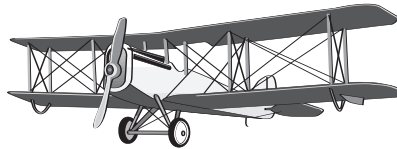


# REPLICA

JULY  
AUGUST  
2003

Newsletter of the National Association of Scale Aeromodelers [NASA]

## PRESIDENT'S NOTES



Well we've gained several members of the last two months. Glad to have those back with us after a little time away. Our thanks go out to Jim Rediske and Ellis Kaster for sending out the information update requests. For those who are receiving their newsletters for the first time in awhile, you'll notice the change and the added professionalism to the newsletter with Editor, Mark Lanterman. Mark just competed in the Scale Nationals and we look forward to hearing from him this month on the Nationals.

NASA has a lot of good things going at this time and we have several plans for the next 2 years at least. Some of these include the Nationals, upgrades in systems, a centralized computerized scoring system and sites.

The long awaited **Scale Resource Guide** will be out early next year with Gary Parenti at the helm. Gary has the resources to help make this NASA document a first class resource tool for all scale modelers around the world, who are looking for information on full scale aircraft, plans etc.

We are also sponsoring several scale contests, some of which include **U.S. Scale Masters Qualifiers**, with NASA Flight Achievement Awards, as well as the **new indoor Scale RC contest** in Pittsburgh, PA. If you have any kind of scale model or one that sort of looks scale check out this contest in the dome at Pittsburgh this August 15<sup>th</sup>-17<sup>th</sup>. Contact Jim Rediske at: [rediskeJB@aol.com](mailto:rediskeJB@aol.com)

### NASA FALL SCALE CLASSIC

We have already started planning the **NASA Fall Scale Classic** at the Muncie site, next September. The dates aren't firm yet, but we are working on a scale fly-in for any and all scale models and folks who just like scale models. No pressure, and a fun time for all. Any thoughts on this would be appreciated at this time.

While in Muncie last month we stopped at the Indiana Visitors Bureau in Muncie and talked to Jim Mansfield. He stated that they would be more than happy to add the event to their list of events for the Muncie area in 2004. We would like to see

RC, CL and FF scale models there for this event, it's open to anyone who is an AMA member. More on this after the first of the year.

### THE SCALE ROAD SHOW AT TOLEDO

NASA will continue to improve this unique scale seminar series with NASA Webmaster Ed Clayman at the helm. It's been popular over the last three years and we hope with good weather and the always interesting modelers who speak there attendance will continue to grow.

### FAI RULE PROPOSALS

This is the time of year those of us who are interested in FAI should start thinking about rules proposals. These proposals should be turned in to the AMA Competition Department attn.: Lisa Johnson by September 15<sup>th</sup>, **not any later**. Why so early one might ask? Well, these proposals have to be submitted to AMA by early November for all FAI classes for their sub-committees in Lausanne, Switzerland. Then the sub-committees study all of the proposals and make a final submission with supporting documents at the March 2004 sub-committee meeting. Lisa has the forms, etc. for submitting rules to the AMA at the AMA Competition Department. Her e-mail address is [lisaj@modelaircraft.org](mailto:lisaj@modelaircraft.org) or send in requests for information to AMA Competition Department, attn: Lisa Johnson, 5161 E. Memorial Dr., Muncie, IN 47302, or call her at: 765-287-1256

### FAI SCALE F4C-A MASTERS QUALIFIER

This year marks the first time that any contest which holds a Scale Masters Qualifier and the FAI F4C class within that contest, the F4C will be considered a Qualifier for the Masters in Dayton this fall. So what this does is to give those who want to participate in the Team Selection, another chance to compete in the F4C class and qualify for the Masters at the same time. It also gives you a chance to practice for the Team Selection and hopefully the World Championships in 2004.

continued on page 2

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President's Notes, continued from page 1

It appears to be a win/win for everyone. If a scale contest near you doesn't offer the F4C class, ask them to hold it! If they need technical help, please contact any NASA officer or myself.

We hope to increase the number of FAI classes in many of the Masters Qualifiers next year and the time to start planning that is now!

**FAI SPORTING CODES**

FAI Sporting Codes are up-to-date and available from either the FAI Website at **FAI.org** or the **AMA Competition Department**. It will take about 70 pages of paper to download it off the net, but that is the fastest way to obtain or view it.

