

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MARCH 2019



The Prez's Corner – *Mark Chomyn*

Well if you read last month's Prez's Corner you probably got the impression that I was really enthused by how our year started. Great awards banquet; Indoor and outdoor flying in January showed an uptick in participation. February promised three venues, Orbiteers indoor, Orbiteers outdoor and Scale Staffel/Flying Aces two-day events. Then Mother Nature had to rear her ugly head and provides us with ill-timed deluges that killed my pipe dreams of great personal flights and prizes. Oh well.

But hey, if you enjoy indoor flying there's never a bad day. So, I hope you got some indoor activity in on March 3rd at Grossmont. Speaking of indoor flying, our ability to fly at the Grossmont gym is based on a relationship developed between John Hutchinson and Grossmont College administrators. John has been successful in retaining our ability to use the gym for our hobby. In addition to his indoor involvement John has been a key player in keeping the Orbiteers and the Scale Staffel of San Diego afloat for many years. If you don't know it, John turned eighty in February and still stays very active in indoor, outdoor and scale model flying. So, what's your excuse? Dust off those planes, build new ones and let's get flying!

In regard to building new planes, I made mention in last month's diatribe that I was building a Maxout X for the February Scale Staffel event. Well, now I can use the rain as an excuse for not getting it done. Even with late night building, I wouldn't have gotten it ready for the contest. The plan looked so simple. But I found out that working with an X-framed wing with 1/32" ribs that need double notching was not an easy task. Broke several

trying to notch and fit them. The spar notch shown on the plans was nowhere near wide enough to fit the spar for the stab or wing. Ended up having to re-notch all while trying to fit the spars; Truly for me a build from hell. But it will get built.

The SCAMPS had a rain-out for their original Taibi contest date and their re-schedule puts them on the field with us on March 17. We contacted Kevin Sherman to confirm that sharing the field on that day would work for the SCAMPS. Kevin replied there was no problem. Thanks SCAMPS. So, weather permitting, there will be a lot of planes in the air on St. Patrick's Day. I hope I don't get too distracted from my flying tasks by watching the SCAMPS members fly because I just love to hear, see and smell those gas free flights. If you've got a model that fits one of their categories, why not bring it along and enter a Taibi event?

For those that enjoy travelling to other meets, there is the SCAT Annual March 23-24 at Lost Hills CA and the Sierra Champs March 30 at Rancho Cordova CA. See the NFFS site's contest calendar for more information. Well I've run out of material so I'm going to fill the rest of this column with something I ran across while reading. It's a reflection on the dream of flight, by none other than Orville Wright.

Recalling some twenty-five years later the experience of that damp December morning on Kill Devil Hill, Orville declared that neither he nor his brother had been especially surprised or elated at having finally flown. They had after all, done their homework. They'd built toward the moment step by careful step, and backed each step with empirical testing in the very best scientific

The Prez's Corner – (Continued)

manner. And so those first tentative flights at Kitty Hawk, although satisfying on one level. Were also a bit hollow- a bit disappointing- at bit of an anticlimax. "In fact, Orville confessed, I got more kick out of flying before I had even been in the air- while lying in bed thinking of how exciting it would be."

The text goes on to say, "This frank admission of the power of the dream by one of the fathers of human flight- this acknowledgement that flying in the air can never match flying in the mind- is not to be dismissed lightly. It is the principle that lies at the very heart of the model airplane hobby, if not at the heart of all human creativity- no reality ever quite lives up to human anticipation. Courtesy of *Do You Speak Model Airplane* by Dave Thornberg.

The above clearly explains why when I look at one of my newly completed models; I have visions of grandeur that this one's going to be the best performer on the planet. Then a trip to the flying field reveals that the darned thing is lucky to get 1 minute not the 2 plus minutes I had dreamed about.

"The most fair and satisfactory method of timing outdoor contests is for the judges to follow the model in flight in an automobile accompanied by the contestant."

- Popular Aviation 1929

Mark



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Eze Dope

By Mike Jester



Most modelers use old fashioned nitrate dope to attach tissue to balsa wood frames and several coats of thinned nitrate dope to shrink and finish the tissue. Some modelers use clear Krylon spray to finish tissue-covered frames instead of nitrate dope. My wife does not appreciate the smell of harsh chemicals so I looked for alternatives. A few years ago Dave Scigliano brought my attention a water-based product sold by a UK manufacturer called Eze Dope.



