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# REPLICA

JULY – SEPT 2016

## NATIONAL ASSOCIATION OF SCALE AEROMODELERS



Website: [NASASCALE.ORG](http://NASASCALE.ORG)

Special Interest Group  
representing FF, CL and RC  
scale Aeromodeling



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## President's Message

Hello scale modelers, this is our first newsletter since our minor shake-up. I want to thank the NASA members who stepped up and filled in for those who left. I hope the remaining loyal modelers continue to support our organization and our wonderful hobby. As most of you know I am competition orientated and have been through most of my modeling years. Part of our NASA mission statement is to promote scale modeling through competition. We fulfill this by operating the Scale National Competition each year. This is part of our charter with the AMA as the designated Special Interest Group. This year was a banner year for changes to the Nat's.

We moved the flying site to Site 4 on the AMA grounds. With the help of the AMA grounds team we were privileged to have an excellent runway and three days of practice if you wanted before the contest. Put this event on your calendar for next year, I promise you won't be disappointed.

NASA is promoting more contests each year. We are now offering monetary help to clubs who want to start a Scale contest. There are certain guidelines, which our treasure Jeff Pike, is working on. These will be listed on our web site. Have your club contest director check out the requirements and apply for your Scale Contest Grant.

Early this season we had the return of one of the oldest contests the Mint Julep, to its original venue Rough River State Park. Heck I flew scale and pattern there when I was in my twenties. Dale Arvin has made a commitment to continue this great tradition. Stay tuned for next year's dates and plan on a trip to Kentucky for some Scale fun. The AMA Nationals are also history for this year and I would like to thank and commend the group of volunteers who did an outstanding job running this event.

The competition calendar continues through the rest of the year, here is what is coming up. The Northeast Classic event was held July 23-24. Danny Carozza is the CD of the event. Email him at [Aeroplaneart@aol.com](mailto:Aeroplaneart@aol.com) The fourth annual Columbus Scale Classic was held August 20-21. One of the best grass flying sites in the world and member hospitality you will remember.

The NASA Scale Classic will be held at Green County Airport in Waynesburg PA. 15370. The airport identifier is KWAY. Come to PA and enjoy scale flying with our control line buddies, dates of the Classic are September 23-25.

That is all I have for this month, help us support our hobby, renew your membership and recruit a new scale modeler.

Mike Barbee  
NASA President



## Editor's Message

Welcome to the new look of Replica. We are starting with a clean slate to get something back in production again after some key people left NASA. While some things will be brought back like the 3-view and President's message this will be fresh start.

I am the CL scale columnist for Model Aviation and will be working the Replica newsletter. After flying CL scale for the past 27 years, taking pictures at Airshows and following RC scale there is a lot to be learned from both types of models.

RC and CL scale actually share a lot in common. At first glance you might think they are completely different but in the last 15 years the CL scale model has taken advantage of technology designed for RC scale. If you replaced the bellcrank in my CL scale models they could easily be flown in RC scale. CL scale have started to use 2.4 Ghz for our throttle control and other features.

This is your newsletter so if you have material that you want to share with everyone send me a note and let's get it published. Contest Reports, projects and building techniques are all welcome. I have put some topics that I am looking for to include in the Replica.

Fred Cronenwett – [CLSCALE7@GMAIL.COM](mailto:CLSCALE7@GMAIL.COM)  
NASA Replica Editor

## Articles wanted for the Replica

Want to see our building project or construction technique in the Replica?

Here are some topics that I am looking for:

- 1) How to mold a canopy when scratch building
- 2) How to make Fiberglass Cowls
- 3) Fiberglass techniques
- 4) Painting techniques
- 5) Contest Reports – CL or RC



## 2016 Oshkosh EAA Air Venture - Stan Alexander

It always amazes me when we go up to Oshkosh the number of airplanes we see there. It's been since the early 2000s since we've been back to Oshkosh and the place seems liked it's doubled in size now. The Classic/Antique section has spilled over into the general aviation section. We saw 6 rows of Cessna 195s, and just about every classic aircraft you could imagine sitting crammed somewhere around the taxiways.

Bring your camera, plenty of batteries, something quick to sit on, and water! Especially the water. Believe it or not it can get hot in Wisconsin and sometimes rain or storms happen. The air shows change with every day as well as the aircraft you see. Some pilots come for the week, while others may be there just for a day or two. We saw 6 B-25s this year, the most I've ever seen. Fighters, trainers, bombers, liaison aircraft were everywhere too. Russian warbirds seem to be very popular now (probably because they are cheap).

I've talked to some who think they can go for a day or two and see it all- impossible. Campers seem to be the way to go, there were thousands there, with the motels demanding 7 night stays and charging event pricing. Dry camping may be the way to go. I would also say arrive 3 days early just to get a good spot. There is no shade for the most part, but hey! you won't be there in the day time anyway.

