

Fall 2013

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 appropriate caption information) are always welcome. Use the editor's address provided above. Photos for this issue were provided by Bob Clemens, Julie Farrel, Harrison Knapp, and Mellissa Bane. Thank you ALL!

The Editor's Ramble:

It is time once again to shut down the outdoor flying; the indoor flying season and building time will soon be upon us. To mark the transition, our annual meeting will recap the year's activities and give everyone a chance to comment.

As with the last several years the Annual Meeting will once again be held at the Terry Hills country club. Particulars are generally the same as in recent years. Briefly, the meeting is scheduled for November 16, 2013. The doors will be open at 11:00 AM; lunch will be served at 12:00 (or so) with the planning meeting beginning at about 1:30. The menu and price will be similar to last year. If you haven't already called Brad or Ruth to let them know you are coming call them now at 585-765-9363 or send an email to windwhip47@aol.com. Don't wait too long, reservations must be made at Terry Hills so be sure and let Brad & Ruth know by November 10. Also, plan on bringing something for "show and tell" before the meeting too! It is a great way to wrap up the flying season. Since the location has been the same now for several years, no map is provided. The address is included below in the "Dates to keep in mind" section.

As a finale to the outdoor flying contests, the conditions on Saturday and Sunday at the Great Grape Gathering were most satisfying while Friday is best forgotten as it was a total washout. Your editor's Gollywock and Miss Canada were behaving particularly well while Jim DeTar's FAC flying was top form as we have come to expect. Club president Brad Bane flew his power models in the fine fashion to which we have become accustomed as well. Altogether, a clean sweep of sorts was had at the GGG. Pictures are included on the back page from the GGG contest report to illustrate the heavy metal collected by the WNYFFS.

Go build, then fly.

Mark C. Rzdca

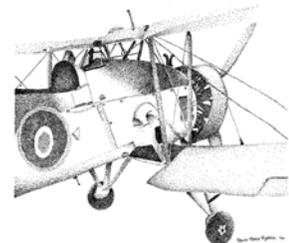
Dates to keep in mind:**Annual meeting**

November 16, 2013
Terry Hills Country Club
5122 Clinton Street Rd. (Route 33)
Batavia, New York 14020

Indoor flying dates - First session is on November 9.

For additional indoor flying dates, check out the web site.

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

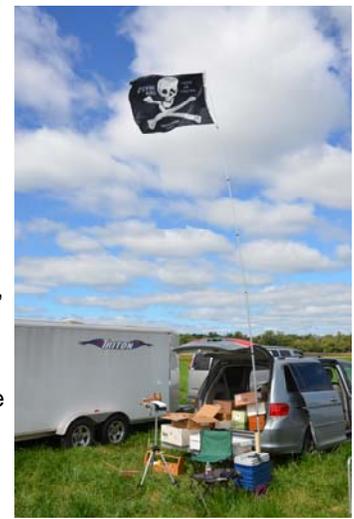




YANKEE AIR PIRATE NEWS

A recent Yankee Air Pirate News reported the creation of the official flag by first mate Mary Jo. That banner has been much admired but display at flying meets has been a bit problematic. At a few meets, it

was flown from a retrieving pole but the weight of the flag exceeded the intentions for the pole which was also never intended to be stood upright for extended periods of time. Occasionally, the pole sections would collapse which greatly reduced the effect. In addition, attaching the pole to a shade canopy was a nuisance so the pirates frequently went without an appropriate display. Happily, the situation has been rectified; despite budget difficulties at the federal level, the requisite capital expenditures have been approved locally and an official display pole has been procured. This display was first used at the GGG last September as can be seen in the photo at left. Certainly a better way to display a proud pirate banner rather than draping it across the hood of a van. Now the Pirates have two really cool poles!



The next contribution to the Pirate News comes from Harrison Knapp. It is unfortunate that Harrison lives so far from the Pirates Cove all the way over in Chicago Land. Nevertheless, Harrison is active in pursuing many aspects of model aviation. He recently sent some pictures of a profile glider of one of his favorite aircraft, the Phantom F-4. Harrison's affinity for that particular bird may have begun while he participating in the South East Asia War Games many years ago.



Knapp photos

Photos include the assembled but unpainted model along with several views of the completed ship. It is a very nice looking model. The glide is a bit fast but with the dihedral, especially in the tips, the rollout transition is very nice indeed. The editor had the pleasure of seeing the model fly at Muncie in the quiet of the evening following the FAC Outdoor Champs.

It is probably safe to assume that also high on Harrison's favorite aircraft list is the Bell Iroquois, much better known as the Huey. Harrison was a Huey pilot during the South East Asia War Games and flew many interesting missions. Some of them were even flown wholly within the geographical confines of Viet Nam. While on a recent trip to Washington D.C., I had the opportunity to look close up at the turbine power plant for the Huey and was most impressed with its diminutive size. Harrison affirmed that the power plant was small and that contributed mightily to the ruggedness of the Huey. That discussion prompted Harrison to send the following message and photos.

