

REPLICA



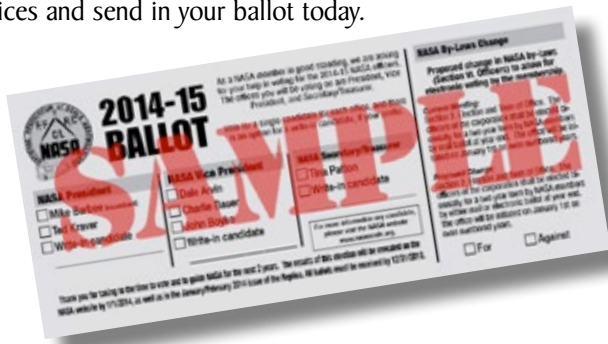
Newsletter of the National Association of Scale Aeromodelers

Nov/Dec 2013

2014-15 NASA Elections

Let's start off this newsletter with a bit of info about our ongoing elections. By now, you will have received a ballot in the mail for electing the 2014-15 NASA officers, as well as a proposed change in the by-laws to allow for electronic voting.

If you haven't already voted, please don't hesitate to make your choices and send in your ballot today.



Renew your NASA membership!

Click here to renew your NASA membership online.

All of the nominees for NASA board positions were asked to write a bit about themselves, to help you be better informed when voting. Please visit the NASA website, or click here for a link to these campaign statements. The page is rather long, so you will have to do a bit of scrolling to see it all.

Thank you for taking the time to vote and to guide NASA for the next 2 years. The results of this election will be revealed on the NASA website by 1/1/2014, as well as in the January/February 2014 issue of the Replica. All ballots must be received by 12/31/2013.

Scale Event Calendar

TOP GUN

April 30-May 4, 2014 - Lakeland, Florida
<http://www.franktiano.com/TopGunFrameset.htm>

MINT JULEP

June 6-8, 2014 - Rosewood Indiana
<http://www.sircm.com/Mint-Julep.html>

BRODAK FLY-IN

June 10-14, 2014 - Carmichaels, Pennsylvania
<http://brodak.com>

AMA NATIONAL SCALE CHAMPIONSHIPS

July 11-13, 2014 - Muncie, Indiana
<http://www.modelaircraft.org/events/nats.aspx>

EAA AIRVENTURE

July 28 - August 3, 2014 - Oshkosh, Wisconsin
<http://www.airventure.org/>

HOOSIER SCALE CLASSIC

August 2-3, 2014 - Seymour, Indiana
<http://www.siferc.com>

FCM AT AMA

August 23-24, 2014 - Muncie, Indiana
fc95@comcast.net

NASA SCALE CLASSIC

October 3-5 - Muncie, Indiana
<http://www.nasascale.org/calendar/nasascaleclassic.htm>

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Editor's Notes

Since our President has missed yet another deadline to submit his Replica notes, I'm going to take over his space with a few things that are happening in NASA.

First, I'd like to welcome a new member to the Replica staff, Fred Cronenwett. Fred is a columnist with my magazine, *Model Aviation* and has volunteered to help with a few articles each year. He'll be covering all things control-line and you'll see his first submission on the next page.

FLICKR ACCOUNT UPDATE

I've started receiving photos featuring member's projects and have posted them online. Two are a bit self-serving as I used two of my own builds as tests to sort out any problems, but the other two are quite something. David Ribbe was quite generous with lots of build photos of this MiG-15 that he placed 6th with at the recent World Jet Masters.

- MiG-15 by David Ribbe - [click here](#).
- Douglas C-133, by George Maiorana - [click here](#).
- Howard DGA-6 by Mark Lanterman - [click here](#).
- J-3 Piper Cub by Mark Lanterman - [click here](#).

We'd love to feature your scale builds as well. Gather your photos and a couple notes on the model - then send them to me - mark@airbornemedia.com and I'll get those posted in their own set.

