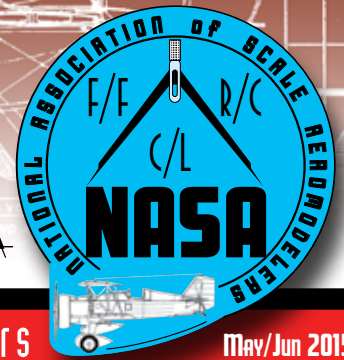


REPLICA



Newsletter of the National Association of Scale Aeromodelers

May/June 2015

TO OVERFLY OR NOT TO OVERFLY.

Please excuse my butchering and plagiarism of Hamlet, but it seemed an appropriate headline to bring attention to an issue we face at this year's AMA Scale Nationals.

Most of you know Jim Martin, especially those of you who compete, as he's one of our top flight judges, as well as the contest director of the NATS for the past few years. Jim was part of our recent Rough River Scale Rally and during our NASA board meeting he brought up a subject that he's been working on in conjunction with the AMA, and it concerns overflights - specifically R/C Scale competitors overflying the control-line circles while C/L events are underway.

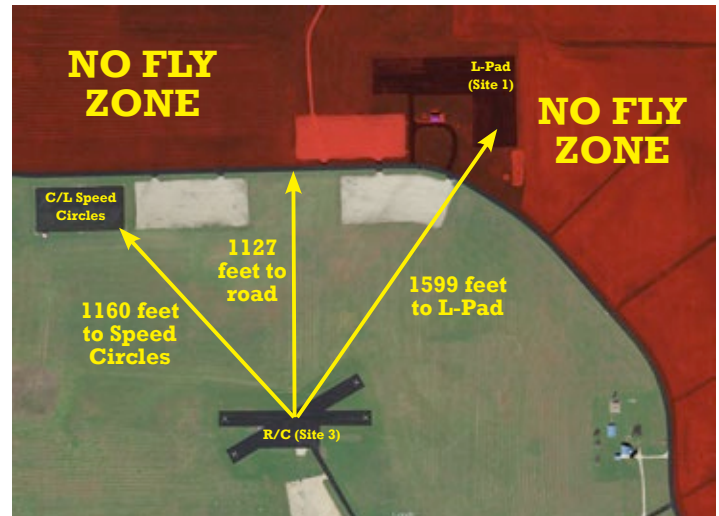
Those of us who've competed at the NATS have always heard rumblings from either the AMA or from some of the C/L competitors about R/C overflights, but not much has ever been asked of us, until now.



**R/C AND C/L SCALE:
JULY 17-19 2015**

WHY IS THIS AN ISSUE THIS YEAR?

The last couple of years we've been saddled with hosting the Scale NATS the same weekend as Muncie's popular Ironman competition. This has led to a shortage of rooms, food vendors, and a simply made it very tough on all of us. Well, the good news is that we're the weekend after the Ironman this year, but the bad news is that it pushes us right up against the end of the NATS for C/L Aerobatics. More specifically, part of the C/L event (the Walker Cup) will be taking place on Saturday morning. While that won't effect the Scale C/L competitors, it does pose a problem for R/C. In the interest of safety, the AMA is really pushing us to make sure that R/C does not overfly the control-line areas during our Friday practice flights or during the competition on Saturday and Sunday.



An overview of the AMA's R/C and C/L sites. Note the no-fly area beyond the road that we've highlighted in red.

SO, WHAT DOES THIS MEAN?

First off, here's an overview of AMA sites 3 (R/C) and 1 (C/L L-pad). If you measure the distance from the center of the paved "X" runways on site 3, it is a good 1600 feet to the center of the closest C/L circle on site 1. That's long way and probably larger than any of us have at our own fields where we fly on a daily basis. Now, the AMA is asking us to stay within the boundaries of the road (Aeromodeler's Blvd.). Again measuring from the center of site 3's runways to the road is a 1127 feet - that's just under a 1/4 mile away and still probably larger than your local field.

SO WHAT CHANGES ARE IN STORE US?

