

(late) Spring 2013

# 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. Rzdca  
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. Rzdca  
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 appropriate caption information) are always welcome. Use the editor's address provided above.

All photos in this issue were taken by the editor.

## The Editor's Ramble:

Summer is about half over. That means it must be time for the Spring issue of the TJ. We don't always get out a spring issue since there typically isn't much to report. This year is different since we actually had contest flying at the Hobo meet. Everyone in attendance seemed to have a great time despite the somewhat breezy conditions. It was so much fun, there will certainly be a reprise next year and perhaps we will even ramp it up a bit. Read all about this year's Hobo on the following pages and make plans to attend next year.

With the Hobo meet behind us, next up for the WNYFFS are the Empire State Free Flight Championships. Don't forget the Earl Stahl event that will be flown at the ESFFC. Garry and I are wound up tighter than Embryos in a first round fly off. Rules for the event will be as included in the last issue of the TJ. If you haven't kept your copy for reference, you should be able to access it from the WNYFFS web site. A link is included below.

My Earl Stahl designed Howard flew pretty well at the FAC Non-Nats recently, getting just over a minute on its best flight so far. As usual, the Non-Nats were exceedingly well run. This year's event may have been the hottest on record with very high humidity to boot. Nevertheless, Dave Mitchell ran the meet with a cool hand and kept things moving along nicely. Kudos to everyone who made the Non-Nats such a great meet.

It turns out the Earl Stahl event will also be flown at the GGG in September. If you haven't already sponsored an event or two at the GGG, Roy assures me there are still opportunities to do so. Send an email to Roy Smith at [aironut@kos.net](mailto:aironut@kos.net). You'll be glad you helped out and you can be sure Roy will appreciate it too.

Until the next time, build light, build straight and fly often,

Mark C. Rzdca

## Dates to keep in mind:

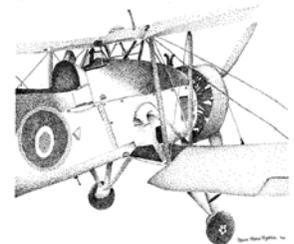
Empire State Free Flight Championships - August 9, 10 & 11 at the National Warplane Museum\*

WNYFFS & Yankee Air Pirates Fun Fly - August 23, 24 & 25 at National Warplane Museum

Great Grape Gathering - September 13, 14 & 15 at the National Warplane Museum

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

\* Note that the Historic Aviation Group Museum has recently changed its name to National Warplane Museum. This new name certainly rolls out easier and portends great things for the museum's future. You can still use the included coupon to join the museum. Stay tuned.



# WESTERN NEW YORK FREE FLIGHT SOCIETY 2013 HOBO MEET

## A GREAT SUCCESS!

Western New York Free Flight Society and the Yankee Air Pirates had a very pleasant Hobo meet on May 18 & 19. This meet had fallen on hard times for many years. Attendance was falling largely due to a run of extremely poor weather for this meet. Maybe the corner has been turned. With 2012 and 2013, the weather has been quite acceptable. At this year's meet both days were a bit windier than preferred but still flyable. We also had to deal with the field being mowed on Sunday. Unfortunately, the mower located Dave Pishneri's Dime Scale Chambermaid after it had been left out overnight. Luckily, Dave had won Saturday's event before the model was misplaced.

Sunday started with warmer temps and dryer grass but the breeze was a tad higher, probably gusting 12 to 15 mph but at least it was dead out of the south. Due to the higher winds, it was agreed to reduce a max time to 90 seconds. Although the winds abated somewhat later in the day, the thermals were extremely powerful so it worked out well to have a shorter max in effect. Even so several models were lost, at least temporarily. In the end, all but Bob Clemens' Moth were recovered. Increasing humidity in the afternoon did not help with model tracking as the haze became a definite issue.

Overall we had about a dozen modelers show up. Most flew FAC events. Results for the FAC events have been reported to GHQ and are included elsewhere in this issue for your reading pleasure.

It was one of the best Hobo meets in your editor's memory. Next year we may just up the ante a bit with formal awards and or prizes. This could be the start of something medium sized.

Attending the 2013 Hobo meet:

Jerry Crawmer	Brad Bane
John Houck	Ruth Bane
Mark Houck	Roy Smith
Dave Pishneri	Lyle Whitford
Jim Mosely	John Carls
Garry Hunter	Bob Clemens
Margo Hunter	Jim DeTar
John Caldwell	

Mark C. Rzdca



Photos from the Hobo Meet

Mark and John Houck arrived and flew out of Mark's Maule. Sadly this will likely be the last time we will see the Maule serve as a mule. On a recent flight Mark experienced a catastrophic engine failure. Fortunately he was able to make an emergency landing; he and his son experienced only minor injuries but the Maule was a write off.

Dave Pishneri, Garry Hunter, John & Mark Houck enjoy a respite from the flying activity on Saturday. Saturday was the better of the two days but flying was reasonable and temperatures were excellent on both days.



