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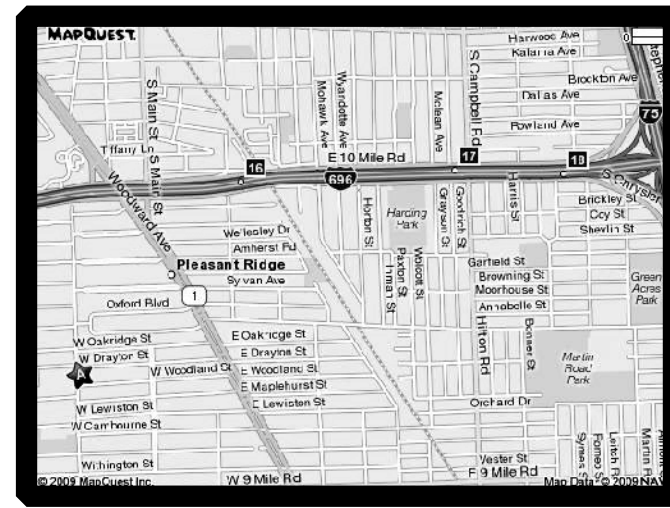
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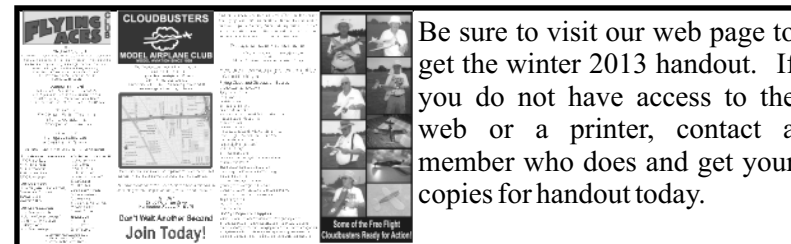
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Cloudbusters Model Airplane Club  
976 Pearson St  
Ferndale MI 48220



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.



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  
CLUB MEMBERS



# Cloudbusters

# NEWSLETTER

Cloudbusters Model Airplane Club of Michigan, Inc.

Our 75th Year

July/Aug 2014

## Cloudbusters Model Airplane Club take to the sky above Flint's Broome Park

FLINT, MI – The sky above Broome Park in Flint could barely contain the vast amount of model airplanes soaring through the air Sunday, July 5 as the Cloudbusters Model Airplane Club hosted its fifth annual airplane contest and picnic.

Cloudbusters, a Michigan model aviation club that has been flying model airplanes since 1939, set up the flying area in the open fields of the park and spent the day teaching visitors new to the hobby what it's all about and trying out new model designs.

New to the club, Clinton Township resident Bud Marzolf wound up his hand-made free-flight airplane as he prepared to unleash it on the sky.

"You can't direct a free-flight plane," Marzolf said. "They go where they go. Where ever the wind takes them."

Planes are typically judged on how long they stay in the air and not how far they go.

Many of the hobbyists in the park said the best kind of plane they can build is one that will simply hover in the air for as long as possible without going far so they won't have to chase the model down when it lands.

"I've had a few fly as Applewood Chevrolet from here," said club member Chris Boehm, of Grand Blanc, as he watched one of his planes disappear into the horizon.

While there are kits people buy to build these shrunken down marvels of modern aviation, many of the avid flyers choose to download schematics off the internet and make theirs from scratch.

Many of the more intricate hand-made models did exceedingly well, hanging in the air for what seemed like an eternity.

Battle Creek hobbyist George Bredehoff said he has been building semi-to-scale models of airplanes and flying them since the '80s.

"I've been coming to Flint to fly for years. This park has a lot of space," He said.

Along with the rubber-band powered and hand toss planes, Control Line planes constrained to steel cables soared through the sky as flyers controlled them from the ground.

"You fly these until they run out of fuel," said Troy flyer Bob Morse. "You get about five minutes of flight time for four and a half ounces of fuel."

As the day progressed, more flyers arrived at the park, ready to show what their models could do. But as the flyers showed, the natural enemy of the models showed up as well: the wind.

When the wind picked up, it sent many planes flying off into the distance or into the ground after a brief few seconds in the air.

But with the wind did have a benefit, ushering in warm air that created thermal pockets that sent planes back into the sky to continue their flights.

"Sometimes, just when you think it's coming down, it hits a thermal and gets pushed back into the air," Boehm said. "They really help add more flight time when you need it."

