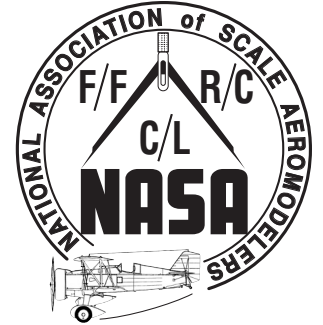
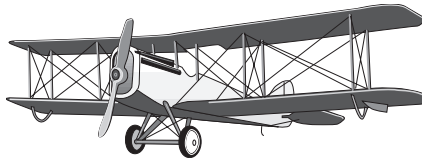


REPLICIA

MAY
JUNE
2005

Newsletter of the National Association of Scale Aeromodelers (NASA)

PRESIDENT'S NOTES



NASA MEMBERS

If you already subscribe to RC Report please realize the subscription is for **NEW MEMBERS!** It's Gordon's way of saying thank you for our support of RC Report and ours of saying THANK YOU to him. If you are already a member of NASA and subscribe to RC Report your continued support is appreciated!

Well contest season has started and we've managed to make it to Top Gun as well as the Mint Julep scale contest in Kentucky.

Top Gun is a great place to see scale models in action including the largest amount of jets at any competition in the USA. The event is of course an invitational event and the prizes are fantastic, with cash awards for those placing 5th or higher in any class, with 1st place winning about \$1500.

Greg Hahn took both Mr. Top Gun as well as 1st place in Expert class this year by a slim margin over Terry Nitsch with a BVM F-100 (Bob Violett Models). The winner in the Masters class or Designer class was David Hayes from North Carolina flying his Rockwell Thrush. He barely beat Bob Violett flying his new F-86 Sabre jet with a wingspan of 80". It's a big jet, with good performance and a realistic flight envelope.

The weather cooperated this year, with thunder storms behaving themselves and not bothering the contestants this time! About time too!

THE MINT

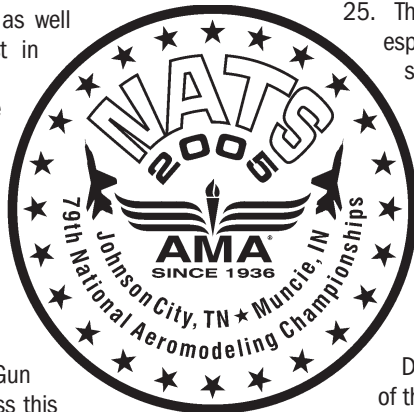
The next contest is one of my personal favorites. The Mint Julep or sometimes lovingly referred to as the "Mud Julep". Hosted by the Kentucky Department of Parks and the Southern Indiana RC Club, the 33rd annual event this year was better than ever.

A change in the location on the runway made a much dryer place for all those modelers pitting. There were 77 entries this year with a bumper crop of Sportsman and Fun Scale entries. Which is great! Both days of flying were great! There wasn't any rain and the

Southern Indiana RC Club had a great banquet.

Also F4C had 5 entries with Jack Buckley winning this class. Greg Hahn took both Expert with his B-25 fresh from Top Gun, as well as Fun Scale Open flying a beautiful Fokker D-VII in the color scheme of Mimmi. This Fokker was flown in WWI by Wilhelm Hippert of Jasta 74. Greg used Fuji 2-stroke on gas in the Fokker and two Fuji 4-stroke engines on gas in the B-25. The 4-stroke gas engines are quiet especially for gas engines. Power seemed to be reliable and the performance for the Fokker with the 2-stroke was just the correct speed with the engine swinging a prop which was almost scale in size.

If you're interested in the Fokker color scheme look for it in R/C Report or check out the Squadron Signal book on Fokker D-VIIs. Mimmi. Is in the center-fold of the booklet.



NATIONALS UPDATE

Plans are made for the "Picnic At The Field" for the Nationals. Cost will be \$10.00 per person, Children 10 and under the cost is \$5.00. Everyone is requested to bring their own beverage but NASA will provide the rest. Any questions can be directed to Bonnie Rediske. A committee is set up for anyone wanting to help. Anyone wanting to bring something to share is welcome to do so. Several of the wives already plan to do this.

