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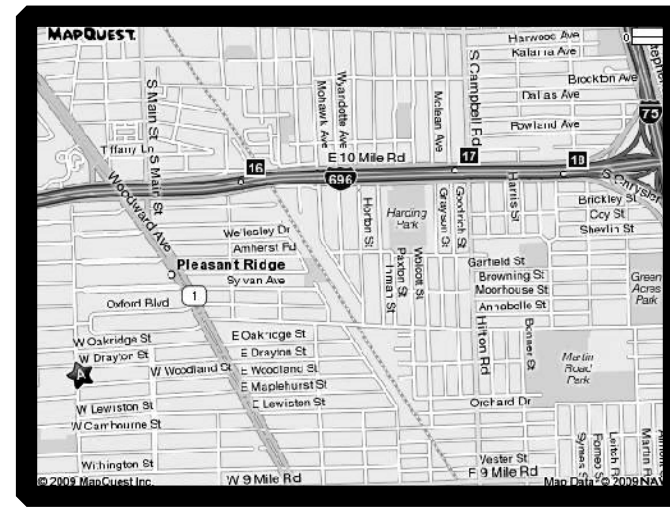
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Cloudbusters Model Airplane Club
976 Pearson St
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The Cloudbusters meet at 8pm. on the third Tuesday of the month at Drayton Ave. Presbyterian Church 2441 Pinecrest Avenue Ferndale, MI 48220 The meeting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

Be sure to visit our web page to get the winter 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.

1939-2014
SAFETY FOR MEMBERS
GOVERNORS

Cloudbusters NEWSLETTER

Cloudbusters Model Airplane Club of Michigan, Inc.

Our 75th Year

Sept/Oct 2014



The 2014 National Model Aviation Day (NMAD) Wounded Warriors Project Fundraiser at Ultimate Soccer Arenas on Saturday August 16 was a complete success. Last year's donation total was surpassed. We even received a Special Tribute from the Governor's Office recognizing the day.

This mid summer activity is unique because all of the flying was done indoors. Thanks to the generosity of Ultimate Soccer Arenas there were separate fields dedicated to Free Flight, R/C and FPGs (Foam Plate Gliders). Let's start with the FPGs.

In anticipation of the publicity obtained by my interview on the Frank Beckmann show on WJR I approached Ross Wegrzyn-Jones to see if his 4 daughters, Arynne 15, Riley 13, Jorja, 11 and Yvette 9 would run the FPG Kid's Program. After letters to the young ladies, a conference call and sending them samples they (including Ross since he had to drive from Lansing) agreed to participate. The ladies really turned on their creative juices to come up with a unique way to allow the young participants to build, customize and fly their gliders. Take a look at the enclosed photos. The girls are accomplished R/C pilots as well. The FPGs and computer flight simulator were donated by Michigan Aerospace in Ann Arbor. My son Chris works there. He was missed this year as he was on assignment in Phoenix testing an experimental laser system on board an equally experimental 757. After completing the NMAD event I was privileged to fly out to join Chris (he is my boss on this project) as we climbed to 41,000 ft. and then descended at almost 1 mile a minute during the tests over the Grand Canyon. We got back in time for Chris to fly the closing act at the Oakland International Airport Open House in



Waterford. His flight was spectacular. See picture of his 35% Extra.



My wife Paula and Fred Engelman took care of pilot registration and greeting visitors.

As expected, the public came out in force and kept the FPG program and the simulator busy all afternoon.

This year programs were added for the flying participants. West Michigan Park Flyers did flight demos of their products and then held building seminars demonstrating the use of Foam Tac Adhesives.

John Hoover of Aspect Aviation (a.k.a. Flight Line Hobby in Lake Orion) demoed 2 of his foamies. A.J. Jaffe of Experience R/C did an outstanding heli demo that took crowd's breath away. I did a program detailing using vinyl sign material for decorating aircraft. This was based on the article I wrote for Model Airplane News.



Bill Brown, Denny Sumner, Mark Freeland (Retro R/C) and I did a high speed (tongue firmly in cheek) race between Red Bull Pylons with our Antoinettes and similar antique aircraft to the theme from The Magnificent Men In their Flying Machines. These large (4 ft. wingspan) aircraft fly at a blistering slow walk pace at full throttle.

Swap Shop tables were made available at no charge. Also added this year was a friendly competition for the Best Monoplane, Best Multi Wing and Best Multi Motor. George Maiorana won the Best Monoplane with his magnificently executed patriotic Mini Osiris. Denny





Sumner came in second with a pair of wonderful miniatures built from Stevens Aero Models kits. Mike Welshans won the Best Multi Wing with his wonderful Waco.



