Website and of course Replica for future updates for the Nationals. I would suggest obtaining your reservations early this year in case another bicycle race comes to Muncie. We had a few problems last year at the last minute.

No AMA Rule book?

Call the AMA Competition Department and if you haven't received one yet request your rulebook. Lost it? Well it's time to pay up \$2.50 plus a shipping charge I'm sure. All of the rulebooks are a little different Scale Masters, AMA, and Top Gun so it's a good idea to have the AMA Rulebook.

Flight Maneuver Diagrams

We are going to start running flight maneuver diagrams in the newsletter with this issue. These are FAI diagrams and descriptions. You might take the diagram with you and show it to the judges to make sure they understand what you are going to do. As soon as the FAI F4B (Control Line Scale) Flight Maneuver diagrams are finished in March we will start posting these also.

Toledo- April 7th, 8th, 9th

Look for the NASA booth somewhere on the floor. We are looking for volunteers who will man the booth for 2-3 hours per day. If you can come by and help

please let us know; call or e-mail Stan Alexander, or Mike Welshans.

We are looking forward to seeing Dolly Wischer there this year. She will be selling her Dolly Bears. If you have a Daughter or Grand Daughter Wife or Special friend one of Dolly's Bears make a special gift. She came very close to selling out last year, so if you want your own Dolly Bear arrive early and don't wait till Sunday to purchase your Bear! Dolly donates all of the money from the Dolly Bears to AMA. At one time she was the largest single contributor to AMA with the proceeds from her bears. We auctioned off one of her bears at last year's AMA Scale Nationals along with a Field Box donated from SIG Mfg. Also several C/L kits from Brodak Manufacturing and Four Pi mfg. All totaled these kits and Dolly's Bear brought in almost \$400 for the FAI Scale Team. We plan to have a raffle for several items at Toledo this year for the FAI Scale Team also.

Memberships! ! ! ! !

Have you sent yours in yet? It's that time. Why not ask a friend to join when you send in your dues also. *Replica* this year will be larger with more features including a 3-view every month, a flight maneuver diagram or two from the FAI F4C (R/C) (C/L) Flight judges guide. All of the usual articles you have come to look forward to will be here also. Gerald Deneau has been working for months on the new **SCALE DATA SOURCE LIST- 2,000** booklet for the NASA membership. This will be published sometime this spring, probably April - May time frame. Lot's of additions for this updated volume.

2,000 Scale World Championships- Interlaken, Switzerland August 20th through 26th

Interested in going to support our U.S.A. Scale Team and see some of the most beautiful scenery in the world? There is a large supporter group going over this year with at least 35 people signed up already. If your interested in attending the this special event and supporting our team contact the following people for more information:

FAI Scale Team Mgr
George Buso
11 Maple Lane
Hyde Park, NY 12538
914-229-2371

FAI Scale Asst. Team Mgr
Darlene Frederick
5634 Crystal Ct.
Santa Rosa, Ca 95404-1002
707-525-8815
frederick-w@metro.net

AMA Competition Dept.- FAI desk

Teresa McKee
5151 E. Memorial Dr.
Muncie, IN 47302
765-287-1256
tmckee@modelaircraft.org

FAI TEAM MEMBERS FOR THE 2,000 WORLD CHAMPIONSHIPS

F4B-Control Line

Steve Ashby- Ki-45
Bob Campbell- Ryan STA
Jack Patroliia- Pitts Special

F4C- R/C

Ramon Torres- T-34C
Hal Parrenti - Ryan Fireball
Kim Foster- Sopwith Pup

Provisional class for F4L Large Scale

Lloyd Roberts- Fly Baby
Ernie Harwood Fokker DVII
Phil Sibille Super Cub

NASA Constitution & By-laws

It has come to our attention that we need to update our Constitution and By-laws if we are to receive "Tax Exempt Status from the IRS. What does this mean to NASA and it's membership? If we are able to obtain "Tax Exempt Status" we will not have to pay any Federal Income Tax. Any special group, club or organization, which has an income of over \$5,000 per year (the way I read it), has to pay federal income tax. Many local clubs and most national clubs fall under this designation. Obtaining Tax Exemption is a long and drawn out process. The first step is to realize we need to do this for the membership as well as the organization. That has happened this year and I've talked to the regional IRS Office here in Nashville about it. The second step is to draw up a constitution that will meet NASA's goals as the National Scale Organization, while at the same time meeting the IRS's requirements for Tax Exemption. Many model clubs have been able to do this in the past, so I don't see why we can't. It just takes a little time and lots of legwork.

Benefits to NASA and its members? Reduced mailing rate about 40% for any and all mailings, we

won't have to pay taxes as long as we fill out the proper paperwork.

The NASA officers are forming a Committee to look into the matter, if you are interested in helping please let Mike Welshans, Bonnie Rediske or myself know. We would like to have a new Constitution and by-laws to vote on by the Saturday evening dinner at the National Championships. That's 7 months away.

After we approve a workable document from all points of view, then we can proceed with the IRS. Your thoughts and suggestions are welcome and appreciated very much.

I hope the Holiday season has been a great one for each and everyone.

Fair Skies & Tail Winds, Stan →

parts were bagged and a very good aluminum landing gear was included. There was no damage from packing or shipping.

On the structural side, I really didn't like the way the wing joined the fuselage at the leading edge or the trailing edge. There were no dowels at the leading edge of the wing to align up at former B. At the trailing edge, the wing was held on with only one wing bolt, ugh. Hinges seemed ok for the flying surfaces and has held so far.

There were some problems with the model after the first couple of flights as the engine quite and I had to land in the grass. I was still nervous with the aircraft and when it landed in the grass dead stick. The landing gear ripped off and took the stab with it.

After discovering why the landing gear sheared off, I wrote to Great Planes and they sent replacement parts for the whole tail group. I have since "re-engineered" the center section of the wing adding the dowels and two wing bolts as well as fiberglassing the center section of the wing. This should take care of the problems. I removed the Monokote from the damaged parts to look at the construction and it appeared adequate.

Great Planes Company when informed about the problem were very quick to react and take care of the problem. Hopefully they have changed the wing mount for the model, and added a little thicker canopy. Otherwise it seems to be a nice aircraft.

