

Fall 2010

# Thermal Journal

Dedicated to the never-ending battle against the law of gravity

## President

Brad Bane  
60 Lake Ave.  
Lyndonville, NY 14098  
windwhip47@aol.com

## Vice President

Joe Mollendorf  
274 Ruskin Road  
Amherst, NY 14226  
professorjoe@verizon.net

## Secretary

Mark C. Rzacca  
17 High Point Trail  
Fairport, NY 14450  
mrz01@rochester.rr.com

## Treasurer

Ruth Bane  
60 Lake Ave.  
Lyndonville, NY 14098  
windwhip47@aol.com

## Thermal Journal Editor

Mark C. Rzacca  
17 High Point Trail  
Fairport, NY 14450  
mrz01@rochester.rr.com

Submissions the Thermal Journal in the form of letters to the editor, articles or photos (please include good caption information) are always welcome. Use the editor's address provided above.

## The Editor's Ramble:

It certainly has been a busy flying season. It seems that most of my flying was jammed into the very end of summer. That, in addition to increased work at the day job, one daughter getting a job and moving out of state and another getting married made for a very busy August and September. Mind you I'm not complaining but it sure would be nice to pace out the fun.

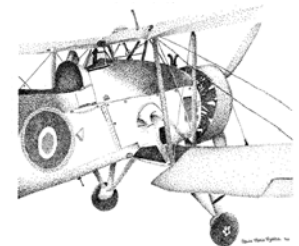
Nevertheless, the flying weather was good to great at all the meets this year and the move and wedding went off without any problems as well. My youngest daughter is back at school and the models have been safely stowed in the garage. Guess that means it is time to move on. Moving on for the WNYFFS can mean many things. At this time of year it means we will be getting together for our annual meeting. The announcement for that august event is inside; check it out and make sure you call Brad or Ruth soon to let them know you will be attending. Enough said.

Next year, the NFFS one design event is for the  $\frac{1}{2}$  A Viking from Carl Goldberg. That is one of several models I wanted to build as a youth but never got around to. The price was a little too much for me to save up so the  $\frac{1}{2}$  A Blazer was purchased instead. After all these years it is funny how things fall into place. Among the items for sale from Dave Rosenberg's estate was an original kit for the Viking. My trusty TD 051 has been patiently cooling its lugs in storage for close to 40 years. At the Hobo meet in May, Bob Rambo was selling off some of his treasure so a couple of glow plugs and a tick-off timer made their way into the back of my van. This is probably a one time return to glow engines purely for the sake of nostalgia. But who knows. Brad and Lyle, among others, have been most generous with advice. We'll just have to see if advice and good intentions can convert the kit into a flying model in time for next year.

*Continued on the back page*

## Dates to keep in mind:

**WNYFFS Planning Meeting**  
**- See inside for details**



Don't forget to check out WNYFFS website: <http://www.amadistrictii.org/wnyffs/index.html>

# Western New York Free Flight Society

## *Annual Planning Meeting*

So here is the drill: We are eating early on November 13. That allows members to drive during daylight hours. The planning meeting will occur after the dinner and this will allow those members who do not wish to get involved in the planning to do as they please. The doors will be open at 11:00 and a really nice buffet will be served at 12:30 (or so) with the planning meeting beginning at about 1:30. We will have tables available for those who want to bring new projects to show off or items to sell or swap.

Our host will be:

Terry Hills Country Club  
5122 Clinton Street Rd. (Route 33)  
Batavia New York 14020  
585-343-0642

Menu:

House salad w/rolls, specialty salad, potato, fresh vegetables, Chicken French and Shaved Roast Beef au Jus, Penne Pasta Marinara, brownies and cookies with coffee and tea

Price: \$17.50 per person -includes tax and tip

Everyone attending should contact Brad by November 6. It is important that you let Brad know you are coming so he can make reservations for the correct number.