To see all of NASA's photo collection, including pictures from the recent Horizon Indoor event, please [click here](#).

ON A DIFFERENT NOTE

I've been working with other NASA board members to put together a new NASA fall scale contest. I'm actually quite excited about it as it will be a bit of a departure from the typical contest.

We are finalizing the details, and I hope to have much more in the next Replica. However, I think I'm safe in giving a few details that are fairly safe right now.

- The event will be called the NASA Scale Classic.
- It will be held at the AMA site in Muncie, Indiana.
- The date is October 3-5th.

There's quite a bit more to this event that has yet to be finalized, so look for more in the next Replica and on the NASA website.



MARK LANTERMAN
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NASA Airplane Raffle

To raise funds to help with the expense of the Scale Nats operations, allow us to introduce the next NASA raffle airplane - a Robert P-47 D ARF.

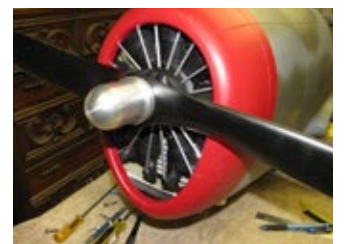


Click here to buy your raffle tickets online!

Once again, Dick Petit is donating his time and skill to assemble the airplane for us. Dick is also instrumental in getting several other companies to donate items needed to complete the process. When finished, the aircraft will be ready to fly and the will have been test run and adjusted. The aircraft is eligible to enter in fun scale competitions with the appropriate photo and any giant scale fun-flies (IMAA).

Tickets are \$5.00 each, 3 for \$10.00 or 7 for \$20.00 and can be purchased through the NASA website using PayPal. We can also send any number of tickets to those willing to sell them. The drawing will be held Saturday night at the Scale Banquet at the 2014 Scale.

Please everyone, help sell tickets and support NASA in our quest to make the Scale Nats better than ever.



To see the raffle P-47's progress, visit NASA's Flickr site by [clicking here](#).

C/L Scale - Options which ones do you pick?

C/L Scale is one of those events where the flight portion can be confusing because everyone's flight pattern is completely different. People build different models from WWI Biplanes to modern jets, civilian and aerobatic aircraft. The options allow the pilot to demonstrate the features of the aircraft such as Multi-engine, flaps, retracts, smoke, bomb drop and even inverted flight. But since we are flying scale we need to pick options that the real aircraft was capable of doing. It is not uncommon for pilots new to the event to be confused on what to pick for the flight options. Other events such as C/L aerobatics do the same items and in the same order regardless of what model you are flying.

There are 10 items on the C/L scale flight judging sheet, the first two are takeoff and 10 level laps.

Then you do your 6 options and then land. Realism is one of the 10 items and it is judged from takeoff to the landing. If you were flying a Piper Cub and were flying it like an F-18 fighter jet you might not get a good realism score because how it was flown. It is worth understanding how the full size aircraft was flown so that you can duplicate it with your model. Try to find video of your aircraft in action so that you can match the flight envelope.

Throttle control is one of the options that most pilots pick. This option is judged from the time you start your engine to the end of the flight when you shut down your engine. To get maximum points you want to operate the throttle like the full size aircraft and be able to shut down the engine from the handle. You also want to be able to bring the engine to a full idle and be able to bring the model to a full stop with the engine at idle after you land. When you set up our throttle control system take the time to make sure you can perform all of these items.

Some options are mechanical items that moved on the full size aircraft such as flaps, retracts and other items. Another example could be the canopy on a P-51 Mustang that slides open and close, and the radiator door on the bottom of the fuselage. You need to be able to prove that the option you have picked was done on the full size aircraft to be a valid option. Retracts count as two options, so you would list "Extend Gear" has one option and then "Retract Gear" as another option.

