

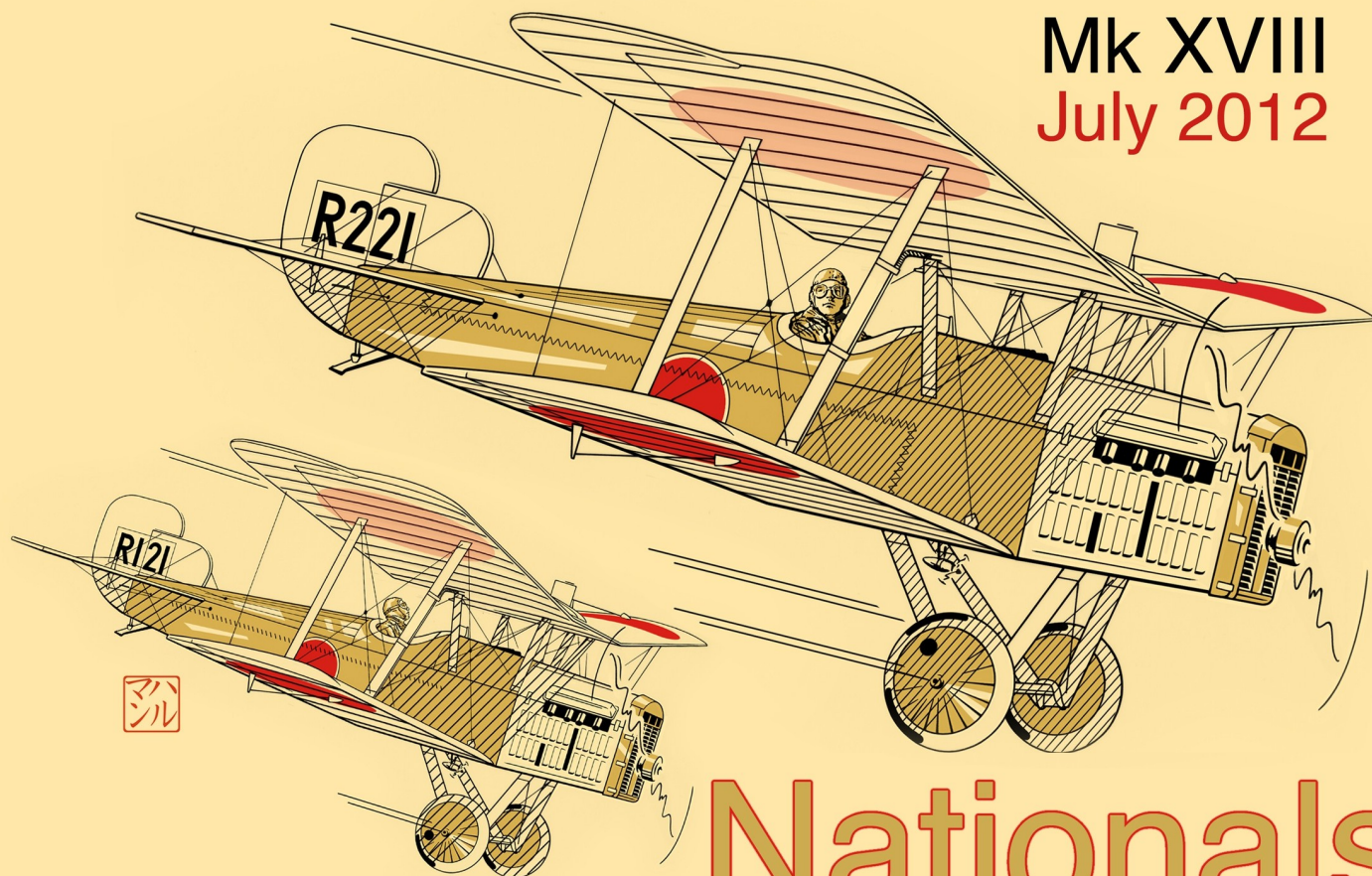
# FLYING ACES

No. 265

Club  
News

May/June 2012

Mk XVIII  
July 2012



# Nationals





### The Nats are coming!

Here's a shot from Geneseo 2011 to get everyone into the right frame of mind. While most families go on vacation to unwind, the Escalantes do the opposite! Karin hangs onto the model while Mike cranks in the turns and Erika keeps count in the WW II Combat mass launch.

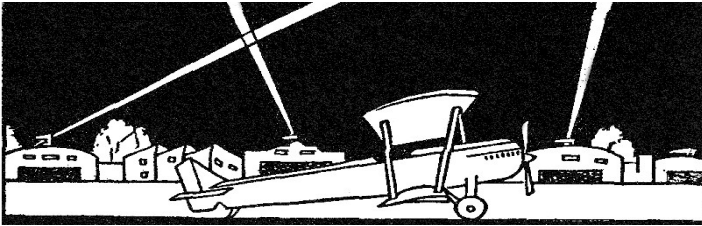
Bob Clemens photo

**Below:** This one is sure to draw a lot of attention at Geneseo this year. It looks remarkably like another photo of the aircraft in the Danish museum, but it's Mike Isermann's model! The Neilsen and Winther Type Aa was built from an enlarged version of the plan by Don DeLoach which appeared in FAC News #263. Mike's model spans 23 inches, weighs 60 grams, has a 9.25" prop, and carries an amazing level of detail, right down to the realistic turnbuckles.

Isermann photo







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**Plans** - Remember the Songbird II from Sky King? **Chris Starleaf** has drawn up a real sweet twin for us! The Cessna 310 at 27.5" span would be a great place to start if you've never built a multi-engine rubber-powered model. There's a photo of his beautiful model on the back cover. And from the archives we have a Vought Kingfisher from Modernistic Models on either floats or wheels. It's in Peanut Scale, but should scale up nicely. It won't qualify for the Mid-way event, because there weren't any there in '42, but if you put red stars on it, it would definitely get you into the Harfang Russian event. The Ruskies got some via Lend Lease.

## Membership Information

- Membership brings you six issues of the **Flying Aces Club News**, and all the grins that come with being a Junior Birdman.
- When the **Dreaded Red X** shows up in that circle next to your address label, it is time to renew your membership. Please note: the **DRX** 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. (For back issues, see below.)
- Your renewal date will be printed on your newsletter mailing label so the **DRX** won't sneak up on you.
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Strongsville, OH 44136**

or email to - **join@flyingacesclub.com**

FAC News **BACK ISSUES** in limited numbers are available for \$5.00 each. Send orders for all back issues to:

**Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510**

### Flying Aces Club Membership Form

☐ New

☐ Renewal

Annual dues in \$US:

- \$20 USA
- \$28 Canada
- \$40 Overseas

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Email: \_\_\_\_\_ Phone: \_\_\_\_\_



Greetings Junior Birdmen,

A slight departure on our cover this month. Tom Hallman's design for the 2012 Nats Tee shirt was too good to pass up! The image is only slightly rearranged to fit the page, but it will give you a good idea of the layout and colors on the shirt. I know you won't be able to resist adding one to your wardrobe. The ordering info is below.

Our CinC continues to recover nicely from his recent surgery, and will be back in harness in time for the Nats. There are a couple of "issues" that will be addressed in the next exciting edition of "News on the Wing." Stay tuned!

I hope you'll take a good look at the first item in our S.O.S. column this month. The AMA Nats in Muncie, IN is in need of some help to run the FAC events. This is a golden opportunity for the FAC to show its stuff to other branches of the modeling community. If you're in the neighborhood, please consider stepping up and showing our (new) flag.

And speaking of our new flag...the winning design has been selected and will be unfurled for the first time at the Nats this year. Thanks to all who submitted designs for consideration!

I have to confess that my least favorite part of this job is assembling the *Gone West* column, but I understand that it's "part of the deal." We owe our flying buddies a farewell salute on their final flight. The recent string of losses among the leading lights of our club has been particularly difficult. One in this issue hits close to home for me. Gordy Roberts was a friend, and was a mainstay in the Stork Squadron here in Cleveland from the very beginning. He was well known throughout the FAC as a fierce competitor, and at the same time one of the gentlest of gentlemen. He will be missed. Dennis Norman has composed a poem in his honor, and we are pleased to be able to present it in these pages.

That terrific photo that graced the cover of our last issue came courtesy of photographer John Blackie and used with the permission of the Pensacola News Journal. He was at the Gathering of the Turkeys last Fall to record the action for the local paper. Apparently some slovenly editor chopped off the caption and credit on the bottom of that cover. I'll be investigating to find the culprit. Meanwhile, a belated thanks to John and the PNJ!

See you on the flying field!

Rich Weber "Wingnut"



**2012 NATS Tee Shirts** are available to all! Contestants are asked to pre-order (see the NATS Registration form).

This year the design was done by Tom Hallman, and it's a beauty. Price is \$12.00. Add \$3.00 for size XXXL.

If you're unable to attend the contest, but would still like a shirt, you can order one from our club "Keeper of the Stuff" Bubba Mayo at the address below. Add \$3 for postage or ask a buddy going to the NATS to order for you and save on the S&H. Order deadline is July 1.

Don't send your decision to buy one or more to some purchasing committee. Order now. There will be very few if any over runs produced. In other words...this shirt is already a collector item!

Blake Mayo  
3447 Adelaide Dr.  
Erie, PA 16510

Make checks payable to Flying Aces Club.





## S.O.S.

— We are in need of volunteers to help run the FAC events at this year's AMA NATS/USOC in Muncie, Indiana. The FAC events are going to be held Wednesday, August 8, Thursday,

August 9 and Friday, August 10, 2012.

The volunteers need to be well-acquainted with all aspects of FAC events, ranging from processing, judging, scoring and posting times. The FAC Event Director will have overall responsibility and report directly to the Free Flight Contest Director.

This is a rewarding experience and an opportunity to give back to the Free Flight community.

We can't do it without your help.

Contact me at: [wmpjshailor@comcast.net](mailto:wmpjshailor@comcast.net)

Thanks for your support!

Bill Shailor AMA NATS/USOC Free Flight Contest Director, 2012

— Editor Frank Fanelli has put out a plea for Free Flight model plans to be published in Flying Models Magazine.

108 Phil Hardin Road

Newton, NJ 07860

<http://www.flying-models.com/contact/>

— In the early 1950s there were a couple of pretty good kits made by, I believe, the same manufacturer. One was for an indoor model called a "Featherette" - a guy could cover it with condenser paper or microfilm. They might have even included a small bottle of mic in the box. It was a small airplane with about a 20-22" span and a shallow "V" dihedral.

The other kit was a "Chickadee" - an outdoor rubber cabin model very similar to the "Jimmie Allen" that has had a resurgence lately as old timer guys fly them with a whimper of early youthful nostalgia. (In the UK nostalgia is considered a mental sickness...but I digress.) The 'Chickadee' had a slab sided fuse with paper covering the top and bottom, sheet wood tail and a built up single spar, paper covered "V" dihedral wing and a conventional (tail dragger) wire landing gear - wood wheels included. It had a small windshield for those discerning flyers who demanded their airplane model ought to have some notion of visual relativity to general aviation. On 2 loops

of 1/8" T-56 brown and a free wheeling prop with 200 turns it would fly quite well.

I have no hope of ever finding a Chickadee kit. However, I am searching for a plan of the type. There is no one on the entire west coast of the United States that has ever heard of this combine. Even those glorious individuals who taunt their existence as experts of model aviation history think I am just nuts. It would offer some solace to my beat up and bruised ego, though, if I could just even locate someone, some single individual, with enough functioning brain synapses who could read these words above and actually recall that they are true thoughts and not just rambling, random mental sparks of a worn out Boeing engineer who is actually very near brain dead but doesn't quite know it just yet.

They came in light yellow (cream colored) paper covered boxes with black ink printing and graphics (sketches) of the finished airplanes on the box top. The kit boxes were 'shoebox' style about 2.75" wide x 1.0" deep and 16.0" long. Someone, help me, please!

Dan Tracy

[danieljtracy@msn.com](mailto:danieljtracy@msn.com)



## FAC Book Nook

\* Here is one I enjoyed reading. Born to Fly by Shane Osborne is the true story of the P-3 Orion

and its crew that was knocked out of the sky by a renegade Chinese fighter.

One more: Bogeys and Bandits by Robert Gant details the making of a USN fighter pilot and does a great job in detailing what our present day carrier pilots have to do to qualify. It has a few surprises and is well written.

Happy reading!

Fran Ptaszkiewicz

\* I have a copy of Roberta Benjamin's A Gift of Dreams. A book about building and flying model airplanes; rc, Free Flight, etc. If any of our FAC members would like to read it, I can be reached at the address below. I'm 81 years old, and have been modeling since I was a kid; Free Flight, indoors, outdoors, rc, sport, racing, etc. AMA member since 1963, and FAC member for about 10 years.

Sal Cerrie

513 Silliman Ave.

Erie, PA 16511

- Send your favorite aviation book title to the editor.



# FAC HALL OF FAME NOMINATIONS 2012

*Here is a list of your candidates for this year's class of the class. They qualify for what they have done to promote the success of the Flying Aces Club. You may vote for three of the nominees. The top three vote recipients will be inducted at the FAC-NATS banquet on July 21<sup>st</sup>.*

*Record your votes by July FIRST with FAC Secretary Mike Isermann at [balsabug@gmail.com](mailto:balsabug@gmail.com) or 15006 Hollydale, Houston, TX 77062.*

**PHIL COX:** A master modeler who builds museum quality flying models exudes FAC Spirit upon all those who have had the pleasure and good fortune to study under his tutelage. To place second to him is an honor more worthy than any Kanone. Soft spoken and always a gentleman, Phil is an individual anyone would do well to emulate. As an elder statesman for the Calumet Escadrille and ambassador for the FAC at so many contests, Phil has gotten it right since day one. "Doing it right" defines Phil.

**BILL HENN:** Fabulous designer...prolific builder...creator of unique and terrific flying models...intense competitor...and he shares all his knowledge with any and all who take a moment to read his articles. He has been published in just about every model newsletter across the country and now on the web. His writings cover every aspect from the prop to the tail and even include how to research and display one's documentation.

**TOM NALLEN II:** Son and student of HOF member Tom Nallen I, Tom "2" is one of the "youngest" long time members of the FAC. Tom was an original FAC Council member and also served on the Board of Directors. His opinions on FAC matters have been based upon many years of experience as both competitor and administer. And as said before, he is a pretty good builder and flier...inspiring others with word and deed.

**VIC NIPPERT:** He started with gliders at age eight in Elmira, NY. He skipped a few classes so he could "wing walk" full scale gliders at Harris Hill where he frequently ended up as ballast for two-seaters. After college, Tena, and two kids, he started a local club...seven of the original 14 went on to become aeronautical engineers. Vic was into AMA power scale when he met Dave Stott near a teepee who was launching a rubber powered Comet P-38...via the spinners...back over his head! FAC Spirit has been in his blood ever since and travels the country to participate in FAC events. He started the Olde Rhinebeck Squadron, has been a CD, NFFS VP, FAI Team Selection Committee member, FAC NATS Non-Scale Champ, and now mentors Science Olympiad students. Vic, truly a renaissance modeler, has been published in all major model magazines and this newsletter.

**CHRIS STARLEAF:** On the forefront of building models the rest of us only dream about, his great looking and flying models inspire us to press our own envelopes of excellence. On and off the field he helps the membership from judging at the major venues to helping someone trim a model. He won the Earl Stahl Trophy in 1996 for a Jumbo A-26 and has been the FAC-NATS Grand Champ in 2000 and 2002. He has been published many times; especially in *FLYING MODELS*. Chris is currently a GHQ Councilman and FAC Board Vice President.

**STU WECKERLY:** One of the FAC's most successful competitors who just happens to "get it." Stu is most quiet and focused during a contest (you should see his tomes of notes!), but ask a question and he'll take as much time as needed for a newbie or experienced FAC'er alike to understand a concept for a more successful flight of their model. Stu has had many innovated ideas advancing our hobby published in several of our FAC model airplane newsletters.

**JOHN HUTCHISON:** Currently the C.O. of FAC Squadron 41, the SCALE STAFFEL Squadron in San Diego, CA. He is a founding member of this first FAC Squadron in California along with Walt Mooney. He was the first Contest Director of WESTFAC at Perris, CA in 2007 and is currently on the WESTFAC Working Committee. He will be the Contest Director



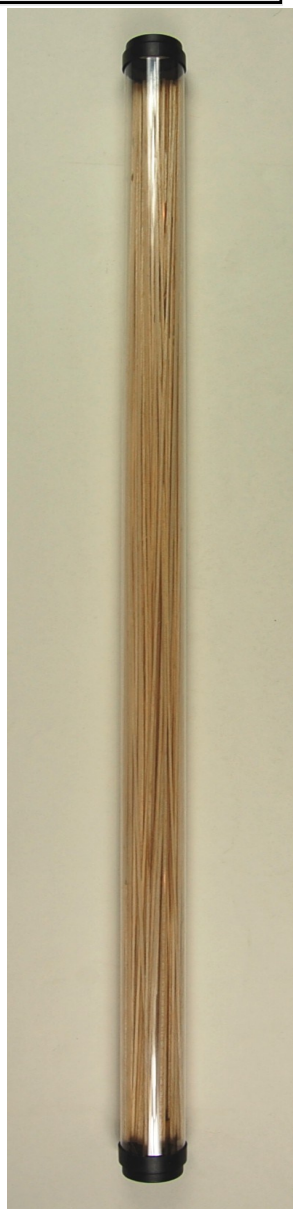
for WESTFAC IV at Perris in 2013. He was the first FAC Member in California to be awarded the Blue Max for sixteen victories. John has worked for over 30 years to foster and support model aviation and the FAC in California and throughout America. He has been a personal mentor to me and hundreds of other new model builders, teaching them building skills and flight trimming as they developed into competitive builders and flyers. His leadership skills go well beyond the FAC. He has worked tirelessly to promote model building and flying with children in the Science Olympiad and other youth venues for many years.



