

REPLICA

NOVEMBER
DECEMBER
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Newsletter of the National Association of Scale Aeromodelers [NASA]

PRESIDENT'S NOTES

Well, this time around there is a lot to report on to NASA members. We have really had our ups and downs this year in more ways than one. The NASA officers have been working on several projects over the last few years and some of them seem to finally be coming to fruition. We have managed to get the Nationals back on a weekend and it will stay for the next two years, and then for always if we have our way. No more middle of the week stuff. Hats off to NASA V.P. Dale Arvin who attended the Nats planning meeting and pressed our position there.

The dates for the Scale National Championships will be June 27th, 28th & 29th 2003. This is a change! ! !

Dates are also set for 2004 with the last weekend in June again being used. We hope we can keep these dates for good and not have to be bounced around July the 4th as we have in the past. This should help everyone who works to plan their vacations and days off for the Nationals.

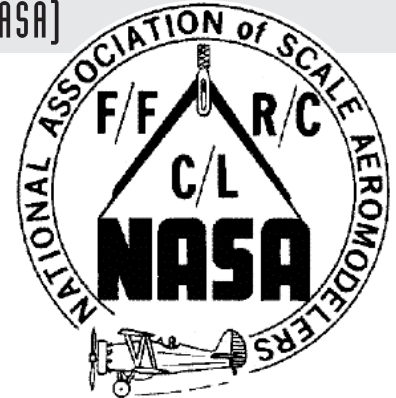
NATS NOTICE!

The Executive Council has approved the plan to construct a 200x400 paved area to the north of the L-Pad where C/L Scale will be flown in 2003 and there after, as long as everything works well. This is out close to the public two-lane road, parallel with the main entrance of the National Flying Site. We will have a larger flying pattern to work with for the future Scale R/C Nationals. This should also please our Scale C/L modelers who won't have R/C models flying over-head while they are in competition. This takes care of the "over-fly problem" we've seen in the last few years which has escalated with larger models; both prop and jets. Our thanks to everyone at AMA, that helped to press our position for the site to be built where it's now going. In the beginning, there was a push to add the site beside the other C/L speed sites, along the main road parallel to the L-Pad and show center. This plan would have created two more speed circles, which wouldn't have helped our situation at all.

There were several meetings at Muncie during different Nationals, Nats planning meetings and other meetings to get these circles put where they are going over the past two years. Our special thanks goes to AMA Competition Director Steve Kaluf, AMA President Dave Brown, Bob Underwood and a host of others to make this happen not only for scale, but for all other event types which will use this facility. As Steve Kaluf stated to me, "any asphalt put down at the Muncie site has to be multi-purpose."

There will be several additional events at the Nationals in 2003 and they are as follows:

FAI Scale Team Selection. (Unofficial Team Scale for Scale C/L): same rules as R/C scale. *...continued on page 2*



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(Scale Free Flight events hosted by NASA and Dave Platt): it's open to everyone, so please try one. Trophies to 3rd place in each event.

(Indoor electric on Friday night at the Horizon Center hosted by NASA and Mike Gretz): more on this event later with Mike's comments.

(High Static Awards for each official AMA class *except Fun Scale) provided by Powermaster Fuel. They also sponsored the last two years High static awards and have provided everyone with fuel that needed some. Thanks!

December Cover of Model Aviation

NASA member Claude McCullough's photo is on the cover. One could write a whole issue on the accomplishments of Claude over his life-time. Mark Lanterman, our editor, did a great job with the photo and others included in the issue.

FAI Scale Team Selection

Team selection will be held as a class at the 2003 Nationals. It only makes sense with the low turnout of modelers who have been trying out for the team in the past several team selections. This also takes the financial burden off of the FAI Scale Team Selection Committee as they will not have any additional expenses for the team selection. Not having the extra expense of holding a separate event allows the committee to concentrate on building a "war chest" of money for the next team to represent the USA in the Olympics of scale competition.

Look for FAI Team members as well as the Team Selection Committee Chairman at the Toledo Show. *Buy lots of raffle tickets too!*

Many who are involved in the FAI Scale teams would like to see the event held separately from any other event, the Nationals included. This is very understandable. To have a "pure" FAI environment for the team selection would be better and give the modelers a better idea of the pace of the event as well as the flying environment of only one airplane in the air at a time, although this aspect of the event is starting to change. I couldn't agree more, **IF** we had a very strong following in this competition class, which we don't, it could be held separately as a stand-alone event like the T.O.C. or the Nationals.

