

FLYING ACES

Club
News

No. 258

Mar/Apr 2011



Dime Scale for half price! Comet provided a whole lot of fun for a nickel.



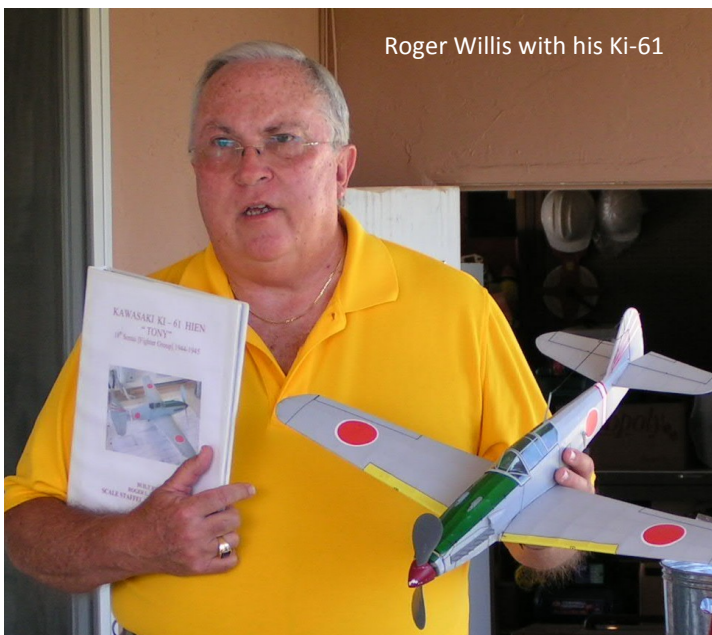
Matthew Dehnel with his Ace Pit Crew,
Grandpa - George and Dad - Russell.
Ready to do battle in the Science Olympiad.

The Scale Staffel is putting out a terrific newsletter online.
Check out their website at www.scalestaffel.org for details.

The first photo above is from the
cover of the January issue. Above
right - George Mansfield examines
his Fairey Barracuda, and below left -
Roger Willis is showing off his Ki-61.



Roger Willis with his Ki-61



In a shocking climatic shift, the last picture is from the Harfang
Challenge in Montreal. In a shocking climatic shift, the last pic-
ture is from the Harfang Challenge in Montreal. More pics and
details inside.

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Plans - A couple of new NoCals from Mike Welshans: Piper PA-8 & Dayton Wright Racer. Thanks Mike! Some classics from the archives: Comet Nickel Scale Aeroneer, Bellanca, Culver Dart, & Security Sport; Scientific Fairchild 24; and a Jak (Yak) 12R. WESTFAC Mk III and Non Nats registration forms are on the plans page center spread.	

Snafu Department

Hard to believe, but we managed to misspell "WESTFAC" in our last contest calendar. I hope the organizers of the event were the only ones who noticed! Our apologies for the slip up.

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

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

USA = \$20.00 - cash, check, money order, or PayPal.

CANADA = \$28.00 US - PayPal

OVERSEAS = \$40.00 US - PayPal

To use the PayPal option, go to **flyingacesclub.com** and click on "membership." The PayPal button is at the bottom of the page.

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

Questions? - join@flyingacesclub.com



Dues - I'll get the bad news out of the way right off the bat. Dues are going up. The treasury has been running at the red line for months, which is OK in a non profit outfit, but we're eating into our savings cushion to handle monthly expenses, and the announced postage increase and higher bank fees have forced the issue.

We didn't make this decision without doing some serious homework. The increase on domestic postage will be minimal so the dues are going up minimally. Where it gets ugly is in the international postal rates. Canadians aren't too badly affected, but getting a newsletter across an ocean has really gotten expensive. Sorry guys. The new dues structure will go into effect on May 1. It's listed in the box at the bottom of this page.

PayPal - We began accepting foreign payments through our PayPal account a couple months ago. This has worked out beautifully and we'll be opening up that option for our US members in April. Look for that payment button on the FAC website.

Dreaded Red X - You remember all that blather in my last column about changing the classic FAC Dreaded Red X renewal system? Well folks, there's been a new development. Since I wrote those not-very-prophetic words, we've been recipients of a wonderful gift: software. The FAC is blessed to have in its midst, a first class software engineer who offered to set up a database system for our membership files. Rick Pendzick is a recent convert to FAC flying, and a talented modeler too. He stepped up and offered his services gratis, and the Flying Aces Club owes him a big thank you. The new system has made record keeping into a much more reliable operation, and the DRX can now be handled automatically so we can continue as before. It allows us to do several other good things, which I'll be talking about in the months ahead.

You may have noticed that we now have your re-

newal date on the mailing label of every issue. This does not replace the DRX. It is meant to keep you informed of your status throughout the year. Several members have pointed out that they had a renewal date of March 1, but didn't get a DRX on the January issue. That's because the system is designed to put the DRX on the last issue you will receive without renewing, and a March 1 date gets you in under the wire.

The new set up is beginning to gel and I've been able to sort out some of the files from Erie. The trickiest part is trying to figure out what has been published before. There's no index of past issues. I'd like to avoid reruns, but I hope you'll forgive me if I occasionally slip. I've gotten some great back up from our regular contributors who were able to get me up to date on their submissions.

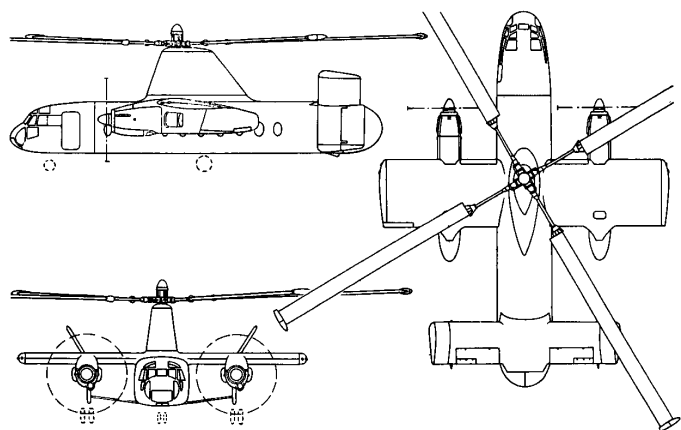
And speaking of slips, there were a few things that got by our printing and mailing service in the last issue. Some of the tweaks that I'd asked for were missed, and a couple of regular items fell by the wayside too. One of the big ones was the envelopes for our **overseas** members' newsletters. If you did not get issue #257, or it was badly damaged in transit, the printer will get a new copy to you. Let me know.

Keep 'em flying,

Rich Weber

newsletter@flyingacesclub.com

Bonus Point Quiz



Another item to ponder: Let's say you build what you believe to be a Peanut Scale Fairey Rotodyne. The wing is 13 inches in span, yet the rotor is like 18 inches....is it still a peanut? Answer on page 17.



News on the Wing

Ross P. Mayo, Cinc

Hey Gang...what time is it? That's right...it's time for the professional magazines to publish articles of last summer's FAC NATS. Although there is such a "lag" time, it's perfect for refreshing the memories of those who were there.

I extend the appreciation of the FAC Family to the publishers who provided page after page of the great color photos and the colorful reports by our volunteers of the action packed 2010 NATS.

If you missed the "big show" of 2010, you owe a great debt of gratitude to the "reporters" who brought so many stories to life on the pages of the magazines. What's really amazing is that most of the reporters were also contestants and volunteer workers of the NATS.. Just where did they find the energy to run all over field taking those terrific photos, getting notes for their copy and then compete with their own models? My hat is off to them for reporting facts without bias, speculation or innuendo. Well done gentlemen.

How about the MODEL AVIATION cover photo of Tom Hallman's Peanut Mitsubishi 1MF1? He builds it, photographs it, flies it and then wins with it! Inspiration to the max...no pun intended.

I asked Don DeLoach (the FAC's liaison to the NFFS) to assist me in nominating Tom's model as one of the "ten best" for 2010. Why don't you help support the nomination by joining the NFFS (look for their ad elsewhere in Flying Aces Club News) and send a little note with your check.

In this issue there is more information of the 2011 FAC Non-Nats including a "demo event" for HALF WAKEFIELD. Our thanks go to Gordon Roberts and Dave Pishnery for the idea of a Half Wakefield event. It is speculated that these models will be easier to build with our arthritic hands (if yours aren't now, someday they will be), fly well enough to generate great "WOW" scores, but not so great as to fly off the field with every launch. That's something to think about. I know our more "experienced" modelers will support shorter retrievals as more of them support artificial knees and hips.

Please note that the registration form is in this

issue. Read it carefully for many details are in the smaller type. Most importantly!!!!...registration and judging will be done at the HAG...in the big hanger. Just think, you can test fly one model while waiting for another to be judged.

And if you want to try judging, check with Dave Mitchell or Stew Myers. In fact, anyone who wants to volunteer in any capacity, check with the two guys listed. Keep in mind...this abbreviated Non-Nats is a challenge for those who have never volunteered in the past, but insist that GHQ not drop the event.

If you have something to sell, we'll be setting you up right there in the hanger across from the judges. Tables are just \$10.00 each. Send your request and fees to Bubba.

Any questions? Contact me at CinC@flyingacesclub.com or snail mail works also.

Take care and see you soon.
Ross P. Mayo, FAC, CinC.

