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Huntington Woods, MI 48070

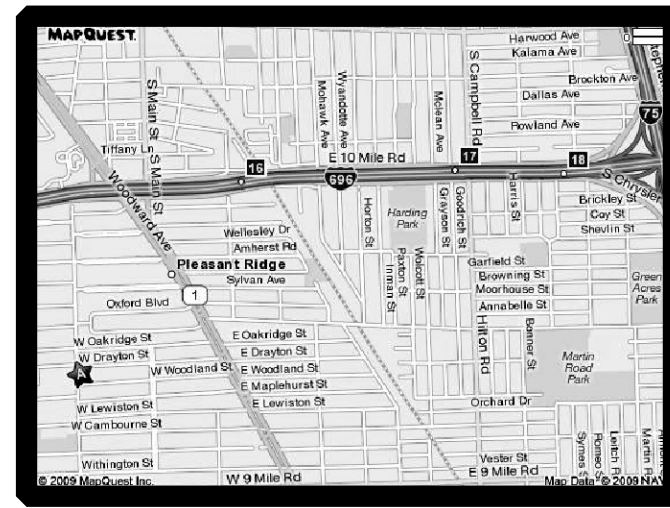
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Cloudbusters Model Airplane Club
25436 Wareham Drive
Huntington Woods MI 48070



The Cloudbusters meet at 8pm. on the third Tuesday of the month at
Drayton Ave. Presbyterian Church
2441 Pinecrest Avenue
Ferndale, MI 48220 The meeting room is #309
No meetings in June, July, or August.

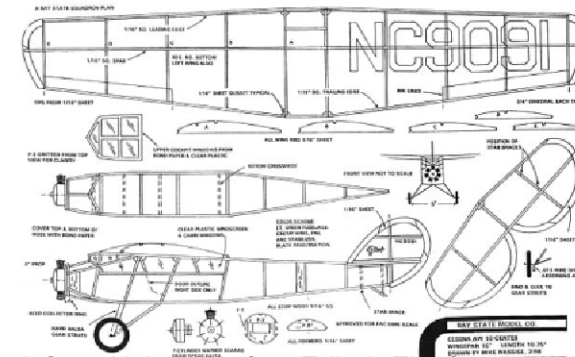
Be sure to visit our web page to get the summer 2013 handout. If you do not have access to the web or a printer, contact a member who does and get your copies for handout today.

Cloudbusters NEWSLETTER

Cloudbusters Model Airplane Club of Michigan, Inc.

Our 74th Year

May/June 2013



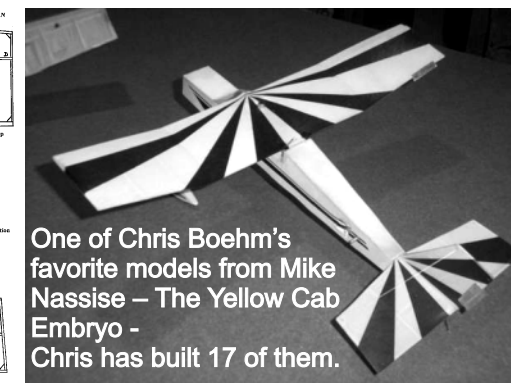
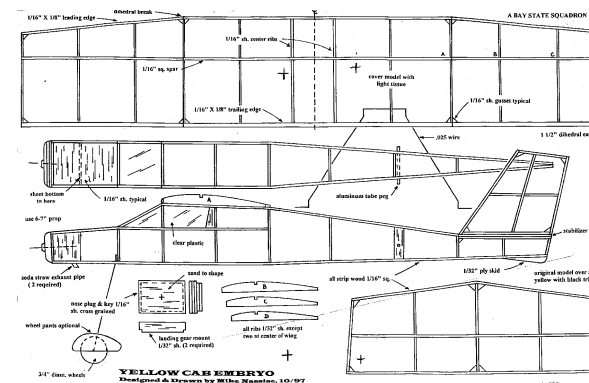
A Great Little Dimer from Tailspin The Cessna AW-10



Mike Welshan's model of the Howard GH-2 Dimer from the Tailspin Newsletter



Mike Welshan's model of a 20" WS --P-47 from the Tailspin Newsletter



One of Chris Boehm's favorite models from Mike Nassise - The Yellow Cab Embryo - Chris has built 17 of them.

Ramblings from the Editor

This month's newsletter is mainly about FAC Dime Scale, Mike Nassise and his famous publication, Tailspin, and of course some happenings with the Cloudbusters. Let me start with Mike Nassise, in his own words.

In response to an email from me asking for some information about him and his newsletter, this is what I got.

Hi, Chris!

I've been publishing our club newsletter, Tailspin, bimonthly since the Nov/Dec 1991 issue. Throughout the intervening years, we've never missed a deadline, a fact we are very proud of. As of May 1, 2013 the subscription rate in the USA will be \$15.00/year. For all other countries the rate will be \$25.00/year.

I myself, have been building and flying free flight scale models since the late 1970's. At first with the FAC Glastonbury Modelers in Glastonbury, CT and, eventually, with the Massachusetts based Bay State FAC Squadron founded in 1985. I hold the rank of Air Marshal in the organization with 77 kanones/victories as of March 31, 2012. I served on the FAC GHQ & Council for many years and I'm currently listed as a Councilman Emeritus. I was elected to the FAC Hall of Fame in 2006, and presented with the Vic Didelot Spirit of the FAC Award in 2012.

To subscribe to Tailspin please send your check or money order (made out to Mike Nassise) to 22 Greenfield Street, South Easton, MA 02375.

Looking forward to hearing from you.

