



Fall 2006

Thermal Journal

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

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Next issue of the TJ

This is the Third and last issue of the TJ in 2006. The next issue of the TJ will be sent out late in 2007 following the contest planning meeting. That issue should have particulars on the meets planned for 2007.

Submissions the Thermal Journal in the form of letters to the editor or articles are always welcome. Use the editor's address provided above.

Annual Meeting Announcement

Yet another flying season is coming to an end. As I finish up this issue of the TJ, there are only a few contests left on the schedule in NY and then it is time to begin the building season. With the coming of building season comes the one official, formal, guaranteed to be a good time, meeting of the WNYFFS. President Brad has asked me to make it clear that he would be most pleased if everybody made a serious effort to attend this year's get together.

We are following the same plan as last year, that is, we're eating early. 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 12:00 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 again 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 Prime Rib, Penne pasta marinara, brownies and cookies with coffee and tea

Price: \$17.00 per person -includes tax and tip

One difference from last year is that Brad is not requiring payment in advance! However, everyone attending must contact Brad by November 9. It is essential that you let Brad know you are coming so he can make reservations for the correct number. Don't leave Brad in a tight spot; let him know you are coming.

Here are Brad's phone number and email address:

585-765-9363

windwhip47@aol.com

Since you are planning on coming anyway, call NOW! Don't delay, phone lines may get busy! Directions can be found elsewhere in this issue.

See you there, Mark C. Rzacda

Dates to keep in mind:

WNYFFS annual business meeting reservations are due by November 9.

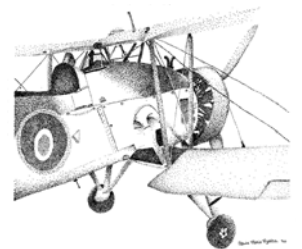
WNYFFS annual business meeting will be held on November 18.

Free Flight demo and indoor flying opportunity

Where: Rochester Museum and Science Center (RMSC) Eisenhart Auditorium

When: December 9, 11 AM to 4 PM.

Contact: Bob Clemens at 585-392-3346 or robert.clemens@att.net



Getting the Guardian to Go

Flying Ace Club (FAC) free flight contests usually feature a large number of events, reflecting the many and varied types of aircraft and eras represented by the scale modeling enthusiasts' efforts. An incomplete list would include FAC Scale, Peanut Scale, Golden Age Civilian and Military, Modern Civilian and Military, Race Planes, WWI and WWII events. There are also non-scale endurance events such as Embryo Endurance, 2-Bit Rubber, Old Time Rubber Cabin and Stick. I have been seduced by enough of these different themes that eventually I found myself with a variety of aircraft and events in which to participate. That's the good news; the bad news is too many events and too little time to get all the flights in during the contest. I had to prioritize and plan my efforts.

For whatever reason, I found that at a typical 2-Day contest I was too busy on Day 1, but somewhat slack on Day-2. Many times a "Modern Military" event for post 1945 military aircraft was included in the last day of a contest. Great, let's build a plane for that event, helping to balance things out.

My choice was the Grumman "Guardian", an early 1950's Navy anti-submarine plane. With it's mid-wing configuration, generous nose moment and quite ample wing area and tail surfaces, it looked to be a good candidate for rubber power. Add to this the Robert Sweitzer Peanut Scale plan that had been published in the FAC Newsletter, and I had a natural starting point.

The peanut plan was enlarged to 21 inches wing span, and the fuselage construction was re-engineered to a box and former configuration. The original plan had separate, glue 'em to the fuselage sides wing panels which I felt should be changed to a stronger, one piece, straight through the fuselage wing. Past experience with other models had taught me that the separate wing panels, glued to the sides of the model were weak and subject to damage in anything but a perfect landing. Fortunately, before I went too far, I realized that putting the wing through the fuselage would leave no place for the rubber motor. Duhh!! The two separate wings turned out to be a blessing in disguise. More on this later. Also, that big vertical tail and 2 sub-fins looked great.

