

SAN DIEGO

Scare Staffel

April-Dec 2015



M E R R Y C H R I S T M A S



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

William Scott
wscott127@mac.com

**FLYING
ACES**
SQUADRON 41

——— PRESIDENT'S LANDING STRIP ———

2015's Flying Season

by John Hutchison

It's amazing that 2015 is coming to an end. The older I get, the faster the years go by. But, I must admit, 2015 was a great year. Scale Staffel had two contests at Perris, CA and the final contest in Buckeye, AZ in conjunction with WESTFAC V.

WESTFAC V was a great success. The weather was exceptional. The extraordinary flying site was an alfalfa field owned by Jerry Rovey, a one-to-one scale pilot (aka full-sized aircraft) with his own airport. He presented a flight demo of his Cessna 185 tail-dragger. Jerry was very accommodating and fascinated by our hobby. Flyers came from all over the U.S. and Canada. The banquet was superb and a perfect time to socialize with all the participants. There are "rumors" of the possibility of having the event at "Rovey Field" in the future.

An additional event to WESTFAC V was the Flying Aces Club Council. They held their committee meeting at Buckeye. Attendees came from as far as Pennsylvania. These FAC members had a chance to see how the western state squadrons conduct the contests. They were impressed with the methods of score keeping and the award system.

The dates for the 2016 contest are listed in the calendar. Check it out! Be there!

As many of you know, the San Diego Orbiteers and Scale Staffel have lost the use of the flying field at Otay Mesa. Scale Staffel has been conducting our contests at Perris, CA for a while. But, the search is on-going to secure a new flying-site in San Diego County. We still have our indoor-site at Grossmont College. The indoor flying has been "hot & heavy" not affected by wind or rain. Come join the fun!

Break out those plans and that light-weight balsa and get BUILDING!

Bob Hodes has done it again and won the outdoor 2015 Grand Champion Award; for two years in a row. He earned the highest accumulative scores for all three events. CONGRATULATIONS, Bob!

We have secured the Grossmont College gym on the first Sunday of each month for our 2016 Indoor Contests. The schedule is on the website (www.scalestaffel.org).

We will be holding our annual Scale Staffel/Orbiteer Banquet on January 30 at Giovanni's Restaurant in Kearny Mesa. We hope to see you there!

Build! Fly! And have fun! LLFF! (Long Live Free Flight!)

John Hutchison

A Year-at-a-Glance

by William Scott

Welcome to our year-at-a-glance issue. This past year has been full of surprises. First: we unexpectedly lost access to our outdoor flying field in Otay Mesa. A committee has been searching the local area for a replacement field. We will send out a special notice once a replacement has been found letting you know all of the details. Second: two of our indoor contests were cancelled due to construction this past summer on the college campus. The construction seems to be complete in the area of campus that we use and it looks very nice. We are on track to have 9 indoor contest this year, with the last one being on December 6. Third: WestFAC V happened, which was not a surprise. It was a wonderful event; Roger Willis and the local FAC club deserves a large round of applause for doing a bang up job. Thank you Roger and Cactus Squadron.

What is in store for next year? We are looking for a new event to fly at our outdoor contests. If you have an FAC event you are interested in flying, please let us know via e-mail at wscott127@yahoo.com. If we can get three or more people to say agree on an event we will make it part of our contest. Oh, and speaking of outdoor contests, we have shifted them around the calendar a bit this coming year.

Outdoor contest dates for 2016 are:

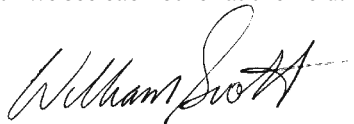
February 20 and 21

May 28 and 29

November 12 and 13

Mark your calendars now. Our indoor contests are still scheduled for the first Sunday of each month.

Until we see each other at the field. Build strong, cover well and fly to the max.



William Scott
Editor

Indoor Contest Schedule 2016

JAN Phantom Flash

FEB No-Cal

MAR Embryo

APR Phantom Flash

MAY No-Cal

JUN Embryo

JUL Phantom Flash

AUG No-Cal

SEP Embryo

OCT Phantom Flash

NOV Canard One-Design
(Wrisley Zephyr) and No-Cal

DEC Embryo

INDOOR CONTEST

The first Sunday of every month

Big Gym at Grossmont college

8800 Grossmont College Drive

Park in lot "3"

Gym opens at 7:30 a.m.

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Don Bardick's Rearwin Speedster
flies by Santa. Plane photo by Arline
Bardick.

Scale Staffel's

Annual Luncheon and Auction



Who: Orbiteer and Scale Staffel

What: Annual end of the year luncheon and auction

When: Saturday, January 30, 2016 at 1 p.m.

Where: Giovanni's Restaurant 9353 Clairemont Mesa Blvd

Cost: \$15

—— INDOOR CONTEST ——

First Sunday of Every Month: April 2015

Photographed by Evan-Amos

Easter



Contest was cancelled due to Easter being that day. WWHHHAATTT?

**FLYING
ACES**
SQUADRON 41



SAN DIEGO
Scale Staffel



February 2016: Outdoor Flying Contest

Saturday and Sunday, FEBRUARY 20 and 21, 2016, 7:30 a.m. to 12:00 p.m.

Taibi Flying Field, Perris CA, Location (33.7803656,-117.1972964)

Events Prizes

Awards for first to third place.

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

William Scott
wscott127@yahoo.com
phone (619) 469-9681

Awards Presentation

Immediately following the contest's final run on Sunday

Hotel Accommodations

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

***Lunch is at the flier option
for both days***

Pilot's Meeting: 8 a.m. on 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
2. FAC Jumbo Scale #3
3. FAC Power Scale (90 second max) #5
4. Golden Age Monoplane #13
5. Old Time Rubber Stick and Fuselage (hand launch) #21/22
6. FAC 2-Bit(+1) Rubber, 1/2 Wakefield (ROG) #23
7. Jimmie Allen (ROG) #24
8. No-Cal (no max) #33
8. Embryo Endurance (ROG) #35

**Mass Launch Events
Saturday**

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

Sunday

12. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
13. 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 2016 will determine our annual Grand Champion. The trophy will be presented after the last event of 2016 to the flier who garners the most 1st to 3rd place points in the 2016 Scale Staffel contests.

MAXOUT X Embryo Performance

by Mike Jester

This is a follow-up article on the performance of my MAXOUT X Embryo. I flew this model in competition for the first time at our club's FAC contest in Perris, California, on April 18 & 19, 2015. I'll also describe the flights of other Embryos at this contest so you can judge if you want to build a MAXOUT X Embryo.

I finished 3rd in the Embryo Endurance event flying my MAXOUT X Embryo. The day before the contest a fully wound rubber motor broke in the model, after winding, and just before extracting the blast tube. Remnants of the rubber motor shot out the back end of the blast tube. Tissue covering the rear of the fuselage was blown out. However, there was no serious structural damage to my MAXOUT X, at least not that I could detect. On the next day, the part of the fuselage to which the fin is attached got damaged in an accident and had to be repaired.

Herb's Embryo airplane (Go Devil) was standard in proportions, and looked a lot like a Prairie Bird, except it had rounded wingtips. He said that it weighed ten grams. It had a pop-up wing DT and an RF tracker beacon. Amazingly, he put 3,000 turns into the rubber motor (yes—three thousand turns). The third and last one of Herb's official Embryo flights, his airplane climbed gradually in a 50 – 75 foot circle, and did not stop climbing until it was OOS. Good thing he had the RF tracker beacon installed as there would have been little chance of



recovering his Embryo model otherwise.

Dave Lofthouse finished second in Embryo Endurance. One of his flights was a great flight, except for a bit of a power stall at the beginning. The DT on his airplane triggered when the model was still a few hundred feet up in the clear blue sky. That flight was a max.

Don Bartick had a great little Embryo. Sadly, however, it flew OOS on its first official flight. Arline lost sight of it after nine minutes.

My MAXOUT X climbed very nicely and vigorously on each of its flights on the day of the competition. I'd say it got as high as 250 – 300 feet. People who saw the climb out of my MAXOUT X, said they were very impressed. However, it either caught bad air or further adjustments were needed to improve the glide.

