

SAN DIEGO

Scale Staffel

July 2016





Scale Staffel
FAC Squadron #41
AMA Chapter 915

— P R E S I D E N T ' S L A N D I N G S T R I P —

Your Summer is Free for Building

by John Hutchison

Scale Staffel has had some good times in 2016: The Scale Staffel / Orbiteer Banquet in January; lots of indoor flying at Grossmont College; and, of course, the Scale Staffel Two-Day Contests at Perris in February and May. The rest of the year looks superb.

The Walt Mooney July 4th Contest was officially canceled. The extreme July heat in Perris, the distance for driving and family holiday festivities had made the contest a no-go. But, in place of this event, tentative plans are to “re-invent” the contest with the possibilities of a special class to honor Walt, one of the greatest model designers and flyers. This is still in the works and the final decisions will be out soon.

The Scale Staffel / Orbiteer Annual Banquet at Giovanni's in Kearny Mesa was great. The awards were outstanding and the food was spectacular (as always). The “2015 Scale Staffel Aero Modeler of the Year” was Bob Hodes. Well deserved! A special award for enthusiasm and perseverance went to Nick Panousis. Lots of raffle items, nice company and a good time. I am looking forward to the January 2017 banquet. Mark your calendar and bring family and friends.

Our first 2016, two-day meet was held February 20-21. The weather was nice, the turnout was average, but the flying was great. Our second contest was May 21-22. Saturday was windy and most of the events were postponed to Sunday. WWI Mass Launch managed to squeeze in Saturday morning before the wind. Sunday was a perfect flying day with high clouds and lots of thermals. Attendance was up slightly and included our out-of-town competitors from Las Vegas and Denver.

Jim Lueken, of www.PlansAndThings.com, sponsored a “Stringless Wonder” event in the honor of Bill Hannan. Bill Hannan is retiring and moving to Hawaii. Jim, and the rest of the free-flight enthusiasts, wanted to honor Bill for his contributions to the hobby. Bill designed the “stringless wonder” as well as many other designs over the years. Bill was also a columnist for Model Builder Magazine and operated “W. C. Hannan Graphics” under the name “Plans And Things” now owned by Jim and DeAnn Lueken.

Indoor flying has become extremely popular with an increase in participants each month. Several things encourage the indoor competitions: no weather concerns; don't have to chase very far (a few feet); convenient restrooms. With alternating events, No-Cal, Embryo and Phantom Flash, the venue keeps the competition exciting.

Upcoming last Scale Staffel tri-annual event will be held in Perris on November 12-13, 2016. In Buckeye, Arizona, the Oasis Flyers will hold the first Rovey Rumble, October 14-16. So, start building, repairing and testing. You've got the summer free.

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

John Hutchison

**FLYING
ACES**
SQUADRON 41

A Year-at-a-Glance

by William Scott

This has been a very exciting year so far and it is amazing that it is already half over. A big Thank you goes out to the organizers of the Scale Staffel outdoor contest this year. The organizers chose the dates of our outdoor contest wisely. Who would of thought that by June, Perris CA would be having 100° weather and make flying rubber powered model airplanes dangerous? Two contests under our belts; one more to go in November. The November contest has two new events: the Walt Mooney peanut and Walt Mooney 2x peanut. The Walt Mooney contests will be self-judged (you can't vote for yourself) on Saturday following the finish of the WWII mass launch contest. The flying portion of the Walt Mooney contest can take place on either day, but all flights must occur on the same day. See the flier in this newsletter.

The club is still actively looking for a new site to fly our outdoor planes in San Diego. We have discovered that the city has a municipal code relating to soaring and gliding. Thank you, George, for volunteering to work the details of those requirements and for being our site scout.

Our indoor event scheduled for the first Sunday in June was cancelled due to a construction crew hitting a power line at the college. We should be able to fly in August, and, the contest will be No-Cals. You can see our indoor events notice by visiting www.meetup.com then searching for "Scale Staffel." We'll try to get some photos up soon after the event.

A new short kit company has appeared on the scene, my own! See my ad for PT Aviation Models on page 39.

Wishing you flights worth remembering,

William Scott
Editor



Fiat G50 built by William Scott for the WestFAC Spanish Civil War mass launch

Indoor Contest Schedule 2016

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

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.

TABLE OF CONTENTS

President's Landing Strip	2
From the Editor	3
Contest Results: November	4
Contest Results: December	6
Annual End of the Year Luncheon	8
Maxout Embryo Performance	9
Indoor Contest January	10
Recording History	12
Outdoor April Results	13
Indoor Contest February	15
My Hosler Fury No-Cal	16
Outdoor Contest February	18
Indoor Contest March	21
WestFAC VI Announcement	22
Indoor Contest April	23
Indoor Contest May	25
Outdoor Contest May	27
Indoor Contest June	31
July Cancelled	32
Indoor Contest August	33
Rovey Rumble Contest Announcement	35
Royal Navy Barracuda	37
Canard Contest	38
Two Walt Mooney Contests Announcement	42
November Outdoor Contest Announcement	43
Advertising	44
Cover Photo	
Mike Jester works on his Pilatus Porter.	

— INDOOR CONTEST —

First Sunday of Every Month: November 2015

Photographed by Mike Jester



Results from the 4th Annual Canard Contest. From Left: David Lofthouse (Plastic Propeller, 3rd Place), William Scott (Wooden Propeller, 1st Place), Nick Panousis (Plastic Propeller, 2nd Place), John Hutchison (Plastic Propeller, 1st Place), and Greg Hutchison (Wooden Propeller, 2nd Place).



John Hutchison (Plastic Propeller, 1st Place) and Mass Launch.

— INDOOR REPORT —

Contest Results: November 2015

Tabulated by CD of the Month

FAC Kanone Report

FAC Club Name Scale Staffel, FAC Club 41

November 1, 2015

November 1, 2015							CD: William Scott				
Event: No-Cal (5 entries)	Airplane	FLIGHT TIMES			(Total of three)		SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3			FACTORIED	POINTS	POINTS	TOTAL	PLACE
Richard Wood		87	51	65						203	1
John Hutchison		70	57	60						186	2
Mike Jester		71	58	54						183	3

November 1, 2015

November 1, 2015								CD: William Scott		CD: William Scott		
Event: Penny Plane (5 entries)	Airplane	FLIGHT TIMES			(Best two of five)			SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	7	8	9	TOTAL	PLACE
Mike Jester		233	257	233	271						528	1
Greg Hutchison		75	213	241	174	39					454	2
Richard Wood		232	219	213	56	176					451	3
Don Bartick		156	142	109	131	244					400	4
John Hutchison												

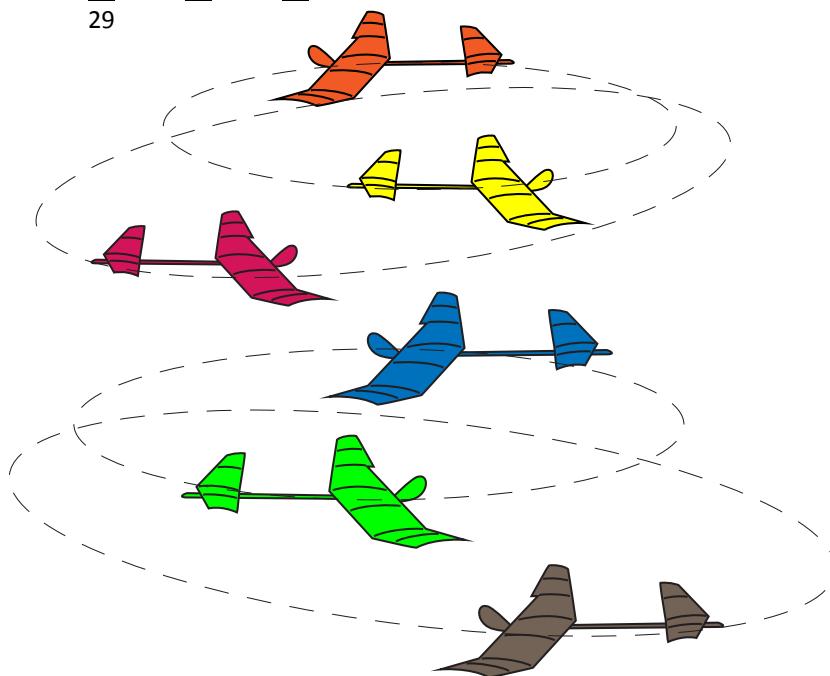
Canard 1-Design Contest

November 1, 2015

November 1, 2015								CD: William Scott				
Event: Canard class-1 (2 entries)	Airplane	FLIGHT TIMES			(Best three of six)			SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORIED	POINTS	POINTS	TOTAL	PLACE
William Scott		91	75	69	39	52					235	1
Greg Hutchison		20									20	2

Event: Canard class-2 (3 entries)

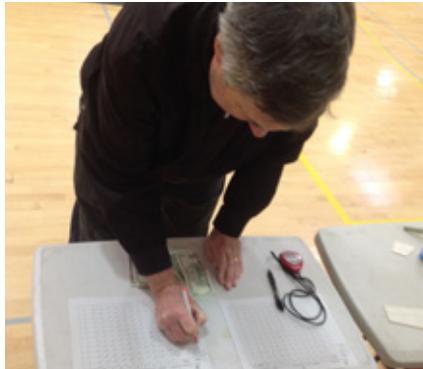
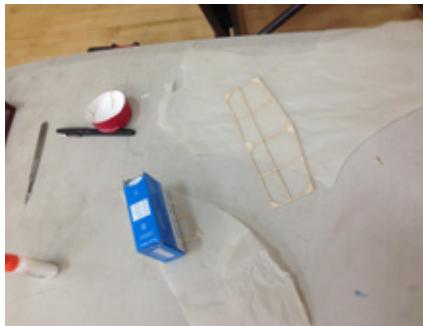
Event: Canard class-2 (3 entries)		FLIGHT TIMES			(Best three of six)			SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORIED	POINTS	POINTS	TOTAL	PLACE
John Hutchison		68	51	56	60	74	72				214	1
Nick Panousis		17	14	26	14						57	2
David Loafhouse		29									29	3



— INDOOR CONTEST —

First Sunday of Every Month: December 2015

Photographed by William Scott



Contest Results: December 2016

Tabulated by CD of the Month

FAC Kanone Report

FAC Club Name Scale Staffel, FAC Club 41

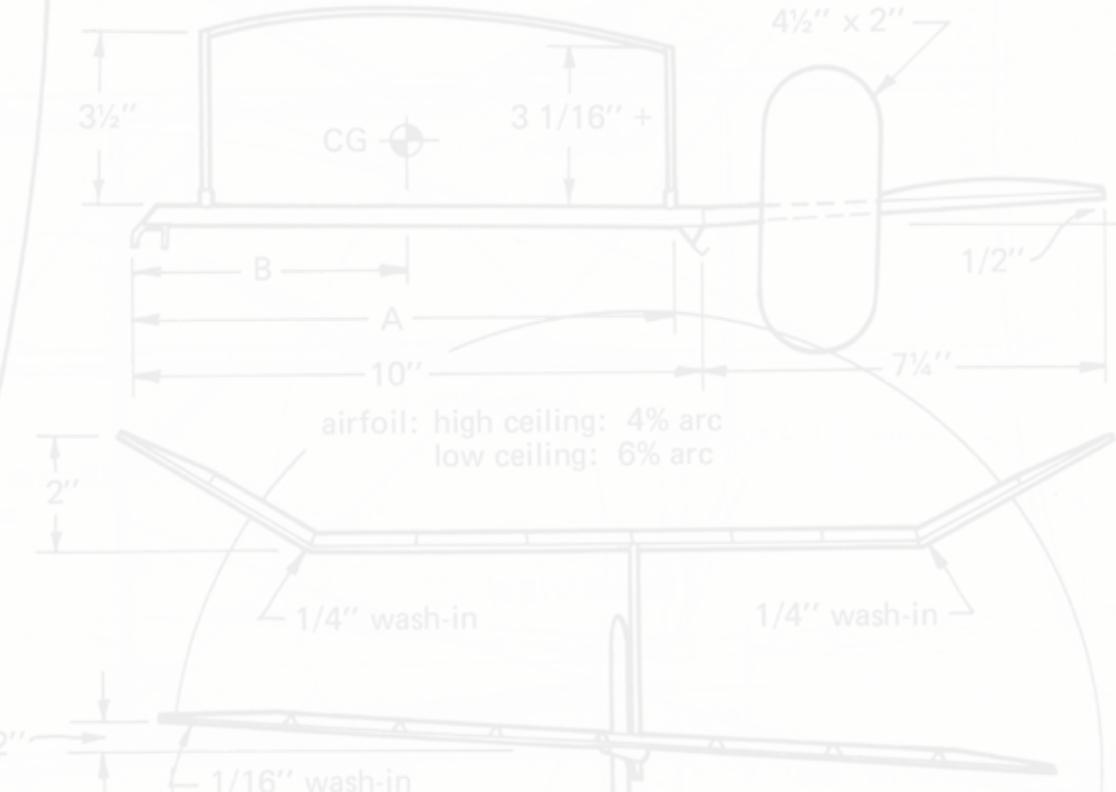
December 6, 2015

December 6, 2015								CD: William Scott			
Event: Embryo (5 entries)	Airplane	FLIGHT TIMES			(Total of three)		SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3			FACTORED	POINTS	POINTS	TOTAL	PLACE
Greg Hutchison	Pacific Ace	46	59	51				5		161	1
John Hutchison	Yellow Pairie Bird	46	51	50				9		156	2
Mike Jester	Flat Iron	45	45	42				5		137	3
Richard Wood	Red Pairie Bird	48	48	18				9		123	4
William Scott	Green/white Pairie	20	30	27				9		86	5

