

FLYING ACES

Club
News

No. 256

Nov/Dec 2010



Dave Stott 1929 - 2010



News on the Wing

R o s s P . M a y o , C i n C

The new look of the FLYING ACES CLUB NEWS is the result of a year's worth of searching and planning to get the right man for the job. I'm sure you'll agree with me that we have entered a new era of news letter publication.

Ladies, gentlemen and kids of the FAC, I'm proud and pleased to announce our new editor Rich Weber.

Many of you already know Rich, A.K.A. "Wingnut" from his work with the Cleveland Free Flight Society. As an experienced newsletter editor, contributor, designer, builder and flyer, Rich is ready, willing and able to publish our newsletter as never before.

It is vital to assist him and support the FAC News in general with all the items you want to see published: news articles, building tips, photos, local contest results, future contest dates, plans and stuff from your stash you want to share with your buddies. You will receive full credit for anything published.

A note to other newsletter editors...if you receive an item from your usual sources and print it in your local newsletter, but think it should go international, by all means pass it on to Wingnut. He'll give all contributing editors credit and plug your newsletter too. Be sure to include all contact information for your club and your subscription fee.

On October 7th, the FAC Board of Directors met in special session. Another item resolved was appointing a new FAC Treasurer. Can you guess who? Yep, Mr. Weber will now be taking care of your membership dues and make sure you're on the

mailing list so you won't miss any issues of the NL. So as of today, all dues money and subscription issues (no pun intended, well OK, maybe a little one) MUST be directed to him. DO NOT call the past editor. DO NOT send me emails. CONTACT Rich. Rich will be giving you all his contact information on his "Editorial Page."

Now, to better serve the membership in regards to FAC merchandise, memorabilia and contest registrations to name just a few, the Board has created another Executive Office to be known as the FAC Assistant Treasurer.

Blake "Bubba" Mayo will be handling those responsibilities. So any money transactions not related to the FAC News must be directed to:

Bubba Mayo
3447 Adelaide Drive
Erie, PA 16510
bkmbubbamail@aol.com

So Rich and Bubba, welcome aboard. Also joining the FAC Board of Directors is a couple of new guys: Mike Isermann and Mike Welshans. Welcome guys!

Elsewhere in this issue there is a brief note about Jack McGilivray.

You will also find an announcement about the 2011 FAC Non-Nats.

And finally, there is an article about those hasenpfeffer rules.

Ross

A New Look for the FAC News

We've put it off for as long as we could, but it's finally happened. The FAC News has gone kicking and screaming into the digital age. Before you write your congressman, let me assure you that we are in absolutely no danger of becoming slick. We will continue to rely upon our members for articles, photos, plans, and other content, and it will still be delivered the good old fashioned way, by the Postal Service direct to your mailbox. The big change is in the way we put it together. The technology available today will allow us to get our newsletter out at a considerable savings in manpower and money, and allow us to add a splash of color to kick it up a notch.

I've been asked by GHQ and the FAC Board to help make this transition. It's a position that I had never dreamed that I would be in. If my high school English teachers found out that I was the editor of *anything*, they would no doubt faint dead away. With more than a little help from spell-check and a few other magical computer programs, I will nevertheless attempt to muddle through.

I gave it a lot of thought before I accepted the post. It was humbling to think about the legacy that was being handed to me. I was keenly aware of the fact that I would be standing on the shoulders of giants. Bob Thompson, Dave Stott, Lin and Juanita Reichel have established a wonderful tradition that I will do my best to continue. Dave Stott has said that when he originally came up with the idea of the FAC, that he was making a place for the kid that was eternally outside the airport fence, a home for those same kids that subscribed to the Fly-

If the **Dreaded Red X** shows up on your address label, it is time to renew your membership which includes six issues of this great new news letter! To help off set some of the expense to bring you so much entertainment for your dollars, we will no longer send you "post card reminders" that your membership is past due.

USA residents: Please remit \$18.00 cash, check or money order and make payable to: Flying Aces Club.

To our loyal CANADIAN and OVERSEAS MEMBERS: I wish I had good news for you, but alas...sorry. At this time we still can not accept personal or even International Money Orders. Such payments will cost the FAC a \$40.00 handling fee (that is not a typo!) from the bank that handles this account. We are investigating other banks at this time to make remitting fees so much more convenient.

CANADA = \$25.00 US.

OVERSEAS = \$30.00 US.

**Please make checks payable to: Flying Aces Club,
9154 Eldorado Trail, Strongsville, OH 44136**

ing Aces pulp magazine. I intend to remain true to his vision. The internet may have changed the way many of us get our news, but this paper remains important because it is *the* official link between GHQ and all of the FAC membership.

There may be a few bumps along the way as we work up the new system so I ask for your patience. I'd also like to ask for your help. Any newsletter editor will tell you that it's a very bad feeling indeed when content is short as the deadline looms. This publication, like most club newsletters, is a labor of love. I'll do my best to put it together, but frankly, I don't have the time or talent to write it. If this is going to work, I need your articles, photos, drawings, local club news, and plans. I will keep nagging you about that. Promise. You can send your submissions to me most easily via email. The electronic correspondence format will allow me to cut and paste your submissions into the newsletter and eliminate a lot of typing. I hate typing. If you don't have access to a computer, I still have a mailbox, and we'll find a way to get your submission into print. Contact info can be found below.

You'll find some new features in this issue that will be further developed as we go along. Anytime you have a suggestion on how to make our publication better, I'd love to hear from you.

Correspondence and Dues can be sent to:

Rich Weber, FAC News Editor/ Treasurer

9154 Eldorado Trail

Strongsville, OH 44136

newsletter@flyingacesclub.com

Plans in this Issue

It's an all Dave Stott package this time. We received permission from Bill Hannan to reprint the Waterman Gosling peanut (Thanks Bill!), and found a nice selection of Dave's plans in the archives to round things out. Most are Peanut Scale, but also make great candidates for conversion to a larger scale. Dave's designs are all fliers. Take your pick from the Alco Sport pnut, Bee Gee Goodyear racer pnut, Bellanca CD biplane 22", Blackburn Baby float biplane pnut, Cessna CR-3 Thompson racer pnut, Curtiss Reid parasol pnut, or the Waterman. I can think of no finer tribute to Dave than to build one of his models, and FLY it!



I briefly mentioned in my last column that Flying Aces Great, Jack McGillivray, recently passed at age 75. Our condolences to his family and friends were personally expressed as I was able to travel to Toronto for his "celebration of life." The festivities were organized by Jack's best flying buddy Roy Bourke.

I was so honored to meet and speak privately with Jack's long time companion Elma Rajnauth. This charming lady from Trinidad was most tolerant of my joking with her. It was hard to imagine the sorrow she was experiencing with the loss of her best friend.

The FAC will never truly be able to express completely how we feel about Jack's passing. Nor will we ever be able to express completely the gratitude to Jack's most gracious gift. As a very small token of our appreciation, I had a copy of Bob Rogers' famed hobby shop print matted and framed for Elma. I took the liberty to tell Elma that the wide eyed boy in the hobby shop was Jack when he was wee lad. That brought a smile to her face. Jack, I hope that helps you "rest in peace."

Ross Mayo



2011 FAC NON-NATS

"BACK TO THE FUTURE!"

It is official! July 13, 14 and 15th...and we will go back to the future with a simple two-day contest of just 22 events.

- Registration and judging will be July 13th at the HAG in the big hanger.
- Vendors are welcomed to set up in the hanger at about \$10.00 per table. This fee is subject to change. There is a maximum of five tables per vendor.
- Dorm rooms will be available. You can reserve three nights with three dinners and three breakfasts. Optional packages will not be available. More details shortly.
- Our friends the D/C Maxecuters will host the contest, but volunteers are needed to help.
- Flying will be Thursday and Friday. Awards will be presented on the field at the close of flying.
- There will NOT be a banquet.
- We will fly these events:

1 - FAC Peanut Scale

2 - FAC Scale

3 - FAC Jumbo Scale

6 - FAC Rocket / Jet Scale

7 - FAC Pioneer Scale

8 - FAC Power Scale

10 - G.A. Civil

11 - GA Military

12 - Modern Age Civil

13 - Modern Age Military

14 - Low Wing Military Trainer

15 - Thompson Race

16 - Greve Race

20 - Goodyear / F 1 Race

21 - WW I Combat

22 - WW II Combat

24 - Dime Scale

29 - Embryo Endurance

30 - Old Time Rubber Stick

31 - Old Time Rubber Cabin

33 - FAC Jimmy Allen

34 - Old Time Gas Replica

- The 15% rule will NOT be used for the mass launch events...we're keeping it simple!

THOSE DARN RULES...THEY'RE LIKE RABBITS!

Ok, so they're not cute, soft and fuzzy...just fuzzy, but getting better with age. Call them "growing pains." Elsewhere in this issue you will find all the corrections that are needed at this time. Some of these minor adjustments you have already been notified about earlier, but just to make sure everyone at this time gets them, it's deja vu all over again.

For that one member who is saying, "But you said you weren't going to change the rules until 2012!" That's true, but these are so minor in nature that they will NOT affect what you have on the board now or what you're planning in the very near future. You are building something...right?

"And what about those BIG changes?"

