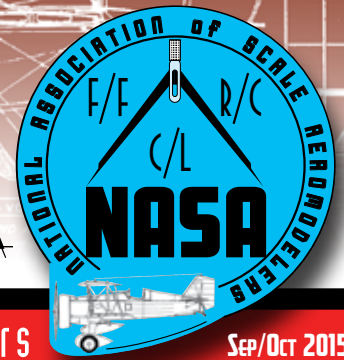


REPLICA



Newsletter of the National Association of Scale Aeromodelers

SEP/OCT 2015

IT IS TIME TO RENEW YOUR NASA MEMBERSHIP!

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This issue is devoted to coverage of the 2nd Annual NASA Scale Classic. We're all just back from spending a great weekend at the Lexington Model Aircraft Club (LMAC) field in Lexington, Kentucky.



For those new NASA members who might not be familiar with the NSC, it is our end-of-year, best-of-the-best contest for C/L and R/C. The upper (judged) classes earn their way by placing in the top 30% in a NASA Scale Open event earlier in the year. Non-judged classes are open-entry where everyone can come and compete. We also have an unofficial themed R/C event each year, with this year's theme being pre-WW2 racers.

First off, let me say that the LMAC club was an absolute joy to work with. Curtis Adams and the crew welcomed us with open arms and provided a first-class facility for all our C/L and R/C needs.

With over 180 pilots earning an invite to this year's event and 55 of them pre-registered, we were hoping for a much larger turnout than last year's NSC at Muncie. A last minute change in the weather kept several of them from attending, but we still had a larger contest than last year with 44 entries between C/L and R/C.

Friday is always a day for static judging and practice flying. With weather threatening, everyone got to work early and we finished just in time as light rain started mid-afternoon and lasted most of the rest of the day.

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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

The nomination period will close October 15th and complete list of candidates will appear on the NASA website.

The next issue of the Replica (November/December) will be sent out on November 1st and will include each candidate's campaign statements.

Ballots will be mailed on November 15th and will need to be received by December 31st.

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Saturday the weather was better - a bit breezy with 8-12mph winds, but straight down the runway. With the exception of a couple of five minute sprinkles, the rain held off.

Sunday's weather was the best of all. The sun broke through the clouds, and the winds were light. I joked that our shipment of good weather did arrive, just 2 days late!

As the coordinator of the NSC, I really spent a lot of time making sure things are all in place: the site, the awards, the paperwork, etc. But this year was one extra "headache" - that of debuting a new scoring program for the R/C side of things.

I've been bouncing ideas back and forth with Jeff Pike for a while now, on a brand new scoring program that tallies the scores in a much more efficient manner. In the past the majority of scoring systems are some form of an Excel spreadsheet. It certainly does the job, but in some cases the scorekeeper had to also rely on a calculator to compute flight scores. Jeff introduced a revised version of his scoring at Columbus earlier this year and it did make things easier, but after showing him a prototype of what I was working on, he encouraged me to continue in the direction I was going and I certainly appreciate his help.

This new program is part registration and part scoring, built on a database philosophy. With all of the pilot's information at hand, registration and scoring is a breeze and I'm happy to say that it worked quite well at the NSC. Right now, I only have this running on Mac and iOS platforms (iPhone, iPad), but I hope to have a Windows version completed over the winter. I'll have more on this program in an upcoming Replica.

We also re-instituted something that I helped with back at the Nationals many years ago. Posing each pilot in front the new NSC banner, we shot photos of the entrants with each of their planes and you'll see them in the following pages. These are also available to view and download on the NASA Flickr site.



NASA SCALE CLASSIC PICS

Be sure to visit our Flickr page for all the NSC pics, and more. Click the logo or visit this link: <http://www.nasascale.org/flickr>

flickr

With the rains approaching mid-afternoon, we closed up shop for Friday. I rushed off to the hotel to input all the static scores and after a good night's sleep, we were ready for round 1.

During the pilot's meeting Saturday morning, I pressed home just how generous many of the vendors were this year with their donations. A complete list of sponsors is shown on this page, and those of you who are reading the .pdf version can click on each of the logos to be taken to that vendor's website. We can't thank them enough for their support as donations included things as simple as T-pins, hinges, glue and small building supplies, all the way up to radios, kits and a some quite valuable gift certificates.

Round 1 was interrupted by brief rain showers a couple of times, but only for a few minutes. The winds were gusty but thankfully right down the runway.