I've been told horror stories about ARF's and other modeler locally swear by them. Many modelers during our space age "faster than light" economy find themselves lacking little or any spar time to build. Many modelers don't have the time to even fly. The ARF's do allow you to put a model in the air very quickly while saving time to build more serious models, ones that you really want to spend time on.

NEED SCALE DOCUMENTATION?
On Antiques, Military, Civilian, Helicopters or Sailplanes?
I have the world's largest aircraft documentation collection.
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• 35,000 3-view line drawings
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All Other Counties \$18.00
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7,800 Different Color Photo Panels
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Bob Bank's AIRCRAFT DOCUMENTATION
Scale Model Research
3114 Yukon Avenue • Costa Mesa, CA 92626
(714) 979-8058 http://www.imt.net/~ims/scale.html

ARF's Almost Ready to Fly or Bark, Bark? -- By Stan Alexander

There seems to be a glut of ARF's on the hobby market these days. Some are scale models, some are sort of scale and others are just sport aircraft. The best selling aircraft kit in many hobby shops today is an ARF trainer, which includes the radio, engine and just about everything else you could want to begin with.

Ah, just about two years ago I purchased a Great Planes Cap 231 64" ARF it's powered by an O.S. 70 FS and controlled by a JR radio. After opening the kit I was impressed with the finish of the Monokote and the multi-colors used just like the full size aircraft. There should have been a selection of decals to finish the scale effect. I did add a pilot to the model so I could fly it in Fun Scale Competition, although I would never expect to win. Upon first inspection I noticed the very thin canopy. All loose

Pinked Tape- just what is it? -- By Cliff Tacie

Did you know why pinked tape is pinked? Most people think it's to keep it from unraveling- not necessarily true!

Pinked tape is pinked to provide more side surface area to keep it fastened to the fabric. Think about it. You can get straight cut tape, but with some finishing techniques, it comes loose.

NASA's Virtual F.B.O. -- By Stan Alexander

Yes the NASA "Fixed Base Operation" website is available to all scale modelers. The website address is at: <http://www.scaleaero.com/amascale.htm> If you haven't visited it yet you should give it a try. Webmaster Ed Clayman has engineered a wonderful site for scale modelers and is always looking for ways to improve it. If you have information for the site or 3-views, contest reports etc. please send it on to Ed Clayman and to Ed Culver (Replica Editor). The more information the merrier!

F.B.O's provide resource management of technical and administrative issues in the daily routine of aircraft/ model ownership.

Examples:

There are over 400,00 documentation resources contained within NASA's Virtual F.B.O. These are technical topics therefore they are located in the Tech Services section (check the left side of the screen on the main page).

There you will find information like 3-view drawings and many other technical articles like downloading flight maneuver diagrams from the FAI flight maneuver booklet.

Every AMA District with a website can be reached for news and inquires by clicking on Sectionals. As full size aircraft pilots use maps to avoid hazards, military and commercial air space "aerial maps" for full size aircraft are known as the "sectionals".

Scale Topic- is where you go when you need to seek help and opinions about a scale-modeling subject. Some modelers call this an emergency room.

Flight Notes is where National Events and information are posted. Not just the scale contests that has come to be know as the "Nats". During 2,000 you will begin to see more NASA Seminars at a District (grass roots) level.

InterNats- is where you will find FAI Scale results and information about future events.

Remembrances- losses within the scale modeling community are posted in this section.

When you surf NASA's FBO you should write down or book mark pages and screens which are of interest to you. This simplifies returning to these resources quickly.

Please let the NASA Officers know what you think of the website and what else you would like to see. There are links to many other interesting sites there also including the AMA, Scale Masters and FAI Websites.

Scale Flight Maneuvers

The following maneuver comes from the F.A.I. We are going to start with what is usually the 2nd maneuver someone would make during a flight.

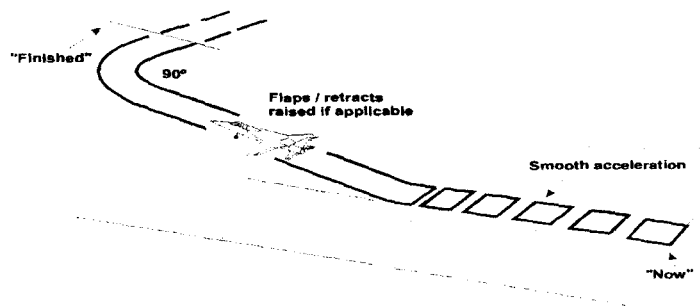
Takeoff. The lift off is gradual, not abrupt. The aircraft keeps its wings straight. Note on the diagram how the pilot stretches out his take-off after liftoff to the end of the circuit then makes his turn. This allows the pilot to reset trims, retract gear and flaps before making his turn, cross circuit

From the FAI Flight Judges Guide:

6C.3.6.1. Take-Off:

The model should stand still on the ground with the motor running without being held by the pilot or mechanic and then take-off into wind, or as required by the competitor to make best use of the takeoff distance available (jet subjects). If the model is touched after the competitor calls "Now" the takeoff will score zero. The take-off should be straight and the model should smoothly accelerate to a realistic speed, and then lift gently from the ground and climb at an angle consistent with that of the prototype. The take-off is completed after the model has turned 90 degrees.

If the prototype used flaps for take-off, then the model should also, but this may be subject to the competitor's judgement taking into account the wind strength. Any flapless take-off due to wind must be nominated to the judges before take-off. Flaps should be raised during the climb out after take-off. If applicable, the landing gear should be retracted during the climb out.



Errors:

1. Model touched after calling "Now" (zero marks).
2. Swings on Take-off (a slight swing with other than a tricycle undercarriage is acceptable as the aircraft tail is raised).
3. Take-off run too long or too short.
4. Unrealistic speed / too rapid acceleration.
5. Inappropriate attitude at lift-off for undercarriage configuration.
6. Not a smooth lift off.
7. Climb rate wrong (too steep or too shallow).
8. Nose attitude wrong during climb (nose too high or too low).
9. Flaps not used if applicable.
10. Wheels not raised if applicable.
11. Significant wing drop.
12. Climb-out track not same as take-off run.
13. Unrealistic rate of turn onto crosswind leg.
14. Crosswind track not 90° to climb out track.