Okay Clubsters, here's the deal on those Dimers: We were finally able to mix one ounce of Caster Oil (10 Centers) with one ounce of spring well water (Traditional Dimers) and another ounce of vinegar (Neo / Pseudo Dimers) in a two ounce shot glass. It wasn't easy, but you're going to be saying, "Smooth!" The format may be tweaked to make them work better on the web site, but you can check them out now on page 6.

"So why publish them now if they don't go into affect until 1/1/2012?" Good question and I've got three reasons for publishing them now. One: This will give everyone a year to fly what they already have built or have on the building board. Two: This will give everyone a year to plan and build for the 2012 flying season. And three: If there is a club who wants to fly with the new rules during 2011 you have my blessings. Your obligation; however, is to critique the event to see if there is any fine tuning needed.

DIME SCALE - 2012

BASIC RULES

1. Dime Scale models are to be of simple design and easy construction such as those built from 10 cent kits or plans representing full scale airplanes built prior to December 31, 1949.
2. Wing span is limited to 16 inches maximum.
3. When a contemporary plan is used, the plan size is limited to one sheet of 11 X 17 inch paper plus one 8.5 X 11 inch parts page with engineering and details in the spirit of the original era.
4. Props are unrestricted in diameter, but must be one piece wood or molded plastic.
5. Two models of different designs may be entered with only the higher scoring model eligible for an award.
6. Model and plan must be presented to the CD prior to first flight for "static judging" and awarding of bonus points as described below.

STATIC JUDGING

1. Models will be judged for fidelity to plan.
2. If a detail is on the plan, it must be on the model.
3. Dimers are not to be held to the same standards of scale fidelity or craftsmanship as FAC Scale models.

CONSTRUCTION

Combining original era and contemporary models means there are some unique considerations for one or the other or even both.

1. Original era (i.e. "Traditional Dime Scale") models must be built as per plan, however, contemporary construction modifications are permitted to increase the ease of construction and increase the model's fun factor as listed below.

2. Fuselage:

- A. Contemporary models (i.e. "Neo or Pseudo Dimers") must be engineered with box girder fuselage with formers.
- B. Minimum wood size for contemporary models is 1/16" thick sheet or square sticks.
- C. Minimum wood size for models with 14" or less W/S, 1/32" thick sheet and 1/20" square sticks.
- D. Nose may be altered to accommodate trust bearing and removable nose plug.
- E. Rear motor peg may be located anywhere within fuselage or nacelles.

3. Wings:

- A. Wings may be one piece with spars added or moved.
- B. No laminated, wet bent square strips or otherwise "formed" curved tips.
- C. No sliced or cracked ribs.
- D. No under cambered wings unless shown on original era plan.

4. Dihedral:

- A. As per original era plan.
- B. 1" max per side for models with less than 14" W/S.
- C. 1.5" max for models with 14" to 16" W/S.

5. Stab and rudder:

- A. One piece stabs and rudders are permitted.
- B. Stab and rudder may be reduced or enlarged up to 20%.

6. Coverings:

- A. Japanese or domestic tissue only.
- B. Double covering required unless original era plan specifically states "single covering."
- C. Single covering OK if original era kit supplied just one set of wing insignias or markings.

7. Miscellaneous:

- A. Butt joints on plans may be reinforced with wire, sheet balsa or 1/32" ply.
- B. Landing gear struts may be reinforced as above.
- C. Retractable gear may be in up or down position.
- D. Stiff paper may be replaced by 1/32" sheet or stringers with tissue.
- D. No use of foam.
- E. No vacuum formed or plunge molded parts EXCEPT canopies; SEE Bonus Points.

8. Color and markings:

- A. Any color and markings on an original era plan may be changed to another era appropriate combination.

BONUS POINTS:

1. Bonus points are cumulative when model meets multiple criteria.
2. Total bonus points are added once to total flight score.

POINTS	CRITERIA
0	High-Wing Monoplanes
1	Landing Gear Down & Dirty
2	Compound curved / bubble canopy from clear flat sheet material, i.e. P-51D
3	Parasol
5	Shoulder or Mid-Wing
10	Low-Wing
10	Float Plane
15	Biplane
20	Triplane
20	Multi-Engine

FLYING

1. Hand launch.
2. Official flight: 20 second minimum with 120 second max.
3. Scoring:
 - A. Total of 3 flights.
 - B. No factoring of flight seconds.
4. Tie breaking:
 - A. Single fly off with bonus points added.
 - B. If ties remain multiple awards will be given out.

MINOR RULE CHANGES AND CLARIFICATIONS IN EFFECT AS OF NOW

Page 4, BASIC FAC RULES, add XV: All windscreens, canopies and windows must be of a clear material.

Page 6, RUBBER POWERED SCALE EVENT RULES, change rule XVIII to read: All windscreens, canopies and windows must be of a clear material.

Page 11, DUCTED FAN MODELS, change to read: **** RUBBER POWERED DUCTED FAN MODELS ****

15 (5 pts. for pusher configuration & 10 pts. for complexity)

Page 12, FAC RUBBER POWERED JET SCALE, change rule B to read: These models may not compete in any other FAC Rubber Scale event.....contest.

Page 13, FAC POWER SCALE, add rule I. C. to read: Different modes of "power" may not be mixed unless the full scale ship had "mixed power" modes.

Page 22, COMBAT EVENT RULES, change rule I to read: There are no W/S restrictions for WW I or WW II combat.

Delete rules A and B.

Page 24, FAC JET CAT SCALE:

- 1) Change rule II to read: Scale points:
- 2) Change rule VI C to read: The maximum total width of the rubber loop may not exceed $\frac{1}{4}$ inch.
- 3) Change rule IX to read: Flight scoring:
- 4) Change rule XI to rule XII.
- 5) Add (new) rule XI to read: Total score will be scale points plus flight score plus bonus points.

Page 30, FAC OLD TIME PLAN / KIT SCALE:

- 1) Add to rule I:
 - A. Any OTP/KS model design that has been officially entered into an OTP/KS event at a contest is PROHIBITED from competing in any other FAC Rubber event at that contest.
 - B. Any OTP/KS models NOT officially entered in an OTP/KS event at a given contest may compete in any other FAC Rubber event at that contest, based upon wing span.
- 2) Delete from rule II A: Additional details will not be docked.
- 3) Amend rule II A to include: No additional details will be permitted. Build details as per plan. Additional details will disqualify the model from competing in the OTP/KS event. When a model is disqualified from the OTP/KS event it may be entered into any other event it qualifies for by wing span.

Page 33, FAC PHANTOM FLASH: change rule IV to read:

IV. Prop:

- A. Diameter as per kit or plan.
- B. Only one piece plastic molded props allowed.
- C. (unchanged)

Page 34, FAC EMBRYO ENDURANCE: Add to rule IX:

- E. 5 points for a full bubble canopy containing head rest and (at a minimum) a pilot's head silhouette. There will not be additional points for a full 3-D pilot bust.

Page 38, BLUR: Add to rule III. A:

4. Models must be in correct color and markings.

2010 FAC Outdoor Champs

FAC Scale								Average of	
		FLT .	FLT.	FLT.	Scale	Bonus	Best 3 Flt		
Contestant	Plane	# 1	# 2	# 3	Score	Points	Times Fac'd	Total	Place
Tom Hallman	DO-X	64	42	81	61	39	58	158	1
Chris Starleaf	Dash - 8 - 300	120	52	76	61	28	67.5	156.5	2
Dallas Cornelius	306-B Boeing	56	56	59	61	25	57	143	3
Phil Cox	Fleet Trainer	45	58	61	61.5	15	62	138.5	
Walt Farrell	Miles Falcon	87	110	76	58	10	73	141	
James Detar	Great Lakes Speedster	83	72	49	59	15	62	136	
Jack Moses	DH94 Moth Minor	63	73	45	59	10	57	126	
Stu Weckerly	Fairchild 45	61	120	38	55	10	60	125	
Tom Hallman	Folker D-7	42	79	-	61	15	40	116	
Paul Boyanowski	ME 108b	49	39	51	61.5	10	43	114.5	
Pres Bruning	Transavia Air Truk	46	29	37	61.5	15	37	113.5	
Jack Moses	P-51A	50	36	41	61.5	10	42	113.5	
Pres Bruning	Henschel P-75	49	41	44	59.5	10	44	113.5	
Bob Clemens	Douglas Y10-43	26	55	61	59.5	3	47	109.5	
Jim Bair	Pilatus PC-21	28	35	52	59.5	10	38	107.5	
Jim Bair	Mig-3	32	23	28	60	10	27	97	
Jack Tisinai	Laird Turner	53	-	-	59.5	5	17	81.5	



Pat Murray packs in the turns for the WWI Combat mass launch on the AMA field in Muncie, IN.

Paul Jackson photo.