Nathan Clark | nclark1@mlive.com By Nathan Clark | nclark1@mlive.com

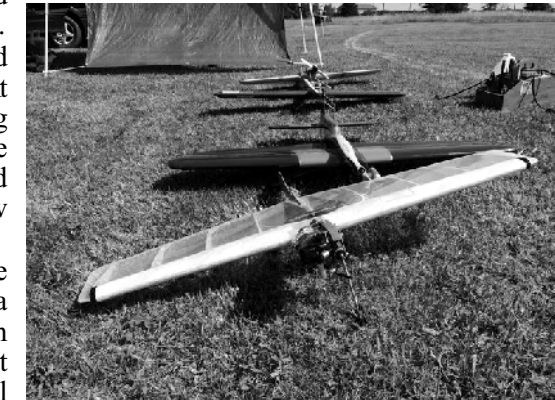


Photo by John Bush

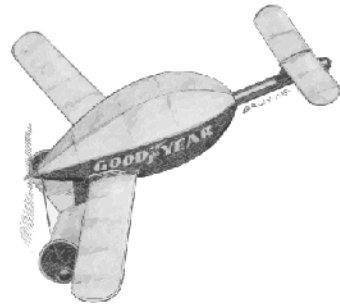
# CLouDBUSTERS



**MODEL AIRPLANE CLUB**  
MODEL AVIATION SINCE 1939

## 2014 Flying Aces Club Outdoor Championships

A.M.A. Flying Site - Muncie Indiana  
Sept 11 & 12 8:30 AM to 4:30 PM  
A.M.A. Sanction #14-198 (Field #4 use confirmed)



CD Ralph D. Kuenz – rdkuenz@yahoo.com

Co-CD Winn Moore – winn\_moore@yahoo.com

### EVENTS

#### Thursday 9/11

- #2 FAC Scale\*
- #3 FAC Jumbo Scale\*
- #5 FAC Power Scale\*
- #1 FAC Peanut Scale
- #7 Golden Age Scale
- #99 One-Design Comet Piper J-5
- #19 Embryo Endurance (ROG) \*\*\*\*
- #25 WWI Dogfight\*\*
- #14 OT Gas Replica
- #11 OT Rubber Fuselage (ROG)
- #23 Greve Race\*\*
- #17 No-Cal Profile Scale

#### Friday 9/12

- #2 FAC Scale\*
- #3 FAC Jumbo Scale\*
- #5 FAC Power Scale\*
- #29 Half Size Wakefield (ROG)
- #10 OT Rubber Stick
- #6 Low Wing Trainer
- #98 AMA P-30 \*\*\*
- #24 Goodyear/Formula Race\*\*
- #16 FAC Dime Scale
- #26 WWII Combat\*\*
- #22 Thompson Trophy Race\*\*
- #97 GHQ Peanut\*\*\*\*\*

Schedule changes due to inclement weather are at the discretion of the CD.

All planes for scale judging (events 1, 2, 3, & 5) must be turned in by 12:00 noon on Thur. 9/11 for both days events.

All Models (except for events 1, 2, 3, & 5) must pass Compliance Check (initialed "First Flight" time slip) for event rules & PPLC.

A Compliance Check official will be at the Officials canopy from 8:30 AM – 4:30 PM both days.

Posting of flight times or Mass Launch entry requires an initialed "First Flight" timing slip.

O.T. rubber times must be turned in by 3:00 PM for fly-offs (Will be Mass launch or target time).

\*These judged events will be flown both days. Judging however, is on Thur. 9/11 only.

\*\*Mass launch. Compliance Check (initialed "First Flight" time slip) required for entry. Launch times will be posted at sign-up sheet.

\*\*\*This event flown to current A.M.A. rules (not Kanone worthy).

\*\*\*\*Embryo models built from a Dave Stott published plan will receive 15 additional bonus points

\*\*\*\*\*Flown to original GHQ Peanut Rules. (see Cloudbuster website & Contestant packet)

One-Design event is flown to Golden Age rules for models built from the Comet Piper J-5 plan. Permitted modifications came with the plan in 2013. (plan and mods on the Cloudbuster web site Cloudbustermac.tripod.com)

**\$25.00 Entry fee includes all events. Trophies (Laser Etched Glasses) awarded to third place.**

**All entrants must hold valid A.M.A. or M.A.A.C. license (May purchase A.M.A license on site or at A.M.A. HQ).**

**Entry includes:**

A. Complimentary Theme "T" Shirt (circle size on your early entry form to insure availability)

B. The Theme Model plan, "Hung Aereon" (the One-Design model for 2015)

is available on the Cloudbuster web site or as kitted by EasyBuilt Models.

Note: Additional Theme "T" shirts will be available for \$10.00 after 2 PM Thursday 9/11.

**EVENT SPONSORS ARE WELCOME. (SPONSORSHIP \$40 /EVENT)**

**Sponsors will receive a special "T" Shirt and be recognized when trophies are awarded.**

**(Bring something from your excess model "stuff" for the raffle.)**

Registration: Make checks payable to Cloudbuster MAC and mail to Ralph Kuenz 46127 Hampton Dr. Shelby TWP, MI 48315  
(Mail before 7/15 to insure "T" Shirt size.)