Friday: According to the AMA's NATS schedule, there will be activity on the C/L Speed circles. These are the circles with the fences around them and they are located on our side of Aeromodeler's Blvd. There can be NO practice flights on site 3 until activity in the speed circles is concluded. We expect them to be done by 3:00pm or so, but the final word will come from Jim.

...continued on page 2

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...continued from page 1

Once the field is open for practice, we MUST keep on our side of the road as other C/L activity will be on the L-Pad.

One note is that site 4 (the grass runway at the back of the property) will be open to us. You're more than welcome to practice there if you'd like, however we can't guarantee how suitable that site will be for smaller models.

Saturday: We will have our normal pilot's meeting at 9:00am. To help aid in showing each of where the limits to the road are, the thought is to have a couple of "calibration" flights during the meeting.

We'll fly two sizes of planes - one a typical smaller 1.20-sized, the other would be one of the larger planes we have entered. We will have a person stationed on the road, straight north of site 3, and have them report to us via walkie-talkie/cell-phone as we do a few passes over that road. All of us will then be able to judge the relative size of the planes and it hopefully will help us with our own models.

Competition will start at 10:00am on Saturday.

Sunday: Competition will start closer to our normal 9:00am schedule.

Where this will effect R/C competitors the most are the maneuvers where we fly away from the flightline - horizontal figure 8's, descending 360's, traffic patterns, etc. While this certainly won't effect the majority of the competitors, those who choose to bring larger (or faster) planes might have to adjust.

Another component of this is the height of the maneuvers. Many of us do our 8's fairly low. If we can raise them up as little as 40-50 extra feet, it could make a world of difference in the perception of how close our models are to the C/L site.

WHAT HAPPENS WHEN (NOT IF) SOMEONE OVERFLIES THE ROAD?

As we build larger and larger planes, our flight routines have also become larger and larger. We've been assured by the AMA that they are not out to cancel the R/C Scale NATS if someone gets too close. Nor are they wanting to disqualify any competitor for this infraction. It all amounts to AMA working with us to reel-in our flights a bit. Jim will be notified of infractions and he will make the appropriate calls as we progress through the weekend.

In closing, we certainly hope this doesn't scare anyone away from competing at the NATS. We have the same amount of airspace we've always had to fly. We just need to be aware of our surroundings and make sure the site is safe for others who are competing. Please come out and join us, bring your planes, and enjoy a great weekend of fellowship, competition, and fun under the Muncie sun.

MARK LANTERMAN
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2015 RC SCALE NATS UPDATE

Formal planning for the 2015 NATS is pretty much finished for the event on July 17 - 19, 2015. For all of the static judged classes (Open, Sportsman, Expert, Team, and Designer), static judging will begin at 10:00 am on Friday, July 17. One important note - Friday is normally used as a flying practice day. Control line stunt will be flying on the L-pad, in front of our flight line, just across the road. Also there will be activity on the C/L speed circles. This means we will be delaying any R/C practice flying until they are done so that we do not fly over the top of them.

Saturday's flying will start approximately at 10:00 am. Hopefully the weather will cooperate with us this year so that y'all can get some good flights in. The Saturday night cookout will start approximately at 6:00pm. The cookout is free for all registered pilots and it will be held under the big tent at the flying site. Additional people will cost \$10 each.

Another note: If you declare on your flight score sheet that the aircraft is "Non Aerobatic", remember that all bank angles throughout the whole flight shall not be more than 60 degrees and all pitch angles shall be less than 45 degrees. Exceeding these limits will cause a deduction in your Realism score.


I hope all R/C NASA members will come and enjoy this year's NATS along with the camaraderie of seeing your friends again. It's not always about winning or losing, it's about spending time with friends and family that really matters. See you at the NATS!

JIM MARTIN
hooitelovesremy@yahoo.com



R/C AND C/L SCALE: JULY 17-19 2015

Andersen Designs



Andersen La-7
Built by: Jeff Quesenberry

Free! Scale Plan Downloads

ARADO 96B, Focke Wulf TA -152H
Grumman Lynx, Howard Pete
Kawasaki Ki-45, Lavochkin La-7
Mitsubishi - "Babs"

MNBigBirds.com

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & more...

Composite Parts Available thru ...