The MAXOUT X uses a very long fuselage to hold a 10 gram rubber motor. The weight of my model is 23 grams. When you add 10 grams of motor weight on top of that, you now have 33 grams that has to be carried by just

under 50 square inches of wing area. That comes out to approximately 0.66 grams per square inch of wing loading. This is above the theoretical optimum maximum wing loading for outdoor free flight models of 0.50 grams per square inch as recommended by Don Ross. This excessive wing loading is clearly impairing the glide ratio of my model.

Here is a silly mistake I made in the Embryo Endurance event. (See the picture with this article.) My MAXOUT X climbed beautifully to about 250 - 300 feet. Shortly after two minutes, the DT triggered and it took about another 30 seconds for the airplane to come down. I definitely need to work on the DT, e.g. use stronger rubber bands to pop up the stab. Here is the mistake; I didn't launch my airplane from the table set up on the field. Embryo Endurance is an ROG event. So this max did not count, i.e. it was not an official flight toward my score.

I hope I can win a Kanone with my MAXOUT X, perhaps at our club's next contest in Perris in August.

—— TRIMMING DAY ——

The Friday before: April 2015

Photographed by William Scott



—— OUTDOOR CONTEST ——

Scale Staffel Contest April 18 and 19, 2015

Photographed by Arline Bartick, Mike Jester and William Scott





OUTDOOR CONTEST

Scale Staffel Contest April 18 and 19

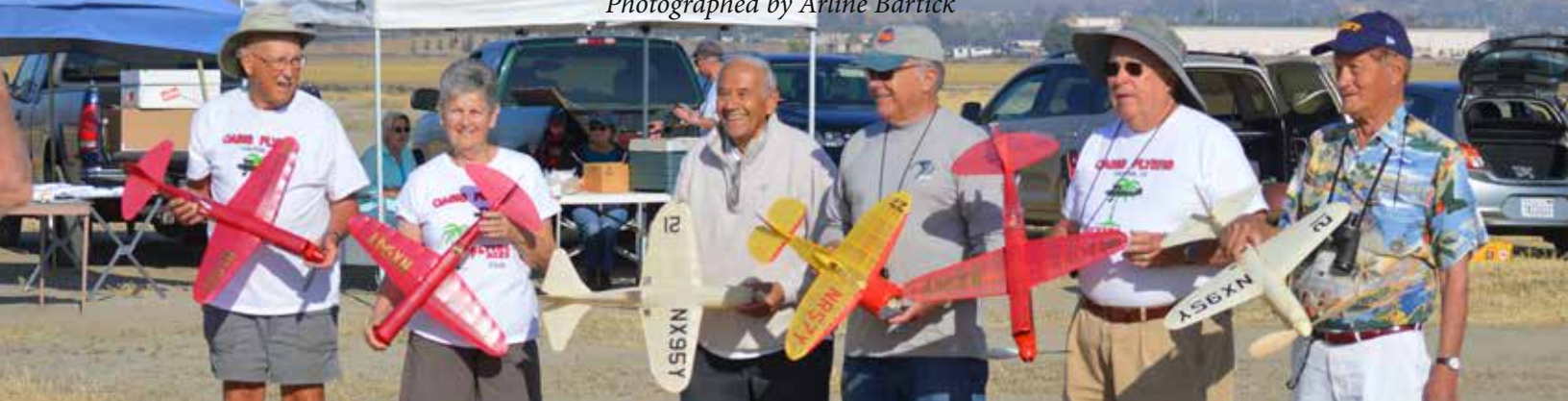
Photographed by Arline Bartick, Mike Jester and William Scott



— OUTDOOR CONTEST —

Scale Staffel Contest April 18 and 19

Photographed by Arline Bartick



— OUTDOOR CONTEST —

Scale Staffel Contest April 18 and 19

Photographed by Arline Bartick, Mike Jester and William Scott



Contest Results: April 2015

Tabulated by CD of the Month

Scale Staffel KANONE REPORT	FAC CLUB NAME: Scale Staffel Model Airplane Club	CONTEST DATE: 4/18-19/2014
CONTEST DIRECTORS: W. Scott / 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 (4 entries)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL		PLACE	FAC MEMBER? Y N
		1	2	3							
John Alling	Albatross DV	10	4	7						1	Y
Herb Kothe	Fokker D7	67	66	blown mtr						2	Y
John Hutchison	Fokker D7	25	2	x						3	Y
Bob Hodes	SE5A	3	x	x						4	Y

Mass Launch Event

EVENT: WW 2 Combat (5 entries)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL		PLACE	FAC MEMBER? Y N
		1	2	3							
Mike Mulligan	Hein	90	75	135						1	Y
Bob Hodes	F6F Hellcat	53	47	56						2	Y
Herb Kothe	Vindicator	83	42	x						3	Y
John Hutchison	F6F Hellcat	45	x	x						4	Y
Tom Arnold	P-39	36	x	x						5	Y

Mass Launch Event

EVENT: Greve/Thompson Race (6)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL		PLACE	FAC MEMBER? Y N
		1	2	3							
Herb Kothe	Chambermaid	57	154	93						1	Y
Bob Hodes	Cessna CR-3	47	100	80						2	Y
Dale Funk	Mr. Smoothie	73	78	x						3	Y
Fernando Ramos	Chambermaid	53	53	x						4	Y
Roger Willis	Mr. Smoothie	46	x	x						5	Y
Elaine Hebert	Mr. Smoothie	2	x	x						6	Y

Judged Scale Event

EVENT: Rubber Scale (8 entries)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	Static + Bonus POINTS	TOTAL	PLACE	FAC MEMBER? Y N
		1	2	3					
Elaine Hebert	Mr. Smoothie	120			82.5	62	144.5	1	Y
Roger Willis	Waco SRE	47	61	53	60.5	71	131.5	2	Y
Dale Funk	Mr. Smoothie	78	70	79	69.5	61	130.5	3	Y
George Mansfield	Fairey Barracuda	37	41	68	64	62.5	126.5	4	Y
Clint Brooks	XP-40Q	46	39	43	46	68.5	114.5	5	Y
John Hutchison	Huntington H12	64	93	44	75.75	36.3	112.1	6	Y
Don Bartick	Rearwin Speedster	37	38	36	38	62.5	100.5	7	Y
John Alling	Albatross DV	13			13	65	78.0	8	Y

Scale "Total of 3 Flights" Event

EVENT: Golden Age Civ/Mil (4)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	Scale + Bonus POINTS	TOTAL	PLACE	FAC MEMBER? Y N
		1	2	3					
Herb Kothe	Taylorcraft	94	120	95			309	1	Y
Mike Jester	Fairchild F24	54	89	96			239	2	Y
John Alling	Rearwin Speedster	67	47	109			223	3	Y
Don Bartick	Rearwin Speedster	40					40	4	Y

Non-Scale "Total of 3 Flights" Event

EVENT: 2-Bit + 1 (5 entries)

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	FAC MEMBER? Y N
		1	2	3						
Gary Lyon	Flying Aces Moth	120	120	80				320	1	Y
Herb Kothe	Flying Aces Moth	105	120	82				307	2	Y
Mike Jester	Flying Aces Moth	67	102	114				283	3	Y
Roger Willis	Flying Aces Moth	63	67	97				227	4	Y
Dale Funk	Flying Aces Moth	30	40	53				123	5	Y

Non-Scale "Total of 3 Flights" Event

Non-Scale "Total of 3 Flights" Event					TOTAL FLIGHT SECONDS OR BEST				FAC MEMBER?		
EVENT: <i>Jimmie Allen (9 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	Sky Chief	120	71	118				309	1	Y	
George Mansfield	Skokie	67	120	117				304	2	Y	
Dave Lofthouse	Skokie	101	74	120				295	3	Y	
Gary Lyon	BA Cabin	83	111	74				268	4	Y	
Dale Funk	BA Cabin	98	107	57				262	5	Y	
Bob Hodes	BA Cabin	66	67	105				238	6	Y	
John Huthchison	BA Cabin	69	95	71				235	7	Y	
Elaine Hebert	BA Cabin	72	75	80				227	8	Y	
Roger Willis	BA Cabin	42						42	9	Y	