Name \_\_\_\_\_ A.M.A. # \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_ "T" Shirt size S - M - L - XL - 2XL

### GHQ PEANUT SCALE RULES

1. Open to any scale model of not more than 13 inches wingspan.
2. Flight score determined by total of three official flights.
3. There will be no maximum flight time.
4. All models must be covered with Japanese tissue or equivalent.
5. All surfaces must be double covered, unless the real ship was single covered.
6. Planes with retractable gear may be built with the gear represented in the up position with no penalty.
7. Proof of scale must be presented for scale points,

#### SCALE POINTS

**A) COLOR**  
reasonable effort to use tissue and/or dope to simulate realistic coloring..... 3 points

**B) MARKINGS**  
civil registration and striping or military insignia, serial numbers, squadron markings, etc ..... 3 points

**C) DETAILS**  
struts, cowls, cylinders, pilots, rigging, armament, steps, windshields, exhausts, control surface outlines, and other outstanding details shall be scored as:

STARK -----	minus	3 points
LAX-----		0 points
GOOD-----		3 points
GREAT-----		6 points

8. Scale score determined by multiplying scale points by the first two digits of the best GHQ Peanut flight (total of three) score of the day.

**EXAMPLE:** If the best three flight total is 279 seconds, everyone's scale score is multiplied by "27".  
However, if only two digits comprise the top score (i.e.: 97 seconds) then only the first digit will be used as the multiplier and everyone's score will be multiplied by "9".

9. Highest total of flight and scale points wins.

10. Ties broken by single fly off flight multiplied by 3 and the added to the scale score.

Reprinted from the 2010-2012 Flying Aces Club Rule Book.



**Cloudbuster Action**  
at the  
**2014 Picnic/Contest**  
as seen by the lens  
of  
**John Bush**





**Cloudbusters 5th Annual Picnic Report**

Sunday July 6, Cloudbusters held their 5th annual picnic at Stanley Broome Park near Flint, MI. As the event has grown each year we didn't know quite what to expect. Great attendance was had as we had 55 clubsters and guests show up to enjoy the flying, great company and Cloudbuster supplied lunch of Pizzas, Ribs, Wings, Salads, deserts etc. The furthest anyone traveled was Pat Murray who attended from Indianapolis, IN. We did have MI contestants that came from Battle Creek and Grand Rapids, all the way across the state.

There were a couple of RC demonstrations, lots of CL flying at the CL site across the field and our traditional FAC FF Contest. Unfortunately the wind was a bit on the brutal side (15-25 MPH) and held back some competitors who were saving their models for the FAC Nat's in Geneseo, NY later this month.

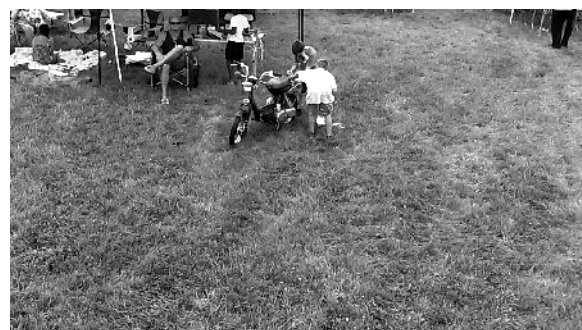
We did however run the contest, wind or no wind, and results for events where Kanone's were awarded are below.

- |  |  |
|--|--|
| Event #1 Peanut Scale<br>1st. Pres Brunning<br>2nd. Chris Boehm<br>3rd. George Bredehoft     | Event #20 Embryo Endurance<br>1st. George Bredehoft<br>2nd. Chuck Hickson<br>3rd. Jack Moses |
| Event #17 Dime Scale<br>1st. Mike Welshans<br>2nd. Jack Bredehoft<br>3rd. George Bredehoft   | Event #21 Jet Cat Scale<br>1st. Winn Moore<br>2nd. Pat Murray<br>3rd. George Bredehoft       |
| Event #18 No Cal Scale<br>1st. Jack Bredehoft<br>2nd. Mike Welshans<br>3rd. George Bredehoft | Event #22/23 Comb. Races<br>1st. Winn Moore<br>2nd. George Bredehoft<br>3rd. Pat Murray      |
| Event #19 Phantom Flash<br>1st. Pat Murray<br>2nd. Winn Moore<br>3rd. Chuck Hickson          | Event #27 WW-II Combat<br>1st. Chris Boehm<br>2nd. Jack Moses<br>3rd. George Bredehoft       |

**Food and Award Tent**



Picture taken by Cloudbuster Joe Hass with his new RC Drone  
Pat Murray Guarding his Chase Bike.