December 6, 2015		(Best two of nine)									CD: William Scott	
Event: Catapult Launch Glider (6 entries)	Airplane	FLIGHT TIMES									CD: William Scott	
CONTESTANT'S FULL NAME		1	2	3	4	5	6	7	8	9	TOTAL	PLACE
Stan Buddembohm		29.0	29.0	29.4	31.3						60.7	1
Greg Hutchison		23.0	21.3	17.1	17.8	25.6	25.1	23.0	3.4	2.0	50.7	2
Richard Wood		17.1	13.5	15.3	21.5	21.5	18.8	22.5	19.3	24.6	47.1	3
John Hutchison		20.7	11.2	23.5	22.3	4.7	20.9	13.9	16.2		45.8	4
Don Bartick		15.1	16.1	22.0	20.1	20.4	3.7	20.1	12.3	22.6	44.6	5
Mike Jester		16.0	16.8	14.8	17.6	16.1	17.1	16.7	16.2	11.0	34.7	6

17" dia. x 27" pitch
propeller
.025" "C"-grain balsa

Outlines:
rudder: .040 x .040
stab: .040 x .050
L.E. + T.E.: .055 x .080
tips: .040 x .055





— END OF THE YEAR BANQUET —

January 2016

Photographed by Arline Bartick and Dorothy Jester



Our end of the year banquet is always great fun with lots of camaraderie and laughs. Each year we take over the back room of Giovanni's and eat our fill of pizza, pasta and salad. This year was the first issuing of our Grand Indoor Champion which was won by Greg Hutchison. Our Outdoor Grand Champion was won by Bob Hodes, Bob was unable to join us for the banquet and received his trophy at the end of the outdoor event in November. Nick Panousis received an award for enthusiasm and perseverance and has shown considerable improvement in his building and trimming/flying skills. Our brown bag auction was also very popular John Merrill took home a large portion of the auction items. The auction earns the club a bit of money to start the year off well.

A big thank you goes out to Linda Piazza for decorating the tables. Thanks to Kathy, Linda, Mike, and John for their efforts to gather, organize, set up and ensure the auction was a money maker.



MAXOUT X Embryo Performance

by Mike Jester

This is a follow-up article on the performance of my MAXOUT X Embryo. I flew this model in competition for the first time at our club's Flying Aces Club (FAC) contest in Perris, California, on April 18 & 19, 2015. I'll also describe the flights of other Embryos at this contest so you can judge if you want to build a MAXOUT X Embryo.

I finished 3rd in the Embryo Endurance event flying my MAXOUT X Embryo. The day before the contest a fully wound rubber motor broke in the model, after winding, and just before extracting the blast tube. Remnants of the rubber motor shot out the back end of the blast tube. Tissue covering the rear of the fuselage was blown out. However, there was no serious structural damage to my MAXOUT X, at least not that I could detect. On the next day, the part of the fuselage to which the fin is attached got damaged in an accident and had to be repaired.

Herb's Embryo airplane (Go Devil) was standard in proportions, and looked a lot like a Prairie Bird, except it had rounded wing tips. He said that it weighed ten grams. It had a pop-up wing DT and an RF tracker beacon. Amazingly, he put 3,000 turns into the rubber motor (yes—three thousand turns). The third and last one of Herb's official Embryo flights, his airplane climbed gradually in a 50 – 75 foot circle, and did not stop climbing until it was out of sight (OOS). Good thing he had the RF tracker beacon installed as there would have been little



chance of recovering his Embryo model otherwise.

Dave Lofthouse finished second in Embryo Endurance. One of his flights was a great flight, except for a bit of a power stall at the beginning. The dethermalizer (DT) on his airplane triggered when the model was still a few hundred feet up in the clear blue sky. That flight was a max.

Don Bartick had a great little Embryo. Sadly, however, it flew OOS on its first official flight. Arline lost sight of it after nine minutes.

My MAXOUT X climbed very nicely and vigorously on each of its flights on the day of the competition. I'd say it got as high as 250 – 300 feet. People who saw the climb out of my MAXOUT X, said they were very impressed. However, it either caught bad air or further adjustments were needed to improve the glide.

The MAXOUT X uses a very long fuselage to hold a 10 gram rubber motor. The weight of my model is 23 grams. When you add 10 grams of motor weight on top of that, you now have 33 grams that has to be carried by just

under 50 square inches of wing area. That comes out to approximately 0.66 grams per square inch of wing loading. This is above the theoretical optimum maximum wing loading for outdoor free flight models of 0.50 grams per square inch as recommended by Don Ross. This excessive wing loading is clearly impairing the glide ratio of my model.

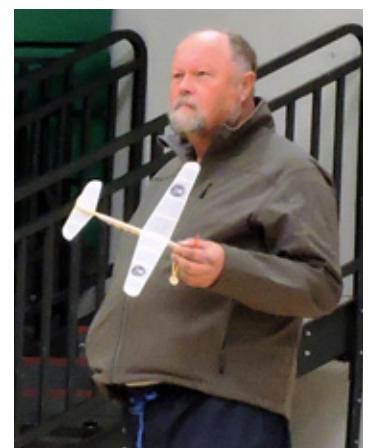
Here is a silly mistake I made in the Embryo Endurance event. (See the picture with this article.) My MAXOUT X climbed beautifully to about 250 - 300 feet. Shortly after two minutes, the DT triggered and it took about another 30 seconds for the airplane to come down. I definitely need to work on the DT, e.g. use stronger rubber bands to pop up the stab. Here is the mistake; I didn't launch my airplane from the table set up on the field. Embryo Endurance is a rise off of ground (ROG) event. So this max did not count, i.e. it was not an official flight toward my score.

I hope I can win a Kanone with my MAXOUT X, perhaps at our club's next contest in Perris.

— INDOOR CONTEST —

First Sunday of Every Month: January 2016

Photographed by William Scott



— INDOOR REPORT —

Contest Results: January 2016

Tabulated by CD of the Month

January 3, 2016

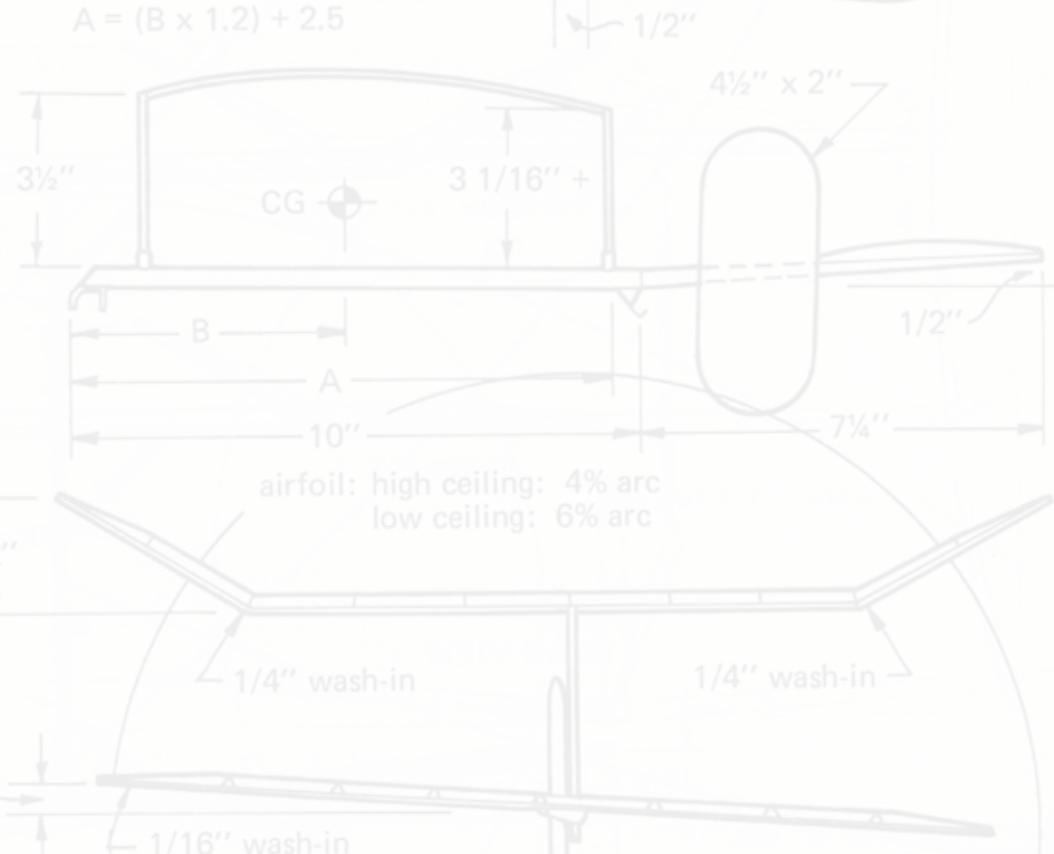
Event: Phantom Flash 10 entries	Airplane	FLIGHT TIMES	(Best three of six)			SCALE FLT	CD: William Scott	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	
Stan Buddenbohm		88	102	100	109	94				311	1
Greg Hutchison		67	76	81	74	38	36			231	2
Warren Allred		61	66	71	68	59	62			205	3
Steve Shepersky		69	62	43	71					202	4
John Hutchison		69	65	65	60					199	5
Glen Merritt		28	30	60	66	70				196	6
Mike Jester		54	58	66						178	7
Richard Wood		41	83	48						172	8
Nick Panousis		34	17	23						74	9
William Scott		19								19	10

January 3, 2016

Event: A-6 (5 entries)	Airplane	FLIGHT TIMES	(Best two of five)		TOTAL	PLACE			
CONTESTANT'S FULL NAME		1	2	3	4	5			
Steve Shepersky		135	220	77	174	183		403	1
Greg Hutchison		64	191	134	167	189		380	2
John Hutchison		50	189	47	170			359	3
Mike Jester		106	121	161	181			342	4
Richard Wood		62						62	5

17" dia. x 27" pitch
propeller
.025" "C"-grain balsa

Outlines:
rudder: .040 x .040
stab: .040 x .050
L.E. + T.E.: .055 x .080
tips: .040 x .055



Recording History

by William Scott

Awhile back the family went to visit the campus of UCLA. While most of the group wanted to tour the campus and end the trip by seeing a basketball game, the last home game of the season. My wife and I thought we would try to do something different. We went to the library.

My wife is big into genealogy, she is always researching and looking for clues; she somehow found a special collection of interest to me donated by either Elizabeth Hiatt Gregory or



her estate, that contained some "things" about aviation. The collection was listed as, "Material about American Aviation, 1900 to 1945, 6 boxes, 3 linear feet".