MICKO
Aircraft & Accessories

PRESIDENT'S NOTES

My view from the cockpit the last few weeks has been like the perfect VFR flight. No wind, no turbulence, clear of clouds and ideal fuel consumption. Notice I didn't mention anything about speed. Who cares? Just sit back and enjoy the ride. This is how I view the start of the contest circuit for the 2015 season. Top Gun is in the books and again Frank has done a very admirable job of assembling some of the best scale enthusiasts in the world. Want to be part of this? Just practice and participate in the local NASA Open Scale Contests. When you get those nerves trimmed out and you have a few under your belt you will be ready. Then send your request to Frank.

NASA had what I believe was our first non-competition scale rally at Rough River. This venue is very near and dear to my heart. From the late seventies flying pattern on Saturday and Sunday then scale Sunday afternoon. A wonderful event to bring the family. I know when my daughter was growing up she had a great time exploring the lake with Barb. I look forward to next year. All the scale related presentations were well attended and the subjects very enlightening. Great job to all the volunteers who presented, and helped with the organization. Thank you Dale for your expert contest director skills.

The NASA organization is growing and our membership is currently at the highest level ever. Check out the prize for being the 200th to join. To what do I attribute this rejuvenation? Our volunteer board members who all have the passion for scale modeling and the willingness to share it with any and all that are interested. If you are interested in scale NASA has all the help you'll need with a brain trust of builders and designers, more than willing to help you get involved.

On the horizon I see a restart to an FAI U.S. team. I have some new and different ideas on choosing the team and manager. Stay on this frequency to find out.

Contests and dates are listed elsewhere in this newsletter. Make plans to attend one or two and hopefully even the NATS. We have a Saturday picnic and auction planned, so mark the dates: July 17-18-19. There is always a lot to see and do at the AMA site in Muncie. Hook up with a veteran competitor and try competing. Or, volunteer to help out during the event and see scale up close. Most of all, if you do attend have fun.

First time competitors are wanted at the Columbus Scale Classic August 15-16. Fly here in your own class with other first timers. Enjoy a relaxing evening at the Monster Hanger pig roast, free for pilots and their guests. If you plan to attend please email me so Barb knows how big the pig should be. See you there for fun and scale flying.

I'm in the pattern, carb heat on, radio call made, turning final. Another fun flight.

MIKE BARBEE
mabarbee@aol.com

CONTROL-LINE NATS

Here it is coming into June and it is time to think about registering. As many of you know our trophy count with AMA depends on the entry number, so this is why it is so, so important to register as soon as you can.

1/2A scale entries are sure to be a big hit again this year. Last year they were the hit of the C/L scale competition. Team scale numbers are already ahead of last year entries. This should make for a new twist as the most I can remember in past years was 2 teams.

Before you come to Muncie, READ the 2015 rules as there have been some changes. You can find them on the NASA web site. Bring the lines you will be flying with when weighting your airplane. We will be checking the diameters as per the new rules, then they will be marked O.K. for competition.

We will have a short pilots meeting before Friday's static judging begins, and the judges will meet just before that. We will have our annual pilot & judges meeting at the same motel conference room Friday night.

Once again we will present the high static awards at the NASA cookout Saturday night. John Brodak will be sponsoring these awards again - Thanks John!

We are sure to have lots of other C/L pilots visiting the scale venue as they will be competing in their events the week prior, so maybe we can entice some of them to join us.

Pray for good weather and have a safe trip to Muncie. If you have any questions concerning the C/L scale Nat's drop me an email.

The event directors for the NATS are John Brodak and myself.

P.S. Remember this is a qualifying Open contest towards the NASA Scale Classic to be held in Lexington, KY. In October

Keep track of all the important C/L scale meets this year. They too are listed on the NASA web site.



Blessings
AVEN GOFF
fcm95@comcast.net

EARN YOUR INVITE TO THE

SCALE
NASA
Classic

FOR COMPLETE DETAILS
VISIT WWW.NASASCALE.ORG

IF THE ENEMY IS IN RANGE,
SO ARE YOU.