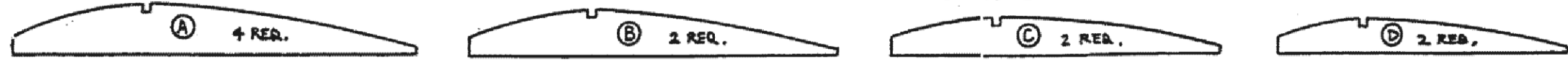
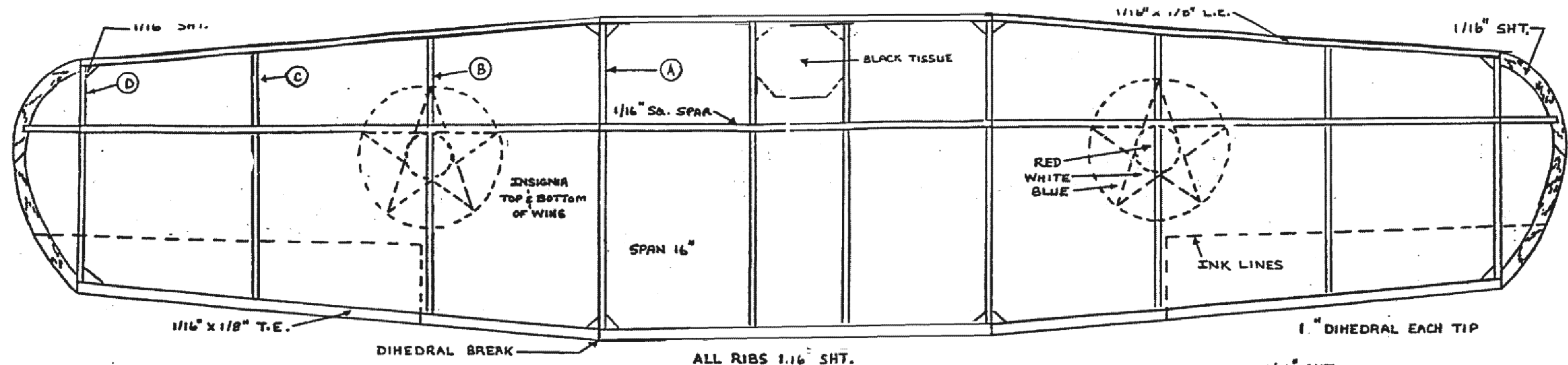
Best regards,

Mike N.

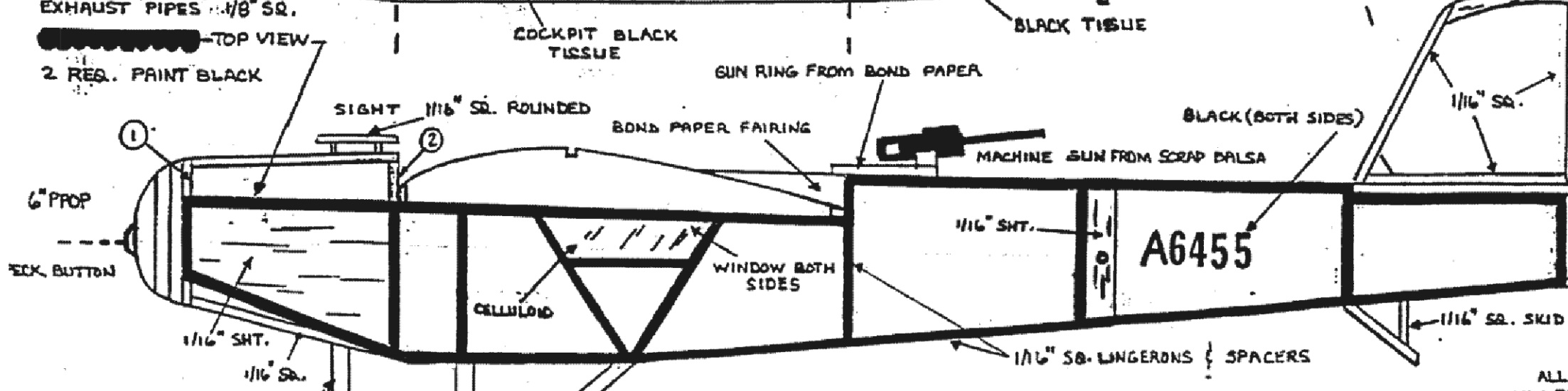
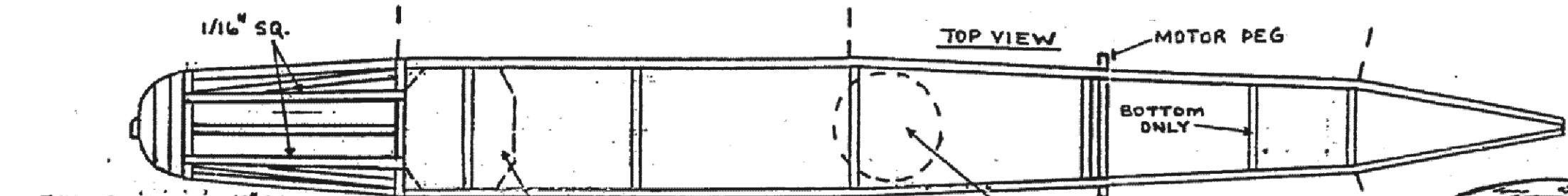
The plans this month are both pseudo dime scales and are all from Mike. There is one new one, The Miles Magister and one old one, which many of you may recognize, the Martin MO-1. I have never seen one of Mike's dime scale creations not fly. The MO-1 was the FAC/Cloudbuster one design plane a few years back, and many a Cloudbuster lost theirs to the Great god, Hung. I lost two of them. The only complaint that I ever heard about the MO-1 was that there was a lack of documentation. Well, feast your eyes on a later page. Since building the first MO-1, I have been searching for information about the plane, and included here is all that I have found. As always, if you would like higher resolution pictures, please contact me, and I will get them to you.

Next issue of this newsletter will be a special one. For years the Cloudbusters newsletter was only published five times per year. A couple of meetings back, a motion was made to have six issues per year. It passed unanimously. Your friendly editor was not at that meeting. Thank you guys. Seriously, I do not mind, in fact I enjoy it. For the first July/Aug newsletter we have already decided to put in two more of Mike Nassise's Planes. The Cessna AW-10, get a glimpse of it here, and the Cessna Airmaster.