Eze Dope by Deluxe

I bought a couple of bottles from another supplier before I found out it could be purchased from Amazon. A 250 ml bottle of Eze Dope can be purchased from Amazon for \$17.80. At least one person has said that Eze Dope is just white glue. I don't believe that Eze Dope and white glue are the same formula. A single bottle of Eze Dope goes a long way as it needs to be thinned with water before being applied to tissue. Regardless, I have achieved good results using Eze Dope. My current method of covering with tissue is as follows:

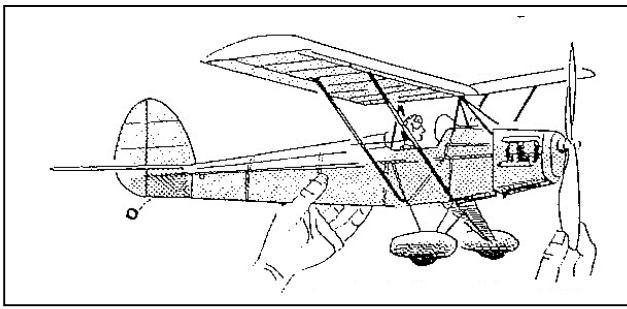
1. Do not pre-shrink the tissue. Use a 50/50 mixture of water and white Elmer's glue or UHU glue stick to adhere the tissue to the balsa wood frames.
3. Apply the tissue with its slick (shiny) side down.
4. The grain of the tissue should run parallel to the longerons and parallel to the wing and stab spars.
5. Let the covered frames dry overnight.
6. Make a 30/70 mixture of Eze Dope and water. Mix it thoroughly.

7. Apply the Eze Dope/water mixture uniformly to the tissue with a broad, flat, soft brush with just enough mixture to wet all the tissue but not so much that it sags.
8. Wet both sides of the wing, stab and fin with the mixture at the same time and use shims or magnets to raise the structures off your building board to allow both sides breathe while they dry.
9. Let the covered structures dry overnight. Sometimes I do a quick dry by manually holding the wet flying surfaces in the sunlight and breeze.
10. Inspect the covered wing, stab and fin for warps. Use steam to remove any warps.

Make sure you use genuine Esaki tissue from Japan. It is stronger and lighter than domestic tissue. A good source for Esaki tissue is Volare Products. In my experience finished wings, stabs and fins covered with Esaki tissue shrunk with Eze Dope tend to resist subsequent warping. However, I have to admit that traditional nitrate dope produces the strongest and best looking tissue covering job. Take a look at any one of Don Bartick's beautiful tissue-covered outdoor models and I think you will agree that nitrate dope is the best product for tissue covering jobs. But if you or anyone living at your residence can't stand the smell of nitrate dope or clear Krylon spray, Eze Dope is a good alternative.



S.E.5a by Don Bartick



THE NEW BUILDER FLYER CLASS GRADUATES

Some of you have read about the new builder classes I have been teaching, (NFFS SYMPOSIUM # 48). We are now building a new FAC Squadron in Murrieta, the OASIS FLYERS FAC-20. Recently we graduated three new Free Flight modelers from that class and began to teach them how to flight-trim their new models.

The class began in October. It was held in the Active Adult Community, The OASIS. We utilized their craft room facilities and met each Monday for four hours. We finished the building part of the class in January and moved to our trimming field (about 60 acres of alfalfa) in Perris, a short distance from Taibi Field.

During the class, we teach the new builder every aspect of building a model airplane, from how to select wood to spraying a 50/50 finish of clear nitrate, to making motors and winding strategies. Each new builder has a Mentor[s] who help him between class and at the class itself beside our instruction. The new builders make "building boards" that are used to construct their models.

One of the first things we do is take them on a Hobby Shop orientation where they weigh balsa, select their wood and purchase their basic supplies for their new model (a JIMMIE ALLEN BA CABIN). You should see the look on their faces when they see over a 100% delta between the same size sheet of wood as they weigh the entire pile of 1/16th sheets.

We attempt to teach them the basic building skills, but we focus on low wing loading and contest competition techniques. Some of our initial class members now have up to 10 KANONES (see AC rule book for definitions). After 16 KANONES (victories) the FLYING ACES award the flyer with a BLUE MAX. In the first picture from L to R is George Clifford who is Richard Brook's Mentor. Richard is holding his "just finished" Jimmie Allen BA Cabin. In the 2nd picture is Gary Barton and Dr. Don Chapton his Mentor. The 3rd picture is L-R Gary Vogt, Richard Voth and Pat McMillan. Pat and Gary V. are Richards Mentors. The last picture shows all three new builders with their instructor.

