

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. Red 2012 on label means this is your last issue.

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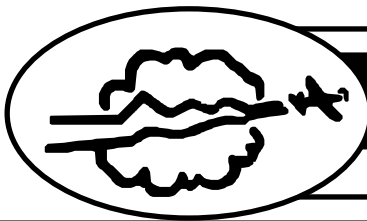
Cloudbusters Model Airplane Club
25436 Wareham Drive
Huntington Woods MI 48070



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 summer 2012 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.



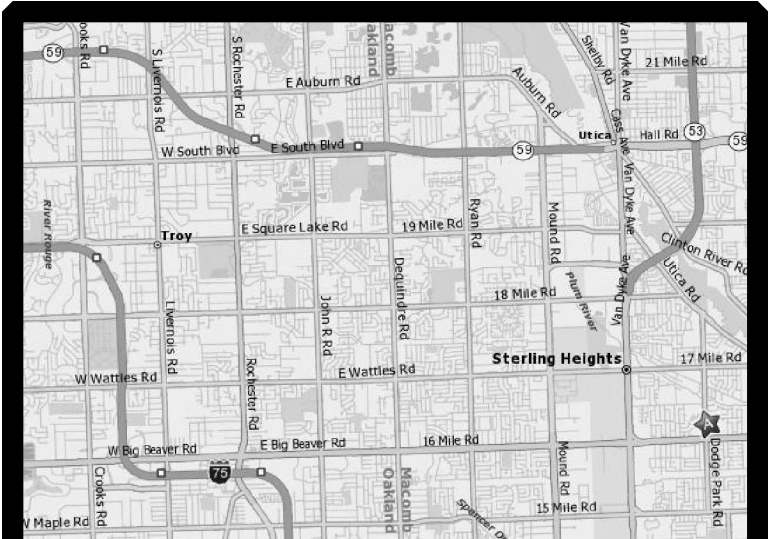
Cloudbusters

NEWSLETTER

Cloudbusters Model Airplane Club of Michigan, Inc.

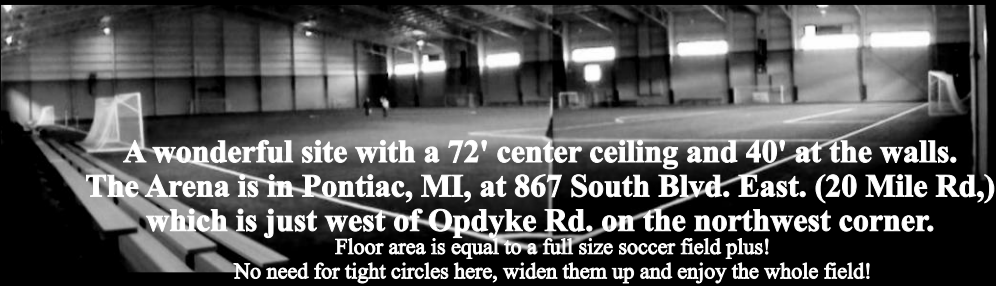
Our 73rd Year

Nov/Dec 2012



The site of our winter indoor flying is Heritage Middle School which is on the NE corner of 16 Mile (Metro Parkway) and Dodge Park. Enter from the front of the school on Dodge Park, and turn to the right, driving around the school. Enter the gym at the back of the school.

As you receive this edition of our newsletter, we have already begun our Winter Indoor Flying. Yes, we know, some of you see the winter only as a building season, but indoor flying is one heck of a lot of fun. It has its own unique challenges, but it does not have trees, ball parks, wind, or rain. The Heritage site is more than adequate for plenty of fun competition with FAC NoCal Scale, FAC Phantom Flash ROG and Cloudbuster Blatter 40 ROG, and we are trying to get some Peanut Scale, Dime Scale, and Embryo events going. The Ultimate Soccer Arena is large enough for you to fly just about anything that you might want to fly. What's that? You do not have a plane for the above contests? Feast your eyes on the plans included in this issue, the Blatter 40, the Phantom Flash, and for those of you who want an extra challenge a P-38 NoCal. The Blatter 40 and P-38 have to be built from the plans since there are no kits of either, but if you like kits, the Phantom Flash is available from a few sources including Shorty's



A wonderful site with a 72' center ceiling and 40' at the walls. The Arena is in Pontiac, MI, at 867 South Blvd. East. (20 Mile Rd,) which is just west of Opdyke Rd. on the northwest corner.
Floor area is equal to a full size soccer field plus!
No need for tight circles here, widen them up and enjoy the whole field!

**Fall And Winter Indoor Sessions
At Ultimate Soccer.**
We will be flying each Thursday starting October 18, 2012,
1:00 PM – 3:00 PM
Flying will be \$10.00 per week payable when you arrive.
We must have the field clear for possible soccer games at 3:00 PM.

2012-2013 Heritage Flying Schedule 7:30 PM – 9:30 PM

2012	2013
October 12	January 04
October 26	January 18
November 02	February 01
November 16	February 15
December 07	March 01
December 21	March 15

Events scheduled at each session are:
FAC No Cal Scale
FAC Phantom Flash ROG
Blatter 40 ROG

You are invited to bring your Peanuts, Embryos, and Dime Scales. If we have three contestants, we will make it official.