2005 NATIONAL CHAMPIONSHIPS SPONSORS

John Brodak Mfg., Skyshark RC, Glenn Torrance Models, Jack Stafford Models, Balsa USA, Master Airscrew, Precision Kits, Airborne Media - and this is just for starters.

Also this year we are adding an additional set of

CONTINUED ON PAGE 2...

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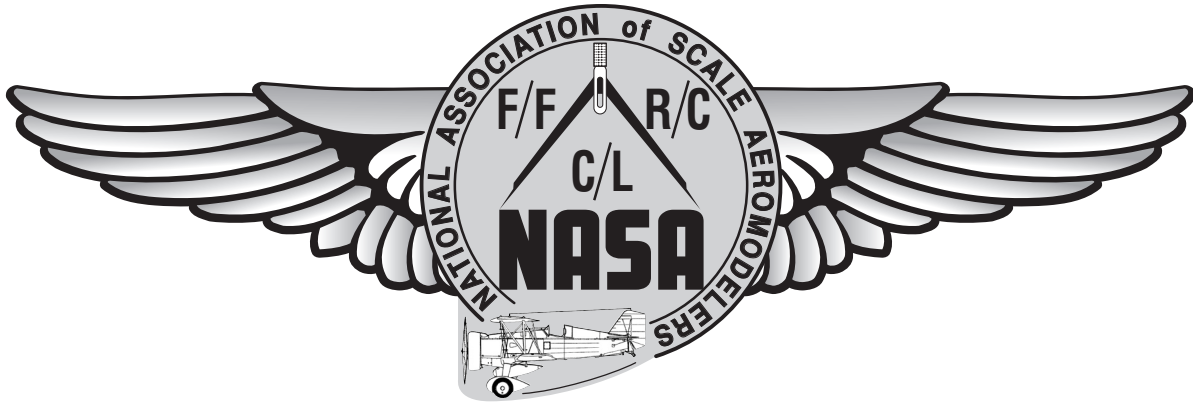
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...PRESIDENT'S NOTES - CONTINUED FROM PAGE 1

awards for the National Championships. We want this to be known up front how they will be awarded. Best WWI Airplane, Best WWII Airplane, Best Golden Age Airplane, Best Jet. These cash awards will be decided on where the highest place airplane finishes in all sport scale classes. Classes in RC Scale that are available for these awards include Sportsman, Expert, Designer and Team Scale. All of the awards are sponsored by national companies who help us at the Nationals! We would love to see these also happen in CL scale but we'll have to keep working on that aspect too!

INDOOR SCALE AT THE NATIONALS

We are having the 2nd annual Scale RC Indoor Classic at the Ball State Basketball Arena this year starting on Thursday August 4th. This will also include a **Fun Fly** for not only Scale models but for anything RC indoor type that meets the weight, wing loading requirements of the scale events.

NOSE ART AT TOP GUN

While we were at Top Gun this year there seemed to be a lot of nose art on the airplanes. Lots of it. Check out the NASA website for the photos from Top Gun regarding the Nose Art. It's just sort of neat and a little sexy sometimes, but the artwork done by the modelers is great!

NEW SHIRTS, PINS, HATS AT THE NATS THIS YEAR.

NASA will have a new selection of hats shirts and NASA pins available this year by the time of the Scale National Championships. Don't know

yet if we will have sponsors to make shirts available to everyone at the Nationals last year as we did from Pacer (ZAP), Airborne Media and Flite Metal. But we will have these for sale after the Nationals online through our website.

NASA RULES COMMITTEE

If you are interested in helping to work on new rule proposals for the upcoming scale rules for AMA please contact Stan Alexander. We are working to put a committee together to help clarify and update many of the rules including the ones in the Scale General Section, which is WAY out dated. onawing@mindspring.com will get it to me. You do need to have a computer online to work on this committee. Please send your information soon!!!!!!

Fair Skies & Tail Winds,
Stan Alexander

NASA'S OFFICIAL MAGAZINE

FIRST COVERAGE: THE 2005 TOLEDO EXPO!

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JUNE 2005 ISSUE 227

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JUDGING

THE PATH TO ENLIGHTENMENT

Anyone who is a competitive scale flyer wants to improve their performance or they would not be competitive. We generally expect to improve our performance by practicing. How do we know that we are improving or just strengthening our bad habits?