But at this time the program needs to include more modelers in the competition. We need more modelers to see the Team Selection so they might want to think about it themselves. Maybe we need to change the way we hold it all together and use a points system of qualification, where if you win at a FAI event or class, you receive so many points to be selected on the team. Just an idea, but I'm grasping here - OK?

This coming year there will be the F4C class held at the

Mint Julep with John Guenther and Dale Arvin acting a co-C.D.'s. We welcome this event and any others that would hold this class for modelers to come and compete as well as practice for the Team Selection.

Money (small amounts) will be allotted for trophies to 3rd place at the Mint Julep for F4C and we hope to do this for other scale contests also. Just send a request to me as soon as possible so the NASA officers can review these requests. It would be great to see at least 20 F4C and F4B events held next year throughout the country.

Speaking of the FAI, the Scale World Championships will be held in Poland in 2004. The Poles are now one of the best organized aeroclubs in Europe and with the upgrades in infrastructure of their hotels and roads etc., many think there will be a great time by all who come to compete.

Non-Profit Status

NASA is working to become a non-profit organization within the normal confines of the law. The legal fees to become a non-profit group are \$3000 for the attorney fees, paperwork etc. We are asking the NASA membership for contributions to achieve this goal. A special account has been set up for this money.

You might ask what benefits does this have for the average member? Well we will receive a discounted postal rate, which will allow us to keep the dues as low as possible. We will be in a better position to receive donations, money, merchandise etc., from sponsors, contributors and corporations around the country. If a corporation gives a donation which is tax deductible they are much more likely to give more to the organization or the events held by it. This could be a benefit to all members as well as those who donate their time at different events.

All donations should be sent to NASA Secretary Treasurer Bonnie Rediske at the address listed in the newsletter. Thank you!

Scale Judges School - 2003

Off and on, different modelers and judges have brought up the idea of a true, judges school for both static and flight judges. For the first time in a while we have the home field at Muncie to ourselves for almost an entire week at the Nationals this coming year. Is there enough interest in having a judges school or judge certification before the Nationals? Say two days Wednesday and Thursday? I don't know. You wouldn't have to be a judge to participate, contestants would find something like this invaluable as well, as I'm sure it would make them better pilots as well as help their static presentations.

Any ideas out there guys and gals?

Till next time, Fair Skies & Tail Winds,

Stan Alexander

2002 Scale World Championships Scrapbook



C/L scale modeler Bill Logan with a Fokker tri-plane replica at the 2002 Scale World Championships. Bill represented Canada on their F4B team.



Bob Underwood, NASA's first President by a replica SE-5a at the 2002 Scale World Championships. Bob served as one of three jury members from different countries.



Fokker tri-plane replica was part of the opening ceremonies at the World Championships. This would make a great subject with Balsa USA's kit of this WWI aircraft.

Electric, Electric

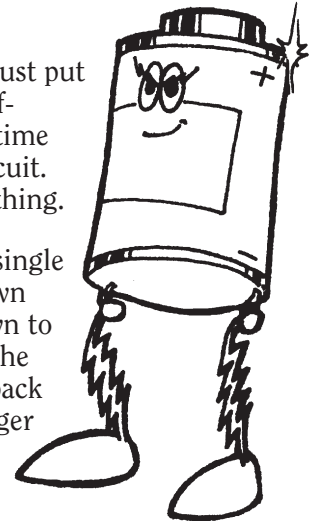
Should you ever discharge a pack all the way down? The short answer is... DON'T! Now for the why.

When you connect a pack to a charger, you connect the plus (**positive**), from the charger to the plus (**positive**), of the pack.

If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to **MINUS** because the cells are wired in series in the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backwards because it's connected plus to **MINUS** rather than plus to **PLUS** as it should **be** for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a backwards charger if one cell is run all the way down that does the damage.



What about laptops and cell phones where the instruction manuals say to periodically turn the device on and let it run all the way down? These devices use smart circuits that monitor the pack voltage and shut everything down before the discharge voltage gets low enough to cause a cell reversal problem.

I've been telling people this for 20 years but I still see people running their packs down after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his *Model Aviation* column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

When you're done flying, let the pack cool off until it's just barely warm to the touch and then either put it **back** on the charger or go home.

