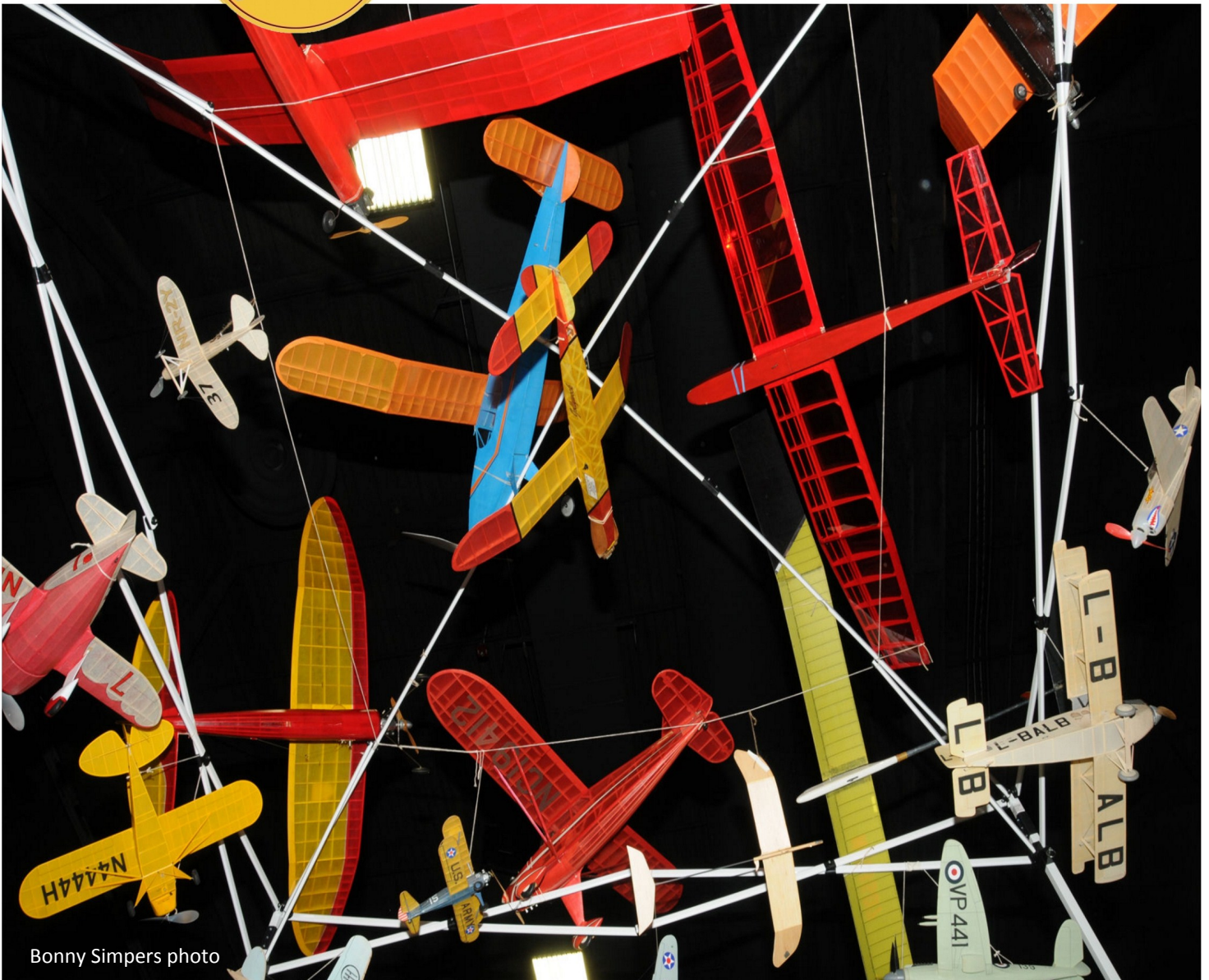


# FLYING ACES

Club  
News

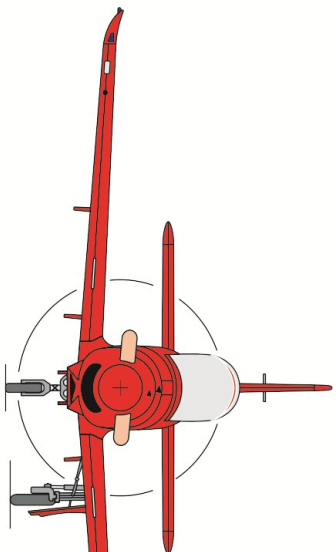
No. 266

July/Aug 2012



Bonny Simperts photo

## USA Science and Engineering Festival



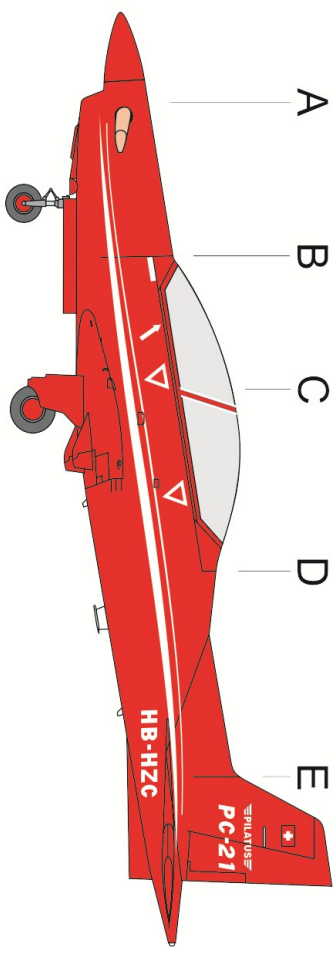
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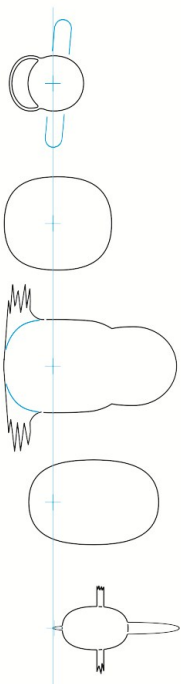
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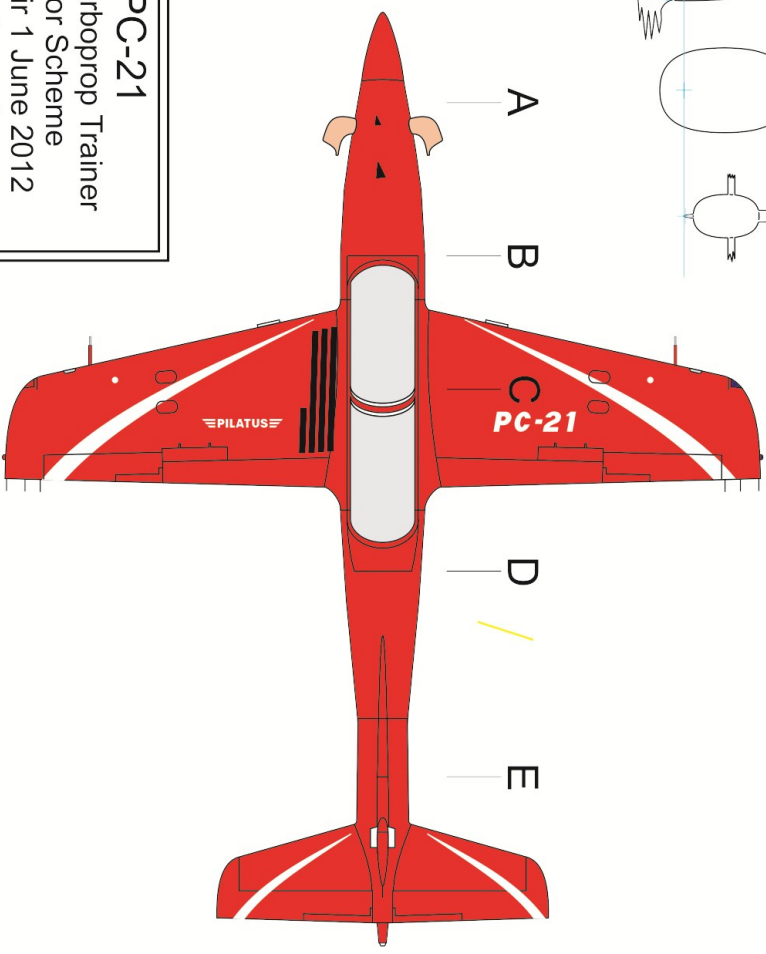
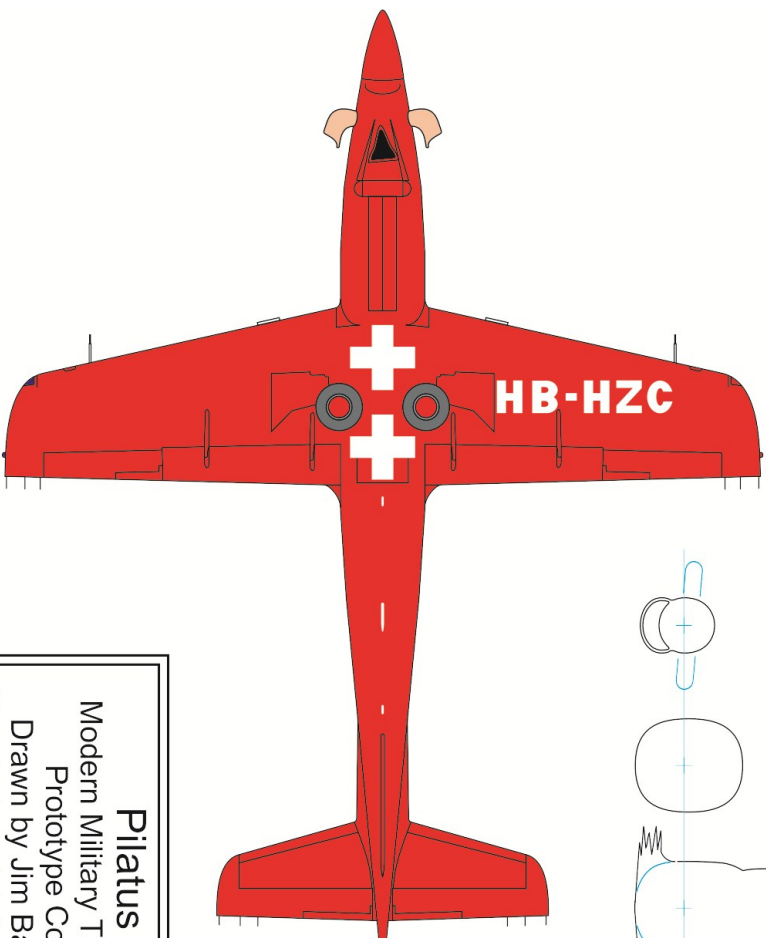
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## Pilatus PC-21

Modern Military Turboprop Trainer

Prototype Color Scheme

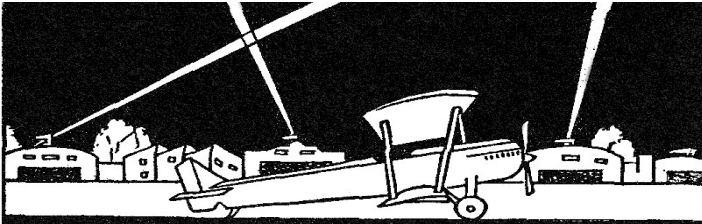
Drawn by Jim Bair 1 June 2012

For photos, details, dimensions see

Air International May 2006

and the Pilatus company website:

<http://www.pilatus-aircraft.com/#39>



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**Plans** - Doug Beardsworth came up with a Pseudo Dimer in the finest tradition of Dave Stott. His Couzinet "Arc en Ceil" is pure classic Golden Age aviation, and modeling too. At the other end of the Scale spectrum, we got a wonderful surprise package in the mail when Duke Horn sent us a copy of his Bristol 72 Racer plan. It's a real work of art, and almost irresistible as a modeling project. The Cowl bumps article in the plan pack came from... um, I lost the name. Sorry. I hope to make it up to the guy next time around. Anyway, it's a neat tip!

## Membership Information

- Membership brings you six issues of the **Flying Aces Club News**, and all the grins that come with being a Junior Bridman.
- 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.
