

# REPLICA



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

January / February 2001

Volume 15 Issue 1

## President's Column

### NASA MEMBERSHIP RENEWAL

It's that time again folks, time for us all to plunk out a measly \$15 to keep our NASA membership current. With this small fee compared to most memberships you receive your NASA Scale Resource Guide, 6 newsletters, decal and membership card. If you are a new member you also receive a patch too! So send in those membership dues today. Send your membership to:

**NASA Secretary Treasurer**  
**Bonnie Rediske**  
**128 Darnley Dr.**  
**Moon Township, PA 15108**  
USA \$15  
Canada \$17  
Overseas \$22  
**RENEW TODAY!**

### Toledo April 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>

NASA will once again have a booth at Toledo 2001 on Friday, Saturday and Sunday. We need volunteers to help man the booth during the weekend. It's really a great deal (you get a free pass into the show). If anyone is interested helping out please send me a note by the end of *February*. We have 12 spots to fill.



### 2001 Toledo Show

NASA Web Master Ed Clayman has been working on this for two years and it's finally coming to fruition. Fourteen expert speakers present 16 mini-seminars on

Friday and Saturday from 1 to 3 pm. Presentations are supported by computer graphics, props and videotape. Ed has done an excellent job pulling the NASA Scale Road Show together. It will appear in Arlington, TX at SWAC in May. Here are the presenters and topics:

George Buso	FAI Scale Competition What / Where / When?
Bob Walker	Retract Installation, Control & Maintenance.
Greg Hahn	Pilot Presentation Skills: Plan to Fly & Fly The Plan
Bob Underwood	Choice Of An Airplane For Scale Competition.
Bob Underwood	Fabrication of Small Parts & Control Systems.
Dave Fogarty	Why You Should Compete In Scale Modeling.
Dave Pinegar & George Maiorana	Giant Scale Electric Modeling...Watt You Say?
To be announced	Gas or Glow Engines, Why One Over The Other.
Terry Nitsch	Flight Control Surface Set-Up & Use.
Stan Alexander	Piloting From A Judge's Point Of View...
Mike Barbee	Judging From A Pilot's Point Of View...
Nick Zirolli, Sr.	Building & Winning With Plan Built Airplanes.
Randy Ritch	What Does Fuel Have To Do With My Scale Score?
Steve Sauger	Scratch Building...Simpler Than It Sounds!
Cliff Tacie	Higher Static Judging Scores.
George Buso	FAI Scale Competition What / Where / When?

We are really looking for a great time at Toledo both at the NASA booth and at the Seminar rooms with all of these great scale topics being covered by experts in their respective fields.

Thanks to Ed Clayman for the organization and leg work he has done on this and many other projects for NASA!

### Scale Nationals Update!

This year's Scale Nationals will begin on July 6<sup>th</sup> & run through the 8<sup>th</sup>. Not a week later as reported in the December issue of Model Aviation magazine. That was a glitch on my part. Both of us who attended the Nationals planning meeting last year thought the dates were a week later and we reported incorrectly. We do have the dates for the 2,002 and 2,003 Scale National Championships, that are "planned" a week later due

to the July 4<sup>th</sup> holiday. Personally I wish our Scale National Championships didn't start in a week with the July 4<sup>th</sup> holiday included.

### **Grass Runway!**

The biggest news for the coming Nationals is the addition of a useable grass runway; on the outside of the X at the R/C show center site. Steve Kaluf and the AMA Grounds staff are presently installing 100 ft. of culvert to extend the smooth grassy area on the northeast side of the runway. The pipe has been put in place and the dirt is being added now. This addition will work fine if the prevailing winds are from the southwest as normal. If the wind changes directions and is directly from the north or east, the grass won't be able to be used. Also pilots WILL NOT be able to stand behind their model as it takes off due to safety concerns.

An additional 20x20 tent is being added for the Transmitter Impound at this site also. We plan to (rope off) the impound for Bonnie & Jim so there won't be anything else distracting them while they perform this most important task at the R/C site. The new restrooms with shower facilities are open and operating now.

New lines will be painted on the runways at show center to further help contestants when they make their approach for landings. A wide white line will be painted on one runway on the centerline and a yellow one will be painted on the other runway. We also suggested painting borderlines at the runway edges to help pilots define the runways quicker for take off and landing.

### **Volunteers Needed!**

We need help running the Nationals every year and this coming year is no different. There seems to be quite a few members who want to judge and we do need judges each year! If you want to judge or work either the C/L or R/C Scale National Championships please contact:

**Dale Arvin**  
3428 Jeff-Charlestown  
Jeffersonville, IN 47130  
812-284-0162  
[darwin8094@aol.com](mailto:darwin8094@aol.com)

### **Volunteer NASA Positions at the Nationals**

Also we need administrative personal at the Nationals to fill other very important positions. While these aren't judging positions they are equally important with regard to running NASA's Scale National Championships. By adding these positions it will help to insure that we have the best possible Nationals we can offer the competitors. Well there were so many people who jumped in and volunteered from the November-December issue that we are repeating this request. In the past some members seem to feel that this is one of those positions that anyone could fill and it isn't very important. This couldn't be farther from the truth. To the organization it's one of the most important right behind...

**NASA- Promotion Coordinator** selling NASA 's merchandise, raffles, and process memberships. There hasn't been anyone *Officially* doing this, but Bonnie Rediske has been running this out of the transmitter impound which doesn't work very well. Several others have been volunteering to do this on a temporary basis at the R/C and C/L site. We want to add this important "*Officer*" position to offer our competitors and members at the C/L and R/C sites the best service possible.

**Announcer for the Scale National Championship** - we are looking for someone who can announce the *R/C Nationals*, tell who is flying and give a little information to the spectators. At most large-scale contests someone with a golden throat, maybe an announcer or radio personality, is brought in to take this position. If you plan to attend and are good with a mic please let us know if you can help us out here.  
**Award Coordinator** - to handle all awards and prizes given out at the Nationals for both *R/C* and *C/L* scale. You would be responsible for taking all plaques and awards to each site as well as setting up the awards ceremonies. If you would like to help with any of these positions please contact - **Stan Alexander**.

### **FAI Scale F4 Team Trials at This Year's Nationals**

This Team Qualifier will be run at the Nationals and integrated into the R/C and C/L scale competition. This will afford the FAI team qualifier much more exposure to modelers from all skill levels and backgrounds. We look forward to seeing this happen at the Nationals this year. We have received many

positive comments as well as a few negative ones, on this change in the way the team trials are run. The following is from an e-mail sent from Mike Gretz who is one of the 11 FAI Scale Team Selection Committee members.

