

# REPLICA



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

February/March 2002

Volume 16 Issue 1

## President's Notes February March 2002

By Stan Alexander

### Time to renew your membership!

Well it's that time of year again. NASA is still one of the best values for your scale dollar. The membership rate hasn't gone up at all this year. Do we operate NASA on a shoestring, yes pretty much. Our Treasurer is pretty tight fisted when dispensing NASA funds also. Thanks Bonnie!

### NASA's 25<sup>th</sup> Anniversary

This year marks a mile stone for NASA. 25 years ago Bob Underwood and some other modelers got together and started NASA. NASA has works to promote any and all scale events, whether they are competition or not. We have some special NASA 25<sup>th</sup> Anniversary patches that will be available by Toledo this year and of course throughout the rest of the year also.

### TOP GUN INVITATIONAL APRIL 23<sup>rd</sup> through 28<sup>th</sup> Lakeland, Florida

Top Gun is growing! That's an understatement. Having outgrown the site that had been used for over 10 years at the West Palm Beach Polo Club, Top Gun moved to a better site for the modelers as well as the spectators we think.

Top Gun is growing! This year there will be full-blown scale helicopter competition, during the first part of the week. There will also be Scale Free Flight mass launch events like there have been in the past this year for competitors and officials as well as all of the other usual events.

NEW to Top Gun this year will be WORLD SCALE. This is an updated version of the FAI's F4C or R/C Scale which Scale modelers fly all over the world. WORLD SCALE will be held much like we did the Scale Team Selection at the Nationals last year with a couple of exceptions. The new 33.33 lb. Or 15kg weight limit will be used and the restriction on electric powered

models will be relaxed. We hope this will become a popular event within Top Guns event structure.

### **NOTICE!** The Scale National Championships **NOTICE!**

**Dates and Events- July 7<sup>th</sup>-9<sup>th</sup> are the correct dates for the Nationals this year.**

**That's Sunday-Tuesday.** Static will be held at the Horizon Center starting at 9:00am Sunday morning. The flying field should be open to modelers who want to practice on either Saturday or Sunday. There will be NO FREQUENCY CONTROL on those two days and Helicopter will be flying on site "C" to the south of us. We will share the current frequency split we have with helicopter in the past.

This has been the most hectic planning session for any event I've personally been involved in. The safety issues of over flying the C/L L Pad has been a tough one to overcome. AMA President Dave Brown, Executive VP Doug Holland, Executive Director Joyce Hager, Competition Director Steve Kaluf met with NASA VP Dale Arvin, Steve Ashby, Bob Underwood as well as myself on January 26<sup>th</sup>. We ironed out the dates, places to fly what events and a discussion on safety issues as well as looking into the future for the Scale Nationals at the Muncie site. We have been waiting for confirmation on the Horizon Center and when we could use it before this issue of Replica went out to the membership. Will everyone be happy, we hope so. This is a temporary "fix" or band aid for the Nationals this year. We will all monitor the safety situation and see what can be done for the future.

We heard more about the scale "footprint" and that every type of competition has to start looking at this. Most of these are Pattern events or IMAC type of pattern events. AMA is discovering that 1000 acres

isn't so big after all. There was a proposal to put the Scale C/L Nationals on one circle at the side of the Museum. Upon reflection and some input by Steve Ashby and Steve Kaluf on this one circle there would be a lot of turbulence from the building directly onto that circle. Plus if we have the same type of turnout as last year one circle will make for a long couple of days for judges as well as modelers, which no body wanted to see.

1. We moved the event forward during the week and would have started on Saturday at the Horizon Center if it had been available for one reason- volunteers to run the event. It takes a small army of volunteers to run the Scale Nationals. Also this separates Scale and our over fly "problem" from the rest of the Nationals which had to happen to run the event at the Muncie site. With the economy the way it is now, it's very hard for many modelers to get off from work. Also it's difficult when a judge has only a week or two vacation to justify taking an entire week for the nationals with the wife. We know this won't make everyone happy but it's an administrative decision that had to go forward.

2. By moving the Scale C/L site to the Speed Circles we did two things. Moved the Scale C/L events to smoother air with the cages up (according to Steve Kaluf who suggested this solution) and we didn't have to split the flying schedule which was the other option and flying more days.

3. We met with AMA Leaders and we are all trying to find a location and money to put possible additional circles on the site and NASA will be part of that process. We want AMA to put any additional asphalt, or circles in a location where they can be used for future Scale C/L events including the nationals that will eliminate the current "over-fly" problems.

4. We will also have use of both runways at show center for the 2002 Scale Nationals.

There will be no split days of flying; all day will be open to all modelers at both sites.

There will be Scale FF Mass Launch events flown between rounds. We will coordinate this with both sites for everyone's enjoyment. There may be more Scale FF flying on Wednesday also, as long as the field is open.

## **NASA-Unofficial Scale Free Flight Events!**

At this year's Scale Nationals, NASA will begin 3 new type of Scale Free Flight events. These are non rule book events and are designed to be fun and encourage more Scale FF activity, which could include some new rule book events during the next rules cycle.

Scale Contest Board Chairman Dave Platt has been working on these with the help and encouragement of others in NASA. These rules are straightforward and very simple and designed to be fun for everyone. Even someone with my limited experience in Scale FF might have a chance to enjoy the competition. Look for these events and others that are similar, at the Nationals over the next 4 years.

### 2002 Scale FF Events

#### **Kit/plan Scale Free Flight-Mass Launch**

1. The model must be built from a commercial design in kit or plan form. Scaling to another size is permissible.
2. Model is to be rubber powered. No static judging. Flying to be Mass-Launch format, last 3 down are the winners. (Flying will be held during the 1/2 time breaks for R/C and C/L scale events.)

#### Rubber Scale Free Flight

1. Static judging to 100 points as per R/C, C/L Sport Scale rules (documentation book required).
2. Flying points- 1 point per second up to a max. of 100 points (1 min. 40 sec.) 3 flights allowed, best single score counts.
3. The contestant's contest score will be the lower of the Static or Flying points.

#### Power Scale Free Flight

1. Model can be powered by anything except rubber. That is: Glo, Diesel, CO2, Electric, Jetex, etc.
2. Static judging as per Rubber Scale.
3. The model must then fly at least one flight of at least 1 min. duration. (3 attempts allowed) to qualify the model's static score. High score wins. If model does not make the minimum flight time, it has no score.

Static judging will be held in conjunction with RC/CL.

## NASA's Treasurer's Report

We had been trying to give the Treasurer's Report at the Nationals each year. But at that time of the year NASA's finances are in such a "flux" we thought it would give a better picture of how NASA is doing to complete this report at the end of the year.

NASA ended this year in better financial shape than we have in the last couple of years. So hear goes.

Savings \$1,911.29

Checking \$280.40

Interest earned \$74.21

The largest expense NASA has during the year is printing and postage on our newsletter, which has averaged \$318.00 per issue

Our THANKS GOES OUT TO BONNIE REDISKE taking on the critical office for NASA.

## NASA- Election

There were only three nominations for the offices this year.

President- Stan Alexander

Vice President- Dale Arvin

Secretary/Treasurer- Bonnie Rediske

Since there were no other nominations, this will be the officer line up for 2002-2003.

## Toledo 2002 April 5<sup>th</sup>-7<sup>th</sup>

NASA will again participate in the Toledo show both with a booth and the "Scale Road Show". We will be in the same place and same time this year. Looking forward to seeing everyone there!

All seminars will be held in room 104

Date Time	Seminar Subject
Presented by Friday 5 <sup>th</sup> of April	
1:00pm	Retract Installation, control Chuck Sostak- Robart Mfg.
1:30pm	Choosing An Airplane For Competition Bob Underwood NASA's Founder
2:00pm	Fabrication of small parts & control systems Bob Underwood
2:30pm	Giant Scale Electric Modeling Watt you say II. George Maiorana & Dave Pinegar
Saturday	
1:00pm	Winning Contests with Plan Built Models Nick Ziroli Sr. and Jr.