There are also flight options, these include taxi, touch and go and overshoot. Taxi is sometimes done after you land, so ask the contest CD if the taxi is done before takeoff or after landing. Touch and go is another popular option and the big question here is what happens with the tailwheel. Ask the CD at the contest if the tailwheel is suppose to touch the ground during the touch and go or if you just roll on the main gear a short distance. Touch and Go counts as two options so put "Touch" as one option and "Go" as another option. Overshoot is where you are starting to land but throttle up and climb when you get close

to the ground. There are also other flight options listed in the rulebook.

Scale also allows for aerobatic options like wingover, loops and inverted flight. If you use one of these options make sure the full size aircraft was capable to doing the option. Your model might be able to perform a loop but if the full size was not

capable then it should not be considered. If you are flying an Extra 300 then calling out inverted flight and a loop is acceptable. If you are flying a B-29 callout a outside loop is not acceptable.

When you decide to go a contest pick the options ahead of time so that you can practice and fill out a score sheet. On the NASA website there are blank forms that you can print out, or use the "Intelligent" form to use your computer and you are ready to go. The

"Intelligent" forms with the options listed and your data saves lots of time when you get to a contest. Land softly and good luck!



FRED CRONWETT
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12 Inches to the Foot

Wow, it's been a busy year in the Scale World we live in. There has been an abundant amount of scale activity around the country; from Top Gun Invitational in Florida, to the Scale Nationals in Muncie, to the U.S. Scale Masters in California.

But these were just the major contests – and not the majority of “scale” activity in the USA. The same thing is happening on an international basis also. Less and less modelers are competing in scale competition each year it seems. Sometimes there is an uptick which we saw this year, but the over all trend has been less.

Gee I hope I'm proven wrong but we in my humble opinion need to do whatever we can to “infect” (if you will) others into scale modeling and competition. How to do this? Mmmmmm - have more competitions which are well organized, or we could increase the current number of classes in scale competition, or we could refine the ones we currently have with the help of the AMA Scale Contest Board. This probably needs to be done for both R/C and C/L scale classes.

How to start? Well if NASA has a committee to help steer and help the Scale Contest Board we could help to change some of the classes. Fun Scale for instance needs a name change! This, if you didn't know, is replacing Sportsman class at contests around the country. Why? Well we aren't growing builders like we were guys and gals. But we still need to have a class like Sportsman that could get modeler's feet wet in static competition; like oh, say, Open Scale. While we are at it, have Open Scale Pro and Open Scale Am for those who are just starting. Why on earth would we want to do that? Well scale contests generally have a lot of administrative types associated with the events due to all of the judging. Having modelers with multiple entries helps to off-set expenses so the host club can at least break even with expenses.

These type of events also draw new and younger modelers into the fold. Take a look at the white hair out there guys. There are more of us than any other.

On the FAI scene, we have dropped out due to a seeming lack of interest in this competition. Why are we not competitive? One reason is that over the years we have been told that FAI Scale is the “boogie man” of scale competition by so many “knowledgeable” modelers. It isn't that bad, but what FAI Scale could be called Museum Scale, as the models which are

competitive are all scratch built creations. I don't mean built from plans, or someone's kit and modified, but scratch built from sheets of wood, metal, aluminum, fabric, paint, bolts and glue and a lot of work. Take a look at the models on the NASA Flickr pages from World Championships.

Transportation expenses in FAI Scale are extreme. One modeler from Australia (their single entry) paid almost \$7,000 to transport his model to the last World Championships. So this is a real concern for anyone interested.

But now (when the rules come out next spring) FAI has a international sport scale class which is flying the same flight schedule but relaxed static rules. It will be interesting to see what this does for international competition. I truly hope it helps as most of the international competitions have cut back on the number of non-European countries who participate in recent years. Mmmm - sort of sounds like the same problem we've seen here.

But 2014 is coming up soon, very soon. Plans are being made and vacations are being scheduled now for future competitions. Models are being built and its a season to ask Santa for that special engine, model, or huge box of wood for the shop again. So make plans to attend a competition near you or far away and just build something!