*Mike states* "I just wanted to let you know that I strongly support your proposal to hold the team trials at the Nats. It's not only a good idea to facilitate getting this year's selection going on short notice, but I also feel it's a good method for the long run.

I've never felt that a separate team trials was worth the extra expense. Frankly, the argument that a separate team trials yields a better qualified team just doesn't hold water, in my opinion. If it were true, I would be a leading proponent of a separate trials.

However, the record does not support it. In fact, some of the strongest FAI teams we've ever fielded were selected at the Nats. In early years of the Scale World Championships the U.S. team members were even selected using AMA rules instead of FAI, and those teams still did very well. The only R/C Scale World Champion we've ever had from the U.S. was Bob Wischer, and he was selected to the team via AMA rules. I'm not proposing we go back to using AMA rules, but I think it illustrates my point. The record does not show that we've had stronger U.S. teams since we started holding a separate selection event.

In my opinion the best team will be selected by having a well attended event! And the Nats may help draw more entrants than a separate team trials. It's time to try something different. *We need more participation. That will give us a stronger team!*"

So if you plan to enter the Nationals in Designer, Expert or Precision Scale why not try FAI and see if you can qualify for the World Championships.

#### **Treasurer's Report - Bonnie Rediske**

We didn't post a treasurer's report at the Nationals as has been done in the past. It was thought that a year end report would give a better picture of where NASA's Treasury is now.

I'm happy to report NASA's Treasury at the end of year 2000.

Checking Balance at the beginning of the period		\$644.85
Withdrawal #1301	-50.00	\$594.85
Deposit 11/27/00	+500.00	\$1094.85
Transfer "STS" 500.00 from savings		
Deposit 11/28/00	+195.00	\$1289.85
Dividend	+1.58	\$1291.43
Savings Balance at the beginning of the period		\$1565.41
Deposit 11/15/00	+50.00	\$1615.41
Withdrawal 11/27/00	-500.00	\$1115.41
Dividend 11/30/00	+3.76	\$1110.17
Total funds available		\$2,401.60

#### **NASA member Roy Vaillancourt-**

Roy has competed with his new design this year at Top Gun, The Scale National Championships, and the U.S. Scale Masters Championship with a new design. Roy's Hawker Typhoon is now available through his company, Vailly Aviation. With plans, cowl, spinner, retracts and all of the other goodies to complete this model. Roy has several other aircraft in his stable for scale modelers. Check out Roy's scale products on his website at: [www.vaillyaviation.com](http://www.vaillyaviation.com) or at: 18 Oakdale Ave., Farmingville, NY 11738-2828 phone 631-732-4715

### **1<sup>st</sup> Annual NASA OCTOBERFEST SCALE RALLY October 13<sup>th</sup> & 14<sup>th</sup>**

**AMA National Flying Site Muncie, IN  
FF, CL and RC Scale Events  
OPEN TO**

**AMA Members & Foreign Entries  
Classes For Experts & Novices**

Look for more information on the NASA web-site: <http://www.scaleaero.com/amascale.htm> and in the next Replica newsletter. Sound interesting? We have the whole site at our disposal from one end to the other.

Fair Skies & Tail Winds,

*Stan Alexander*



**NEED SCALE DOCUMENTATION?**

On Antiques, Military, Civilian, Helicopters or Sailplanes?  
I have the world's largest aircraft documentation collection.

- 8,000 different full color photo studies 1899-2001
- 35,000 3-view line drawings

**Year 2001 Catalog** 248 pages

**Only \$8.00** (US) (Includes air postage)

Canada, Mexico, Alaska, Hawaii, Puerto Rico \$10.00\*  
All other countries \$18.00\*

**Bob Banka's AIRCRAFT DOCUMENTATION**  
(Scale Model Research)  
3114 Yukon Avenue • Costa Mesa, CA 92626  
http://www.bobsairdoc.com (714) 979-8058

NEW SCALE ARTICLES & DRAWINGS  
300 NEW Foto-Paks!

1000 Different Color Foto-Paks  
All the Original Photo and Line Drawings  
World's Largest Collection of Aircraft Documentation

## Product Review - Bob Banka's Aircraft Documentation By Ed Culver

For those of you that have an old copy of Bob's Scale Model Research catalog it is time to update with a copy of Bob Banka's Aircraft Documentation. The name has changed and so has the content.

Bob's new catalog of scale three (or more) views and foto-paks is 250 pages of scale builder's documentation dreams. Bob has some very well written articles in the front of the new book that include topics such as: Scale Competition, Masking Crisp, Clean Paint Lines, Rib Stitching, Shooting Documentation, and others. The articles are well written and easy to comprehend.

Bob then breaks into the meat of his book which is an alphabetical listing of all of the Foto-paks that he has available. Here he has 1550 pages of photographs of an amazing number of aircraft. Many of the aircraft types have multiple Foto-paks to choose from. For instance: Let's say you are thinking of an odd subject like the Aerocar. Bob has three different photo sets to choose from. Each of the Foto-pak descriptions tells you what you will be getting in the package, such as the color of the subject, whether or not there are interior shots, landing gear detail shots, etc.

With each Foto-pak listing Bob indicates whether he has three-views available and what is the quality of the three-views. Bob also indicates the number of pictures in each pack. Some of the airplanes have 50

or more photographs included in the package. Foto-paks also include photos of helicopters, gyrocopters, guns, engines, and missiles.

Along with the photographs, Bob has a 48 page list of three views that he has available. Three view drawing includes a code that indicates the detail of the drawing and the source of the drawing. Many three views come with an aircraft fact sheet.

To me this is a great resource for the scale modeler. I browse through this book scheming what my future projects will be. It just goes to show me that I can never die – there are just too many models I have to build.

### Bob Banka's Aircraft Documentation

\$8.00 (US)

3114 Yukon Ave.

Costa Mesa, CA 92626

Phone: 714-979-8058 Fax: 714-979-7279

[www.bobsairdoc.com](http://www.bobsairdoc.com)

**BuyAero**  
Everything Scale On The Web  
<http://www.buyaero.com>  
281-530-5823

## Letters

### From Bren Bailey

First, allow me to apologize for sitting on the enclosed NASA check for so long. When I received it last summer, I must have put it in the wrong pile on my desk. I discovered it yesterday as I performed my annual New Years Day office cleaning. I hope not cashing it hasn't disrupted NASA's bookkeeping.

When I found the check, it brought back fond memories of the NATS. As a result, I thought how satisfied I felt after helping out. One shouldn't be paid for an experience like that, I thought. Instead one should pay. Therefore, I have enclosed a check to NASA for \$30.00, \$15 for last year's Nats and \$15 for next year's, which I plan to attend.

