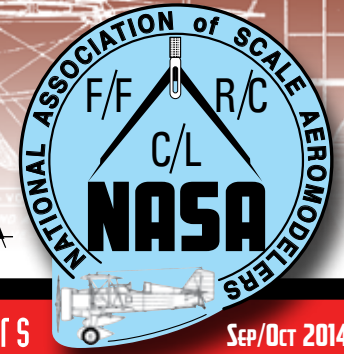


# REPLICA



Newsletter of the National Association of Scale Aeromodelers

SEP/OCT 2014

## SCALE Classic

## SPECIAL ISSUE

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Welcome to a special edition of the Replica. This issue, I'm going to dedicate solely to the NASA Scale Classic, the what lead up to it, and where we hope it's going to go. As the coordinator of this year's event, I hope to give you a bit of insight and hopefully a bit of entertainment as well, so here we go.

The idea of NASA having a fall event dates back to a something that one of our former presidents (Stan Alexander) mentioned to me years ago. He had a vision of a grand get-together where we could celebrate scale, swap stories of the past year and have one last "hoorah", so to speak.

Flash forward to the end of 2013, where those of us on the NASA board were throwing around ideas. One recurring theme was how to give something back to the NASA membership, as well trying to bring the NASA disciplines of Radio-Control, Control-Line and Free-Flight together. Suddenly it hit me like a bolt of lightning - why not start a series of competitions that culminate in a final NASA-sponsored contest.

I hastily threw together a draft and proposed it to the NASA board. We batted around a lot of ideas, and put together the groundwork for a new event, the NASA Scale Classic.

Right away we hit a snag with F/F. Unfortunately due to scheduling conflicts, commitments, and a few other factors, we reached a mutual decision that the guys in F/F would not be participating in this first year. Hopefully that will change as we move forward.

This new event would be a "best of the best" event, where the upper classes would earn invitations by placing in the top 25% in class at several supporting NASA Open events around the country. We were lucky in the fact that 15 contests from the U.S. and Canada agreed to work with NASA as Open events (7 in R/C, 8 in C/L).



This is a sample of the NSC Invitation sent to those who placed in the top 25% in class at any NASA Open event.

But to appeal to other competitors, it was agreed that there would be two non-invitational classes, Fun-Scale in R/C and 1/2a Scale in C/L. In these classes, everyone was welcome, regardless of where you finished in previous contests, or even if you had every competed before.

So the groundwork was in place early in 2014. We had a name, the NASA Scale Classic. We had a venue, the AMA site in Muncie, Indiana. And after a few false starts, we had a date (October 3-5th).

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## A NEW WRINKLE

Not content to leave well-enough-alone, I threw out one more idea to give the NSC a bit more of a unique feel. What if we also had an unofficial R/C event so we could all blow off a bit of steam? After batting it around, the NASA board settled on making it a themed event using AMA Fun-Scale rules.

Stan Alexander stepped forward and volunteered to sponsor this event and furnish the trophies. Because of this generous offer, I left it to Stan to name the theme for this year. He chose a very appropriate theme of World War One era aircraft to commemorate the 100th anniversary of WW1.

## A DEDICATION

Earlier this year we lost a dear friend in the scale community and one of NASA's past board members, Bob Lirette. Bob was a huge part of NASA, serving as Secretary/Treasurer for many years, as well a flight judge, and pitching in to help whenever he could.

To honor the memory of Bob, the NASA board unanimously voted to rename our Flight Achievement Award to: the Bob Lirette Flight Achievement Award.

The first of these prestigious awards was to be presented at this year's NSC, and at all NASA sponsored contests following.

If you're not aware of what the Flight Achievement Award represents, this is an award which is voted on by the flight judges and given to the person who best represents the spirit of NASA in flight.

More information on this award can be found on the NASA website, and photos of past winners can be seen on NASA's Flickr page.

## ONE LAST PIECE

Every contest needs a Contest Director, but the NSC needed two. Thankfully two men stepped up to volunteer.

