

SAN DIEGO

# Scale Staffel

May 2014



June's indoor flying will be in the lower gym due to a basketball tournament!



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.

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**FLYING  
ACES**  
SQUADRON 41

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

# "Starting 2014 Off Well"

by John Hutchison

This year started off with the Orbiteer/Scale Staffel banquet held on January 25, 2014. At our traditional venue of the Giovanni's Italian Restaurant in Kearny Mesa, our banquet was well attended and we had a great time. I was honored with the "Orbiteer of the Year" award with my son, Greg Hutchison, coming in third after just getting back into the hobby. Lots of raffle items with Mark Chomyn heading home with a truck-load of kits and other goodies. William Scott was presented the "Scale Staffel Areo-modeler of the Year" awarding his outstanding contributions to Scale Staffel.

Indoor flying kicked off with our first event being held January 5 at Grossmont College gym. The featured events were A-6 and Phantom Flash. Attendance was a bit low due to members still enjoying the holidays. February 2 events highlighted were Non-Cal and Phantom Flash. William Scott provided 25 Delta Darts for a special event. Everyone who entered the gym was handed a Delta Dart. Flyers, new and old, were flying them throughout the morning with a "mass launch" at the end of the session. Great fun! The attendance at the March 2 meet was great. Many spectators (we hope to have captured into this sport) were delighted with watching Penny Plane and Phantom Flash. We have a few new faces which have joined the ranks of the indoor flyers. We welcome Steve Sheperski, Nick Panowsis and Orbiteer member, Frank Allen. Hope to see everyone at the Indoor Contests on the first Sunday of the month at Grossmont College gym.

Our outdoor contests have been scheduled for the year. All will be held at the Perris field. The second will be August 23-24 with the final 2014 contest being held November 8-9. Check the event schedule listed in this newsletter.

I want to thank Roger Willis for obtaining the Rovey Farms fields in Buckeye, AZ for the 2015 WESTFAC V contest most likely held in October of 2015. The farm contains over 600 acres of alfalfa. Great for flying. Good job, Roger.

Build! Fly! And have fun!

LLFF! (Long Live Free Flight!)

John Hutchison

# What an Honor

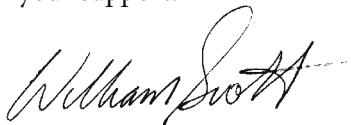
Thank you to everyone for awarding me Scale Staffels Aeromodeler of 2013. I feel the award represents you who have been supportive of my efforts and sharing of their knowledge of modeling with me.

For the few years I have been involved in Scale Staffel, I have learned so much, such as the four essential steps in our goal to getting an airplane to fly for two minutes.

- **Build the plane light weight, but strong.** What do we mean by building a light weight plane? For a complete outdoor scale model, including the motor, the wing loading should be at or under 0.5 grams per square inch of wing area.
- **Get the plane to glide on the edge of a stall.** I can now recognize what a stall looks like and what the opposite looks like. For example, when flying my Phantom Flash; in a stall the tail hits the ground and breaks off. When it is nose heavy, it hits nose and landing gear first and the landing gear breaks off. I'm starting to understand and see how a plane flies in the air is a function of the angle differences between the wing and stabilizer.
- **Slowly add power, adjust for the power.** I'm beginning to see how motor length and thickness can dramatically affect flight time and performance. If I use a short wide rubber motor the plane goes like gang buster up into the sky only to run out of motor and glide right back down with zero cruise. If I use a thin motor the plane never gets off the ground but the propeller will spin for a very long time.
- **Keep notes.**

I'm still trying to figure out what prop stall is. But I'm sure that will come with time.

And just when I think I have a handle on how this all works together to create a great flying airplane; the month of November rolls around, and I contest direct (CD) a one design canard contest. This causes me to forget everything I've learned in the previous 11 months, mostly because none of it seems to apply to canards. As you might be able to tell, I really enjoy this sport of rubber-powered free flight, thank you again for all of your support.



William Scott  
Editor

P.S. We have some wonderful companies supporting our sport and club showcased in our new advertising section . Please do what you can do to support them back.

## INDOOR CONTEST

The first Sunday of every month

Grossmont college

8800 Grossmont College Drive

In the big gym park in lot "C"

Gym opens at 7:30 a.m.

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## Cover Photo

Cockpit of Roger Willis' BF109F  
photo by William Scott

----- PHOTO REPORT -----

# Flying your very own Delta Dart

*Photos by Arline Bartick and Ann Scott*



# "Come Fly Your Very Own Delta Dart"

by William Scott



Scale Staffel had a "Come fly your very own Delta Dart" event on February 2 and it was outstandingly successful. A big thank you goes out to all of the club members who took one of the newcomers under their wing. Why a Delta Dart? Generally, it is quick and easy to build and flies well. What is even more important, with just a few simple adjustments, it flies noticeably better, and those adjustment can be made by a person of almost any age. We had four kids and six adults try their hand at flying the Delta Dart. The kids were kids and had a great time giving their airplane a toss, a throw or a heave. And of course, running around in circles chasing after them. One kid even threw the airplane upside-down; the plane survived the hard land, to be picked up and thrown even harder. Because surely by throwing it harder, it should make it fly. Right? We were able to catch most of the kids and guide them in the correct way to release their airplanes.

The adults were all very good-natured and did all of the work, the club members were excellent guides and resources for suggestions on trimming, winding and gluing when it was needed. The adults also asked lots of good questions such as; "do you do this every weekend?," and, "when can we come back?"

One attendee that day was a high school science teacher and always had trouble teaching the chapter on aerodynamics and flight. He thought it was because the kids were building airplanes of their own design and it was very difficult to get them to fly. As he talked to different club members, we could see he was thinking about next's year program.

He was one of two adults that took home a Delta Dart kit. The club had five or six available for anyone that asked. We also shared with the science teacher that we were able to buy thirty-five kits for about a dollar thirty five per kit including shipping. The kits included everything but the glue and a straight pin to act as the motor hook.

# First Sunday of Every Month

Photographed by Arline Bartick, Mike Jester, and William Scott



# Contest Results

*Tabulated by CD of the Month*

January 5, 2014

Event: A-6 (8 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS (best 2 of 6)						SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED				
Mike Jester	145	177	181	153								1
John Hutchison	101	125	62	152	95							2
Gret Hutchison	132	84	122	135	122	118						3
Don Bartick	102	89	59	139	85	104						4
Richard Wood	123	21	110	42	27							5
William Scott	68	67										6
John Merril	69	58	55									7
Mark Chomyn	39	53	54	54	51							8

Event: Phantom Flash (5 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS (best 2 of 6)						SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED				
Mike Jester	29	29	31	51	48	58						1
Don Bartick	53	48	52	51	36	39						2
John Merril	39	39										3
John Hutchison	35	22	34	39								4
Mark Chomyn	33	33	34	40								5

February 2, 2014

Event: No-Cal (4 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS (total of three)						SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED				
John Hutchison	69	80	82									1
Mike Jester	43	55	67									2
Richard Wood	39	32	38									3
Greg Hutchison	47	36	31									4

Event: Phantom Flash (10 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS (3 of 6)						SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED				
Mike Jester	39	23	49	58	69	67						1
John Hutchison	53	36	51	39	53	42						2
Greg Hutchison	43	42	50	49	55	48						3
Frank Allen	37	45	51	53	50	51						4
Richard Wood	69	32	48	30								5
Don Bartick	45	25	37	48	47	30						6
Larry Miller	37	38	48	20	53	33						7
John Merril	46	41	50									8
Mike Pykelny	40	48	43	40	41	44						9
Mark Chomyn	37	37	38	41	43	27						10

— INDOOR REPORT —

# Contest Results

*Tabulated by CD of the Month*

March 2, 2014

Event: Penny Plane (7 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS (best 2 of five)						SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	TOTAL	PLACE
John Alling		258	50	<u>292</u>	207	<u>263</u>						1
John Hutchison		92	168	<u>281</u>	71	<u>249</u>						2
Mike Jester		125	151	<u>183</u>	108	<u>202</u>						3
Don Bartick		65	94	35	<u>125</u>	<u>124</u>						4
Greg Hutchison		127	147	<u>147</u>	56	<u>188</u>						5
Richard Wood		145	63	<u>185</u>	143							6

April 6, 2014

Event: A-6 (8 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					(best 2 of 5)	SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	TOTAL	PLACE
Steve Sheersky		58	168	196	214	216						1
Greg Hutchison		185	168	147	172	175						2
Glen Marret		141	171	168	179	160						3
Mike Jester		141	112	76	113	161						4
Richard Wood		155	107	114	144	100						5
Don Bartick		121	91	72	115	128						6
Larry Miller		27	53	70	108	103						7
John Hutchison		102	108	45	45	69						8

May 4, 2014



SAN DIEGO ORBITEERS AND SCALE STAFFEL

# Fourth of July Contest

## Judging and Rules

General rules apply to all contestants and airplanes

All contestants MUST wear a real tie! (no paper, fake, clip on ties) No exceptions!