Merry Christmas and Happy New Year! Who will be first out of the house on New Year's Day flying a scale model? Will it be you? Hope so! And bring a friend!

Fair Skies & Tail Winds,
STAN ALEXANDER
onawing4602@att.net

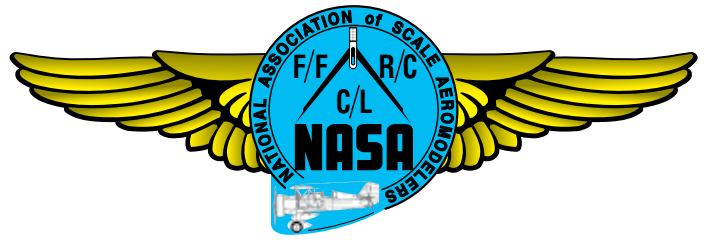


A few examples of the FAI "Museum Scale" quality. More photos can be found on NASA's Flickr page - [click here](#).

NASA NEWS AND INFORMATION ON THE INTERNET

If you have internet access, you owe it to yourself to visit NASA's web site - www.nasascale.org. The 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 aeromodeling - whether it's here on the National front, or on the International front - the domain of the FAI.

A detailed form titled "Radio-Control Flight Score Sheet" with various sections for pilot information, flight details, and a table for recording scores for different maneuvers.



COMPETITION Docs/FORMS

This is one of the more exciting features of the web-site. We have all the competition forms and documents for scale competition online in pdf form. Not only are the documents up-to-date, but we now have two versions of each.

One is the regular pdf that we invite contest directors to download and printout for use in their contests.

The second (and more exciting) version of the form is the "intelligent" form. Using this version and an up-to-date version of Adobe's Acrobat Reader, you can fill out all your information using your computer, then pre-print copies to take to your next scale event: information about yourself, your plane and your maneuvers/options. All AMA rule book maneuvers/options (as spelled out in the current AMA rule book) can be selected from pull-down menus; right on the .pdf. Imagine not having to spend time at your next contest filling out forms!

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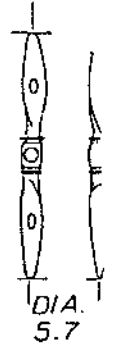
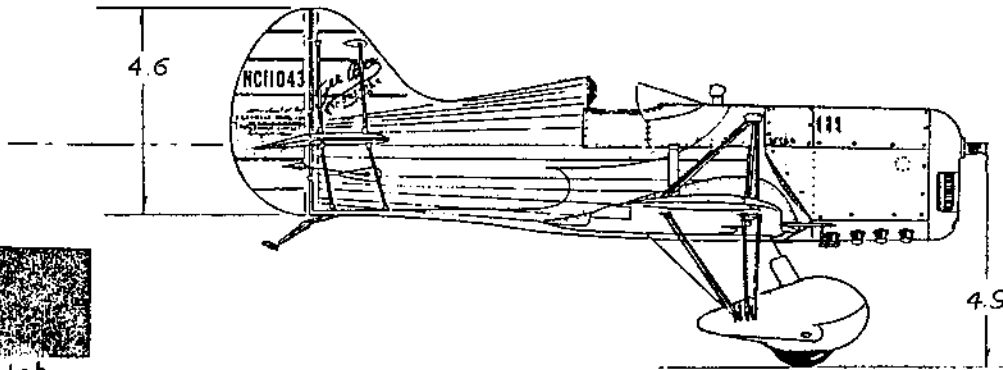
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Gee Bee Model D Sportster 3-View