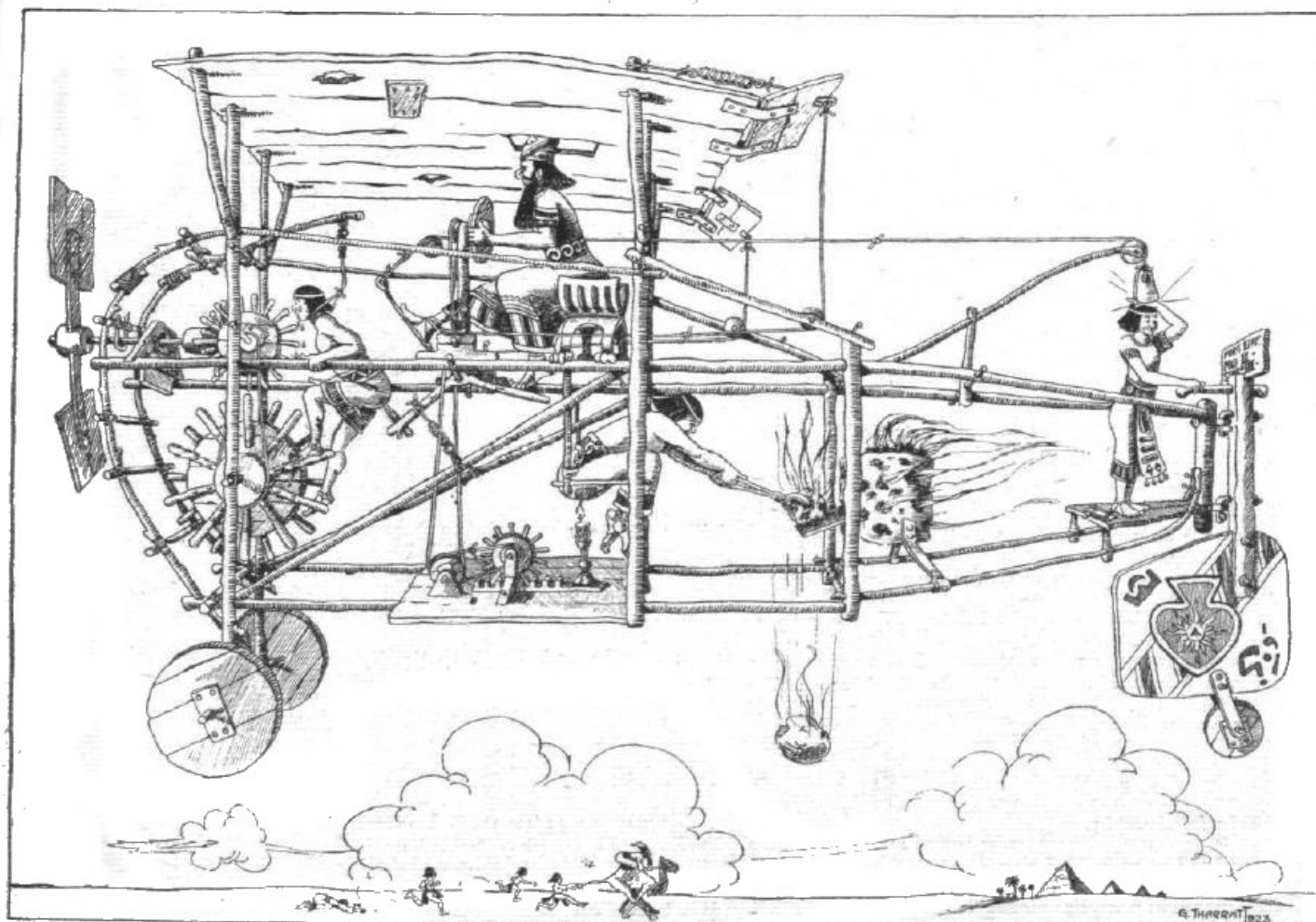
Flight Archives

Modeling tips and historical documentation are available on hundreds of websites. They can be a wonderful resource for modelers, if they know where to look. One of the best of them is the Flightglobal Archives:

www.flightglobal.com/pdfarchive/index.html

They've scanned and posted every issue of Flight magazine from 1909 to 2005. It's full of photos and drawings of all types of aircraft from all eras. The best part is that it's all indexed and searchable. Check it out, but be careful. You could lose a lot of modeling time.

The very fictional flier below comes from one of those early issues. Free Flight potential looks rather limited.



TUT-ANKH-AMEN'S BATTLEPLANE

Drawn from Plans found during the recent Excavations.

From the original by Geo. Tharratt.

Dime Bonus Points Addendum

It seems that somewhere over the last several years the 5 Bonus Points for Canards or Tandem Wings has fallen off of the list. The 2012 Dime Rules have been updated on the website. Scribble it in on your paper copy if you've got one of these ships in your fleet.



Trivia Quiz: Send in your list of designs that would qualify for the Dime Tandem Wing BPs. The one with the longest list will get his name published here in **bold print (!)**, and the profound respect of modelers everywhere! Entries can be submitted to the Editor.

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)	<input type="checkbox"/> 2 years	\$48.00
	<input type="checkbox"/> 1 year	\$25.00

Junior Membership (U.S. only) Age 18 & under as of July 1 of the current year Copy of birth certificate required for new memberships.	<input type="checkbox"/> 2 years	\$18.00
	<input type="checkbox"/> 1 year	\$10.00

All Non-U.S. Residents (To use VISA or MasterCard, see Important Renewal Information above.)	<input type="checkbox"/> 2 years	\$75.00
	<input type="checkbox"/> 1 year	\$40.00

Life Membership	US Residents	<input type="checkbox"/> \$500.00
	Non-US Residents	<input type="checkbox"/> \$550.00

★ NFFS Foundation Donation ★

☐ Silver - \$75 ☐ Gold - \$125 ☐ Platinum - \$250 or more \$

To help reduce expenses maintaining NFFS records,
PLEASE renew for at least 2 years. Thank you!

Check boxes to what applies:

New Member ☐ Renewal ☐ Address change ☐ Donation ☐

Amount: \$ Current expiration date: Mo. - Yr.

PLEASE PRINT

Name: AMA member: Yes ☐ No ☐

Address: AMA #:

City, State: Zip:

Telephone:

(IMPORTANT - PLEASE PRINT VERY CLEARLY)

e-mail address

Send **all** renewals, address changes, applications, and
membership questions to the Membership Office.
e-mail: carl.bakay@yahoo.com

Web spinning

Dave Mitchell

Webmaster

The Thinking Man's Guide to the FAC Website

Here is a practical guide to what you will find on the different pages of the new FAC website.

ANNOUNCEMENTS. Pretty self-explanatory. Go here for breaking news, messages from the CinC, and helpful hints from your Webmaster.

FAC CONTESTS. Here is where you will find listings of upcoming FAC contests. When submitting your contest for posting, please provide the following. Failure to provide the first four items may result in your event not getting posted!

Name and Date of contest

Location: Full address if you have it; at least city, state, and venue.

Host Club

CD / contacts, with contact information (e-mail addresses preferred)

Additional: if you have a flyer or a link to a website / map page for more information, pass it on!

RULES. All the approved FAC rules are available for viewing here, in their most up-to-date form. A downloadable .PDF version is in the works.

FORMS. Forms necessary for conducting FAC contests can be found on this page.

NEWSLETTER. Go to this page to submit articles to the Newsletter, ask questions of the Editor, or to re-up your membership using **PayPal**.

HALL OF FAME. Here you will find the names of all those who have been awarded our highest honor.

KANONE LIST. What the Sam Hill is a Kanone? Find out here, and view the list. Updated annually.

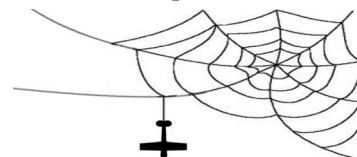
WHAT IS FREE FLIGHT? A photo essay.

ABOUT THE FAC. Lists the members of the FAC Board of Directors and the FAC Council. Also, contact information for a select list of FAC VIPs. When you have something to communicate or contribute, check this list first and send it to the right guy. You can also find the FAC Squadron list here, which is currently being updated.

LINKS. Links to other websites that support FF activity.

REFERENCE. Here you will find viewable and downloadable versions of the lists of designs that qualify for FAC racer mass lunches: Greve, Thompson, Bendix, and Goodyear/Formula 1.

Look for a new page dedicated to FAC Nats / Non-Nats information SOON!



Introducing the FAC Pilots Pre-Launch Checklist

Mass Launch Task Force

On the next page you will find a new FAC document: **The Pilot's Pre-Launch Checklist (PPLC)**. This checklist was developed as a replacement for the "45 point minimum" rule used in FAC Mass Launch and TOTF (total of three flight) Scale events in past years. This checklist can also be viewed and downloaded on the FAC website's "Forms" page.

Why? The "45 point minimum" rule stated that a model flown in any of these classes had to pass a "45 point minimum" scale standard in order to compete, without specifying how you might arrive at this threshold. Several patches have been applied to it over the years in an attempt to keep things on track. The PPLC is much more specific, and is designed to make it easier for CDs of events to pass / fail entries. It's pretty simple: got everything on the list on your model? You will be cleared to compete. Left something off on the list? Be prepared to back up your decision with a three view.