ALL PROCEEDS GO TO



Everything associated with the event was donated so ever dollar collected was donated.

Thanks for their generous contributions go to:

Ultimate Soccer Arenas	Beacon Adhesives	Model Airplane News
Hobbico	Dave Brown Products	Electric Flight
Horizon Hobby	Iritec	Merlin Glow Plugs
Castle	Nankin Hobby	Retro RC
Flight Line Hobby	Park R/C Models	West Michigan Park
Prop Shop Hobbies	Experience RC	Flyers

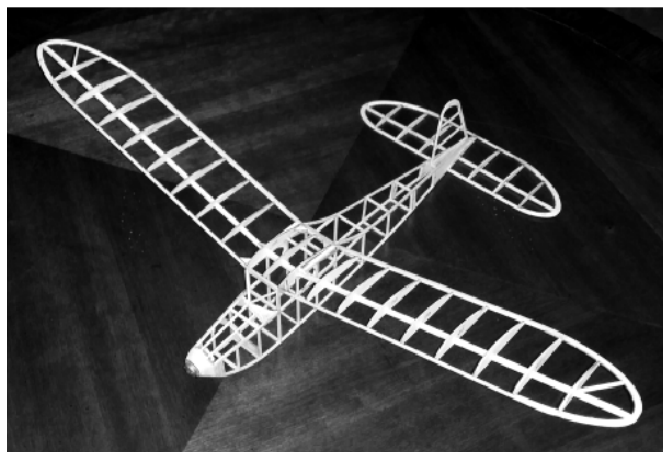
Article By;
Joe Hass - 248-321-7934 - joehass@gmail.com

The Wisp From Last Issue

Find attached a photo of my Wisp bones. I have found 3.5 errors in the laser-cut parts.

1. F2 - for the side windows - is too tall. I cut a small section out of the narrowest part and proceeded.
 - 2 & 3. F5 and F5a are both too wide for the fuselage. Trim as required.
 - 3.5. pieces C1 are too thin at the top of the cowl.
- These are minor issues that will be fixed when the Short Kit is finalized. I am putting a Gizmo Geezer nose button on mine. Also, I will be trying a pop-up wing DT. Shortly, I will have 8" Superior Prop Blanks made to the plan specs. However, the calculated pitch is about 7. This is close to the P/D ratio found on the plastic 8" Peck prop. So pretty much any plastic prop should do just fine.

--george



Presidents Notes

First off, on a very sad note, we have to report the passing of both Dan Olah, our long time Cloudbuster Treasurer and of Doris Wunsche, the widow of Cloudbuster Fred Wunche. Doris had remained close to Cloudbuster's since Fred's passing and donated all of Fred's kit collection to the club. Sadly she passed away peacefully in her sleep in August. Dan passed away from brain cancer earlier this month.

The October meeting is the meeting that nominations are made for officers for the next year with the voting taking place at the November meeting. Keep in mind that some of the officers could be developing burn out and think about accepting a nomination. One night per month for part of the year doesn't kill anyone and if you're not there for whatever reason another officer takes on your duties.

October and November are also the months to turn in your nominations for Cloudbuster perpetual awards. Think about deserving members for the Bill Adams (service to Model Aviation), George Lewis (service to the Cloudbuster'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.

October 30th is also the cut off for your Ron Sears "Top Gun" trophy results for 2013/2014. Remember that you get accumulated points for contest results as follows. 1st place = 3pts, 2nd place = 2pts and 3rd place = 1pt. You don't have to think you were the winner to turn in your scores. Turn them in so you can be recognized in the Newsletter and on the Website. Remember this hobby is about having fun, not just winning.