Please apply my donation to NASA's Treasury and use it wherever you feel it will do the most good. (This is not my membership renewal; I have already sent that directly to Bonnie.)

I also remember how warm and dry the Scale Nats were last summer. We now have over 10 feet of snow on the ground up here and the days are considered mild when the temperature gets into the mid- 20s!

Sincerely,  
Bren Bailey

*Thanks Bren, we really appreciate the donation and are so glad you enjoyed working at the Nationals last year. We look forward to seeing you and everyone else there this July. - Stan*

### From Bob Underwood

"The article about the World Championships in the February issue of Model Aviation unfortunately opens the possibility of an incorrect impression concerning Lloyd Roberts' model. My explanation in the submitted text, while clear to me, was admittedly vague to someone not directly associated with scale competition. As a result, the editing process at the magazine level omitted a phrase which was necessary for a correct interpretation.

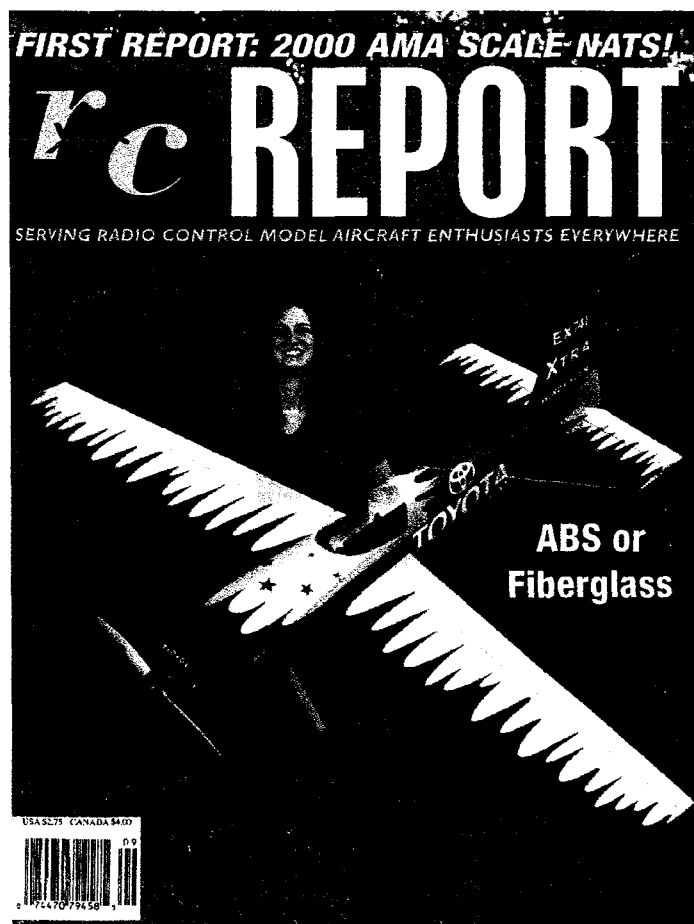
Lloyd's model represents a reproduction of a full size Fly Baby he built a number of years ago. While it is similar to the more commonly modeled Bauer Fly Baby, there are a number of significant modifications as compared to the Bauer version. The model Lloyd presented for the competition depicts the aircraft he had built, not the Bauer version.

I very much regret the confusion caused by my presentation of the text to Model Aviation and apologize to Lloyd for having created a false impression concerning his model.

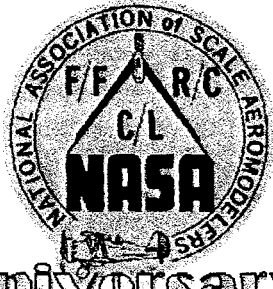
Sincerely,  
Bob Underwood"

P.S. For heavens sake, if the above still doesn't make the issue clear, let me know! I wouldn't want this to go on for the next 50 years!

## NASA's Official Magazine



# 25<sup>th</sup> Anniversary



## A Quarter Scale Century

by Bob Underwood

Many years ago comedians often began their routine with, "A funny thing happened on the way to ----." Well, a funny thing happened on the way to this article. In tackling a basement cleanup, I moved the fuselage of a partially completed Wittman D-12 "Bonzo" and I suddenly remembered that it was 2001! Now, I realize that this was probably not a great revelation to you, especially since you remember the headache on January 1 after celebrating 2001's arrival. But what occurred to me was the fact that this is the twenty-fifth year since the start of actions, which led to the formation of NASA. At the risk of waxing nostalgic and popping a few personal observations into print, let me share a few thoughts on the subject of NASA.

When I started flying RC in 1967, I harbored no thoughts of scale or even of competition. However, I was drawn into a pattern contest in 1968 and became hooked on that form of competition. I soon recognized that I could get a little more flying at the local Midwest events if I took along a scale model. By 1970, I wound up dragging a scale model along to my first Nats. Actually, I had been invited to Glenview to work with the Delta Dart Program, but since it would be over before scale, I figured I might give it a try. For three years in a row at Glenview, I finished right in the middle of the pack. In fact, twice in a row, I finished 13<sup>th</sup>, causing the Category Manager, Don Lindley, to award me the "Scale Mediocrity" award at the banquet!

By 1975, I was totally hooked on scale and decided to enter FAI at the Nats just to help provide support. I never realized that since it was a team selection year, I ran the risk (?) of making the team for the 1976 World Championships in Sweden. Well, I didn't make the top three. I finished fourth behind Bob Wischer, John Roth, and Steve Sauger. Then AMA

decided to send Bob to defend his reigning championship status and moved me to the third team slot. An ugly red D-12 "Bonzo" went to Sweden where it – guess what- finished right in the middle of the pack! Now I was not only hooked on competition for real, I was filled with the thought of passing along this great part of our hobby/sport to others.

I began corresponding with other scale-oriented individuals as well as talking with them at contests. Free Flight, Control Line and Radio Control Scale devotees all responded to a common thread. Using the old ditto machine at school, I produced several simple newsletters and mailed them. Additionally, several hundred postcards were sent to those who seemed interested in scale. Soon responses began to come back and it seem appropriate to talk to AMA's Executive Director, John Worth, about the possibility of creating a Special Interest Group (SIG) for scale. His encouragement was very helpful. So, as 1976 drew to a close, plans were underway to hold a meeting.

The logical time and place for such a gathering was at the Nats. In 1977, AMA took that road show to March Air Force Base in Riverside, California. Coincidentally, that event would also be the F4B and F4C team selection for the World Championship at Woodvale, England in 1978. During the scale portion of the Nats, about 80 interested individuals gathered in a meeting room in the headquarters hangar. As I shared my aspirations for the group, many others joined in with solid ideas. By the time we were finished, the nucleus of the organization had been created and officers were elected.