On the Control-Line side was Allen Goff. Allen has been a C/L contestant and CD for many years.

On the Radio-Control side, Dale Arvin volunteered. Dale is our current NASA Vice President, a competitor and a well respected R/C CD.

## SPONSORSHIP

A contest just isn't a contest with a few goodies to pass out to the winners, and the NSC was no different.

I was proud to be able to help in this part of the NSC and thankfully our industry was happy to support NASA through their generous donations.

Pictured to the right are the companies who sent in all sorts of building supplies, adhesives, airplane stands, kits, engines, radios, gift certificates, and more.

We can't thank these companies enough for helping to make the NSC a success, and we ask that you show your support for them when looking for products for your winter project.



This is a small version of the poster created for this year's NSC. It was designed to reflect a wide range of models, and features a prominent Fokker D-7 to represent this year's unofficial themed R/C event, WW1 aircraft.



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## TROPHIES

We've all seen the standard plaques awarded a most scale contests. They're a simple brass plate attached to a stained wooden base.

Well, after discussing what I wanted to do with Mike Barbee (NASA President), he put me in touch with the guy who he's used for several of his club's events. I contacted him and after explaining what I'd like to see, we worked together to create these awards for of the NSC events.

These awards featured a laser-engraved design which mimics the NSC poster. On each of the plaques is an etched bronze plate noting the class and the place.

To be honest, I was stunned when I saw the final result. Although the design will change from year to year, we hope to continue this magic in future awards.

Not to be outdone, Stan Alexander supplied the awards for our unofficial R/C themed event.

In keeping with the World War One theme, Stan put together a brilliant first place award featuring a bottle of authentic French wine. Adorning the neck of the bottle is a Blue Max medal.



The rains stopped around mid-day, but the winds were so strong that no practice flights were attempted.

## AND WE'RE OFF!

With everything in place, it was now just a matter of tallying the results of each NASA Open, preparing and sending the invites, and keeping the web-site updated.

Months rolled by, contests came and went. And, the list of pilots earning an invitation to the NSC grew and grew.

By the conclusion of the last NSC Open event in September, we had a list of 226 earned entries. This amazing list included pilots from the United States, Canada, South America, Europe, and as far away as Japan.

This total was only a tally of earned invitations, and did not include the possible walk-up entries in the open-invitation events. Things were looking good.

## FRIDAY OCT 3

The one thing we can't control was the weather. We were faced with lows in the 30's and highs in the 50's, but the major concern was the winds and rain.

Registration started Friday morning, along with Static judging, all under one of AMA's large 40'x60' tents. Just before static started, the rain and winds pickup to the point part of the large tent started to collapse. We quickly ushered everyone out until the AMA grounds crew came and stabilized the tent. Whew, one large problem avoided.

We quickly re-assembled in the tent and continued with registration.

With the skies darkening, Dale ran out and purchased a few 500 watt hallogen lights so there was enough light to properly static all the models.

## SATURDAY OCT 4

Saturday morning, the skies were much better with no rain around. However, to the right is a screenshot from my phone showing the winds as of 7:22 that morning. Not the ideal flying conditions for anyone.

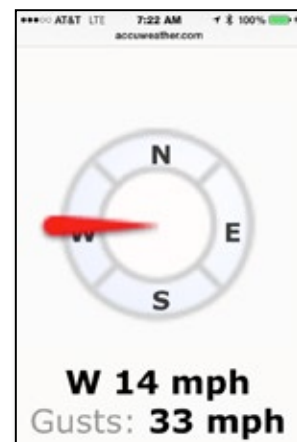
The Control-Line contestants gathered for a vote and decided not to fly. A few came over and watch the R/C proceedings, and others went off to visit the AMA Museum and other sites in Muncie.