**37<sup>TH</sup> RHINEBECK JAMBOREE**

37th Rhinebeck Jamboree September 6th-7th held at the Old Rhinebeck Aerodrome, Stone Church Rd., Rhinebeck, NY, with a "Full Scale" Airshow Both days. Guys and gals, this one is a classic. If you've never been, you need to try and attend this one at least one year. There are certain model requirements that need special attention. All aircraft must be scale models of aircraft built prior to December 31, 1939. Models of WWII combat aircraft are not eligible. For more information please contact:

Jim Rangitsch, Contest Director  
6 Seaman Road, Poughkeepsie, NY 12601  
Ph. 845-485-1744  
Website: <http://www.olderhinebeck.com>

**ONE-EIGHTH AIR FORCE FLY IN OCTOBER 18<sup>TH</sup>-19<sup>TH</sup>**

This scale fly-in will be held in the Mesa, Phoenix, AZ area. It's a well attended and well run fly-in for modelers as well as spectators too. So if you are interested in a laid back atmosphere and some great scale flying check out this fly-in. for more information please contact: Al Casey at [alkat5@cox.net](mailto:alkat5@cox.net) Will try and have some more information sources by the next newsletter.

**A PASSING**

Australian Ford Lloyd had been a fixture at the Scale Nationals in years past. For the past 10 years or so. with changing schedules for the Nationals. he has been helping Jim Parker with the Fly-By Operations at the Oshkosh Fly-In in late July, early August. We were saddened to learn that Ford lost his wife on May 24<sup>th</sup> 2003. Joyce was an English war bride who married Ford upon his release as a prisoner of war (ETO) in World War II. She then moved with Ford to Australia to raise their family. They had been married for over 50 years. Ford has been absent at Oshkosh for the past two years due to health problems himself. Our condolences go out to the Lloyd family.

Stan Alexander  
NASA President

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# THE 2003 NATS

...A VIEW FROM THE BOTTOM.



In helping put together **Model Aviation** magazine, it seems as though I've been around the Scale Nats forever. Walking up and down the flightline, I've often found myself dreaming, planning and wondering what it would be like to compete.

Well, this year I decided to try my hand at competition on a national level and entered the Nats in R/C Fun Scale (Novice). I choose to use a Sig 1/5th scale cub that I'd just finished for a product review. Although I prefer to model more unique scale aircraft, this Cub was ready to go and was a good flying model that I had a lot of time with.

I enlisted the help of my uncle, Ben Lanterman, as my mechanic and headed off to Muncie to set the scale world on fire.

## FRIDAY-STATIC JUDGING

Although the Fun Scale classes were not being judged until their first flight, we headed over to the static judging to meet with friends and see what was entered. It was quite interesting watching the competitors assemble their models – seeing where the hatches were located, the hidden attachment points, etc.

If you've never seen the static judging, I would highly recommend it. You'll have a chance to not only see what's involved, but to watch the judges at work and ask the competitors questions in a relaxed atmosphere.

## SATURDAY-ROUNDS 1&2

We woke up to a beautiful, but windy day. The wind was strong, a bit gusty, and right down the diagonal runway. After a brief pilots meeting, the flying started. Since, I wasn't up for a while, and it was my first Nats, it gave the butterflies in my stomach plenty of time to come up to speed. By the time I was ready to fly, they were working overtime!

The first flight was rough - between my nerves and the wind, it was far from perfect, but I did get through it and managed to position myself third. Feeling much better, far less nervous and more confident, I was really ready to show what I could do with my second flight.

I taxied out, lined up into the wind, called out "takeoff" and slowly throttled up. I was about 5 feet into my takeoff run when a huge gust of wind picked up the Cub about 3 feet off the ground, then dropped it back to the pavement. Needless to say, the flight was over. We gathered up the pieces and headed to assess the damage. On the way back, I passed by Steve Kaluf who I think summed it up perfectly - "Welcome to the Nats".

After looking over the wreckage, and not wanting to have come all this way for nothing, I decided to pack it in for the day and head back to the hotel for a re-building session. It took a great portion of the evening, but everything was rebuilt, from the fuselage from the cabin area forward.

## SUNDAY-ROUNDS 3&4

Before the start of flying on Sunday, I put in a test flight, re-trimming the model and making sure everything was back in order.

