

Summer 2011

Thermal Journal

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

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

Thanks to Matt King for the great photos in this issue.
Thanks Lyle for the ESFFC results.

The Editor's Ramble:

Greetings Free Flight enthusiasts!

August is soon coming to an end and with it the end to outdoor contests at Geneseo approaches as well. The last officially scheduled contest for the season is the GGG in September so be sure and find your way to that contest; it is sure to be a good one.

The WNYFFS's own ESFFC concluded just a handful of days ago. The results are included in this issue. I can only echo the thoughts expressed in Lyle's comments in that it was a very good meet. The weather cooperated as well as can be expected in Geneseo. Thanks Lyle for a terrific meet.

Although I didn't get in as much flying as hoped, at least my Viking was up to the challenge. Flying a power ship, even if only a $\frac{1}{2}$ A size was a thrill. Besides the Viking, I managed a few FAC events and spent time working out bugs in my E-36 model. Unfortunately there were no official flights for that bird.

My flights may have been fewer than desired at the ESFFC but they were definitely more numerous than at the Hobo Meet. That meet came towards the end of an extended rainy period in upstate NY. The few that took a chance on the weather and showed up for the Hobo learned what it must be like to fly in a rice paddy. Practically everywhere on the field, there was standing water. Even where you couldn't see the water, it was just hidden by the tall grass.

Finally, Marty Wisniewski has come through again, this time upgrading our website and securing a new domain name. Everyone should find this name a lot easier to remember. This site now includes all the back issues of the TJ from the Holiday 2004 issue. Be sure and send Marty additional photos and "How To" information.

Till the next time, Mark C. Rzdca

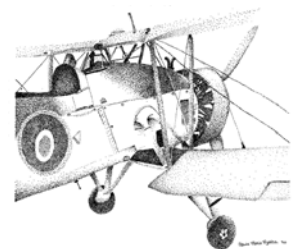
2011 Dates to keep in mind:

FAC Outdoor Champs in Muncie, September 8&9

SAM 86 & WNYFFS **Great Grape Gathering**, Sept 16, 17 & 18 in Geneseo

Annual meeting at Terry Hills Country Club, November 12

Checkout the **NEW** WNYFFS website: <http://www.wnyffs.org>



EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS

RESULTS

AUGUST 12, 13 & 14, 2011

FRIDAY

A-B CLASSIC GAS:

| | | |
|-------------|---------------|-----|
| Brad Bane | 120, 120, 120 | 360 |
| Simon Blake | 120, 120, 76 | 316 |

B-C NOSTALGIA GAS

NO ENTRIES

.020 REPLICA

| | | |
|-------------|--------------|-----|
| Brad Bane | 85, 108, 120 | 313 |
| Simon Blake | 67, 53, 53 | 173 |

MOFFETT

| | | |
|-------------|---------------|-----|
| Jim Moseley | 120, 120, 120 | 360 |
| Les Sayer | 103, 118, 106 | 327 |
| Ed Sneed | 120, 117 | 237 |

OLD TIME RUBBER

| | | |
|--------------|---------------|-----|
| Nancy Sneed | 120, 120, 120 | 360 |
| Joe Williams | 105, 120, 120 | 345 |
| Vic Nippert | 120, 74, 120 | 314 |
| Bob Clemens | 69 | 69 |

CLASSIC TOWLINE (J)

NO ENTRIES

CLASSIC TOWLINE

| | | |
|-------------|------------|-----|
| Brad Bane | 113, 143 | 256 |
| Jim Moseley | 75, 73, 63 | 211 |

1/2A VIKING

| | | |
|---------------|---------------|-----|
| Mark Rzasca | 104, 120, 120 | 344 |
| Lyle Whitford | 120 | 120 |
| Roy Smith | 95 | 95 |

SATURDAY or SUNDAY

P 30 (JUNIOR)

NO ENTRIES

P - 30

| | | |
|-------------|--------------|-----|
| JIM MOSELEY | 111, 83, 120 | 314 |
| BRAD BANE | 76, 120, 97 | 293 |
| JIM MAYES | 120, 120 | 240 |
| LES SAYER | 47, 50, 120 | 217 |
| BOB CLEMENS | 120 | 120 |

E - 36

| | | |
|-------------|---------------|-----|
| VIC NIPPERT | 120, 101, 115 | 336 |
|-------------|---------------|-----|

DIESEL DURATION

NO QUALIFYING FLYERS FOR THE FLY-OFF ON SUNDAY.