See you next issue.
Chris

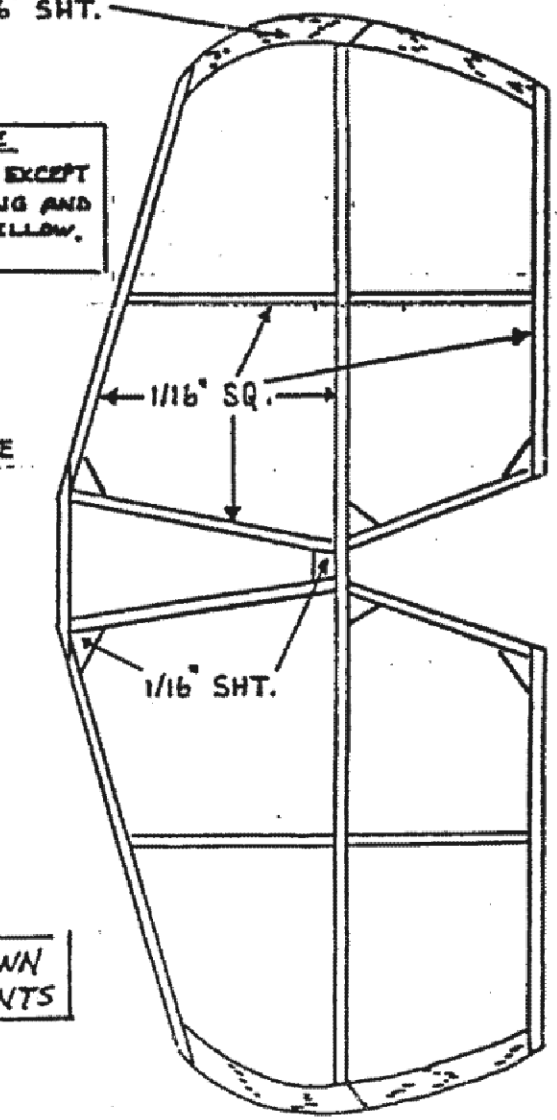
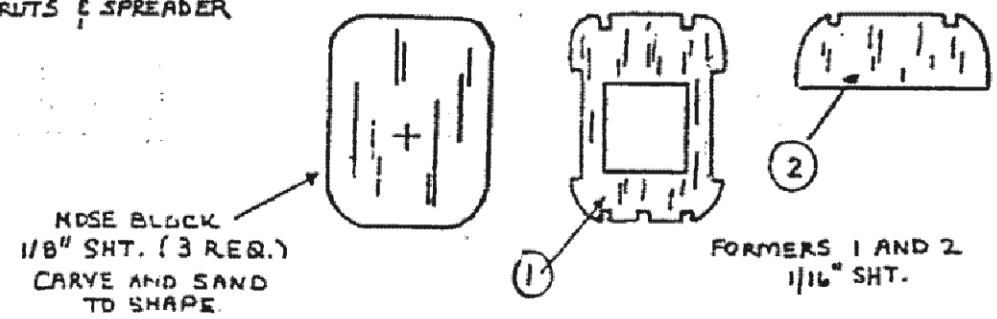


COLOR SCHEME
 OVERALL SILVER EXCEPT
 TOP SURFACE WING AND
 STAR CHROME YELLOW.



ALL PARTS Balsa
 UNLESS SHOWN OTHERWISE
 THIS MODEL CAN BE FLOWN
 IN FAC DIME SCALE EVENTS

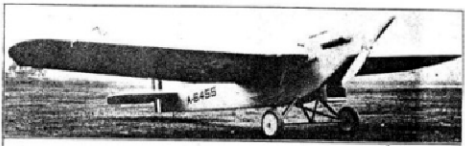
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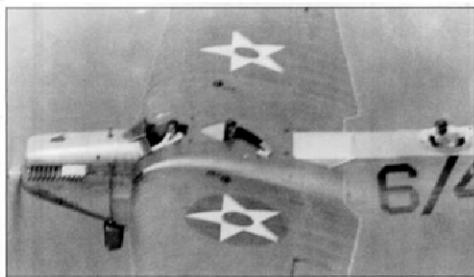
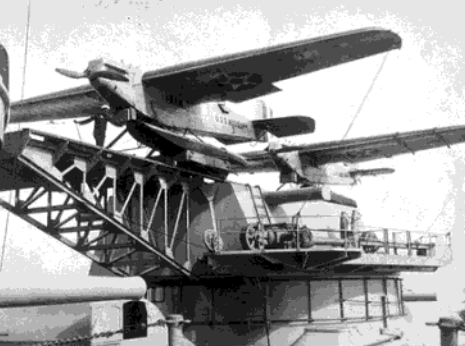


Cranks Plane from Cockpit

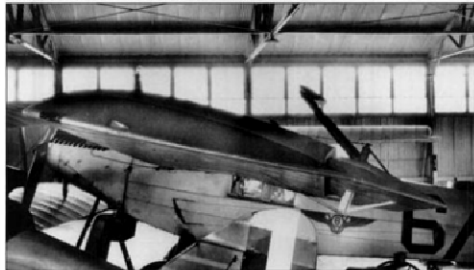
IN FRONT of the pilot's seat in the first metal airplane to be completed in the United States is a horizontally turning crank that enables the aviator to crank the motor without leaving the cockpit. The plane has been constructed for the Navy Department and has made successful trial flights at Martin Field, Cleveland, Ohio.



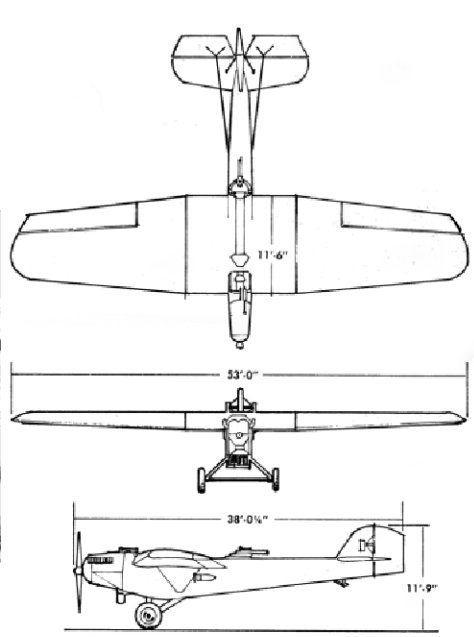
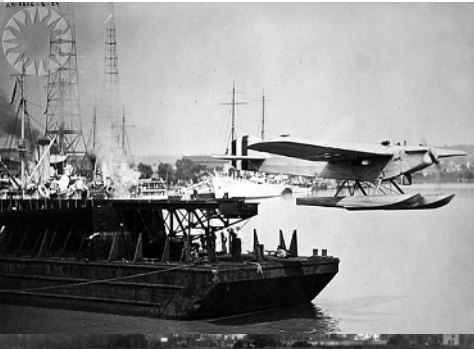
The Martin R.O.1 Pilot Spitzer (Curtis 275 h.p. engine).