The model was constructed and tests flights ensued. The Guardian flew nicely in a climbing left circling pattern under power, but when the power ran down, the plane slowed, dropped the right wing tip and went into a downward spiral to the ground. It was climbing left, but then almost stopped when attempting to transition into a right hand glide. The resulting stall, wing dip, and persistent downward spiral quickly ended the flight. Okay, let's add some left rudder. This got a left, left pattern, but the airplane could still get into the downward spiral.

I went home thinking "spiral instability". I had what appeared to be sufficient dihedral in the wings, but hadn't I heard or read somewhere about a relationship between dihedral and vertical tail size? A little reading and research revealed that yes, that big vertical fin could be the culprit. It turns out, as no doubt many experienced flyers already know, that a too large vertical tail can result in spiral instability problems as much as a too small vertical tail can result in tail wagging "Dutch Roll". That big vertical tail and sub-fins apparently overwhelm the ability of the dihedral to keep the wings level. Seems somewhat counter intuitive, but unlike the horizontal stabilizer, in the case of the vertical fin, bigger is not necessarily better.

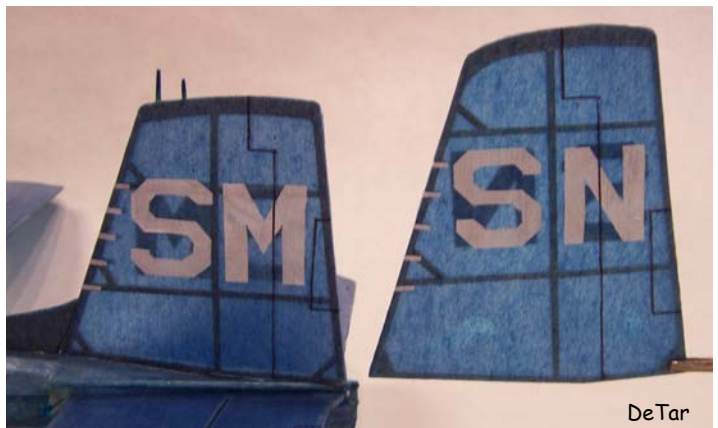
So adjustments were made. A new, reduced size fin and sub-fins were constructed. An increase in dihedral could also help the problem, but build a new wing!!? Aha, those separate wing panels. By carefully loosening the glue joint attaching the wing panels to the fuselage sides, I was able to slip a 1/32" shim between the fuselage sides and the bottom on each wing panel root. Result: a few more degrees of dihedral. I know, this breaks the cardinal rule of making trim adjustments just one at a time, but it worked! The model now flies in a left-left pattern, with consistent times in the minute and a half range. It even managed a second place finish in the Modern Military event at the September FAC Outdoor Champs at Muncie. Gee it's great when things work out!!

I have included a picture of the complete model with the modified tail and a picture that shows both vertical tails.

Jim DeTar



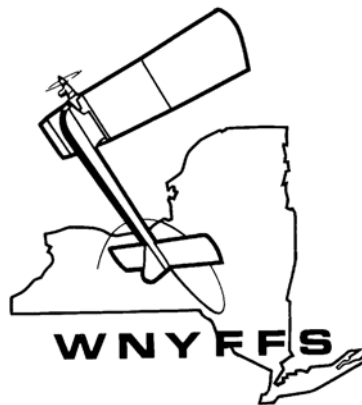
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Results from 2006 Empire State Free Flight Championships



RESULTS FRIDAY August 18

.020 Replica

Roy Smith	331
Jack Barker	137
John Carls	136

B-C Nostalgia Gas

Brad Bane	360
John Carls	340
Dan Belieff	326

Classic Towing

Brad Bane	430
Jean Paillet	354
Les Sayer	261
Jim Moseley	251
Don Rousseau	223
Vic Nippert	173