SATURDAY or SUNDAY

1/4A NOSTALGIA GAS

| | | |
|------------|---------------|-----|
| Al Vollmer | 110, 120, 114 | 344 |
| Roy Smith | 119, 106, 64 | 289 |
| Brad Bane | 79, 103, 55 | 237 |

1/2A CLASSIC GAS

| | | |
|----------------|--------------|-----|
| Simon Blake | 120, 120, 89 | 329 |
| Joe Mollendorf | 120, 87, 89 | 296 |

1/2A - D GAS

| | | |
|----------------|--------------------|-----|
| Brad Bane | 120, 120, 120, 120 | 480 |
| Joe Mollendorf | 120, 120, 120, 68 | 428 |

A NOSTALGIA GAS

| | | |
|-----------|--------------------|-----|
| Roy Smith | 120, 120, 120, 120 | 480 |
|-----------|--------------------|-----|

1/2A AMA POWER (JUNIOR)

No Entries

MULVIHILL

| | | |
|-------------|--------------|-----|
| Nancy Sneed | 68, 120, 120 | 308 |
|-------------|--------------|-----|

NOSTALGIA RUBBER / WAKEFIELD

| | | |
|--------------|---------------|-----|
| Ed Sneed | 120, 180, 194 | 494 |
| Joe Williams | 120, 180, 164 | 464 |
| Les Sayer | 120, 143 | 263 |

1/2A CLASSIC GAS (JUNIOR)

No Entries

1/2A NOSTALGIA GAS

| | | |
|----------------|---------------|-----|
| Al Vollmer | 111, 120, 120 | 351 |
| Simon Blake | 120, 95, 89 | 304 |
| Joe Mollendorf | 76, 120, 105 | 301 |

C - D CLASSIC GAS

NO ENTRIES

OLD TIME GAS

NO ENTRIES

CATAPULT GLIDER (JUNIOR)

NO ENTRIES

CATAPULT GLIDER

| | | |
|----------------|------------|-----|
| LYLE WHITFORD | 70, 53, 49 | 172 |
| JOE MOLLENDORF | 47, 38, 41 | 126 |
| AL VOLLMER | 46, 36, 38 | 120 |

EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS

RESULTS

AUGUST 12, 13 & 14, 2011

SATURDAY or SUNDAY

FAC RUBBER SCALE

| | | | | | | |
|-------------|-----------------------|-------------|-------|-----|-------|-----|
| Jim DeTar | Great Lakes Speedster | 56, 120, | S55.5 | B15 | F82.5 | 153 |
| Vic Nippert | Bleriot | 47, 55, 102 | S52 | B15 | F78 | 145 |
| Matt King | He 100 | 86, 33, 59 | S49 | B10 | F73 | 132 |
| Vic Nippert | BV 141 | 65, 56, 75 | S47.5 | B25 | F67.5 | 140 |

S = Scale Points , B= Bonus Points , F=Factored Flight Points

FAC PEANUT SCALE

| | | | | | | |
|-------------|-----------|------------|-----|-----|------|-----|
| VIC NIPPERT | LACEY M10 | 21, 48, 36 | S53 | B 0 | F 48 | 101 |
|-------------|-----------|------------|-----|-----|------|-----|

S = Scale Points , B=Bonus Points , F=Factored Flight Points

FAC DIME SCALE

| | | | | |
|-------------|-------------|-------------|------|-----|
| VIC NIPPERT | MILES M-18 | 87, 64 , 82 | B 10 | 243 |
| JIM DETAR | STAGGERWING | 76 | B 15 | 91 |
| JACK BARKER | STAGGERWING | 35, 37 | B 15 | 87 |

FAC NO – CAL

| | | | |
|-------------|--------|------------|-----|
| MATT KING | SA 17 | 38, 32, 58 | 128 |
| JACK BARKER | LA – 5 | 34, 20 | 54 |

