

SAN DIEGO

Scale Staffel

December-January 2014





Scale Staffel
FAC Squadron #41
AMA chapter 915

Founded to encourage and advance the hobby of building and flying free-flight scale and sport airplanes.

Club Officers

President

John Hutchinson (619) 303-0785

Vice President

Bob Overcash (619) 579-2174

Treasurer

Kathy McLaughlin (619) 303-0785

Annual Dues: None

Emailed Newsletter Subscription
Fee: None, except we need your e-mail address. E-mail it to the editor.

Newsletter Editor

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"A Great Ending to 2013"

by John Hutchison

The flying season for 2013 has been laid to rest with our final contest at Perris, November 9 – 10. Entries were slightly down, but the competition was up. The weather was perfect, not too windy, not too hot, not too cold, but just right. Herb Kothes flew in from Colorado only to fly home with 7 wins of the 12 events. Bob Hodes drove over from Las Vegas and drove home with several 2nd place awards. The California flyers put up some stiff competition and we all had a great time.

I would like to thank George Mansfield, Kathy McLaughlin and William Scott for all their support in putting these contests together. Plans are in the works for the 2014 contest schedule.

Indoor flying at Grossmont College has been extended through 2014; the first Sunday of each month. If you have not attended our indoor events, you are missing out of a great venue. No-Cal Scale has been added to the 2014 flying season to accompany our Penny Plane, Phantom Flash and A-6 events. William Scott braved the wilderness and sponsored the canard-pusher Zephyr event on November 3. These canard-pushers fly extremely well and present a bit of a challenge in proper adjusting. But, once done, they are amazing. William provided the stunning awards. The event will be scheduled again November 2014. So, get busy and start building.

The July 4, 2014, event will be a bit different. There will be a \$100 award (yes, you read that right. \$100) for 2X Peanut Scale and Peanut Scale. There will also be fantastic awards for second and third place. And, of course, hotdogs will be served to celebrate our 238th Independence Day. The rules for the event will be published in upcoming newsletters.

The Orbiteer/Scale Staffel Awards Banquet will be in January 25, 2014 at 1pm, at Giovannti's restaurant, 9353 Clairemont Mesa Blvd. San Diego, CA. Make plans to attend and bring family and friends for some great camaraderie and good food.

Build! Fly! And have fun!

LLFF! (Long Live Free Flight!)

John Hutchison

What Does an Editor for a Newsletter Do?

Well, for this particular newsletter; spend a lot of time asking questions, writing stories and every once in a great while I actually do some out of the box thinking. As I look around at my fellow flyer I see the same wonderful people building, repairing and flying month after month, some traveling hundred of miles because we are the closest flying site. And I started to think to myself, "where are all of the occasion members?" You know that person that just happens to be in the area or that person that wants to know more about the hobby. We have very few of those people stopping by to watch, learn and get involved. So, I'm asking you all to forward this newsletter to anyone who might be interested in model aviation or the science of flight.

My goal for the next calendar year is to get more new people to attend our events. I would like to have 24 new people attend an event in 2014, that is an average of two new people per event. I understand that San Diego has lots of distractions and people lead very busy lives these days but I'm sure it can be done.

If you have kids, grandkids, great-grand-kids that live in the San Diego area, do you know other adults who enjoy aviation or enjoy science like a middle school teachers or high school teachers. Please send them the attached flier, they are all invited. Tell them to invite their classes. All are welcome.



William Scott
Editor

INDOOR CONTEST

The first Sunday of every month

Grossmont college

8800 Grossmont College Drive

In the big gym park in lot "C"

Gym opens at 7:30 a.m.

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Cover Photo

Herb Kothe launching his Blue Flash
photo by Mike Jester

Fly your very own Delta Dart



Who: Scale Staffel Club (www.scalestaffel.org)

What: Flying your own Delta Dart

(A "Ready to Fly" Delta Dart will be provided to each participant while supplies last.)

Where: Grossmont College Gym

When: February 2, 2014

What time: 7:30 a.m. to 11:30 a.m.

Scale Staffel Contest Nov. 9 and 10

By William Scott



Many, many thanks go out to George, John and Kathy for putting on a great event. The weather was outstanding, the wind mostly stayed away and when it did blow it did not blow for very long. We had some new distractions and obstacles to avoid this year. In the past, there were tall poles to show wind strength and direction or an RC plane that flew over the area once in a while but this year there were two more obstacles. We had a hot air balloon and sheep. The hot air balloon was leaving the field as we were arriving, it was magical to watch it rise off the ground and float away, quickly followed by the chase vehicle. The sheep stayed mostly in the washout area but every now and then a small group would venture to within 20 or 30 yards of our cars looking for something to graze on. As far as I know, no airplanes or animals were harmed during this event.

This event had 12 different contests, 14 pilots and 66 aircrafts entered; FAC Rubber Scale, FAC Power Scale, FAC Golden Age Civil Scale, FAC Jumbo Scale, four mass launches, including the famed double trouble mass launch, and four rise off the ground (ROG) contests.



Saturday morning started with the pilots meeting explaining the rules and how things were going to get done. Rules such as; if you are flying in a contest all of those flights need to happen on the same day and all mass launch contestants could wind in their pits. After the pilot's meeting came the announcement for all WWI mass launch contestants to start winding for the first heat.

Each mass launch consisted of about three heats with a certain number of contestants being eliminated after each heat. The last heat would contain no more than four planes. In the WWI contest there were 6 contestants, it was eventually won by Herb Kothe with his Fokker DVII.

At 9:20 a.m. the announcement went out for all of those contestants in the WWII mass launch to start winding. There were eight contestants, it was eventually won by Herb Kothe with his Yak-3.

The rest of the day was spent flying in some of the scale or ROG contests. There was a lot of people watching the weather. The morning started off cold, in the high forties, low fifties; now, it was getting warmer. The ground started heating up and a slight wind started to blow signaling the presence of some thermals. From ten to about ten thirty, there was a lot of thermal action. Mark Chromyn and Herb Kothe found those thermals.

Mark's Phantom Flash came off the table in a very nice, left hand climbing circle, and his plane circled and climbed and circled and climbed getting smaller and smaller, tinier and tinier and then, pop, it was gone. This type of flight is called flying "out of site" (oos). Herb Kothe launched his Go Devil Embryo and we watched it go up and up and up and finally the DT deployed while the plane was still climbing. The good news is the DT worked; and was significant enough to bring his plane back down. Herb was able to retrieve his plane with the help of his fellow spotter pilots and his radio transmitter.

