

FLYING ACES

Club
News

No. 259

May/June 2011





Above: John Brown sent these photos of his Nickel Scale fleet. He built them from old time plans for his grandkids to fly when they were 6-7 years old. Many hours of fun for both grandpa and the kids!



ABOVE LEFT: Roger Willis sent this pc of his beautiful new Power Scale ship. **ABOVE RIGHT:** Air Marshall Gordy Roberts and Dave Pishnery are getting ready for the new Half Wakefield event. Clockwise from the top - Korda's Victory, Jaguar, and a Voodoo. **Below:** Some inspiration from the incomparable Bob Schlosberg - The J-3 Cub on the left is a modified Herr kit powered by a Modela C02 motor which will keep it aloft for 2 -3 minutes consistently. His 26" Sorrell Hyperlight is rubber powered and is a reliable one minute flier, with a "best" of 93 seconds.



Cover shot : You can almost feel the thermal rising as Al Timko launches his Wanderer at the '09 NonNats in Geneso, NY. Bob Clemens photo

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Plans - Special thanks to Tom Nallen II for his work on Len Weiczorek's PZL plan. Earl Stahl's Wakefield "Gypsy" looks like a good one for the half Wake event, and it's already half size! And the attractive Peanut Scale Jodel 112 from Roger Aime links up with an S.O.S. appeal.	
Non Nats & WESTFAC registration forms are on the plans page center spread.	

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 = \$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

BACK ISSUES are available from GHQ at \$5.00 each. Be sure to renew on time! **FAC GHQ, 4207 Crosswinds Dr., Erie, PA 16506-1299**



Greetings Fellow Free Flighters,

There's not too much going on with the administrative side of things this time around so it's time to get back to some good old fashioned modeling stuff! The only item on the docket is a tweak to the rules for the Rubber Powered Jet Scale event. The new set up will clarify the eligibility of manned rocket powered aircraft in this event.

You'll be pleased to know that the new PayPal system is working well, and there has been a steady trickle of new members signing on through the website. Renewals have been coming in at a steady pace too. I'm projecting that by this time next year we'll be on solid financial footing once again.

Speaking of club finances, I'm sure that some of you have been wondering about the status of the bequest from Jack McGilvray. It's not here yet, and we don't have any indication of when it might arrive. These things always seem to take longer than you'd think.

I've gotten a few notes from members who are confused by the expiration date on their newsletters. Here's the deal: Even if your expiration date is the first of the month, you *will* get the newsletter that is due for that month...but of course it will carry the DRX. The reason we're adding the date is so you have some advance warning of when the Dreaded Red X will show up.

Many of you have included words of encouragement with your dues payments. I want you to know that it is very much appreciated. There are occasionally times when it feels like my wheels are spinning, and those notes change the whole day. Thanks.

One of the neatest items that crossed my desk recently was a renewal check from long time club member Paul Hagen in Wisconsin. It was unusual in that it also included gift subscriptions to the FACN for two libraries

in his area. What a terrific way to spread the word on the FAC. Thanks Paul!

WESTFAC III is almost upon us. Contact info is in our Contest Calendar in the back of this issue. This event has gotten rave reviews from all the participants in years past, and it's a good bet that this one will be no exception. There's a registration form in our center spread..

The third edition of the Harfang Chronicle has been unleashed by our friends in Montreal. It's another wonderful collection of Free Flight info and fun. You can find the link to this and the previous two editions here: http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=4268.0 It's a lot to type, but worth it!

Special thanks go out to Dick Bennet, Doug Ward, and Claud Powell. These guys picked up on my comment about the lack of an index to the plans in the FACN, and all three of them sent along copies of their personal indexes! Now I've got no excuse for printing a duplicate. There's no finer group than the Flying Aces.

See you on the flying field!

Rich Weber

News on the Wing

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



WINING AND DINING with the CinC, Cheryl and *Cliff*.

Cheryl and I were in Key West, Florida recently. I was there for a week of professional seminars and she for sun and sand during the day and yours truly after five o'clock in Margarita Ville. Most evenings we sought out "hole-in-the-wall" restaurants for great food with great service, and we were never disappointed. It was most difficult to return to Erie with the cold and snow, but I'm not complaining...just stating the obvious.

For many years, Cheryl would spend her limited vacation days with me at Geneseo volunteering at the GHQ tent until the whining of the hanger queens got to

her. (Cheryl is an Oncology Nurse at a Regional Cancer Center and deals with terminal ill patients and their families every day.) Back at the hotel she would lament, "For crying out loud, it's just a freaking hobby!" But I digress...this is about dining.

Needless to say, wining and dining, late night walks along the ocean and early morning lectures left little time or energy for reading emails from some of our "whiny" club members. (Note to self: Next vacation, don't take the laptop.) In this age of being "connected" at all times one just can't escape the "Cliffs" of this world. You remember *Cliff Claven* from the TV show Cheers? He's the guy that knows it all, and contributes very little to the well being of those around him. Well, sorry to say, there are a few "Cliffs" in the FAC.

Here's a few examples of the recent correspondence from the FAC Cliffs:

"I sent my dues in yesterday and I have yet to receive my issue of the FAC News." Geeze oh wheeze *Cliff*! The FAC is a non-profit social club with services provided by unpaid volunteers. The process takes time. And the FAC has NO control of the US Post Office once it gets into their hands. "Bulk mail" is like voodoo...no one knows how or when it will work.

Another member complained that his Kanone was disallowed; that he beat the other two members of his club, "Big time!" Well, the Keeper of Kanones informed this *Cliff* that the event / Kanone in question was not an official FAC event. (Unofficial events can qualify for Kanones with pre-approval from GHQ...which was not done in this particular case.) For the sake of argument, let's say that the event actually was an official event of the FAC. Okay *Cliff*, so you won an event. It doesn't make you Master of the Universe. A Kanone should be a measure of how well YOU...as an individual are developing skills as a modeler. A Kanone is about the competition with ONE-SELF. A Kanone is just a number...whether won in a three person contest or against thirty-three members as at WESTFAC. Competition is not just about winning in the FAC. It's about the enjoyment of the research, the building and the flying of our models in the company of others who DO GET IT!

Perhaps those like *Cliff* think "FAC" stands for "Flog Another Competitor." It doesn't, but it could mean,

“Fun And Camaraderie.”

Another *Cliff* insisted upon a free membership because he had reached X number of years in age and had been a loyal member of the FAC for X number of years. To this *Cliff* I say, “Happy Birthday and thanks!” Now run that logic past NEWSWEEK, PLAYBOY or LADIES HOME JOURNAL and let me know what they say.

A surviving son of a Life-Time Member informed GHQ that his father recently passed away (our collective condolences). He (the son) would like GHQ to continue sending his deceased father’s subscription as he (the son) enjoyed reading it also. Sorry, there has never been a “Dynasty Level Membership.”

And speaking of LIFE-TIME MEMBERSHIP...

There are a certain number of members who enjoy the benefits of membership who do not pay the annual dues for several reasons. One group is those individuals who took Lin up on his offer to purchase Life-Time Memberships. If you are one of those fortunate few, I will continue to honor your membership status, however, you MUST contact me with such proof that you did indeed pay for a Life-Time Membership. Lin did not keep very good records nor did he foresee increases in total cost as we have experienced over the past few years. GHQ has been reluctant to pass on each and every production cost increase over the years, but as Rich Weber, FAC Treasurer, has announced, our “cushion” is just about a thing of the past. As a Life-Time Member I’ll contact you in turn and negotiate a “donation” to help with all the recent fee increases. If you do not contact me, your membership will automatically revert to a regular membership and you will be notified of your renewal date like everyone else. Keep in mind, back issues are \$5.00 each so you don’t want any interruptions with your subscription.

As is customary in the newsletter trade, editors of club newsletters who exchange issues with our editor receive a free issue. If you are an editor, please notify Rich Weber, FAC Editor that you are or would like to exchange issues. Please do not send any more “free editor exchange issues” to Mrs. Reichel. If you have sent any “free” issues to me, please send me a bill and I’ll sign up for a regular subscription. Hey! I like to know what’s going on out there with the local clubs.

There is another group of members receiving spe-

cial benefits that were originally extended by Lin for reasons unknown to the current volunteers of GHQ. Over the next few months you will be contacted and informed that your membership status will be changed to “regular member” and when your annual dues will be due.

As I said earlier, the newsletter should be a break even process, but over the past few years the small “cushion” we enjoyed has all but been eliminated: primarily due to postal increases and the reluctance of GHQ to raise dues. I believe that the vast majority of you will understand the necessity of the steps being taken at this time to keep the newsletter coming to you as you have come to enjoy. Until next time Cliff...

BUILD what turns you on. FLY as much as you can. WIN...just let it happen.

Ross P. Mayo, CinC

New FAC Squadron

FAC Squadron #53, known as the Yankee Air Pirates was recently authorized by GHQ. Congratulations!

Those interested in joining can contact the Squadron CO:

Mark C. Rzacca
17 High Point Trail
Fairport NY 14450
Email: mrz01@rochester.rr.com

Bonus Point Quiz



Miles M.14

FAC Rubber Jet Scale Rule Change Proposal

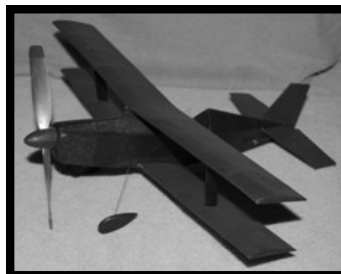
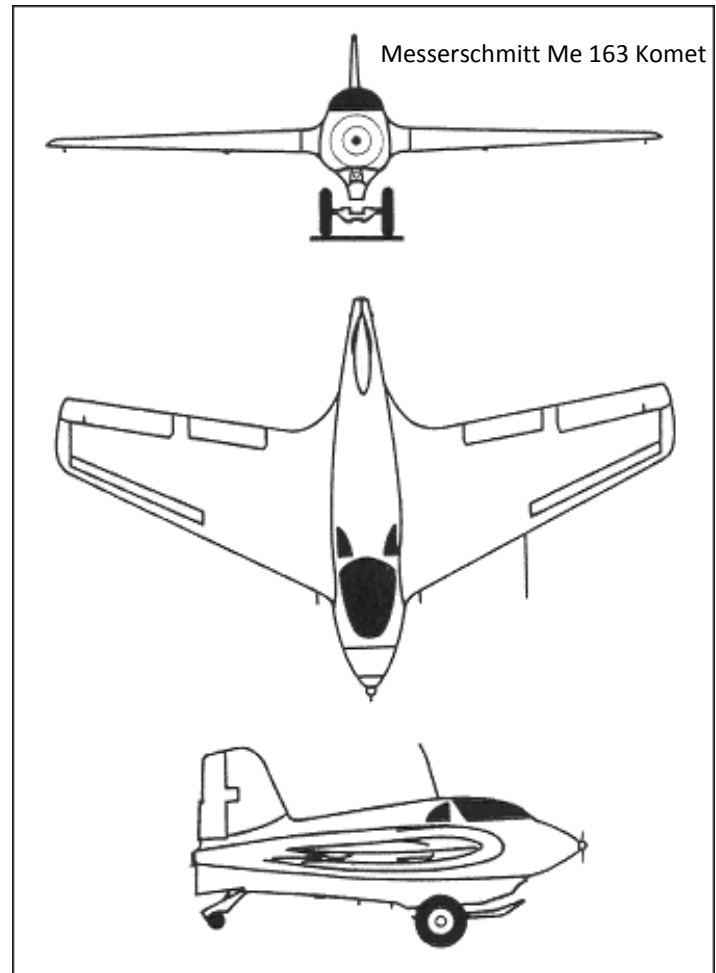
Proposed changes to FAC RULES, Chapter III, Section 1.0, Rules "R" and "S"

Eliminate distinction between MANNED ROCKETS and JETS. Two sets of rules become one, resulting in the following:

R *FAC Rubber Jet / Manned Rocket Scale

1. No restrictions on wingspan.
2. These models may not compete in any other FAC Rubber Scale event when there is an FAC Rubber Jet / Manned Rocket Scale event at the contest.
3. When no Rubber Jet / Manned Rocket Scale event is listed, each Rubber Jet / Manned Rocket Scale model will compete according to wingspan in FAC Rubber Scale events #1-4.
4. A single jet / rocket propelled aircraft may have a prop:
 - a. Located on the nose OR tail section of the fuselage.
 - b. "Pusher" bonus points awarded if prop is on the tail.
 - c. Tandem props are prohibited.
 - 1) Exception: If the full scale aircraft had a prop on the nose and a jet engine in the rear of the fuselage, then tandem rubber powered props are allowed with "pusher" bonus points awarded.
Example: Ryan Fireball FR-1.
5. Multiple jet propelled aircraft with more than one jet engine "buried within the fuselage" will be considered as a "single jet aircraft."
Example: McDonnell F-4 Phantom
6. Multiple jet propelled aircraft with wing nacelles:
 - a. May have the props located in the front OR rear of each nacelle.
 - b. Props on the rear of each nacelle qualify the model for the "pusher" bonus points.
7. Tandem props are prohibited.

BP QUIZ answer - 10 points for low wing, and 5 for tandem.



Shorty's Basement's newest kit: **Born Loser** designed by **Al Backstrom**. 15" wingspan that is a fun flyer and meets F.A.C. Embryo rules. Full kit; laser cut.

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The Gadgeteer



Here's a hint that falls under the heading, "If it's stupid and it works, it ain't stupid." I sometimes install new motors in more planes than I actually fly at a contest. Of course, over time, I've forgotten which motors remain new and which ones I'd used. Now, when I install a new motor, I always put a little label on the prop to remind me. If I don't fly the plane, I'll remember for the next time. The Gadgeteer.