- If you would like to use the **PayPal** option to send your dues, go to: **flyingacesclub.com** and click on "membership." The PayPal button is at the bottom of the page. Pick your location (US, Canada, or Overseas) and hit the button.
- You can still send a check through the good old mail service. Use the form below, or any reasonable facsimile. Please make checks payable to: **Flying Aces Club**
- **Canadian and Overseas members**, please use PayPal (preferred) or send checks payable in US dollars.
- **Change of address** - please note - the post office does not forward bulk mail so be sure to handle this promptly or you will miss an issue! Send your new address, or any questions about your membership to:

**Flying Aces Club, 9154 Eldorado Trail  
Strongsville, OH 44136**

or email to - [join@flyingacesclub.com](mailto: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

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- \$40 Overseas

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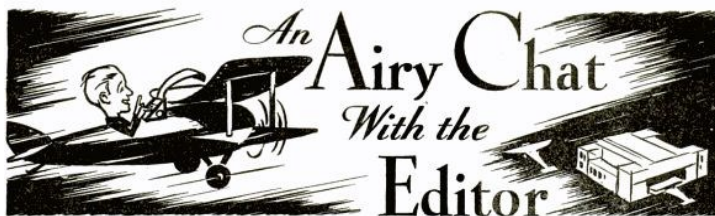
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Greetings Junior Birdmen,

The July issue of this missive causes me a bit of head scratching each year. It might make it to your mailbox before the big event at Geneseo, but we sure can't count on it. That means that I either have to waste a few precious pages providing information that is too late to be useful, or ignore the Nats altogether. Being a frugal type, I'm going for "ignore." If you need any more gen on the Nats, check the last issue, or go to the website. In any case, I sure hope you can join us on "the field of dreams." It's always a great time.

