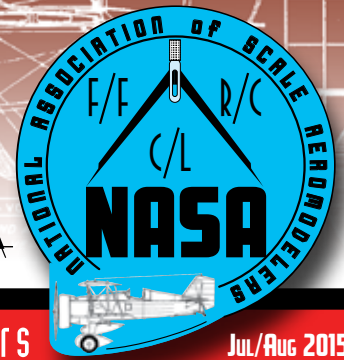


# REPLICA



Newsletter of the National Association of Scale Aeromodelers

Jul/AUG 2015

## PRESIDENT'S NOTES

Hello everyone, this year has started off great. As far as NASA we have experienced an increase in our membership, we have over 200 members now. What has caused this to grow? I have a couple of ideas. First is the number of NASA Scale Open contests around the country, including the Rough River symposium. What a great event with scale modelers sharing their experiences and building techniques. It is on my list for next May. The second is Facebook. I never thought I would say that but it is true. This group formation was the work of John Boyko. It has turned out to be a site where you can ask questions, post pictures, and show new projects. It has a great following and I wish they would all join the organization. Our hobby has become more social, and the approachability of our members has helped tremendously. Keep up the good work and Tina will be able to award the prize for the 250th member.

The officers this year have been very innovative in keeping new and different ideas to keep our members involved. Thank you everyone.

Don't forget the Columbus Scale Classic is August 15-16. This is a qualifier for our event in September and the Masters in October. Barb and I will be hosting the Monster Hangar party Saturday evening. All pilots and guests are welcome. We are doing something different this year - we are having a pig roast. So if you plan on attending please email me so I can get a pig big enough. Please bring your own beverage, and if you care to, a desert. We have everything else covered. Oh, The Monster Slushy Machine will be there so I promise no one will be thirsty. This is also National Model Aviation Day and proceeds from the contest will be donated to the Wounded Warrior Project. Hope to see you there.

Thanks everyone for all your help in promoting scale modeling.

*MIKE BARBEE*  
mabarbee@aol.com

### NATS PICS & MORE

Be sure to visit our Flickr page for tons of NATS pics, and more. Click the logo or visit this link: <https://www.flickr.com/photos/99965155@N02/>



## LATE BREAKING NEWS

### 2016-2017 OFFICER ELECTIONS

NASA Officer elections will be held later this year for the President, Vice President and Secretary/Treasurer positions. We invite anyone interested in running for one of these positions to please contact one of the board members so your name can be included on the ballot that will be sent later this year.

Currently we have received the following nominations:

- President:** Mike Barbee - incumbent  
Mark Lanterman
- Vice President:** Dale Arvin - incumbent  
John Boyko

**Secretary/Treasurer:** Tina Patton - incumbent

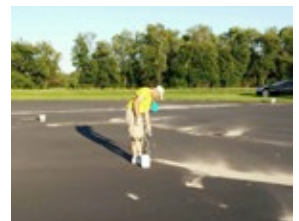
We'll close the nomination period on September 30th and complete list of candidates will appear on the NASA website, and the November/December Replica, along with their campaign statements.

### 2015 NASA SCALE CLASSIC

As you know I've been working with a great group of guys at the LMAC club in Lexington, KY - site of the NSC later this year. It's a great site and the only issue we had is that the Control-Line circle had some pretty big cracks in the runway. Several were large enough to swallow the wheels of many models, if not the models themselves.

Well, no longer! I'm happy to say that I've just heard from Curtis Adams that the cracks have been repaired and all should be ready to go come contest time.

If you haven't earned your NSC invite for the upper classes, you're running out of time. Invites for the Hoosier Scale Classic will go out later this week and that only leaves 4 more Opens. Even if things don't go your way, you can still come and fly in the non-invite classes for either C/L, R/C, or both!