All models MUST have an American flag attached! No exceptions!

Awards to third place in all categories

Contest director to determine categories

## Event

Otay Mesa Flying Field  
July 4, 2014  
8 a.m. – 11:30 a.m. (Prompt!)  
Hot dogs and associated goodies to follow! (Yes, watermelon, too!)

## Fee

\$5 for all 3 events.

## Awards Presentation

Noon on July 4th  
Must be present to receive award

## Events

Peanut Scale  
Bostonian/Embryo Endurance  
2x Peanut Scale Walter Mooney Plan

## Contest Director

**John Hutchison**  
(619) 303-0785

## Peanut Scale Rules, \$100 for first place

Peanut Scale is open to any design

Peanut plans must be presented with model

Walter Mooney style judging

Total of three flights, flight => 20 seconds

## Bostonian Rules

Hand launch flights

Total of three flights, flight => 20 seconds

## Embryo Endurance Rules

Walt Mooney style judging

FAC bonus points: 1 point for 3-dimensional exhaust, 3 points for 3-dimensional wheel pants, 5 points for windshield or windscreens. Maximum of 9 points.

Total of three flights, flight => 20 seconds

## 2x Peanut Scale Rules, \$100 for first place

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

Ineligible models: Ford Centennial, Ford FBA-2A, and Aeronca Defender

## Scale Judging

"Mooney" judging rules will be used. Considering all factors including FAC bonus points, judge will rank all planes in each category from first to last, scoring them as 1 for first place, 2 for second place and so on.

## Flight Scoring

Flight scoring will be the combined time from the three official flights (> 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.



# Scale Staffel Contest April, 12 and 13

By William Scott



## A big THANK YOU to Kathy and John; you did a wonderful

Though the clouds had moved in the day before; it was a cold California morning in the low desert, of course most of California is desert, though we water it everyday to keep our lawns green and convince ourselves otherwise. At 7 a.m., it was no more than 50 degrees outside, gray clouds covered the sky and the air was still. Almost a perfect morning for the first Scale Staffel free flight airplane contest of 2014. Aficionados of free flight would have wanted the sun peaking through the clouds, warming up the ground, creating thermals to fly on. That would come in due time, after all it was still only early April in Perris.

By 8 a.m. everyone had arrived. We even had a few interested locals come by to watch and learn. Many were from Roger Willis' free flight class that learns about free flight and builds a FAC Moth.

John Hutchison our contest director (CD) called the pilots meeting to order and rattled off the following list of rules and guidelines: "watch for snakes, watch for airplanes, a call to begin winding

will go out for mass launches. All times needed to be recorded in seconds and THERE ARE 60 SECONDS IN A MINUTE NOT 100! Remember to drink lots of water and use sun screen. Any questions? We will start winding for the World War I mass launch in 15 minutes."

The call to "start winding" for the World War I mass launch went out as promised, and the four of us started to wind, just about the same time as the breeze started to be noticeable. Three of us had Fokker DVII and the fourth had a S.E. 5a. This had the making for a great air battle. The CD walked us out to the launch line, counted us down and we launched. There is the recap of the mass launch later in this newsletter.

After all of the flights for the WWI mass launch were completed, there was a 30 minute window before the WWII mass launch "start winding" call went out. By now the breeze was considerable to the point where some of the pilots were not interested in flying while others were going about their business

like this was a typical day. Most of the pilots that kept flying had larger models and were flying in the Scale Power category.

At about 9:30 the call to "start winding" for the World War II mass launch went out. We had six contestants and a noticeable breeze. In the end, Mike Mulligan with his Kawasaki Tony won this event, we think he sill might be winning this event. Mike's plane flew and flew and flew, almost twice as long





## job organizing this event; we couldn't do it without you.



as the next best plane. Great job, Mike, you have given us something to strive for.

It was now about 10 a.m. and the sun was peaking through the clouds bringing us some warmth. The level of activity in all of the pits suddenly picked up, every stooge was loaded and every eye was on either the person launching their plane or the wind pole at the end of the pit line. Mark Chomyn's BA Cabin was the first to find a thermal, after chasing it for eight minutes and all the way back to the road,

it flashed once more time and was gone, out of sight. The thermals had arrived, so we made sure we set the dethermalizers (DT) even on a test glide.

Sunday began much like Saturday; cold, gray and still. At 8:30 the CD called for us to start winding our twins. This is one of those events where you need to be a little bit crazy and 100% focused. The biggest issues seem to be the winding of the motors and the launching of the plane. Most of us had a successful event,

Fernando broke off a wing but it looked like a clean break and we hope to see him and his airplane back in August. Mike Mulligan took the top place with his Italian BN-1.

At 9:30 the Greve/Thompson Mass launch pilots were told it was time to start winding. In the past this event has been dominated by Chambermaids, last November we had eight pilots enter into the contest and four of them had Chambermaids. This contest it was very different, we had five pilots and not a single Chambermaid. This year's event was won by John Donelson with his Mr Smoothie, just beating out Mike Mulligan's Firecracker which at the last moment seem to find the down side of a thermal.

Over the whole weekend we had three planes fly out of site (OOS) We had 21 flights that were maxes (flying over two minutes.) Three planes got maxes but did not return home and Dave Lofthouse accounted for six of the maxes by himself.



# April 12 and 13 Scale Staffel Contest

Photographed by Mike Jester, Robert Hodes and William Scott







# Scale Staffel April 12 and 13 Kanone Report

Compiled by John Hutchison

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESSES

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: WWI Combat (4 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
John Hutchison	Fokker DVII	28	38	66		1	Y
John Merrill	Fokker DVII	12	14	17		2	Y
Robert Hodes	S.E. 5a	30	9			3	Y
William Scott	Fokker DVII	7				4	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: WWII Combat (6 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
Mike Mulligan	Kawa Tony	108	93	101		1	Y
John Donelson	Re. 2005	65	52	54		2	Y
Mark Chomyn	Kawasaki Hein	21	22	35		3	Y
Roger Willis	BF109F	51	14			4	Y
Mike Jester	Hellcat	19				5	Y
Robert Hodes	Focha-Wulf TA-152	3				6	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: Greve/Thompson (5 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
John Donelson	MR Smoothie	53	79	88		1	Y
Mike Mulligan	Schoenfeld Firecracker	66	131	80		2	Y
Mark Chomyn	MR Smoothie	34	74	48		3	Y
Robert Hodes	Cessna CR3	48	54			4	Y
Roger Willis	Cessna CR-2	15				5	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: Double Trouble (twin ML) (4 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
Mike Mulligan	BN-1	42	35	37		1	Y
Robert Hodes	Hornet	23	26	17		2	Y
F Ramos	Mesquito	19	12			3	Y
William Scott	Cessna 310	7					Y

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: Rubber Scale (7 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	STACTIC+ BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
Fernando Ramos	Sterman Gardian	37	52	104	61.9	140.5	1 Y
Mike Mulligan	Kawa 61	120			55	137.5	2 Y
John Hutchison	Fokker DVII	38			72.5	110.5	3 Y
Roger Willis	Cessna CR-2	15	13		64.1	79.1	4 Y
John Donelson	Gardian				60.1		Y
John Merrill	Fokker DVII						Y
*Fernando Ramos	Zippy Sport				65.1		Y

\*denotes extra, lower scoring entry

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?		
Event: Power Scale (5 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS	SCALE FLT	STACTIC+ BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y/N
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED		
Bob Wetherell	Hornet Moth	90			90.7	180.7	1 Y
Fernando Ramos	Miles Magister	90			59.9	149.9	2 Y
John Donelson	Barracuda	90			58.9	148.9	3 Y
Robert Hodes	Waco PG-2				54		4 Y
*Fernando Ramos	Bristol ID	14			68	82	Y

\*denotes extra, lower scoring entry

Scale "Total of 3 Flights" Event		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		SCALE FLT FACTORED		BONUS POINTS	SCALE POINTS	FAC MEMBER?	
CONTESTANT'S FULL NAME	MODEL	1	2	3							Y	N
John Alling	Rearwin Speedster	57	105	79		241					1	Y
Mike Jester	Fairchild 24	91	64	67		222					2	Y
Mark Chomyn	Aeronca	34	83	41		158					3	Y
Robert Hodes	Taylorcraft	16									4	Y

Non-Scale "Total of 3 Flights" Event		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		SCALE FLT FACTORED		BONUS POINTS	SCALE POINTS	FAC MEMBER?	
CONTESTANT'S FULL NAME	MODEL	1	2	3							Y	N
John Donelson	Moth	99	120	120							339	1
Robert Hodes	Moth	81	120	79							280	2
Mike Jester	Moth	58	120	85							263	3
Don Chaption	Moth	36	38	66							140	4
Mark Chomyn	Chieftan	40	40	52							132	5
John Merrill	Baby Commercial	38	47	45							130	6
William Scott	Moth	7	42	41							90	7
Robert Willis	Moth	67									67	8
Nick Panousis	Moth											Y
Fernando Ramos	Moth											Y

