

Cloudbuster membership and subscription to the newsletter is \$15.00 per year (\$6.00 membership without subscription). All memberships expire on Dec. 31. Subscription membership includes all Newsletter issues for the year.

Send subscription money to:
Cloudbusters c/o
Dan Olah
25436 Wareham Drive
Huntington Woods, MI 48070

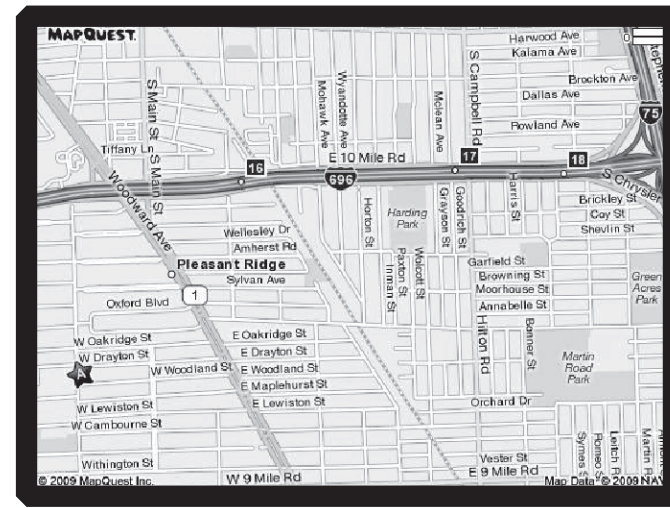
Address all regular correspondence to:
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Pleasant Ridge, MI 48069

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V.P.: Chris A. Boehm, (merlin236@comcast.net) 810-348-8675
Secretary: Davis Gloff (davisgloff@hotmail.com) 248-399-3935
Treasurer: Dan Olah, (danielolah@wowway.com) 248-542-8144
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Cloudbustermac.tripod.com

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.

A screenshot of the Cloudbusters website. The page features a header with the club's name and logo, a main content area with text and images, and a sidebar with a 'Join Today!' button. The text on the page includes '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

Nov/Dec 2013

CONGRATULATIONS!



Cloudbuster and owner of Retro RC Mark Freeland receives the Carl Goldberg Award from Joe Hass and AMA District VII VP Tim Jesky

Presidents Notes

Hi all clubsters, hopefully the Cloudbuster's November/December newsletter finds all well and almost prepared for the Holiday's.

Keep in mind that the Cloudbuster Christmas Party for 2013 is planned for the second Tuesday in December, December 10th, to allow more family time as we approach Christmas. Also a reminder that the Club Auction is planned for the 3rd Tuesday in January, the 21st. These two meetings should be in the large meeting room across from the library where we normally meet. If something changes we'll let you know via email. If planning on attending and you don't have email call either me 248-545-7601 or Dan Olah 248-542-8144 for verification of the room.

For those not yet following the club winter program events please see the photo below of Elaine and the trophy that will become the Cloudbuster Perpetual Trophy for Blatter 40 from our yearly winter flying program.

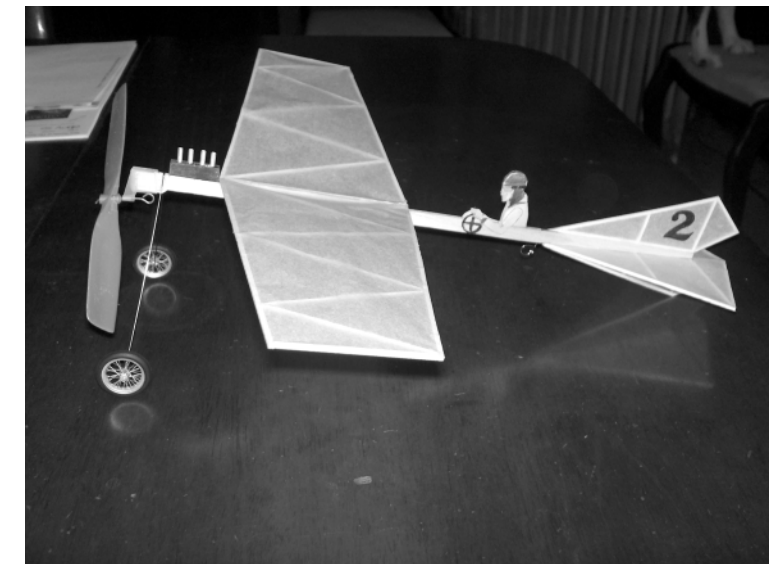
This trophy will be in the shop for some modifications and ready to go to the winner at the March meeting. The winner will keep the trophy until the following year's March meeting. Scoring is based on the number of Blatter 40 fliers that



compete in a given week. If there are three fliers 1st gets 3 points, 2nd get 2 etc. If there are six fliers 1st gets 6 points, 2nd gets 5 points and so on. Winn has taken on the job of tallying these points so when you see him say thanks.

One of the models that was featured in the September/October newsletter in Bill Hannon's AM/FM stick. This is a perfect fit for the Pinkham Field Stick event that we are flying at Heritage this year. At least three club members have

built one to date including Jack Moses, Chris Boehm and myself. A photo of my model, which weighs in at 7.4 grams follows.