Steve Griebing has been using stainless steel tubing for his rear motor pegs. Available from SMALL PARTS, INC. 15901 SW 29TH ST. MIRAMAR, FL 33027 Phone: 1-800 220 9009 www.smallparts.com
The part number for the .083" O.D. Tubing, with .067" bore is HTXX 14T - 12-10
It allows the use of a 1/16" stooze wire, and the OD is just a little under the common 3/32" aluminum tubing we're used to. Since SS tubing is tough to flare, he uses 1/16" long pieces of neoprene fuel line tubing to keep it in place. The neoprene is pretty difficult to stretch since it has only a 1/16" bore, so he stretches it over a length of 3/32" alum tubing with a short length of 1/16" music wire inside the alum tube, then inserts the music wire into the stainless and push the neoprene bit home, right off the alum tube. It works like a charm.

...and another tip, this time from Fast Eddie Pelatowski: "When painting camouflage patterns, instead of taping all the different color lines, I just stretch Brawny paper towels to separate the colors. Lines are not razor sharp, but much more than adequate. I had to use a little tape here and there to keep everything in place. I used Tamiya and Testors water based acrylics, and it came out very well. The method was less successful when I tried to use it to paint on the roundels on my Fairey Barracuda."

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). Please check website for current inventory.

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WESTFAC.... Hello from the Folks out West

Roger Willis

This column features the FLYING ACES Squadrons in Texas and New Mexico. This wild bunch of FAC'ers have, and continue to be a fantastic bunch of builders and flyers.

The Texas outfits are THE LONE STAR Squadron FAC 17, LOS PILOTOS LOCOS FAC 34, and THE ALAMO ESCADRILLE Squadron FAC 26.

THE LONE STAR SQUADRON has its HQ in Keller Texas and has some illustrious flyers like Mike Midkiff [FACHF], Ed DeLoach [yes Don's Dad] and Rich Adams. Originally, the Dallas/Fort Worth model flying clubs were called respectively, The Cliff Cloud Climbers of Dallas and the Fort Worth Planesmen of Fort Worth. As scale activity in these groups expanded, a sub-group called THE LONE STAR SQUADRON emerged in the 1980's. This squadron quickly became avid supporters of the FLYING ACES CLUB and the scale events morphed from AMA scale rules to exclusively FAC rules and events. Some of its charter members were: Ed DeLoach, Don DeLoach, Duke Horn and Al Backstrom.

LOS PILOTOS LOCOS is based in Houston, and counts Mike Isermann, Dave Collins, Bob Isaacks, and Mark Barlow among its members.

THE ALAMO ESCADRILLE SQUADRON was formed in 1991 by Joe Joseph, the current Editor of the infamous "Windy Sock" newsletter many of you receive. Some of its members include Dick Adams, Bruce Finley and Florent Baecke..

Now on to New Mexico. THE RIO GRANDE SQUADRON was formed in 1990 by Bob Leishman [FACHF] and is the only FLYING ACES Squadron in New Mexico. One of its founding members is our own Phil Thomas who coined our regional FAC event name WESTFAC. Phil was the guy pacing up and down the flight line at the FLYING ACES 2010 Nationals urging everyone to come to WESTFAC III in Denver this June. You could tell who Phil was right away by all the flyers he was putting on your cars!

Mike Midkiff, Phil Thomas, Ed DeLoach and Rich Adams are all members of a unique group of Build-

ers and Flyers who make up the WESTFAC WORKING COMMITTEE. They are some of the Committee Members who actually plan and execute all of the WESTFAC Events and were the real drivers behind WESTFAC II in



Rio Grande Squadron 2008

Gainesville Texas in 2009.

With PRE-REGISTRATION well underway for WESTFAC III in Denver on June 22nd through the 25th, we hope to see some of the FLYING ACES from all over America come, fly and have a great time. At WESTFAC II in Texas, some great flyers like George White from Florida and Chris Starleaf from Illinois came, flew and had a ball by all of their comments. I know I speak for all of the WORKING COMMITTEE that will be our primary goal for all WESTFAC Events.... To give you, the builder and flyer, the best FAC Event you ever attended.....

Many Maxes to All

Roger Willis

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On the Nature of Kanones

An Editorial

It's time to publish our annual Kanone Report, an event I used to look forward to, but now I must confess, it's something that I greet with mixed feelings. This seemed like a good time to take a fresh look at that list.

When I began flying in FAC contests, a win was a very rare thing. It was fun watching my tally grow slowly over the years, and a major thrill when I finally reached the magic number of sixteen and received my Blue Max. I still believe that most of the FAC members view this unique record system as one of the "fun" things about the club, but there are those who seem to put a lot more emphasis on it than it warrants.

I've witnessed conversations where the skills of modelers have been compared based on that number next to their name. It's worth taking a close look at what that number represents. It is often like comparing apples and oranges. There are plenty of fliers who have lots of kanones, but do most, if not all their flying at their local club contests. They are obviously competent modelers, able to best a handful of local fliers regularly. Nothing wrong with that, but it hardly makes them better modelers than the guy who goes to one or two major contests per year and regularly comes out on top of a group of 20 of the best in the country. I look at that list and see lots of fellows with smaller tallies that I consider much better modelers than I. I'm blessed with an active local club that has six contests every year. If I fly middling well, but do it often enough, the law of averages says that I'll come out on top once in a while.

Take that list for what it's worth: a fun way to track your progress over the years. If the number next to your name becomes the reason that you build models, you've missed the point. If bumping up that number is the reason that you go to the field, ask yourself if you'd consider keeping a lifetime tally of your wins in Monopoly or pinocle. More importantly, ask yourself what is accomplished if you get to the top of the list, and there's no one left to read it.

It's a lot more important to spend some time teaching the new guys how to play the game than it is to whip them. Take the time to pass along the tradition, and let the kanones come when they will. Wingnut



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GRIEBLING, STEVE	330	MEYERS, STEW	51	DOBERFUHL, SCOTT	27	HELMAN, PAUL	18	WHITEMAN, JIM	10
ZAPP, RICHARD	254	SMITH, DAVE (SC)	51	RZADCA, MARK	27	HUTCHINSON, JOHN	18	ALDEA, OCTAVIAN	9
SRULL, DON	228	BROCK, WAYNE	50	CORNELIUS, DALLAS	26	KLUIBER, RUDY	18	FEDOR, MIKE	9
REES, DAVE	185	DETA, JAMES	50	DALEY, JIM	26	REES, MARIE	18	FOSTER, BRUCE	9
MILLER, JIM	161	MIDKIFF, MIKE	50	SCHLOSBERG, JANE	26	STEEB, DON	18	HUMMEL, RON	9
LIVESAY, DAVE	157	KESHISHIAN, HARRY	49	WELLS, MILLARD	26	BOURKE, ROY	17	KAGEN, JOHN	9
HALLMAN, TOM	154	PARENT, CHRIS	47	BACOM, STEVE	25	HYKA, JIM	17	NIED, TOM	9
FINEMAN, MARK	147	MILLER, RICH	46	BLANCHARD, STEVE	25	LAVENDER, TIM	17	SCOTT, FRANK	9
NALLEN, TOM JR.	146	BROWN, RUSS	45	CLEAVE, AL	25	PENNINGTON, BILLY	17	SMITH, HOMER	9
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FINLEY, BRUCE	131	BRUNING, PRES	44	GILBERT, SIDNEY	25	MOULTON, BOB	16	THOMS, BRUCE	9
STARLEAF, CHRIS	130	PERES, VIC	44	RUNNELS, JEFF	25	NICHOLS, BOB	16	ADAMS, RICHARD	8
STOTT, JOHN	130	BUXTON, JIM	41	BARLOW, PHIL	24	STEVENS, HERB	15	BENDER, BOB	8
ZAND, MIKE	125	KOPTONACK, JOHN	41	DONOHUE, JERRY	24	HUNTER, GARY	15	BREDEHOFT, JACK	8
PORTER, JERRY	124	MCLELLON, BOB	41	MITCHELL, DAVE	24	KRAMER, JOHN	15	BUBOLZ, DAVE	8
NORMAN, DENNIS	122	DIETZ, BILL	40	MURRAY, PAT	24	NALLEN, MICK	15	CAMPBELL, LEE	8
COX, PHIL	121	TRIVIN, WAYNE	39	SHIELDS, ALLEN	24	SIMPSON, WILLARD	15	HANNAY, DOUG	8
THOMAS, MIKE	119	BALUNEK, DEL	38	ZBASNIK, PETE	24	SMITH, DON	15	MARCHESE, BOB	8
BOYANOWSKI, PAUL	118	BENTON, OLIVER	38	BEAL, PETE	23	TECHUK, ALEX	15	SCOTT, CHRIS	8
BRIEHL, DAN	108	PEAVEY, LARRY	38	CARSON, BUD	23	GORMAN, DICK	14	TELFORD, TONY*	8
KANE, DAN	108	SANFORD, CURT	38	DERBER, TOM	23	BRIMMER, DON	13	TRABIC, RAY	8
NIPPERT, VIC	108	IVERS, RICHARD	37	HIRLEMAN, FRANK	23	CAMPBELL, DON	13	VANDORN, STUART	8
ROWSOME, FRANK	104	CHAPPELL, HOWARD	36	KATERIS, PETER	23	DECOOK, ALLAN	13	WARNER, BILL	8
LAWTON, AL	101	CUMMINS, STEWART	36	LANDRUM, BILL	23	LIONBERGER, FRED	13	ANDERSON, ERIC	7
HOUCK, JOHN	98	MACDONALD, TIM	36	SLUSARCZYK, CHAR.	22	MANSFIELD, GEORGE	13	ASSEL, DON	7
WEBER, RICH	92	NALLEN, TOM SR.	36	DELOACH, ED	22	MORTON, GARY	13	BATUIK, GEORGE	7
DELOACH, DON	84	NUNEZ, GEORGE	36	HAWLEY, RICK	22	REGALBUTO, JOHN	13	BROMM, KARL	7
MACENTEE, RICH	82	LOEHLE, CARL	35	HOUCK, MARK	22	RICCI, ANDREW	13	BUCHELE, ELVIN	7
HENN, BILL	78	MCGUIRE, JOE	35	MCDONALD, DAN	22	BARFIELD, DAVID	12	DION, BERNARD	7
BREDEHOFT, GEO.	75	TISINAI, JACK	35	SHARBONDA, KEVIN	22	BARLOW, MARK	12	FRAUTSCHY, HENRY	7
NASSISE, MIKE	73	TUDOR, JOHN	35	FRANKS, DAVID	21	KONEFES, ED	12	BUTSCH, ROBERT	7
LOUCKA, LARRY	72	WELSHANS, MIKE	35	HUDSON, RALPH	21	MUFFELMAN, BILL	12	DIEBOLT, JOHN	7
NIEDZIELSKI, DAVE	72	ISACKS, BOB	34	PAISLEY, JERRY	21	SHERMAN, LEN	12	HARWOOD, DON	7
KOTHE, HERB	70	REED, DON	34	ROSS, LINCOLN	21	ARNOLD, TOM	11	HODSON, GARY	7
MOSES, JACK	67	BURDSAL, LES	33	SMITH, OSCAR	21	COLSON, STAN	11	JACKSON, TIM	7
SMITH, GENE	67	DECOOK, DON	33	EWING, FRED	20	GRANT, JIM	11	MOON, ROGER	7
SCHLOSBERG, BOB	65	HUDSON, NEAL	33	GILLIS, RICH	20	IVERS, DICK SR.	11	KAMODY, RON	7
BOEHM, CHRIS	64	KUENZ, RALPH	33	HARLAN, RAY	20	NEFF, VERN	11	O'BRIEN, TOM	7
JOSEPH, JOE	63	PHILLIPS, GEOFF	33	HINES, MIKE	20	OLEARY, JACK	11	RICE, JACK	7
MATHER, CLARENCE	61	POWELL, CLAUDE	33	LEFFLER, GEORGE	20	RUSSO, ROCKY	11	SMITH, DAN	7
STOTT, PAUL	59	DALY, PAT	32	MORROW, MIKE	20	SPRENGER, JIM	11	TEACH, TED	7
WUNSCHE, FRED	59	THORNTON, JIM	32	PASSARELLI, BILL	20	COX, VIC	10	ALDERSON, LEN	6
GILBERT, VANCE	57	MARETT, JOHN	31	THOMPSON, MIKE	20	ENGLEERT, DAVE	10	BOEHM, PRESTON	6
KRUSE, LARRY	57	AZURE, PETE	30	ALLEBONE, TED	19	HEMMEI, JIM	10	CRAWMER, JERRY	6
MAYO, ROSS	57	BOLLINGER, NEWT	30	BOJAN, ED	19	HUTCHINSON, BILL	10	FUGIKAWA, STEVE	6
NOVAK, ED	57	ENGLEERT, JEFF	30	CANNON, HAROLD	19	MORRILL, JOHN	10	GOSSELIN, RON	6
LIKELY, AL	56	GRABSKI, PAUL	30	DIVIS, ROY	19	OLM, ORVILLE	10	GUNN, WADE	6
SMITH, DAVE (AZ)	56	MCGINNIS, DEAN	30	HURDLE, JOE	19	SCHMIDT, BILL	10	HENDERSON, BILL	6
DRISCOLL, DAN	55	ORPHAN, WILLIAM	30	MCGOWAN, MEGAN	19	SEAMSTER, JIM	10	HOPKINS, HARVEY	6
GROENING, TOM	55	SUGDEN, BOB	29	PARTIN, GENE	19				
KACIAN, JACK	54	ADAMS, DICK	29	SCHMITT, TOM	19				
SCHANZLE, ALLAN	52	HILL, CHARLES	29	WEBB, JASON	19				

