

FLYING ACES

Club
News

No. 257

Jan / Feb 2011



WAWAYANDA 2010

Tom Nallen II launches his Dime Scale Fokker Dr.I

Wawayanda 2010



Racer mass launch.

Photo by Julie Farrell



Dick Gorman, Wally Farrell, Clive Gamble, & Tom Nallen II - the final four in the WW II mass launch.

Tom Hallman photo.



Chris Starleaf with his DH Drover.
R.W. photo



Octavian Aldea from the Escadrille Harfang launching his fine flying Tu-2.

Tom Hallman photo



WW II mass launch final round.

Tom Hallman photo

Fair skies and light winds greeted the fliers at Barron Field this year. Check out the complete report inside.

On the cover: Who says Fokker Triplanes don't fly? Tom Hallman photo

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Plans - An original design from Tom Nallen I for a 16" Wedell Williams 44; Jimmie Allen Bluebird Racer to go with Matt King's construction article; a 1936 Guillo Ten Center - Fleet Trainer; and just in time for the indoor flying season we have the Variant Bostonian by Clarence Mather. Our thanks go to these contributors. We wouldn't have a newsletter without them!

S n a f u D e p a r t m e n t

I sincerely hope that this department remains small. It seems that no matter how many times we go over this stuff, a few goofs manage to slip through.

No. 257 had this one in the "Minor Rules Changes...etc." --- the item for "pg. 24, Jet Cat Scale", article 2) is wrong. It should read: "The maximum total width of the rubber loop may not exceed $\frac{1}{2}$ inch."

If the **Dreaded Red X** shows up on your address label, it is time to renew your membership which includes six issues of this newsletter.

Please note: the Red X is the only notice you will receive.

USA = \$18.00 cash, check or money order.

To our loyal CANADIAN and OVERSEAS MEMBERS: I wish I had good news for you, but alas...not yet. At this time we still can not accept personal checks 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 more convenient.

CANADA = \$25.00 US

OVERSEAS = \$30.00 US

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

From the Editor's Desk

Rich Weber, Editor / Treasurer

"All change is for the worse."

I've been getting lots of feedback about the changes to the newsletter. So far, all of it has been good so I figured that I'd gather the troops and try it again. Thanks to all of you who have taken the time to write. It has been a lot of fun putting it together, and quite a learning experience too. I hope that the process will become more routine as time goes on, (so I can do some modeling) and I hope you'll help out by sending me some good "stuff" to work with. It should be noted that I don't do this by myself. *The FAC News* wouldn't look nearly as nice without the help of Mike Isermann, Dave Mitchell, and Greg West. They are the guys who pitch in with typing and proofreading chores. And it wouldn't be much of a newsletter without the guys who contribute the plans, pix, and articles. Thanks to these folks, and all of you who have helped out.

The last issue had quite a few pages devoted to official business, and there's more in this one. With all the improvements going on at GHQ, we think it's especially important to keep the membership in the loop. I intend to increase the modeling content and cut back on the administrative portion once we get the new systems in place.

Annual Renewal Date

One of the big changes that we will implement in the new year is a switch to a common annual renewal date for everyone. The old "**Red X**" system was adequate for a small outfit, but the amount of work and confusion that it generates in an organization the size of the FAC has made it unworkable. The switch over will be the only tricky part. In order to make the change, we will set up a prorated dues structure later this year. Your "**Red X**" issue will come at the usual time, but the amount due will be adjusted to reflect the amount required to carry you through the rest of the FAC fiscal year. By May of 2012, we'll all be on the same schedule, and peace and harmony will reign throughout the land. Details will be published in the next issue. For the next few months, we'll continue as before. The transition to the common renewal date will be easier to implement if members would send in single year renewals until the switch over is complete.

Back Issues

Another change (there's that awful word again) will be the way that back issues are handled. We'll continue to have a few extra copies around, but we will no longer post date your subscription to catch up on issues you might have missed because your payment was late. If your dues payment arrives after we've gone to print, it will be applied to the next issue. If you'd like to purchase the issue you missed, we can send it out to you for \$5.00 per copy.

Returns

We get quite a hand full of newsletters returned to us by the Post Office. We have to pay for this service as the Bulk Mail rates do not cover returns. When the member realizes that he's missed an issue and requests that we send it to his new address, we end up paying the postage three times, which is more than the cost to produce it in the first place. Not good. Without the Return Service request on the label, any newsletter that isn't deliverable will go into the dead letter bin. Members who move without giving us advance notice will not receive their FAC News until they contact us with their current location. They will be able to purchase any missed issues at \$5.00 each. This might seem harsh, but we are trying to keep the FAC running on a break even basis, and this is what is required to keep us on track.

We make every effort to include the last minute renewals and address changes on the mailing list. The printer has been very accommodating and has allowed us to make those changes right up to the point where they're doing the final print run. Any newsletters that have to go out after that point have to be processed by hand, and are not included in our bulk rate contract with USPS. This causes a lot of extra correspondence, wastes time and really jacks up our postage costs. It has become a real drain on the organization. (Especially on the editor!) Please understand that if your dues are late, you'll miss an issue.

Membership Questions

It's a busy time at GHQ as we work on implementing a lot of improvements in the organization. We do want to hear your suggestions and requests, but please keep in mind that this is not a business. The officers, board members, and council members are all volunteers, and (most of us) have lives outside of our FAC activities. We will do our best to respond in a timely manner, but we ask for your patience.

Membership and newsletter problems (that's my turf) get top priority here. Please be assured that my goal is to make things right. If you have a problem, or know of another member who has a problem with their membership/dues/newsletter, please contact me without delay. I've got a mailbox just for membership issues:

join@flyingacesclub.com

If you're connected to the internet, you can help your club save some postage, and get a quicker response if you contact me via email. Please send us your email address with your renewals so we can contact you quickly if there are any questions. For newsletter submissions, please use my other email address, and use it often!

Keep 'em flying,

Rich Weber

newsletter@flyingacesclub.com

Bonus Point Quiz



Answer - page 10



News on the Wing

R O S S P . M A Y O , C I N C

www.flyingacesclub.com

There it is Clubsters...the OFFICIAL web site of the FLYING ACES CLUB. When you're done with this issue of the FA Club News, check it out!

For those of you who have yet to "get on line," or swear there is no place in your happy castle for the Internet, don't worry, there are no plans to eliminate the paper copy of the FLYING ACES CLUB NEWS. The post office will probably go belly up before we go totally cyber or something else yet to be invented.

As someone told me a while back, "Traditional ink and paper...that's for me. Hell, I can't take a computer into the john." Well, that was so very true just a few years ago, but as someone also said, "If man were meant to fly..."

So, whatever your life style or level of technical skills in this "connected age," enjoy all that Rich and the other contributors have to offer in issue # 257...your way.

Back to the website...like my search for the new FAC News editor, finding the right person for the responsibilities of "web master" took a while. I know Dave Mitchell is THE web master to take us into the "electronic age." Helping Dave is Stew Meyers as "Technical Assistant" and right hand man. Please join me in helping them make the site right for you.

Our site has been in the works for some time and will continue to be a work in progress including links to other sites that are of interest to FAC members. If you or your club has a site or you're in the hobby business, please contact Dave at webmaster@flyingacesclub.com and he'll get you "linked."

The site has several pages up and running with a few still "under construction" as they say in the business. Several more pages are planned for in the near future.

The primary purpose of the website is to communicate with the membership first and then the public at large. In this age of instant electronic communications and for the FAC to stay happy, healthy and accessible to non-members, the web is where it's at.

Suggestions for the web are welcomed. Just drop a line to webmaster@flyingacesclub.com. For the time being, please do not ask for or expect a "forum page." And that is all I'll say on that subject for now.

One of the first issues I would like to see up-dated is the FAC Squadron List. Several members /clubs have posted this information on their sites for many years and I thank them for providing this service. I think it is now time for GHQ to assume that responsibility.

And why is the list so important? Because I receive queries from new

and potentially new members wanting to know if there are any clubs in their area to fly with. These people are looking for flying buddies and sites. Can you really ignore the opportunity to sign up new blood?

To place a complete and accurate Squadron List on the website your cooperation is needed. Every Squadron Leader must contact the web master ASAP with all the current data. Provide your Squadron's name, number, leader's name, contact information, address, phone number, email address and website if applicable.

As a club member of a "local club" (and you know your former squadron leader is no longer active with the FAC), step forward and take command! Send us your contact information. If you're at all like the rest of us and concerned about your club's growth or sustainability, now is the time to do your part! Communicate with us!!

If you don't belong to a squadron and want to establish one, please contact me. It only costs you a little imagination to come up with a name and then a few minutes of your time to send me the particulars so I can assign you a number. And it only takes a few members to become a squadron.

Another issue about electronic communications in general: when contacting anyone in the FAC family via email, be sure to type "FAC" in the subject box as a matter of good practice and proper email etiquette. Personally, I delete any emails without "FAC" in the subject box if I don't recognize the name. I don't know about you, but I sure don't know all your names...yet.

And finally, for this issue of "News on the Wing," if you have something of importance for yours truly...yep, you guessed it...you can reach me on the web at cinc@flyingacesclub.com.

I hope you all had a great holiday season.

Take care, Ross.

Web spinning

ALL THE RUMORS YOU HAVE HEARD ARE TRUE

Well, some of them, anyway. Yes friends, the official FAC website is a reality! Check it out at www.flyingacesclub.com. As your webmaster, I've worked hard to make the website functional and reliable. Towards this end, I will be keeping the bells and whistles to a minimum, so that I can focus on providing you with timely and accurate information. What does this mean? In a nutshell, that the site will focus on that which concerns the FAC directly. There will be no on-line forums, or vast photo/video libraries, or exhaustive year-round listings of results from every contest in the U.S. What you WILL find is everything that you need to know from and about FAC/GHQ, including the following:

- All FAC contest rules.
- All necessary FAC contest forms, downloadable.
- Information about the FAC Newsletter and subscriptions.
- Information on major contest events, in particular the Nats and Non-Nats.

- Important announcements from the CinC (heads-ups, alerts, rules revisions, etc.).
- Links to useful and interesting free-flight resources, and to free-flight vendors.
- And more!

Here's one-hundred and seventy six words about the FAC contest rules...in order to adapt the current rules to a web-based format, changes had to be made to their structure. You will notice differences in the general outline of the website-published rules vs. the hard-copy, printed 2010-2012 rulebook that you currently hold. I have made every effort to insure that the CONTENT of the website rules is consistent with the printed copy, *allowing for any revisions and changes that have been made since that printed copy was produced*. What this means is that, if I do my job well, the rules as they are presented on the website will represent the most current, up-to-date and reliable source for FAC rules on the PLANET. No pressure... anyway, I would also like to say that when the 2012-2014 rule book comes out, it and the website rules will be identical in content and structure. Give us a little time, and we WILL get these all these cats in the bag!

OK, onward. The website also provides you with several e-mail addresses by which to contact key figures in the club. In particular:

cinc@flyingacesclub.com Use this address to contact Ross Mayo, GHQ.

newsletter@flyingacesclub.com This address connects you to Rich Weber for FAC newsletter submissions.

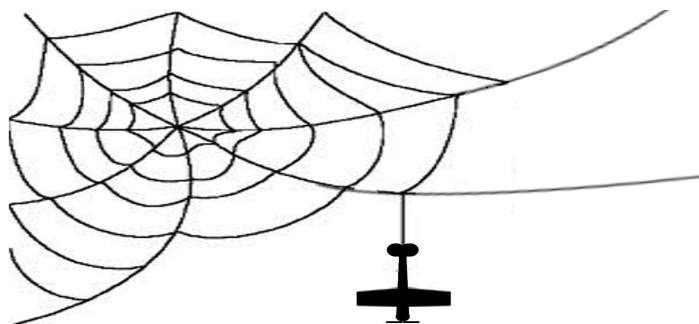
join@flyingacesclub.com This address connects you to Rich Weber for information about *joining the FAC or renewals*.

webmaster@flyingacesclub.com The address to use for questions or comments about the website. Use this address also to suggest links to other websites that may be of interest to FAC-ers.

Lastly, for all of you chomping at the bit for a full-fledged FAC e-commerce empire... eh, probably not. But we ARE looking into the possibility of establishing a PayPal account so that subscription/renewal payments can be handled electronically. This would be an especially welcome development for our non-US subscribers. Again.... we're working on it. Patience, grasshoppers.

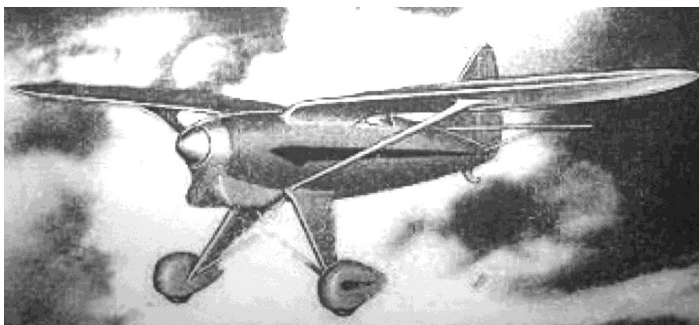
I hope you find the website to be a useful resource. My sincere thanks go out to my co-conspirator in all this, Stew Meyers, who dragged me kicking and screaming into the HTML swamp and made me a better webmaster for it. Enjoy!

