

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:  
John Jackson  
Cloudbuster's MAC  
5228 Lorin  
Shelby Twp. 48316

Address all regular correspondence to:  
Davis Gloff  
76 Amherst  
Pleasant Ridge, MI 48069

Club Officers  
President: Mike Welshans, (mbwelshans@aol.com) 248-545-7601  
V.P.: Winn Moore (winn\_moore@yahoo.com) 248-830-6294  
Secretary: Davis Gloff (davisgloff@hotmail.com) 248-399-3935  
Treasurer: John Jackson, (johnjackson2475@gmail.com) 586-604-3257  
Safety Officer: Bruce Thoms

Newsletter Editor: Chris A. Boehm, (merlin236@comcast.net) 810-348-8675  
5586 Chatham Lane  
Grand Blanc MI 48439

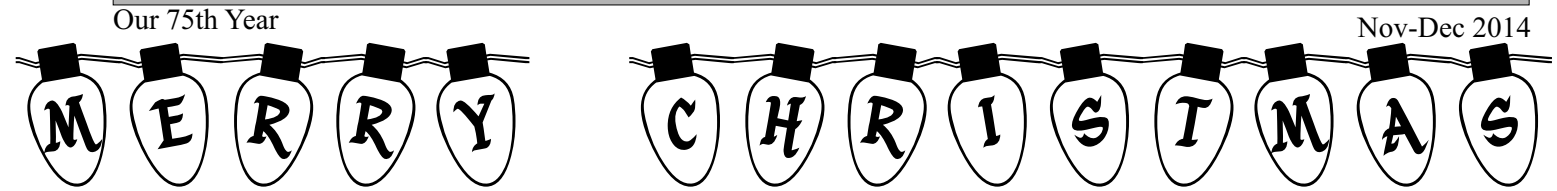
Club Website by Davis Gloff, (davis.gloff@gmail.com)  
Cloudbustermac.tripod.com

Cloudbusters Model Airplane Club  
976 Pearson St  
Ferndale MI 48220



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.

1939-2014  
HAPPY 75th BIRTHDAY  
Cloudbusters  
**NEWSLETTER**  
Cloudbusters Model Airplane Club of Michigan, Inc.



Nov-Dec 2014

## The End of Summer Flying

by George Bredehoft

Skies were clear to partly cloudy. Temps were 25-50. Winds were none, to maybe 7. Thermals? there were some. Contestants? There were 6 flyers logging flights: Ron Joyal, John Jackson, Winn Moore, George Bredehoft, and Pete Azure. Clarence was there, of course, in the early hours.

The day started off with Winn testing his AMA Cat Glider and having to wipe off thawed-and-refrozen frost off his wings.

When the immediate chill wore off, the winds were still next to nothing and the air was warming up. I had long flight with a Phantom Flash at 4:16 for awhile. Pete chased me with a 3 and a half minute flight on a 10 year old King Harry he dug out of somewhere, and John Jackson eventually topped out with over 5 minutes on his Staggerwing Dimer.

Pete's King Harry set the bar for 2 Bit. My Wisp looked like maybe Pete's max plus two flights would be challenged, but it got caught in a tree on the second flight. Now it needs new tissue all around, but at least, John got it out of the tree for me. Winn started to look like his Skokie would do something good - until it hit one of the ballfield light poles. It skidded down the pole and broke its nose. He managed to put it back together well enough to take 2nd.

John's max with his dimer was on his last flight. My Chambermaid just couldn't seem to fly. Winn tried to break another plane on the ball diamond, but his Staggerwing topped John's total scores.

Ron put up some nice times with his Corsair NoCal, but John and I both broke our NoCals before we could get in official times.

Here are the Event Reports:

Attached is Pete and his King Harry.

See you next year!

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

Phantom Flash (4 flyers)  
G Bredehoft - 287 sec  
W Moore - 188 sec  
R Joyal - 123

Jet Cat (3 flyers)  
W Moore - U2 - 73 sec  
J Jackson - U2 - 25 sec  
G Bredehoft - Ohka - 17 sec

WWII (4 flyers)  
G Bredehoft - Stuka  
P Azure - Avenger  
R Joyal - Wildcat

2 Bit (3 flyers)  
P Azure - King Harry - 243 sec  
W Moore - JA Skokie - 180 sec  
G Bredehoft - Wisp - 134 sec

Embryo (3 flyers)  
R Joyal - Big Cat - 197 sec  
W Moore - JA Special - 153 sec  
G Bredehoft - Durham Mystery - 149 sec

Dime Scale (3 flyers)  
W Moore - Staggerwing - 348  
J Jackson - Staggerwing - 270  
G Bredehoft - Chambermaid - 113



## The Beginning of Winter Flying

by Bruce Thoms

From: [bthoms3006@wowway.com](mailto:bthoms3006@wowway.com)

Subj: Heritage Results

We had eight people in attendance last night with enough entries for a contest in two categories.

One of the newer members Hank (I think) showed up to ask for help in getting an all balsa plane flying so he can get a better result with a cub scout program. Paul Crowley and I were able to help him in a big way. We spent a lot of time on it but I think he was kind of impressed with the results.

The HVAC was running at a pace that made flying quite difficult. Winn knows how to shut it down but the door to the room where the controls are was locked up tight.

I got my new Pinkam Field Stick model to fly but with the wind conditions meaningful adjustments just weren't possible.

