

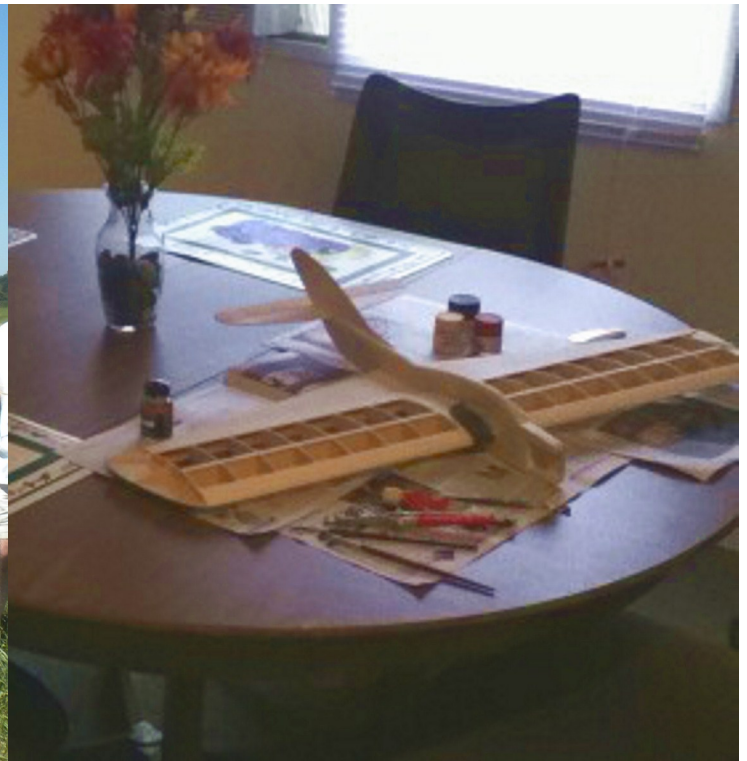
FLYING ACES

Club
News

No. 262

Nov/Dec 2011





Above left: The irrepressible Ron Gosselin showed up on the field at the Non Nats with enough equipment strapped onto his vest to insure that he was prepared for *any* emergency. Ross Mayo photo **Above right:** The Coudbusters have gotten into show biz! A movie is being shot in the Detroit area, and club members provided the model airplane props to help stage this scene. Photo via Mike Welshans **Below left:** Fast Eddie Pelataowski sent this shot of his Jumbo Scale Folkerts. The model had just completed a max flight at the Non Nats, but connected with a canopy post on the way in, taking out all the structure in the wing except the trailing edge.



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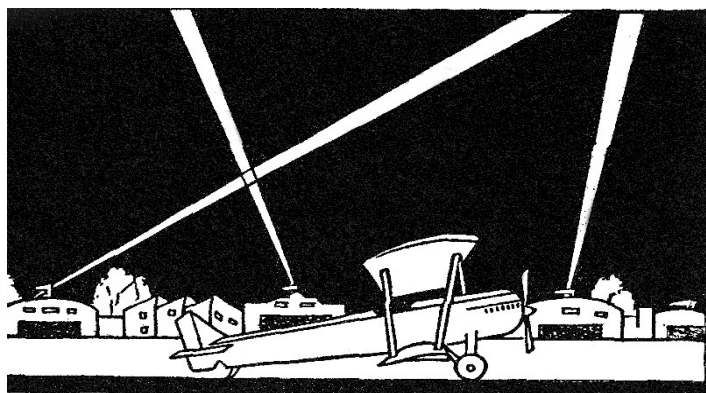
Xmas
gift ideas!

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Launch into the wind...

Cover shot: Bonnie Simpers took a series of great photos at the recent Non Nats in Geneseo. This is one of our favorites. Mike Escalante's daughter Erika is caught at the moment her model leaves the table. She built the Embryo herself with minimal assistance from her father.



Membership Information

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Plans - Just in time for the Battle of Midway event brewing for the next Nats: 1. Brewster Buffalo from an old Guillow kit, 2. Walt Mooney's classic Aichi Val peanut. 3. SB2U Vindicator, by the incomparable Pres Bruning. The peanut scale plans should scale up to a larger span without much trouble at your local copy shop.

- Membership brings you six issues of the **Flying Aces Club News**, and allows you to participate in club activities.
- When the **Dreaded Red X** shows up on your address label, it is time to renew your membership. Please note: the Red X is the only notice you will receive. Memberships will not be back dated so any missed issues of the newsletter will have to be purchased.
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FAC News **BACK ISSUES** in limited numbers are available for \$5.00 each. Send orders for all back issues to:

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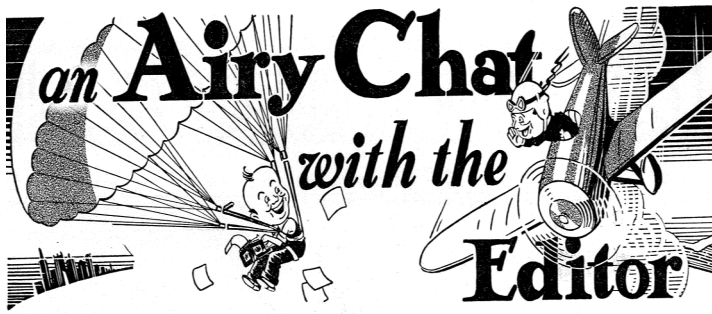
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Greetings Junior Birdmen,

Last year about this time, I was working my way through my first attempt at assembling a newsletter for the FAC. Despite a dry run some weeks earlier, it took a lot longer than I'd imagined, and I still find it hard to believe that I pulled it off. I learned quite a bit over the last year, and made a few mistakes along the way. The job has not exactly become routine yet, but I'm certainly more comfortable with the process, and it doesn't take *quite* as much time as that first one.

One area that I'm very glad to say *has* become routine is the roster updates. The new database program provided by Rick Pendzick has been working very well indeed, and has taken a lot of the drudgery out of the job. It's not entirely foolproof, but it does eliminate several opportunities for foul ups. You can help keep things running smoothly by following the instructions listed in the "Membership Information" section in the front of this issue when you send in your dues.

As mentioned in my last editorial, our newsletter advertising policy is under review. By the time this reaches you, we will have hammered out the details at the FAC Board meeting. Stay tuned. Meanwhile, I'm very pleased to announce that we've found a volunteer to act as the FAC News advertising coordinator. H.G. Fautschy has stepped forward to take on the task. He brings a wealth of publishing experience with him that will serve us well, and I'm looking forward to working with him. A big thank you from all of us!

Thanks to all of you who have provided stories, photos, plans, and encouragement over the last year.

Your contributions are what makes this publication, and this club work. With your help, we can continue the process of improving the FAC News as time goes on.

I hope the new year brings you lots of opportunities to build and fly. Best wishes to you and yours for a happy holiday season!

See you on the flying field!

Rich Weber
"WingNut"

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Gift Ideas!



Something for everyone!

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...Catch those thermals...

Plans addendum:

Hi Rich, Just a note. The Janick "PT-19" in the last FAC nltr (#261) is an excellent flyer. I've been flying one for over ten years. The plan has a problem with the landing gear. Look at the front view. The wire going through the wheel is *backwards*. Ask me how I know!!

Claude Powell

News On the Wing

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



Please review your responsibilities for renewing your membership. All the information is in every issue of the FLYING ACES CLUB NEWS. I am amazed at how many long time members are still sending checks (AND for the incorrect amount!) to everyone except the newsletter editor. Please use the new membership form in the front of this issue to be sure the paperwork gets done correctly.

And for you newer members that have yet to renew for the first time...you'll be notified with the famous "Red X" on the back page of your newsletter near your address. Don't put it off when it's time to renew! You will not receive any additional notices, and if you miss an issue or two...it will cost you \$5.00 per issue to get caught up.

Speaking of back issues...please send your requests for any back issues to "Bubba" Mayo. His contact information is also in each issue. Be sure to make out your checks to The Flying Aces Club.

And finally in regards to past issues...haven't they been GREAT! So when you do renew, please send Mr. Rich (I'm just a volunteer doing my best) Weber a note of appreciation. And if you add your email he'll appreciate you doing your part to help keep communications at their best.

And speaking of communications...this is the last issue of the year. On behalf of everyone at GHQ, we wish you a happy, healthy, safe and fun filled Holiday Season!

The CinC

New Flying Aces Club Flag

Okay Clubsters, now is your chance to create history for the FAC. All you have to do is design a new-modern FLYING ACES CLUB flag!

The original FAC flag of the magazine era was a small pennant shaped banner. The current flag seen at every FAC NATS was created by Jack Moses' dearly de-



parted wife Dorothy. It made its first appearance at the FAC NATS MK II.

Why am I replacing our flag? Why am I ending a tradition of many years? Why am I creating a new tradition with a new look? Well, it makes perfectly good sense to me to continue our tradition of changing with the times. And changing, I must add, for the better! Look at the new FLYING ACES CLUB NEWS. Look at the brand new web site. Do you think Thompson, Stott or Reichel would object to the changes we've made in the past two years? I know we've done them proud.

The current flag is smallish, one sided and there is no longer any room for multiple Roman numerals to indicate which "Mark" is the current NATS. The new flag will be larger, double sided and weather resistant. And all of this is possible thanks to Jack McGillivray. His bequeathment stipulated that it would be used "for the betterment of the FAC." A new flag is a luxury that until now was not affordable. Thanks Jack.

So I hereby announce a design contest for a modern FAC flag to fly over our major contests and future public awareness events. (Yes, they are on the horizon.) The GHQ Council will decide the winner. He or she will unfurl the flag at the 2012 banquet.

Here are the guidelines: 3' X 5' rectangle, or triangular "pennant." Verbiage must NOT include any reference to a specific "MARK" as that info will be on a smaller, separate banner.

Submit your artwork to me via post or email by May 1, 2012. It need not be 100% perfect, as a professional artist will be used for the final proof. Be creative, have fun, and I'm looking forward to your designs.

The CinC.

FAC HALL OF FAME 2012

It's time for the 2012 FAC Hall of Fame nominations. Every two years at the FAC NATS banquet, the newest honorees will be announced and recognized. Who will they be in 2012?

The process has been modified ever so slightly. As of 2012, only THREE will be inducted per election. Any nominee that was not elected the previous round will remain on the ballot unless they personally ask me to remove them from that next ballot. Anyone not elected after being on the ballot for two consecutive rounds will be removed for one "two year cycle" to allow consideration of another. After being off the ballot for a cycle, they may be nominated once more.

You may submit your candidate to GHQ via post or email. When submitting your candidate, you must include a short synopsis of why you think they are deserving of HOF status. If not sure of what to write, refer to past issues of the newsletter for previous nominations. GHQ reserves the right to edit all submissions. Remember, it's the FAC Hall of Fame. We need to know what your candidate has done to promote the building and flying of free flight rubber scale models in the Spirit of the FAC. All current members of the FAC HOF can be found on our website.



Juanita Retires

As time continues to march on we find ourselves at another juncture where significant change is upon our club once again. It is with respect and a heavy heart that I announce the retirement of Juanita Reichel from the FAC Board of Directors and the FAC Council. Juanita Reichel has been a fixture around the FAC for well over 30 years and has served our beloved club with distinction and honor. At the side of longtime FAC CinC Lin Reichel, Juanita worked tirelessly at every FAC NATS to make each one the best it could be.

Upon Lin's untimely death, without hesitation, Juanita accepted the challenge to continue his work of putting together the newsletters. I have admired her strength and resolve to carry on Lin's legacy and believe he would be proud of her efforts. It was quite remarkable. We are a better club because of Lin's and Juanita's efforts and we will always be indebted to them for their service.