The photos show two simple methods of storing long materials. To store balsa sheets, try using plastic umbrella bags or long document bags, such as those used at Staples. The umbrella bags are often available at department store entrances on rainy days.

Long lengths of wire, stringers, tubes and the like fit nicely into fluorescent tube protectors, made of a tough, clear polycarbonate material. These are used to contain fluorescent tubes should they shatter. You'll have to plug the holes in the endcaps. Try gluing in cardboard disks. The tubes are cheap and can be cut down to smaller lengths.

Both methods allow you store a lot of material within a small footprint. ----





# The F7F Tigercat & the FAC

*Last month's announcement that the F7F was eligible for FAC WWII Combat events brought to light a very interesting bit of history that involves one of the FAC's most illustrious members. Thanks to the efforts of Tom Nallen, we have some clarification of the story of the Tigercat in WWII.*

*The earlier statement that the nightfighters were "identical in outward appearance and armament to the day fighters" needs to be amended. While the early -2N version had the same slim nose as the day fighters, they were two-seaters. CinCFAC has decreed that as of 2013, only the F7F-2N version will be eligible to compete in FAC WWII Combat.*

*Here's Tom Nallen's slice of history:*



The F7F-3n shown belonged to Marine Fighter Squadron VMFn533, of Marine Air Group 24. The "n" in the designations stood for "night" action, or radar-bearing aircraft. These aircraft came to Nan Yuan Airfield, Peiping ( now Beijing), China from Okinawa in October 1945 at WWII's end. The mission was to support U. S. Marines on the ground engaged in the repatriation of the 680,000 Japanese occupying north China. The Chinese civil war was in full swing during this time, making air cover a necessity.

That is me in the photo. I was also in MAG 24 in a radar squadron where I worked as a ground controlled intercept operator. That means, via radio, we steered interceptor aircraft towards bogeys until they made visual or radar contact on their own.

For your information MAG 24 was comprised of 4 fighter squadrons, including VMFn533 with the F7Fs. The other three squadrons all flew F4U Corsairs. One of the F4U pilots at Nan Yuan Field was Captain John Glenn, already a veteran of some 59 combat missions in the Pacific theater. We shared Nan Yuan Field with the Chinese Nationalist Air Force. They were flying captured Japanese planes when I arrived there in late spring of 1946. It was a very exciting place for a 17 year old high school dropout!

Tom Nallen



F7F-2n Tigercat - note the rear canopy for the radar operator.

**Half Price! New Member\* Offer**  
**Two-year memberships \$58 now \$29**

\*new members (U.S.), or members who've lapsed for 12 months or more.  
International dues: \$37.50; Youth dues (18 and under): \$9. Expires 1/1/13.

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# Wind Warrior Battles

Tom Arnold

Ever had a plane that just screams “fantastic flying” and then drives you nuts with everything but? I had a Golden Age P-39 that did that. It rolled to the right, it rolled to the left, it pitched up, it pitched down, it went wherever the gods of turbulence wanted and if it did fly, it was as if it was on a knife edge the whole time. After lots of CG shifts, trim tabs, Foo-Foo Dust, and swearing I finally admitted what I knew all along—it was spirally unstable and incurable. The cure, as we know, is to bite the bullet and put more dihedral in. Lordy, how I hated to do that as not only is it a real repair pain but if you go overboard, it really looks goofy. Another way is to cut the vertical surface down but sometimes that looks just as weird. In desperation, I tried an old trick of hinging the rudder and making it “free floating” to trail however a side-slip hits it. What this does is aerodynamically eliminates the side area of the rudder and leaves you with just the fin area as a vertical surface. The hinging was done with short

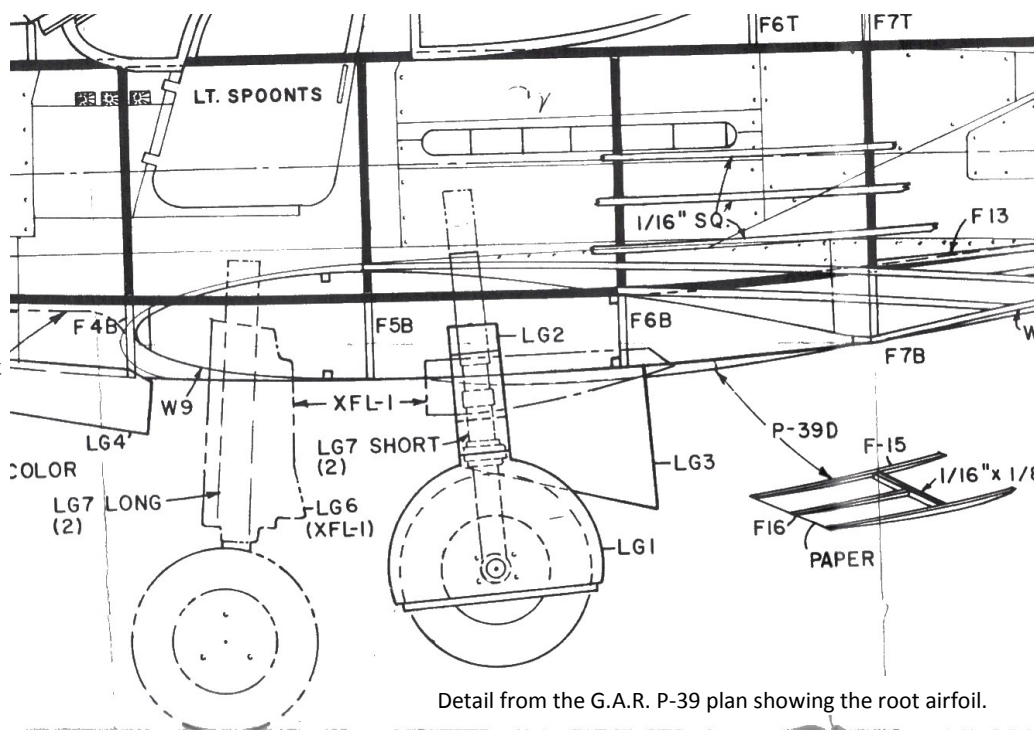
lengths of limp fishing line to connect the 2 surfaces—just punch a couple of opposing holes, stick the line in them and hit with thin CA. WWII fighters tend to have excess vertical fin area for our miniature aerodynamic world and it worked like a charm. In fact in checking the fin shape against some good 3 views, the Golden Age kit is a bit oversize anyway.

According to the theory, you still can have rudder trim ability by putting a small trim tab on the free floating rudder. Now by tweaking the tab to one side, it causes the rudder to swing the opposite way and exert enough

force to cause a desired skid. I struggle with this because, if anything, it causes the rudder to create a skid, and really is not FREE-floating anymore but actually is more “fixed”. In holding the model in the airflow of a house fan, I noticed when the tab is bent, the rudder “trails” off to the side a bit depending on how far the tab is bent. It does seem to work but I am mystified as to HOW it works.

But life went on and it was sweet. The P-39 was tamed down and I loved that long nose and motor length. At the last Geneseo festivities, I was trying to qualify my world-beater for the WWII mass launch and naturally, the wind was howling, tipping over Volkswagens and flapping

your pant legs like flags on Harleys. OK, it wasn't that bad but it seemed like it. During the trim flights, I was launching into the wind and Ol' Trusty would climb up at a 45 angle, get as high as a telephone pole, slow as if to stall, then push over and motor around beautifully. I first put this



Detail from the G.A.R. P-39 plan showing the root airfoil.

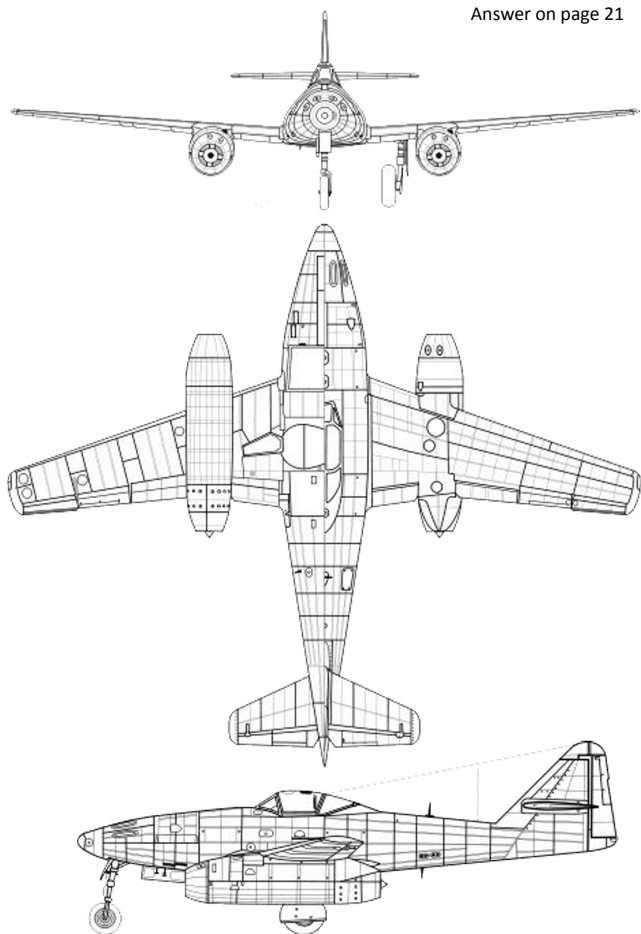
off to good luck and chance but 3 test flights later after the same flight path, I was amazed. Tentmate Don DeLoach remarked that the free floating rudder was working just like a competition model in that a small vertical allowed a lot steeper climb than I was used to. (See McComb's book for a detailed explanation as to why small vertical surfaces allow steep climbs). The P-39 was lost in the bean field on the next timed flight after 80 seconds and I never did make the mass launch but I really was intrigued over that climb ESPECIALLY in that wind. In talking with friend Gene Smith, he felt the rudder was only half the story, the other half was the rather thick, blunt airfoil of the Aircobra. In



fact, that was one of the appeals of the kit in the first place--the airfoil is a semi-symmetrical so that the bottom of the airfoil blends smoothly into the belly profile of the for scale appearance. I had accepted the inefficiency of it as the price you pay for a scale looking model. Gene and I had talked to master modeler Clarence Mather years ago about the "stall resistant" characteristics of the symmetrical airfoil Clarence used on his mass launch racers and were aware that it does stack the cards a bit in your favor. Gene is also a private pilot and well acquainted with the stall characteristics of the Cessna (thin) airfoils and the Piper (thick) airfoils. While the Cessna will give you a sudden and great view of the ground at a stall, a Piper will mush and wallow and lose altitude alarmingly but will not stand on its nose readily. There is not an exact transfer of that characteristic to models but it is close. His feeling was the free floating rudder may have made the climb possible, but it was the blunt, semi-symmetrical airfoil that sort of mushed over as the model slowed and approached a stall.

## Bonus Point Quiz

Answer on page 21



Messerschmitt Me 262 *Schwalbe*

Since there was still a good amount of power left in the motor even after the climb, the prop just pulled the plane ahead during the mush and started flying again. Pretty intriguing and there was only one way to find out; test flying a number of models with flat bottomed airfoils vs semi-symmetrical and fixed rudders vs free-floating.

Back in windy Wyoming, I was out in my favorite alfalfa field with 2 WWII fighters with the same 24" span with free floating rudders and the ability to change from flat-bottomed, cracked rib style wings to semi-symmetrical wings. The same motors and props were used (3 loops of 1/8<sup>th</sup> rubber, 8" Gizmo Geezer prop units, the same winds were put in both for each flight) and they both had close to scale dihedral or at least as close as the P-39. My only challenge was somehow to sort out wind factors over flying factors in the flight as it was breezy and turbulent. This was hard and I admit that maybe I misread some things but I did do numerous flights in each configuration to look for common behaviors. First I flew both with fixed rudders and flat bottom airfoils. The aircraft could not take steep launches and rolled off quickly into the grass and were easily batted around by the wind. Next, I released the rudders to float free only and kept the

## DON WILSON

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1/32 x 1/32 x 18" bass or balsa laser cut

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### AIRCRAFT SPRUCE - 36"

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1/16 x 1/4 .78

3/32 x 3/32 .63

3/32 x 1/4 .85

1/8 x 1/8 .78

1/8 x 1/4 .91

1/8 x 3/8 1.16

1/8 x 1/2 1.47

3/16 x 3/16 1.53

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1/4 x 1/4 1.58

1/4 x 3/8 1.61

1/4 x 1/2 2.06

3/8 x 3/8 2.06

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flat bottom airfoils. The aircraft climbed steeply into the wind but then would slow at the top of the climb and stall violently and recovering at perhaps half the achieved altitude. This was VERY consistent. Finally, I left the free-floating rudders on and put on the semi-symmetrical airfoils. This was the moment. I can report that through numerous flights in strong winds, the models performed exactly as the P-39 did—a steep climb into the wind, a slowing, a push-over and a flat cruise from that point on. I also noticed that it all worked best under full power. The times I tried it under half winds, they would stall out miserably and I think that was because there was not the oomph to pull them over the top. You need all the power you can get for as long as possible.

So what's it all about, Alphie? Well, here is my take on it and smarter guys than I may well disagree strongly. I can stand to be corrected at any time. I think Gene's and my armchair theorizing was correct regarding the reasons for the flight path. However, I will also admit that the thin, sharp nosed, flat-bottomed airfoil is far superior to that blunt Hershey bar semi-symmetrical airfoil when it comes to cruise and low sink rate. Years of experi-



ence and even wind tunnel tests have proven that beyond a doubt. It also has a sharp, steep and relatively slow recovering stall and the greatest example of that is hand launched gliders. If you plan on always flying in calm, beautiful weather, a nice thin airfoil will bring home the bacon every time.

Having said all that, due to tradition in the FAC, all mass launch events seem to be held in hurricane force winds and launch directors usually don't start the countdown until sun-shades are observed collapsing. In that case, the steep climb out of turbulence and push-over are much more desired than any dead air glide time. In CALM conditions of a mass launch (stop laughing. I am trying to make a point here) the semi-symmetrical airfoil is toast next to a thin flat-bottomed wing.

**Weasel Clause:** This may all rank with the Easter Bunny and Peter Pan as far as reality is concerned. I make no claims that it is the last word in flying. It may well be a lot of mistaken observations and conclusions BUT I have observed this long enough to merit building airplanes around the phenomena and jumping into competition with it. I am hoping a few other guys will try this and let me know your results.

— Tom Arnold

# A2Z


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
**Pietenpol Air Camper**  
A popular 1931 papasol homebuilt.  
Contest Balsa & Laser Cut.  
item code: PP001-L  
\*\*PEANUT SCALE\*\*




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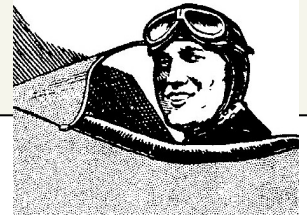
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# No Secrets

## Tips and Tricks from the Aces



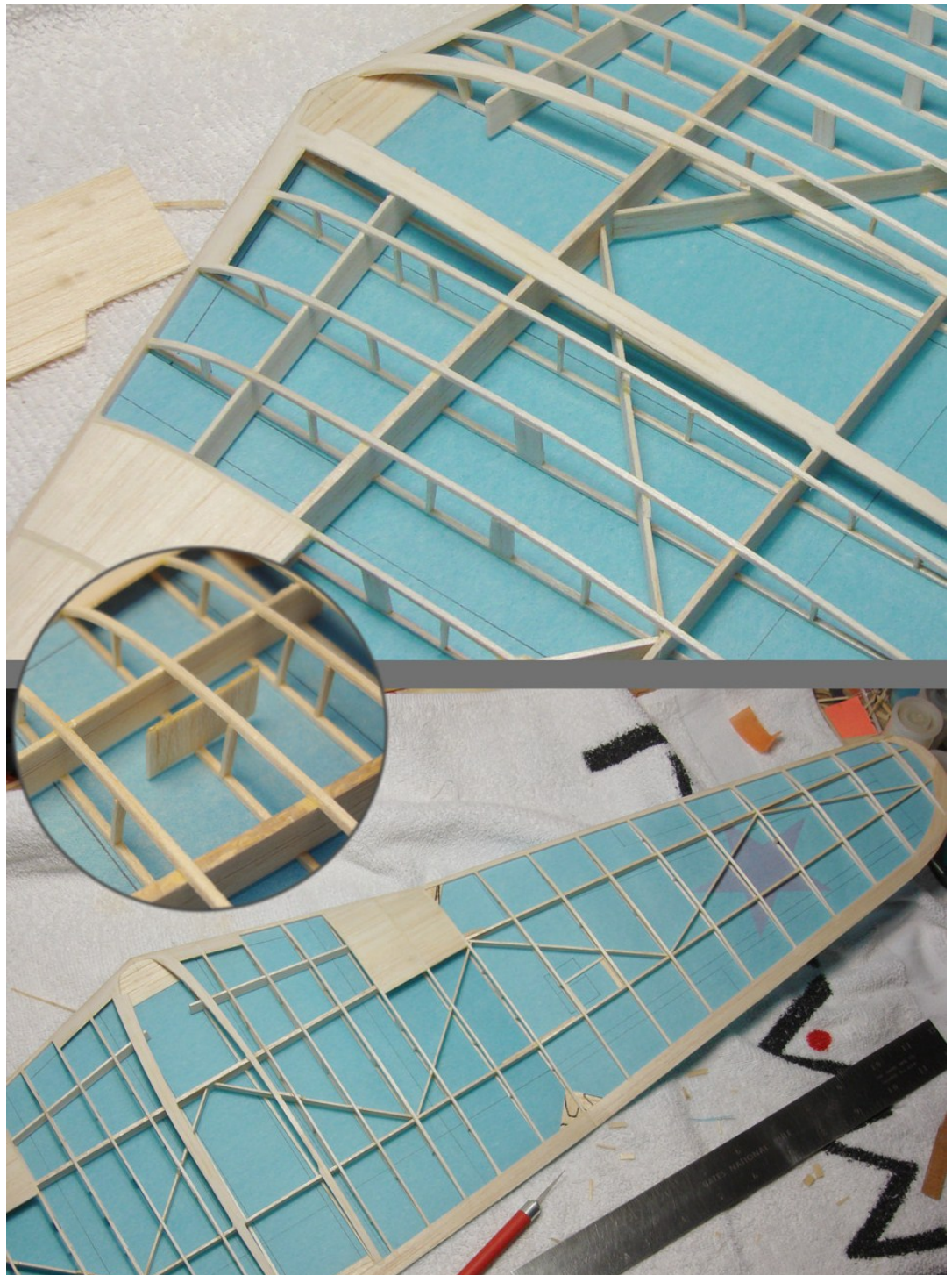
*Perennial Scale Grand Champ Tom Hallman just completed his latest masterpiece; the MiG DIS. This was his first twin engine project, and it's sure to be a contender at this year's Nats. Here he describes how he solved one of the challenges encountered as he built the large wing:*

This is the biggest wing I've ever covered chord-wise, so Hung decided to introduce me to the woes of lengthy sliced ribs. This led to numerous cracks while handling, so I bit the bullet and decided to add some stick spacers.