1:30pm

Why You Should Compete in  
Scale Modeling

Dave Fogarty

2:00pm

Better Piloting Skills & Better  
Judging Skills

Mike Barbee & Stan Alexander

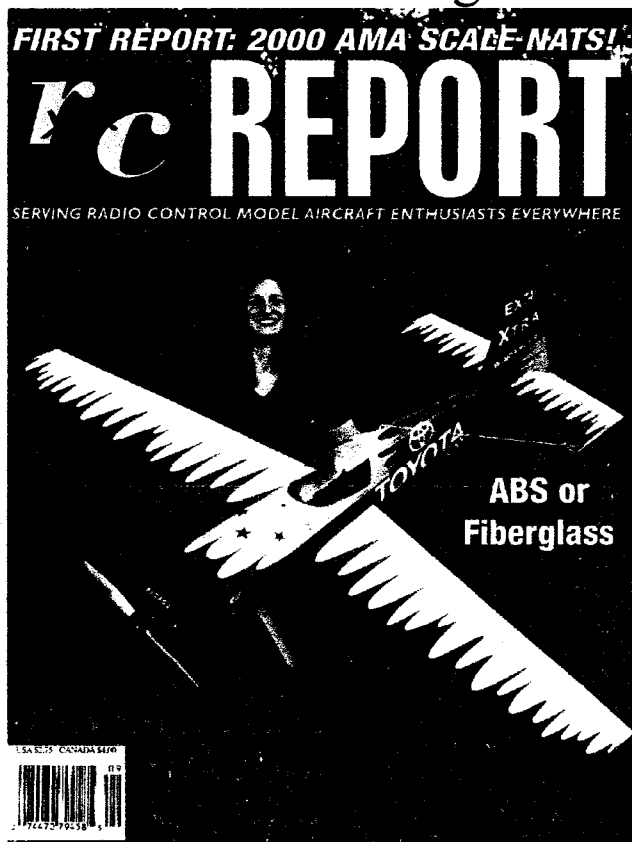
2:30pm

Practice for winning Scale  
competition

Terry Nitsch

We would like to again Thank NASA  
Webmaster Ed Clayman for putting this  
together this year!

## NASA's Official Magazine



## CAF Wing coming to AMK in July

The B-29/B-24 Squadron of the Commemorative Air Force will make an appearance at the Aviation Museum during the first week of July. Many readers are aware of the Confederate Air Force but may not be aware that the CAF officially changed its name to the Commemorative Air Force on January 1, 2002.

The origin of the Confederate Air Force dates back to 1951, with the purchase of a surplus Curtiss P-40 Warhawk by Lloyd Nolen, a former World War II Army Air Corps flight instructor.

In 1957, Nolen and four friends purchased a P-51 Mustang, each sharing in the \$2,500 cost of the aircraft. With the purchase of

this Mustang, known as Red Nose, the Group now known as the Commemorative Air Force was unofficially founded.

Legend has it that upon arriving at the Mercedes airfield in deep south Texas on Sunday morning in 1957, the group found that someone had painted a sign on the fuselage of the P-51 as a joke. The sign read "confederate Air Force". All the pilots seemed please with the new name, saluted each other and decided it should stay.

In 1958, the group made their second purchase—two Grumman F8F Bearcats for \$805 each. Along with the P-51, this gave the pilots the two most advanced piston-engine fighters to see service with the U.S. Air Force and the U.S. Navy in World War II.

In 1960, the CAF began seriously to search for other World War II aircraft, but it quickly became apparent that very few were still left in flying condition. CAF, members were shocked to find that the aircraft which played such a major role in winning World War II were being rapidly and systematically destroyed. No one, not even in the Air Force or Navy were attempting to preserve event one of each type of these historic aircraft for display for future generations to see!

On September 6<sup>th</sup> 1961, the Confederate Air Force was chartered as a non-profit Texas corporation in order to restore and preserve World War II-era combat aircraft.

Over the years a small museum began to grow as World War II artifacts were donated to the CAF. In 1965, the first museum building, consisting of 26,000 square feet, was completed at old Rebel Field, Mercedes, Texas. The CAF created a new Rebel Field at Harlingen, Texas, when it moved there in 1968, occupying three large buildings. The CAF fleet was rapidly growing and now included medium and heavy bombers. Today the CAF has grown to over 8,000 members and over 70 chartered units have been established in cities across the country to help restore, preserve and fly the World War II aircraft.

CAF aircraft fly! That, and their large number (over 130 –all World War II military) and variety 60 types representing almost all major combatant nations of WWII), is what makes the CAF different from other aviation museums. These aircraft go to where the people are, annually appearing before millions of men, women, boys and girls in the U.S. every year, teaching and re-teaching the invaluable lessons of World War II (peace through strength and preparedness) and the marvelous achievements of Americans and free people around the world during that era (1939-1945).

Estimates indicate that 65 percent of the people who attend CAF Airpower Demonstrations and other events featuring CAF aircraft are 18 years old or younger. Many hearing there, for the first time, of the tremendous productivity and esprit de corps achieved by free people of the world under democratic governments working within free enterprise economic systems during the global WWII.

For more information please contact: [www.aviationky.org](http://www.aviationky.org)

## Battle of Midway 60<sup>th</sup> Anniversary June 4-6 2002



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### SCALE MODELING'S "BLACK ART"-

THE JET SET- VOL. V by Dave Platt- Video  
Review by Claude McMculough

On this, the final volume of the jet series, Dave demonstrates his practiced fiberglass techniques. Because K&B resin and epoxy primer are no longer available, he uses Sig Finishing resin and a DuPont two part epoxy auto primer, the last without reducer. A drafting brush lays down the Parson's light weight cloth, creating static electricity that helps hold it in place. A plastic spreader finally smoothes the covering and removes excess resin. Before the primer is sprayed, recessed panel lines are laid down with Chart Pak tape (available at hardware stores).

Dave favors drawing all of the insignia and large lettering right the primer surface and painting them. He buys cheap, wide masking tape because it is thin enough to be translucent and the patterns can be seen through it. The fiberglass surface is hard enough that he is able to cut the masks right on the model, using a surgical scalpel with a new blade. Even if you think you are not an artist, you can do insignia with the procedures he shows.

Terry Nitsch was scheduled to check out the completed model but was unable to come so Larry, an AMT Turbine rep, and his dad, Vern, substituted. Their demonstration of preparation and turbine

operation is very informative and lets you see what equipment is needed.

I think Dave may come up with some more great tapes in the future. He would have made a good teacher and has the gift of gab as well as wide knowledge of other modeling disciplines.

Available from: Dave Platt Models, 1306 Havre NE, Palm Bay, FL 32907. Phone 321.724.2144

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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 your information.

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**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 David Nellis 11265 Newburg Sterling Heights, MI 48313. If interested in a *columnist* or *contributing editor* position contact Dave Nellis at 586.977.7324 or Email at: dnellis2@home.com

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R/C Calendar 2002 Photo of R/C planes from Toledo, Scale Masters, NATS, and T.O.C. A good year to look back on for the next year.