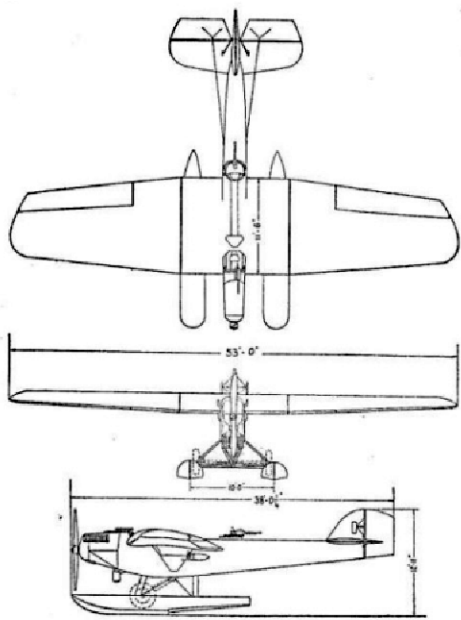
AIRFLOW VISUALIZATION USING SMOKE. In 1923, NACA Langley conducted one of the first in-flight flow visualization studies when smoke was trailed over the wings and control surfaces of a Martin MO-1, on loan from the Naval Air Station (NAS) Hampton Roads (now NAS Norfolk). The MO-1 was the U.S. Navy's first monoplane aircraft and made use of a thick metal wing for reinforced structural integrity, but it possessed several nagging deficiencies. During the flight investigations, the MO-1 was piloted by NACA test pilot Tom Cornell, while NACA Langley engineer David L. Bacon flew in the observer's position located in the midsection of the fuselage, photographing the smoke as it flowed over the wing. (NASA.)



SIDE VIEW OF MARTIN MO-1. This is a side view of the Martin MO-1 aircraft in storage at the NACA Langley flight hangar. One suggestion offered by the NACA to the navy and the aircraft manufacturer, Martin, to improve the airplane's performance was to reduce the size of a large gap between the wing and aileron. (NASA.)



THE GLENN L. MARTIN COMPANY, CLEVELAND, OHIO
TYPE: NAVY SPOTTER ENGINE: CURTISS D-12 350 H.P. MODEL: MO-1
SPEED: 105 M.P.H. CLIMB IN 10 MIN.: 4,700 FT. SERVICE CEILING: 10,000 FT.



THE GLENN L. MARTIN COMPANY
CLEVELAND, OHIO
TYPE: NAVY SPOTTER MODEL MO-1
ENGINE: CURTISS D-12 350HP

NEGLECTED AREAS IN SCALE MODELING

As published in the November/December 2009 Issue of Tailspin, the Journal of the Bay State Squadron Pilgrim Flyers, Mike Nassise, Editor

Becoming a successful scale model competitor is just like succeeding in any other activity. One must apply himself totally and try to learn everything about the hobby. Here are a few often neglected areas that you must attend to thoroughly in order to put yourself in the middle of all the action at FAC meets.

Weight control by using the right balsa density

Wing loading is probably the most important aspect of building a winning rubber scale model. Modelers must learn to use just enough wood of the proper density in the right places. Just about all the wood used in my models is #6 balsa with the only exception being with wing spars and fuselage longerons. If such light balsa is distributed in strategic locations in the model, it will be adequately strong for even windy conditions. Since good, reasonably priced strip wood is almost impossible to find, the only alternative is to strip your own wood.

There is no need to use "C" grain balsa on our relatively small scale models so sheets of "A" grain can be used. A good wood stripper is essential. Several good ones are being sold here in the US. Get yourself a good one (yes, they are expensive) if you're serious about building light airplanes. Don't waste your money on the cheaper units because you'll never be happy with them. When buying balsa look for sheets with uniform grain patterns and no spots or blotches. Sheets that are 1/16" thick or thinner can be held up to a strong light source to check that the density is uniform throughout the entire sheet.

Care must also be used not to over-dope the model. The "apply two coats of dope" advice given in many construction articles requires clarification. Holding the spray gun close to the model will drown it in dope and add a lot of unnecessary weight. Holding the nozzle further away and simply "dusting" on a few coats of dope (or Krylon) is all that is needed to seal the tissue.

Proper choice of stab airfoils

Of course there is more to being successful at FAC contests than just building models with good wing loading. Another thing that's not given much attention to by many scale modelers is stabilizer cross section. In my opinion, it very often makes the difference between winning and being an also ran. It is incredible in my mind that the overwhelming majority of scale flyers in the US still use flat stabs. All my models, even Peanuts, are equipped with flat-bottom cambered airfoils which have many advantages. Such stabs will increase the tail volume thereby enabling the CG to be set further rearward. Models with the CG way forward are at a disadvantage because they require more incidence in the wing which will create more drag and increase chances of looping during the power burst.

Launching correctly

Finally, little has been written regarding the great importance of correctly launching your model, especially in the mass launch events. Many models crash directly after leaving the modeler's hand because they are thrown in the wrong direction to the wind or at the wrong angle to the ground. The latter problem is often caused by the model rotating in the launcher's hand at the moment of release. This is usually because the model is held behind the CG. If the model is held ahead of the CG, this is much less likely to occur.

(Tailspin Editor's Note: This article was adapted from a much longer piece in Bill's new 76 page, soft cover book The Art of Bill Henn. It can be ordered from Free Flight Quarterly magazine, 37 Windsor Street, Kingston Beach 7050, TAS Australia. Cost is \$20 US, and this includes postage. Believe me when I say that it is a bargain at that price because it is jam packed with photos and plans of all of Bill's models and expert advice on how to build and fly them.)

(PFFT Editor's Note: For many years, Bill Henn was a dedicated SAM flyer. He took those skills and is now one of the best scale flyers in FAC)

VII. DIME SCALE

Dime Scale models come in two flavors: Traditional and Pseudo. Both compete under the same rules. Traditional Dimers are built from plans produced during the "golden age" of modeling; Pseudo Dimers are built from contemporary designs that honor the methods, structural simplicity, and details typical of those early plans.

1.0 BASIC RULES

- A. Dime Scale models are to be of simple design and easy construction such as those built from 10 cent kits or plans representing full scale airplanes built prior to December 31, 1949.
- B. Wing span: 16 inches maximum.
- C. When a Pseudo plan is created, the plan size is limited to one sheet of 11 X 17 inch paper plus one 8.5 X 11 inch parts page with engineering and details in the spirit of the original era.
- D. Props must be one piece wood or molded plastic.
- E. Model and plan must be presented to the CD prior to first flight for static pass/fail judging and awarding of bonus points as described below.

2.0 DESIGN AND CONSTRUCTION

Combining Traditional and Pseudo dimers involves some unique considerations. "Traditional" Dimers must be built as per plan; however,

contemporary construction modifications as listed below are permitted to ease construction and increase the model's fun factor.