Picture taken by Cloudbuster Joe Hass with his new RC Drone  
L-R Bud Marzolf, Stu Weckerly (front), Bruce Thoms (back) & Pete Azure

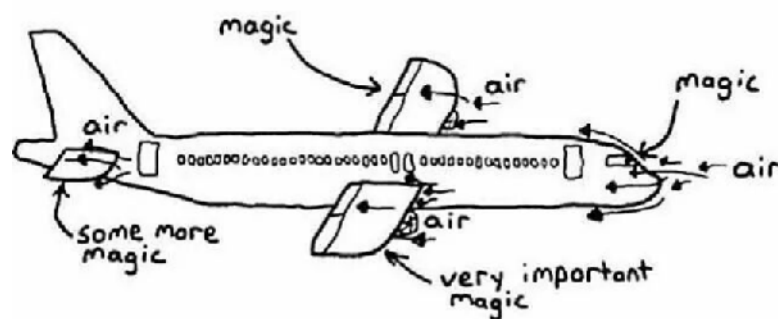


Picture taken by Cloudbuster Joe Hass with his new RC Drone  
L-R Stu Weckerly, Bruce Thoms (photographer) & Pete Azure

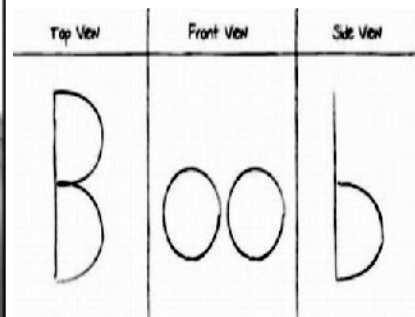


Article by: Mike Welshans – President

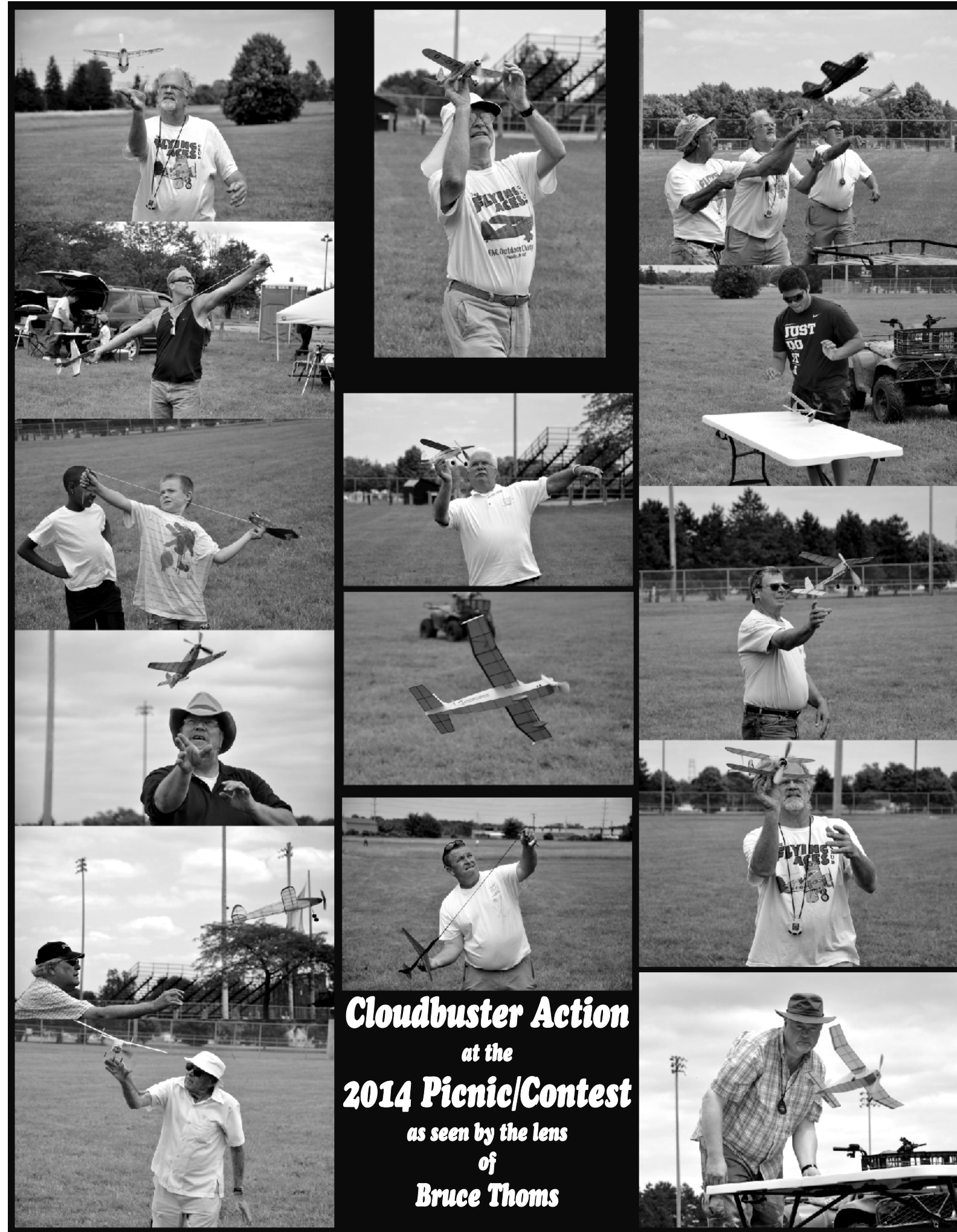
**how planes fly**



Received from a lady friend of Mike and Elaines  
How BOOBS Got Their Name



No need to thank us.... just trying to keep fellow modelers and friends informed and educated.