Dave Mitchell
webmaster@flyingacesclub.com

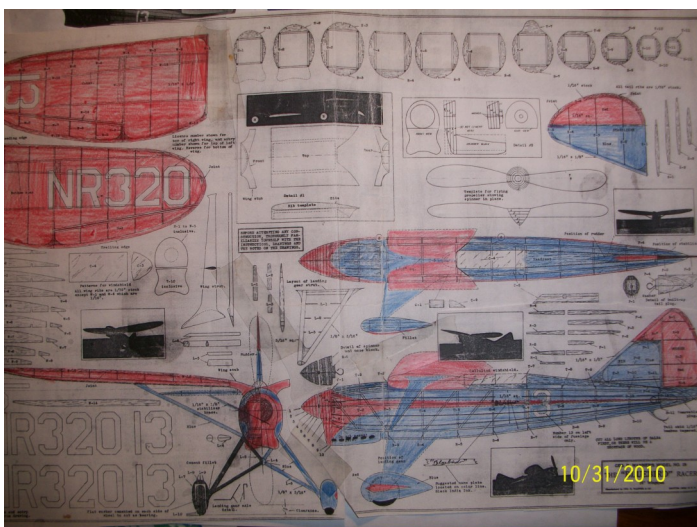


Jimmie Allen Bluebird Racer

Matt King



Thinking back, I fell in love with the Bluebird racer many years ago as I perused the Golden Age plan book. The bubbling over of enthusiasm to build it came as a result of a number of things. First, the elliptical wings were tantalizing, the raked forward LG with big, bulbous, Waco style wheel pants, and the spinner pointed nose complete with a cowling featuring an inverted V-12 engine of your dreams. Also, I needed a racer to build for the annual unofficial Cole and Rita Palen Memorial Model Meet held each year at my high school tech lab in Red Hook, New York. This year's honorees were the racing planes of the 20's and 30's. Now, I wasn't sure if the Bluebird was a real plane or fictitious, but no matter, I always wanted to build it. I was challenged to build it as people felt that a ship like that should be there and I was determined to make it so. I found that, in fact, the Bluebird is not a scale ship. Wouldn't it be cool if it was real? We'll find out more about this later.



I found a prop system from a German Manufacture in a school supply catalog and ordered some. It has the spinner and prop combo with a spring loaded a free wheeling mechanism. It has a high pitch helical shape and I felt that would complement the fuselage nicely. I found a blog page on SFA where Al Backstrom and Pete went back and forth about this prop and its pos and neg aspects. It requires lots of rubber to get the prop to spin fast enough. I cut it down some and sanded the leading edge. It is indeed heavy and so I recommend a built up prop, spinner, and thrust button. Doing this, I'll be able to remove the tail weight and make the plane so much lighter.

The fuselage built up well as a box structure would. Seemed like the formers were the correct size (portent of things to come) and shape and fit well to the box structure. The tail cone is two blocks, hollowed out and glued to the keels. I hollowed out extensively the laminated nose block to lighten it some.

The tail feathers were straight forward. The fin/stab connection required some thinking. The stab is up on the fin somewhat ala an Me 109 but it was unclear as how to mount the stab to the fin. I added 1/16" sheet in the lower front fin(vertically) and a tube(plastic) that connected the two stab halves through the hole in the 1/16 sheet in the fin. Adding glue to the left and right sides of the tube, I then pushed the stabs on until they pushed up against the fin covering, aligned them to each other and let dry. I now have an adjustable flying stab. Anyway, it works very well and is easy to adjust for correct glide angle.



The landing gear is of the typical balsa sticks sanded to streamlined shapes and glued to the fuselage longerons. No wires for attachment to the fuselage. The wheel pants are laminated sheets glued and sanded to shape. Love those wheel pants!

The wings are so beautiful with the elliptical shape that you can't help but fall for them. Then they sit atop the fuselage with the gull-wing configuration. Heavenly! The only thing against elliptical wings is that you make each rib twice and that's it. No mass production, unless you want to make more than one Bluebird. My Avro Triplane was great because all the ribs were the same, but alas, there were way too many of them. After cutting one wing's worth of ribs I found that they were all too short. The ribs were all too short on the plans. Check the length before you start cutting and be sure.

The center section is carved balsa block and to strengthen that I used a built up structure of ribs/former/stringers and sheet covering. Aligning the wing panels at the LE and TE of the wing panels and their mates on the center section was easy enough. Slip the center-section into the fuselage slot and she starts to take shape.

I used Jap tissue of blue and red after color penciling the plans to see how she'd look. I over lapped the fin/rudder and stab/elevator lines by putting red on first and then blue at the hinge lines. The fuselage stripe is red tissue nose to tail. White domestic tissue numbers were used on the fuselage and wings.

I enjoyed the build and even the trimming as it was easier than most (as one might imagine with shoulder wing and long nose.) She came out a bit nose heavy with the prop and spinner combo I used. I had

to add weight to the tail to get the CG right. To lighten the whole thing a new prop and spinner are in order. I moved the rear motor peg forward to aid CG balance also.



The info I've included rates this model for FAC Jimmie Allen, FAC Old Time Stick (unless "endurance" is a problem), and Fiction Flyer events. The info for the Jimmie Allen is from FM 6/00 in the Old Timers article. A Mr. George Talas of S. Euclid, Ohio provided the information about the old "Jimmie Allen" radio show of the 30's. The Bluebird and the Monsoon 800 raced in the Vanderpool Race in the radio show's air race adventure. George D. Wanner kitted them for the promotion of the radio program and they sold for \$.89 at the Pure Oil stations, known as Blue Flash in Cleveland. Mr. Talas supplied some other info as well in the FM article of June 2000. I'd like to build the Monsoon 800 some day to complement the Bluebird. Haven't found any plans for that yet. Has anybody seen them?



The Bluebird was also known as the Scarlet Tanager. This makes me want to build another just do the paint job. The black and white, front-left quartering view is of the plane with the Tanager paint scheme.

Enjoy your build and hope it won't fly away on you.



Boys! Girls! Grown-ups! JOIN NOW!

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KLZ, Denver . . . 5:15 P.M.	WTMJ, Milwaukee 6:00 P.M.
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RUBBER SCALE RENAISSANCE

Roger Willis

I HOPE THAT MANY OF YOU FREEFLIGHTERS read Vic Nippert's column in the March issue of FREE FLIGHT. Vic sort of threw the hypothetical egg at some of us who are suffering from early mental calcification [my wife says that sort of describes me at times].

Vic's point was very straight forward. Free flight needs some overhaul work, some creative thought and some action on the part of its devotees or it will calcify and break.

I would like to focus on two areas where efforts need to be focused: New Flyers and New Opportunities for them to fly. If you begin to think through the current recruitment efforts or attempt to apply some that were in vogue around 1000 years ago, most come up short. For example , "let's get some young blood in this club." How many times have you heard that at a club meeting? Well, it's a very tough cookie to crunch. Very young folks do not have the attention span for building stick and tissue freeflight. I coached several Science Olympiad Jr. High School teams and I have some up close experience with 12 year olds who say..." you mean I actually have to build this thing. Can't I just buy it built? " Teen's are another story and Young Adults are difficult to get interested.

So, keeping Vic's challenge in mind, where is the potential population to grow our hobby? I think the new training and recruitment model, at least one of them, is in what is called out my way...the ACTIVE ADULT COMMUNITY. In the West, we have a lot of these communities. Usually it's a fifty-five and over age group , no kids and most of these folks are near or at retirement. These communities are searching for ways to have fun and keep busy and involved. Many of them have centralized areas for meeting that could be used as builder training areas. Given a certain set of building, training and trimming skills and a little marketing focus and one could "flyer" the community for interest. Based on the response level and a pre-established course fee that would cover most materials, you could begin a building skills class that could turn into a flight trimming class..that could turn into new members who love to build and fly. Many of these guys and some gals too, used to do this when they were young. The memory of that first model airplane never really goes away. These communities are very supportive of these kinds of "activity efforts" As a first aircraft idea, we might use the FAC MOTH. If you think about that model, it incorporates all the building and flight trimming skills in one good flyer bundle.

Well, I hope a few heads are being scratched on the above. I hope to try this idea when I move to Arizona soon. I will be living in a new Active Adult Community.

Now here's a quiz question...How many of you can tell me what WESTFAC is and more importantly, what it's trying to do for Free Flight???

This is an open book quiz so you can go to our website at www.westernfac.com and get the answers to the quiz. We are a brand new free flight regional event in the western United States. We are part of the FLYING ACES CLUB and we report to FLYING ACES GHQ in Erie PA. Our Commanding Officer is Ross Mayo and the late Lin Reichel is our inspiration. Our early goals are to develop a core leadership group , or WORKING COMMITTEE, and hold large regional events at three Western venues: Texas, Colorado and California. The first WESTFAC was held in Perris California at the SCAMPS Flying Field in 2007. WESTFAC II WAS in September 25,26 and 27of 2009 in Gainesville Texas and WESTFAC III will be held in Denver Colorado in June of 2011. We hope by rotating this event, we will meet our first goal and that's to develop key leadership in a brand new regional free flight event. Keep us in your prayers folks.

This new regional , includes 23 events and is focused on free flight rubber, power and stick and tissue flying. Your support for these new efforts will be crucial to their on-going success.

Vic really got me thinking. If I can do these two efforts, and five or six of you can too....we will begin to expand free flight and grow our wonderful hobby. Guess my next step is to get into a real airplane after talking to the city planners and go looking for a three minute field we can use . Where I'm going that will take a "friendly farmer."

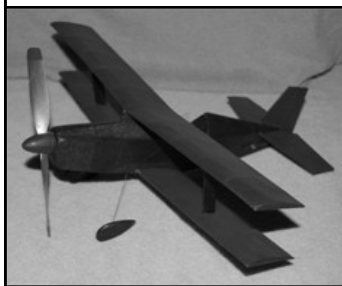
Many Maxes to All..... Roger Willis



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FAC Profiles

My name is Michael Isermann. I am 48 years old, a Texas native currently living in Houston, I am married to my wife Michelle, and have one 13 year old son named Grant. My favorite aviation era is WWII, favorite aircraft of that era is the P-51D Mustang, and my modeling focus is concept planes. My favorite modeling memory: The smell of TD fuse and burning glow fuel at one of my first model airplane contests in Benbrook, Texas. Modeling Mentors: My Dad, Bob Isaacks, Mike Midkiff and Bob Frazier.



I have been an enthusiast of all things aviation for as long as I can remember. My father is responsible for setting me on my modeling journey. At age 6, Dad sat me down at the edge of a ping pong table in our family room and began to teach me the finer points of building a model glider. I remember it being a rather nice Graupner kit from Germany called Der Kleine UHU.

Upon completion of the glider, Dad and I went across the street into the neighbor's yard which overlooked a long sloping hill that swept to a valley below. My Dad gave that glider a gentle push and to my complete amazement, the plane flew all the way down that hill with me running beneath it!!! That one flight lit an unquenchable fire in my soul! From that day forward I was infected by the Baslabug. And I have yet to find a cure. But I'm not really looking either.

I have built many airplanes over the last 40 years. I have participated in just about all disciplines at one time or another. The list includes U-Control, power free flight, OT rubber, OT Powered FF and even R/C. But it wasn't until 1991, when I seriously dabbled in free flight scale, that I found what I consider to be, my Mecca of modeling. Sure, I built Guillows and Comet scale kits as a kid, but I never really understood the science of scale modeling. All that changed when my old friend Bob Isaacks introduced me to a group of scale modelers in Houston. I received my scale indoctrination from Bob Isaacks, Mike Midkiff, Charley Hill, Dave Collins and Harold Harding. And what an education it was!

Since that time I have become heavily involve with the Flying Aces Club (FAC) and I've spent a fair amount of time traveling the country participating in contests. I enjoy writing articles about the different aspects of scale modeling and love to develop and try new building techniques. I find the most satisfaction in designing and building from my own plans. I recently accepted a volunteer post as contributing editor of the scale column for the NFFS Digest and it is my hope to bring new participants to our world of scale modeling.

There is nothing like the art of stick-n-tissue. We are all truly blessed to be part of this great hobby. For me, the best part of this hobby is the people that I have been so fortunate to meet. The fellowship and bonds that have developed over the years are something only those of us who participate can really understand. I am thankful for those who came before us for their contributions and innovations and I eagerly look forward to future scale modeling activities. It is with honor that I will continue my duties as the Southwest region's representative on the FAC Council and will do everything I can preserve the traditions and spirit of the FAC. Hope to see you on the field!

Thermals,
Michael Isermann

NFFS MEMBERSHIP & RENEWAL APPLICATION

Mail to: NFFS Membership Office
118 Gentry Circle
Lafayette, LA 70508-6326
USA

Make checks payable
in U.S. dollars to:
National Free Flight Society

Dues include a mandatory \$.50 per year for NFFS membership.

2 Year White Membership includes memb. card and 2 NFFS decal sheets.

1 Year NFFS Blue Membership includes membership card and 1 NFFS decal sheet.

US Residents (Age 19 & over) ☐ 2 years **\$48.00**
☐ 1 year **\$25.00**

Junior Membership (U.S. only) ☐ 2 years **\$18.00**
Age 18 & under as of July 1 of the current year ☐ 1 year **\$10.00**
Copy of birth certificate required for new memberships.

All Non-U.S. Residents ☐ 2 years **\$75.00**
(To use VISA or MasterCard, see ☐ 1 year **\$40.00**
Important Renewal Information above.)

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Getting the Weight Down

Mumbo Jumbo #147
from the Glue Guru

When finished, A model can easily weigh twice it's projected design figure, a weight gain offering a serious blow to both performance and stability. Can something be done here?

Yes, Especially in the planning and building stage and it's worth some mulling over. Take balsa wood density and strength. We tend to use the hard heavy stuff rather than light quarter grain wood. For one thing the heavy wood is stronger. It's also cheaper. Finally it's much more easily found; unhappily, the light stuff takes some searching. True, there are places where the strong stuff is necessary. For example at the front of the model where crash damage is most likely. With the tail end largely impervious to crashes, the lightest possible wood will do there. A light tail does more than save weight locally, for it also increases stability. Finally, it reduces the amount of compensating balance weight required up front. In short: go with a light tail-even one that seems too light is worth a try.