The idea is to eliminate ambiguity, so some guy who travels 600 miles to get to a contest doesn't get eliminated from a mass-launch because he didn't put a paper radial engine in the front of his T-6 Texan. It is also to make it clear to FAC newcomers what is expected of a Mass Launch or TOTF Scale model. It is ALSO to make things easier for contest directors, especially at large meets.

How will this affect you? It's really pretty straightforward. Yes, you might have to go back to that old Sopwith and glue on some tail struts. Or finally get around to putting some proper exhaust stacks on your Hurricane. Or (gasp) overcome once and for all your fear of making wing fillets. The wing dihedral rule was carefully considered, believe me; we think it will encompass most of what is out there. If your model falls outside these bounds, then it may be time to reconsider your dihedral addiction.

At a large meet like the Nats or the Non-Nats, TOTF Scale models may be required to go through a brief compliance check, similar to what is currently done for Dime Scale.

As is always the case in the FAC, CDs at small

local events are free to exercise all or none of the authority they want in enforcing this checklist, but consider that you do no-one a favor by allowing their non-compliant model to rack up Kanones in the laissez-faire 4 person local meet, only to be dismissed by the CD at a bigger meet like the Nats or Non-Nats.....

The PPLC has been drafted, revised, reviewed, revised, scrutinized and polished to a fare-thee-well, and blessed by the CinC. Look it over. I think you'll agree that it is in keeping with the best traditions of the Flying Aces Club.

Don Wilson

Balsa, Spruce, Basswood & Aircraft Plywood

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Grimsby, Ontario, Canada L3M 1N8
lcdw@sympatico.ca (905)945-5647
Email or write for Catalog

FAA Select Grade Balsa Sticks and Sheets:

1/64th balsa sheet 18" X 3" :...\$1.50ea
1/32nd X 1/32nd X 18" Basswood or Balsa Laser-cut \$.20ea
also available 1/40", 1/25" 1/20 sheet

Light Contest Wood 4 to 6 LB

1/16" x 3" = \$3.00
3/32" X 3" = \$3.25
1/8" X 3" = \$3.50
1/16" X 4" X 24" = \$2.65

Hobby Craft Kits All Laser Cut!

24" ws Citabria #HC8001
19 3/4" WS Waco Biplane #HC8002
22 7/8" WS Super Chipmunk #HC8003
24.5" Spitfire #H 8102
24.5" P40 Warhawk #H8103
Limited number of kits available!

Model Airplane Kits

Peanut Scale 13" wingspan
Laser Cut, \$16.00 Each
LC-001 Cub LC-004 Citabria
LC-002 ME 109 LC-005 Mustang
LC-003 Spitfire LC-006 Rearwin Speedster

STATIC MODELS Laser Cut Parts, \$20.00 each

1903 Wright Flyer 24"ws
Silver Dart (Bell Museum) 24.5" WS

Don's Fly Lite Tissue

White, wet strength, 9 grms sheet, same as Silkspan
25" X 36" 10 sheets is \$8.00

Postage for tissue is \$3.00

All Kits Shipped Free

All Wood Orders Shipping is 10% of cost

F.A.C. PILOT'S PRE-LAUNCH CHECKLIST

For MASS LAUNCH and SCALE TOTF Events

FAC Mass Launch and Scale TOTF (Total of Three Flight) events are designed for maximum fun with scale models. These models do NOT need to be museum pieces, but fliers should remember that they are SCALE models in the stick and tissue tradition of the Flying Aces Club, and must meet the standards outlined below.

Be prepared with documentation to avoid being DQ'd after the event in case of questions.

ALL MASS-LAUNCH & TOTF MODELS MUST HAVE THE FOLLOWING:

- ___ National insignia and side / wing registration letters / numbers appropriate to the era.
- ___ Colors appropriate to the era. Aluminum finish must be represented by gray or silver tissue / paint; white tissue alone is not acceptable.
- ___ No unfinished balsa or foam on the exterior.
- ___ All principal load / stress bearing struts and wires, exclusive of control horns and control wires.
- ___ Control surfaces outlined.
- ___ Scale landing gear, or if retracted, gear panel outlined
- ___ If radial engine, at least a paper engine if visible from the front.
- ___ 3-D exhausts, if they protrude above the skin of the original aircraft.
- ___ Cowl bumps if applicable.
- ___ Wing fillets if they are shown on the three view. May be small, flat triangular pieces when fillet amounts to a small, mostly flat fairing used only to blend the trailing edge of the wing into the fuselage.
- ___ Approximate scale outlines, allowing for modifications as specified in FAC rules (e.g. enlarged stab).
Side stringers required to represent approximate scale cross sections on oval fuselages.
- ___ Dihedral: a maximum of 1" per tip per foot of wingspan **or**, in the case of low wingers, no higher than the bottom of the canopy---**whichever is higher**. Models built from kits may be built to plan even if the specified dihedral exceeds these standards. Bring your plans.
- ___ Wingspan:
 - Military Combat (WWI and WWII): No restrictions
 - Thompson, Greve, and Bendix racers: 24" max
 - Goodyear and Formula racers: 13" max

MILITARY COMBAT (WWI, WWII) MUST ALSO HAVE:

- ___ All visible gun troughs and forward-firing guns must be 3-D; non-protruding gun ports must be appropriately marked.

March 2011

Half Size Wakefield

Air Marshall Gordy Roberts has teamed up with long time Free Flighter Dave Pishnery to promote a new event especially suited to smaller flying fields. Dave has been trolling through Gordy's vast collection of Aeromodeler Magazines and various other sources for classic Wakefield designs, and redrawing them at half size. There are hundreds of designs to choose from, and lots of aeromodeling history wrapped up in the old Wakefield Cup event. Here's what they have come up with:



In 1927, Lord Wakefield of Hythe was asked by the SMAE of England to sponsor a trophy for model aviation thus starting a long history of competition between countries that extends to this day. In keeping with this tradition of good will, Gordon Roberts and I would like to propose a new event based on Classic Wakefield's that were flown before the FAI got their hands on it and made it easier for everyone to fly. This was between the years 1937 through 1953. We feel that these models were the epitome of flying in the so-called "Golden Age" of modeling. The half size versions turn out to be a little larger than an Embryo and well suited for small field flying.

The rules governing Wakefield models from the mid 30's to the early 50's were as follows :

Wing Area to be 200 sq. in., +/- 10

Minimum Weight to be 8 oz.

Cross Sectional Area of fuselage to be L squared divided by 100, (L=length).

For the Half Size version, **wing area** translates to 50 square inches, +/- a bit. **Fuselage cross section** at 18" length would equal 3.24 sq. in. Embryo has to be 1 1/4 x 1 1/2 (=1.875 sq. in.), so the Wake' would be a little fatter.

Minimum weight = 1 Oz. ready to fly. A D/T of some sort would be prudent, so a modification for this will be allowed. Typical construction of a slab side Wakefield is 1/8" sq's. For a half size this is 1/16" sq., just like Embryo! **No messing with the structure on the plan** – if it's there, it has to be on the model! There is one exception to this rule. Some Wakefield's had a lot of wing ribs of thin balsa (eg. 1" spacing of 1/32 sheet) so we would allow such a model to have half the ribs but of the original thickness to get away from 1/64" sheet. We will stick with standard FAC practice and ban folding or feathering props even though the original model had them. 1 or 2 bladed rigid props of wood or plastic shall be permitted. Here are the provisional rules:

1. Event open to any published 8oz Wakefield from 1937 through 1953.
2. Model and all structure must be half size.
3. Rigid free-wheeling propellers only. No feathering or folding props even though the original plans called for them.
4. Model must weigh at least 1 oz.
5. Must use the construction as shown on the full sized plan. If wing ribs were originally 1/32" the number may be reduced by half if the same wood thickness is used. Provisions for a D/T, detachable wings and stab are allowed.
6. Must rise off ground from a three (3) point stance.
7. Three (3) – 2 minute max's. Fly off to be one unlimited flight among the competitors.

The Wakefield event in this country and abroad was one of the most significant Free Flight events in the history of aeromodeling, and fostered a sense of good will and camaraderie that exists to this day.

Part of the fun is looking for likely candidates. A key feature is being able to build with 1/16 sq fuselage structure. A lot of designers during the classic era were pretty off the wall. One guy used 1/16" x 1/4" longerons set on edge which translates to 1/32" x 1/8" built on a jig. Bob Copeland streamliners are ruled out except for the more "gifted" among us. Here is a very short list of designs that have good half size potential:

1951 Red Swan - Henry Tubbs

1944 A.F. Houlberg

1936 Albert Judge

1949 Voo Doo - Ron Warring

1950 Aarne Ellila

1951 Duster - Joe Bilgri

1948 Jaguar - Ted Evans

Harfang Winter Challenge



Spirit was high and temperature was low.

A report on the action from Luc Martin

For the 6th time in the history of Canada, the international winter Harfang challenge took place on January 23, 2011. Why that early in the new year you would ask? Why not do it in March as in the past editions when the temperature is more acceptable for rubber motors and the pilot's fingers?

First, Maurice had booked his plane ticket a long time ago and he stuck to his plan.

Second, our CinC had decided that this year the Challenge would be a *real* Canadian winter challenge. He intended to demonstrate that only the brave men (not the turnip blood type) could withstand Siberian temperature during a FAC contest.