Flight number 3 started out pretty well. The wind was still strong, but I was fairly happy with everything. My eighth maneuver was an overshoot. I called out the maneuver, brought it down, reapplied power and the engine quit. Luckily, being over the runway, it was easy to set the Cub down, but the score from that flight dropped me to fifth (out of five).

I wasn't going to fly the final round because I pretty sure that I had no chance of placing, but after some quick math, it showed that if I put in a very good flight, I might come in as high as second. So, with that in mind, I set off on my last flight.

To my great surprise, flight 4 was very good. I was very happy with everything. Now it was time for the overshoot. I decided to keep the speed up a bit this time, but it happened again - dead-stick. Grumble-grumble, cuss-cuss.

After returning home, I found the tiniest of holes in the upper front of the fuel tank which was a result of the crash. It wouldn't leak just sitting there, but once muffler pressure was applied, it shot out the hole like a geyser, causing the engine quit from fuel starvation. I also found that excess fuel was absorbed by the foam around the tank. Believe it or not, both flights were identical in time - down to the second - for the engine to run out of fuel during the overshoot!

## IN HINDSIGHT

Oh well ... in the end I finished 5<sup>th</sup> – last overall in my class, but with a much better understanding of competition on a national level and of what it takes to be successful at this level. This Cub was not the right model for the conditions - although a great build and a good flier, it was all it could do to fly in the wind.

Now that I've had some time to look back, it was a lot of fun and a great learning experience. I'm trying to apply what I've learned towards next year's entry and hope to see you there.

If you've never competed before, give it a try. No, you're not going to get rich by winning – frankly, you won't even come close, no matter how good you are. But, this form of competition is about seeing how you size up to others around the nation, learning new tips and techniques, meeting fellow modelers, and having a heck of a lot of fun!

Mark Lanterman  
Replica Editor

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RC REPORT  
JULY 2003 ISSUE 204  
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TOP GUN  
2003  
WHO'S MR. TOP GUN FOR 2003?  
JEFF FOLEY... AGAIN!





# 2003 SCALE NATS FINAL RESULTS

Please note that all scores listed are unofficial until final tabulation by AMA Headquarters.

## 520N RC FUN SCALE / DIVISION 1 NOVICE

1	BRAD FOLEY	ROANOKE RAPIDS, NC	95.375
2	JOEL A WILSON	OTTUMWA, IA	94.875
3	STEVEN R EAGLE	WABASH, IN	89.75
4	DONALD P WASSON	OTTUMWA, IA	88.625
5	MARK A LANTERMAN	FAIRFIELD, OH	87.125

## 520 RC FUN SCALE / DIVISION 2 OPEN

1	ROBERT J ARVIN	JEFFERSONVILLE, IN	99.875
2	TERRY J NITSCH	GROVE CITY, OH	98.5
3	ZACH D SPYCHALLA	WATERTOWN, WI	97.125
4	DAVID PINEGAR	WARREN, MI	94
5	LARRY FOLK	PICKERINGTON, OH	93.25
6	GREGORY L THOMAS	ABILENE, TX	92.375
7	DALE ARVIN	JEFFERSONVILLE, IN	92
8	RICHARD G CRUPI	CROFTON, KY	91.75
9	SEAN M CASSIDY	CHAMPAIGN, IL	90
10	VINCENT F VELTRI	SARASOTA, FL	88.25
11	WAYNE W SIEWERT	MINNEAPOLIS, MN	88.25
12	JONATHAN HAY	SARASOTA, FL	88.125
13	EARL E DEVER	LOUISVILLE, KY	88
14	NORMAN J REDENSHEK	ALBUQUERQUE, NM	83.75
15	LEO T SPYCHALLA	WATERTOWN, WI	83.125
16	GABRIEL RENEROSAN	ANTONIO, TX	82.125