FAC Jumbo Scale							Average of		
		FLT .	FLT.	FLT.	Scale	Bonus	Best 3 Flt Times Fac'd	Total	Place
Contestant	Plane	# 1	# 2	# 3	Score	Points			
Chris Starleaf	Dash-8	69	120	70	57.5	30	70	157.5	1
Tom Hallman	Gadfly	120	120	120	60	10	82.5	152.5	2
Jack Tisinai	Bucker Jungmann	50	50	48	59.5	15	49	123.5	3
Dallas Cornelius	Boeing 306-B	55	24	-	52.5	25	26	103.5	

"I still can't get over how large that space is, and how the thermals come rolling across, lifting a ship back up after you thought she was on the way down. Happened with my Mureaux, DO-X, Staggerwing, and especially the Gadfly on her final flight. Almost forgot...the Loose got that secondary air flying north west as she was coming down during the final of the Thompson.....but went back up for another 40 seconds....simply amazing to see it happen that often. After awhile, you almost expect it."

Tom Hallman

FAC Power Scale									
		FLT .	FLT.	FLT.	Flt	Scale	Bonus	Total	Place
Contestant	Plane	# 1	# 2	# 3	Total	Score	Points		
Ted Allebone	Supermarine Walrus	120	-	-	120	62.5	30	212.5	1
Tom Hallman	Airco DH-2	120	-	-	120	62.5	20	202.5	2
Walt Farrell	Beech Staggerwing	120	-	-	120	49	15	184	3
Phil Cox	Moony A-1	41			41	60.5	10	111.5	
Michael Zand	Martin MO-1	20	23	27	27	60.5	10	97.5	

FAC Peanut Scale									
		FLT .	FLT.	FLT.	Scale	Bonus	Flt	Total	Place
Contestant	Plane	# 1	# 2	# 3	Score	Points	Total		
Dallas Cornelius	Lacy M-10	120	89	120	61	0	329	390	1
Chris Starleaf	Kiawaski Fighter	76	80	90	52	15	246	313	2
Walt Farrell	Floyd Bean Special	68	93	85	55	5	246	306	3
Ed Bojan	Fike	51	61	95	51	0	207	258	
Walt Farrell	Piper Cub	55	83	36	61	0	174	235	
Tom Hallman	Mitsubishi 1MF1	62	53	41	62.5	15	156	233.5	
R. Preston Bruning	Arado 198	48	48	72	59	5	168	232	
Bob Clemens	Waterman Gosling	58	35	57	61	3	150	214	
Jack Tisinai	Curtis RC	31	24	38	60	15	93	168	
Tom Hallman	Martinsyde Buzzard	43	-	-	62	15	43	120	
Phil Cox	J.Livingston Monocoupe 110	34	-	-	58	0	34	92	

Pseudo Dime Scale								
		FLT .	FLT.	FLT.	Flt.		Total	Place
Contestant	Plane	# 1	# 2	# 3	Totals			
Dallas Cornelius	Howard GH-2	94	75	120	289			1
Jack Moses	Hawker Typhoon	85	52	94	231			2
Chris Boehm *	Bristol Brownie	60	62	86	208			3*
Lee Campbell	Monocoupe	80	58	70	208			
Paul Boyanowski	Helldever	39	60	71	170			
Clif Betz	B.A.T.	64	56	29	149			
Harrison Knapp	Beech Staggerwing	56	41	51	148			
Tom Hallman	Beech Staggerwing	120	0	0	120			
Tom Hallman	Arado 96	36	31	46	113			
Stew Meyers	Megow SE-5	41	31	35	107			
R. Preston Bruning	PT-19	39	49	-	88			
Walt Farrell	Stinson 105	33	48	-	81			
Phil Cox	Cessna A-10	38	-	-	38			

Embryo - 2010 Outdoor Champs		FLT .	FLT.	FLT.	Flt.	Bonus	Total	
Contestant	Plane	# 1	# 2	# 3	Totals	Points	Points	Place
James Detar	Debut	120	120	76	316	9	325	1
Patrick Murray	Jabberwok Jr	64	120	120	304	9	313	2
Walt Farrell	Debut	105	72	120	297	9	306	3
Stewart Cummins	Debut	55	72	120	247	9	256	
Mike Welshans	Gonzo	93	39	113	245	9	254	
Jack Moses	Debut	99	75	54	228	9	237	
Daniel Driscoll	Future Nit	94	120	-	214	9	223	
Jim Coffin	Bostonian Pup	95	46	67	208	9	217	
Chris Boehm	Yellow Cab	87	120	-	207	9	216	
Stew Meyers	Asymbryo	120	38	42	200	9	209	
Lee Campbell	Simitar	73	120	-	193	0	193	
Jim Bair	Zephyr III	88	41	23	152	9	161	
R. Preston Bruning	Klingon Battle Cruiser	38	56	40	134	9	143	
Mark Rzadka	Puma	120	-	-	120	9	129	
Allen Hunt	Debut	32	28	39	99	9	108	
J.B.M. Griner	Prairie Bird	26	17	34	77	9	86	
Jack Tisinai	Jabberwhat?	69	-	-	69	9	78	

Flying Aces Moth							*Won Flyoff
Contestant	Plane	# 1	# 2	# 3	Totals	Place	
Frank Rowsome*	FAC Moth	82	120	69	271	1*	
Jack Moses		120	82	69	271	2	
Robert Gourdon		71	73	90	234	3	
Mark Rzadka	(Pink)	106	120	-	226		
Mark Rzadka	(Purple)	89	59	71	219		
Stewart Cummins		120	97	-	217		
Stu Weckerly		94	92	29	215		
Walt Farrell		63	91	59	213		
Phil Cox		49	43	83	175		
Ross Mayo		48	73	48	169		
Allen Hunt	↓	120	-	-	120		

"Both my Dash-8's flew very well. The larger (54") model was totally sucked up in a thermal for around 9 minutes. This was all great fun, but I was very lucky to not lose the model over the tree line. Moments after I returned to the Van with the model I wound and launched the 32" Dash-8 and she thermalled for around 200 seconds. This is the first time I have gotten a max flight from two different twins on the same day." Chris Starleaf

OT Rubber Cabin		FLT .	FLT.	FLT.	Flt.	
Contestant	Plane	# 1	# 2	# 3	Totals	Place
Ted Allebone	Air Cadet #5	120	120	116	356	1
Michael Zand	Victory	120	108	97	325	2
Dallas Cornelius	Miss Canada	120	82	120	322	3
Daniel Driscoll	Jr. Commercial	77	120	108	305	
Jack Tisinai	Cleveland Gull	120	120	63	303	
Lee Campbell	Miss Canada	93	120	78	291	
Bob Clemens	Victory	85	84	120	289	
Harrison Knapp	FAC Moth	43	83	120	246	
Norman Becker	Crusader	109	40	41	190	
Allen Hunt	Pacific Ace	112	35	38	185	
Mark Rzadka	Miss Canada	54	87	-	141	
Daniel Driscoll	Wren	120	-	-	120	
Ted Teach	Miss Canada	120	-	-	120	



Ted Allebone's investiture into the Order of the Blue Max during the awards presentation at Muncie.

Paul Jackson photo.

Golden Age Scale						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Walt Farrell	Orion	120	120	120	360	1
Paul Boyanowski	Rear Speedster	73	120	120	313	2
Tom Hallman	Mureaux Fighter	120	75	84	279	3
Jim Detar	Interstate Cadet	84	53	58	195	
Clifton Betz	Stinson Reliant	52	74	56	182	
Phil Cox	Rear Speedster	43	79	36	158	
Stewart Cummins	Taylorcraft O57	96	60	-	156	
Stu Weckerly	Skyfarer	52	55	39	146	
R. Preston Bruning	Fokker Super Universal	41	41	35	117	
Clifton Betz	DH Low Wing Minor	58	28	-	86	
Jack Moses	MO-1	59	-	-	59	
Bob Clemens	Porterfield Collegiate	49	-	-	49	
Chris Boehm	Fairchild JK-1	47	-	-	47	

OT Gas Replica						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Mark Rzadka	New Ruler	120	120	111	351	1
Mike Welshans	Scram	29	120	120	269	2
Ted Allebone	Scram	120	120	-	240	3
Phil Cox	Diamond Demon	42	43	-	85	

WWI Combat - ML		
Contestant	Plane	Place
Jack Tisinai	Nieuport	1
James Detar	Fokker D VII	2
Tom Hallman	Fokker D VII	3
Paul Boyanowski	Hannover CL IIIa	
Walt Farrell	Elephant	
Stew Meyers	Bristol Scout	
Patrick Murray	SE-5	
Chris Starleaf	Pomilio	

WW II Combat - ML		
Contestant	Plane	Place
James Detar	Hell Diver	1
Patrick Murray	Avenger	2
Paul Boyanowski	P-39 Airacobra	3
Jim Bair	Mig 3	
Norman Becker	Tony	
Dallas Cornelius	Fairey Fulmar	
Walt Farrell	P-39 Airacobra	
Bob Gourdan	Judy	
William Lachman	Boulton Paul Defiant	
Stewart Meyers	Hellcat	
Charlie Sauter	P-51B	
Jack Tisinai	Hellcat	
Stu Weckerly	Judy	

Peanut Race Planes ML		
Contestant	Plane	Place
Paul Boyanowski	Wittman Buster	1
Walt Farrell	Floyd Bean Special	2
Bob Clemens	Mercury Gosling	3
Norman Becker	Buster	
Chris Starleaf	Pogo	
Jack Tisinai	Hulbert Hurricane	
Stu Weckerly	Buster	
Michael Zand	Bonzo	



