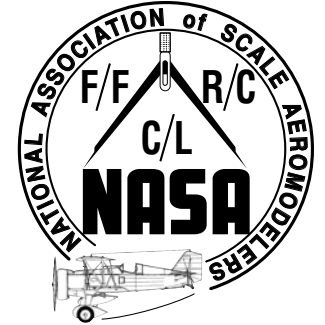
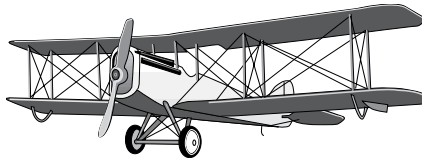


REPLICA

JULY
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2005

Newsletter of the National Association of Scale Aeromodelers (NASA)

PRESIDENT'S NOTES



NASA MEMBERS

Well this one's running a little late with the Nationals as well as Oshkosh the week before. I'll make it brief this month and I'm sure that Mark has plenty of photos from the Indoor events as well as the Scale Nationals.

Contest Results for the Scale Nationals are on the website, but we continue to be hobbled by lack of a good program to run scores and other information at this and other events. If NASA ever has a volunteer who knows how to write a program in Excel we'll give it to everyone free, no charge. Many clubs are still using the program that Cliff Tacie wrote many years ago and that one is in DOS. Many computers won't even run DOS programs anymore so we'll see what happens.

NEW SCORE SHEETS

Our new score sheets seemed to go over well at this year's Nationals with all the contestants including the indoor contestants. Thanks again to Mark Lanterman and everyone else who worked with him on the updated sheets and his idea of the inter-active score sheets where you can actually type in your flight options and print copies for your next contest!

2ND ANNUAL SCALE INDOOR CLASSIC

We didn't know what to expect or who for that matter till that morning and with the facility cost of about a grand for the event to be run I knew that it wouldn't be a money making affair for NASA. Luckily we had a patron who contributed \$1000 to the cost of renting

the facility, but we may not be that lucky next year so sponsors are needed.

We ended up with 15 competitors and 20 scale indoor models, some were Fun Scale, others were entered in Sport Scale while there were also a few in Designer too. Narve Jensen who attended the Scale Nationals this year from Norway was on hand to help out where needed as well as witness this marvelous type of scale flying too. More on this later. Many thanks to SIG Mfg. for the kits and cash for the facility this year, as well as to Airborne Media for sponsoring the trophies for the indoor scale classes.

NASA MEMBERS

If you already subscribe to RC Report please realize the subscription is for **NEW MEMBERS!** It's Gordon's way of saying thank you for our support of RC Report and ours of saying **THANK YOU** to him. If you are already a member of NASA and subscribe to RC Report your continued support is appreciated!

Well contest season has started and we've managed to make it to Top Gun as well as the Mint Julep scale contest in Kentucky.

TOP GUN

Top Gun is a great place to see scale models in action including the largest amount of jets at any competition in the USA. The event is of course an invitational event and the prizes are fantastic, with cash awards for those placing 5th or higher in any class, with 1st place winning about \$1500.

Greg Hahn took both Mr. Top Gun as well as 1st place in Expert class this year by a slim margin over Terry Nitsch with a BVM F-100 (Bob Violett Models). The winner in the Masters class or Designer class was David Hayes from North Carolina flying his Rockwell Thrush. He barely beat Bob Violett flying his new F-86 Sabre jet with a wingspan of 80". It's a big jet, with good performance and a realistic flight envelope.

The weather cooperated this year, with thunder storms behaving themselves and not bothering the contestants this time! About time too!

continued on page 2.