Wise Owl Worldwide Publications

The nice people at Wise Owl Worldwide Publications sent me a sample of the publications that they have to offer and as a Scale modeler I was pleased by the quality of documentation available.

The one thing I used to enjoy when I traveled with work was picking up modeling magazines from different nations. Wise Owl Worldwide Publications offers subscriptions (and some back issues) to some of my favorites from Great Britain and Australia. I like the British magazines because a number of them include free plans with each issue.

Along with the magazines Wise Owl also has a selection of Widsack Datafiles (good info. for you WW I buffs), books related to building and flying, and even stuff for small scale plastic modelers like decals and vac-u-form pieces.

For a complete listing of Wise Owl's offerings and an order form contact:

Wise Owl Worldwide Publications
1926 S. Pacific Coast Hwy. - Suite 204
Redondo Beach, CA 90277

310-944-5033 wiseowl@sprintmail.com

Editor's Note

Claude was kind enough to point out to me that somehow in the confusion of my computer failure last fall, I left out this review and went straight to the Vol. 2 review. It was unintentional and I hope not too confusing to the readers or Dave Platt since it is his product under review. My apologies to all!

Video Review - Scale Modeling's "Black Art" - Detailing and Painting Techniques - Vol. 1 - By Claude McCullough

Although this is the 4th in Dave's series of videos, it has a new sub-title and is numbered Vol. 1. With a primed and sanded model at hand, he gets to the important matters of seams, panels and rivets. These require an accurate layout of guide lines, which he covers thoroughly. If you have ever tried to draw former locations on an oval fuselage you know it can never be perfectly done by eyeball. Dave has a solution in the form of a simple and easily made tool. Holding a pen (or safer, a soft pencil, which won't bleed as some inks do), it is guided around the vertically positioned fuselage at each former position.

For simulating a flush joint, 1/64" graphics tape is applied and primer and/or paint sprayed on. As he is removing tape residue left in the resulting joint with a toothbrush and MEK, he remarks that dope users couldn't do that. For them, may I suggest Sig Plastinamel thinner. A dampened cloth will whisk goo off any finish or; even photo negatives.

He proceeds with techniques for overlapped seams and small panels. The Macchi has a number of louvers, which presents an opportunity for covering these difficult items. Dave bypasses necessity for a separate mold for navigation lights by stretch molding the plastic right on the wing tip.

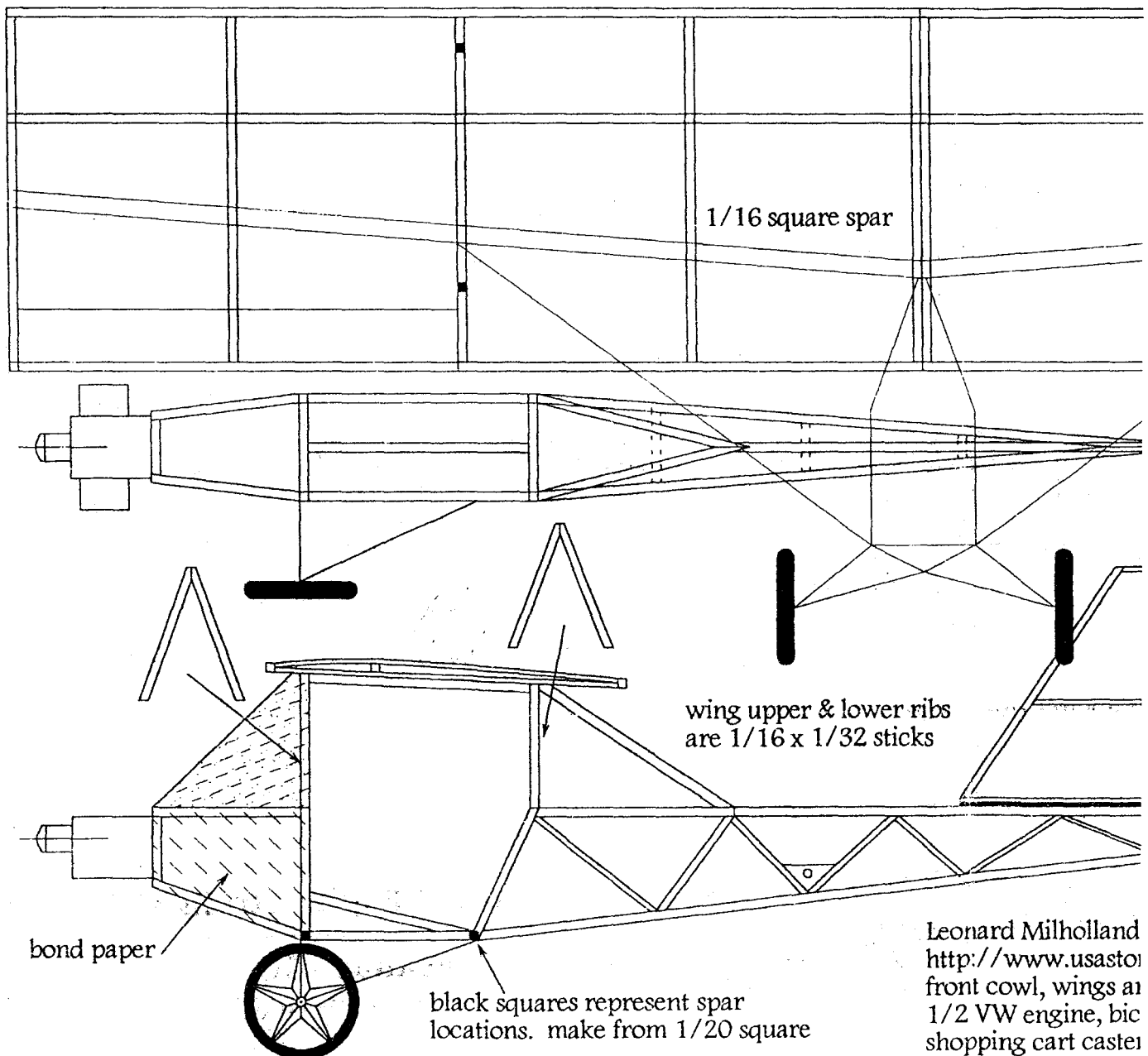
He has found uses for a number of products not found in a hobby shop: Chartpak tape, Nitro-San acrylic filler, Bondo auto putty, Scotchbrite scouring pads, Hypo 25s, etc. As these are put to use he tells where to find them. Having run out of scoring borrowed from movie reviewers, I'll simply say you are sure to learn some good stuff from this tape.