On the R/C side, we pressed on with the contest. Round one started around 10:00 and the bravest of us took to the air, one by one. Surprisingly, only a couple of competitors chose not to fly. Even more surprising, there were no serious incidents. The winds were blowing right down the runway, so even with 33mph winds, it was manageable if you took your time.

Obviously the smaller models, the Cubs, and some of the WW1 entries were at a disadvantage. All of us had fun with landings. You'd make the landing approach, set down on the runway only to have the wind kick and lift your model back up in the air. So then you have to recover and land it again, and again, and again.

At the end of round one we were scheduled to fly the first round of the WW1 themed event, but thankfully Dale changed things up and called an end to flying for the day.

So we had the afternoon off to repair, regroup, and recharge.



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## SUNDAY OCT 5

Sunday morning dawned with the rescheduled WW1 themed event scheduled first. Dale had us flying both rounds back to back. Thankfully the weather cooperated and the winds were light.

I've been competing for quite a while now, but I've never seen a group of competitors having such a good time during event. This themed event seemed to do just what I hoped - allow us all to blow off some steam and enjoy competing in a contest just for the fun of it.

We had 10 entries, 9 of which flew. The models ranged from a couple of foam Albatross RTFs, to mid-range models like my Sopwith Pup, all the way up to 1/3rd scale Pups, Fokker DR-1's and Nieuports.

A mandatory flight routine was handed out to all of the contestants:

1. Takeoff
2. Flypast
3. Chandelle
4. Optional Prototypical Maneuver.
5. Landing
6. Realism

At the end of both WW1 rounds, we were back at it with rounds, 2, 3 and 4 of the NSC. Yes, we managed to pack 5 total rounds into a single Sunday. Granted, several competitors dropped out by the end of round 4 either due to mishaps, or by choice, but many of us did fly the complete 4 rounds.

I can't speak for the other competitors, but I was proud to say I was able to complete all 4 rounds with the crazy winds we had. To be honest, I would never have even tried this back at my local field, but I'm glad I did.

That being said, I was flying an Aeroworks Laser, overpowered with a 33cc engine that would handle most any winds. Yes, it was bumped around a bit, but I easily power through my knife-edge passes directly into the wind.

But others were just as hard at it with models that had a heck of a time with the wind, like Steve Eagle with his Fokker DR-7. Even our lone team entry of Mike Grady (builder) and David Payne (pilot) took to the skies with Mike's brand new electric powered B-17. By new, his B-17 only had a handful of flights on it after more than four years of design and construction.

While we were floundering through the skies, the Control-Line competitors were not so lucky. Although the weather was considerable better on Sunday, it was still marginal for them. Allen called a vote from all of the C/L competitors and they voted not to fly. Instead their contest results would be determined by their static judging on Friday.

Thankfully, many of the C/L competitors came over and mingled with the R/C guys. It was good getting to meet and talk shop with them, and we had a chance to put on a show for them at the same time.

Unfortunately luck ran out for two of our Fun Scale Novice competitors in rounds 3 and 4.

Carl Handley lost his P-47 to a rather spectacular crash while trying to touch down in the high winds. John Hudak had a similar fate with his Fw-190. Both pilots were optimistic that their planes could be fixed over the winter and back in the air next season.

If there was an award for persistence, it would have to go to Dennis Crooks. Dennis is a long time scale modeler and competitor with a wide variety of models. He brought his F-7 TigerCat to the NSC and entered it in Fun-Scale Advanced. This twin engine monster has a real presence in the air when everything is working. He and I were tied after round 1, so I knew I had to bring my best to keep up with Dennis.

Rounds 2, 3, and 4 were not kind to Dennis. He lost an engine during round 2, suffering a bit of damage during the landing. But undaunted, Dennis went to work and had the Cat ready for round 3. Another engine out brought round 3 to an abrupt end. When attempting to start for round 4, that troubled engine would not start.

## WRAPPING UP

I know I've only glossed over all of the fun we had at the NSC, but I would invite you to look for Stan Alexander's full coverage in Model Aviation magazine. Best guess is it will be in the January or February issues, but don't hold me to that.