We need internal objectivity, a bit of an oxymoron. The answer is input from someone else who is better at observation of our efforts what we are. One way to do this is by rubbing shoulders with those who decide how good we are, judges. The best way to rub shoulders with judges is by volunteering to judge and doing it. You will likely learn far more about what you should be doing, both in flight and at static, by spending a contest in the judging chair than on the line. It is unlikely that your offer of neophyte judging will launch you directly into Scale Masters or other major contest judging rosters, but your offer will very likely be welcomed at a local event.

Judging will enhance your critical eye for flight performance and static presentation very rapidly and you will find that your evaluation of your own flying and static will be more revealing.

Even with more critical perception you will also make much more progress by finding a scale flyer (preferably better than yourself) to call your routine for you in practice. This experienced caller can coach you during or after flight. Having a caller also frees up your mind from having to remember the next maneuver to better planning and execution of the next maneuver. This also forces you to really practice a thought out written out routine rather than a random series of maneuvers you think need attention or are just fun to do.

When you are at a contest critically watch the best competitors. There is a natural tendency to see their faults and wonder why they are scoring better than you are. Try to ignore that train of thought and focus on how well they do things, you are trying to analyze what they do well and make your maneuvers look as good. Pay attention to placement, rhythm, consistency, choreography, line maintainance, altitude consistency, and over all presentation.

Volunteer to call for other scale flyers in their practice. This will lead to discussion of their flight which benefits you as well. Try to fly and practice with the best scale modelers, you will improve by association, sort of mental osmosis.

We can all improve, enjoy the process and progress.

Lloyd Roberts
U. S. Scale Team Manager

WE JUST RECEIVED WORD THAT BURT RUTAN HAS JUST COMPLETED THE RESTORATION OF HIS B-17.



New NASA Score Sheets

All Static and Flight score sheets are now online for all scale C/L, R/C and FAI events. Also available are our new "intelligent" sheets which allow you to fill them out your information and print them using your computer. For more info, visit www.nasascale.org.

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2005 FAI SCALE TEAM SELECTION PROGRAM

The AMA Scale Team Selection Committee is pleased to announce a competition to select six AMA members to represent the United States at the 2006 FAI Scale World Championships. This competition will be held on August 5-7, 2005 at the AMA International Aeromodeling Center, Muncie, Indiana.

The scale team selection contest will be a part of the 2005 AMA Nationals. The three highest placing competitors in the regular NATS #510 F4B C/L Scale event, who have also pre-entered the team selection program (see entry info below) will comprise the C/L members of the 2006 U.S. Scale Team. Likewise, the three highest placing contestants in the regular NATS #516 F4C R/C Scale event, who have pre-entered the team selection program, will become the R/C members of the 2006 U.S. Scale Team. The fourth highest placing team selection competitors in each category will serve as the team alternates.

SCHEDULE

Friday, August 5, 2005 - Sign in and Static Judging at Ball State Univ.

Saturday, August 6, 2005 - Flying Competition at AMA Flying Site.

Sunday, August 7, 2005 - Flying Competition and Awards Ceremony at AMA Flying Site.

HOW TO ENTER

STEP 1: To compete in the 2005 Scale Team Selection the contestant must first enter the regular AMA NATS F4B or F4C event, paying the normal NATS entry fee. A complete 2005 Scale National Championships Entry Form can be obtained from AMA headquarters or downloaded from the AMA web site. Advance entry by mail is always recommended, as usual for all NATS events. The entry fee you pay for your NATS entry goes directly to AMA and has nothing to do with the team selection program.

STEP 2: When you arrive at the NATS static judging area on Friday morning, August 5, 2005, you must check in at the registration table, as usual. Processing begins at 8:00 am. At the registration table all Nationals F4B and F4C entrants will be asked if they wish to compete for a position on the 2006 U.S. Scale Team. If you do, you will be registered for the team selection at that time. You must pay an additional \$20.00 entry fee into the Scale Team Selection Program at that time. Registration for the team selection program will close at the same time as all other Nats scale events - at 11:00 am sharp, Friday, August 5, 2005. No entries will be taken after that time.