*MARK LANTERMAN*  
mark@airbornemedia.com

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# 2015 RC SCALE NATS WRAP-UP

2015 presented some interesting situations for us this year during the NATs. With several Control Line events still finishing up on Friday, this meant that there could be no practice flying until all of the Control Liners were finished and out of our safety zone. Flying commenced around 3 p.m. on Friday for those who stuck around. Also, for those present Friday night, the pizza arrived around 6 p.m. and with all those hungry mouths it didn't last long (boy was it good too!). Thank you Mike!

Saturday we had our second set of unusual circumstances. Control Line Stunt was finishing their fly-offs on the L-Pad which happens to be right out in front of our flight line. The wind was coming from the south which meant that we should use the angled runway, putting our flight paths even that much more towards the L-Pad. Everyone did a great job altering their downwind flight paths to stay away from the L-Pad. I only had a few nasty calls on the radio during the first round of flights complaining of aircraft too close to the L-Pad. Otherwise, everything went along just fine.

There were a few unfortunate mishaps of aircraft landing at the wrong angle of attack with the ground resulting in a lot of pieces that needed to be picked up. This usually happens at most scale contests but not from some of the better pilots!

Another new happening this year, we had a contestant (Grant Hiestand) who flew in his first RC Scale contest while also competing in Control Line Scale at the same time. He was kept quite busy driving back and forth from the Control Line site to the RC site to get his flights in. He took first place in his class in control line and did a respectable 3 place in Fun Scale Novice.

The Top Flite Zero was won by Clint Seyer from Bloomington, Indiana. He purchased his ticket at the Toledo show in April. Clint flies mostly pylon racers and said he was thinking about entering Scale at the NATs this year, but decided not to at the last minute. Now he is hoping to use the Zero in a contest or two this summer/fall. We wish him the best of luck and hope he finds that flying in Scale can be just as rewarding as flying pylon.

I want to thank all of my judges and everyone else who stepped up to help/support me this year. I couldn't do without them. It's a daunting task to put on a national contest and I appreciate all of the help I can get. I try to run the contest as I would like it to be if I were competing. Plus, it's the contestants who say "Thank you for a great contest" that makes all of the effort worthwhile.

See you on the flight line,

*JIM MARTIN*  
hooitelovesremy@yahoo.com

# HOW TO REPAIR A FIBERGLASS COWL

Gerry Yarrish, editor of Model Airplane News magazine, has shared another one of his great tips. Unfortunately space is really tight this issue so there's no room to print it here.

But fear not. Below is a link here so you can read the entire article online.



Click this link: <http://bit.ly/1fOWCEa>

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# CONTROL-LINE NATS

The 2015 U S Scale Nationals have come and gone. Weather this year was not a big factor like it was last year. On the control-line side every pilot had the opportunity to get their four flights in. Saturday and Sundays temperatures were in the low 90's and the winds stayed under 10mph. We only had one crash and that was not due to weather.

Some of the positive notes were Burton Brokaw's landing gear worked this year and Ed Mason brought a new Super Connie to the NATS which makes 16 engines he took care of. Grant Hiestand was busy parting his time between R/C & C/L and Fred Cronenwitt's electric B-29 made it 5 four engine models.



As usual Dave Platt showed up with a new model (Val) to take high static in Sport scale. Mike McHenry was the new kid on the block with his P-39 entry in Fun Scale and a "well done" 3rd place in that event. Needless to say I was quite proud of the Red Bull Extra 300S. Team Scale 1st & 2nd place was separated by .38 and the competition in all the events were closely contested.

High static awards were made and sponsored by John Brodak, they are a work of art. In the 5 classes there were no double winners.

NASA Flight Achievement award went to our friend from Canada, Chris Brownhill. Chris acted as a "proxy" pilot and flew more flights than we can remember. Thanks Chris.

The overall C/L National Scale champion comes out of the "Sport" scale event and this year's champion is Ed Mason from Coco, Florida.

Unfortunately there were four entries that did not show and three pilots in attendants that for their own reasons did/could not compete. Still, of the 45 pre-entered we had 31 aircraft that went to the air. Numbers continue to increase each year. Make your plan for 2016.