NoCal 1. Winn Moore 2. John Jackson 3. Bruce Thoms  
Phantom Flash 1. Ron Joyal 2. John Jackson 3. Winn Moore  
Blaqter 40 Winn Moore 1st. Ron Joyal 2nd.  
Bruce

### HERITAGE FLYING SCHEDULE

The dates I have scheduled for this winter's indoor flying at Heritage are as follows:

10-10-14	01-09-15
10-24-14	01-16-15
11-07-14	01-23-15
11-21-14	02-06-15
12-05-14	02-20-15
12-19-14	03-06-15

The hours will be as usual.  
Officially 7:30pm - 9:30pm.  
Events will be the same as last year.  
It would be cool if we could get some P-Nut Scale flying started.  
Bruce

*Have a Happy Thanksgiving  
Merry Christmas, and or any  
other Holidays that you  
celebrate!*



by ART HORAK

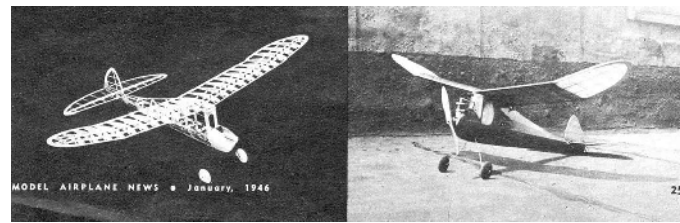
SINCE it was first introduced into model competition back in June 1944, the Kid has made quite a name for itself for consistency in winning high places in all the contests it has entered. It is easy to build, has enough strength to hold together but no excess construction to add weight. Above all, it possesses the ability to absorb all the power the motor is capable of producing.

It was this model that won the 1944 Metropolitan Championships for its designer. The Kid possesses a terrific climb which is guaranteed to make any other ship look like it is power gliding. As an added feature it has realistic lines, sporting a genuine cabin, and it thoroughly disproves the theory that a high pylon and retracting wheels are necessary to obtain good performance.

**FUSELAGE**—Crutch construction was chosen for the fuselage because of its abnormal strength and ease of building. First step after enlarging the plans is to obtain 2 lengths of 3/16" x 1/2" balsa and one length of 3/16" x 1/2" bass for the motor bearers. The bass is spliced to the balsa where shown and then they are laid on the plan. Crosspieces are cut from 1/8" x 1/2" and inserted in their respective places. Next construct the top formers, 2t, 3t, etc. and glue in place. Remove the crutch from the plans, make and add the lower formers. Install firewall and bind the landing gear in place. Cut out the wing rest and glue in position. Take two lengths of 1/8" x 1/4" bass for the top and bottom stringers, then place the remaining stringers (1/8" sq.) in place and glue. The cowl is made from two blocks glued together, carved, then split apart and hollowed out.

**WING**—The wing is built in four separate sections: two tip panels and two center panels. First, cut out all the ribs and wing tip outlines; then put the spars and trailing edge in place and insert the ribs. After all sections are completed, cut the dihedral braces from 3/32" hardwood and assemble the sections into one unit. The false ribs may then be inserted into position. Use plenty of glue at the joints. Reglue all joints and put wing aside to dry.

**STABILIZER**—First cut out all outlines. Pin these in place and put the leading edge in position, being sure to use waxpaper over the plans as you may want to use them again. Next, select a hard straight length of 1/8" x 1/2" balsa for the spar. Taper to 1/8" at tip and place in position. Then obtain some 1/16" sheet and cut into strips 1/2" wide; these are for the ribs. Insert the rectangular pieces into position and glue. When assembly is dry, remove from



plan, cut airfoil to shape and finish with fine sandpaper.

**RUDDER**—The rudder is last on the construction list. The outlines are cut from 3/16" medium balsa and pinned to the plans. Internal construction is 3/16" x 1/8" and is put in next. When dry, remove from plans and sand to streamline shape.

**COVERING**—The wings of the original Kid were covered with red Silkspan and had white tips. Stabilizer was red, rudder white and the fuselage was silk covered and doped yellow. The wing and stab are covered with the grain of the Silkspan going spanwise. Use wet paper, it's easier to work with. When covering is finished the paper will shrink without being re-wet. When all surfaces are covered and dry, apply 4 coats of clear dope and finally 2 coats of yellow to the fuselage.

**FLYING**—Before testing the model be sure the c.g. is 60% of the chord back from the leading edge of the wing. Being this far back it enables the ship to circle tightly without danger of spinning in. Select an open field (grass covered) and glide the model from shoulder height. If it dives, add incidence; if it stalls, vice versa. The motor is installed with 3/32" right thrust (on an 11" prop) and no down thrust. When the glide is set, head for the

nearest flying field with tool box in hand. Use low power on the first few flights and work in a right spiral climb and a tight left glide. When all is set, open her up wide and beg, borrow or steal some means of transportation on which to chase your ship—you'll need it!

Scanned From January 1946  
Model Airplane News

The Clodbusters have Shirts still available  
Please contact Winn Moore  
<winn\_moore@yahoo.com>  
when you want them.  
They will make Great Christmas Presents!

Outdoor champs shirts  
2- small 1- xl 3-2x 3-3x

75th clodbusters  
6-2x 3-3x 1-4x

Regular clodbusters  
blue 2-2x 2-3x  
wht 1-xl 2-2x 1-3x

## Presidents Notes Happy and Safe Holiday's to All

Lots to cover this issue. First off, Clodbuster's is catching up with the times. Beginning sometime in January we will have Paypal available as a payment option on our Web Site for both new members and for renewals. We will also make Paypal available at the appropriate time as the payment option for the entry fees and sponsorships for the Indoor Fling in May and for the FAC Outdoor Champs in Muncie in September.

Now for the bad news. Due to several postal increases over the last several years we will also be raising our membership dues from \$15.00 to \$16.00 for memberships paid after the 31st of December. We have not had an increase in several years while the USPS has. That being said, get your dues paid by up years end and avoid the upcoming 6% increase. Also for our friends to the great white north keep in mind that we are one of the few clubs that does not charge our Canadian friends additional for postage.

Another subject that has come up a couple of times over the last year is a suggestion, soon to be in the form of a motion, to buy an AMA Brick for each deceased Clodbuster member. This discussion has been tabled at meetings until the January meeting to allow us to get feedback from members who can not attend the monthly meetings. The bricks are \$100.00 each and the club can afford that however we have to establish a guideline as to how far back we go. Keep in mind Clodbuster's have been floating around for 75 years. My personal opinion is, should we adopt this idea, is to only go back to 2013 and 2014 for individual bricks. That being said, if the motion passes, we can always buy one additional brick for any Clodbuster's Deceased prior to 2013. Anyone have any comments?

