

SAN DIEGO

# Scale Staffel

December 2014



Merry Christmas & Happy New Year



Scale Staffel  
FAC Squadron #41  
AMA chapter 915

Founded to encourage and advance  
the hobby of building and flying  
free-flight scale and sport airplanes.

#### Club Officers

##### President

John Hutchinson (619) 303-0785

##### Vice President

Bob Overcash (619) 579-2174

##### Treasurer

Kathy McLaughlin (619) 303-0785

Annual Dues: None

Emailed Newsletter Subscription  
**Fee:** None, except we need your  
e-mail address. E-mail it to the editor.

#### Newsletter Editor

William Scott  
wscott127@mac.com

**FLYING  
ACES**  
SQUADRON 41

#### ——— PRESIDENT'S LANDING STRIP ———

## Another Flying Season

*by John Hutchison*

Our three contests in 2014 were a great success and a lot of fun. I hope you are putting together your list of new planes for the 2015 events. The dates have been set for April 18-19 and August 22-23 at Perris, CA with our third contest being held at the WESTFAC V in Buckeye, AZ on October 21-24, 2015. Hope you all can attend these events.

It is with great sorrow that I must report our dear friend and pillar of the model building community, John Oldenkamp (1931-2014), has passed away. He will be sorely missed. His contributions to community associations and to model builders everywhere have been recognized for many years. There will, sadly, be an empty spot at our flying field.

After many years of being Contest Director, I would like to thank William Scott and George Mansfield for taking over the position. This has put new enthusiasm into my own building and flying program. My personal list of projects keeps getting longer and longer. So...all you flyers stand back, 'cuz here I come!

Speaking of Scale Staffel Members George Mansfield and, also, Bob Hodes, they have both achieved great accomplishments in 2014. Bob achieved the Blue Max Award and was presented the medal at the Flying Aces event in Geneseo, NY in July. George achieved his sixteenth victory at the Scale Staffel event in August and was awarded the medal at our November meet. CONGRATULATIONS!

Bob Hodes isn't done, yet! He won the 2014 Grand Champion Award for winning the highest accumulative scores for all three events. CONGRATULATIONS again!

We have secured the Grossmont College gym on the first Sunday of each month for 2015 for our Indoor Contests. The schedule is on the website ([www.scalestaffel.org](http://www.scalestaffel.org)). This year we are adding Embryo to the list of events. That makes three divisions for indoor: Phantom Flash, No-Cal and Embryo. All featured events are flown under FAC Rules and are eligible for FAC Kanones. The first three months will feature: January 4, Phantom Flash; February 1, No-Cal and the first Embryo contest will be held on March 1, 2015. So...move that Embryo up on your "to-do" list of indoor models.

Our annual Scale Staffel / Orbiteer Banquet is January 24 at Giovanni's Restaurant in Kearny Mesa. See you there!

Build! Fly! And have fun! LLFF! (Long Live Free Flight!)

John Hutchison

# What a Wonderful Year of Flying

by William Scott

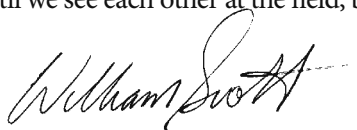
The goal for 2014: to get 24 new people to attend the various events over the year. We got exactly 24 new people this year! Thank you, Roger Willis, for creating the new FAC Club in Menifee, CA, and bringing the lion share of new people into the hobby. If we are splitting hairs, though, the number should actually be 23 because we had a young gentleman by the name of Colonel Bob Thacker attend our outdoor event in November. Bob has been in the hobby for a little while but this is the first time he was able to attend one of our events. You can read more about the Colonel later in this newsletter.

"Thank you very much" must go out to John Hutchison and Kathy McLaughlin for being the backbone of this organization. There is so much that happens behind the scenes; all of which takes time, energy, clear thoughts and organizational skills to get accomplished. Just know that, everything a person sees from the outside, took twice as long and twice as much energy to plan and organize so it runs smoothly.

Next we must thank our wonderful sponsor from this year. Please see them list below. Also as you look through this final 2014 newsletter you will notice all of the wonderful things they have given to the club for our end of the year banquet auction scheduled for Saturday, January 24, from 1 p.m. on at Giovanni's Restaurant.

Finally, thank you to all of you, the members of this organization and sport. Your determination and enthusiasm to build, cover and fly in friendly competition has been a joy to experience. Everyone's willingness to share not only their supplies and materials but also their secrets of how it is done or how it works demonstrates that there are just as many way to build and fly as there are people and that all are welcome.

Until we see each other at the field, build strong, cover well and fly to the max.



William Scott  
Editor

## INDOOR CONTEST

The first Sunday of every month

Big Gym at Grossmont college

8800 Grossmont College Drive

Park in lot "3"

Gym opens at 7:30 a.m.

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## Updated Indoor Contest Schedule 2015

**JAN** Phantom Flash

**FEB** No-Cal

**MAR** Embryo

**APR** Phantom Flash

**MAY** No-Cal

**JUN** Embryo

**JUL** Phantom Flash

**AUG** No-Cal

**SEP** Embryo

**OCT** Phantom Flash

**NOV** Canard One-Design (Wrisley  
Zephyr) and No-Cal

**DEC** Embryo



Thank you THOMAS DESIGN for donating this incredible kit!