Others of us seem to find the down side of the thermals. There were numerous airplanes that were going up like gang busters, very similar to the way Mark and Herb's planes flew, only to fly through the "up side" part of the thermal and find the "down side" and have our planes descend like they were in an invisible elevator.

The most fun to watch were the jumbo scale planes. They are huge. If you just happen to glance up into the sky you would think they were real. These larger than expected scale planes would cruise around the field making large laps acting like they were on final approach and as the motors wound down they would just glide on in. They were gorgeous to watch.

At 12:30 p.m. the gun sounded ending the event for the day. We all packed up and headed in our own directions, some to a local hotel, some lived near by and headed home.

On Sunday, the day started off very much like Saturday, cold and windless. The hot air balloon had already lifted



off and was floating away and the sheep were heading away from the flying area leaving our brightly colors airplanes alone for the time being. There was another pilots meeting at 8 a.m. for those who missed the one on Saturday.

At 8:20 a.m. the contest director (CD) announced it was time to wind for the double trouble mass launch. We had four contestants, the same number as the last time this contest was flown at WestFAC IV in April of this year. After two heats, the winner was MIke



Mulligan with his Bestetti Nardi BN, with times of 37 and 43 seconds.

Next was the Greve/Thompson Race mass launch. This event is always full and exciting to watch. There were eight contestants with very different planes that looked very similar. So for those who are new to model building, it looked like simply six yellow airplanes and two red ones in the sky. For those watching who have some limited knowledge, there were two red planes, six yellow planes, one yellow plane had a red nose and another yellow plane had red letters. For those who know a lot about airplanes or the Greve/Thompson races, recognized we had three #21 Chambermaids, two red Mr. Smoothies, one Goon, one Firecracker

and one Cessna C3. After the three heats, each lasting nearly over a minute, the winner was Herb Kothe with his Chambermaid.

With all of the mass launches completed, the focus turned to competing in our remaining contests. Just like Saturday, it began to get warmer and windy, except the warmth and wind started around 9 a.m. with the wind coming from opposite directions. Today, few were able to find that magical thermal able to keep their plane aloft for more than the maximum time limit of two minutes. As the last few contestants squeezed in their final fights before the closing gun, the wind stopped completely.

Herb Kothe won the first place trophy for the WWI mass launch contest and the first place trophy for the WWII mass launch contest and was ultimately giving the grand champion trophy for most wins from the two Scale Staffel contests held in 2013. After a hoot'n and holler'n round of applause, Herb quieted the crowd. He graciously thanked the organizers for all of their hard work, calling for a hip hip hurray from the crowd, which we all enthusiastically gave. He then donated all of the trophies he had won back to the club to be used again at a future contest, which caused another round of applause, bringing a wonderful ending to an outstanding weekend of flying.



November 9 and 10 Scale Staffel Contest

Photographed by Mike Jester, Robert Hodes and William Scott



Mike Jester



John Alling



Herb Kothe



Jim Sprenger

Bob Hodes



*Mark Chomyn's
Phantom Flash
Flying OOS*



WW I Mass Launch



John Hutchison



entering different contests



Mark Chomyn



Mike Mulligan

Pilot's Meeting

Mike Jester



Kathey McLaughlin



Fernando Ramos



Bob Hodes



Mark Chomyn



John Hutchison



Clint Brooks



Herb Kothe



Jim Sprenger



Roger Willis



WW II Mass launch



fifi?



Pre-Dawn Hot air Balloon



There is something coming this way



Sheep ?



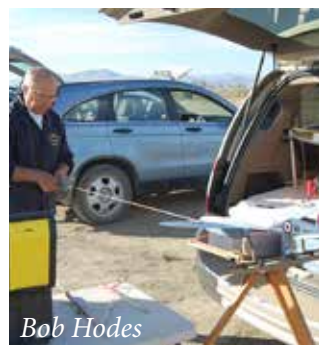
William Scott



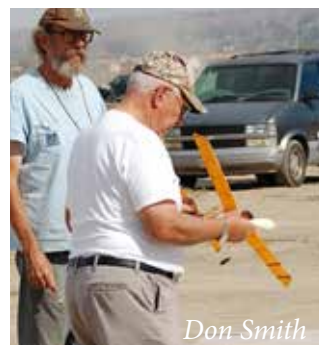
Yep , Sheep



The petting zoo



Bob Hodes

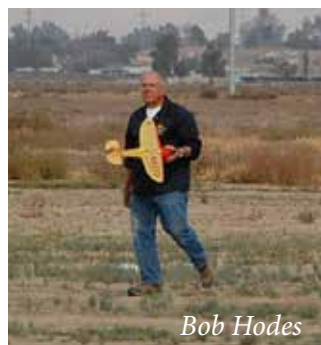


Don Smith



Double Trouble Mass launch

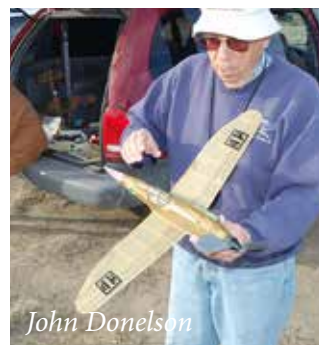
John was not injured in this mass lunch



Bob Hodes



Mark Chomyn



John Donelson



Herb Kothe



John Hutchison



Greve/Thompson mass launch



5 Winding for the mass launch



Roger Willis



Mike Jester



Mark Chomyn



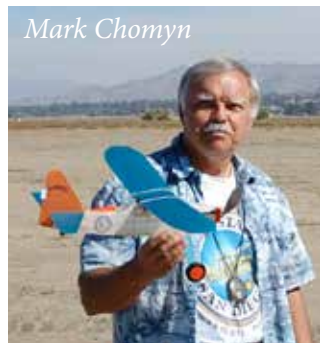
Thompson Greve Mass launch contestants



Don Smith



Talking DT



Mark Chomyn



Herb Kothe Grand Champion



Herb Kothe



Dinner Gathering



Scale Staffel Nov 9 and 10 Kanone Report

Compiled by George Mansfield

Scale Staffel KANONE REPORT	FAC CLUB NAME: Scale Staffel Model Airplane Club	CONTEST DATE: 10/9-10/2013
CONTEST DIRECTOR: J.Hutchison / G.Mansfield	Email address: gmansfield75@gmail.com	SQUADRON # 41

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESES

Mass Launch Event

EVENT: WW 1 Combat (6 entries)	CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		FAC MEMBER?		
			1	2	3	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
	Herb Kothe	Fokker D7	69		68				1	Y
	Clint Brooks	SE-5	38		39	scratch			2	Y
	Bob Hodes	SE5Aa	57	scratch					3	Y
	Jim Sprenger	SE5a	37						4	N
	John Alling	Nieuport II	20						5	Y
	John Hutchison	Fokker D7	17						6	Y