R/C Calendar @ \$15.00 + \$2.50 S&H Aces Video 22 west "F" Ave Kalamazoo, MI. 49004 3/02

**FOR SALE: ELECTROSTAR SYSTEMS NICAD CHARGER/ DISCHARGER** Automatically discharges and charges TXMR and RCVR packs. Measures and displays discharge time for both packs to show remaining charge time. Charges over 10 to 16 hours. Handles 1 to 10 cells. \$75.00

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Four extra ¾ oz. glass jars with metal cover and siphon tube. Five extra 2 oz. glass jars and covers. Braided air hose with swivel adaptor/connector for air compressor at both ends. Carrying case. \$100.00. **K.J. MILLER PISTON COMPRESSOR PAINT SPRAY UNIT** Model 2000 Air Compressor, 40psig @ 1.5 cfm. V-belt driven, 110 volts. Includes 12 foot air hose, #18G internal mix spray gun complete with 1 quart aluminum canister, round and fan spray nozzles for regular and latex paints. #16G siphon type external mix spray gun with 1 pint material jar, open and fine spray nozzles. #14G siphon type external mix spray gun with 2 1/5 oz. material jar, open and fine spray nozzles. \$100.00 **DREMEL 15" SCROLL SAW** Excellent condition. With oversized, 9 x 12 table of ¼" Lucite with rip fence and miter guage. Extra blades. \$100.00 Marty Zellman, 404.753.7898 3/02

**WANTED TO BUY:** Plan sheets showing fuselage template patterns for the ¼ scale Swift lightplane kit by J.M.D. Models (fiberglass fuselage). Dave Kingman 608 Mayflower Ave. Ft. Walton Beach, FL 32547 Ph. 850.862.2864 email dking608@cox.net

**FOR SALE:** Electric jackscrew servos. Push-pull design, 1-3/4" or more travel, up to 10 pounds of thrust, operates on one 9 volt battery. Operate landing gear, flaps, landing gear doors, sliding canopies, accessories, etc. Send for free brochure. Janaco Research Co., 11323 Cotillion Drive, Dallas, TX 75228 Ph. 972.681.8290

email flyingjack@juno.com

Controller: Heavylifter 12345, make left turn, 360 degrees.

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A wise aviator.

This correction is from Vance Mosher from his article in the last issue. I hope it clears up any misunderstanding. Editor

Dave,

A clarification is apparently needed for the model sizing table published in the last issue. OK, it's really a correction. The "Mean Thickness" of the wing shown in the table is actually the depth of the rib at the mean thickness. It should be the average (mean) thickness of the rib at that location. This typically is about 66% of the rib actual depth. So, the table should be modified to include a ".66" multiplier in all of the "Wing Volume" calculation boxes. I've been doing this separately, and I can't for the life of me think why; a "senior moment" I suppose. Needless to say, one of our sharp-eyed readers brought this to my attention.

Vance

## 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

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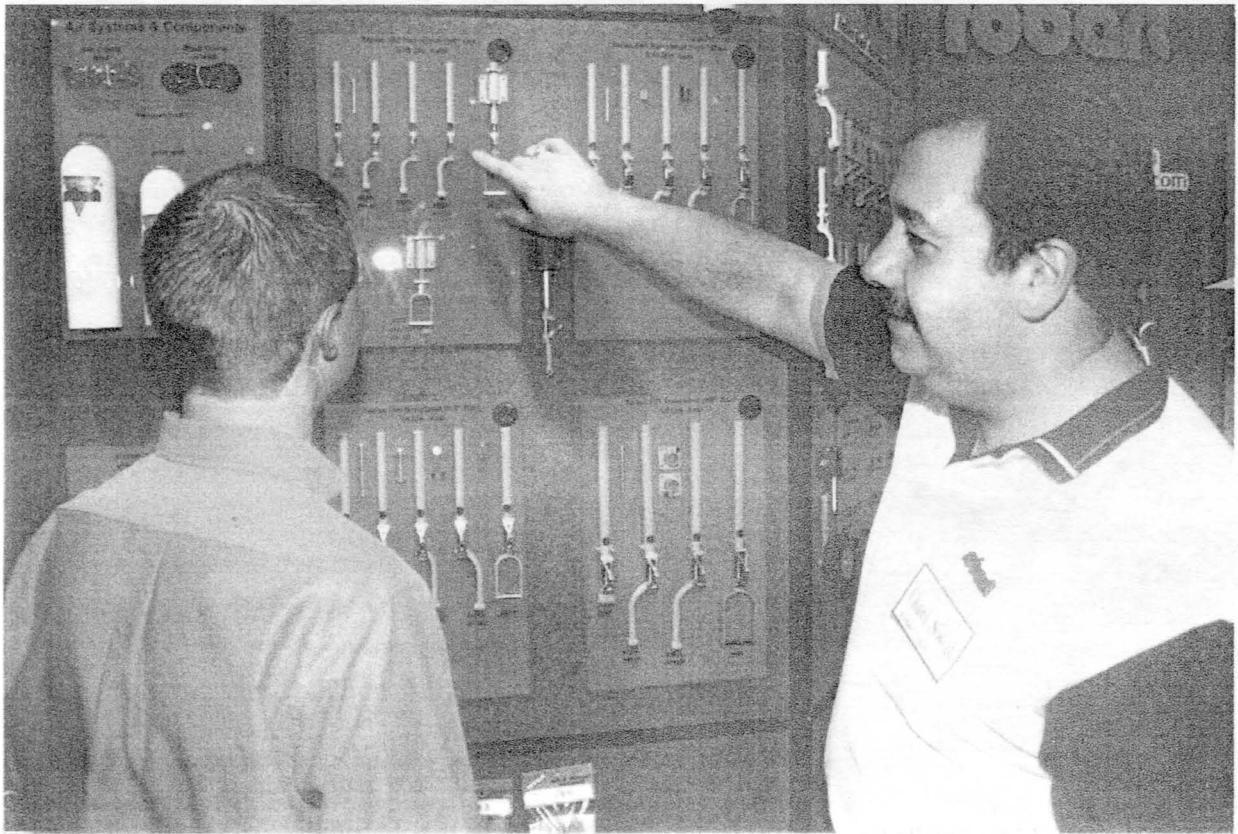
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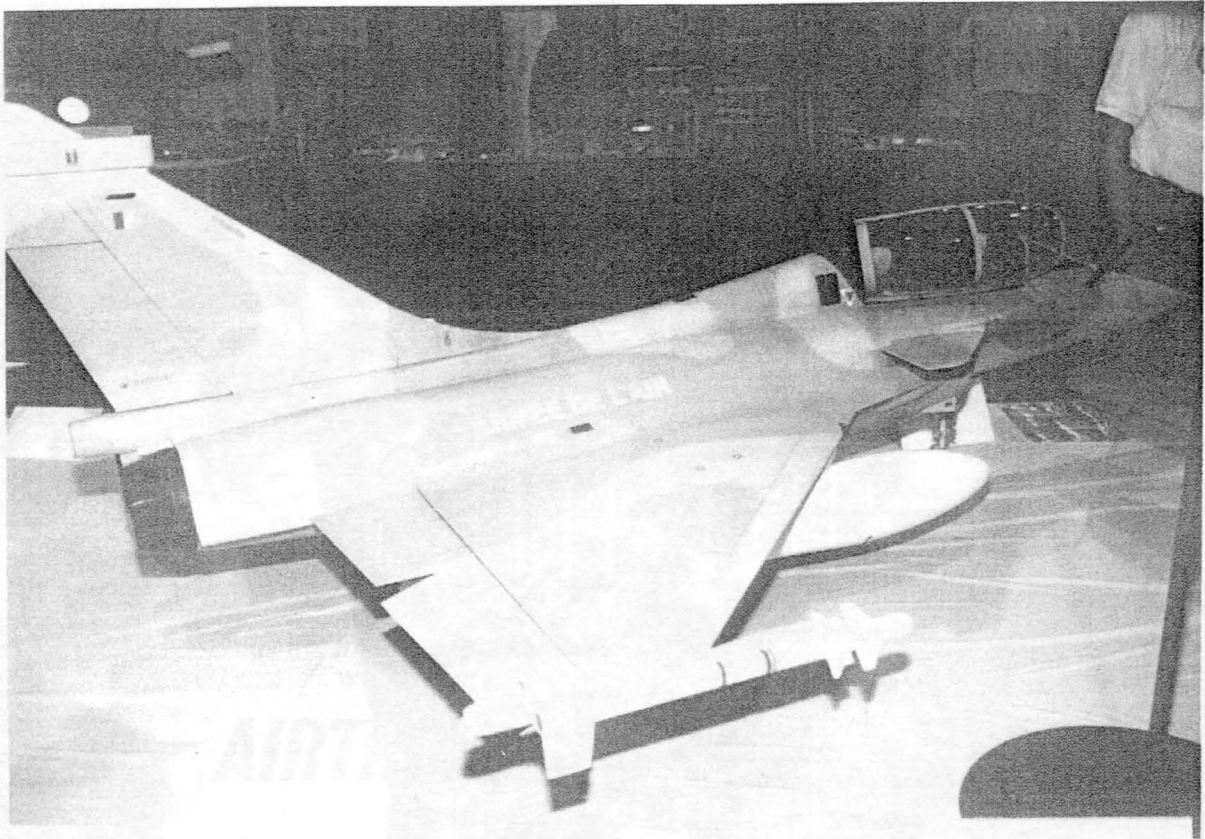
*Radio Control*