**Bristol Scout - Model C**  
1 Inch equals 1 Foot scale

**RUBBER POWER**  
Designed for the experienced model builder

5319

Laser Cut Parts!

**Kit Features:**  
Laser cut wood and plastic parts - Thin wall vacuum formed cowl and belly pan - Full size highly detailed, professionally drawn plans - High grade, Esaki tissue - Laminated outlines - Select balsa sheets and sticks  
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Nylon thrust buttons, PLUS: Lewis MG kit - Instrument panel kit  
WWI wheel kit

**24.58 Inch Wingspan**      **Wing Area: 198 Square Inches**

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BOB HOLMAN PLANS

Thank you

for your donation

of the various

laser cut jigs

and fixtures!





# Building the Lockheed Vega Starliner 2

by Roger Willis



Have you ever seen a model you have never seen before? A model that instantly said BUILD ME? Well that happened to me last month in Indiana. I had been asked by GHQ to join the FAC Council and they were having their yearly meeting at AMA headquarters in Muncie in conjunction with the FAC Free Flight Champs. I stayed an extra day to visit the contest and ran into a FACer by the name of Marty Richey.

Marty was flying a model I had never seen...the LOCKHEED VEGA STARLINER 2. This airplane was built by Lockheed as a test bed for a new and more powerful inline engine. It was first flown in 1939. I watched as Marty flew the model. He consistently flew over one minute. Later in the month, he emailed to say it flew away...!! It did not have a DT. I had to build

this baby.

Marty mailed me the plan. It was very old and the guy who drew the plan had the wrong name on it. Some early GOOGLE work cleared up this discrepancy. The plan was very straight forward and designed to come out very light. It had a 25" wing and was perfect for an 8" Giz front end.

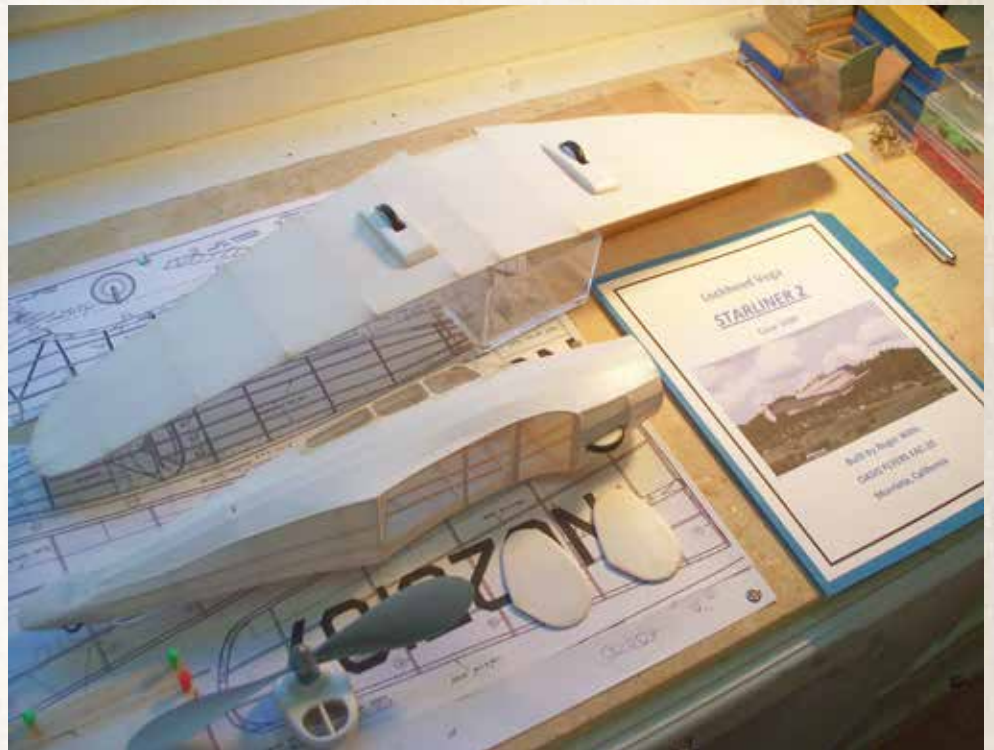
I only made a few changes: I moved the motor peg up one bay and added a DT. Using 7 lb. wood for key stinger areas

and 4 to 6 lb. wood for formers, ribs and tail surfaces, I began to build. The bones are shown in pics [see bones pics and pick out what you need.] The front end is made from 4 lb. sheet with screen patch material from LOWES for the radiator cover [see pic of front view close up]. Using a 75/25 nitrate mix the bones were prepped for tissue. Wheel pockets were created from the same 4 lb. sheet and hollowed out using a dremel hollow ball at very low speed. The scale wheels were simply made from 7 lb. sheet



and cut in half to fit as shown on the three view and the color picture of a real STARLINER still flying in Oregon [thank goodness to GOOGLE].