NASA OFFICERS

PRESIDENT

STAN ALEXANDER
3709 Valley Ridge Dr.
Nashville, TN 37211-3831
F - 615-459-4421
onawing@mindspring.com

VICE PRESIDENT

DALE ARVIN
3428 Jeff-Charlestown
Jeffersonville, IN 47130
T - 812-284-0162
darwin8094@aol.com

SEC / TREASURER

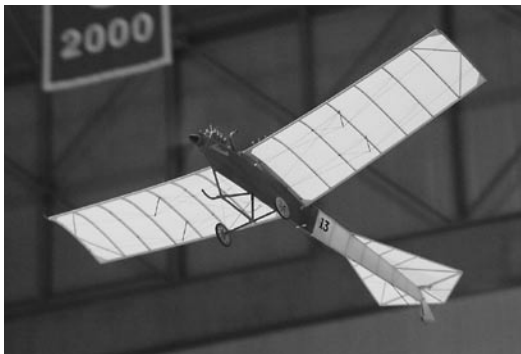
BONNIE REDISKE
128 Darnley Dr.
Moon Township, PA 15108
T - 724-457-1730
RediskeJB@AOL.Com

EDITOR - REPLICA

MARK LANTERMAN
7414 Burton Drive
Liberty Township, OH 45044
T - 513-755-7494
F - 513-755-7495
mark@airbornemedia.com

PRODUCTION EDITOR

E. ELLIS KASTER
3250 E.15th St.
Casper, WY 82609
307-265-6158
Ekaster@trib.com



THE MINT

The next contest is one of my personal favorites. The Mint Julep or sometimes lovingly referred to as the "Mud Julep". Hosted by the Kentucky Department of Parks and the Southern Indiana RC Club, the 33rd annual event this year was better than ever.

A change in the location on the runway made a much dryer place for all those modelers pitting. There were 77 entries this year with a bumper crop of Sportsman and Fun Scale entries. Which is great! Both days of flying were great! There wasn't any rain and the Southern Indiana RC Club had a great banquet.

Also F4C had 5 entries with Jack Buckley winning this class. Greg Hahn took both Expert with his B-25 fresh from Top Gun, as well as Fun Scale Open flying a beautiful Fokker D-VII in the color scheme of "Mimmi". This Fokker was flown in WWI by Wilhelm Hippert of Jasta 74. Greg used Fuji 2-stroke on gas in the Fokker and two Fuji 4-stroke engines on gas in the B-25. The 4-stroke gas engines are quiet especially for gas engines. Power seemed to be reliable and the performance for the Fokker with the 2-stroke was just the correct speed with the engine swinging a prop which was almost scale in size.

If you're interested in the Fokker color scheme look for it in R/C Report or check out the Squadron Signal book on Fokker D-VIIs. "Mimmi" is in the center-fold of the booklet.

NASA RULES COMMITTEE

If you are interested in helping to work on new rule proposals for the upcoming scale rules for AMA please contact Stan Alexander. We are working to put a committee together to help clarify and update many of the rules including the ones in the Scale General Section, which is WAY out dated. onawing@mindspring.com will get it to me. You do need to have a computer online to work on this committee. **Please send your information soon!!!**

Fair Skies & Tail Winds,
Stan Alexander

New NASA Score Sheets

All Static and Flight score sheets are now online for all scale C/L, R/C and FAI events. Also available are our new "intelligent" sheets which allow you to fill them out your information and print them using your computer. For more info, visit www.nasascale.org.

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This new NASA site was designed from the start to be the only place you need to go to find out everything that's happening in the world of scale aeromodelling - whether it's here on the National front, or on the International front - the domain of the FAI.

How to prevent crooked takeoffs

In airplanes with tricycle landing gears it's fairly easy to control the straightness of take off with the front wheel and rudder. During takeoff, you guide the airplane with the front wheel down the runway until the speed gets to about 10-20 mph, and then the rudder takes over and guides the airplane the rest of the way—hopefully straight down the runway to a smooth takeoff. Other factors that affect takeoffs are obviously the pilot, wind direction, and model dynamics.

Toe-in is when the front wheels are slightly angled inward. Typically 1 or 2° of toe-in will do the trick.

Tail-dragger airplanes are slightly different animals and require a little toe-in in order to guide the airplane down the runway as straight as possible during takeoff and landing. Front wheel toe-in plays a very important role, much more so than in an airplane with tricycle landing gear.

An airplane with tricycle gear's center of gravity (CG) is in front of the main gear. This helps straighten out an airplane that has developed a yaw angle between where it is pointed and where it is actually going.