The cover shot is a bit unusual this time, but it captures some of the variety in what we do. The models were part of the display at the USA Science and Engineering Fair in DC. Glen Simper said: "Manning the booth was like touching a high voltage wire of youthful excitement." There's more on that in these pages, and a lot more pics on the Maxecutors' website.

Jim Bair has once again shared one of his color multi view drawings. Jim's beautifully executed, and nicely detailed drawing of the Pilatus PC-21 graces our inside cover. It would be a prime candidate for the Low Wing Military Trainer event, wearing an appropriate paint job. Special thanks to Jim!

And speaking of Jim Bair, he's also sent along a pic of his completed A-26 that was based on the drawing in #264. (On the inside back cover.) He's been tweaking the flight trim on this bird, and the latest report is that it's dialed in and awaiting full power tests at the big field in Muncie.

The Bristol 72 plan from Duke Horn deserved a better fate

## Snafu Department

The answer to the Bonus point quiz in the last FAC News missed a couple of points. Literally. If you do indeed stick a prop on the nose of the 262, you're not "done" yet..., the builder gets 1 point a piece for: "Each housing for a "static" jet engine(s) attached to a wing or the fuselage via an appendage." Yep, the lowest this plane would get with a prop on her proboscis would be 12 points. *Thanks to Vance Gilbert for the catch! Ed.*

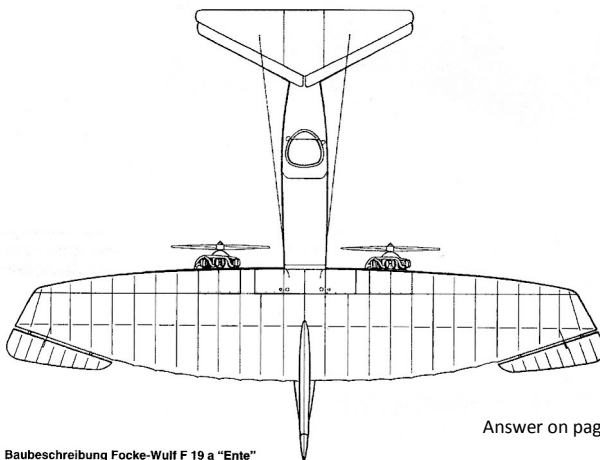
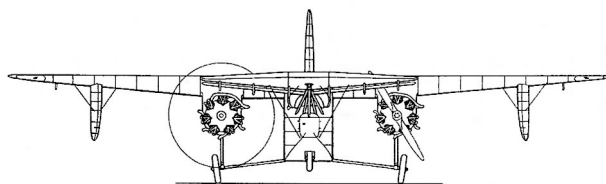
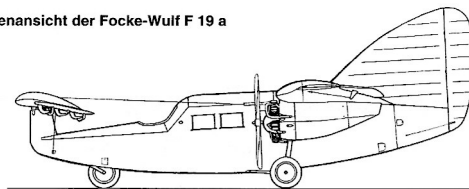
than being chopped into pieces, but that's what we had to do to bring it to you. There's plenty of overlap in the scans so you can line up the pieces more easily. It's a beautiful bit of drawing, and will certainly build up into a nice flying and unusual model. Looks like an early British attempt at a GeeBee!

The FAC will be well represented at the AMA Nats this year. Pleas made by GHQ to the FAC crew in the Midwest were first answered by stalwart Ralph Kuenz, but family obligations prevented him from being present for all of the FAC events. Chris Starleaf was next to volunteer, but he also had a major family event that took precedence. Mike Welshans then got on the phone and persuaded George White to accept the job of FAC CD at the AMA Nats. Mike will assist. Thanks to all these fellows for stepping up! FAC events are becoming increasingly popular, and it would have been a shame to step away from the biggest modeling event in the country. BTW, Chris Starleaf has already volunteered to take the job next year.

See you on the flying field!  
Rich Weber "Wingnut"

## Bonus Point Quiz

Dreiseitenansicht der Focke-Wulf F 19 a



Baubeschreibung Focke-Wulf F 19 a "Ente"

Answer on page 10



## News On the Wing



Ross P. Mayo, CinC

### WHAT'S GOING ON WITH THE FLYING ACES CLUB?

Members of the FAC-GHQ Council and I have received a handful of queries in recent months expressing dissatisfaction concerning the general direction this organization has taken. Need I remind any and all that the road we now travel has never seen a single footprint by any of us? These expressions of concern have varied from unhappiness over the manner in which rules are established, questions related to my attempt to broaden the geographic inclusiveness of FAC, to complaints over the increase of dues. A couple of complaints have recently arisen specifically questioning the propriety of reimbursing expenses for unpaid Advisory Council members for travel to meetings.

Concerns, questions and comments point to the need for me to provide members a broader understanding of how the FAC is managed and the overall mission of FAC. In this letter, I will attempt to cover those issues, which are not completely separate from each other.

First, some history is in order for our newer members. It's important to recognize that a handful of guys in New England started something for which the bottom line was "Let's have some fun!" That goal was in such demand that the FAC became world-wide in scope, with some 1400 members to date. That growth did not happen overnight or under the guidance of just one individual.

In those early days the FAC had a "different type" of enthusiasm for the hobby and sport that eventually it was recognized as "THE FAC SPIRIT." Each and every one of those early members became personal mentors to each and every new member. As growth of the club was by ones and twos, instilling the FAC Spirit into the newbies was a matter of fact and not a leap of faith by those writing the rules.

Rulemaking is not an exact science to say the least. Check the very first issue of the FA Club News and you will see where our Founding Fathers made the very first rule change. But when new member numbers are low and the experienced mentor numbers are high, changing rules was easy, understandable, and accepted by all.

When the FAC membership was counted by the tens and not by the hundreds, the Founding Fathers passed the command to Lin Reichel. At the time I was just a newbie to Lin's local club. Whether or not Bob and Dave helped him with any regularity I do not know. Also note, that within a year or so of becoming CinC, Lin retired from his day to day job. It wasn't uncommon for him to then dedicate 6-7 hours a day on FAC matters...especially the newsletter.