Don't forget that nominations for the Clodbuster perpetual awards are due by the November meeting. Think about deserving members for the Bill Adams (service to Model Aviation), George Lewis (service to the Clodbuster's) and Dave Dulaitis (Contributions to Scale Modeling). These trophies cannot be won in consecutive years. Current trophy holders who are ineligible to win are Adams-Bruce Thoms, Lewis-Davis Gloff & Dulaitis-Winn Moore. Keep in mind it is okay to think out of the box here. It would be nice to see some new names on these awards. There are many deserving members who never get nominated. Nominations can be submitted to any club officer in written form or via email. Email address's are listed on the back page of this newsletter.

Once again this fall and winter the Drayton Avenue Presbyterian Church is holding a food drive. As always we ask that members attending the November & December meetings try to bring a bag with a few non perishable items with you to the meeting room. If you can bring them to the meeting location we will mark the bags accordingly so the Church knows that the Clodbuster's have participated.

Heritage School flying and dates. Heritage School flying started in October and runs through March 2015. Come out and join us! The club has invested a lot of money into this program and it would be nice if we utilized the site with as many members as possible. We fly FAC No Cal, Phantom Flash, Pinkham Field Stick and Jet Cat if there are enough fliers. We also fly the Clodbuster Blatter 40 event for the beautiful Blatter 40 Perpetual Trophy. If you don't have a plan let someone know. Remaining dates are 11/21, 12/5, 12/19, 1/9/15, 1/16, 1/23, 2/6, 2/20 and 3/6.

We are also working on the Broome Park and Indoor Fling Events for 2015. Should you have anything you are just dying to fly at Broome let either Winn Moore, Chris Boehm, George Bredehoff, volare61@gmail.com or myself know. Same goes for the Indoor Fling, let either Winn Moore, Paul Crowley (AMA Events), usa2298@comcast.net or myself know ASAP.

Fair Skies and Tailwinds  
Mike

## SPAD SPAD SPAD

I told you last edition that there was more Spad stuff coming. Two other plans and a great 3-view. Get out you rounded sanding sticks and get carving those trailing edges. But if you want something different, I have also included a plan for what could be a great Old Time Gas Replica. For FAC you can not blow it up to full size, only 36" max WS. How to scale the plans up, well they could do it in 1946, should be no problem now, but if you must, I can enlarge them to the size you want and send it to you. Let me know.

Chris A. Boehm

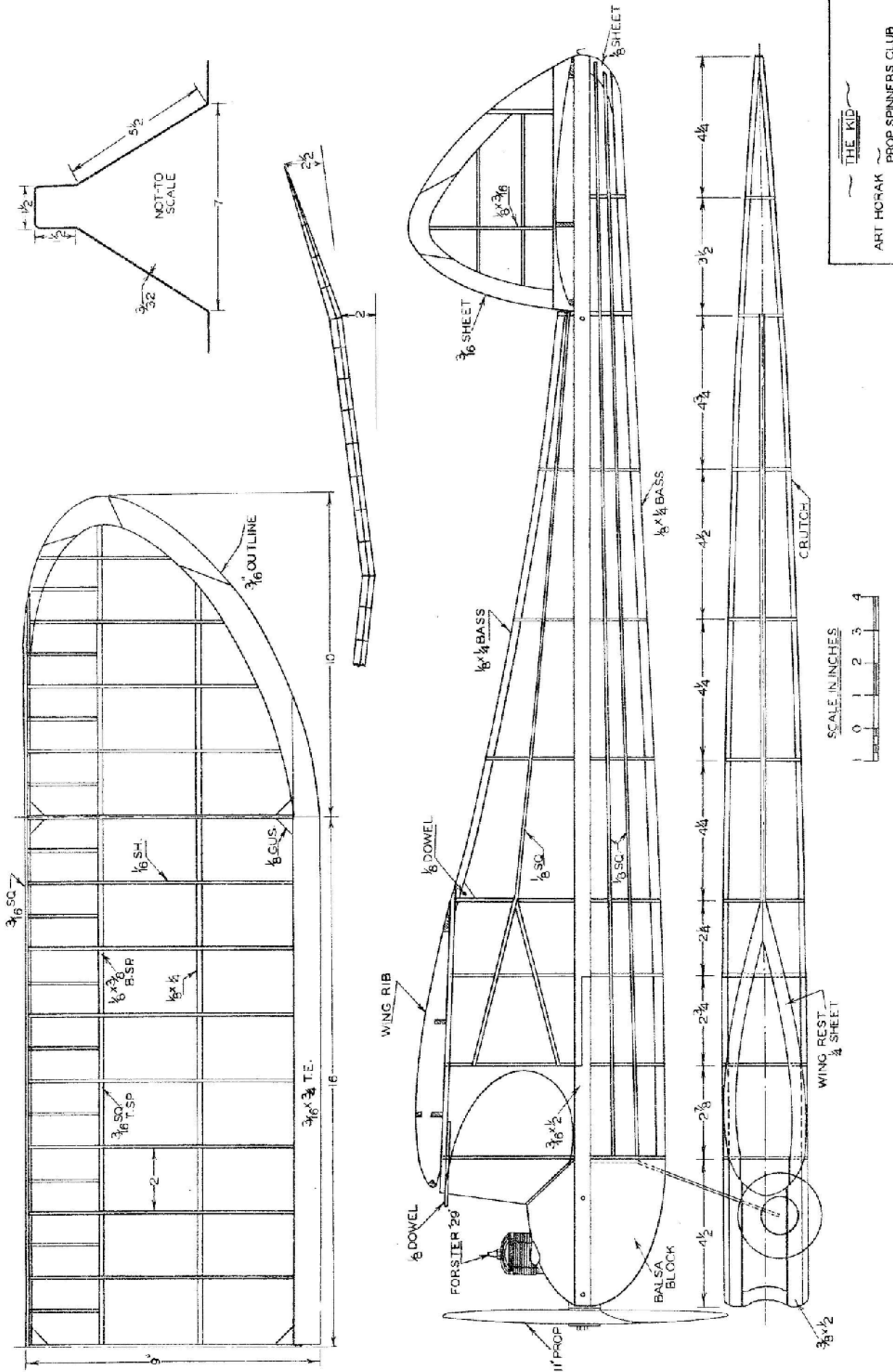
Guys,  
Received the email following the asterisks from Bob Hodes from Arizona. As some of the plans are of unusual subjects I thought I would pass them on.