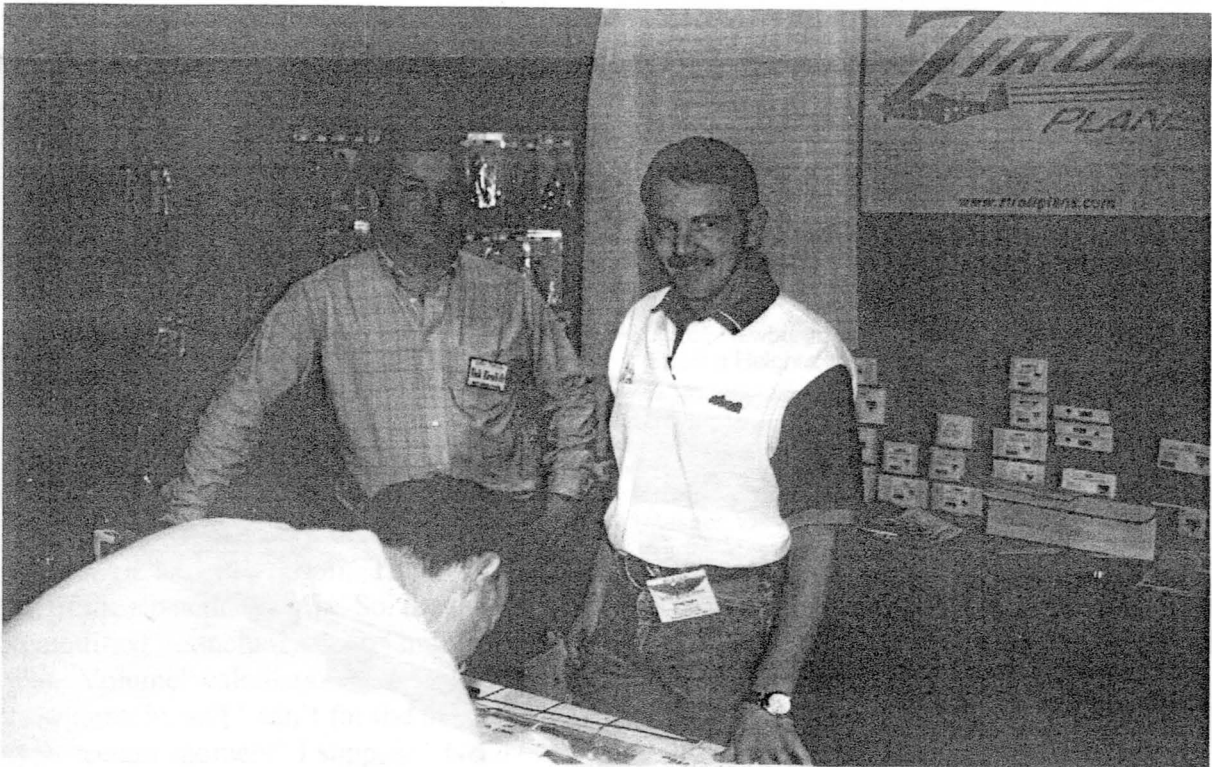
Robart salesman Chuck Sostak helps a good customer at the counter with a nose gear.



This is the Cessna 182 built by Vince Pettke from a Top Flite kit. 16 lbs. Saito 1.50.

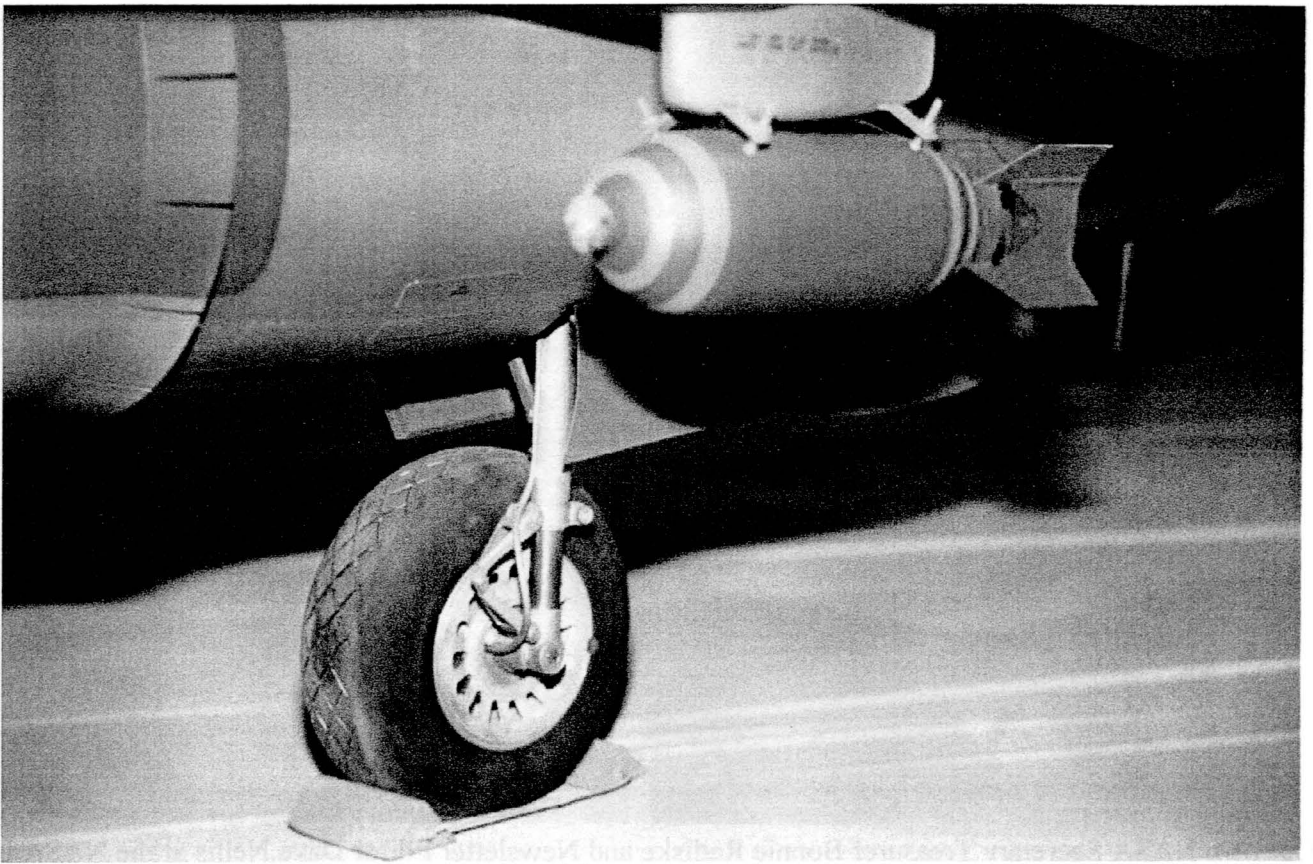


Terry Nitsch's Armeé De L'Air Rafalle froma BVM kit.

