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

Be sure to visit our web page to get the 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

Sept/Oct 2012



The Cloudbuster contingent for the FAC Nats in Geneseo, New York 2012. Left to right front row, Bruce Thoms, May Grace Thoms, Joshua Thompson, Paul Boyanowski, Jack Moses, Raven Azure, standing left to right, Patricia Bredehoff, Conner Azure, Chris Boehm, George Bredehoff, Ralph Kuenz, Jay Jorgensen, Pete Azure, Elaine Welshans, Mike Welshans, Winn Moore.

Photo by Bruce Thoms.

Ramblings from the Editor:

A picture is worth a thousand words. If that old adage is also a truism, then this newsletter edition is packed with one heck of a lot of words. This summer has been a busy one for the Cloudbusters. As usual we had our Spring Fling, The Brodak, Control line flying at Broome Park, our summer FAC contests at Broome Park, the big one at G-town, also known as the FAC NATS (Flying Aces Club - Nationals) at Geneseo, New York, and our special one, The Outdoor Champs at Muncie.

Please see inside for write ups and pictures from all of these events. Thank you to all who submitted pictures. I had so many exquisite gems to choose from. I felt like the proverbial kid in a candy store. I could not decide which ones to get rid of, they are all so good and bring back great memories. Alas, I could not find room for each and every one of them, but I am working on a new video/slide show for all. If anyone wants a larger, higher resolution copy of any one or more of these, please let me know. I can send them electronically or I can print them out on photo paper and snail mail them to you.

Many of the Cloudbusters have had their ups and downs this summer, many with planes, some with health issues and family members health issue. To all of you with these issues, our hearts and thoughts are with you, hoping that you can overcome and rise.

Speaking of rising, and ups and downs, Jack Moses decided it would be nice to experience some thermal activity, not from the ground like most of us. He really participated, and rode the thermals. Check out the pictures below of Jack getting some Hang time. If you look really close, you might be able to see him lighting his DT, just to be sure.

Thank you also to all that submitted articles, the job of editor would be much more difficult without you. While I am thanking people, thank you to all of the contest directors, judges, helpers, volunteers, without which the contests would not happen. A very big thank you to all of the flyers, without which we would not need the rest.

Contained in this newsletter are also, of course, plans. First is a new one by George Bredehoff, his Kieth Rider R2 1933 version Bumble Bee, peanut. Yes, this is the peanut that he took first place with at the AMA NATS. Second is a new creation from the creative and imaginative mind and hands of Pres Bruning, his Flying Fish embryo and possible bostonian. We will have to take some measurements and check them against the rules for bostonian to be sure. We also have some tips from Pete Azure and yours truly Chris Boehm. If you have been near Pete and me at any of the contests, you will know what I mean when I say that our minds can be very fertile. Yes, that means a lot of fertilizer can come from the two of us.



Newer Clodbusters

at

The FAC-NATS

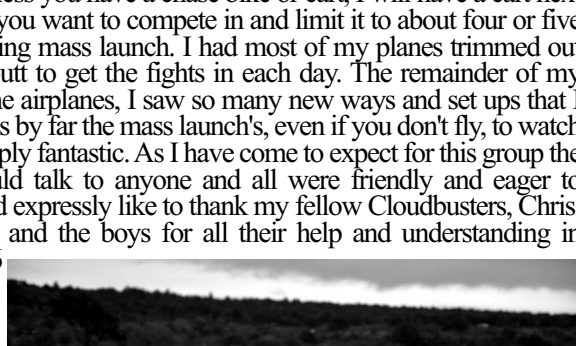
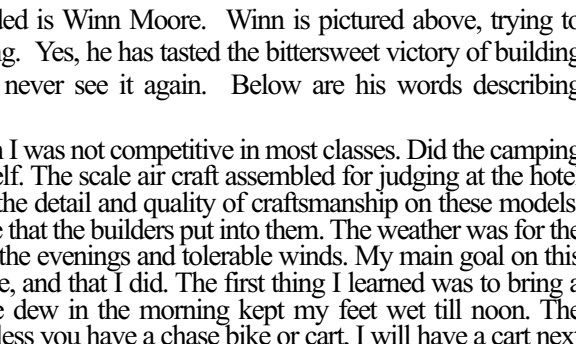
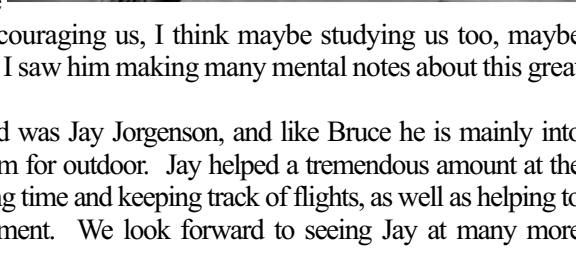
We, the Clodbusters had three of our newest members attend the FAC-NATS this year. The first was Bruce Thoms with his wife, Mary Grace. I did not ask Bruce for a write up in time for this newsletter, but Bruce has graced us with a monumental amount of excellent photos. All of the pictures on this page, as well as the cover shot and many more to be used later, were taken by Bruce or Mary Grace. We will be expecting and hoping Bruce brings his camera to many other events. Bruce has been mainly into indoor flying with us. He is a very competent competitor. While attending the FAC-NATS Bruce was presented with the coveted Blue Max for his first 16 victories. Way to go Bruce! Bruce was also busy at the NATS, cooking for us, helping us, encouraging us, I think maybe studying us too, maybe looking for the edge to beat us. I know I saw him making many mental notes about this great hobby.

Our second newer member to attend was Jay Jorgenson, and like Bruce he is mainly into indoor flying, but we are working on him for outdoor. Jay helped a tremendous amount at the FAC-Nats with being a mechanic, helping time and keeping track of flights, as well as helping to set up and take down all of our equipment. We look forward to seeing Jay at many more contests in the future.

Our third newer member that attended is Winn Moore. Winn is pictured above, trying to send on of his masterful ships up to Hung. Yes, he has tasted the bittersweet victory of building and flying a ship so well that he will never see it again. Below are his words describing Geneseo.

The first trip was a blast, even though I was not competitive in most classes. Did the camping thing, tent in all and really enjoyed myself. The scale air craft assembled for judging at the hotel were amazing, I can not put into words the detail and quality of craftsmanship on these models, and can only imagine the amount of time that the builders put into them. The weather was for the most part cooperative with some rain in the evenings and tolerable winds. My main goal on this first trip was to learn as much as possible, and that I did. The first thing I learned was to bring a pair of water proof boots or shoes. The dew in the morning kept my feet wet till noon. The second thing was to be ready to walk unless you have a chase bike or cart, I will have a cart next year. Lesson number 3, pick the classes you want to compete in and limit it to about four or five per day, and allow extra time if your doing mass launch. I had most of my planes trimmed out before going but was still busting my butt to get the fights in each day. The remainder of my educational experience had to do with the airplanes, I saw so many new ways and set ups that I could not list them. The coolest event was by far the mass launch's, even if you don't fly, to watch 30 or 40 models go up at once is just simply fantastic. As I have come to expect for this group the comradeship was tremendous, you could talk to anyone and all were friendly and eager to provide information and support. I would expressly like to thank my fellow Clodbusters, Chris, Mike, Elaine, George, Jack, Paul, Pete and the boys for all their help and understanding in making my first trip to a nationals in 36 years such an enjoyable time.

Winn Moore



Gone West - Fred Wunsche - Clodbusters, FAC

One of the sad things about being gone from the hobby so long is you quickly realize that some of your old flying buddies have passed on. This is an old man's hobby and old men fly west. In the time I was away, I missed out on final flying with Don Lang, George Lewis, Chuck Schobloer from the Clodbusters and Gordon Roberts from Cleveland - and probably some that I have forgotten. This Friday, while several Clodbusters were flying in Muncie, we lost another - Fred Wunsche. I last saw Fred at the Clodbusters Indoor meet (previously mentioned here) and last spoke with him when several of us called him from the flying field back in '99. We miss you already, Fred.

Posted by George Bredehoff
hippocketaeronautics.com

« on: September 10, 2012, 06:30:52 PM »

Frederick Arthur Wunsche, age 81, of Dryden, MI, died Sept. 7, 2012 at his residence. He was born Oct. 10, 1930 in Detroit, the son of Arthur and Maria (Bibow) Wunsche. He is survived by his wife of 60 years Doris and five children: John (Jacqueline) Wunsche of Romeo, Sandra (Mark) Yagiela of Rochester Hills, Cynthia (Gregory) Schleicher of Washington Twp., Thomas (Cindy) Wunsche of Almont and Bryan (Sandra) Wunsche of PA; seven grandchildren, seven great grandchildren; three sisters, two sister-in-laws and many nieces and nephews. He was preceded in death by his parents, one brother and one sister. Fred retired from the GM Tech Center in Warren, after working there 38 years as a Wood Model Maker. Mr. Wunsche proudly served his country in the U.S. Marine Corp during the Korean War. His lifelong interests included gardening, wood working and flying model airplanes. He was a member of the Clodbusters and Flying Aces, where he made many good friends. Fred was a member of Christ Evangelical Lutheran Church - Imlay City. Visitation will be 2-8 PM Monday, September 10, 2012 at Muir Brothers Funeral Home in Lapeer. (810)664-8111. Mr. Wunsche's funeral service/religious service will be 11:00 AM Tuesday, September 11, 2012 at the funeral home, 1021 S. Lapeer Rd., Lapeer, MI 48446. In lieu of flowers memorial contributions may be made to Christ Lutheran Church, Imlay City, MI.