Here are Brad's phone number and email address:

585-765-9363

windwhip47@aol.com

*Be sure and bring something show off to your fellow club members. Several of us are planning on making  $\frac{1}{2}$  A Vikings for the NFFS one design event next year. Even if you haven't started your next dream project, bring the plans to review with the low cost expert consultants.*

## **Directions to WNYFFS Annual meeting:**



Directions to Terry Hills:  
From Rochester: Take 490 to 33. Terry Hills will be on the south side of the road near Batavia city limits.

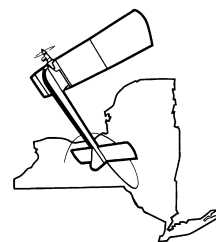
From thruway: Take exit 48-Batavia go south on rt. 98 to Main St. (route 5) turn left (east) go through downtown and take route 33 on east side of city (a left turn at a light near a small plaza) Terry Hills will be one mile on the right.

From anywhere else: call 585-765-9363 or e-mail me at windwhip47@aol.com  
OK you'll find it! Brad

# EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS

## RESULTS

**AUGUST 27, 28, 29, 2010**



### FRIDAY - AUGUST 27

#### A-B CLASSIC GAS

Brad Bane	120, 120, 120, 120, 120	600
Simon Blake	120, 120, 120, 120, 80	560

#### B-C NOSTALGIA GAS

Simon Blake	52, 32	84
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#### .020 REPLICAS

Simon Blake	75, 63, 120	258
Garry Hunter	102, 55	157

#### MOFFETT

Jim Moseley	120, 120, 120	360
Les Sayer	98, 113, 120	331

#### OLD TIME RUBBER

Vic Nippert	120, 86, 120	326
Mark Rzacca	120, 84, 120	324
Bob Clemens	85, 120, 118	323
Walt Kornrich	120, 83	203

#### CLASSIC TOWLINE (S/O)

Brad Bane	120, 88, 229	43
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#### CLASSIC TOWLINE (J)

No Entries

#### DIESEL QUALIFY

Jim Moseley	120, 86, 46	252
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### SATURDAY - AUGUST 28

#### 1/2A CLASSIC GAS (S/O)

Roy Smith	120, 120, 116	356
Joe Mollendorf	78, 120, 120	318
Simon Blake	120, 62, 120	302

#### 1/2A-D GAS (S/O)

Joe Mollendorf	120, 120, 120	360
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#### Contest Director's Comments:

First and foremost we were blessed with THREE days of perfect weather. Light winds (no more than 8 mph at the most) and sunshine. The down side was a heavy dew each morning which gave time for preparing equipment and perhaps some minor repair and adjustment prior to flying. Some social interaction was also enjoyed by most.

Thank-you is in order for Jim DeTar who acted as event manager for the FAC events. His organization of those events kept everything running smoothly. As always, a big thank-you to Brad and Ruth Ann Bane and Joe and Heather Mollendorf for their excellent work developing the trophies this year. Thank-you also to Priscilla for her effort behind the table at action central. WNYFFS and Jean Sayer divided the 50/50 raffle; I do not know if she will share with Les or not (none of my concern). All in all a great three days for the 22 competitors that came to play with us.

*Lyle*



# SATURDAY - AUGUST 28 (Continued)

## MULVIHILL

Les Sayer	120, 120, 120, 141	501
Jim Moseley	120, 120, 120	360
Vince Sadwick	21, 31	52

A NOSTALGIA GAS	No Entries
1/2A AMA POWER (J)	No Entries
NOSTALGIA RUBBER/WAKEFIELD	No Entries
1/4A NOSTALGIA GAS	No Entries
1/2A CLASSIC GAS (J)	No Entries

## FAC RUBBER SCALE \*

Jim DeTar	Great Lakes Speedster	86, 94, 114	S68, B15, F81	164
Jim DeTar	DH94 Moth Minor	78	S64.5, B10, F69	143.5
Vic Nippert	H-4 Hercules	27, 55, 65	S63.5, B31, F62.5	157
Vic Nippert	BV-141 B-O	90, 90, 60	S51.5, B25, F75	151.5
Bob Clemens	Farman 400	98	S68, B0, F77	145
Bob Clemens	Porterfield Collegiate	54	S65, B0, F54	119