After Round 1, we broke for a lunch break and started the first round of our unofficial pre-WW2 racers event. With the exception of my Travel Air Mystery Ship entry entertaining the crowd by refusing to cooperate or take off, the event went well with 4 planes entered. We almost dropped to three entries, as Steve Eagle forgot to bring the transmitter for his Rearwind Speedster. Thankfully, Jack Buckley had a spare and was able to help Steve convert things over.

Jack also brought his DJI quadcopter to the event and did a little video up and down the flightline during the lunch break. All of the competition planes (C/L and R/C) were lined up along the runway for the spectators to see. He shared that video with me and here's the direct link to that video: <http://bit.ly/1L2uE4j>

On the R/C side, round 2 went just about as smooth as round 1 and we finished for the day around 3:30 in the afternoon. On the C/L side, a few flights were flown, but the gusty winds were right at their safety maximum, so they had to postpone most of their flying until Sunday.

And what a day Sunday was as the morning brought on a much different weather picture. Light winds and the sun peeking through the clouds, but even though it was still overcast, it was a bit warmer and a great day for everyone.

Several times throughout the day I found myself smiling, just looking around and seeing all the action. I served as R/C flightline boss as much as I could, but I also got to watch a bit of the C/L action as the C/L circle was just a few dozen steps away behind the pit area. Seeing Ed Mason holding on to that impressive 4-engine Connie was a neat thing to see.

I asked Allen Goff (the C/L CD) to offer a few words and here's his take:

Radio control scale and control-line scale together outside the U S Nationals, what a concept. Well, it happened the last weekend in September and what a great time it was. You can see some fantastic pictures and videos on the NASA web site. Each day started with announcements, morning prayer and the national anthem. Mark Lanterman did a super job in coordinating this great event.

On the C/L side we had close competition in all the classes and in most cases the final winner needed his last flight to prevail. We had competitors from Indiana, Florida, Georgia, Pennsylvania and Ohio. As for the weather, Saturday was overcast with some spotty drizzle and winds 7-10 mph. Sunday was perfect, winds 5-7 mph, sunny and clear. Happy to report there were no mishaps, all airplanes went home in one piece.

There were two new scale competitors in their second C/L scale contest. Mike McHenry and Roger Wildman gave a good account of their flying abilities. Veterans like John Brodak, Ed Mason and Richard Schneider took home most of the hardware. Ed Mason's Constellation won the Pilot's Choice and Richard Schneider received NASA's Flight Achievement award. The closest class was Fun Scale, first and second place was separated by .3 (101.725 to 101.425)

The best time all weekend was when the R/C & C/L scale ships were lined up on the airstrip, everything from a 1/2A F-2A Brewster Buffalo weighing 8 ounces and a wingspan of 21 inches to Mike Barbee's T-34 at 100+ pounds and BIG wing span - and everything in between. It was very impressive.

We would like to say THANKS to all the NSC sponsors. It seemed like Christmas during the awards



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presentation, lots of modeling gifts courteous of all those sponsors.

To all our C/L scale friends stayed tuned to the NASA web site for information regarding plans for the 2016 NASA Scale Classic. Make plans to come and join us next year, you'll have a great time. Next stop, Toledo Expo in April, see you there. Blessings, Allen.

Once flying was over on Sunday, we were all pleasantly surprised that no airplanes were lost. Yes, there was the occasional bad landing, some landing gears were damaged and a couple of dead-stick landings will require repairs, but nothing more serious than that.

The final scores can be seen on the following pages and photos of the winners are online for your viewing pleasure.

Beyond catching up with old friends, making new ones, and having a great time swapping stories, three things really stood out to me.

First was how great it was to have C/L and R/C so close together. Everyone could easily mingle and watch each other's flights.

Second was a presentation that Earl Dever Jr. worked up. On Sunday morning, he presented the competitors which were in last place in each division with his brand new product - Fly-Good. According to Earl, spraying a bit of this on a plane was guaranteed to make it fly better. Each of the spray bottles contained a healthy amount of the red fluid, with the exception of the bottle given to Al Kretz. For some "unknown" reason, his bottle was more of a yellowish-urine color. Earl explained that this bottle contained a mixture of "donations" from some of the other competitors. It was all in good fun and gave us all a great laugh.



But the third thing was the highlight of this year's NSC for me. NASA's Secretary/Treasurer, Tina Patton, suggested that we give a donation back to the club after the event, as a small token of appreciation for all their hard work and help. It was my sincere pleasure to present the LMAC club with a check for \$500 on behalf of NASA.