I could write enough about Oshkosh to fill the entire newsletter but you need to go there yourself, at least every few years to take it in. Expensive? well it all depends on where you go and stay. We ended up in Green Bay (I had other motives to stay there as well) but the rates there were less than Muncie, during the Nationals. If you are not a member of the EAA I would become one before you go there and check out their website for further information on next years grand event. For any aviation nut like ourselves this is the largest aviation event in the world period bar none.



This PT-17 has been modified just a little so if you build a scale model of this aircraft it would require some kit bashing!

But we all have some that over the years

The Curtiss Helldiver is a beast of an aircraft that is loaded with lots of detail that consume lots of time.

With flaps, retracts, bomb bay it can be a challenging subject to build for scale competition



# North American P-51D Mustang

Each issue of the Replica will profile a full size aircraft with a 3-view that hopefully gets you excited to build and fly a CL or RC scale model. This month we will look at the P-51D Mustang and all of its complexities. While it might look simple a true scale model can make this a complex build.

As scale modelers we always looking at full size aircraft for the next project. The hunt for the documentation can be frustrating but it is possible to find all the information to build that scale model. When done right the model looks like we took the full size aircraft and made a miniature version without any features that look like a model airplane. The best place to find the documentation is Oshkosh where you can get your pictures, color chip the aircraft (with the owners permission) and hopefully see it fly. There is also many museums that have some aircraft on display.

## The wing, landing gear and flaps

The landing gear doors are sequenced so that the gear doors are always closed during flight regardless if the gear is down or not. Because they are hydraulically operated the main landing gear doors hang in the open position if the airplane is parked. The gear doors will close when the engine is started.

The flaps are controlled by the pilot and there does not appear to be any fixed flap angle. Due to the angle of the flaps that are typically deployed during landing there can major trim changes to account for the flaps.



## The fuselage Air Scoop

One feature of the P-51 is the Air Scoop that opens up either by commanded by the pilot or it is based up on the temperature of the coolant.

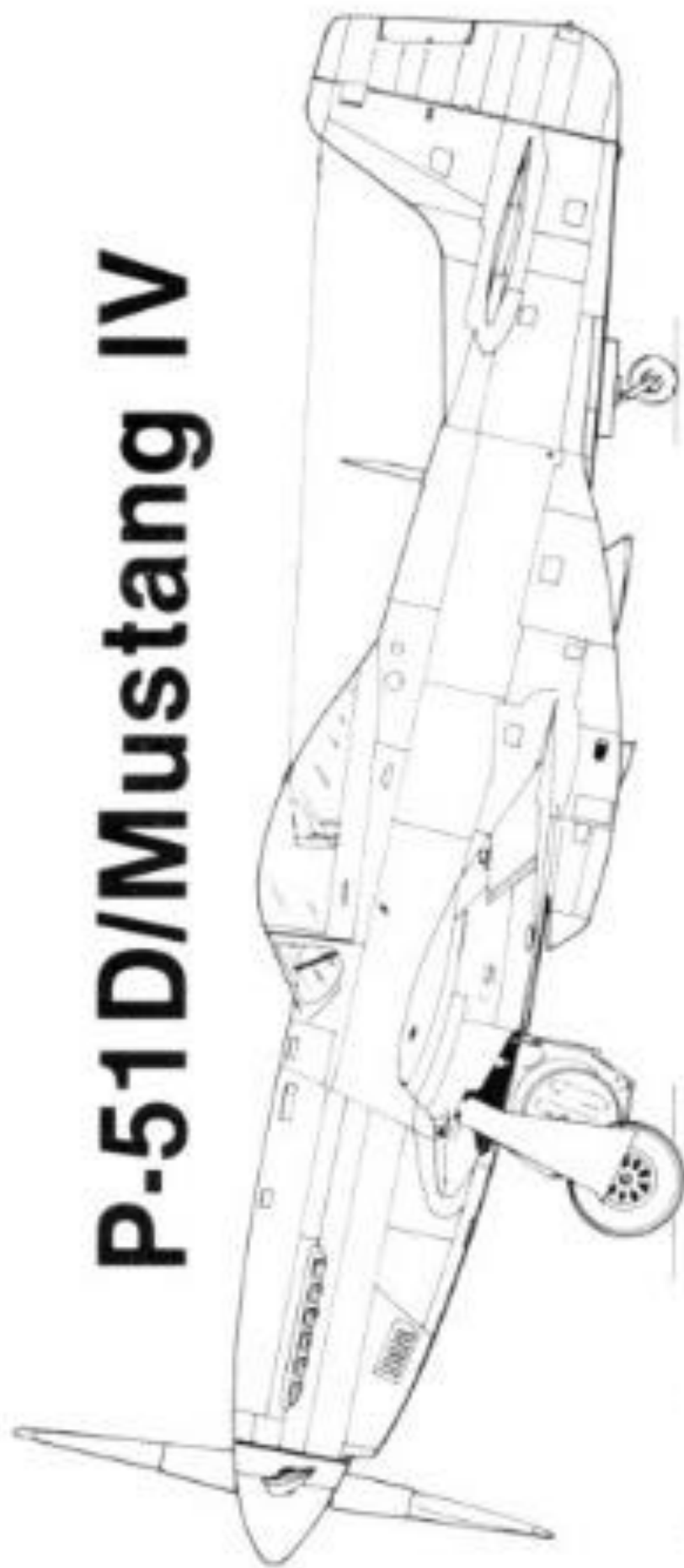
There are actually two doors that can be open or closed to further simulate the scale appearance of our scale models.