Note: The separate \$20 entry fee is needed to pay for the additional expenses arising from making this a team selection event. Those additional expenses are, additional FAI qualified judges, separate trophies, mailing costs, etc. Not a lot, but it will total \$400 to \$500, and the Team

Selection Committee decided it would be better not to raid the Scale Team Fund for this money. It was thought best to save the Scale Team Fund money for team travel expenses. Bear in mind that ALL of your NATS entry fee goes directly to AMA and NASA. None of it can be used to offset these additional expenses. And please recognize that this small \$20 entry fee is WAY LESS money than you would spend competing for a team slot if we were holding a totally separate team selection away from the Nats.

MEMBERSHIP REQUIREMENTS

All competitors must be current AMA members to compete in the Nationals and the scale team selection. An FAI stamp is not needed to compete in the team selection.

TWO SETS OF AWARDS

To summarize, the members of the 2006 U.S. Scale Team will be determined by the results of the 2005 NATS F4B and F4C Scale events. In other words, there is a contest within a contest, with separate awards for each! By entering the NATS F4B or F4C event, and signing up for the team selection, you are competing for two sets of awards while actually flying in one event. If you are one of the winners, you will receive a regular 2005 NATS trophy and a 2005 Scale Team Selection trophy.

MORE INFORMATION will be available soon on the NASA web site: <http://www.nasascale.org/>

If you prefer to talk to a real person, any one of these nice people would be happy to talk to you:

Scale Team Selection Chairman

Mike Gretz

PO Box 162, Montezuma, IA 50171

Ph: 641-623-5772, Email: mdgretz@netins.net

2006 Scale Team Manager

Lloyd Roberts

140 Porter St., Rockport, ME 04856

Ph: 207-596-2095, Email: lmrobert@midcoast.com

NASA President

Stan Alexander

3709 Valley Ridge Dr., Nashville, TN 37211-3831

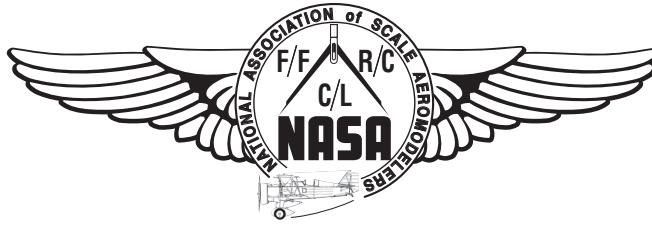
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This new NASA site was designed from the start to be the only place you need to go to find out everything that's happening in the world of scale aeromodeling - whether it's here on the National front, or on the International front - the domain of the FAI.



NATIONAL ASSOCIATION OF SCALE AEROMODELERS - www.nasascale.org

NASA Membership Application

WHAT IS NASA?

NASA is the AMA Scale Special Interest Group or (SIG) for the USA. We encourage scale contestants, scale fly-ins and work to promote and advance all phases of scale aeromodeling. Whatever your interest is, FF, CL or RC scale, NASA has something for you!

THE AMA NATIONAL CHAMPIONSHIPS

NASA is the official host of the AMA Scale National Championships (NATS) held in Muncie, IN - at the AMA flying Site. We offer classes in both R/C and C/L scale. Our annual NASA business meeting is also held during the same week. Interested in competing or judging? Contact a NASA officer or the Event Directors. Hope to see you there!

REPLICA - NASA'S NEWSLETTER

Our newsletter, *The Replica*, is published 6 times per year. New sources of documentation, building tips, contest updates, Scale News, FAI information, 3-views are all available here for our membership.

NASA'S WEB SITE - www.nasascale.org

Our new NASA website is a new source of information about upcoming events, documentation, 3-views, photos, contest results as well as a help section for scale modelers. Our site is just beginning to grow!

FLIGHT ACHIEVEMENT AWARD

The *NASA Flight Achievement Award* is presented at NASA sponsored model contests. This award is decided upon by a vote of the contest flight judges, in which subject best duplicates prototypical flight, taking into consideration the uniqueness of the subject and flight characteristics. For more information contact a NASA officer.