Think through the issue of solid sheet. Where ribs are concerned we use a great deal of sheet, perhaps 1/16th or so thick for Jumbo. It is tempting to cut holes in the ribs to save weight, but I suspect this to be pointless. The amount saved is tiny and the result is a rib weakened by the cutout. It's much better to reduce the overall weight by using the lightest possible stock.

As for built up ribs made with slender sticks, steam bent and glued, I suspect that the glue weight and building time taken together add up to too big a drawback. Solid sheet, if light, is much simpler and will do the job effectively.

Leading edge wood, especially outboard sections approaching the wing tips, must be of the heavy strong type, for here too we need crash protection. Elsewhere go with the lowest weight wood available.

When that wing is done, use the lightest finish: dyed tissue and sprayed clear lacquer. Heat shrink plastic covering is much stronger but will cost you heavily in terms of weight. Yes, it does have the virtue of lasting for years, fully taut at all times, but the price is too high. Ditto the use of colored spray paint. These are extremely heavy, especially those approaching white in color. usually non-employment of paint will lead to scale inaccuracy- one that can be avoided only by careful gathering of prototype photos before construction. Pick the prototype colors that don't require paint. If you are forced to use some paint and have a choice, go with black--it's usually the lowest in weight.

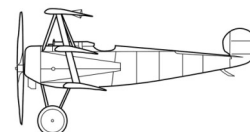
Polystyrene foam has a virtue of weighing in at 2 or 3 pounds per cubic foot, or about half the weight of the lightest possible balsa. Unfortunately, it's difficult to carve and is useful mostly in block form, such as a sanded wing tip. However, the resulting block may be relatively heavy and is easily crunched. I think a built up balsa tip is a better bet.

One place with weight saving potential is the rubber motor itself. Yes, it's energy is the key to flight, but is the torque appropriate for maximum performance? Reducing strand number (and weight) may result

in a better match with the prop's requirements, resulting in a longer, more stable flight. Perhaps not, but it is one of the few things that can be done after the model is finished. Try it.

An Advert for myself

The next volume of Leon Bennet's Great War Series is " Fall of the Red Baron", available from mid December onwards. Using much the same approach employed in the Glue Guru articles, the work deals with his highly controversial death. Much fake evidence is exposed on the way to a clear conclusion. Available through Amazon, Barnes and Noble and your favorite local book store.



BP QUIZ answer - Our panel of experts has come up with multiple answers for this oddball. See which one agrees with your assessment:

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Report from Wawa

Tom Hallman

When was the last time your face hurt from smiling so much? When was the last time you saw grown men skipping and whooping it up? Probably not since your favorite team won the World Series. When was the last time you flew all day with the only concern being which way to launch...because the air was dead calm? Yes, all day! This was the situation for the 36 FAC flyers who made the decision to attend the 2010 Barron Field Air Races in Wawayanda, NY. It was other-worldly. Mild wind and unseasonal temps led to near perfect conditions for the 11th edition of this annual contest, the last big show in the east before the winter building season rolls in.

I left eastern PA at 5:30 AM with ice on the windshield, but was greeted in NY with sunny skies and a large gathering of flyers, ready to get to it again on Barron Field. The forecast leading up to the show was promising, better than usual, but we've all been down that road before. Two to five mph winds often turned into a gale. Partially sunny becomes major down pours. We'd seen it all before, so no one was ready to get too excited...yet.

But as the first day moved along, we were able to follow the schedule as scripted. Mass launches were held on time, and the minimal drift left plenty of time for those so inclined to run through the other events. Twenty in all, four mass launches each day, with the BLUR Race thrown in last minute on Saturday. Add the usual scale duration and judged events, this contest was a kanone gatherer's delight. Something for everyone.

We had more flyers than ever at this contest. Even so, I counted nearly a dozen flyers who for one reason or another could not make it this year. Unfortunate, because they missed perhaps the best FAC contest conditions you'll ever find.



Kendrick Gosselin of the Escadrille Harfang showing his launch technique.

Hallman photo

Hung and the weather gods must have gotten together and decided to give us this unexpected gift, as the late October event is usually laced with difficult flying conditions, to say the least. We've had 35 mph winds, we've had drenching downpours, we've had snow...yes snow on this field. But we've always found a way to fly, have fun, and complete the contest. This group of flyers...well they're tough, always



Left to right: Clive Gamble, Wally Farrell, Tom Nallen II, and Dick Gorman as they launch in the final round of WWII. Clive took home the prize with his slick Hellcat in a bang-bang-bang finish.

Hallman photo

ready to fly, and never back down from a challenge. If there's a ka-none dangling in the wind, well dust off the ice, they're going after it!

Sunday's weather was expected to be even better. Imagine that?! Initially were going to keep the same location for the flight line. But the forecast talked of a mid morning shift from the westerly direction to a more south-eastern drift. It was 8:30AM and the air was dead calm...well maybe .25 mpg out of the south. Still, we moved to the south end of the field by the river, banking on the forecasters to have it right. We were staying here, like it or not. I must say the view was beautiful. Before us was a carpet of deep green sod stretching out 1/2 mile. Shadows from the tree line that bordered the river cast long shadows across the flight line and onto the field. The sky was brilliant blue, textured with a thin blanket of clouds. This felt good, very good. With the sun at our backs and a quicker step than usual, the gang went to work and prepared for the final day of flying.



Contraprop finalists Wally Farrell, Tom Hallman, & Doug Beardsworth. Ron Gosselin photo

It would be easy for me to go down the list of events and give a report. But that's just not the way this time around. I'd rather let the flyers tell the story in their own words. They're the true story, the guys who made the effort to be here. Collectively they were the beneficiary of this once in a lifetime event.

"...BEST WAWA EVER. Best weather. BIG turnout. Lots of great flights by everybody. Exhausted. Idyllic, I said that right? Yeah, idyllic..." - **Greg West**

".....what an absolutely wonderful weekend! The weather was absolutely gorgeous...the highlight was watching the multi-wings perform. Doug Beardworth's Sopwith Triplane being a 'contenda' in WWI ML...actually getting third place! (due to a broken motor. TH) It's a beautiful plane to see in the air. Then there was Tom Nallen 2's Wright Quad....floating for what seemed like minutes, as the sun was filtering through it's wings. Absolutely beautiful!..." - **John Ernst**

"...It was my first (Wawa)... I went down there ready to brave the elements, expecting to come home and spend the winter basking in the sense of accomplishment that you can only otherwise get from a successful arctic expedition. Instead I spend most of two days wondering what direction you launch in when there is no wind. I've never had two days of flying conditions that good, or that much space to play in. Everything got wound to the max, what a way to end the year..." - **Clive Gamble**

"...I had a blast yesterday for a few short hours on the field! Great to

see all the guys. What a day and what an event. . . . a mini autumnal non-nats!" - **Andrew Ricci**



Tom Hallman smiles through the pain while assessing the damage inflicted by Clive Gamble's Camel in the WWI mass launch.

"...Highlights? How do I count thee...."

- Beardworth's Sopwith Triplane way, way up there, drifting like it was a Gollywock....also, his gorgeous Spitfire.
- West's heavy metal. ALL of it. Great stuff. One particularly nice flight with the Swordfish.
- Starleaf's Drover circling wide right, sound effects not just sounding right, but coming from the right area of the sky....
- Ernst's fleet. Every time I turned around he had something beautiful going up. I especially enjoyed watching his Spartan shiver its timbers as it gently tip stalled...
- Octavian's twin, and the gorgeous plans he drew for it.
- Kaiteris fiddling about with his autogyro.
- Hallman's contra prop Koolhoven, gliding down after a trim flight. The sound of contra props. Must build one, now.
- Three practically effortless max or near max flights of Farrell's Cessna 140, right in a row. Plus his Staggerwing electric, a speck in the sky.
- Stooging for Stew Meyers with his Nassise-design Hellcat during WWI ML. A really solid flyer....
- WWI mass launch, final round, Nallen 2 outlasting Gorman....classic.
- Weber and Farrell doing what I could not---make Jet Catapult look easy.

Personal highs:

- 97 seconds with the P80---best so far for this one. Almost took away the sting of launching the beast into Gamble's leg during Military ML.
- Coming within a couple of seconds of taking Flying Horde with the freshly-minted "Pete", on it's first ever flight (not even a test hop) with a full motor. And getting it back..." - **Dave Mitchell**

"...What an event! superb weather for FF. Great friends, great flying. The dinner at the Colonial Diner was a blast. Discussions raging from the days events to what's on your building board and everything else in between. Fall Wawa is a "must do" on my FAC calendar.

I was thrilled to take the K in Power Scale with my little Dave Diels Curtiss BF2C. She was one of my early builds with John Ernst's FF CookUp group when I was getting back into this hobby, so having her bring home the bacon was special for me.

The Contra event was another high point, with all of those birds circling overhead with the soft buzz of the contras heard. Mass Launch Contra as an event really rocks." - **Doug Beardsworth**

"...I think this year's meet has set a new "gold standard" for outdoor meets...guys will now be sayin'..."yeah the weather is nice today but not quite as Oct 2010 in Waywanda..."

I had a fabulous time...I still have a picture in my head of one of the early WWII heats with 12 or so ships circling in close proximity....you hardly ever see them stick together like that...I am so very glad we made the trip!..." -Walt Farrell

"...John Ernst's Laird was a delight to watch, Doug Beardworth's Triplane climbed to easily twice the height of anything else in the second round of WWI..."

I was out in the middle of the field...throwing the Hydravion just for fun in the sun. It climbed out great and hooked a little lift, nothing huge but enough to give it a boost, when it passed in front of Tom Nallen 2 throwing his Quadraplane. It was enough to pull me away from mine for a full circuit as his 4 wings got into the same lift and the sun shone through the tissue...

The Mass launches were a real highlight...WWI was one of those underdog wins where Nallen's Dorand cruised around at low level and just outlasted everyone else who had climbed way higher. GA Racers was another good one...none of the 15% events looked like 15%, so many high and long flying models with just about everyone getting away well in the calm conditions.

I stooged for Chris Starleaf in Midget racers, the final round had the last 3 going for well over 2 minutes, Starleaf taking the event after



Kendrick holds steady as his dad preps for flight. Ron Gosselin brought along an amazing fleet of models, and the Harfang crew brought along their infectious enthusiasm. T. Hallman

specking out at the far end of the field...later found ok...

Sunday's Mass launch events were tricky for the mechanics. No wind at all meant they were in the thick of the action from start to finish...WWII was a complete blast, 23 entries and 5 rounds...

Wally Farrell's Miles Falcon looked great in the air, I never got a chance to look it over at Geneseo. Chris Starleaf got his Drover going nicely on Saturday night, right when some piston engine aircraft was cruising around, so he even had the right sound for the flight. It will take me all winter to relive it all, thanks TH..." -Clive Gamble

This weekend had been the best ever. Truly, I did not want to leave....so I didn't. I was there for another hour after the last flyer had gone. My orange and black Waco YKC seemed to be glowing in the back of the car so I obliged, and tossed her into the blue for a final once around. Beautiful. For my take-it-slow approach, I was given a

beautiful sunset that will go down as one of the best.

Leaving the field and heading west onto Route 12, within seconds it began to drizzle. What a laugh...perfect weather all weekend, and now it had decided to come down. A 1/4 mile ahead with the field still in view, I spotted a young woman standing by her car looking up to the southeast. She was only partially off the road, but had her cell phone pointed skyward, taking a photo. Her name was probably Trixie. As I passed by I looked up and saw what had turned her head....a brilliant rainbow spread across an already purple, orange and pink sky. No way I was going to miss out on this one, so I quickly pulled over and grabbed a few shots. Perfect ending to a perfect weekend.

On the two and a half hour drive back to PA, I played the weekend over and over and over again. Sure, this was the weekend that the Phillies didn't make it into the World Series. That memory will fade, but I won't soon forget October in Wawayanda 2010.

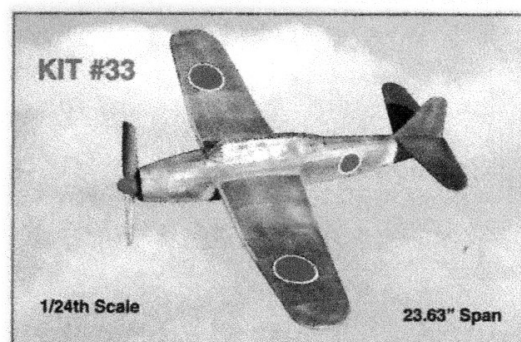
Tom Hallman 10.27.10



Gone fishing...Greg West pulls his Jumbo SB2U out of one of the many ditches that feature prominently in the lore of Wawayanda. T. Hallman photo

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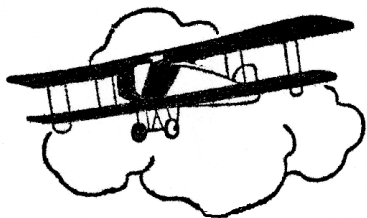
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C o - F o u n d e r o f F l y i n g A c e s C l u b

David Anthony Stott, age 81, of Trumbull, beloved husband of Theresa D'Angelo Stott, passed away on Saturday, October 30, 2010 at St. Vincent's Medical Center surrounded by his loving family. He was born in Kingston, PA to the late Ernest and Ellen Dailey Stott. Dave Stott had a lifelong love affair with aviation in all its forms. He worked on the assembly line at Chance Vought Aircraft and after serving in the U. S. Army during the Korean Conflict, spent 39 years at Sikorsky Aircraft as a fabricator in the model shop and then in engineering in advanced design until his retirement in 1991. His craftsmanship was renowned. Dave seemed to know every airplane that had ever been built, no matter how obscure, ranging from the wood-and-fabric pioneer aircraft to those of the jet age. He was an avid reader, particularly of books on polar exploration, and loved to listen to Mozart. He will long be remembered for co-founding the Flying Aces Club (along with Robert S. Thompson), a model airplane movement that had its beginnings in Southern Connecticut but which would eventually spark national and international interest in rubber-powered, flying scale models. Today, many of the flying events that he and Bob created are routinely flown around the world. Flying Aces Club chapters exist throughout America as well as in Canada, England and Australia. Dave was a prolific and gifted designer and builder who published scores of articles on model building in club newsletters and model airplane magazines. He was an innovator whose beautifully crafted models were a blend of artistry, history, craftsmanship and engineering, some of which are displayed in the Museum of the Academy of Model Aeronautics and the Smithsonian. His flying buddies never stopped learning from Dave and will greatly miss his modesty, good humor and optimism. We have truly lost someone who was both our pilot and navigator. And most of all, he will be missed by his family. In addition to his wife of 57 years, he leaves to cherish his memory, daughter Francine Stott, son Paul A. Stott and his wife Sue Anne, his beloved grandchildren, Cassie Melinda Stott, Paul David Stott and Alexandra Giffes, several nieces and nephews and his "Fat Cat" Nonnie.