In closing I would like to say a BIG thanks to Buzz Brodak, Carol Scheider and Shirley Sheeks. These ladies keep everything running smooth and if we were ever to lose them I would consider going fishing that year. Jack Sheeks and Steve Couch controlled the microphone and kept the information flowing. Our judges did a fantastic job again this year. Their expertise as full scale pilots make for great judges. Thanks Mike, Roger, Bob and Jeff.



"Open" scale contest coming up are, Dayton, OH., Sugar Grove, IL., and St. Louis, MO.

Make your plans for the NASA Scale Classic in Lexington, KY.

Blessings  
*AVEN GOFF*  
fcm95@comcast.net

## EARN YOUR INVITE TO THE

# SCALE Classic

## FOR COMPLETE DETAILS VISIT [WWW.NASASCALE.ORG](http://WWW.NASASCALE.ORG)

## SCALE EVENT CALENDAR

*Click event names for more information.  
NASA Scale Open events are noted in blue boxes.*

### HOOSIER SCALE CLASSIC

August 1-2, 2015 - Seymour, Indiana

### COLUMBUS SCALE CLASSIC

August 15-16, 2015 - Westerville, Ohio

### DAYTON BUZZIN' BUZZARDS C/L OPEN

August 8-9, 2015 - Dayton, Ohio

### BROKEN ARROW

September 19-20, 2015 - Valley Park, Missouri

### WENATCHEE SCALE RALLY AND NW SCALE CHAMPIONSHIPS

August 13-16, 2015 - Wenatchee, WA

### NASA SCALE CLASSIC

September 25-27, 2015 - Lexington, Kentucky



# 2015 RADIO-CONTROL SCALE NATS RESULTS

Contestant	Model	Static	R1	R2	R3	R4	Total
<b>FUN SCALE NOVICE</b>							
Alex Porter	Extra 330 SC	5	89.75	95.25	95.50	96.50	101.00
Greg Alderman	Extra 300	5	88.50	93.75	93.75	93.75	98.75
Grant Hiestand	Taylorcraft	5	65.75	77.75	91.50	00.00	89.63
Jeff Black	J-3 Cub	5	54.50	77.50	87.75	80.25	89.00
<b>FUN SCALE EXPERT</b>							
Dustin Buescher	F-16	5	94.50	98.25	97.50	97.00	102.88
Terry Nitsch	MiG-15	5	98.25	94.50	97.50	93.50	102.88
Jeremy Arvin	Corsair	5	93.75	93.00	95.50	94.25	99.88
Mike Barbee	J-3 Cub	5	92.00	96.00	93.25	0.00	99.63
John Schroeder	Extra 330SC	5	93.75	95.25	92.25	94.00	99.63
Curtis Adams	P-47	5	82.50	92.50	90.25	95.50	99.00
Al Kretz	Fokker DVII	5	93.25	94.25	83.50	86.50	98.75
Evan Gaston	Aichi Val	5	85.25	87.75	91.25	96.00	98.63
Dale Arvin	J-3 Cub	5	94.25	88.75	93.00	91.50	98.63
Steve Eagle	Fokker DVII	5	94.50	89.75	90.50	89.75	97.50
Jack Buckley	P-51	5	89.75	94.25	00.00	86.75	97.00
Mark Lanterman	Clipped Wing T-Craft	5	91.00	91.50	88.00	00.00	96.25
Ted Roman	J-3 Cub	5	89.50	87.75	79.25	80.75	93.63
Earl Dever Sr.	DH Beaver	5	87.25	87.75	86.75	00.00	92.50
Ed Terry	Ultimate	5	75.50	83.50	89.75	00.00	91.63
Dan Gaston	Tiger Moth	5	85.75	85.75	87.00	00.00	91.38
Glen Learnahan	J-3 Cub	5	80.00	70.00	86.00	86.00	91.00
Stan Alexander	Hellcat	5	79.25	83.50	00.00	80.50	87.00
Doc Gray	Tigermoth	5	88.50	00.00	00.00	00.00	49.25
<b>OPEN SCALE</b>							
Steve Ort	Extra 300	89.50	84.50	87.00	90.50	89.75	179.625
Jeff Pike	Savage C.	91.50	81.25	86.25	27.50	87.00	178.125
Ted Roman	SE 5a	89.00	30.00	00.00	00.00	00.00	104.00
<b>SPORT SCALE SPORTSMAN</b>							
Earl Dever Jr.	P-47	94.50	79.00	92.75	92.00	00.00	186.875
John Schroeder	F4U Corsair	93.00	86.75	89.75	60.00	00.00	181.250
Chuck Snyder	SBD Dauntless	96.00	69.25	00.00	00.00	00.00	130.625
<b>SPORT SCALE EXPERT</b>							
Mike Barbee	Beech T-34	97.50	94.25	95.50	98.25	00.00	194.375
Jack Buckley	Tiger Moth	99.00	91.00	82.50	38.75	94.25	191.625
John Boyko	Pitts S1A	91.00	95.50	90.75	95.25	93.25	187.125
Al Kretz	Dornier D023	99.00	27.50	91.00	83.75	00.00	186.375
Gary Parenti	Beta Minor	93.75	86.75	85.50	94.75	00.00	184.50
Keith Numbers	Sea Hornet	88.25	94.25	92.00	91.25	93.50	182.125
Larry Folk	Piper PA18	96.00	85.00	00.00	00.00	00.00	138.500
<b>TEAM SCALE</b>							
Dennis Grady (B)							
Dustin Buescher (P)	MiG-15	97.25	92.00	97.25	96.50	97.50	194.625
Dale Arvin (B)							
Jeremy Arvin (P)	SNJ-5	97.50	95.50	96.00	94.50	95.25	193.125
<b>DESIGNER SCALE</b>							
Jeff Foley	BF109E	97.50	95.25	69.00	00.00	00.00	194.375
Bill Brucken	Sopwith Pup	95.50	40.25	59.75	00.00	00.00	191.625
Hal Parenti	Fireball	99.00	44.00	22.75	00.00	00.00	132.375