I'll also be posting a bunch of photos of the event to NASA's Flickr page. Click this link to be taken directly to the NSC gallery:

<https://www.flickr.com/photos/99965155@N02/sets/72157648053612558/>

On the following pages you'll see the results in all categories, as well as photos of the winners. Also you'll see the winners of the Pilot's Choice award in C/L and R/C, as well as the recipient of the first Bob Lirette Flight Achievement Award, Bob Patton.

Bob has been campaigning his huge T-34 for a few years now and he keeps getting better. It has operational everything - flaps, retracts, lights, canopy, etc. Even with all that, he never uses mechanical options on his routines. For the judges, Bob was an easy pick and I couldn't agree more! Congrats!

Of all the things put in place, the one thing that I hoped the NSC would do is to bring more members into NASA. Even though our turnout was held down because of the weather (28 pilots, and roughly 40 entries), we were able to sign up 15 new NASA members for 2015. It's a great start and we hope to continue that next year.

All of us at NASA have learned a lot from this first year of putting together the entire NSC system. Most of it was worked quite well, but we do have to tweak a few things.

One thing that will probably change will be the venue. The NSC will be a wandering event from year to year. We find ourselves in a position where there are a handful of venues vying to host next year's NSC. We'll do some research and announce the next location as soon as we can.

In closing I'd like to thank all involved in planning, hosting, and running the NSC. And a special thank you to the judges who sat out in the cold for two days!

Look for information about the 2015 NSC on the NASA website starting later this year.





# 2014 NSC SCRAPBOOK





# 2014 NASA SCALE CLASSIC RESULTS

## CONTROL-LINE SPORT SCALE

1. John Brodak
2. Allen Goff
3. Ed Mason



## RC FUN-SCALE NOVICE

1. John Hudak
2. Evan Gaston
3. Shane Workman



## RADIO-CONTROL DESIGNER

1. Bob Patton



## CONTROL-LINE PROFILE SCALE

1. Joe Eiben
2. Fred Cronenwett
3. Bill Avera



## RC FUN-SCALE ADVANCED

1. Jim Martin
2. Will Berninger
3. Mark Lanterman



## PILOTS CHOICE AWARD

C/L Ed Mason, DC-6 R/C Mike Grady, B-17



## CONTROL-LINE FUN SCALE

1. Allen Goff
2. Ed Mason
3. Bill Avera



## RADIO-CONTROL EXPERT

1. Greg Hahn
2. Mike Barbee
3. Bill Brucken



## BOB LIRETTE FLIGHT ACHIEVEMENT AWARD

Bob Patton, T-34



## CONTROL-LINE 1/2A SCALE

1. Allen Goff
2. Bill Avera
3. Mike McHenry



## RADIO-CONTROL TEAM

1. Mike Grady / David Payne



## THEMED EVENT (WWI)

1. Greg Hahn
2. Steve Eagle
3. Mike Barbee



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Our main runway is one quarter of a mile long,  
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Please check out the web site [www.delandrcclub.com](http://www.delandrcclub.com) for latest photos.