Non-Scale "Total of 3 Flights" Event

Non-Scale "Total of 3 Flights" Event			TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?		
EVENT: <i>Embryo Endurance (7)</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	GoDevil	120	120	120	360	9		369	1	Y
Dave Lofthouse	Debut	72	71	120	263	9		272	2	Y
Mike Jester	Maxout X	93	78	81	252	9		261	3	Y
Bob Hodes	Hybrid	61	105	23	189	9		198	4	Y
Roger Willis	Debut	61	53	53	167	9		176	5	Y
Mike Pikelnv	Prairie Bird	49	73	44	166	9		175	6	Y

Judged Scale Event

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST				Static + Bonus	FAC MEMBER?			
EVENT: <i>PowerScale (2 entries)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORED				Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS		TOTAL	PLACE	N
Tom Arnold	F-86 (ducted fan)	120				70		190.0	1	Y
Bob Weatherel	Puss Moth	120				60		180.0	2	Y

Misc. Total of 3 (no-max) flights)

Misc. Total of 3 (no-max) flights)								FAC MEMBER?		
EVENT: <i>No-Cal Profile (3 entries)</i>		Flight times for total of 3 Best of 6 scores							Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	4	5	6	TOTAL	PLACE	N
Bob Hodes	Chambermaid	88	84	88				260	1	Y
Mike Jester	Pilatus Porter	52	91	27				170	2	Y
William Scott	Chambermaid	44	58	54				156	3	Y

By the Numbers:

Events:	10
Flyers:	20
Models: Entered:	64
Officially flown:	53

Flyers:

1	John	Alling
2	Tom	Arnold
3	Don	Bartick
4	Clint	Brooks
5	Dale	Funk
6	Elaine	Hebert
7	Bob	Hodes
8	John	Hutchison
9	Mike	Jester
10	Herb	Kothe
11	Dave	Lofthouse
12	Gary	Lyon
13	George	Mansfield
14	Mike	Mulligan
15	Fernando	Ramos
16	William	Scott
17	Bob	Weatherell
18	Roger	Willis
19	Mike	Pikelný
20	Gene	Drake

**FLYING
ACES**
SQUADRON 41



SAN DIEGO



Scale Staffel

May (Gray) 2016: Outdoor Flying Contest

Saturday and Sunday, May 28 and 29, 2016, 7:30 a.m. to 12:00 p.m.

Taibi Flying Field, Perris CA, Location (33.7803656,-117.1972964)

Events Prizes

Awards for first to third place.

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

William Scott

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8. No-Cal (no max) #33
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Mass Launch Events

Saturday

10. FAC World War 1 Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
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Always Do Your Best

by William Scott



John Alling and his Albatross DV

At this last outdoor event we had a great World War I mass launch competition with four very good pilots. Seasoned, might even be an under statement because three of the four are Blue Max recipients, and the fourth is well on his way to being a Blue Max recipient. The three were flying planes we have seen in the past and they have done very well. The fourth was flying his relatively new Albatross DV. He had it at the last outdoor event but it was still very much in the trimming stages. With four pilots, the elimination process was to eliminate one each round and the last round would be for first and second place.

All of the pilots were called for the group photo then sent back to their stooges for winding. In the first round, Bob Hodes SE5 torqued into the ground with a five second flight. John Alling, with his Albatross DV, flew along for ten seconds, John Hutchison and his Fokker D7 circled the field once and landed after 25 seconds. Herb Kothe's Fokker D7 flew around the field, found a thermal and finally came back after 67 seconds. We can all see where this is going...

Round two: John Hutchison's Fokker D7 torques into the ground with a two second flight and does enough damage that a new kit is very probable. John Alling's Albatross is also torqued up a bit, but it only turned left and landed after four seconds. Herb Kothe's Fokker D7 goes up, circles the field once, twice and then floats off past the cars and lands 66 seconds later. We are now down to the final two contestants, John Alling with an average time on his two flights of seven seconds and Herb Kothe with his two flight average at 66 and a half seconds.

There is a quick set of questioning whispers that pass through the pilots. Has John been sand-bagging? Is this all a mental game? Is this a possible way to beat Herb.

The two pilots had returned to their stooges with their airplanes and they started winding. John knows that his plane flew best the first time he flew and decides to wind his plane like he did for the first mass launch. Herb was confident and was winding as he would normally do. John had walked out to launch area and was waiting for Herb to finish winding when suddenly. Boom! Herb's motor broke. Herb winds with a blast tube so there was no damage to his airplane but he was out of the mass launch contest. The CD counted down, "3-2-1 launch" and John Alling gave his plane a toss and it flew for a few seconds and was declared the winner.

Congratulations John Alling for hanging tough and never giving up!

First Sunday of Every Month: May 2015

Photographed by Arline Bartick



Contest Results: May 2015

Tabulated by CD of the Month

May 3, 2015

CD: William Scott

Event: Penny Plane (6 entries)	Airplane	FLIGHT TIMES (Best two of five)					TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5		
Greg Hutchison		276	292				568	1
Don Bartick		227	255	39	76	199	482	2
Mike Jester		60	91	176	224	229	453	3
John Hutchison		72	59	48	109	259	368	4
Richard Wood		217	52	134	51	81	351	5
Larry Miller		90					90	6

May 3, 2015

CD: William Scott

Event: No-Cal (4 entries)	Airplane	FLIGHT TIMES (Total of three)			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3					
Mike Jester		57	85	76				218	1
Richard Wood		66	39	101				206	2
John Hutchison		37	70	75				182	3
William Scott		26	27	36				89	4

Weights:

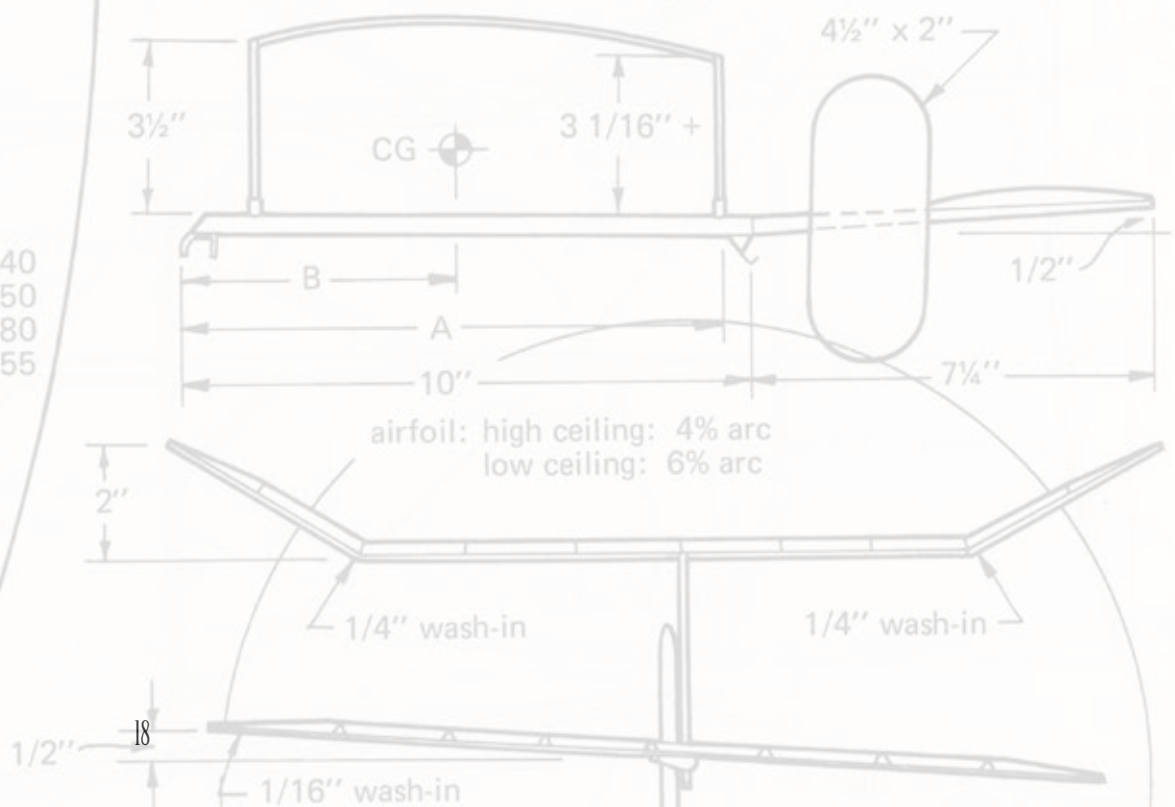
body + tail: 1.05 gm.
 wing: 1.12
 propeller: 0.78
 nose weight: 0.15
 3.10 gm.