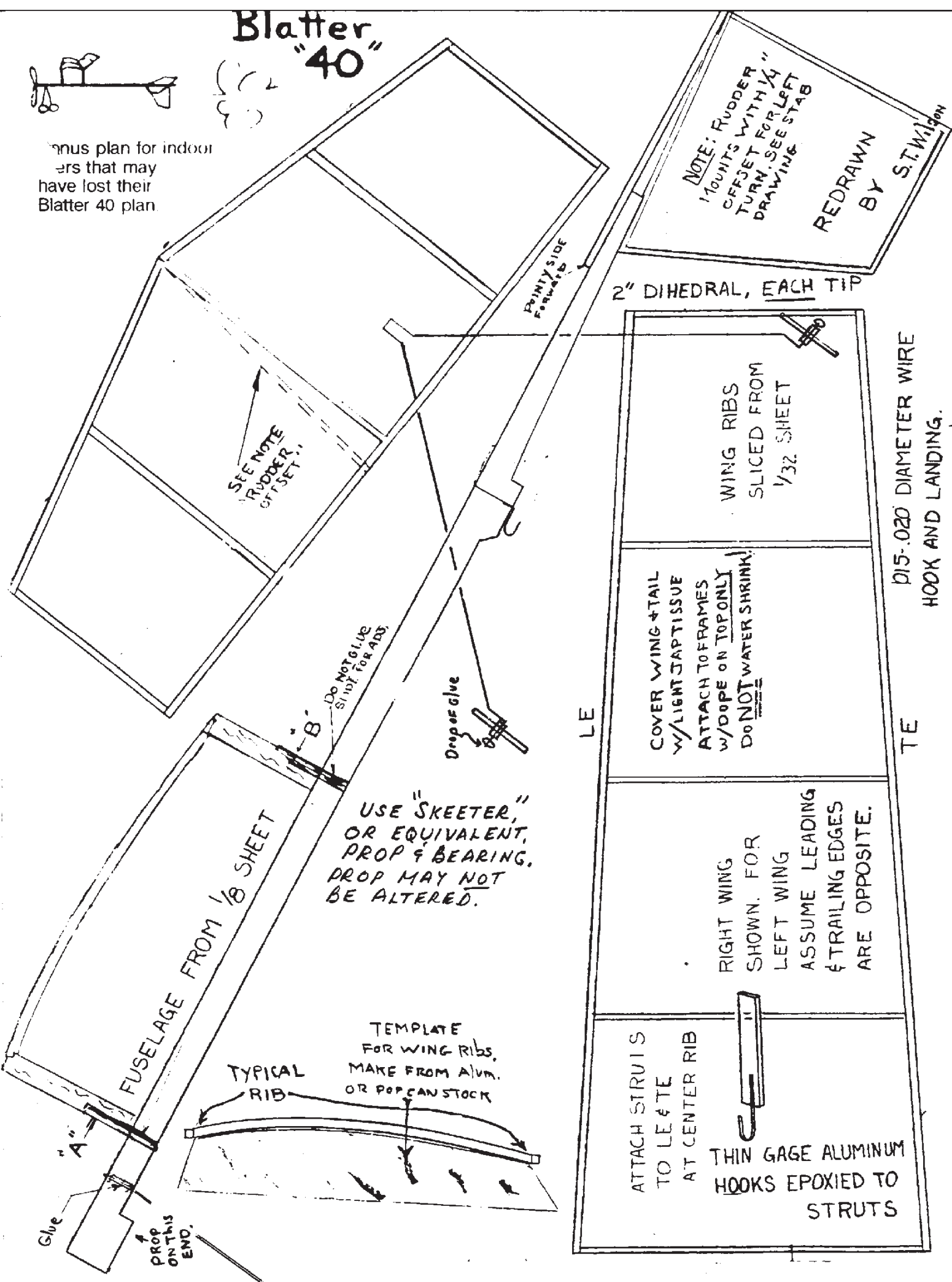


Also keep in mind that we are flying indoor for fun and model trimming on most Thursdays from now through early May. Flying is at the Ultimate Soccer Complex on South Boulevard just west of Opdyke Rd. Cost is \$10.00 per week payable on arrival and times are from about 1:00 to 3:00 unless there is a soccer practice or game in which case we wrap up at 2:30. There will likely be no flying during holiday weeks and school break weeks but we will keep you updated via email.

Fair Skies and Tailwinds, Mike

Blatter "40"

minus plan for indoor
ers that may
Blatter 40 plan.



All,
A brief summary of the Cloudbuster November meeting which is one of the more important meetings each year.
Election Results
President - Mike Welshans
Vice President - Winn Moore
Secretary - Davis Gloff
Treasurer - Dan Olah
Safety Officer - Bruce Thoms
Perpetual Trophies Nominees - Winner in bold and underlined text
Bill Adams Trophy; **Bruce Thoms** & Mark Freeland
George Lewis Trophy; **Davis Gloff**, Winn Moore & Chris Boehm
Dave Dulaitis Trophy; Paul Boyanowski & **Winn Moore**
Ron Sears Top Gun Trophy; Mike Welshans, George Bredehoft, Bob Beinenstein & **Winn Moore**

Club Shirts
The Cloudbuster's will be looking at club shirts to be worn at local and national contests along with any presentations (like Science Olympiad, Cub Scout Builds, etc.) that we do. This project is being spearheaded by Winn Moore & Bruce Thoms. Once we have prices established there will be a memo with ordering information sent to all email recipients. There will also be information published in the newsletter. Shirt orders, when ready to order, will require a deposit or prepayment. More information to follow when we are ready.

Science Olympiad
Cloudbuster's have committed to, at this time, attending the coaching clinic at MSU on December 7th, 2013. This project will be headed by Dan Olah. If you can attend and help please contact Dan at danielolah@wowway.com for further information.

We have also committed to running the Oakland County Division B "Glider & Helicopter" portion of the Science Olympiad at Country Day School on March 1, 2014. We have also invited the Oakland County Science Olympiad Participants to attend our Heritage flying dates from now through March. This is an important part of our club culture and teaching along with helping promote modeling is part of our Constitution and By Laws. More information to follow.