In closing, I wanted to make one more point. This article is written from my point of view and the word "I" is in here quite a lot. Yes, I did the majority of putting this event together, but it couldn't happen without a LOT of help from the NASA officers, my LMAC contact Curtis Adams, my 2 cd's - Allen Goff and Dale Arvin, all of the judges who volunteered their time, Stan Alexander with his photography and continued sponsorship of our Unofficial event, Al Kretz for his last minute donation of prizes, as well as Curtis Cox and Derrick Lindsey for the use of their sound system and our food vendor. But there were also two other people who I forgot to thank at the closing ceremonies. My son Spencer was not only my caller, but he also helped me get things setup and was the score sheet "runner" both days. Also, my lovely wife, Lisa, had the

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thankless job of putting up with me over the last several months of preparation, as well as running the scoring system for the entire contest. Without all of these volunteers, the NSC couldn't have happened and I thank you all for your help in this as it was a true team effort.

After I got home, I found an email from Curtis in my inbox, and you can see it here, to the right. It was said earlier, but it bears repeating what a great facility they have and if you ever find yourself in Lexington, stop by and see it for yourself.

So, what's in store for the 2016 NSC? We will continue tweaking a few things on the contest. Also, the board is compiling a list of candidate fields and I've heard St. Louis mentioned, as well as a few other sites. If you have a site that you think might work, let me know and we'll throw it in the list. We're looking for sites that have paved C/L and R/C runways, and hopefully a grass R/C runway as well.

Oh, and Stan wanted me to let everyone know that next year's Unofficial Event theme will be WW2 trainers. In keeping with the theme, this month's 3-view just happened to be a WW2 trainer - the North American BT-9.

MARK LANTERMAN
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Hi Tina, Mark and the NASA board,

I wanted to let you know that we, LMAC really enjoyed having the NASA group use our field for the weekend. I heard nothing but positive comments about the event from our members. We also are very appreciative of your generous donation to the club. We weren't expecting anything and that was a total surprise. You guys were great to work with and I would do it again in a heartbeat.

I wish the weather had been a little better and the aroma in the air was a little more pleasing to the nose but those things are out of my control. We haven't noticed the smell from the mulch pile until recently. I'm not sure why it seems to be worse than it was but for our next event I am going to ask the operator if they can hold off on turning the mulch or whatever makes that horrible smell until the weekend is over.

Please pass this note along to the rest of the board.

Thanks for putting on a classy event.

Curtis







2015 NASA SCALE CLASSIC RESULTS

520N R/C FUN SCALE NOVICE

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	FN2	Harris, Jesse	Taylorcraft	5	81.250	85.500	92.250	92.625		97.438
2	FN1	Boyd, Shawn	Extra 300	5	84.500	53.375	90.500	88.750		94.625
3	FN3	Handley, Carl	P-47	5	24.000	89.625	81.375	53.250		90.500

520 R/C FUN SCALE EXPERT (ADVANCED)

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	FE2	Lanerman, Mark	Laser 200	5	94.250	96.000	98.500	94.750		102.250
2	FE8	Arvin, Jeremy	Corsair	5	93.750	96.125	94.000	96.750		101.438
3	FE16	Eagle, Steve	D-7	5	86.625	94.500	96.625	94.750		100.688
4	FE12	Adams, Curtis	P-47	5	91.500	93.750	97.000	94.250		100.625
5	FE9	Dever Jr, Earl	Piper Cub	5	89.000	93.000	96.000	95.250		100.625
6	FE4	See, Michael	Wilga	5	89.000	94.875	92.250	95.750		100.313
7	FE14	Breunig, Mickey	Gee Bee Y Senior	5	88.250	92.250	94.000	95.375		99.688
8	FE15	Pike, Jeff	Cessna 310	5	92.750	92.500	90.000	91.000		97.625
9	FE7	Arvin, Dale	Cub	5	89.250	92.250	92.750	90.250		97.500
10	FE11	Roman, Ted	Cub	5	82.000	89.750	95.000	85.000		97.375
11	FE13	Buckley, Jack	Howard DGA-3 Pete	5	87.750	93.125	88.750	90.000		96.563
12	FE6	Kretz, Al	Fokker D7	5	86.750	93.500	85.500	73.500		95.125
13	FE3	Neal, Jim	F-16	5	82.500	93.250				92.875
14	FE5	Alexander, Stan	Hellcat	5	0.000	88.000	64.500	86.750		92.375
15	FE10	Dever Sr, Earl	Beaver		0.000					?