"The venerable Hu1a is a cousin of the Energizer Bunny. It just keeps on going. It indeed is able to take a large amount of damage and keep on flying. I know that for a fact. There have been cases of 100 or more rounds ingested. On the other hand it is amazing that the Chinook is still used in war zones. It is a bucket of hydraulic lines surrounded with a nest of electrical wires. Almost anything will bring it down.

"The replacement for the Huey, the H-60 Blackhawk is even better at surviving. It even has gas pressurized rotor blades. The pilot is notified if a round has compromised any blade. The only way we knew was when it looked more like a diving board than a rotor blade it went to the pool!



Knapp

The first photo shows Harrison with his friends. It is a good thing that at least one of them is a modest fellow. Harrison is the guy with the bright white Tee on the right. Nice flip flops Mr. Knapp.

YANKEE AIR PIRATE NEWS (CONTINUED)

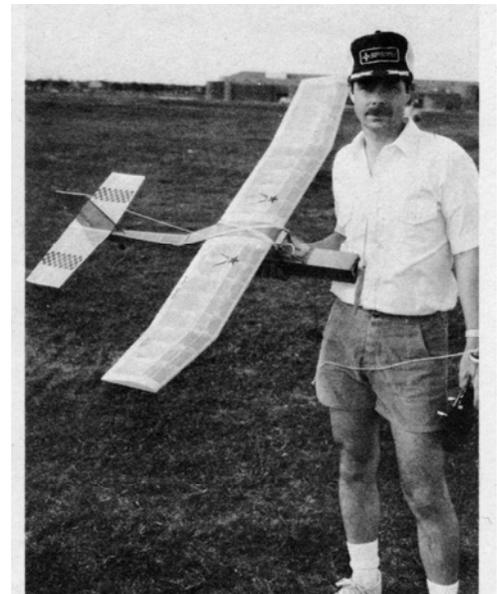
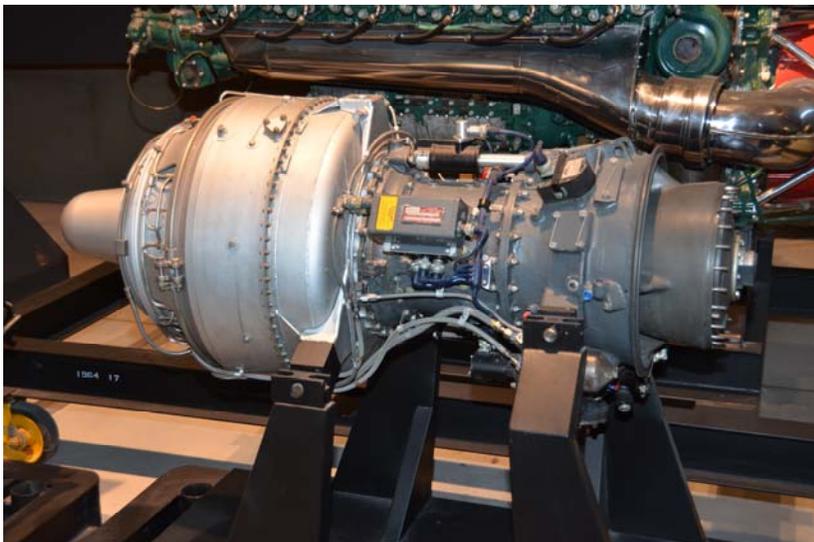
The turbine that you saw in the museum is only one version. The early versions A&B put out around 900 HP, the C model had about 1100 HP and where we were in the Highlands, base altitude around 2,500 ft., we were soon up graded to 1400 HP. Without this extra power landing at 6,000 to 8,000ft. in Cambodia or Laos was out of the question."

Next up is a better photo which provides a closer look at Harrison while he take a closer look at his Huey's rotor. Certainly the footwear seems more appropriate to the scene. In the last of the in country photos we see, as Harrison referred to it, just another day at the office as a Huey heads of on another mission.



Now to wrap up this topic a photo of the turbine which precipitated the whole exchange is provided below. The display at the Udvar Hazy annex to the Smithsonian Air and Space Museum did not permit getting any closer to include a size reference but the thing is comparatively tiny, certainly less than a meter long.

Finally, for the last pic of the bio, we see that despite his good service to the US of A, Harrison has not always played just with the "good guys". Regrettably this photo from the August 1985 issue of the (much missed) Model Builder shows how Harrison has strayed. Thankfully, he has returned to his roots and once again spends the majority of his hobby pursuits with free flight efforts. Thanks for the photos and a big thank you to all the veterans who have served so selflessly.



Harrison Knapp, SPARKS, with "Big Bird" from Larry Jolly's MB plans. He's a pilot with Metro Airlines. Damaged on ground by wind gust.

Photos from the Empire State Free Flight Championships 2013

All the photos included here came from Julie Farrell who was using Bob Clemens' camera. Thanks to both of them for the teamwork.



(left) Jack Barker primes his .020 replica. (center) Jack provides a welcome lift to the editor. These golf cart rentals have turned out to be a great advantage for a modest cost, especially if one cart is shared by a couple of flyers. (right) Dave Pishneri with his attractive Jimmie Allen Skokie or BA Cabin.