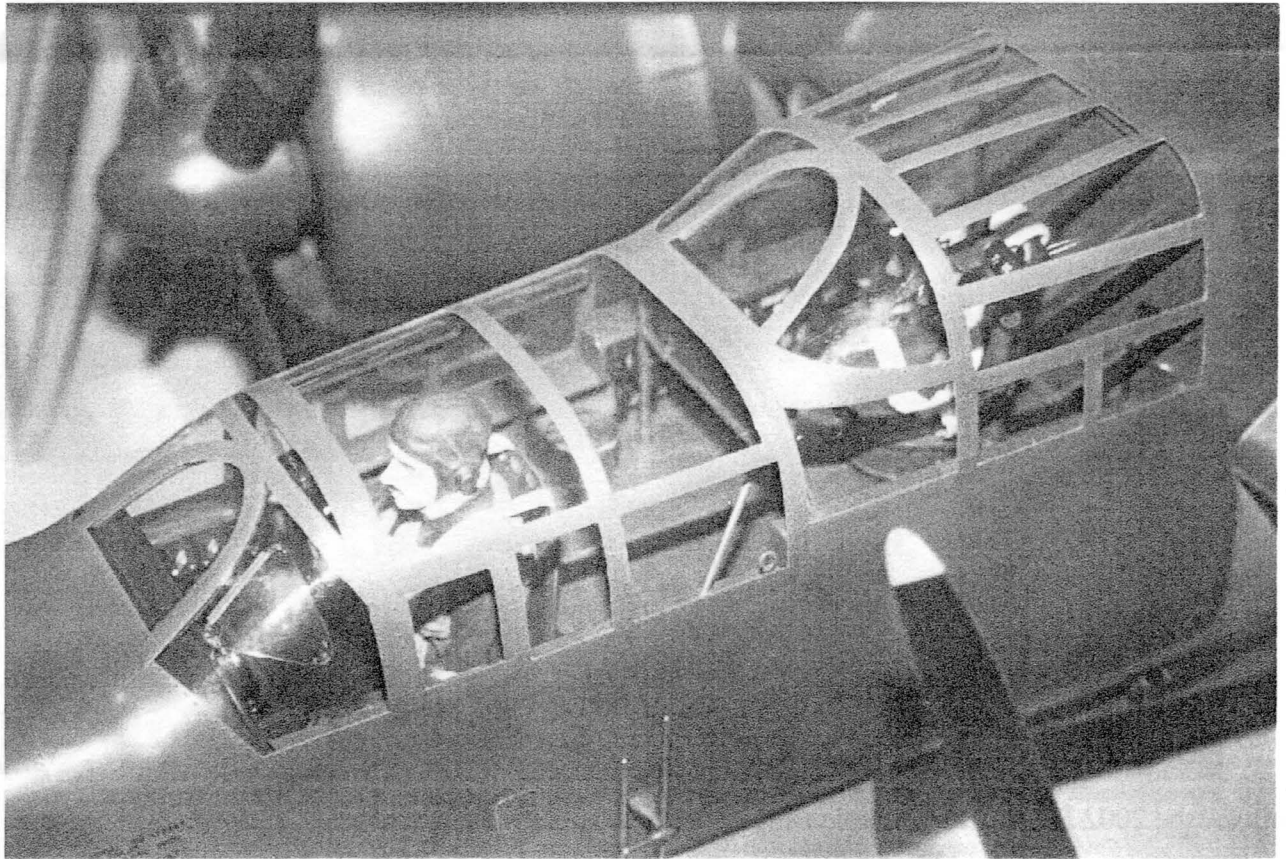


Nick Zirola Jr. and NASA member Greg Hahn at the Zirola booth. Greg has built several Zirola designs.





Landing Gear detail on Greg Hahn's P-61 Black Widow.



Cockpit details on Greg Hahn's Black Widow.



Our own NASA Secretary Treasurer Bonnie Rediske and Newsletter Editor Dave Nellis at the NASA booth.



Booth for the 2002 Fai World Championships at Tillsonburg, Ontario, Canada.

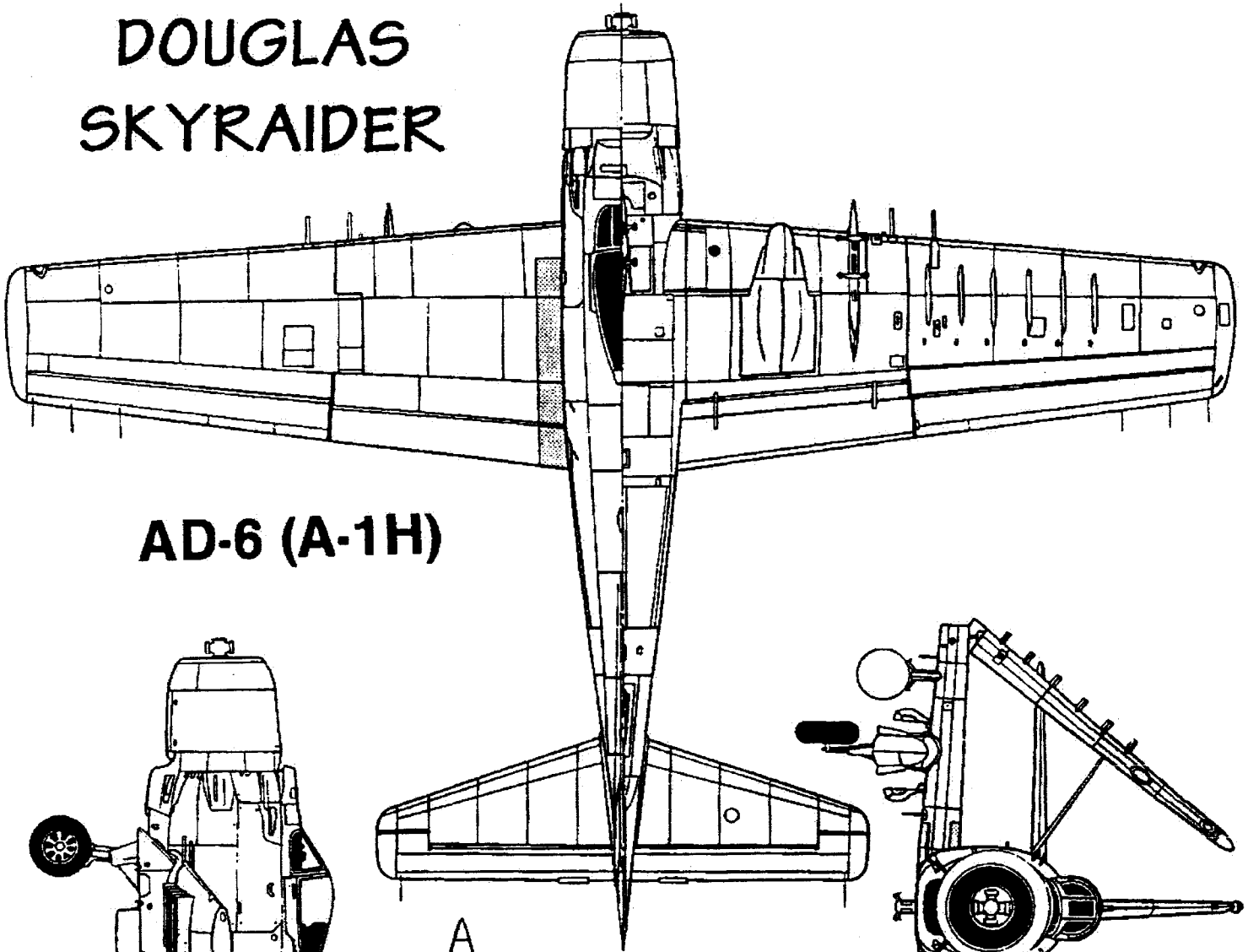


House of Balsa PT-19, 50" span powered by a Saito .28.