Mike  
\*\*\*\*\*

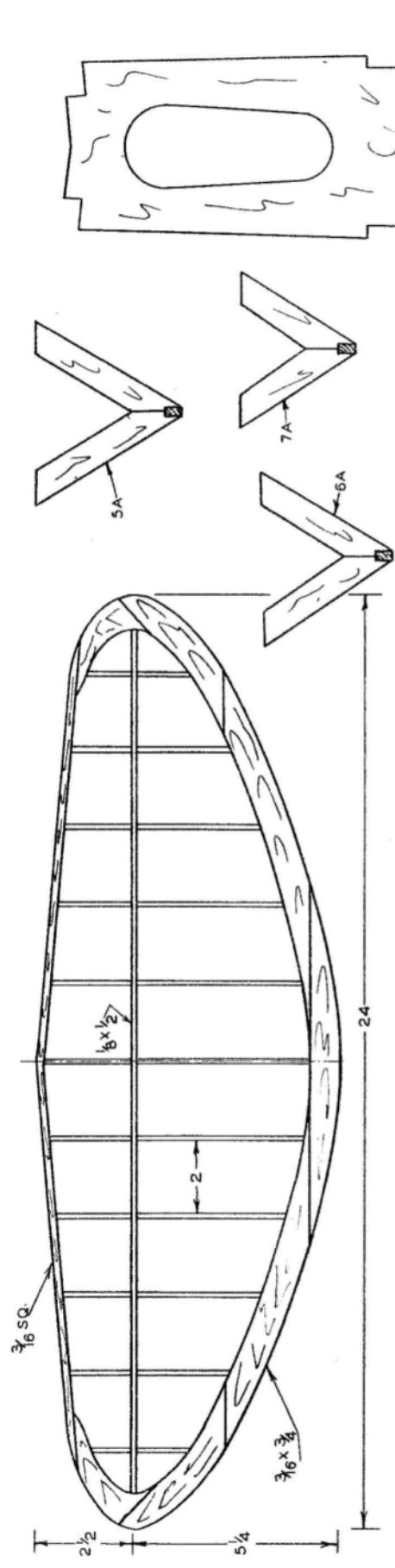
Guys  
I met Ken Kear at a local contest last month. He has started a small business which he is now directing at FAC-type free flight scale modelling. He currently offering two lists of plans (one here, editor). The lists cover a wide range of aircraft—many of them antique. I now have his plans for the Etrich Taube and the Curtiss F6C-3/4. If these two plans are representative of the rest, I think you will like them.

Regards,  
Bob Hodes

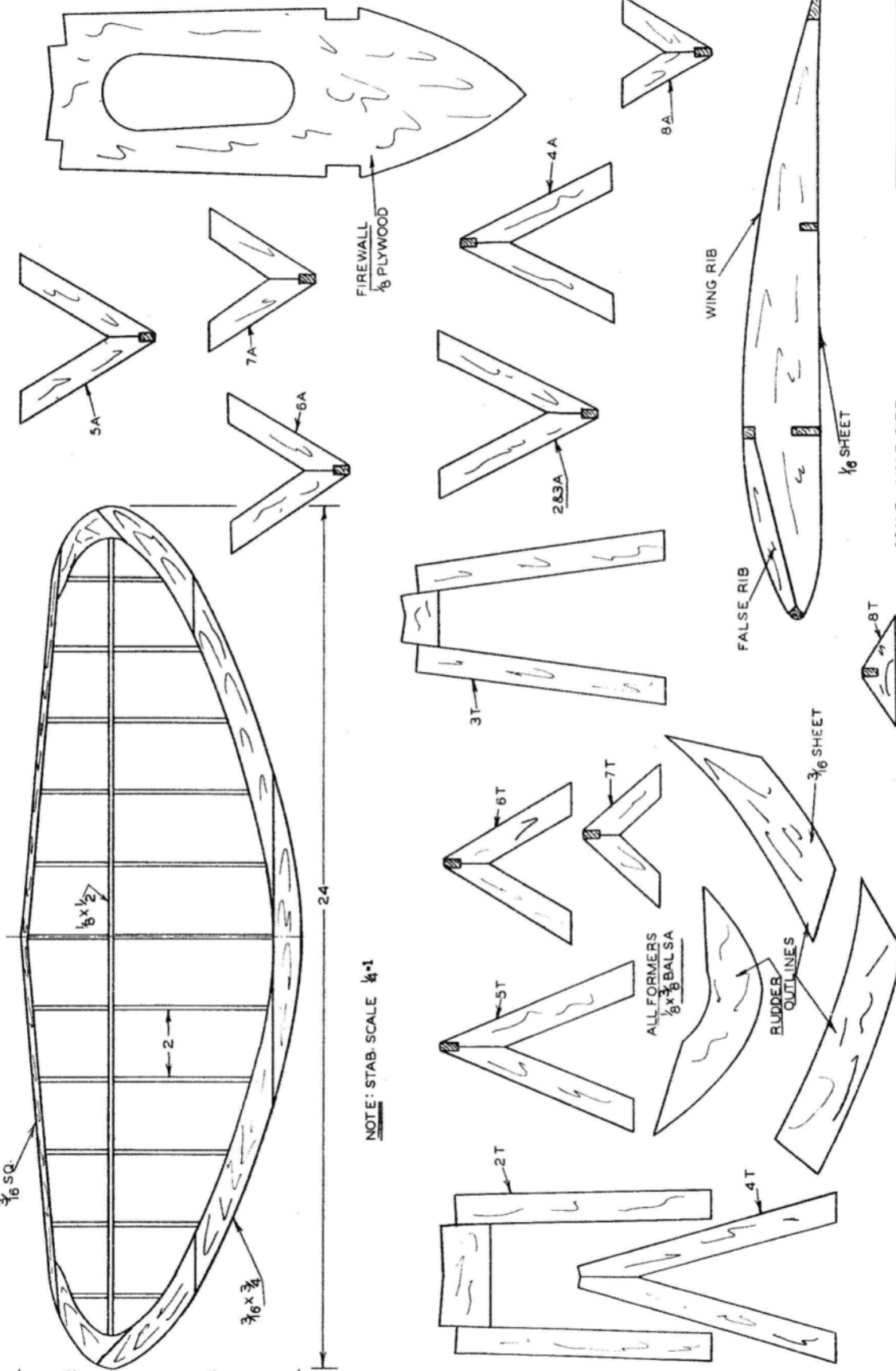
KEARSKUSTOMHOBBY			
56 N. Matlock St.			
Mesa, AZ 85203-8826			
kearskustomhobby@yahoo.com			
CURRENT FLYING "T" MODEL CO. PLANS LIST			
Drwn #	Name	WS # sheets	Cost per set.
1	1911 Hirodelle	18.25" 1	\$ 8.00
2	1913 Deperdussin	20.75" 1	\$ 8.00
3	1911 A.V. Roe Type D	22.50" 1	\$ 8.00
4	1917 S.I.A. 7B	21.75" 1	\$ 8.00
5	1912 Chiribiri 5	15.50" 1	\$ 8.00
6	Ansaldo SVA-3,4,5,8,9,10	15.00" 1	\$ 8.00
7	L. Bleriot no.VII	18.00" 1	\$ 8.00
8	1911 Nieuport Racer	21.25" 1	\$ 8.00
9	Airco DH-6	18.00" 1	\$ 8.00
10	Handley Page Type E	20.75" 1	\$ 8.00
11	1912 Nieuport Schneider	19.75" 1	\$ 8.00
12	1911 Latham Monobloc	26.25" 1	\$ 8.00
13	1909 Antoinette VII	21.00" 1	\$ 8.00
14	Charabanc Type 10	32.00" 2	\$10.00
15	Caproni CA.3	32.50" 2	\$10.00
16	Gotha Ursinus	33.50" 2	\$10.00
17	Etrich Taube	22.50" 1	\$ 8.00
18	Avro F	22.00" 1	\$ 8.00
19	Albatros B-11a	21.00" 1	\$ 8.00
20	Aviatik Berg-C-1	20.50" 2	\$10.00
21	1912 G.D. White Mono	18.00" 1	\$ 8.00
22	Caproni CA.8	21.25" 1	\$ 8.00
23	1914 Bleriot XI	18.50" 1	\$ 8.00
24	1912 Gallaudet A-1	24.00" 1	\$ 8.00
25	1912 Flanders F-3	21.00" 1	\$ 8.00
26	BE 2c	26.50" 1	\$ 8.00