Mass Launch Event

EVENT: WW 2 Combat (8 entries)	CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		FAC MEMBER?		
			1	2	3	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
	Herb Kothe	YAK 3	105	92	98				1	Y
	Mike Mulligan	Tony	72	81	81				2	Y
	John Donelson	Reggiane Re 2005	74	68	74				3	Y
	Jim Sprenger	F4F Wildcat	45	42	14				4	N
	Mark Chomyn	Kawasaki Hein	57	25					5	Y
	Bob Hodes	F6F Hellcat	46	0					6	Y
	Roger Willis	Caudron	42						7	Y
	John Alling	F4F Wildcat	24						8	Y

Mass Launch Event

EVENT: Greve/Thompson Race (8)	CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		FAC MEMBER?		
			1	2	3	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
	Herb Kothe	Chambermaid	64		101	130			1	Y
	Mike Mulligan	Firecracker	67		76	102			2	Y
	John Donelson	Goon	65		72	89			3	Y
	Bob Hodes	Cessna CR-3	49		58	64			4	Y
	Don Smith	Chambermaid	54		54				5	Y
	Fernando Ramos	Mr. Smoothie	47		5				6	Y
	Roger Willis	Mr. Smoothie	62	scratch					7	Y
	Mark Chomyn	Mr. Smoothie	30	scratch					8	Y

Mass Launch Event

EVENT: Double Trouble (Twin ML)	CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		FAC MEMBER?		
			1	2	3	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
	Mike Mulligan	Bestetti Nardi BN1	37	43					1	Y
	Bob Hodes	DH Hornet	7	31					2	Y
	William Scott	DeHaviland Dash 8	7	2					3	Y
	Fernando Ramos	OV10	4						4	Y

Judged Scale Event

EVENT: Rubber Scale (9 entries)	CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			TOTAL FLIGHT SECONDS OR BEST		Static + Bonus POINTS	FAC MEMBER?	
			1	2	3	SCALE FLT FACTORED	BONUS POINTS		TOTAL	PLACE
	Mike Mulligan	Tony	77	71	120	82.5	70	152.5	1	Y
	John Donelson	Grumman Guardian	78	120		82.5	60.1	142.6	2	Y
	Roger Willis	Mr. Smoothie	62	61	84	72	59.4	131.4	3	Y
	Bob Hodes	Voisin Hydro	35			35	91.4	126.4	4	Y
	Clint Brooks	SE-5	45	36	39	45	77.5	122.5	5	Y
	John Alling	Rearwin Speedster	49	70		65	47.5	112.5	6	Y
	John Hutchison	Fokker D VII	23	25	32	32	72.5	104.5	7	Y
	*Clint Brooks	XP-40Q	51							Y
	*Roger Willis	Sea Gull	45							Y

* denotes extra, lower scoring entry

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?				
EVENT: <i>Power Scale (3 entries)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Fernando Ramos	Miles Magister	87				87	10	59.9	156.9	1	Y
John Donelson	Fairey Barracuda	90				90	0.0	58.9	148.9	2	Y
Bob Hodes	Dornier Zeppelin CS-1	7					20.0	60.5	80.5	3	Y

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST					Static + Bonus		FAC MEMBER?		
EVENT: <i>Jumbo Scale (3 entries)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	POINTS	POINTS	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Mike Mulligan	Bestetti Nardi BN1	42	54	55		55	70.0		125.0	1	Y
Bob Hodes	Cessna Phantom	35	37			37	61.0		98.0	2	Y
Don Smith	Aeronca	25	26	26		26	53.8		79.8	3	Y

Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?				
EVENT: <i>Golden Age Civ/Mil (6)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Herb Kothe	Taylorcraft	78	93	120					291	1	Y
John Alling	Rearwin Speedster	55	52	88					195	2	Y
Mike Jester	Fairchild 24	53	65	68					186	3	Y
Bob Hodes	Taylorcraft	27	61	45					133	4	Y
Mark Chomyn	Aeronca	38	51	43					132	5	Y
Don Smith	Taylor Cub	31	32						63	6	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?				
EVENT: <i>2-Bit + 1 (5 entries)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Herb Kothe	Blue Flash	120	120	71					311	1	Y
John Donelson	Flying Aces Moth	70	120	78					268	2	Y
Mike Jester	Flying Aces Moth	70	88	72					230	3	Y
Don Smith	RFC Trainer	45	108	54					207	4	Y
William Scott	Flying Aces Moth	42	37	2					81	5	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?				
EVENT: <i>Jimmie Allen (4 entries)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Herb Kothe	Blue Flash	84	107	112					303	1	Y
Roger Willis	BA Cabin	120	74	82					276	2	Y
Bob Hodes	Skokie	90	69	72					231	3	Y
Fernando Ramos	Sky Chief	54							54	4	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?				
EVENT: <i>Embryo Endurance (6)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N	
Herb Kothe	Go Devil	120	120	120		9			369	1	Y
Jim Sprenger	Miss Worlds Fair	120	107	120		9			356	2	Y
Bob Hodes	Big Cat	80	90	69		9			248	3	Y
Mark Chomyn	Puma	95	37	39		9			180	4	Y
Roger Willis	De'But	46	78	33		9			166	5	Y
William Scott	Prairie Bird	25	32	39		9			105	6	Y

Non-Scale "Best 3 of 6" Event (7)		Flight times for total of 3 Best of 6 scores						FAC MEMBER?		
EVENT: <i>Phantom Flash (4 entries)</i>	MODEL	1	2	3	4	5	6	TOTAL	PLACE	N
William Scott	Phantom Flash	32	38	56	84	75	106	265	1	Y
Mark Chomyn	Phantom Flash	25	40	31	120			191	2	Y
Bob Hodes	Phantom Flash	66	71	25				162	3	Y
Mike Jester	Phantom Flash	42	29	65				136	4	Y

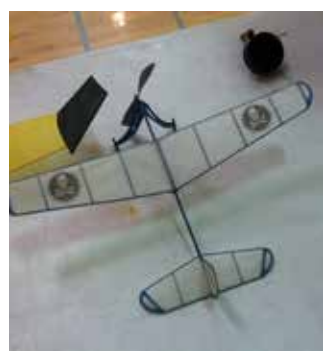
By the Numbers:
 Events: 12
 Flyers: 14
 Models Entered: 66

Flyers: John Alling
 Clint Brooks
 Mark Chomyn
 John Donelson
 Robert Hodes
 John Hutchison
 Mike Jester

Herb Kothe
 Mike Mulligan
 Fernando Ramos
 William Scott
 Don Smith
 Jim Sprenger
 Roger Willis



Mark Chomyn



Larry Miller



Richard Wood



Mike Jester



Don Bartick



Mark Chomyn

They Just Float

By William Scott



Greg Hutchison

What makes indoor free flight so fascinating? Is it the huge wings that weigh close to nothing and look as fragile as soap bubbles? Is it the slow moving propeller that rotates just fast enough to keep the airplane more floating than flying? Maybe it is the careful, calm, steady hands and eagle-eye-persona that each builder brings to the contest. Or maybe it is the joy of being able to stand back and watch a plane you built from scratch cruise around the site many, many times longer than expected. Whatever your fascination with indoor free flight might be, this past November did not have it.