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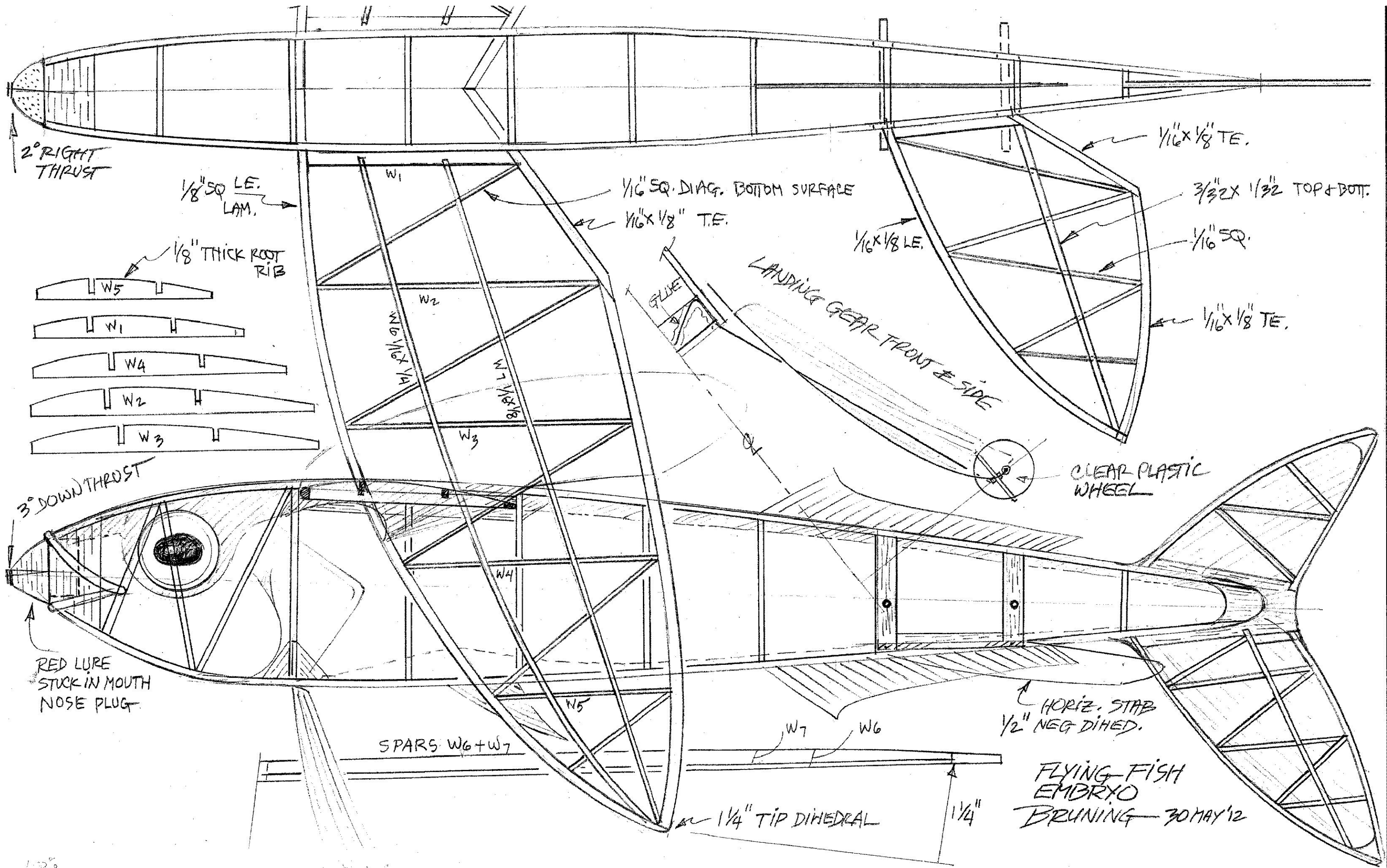
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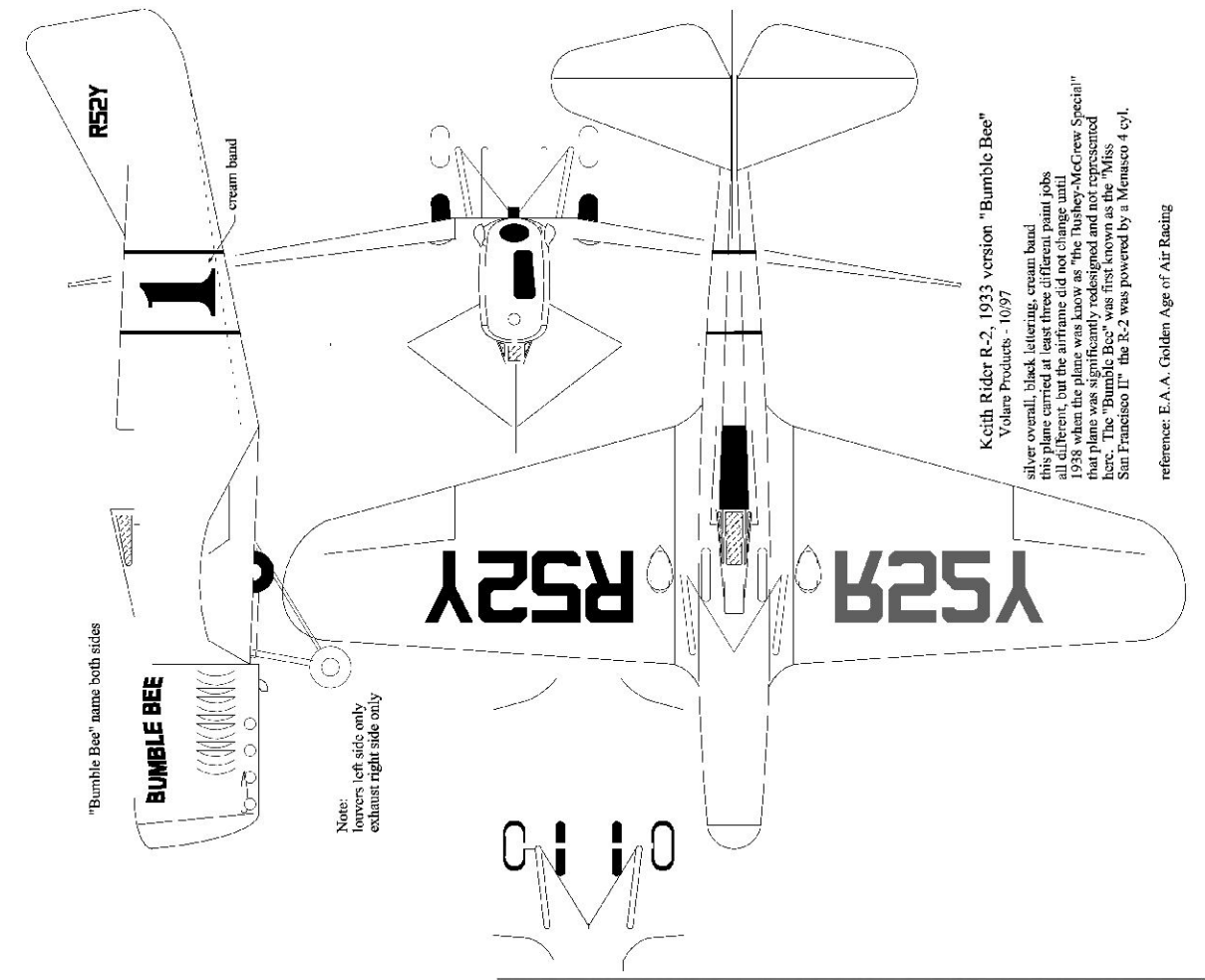
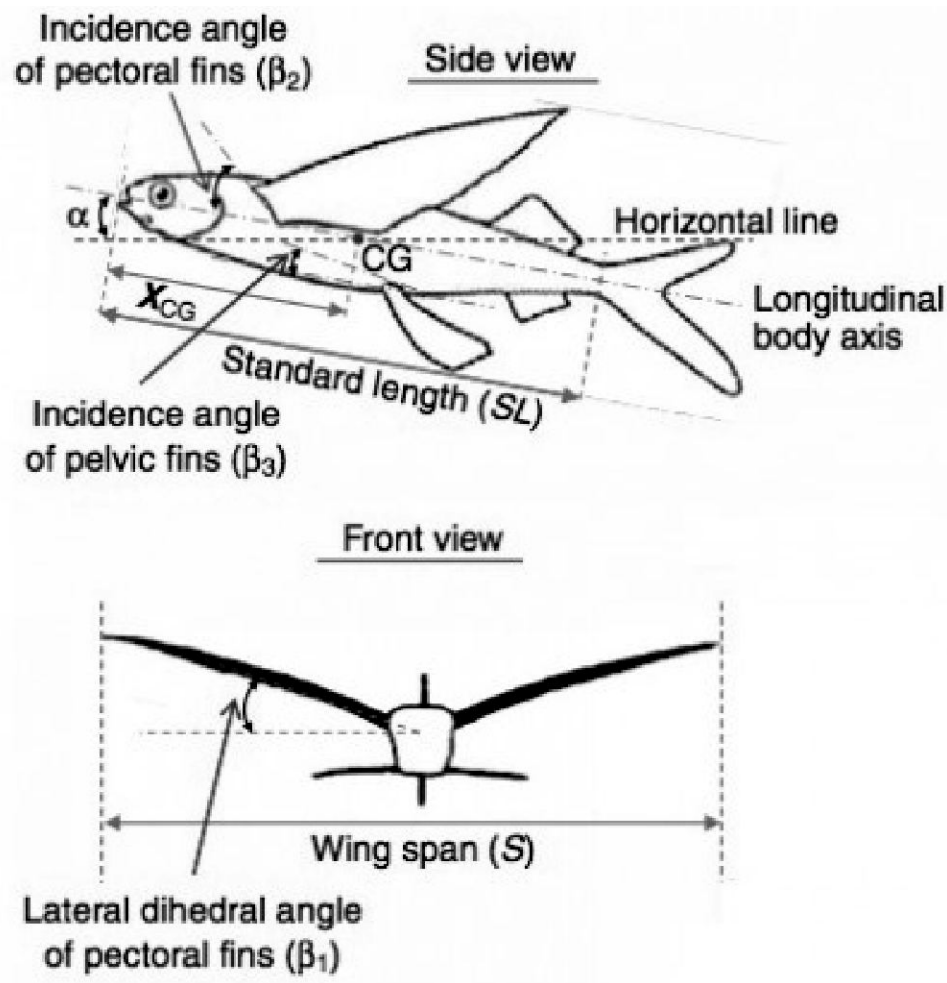
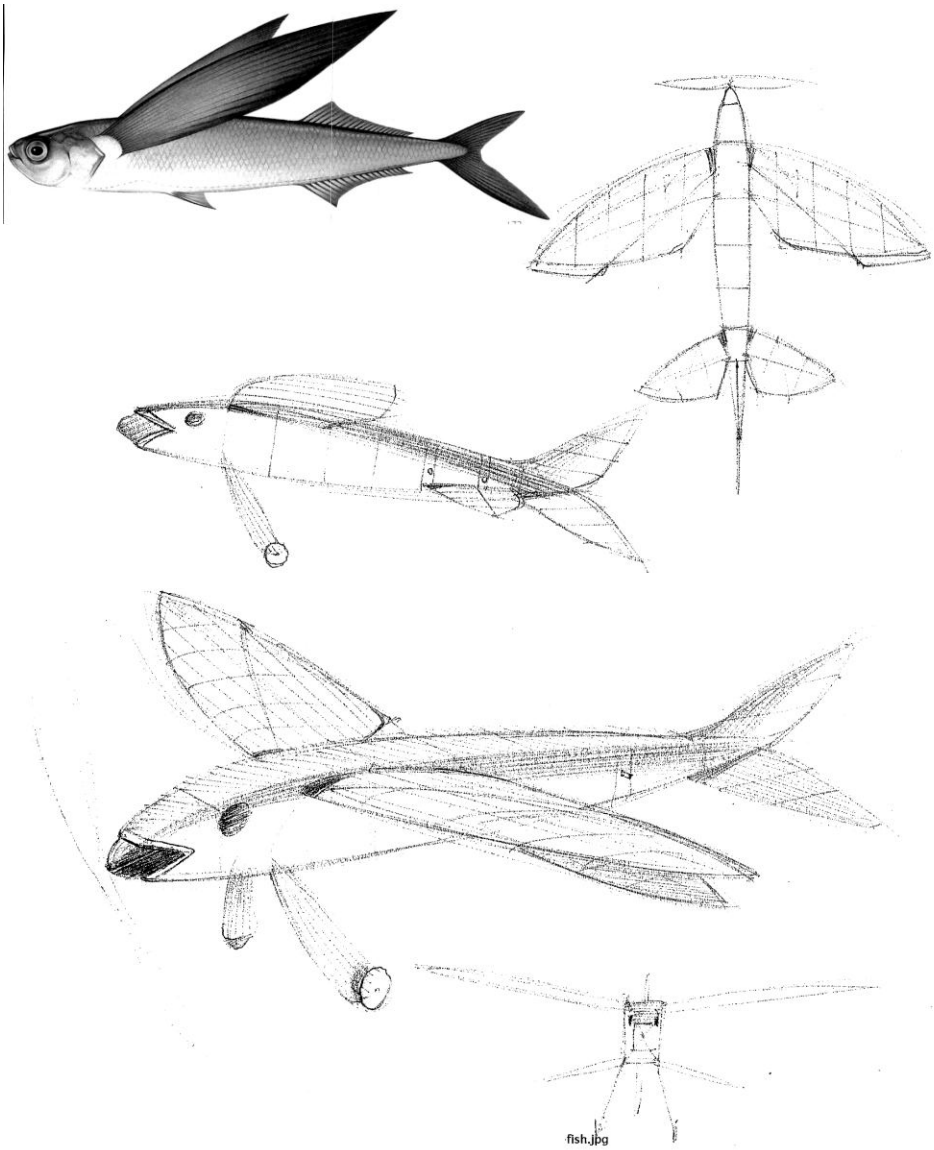
Next year, 2013, at Geneseo, we all have to buy at least one extra raffle ticket in memory of Freddie. Those of you that have been at Geneseo with Freddie will understand this.