17" dia. x 27" pitch
 propeller
 .025" "C"-grain balsa

Outlines:

rudder: .040 x .040
 stab: .040 x .050
 L.E. + T.E.: .055 x .080
 tips: .040 x .055

$$A = (B \times 1.2) + 2.5$$



What's Up?

The club recently celebrated its fourth year of flying a design contest with a Wrisley canard called the Zephyr. The contest was organized by me, William Scott. The contest has three different events; One is flying a zephyr with a wooden propellor; another is flying a zephyr with a plastic propellor and at the end there is a one round mass launch, last one down takes it all. The first place winners receive a wooden plaque, second place winners receive a framed winner's certificate and the third place winners receive a certificate.

This year we had two newcomers fly in the contest who did very well. The club rallied and did its best to welcome the newcomers and share its knowledge. Simple things like: don't forget to wind a canard backwards; or, if you want the

zephyr to turn left you need to tip the left canard tip down and not up. And, another important point, if you want to change the incidence you need to adjust the back wing even though it is the much bigger wing.

One of the more interesting zephyrs was the one built by Don Bartick. He was able to make his zephyr in such a way that he could switch out the propellor and fly in all three contests.

William also held a postal contest ending on November 1, 2015, for the Bf109 drawn up by Mike Isserman. Mike had started a cook-up for the Bf109 on the website www.hippocketaeronautics.com and a number of people built the plane for WestFAC V Battle of Britain mass launch. Some of the builders were not going to attend WestFAC V and



suggested that maybe a postal would be a good way to have some friendly competition for the rest of them. The postal was won by Jim Norfolk of Canada. Congratulations Jim! Your trophy plate is in the mail.

Check out www.meetup.com/Scale-Staffel-Free-Flight-Model-Airplanes for information on indoor contests.

— INDOOR CONTEST —

First Sunday of Every Month: July & August 2015
Cancelled due to Construction
at the College

Getting Better at Doing the Little Things

by William Scott

Part of this hobby is doing the little things well. What is a little thing? Actually just about everything done to build a plane is a little thing. The cutting of two longeron to be, not only, the correct length, but for a rectangular fuselage, the same length. Setting all of the formers to 90 degrees, and not to the eyeball 90 degrees. The cutting/sanding of a joint to make it fit well, the sanding of a laser cut edge to remove the burn marks, the addition of wash-in and wash-out, space around the stabilizer for adjustments, are just a few things that come to mind. All of these little things make a difference on how well the plane looks, flies and holds up when it doesn't fly.

The current "little thing" is the making of a propeller, you may remember from earlier newsletters

that propellers have been particularly difficult for me. Deciding to keep it simple this time, a whole bunch of rough cut balsa wood propeller blanks were ordered from Volare Products. The first set, a pair, one left and one right handed propellers, were sanded, shaped and balanced. Since they are made of balsa wood it was decided that a brass sleeve should be installed to keep the propeller shaft from wearing out the hole. For you beginners out there, if the hole in a propeller is bigger than the propeller shaft then the propeller will flop around and give you inconsistent results. The more it flops the worst it gets. With a sleeve, the propeller should spin consistently but what method should be used to drive the propeller and since this will be for an outdoor model the propeller will need to free-wheel once the power runs out.

inch. A second brass tube was slip fit to the first, also cut to the same length. The two tubes were glued together using thick CA. Then half of the end was filed down. Filing down half of a tube for less



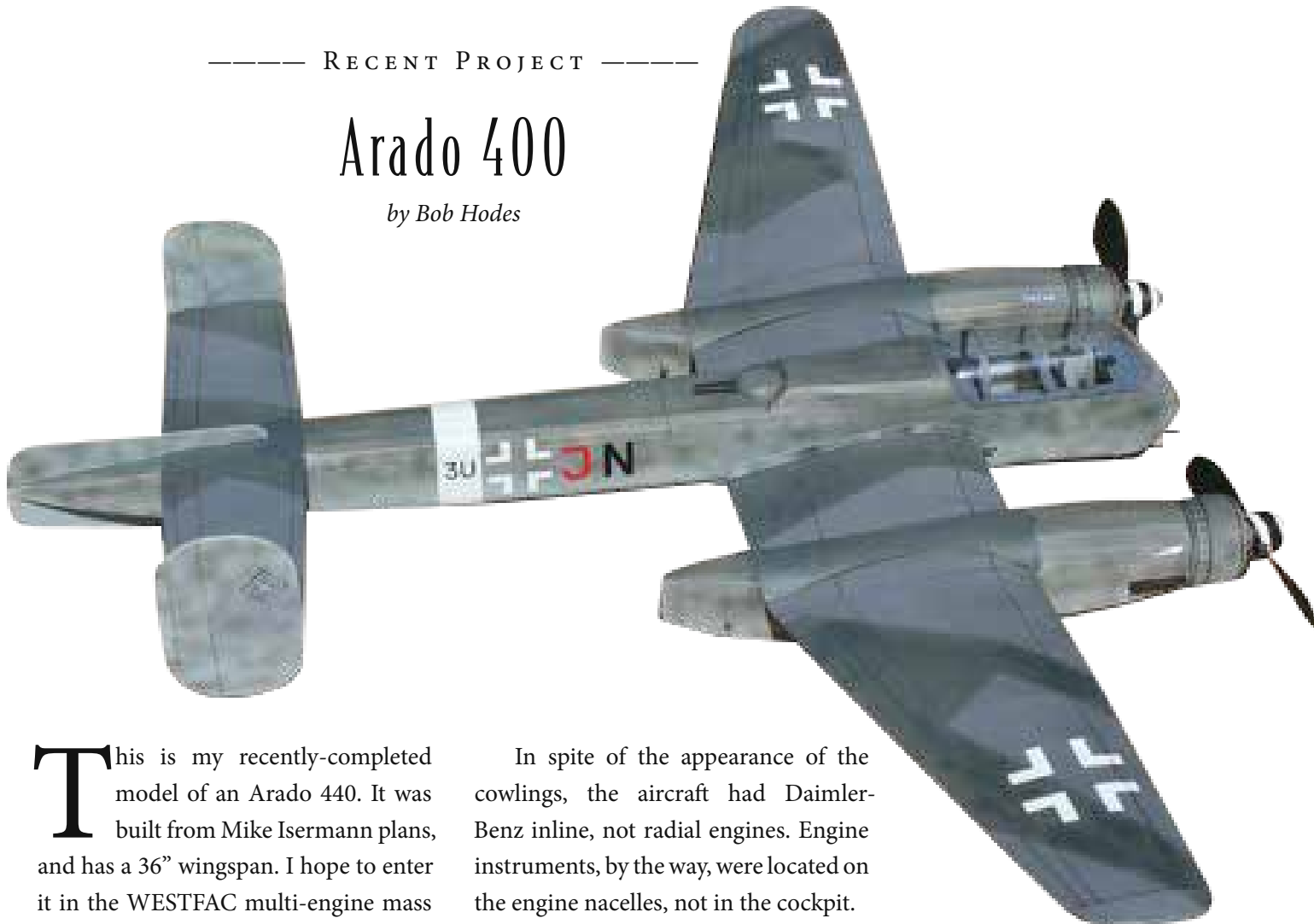
than an 1/8 of an inch turned out to be very difficult until the realization that keeping the file stationary and moving the tube was a better way to work. Once the tube was half gone and the flashing removed, a propeller shaft with a 90 degree bend was inserted to check the fit. See first photo. The flat side is on the right. After determining the flat was tall enough so the propeller shaft would not jump out, the free-wheeling portion was added. This was done by removing the propeller shaft and filing off the left top corners; thus creating a ramp that goes from the bottom right, clockwise up to the top right corner of the flat. See the second photo. Looking down on the propeller shaft would drive this propeller counter clockwise.