Eventually my own enthusiasm was recognized by Lin and his very close friend Vic Didelot and I was added to his circle of confidants. It was not uncommon for us to get together each month after our local club meeting to discuss the FAC in general. Occasionally he would produce a hand written letter with a concern by a member. More often than not he would say, "Let's put this on the back burner until it becomes a big issue."

Some of those issues became a lot harder to ignore as membership grew and a very small percentage of newbies with less experience and little or no mentoring wanted to dissect the Spirit out of an event to gain competitive advantage in the quest for that Kanone. Instead of a few guys getting together and writing up a few rules which could be modified as the need arose, rules became more complex as the organization and events expanded. That in itself was the number one reason for more rules in black and white. The number two reason was the addition of many new events: most requested by the membership.

About that time Lin created the GHQ Council for two reasons: one, it was harder to envision all scenarios of a rule change by just the three of us and second, Lin learned of a serious health issue that he kept to himself and his wife. It was several more years after his diagnosis was made before he confided in me his worst fear of not being able to command the FAC due to that chronic threat to his life. So the Council was created to assist in fine tuning the rules and to create a transfer protocol should his health fail all at once. He chose a few of his trusted friends from long established FAC members with Spirit.

Those early Council meetings late each Fall were located in Geneseo which was more or less centrally located for the councilmen who drove to G-Town at their own expense. Some of those early meetings took 10 – 12 hours over two days. Often weather prevented some from the Northeast in attempting the drive and their voice was lost. And again, some issues were discussed, but not acted upon as those particular complaints were not considered major by Lin as they only affected a few disenchanting members. Lin had hoped they would get in line with the rest of us

and the issue would disappear.

If it sounds like I am saying that Lin wasn't perfect... you're absolutely correct. He was only human...like all of us at GHQ. He did have the advantage of growing as CinC as the FAC grew to where numbers were counted not by the tens, but by the hundreds. And if just one in each hundred had a personal agenda, well, you do the math and try to calculate the consequences.

As fate can often be so cruel, Lin was taken from us suddenly and ironically, not by the disease he dealt with for so long, but by a totally unrelated condition. The CinC transition from Lin to myself was smooth thanks to his foresight to create the GHQ Council and transfer protocol.

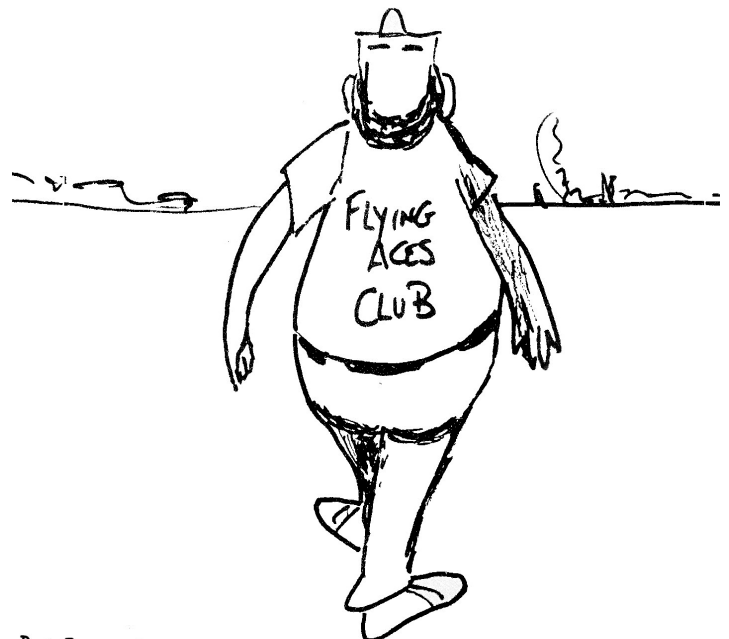
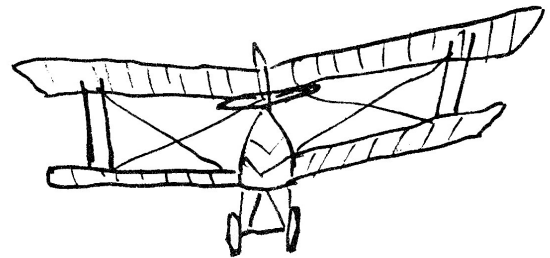
When I became CinC, I quickly requested several more men who had the skills and geographic diversity to assist me in operating the FAC. Thankfully, they accepted and their input has been invaluable. There had long been complaints that the FAC had focused far too heavily on the interests of the "guys in the Northeast" to the exclusion of the rest of the country. Of course that wasn't true — in fact; many of the complaints were coming from those of the Northeast. But that was a perception that wouldn't go away. If you look at the list of Council members, you'll see the diversity we've achieved and I'm convinced the club is better for it.

Now it's time to address a couple of specific issues, the first being the Council meeting of last year in Dayton, Ohio. (Please note that the previous two council meetings were held during the FAC NATS in an attempt to hold down expenses. Time was extremely limited; interruptions were frequent and accomplishments were less than best possible.) The Dayton site was chosen by finding a halfway point between our northern and southern most members. Then a halfway point for east and west members was determined. Finally a halfway point between those two points came up as Dayton. Some members drove and some flew. Some accepted reimbursement and others did not. All gave up time and energy to attend. The benefits of paying expenses to get the all the Council members there far outweighed the withdrawal from the FAC general fund...and NOT from dues monies I must add. As it turned out, all but one member was able to attend.

The meeting required eight hours (plus two more hours during lunch and dinner at the two closest fast food restaurants) of wrestling with every issue that had been submitted to me by the membership. As to rules... we worked hard to ensure a balance between definitive rules

and maintaining the element of fun in what this outfit is about. This meeting accomplished more toward cleaning up the ambiguity of rules than at any time in the history of FAC. I seriously doubt there will be rules changes of this magnitude anytime soon again, but the FAC will most certainly change continuously with the winds of time. Because of that fact of life, the Council must meet annually to insure that the membership is being served as well as possible.

And heed this if you missed it the first time it was announced: the FAC Board of Directors **MUST** meet once a



Bob Rogers '88

year by law to maintain our “corporation” status. Why... because it would only take one determined malcontent to put the end to the FAC. And by design, all Board members are members of the GHQ Council to avoid TWO separate annual meetings.

At the first GHQ Council meeting it was recommended that the FAC incorporate. Not for the status, but to protect any and all FAC assets at the time. During my first year we secured Officer and Director Insurance. Not for the status, but to protect the Board from personal liability. And then I increased the Board to protect the general members from a Board quorum of just two! All these changes came about by recommendations from Council members.