2014 Outdoor Champs in Muncie
We have finally received confirmation of the dates for the FAC Outdoor Champs to be held in Muncie next September. For 2014 only (we hope) we have been bumped to the second week in September, September 11 & 12 due to a World Championships being held there Labor Day week.

Church Food Drive Donations
As in past years we are asking that members who attend the December Meeting and Christmas Party bring non perishable food donations to the meeting room to put towards the Church's annual food drive. We will have some bags available and mark them from Cloudbuster's MAC prior to placing the donations in the hamper.

2014 Broome Park and Indoor Fling Information
We have begun selecting events for both the Cloudbuster 2014 Broome Park outdoor contests and the May 4th Indoor Fling held at Ultimate Soccer. If there are any events you would really like to see run as official events, now is the time to ask. Contact me by December 10th at mbwelshans@aol.com with requests. No guarantees but all requests will be considered.
Mike Welshans

Gone West

Loss of a Friend - Lonnie Kinder
Posted on 4 November 2013 by Bredehoft

Last week, our small midwestern free flight community was shocked to hear that our friend, Lonnie Kinder, had passed away suddenly. Lonnie was an important part of the Flying Aces Club in Indiana. He was the Contest Director for an annual contest in the fall honoring another lost friend, the Ted Dock Memorial contest.



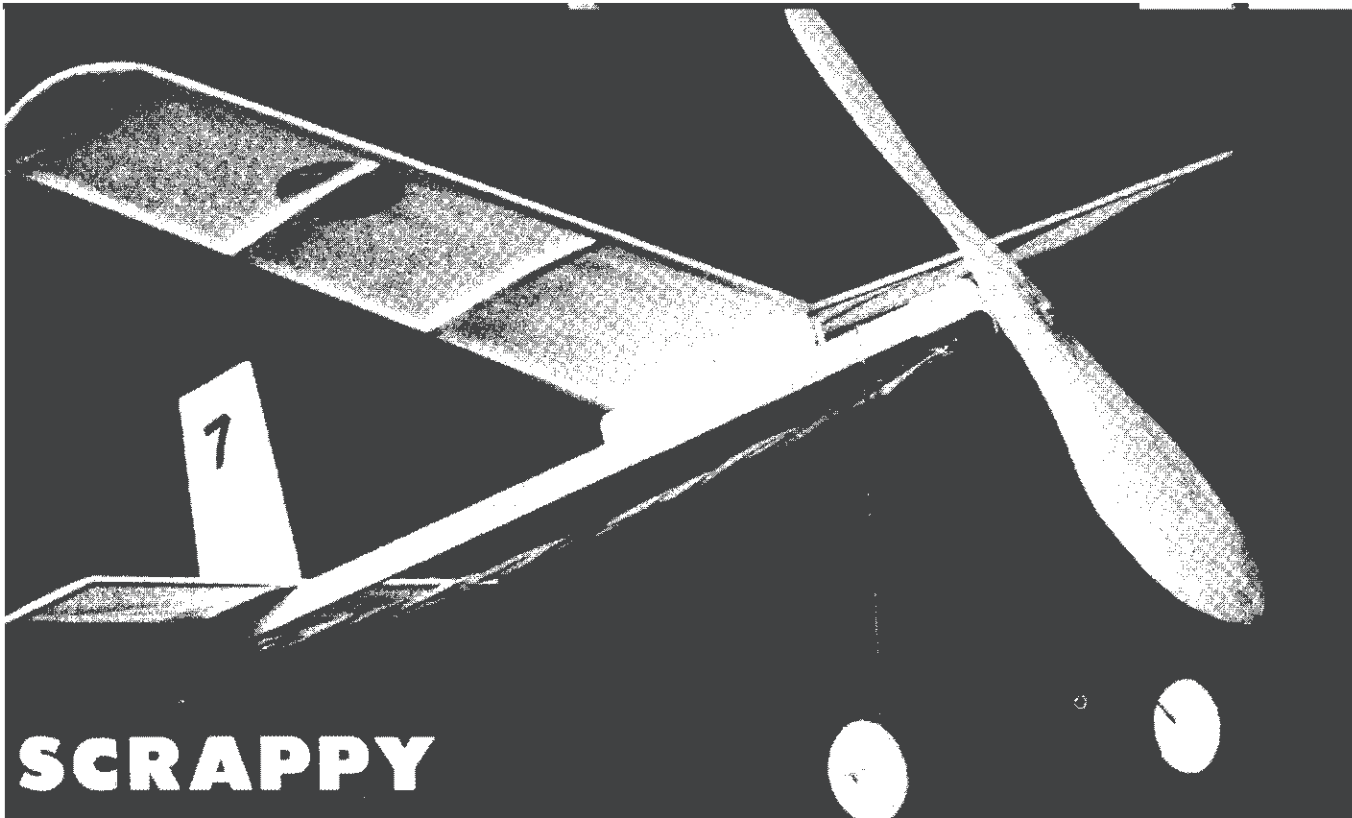
Lonnie was a kind and sharing guy that was friends with every contestant at the field. At these annual contests at the AMA Flying Site in Muncie, Lonnie spent all his hours running the contest; who knows how many hours he spent preparing for the events.

I know a few of us were very disturbed by the news as we had just spent the weekend with him at this contest. That weekend was Ball State's Parents' Weekend and all of the motel rooms were full by the time that I tried to make reservations. Winn Moore and I were able to contact our friend Pat Murray and "reserve" a bed in his RV. Lonnie also shared the RV with us. We spend a couple late nights talking about flying and friends and good times. Ironically, we discussed the passing of Phil Cox and his recent funeral. How could we know that Lonnie would pass so soon?