It would be wonderful to relate that everything went well and we all lived happily ever after. Unfortunately, that wasn't true. The first few years were a little rough, due in part to a personnel problem. But gradually, we worked through that concern and began to develop momentum. This newsletter was established and the Scale Source Guide made its appearance. NASA assumed the role of running scale at the Nats and cohesiveness was achieved uniting all forms of scale modeling into one body. We worked diligently at helping provide guidance for AMA rule making and stepped into the breach to help with FAI activities involving selection programs and fund raising. Though not accepted, there were even some interesting proposals made to the Scale Masters program.



Before a decade had passed, John Guenther assumed the President's mantle, as I moved on to work at AMA Headquarters as the Technical Director. The fine work of NASA's volunteers continues today under the able leadership of Stan Alexander. So it is, 2001 marks the twenty-fifth year since the seed was planted. Obviously, in that bygone era of slower communications, the germination period for such a seed was a year. Thus, in 2002, we can look forward to celebrating the silver anniversary of the birth of NASA.

To close on a personal note, I feel compelled to share these thoughts. Scale has profoundly changed the lives of the Underwoods. The early taste of challenge and enjoyment led to a career change late in life. As a family, we count our four trips to World Championships, with me as a competitor, as real high points in our lives. I must confess I miss that competitive aspect. However, since 1985, I never felt it quite right to try for a team as an

AMA employee or now as FAI Technical Secretary. In place of the feelings generated through my direct participation in competition, there are now the relationships my wife and I have garnered with so many wonderful people all over the world! These friendships have been extremely meaningful to us. In serving as a Jury member at the 2000 World Championships in Switzerland, I experienced a rekindling of the feeling I had in 1976 as I watched Jack Petrolia and Lloyd Roberts, along with their wives, as newcomers to the world competition scene. Their enthusiasm and dedicated participation exemplify the spirit of the World Championships, competition in general and what I envisioned for the membership of the organization. May the warmth and genuineness of that spirit prevail as NASA and each of us moves through the years.

Bob Underwood - NASA 1

---

## 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 your information.

(151)

---

**Wanted:** *Replica* is looking for *Contributing Editors* for *Free Flight*, *Control Line*, *Radio Control* and *Product Reviews*.

Articles with photographs should be submitted with captions. Electronic articles must be submitted as MS Word or Word Perfect files. If you want to submit an article or photos mail to Ed Clayman 16115 Espinosa Dr., Houston, TX 77083. If interested in a *columnist* or *contributing editor* position contact Ed Clayman at 281-530-5823 or email: [wclayman@houston.rr.com](mailto:wclayman@houston.rr.com)

(151)

---

**For Sale:** Plans from Vance Mosher 4700 NE 58th St. Vancouver WA 98661-2131

Tel/FAX, (360) 750-7316 or [vance@e-z.net](mailto:vance@e-z.net)

All plans CAD drawn (except P-66). All plans true scale. Plans include servo placement and control runs

*Curtiss SBC-4 (or-3) "Helldiver"* biplane; @ 68" span, \$45,

*Grumman OV-1B "Mohawk"*, all foam and fiberglass: 1:6.5 scale @ 77" span, for two .60's, \$35,

1:7.5 scale @ 65" span, for two .40's, \$30,

1:9 scale @ 56" span, for two .20's, \$25;

*Heinkel He 111-H6, "Blitz Bomber"* 1:10 scale @ 89" span for two .50's, \$55

*Heinkel He 219 "Uhu"* 1:8 scale @ 91" span, for two .60's, \$55 1:7 scale @ 104" span, for two 1.08's, \$65

*Vultee P-66 "Vanguard"* 1:5 scale @ 77" span, for 1.20 4-stroke, \$45

*Westland S-4 "Wyvern"* 1:6.5 scale @ 77" span, for ST 2500, \$45

Cowling, canopies, etc. available on some models.

(151)

---

**Wanted:** Orbit 10 channel REED receiver made in the 60s and early 70s. I am not a collector - I plan to fly this receiver. Contact Weldon Smith, 311 Wooded Knoll Dr., Cary, IL, 60013 or tele: 847-639-2845 or e-mail [LASFWS@MC.NET](mailto:LASFWS@MC.NET).

(151)

---

**Wanted:** Tatone cockpit instruments with metal bezels - any size. Contact: Jerome Sajdowitz, 237 Union St., Waukesha, WI 53188-3741, or telephone 202-547-3664

(146)

---

**Wanted:** Plans for a Skymaster 336. Hale Wallace flew it at the Nats in 1965. The plans were published in Model Airplane News June 1966. They are no longer available from the magazine. Wonder if anyone has a copy I can buy or send me a photocopy. Contact: Ellis Kaster - 2030 S. Jefferson St, Casper, WY 82601

## Supporting R/C Scale Competition!



Call or E-mail us  
for your **FREE**  
**2001**  
Catalog

New  
**RD6000**  
*Super*

714-978-1895

info@airtronics.net  
www.Airtronics.net

1185 Stanford Court  
Anaheim, CA 92805



# AIRTRONICS®

### 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

### 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 Clayman  
16115 Espinosa Dr.  
Houston, TX 77083  
Home: 281-530-5823

E-mail: wclayman@houston.rr.com

Replica Production Editor – E. Ellis Kaster  
2030 S. Jefferson St.  
Casper, WY 82601

E-mail: Ekaster@trib.com

NASA Webmaster – Ed Clayman  
16115 Espinosa Dr.  
Houston, TX 77083  
Home: 281-530-5823

E-mail: wclayman@houston.rr.com

Contributing Editors –

*Control Line*

*Free Flight / Electric Lite*

*Product Reviews*

*Radio Control*



## Editor's Note

Hello, my name is Ed Clayman. For about three years I have served as your web site host and web master. A lot of members utilize our web site's existing services everyday. Just catch yourself asking what services? A moment or two spent visiting the web site will answer most of those questions.

<http://www.scaleaero.com/amascale.htm>

NASA's Virtual FBO is your web site. Yes, *your* web site. The site provides a documentation portal, scale contest photos, scale help forums, access to the scale rules of the AMA and FAI's CAIM, links to all AMA district scale contest board reps, piloting and judging resources, flight maneuvers, and will serve as an ongoing extension of the NASA Scale Road Show. Go visit the site and let us know how it might serve your scale modeling needs.