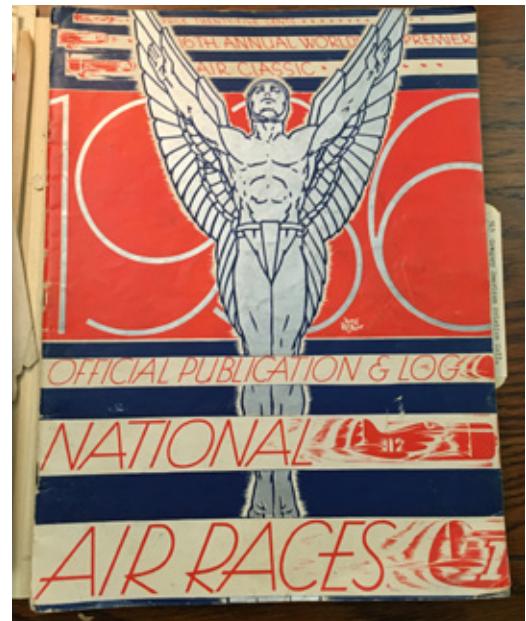
Upon arriving at the library, there was a check of my identification and I was told I could enter the viewing room. But since my wife had not yet filled out the paperwork to view the material, she would not be able to join me in viewing the collection. We both thought that was a bit unusual, but as this was all new to us, we did as we were instructed. My wife, undeterred, was sure she would be able to find something of interest to her in the library and headed to the closest computer screen.

To enter the viewing room, you need to be buzzed in. The door was a well-used old wood frame door with a large glass panel in the middle, it had a door knob that looked original and very well used. When I heard the buzz I turned knob and pushed the door open. The knob was solid and firm and

the door opened and closed with only the sound of the latch clicking back into place. The large rectangular viewing room stretched out away from me. In the middle of the room was a huge conference table with 20 brass reading lamps positioned in the middle and large brown leather chairs surrounding it. "Welcome sir, it looks like this is your first visit to the special collections viewing room. Although there is no flash photography allowed, you are allowed to take photos. Please take a seat anywhere that is available, it looks like the material you have requested is here. The collection contains six boxes. We can bring out one box at a time. Do you know which box you would like to start with?" I requested box number one. The young man stepped behind a room divider screen and soon returned with my box, which he placed on a shelf that contained five or six other boxes, requested by others already seated throughout the room. The shelf was directly in his view from where he sat. He opened the box, within the box there were six or seven file folders. He went on to instruct me that I could only remove one file at a time and I would need to wear white gloves to handle the materials.

Slipping on the gloves, I removed file number one of box number one and returned to my chosen area of the table. It was sort of exciting to be sitting in a room getting ready to view something only

touchable with white gloves. I took a deep breath and opened the file folder. There on top is a letter punched out by a typewriter on 8 1/2" x 11" condenser paper, written to the head of the Army Air Corps dated in





the late 1930s, asking if they could tell Elizabeth anything about what the Army Air Corps was doing lately.

The next letter was four pages on 8 1/2" by 14", typewritten response, saying, something like: I'm very sorry, Mrs. Gregory, but the current activities of the the Army Air Corps are secret. Since you are interested in aviation, here is a list of books you should be able to find at your local library. The list of books on aviation took up the next three pages.

This was all happening pre-Pearl Harbor and the United States was not in the second world war, yet. I turned the page.

The next item is a photo of Belmont Park, probably NJ, in 1910 and there are six airplanes lined up most likely for an airshow of some sort.



A little deeper is a press kit and program from the 1936 National Air Races in Los Angeles, CA.

A little deeper within the file there is a photo of two airplanes flying one

above and in front of the other with a hose going between them. The caption says, "On New Year's Day of 1929 the U.S.



Army tri-motored Fokker monoplane *Question Mark* took off from Rockwell Field, San Diego, Calif., with the intention of staying up until the engine failed or the personnel of the five men were exhausted. As the flight shuttled Southern California, fuel and food were lowered to the *Question Mark* from a fueling plane. One by one all previous records were surpassed. On the seventh day the left engine went dead and the right one began to stream oil. The giant Fokker was forced to land after 150 1/2 hours in the air. The *Question Mark* which set a new pace in aviation is now in the National museum.

Farther in the box was an invitation to a Testimonial Dinner and Ball for PGB Morriss; a photograph of John Moisant, the first aviator to fly by compass; and a photo of then Col. Theodor Roosevelt with Arch Hoxsey on a Wright bi-plane, taken before a brief flight of three minutes and twenty seconds. Each time a page is turned in this special collection there is more and more aviation history. There was even a file folder of and about Jimmy Allen. Viewing all of this information made me hungry for more information on aviation. Who was PGB Morriss, John Moisant, Arch Hoxsey and the rest of the people in the photographs and newspaper clippings. In the two hours available to me, I was able to go through boxes one and three of the six boxes of information, I skipped box two which chronicled some of the first aircraft companies.

I would highly recommend going to UCLA to view this collection. It is a special collection stored off site that requires seven days to retrieve. If you know ahead of time that you will have an open day and are in the area of UCLA. It would be worth your time to reserve the Elizabeth Hiatt Gregory

The honor of your presence is requested at a

Testimonial Dinner and Ball

COMMEMORATING THE TWENTY-FIFTH ANNIVERSARY OF THE FOUNDING OF THE FIRST COMMERCIAL AIR LINE IN AMERICA

AND HONORING

P G B Morris

THE ONLY REMAINING OFFICER
OF THE CORPORATION WHICH
MADE THIS POSSIBLE

on Thursday, January Twenty-sixth, 1939

at seven o'clock in the evening

Elks Club

607 South Parkview

Los Angeles, California

R.S.V.P.

ADDRESS PAGE TWO

ONE-FIFTY PER PLATE
SEMI-FORMAL

Special Collection. You will be viewing a collection from a journalist and lecturer in the field of aviation. Ms. Hiatt Gregory claimed to be the only female journalist present at the historic first successful flight of the Wright Brothers at Kitty Hawk as well as a reporter searching and collecting information on the first time events in the field of aviation.

Visit online to request material and register to visit the campus library:

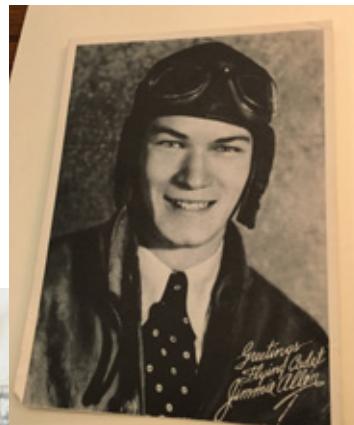
<https://www.library.ucla.edu/location/library-special-collections>

Ahmanson-Murphy Reading Room

A1713 Charles E. Young Research Library, located on the lower A level of the Charles E. Young Research Library

Telephone: (310) 825-4988

Email: spec-coll@library.ucla.edu



— INDOOR CONTEST —

First Sunday of Every Month: February 2016

Photographed by Arline Bartick



— INDOOR REPORT —

Contest Results: February 2016

Tabulated by CD of the Month

February 7, 2016		Airplane	FLIGHT TIMES			SCALE FLT FACTORED	CD: William Scott			
Event: No-Cal (5 entries)	CONTESTANT'S FULL NAME		1	2	3		BONUS POINTS	SCALE POINTS	TOTAL	PLACE
Richard Wood	Spitfire		53	70	74				197	1
Steve Shepersky	Chambermaid		64	65	64				319	2
John Hutchison	Waterman		50	40	49				139	3
William Scott	Chambermaid		34	25	-				59	4
Mike Jester	Cub		DNF							5

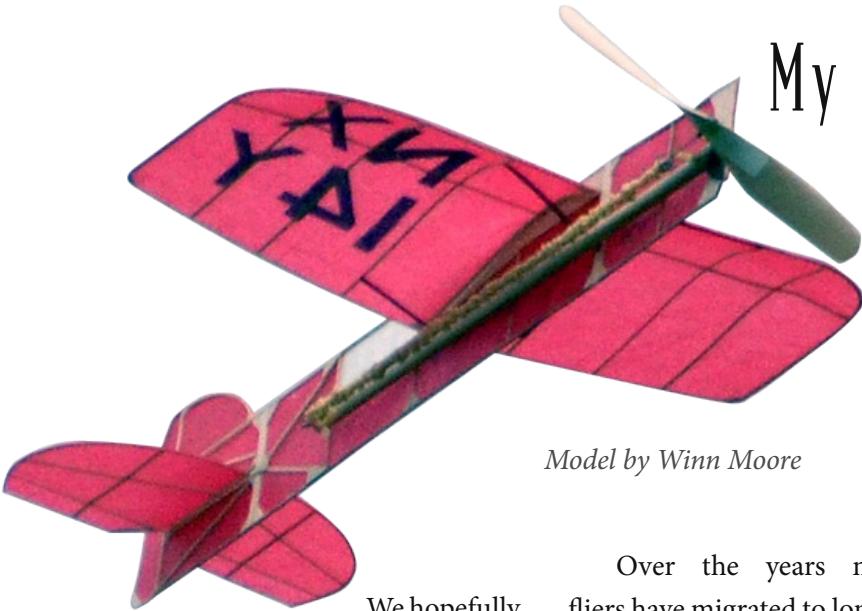
CD: William Scott

CD: William Scott

February 7, 2016		Airplane	FLIGHT TIMES (Best two of five)					TOTAL	PLACE
Event: Penny Plane (5 entries)	CONTESTANT'S FULL NAME		1	2	3	4	5		
Greg Hutchison			229	146	250	263	312		575
John Hutchison			232	250	114	291	104		541
Mike Jester			137	223	254	193	251		505
Don Bartick			68	89	185	173	68		358
Richard Wood			138	138	109	43	128		276

My Hosler Fury No-Cal

Written by Mike Jester



Model by Winn Moore

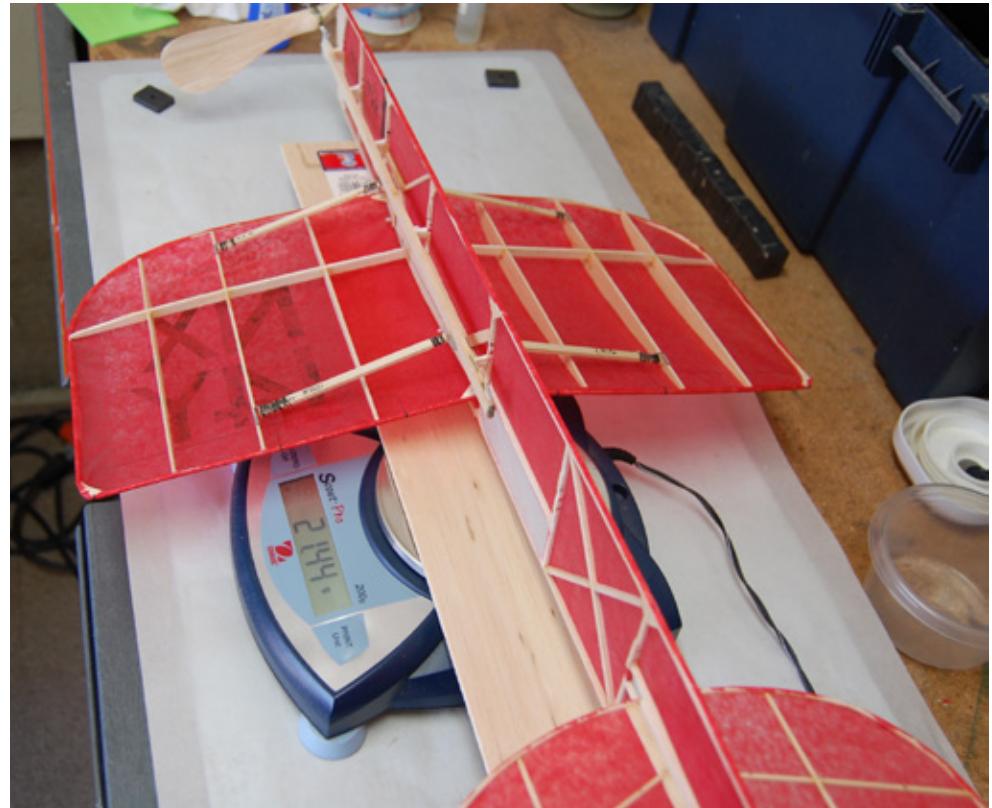
We hopefully learn by our successes and failures. This is a story that may be of some benefit to readers. Or, it may just be filler for this newsletter.