On behalf of the FAC Membership, Board of Directors, and the GHQ Council Members, I would like to wish Juanita a long and happy retirement. Thank you for your service, friendship and dedication over the years. You will be missed –

With warmest regards, Ross P. Mayo, FLYING ACES CLUB CinC and President.

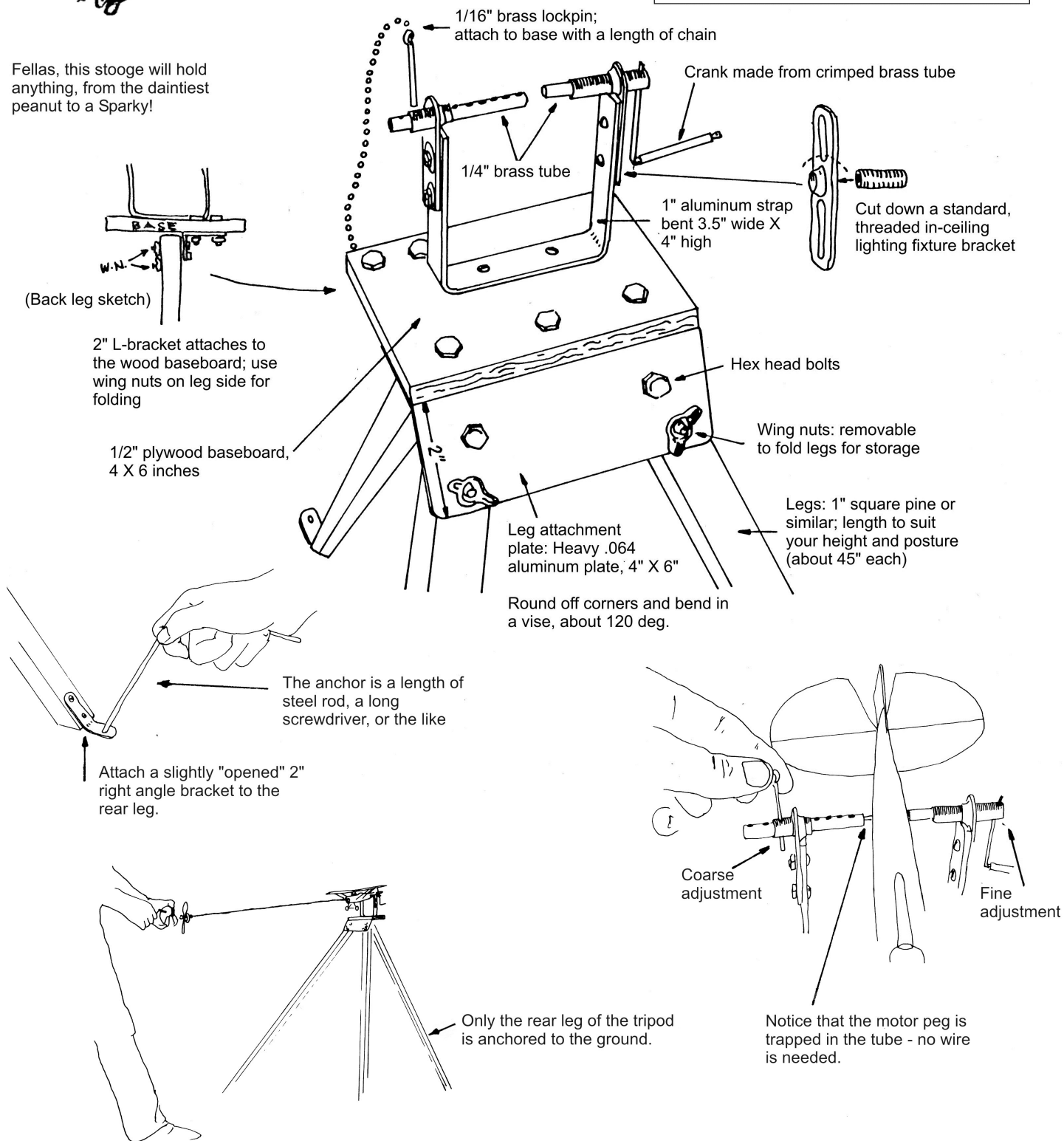


The Gadgeteer

Pinkham Field Winding Stooge

Originated by Dave Stott, with variations by Bob Thompson, John Stott and Mark Fineman

Fellas, this stooge will hold anything, from the daintiest peanut to a Sparky!



2012 FAC NATS MK XVIII

The NATS are several months down the road, but GHQ has already been busy laying ground work for the many details that need to finalize by early July. Many of you have asked that we publish ALL information regarding the NATS well in advance. Well, as a great man once said, "You can inform some of the people some of the stuff some the time, but you can never get it all right for everyone until the fat canary sings." Or something like that...

As I write this, the FAC Council meeting is still a few weeks away in early November. It is at that meeting the schedule of NATS events will be decided to a great extent. It is expected to get all the information available AT THAT TIME into the JAN/FEB 2012 issue of your newsletter.

Many of you have also requested that the schedule of events be reduced. That issue is something that will be addressed at the Council meeting. If there is something you want addressed by Council, please inform your local Council member. If you don't know who that is, check the newsletter for the name and email address of the Councilman closest to you.

It is hoped that the 2012 FAC NATS will mirror the 2000 NATS, but with more laid back flying, camaraderie and thermals for all. And the dates: July 18 – 21.

See you there!

The CinC.

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

This may look like a repeat from last month, but it's really an update. Chris Boehm has added yet another big batch of Peanut Scale plans on his Yahoo Group webpage. (address below). These are from the files that Dave Livesay scanned several years ago. You'll have to "join" to get access to them, but the process is simple and free. Once in, click on the "files" tab and then hit the "Livesay" file to see a list of hundreds of plans ready to download for your next project.

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WESTFAC III Journal

Keith Sterner

It all began when I spoke with Don DeLoach during the 2010 FAC banquet. After hearing what he had to say concerning the WESTFAC III meet that was to be held in Colorado in 2011, I decided that I wanted to "GO WEST." I had been in Colorado only once before, and fell in love with it. I was anxious to get back there to both to experience it again and to enjoy my hobby with some great friends and modelers. I had long wanted to travel some distance to participate in a grand event and this seemed to me to be just the venue I was looking for. I was not disappointed.

I had originally considered driving the 1,978 miles to Colorado, but as gasoline prices were steadily climbing, it became obvious that this was not the way to go. I booked a direct flight from Newark, NJ and started making preparations for the trip.

The first thing I needed to do was work out how to get my models there and back...intact! I spoke with a number of modelers and received some great ideas for boxes that could be made with a minimal amount of effort and at reasonable cost. My biggest concern was my newly finished FW P.0310 Contra model. I felt that I had to take it on board the flight rather than trust it to shipping or baggage handlers. Although I will add that others have successfully checked their multi-model boxes with the airlines.

I started by finding out what the requirements were for the size of a carry-on other than a personal item. It was a total of the L+H+W = 45" and no more than 40 pounds. Surely weight was not going to be an issue! I had just such a carry-on so I took it to the shop and proceeded to fashion a "sandwich" that would fit snugly inside and provide protection for the model. I used 3/16" roofing plywood for the top and bottom pieces and eight 1" diameter dowels for the uprights. The top and bottom plates were cut to the inside outline of the carry-on and screwed to the top and bottom of the 1" dowels via short deck screws. When completed and placed into the carry-on, the model was fully and adequately protected. I then added some blue foam saddles and capture blocks for the fuse and wings to finish it.

WEDNESDAY 6/16/2011

I decided to ship my two Dime Scale models to the hotel. This turned out to be both a shocking and satisfying experience in itself! You ask, since when is shipping anything, satisfying?? Well it went like this, and can be a lesson to us all! I packed up my two small models in a 16" cubed box with the models surrounded by foam rubber and bubble wrap. I stood the models on their noses, and packed them well but NOT tightly into a commercial grade heavy weight box. Five days before the meet, I took it to UPS. With a scheduled arrival date

that was the day AFTER the meet started, UPS wanted \$165 so I didn't even bother with check-

ing out FedEx!! When I asked why so much, they told me that while the box only weighed a tic over 3 pounds, it was the 16" height that was the kicker. A good thing to remember for the future! I declined their services and headed to the USPS office. For Priority mail, it would have cost \$48 without insurance, signature, or specific delivery date. BUT, for \$38, I was able to send it USPS Express Mail which included a guaranteed delivery date, \$100 insurance, and receipt signature. When I arrived at the Super 8 on Wednesday afternoon, there sat the box in perfect condition. I was a happy camper to be sure.

WEDNESDAY 6/22/2011

It was a nice direct flight from Newark, NJ to Denver arriving around 11:30 AM. Once I was settled in at the hotel, I took my scale entry to the Hampton Inn for judging. There were allot of beautiful models sitting on the tables waiting for and being judged. Among the modelers in the room were many that I recognized, and I met some of the members of the Magnificent Mountain Men of Colorado. Their flying site was to be the venue for our contest.

After the judging session was over, a number of us headed out to the field, about a 15 mile trip. Ahhhh yes, the flying site...what a fantastic sight to behold! Space, and plenty of it to be sure. Beautiful rolling hills, and you can see 150 miles of the snow capped Rocky Mountains from Pikes Peak north. It appeared

that the flying field is on Arapaho Indian land as there were many Arapaho signs seen on the way. As I understand it, the area is actually used as part of an artillery range. The field surface is a combination of 6" tall grass and spots of bare dry sand like soil. There were also patches of higher/denser grass in some of the low lying areas where trimming could be done.

As for the weather, it was perfect. When I arrived it was about 84 degrees and with very low humidity, about 25%! Having just left the East coast area and high humidity, it felt like a cool 75 degrees to me and definitely a refreshing change. During my entire stay, we had sunshine, gentle breezes with periods of calm up until Saturday afternoon when the wind picked up quite a bit and was somewhat steady from that point on.

THURSDAY 6/23/2011

I arrived at the field around 10 AM and set up my stooge and hangar (trunk of my rental car) for the day. I planned to spend the day test flying the Albatros and Spartan to determine if they needed any adjustments. I also planned to continue the trimming of my FW P.0310 as I had not completed it before heading to the meet. I started with the Spartan and had it flying very satisfactorily. I put a new motor in it and wanted to just test hop it one more time before I put it aside and moved onto the Albatros. I launched the Spartan and she took off nicely, made two laps overhead and then headed straight into the side of Pat Murray's motor home. That was the end of the ship as it hit dead on perpendicularly and was smashed beyond repair. So, it was onto the test flying of the Albatros which was much more successful. Even though it had a nasty "potato chip" stab, it was flying better than ever. I put a new motor in it and was ready for the Pseudo Dime Scale event. Must have been that 25% humidity out there. It's a terrible situation when you have a "Potato Chip" flying surface and NO DIP! I spent the rest of the day trimming my FW P.0310, helping mechanic/time and visiting the vendors: Gizmo Geezer (Orv and Marcia), Mike Midkiff and Lee Campbell.

Now down to two models in flying condition, I wanted to get my FW P.0310 trimmed if possible and compete in the FAC Scale event. This is usually the

most contested event at an FAC meet and it was no different at WESTFAC III. I had an incident where the key on the tail plug broke away taking a good portion of wood with it. This caused the prop assembly to tilt and in the process, tearing apart the sub fin and spitting it at me through the props. What a surprise that was! So that ended the trimming session for the day. I had brought along enough balsa to fashion a new, solid 3/32" thick balsa sub fin and I temporarily glued it in place until I get back home and could build a new one.

FRIDAY 6/24/2011

The day started off just as nicely as the day before. I headed back out to the field with my Albatros D.I and my repaired FW P.0310. Not long after I arrived, Don DeLoach came over to me and said, "Keith, you're flying in the WWI mass launch." My Albatros was flying well but I felt it would not be competitive, but then I thought, what the heck, it will be fun in any case. Phil Thomas was kind enough to act as mechanic for me.