FAC events will be flown by the **2012-2013** FAC rules. As always, the school can preempt us. With that in mind we will send out a reminder via email for each flying session.
Important! If you do not have a computer and do not receive club emails, make sure you call before attending to be sure the session has not been moved to a different date by the school. Call Mike at 248-545-7601. If you would like to be added to our email lists, please contact Mike at Mbwelshans@aol.com or Chris at merlin236@comcast.net

Basement for a laser cut traditional, and Retro RC for a slightly modified laser cut kit, that assembles in an almost snap together sequence. Come on out to Heritage and fly something, preferably for competition, but we also accept fun flyers too.

As you get farther along in this issue, you will notice that we have lost two more of our great ones, Joe Joseph and Earl Stahl. We will never know in advance if we can put off one contest for another, when it will be our time to go west. So while you are here, come out and visit with your friends, fly with your friends. Take every chance you can to have some fun.

POWER - 8 STRANDS
1/8" RUBBER

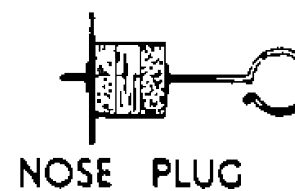
BAMBOO
PIN

8-B

7-B

STABIL
POSIT

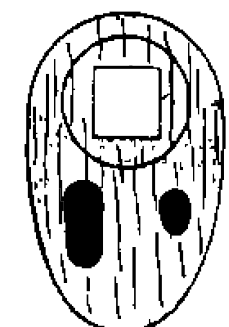
NOT
COV



NOSE PLUG



NOSE BLOCK



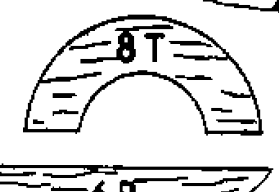
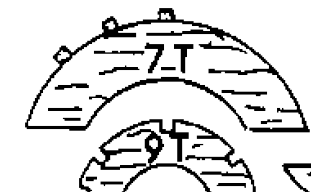
THE NOSE IS "FILLED-IN"
WITH 1/16" SHEET;
SECTION FROM 3 TO 6T
COVERED WITH 1/32"
SHEET

CRASH
PROTECTOR

1/2 WINDSHIELD
PATTERN



FORMERS 1/16" SHEET



6B

9T

STRINGERS
1/16" X 1/16"

7T

8T

SCALE DIHEDRAL
1 7/8"

FILLET
POSITION

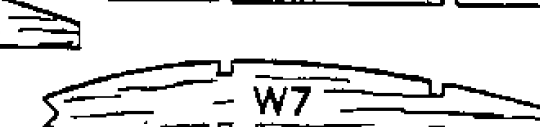
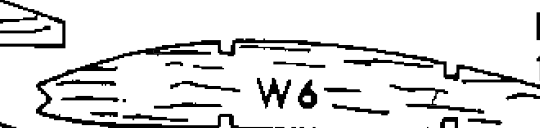
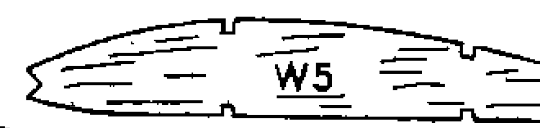
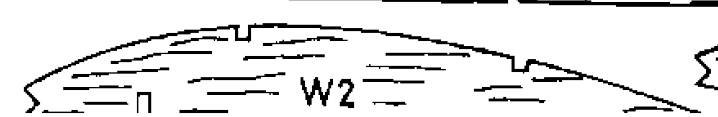
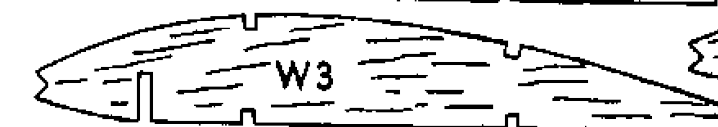
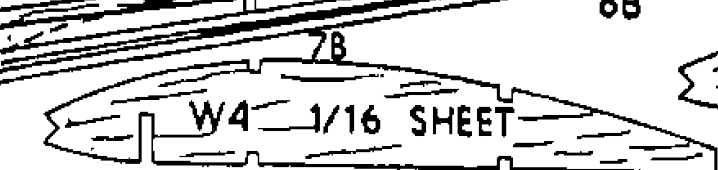
3/32" X 3/32"
LONGERONS

1/16" X 3/32"
CROSS MEMBERS

PROP BLANK
7/8" X 1 3/8" X 7 1/2"
HARD BALSA

SECTION FROM 3B TO 6B FINISHED
ONCE WING IS FITTED

BALSA COVER

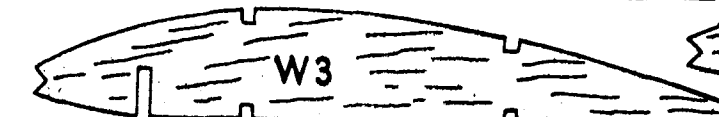
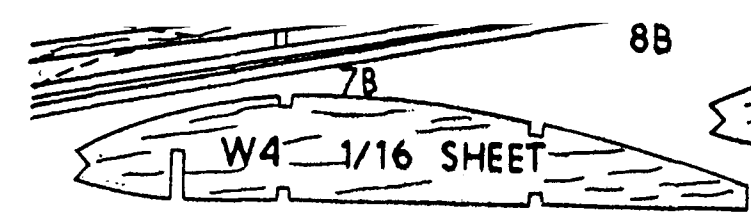