Available from: Dave Platt Models, 1306 Havre N. E., Palm Bat, FL 32907. phone: (407) 724-2144.

Flying Free - On the light side - By Ed Toner

This column will be devoted to one Ultra Light, The Legal Eagle. Now, you may be aware of a non-scale class of model called The Legal Eagle. Basically, it is a model design built from a plan that is completely drawn on legal sized stationary. I searched "Legal Eagle" on my computer, and came up with a web site - <http://www.usastores.com/betterhalf/>. I clicked on it, and sure enough, here was one of the most ingenious Ultra Lights I had ever seen.

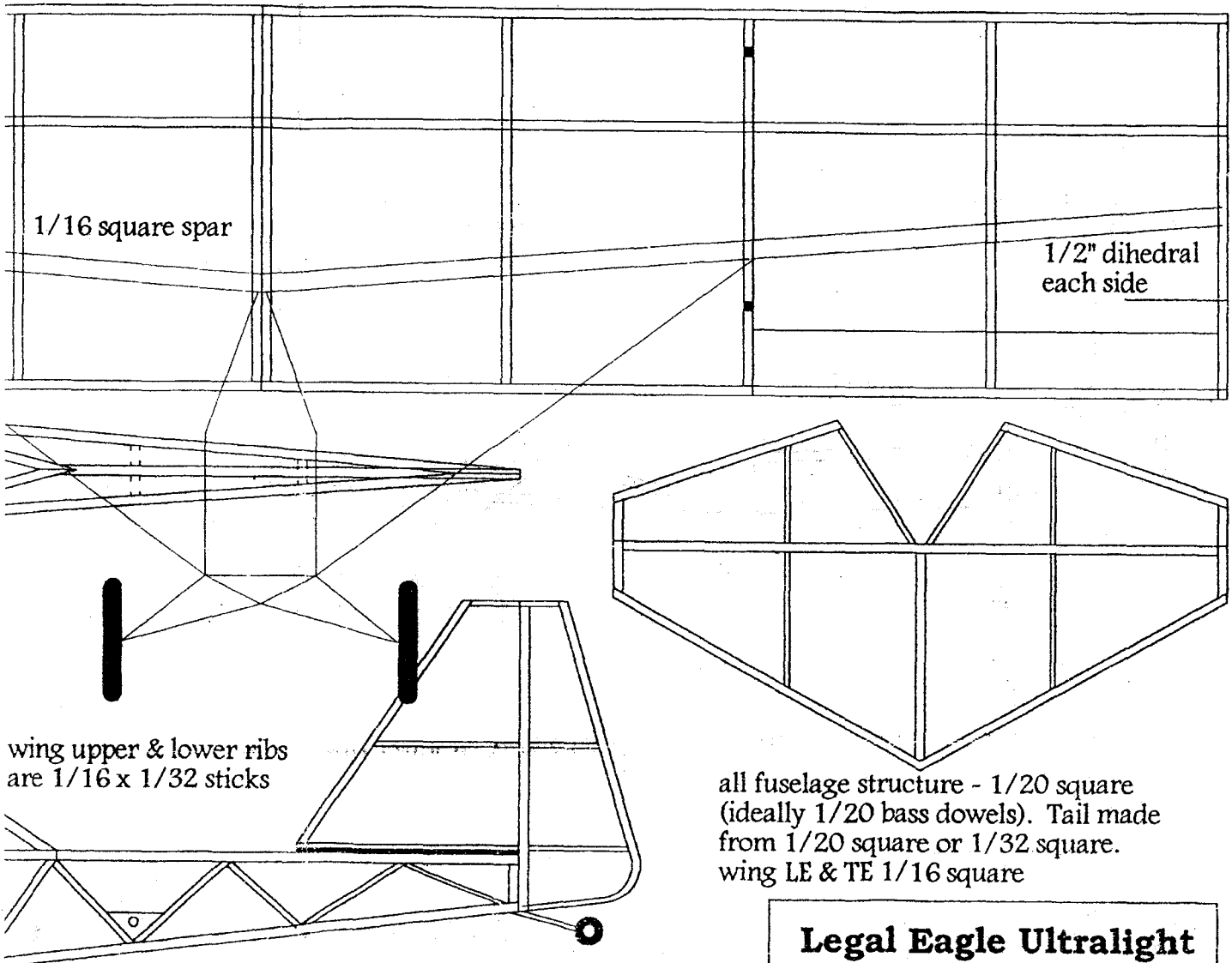
The power plant is a WV engine, but only 2 cylinders of it. Leonard calls this "The Better Half", and sells plans for the conversion for \$25. This is a very reliable engine, and there are lots of them lying around. Other innovations are a tail wheel from a shopping cart, and Tuffy Bicycle Wheels. This keeps the weight down to 244 pounds, well within the ultra light rules. The fuselage is left uncovered in order to INCREASE drag, keeping the speed within the limits. It stalls at 25 mph. It is truly a Legal Eagle, that can withstand the laws regarding this type aircraft.