Moffett

Roy Smith	305
Les Sayer	260
Vic Nippert	240

A-B Classic Gas

Dan Belieff	304
Jean Paillet	261

Old Time Rubber

Jim Moseley	466
Mark Rzacca	425
Roy Smith	356
Les Sayer	309
Jim DeTar	304

RESULTS SATURDAY August 19

FAC Embryo Endurance

Mark Rzacca	73
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FAC Rubber Scale

Bob Clemens	(Farman 400)	136.25
Vic Nippert	(Spruce Goose)	133.5
Jim DeTar	(Ki 61 Tony)	123.5
Jim DeTar	(Piper Pacer)	119
Bob Clemens	(Porterfield)	113
Jack Barker	(Seversky P-35)	68

FAC 2 Bit Rubber

Vic Nippert	(King Harry)	291
Mark Rzacca	(FAC Moth)	230
Jim DeTar	(FAC Moth)	177

F1A A/2 Towline

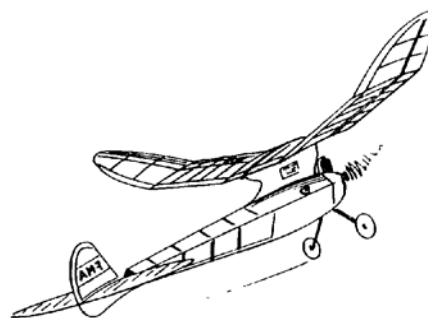
Bob Sifleet	539
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F1C Power

Frank Schlacta	600
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FAC Golden Age Scale

Vic Nippert	247
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F1B Wakefield

Tom Iorger	583
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Nos. Rubber / Wakefield

Dan Belieff	387
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RESULTS SATURDAY August 19 (continued)

Mulvihill

Les Sayer	252
Don Rousseau	190

1/2A Classic Gas

Joe Mollendorf	480
Jean Paillet	450
Roy Smith	440
John Carls	276

1/4A Nostalgia Gas	no entries
1/2A AMA Power (J)	no entries
1/2A Classic Gas (J)	no entries
F1P (J/S)	no entries

1/2A - D Gas

Ruth Bane	600
Rod Mogle	293

A Nostalgia Gas

Ruth Bane	434
John Carls	360
Brooks Goodnow	186



RESULTS SUNDAY August 20

F1G Coup de Hiver

Tom Iorger	390
Don Rousseau	373

F1J 1/2A Power

Joe Mollendorf	585
Jean Paillet	405

Catapult Glider

Vic Nippert	176
Les Sayer	133
Jim Moseley	83

1/2A Nostalgia Gas

Brad Bane	354
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FAC WW II Mass Launch

Jack Barker	1 st
Jim DeTar	2 nd
Vic Nippert	3 rd

FAC Dime Scale

Jim DeTar	(Arado)	194
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FAC No-Cal Scale

Mark Rzdca	(Mr. Smoothie)	143
Jack Barker	(Lavockin)	54

Old Time Gas	no entries
P-30 (J)	no entries
Catapult Glider (J)	no entries

F1H A/1 Towline

Robert Sifleet	443
Jean Paillet	238
Vic Nippert	254

Diesel

Jim Moseley	304 + 274
John Carls	346 + 0

(Qualify + Flyoff)

P-30

Les Sayer	328
Roy Smith	111
Oscar Mayes	110

C-D Classic Gas

Dan Belieff	185
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FAC Electric O/T Gas Replica

Mark Rzdca	(Zipper)	360
Vic Nippert	(Kerswap)	350
Bob Clemens	(Zipper)	319



Jack Barker prepares his O20 replica for another flight.

Contest Directors Comments

First and Foremost: Thank-You for your assistance from the following!

Bob Rambo - Assistant CD on Friday.

Brad Bane - Remote Assistant on Saturday and Sunday.

Vet Thomas- For his Scale Judging expertise in the FAC events. He even had a private office to work in.