Non-Scale "Total of 3 Flights" Event		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		SCALE FLT FACTORED		BONUS POINTS	SCALE POINTS	FAC MEMBER?	
CONTESTANT'S FULL NAME	MODEL	1	2	3							Y	N
Dave Lofthouse	BA Cabin	120	120	120							360	1
Roger Willis	BA Cabin	120	62	120							302	2
John Merrill	BA Cabin	52	39	120							211	3
Mark Chomyn	Blue Flash	120									120	4
Bob Hodes	BA Cabin	54									45	5
John Hutchinson	BA Cabin											Y

Non-Scale "Total of 3 Flights" Event		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		SCALE FLT FACTORED		BONUS POINTS	SCALE POINTS	FAC MEMBER?	
CONTESTANT'S FULL NAME	MODEL	1	2	3							Y	N
Dave Lofthouse	Debut	120	120	120							360	1
Robert Hodes	Hybrid	98	120	100							318	2
John Donelson	Embry-omatic	61	112	84							257	3
Roger Willis	Debut	51	84	62							197	4
Mark Chomyn	Puma	29	25	30							84	5
William Scott	Prairie Bird											Y
Nick Panousis	Prairie Bird											Y

Non-Scale "Best of 3 of 6" Event		FLIGHT TIMES FOR TOTAL OF 3 BEST OUT OF 6						FAC MEMBER?		Y	N
CONTESTANT'S FULL NAME	MODEL	1	2	3	4	5	6	TOTAL	PLACE	Y	N
Robert Hodes	Phantom Flash	39	84	104	120			308	1	Y	
Mike Jester	Phantom Flash	80	47	57	120			257	2	Y	
John Merrill	Phantom Flash	60	20	28	46	57	72	189	3	Y	
William Scott	Phantom Flash	41	33	61	51	33	46	158	4	Y	
Mark Chomyn	Phantom Flash										Y
Nick Panousis	Phantom Flash										Y

By the Numbers:  
Events: 11  
Flyers: 15  
Models Entered: 64

Flyers:  
John Alling  
Don Chaption  
Mark Chomyn  
John Donelson  
Robert Hodes  
John Hutchinson  
Mike Jester

Dave Lofthouse  
John Merrill  
Mike Mulligan  
Nick Panousis  
Fernando Ramos  
William Scott  
Bob Wetherell  
Roger Willis

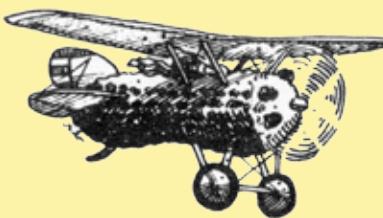
# Plans and Things

by William Scott

At the contest in April Jim Lueken came by and shared with all of us that he has begun or is continuing a business once operated by his neighbor W.C.(Bill) Hannan. Jim was carrying a large folder of plans, there were a few different sets by W. C. Hannan, a 1957 Waterman Aerobile 21" CO<sub>2</sub>, a DB-4 peanut scale, and a Waterman "Mercury Gosling" were the three that I picked out, because they looked like interesting planes to build.

Jim told us, "As some of you may know, I grew up around the corner from Bill Hannan. My father Jack and I flew models with Bill and his son Ken quite often and our families became good friends. About a year ago, during a visit to the Hannan's I came up with the idea of selling his plans as they had been off the market for quite some time. As the months went by and we were putting the "deal" together Bill and Joan decided to retire and close the Runway business. Bill suggested adding the books to my catalog. How could I say no! My wife DeAnn and I made two more trips to the Hannan's to pick up plans, books, stuff, and so on. While getting things set up in the garage good friend Joe Mekina back in Ohio has been putting together my website which is just about done. I should be up and running some time next week. Looking forward to serving the free flight community, especially the Scale Staffel! Go to [plansandthings.com](http://plansandthings.com) to see the goodies."

When I last checked the website is up and running. There are three different categories of products offered; W.C. Plans, W.C. Books, such as "Model Plans & 3-Views International", and Frank Zaic books, I would highly recommend taking a look.



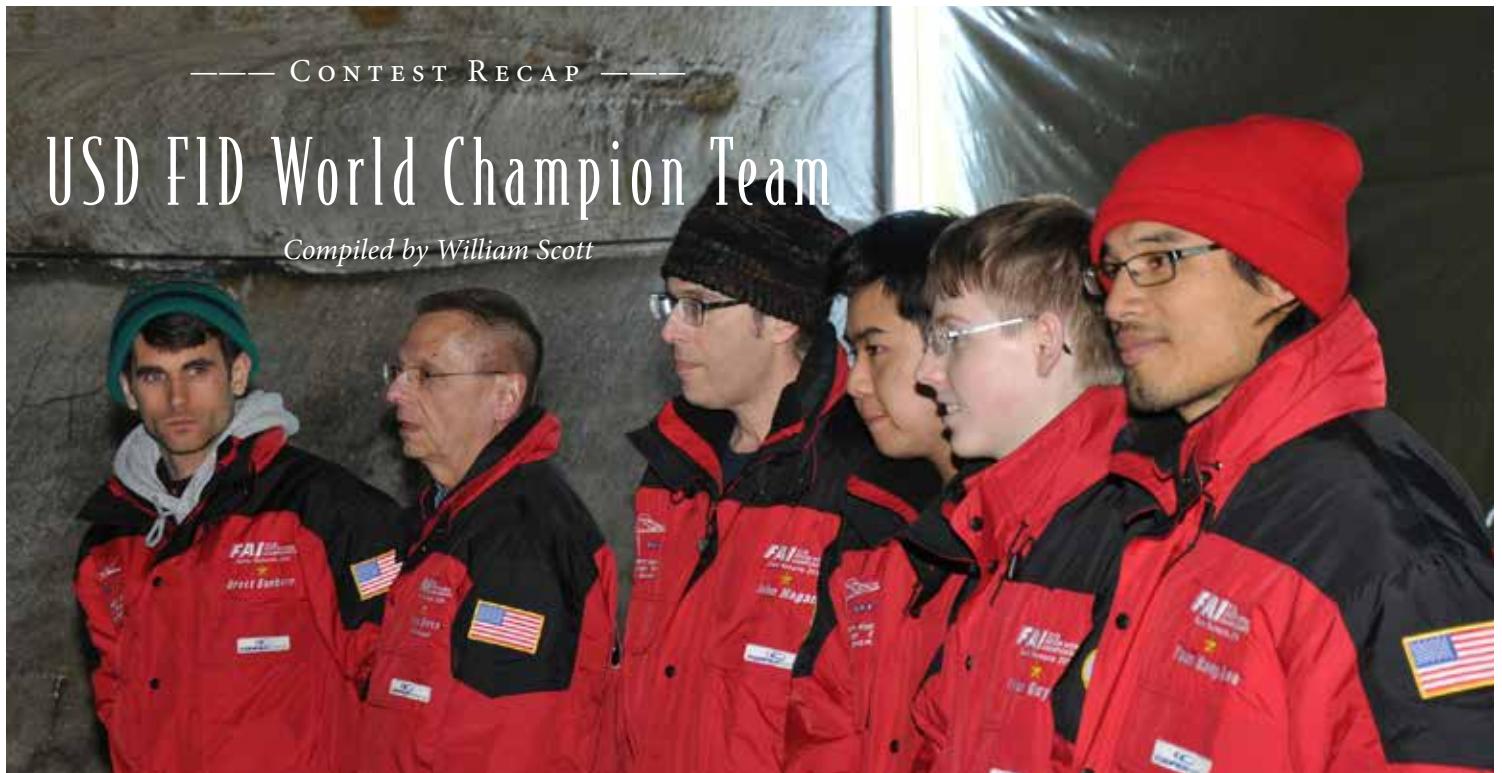
## PlansAndThings.com

A web based cottage industry offering high quality scale free flight plans and modeling publications

— CONTEST RECAP —

# USD F1D World Champion Team

Compiled by William Scott



In the past few months the selection of the team representing the USA at the F1D World Championship was completed. Here is an introduction to the USA F1D Team.



## Brett Sanborn

Brett started flying in the Science Olympiad Wright Stuff event while in high school. Since then he's focused his efforts on building and refining his F1Ds. He was a member of the 2004 US junior team and quickly progressed in the hobby from there. He was an early pioneer of the "sparless" prop with carbon fiber blades. Brett is the current Cat IV US/AMA holder for F1D with a time of 42:03. This is his third consecutive trip to the world champs. In 2012 Brett made his first appearance on the podium as a senior flier with a third place finish.



## John Kagan

John is the veteran on the team. He won the last 65cm competition which was held in the salt mine in 2000. He's been a fixture of the US program ever since, and has made the podium three times in the last 10 years. John holds the AMA F1D Cat III record as well as the Cat IV HLS (open class) record of 61:30. John is a versatile flier, having won events and holding records in a variety of AMA classes including standard catapult launched gliders and P30. He was also the author of the Model Aviation indoor column for 10 years until he recently handed off the reigns.