ROUGH RIVER SCALE RALLY AND SYMPOSIUM

What a great week end we had at the first annual ROUGH RIVER SCALE RALLY sponsored by NASA. The event was held at the fantastic ROUGH RIVER DAM RESORT PARK in Falls Of Rough, Kentucky approximately 90 miles southwest of Louisville.

In spite of intermittent showers, 37 brave souls put in a lot of flights off the 5000 foot runway and enjoyed breakfast, lunch, and dinner in the very nice lodge restaurant.

During the day, the pilots lounge was packed with new and experienced scale flyers eager to learn more about scale building and flying from the presentations put on by NASA members, Dale Arvin, Mike Barbee, John Boyko, Stan Alaxander, Jim Martin, Bob & Tina Patton and Larry Folk. Thanks to all these nice people for putting in the effort to make the presentations very informative.

Flyers came from all of the surrounding states and from as far away as Michigan and Florida.

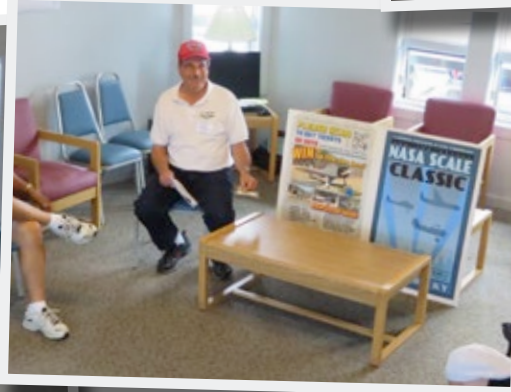
Pilots voted for Best WWI, Best WWII and Best Civilian models.

Best WWI was won by Art Shelton with a Fokker DRI and Tom Czikk won Best WWII with a P-47. Bob Benson took home the Best Civilian award, along with some of his Cessna 150.

The NASA board has made the decision to host this event again next year. Mark your calendars for the third week end in May 2016. If you have any questions or suggestion for presentations please contact me at darwin8094@aol.com.

A special thanks to all the guys and gals that helped me with the planning and field set up and tear down.

DALE ARVIN
darwin8094@aol.com





TOP GUN 2015

This year marked the 27th year that Top Gun was held at Lakeland Linder Airport. It has become one of the world's premiere scale R/C contests. I think all of us who build, fly and compete in R/C scale have been, and are influenced by the contest the Frank Tiano started all those years ago. He has created a top rate scale contest/airshow that continues to draw people from all over the world, both as contestants and spectators. This year's event was no exception! Close to 130 pilots came to Lakeland to battle it out for top spots, including the coveted Mr. Top Gun!

My intention in this article is not to give to a report on who won what award, but to provide some insight to the contest from the competitor's perspective. Top Gun has seven classes where one can get invited to compete - from the beginners in Pro Am Sportsman, to the Masters class where the pilot designs and builds his/her own airplane. What many people do not know, for several the Pro Am Sportsman pilots, it's their first contest EVER! Frank and his staff recognized several years ago that it is important to have a way to get aspiring scale competitors exposed to competing without having to go up against the "big guns".

Frank and his staff made some changes this year to continue to make Top Gun a world class event. The first was the weather! If you read ANYTHING about 2014, the weather was tough as rain washed out flying for 3 days. This year it was the opposite. The weather was beautiful, with lighter than normal winds, and low humidity temps in the low 80's. The other change was that we flew the Pro Am class finals on Saturday and Sunday. This year there were 29 Sportsman pilots, the top 63%, who made it to their final round on Saturday. Yes, Saturday. This meant that there were 5 flight lines going on the weekend! That is one of the significant differences between Top Gun and other scale contests here in the U.S.; the 5 flight lines on the weekend. It keeps both the pilot and caller on their toes!

What is it like to fly at Top Gun? The first thing you notice is just the size of the event.

Most everyone makes a remark that the size of the venue is much larger than most other scale contests and fly-ins. There is the asphalt runway and parallel grass strip. Looking across the blacktop is the Florida Air Museum where Sun'N'Fun is held the week before. Back from the runway are very large tents where multiple airplanes and pilots call home for 5 days. The airplanes are amazing. It seems that every year several new birds show up that are unique and make Top Gun... well Top Gun! In the air there is feeling, a feeling that you and your model are on a world stage. There is also the size of the weekend spectator crowd. The great weather brought large crowds on the weekend, that can get your blood pumping as much as flying in front of the judges.