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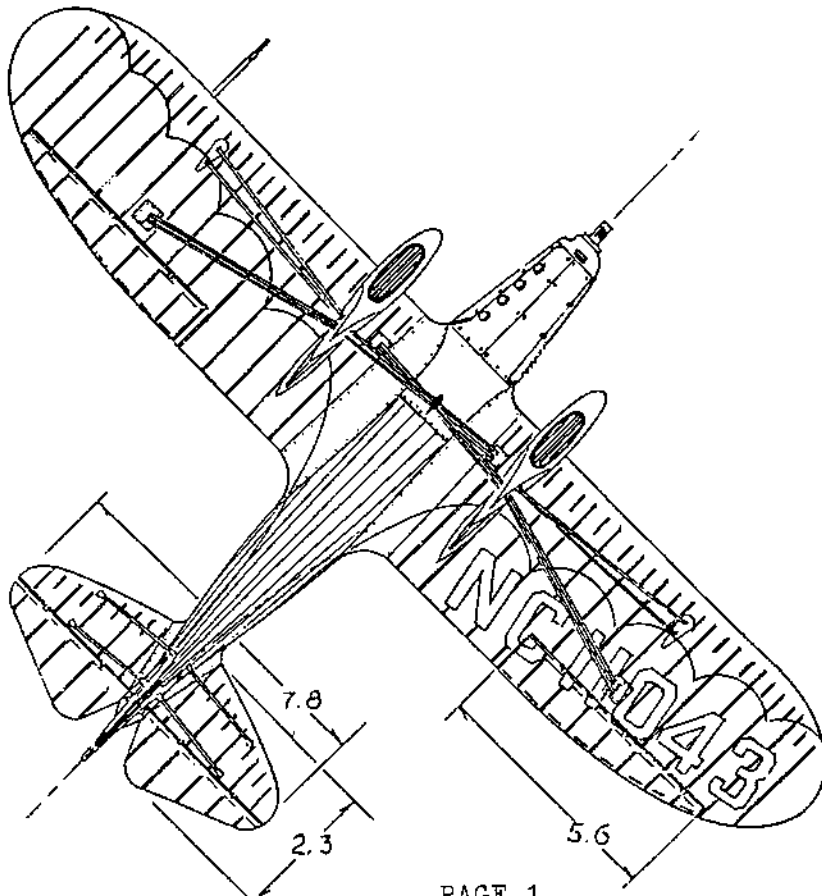
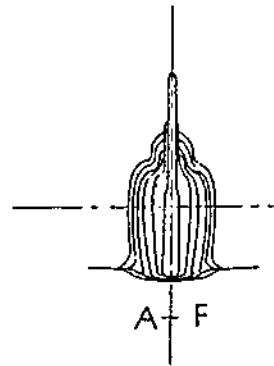
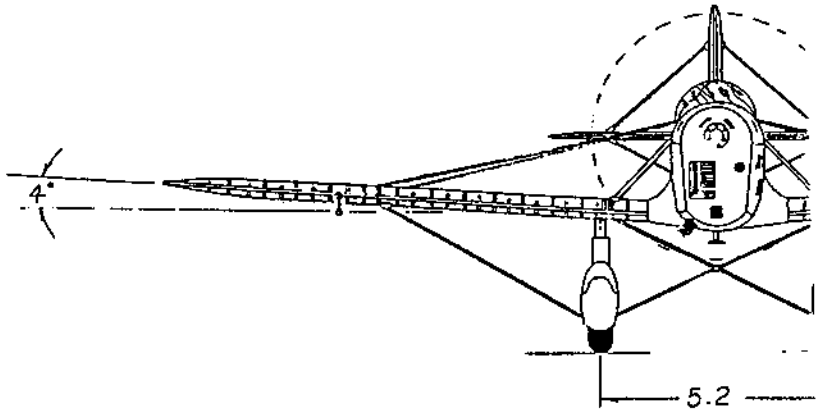