A tail dragger's CG is behind the main gear, and a slight yaw angle is not automatically corrected but is made worse and can result in ground looping.

Toe-in of the wheels can help both types of airplane. A model rolling straight ahead has equal drag from each of the wheels. When the airplane takes an unwanted turn to the left, the drag from the left wheel is reduced to near zero, while the drag at the right wheel increases. The net effect is an unbalanced drag on the wheels. This exerts a retarding force and tends to turn the airplane back to the desired direction. This wouldn't happen without toe-in.

A slight toe-in on float models also works well for maintaining a straight takeoff into the wind. The most important thing I've learned about float flying is to keep the airplane directed straight into the wind during takeoff and landing.

Ron Scott
Simi Valley Flyers

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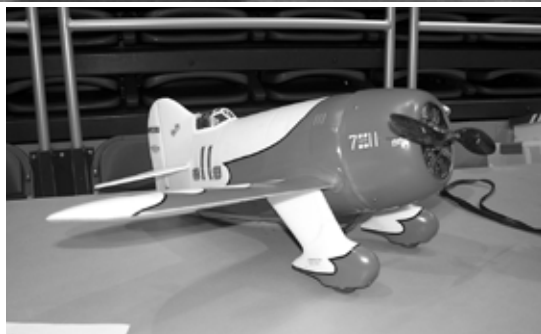
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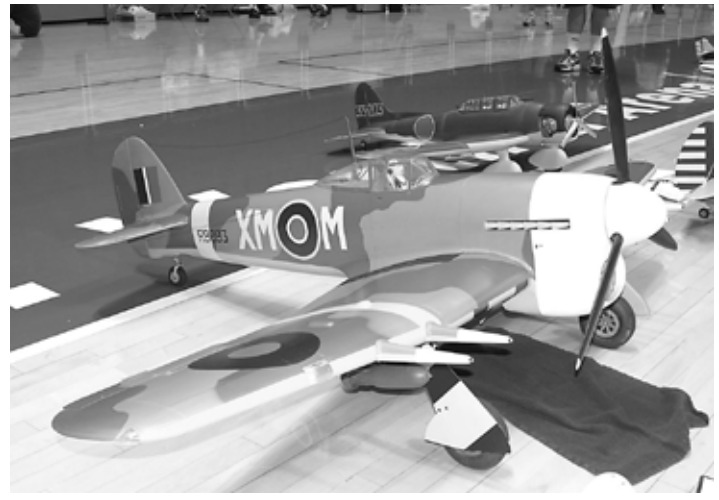
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2005 SCALE



NATS SCRAPBOOK



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The NATS are three weeks away as I write this and if hurricane Dennis ever decides to leave and take the rain with it I intend to get some practice flights in. So far this year I've attended three "events" that were well worth the time.

First was the FAI workshop in Huntersville, NC that was Lloyd Roberts' bright idea and was sponsored by the Carolina Criterium C/L Club. The objective was to help interested modelers climb the first rung of the learning curve that goes with every new thing we try. F4B (FAI) is different in many ways from Sport Scale and the differences were not only identified, but experienced competitors and judges explained how to maximize your score under these conditions. There was both static and flight judging with extensive feedback to the participants. The workshop provided the last nudge necessary to get some long-time modelers determined to enter F4B and some local modelers who came out to help and observe got enthused about building scale models. I consider it a big success.

The workshop was held in early April and I doubt that any of us Yankees had flown an airplane for months. It showed! I couldn't even remember where the well-hidden fuel fillers were on my Hs-129! Once we succeeded in getting airborne all of us had trouble flying at the specified normal level of 6 meters (~20 feet) and making smooth transitions to low level flight. But fortunately we didn't waste a couple rounds at a contest to learn this.