There are numerous methods to drive a propeller. Chosen for this project was to make a brass sleeve just like the free-wheel ramp on a plastic propeller. A brass tube with an inside diameter just a tiny bit bigger than the propeller shaft, was cut long enough to slide through the propeller and stick out 3/16 of an

Arado 400

by Bob Hodes



This is my recently-completed model of an Arado 440. It was built from Mike Isermann plans, and has a 36" wingspan. I hope to enter it in the WESTFAC multi-engine mass launch event in October (assuming I can find some place to trim it by then).

The Arado 440 was a development of the unsuccessful Arado 240. It had a longer fuselage, an increased wingspan, and more powerful engines than the earlier 240. Only four prototypes of the real Arado 440 were built in 1942. The aircraft never went into production.

There are apparently no photographs available of the Arado 440. For color and markings, therefore, I used the scheme of an Me-410 of heavy fighter squadron ZG-76 in 1944. The colors were typical of heavy fighter squadrons of 1943 and 1944. Had the Arado 440 gone into production, it would undoubtedly have gone into service with similar heavy-fighter (Zerstörer) squadrons.

In spite of the appearance of the cowlings, the aircraft had Daimler-Benz inline, not radial engines. Engine instruments, by the way, were located on the engine nacelles, not in the cockpit.

The cockpit canopy turned out to be a problem. The plug I had built from balsa blocks turned out to be too large for my vacu-forming rig. A friend and local modeler, Mel Elkins, came to the rescue and agreed to pull the canopy for me on his larger vacu-former. Many thanks Mel.



Scale Staffel Contest August 22 and 23, 2015

Photographed by Arline Bartick, Mike Jester and William Scott



Scale Staffel Contest August 22 and 23, 2015

Photographed by Arline Bartick, Mike Jester and William Scott



Contest Results: August 2015

Tabulated by CD of the Month

Scale Staffel KANONE REPORT	FAC CLUB NAME: Scale Staffel Model Airplane Club	CONTEST DATE: 8/22-23/2015
CONTEST DIRECTOR: William Scott	Email address: gmansfield75@gmail.com	SQUADRON # 41

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESES

Mass Launch Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: WW 1 Combat (2 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	N
Nick Panousis	SE5A	8				1 Y
Bob Hodes	SE5A	3				2 Y

Mass Launch Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: WW 2 Combat (4 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	N
George Mansfield	Fairey Barracuda	79	168	119		1 Y
Bob Hodes	Grumman F6F Hellcat	46	149	62		2 Y
Mike Jester	Grumman F6F Hellcat	65	89	x		3 Y
John Hutchison	Grumman F6F Hellcat	42	x	x		4 Y

Mass Launch Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: Greve/Thompson Race (2)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	N
Dale Funk	Mr. Smoothie	26				1 Y
Bob Hodes	Cessna CR-3	8				2 Y

Judged Scale Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: Rubber Scale (8 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	Static + Bonus	N
George Mansfield	Fairey Barracuda	79	120	119	82.5 62.6	145.1 1 Y
Dale Funk	Mr. Smoothie	70	120	81	82.5 61	143.5 2 Y
John Alling	Rearwin Speedster	49	44	99	77.25 47.5	124.8 3 Y
Don Bartick	Rearwin Speedster	31	38	62	61 62.5	123.5 4 Y
John Hutchison	Grumman F6F Hellcat	42	54	36	54 65.3	119.3 5 Y
Roger Willis	Grumman Guardian	37	67	65	63.5 51.6	115.1 6 Y
John Hutchison	Huntington H12	59	54		59 55	114.0 Y
Nick Panousis	SE5A	11				Y

Judged Scale Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: Jumbo Scale (2 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	Static + Bonus	N
Bob Weatherell	Fairchild 24	94	66	48	76 61	137.0 1 Y
Bob Hodes	Cessna Phantom	53	36		53 61	114.0 2 Y

Scale "Total of 3 Flights" Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: Golden Age Civ/Mil (4)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	Scale + Bonus	N
Mike Jester	Fairchild F24	70	80	60		210 1 Y
John Alling	Rearwin Speedster	62	88	45		195 2 Y
Bob Hodes	Piper J5	38	51	48		137 3 Y
George Mansfield	Fairchild F24	21	39	36		96 4 Y

Non-Scale "Total of 3 Flights" Event

		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?	
EVENT: 2-Bit + 1 (6 entries)		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			Y	
CONTESTANT'S FULL NAME	MODEL	1	2	3	BONUS	N
Gary Lyon	Flying Aces Moth	120	120	93		333 1 Y
Mike Jester	Flying Aces Moth	120	99	60		279 2 Y
Bob Hodes	Flying Aces Moth	64	120	91		275 3 Y
Pat McMillan	Flying Aces Moth	93	69	57		219 4 Y
Roger Willis	Flying Aces Moth	44	52	57		153 5 Y
Nick Panousis	Flying Aces Moth	37				37 6 Y

Non-Scale "Total of 3 Flights" Event			TOTAL FLIGHT SECONDS OR BEST				FAC MEMBER?		
EVENT: <i>Jimmie Allen (8 entries)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS				SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE
Dave Lofthouse	BA Cabin	120	120	120				360	1
George Mansfield	BA Cabin	120	116	89				325	2
Roger Willis	BA Cabin	120	91	86				297	3
Gary Lyon	BA Cabin	120	70	104				294	4
John Huthchison	BA Cabin	75	120	78				273	5
Fernando Mina	BA Cabin	63	64	120				247	6
Pat McMillan	BA Cabin	74	64	53				191	7
Dale Funk	BA Cabin	54						54	8

Non-Scale "Total of 3 Flights" Event			TOTAL FLIGHT SECONDS OR BEST				FAC MEMBER?		
EVENT: <i>Embryo Endurance (3)</i>	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS				SCALE FLT	BONUS	SCALE		
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE
Mike Jester	Maxout X	120	120	120	360	9		369	1
Dave Lofthouse	Debut	120	117	120	357	9		366	2
Don Bartick	Tail High 16	60			60	9		69	3

Misc. Total of 3 (no-max) flights			Flight times for total of 3 Best of 6 scores				FAC MEMBER?		
EVENT: <i>No-Cal Profile (3 entries)</i>									Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	4	5	6	TOTAL	PLACE
Bob Hodes	Chambermaid	130	93	143				366	1
Mike Jester	Piper Pacer	29	25	25				79	2
William Scott	Postcard	10	18	10				38	3

By the Numbers:		
Events:	11	
Flyers:	15	
Models: Entered:	53	
Officially flown:	43	

Flyers:		
1	John	Alling
2	Don	Bartick
3	Dale	Funk
4	Bob	Hodes
5	John	Hutchison
6	Mike	Jester
7	Dave	Lofthouse
8	Gary	Lyon
9	George	Mansfield
10	Pat	McMillan
11	Fernando	Mina
12	Nick	Panousis
13	William	Scott
14	Bob	Weatherell
15	Roger	Willis

**FLYING
ACES**
SQUADRON 41



SAN DIEGO

Scale Staffel

November 2016: Outdoor Flying Contest

**Saturday and Sunday, November 12 and 13, 2016,
7:30 a.m. to 12:00 p.m., Taibi Flying Field, Perris CA
Location (33.7803656,-117.1972964)**

Events Prizes

Awards for first to third place

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

William Scott

wscott127@yahoo.com
phone (619) 469-9681

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

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
2. FAC Jumbo Scale #3
3. FAC Power Scale (90 second max) #5
4. Golden Age Monoplane #13
5. Old Time Rubber Stick and Fuselage (hand launch) #21/22
6. FAC 2-Bit(+1) Rubber, 1/2 Wakefield (ROG) #23
7. Jimmie Allen (ROG) #24
8. No-Cal (no max) #33
8. Embryo Endurance (ROG) #35

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 earlier Scale Staffel contest held in 2016 will determine our annual Grand Champion. The trophy will be presented after the last event of 2016 to the flier who garners the most 1st to 3rd place points in all of the 2016 Scale Staffel contests.