Looking for documentation for this airplane? Go to [www.RCscalebuilder.com](http://www.RCscalebuilder.com) and become a member to download the full walk around on this aircraft. I was able to get everything except the cockpit, including the color chip information.



# P-51D/Mustang IV



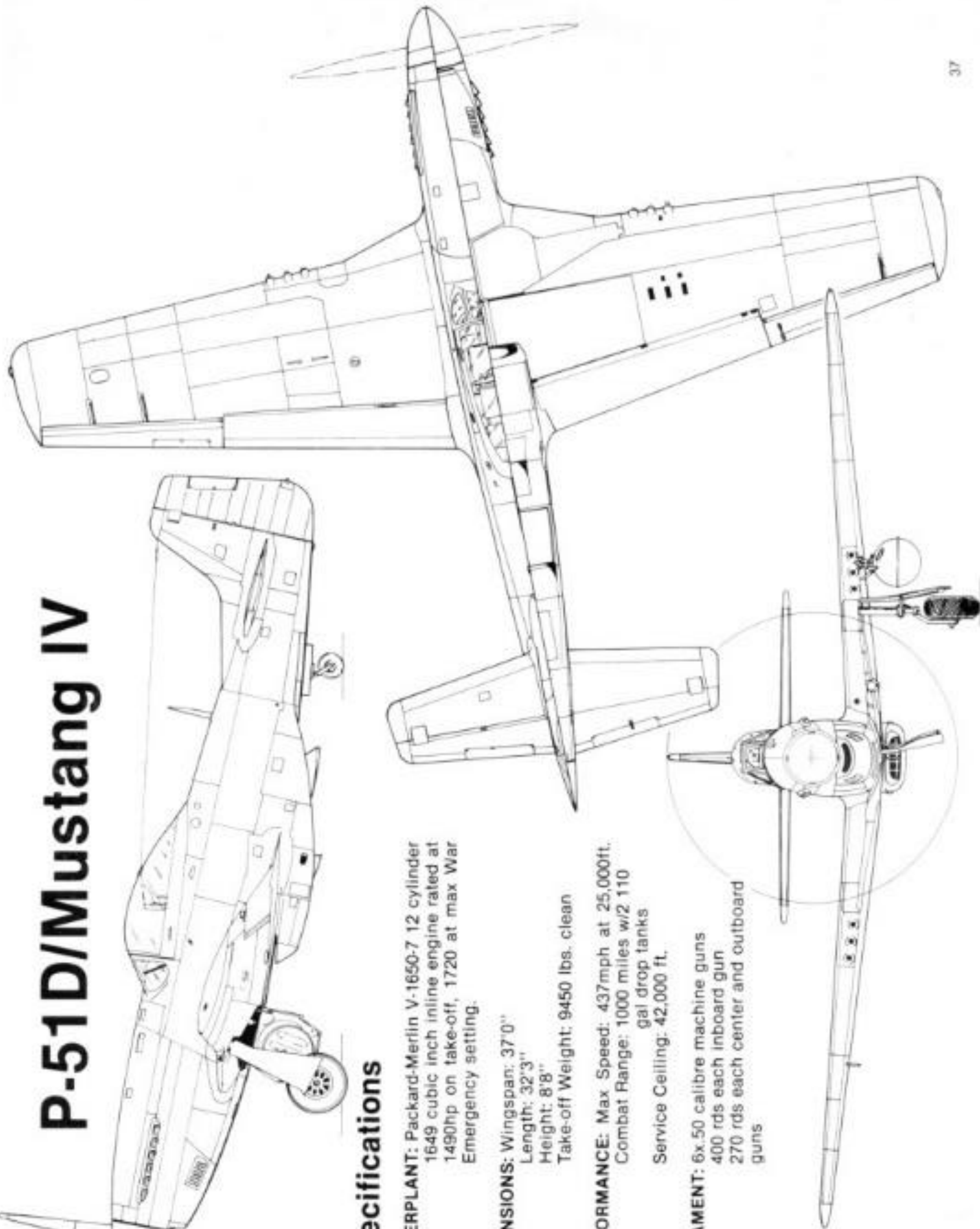
## Specifications

**POWERPLANT:** Packard-Merlin V-1650-7 12 cylinder  
1649 cubic inch inline engine rated at  
1490hp on take-off, 1720 at max War  
Emergency setting.