E BLOCK

PROP BLANK
7/8" X 1 3/8" X 7 1/2"
HARD BALSA

SECTION FROM 3B TO 6B FINISHED
ONCE WING IS FITTED

BALSA COVER



8B

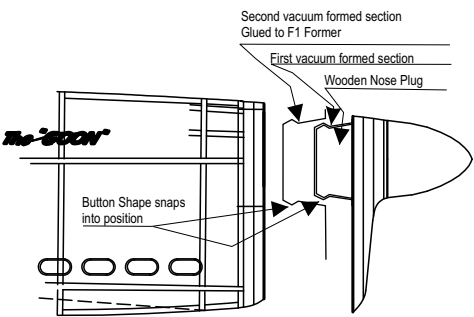
7B

W4 1/16 SHEET

W3

Nose Blocks

Whenever I talk to someone better at outdoor free-flight rubber than me, about trimming a model airplane, or read about trimming a model airplane, the instructions usually amount to getting the model to glide correctly FIRST, then after the model is gliding, all other adjustments are thrust adjustments. This only makes sense in the fact that if you adjust something else, i.e., stab, rudder, center of gravity, wing warps, or anything else besides thrust, you will inevitably change the glide and have to start all over again. While most of us know that we will probably need a little down thrust and a little right thrust, the only way to know for sure how much with a given model is to set the thrust and try it. Sometimes a paper thin shim can mean going from a quite good flight to a superb flight. Let’s face it, the thrust settings are extremely important to rubber band powered free-flight. The thrust adjustments are so important that we pull out our adjustment part, the nose block, before each and every flight, then try to get it back in the way it was for the last great flight. With a little logic in mind, we need to make sure that the nose block goes back into the same EXACT position that it was in before. Not only that, the nose block must not change its position during the flight. Think about it for a moment. The rubber motor is pulling on the nose block with a changing tension from start to finish. The motor is also applying torque to the nose block, unless you have come up with the perfect bearing, one that has no friction at all. The motor is also vibrating the nose block and plane. Basically these above forces are trying to move the nose block and change your thrust setting, which will change your flight. Those of you who know me, or have watched my videos on YouTube, (channel merlin2360), know that I believe in a tight fitting nose block and have developed a way for me to vacuum form fittings to hold the nose block secure. There are many



others ways to secure your nose block, but the nose blocks must be secure. Recently I contacted a few of the very recognizable FAC type flyers and proposed the below questions to them. *I am working on an article for the Cloudbusters newsletter. I am looking for opinions on nose blocks. Being that the thrust adjustments on our models is very critical, how critical is the fit of the nose block to you? Should it be tight enough to stay put no matter what? Does it really matter, the motor tension will hold it in place? Or probably somewhere in between these two extremes. I do not need a complete write up, just enough to explain your opinion, and maybe a little bit about how you achieve the fit that you use.*

Thank you in advance for your response.
Chris

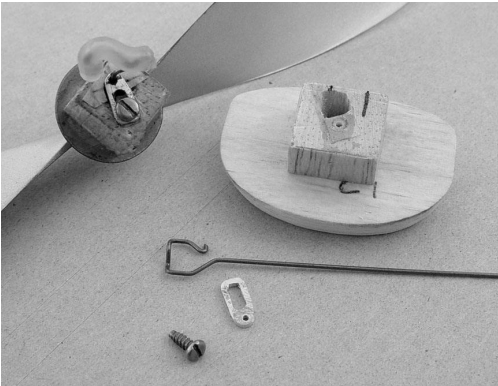
Hi Chris-

I strive for a really snug fit for all my nose blocks, it is really important that you be able to hold that thrust adjustment. Loose nose blocks will lead to a ship that does not have a repeatable flight pattern. The motor is doing its unwinding thing, and not pulling back with any consistent tension. My favorite nose block is a cylinder, with a spline along its length, fitting into a hole, and corresponding slot for that key or spline. I will at times use magnets to back up ensuring a snug fit. I try to be sure I need slight finger tip pressure to get my nose block out. I hope this helps. Let me know if you need more. All the best, Wally Farrell

Chris,
My preference is for a nose block fit somewhat closer to the "...tight no matter what" category. A really loose front end can be a nightmare, but a fit too tight to make thrust changes isn't practical either -especially during early flight trimming sessions. As a start I usually build the nose block with a tight enough fit so it will firmly stay in place. I also make sure the plugging and mating surfaces are hard enough to withstand the usual wear and tear of repeated removing and winding. I often use a bit of 1/64" ply facing and use a bit of thin CA to case harden some surfaces. After early test flights get the thrust line about right, I may resurface the fuselage/nose plug, and refinish the front end joint if necessary; especially if the first thrust line guess was not too close (it happens!). I will repeat this if necessary I try to get to the point where the nose has the proper thrust setting and the block fits tight with a minimum gap, and only paper thrust shims may be needed for tweaking. Hope this is of some use. Cheers, DonDeLoach