## 511 RC SPORTSMAN SPORT SCALE

1	R P SCHULTHEIS	WEST BEND, WI	165.5
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## 512 RC EXPERT SPORT SCALE

1	DENNIS D CROOKS	GREEN CASTLE, IN	190.125
2	TERRY J NITSCH	GROVE CITY, OH	181.25
3	KIM A FOSTER	MANSFIELD, OH	183.875
4	ALBERT KRETZ	WOODVILLE, AL	182.625
5	CLAYTON S MAST	ROYAL OAK, MI	181.25
6	DAVID PINEGAR	WARREN, MI	181.125
7	MICHAEL WINTER	SARASOTA, FL	180.375
8	LEO T SPYCHALLA	WATERTOWN, WI	179.375
9	ZACH D SPYCHALLA	WATERTOWN, WI	179.125
10	RICHARD G CRUPI	CROFTON, KY	178.875
11	TIMOTHY D FOLLIS	HERRIN, IL	175.375
12	JEFFREY K PIKE	BATON ROUGE, LA	174.5
13	CLIFFORD J TACIE	JOPPA, MD	173.375
14	MICHAEL R SMITH	TREMONT, IL	172.375
15	GARY H PARENTI	WESTCHESTER, IL	167
16	DAVID T BARRY	SARASOTA, FL	159.625
17	DAVID V VOGLUND	RADCLIFF, KY	138.625
18	TRIPOLI J GALASSO	SARASOTA, FL	135.25
19	JOHN R GUENTHER	BORDEN, IN	117
20	CHARLES H BAKER	UNION, MO	106.75
21	STEVEN T ORT	SEYMOUR, IN	90
22	JONATHAN HAY	SARASOTA, FL	89

## 515 RC DESIGNER SCALE

1	J FOLEY	ROANOKE RAPIDS, NC	192
2	ROBERT J PATTON	SAINT JOSEPH, IL	190
3	HAROLD PARENTI	WESTCHESTER, IL	189.875
4	CHARLES T NELSON	BERLIN, MA	185.375
5	LLOYD ROBERTS	ROCKPORT, ME	176.75
6	MIKE GRETZ	MONTEZUMA, IA	112.875

## 522 RC TEAM SCALE

1	DAVID PINEGAR	WARREN, MI	189.125
1	GEORGE P MAIORANA	STERLING HTS, MI	189.125
2	JOHN A COLBY	LOCKPORT, IL	170.625
2	STEVEN T ORT	SEYMOUR, IN	170.625
3	EARL E DEVER	NEW ALBANY, IN	169
3	ROBERT J ARVIN	JEFFERSONVILLE, IN	169
4	MIKE GRETZ	MONTEZUMA, IA	164.375
4	CLAUDE MCCULLOUGH	MONTEZUMA, IA	164.375
5	JONATHAN HAY	SARASOTA, FL	142.875
5	VINCENT F VELTRI	SARASOTA, FL	142.875

## 516 F4C RC SCALE

1	MANNY SOUSA	GULF BREEZE, FL	2330.5
2	CHARLES H BAKER	UNION, MO	2239.5
3	ALBERT KRETZ	WOODVILLE, AL	2237
4	WAYNE L FREDERICK	SANTA ROSA, CA	2195.5
5	LLOYD ROBERTS	ROCKPORT, ME	2152

## 521J CL PROFILE SCALE

1	AARON J BAUER	CHICAGO, IL	105.25
2	JASON C BAUER	CHICAGO, IL	103.25

## 521 CL PROFILE SCALE

1	LYN GREEN	CELINA, OH	169.875
2	PETER J KLEPSIC	EIGHTY FOUR, PA	161.125
3	NEIL COPEMAN	WESTON, CANADA	157.25
4	CHRIS BROWN	HILLTORONTO, CANADA	145.25
5	PETER BAUER	CHICAGO, IL	140.75
6	CHARLES BAUER	NORRIDGE, IL	99.25
7	MATTHEW BAUER	CHICAGO, IL	76.5

## 509 CL SPORT SCALE

1	WALTER T BROWNELL	WENTZVILLE, MO	177.25
2	BILL LOGAN	LONDON, CANADA	169.375
3	FRANK W BEATTY	GRANITE CITY, IL	
4	RALPH BURNSTINE	PORT CLINTON, OH	155.25
5	MICHAEL B WELSHANS	FERNDALE, MI	143.75
6	CHARLES BAUER	NORRIDGE, IL	141.75
7	CHARLES R SNYDER	CINCINNATI, OH	134.25
8	MATTHEW BAUER	CHICAGO, IL	83.5

## 524 CL DESIGNER SCALE

1	BILL LOGAN	LONDON, CANADA	169
2	FRANK W BEATTY	GRANITE CITY, IL	117.5
3	CHARLES BAUER	NORRIDGE, IL	85.5

# Scale Scrapbook – 2003 Scale NATS



**T-28 TROJAN**  
Robert Patton; St. Joseph, IL



**TU-4**  
David Pinegar; Warren, MI / Georle Maiorana; Sterling Hts., MI



**P-38 LIGHTNING**  
Dennis Crooks; Green Castle, IN



**B-24 LIBERATOR**  
John Colby; Lockport, IL / Steven Ort; Seymour, IN



**CURTIS C/2**  
Frank Beatty, Granite City, IL



## A SPECIAL THANKS - Balsa USA

During the lunch-time break on Saturday, Balsa USA made available one of their Sopwith Pups for future-pilots to fly - via buddy box.