The Active Adult Community has the best demographics for new builders. These guys and gals have the time, the money and the patience. They simply love to build and fly.

The last picture is a Squadron picture . These are all new Free-Flighters.

Many Maxes Roger Willis



#1 George Clifford and Richard Brooks

Pictures #2 thru #4 follow on next page.

THE NEW BUILDER CLASS – (Continued)



01/30/2007

#2 Gary Barton and Dr. Don Chaptom



01/30/2007

#3 Gary Vogt, Richard Voth and Pat McMilan



01/30/2007

#4 The new builders and Roger Willis

ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20

Lifetime Membership - \$250

Non-Member Newsletter Subscription - \$15

Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:

Howard Haupt

3860 Ecochee Avenue

San Diego, CA 92117-4622

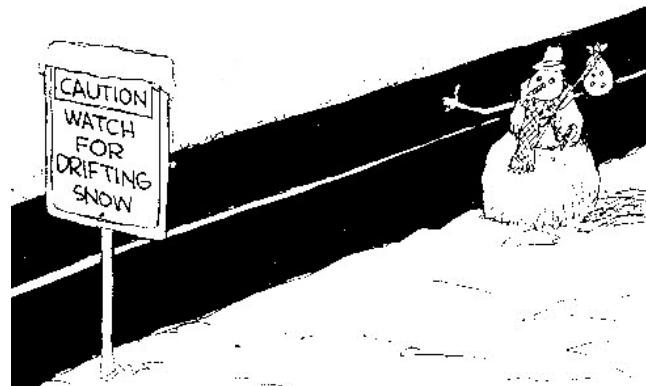
THE FINE PRINT THE FINE PRINT

El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin



Orbiteers - Indoor Contest Results - March 3, 2019



P-18

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Stan Buddenbohm*	141	136	277	1
John Hutchison	136	134	270	2
Don Bartick	115	118	233	3
Mike Jester	111	118	229	4
Nick Panousis	103	102	205	5
Don Brent	96	104	200	6
Jose Cetina#	92	90	182	7

CAT Glider

<u>Flier</u>	<u>Best 2 of 9 flights</u>		<u>Total</u>	<u>Rank</u>
Jose Cetina#	24.0	23.9	47.9	1
Richard Wood	21.1	20.7	41.8	2
Don Bartick	21.3	20.3	41.6	3
Greg Hutchison	18.0	22.0	40.0	4
Don Brent	DNF		N/A	N/A

Scale Staffel - Indoor Contest Results - March 3, 2018

Embryo

<u>Flier</u>	<u>model</u>	<u>3 flights</u>	<u>Total</u>	<u>Rank</u>
Stan Buddenbohm	custom	72 70 103	245	1
Walter Ainslie	Prairie Bird	44 46 39	129	2
John Hutchison	Prairie Bird	41 34 39	114	3
Greg Hutchison	Pacific Ace	42 24 36	102	4
Nick Panousis	Big Cat	DNF	N/A	N/A
Don Brent	unknown	DNF	N/A	N/A

* not an SDO member

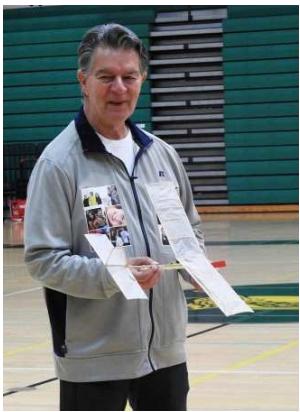
junior



John Hutchison's aero fleet

Photo by Arline Bartick

Orbiteers - Indoor Contest Results - March 3, 2019 - Pictures by Arline Bartick



2019 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events
(Contests at Perris CA unless otherwise noted)
(All Contests include E36, Power, & HLG/CLG)

Mar 17 - **Coupe**

Apr 14 - **P-30 Memorial (Hot Box)**

May 17-20 Dual Club Contest, Lost Hills CA

May 18-19 Scale Staffel ConTEST*

May 26 - **Old Time Nostalgia Rubber**

June 23 - **Coupe**

July / August - No Club Outdoor Contests

Sept 15 - **P-30**

Sept 21-22 Scale Staffel Contest*

Oct 13 - **Old Time Nostalgia Rubber**

Nov 17 - **Coupe**

Dec 15 - **Make-Up Events**

* Non-Club Points Event



Dec 2018 – Don Bartick – A.Bartick Photo

ADDITIONAL MARCH INDOOR -

Photos by Arline Bartick



2019 INDOOR FLYING SCHEDULE

Apr 7 - A-6, P-18 & Phantom Flash*

May 5 - Limited Penny Plane & No-Cal*

June 2 - P-18 & Embryo*

July 7 - A-6 & Phantom Flash*

Aug 4 - Limited Penny Plane & No-Cal*

Sept 1 - P-18 & Embryo*

Oct 6 - A-6 & Phantom Flash*

Nov 3 - Limited Penny Plane, No-Cal* & Canard One-Design* (Wrisley Zephyr)

