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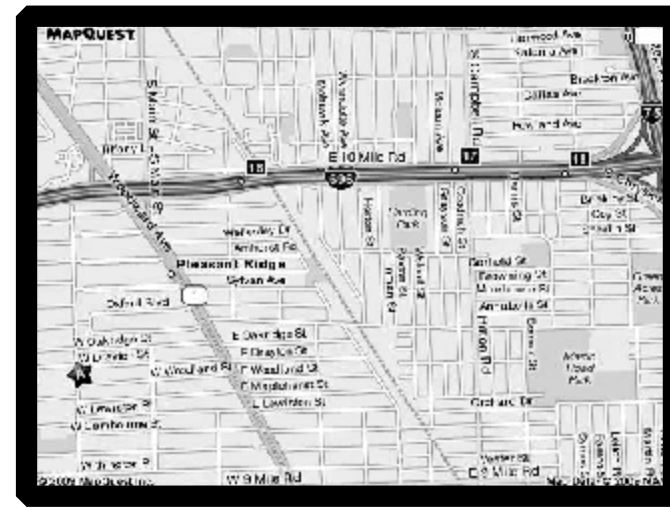
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Cloudbusters Model Airplane Club
976 Pearson St
Ferndale MI 48220



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.

A screenshot of the Cloudbusters website showing a summer 2015 handout. The page includes a map, a list of members, and a "Join Today" button.

Be sure to visit our web page to get the summer 2015 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 76th Year

July-Aug 2015

Presidents Notes

Cloudbuster's Indoor Fling for 2015

The 2015 Indoor Fling Contest was a success, even with the date change that was forced on us because the Soccer Arena had already booked our traditional day. We made a tiny bit of money and paid everyone back including the other area club, the Balsa Bugs. This profit was made possible by a generous donation from Robert Warmann from the Chicago area. If you see Bob thank him for us. A thanks also goes out to everyone who helped at the contest. For next year, 2016, should the contest still be held, the date will not be a problem as we have already booked the traditional Sunday before Mothers Day.

FAC Outdoor Champs for 2015

The 2015 FAC Outdoor Champs is set to go this September. Dates are the 17th and 18th. The Cloudbusters are still trying to get the week after Labor Day back but the AMA generally defers to RC groups over Free Flight. Surprise, eh? Winn will keep after it and do a great job as he does with everything else.

Cloudbuster's Picnic for 2015

On Sunday, August 5th, Cloudbuster's held the clubs 6th annual Picnic, FAC Scale Contest and Fun Fly for UC, RC & FF. As always family, friends and locals were invited and there were somewhere between 68 – 70 total people in attendance. This event has gotten bigger every year and we expect it to keep on growing as we had some local TV coverage this year taking footage that can be aired prior to the 2016 event. We also had visitors from as far away as Cleveland and Indianapolis that came to fly and join the fun. After the free lunch of Pizza, Chicken Wings, Ribs, Garlic Bread, Peach Cobbler (with Ice Cream) and soft drinks we gave away a table full of door prizes consisting of model kits and accessories, plans and club tee shirts. All of these items were donated by members and local manufacturers. It went so smoothly this year that I even had time to fly one event and was lucky enough to get a win.

Unfortunately when we arrived bright and early Sunday morning we found that the Porta Potti we had rented and had delivered Friday had been trashed by some inebriated party goer's on Saturday night. The toilet paper was gone and it was filthy inside. Thanks to Crystal Boehm who lives locally and could bring over some cleaning supply's (bleach, rubber gloves etc.) and Elaine Welshans the place got cleaned up and sanitized before the main crowd arrived.

A VERY SPECIAL THANKS LADIES!!!

Chris & I had been watching the weather all week and we finally got a day as good as it was forecast. Winds from the SW were light and the temperature was not overwhelming. That in mind, besides all the fun flying and trimming that was done we got 10 official FAC events in. The events and winners are listed below. I know a few of you purists would like to also know the models flown and times but I don't have the time to do that to make 5 people happy so please just enjoy what you see.



DIY Plastic Surgery

Or how to carve your own miniature foam pilots.

R. Crossley

Article lifted from www.stickandtissue.com

If you have not been there lately, you should check it out.

For most people a pilot in the cockpit of their latest model is an option rather than a necessity. It does not help in any way with the flying characteristics and is one of those "I will get around to it one day" sort of jobs. Many people only consider buying a commercial item rather than making their own and sometimes the correct size or style of pilot is not available. Some of the best commercial items that I have seen for small models are the ones offered by Small Scale Services.

Why not try carving your own pilots from foam? It's much easier than you may think, especially if you use the templates in this article as most of the hard work has been done for you. With the correct reference and by following these instructions you can produce a lifelike figure that will make people look twice at your model...without laughing. All of my aircraft feature hand carved figures and these become the focal point of the model. Military jobs with dull camouflage schemes really come to life with a realistic pilot or crew.

Materials

I find the best thing to use is foam, there are a few good types around that lend themselves to carving. White modelers foam is my favorite as it is quite dense and carves and sands well, Blue foam (Floormate 200) is also excellent but is slightly softer than white foam. I have even used expanded polystyrene, this is very easy to obtain as it is often used as packaging around electrical goods etc. Polystyrene is tricky to carve as the 'beads' tend to break up a bit (I did however make quite a convincing pair of wing walkers a few years ago for a Curtis Jenny from this stuff!)

You could also try very soft balsa block as an alternative, but you may find the grain is a bit of a hindrance.

Reference

Before starting make sure that you have enough photographic reference of the subject matter, my sketches will help but they are basic and more detailed pictures will be required to make the best job. You will be more satisfied with the end product if you know he is wearing roughly the right type of Mae West or flying jacket or his goggles are the correct shape for the era. Most keen modelers will have plenty of books with relevant photographs in them. You will find the job much easier if you also have someone to model the head on (preferably someone with a reasonably conventional head shape, i.e. two eyes, a nose and mouth!)