HORN, DUKE	6	KARN, JACK	4	PANGELL, RICK	3	MARCELLO, ED	2	BAIRD, TEX	1
LAMB, ED	6	LAYCOCK, JOHN	4	PAYNE, RAY	3	MASTERS, RICHARD	2	BARNES, LOU	1
MCCONNELL, KEN	6	LEPPARD, BILL	4	PETTY, DOUG	3	MCDANIEL, HAP	2	BARR, BILL	1
MILLER, WILLIAM	6	LORIMER, HAL	4	PISHNERY, DAVE	3	MCDOW, BILL	2	BARTEK, JOE	1
MOSKOW, MIKE	6	MASTERS, BOB	4	RAKOW, RAY	3	MILLER, DICK	2	BAXTER, D.	1
OLAH, DAN	6	MCCOY, TOM	4	REICHEL, JUANITA	3	MITCHELL, BILL	2	BECKER, NORMAN	1
PHELPS, JACK	6	MONTEATH, ALAN	4	RODEN, BOB	3	MORROW, JOHN	2	BENNER, DAN	1
POLENTO, JOHN	6	NEWELL, KEN	4	SCHWAN, HAL	3	MOWDA, ERIC	2	BETHEA, JIM	1
PRISEL, DUDLEY	6	PETERSON, AARON	4	SHAW, BOB	3	NALLEN, JOE	2	BETJEMANN, ROBERT	1
RUHLAND, D.J.	6	PETRINEC, BOB	4	STALEY, BILL	3	NUNEZ, JORGE SR.	2	BETZ, CLIFF	1
STEED, CHARLES	6	PHOENIX, ROCKY	4	STROUT, REGGIE	3	OSLAN, ROBERT	2	BETZ, PRISCILLA	1
TAKAGI, FUDO	6	PLACHY, LAD	4	TUCCIARONE, RICH	3	OVERCASH, BOB	2	BLAIR, JIM	1
TAYLOR, BARRIE	6	REDDING, HERB	4	WETHERALL, BOB	3	PAPIC, FERRIL	2	BOES, JIM	1
WHITING, JOE	6	SCHARIDT, BILL	4	ZAPOLSKI, ED	3	PARDUE, AL	2	BOWERS, MIKE	1
BARISH, JOE	5	SCHUBERT, HERB	4	ZEMECK, LEN	3	PEACOCK, DON	2	BRAKE, DICK	1
BATTERSON, REG	5	VOORHEES, JOHN	4	ALLEN, DICK	2	PEDERSON, JOE	2	BRAUN, DAVE	1
BAUGHMAN, GARY	5	ANDERSON, DICK	3	BALGER, WALT	2	PORTER, CHUCK	2	BROOKS, CLINT	1
BOTTICELLO, CARMEN	5	ANDERSON, JAMES	3	BARBER, LES	2	PROULX, T.	2	BUKO, JOE	1
BUCHANAN, MIKE	5	ANDERSON, WAYNE	3	BAUMGARDNER, KEM.	2	PTASZKIEWICZ, FRAN	2	BURRY, CLAUDE	1
BUCHER, TIM	5	BAECKE, AL	3	BELL, BILL	2	RECKER, GERD	2	BURTON, OLIE	1
COURTNEY, ROY	5	BAECKE, FLORENT	3	BENNETT, LEON	2	REUTER, BILL	2	CARNRICK, RICK	1
CRAWFORD, DOHRMAN	5	BARBER, DOUG	3	BLACKHAM, RICH	2	RICHEY, MARTY	2	CARSON, GRANT	1
DRELA, MARK	5	BARKER, JACK	3	BLAIS, TIM	2	ROAD, JOHN	2	CASAZZA, DAN	1
KEPPLER, JIM	5	BARRETT, KEVIN	3	BOALS, DAVID	2	ROTH, BRIAN	2	CASGILL, WALDO	1
KOMP, HENRY	5	BEARDSWORTH, DG.	3	BRADLEY, PAUL	2	SAKS, DAVID	2	CAVE, ED	1
KWASINSKI, MARK	5	BIRD, LES	3	BROCK, PAM	2	SANDUSKY, RUSS	2	CAWTHORNE, JOHN	1
LANE, RANDY	5	BOONE, JACK	3	BROCKS, PETER	2	SAUTER, CHARLIE	2	CERVIONE, MIKE	1
MILLS, DAVID	5	BROWN, BOB	3	CALDWELL, BILL	2	SIEFFIED, DICK	2	CHAFE, WARREN	1
NUSZER, JOE	5	CARLS, JOHN	3	CHAMBERS, BERNARD	2	SIMPERS, GLEN	2	CHOMYN, MARK	1
PRICE, BRUCE	5	COFFEY, WENDELL	3	CLARKE, BILL	2	STUART, MIKE	2	CHRISTIE, DAVE	1
SANDOR, TOM	5	COLLINS, WALT	3	COMBS, RAY	2	THOMASIAN, HARVEY	2	CLUTTON, ERIC	1
SEALS, LARRY	5	CURTIS, TOM*	3	DAILEY, JIM	2	TRITTLE, PAT	2	COLLINS, DAVID	1
SHIRLEY, HERB	5	DIXON, BROOK SR.	3	DERBER, DAN	2	TUECHER, ALEX	2	COLT, GILBERT	1
SOTICH, CHARLIE	5	DOCH, ZACH	3	DITRICH, BRIAN	2	VANDEN BOSSCHE, R.	2	COPEMAN, KEN	1
STEIN, HARRY	5	ELLIS, ART	3	DITRICH, MIKE	2	VANDERLINDE, DAVE	2	CORLETT, NORM	1
TALACKO, RAY	5	ENGLERT, PAULA	3	DOWDY, CARL*	2	VON BUEREN, KARL	2	COSLICK, LARRY	1
TALBOT, RICHARD	5	HATZ, LYMAN	3	EMERSON, LEE	2	WAGNER, JERRY	2	COYLE, JACK	1
TOMCZUK, S.	5	HUGHSTON, TOM	3	EVERSON, WALT	2	WATTS, RON	2	DAVIS, CHARLOTTE	1
WALLACE, PETE	5	KNIGHT, MARION	3	FLESHER, AL	2	WOODS, FRANK	2	DAVIS, GREG	1
WARMANN, BOB	5	KRANIS, DAN	3	GARRISON, BOB	2	WORMLEY, JOHN	2	DAVISON, RICH	1
WOODS, JIM	5	LEHNERT, KEVIN	3	GOURDON, BOB	2	WRISLEY, LINDA	2	DEHAAS, BILL	1
BURKE, SAM	4	LEMON, KENT	3	GREEN, MARCIE	2	ZEIGENFUSE, JERRY	2	DIEBOLT, JOHN	1
BURNS, MICHAEL	4	LEONHARDT, WALT	3	GRIGGS, DOUG	2	ALABACK, JIM	1	DODGE, DAVE	1
CERESA, BILL	4	LEWARS, JOHN	3	HAAAKONSEN, ERIK	2	ALBRACCIO, BUD	1	DONALDSON, JACK	1
COLLINS, DAVE	4	LOVETT, GRANT	3	HARRIS, JIM	2	ALLEN, TERRY	1	DONELSON, JOHN	1
DUKE, BILL	4	LUZZI, MICHAEL	3	HEDLEY, CARL	2	ALLING, JOHN	1	DONNA, GORDON	1
EGGERT, WALT, JR.	4	LYONS, BOB	3	HEINRICH, MIKE	2	ALLISON, MARK	1	DONOHUE, GEORGE	1
FACTOR, R.	4	MALTZ, ENRIQUE	3	HUNT, ALLEN	2	ALVIS, BUNNY	1	DRAKE, GENE	1
GARBER, LES	4	MARTIN, LUC	3	JAMISON, BOB	2	ANDERSON, ART	1	ECKERSON, EARL	1
GUERRA, OMAR	4	MCBRIDE, DUNCAN	3	KING, GARY	2	ARNOLD, ALLEN	1	EIMERT, DICK	1
HARLAN, DAVE	4	MOSELY, JIM	3	KNUTSEN, NEIL	2	ASHABRENNER, JOHN	1	ELLIS, D.	1
HASKELL, CURT	4	NELSON, BOB	3	KORNICH, WALT	2	ATTENBERN, JIM*	1	ENGLERT, DOUG	1
HAGHT, DAVE	4	ORZECZ, HENRY	3	LEHRMAN, JIM	2	BAGALINI, LARRY	1	EPP, BRIAN	1
JOHNSON, KEN	4	OSBORNE, BOB	3	LINARDIC, VLADIMIR	2	BAGDON, KEN	1	ERPELDING, BOB	1
	4	PACK, CHARLES	3	LUNDBERG, BOB	2	BAIR, JIM	1	ESPIL, JOE	1

EVERETT, DICK	1	LEE, JIM	1	REYNOLDS, BILL	1	WALTER, BUCKY	1	BLUE MAX HOLDERS
FAGS, K.	1	LEHR, ROGER	1	RHODES, BILL	1	WEBSTER, LEE	1	<u>GONE WEST</u>
FAHEY, RICHARD	1	LELONG, HENRY	1	RICE, DAN	1	WEIDNER, JIM	1	
FEDOR, JEFF	1	LIDBERG, AL	1	RICE, DAVE	1	WHITACRE, DON	1	
FERGUSON, BOB	1	LIGARSKI, STAN	1	ROBERTS, MIKE	1	WHITE, ROY	1	BACKSTROM, AL
FLETCHER, BARRY	1	LINTON, DON	1	ROCHA, JERRY	1	WHITFORD, RUSS*	1	BLAIR, JOHN
GEARING, GEORGE	1	LOFTHOUSE, DAVE*	1	ROGERS, WILLIAM	1	WIENKLER, CLIVE	1	DUNNIRE, DICK
GERSZEWski, JIM	1	LOWERY, JIM	1	ROSS, DON	1	WIENKLER, GRANT	1	GRONING, TOM
GILES, RICH	1	MACKLIN, BOB	1	ROSS, RICHARD	1	WILLIAMS, JAY	1	HOWARD, DICK
GOSSELIN, MOLLY	1	MAGERS, CHARLES	1	RUBRICH, CHRIS	1	WOJTKIEWICZ, CHUCK	1	KUTKUHN, JIM
GREGG, FRED LOOPY	1	MANKOWSKI, JIM	1	RUPPERT, CONRAD	1	WURMAN, BOB	1	LANG, DON
GRINER, JBM	1	MARCHESE, MATT	1	RUSSO, GUY	1	YANOSKY, TOM	1	LANGLEY, TED
GUEST, BERNARD	1	MARKSON, JERRY	1	RYAN, KEVIN	1	YODER, MARVIN	1	LEWIS, GEORGE
GUMM, TERRY	1	MCBRIDE, JIM	1	SANDERS, TOM	1			LINSTRUN, DAVE
GUTH, HENRY	1	MCCELVEEN, JACK	1	SATTERTHWAITE, BAR.	1			McGILLVRAY, JACK
HAGEN, AL	1	MCCEE, DUSTIN	1	SCHLARB, BILL	1			DIDELOT, VIC
HAIGH, BOB	1	McKINNEY, MIKE	1	SCHLOTTMAN, EVAN	1			REICHEL, LIN
HAIGHT, BOB	1	McMAHON, JIM	1	SCHNEIDER, RICH.	1			ROPAR, NICK
HALL, JIM	1	MCQUAID, ED	1	SCHUELER, CARL	1			SCHLOBLOWER, CHARLIE
HAULETT, DALTON	1	MERRILL, JOHN	1	SCHUTZEL, EMIL	1			STOTT, DAVE
HANFORD, BOB	1	MIDGETT, RON	1	SEAYER, TED	1			THOMPSON, BOB
HANFORD, RIP	1	MIDKIFF, RICK	1	SEBASTIAN, JOE	1			
HARDING, HAROLD	1	MINO, CHRIS	1	SENNET, BOB	1			
HASLAM, LIN	1	MOODIE, KEVIN	1	SEYMOUR, JOHN	1			
HAYWOOD, TREVOR	1	MOODY, CLAY	1	SHEPHERD, CHARLES	1			
HENDERSON, JOHN	1	MOODY, DAVID	1	SHOLDER, BARRY	1			
HENDRICKSON, CHAR.	1	MYERS, GREG	1	SMALLEY, RALPH	1			
HENSEL, RICH	1	NACIN, DICK	1	SMITH, PAUL	1			
HERBST, PAUL	1	NALLEN, KAREN	1	SOLMONOFF, GEORGE	1			
HILL, BILL	1	NARANCA, DAVID	1	SOUTH, STEPHEN	1			
HINTON, BILLY	1	NEARING, LARRY	1	SPIESS, MIKE	1			
HODES, ROBERT	1	NEDS, GEORGE	1	SQUEGLIA, RALPH	1			
HODSON, FRANK	1	NELSON, PAUL	1	STEINHEIMER, JOHN	1			
HOWELL, JIM	1	NOLL, JACK	1	STEINMAN, ELVIN	1			
HUBE, KARL	1	NUNEZ, JONATHAN	1	STEWART, BOB	1			
ICAABELLIS, TOM	1	ORTIZ, ELLIOT	1	STEWART, BOB -mi	1			
IVES, DAVID	1	OSALZA, DON	1	STONE, RICHARD	1			
JESSUP, ARTIE	1	PAFIOULIS, ALEX	1	STONECIPHER, RICH	1			
JOHNSON, BILL	1	PARK, JIM	1	STOTT, PAUL D.	1			
JOHNSON, GARY	1	PASTEL, HARVEY	1	SWANSON, GEORGE	1			
KANE, CAROL	1	PAVEK, BILL	1	SYLVIA, ED	1			
KEAR, KEN	1	PELATOWSKI, LARRY	1	TARANGO, GLENNA	1			
KEHR, WILLARD	1	PENDZICK, RICK	1	TAUDEVIN, MAURICE	1			
KELLEY, WARREN	1	PENNY, WILL	1	TAYLOR, BILL	1			
KERZIE, MARK	1	PETERSON, GARY	1	THOMAS, GREG	1			
KING, LES	1	PHILABAUM, RICHARD	1	THOMAS, VET	1			
KING, STAN	1	PHOENIX, GOEFF	1	THOMPSON, RICHARD	1			
KREMPEZT, KENNY	1	PIERCE, FRED	1	TIMKO, AL	1			
KRUSH, JOE	1	POLLARD, JIM	1	TIPPS, LEE	1			
KURTENBACH, JOUR.	1	POWELL, CHUCK	1	TOMASCH, WALT	1			
LANDHUIS, ROBERT	1	PRICE, STEVE	1	TRACY, DAVID	1			
LANG, JOEL	1	PROFFITT, ALEX'DRA	1	TRIANA, JORGE	1			
LANGEVIN, LEO	1	QUER, TONY	1	TROUTMAN, JIM	1			
LAPRELLE, ROGER	1	RAMOS, FERNANDO	1	TWERT, RONALD	1			
LARSEN, TIM	1	RASH, FRED	1	VALLS, JOHN	1			