Yet there is a feeling of family, a reunion of sorts, an extended family where the common bond is the love of aviation, both in model form and full scale. Throughout the day when you're not flying or working on your bird, you're helping other guys in the tent get ready for their flights. All the while stories are shared back and forth about what happened in the last year, "Hey did you see this" stories, what the next project is, or how solve a problem. When something breaks, there is a sudden crew of people show up to help get your bird back in the air!! Yes, it's a competition, and it is Top Gun, but everyone wants to see everybody have fun, and do well in the contest. Both the first timers and older vets say, that is more about seeing everyone do well than it is anything else! That is the best part of being at Top Gun - everyone pulling for each other, even if it's he is in your class.

The biggest misconception about getting invited to Top Gun is that you have to be some kind of super-wiz-bang-super-pilot/builder. That is simply not true. Several of the newer pilots remarked how everyone was so helpful and willing to share and help each other out. You do need to be willing to send Frank Tiano a note telling him that you're interested in a shot at Top Gun. In FACT all of us who are out doing contests and fly-ins love to see new guys come out and join the family. It is a different challenge, but we are all here to help in any way we can!

JOHN BOYKO
sir-smoothie@earthlink.net



12 INCHES TO THE FOOT

While at the Top Gun Invitational this year I kept quite busy and really didn't have a lot of time to examine the many, many different aircraft. But one that did catch my attention for several reasons was a Don Smith design of the Cessna T-50 Bobcat painted up in the "Sky King" design from the old TV series from the early 1960s, yeah I remember that show very well.

The model has a wingspan of about 100" with the weight at 35 pounds. The builder Tim Cardin powers the big twin with a pair of Saito 1.20 radials and it sounds great. This was the first time in all the years I've attended scale competitions and fly-ins that I'd seen a T-50 at all. It flew great! I don't know what it would do with an engine out but they both purred along without incident all week.

Clyde Cessna started in aviation just after the Wright Brothers (around 1911) and continued to build new and different designs long before everything went to aluminum in the 1950's. There are several Cessna designs we haven't seen as scale models, including many of these early designs.

One of Cessna's first airplanes looks sort of like a Bleriot XI, it was called Silver Wings. One of the first Cessna racer aircraft was the A series, quickly followed by the AW series. Strangely enough, they sort of have a family resemblance of the Cessna Airmaster aircraft which came later.

Cessna also branched out into passenger aircraft with the DC-6A which was a 4 place aircraft, single high wing, no struts and radial powered. In the 1930's Cessna managed to stay afloat by building gliders. Clyde also worked for Travel Air and much of the design and building of the Travel Air 6000 was under his direction.

One of my favorite Cessna aircraft, which I've never seen in model form, is the CR-3, a 1930's racer that featured retractable landing gear and a radial engine. The little racer was quite successful in it's class. The CR-3 won every race it entered in 1933, piloted by Johnny Livingston.

The Cessna Airmaster series of aircraft started with the C-34 which was designed in 1934, and started a aircraft production line that showed some profits for Cessna. These aircraft progressed through the C-35 and the C-165 Airmaster at the start of WWII.

The Cessna T-50 was used extensively by military air forces around the world in WWII. The relatively cheap price tag of the twin meant could be used for flight training pilots for that type of aircraft.

By the way, Sky King also used the Cessna T-50 in the first year of his shows. The actor was actually a pilot and flew his own planes in the show, later he upgraded to a Cessna 310 twin.

INTERESTING NOTES ABOUT CESSNA:

- Cessna also built Waco CG-4A gliders in WWII.
- To the best of my knowledge the last Cessna radial powered aircraft was the C-195 post WWII design, which was an updated Airmaster with full aluminum construction.

The internet is a treasure trove of information about Cessna aircraft if you have time to research it. Also the book listed below is a great source of information as well.

Also, check out the book "Cessna's Golden Age" by Alan Abel, Drina Welch Abel and drawings by Paul Matt, good stuff on the early Cessna aircraft with scale drawings.