Fair skies and tailwinds, Mike

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

SPAD SPAD SPAD

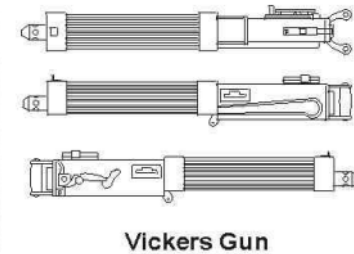
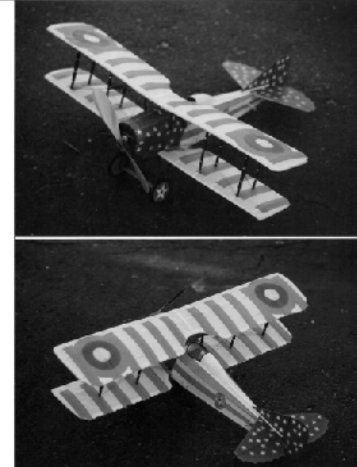
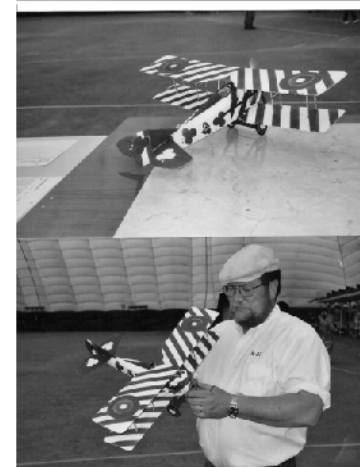
You want a challenge? Build and Fly a Spad XIII. The first challenge will be deciding what size. This issue we have two for you. A dime scale version at 16 inches and a peanut scale at 13 inches. I have built and flown three of the peanuts, but this was in my early days of peanuts and they were almost to scale with the weight. I did blow the peanut plan up to 24 inches, and with a few slight modifications built them rather light. I had one fly over Pete Azure's head at the golf dome in Flint. He ducked, then jumped and exclaimed ^@#\$(. I thought he feared that mass of mine hitting him, but he simply stated that he had never seen a Spad in the air before. They can fly.

Your next major decision, what color to make it. You have a lot, I shall repeat, a lot of choices. From camo to really wacked out color schemes, heck, you could spend days or weeks just looking at the schemes. Heck, you even have to decide what country you want it to be from.

There are a few things that I must point out. This is not an endurance model. It is a challenge. You must add the scallops on the wings or it will not be a Spad, even if you build the dime scale one, add the scallops. Pay attention to the instruments, do not use the paper cut out instrument panel, or it will not be a Spad. If you must, add some dihedral, there was none in the full scale, and my Chambers Spad 24 inches had none, it still flew. Take some time on the machine guns. They are in full few, and beg for details.

Take your time. There are more plans for this wonderful machine coming in the next issue of this newsletter. There will also be pics, 3-views, and other great things posted on the Cloudbuster Web site.

Chris A. Boehm



Vickers Gun

GONE WEST

Daniel John Olah

July 18, 1937 - September 26, 2014

Daniel John Olah was born July 18, 1937 in Detroit to Daniel Olah, Jr. and Elizabeth Beregszaszy. He was raised in the Hungarian neighborhood of Delray and graduated from Southwestern High School in 1955. He and Sandra Gill were married in June 1965 in Royal Oak. He and his family lived in Pleasant Ridge for 10 years, then made Huntington Woods their home since 1976.

He attended Wayne State University, and received a bachelor's degree in Geology from Michigan State University and in Metallurgical Engineering from the University of Michigan.

Dan was a member of the American Society for Metals and worked as a metallurgical engineer and laboratory supervisor at various companies in Oakland and Macomb counties. He retired from Borg-Warner Automotive in December 1998 after 23 years. He was a member of First Presbyterian Church of Royal Oak for 60 years and memorials can be directed to the church (529 Hendrie Blvd., Royal Oak, MI 48067).

Dan was a master fix-it and handyman, enjoying time in his workshop on everything from casting tin soldiers, building model airplanes, constructing bookcases and other furniture, and repairing cars. He and Sandra belonged to many clubs and groups over the years, including bowling and square dancing (members of Clawsonaires Square Dance Club for over 20 years), as well as serving at various times as a deacon, elder, Holy Handyman, and trustee at their church. He was also a member of the King's Men choral group at the church for many years.

He had a love of travel and seeing as many new places as possible. Through family camping trips, work travel and sightseeing tours, he visited all 50 states, most Canadian provinces, and at least 18 other countries. His other hobbies included flying model airplanes, fishing, hunting, conducting family genealogy, studying astronomy, collecting model trains, serving as a public access TV cameraman, and going to air shows and vintage aircraft museums. He also enjoyed spending as much time as possible with his two grandchildren.

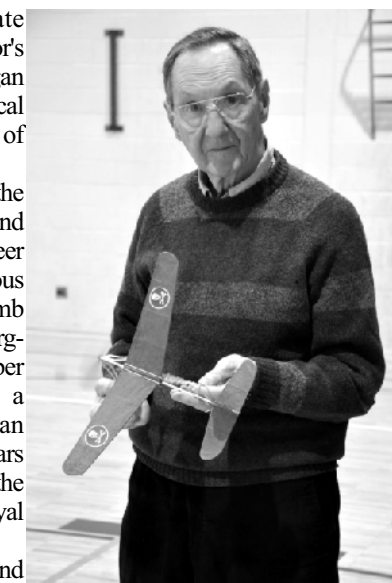
Daniel was preceded in death by his parents, Daniel Olah, Jr. and Elizabeth Beregszaszy, and stepfather Walter Forthoffer.