Pose

This is very important, remember that your pilot should look good from a distance as well as close up. The most common mistake made by people when carving they're own pilots is the 'I've just sat on a drawing pin' look, i.e. bolt upright with arms straight down by their sides and head fixed straight forward. A somewhat more relaxed posture will be required for a believable replica. Study a few pictures of American WW11 naval aircraft for instance. The canopies were often slid back in flight, which helps and you will find some very casual looking pilots. A slightly slumped look is good, remember that the pilot is generally reaching forward, holding the control column. This hunches the shoulders and tends to bring the head forward.

Getting started

You will need a very sharp blade (that's a new one then) some 360 and 800 grade (approx) sandpaper and a block of foam large enough

for the basic pilot shape. Using one of the templates provided will take the headache out of drawing your own. For the purposes of this article I will assume you are opting to carve from foam. Transfer the profile onto the foam and cut a full width side view, pastry cutter style. You will have to guess the approximate width (shoulder to shoulder) of your pilot. The width should be about twice the depth (chest to back) see fig.1 Next, cut into the foam to give angular shoulders and head -guess the width of the head. If he is wearing a life jacket you should also allow for this with a second step a bit wider than the head (fig.2) try to think of the carving as flat planes at this stage. The figure will start to come to life now as you carve some basic shape into him. Round off the shoulders which should slope down quite a bit -he's not wearing shoulder pads -see Fig.2a. Round off the back, but leave the front fairly flat as his arms are further forward than his chest. (see top view, fig.3). Trim the front of the face to leave the nose central, do not give him any ears or headphones at this stage. I sometimes carve the goggles in from the start as can be seen by the sketches. You may find it easier to omit these and stick them on later.

After initial carving the rest can now be done with sandpaper. Sand the head to an egg shape (pointy bit to the chin), then narrow the temples slightly, remember the head is oval when viewed from above. Carve and sand in slight eye sockets, cut out and fix ears or headphones as required, Fig.4 shows length of nose, height of eyes and ears (same level) etc. Sand in the straps and any wrinkles and creases in his flying overalls (this is really satisfying) Add any appropriate details from foam, oxygen masks and pipes, goggles etc. One really good tip is to make hanging paper flying helmet straps and glue to the side of the head just forward and below the ears Fig.5.

Full Length Pilots

When carving full length pilots the same techniques apply, produce one side view as in Fig.1 but full length instead of head and shoulders and proceed to 'cut in' the basic shapes out of this block. Really the best way to find the correct width of the shoulders, hips, etc. is to measure your own proportions and transfer these dimensions to your sculpture (after working out the correct scale of the pilot). You will find that when you get to a certain stage it is easiest to begin to dissect the pilot to get the knife and sandpaper into the nooks and crannies. The arms can be stuck back on in different positions, in fact the whole figure can be hacked up and reformed, I transformed a basic carved seated pilot into an embryo-like tail gunner for my Heinkel 177!

Painting

The best paint to use is artists oil paint (in tubes) you can mix these on the sculpture to blend flesh tones, highlights and shadows etc. I've also used enamels, which are fine, acrylics should also be ok although I have no experience of these. You will have to research the exact colors of your chosen pilots garb, quite often by looking at black and white photos you can probably estimate the color of a flying jacket or shirt.

Flesh tone is mixed by adding a little red and yellow to white, remember to darken this a little in the shadowed areas like the eye sockets and under the nose etc. by adding a small amount of brown or tan. Do not be tempted to use red or pink for the mouth as this will look ridiculous (you don't often see pilots with lipstick). The shadow under the bottom lip is quite important and should be a bit darker than the mouth.

Clothing can be made to look good by darkening slightly in the shadows of the wrinkles, and made lighter where the light catches the folds, again always try to base the painting on a photo and don't try to guess

How long does it take?

About 1-2 hours to carve. It rather depends on the size and type of figure. Remember, be as accurate as possible, try not to guess at something, but look at photos or take measurements instead.

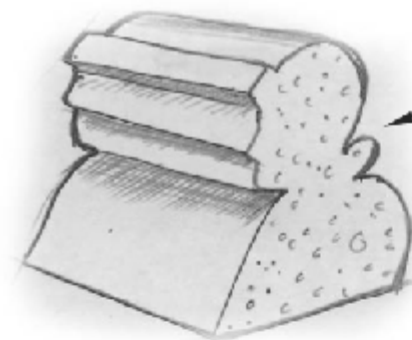


Fig.1

Front view showing basic initial carving with next stage shown dotted. Note that the shoulders should slope.

Early stages of carving pilots showing simplified 2 dimensional carving technique
Goggles may be stuck on at a later stage to simplify initial carving
Note life jacket in Fig.2

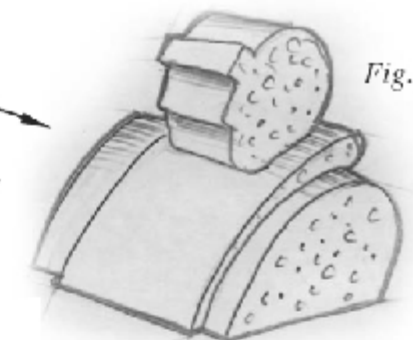


Fig.2

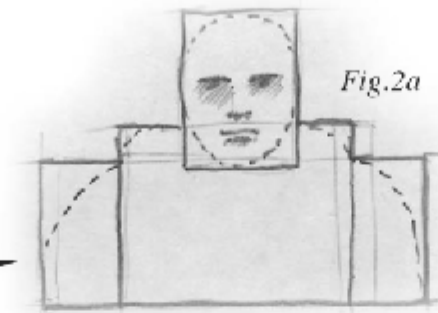


Fig.2a

Top view shows position of head relative to torso. Straps and wrinkles in the flying overalls can be sanded in during the final stages
I've found the best paint to use is artists oil paints as you can mix and blend them together on the figure before they dry to obtain great skin tones, thinned enamel paints are also good.