The Scale Staffel Club swapped in the No-Cal event for the Phantom Flash event a few contests back. The FAC rules for the No-Cal event basically require a scale model with a profile fuselage and a wingspan not exceeding 16 inches. The event is peculiar for an FAC event in that there is no maximum (MAX) flight time. So one really good flight may be all you need to win the No-Cal event.

At the club's April 2015 contest Bob Hodes was flying a Chambermaid No-Cal model and getting 90 seconds flights. I decided that I was not going to be competitive in this event at the club's upcoming August 2015 outdoor contest flying my indoor Pilatus Porter No-Cal. My Piper Pacer No-Cal had suffered major damage at the April Scale Staffel outdoor contest. My nice looking Japanese Zero No-Cal had developed potato chip wings that could not be fixed. I decided to build a new No-Cal for the Scale Staffel's August contest.

Over the years many No-Cal fliers have migrated to long aircraft with stubby wings with a large chord to maximize the wing area permissible under the rules. I felt that I needed a No-Cal model with maximum wing area to lift a more robust structure that would handle the breezes typical at our club's outdoor contests. To me the Hosler Fury seemed to be the logical choice. Also, I knew that it had been so successful in No-Cal con-

tests that there have been cries to ban it. Quoting from an article by Phil Krause "The airplane was a racing plane built by Russ during the late 1930s and early 40s."





The history of the lone real example of this aircraft is murky but it appears it may never have actually flown, principally due to inadequate engine power.

I purchased a nice set of plans for a Hosler Fury No-Cal from Volare Products. There is a clipped out picture of a Hosler Fury No-Cal built by a modeler named Winn Moore on the first page of this article

In building my model of the Hosler Fury I mostly followed the Volare plan except that I used 3/32 inch square balsa sticks instead of 1/16 inch square balsa sticks due to the immense 26 inch length of the model. The chord of the wings is around 7½ inches. I secured the root ribs of the wing halves together with tiny plastic screws that extend through reinforcements in the fuselage. This allows the wings to be removed for transport, and also provides the opportunity for wing incidence adjustments. The wing struts are also removable.

I decided against installing a DT on my Hosler Fury No-Cal model because the stab is located mid-fuselage and pivoting the elevator sections would have been too complex. Besides, who ever

heard of a DT on a No-Cal? It took quite a while to make a 9 inch balsa prop with a free wheeler clutch. I used the same fan-folded technique that I had employed in my successful MAXOUT X Embryo model. I calculated an appropriate length of the motor stick that would allow me to change the weight of the rubber motor without affecting the center of gravity (CG). A picture of my finished Hosler Fury No-Cal is above.

My completed Hosler Fury No-Cal weighs 21.44 grams. This is a reasonable weight considering the size of the aircraft, and the need to use larger balsa to avoid a flopping fish airframe. I used the Hip Pocket Aeronautics site for input on the optimum CG. I initially set the CG at 30%. I decided to try a six gram rubber motor consisting of two loops of 1/8 inch rubber.

The trimming odyssey of my newly constructed No-Cal model involved many trips to my local park. I carefully tried incidence adjustments, changes to the location of the CG, different thrust line adjustments, swapping in a plastic prop, different rubber motor sizes, etc. The main problems were a lack of climb and a poor glide. I was able to get several flights over 40 seconds, but most flights

were under 30 seconds. I think that the very long fuselage, the stubby wings, and perhaps the configuration of the fin, all contribute to a model that is extremely sensitive to small trim adjustments. It was apparent that it would have been a complete waste of time to include a DT on my Hosler Fury No-Cal.

At the August 2015 Scale Staffel outdoor contest I put in several practice flights with my Hosler Fury No-Cal. They were all pathetic. John Hutchison politely pointed out that the rear of the fuselage of my model was too floppy. I never flew my Hosler Fury No-Cal in competition and I doubt I ever will. It falls into the category of model airplanes that just didn't work out. I plan to use its nice balsa wood prop on my next Flying Aces Moth.

One expert recommended the Cas-sutt as a better No-Cal model than the Hosler Fury. It is apparently easier to trim. In retrospect, I think a high wing model is a better choice for a No-Cal model, even if you have to carry fixed landing gear per the rules. Choose a No-Cal design that is quick to build as it will probably fly OOS and you'll have to build another one.

— OUTDOOR CONTEST —

Scale Staffel Contest February 20 and 21

Photographed by William Scott



Contest Results: February 2016

Tabulated by CD of the Month

FAC Kanone Report
2/20-21/2016

FAC Club Name
Scale Staffel, FAC Club 41

2/20-21/2016

Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
David Lofthouse	Fokker D7	19	18	17						1
Robert Hodes	SE 5a	30		Broken motor						2
Nick Panousis	SE 5a	10	9							3
Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
Mike Mulligan	Tony	79	77	77						1
Robert Hodes	Hellcat	77	56	61						2
John Hutchison	Hellcat	26								3
Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
Dale Funk	Mr Smoothie	79	114	102						1
Roger Willis	Keith Rider R-4	61	70	broken motor						2
Mike Mulligan	Fire Cracker	84	68							3
Robert Hodes	Cessna CR3	57								4
Judged Scale Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
Dale Funk	Mr Smoothie	95	87	75	76.25		5	56	137.25	1
Mike Mulligan	Kasasaki Ti 61	83	99		77.25		10	44	131.25	2
Roger Willis	Grumman Guardian	40	67	27	63.5		5	46.6	115.1	3
Robert Hodes	Sperry Messenger	20	52	44	52		15	55.6	122.6	4
John Hutchison	Hellcat	41	42	36	42		10	55.3	107.3	5
Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
Dale Funk	FAC Moth	120	120	79						1
Mike Jester	FAC Moth	89	89	52						2
Nick Panousis	FAC Moth	19								3
Roger Willis	The Major			DNF						4
Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
CONTESTANT'S FULL NAME	1	2	3	FACTORED	BONUS	SCALE				
Mike Jester	Gollywock	96	120	120					336	1
Roger Willis	Mr. Pepper	103	111	120					334	2
John Hutchison	Jabberwock	95	82	120					297	3
Nick Panousis	Sparky	23	48	32					103	4
Robert Hodes	Gollywock			DNF						

Non-Scale "Total of 3 Flights" Event			CD: William Scott							
Event: No-Cal (3 entries)		Airplane	FLIGHT TIMES			SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME			1	2	3	FACTORIED	POINTS	POINTS		
Robert Hodes		Chamber Maid	79	116	86				281	1
William Scott		Rare Bear	89	85	79				253	2
Jonathan Nunez		F8F	36	52	35				123	3

Non-Scale "Total of 3 Flights" Event			CD: William Scott							
Event: Embro Endurance (5 entries)		Airplane	FLIGHT TIMES			SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME			1	2	3	FACTORIED	POINTS	POINTS		
Mike Jester		Maxout	120	116	120		9		365	1
Bob Hodes		Hybrid	89	116	69		9		283	2
Dave Lofthouse		Debut	88	64	62		9		223	3
Gene Drake		Embryomatic	48	73	85		9		215	4
Nick Panousis		Pairie bird			DNF					5

Non-Scale "Total of 3 Flights" Event			CD: William Scott							
Event: Jimmy Allen (5 entries)		Airplane	FLIGHT TIMES			SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME			1	2	3	FACTORIED	POINTS	POINTS		
Bob Hodes		BA Cabin	113	68	96				277	1
Dale Funk		BA Cabin	85	81	99				265	2
John Hutchison		BA Cabin	62	78	85				225	3
David Lofthouse		Ba Cabin	78	42	80				200	4
Roger Willis		BA Cabin	78	79	DNF				157	5

By the Numbers

Events:	9
Flyers:	11
Models Entered:	35
Officially Flown:	33

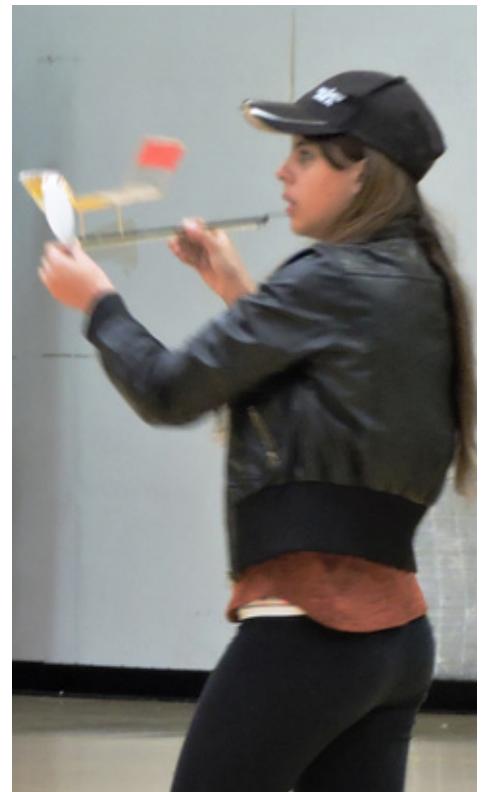
Flyers

- 1 Gene Drake
- 2 Dale Funk
- 3 Robert Hodes
- 4 John Hutchison
- 5 Mike Jester
- 6 David Lofthouse
- 7 Mike Mulligan
- 8 Jonathan Nunez
- 9 Nick Panousis
- 10 William Scott
- 11 Roger Willis

— INDOOR CONTEST —

First Sunday of Every Month: March 2016

Photographed by Arline Bartick



— INDOOR REPORT —

Contest Results: March 2016

Tabulated by CD of the Month

FAC Kanone Report

FAC Club Name

Scale Staffel, FAC Club 41

March 7, 2016

March 7, 2016								CD: John Hutchison			
Event: Embryo (4 entries)	Airplane	FLIGHT TIMES			(Total of 3)		SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	
Warren Allred		55	54	56					9	174	1
Richard Wood		55	48	48					9	160	2
John Hutchison		48	43	40					9	140	3
Nick Panousis		21	20	21					9	71	4

March 7, 2016

CD: John Hutchison

CD: John Hutchison

Event: Cat Glider (4 entries)		Airplane	FLIGHT TIMES			(Best two of nine)			TOTAL		PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	7	8	9	
Stan Buddebohm		31.6	32	31.9	29	32	32	33	32	4	65
Richard Wood		21	22	3	16	21	21	22	19	22	44+
Don Bartick		21	20	18	22	21	21	22	20	20	44
John Hutchison		20	18	18	7	2	19	20	14	21	41

— UPCOMING EVENT —

WESTFAC VI

in Buckeye, AZ

Hosted by Arizona CONDOR Squadron



October 25 - 28, 2017

Featuring Aircraft from the Spanish Civil War

Check our website for more details in the coming months www.westernfac.com

— INDOOR CONTEST —

First Sunday of Every Month: April 2016

Photographed by William Scott



— INDOOR CONTEST —

First Sunday of Every Month: May 2016

Photographed by William Scott



— INDOOR REPORT —

Contest Results: May 2016

Tabulated by CD of the Month

FAC Kanone Report

5/1/2016 - Updated 5/3/16

Event: No-Cal (6 entries)

5/1/2016 - Updated 5/3/16					CD: William Scott					
Event: No-Cal (6 entries)		Airplane	FLIGHT TIMES		SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME			1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE
Mike Jester (Disqualified)	Pilatus Porter		85	82	66					X
John Hutchison	Waterman Gosling	73	64	80						1
Richard Wood	Spitfire	58	66	67						2
Steve Shepersky	Chambermaid	53	61	57						3
Mark Chomyn	Brewster Buffalo	46	45	53						4
William Scott	Fillon Farman Sport	23	37	36						5

Excesses Dihedral

A protest was issued for excesses dihedral and it was discovered the plane was not built to the plan and was disqualified.