Leonard Milholland
<http://www.usastores.com/betterhalf/>
 front cowl, wings at
 1/2 VW engine, bic
 shopping cart caster

This is the brainchild of Leonard Milholland. I contacted Leonard by phone, 281-934-8450, and asked him if I could have a 3 view of his plane for modeling purposes. It turns out he had none. He did offer to send me the plan package for free - a \$50 value. Naturally, I accepted. I then sought out a good artist to draw a model plan for the Legal Eagle. George Bredehoft of Volare Models, <http://www.rcmicroflight.com>, came through with a beautiful plan for a P-Nut sized version, drawn on Legal sized stationary, so you have a Legal Eagle

class model, and a P-Nut as well. This plan appears in this issue of Replica. The engine details are very basic, and George will re-draw the plan with the full details very shortly. I think this would make a very good club project for the winter. Proof of Scale from the actual drawings of the airplane would surely convince scale judges to award high marks to your model. The plans are in the form of components drawn on, yes, Legal sized stationary. Built over these component will produce a model of 37.5" span, just right for Jumbo Rubber, Scale Rubber, or AMA Powered Scale with, say, an .049.



t spar
/20 square

Leonard Milholland's Legal Eagle
<http://www.usastores.com/betterhalf/>
 front cowl, wings and tail are silver
 1/2 VW engine, bicycle wheels,
 shopping cart caster tail wheel

Legal Eagle Ultralight
Peanut - 10/99
Volare Products 7686 B Drive South Battle Creek, MI 49014-8582 e-mail: volare@battlecreek.net Web Page: http://www.battlecreek.net/volare/

For those of you without a computer, here's a few facts you may want: Span 281", Cord 55", Fuselage 155", Height 66".

Now, GET a computer. You don't know what you are missing. And those of you with computers, I highly recommend the cable access, Comcast, if it is available in your area. It is far ahead of the telephone access schemes.

That's it for this issue. I'd appreciate any feedback.
captained@home.com

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Want Ads

If you want to buy, sell, or trade anything related to scale model aircraft, contact the editor. There is no charge for this service. Ads run for three issues following the receipt of the information.

(141)

Wanted: 3-views with cross sections of an Me-109K-4. The drawings I have give very little sectional detail of the cowl area. Contact: Ken Race, 906 Liberty Ct., Cupertino, CA 95014-4018 – or 408-996-0878.

(141)

Wanted: *Replica* NEEDS a person willing to assume the responsibilities of Publication Editor. You will have to dedicate yourself to the printing and mass mailing of *Replica* every other month. All costs (except personal time) involved with this position are covered by NASA. Computer skills are **not** necessary for this position. The pay is bad, the benefits non-existent, but it is an opportunity for you to help

NASA and its members throughout the world with a few hours every other month.

Contact Stan Alexander, Ed Culver, or Gerald Deneau if you can help out in this position. See the *Replica* Staff or NASA Officers area in *Replica* for addresses, phones, or e-mails.

(136)

For Sale: Scale pinking tape – ¼ scale pinking tape ½ in wide with 1/16 serrations. Tape is untreated fabric with an aggressive adhesive and accepts most finishing systems. \$1.50 per 10 yard roll. Contact: James Johnson (765) 358-4012

(136)

Wanted: I am looking for the F9C Sparrow Hawk Model Builder plan MB3751. Do you know who sells Model Builder plans now that the magazine has gone under? Contact: Theodore C. Kraver tkraver@primenet.com 602-944-8557(o) 602-861-9150(f)

NASA Officers

President – Stan Alexander
3709 Valley Ridge Dr.
Nashville, TN 37211-3831

Home 615-834-1879
Fax 615-459-4421
E-mail onawing@mindspring.com

Vice-President – Mike Welshans
976 Pearson
Ferndale, MI 48220

Home 248-545-7601
E-mail Mbwelshans@aol.com

Secretary/Treasurer – Bonnie Rediske
128 Darnley Dr.
Moon Township, PA 15108

Home
E-mail Jim.Rediske.B@bayer.com

Publication Staff

Replica Editor – Ed Culver
120 Tammy Dr.
Garner, NC 27529-9607
Home 919-553-0577

E-mail cliffrc@cs.com

Replica Production Editor – Gerald Deneau
3117 Nichols Dr.
Sierra Vista, AZ 85650

Home 520-803-9860
E-mail old_feller@juno.com

NASA Webmaster – Ed Clayman
C/O BarCode Resources Inc.
3050 Post Oak Blvd.
Houston, TX 77056

E-mail publisher@scaleaero.com

Upcoming Events

The listing below represents those events that have been brought to the attention of the editor. To ensure your event gets the maximum exposure, send all pertinent information to the editor as soon as possible.

RC

4/1-2 - Tucson, AZ - 11th Annual Wings over the Desert IMAA Fly-in. Site: TRCC Field Valencia Rd off I 10. Events: Fly-in, Raffle, Swap Meet.. CD - Al Mosher 520-885-8874

CL

No Events Reported

FF

No Events Reported

Non-Flying

4/7-9 Toledo, OH. Annual Toledo Model Expo. Site: Sea Gate Centre, 401 Jefferson Avenue, Toledo, OH. It is suggested that if you are interested in attending that you get reservations now.

NASA Merchandise

NASA pins	\$3.00 each
NASA patches	\$3.00 each
NASA decals *	\$.50 each
Scale Data Resource List *	\$8.00 each

*One is free with your NASA membership

Any of these items can be ordered by sending a check or money order to:

Secretary/Treasurer Bonnie Rediske
128 Darnley Dr.
Moon Township, PA 15108

Southwestern Aeromodeling Conference -- early info...

There will be an AMA District VIII (TX,NM,OK,AR & LA) and gathering of aeromodelers from throughout the southwest & central US area at the Arlington Texas Convention Center located: Between Dallas and Ft. Worth, TX on I-30. May 19-20, 2000.

This is the scenic site between I-30 and the Ballpark in Arlington, TX. It is a FUN family vacation site with nearby attractions. Easy access by Air or Car. (minutes to DFW)

Arlington has a FREE shuttle services from motels and Convention center.

The conference will be produced at NO risk in \$\$\$ to the AMA and if it is in the BLACK all proceeds will be divided between the AMA Scholarship fund and the AMA Museum Program.

While NOT a full blown TRADE show - the Aeromodeling Trade will be accommodated and welcomed. (No color catalog nor Vendors party - Just meeting MODELERS!)

There will be a GIANT Swap event, 2 auctions with No commission fees (Fri. PM and Sat Afternoon), Free Static display (with awards). Free space for any AMA Club or any AMA - SIG to set up a display.

The vendors area will be available at near cost. (Decorated 10 X 10 Booth, Vendors Name on booth, table and 2 chairs with two vendors passes) for \$ 99.00 for the whole show!!