**Cloudbuster Action**  
at the  
**2014 Picnic/Contest**  
as seen by the lens  
of  
**Bruce Thoms**

# National Model Aviation Day



**Saturday, August 16, 2014  
Noon Until 4 PM**



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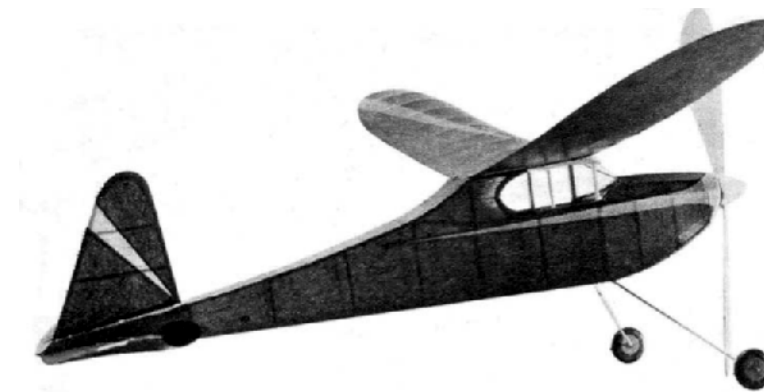
Joe Hass (248) 321-7934 joe\_hass@gmail.com

## THE WISP

A simple rubber driven cabin job that will give fine performance

by DAN HEALD

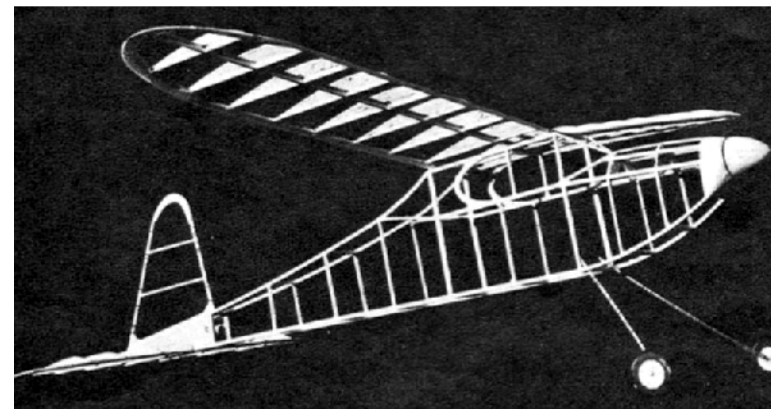
TOO many promising model builders are discouraged early because they can't make a rubber job fly. Usually they start on a so-called "flying scale" fighter plane, from which it is impossible to get any endurance anyway. Or they may get a small flying model kit which is sensationally advertised and yet, in most cases, won't fly well either because of poor design, thin wings that invariably warp, small tail surfaces that leave the model unstable, or tiny props and short motors that cut the motor run practically to nothing. We know how discouraging this can be to a beginner for we have seen it happen all too often. To remedy this situation, the Wisp was designed primarily for flying ability, second for ease of construction, and third for eye-appeal.



The outstanding flight characteristic of the Wisp is its steady, steep, turning climb. Unusually stable for so small a rubber job its flight is smooth and graceful. To attain this stability, the ample lifting stabilizer and rudder (set forward so it won't be blanketed by the stab while climbing) have a long tail moment arm. The lifting tail allows the c.g. to be farther back which in turn permits a longer motor. The short nose produces a nose-up couple, which together with the large prop and powerful motor accounts for the steep climb. With these features in mind, a simple box-type fuselage and constant-chord wing were employed to make construction as easy as possible. And to top it off we hope you'll agree that the result is a snappy, attractive little job! We aren't going to boast that it will climb two or three hundred feet and cruise half a mile because naturally so small a model couldn't possibly; but we do guarantee

that if he follows the directions carefully, even a beginner can get many inspiring, consistent flights from the Wisp.

Before actually starting construction read carefully the following directions, referring constantly to the plans and skeleton photo until every detail is clear. Every effort must be made to do a careful, accurate job. Your extra effort will be rewarded by a really slick looking model with all the more flying ability.



Since the fuselage will take the most time to build, let's get that done first. It is important that you obtain some medium-soft 3/32" square balsa; do not substitute pine or harder or larger sizes, for a small model cannot carry the extra weight. Lay these longerons down, steaming the top one aft of the wing to take the curve. The bottom nose longeron from landing gear forward should be cut from scrap 3/32" sheet. For the uprights, cut the square stock down to about 3/32" x 1/16" (see skeleton photo) to reduce unnecessary weight; every little bit really adds up. Fill in the tail with 1/16" sheet, cutting out space for the stabilizer. Put in window former of 1/16" sheet. Be sure the joints are all securely glued. Take out the pins, lay down another piece of waxpaper over the first side and construct an identical second side. Let them dry thoroughly before removing.