— OUTDOOR CONTEST —

Scale Staffel Contest May 21 and 22

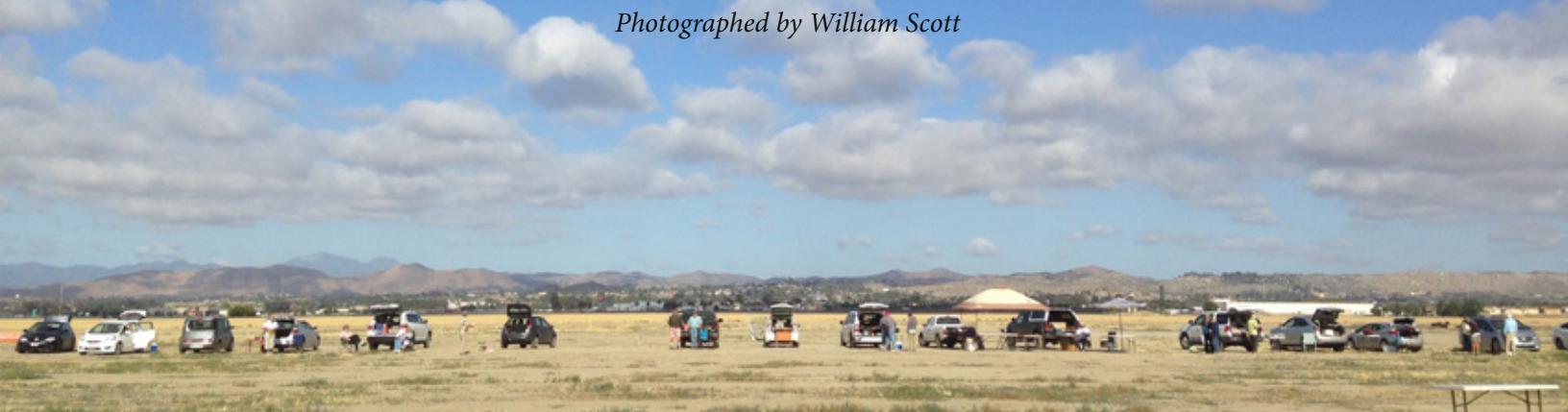
Photographed by William Scott



— OUTDOOR CONTEST —

Scale Staffel Contest May 21 and 22

Photographed by William Scott



— OUTDOOR REPORT —

Contest Results: May 2016

*Tabulated by CD of the Month*FAC Kanone Report
2/20-21/2016FAC Club Name
Scale Staffel, FAC Club 41

Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: WWI (3 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
David Lofthouse	Fokker D7		19	18	17					1
Robert Hodes	SE 5a		30	Broken motor						2
Nick Panousis	SE 5a		10	9						3
Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: WWII (3 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Mike Mulligan	Tony		79	77	77					1
Robert Hodes	Hellcat		77	56	61					2
John Hutchison	Hellcat		26							3
Mass Launch Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: Greve/Thompson (4 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Dale Funk	Mr Smoothie		79	114	102					1
Roger Willis	Keith Rider R-4		61	70	broken motor					2
Mike Mulligan	Fire Cracker		84	68						3
Robert Hodes	Cessna CR3		57							4
Judged Scale Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: Rubber Scale (5 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Dale Funk	Mr Smoothie		95	87	75	76.25		5	56	137.25
Mike Mulligan	Kasasaki Ti 61		83	99		77.25		10	44	131.25
Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: 2-Bit +1 1/2 Wakefield (3 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Mike Jester	FAC Moth		116	79	120					315
Dale Funk	FAC Moth		68	94	59					221
Nick Panousis	FAC Moth		7	11	14					32
Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: Embro Endurance (4 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Mike Jester	Maxout		88	99	120			9		316
Dave Lofthouse	Hybrid		84	120	85			9		298
Mark Chomyn	Debut		108	120	OOS			9		237
Nick Panousis	Pairie bird		DNF							5
Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT	CD: William Scott		TOTAL	PLACE
Event: Golden Air Monoplane (5 entries)	CONTESTANT'S FULL NAME		1	2	3		FACTORED	BONUS		
Herb Kothe	Taylor Craft		120	99	120					339
John Alling	Rearwin Speedste		52	72	120					244
Bob Hodes	Taylor Craft		66	107	59					232
Mark Chomyn	Aeronca		58	32	63					153
Nick Panousis	Stenson Reliant		18							5

— OUTDOOR REPORT —

Contest Results: May 2016

Tabulated by CD of the Month

Non-Scale "Total of 3 Flights" Event		Airplane	FLIGHT TIMES			SCALE FLT FACTORED	CD: William Scott		TOTAL	PLACE
Event: Jimmy Allen	(6 entries)		1	2	3		BONUS POINTS	SCALE POINTS		
CONTESTANT'S FULL NAME										
David Lofthouse		BA Cabin	120	90	102				312	1
Dale Funk		BA Cabin	92	81	120				292	2
John Hutchison		BA Cabin	55	67	120				242	3
Bob Hodes		Ba Cabin	65	67	66				198	4
Mark Chomyn		Skokie	40	39	36				157	5
Herb Kothe		Sky Chief	76						76	6

By the Numbers

Events:	7
Flyers:	33
Models Entered:	33
Officially Flown:	32

Flyers

- 1 John Alling
- 2 Don Bartick
- 3 Mark Chomyn
- 4 Dale Funk
- 5 Bob Hodes
- 6 John Hutchison
- 7 Mike Jester
- 8 Herb Kothe
- 9 Dave Lofthouse
- 10 George Mansfield
- 11 Nick Panousis

— INDOOR CONTEST —

First Sunday of Every Month: June 2016

Photographed by William Scott



— INDOOR REPORT —

Contest Results: June 2016

Tabulated by CD of the Month

June 5, 2016

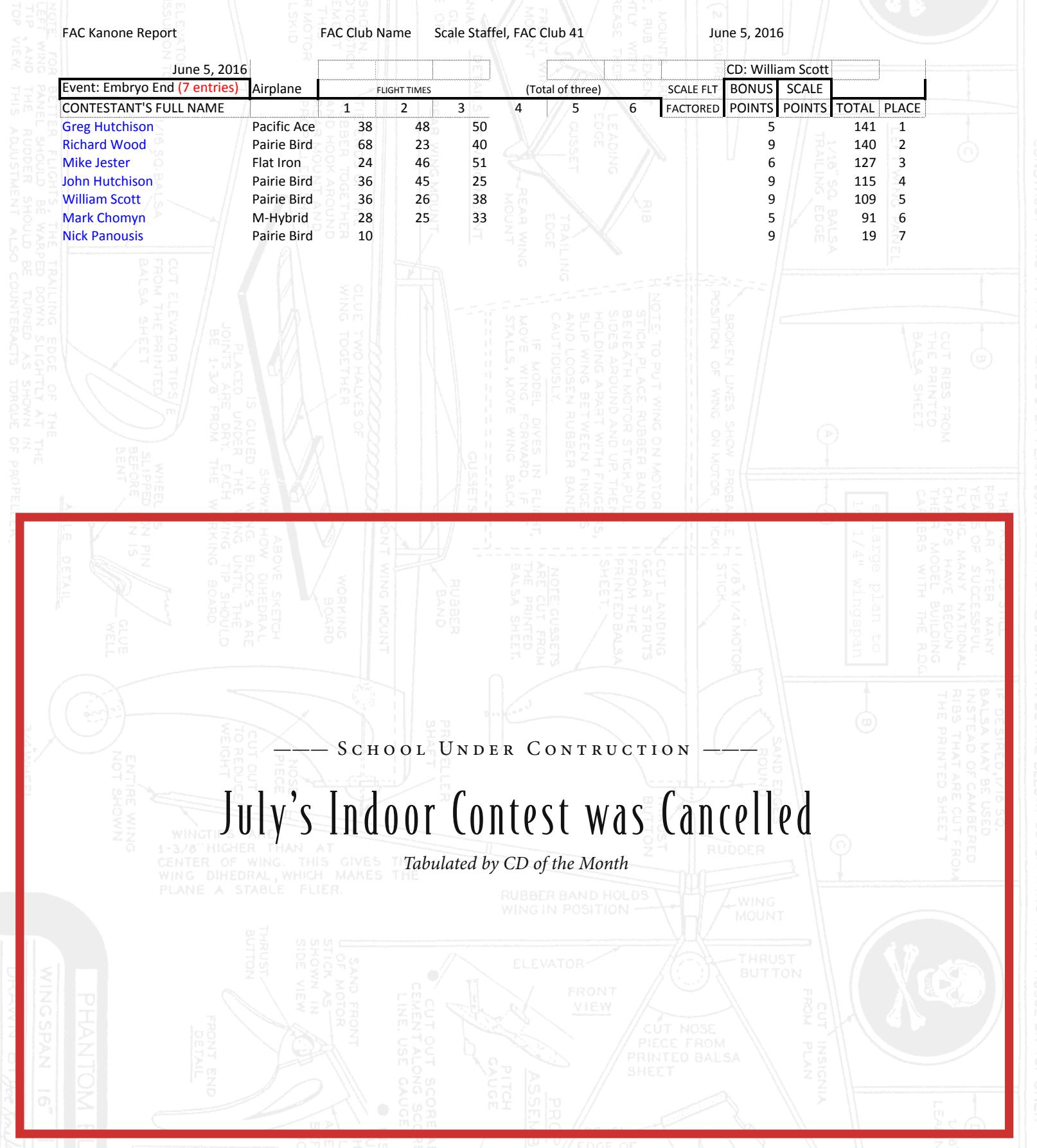
FAC Kanone Report

FAC Club Name

Scale Staffel, FAC Club 41

June 5, 2016

CONTESTANT'S FULL NAME	Event: Embryo End (7 entries)	Airplane	FLIGHT TIMES			(Total of three)	SCALE FLT	CD: William Scott	
			1	2	3			FACTORED	BONUS POINTS
Greg Hutchison	Pacific Ace	38	48	50				5	141
Richard Wood	Pairie Bird	68	23	40				9	140
Mike Jester	Flat Iron	24	46	51				6	127
John Hutchison	Pairie Bird	36	45	25				9	115
William Scott	Pairie Bird	36	26	38				9	109
Mark Chomyn	M-Hybrid	28	25	33				5	91
Nick Panousis	Pairie Bird	10						9	19



— SCHOOL UNDER CONSTRUCTION —

July's Indoor Contest was Cancelled

Tabulated by CD of the Month

PHANTOM PLANE

WING SPAN 16"

The Thrill of Indoor Competition

Written by William Scott

The No-Cal contest started off well from the very beginning. John had gotten his No-Cal trimmed and was ready to make an official time. He let his Waterman go. The plane climbed like it was going up the side of a mountain. He was at the bottom of the beams in less than 15 seconds, but his plane kept going up between the beams; and about the time his plane bumped into one of the hanging lights the power fell off. The motor had unwound enough to be in its' cruise phase. Still flying between the beams, brushing a wing tip on one beam, then another, then the light fixture, the plane looked more like a moth circling and bumping into an outdoor light at dusk than an airplane. A few seconds later, enough of the power had come off that the Waterman began losing altitude. It descended from between the beams, circling gently to the floor: 74 seconds after launch.

John's second flight was much like his first, a very aggressive climb up between the beams with a few bounces off this and that while in the cruise phase, then four or five circles gently back to the ground. Another flight of 74 seconds.

Mike was ready for his first flight, walking out to the center of the gym, he gave his Pilatus Porter a toss at shoulder height. The plane drooped down about two feet before getting into its' left banking circle. By the time it had completed the first circle it had leveled off and was climbing. After each circle it was two or three feet higher. After five or six circles it was at its' maximum height of ten or twelve feet. It circled at maximum height, then five or six circles back to the gym floor. Total flight time was 81 seconds. If he could get his plane to climb like that from the floor, we would all be fighting for second place. Mike's second flight was very much the same, except he launched his Porter from the ground. The second flight time was 81 seconds.

At this point, John has a total time of 148 seconds with one flight left, Mike was at 162 with one flight left. If Mike can fly clean and not make too many adjustments he has a high probability of winning this event. But he is competing against John, an FAC hall of famer, with the experience and ability to make the tiniest of changes to his model and suddenly it flies 20 seconds longer. Mike launches his Porter and something is different about it, the bank is too steep and the climb is missing, possibly from putting more torque on the motor then the airplane is set up to handle. After a couple of seconds, the plane calms down and begins its familiar bank angle and climb rate. But the damage seems to have been done; it doesn't reach the same height as it did on the flight before and lands after 53 seconds, giving Mike a total of 215 for all three flights.