Jack Barker - For his efforts with regard to the "Purple Palace" and also his help with the FAC report that had to be filed.

Joe and Heather Mollendorf - For their contributions to the trophy's. Joe, for his excellent new graphics and Heather for giving Joe time off from home projects to accomplish it. Brad and Ruth Bane for preparation and assembly of the trophy's .

Last but not least, A LARGE Thank-you to Priscilla; my right hand helper and organizer.

The weather, while not bad made it necessary to dance around the field over the three days. Friday warm and humid, in the 80's with wind from the SW. Saturday was cooler with temperature in the mid 70's with wind from the South. Rain that lasted 1.5 hrs in the morning and 2.0 hrs in the late afternoon made flying difficult during those periods. Those of us at the control center were glad to have a new tent on this day. Sunday dawned with a gentle 3mph drift from the South. Everyone set up hoping it would stay all day BUT all day lasted about 1.5 hrs. The wind moved around to the West with the strongest gusting of the three days at 9mph. Conditions remained this way for the balance of Sunday.

Sadly the attendance was about $\frac{1}{2}$ of last year at 24. Also very disappointing is the fact that NO Junior flyers were in attendance. There were also no entries in 1/4A NosGas, Old Time Gas and F1P (J/S) making a total of seven (7) events with no entries.

There were 28 attendees at the Saturday night dinner. All that I contacted were very satisfied with the meal. A few of the awards that were not distributed on the field were presented and W.N.Y.F.F.S. President Brad Bane offered a sincere thank-you to competitors who traveled some distance to enjoy our contest. Friend and emissary Jim Moseley from the "Frozen North" offered his complements re: the contest and the excellent meal. After the dinner, some social time and then off to rest up for Sunday.

The 50/50 raffle was won by Brad Bane who fought the odds by winning in spite of the fact that he bought multiple tickets. Some of the ticket purchasers were of the opinion that it would be won by someone who purchased only one ticket. Brad donated his winnings back to WNYFFS. Thank-you Brad.

Thank-you to all that attended, best regards until next we meetLyle Whitford



WWII Mass Launch Combat at WNYFFS Outdoor Champs. In the photo at left, Teena Nippert provides her usual superb efforts in support of Vic entry in this event. The windsock in the background of the launch photo gives an indication of the wind conditions as the meet ran to its conclusion. Seen in that photo from, left to right, are Jack Barker, Jim Detar and Vic Nippert. The similarity of launch angles for Jim and Vic produced similar results, that is, quick loops and sudden arrival back on terra firma. Jack managed a much more stable launch and achieved a clean victory.

The Editor's Ramble -FAC Outdoor Champs and other stuff

Over the weekend of September 23 and 24, I made my fourth visit to Muncie to fly in the FAC outdoor Championships held at the AMA site and sponsored by the Detroit Clodbusters. The Clodbusters put on a great meet and special thanks are owed to Ralph Kuenz who CD's the meet. During my second visit to Muncie, in 2004, I made three friends, Harrison Knapp, Norm and Dean Becker at the Outdoor Champs. We flew together again in 2005. At that time we made plans to fly together in 2006. Also this year Jim DeTar made his second trip to Muncie. Al Yunker, who I met last fall at the First Annual 1941 Historical Aircraft Group Flying Aces Contest (sponsored by the Erie Model Aircraft Assn and the CINC himself, Lin Reichel) made the trip from Pittsburgh. That made for a well rounded group of six, which made finding a timer very easy, especially since Dean didn't fly but came as support team for his Dad, Norm. In the group photo below, from left to right: Mark Rzdaca, Jim DeTar, Norm Becker, Harrison Knapp and Dean Becker. Al was not present for the photo since he had left the meet early. Al did send a couple of photos of a static scale Curtiss Jenny. Al built the model based on a full scale version his father had flown. The small size of the photo does not do it justice; it is suitable for a museum.