Half Size Wakefield Rules

1. Event open to any published 8oz Wakefield from 1937 through Dec. 31, 1952.

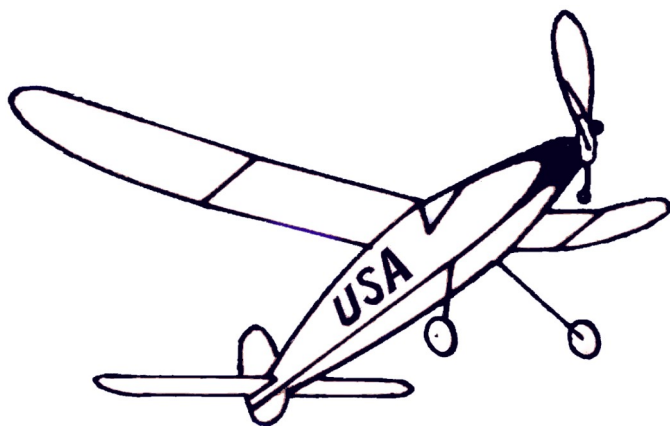
2. Must be half size, i.e.:

A. **Wing Area** : 50 square inches, +/- a bit.

B. **Fuselage cross section**: Length squared /100

Example: 18" length would equal 3.24 sq. in. cross section

C. **Minimum weight**: 1 oz. finished model, empty, *without* rubber.



3. **No messing with plan!** Must use the construction as used on the full sized model.

Allowances:

A. The number of wing ribs may be decreased to keep the wing loading reasonable. Some Wakefield's had a lot of wing ribs of thin balsa (eg. 1" spacing of 1/32 sheet) so we allow such a model to have half the ribs but of the original thickness to get away from 1/64" sheet.

B. Provisions for a D/T, detachable wings and stab are allowed.

C. Fuselage construction 1/16" sq.

4. **Prop**: Rigid free-wheeling propellers only. No feathering or folding props even though the original plans called for them. 1 or 2 bladed rigid props of wood or plastic shall be permitted.

5. **Rubber**: No restrictions.

6. **Launch**: Must rise off ground from a three (3) point stance.

7. **Target**: Three (3) – 2 minute maxes. Fly off to be one unlimited flight among the competitors.




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23.5"
WINGSPAN



CAPABLE OF ROG AND 2+ MINUTE FLIGHTS, "ONE DESIGN" PLANE FOR THE 2011 MIDWEST CHAMPS IN MUNCIE. EASY TO BUILD AND FLY.



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FAC Profiles

The Life and Times of Dave Mitchell--- A Biography

My name is Dave Mitchell. I was born nearly 50 years ago in the sunny rear cabin of a beat-up Waco QDC en route from Deland, Florida to Atlanta, Ga. My mom and dad, a cropduster and a cropduster's mechanic respectively, were on the first leg of a cross-country flying vacation when mom felt a tickle in her stomach, handed the controls over to Dad, and came back fifteen minutes later with me swaddled in a parachute. Both profess to have been completely surprised by this turn of events, but they kept me anyway and raised me the best they could, which from where I sat was pretty darn well.

From the beginning, it was clear I would be an aeromodeler; my first word was "Ambroid", and my first toy was an X-Acto knife. While the other kids were watching TV, ossifying their brains watching reruns of "Leave it to Beaver", I was exploring the in and outs of dope and tissue technique. It could perhaps be argued that I was ossifying MY brain, working with dope at such a tender age, but at least I was on a mission: to build as many of the Guillows and Sterling kits that my dad fed me as I possibly could. I was fairly unconcerned with whether they actually flew or not, preferring instead to concentrate on my building. Given that the planes generally did not fly well at all, but rather tended to die quick, screaming-.020, ground-loop-style free flight deaths, my building skills progressed apace. In due time I had graduated to mini Old Timers with ACE pulse radios and a Tee Dee .020 up front. Though I flew some of my Dad's full-house, big R/C jobs, I was never all that great a pilot, and the close-to-free-flight experience with the old soarers was to provide me with my first real flying success. I then married my love of scale with my newfound confidence, and graduated to the superb Flyline kits that were just coming out at the time. Having been weaned on die-crushed 15# Guillows balsa, imagine my shock at the lightweight print wood sheets I found in the Flyline kits. I thought print wood was a new development in kit manufacturing! Ah, youth.

This happy progression was interrupted for four years when I went to college, discovered girls, music and art, and very nearly forgot about model airplanes altogether. However, a yard-sale Guillows SE5 kit I bought in my senior year, when my need was greatest, rekindled the flame: I still vividly recall the sense of elation I felt as I cranked up the .020, tossed her into the air, and pattered her around in a Florida schoolyard before bringing her to a shaky but successful landing, rudder bang-banging and the tank dry. With the electric movement gaining steam, I

moved up to four-channel R/C, building a handful of models in the 48-54" range paired with the superb Astro 05 motor and 7 Nicads. I still remember the gas guys shaking their heads as I exulted in the glory of a five-minute flight and a dead-stick landing.

Fortunately, a chance meeting with a Maxecuter at a local hobby shop in the early 2000s drew me back from the R/C brink and got me thinking about rubber Free Flight again; a call from Hurst Bowers inviting me to join the Maxecuters pulled me in further; and after attending my first FAC Nats in 2004, I dove in headfirst and have yet to come up for air. The Maxecuters made me their Secretary in 2007, a position I have jealously guarded ever since. I began to get involved in FAC GHQ in a big way in 2010, joining the FAC Council, serving as the co-creator and administrator of the ever-evolving FAC website and, as the Keeper of the Rules, working very hard on an official level to verify that people mean what they say and say what they mean.

"Does he have a life", you ask? Yes. In real life I am a self-employed custom cabinet and furniture maker, plying my trade in the Washington, DC area for the past 15 years. I have been very happily married to my wife Amanda for 22 years, and we have a large teenage son named Colin with whose extremely loud drum set I share my model building area. Kate the Corgi and Ozzy the Cat round out the household and make sure that we all get up on time.

(Editor's note: No photo was included with this profile as Dave's mug shows up in these pages way too often already.)

W o r t h w h i l e W e b s i t e

If you are interested in FAC racing mass launch events and Cleveland Air Race history, The Society of Air Race Historians could be of special interest to you. Covered are historical air races from 1929 through 1949, including many photos, race statistics, and race narrative.

Also included are special interest articles pertaining to air racing. Try it – you'll like it!

Ron Teichert

<http://www.airrace.com/index.htm>

2011 FAC Non Nats Event Schedule

JULY 14 8:00-5:00 15 events

FAC SCALE-Best flight of Three

- #1 FAC Peanut
- #2 FAC Rubber Scale
- #3 FAC Jumbo
- #6 FAC Rocket / Jet
- #7 FAC Pioneer
- #8 FAC Power

TOTF (Total of Three Flights): SCALE

- #10 Golden Age Civil
- #13 Modern Military
- #14 Low Wing Mil. Trainer

TOTF (Total of Three Flights): NON SCALE

- #29 Embryo Endurance
- #31 OT Rubber Cabin
- #34 OT Gas Replica- (Target time / lowest total deviation wins)

MASS LAUNCH

- #21 WWI---9:00am
- #20 Goodyear / F1---11:00am
- #15 Thompson Trophy---3:00

NOTES:

FAC SCALE (Events #1-3, 6-8):

- Scale judging will begin at **2:00pm on July 13th at the HAG Hangar.**
- Flight scoring: Best of Three official flights

TOTF SCALE (Events #10-14):

- All TOFT scale models will be informally judged on the field for compliance with the new Pilot's Pre-Launch Checklist (PPLC), which replaces the old "45 point rule" standard. The PPLC is available on the website, as well as in FAC Newsletter #258. This will be a "soft" phase in of the new rule, but all competitors are encouraged to make an honest effort to comply. Outrageous flouting of the new rule will merit a public flogging.

DIME SCALE will be flown to the 2012-2014 rules. Available on the FAC Website, and in FAC Newsletter #256

MASS LAUNCH (Events #15, 16, 20-22):

- All TOFT scale models will be informally judged on the field for compliance with the new Pilot's Pre-Launch Checklist (PPLC), which replaces the old "45 point rule" standard.
- No qualifying heats: Everybody's in!
- No 15% motor rule. Load 'em up!
- All fliers must have a mechanic; all mechanics must have a stopwatch; all flights will be TIMED till down.
- We will fly a minimum number of heats; count on no more than four TOTAL for each event. It will be ruthless.

HALF-SIZED WAKEFIELD-as per rules posted on the FAC Website and in FAC Newsletter #259. Models must weigh 1oz. minimum ready to fly, *without* rubber.

JULY 15 8:00-4:00 14 events

FAC SCALE-Best flight of Three

- #1 FAC Peanut
- #2 FAC Rubber Scale
- #3 FAC Jumbo
- #6 FAC Rocket / Jet
- #7 FAC Pioneer
- #8 FAC Power

TOTF (Total of Three Flights): SCALE

- #11 Golden Age Military
- #12 Modern Civil

TOTF (Total of Three Flights): NON SCALE

- #30 OT Rubber Stick
- #33 FAC Jimmy Allen

#24 DIME SCALE (2012 rules)

MASS LAUNCH

- #16 Greve---10:00am
- #22 WWII---1:00pm

SPECIAL EVENT:

- #36 Half- Size Wakefield

RUBBER SCALE TWINS, REDUX

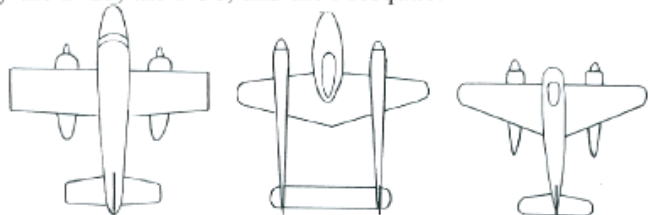
By Tom Arnold, March 2010

Over 25 years ago I got hooked on twin rubber scale models. I blame it all on Dick Howard of the Arizona Cactus Squadron as, besides being a great guy, he made it all look so easy. He attended the Flightmaster contests in Los Angeles and would literally fly his models right from the trunk of his car. I had never seen a twin rubber model fly before as I was struggling just to get a single motor subject to behave, let alone take on TWO of those cranky power plants. The eternal vision I have is seeing a pretty little 24" span Me 410 spiraling upwards to cruise, it seemed, forever back and forth over the cars. I well remember the yellow nacelle undersides and that speckled camouflage with the sun shining through. Ah, the days of youth.

Dick was a believer in minimalism in structure and he was able to do a great job of keeping wood volume down and distracting the eye with clever markings and camouflage. He also was one of those guys who just sort of knew what sort of motor would go with what prop and he got max performance with what he had. The result was he whipped everybody with a new airplane or two every time he came to the coast contests. I jumped into the twin fray with glee and fortunately had Dick to compete with regularly and just flying with a great modeler will teach you volumes. After a few years I wrote an article for FM on flying twins as I was so taken with them but since then a lot has been learned and unlearned and in case anybody stumbles across those old articles, let me offer this as an update as a lot has changed since then.

Planform

There are 3 general planforms of twins. They are exemplified by the B-25, the P-38, and the Mosquito.



All three have their little quirks due strictly to their unique shapes. First off let's look at the P-38 with its twin booms. At first glance it looks like a sure winner with those long booms and small fuselage leading you to think that a lot of rubber can be carried and the weight will be minimal because of the pod. In spite of being a piece of stunning industrial art, the P-38's shape will give you one of the heaviest models at the field IF you are not careful. There is double of everything behind the CG--twice as many bulkheads, twice as many fins, and twice as many stringers which translates into twice as much weight. A normal single fuselage has usually 12 stringers to fill out its oval shape and those stringers are usually of hard (heavier) A-grain balsa. The twin boom subject has 24 of those. Now double the wood in the fins and compare it all to the lessened lumber behind a B-25's CG.

There's more though. Most twin boom subjects have the boom tapering down to meld into the tail assembly and in actual practice give no room for all that rubber you were hoping to carry. The motor pegs on a P-38 wind up having to be placed almost at the end of the fuselage pod. So much for dreams of 2 minute flights. There is one nice aspect about this planform and that is the nose sticks out quite a ways for lots of ballast leverage. There are other twin boom types without the center pod like the F-82 which give much more internal volume but they are particularly prone to needing lots of stringers to fill out the aft shape. So all in all, they are doable--Dick had a great flying P-38--but you have to work around their weaknesses.

Next comes the Mosquito. Right away the careful builder sees his challenge--EVERYTHING seems to be behind the CG. It seems like almost a hopeless case and I think that is why you see so few Mossies at the field as they are not even attempted. Ah, but there is gold there and here is why. First, the planform is not as bad as the P-38 as you only have one of everything. Look at it this way--you only have HALF the weight of structure of the Lightening. The other hidden benefit is that the engines sticking out in front give a place to put the ballast and in comparing the distance from the CG to prop it is not as bad as some of the popular WWI aircraft's noses.