If John can duplicate his previous flights of 74 seconds, he would win. We are all watching because we know John is going to go for it. He wants the win and there are at least four things he can do. He can do nothing different then before and most likely the plane will fly for about 74



seconds. He can leave the plane alone but put a few more winds into the motor and hope while it is bouncing around between the beams and light fixtures that it doesn't hang up or break causing the airplane to crash to the floor. He can change the plane by adjusting the wing incidence a tiny bit, which would change the climb rate, causing it to take longer to get between the beams and thus limiting the chance of hanging up or being damaged. Finally, he can open up the circle some which would lower the climb rate and most likely cause him to fly circles wider then the beams. And if he opens the circle enough he won't need to be between the beams.

John walks out to the middle of the gym and launches his airplane. The climb rate is only two thirds of what it was on the previous two flights, but he still climbs up and between the beams bounces around two or three time and then slowly circles back to the gym floor. In a total of an 80 second flight. John wins with a total time of 228 seconds.

— INDOOR CONTEST —

First Sunday of Every Month: August 2016

Photographed by William Scott



— INDOOR REPORT —

Contest Results: August 2016

Tabulated by CD of the Month

A WestFAC warm-up

ROVEY RUMBLE

Rovey Field, Buckeye, Arizona
October 14–16, 2016

Schedule of Events

Friday, October 14
8 a.m. – 5 p.m.

*Field available
for trimming*

Saturday, October 15
8 a.m. – 5 p.m.

Five Contests:
→ 8:30 WWI ML
→ 10:30 WWII ML
→ Simplified Scale
→ 2-Bit +1
→ Jet Catapult

Sunday, October 16
8 a.m. – 12:30 p.m.

Four Contests plus Award Ceremony:
→ 8:30 Low Wing Military Trainer ML
→ 10:30 Greve/Thompson Combined ML
→ Dime Scale
→ Old Time Rubber Fuselage (ROG)
→ Award Ceremony on the field



The “Rovey Rumble” is a first attempt of an off-year WESTFAC contest, held at the site of next year’s WESTFAC 6. There will be no formal judged scale events. The PPLC compliance checks and dime scale/simplified scale judging will be done on the field. Award certificates will be presented on the field at the end of flying on Sunday. Kanones will be awarded for first place.

Bring your models—trim, compete, and have fun.

\$20 entry fee covers all events—the proceeds will be used for WESTFAC 6.

NEW: Holiday Inn Express closer to the field
Call toll-free: 1-877-410-6667



ROVEY RUMBLE

REGISTRATION FORM

Rovey Field, Buckeye, Arizona

October 14-16, 2016

[Please Print]

Name _____ Address _____ AMA # _____

City _____ State _____ Zip _____ Email: _____

Mail in Pre-Register Fee @ \$20 [fly all events]: \$ _____

Late-Register on field @ \$30 (fly all events) : \$ _____

Total enclosed: \$ _____

No entry fee for contestants under 18 years of age. Entrants must be AMA members for liability purposes but not necessarily FAC members (although you'd be nuts not to be one). Please send your check prior to October 7, 2016 so you won't have to stand in line at registration. Mail entries to: WESTFAC, % T. ARNOLD, 3862 RIDGECREST DR, CASPER, WY 82604. We will be unable to refund cancellations after October 7, 2016. Make your check out to: WESTFAC

There is overnight vehicle parking at the flying field. There is no traditional HQ hotel and attendees are encouraged to find their own lodging via the internet EARLY. Food is also on the attendees although there are plenty of restaurants in the area. The contest officially starts on Friday with on-field registration and trimming only. The individual events start Saturday as listed on the schedule. Contest ends 12:30pm on Sunday. Go to the WESTFAC website, westernfac.com, for a complete schedule and details.

The Pilots Pre-Launch Checklist (PPLC) will be reviewed for each scale aircraft prior to their competing. A copy of it is found on the WESTFAC website. Dime Scale and Simplified Scale compliance will be done at the same time. Pilots should anticipate if any problems should arise regarding their aircraft and should have adequate 3-views and documentation available if a question should come up.

Waiver: I/We hereby release Rovey Farms Corp., Flying R Farms, 66LP, JPS Rovey L.L.C., WESTFAC LLC, any sponsors and any volunteers for the event, the Flying Aces Club, Inc., and all other persons and organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/ WE, also agree to abide by all flying and field rules in force at this contest.

Signature _____ AMA NUMBER _____

Please circle the events you plan to enter and terrorize your fellow contestants. Many thanks from the staff.

World War I Mass Launch

Jet Catapult

World War II Mass Launch

Dime Scale

Low Wing Military Trainer Mass Launch

2-Bit + 1

Greve-Thompson combined Mass Launch

Old Time Rubber Fuselage (ROG)

Simplified Scale

Royal Navy Barracuda

Written by Roger Willis



Back in 2006, when I was heavy into the “Kanone hunt,” I went to the FAC Nationals and watched Chris Starleaf win the WW II Combat mass launch. He won that event against some very strong competition and won it handily. The model he used was designed by him from pictures and three-views. It was a Royal Navy Torpedo Bomber which the English named the *Barracuda*.

This torpedo bomber began its life on the drawing boards in 1937. The Royal Navy’s specs were very tough. Many aircraft companies bid on it, but in the end, the bid was granted to the Fairey Aircraft Company. Prototype construction began in 1938. It began to appear on Royal Navy aircraft carriers in 1941 and was involved in several raids against the German Navy.

Starleaf did an exceptional design job for the model. He incorporated very light, but strong construction using 1/16th square wood throughout. The wing is built with the split-rib method and stabilizer design [using diagonals and top spars almost guarantee a no

warp stab. That’s the good news. The bad news is that the rudder is built “in-the-air]. That’s right folks, it’s not built on the plan, but in the air...not fun...!!

My Barracuda was built from a short kit offered by PT Aviation Models. Two other Barracuda’s are under construction in our OASIS FLYERS Squadron as you read this: one by Fernando Mina and one by Rod Franklin. PT Aviation’s short kit is very well done. Parts line up very well and it contains good wood. The plan does assume you know what you’re doing. It has no top view, hence, you must use the former front-view to construct the box as you box the fuselage. Top stringers are 1/20th square. Bottom stringers can be 1/64th by 3/32nd basswood to take the landing shocks.

There are several good pictures of various scale detail in our own SCALE STAFFEL library of English documentation “PROFILES.” By the way, I am your new librarian...soooo, if you need

a profile of a model you would like to build, contact me. I bet I have it.

I did work on some scale details. From a picture of the Barracuda’s twin barreled Lewis Gun, I constructed one using wheat pasta for barrels. The exhaust ports are McDonalds soda straws sprayed black. The spinner is a work of art created by Orv Olm at GizmoGeezer...it’s made on a 3D printer...!! The graphics are from Callie Graphics in Madalena, New Mexico (no gas station, no stop signs.) She even created a perfect replica of the Royal Navy squadron badge from a picture I found on Google.

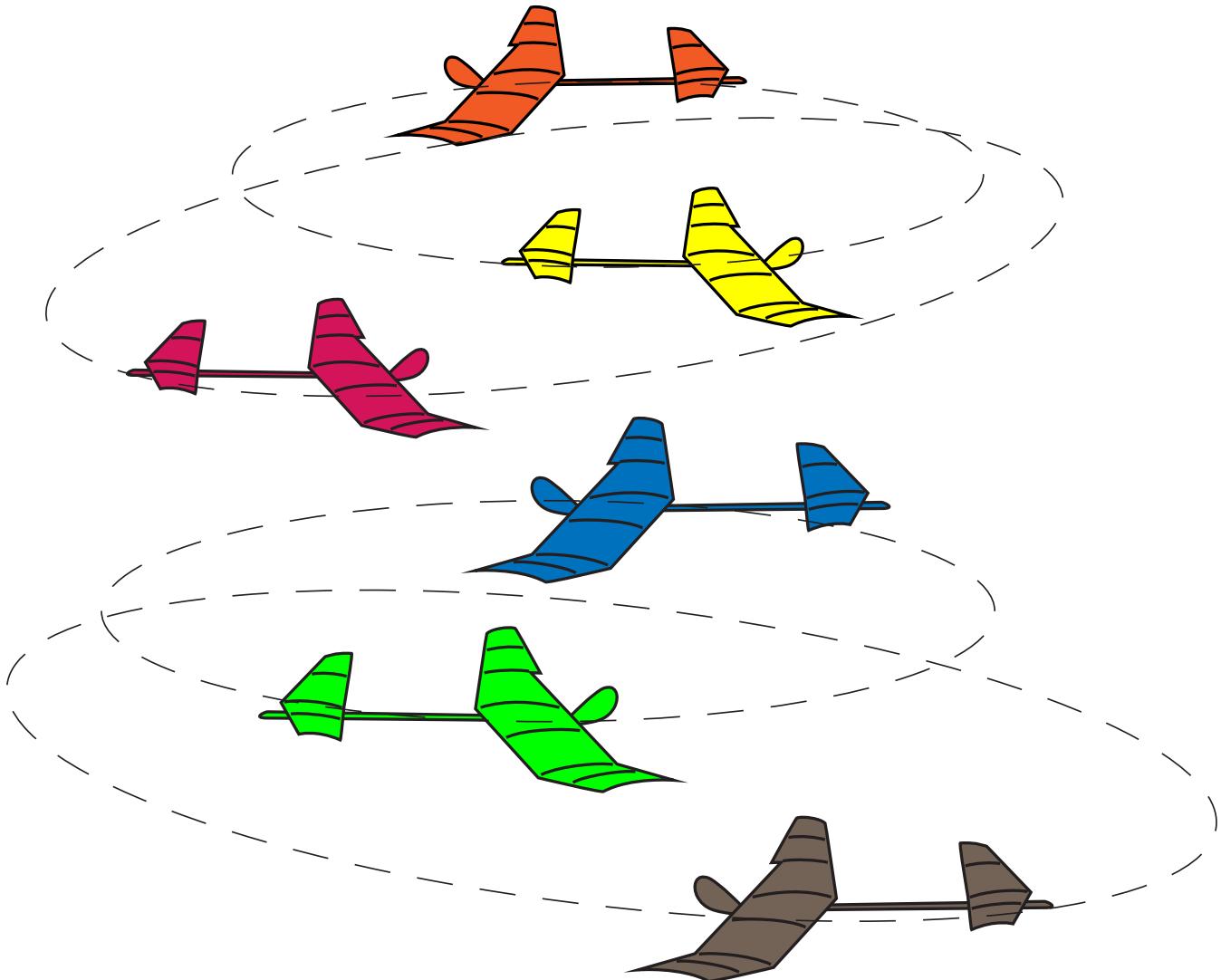
As George Mansfield will tell you, this model flies itself. The mid/upper wing and the great nose moments make for solid stability and quick trimming. My Barracuda came out at 73g. My first one, circa 2006, was 86g. The front end is a 9 ½” Gizmo. The trimming motor is 4 strands of 3/16th x 30”.

Hope you enjoy the pictures.



INDOOR CANARD CONTEST

November 6, 2016 Grossmont Gym



The Zephyr Rules:

All Classes: Wood must be 1/16" square or greater.

Class 1: A wooden propeller using the building instructions included in the article: 1/32" thick propeller, maximum diameter 8 1/2" flat or twisted. 1/8" square balsa hub, 1 1/4" long, sanded round

Class 2: A plastic single piece molded propeller, maximum diameter 8"

Class 1 and 2 Competition:

"Best three flights out of six"

Mass Launch Competition:

All competing planes welcome in the mass launch.
One flight.

There will be an official contest timer and an assistant timer (in case the official timer would like to be in the contest). Flying will be conducted in rounds with trim flight possible between rounds.