Dec 1 - P-18 & Embryo*

***Scale Staffel Event**

`DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

SAN DIEGO ORBITEERS 61th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA & FAI EVENTS

*

FRESNO GAS MODEL CLUB 80th ANNUAL – CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

*** MAY 18th & 19th, 2019 ***

*** LOST HILLS, CA ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY	SUNDAY ONLY 7 AM – 3 PM
F1A	SMALL OT RUBBER STICK	.020 REPLICA
F1B	SMALL OT RUBBER CABIN	A PYLON
F1C	LARGE OT RUBBER STICK	B-C PYLON
1/2A GAS(1)	LARGE OT RUBBER CABIN	A FUSELAGE
C/D GAS	¼ A NOSTALGIA	B-C FUSELAGE
E-36	½ A NOSTALGIA	RUB/WAKEFIELD NOS
P-30 (1)	A NOSTALGIA	CLASSIC TOWLINE
VINTAGE FAI POWER	B NOSTALGIA	½ A CLASSIC POWER
CATAPULT GLIDER (1)	C NOSTALGIA	½ A GOLDEN AGE
½ A TEXACO	EARLY ½ A NOSTALGIA	
DAWN P-30 MASS LAUNCH		
NIGHT GAS (COMBINED)		
TWIN PUSHER MASS LAUNCH		

(1) Junior & Senior/Open Event

See Special Instructions on backside

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON – 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) (*Main course provided*)(Bring a side dish or dessert)(Let Dan know what you're bringing at aeronutd@cs.com)

AWARDS FOR FIRST 3 PLACES
Ceremonies at: 3:15 PM Sunday

\$20 REGISTRATION Sr. & Open / \$2 Jr
\$5 per Event Sr. & Open / \$1 Junior -
Optional: \$40 for Registration & Unlimited Events

For Information Contact:

CD: Don Bartick, - San Diego Orbiteers
(858)774-2941

dbartick@4-warddesign.com

FAI: Bill Booth, San Diego Orbiteers
(760) 889 -3201
fflarch@cox.com

Nos,OT,: Doss Porter, Fresno GMC

559-251-0787

Steve93612@comcast.com

Web:FGMAC.tumblr.com

SPECIAL INSTRUCTIONS

(LOST HILLS FF MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN)

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiteers famous ice cream social. This is a great time to relax, cool off, have lunch and enjoy the ice cream sundaes. We will provide ice cream, & sundae fixings, napkins, plates and plastic ware.

PRIZE DRAWING

The Fresno GMC once again has collected an enormous amount of model stuff for their drawing. For up to 3 events entered that are sponsored by them, the contestant will receive a drawing ticket. Drawing to be held right after Sunday's award ceremony.

BILL BOOTH, SR. MEMORIAL

High time in Old Time Gas. Includes 020 Replica, but not Texaco. Winner will receive a special award from the Fresno GMC.

HAND LAUNCH GLIDER & CATAPULT GLIDER

Hand Launch Glider & Catapult Glider will be launched from an established glider pen on the field. Max's are 120 seconds and all flights count.

NIGHT GAS FLYING

All engine classes combined. Event window between 6:30 pm – 9pm. Engine runs in accordance with aircraft classification; i.e., AMA or Nostalgia.

FAI EVENTS

F1A, F1B, F1C: 8am start time. Seven (7) one hour rounds. 240 second first round, 180 seconds, rounds 2-7. Round 5 starts at 1pm do to lunch break/ice cream social. Fly-offs starts at 4:30pm.

F1G, F1H, F1J, F1S: 8am Tiebreaker, no max. 15 min window. Not a regular round flight. 8:30 am start of regular rounds. Five (5) 1 hour rounds, 2 minute max. Fly-offs start at 1:30pm. Two (2) fly-offs, 3min & 4 min. If no winner, revert to morning tiebreaker flight.