The finishing work began with the first coat of 75/25 on the bones. After that first coat, the balsa swells and becomes prickly and has to be sanded with 400g. That sanding requires a bit of patience, something I can be a bit short of on occasion. You follow that with one coat of 75/25 and a last coat on the bones of 50/50. I tissueed the entire structure with white jap tissue using the “crushed-wet” method. Washout extended to rib 3 at around 3/32. Large balsa surfaces were covered with one coat of 75/25 baby powder mix about the consistency of heavy cream. You sand these surfaces with 350g followed by 600g and add two coats of 75/25 over them without sanding. All the model parts were now sprayed with 50/50 Nitrate from NORM AERO in San Bernardino. Norm has all the Nitrate colors, too, as well as clear and thinner. Great guy, ships right to your door [a HASMAT miracle]. Be sure to pin down the stab and rudder after this



process to prevent the pretzel effect. After about two days rest, I sprayed the entire model with 50/50 insignia white Nitrate. All scale trim and graphics were provided by Callie Graphics in New Mexico. Pictures of finished model are provided.

The motor: Using the motor sizing spread sheet, I input the three pieces of required data and was told to

use 4 strands of 1/8th by 33". That is what I will use to trim. Randy's motor suggestion was 2 strands of 1/8th and 2 strands of 3/32 by 24.... Hummmm... Trimming comes next on our fantastic alfalfa trimming field in Perris. After that comes flying at TAIBI FIELD. This was a very fun build. Many Maxes to ALL.







DIELS ENGINEERING your donations are greatly appreciated!



Thank You, VOLARE PRODUCTS, for your donations!