The Cloudbusters did a great job running the contest, as usual. Lynn Lewis was on hand to help out as the awards were presented, and added a little something extra to the proceedings. Here she gives a smooch to Dallas Cornelius as he accepts his award. Paul Jackson photo

Phantom Flash								Best Three Flights	
	FLT .	FLT.	FLT.	FLT.	FLT.	FLT.	Flt.		
Contestant	# 1	# 2	# 3	#4	#5	#6	Totals	Place	
Patrick Murray	120	4	58	74	120	-	314	1	
R. Preston Bruning	43	52	120	120	-	-	292	2	
Walt Farrell	1	48	86	69	55	110	265	3	
Phil Cox	66	22	120	-	-	-	208		
Mark R zadka	76	9	60	40	-	-	185		
Chris Boehm	91	3	7	48			149		
J.B.M. Griner	3	7	3				13		

"Muncie was great. The highlight was my adventure with the Orion. I wasn't going to take it, because the last time I had it out, it slid on to its left wing, and cracked the top spar (again)...this has been a high maintenance ship....but I packed it anyway. When at Muncie I put in 400 turns, and it looked like it was ready to fly. Wound her up tight and put up a 4 minute flight, still on the field. Great. Retrieved it and wound it up tight again....did 3.5 minutes but this time it looked like it went into the woods...rats.....I couldn't go look for it since it was time for WWI....I had great hopes of flying the Elephant in this event....on the first heat I was down early...the plane never got above eye level...even though I wound it to torque. As I headed back to the van, I decided to put in some dimer times...brought 2 classic dimers (Stinson 105 and a Moth biplane)...both HAD been flying but not at Muncie...Nuts, I thought....I might as well go look for the Orion. I actually drove over to the tree line, about 1/2 mile away. When I got there, it looked like a mess. I decided to go around by walking down the county road, thinking it might have cleared the trees....as I was walking toward the road, there was the Orion, at eye level, in a bush right at the edge of the woods....a white plane on a green background...heck even I can find that...I was ecstatic with the good luck of this find. I had to tell somebody so I called Dave Mitchell--his high flying version was one reason I built mine. I got back to the flight line and for the first time I managed 3x 120 seconds! Won the event too!

Had a great time flying, didn't have any other wins but it was fun to be a part of everything....you know me, I flew until I dropped. I flew P-30 for the first time in years at Muncie....my first flight was awesome, and Chris Starleaf loaned me his motorbike for retrieval...what a fun ride. I only maxed once but it was great to see it flying again.

A great group of guys, good weather, fun flying!"

Wally Farrell

FAC No-Cal Scale			No Max			
Contestant	Plane	FLT . # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Mike Welshans	PA-15	374	171	171	716	1
Phil Cox	Monocoupe 110	440	-	-	440	2
Mark Rzaдка	Grumman Wildcat	72	290	-	362	3
Patrick Murray	K1 - 61	82	240	-	322	
Dan Olah	Piper Vagagon	90	27	78	195	
Stewart Cummins	ME-109	40	46	35	121	
J.B.M. Griner	Bloom&Voss BV-141B	28	36	43	107	

OT Rubber Stick						
Contestant	Plane	FLT . # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Allen Hunt	Gollywock	120	120	120	360	1
Stu Cummins	Sunspot	104	120	120	344	2
Dallas Cornelius	Gollywock	120	120	98	338	3
Dan Driscoll	Thermal Bagger	120	115	100	335	
Jack Tisinai	Akron Favortte	120	84	110	314	
Patrick Murray	Erie Daily Times	120	120	69	309	
Jim Coffin	Gollywock	116	61	120	297	
Mark Rzaдка	Gollywock	43	114	-	157	

Low Wing Military Trainer						*O.O.S.
Contestant	Plane	FLT . # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Patrick Murray	T-34 Mentor	53	70	78	201	1
Walt Farrell	Miles M-18	42	88	70	200	2
Frank Rowsome	Fairchild PT-19	23	53	120	196	3
Jim Detar	Moth Minor	66	120	-	186	
Jack Moses	Fiat G-46	49	37	47	133	
Dallas Cornelius	Fiat G-46	120*	-	-	120*	
Mike Welshans	DH-94	22	42	50	114	

AMA P-30		*O.O.S.				
		FLT .	FLT.	FLT.	Flt.	
Contestant	Plane	# 1	# 2	# 3	Totals	Place
Dan Driscoll	DD-2	120	120	119	359	1
Bob Clemens	Majestyk	90	120	120	330	2
Ted Allebone	Original Design	120	95	90	305	3
Stu Weckerly	Bounder	123	99	51	273	
Walt Farrell	Square Eagle	120	73	65	258	
Jack Moses	Tail Firster	89	78	72	239	
Harrison Knapp	Souper 30	115	74	-	189	
Bill Lachman	One Night 28	56	120	-	176	
Chriis Boehm	Roger Dogger	78	87	-	165	
Stew Meyers	Tail Firster	85	49	-	134	
Allen Hunt	Tail Firster	120*	-	-	120	

Thompson Race - ML		
Contestant	Plane	Place
Tom Hallman	Loose Racer	1
Chris Starleaf	CR-3	2
James Detar	Altair	3
Norman Becker	Altair	
Paul Boyanowski	Mr Mulligan	
Walt Farrell	Mr Mulligan	
Charlie Sauter	Marcoux Bromberg	
Jack Tisinai	Beech Staggerwing	
Michael Zand	Mr Mulligan	

Greve Race - ML		
Contestant	Plane	Place
Chris Starleaf	Firecracker	1
Walt Farrell	Mr. Smoothy	2
Paul Boyanowski	Hanes Firefly	3
Dallas Cornelius	?	
James Detar	Miss L.A.	
Charles Sauter	Suzy	
Jack Tisinai	Caudron	
Mike Welshans	Jack Rabbit	
Stu Weckerly	Mr. Smoothy	
Michael Zand	Suzy	



Charlie Sauter sent these pics of the action at Muncie. Above: The Thompson mass launch. Below: Tom Hallman seems to be waving goodbye as he launches his veteran Jumbo Scale Gadfly on what was to be it's last flight. The third max of the day took the model well off the field on a 6 minute 47 second out-in-a-blaze-of-glory flight.



Bonus Point Quiz



Coal powered aircraft have had a hard time getting past EPA regulations, but perhaps one day we'll take advantage of this readily available fuel and rescue this design proposal from the inactive file. Check your BP score on page 17.

DIELS ENGINEERING, INC.

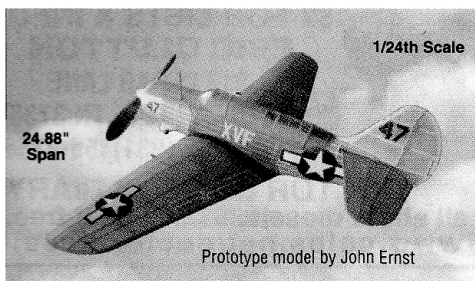
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AMHERST, OHIO 44001

Kit # 44 Curtiss SB2C-4 "Helldiver"

WW2 U.S. Navy carrier dive bomber.

Kit will also make versions -1, -1C, -3, or -5



Prototype model by John Ernst

Complete rubber powered free flight flying model kit contains highly detailed plans and instructions (6 sheets), printwood, stripwood, vacuum formed canopy, color decals, Japanese tissue, plastic prop & hardware.

Sale Extended to Jan 15 for FAC Members

\$27.95 ea. (reg. 39.95)

plus \$9 ea. shipping

(Direct sales only while supplies last)

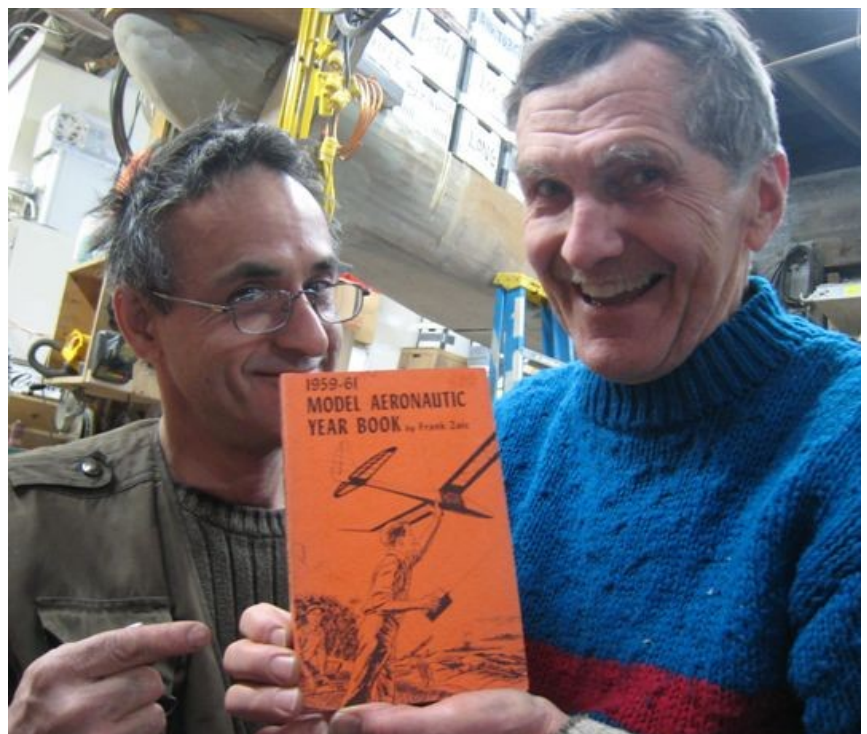
Check out the December Sale in the FM ad

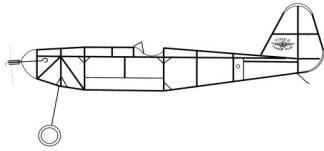
Catalog \$3 or free with order.

