

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:
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Dan Olah
25436 Wareham Drive
Huntington Woods, MI 48070

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Pleasant Ridge, MI 48069

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V.P.: Winn Moore (winn_moore@yahoo.com) 248-830-6294
Secretary: Davis Gloff (davisglloff@hotmail.com) 248-399-3935
Treasurer: Dan Olah, (danielolah@wowway.com) 248-542-8144
Safety Officer: Bruce Thoms

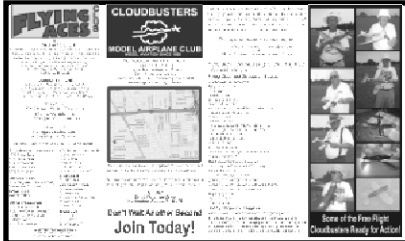
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Club Website by Davis Gloff, (davis.gloff@gmail.com)
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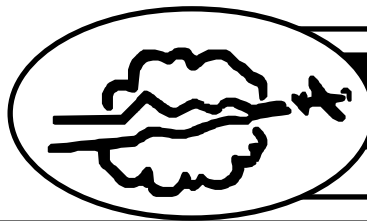
Cloudbusters Model Airplane Club
25436 Wareham Drive
Huntington Woods MI 48070



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



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.



Cloudbusters

NEWSLETTER

Cloudbusters Model Airplane Club of Michigan, Inc.

Our 75th Year

1939-2014

HAPPY 75TH BIRTHDAY!

CLOUDBUSTERS

Guys, here are pictures I took at the Cub Scout Delta build. There were 10 scouts and parents. Bruce brought his finished Delta and impressed the Scouts with it's round the room flights
Dan Olah

Erie Elementary School, Build- 1/15/14 7:00 PM Fly 1/22/14 7:00 PM



Gentlemen,
These are photos from the Jan. 15 & 22, 2014 Delta Dart program with Cub Scout Pack 248 at Erie Elementary School in Clinton Township. Dan Olah, Winn Moore, Bruce Thoms and Ralph Kuenz were the crew for this mission. I think the crew would agree that this endeavor was a success in every way. The Scouts, the leaders and the parents were all impressed with the 20+ second flights being achieved in the small cafeteria.
Bruce Thoms



Look at the
smiling faces.
They say it all!

What a way to start
the 75th year off.
Go Cloudbusters

Hi all and Happy New Years. Hopefully everyone survived the holidays and is raring to go in 2014. Just for grins come around and help the Cloudbuster's celebrate their 75th Anniversary. That's right, 75 years of modeling fun. We are one of the oldest clubs still active in the country. The 75 year anniversary will be highlighted all year including the club contest and picnic which will be held July 6 this year.