If the sides are at all out of line the body will be weaker and the incidence on the wing wrong, so it is essential that they follow the plan exactly even if they must be cracked and reglued. Next, put in the crosspieces starting with those at the cabin and working forward and back making sure they join at right angles to the fuselage sides. The sides must bend evenly; they will if the wood is of the same strength, otherwise "help it along" until they are even. You may think it is silly to worry about so many small mistakes but the strength, beauty and flying ability of your model depend on it! Glue the three top formers and 1/16" sq. stringers on the nose, sheet in around the front of the cabin and add the V front windshield brace. Then carve the nose-block from a soft block and drill for thrust button. The landing gear instead of being heavy wire is flexible 1/16" round bamboo running about 1/2" into the fuselage where it is well gusseted and cemented. The 1" balsa wheels are held on by a pin running along the inner side of the bamboo, then sticking into it and securely wound with thread. This extremely light landing gear setup has worked perfectly and helps substantially to keep the ship light. Finally, it's a good idea to sand the whole framework very lightly, eliminating bumps that would mar the papering.

The tail assembly is easy, but glue the joints well to prevent warping. Leading and trailing edges of the rudder are 1/16" x 1/8" balsa, the tip 1/16" sheet, braces 1/16" sq. The stabilizer leading edge is 1/16" x 1/8", trailing edge 3/16" x 1/16", tips and ribs 1/16" sheet, and top spar 1/16" sq. Only one stab rib pattern is shown so merely cut it down to fit the tip. Carefully sand both rudder and stabilizer to smooth airfoil section; never leave the trailing edge squared off but sand it to a sharp edge.

The wing is built around a 3/32" sq. leading edge, a 1/8" sq. spar, and a 1/4" x 3/32" trailing edge. From very soft 1/16" or 1/20" sheet cut 16 main ribs. Place them side by side upright on the table and sand them even so the paper job will be smooth. Firmly glue them and the tip ribs and 1/16" sheet tips in place and reglue all the joints for strength. Sand the wing tips and trailing edge to sharp edges. Leaving the section over the cabin flat, give the tips 1-1/2" dihedral and brace and glue the center section firmly.

The framework is now completed except for the all-important propeller. Many an otherwise beautifully constructed model has failed to fly simply because of a poor prop. So don't pass it over lightly, do a good job and you will be well rewarded. Don't be lazy and buy a cheap inefficient one at your dealers; instead try cutting one out from the block dimensions given? not hard and really gives you a good job. Using a medium weight block accurately cut it to dimensions given on the plan, then simply cut away the excess. Round off the corners until the outline has the usual smooth lines and pointed tips. Carefully sand this into a smooth slightly cambered airfoil section with thin tips and trailing edges. Balance carefully in the middle, sanding the heavier blade until they are even. Shape a spinner from a soft block and fit it onto the prop. Put a hardwood thrust button

and several washers on a prop shaft, then secure it to the prop and spinner. Now give the whole several coats of dope, clear or colored, sanding lightly in between coats until your prop is smooth and strong, giving high thrust and low drag. Since the rubber motor tilts down and would give the prop upthrust, securely glue the thrust button into the nose-block at slight down-thrust and right-thrust; the latter will counteract torque and induce turning climb to the right.

Your little dream ship is now ready to be covered. Pick any color scheme desired (the original was black with red trim), but make it flashy, for your Wisp is sure to be an eye-catcher. Using dope as an adhesive, put the covering on smoothly and evenly sticking down all loose ends. Through more than eleven years experience we have found that paper applied with the grain going span-wise on the wing results in a tight job, but one that sags excessively between ribs, ruining the airfoil and greatly lowering the lift. So we apply the paper with the grain running chordwise and, by allowing it to pull the wing evenly up to elliptical dihedral, we obtain a practically perfect job with a great deal less dip between ribs and a much more efficient wing. Try this method once; we believe it best although everyone else uses the opposite system. The elliptical dihedral should lift the tips to about 2".

Whatever method you use, do a neat job and prevent excessive warping while the water spray and dope are drying by holding the surface flat on a table with books, etc. Two coats of dope are needed for strength and to fill in the pores of the tissue so the wings do not "leak." Lastly, glue in the tail pieces, put a dowel in front of the cabin and a hook in the middle at back of the cabin as hooks for the rubberbands that hold on the wing. Cellophane windows, shrunk by water, complete the job.