He is survived by his wife Sandra; children Mary (Paul) Schlottman and Christine Olah; grandchildren Evan and Emma Schlottman; sister Elizabeth (James) Barta; niece Diana Gill; nephews David Gill, John and Alex Barta; and grand-nephew Grayson Gill.

Funeral Information

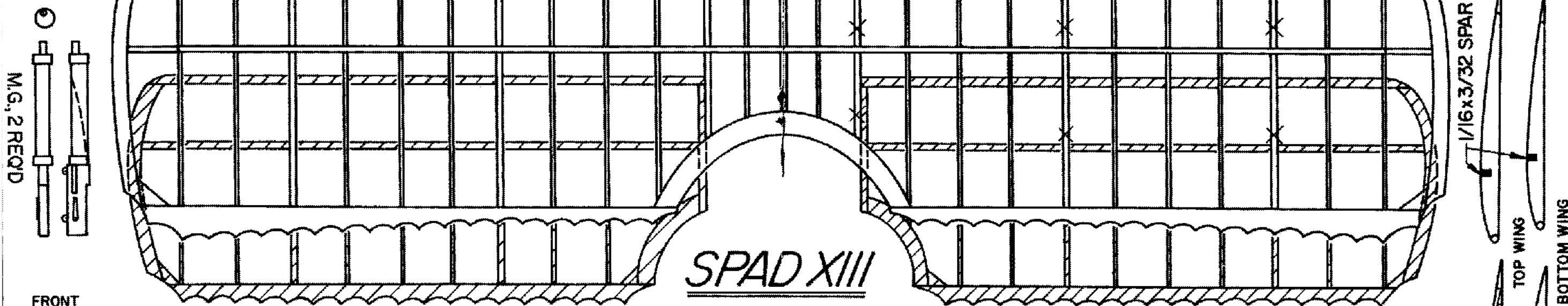
A committal service at White Chapel Cemetery was privately held by the family.

A memorial service for Daniel was held at the First Presbyterian Church of Royal Oak, Friday, October 3, at 11:00am.