Whenever I'd done this in the past, I'd take a stick and cut it to the proper height and drop it in. That seemed like more fussin' than I cared to do, since there were going to be a couple dozen weak spots that needed some help. I had a duh / light-bulb moment and realized that if I sliced a sheet of 1/32" sheet cross grained, then slipped it thru and hit with CA, it'd be a simple matter to then slice it off with the grain, giving me a nice and tight 1/32 x 1/16" stick...and it was fast.

Using a 1" piece of the sheet I was able to quickly go down the line. Minimal weight with positive structural reward.

Can't believe I never did it this way in the past!





## Auster...the rest of the Story

From Lindsey Smith

*Remember that neat photo of FACer Lindsey Smith as a “dashing young RAF flier” that we ran in the last issue? Well we got the “dashing” and “young” part right, but Lindsey was in the British Army, not the RAF! In the interest of historical accuracy, which this publication is dedicated to, we’ll let Lindsey set the story straight.*



What it is to be famous! Thank you for putting the shot of me with my Auster VI in the Newsletter, but I was never in the Royal Air Force! I am wearing Army badges of rank and wings, though the flying suit is RAF issue.

I learnt to fly in 1957 when the Army took over the AOP aircraft from the RAF which had been flown by Royal Artillery officers for gunnery spotting, and Glider Pilot Regiment pilots for liaison flights. I was a Tanker, and one of the first Trainees from so called Teeth Arms units to form what was to become the Army Air Corps. I was very lucky, as my career from then on consisted of two year flying tours interspersed with two year tours on tanks.

My first troop were Comets in ‘51 then we had Centurions in Korea, and later I had a Squadron of Saladin and Saracen 6 wheeled armoured cars, interspersed with flying tours on Auster VI and IX, Scout and Sioux helicopters, and one great tour in Canada with my own air force, one Beaver, three Scout, and Six Sioux. And finally for a change of pace, one tour as Army liaison with a Harrier Squadron, and my last job, another with a Tornado Squadron, 617, The Dam Busters. And yes I did get to ride in a Harrier, but not solo! And that’s enough about me.

Regards Lindsey



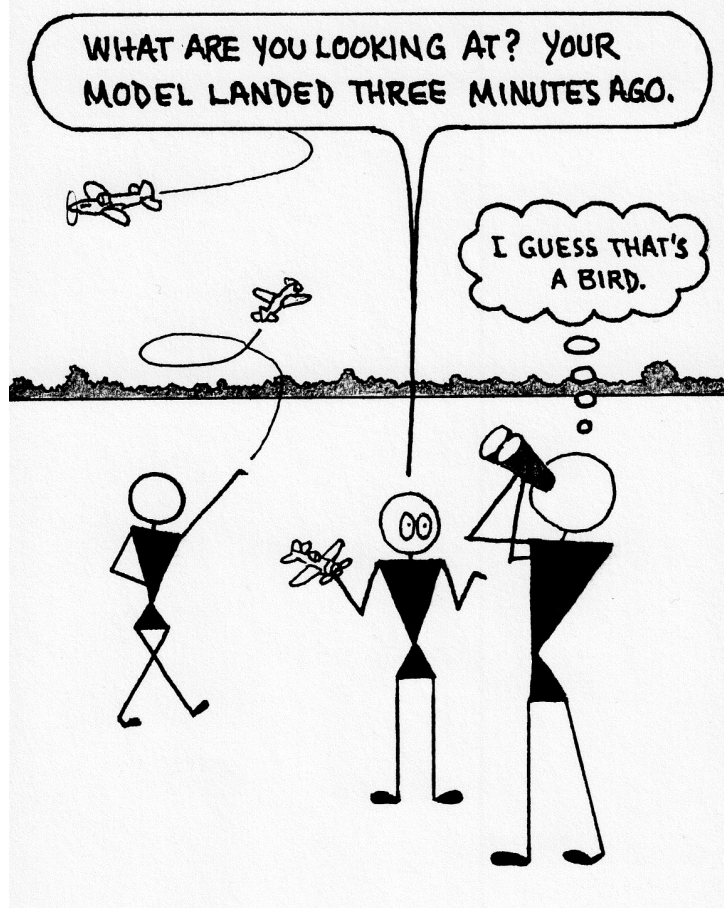
## Worthwhile Website

Here’s one that should be on your list to visit regularly:

[flyingacesclub.com](http://flyingacesclub.com)

That’s right, the FAC website is *definitely* worthwhile! You can check for the latest announcements from GHQ, or double check your model against the Pilot’s Pre-Launch Checklist. There’s also listings of race planes for the Goodyear, Greve, and Thompson events. If you’re a fan of the **Half Wakefield** event, there’s an amazing listing of eligible designs that was assembled by Roger Moon, which also lists possible plan sources for many of the designs. The FAC Newsletter archive now has the first four editions scanned and posted for your enjoyment. Take a look at our “roots” as you peruse the pages of the earliest editions. —

## INKLINGS by Chuck Wenlock





# KANONE'S AS OF MARCH 31, 2012

SMITH, DAN	7	EGGERT, WALT, JR.	4	LEWARS, JOHN	3	HARRIS, JIM	2	ALABACK, JIM	1
TEACH, TED	7	FACTOR, R.	4	LOVETT, GRANT	3	HEDLEY, CARL	2	ALBRACCIO, BUD	1
ALDERSON, LEN	6	GARBER, LES	4	LUZZI, MICHAEL	3	HEINRICH, MIKE	2	ALLEN, TERRY	1
BOEHM, PRESTON	6	GUTH, OMAR	4	LYONS, BOB	3	HILL, BILL	2	ALLISON, MARK	1
CRAWFORD, DOHRMAN	6	GUTH, HENRY	4	MALTZ, ENRIQUE	3	HUNT, ALLEN	2	ALTENBERN, JIM	1
GALLO, GREGG	6	HARLAN, DAVE	4	MCBRIDE, DUNCAN	3	JAMISON, BOB	2	ALVIS, BUNNY	1
GUNN, WADE	6	HASKELL, CURT	4	MOSELY, JIM	3	KING, GARY	2	ANDERSON, ART	1
HENDERSON, BILL	6	HAUGHT, DAVE	4	MULLIGAN, MIKE	3	KNUTSEN, NEIL	2	ARNOLD, ALLEN	1
HOPKINS, HARVEY	6	HUBE, KARL	4	NELSON, BOB	3	KORNRICH, WALT	2	ARROYO, GILBERT	1
LAMB, ED	6	JOHNSON, KEN	4	ORZEC, HENRY	3	LEHRMAN, JIM	2	ASHBRENNER, JOHN	1
MCCONNELL, KEN	6	LAYCOCK, JOHN	4	OSBORNE, BOB	3	LINARDIC, VLADIMIR	2	ATTENBERN, JIM*	1
MILLER, WILLIAM	6	LEPPARD, BILL	4	PACK, CHARLES	3	LUNDBERG, BOB	2	BAGALINI, LARRY	1
MOSKOW, MIKE	6	LORIMER, HAL	4	PAYNE, RAY	3	MARCELLO, ED	2	BAGDON, KEN	1
PHILIPS, JACK	6	MASTERS, BOB	4	PETTY, DOUG	3	MASTERS, RICHARD	2	BAIR, JIM	1
POLENTO, JOHN	6	MCCOY, TOM	4	RAKOW, RAY	3	MCDANIEL, HAP	2	BAIRD, TEX	1
RISEL, DUDLEY	6	MONTETH, ALAN	4	REICHEL, JUANITA	3	MCDOW, BILL	2	BARNES, LOU	1
RUHLAND, D.J.	6	NASSISE, CHRIS	4	RODEN, BOB	3	MILLER, DICK	2	BARR, BILL	1
SCHICK, EARL	6	NEWELL, KEN	4	SCHWAN, HAL	3	MITCHELL, BILL	2	BARTER, JOE	1
STEED, CHARLES	6	PANGELL, RICK	4	SHAW, BOB	3	MOODY, DAVID	2	BAXTER, D.	1
TAKAGI, FUDO	6	PETERSON, AARON	4	SMITH, PAUL	3	MORROW, JOHN	2	BECKER, NORMAN	1
TAYLOR, BARRIE	6	PETRINEC, BOB	4	STALEY, BILL	3	MOWDA, ERIC	2	BENNER, DAN	1
WARWANN, BOB	6	PHOENIX, ROCKY	4	STROUT, REGGIE	3	NALLEN, JOE	2	BERRY, DAN	1
WHITING, JOE	6	REDDING, HERB	4	WETHERALL, BOB	3	NUNEZ, JONATHAN	2	BETHEA, JIM	1
BARISH, JOE	5	SCHARIDT, BILL	4	ZAPOLSKI, ED	3	NUNEZ, JORGE SR.	2	BETJEMANN, ROBERT	1
BATTERSON, REG	5	SCHUBERT, HERB	4	ZEMECK, LEN	3	OSLAN, ROBERT	2	BETZ, CLIFF	1
BAUGHMAN, GARY	5	SHEPHERD, CHARLES	4	ALLEN, DICK	2	OVERCASH, BOB	2	BETZ, PRISCILLA	1
BEARDSWORTH, DG.	5	SIEDENTOPH, BOB	4	BALGER, WALT	2	PAPIC, FERIL	2	BLAIR, JIM	1
BOTTICELLO, CARMEN	5	TUCCARONE, RICH	4	BARBER, LES	2	PARQUE, AL	2	BOES, JIM	1
BUCHANAN, MIKE	5	VOORHEES, JOHN	4	BAUMGARDNER, KEM.	2	PEACOCK, DON	2	BOWERS, MIKE	1
BUCHER, TIM	5	ALLING, JOHN	3	BELL, BILL	2	PEDERSON, JOE	2	BRAKE, DICK	1
COURTNEY, ROY	5	ANDERSON, DICK	3	BENNETT, LEON	2	PORTER, CHUCK	2	BRAUN, DAVE	1
DRELA, MARK	5	ANDERSON, JAMES	3	BLACKHAM, RICH	2	PROULT, T.	2	BROOKS, CLINT	1
DUKE, BILL	5	ANDERSON, WAYNE	3	BLAIS, TIM	2	PTASZKIEWICZ, FRAN	2	BURK, JOE	1
KARN, JACK	5	BAECKE, AL	3	BOALS, DAVID	2	RECKER, GERD	2	BURRY, CLAUDE	1
KEPPLER, JIM	5	BAECKE, FLORENT	3	BRADLEY, PAUL	2	REUTER, BILL	2	BURTON, OLIE	1
KOMP, HENRY	5	BARBER, DOUG	3	BROCK, PAM	2	RICHEY, MARTY	2	CANNON, SCOTT	1
KWASINSKI, MARK	5	BARKER, JACK	3	BROCKS, PETER	2	ROAD, JOHN	2	CARNICK, RICK	1
LANE, RANDY	5	BARRETT, KEVIN	3	CALDWELL, BILL	2	ROTH, BRIAN	2	CARSON, GRANT	1
NUSZER, JOE	5	BIRD, LES	3	CHAMBERS, BERNARD	2	SAKS, DAVID	2	CASAZZA, DAN	1
PRICE, BRUCE	5	BOONE, JACK	3	CLARKE, BILL	2	SANDUSKY, RUSS	2	CASGILL, WALDO	1
SANDOR, TOM	5	BROWN, BOB	3	COMBS, RAY	2	SAUTER, CHARLIE	2	CAVE, ED	1
SEALS, LARRY	5	CARLS, JOHN	3	DALEY, JIM	2	SIEFRIED, DICK	2	CAWTHORNE, JOHN	1
SHIRLEY, HERB	5	COFFEY, WENDELL	3	DERBER, DAN	2	SIMPERS, GLEN	2	CERVONE, MIKE	1
SOTICH, CHARLIE	5	CURTIS, TOM*	3	DITRICH, BRIAN	2	STUART, MIKE	2	CHAFE, WARREN	1
STEIN, HARRY	5	DIXON, BROOK SR.	3	DITRICH, MIKE	2	THOMASIAN, HARVEY	2	CHOWIN, MARK	1
TALACKO, RAY	5	DOCH, ZACH	3	DOWDY, CARL*	2	TRITTE, PAT	2	CHRISTIE, DAVE	1
TALBOT, RICHARD	5	DONELSON, JOHN	3	DRAKE, GENE	2	TUECHER, ALEX	2	CLUTTON, ERIC	1
TOMCZUK, S.	5	ELLIS, ART	3	EMERSON, LEE	2	VANDENBOSSCHE, R.	2	COLLINS, DAVID	1
WALLACE, PETE	5	ENGLETT, PAULA	3	ERPELDING, BOB	2	VANDERLUNDE, DAVE	2	COLT, GILBERT	1
WOODS, JIM	5	HATZ, LYMAN	3	EVERSON, WALT	2	VON BUEREN, KARL	2	CONERY, JIM	1
LIEUTENANT	4	HUGHSTON, TOM	3	FLESHER, AL	2	WAGNER, JERRY	2	COPEMAN, KEN	1
BURKE, SAM	4	KNIGHT, MARION	3	GARRISON, BOB	2	WATTS, RON	2	CORLETT, NORM	1
BURNS, MICHAEL	4	KRANIS, DAN	3	GOURDON, BOB	2	WOODS, FRANK	2	COSLUCK, LARRY	1
CERESA, BILL	4	LEHNERT, KEVIN	3	GREEN, MARCIE	2	WORMLEY, JOHN	2	COTERLY, HERB	1
COLLINS, DAVE	4	LEMON, KENT	3	GRIGGS, DOUG	2	WRISLEY, LINDA	2	COYLE, JACK	1
COLLINS, WALT	4	LEONHARDT, WALT	3	HAAKONSEN, ERIK	2	ZEIGENFUSE, JERRY	2	DAVIS, CHARLOTTE	1