Hi Chris-

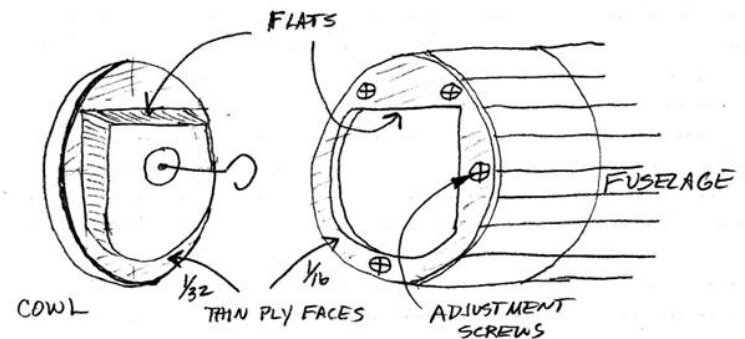
Thanks for asking. I subscribe to the Dave Rees method of squeaky tight nose blocks. If it's secure as can be, that is one less thing to consider (worry about) when going after a thrust setting. My blocks are always at least 3/4" deep on anything larger than a dimer. Peanuts and dimers get at least 1/2" block, unless it's something unusual. If the nose area isn't a solid block, I build up the area to receive the block with two sheets of 3/32" horizontally, then two vertical pieces for the sides of the block. It's a simple matter to have the block already formed, then build this structure around it inside the model. The top pieces fit between the sheeted fuselage sides. It all works to become a rather secure nose area. Thrust adjustments are then made with a simple inverted U shaped flat plate and wood screw. On smaller models it's more like a long 0 to keep it all together. A touch of CA keeps it in place thru the trim stage, until you're really happy with it, then add another drop. Hope this is clear.



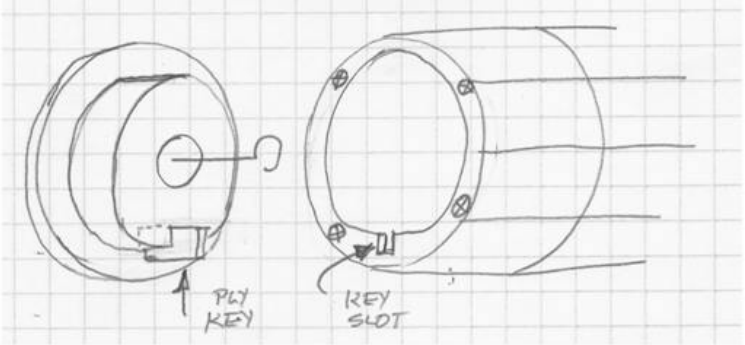
I've attached a shot that should 'splain the thrust plate visually. This was for the 18" Herr Tri Pacer. I usually sink harder wood in the block to help hold the screw. The threads of the wood are laced with CA to help firm it up.

Tom Hallman
*****C
Chris,
I like it to be really tight to hold an adjustment. I braid my motors, so even though there is not a lot of slack when the motor runs down, it's not tight enough to hold the nose block securely. Also, if the block is not really right, the pull of the wound motor can itself change the thrust setting. I make the plug initially as tight as possible. To get it really tight, and to re-tighten as it loosened over time, I glue wafer thin slices of balsa to the sides of the plug. These are cross-grained pieces that I slice off a block of balsa so that the grain runs in the short dimension. That way, the grain of the wood goes the same way the plug goes into the model. Seems to work best. Can always sand a little if too tight, or add more if needed. Jim DeTar

Hello Chris,
Wow, I am flattered that you think that I have a nose block secret. I was hoping YOU would have one for me as they drive me nuts. Nose blocks have caused me more grief than any other aspect of our hobby. However, having said that, here is what I do but it is not fool-proof so I am looking forward to your article! I have found that a nose block must have a couple of characteristics to be considered even barely good:
1.They must fit tight at all times---no fallouts allowed
2. They must, at the same time, allow you to take them out easily and replace them easily.
3 They must hold, allow you to add down and side thrust, and hold those angles throughout #1 and #2 and the expected bangs and bumps of nose-first landings. There is one more thing I want and that is as large of an opening as possible in the nose when it is out, such that I am not trying to stuff a baseball of knotted rubber through a straw of an opening. As a result my entire cowls come off as part of the prop assembly, as opposed to the interior of the cowl of a radial engine or the crankcase. On the back of my removed cowl, I face it with ply and the matching nose plate on the



model is also ply. On the nose face, I mount 4 (not 3) tiny wood screws that I screw in and out to give infinite thrust adjustments. I know that “3 points determine a plane” but due to the curvature of the bottom of the cowl, the nose assembly can rock back and forth destroying any precise angular differences you have cranked in. The opening is usually circular in shape but I cut the mounting plate such that the hole has a flat top and flat left side. This allows me a back-