It was a typical, first Sunday of November, morning in San Diego. I had on my long sleeve shirt, sweater, jacket, hat and gloves because it was a very cold 52 degrees outside, with mostly clear skies and little to no wind. But today would be anything but typical. There were four contests being held instead of two and we had the gym for the same four and half hours as always. Would we really be able to complete all four contests? Having strained my back a few days before this event relegated me to being the CD for all four contests instead of the two I had planned on doing.

What a wonderful learning opportunity this would be for me. My first task was to create some additional scoring sheets. Not that big of a deal, two were already completed and would

act as good examples to follow for the next two. The four contests were; A-6, Phantom Flash, Canard with a wooden propeller and Canard with a plastic propeller. Both of the canard contests and the A-6 contests were the best three flights out of six; but I could not quickly find the rules for the Phantom Flash, I decided to keep all of the contests the same; best three flights out of six.

Deciding to let everyone fly what they wanted, when they wanted, added to the complexity of the day. But before anyone could post an official time, we had everyone enter the contest or contests of their choosing, by writing in their name and paying the fee. We didn't want people backing out because their first test flights were shorter than an already posted official flight time. We were also flying canards; you know, those planes that have to be wound backwards because the propeller pushes the plane instead of pulls it.

Everyone flew a different airplane at a different time. It was amazing that only two times were put on the wrong score sheet. Concentration could be seen on everyone's faces no matter where you looked. There was going to be a lot of flying and some of it would need to be "backwards". There was more than a few times a contestant would be wound and ready to fly only to realize that the canard was not wound in the correct direction.

In total, we had 13 entries, each flew six times, that's 78 flights in four and a half hours. Actually, it was three and a half hours, the first hour was spent trimming, that works out to a flight taking off every two minutes and 42 seconds. I think we might have given LAX a run for it's money that day. We had zero mid-air crashes. We were even able to squeeze in the now famous canard mass launch that had the two best planes this year, just like last year, finish within a second of each other.

During the contest, being the CD and the official timer was not difficult, but quickly transitioning from one person to the next, while writing in their time on the correct score card, clearing and resetting the clock, doing some mental math to help figure out the difference between two flier's times in a different contest, all while the next contestant was walking out on to the floor was a little nerve racking. Second timers quickly volunteered and made all the difference in the world. Thank you to all that acted as timers that day.

Fascinating and relaxing; would not be the words I would use to describe November's indoor contest. Exciting and fast-paced tempered by two minutes of calm would describe it better. Come join us next month for the exciting and fast-paced (not really) world of indoor flying!

Contest Results

By William Scott

A-6

Designed By: JERRY COMBS
December 2003

Nov 3, 2013
Indoor at Grossmont College Gym:
Canard: plastic prop (Class I)
CD: William Scott
Rules: Best 3 flights of 6

Contestants	Flights	1	2	3	4	5	6	Place
John Hutchison	60	43	60	70	65	70	58	1
Mark Chomyn	47	45	59	54	61			2

Nov 3, 2013
Indoor at Grossmont College Gym:
Canard: Wooden prop (Class II)
CD: William Scott
Rules: Best 3 flights of 6

Contestants	Flights	1	2	3	4	5	6	Place
Mike Jester	8	14	64	37	42	53	2	
Don Bartick	59	79	61	88	72	0	1	

Nov 3, 2013
Indoor at Grossmont College Gym:
A-6
CD: William Scott
Rules: Best 3 flights of 6

Contestants	Flights	1	2	3	4	5	6	Place
Mike Jester	130	161	155	126	184	165	1	
Richard Wood	163	126	158	167			2	
Greg Hutchison	97	114	167				3	

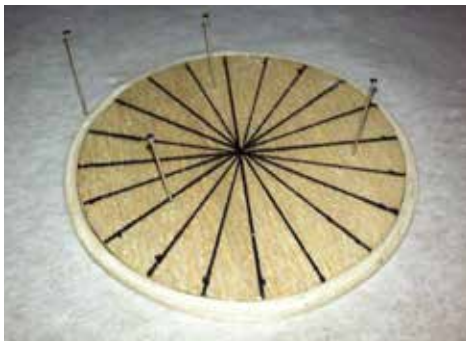
Nov 3, 2013
Indoor at Grossmont College Gym:
Phantom Flash
CD: William Scott
Rules: Best 3 flights of 6

Contestants	Flights	1	2	3	4	5	6	Place
John Hutchison	28	42	49	57	30	25	3	
Richard Wood	33	57	52	25	56	10		
Don Bartick	13	18	23	10	16	5	1	
Larry Miller	57	61	54	22	25	7	1	
Greg Hutchison	59	56	52	47	28	29	2	

Building a Twin

By William Scott

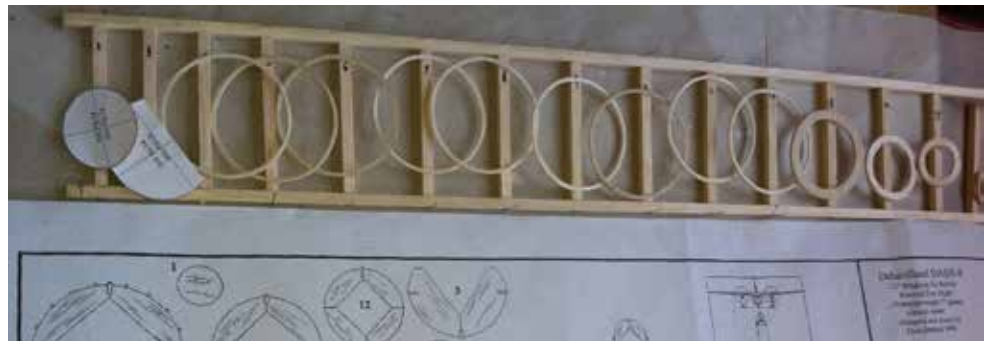
It all started back in August of 2012, when I began reading about some guys who were building a De Havillan Dash 8, from plans created by Chris Starleaf. They were sharing their building process on the website <http://www.hippocetaeronautics.com>. They made the



Ten or so rings and a fuselage jig later, I was starting on the fuselage. Using white glue, I attached the top, bottom, left and right most stringers, then noticed that the jig was now stuck within the fuselage. Using a bit of water on the glue joints of one stringer I removed

plan called for and I build my nacelles from his plan mostly because they fit on a regular 8 1/2 x 11 sheet of paper, using only a small section of the workbench verses the whole workbench like the full plans did.