Flight Achievement Award - Jack Buckley



# 2015 CONTROL-LINE SCALE NATS RESULTS

## TEAM SCALE

1. McHenry / Goff	Extra 300S	176.88 (High Static)
2. Gilbert / Mason	B-17	176.50
3. Bauer / Bauer	Skyraider	161.50
4. Jensen / Jensen	Skybolt	77.75

## SPORT SCALE

1. Ed Mason	Constellation	183.75
2. Frank Beatty	Hawker Fury	177.63
3. Charlie Bauer	Islander	172.50
4. Dave Platt	Val	113.50 (High Static)
5. John Brodak	Cosmic Wind	dnf
5. Jim Fruit	Speedster	dnf

## AUTHENTIC SCALE

1. Grant Hiestand	Spacewalker	178.75 (High Static)
2. Allen Goff	Cessna 182	131.50
3. Ed Mason	C-124	126.75
4. Charlie Bauer	Bristol MIC	108.75
5. Frank Beatty	Stearman	108.63
6. Richard Schneider	Cub	dnf
7. Dave Platt	OV-1	dnf

Flight Achievement Award - Chris Brownhill

## FUN SCALE

1. Burton Brokaw	P-51	106.13
2. Chris Brownhill	Gladiator	102.63
3. Mike McHenry	P-39	96.88
4. Ed Mason	DC-6	95.50 (High Static)
5. Fred Cronenwitt	RV-4	89.88
6. Jeff Jensen	Corsair	83.88
7. James Jensen	Yak	12.50

## PROFILE SCALE

1. Fred Cronenwitt	B-29	182.75
2. Peter Bauer	DH-88	176.00
3. Chris Brownhill	Yale	174.50 (High Static)
4. Jeff Jensen	Texan	138.25
5. Dave Platt	IL-2	dnf