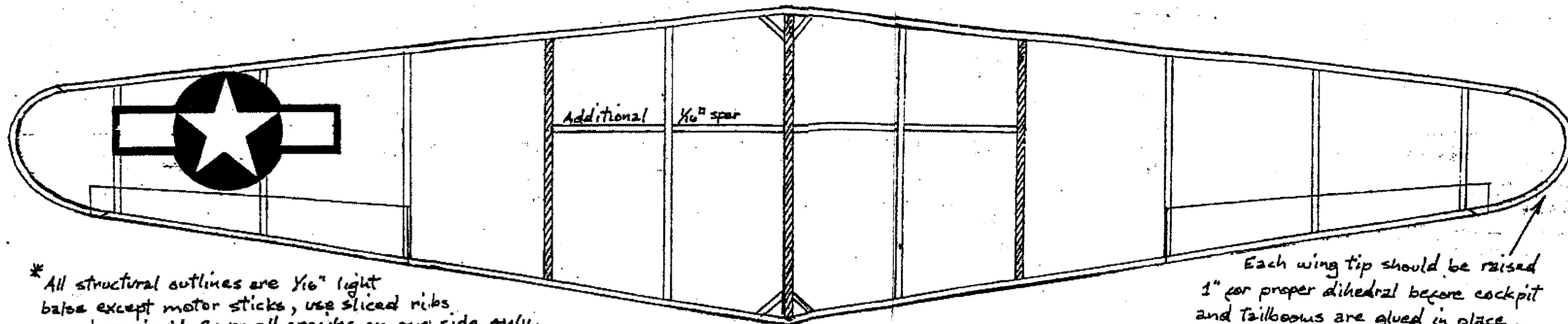


up method to slip shims in for down and right thrust if the screws don't work. I use a thick index block of balsa that fits very tightly in the mounting plate hole---this is standard---and I find the “flat” sides allow me to easily sand away the index block as the angles get greater such that the whole affair can slip in and out. The problem arises that the block gets loose with wear and I am constantly countering this with a small sheet of 1/32nd balsa that is glued to the “flats” of the index block to make it a tight fit. I never depend on the tension of the motor to hold the prop assembly/cowl in place. It is a disaster when it does as the whole gimish vibrates all over with the prop pointing every which way.

I have the best luck with big radial engines (Hellcat) and least with inline engines (Aircobra). The inline engines get no “flat” spots in the opening and index block but do get a small ply key at the bottom that is parallel to the airplane's keel. Because, after your trim adjustments, the cowl now stands proud of the aircraft nose, the next step is to fill in the gaps with scrap balsa back at the shop to make it look all pretty. I have yet to ever get this last step done. There is always the Gizmo Geezer route and that is one cool device and I know of guys who buy them from Orv WITHOUT the mechanism, just the adjustable nose button. The GG device, while very easy and precise can be defeated (how do I know this?). You cannot have a deep index block, if any, as you need room to attach the little rubber motor “can” to the main unit. It works best with a completely flat backside of the nose plate and little keys or dowels to center it on the aircraft's nose. You can dig out a little depression in an index block to give your fingers room but it is always fun hooking it up on a hot day with sweat and rubber lube all over your fingers. TomArnold

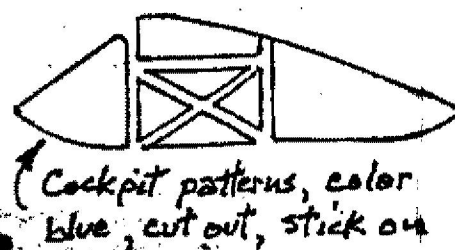
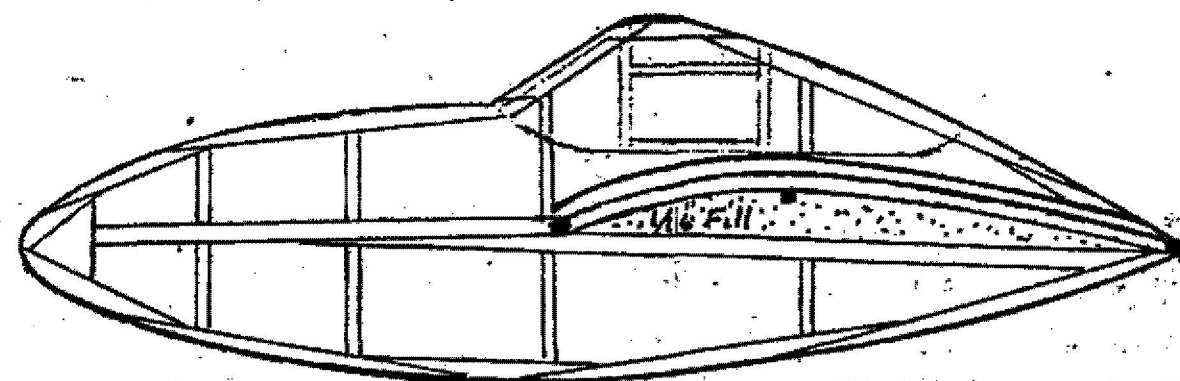
*
Here are a few more pictures of attempts to secure nose blocks, yet keeping them removable for winding and adjustable for thrust settings. These were obtained from the forum at hippocketaeronautics.com. There are many more ways to make a nose block, and as always, I am not trying to tell anyone who is having success with their rubber powered models to change anything that they are doing. I am also not telling anyone to do it my way, or else. I am just trying to say that if you are looking for consistent results with your flying, try to eliminate some inconsistencies in your thrust settings. Another way to look at the importance of a secure nose block is to think about a car or truck. How many of you would like to drive a vehicle where the steering wheel is loose? Put yourself behind that wheel and see what it is like to have your vehicle suddenly turn left, turn right, heck, with the airplane, turn up, turn down. Until next time, SECURE YOUR NOSE BLOCK! Use one of the ways shown here, create your own way, ask other flyers, what they have done. Be prepared though, most of us can tell you many ways that DO NOT work, and some of us can get kind of windy in our explanations.