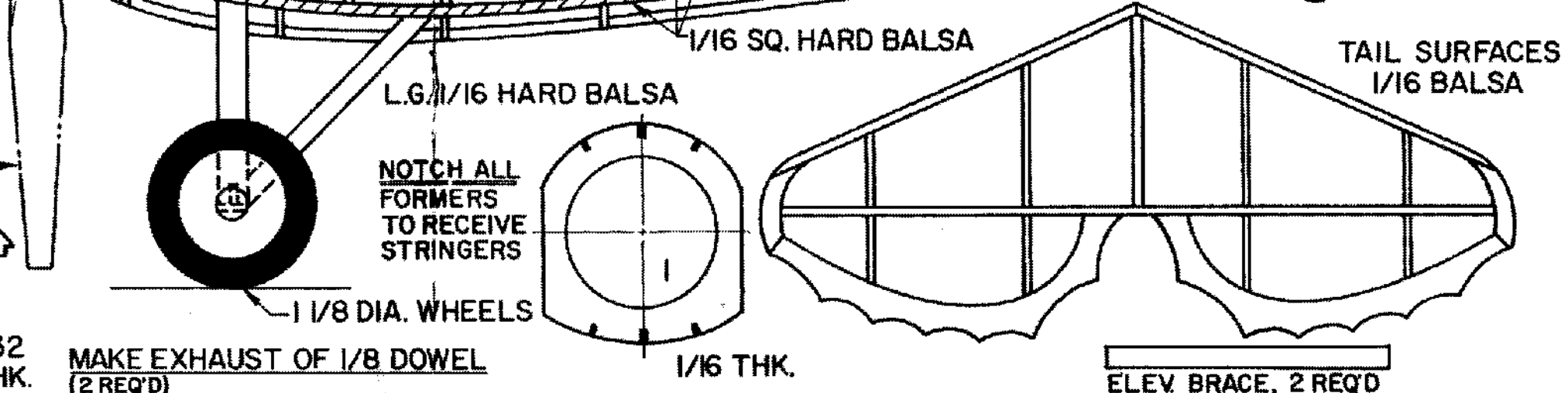
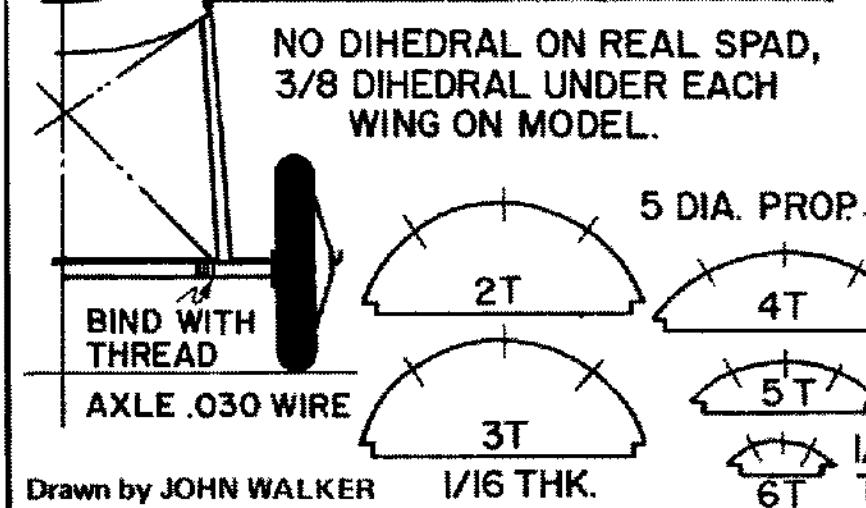
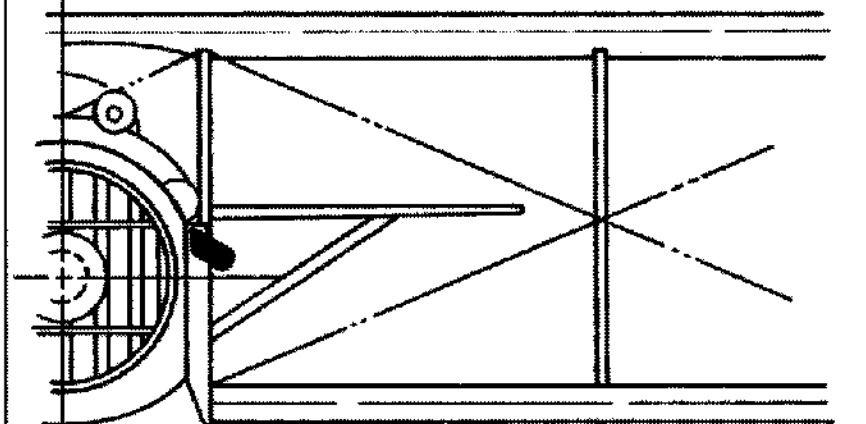
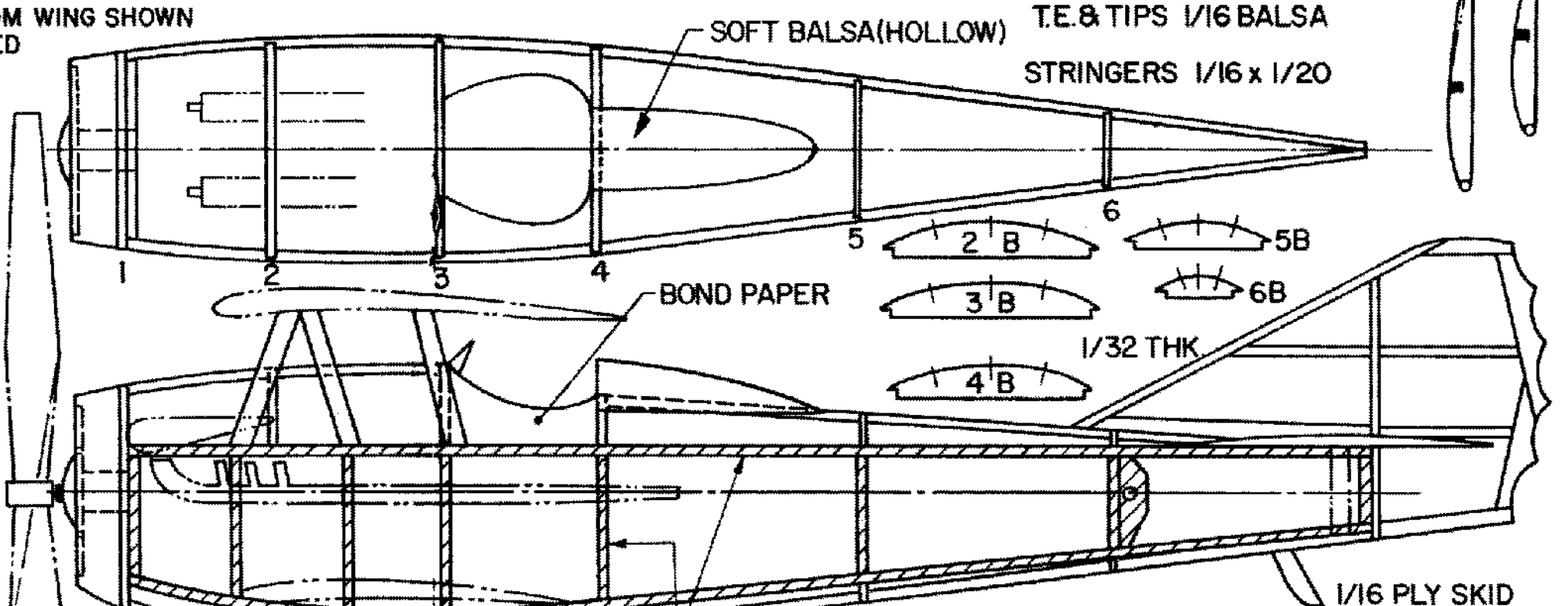
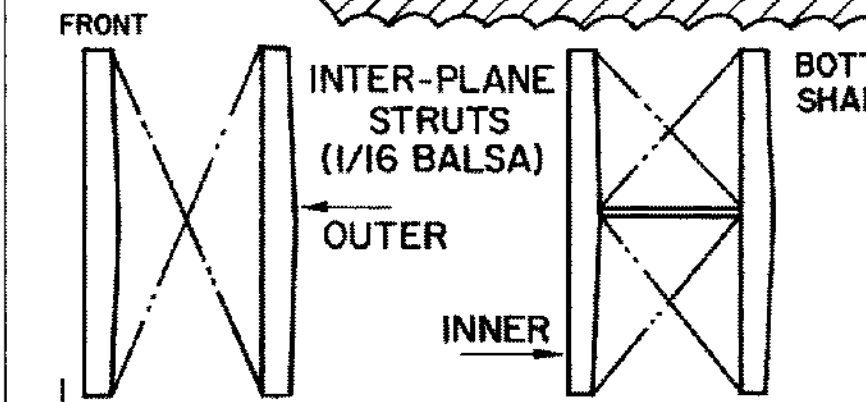