We all arrived in time to do some trimming on Friday. The weather was especially good on Friday and stayed quite nice through the weekend until Sunday afternoon when the previously moderate wind picked up and led to an early end to the flying. Your editor's foray into FAC Jumbo scale left a lot to be desired but a great deal of knowledge was gained for the next time around. I was rewarded for my efforts in other events with firsts in No-Cal Scale (Mr. Smoothie from Don Steeb's plan) and O.T. Gas Replica (flying the Zipper) and second in O.T. Stick. Congratulations to Ted Teach who took first place. The big kudos, however, goes to WNYFFS's very own Jim DeTar. Jim took first in Old Time Kit Scale (Megow Fairchild 24), second in Golden Age Civilian (His Interstate Cadet missed first by only 7 seconds!), Dime Scale (Arado), Greve Race (Mr. Smoothie), and Modern Military (Grumman Guardian. A BIG thanks to Jim for his great write-up on this model included in this issue.). He probably would have placed in WW-I dog fight but Chris Starleaf's entry chewed the tail off of Jim's Fokker D-7 in the first round. As the awards were handed out on Sunday afternoon, it was beginning to look like Jim should take up a position nearer the CD's table. Eventually they ran out of event results to announce so it looked like Jim would be able stay seated for a few minutes before we all started packing up for the last time. But then Jim's name was called again. The look of surprise on Jim's face was priceless; the last award was to Jim who was received the Grand Champion Vic Didelot Award Trophy for the FAC Outdoor Championships! Next time you see Jim be sure and congratulate him on this well deserved award. The last picture, of course, shows Jim with his trophy. Thanks also to Harrison Knapp and Al Yunker for their photos included in this issue. All contributions much appreciated!

Finally, the editor would like to send out one more thank you, this time to Lin and Juanita Reichel as the sponsors and organizers of the Second Annual 1941 Historical Aircraft Group Flying Aces Contest. This event was held on Saturday, September 23. Although the weather predictions were pretty dismal, the reality was not too shabby. It did rain lightly off and on throughout the day, but it never really came down too heavy and the winds remained very light until the very end. The nasty predictions probably held down attendance, but we did see a handful of damp fliers put up many good flights throughout the day. Those of you who stayed home missed a great time and the chance at some very good booty. Lin provided merchandise prizes (ranging from kits to books and balsa wood) for first through third place. Hurray for Lin and Juanita, let's do it again next year!



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

Application for Membership

Name _____ Phone _____
(For Family membership, please list all names.)

Address _____ e-Mail _____

City _____ State _____ 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:	_____ Top Gun Club	\$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 FEES & CLASSES EFFECTIVE MAY 1, 2005

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

I WANT YOU

for 1941 HAG JOIN NOW

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 a year, a major contest is hosted in conjunction with the Flying Aces Club. The Empire State Indoor Championships are held at the Buffalo Bills field house in Orchard Park, NY.



Rzadca

Do you recognize this model?

Apparently this model was lost some time around the FAC Nationals in July. It was found by someone at the HAG 1941 Museum and given to me during the Great Grape Gathering (GGG), the following week. There is no name, AMA or MAAC identification, which is really a shame since it is a very well made model. I will hold on to it for a while but storage space is limited. If this is your model contact the editor of the TJ, preferably by email: wnyffs@frontiernet.net. If you think you know the modeler, let him know I have his airplane so he can contact me.



Rzadca

From the GGG

In the picture at left, Walt Kornrich winds his Sparky. Walt managed some very nice flights including at least one max. His Sparky is a nice flyer and only needs a little help from good air to turn in very rewarding times. At the right we see ever jovial and helpful Lee Campbell of *Campbell's Custom Kits* fame. Lee helped out my daughter Hilary who was trying out catapult launch glider competition for the first time. Thanks Lee. Send Lee an email at thremalpiglet@yahoo.com for an electronic catalog.



Rzadca



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