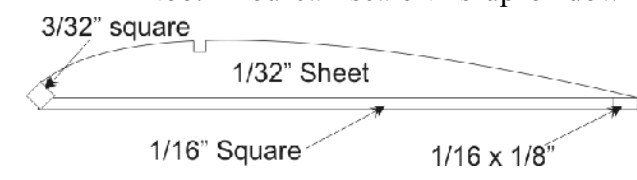
THE KID  
ART HORAK PROP SPINNERS CLUB



NOTE: STAB. SCALE 1/4"=1"



SCALE: HALF SIZE



### Wing Tip

Are you tired of trying to sand, carve, plane those trailing edges to conform to your ribs? Then do not do it. Use the rib layout here. You can use much thinner ribs, without the tissue crushing the rib. The "double joint" at the trailing edge is much stronger than a butt joint. The compound joint at the leading edge is too. You can scale this up or down

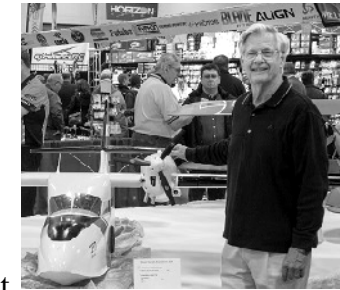
with different wood sizes for different models, but in the example given, the 1/32" sheet is very easy to sand to get all of the ribs uniform or at least smooth from root to tip. It is so easy to sand that I have not even cut the ribs to shape, just used sheet stock, glued into place, then sanded to the rib shape wanted.

You do not need to glue the complete rib to the square strip at the bottom, just at the ends and maybe a dab at the center line.

Try it and let me know what you think.

Chris A. Boehm

# GONE WEST



From: timjesky@charter.net  
 To: joeass@gmail.com, Mbwelshans@aol.com  
 Sent: 11/3/2014 11:36:30 A.M. Eastern Standard Time  
 Subj: Darrell Watts  
 Joe, Mike

I'd greatly appreciate it if you would get the word out on this.

Thanks,  
 Tim

I am writing to you to let you know of the death of one of your former Michigan members, Darrell Watts. Darrell had a massive cerebral hemorrhage on Friday afternoon and was not able to recover. His family was at his side when he passed away. I know Darrell was very active in the Michigan area when he and Jane lived in there with the float flying events that your clubs did. Darrell was very instrumental to bring the joy of float flying to us here in the KC area with his sponsorship of the Midwest Float Fly in Paola Kansas as well as promoting other events in this whole midwest region. Darrell will be missed by so many here in our area and I know he has had many friends all over that would be saddened by this news I would ask that if you could pass this news to those in your area that might have known Darrell and I know there will be many.