**DIMENSIONS:** Wingspan: 37'0"  
Length: 32'3"  
Height: 8'8"  
Take-off Weight: 9450 lbs. clean

**PERFORMANCE:** Max Speed: 437mph at 25,000ft.  
Combat Range: 1000 miles w/2 110  
gal drop tanks  
Service Ceiling: 42,000 ft.

**ARMAMENT:** 6x.50 calibre machine guns  
400 rds each inboard gun  
270 rds each center and outboard  
guns



## 2016 Nationals RC Scale - John Boyko

The 2016 Scale Nationals is in the books! This year marked my first year as the CD on the R/C Scale side of the event. This year was a year of change, and I want to thank EVERYONE who came out and was a part of this year's Scale Nationals. Without the contestants, workers, judges, volunteers and the AMA, it would have been impossible to pull off. When I woke up one day, as the CD, my hope was to address many of the complaints I both heard and had about past Nationals. The biggest ones were the inability to practice before the contest, flyover restrictions with our control line brothers, and the lack of a good grass runway at the X pad site.

The AMA did an outstanding job addressing those issues! Changing to the grass runway at site 4 was met with pleasant surprise by EVERYONE. The runway was simply outstanding!! The grounds crew out did themselves getting the site prepared. It was rolled 4 times prior to the event and then it was cut and vacuumed twice the day before flying started! By moving both the date and to site 4 allowed us to have 2 days of practice and no flight restrictions!! Everyone who was in attendance was very excited about the changes.

The grounds crew were on a rain delay in Wednesday, but by midday Thursday, they had the site set up, and the grass runway in immaculate condition!! Those who got there early took advantage of some of the best weather Muncie has had for the Nationals in years. In the evening we had a showing of the movie Flying the Feathered Edge. Attendance was not so good, the weather was fantastic! During the movie, I was thinking "Man, if I hadn't scheduled this thing, I would be out flying! I know several of the workers and judges took advantage, and enjoyed the ability to do some flying when contest rounds were not going on.

Friday was static day, and more practice/open flying for the workers that were not doing static judging. It was awesome to see both the control line and R/C planes lined up to be judged. The weather again was absolutely perfect! We had the AMA's sound trailer set up and had music going in the background adding to the festive atmosphere. During the opening ceremonies our NASA President Mike Barbee spoke, thanking everyone for their support during the changes earlier this year. He also talked about upcoming programs that NASA has to further promote and help grow scale competition. AMA Flying Site Assistance Coordinator/Technical Director Tony Stillman talked about the additional improvements the AMA has planned for site 4. When it is done site 4 will be beyond a first class flying facility. It's exciting to see and hear the AMA's efforts to improve the site. The evening was our annual pizza party! I think everyone from the control line side and R/C showed up for some pizza and good conversation. Flying went on till the guys couldn't see their planes.

Saturday dawned with blue skies, low humidity and light winds, perfect flying weather!! We had a short pilots meeting and got into the flying. With the new site, there were absolutely no fly over restrictions. The Air Boss and judges kept the contest running very smoothly. As the day went on, we saw a couple of site layout things that are easily adjusted that will allow additional area behind the judges tents that will help improve the congestion in the area. Beyond that, everyone enjoyed the contest! With the early start this year and the amazing cooperation amongst the contestants we got through the usual 2 rounds and took a vote to do a third. Everyone was having a blast and voted to fly the third round before the banquet. I cannot recall being able to get 42 airplanes through 3 rounds and have time to relax before the Saturday banquet.



This year we decided to have the banquet at a local Muncie restaurant. Vera Mae hosted the banquet and it was a smashing hit!! This year, we had the most people ever at the NASA banquet. 85 people sat down to some fellowship and a great meal. Something new for this year was the high static and special awards for both R/C and C/L. This went very well and look for more awards next year! I want to thank ALL of our award sponsors who helped to make the event possible. A complete list of the sponsors are listed on our NASA website. The evening ended with the drawing for the Hanger 9 Corsair and Brodak gift certificate. Myself and the BOD want to thank everyone who supported the raffle this year. It will be back again in 2017. What it will be remains to be seen. Stay tuned!!

The feed back from this year's Nationals was that everyone had a super good time, and are excited to come back in 2017. They were also excited to see how well the AMA prepared the site and runway. Several shared with me that it didn't feel like a contest, but more like a fly in/party where a contest broke out. That was the biggest thing I had hoped to accomplish. To provide a well run contest where everyone had a good time!! I learned a lot from this year! The lessons learned will be applied to next year to make it an even better more professional event for 2017!! One of the things I need from the contestants is to get your registration in EARLY and on time!! It's important for us to have an accurate head count for planning purposes. The biggest thing that is impacted by entry numbers is the number of awards that the AMA provides us for each class. Those numbers come directly from the numbers of PRE registered pilots. If you do decide to come join the fun next year, PLEASE get your entries in by the dead line and come out and enjoy the fun!