### Kang Lee

Kang is a relative newcomer to indoor. Kang also started flying in Science Olympiad as a coach for Wright Stuff and helicopters. Kang's first AMA contest was at the Tustin Blimp Hangar in April, 2010 where he won the F1L class. He's best known for pushing the limits of Easy B, while setting the Cat IV national record and winning the Easy B national championship along the way. He turned his attention to F1D at the beginning of this team selection cycle and flew his first model with a borrowed prop at the 2012 Kibbie Dome event. At the 2013 team trials, Kang needed all nine flights and made some difficult steers in the final round to make the team.



### Evan Guyett

Evan is from Plattsburg, MO. He has only flown indoor models since last March, and his very first contest was on April 6, 2013. He started off with a three minute pennyplane with a plastic propeller, and now he's heading to the F1D World Championships! He has always been fascinated by flying things and ever since he started Science Olympiad competing in Wright Stuff and Helicopters, he got the bug! Evan was the top junior qualifier with a flight total of 53:24 and a best flight of 27:04 for finishing first in his first attempt at the F1D World Championship.



### Royce Chung

Royce attends high school in Los Altos, CA where he's been mentored by Lou Young. In 2007 Royce Chung arrived at the gym where Lou was running indoor building/flying sessions started by the late George Xenakis. Royce immediately showed aptitude and intuitive understanding. He flew Mini Stick and Limited Penny Plane in Tustin and at Kibbie Dome, and as the youngest competitor, won LPP and placed second in Mini Stick. He built his first F1D (designed by Tim Chang, 2008 Junior Silver Medalist) and was tutored in flying at Kibbie Dome by Tim, and later by senior world champion Larry Calliau. Royce is also a leader in his high school on the Robotics team and after the world champs he will decide which college to attend to pursue a mechanical engineering career.

Royce qualified at the team trials with a total time just four seconds behind Evan of 53:20. His best flight was 27:19. Royce will be cheered on by his father Wing Chung who will be joining him in the salt mine.



### Tom Sova, Team Manager

This is Tom's third trip to the mine. His first experience came in 2004 when he flew as a team member finishing in eighth place. In 2006 he was the junior team manager and this year he's the junior and senior team manager. Tom is also a versatile indoor flier having won events and national championships in many classes. He's also held AMA records in a variety classes including A-6. Tom still holds the senior Cabin class record, set while he was in high school many years ago.

— CONTEST RECAP —

# F1D World Championship

*Compiled by William Scott, photos by Thomas Merkt*

The location of the 2014 F1D World Championship was in Slanic, Prahova County, Romania. Romania has hosted the F1D world championships eight times. The Mihai mine which hosts these contests was active from 1912 to 1942. The Unirea mine which is located below Mihai was operated from 1943 to 1970. All mining operations ceased in 1970, and the mine was opened to tourists.

This year there were two events; the first was the Otto Hints (pronounced Otto Hinch) Memorial Contest, followed by the World Championship.

### Otto Hints Memorial

Day 1, Round One Results: Brett Sanborn is in the lead with a 35:49, Kang Lee in second with a 34.57 Popa Aurel in third with a 33:39, fourth is Amoraritei Dan with a 32.31.

Round Two: Popa Aurel is in first with a 67:04, Mangalea Cornelius is in second with 66:10, Sukosd Zoltan has moved into third with a 63.14, Brett Sanborn did not have a very good second flight and it dropped him to second.



Amoraritei Dan did not make a second round flight, Kang Lee did not put up any more official flights in the Otto Memorial contest.

Round three results: Mangalea Cornelius took over first with a 70:50,

Brett Sanborn moved to second with a 70:19, Popa Aurel to third with a 67:51, Amoraritei Dan in fourth with a 66:47 and Sukosd Zoltan in fifth with a 66:09

Round four results: Mangalea Cornelius kept first place and increased his time to 71:35, Brett Sanborn did not fly in any of the remaining rounds but held on to second with a 70:19, Amoraritei Dan moved to third with a 70.07 and Popa Aurel improved but moved to fourth with a 68:57 and Sukosd Zoltan in fifth with a 66:52

Round five results: Cornelius Mangalea remained in first place with his 71:35, Brett Sanborn held second with his 70:19, Dan Amoraritei held on to third with his 70:07, Zoltan Sukosd moved to fourth with 69.36 and Aurel Popa slipped to fifth keeping his 68:57



The Mihai mine consists of six trapezoidal rooms. At floor level the main room is 120 feet wide, but the walls are angled at the top which leaves only 40 feet available at the ceiling. The ceiling height is approximately 215 feet. The mine is also well known for its micro climate. It remains a constant temperature of approximately 53 degrees Fahrenheit year round. Access to the mine is done through a unique elevator shaft which has no metal parts. The high concentrations of salt would quickly corrode any metal.





The final round of the Otto Hints Memorial: After six rounds of flying winner of the Otto Hint Memorial is: Mangalea Cornelius with a time of 71:35, second place Brett Sanborn with a 70:19, Amoraritei Dan in third with a 70:07, fourth is Popa Aurel with a 69:55 and fifth is Sukosd Zoltan with a 69:36.

### The F1D World Championship

Thanks to the firm hand of Marius Conu. I think it's especially important that we thank Aurel Popa and his wife for organizing the Otto Hints (pronounced Otto Hinch) memorial. We learned that Otto was primary indoor mentor of Aurel and several other Romanian fliers. This contest was great because it gave us all a chance to become acquainted with the mine and the new drier flying conditions prior to the actual world championships. Surely the results would have been different had we not had the opportunity to practice more. I believe this to be a true testament to the sportsmanship of the hosts and all involved.

### Brett Sanborn's thoughts

Day one: After the first round of fly-

ing we have Brett Sanborn of the USA is in the lead with a 36:23, Mangalea Corneu of Romania in second with a 36:06, and Kang Lee of the USA is in third with a flight of 34:55.

Round two of flying and the end of day one the standing are Brett Sanborn is in the lead with a total of 71:26, (36:23 and 35:03) Mangalea Cornelius is in second with a 70:59, (36:06 and 34:53) and Ivan Treger of Slovakia is in third with 69:11, (33:48 and 35:23). Kang Lee of the USA is in fourth also with a 69:11 (34:55 and 34:16) but Ivan has a better top flight.

Day two: The third round: the order is Corneu Mangalea is in first with 71.33, Lutz Schramm of Germany went from 16th place to second with 35:33 and a 35:57 for a total of 71:30 and third place is Brett Sanborn with a 71:26, Ivan Treger is fourth with a 70:47, fifth is Kang Lee with a 69:37

Day two: the fourth round: The leaders have shifted again. Ivan Treger is leading with a 72:27 by putting up a 37:03 the longest flight so far. Corneu Mangalea is second with a 71.33 he was not able to better any of his current times. Lutz Schramm is in third with his 71.33 he was also not able to better any of his existing times. Brett Sanborn is in fourth with his two best times coming from round one and two. Kang Lee is in fifth with his best flight of the contest so far a 36:05, giving him a total of 71.00.

The final day was reported by Ben Sak, who is filming for "Float" (an upcoming documentary about indoor flying: [www.floatdocumentary.com](http://www.floatdocumentary.com)).

This has been an exciting world championship. Just about everyone says

it is the most exciting ever. The final results were not known until one of the last re-flights ended. Day three seemed to be a day of problems for many. Planes hit the wall or had poor position after launch. Ivan Treger had a good flight going in Round five but drifted toward the wall and lost time. Both John Kagan and Brett Sanborn had good flights to stay at the top of the standings.



Kang Lee backed up his good flights from earlier rounds with an even better flight in Round five. His 37:33 was the best flight of the contest and that flight put Kang in the lead after five rounds. Brett Sanborn needs a 37:16 to take the lead after the fourth round as Kang did not better his second best flight. However, Brett's plane had a minor midair in the sixth round but the time was still good enough for third place. Brett decided to go for it and flew a re-flight while Kang went off, too nervous to watch. Brett's re-flight, 36:25, was good enough to get second. The applause for Brett's flight must have made Kang even more worried. It took a short search, but

Kang was found and was told he won the championship.

The Slanic mine is a hard place to fly. As the times show, there were many mishaps and much drama. Kang Lee not only had the best time but was also the most consistent flier. All six of his official flights were above 34 minutes. However, the times were close and there were several fliers who could have had a 37 or 38 minute flight except for a bad position or a collision with the wall or another plane. The mine also rewards risk taking as the plane must fly near at or scrubbing the ceiling to make a good time. However, scrubbing the ceiling can make for a hangup (the salt can be sticky and rough) or the plane can fly over the catwalk and can hang up. The difference between playing safe and flying at the ceiling can be a minute or more in time. Kang's day three flights illustrate this as the 37:33 flight was at the ceiling (210') but the last flight, a very good 35:48, was only just below 200' and the catwalk. This shows how costly the lost height is for time. Others did not fair so well up high. Also, the plane needs to be positioned in the center up top to keep out of trouble. A poor launch or a wide first circle often puts a plane out of position up top. This can make a steer necessary which adds to the chance of a mishap. Ivan Treger's plane often suffered from a large first circle and poor position up top. The competition was close and little things, including luck, often made a difference in the end.