We now accept payment by PayPal

www.dielsengineeringinc.com

Bruce Foster - man of mystery. Ronny Gosselin of the Harfang Escadrille sent along this little gem: "I came across something.....Did you guys know that our very own Bruce Foster is the young model that posed for this drawing! Pretty cool I think? "





FAC Profiles

It was suggested that we publish some background information on the people who run this outfit so members could get to know us a little better. Sounded like a good idea for a regular feature. In order to kick things off and also introduce myself to you, I guess I'll go first.

I have been in love with airplanes all my life, and a modeler since I was six. My childhood home was directly under the flightpath of the aircraft that were landing at Cleveland Hopkins Airport. We kids used to wave at the passengers as those propliners roared over at rooftop height. It made a big impression on me, and I guess I've never recovered. I built all types of models as a kid. While none of my stick and tissue jobs flew more than a few feet, I had seen the "big kids" get better results so I persisted. I was in high school before I built one that actually flew; a Guillow's 18" span SE5a. I still have a special place in my heart for that old Guillow's WWI series. Seems odd now, but it wasn't long after that success that I stopped modeling. It was the usual distractions: school, cars, and girls. Then work, marriage and family kept me away from the bench for many more years.

Eventually, the nest began to empty and one cold Winter day back in the early 90s, I was cleaning out the basement workshop and found a dusty kit in the back of a shelf. I decided to see if I remembered how to build model airplanes. It didn't take long to figure out that I didn't. That Comet Jenny looked awful when I finished it, and it weighed a ton. Still, the process of building it brought back some great memories. I bought a couple more kits over the next few years and fussed around with them as time permitted. I was having fun with them, but no luck in getting them to fly. Right about the same time, my wife became interested in those newfangled computers and the internet. It looked like a big waste of time to me, until she stumbled on the "Free Flight Mailing List." I suddenly found the motivation to learn how to navigate the web well enough to participate in the FFML group discussions. The information that was available from that group got me started on the right path. That's where I first heard of the FAC. About that same time on a trip to a local mall, I bumped into a display put up by the Cleveland Free Flight Society, and my Free Flight education really got a jump start. At first, I went to the local contests on a very irregular basis, and began building a bit more. With the help of the guys on the FFML, and especially the CFFS, my models would sometimes actually fly!

It was a long time before I won a kanone, but it was a great opportunity to learn from the masters, and a whole lot of fun. I went to Muncie for the Outdoor Champs in '99 and enjoyed it so much that I vowed to go to Geneseo the following year. By then the hook was firmly set. Modeling became more and more a part of my life. My involvement with the CFFS grew over time and eventually the guys asked me to take over as president.

My main interest has always been, and remains rubber powered

scale models. As a history buff, I need a bit more than pure duration to inspire me. Despite having a pile of kits and files full of plans at hand, I get the most satisfaction out of drawing my own designs and seeing them fly. Over the years I've amassed a pretty fair library of aviation books and magazines (some of them bought with paper route money) to help me ferret out documentation for some unusual subjects. Between the building, the flying, and especially the people, I have no doubt that it's the best hobby in the world.



Rich Weber

FAC News Editor / Treasurer

Plans in the Last Issue

This is a feature that I hope will Not be seen regularly! One of the plans featured in #255, the SAM Sigma 7 Pseudo Dimer, was drawn by Greg West. He contacted us to note that Mike Isermann was not acknowledged for his role in creating the plan as his name was chopped off of the bottom of the page. According to Greg: "He re-drew my plan, cleaning it up quite a bit." Thanks to both Greg and Mike for that very interesting plan.

Hannan's Runway



The runway lights are lit! Bill and Joan are cutting back their stock list, but they still have some great items for stick & tissue modelers. Check it out at their web site:
www.hrunway.com

Or send them a note the old fashioned way: Hannan's Runway
P.O.Box 210, Magalia, CA 95954

BLUE MAX MEMORIAL LIST

Over the last couple of years we have had several inquiries as to why a Flying Aces Club member who had passed away was removed from the Kanone list.

The reason is simple; the space involved for the list, both the computer file involved and in the Flying Aces Club Newsletter.



After much discussion at FAC Council Meetings and with FAC-GHQ, we have decided to add the deceased members that held a Blue Max Medal (16 wins plus) back to the Kanone List in a special section titled "Blue Max Memorial List." This section will follow the published Kanone List each year in the newsletter. The members name only will be listed, not their Kanone count.

Here is where you come in. If you have a family member or friend that held the Blue Max, was removed from the list after they passed, and that you feel should be added to the new special section, please advise the Keeper of Kanone's in writing.

Send the members name and number of Kanone's, if possible to:

Mike Welshans
Keeper of Kanone's Dec.
976 Pearson St.
Ferndale, MI 48220-3118

For inclusion in the 2011 Kanone List, to be published in the May/ June FAC News, this information must be received no later than March 31, 2011.

BP QUIZ answer - 5 for shoulder wing, 10 for flying boat, 25 for twin engine, and 10 for the two contra props, assuming that they freewheel, for a total of **50 points**. Sorry, nuthin' for the smokestacks.

Dogs and model airplanes, it doesn't get any better. Chris Starleaf took his old friend Oly with him on the trip to Muncie for the AMA Nats this Summer. Oly was ailing and on pain pills, but followed Chris all over that huge field. The picture below shows them at the mass launch line for the WWI Combat event. The two of them camped out and had a great time. Sadly, Oly has since gone to his reward. The photo was sent to GHQ, but I'm not sure who sent it. Sorry. It was too good to pass up.



ABOUT THOSE ENVELOPES...

...well, they're expensive. We decided to save a few bucks on the mailing process and use the savings on other newsletter upgrades. The plans will have to be stapled in to make sure they make the trip, but this should pose no problem for the skilled modelers of the FAC. Foreign subscribers will continue to get their newsletters in envelopes - because we can't figure out how to get around it!

Da editor

Editor's note - This is a sample page showing a couple of the ideas we'd like to work into future issues. The bogus items listed are there to give you an idea of the format we'll be using.

We'd like to reinstitute the FAC Contest Calendar, but we need your help. Please send us a note with the pertinent facts as soon as you have the dates nailed down. We'll keep it simple: place, date, contact info. It could help bring some new faces to your events.

Cloudbuster Fred Greg, aka Loopy, has volunteered to take up the duties of FAC Contest Calendar Coordinator. (Thanks Loopy!) He'll be your contact man for all contest announcements. You can reach him one way or another with the information below.

Fred Gregg

13701 Provincial Dr

Sterling Heights, MI 48313-2018

586.884.6919

loopy.cbfac@yahoo.com

Wants & Disposals

If you have items for the "Wants and Disposals" column, we'll fit them in as best we can. Send them to the editor with as much lead time as possible.

Wanted - Hundreds of old FAC T shirts for giant quilting project. Call Edna G. at 401-555-1234

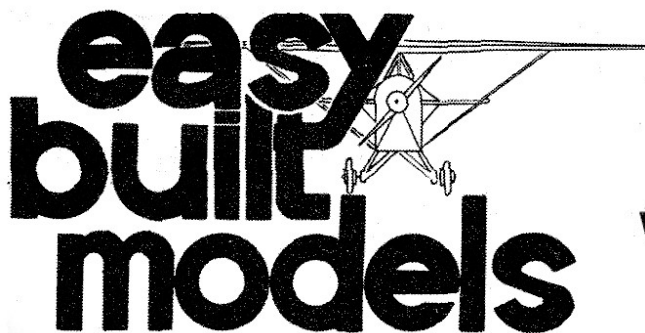
For sale - Original Thompson trophy. Found in junk shop in Burbank, CA. Asking \$35, but will consider trade for fresh vegetables. A Schwarzenegger 201-555-5432

For sale - Huge pile of balsa shavings from the floor of the old Comet factory in Chicago. This is your chance to own a very special piece of Aeromodeling history! These relics will be sold in two pound bags, each certified by the auditors and lawyers from the Guillow's Company. The first 20 people to order will receive a bonus scrap of tissue paper! Don't delay! Rippoff Enterprises 800-555-1234

FAC Contest Calendar

Contest announcements will be run as far in advance as space allows. Please send them to the FAC CCC Fred Gregg with as much lead time as possible.