John Boyko,  
2016 R/C Scale Event Director.

## Flying Heritage Collection – Everett, WA- Fred Cronenwett

I recently had the opportunity to visit the Flying Heritage Collection in Everett, Washington that has a fantastic collection of aircraft on display. These aircraft are flown so they are maintained in pristine condition. The Museum itself is well laid out and allows people to walk around take pictures of these historic aircraft. What I like about the museum is that there is not any fancy displays around the aircraft that allow you take documentation pictures with ease. The lighting is also very good and I did not need to use any flash photography to get these pictures.

Well worth the time and effort to get there if you are in the area. Remember to bring your camera to get pictures of your favorite aircraft. Just amazing to see these legendary aircraft on display like this.



The Polikarpov I-16, Type 24 "Rata" had retractable landing gear that is pulled up with cables.

The pilot has to crank the gear up by hand

The Focke-Wulf Fw-190 D-13 is the long nose version the fighter

Getting the Center of Gravity to work out is easier on a model like due to the long nose moment

Visit the Flying Heritage Collection website:

<http://www.flyingheritage.com/>



## 2016 Nationals CL Scale - Fred Cronenwett

The CL scale Nats this year was a success with everything being flown from 1/2a scale models with the Cox engines to very detailed models in Authentic Scale. Regardless of your building skill there is an event that will fit your skill level and type of model you want to fly.

1/2a Scale is where we fly with the older Cox .051 or newer sized engines without any throttle control for 10 or more level laps and land. This is the way CL scale use to be until throttle control became available. There is also Fun scale where with a 3-view and color and marking documentation you can earn up to 10 points and the remaining 100 points are all in the flight score. There is also Sport scale, Authentic and Team scale. Mike MacCarthy's Authentic scale model is on the cover, this model has a fully detail cockpit and flies with a .91 powered four stroke with electronic controls.



Mike MacCarthy with his Call Air A-9

Sport Scale was won by Richard Schnieder flying his Tiger moth but the real battle was for 3<sup>rd</sup> place between Robert Storick and Charlie Bauer. After each pilot flying all four rounds Robert Storick was able edge out Charlie to get the 3<sup>rd</sup> place trophy. This was Robert's first CL scale Nationals.

I returned with my 96" span B-29 in Profile scale and Ed Mason has his B-29 in Sport Scale. The Quads were well represented with no less than 5 models with four engines.

Nobody crashed during the Nats but there was several models damaged with hard landings that knocked them out of the running. Always remember to have a good first Aid kit we had to take one pilot to the Emergency room for help when the prop got his finger.



Allen Goff flying his Ryan STA in Authentic scale



These electronic controls attached to the handle for flaps and throttle



Robert Storick's Shoestring with electric power and 2.4 Ghz for the throttle control



Frank Beatty's Mars I – "Bamel"



# 2016 Nationals CL Scale Results

Official Scores -- 529 CL 1/2A Scale

Place	Category	Full Name	Location	Score
0	O	JEFFREY J JENSEN	CHICAGO, IL	DNF
0	FO	CHRIS BROWNHILL	ONTARIO, CANADA	DNF
1	O	RICHARD D SCHNEIDER	BALL GROUND, GA	107.50
2	O	ROGER B WILDMAN	NEW PALESTINE, IN	107.38
3	O	ALLEN L GOFF	MUNCIE, IN	105.88
4	O	MICHAEL L MCHENRY	SPEEDWAY, IN	103.75
5	O	DAVID O BETZ	WARSAW, IN	97.63
6	O	FRANK W BEATTY	GRANITE CITY, IL	86.38
7	O	CHARLES BAUER	NORRIDGE, IL	85.25
8	O	JOHN O WRIGHT	LONG BEACH, CA	82.88
9	O	JEFFREY J HITCHCOCK	KALAMAZOO, MI	76.25

Official Scores -- 528 Authentic Scale

Place	Category	Full Name	Location	Score
0	O	CHARLES BAUER	NORRIDGE, IL	DNF
1	O	MICHAEL S MACCARTHY	SANTA ROAS, CA	180.06
2	O	ALLEN L GOFF	MUNCIE, IN	177.80
3	O	EDWARD V MASON	MELBOURNE, FL	165.25
4	O	FRANK W BEATTY	GRANITE CITY, IL	157.50
5	O	JEFFREY J HITCHCOCK	KALAMAZOO, MI	122.93