Fig.4

Sketch showing proportions of human head: note that the nose actually appears quite small, many carved pilots gain huge Honkers!
The eyes and ears are on about the same level. Shadows can be painted in under the mouth and nose and in the eye sockets.
Avoid using white paint for eyeballs, instead just indicate the eyeball and top edge of eye with darker paint.

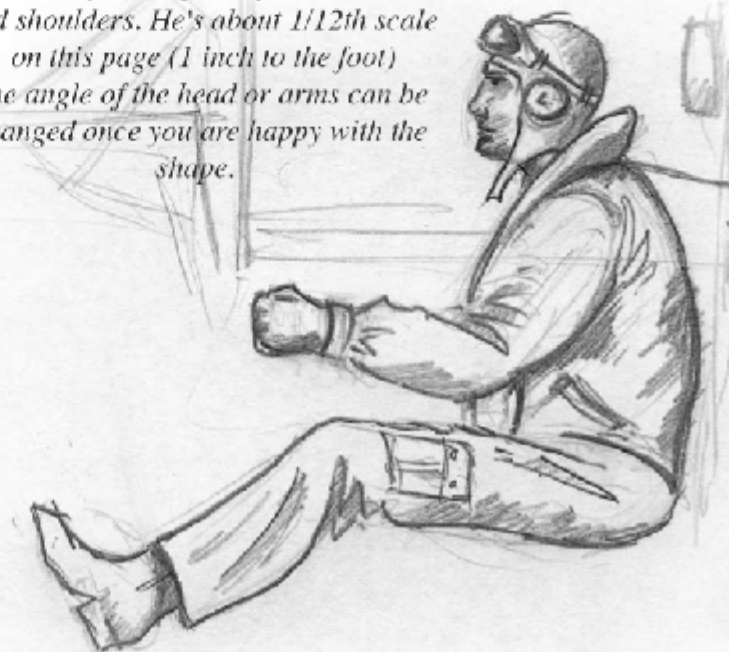


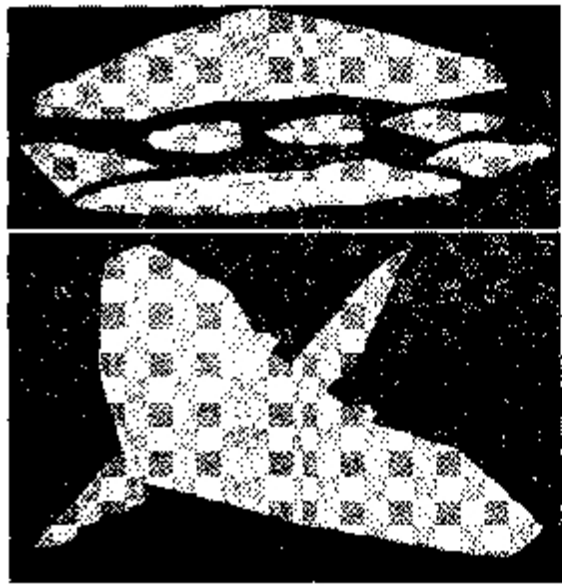
Fig.3

Goggles and earphones can be stuck on after pilot has been fine sanded. Paper flying helmet side and strap is an easy way to add realism



Side view of pilot, can be traced or photocopied to desired size and used full length or just head and shoulders. He's about 1/12th scale on this page (1 inch to the foot)
The angle of the head or arms can be changed once you are happy with the shape.





Cut slot to hold reflex curve

1/16" Jet nacelles

3/16" sheet profile fuselage (shaped to section)