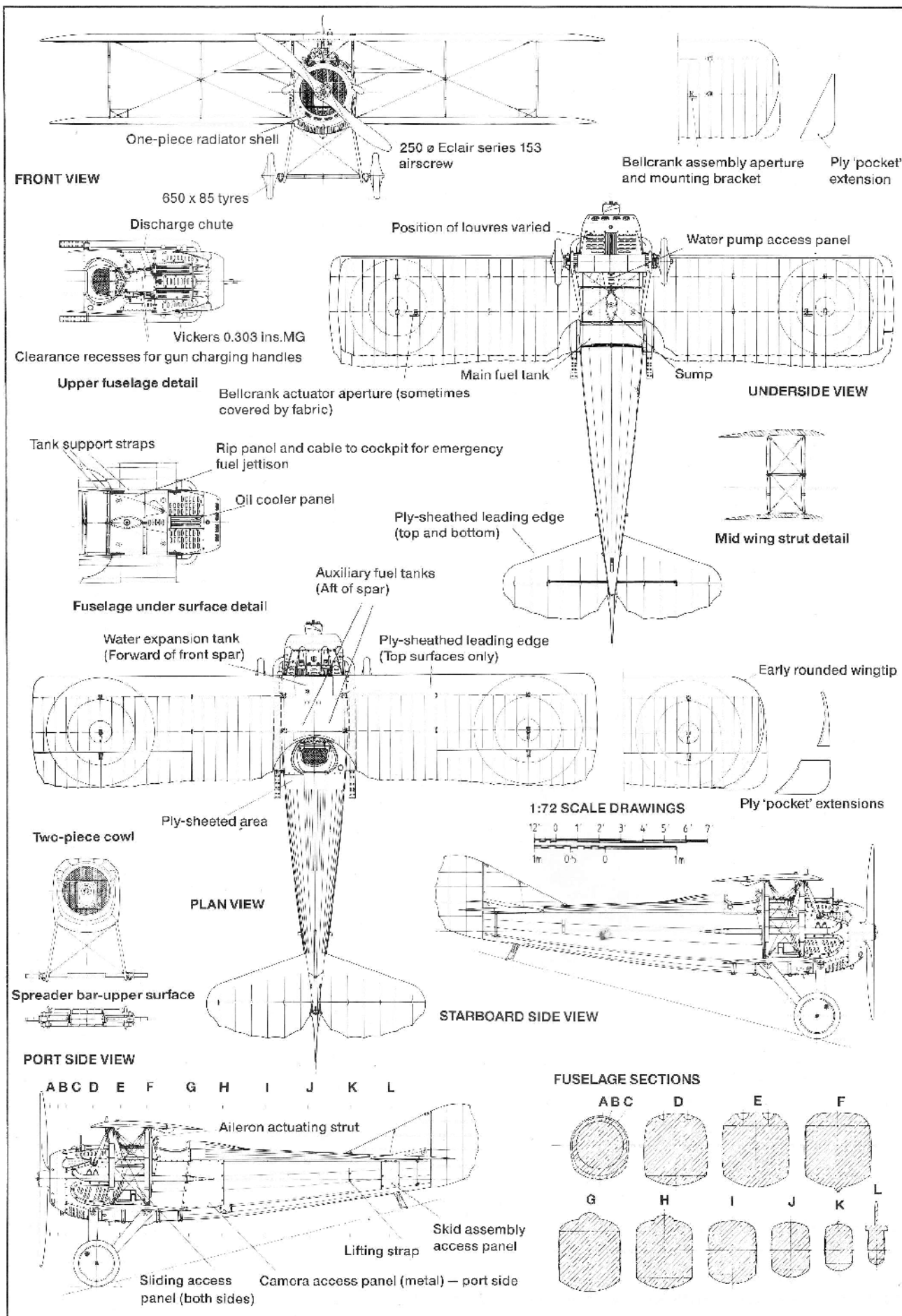
Thank you  
 Don Oppliger  
 oppie849@gmail.com

11/19/2014

Sadly, I have to note the passing of Darrell Watts this November. Darrell was the grandmaster of float plane building and flying. He was active in the Michigan area for many years and for the past few years with several Kansas City clubs. Darrell was the driving force of the Heart of America Float Fly in Paola, KS.

In the short time I knew him personally, I was privileged to call him a friend. I'm sure countless others felt the same way. His enthusiasm and love of life was infectious. Our thoughts and prayers go out to his family.

