

Fall 2014

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. All photos in this issue are by Harrison Knapp and the editor.

The Editor's Ramble:

This year marks a watershed for Western New York Free Flight Society in terms of number of flying events, especially in terms of events actually held and not cancelled due to weather. We were able to fly twice in May, once for our Spring Opener and again on the rain date. Both dates provided good conditions for test flights and fun flying. A large variety of models were flown representing AMA, FAC, SAM, along with the Bungee Launch Glider event.

Next up were the FAC Nationals in July. Although not sponsored by WNYFFS, this is yet another opportunity to enjoy flying at the National Warplane Museum. Weather for this event was very nice until the last afternoon (on Saturday) of the contest.

In August we enjoyed the Empire State Free Flight Championships and the Pirate Challenge. Weather for both these events was truly outstanding. The only exception was Saturday of the Pirate Challenge which was a bit damp and breezy at times but still flyable. Not bad at all; five great flying days out of six contest days!

For FAC scale judging at the ESFFC and the Pirate Challenge we tried something a little bit different. Judging occurred on Friday after official flying concluded. (There was an option for judging on Saturday during that day's flying if necessary.) This reduced the impact on flying time during the official contest hours and allowed for a bit of a social time together after a hard day of flying on Friday.

For the ESSFC, our favorite scale judge, Vet Thomas, agreed to make an extra trip down so that judging could be done on Friday and Saturday. Vet could not make it for the Pirate Challenge so yours truly did the honors. Everyone enjoyed pizza generously provided by Wally Farrell while the scale judge labored over the models. Thanks to Wally for helping make the scale judging a most pleasant time. No additional judging was needed on Saturday for the Pirate Challenge. Opinions regarding this approach were mixed. If you have an opinion on when you would like to see scale models judged, let the editor know.

The Editor's Ramble wraps up on page 2

Dates to keep in mind:

Annual Meeting: Details and strong arm pitch inside, page 2

Indoor Flying: First session on November 1, 2014 See website for additional dates.

Planning Meeting - probably in January, 2015. Attend the Annual Meeting to get the scoop

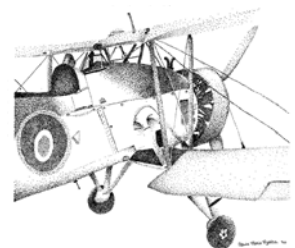
Hobo Meet: May 16 & 17, Rain Date: May 30 & 31

Empire State Free Flight Championships: August 14, 15 & 16

Pirate Challenge: August 28, 29 & 30

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

National Warplane Museum web site: <http://nationalwarplanemuseum.org>



The Editor's Ramble Continued:

Another change for the Pirate Challenge was that actual awards were presented for the first time. Everyone who participated was awarded a genuine Pirate Log, suitable for taking flying notes, maintaining a personal journal or even recording business expenses on your next Pirate Cruise. A Pirate Log also provided a handy way to display one's award certificates for placing in an official event. These were very well received and are sure to become much valued collector's items.

For additional information on the ESSFC and Pirate Challenge, such as pictures and flying results, check out the WNYFFS web site. Jim DeTar has been efficient as usual and has posted those items for all to review. A few pictures from the season are included on the next page.