Chris A. Boehm

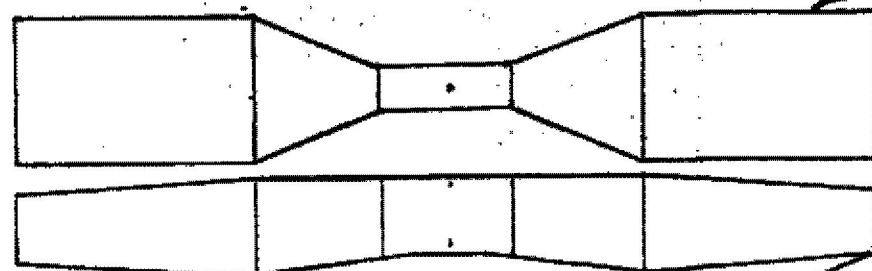
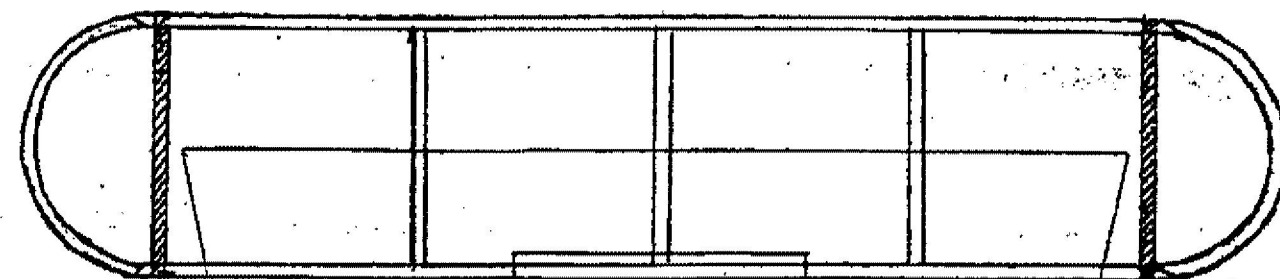


* All structural outlines are $\frac{1}{16}$ " light balsa except motor sticks, use sliced ribs for wing airfoil. Cover all profiles on one side only.

Each wing tip should be raised 1" for proper dihedral before cockpit and tailbooms are glued in place.

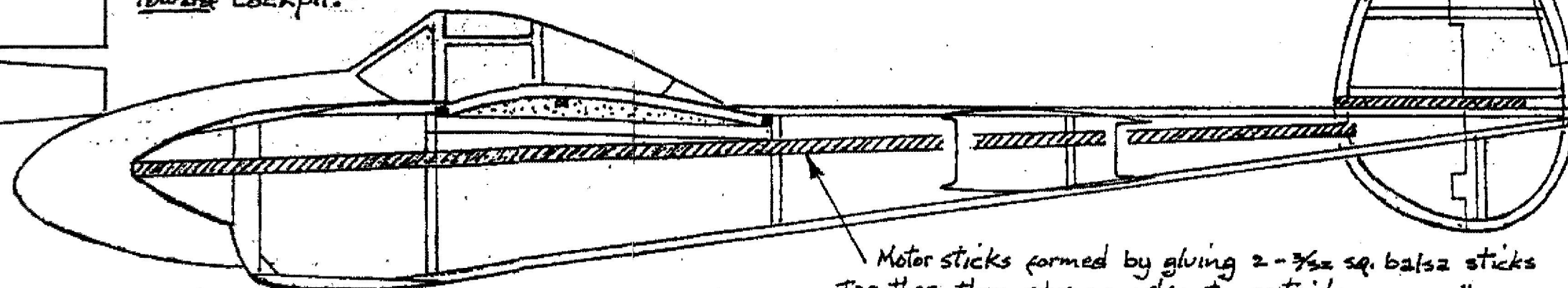
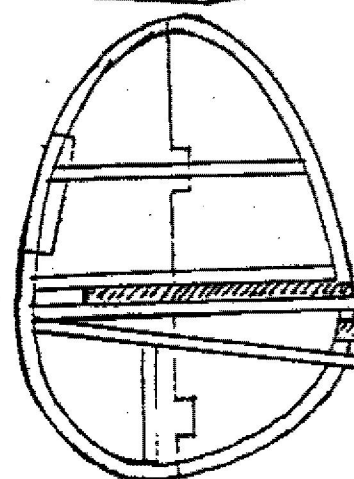


Cockpit patterns, color blue, cut out, stick on



Propeller blanks, carve one left handed and one right handed to rotate inward toward cockpit.

Rudder, stabilizer tips and wing tips are formed from $\frac{1}{32} \times \frac{1}{16}$ balsa laminated around a form.



Motor sticks formed by gluing 2 - $\frac{3}{32}$ sq. balsa sticks together, then glue on edge, to outside of nacelles. Use your favorite type of bearing for props.