RIBS 1/32 THICK EXCEPT WHERE STRUTS ARE ATTACHED. THESE ARE 1/16 THICK

1/16 DIA. DOWEL LEADING EDGES



SPAD XIII



Drawn by JOHN WALKER

1/16 THK.

1/32 THK.

MAKE EXHAUST OF 1/8 DOWEL (2 REQ'D)

1/16 THK.

ELEV. BRACE, 2 REQ'D

A WWI Favorite: THE SPAD XIII

A particular airplane can be so well known and popular that it gets completely overlooked! Reprinted from the March 1976 Model Builder.

The Spad XIII was preferred by such famous Allied aces as George Guynemer, Rene Fonck, Eddie Rickenbacker, Frank Luke, Phineas Pinkham and G-8, because it was a solidly built fighter that did not shed wing fabric in a long dive, as did the more lightly built Nieuports. Sixteen pursuit squadrons of the AEF were equipped with Spad 13s.

Designed in France by the Societe pour Aviation et ses Derives (headed by Louis

Bleriot), the fighter was developed from the earlier Spad A.2 and Spad 7.

The craft had a span of 26 feet 11 inches, a length of 20 feet 8 inches, and was powered by a 200-horsepower Hispano-Suiza engine. It is thought to have been the first French plane fitted with twin synchronized machine guns.

Spad 13s flown by Guynemer and Fonck were fitted with a single-shot 37mm cannon that fired through the hollow

propeller shaft. Top speed was 130 mph at 6,500 feet, with a maximum service ceiling of 22,300 feet.

After the war, many of the 8,500 Spad 13s that were produced could be found in flying services around the world (including the U.S.) as first line fighters, well into the 1920s.

BUILDING THE MODEL

Mount the plan on a flat building board.

Protect it with clear plastic sheet. We save the leftover backing from MonoKote for this purpose.