For a few months, I shall serve as *Replica's* editor. In light of our current project to bring NASA closer to the AMA's grass roots, we've created an opportunity to make NASA more visible. Visible at events we've not been known to be exceptionally visible at. A visit and participation in IMAA scale fly-ins, mall shows, swap meets, indoor & outdoor electrics, free flight control line *carrier*, *speed* and *aerobatics* is in order.



Everyone has this little blue pin you received when you joined this organization. Its time to put wings on it! Get it out of your flight, jewelry or cigar box and put it on when you go to the field, or modeling event! Answering the guaranteed question of "*What's that?*" will accomplish what we are trying to do. Not the least of which is increase the number of participants in *your* flying scale modeling "*Sport*".

We must literally think outside of the box, the circle, and the maneuver we "fly" every time we go to club events.

Before too long, to initiate NASA's new mentoring programs the NASA Scale Road Show will deliver this message to attendees at a model aviation show near you. During 2001 and 2002 we encourage you to get the lead...and the word out to people right there in your hometown. What better a place, what easier way to help your segment of the hobby grow? Need help?

### ***Just ask!***

Become a *Replica Contributing Editor*. Oh, but you say, I do not know the first thing about *editing*. Let me suggest scale modeling is exactly what you know about. *Replica needs to reach and preach outside this choir*. The best way is to get out and get a little grass stain on you. Get involved in your SIG's immediate need. NASA needs four contributing editors. One in each scale arena:

***Control Line***

***Free Flight / Electric Lite***

***Product Reviews***

***Radio Control***

Today it is cheaper and easier to participate in flying modeling, than it ever has been. People don't get involved in control line, free flight and radio control modeling because they envision themselves flying trainers. In their mind's eye, they see themselves flying a scale whatever! When you take your latest project out to the field and everyone gathers around asking how this and how that... Point to the blue and gray pin you are wearing and tell them about the best place to find out answers...

If competitive flying scale modeling is expected to be here the next time you look up to see how healthy it is, you must get involved in mentoring...today!

Thanks for all you've taught me.

Ed

Clayman

wclayman@houston.rr.com

# 2001 SCALE MASTERS CHAMPIONSHIPS

\* 22nd Anniversary \* September 19th - 23rd

Tour the Glider Museum & Lenhardt's Air Park

HQ Hotel: Holiday Inn (503) xxxxxxxx

\*\*\*\*\*

Hosted by: Portland SkyKnights RC Club

**Vanguard Leader**

TBD

**Contest Director**

TBD

**National Chairman**

**Earl J. Aune**

21952 Airport Rd

Aurora, OR 97002

(503) 678-6036

jenseninc@msn.com

\*\*\*\*\* 2001 Regional Qualifiers \*\*\*\*\*

## GUNSMOKE SCALE QUALIFIER

CD: Austin Goodwin Feb 23 25  
EvePhone: (480) 357-1816  
Mesa, AZ jcole01@apsc.com

## INDIAN RIVER SCALE CLASSIC

CD: Bud Roane Feb 24 25  
EvePhone: (407) 255-7451  
Melbourne, FL RRoane@Harris.com

## TOP GUN

CD: Ken VonThaden Apr 25 29  
EvePhone: (561) 790-0055  
Palm Beach, FL -

## 49'ER QUALIFIER

CD: Hank Cavasso May 04 06  
EvePhone: (707) 762-5376  
Woodland, CA -

## TEXAS SCALE CHAMPIONSHIP

CD: Ernest Harwood May 05 06  
EvePhone: (817) 451-2634  
Fort Worth, TX n5ucl@aol.com

## MINT JULEP SCALE MEET

CD: John Guenther May 19 21  
EvePhone: (812) 967-2814  
Rough River, KY guenther99@earthlink.net

## KING ORANGE SCALE

CD: Bill McCallie Jun 09 10  
EvePhone: (813) 932-0622  
Tampa, FL -

## MID-STATES SCALE CLASSIC

CD: John Ostmeyer Jun 09 10  
EvePhone: (913) 451-1602  
Hillsdale, KS johnostmeyer@sprintmail.com

## WESTERN REGIONAL

CD: Fred Browns Jun 11 13  
EvePhone: (714) 534-1405  
Sepulveda Basin, CA jackie&fred@yahoo.com

## SW IDAHO SCALE MASTERS QUALIFIER

CD: Que Quigley Jun 22 24  
EvePhone: (208) 375-9047  
Nampa, ID qquigley@msn.com

## RIVER CITY CHALLENGE

CD: James R. Ray Jun 23 24  
EvePhone: (256) 353-1323  
Decatur, AL

## WESTERN CANADIAN REGIONAL

CD: Gerry Fingler Jun 23 24  
EvePhone: (204) 663-1051  
Winnipeg, Manitoba, Canada cdhobby@pangea.ca

## ALBERTA SCALE

CD: Dave Pape Jun 23 24  
EvePhone: (780) 481-5533  
Edmonton, Canada bbender@telusplanet.net

## NEW ENGLAND SCALE CHAMPIONSHIP

CD: James Sbrogna Jun 24 25  
EvePhone: (508) 481-0955  
Gardner, MA newenglandscale@yahoo.com

## AMA NATS

CD: Dale Arvin Jul 06 09  
EvePhone: (812) 284-3504  
Muncie, IN darvin8094@aol.com

## EVERGREEN SCALE RALLY

CD: Earl Aune Aug 03 05  
EvePhone: (503) 678-4268  
Hubbard, OR jenseninc@msn.com

## UPPER MIDWEST REGIONAL

CD: Cal Branton Aug 04 05  
EvePhone: (651) 459-5107  
Cottage Grove, MN Cal.Branton@stpaul.com

## LONG ISLAND SCALE MASTERS QUALIFIER

CD: Roy Vaillancourt Aug 11 12  
EvePhone: (631) 732-4715  
Eastport, NY vaillyav@optonline.net