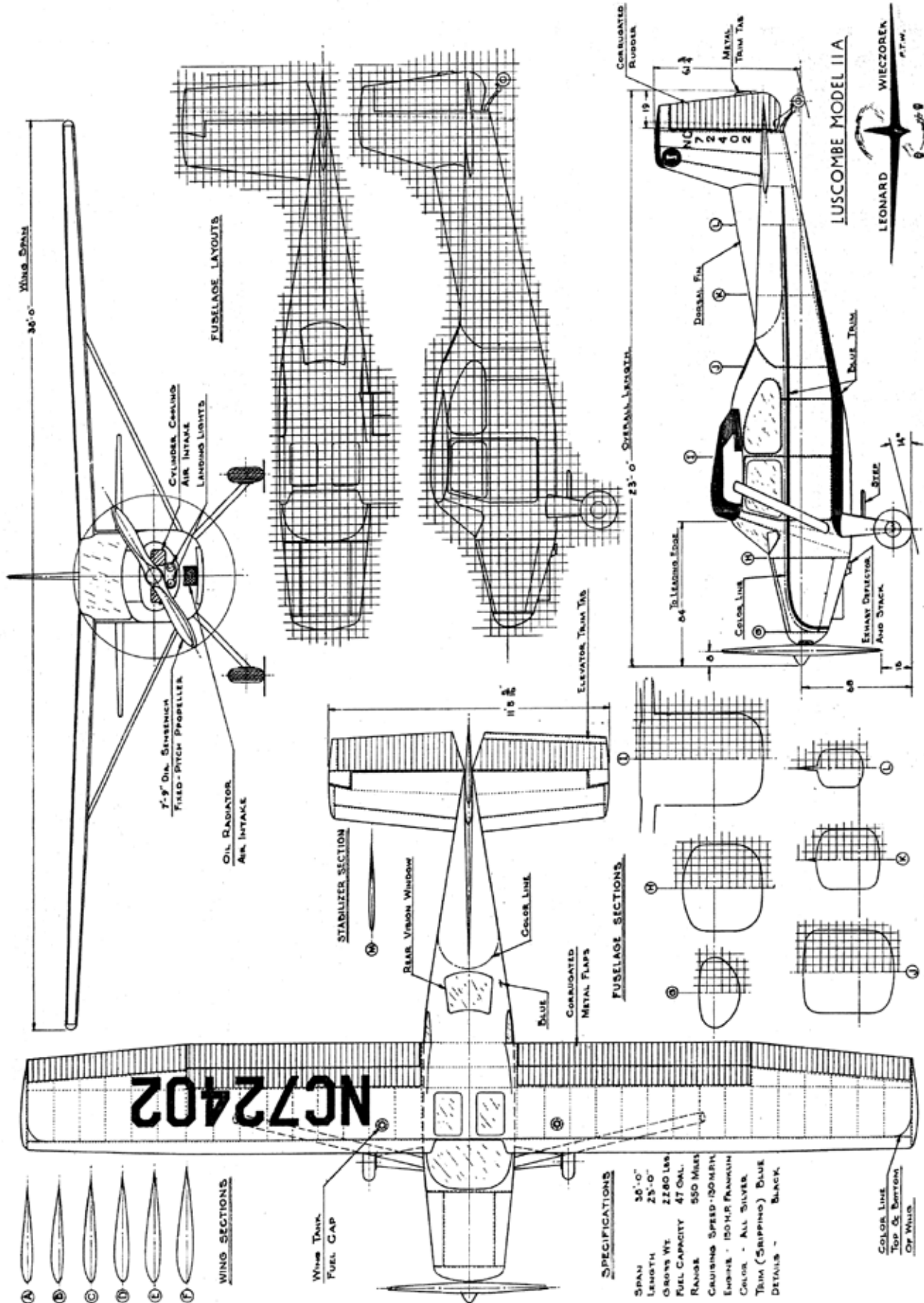
Landing fee is \$25.00 for two or three days or \$15.00 for Saturday only.  
Fee includes lunch both days and a special silver anniversary pocket t-shirt.

Motels are available nearby.

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or event chairman Andy Bowen ~ [abowen27@cfl.rr.com](mailto:abowen27@cfl.rr.com)