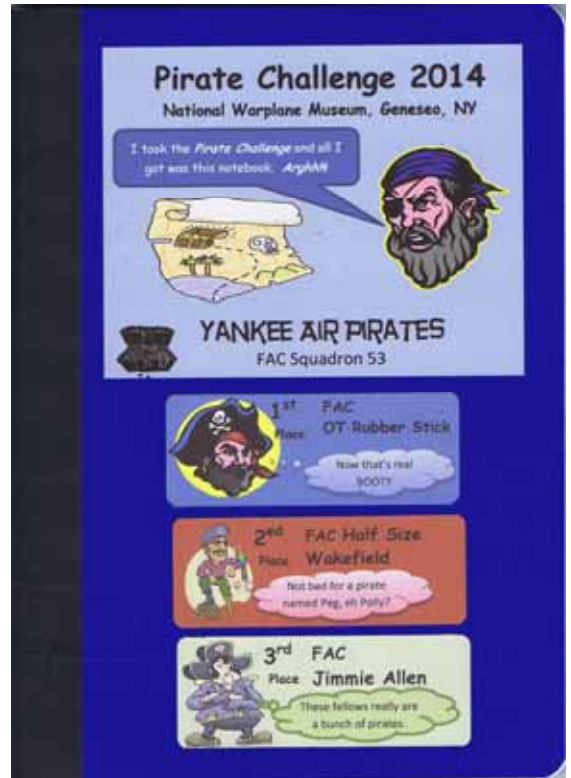
Naturally, the good weather as experienced at the ESSFC and the Pirate Challenge could not go on forever. In September, the Great Grape Gathering suffered with a damp start on Friday morning. Mind you the weather improved mightily in the afternoon. Unfortunately your editor was already consumed with locating a lost Embryo model from the morning's flying. I hardly noticed how nice the afternoon turned out. (Regrettably, my search for the errant Puma proved to be in vain.) Saturday was a blow out and flying was ended early. FAC scale contestants made the best of the breezy and damp Saturday morning by gathering in Swanson Hall once again for scale judging. We enjoyed coffee and donuts provided by Jim DeTar. Thanks Jim. Scale judging was once again ably handled by Vet Thomas. We all owe Vet a big thanks for his dedication to scale judging, even though he is not able to compete due because of his heavy work schedule. Thank you Vet.

We would certainly be remiss if we did not recognize the fine efforts of our contest directors and Contest Managers for these several contests. Be sure and thank Ruth Bane (CD for ESSFC), Jim DeTar (CD for FAC events at ESSFC, Pirate Challenge and GGG), Jim Mosely (CD for GGG) and Roy Smith (Contest Manager for GGG). It seems like there are a lot names here. Rest assured that a good number more are required to actually make the meets happen.

All in all, the many flying events included in the National Warplane Museum Series were quite successful. Thanks to everyone who participated from far and near. Dates for next year have been booked (see front page) for all meets but the GGG so start your plans now. Dates for the GGG should be fixed soon but potential conflicts with other meets must be addressed first.

Go build, then fly.

Mark C. Rzdca



Annual meeting for 2014

This is the big one. We only get together (outside of flying events) once a year. You get to hear what shape the club is in, a summary of what happened through the year and you get to have your say on what we should do next year! Oh yeah, and there is good food too. What more could one ask for, good company, good discussion and good food. Followed by coffee and brownies. Wow, I'm gonna call Ruth right now! You should too. OK, I'm back now, you can go on reading.

For those of you who cannot find your Fall 2013 issue of the TJ here are the particulars:

Date: November 15, 2014
Location: Terry Hills Country Club
5122 Clinton Street Rd. (Route 33)
Batavia, New York 14020

Briefly, 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. Be sure and call 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! This 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.

Electric Free Flight Motor Run Timers

After more than a year of pursuing a "last run" of the Smoothie timer, EFT has come out and stated they are not interested in producing any more units at this time. Your editor is most disappointed in this state of affairs as the Smoothie was best unit for FAC Old Time Gas Replica models and certainly among the best for electric scale free flight. For those of you with a stash of Smoothie timers, guard them carefully. In a future issue of the TJ we will review the current crop of electric motor run timers. Many of these are geared to high performance events such as E-30 which have relatively short duration motor run limitations. As such, the timers are typically not able to run the motor for extended times (such as 2 minutes) as desired for an FAC Power Scale flight. For our review we will focus on timers intended for scale model use, such as the Zombie or those available from Derik Night.