A PERSONAL REMEMBRANCE OF DAVE STOTT

I'm sitting here, my computer screen in front of me, and 4 years of Flying Aces Magazines to my right.

Now there's the far ends of the spectrum for you.

On the one hand are the demands of our modern world, work letters to answer and write and the like. And on the other hand there's the great escape of our hobby - all the itinerant musing, building, flying, competing, daydreaming, camaraderie, and joy - initiated and punctuated by these colorful 70 year old reams of pulp whimsy. I read them. They leave their tell-tale sign of their having been read on your clothing, in the chair, on the floor.

Dave Stott called those bits FA Cornflakes. He and I would laugh at how the true end of a Phineas Pinkham story was told with a backhanded brush of the free hand across your belly as you rose out of the chair scattering those flakes to the floor...

He and I would disagree on something political, yet we'd both easily admit to learning something in the process. He and I would pour over some old propliner picture or raceplane tome looking for color or date clues. He and I would swoon over the most hideous or most homely of airliners. He and I would laugh at Hung's cruelty or grace as I awoke on the couch downstairs in his house in my sleeping bag or as I arrived weary-eyed at the field from some show the night before.

And me always, always, always, musing, building, daydreaming, flying, wondering what this inventor of the FAC would think of my latest rubber-powered idea.

And now with him gone, I have the audacity to think that I know anything about anything. About science, the world, music, art, living - he had probably forgotten more than I'll ever know. He was my mentor, my friend, my "adopted" father. I loved him and I will always remain somewhat lost without him. That leaves me eternally looking for him somewhere in who I am and everything I do, doesn't it? Well, if that isn't the strangest of gifts....

There are many that knew him longer, and maybe some that knew him better. Forgive me if I don't quite speak for you all. I guess my 26 year friendship makes me part of the transitional crowd - too young to recall the first FAC newsletter, but old enough to know of Flying Aces magazine and it's influence.

There's those far ends of the spectrum for you again.

Once more. On one hand there's this goodbye hopefully coming alive on my screen. On the other, my later evening's reward, issue October 1936. Thanks, Pop...

Vance Gilbert



Featured Plan



Tom Nallen I has been flying this classic Golden Age racer in the Thompson mass launch for several years. His original plan for the Wedell-Williams 44 is featured in this issue of the newsletter.

Good News and Bad News



Wally Farrell's Vultee flew away at the Geneseo FAC Nats in July, 2010. Apparently it was on its third official flight, since it won the Golden Age Military event.

At the Great Grape Gathering ("GGG") at Geneseo in September, 2010, a young FAI freeflyter (didn't get his name) found the Vultee and turned it in to the official's tent. I recognized the plane, or what was left of it, and immediately called Wally.

Bob Clemens, with his experienced eye as a professional photographer, immediately recognized a photo op. Bob captioned it: "The goods news is..., and the bad news is...", referring of course to finding the planes, but in rough condition. Wally said he would like to have it back regardless, so I returned it to him at Wawayanda in October.

Jim Detar

The Rest of the Story...

In the last issue, we published a brief story about Bruce Foster's rise to Free Flight immortality when he became the model for the illustration on the cover of one of Frank Ziac's classic tomes. He sent along this to fill in some details.

"Frank Ziac compiled his books from the correspondence he kept up with modelers from all over the world. He even was polite enough to write to a teen age kid who thought he knew a thing or two about hand launched gliders. Joe Krush is an amazing commercial artist and illustrator. For fun he builds the best indoor ships I ever saw.

What I did was introduce one to the other. Both were living in the Philadelphia area. A phone call or two was what I did. The holding of radio controlled airplanes is not my bag. What to remember is that if I adjust the trim of a model so it catches a thermal, maybe I got the trimming ideas from a Model Aeronautic Yearbook or Mr. Ziac's magnum opus called Circular Airflow.

So did many, many others. The hand-drawn pen and ink illustration by Joe Krush shows a beautiful flying day. Ah, a beautiful, care-free day of flying, the kind we all wish for. Read the books. Fly the beautiful skies. The cover was their creation. That is the story."

Bruce Foster

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The Gadgeteer

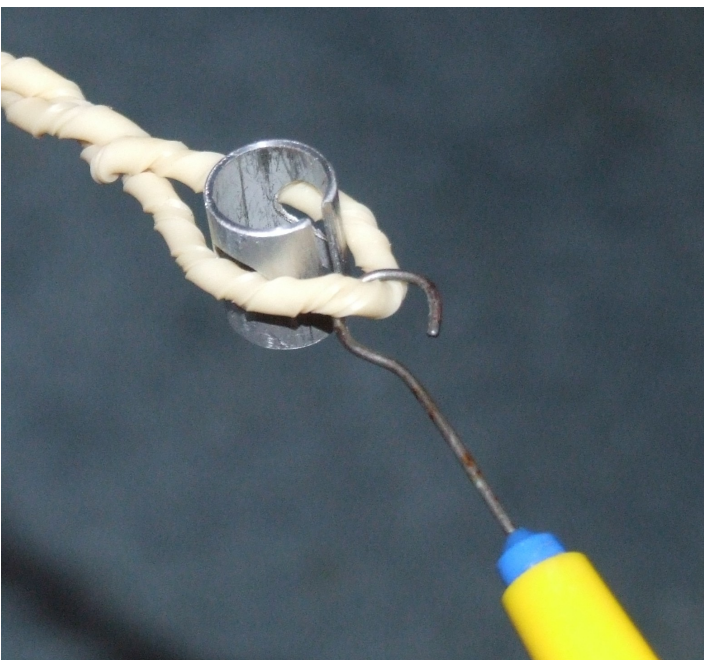
GHQ COUNCIL

Contact Information

Ever wished for a better way of doing things as a wound-and-lubed motor slips through your fingers as you attempt to get it onto the prop hook? Steve Griebing sent along this ingenious idea. A simple slotted and drilled piece of aluminum tubing gives the modeler something solid to grip during the winding process. The pix will show you how it's done.



Slide the tube into the rubber motor loop, wind it up, remove the winder, hook the motor onto the prop hook, and slide the tube out. You could make a handful of these things in a few minutes.



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Tom Nallen I
Tom Nallen II
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*Note - Names in bold type are
FAC Board members.

FAC Contest Calendar

KSU Fieldhouse	OH	April 17, 2011	CFFS Indoor Contest	Michael Zand Larry Mzik	imzand@hotmail.com tel 440-357-7361
Perris	CA	April 17, 2011	FAC Squadron #41	George Mansfield	gmansfield75@gmail.com
Denver	CO	June 22-25	2011 WEWTFAC Mk. III		www.westernfac.com
Geneseo	NY	July 13-15	FAC Non Nats	Dave Mitchell	webmaster@flyingacesclub.com
Otay Mesa	CA	August 14, 2011	FAC Squadron #41	George Mansfield	gmansfield75@gmail.com
Denver	CO	September 3-5	FAC Mountain States Scramble	CD - Don DeLoach	ddeloach@comcast.net
Muncie	IN	September 8-9	2011 Outdoor Champs	CD - Ralph Kuenz F. Gregg	rdkuenz@yahoo.com loopy.cbfac@yahoo.com
Otay Mesa	CA	Nov 13, 2011	FAC Squadron #41	George Mansfield	gmansfield75@gmail.com

Cloudbuster Fred Gregg, aka Loopy, is the official **FAC Contest Calendar Coordinator**. 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

Gone West

We recently learned that another mover and shaker in the modeling world has left us. The members of the Flying Aces Club would like to extend their condolences to Jim Cherry's family and many friends. Here is the announcement from AMA headquarters in Muncie, IN:



"It's with sadness that the AMA announces that former AMA Executive Director Jim Cherry died on December 2 at his home in Panama City. Cherry had resigned his post in August to return to Florida to be with his family.

Jim was instrumental in several projects with AMA, including introducing AMA to the League of Cities, helping develop AMA's reworked long-range strategic plan and implementing his Pro-

gram of Work concept that helped guide the AMA's staff of 55 at the 1,100-acre International Aeromodeling Center in Muncie.

During his nearly four years as the Academy's Executive Director beginning in 2006, Jim launched a number of important initiatives for AMA," said Dave Mathewson, AMA president. "The entire model aviation community will miss him, and all of us at AMA extend our heartfelt condolences to his wife Lynn, and his family."

Wants & Disposals

- **I have probably at least 1000 old magazines** from wartime to present ; Air Trails, Model Airplane News, Flying Models, American Aircraft Modeler, American Modeler, Model Builder, Mostly 70's issues, no prewar magazines. Some Aeromodeler 60's and 70's. Also 2 large boxes of Fly Past (full scale). Want to swap for Aeromodelers 50's to 63, 89-99, or sell. **Jay Hicks, 806 Huron, St., Wildwood, FL 34785** Please include SAE with inquiry
- **Plan search:** Looking for the George Bredehoft plan of the Caudron C460 Greve Racer at 24" by Volare Plans. If anyone out there has this plan please contact Kent at: **Fredrick K. LeMon, 112-30 Northern Blvd, Apt 3H, Corona, NY 11368-1315**
- **2011 FAC Outdoor Champs One Design Model** 1939 AERONCA CHIEF 20" Wing span short kit with Laser cut parts from EASY BUILT MODELS \$14.25 (short kit, mailing tube & postage) Cash or check payable to FAC in care of Bubba Mayo (info on page 17) **ONLY 12 SHORT KITS LEFT!**

If you have an item to advertise, please send it to the editor.

More Wawa pics - opposite page clockwise from top: Dave Franks ready to launch his Fiat. The line up of prize kits donated by Vic Nipert wait to be claimed by contestants at the end of the competition. Ron and Kendrick Gosselin. Rick Pendzick on the flight line. Peter Kateris with his whimsical ornithopter.



Tom Hallman photo



Dick Gorman photo



Tom Hallman photo



R-W photo



Tom Hallman photo



Bob Clemens photo

FLYING ACES Club

9154 Eldorado Trail

Strongsville, OH 44136

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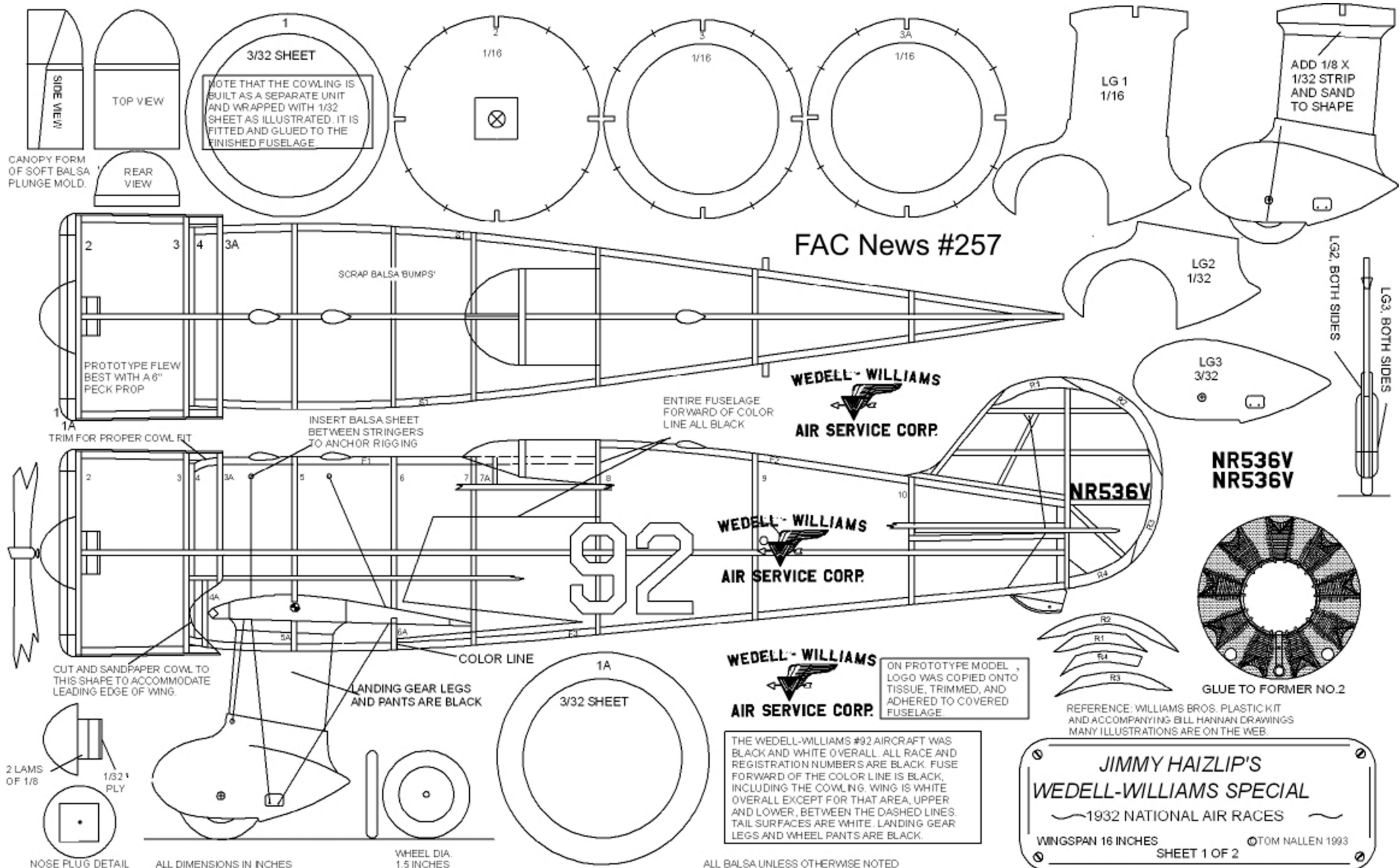
Above: With his son Paul assisting, Dave Stott prepares to launch his Hannover at the 2010 Nats in Geneseo. Below left: John Houck launches his Earl Stahl Skyfarer at the Eastern FF Championships, Ingleside, MD in November. Below right: Wawayanda wasn't the only contest in October. Don and his dad Ed DeLoach with Don's new Wildcat at the Texas Cloud Climbers Al Backstrom Memorial FAC contest at Haslet, Texas.