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Retractable Main Landing Gear

Robart part number TZERO.
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Retractable Tailwheel

Robart part number 160WC.
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Adhesives

Robart recommends the use of Zap adhesives, threadlockers and Z-Poxy.

Aluminum Main Wheels

Robart's scale aluminum wheels. Available in 4", 4.5", 5", 5.25", 5.5" and 6" sizes. Spoke patterns consist of 3,4,6,8,10 and no spoke. The Top Flite Zero has a 5" tire with the no spoke aluminum wheel.



Scale Tailwheels

Robart tailwheels come with a choice of spoke patterns, either 8 spokes or no spoke.

Pneumatic Air Kit

Robart air kit (157VRX) provides everything necessary to operate the pneumatic landing gear.



NASA AIRPLANE RAFFLE

To raise funds to help with the expense of the Scale Nationals operations, we are selling raffle tickets to a brand new, fully completed, TopFlite 50cc Zero ARF.

Once again, Dick Petit has donated his time and skill to assemble this fantastic scale airplane for us. Dick was also



instrumental in getting several other companies to donate items needed to complete the process.

The model is completely finished, test run, and test flown. It is eligible to enter in either the Fun-Scale, or Open classes with the appropriate documentation, as well as any giant scale fun-flies.

Tickets are \$5.00 each, 3 for \$10.00 or 7 for \$20.00 and can be purchased through the NASA website. We can also send any number of tickets to those willing to sell them. The drawing will be held Saturday night at the picnic at the 2015 Scale Nationals.

Please everyone, help sell tickets and support NASA in our quest to make the Scale Nationals better than ever.



CLICK HERE TO BUY YOUR RAFFLE TICKETS

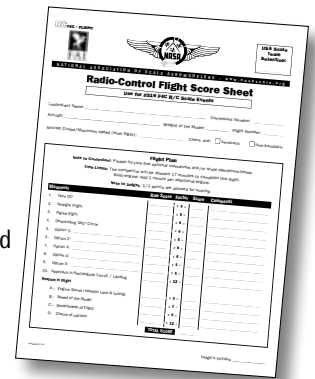
To see the raffle Zero's build, visit NASA's Flickr site by clicking here.



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. 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.

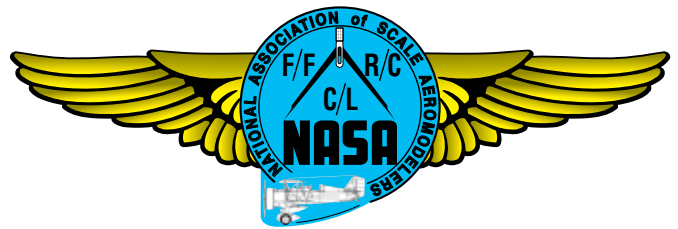


COMPETITION DOCS/FORMS

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!