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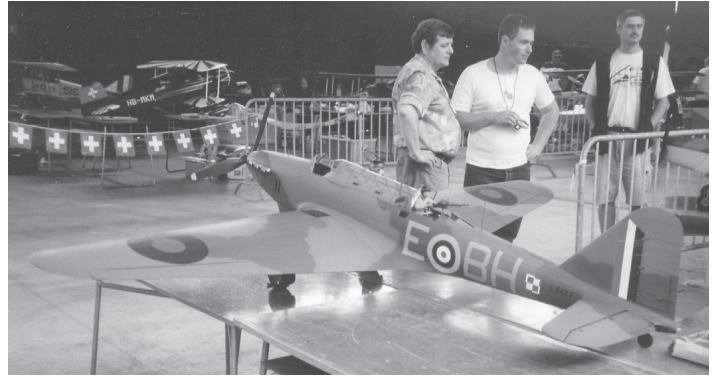
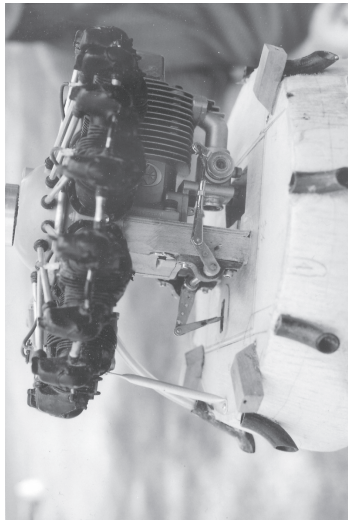
control line scale



I have some short comments on a seemingly random collection of subjects that I would like to share.

The photos of the Fairey Battle and Miles Magister were taken at the World Championships and represent two of the finest C/L models I've ever seen. If you want to set a "stretch goal" for yourself here are a couple of excellent "benchmarks."

One of the challenges that comes with a three-line bellcrank is the mechanical linkage to the throttle. On most of the models I've built, both scale and for the Navy Carrier event, the bellcrank did not line up directly with the throttle arm. And even if there was a straight route, the motion was usually backwards. So it is necessary to build a linkage to solve this. And it needs to be a very low friction linkage. The third photo shows how my flying buddy Jim Moore solved this problem on an Adrian Page Gee Bee Z that he is converting to control line. The engine is a Thunder Tiger .91 four-stroke. Jim relocated the throttle arm on the carburetor and made up the torsion bar mechanism below the beam motor mounts. There are plenty of adjustment points built in to get just the exact movement needed: screw adjustable clevis', multiple holes in the arms, and the ability to change the angles between the two arms on the torsion bar. Jim noted that the bottom of the beams was not perfectly flat so that the alignment of the shaft and pillow blocks introduced friction



when the pillow blocks were tightly bolted to the beams. He reamed the pillow blocks in place, but suggested that mounting them to the firewall would have resulted in a better installation.

There are a couple of other neat features on Jim's model. The dummy exhaust stacks are glued to the fuselage. They are not likely to fall off due to engine vibration and will look good with the cowl on. I also like the bracket supporting the bottom of the dummy radial. It is made out of a piece of aluminum tubing that is flattened and bent. Simple and effective.