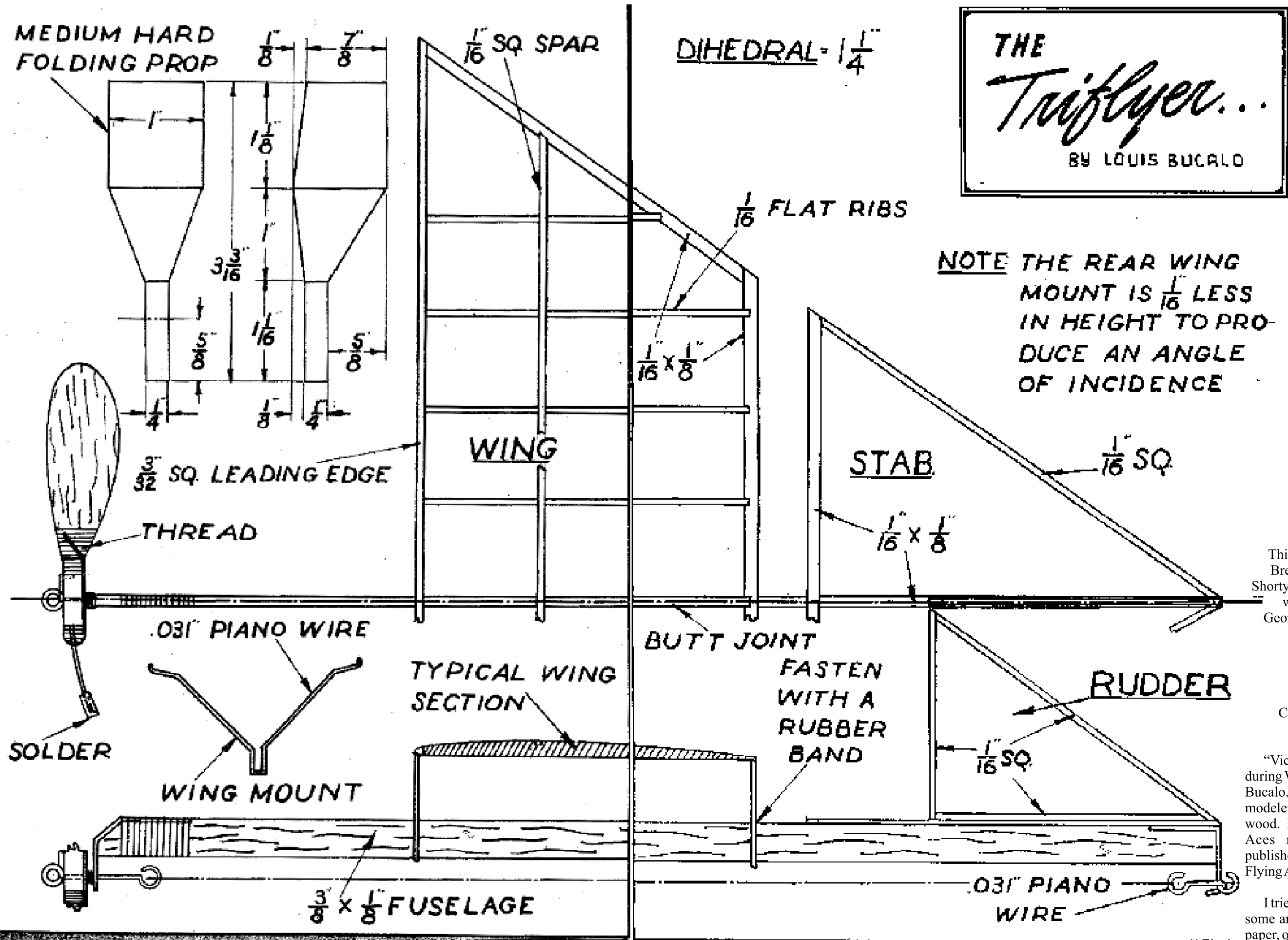
We have started working on the summer flying schedule for Stanley Broome Park for 2014. There will be four of us splitting the dates this year. We're going to cut back the number of events and also change some to hopefully get a bit more participation. More to come on the summer flying schedule in the March/April Newsletter.

Mike Welshans

Victory Model Plans

“Victory Models were conceived and designed during World War II by the team of Ira Dyer and Louis Bucalo. The motivation was the conservation of modelers dwindling supplies of rubber and balsa wood. Beginning in the January 1943 issue of Flying Aces magazine, seven different plans were published, some of them in companion magazines to Flying Aces.”

I tried to make these PDFs as small as possible, but some are rather large. All plans fit on one 11"x17" paper, or two 8.5"x11" side-by-side.





The Cloudbusters & The Balsa-Bugs
In conjunction with
The Michigan Indoor Aircraft Association
Present
The 2014



Indoor Fling

MIAA
Michigan Indoor Aircraft Association
A. M. A. Charter Club 5064

An AMA Sanctioned Class AAA Contest
AMA Category III Ceiling

Sunday, May 4, 2014
Ultimate Soccer Arena

867 South Blvd E, Pontiac MI
2 miles south of the Silverdome

Flying
9:00AM- 5:00PM*

Flying Floor split in half.

South End for FAC – North End for AMA*

Contest Director
Dan Olah 248-542-8144
danielolah@wowway.com

Event Managers

FAC- Mike Welshans 248-545-7601

Mbwelshans@aol.com

AMA - Paul Crowley 586-294-1236

usa2298@comcast.net

Entry Fees:

\$30.⁰⁰ post marked by April 25

\$35.⁰⁰ at door

Special Entry Fee! { Junior Entrants
Science Olympiad
\$1.⁰⁰ Junior Phantom Flash

Spectators – FREE!

