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# REPLICA

Newsletter of the National Association of Scale Aeromodelers [NASA]

FLASH NEWS from the  
National Air-Model Meet



2011-2012 Rules will be published on the AMA web site, <http://www.modelaircraft.org/events/compreg.aspx> the first of January .

The National contest scale events were set December 1st. AMA events missing this year include 524 CL Designer scale with 527 CL Team Scale being added.



## Scale Contests-Events

**January 7, 8, 9 - AMA  
Expo Ontario, CA**

**April 1, 2, 3 - Weak Sig-  
nals R/C Expo Toledo  
NATS**

**June 25, 26, 27, 28, 29  
Johnson City, TN  
FF Indoors  
6 FAC events**

**July 1, 2, 3 Muncie, IN  
CL 509,510 (F4B), 521,  
526, 527  
RC Fixed Wing 511,  
512,515,516 (F4C),520  
(Novice and Open), 522**

**July Muncie, IN  
RC Sailplane None**

**July 18, 19, 20, 21, 22  
Muncie IN  
FF Outdoors 18-22  
9 FAC Events**

**August 7, 8, 9, 10, 11  
Muncie, IN  
RC Helicopter —518**

Mysterious Mike Welshans who is my Free Flight Scale reporter launching his DH-94. Many thanks for your input to the Replica and support over the years.

## NASA Officers 2010-11

### President

Mike Barbee  
3903 Whispering Creek Lane  
Delaware, OH 43015  
740-362-5504  
mabarbee@aol.com

### Vice President

Steve Ort  
2288 N. Country  
Road 950 East  
Seymore, IN 47274  
812-524-9703  
stoandsto@aol.com

### Sec / Treasurer

Bob Lirette  
W162 N9440 Black-  
foot Dr.  
Menomonee Falls, WI 53051  
262-251-0804 blirette@sbcglobal.net



## NASA Communications

### Replica Editor – Publisher

Ted Kraver  
225 West Orchid Lane  
Phoenix, AZ 85021  
602-944-8557  
tkraver@qwest.net

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## *President's Message* *Mike Barbee*

You can email me at:  
[Mabarbee@aol.com](mailto:Mabarbee@aol.com)

Hello everyone,

First off I must apologize to Ted for being the last to submit my article, and of course to all the members because the newsletter is so late. If I had finished a month ago I couldn't wish all of you a Merry Christmas and A Happy New Year! The NASA organization we again have a booth at the Toledo Show the dates are April 1-2-3 2011. We will need some help again this year. If you plan to attend and would like to help out in the booth please email me and let me know. I will be putting on the Scale Building seminar again this year and you are all welcome to attend. I do not have a topic yet any ideas? There will be two one on Friday and one Saturday.

If you have not yet sent your dues for 2011 please do. We have a couple of bucks in the treasury but we need our member strength. We are the special interest group of the AMA and we would like this to continue.

I would like to hear about your scale projects this winter building season. My big big project is the total reconstruction of a 1940 Aeronca TC. You might say that's not a model but on the advice of a friend that operates the grass strip where I keep my 1946 Aeronca Chief if you can build that Waco you can rebuild the 40 TC. It has been an adventure so far just finding parts and the 65 HP Continental engine. Not quite like models, when you don't have something you make it. But it is fun and the saying in the Monster Hanger is "if it isn't fun we ain't doing it". I have been also doing some fix up paint work for some friends in the club. They are getting an early start on their competition model fix up way before the flying season. John Boyko has been hanging out and working on his designer Cessna 337. He did the plugs for both front and rear cowlings. I helped long

enough to mix the epoxy wrong when we did the parts so the two I made still have not set. They have become conversation pieces, may be that will be my Toledo topic, or friends that help friends need to pay attention. Send me something on your building ideas or projects I need some ammo for the next news letter.

The premier RC contest last year was the Scale Masters Champs. The weather and the site were great. Three clubs helped to make it a huge success. Dave Johnson won the expert division with John Boyko a close second. I was third but enjoyed the flight characteristics of my new T-34 C. I am using a 3W inline 110 twin, the two carbs are a bit tricky to set up but my buddy Bernie came to the rescue. My current model project is a 36% T-34 B model. Wing span will be 157" length 127" power DA 200.