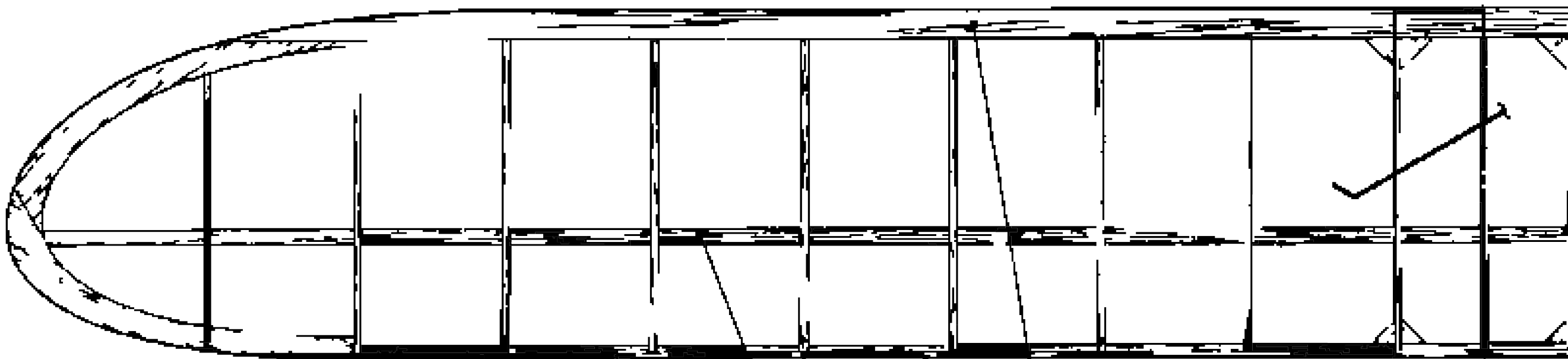
Now comes the fun and thrills of flying that you have worked for so long. Depending on the weight of the model and the prop, either 3/16" or 1/4" flat brown contest rubber should be made into a 14" loop, carefully lubricated and installed (using a dowel or piece of hardwood as rear hook). When ready to fly, select a breathless day, for even a small breeze can buffet such a light model and cause a crackup. The original Wisp "flew right off the drawing board" with no adjustments necessary, but different models may react differently.

First, adjust the weight until it balances at center of the wing chord or even slightly aft. (Most models should balance farther forward, but the design is such that this is not the case for the Wisp). Test the glide over a soft surface such as grass. If your model is built exactly, the wing will have 2' incidence and the stabilizer 1' and it will glide slowly and smoothly; however, you may have to add or subtract incidence until the glide is at its best. When this is done, never change the balance or incidence thereafter but vary the thrust line to improve the power flight. Slight right turn on the rudder may be needed to spiral the plane more and keep it from stalling. If down-thrust or side-thrust is still needed to perfect the climb, change and reglue the thrust button but don't ruin the glide by adding weight or changing incidence.

When your Wisp is fully adjusted, which is really an art in itself, fully wind the motor by hand or with a winder and enjoy a beautiful full length flight. All your hours spent working and perfecting details will be rewarded by many hours of enjoyment flying the little ship. If you are a beginner who longs for a simple model that he can build and make fly, take off, climb and soar all by himself, the Wisp is your plane. Good luck and lots of good flights!

Scanned From January, 1946  
MODEL AIRPLANE NEWS  
By Garry Hunter

Hey Cloudbusters,  
Here is a challenge for you. Let's all build one of these and have an ROG mass launch off of the parking lot, (wind direction permitting).  
Your Humble Editor - Chris A. Boehm



.040"  
WIRE

Editor's Note: The article calls for bamboo gear with pins for axles, but plan show music wire here.

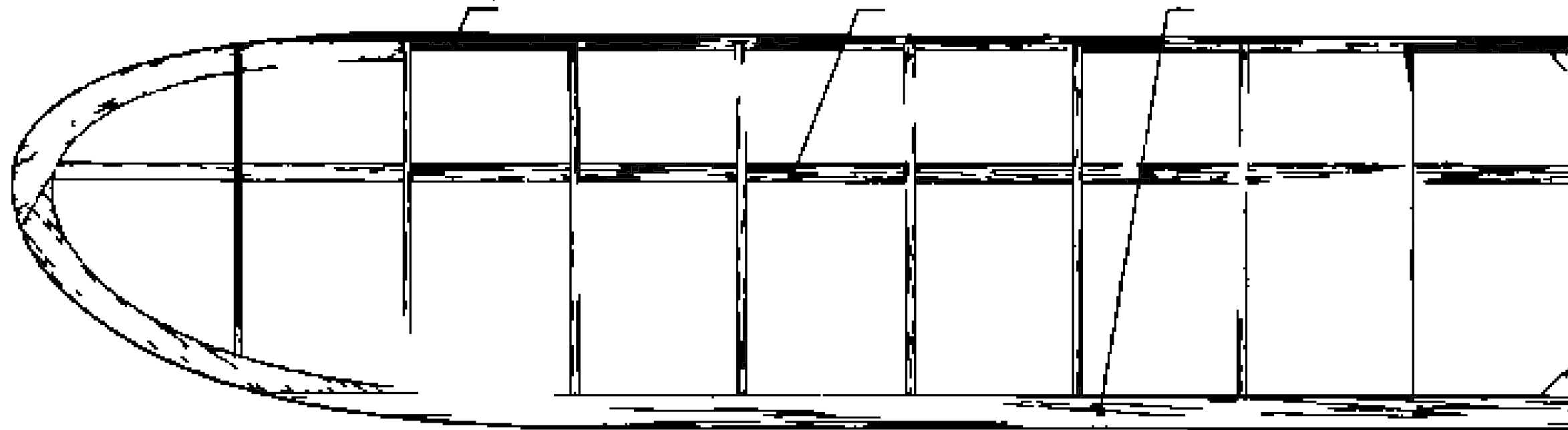
Three inch dihedral each wing tip.