# KANONE'S AS OF MARCH 31, 2012

DAVIS, GREG	1	KEHR, WILLARD	1
DAVISON, RICH	1	KELLEY, WARREN	1
DEDEKIAN, ARA	1	KERZIE, MARK	1
DEHAAS, BILL	1	KING, LES	1
DODGE, DAVE	1	KING, STAN	1
DONALDSON, JACK	1	KNAPP, HARRISON	1
DONNA, GORDON	1	KRANISH, STEVE	1
DONOHUE, GEORGE	1	KREMPETZ, KENNY	1
ECKERSON, EARL	1	KRUSH, JOE	1
EIMERT, DICK	1	KURTENBACH, JOUR	1
ELLIS, D.	1	LACHMAN, BILL	1
ENGLERT, DOUG	1	LANDHUIS, ROBERT	1
EPP, BRIAN	1	LANG, JOEL	1
ESPIL, JOE	1	LANGEVIN, LEO	1
EVERETT, DICK	1	LAPRELLE, ROGER	1
FAGS, K.	1	LARSEN, TIM	1
FAHEY, RICHARD	1	LEE, JIM	1
FEDOR, JEFF	1	LEHR, ROGER	1
FERGUSON, BOB	1	LELONG, HENRY	1
FLETCHER, BARRY	1	LIDBERG, AL	1
GEARING, GEORGE	1	LIGARSKI, STAN	1
GERSZEWski, JIM	1	LINTON, DON	1
GILES, RICH	1	LOFTHOUSE, DAVE*	1
GOSSELIN, KENDRICK	1	LOWERY, JIM	1
GOSSELIN, MOLLY	1	MAACKLIN, BOB	1
GREGG, FRED LOOPY	1	MAGGERS, CHARLES	1
GRINER, JIM	1	MAGLIA, TONY	1
GUEST, BERNARD	1	MANKOWSKI, JIM	1
GUMMI, TERRY	1	MARCHESE, MATT	1
HAGEN, AL	1	MARKSON, JERRY	1
HAIGH, BOB	1	MCBRIDE, JIM	1
HAIGHT, BOB	1	MCELVEEN, JACK	1
HALL, JIM	1	MCCEE, DUSTIN	1
HAMLETT, DALTON	1	MCKINNEY, MIKE	1
HANFORD, BOB	1	MCMAHON, JIM	1
HANFORD, RIP	1	MCOUAID, ED	1
HANWAY, J. P.	1	MERRILL, JOHN	1
HARDING, HAROLD	1	MIDGETT, RON	1
HASLAM, LIN	1	MIDKIFF, RICK	1
HAYWOOD, TREVOR	1	MILES, DAN	1
HENDERSON, JOHN	1	MINO, CHRIS	1
HENDRICKSON, CHAR	1	MOODIE, KEVIN	1
HENSEL, RICH	1	MOODY, CLAY	1
HERBST, PAUL	1	MYERS, GREG	1
HINTON, BILLY	1	NACIN, DICK	1
HODSON, FRANK	1	NALLEN, KAREN	1
HOUCK, JOHN T	1	NARANACE, DAVID	1
HOWELL, JIM	1	NEARING, LARRY	1
ICAOBELLS, TOM	1	NEDS, GEORGE	1
IVES, DAVID	1	NELSON, PAUL	1
JENNINGS, JIM	1	NOLL, JACK	1
JESSUP, ARTIE	1	ORTIZ, ELLIOT	1
JOHNSON, BILL	1	OSALIZA, DON	1
JOHNSON, GARY	1	PAFIOLIS, ALEX	1
KANE, CAROL	1	PARK, JIM	1
KEAR, KEN	1	PASTEL, HARVEY	1

PAVEK, BILL	1
PELATOWSKI, LARRY	1
PENDZICK, RICK	1
PENNY, WILL	1
PETERSON, GARY	1
PHILABAUM, RICHARD	1
PHOENIX, GOEFF	1
PIERCE, FRED	1
POLLARD, JIM	1
POWELL, CHUCK	1
PRICE, STEVE	1
PROFFITT, ALEXDRA	1
QUIER, TONY	1
RAMOS, FERNANDO	1
RASH, FRED	1
REYNOLDS, BILL	1
RHODES, BILL	1
RICE, DAN	1
RICE, DAVE	1
ROBERTS, MIKE	1
ROCHA, JERRY	1
ROGERS, WILLIAM	1
ROSS, DON	1
ROSS, RICHARD	1
RUBRICH, CHRIS	1
RUPPERT, CONRAD	1
RYAN, KEVIN	1
SANDERS, TOM	1
SATTERTHWAITE, BAR	1
SCHLARB, BILL	1
SCHLOTTMAN, EVAN	1
SCHNEIDER, RICH	1
SCHUELER, CARL	1
SCHUTZEL, EMIL	1
SEAVER, TED	1
SEBASTIAN, JOE	1
SENNET, BOB	1
SEYMOUR, JOHN	1
SHOLDER, BARRY	1
SISK, MARC	1
SMALLEY, RALPH	1
SMITH, MATTHEW	1
SOLAMONOFF, GEORGE	1
SOUTH, STEPHEN	1
SPIESS, MIKE	1
SQUEGLIA, RALPH	1
STEINHEIMER, JOHN	1
STEINMAN, ELVIN	1
STEWART, BOB	1
STEWART, BOB -ni	1
STONE, RICHARD	1
STONECIPHER, RICH	1
STOTT, PAUL D.	1
SWANSON, GEORGE	1
SYLVIA, ED	1
TARANAGO, GLENNA	1

TAUDEVIN, MAURICE	1
TAYLOR, BILL	1
THOMAS, GREG	1
THOMAS, VET	1
THOMPSON, RICHARD	1
TMKO, AL	1
TIPPS, LEE	1
TOMASCH, WALT	1
TRACY, DAVID	1
TRIANA, JORGE	1
TROUTMAN, JIM	1
TWERT, RONALD	1
WALLS, JOHN	1
WALTER, BUCKY	1
WEBSTER, LEE	1
WEIDNER, JIM	1
WHITACRE, DON	1
WHITE, ROY	1
WHITFORD, RUSS*	1
WIENKLER, CLIVE	1
WIENKLER, GRANT	1
WILLIAMS, JAY	1
WOJTKIEWICZ, CHUCK	1
WURMAN, BOB	1
YANOSKY, TOM	1
YODER, MARVIN	1

**BUILD...What**  
you really like.

**FLY...All you can.**

**WIN...Just let it**  
happen!

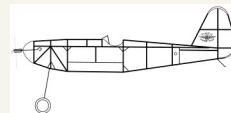


## BLUE MAX MEMORIAL LIST

BACKSTROM, AL	MCGILLIVRAY, JACK
BLAIR, JOHN	DIDELOT, VIC
DUNMIRE, DICK	PERRYMAN, GEORGE
GRONING, TOM	REES, DAVE
HOWARD, DICK	REICHEL, LIN
KUTKUHN, JIM	ROBERTS, GORDON
LANG, DON	ROPAR, NICK
LANGLEY, TED	SCHLOBLER, CHUCK
LEWIS, GEORGE	STOTT, DAVE
LINSTRUM, DAVE	THOMPSON, BOB

# The Erie Daily Times “Junior Pilot”

by Robert Cross



*The Erie Daily Times was the “theme model” of the 2011 Outdoor Championships, and is the featured model in the “One Design” event for this year. The event will also be flown at the Non Nats next year so that modelers will have another opportunity to fly their creations. Robert Cross submitted this article to us some time ago, and this seemed like the perfect time to run it. Robert did a little digging into the history of this classic design, and we are grateful that he was willing to share it with us.*

It all started with a catalog reference to a model airplane called the Erie Daily Times Junior Pilot. As a lifetime Erieite and model builder, that attracted my attention. The catalog was from Penn Valley Hobby Center in Lansdale, PA. The year was 2006. I thought it strange that in 2006 a rubber powered free flight model airplane would be advertised bearing a reference to Erie so I ordered a kit to satisfy my curiosity.

When the model arrived, I hastily read from the plan that this model was designed in early 1936 by Alan Engstrom. I immediately recognized the name as a former resident of Erie because I remembered meeting him in 1946. I wrote to Easy Built Models, the company that prepared the kit, located in Prattville, AL. They responded quickly, but had no more details of the model's history.

My next inquiry went directly to the designer, Alan Engstrom. By chance, I had his address in an old file. I wrote him a letter and he called me on March 16, 2007. He admitted that he was the designer and further, that he was the chairman of a 1936 summer flying contest that featured his one-class Times Junior Pilot.

He shared the following pertinent information. Mr. Engstrom was a member of the Model Airplane Club of America which sponsored flying contests such as the one in Erie. Mr. Engstrom had 150 copies of the plan printed for the Time Junior Pilot and send them to Erie, Pittsburgh, Buffalo, and Cleveland. Alan then approached his friend Ed Mead. They grew up in the same NW Erie neighborhood. The Mead family owned the Erie Daily Times newspaper and they became a major sponsor of the contest, and the model got a name change. Alan wrote a weekly column for the Times entitled Aviation, which was primarily an update on progress in real aviation. He as also able to get the Erie Exchange Club, a service club, as an additional sponsor for the event.

A major goal of Mr. Engstrom was to interest young boys in building and flying model airplanes as a hobby. Membership in the Erie Daily Times Junior Pilot Club was one of the incentives.

The contest itself was to take place on Sunday afternoon, August 23, 1936 at the Port Erie Airport on West 12th Street and Ashbury Road. Herman Steiner, the manager of the airport, had given his approval to use the airport. Each week in July Alan would promote the contest in his newspaper column, providing information on how to get applications to enter, event details, trophies, and awards. He appointed his friend Hubert Hull as contest director.



The contest was rescheduled for August 30th due to some minor problems, and despite the promise of "thrills aplenty" in his column that week, the weather on the 30th did not cooperate so the contest was moved once again to September 13th. Alan's column informed contestants that and Erie Times truck would be in front of the newspaper building on West 10th St. to take the boys and their model airplanes to the airport. Departure was at 1:30pm.

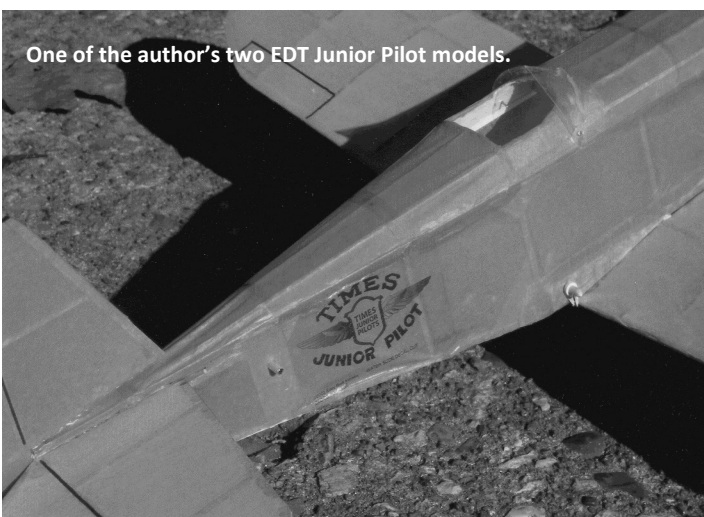
The long awaited day arrived and the competition flying began. A record crowd of approximately 2500 people came to watch. After the meet had started a light drizzle threatened to halt proceedings because the weight of the small rubber powered, tissue covered models would increase and make them unflyable. Luckily, after a delay the skies cleared and the flying began in earnest. Other rubber, and engine powered events were also flown and at the end of the day, the results were tabulated:

#### One-design Times Junior Pilot

1st	Donald Kraus @ 1:28 minutes
2nd	Bob Kraus @ 1:10
3rd	Howard Trampenau @ 0:41
4th	Steven Kajenski @ 0:39

After the contest was over, the contestants attended an awards banquet at the Erie Moose Club. Price for a steak dinner was \$1.00. Awards and trophies were presented, and all the contestants received a balsa propeller as a door prize.

As a post script, I had a phone conversation with Howard Trampenau, the third place finisher in that contest. He just recently celebrated his 94th birthday, and remembers competing at Port Erie in 1936. I remember going to that contest too, as a six year old boy accompanying my father. I was most fascinated by the large gas engine cabin models with spun aluminum engine cowlings and four foot wingspans. It started an interest in modeling that has stayed with me my whole life. I built and flew models through WW II, and while serving in the USAF during the Korean War. I am still an avid builder of rubber powered model airplanes and a member of the Flying Aces Club.



One of the author's two EDT Junior Pilot models.

#### REGAL ADJUSTABLE NOSE BUTTONS

1. Front adjustable, nylon bushed for .032 " diameter prop shaft \$6.50
2. Rear adjustable, nylon bushed for .032 " diameter prop shaft \$6.50
3. Front adjustable, nylon bushed for .047 " diameter prop shaft \$6.50
4. Rear adjustable, nylon bushed for .047 " diameter prop shaft \$6.50
5. Front adjustable, with 1/16 " OD brass tube for .032 " diameter prop shaft. \$6.50  
(This version allows easy installation of Nason free wheeling mechanism)
6. Rear adjustable, with 1/16" OD brass tube for .032 " diameter prop shaft. \$6.50  
(This version allows easy installation of Nason free wheeling mechanism)
7. Front adjustable PEANUT SIZE for .032 diameter prop shaft \$7.50
8. Rear adjustable PEANUT SIZE for .032 diameter prop shaft \$7.50

- 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.

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.

**John Regalbuto, 11 East Street, Georgetown, MA 01833**  
Phone: 978-352-4834, Email: [regal33@verizon.net](mailto:regal33@verizon.net)

# Gone West

## The Flying Ace

He saw the clear blue depth of Summer sky;  
and felt thermals in the lush warmth of their best;  
and stood on meadows in grass waist high;  
dreamed, drew, built and put to test.

From him fragile birds of sticks and tissue with rubber hearts.

God's sun shown through them like stained glass  
beauty bright;

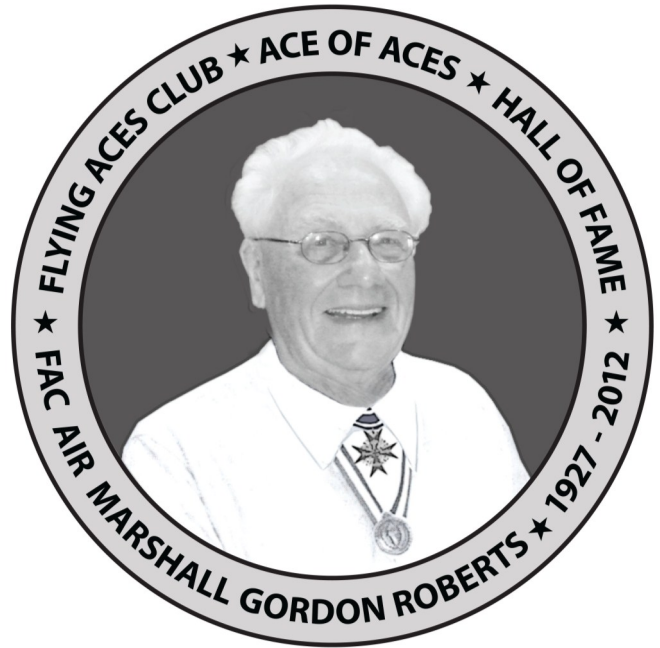
It called out the colors and details of their inner  
parts;

As high they soared overhead and sometimes out of  
sight.

His dreams rose far from his touch, but ever closer to  
the touch of his Maker.

Though he aged, the happy child in him lived and did much;  
and gave, and got, a life of warmth and joy far greater than any taker.

Dennis O. Norman



### Millard Wells (1921-2012)

Millard Wells, longtime Islamorada resident and accomplished watercolorist, passed away Sunday, February 26, 2012 in Arkansas, where he was born.

A member of the American Watercolor Society and a founder and Past President of the Florida Watercolor Society, Millard exhibited and won awards throughout the United States and abroad. Serving in the US Army during World War II, he won 1st place in the National Soldier Art Competition, and his painting hung in the National Gallery of Art.

His reputation grew; he had one person shows at the Bacardi Gallery in Miami and the Ft. Lauderdale Museum of Art, among many others. He travelled the Caribbean and to Europe painting, lecturing and teaching. He taught college level drawing and painting in the Keys.

"Florida Keys Impressions" written by Mr. Wells was published in 2000.

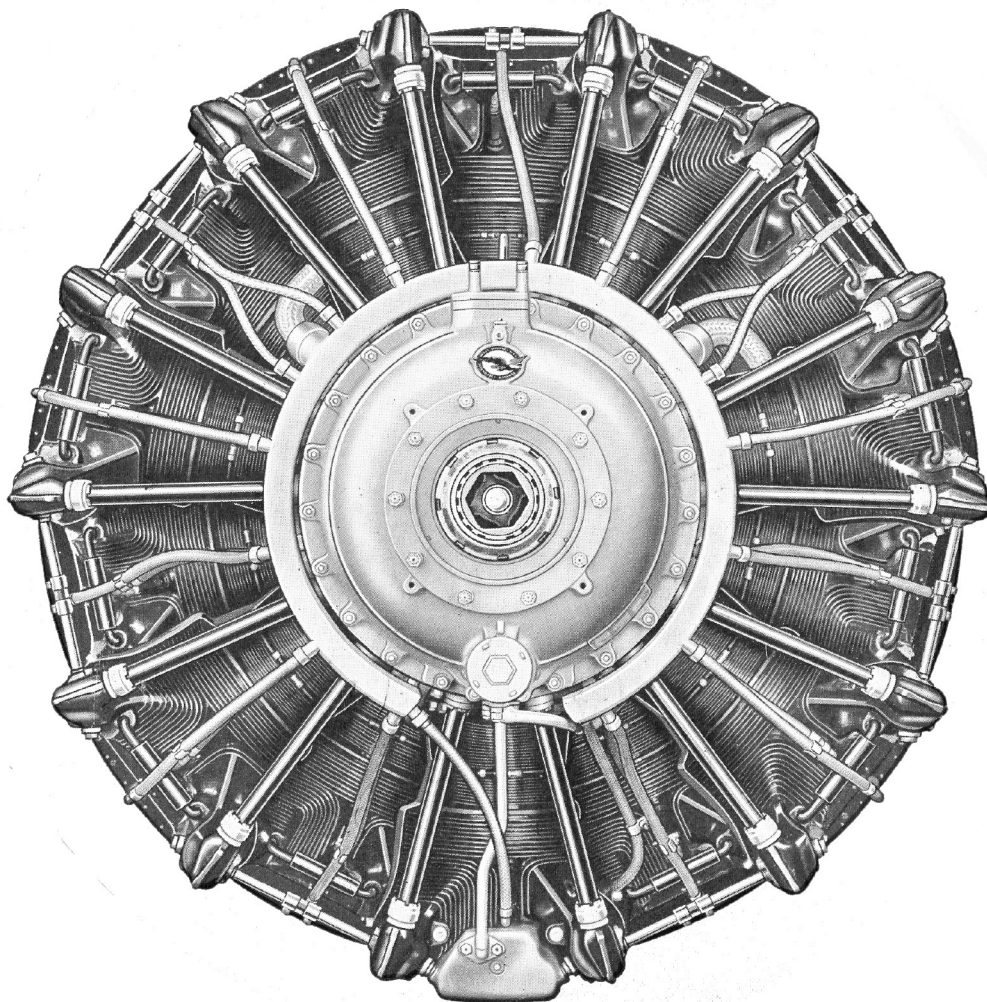
In addition to his artistry and other services, Millard exhibited expertise as a glider pilot, sailor, fly fisherman, sports car racer, woodworker, model airplane competitor, weather observer and astronomer. He ground the mirror for his personal telescope.