Above and Below, Paul Nelson preps and launches his Korda Wakefield at the ESFFC. Above right, Bob Clemens launches his Porterfield at the Spring Opener. Below Center, Gerard Kondrat winds up his own design embryo at the Pirate Challenge. The last picture shows the regrettable end of the editor's electric Zipper's flight at the Spring Opener rain day. The wing's trailing edge caught Roy Smith's streamer pole just right to get speared. After several turns, sort of flying around the pole, the prop eventually caught the streamer and the model slid down to this sad end. Everyone had a good laugh and Roy didn't charge much for damage to the



Cool Way to Store and Transport Models

Harrison Knapp, one of our non-local Yankee Air Pirates, sent in the following pictures showing his latest brainstorm for keeping his models safe. Harrison and his wife CK spend a fair part of each year travelling around the country in a large RV. They pull along a Honda CRV behind the motor home to make it easier to get around once they dock the RV.

When traveling to free flight contests with the RV, Harrison's model fleet is carried along in the CRV to save living space and to avoid the bother of moving the models into the CRV. It is the CRV that is used to get to the flying site proper. While in transit behind the Motorhome, the CRV can get pretty warm with the sun beating down on it for many hours with no AC running.

While trying to come up with a means of preventing hangar rash and also provide some protection from overheating the precious cargo, Harrison came up with the idea of using a large capacity plastic cooler. While the initial outlay of \$60-70 may seem a bit high compared to the typical low budget approach of scrounging a cardboard box of appropriate dimension, there are some clear advantages.

A large cooler (say 60 to 100 quart size) can hold several models. As you can see in the images below, a single cooler can easily hold 6 models. Keeping with the original intention, the models are very well insulated from temperature extremes. In addition, the cooler is water proof when the lid is closed. During a rain shower there is no need to scramble to move model boxes into the car; just close the lid. If gusty wind should accompany that rain shower, not to worry. The cooler is heavy enough to remain station in all but a really wicked wind. But that doesn't mean the box is too heavy to handle comfortably; these blow molded coolers are hollow with air in between the walls for insulation. And what if some unfortunate modeler should forget his chair? Once again, not to worry, the cooler can act as a suitable platform which allows the modeler to "take a load off". In applying one's mass, the storage system's wind tolerance improves even more.

Top image shows the basic cooler.

Second image shows three fully assembled small models fit easily on the top shelf. Top shelf is made up of two sections which are individually removable. These shelves are included with the cooler. Seems that by alternating the direction the models point at least one more model should squeeze in here.

Third image shows three larger models in the lower section. These are an Embryo (Debut), a Two Bit plus 1 (F.A. Moth) and a P-30. By removing the wings, these modest size models fit rather easily. Seems like another model could be fit into the cooler bottom as well.

This system may also be just the ticket for travel to indoor flying sessions. Fitting so many models in a single container should save some of the usual back and forth to the car. Or, consider one of the large coolers equipped with wheels. Support equipment could be strapped on top to really increase carrying capacity and save extra trips.

So if you find yourself in need of storage boxes for your latest addition to the fleet, consider a large cooler.

Thanks Harrison. All pictures by Harrison Knapp.



Report from the Ted Dock meet in Muncie – September 27 & 28, 2014

Here are some pictures taken at the Ted Dock Memorial in Muncie during September. With the conflict between the Cloudbuster's FAC Outdoor Championships (my normal excuse for a fall Muncie pilgrimage) and the GGG, Ted Dock looked like a good alternative. In fact, as the contest date approached, the weather in Muncie looked so good that my departure was moved up a couple of days. This provided a couple of days for trimming. What a great idea; the weather was splendid and what a treat to have the entire AMA field to oneself for the better part a day.



Friday afternoon before the contest, other modelers showed up for trimming. It was very laid back opportunity to meet new enthusiasts and practice fly together. Note Yankee Air Pirate Flag was the best banner, bar none. One of my new acquaintances was George Bredehoft. George is the new Keeper of the FAC Kanones, new proprietor of Shorty's Basement along with other model aviation related businesses.