## 1/2A SCALE

1. Frank Beatty	Aero Active	114.50 (High Static)
2. Allen Goff	F2A Brewster	106.00
3. Chris Brownhill	Hampton MK1	103.88
4. Mike McHenry	P-39	101.75
5. Charlie Bauer	Volksplane	70.75
6. Dave Platt	TA-154	dnf
6. Richard Schneider	T-6	dnf
6. Roger Wildman	F-2A Brewster	dnf

## FLYING, A FAMILY AFFAIR

This summer has been crazy busy for those of us who live in the middle part of the U.S. and love flying. In spite of record rains, there still has been a lot of aviation activity. Last month the Scale Nationals happened at the AMA site in Muncie, Indiana. The following week was the EAA's Airventure in Oshkosh, Wisconsin. This year I was able to attend both events, and have an even greater appreciation for what has become a family, brought together by the love and passion for flying.

This year during the Scale Nationals we really saw people pull together to get things accomplished. There were several people who were at the NATS that didn't have an airplane to fly, but showed up to help where they could to make the event successful. The Saturday picnic was brought together by these individuals who stepped up to help. The storm that blew through Saturday made a big mess of grounds. Fortunately no airplanes or people were damaged or hurt, but the debris from canopies, tents and garbage was spread all around the runway/pit area. Seeing the people out there after the rains, helping to clean the area up really defined that we are a family and are willing to jump in and help out. This really made the AMA's job of setting things back up much easier on Sunday. It doesn't stop there.

The following week was EAA's Airventure in Oshkosh, Wisconsin. Just in case you don't know what Oshkosh is, it's the largest aviation celebration in the world. How big? The stats are over 550,000 people and over 16,000 aircraft were in and out, over the length of event. I have loved airplanes as far back as I could remember, but I had always felt that there was a "divide", if you will, between full scale and model aviation, and that the two didn't play well together. That perception is changing! As some of you know last year Matt Chapman was able to

convince the EAA, FAA and NTSB to allow R/C airplanes to be a part of the afternoon airshow! They must have been impressed because the R/C guys were invited back to fly again this year! In fact the AMA had an even larger presence this year with their sim-trailer and flying smaller planes at Pioneer Airport after the airshow. I was able to be a spotter for the group who flew in the airshow and was blown away from experience to say the least!

What struck me the most was how the people looked at the R/C models. (Of interesting note, of the 4 pilots that flew, 3 of them are scale competitors.) The VAST majority of the people, and several of the airshow pilots, asked very thoughtful questions and were genuinely interested in the aircraft. As we moved from the staging area to the flight line, not only did the crowd make a way for the planes and pilots, but they took pictures of the planes and pilots as they moved past. It was not any different from when full scale aircraft were moved around the grounds. After the guys were done flying, I heard a ton of compliments from the crowds many were impressed with the size and details of the models. I began to realize that these full scale pilots looked at the models, not as a "toy", but as another aspect of aviation - as a member of the family of aviators!

In the recent days of FAA rules, and less than positive events in the media, presenting MODEL aviation in a positive light to the public at this venue was totally amazing. The guys and support people did a fantastic job being ambassadors for model aviation! As we go about looking over our documentation for our next project, it is fun to realize that we share more in common with our full scale brothers and sisters than not. The biggest common denominator is the love of flying!

Till next time...

Go glue something together. You can always sand it off later!!

*JOHN BOYKO*  
sir-smoothie@earthlink.net



## 12 INCHES TO THE FOOT

Wow, the Nationals is just over and it was a busy week. We had good weather most of the time especially when we were flying on Saturday and Sunday. Other times it wasn't so hot, but rather wet and straight line winds!

We had our NASA banquet on Saturday night and the raffle plane provided by Hobbico and several other vendors was raffled off. Darn, I didn't win again! Our thanks goes out to all the companies who contributed to the Top Flite Zero. Dick Petit built the model and I'm sure from the video I've seen it flies great. The winner was Clint Seyer of Bloomington, Indiana.

We had a great time there at AMA Headquarters. The wind for one time was right down the runway pretty much all weekend from southwest to northeast. It was hot, but gee guys and gals, it's Indiana in the summer time.