Official Scores -- 521 CL Profile Scale

Place	Category	Full Name	Location	Score
0	O	JOHN G BRODAK	CARMICHAELS, PA	DNF
0	FO	CHRIS BROWNHILL	ONTARIO, CANADA	DNF
0	O	HARRY A CRESPO	DONORA, PA	DNF
1	O	FREDERICK S CRONENWETT	MANCHESTER, MO	185.15
2	O	RICHARD D SCHNEIDER	BALL GROUND, GA	172.80
3	O	CHARLES BAUER	NORRIDGE, IL	172.38
4	O	JOHN O WRIGHT	LONG BEACH, CA	154.45
5	O	JEFFREY J HITCHCOCK	KALAMAZOO, MI	128.63

Official Scores -- 509 CL Sport Scale

Place	Category	Full Name	Location	Score
0	O	FRANK W BEATTY	GRANITE CITY, IL	DNF
0	O	STEVEN COUCH	INDIANAPOLIS, IN	DNF
1	O	RICHARD D SCHNEIDER	BALL GROUND, GA	191.63
2	O	EDWARD V MASON	MELBOURNE, FL	181.08
3	O	ROBERT C STORICK	SAINT LOUIS, MO	174.88
4	O	CHARLES BAUER	NORRIDGE, IL	174.13
5	O	JOHN G BRODAK	CARMICHAELS, PA	162.25
6	O	JOHN O WRIGHT	LONG BEACH, CA	161.68

## TEAM SCALE

NAME	PULL TEST	S T A T I C	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	P L A C E
	1 / 2							
McHenry - Goff <i>Extra 300S</i>		84.25	84.5	92.25			172.63	1st
Jenson - Jenson <i>B-25</i>			ATT					3rd
Mason - GILBERT <i>SB-29</i>		90.75	37	63.25			144.0	2nd

## FUN SCALE

NAME	PULL TEST	S T A T I C	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FINAL SCORE	P L A C E
Brownhill								
Crespo <i>Sig Mini Biplane</i>		5.75	87.75	86.25	—	—	92.75	5
Cronenwett <i>SPITFIRE</i>		7	88.25	92.5	—	—	97.38	4
Hitchcock <i>P39</i>		6.0	85.5	73	71		78	6
James Jenson <i>L-17 Nation</i>		6.25	52.5	45.75			55.38	8
Mason <i>DC-6</i>		10	89.25	86.0	89.5	—	99.38	3
McHenry <i>P-39</i>		8.5	95.25	94.5	87.25		103.38	1
Wildman								
Jeff Jenson <i>T-28 Trojan</i>		7.5	71.25	59.25			72.75	7
Joe GILBERT <i>B-17</i>		9.75	88.25	94.75	73.5	82.25	101.25	2

# 2016 Nationals RC Scale Results

Fun Expert										
#	Name	Model	Static (5)	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
FE11	Terry Nitsch	MIG 15	5	97.250	99.500	95.000	98.500	104.000	390.250	1
FE1	Adam Grubb	Waco YKS-6	5	97.000	92.250	98.750	92.250	102.875	380.250	2
FE22	Greg Hahn	Skyraider	5	99.000	96.000	0.000	0.000	102.500	195.000	3
FE7	Will Berninger	Yellow Aircraft P-47D	5	94.750	92.750	97.000	95.250	101.125	379.750	4
FE17	Mark Radcliff	Cessna 152 Aerobat	5	96.250	91.000	95.750	94.000	101.000	377.000	5
FE13	Dale Arvin	Piper Cub	5	96.000	95.750	91.500	91.500	100.875	374.750	6
FE18	Earl Dever Jr	Clipped Wing Cub	5	90.000	96.000	93.250	93.250	99.625	372.500	7
FE2	Jeffrey Pike	Cessna 310	5	95.250	93.250	93.750	89.750	99.500	372.000	8
FE10	Michael Fearing	EuroFighter	5	89.500	89.750	91.750	97.000	99.375	368.000	9
FE5	Steve Eagle	Fokker D7	5	95.500	92.000	91.000	93.000	99.250	371.500	10
FE16	Keith Number	Gee Bee Model Y	5	87.000	92.250	93.000	95.500	99.250	367.750	11
FE3	Charles Gray	DH 82 Tiger Moth	5	90.500	86.750	93.750	83.000	97.125	354.000	12
FE21	Ted Roman	J3 Cub	5	86.000	94.500	87.000	89.250	96.875	356.750	13
FE15	Jim Neal	S Bach	5	92.500	75.250	90.750	89.000	96.625	347.500	14
FE8	Glen Learnahan	Cub	5	65.500	86.250	95.500	84.250	95.875	331.500	15
FE20	Gary Parenti	Skyraider	5	80.250	96.500	84.500	0.000	95.500	261.250	16
FE19	Carl Handley	Spitefire	5	80.750	91.500	77.500	88.500	95.000	338.250	17
FE9	Earl Dever Sr	Beaver	5	88.750	88.000	87.250	0.000	93.375	264.000	18
FE12	Stan Alexander	Clipped Wing Taylorcraft	5	81.750	85.500	89.000	79.000	92.250	335.250	19
FE14	Jeremy Arvin	F4U Corsair	5	98.250	19.250	0.000	0.000	63.750	117.500	20
FE4	Jim Schroder	Jenny	0	1.000				1.000	1.000	21