These youngsters really put the biplane through its paces, and to be honest, they did their absolute best to separate the wings from the fuselage.

Everyone had a great time and we would like to thank Balsa USA for donating the time, plane and fuel to inspire the great group of kids.



**REARWIN SPEEDSTER**  
Michael Welshans, Ferndale, MI

# FAILSAFE

## FACT AND FICTION

How many of us who own a Pulse Code Modification (PCM) computer radio can honestly say that we have thoroughly read and understood the manual that comes with it? If it was anything like the manual that came with my Futaba 8UAPS it was about as an inviting read as the Greek classics in Latin, and made as about as much sense. I have been told that the JR manual is written better, but in either case help is at hand.

Harry Higley publishes an excellent book covering the basic set up for both the Futaba 8UA and the JR XP8103 for airplanes. Unfortunately, the book makes little mention of failsafe, and in fact leaves you with the impression that if you do not program this menu then there are no parameters set in this function or that this function is even activated. WRONG!

A large number of PCM radio owners are under the same impression. After a recent fatal accident in the United Kingdom a survey of the clubs PCM users showed that 80% did not know that they had active failsafe and/or what those parameters were. If you operate in PCM mode you have active failsafe, period!

If you have not gone in to the program menu and entered your own parameters then your model will default to the factory settings if the signal is lost. Do you know what these are? If you don't you could be in for a nasty surprise if you ever suffer interference.

First, understand that failsafe is not going to stop your model from crashing if the signal loss is long enough. What it will do is allow you to program parameters in to the menu that will help keep damage to the rest of the equipment to a minimum, and, from a safety standpoint, stop your model from coming out of the sky at full bore pointing at who knows what.

Let's start at the beginning of the menu. I have both the JR347 and Futaba 8UAPS and the menus are set up the same way, just the button(s) you push to enter the information are different.

First choice is the amount of time delay from the loss of signal to entering the failsafe mode. The choices are in fractions of a second,

and I don't really think it makes a big difference which one you use. I personally use the longest one.

Next is the choice of the position of the servos should the model go into failsafe. The factory setting is normally "hold last known position," not good if you happened to be in the middle of a snap roll at the time! In the case of Futaba the throttle will go to 50%, still a hard way to hit the ground! To enter your own settings in most cases just hold the control surface where you want it to go and press the data enter button(s). To check the function and to see if th inputs you programmed are correct just turn on the transmitter and receiver, wait one minute, turn the transmitter off and see what happens.

Why wait one minute? The transmitter sends the failsafe information you programmed to the receiver automatically once every minute, try this before then and you get the factory setting.

One of the last functions that falls under this section is battery failsafe. There is nothing to program here, just be aware of it and how it operates. When the airborne battery (in the case of Futaba) drops below a preset voltage the failsafe function moves the throttle to a predetermined position or to the position you programmed in the failsafe menu. In the case of Futaba you may temporarily reset the function by moving the throttle stick back to idle which will give you about 30 seconds of control before the battery function reactivates.

It is as simple as that, so are most of the other functions once you have been through the menus a few times. Play with your setup at home on the bench. If you really mess things up there is always the Data Reset function, which will put everything back to the original factory settings. Try to learn as much as you can about your own radio. I am always happy to give advice or lend a helping hand to programming the Futaba 8UA, but don't just hand the radio to someone and expect them to program the whole thing for you. You may not have to build or cover your own models in this hobby anymore, but knowing how to set up your computer radio properly can make all the difference in the world as to how your aircraft will fly and handle in the air.

Tony Holden  
Sun Valley Flyers

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed.

The DC-8 landed, rolled out, turned around and taxied back past the Cherokee.