Hopefully, everyone knows there are NO paid officials in the FAC. Yet, a couple of folks have questioned the propriety of the FAC reimbursing our unpaid Council and Board members to travel to Pensacola this fall for the next annual meeting. Some, incredibly, referred to it as a “junket” supposedly since it is in Florida. Perhaps it wouldn't be considered a junket were the meeting held in Boston or Detroit. The location of our next meeting serves two purposes. One: as part of a move toward greater geographical inclusion, I want to encourage Council members to compete in the Gathering of the Turkeys event; one which has received little recognition in the past. And two: to make Council members available to a growing group of members who are responsible for the growth of the FAC in the Deep South.

Council members will not be reimbursed for time participating in the GofT, but will be reimbursed the travel expenses and motel fees for the night of the meeting only. And I intend to do the same in future years. (I will pick a date and location where there is an FAC contest. What local chapter wouldn't want an additional fifteen contestants entering their meet?) Meetings are mental work. Meetings take men away from their families. Meetings take a lot of time that could be used modeling. Council members devote no small amount of their time without reimbursement year-round, and to expect them to travel on their own dime is unfair. We do not finance “junkets” with FAC money.

Relative to the increase in dues, it's difficult to understand how a dues increase of \$2 per year could create hardship on anyone. It was a move that was overdue. The newsletter account was steadily shrinking as expenses had risen over the last several years. A postage increase, particularly for Canadian and overseas mailing, pushed us deeper into the red. Rich Weber has done a

superb job of dramatically upgrading your publication, and the dues increase insures that it will continue to operate on a break even basis as we intended.

Lastly, some have wondered what has become of the generous gift that Jack McGillivray presented to the FAC. As President of the FAC, I was the contact person with Jack's attorney. He made it perfectly clear that there was one and only one stipulation of the gift: it was to be used for the betterment of the FAC.

Upon learning of the gift, I created a financial committee. We unanimously agreed that the FAC was not in the business of investing in high risk ventures or anything else that required constant movement of monies for profit. So the total was split into three CD's maturing at different times for the advantage of collecting the interest for liquid capital and rolling over the CD without ever touching the principle. Such a practice will insure the FAC will have financial security for many decades to come.

When the check finally arrived, the Canadian dollar was worth more than our greenback. The difference was invested in the equipment that Rich is using to produce the best newsletter in the country. It has also been used to reimburse Dave Mitchell for the out of pocket expenses he occurred in helping me establish the FAC web site. It is also responsible for obtaining the computers being used by the Treasurer and Assistant Treasurer dealing with the FAC accounts related to the newsletter and activities such as NATS registration. Two more computers are being purchased for use at the NATS by whichever host club volunteers for the task for speed and accuracy allowing the contestant more fun and enjoyment for his buck.

Bottom line...there's no intention for any of Jack's gift be used for routine operations, including the newsletter. It will be used for non-recurring expenses such as equipment, to promote the expansion of FAC to new model builders throughout the country, and to repay in some small way the expenses incurred by the folks who help this organization function.

To date, of the money placed in Cd's, not a single dime has been spent, but eventually the interest will be used, when approved by the Board...after discussions and votes...at annual meetings...ALL FOR THE BETTERMENT OF YOUR FAC.

Sincerely,

Ross P. Mayo, President  
& CinC of The Flying Aces Club



# WESTFAC... Hello from the Folks Out West

Roger Willis

This month's column brings some good news and some bad news. First, let's get the bad news out of the way. We received notice that the fantastic newsletter from Texas, the WINDY SOCK, will be shutting down. This marvelous rag was the brainchild of Joe Joseph and has been in publication for over 20 years. Many of you subscribe to the WINDY SOCK [myself included] and we all will miss its humor, color pictures and stories. Joe Joseph is now 85 and a finer builder and flyer there never was in Texas. He has been building and flying for over 70 years and still does too. Over the years he served his country in the Army Air Force in WW II as a Navigator, got an Engineering Degree, and worked for General Electric. He also served as City Manager for Watsontown, Pa. According to his brother Tom "Flying was in his DNA." All of us will miss the WINDY SOCK and we wish Joe Joseph the very best.

Now for some good news. The SCALE STAFFEL, FAC 41, has decided to change their contest format to TWO DAY events. This has proved to be a major positive hit on participation and a great decision for the FAC flyers in the West. Typically, this Squadron holds three large events a year, but because they were only one day events, participation was somewhat limited to "locals" who could make the drive. That has all changed.



Herb Kothe winding his D7 . It won WWI

mass launches. They are experimenting with various specialty contests and these seem very popular.

The first of three large two day events was held on April 28<sup>th</sup> and 29<sup>th</sup> at Perris California near Riverside and Temecula. This was the field where WESTFAC I was held in 2007 and will also host WESTFAC IV in April or May of 2013.

The April TWO DAY was much fun as 64 official models flew in eleven different events. It was a tough competition for Kanones. Total Event Top Point Winners were Herb Kothe at 13 points, John Donaldson at 10 points and Mike Mulligan at 7 points.

Mike Mulligan won FAC Rubber Scale with a max flying Kawasaki "Tony." Herb Kothe's Fokker D.VII took WWI Combat and John Donaldson won WW II COMBAT with his Kawasaki Hein. Linda Wrisley flew her Debut Embryo to victory in FAC Embryo Endurance to add a Kanone to her trip toward a BLUE MAX. She also won 2Bit +1. By the way, she had three maxes in Embryo and two maxes in 2-Bit. Way to go Linda..!!!



The TWO DAY format draws builders and flyers from all over the Western States and Northern California too. The Staffel has expanded events inside the contest also. Now over 10 events are scheduled with at least 4



Herb Kothe won Jimmie Allen with a big Fire Chief and three maxes. Bob Overcash had two maxes on his Phantom Flash with the checkerboard tissue. This is a great event for new flyers. Mike Mulligan won the Greve/Thompson with a Firecracker. All three of his flights were max plus. This is a great performing model and not seen too much in these events.

The last mass launch was for Grumman aircraft and was won by John Donaldson with a "Firefighter" Grumman Guadian.

The FLYING ACES Hall of Fame was represented by Fernando Ramos who has been to every FAC Nationals since the inception. He flew a new twin Mosquito and a beautiful Jimmie Allen Sky Chief.

Several new flyers flew in this event. Typical of them was Chuck Michalovic who flew the first model he has constructed, a FAC MOTH. Chuck is a member of the FLYING ACES's newest Squadron, the Arizona Condor Squadron FAC # 72.

Several of the WESTFAC Working Committee members flew in this competition which gave us an opportunity to discuss the initial planning for WESTFAC IV which will be at this site in 2013. We hope to have the dates for this WESTFAC prior to the FAC Nats in Geneseo so that we can promote WESTFAC at the Nats.