Auckland, NZ	Augtember 34-35	Kiwi Fly In	Sherlock Edwards CD	watson@nznet.com 02-401-555-1234
Cedarburg, WI	Septober 13	Cheeshead Squadron	Bret Farve CD	413-555-1234
Boylestown, MA	Septober 20	Bay Balsa Bashers	Joe Ott CD	414-555-1234
Pittsburgh, PA	Septober 27-28	Keystone Free Flight Club	Fall Classic Wm. Pitt CD	smpx@riverfront.com 301-555-9876
Cheyenne, WY	Septober 27	Buffalo Country FF Team	R. Cheney CD	xvp@widewest.net 415-555-1234



PO Box 681744
Prattville, AL 36068-1744
WWW.EASYBUILTMODELS.COM

Gone West

(Editor's note: As this issue was going to press, we learned about the passing of FAC co-founder, Dave Stott. We made a few revisions to this issue, and will continue the tribute in January. Our heartfelt condolences go out to his family and many friends.)



Tom Hallman photo

Today and for many tomorrows to come, Dave's family will remember and miss him in ways only a family can remember and miss a loved one.

Friends and acquaintances will mourn in their own way, but they will return to their normal lives in due time.

Dave's FAC family is somewhere in between, physically and emotionally, as we will be reminded of what was every time we think about our next model, or handle a piece of balsa, or prepare a model for launch.

We are all children of our Founding Father whether we knew him personally or not. We are all disciples of his dreams whether we flew on the same field with him or not. And we are all better people whether his hand gently clasped ours or not.

On behalf of all FAC'ers past, present and future I say to Dave in his own words..."You done good kid."

Ross P. Mayo, Commander in Chief, Flying Aces Club.

If anyone would like to send a card to the family, it can be addressed to: Theresa Stott, 4304 Madison Ave., Trumbull, CT 06611-2740.

Cover photo thanks to Mark Feinman



FLYING ACES

Club

9154 Eldorado Trail

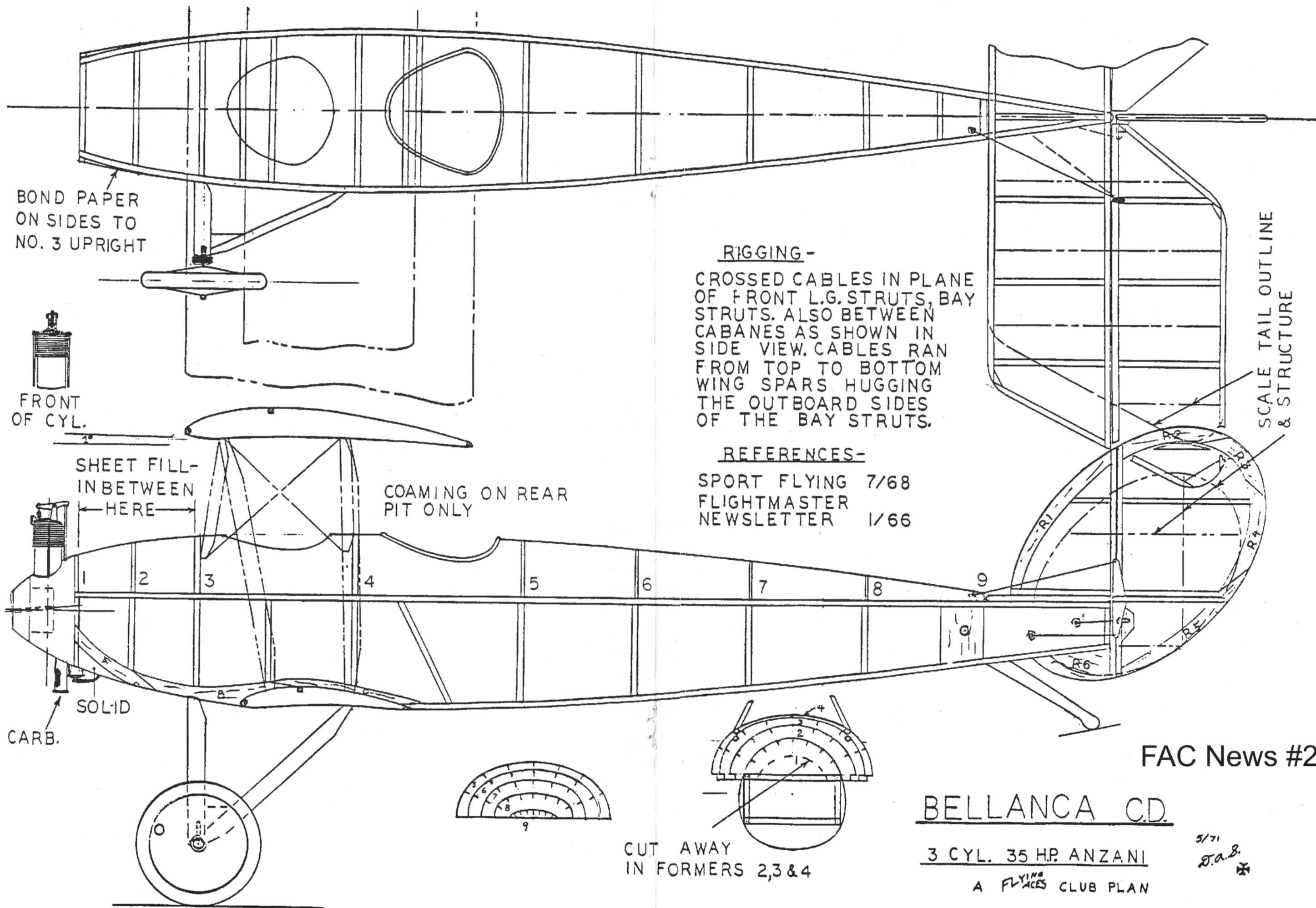
Strongsville, OH 44136

Postage

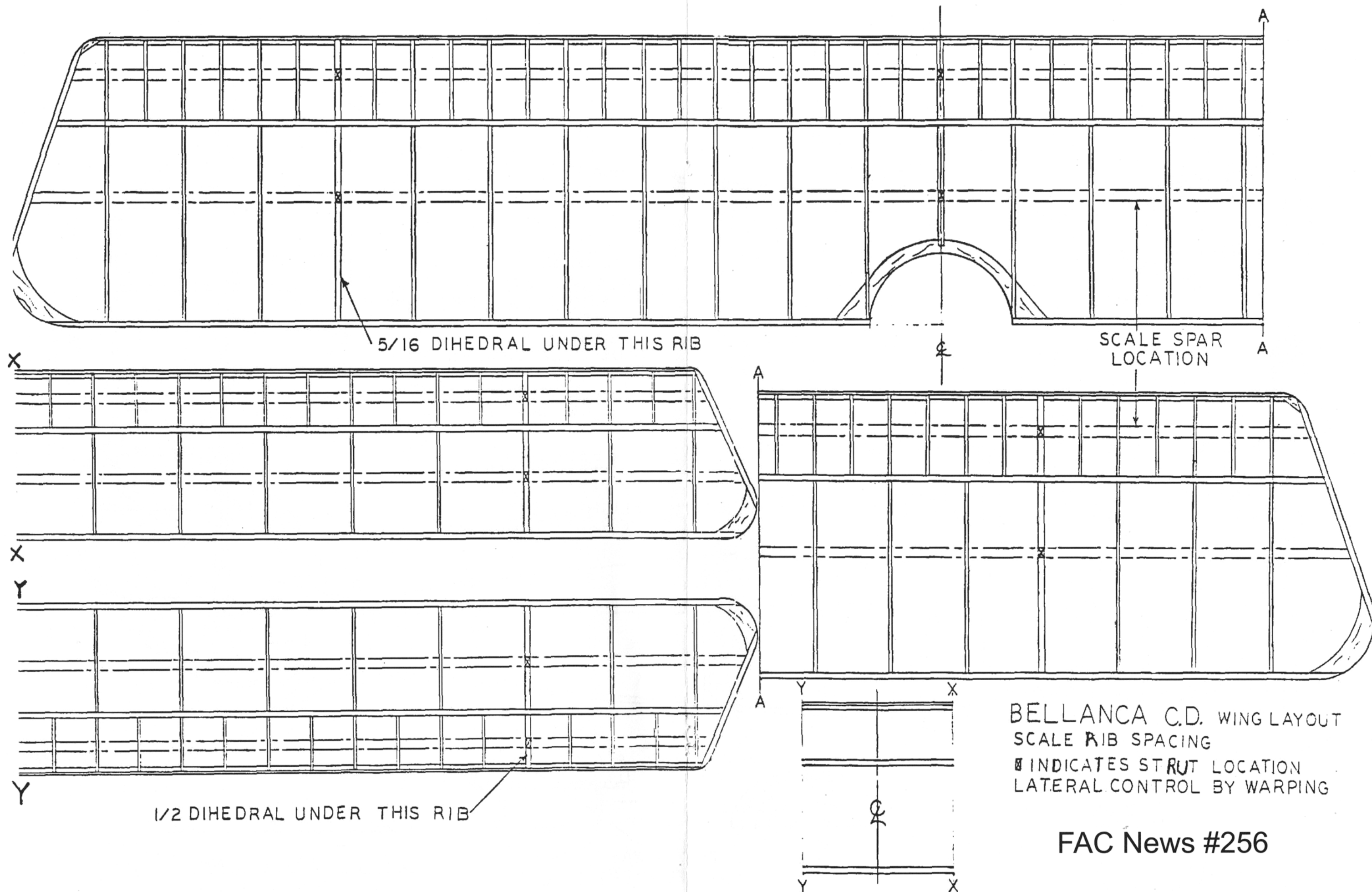
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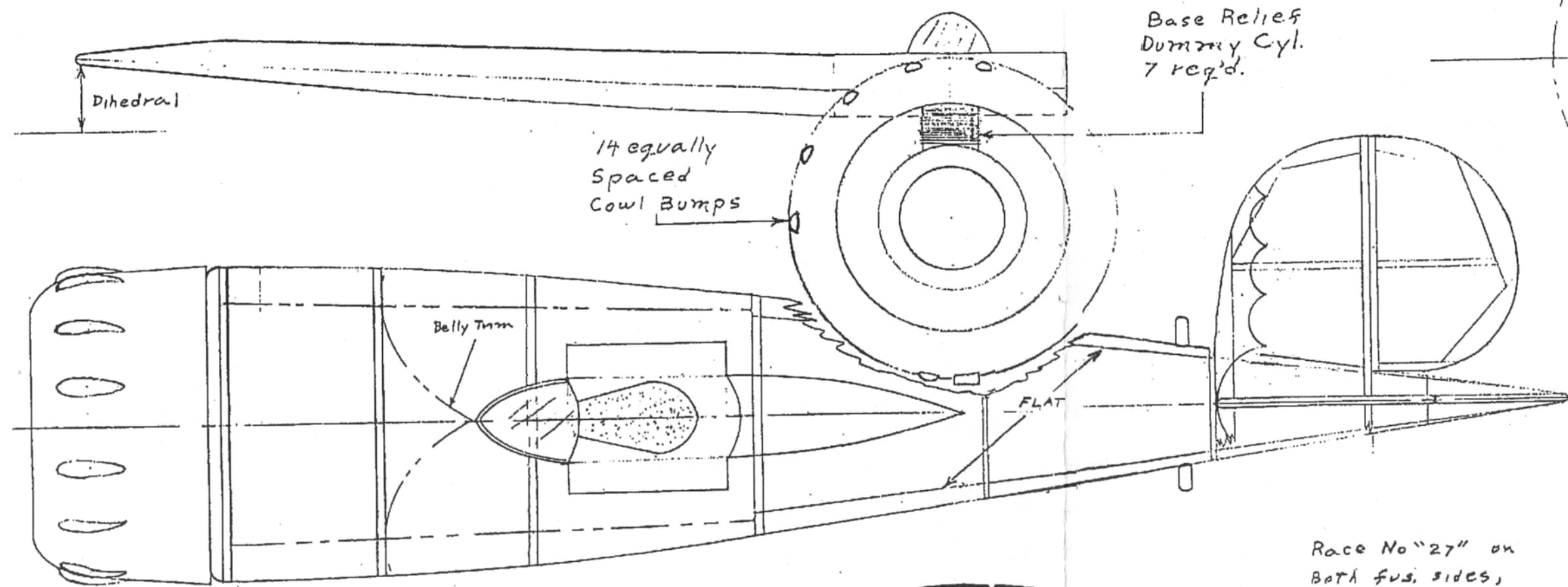
In action at Muncie - Above: Paul Boyanowski with his beautiful Hanover Cl.IIa awaiting the WWI mass launch. Below left: Pres Bruning with his unique Transavia Air Truk. Below right: Ross Mayo presenting Ralph Kuenz with a Plaque marking his induction into the Flying Aces Hall of Fame in 1996. That was the first year for Hall of Fame inductees, and the first time Ralph had missed attending the NATS. Ralph said: "This was a very kind gesture on the part of Ross and a complete surprise to me. It topped off an enjoyable two days of FAC activity." Paul Jackson photos