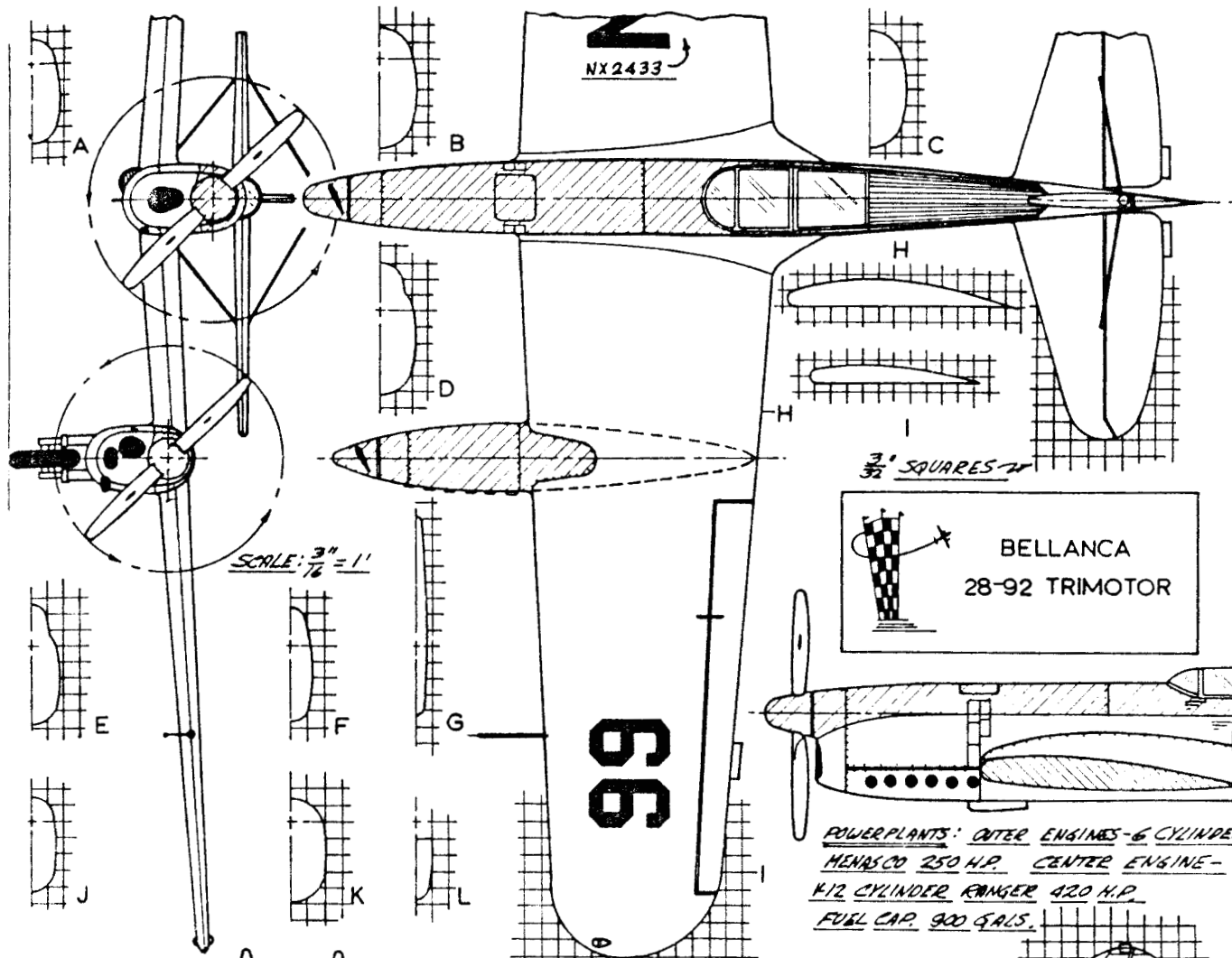
Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero, the Cherokee pilot, not about to let the insult go by, came back with a real zinger. "I made it out of DC-8 parts. Another landing like than and I'll have enough parts for another one."