I plan on attending at least 6 scale contests this year. The first will be Top Gun. Don't forget the Nat's! This is the 75 birthday of the AMA they have a number of events planned and have allocated site space for scale flying after the Nat's. I will keep you posted on where and when. One more important frequency related item: Only 2.4 Will Be Allowed During Nat's Scale Competition. You all knew it was bound to happen. So it you don't have a 2.4 radio ask Santa, you will need it at the Nat's. Please stay in touch I am interested in any comments or criticism. Use my email or call in the evenings.

Merry Christmas and Happy New Year  
See you at the field  
Mike Barbee NASA Pres.



## *Editor's Thoughts* *Ted Kraver*

My second year of editing and publishing Replica will in January with the NovDec—AMA Expo in California issue. My three year commitment ends in 12 months, so I need to start working with an assistant editor now to take over. I can promise tons-of-fun, barrels-of-laughs, and immortality. Cheers Ted

## What about Authentic Flight Options: Dive Bombing —Ted the eD

From a valued friend: CDR Clayton E. Fisher, USN-Ret CA 2001, BOM vet, SBD pilot, VB-8, USS *Hornet* (CV-8)

Check list before diving:

1. Shift to Low Blower.
2. Shift to low prop pitch.
3. Hit full split flaps. (Any speed!)
4. Open the cockpit hatch. (Windshield fogs)

The 70-degree dive was about 240 knots but the plane was vertical to the water or ground. You felt no pressure on your butt or seat belt (no shoulder harness) when you had it right. It was like you were hanging on a string.

That slow speed let us release a bomb between 1500 and 1000 feet. We could do a "snap pull-out" with the head lowered. The blackout was more severe but of a shorter time period.

Sometime after the BOM, our mechanics made us a single chest strap that we could tighten for ditching, etc. I ditched at Santa Cruz without landing flaps, I banged my head on the instrument panel and was momentarily knocked out. (1 of 3 of Clay's ditchings! Ted) I didn't remember anything after I chopped my throttle, until cockpit filled up with water.

We would roll down in either a left or right 90 degree turn to pick up the target's course. We did not do the "Hollywood" echelon for the individual breaks from the formation. We practiced to see how fast we could break into our dives to maximize formation protection we had against the fighters. With sufficiently close intervals, we could have all 9 dive bombers in a column.

The inside of the split flaps were painted red, and the last plane could see eight red bars. That prevented possible midair collisions if a pilot got out of position. If our flight leader rolled left into the dive, he turned left after his dive recovery and continued straight ahead. We practiced this tactic, and were good at it, although in combat it was almost impossible to get all 9 planes back into formation.

I think our dive bomber tactics were far superior to the Japanese. The long initial glide and then the final pushover that the Vals used had 2 weaknesses:

- (a) their initial long shallow dive made our fighters' job easier, and
- (b) it was difficult for them to get into the final dive position. I don't know if the Vals could make 70-degree dives with only the fixed landing gear acting as dive brakes.

The SBD had a glass window below the pilot's feet, which I guess was for sighting the target, and for a straight pushover dive. The glass was cleaned before takeoff but the SBD engine threw a the lot of oil and smeared up the glass. You could always tell an SBD pilot by the oil on his flight helmet!

### George Maiorana and his C-133

Hi all. I have been working on the main gear, main wheels and main doors. I've been putting all parts on a "diet" as I finish them. The two main fuse formers got cut down quite a bit from their original design. Also drilled out the main gear structure as I painted and did final assembly on them. Time to get the nose doors installed and then get all the doors operational. Hope this finds everyone in good health and spirits. Cheers



## Cholla Choppers 1/2 A Multiengine Profile Contest

The contest started at a Cholla Choppers meeting with a show and tell—Keith Trostle and his Whirlwind. It finished Sunday afternoon with beautiful Arizona weather and a group shot.



His Russian Bear TU-95 was not entered to fly this year. Instead Keith Trostle took a final flight on his 2001 NATS winning Boeing XB-47D this year. He had a very satisfactory then challenging final flight with 2 turning. It now goes on the wall with the lead outs clipped.



These three marvelous planes have been campaigned for several years. Mike Keville is the founder of the 1/2A multi-engine profile contest and decided to be score keeper this year. His A-26 Counter-Invader stayed on the ramp. Being a fine artist his panel lines were colored pencil accented with chalk. Bill Capitanelli's Marine F7F had in-you-face white panel lines on Sea Blue. Lou Wolgast decide on fine black lines on magnificent red.