Also on the immediate horizon are two upcoming Texas events: both on June 1<sup>st</sup> and 2<sup>nd</sup> is the CLOUD-CLIMBERS Arkansas contest CD'ed by Kieth Sparks and the Lone Star Squadron event at our WESTFAC venue in Gainesville Texas. This event will be CD'ed by our own



WWI Combat Trophy made by Bob Overcash

WESTFAC Working Committee member Duke Horn. Keep an eye out on the Lone Star web-site for details.

The next big TWO DAY Scale Staffel event will also be at Perris on August 25<sup>th</sup> and 26<sup>th</sup> and will feature a new MASS LAUNCH. Check it out on their web-site at: [www.scalestaffel.org](http://www.scalestaffel.org)

Many maxes! Roger



John John Merrill with his pristine Grumman

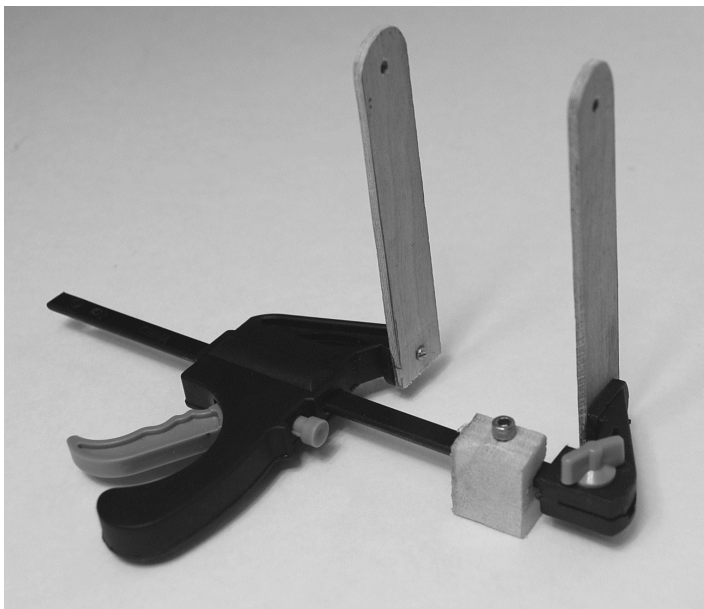


WW I Combat..launch!

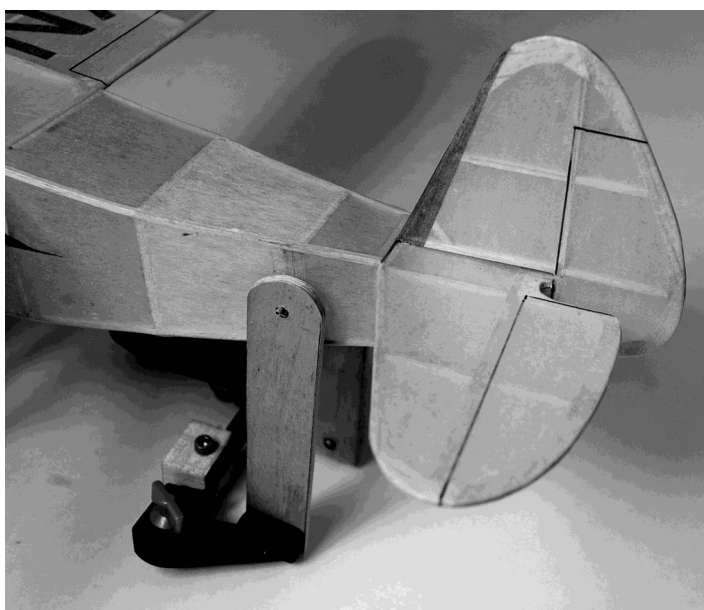




Here's yet another idea for a winding stooge. This one was made from a bar clamp (\$1.99 on sale at Harbor Freight), turned on its side for easy access to the handle. The uprights are 1/8 X 3/4 X 4 inch pieces of plywood with a 1/8-inch diameter hole drilled into the top of each arm to accept the motor peg.



They were attached to the jaws of the clamp with Gorilla brand CyA and a screw threaded into a pilot hole. The block on the front is merely representative of a way to attach it to something solid, like a car door, table top or tripod. We'd be curious to see if some clever FACer could come up with something better.



## No Secrets

Tips and Tricks from the Aces

- Use a finger nail file instead of emery boards for sanding small stuff with fine grit. The local drug store has a nice one for \$1.25. It is a metallic grit deposited on a metal base with a plastic handle and the grit stays sharp for a long time.
- Use 5/32" dia. Aluminum tubing to provide better mounting and eliminate wallowing of Peck nose buttons. Cut the tubing long enough that it extends the full thickness + a little more, of your nose block including the key. Adhere it by applying cyano to both ends so it is firmly attached to the nose block, then insert the PECK nose button. The inside diameter of the tubing fits the 1/8" Peck button perfectly. This method is particularly useful when lots of down thrust is needed, because it prevents wallowing out of the nose button due to wear.

Steve Griebing

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\*\*PEANUT SCALE\*\*

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Free Flight, Indoor, and Micro Plane items available online.

## BP Quiz Answer

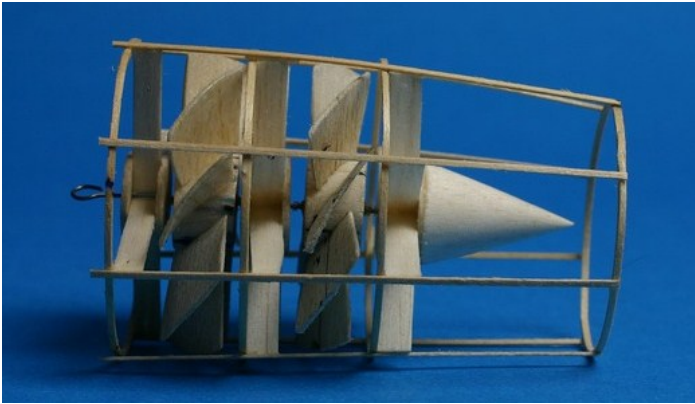
Canard - 5 pts plus Twin - 25 pts for a total of 30 BPs



## Off the Beaten Path

*Our FAC correspondent in Portugal, Jose Luis Cunha, sent along this report of his unusual Free Flight project. Ed.*

Last 1st May I went to a nice, friendly, low key Indoor fly-in about 80Km (50 miles) to the south-east of Lisbon (Portugal), at a place called Vendas Novas. Besides the usual 3D flying, choppers, etc, I brought along a very uncommon model - a Peanut (rubber powered) ducted fan MiG 15! Indeed, all the action would stop so everyone could admire the model's flight.