There will be a 50% discount for AMA Members who pre register. (regular at the door admission is \$5.00 / day but for AMA Members who pre register it will be 2 tickets for \$5.00)

There will be pre registration for all. (you will be guaranteed a swap table which will be \$10.00 / day) so NO standing in lines or rushing for table spaces. Vendors and Swappers will have a separate time to set up prior to the public admission.

This will be more of a gathering of Modelers than a "traditional commercial trade show.." There will be lots of space for MODELERS NETWORKING and VISITING together! (and an informal lounge/rest area will be a focal point of this event...)

There will be several Technical symposia and invited guest lecturers from the modeling field.

THIS is a FIRST release of this info. LOTS more to follow...Mark YOUR y2k calendar NOW !!!

MAY 19-20, 2000 Dallas/Ft. Worth TEXAS

Contact: Dr.Sandy Frank -
Phone/FAX (817) 599-7131

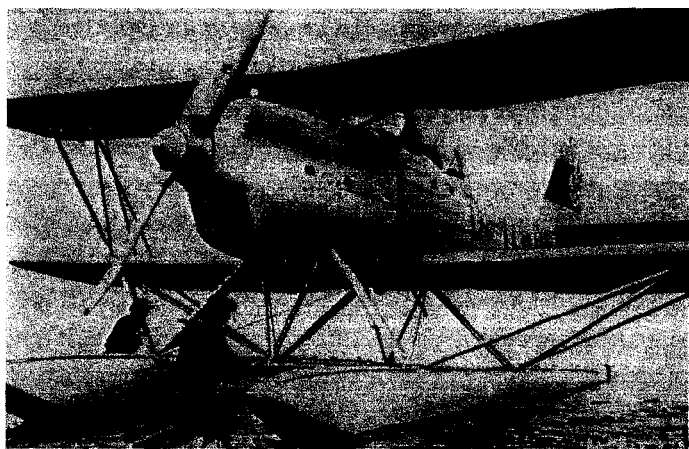
105 North Brazos Street
Weatherford, TEXAS 76086-3207

sfrank69@airmail.net

Editor's Note

Anyone interested in becoming the regular editor for this feature should contact the editor, Ed Culver, at clffrc@cs.com or 120 Tammy Dr., Garner, NC 27529-9607. Submissions will be required every other month and you will be able to select from hundreds of three-views submitted by NASA members. Computer skills are not required but are handy.

Scale Topics – Heinkel He 60 – Excerpt from *Luftwaffe Profile Series* #7 –by Gerhard Lang



The He 60, a very seaworthy two-seat floatplane, was created by the Heinkel Flugzeugwerke in 1931/32 on the basis of a request for tenders issued by the State Ministry of Transportation. The specification on which development of the type was based was prepared jointly by the Ministry of Transportation and the Reichsmarine. It called for an extremely seaworthy marine reconnaissance and shipboard aircraft capable of being launched from the catapults of large warships. In charge of design and development was Reinhold Mewes, who decided in favor of the biplane configuration.

Flight testing of the He 60 began in early 1933. The prototype, registered D-2157 (Werknummer 380) Seeadler, was designated the He 60a or He 60 V-1. The earlier designation HD 60 was also used in some cases. Registration took place in August 1932.

Although the first prototype did not meet the requirements of the specification, as it could not be launched by catapult, flight tests were promising. The single disadvantage was the inadequate output of the BMW VI power plant, which offered only 660 H.P. for takeoff. This lack of power made impossible

any future increase in weight. However, the main purpose of the He 60a was to demonstrate the aircraft's seaworthiness, which was so good that it could land without difficulty even in rough seas.

Another HD 60 coded D-2176 (W.Nr. 381) is mentioned in the book *Research into the Role of the German Aircraft 1919-1934*. It was registered in 1931 and destroyed in December of the same year. The dates given are puzzling, as the He 60a did not fly until 1933.

The second prototype, the He 60b (He 60 V-2) registration 0-2325 (W.Nr. 418) Seefalke, received a more powerful BMW VI 7.3 engine. Although this power plant produced 750 H.P., no improvement in performance was achieved. Heinkel subsequently decided to return to the proven and reliable BMW VI 6.OZU for the following aircraft.