A second bennie that the snub nose twin has is that often you can swing a lot bigger prop than other types of twins. Clive Gamble's high flying Welkin's secret weapon was the fact it could swing nice, big 8" props. As you may recall it came in second in WWII mass launch at Geneseo a few years back which is not chopped liver.

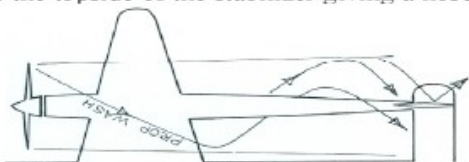
Last comes the most common twin motor configuration, the B-25. It is popular for good reason. There is no double lumber back of the CG, it has a forward nose for lots of leverage and minimal ballast placement, and many are high wing configurations to boot. Many have long nacelles extending back of the wing for a good motor length but its one flaw is mighty. There is precious little room between the prop shaft and the fuselage side yielding small, inefficient props. You can scoot the nacelles out a bit for a bigger prop, but if you are in FAC competition, the judges can spot that fudging very easily. For some reason the human eye can really pick up that change quickly but not something like a fuselage stretch--go figure.

Propwash

Propwash is the rotating blanket of air that flows back around the fuselage in the rotational direction of the prop. On a single motor aircraft it causes yaw by how it hits the fin and we all usually ignore it or cancel it with the usual trimming process. Twin boom aircraft are affected in pitch, of all things, by this strong swirl of air. If the props turn OUTWARDS at the top of their arcs, the swirl hits the underside of the horizontal stabilizer giving a nose down pitch.

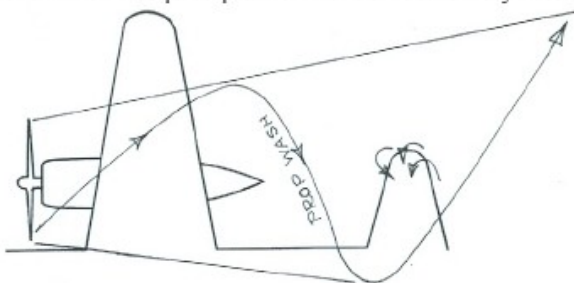


If the props turn INWARDS at the top of their arcs, the swirl hits the topside of the stabilizer giving a nose up pitch.



Of course the placement of the fins can block some of this swirl which means some aircraft will be greatly affected and others not.

Since we like downthrust anyway, I have my props rotate out-at-the-top to help in that mode. I have also had the resulting pitch so strong that it was like the aircraft kept trying for an outside loop. In a case like that, just switch the props and charge on. I don't think there is any one best prop rotation direction for a model twin, but I do keep the "try switching the props" as a possible trimming cure in my bag of tricks. On the B-25/Mosquito planform the affect is very weak.



It appears that the lack of a boom to channel the swirl to the tail allows it just to dissipate with little influence.

Props

Oh, man, this can be sheer voodoo. I admittedly struggle with the elusive prop and motor combination in all of my models, twins are no exception. The smart thing to do is to pick a prop and motor combo that has given you good results in a single engine configuration in the past. Now just design a nacelle around it and that will give you the size of the finished twin. There's just one problem---it is **BIG**. Maybe too big for your taste and you are like me and don't like to build jumbos. So that means going to a smaller prop and hopefully you have had good luck with some power package with a prop under 8" on your single engine subjects. The thing you want to avoid is to build the twin to some wingspan you like, and THEN have to deal with the motor package as the last thing. You will always come up with some oddball prop size and then it is a grind to test-test-test fly trying to find the best motor size for it. Invariably, it will require stripping some rubber for an equally oddball motor thickness. Constantly having to test fly and change TWO motors as you zero in on good motor size is a real pain in the wazoo. The moral of the story is to start with the prop size and work backwards to the model size.

So, let's say you have a prop size but it is really small and you want to get the maximum performance out of it. There are three routes to take: more and wider blades OR long motor run at high rpm OR higher pitch props. The bigger blade route seems to be the logical way to go as big paddle blades can shovel more air, however, they don't seem to be as effective as you would think and in the glide they are huge

drag plates even when freewheeling. They work, but not well. The next route is long motor runs with lower pitched props which do work fantastically well as the air is getting shoveled back in smaller bites and very quickly. Sort of like driving in low gear. You know the problem, though---there is no long motor run in a short nacelle, however, with the current practice of using a "wobbly peg" combined with a big fat nacelle as in a Westland Whirlwind, this approach has potential. The last trick is to go to a higher pitched prop, combined with a fast launch to get up to speed. Sort of like driving in high gear with a push start. I had a lead sled with high pitched props like that which would wallow around through the air until it would finally fall exhausted after every flight. In desperation, I gave it the hardest javelin launch I could muster and was astounded at the resulting flight. The problem in that airplane was weight and hard launches eventually destroyed it but it did demonstrate the effectiveness of the higher pitched props. This area I am currently exploring so I cannot give any solid opinion on but combine a LIGHT aircraft with higher pitched props and I think there is hope. For definitions sake, I consider a P/D ratio of 1.0 to be low and 1.4 to be high for outdoor free flight scale subjects.

Winding and Launching

This is almost a non-issue but it seems to remain a big bug-a-boo to a builder contemplating a twin. While I have seen beautiful custom stooges for twins that hold both motor pegs at the same time, it really is not required. I have used my old beat-up, standard stooge for both singles and twins since I started. For some reason, guys fear that when they hook up a twin's nacelle to a stooge and the opposite side is hanging out there unsupported, it is going to bust. It won't, believe me. Look at it this way: you can pick up your model by one nacelle, can't you? Of course, and it doesn't break the wing off, does it? No, and neither will your stooge.

Now you DO have to wind the motor that is CAPTURED in your stooge. To wind the other one is a sure crowd pleaser as that WILL take a wing off. I don't want to talk about it, OK?

As far as pinning motors, the only one that is pinned is the first one wound, such that it can hold the winds as you wind the second. When the second is wound, the model is grasped at the nose such that your left hand fouls both the props in some way---it is a natural move. Unpin the nacelle from the stooge, unpin the first prop, grasp the aircraft with your right hand in the usual spot on the belly and walk out in the field. Lift it above your head, take the left hand away from the nose, and launch. It is all very natural moves and you will do it unconsciously. While I have seen guys with pins and lines attached to sticks to pull out prior to launch, I have also seen those things tangle, hang up, stick and cause the "launch hand" to crunch the model. Trimotors and more require those things but not twins.

Probably the simplest prop holder I have ever seen for a trimotor was Dave Rees when he held a big pad of sponge rubber under the nose of a trimotor with his left hand and just dropped it to his side at launch.

When it comes to winding, the only thing to keep in mind is to put the same number of winds in both motors or at least to within 5-10%. A myth is that a twin will roll over due to asymmetric thrust at the end of the motor run if there is a difference in torque or winds. If there IS any difference, it is at the end of the motor run when there is about 2 Butterfly power left in the motors and the model normally is trimmed to handle worse upsets. You won't even see it. Needless to say, a counter on your winder is a wonderful thing to have.

Trimming

There are two schools of thought regarding thrust adjustments. One says to make your props rotate the same way just for convenience sake. You never have to worry about winding a prop the wrong way (again, a real crowd pleaser) and you can use commercial props. The thought is that torque is something that a modeler has learned to deal with long ago with his single engine subjects so what's new? In fact, one common method of dealing with a left torque roll is to put a few degrees more downthrust in the right engine instead of the sidethrust thing. Cool.

The other school says to make them contra-rotating as there are enough fiddly things to deal with in a twin in the first place that you might as well get rid of an old headache from the git-go. You will probably experiment with props anyway so you might as well get used to making them. The biggest advantage, though, is that under the pressure of a contest, with the winds cranked in and the motors groaning and dripping lube, you can launch at the highest torque you have, and all it will do is rocket up as straight as an arrow. I almost cry at the memories of torque rolls into the ground of a model that flew fine at 80% winds but destroyed itself at 90%. This is obviously a contest thing.

Nacelle-Wing Intersections

Here is a whifferrill about twins most guys never anticipate until it comes time to stick all the parts together. Trying to join wings and nacelles symmetrically with dihedral and an angle of incidence in concert with the fuselage can get a bit maddening. In all cases, use SLOW drying glue as you will seldom hit it right the first time. I first join the nacelles to the wing, very carefully making sure their vertical centerlines are, indeed, vertical compared to the dihedral of the wings. Lots of shimming and pinning is done here as the sides of the nacelle each meet the wing differently. Then the angle of incidence is shimmed in---more fiddling, but no glue yet just pins. By sighting sideways to the wing, I can insure that both nacelles are parallel to each other and when all looks well, vital points are tack glued together. I check yet again for symmetry all around and then permanently glue things together and fill in at that 90 degree junction between nacelle and wing with tissue anchors. I realize that with some careful planning and measuring, you could cut some wing saddles and install them on the nacelles before even bringing the two together and it should all fall into place correctly. In fact, you could even make the saddles too big and then sand each down to make it all fit and that works too but double check everything before you hit it with glue. Misaligned nacelles are almost impossible to work around in the trimming stage.

Many nacelles centerlines go inconveniently right through the wing such that in order to load a rubber motor the major

structural components have to get butchered like spars and trailing edges. Fortunately, a wonderful stuff will allow us to get away with murder---carbon fiber. This stuff is now pretty common and comes in all sorts of forms at your local RC emporium. I have used 1/16th diameter carbon rod as the very top edge of a spar and have cut away everything below it and the wing has held just fine. Just be sure that your carbon rod extends a good amount along the spar on either side of the cut out and is well anchored with glue. You can also use carbon fiber "Tow" which is a soft hair-like form of it and run it around the edge of a nacelle bulkhead and it creates a tremendously strong ring that can be incorporated into a spar or leading/trailing edge. I dampen the stuff before I work with it to keep it from getting all tangled and then hit it with CYA glue when in the right position. Carbon fiber is wonderful stuff and its only drawback is you have to be careful not to get so enamored with it that you over use it!

Before the wing is dropped into place in the fuselage, complete the noseblock assemblies and run a piece of long music wire shaft through both of them, sight between them and make any adjustments needed to bring them parallel. This is hard to do with a fuselage in place as you can imagine.

Noseblocks

A good noseblock in any rubber model is a must and in twins, it becomes even more critical if that is possible. A good noseblock can be defined as one that (1) holds a thrust adjustment time after time in spite of numerous hand removals and forced pop-outs on landings and (2) allows you to make changes in the thrust adjustments and continue to hold it. Unfortunately, most of those wind up being pretty ugly but hey, who said twins were easy? Let me suggest that whatever works well for you in a single engine set-up, use in your twins and go look there FIRST if you have trim problems. I have found about 90% of my trim problems come from noseblocks not doing what I thought they were doing. Usually it was because of a worn noseblock, the prop shaft would point in one direction with a fully wound motor and then would move to another direction as the motor ran down. You could live with that in a single but in a twin, it will drive you to strong drink.

Final thoughts

Since those first days of multi-motored rubber scale, some amazing airplanes have flown and I do mean "flown" not just sitting there looking pretty. Dennis Norman and his 4 engined bombers---I think he has had a Lancaster, a B-17, and a B-24---all wowed the crowds at Geneseo in past years (he's working on a Constellation now). Dave Rees has flown trimotors of all stripes and makes it look easy, and Chris Starleaf continues to knock the socks off skeptics with everything from B-24s to B-47s (rapier multiengine, no less). Clive Gamble came in second in the NATS WWII mass launch a few years ago with a Westland Welkin as mentioned which was a jaw dropper and Vance Gilbert brings out old multi-engine airliners just for fun. There just aren't the mental barriers about twins anymore. It is sort of like when Roger Bannister broke the 4 minute mile---it had never been done until his run and then after, it seemed like every other meet had a guy break it again. Somebody will do the Spuce Goose yet!

An Improved Nose Button

John Regalbuto

THE REGAL ADJUSTABLE NOSE BUTTON

The Regal Adjustable Nose Button is a very simple but positive device. It consists of a ball and socket arrangement wherein the outer flange of the socket may be drawn up to secure the ball from any rotation.

Currently I have 8 types available.

1. Front adjustable, nylon bushed for .032 " diameter prop shaft
2. Rear adjustable, nylon bushed for .032 " diameter prop shaft
3. Front adjustable, nylon bushed for .047 " diameter prop shaft
4. Rear adjustable, nylon bushed for .047 " diameter prop shaft
5. Front adjustable, with 1/16 " OD brass tube for .032 " diameter prop shaft. (This version allows easy installation of Nason free wheeling mechanism)
6. Rear adjustable, with 1/16" OD brass tube for .032 " diameter prop shaft. (This version allows easy installation of Nason free wheeling mechanism)
7. Front adjustable PEANUT SIZE for .032 diameter prop shaft
8. Rear adjustable PEANUT SIZE for .032 diameter prop shaft

The front adjustable versions are for models without spinners. The thrust line can be adjusted without removing the nose block and even with the motor fully wound.

The rear adjustable versions are for models with spinners. The nose block must be removed to adjust thrust line, since the spinner generally blocks access from the front.

The button can be retrofitted to a CRP in a few minutes.

Types 1 through 6 cost \$6.50 each. Types 7 and 8 cost \$7.50 each due to the increased cost of the smaller screws.