A. General construction:

- 1. Minimum wood size:
 - a. Greater than 14" wingspan: 1/16" thick sheet or square sticks.
 - b. 14" or less wingspan: 1/32" thick sheet and 1/20" square sticks.
 - c. Stiff paper called for on some plans may be replaced by 1/32" sheet stringers with tissue.

or

- 2. Butt joints on plans, and landing gear struts may be reinforced with wire, sheet balsa or 1/32" ply.
- 3. No use of foam.
- 4. No vacuum formed or plunge molded parts EXCEPT canopies; SEE item 3.0-C "Dime Scale Bonus Points" below.

B. Fuselage:

- 1. Pseudo Dimers must be engineered with box girder fuselage with formers.
- 2. The nose on Traditional dimers may be altered to accommodate improved thrust bearings and removable nose plugs.
- 3. Rear motor peg may be located anywhere within fuselage or nacelles.

C. Wings and tailfeathers:

- 1. Wings may be one piece with spars added or moved. One piece stabs and rudders are permitted.
- 2. Stab and rudder may be reduced or enlarged moderately.
- 3. No laminated, wet / hot bent square balsa strip or otherwise "formed" curved balsa tips.
- 4. Wet / hot bent or "formed" bamboo tips are O.K.
- 5. Sheet wood may be substituted for bamboo tips called for on some traditional dimer plans.
- 6. No sliced or cracked ribs.
- 7. No under cambered wings unless shown on original era plan.

D. Dihedral (Traditional and Pseudo):

- 1. 1" max per side for models with less than 14" W/S.
 - 2. 1.5" max per side for models with 14" to 16" W/S.
- E. Coverings:
- 1. Double covering required unless original era plan specifically states "single covering."
 - 2. Single covering OK if original era kit supplied just one set of wing insignias or markings.
 - F. Any color and markings on an original era plan may be changed to another era-appropriate combination.

3.0 STATIC JUDGING / BONUS POINTS / SCORING

- A. Models will be "judged" solely for fidelity to plan, both in construction and scale detail. If a detail is on the plan, it must be on the model. "Judging" is strictly pass/fail, in accord with the event rules.
- B. Dimers are not to be held to the same standards of scale fidelity or craftsmanship as FAC Scale models. No scale points are awarded.
- C. Dime Scale Bonus points: cumulative when model meets multiple criteria.

POINTS CRITERIA

- 0 High-Wing Cabin and Shoulder-Wing Monoplanes
- 1 Landing Gear Down and Dirty
- 2 Compound curved / bubble canopy from clear flat sheet material, i.e. P-51D
- 3 Parasol
- 5 Mid-Wing (see Appendix A: Determining Mid-Wing Status)
- 5 Canard or Tandem wing
- 10 Low-Wing
- 10 Float Plane
- 15 Biplane
- 20 Triplane
- 20 Multiengine

- D. Flight Score: Combined total of 3 official flights.
- E. Total Score: bonus points added once to total flight score.

Be sure to follow the Dime Scale Rules when building for Dime Scale Competition. You should also follow the FAC general rules. For a complete set of current rules go to flyingacesclub.com and click on the rules link. If you do not have the internet, ask a fellow Cloudbuster who does.



Detroit Balsa Bugs
64th Annual Inter-City Meet
June 22 & 23, 2013
AMA Field – Muncie, Indiana
America's Cup and National Cup



Saturday, June 22

FAI
 (JSO Combined) F1A, F1B, F1C, F1P
 7 1/2 hour rounds, 1/2 hr. overlap starting at 8:00 a.m.
 3 min. max., weather permitting

AMA/NFFS Events
 (JSO Combined) 1/4 A - 1/2 A Nostalgia (Combined)
 A/B and C/D Classic Power (Combined)
 Moffett
 Nostalgia Wake/Unlim (Comb 2-3-4 min. max)
 P-30
 Catapult Glider
 2 min. max. starting at 8:00 a.m.

Sunday, June 23

FAI FIG, F1H, F1J
 5 1 hour rounds, no overlap starting at 8:00 a.m.
 2 min. max., weather permitting. The first round will have a 1/2 hour launch window beginning at 8:00 a.m. Unlimited flight, 2 min. max. If you max out, the first round time over 2 minutes will be counted.

AMA/NFFS Events
 (JSO Combined) Mulvihill (2-3-4 min. max)
 1/2 A Classic Power
 A, B and C Nos. (Combined)
 E-36
 HLG
 2 min. max. starting at 8:00 a.m.

Entry Fees:

- \$20.00 for Large FAI events, \$10.00 for Small, \$10.00 for each additional FAI event.
- \$10.00 for AMA and Nostalgia, includes first event. Additional events at \$3.00 each. Junior/Senior flat entry fee of \$3.00 includes one or all events.
- \$30.00 max covers all events.
- Valid AMA License required.
- Trophies awarded to Third in large FAI events and FIG. All other events, glassware for first, Certificates for second and third place. Scored as all separate events for National Cup points.
- With combined gas events, 1/4 A, 1/2 A, A, B and C Nos. and Classic Power modelers can fly one or all for National Cup Points, the single highest time will determine placing. National Cup scoring kept for each event, even if combined. All scores will be kept separate.

Miscellaneous:

- All official flights must be made between **8:00 a.m. – 4:00 p.m.** on Saturday and **8:00 a.m. – 2:00 p.m.** on Sunday. FAI flyoffs will start as soon as practicable. All persons in the flyoff **MUST** provide timers for pool in order to fly.
- AMA/Nos. flights and flyoffs will be flown in accordance with Cat. III rules.
- Scores must be posted after each flight. Flights not posted will be voided.
- F1C flyers are to provide their own fuel.
- FAI Events run per CIAM and Americas Cup Rules. AMA/NFFS events will be run per AMA/NFFS rules.
- Teams of two in F1A, B & C will receive additional team awards. Teams must be identified before the start of the first round. Those not registering will be randomly assigned
- Max flights may be adjusted so as to minimize off-site landings.

Contest Management:

- Contest Director: Bill Shailor, 2317 Clawson, Royal Oak, MI 48073
248-398-3786
- Assistant CD: Paul Crowley, 32604 Tecla, Warren, MI 48093
586-294-1236

FAI Inter-City Advance Entry

Name: _____
 Address: _____ City: _____ State _____ Zip: _____
 Phone: (____) _____ D/O/B: (J,S Only) _____ AMA No: _____
 Junior _____ Senior _____ Open _____

Circle the events you wish to enter:

F1A	FIG	1/4 A Nos	1/2 A Nos.	Moffett	A,B,C Nos.
F1B	F1H	Mulvihill	P30	Nos. Wake/Unlim	F1P
F1C	F1J	1/2A Classic Power	Catapult	A/B and C/D Classic Power	
		E-36	HLG		

Fees: **FAI**
 Large: _____ x \$20.00 = _____
 Additional: _____ x \$10.00 = _____
 Small: _____ x \$10.00 = _____
 Additional: _____ x \$10.00 = _____

AMA/NFFS Nostalgia

First Event _____ \$10.00
 Additional - _____ x \$3.00 = _____

-OR- \$30.00 Max covers all Senior and Open events.
 \$3.00 Flat Junior Fee, includes all events.