The Muncie Controliners hosted a contest in (of all places) Muncie, Indiana. But it WAS NOT at the AMA site! The city recreation commission provides and maintains an excellent site just west of downtown. There are two paved circles, fencing, shade trees, and a grass flying area. Events included sport, profile and fun scale with 13 models entered. Some of the regular competitors from mid-America had new models and there were some guys I hadn't seen at contests before. There were a lot of good looking models there but the major determining factor in scoring was reliability! I suspect that if you completed 10 flight options you took a trophy home. My reliability issues were in the profile class. On both flights a snap-on spinner cone flew off my Hornet resulting in a "DQ" on the score sheet. Jeff Hitchcock had a Curtiss P-6-E from the old Goldberg R/C kit. It flew very well and Jeff said it was an easy conversion. Jack Sheeks entered a Miles Speed Six in profile that also flew very well.

Many of my stunt flyer buddies have told me that the Brodak Fly In is a fantastic event. I went for the first time this year and it is everything they promised and more. It is actually held in John Brodak's back yard which just happens to be big enough for six flying circles. There are a combination of rule book and "just plain fun" events covering all aspects of C/L except speed. For example there was the "Mass Fly," an attempt to put 9 models up in the same circle. It lasted a few microseconds before it was a 2-in-the-circle flight. Scale included fun, profile, and sport classes and probably had about 40 models entered. Richard Schneider and Dale Campbell did an efficient job of running things. There were quite a few sharp models, however several guys chose not to fly and many others had reliability problems. My "DNF" in sport scale was due to my Typhoon taking a nose dive off the tailgate of a pickup. I borrowed some CA to fix the obvious damage but I was concerned about internal damage and chose not to fly until I could thoroughly inspect it. An interesting entry in profile was a Curtiss C-46 Commando that topped a WACO glider. I think engine troubles prevented it from flying. To top off this first class event I received a thank you card from John and Buzz Brodak thanking me for attending their event. I'll be back next year.