523 R/C OPEN SCALE

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	OP1	Pike, Jeff	J-3	98.50	89.000	90.375	88.000	82.250		188.188

511 R/C SPORTSMAN SCALE

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	SP1	Dever Jr, Earl	P-47	93.25	0.000		98.500	97.500		191.250

512 RC EXPERT SCALE

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	EX5	Barbee, Mike	T-34	97.25	96.750	97.500	99.000	99.500		196.500
2	EX3	Patton, Bob	Cessna 152	95.80	94.000	95.500	98.750	98.625		194.488
3	EX4	Buckley, Jack	Tigermoth	99.00	92.125	95.000	95.750	93.500		194.375
4	EX2	Kretz, Al	Stormovik	95.90	86.250	94.500	95.000			190.650
5	EX1	Folk, Larry	Cub	98.55	88.250	84.000				184.675

522 R/C TEAM SCALE

Place	Pilot#	Contestant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	TM1	Arvin, Dale	SNJ	98.13	96.750	97.000	96.500	99.250		196.250
2	TM2	Barbee, Mike	Cub	97.88	89.500	90.750	95.500	97.750		194.500

2015 NASA SCALE CLASSIC RESULTS

UNOFFICIAL EVENT - PRE WW2 RACERS

Place	Pilot#	Contestant	Aircraft	Bonus	Static	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	U5	Eagle, Steve	Rearwind Speedster	Yes	5	54.250	56.875				60.563
2	U4	Breunig, Mickey	Gee Bee Y	No	5	54.000	55.625				59.813
3	U3	Buckley, Jack	Howard DGA-3 Pete	Yes	5	53.000	54.500				58.750
4	U2	Lanterman, Mark	Travel Air Mystery Ship	Yes	5	0.000	0.000				?

R/C STATIC SCORES

Pilot#	Contestant	Aircraft	Class	Static
EX4	Buckley, Jack	Tigermoth	#512 RC Expert	99.00
EX1	Folk, Larry	Cub	#512 RC Expert	98.55
OP1	Pike, Jeff	J-3	#523 RC Open Scale	98.50
TM1	Arvin, Dale	SNJ	#522 RC Team	98.13
TM2	Barbee, Mike	Cub	#522 RC Team	97.88
EX5	Barbee, Mike	T-34	#512 RC Expert	97.25
EX2	Kretz, Al	Stormovik	#512 RC Expert	95.90
EX3	Patton, Bob	Cessna 152	#512 RC Expert	95.80
SP1	Dever Jr, Earl	P-47	#511 RC Sportsman	93.25

529 C/L 1/2A SCALE

Place	Contestant	Aircraft	76.25	32.25/37.50	112.600
1	Richard Schneider	T-6 Texan	76.25	32.25/37.50	112.600
2	Roger Wildman	Brewster Buffalo	72.00	38.00/39.00	110.500
3	Allen Goff	Brewster Buffalo	64.25	39.00/38.50	103.000
4	Mike McHenry	P-39	64.00	33.00/36.25	98.600

PILOT'S CHOICE

C/L - Ed Mason - Constellation
R/C - Jack Buckley - DH 82 Tigermoth

526 C/L FUN SCALE

Place	Contestant	Aircraft	8.0	93.50/94.00	101.725
1	Ed Mason	DC-6	8.0	93.50/94.00	101.725
2	Allen Goff	Waco Classic	9.3	91.25/93.50	101.425
3	Harry Crespo	Smith Miniplane	7.0	88.75/88.50	95.625
4	Mike McHenry	P-39	5.0	87.50/92.50	95.000

BOB LIRETTE FLIGHT ACHIEVEMENT AWARD

C/L - Richard Schneider
R/C - Jack Buckley

521 C/L PROFILE SCALE

Place	Contestant	Aircraft	86.0	ATT./76.00	124.000
1	Richard Schneider	Cassutt Model 2	86.0	ATT./76.00	124.000

509 C/L SPORT SCALE

Place	Contestant	Aircraft	91.5	92.50/95.75	185.625
1	Richard Schneider	Piper J-3 Cub	91.5	92.50/95.75	185.625
2	John Brodak	Shoestring	84.0	93.00/94.50	177.750
3	Ed Mason	Constellation	82.0	91.00/95.00	175.000
4	Allen Goff	Ryan STA	88.0	ATT/ATT	88.000