The seven contestants headed out into the field. I was sure that I was the least experienced one on the line as I had never flown a mass launch event to

date. The normal directions were given and we were told to wind. After lining up came the count down and they were off. To my surprise, my little Albatros put in a flight which was good enough to get me into the next round...WOW! Hummm, I lost my solid balsa spinner during the flight or the return trip to the flight line. Fortunately, we were allowed to add ballast so I attempted to guess at what that spinner weighed. We were all back, wound and ready to go and upon the countdown, we were off again. I seemed to have gotten the weight close and put in a longer flight than the first which placed me into the final round. I could not believe it, but there we were, Don DeLoach, Mike Midkiff and me, flying for all the marbles. Roger Willis came over to me and offered me a few words of encouragement, which was much appreciated. At this point I was ready for whatever came my way in this event. I kidded with the other two fellas in sort of a German accent but after the countdown and launch, they surely stuck the lead to me as I went down in flames with a 7 second flight. It hit the ground hard enough to shear the two right wing panels off, crumble the landing gear and

break all four cabane struts. When it was all over, I placed third in my first ever mass launch and I could not have been more pleased at the outcome. Thank you Don and all of my competition for a great experience!

That left my Albatros D.I with allot of repair work to do, and if I was going to make my flights in the Pseudo Dime Scale event in the time remaining, I had to get busy. It took me just over two hours but I got her back together to the point that I felt that she might be able to fly well enough to continue. I put a new motor in her and test flew her and by golly, she flew fairly well, BUT, at the end of the flight, she tried to land on the top of a tent, slid down the side and went nose first into the dry, hard ground. I went back to the hangar, made the repairs as best I could, and went on to put my three official flights in for the event. At the end of the day, I walked up to the scoring area and was surprised to see that I had placed third. My flight scores were not even as good as my flights in the WWI mass launch event, but were

enough to do the job. What a day! By the end of the day I was hot, tired, dusty and thirsty but I was feeling GREAT!

SATURDAY 6/25/2011

Today was the last day of the event and I was looking forward to getting my FW P.0310 trimmed well enough to put some flights in the FAC Scale event. It was fortunate to have been awarded some 60 scale points and I was looking forward to some decent flight times. So I put a new motor in her and headed down the field to a higher grass area. I started the whole trimming process over as I had put that heavier solid 3/32" balsa sub fin on here two nights before. I just was not having much success with consistent short flights as I did back home the week before. Also, the breeze was starting to pick up as the afternoon wore on. Mike Isermann and Chris Starleaf came over to offer some helpful advice but in the end I got her into a nose high rollover and she hit a thin grass area which resulted in collapsing the nose section. It is of such construction that I could not have repaired it until getting home.

With my FW down and out, I called it a day and a great meet, one to remember for sure. BUT WAIT, along came Don DeLoach asking me if my Albatros had one last round in her. "Why?" I asked. He told me that

the Flying Horde event was coming up and that I was eligible to compete. All of the cabane struts on the Albatros were broken again from the last event so I went to work and got her back into flying condition as best I could and was ready to go. When it was all said and done, I had placed second and just had no words to express my overwhelming feelings on the unexpected outcome at this WESTFAC III event! At the end of the afternoon, it was just tranquil to just sit down and enjoy the day, the scenery, and recount the events of the past few days at this beautiful flying field in Parker, Colorado.

The Banquet was held at a very nice Italian restaurant just a short distance from the Hampton Inn, FAC HQ. The evening began with a happy hour followed by a great meal and then the awards ceremony. Roger Willis and Don DeLoach were our hosts. Fenado Ramos and Mike Midkiff spoke briefly about the FAC and their modeling experiences throughout the years,

particularly their beginnings in FF modeling, mentor's, and special moments. The awards were then presented and at the end of the

evening there was a raffle for some great prizes. To top the event off I won a Golden Age kit.

During the judging in the ballroom at the Hampton Inn earlier in the week, The WESTFAC committee had beautiful and professionally made posters on the walls to acknowledged all of those who had sponsored the many different events. I recall looking at a few of them and there was FAC CinC Ross Mayo among them, and I thought that was great! At the very end of the evening, Roger Willis presented each of the sponsors with the poster that represented their contribution to the event. It was a great final touch to be sure and I am confident that we all appreciated their contributions!

In closing I would like to add that I have NEVER traveled further than about 4 hours driving time to a model aircraft meet in my life time. I felt that it was both the time, place and the event in which to do so and it was! I will always remember the setting, the flying and especially the renewed friendships and new friends that I made during the course of the event. Would I go back? In a heartbeat!

I will always remember the setting, the flying and especially the renewed friendships and new friends that I made during the course of the event. Would I go back? In a heartbeat!

Non Nats Behind the Scenes

Dave Mitchell

The 2011 Non Nats were something of a laboratory, so I wanted to touch on a few of the new procedures that were tried out. Questions were raised that touch on perennial issues that confront FAC GHQ, event CDs, and contestants. So here we go....from the perspective of a newly-minted CD.

Hosting this event, the DC Maxecuters focused on a couple of objectives: 1) Integrate running the event with computers, in an attempt to streamline administrative duties; 2) Actively enforce standing FAC rules, including where possible newly adopted rules that will become official in 2012; 3) Have FUN!

The Maxecuters made the decision from the get-go that we were going to run this event using computers to track registration and scoring. Our goal was a more efficient contest requiring fewer people to administer it, and fewer errors. The core of the process was to get all registered flyers entered into an electronic database. Ideally, this database would be populated at least partially via an on-line registration process; this concept fell through for lack of time and some logistical hurdles this year, but it seems reasonable to expect that we could have this ironed out for the 2012 Nats. Anyway, during the contest proper, the entering of scale scores and flight times for a particular contestant / event refers back to this database. Results of continuing events can be updated regularly, and the results printed and posted. At the end of the contest, it should be a very simple matter to tally the results--a few key strokes and hey, presto!

Without going further into the nuts and bolts of how exactly the program was set up, it's worth saying that for the first run-through at a major event (97 active contestants), the system worked very well indeed. Most of the problems we encountered were due to operator

error, proving that the more things change, the more they stay the same. We got a very good feel for how many computers / data input teams were needed (less than we thought / the fewer the better). We got crucial feedback on simple changes that needed to be made to the program to improve the "flow" of inputting data. We had expected to print and post contest updates every hour or so. This did not happen because of a layout snafu in the program that made printouts a time-consuming exercise in old-school cut-and paste layout. This problem has been corrected.

So...WAS IT ALL WORTH IT? Yes. With the improvements that Stew Meyers has since made to the program, I would expect administration of the contest to go even more smoothly if it were run today. Recording / scoring administration of a contest the size of the Nats could, I think, be comfortably handled by two teams of two people, rotating in and out of computer duty to minimize fatigue. Perhaps most important, I think the program could now be easily operated by someone with basic computer typing skills. The training required is minimal; consistency of method is the key to ensure accurate results. On whole, I believe we were able to make accurate tallying of the results a much less onerous process, and were also able to reduce the personnel needed for the administration.

The regulatory end of things was another story. The most far-reaching change was the decision to actively enforce "compliance checks" on just about all models. This required new levels of effort, from both from the contestants and the contest staff. A bit of background: while an on-field eyeball scale check has long been a part of Mass Launch events, using the "45 point minimum" scale standard, the actual practice of it seemed seriously flawed, especially in the wake of some controversies last

year. In response to this, FAC/GHQ developed the new Pilot's Pre Launch Checklist (PPLC) to replace the 45 point minimum standard, and the Maxecuters put this into play for the Non-Nats. As for the TOTF Scale events, no compliance checks of *any* sort were being conducted on these models, even though they are required by the rules to meet the same scale standards as the Mass Launch models. By actively enforcing the standing FAC rules and the PPLC, the Maxecuters hoped to avoid controversial issues being aired out in front of a crowd of impatient fliers and to ensure a fair contest for all, thereby maximizing the FUN factor.

The "soft launch" of the PPLC required all fliers competing in TOTF Scale events and Mass Launch events to present their models for a once-over before their first flight. Recognizing the load that this would create for the people doing the compliance checks, we decided to spread out that load by allowing compliance checks on FAC Scale Judging day. I suspect for some this was a great help, as it allowed them to get the necessities over with and focus on flying the next two days. Others have made it clear that it was a colossal pain in the a** to drag all their models out of their cars the day before the event---models that they may well have been flying for years and had never had to have "cleared" before. Since the option still existed for them to have their models checked on flight day, it would seem that the real issue is the **inconvenience** of the PPLC compliance check---especially as applied to the TOTF Scale events. There were a lot of models, and it asked a lot of judges to pull it off. Pull it off we did, though---big thanks to all the guys who helped out here!---and I firmly believe that the contest was more fairly conducted as a result.

Even so, not everyone was a happy camper. Some models were disqualified; and many trusty old workhorses had to be hurriedly "spruced up" to meet the PPLC standards. Some folks apparently decided the whole thing was more trouble than it was worth, forgoing the competition altogether. More than once, I heard

concerns that the "Spirit" of the FAC was being squeezed, and that rules were "taking over". As the "Keeper of the Rules" and the CD for the 2011 Non Nats, this of course gives me pause! I will freely admit that I have sucked the "spirit" right out of the rule book, deleting jaunty language and vague concepts and replacing them with no-nonsense text. Yes, it is boring as hell to read (try *writing* it!). But I hope that having a boring rule book does not somehow destroy what happens on the field.

So the question arises, as it seem it often does: how to strike the balance between "upholding FAC standards" and "promoting the FAC spirit"? To a large extent, the standards of the FAC seem to be defined by the rule book. I'd like to suggest that running a *large contest* by the book makes things a LOT easier for the judges and the CD. The overall workload may increase, but to the degree that decisions can be boiled down to black and white, pass/fail issues, it's a positive thing for the contest directors. Judges, CDs and contestants alike deserve clear and well-considered rules, and it's important for FAC/GHQ to continue to examine, refine and update them. Just as important, contestants need to own that it is THEIR responsibility to understand and abide by the rules. If a new rule says wing fillets are required on mass launch models, it's really not ok to get angry and put a judge on the spot because you can't be bothered to put them on your 20 year old Spitfire.

Ideally the rules strike a balance between enabling contest directors, and promoting the "Spirit" of the FAC, which I will define here as anything that contributes to a fair, fun, and interesting event. Recently, we've begun to post archival issues of the FAC newsletter on the website, beginning with #1 from 1967. It is fascinating to see than even then, when you have to imagine that the "spirit" of FAC was at it's purest, there are questions being posed and rules being adopted that mirror questions and rules we wrestle with today. My point is that this was, is, and will always be an evolving process, with the "spirit" of FAC at it's core.

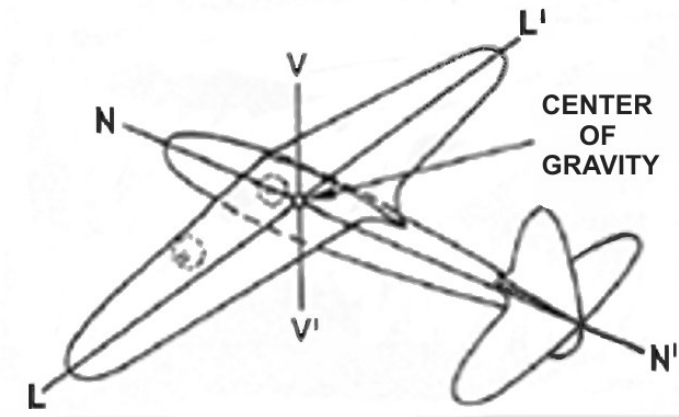
DIRECTIONAL STABILITY

This is part two of a series of articles abstracting information concerning Stability from the 1941 book "Model Airplane Design and Theory of Flight," written by the famous Charles Hampson Grant. Let the reader understand that I'm going to be liberally using Grant's exact words and illustrations, and condensing them. For ease of reading, the constant use of quotation marks is omitted.

by George White

The first article in this series on stability dealt with Grant's defining the types of stability and talked about the factors influencing and methods of achieving lateral stability.