Contest Results: September 2015

Tabulated by CD of the Month

FAC Kanone Report

FAC Club Name

Scale Staffel, FAC Club 41

September 6, 2015

September 6, 2015

CD: William Scott

Event: Embryo (6 entries)	Airplane	FLIGHT TIMES (Total of three)			SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3					
Greg Hutchison		43	48	53		5		149	1
Bill Hill		43	52	33		5		133	2
Richard Wood		44	44	35		9		132	3
John Hutchison		17	41	35		9		102	4
Nick Panousis		9	3	3		6		12	5

No photos were taken of the September event :-)

WestFAC V

by William Scott

Going to WestFAC V in Buckeye, AZ was a wonderful experience and I would recommend that if it is at all possible, everyone should attend at least one. The contest dates this year were Wednesday, October 21 through Saturday, October 24. John Hutchison and I chose to carpool and decided to leave for Buckeye on Monday. Our thought was to arrive on Monday; trim our airplanes on Monday, Tuesday and the morning of Wednesday. Wednesday afternoon we would have our planes judged. Then, if needed, we could head back to the field that afternoon and finally if we still needed time to trim an airplane or two, we could head out early Thursday morning before the competition.

The drive out to Buckeye was simple and rather straight forward. We left San Diego about 9 a.m. At the halfway point, in a little town called Yuma, we stopped for gas, food and switched drivers. The second half of the drive was also rather straight forward, that is until I saw a tiny sign saying “Buckeye” with an arrow pointing east. I exited the freeway and turned east to find the hotel. At least the road was paved. It only took us a block or two to realize that this very small and narrow road was not going to be the road to take. I was able to go around the corn field and get us back on to the freeway.

We had been told the hotel was in the back of a shopping center, meaning it would take some effort to find. After



driving in the north end of the shopping center and passing the first set of stores, we were able to find the hotel, half way down in the back just like we were told. The hotel was nice and had lots of space to gather. While at the hotel, we checked the map for general directions and found that the road we originally turned east on would have gotten us to Buckeye—eventually—but it was the business loop and about 20 miles long. We headed out and found our way to the judging location; but it took us a few tries to find the flying field, mostly due to my inability to read the WestFAC website and simultaneously my phone going dead. Making a quick (five mile round trip) stop at a gas station to buy an adapter to charge my phone, I was able to find the correct map to the flying field and we arrived there soon afterwards.

The field was very nice—one half mile from east to west and over a quarter mile from north to south—the alfalfa

was about a foot tall and wet from some recent rains. With the wind coming from the west we would need to be careful not to land in the un-planted muddy field to the east, where our planes could be damaged. We set up our canopy and started to fly. I started with a Bf109 v14, the airplane that would need the most trimming. The wet alfalfa soaked our planes but with a quick towel wiping and a few minutes in the sun they were dry and ready to fly again. We flew that first day until the sun set. It was a very nice day. Tuesday we would have to wait to see as the weather forecast called for rain.

Tuesday morning a bunch of us met for breakfast and then head over to the field. When we arrived there was a lot of activity on the east edge of the farm. We were told that Jim Rovey, the very generous farmer who allowed us to fly in his field, was going to cut the first 20' of alfalfa but it was a two step process. The next thing we see is Jim driving a mower

down the road on the north edge of the field and started mowing. The mower made a pass down and one up, stopping about a third of the way to cut an inset and then stopping at two thirds of the way for a second inset. The insets would be where the port-a-potties would be located.

We all had gotten out of our cars and started to talk about airplanes when two trucks turned up the drive. The first truck had a front end that looked a lot like the mower with a long chimney that hooked and pointed to its right. The second truck looked like an open top panel truck. As the first truck drove over the mowed field it would pick up the cut alfalfa and send it up the chimney into the panel truck driving just to the right. The two trucks made two passes and drove away just as a third truck was arriving with two port-a-potties. The driver unloaded them both and left, leaving us the field. We set up our canopies between the center, where the registration tent would be and one of the bathrooms. We didn't want to be too close to either.

By nine o'clock we started to trim our airplanes and kept watch on some very large black clouds starting to form to the southwest of our location. We could see rain falling to the southeast of us. There was lightening in all of the nearby clouds and by noon the wind was starting to pick up. Average speed was 6 mph with gusts up to 14 mph. We decided it was time to pack it away

before we got blown away, got caught in a down pour or hit by lightening. Driving back to the hotel the clouds opened up. Being from San Diego, with the last four years of drought, I don't think I have ever seen so much rain in such a short time. There must have been four inches of rain on the freeway. Luckily everyone had the good sense to slow down and drive cautiously. We could not have planned the timing of our exit from the field any better.

We got lunch at the same location we had dinner the night before, right around the corner from the hotel. As we sat and ate lunch, it rained... and rained... and rained. After a very long lunch coinciding with the rain finally stopping, John suggested we head back out to the flying field. He thought that the field could possibly still be dry since we had driven east into the storm.

When we arrived at the field we could see he was right, the dirt road leading to the field was bone dry. We set up our flying site and flew till sunset, completing another wonderful day of trimming.

Wednesday morning we met for an early breakfast, then headed out the field. We were on the field and trimming by 7 a.m. By 11:30 a.m. we had all of our planes trimmed and ready for the contest. We decided to grab some lunch before heading over to have our planes judged. From the look of things, judging might have started an hour earlier, but that was okay, we got the chance to visit

with some friends we hadn't seen in a few years and view many of the outstanding models being brought in for judging. Once our planes were judged and all of our friendships reaffirmed we headed back out to the field. Many of our fellow flyers joined us later that afternoon and, yep, you guessed it, we flew till sunset.

Thursday morning, day one of the contest: We arrived at the field between 7 and 7:30 a.m. and it was already filled with flyers. We set up our canopy, pulled out the stooze and got ready for the pilots meeting; where the people in charge would give us the run down on how this particular event would operate. It was announced that there would be three mass launches each morning and open flying in specific events each day. Once that meeting was over, it was time to get right into action. Don Deloach got on the mega phone and called all pilots flying in the first mass launch to meet at the registration tent. (Please see the schedule of event and photos on the next pages.)

All three days were great days of flying. We did loose at least two airplanes because we had bad lines of sight on where they landed. With the wind coming from the east in the morning, most of the airplanes landed at the very west edge of the alfalfa field, a few flew south into other fields but only required the crossing of the two lane road, the hopping of a metal tubing fence and a very long walk to retrieve them. All part of the fun of free flight.



The middle of the day would become very calm and most planes would land within a few hundred yards of where they were launched. The bad part about the middle of the day was that there were very few thermals to help the planes fly to their two minute maximum flight times. In the afternoon the wind would shift and blow from the west causing the airplanes to drift into the unplanted dirt fields which were not very forgiving. Most of the planes survived and the ones that did get damaged seem to be repairable once back at the workshop.

On the second day I was timing and chasing a plane that was making circles and drifting towards the south edge of the field. I started to lightly jog after the airplane because if it did cross the road and go into the next field we would need a good line of sight on it. As it was getting lower and lower, I could tell it was making a large circle that would start over our field, cross the road, pass over the other field and then cross back to our side. The question was, where would the plane be once it got to the level of the power lines or the ground. Did I mention the moat?

Once I realized the plane was going to land either in the other field or on the road, I started to really jog. I had to jog in the opposite direction of the airplane because I had to get around the moat. There was a bridge about 25 yards in the other direction of the airplane's flight. When I got to the moat crossing I heard a powered model jet about twenty feet off the ground pass over my head. I did a quick look down the street to the left and saw the rubber powered plane I was chasing had landed on the dirt shoulder next to the road. It would need to be collected soon but was not in

immediate danger of being run over by a car. By this time the powered jet had made its next pass over my head and the engine stopped. It made a perfect landing on the road and slid to a stop in the middle of a lane. I glanced east and saw a car heading west towards the jet. There was no way I could outrun a car and get to the jet before it got run over, so I did the next best thing. I was able to run to the side of the road where I waved the car over into the other lane so it would drive around the jet, which it did. I picked up the jet and put it safely on the side of the road. I then retrieved the plane I was chasing. That ended up being my only experience of planes on the road.