I only knew Lonnie from the flying field, however, I know he loved his wife, since he talked often of her that weekend. Usually, she would help him with the CD duties and she stayed home that weekend. He also talked about his grandchildren: granddaughters and grandsons, with great pride and love. I am sure they will miss him terribly.

Here is a photo of Lonnie doing his CD duties in the NFFS trailer at the 2012 Ted Dock Memorial Contest





SCRAPPY

Got geodetic blues? Feathering prop shakes? Overawed by all the sharp contest winners? Here's an evening project that'll make you feel better.

by DICK EALY

Maybe grandpaw built a model like this one, but the so-called Baby ROG is just as much fun as it ever was. Build it from scraps. Scrappy. Get it?

The small rise-off-ground model is something that all novices should build as one of their first model airplanes. It's simple to build and from the experience gained flying the ROG you will learn the basic adjustments for successful flight. Little tricks like warping a wing or rudder will cause the model to respond in different ways. Try circling it to the left by warping left rudder and, the trailing edge of left wing down, reverse procedure and fly to right. Make your ROG a flying laboratory and it will help you later to fly successfully more difficult airplanes.



Junior here approves the whole idea. Rubber motor requires only two strands 1/8 inch rubber, nine inches long. No broken piggy banks for this.

Some of you more experienced fellows will find it fun to build the ROG in a few hours and the beauty of it is you can fly it right out in front of your house. All your pals will want to fly it, too!

All the wing, tail and rudder stock is 1/16 x 1/8 in. medium balsa. Make wing first. The right half is shown so make the left half opposite to that. Pin spars down and cut ribs to fit, then use a round pencil to roll airfoil camber on underside of each rib and cement in place.

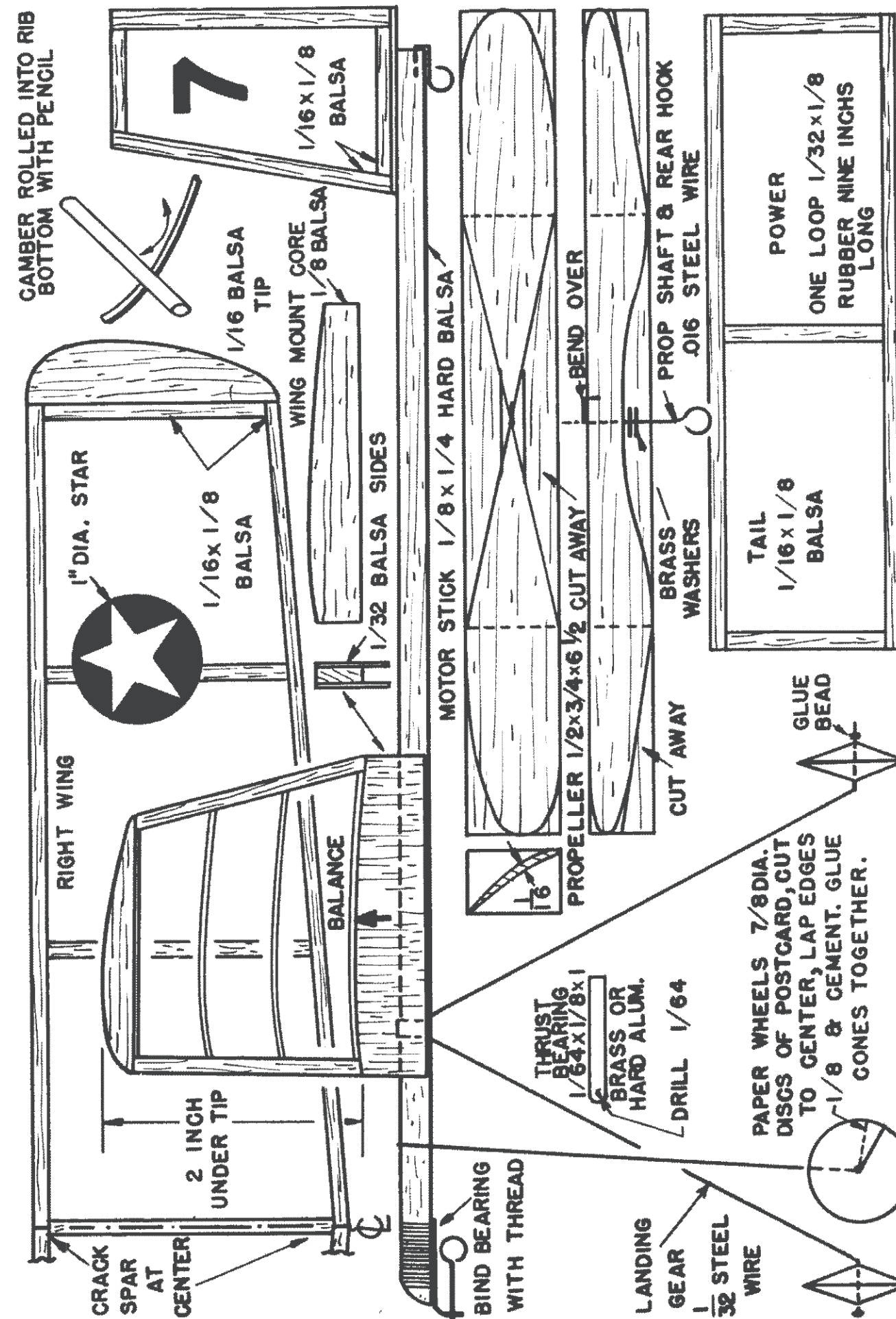
Omit the center rib at this point. Trim spar ends off and cement 1/16 x 1/2 in. balsa wingtips. Crack spars by notching at center and raising one tip 4 in. which is equal to 2 in. on each side. Prop tip up with a block, add center rib and cement joint with two coats of cement. Wing mount is a 1/8 x 7/16 x 2-1/2 in. balsa core (can be cut from 1/8 sheet) with 1/32 sheet balsa cemented to each side. Grain runs horizontally on core and vertically on sides. Cement mount to wing. Cover wing with Jap tissue (or other light tissue) using clear Testors dope for adhesive.