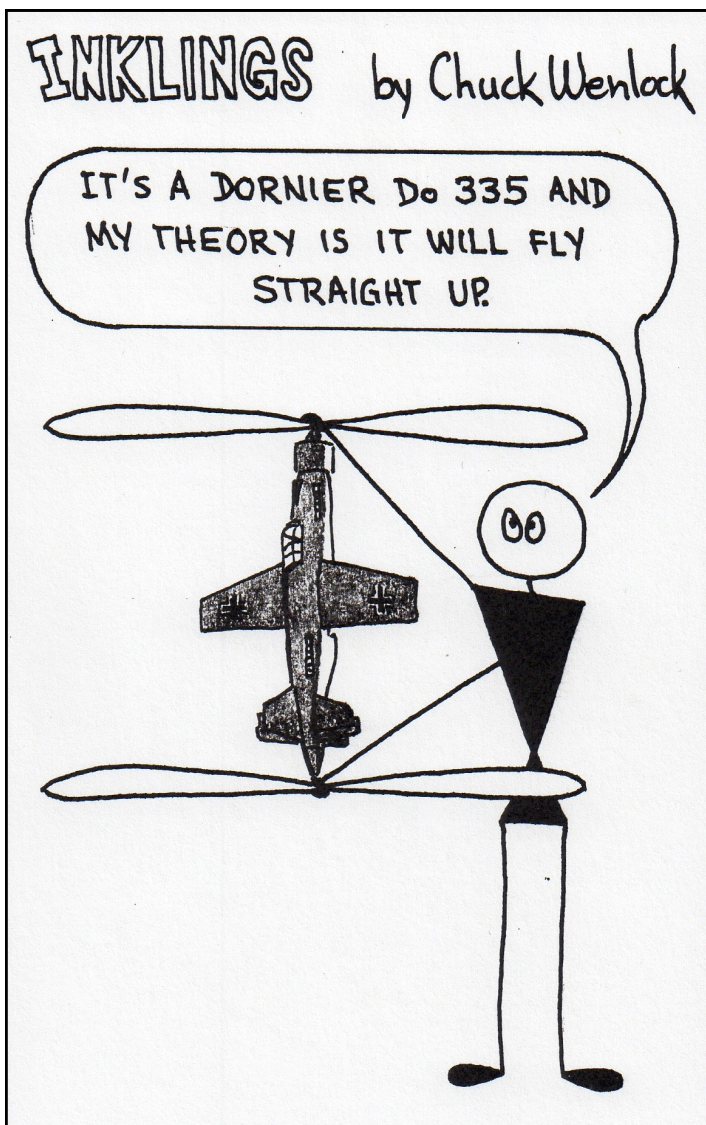
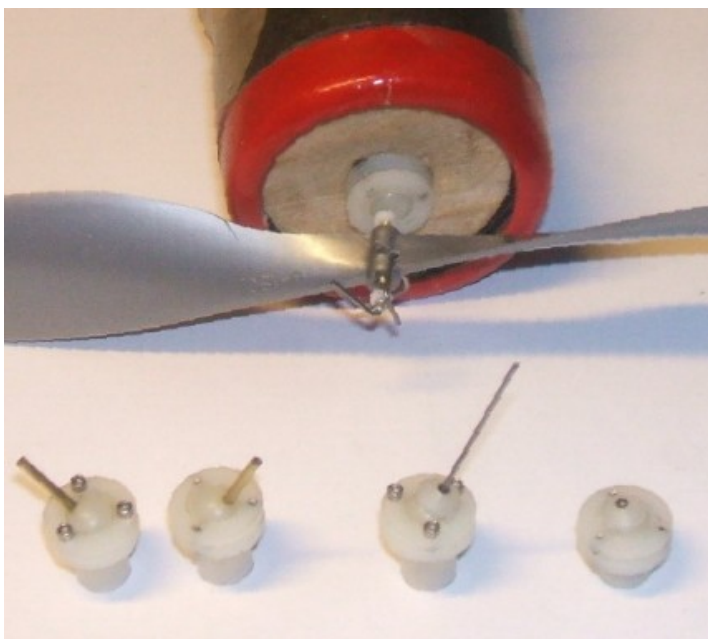
First Class shipping with delivery confirmation is \$2.50 regardless of number ordered.

Each unit comes with reverse S (z-hook) prop shaft and a hex key tool.

Personal check is OK.

If you encounter any problems with the unit, let me know. I will make it right.

John Regalbuto
11 East Street
Georgetown, MA 01833
978-352-4834

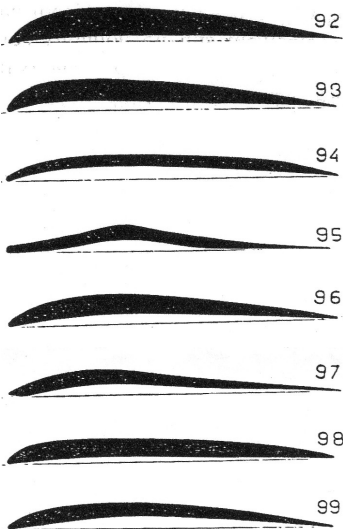


E i n s t e i n v s .

A l b a t r o s

M u m b o J u m b o # 1 4 9
F r o m t h e G l u e G u r u

Even as we struggle with airfoil design, and sigh over the complexity of the camber issue - too much - too little - undercamber? Who knows? It's reassuring to turn to an accepted genius for his solution. And sure enough, buried in the pile of airfoils tested by Germany's Goettingen before and during WWI, is a design solution by none other than Albert Einstein. (See below - #95) And immediately below Einstein's is that of Albatros (#96) as used in their fighter series, #2 and 3. The difference in concept is obvious; and certainly Einstein's hump seems odd.



How did they fare under test? As you've guessed, Albatros did well indeed. Some variation on this theme continues even today as an indoor airfoil, where it offers plenty of lift, a good L/D, and decent stall behavior.

As for Einstein's, it tested poorly in all respects. How can he have been so far wrong?

We don't know his reasoning, but perhaps he hoped that the leading section would accelerate passing air upwards, producing a vacuum resulting in lift. It didn't happen. The proper way to produce upward acceleration is by reversing his curve, turning it into the #96 format.

Any abrupt transition amounting to a break in the surface, be it Einstein's hump or a modern aircraft flap, is most undesirable. The result must be much local turbulence, as local moving air, unable to follow the hump contour, loses its basic trajectory and tears loose. The final effect is one of high drag. I think it best to avoid such things. If necessary for reasons of scale to include flaps, set them at a zero flap angle, insuring a smooth flow.

An Advert for Myself

The Glue Guru's popular approach to aerodynamics has been used by author Leon Bennet to pen a series of books centered on the tactic, aircraft designs, and combat history of the Red Baron, the world leading ace fighter pilot of WWI.

The Fokker Triplane, long identified with Richtofen, has been the subject of a special volume: *Three Wings for the Red Baron* which is currently being re-printed by Helion Books.

His controversial end itself, long the subject of wild rumors and lies, has been examined with the tools of engineering logic, and the results printed as: *Fall of the Red Baron*, also by Helion Books.

Finally, *Gunning for the Red Baron* sums up the tactics and gunnery. All at Amazon or your local book store.

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The Golden Age


by

Fran Ptaszkie wicz

As part of the "Junior Aviators" page in the Sunday magazine section of the many-years-ago-defunct Buffalo Times newspaper, there would always be a coupon inviting you to join the "Junior Aviators" club. A membership coupon, as it was called, is shown here. Joining this elite group would gain you admittance to a free showing of the movie "Wings" or other films at a big name Shea's theater in downtown Buffalo, front row seats at the air shows or air displays then popular in the area. Tours through the Curtiss, Bell, or Consolidated Aircraft Company's would be held on Saturdays with bus or streetcar transportation provided by the Times.

Yep, you could take a streetcar from my house to the Curtiss plant, or a long walk to the Bell or Consolidated Companies. This in the mid 1930s when there was no war and no security concerns.

Junior Aviator Coupon



If you wish to become a Junior Aviator, fill out this coupon. The age limit is 10 to 18 for both girls and boys. Send or bring this coupon to the Junior Aviation Editor of The Times. Membership cards are available at The Times, 195 Main St.

NAME AGE

SCHOOL GRADE

STREET

CITY STATE

Have you ever built model planes? Yes No

Thus membership was an open door to free stuff for the young aviation buff at a time when there might not have been any money for entertainment. That membership card to the club and the interest shown by the Scripps-Howard Newspaper chain continued for many years in other cities following the closing of the Buffalo Times.

The "Junior Aviator" coupon would have to be filled out and mailed or hand-carried to the Junior Aviation Editor at his newspaper office. A full time job for some lucky chap. A free membership card would be issued and that would be a young aviation minded person's passport to the various activities sponsored by the news-

paper for all those eligible.

The coupon was simple. Name, Age, School, Grade, Address, and the question: Have you ever built model planes - Yes - No. The age group was between 10 and 18 years of age and was open to boys and girls.

Once completed and returned to the paper, your card would be issued, giving the young person some free of charge fun in the midst of the Great Depression.

S.O.S.

Clubster Rudy Kluiber is looking for drawings of the Curtiss OX-5 engine. If you can help, contact him at: 2021 Lakeland Ave., Lakewood, OH 44107 216-226-6838

Here's one that's a bit out of the ordinary:

Club member Roger Aime has offered to trade six of his beautiful Peanut Scale plans for a half box of Tan II rubber. He sent along his Jodel D 112 plan as a sample of his work. You can check it out in the plans section of this issue. Contact Roger at: 292 Bd G. Clemenceau, 13300 Salon de Provence, France



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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

Raeford	NC	May 14, 15	Kudzu Classic	Dan Driscoll (FAC)	djdriscoll@cox.net 703.684.0908
				John Diebolt (AMA)	jdiebolt@mindspring.com 919.467.1025
Flint	MI	May 15	Cloudbusters FAC FF Broome Park	Mike Welshans	mbwelshans@aol.com 248.545.7601
Muncie	IN	May 21, 22	McCook Annual	Dan DeAngelo	dad4584@who.rr.com 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 586.294.1236
Flint	MI	June 4	Cloudbusters FAC FF Broome Park	Mike Welshans	mbwelshans@aol.com 248.545.7601
Elyria	OH	June 5	Cleveland Free Flight Society	Jim Gaffney	jamesfgaffney@hotmail.com
Denver	CO	June 22-25	2011 WESTFAC Mk. III		www.westernfac.com
Whitesburg	GA	June 25	TTOMA June FAC Event	Dohrman Crawford	tum25@bellsouth.net 770-698-8737
Elyria	OH	July 31	Cleveland Free Flight Society	Jim Gaffney	jamesfgaffney@hotmail.com
Otay Mesa	CA	August 14	FAC Squadron #41	George Mansfield	gmansfield75@gmail.com
Denver	CO	Sept 3-5	FAC Mountain States Scramble	CD - Don DeLoach	ddeloach@comcast.net
Muncie	IN	Sept 8-9	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	gmansfield75@gmail.com

ATTENTION CDs - We could use your help in making this list a useful resource for our members. You can help boost participation in your contest and give some new fliers an opportunity to join the fun. Get your contest info to our CCC (contact info above) and help to make this program a success. Please pitch in and do your bit.

Flying at the National Building Museum

The free flight club of the D.C. Maxcuters hosted indoor flying at the National Building Museum on 6 March. Flying in this historic building in the heart of Washington D.C. is a perfect site to introduce the general public to the gentle magic of indoor flying. Working with the staff of the museum, the club volunteered to conduct a Delta Dart building session followed by the always-exciting mass launch. Club members helped the kids trim their airplanes.

The Delta Darts were followed by an indoor contest for free flight airplanes in one atrium and radio controlled airplanes in another atrium. The museum was packed with visitors as families escaped the driving rain outside for some family fun in the museum. They could clearly see who was ahead with the numerous mass launch events and could cheer on their favorite peanut scale or no-cal models. The four story atriums provided lots of flying space, with a favorite spot to watch being from the upper floors as models flew up towards them. The photo opposite shows a group of youngsters awaiting Delta Dart flying.

Glen Simpers

Tails of Horror!

Uh oh.....



Pat Daily photo

Despite his perfect launch, Wally's heart sank as he realized he had inadvertently dialed in full left tailwheel.

Seconds later, the Miles was a tangled mass of tissue and splinters.