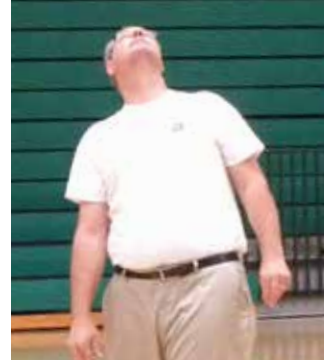




— INDOOR FLYING —

# First Sunday of Every Month: October 2014

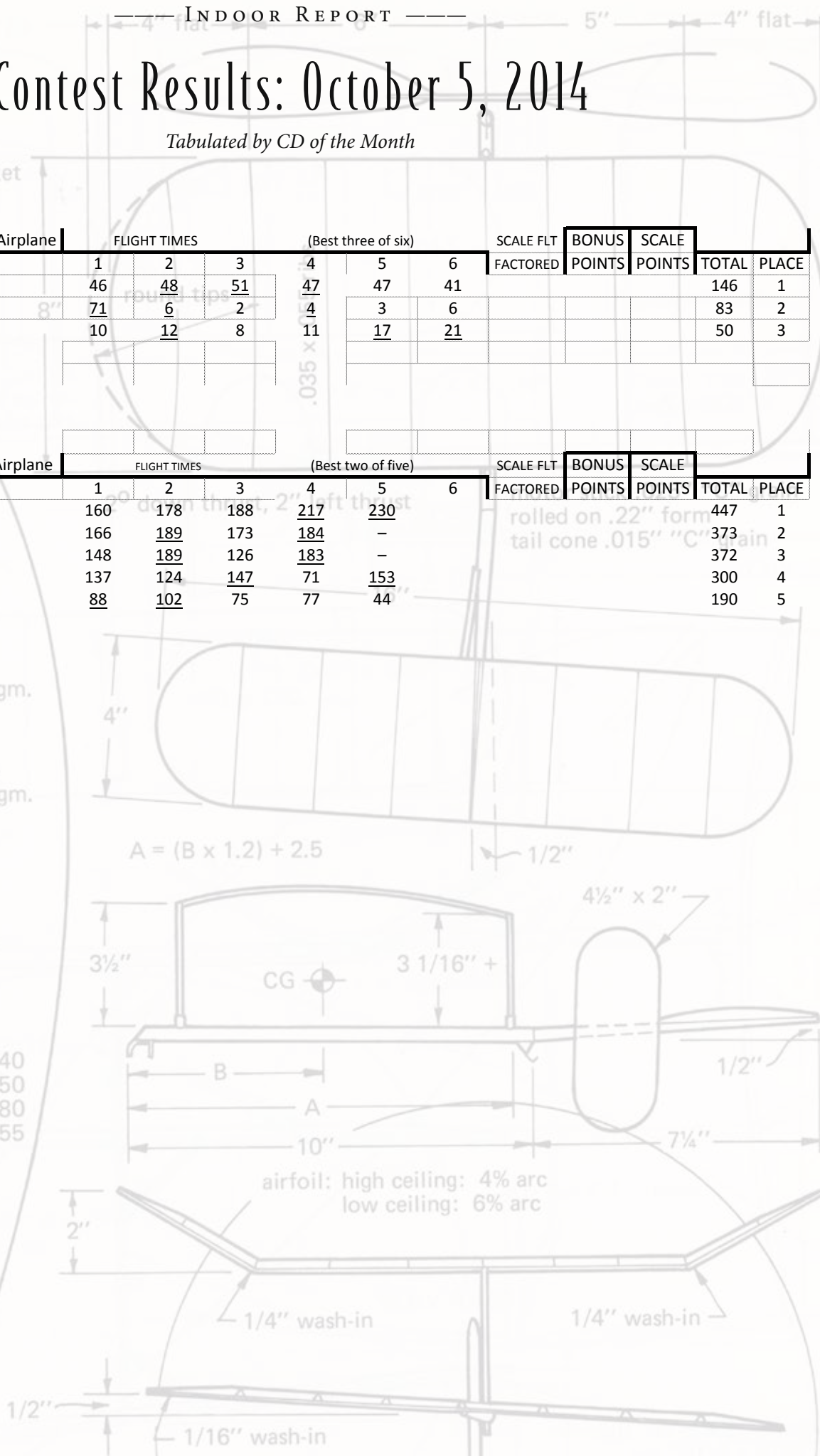
*Photographed by Arline Bartick*





October 5, 2014

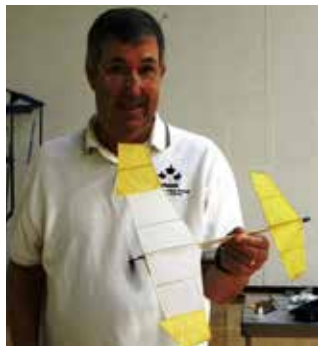
October 5, 2014												
Event: <b>A-6 (5 entries)</b>	Airplane	FLIGHT TIMES (Best two of five)						SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	TOTAL	PLACE
John Hutchison		160	178	188	217	230					447	1
Mike Jester		166	189	173	184	—					373	2
Richard Wood		148	189	126	183	—					372	3
Don Bardick		137	124	147	71	153					300	4
Mark Chomyn		88	102	75	77	44					190	5





# First Sunday of Every Month: November 2014

*Photographed by Arline Bartick*





— INDOOR REPORT ———

November 2, 2014

November 2, 2014November 2, 2014November 2, 2014[illegible]

**FLYING  
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SQUADRON 41



# SAN DIEGO Scale Staffel



April 2015: Outdoor Flying Contest

**Saturday and Sunday, APRIL 18 and 19, 2015, 7:30 a.m. to 12:00 p.m.**

**Scamps Flying Field, Perris CA, Location (33.7803656,-117.1972964)**

## Events Prizes

Awards for first to third place.

## Fees

\$8 for contest including entry for one event, \$3 for each additional event, \$20 maximum to cover contest entry and 5 to 11 events

## Contest Directors

**George Mansfield**  
gmansfield75@gmail.com  
phone (858) 453-3857

**William Scott**  
wscott127@yahoo.com  
phone (619) 469-9681

## Awards Presentation

Immediately following the contest's final gun on Sunday

## Hotel Accommodations

Red Lion  
480 S. Redlands Ave, 92570  
(Less than 2 miles from the flying field)  
**(951) 943-5577**

***Lunch is at the flier option  
for both days***

***Pilot's Meeting: 8 a.m. on both days***

## FAC Single Model Events

Fly any event on either day, but all flights for a given event must be flown on the same day

1. FAC Rubber Scale
2. FAC Power Scale (90 second max)
3. FAC Embryo Endurance (ROG)
4. FAC Jimmie Allen (ROG)
5. FAC 2-Bit (+1) Rubber, 1/2 Wakefield (ROG)
6. FAC No-Cal (no max)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale

## One-Design Comet Cub Contest

9. Must be Comet kit #3206

Contest will follow rules for Golden Age Combined

## Mass Launch Events Saturday

10. FAC World War 1 Combat:  
Wind at 8:20 a.m., Launch at 8:30 a.m.
11. FAC World War II Combat:  
Wind at 9:20 a.m., Launch at 9:30 a.m.

## Sunday

12. Double Trouble (Twins)  
Wind at 8:20 a.m., Launch at 8:30 a.m.
13. FAC Greve/Thompson Race:  
Wind at 9:20 a.m., Launch at 9:30 a.m.

*\*Earn points towards your GRAND CHAMPIONSHIP. This contest's scores coupled with those of the later Scale Staffel contest held in 2015 will determine our annual Grand Champion. The trophy will be presented after the last event of 2015 to the flier who garners the most 1st to 3rd place points in the 2015 Scale Staffel contests.*



# Being CD for a Day or Two

*by William Scott*



When John Hutchison announced he wanted to spend more time building (and flying) then being a CD, a few of us stepped up to take on the challenge. This responsibility was not taken lightly, John made sure we understood that the CDing of an event consists of three major parts; preparing for the event, the actual activities at the event and the final tallying of the scores and points, including handing out the awards. We wanted to make sure the next event would run as smooth as the previous ones under John and Kathy did, if possible. And besides, what better way to learn about running a contest then to take an active part in the running of an event.

As new CDs, we started to prepare for the November event, and our first task was to receive all of the stuff from John and Kathy. There was a variety of stuff that needed to be sifted through. John met with us and reviewed everything in the “box of stuff”. We poured over every sheet of paper, rule book, plaque, plaque award inscriptions, judging book, scoring forms, pens, pencils, calculator, first aid kit, etc.

The judging book was the most impressive; and most important. Over the years John has saved and stored each judging sheet he created, leading to a rather thick notebook of judging

scores. It is all divided up into section by builder and unless the plane has gone through a major rebuild he is able to pull the score from an existing judging sheet. This allows judging to be done very quickly and gets us all back to the important things like flying our models.