As a point of reference, Grant defines stability as the capacity of an airplane to overcome any tendency to displace or turn from normal flight — or to return to normal flight after displacement.



As can be seen from the diagram above, there are three kinds of stability to deal with, i.e. **Longitudinal stability** which refers to the maintenance of normal flight about axis, L-L1. **Directional stability** which refers to the maintenance of normal flight about the vertical axis, V-V1. **Lateral stability** which refers to the maintenance of normal flight about the axis running through the center of gravity on axis N-N1.

As discussed in the previous article, critical to achieving stability in a model is the establishment of the center of gravity (c.g.) both vertically and laterally. Having done that, this article will discuss **Directional Stability** and the related **Spiral Stability**, which is a combination of lateral stability and directional stability which prevents the airplane from executing a spiral dive.

Grant defines the factors influencing directional stability as: **Area of the vertical tail surface, distance of fin from c.g.(Fin moment arm), wing span and distribution of weights along a horizontal plane relative to the c.g.**

Area of Vertical Tail Surface. The fin is the primary

factor in obtaining directional stability. Some good rules of thumb are provided as follows:

On an "average model with regular proportions," make the fin area 12% of the wing area, but never less than 10% in a rubber powered model. In a gas model of "average" design it should be 7 1/2% of wing area, although some may require only 5%, the minimum. Grant then classifies rubber models as fuselage models and stick models with and without landing gear. The fin area on either scale or fuselage models should not be less than 12% of wing area. On stick models with landing gear, it should be 13% or more. On stick models without landing gear, the fin area should be 18% or more. Stick types usually require more fin area because the nose is long in front of the wing. On biplanes, the fin area should be about 20% less than on monoplanes. All this applies only to tractor types.

In shaping a fin, Grant states that the height of the fin should be not less than 80% of the width. Within reasonable limits, the greater height will be more efficient because the lower fin will be blanketed by the wings and stabilizer when the model is in a stall, losing effectiveness. He also praises the practice of placing part of the fin below the fuselage as a means of preventing spiral instability.

Fin Moment Arm is the distance from the airplane's c.g. (usually 1/3 of the chord back from the leading edge to the center of the fin area. Fin effectiveness may be increased by enlarging the area, so the farther the fin is from the c.g. the smaller it may be and yet give the same stabilizing effect. The shorter the moment arm, the larger the fin — or the longer the moment arm the smaller the fin should be. In rubber models, Grant recommends that the fin moment arm should be from 40% to 50% of the wing span, but never less than 40%. The fin area for the "average" rubber model should equal at least 12% of the wing area when the fin moment arm is equal to half the span. He states that when making the moment arm longer or shorter, the product of moment arm times fin area should be the same after either is changed. The stabilizing effect is proportional to moment arm times fin area.

The fin can be both a disturbing factor and a correcting factor. When a gust forces the fin sideways, the direction of the model is disturbed, but the air reaction to the other side allows the fin to also be a correcting factor.

Wing Span can act as a disturbing factor. For example, turbulence striking one wing will twist the model around the vertical axis, swinging the fin out of line. The fin is resistant and dampens the motion. Fin area must be enlarged proportionately with wing span so that the displacement due to wing action will not be so great as to prevent positive and quick recovery. The larger the fin, the less effect uneven drag on the wings will have. Grant's recommendation is to make the fin moment arm as long as possible, within limits of not making the tail too heavy.

Weight Distribution. The distribution of weight relative to the c.g. has a critical effect on the ability of a model to correct any directional displacement. For quick recovery from upsets, weights should be as close to the c.g. as possible. This is much easier to do with a gas model than a rubber model carrying a large, heavy rubber band running the length of the fuselage. That weight requires a larger fin to offset any tendency to spin or crab. This is often overlooked in designing scale rubber models, when failure to recognize the weight of the rubber aft of the c.g. results in building too small a tail surface.

Spiral Stability is defined as the capacity to resist simultaneous displacement about all three axes or to recover from such displacement. When a spirally unstable plane is adjusted to fly horizontally or at a slight angle of climb, it noses down when banking. Increase in speed results, followed by a steeper bank, and so-on in increasing cycles until it crashes. A plane with spiral stability banks only slightly in a turn and holds this bank steadily without dropping the nose, and when upset, recovers immediately.

This is actually a combination of lateral and directional stability. Grant uses the following illustration.

A scale model takes off for its initial flight. It climbs at a normal angle at first, but soon banks to one side; although the ship's hoped-for reaction is a sideways slip to immediately right the plane, it continues to bank and a turn results. The nose drops and the turn becomes tighter and the bank steeper into a tight spiral and a crash. What's wrong with the plane? It's spirally unstable!

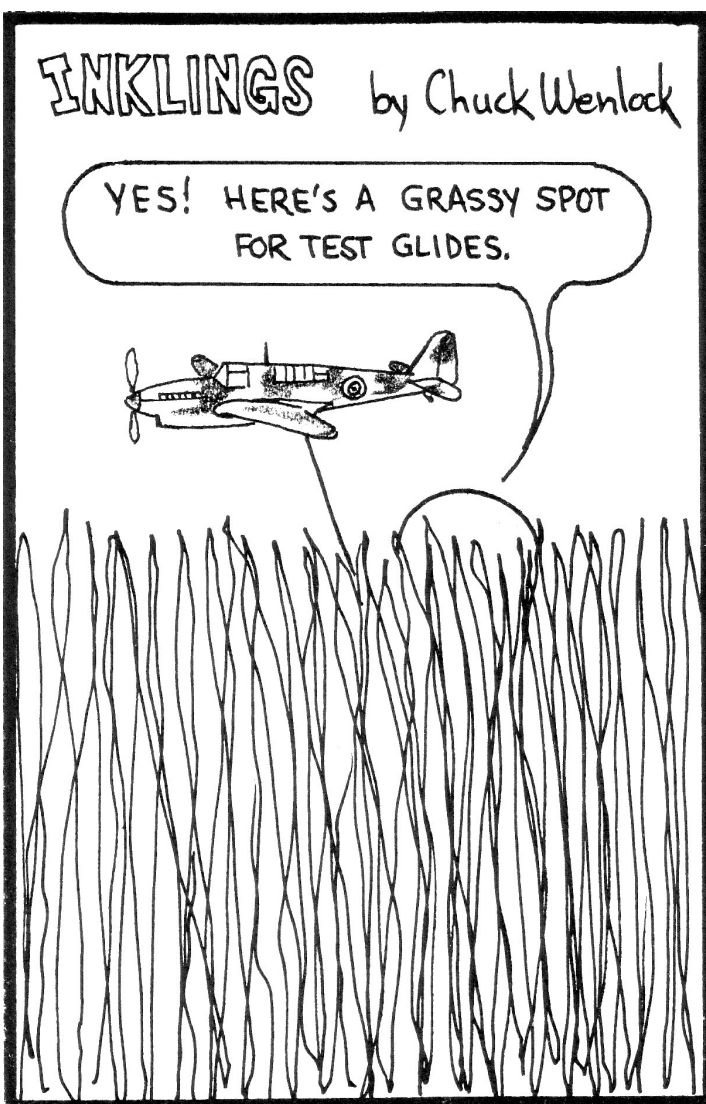
This can be corrected very simply. If it is a light, slow flying model, give the wings more dihedral (usually 6° to 10° on each side is sufficient); cut away part of the fin above and add area below the fuselage.

Spiral instability is usually prevalent in flying scale models because their design follows closely that of full scale ships which themselves are spirally unstable. It is often exaggerated in the model because the designer has increased the tail surfaces, including the fin. This fin enlargement, plus the customary lack of dihedral in scale models, ruins a model that otherwise would be an excellent flier.

Grant devotes several pages of his book to examining the complex theory behind achieving spiral stability. Rather than consuming an entire newsletter with the subject, I'll reproduce here how he summarizes the entire discussion with prescribed remedies in the following four points.

1. In a rubber powered model, make the fin not less than 10% nor more than 13% of the total wing area, and the tail moment arm equal to $1/2$ the wing span. For gas models, make the fin 6% to 8% of the wing area. (Ed. Note. The longer the nose, the larger the fin needs to be.)
2. Dihedral the wing on each side not less than 6° above the **thrust line** and not more than 11° , (or 1.25in/ft to 2.3in/ft) (Ed. Note: For a high thrust line low wing model, that can be a "sporty" amount of dihedral.)
3. Do not place the fin area too far above the thrust line.
4. Keep the c.g. $2/3$ of the fuselage depth above the lowest contour of the fuselage.

To be continued...



FAC Outdoor Champs 2011

Ralph Kuenz

The drive to Muncie on September 7th was not promising. It rained all the way there. Arriving at the field, we could see that the low areas were not under water, and being a weekday (and raining), the entire AMA field was empty. The local weather forecast was not good, and a few contestants decided to return home. Those of stout heart remained to awake on Thursday to, MORE RAIN! Still, the desire to fly led them on, first to breakfast and a return to the field where, in a big permanent canopy near the camping area, the FAC gathered. It was decided to use the time to judge the models. Tables were set-up, wiped dry, and between drizzles models were brought in. All judging was completed on the first day.

A call to AMA Headquarters got permission to extend the meet to Saturday as suggested by popular vote. All packed up and went to dinner with hopes of a better tomorrow.

Friday dawned with a faint promise of better conditions. (The drizzle was more like a mist). After breakfast a hint of brighter skies was peering over the horizon, and within an hour the rain had stopped, there was little wind, and the FAC Outdoor Championships were officially under way. The Spot-Check line was soon dispersed and flying began with the intent of running all of the two day events in one day.

With the absence of the customary Kiosk, the score sheets were set-up around tables and the extended day long marathon of registering, tabulating, and posting scores was underway. This went smoothly in the competent hands of Dianne Gregg, registering, selling "T" shirts and handing out FREE Theme "T" shirts to the contest-

ants. Fred Gregg the Co-CD was busy posting scores the entire day.

We were down in competing contestants with 37 hardy souls on the field flying, in what had turned out to be great weather; not too hot, and a very light wind. Our CinC was unable to attend this year for the first time ever, because of a bad cold.



Dave Niedzielski with his Gloster Gladiator. R. Kuenz photo

The meet was extended until 5:30 to allow all the events to be completed. The tabulating was complete by 6:00 PM and the laser etched glass trophies were handed out to the winners. Wally Farrell was declared Grand Champion which was made easy by his many wins.

The CLOUDBUSTERS wish to thank to all who supported the meet with their attendance, volunteer judging duties, mass launch directing, and Sponsoships. Very special thanks to Diane Gregg, and Fred Gregg our hard working Co-CD, who arranged engraving and purchase of the Trophies and free Theme "T" shirts on which Pres Bruning did the artwork. We hope to see you all next year in Muncie when the FAC Outdoor Championships will be held on September 6-7, 2012.