Thank you very much, from all of the Clodbusters to all four of you, Bruce, Mary Grace, Jay and Winn, for adding to our experience at the FAC-NATS. All four of you seem to naturally possess that wonderful trait, known as the

Spirit-of-The-FAC.





Kcith Rider R-2, 1933 version "Bumble Bee"
 Volare Products - 1097
 silver overall, black lettering, cream band
 this plane carried at least three different paint jobs
 all different, but the airframe did not change until
 1938 when the plane was known as "the Pushey-McCrew Special"
 that plane was significantly redesigned and not represented
 here. The "Bumble Bee" was first known as the "Miss
 San Francisco II" the R-2 was powered by a Menasco 4 cyl.
 reference: E.A.A. Golden Age of Air Racing



Kirk:"Scotty, I need more power." Scotty:" But you don't understand Cap'n the dilithium crystals are about to separate. If the antimatter touches the matter, the shield won't hold!"



Scotty:"Careful Cap'n, let me get ahold of that shield."
 Kirk:"Scotty, I can to it. I've done this kind of thing before!"



?????????
 What lines should go here?
 Please submit your suggestions for inclusion in the next episode.



"Star Trek" episode photos from John Bush taken at the Cloudbuster Third Annual Picnic/Contest.

Get Your Pants On!

Please excuse me for writing about such a sensitive topic. Wheelpants. Such things on model airplanes may cause one to avoid a particular subject over a simpler design. Too many great planes require them, however. We just cannot pass them up.

My rediscovered technique (I'm sure it has been covered in the modeling press at one time or another) is to make up the pant laminating two sides and a center hollowed out for the wheel.

Carve and sand to the desired shape and finish as you need.

Rather than guess how much axle to leave sticking out and struggling to insert wheel and landing gear wire,

Do this:

Using a broken double edge razor, slice through the center of the pant leaving two sides. Hollow the sides to as thin a wall as you want using a wood gouge. (Careful here. Terra is still very firma.) (Editor's Note: You could also use your favorite grinding attachment on your Roto-Tool.)

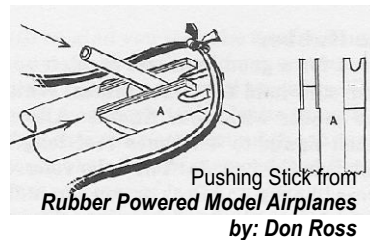
Mount the inside pant on the axle or, as in the Stinson design, rout out for the vertical wire. Mount the half pant and let dry (I have been using Formula 56 canopy glue for this and many other gluing needs). Slide the wheel on the axle and cut off excess with a set of diagonal cutters. No need for a wheel retainer as the next side keeps it on. Glue the remaining side on and carefully line up the cut. Effectively invisible.

Let me know how this works for you.

Pete Azure

The Stuffing Stick

The lowly stuffing stick (SS) or pushing stick as Don Ross calls it, in his wonderful book *Rubber Powered Model Airplanes*. A simple yet much needed device for rubber powered airplanes. How could you improve such a simple device?