Arriving the day before the scheduled event was very helpful, because it eliminated the fear and worry of not arriving on time the first day of the event. Nothing sets the tone of the event like being on time, set up and ready to start. Reaching that point, we realized, we needed to be well organized. We set out clipboards with a sign up sheets for each event and three or four pens placed around the sign up tables. On the clipboard was also a copy of the flier announcing the contest and the cost for entering. Of course there was a pricing cheat sheet for us organizers, doing math at 7:30 in the morning does not always lead to correct answers.

At 8 a.m. all of the pilots were called together for the morning pilots meeting. We reviewed the schedule for the day, talked about judging, and the previous days’ weather and this meeting gave us the opportunity to emphasize particular points and make a change from what was done at previous events. The three most important points conveyed to the

pilots, just as before were, “one minute does NOT equal 100 seconds!” If someone flies for over 100 seconds the judges need to see the watch. “Seconds are not rounded up, only complete seconds are counted,” and lastly, “Have your timer turn in the flight times score sheet as soon as the flight is over.”

The one change we made at the November event was in regards to the mass launches. The first call to the pilots was to assemble for the group photo, after the photos they would return to their pits and wind for the mass launch. That process seemed to work pretty well; all of the pilots were more light hearted and willing to take multiple photos holding their planes in different position and pointing in various directions.

We had 18 fliers enter 65 airplanes in the nine events; there could possibly be 195 scores recorded. With 480 minutes available over two days for this contest, that worked out to be a score recorded every two and half minutes. This calculation does not include any time needed to judge, running a mass launch and personally fly in any events. A busy couple of days. A real plus to the busy day was being a CD gave the opportunity to meet and talk to almost everyone. Day one was wonderful, and we could not have asked for better weather condi-



tions. The beautiful weather continued into the early afternoon and some of us used the nearby alfalfa field to trim for Sunday's events. Day two started out good, but by 10 a.m. just about the time the helpful thermals show up, the wind began to blow. It was strong enough that we pulled down the official's canopy. We polled all of the pilots to see if they wanted to wait for a bit to see if the wind would die. After talking with everyone, we announced that the contest had officially ended and we would need a few minutes to total the scores and ready the plaques for the awards ceremony. Any scoring that could be done during the previous day and during the second day was done and we were only doing the last few scores. As we were totaling the scores it was exciting to see who would be the grand champion of 2014, we were sure this particular flier had no idea they were going to win it this year. Once all of the awards were giving out we calmed the crowd and announced our grand champion for 2014 was Bob Hodes. The group cheered and yelled and congratulated Bob and it was a very fitting end to the 2014 outdoor flying year for Scale Staffel.

*The West Coast Blue Max past and current recipients, left to right: Herb Kothe, Bob Hodes, John Hutchison, George Mansfield, and Roger Willis.*



*Above: Bob Hodes (left) grand champion for 2014 is congratulated by William Scott.*



# Scale Staffel Contest Nov 23 and 24

*Photos by Arline Bartick, Mike Jester and William Scott*











# Contest Results: November 22 and 23, 2014

Tabulated by CD of the Month

Scale Staffel <b>KANONE REPORT</b>	FAC CLUB NAME: <b>Scale Staffel Model Airplane Club</b>	CONTEST DATE: <b>11/22-23/2014</b>
CONTEST DIRECTORS: <b>W. Scott / G. Mansfield</b>	Email address: <a href="mailto:gmansfield75@gmail.com">gmansfield75@gmail.com</a>	SQUADRON #: <b>41</b>

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESES

## Mass Launch Event

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: WW 1 Combat (4 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe	Fokker D7	57	67						1	Y
John Hutchison	Fokker D7	34	36						2	Y
Bob Hodes	SE5Aa	38	X						3	Y
Mark Chomvn	SE5Aa	29							4	Y

## Mass Launch Event

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: <b>WW 2 Combat (5 entries)</b>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe	Vindicator	15	91	101					1	Y
Mike Jester	F6F Hellcat	66	69	75					2	Y
John Merrill	Zero	23	12						3	Y
Mark Chomyn	Kawasaki Hein	13							4	Y
Bob Hodes	F6F Hellcat	13							4	Y

## Mass Launch Event

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: Greve/Thompson Race (5)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE		Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe	Chambermaid	84	250	120					1	Y
Bob Hodes	Cessna CR-3	70	108	26					2	Y
George Mansfield	Chambermaid	73	3						3	Y
Roger Willis	Mr. Smoothie	57							4	Y
Mark Chomvn	Firecracker	45							5	Y

## Judged Scale Event

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST					Static + Bonus	FAC MEMBER?		
EVENT: Rubber Scale (5 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED			TOTAL	PLACE	Y
CONTESTANT'S FULL NAME		MODEL	1	2	3		POINTS			N
Roger Willis		Grumman Guardian	73	84	69	72	55.5	127.5	1	Y
John Hutchison		Fokker D VII	52	45	54	54	72.5	126.5	2	Y
Robert Hodes		F6F Hellcat	52	78	67	69	55.8	124.8	3	Y
Don Bartick		Rearwin Speedster	33	28	28	33	62.5	95.5	4	Y
Bob Thacker		Potter	30	34	23	34	55	89.0	5	Y