Andersen Designs



Andersen La-7
Built by: Jeff Quesenberry

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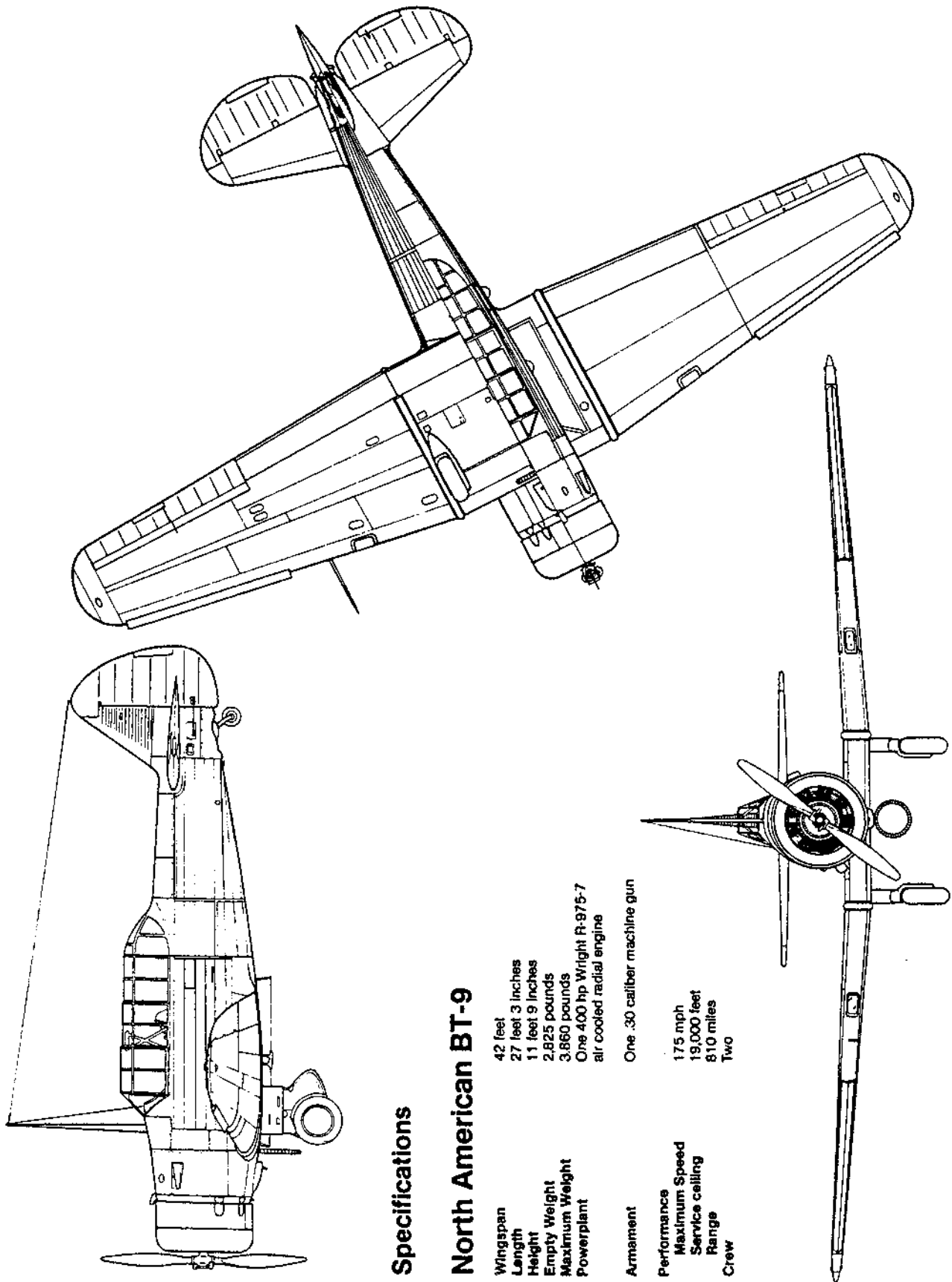
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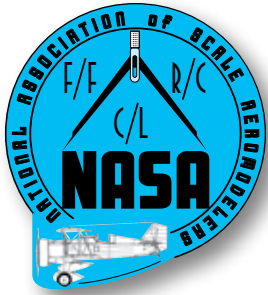
NORTH AMERICAN BT-9 3-VIEW



Specifications

North American BT-9

Wingspan	42 feet
Length	27 feet 3 inches
Height	11 feet 9 inches
Empty Weight	2,825 pounds
Maximum Weight	3,860 pounds
Powerplant	One 400 hp Wright R-975-7 air cooled radial engine
Armament	One .30 caliber machine gun
Performance	
Maximum Speed	175 mph
Service ceiling	19,000 feet
Range	810 miles
Crew	Two



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