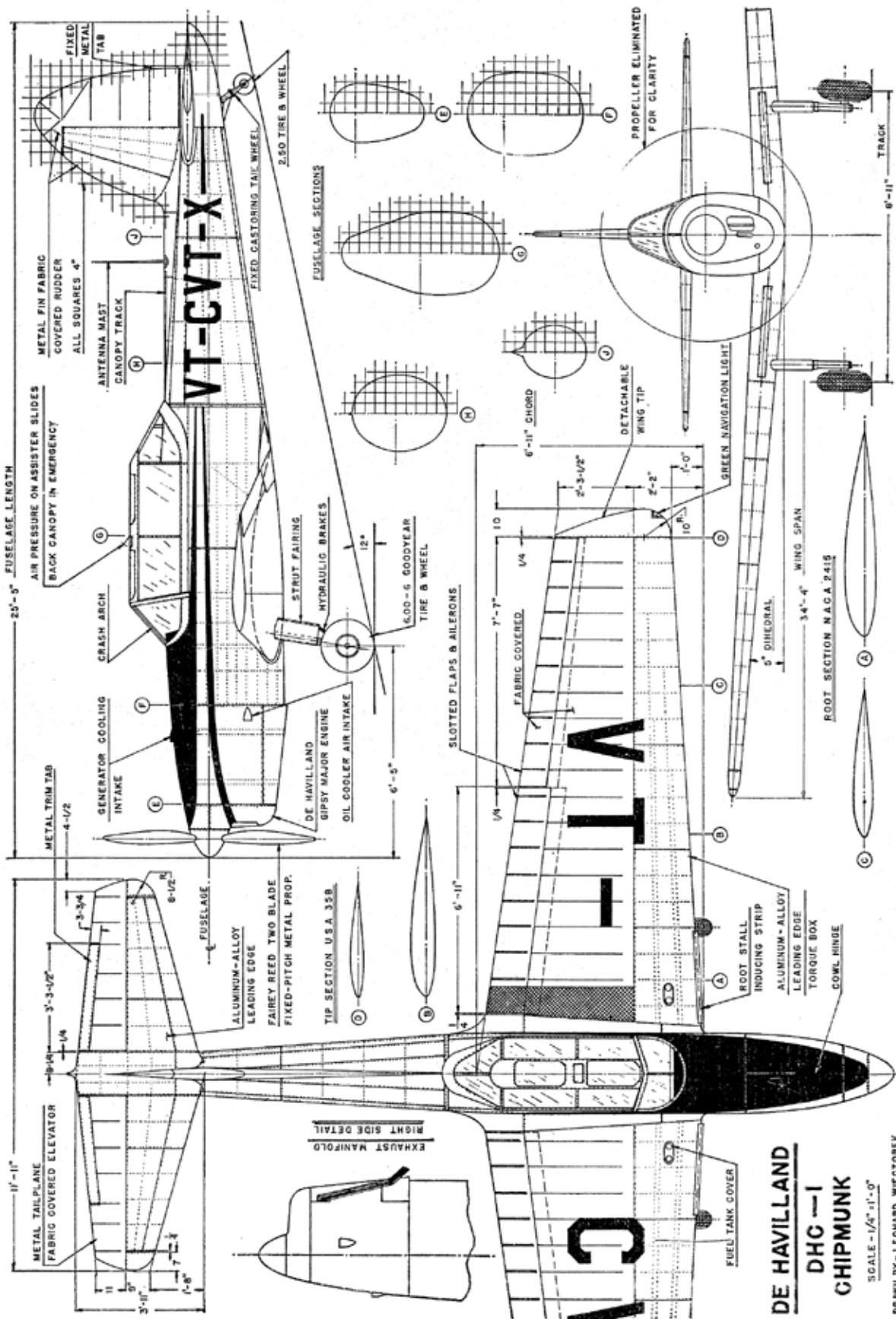


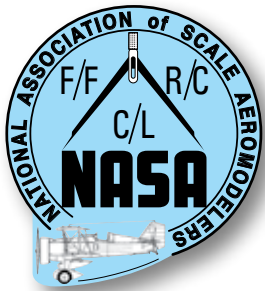
# LUSCOMBE MODEL IIA 3-VIEW





# DE-HAVILLAND DHC-1 CHIPMUNK 3-VIEW





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- **LUSCOMBE MODEL IIA 3-VIEW • DHC-1 CHIPMUNK 3-VIEW**

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