OLD TIME GAS REPLICA

| | | | |
|-------------|-----------|----------|----|
| VIC NIPPERT | AEROBO | 7, 3, 1 | 11 |
| MARK RZADCA | NEW RULER | 10, 4, 2 | 16 |
| BOB CLEMENS | ZIPPER | 42 | 42 |

FAC GOLDEN AGE CIVIL & MODERN CIVIL COMBINED

| | | | |
|-------------|-----------------|-------------|-----|
| Jim DeTar | J-5 Cub Cruiser | 86, 89, 113 | 288 |
| Vic Nippert | Found | 74, 97, 79 | 250 |
| Bob Clemens | Farman 400 | 44 | 44 |
| Vic Nippert | J-3 Piper Cub | 79, 69, 62 | 21 |

FAC TWO – BIT PLUS ONE

| | | | |
|---------------|---------|--------------|-----|
| Bob Clemens | Ranger | 120, 109, 47 | 276 |
| Gary Hunter | FA Moth | 68, 53 | 121 |
| Jerry Crawmer | Skokie | 95 | 95 |

FAC EMBRYO ENDURANCE

| | | | | |
|---------------|-----------|-----|--------------|-----|
| Jerry Crawmer | Debut | B 9 | 104, 120, 89 | 322 |
| Matt King | Freshman | B 9 | 77, 80, 91 | 257 |
| Mark Rzacda | Puma | B 9 | 108, 5 | 122 |
| Vic Nippert | Red Racer | B 9 | 4, 5, 3 | 21 |

B=Bonus Points

FAC BENDIX / GREVE / THOMPSON MASS LAUNCH

| | | |
|---------------|------------------|--------------|
| Jim DeTar | Miss Los Angeles | First Place |
| Bob Clemens | Kieth Rider | Second Place |
| Jerry Crawmer | Chambermaid | Third Place |
| Jack Barker | Fokker Src-2 | |
| Matt King | Mr. Mulligan | |

From the EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS

Les Sayer winds up his very attractive and colorful Senator model.



CONTEST DIRECTORS COMMENTS:

FRIDAY DAWNED WITH SUNSHINE AND A HEAVY DEW ON THE GRASS WHICH ALLOWED FOR SIGN IN AND CONVERSATION UNTIL CONDITIONS WERE MORE FAVORABLE . THE BREEZE WAS FROM THE SOUTH WHICH IS FAVORABLE AND ALLOWS THE MODELS TO DRIFT AWAY FROM THE AIRPLANES PARKED NEAR THE HANGAR. THE WIND WOULD SHIFT MORE WESTERLY AND DIRECT SOME OF US TO THE SOYBEANS .

SATURDAY AGAIN WITH DEW ON THE GRASS AND A SOUTHERLY BREEZE WHICH WOULD REMAIN MOST OF THE DAY. SO FAR SO GOOD. WITH A FORCAST FOR SUNDAY PROMISING RAIN ANY TIME OF THE DAY ; I MODIFIED THE EVENT LIST TO ALLOW SATURDAY'S AND SUNDAY'S EVENTS TO BE FLOWN ON EITHER DAY OF THE FLYER'S CHOOSING , WITH THE UNDERSTANDING THAT AN EVENT STARTED MUST BE FINISHED THAT DAY. LATER IN THE AFTERNOON, THOSE IN ATTENDANCE WERE LOOKING FORWARD TO OUR DINNER AT THE "YARD OF ALE" ABOUT FIVE MILES UP THE ROAD. ANOTHER EXCELLENT MEAL , SOME THANK-YOUS TO JIM DETAR FOR MANAGING THE FAC EVENTS AND HAPPY THAT OUR FRIENDS FROM ONTARIO CANADA CAME TO PLAY AIRPLANE WITH US AGAIN.