*from SR Battery Tech Notes
Larry Sribnick*

2002 Scale Masters Championships Contest Results

Hosted by the Arizona Model Aviators (Oct 09 2002)

Expert Class (45 Entries)

Place	Pilot	From	Aircraft	Static Total	Top 3 Avg	Total
1	Kent Walters	Scottsdale, AZ	SBD-3 Douglas Dauntless	98.00	94.083	192.083
2	Ramon Torres Sr.	Miramar, FL	Beechcraft Baron	98.00	90.667	188.667
3	Eugene Job	Santa Rosa, CA	Hawker Sea Fury MK 11	96.00	91.500	187.500
4	Gustavo Campana	Buenos Aires,, BA	ALCA L-159	94.00	93.083	187.083
5	Jeremy Fursman	Snoqualmie, WA	DeHavilland DH82A Tiger Moth	92.00	94.334	186.334
6	Gus Stutsman	Cloverdale, CA	Eindecker E111	95.00	91.250	186.250
7	Joe Topper	Sandy, OR	Junkers JU52	95.00	91.084	186.084
8	Shailesh Patel	Eureka, CA	JMP T-33A	93.00	93.000	186.000
9	John Cole	Peoria, AZ	Hansa Brandenburg C-1	95.00	90.333	185.333
10	Kenneth Kear	Mesa, AZ	Lloyd Liberty Sport A	96.00	88.417	184.417
11	Martin Hendrickson	Champaign, IL	Beechcraft T-34A Mentor	91.50	90.750	182.250
12	Gary Parker	Wilsonville, OR	Fokker D-VII	93.00	88.333	181.333
13	Mel Santmyers	Beaumont, CA	Stinson SR9	94.00	86.083	180.083
14	Bob Frey	Phoenix, AZ	Curtiss P-40	91.00	88.667	179.667
15	Earl Aune	Aurora, OR	F4U-5N Corsair Night Fighter	89.50	89.750	179.250
16	Al Kretz	Woodville, AL	Dornier Do23G	93.00	86.000	179.000
17	Bob Patton	Saint Joseph, IL	Piper Tomahawk	91.50	87.000	178.500
18	Tom Wolf	Goleta, CA	TBM-3 Avenger	88.50	89.667	178.167
19	Mal Meador	Erie, CO	Douglas SPD 5	86.50	90.917	177.417
20	Max Hopkins	Phoenix, AZ	P-47D Thunderbolt	85.00	91.000	176.000
21	Bill Brucken	Bellbrook, OH	Fokker DR-1	91.50	84.333	175.833
22	Lloyd Barber	Hemet, CA	DeHavilland DH-87B	89.50	85.833	175.333
23	Larry Sutherland	Prather, CA	SE-5a	86.50	88.500	175.000
24	Robert J Francis	Aptos, CA	Turbo Raven	85.50	88.917	174.417
25	Richard Skoglund	Lancaster, CA	Spacewalker II	85.00	89.167	174.167
26	Daryl Rolla	RWC, CA	Hawker Sea Fury FB11	90.50	83.583	174.083
27	Jim Hiller	Spokane, WA	Piper PA-20 Pacer	87.00	86.417	173.417
28	Bruce Bender	Edmonton, Canada	Spitfire MK-XIV-E	92.50	80.167	172.667
29	Lee Rice	Keller, TX	F-4U Corsair	86.50	85.667	172.167
30	Jack Buckley	Marlborough, MA	Vought F-4U-1A	84.50	86.833	171.333
31	Larry Shepard	Paradise, CA	Sopwith 1 1/2 Strutter	87.50	82.833	170.333
32	Paul Curley	Los Angeles, CA	FW-190	84.00	85.834	169.834
33	Adam Gelbart	Los Angeles, CA	Cap 10B	87.00	82.167	169.167
34	Randy Smithhisler	Edgewood, WA	Piper J-4 "Cub Coupe"	85.00	83.583	168.583

Place	Pilot	From	Aircraft	Static Total	Top 3 Avg	Total
35	Ed Neuman	Southlake, TX	Kawasaki KI 61 "Tony"	85.50	82.083	167.583
36	Dave Kephart	Bend, OR	P-47D Thunderbolt	80.50	85.083	165.583
37	Doug Crumley	Wichita, KS	Fieseler Storch	79.00	85.750	164.750
38	Bruce Harlow	Ellensburg, WA	1913 Martin TT	76.00	88.167	164.167
39	Ernest Harwood	Arlington, TX	Aviatik C-1	93.50	70.167	163.667
40	Duane Pisciotta	Pueblo, CO	P-47	76.50	79.333	155.833
41	Mike Hammond	Aurora, CO	P-51 Mustang	81.50	74.167	155.667
42	Vern Ahlberg	Milwaukie, OR	Waco WMF 5	80.50	52.583	133.083
43	Jeff Lovitt	Davis, CA	Kawasaki KI 61 "Tony"	89.50	38.917	128.417
44	Tim Lovett	Hurst, TX	Nieuport 24	80.50	46.167	126.667
45	Dick Hansen	Portland, OR	Curtiss Jenny	85.00	14.500	99.500