Pushing Stick from *Rubber Powered Model Airplanes* by: Don Ross

One day at a contest, Pete was looking for a stuffing stick for one of his creations and asked to borrow one of mine. While looking through my box of SS, trying to find the correct size, I made the flippant comment "Why don't we put stuffing ends on *both* ends of the SS?",

different sizes of course.

A few days later I received an email from Pete. "Question you asked about double ended stuffing stick suggested a Hint and Tip for the newsletter. Stuffing stick with one end for large motors and other end whittled down and mounted with smaller jaws for the little planes. Suitably painted RED, of course. Pete"

Well----- done. See how fertile our minds can be!

Cloudbuster Flying Broome Park

Sunday May 20 We had a great turnout, 15 members and family, despite the windy weather. We got in six official events in however at a cost of five fly away flights.

Top four in each event flown is below.

Greve Race Mass Launch

- 1 - George Bredehoff - Keith Rider
- 2 - Mike Welshans - Jack Rabbit
- 3 - Jack Moses - Chambermaid
- 4 - Winn Moore - Mr. Smoothie

WW-II Combat Mass Launch

- 1 - Mike Welshans - A-36
- 2 - Jack Moses - SBD Dauntless
- 3 - Chris Boehm - P-51
- 4 - Winn Moore - Mig 3

FAC Rubber Scale

- 1 - Stu Weckerly - Wittman Buster
- 2 - Mike Welshans - Jackrabbit
- 3 - Chris Boehm - P-51
- 4 - Winn Moore - Lacy M-10

No Cal Scale

- 1 - Chris Boehm - BD 4
- 2 - Mike Welshans - F4B4
- 3 - George Bredehoff - P-39

Embryo Endurance

- 1 - Wynn Moore - Freshman
- 2 - George Bredehoff - Special
- 3 - Jack Moses - Bom Loser
- 4 - Stu Weckerly - Tomahawk

Flying Aces Sport - PFI

- 1 - Winn Moore - FA Moth
- 2 - Ted Allebone - Mini Senator
- 3 - Chris Boehm - FA Moth
- 4 - Mike Welshans - Jr. Comm.

Sunday August 5 For those of you that could not attend, because you have issues, it is too far to drive, family matters, prior obligations of some type, or you just chose not to brave the Beaufort Number 5, that is 19-24 mph, 29-38 kph, 17-21 knots, or simply known as a Fresh Breeze conditions, you missed a GREAT DAY of flying. There were seven members and guests present, six flying, with results posted below. We wish you could have been there.

There were NO lost planes, at least not for very long. There were a few in the baseball field and one that made it into the neighborhood, but all were retrieved. Amazingly none in any trees, (told you above that it was a GREAT DAY). Yes, there was a little breakage, but none that is irreparable, with some repaired right at the field. I would suspect that there was less breakage today than on an average non-windy day.

While we were at the field, we did place a call to our beloved Freddie Wunsche, who is in the hospital again. Hopefully we cheered him up a little, I think we did by his reaction.

WW-II Combat Mass Launch

- 1 - Chris A. Boehm - Avenger
- 2 - Winn Moore - Frank
- 3 - George Bredehoff - I-16

Embryo Endurance

- 1 - Winn Moore - Debut
- 2 - Chris A. Boehm - Bom Loser
- 3 - George Bredehoff - Falcon Special II

Saturday Sept 1 -- We had a great, magnificent, excellent, wonderful, cosmic, did we mention GREAT, day of flying with absolutely perfect weather with temps in the upper 70's and almost no wind. Most of the wind was going up. It was fairly difficult to miss hitting a very friendly thermal. Many max flights came down within 50 yards of the launch point. Chris even turned in a 9 minute and 15 second flight with his new Phantom Flash, and still landed within one hundred yards or so of the fence. Fourteen of the Cloudbuster family were in attendance along with three guests/ visitors. We completed 7 official FAC Events and had 7 different winners. Results with total entries noted below.

There has been some discussion in the FAC lately about what the difference between a scale model and a mass launch model is. Two of the Cloudbusters have answered this very clearly-- NOTHING. Look at the picture to the right. George Bredehoff's Keith Rider R-2 Bumblebee won Peanut Scale and Mike Welshan's Keith Rider R-5 Jackrabbit won scale at the AMA NATS. Here they are climbing out in the third round of the races mass launch.

MW/CB

Golden Age Scale - 4 entered

- 1 - Stu Weckerly
- 2 - Pete Azure
- 3 - Winn Moore

No Cal Scale - 6 entered

- 1 - Dan Olah
- 2 - Chris Boehm
- 3 - George Bredehoff

FAC Rubber Scale - 4 entered

- 1 - Mike Welshans
- 2 - George Bredehoff
- 3 - Winn Moore

Embryo End. - 5 entered

- 1 - Winn Moore
- 2 - George Bredehoff
- 3 - Mike Welshans

Phantom Flash ROG - 4 entered

- 1 - Chris Boehm
- 2 - Winn Moore
- 3 - Mike Welshans

WW-II Combat - 6 entered

- 1 - Pete Azure
- 2 - Mike Welshans
- 3 - Stu Weckerly

Greve Race - 4 entered

- 1 - George Bredehoff
- 2 - Mike Welshans
- 3 - Winn Moore



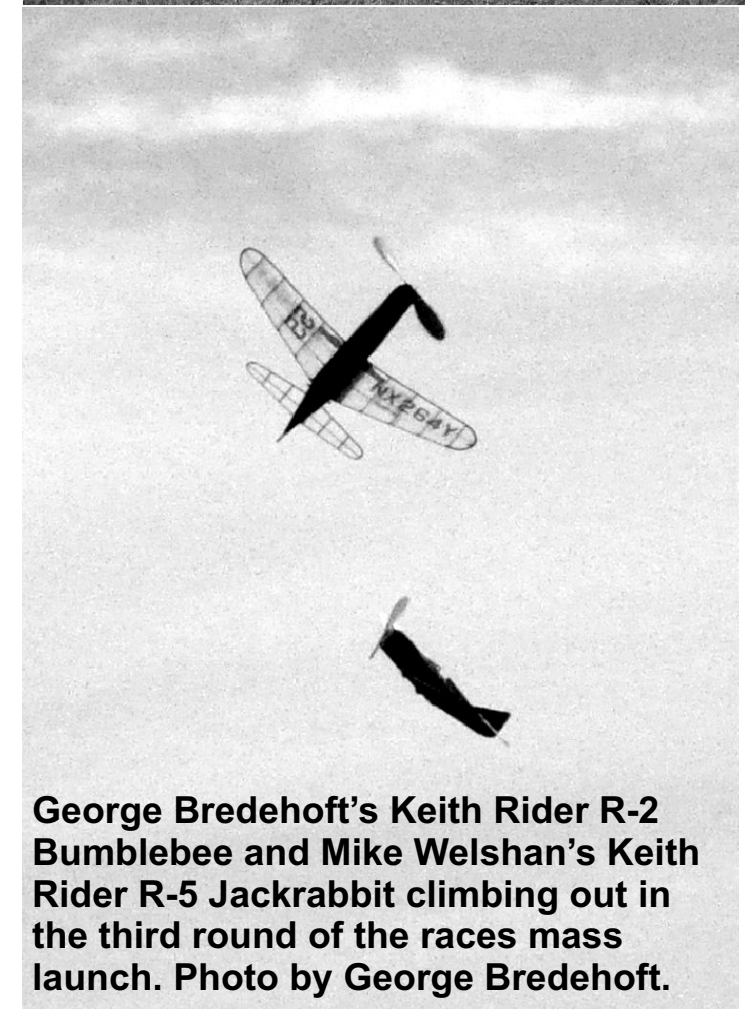
Pete Azure's C-3603 Cruising up to victory in WWII. Photo by George Bredehoff.



The flightline at Broome Park September 1, 2012, Photo by Dan Olah.