Our CinC would brilliantly show to the world that it could be done, with every pilot fiercely bearing a smiling face... a rather stiff smile mind you. This venue was particular in many aspects. The CD, Ronny Gosselin, also known as Mr spirit of FAC, put together a world class truly international event. Competitors from 5 nations (Canada, USA, Australia, Argentina, Rumania, France) attend this event, attracted mostly by pure white snow and beautiful trophy. Our good friend Maurice Taudevin from Australia made the trip specially for this competition, Bruce foster was defending his Dime Scale Champion title and the rest of us... well... we hoped for some left over plaques.

The previous weeks, Harfang Commander in Chief enrolled all the Montreal members to build an airplane from Dave Stott to honour his memory. The chosen

subject was a dime scale Dewoitine 332 . Five models were made just in time for this event.

The lack of trimming and practice was reflected in the flight time but some participants also flew other dime



Maurice Taudevin's Dime Scale Wirraway climbs out .



The Blur race was the perfect opportunity to distinguish the real men from the chicken. Ronny, a Blur veteran, was dominant with a well established ballistic launch technique. He was always in the leading pack with his faithful "Joe 90".

Maurice Taudevin was an honourable opponent,



Bernard Dion shouts encouragement to his Dewoitine.

demonstrating increasing skill level heat after heat until a fatal crash almost severed his Mr Smoothy's left wing and took away his chance to place in the race.

Octavian Aldea had numerous landing gear and motor problems with his "Mr Mulligan" and has been behind the leading pack from the start. He had a slow but reliable airplane that flew the distance more often than the quick one.

Bern Dion, a well decorated fighter pilot from Russia was in the cockpit of Swedish racing Me 109. As such he brought his long WWII combat experience in a familiar Siberian environment hopping to ravish some laurel from the well seasoned Blur racer. After a promising first heat, Bern lost control of his very powerful airplane

on the second heat to end up with a missing wing after a spectacular crash.

Luc Martin, was in the Kellner-Bechereau 28 V.D V.D cockpit, so far this airplane although very promising, never performed to his full potential. The pilot lack of experience was reflected in last year disappointing race results. It turned out that it was the time to show the world what it is capable of. Luc finished first in the second heat. Ron and Octavian crashed before the checkered flag drop. On the fifth heat, right off the starting line "Joe 90" took the lead by a full yard followed by the Kellner-Bechereau. Mr Smoothy was limping behind plagued by spark plug problems and eventually cartwheel before the finishing line. At mid course, Ron, expecting an easy victory, decided to throttle back to save his tired engine. Meanwhile Luc pushed the throttle through the fire wall to catch-up Ron's corsair. The crowd saw in disbelief both airplanes crossing the final line within a cubic foot of air, barely a foot above the ground. The judges had to rely on the high speed camera to find out who had win. After the brief photo processing that seem like ages (thanks to Eastman Kodack for their state of the art lab) the judges could see the 28VD barely 6 inch above and 6 inch behind the corsair which finished first.

All points were added and Luc came out first, Ronny second and Octavian third.

For more photos of the frigid event, see the inside back cover.

Hot BLUR action in the cold Canadian air



FAC Profiles



Hello fellow clubster's. My name is Mike Welshans and I am a 64 year old retiree modeler living in the Detroit metro area. I am also a long time member of the Detroit Cloudbuster's, FAC Squadron #4. I have been a member of the FAC since the early 1980's.

As a life long modeler I have finally settled in on the free flight events of the FAC as my greatest source of enjoyment. The reason, in my opinion, is if we are building and flying our models in the Spirit of the FAC we should be doing this for fun and let the trophies come as they may. It took me 25 years to qualify for a Blue Max but I had fun and enjoyed the experience the entire time.

My modeling experience is varied as before retirement (lot's more income then) my wife Elaine and I, were deeply involved in the AMA and FAI Scale programs. Together we ran the AMA CL Scale Nationals seven times and the FAI Scale Team Selection five times along with being relatively successful as a competitor when not managing these events. The politics of these groups however, finally drove us away. In these earlier years we also attended many FF Scale meets from the AMA Nat's to the FAC Nat's and of course many local contests. We realized that this is where the real fun was.

My love of aviation was imbedded as a very young boy. When my father got out of the RCAF he and my mother moved to the Detroit suburbs. Back in those days my dad would pile us into the Model A (yep, he was driving one until the early 50's) along with a blanket and a picnic lunch and we would sit on the grass at the edge of a local airport for hours watching the Cub's, Champ's, Lus-

combe's and the like fly around and have their fun. We also have many friends in full scale aviation and have been lucky enough to get rides in old Champ's, Cub's, Fairchild's etc. and even some aerobatics in a 1929 Fleet 2 and a 1938 Stearman.

My focus in modeling is mostly the WW-I, Golden Age and Classic periods. Although these planes often aren't competitive at national level they are what I like and as noted earlier this is a hobby that is supposed to be fun. That is the way I approach it, building airplanes that I like, not necessarily models that will get high bonus points and win a contest. My free flight skills have been honed with the tutoring of far more skilled Cloudbuster's like Ralph Kuenz, Pres Bruning, Jack Moses and Fred Wunche.

A few years back I was asked to attend an FAC Council meeting as an alternate member, a bit of a scary experience with the superb modelers and fliers already on Council. It appeared that I fit in and after two years as an alternate Lin and Ross made me a permanent member of the FAC council. In 2008 I also accepted the job of the FAC's Keeper of Kanones in an effort to relieve some of the pressure that our very hard working Commander in Chief, Ross Mayo, was under at the time. It appeared to work and being retired I have the time to do the job.

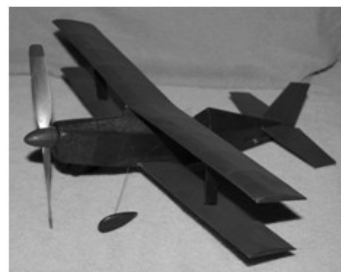
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Mike Welshans

Keeper of Kanones



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Stability

Unknown

M u m b o J u m b o # 1 4 8

We tend to think that it's all been done before and that we need only to make use of existing wisdoms. Not so. Much remains undone and even unexamined. Should you find yourself facing a strange stability problem, you may well be a pioneer, like it or not.

The problem stems from the extreme difficulty of handling stability inputs. Yes, we know something about dihedral, but what about polyhedral? The full scale aero texts do have neat formulas for handling stepped dihedral: fine, but does this apply to us, at our low Reynolds numbers? We don't really know. Similarly, we know that the prop blast contains a curved, rotating flow. What's more, it will usually impinge on the left side of the rudder, acting to turn the nose further left. But how much further left? And exactly what happens when we use down thrust? Isn't the result to lift the prop blast-perhaps clear of the rudder? In other words, perhaps down thrust reduces left turning tendencies. Nobody really knows.

Consider a practical example. I built a WW2 Vought Corsair fighter, jumbo size. It flew fairly well, except for one problem: that of unwanted Dutch Roll. In this maneuver, the model rolls say 20 degrees, left wingtip up, corrects itself, and then proceeds to roll equally in the opposite direction. This goes on without end. All the energy that should go into climb is spent in the rolling process, and duration is poor. Landing with one wing tip low is likely to produce damage. What is to be done?

The listed standard solution for Dutch Roll in models (Frank Zaic) is to reduce dihedral. I did so. Nothing was achieved. Not enough of a reduction? Influence of the polyhedral wing? I don't know. Here we're on our own.

Reasoning that the vertical tail area must be significant, and quite possibly too large at that, I began Trimming area while continuing to fly. Oddly enough, there was no change in behavior - even with half the vertical tail removed.

I ended, defeated. If reducing dihedral is indeed the answer, how much is to be left? Enough to deal with minor gusts? Finally, many other design factors are likely to be involved, from an enormous, high pitch prop to a vaguely Clark Y wing. Pertinent or not? Unfortunately, I simply don't know.

In short, if your model is acting strangely and the standard solutions don't work, it's likely that you have entered the domain of the unknown. What then?

Keep at it, but try to optimize your chances. Cut power to the absolute minimum. Fly only early in the morning, before wind and turbulence awaken. Drive an additional 10 minutes to find a grassier field. Listen to advice but don't take it too seriously. Nobody has the answers.

* * * * *

An Advert for Myself

The Glue Guru approach to air combat has been applied by Leon Bennett to a series of books detailing the tactics and aircraft of the Red Baron (von Richthofen). His success with the triplane, given as *Three Wings for the Red Baron* has just been reprinted in a fresh edition by Helion and is available at Amazon and all the usual book-stores.

And for a new look at the facts and lies surrounding his death, *Fall of the Red Baron* is unlikely to be beaten. Much nonsense is exposed, ranging from scheming eye-witnesses to bragging credit seekers. If the controversial death of the Red Baron holds any interest for you, this book is a must.

Finally, there is that old standby, *Gunning for the Red Baron*, containing tactics and gunnery details employed by all the WWI aces. As before, it's at Amazon, etc.

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WESTFAC.... Hello from the Folks out West

Roger Willis

Howdy Builders and Flyers...At the wonderful invitation from GHQ and Rich (our FAC Newsletter Editor), I have been tasked to write a brief WESTFAC column for each upcoming FLYING ACES NEWSLETTER. What a fantastic opportunity to keep everyone up to date on happenings in the FLYING ACES Squadrons West of the Mississippi. As you may or may not know WESTFAC stands for the Western States Flying Aces Squadrons.....which represent over 30% of all the Squadron's under GHQ's command.