# WNYFFS 2013 HOBO MEET RESULTS

Saturday, May 18

FAC Phantom Flash	Flt. 1	Flt. 2	Flt. 3	Flt. 4	Flt. 5	Flt. 6	Score	Finish
Jerry Crawmer	67	52	77	1	112		256	1
Bob Clemens	59	65	47				171	2
Mark Houck	53	47	47	47	6	30	147	3
Mark Rzacca	27	55	5					

FAC No-Cal Scale	Model	Flt. 1	Flt. 2	Flt. 3	Score	Finish
John Houck	Extra 500	85	84	109	278	1
Jerry Crawmer	Extra 500	90	135	39	264	2
Mark Rzacca	Hellcat	86	101	65	252	3
Mark Houck	Corsair	40	42		82	
John Houck	Canberra	53	54	46	153	DNQ

FAC Dime Scale	Model	Bonus	Flt. 1	Flt. 2	Flt. 3	Score	Finish
Dave Pishnery	Chambermaid	5	22	53	111	191	1
John Houck	Vought Pursuit	10	49	44	54	157	2
Mark Houck	Curtiss Robin	0	29	30	39	98	3
Jim DeTar	Rearwin	0	90			90	
Mark Houck	Messerschmitt	0	43	33		76	DNQ

FAC Mod. Civil Scale	Model	Flt. 1	Flt. 2	Flt. 3	Score	Finish
Jim DeTar	Piper Pacer	48	120		168	1
Mark Rzacca	Helio Stallion	39	52	64	155	2
Mark Houck	Piper Vagabond	40	64	28	132	3
John Houck	Piper Lance	33			33	

Sunday, May 19

FAC Two Bit +1	Model	Flt. 1	Flt. 2	Flt. 3	Score	Finish
Mark Rzacca	Moth	90	90	90	270	1
Dave Pishnery	PETREL		56	76	90	222 2
Bob Clemens	Moth	65	90		155	
Jim DeTar	King Harry	83			83	

(Max time reduced to 90 seconds due to windy conditions)

FAC Embryo	Model	Bonus	Flt. 1	Flt. 2	Flt. 3	Score	Fly Off	Finish
Mark Rzacca	Puma	9	90	90	90	279	69	1
Jerry Crawmer	Debut	9	90	90	90	279	47	2
Dave Pishnery	OSH#2	9	73	89	64	335		3
Jim DeTar	Debut	9	90			90		

(Max time reduced to 90 seconds due to windy conditions. Fly off was a 60 second target time.)

## Photos from the Hobo Meet

The National Warplane Museum's C-47 made several fly by passes on Saturday. Douglass' DC-3/C-47 has always been one of my favorite aircraft. The museum's aircraft affectionately known as Whisky 7 is a true WWII veteran as well as a veteran of "D" day. Check out the Museum's web site at <http://1941hag.org/> and click on the "Return to Normandy" link to read more about this aircraft and the mission to return her to Normandy for the 70<sup>th</sup> anniversary of the invasion. Please consider supporting the museum's efforts to participate in this historic anniversary.



## Pima Air Museum

If you are ever in the Tuscon area, do not miss the Pima Air Museum. Of course you may as well check out the Aircraft Maintenance and Restoration Group, a.k.a. Monthan Air Force Base while you are in town. What the heck, stop in at the Titan Missile Silo museum too! For this issue we'll just review a few photos from Pima.

Leading off is an example of North American's P-51D. Just another Mustang in a museum; but look at the kill markings. Lt. Curdes served in the European theater where he earned the German and Italian kill marks. So far, so good. In August of 1943 Lt. Curdes was shot down and taken prisoner. He was able to escape and volunteered for another tour of duty. This time he was assigned to a squadron in the Philippines. There he shot down a Mitsubishi Ki46 "Dinah" and became one of only three Americans to have kills against Germany, Italy and Japan. That is pretty fine company to be sure. The rest of the story will be taken verbatim from the museum's plaque for this aircraft:

"While attacking the Japanese held island of Batan, between the Philippines and Formosa, one of Curdes' wingmen was shot down. Curdes stayed in the area to guide a rescue plane and protect the downed pilot. While they were circling, Curdes noticed an aircraft approaching to land at the Japanese base. Upon investigating he saw that it was a Douglass C-47 and that it carried American markings. After several attempts to direct the Dakota away from the island failed, Curdes decided that he had no choice but to take drastic measures. Carefully lining up behind the transport, he shot out first one and then the other engine. The C-47 ditched in the ocean only about 50 yards from the pilot Curdes had been protecting. As darkness descended, Curdes and his wingman were forced to return to base. The next morning, he returned and flew cover while a PBY picked up the downed Mustang pilot and the twelve passengers and crew from the wayward C-47, including two female nurses.

"For his actions Curdes was awarded a Distinguished Flying Cross, making him, perhaps, the only pilot to receive a medal for shooting down a friendly aircraft."

Well that is quite of an example of "The Greatest Generation" to be sure. What a decision to have to make under such trying circumstances.

Next up we have an example of what must be one of the most beautiful aircraft ever. The Lockheed Constellation in TWA livery. If that weren't enough, from the other side of the ship we are presented an enchanting vignette from days gone by.



### 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  
tiqaer33@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 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, 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.

Don Steeb checks out some of the models brought to the "Hangar Talk" get together on May 7. Don, Bob Clemens, Jim DeTar, Jack Barker and your editor all enjoyed showing off models and discussing plans for the Hobo meet. Naturally, there was a break from the difficult technical discussions. We all enjoyed excellent homemade apple pie provided by First Mate Mary Jo.



Don originally built his Waco model from Earl Stahl plans for electric power. He decided to try converting over to rubber power using a motor tube in place of the battery tube used in the original incarnation. The battery tube was a clever idea in that it allowed adjustment of the balance point simply by sliding the battery pack along the tube. Friction kept the pack in place once positioned.

Don has retained in part the capability of adjusting the balance point by making a motor tube with multiple positions for the rear peg. In the photo at left, the very creative hands of Jim DeTar are seen holding the motor tube as Jim considers the possibilities.



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