AMA District 9 Vice President  
 Jim Tiller  
 jtiller@hotmail.com



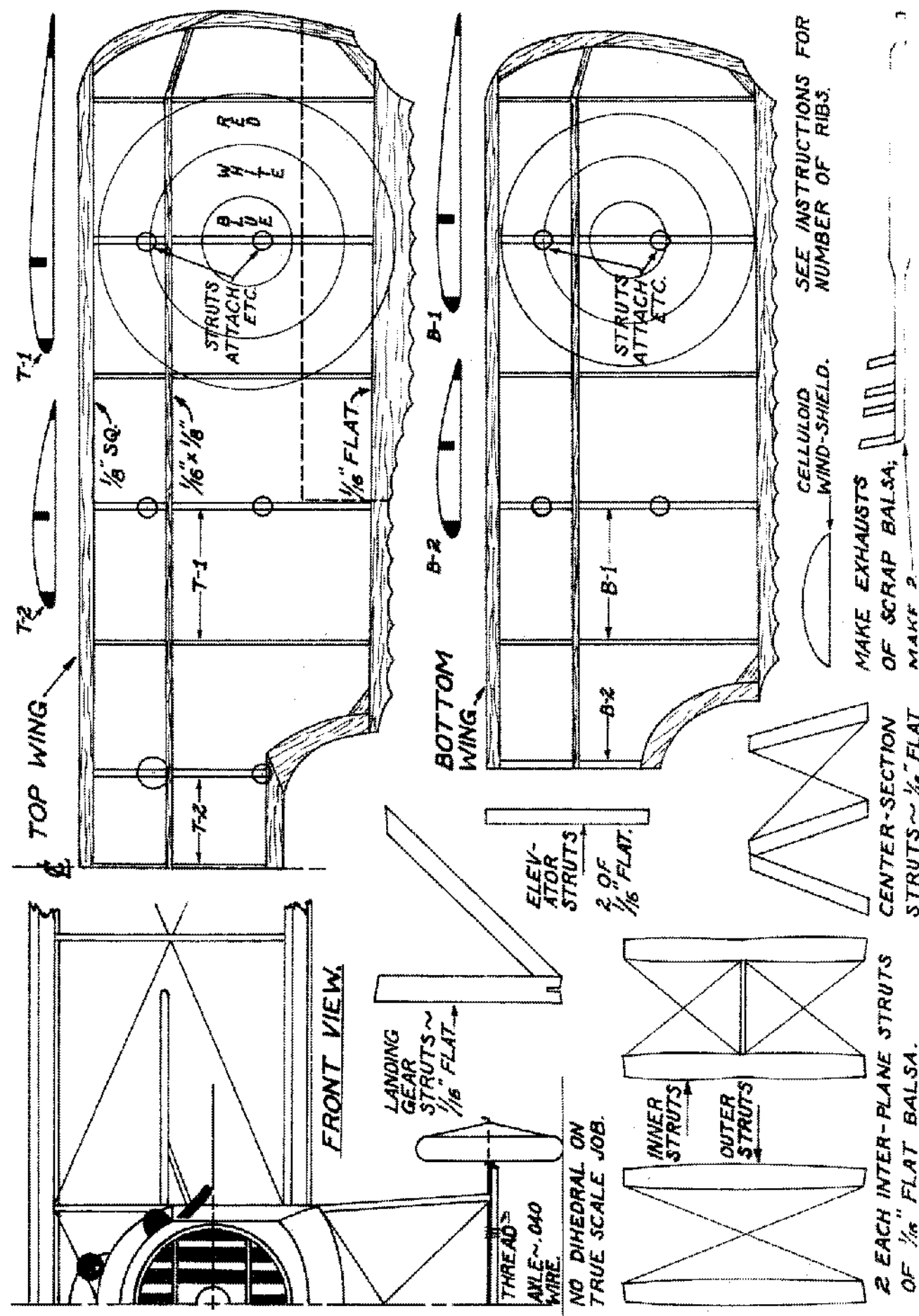
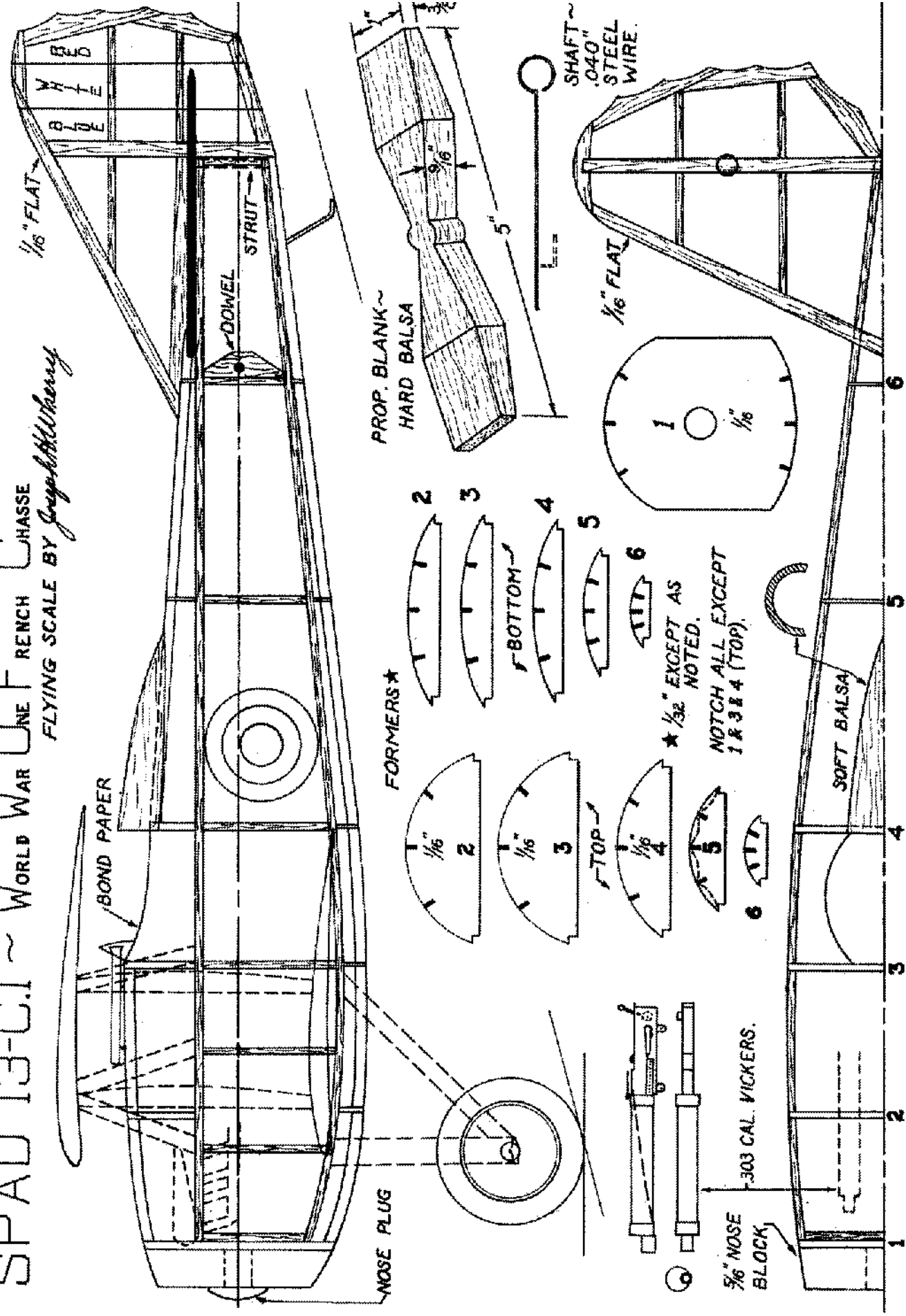
All,

On a sad note we need to report the passing of Danny Kane. Danny passed away from side affects of the agent orange that he was in when serving in Vietnam. We've sent a card from the club but should anyone want to express their condolences to Carole more privately her address is below.  
 Carole Kane  
 1036 Bexley Avenue  
 Marion, OH 43302  
 Mike

## Obituary for Daniel Kane

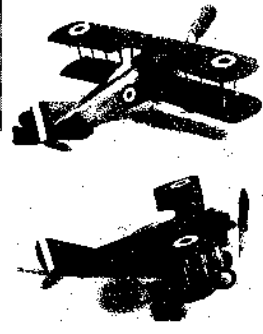
Daniel Thomas Kane, age 67, of Marion passed away early Tuesday evening at the Daniel Drake Center in Cincinnati, Ohio. Born in Chicago, Illinois on October 29, 1947 to Thomas and Irma (Posh) Kane, he married the former Carole Roberts on January 5, 2004 and she survives at home. He was a veteran of the United States Air Force and served during the VietNam conflict. Daniel had a passion for model aircraft and boats and was a member of many organizations dedicated to the hobby including the Academy Of Model Aviation, I.M.P.B.A., Cleveland Free Flight Society, Performance Model Boat Club, Dayton Model Boat Club, F.A.C. and N.M.P.R.A. among others. He leaves behind to cherish his memory his 7 children; Mary Arlene Kane, Daniel (Cathy) Kane Jr., Cindy (David) Palmquist, Kevin (Kim) Kane, Kathleen Kane, Robert (Beth) Catledge and Amanda Catledge, his brother; Tom (Lisa) Kane, his sister; Nancy (Dick) Ryan and his 3 grandchildren; Jack Kane, Nicole Kane and Zoey Catledge. In keeping with his family's wishes, there will be no services in Marion. A ceremony celebrating Daniel's life with military honors will be held in Muncie, Indiana with the date to be announced.