Some brief history of WESTFAC may be helpful. Many of us had been travelling across the country to fly in the FAC Nationals at Geneseo. What a blast those trips were and it got us to thinking. It's tough and expensive to travel 3000 miles or so with airplanes and sometimes wives and pets. Sooooo, how about organizing a Western Regional FAC Event? In 2005 we decided to do just that. We made sure it didn't compete with the Nats. So we held it only on the odd numbered years. We wanted it to be a multi-venue affair..not driven by one or two folks but by a WORKING COMMITTEE made up of Builders and Flyers all over the Western States. Phil Thomas from New Mexico, who many of you met at the 2010 Nats. coined the name WESTFAC and it stuck! We asked the SCAMPS SAM Chapter if we could use their

flying site in Perris California for our first event WESTFAC I which was held in 2007. We worked hard in advance to advertize this new FLYING ACES Event using a new web-site www.westernfac.com and building a massive email distribution list to wet the Builders and Flyers appetites well in advance. That Perris flying site is a 4minute field with reasonable drift and it worked out just fine. We followed the pre-registration model used by GHQ and found a hotel nearby for Scale Judging and a friendly Pizza Parlor for our Banquet. WESTFAC was off and running and the Flyer feedback was fantastic. Everyone has a blast. We received great support from Lin Reichel and Ross Mayo.

We followed this initial success with the selection of Gainesville Texas as our 2nd flying venue and added a strong group of Texas Flyers to the Working Committee who managed our WESTFAC II event in Texas . WESTFAC II was expanded from nine Flying Aces Events to fifteen.



Our third and final flying venue will be Denver Colorado and we have expanded the Working Committee to include some great Builders and Flyers from that area. The flying site just East of Denver is 27,000 acres of un-believable free flight land. Given some drift, you may need a backpack and canteen to retrieve. WESTFAC III will be in Denver on June 22nd through the 25th and has been expanded again from 15 events to twenty-three. Now each WESTAC will "rotate" around these three great flying sites in the West on every odd numbered year.



We have asked the Western FLYING ACES Squadrons to submit some of their contest info/results and photos to be used in this column and so we hope to keep all you readers updated on Squadrons, contests and building fun. Our "FEATURE SQUADRON" this issue is the SCALE STAFFEL FAC-41. This Squadron was founded by Walt Mooney [FACHOF] in the early 80's.



It flies at Otay Mesa near the Mexican border and has three major contests a year with over nine FLYING ACES events at each contest. The pictures associated with this article were taken at the Scale Staffel contests and some are from WESTFAC event photos.

Hannan's Runway

Bill and Joan continue downsizing the business, however Hannan's Runway publications and Frank Zaic books remain available, while they last. (Dealer inquiries are also invited).

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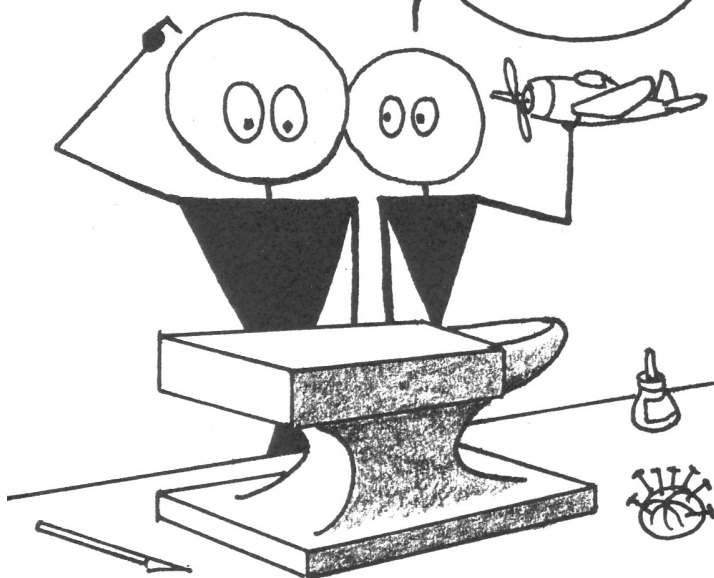
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The Swoose Saga

A l C l e a v e

In the early days of World War Two, there came upon the scene a mythical bird called the swoose, an imaginary creature said to be half swan and half-goose. This was the invention of a songwriter who had come up with a ditty called Alexander is a Swoose, A nonsensical vocal rendition typical of the dopey style of lyrics common back then. Then, somewhere along the way, a B-17 showed up with the name Swoose painted on its nose.

It's generally assumed that the song in the early 1940s was when the name first came into being, with the B-17 following close on its heels. The first time I ever heard it, however, was actually several years earlier in 1937 ---coming initially in modified form from the two year old sister of my grade school girlfriend, Norma Jean. Short stuff was just learning to talk and was having trouble pronouncing "Norma Jean" ; it kept coming out "Geeswoose." Accompanied by a lot of saliva. This was shortened by one and all to simply "Swoose." Without the spit.

A few years after this, I built a model that I named the Swoose (later published in Air Age magazine). It would subsequently be given to N.J. AKA Swoose when I left town in response to Uncle Sam's invitation to go off and do military stuff. The unfortunate outcome of this sentimental gesture with the model is covered at the end of this gripping narrative.

Now N.J. had what she viewed as a dastardly rival named Joanne in the romance department. This rivalry inspired bitter animosity on her part. (try to stay with me on this. It's essential to the plot) Not helping in the least to maintain peace and tranquility was the fact that shortly after my first solo in a full-size airplane, I had just happened to be flying low over Joanne's house one day when I made the big mistake of closing the throttle to kill the engine noise and then hollering out the window at her.

She saw to it that word got back to Norma Jean at approximately the speed of light, and the term "big mistake" proved to be grossly inadequate as NJ explained the error of my ways to me in terms loud and shrill enough to conceivably cause my brain to liquify if I stood too close. "Big mistake" in this case ranked on about the same level

of inadequacy as saying Hiroshima experienced urban renewal.

The event paled into insignificance, though, when at a later date I got married....to someone other than NJ. Talk about animosity! I have no doubt that the model I had given to her earlier bore the brutal brunt of all the homicidal ill will that she felt towards yours truly and suffered a splintery demise at the hands of a vengeful, scorned woman. Rest in pieces, Swoose.

Good News - Bad News . . . again



Well it turns out that Wally Farrell isn't the only fellow to get a lost model back! Pat Murry Sent me a very pleasant E-mail, and wanted to know if this orphan Race model might look familiar to me.

It's the same model I lost at Muncie at the Outdoor Champs when it flew over a creek/wooded area. I had a motor bike and I was able to stay fairly close to the model but she vanished going into very thick woods that shaded a winding creek. My final line was only a guess. I still searched a lot! It was the final round of the Greve race so I still got the kanone

Evidently, people hiking found the model and turned it over to some model airplane people. Then the model passed hands a couple of times at model club meetings until it found it's way to Pat Murray. I had no name or address label on the model.

Pat thinks it spent some time in a tree before it fell to earth, and he warns me that the model looks a lot better in the pictures than it does in your hand.

At least she won't rot in the woods!

Chris Starleaf

Cover Story

Thought you might get a chuckle out of the attached photo, showing my old 5-cent Comet Bellanca atop its plan, accompanied by some vintage razor blades encountered at a weekend parking-lot sale. The stack was rubber-banded together @\$1, and I was astonished to see some of the obscure company names. Even the familiar Gillette blades were not the expected blue, but more nearly a sort of maroon color.



They brought forth nostalgic memories of building "stick" models during my 1930s youth, when the primary tool employed was half a double-edge razor blade. And truly, they don't make 'em like that anymore!...

...Look carefully and on the lower right-hand cor-

Bill Hannan lines up to get the shot...



ner of the model plan, you'll see it was autographed by its designer, the late Ed Lidgard on 9/14/86.



...and here's the shot. Ed Lidgard with the 5-cent Comet Bellanca he designed.

Originally the Bellanca was rubber-powered, however it now has one of Stefan Gasparin's miniscule G1S CO2 powerplants, which runs so long, I've been chicken to risk flying it in our local small field.

Another interesting side note...well-known FACer Fernando Ramos, owns a full-size Bellanca Junior!

So that's the "Rest of the Story," so-far..."

Bill Hannan

BP QUIZ answer -

Autogyro (15 bonus points), twin (25 bps), and maybe even a biplane (15 pts). Talk amongst yourselves.

It's definitely not a Peanut. The 18" rotary wing takes it into FAC Rubber Scale territory.