Hope to see everyone at the NASA Scale Classic in Waynesburg, PA on Sept 23-25

Complete information follows on the last two pages

# 2016 Nationals RC Scale Results

Sportsman Scale											Static score Entry
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank	
1	Mike Wartman	Republic P-47D	97.250	95.500	92.500	98.750	89.750	194.375	376.500	1	97.25

Designer Scale											Static score Entry
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank	
D3	Hal Parenti	Ryan FR1 Fireball	99.500	87.500	96.750	81.500	0.000	191.625	265.750	1	99.500
D2	Larry Botsford	Fiat CR-32	97.875	86.000	89.000	95.250	43.500	190.000	313.750	2	97.875
D1	Al Kretz	Britten Norman	99.375	45.750	0.000	0.000	0.000	122.250	45.750	3	99.375

Open Scale (Advanced)											Static score Entry
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank	
O5	Will Berninger	T34C	96.750	99.500	91.250	98.750	96.500	195.875	386.000	1	96.750
O3	Jeffrey Pike	Savage Cruiser	98.500	91.000	88.000	92.500	86.000	190.250	357.500	2	98.500
O6	Michael Fearing	P38 J	94.750	92.000	88.750	89.750	0.000	185.625	270.500	3	94.750
O4	Al Kretz	Fokker DVII	99.125	93.250	67.750	0.000	0.000	179.625	161.000	4	99.125
O1	Ted Roman	FW-190	93.000	86.250	83.500	0.000	0.000	177.875	169.750	5	93.000
O2	Larry Folk	Eindecker E-111	91.375	85.250	87.000	0.000	0.000	177.500	172.250	6	91.375
O7	Carl Handley	P-47 Thunderbolt	86.750	85.750	91.250	86.750	90.000	177.375	353.750	7	86.750

FUN NOVICE										
#	Name	Model	Static (5)	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank
1	Johnny Hunt	P-47	5	81.500	88.000	77.000	91.000	94.500	337.500	1
2	Tom Overmyer			0.000	0.000	0.000	0.000			

Expert Scale											Static score Entry
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank	
E4	Mike Barbee	T-34	98.250	98.000	97.250	98.500	95.000	196.500	388.750	1	98.25
E2	Larry Folk	Top Cub	98.500	95.500	94.250	96.500	0.000	194.500	286.250	2	98.50
E1	Art Shelton	Nieuport 11	95.500	88.500	96.750	94.250	93.250	191.000	372.750	3	95.50
E3	Lawrence Harville	Skyraider	91.750	93.000	97.000	92.500	94.250	187.375	376.750	4	91.75
E5	Keith Number	DH103 Sea Hornet	86.750	92.750	87.000	96.250	0.000	181.250	276.000	5	86.75

Team Scale											Static score Entry
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank	
T2	Mike Barbee/Noll	Wildcat FM-2	99.500	98.250	97.750	99.500	88.000	198.38	383.500	1	99.50
T3	Pike/Eagle	The New Cub	95.500	94.500	88.500	96.250	90.500	190.88	369.750	2	95.50
T1	Arvin/Arvin	SNJ-5	91.500	97.250	19.250	0.000	0.000	149.75	116.500	3	91.50

Hope to see everyone at the NASA Scale Classic in Waynesburg, PA on Sept 23-25

Complete information follows on the last two pages

# 3<sup>rd</sup> Annual NASA Scale Classic



Radio Control Scale



AMA Sanction #16-1548



Control line Scale

## Sept 23-25, 2016

### Radio Control Events:

511 Sportsman Sport Scale \*

512 Expert Sport Scale \*

515 Designer Scale \*

522 Team Scale \*

520 Open / Novice Fun Scale \*\*

\* - Earn an Invitation only by placing in the top 30% of a qualifying event – See list on website

\*\* Open to all entries

### Control Line Events:

509 Sport Scale \*

521 Profile Scale \*

526 Fun Scale \*\*

529 1/2a Scale \*\*



## ***RC Special Event - World War II Trainers***

Fly your WW-II trainer on Saturday with the same rules as RC Fun Scale (2 rounds flown) – 1<sup>st</sup> thru 3<sup>rd</sup> Place  
(Model entered in this event can not be entered in another scale event)

RC Scale CD: Dale Arvin [darwin8094@aol.com](mailto:darwin8094@aol.com)