SCALE EVENT CALENDAR

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

BRODAK FLY-IN

June 15-20, 2015 - Carmichaels, PA

HOOSIER SCALE CLASSIC

August 1-2, 2015 - Seymour, Indiana

BROKEN ARROW

September 19-20, 2015 - Valley Park, Missouri

MINT JULEP

June 12-14, 2015 - Rosewood, Indiana

DAYTON BUZZIN' BUZZARDS C/L OPEN

August 8-9, 2015 - Dayton, Ohio

NASA SCALE CLASSIC

September 25-27, 2015 - Lexington, Kentucky

AMA NATIONAL SCALE CHAMPIONSHIPS

July 17-19, 2015 - Muncie, Indiana

WENATCHEE SCALE RALLY AND NW SCALE CHAMPIONSHIPS

August 13-16, 2015 - Wenatchee, WA

EAA AIRVENTURE

July 20-26, 2015 - Oshkosh, Wisconsin

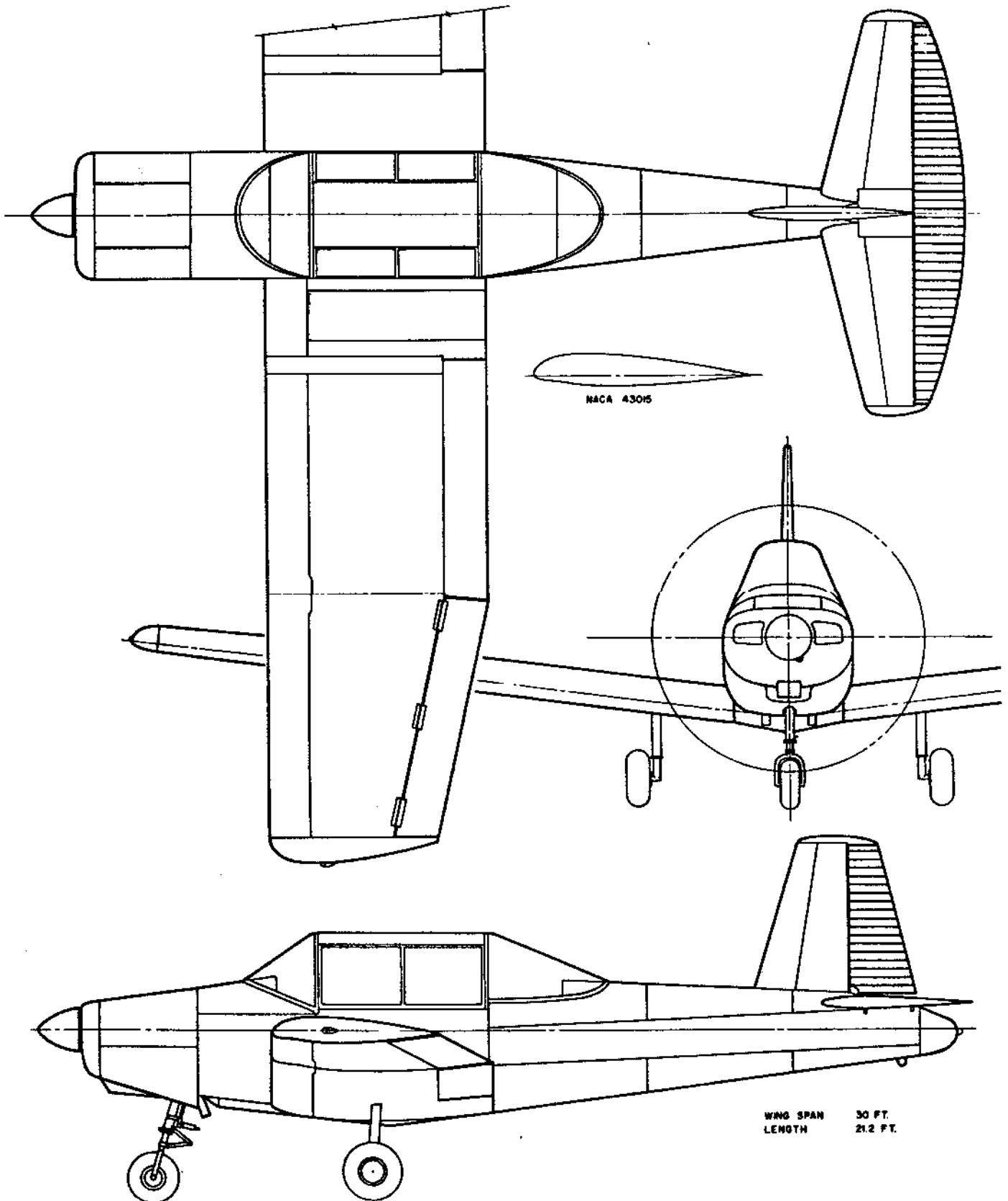
COLUMBUS SCALE CLASSIC

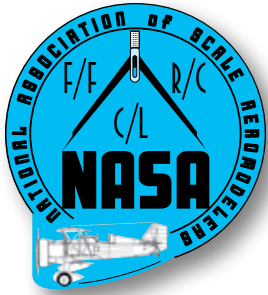
August 15-16, 2015 - Westerville, Ohio



SHINN 2150-A 15 3-VIEW

SHINN 2150-A





IN THIS ISSUE:

- C/L AND R/C AMA NATIONALS UPDATES!
- THE LATEST IN SCALE NEWS! • SHINN 2150-A 3-VIEW

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