LOCKHEED P-38 "LIGHTNING"
A TWIN NO-CAL PROJECT
BY VIC NIPPERT 7/29/91

Coloring and markings vary according to years of W.W.II and operating theater. Standard color was khaki with cream or sky blue undersides. Some were polished aluminum over all. Photo-reconnaissance over all med. blue (some). "Yippee" was bright red!

GONE WEST



Joe G. Joseph, age 86, of San Antonio, died Tuesday, October 23, 2012. He was born on August 21, 1926 the first-born son of Lebanese-American parents and a life-long member of St. George Maronite Catholic Church. He possessed a deep devotion to God and a strong moral compass that helped guide multiple generations of family and friends. A man of keen mind and wide reading, he nonetheless knew that joy sprang not from intellectual achievement but from being loved. He served in the Army during World War II and worked as an electrical engineer at Kelly Air Force Base until his retirement in 1986. He was an accomplished woodworker, founder of the Alamo Escadrille, a model-airplane club, and editor of its newsletter The Windy Sock, which had subscribers from around the world. His proudest life accomplishment was his children.

He was preceded in death by his parents, George and Celia Joseph; his brother, Edward, his wife Virginia Cerna Joseph, mother of his seven children; and his step-son, Richard Gwosdz.

He is survived by his wife of twenty-six years, Marie Gwosdz Joseph; two daughters, Mary Joseph of Augusta, Georgia, and Anne Joseph-Carraway (Kenny) of San Antonio; sons, Chris Joseph, Paul Joseph (Marie), and John Joseph (Catherine), all of San Antonio, David Joseph (Melanie) of Austin, and Tony Joseph (Jessica) of Houston; step-sons, Gary Gwosdz (Paula) of Cypress, TX, and Donald Gwosdz (Kaye) of Houston; step-daughters, Betty Barnes (Phil) of Pensacola, FL, and Rita Evans (Darren) of Eagle River, Alaska; grandchildren; great-grandchildren; numerous nieces, nephews; sister, Catherine Hammer (Bob) of Boerne; and two brothers, Gilbert Joseph and Tom Joseph (K) of San Antonio. Visitations will be on Friday, October 26, 2012 at 6:00 p.m. and Saturday, 8:30 a.m. at St. George Maronite Catholic Church.

ROSARY-friday, October 26, 2012, 7:00 P.M.
ST. GEORGE MARONITE CATHOLIC CHURCH
6070 BABCOCK ROAD

FUNERAL MASS, Saturday, October 27, 2012, 9:30 A.M.
ST. GEORGE MARONITE CATHOLIC CHURCH

In lieu of flowers, memorial contributions may be made to Catholic Charities, 2903 West Salinas, San Antonio, TX 78207 or San Antonio Food Bank, 5200 West Old Highway 90, San Antonio, Texas 78227. Interment in Holy Cross Cemetery.

Joe Joseph was a good friend and flying companion for over 20 yrs. His editorship of the Windy Sock newsletter and ramrodding of the Alamo Escadrille will be sorely missed. The Windy Sock kept all of us here in TX one big dysfunctional family. But it was a family. Joe was a curmudgeonly fierce competitor on the flying field and his motto was: if you are flying, it better to be as a competitor. He didn't build that well but was always there competing in most events. His models were tough to beat.

Joe treated the Windy Sock as a favored son. This rag went all over the states and set a standard for presenting his love of all things model planes. He was always searching out new info to present to his flock. He constantly harassed me for input and you could not turn him down. Yet anything you dumped in his lap was faithfully reprinted. However he did enjoy his editorial license.

The presence of this uniquely Texas FAC character will be missed in San Antonio and around TX.
All of us will miss the Windy Sock.

Friend and model buddy

Mike Midkiff (ironmike)
from hippocketaeronautics.com



Vance Gilbert and Earl Stahl

utilization of the center's diversified research facilities."

Since his youth Earl Stahl was a freelance author and graphics illustrator of model airplanes, sport aviation, and aviation history for various magazines, journals, and World Book Encyclopedia. He remains internationally known for creating and illustrating construction projects for flying model airplanes. Many of his publications continue to be reproduced for competitions in the USA and Europe. In recognition of the "enduring and distinguished achievement in the art of free flight model aviation," he was inducted into the halls of fame of five national hobby organizations.

The family requests that no flowers be sent.
Arrangements by Amory Funeral Home, Grafton. View and post condolences on our online guestbook at dailypress.com/guestbooks.

I was honoured to be able to correspond with Earl for several years and appreciated his kindness and generosity in sharing his thoughts with me. He was the original inspiration for what became the annual International Mass Launch of Cloud Tramps that has captured the imagination of so many flyers all over the world. He will be greatly missed. My condolences to Lil and all the family. Mike Parker SAM 35 Speaks columnist Mike Parker, Hull England

Mr. Stahl has touched all modelers world wide. And for that we all thank him..we will miss him but he will live on as a gentleman among us modelers. My prayers will be with the family.. Craig Hollier, Port Arhur, Texas

We were saddened to learn of Earl's passing. We were privileged to exchange letters and ideas with him for many years, and certainly his published designs and drawings were inspirational to modelers everywhere.

Our deepest condolences to all the Stahl family members.
Cordially, Bill and Joan Hannan California

I first met Earl at a DC Maxcutters contest in the early 1970s. It was like meeting one of the heroes of my youth--his model aircraft designs are famous the world over. Earl was a real gentleman and his work at Langley was so critical to the advances in aviation over the years.