Contest Director

William Scott

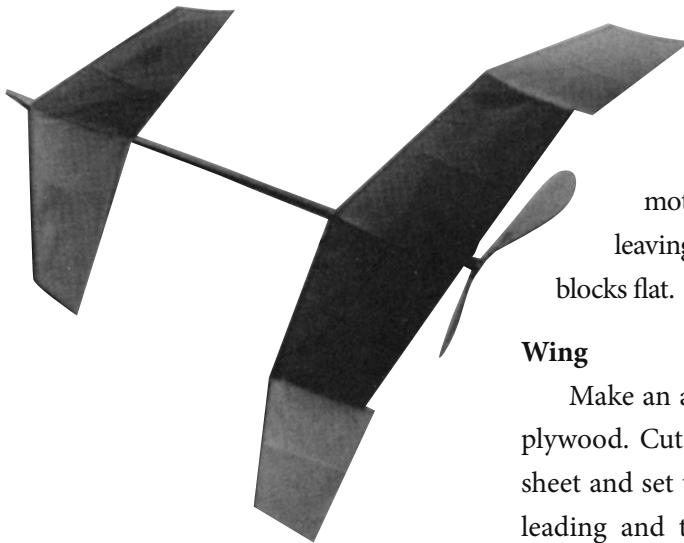
wscott127@mac.com

phone (619) 701-2457

The Zephyr

From Model Builder, March 1979, Volume 9, Number 86

By Randy and Irene Wrisley



A simple stick model that would be great for club contest. Full size plans on next two pages.

The "Zephyr" is a simple little rubber-powered canard that is a real eye-catcher and quite a performer to boot. Canards are fun and are capable of surprisingly good flights. Being a stick model, the Zephyr is very quick to build. Indoors or out, its consistent performance will make you wonder why this type of layout isn't explored further. (It's interesting to note that, according to Webster, a canard is "an obsolete kind of airplane with the rudder and elevator in front." Somebody better tell Burt Rutan about this, so he won't design any more "obsolete" airplanes like the Vari Viggen, Vari Eze or Quickie!)

Motor Stick

Cut the motor stick to length from a piece of rock-hard 1/8 x 1/4 balsa. Glue on the thrust bearing and incidence blocks. Next, cement the thrust bearing tube and front motor hook in place. Wrap these with thread and cement well. Sand the

motor stick to an oval section, leaving the tops of the incidence blocks flat.

Wing

Make an airfoil template from 1/16 plywood. Cut out 14 ribs of light 1/16 sheet and set them aside. Pin down the leading and tip trailing edges on the plan. Cement the #1 ribs in place. Use shims to raise the center section trailing edge up off the plan as required and cement it to the #1 ribs. Add the rest of the ribs, trimming them at the aft end as necessary. When everything is dry, crack the leading and trailing edges at the #1 ribs and raise each tip 2 1/4 inches. Reglue the joints with Titebond or Hot Stuff.

Canard

The canard is built just like the wing. Use the leftover wing ribs, and when dry, raise each tip 1 3/8 inches for the proper dihedral.

Propeller

Cut the prop blades from 1/32 sheet balsa. The hub is 1/8 square balsa, 1 1/4 inches long, sanded round. Push a pin through the center and cut a slot 1/32 inch wide and 3/8 inch deep at each end. The slots should be about 60 degrees relative to the pin. Cement the blades to the hub. Put a coat of dope on the back side of each prop blade to get the proper curve (see side view). When

dry, balance the prop as best you can.

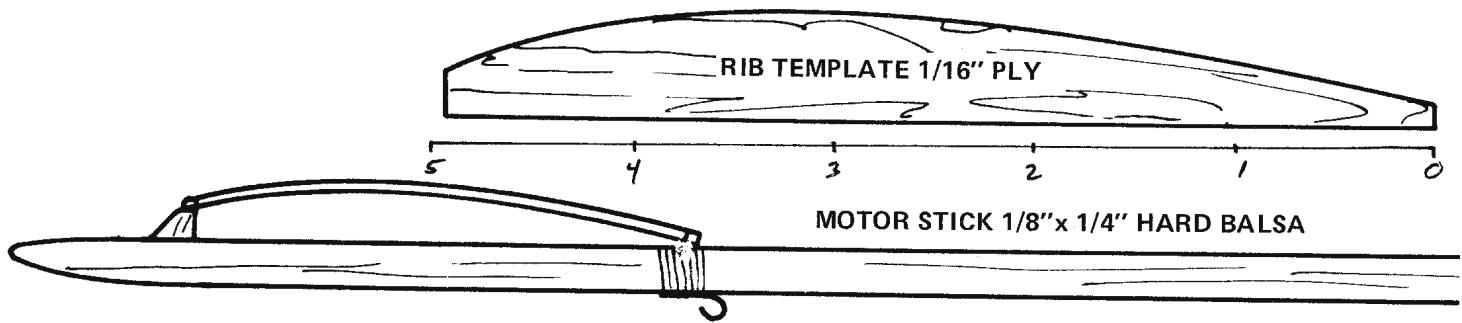
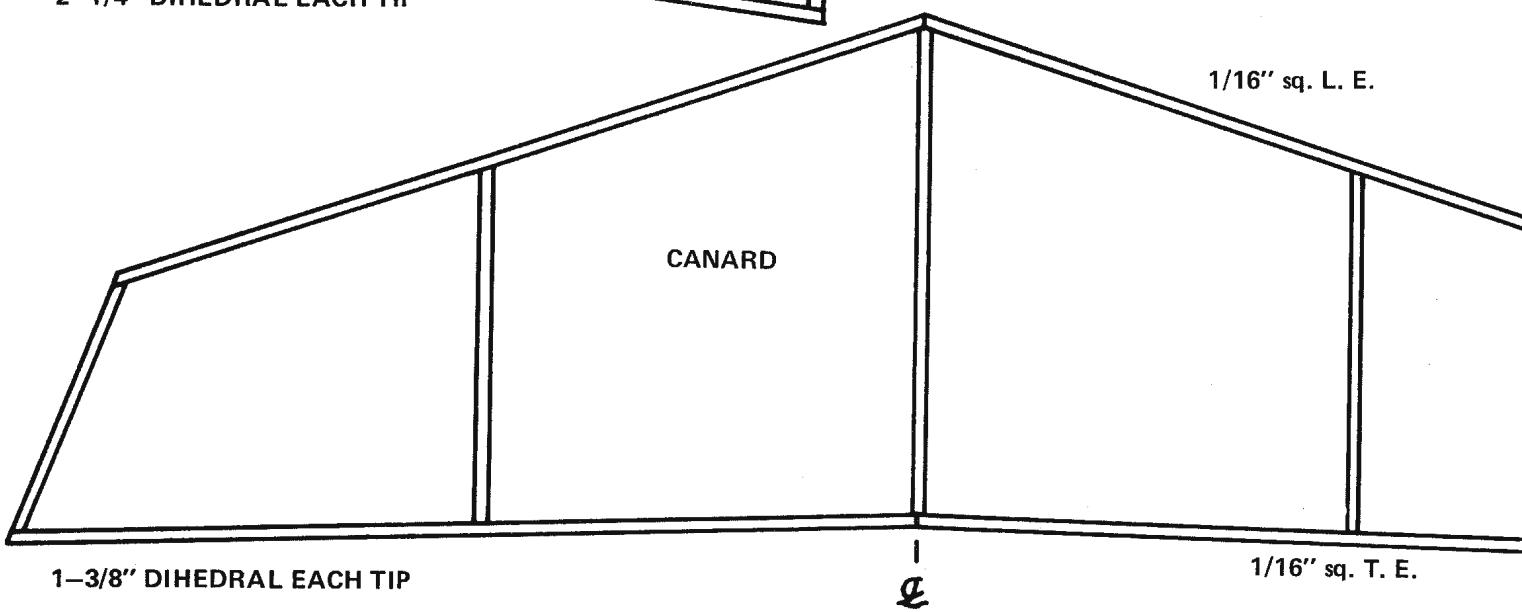
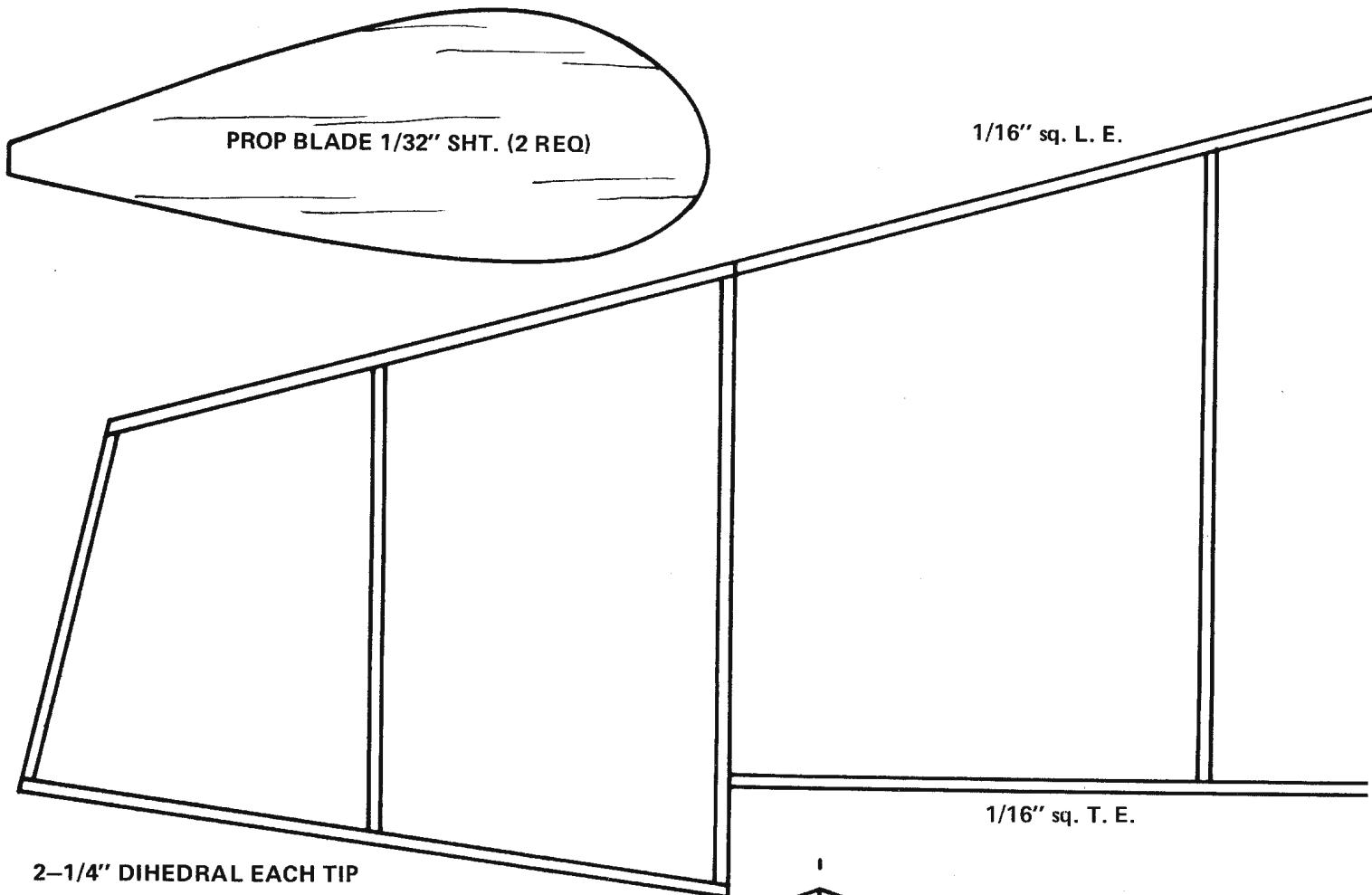
The prop shaft is a piece of 1/32 music wire. Bend a loop in one end for the rubber motor, slide the shaft through the thrust bearing tube, add two glass beads, slide the prop on and bend the barb in the shaft as shown on the plan.