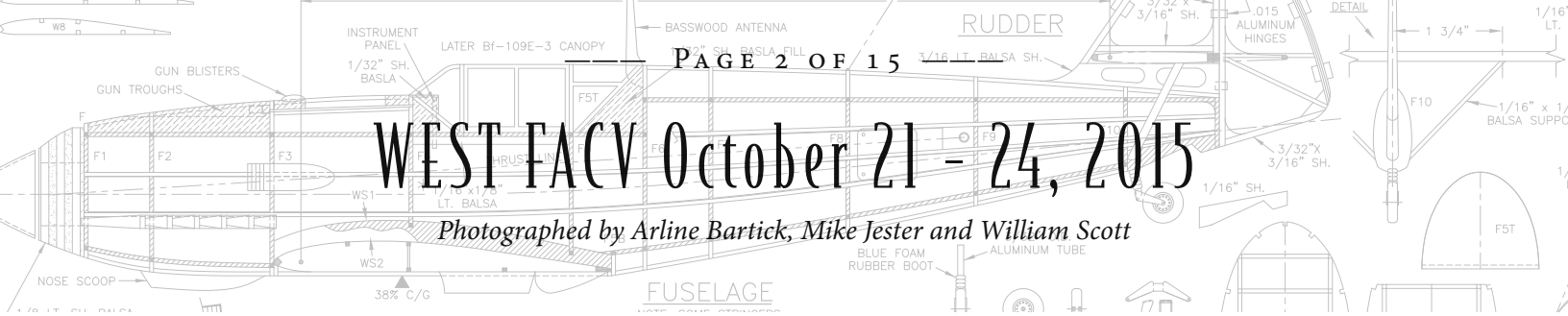
At about 10 a.m. on Friday, Roger got on the mega phone and told us that flying would be suspended for the next little bit. If you had a plane wound and ready to fly, let it go, but, all others would need to hold off until Jim Rovey in his full-size airplane took off. Ten minutes later we see Jim's full-sized airplane taxiing down the road towards us. Roger confirmed by his cell phone that all model planes were on the ground and Jim's plane revs to full throttle and takes off making a banking right turn around all of us. On Saturday, Roger's phone rang again letting us know Jim was on his way back and he would be there in about 30 minutes. We had twenty minutes of flying time before Jim made a high and wide pass over the field, Roger cleared him to land. All eyes were on this full-sized airplane lining up to land on a dirt road. Jim made a perfect landing, no bobbles, no wobbles, no bounces just a smooth landing. We gave him a standing ovation. It was a great way to end flying at WestFAC V.