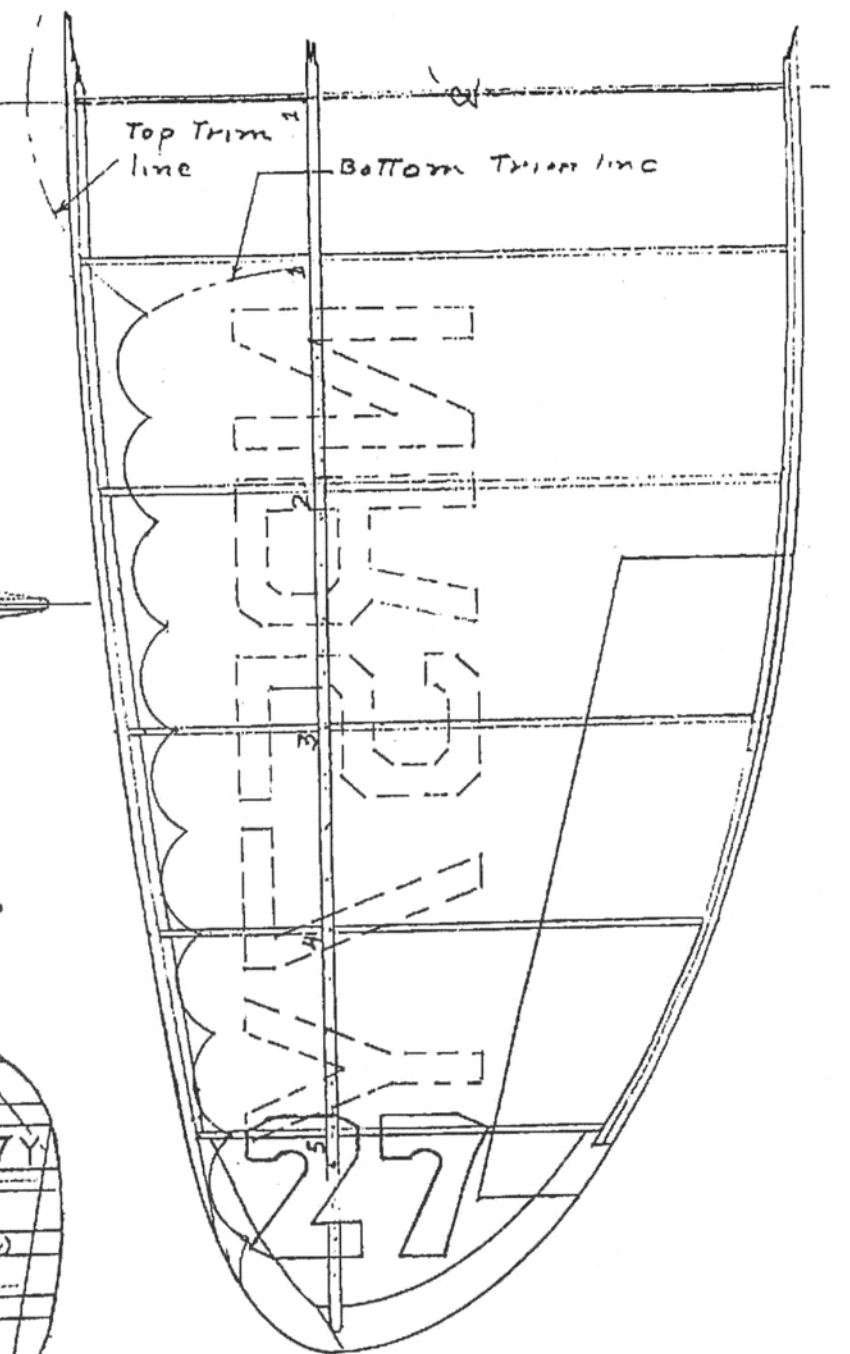


FAC News #256

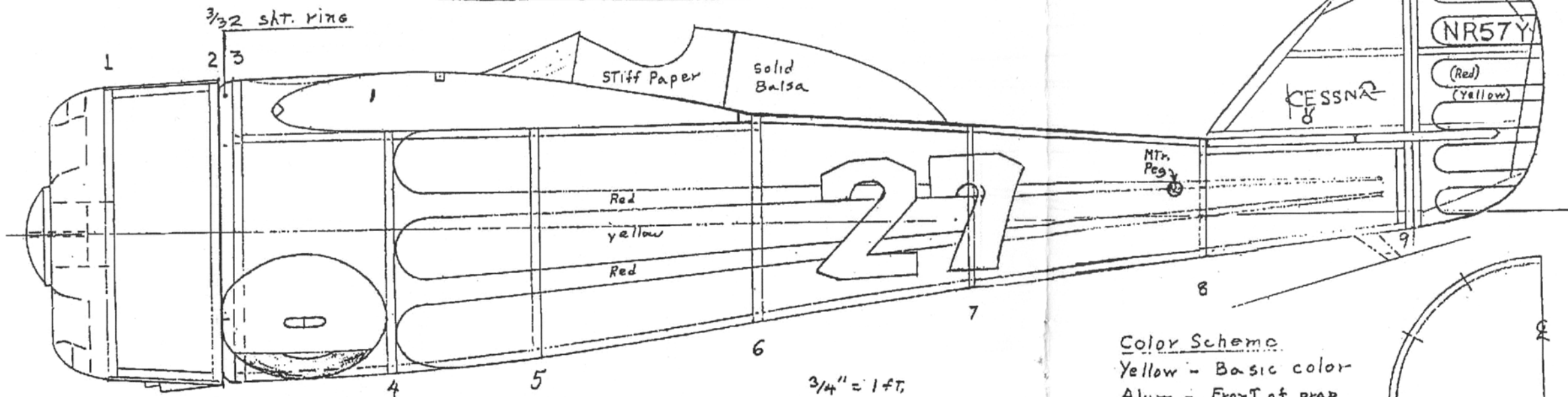
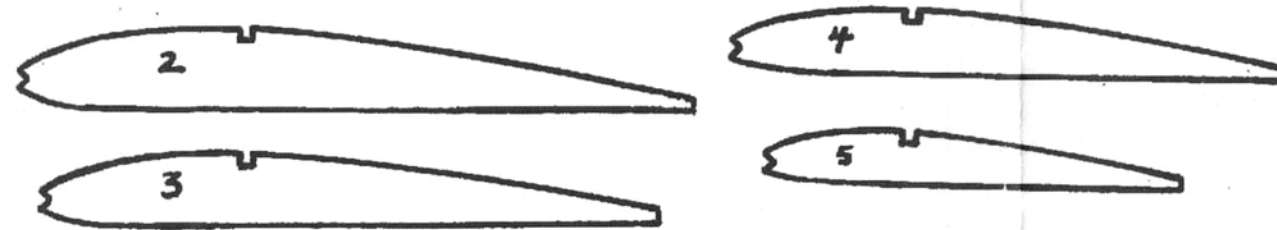