Glen Simpers photo



FLYING ACES

Club

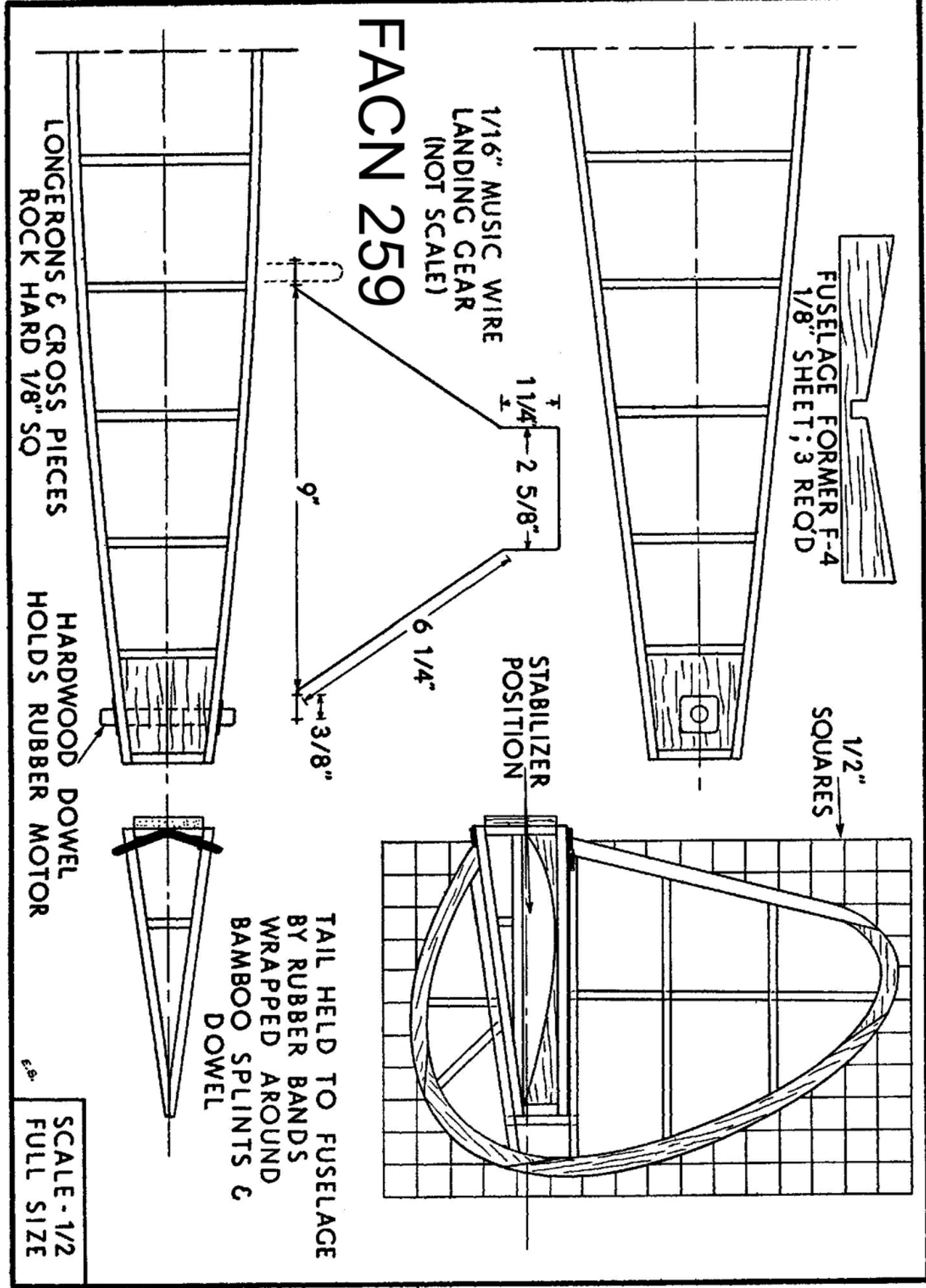
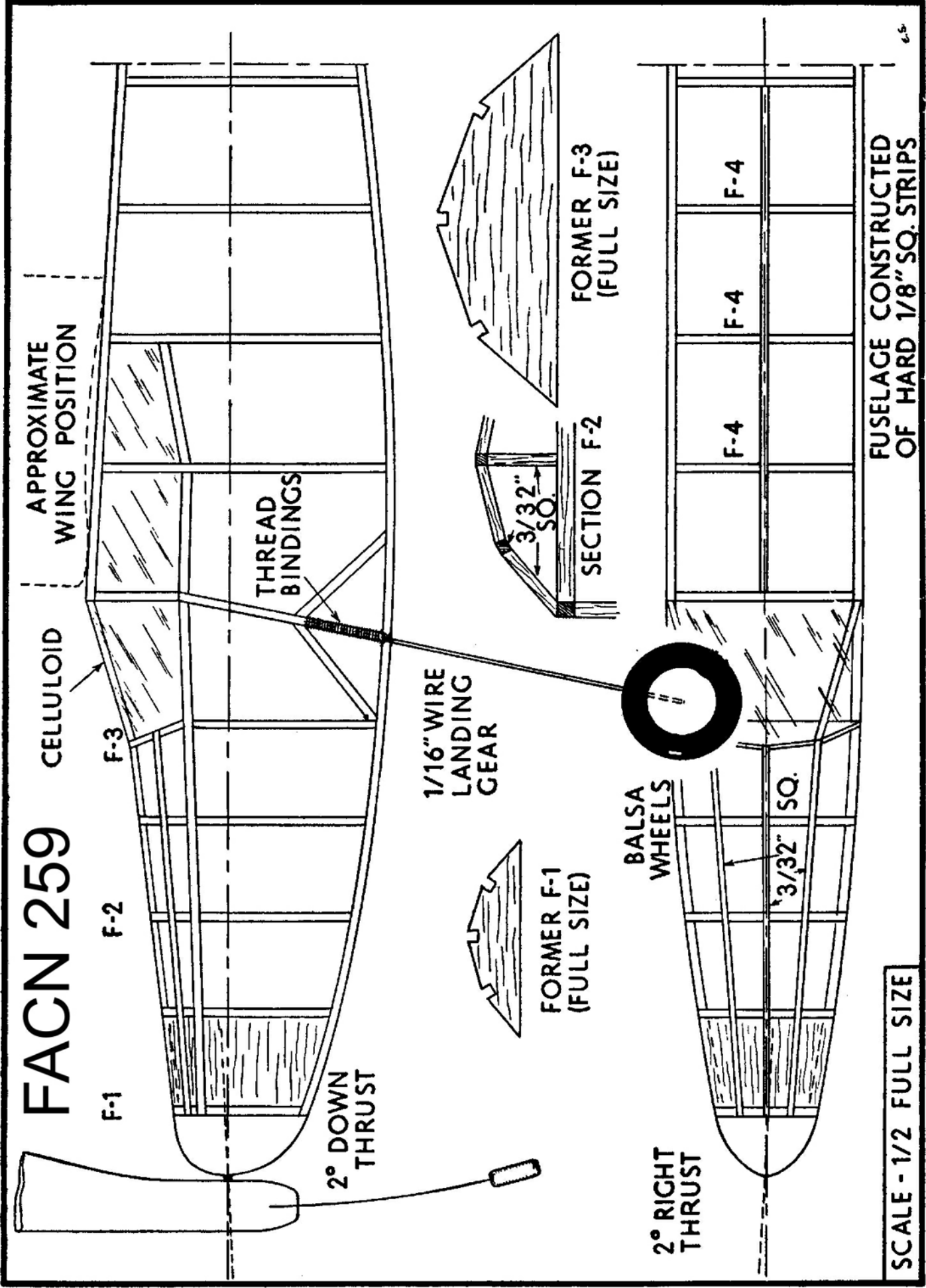
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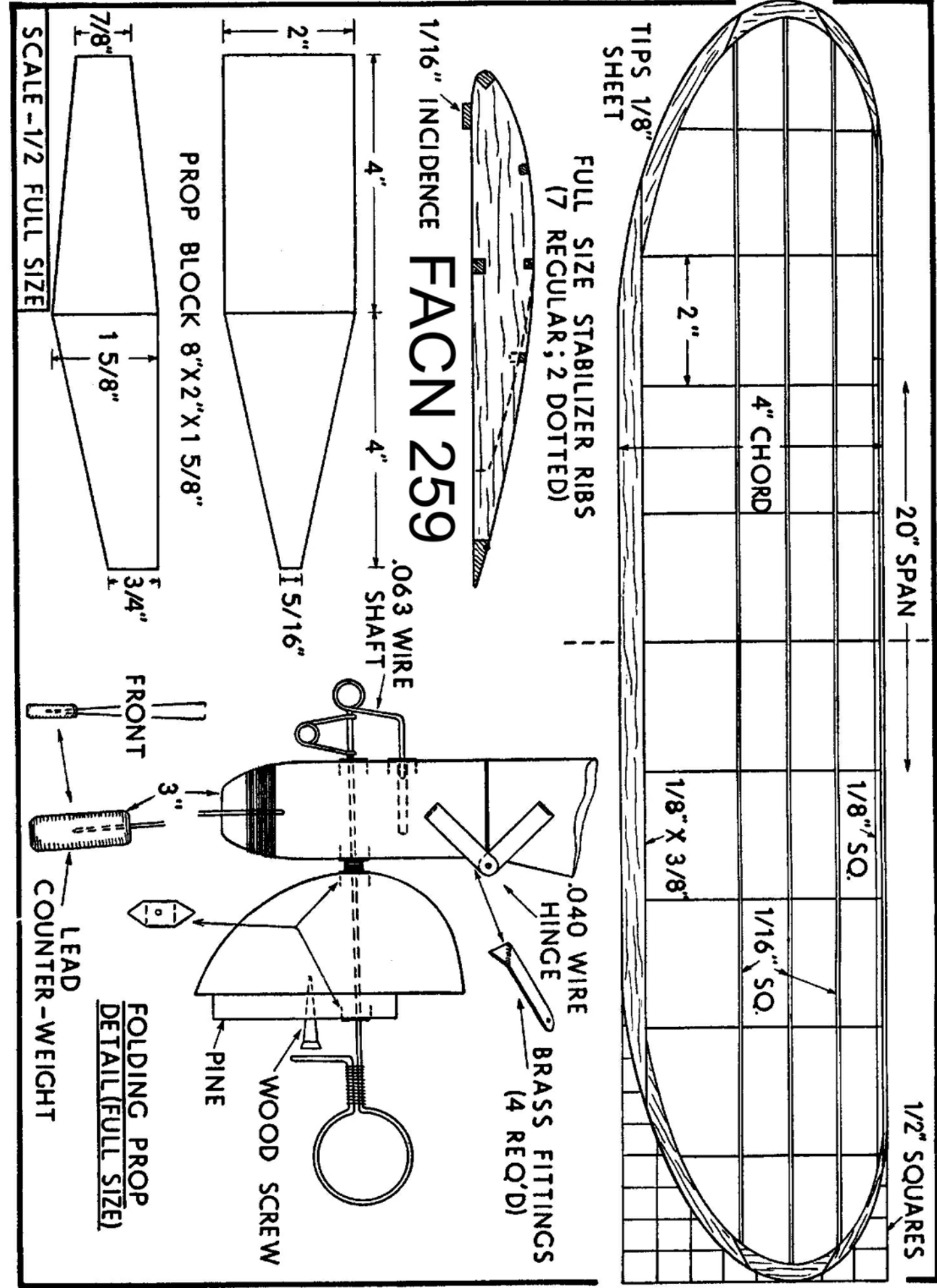
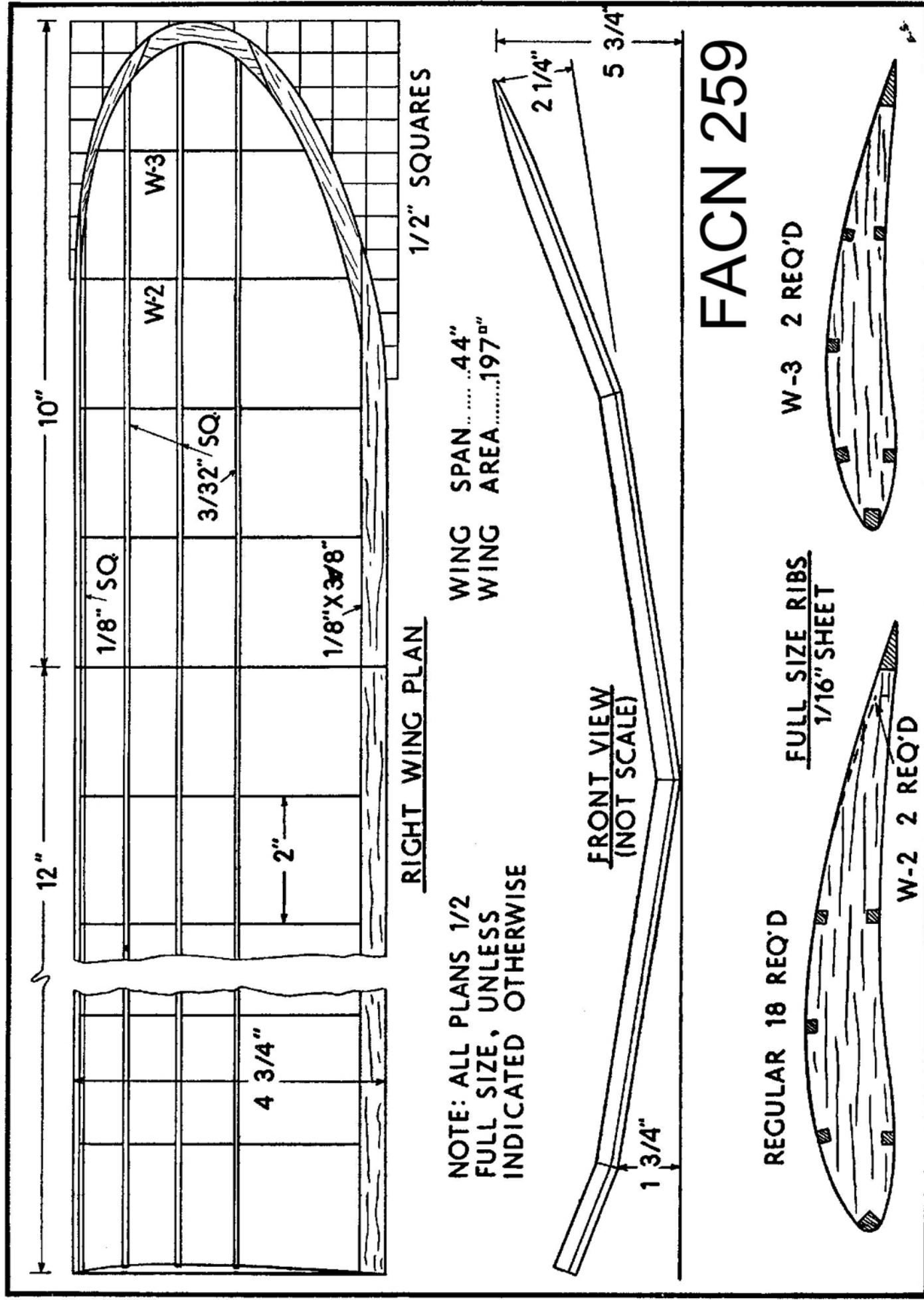
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Some photos from the Texas Scale Champs held in September of last year in Gainesville. **Above Left:** Duke Horn winding his Wanderer. Dennis Murray is seen in the background setting up his PT-19 on a stooge. **Below Left:** Second place winners were awarded "crying towels" to mark their accomplishment. **Below Right:** Harold Knapp with his terrific looking Douglas Skyraider.