Engines: Cox049 ,  
Novel .049-.061, CS .061,  
diesels and Cyclon .049



## Flying Aces Outdoor Championships

In Muncie Indiana, September 9th and 10th. Photos by Paul Jackson from Portage Michigan. Paul has judged scale at the CL NATs, and all round good guy. Thanks Paul.  
Source Mike Welshans—thanks Mike.



Baul Boyanowski looking to WW I combat. Pres Burning's Arado.  
Ted Allebone with Martin MO-1 dime scale and FAC powered Walrus.  
Pat Murray winding for WW-1 Combat for mass launch below.



## 12 Inches to the Foot—Stan Alexander

Well it's time to start your boss, I mean wife to thinking about what she could possibly purchase for your next project or Christmas for that matter. A good place to start would be your local hobby shop.

Here we are very fortunate to have a few full line hobby shops in our area around Nashville. Why not just go to the internet and purchase it there? Well..... there are several very good reasons. If you have folks who are really great people and into the hobby industry instead of clerk who doesn't know a clevis from a connecting rod of the old Chevy in the parking lot, you are lucky and we are in our area.

With a shop like **PAC RC Hobbies** or whatever the name is where you live you can go and ask the owner what experience he has with a certain engine or radio system. There are hobby shops like this all across the country including here in Tennessee.

Over the past several years since one is fairly close to our home I've tried to give them all of the business I possibly can. If I need a special radio part, servo, clevis or one of the many parts, and materials for whatever I'm working on I can usually get it at the local shop and also receive tips on how to install it, use it, and sometimes destroy it.

The thing is we all are among friends there and this is what many of us need this day and age. It's nice just to go and check out their two simulators and see what's new on these every once in awhile. Yep, I pay for sales tax but in my view this isn't an added expense but an investment in helping to keep the shop open and busy.

Like most shops I think they will have parts, engines, radios and all of the little goodies needed to start, stop, fly, float or whatever you might be into in the way or RC hobbies. Yes they might even have stuff for those who beat the air with helicopters too.

There is a good selection of kits and at one time they had several kits either by SIG or Top Flite. But most of these have gone away for one reason or another.

So support your local shop and help them thrive and grow!



What happened to our NASA website?

**Is the United States of America going to have a scale team for the 2012 World Championships?** Don't know, haven't

heard a thing about this from anyone, the world wonders. The 2012 World Championships will be held in Spain along the northern border on a great flying field. Bulletin -0- should be out next month from the organizers. This is Spain's first Scale World Championships and they are pumped up for it. Planning for events like the qualifier should be well under way by now.....

The organizers have told me to expect a great time by all including the family members who go with the teams. There is a lot of history in Spain to see as well as

plenty of wineries, the beaches etc. F4H is sport scale in FAI jargon. I don't think it will be a World Championship class by 2012, but the jury is still out on that one so to speak. The sub-committee is working on additional rules to help

**Scale Nationals-** Wow right before a July 4th weekend on July 1st, 2nd, and 3rd. Look for this year's version to include many added events. More to come from Mike Barbee on this.

keep the event simple and uncomplicated, believe it or not! So far the class in Europe has been very popular as it bridges the gap between F4C models and what the British call "Fly Only Scale". It would be great to see the class adopted by the CIAM as a WC event. This is for airplanes built from kits, with ready made parts, or kits like Yellow Aircraft, jets etc. Not ARFs but not building from plans either. Merry Christmas! Fair Skies & Tail Winds