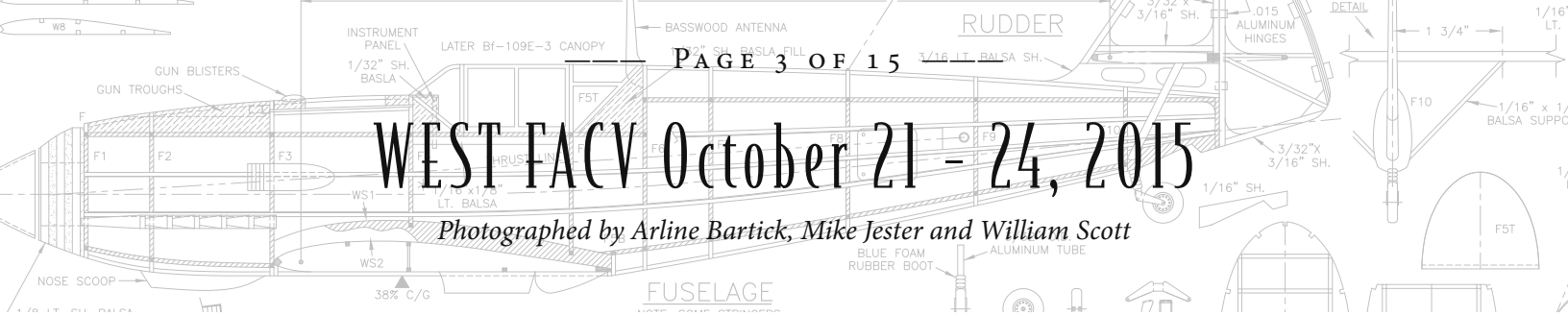


WEST FACV October 21 - 24, 2015

Photographed by Arline Bartick, Mike Jester and William Scott

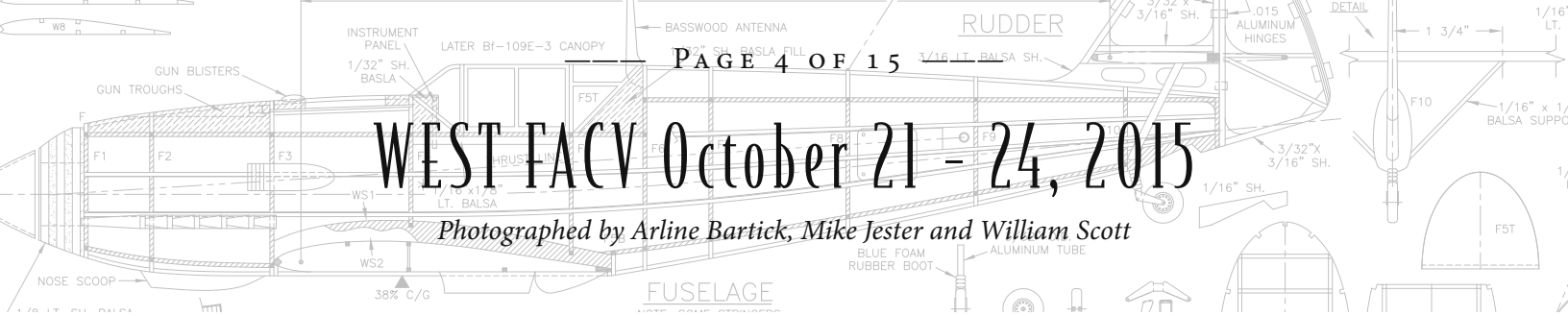






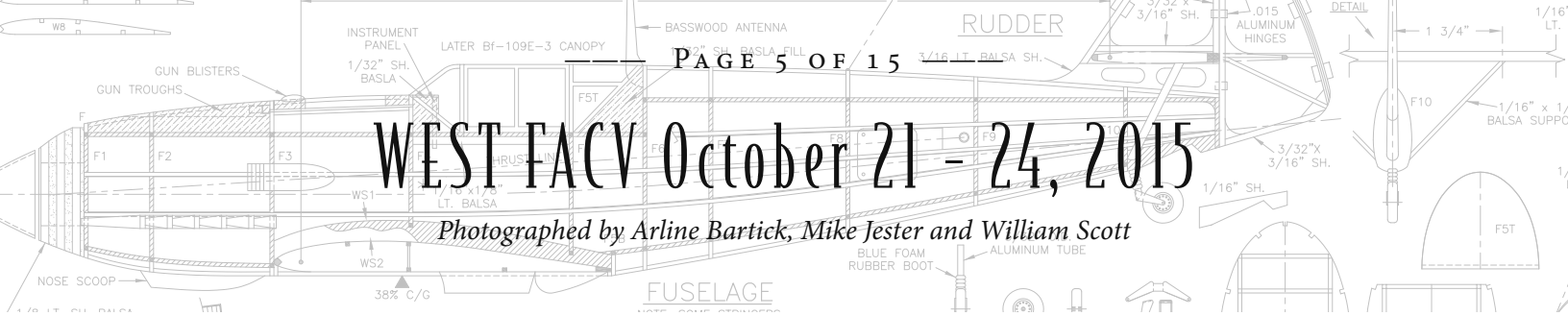
WEST FACV October 21 - 24, 2015

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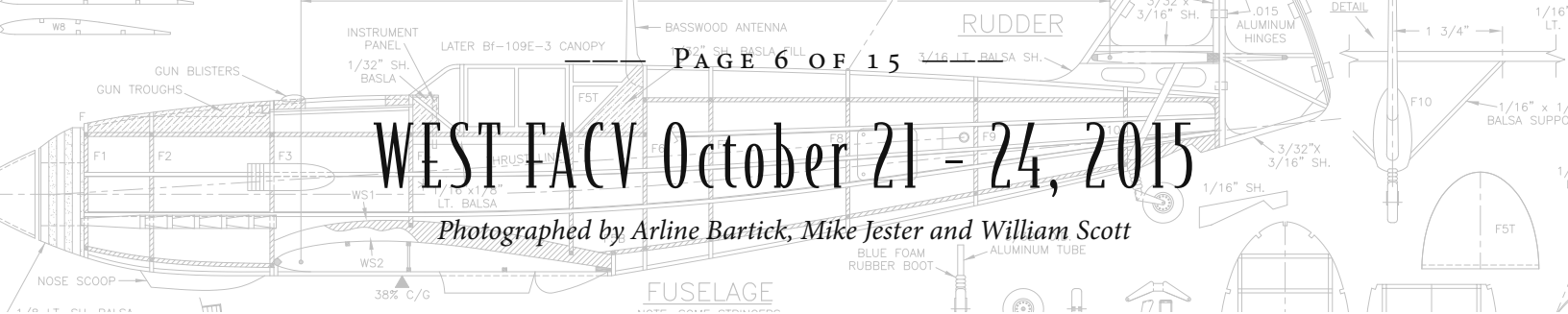
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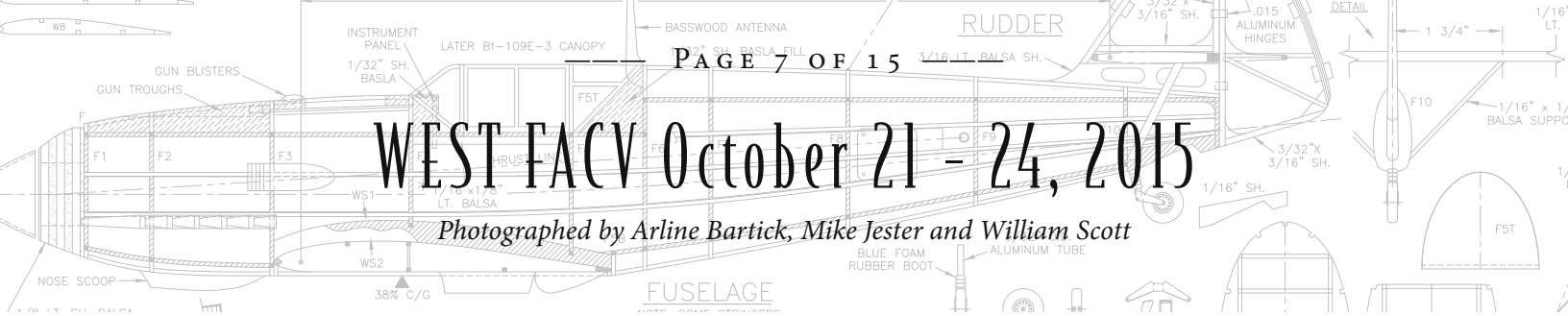
Photographed by Arline Bartick, Mike Jester and William Scott



WEST FACV October 21 - 24, 2015

Photographed by Arline Bartick, Mike Jester and William Scott





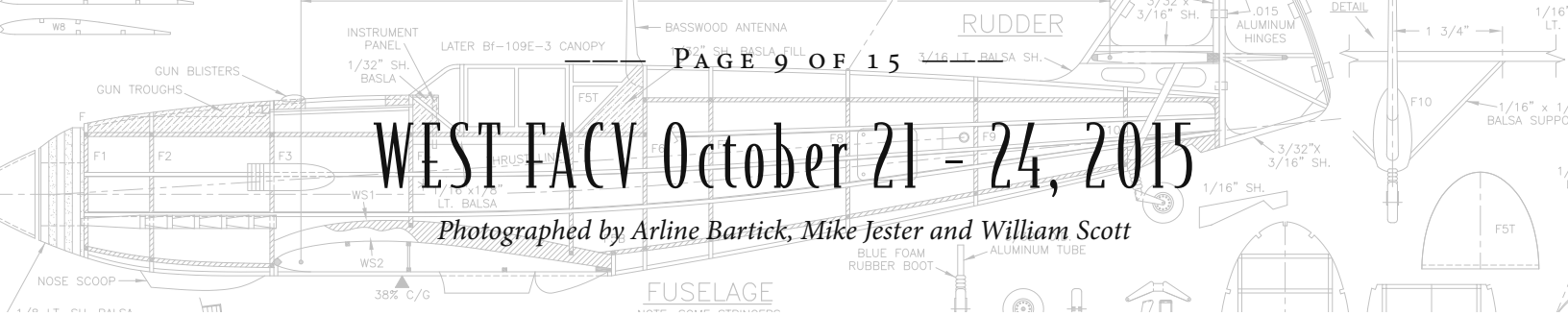
WEST FACV October 21 - 24, 2015

Photographed by Arline Bartick, Mike Jester and William Scott



WEST FACV October 21 - 24, 2015

Photographed by Arline Bartick, Mike Jester and William Scott



WEST FACV October 21 - 24, 2015

Photographed by Arline Bartick, Mike Jester and William Scott



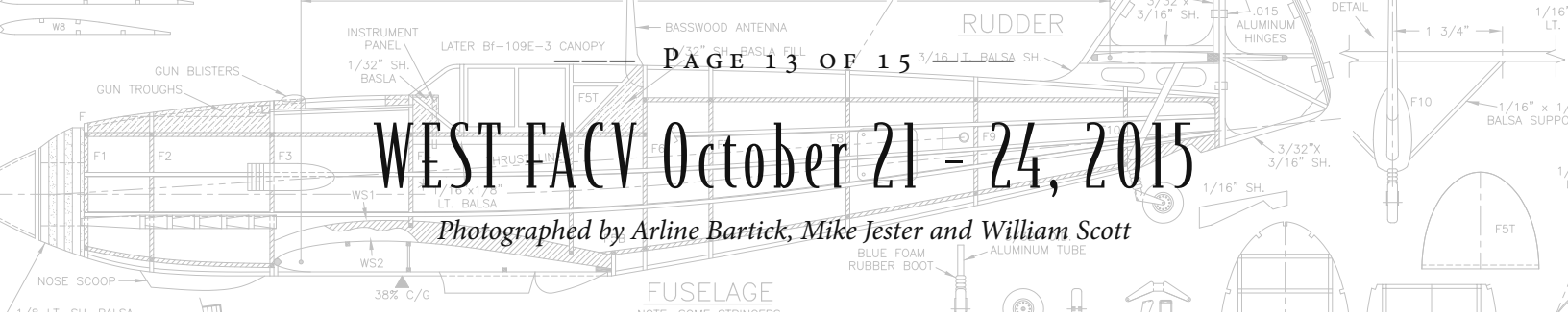


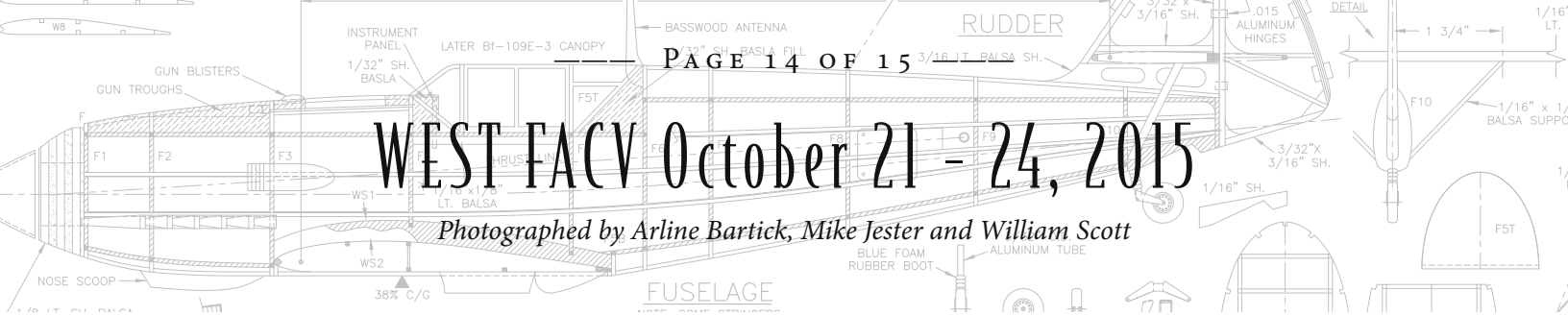
Photographed by Arline Bartick, Mike Jester and William Scott



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