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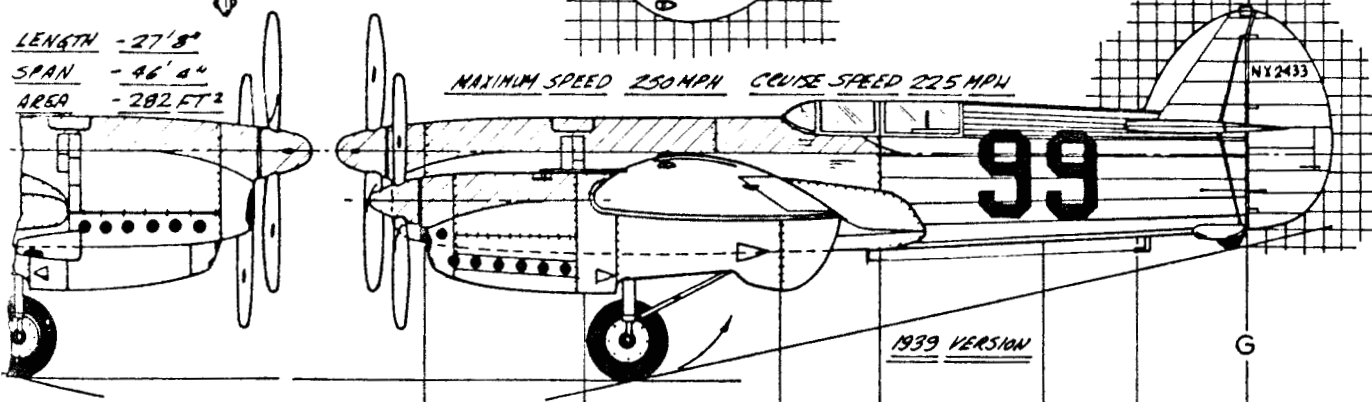
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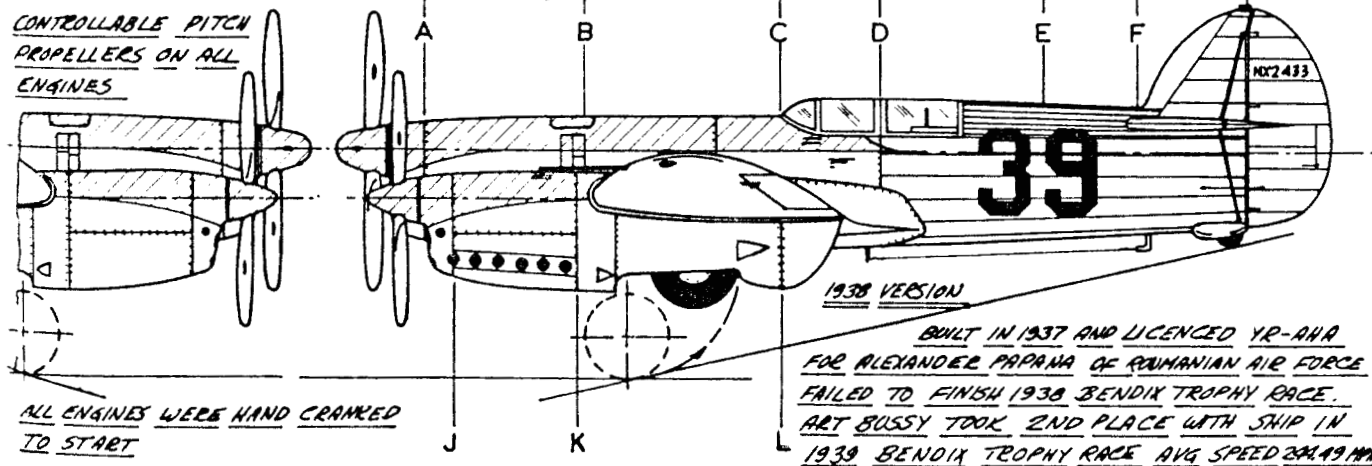
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 FAILED TO FINISH 1938 BENDIX TROPHY RACE.  
 ART BUSSY TOOK 2ND PLACE WITH SHIP IN  
 1939 BENDIX TROPHY RACE AVG SPEED 384.9 MPH

ALL ENGINES WERE HAND CRAMMED  
 TO START



## In This Issue:

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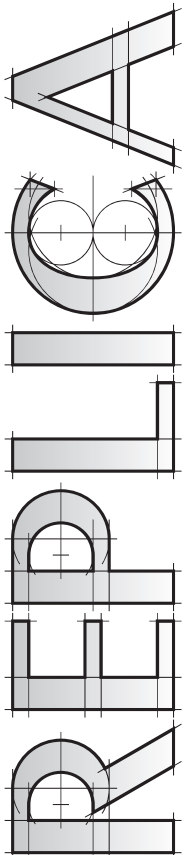
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