Send Check or Money order to
Dan Olah

25436 Wareham Drive

Huntington Woods MI 48070

AMA EVENTS

Standard Cat Glider*	218
Unlimited Cat Glider*	219
Hand Launched Glider*	212
Manhattan Cabin	205
Limited Penny Plane	208
Penny Plane	207
Bostonian	215
F1L Easy B	217
Mini Stick + MS ML	220
Inter Stick	202
F1D (no rounds)	203

* Glider flown only 9:00 AM - 10:30 AM
at the same end as scale

Phantom Flash for Juniors Separate Awards

Phantom Flash kits Available at
Prop Shop Hobbies, Inc. – “Your Complete Model Shop”
23326 Van Dyke Ave. Warren, MI 48089
586-757-7160 propshophobbies.com

Carlton Hobbies – “We make hobbies affordable.”
8194 Cooley Lake Road
White Lake, MI 48386
248-360-4910 carltonhobbiesshop.com

Flight Line Hobbies
1192 S Lapeer Rd, Lake Orion, MI 48360
248-814-8359 www.flightlinehobby.us

Retro RC – Vintage & Retro Model Aeroplane Kits
PO Box 193 Keego Harbor, MI 48320
248-212-9666 – retrorc.us.com

Volare Products - Shorty's Basement
Pinkham Field Victory Model plans and kits
269-339-9795 volareproducts.com

FAC EVENTS

- 1 FAC Peanut Scale
- 2 FAC Scale
- 16 FAC Dime Scale
- 17 FAC No Cal
- 18 FAC Phantom Flash
- 19 FAC Embryo
- 24 FAC Goodyear Racers
- 25 FAC WW-I ML
- 26 FAC WW-II ML
- 98 Pinkham Field Stick**
- 99 Pinkham Field Victory Models**
Junior Phantom Flash

All FAC Events flown to 2014 FAC Rules
** No Kanones for these unofficial events

See Registration Form for map to site and details of events.



A wonderful site with a 72' center ceiling and 40' at the walls.

The Arena is on South Blvd. E. (20 Mile Rd.) just west of Opdyke Rd. on the northwest corner.

Food Services on Site.

Floor area is equal to a full size soccer field plus!

Eight AMA CATEGORY III Records Were Set Here in 2012!

2014 INDOOR FLING

An AMA Sanctioned Class AAA Contest
Sanction Number 14-xxx

Presented By: Cloudbusters Model Airplane Club of Michigan & The Detroit Balsa-Bugs
In conjunction with: The Michigan Indoor Aircraft Association

Official Registration Form

Name _____ AMA # _____

Address _____

City _____ State _____ Zip _____

____ Yes, I would like to be on the Cloudbuster Official Email List _____

Email Address Here Please Print Legibly.

Entry Fees:

\$30- post marked by April 25

\$35- at door

Special Entry Fee! { Junior Entrants
Science Olympiad
\$1.⁰⁰ Junior Phantom Flash

Contest Director

Dan Olah 248-542-8144

Event Managers

AMA-Paul Crowley 586-294-1236

FAC-Mike Welshans 248-545-7601

Make check payable to:

Cloudbusters Model Airplane Club

Send by April 25, 2014 to:

Dan Olah

25436 Wareham Dr.

Huntington Woods, MI 48070-1604

When: Sunday, May 4 from 9:00 AM to 5:00 PM

Where: Ultimate Soccer Arena

867 South Blvd E,

Pontiac MI

2 miles south of the Silverdome

Event Schedule:

8:00 AM Registration

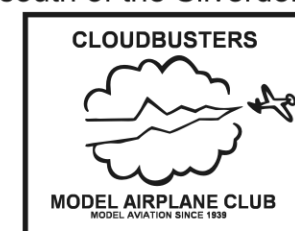
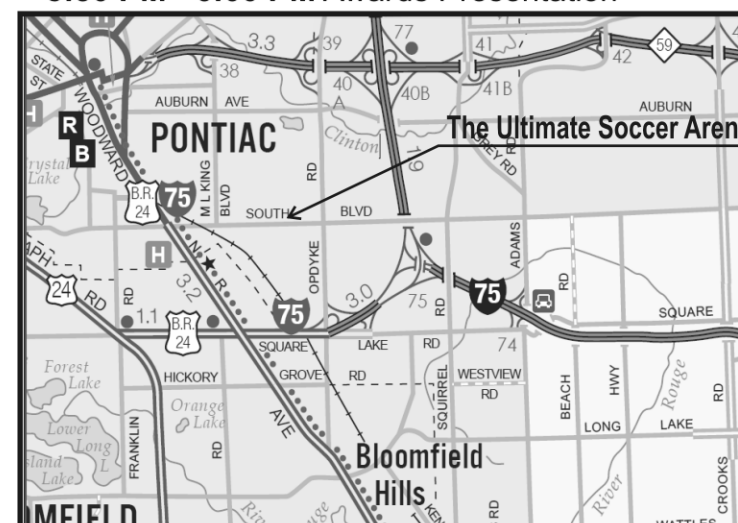
9:00 AM-10:30 AM FAC Scale Events Judging

9:00 AM-5:00 PM Open flying for all events.

Mass Launches: 12:00 Noon - WW-I,
1:00 PM - WW-II,
2:00 PM - Mini-Stick
3:00 PM - Goodyear Racers

All official flight times must be turned in by 5:00 PM

5:30 PM - 6:00 PM Awards Presentation



Michigan Indoor Aircraft Association
A. M. A. Charter Club 5064

Vendors Welcome!

All AMA Events will be flown to current AMA Rules
for Indoor Free Flight.

<http://www.modelaircraft.org/events/compreg.aspx>

All FAC Events will be flown to current FAC Rules.

<http://www.flyingacesclub.com/FACrules3.html>

Email mbwelshans@aol.com for Pinkham Field Rule Book in PDF Format.

Phantom Flash for Beginners flown to current FAC Rules.

All decisions of Event Managers Are Final.

Please make sure your models qualify
to the current rules.

ART CHESTER'S Racer "The GOON"