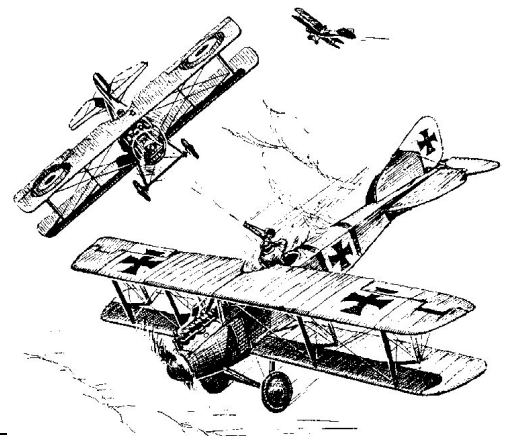
Power Scale									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	High Total	Scale Score	Bonus Points	Total	Place
Ted Allebone	Sopwith Triplane	120	-	-	120	62.5	20	203	1
Walt Farrell	Beech Staggerwing	120	66	-	120	54	15	189	2
No Contestant		-	-	-	-	-	-	-	-

FAC Peanut Scale - 2011 Outdoor champs									
Contestant	Plane	FLT .	FLT.	FLT.	Scale Score	Bonus Points	Fit Total	Total	Place
		# 1	# 2	# 3					
Pres Bruning	Am Jet Hustler	38	49	40	59	10	49	118	1
Walt Farrell	Floyd Bean Special	61	71	-	46	5	65.5	117	2
Gary Morton	Lacey M-10	52	66	-	47	0	63	110	3
Chris Boehm	P-51D	35	41	37	54	10	41	105	
Phil Cox	Monocoupe 110	29	28	-	52	0	49	101	
Al Backstrom	Andreason BA4B	14	-	-	48	15	14	77	

FAC Scale									
Contestant	Plane	FLT .	FLT.	FLT.	Scale Score	Bonus Points	Top Fit Fac'd	Total	Place
		# 1	# 2	# 3					
Walt Ferrall	AJ Savage	69	-	-	54.5	30	64.5	149	1
Jim Detar	Great Lks Speedster	69	-	-	58	15	64.5	138	2
Dave Niedzielski	Gloster Gladiator	61	25	64	57	15	62	134	3
Jack Moses	Avia 135	49	51	47	56.5	10	51	118	
Pat Murray	BV--138	24	-	-	57.5	35	24	117	
Jim Bair	Platus PC21	35	41	46	59.5	10	46	116	
Phil Cox	Mohawk Pinto	33	44	40	60	10	44	114	
Pres Bruning	Savoia SM-84	39	35	39	58	14	39	111	
Mike Welshans	Pitcairn Fleetwing	36	-	-	58	15	36	109	
Pres Bruning	P-47H	36	36	33	58	10	36	104	
Jim Bair	Mig 3	24	-	-	58.5	10	24	92.5	

FAC Dime Scale						
Contestant	Plane	FLT .	FLT.	FLT.	Fit.	Place
		# 1	# 2	# 3	Totals	
Walt Farrell	Staggerwing	75	92	120	287	1
Jack Moses	Typhoon	61	81	92	234	2
Gene Smith	Corbin Super Ace	66	89	68	223	3
Paul Boyanowski	Hell Diver	59	76	76	211	
Les Burdsal	Martin MO-1	62	49	78	189	
Harrison Knapp	Staggerwing	60	57	72	189	
Claude Powell	Rearwin Trainer	61	65	63	189	
Pres Bruning	Martin MO-1	53	56	53	162	
Paul Boyanowski	Spitfire	58	53	49	160	
Gary Morton	PT-19	53	45	56	154	
Jack Moses	Howard GH-2	51	59	39	149	
Chris Boehm	Bristol Brownie	41	47	49	137	
Phil Cox	Corbin Super Ace	51	37	33	121	
Pat Murray	Mister Mulligan	34	37	42	113	
Mike Welshans	Pitcairn	22	-	-	22	

WW I Combat - ML		
Contestant	Plane	Place
Walt Farrell	Elephant	1
Pat Murray	Folker D-7	2
Jim Detar	Folker D-7	3
Paul Boyanowski	Albatros D-1	4
Dan Olah	Folker D-7	



Low Wing Trainer						
Contestant	Plane	FLT .	FLT.	FLT.	Fit.	Place
		# 1	# 2	# 3	Totals	
Walt Farrell	Miles Magister	84	89	88	261	1
Gene Smith	Arado 396	89	71	62	222	2
Jim Detar	Miles M-14	60	69	89	218	3
Pat Murray	T-34 Mentor	58	76	68	202	
Claude Powell	Fairchild PT-19	52	66	65	183	
Mike Welshans	DH-94 Moth Minor	59	47	57	163	
Jake Moses	DH-94	34	-	-	34	

Golden Age Scale		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Jim Detar	J-5 Cub Coupe	120	96	120	336	1
Walt Farrell	DH-29	85	98	106	289	2
Gene Smith	Corben Supe Ace	88	99	91	278	3
Pete Azure	O-57 Taylorcraft	58	120	68	246	
Gary Morton	Farman 400	64	70	98	232	
Paul Boyanowski	Rearwin Speedster	59	91	74	224	
Jack Moses	MO-1	62	63	71	196	
Claude Powell	Taylor Cub	54	60	79	193	
Phil Cox	Rearwin Speedster	52	77	48	177	
Les Burdsal	Fairchild F-24	55	38	51	144	
Dave Niedzielski	Taylor Cub	41	46	42	129	
Pat Murray	Stinson SR-7	70	56	-	126	
Pres Bruning	Fokker 'America'	37	44	41	122	

OT Rubber Stick		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Ted Allebone	Wanderer	119	97	120	336	1
Jack Moses	King Harry	88	90	120	298	2
No Contestant		-	-	-	-	-

Phantom Flash		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Walt Farrell	Phantom Flash	84	70	120	274	1
Dan Olah		60	61	64	185	2
Phil Cox		115	53	-	168	3
Pat Murray		39	48	36	123	

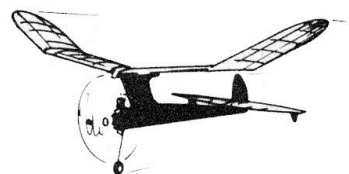
Embryo		FLT .	FLT.	FLT.	Flt.	Bonus	Total	Place
Contestant	Plane	# 1	# 2	# 3	Totals	Points	Points	
Pat Murray	Jabberwok Junior	86	120	116	322	9	331	1
Harrison Knapp	Debut	105	74	120	299	9	308	2
Dan Driscoll	NIT II	76	110	108	294	9	303	3
Dave Niedzielski	Debut	96	87	72	255	9	264	
Jim Gerszewski	Debut	55	83	104	242	9	251	
Gary Morton	Hodge Podge III	64	89	65	218	9	227	
Gene Smith	Go Devil	96	120	-	216	9	225	
Norman Becker	Cosmo	58	63	75	196	9	205	
Ted Allebone	Debut	120	5	66	191	9	200	
Jim Bair	Zephyr	52	58	71	181	9	190	
Stew Meyers	NIT	77	66	-	143	9	152	
Jack Moses	Born Loser	36	59	45	140	9	149	
Pres Bruning	Klingon	38	36	39	113	9	122	
Don Brown	Moth	25	31	38	94	5	99	
Mike Welshans	Gonzo	12	-	-	12	9	21	
Chris Boehm	Yellow Cab 0017	6	-	-	6	9	15	

OT Gas Replica		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Phil Cox	Strato Streak	109	120	-	229	1
Ted Allebone	CAVU	120	-	-	120	2
No Contestant		-	-	-	-	-

Thompson Race - ML		
Contestant	Plane	Place
Jim Detar	Altar	1
Walt Farrell	Mr Mulligan	2
Paul Boyanowski	Mr Mulligan	3
Gene Smith	Altar	4

WW II Combat - ML		
Contestant	Plane	Place
Walt Farrell	Fait G55	1
Pat Murray	Avenger	2
Stew Meyers	F6F	3
Gene Smith	Yak 3	4
Dave Niedzielski	Karkov	
Paul Boyanowski	P-39 Airacobra	
Claude Powell	Zero	
Allen Shields	P-39 Airacobra	
Pete Azure	P-39 Airacobra	
Mike Welshans	A-36	

Greve Race - ML		
Contestant	Plane	Place
Walt Farrell	Mr Smoothie	1
Mike Welshans	Greve	2
Claude Powell	Brown B-2	3
Stew Meyers	KR-4	4
Gene Smith	KR-R6	
Jack Barker	SK-2	
Paul Boyanowski	Haines Firefly	



No-Cal Scale						
		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Harrison Knapp	R1 Chambermaid	72	128	197	397	1
Walt Farrell	Wildcat	85	82	81	248	2
Chris Boehm	BD-4	75	90	78	243	3
Mike Welshans	PA-15 Cub	58	61	101	220	
Tom Ersted	Extra 400	116	50	41	207	
Dan Olah	PA-15 Cub	73	62	65	200	

Peanut Race Planes ML		
Contestant	Plane	Place
Walt Farrell	Floyd Bean	1
Gary Morton	Chambermaid	2
Harrison Knapp	Buster	3
Gene Smith	Ricochet	4
Allen Shields	Andreson BA4B	

EB Aeronca "Chief"						
		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Pete Azure	Aeronca Chief	64	56	83	203	1
Dave Niedzielski	(Coin Toss)	64	60	60	184	2
Ray Rakow		65	34	47	146	3
Claude Powell		44	48	54	146	
Paul Boyanowski		50	27	52	129	
Phil Cox		46	30	29	105	
Les Budsal		40	34	-	74	
Jim Detar		50	-	-	50	

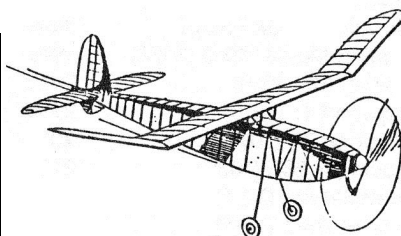
OT Rubber						
		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Ted Allebone	Air Cadet	120	120	91	331	1
Pat Murray	Jabberwok	61	120	104	285	2
Allen Shields	Sparky	66	o.o.s.	74	206	3
Dan Olah	Sparky	48	51	71	170	
Chris Boehm	FAC Moth	42	66	52	160	
Les Burdsal	FAC Moth	42	38	43	123	
Norman Becker	Crusader	93	-	-	93	
Jack Moses	Jr Commercial	50	-	-	50	
Pete Azure	Miss Canada	47	-	-	47	
Allen Zimmer	Miss Canada	46	-	-	46	
Mike Welshans	Jr Commercial	39	-	-	39	
Allen Shields	FAC Moth	34	-	-	34	



Grand Champ Wally Farrell with his Floyd Bean Special.
Ralph Kuenz photo

FAC Jumbo								
		FLT .	FLT.	FLT.	Scale	Bonus	Flt	Place
Contestant	Plane	# 1	# 2	# 3	Score	Points	Total	
Pat Murray	P-61 Black Widow	34	-	-	59	30	123	1
Les Burdsal	Antonov	52	-	-	51	18	121	2
No Contestant		-	-	-	-	-	-	-

AMA P-30						
		FLT .	FLT.	FLT.	Flt.	Place
Contestant	Plane	# 1	# 2	# 3	Totals	
Dan Driscoll	DD-2	120	120	120	360	1
Jim Gerszewski	Potant Eagle	115	120	120	355	2
Ted Allebone	Centaur 1	120	60	120	300	3
Jim Barker	Jubiley	49	84	60	193	
Allen Shields	King Harry	57	65	47	169	
Tom Ersted	P-30 N.J.A.P.F.	28	-	-	28	



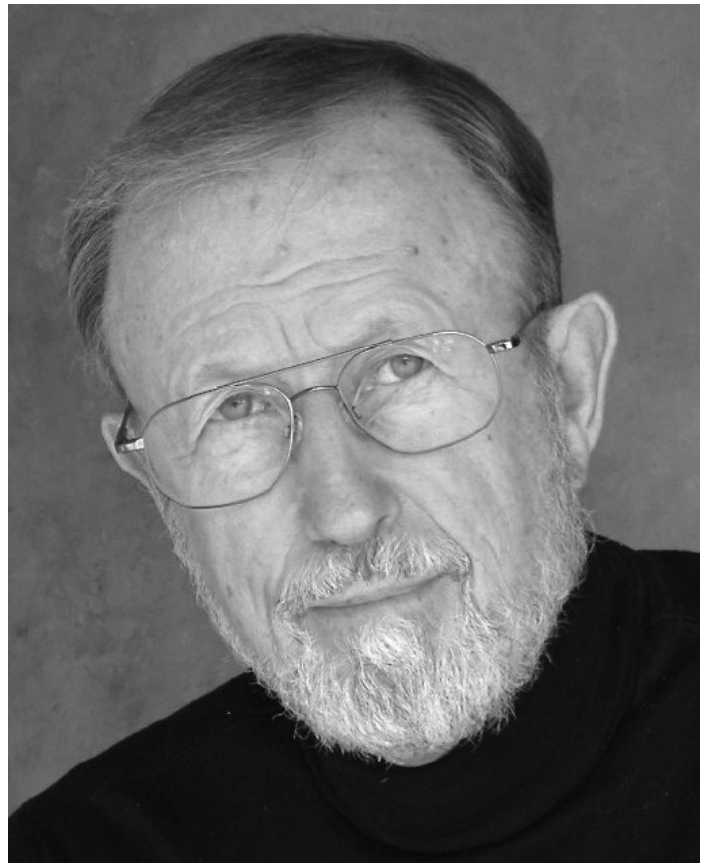
FAC Profiles

My name is George White, at the age of 81, the oldest geezer on the FAC Advisory Council.