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FAC Contest Calendar

Cloudbuster Fred Greg, 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

KSU Fieldhouse	OH	April 17	CFFS Indoor Contest	Michael Zand	imzand@hotmail.com
				Larry Mzik	440-357-7361
Perris	CA	April 17	FAC Squadron #41	George Mansfield	gmanfield75@gmail.com
Flint	MI	April 23	Cloudbusters FAC FF Broome Park	Chris Boehm	merlin236@comcast.net
Jackson	MI	May 1	Cloudbusters Indoor Spring Fling	Dan Olah	810.348.8675 danielolah@wowway.com
Muncie	IN	May 4	CIA Swap & Trim Meet	Lonnie Kinder	248.542.8144 lonkin@comcast.net
Raeford	NC	May 14, 15	Kudzu Classic	Lonnie Kinder	765.945.7626 djdriscoll@cox.net
				Dan Driscoll (FAC)	703.684.0908 jdiebolt@mindspring.com
				John Diebolt (AMA)	919.467.1025 mbwelshans@aol.com
Flint	MI	May 15	Cloudbusters FAC FF Broome Park	Mike Welshans	248.545.7601 dad4584@who.rr.com
Muncie	IN	May 21, 22	McCook Annual	Dan DeAngelo	937.760.0886
Elyria	OH	May 22	Cleveland Free Flight Society	Jim Gaffney	jamesfgaffney@hotmail.com
Muncie	IN	May 28, 29	Balsa Bug Inter City	Paul Crowley	usa2298@comcast.net
Flint	MI	June 4	Cloudbusters FAC FF Broome Park	Mike Welshans	586.294.1236 mbwelshans@aol.com
Elyria	OH	June 5	Cleveland Free Flight Society	Jim Gaffney	248.545.7601 jamesfgaffney@hotmail.com
Denver	CO	June 22-25	2011 WESTFAC Mk. III		www.westernfac.com
Elyria	OH	July 31	Cleveland Free Flight Society	Jim Gaffney	jamesfgaffney@hotmail.com
Otay Mesa	CA	August 14	FAC Squadron #41	George Mansfield	gmanfield75@gmail.com
Denver	CO	Sept 3-5	FAC Mountain States Scramble	CD - Don DeLoach	ddeloach@comcast.net
Whitesburg	GA	June 25	TTOMA June FAC Event		tum25@bellsouth.net
Muncie	IN	Sept 8-9	www.thermalthumbers.com	Dohrman Crawford	770-698-8737
			2011 Outdoor Champs	CD - Ralph Kuenz	rdkuenz@yahoo.com
				F. Gregg	loopy.cbfac@yahoo.com
Otay Mesa	CA	Nov 13.....	FAC Squadron #41	George Mansfield	gmanfield75@gmail.com

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Contact Chris at (631) 654 9148 , 158 Arlington Street, Pat-

S.O.S.

Rich Fiore is looking for a traveling companion for the NonNats at Geneseo this Summer. If you would be interested in sharing the ride, contact him at: 531 Secatogue Ave, Farmingdale, NY 11735, ph: 631-249-4358, e-mail freeflightpilot@optonline.net



The Harfang crew's tribute to Dave Stott. The Dewoitine D.332 Dime Scale models were built from Dave's plan, and mass launched into the cold Canadian sky. Chattering teeth were probably an asset in the "Best Motor Noise" contest, in the photo below.





FLYING ACES

Club

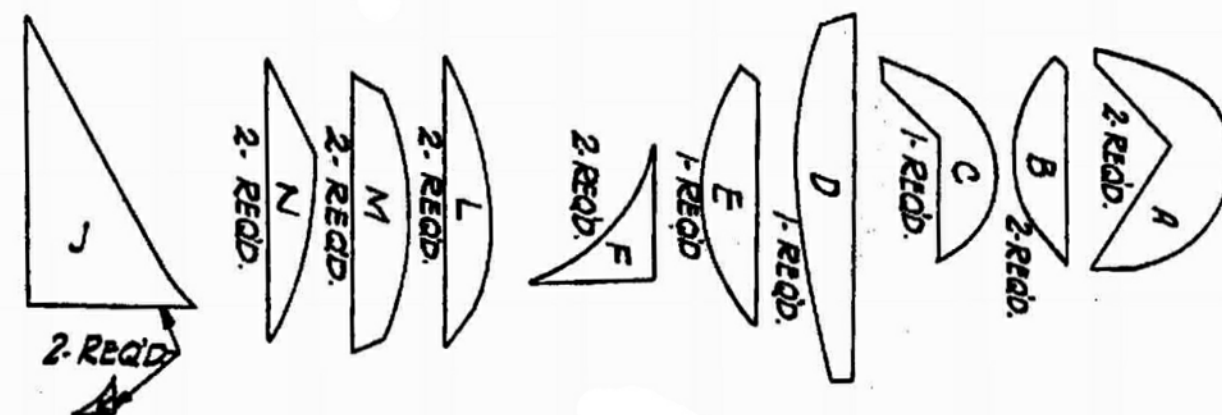
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Strongsville, OH 44136

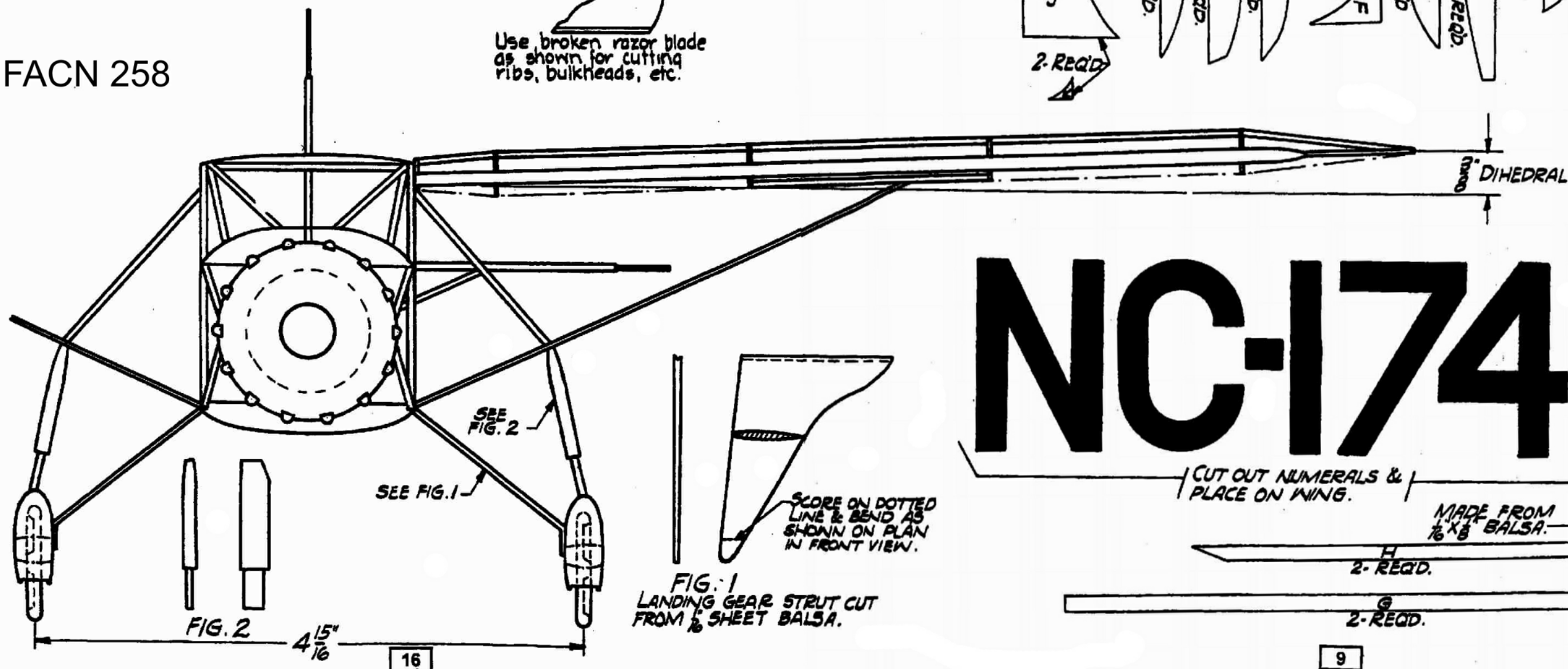
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A few shots from warmer days at Ingleside, MD last year, courtesy of Julie Farrell. Above - Dave Mitchell and Wally Farrell pose with their Lockheeds built from Easy Built kits. Below left - The Houck clan winds up. Below right - Frank Rowsome with his big beautiful Me 109.





Use broken razor blade as shown for cutting ribs, bulkheads, etc.