Randolph
X-5260
Tuscon Cream

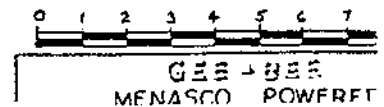


Randolph
H-9170
Bahama Blue

Red Fin Stripe
between colors

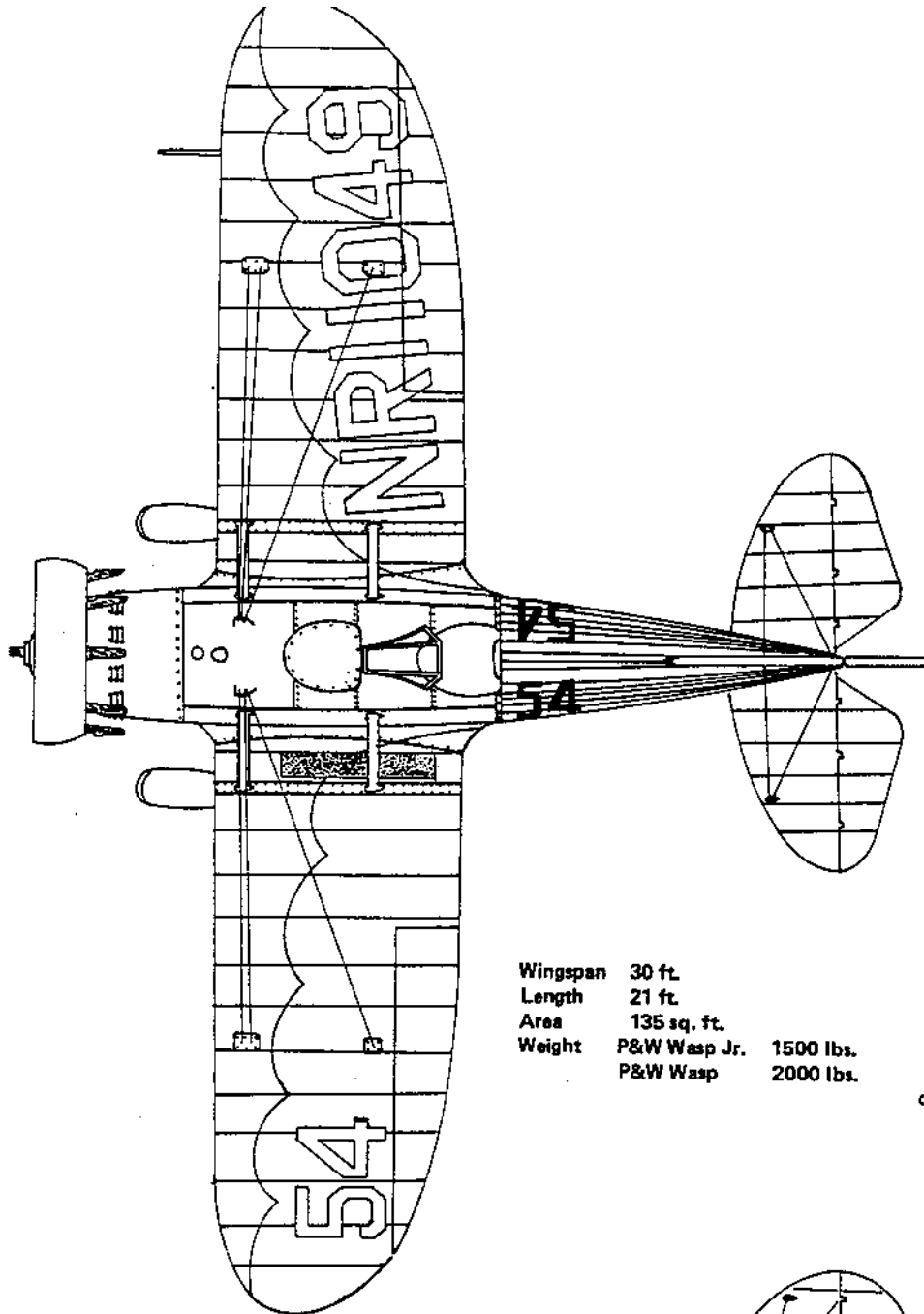


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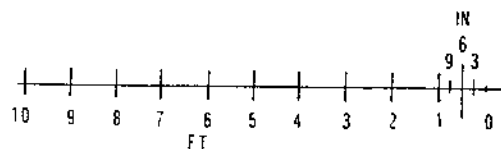
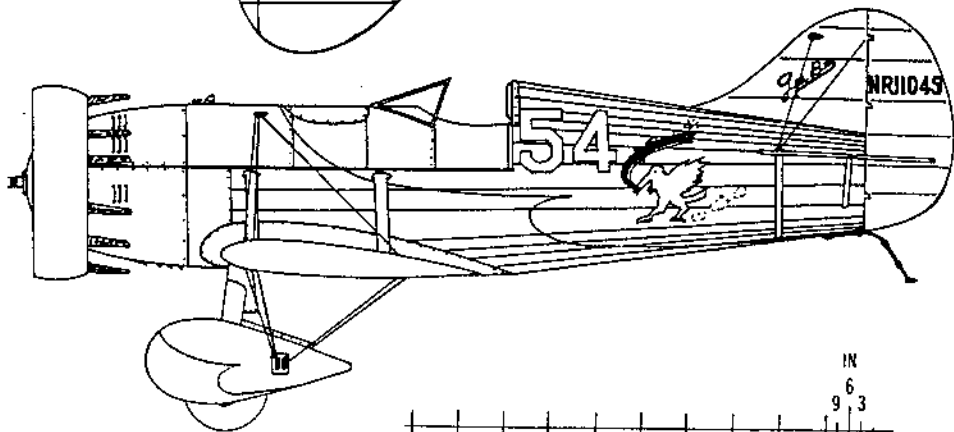
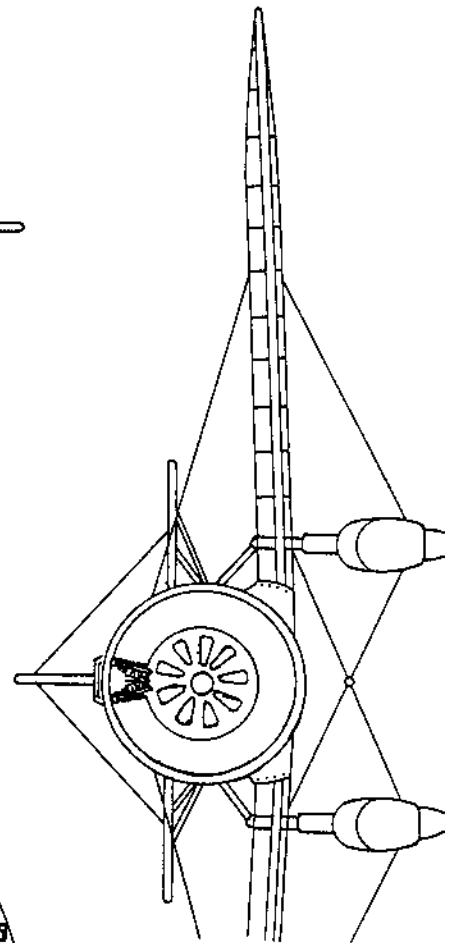


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Gee Bee Senior Sportster 3-View

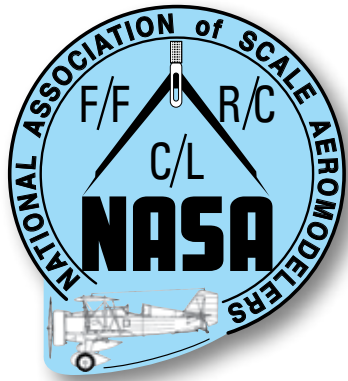


Wingspan 30 ft.
 Length 21 ft.
 Area 135 sq. ft.
 Weight P&W Wasp Jr. 1500 lbs.
 P&W Wasp 2000 lbs.



Gee Bee
 SENIOR SPORTSTER
 MODEL Y

Manufactured By
 Granville Bros. Aircraft Inc.
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 Springfield, Mass.



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