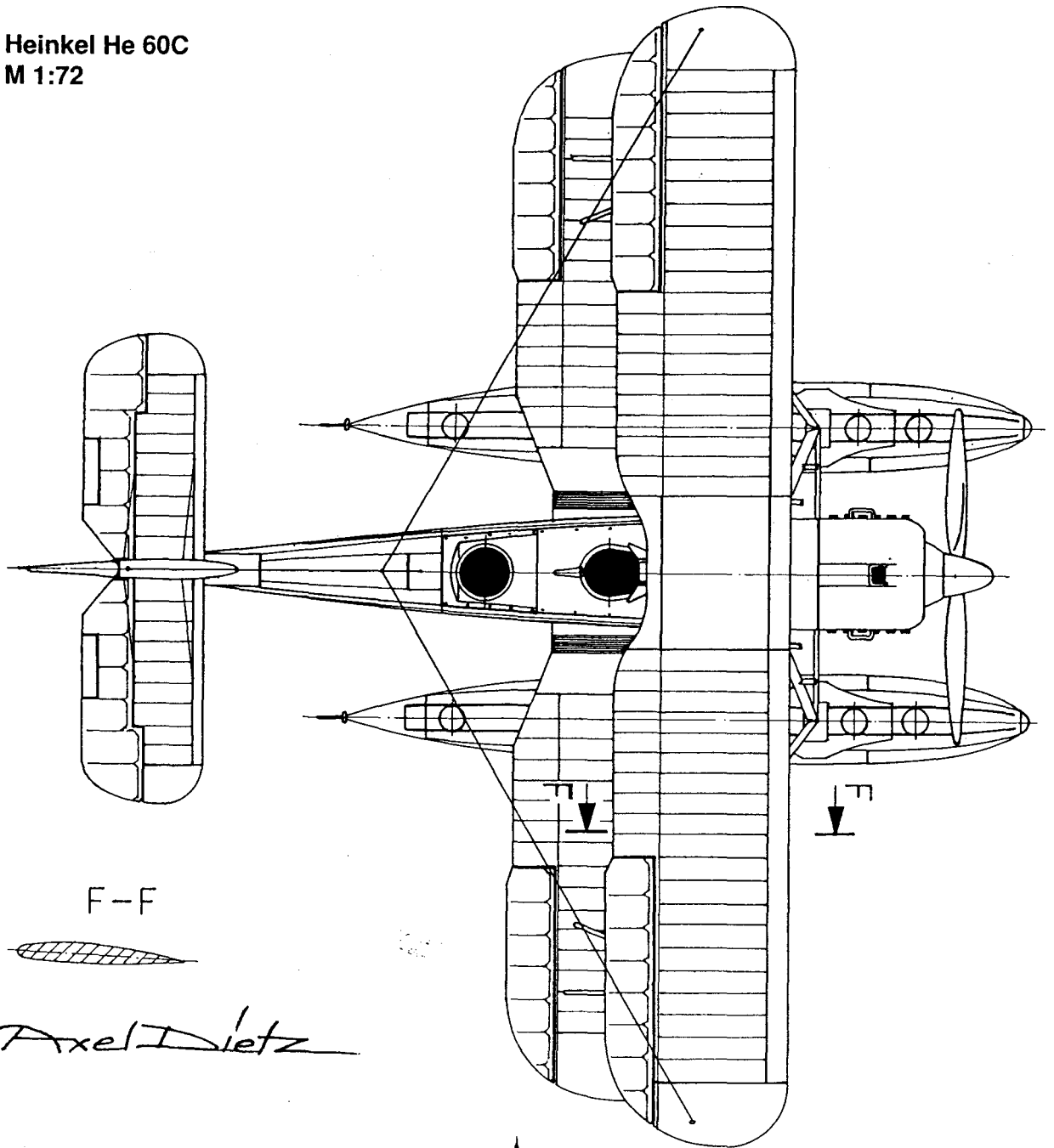
The first catapult trials began in early 1933 with the Heinkel He 60c (He 60 V-3) 0-IROL. These trials were so successful that the decision was made to construct a pre-production series of fourteen aircraft. The He 60c had larger ailerons than its predecessors in both wings. Following the completion of trials, 0-IROL became the first operational aircraft of its type to be handed over to the navy.

The He 60 saw service with seaplane schools and with various coastal and marine reconnaissance units (Kustenaufklärungs- and Seeaufklärungsgruppen) and two shipboard units (Bordfliegerstaffeln). In detail, these units were 1/SAGr 125, 1/SAGr 126 and 3/SAGr 127, 1/KAGr 106, 2/KAGr 206, 1/KAGr 306, 1/KAGr 406, 1/KAGr 506 and 1/KAGr 706. The two shipboard units were 1/Bordfliegerstaffel 196 and 5/Bordfliegerstaffel 196.

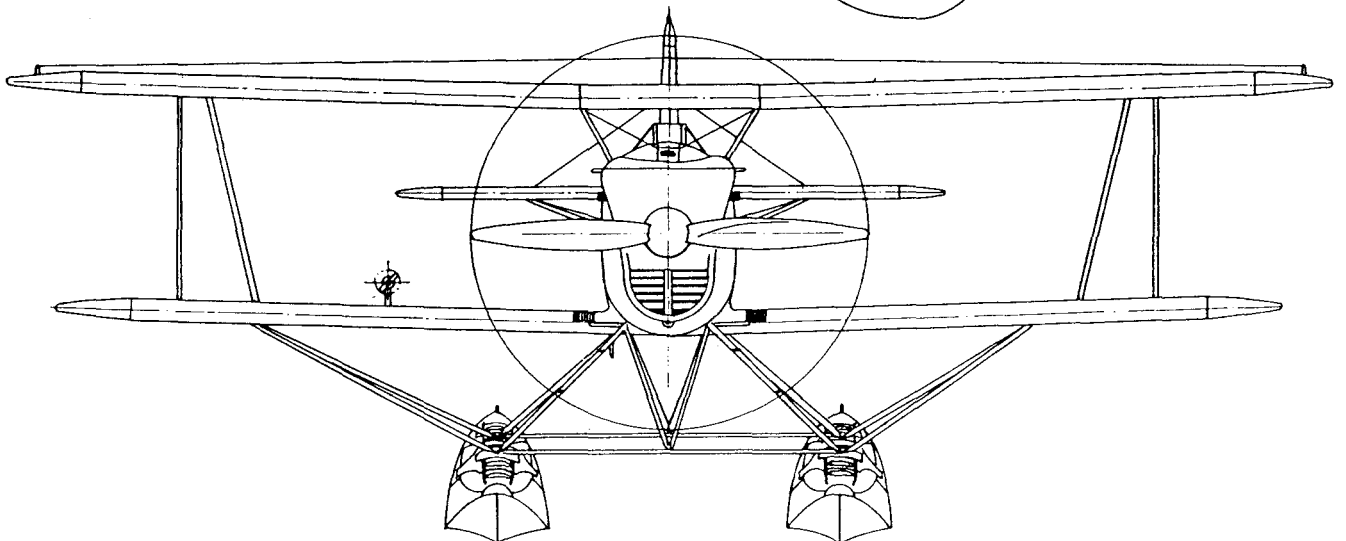
The two units of Bordfliegerstaffel 196 were based at Wilhelmshaven and Kiel-Holtentau; they were responsible for the operation of He 60 floatplanes from the cruisers and battleships of the Kriegsmarine. Examples of service aircraft include 60+091 on the battleship Admiral Scheer, 60+F9i on the battleship Admiral Graf Spee, D-IPEN and 60+F95 on the cruiser Königsberg, D-IVYN, 60+C95 and 60+X95 on the cruiser Leipzig, and 60+C11, 60+C14, 60+G21 and 60+G95 on the cruiser Nürnberg.