The US team also took first in the team competition with a 216:20 followed by Romania with a 208.38 and France in third with a 191:13. Congratulations to the whole USA team for a job well done. A first place, second place

and a very respectable sixth place. And a hip hip hurray goes out to Kang Lee for bring home the championship.



— UPCOMING EVENT —

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*in Buckeye AZ*

*Hosted by Arizona CONDOR Squadron*



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# World War I Mass Launch

*Story by William Scott*



For those of you who were at the event you may remember the mass launch a little differently than I do.

The three of us; Scott, Merrill and Hutchison in our Fokker DVII's had heard that Hodes' SE 5a was in the area causing trouble and we were out to get him. It was 8:30 in the morning, the sun had been up for quite a while and we were getting ready to go on our second patrol of the day. We took off and headed north; there were clouds coming in and we decided to get above them. Hutchison leading, Merrill to his left and me, Scott, to his right. We had just broken through the clouds when we heard a short burst of machine gun fire. I heard the bullets go whizzing past me, blasting into the engine and jamming my controls. All I could do was hang on while my plane flew straight in a shallow descent; the engine pattered, sputtered and streamed thick black smoke, producing just enough power to keep me from dropping out of the sky like a rock. I was out of the dog fight. The other two Fokkers split, both banked and turned hard to get into an attack position on the SE 5a. Merrill's all white plane was going to the left trying to catch up to the SE5a who had flown through us from above and behind us



right to left. Hutchison went hard right and up making sure to get behind and above the both of them. Hodes in his SE5a was quick and an ace, with a quick shift of his control stick and an on/off of his throttle he caused Merrill to fly right over him. Hodes was behind the white Fokker opening fire. Craning my neck and fighting the controls I was able to jerk the plane around and see the dog fight, Hutchison was closing in on the tail of the SE 5a but it was taking time. Hutchison was flying with calm determination, just a few more seconds and he would be there. The SE 5a was putting a lot of bullets into the white Fokker DVII. Merrill was doing maneuvers I didn't think possible in a DVII. Hutchison's red and white Fokker was now on the SE 5a's tail and he pulled trigger there was a burst of machine gun fire. The SE5a twisted, spun and climbed to escape his attacker. Hutchison gave chase, Merrill did a quick circle looking for a way into the dog fight. It was pay back time. Into the clouds they all went. I could still hear short burst of machine gun fire and the strain of the engines as the planes climbed and dove this way and that way as game of hide and seek continued. All three of them flying for their lives. There was a flash of orange that lit up a cloud to my right and the SE5a came out of the clouds diving back toward his home

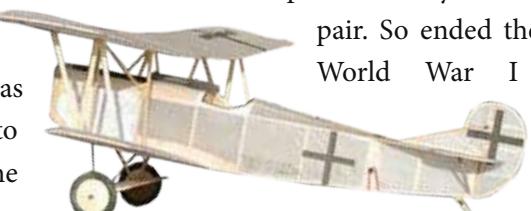


lines, the engine smoking. Hodes was done and heading for home, he would probably make it back. Merrill and Hutchison had won this battle.



They dropped out of the clouds and flew along side of me, while we headed back to the field, I could see Merrill's plane had taken a lot of hits, it was hard to tell what was cosmetic verses structural, the plane seemed to be doing okay and he was managing. Hutchison's plane seem to be in good shape there were a few holes here and there, but nothing that could not be fixed back at the field. After what seemed like just moments, we could see our field in the distance off to the left, I headed straight in, crashing into the trees to the right of the field. The landing in the bushes caused some damage to the landing gear — all repairable. Merrill and Hutchison saw I was okay and circled the field to get lined up for their landings. On the turn in, Merrill's all white Fokker suddenly folded in half and crashed to ground. Hutchison's red and white Fokker made a low pass to see the condition of Merrill. He survived the crash but the plane was beyond repair. So ended the

World War I



mass launch, Scott in fourth, Hodes in third, Merrill in second and Hutchison in first.

— MAXING IT OUT —

# The BA Cabin Airplane that Could

by William Scott

Dave Lofthouse arrived at the field around 7:30 a.m. like the rest of us. Being meticulous and a championship flier, he scrutinized every aspect and detail of his plane, spending most of the next four hours trimming his BA Cabin. It must have been 11:30, with one hour left in the contest, when he launched his first official flight. Not surprising his first flight was a max but his dethermalizer (DT) did not go off until about the four and a half minute mark and he had very long walk. His second flight was just beautiful and a max; this time the DT went off at about the three minute mark. But he was going to need to hustle in order to get his plane back, get it wound and launched before the final gun in just under ten minutes. At the nine minute mark with everyone was watching, with one official timer and at least five additional unofficial timers, Dave launched not only the last flight of the day but the last flight of the contest. This flight started off like the other two climbing to about 35 feet, then cruising around looking for

a thermal to ride. There was no bump from a thermal. One minute had past, the plane kept cruising, the circle had gotten bigger and still no "up elevator" thermal. The plane was now at 25 feet and had drifted towards a culvert which had a bunch of lush green grass growing in it. The BA Cabin got a small bump, but drifted away from the culvert and continued to glide now at around 15 feet. The plane seem to know it was needing some lift and headed back towards the culvert but landed just at the edge. Everyone with a watch, including myself, hit the stop button almost at the same time we could see the DT triggered. If the DT was set for two minutes then Dave's time would be just a couple of seconds short, my eyes shifted from the plane then to Dave walking out to pick up his plane, to my watch; my unofficial time, two minutes two seconds. Wow, that was close. The official timer as well as everyone else had the same time. Dave Lofthouse had three maxes. Great job Dave! By the way I'm going to be parking next you at the next contest.



# Never Been Better

by William Scott

According to WebMD, Alfalfa is an herb. People use the leaves, sprouts, and seeds to make medicine. Alfalfa is used for kidney conditions, bladder and prostate conditions, and to increase urine flow. It is also used for high cholesterol, asthma, osteoarthritis, rheumatoid arthritis, diabetes, upset stomach, and a bleeding disorder called thrombocytopenic purpura. People also take alfalfa as a source of vitamins A, C, E, and K4; and minerals calcium, potassium, phosphorous, and iron.

This health information is all very well and good. But what is even better than that is, an alfalfa field that has grown two to three feet, just about ready for harvesting, is a wonderful place to test and fly rubber-powered scale airplanes. Alfalfa has this wonderful quality of being able to catch our airplanes and keep them from hitting the ground.

As many of you may know Scale Staffel had an outdoor contest back on April 12th and 13th, a few of us were able to get to Perris, California early and test fly and trim our planes at a nearby

alfalfa field. Thank you, Roger Willis for getting us permission to fly there.

Arriving at about 9:30 in the morning, the wind was minor, and the sun was beginning to break through the clouds. Having never flown in an alfalfa field and being relatively new the scale modeling, this was an opportunity to learn as much as possible. A newly completed RockyTop kit of a Fokker DVII was a good place to start. It was time for a test glide. The balance point was checked one last time, the propeller was given a few winds to keep the motor in about the correct location and the plane was given a nice toss. The plane was gently cradled in the nearly three foot tall alfalfa almost immediately. It was not even ten feet away. That was not a very nice glide, the plane went from six feet up in the air to the ground in about ten feet that must be a 40 degree decent. Oh, wait a minute, the plane only dropped three feet before it was caught by the alfalfa. What was forgotten is the alfalfa is three feet tall and the launch height was six feet, giving the plane a glide window height of only three feet,

not the typical six feet for the grassy lawn at the local recreation center. Solution? Stand tall, hold the plane as high as possible and give it a toss. With the glide window taller, almost double, the flight characteristic could now be seen and adjusted for.

In the late morning, Bob Hodes arrived at the field and was doing some trimming. His WW II was gliding pretty nicely and he started to add some power to it. On one of his first tosses with some power the plane climbing for twenty or thirty feet dropped the left wing and did made this heart stopping left turn which caused the plane to hit the alfalfa, left wing tip and nose at about the same time. This is the kind of crash that causes many to re-kit their planes because of the damage to the wing and fuselage. Bob walked over and gingerly pulled his plane out of the alfalfa. It was completely undamaged, the plane never hit the ground, it has just stuck into the alfalfa. This alfalfa stuff really knows how to save our planes. We should let WebMD know.



# Going Big in San Diego

by William Scott

Recently, the Scale Staffel club was invited by the Silent Electric Fliers of San Diego to join them at their indoor flying events. These events are held about once a month at the sports center on the campus of Alliant International University, and at a cost \$10 per person, is well worth the visit. An event on Feb 2 was free due to a scheduling mix up. This sports center is huge! It contains seven full basketball courts, three on each side and a main one in the middle. They tell us the ceiling is 70' high in the middle (Kang Lee's range finder said 62') This gyms has a 62' high section that runs the whole length of the sports center some 300 feet or so long.