VINTAGE FAI POWER

For rules, please go to this website: https://freeflight.org/wp-content/uploads/2019/01/NFFS-Competition-Rules-2019_2020-Release-1.pdf A copy of the rules will be available at the CD's table. First five (5) flights must be flown from the established line between 7:00 – 12:00 AM.

DAWN P-30

Saturday morning 7:30 AM sharp. Mass launch from glider pen; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 7:30 – 7:50 AM launch window, 1 flight, no max.

TWIN PUSHER MASS LAUNCH

Saturday morning 8:30 sharp. Mass launch from glider pen; 1 flight, no max.

GOLLYWOCK MASS LAUNCH

Sunday morning at 8:00 sharp. Mass launch from glider pen; 1 flight, no max.

TEXACO (Timer can ride with contestant)

1/2A Texaco: Saturday 7:00-10:00 AM launch window, 8cc fuel; Full Size Texaco: Sunday 6:00-10:00 AM launch window, 1/4 oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet

.049/.051 and Cox T.D..049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces or auto rudders allowed even if on the original plan. Engine runs are: Cat II) Hand launch 12 sec/VTO 15 sec for first 3 official flights; fly-off flights are 8 seconds. Flight maximum is 180 sec.

SAN VALEERS 70th ANNUAL & 37th ANNUAL 7 ROUNDER
APRIL 27th & 28th, 2019 - LOST HILLS, CA.

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST (SCAMPS/SCIIFS contest
same weekend with SCAMP CD Dan Heinrich 909 593-5789)

AMA CAT II & NOSTALGIA CAT II (WEATHER PERMITTING)

<u>SATURDAY 8 TO</u>	<u>SUNDAY 8 TO</u>	<u>BOTH DAYS</u>
5 1/2A GAS	3 A GAS	P-30, HL & Catapult
B GAS	D GAS	Glider 1/2A Golden Age
C GAS	ABC Nostalgia	Nostalgia Rubber
112A Nostalgia		(all flights same day for each entry)
E-36 -		

F1A NORDIC - F1B WAKEFIELD - F1C/F1P POWER- FAQ SATURDAY 8 AM TO 3 PM (7 rounds)

1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G - F1H - F1S SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am. Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights than tie breaker flight determines winner.

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING (weather oermittinol-Sponsored by Mike Thompson RULES:
Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc.)

NEW SUPER TIGRE X-TYPE .25 donated by Ted Hidinger (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)***

AMA/NOST CD: Ted Hidinger (602) 316-4430 FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

FROM SCIENCE OLYMPIAD TO JUNIOR FREE FLIGHT - D.Bartick

Those of us that have coached Science Olympiad Wright Stuff events over the years do so for the love of free flight and the prospect that one of our students would want to continue the hobby as time permits.

We've had parents of Science Olympiad participants who thought the hobby was intriguing, take it up and then really excel at it. Good examples are Orbiteer's Mike Jester and Kang Lee. Mike is making a name for himself on the local scene and Kang on the World Stage. But no juniors coming forth until just recently.

Coming on the scene is Jose Cetina, an 8th grader at Olive Peirce Middle School in Ramona. This is the second year Jose has participated in Science Olympiad. He had the opportunity last year to build and fly a rubber powered plane to the specifications adapted by AMA for the P-18 event.

This year he built and flew an elastic launched glider to specification similar to AMA indoor catapult glider but significantly heavier; i.e., 3.5 grams minimum. AMA has no minimum. In both events, Jose easily learned the construction and produced well crafted planes. They flew well and placed in the top 10 at Regional.

He really enjoyed the experience and when asked if he would like to continue with free flight, his answer was yes.

Jose is a quiet young man. He's focused and very well parented. His parents are extremely supportive and have made themselves available to transport Jose to all the Science Olympiad practices and now to Orbiteers/Scale Staffel indoor monthlies.

The first monthly he entered was March 3rd, where he entered his P-18 and Catapult Glider. Didn't place in P-18, but showed his grit in Catapult glider by coming in 1st by over 6 seconds.

He's hooked for now. I plan to propose to him junior membership in the AMA and junior membership in the Orbiteers.

Don Bartick



Jose Cetina with Science Olympiad model



Jose Cetina with Catapult Glider

Photos by Arline Bartick



INSIDE BUSINESS AVIATION

WILLIAM GARVEY



ARGUABLY THE MOST UNUSUAL

aircraft manufacturer extant, WACO Aircraft Corp. recently changed owners, and the seller, who remains as president, is clearly delighted.