\*S=Scale Points , B=Bonus Points , F=Flight Points

## FAC GOLDEN AGE CIVILIAN & MILITARY

Bob Clemens	Farman 400	95, 120, 90	305
Jim DeTar	Fairchild 45	120, 90, 84	294
Vic Nippert	NE3 5B	81, 120, 84	260

## FAC TWO BIT RUBBER

Jerry Crawmer	Jimmy Allen Skokie	120, 120, 118	358
Garry Hunter	Keil Kraft Achilles	115, 59, 107	281
Mark Rzacca	Flying Aces Moth	100	100
Bob Clemens	Ranger	58	58

## FAC EMBRYO ENDURANCE

Jim DeTar	DeBut	120, 120, 114	+9	363
Vic Nippert	Bitsa	96, 79, 114	+9	298
Mark Rzacca	Puma	107, 85, 1	+9	202
Jack Barker	Hornet	44, 62, 56	+9	171

## FAC MODERN PRODUCTION

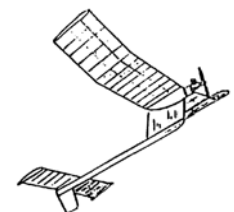
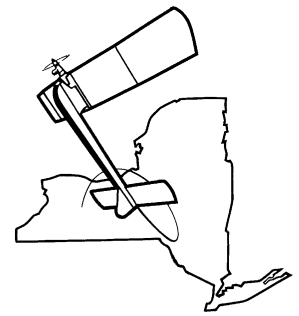
Jim DeTar	Piper Pacer PA-20	96, 112, 114	322
Vic Nippert	Found Centennial	65, 104, 120	289
Mark Rzacca	Helio Stallion	88, 86, 92	266

DIESEL QUALIFY No attempts to qualify on this day.

WNYFFS

esffc

OUTDOOR



# SUNDAY - AUGUST 29

## 1/2A NOSTALGIA GAS

Joe Mollendorf	120, 120, 120, 115	475
Brad Bane	120, 102, 92	314
Simon Blake	97	97

## P-30 (S/O)

Jim Moseley	120, 120, 120	360
Les Sayer	118, 79, 120	317
Roy Smith	96, 97, 120	313
Vince Sadwick	64, 65, 108	237
Garry Hunter	120	120
Brad Bane	120	120
Bob Clemens	96	96

## CATAPULT GLIDER (S/O)

Lyle Whitford	83, 107, 80	270
Joe Mollendorf	52, 51, 83	186
John Caldwell	43, 73, 57	173
Vic Nippert	42, 40, 33	115
Les Sayer	31, 34, 32	97
Marty Wisniewski	48, 12, 19	79

## CATAPULT GLIDER (J)

No Entries

## C-D CLASSIC GAS

No Entries

## OLD TIME GAS

No Entries

## P-30 (J)

No Entries

## FAC DIME SCALE

Mark Rzacca	Great Lakes Trainer	34, 40, 47, B15	136
Jim DeTar	BT-7	31, 21, 34, B15	101
Mark Rzacca	Curtiss Robin	41, 40, B 0	81
Bob Clemens	Curtiss Falcon	34, B15	49

## FAC NO-CAL SCALE

Bob Clemens	Topsy	252, 165, 85	502
Mark Rzacca	Mr. Smoothie	59, 176, 258	493
Vic Nippert	Found	42, 96, 100	238

## FAC WWII MASS LAUNCH

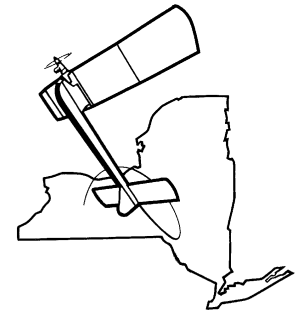
no entries

## FAC OLD TIME GAS REPLICA (electric) \*

Jerry Crawmer	Viking	-10, -3, -5	18
Mark Rzacca	New Ruler	+4, -12, +4	20
Vic Nippert	Aerobo	+6, +8, -9	23
Vic Nippert	Simplex	-8, +27, -48	83