1938-1939 National Air Races

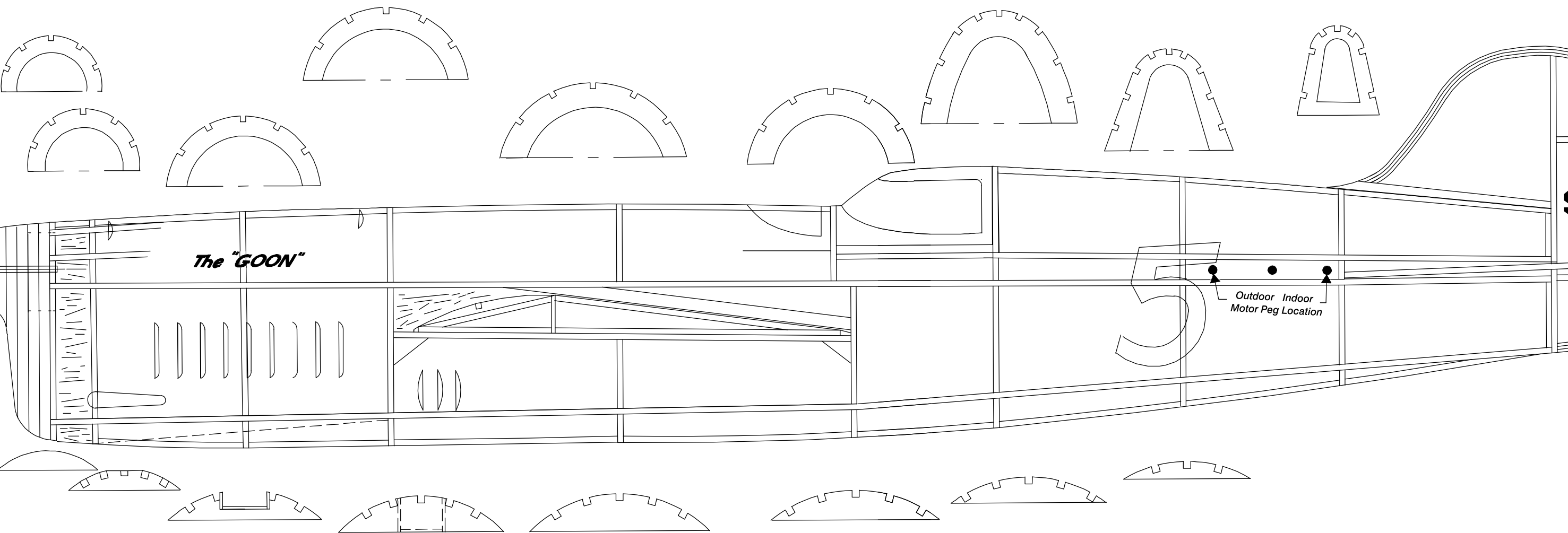
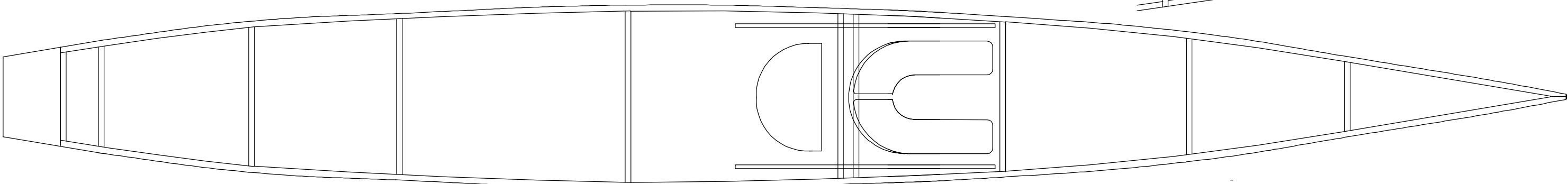
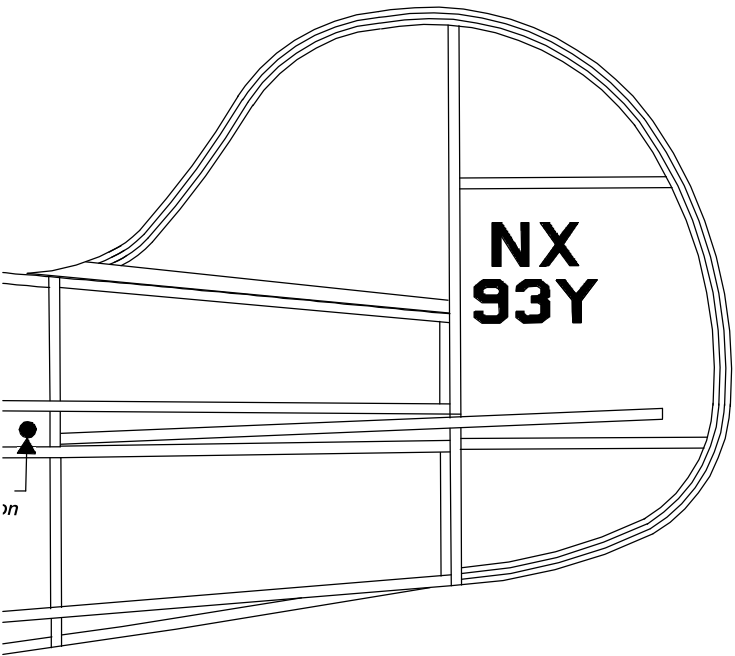
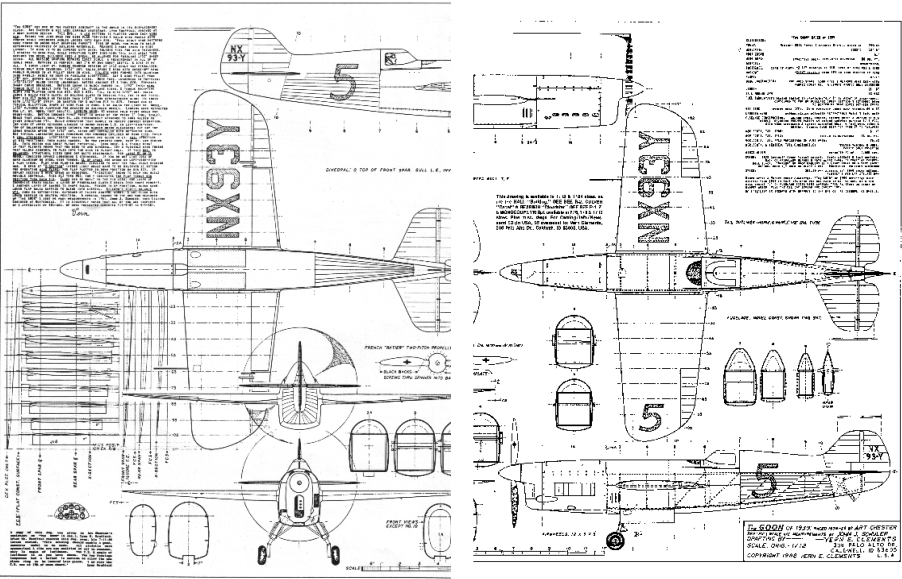
FAC Scale or Greve Racer