Balance point

Paint black

Carapult hook

Ply sides

Wing curvature at tip

Mark control surfaces with ballpoint pen

1/16" ply sides to nose

1/16" sheet fin

Red circle White cross

Slot for wing holds airfoil shape

Arbalète

SWISS 4 JET FIGHTER

balsa on soft 1/16" wing

Join line for 3" wide sheet

Nacelle position

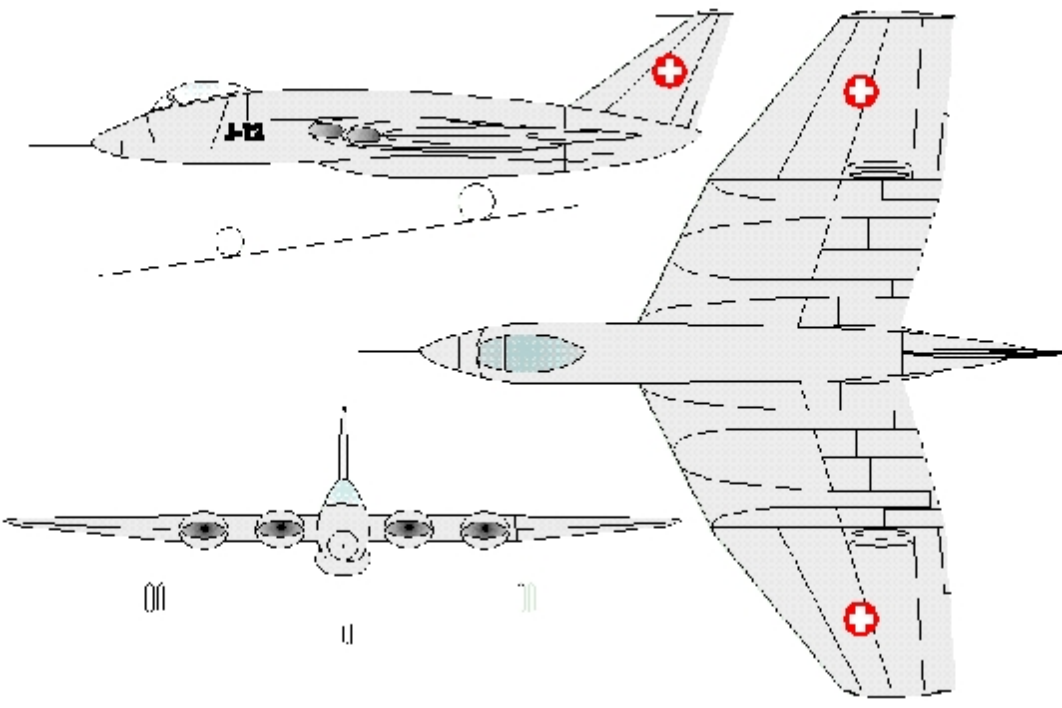
Paint Silver on all surfaces

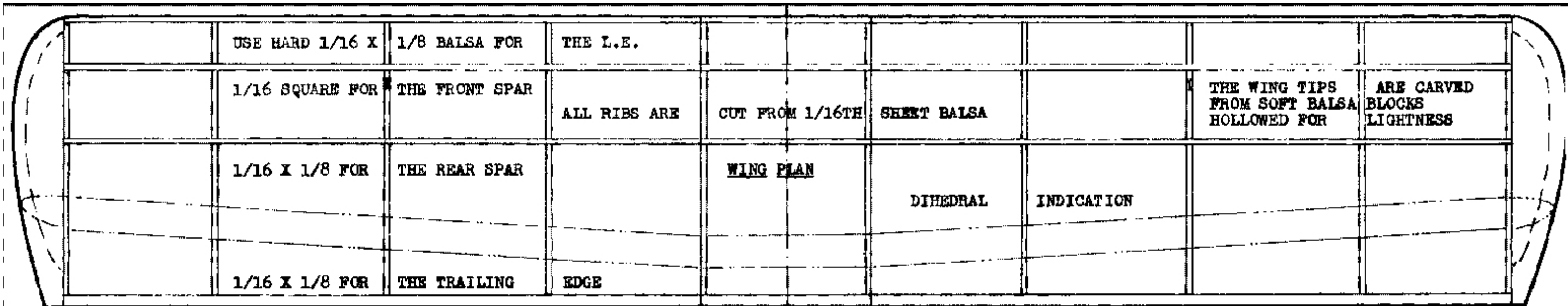


In 1951 the Swiss Federal Aircraft Factory at Emmen based on the novel four-jet flying wing fighter and named it appropriately the N-20 "Arbalète" (Arbalète). It was to be a 60% scale model for a national science fair project. It was to be a "go-go" but after tests the project was dropped. For years the unusual shape of the aircraft has attracted passers by at Emmen and for years the praise or derision of the aircraft. Whatever happens in the future, the design of the new aircraft is a credit to the attached plan. It can be made in a few days and will give hours of amusement. Make the wing flat if you want a high speed long distance flyer, or follow our recommendations for the curved airfoil for some fascinating gliding. Also in the final stage from sheet metal and the nose plate from tin type or otherwise the "Arbalète" is all 1/16" sheet. Also some wire. Two 1/16" diameter wire at the left side of the wing join the wing areas and stick into fuselage slot. The plenty of cement, and apply that cement as shown to obtain tip reflex. Sandpaper smooth the exterior surface of the color spots.

Cement smears on Top only to obtain reflex curve at trailing edge

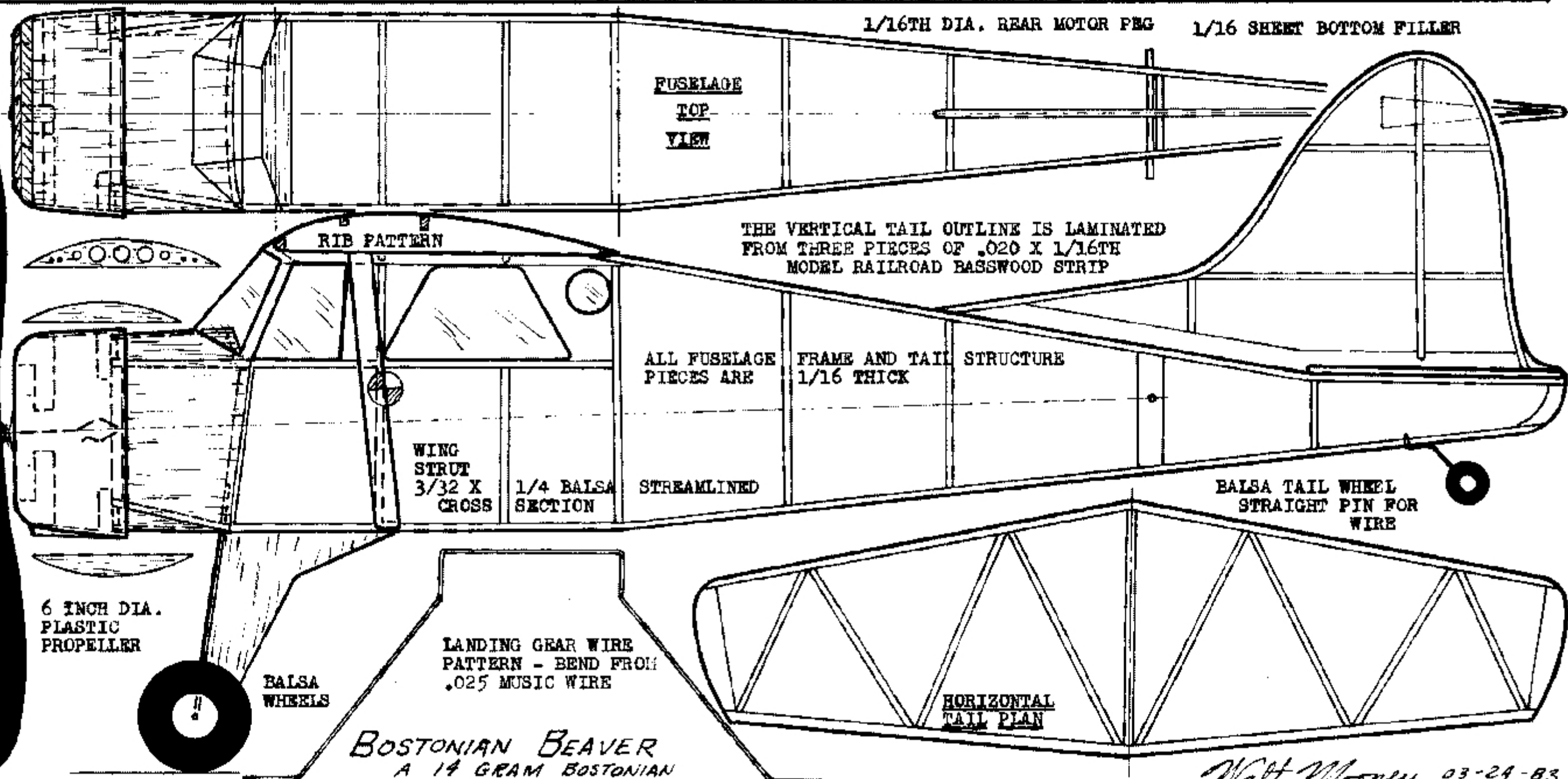
With the reflex wing and plastic ballast to obtain balance in the nose, "Arbalète" needs a high speed horizontal launch with a 4 to 10 inch loop of string. She zooms high and zooms wide, but after the first launch, the speed diminishes as she circles for the landing. It's an object lesson in elementary flying wing laws to make a second model with the wing section flat. TRY THIS ONE! It may look very simple, almost to the extent of there being nothing in it, but it can give the builder a handsome surprise—and we expect to hear of some theoretical success!