Tail and rudder frames come next. Cover with Jap tissue. Cement rudder to tail.

Motor stick is hard 1/8 x 1/4 x 9-7/8 in. balsa. Make or buy thrust bearing and lash to stick with thread and cement. Bend up wire rear hook and cement in place. Make landing gear and cement in place. Cement tail on top of motor stick.

Propeller block measures 1/2 x 3/4 x 6-1/2 in. medium balsa. Draw pencil lines as shown and carve away to lines. Carve underside of blade and sandpaper smooth with No. 1/0. Then carve top side of blade and sand. Trim blade as shown. Sand with No. 1/0 and then with No. 400. Bend wire shaft and insert through rear of hub. Bend front end over and force into prop and cement. Place two washers on shaft and insert through hole in bearing.

Rubber motor is two strands of 1/8-in. rubber 9 in. long. Find balance point of assembled stick and place wing over this so that a point one-half of chord is above. Hand glide model and trim by moving wing forward if nose-heavy or back if tail-heavy.



Special Announcement Shorty's Basement Acquires Superior Props

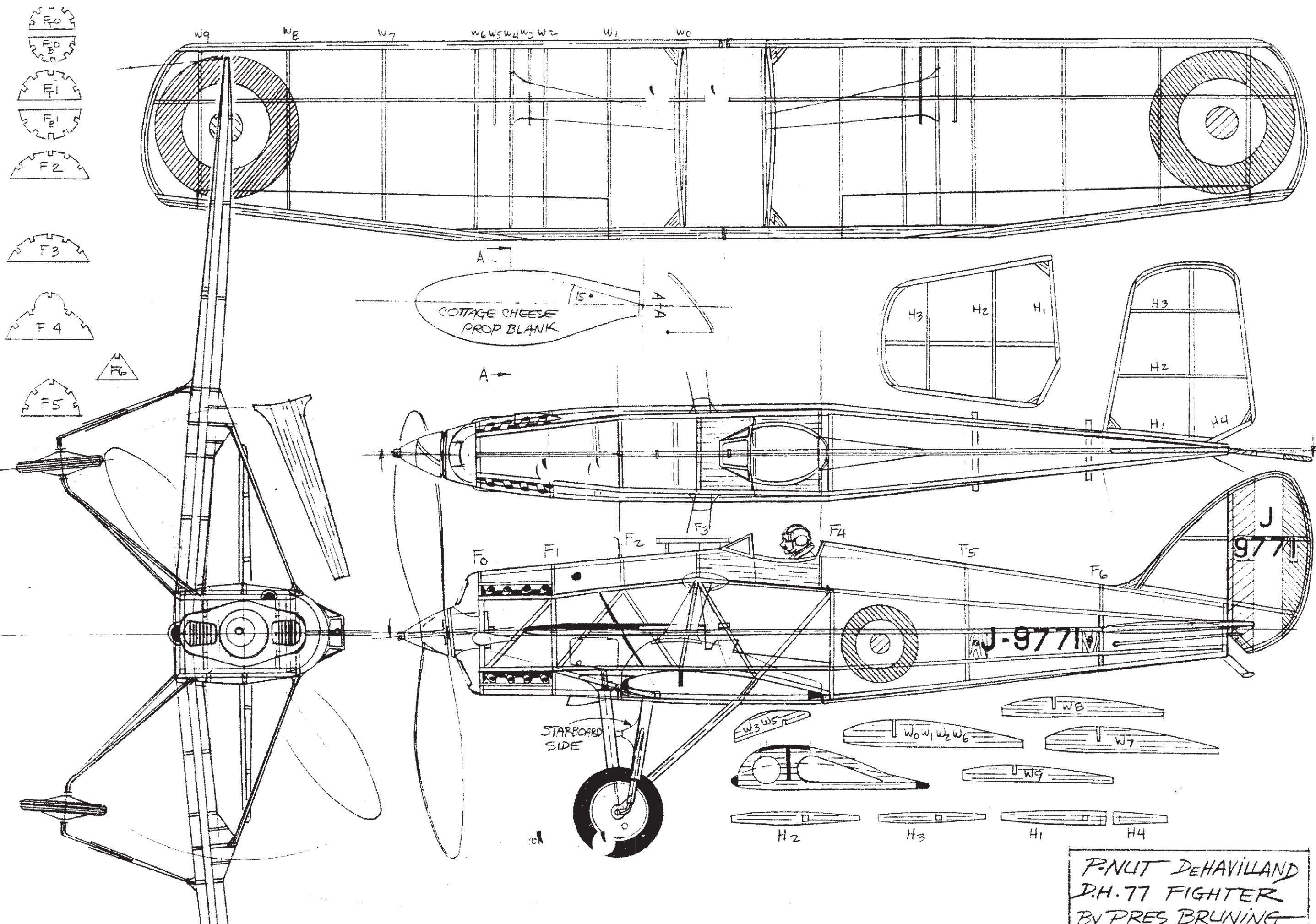
Hey flying buddies!
In case you have heard from elsewhere - or if you haven't heard....