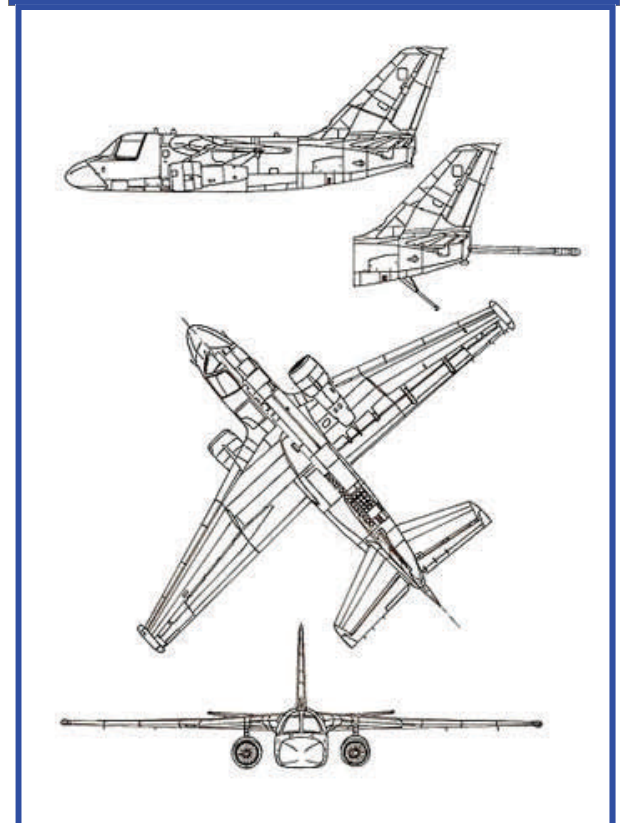
### Paint Pencil

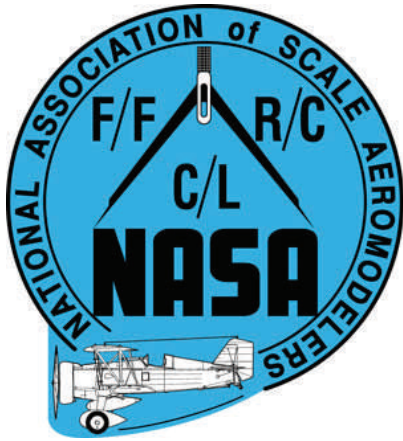
I was struggling to lay down panel lines on my Limited 1/2A Scale TigerCat with my 200 year old India ink technology pen. Club member Ivan Murphy suggested that Paasche had a Paint Pencil that uses both ink and acrylic paint. I finally found one, Paasche has F/P-1/32 hidden on the [www.paascheairbrush.com](http://www.paascheairbrush.com) site. After it arrived I whizzed through the rest of the panel lines with a grey mixture of black and white India Ink. The heavy paint pencil takes the shaky hand syndrome out of the process. There are 4 different nozzles and it only took Mr. "lousy-fine-motor-skills" a few minutes to get the hang of constant rate motion while pulling on the release trigger.



### S-3B Viking

The 100th anniversary of U.S. naval aviation is being celebrated at NavAir commands with some painting a aircraft with f their aircraft with historical color schemes of specific battles. Vietnam-era S-3B Viking Bloodhound 701 is done up in Battle of Midway colors of World War II. The blue gray over light gull gray was used into 1943. This aircraft is flown by the Air Test and Evaluation Squadron (VX-30) and is an incredible asset for the range surveillance and clearance mission. The 30-X-1 is a period marking for squadron, experimental, and aircraft 1.





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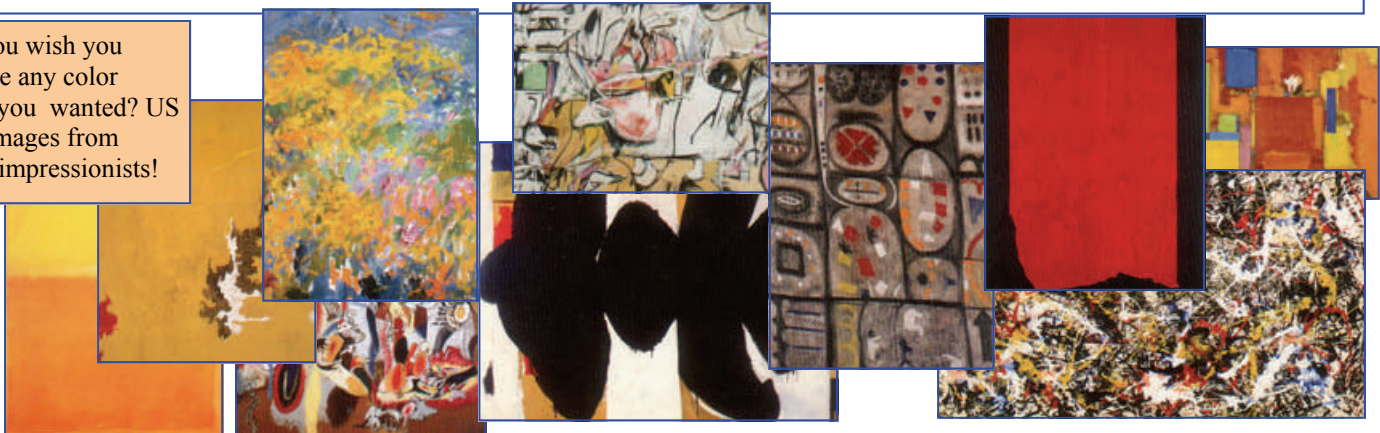
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