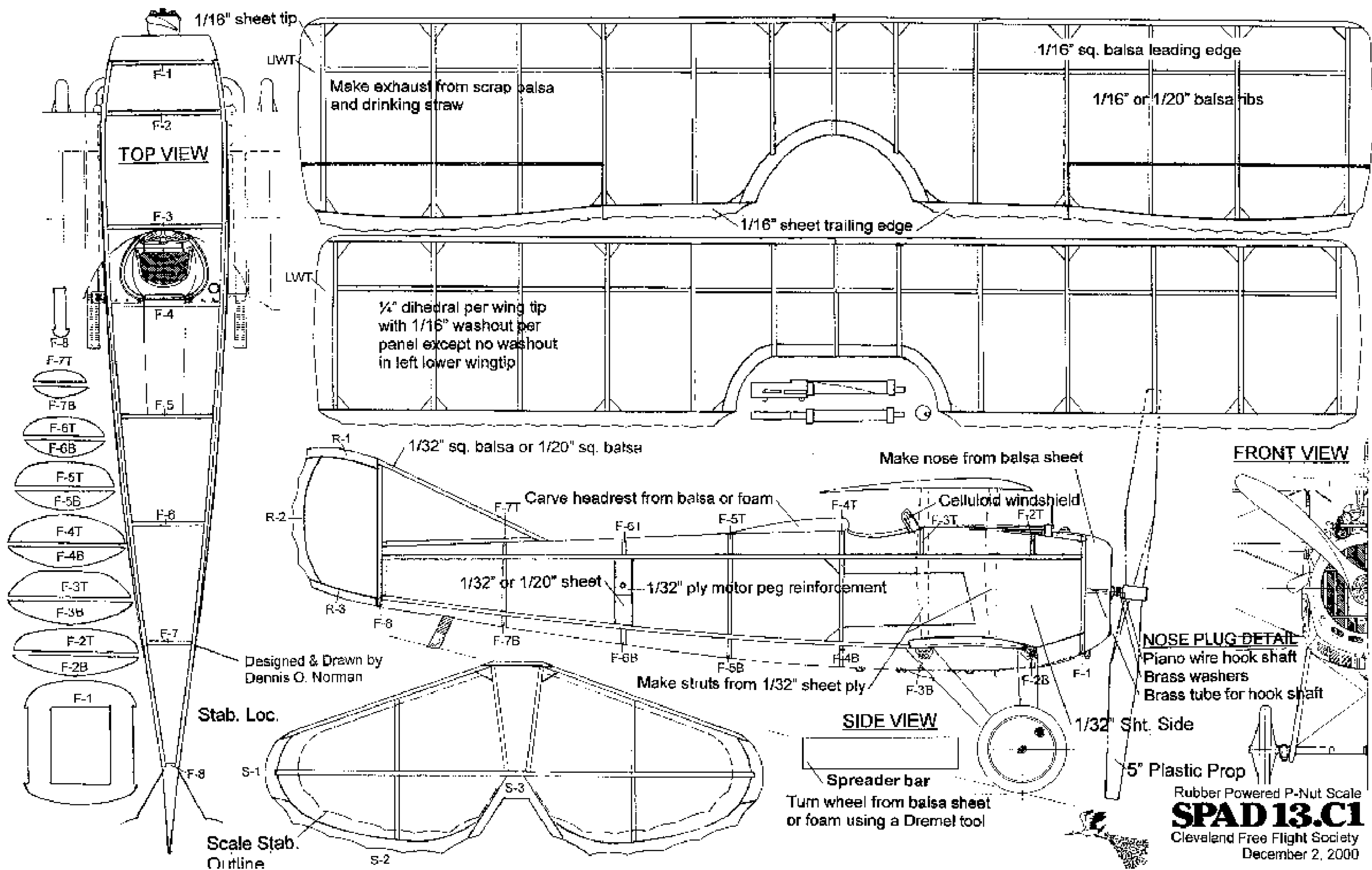
SPAD 13-C.1 ~ WORLD WAR ONE RENCH CHASSE FLYING SCALE BY Joseph H. Wherry



MODEL SPAD 13

BY JOSEPH H. WHERRY  
 MODEL AIRPLANE NEWS  
 1917-1918





1/16" sheet tip

1/16" sq. balsa leading edge

Make exhaust from scrap balsa and drinking straw

1/16" or 1/20" balsa ribs

TOP VIEW

1/16" sheet trailing edge

1/2" dihedral per wing tip with 1/16" washout per panel except no washout in left lower wingtip

1/32" sq. balsa or 1/20" sq. balsa

Make nose from balsa sheet

Carve headrest from balsa or foam

Celluloid windshield

1/32" or 1/20" sheet

1/32" ply motor peg reinforcement

Make struts from 1/32" sheet ply

SIDE VIEW

NOSE PLUG DETAIL

- Piano wire hook shaft
- Brass washers
- Brass tube for hook shaft

1/32" Sht. Side

5" Plastic Prop

Turn wheel from balsa sheet or foam using a Dremel tool

Rubber Powered P-Nut Scale

**SPAD 13.C1**

Cleveland Free Flight Society

December 2, 2000

Designed & Drawn by Dennis O. Norman

Stab. Loc.

Scale Stab. Outline

S-2

- F-1
- F-2
- F-3
- F-4
- F-5
- F-6B
- F-6T
- F-7B
- F-7T
- F-8
- F-1
- F-2B
- F-2T
- F-3B
- F-3T
- F-4B
- F-4T
- F-5B
- F-5T
- F-6B
- F-6T
- F-7B
- F-7T
- F-8