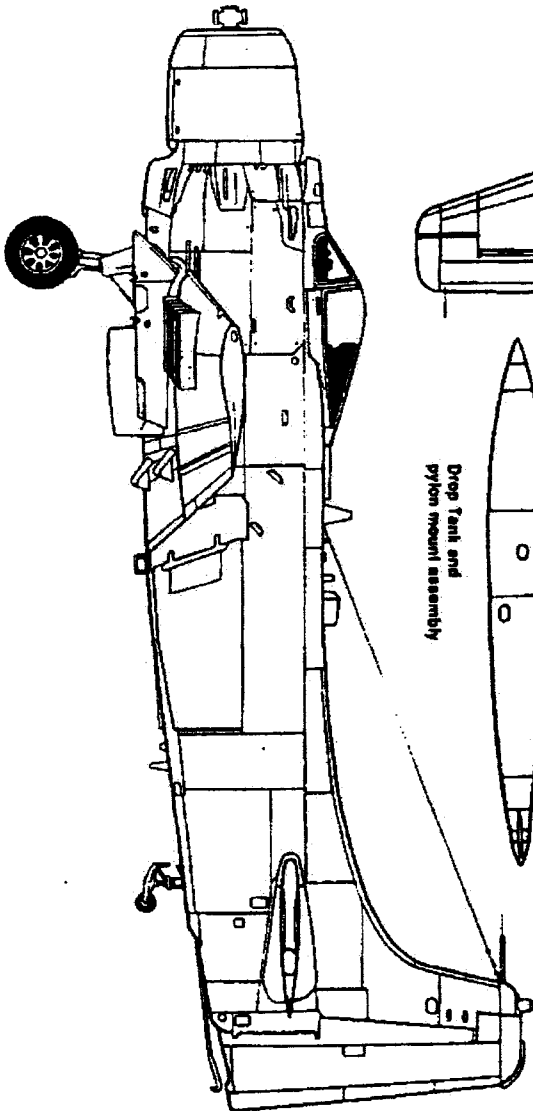


This Grumman TBM Avenger was built by Errol Winson of Texas. The huge TBM is beautifully detailed.

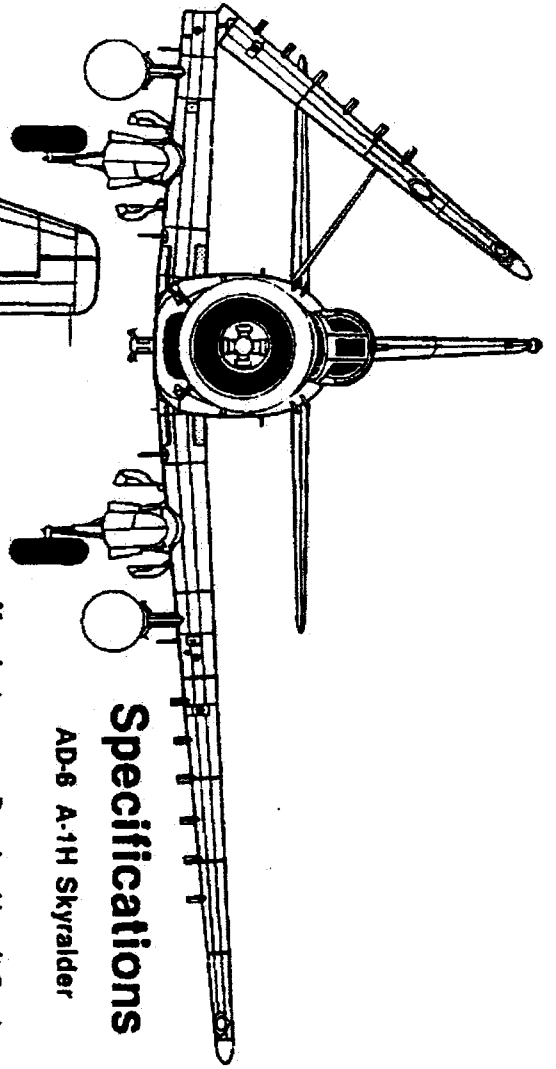
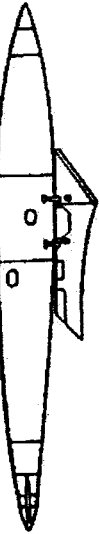
# DOUGLAS SKYRAIDER