It is a beautiful model, drawn by Kaz Suzuki and Jiro Sugimoto (Japan) in 1992. The main characteristics are:

- Mig 15 Czechoslovakian aerobatic team color scheme
- Wingspan - 33cm /13" (Scale aprox. 1/30)
- Weight, ready to fly - 16g
- Airframe weight - 11.8g

First tests: Turns 900 - rubber 25 cm. Duration is naturally short - 8" so far, of which less than 2" are 'propelled' flight. The DF's characteristics (for all purposes, a very short diameter propeller) made me loose a lot of turns before I could manage to launch the model. I am plan-



ning to change the rubber motor to see if I could coax a little more flying time out of it. I'm going to move the CG (dive) and I have to put more rubber into the fuselage.

You can see that model in action for yourself:  
<http://www.youtube.com/watch?v=oFCY9hY9q3I>



And closer to home...Pete Kateris has assembled his latest assault on Free Flight convention. The kinda sorta scale autogyro has counter rotating rotors! It should be in action at the Nats this year. Stay tuned for flight reports.

## 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.

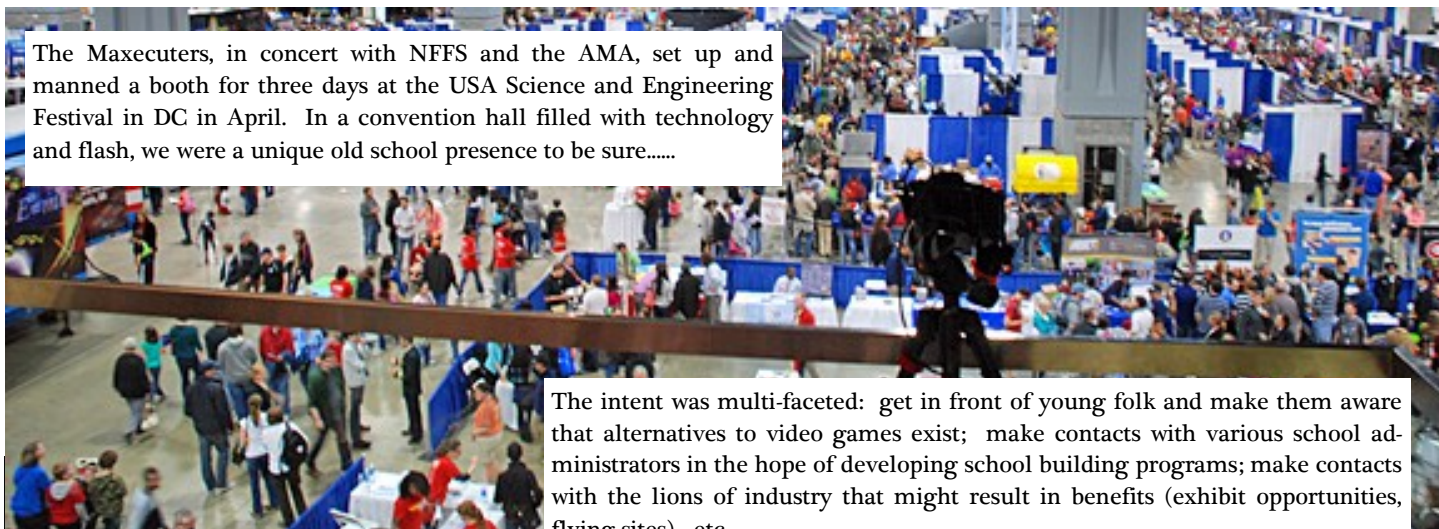
**FLYING  
ACES**

Complete flyer with additional  
events listed available:  
email: [wnyffs@rochester.rr.com](mailto:wnyffs@rochester.rr.com)  
[www.wnyffs.org](http://www.wnyffs.org)



# USA Science and Engineering Festival

The Maxecuters, in concert with NFFS and the AMA, set up and manned a booth for three days at the USA Science and Engineering Festival in DC in April. In a convention hall filled with technology and flash, we were a unique old school presence to be sure.....



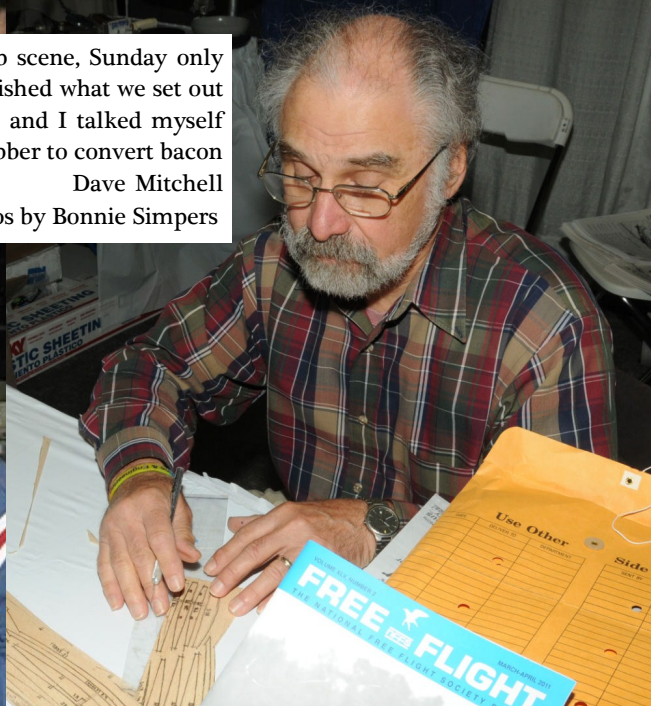
The intent was multi-faceted: get in front of young folk and make them aware that alternatives to video games exist; make contacts with various school administrators in the hope of developing school building programs; make contacts with the lions of industry that might result in benefits (exhibit opportunities, flying sites)....etc.



Friday was a half-day devoted to school groups. Saturday was a mob scene, Sunday only slightly less so (it was a beautiful day on Sunday). I think we accomplished what we set out to do—Glen Simpers and Tony Pavel made some excellent contacts, and I talked myself hoarse (is anyone surprised?) expounding on the amazing ability of rubber to convert bacon and eggs into thrust. And NOT ONE person made a joke about that.