## Scale "Total of 3 Flights" Event

Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST							FAC MEMBER?		
EVENT: Golden Age Civ/Mil (4)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE		Y		
CONTESTANT'S FULL NAME		MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe		Taylorcraft	120	120	120				360	1	Y
John Hutchison		Huntington	56	64	64				184	2	Y
Mark Chomyn		Aeronca Chief	46	47	53				146	3	Y
John Merrill		Taylor Cub	35	26					61	4	Y

## Non-Scale "Total of 3 Flights" Event

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?		
EVENT: 2-Bit + 1 (5 entries))		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE
Mike Jester	Flying Aces Moth	120	70	120				310	1
Rod Franken	Flying Aces Moth	75	120	56				251	2
Fernando Mina	Flying Aces Moth	54	75	78				207	3
John Merrill	Baby Commercial	76	56	47				179	4
Roger Willis	Flying Aces Moth	51	68	52				171	5



Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?		
EVENT:	Jimmie Allen (7 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS				SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Dave Lofthouse	Skokie	120	93	91				304	1	Y
Gary Lyon	BA Cabin	81	86	106				273	2	Y
Dale Funk	BA Cabin	120	69	47				236	3	Y
Fernando Mina	BA Cabin	70	77					147	4	Y
Mark Chomyn	Blue Flash	43	50	40				133	5	Y
Robert Hodes	BA Cabin	120						120	6	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?		
EVENT:	Embryo Endurance (4)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS				SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe	GoDevil	120	120	120		1		361	1	Y
Bob Hodes	Hodes Hybrid	120	110	118		9		357	2	Y
Roger Willis	Debut	49	45			8		102	3	Y
Dave Lofthouse	Debut	55				9		64	4	Y

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?		
EVENT:	PowerScale (1 entry)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS				SCALE FLT	Static + Bonus			Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Bob Weatherel	Puss Moth	90				60		127.5	1	Y

Misc. Total of 3 (no-max) flights)		Flight times for total of 3 Best of 6 scores						FAC MEMBER?		
EVENT:	No-Cal Profile (6)	1	2	3	4	5	6	TOTAL	PLACE	N
CONTESTANT'S FULL NAME	MODEL									
Mike Jester	Piper Pacer	60	115	96				271	1	Y
Bob Hodes	Extra 400	58	77	71				206	2	Y
Mark Chomyn	Cosmic Wind	60	46	46				152	3	Y
William Scott	Rare Bear	41	24	44				109	4	Y
Mike Jester	Porter	91	5	13				109		Y
Mark Chomyn	Waterman Gosling	27	42	48				117		Y

By the Numbers:	
Events:	9
Flyers:	18
Models: Entered:	65
Officially flown:	45

Flyers:		
1	Don	Bartick
2	Mark	Chomyn
3	Rod	Franken
4	Dale	Funk
5	Robert	Hodes
6	John	Hutchison
7	Mike	Jester
8	Herb	Kothe
9	Dave	Lofthouse
10	Gary	Lyon
11	George	Mansfield
12	John	Merrill
13	Fernando	Mina
14	Fernando	Ramos
15	William	Scott
16	Bob	Thacker
17	Roger	Willis
18	Bob	Weatherell

Annual 2014 Grand Champion Tally				
(3 pts for 1st, 2 pts for 2nd, 1 pt for 3rd place finishes)				
Flyer	April	Aug	Nov	Total
John Alling	3	4	0	7
Mark Chomyn	3	8	2	13
John Donelson	10			10
Rod Franken	2	2		4
Dale Funk	1			1
*Bob Hodes	10	9	7	26
John Hutchison	4	5	4	13
Mike Jester	5		8	13
Herb Kothe	15			15
Dave Lofthouse	6	1	3	10
Gary Lyon		3	2	5
George Mansfield		4	1	5
John Merrill	4	6	1	11
Fernando Mina		2	1	3
Milke Mulligan	10	8		18
Fernando Ramos	6			6
Bob Weatherell	3			3
Roger Willis	2	7	4	13

\* 2014 Grand Champion: Bob Hodes

# Meeting the Colonel

by William Scott

He was an elderly gentleman in a bright blue jacket and straw hat, who wished to be called Colonel; his mannerism projected confidence, wisdom and a deep understanding of model building and flying. His Pilatus Porter in Swiss Air colors was built well and clean and had seen many years of good flying. His plane flew well and he was having fun. Once he got his three flights posted he packed up his plane and headed off to his next adventure. Although he was at the field no more than an hour, he had everyone talking. Who is he, where did he come from, how old is he? We were told he was Colonel Robert E. Thacker, USAF (Ret.) Here is what Wikipedia has to say about him.

Colonel Robert E. Thacker, USAF (Ret.) (born 1918) is a retired test pilot, a lifelong model aircraft enthusiast and designer,[1] one of the few pilots in history to do tours of duty in two different theaters of operation (Europe and the Pacific) in World War II and the holder of a number of aviation records.

Thacker's interest in aviation was sparked in 1926 at age eight when a neighbor purchased an operating model aircraft. By 1929, Thacker had completed his first model, that of the Spirit of St. Louis, and went on to earn spending money building balsa gliders. He joined his first aeromodeling club in El Centro, California in 1932.