**AD-6 (A-1H)**



Drop Tank and  
pylon mount assembly

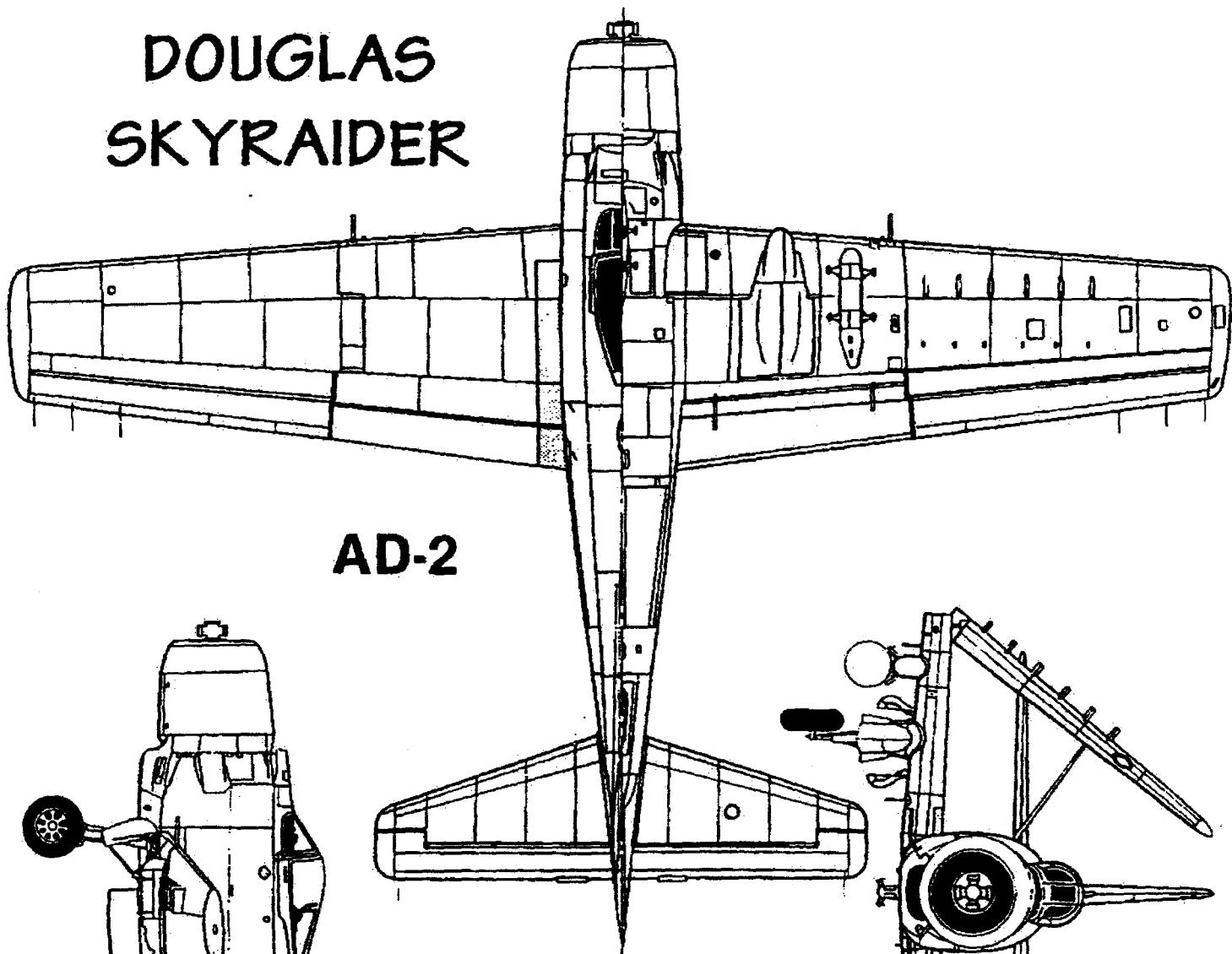


## Specifications

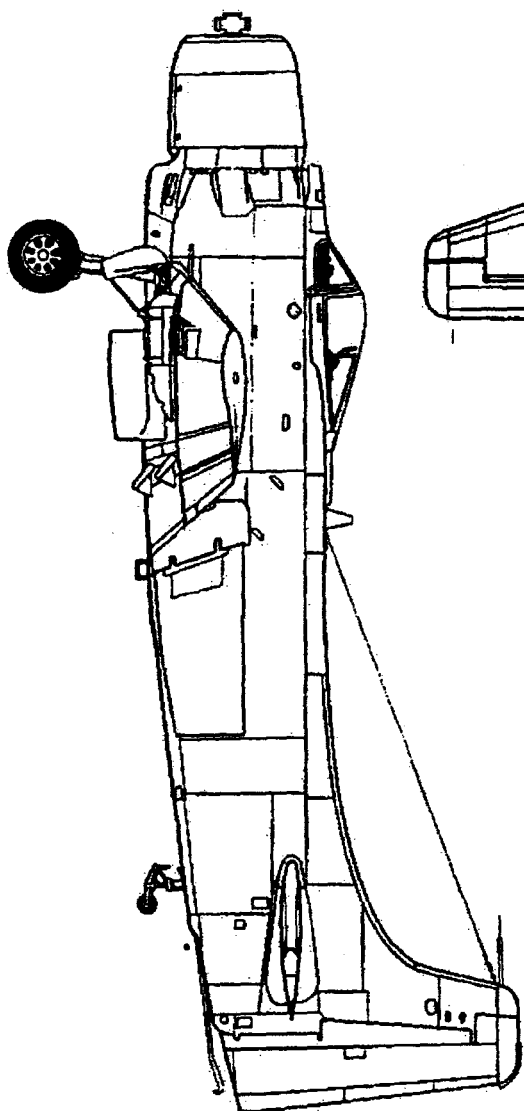
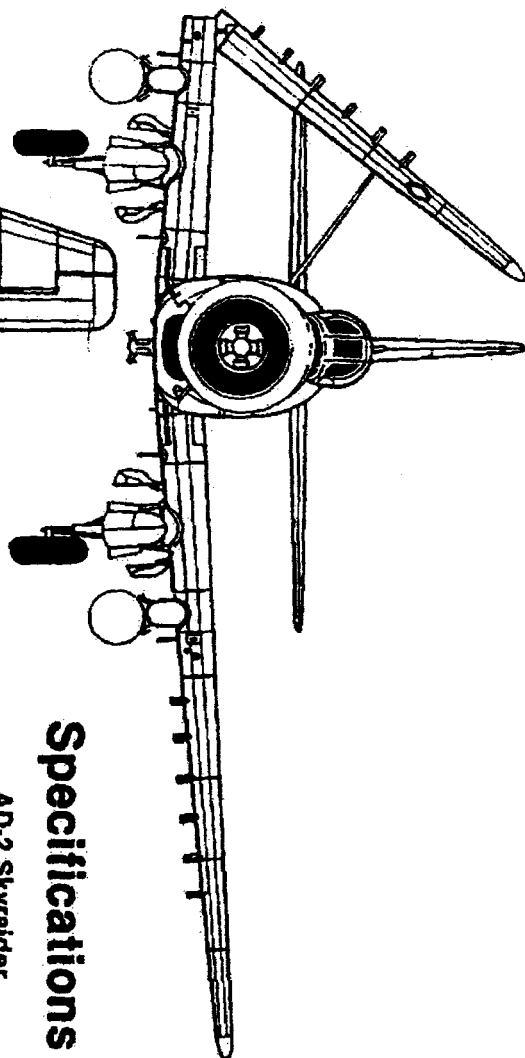
AD-6 A-1H Skyraider

Manufacturer:	Douglas Aircraft Co., Inc.
Type:	Carrier or land-based Attack Bomber
Crew:	One
Engine:	Wright R-3350-26WD
Wing Span:	50 ft.
Length:	39 ft. 2 in.
Weight:	25,000 lbs. (Maximum Overload)
Maximum Speed:	285 knots
Service ceiling:	28,500 ft.
Combat Range:	1,143 Nautical Miles
Armament:	Four wing mounted 20mm cannon

# DOUGLAS SKYRAIDER



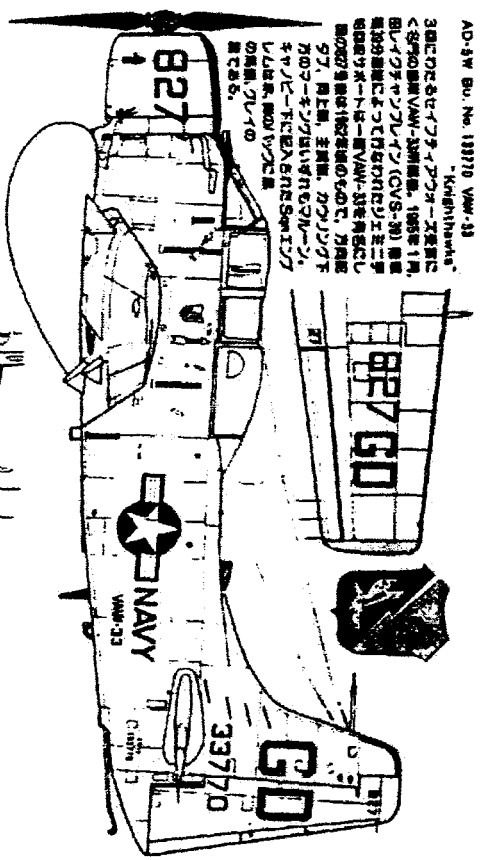
**AD-2**



## Specifications

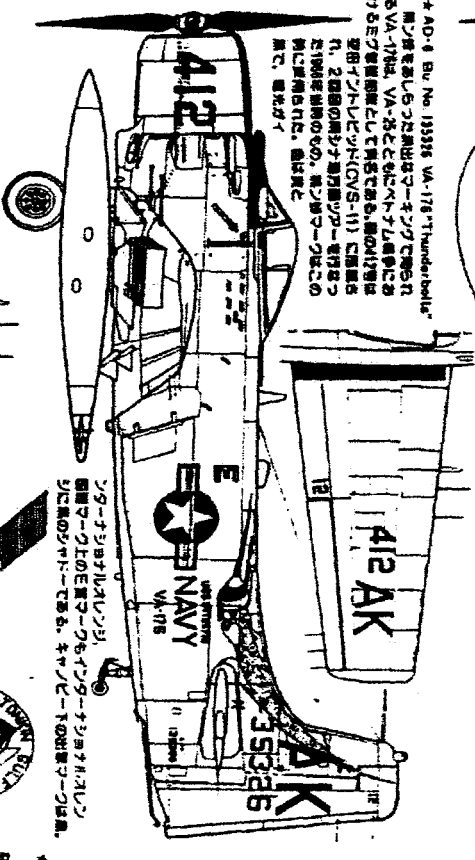
### AD-2 Skyraider

**Manufacturer:** Douglas Aircraft Co., Inc.  
**Type:** Carrier or land-based attack bomber  
**Crew:** One  
**Engine:** Wright R-3350-26W  
**Wing Span:** 50 ft.  
**Length:** 38 ft. 10 in.  
**Weight:** 18,300 lbs. (Maximum Overload)  
**Maximum Speed:** 328 knots  
**Service Ceiling:** 27,500 feet  
**Stall speed:** 65 knot  
**Combat Range:** 1,386 Nautical Miles  
**Armament:** two wing mounted 20mm cannon