The Michigan manufacturer hand-builds the wheeled WACO YMF-5D (see photo), amphibious YMF-5F and Great Lakes 2T-1A-2 aerobatic aircraft, all of which are single-engine, tube-and-fabric biplanes. While no other company has such a product line, what makes WACO particularly special is that the YMF traces its roots to the graceful WACOs of the 1930s and shares its provenance with the citizenry of the U.S. An explanation follows:

Around 1978, the entity that held the original Bureau of Air Commerce Type Certificate for the long-defunct YMF became concerned about any potential legacy obligations to the existing, aging fleet. Accordingly, it returned the document and as-

Well-Satisfied Customer

A shared ‘vintage’ value

sociated engineering drawings to the FAA, thereby making those elements part of the public domain.

Later, Dick Kettles, who ran a fixed-base operation (FBO) at Lansing, Michigan's municipal airport, was determined to even out his business ups and downs. His solution was without precedent and not a little amazing. He went to Washington, copied all the drawings for the YMF, returned to Lansing, built tooling, hired workers and started production. Anyone could have done the same thing, but the market for resurrected biplanes from aviation's “Golden Era” is rather limited and doesn't invite competition. The first reborn YMF flew in 1985, and production deliveries began in 1986.

Mind you, the modern YMFs incorporate hundreds of improvements over the original, and for those the company has been awarded supplemental type certificates, all tied to the original 1935 TC. Since the YMF's relaunch, nearly 150 of the FAA-certified airplanes have been delivered, with more on the way. WACO acquired the TC for the Great Lakes in 2011, 31 years after that model had ceased production, and delivered 13 of that aircraft by the end of 2018.

Classic craftsmanship—and these planes are flying jewels—comes at a cost. The wheeled YMF lists for about \$500,000 and the amphib for \$650,000, while the Great Lakes goes for \$270,000.

In 1999, the company changed hands and moved 50 mi. southwest to Battle Creek, Michigan. Then, in 2008, it was acquired by Peter Bowers and his father, Jon. Under the Bowerses, product improvements and production were steady, albeit at a measured pace. As with most small aviation entrepreneurs, the Bowerses had

finite resources and they chose their projects carefully, such as creating the amphibian and offering an optional glass cockpit YMF. Peter Bowers says the company delivers 6-10 aircraft a year; he expected to close out 2018 having sent eight aircraft to owners the world over.

One of those YMF-5s went to Switzerland and in the doing helped to open a new chapter in the company's history. The buyer-pilot was Dieter Morszeck. He formerly headed family-owned Rimowa, a European maker of high-end luggage, best known for its corrugated aluminum construction—harkening back to the Junkers transports of the 1930s. Indeed, he so admired the period and style that in 2010 he began a project to build a Junkers F13, the world's first metal commercial passenger aircraft. He went on to fly the experimental replica in September 2016.



WACO AIRCRAFT

Now, after selling the luggage company, the 65-year-old Phenom 300 pilot plans to immerse himself in matters aeronautical through Dimor Group Inc., an aviation holding firm he established in Fort Lauderdale, Florida. Its first acquisition occurred last November with the purchase of WACO from the Bowerses, along with the adjacent Battle Creek FBO. It plans on expanding the production facility, doubling the payroll to 60 employees and delivering 16 aircraft this year.

“This is a good deal for everybody,” says Bowers, who continues as president. “There were things I wanted to do but couldn't afford.” He says the company now has the resources to grow and expand its offerings, though he declined to identify exactly what those “other things” might be.

He noted that today many smaller American general aviation companies have Chinese owners and says, “I'm thrilled we did not have to go in that direction.”

And while the WACO company “wasn't publicly for sale,” he says, once Morszeck got to fly his YMF, things started changing. Bowers alluded to that electric “shaver ad from years ago when the guy said, ‘I liked it so much, I bought the company.’” As for his assessment of his satisfied customer: The new owner is “a vintage aircraft guy.”

William Garvey is Editor-in-Chief of Business & Commercial Aviation

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WHAT'S HAPPENING -

March / April 2019

Mar. 17 - Orbiteer Outdoor Monthly

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Coupe**

Other Events: **E36, Power & HLG/Catapult Launch Glider**

Apr. 7 - Indoor Flying

Grossmont College (Upper Gym), 7:30 am to 11:30 pm.

Feature Events: **A-6, P-18, & Phantom Flash***

Apr. 14 - Orbiteer Outdoor Monthly

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **P-30 Memorial (Hot Box)**

Other Events: **E36, Power & HLG/Catapult Launch Glider**