Start by constructing identical fuselage sides from firm 1/16 square balsa. Hot Stuff or Zap CA adhesives greatly speed up construction. Assemble the finished sides starting at the nose. Make sure your work is square. We use aluminum blocks to keep the sides square during assembly.

Add the formers and stringers. Strengthen the area in the tail where the dowel holding the rubber will be mounted. One advantage of using Hot Stuff or Zap is that excess adhesive adds little extra weight, and is absorbed into the wood to make it stronger. Lightly sand the fuselage structure before covering. Bond paper or 1/64 balsa may be used around the cockpit area.

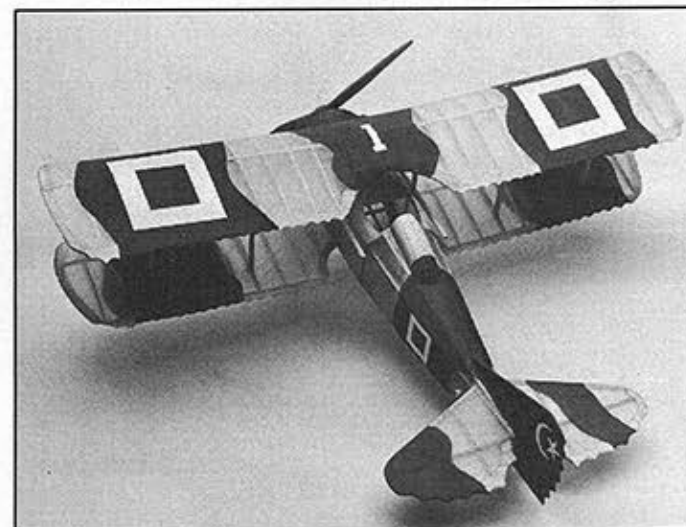
Construct the landing gear legs and cement them in place. Hard balsa or basswood should be used. Don't forget to round the edges of the landing gear struts before assembly. Williams Bros. vintage wheels were used.

Assemble the tail surfaces—keep them light. Remove sharp edges by careful sanding.

Last, but not least, we come to the wings. Use care so that they will be warp-free. Curved sections are shown on the plans cut from solid sheet wood, but weight can be saved by fabricating them from thin strips of balsa formed over cardboard patterns. They may even be formed from bamboo, if you want to track down the wood. We found that some shoe stores use a good grade of bamboo strip to hold display shoes in shape.

Cover the model, using your favorite technique to attach the tissue. Shrink the tissue with water or rubbing alcohol. When thoroughly dry, apply two coats of thinned, plasticized nitrate dope. The camouflage on our model was added using colored dope.

THE SPAD XIII



Since Spads were used as first-line fighters by many countries after WWI, the author did up his model in Turkish Air Force markings. Camouflage was done with colored dope. Those scalloped trailing edges require some extra effort, but really look great on the finished model.

Since Spads were used by many flying services after the Great War, we selected and added Turkish insignia to our model. The center square is red and is outlined in white. The center was painted using dope. The outline was made from white trim MonoKote. The moon and star on the rudder were also cut from trim MonoKote.