With all of the parts built I felt like



build look so quick and simple I decided to jump in and start building the model also, even though it was a year later. Their first suggestion was to make the bulkheads from bent wood rings and not from the flat sheet. That was simple enough, bending was not new to me, having bent some wing tips for a no-cal plane.

the stringer then removed the jig and re-attached the stringer. I e-mailed the guys also building the model and asked if they had made the same mistake and they said yes and no. Yes, they had the jig stuck within the fuselage but they planned to cut the jig apart to get the fuselage out once all of the stringers were in place.

I was well on my way. I just need to put them all together. One of the builders used magnets to make the wing tips detachable. I liked that idea a lot. Magnets were ordered and holes were drilled for some guide pins. The guide pins glued in and suddenly the weeks began to slip by as life got busy.

Next was the wings, tail and stabilizer. All very simple and straight forward, except the center section was enlarged just a bit so two eight inch props could spin easily without hitting the fuselage. Lastly, I added some internal bracing for the wing, as drawn out on the plans.

After weeks of not working on my planes, I finally got back to the building board, actually it was the computer, as I was now printing tissue. It was exciting to see a photo of a real plane and then to see the same graphics coming out of the printer. The graphics were not super detailed with the rivets and metal access panels but it was much better than just a single color of tissue on a set of bones.

The nacelles, two small fuselages were next. One of the guys made his nacelles a little bit long than the original





The plane was close to being finished, it was time to glue it all together. The only things left to do were to paint the front of the nacelles, drill and tap the eight set screws for the thrust adjustment, jig, sand, mold, cut out and paint the spinners, bend the propeller shafts, fit the propellers to the spinners, cut and glue on the paper fillet for the main wing and balance the airplane. The time was now for some glide testing.

The test gliding went great. There was a very slight breeze and it was damp out. But not enough to keep me inside. I pulled the propellers assembly out and weighed each one; made a balsa wood and clay plug to replace the propellers on the front of the nacelles. From everyone's input I put enough clay on the nose to have the plane balance and also a lump located 1/8 behind the main spar.

I jumped in my car and was off to pick up a long time flier, John Hutchison, to help we with the test gliding.

My first toss was very timid and the plane swooped to the ground in a stall-like curve, slid along the grass then took off again and floated for another 20 or 30 feet. John's comment, were along the lines of, "Lets throw it again but this time stand higher on the hill and give it a good toss."

The second launch was much better and we could really see that the plane did in fact have a stall. We added more nose weight.

The third launch was good and the plane flew for a good 40 or 50 feet before it stalled. Added more clay, and the fourth flight was nice and smooth and at the end the plane took a sudden right turn, the wing did not dip, it just stayed nice and flat, but it made the right hand turn in about 15 feet. Getting down the hill and picked up the plane I discovered that the left engine plugs had fallen out. John found the plug and I added a shim in to keep the plug in the nacelle a bit tighter.





We had another two really nice flights and we put the plane back on the balancing pencils and found the plane now balanced a good 1/4 inch in front of the main spar. John suggest we put the balance back at the main spar and give the horizontal stabilizer some down.

We made the adjustments and gave it another toss, the plane had a slight stall. We added more down to the stabilizer and this time the plane glided but there was a down attitude. We took some of the down out of the stabilizer and the video located at this link is that toss. <http://www.youtube.com/watch?v=AxVsG-StCqs&feature=youtu.be>. As you can see there is still a slight stall, but adding just a tiny bit more down in the stabilizer and we should be ready to put the propellers on it and start to add some winds.

A few weeks later, in mid June, I was able to get out to the field and put

some winds on the motors and here is a video of one of the last flight of the day. <http://www.youtube.com/watch?v=X-bU0Zjj-8kg&feature=youtu.be>.

I seem to remember only putting in 75% of the available winds on the motors. I can't wait for the next outdoor contest!





Come be part of a global flying contest!

Welcome to the 22nd Annual Worldwide Postal. The reason it's called a postal is, in the past, everyone would send in their flight times to the CD via the post office. And for those of you that love technology please feel free to use the very acceptable term E-postal. This year the contest is a non-judged scale contest, there are three categories. High Wing, Low Wing and Biplane.



Here are the rules.

This contest is being held via the honor systems, and is intended to generate fun and enthusiasm for the sport of scale free flight.

The finished plane must have a wing span of 22" or less.

The plane must be free flight, rubber powered.

The plane must be listed below. There will be no scale judging even though the planes listed below are scale planes.



We will accept 5 official flights, flights of less than 20 seconds do not count. The flights may occur anytime between now and June 30, 2014. And do not have to be taken on the same day. Your flight times must be e-mailed to Caley, the CD, no later than midnight on June 30, 2014, PST.

Scoring will be as follows: Five flights: throw out the lowest and highest times add the remaining three together to get your total. Here is an example. The five flight times are 62, 68, 120, 140, 180. The CD would throw out 62 and 180 add the remaining would give you a score of 328.

When your five flights have been recorded please e-mail them to Caley at caleyannhand@yahoo.com with a subject line of "22nd AWWP times" with a short paragraph about yourself, some details about the day(s) you flew and a photo of you and the plane(s) or just the plane(s). Please limit your photos to 400K jpgs.



The planes are

High Wing: Pilatus Porter

Low Wing: P-40

Biplane: Antonov AN2



Any version of the plane is acceptable.

There are plans for each of the airplanes at the end of this newsletter the size may need to be adjusted to fit the less than 22" wing span requirements.

For more information you can visit www.hippocketaeronautics.com

Click on "Builders' forum", scroll down to "Outdoor Free Flight Forum" click on "Free Flight Scale" scroll down and click on "Worldwide Free Flight Postal Scale Builds"

Good luck to you all!



Love and a Hobby

By William Scott



John Merrill, one of our very active members was not able to make the November event in Perris. That's because his job that weekend was to be the helmsman for the Star of India. Once a year, and only once a year, in November she ventures out to sea.