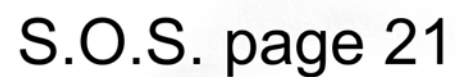


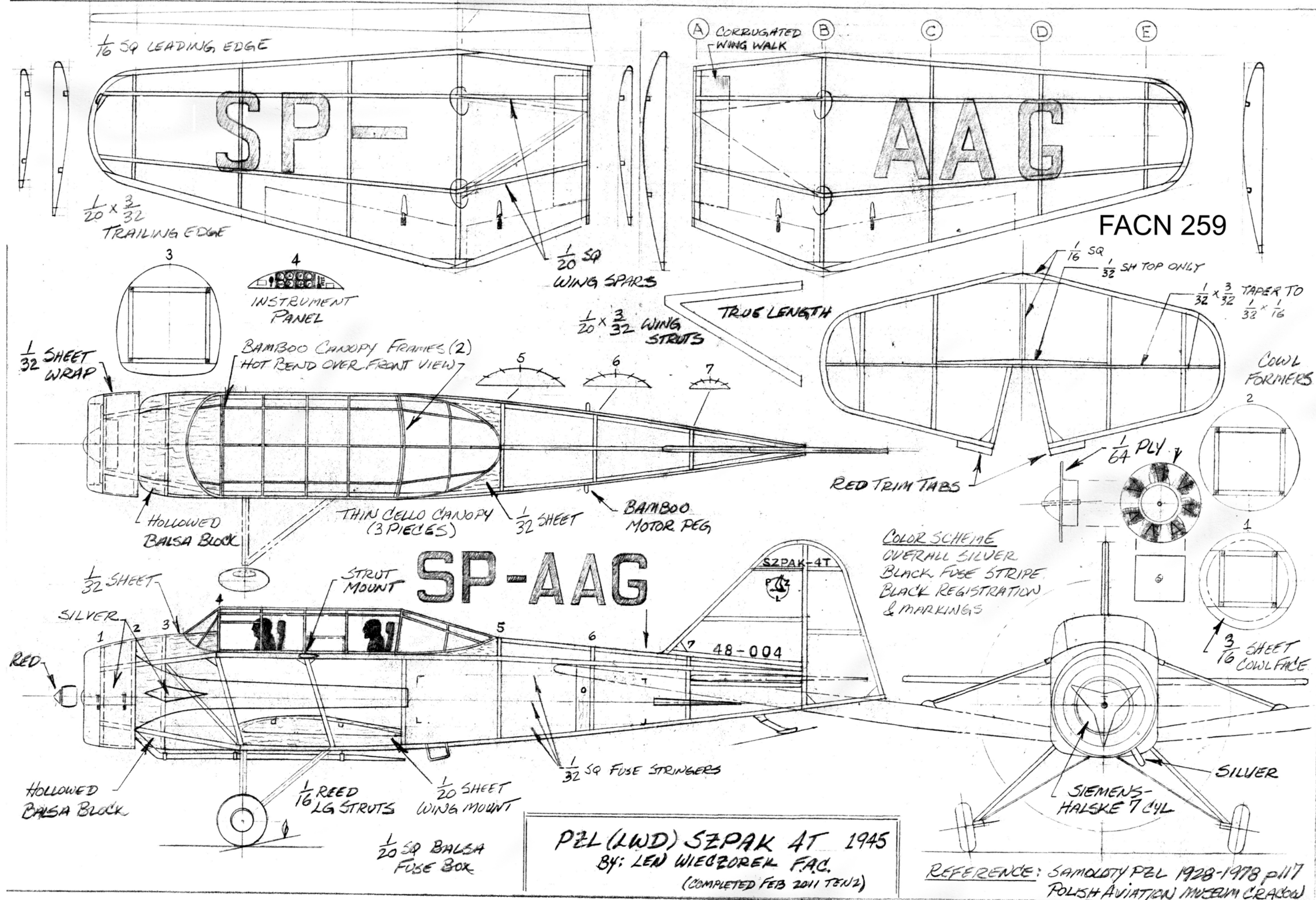


JODEL D 112
Peanut dessiné par
Roger Aime Salon France
Doc. Aéromodeller année 1982

Doc. Aéromodeller année 1982

F-BMAN





Flying Aces Club News

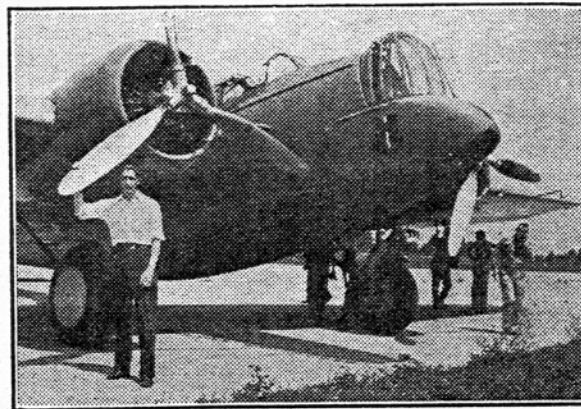
Who? What? When? Where? Why? How? These are the six basic questions that every reporter knows should be answered in all good news stories. And when it comes to writing up the activities of F.A.C. units throughout the country, your Keepers of the Log usually answer them all. So here's our selection for this month, fellows—and maybe your name is listed among the "who's!"

By Clint Randall

National Adjutant, Flying Aces Club

HELP WANTED! Seems like every Club member everywhere wants to get in touch with every other club member everywhere else. And it's a swell idea, too, fellows! But I'm especially pleased to receive so many letters from F.A. cloud hoppers who want to contact other flight fans in their own sections.

Here's Jack Lange, for instance, of Woodland Heights, Oil City, Pa. Jack says that in his immediate vicinity there aren't too many model-minded lads, but he's sure that there are plenty in the town. And since he has a handy meeting place and lots of tools above his garage—and a coal stove for heating purposes, he'd like to have Oil City modelers get together



Snapped at the Detroit Nationals last year, F.A.C. member Len Wiczorek, who stands about five-feet-eight, gives you an idea of the spread of those three-bladed props on the Army's Martin bombers. Len lives at Niagara Falls, N. Y., and is an active model builder. And very modestly we quote his statement that "from five years' reading of F.A., I've decided that it's the greatest mag of the air."

and a pal were about the only modelers in his town of 20,000 people.

But he contacted fellows all around town and invited

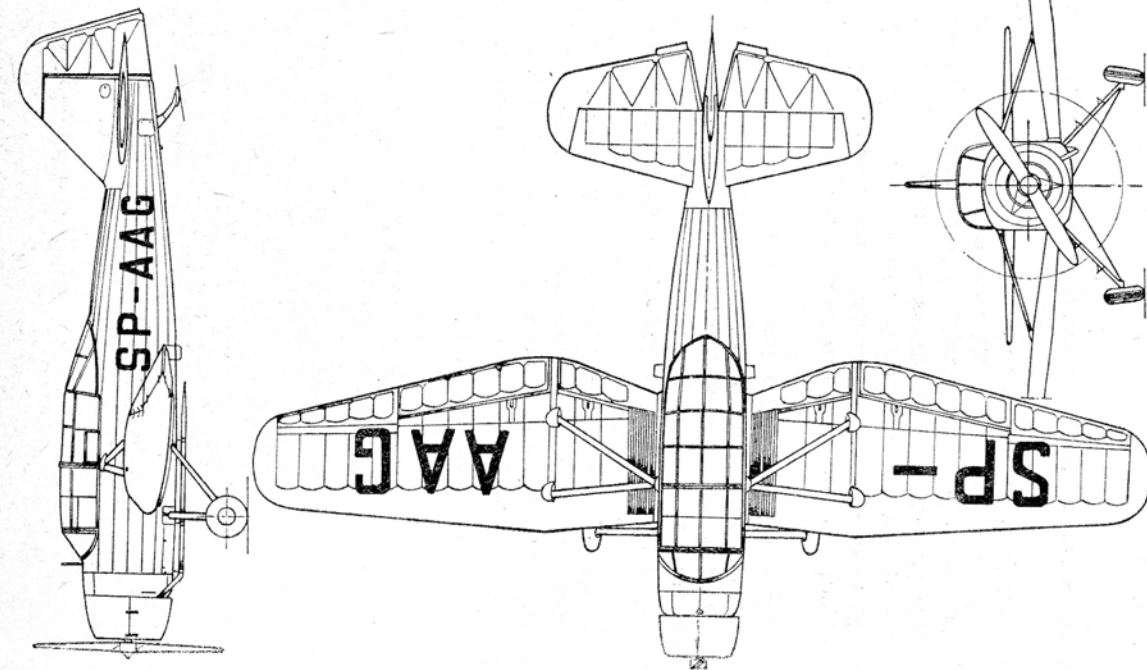
I've been wanting to get some of these unpublished works by Len Wiczorek out into the public domain, here is a plan for his Peanut PZL Szpak 4T. I'm not sure when Len drew all of the structure for this bird, I suspect it was some time ago. It's definitely not one of his early post-war efforts. I'd guess that it came some time after Len's classic Letov S239S Peanut plan that Bill Hannan sold in his iconic mid-1970's catalog.

The original plan is pencil on tracing paper, so apologies for the inevitable pencil smudging that occurs. Len had drawn all of the main components and structure and I added the formers, wing struts, registration and most of the lettering, so the plan can be built from. There are still a few things that the builder will have to work out for himself, but hey, we're FACers and are up to the challenge!

I have never seen a plan of this PZL published, so this will be new to many in the FAC and modeling public at large. For this reason, I'm including the 3view from the Polish book *Samoloty PZL 1928-1978*. I'm fairly certain this is the one Len used to draw the plan. And guess what? The real aircraft modeled here is still in existence, on exhibit in the Polish Aviation Museum in Cracow, Poland. Google PZL Szpak 4T and you'll find a terrific collection of color photos - more than anyone would need to build a high-fidelity scale model. This is one accurate plan Len drew too! I'm tempted to scale it up. I think it would make one impressive and fine flying FAC Jumbo or Giant scale ship. Certainly it would be unique on the flightline.

It was a real honor and pleasure to work on this. Not only because it's a Len unpublished original, but also because, for me, the trip back in time from CAD to pencil-on-paper with T-square and eraser was most satisfying. I'm certainly planning to do this again.

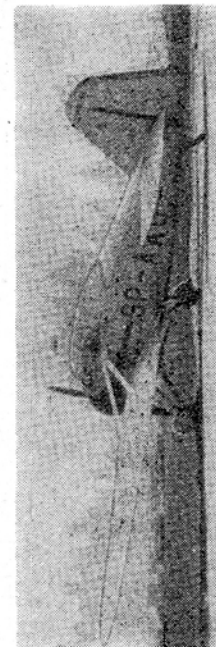
Tom2



1948

PZL (LWD) „Szpak 4T”

Samolot turystyczno-dyspozycyjny, 4-miejscowy



LWD „Szpak 4T”

W Lotniczych Warsztatach Doświadczalnych w Łodzi powstał w 1945 roku pierwszy polski powojenny samolot LWD „Szpak 2”, projektu mgra inż. Tadeusza Soltka. Samolot był przeznaczony do lotów służbowych. Prototyp oblatał Antoni Szymański 28 października 1945 roku. Odmianą doświadczalną z podwozkiem wyposażonym w przednie koło był „Szpak 3”, oblatany 17 grudnia 1946 roku. 20 maja 1947 roku wykonał pierwszy lot prototyp samolotu „Szpak 4A”, który różnił się od swych poprzedników m. in. spawaną z rur stalowych konstrukcją kadłuba, zamiast drewnianej.

W 1947 roku Ministerstwo Komunikacji zamówiło 10 „Szpaków” w 4-miejscowej wersji turystycznej jako „Szpak 4T”. Produkcję tych samolotów podjęły Państwowe Zakłady Lotnicze w Mielcu. Była to pierwsza powojenna produkcja lotnicza naszego przemysłu. 5 stycznia 1948 roku Ludwik Lech oblatął pierwszy egzemplarz „Szpaka 4T”. Samolot został wystawiony na Międzynarodowych Targach Poznańskich w 1948 roku. Na jesieni 1948 roku samoloty zostały przekazane do aeroklubów, gdzie były użytkowane do 1952 roku.

Jeden egzemplarz „Szpaka 4T”, wraz ze „Szpakami 2 i 3”, znajduje się w Muzeum Lotnictwa i Astronautyki w Krakowie.

Konstrukcja: mieszana (skrzydła drewniane, kadłub spawany z rur stalowych); kabina kryta; podwozie stałe; zbiornik paliwa na 160 l.

Napęd: silnik gwiazdowy, 7-cylindrowy, Siemens-Halske Sh-14A, o mocy 118 kW (160 KM).

Dane techniczne:

Rozpiętość	11,40 m	Prędkość przelot.	150 km/h
Długość	8,05 m	Prędkość min.	100 km/h
Wysokość	2,40 m	Wznoszenie	2,7 m/s
Pow. nośna	18,20 m ²	Pułap	3350 m
Masa własna	700 kg	Zasięg	600 km
Masa użyt.	500 kg	Rozbieg	215 m
Masa całkow.	1200 kg	Zuż. paliwa	35 l/h
Prędkość maks.	180 km/h		

116

117

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) _____

STREET ADDRESS _____ **REQUIRED! AMA or MAAC #** _____

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"/>
	<input type="checkbox"/> Double**	\$105.00	_____	
S.U.N.Y “Meal Pac” options:	<input type="checkbox"/> Breakfast	\$ 24.00	_____	
	<input type="checkbox"/> Lunch	\$ 20.00	_____	
	<input type="checkbox"/> Dinner	\$ 36.00	_____	
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 Esquadrilla 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