Some interesting subjects at the Nationals this year included Jeffrey Pike's Savage Cruiser and Grant Hiestand's Fuji FA200 Subaru (both civil aircraft). Jack Buckley's 33% DH-82a Tiger Moth was entered in Expert as he didn't cut the wing ribs for this model. He said that the next one he would. Bill Brucken brought his new Sopwith Pup at 1/3rd scale with a 9 foot wingspan that took Bill 3 years to construct. This one was flown at the 1996 Fly-in at Dayton's USAF Museum WWI event. Another model I liked to see is a seldom modeled DeHavilland Sea Hornet, a big twin that sort of looks like a Mosquito.

The turnout that looked sort of slim picked up during the last week before the Nationals. I'm betting it was due to the weather forecast.

Our Thanks goes out to all of the volunteers who helped with the event both on the RC and CL side of the site. Without these hard working members the Nationals would not be possible. Tina a.k.a. "Sparky" and her husband Bob were there pretty much all week and purchased the food for the banquet and oversaw that part of the Nationals and I'm sure there was many, many other items they took care of. We had help with the banquet from Ed "Grillmaster" Terry, a gentleman from Texas who's name escapes me, Jeff Foley, Shannon Ort and many others as well.

I actually got to fly 3 rounds and my retracts worked for most of those 3 rounds. I replaced the mechanical retracts in my Hangar 9 Hellcat for a set of the new E-flite retracts (I hate mechanical retracts). They worked pretty good after getting out the bugs and gremlins. It was the first time I've flown at a contest without a transmitter tray and holy crap I really missed it. I would have probably have won if I'd had it- yeah right! Oh, well I had fun even if Ed Terry was calling for me again on Saturday.

I would like to send out a HUGE Thank You to Lisa Lanterman who took over my camera and shot photos for me while I was getting ready to fly on Sunday and did a great job! Thanks again!

Next year I hope to see everyone there at the Nationals. The camping fees are going up next year for the site and I'm hoping to see improvements in that area like paved or concrete pads (Mike B. there's a bid for you), pool, water/sewer/electric at all sites as well as cable TV hook ups. \$35 a night should get you most of that at least - "should".

Well in a couple of months we all go to Lexington, Kentucky for the NASA Scale Classic and there are several contests in between. So check out the website to see if something is in your area.

### FAI NOTES

Anyone who is interested in F4 RC Scale should please take a look at the competition section in the AMA website and download the AMA White booklet on FAI Teams etc. This will give you an idea of what we have to do to get a team together for a possible 2018 World

Championships. It's been rumored it will be in Canada and that's just what it is at this time - a rumor. It could be in Italy or France again, nobody knows at this time. When we find out I'll be the first to get the information out to everyone ASAP!

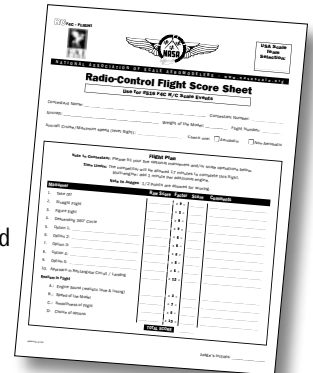
Well I'm looking forward to the NSC in September because that means I have 3 months left to work!

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

## WWW.NASASCALE.ORG

### 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](http://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 aeromodelling - whether it's here on the National front, or on the International front - the domain of the FAI.