\*Target Time 90 seconds

WNYFFS  
esffc  
OUTDOOR





## National Museum of Naval Aviation

On a recent trip to Florida, my wife Mary Jo and I spent some time visiting the National Museum of Naval Aviation in Pensacola. I was most pleasantly surprised that Mary Jo was so taken with the museum that she said there would be no problem going back for a second visit. We ended up visiting several times over the course of our stay in the area. Here for your review are a few pictures from the museum. First is the main entrance with a great presentation of an F-14. Not easily visible in the photo are the bronze statues of a pilot, deck crewman and seaman. On one of our visits we brought sandwiches and ate outside in the shade with a view of this display.

The first interior photo shows a NC (Navy/ Curtiss) aircraft which was designed during WWI as an antisubmarine aircraft. It was not put into service before the end of the war but was destined to play a major role in the history of naval aviation. On May 8, 1919, the United States Navy launched this aircraft (NC-4) and two sister ships on an attempt at the first crossing of the Atlantic Ocean by air. The NC-4, commanded by LCDR A. C. Read, completed the 3000 mile trip from Naval Air Station Rockaway Beach, New York, to Lisbon, Portugal in 19 Days. The other two NC's failed in route.

The next photo shows the AM-1 "Mauler". What a great name for a combat aircraft. The "Mauler" was born of an effort to combine the scouting, Dive-Bombing and Torpedo-Bombing missions into a single aircraft. The Navy called for prototypes in 1943 and 1944 and a production order for the AM-1 was issued on January 15, 1945. The aircraft was powered by a Pratt and Whitney R-4360-4W engine, which made the Mauler the most powerful single-engine aircraft ever produced. The engine induced such torque that it was angled slightly to the right in order to facilitate directional control of the aircraft. (And here I thought that Don Steeb had invented side thrust!) The AM-1 was capable of carrying a tremendous load of bombs and torpedoes. With a record useful load of 14,179 pounds, a figure over twice as much as the aircraft itself. First delivered in March 1948, it was plagued by operational difficulties and saw service with only six frontline squadrons before being relegated to reserve units in 1950. The photo directly below is a cutaway of the Mauler's impressive P&W engine. This aircraft has moments that should make a nice modern military model for FAC competition. Does anyone know of plans?

Thanks to the museum for the caption material included here.



**One on One**

If you want to talk to a free flighter directly, the names listed here are people in the area who can offer advice on getting started or have a suggestion for a first kit or tips about what to ask for at the hobby store.

**Auburn**

Brooks Goodnow  
22 Lakehurst Drive  
Auburn, NY 13201  
315-252-9170  
tiqer33@thumpernet.com

**Canandaigua**

Jack Barker  
2067 Route 65  
Bloomfield, NY 14469  
585-624-2844

**Buffalo**

Brad Bane  
60 Lake Ave.  
Lyndonville, NY 14098  
585-765-9363  
windwhip47@aol.com

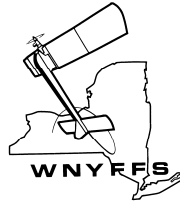
**Rochester**

Bob Clemens  
95 Shoreway Drive  
Rochester, NY 14612  
585-392-3346  
rclemens2@rochester.rr.com

**Brockport**

Vet Thomas  
970 Clarkson-Parma Road  
Hilton, NY 13021  
585-392-5164  
vthomas1@rochester.rr.com

To Join the WNYFFS complete this form (or a facsimile) and send it along with a check for \$10 (annual dues) payable to:



Ruth Bane, Treasurer, WNYFFS  
60 Lake Avenue  
Lyndonville, NY 14098

Name \_\_\_\_\_  
Street Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_  
Work Phone \_\_\_\_\_  
Email \_\_\_\_\_  
AMA/ MAAC # \_\_\_\_\_

Please consider membership in AMA/MAAC. While not required for membership in WNYFFS, AMA/MAAC provides supplemental liability insurance covering model flying activities and is required at most WNYFFS flying activities.