TOTAL: _____

Payment Please make checks payable to the Detroit Balsa Bugs, Inc. Return entry fee and this form to Bill Shailor, 2317 Clawson, Royal Oak, MI 48073.

CONTROL THAT GLUE

Hypodermic needles can be used as applicators for model adhesives (cement, glue, CA, etc.). They will fit many of the products that we use.

I prefer 25ga but sizes from 16 – 30ga are available. They are usually purchased in boxes of 100. It may seem like a large quantity but the cost is not high and it shouldn't be difficult to find a few interested friends to share with. The last I purchased were from Health Warehouse <https://www.healthwarehouse.com/solr/result?q=needles+25+gauge+1.5>. I paid \$11.25 with free shipping for 100 needles. A little more than 11¢ each. (Editor's Note: I have been able to pick them up at the local pharmacy for 15 to 25 cents each. I usually take along a glue bottle to explain. It helps to avoid funny looks and questions. Chris)



The needles should have the tips blunted and the bevel removed before use. Blunting the needles is a safety requirement. Removing the bevel will ensure that the adhesive flows from the very tip and not along an edge of the tip. This allows more accurate placement of the adhesive.

EYE PROTECTION IS STRONGLY RECOMMENDED!

Grip the needle close to the tip using a pair of pliers. You will not be able to grip the needle safely with your fingertips. I prepare the needle tips by grinding the tip flat with my disk sander. 280 – 400 grit wet or dry paper may also be used. I have not been successful using a file. A Dremel tool and sanding disk can probably be used but I have not tried this method. (Editor's Note: The Dremel tool works great, especially with the little cutoff wheels. Chris)



Replace the protective cover after every use to prevent accidental spills and preserve the adhesive. At the end of a building session, I remove the needle from CA and water based adhesives and replace the original tube or bottle caps. The CA needles, with protective cover removed, are placed in a small, sealed glass jar filled with acetone. I purchase air tight jars from the local pharmacy. Needles used with water based products are simply placed in a container filled with water. I leave capped needles in place on the tubes of glue/cement. If they should become clogged, carefully pass a match or lighter flame under the needle. Keep away from your face and hands because the dried glue will ignite and burn off. You can also remove them after each session and place them in the acetone container.

Ronald Teichert

A BETTER MOUSETRAP

Many builders of the Phantom Flash have expressed a difficulty in getting the small rubber band over the wing and under the fuselage. The most common method is to loop the band under the fuselage, while inserting the finger tips under the band and above the fuselage, where the wing will go, then sliding the wing in between the band and fuselage. Once the wing is in position, letting the band snap off of the fingers onto the wing. There have been many broken wings for some with this method. The least most popular way is to leave off the rubber band, and hope that the wing just stays in place by friction. This method tends to break the fuselage when it hits the ground or floor while the wing is rolling down through the air. Yes the wing mounts could be glued into place, but then the ability to adjust the cg by sliding the wing forward or back is lost.

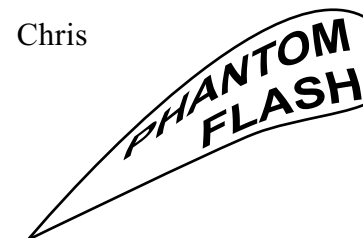
Our own Dan Olah came up with this neat little jig, or as