Team Scale Class (12 Entries)

Place	Pilot/Builder	From	Aircraft	Static Total	Top 3 Avg	Total
1	Ramon Torres Jr. Ramon Torres Sr.	Miramar, FL	Beechcraft T34C-1	97.00	91.250	188.250
2	Eduardo D. Esteves Ronaldo Salles	Belo Horizonte,	Spacewalker	94.50	90.333	184.833
3	Jay Steward Jack Steward	Phoenix, AZ	Nieuport 28 C-1	93.00	90.834	183.834
4	Gary Parker Len Ledson	Wilsonville, OR	Nieuport 17	93.00	90.833	183.833
5	Brian O'Meara James Hammond Jr.	Denver, CO	Kawasaki KI 61 "Tony"	90.00	89.250	179.250
6	John Mota Frank R Banks	Gilroy, CA	P-38L	87.50	90.667	178.167
7	Richard Skoglund Lloyd Barber	Lancaster, CA	DeHaviland DH-10	87.50	87.917	175.417
8	Creige Jones Edward Simpson	Tarpon Springs,	Spacewalker	89.00	85.500	174.500
9	John Cole Steve Curry	Peoria, AZ	Focke Wulf FW-190D-9	85.50	88.083	173.583
10	L. J. Hollingsworth Rob Talbot-Jones	Fontana, CA	Ercoupe 415D	85.00	86.250	171.250
11	Paul Haynes Steve Wilson	Redmond, OR	Morrissey	87.00	80.500	167.500
12	Bernie Boland Bill Ensley	Hillsboro, OR	Stinson SR10	93.50	53.583	147.083

2002 Scale Masters Championships Scrapbook



Before we get to the winners, we must give many thanks to the workers and volunteers who helped put on such a great event.



Dan Pierson from Los Angeles, California won the Century Jet F-4U Corsair and was actually present to claim it. He was estatic!



Kent Walters took home the big prize. Although he tied in static with his SBD-3 Douglas Dauntless, his combined flight scores helped him edge out the competition for 1st place.



First place in Team Scale went to the father and son team of Ramon Torres Sr. & Jr. of Miramar, Florida. They flew their Beechcraft T34C to a combined score of 188.250, topping both the static & flight scores.

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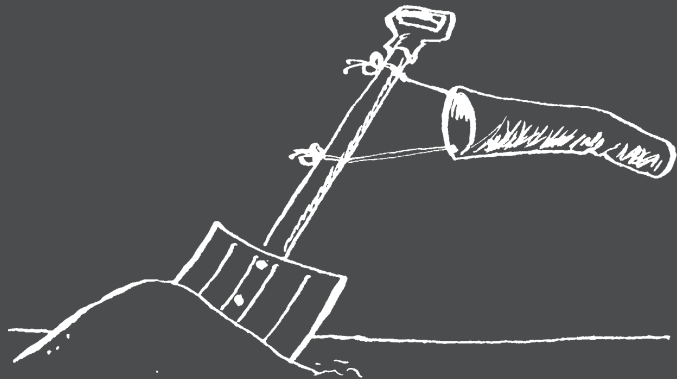
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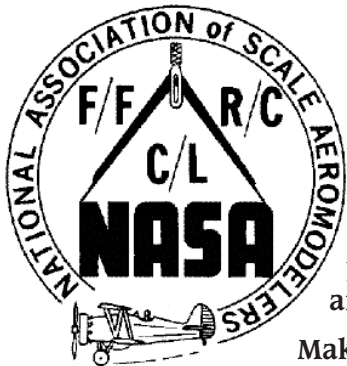
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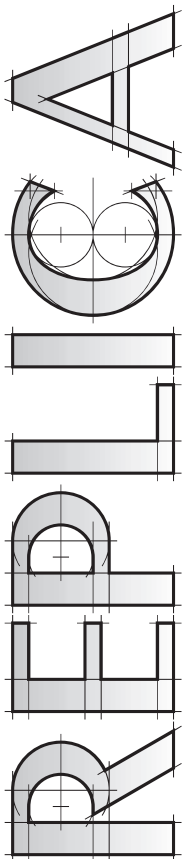
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