NC-1743

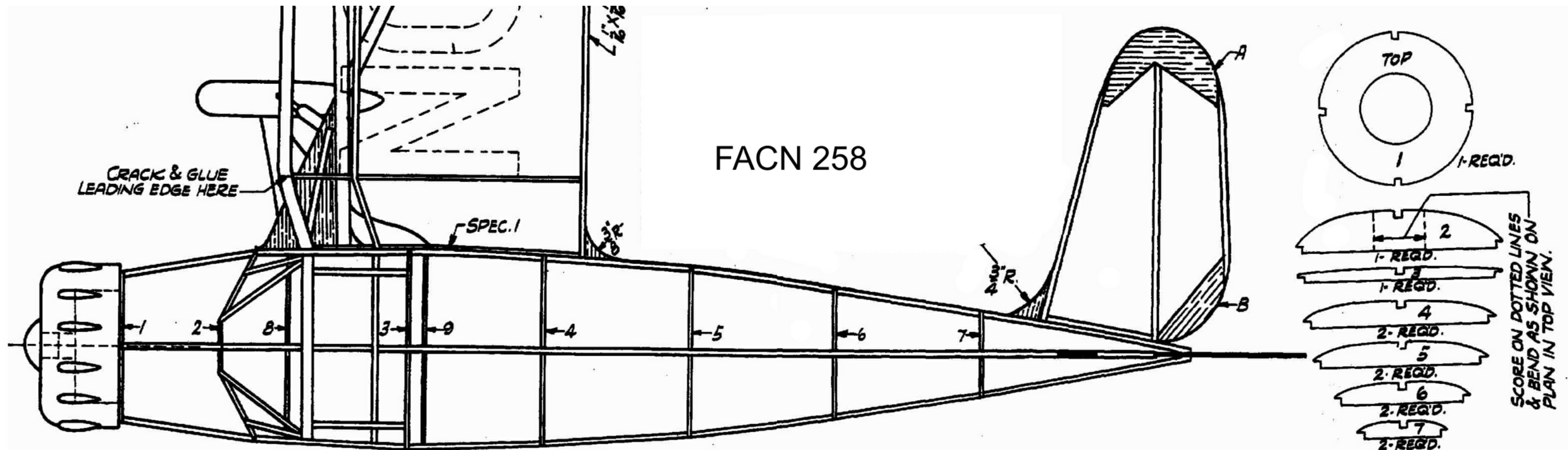
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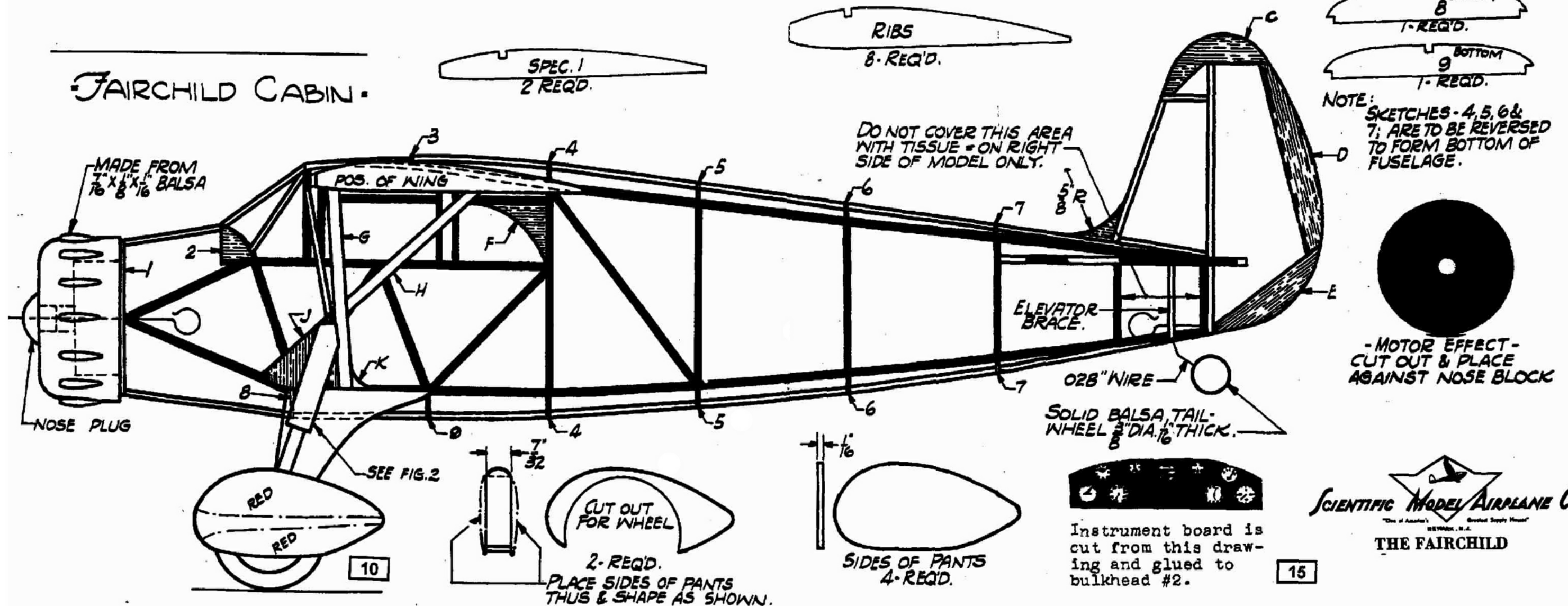
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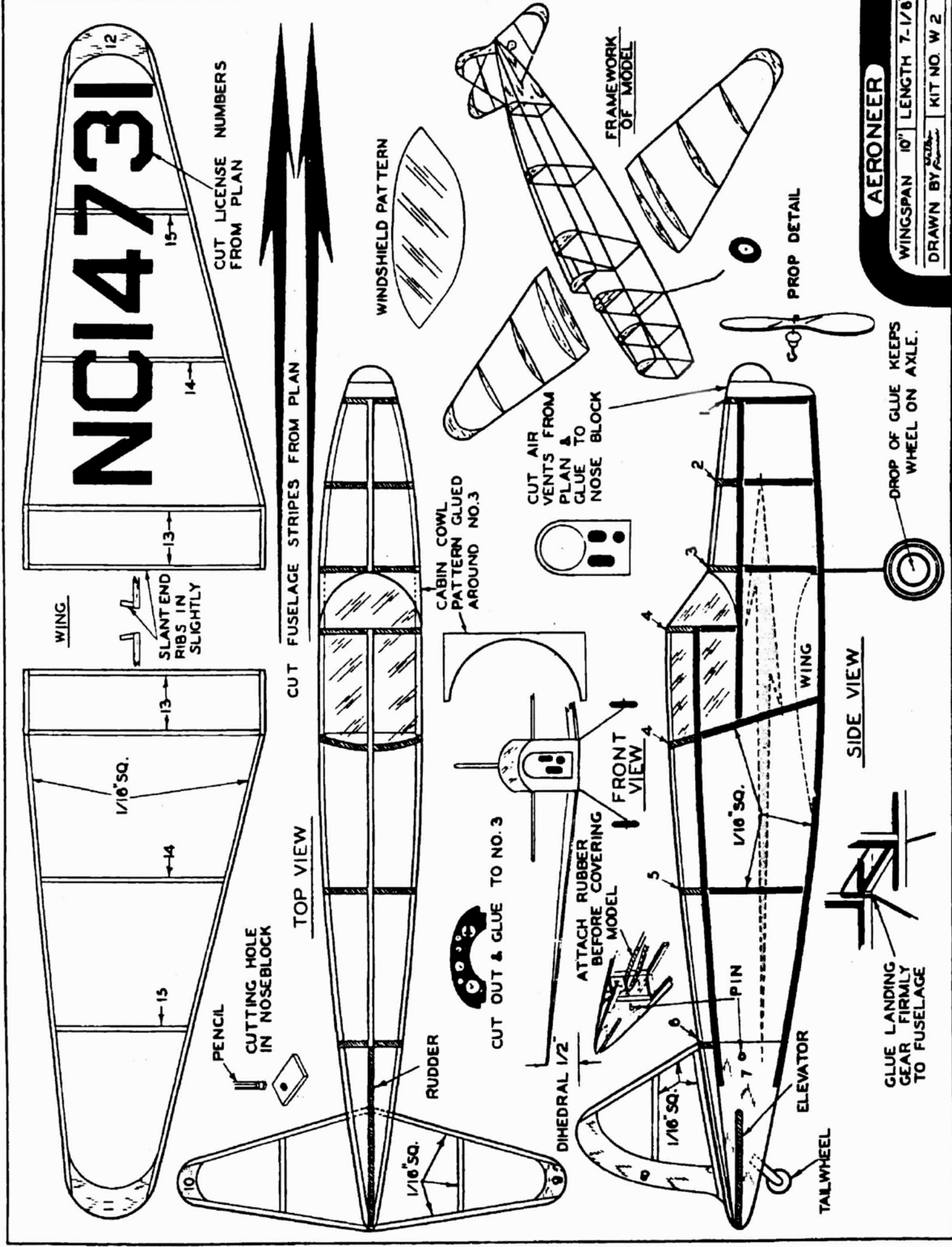
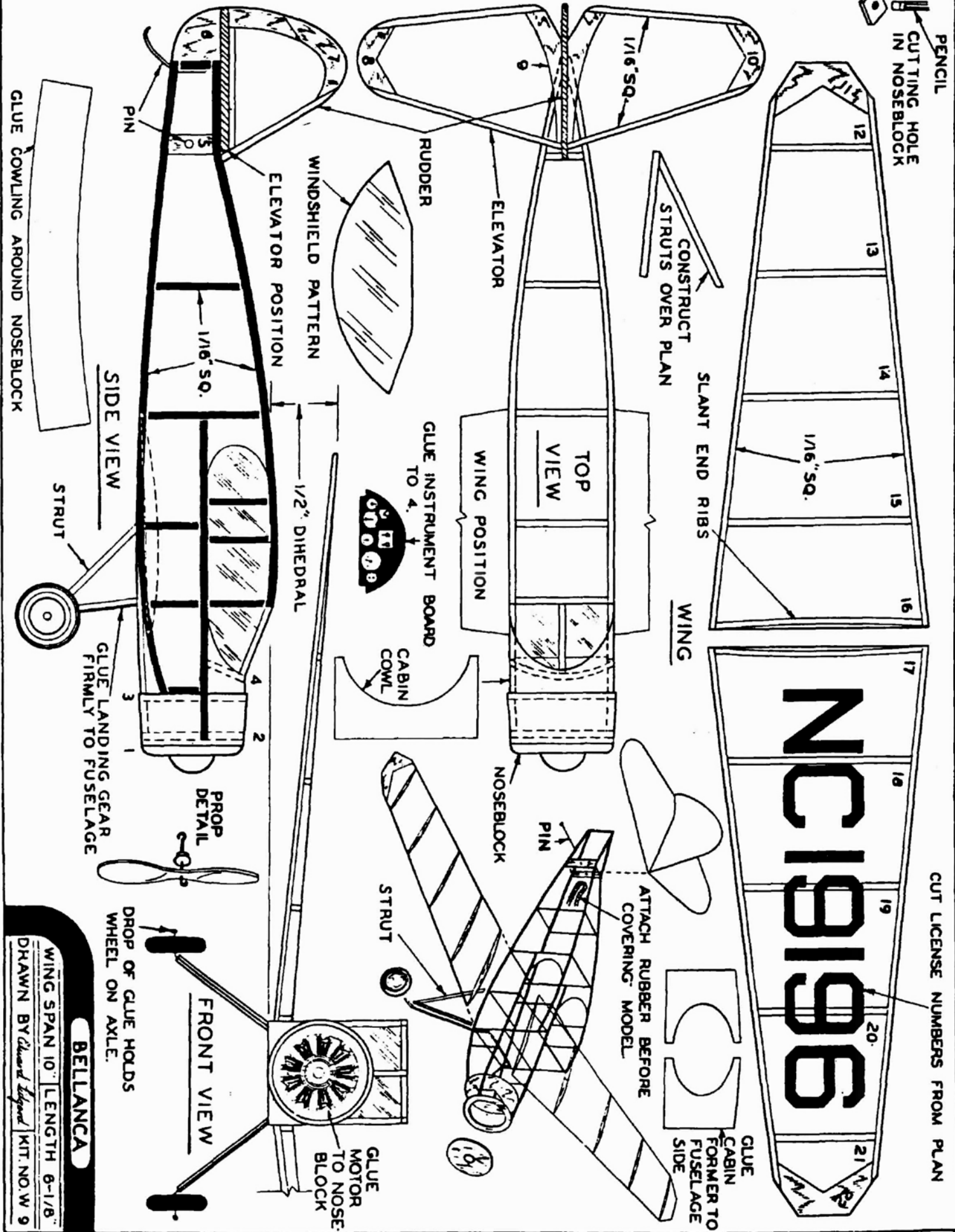
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FAC NON-NATS REGISTRATION FORM GENESEO, NY JULY 13-15, 2011
EACH CONTESTANT MUST USE A SEPARATE FORM. PLEASE PRINT CLEARLY!