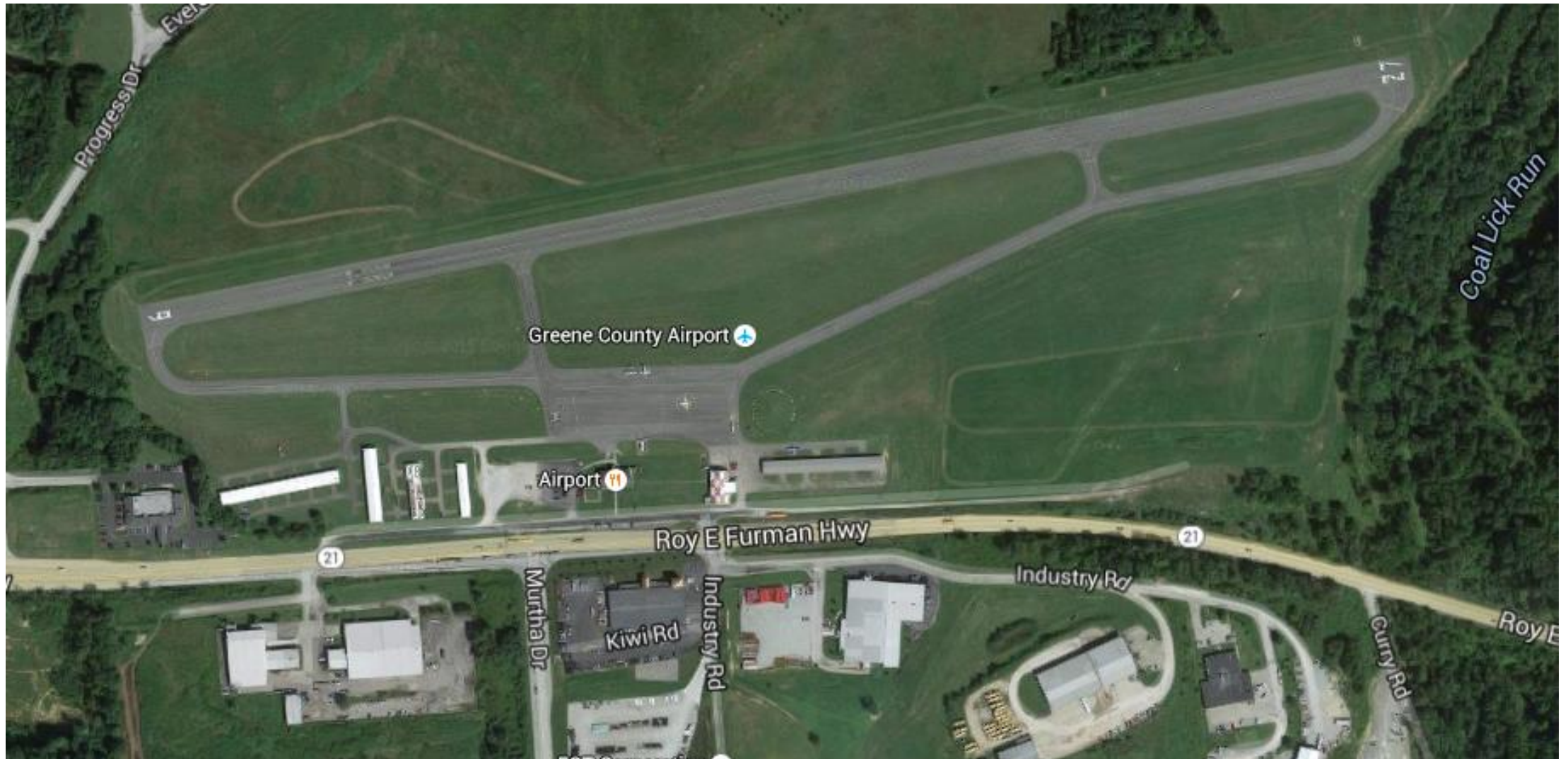
CL Scale CD: Allen Goff [fcm95@comcast.net](mailto:fcm95@comcast.net)

## **Location**

Green County Airport  
417 Roy E. Furman Hwy, Waynesburg, PA

# Flying Site: Green County Airport, 417 Roy E. Furman Hwy, Waynesburg, PA

RC to be flown off Full Scale Run way, CL will be flown on Ramp - Power is available in the main building



## Contest Schedule:

Friday: Static Judging  
Saturday: Round #1 and #2 will be flown  
World War II Trainer Fun Scale  
Sunday: Round #3 and #4 will be flown

Awards to be done after flying is complete on Sunday

## Hotel Information:

Mirotel - 724-627-0310 (ask for Mgr. Jessica Adamson)  
Comfort Inn: Phone 724-627-3700

Dry Camping is available

Visit our Website for more information

[WWW.NASASCALE.ORG](http://WWW.NASASCALE.ORG)