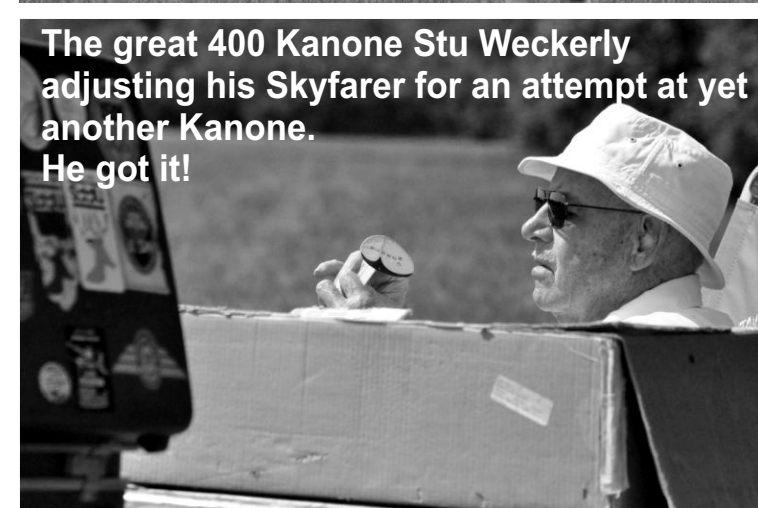
Three Two One Launch. The races at Flint. Photo by George Bredehoff



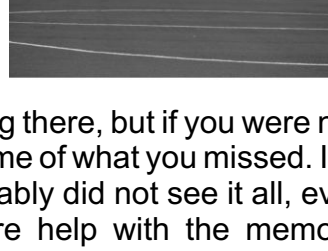
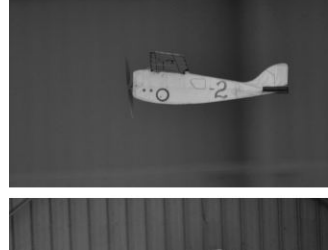
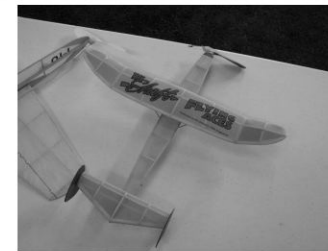
George Bredehoff's Keith Rider R-2 Bumblebee and Mike Welshan's Keith Rider R-5 Jackrabbit climbing out in the third round of the races mass launch. Photo by George Bredehoff.



Mike Welshan's Keith Rider R-5 Jackrabbit climbing out in a practice flight. Photo by George Bredehoff



The great 400 Kanone Stu Weckerly adjusting his Skyfarer for an attempt at yet another Kanone. He got it!



Photographs, not as good as being there, but if you were not at our Spring Fling, take a look at some of what you missed. If you were there, take a look, you probably did not see it all, even if you did see it, pictures can sure help with the memories, especially in the sharing of memories.
 Columns 1-4 provided by Davis Gloff
 Column 5 provided by Mark Freeland
 Column 6-8 provided by Paul Smith

Way to go guys! Thank You!

Indoor Fling 2012

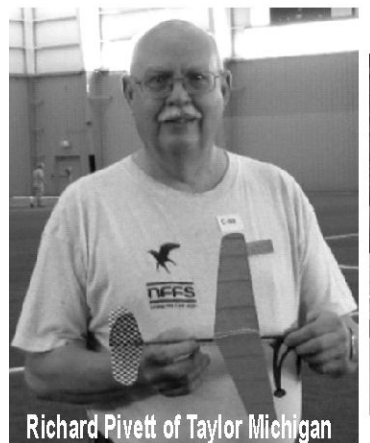
May 6, 2012, Pontiac, Michigan

The Cloudbusters and Balsa Bugs used to run annual indoor meets in air-inflated golf domes in Flint and later Jackson. This year, a new, bigger, and better indoor field became available – the Ultimate Soccer Arena in Pontiac. This is a full service three-field complex in a permanent structure.

This year's Indoor Fling offered 22 events. Ten modern AMA performance events were run by The Balsa Bugs and twelve FAC scale and old time events were run by The Cloudbusters.



Like many others, this Phantom Flash was assembled from a Retro RC kit, a Pure Michigan product. Others were built from raw materials. Phantom Flash is a single design event limited to this 16" model from the 1930's.



Pete Azure of Livonia and his grandson Raven packing a really BIG load of rubber into his WWI combat SE-5.

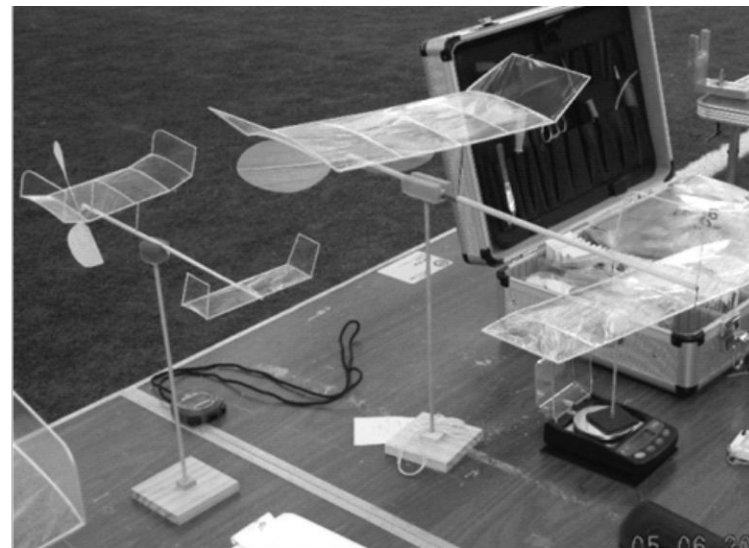


Ted Allebone and Ralph Kuenz, both of Shelby Township, static judging a Mustang.

The Cloudbusters ran numerous scale events dedicated to WWI, WWII, golden age, and other types of prototypes. There are also profile and full body classes as well as different sizes.

The Detroit Balsa Bugs ran events from the modern high performance events from The AMA Rule Book. These Pennyplanes and Mini Sticks are extremely frail.

The Pennyplane is so-named because its minimum weight is that of one penny (2.4 grams). A pennyplane can do six minutes or better in this arena.



Nicholas Ray came all the way from Knoxville Tennessee to get some scores that will count towards a place on the US F1D Team. The World Championship is in the big salt mine in Ploiesti, Rumania. To move the model into the arena it is necessary to walk at about one MPH or else destroy the



airplane. Motor speed (about 45 RPM) can be counted visually. Airspeed is about 1.5 MPH. F1D is flown at the back corner of the arena, away from the door and pedestrian traffic.

We hope to host the AMA Indoor NATS here in the future.

Paul Smith
AMA21835CD

The Brodak

by: Paul Smith

Due to my new job, I decided to blow off the practice flying and golf on Monday and just drive on Tuesday, thereby not flying Profile Stunt, which I never win, and arriving just-in-time for Foxberg Racing, which I almost always win.



Furthermore, the engine test on the Beech Staggerwing on Saturday was failure and I had to run the engine off the plane and Sunday and reassemble it on Monday.

The 400-mile drive went badly and I arrived at about 4 PM. The contest was running ahead of schedule, the first time ever, and they ran Foxberg Racing without me.

Wednesday I flew advanced Nostalgia Stunt with my Magician and everything went perfect. I got into third place, moved up to second, and later got knocked down to third and fourth, continuing my record of not winning stunt. But it got my first two contest flights of the year out of the way at very little cost and cleared the way for the serious events.

Expert Clown Racing went perfect. With my pilot, Lenny Bourel, we did 263 laps, an all time record and beat everybody by a wide margin. 263 laps is 16.4 miles in a quarter-hour, or 65 MPH average including initial start and four pit stops. Pretty fast for a 1949-design airplane with an LA15 and weak contest-supplied fuel. This little beauty was tested and set up on soccer field 3 in Delia Park.



The Perky Speed went OK. I had to recruit and train a whole new pit crew to run the starter and launch the thing. They did well and enjoyed it. I'm the leader in the clubhouse but they've got until noon Saturday to beat me.

The first-ever test flight of the Beech Staggerwing was carried on in the main circle in front of all the top scale competitors. It went perfect, maybe as well as could be expected for such a small plane.

There are about 14 multi-engine models here. These B-17's and the B-29 and C-124 are in the 6, 7, and 8-foot size, compared to the Beechcraft's two feet. According to the rules, size does not score points. I'll find out tomorrow morning.

Five of the flyers did an air show last night in which they did a five-up scale flight with a 13 engines running. They got all the engines running and only slightly damaged two models.

PS: Along with freedoms mentioned yesterday. Dog in room. No questions asked.

This was the first time they ran the event at The Brodak. My

two-engine XF5 Skyrocket didn't come together in time for test flying so I went with the tried-and-true Selfridge Sabre jet.

There were squadrons of two and four engine models and several other singles. My flight went perfectly & I got 50 points from chief judge Pete Klepic and 49 from his assistant. After the contest Pete told me that mine was the best half A flyer he's ever and he didn't understand how his assistant could have taken off a point.

I had more than enough fuel to do the required maneuvers. While I was running out of fuel, I did some "freestyle" stunting that shouldn't affect the score. But Pete said that helped me score better than those who just leveled off and played it safe.

But the twin engine bonus killed me and John Vlna won with his Japanese twin. John's little plane is beautiful and he was the only one of many who was able to get both little engines to stay healthy long enough to get full marks. In retrospect I made the proper decision in going with the Sabre. I'm afraid the above plane would have gotten more static points than my Skyrocket and I could have done a lot worse on the flying. So next year I need a reliable twin that looks better than this. Not so easy.

Half A Scale is just a low cost lounge act. Profile and Sport are the main events.

Fortunately, they don't allow throttles at The Brodak.