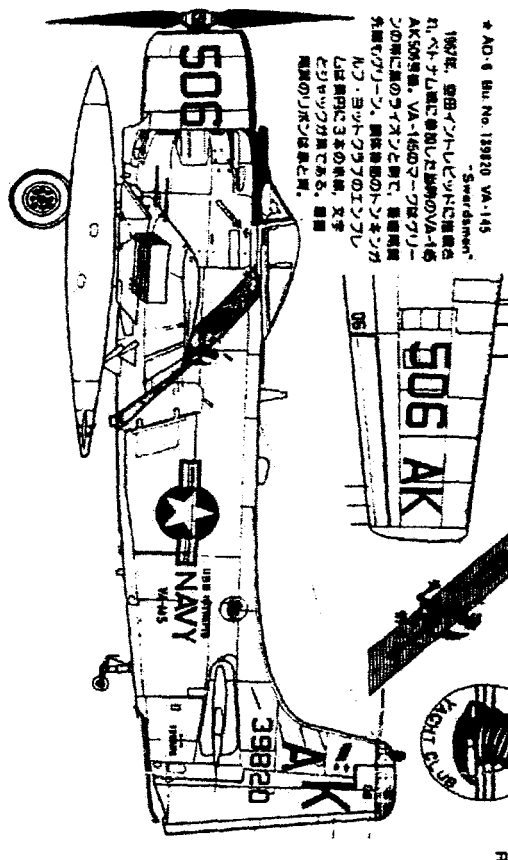
\* AD-8 Bu. No. 133718 - "Wm-33"

33718はG-33の改良型である。1968年1月、G-33の改良型として開発された。改良型は、エンジンを2基に増やした。また、尾翼の形状も変更された。改良型は、1968年1月に、グランドキャビン (GV-3) として、最初の飛行を行った。改良型は、1968年1月に、グランドキャビン (GV-3) として、最初の飛行を行った。改良型は、1968年1月に、グランドキャビン (GV-3) として、最初の飛行を行った。



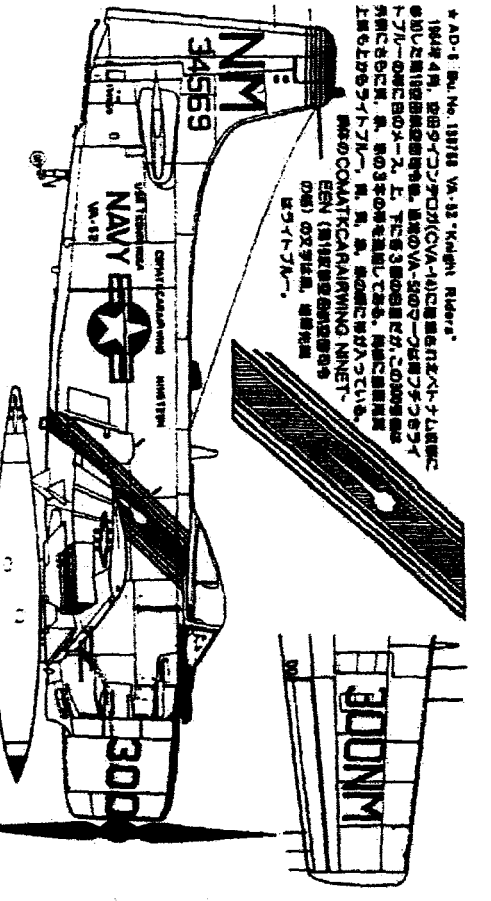
\* AD-8 Bu. No. 133576 - "Thunderbolt"

この機を改良したThunderboltは、エンジンが2基のVA-113機、VA-102機と改修された。改良型は、1968年1月に、グランドキャビン (GV-3) として、最初の飛行を行った。改良型は、1968年1月に、グランドキャビン (GV-3) として、最初の飛行を行った。



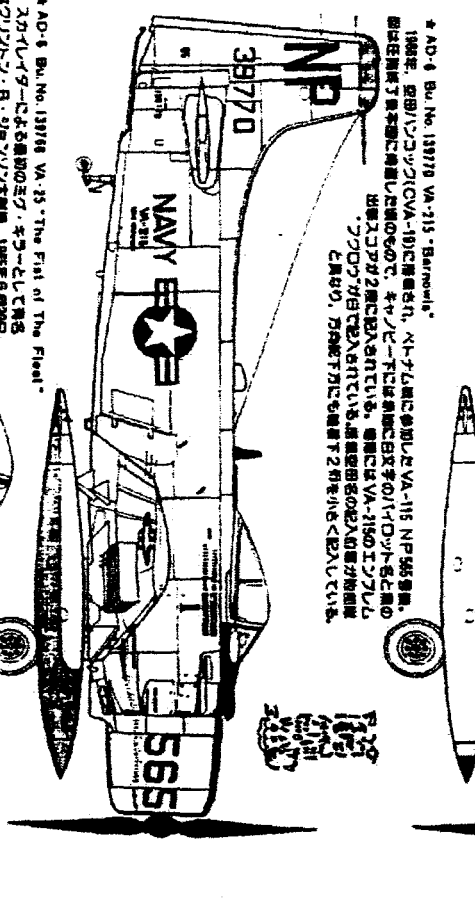
\* AD-8 Bu. No. 139820 - "Swordsmen"

1967年、空母アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。



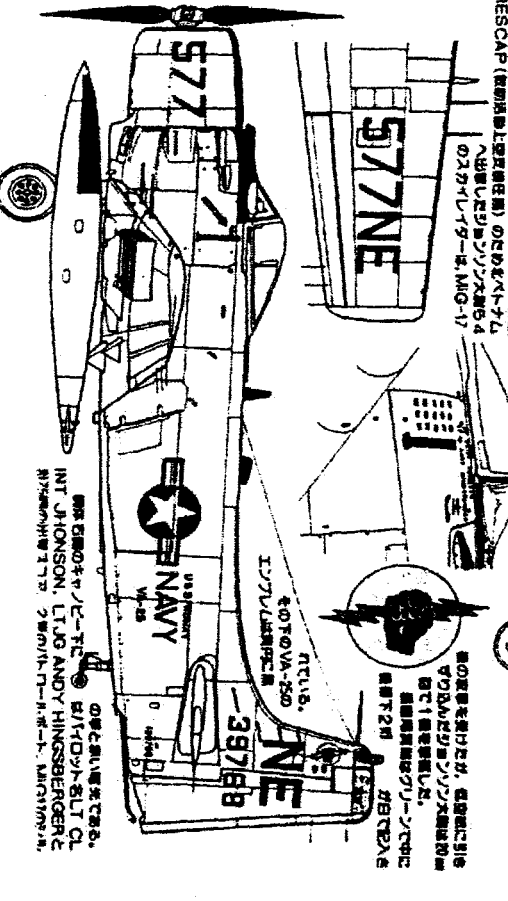
\* AD-8 Bu. No. 139768 - "Kath's Riders"

1949年4月、空母アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。



\* AD-8 Bu. No. 139768 - "Barnowit"

1968年、空母アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。

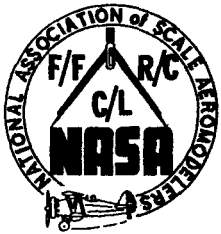


\* AD-8 Bu. No. 139768 - "The Fiat of The Fleet"

39768は、空母アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。

この機は、空母アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。アンティレップに配備された。





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