Millard Wells enjoyed the luxury of earning his living for sixty years through the paint that flowed from his brush.

For further information, Robert Wells 302-479-5301







If you're ever looking for a nice pic of a Pratt & Whitney Twin Wasp, we've got you covered. Make a copy of this graphic and adjust the size to fit inside your cowling. It's got enough shading and contrast to give a very realistic effect.

The toughest part is going to be finding this pic when you need it, so file it now while you're staring at it.

There were about 30 variants of this great engine, ranging in horsepower from 600 to 1350, and it powered a lot of different airplanes. We'll let you figure out which version this one is!

## FAC GHQ & Council

### **Ross P. Mayo - President & CinC**

4207 Crosswinds Drive  
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CinC@flyingacesclub.com

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### **Ralph Kuenz - Board Member**

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bkmbubbamail@aol.com

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### **Rich Weber - Treasurer & FAC News Editor**

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join@flyingacesclub.com

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mbwelshans@aol.com

George White - Keeper of the Squadron List  
5928 Hermitage Drive  
Pensacola, FL 32504  
850-473-0866  
white76@cox.net

### **Councilmen Emeritus**

Pete Azure  
Fred Gregg  
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.



## Western New York Free Flight Society **SPRING HOBO MEET**

**May 19 & 20, 2012  
9:00 AM – 4:00 PM**

**1941 Historic Aviation Group Museum  
Geneseo, NY**



Contact Brad Bane (windwhip47@aol.com) for information on the  $\frac{1}{2}$  A events or Mark Rzacca (wnyffs@rochester.rr.com) for information on FAC events.

Come on out and have a good time,  
**Mark C. Rzacca**

## **Flying Aces Pirate Challenge**

at the

**Empire State Free Flight Championships**

sponsored by the

**YANKEE AIR PIRATES**

of the

**Western New York Free Flight Society**



August 24, 25 & 26, 2012

Three days of flying 19 FAC events  
at the beautiful 1941 Historic  
Aviation Group Museum in Geneseo NY.

**FLYING  
ACES**

Complete flyer with additional  
events listed available:  
email: wnyffs@rochester.rr.com  
www.wnyffs.org

## **McCook Field Squadron FAC**



## **ANNUAL FF CONTEST**

**Dates: June 23 & 24, 2012**

**Location: AMA site, Muncie, Indiana**

CD: Dan DeAngelo  
937-760-0886  
DAD4584@woh.rr.com

CD: Tom Ersted  
937-456-1908

CD Emeritus: Frank Scott  
937-335-3057

General info: Stu Cummins- secr. , stucummins@woh.rr.com

## **BP Quiz Answer**

Welllllll, that depends.....

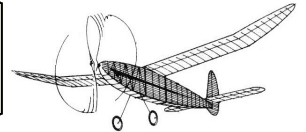
If you stick a prop on the nose, you get ten points for a low winger, and you're done. If instead you put props on the front of the engine nacelles, you get those ten, plus an additional 25 points for a twin. If you want to wring out every last opportunity for BPs from this design, you could stick the props on the back of those nacelles, and you would get another five. (Jets can have the props at either end and still be considered in "scale" positions.) So depending on how you set up the rubber power, you could get 10, 35, or 40 points.

**We're looking for more ideas for the BP Quiz. Send along your puzzler to the editor!**





# FAC Contest Calendar



Geneso, NY	May 19, 20	Spring Hobo Meet - WNYFFS	Mark Rzacda	wnyffs@rochester.rr.com
Wawayanda, NY	May 19, 20	Glastonbury Modelers and the Pinkham Field Irregulars	Fast Eddie Pelatowski	epelatowski@gmail.com
Flint, MI	May 20	CLOUDBUSTER'S FAC FF MEET	Chris Boehm	merlin236@comcast.net
Elyria, OH	May 20	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
Elyria, OH	June 3	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
Raeford, NC	June 2, 3	DAVE REES MEMORIAL MEET	Stew Meyers	stew.meyers@verizon.net
Flint, MI	June 9	CLOUDBUSTER'S FAC FF MEET	Chris Boehm	merlin236@comcast.net
Rocky Hill, CT	June 10	Glastonbury Modelers and the Pinkham Field Irregulars	Never Ready Eddie Novak	www.flyingacesclub.com/2012pfijune.pdf
Muncie, IN	June 23, 24	McCook Field Squadron Annual FF Contest	Stu Cummins	stucummins@woh.rr.com
Flint, MI	July 7	CLOUDBUSTER'S FAC FF and PICNIC	Chris Boehm	merlin236@comcast.net
Geneseo, NY	July 18-21	FAC NATS	Stew Meyers	stew.meyers@verizon.net
Elyria, OH	July 29	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	August 5	CLOUDBUSTER'S FAC FF MEET	Chris Boehm	merlin236@comcast.net
Muncie, IN	Aug 8 - 10	AMA Nats - FAC Events	Bill Shailor	wmpjshailor@comcast.net
Geneseo NY	August 10-12	Pirate Caribbean Cruise at the WNYFFS - Practice Meet	Mark Rzacda	wnyffs@rochester.rr.com
Rocky Hill, CT	August 12	GLASTONBURY MODELERS "MID-SUMMER MELT"	Never Ready Eddie Novak	www.flyingacesclub.com/gbmaug12.PDF
Geneseo NY	August 24-26	Pirate Challenge at the WNYFFS Empire State Free Flight Champs	Mark Rzacda	wnyffs@rochester.rr.com
Otay Mesa, CA	AUGUST 25-26	SCALE STAFFEL FAC FESTIVAL #2	George Mansfield	gmansfield75@gmail.com



## Hot off the modelers' benches...

1. Roger Willis sent this pic of his new Greve Racer. The Chambermaid was built from Bill Henn's plan and spans 22". Empty weight is 64 grams, which includes a Gizmo Geezer front end.
2. This is what happens when you let your wife and daughter pick the color scheme! Clive Gamble wrote: "For some while now Sue and the kids get to choose a color scheme on my non-scale stuff, all I said was I had to be able to find it easily... the boys were out so Sue and Alyssa came up with this. Should be fine as long as I don't crash into a patch of broken watermelon, or field of Rhubarb. Lucky that my photographic skills have dulled the colors somewhat." The Manulkin Twin Pusher has a 32" span, and 35g for all shown.
3. Duke Horn sent a shot of his Jimmie Allen Bluebird, built from a Jim O'reilly short kit. She weighs 110grams dry. Flight tests forthcoming.
4. The Fokker F.V is a Pseudo Dimer built by John Ernst from a plan by Dave Stott. She tips the scales at 17 grams.

I KNEW THOSE CHICKENS WOULDN'T SHOW!

All photos from the builders



## 2012 Harfang Challenge

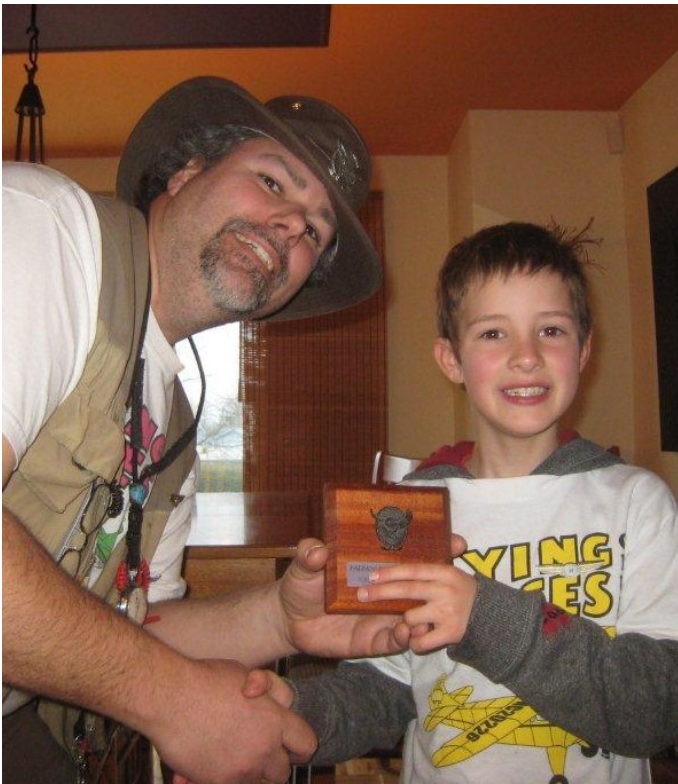


The 2012 Harfang Challenge was a bit less arduous this year as Winter was a no-show, but the gallant men of the Escadrille carried on the tradition. **Above:** Octavian Aldea cranks the winds into his Ten Cent Dewoitine. **Right:** Escadrille Adjutant Bernie Dion and "Big Winner" Kendrick Gosselin show off their trophies.

Gosselin photos







Commander of the Harfang Escadrille, Ronnie Gosselin congratulates Benedict Dion as he accepts the "Squadron Leader's Choice" award at the 2012 Harfang Challenge. Gosselin photo

# FLYING ACES Club

9154 Eldorado Trail  
Strongsville, OH 44136

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PERMIT NO. 199

Chris Starleaf has done it again! His latest twin is a Cesna 310, and it's a beauty. All of the trim was done with cut tissue, and the affect is stunning. Best part is that you can build one too. The plan for this 27.5" model is included in this issue. Starleaf photo





2012 FAC NATS REGISTRATION FORM      GENESEO, NY      JULY 18-21, 2012  
EACH CONTESTANT MUST USE A SEPARATE FORM. PLEASE PRINT CLEARLY!

NAME \_\_\_\_\_ CONTESTANT # (GHQ to assign) \_\_\_\_\_

ADDRESS \_\_\_\_\_ AMA or MAAC # (REQUIRED!) \_\_\_\_\_ Sr/Open \_\_\_\_ Jr \_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ HOME PHONE \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_ CELL NUMBER (optional) \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

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 2012 FAC Nats competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE \_\_\_\_\_

SUNY Geneseo Dorm information: STEUBEN HALL (# 21 on campus map.)  
If you need handicapped parking YOU must contact the campus police upon your arrival.

Check In: July 17<sup>TH</sup> (long stay) or July 18th (short stay), after 1:00 P.M.      Check Out: July 22<sup>ND</sup> before 10:00 A.M.

PLEASE NOTE: The “Double Occupancy” rates listed below (indicated by \*\*) are per **registered contestant**. Your roomie pays the same when registering. **Please write in your CONTESTANT roommate** \_\_\_\_\_

When Double Occupancy is requested to accommodate a **non-contestant** such as a spouse, please check long or short stay (bracketed by < >). **Please write in your NON-CONTESTANT roommate** \_\_\_\_\_

Dining Hall Information: MARY JEMISON HALL (#32 on campus map) Meal times TBA in the registration packet. Note that there will be no dinner served at the Dining Hall on Saturday night (Banquet night; the Banquet will be held at the Quality Inn).

Quality Inn /Hampton Inn Information: 4242 Lakeville Road, Route 20A, Geneseo, NY 14454 **Reservations:** 585-243-0500 You must mention “FAC” for special pricing of \$104.00 plus taxes per night. Rooms are available next door at the Hampton Inn for \$129.00 plus taxes per night. Use the same reservation phone number to request the Hampton Inn.

Contest Registration Fee:	<input type="checkbox"/> Jr. (17 and under)	FREE	_____0	
	<input type="checkbox"/> Sr. / Open	\$ 27.50	_____	
S.U.N.Y. Dorm:	<input type="checkbox"/> Five Night Single	\$ 232.50	_____	
	<input type="checkbox"/> Five Night Double**	\$ 177.50	_____	<input type="checkbox"/> Check here
	<input type="checkbox"/> Four Night Single	\$ 186.00	_____	to request a
	<input type="checkbox"/> Four Night Double**	\$ 142.00	_____	ground floor
	<input type="checkbox"/> <Five Night Double>	\$ 350.00	_____	room
	<input type="checkbox"/> <Four Night Double>	\$ 280.00	_____	
S.U.N.Y meals:	<input type="checkbox"/> Breakfast: _____@	\$ 8.75 ea	_____	
	<input type="checkbox"/> Lunch _____@	\$ 11.00 ea	_____	
	<input type="checkbox"/> Dinner _____@	\$ 13.25 ea	_____	
Banquet:	<input type="checkbox"/> Banquet _____@	\$ 37.00 ea	_____	(circle shirt size)
2012 Nat Tee Shirts:	<input type="checkbox"/> Tee-Shirt _____@	\$ 12.00 ea	_____	SM MED LG XL XXL
	<input type="checkbox"/> Tee-Shirt _____@	\$ 15.00 ea	_____	XXXL
International Money Order^	<input type="checkbox"/> IMO	\$ 8.00	_____	
		<b>TOTAL</b>	_____	

GHQ will NOT be able to refund cancellations after July 1, 2012.

Please remit all fees with registration form by **JUNE 17, 2012**. Make payment to: **FLYING ACES CLUB**  
Mail complete form and payment to: **FAC, c/o Mr. Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510.**

^ 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.

Nats Notes

SPONSORS: If you would like to be a 2012 Nats sponsor, e-mail or mail your requests to Ross at:

Ross Mayo      cinc@flyingacesclub.com  
4207 Crosswinds Dr.  
Erie, PA 16506

The cost is \$75; please make your check out to “Flying Aces Club”. Sponsorships may be “In Memory Of“ or “In Hon- or Of” anyone you would like to recognize, or you may want to sponsor a specific event. Please list your first and se- cond choices. Many "traditional" sponsorships are saved for our long time sponsors.

VENDORS: Vendors tables at the Nats will be \$5 per table. Send your requests to Bubba at:

Blake (Bubba) Mayo    bkbubbamail@AOL.com  
3447 Adelaide Dr.  
Erie, PA 16510

\$5.00 per table with maximum 4 tables IF vendors end up in the big hanger. If vendors end up in the big HAG event tent, we will have to limit tables to two. In that event, Ross will deal with refunds, etc once there.

2012 NATS TEE SHIRTS: Tom Hallman has designed the T -Shirt for the 2012 Nats, and it’s a looker! This year, modelers are asked to pre-order their shirts. State the quantity and circle the appropriate size on the Nats registration form, and include the cost in your tally (note that XXXL shirts carry an up- charge). Shirts will be available for pick-up at the Nats.



Not going to the Nats? Want a Tee-Shirt anyway? No prob- lem. Get in touch with Bubba at the above address, and he will hook you up. Add \$3.00 for shipping.

**easy built models**

20" WINGSPAN

Model built by Bob Bojanowski

**AERONCA 1939 CHIEF**

\$19.95 + \$8 s/h

LASER CUT RUBBER POWERED BALSA KIT

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1:22 SCALE MODEL. FEATURE MODEL FOR FLYING ACES CLUB FAC NATS Mk XVIII AERONCA CHIEF ONE DESIGN EVENT IN JULY 2012. CAPABLE OF GREAT FLIGHTS!

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Ck/money order in US dollars. Shipping price good in USA & Canada. 48 page color catalog \$2. Tel. 334-358-5184  
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# 2012 FLYING ACES CLUB OUTDOOR CHAMPIONSHIPS AMA FLYING SITE – MUNCIE, INDIANA SEPT. 6<sup>TH</sup> AND 7<sup>TH</sup> 8:30 AM TO 4:30 PM AMA Sanction # 12 - 0063



## Thursday, September 6

### FAC Event #

2. FAC Scale \*
3. FAC Jumbo Scale \*
5. FAC Power Scale \*
1. FAC Peanut Scale
7. Golden Age Scale
99. Erie Daily Times (ROG) \*\*\*\*
19. Embryo Endurance (ROG)
25. World War-I Combat \*\*
19. Embryo Endurance (ROG)
11. Old Time Rubber Fuselage (ROG)
23. Greve Race \*\*

## Friday, September 7

### FAC Event #

2. FAC Scale \*
3. FAC Jumbo Scale \*
5. FAC Power Scale \*
29. Half Size Wakefield (ROG)
10. Old Time Rubber Stick
6. Low wing Trainer
98. A.M.A. P-30 \*\*\*
24. Goodyear/Formula Race \*\*
14. Old Time Gas Replica
25. World War-II Combat \*\*
16. FAC Dime Scale

All planes for Scale Judging must be turned in by 12:00 noon Thursday, Sept. 6 for both days events.

OT Rubber times must be turned in by 3:00 PM each day (for target time fly-offs).

\*These FAC events may be flown either day. Judging is on Thursday Sept. 6 only.

\*\*Mass Launch Events: 2012 Rule Book Pg 18 and comply with Pilot's Pre-Launch Check list (PPLC).

\*\*\*Event flown to current AMA Rules. (Not Kanone worthy)

\*\*\*\* One-Design Event: Published EDT plan or kit. 2012 Rule Book, Pgs 11 -12, flown as Jimmie Allen model.

#Events 7, 10, 11, 19, 29, and 99 will follow "Auto-Fly-Off" procedure. (2012 Rule book Pg 17 item #D. Method #4.)