Editor's Note: Caution - The article calls for 1 1/2" each tip.

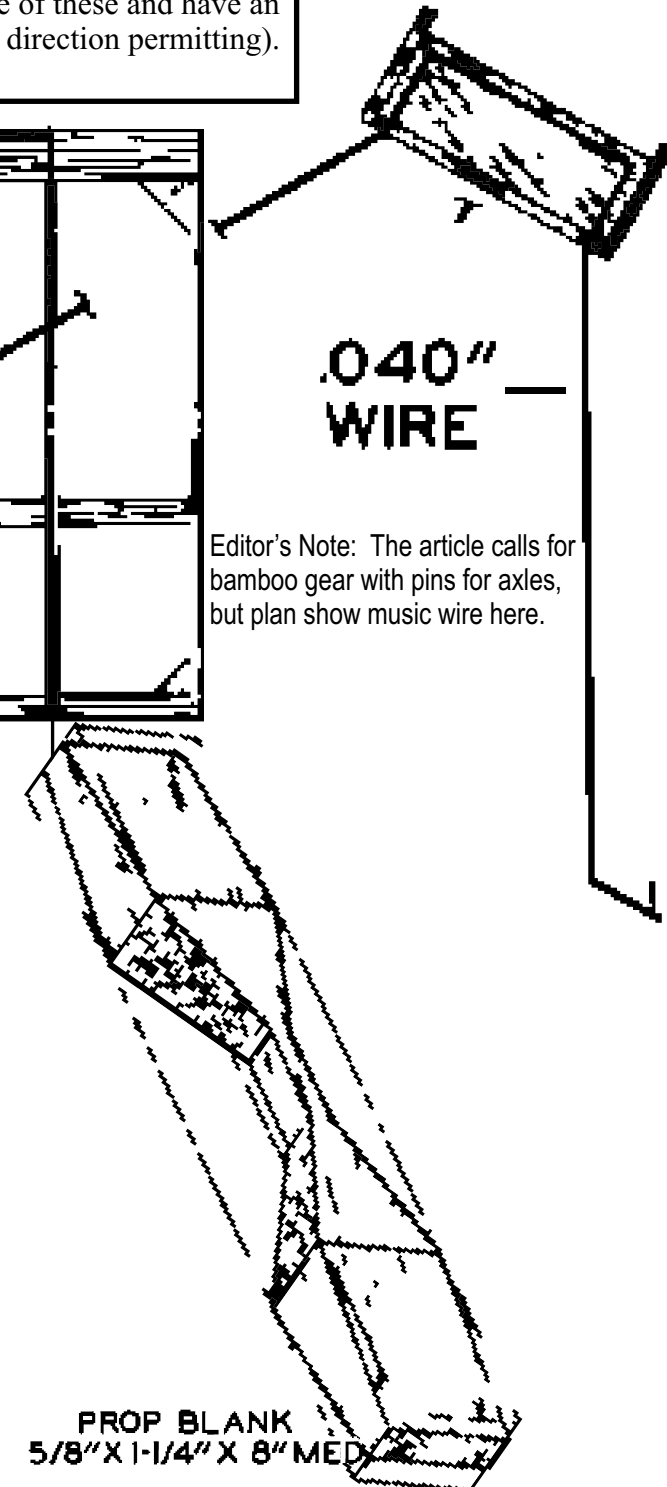
3/32" X 3/32"

1/8" X 1/8"

3/32" X 3/16"



PROP BLANK  
5/8" X 1-1/4" X 8" MED





1/8" SHEETS OF Balsa Laminated

SPINNER  
7/8" X 7/8" X 3/4"

1/16" x 1/8"

ALL RIBS, FORMERS, SHEETING, OUTLINES AND GUSSETS  
1/16" SHEET Balsa

1" Diameter Wheels

1/16" x 1/8"

1/8" H.W. DOWEL

# "WISP"

DRAWN BY  
JAY T. HOLMES.

3/8" Diameter Tail Wheel

As we go to press, this model has been declared legal for FAC OTR Fuselage or 2Bit+1. The question arose because the model was published in Jan 1946. The official decision is below.  
Editor Chris A. Boehm

All,  
Under current rules, I think the model is OK for OTR 2 Bit+1. However, if this becomes a problem with other designs, we may have to consider a tweak to the rules for 2016 that would make it not OK. OK?  
Dan