CHECK ONE: ____ JR. (under 17) ____ SR/OPEN JUNIORS 17 and younger fly FREE, but you still have to fill out a form to receive a CONTESTANT NUMBER!

NAME _____ CONTESTANT # (GHQ use only) _____

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CITY _____ STATE _____ ZIP _____ HOME PHONE _____ - _____ - _____

EMAIL ADDRESS _____ CELL NUMBER (optional)* _____ - _____ - _____

*If you record your cell number on your model...and someone finds it in the corn, potatoes, etc., you can be notified on the spot!

WAIVER: I hereby release the FLYING ACES CLUB, INC., the HISTORICAL AIRCRAFT GROUP, INC., Austin Wadsworth, the STATE UNIVERSITY OF NEW YORK (Geneseo), and all other persons and organizations connected with this contest from any liability whatsoever for accidents or injury incurred while participating in the 2011 FAC Non-Nats competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

S.U.N.Y. -GENESEO INFORMATION

Dorm room location: STEUBEN HALL (# 21 on campus map, included in registration packet)
CHECK IN: July 13TH after 1:00 P.M. CHECK OUT: July 15TH before 10:00 A.M.
NOTE: If you need a handicapped parking space, YOU must contact the campus police upon arrival.

Meal Plan: Purchase **any combination** of the three **individual “Meal Pacs”**. No partial substitutions. Select options below.

Dining Hall: MARY JEMISON HALL (#32) or LETCHWORTH HALL (#26)---TBA
Breakfast / Lunch / Dinner times TBA in the next FAC newsletter. Assume 7:00 / 12:00 / 7:00

QUALITY INN - GENESEO INFORMATION

Address: 4242 Lakeville Road, Route 20A, Geneseo, NY 14454 **Reservations:** 585-243-0500
If you opt to stay at the Quality Inn, YOU must PHONE and inform the reservation desk you are with the FLYING ACES CLUB to receive the special rate of \$104.00 plus taxes per night. The motel will expand the block of rooms as necessary. PLEASE NOTE! A new Hampton Inn is scheduled to be complete in June just next door under the same management as the Quality Inn. If you prefer to book in the Hampton Inn for whatever reason, you still need to call the number listed above.

Contest Registration Fee:	<input type="checkbox"/> Jr.	FREE	\$ ____ 0	
	<input type="checkbox"/> Sr. / Open	\$ 27.50	_____	
S.U.N.Y. Dorm:	<input type="checkbox"/> Single	\$140.00	_____	Check here if you require a ground floor room <input type="checkbox"/>
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International Money Order^	<input type="checkbox"/>	\$ 8.00	_____	
		TOTAL	_____	

GHQ will NOT be able to refund cancellations AFTER June 30, 2011.

^ INTERNATIONAL MONEY ORDERS IN US FUNDS MUST ADD \$8.00 TO TOTAL FOR BANK SERVICE FEE. If sending cash in US dollars from outside the US do not add the \$8.00 service fee to the total. See alternate PayPal registration options on FAC website: www.flyingacesclub.com

****Please write in your S.U.N.Y roommate.**_____

Please remit all fees with registration form by **JUNE 17, 2011**. Make payment to: **FLYING ACES CLUB**
Mail complete form and payment to: **FAC, c/o Mr. Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510.**

WESTFAC III REGISTRATION FORM
DENVER, COLORADO
JUNE 22, 23, 24 & 25, 2011

[Please Print]

Name _____ Address _____ AMA # _____

City _____ State _____ Zip _____

Entry Fee @ \$25 [flies all events]: ____ \$ ____
WESTFAC III T-Shirt @ \$10: ____ size ____ \$ ____

Big WESTFAC III Awards Dinner @ \$25: ____ \$ ____

Total Enclosed: \$ _____

No entry fee for contestants under 18 years of age. **Please send your check prior to May 15th 2011** so as to ease paper work later on.
Mail entries to: WESTFAC COMMITTEE, 6773 Mallee St., Carlsbad CA 92011. We will be unable to refund cancellations after MAY 20th 2011. **Make your check out to: WESTFAC COMMITTEE.**

There is overnight vehicle parking at the flying field. However, we suggest you call the Hampton Inn in Parker Co. (303-841-2977). Mention WESTFAC and reserve your room at a discount ASAP.

Awards will be made through 3 places in each event.

Event times are: June 22nd: scale judging at the Hampton Inn in Parker Co from 1PM until finish. 23rd, 24th, and 25th: flying hours are 8am until 5 pm. On Saturday evening (25th) at 7:30PM our Awards Dinner will be held at a designated restaurant nearby. All are welcome.

Waiver: I/We hereby release the Scale Staffel Model Club, Lone Star Squadron, The Alamo Esquadriile Squadron, MMMFFMAC, The Rio Grande Sqdn. and the Flying Aces Club, Inc., all other persons and organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/ WE, also agree to abide by all flying and field rules in force at this contest. I/WE also understand that if we are late for a pilot's/ Mechanics call for Mass Launch Events, we may be disqualified. The time for these “calls” and events will be posted at the Scoring Tent.

Signature _____ AMA NUMBER _____

Again, all scale judging will take place on Wednesday June 22ND from 1PM until finish at the Hampton Inn, Parker CO. No one admitted until 1PM except Vendors.

Bring your models and documentation. Documentation should include: a three-view, a picture of the real plane and the color scheme you used. If you cannot get one of these, you may bring a written description from a journal or news article. Mass Launch aircraft not entered in FAC Rubber Scale will be judged using the “45 point rule” at the field during the Pilot/Mechanics Call. All radial engine models in Mass Launch events must have at least a paper engine inside the cowl. All military models in Mass Launch must have armament built into the model—no “painted on guns”. No slab-sided models unless the real aircraft was slab-sided. No folding props in any events.

Please circle the events you plan to enter.

Events With Fly Date		
FAC Rubber Scale..23, 24, 25	Pseudo Dime Scale..24	Golden Age Civil/Mil..25
FAC Peanut Scale...23, 24, 25	Modern Civil Scale..24	Grumman Special Event ML..25
FAC High Wing Peanut Scale..23, 24, 25	WW I Combat..24	Goodyear ML..25
FAC Jumbo/Giant Scale..23, 24, 25	Greve ML..24	WW II Combat..25
FAC Power Scale..23, 24, 25	O.T. Cabin..24	Jimmie Allen..25
Modern Military..23	2-Bit + 1..24	Flying Horde ML ..25
Low Wing Trainer ML..23		
Thompson ML..23		
Embryo..23		
O.T. Stick..23		
Dime Scale...23		
		WESTFAC III Dinner..25
		7:30 PM. All Awards