- \$25.00 Entry Fee includes all events
- All entrants must hold a current AMA or MAAC License.
- Trophies (Engraved Glass) will be awarded to third place.
- Entry provides complimentary model plan of the 25" Comet Porterfield model plan (with parts).
- Entry also provides complimentary Meet Theme "T" shirt.

Questions, Comments, contact:

Contest Director; Ralph Kuenz (517) 240-0208 rdkuenz@yahoo.com

Contest Co-Director Dan Olah (248) 542-8144 danielolah@wowway.com

**Bring something from your excess model stuff for the raffle.**

**EVENT SPONSORS ARE WELCOME (sponsorship \$40 /event)**

**Sponsors:** Pat Murray – Golden Age, FAC Dime Scale, Embryo, and WW-II Combat

FAC GHQ – FAC Scale Ross Mayo - Erie Daily Times

EasyBuilt Models – Half-Wake and Greve Race

Registration:

Make Checks payable to : Cloudbuster MAC

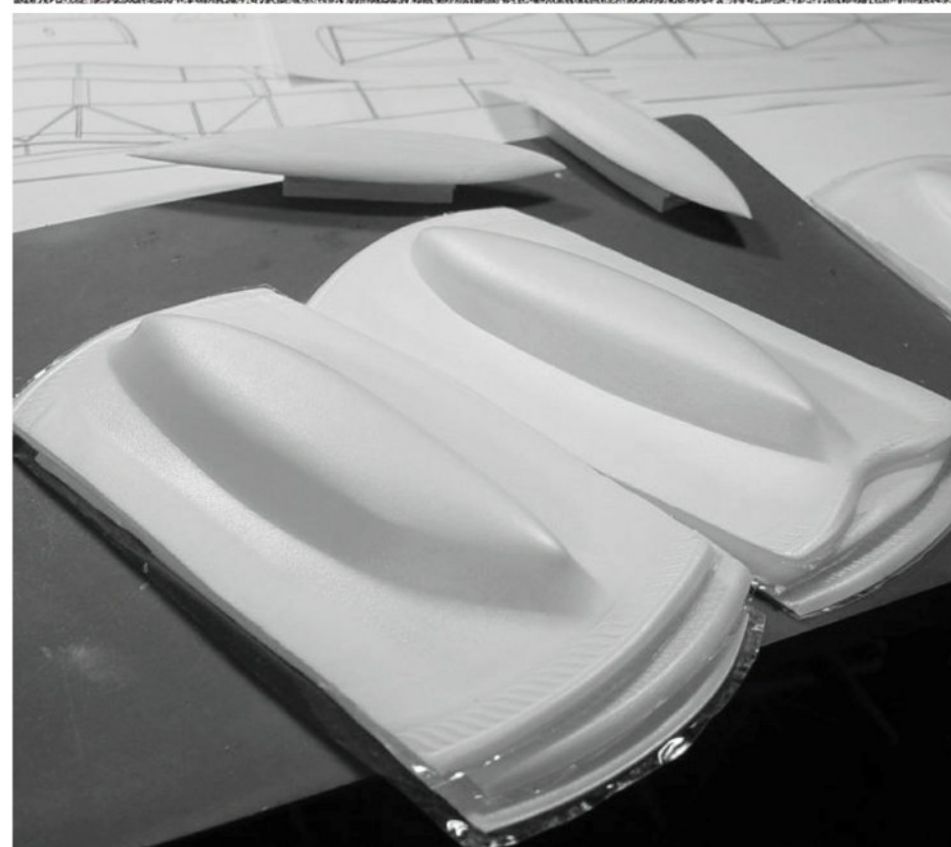
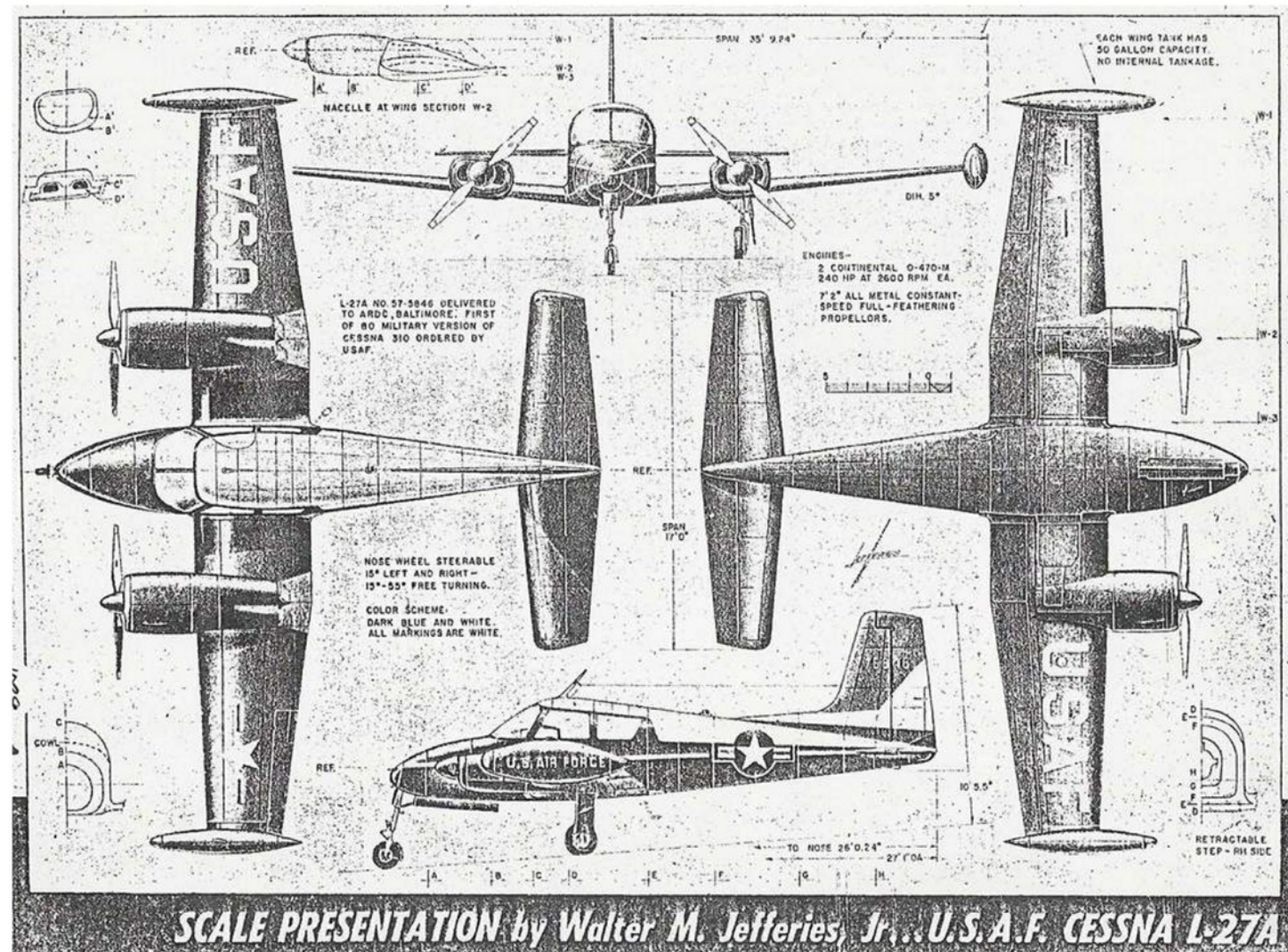
Mail to: Dan Olah 25436 Wareham Dr. Huntington Woods, MI 48070

Name \_\_\_\_\_ AMA# \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_ "T" Shirt Size S-M-L-XL-2X

rev. 03/31/12

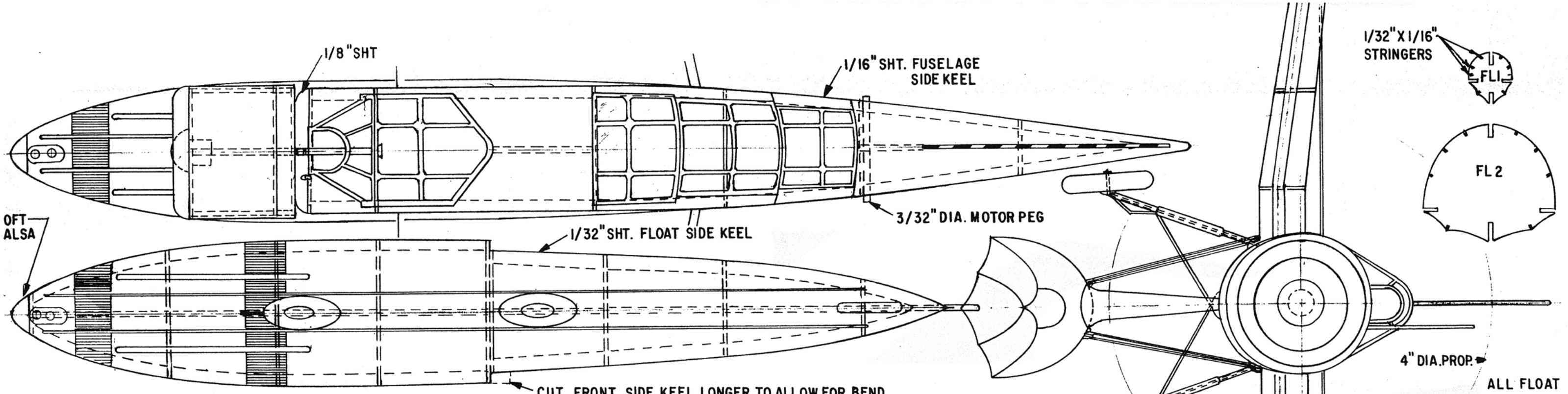


## Lightweight tip tanks for your Cessna

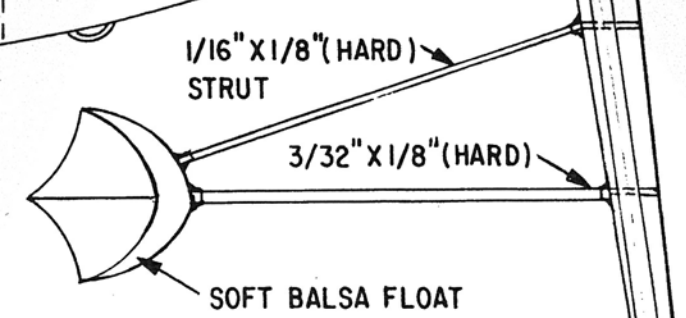
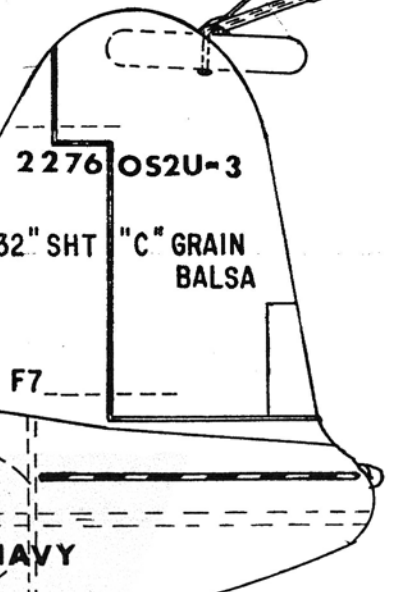
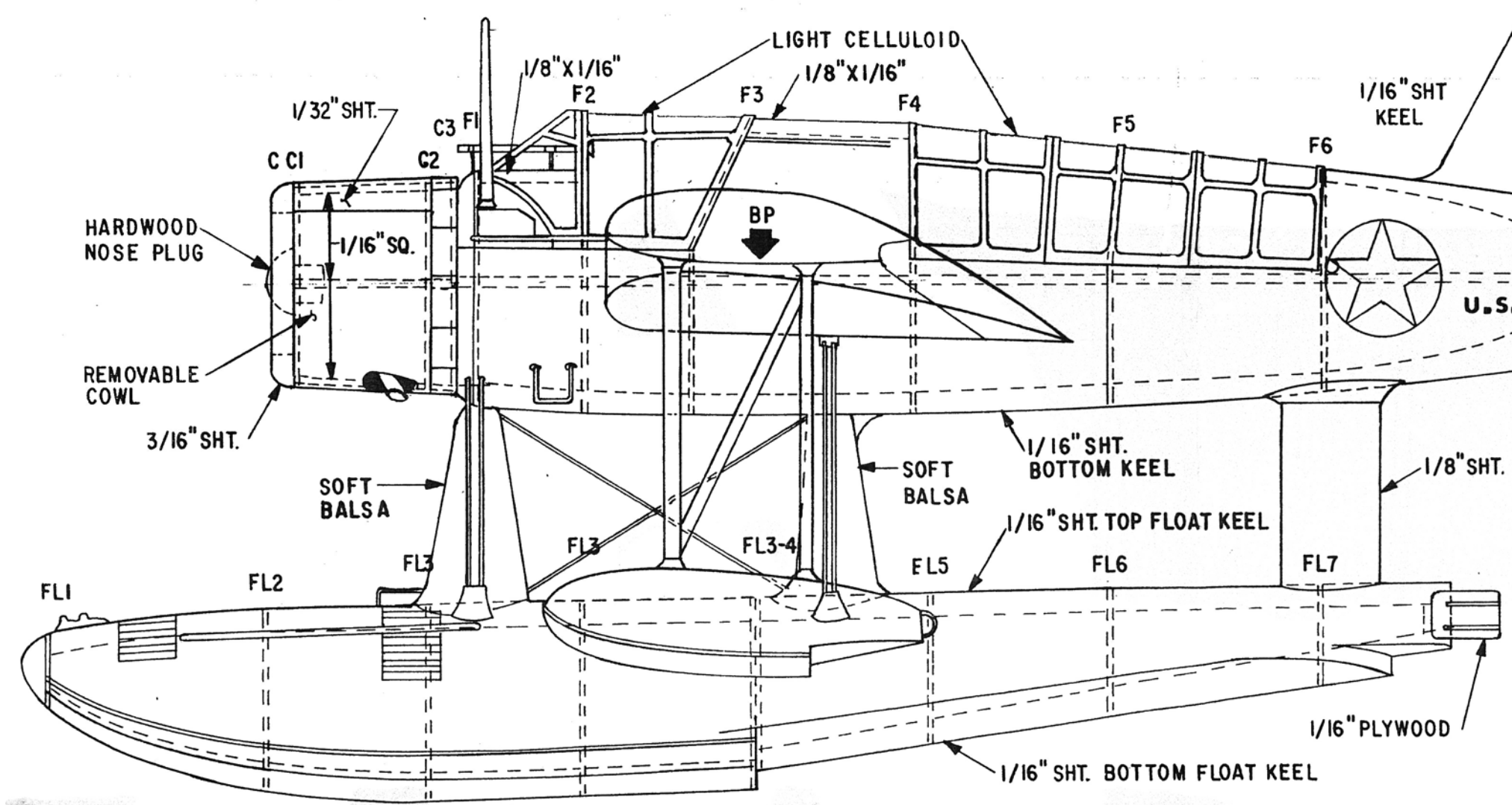
Chris Starleaf sent this photo to illustrate his method for making lightweight tip tanks for his Cessna. The technique could work very well for all sorts of scale details on many models.

He plunge forms the parts the same way many modelers make canopies, but instead of clear plastic, he uses foam dinner plates. The resulting parts are very light and easy to work with. They are also pretty tough, which could come in handy on parts hanging on the wing tips!