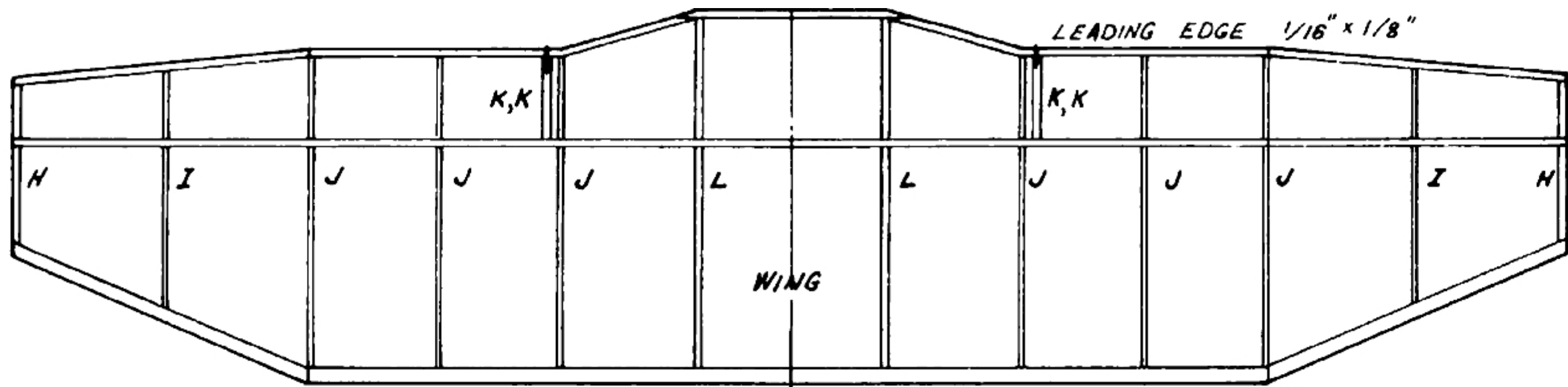
ENGINE COWL FORMERS ARE CIRCULAR, CUT FROM 1/8TH SHEET Balsa