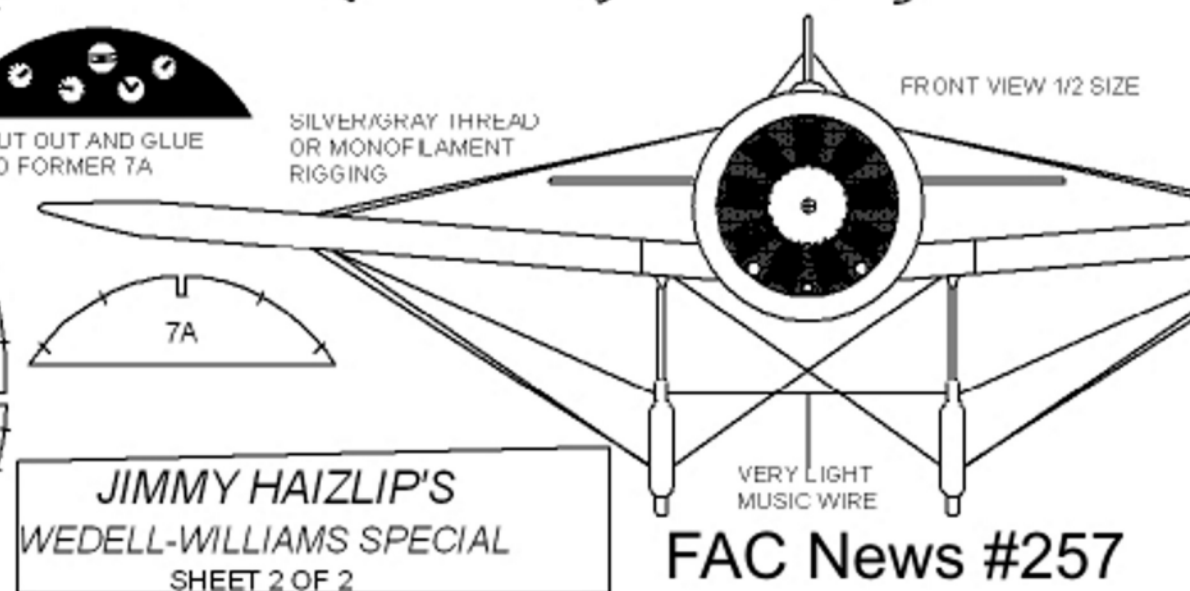
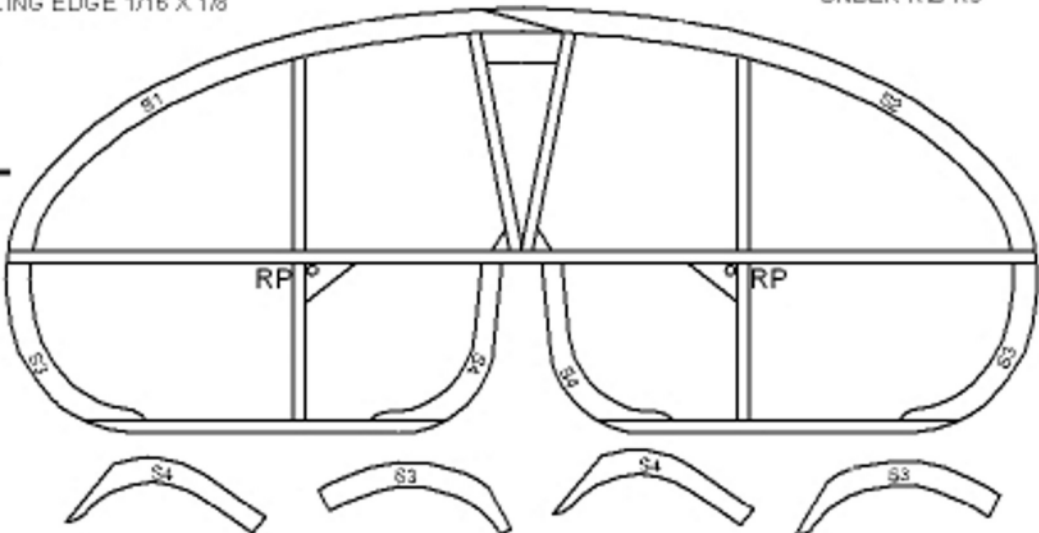
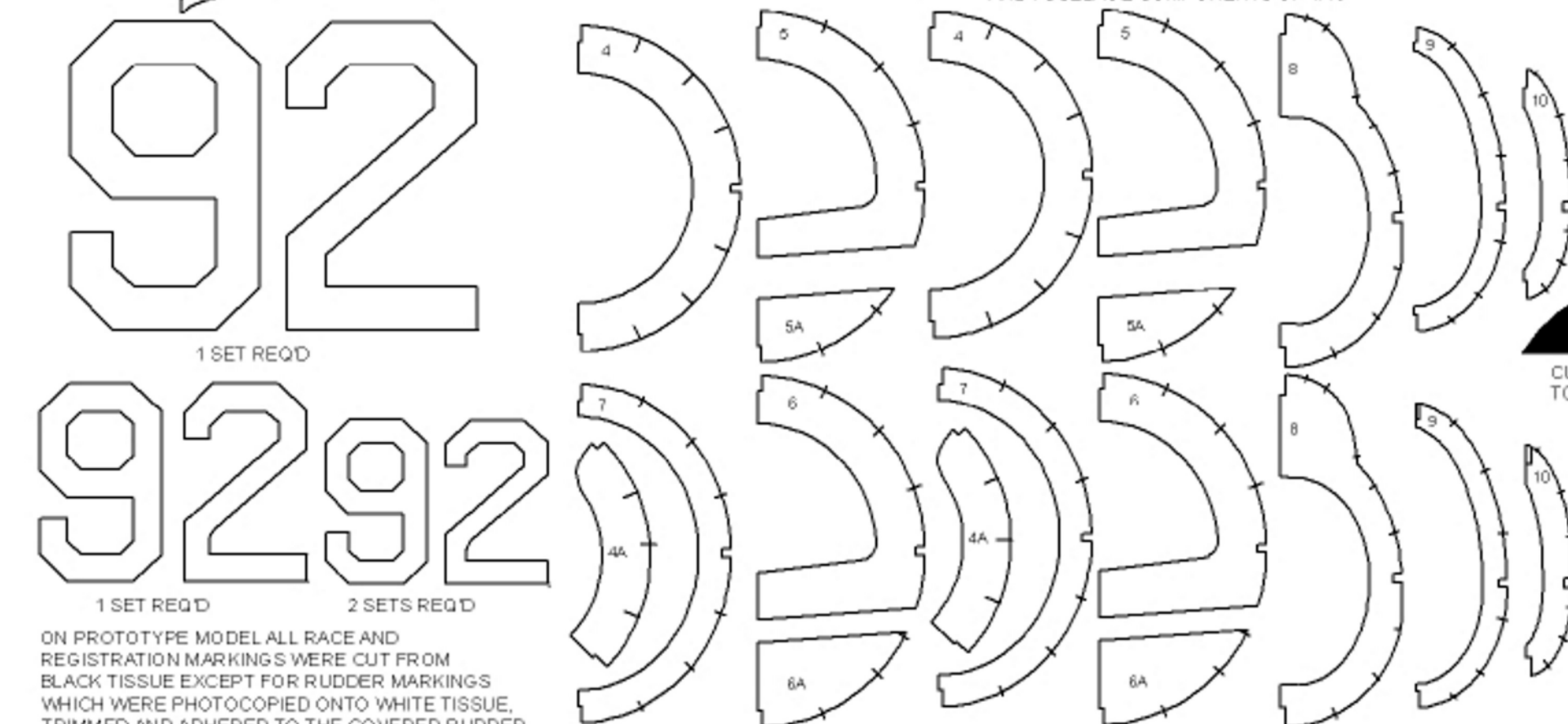
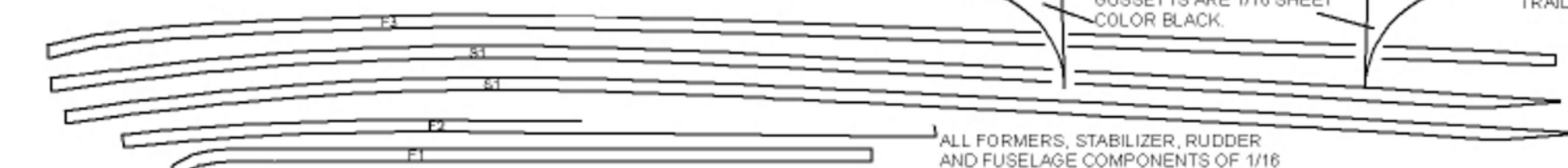
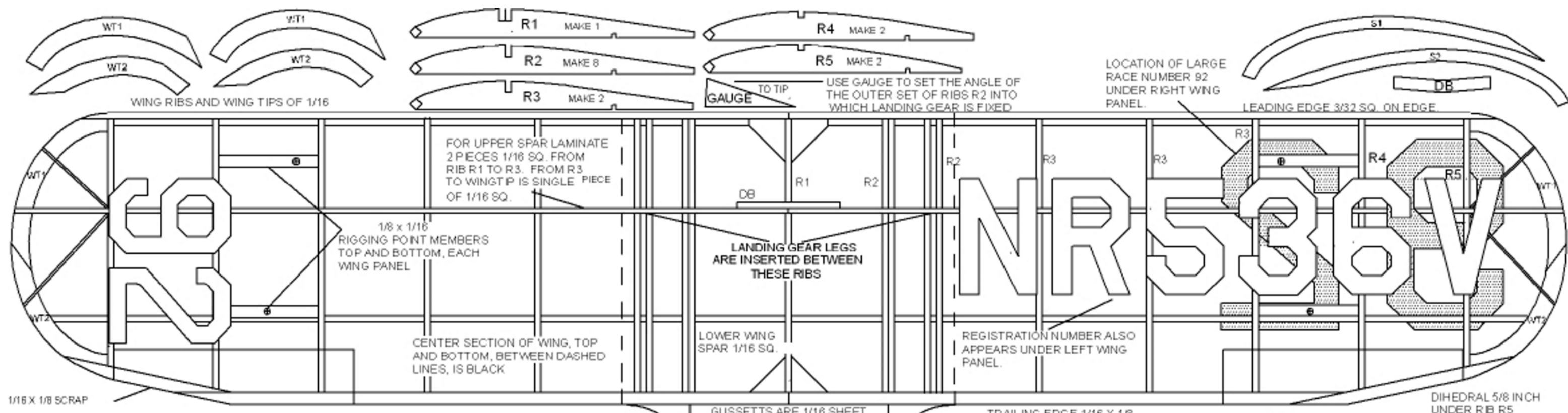


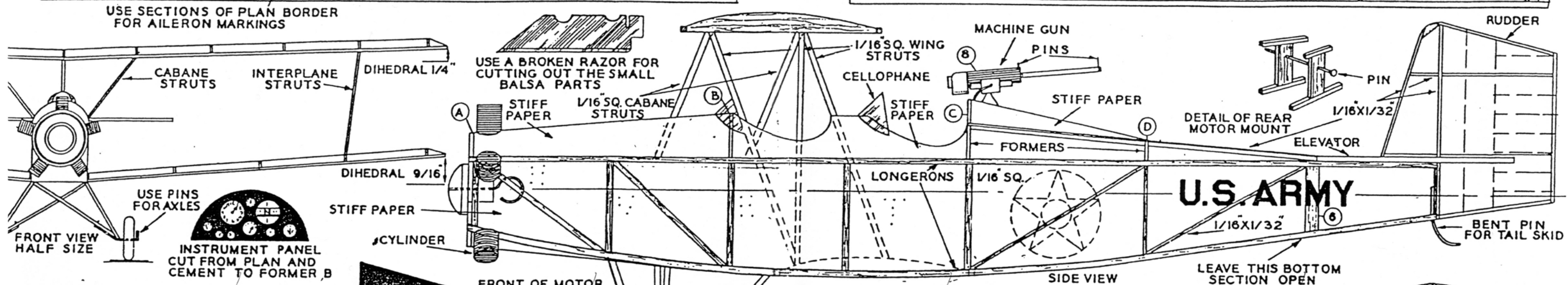
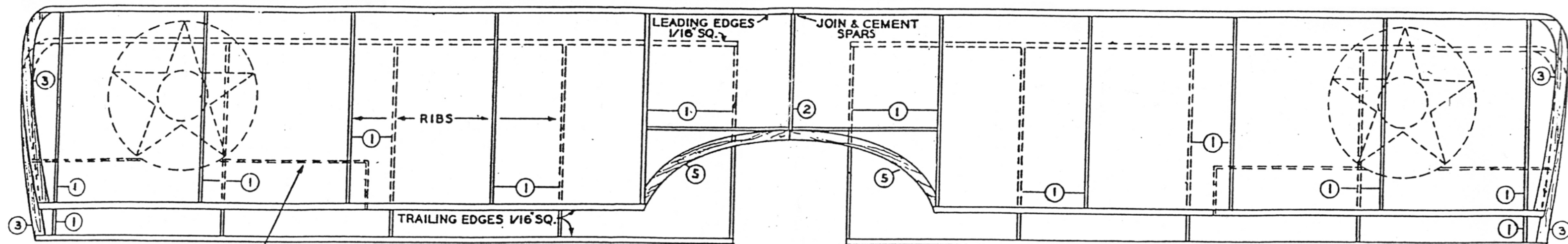
Julie Farrell photo