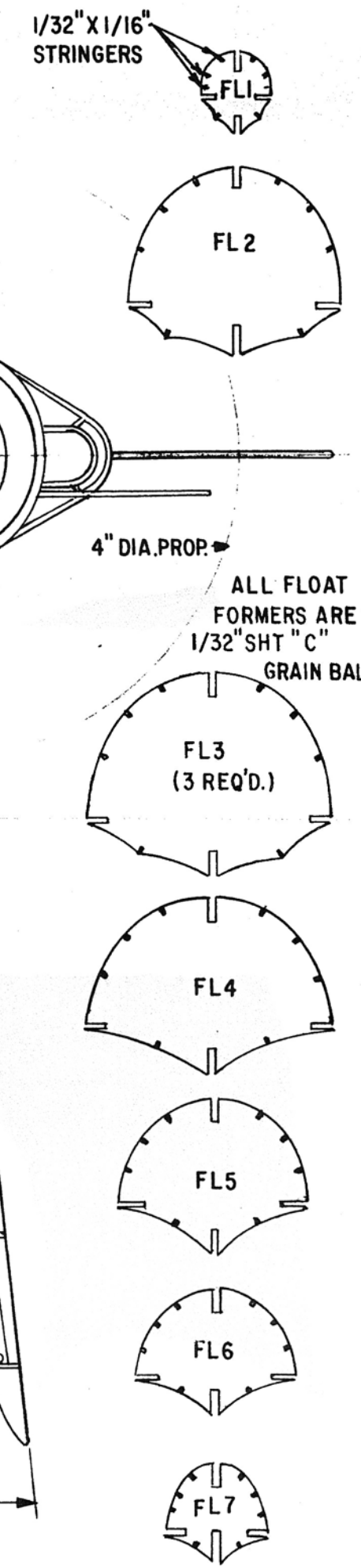


14 **HAL SWANSON'S MODERNISTIC MODELS**  
**1938 VOUGHT OS2U-3 Kingfisher sht.1** 72  
**FACN #265**

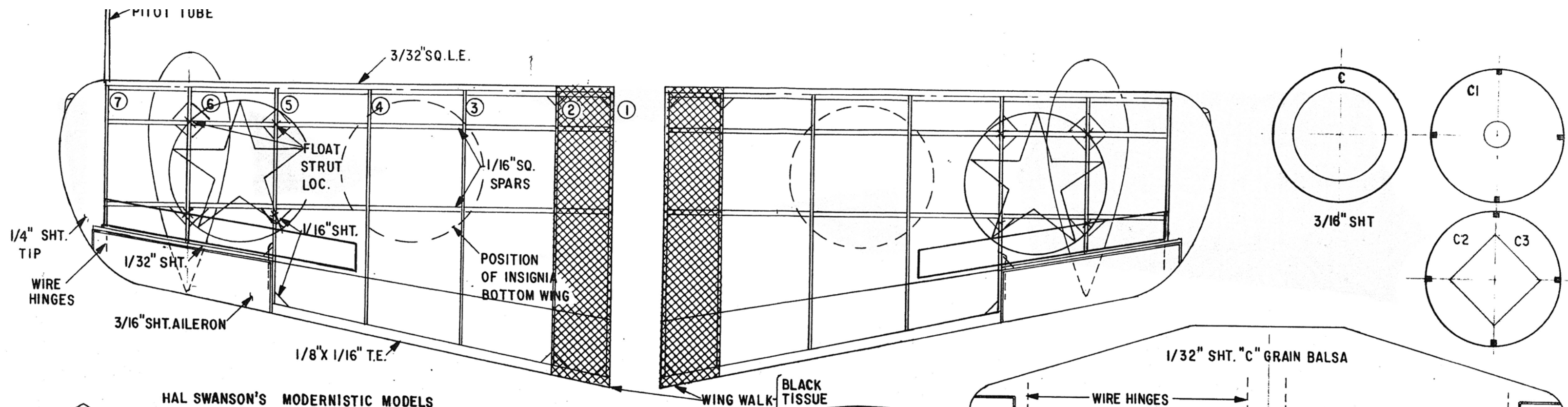


FLYING MODELS  
 SHOULD HAVE  
 3° INCIDENCE UNDER  
 LEADING EDGE OF WING  
 3° DOWN & RIGHT THRUST

1 1/8"  
 DIHEDRAL



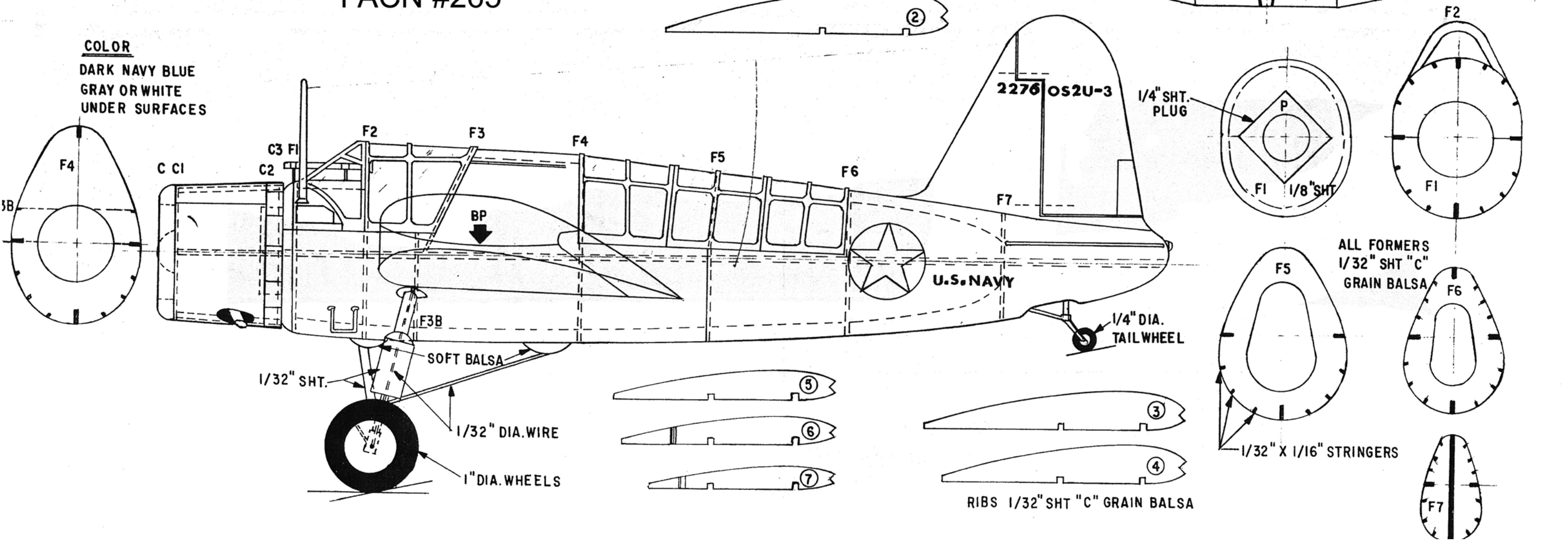


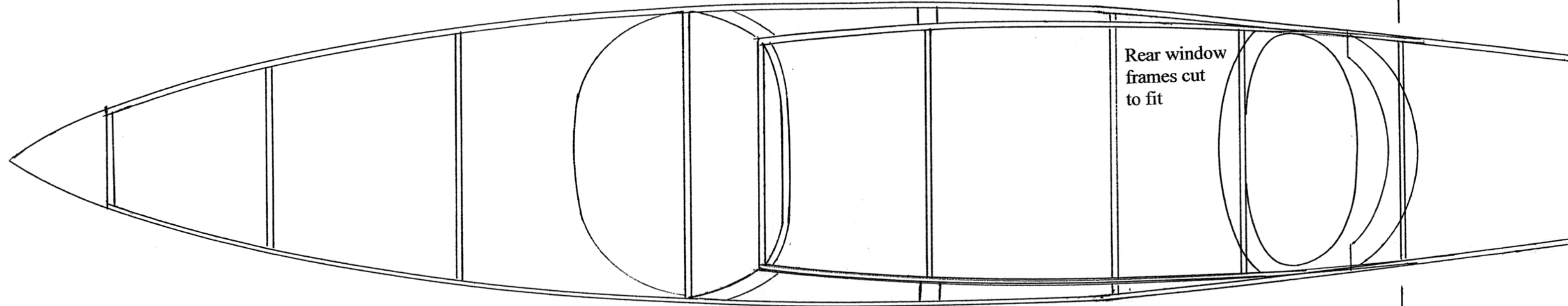


14 **1938 Vought OS2U-3 Kingfisher** sht. 2 72  
 HAL SWANSON'S MODERNISTIC MODELS

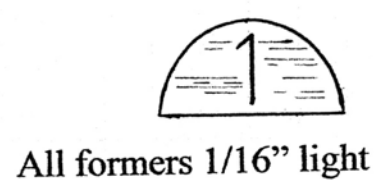
**FACN #265**

**COLOR**  
 DARK NAVY BLUE  
 GRAY OR WHITE  
 UNDER SURFACES





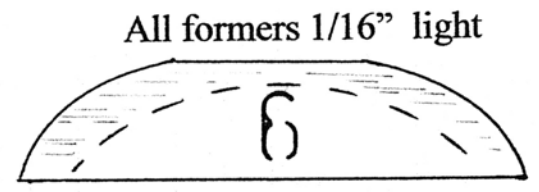
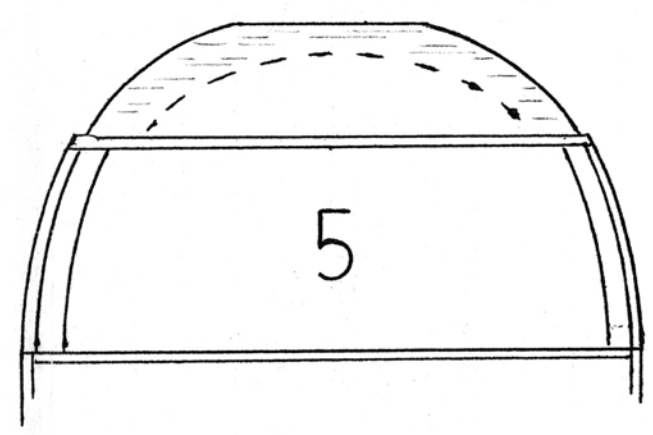
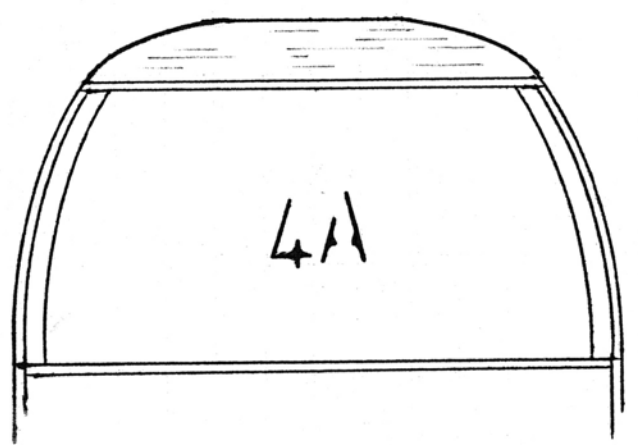
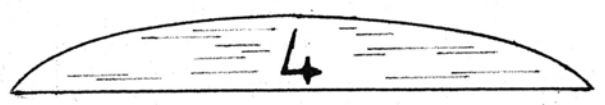
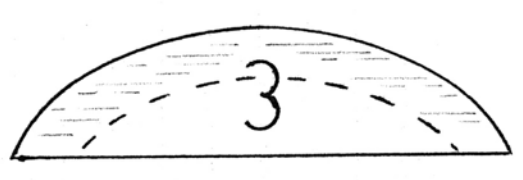
Rear window  
frames cut  
to fit



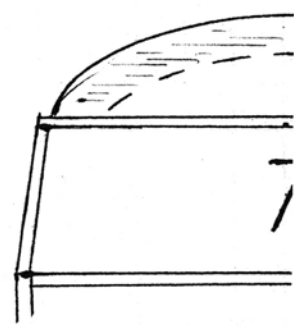
All formers 1/16" light



Trim formers to lighten



All formers 1/16" light



CESSNA 310R  
27.5 inch span for  
FAC scale. Rubber twin  
By Chris Starleaf 11/11'

Stringers omitted

FACN #265

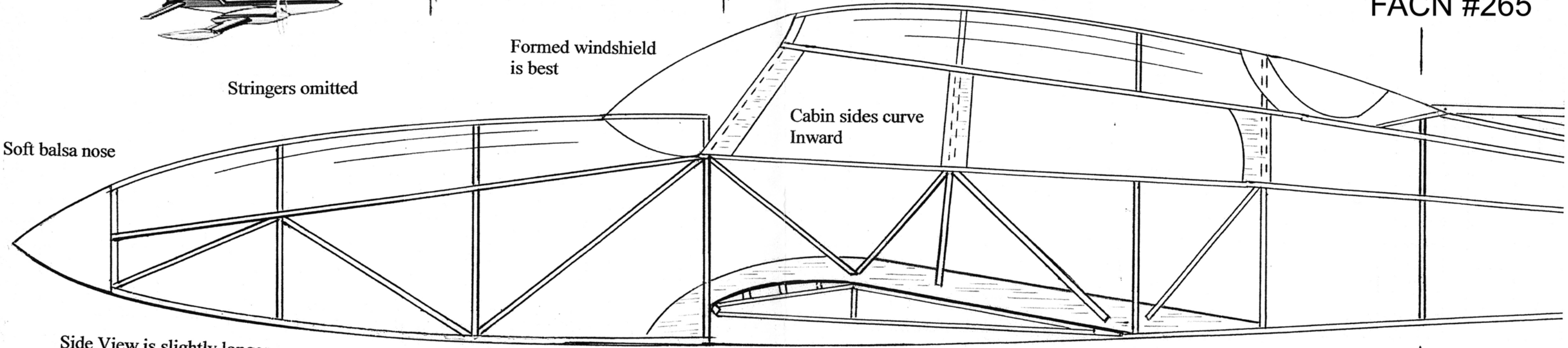


Stringers omitted

Formed windshield  
is best

Cabin sides curve  
Inward

Soft balsa nose



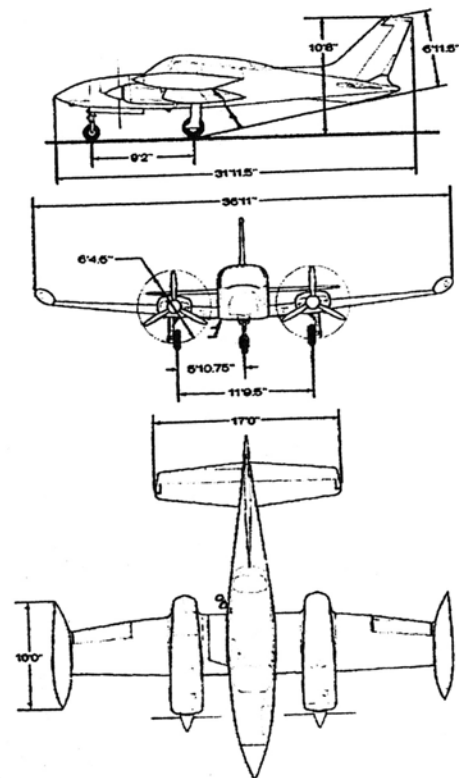
Side View is slightly longer  
To account for curvature

Fuselage sides made up from 1/16" sq.

Sheet 1 of 4



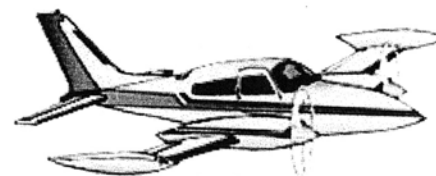
6.5 inch dia. Props will fit



Both Nacelles are boxed  
Construction and  
Identical L & R

Both nacelles 'ride'  
The dihedral of the  
Wing (no compensation)

Nacelle nose surface  
Very soft balsa



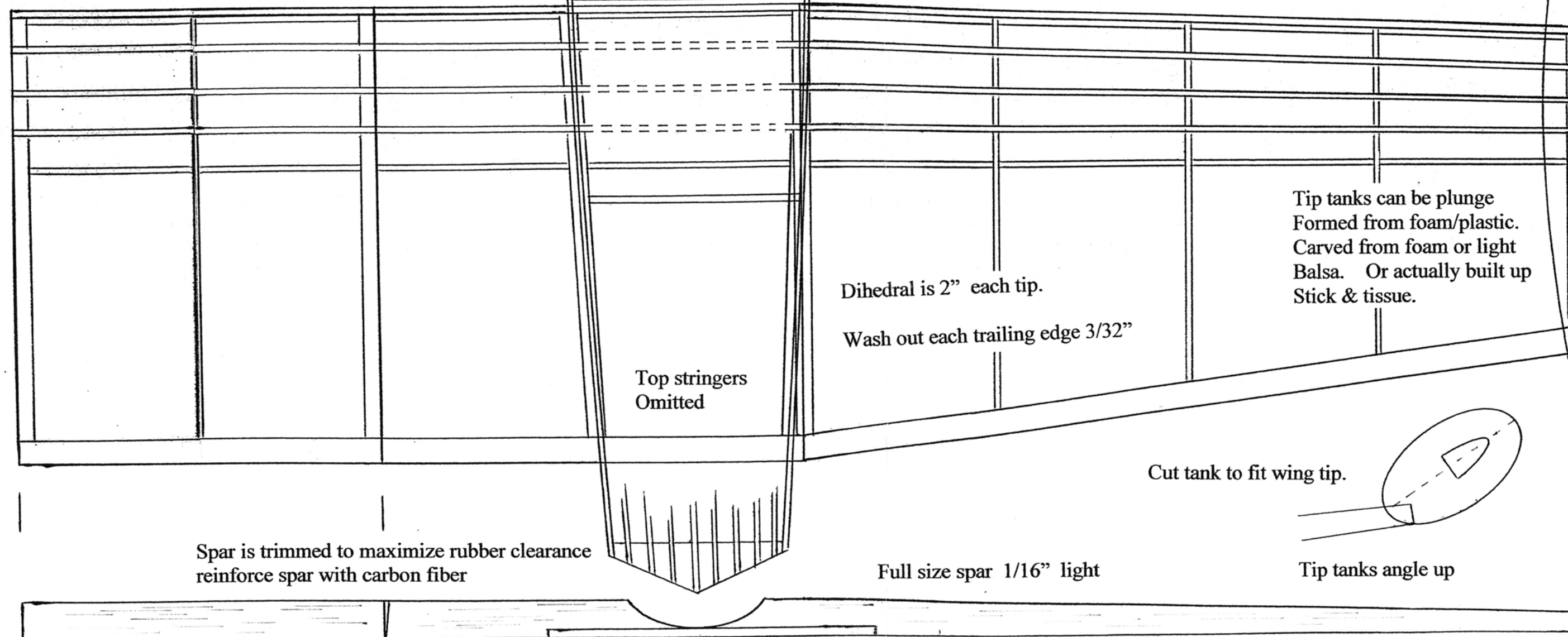
## FACN #265

Wing is Cracked rib style  
With 3 turbulators

Leading edge  
3/32" sq. 'on edge'

Tank formers and  
Parts need to be  
Superlight.

Nav. Lights



Dihedral is 2" each tip.