SUNDAY DAWNED SOMEWHAT FOGGY BUT SOON CLEARED. BY ELEVEN A.M. THE THUNDER WAS MAKING IT KNOWN THAT THE DIRE FORCAST WAS IN FACT TRUE. ABOUT 10:00 AM OUR LAST COMPETITOR SIGNED IN AND MANAGED TWO MAX FLIGHTS FOR THIRD IN P-30. BY ELEVEN - THIRTY THE RAIN WAS FALLING AND THE RADAR ON JIM'S PHONE SHOWED A VERY LARGE STORM SYSTEM MOVING IN OVER US. BY NOON THE CONTEST WAS OFFICIALLY ENDED IN PART BECAUSE OF THE LACK OF PARTICIPANTS, ALL HAD GONE TO DINNER/LUNCH WITH NO INTENTION OF RETURNING. ONE INDIVIDUAL SAID "I WILL NOT COMPLAIN , WE HAD 2.5 DAYS OF GOOD FLYING ". I AGREE. WE DID HOLD A 50/50 RAFFLE AND THE LUCKY TICKET HOLDER WAS SIMON BLAKE FROM TORONTO, ONTARIO . EVEN BEFORE HE WAS AWARE OF HOW MUCH HE MIGHT HAVE WON , HE DONATED HIS PORTION TO WNYFFS . THANK-YOU SIMON! THAT'S ALL FROM THIS SIDE OF THE DESK; SEE YOU AT THE GREAT GRAPE GATHERING,

LYLE

From the EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS:

An excellent photo from Matt King of his own 0.020 powered Great Lakes Trainer as it comes in on final at the beautiful Historic Aviation Museum field. It is a real pleasure to see this model fly. It is from the old Sterling Kit.



Western New York Free Flight Society

Annual Planning Meeting

This is the same deal as last time except the date is November 12. Once again we will eat early to allow members to drive during daylight hours. The planning meeting will occur after the dinner; 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 12:00 (or so) with the planning meeting beginning at about 1:30. We will have tables available for those who want to bring new models or sell or swap model stuff.

Our host will be:

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

The menu and price will be similar to last year. Come on out and have a nice dinner with your flying friends. It is a great way to wrap up the flying season.

Everyone attending should contact Brad by November 5. 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

Sound familiar? It should, it's at the same place as last year so there is no map provided in the newsletter. Look up your old TJ issue (you kept them, didn't you?) or use the web. It may even be possible to use old technology "maps" to find your way. For a luddite it may be the best bet. See you there.



From the EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS:

Photo of the launch of the second round of the FAC combined race plane mass launch event. Jim DeTar, far right in the photo, finished in the money with Miss Loss Angeles.

YANKEE AIR PIRATE NEWS



As of the May/June issue of the FAC Newsletter it is official that squadron #53 will be known as the Yankee Air Pirates. The creation of a squadron for the upstate area actually occurred some time ago but the reference to that squadron appears to have been lost for a number of years. This was only noticed when a list of squadrons was published on the FAC's new web site. Since there was no record of the original squadron and because there had been no effort to build interest or publicize that squadron, there was obviously a need for action to capitalize on the "power vacuum". Sort of a case of Manifest Destiny for the annals of Free Flight.

Now a little history: The genesis of the name "Yankee Air Pirates" comes from a book about the Fast Forward Air Controllers (operation Commando Sabre or Misty) in Viet Nam. For reference, the book is called "Bury Us Upside Down" and was written by Rick Newman and Don Shepperd. In that account, it was related that in propaganda broadcasts, the North Vietnamese frequently referred to US pilots of all stripes as Yankee Air Pirates. In turn, the airmen of Commando Sabre (among others) started using the name as a badge of honor, especially when they were off duty and partying. Apparently, as part of their party dress code they would order flight suits custom made in un-military fashion and decorate them with patches, sayings and slogans. Some of the patches were made to show off their status as Yankee Air Pirates. Examples of such patches can be found on the web simply by doing a Google search for images of "Yankee Air Pirate patch". Since that conflict, the name has continued to be popular among US pilots.

Enough history, for now. The name is a natural for an FAC squadron. It has a definite aviation tie in and most of all it is a nice way to recognize the services of the US soldiers, airmen, marines, sailors and guardsmen who lay it on the line for the US of A so selflessly.