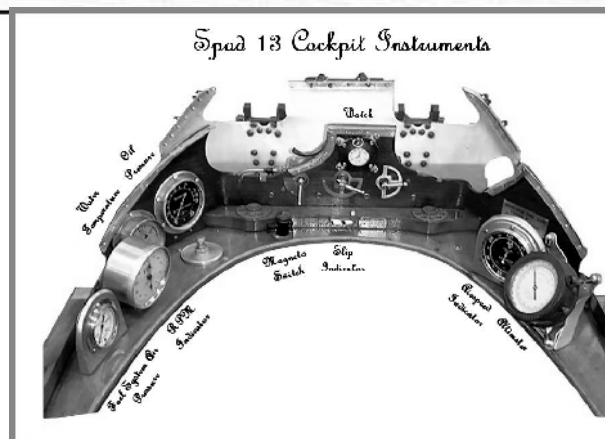
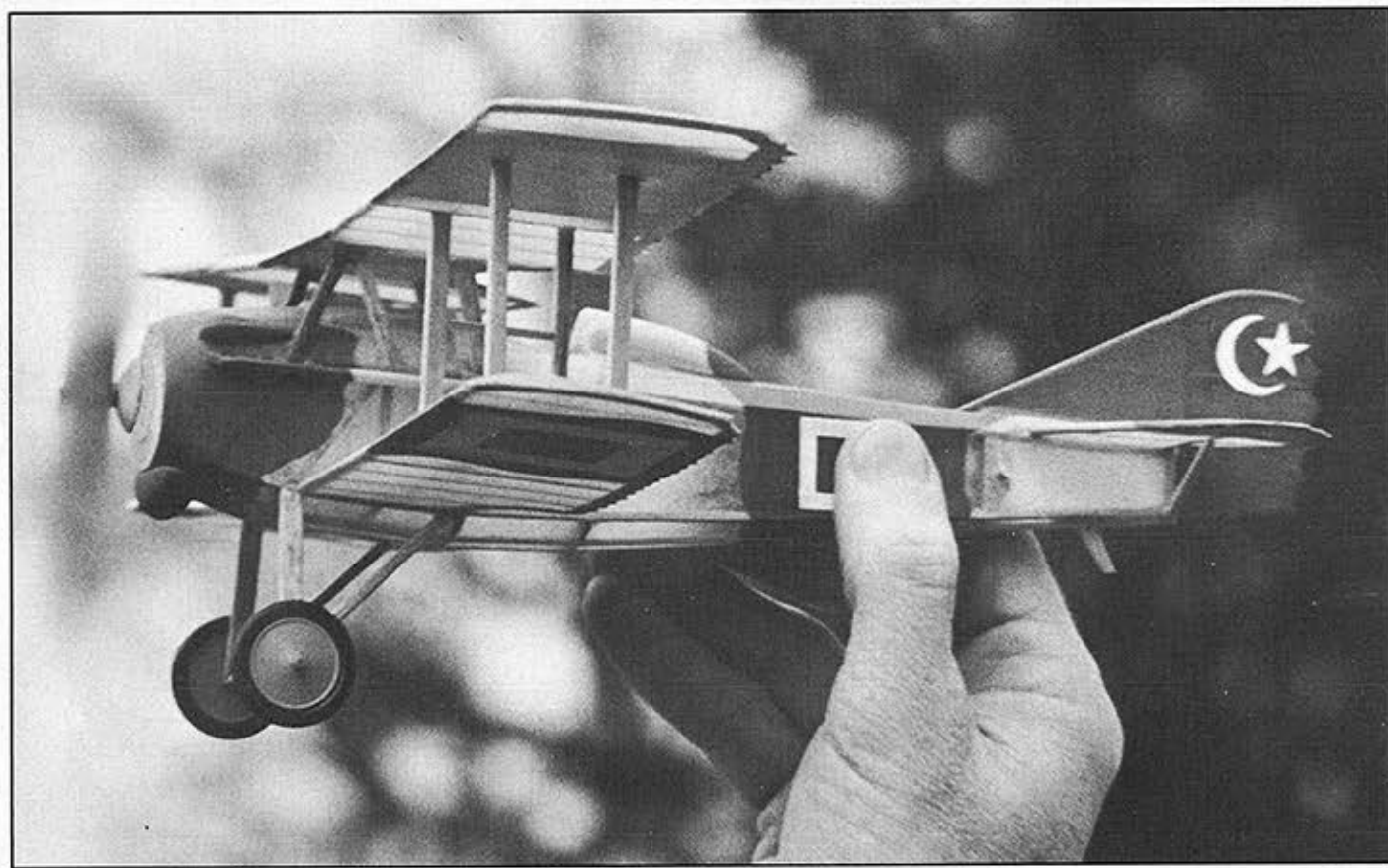
Assemble the wings and tail surfaces to the fuselage. When we built our first biplane waaaay-back when, the local club expert told us to build in a bit more incidence into the lower wing than in the top wing. Apparently this causes the lower wing to stall first—the plane remains a relatively stable high-winger. Keep in mind that a carefully aligned and rigged airframe is one secret of successful flight.

Two wings produce a considerable amount of lift, so more weight than usual is required in the nose of a biplane. A propeller carved from basswood is the easiest way to get this weight.

Where can you get basswood and have it cut to outline shape? Visit the Industrial

Arts department of the local junior high school. They usually have basswood, and the instructor will cut you enough prop blanks for 10 years of model building by just coming in with a few of your models and talking to his classes.

Use the "old tall grass" bit for test-gliding your model until it is trimmed out. We used one loop of 3/16-inch rubber for power, which provided enough oomph to permit the model to R.O.G. (rise off ground). You might have to use more or less power depending upon the weight of your model. Have fun with your Spad XIII! MB



Please do not put an instrument panel in your Spad like on the Comet kit plan! Contact your humble editor, Chris at merlin236@comcast.net or go to cloudbustermac.tripod.com/ for pics of all of the instruments.