DeLoach photo







U.S. ARMY

CUT INSIGNIA FROM PLAN AND CEMENT TO COMPLETED PLANE

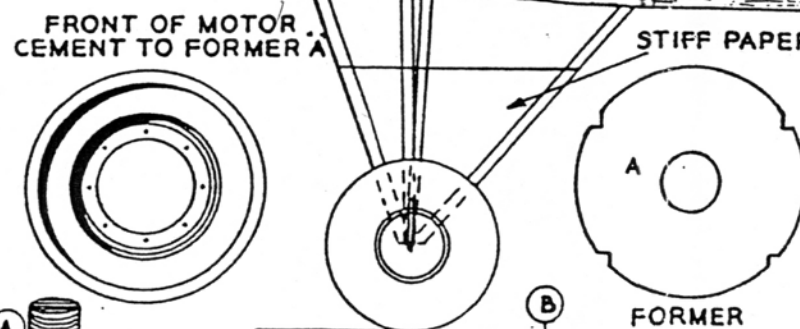


NO. F84

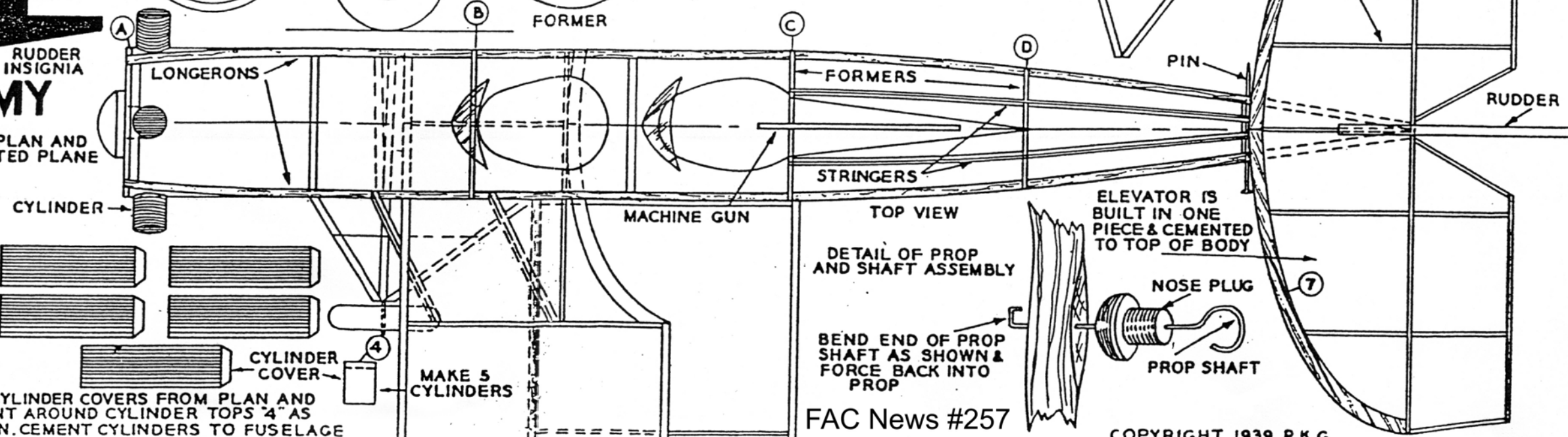
FLEET TRAINER

PAUL K. GUILLOW

WAKEFIELD, MASS.

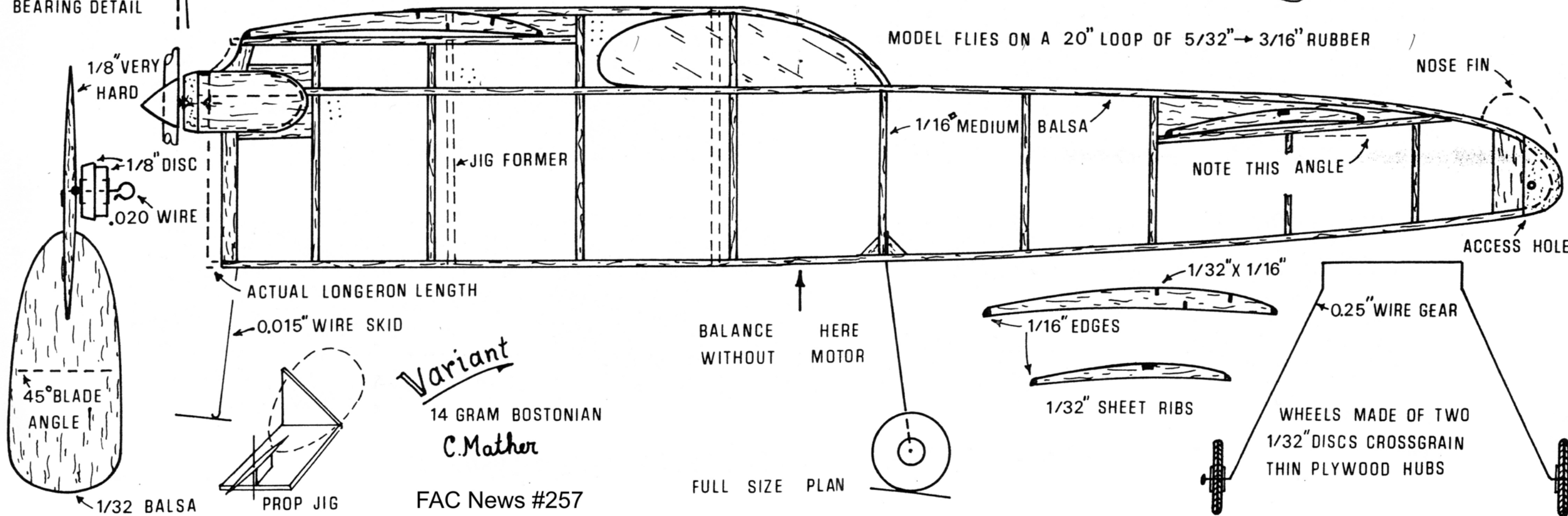
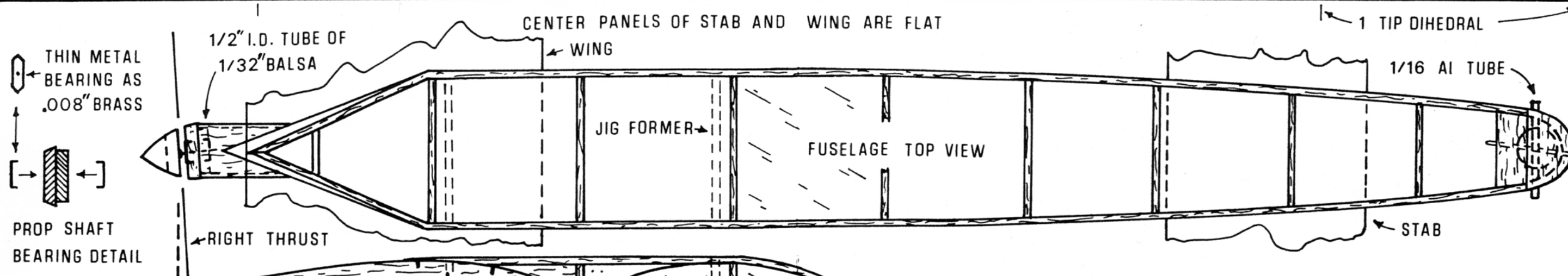
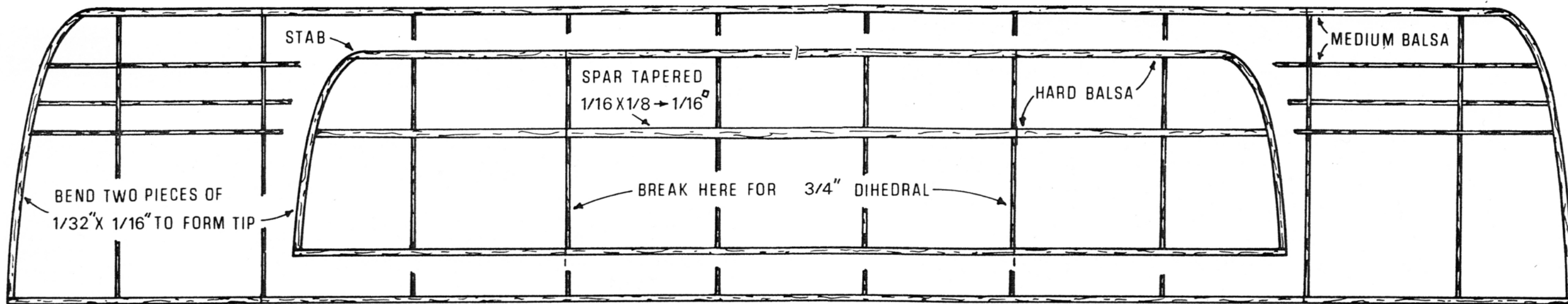


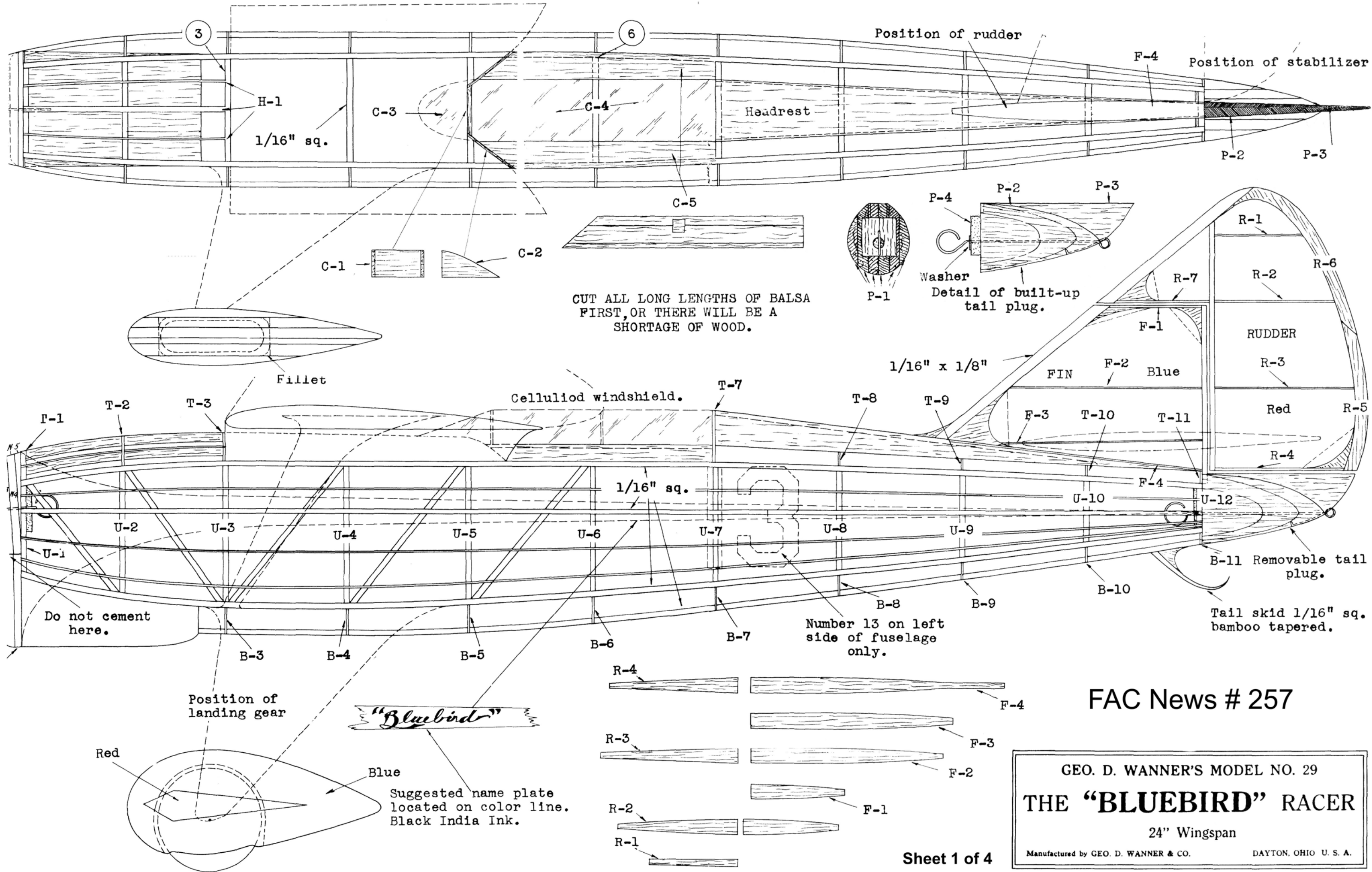
- NOTE -
DO NOT CEMENT NOSE PLUG IN PLACE
COVER WINGS & ELEVATOR ON TOP SIDE ONLY - RUDDER ON LEFT SIDE ONLY
CUT THE LONGEST LENGTHS OF 1/16" SQ. FIRST