I'm a displaced Texan living in Pensacola, Florida and a member of the Pensacola Pelican Squadron #46. I grew up in Harlingen, Texas, and built my first model airplane at age 8 — a Fairchild 24, which I thought was a thing of beauty but it was unflyable. By the time I was 11, I was building Ohlsson 23 powered gas models together with my neighbor, Leland Snow, the late owner of Air Tractor Corporation. At age 15 I decided girls were more interesting than models, and ended my model building, except for a period of time 20 years later encouraging my son become very involved in model building as a teenager.

I graduated from The University of Texas and became a naval officer and 24 years later retired as a Captain. The Navy allowed me to earn an MBA degree from the University of Michigan and to graduate from the Naval War College. Almost all my navy career was associated with either aviation, computer system design or operating large computer facilities. After I retired from the Navy, I ran the computer facilities at the Univ. of West Florida in Pensacola for a short time then became a professor teaching strategic planning to MBA students. That second career lasted 13 years. Tiring of the tedium of academia, I retired again and, fulfilling a life-time yearning, built a very successful portrait photography business. Pursuing another life-long ambition, I also bought a Cessna 172 and learned to fly at age 64. Flying eventually interfered with running the studio, so I sold the studio after 10 years, restored the Cessna, became instrument rated and logged 600 hours. In 2003 I sold the airplane.

In 1999 I became fascinated with model airplanes again and bought an ARF electric RC model. I found that really boring. That year the SAM Champs event was held in Pensacola and I attended. There I met Dave Reese and Herb Kothe and learned of the existence of FAC. I quickly joined the local free flight club, the Pensacola Free Flight Team, which had sponsored the SAM event. None of the members seemed to

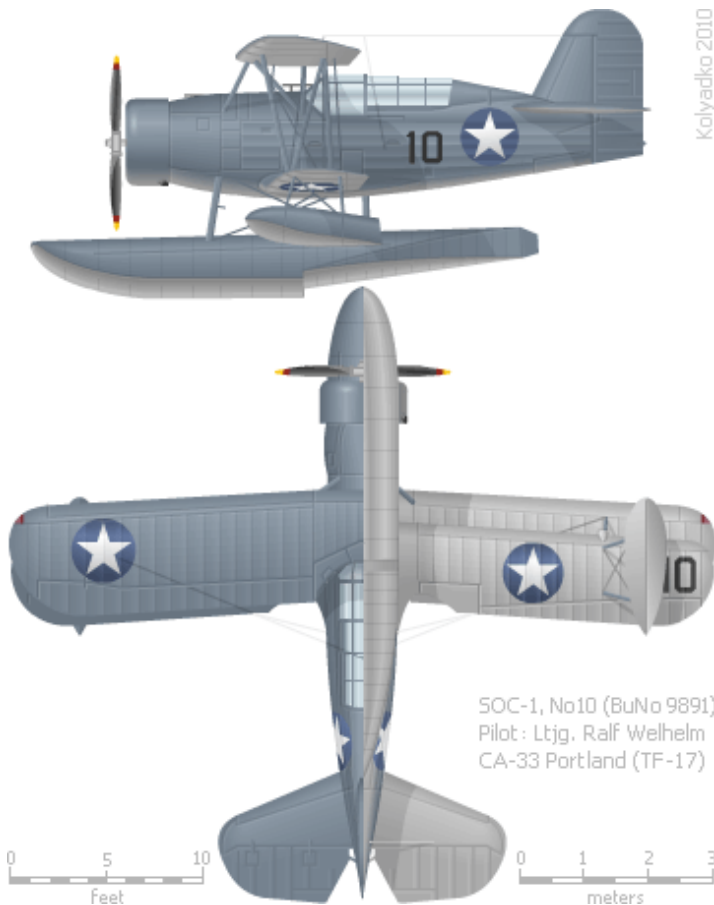


have any interest in scale, so I spent a couple years flying AMA and SAM type models, quickly finding how far behind the learning curve I was. After a couple of years I became the editor of the Thermalier newsletter. I determined that no other newbie should go through the agony I did to learn how to do things, I turned the newsletter into a journal emphasizing how to do things. The Thermalier now goes to 5 countries.

The idea of building scale models never left me, so in 2003 my wife, Joyce, and I headed to Geneseo to see what that was all about. That did it. An added stroke of luck was that I also met Gene Smith, who's become my "sea daddy," to whom I continually turn to for advice on building and flying. I've influenced the Pensacola Free Flight Team to do more FAC flying (it wasn't hard to do!!) . Now, each October we hold what is arguably the third largest FAC event in the country, the Gathering of the Turkeys.

The peak of the learning curve is still ahead of me, but I'm flattered to be a member of FAC Council.

Cheers, George



SOC-1, No 10 (BuNo 9891)
Pilot: Ltjg. Ralf Wilhelm
CA-33 Portland (TF-17)



Aircraft T-5 (BuNo 0308) was one of 15 TBD-1s launched from HORNET on 4 June 1942. All of T-5's Devastators were lost in their unsuccessful attacks on the Japanese carriers that morning, during the Battle of Midway.

Gone West

I'm very sad to report that John Worth passed away, in peace and surrounded by friends.

John was a giant of aeromodeling, with a career that spanned the entirety of our hobby. He will be familiar to many through his tireless advocacy of micro r/c, and his deep involvement with the AMA. A longtime DC Maxecuter, he could always be counted on to bring some amazing new device to the meetings, a twinkle in his eye.

We have lost a giant. John will be sorely missed.

Dave Mitchell
Secretary, DC Maxecuters

S.O.S.

Looking for a plan for a 1923 D.H.53 Hummingbird. If you can help, please contact: James Blum, 64 Park Ave., Dansville, NY 14437

For Sale: Gizmo Geezer winder with counter and torque meter - \$60. Collection of Early Stahl plans. 29 magazine plans in ring binder plus 10 on large sheets, 3 old time endurance plans. - \$55 Winder and plans both \$100. All prices post paid. Al Cleave, 330 Wood Rd., New Braunfels, TX 78130-5419

Roger Aime is looking for color documentation for the N.A. P-51H Mustang. Contact Roger at: 292 Bd.G. Clemenceau, 13300 Salon de Provence, France

Half Price! New Member* Offer

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*new members (U.S.), or members who've lapsed for 12 months or more.
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Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.

Membership includes access to the NFFS Plans Catalog of over 800 plans, scholarship and volunteer opportunities, rulebooks, committee support, and 6 issues/year of Free Flight Digest, the world's most respected journal of its type. Each 40+ page bimonthly issue includes in-depth content on building and flying all types of Free Flight models: indoor and outdoor rubber, electric, glow, glider, duration, scale, Old Timer and more!

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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.

Fred Gregg 13701 Provincial Dr Sterling Heights, MI, 48313-2018

586.884.6919

loopy.cbfac@yahoo.com

Otay Mesa, CA

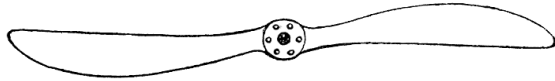
November 13

FAC Squadron #41

George Mansfield

gmsfield75@gmail.com

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Councilmen Emeritus
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Tom Nallen I
Tom Nallen II
Mike Nassise
Bob Schlosberg

*Note - Names in **bold type** are FAC Board members.

When contacting FAC officers via email, please be sure to include "FAC" in the subject line so that your message isn't overlooked.

FLYING ACES CLUB ONLINE STORE

www.cafepress.com/flyingacesclub



*Xmas
is coming!*

Something for everyone!

All profits support FAC activities

...Burma-Shave!!!

Photos from the FAC Outdoor Championships

1. Ralph Kuenz congratulates Grand Champ Wally Farrell as Chris Boehm looks on.
2. Ted Allebone with his Power Scale Gotha.
3. Paul Boyanowski winds up his Albatros while Ray Rakow acts as mechanic. (We're hoping that's not Paul's cigar!)
4. Wally Farrell winding his Martinsyde Elepahnt for a victory in the WWI mass launch with Gary Morton acting as mechanic.
5. Ray Rakow and Claude Powell with their Aeronca Chiefs, this year's model for the one-design event. Ray landed in third place in the event after losing the coin toss to settle a tie for second with Dave Niedzielski.
6. Stew Meyers placed 4th in the Greve mass launch event with his Keith Ryder R-4.





Paul Boyanowski with his Albatros D.I at the FAC Outdoor Championships at Muncie.
Ralph Kuenz photo