ALL COWL SHEETING IS 1/32ND SHEET Balsa

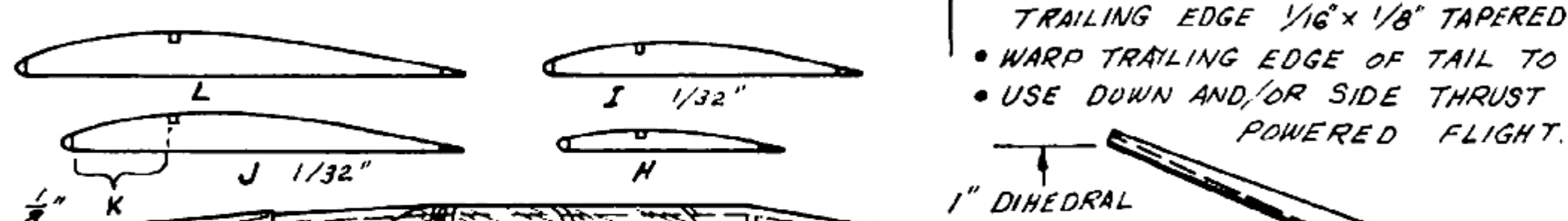


BOSTONIAN BEAVER
A 14 GRAM BOSTONIAN SEMI-SCALE

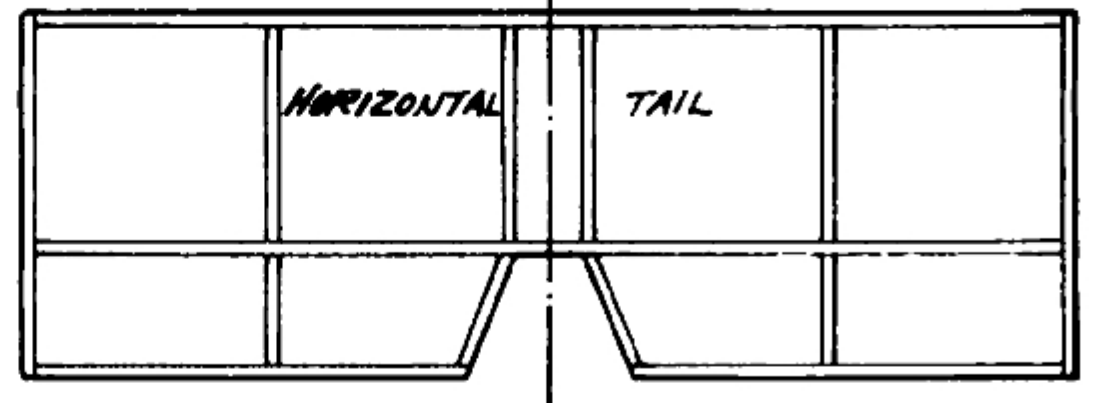
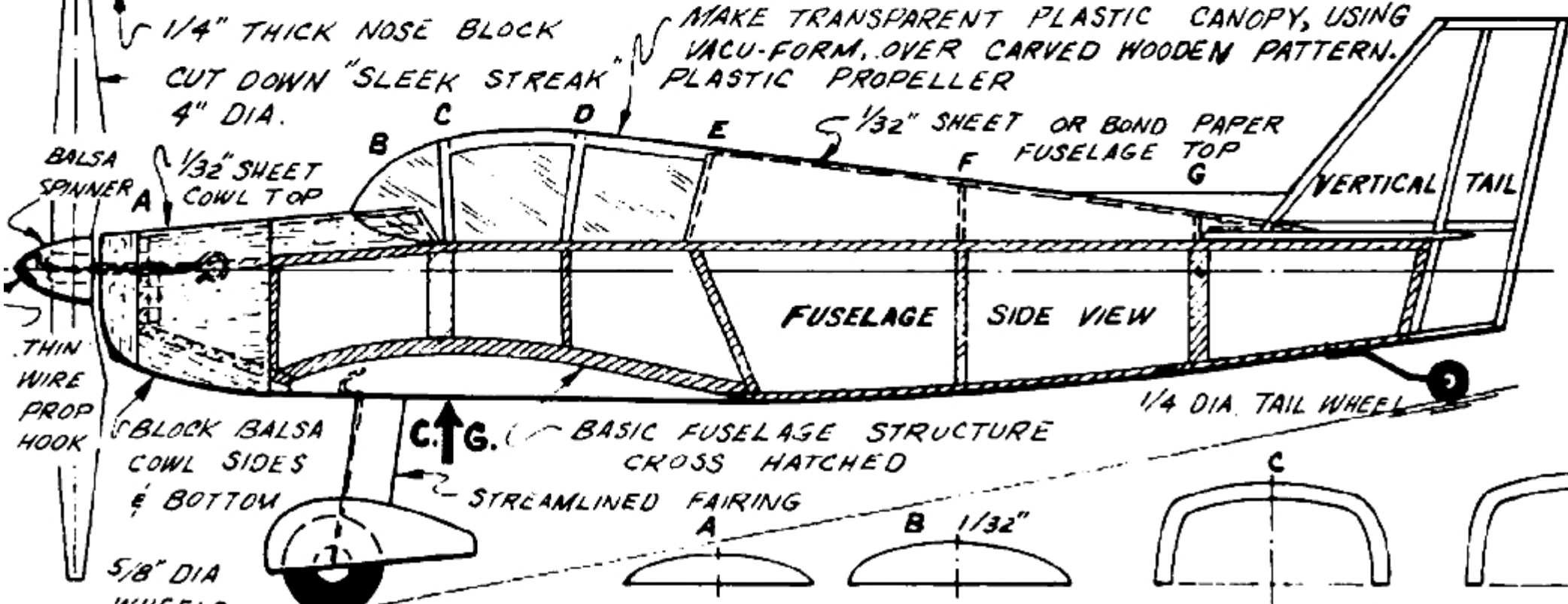
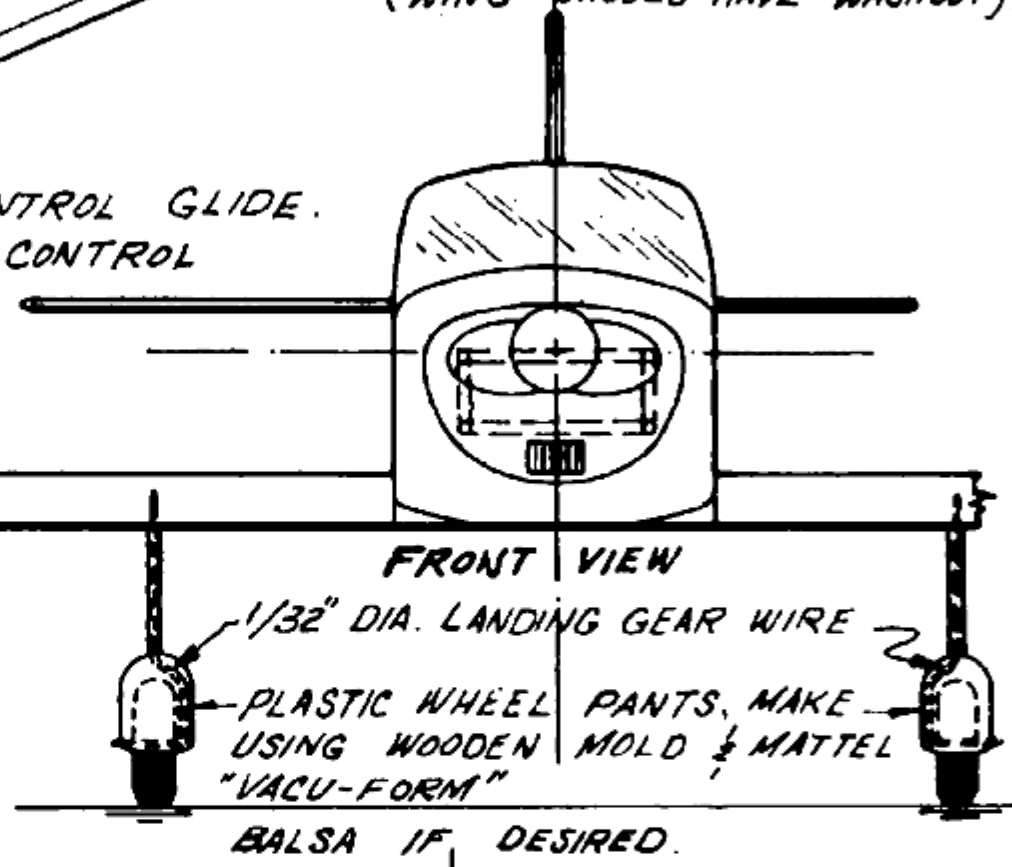
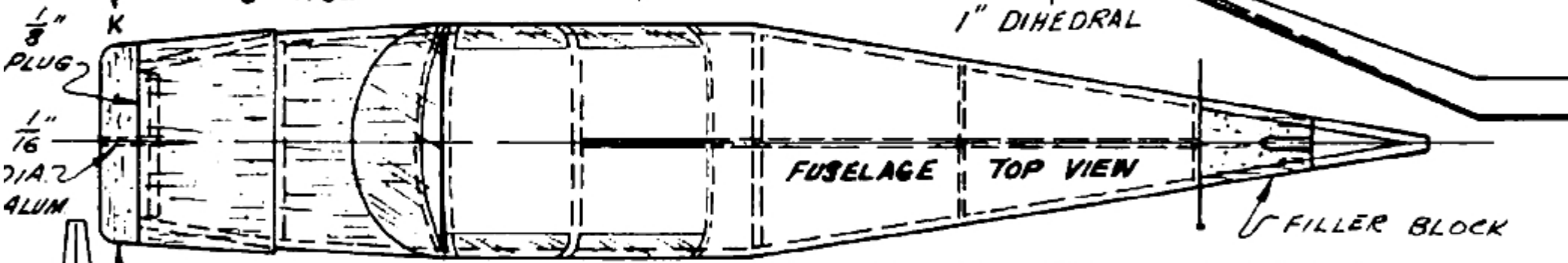
Walt Mooney 03-24-83