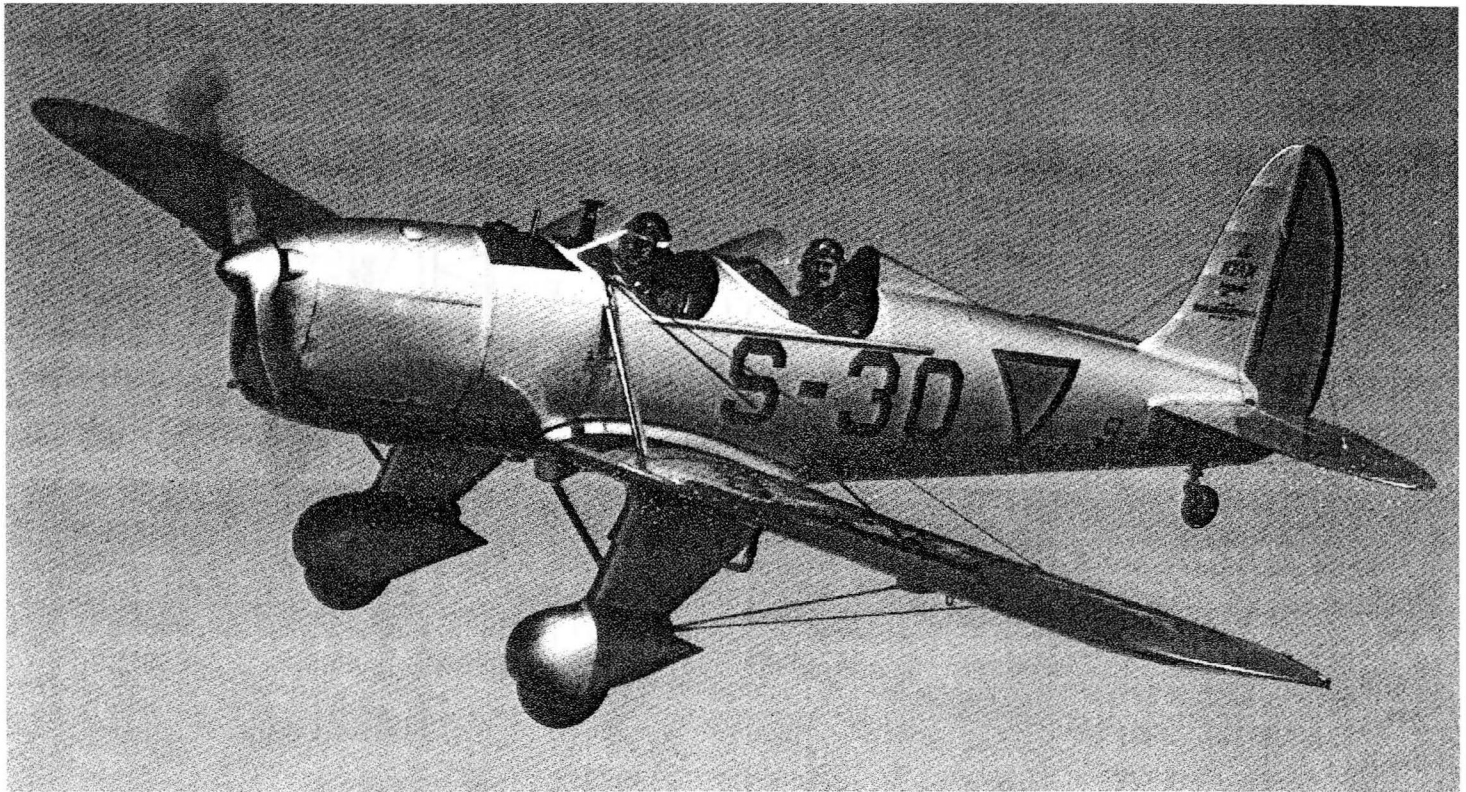
## ROYAL PALM SCALE MEET

CD: Mike Winter Nov 17 18  
EvePhone: (941) 966-7786  
Sarasota, FL mikeandeva@home.com

\*\*\*\*\*

*Support the R.S.M.A. by using our sponsors products!*

1/20/2001 Check out the U.S. Scale Masters Assn. Web Page: <http://www.scalemasters.org>



## Ryan Sport Trainer – By Dorr B Carpenter

*The following is an excerpt for the book Ryan Sport Trainer – By Dorr B Carpenter.  
This book is filled with history and facts on the Ryan STA and STB.*

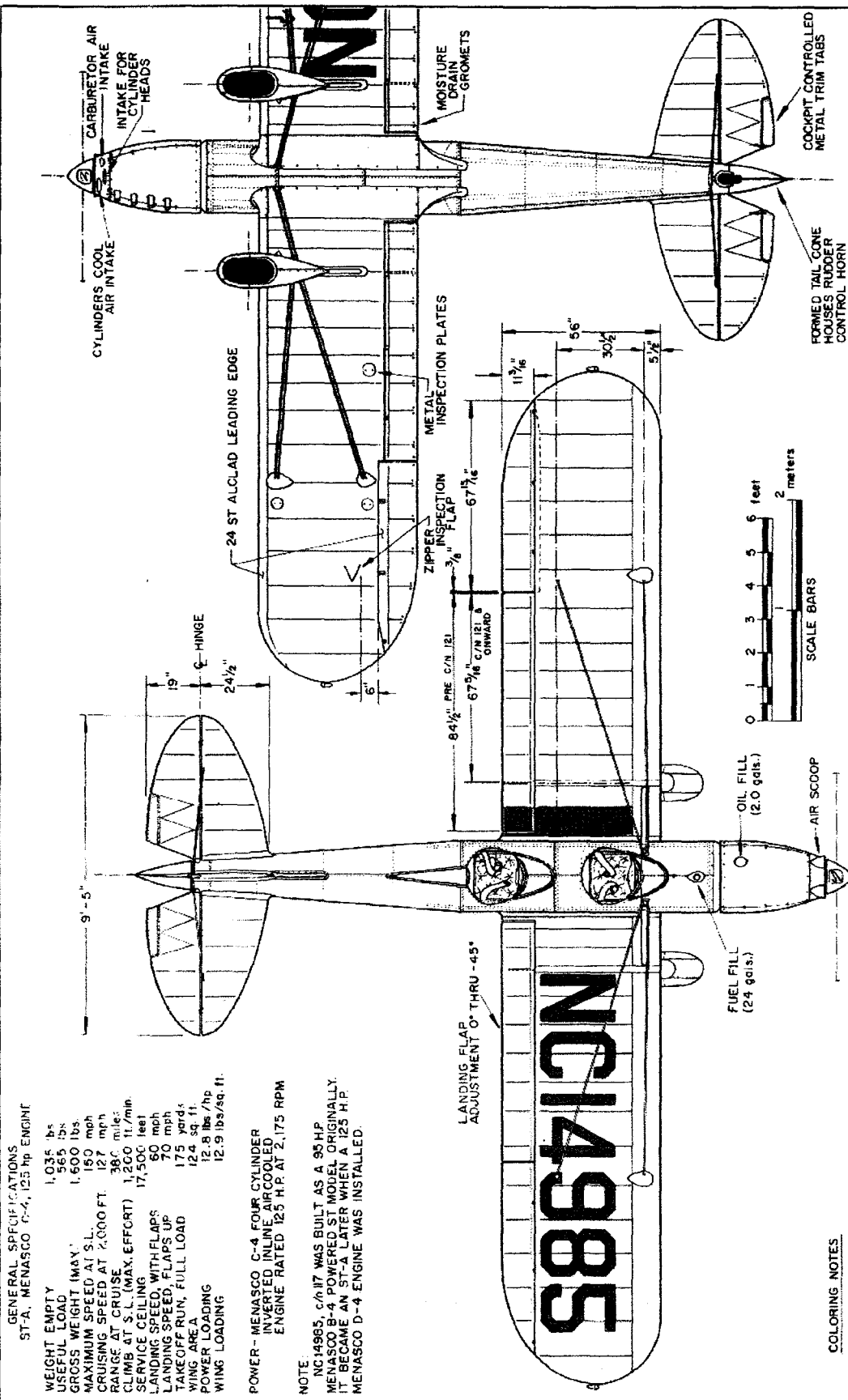
The first Sport Trainer completed carried construction number (c/n) 101 and cost \$1,000 to engineer. The entire project was accomplished including design, drawing, building, test flying and certification in nine months. Chief pilot John B. Fornasero flew the sleek prototype X1 4223 for the first time on June 8, 1934. A very long and laborious takeoff was required and after a few test turns, Fornasero was back on the ground within ten minutes.