Wash out each trailing edge 3/32"

Top stringers  
Omitted

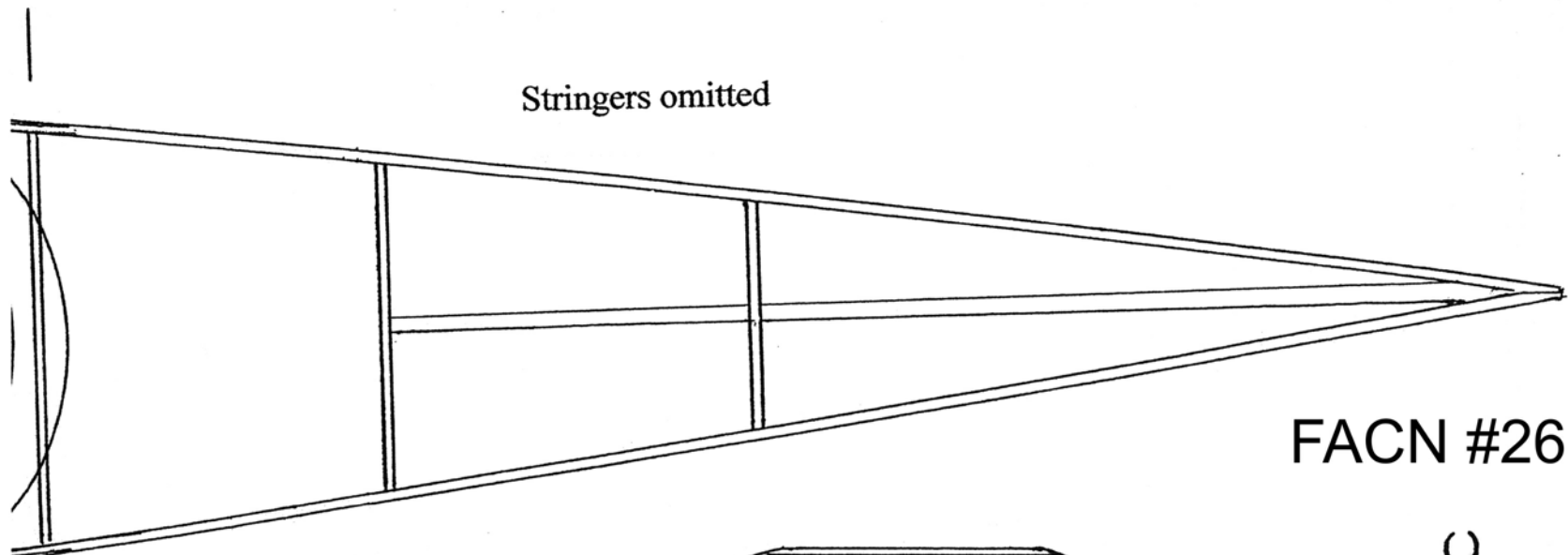
Tip tanks can be plunge  
Formed from foam/plastic.  
Carved from foam or light  
Balsa. Or actually built up  
Stick & tissue.

Cut tank to fit wing tip.

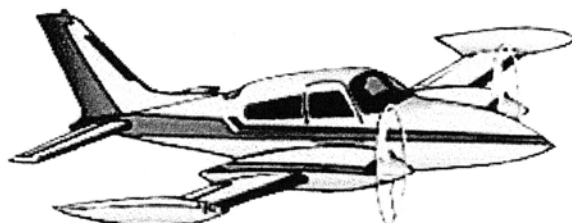
Tip tanks angle up

Full size spar 1/16" light

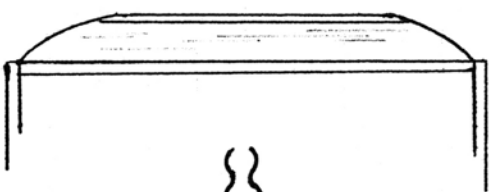
Spar is trimmed to maximize rubber clearance  
reinforce spar with carbon fiber



Stringers omitted



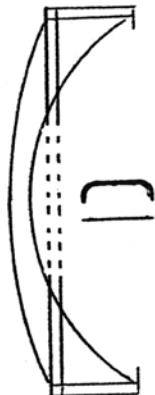
FACN #265



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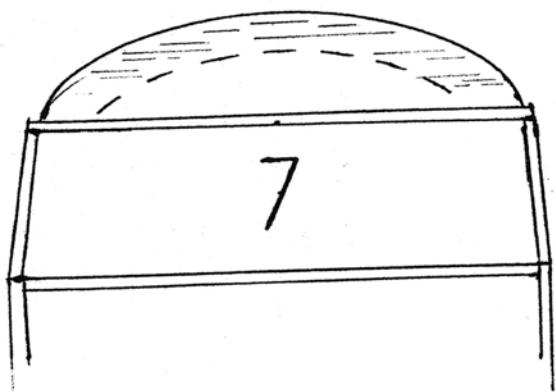


9

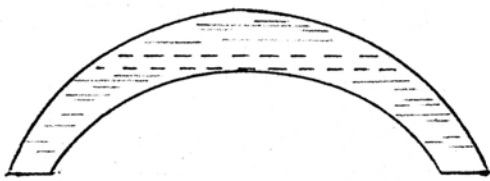


10

All formers  
Light 1/16"



7



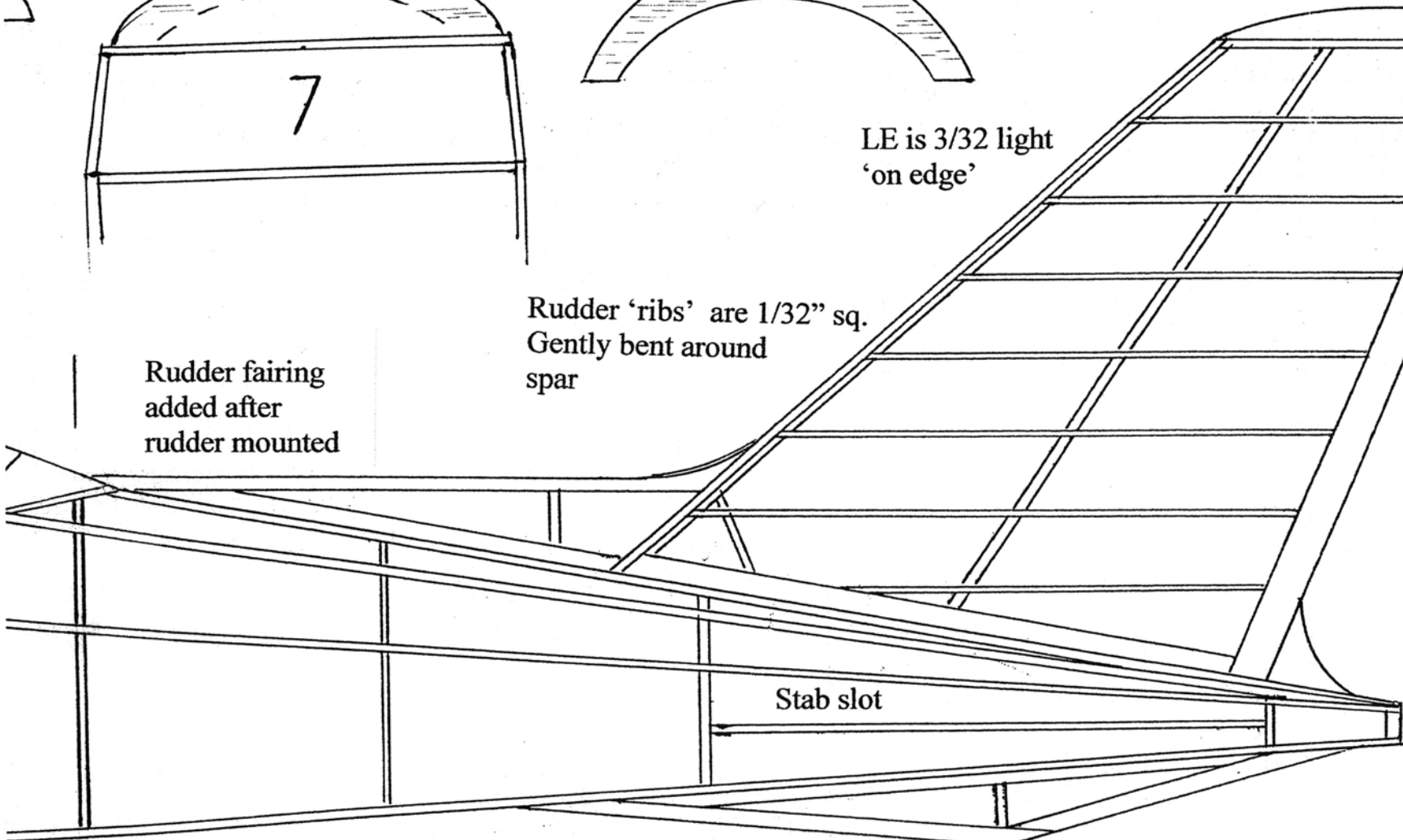
10

Soft rudder 'cap'

LE is 3/32 light  
'on edge'

Rudder 'ribs' are 1/32" sq.  
Gently bent around  
spar

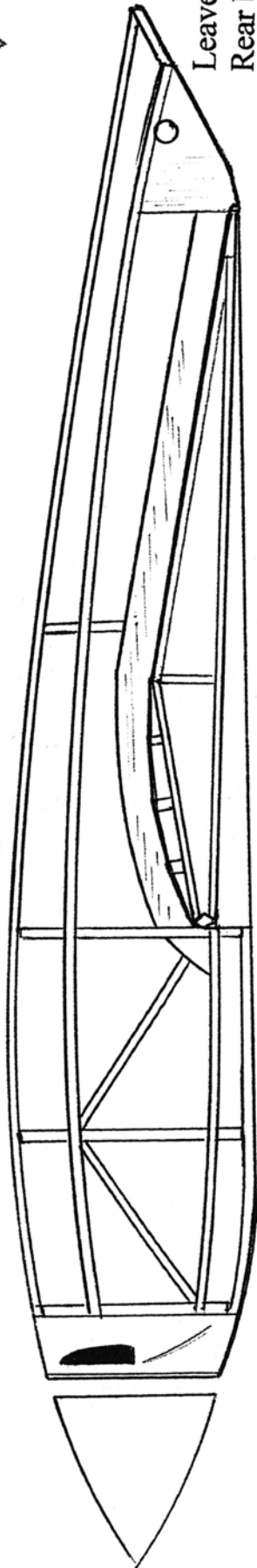
Rudder fairing  
added after  
rudder mounted



Stab slot

Full size rudder spar

Sub rudder made from light 1/16"

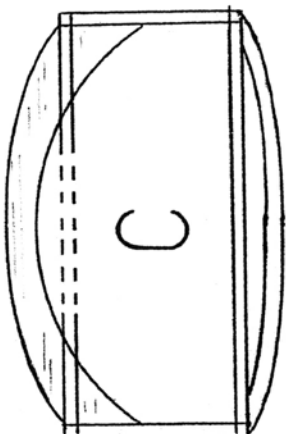


Leave open  
Rear bottom

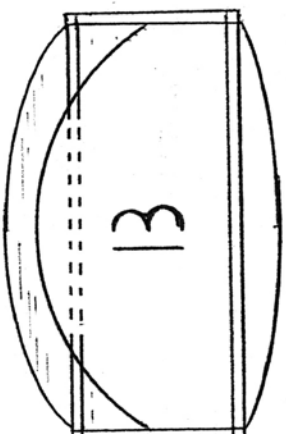
Most stringers omitted

Nacelles 'ride' the dihedral of  
The wing, no compensation

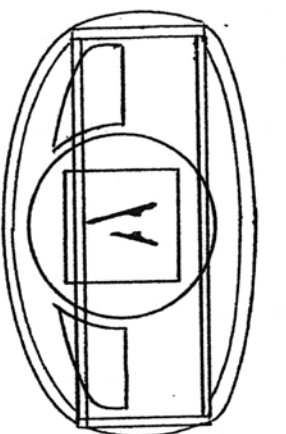
Nacelles are boxed construction  
and identical left & right



C



13

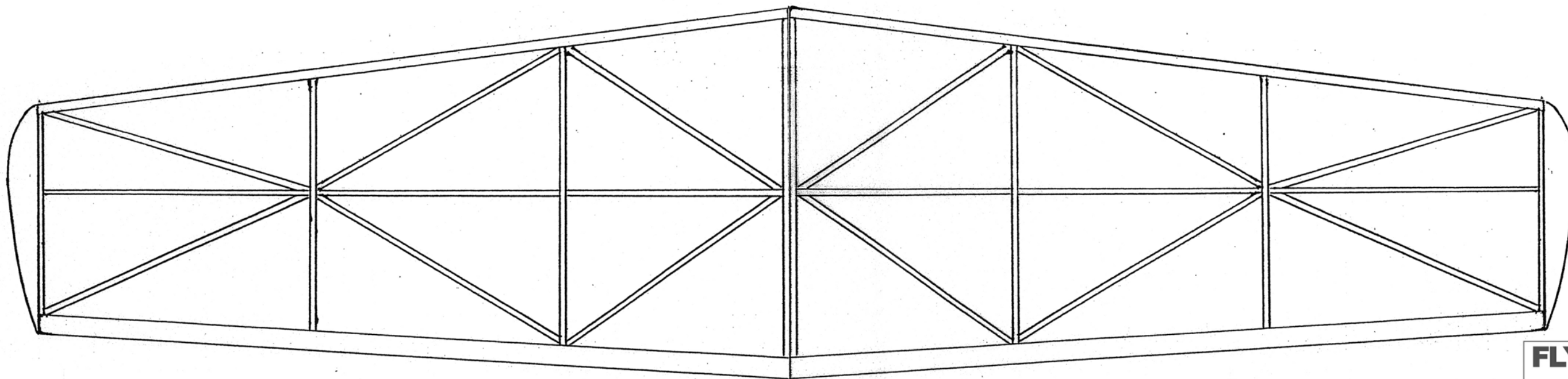


14

Nacelle boxes are light  
1/16" sq. and sheet

All formers  
Light 1/16"

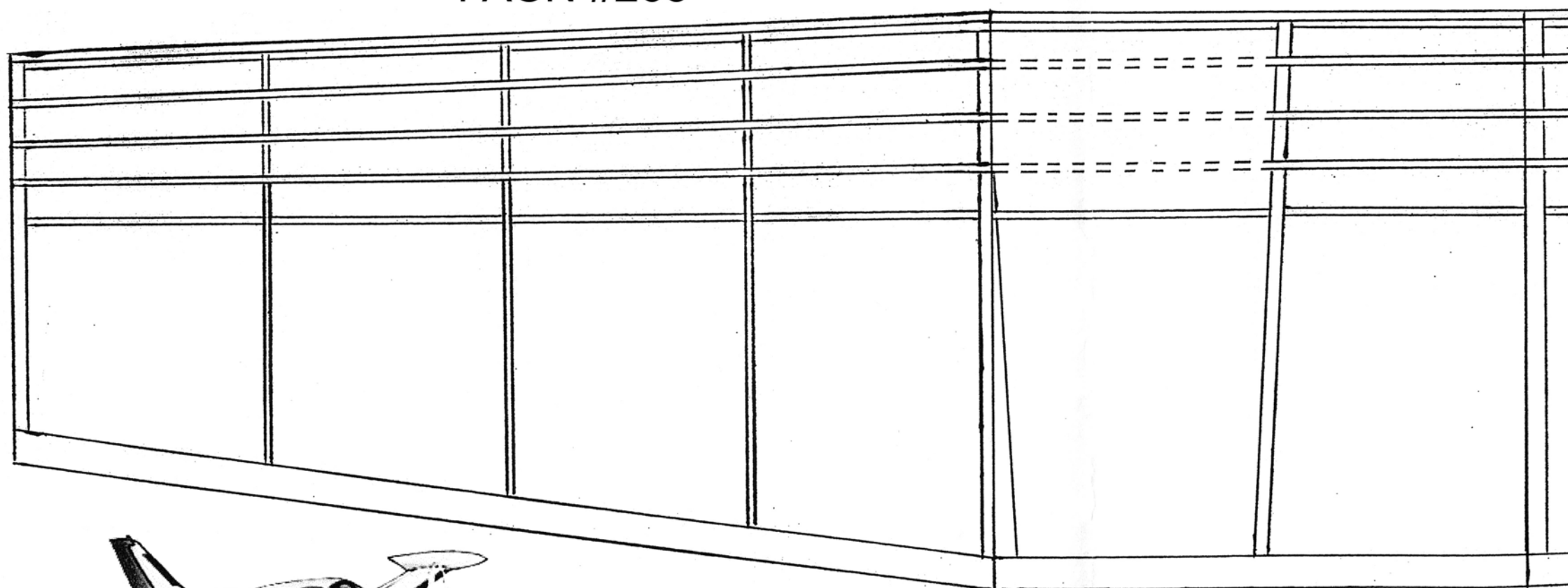




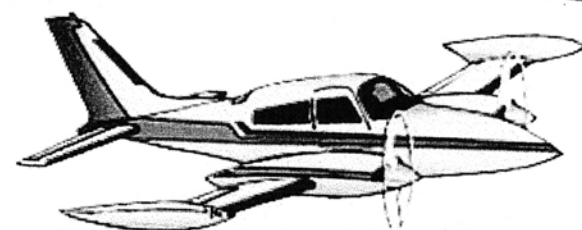
Stabilizer is all 1/16" sq. and strip light

Inner framework is two layers and the whole  
Structure sanded to a gentle airfoil. 6 lb wood.

FACN #265



LEFT wing panel



Sheet 4 of 4

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