Flying in an area as big as "outside," but without the wind, was a very new experience. Two of our most experienced fliers started the evening off with great penny plane flights. Launching at the same time, Greg's airplane cruised around for a while before it got hung up on a light fixture about forty feet up. John's penny plane drifted across the sports center to the kite area. These were not your childhood kites with crossed sticks and a fabric tail. These were the multi string, high tech carbon kites, doing all sorts of flips and turns and cruising a very high rate of speed. John's airplane stayed mostly out of their way. There were some unusual air currents from the kites and John's plane was pushed out of that area and landed safely.

We asked one of the quad-copter pilots to fly over and try to blow off Gregs plane off of the light fixture. The plane was very hard to see because it was in the glare of the light. Looking at the plane for to long caused you to quickly be blinded by the brightness of the light. The pilot tried from a few different angles, but could not seem to get close enough to blow it off the fixture, he was fighting the glare and the extreme distance. Then finally after repositioning himself in a place where he could see the plane without the glare from the light he was able to blow it off of the fixture. Talking with the pilot afterwards, he said it was nerve racking flying so close to the light fixture because he was only able to see if he was lined up with the fixture, but could not tell how far or close he was to it.

Most of the time we kept to ours corner. It was amazing how much air would get disturbed by the little radio control (RC) flier. Even the little quad copters just zipping up and down and flipping here and there would create waves that you could see by watching the penny planes bobble up and down on the air currents just like a bird sitting on a log in the ocean. Only once or twice during the whole two hours did we have a plane actually fly through our little section of air space. It was well worth it for the Scale Staffel club to attend and find out about this venue. We hope to see you at the next event held at SportCenter at Alliant usually the last Friday of the month from 7 p.m. to 9 p.m. or there about. Please check the Silent Electric Fliers of San Diego's website for the latest information. [www.sefsd.org](http://www.sefsd.org).

# FLYING ACES

SQUADRON 41



SAN DIEGO

# Scale Staffel

August 2014: Outdoor Flying Contest

Saturday and Sunday, AUGUST 22 and 23, 2014, 7 a.m. to 12:30 p.m.

Scamps Flying Field, Perris CA

#### Events Prizes

Awards for first to third place.  
First place trophies for WWI  
and WWII Combat. \*

#### 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

John Hutchison  
johnhutchison1@cox.net  
phone (619) 303-0785

#### 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**

Hampton Inn & Suites  
12611 Memorial Way,  
Moreno Valley, CA 92154  
(Less than 12 miles from the  
flying field)  
**(951) 571-7788**

*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. 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 Phantom Flash (ROG)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale

#### Mass Launch Events

##### Saturday

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



##### Sunday

11. Double Trouble (Twins)  
Wind at 8:20 a.m., Launch at 8:30 a.m.
12. 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 2014 will determine our annual Grand Champion. The trophy will be presented after the last event of 2014 to the flier who garners the most 1st to 3rd place points in all of the 2014 Scale Staffel contests.

# Perris CA - Possible Places for lunch

Nov 9 and 10, 2013

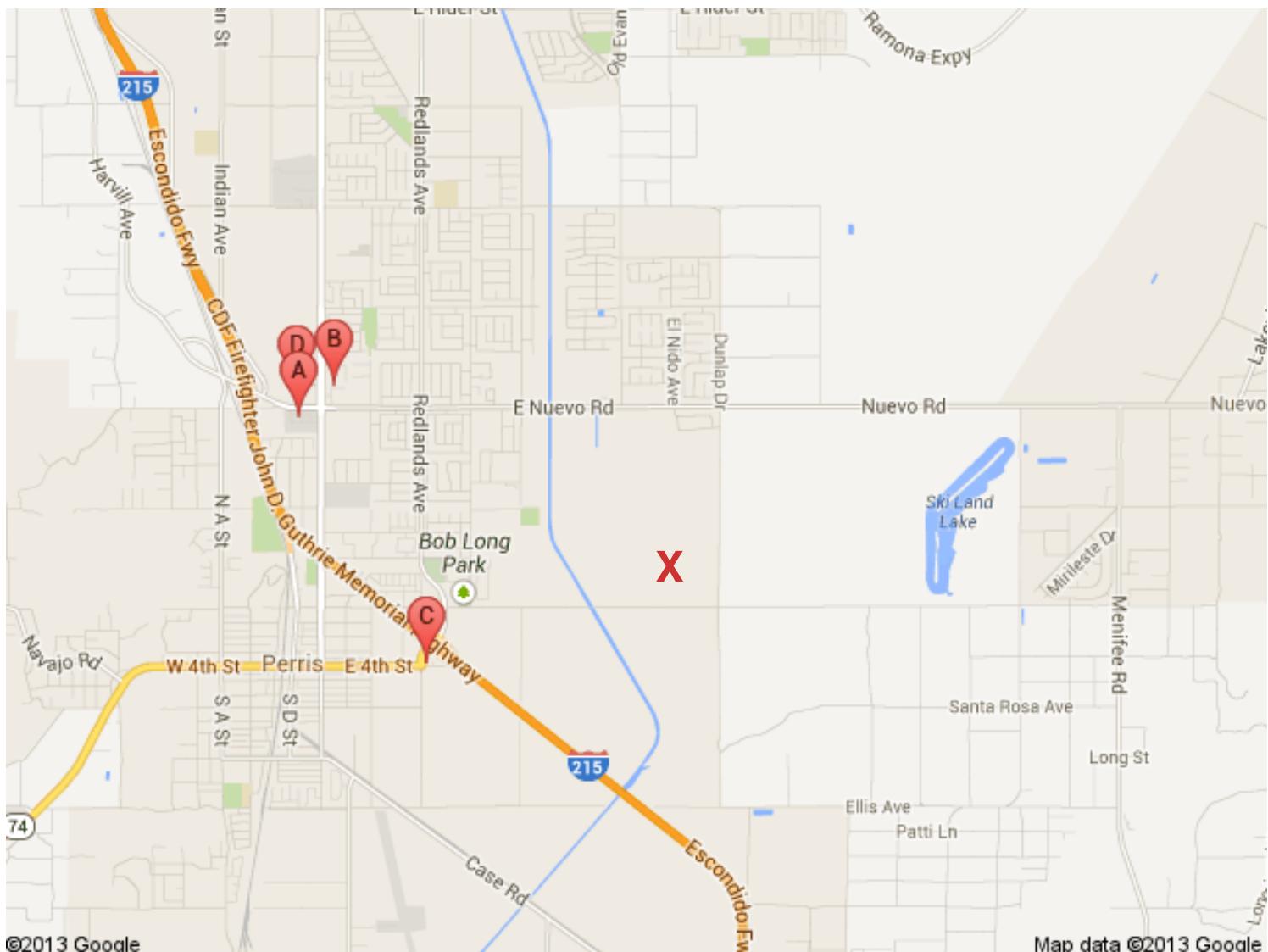
A. Sizzler  
91 W Nuevo Rd, Perris, CA  
(951) 940-4021  
**3.7 ★★★★☆** 12 reviews \$