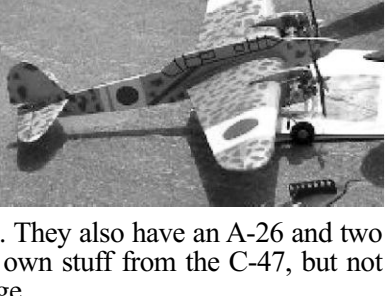
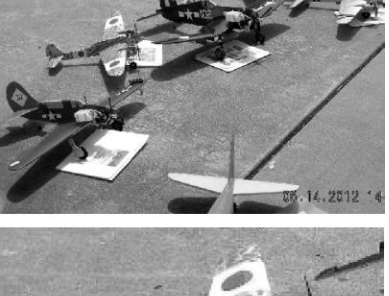
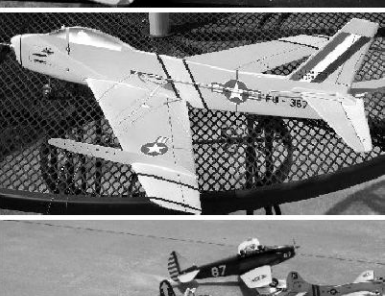
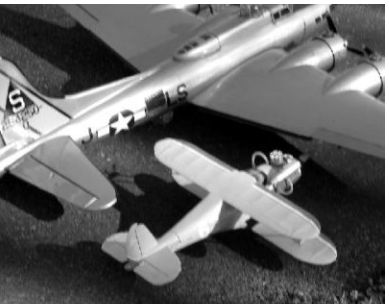
Even without throttles, only one of many twins was able to succeed.

I'm determined to build a subject for which I can get first hand documentation. The Bearcat & Sabre are like that. One problem with the Beech Staggerwing was no prototype available. The XF5F Skyrocket was a one-of-a-kind with only one (boring) color scheme.

I'm going to take a look at the Selfridge Air Museum and maybe Kalamazoo & see what I can see. I like the B-57 Canbara. They also have an A-26 and two Beech 18's. I have some of my own stuff from the C-47, but not exactly what I need for the package.

I like the Argentine model although, too.

Brodak kits the B-25 and Tigercat, so I naturally reject those.
Paul Smith



2012

Flying Aces Outdoor Championships

The big AMA field at Muncie beckoned once again and the faithful gathered for the thrill and satisfaction of competition and fellowship. This year we welcomed Dan Olah as Co-CD and his lovely wife Sandra who did a great job in keeping things in order at the Official's station. The weather however once again (storm) clouded the issue. A severe storm front was to move through the area around noon the second day of the meet. I decided to fly both days scheduled events on the first day and on the second day fly just that day's events. Urging all to fly as much as possible on the first day, I extended flying on the first day until 6 PM. Most did this, and on the second day the (3) scheduled Mass Launch events comprised the bulk of the flying.

Flying on the second day was halted early with the approaching storm in view. With completion of the last Mass Launch event, trophies, (16 ounce etched beer glasses) were awarded. The Grand Champ award went to Wally Farrell for another spectacular two days of flying.

I must point out that tabulating for the meet was done by inputting data into Stew Meyer's computer program. This system, which is a giant step forward in aiding the accuracy and ease of running a meet, provided instant results and place positions with a push of the print button. Stew is always thinking of ways to improve and expand the program's capabilities. We owe him a big "Hurrah". Consider that he made the trip from Maryland to Michigan to be of service to another FAC event. I was honored to work with him for those two days.

Generous support came in the form of event sponsors. I can't say enough about the comfort this provides the Cloudbusters who are faced with the up-front expense of organizing and providing for this contest. Our sponsors were:

- Thomas Designs.**
- FAC GHQ**
- Jack Moses**
- Dan Olah & Mike Welshans**
- McCook Squadron**
- Pat Murray**
- Wally Farrell**
- Pat Murray**
- Pat Murray**
- EasyBuilt Models**
- Wally Farrell**
- Pat Murray**
- EasyBuilt Models**
- Ross Mayo**

- FAC Peanut Scale,**
- FAC Scale,**
- Low Wing Trainer,**
- Golden Age Scale**
- FAC Jumbo Scale,**
- Old Time Rubber Stick**
- Old Time Rubber Fuselage**
- FAC Dime Scale**
- Embryo Endurance**
- Greve Race**
- World War I Combat**
- World War II Combat**
- Half Size Wakefield**
- Erie Daily Times**

The annual Raffle was stocked this year with 120 donated items. Wow! I think everyone who purchased tickets walked away with something.

Our most sincere thanks to the folks who took of their time to act as judges and event directors.

The Cloudbusters wish to thank all Fifty One FAC Flyers who came and joined us in helping to make the 2012 Flying Aces Outdoor Championships another memorable Contest. The Sanction Application is submitted for next year's FAC Outdoor Championships to be held on Sept. 5 & 6, 2013.

My best Regards to you all,
Ralph Kuenz, CD, FAC Outdoor Championships

FAC Peanut Scale		Event # 1		FACTORED TIMES										15
R#	FullName	Plane Name	PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
47	DENNIS RUHLAND	FOLKERTS SK-2	1	29	20	12	5	71	71	71	0	71.00	37.00	
11	Tom Hallman	MARTINSYDEBUZZARD	2	30	20	12.4	15	55	55	55	0	55.00	132.40	
26	R. PRESTON BRUNING	ARADO 198	1	30	20	11	0	70.5	70.5	70.5	0	70.50	131.50	
33	GEORGE BREDEHOFT	KR-2	2	27	20	9	10	65	65	65	0	65.00	131.00	
17	Wally Farrell	FLOYD BEAN SPECIAL	1	28	20	10	0	68.5	68.5	68.5	0	68.50	126.50	
49	ROBERT STEVENS	VOISON FERES HYDRO	1	26	20	11	30	35	35	35	0	35.00	122.00	
15	Claude Powell	HURRICANE	1	24	10	9	10	62.5	62.5	62.5	0	62.50	115.50	
38	JACK TISINAI	CURTISS R6	1	28	18	12	15	40	40	40	0	40.00	113.00	
43	CHRIS BOEHM	BELLANCA T-250	2	12	20	9	10	60	60	60	0	60.00	111.00	
3	Ross Mayo	FARMAN ANTIONETTE	1	20	18	7	5	44	44	44	0	44.00	94.00	
16	John P. Houck	DAPHNE	1	25	20	8	0	40	40	40	0	40.00	93.00	
35	PAUL BOYANOWSKI	PZL SZPAK 4-T	1	29	20	12	10	1	0	0	0	0.33	71.33	
1	Pat Murray	WACO UKC	1	27	12	10	15	1	0	0	0	0.33	64.33	
48	TIM LAVENDER	AW FK-8	1	15	20	9	15	1	0	0	0	0.33	59.33	
51	WILLIAM GARRISON	REARWIN SPEEDSTER	1	8	10	7	0	1	0	0	0	0.33	25.33	
0	SECOND ENTRIES	WITH LOWER TIMES											0.00	
11	Tom Hallman	MITSUBISHI 1MF1	1	30	20	12.4	15	1	0	0	0	0.33	77.33	
43	CHRIS BOEHM	P-51-D	1	28	20	10	10	1	0	0	0	0.33	68.33	
16	John P. Houck	TURBULENT	2	28	20	8	10	1	0	0	0	0.33	66.33	
33	GEORGE BREDEHOFT	FALCON SPECIAL	1	28	20	12	5	1	0	0	0	0.3333	65.333	