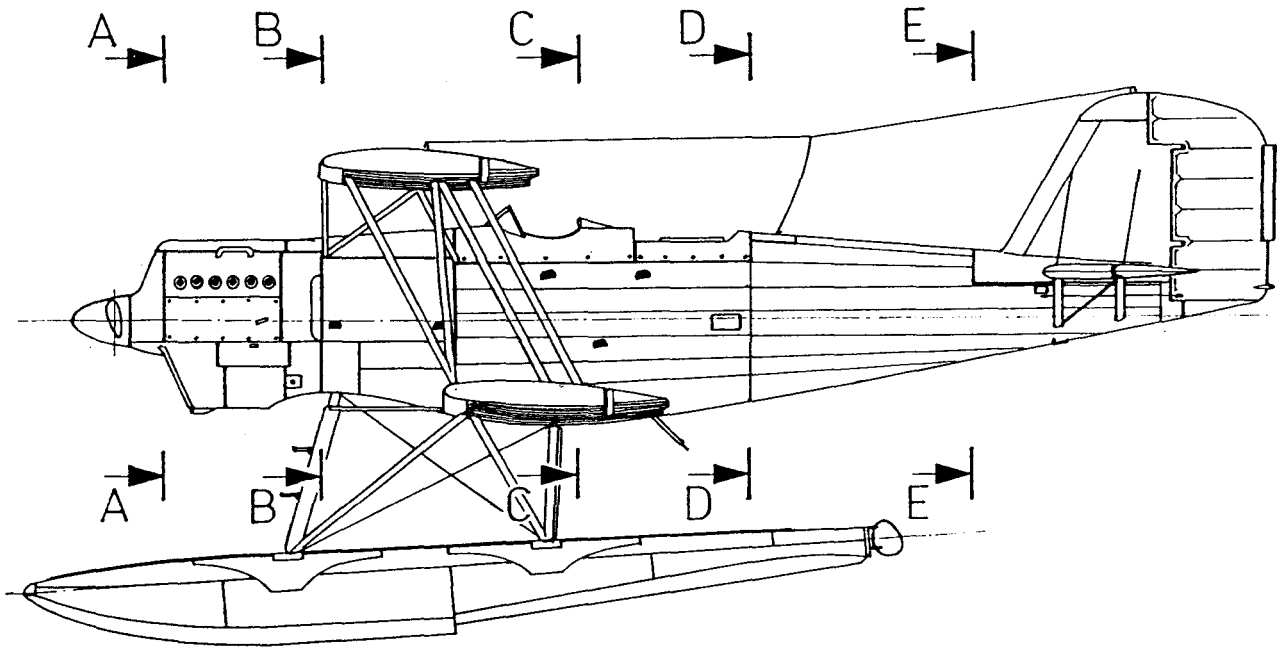
Beginning in 1939 the He 60 was replaced as a shipboard aircraft first by the He 114, which was not a success, and then by the Arado Ar 196, a very good multi-purpose seaplane.

Heinkel He 60C
M 1:72

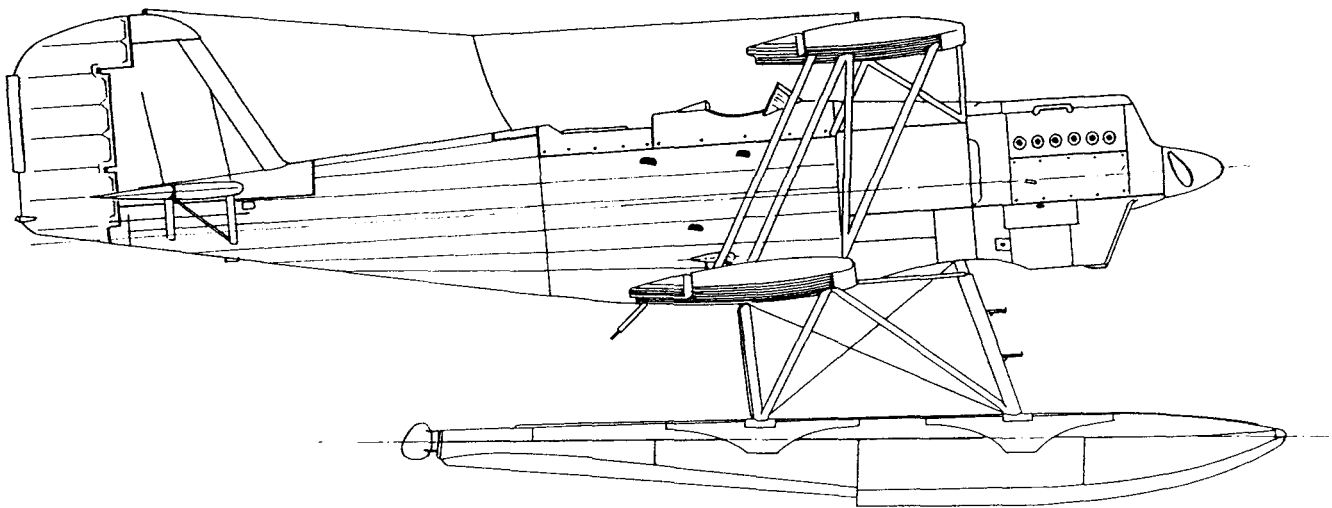
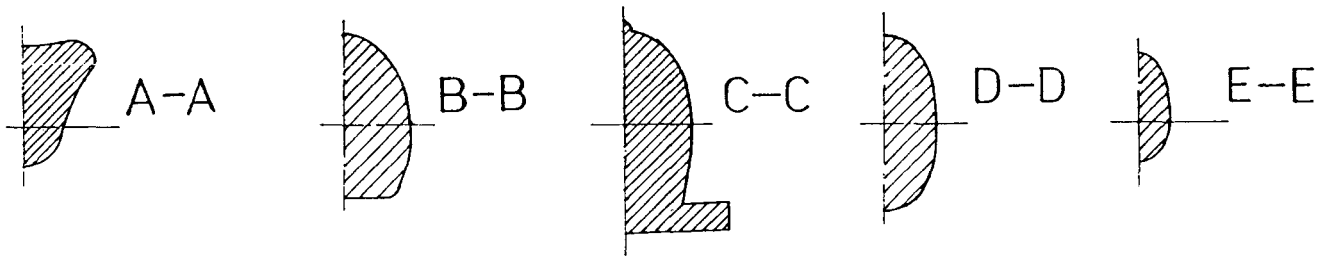


Axel Dietz





Axel Dietz



Heinkel He 60 C M 1:72