A graduate of the Air Force Test Pilot Academy at California's Edwards Air Force Base, Thacker was responsible for testing a



*Colonel Robert E. Thacker and William Scott at the November Outdoor Event.*

wide variety of aircraft between 1939 and 1970, including the first accelerated tests of the P-80 combat-ready jet fighter, assisted by then Captain Chuck Yeager.

His most notable achievement came in 1947 with his test of Betty Jo, a North American F-82 Twin Mustang named after his wife.[2] This was to be the first nonstop test of a fully laden fighter between Honolulu, Hawaii and New York City, New York. The 14 hour, 32 minute test, which started at Hickam Air Force Base on February 27 and which ended at LaGuardia Airport was a success; Thacker even set the speed record at an average of 350 miles per hour (560 km/h). Both the aircraft and the flight jacket Thacker wore are on display at the National Museum of the United States Air Force at Wright-Patterson Air



*Colonel Robert E. Thacker and his model of an F-15 Eagle.*

Force Base. His co-pilot on the trip was Lieutenant John Ard. The trip remains the longest and fastest ever by a propeller-driven fighter.

In wartime, Thacker flew two tours of duty in a B-17 in World War II, a single tour in the Korean War with a B-29 Superfortress and classified high-altitude reconnaissance missions during the Vietnam War. His wartime service earned him two Silver Stars, three Distinguished Flying Crosses, ten Air Medals and the French Croix de Guerre with Palm.

On January 9, 2010, Colonel Thacker was inducted into the Academy of Model Aeronautics Hall of Fame for his work in both model and full-scale aviation during day two of the AMA's annual exposition in Ontario, California.



# One-Design Event



PIPER CUB, KIT NO. 3206

This is a contest of planes built to the Comet Kit #3206 specifications. The contest will follow the FAC Golden Age Combined rules described in the 2014-2015 FAC Rule Book.  
All 2015 Scale Staffel Outdoor Contests will feature this event.

# Scale Staffel's

*Annual Luncheon and Auction*



Who: Orbiteer and Scale Staffel

What: Annual end of the year luncheon and auction

When: Saturday, January 24, 2015 at 1 p.m.

Where: Giovanni's Restaurant 9353 Clairemont Mesa Blvd

Cost: \$15



# Piper Pacer No-Cal

*by Mike Jester*

I built a No-Cal Piper Pacer for the upcoming Scale Staffel contest in Perris on November 22 and 23, 2014. This is the first time I can recall No-Cal being an event at one of our club's regular outdoor contests. I was glad to see the club swap in the No-Cal event for the Phantom Flash event.

The FAC rules for No-Cal essentially require a profile scale stick and tissue airplane with a maximum wing span of 16". If the airplane had fixed landing gear your model must include this feature. A flyer's score in No-Cal is the total of three official flights, with no max. There is 20 second minimum for an official flight.

The plan and the artwork for my Piper Pacer were obtained from Hip Pocket Aeronautics. Since the No-Cal event will be held outdoors, I used 8# wood hoping for a more robust structure. I have a Pilatus Porter No-Cal that flies well indoors, but it is probably too fragile and too light weight for outdoor competition.

Instead of a solid balsa motor stick as shown on the plan, I used a rolled motor stick for lightness. The rolled motor stick should be able to resist motor stick bending with the relatively large width rubber motor I plan to use to hopefully get some good altitude.

White Esaki tissue was pre-shrunk three times and then adhered to one side of an 8 1/2" x 11" sheet of bond paper to print the artwork on an ink jet printer. I used Uhu glue stick to temporarily affix the tissue.



The struts on my Piper Pacer were used to correct the AOA of the slightly warped right wing panel. My Japanese Zero eventually developed a potato chip shaped wing that I am struggling to correct. The tissue for my Zero was also pre-shrunk three times before being used to cover that model! High wing models have the advantage that the struts can be used to hold the wing in alignment.

I installed a 6" plastic Peck prop for durability. I did not shave the Peck prop as I hate doing this, and I wanted a little nose weight anyway. Extra tail weight was needed to get the CG close to 40% as recommended on the plan. I chose to add diagonal bracing on the rear part of the fuselage and some cross-pieces to the vertical stabilizer rather than add clay to the tail end of the fuselage. The all up weight of my Piper Pacer is currently 7.76 grams.

As soon as my order of miniature springs arrives in the mail, I will try retro-fit the prop assembly on my Piper Pacer so that it will free wheel on a reliable basis. I also hope that the spring will reduce the chances of knots forming at the wrong place and undesirably changing the CG near the end of the motor run. The helical ramp on the Peck prop will often not allow free-wheeling if the unwound rubber motor dangles and pulls the L-shaped front end of the prop shaft against the ramp. My indoor No-Cal models don't face this problem since they never free wheel indoors.

I am starting to think I prefer Phantom Flash outdoors because when you lose one of those simple stick airplanes, it doesn't take nearly as much time to build a replacement as it does with No-Cal models. But since I did win the No-Cal Kanone at Perris I haven't completely made up my mind.