B. Jenny's Family Restaurant  
1675 N Perris Blvd, Perris, CA  
(951) 657-2945  
**3.9 ★★★★★** 21 reviews \$\$

C. Denny's  
570 E 4th St, Perris, CA  
(951) 657-1123  
**2.9 ★★★★☆** 13 reviews \$

D. IHOP  
1688 N Perris Blvd, Perris, CA  
(951) 943-1844  
**3.7 ★ ★★☆☆** 15 reviews \$

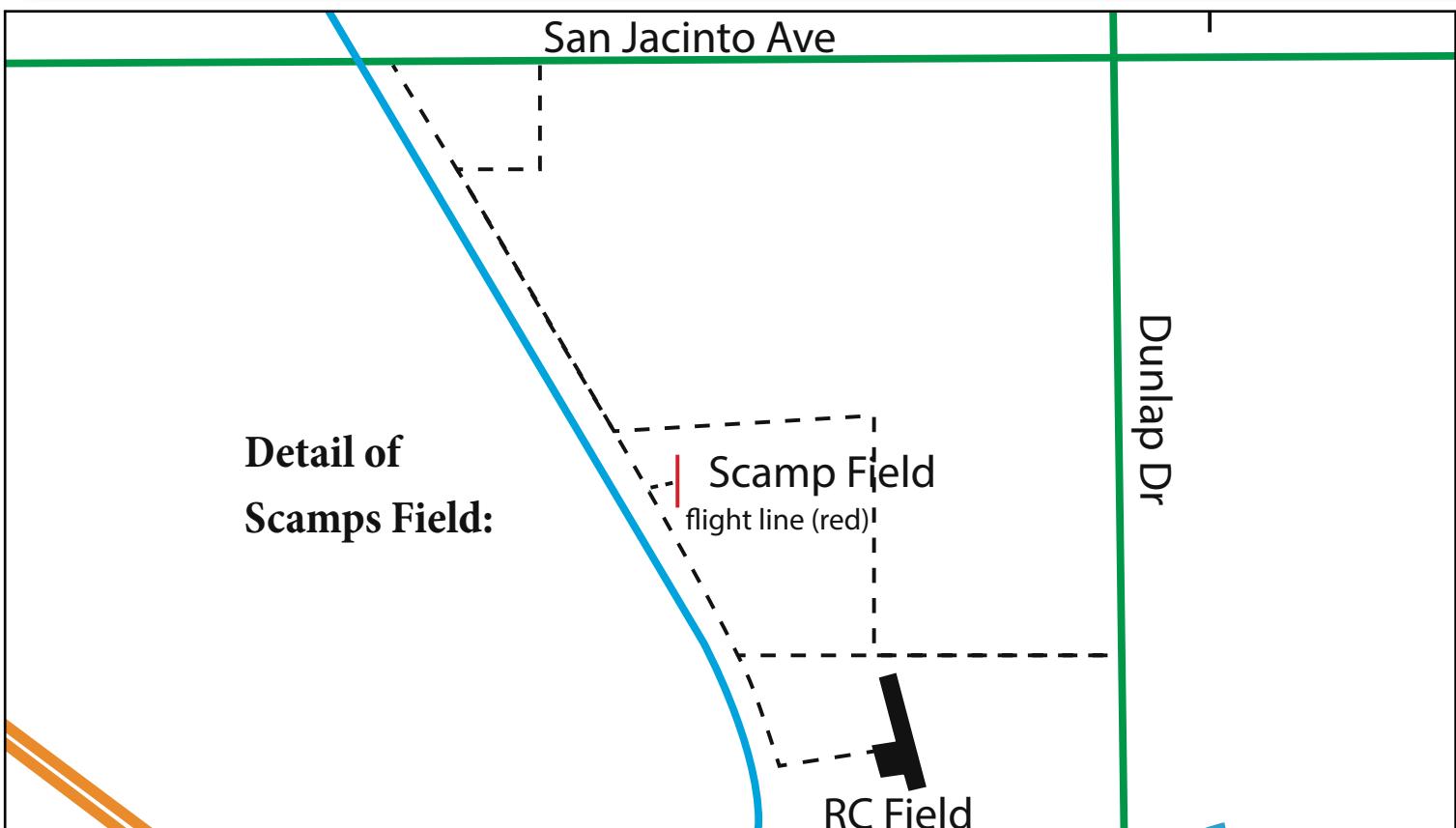
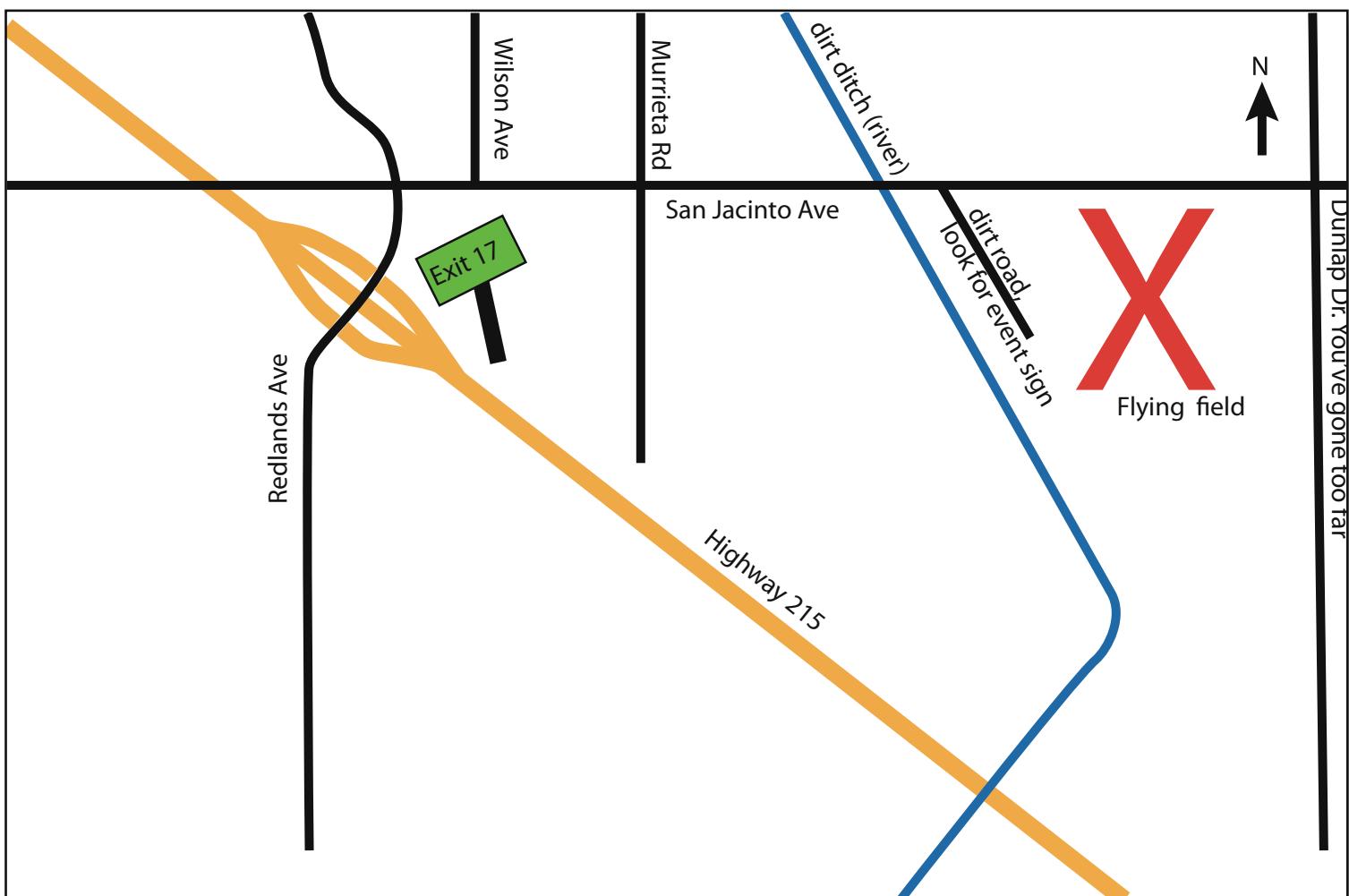
A. Subway  
15 Nuevo Rd, Perris, CA  
(951) 943-4943  
**2.7 ★★★☆☆** 4 reviews \$



**X = Scamps Flying field**

# Scamps Flying Field, Perris CA

Nov 9 and 10, 2013



— F R E E F L I G H T —

# Thank You to our Supporters!

*San Diego Scale Staffel*



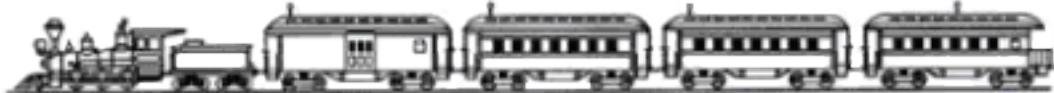
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Kit #40-LC  
P-47D Razorback  
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14450 Maplewood St. Poway, CA 92064 U.S.A. email: [info@starlink-flitetech.com](mailto:info@starlink-flitetech.com)

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# Thomas Designs

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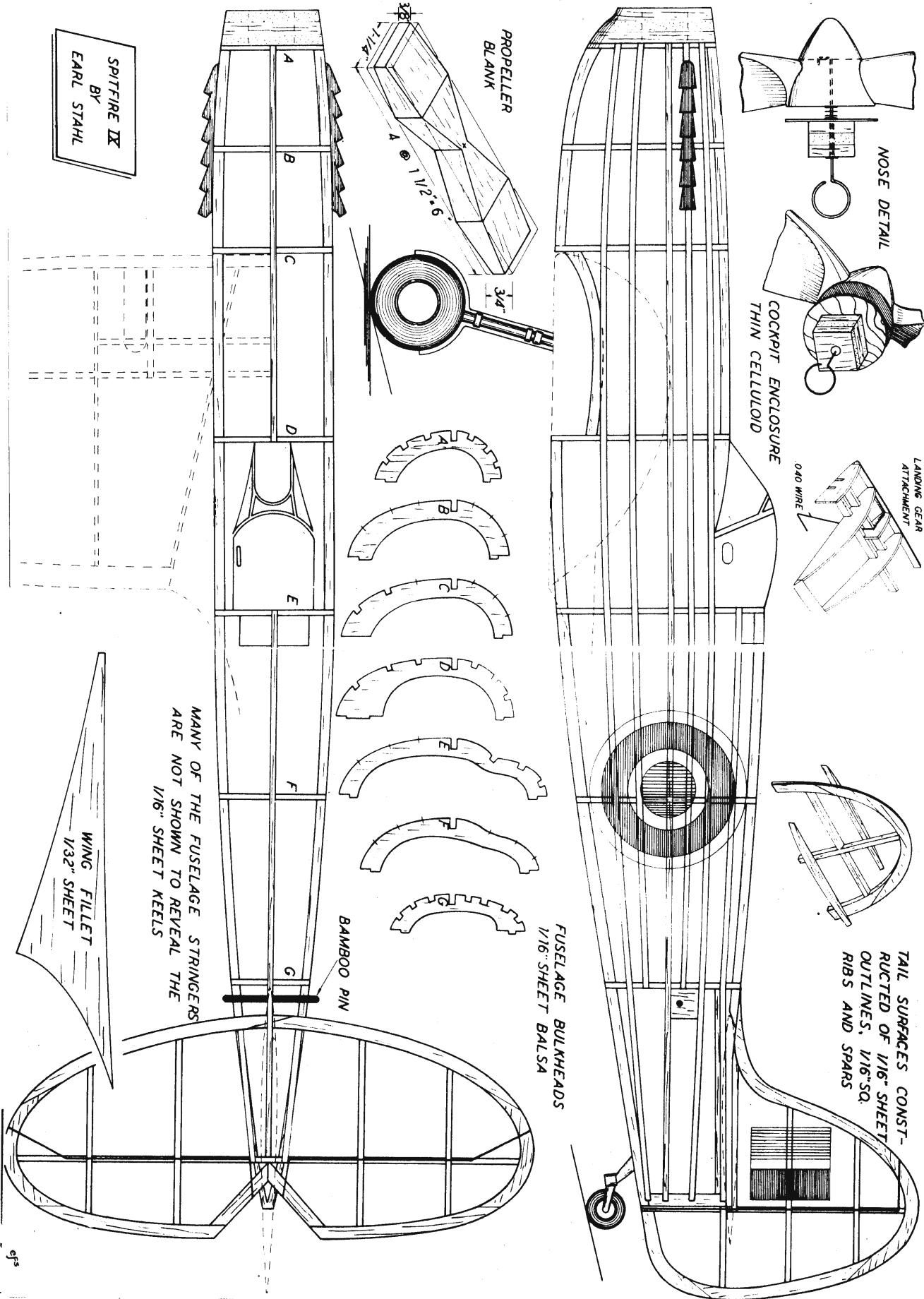