Drawn By David Livesay (10-28-92)

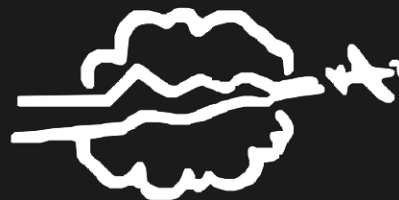
Reference

1919-1939 Air Wars

No.9, March 1987



NO ADMISSION FEE! Help Us Celebrate our 75th Year! **Fifth Annual** **Contest and Picnic** **DOOR PRIZES!**



MODEL AIRPLANE CLUB
 MODEL AVIATION SINCE 1939

Contest will be
 held if the wind is
 less than 15 MPH
 and no rain.

Bring your own
 lawn chairs
 and/or
 sun canopy.

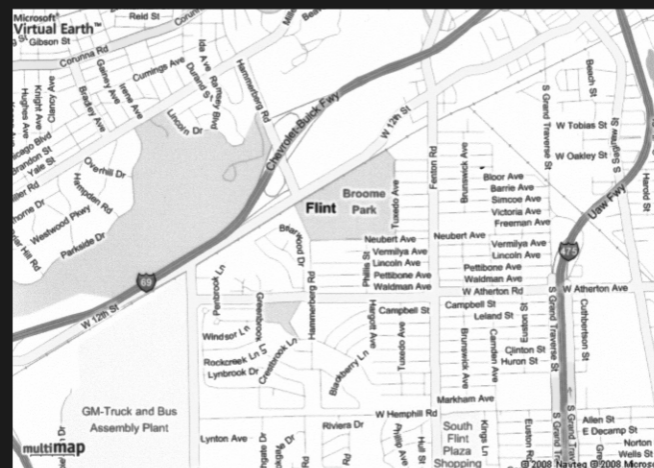
JULY 6, 2014

BROOME PARK – FLINT MICHIGAN
CONTEST STARTS AT 10:00 AM

FREE LUNCH AT 12:30

Please Call or Email
 by Friday, July 4
 10:00 AM
 with your head count
 so that we know how
 much food to have
 available.

For More Information
 Call or email
 Chris Boehm - 810-348-8675
 merlin236@comcast.net
 OR
 Mike Welshans - 248-545-7601
 mbwelshans@aol.com



You may enter Broome Park on the southwest corner, from Hammerburg Road, or on the northeast from Tuxedo Avenue. The Cloudbusters will usually be found on contest days on the UPWIND side of the park.

All Aviation Enthusiasts
 Friends and Relatives
WELCOME!
 Control Line
 Free Flight
 Radio Control
 Port-A-Potty
ON SITE!