**FLYING  
ACES**  
SQUADRON 41



SAN DIEGO

# Scale Staffel

August 2015: Outdoor Flying Contest

**Saturday and Sunday, AUGUST 22 and 23, 2015, 7:30 a.m. to 12:00 p.m.**

**Scamps Flying Field, Perris CA, Location (33.7803656,-117.1972964)**

## Events Prizes

Awards for first to third place.

## Fees

\$8 for contest including entry for one event, \$3 for each additional event, \$20 maximum to cover contest entry and 5 to 11 events

## Contest Directors

**George Mansfield**  
gmansfield75@gmail.com  
phone (858) 453-3857

**William Scott**  
wscott127@yahoo.com  
phone (619) 469-9681

## Awards Presentation

Immediately following the contest's final gun on Sunday

## Hotel Accommodations

Red Lion  
480 S. Redlands Ave, 92570  
(Less than 2 miles from the flying field)  
**(951) 943-5577**

***Lunch is at the flier option  
for both days***

***Pilot's Meeting: 8 a.m. on both days***

## FAC Single Model Events

Fly any event on either day, but all flights for a given event must be flown on the same day

1. FAC Rubber Scale
2. FAC Power Scale (90 second max)
3. FAC Embryo Endurance (ROG)
4. FAC Jimmie Allen (ROG)
5. FAC 2-Bit(+1) Rubber, 1/2 Wakefield(ROG)
6. FAC No-Cal (no max)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale

## One-Design Comet Cub Contest

9. Must be Comet kit #3206

Contest will follow rules for Golden Age Combined

## Mass Launch Events

### Saturday

10. FAC World War 1 Combat:  
Wind at 8:20 a.m., Launch at 8:30 a.m.
11. FAC World War II Combat:  
Wind at 9:20 a.m., Launch at 9:30 a.m.

### Sunday

12. Double Trouble (Twins)  
Wind at 8:20 a.m., Launch at 8:30 a.m.
13. FAC Greve/Thompson Race:  
Wind at 9:20 a.m., Launch at 9:30 a.m.



\*Earn points towards your GRAND CHAMPIONSHIP. This contest's scores coupled with those of the later Scale Staffel contest held in 2015 will determine our annual Grand Champion. The trophy will be presented after the last event of 2015 to the flier who garners the most 1st to 3rd place points in all of the 2015 Scale Staffel contests.



——— FREE FLIGHT ———

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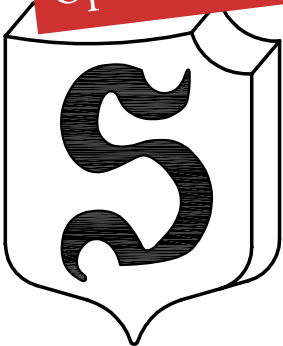
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Opening March 2015



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Schultz says:  
"Das ist gut zeug"



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——— UPCOMING EVENT ———

# WESTFAC V

*in Buckeye, AZ*

*Hosted by Arizona CONDOR Squadron*



## October 21 – 24, 2015

*Celebrating the 75th Anniversary of the battle of Britain and France*

*Check our website for more details in the coming months [www.westernfac.com](http://www.westernfac.com)*





# 23rd Annual Worldwide Postal Competition 2014/2015

*by Caley Ann Hand*



Welcome to another year of non-stressing, friendly, and laid-back competition. This year will see some major changes in the categories available. We will continue to include the past categories, as many still are familiar with those, and wish to continue flying in those categories.

I have been asked to take over the "Tiny Glider Postal", so it looks like we will have 6" and 8" wingspan flying in catapult and hand launched gliders.

I have had requests to have FAC type events, and will now include those, with the exception of the mass launch varieties. We will continue to have the KK Senator and Cloud Tramp events, also. Those are just too traditional to see them going away.

The Postal time frame remains the same, 1st of July 2014 through 30th of June 2015.



I will be emailing, or using snail mail to send the final results to all of the participants. Please pass on that this event needs more participants of all ages. Pass along my email address, so that those people you contact can let me know they are interested, and so I can email an announcement to them. The

Postal can only continue if those participating spread the word.



When you report your results, please don't wait until the absolute last day to send them in. Do send them in when you get full results on a particular model/category. Please include the following information: times, model name, wingspan (measured as per plan), and anything else you might want to add about your flights. I would love to see pictures of either your models, of your preparation for flight, or flying them. Photos are great to include in the results. One thing to remember about our Postal, is that you don't have to complete all your flights on a particular model on the same day. We all know the hazards of flying our light and fragile models. Models can get damaged or just plain broken, and need repair to fly again. Weather can intrude very quickly. Or the dreaded airplane eater, otherwise known as a tree, can ruin your day.

Vintage/Oldtimer classes are for designs authenticated to have been flying outdoors prior to December 31,



1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be "doubled up" with any other class for which a given model is eligible — separate flights, please.



To maximize flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take a stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

Please send entries/scores/reports/results to me via email, as this helps to reduce overall costs, eases communication and enables wider distribution of submitted photos.

Please return your entries to:

Caley Ann Hand  
6639 Datura Avenue,  
Twentynine Palms, CA 92277 USA  
or [caleyannhand@yahoo.com](mailto:caleyannhand@yahoo.com)