Since the name has remained popular in all branches of the services, there is even a bit of paraphernalia available commercially. In particular, there are nice Yankee Air Pirate patches for sale at reasonable prices from several vendors. That is an attractive proposition to the pirate in all of us; we can have the coolest patches for a squadron at reasonable prices without the bother of custom orders. Now that's real booty! For those interested, a few patches will be available (at cost, about \$8) at the GGG this September.

Here are the flyers who have sworn their official oath of allegiance to the Yankee Air Pirates: Jim DeTar, Bob Clemens, Don Steeb, Mark Rzacca, Vince Sadwick, Bill Deforrest, Jerry Crawler, Mat King and Tom Canfield. If anyone would like to join the Pirates, the requirements are few. You really should be an FAC member and hopefully be interested in flying FAC events in the near future if you haven't already done so. Other than that, send your name and address on a gold doubloon or a \$20 dollar bill. In a pinch, an email to the editor of the newsletter might also work. If I have missed someone who has already joined the squadron, accept my apologies and do please send in your request again.

Having seen the announcement in the FAC newsletter of the new squadron forming up, Jerry Crawler sent a note expressing his interest. Not being one to let a barnacle grow on his bottom, Jerry has already suggested a Yankee Air Pirate event for us. His idea is to fly Rocket/Jet Catapult Glider with the requirement that models have been used in the Viet Nam conflict. Models can cover those flown by either side in that conflict and they should be trimmed out in appropriate colors. Keep in mind that there were more than F-4s and F-105's in those dangerous skies. Bob Clemens has expressed interest in the Jet Catapult event and I'm already working on my entry so this will definitely be on the short list for potential events at next year's ESFFC.

That is pretty much all there is (except for the quiz question) for now. Keep those cards and letters coming.

And the quiz question for all good pirates and pirate wanna-be's: What is a pirate's favorite restaurant when he is done flying at the HAG museum field? The Yard-arm of Ale! Arrgh!



From the EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS:

Last (of the pictures from the ESSFC) is our faithful and dependable FAC scale judge, Vet Thomas. Here he judges a magnificent Jumbo Scale Breguet biplane. Too bad this piece of ship doesn't fly half as good as it looks. Thank you Vet for all the judging efforts over the years.



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, CO₂, 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.

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**

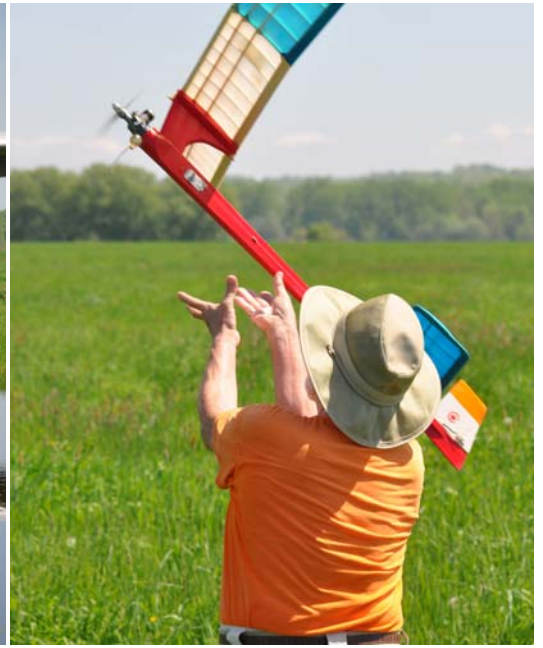


All payments must be in US funds.

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

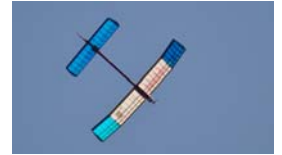


Meanwhile, back at headquarters, discussion of the BOM continued in a spirited manner.



From the Hobo Meet

You never looked wetter



The Historic Aviation Museum field cannot have been any soggy since the glaciers melted. In the first photo, museum's C-119 Flying Boxcar awaits the installation of floats before attempting a takeoff from the retention pond. In the second photo above, Roy is launching his pylon ship, hoping for a dry landing. Roy got lucky, sort of. He found one of the few dry landing spots on the field. With help from Lyle and Rob he was able to retrieve the ship without climbing onto the roof.



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