I made a trip to Louisiana this week to visit Bob Gourdon at Superior Props. He and I have agreed to terms and I am purchasing his entire business. If all works well, we will move the business north to Ohio and my dad (a retired Tool & Die maker and cabinetmaker) will run production until I can retire in a few years.

We intend to accomplish this by the New Year. I plan on making formal announcements tomorrow (Bob told George White and George has shared it with many).

--g

George Bredehoff
Volaré Products
Free Flight Rubber Scale Model
Airplane Plans
<http://www.volareproducts.com/>



F-NUT DEHAVILLAND
 D.H. 77 FIGHTER
 BY PRES BRUNING



Guys,

I received the message below from our good friend Chris Brownhill (Ted, he's even more English than you) from Toronto. A long time CL Scale flier and friend Chris is also pretty good at FF Scale when he puts his mind to it. Regardless, years back I had a CL Profile Scale Handley Page Hampden which was probably my second best ever CL Scale model. Chris expressed interest and I passed along the plans from which he built his uncles A/C and Chris has won the US Nat's (best I did was 2 seconds) with it.

Thought you all might find this interesting.

Incidentally, Happy Veterans Day to all you Vet's!

Mike

To: mbwelshans <mbwelshans@aol.com>
 Subject: FW: A face from the Hampden
 Date: Sun, 10 Nov 2013

Mike:

The Hampden for which you so kindly provided the plan has served me well over the years, and is still flying. I finished it as "EA-H" from 49 Squadron, S/N X3024.

My uncle was lost in this Hampden, but the story is fascinating. I just recently found out where Lutkendorf is, their intended target. (The name has been changed because it was in the old East Germany, and so I was not able to locate it until recently.)

I thought you might find a photo of my uncle, and some of

his mates interesting. (The other three people were almost certainly not part of the crew, if you read the explanation below.)

I found the negative for this photo in a long unopened drawer this year, and when I had a friend make the digital print, it turned out to be my Uncle (Thomas Mellon) who was lost in the North Sea on November 19/20 1940 after being dispatched with nine other Hampdens for a small raid on Lutkendorf (about 100 miles south of Berlin.)

His Hampden (EA-H, S/N X3024) was the only aircraft not to return to England, but apparently ditched in the North Sea with no further trace.

He is on the far left of the four airmen, but the remainder I do not think were part of the crew, as it appears that they were at a training base when the photo was taken, and are still wearing LAC (Leading Aircraftman) insignia, which is about the equivalent of an American Private First Class. They probably were all training to be airgunners, of which a Hampden needs only two!

Later, when he was on operations, he had his Sergeant's rank (as per a later photo), and was a trained Wireless Operator/Airgunner.

That gives one face to the Hampden you have seen many times, but the remaining crew members, Fulton, Ball and Steele I have no pictures of.

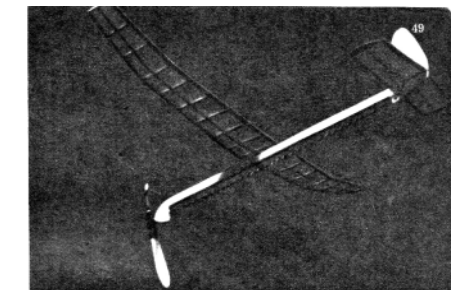
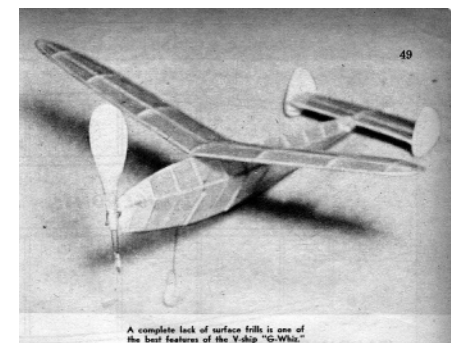
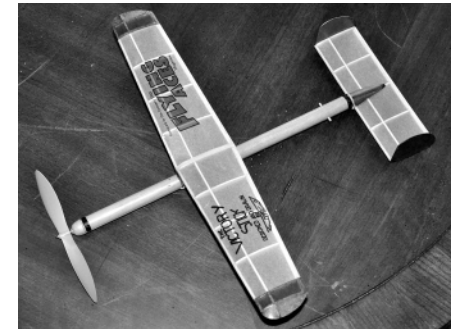
They are all listed on the RAF memorial at Runnymede UK, for airmen lost with no known graves.

Chris B

Hi all

I have some interesting news (well, to me!). With regards to the Victory Models event in the Pinkham Field book, as you know I have built two of these - and I didn't even know of the event!

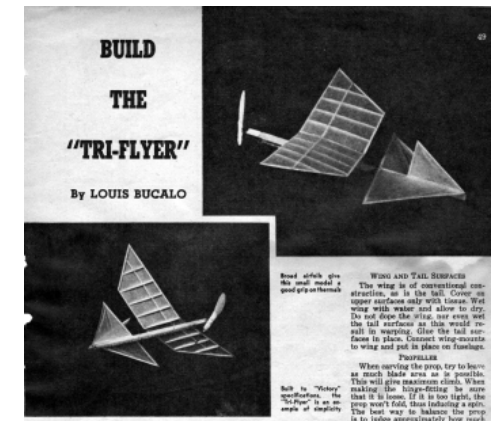
I built the Victory Stick (my black and yellow one) and the Shaft (my red and yellow one). I have had flights of about 40-50 seconds with both (but they both probably have more potential). I have the original Flying Aces magazines and have toyed with kitting them, but certain members of my unofficial business staff have poo-poo'd them with "who would build those? There's no event where they can be competitive." Last year, I bought a large stack of Flying Aces magazines in relatively poor condition. I bought them to take a look at the unknown/forgotten plans within (every issue had plans for something). I lucked out - 1943 is the last year I have and it is a partial year - but I had the three other issues that covered Victory models, so now I have the original articles for the Speedysport, the G-Whiz and the Tri-Flyer in addition to the Shaft and the Victory Stick.