- MODEL MAY BE FLOWN WITH ONE LOOP OF $\frac{1}{8}$ " FLAT RUBBER 9" LONG.
- BALLAST TO GET C.G. AT POSITION SHOWN.
- TRAILING EDGE OF WING TIPS SHOULD BE $\frac{1}{16}$ " HIGHER THAN LEADING EDGE (WING SHOULD HAVE WASHOUT)



- TRAILING EDGE $\frac{1}{16} \times \frac{1}{8}$ " TAPERED
- WARP TRAILING EDGE OF TAIL TO CONTROL GLIDE.
 - USE DOWN AND/OR SIDE THRUST TO CONTROL POWERED FLIGHT.



ALL PARTS, UNLESS OTHERWISE NOTED, ARE $\frac{1}{16}$ " THICK BALSA BY THE SHAPE SHOWN

COVER WITH "SUPERFINE" OR "JAP TISSUE"

PEANUT SCALE

JODEL D. 150 "MASCARET" 6-20-68

Hall-Murray

President's Notes Continued

FAC Embryo Endurance - 7 Entered
 1st - Jack Bredehoff
 2nd - Ron Joyal
 3rd - George Bredehoff

FAC No Cal Scale - 6 Entered
 1st - Winn Moore
 2nd - Pat Murray (from Indianapolis)
 3rd - Ron Joyal

FAC Phantom Flash - 9 Entered
 1st - John Jackson
 2nd - George Bredehoff
 3rd - Ron Joyal

FAC Jet Catapult - 5 Entered
 1st - Winn Moore
 2nd - Pat Murray
 3rd - Mark Freeland

FAC 2 Bit plus One - 5 Entered
 1st - Chris Boehm (3rd fit fly away with new Volare "WISP" model)
 2nd - Pete Azure
 3rd - George Bredehoff

FAC Dime Scale - 5 Entered
 1st - Mike Welshans
 2nd - Pat Murray
 3rd - Chuck Hickson

FAC Golden Age Monoplane - 4 Entered
 1st - Pat Murray
 2nd - Winn Moore
 3rd - Chris Boehm

FAC WW-II Combat - 8 Entered
 1st - Pat Murray
 2nd - Jack Bredehoff
 3rd - Pete Azure

FAC Greve Race - 5 Entered
 1st - Pat Murray
 2nd - George Bredehoff
 3rd - Jack Moses

FAC Goodyear Race - 7 Entered
 1st - Pat Murray
 2nd - Stu Weckerly
 3rd - Winn Moore



Thanks to everyone who showed up and flew. It was a great time as always and we are already starting to plan next years event. Also thanks to all the Cloudbuster's who helped out in one way or another.

A final thought as we have had a couple of comments regarding date selection but if you would like to see us move this away from the 4th of July weekend please drop a note to either Chris Boehm at (merlin236@comcast.net) or myself at (mbwelshans@aol.com) and we will consider it.

Fair skies and tailwinds,
 Mike

All photos on pages 1 and 2 from Bruce Thoms.
 Thank You Bruce.

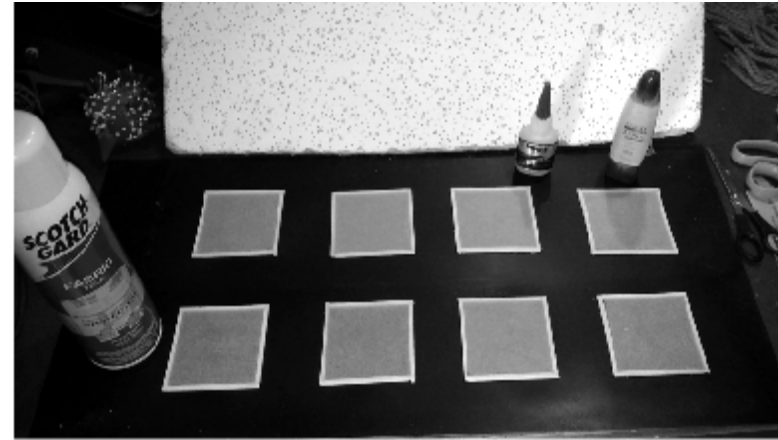
This column again, how many Cloudbusters does it take to get a plane out of a tree? The world may never know.