The problem seemed to be the propeller, which was a Story ground adjustable aluminum blade model. It was replaced with a wooden one and the problem was solved. It was not realized until some time later that the 95 hp Menasco B4 engine was insufficient. Only five of the 84 powered models were built.

After just two weeks of testing at Mines Field in Los Angeles, the ST was granted ATC 541 on June 21, 1934. The New Ryan" was used for flight instruction and promotional purposes, while the second and third airplanes were under construction. A student, Sanford Baldwin, was flying NC14223 on December 19, 1934, when it crashed, killing the pilot. The accident was witnessed by U. S. Navy Captain John Tower, who reported that the continuing aerobatics were so low the pilot simply was unable to complete the maneuver. This was the first fatal accident in twelve years of Ryan School operations.

Open sport planes, particularly the ST Ryans, are conducive to questionable behavior. Pilots who otherwise fly in a very sedate manner will strap on a Ryan and act like a big kid. There are almost no exceptions to this. This is the only airplane I have ever flown that will forgive you for nearly any foolishness, given reasonable altitude. None have ever come apart in the air, and they are universally liked by all pilots except those who had to fly one in the winter.

There is no question that this is an emotional airplane; even sitting on the ground it is a symbol of speed, grace and beauty. Granted, I am not impartial as I have had the feeling of being sorry for other pilots, while preparing my Ryan STA for a flight, because most of them just don't know what it is to fly a really good sport airplane.



**GENERAL SPECIFICATIONS**  
**ST-A, MENASCO C-4, 125 hp ENGINE**

WEIGHT EMPTY 1,035 lbs  
 USEFUL LOAD 565 lbs  
 GROSS WEIGHT (MAX.) 1,600 lbs  
 MAXIMUM SPEED AT S.L. 150 mph  
 CRUISING SPEED AT 2,000 FT. 127 mph  
 RANGE AT CRUISE 380 miles  
 CLIMB AT S.L. (MAX. EFFORT) 1,200 ft./min.  
 SERVICE CEILING 17,500 feet  
 LANDING SPEED, WITH FLAPS 60 mph  
 LANDING SPEED, FLAPS UP 70 mph  
 TAKEOFF RUN, FULL LOAD 175 yards  
 WING AREA 124 sq. ft.  
 POWER LOADING 12.8 lbs./hp  
 WING LOADING 12.9 lbs./sq. ft.

**POWER - MENASCO C-4 FOUR CYLINDER INVERTED INLINE, AIR COOLED ENGINE RATED 125 H.P. AT 2,175 RPM**

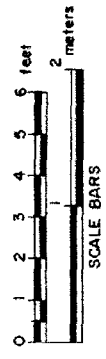
**NOTE:**  
 NC14985, c/n 117 WAS BUILT AS A 95 H.P. MENASCO B-4 POWERED ST MODEL ORIGINALLY. IT BECAME AN ST-A LATER WHEN A 125 H.P. MENASCO D-4 ENGINE WAS INSTALLED.

**COLORING NOTES**

ENTIRE AIRCRAFT NATURAL ALUMINUM FABRIC COVERED AREA, MATCHING SILVER DOPE LICENSE NUMBERS & DETAILS, BLACK INTERIOR OF COCKPIT AREA UPHOLSTERED IN RED OR BLACK LEATHERETTE, INSTRUMENT PANEL BLACK "CRINKLE" FINISH CONTROL STICK AND WING FLAP CONTROL LEVER CHROME PLATED.

MY SINCERE APPRECIATION IS EXTENDED TO MESSRS. T. CLAUDE RYAN, WILLIAM WAGNER, AND MAC CATRELL OF THE RYAN AERONAUTICAL CORP., EV. CASSAGNERES AND FLOYD CARTER FOR THEIR VALUABLE AND UNSELFISH HELP IN THE PREPARATION OF THESE DRAWINGS

**CONSTRUCTION NOTES**  
 FUSELAGE - ALL METAL, MONOCOQUE, ALCLAD 24 ST SKIN.  
 WINGS - SPRUCE SPARS, STAMPED ALUMINUM ALLOY RIBS, STEEL TUBE COMPRESSION MEMBERS, STEEL CABLE TIE LINES, FABRIC COVERED.  
 AILERONS & WING FLAPS - STEEL TUBE SPAR, ALUMINUM ALLOY RIBS, FABRIC COVERED.  
 TAIL SURFACES - RIVETED 24 ST ALUMINUM TUBING AND ALLOY RIBS, FABRIC COVERED.