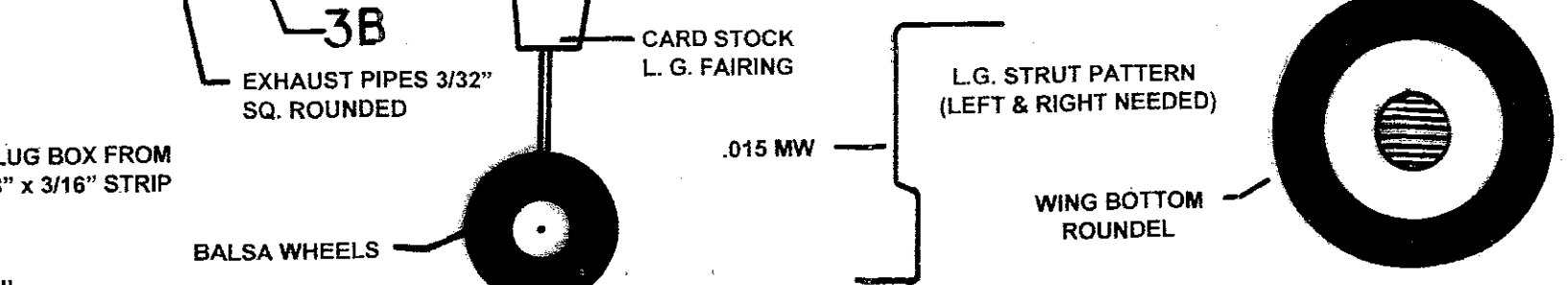
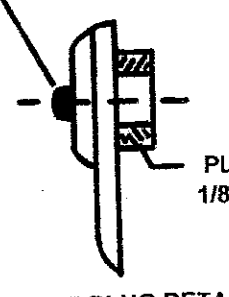
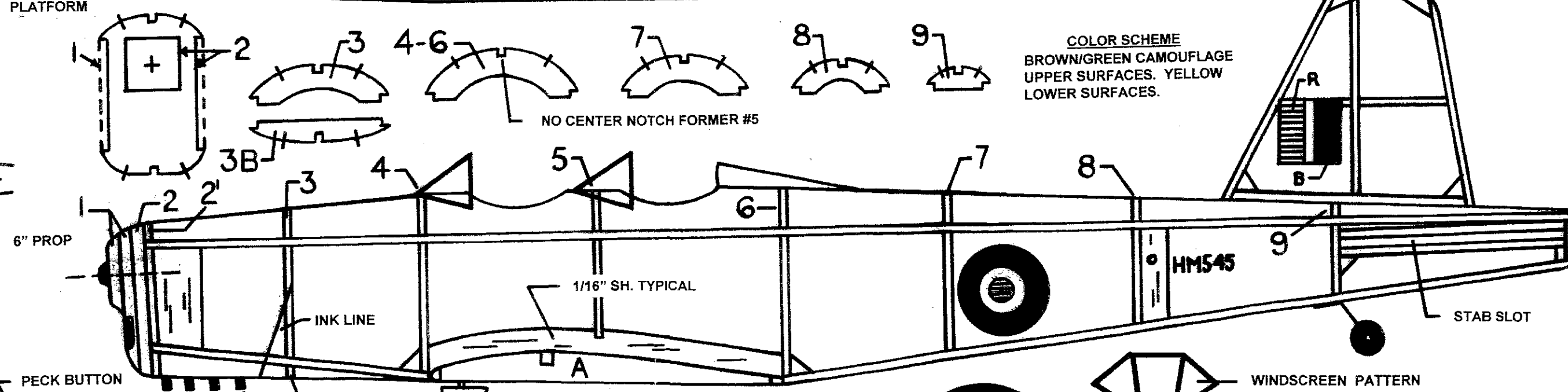
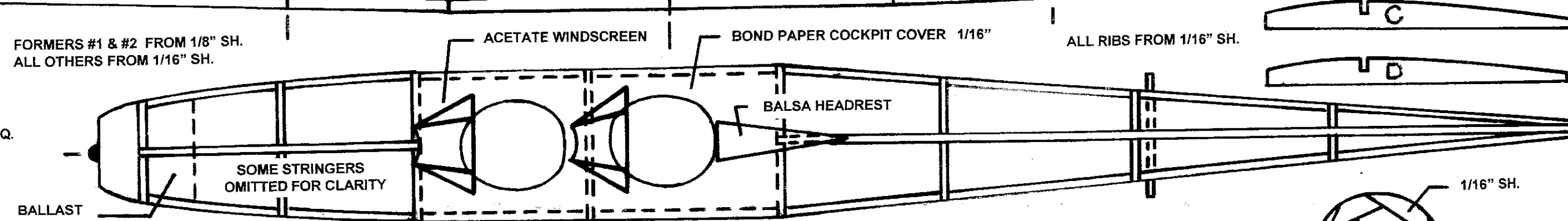
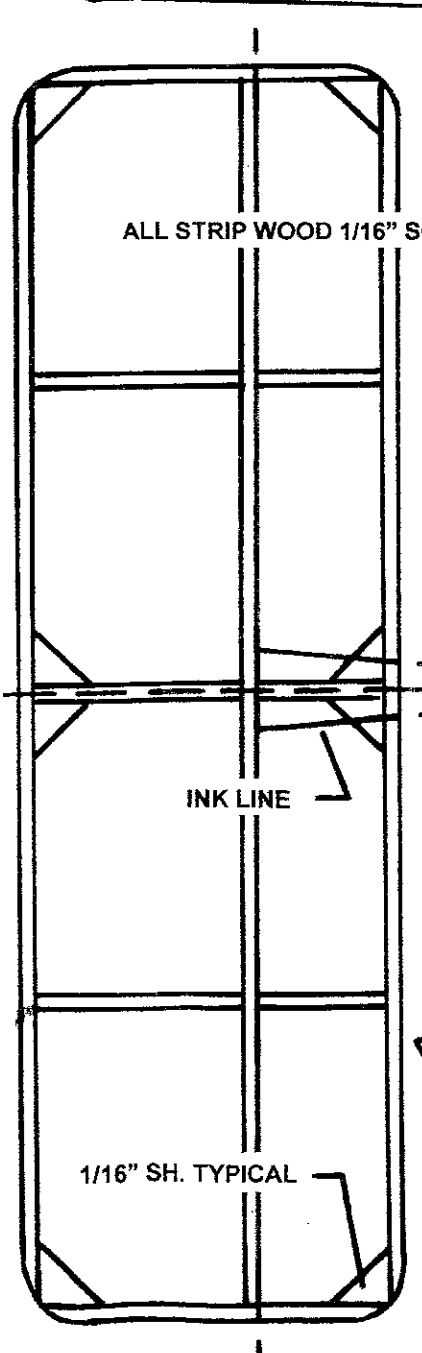
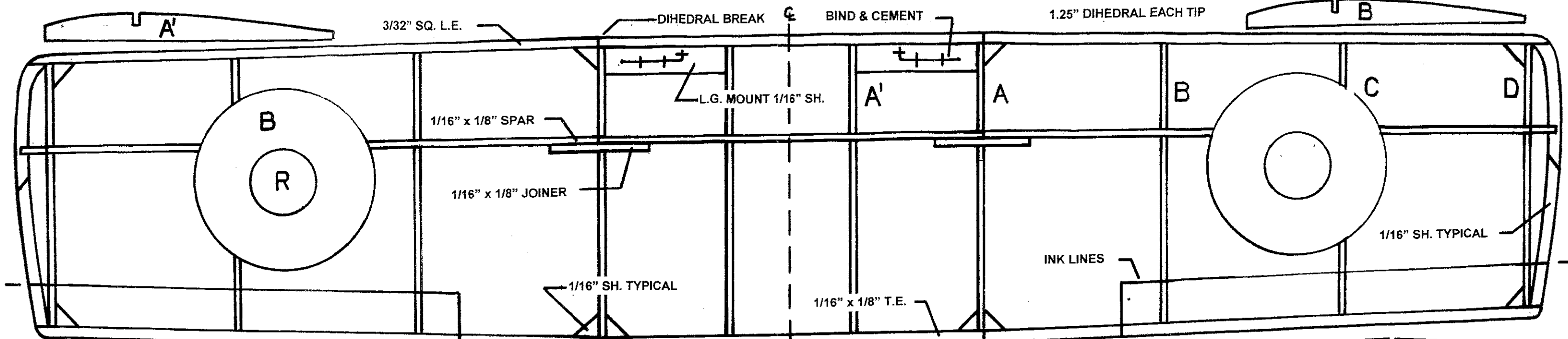
he calls it, a "saddle", to eliminate his difficulty and maybe yours too. The construction should be self-evident from looking at the pictures. Just slide the saddle onto the fuselage, and under the rubber band just like you would the wing, now slide the wing into place and finally lift the saddle and rotate to release the rubber band onto the wing.



If you have had the above difficulty, try Dan's "saddle". If it helps you in mounting your wing, thank Dan the next time you see him.

Chris





COLOR SCHEME
BROWN/GREEN CAMOUFLAGE
UPPER SURFACES. YELLOW
LOWER SURFACES.

BAY STATE MODEL CO.