FLYING ACES

Club

9154 Eldorado Trail

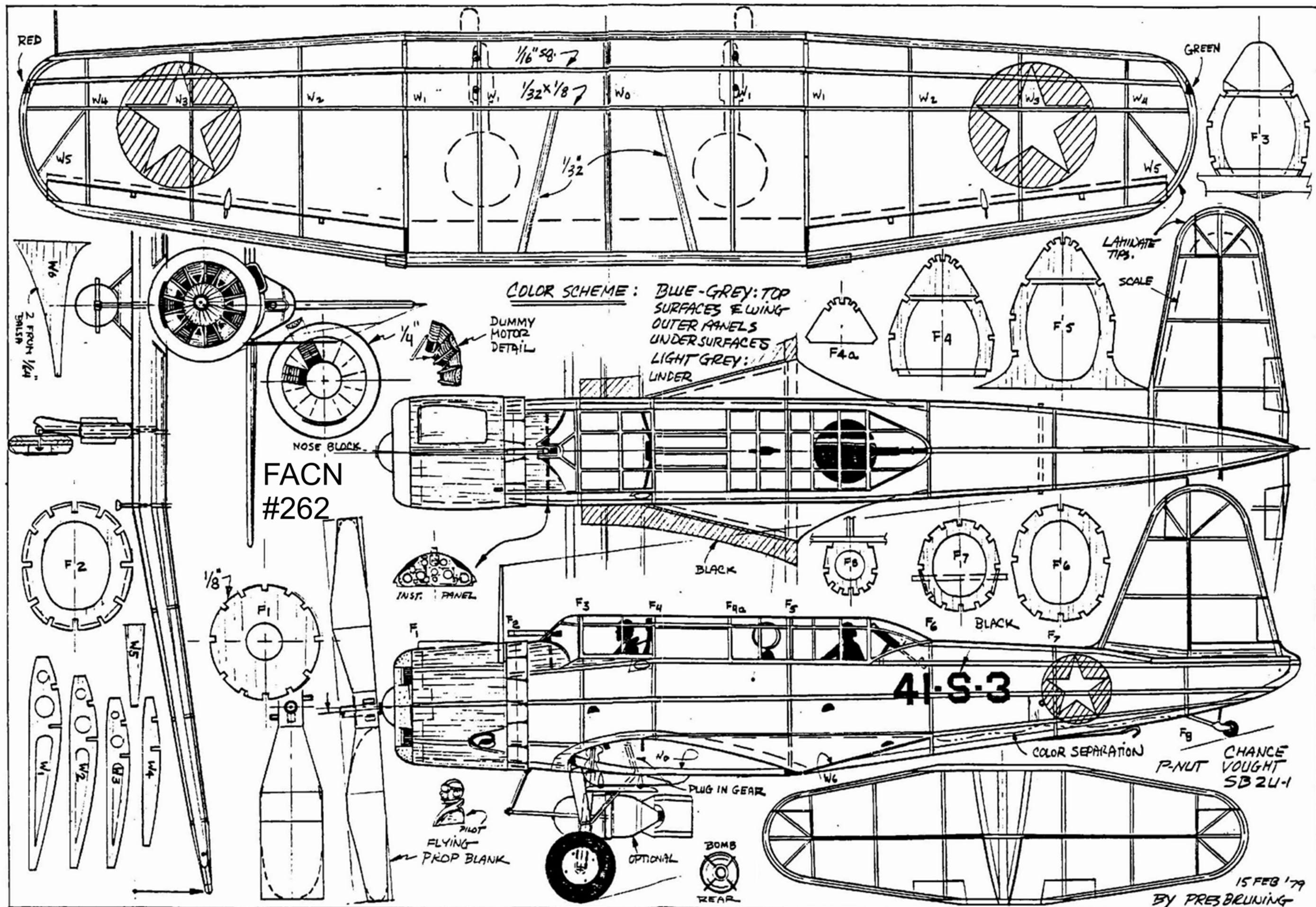
Strongsville, OH 44136



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ERIE PA
PERMIT NO. 199

The FLYING ACES MOTH is a must for your FAC stable. It can qualify for several FAC events and SAM events too. It flies right off the board. For those of you who are above average in item perception, you will have noticed the number 8 on the rudder.... yea, seven of these babies have been sacrificed to HUNG over the years, but ya gotta have a FLYING ACES MOTH. - Roger Willis





WING LEADING EDGE IS TWO PIECES
OF 1/16 SQUARE ON TOP
OF EACH OTHER.

TIPS ARE 1/8TH THICK
BALSA.

SUB SPAR, CUT
FROM 1/16TH

WING TOP
VIEW

TRAILING EDGE
OF 1/16TH SQ.

MAIN SPAR IS CUT
FROM 1/16TH
SHEET BALSA.
IS LAMINATED FROM TWO PIECES
BALSA.

DIHEDRAL

WRAPPED 1/32ND SHEET BALSA

WING FRONT VIEW

REAR MOTOR PEG

FACN
#262

FORMERS- STOCK AS
NOTED.

3/32
BALSA

1/16
BALSA

1/8
BALSA

BASSWOOD
LAMINATED (BL)

BOND PAPER WING
FILLET

FUSELAGE TOP VIEW

TYPICAL TAIL RIB

TAIL SURFACES HAVE LAMINATED
BASSWOOD OUTLINES, BALSA RIBS
AND SPARS.

PLASTIC
PROPELLER AND
THRUST
BUTTON.

LAMINATED BALSA SHEET WHEEL
FAIRINGS, GRAIN VERTICAL
FOR CENTER PIECE
BALSA WHEELS

WING RIBS

1/16
BALSA (BL)

(BL)

(BL)

(BL)

By Walt Mooney

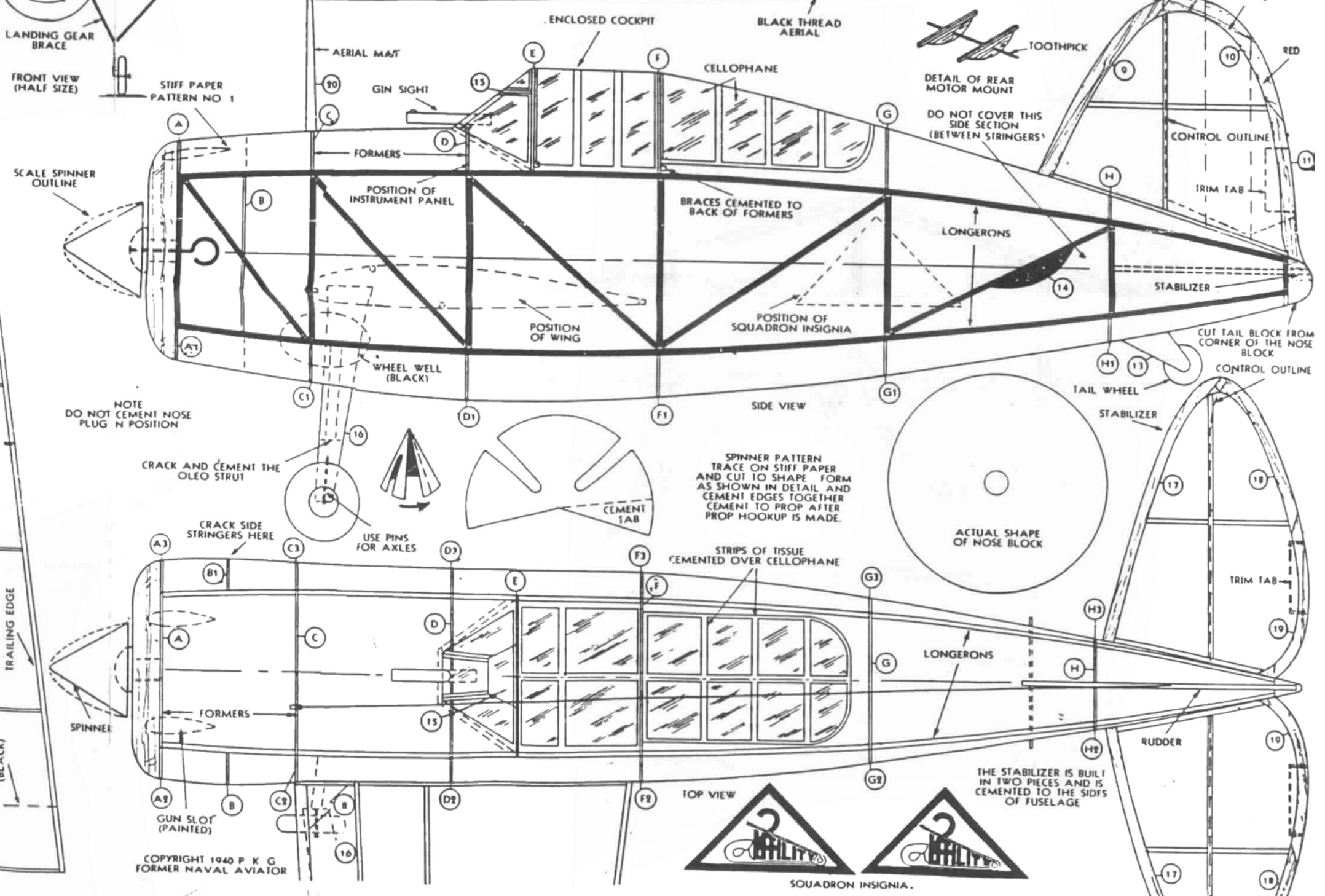
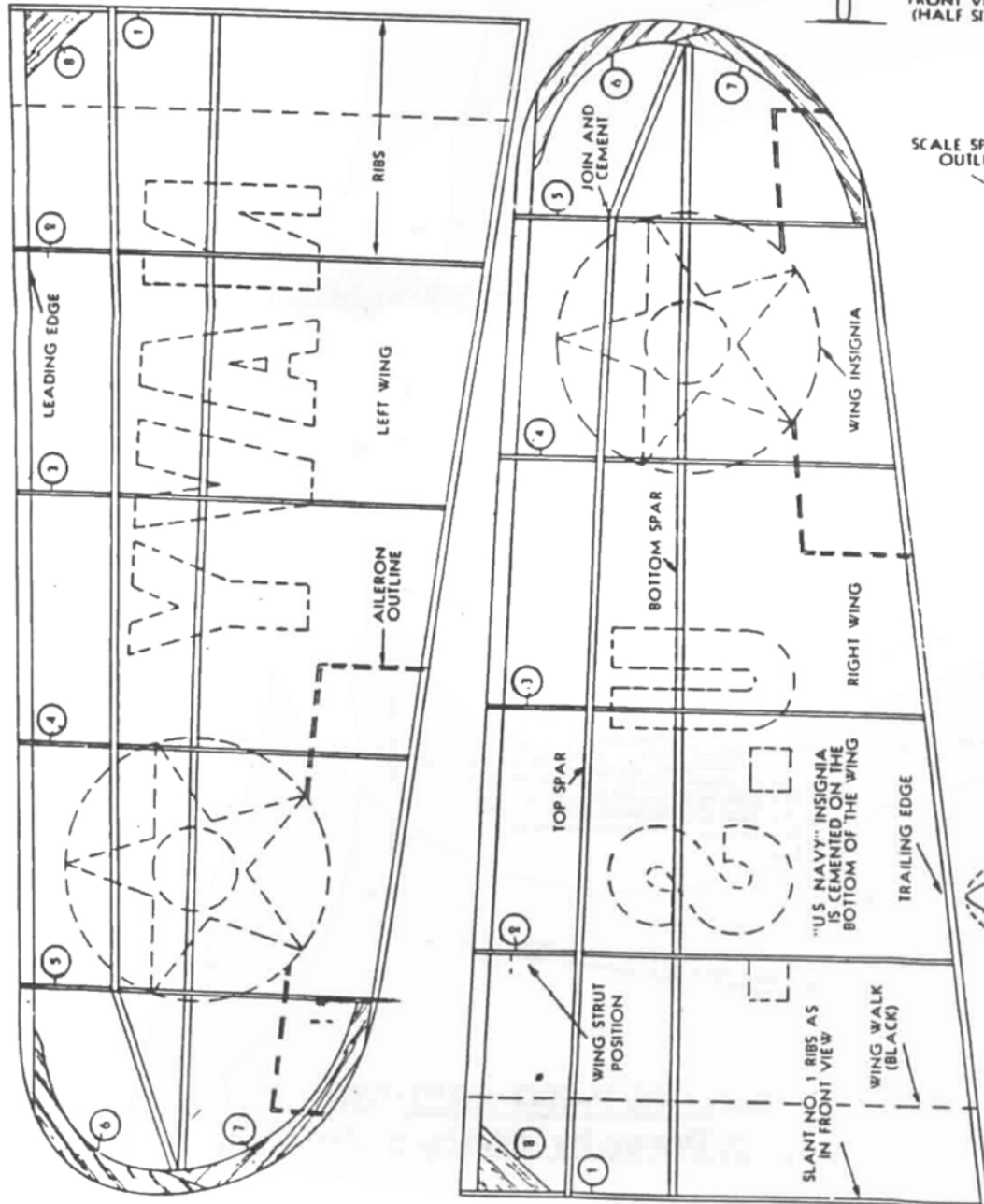
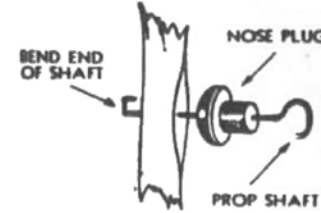
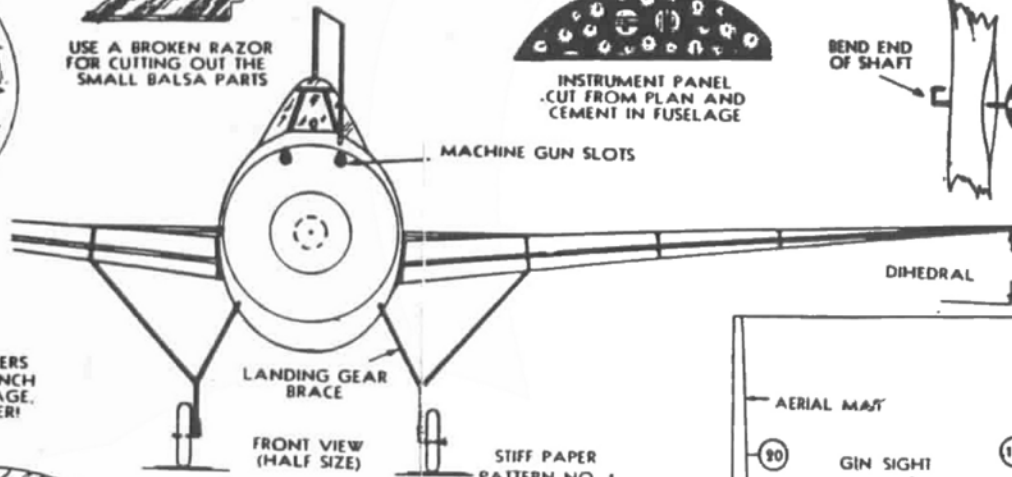
Aichi D3A1 "Val"