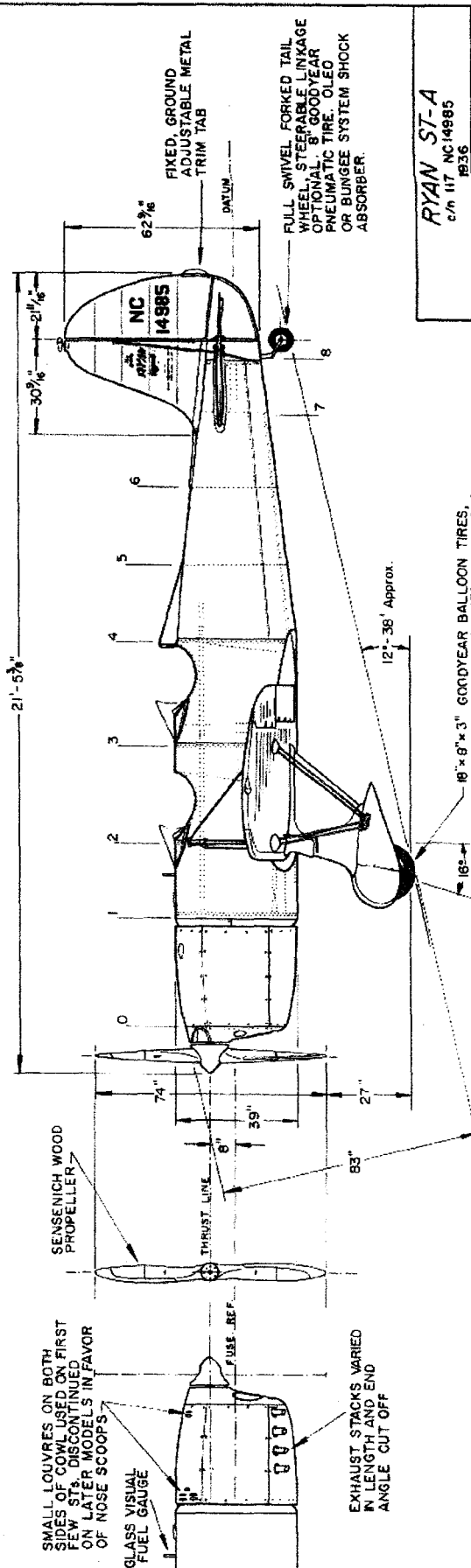
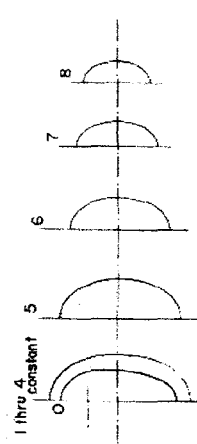
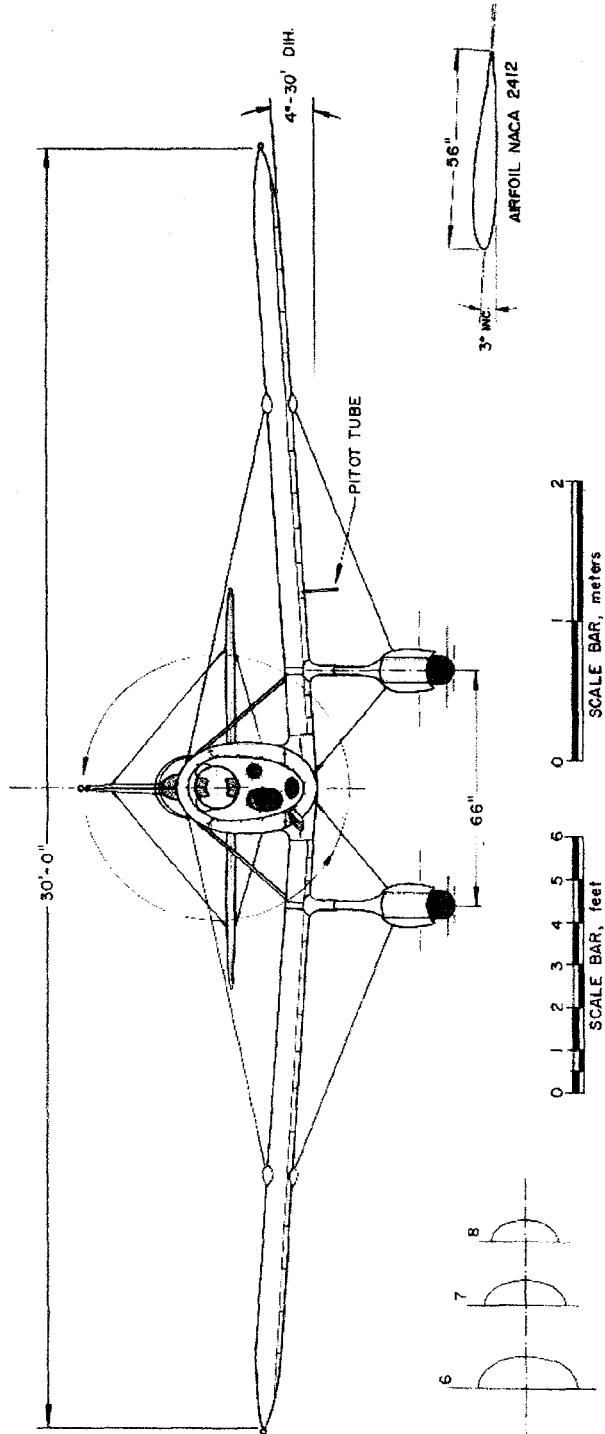
**RYAN ST-A**  
 c/n 117 NC14985  
 1935

SCALE - ORIGINAL 1:24  
 REPRO. 1:48

DRAWN BY - PAUL R. MATT  
 SunShine House, Inc. • P.O. Box 2065  
 Terre Haute, IN 47792



DRAWING NO. 373



**RYAN ST-A**  
 c/n 117 NC14985  
 1936

SCALE - ORIGINAL 1:24  
 REPRO. 1:48

DRAWN BY - PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1971  
 SunShine House, Inc. • P.O. Box 2065  
 Terre Haute, IN 47802

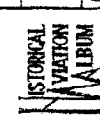


PLATE 2 of 2

DRAWING No. 9-75-A





**In This Issue:**

- President's Column
- Bob Banka's Aircraft Documentation
- Letters
- Want Ads
- A Quarter Scale Century
- Editors Note
- Ryan Sport Trainer

**Join NASA today! Complete the following application (please print) and mail it to Bonnie Rediske, 128 Damley Dr., Moon Township, PA 15108. Membership dues are \$15.00 USA, \$17.00 Canada, and \$22.00 everywhere else.**

**Make checks or money orders payable to: National Association of Scale Aeromodelers.**

Name: \_\_\_\_\_  New  Renewal  Address Change

Address: \_\_\_\_\_ AMA # \_\_\_\_\_ NASA # \_\_\_\_\_

City: \_\_\_\_\_ Tel: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ E-mail: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Country: \_\_\_\_\_

Area of Interest:  Free Flight  Control Line  Radio Control  Giant  Sailplane  Electric

CHECK HERE if you do NOT want your name and address included in a directory to be distributed to NASA members. NASA will not sell this directory to anyone.

Production Editor  
E. Ellis Kaster  
2030 S. Jefferson St.  
Casper, WY 82601

PRSRRT STD  
U.S. POSTAGE  
PAID  
CASPER, WY  
PERMIT NO.107

**Replica**

Time to Renew  
Thank You  
if Done!