Here's the "SPEEDYSPORT" FLYER
 By LOUIS BUCALO and IRA DYER

I also bought the August 1943 Air Age magazine, said to contain the Fleetwood Flyer (it has not yet arrived, so I cannot confirm). I do not yet have a line on the April 1944 Aircraft Age with the Flying Elevator - but I intend to track this plan down, also (anyone have a line on that issue?) So, shortly, I will have 6 out of the 7 qualified plans. By now, you've fallen asleep or just stopped reading.

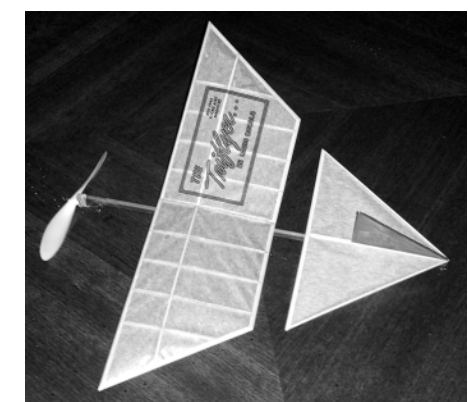
Regardless, here is my idea: The Cloudbusters add this event to the schedule. To



promote it to our membership, we publish the original plans and articles in the Newsletter (each article is one page of text and an 11x17 plan). We could even do two plans per newsletter issue. These flyers almost certainly will stay on the field. The only modification to the rule that I would suggest is allowing the use of plastic props. Pinkham states the original prop designs must be used, but all I have seen are single-bladers, and some of those are folders. If you want to retain a bit of that, give 10 or 20 extra points for flying the original prop. (I couldn't get mine to fly with the single-blader.)

So what do you say? I should have the plan/article packs ready soon for the newsletter. I am again rethinking kitting some or all of these - they are pretty simple and a kit should be relatively cheap - like my Phantom Flash prices. But don't let my kitting have any influence on your thoughts about flying the event!

--george



I drew this up yesterday and cut parts and built it today. It weighs 8 grams on 36 square inches - this is NoCal territory. I might take this to Potterville Sunday - but Sunday will also be occupied with taking Tristan back to MSU. Potterville is on the way for us, but I have to figure what time I will be there and for how long.

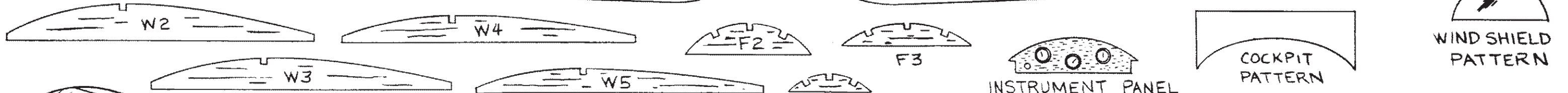
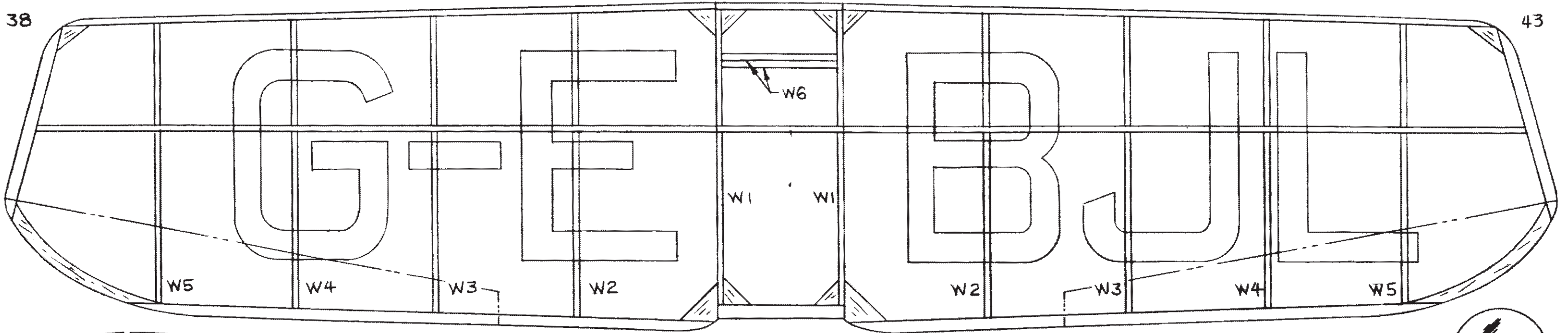
Pic #1 is all of the wood for the plane.