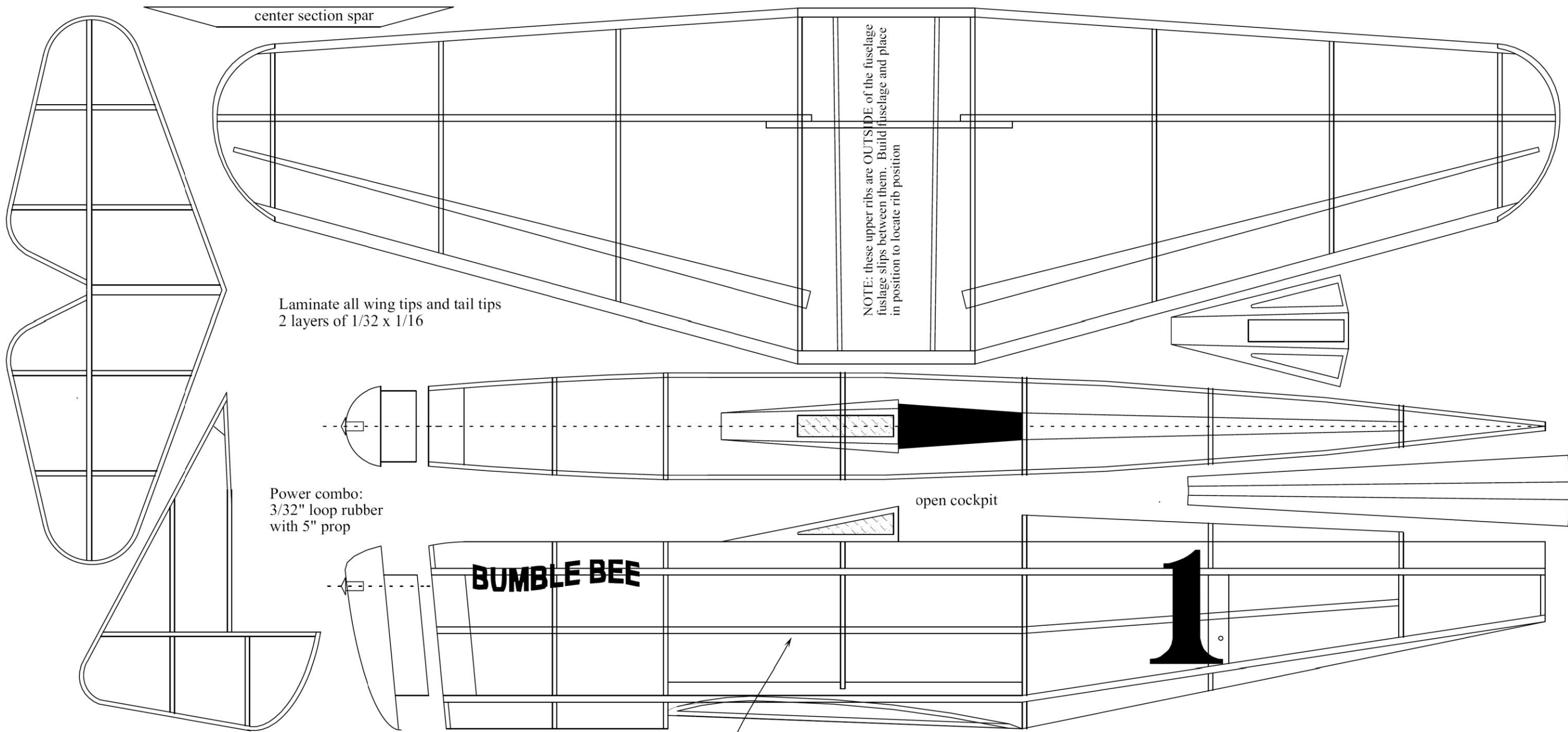
FAC Rubber Scale		Event # 2		FACTORED TIMES										19
R#	FullName	Plane Name	PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
42	CHRIS STARLEAF	CESSNA 310	1	28	19	12	35	67.5	67.5	67.5	0	67.50	161.50	
10	Jim DeTar	GREAT LAKES	1	28	19	11	15	82.5	82.5	82.5	0	82.50	155.50	
17	Wally Farrell	MILES FALCON	1	27	19	10	10	78.75	78.75	78.75	0	78.75	144.75	
11	Tom Hallman	PULQUI	1	27	19	12	10	76	76	76	0	76.00	144.00	
15	Claude Powell	JAKT FALK	2	26	18	10	15	69.5	69.5	69.5	0	69.50	138.50	
38	JACK TISINAI	NAVION	1	28	18	10	10	70.5	70.5	70.5	0	70.50	136.50	
41	MIKE MIDKIFF	TIGER MOTH	1	26	19	11	15	61	61	61	0	61.00	132.00	
20	David Niedzielski	GLADIATOR	1	24	18	10	15	57	57	57	0	57.00	124.00	
29	JIM BAIR	DOUG A-26	2	27	18	10	30	38	38	38	0	38.00	123.00	
14	Greg Thomas	CLIPPED WING CUB	1	28	19	12	0	62	62	62	0	62.00	121.00	
51	WILLIAM GARRISON	BIRDDOG	1	18	10	8	0	82.5	82.5	82.5	0	82.50	118.50	
26	R. PRESTON BRUNING	AIR TRUK	1	29	20	12	15	36	36	36	0	36.00	112.00	
2	Jack Moses	DH MOTH MINOR	1	27	19	11	10	43	43	43	0	43.00	110.00	
19	Roy W. Courtney	LACY M10	1	27	18	10	0	31	31	31	0	31.00	86.00	
30	JOE BARTEK	CESSNA 140	1	22	16	10	0	35	35	35	0	35.00	83.00	
35	PAUL BOYANOWSKI	ALB D-1	1	29	19	12	15	1	0	0	0	0.33	75.33	
16	John P. Houck	SE5-A	1	22	17	10	15	1	0	0	0	0.33	64.33	
48	TIM LAVENDER	SVA-5	1	23	17	8	15	1	0	0	0	0.33	63.33	
31	OLIVER BENTON	ORION	1	22	18	9	10	1	0	0	0	0.33	59.33	
0	SECOND ENTRIES	WITH LOWER TIMES											0.00	
11	Tom Hallman	DO-X	2	30	19	12.5	34	45	45	45	0	45.00	140.50	
15	Claude Powell	PIPER CHEROKEE	1	21	15	10	10	61.5	61.5	61.5	0	61.50	117.50	
29	JIM BAIR	PILOTUS PC 21	1	27	18	11	10	45	45	45	0	45.00	111.00	
20	David Niedzielski	ORION	2	26	18	10	10	1	0	0	0	0.3333	64.333	

FAC Jumbo Scale		Event # 3		FACTORED TIMES										8
R#	FullName	Plane Name	PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
11	Tom Hallman	MIG-DIS	1	28	19	12	35	74	74	74	0	74.00	168.00	
42	CHRIS STARLEAF	B-24	1	28	19.5	12	35	57	57	57	0	57.00	151.50	
48	TIM LAVENDER	FOCKWOLFE	1	27	17	11	10	82.5	82.5	82.5	0	82.50	147.50	
17	Wally Farrell	SPARROWHAWK	1	24	18	10	10	75.25	75.25	75.25	0	75.25	137.25	
41	MIKE MIDKIFF	B-25	1	26	18.5	12	25	47	47	47	0	47.00	128.50	
46	LESLIE BURDSAL	HENDERSON GADFLY	1	26	19	10	10	54	54	54	0	54.00	119.00	
1	Pat Murray	P-61	1	27	19	11	30	1	0	0	0	0.33	87.33	
4	David Franks	JUDY	1	25	17	10.5	10	1	0	0	0	0.33	62.83	
0	SECOND ENTRIES	WITH LOWER TIMES											0.00	
46	LESLIE BURDSAL	MO-1	2	24	17	10	0	1	0	0	0	0.3333	51.333	

FAC Power Scale		Event # 5		FACTORED TIMES										7
R#	FullName	Plane Name	PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
11	Tom Hallman	DH-2	1	29.5	19.5	12	20	82.5	82.5	82.5	61	82.50	163.50	
22	Ted Allebone	VICKERS VIMY	1	28	19	12	20	82.5	82.5	82.5	59	82.50	161.50	
41	MIKE MIDKIFF	BESSON M B411	1	26	19	11.5	20	82.5	82.5	82.5	56.5	82.50	159.00	
17	Wally Farrell	BEECH 17	1	23	17	10	15	82.5	82.5	82.5	50	82.50	147.50	
44	MARK RZADCA	FOKKER D-7	1	20	16	10	15	32	32	32	46	32.00	93.00	
9	Mike Welshans	JODEL D-9	1	28	18	10.5	25	1	0	0	0	54.5	0.33	79.83
31	OLIVER BENTON	WACO SRE	1	24	16	8	15	1	0	0	48	0.33	63.33	
0	SECOND ENTRIES	WITH LOWER TIMES											0.00	
41	MIKE MIDKIFF	DH-2	2	27	18	11.5	15	82.5	82.5	82.5	56.5	82.50	154.00	
22	Ted Allebone	GOTHA GV	2	29	19	12	25	1	0	0	60	0.3333	85.333	

Low-Wing Military Trainer		Event # 6		RAW TIMES					6
R#	FullName	Plane Name	T1	T2	T3	T4	T5	SCORE	
35	PAUL BOYANOWSKI	SEVERSKY BT-8	46	51					
16	John P. Houck	AT-6	53	48					
1	Pat Murray	T-34	68	15					
15	Claude Powell	PT-19	18						
9	Mike Welshans	T-28-D	5						
17	Wally Farrell	MAGISTER	5						
10	Jim DeTar	MILES M-18							

Golden Age Combined		Event # 7		RAW TIMES										14
R#	FullName	Plane Name	P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE				
17	Wally Farrell	DH-29	1	YES	76	120	116	0	0	312				
11	Tom Hallman	FAIRCHILD F-24	1	YES	103	120	74	0	0	297				
10	Jim DeTar	PIPER J-5	1	YES	120	71	88	0	0	279				
35	PAUL BOYANOWSKI	REARWIN	1	YES	93	75	92	0	0	260				
2	Jack Moses	FAIRCHILD 24	1	YES	69	78	76	0	0	223				
20	David Niedzielski	AERONCA CHIEF	1	YES	74	61	62	0	0	197				
16	John P. Houck	RWD-5	1	YES	62	60	59	0	0	181				
15	Claude Powell	HOWARD	1	YES	52	63	52	0	0	167				
7	Stewart Cummins	T-CRAFT 057	1	YES	59	39	50	0	0	148				
43	CHRIS BOEHM	FAIRCHILD JK-1	1	YES	47	51	43	0	0	141				
27	GARY H. MORTON	FARMAN 400	1	YES	71	65	0	0	0	136				
26	R. PRESTON BRUNING	FOKKER AMERICA	1	YES	40	30	36	0	0	106				
34	MIKE ZAND	ALLIED SPORT	1	YES	39									