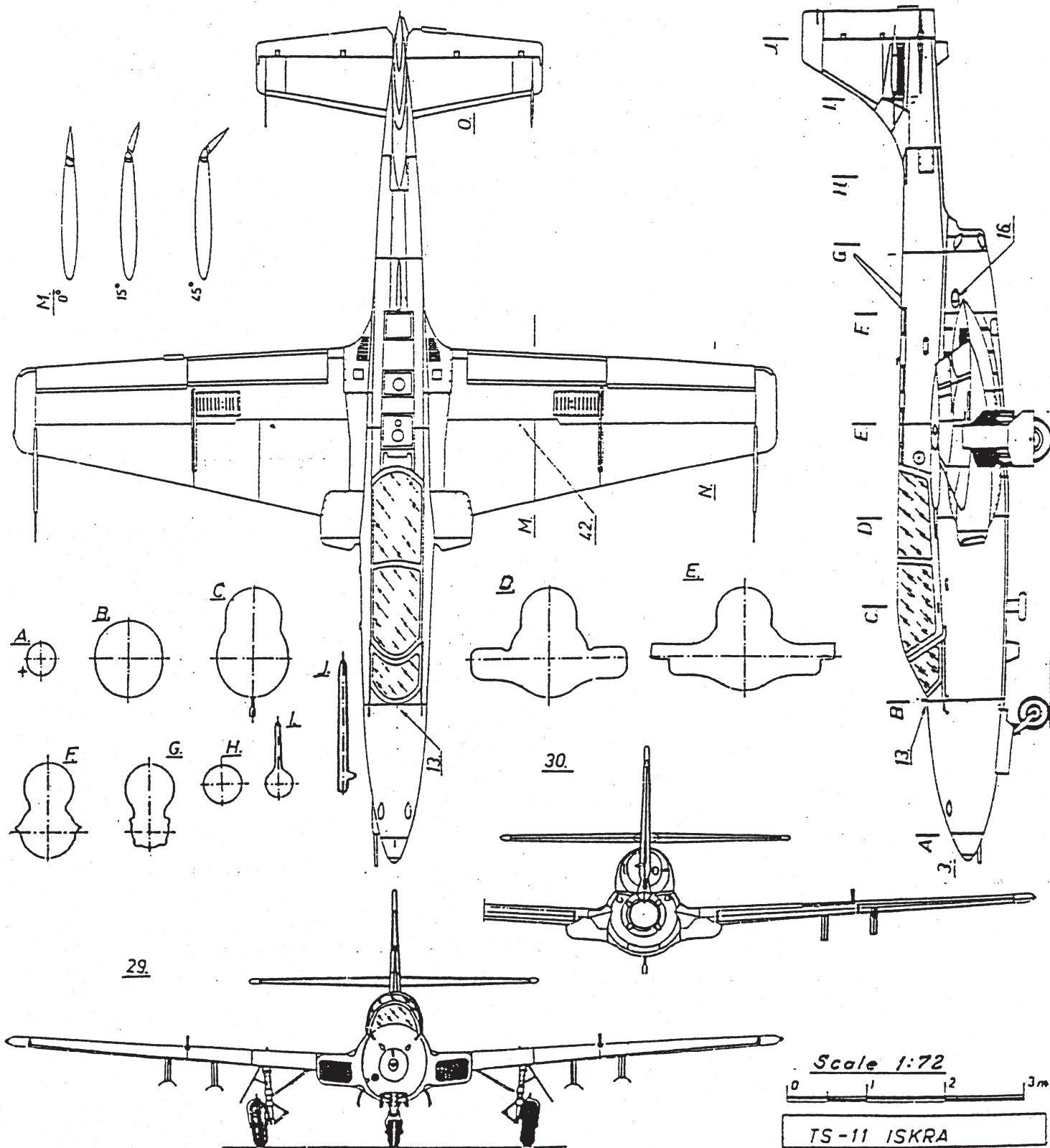
The comments Bill Boss made in his June Model Aviation column regarding Team Scale at the Nats bear repeating. My club, Queen City U-Control, has sponsored this event for several years but has been surprised by the low level of participation. We have a couple members who enjoy building but are no longer physically capable of flying. We assumed there were more guys in this situation who would enjoy seeing their models flown with their peer group. Or consider this: at one of our local contests a young man flew a model his deceased father had built. And this event also provides an opportunity for a new flier to get some experience with a hand-me-down model that the builder has replaced.

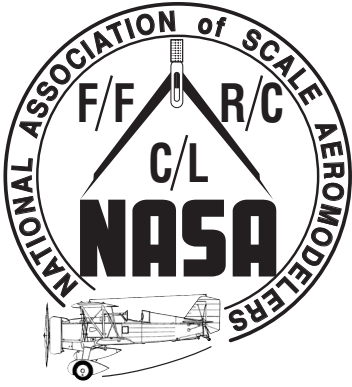
It is not too late to enter your model in this event. If you have a model but can't bring your favorite pilot, there will be several accomplished pilots at the Nats who will be able to fly your plane with the care and skill it deserves. Heck, I'll make this money-back guarantee: if you don't have more fun participating from the pit side of the fence than you would watching from the spectator side, QCUC will refund your entry fee!

Chuck Snyder

(513) 489-8681, crsbjs@cinci.rr.com

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- Control-Line Scale News • TS-11 ISKRA 3-views.
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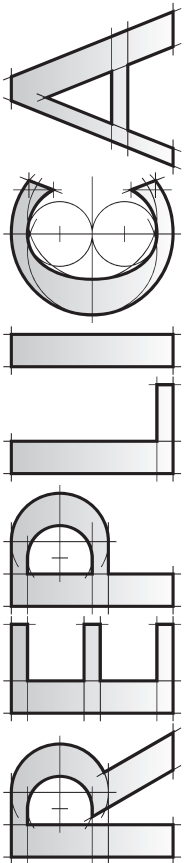
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