To all in his family, it was a privilege and an honor to know Earl. His full sized aviation work was so important to the world and his model designs and publications brought smiles to many a young man for the last 75 years. Please know that we are all saddened by his passing and that we will all miss him. My sincere condolences to all of you.

Pat Daily CAPT USN(RET) Midlothian, Virginia

To Lil and Family,
Please know the effect and influence this man had upon me as I struggled to be a better model builder and a gentleman. Hopefully knowing that his humor, expertise, and gentility moved and inspired multiple generations of young men like myself will give you some solace. This is a better world for him having been in it.

Vance Gilbert, Arlington, Massachusetts

Earl Fred Stahl, Yorktown, Va., died Oct. 16, 2012, at age 94. He was born and raised in Johnstown, Pa.

He is survived by his wife of 60 years, Lil; and their daughters, Jeanne E. Stahl and her husband Daniel Elliott, Terri Cuthriell and her husband Michael and Gail Hoilman and Timothy; grandchildren, Seth Hoilman, Shelby and Bryce Cuthriell, and Verity Elliott. He is also survived by his sister, Ruth M. Stahl, of Johnstown, Pa.

He served in World War II as a U.S. Army Air Corps Celestial Navigation Instructor.

Earl worked at NACA/NASA for 42 years, retiring in 1986 as chief, Operations Support Division. In that role he was awarded the NASA Exceptional Service Medal for "leadership in the management of technical support to the Langley research effort assuring effective

More on the Lowly Stuffing Stick

In the last issue I covered a little tip about making both ends of a stuffing stick usable for stuffing. Well, there are a few other things that can make stuffing a more pleasant experience.

Put a mark down the side of the stuffing stick that will help you orient the stick into the model. I know, it should not be a problem to stuff the rubber in correctly lined up for the motor peg, but try to do it in the shade, from the bright sunlight, while wearing shades, with the wind blowing your plane around, while your buddies are distracting you, you get the point. The line down the side of the stuffing stick just eliminates one more variable.

Another item that is of great use on a stuffing stick is a marker of some kind for setting depth. Some engineers out there may put a whole ruler (or slide rule, Ha.) on the stuffing stick so that the stick can be placed on the outside of the plane to measure distance to the rear peg. I can see some of you who like records, making a chart of all of the planes that your stuffing stick fits and a spreadsheet with all of the appropriate lengths. For me, a simple rubber band wrapped around the stuffing stick that I set to the proper distance as I get ready to load a new motor works just fine. The rubber band should be a contrasting color to the stuffing stick. Say for example, Pete Azure likes to color his stuffing sticks bright red so he can find them when he drops them in the tall grass, should maybe use a green or yellow rubber band to mark the depth.

My point here is maybe take a look at your stuffing sticks and other tools. Think a moment or two, and see if you can find a way to make your life easier or better. If you come up with that great idea, share it. I will gladly publish it here in the Cloudbuster Newsletter.

Chris A. Boehm



Next time you are at the field and you do not have a stuffing stick, and nobody to borrow one from, try this with an aluminum tube. A simple yet rather clever stuffing stick from www.guillow.com. Do not forget to mark the side and depth for proper insertion.

Notes from the President

Hi all. Just a few reminders for the upcoming couple of months.

The November meeting will be Tuesday the 20th. That is election night and also the night that letters nominating members for the Cloudbusters perpetual trophies are due. Please turn in your letter to any officer with a short note as to why someone deserves the award. Remember, trophies are for the following.

Bill Adams - Contributions to Model Aviation
George Lewis - Contributions to the Cloudbusters
Dave Dulaitis - Contributions to Scale
Ron Sears Top Gun - For best contest record based on 3 for 1st, 2 for 2nd & 1 for 3rd place finishes.

The plan is for the December meeting to be the club Christmas Party and will be the second Tuesday (December 11th) in December.

Keep our winter flying programs in mind as the weather turns south. We have open free flight flying at Ultimate Soccer every Thursday except holiday weeks. Times are 1:00 PM to 2:30 PM. Cost is \$10.00 per session. We also have Heritage School flying two Fridays each month as listed in the last newsletter.

Also something to build a new model for. Flying Aces Commander in Chief Ross Mayo has approved an event for 2013 that will be in the memory of the late Earl Stahl. This event qualifies for Kanones and must be an Earl Stahl scale model built from any Earl Stahl scale plan you choose. A link to all published Earl Stahl plans can be found at the following site. <http://www.theplanpage.com/esp.htm> The plans on this site are free to anyone who wants to print them and use them. The event will be flown to the Simplified Scale (FAC Event #15) rules. The plan must be built to the original size and structure to qualify for the Simple Scale bonus points.

The club's annual auction will be the third Tuesday (January 15th) in January and is always a big crowd pleaser. Bring your old stuff to sell and buy some new stuff to bring back next year.

Each and everyone of you have a safe and happy holiday season.

Mike Welshans
Cloudbuster's President



Our President Mike Welshans (left) and Bruce Thoms.
Photo by John Bush



Fred Tellier's Blatter 40 heading up, back in 2003. Photo from indoor-models-canada.tripod.com