Laminate all wing tips and tail tips
2 layers of 1/32 x 1/16

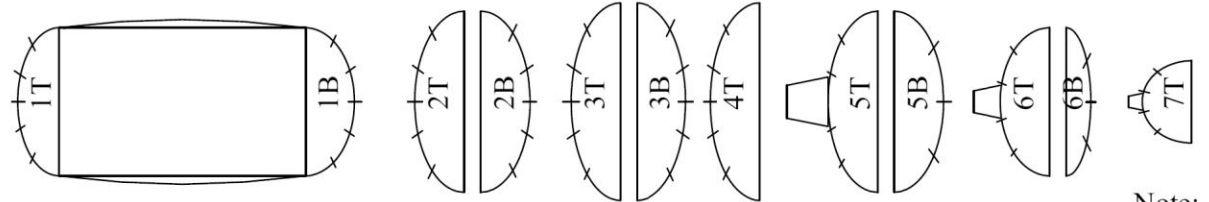
NOTE: these upper ribs are OUTSIDE of the fuselage fuselage slips between them. Build fuselage and place in position to locate rib position

Power combo:
3/32" loop rubber
with 5" prop

open cockpit

1/16 stringer on side
to give gentle oval to fuselage

1933 "Bumble Bee" Race Plane
build all structure from 1/16" or 1/20" square. laminate all flying surface curves or use bamboo. wing is "bent" rib construction: place LE & TE place 1/16" x 1/32" balsa lower ribs, place 1/16" sheet spar, then bend 1/16" x 1/32" balsa upper ribs over spar. windscreen frame and turtle deck are cut from bond paper, creased and bent to shape. make all formers, except 1T & 1B from 1/32" sheet - 1T & 1B from 1/16" sheet.



BUMBLE BEE
BUMBLE BEE

Note: for FAC Greve Race Rules, this plane must have the following:
all cowl bumps (left side has manifold bump)
3D exhaust stacks (4 on right side)
Wing fillets
tail support wires
See three-view for these details



Keith Rider R-2
Peanut - 5/99
Volaré Products 7686 B Drive South Battle Creek, MI 49014-8582 e-mail: volare61@gmail.com

A Series of Emails from Tom Hallman about The 2012 Flying Aces Outdoor Championships

Hey guys

Arrived home late afternoon on Saturday after five days in Muncie. Was so good to see Frank Rowsome and his FAC Nats winning Chambermaid, Dave Franks with his Waco and Jumbo Judy, Ted Allebone with his electrics, Jack Moses' cute British trainer, Pres Bruning's flying fish...really...incredible...Wally Farrell and ALL of his ozone flying ships, Mike Midkiff's big DH-2 electric go OOS after 8 mins...WW1 final round where all five lasted 2+ mins...a final round in WW2 that (darn-it) I broke three strands so couldn't join in...but it was a joy to watch Farrell and Midkiff rock the last round with long flights landing just seconds apart...(THIS FIELD IS AMAZING and contains flights of a lifetime that would otherwise be in the next county or deep in the woods or crops elsewhere...). Let me take a breath.

Chris Starleaf's Jumbo B-24 getting WAY up there!!...see attached. His Cessna twin in FAC Scale. Beautiful flights.

Paul Boyanowski's sweet little trainer in the Low Wing Military Trainer mass launch event that just aced out John Houck who took second yeah...John Houck, what an incredible travel companion. 600 miles through PA, Ohio and Indiana easily went by like watching a compelling movie...never a dull moment, great conversation, salt of the earth, that guy and his family.

Charlie Sauter winning the Greve race after a dry spell of a few years in that event...he was pumped...we were pumped for him!

My DH-2 peanut electric flying up to 500' at 9AM into the foggy low ceiling, nearly losing her in the mist as the sun was trying to break thru..then spiraling home...straight, dead spiral, nose first into the turf...minimal damage!! Best and most memorable scale-like flight in her 10 year history...Thank you Hung.

Wally Farrell again...too many flights to post...most memorable the late afternoon back n forth with the Dimer Staggerwings. Jim Detar, myself & Wally. What a trip, flying in a round robin approach as we tried our best to catch the late day thermals and ace each other out. So much fun..congrats, WF!

8PM sundaes each night at the Muncie Frozen Custard...nuf said.

Arriving safely at 5:30PM on Tues. with John Houck, having the field to ourselves, 'cept for a curious dog who looked as if he wanted to chase balsa..

John putting up 5-6 of his fleet on a perfect evening. Humid, sticky air, but calm and glowing orange, blue sky.

Switching the DO-X that night to Tan 1 rubber, getting incredibly high flights...leaping cleanly skyward...oh! Then getting bit by a broken motor a day later. Dorkus, in Muncie

Flying from 9-12 noon on Wed....again, perfect weather. Rain storm came in and chased us to the AMA museum for 2-3 hours or hangar talk and such. Terrific. What a museum. Came outside @ 4 to dead calm, flew til 8:30 with some of the troops. So good.

Next day, the contest begins from the far south end of the field, in a blanket of fog. Let the games begin.

Most of all it was so good to fly with all of these guys above. A few were in hospital beds only months ago...yet they were running after their ships in Muncie. F/F...the natural cure.

More of the impressive cloud action throughout the five days. Dramatic circular cloud shot taken from the parking lot of the popular Muncie Frozen Custard stand.

When we arrived at 5:30 Tuesday afternoon...John Houck pulled out 4-5 ships before I even got one flight up with the DO-X.

We had just driven 10 hours, yet we drove around this amazing field and couldn't wait to get something into the air. Pure F/F joy.

Didn't take many vids this time, but here's one of the DO-X with

the Tan-1 rubber. The extra torque made her rather happy, allowing her to quickly gain height...but she missed the extra winds from the typical T-2 or Super Sport. The trade-off I was toying with...hoping that during the mid day thermal hours, she's actually get some floaty air to keep her aloft. Broken motor on game day led to some damage, side lining her for the rest of the event. Only official was one that mimicked this flight's duration, two days before.

<http://youtu.be/XhwmozP5P-Q>

As I was winding, I looked up to see this dog staring at me, 10 yards away. Creeped me out, as I didn't see him walk up...he looked almost human, in a Planet of the Apes kinda way. Finally wagged his tail when I gave him the happy 'hey there puppy'. A love bug dog, not at all nasty....spent the rest of his time around us digging in a hole as if after a ground hog.

Perhaps he had buried bones around the field.

The shot with John's LWMT shows the beginnings of Wednesday's version of the rolling storm, early afternoon. It was gone by 4, only to open up to a beautiful evening of flying for the troops.

I hate to miss a classic F/F photo opportunity, of which there were many in Muncie...so the pocket camera was always with me as I chased, stooged, or walked the flight line. Paid off...there was always something happening. Can't wait to see what I missed from other flyers taking pix. Charlie Sauter? Dave Franks? Would love to see your stuff.

BTW, an interesting side note that led to a very long first day of contest flying. Around noon, word came about that the contest would not end at 4:30, but instead at 6PM !! The severe second day forecast brought about this very smart move, but man, was this became a marathon. To help get all of the events in, they also allowed you to fly any of the timed events from the second day's list on the first day. Forecast was for the front to roll in around noon - 1PM on Friday, but it held off until just after 2, when the contest ended. It was like Hung flipped a switch after the last award was presented. The wall of wind, thunder and rain came at us full force.

If I hadn't made it clear, Wally Farrell took Grand Champ honors again...and had to squeeze that big trophy back into the van. Like I said to Wally, he should have tried for a 2 for 1 discount when he had the engraving done a couple weeks back....H-a-w-w-w-w.

Kidding aside, major kudos for his solid flying and especially his Staggerwing dimer that was finished just days before the contest!!! Great trim sessions on Wed. nailed the potential for the eventual results with this ship.

OK, last of the pix for now. Enjoy. Had the best time flying with all of the flyers in Muncie. Time well spent.

Reality kicking in today, prepping for our youngest son's wedding on Saturday, along with projects in the studio. The van is finally unloaded...but I'll be smiling alot this week, remembering the five days in Muncie.

Thx to all who put on another good show. Can't wait for 2013. And if you haven't been there already, seriously...time to move this date up to the top of your bucket list !!! It's the best field in the Eastern half of the US for sure, and not to be missed.

Cheers

Tom Hallman

The above is from a series of emails that I received from Tom. It is completed unedited. It conveys so much excitement and appreciation that I would feel uncomfortable in changing it or leaving any of it out. I know that most of the flyers that were there felt a lot of the same things that Tom did. I know that there were some issues, but there always will be. What Tom typed, highlights what the FAC is all about -- One heck of a good time with a bunch of great guys while flying model airplanes. If anyone that was not there, reads this write up, they may get the spirit and be there next year.

Chris



All Photos here sent in and most captured by Tom Hallman