(above) The team of Jim and Janet Mosely prepare for a towline glider launch. (below left) Jim DeTar and Walter Farrell discuss important advanced modeling techniques. (center) Bob Clemens with his No Cal Oka suicide plane, perhaps the only purpose designed suicide attack craft. (left) Apparently the only sponsored team at the meet; the ever congenial Sally and Roy Smith.



Gone but not forgotten

It is with much sadness that we must report the passing of a long time WNYFFS member. Bob Rambo passed away on Friday, September 20. Bob flew free flight in several disciplines but he was most enthusiastic when discussing the merits of his power ship, the Schoccer from Model Builder plans.

Bob was an aviation enthusiast from a young age. While driving to Geneseo one time, he related the story of how he got in trouble for staying out all night visiting the New York World's fair in 1939 or 40. While there he was entranced with the display showing the retraction sequence of a

Curtiss P-40 where Bob remained fascinated by the display for better than an hour. Certainly, that is sufficient justification to extend anyone's visit to the Fair.

No doubt it provided an innocent distraction and a good deal of inspiration for his hobby and his eventual career as a mechanical engineer.

Those wishing may direct donations in Bob's memory to the Alzheimer's Association.



From left to right, longtime friends and flying buddies John Carls, Bill Prenskey and Bob Rambo enjoying the flying and companionship at one of the Galeville contests. Bob was frequently responsible for smoothing the ruffled feathers resulting from Bill's suggestions for mid-contest "adjustments" to the rules for the Diesel Duration event.

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

Ruth Bane
60 Lake Avenue
Lyndonville, NY 14098

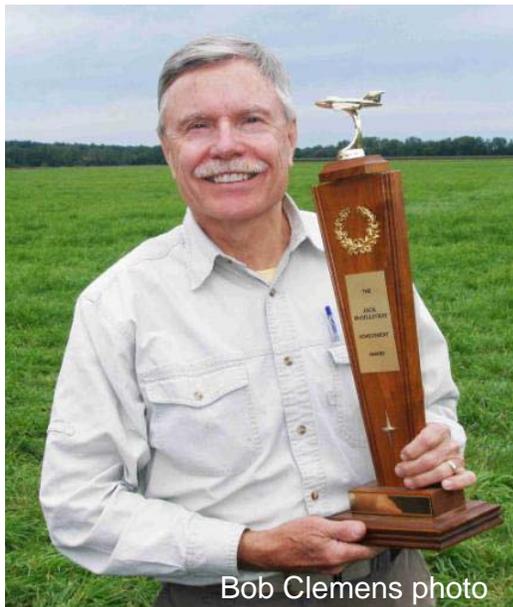
Name _____
Street Address _____
City _____ State _____ Zip _____
Home Phone _____
Work Phone _____
Email _____
AMA/ MAAC # _____

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.



Background on the WNYFFS

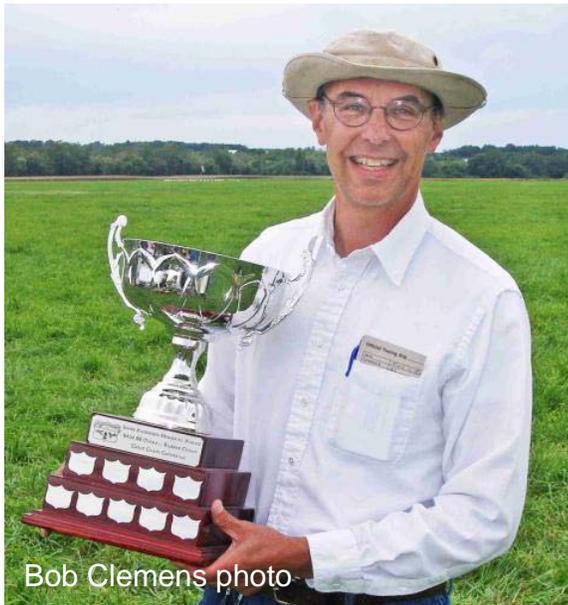
The Western NY Free Flight Society began in the late 1960's with a few modelers. Today the Society now numbers nearly 40 members in several states and Canada. For over 40 years the club has hosted the Empire State Free Flight Championships in late summer, as well as a "fun fly", each spring, both are 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.



Bob Clemens photo



Melissa Bane photo



Bob Clemens photo

From the event report for the GGG: *"The Perpetual Trophy Awards this year were swept by WNYFFS members. Mark Rzacca outshone himself by winning both the Don Reid Memorial Award (highest Gollywock) and the Jim Anderson Memorial Trophy (highest aggregate rubber). Jim deTar won the Jack McGillivray Achievement Award (highest FAC) and Brad Bane rounded out the triumphs by winning the Bob Gordon Trophy [again] (highest aggregate power). Congratulations to all three on their stellar performances."*

The WNYFFS and SAM 86 partnership has always been a great perk for those flying in the upstate region. Thanks to all the many hands who have made the many great flying meets a reality over the years. Ed.



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