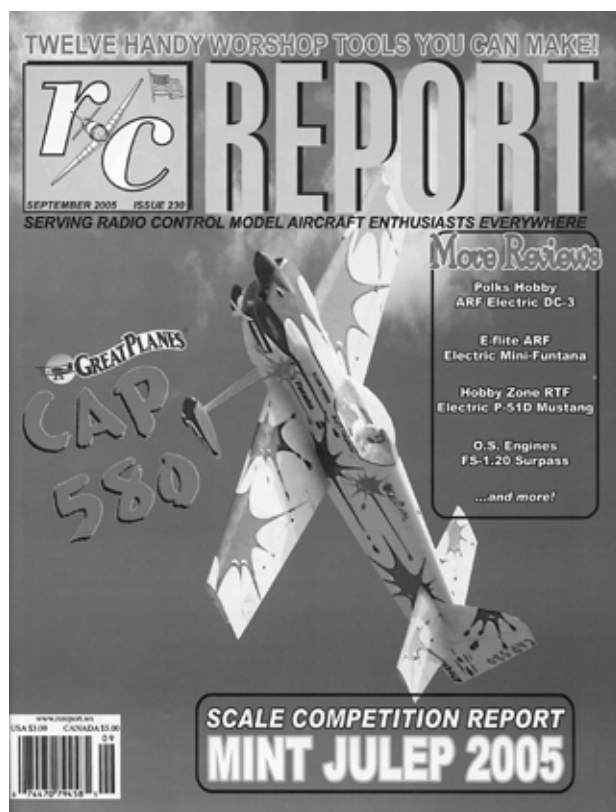
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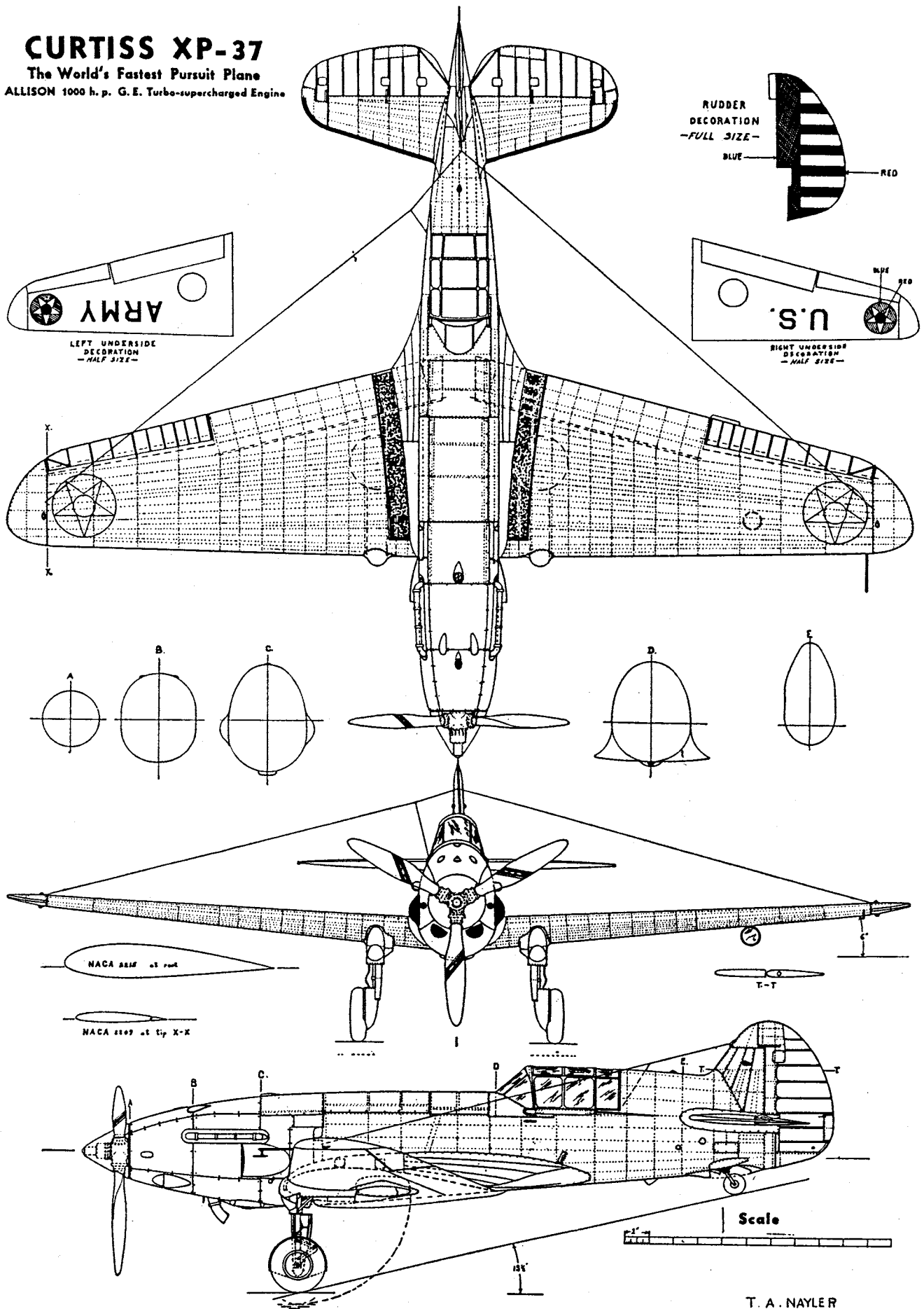
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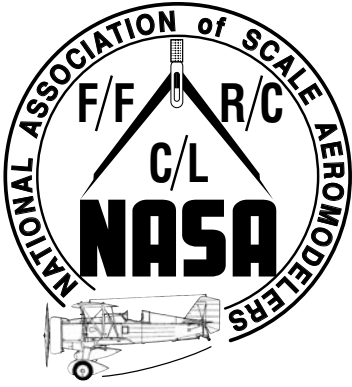


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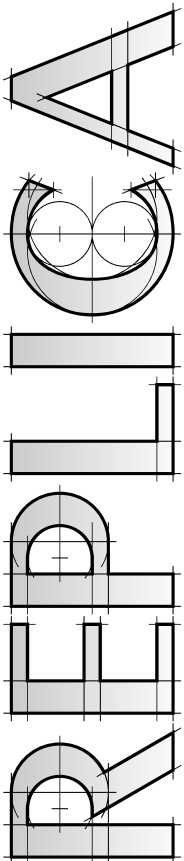
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