--george

Here is the Plan Pag

link for the Victory Models

http://volareproducts.com/?page_id=548

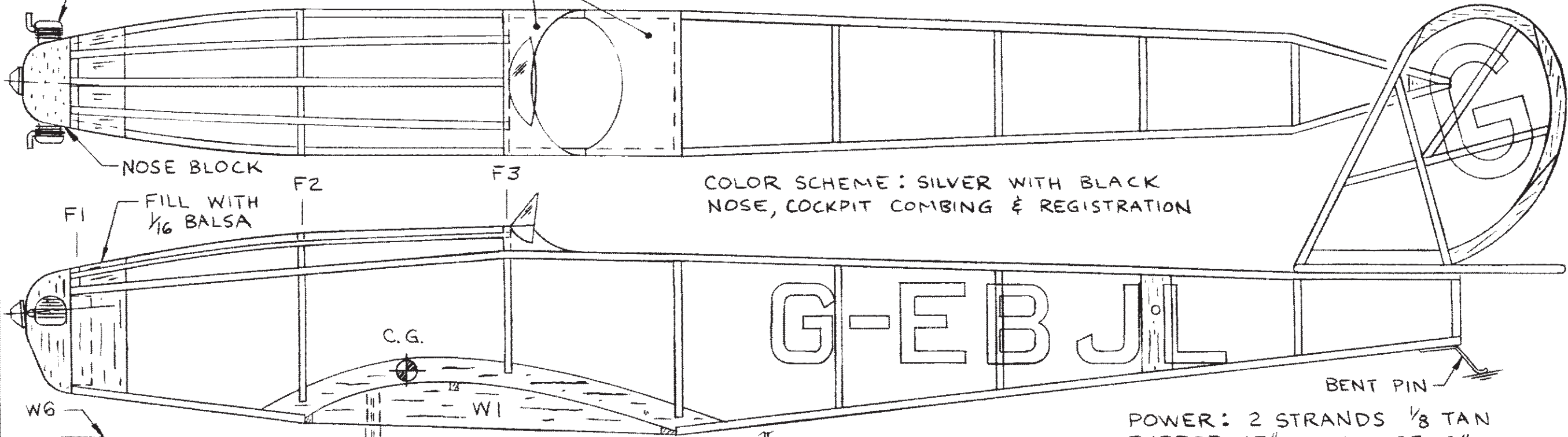


MAKE DUMMY CYLINDERS FROM SCRAP Balsa

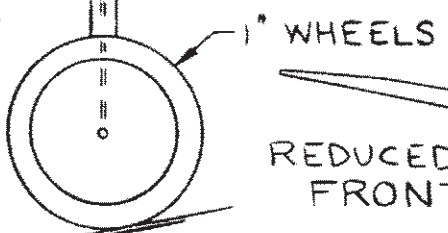
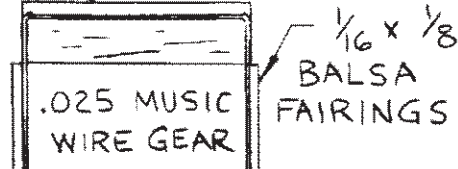
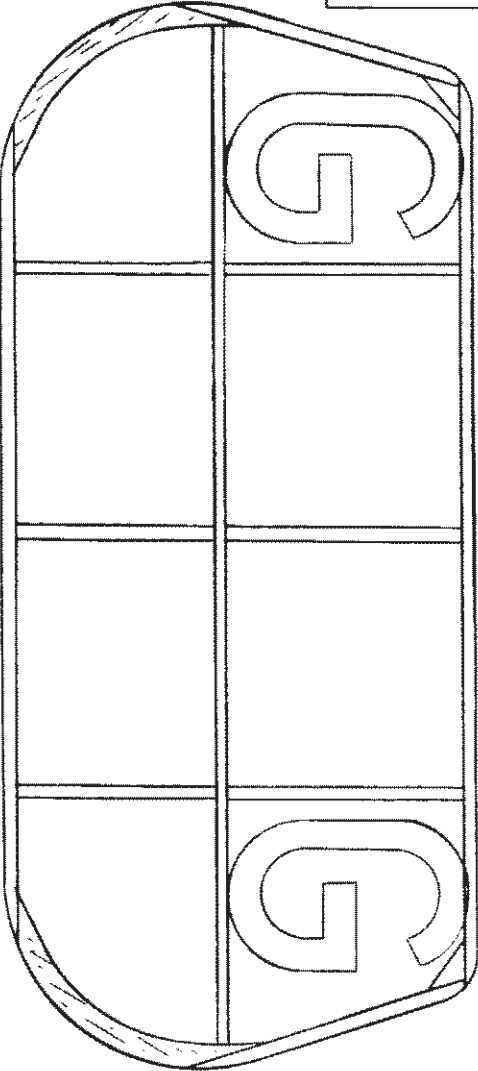
PAPER

INSTRUMENT PANEL GLUE TO F3

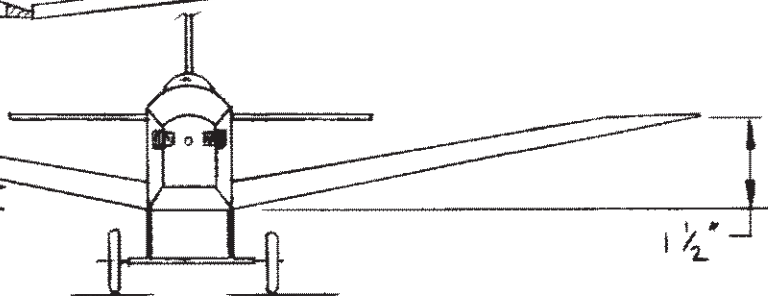
ALL MATERIAL 1/16 SQ & SHEET Balsa UNLESS OTHERWISE NOTED



COLOR SCHEME: SILVER WITH BLACK NOSE, COCKPIT COMBING & REGISTRATION



REDUCED SCALE FRONT VIEW



POWER: 2 STRANDS 1/8 TAN RUBBER, 15" LONG. USE 6" PLASTIC PROP WITH 3° DOWN & 2° RIGHT THRUST.

BRISTOL BROWNIE	
WINGSPAN 16"	LENGTH 14"
DRAWN BY T. Bucher DIME SERIES	