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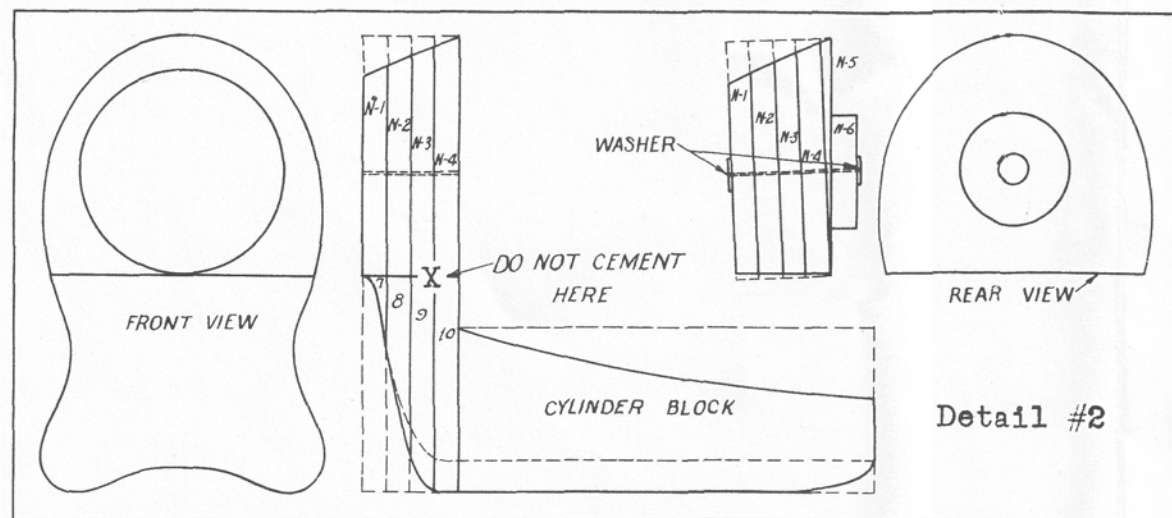
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FAC News # 257

GEO. D. WANNER'S MODEL NO. 29
THE "BLUEBIRD" RACER
 24" Wingspan
 Manufactured by GEO. D. WANNER & CO. DAYTON, OHIO U. S. A.



13 NR 32013

Cut license and entry numbers from drawing.

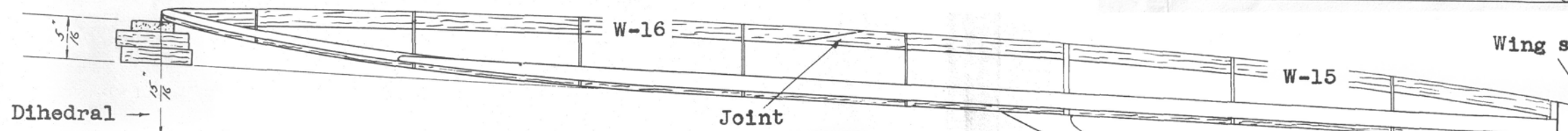
Detail of spinner and nose block.

N-6

Wing strut.

Rudder

Wing stub



N-1 to N-5 inclusive.

Patterns for windshield
All wing ribs are 1/32" stock except W-1 and W-4 which are 1/16".

1/16" x 1/8" stabilizer brace.

Blue

7-10 inclusive

Layout of landing gear strut.

1/8" x 3/16"

Cement fillet

Blue

1/8" x 3/16"

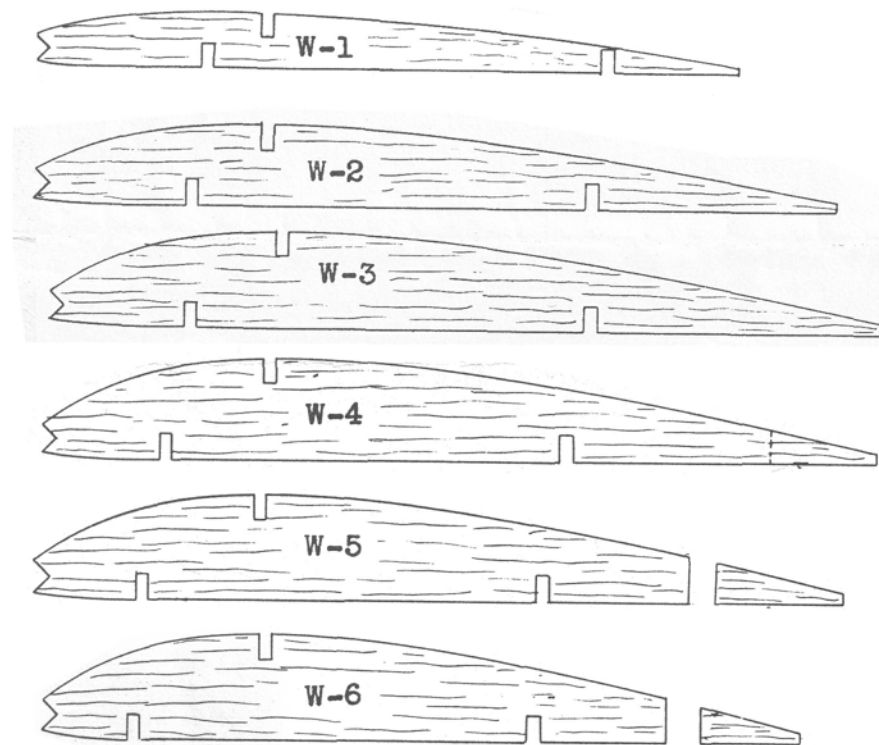
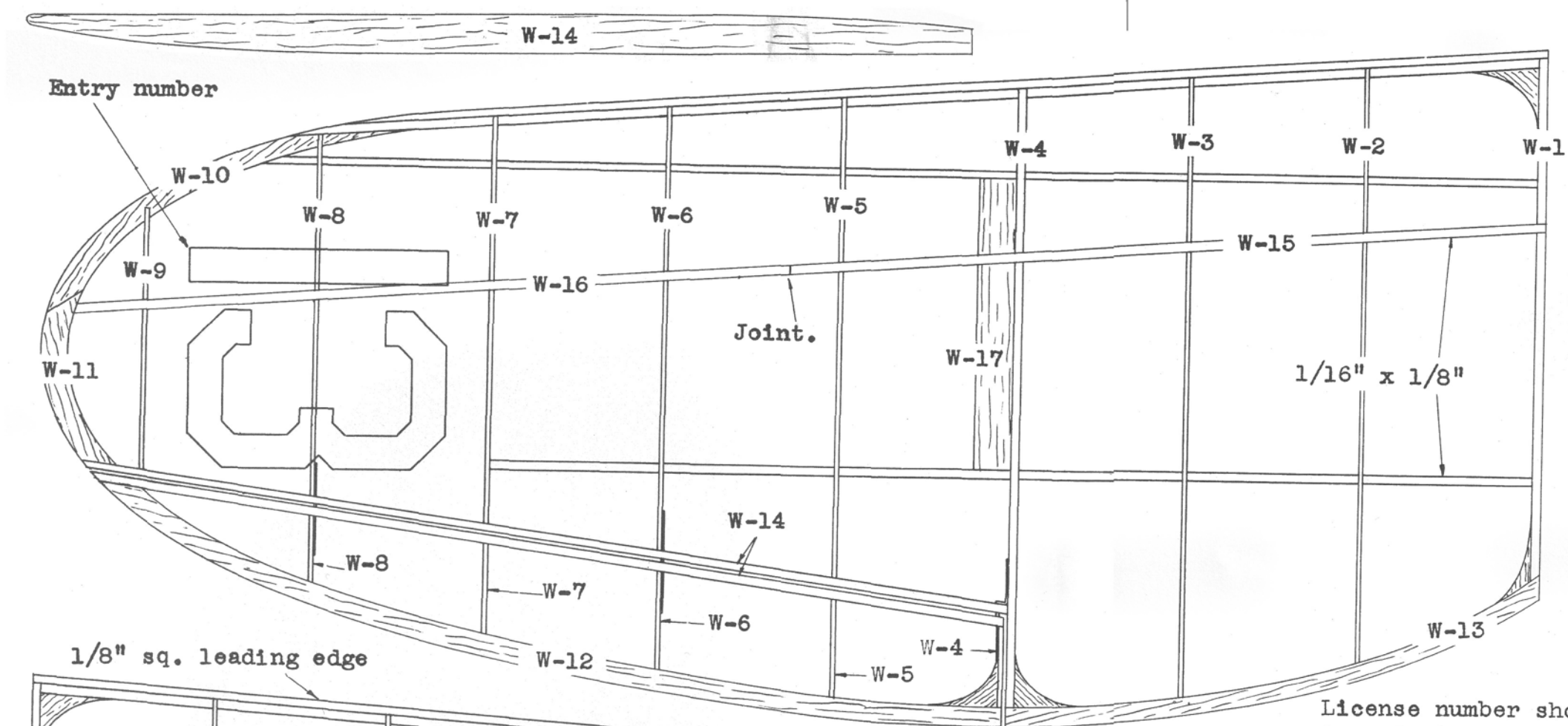
Clearance.

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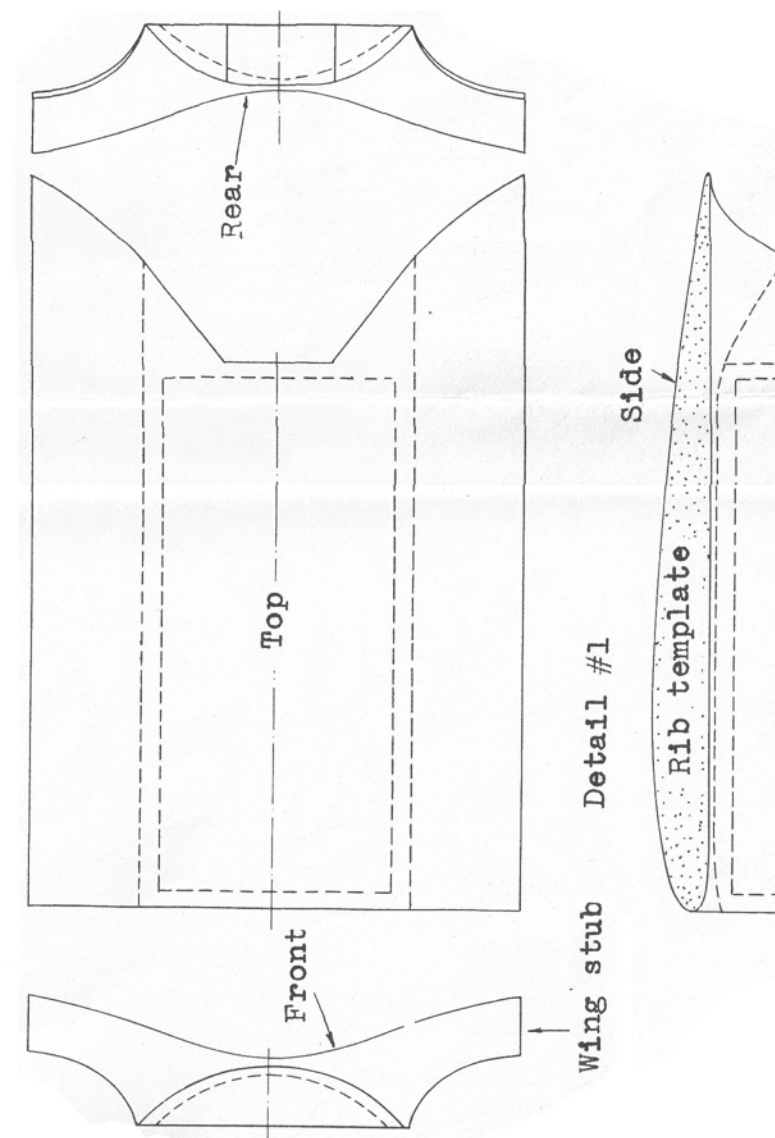
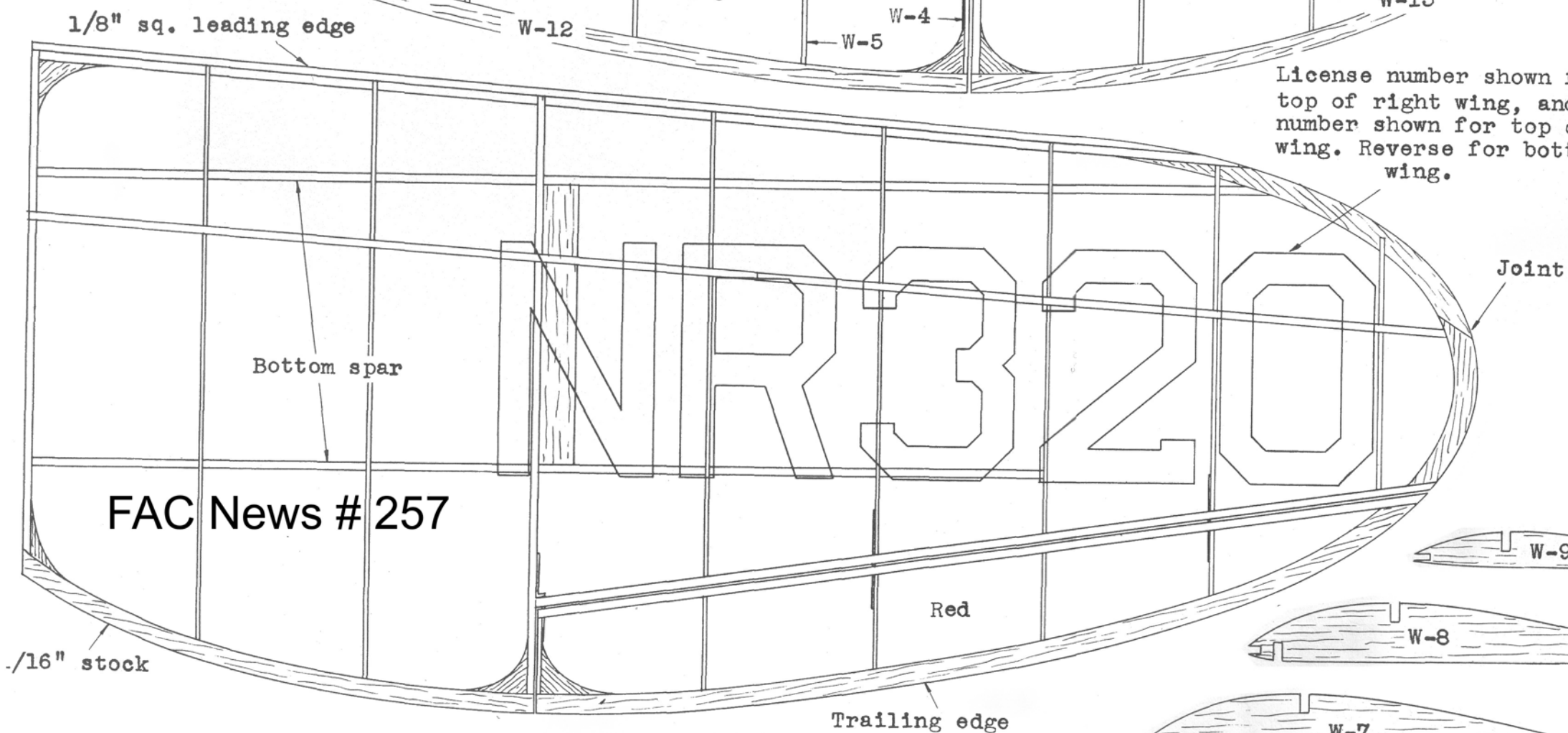
Flat washer cemented on each side of wheel to act as bearing.