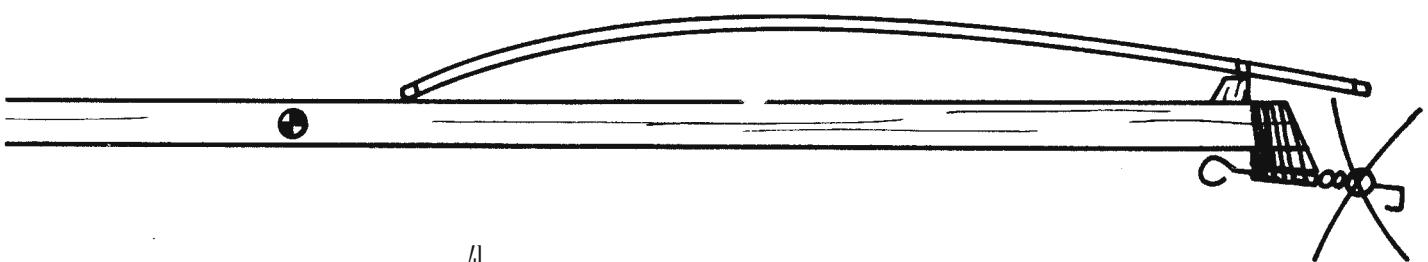
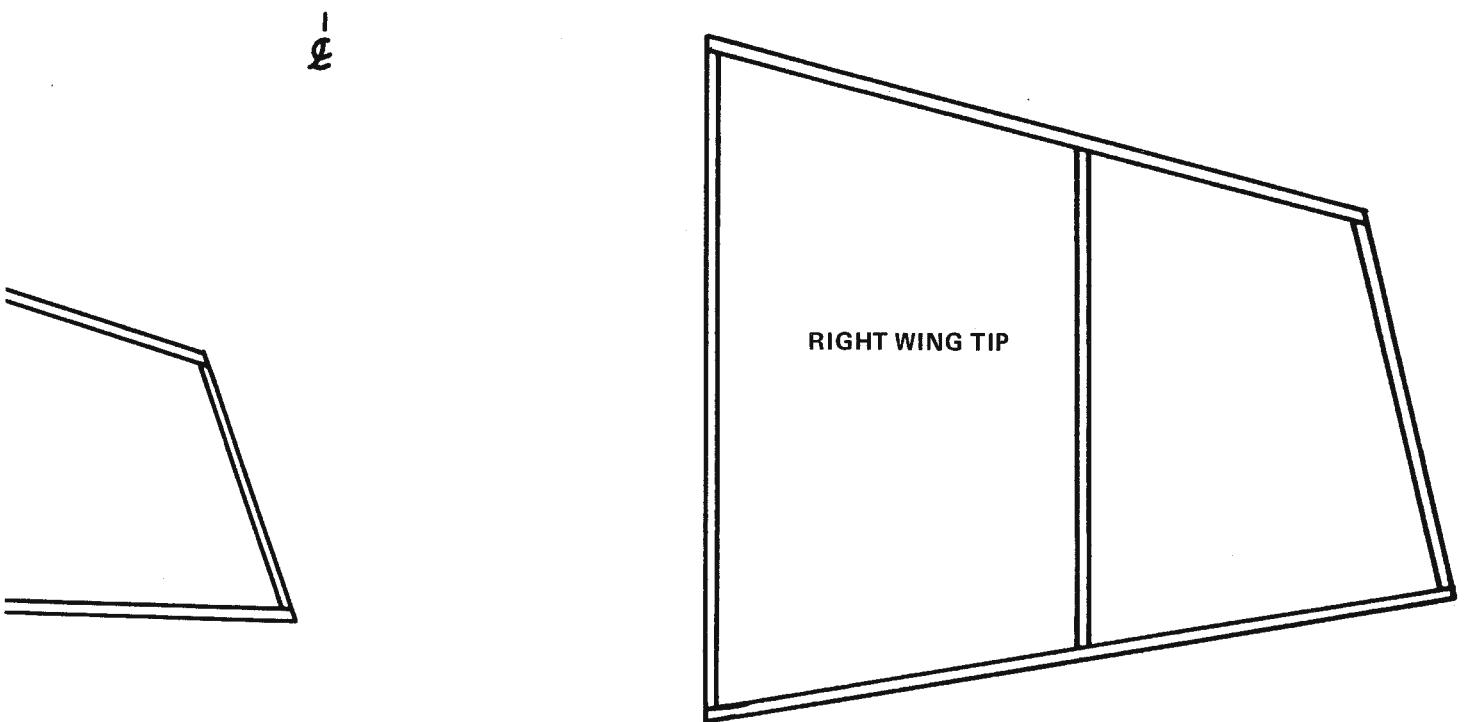
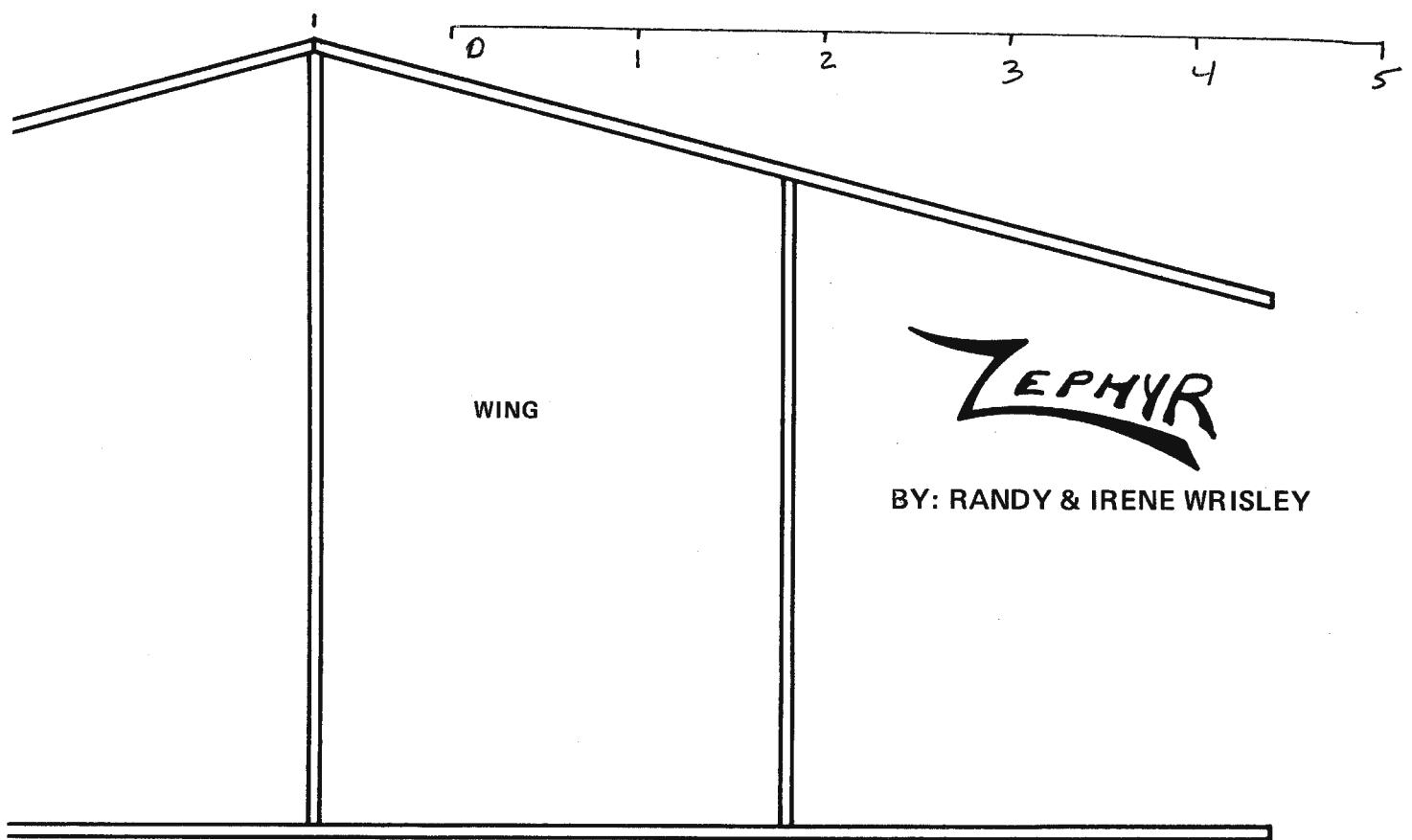
Covering

The wing and canard are covered with tissue. Don't shrink the tissue with water or dope, please, or you'll have to get your template out again, cut out 14 more ribs, and build a whole new wing and canard. By the way, the wing and canard are covered on the top surface only.

Assembly and Fying

Glue the wing to the motor stick. Spot-glue the canard in place. The motor is a single loop of 1/8 inch rubber with about 2 inches of slack. Balance the model where indicated with the motor in place. Hand glide the model to get the final trim, adding small bits of clay to the nose or tail as required. When you're satisfied with the glide, try a few hand wound power flights. The Zephyr should fly in left circles, spiraling up under power. Tilting the canard toward the direction you want the model to fly will control the turn. Use a winder for maximum duration. Have a ball, and remember, Zephyr is capable of going O.O.S. on the slightest bit of warm air. After all, that's how it got its name!





Two Walt Mooney Contests



Judging and Rules

Judging will take place right after the conclusion of the WWII mass launch event. All contestants will bring the plan and airplane to the judging area. The plan (8 1/2 x 11 or larger) will be placed in the judging area with the airplane on top of it. Once all of planes are in the judging area, the judging will begin. The contestants will rank all airplanes from best = 1, next best = 2, next =3 until all of the planes are ranked.*

Event

Taibi Flying Field
Perris, CA
Nov 12-13, 2016
7:30 a.m. – 12 p.m.

Fee

\$3 for all events.

Awards Presentation

Noon on the final day
Must be present to receive
award

Events

Peanut Scale
2x Peanut Scale Walter
Mooney Plan

Contest Director

William Scott
(619) 701-2457

Peanut Scale Rules

- Peanut Scale is open to any design
- Peanut plans must be presented with model
- Rubber power only
- Walter Mooney style judging (see above for details)
- Total of three flights, flight => 20 seconds

2x Peanut Scale Rules

- 2x Peanut Scale must be a Walter Mooney design only
- Wing span must be twice the published wing span
- Plans must be presented with the model
- Rubber power only
- Walt Mooney style judging (see above for details)
- Ineligible models: Ford Centennial, Ford FBA-2A, and Aeronca Defender

Flight Scoring

- Total of three flights: official flight => 20 seconds, hand launched attempts.
- Max individual flight time: 120 seconds.
- Fliers will be placed in rank order (1,2, etc) from first to last place based on decreasing average flight scores, from max to min.

Total Scoring

Total scoring for each entry will be the sum of its "scale" and "flight" places. The lowest total wins first place, second lowest wins second place and so on.

*You cannot rank your own airplane.



FLYING ACES

SQUADRON 41



SAN DIEGO

Scale Staffel

November 2016: Outdoor Flying Contest

**Saturday and Sunday, November 12 and 13, 2016,
7:30 a.m. to 12:00 p.m., Taibi 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 two miles from the flying field.)
(951) 943-5577

*Pilot's Meeting: 8 a.m. on both days
Lunch is at the flier option for 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
2. FAC Jumbo Scale #3
3. FAC Power Scale (90 second max) #5
4. Golden Age Monoplane #13
5. Old Time Rubber Stick and Fuselage (hand launch) #21/22
6. FAC 2-Bit(+1) Rubber, 1/2 Wakefield (ROG) #23
7. Jimmie Allen (ROG) #24
8. No-Cal (no max) #33
9. Embryo Endurance (ROG) #35
10. Walt Mooney Peanut* (judging after final mass launch on Saturday)
10. Walt Mooney Twice Peanut (judging after final mass launch on Sat.)



Mass Launch Events

Saturday

11. FAC WWI Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
12. FAC WWII Combat:
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

13. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
14. 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 earlier Scale Staffel contest held in 2016 will determine our annual Grand Champion. The trophy will be presented after the last event of 2016 to the flier who garners the most 1st to 3rd place points in all of the 2016 Scale Staffel contests.

* Walt Mooney contests will be judged by those who enter. Participants will rank the airplanes from "outstand" all the way down to "good job". Participants will fly their Walt Mooney airplane: best single flight out of three (120 second max flight.) The combination of your judging score and flight time will determine the winners. Participants may not vote for themselves!

— FREE FLIGHT —

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