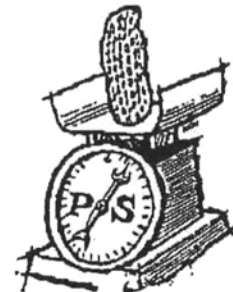
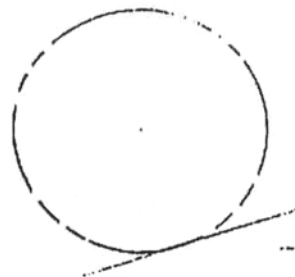
Base Relief
Dummy Cyl.
7 req'd.



Race No "27" on
Both fus. sides,
Top of left wing tip
& bottom of right.



FAC News #256



3/4" = 1 ft.
LIVINGSTON'S
CESSNA CR-3
1933 version
1-70 - G.A.S. #
FLYING PLACES

Color Scheme

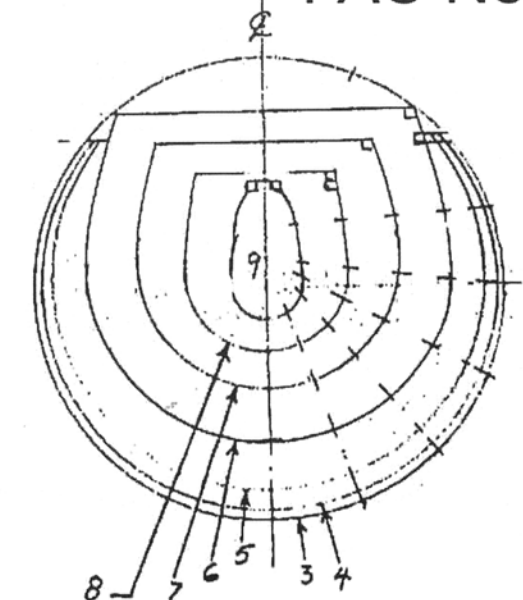
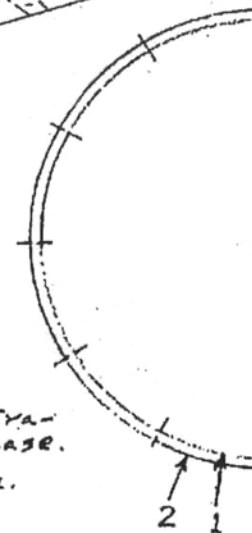
Yellow - Basic color

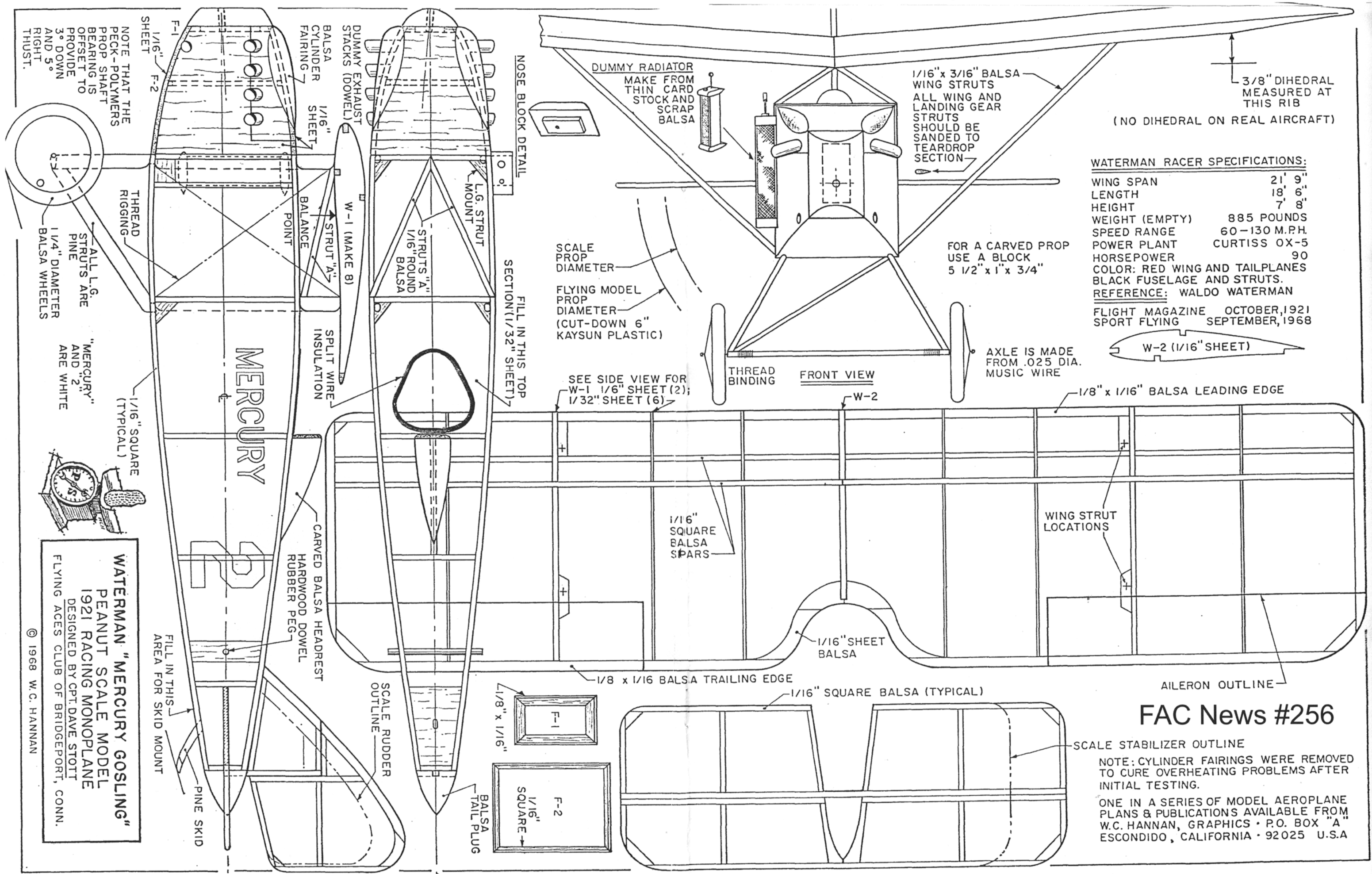
Alum. - Front of prop

Black - "27" Cessna
Trade mark on
fin, tires, back
of prop, eng.
cylinders.

Red - Trim, Wing registra-
tion, eng. crankcase.

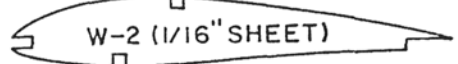
White - Tail registration.





WATERMAN RACER SPECIFICATIONS:

WING SPAN	21' 9"
LENGTH	18' 6"
HEIGHT	7' 8"
WEIGHT (EMPTY)	885 POUNDS
SPEED RANGE	60-130 M.P.H.
POWER PLANT	CURTISS OX-5
HORSEPOWER	90
COLOR: RED WING AND TAILPLANES	
BLACK FUSELAGE AND STRUTS.	
REFERENCE: WALDO WATERMAN	
FLIGHT MAGAZINE	OCTOBER, 1921
SPORT FLYING	SEPTEMBER, 1968



FAC News #256

SCALE STABILIZER OUTLINE
NOTE: CYLINDER FAIRINGS WERE REMOVED TO CURE OVERHEATING PROBLEMS AFTER INITIAL TESTING.
ONE IN A SERIES OF MODEL AEROPLANE PLANS & PUBLICATIONS AVAILABLE FROM W.C. HANNAN, GRAPHICS • P.O. BOX "A" ESCONDIDO, CALIFORNIA • 92025 U.S.A

WATERMAN "MERCURY GOSLING"
PEANUT SCALE MODEL
1921 RACING MONOPLANE
DESIGNED BY CPT. DAVE STOTT
FLYING ACES CLUB OF BRIDGEPORT, CONN.