Tip of the Century?
 Maybe, Maybe Not

A couple of months ago, I showed up at the flying field, with a new Phantom Flash and a bottle of water. Repeatedly, I stood in front of a fellow Cloudbuster and poured water on the wing of my new Phantom Flash. Each Cloudbuster asked, "What the ^*^&^ did you put on it?". Each Cloudbuster did have a different word in that question. My answer was always the same, "Scotch Gard Fabric Protector.". The next question was always with a few variations, "How much weight did it add?" and my answer was "On my .1 gram scale, I could not measure any change."

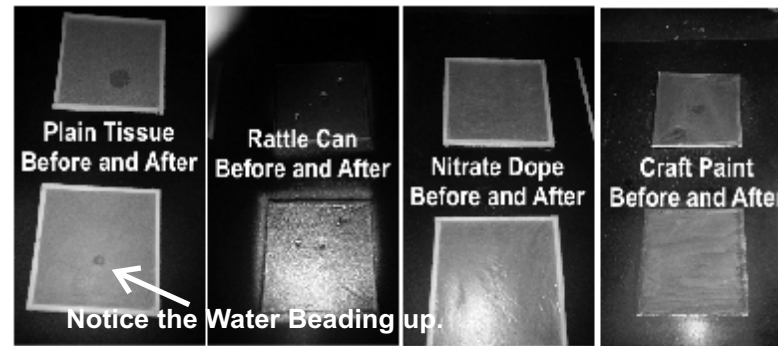
I can imagine each of the Cloudbusters went out searching for some Scotch Gard. I know some did. As far as me, I had to set up some more experimentation. I made up eight, 3" frames out of 1/8" stock. Glued some Jap tissue to the frames and water shrunk them. I



then sprayed the bottom four with the Scotch Gard. Then I painted the bottom four with Craft paint, nitrate dope, rattle can silver and clear Krylon. Then water tested them.

The results:

1. The craft paint was hard to apply over the SG, and seemed to cut down on the water repellent nature of the SG.
2. The nitrate dope applied well but again seemed to remove some of the water repellent nature of the SG.
3. The silver rattle can paint beaded up somewhat, not a good finish.
4. Same with the Krylon.



The SG did not work when sprayed on already treated tissue, it had to penetrate the tissue to work. Much experimentation needs to be done yet, but as far as now, if you want your light weight Phantom Flashes, No-cals, and the like to be water proof, which will just about eliminate warps from shrinkage due to moisture changes, go get you some Scotch Gard.

Please let me know of your results.
 Chris A. Boehm - merlin236@comcast.net

CLOUDBUSTERS 2015
 Flying Aces Club
Outdoor Championships

MODEL AIRPLANE CLUB A.M.A. Flying Site - Muncie Indiana
 Sept 17 & 18 8:30 AM to 4:30 PM
 A.M.A. Sanction xxxxxxxx Stout 2 AT Pullman

CD Winn Moore - winn_moore@yahoo.com Co-CD Mike Welshans - mbwelshans@aol.com

EVENTS

<p>Thursday 9/17</p> <p>#1 FAC Peanut Scale #2 FAC Scale #3 FAC Jumbo Scale #6 FAC Power Scale #12 Golden Age Biplane #13 Golden Age Monoplane #22 OT Rubber Fuselage (ROG) #33 No-Cal Profile Scale #35 Embryo Endurance (ROG) #42 Greve Race (ML) #44 WWI Dogfight (ML) #99 One-Design Hung Aeron (ML)</p>	<p>Friday 9/18</p> <p>#1 FAC Peanut Scale #2 FAC Scale #3 FAC Jumbo Scale #6 FAC Power Scale #11 Low Wing Trainer #21 OT Rubber Stick #32 FAC Dime Scale #36 Jet Catapult #41 Thompson Trophy Race (ML) #43 Goodyear/Formula Race (ML) #45 WWII Combat (ML) #53 1/2 Wakefield #98 AMA P-30</p>
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Schedule changes due to inclement weather are at the discretion of the CD.
 All planes for scale judging (events 1, 2, 3, & 6) must be turned in by 10:00 AM on Thur. 9/17 for both days events.
 Any rubber powered scale event lacking three participants will be combined with FAC scale.
 All non-judged models must pass Compliance Check before first flight.
 Compliance Checks will be available 09/16/15 - 1:00 PM - 5:00 PM and during contest hours.
 Mass Launch will be used to break all ties.
 Scale Judged events can be flown both days. Judging however, is on Thur. 9/17 only.
 Mass launch entries must have Compliance Check Slip. Launch times will be posted at headquarters.
 P-30 event flown to current A.M.A. rules (not Kanone worthy).
 One-Design event will be staggered start mass launch. Model must be in accordance kit or plan. Plan at 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).
 FAC Membership if Flying FAC Events

Entry includes:
 A. Complimentary Theme "T" Shirt (circle size on your early entry form to insure availability)
 B. The Theme Model plan, Stout 2 AT Pullman (the One-Design model for 2016) is available on the Cloudbuster web site or as kitted by Volare Products.
 Note: Additional Theme "T" shirts will be available for \$10.00 after 2 PM Thursday 9/11.
EVENT SPONSORS ARE WELCOME. (SPONSORSHIP \$40/EVENT)
 Bring something from your excess model "stuff" for the raffle.
 Registration: Make checks payable to Cloudbuster MAC and mail to Winn Moore 2389 Olds Rd Metamora, MI 48855 or Use the PayPal option at the Cloudbuster Web Site.
Early Registration encouraged!

Name _____ A.M.A.# _____
 Street _____ City _____ State _____ Zip _____
 Email Address _____ "T" Shirt size S - M - L - XL - 2XL _____



For your next plane, if you want to make a detailed instrument panel, go to www.aerocockpit.com/en/. They have many instruments that you can download and print, or you can buy their instruments. Check it out, there is some really cool stuff on this web page.
 Chris