**Contest CD's**

Brooks Goodnow  
22 Lakehurst Drive.  
Auburn, NY 13021  
315-252-9170

Vet Thomas  
970 Clarkson-Parma Road  
Hilton, NY 13021  
585-392-5164  
vthomas1@rochester.rr.com

John Carls  
43 Murphy Road  
Bradford, PA 16701  
814-362-7789

Lyle Whitford  
9003 Lake Rd, PO Box 72  
Barker, NY 14012  
716-795-3831

**Application for Membership**

Name \_\_\_\_\_ Phone \_\_\_\_\_  
(For Family membership, please list all names.)  
Address \_\_\_\_\_ e-Mail \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Country \_\_\_\_\_ Zip \_\_\_\_\_  
Occupation \_\_\_\_\_  
Hobbies \_\_\_\_\_

Membership entitles you to free admission to our air show and to the museum, a 10% discount in the HAG store, *Hangar Tales* for a year, a window sticker for your car, and membership card (which must be presented to obtain the perks). See Founders' Forum for club details.

Membership Type:	_____ Life (up to 59)	\$600
	_____ Life (60 & up)	\$500
	_____ C-47 Club	\$250
	_____ Family (parents & children under 18)	\$75
	_____ Regular (18-59)	\$35
	_____ Senior Citizen (60 & up)	\$30
	_____ Junior (17 and under)	\$15

**NEW:  
LIFE  
MEMBERSHIP**



All payments must be in US funds.

Mail this application (or a photocopy) with your check to:  
1941 Historical Aircraft Group Museum, PO Box 185, Geneseo, NY 14454-0185

**Background on the WNYFFS**

The Western NY Free Flight Society began in the late 1960's with a few modelers. Today the Society now numbers nearly 100 members in 9 states and Canada. For over 30 years the club has hosted the Empire State Free Flight Championships in late summer, as well as a "fun fly", each spring, both are held in Geneseo, NY. Powered by rubber, gas, diesel, electric, CO<sub>2</sub>, compressed air or that old standby- muscle, these events exact the best from the planes and presents the fascinating challenge of outdoor free flight to the folks attending. There is no "off season" in free flight. Once outdoor season ends, the WNYFFS sponsors several indoor flying opportunities in the Rochester area.

## The Editor's Ramble (continued from the front page)

So far it seems that there are at least a half dozen people considering the Viking for next year. Joe Mollendorf claims to have several flyable Vikings in storage. Lyle Whitford is trying to choose between the original design and the scaled down version (allowed for the NFFS event) available from BMJR as a laser cut kit. This is sure to be a topic of discussion at the annual meeting so if you have any interest in the event you may want to attend; even if only to help you decide to take the plunge.

This issue provides results from the Empire State Free Flight Championships in August. We certainly had some great flying. Thanks to Lyle and Priscilla (and all the other volunteers) for running an excellent meet. This hobby would not be anywhere near the great leisure activity that it is without all the volunteers. There is much that goes on that most of us are not aware of unless you get involved. We all owe a great big debt to the many people who give up some of their own building and flying time to make sure we can all have a good time at the contests. Anyway, check out the results; see how you did and see if there are any other events you would like to try out.

If the "Dates to Keep in Mind" box seems a little sparse, it is at least in part because there are no indoor sessions scheduled at this time. Bob Clemens has arranged for the indoor sessions at Pieter's for a few years now and would like to take a well deserved break. If anyone would like to take over, Bob would be happy to fill you in on contact information and other details. Better yet, if someone has a lead on an indoor facility that might be available for a modest (or no) fee there would be a number of fliers still willing to help arrange the sessions. Having a venue with lower fees than Pieter's would certainly be less stress on all parties involved. It seemed like it was touch and go for some of the sessions whether the per-person cost would be out of hand. It would be a real shame if we lose out on our winter flying sessions. Even if we scale back to just once a month or so, it is a nice way to keep in touch and keep up with everybody's winter building projects.

*Looks like that will be all for now, till the next time, build light, build straight and fly often.*

*Mark C. Rzacca*



Mark C. Rzacca  
17 High Point Trail  
Fairport, NY 14450