TRIMMING BASICS

Sun Jan 19, 2014 10:22 am (PST). Posted by: Michael Guth
 michaelguth@verizon.net

Rule 1. Banked turns are bad.

Reason, the outer wing has to move faster than the inner wing so the air flow has to be higher, so the wing has more lift than the inner wing so now the airplane is flying sideways. Then, all that is keeping the plane aloft is airflow over the rudder! So, you lose altitude and spiral in for death.

Rule 2. Most planes fly with torque. Torque is usually to the right. In some models you will find they want to circle left. OK, not a problem outdoors but often too big a circle indoors.

Rule 3. To fly with torque WASHOUT the outer wing, that is, bend the back of the wing upwards. This will give less lift to the outer wing so the plane will circle without banking.

Rule 4. Bend the rudder to the left as seen from the rear. This would turn a real plane to the left, so is counteracting the tendency for the plane to death spiral in a tight right hand turn.

Rule 5. Forget nose weight. If your plane needs nose weight it is because you have too much weight in the tail. In most plans the rear motor peg is way to far back. The idea is that then you can carry more rubber for longer flights. Fine. But now you have to add nose weight which means you need more power which means thicker rubber, which unbalances the plane to the rear again which means more nose weight which makes you a 'lead sled'. Split the rubber on the CG. One of the great discoveries of the 21st century is that you can pack a lot of turns in even if the nose hook distance isn't that great.

Rule 6. Down thrust. When the rubber is at its tightest there is an exponential increase in torque. The plane may try to climb like a helicopter, then stall, then bob up and down. A little downthrust may help to keep the plane from climbing too radically under high torque.

Rule 7. Right or left thrust. Left thrust if the plane is spiraling right. Right thrust if the plane is not circling. Thrust means putting a small wedge under the nosedpiece to point the prop off a bit to the side.

Glide testing. You can toss the airplane gently with the prop held by a pin to see if the plane has any tendency to roll to one side, or stall. You'd like it to go in at a slight steady decrease in altitude. But under power things may be quite different. See the above.

Sometimes you may have to adjust the rear flaps to help keep the plane flying level as well. But try the above first.

If you have the internet, this is a great place to check up on many interesting comments on free flight.

<http://groups.yahoo.com/neo/groups/dimescale/info>

This group is for builders and enthusiasts of Simple, Scale, Free Flight model airplanes - those balsa wood and rubber band powered planes that are quick to build and fly, but have simple detailing and provide a "scale-like" appearance of the real plane.

Moderator- John Ernst

When I e-mailed Michael to get permission to include the above article, I also asked him to tell me a little about himself. Happy reading in the next column.

I would also like to point out that I am very proud to be a member of the Cloudbusters and the FAC. This story, or very similar, happens almost every time a "newbie" shows up at an event. This to me is a major part of the Spirit of the Flying Aces Club.

Chris A. Boehm - Editor

I'll give you the long story because I am proud of my son, who has overcome some learning disabilities to become a respected flier in our group (I have served 10 years as his ground crew). You don't have to use all the information. We are flattered and embarrassed as we are not fliers of any national reputation!

My son Henry and I have flown for about 12 years with the DC Maxecuters, <http://dcmmaxecuter.org/>, in the Washington DC suburbs. My son and I blundered into one of their contests at the lovely National Building Museum when he was 11 and he was hooked. I built him a Delta Dart and we had some fun with it. Then one day I came home from work and found him in 'time out' in his room. He had gotten into my stash of kits, taken out a razor blade and hobby knife without permission and built the Sig Parasol.

We took the plane to the next contest and could not get it to fly. Maxecuter Bruce Foster saw our distress, examined our plane, pronounced it very well built for a first effort and then whipped out a really nasty looking knife. Before I could say anything, he announced that we needed right thrust, and he cut the nose off the plane. "Don't worry," he said as he brought out some Ca++ cement and adjusted the thrust line to the right. Then he announced that we needed 'washout' in the left wing (the outer wing on the turn). Crunch. He broke the back of the wing and glued it in an 'up aileron' configuration. "You need Contest rubber," he intoned as he cut our gray rubber motor in half. "With contest lube," he added as he applied some sort of slimey stuff to the motor.