BRITISH MILES M.18 10-CENTER

Wingspan 16" Length 13.25"

Designed & Drawn by Mike Nassise, 3/08



Here is Pete Azure's new twin for scale & WW-II. The Douglas A-26 Invader (designated B-26 between 1948-1965) was a United States twin-engine light bomber and attack aircraft built by Douglas Aircraft during World War II that also saw service during several of the Cold War's major conflicts. A limited number of highly modified aircraft (designation A-26 restored) served in combat until 1969.



Pete's Comments: Short and to the point.



Almost done. Impatient. Took pix. 58 gr before props. Pete



Twins are Beautiful!

Especially when they are created by the likes of Pete Azure and Pres Bruning. Be sure to come out to the contests to take a look at these models up close and personal. Given the talents at building and flying of both of these builders, since I did not see a DT on either one of their models, they have a very good chance of going OOS.



Here is Pres Bruning's "double twin". The Lockheed Constellation ("Connie") was a propeller-driven airliner powered by four 18-cylinder radial Wright R-3350 engines. It was built by Lockheed between 1943 and 1958 at its Burbank, California, facility. A total of 856 aircraft were produced in numerous models, all distinguished by a triple-tail design and dolphin-shaped fuselage. The Constellation was used as a civilian airliner and as a U.S. military air transport, seeing service in the Berlin Airlift. It was the presidential aircraft for U.S. President Dwight D. Eisenhower.



WS 36" w wingtip tanks. All up wt. w/o rubber: 4 oz.



Join! - Build!
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Brush Painting With Craft Shop Acrylics

by Mike Nassise

Published in the Nov/Dec 2004 issue of Tailspin, the newsletter of the New England Bay State Flying Aces Club Squadron, Mike Nassise, Editor

At very reasonable prices, often below \$2.00 per 2 oz. bottle, the acrylic paints sold in craft stores are a great bargain when compared to the paint offered by the model industry. These paints come in a huge variety of colors, many of which are a near perfect match to the actual camouflage colors used on military aircraft during various eras of aviation history. I have used them quite successfully on many occasions and have found them very easy to work with. I especially like the snap top plastic bottles they come in, because they are super easy to open or close and they keep the paint inside fresh and ready to use for long periods of time.

These craft store acrylic colors are especially useful when you're finishing up WW II German or Italian aircraft which, for example, were quite often painted with a dark green mottle over a base of desert tan or dark gray over a base of pale blue. The technique is easy. Use a cut down "stippling" brush or a very small piece of bathroom sponge and gently (you don't want to punch holes through your tissue) apply your mottle with a controlled up and down motion. In general, these mottle patterns were applied only on the upper surfaces while a uniform plain light gray or blue color was used on the lower surfaces. On many Luftwaffe airplanes the mottle was confined to the upper fuselage, fading away to nothing on the sides.

The secret here is to use a "dry brush" approach. This means that you dip just the end of the brush or tip of the sponge into the surface of the paint and then work out most of it onto a piece of paper towel to make sure the brush is almost completely dry before touching it to the model. A small, white, foam plate functions well as a "palette" when working with acrylics. Just throw it into the trash when you're done.

Another important point when doing a mottle is to use restraint. Don't get carried away. Apply the paint very sparingly to begin with, then gradually work it up to full intensity as shown in your reference photos or art work. It's easy to add mottle if needed, but a son-of-a-gun to get it off if you over do it.

Check the consistency of your paint before you use it. It should be free running and not contain visible bits of pigment. I like to pour out the amount of paint I feel I will need onto my palette plate and then add a drop or two of dish washing detergent to it. I then work this into the puddle of paint with my brush. The detergent makes the paint flow smoothly and it's well worth the extra effort. If you feel the paint is still too thick, the addition of discreet amounts of thinner (water) followed by thorough mixing should do the trick.

Some German and Italian airplanes had what was called a ripple wave pattern over their base colors rather than a mottle. This is best done by careful hand painting with a good quality pointed brush purchased in an art supply store. Again, take your time, refer often to your reference material, and use restraint. When the job is done, spray a mist coat of clear Krylon Matte over everything to get the required "flat" look of military paint jobs.

This is an example of the great articles that you will get from the Tailspin Newsletter. Contact Mike Nassise Today!

NO ADMISSION FEE!
FOURTH ANNUAL CONTEST AND PICNIC
DOOR PRIZES!

CLOUDBUSTERS

MODEL AIRPLANE CLUB
MODEL AVIATION SINCE 1938

JULY 6, 2013
BROOME PARK - FLINT MICHIGAN
CONTEST STARTS AT 10:00 AM
FREE LUNCH AT 12:30

Please Call or Email by Friday, July 5 10:00 AM with your head count so that we know how much food to have available.

For More Information Call or email
Chris Boehm - 310-349-8675
metlin238@comcast.net
or
Mike Welshans - 248-545-7001
mbwelshans@aol.com

Contest will be held if the wind is less than 15 MPH and no rain.

All Aviation Enthusiasts Friends and Relatives **WELCOME!**
Control Line
Free Flight
Radio Control
Port-A-Potty ON SITE!

You may enter Broome Park on the southwest corner, from Hemmerburg Road, or on the northeast from Tuxedo Avenue. The Cloudbusters will usually be found on contest days on the **UPWIND** side of the park.

2013

Cloudbuster's Summer 2013 Broome Park Contest Schedule

Date	CD
Sunday April 21	Chris Boehm
Sunday May 19	Winn Moore
Saturday June 8	Mike Welshans
Saturday July 6	Chris Boehm & Mike Welshans

Also the Fourth Annual Cookout and Contest

Sunday August 4	Winn Moore
Saturday August 31	Mike Welshans
Sunday September 22	Chris Boehm
Sunday October 6	Winn Moore
Saturday October 19	Mike Welshans
Saturday November 2	Chris Boehm

Events - All Dates

- Event #1 FAC Peanut Scale
- Event #2 FAC Scale
- Event #7 FAC Golden Age
- Event #15 FAC Simple Scale
- Event #16 FAC Dime Scale
- Event #17 FAC No Cal Scale
- Event #18 FAC Phantom Flash Must ROG - best 3 of 6
- Event #19 Embryo - Must ROG
- Event #20 - Jet Catapult - Best 3 of 6
- Event #22/23 Comb. Greve-Thompson Race (* and ** apply)
- Event #26 WW-II Combat (* and ** apply)
- Event #34 Earl Stahl Commemorative (***) applies

* All mass launch events minimum 2 rounds per rule book.
** Must comply to Pilots Pre Launch Check List
*** Earl Stahl Scale Models - Flown to event #15 rules and bonus points

Any other events you want to fly?
Muster 3 pilots with qualified planes and we will fly them!

Don't forget to mark your Calendars!