US : NAVY

TRUSTEER FIGHTER



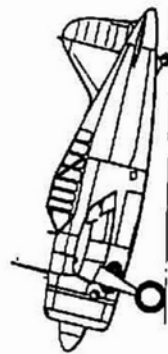
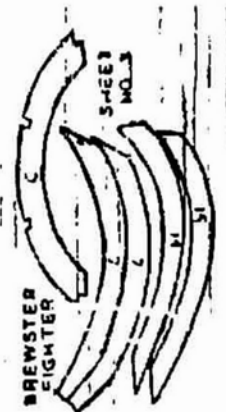
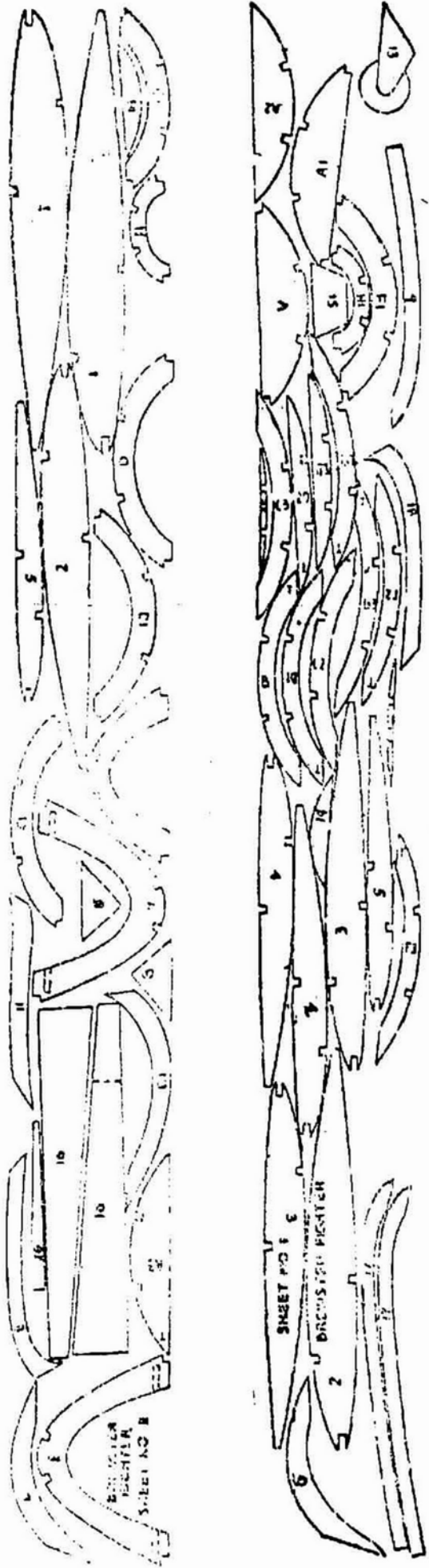
NOTE CUT OUT AND ASSEMBLE PARTS OF FORMERS (A1-A3-A4) ON FLAT BENCH BEFORE ADDING TO FUSELAGE. DO NOT CEMENT TOGETHER!



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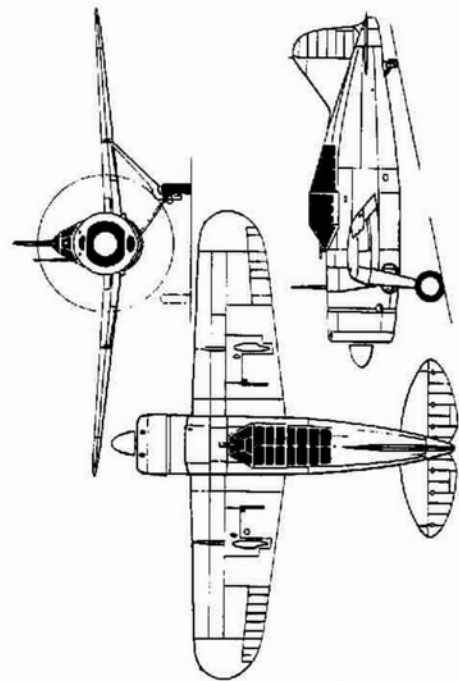
General Plan



Brewster B-439 in USAAF insignia and based in Australia during mid-1942.



Brewster B-239 flown by Sergeant H. Leppä of 2. Lentolaivue (flight) Lentoalue (squadron) 24, Suomen Ilmavoimat (Finnish air force), based at Tikkajärvi in September 1942.



Brewster F2A-3 Buffalo

Midway Models

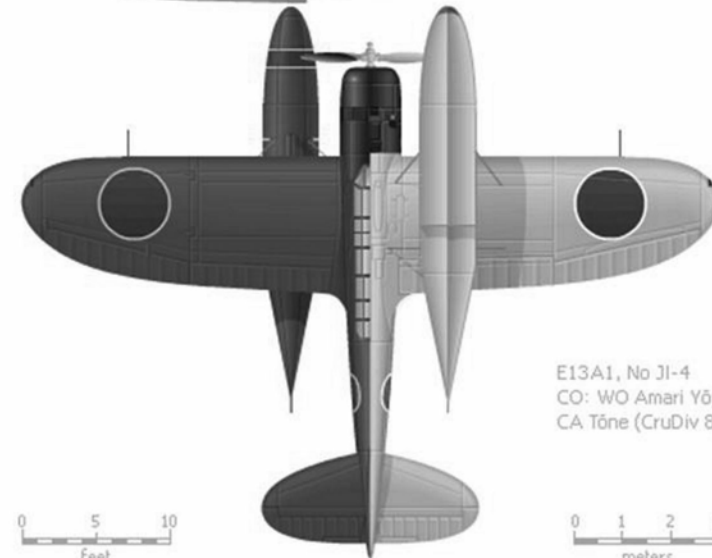
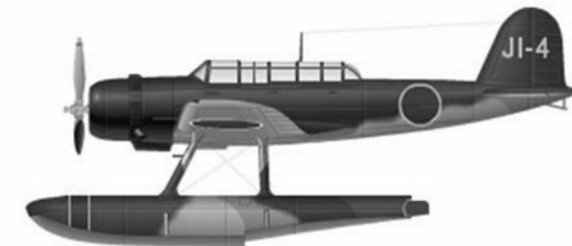
Kit/Plan Sources

--Dave Diels has a bunch of eligible kit choices: Mitsubishi 'Zero', Aichi 'Val', Grumman Avenger, Brewster Buffalo, Douglas Dauntless, TDB Devastator, F4F Wildcat, Nakajima 'Kate', and more. Visit <http://dielsengineeringinc.com/>.

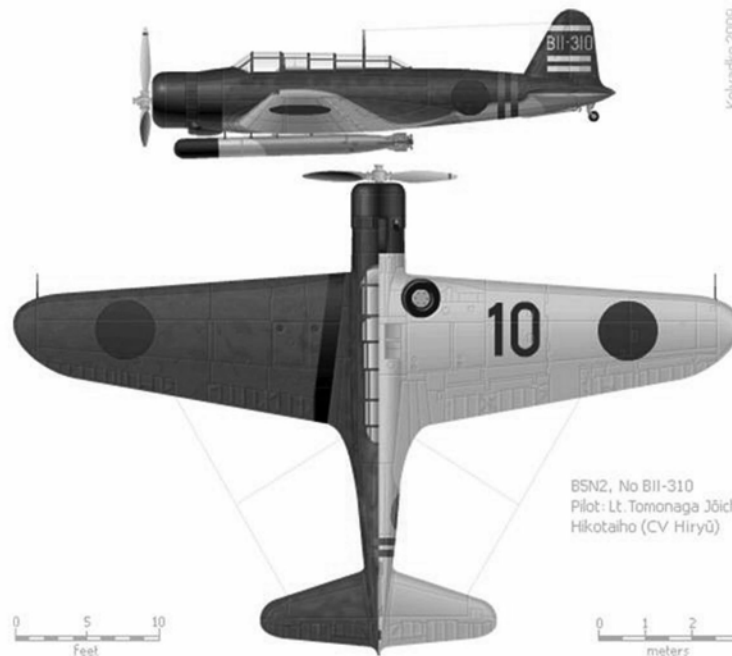
--Another kit source is Dare Hobby for the Midkiff designs of the 'Zero' and TBF/M Avenger: <http://www.darehobby.com>.

--Another: Mike Midkiff's plan/laser kits of the Devastator, Dauntless, Wildcat, Zero, Vindicator: <http://www.ozarkmodelaviation.com>.

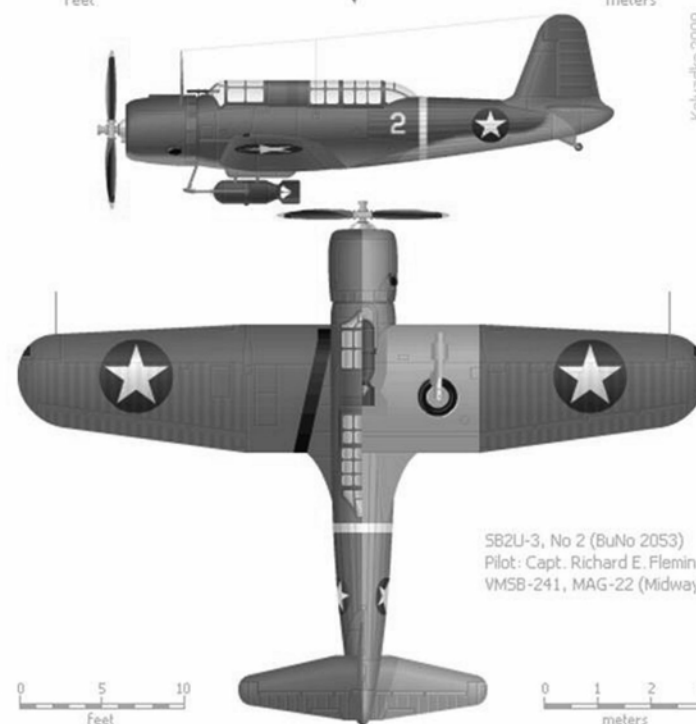
--And for the truly courageous, *Flying Models* has the plan for Pres Bruning's B-26 Marauder from 1984. Plan number CF-680, \$9, 32" span. Visit <http://flying-models.com/>.



E13A1, No 31-4
CO: WO Amari Yōji
CA Tōne (CruDiv 8)



BSN2, No BII-310
Pilot: Lt. Tomonaga Jōich
Hikotaiho (CV Hiryo)



SB2U-3, No 2 (BuNo 2053)
Pilot: Capt. Richard E. Fleming
VMSB-241, MAG-22 (Midway)