A few minutes later we were doing lovely one minute flights around the auditorium.

Over the years Henry's building became quite respectable, he won a Kanone for no-cals, and several club championships with wins in Peanut, no-cal, Phantom Flash, A-6 and Bostonians. I served as his ground crew. Other prominent members of the Maxecuters, who taught us everything we know, are Steve Fujikawa (who recently took a second and third in the FAC contests at Baden), Ross Summers, Glen Simpers, Steve Meyers and Don Srull. Brett Sanders, a world class F1 indoor builder is one of the newest Maxecuters.

Older books on trimming models put a lot of emphasis on static or glide testing. A controversial view would be that glide testing, as described by Fred Hall in his book Indoor Scale Model Flying, has only limited usefulness. Yes, a model that rolls over or goes nose up in a glide test is not likely to fly well. But, a model that glide tests well may crash catastrophically once you release the plane with the motor under torque. Rudder opposite the direction of the turn and getting the wings level by using outer wing washout are what we find most useful. (Washout means a twist so the leading edge is down and the trailing edge is up). No-cals in particular are very finicky about wings, and 'wash-in' on the inner wing of the turn may be required. Wash in means bending the leading edge up, trailing edge down, which should give more lift to the inner wing.

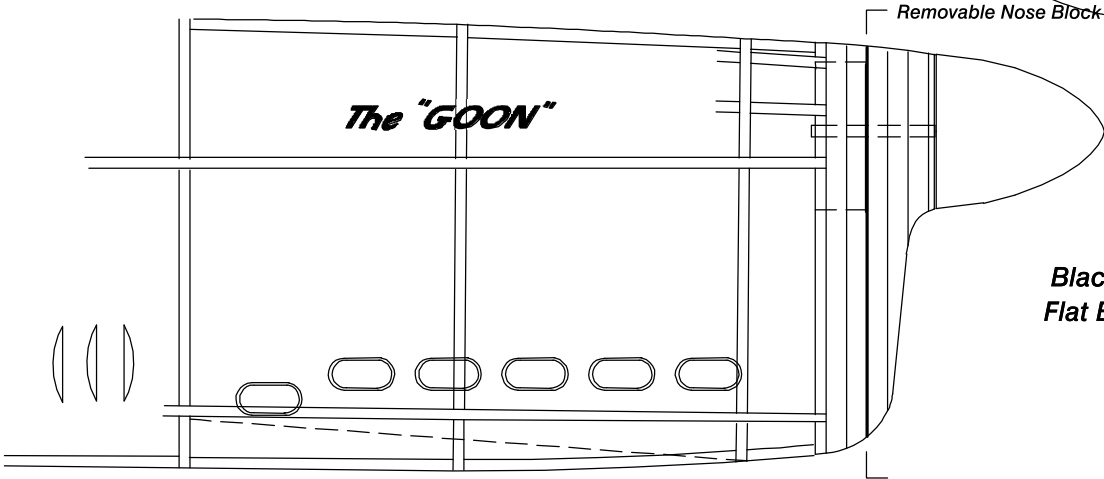
Hope to meet you sometime,
 Michael Guth

ART CHESTER'S Racer "The GOON"

1938-1939 National Air Races
FAC Scale or Greve Racer
Drawn By David Livesay (10-28-92)

Reference
1919-1939 Air Wars
No.9, March 1987

Here is another great plan from the mind and pen of Dave Livesay. Why not celebrate the Clodbusters 75th birthday, by building a model of a plane that was flying around in 1939, the same year that we were founded. This “Goon” is fairly simple to build, detail, and trim. It is a great flyer. It will compete against all those Chambermaids and Smoothies out there. I, your humble editor, have garnered a few Kanones with this one. I also blew it up to 24” ws, adding a little structure here and there and had a ball with it. For detailed 3-views and pics visit the Clodbuster web page.cloudbustermac.tripod.com



COLOR:
Overall Cream With
Black Registrations And Race Numbers.
Flat Black Antiglare Panel Ahead Of Cockpit