Contest CD for the Ted Dock was that well known and ferocious Phantom Flash Flyer, Pat Murray. Here Pat launches his Jimmie Allen Skokie from the table with very nice form. Although not documented in the pictures, the Cloudbusters (George Bredehoft, Win Moore, Mike Welshans and Ted Allebone) really do take their Phantom Flash event seriously. Win suggested that if you show up at Broome field and expect to compete in PF, you better bring four models. You had better also be prepared to lose them. Next we see Harrison Knapp looking very fine in his Pirate wear. His Two Bit FA Moth is just lifting the tail for a very nice launch from the table.

Sunset came early this late in the season. We were treated to several beautiful sunrises as well. On Saturday, CD Pat extended the flying to 6 PM to the enthusiastic approval of all the contestants. As the flying wound down, the sun was already low in the sky. By the time our equipment was stowed there wasn't much to do except sit around to share the usual exaggerations and fabrications while we watched the sun and crescent moon put on a beautiful display. It was a fitting end to a great day of flying.



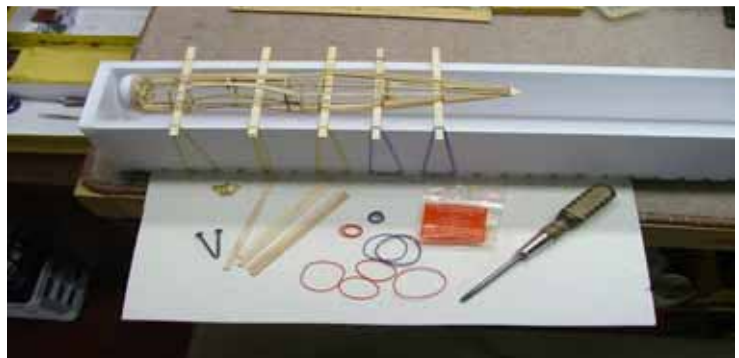
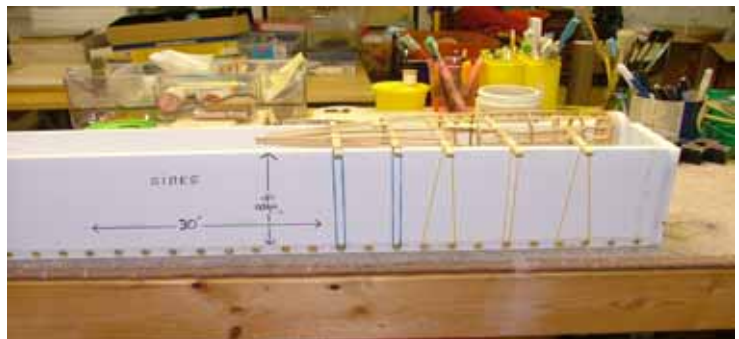
Half Shell Building Jig - Light Weight and Easy to Fabricate (without power tools)

Here is another idea from Harrison Knapp. This one also compliments his traveling lifestyle.

While I was building Mr. Smoothie, Harrison and I discussed the merits of fuselage building jigs. The wooden building jig I built based on those exchanges was shown in a previous TJ. That jig required use of a table saw to get nice straight and square cuts in the rock hard maple used therein. Without stationary power tools Harrison was left out of that game plan.

To get around the need for such heavy equipment, Harrison selected a different material from which to make a jig. Half inch foam core can be cut very cleanly and straight with a utility knife and straight edge. Assembly was accomplished using drywall screws. As shown in the photo, small brass screws serve to secure the rubber bands which retain the fuselage support sticks. The only critical step (besides cutting carefully) is to make sure the jig is assembled on a flat surface with the assembly side (that is where you are going to build the fuselage) facing the flat surface. That is how you guarantee you get a flat working surface for your next half shell creation. Easy huh?

The fuselage in the photo is pinched between several pairs of scrap sticks which are in turn held to the jig by rubber bands to the small brass screws. This avoids having to (even temporarily) glue cross piece sticks to the fuselage. In addition it should be noted that the whole jig can be disassembled by removing the black drywall screws. Of course different end pieces can be made to accommodate different size fuselages. Photos by Harrison Knapp



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