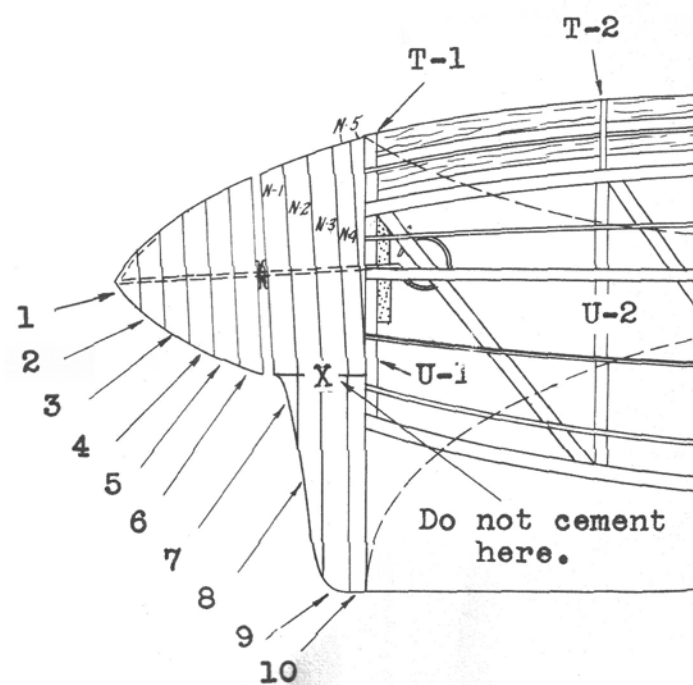
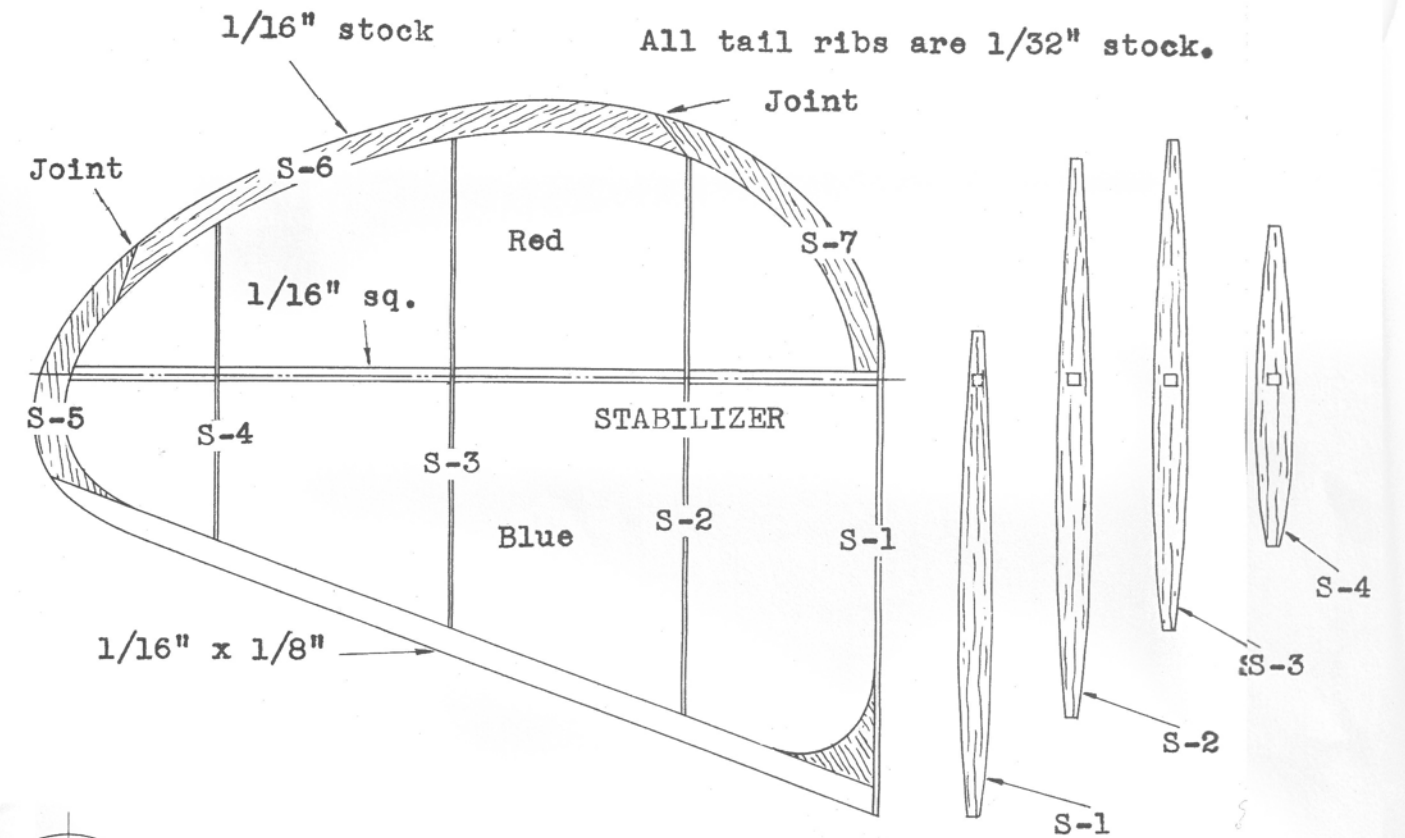
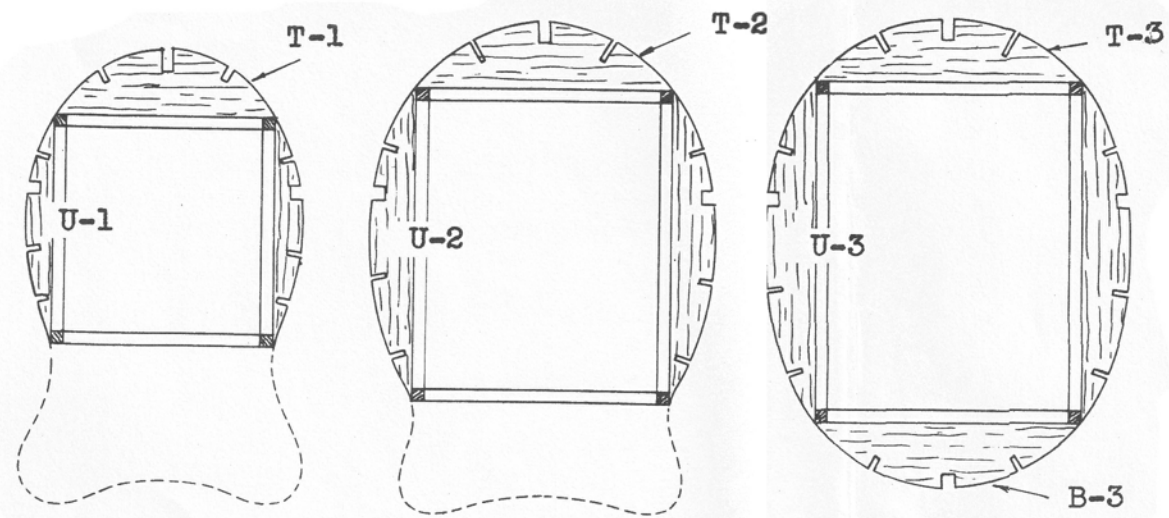
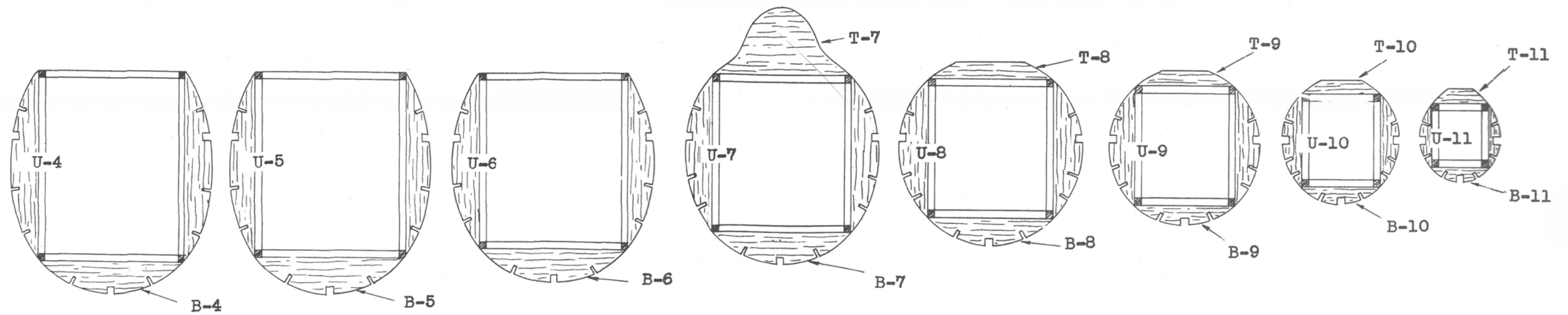
L-10

Landing gear axle detail.

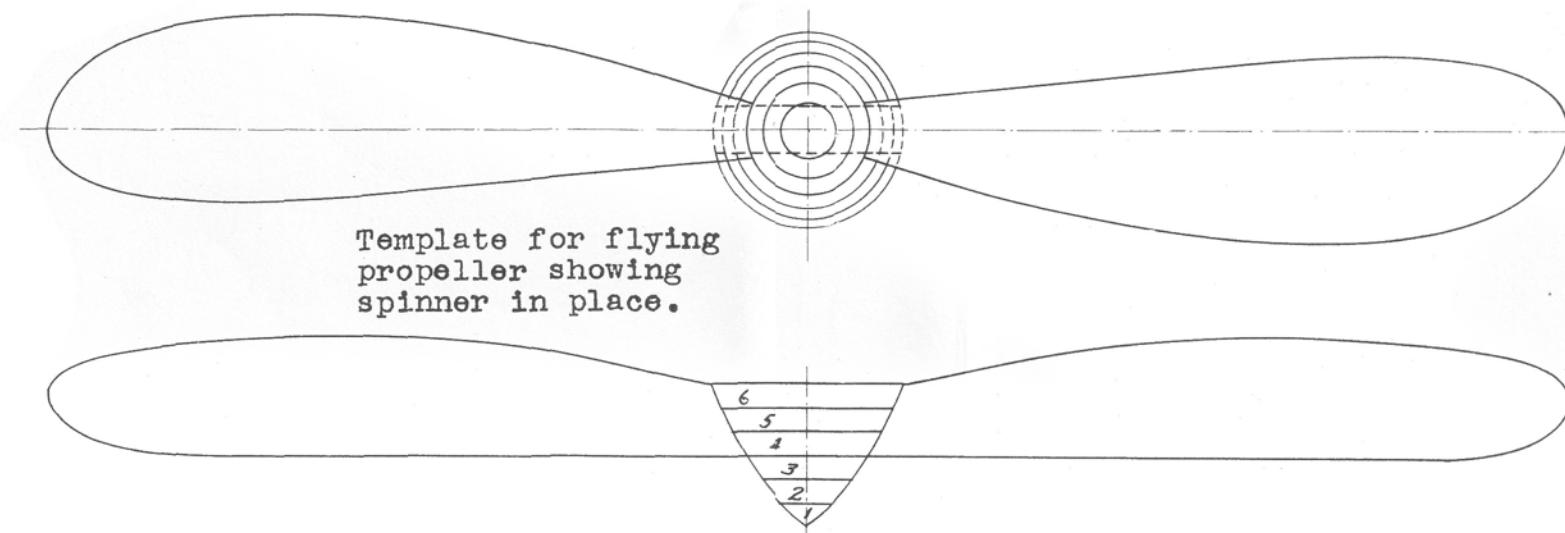


License number shown for top of right wing, and entry number shown for top of left wing. Reverse for bottom of wing.





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Bluebird Racer

Sheet 4 of 4