The Star of India built in 1863, launched five days before Abraham Lincoln's Gettysburg Address, at Ramsey in the Isle of Man as Euterpe, a full-rigged iron windjammer ship. Sailing from Great Britain to India and New Zealand

at first, then she became a salmon hauler on the Alaska to California route. She went aground in Hawaii, was trapped in ice in Alaska and has sailed twenty-one times around the world. Retired in 1926, she was not restored until 1962-63 and is now a seaworthy museum ship homeported at the Maritime Museum of San Diego in San Diego, California. She is the oldest iron-hulled ship still sailing regularly in the ocean by a volunteer crew each November.



When the Plane comes Crashing Down

By William Scott

I had done some test flying in San Diego, but it had been a while. I was pretty sure the set up was ready to go on my Dash 8. I had some very nice test flights down in San Diego and I was excited to be in only my second outdoor mass launch. It was Saturday and the contest was not until Sunday morning. What better time to do a test flight just to make sure all of the parts were in the best orientation for a good flight and of course to strike fear into the hearts of the other contestants. I looked the plane over checking to make sure the stabilizer was correct the rudder had some right turn which was correct and the wing and wing tips were securely in their proper places. I put 200 winds on the motors. The max for these motors was 800, this would be more along the lines of a long test glide verses a powered flight. I let the plane go and it flew but

banked left and came down sort of nose first and I saw the left propeller brake.

Braking a wooden propeller happens, which is why we bring C.A. glue to the field so we can make repairs. I started to put all of the pieces back together when I realized I was missing one very important piece. The dowel that attached the blade to the center section was missing. I walked back out on to the field looking for it but I did not have any good references as to where the plane landed. The field was pretty much dirt. Chris crossing the general area I was not able to find the half inch long, eighth inch in diameter light brown stick with a little bit of blade still attached to it.

I brought zero replacement for the 8" counter rotating propellers for this



airplane, mostly because I only built one set. What is the next best solution, I can drop out of the contest or I could put on two regular propellers and reset all of the angles and try my best. Cutting off the old propellers and installing new plastic propellers, I know I will need as much down and right thrust as I can get.

I set the plane up and put 100 winds on the motors. The plane pulled up and almost landed on its tail. Okay I can't add any more down thrust so I need more nose weight and/or down stabilizer even though it will kill my glide. I added a little bit of both. I put in 150 winds and did a test glide. The plane stalled and turned left, two things I really don't want to see. My solution was to add more down, more nose weight and some right rudder. Next test is 200 winds, I toss the plane it flies in a graceful upward banking left turn and continues the banking arc until it crashes into the ground, destroying the nose.

Not normally known for cussing, F _ _ _ ! is the only word that came out of my mouth.

I walked over and picked up the plane. It looked bad. I un-snap the wing





tips from the rest of the plane and put it all in the box. "I'm done for the day," I thought, "and probably tomorrow." There was only about an hour of flying left today. I didn't think I could get another airplane out, readied and all of my flights in before they called time. A lot of people came over to check out the damage and console me. Many asked if I was going to repair it. I told everyone that I would, but, privately I was thinking it would be April before I could give it another try.

After the event is over for the day, I realize I was exhausted and I had not had lunch. I stop at a local sandwich shop, wolfed down a sandwich and then head to the hotel to check in. I met John Hutchison in the lobby and he asked how the repairs were going. I told him I hadn't started any repairs because I didn't bring that much wood. He looks at me and says, "Well there must be a Michael's craft store near by." He was correct, after consulting my phone, there it was just a few exits south on the freeway. I hopped in the truck and headed south.

I bought a sheet of 1/16 balsa, some gift-wrap tissue headed back to the hotel. I set out all the needed materials on the nice big desk and started to rebuild.

From 3 p.m. to 5:30 p.m., I cut, trimmed, sanded and glued completely rebuilding the nose.



At 5:30 we all gathered for dinner and had a Mexican dinner right next door to the hotel. It was the perfect time for me to take a break from rebuilding the frame work was all done and it need some time to dry. Plus, I got a tip about an alfalfa field that might be good to test flights at.

After dinner the nose rebuild was nice and dry and looked pretty good for being rebuilt in a hotel room with no jigs or fixtures to hold thing in place. I spent the next hour or so trimming and gluing on tissue.

The next morning my plan was to head out to that alfalfa field and test the plane. Initially as I drove towards the alfalfa field, my plan was to set up everything, test the plane, pack everything up and then drive over to the field where the event was being held and set everything up again. Realizing the time crunch I would be in, I decided instead to test fate and head directly to the event



field and test there and hope for the best. I got a few test flights in before I heard the CD call for all contestants in the double trouble mass launch to start winding. I knew the plane was only flying for maybe five seconds but at least I'm in the contest and you never know what can happen.

The CD walked us out to the launch line and counted us down to launch. We all launched. My plane did almost the exact same thing as the morning test flights. It flew about three feet off the ground in a left hand circle. The plane

from the guy to my right had his plane nose-over and hit the ground immediately. My plane continued flying. I was still in the contest!

The three of us wound up for our second and final flight, CD counted us down. This time, it was my plane that landed in the shortest amount of time.

In the end, I finished third, my plane suffered no new damage and now I just needed to go home and build a few sets of counter rotation propellers to have around and begin the test flying

process again. Moral of the story: Do the best you can at the time and don't ever give up, you might place.

**FLYING
ACES**
SQUADRON 41



SAN DIEGO

Scale Staffel

April 2014: Outdoor Flying Contest

Saturday and Sunday, APRIL 12 and 13, 2014, 7 a.m. to 12:30 p.m.

Scamps Flying Field, Perris CA

Events Prizes

Awards for first to third place.
First place trophies for WWI
and WWII Combat. *

Fees

\$8 for contest including
entry for one event, \$3 for each
additional event, \$20 maximum
to cover contest entry and 5 to
11 events

Contest Directors

George Mansfield
gmansfield75@gmail.com
phone (858) 453-3857

John Hutchison
johnhutchison1@cox.net
phone (619) 303-0785

Awards Presentation

Immediately following the
contest's final gun on Sunday

Hotel Accommodations

Red Lion
480 S. Redlands Ave, 92570
(Less than 2 miles from the
flying field)
(951) 943-5577

Hampton Inn & Suites
12611 Memorial Way,
Moreno Valley, CA 92154
(Less than 12 miles from the
flying field)
(951) 571-7788

Pilot's Meeting: 8 a.m. on both days

Lunch is at the flier option for both days

FAC Single Model Events

Fly any event on either day, but all flights for a
given event must be flown on the same day

1. FAC Rubber Scale
2. FAC Power Scale (90 second max)
3. FAC Embryo Endurance (ROG)
4. FAC Jimmie Allen (ROG)
5. FAC 2-Bit(+1) Rubber, 1/2 Wakefield(ROG)
6. FAC Phantom Flash (ROG)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale

Mass Launch Events

Saturday

9. FAC World War 1 Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat:
Wind at 9:20 a.m., Launch at 9:30 a.m.

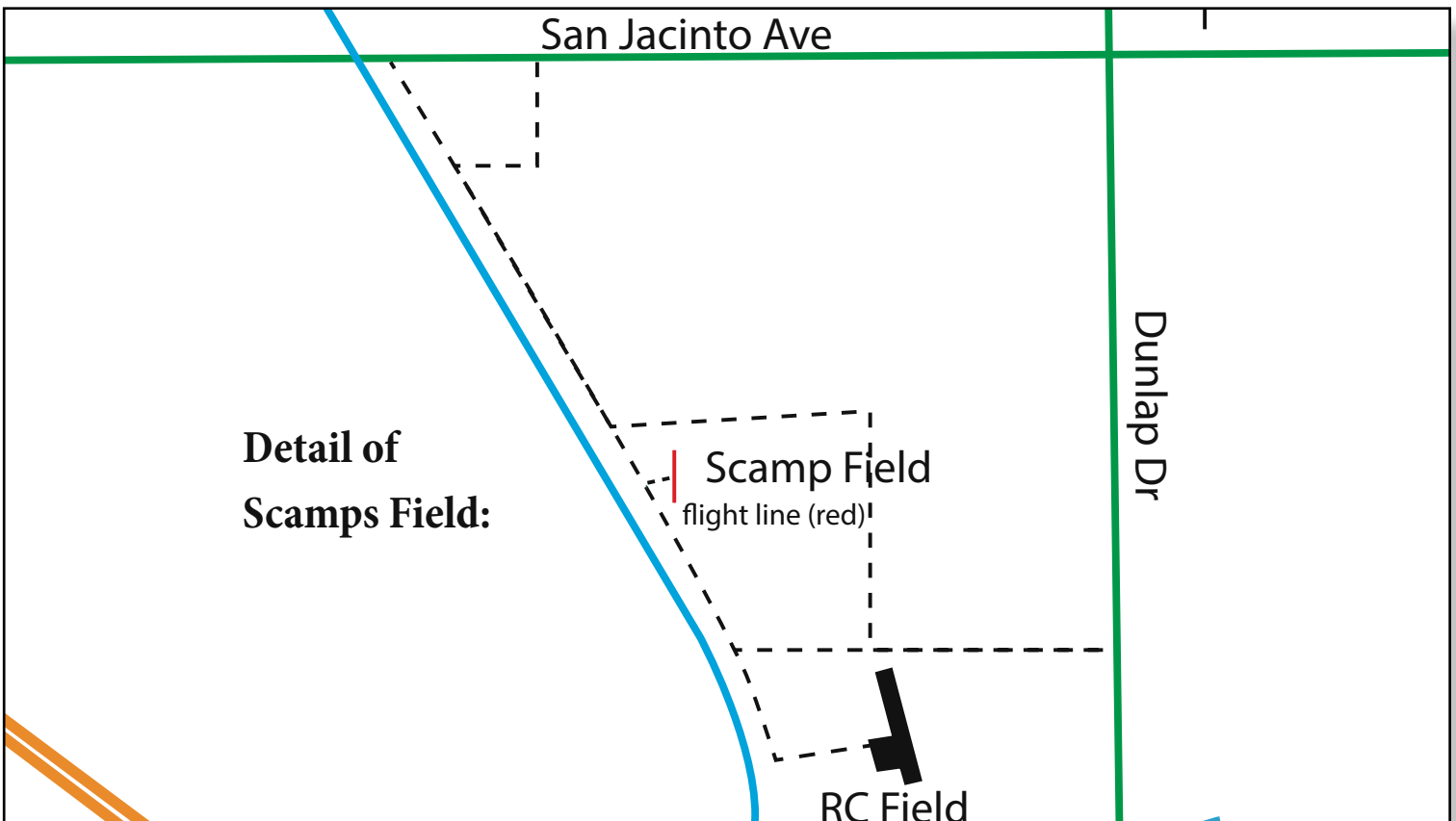
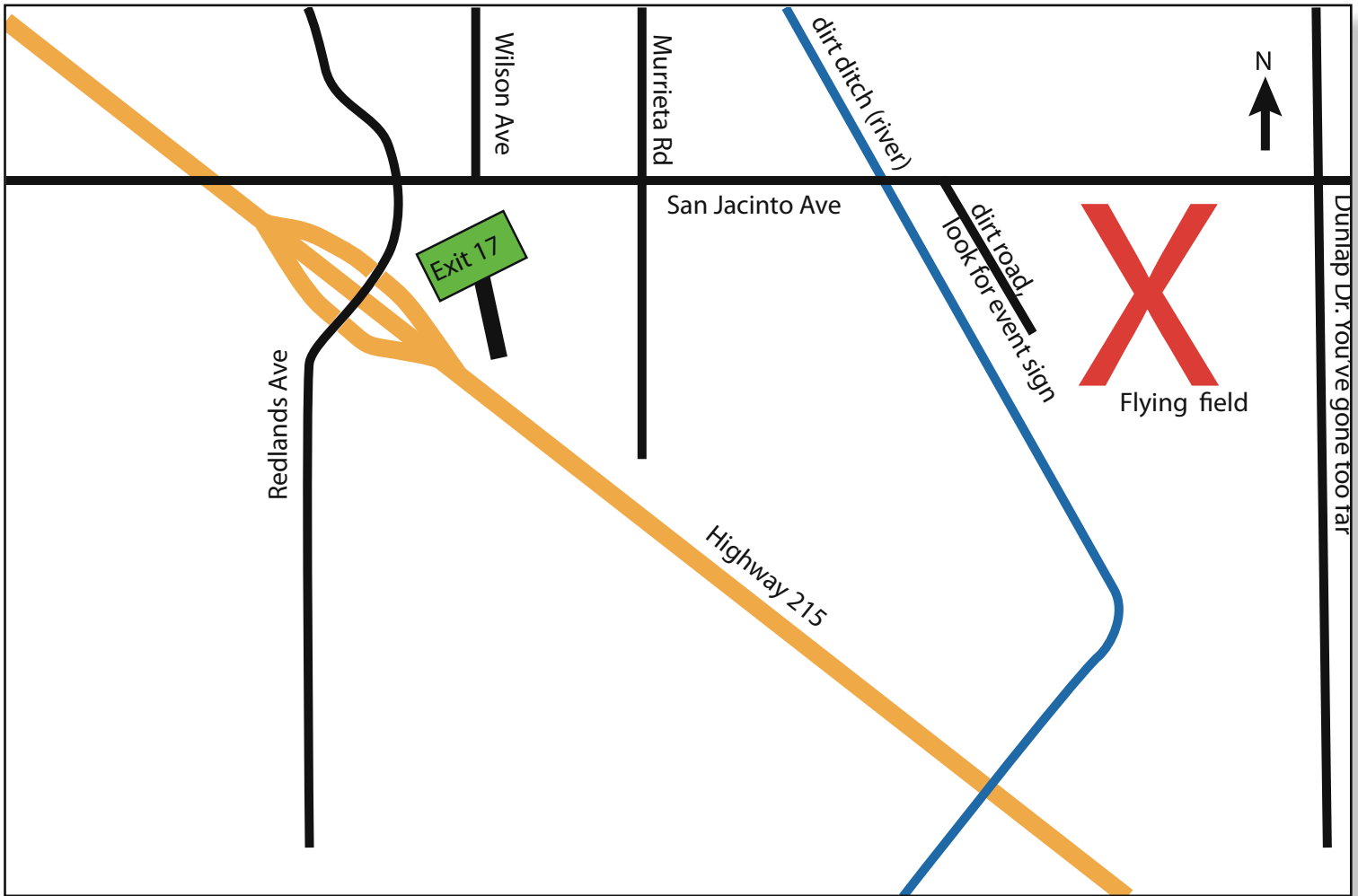
Sunday

11. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
12. FAC Greve/Thompson Race:
Wind at 9:20 a.m., Launch at 9:30 a.m.

*Earn points towards your GRAND CHAMPIONSHIP. This contest's scores coupled with those of the later Scale Staffel contest held in 2014 will determine our annual Grand Champion. The trophy will be presented after the last event of 2014 to the flier who garners the most 1st to 3rd place points in all of the 2014 Scale Staffel contests.

Scamps Flying Field, Perris CA

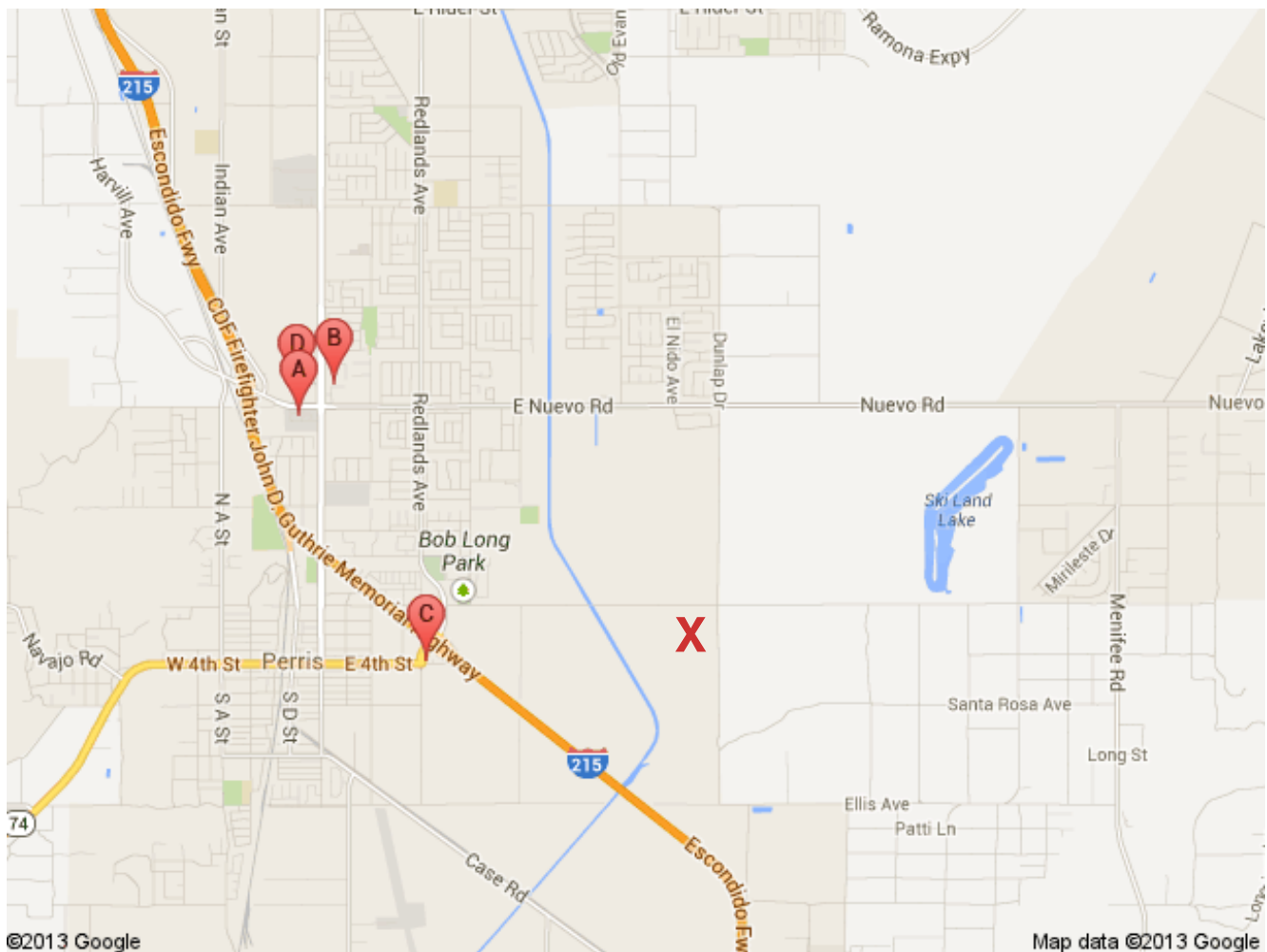
Nov 9 and 10, 2013



Perris CA - Possible Places for lunch

Nov 9 and 10, 2013

- A. Sizzler
91 W Nuevo Rd, Perris, CA
(951) 940-4021
3.7 ★★★★★ 12 reviews \$
- B. Jenny's Family Restaurant
1675 N Perris Blvd, Perris, CA
(951) 657-2945
3.9 ★★★★★ 21 reviews \$\$
- C. Denny's
570 E 4th St, Perris, CA
(951) 657-1123
2.9 ★★★★★ 13 reviews \$
- D. IHOP
1688 N Perris Blvd, Perris, CA
(951) 943-1844
3.7 ★★★★★ 15 reviews \$
- A. Subway
15 Nuevo Rd, Perris, CA
(951) 943-4943
2.7 ★★★★★ 4 reviews \$



X Scamps Flying field