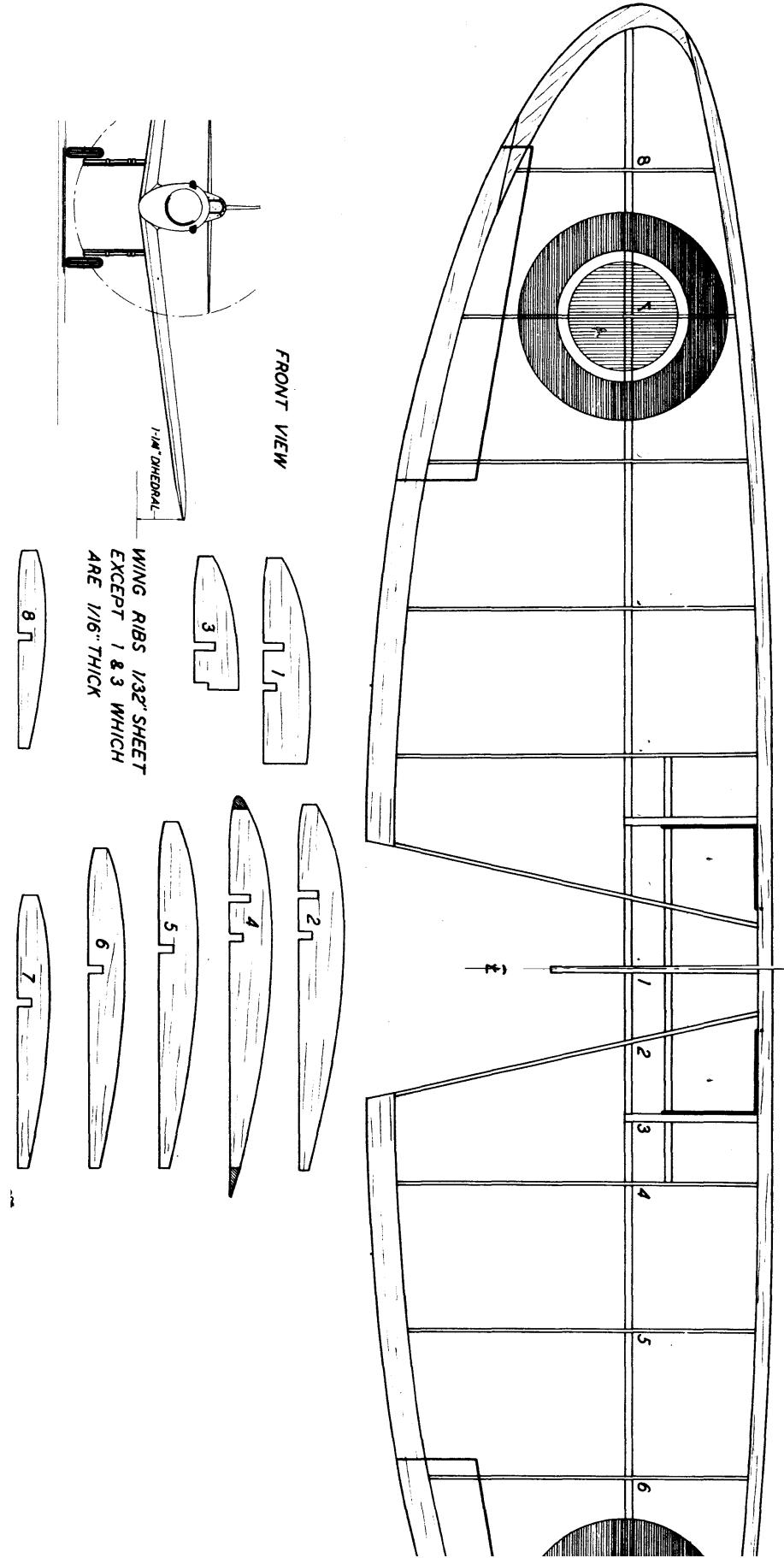
## Volaré Products

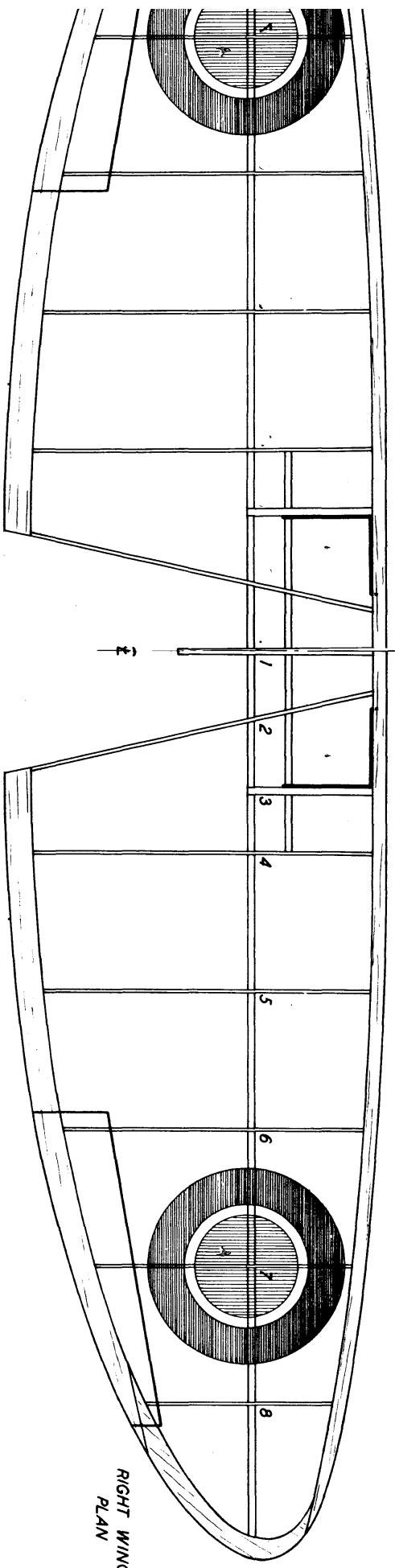
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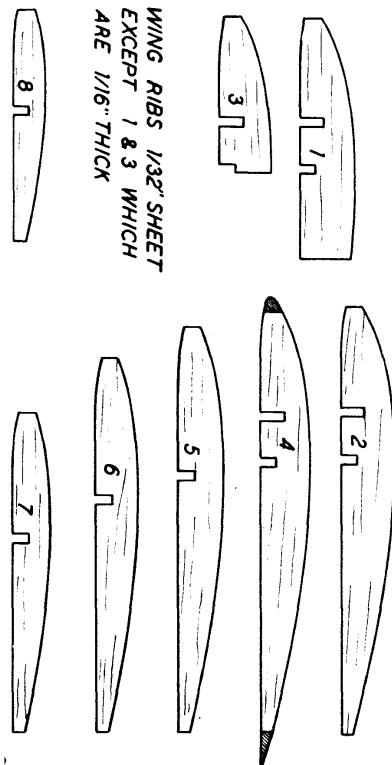






FRONT VIEW

1-1/4" DIHEDRAL



RIGHT WING  
PLAN

WING RIBS 1/32" SHEET  
EXCEPT 1 & 3 WHICH  
ARE 1/16" THICK