### 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.

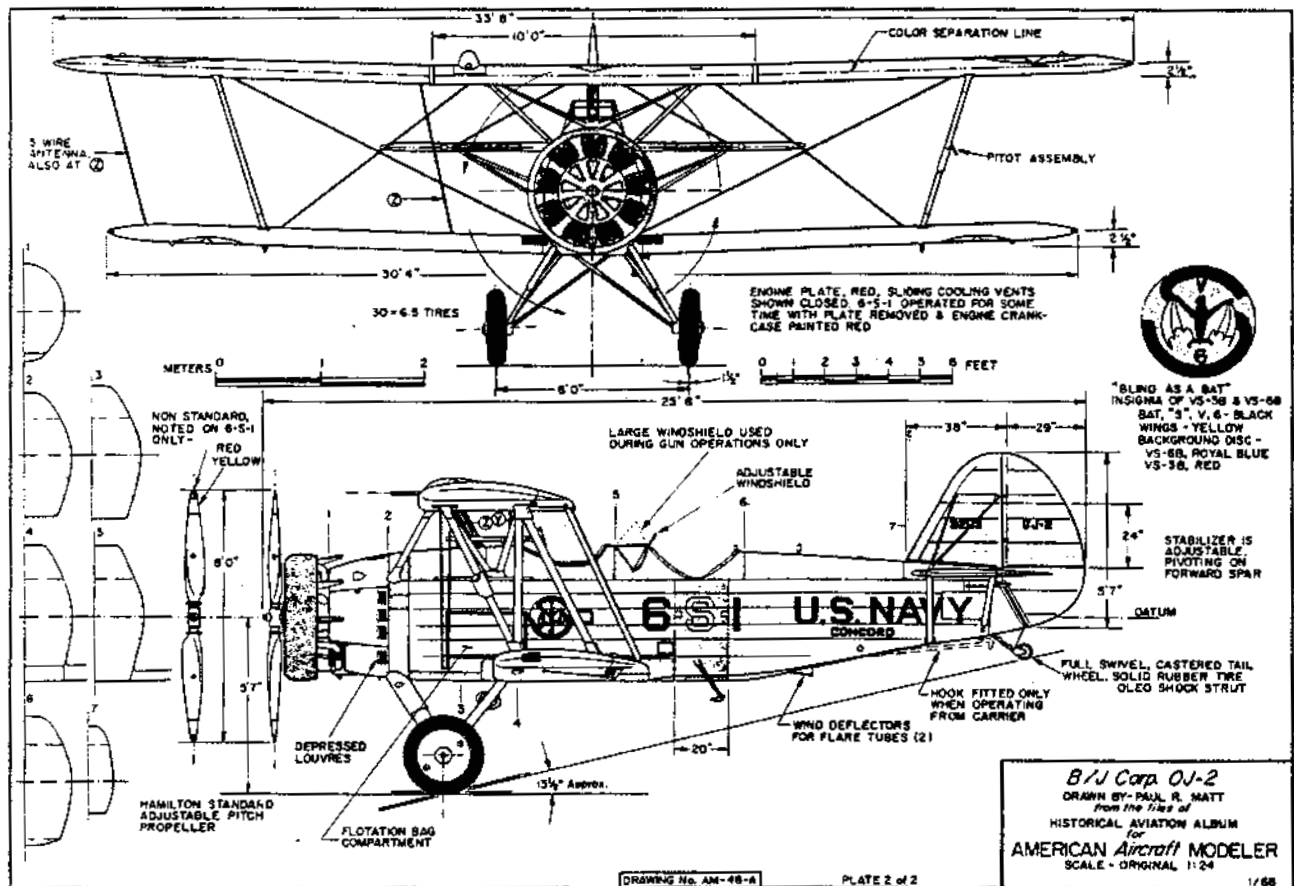
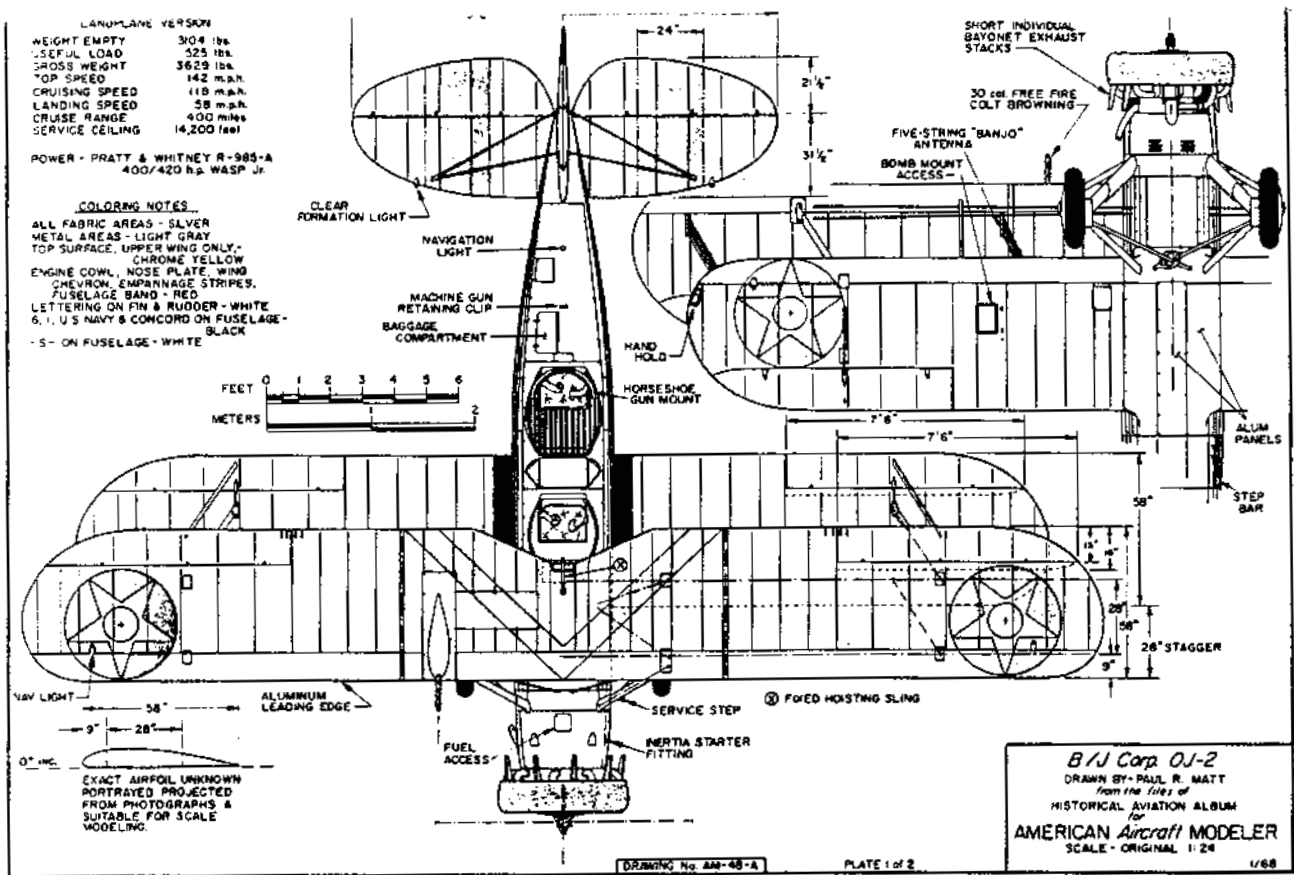
One is the regular pdf that we invite contest directors to download and printout for use in their contests.

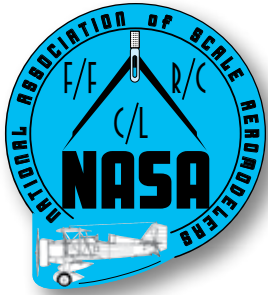
The second (and more exciting) version of the form is the "intelligent" form. Using this version and an up-to-date version of Adobe's Acrobat Reader, you can fill out all your information using your computer, then pre-print copies to take to your next scale event: information about yourself, your plane 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!

**THE ONLY TIME YOU HAVE  
TOO MUCH FUEL IS WHEN  
YOU'RE ON FIRE.**



# B/J CORP. OJ-2





## IN THIS ISSUE:

- **C/L AND R/C AMA NATIONALS REPORTS!**
- **THE LATEST IN SCALE NEWS! • B/J CORP. OJ-2 3-VIEW**

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Make checks or money orders payable to: **National Association of Scale Aeromodelers.**

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