Dave Mitchell

Photos by Bonnie Simpers



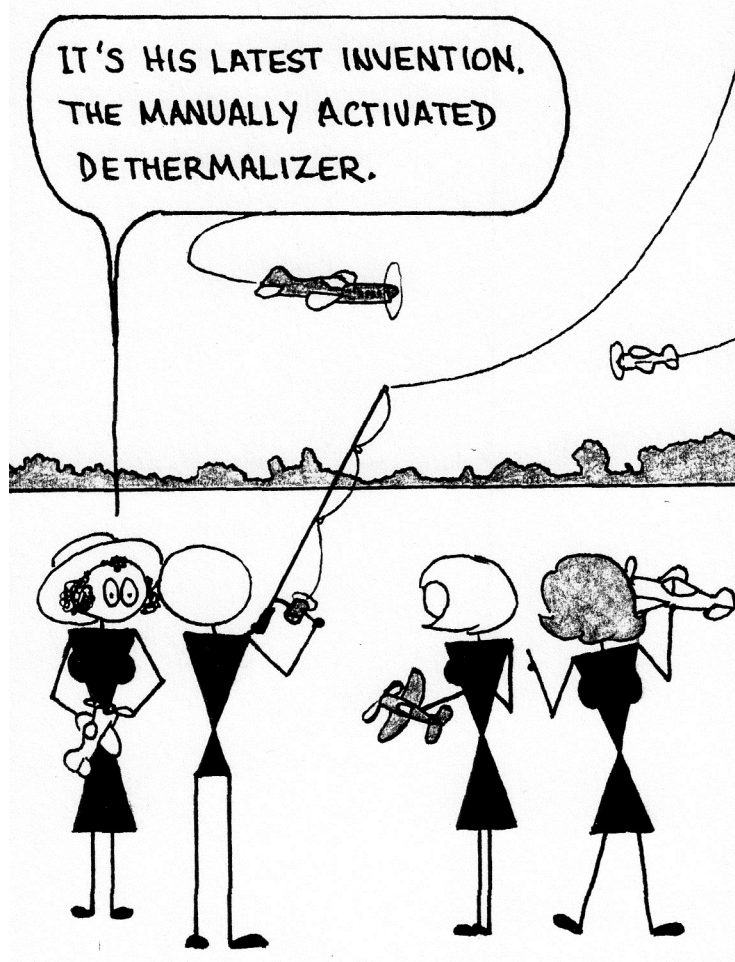


## FAC Junior Birdman Takes to the Air



Jack Moses went to see his hang-glider son in Atlanta and ended up going for a ride. They towed him up to 4,000 feet and turned him loose for a ride that was about a half hour long. He said it was great. Pretty good for a guy that will be 83 next time around!

## INKLINGS by Chuck Wenlock



## FAC Book Nook

*The Legacy of Flight. The Guggenheim Contribution to American Aviation.*

by Richard P. Hallion.

Think of a Rockefeller or Ford Foundation directing money to advance all aspects of aviation. This story gives a behind the scenes history of American aviation in the 1930's. (Rumor has it that Tom Nallen Senior has it memorized!) For example: Chairs of Aviation Studies were established at several universities, M.I.T. They appeared to welcome new curriculum. But Perdue was passed over because the Boilermakers were still living in The Age of Steam.

Bruce Foster

- Send your favorite aviation book title to the editor.



## Worthwhile Website

Comet catalogs for the years of 1931, 1932, 1936, 1938, 1939, 1940, 1941 and 1943 are available for viewing online here:

<http://www.parmodels.com/Comet%20Catalogs/index.htm>



## US Indoor Championships

*The US Indoor Championships were held in Johnson City, TN on MAY 23-27. The schedule included a half dozen FAC events this year, plus a mass launch for Coconut Scale models. FACer Tony Pavel contacted a couple of the participants and persuaded them to write up a bit of the story. Josh Finn was in the thick of it, and here he tells of daring do in a mass launch. - Ed.*

We had a number of folks flying Coconuts, but I know of at least two who had severe crashes while they were tweaking for the mass launch. Basically we were all struggling with limited time to get ourselves in gear. Robert Stevens, who is usually a real threat, was having a major fight with his Robin; everything from thrown prop blades to stab panels popping loose. For the mass launch, I wound as hard as I dared, more power than ever before, and was really concerned that my unreliable Tan Super Sport (6 strands of 3/16 but a loop of 1/8 Tan II) might fail under high torque since I had previously had a brand new single loop fail at less than 60% torque. Still, it was enough, and my model accelerated in a fashion truly worthy of a shipboard fighter, lifting off smartly after a 20' ground roll (Coconuts have a wonderfully realistic ROG). I reckon it climbed to 80' or so, where it entered a nice cruise lasting most of the flight. At first, I didn't pay much attention to Tim's Stout, being worried about my own ship, but then I saw that he had climbed waaaaay up there and was still climbing. I thought he had it in the bag when his model clipped a girder about 100' up. Folks reacted almost immediately with a lot of yells as the fuselage javelined in, sounding like a gunshot when it hit. His wing is pretty light, and it tumbled right along with my model during the descent. With each pass, I thought I was going to be in trouble, and on the last circle, my model glided right under Tim's Tumbling Timber, just missing it and sliding to a nose down stop. Tim's wing landed a few seconds later. I'll never forget the repeated shouts of "I'm still up!" Tim is a great sport, and doesn't get upset when things go awry. I was just glad to bring mine home intact...

The 1:40 flight time was thus far its longest ever, but the story doesn't end there. I was registered for WWII, and had seven minutes to get operational. Because of the heavy landing gear I had, I knew that I wouldn't need as much power without them in WWII, so Paul Grabski and my finance helped me remove the loop of 1/8 from my braided motor. With that, we wound it to the limit again and I gathered with Robert Stevens and Chuck Markos for the event. The announcements didn't come clearly, and we were still jawing when the countdown started. I ran out from under the scoreboard and heaved my model to the left. It climbed

smartly away in clean right hand circles, getting about 70' up. My opponents hadn't expected to need so much climb, and hung around the 40-50' mark. They finally gave out, and my model made a couple victory laps before landing around 2 minutes, leaving me well impressed with its potential. Two mass launch wins with one model was quite an experience. I've never seen that done before.



Tim Lavender and friend pose with the sad remains of his Coconut Scale Stout.

*Tim Lavender brought his crew of fifteen young modelers from Smyrna, TN to take part in the USIC. Here's his take on "The Coconut Incident."*

Josh, good story! I really do not have much to add except that in a good natured way Josh had boasted that he "owned coconut" on face book. That spurred my crew of young men on. Grant Windfree, built a beautiful Zippy Sport from Dave Reeves plans, and boy did it fly slow and great. It came in at 38 grams which was impressive. He test flew it for two days and had it just right. However, on the day of the mass launch somehow the rudder had been bumped and on full winds it took right for the railing around the field and ripped the wing off. It can be repaired, but it was too much to work on at the contest. Joe Traugher, an 18 year old member of our Flying Aces came with a crop duster ready for action. But again the railing cut his wing in half on the second day of flight testing. I had a Rearwin Speedster that I knew could not win (it weighed in at 80 grams) but I flew it great until at last

the railing took off its landing gear. One thing these light big birds can not stand is contact with anything while in flight. Even though we had a high rate of failures, my club is already and excited about building again for next year.

My Stout was flying just great all the way up and down in the same circle. No contact issues, or so I thought. I had flown it for two days before Josh came so I did not fly it until the mass launch on Saturday. That way I thought I could give Josh a better scare, and by George I almost did. I had made the wing detachable so that it would fit in the box. It worked well, but instead of pinning the peg that held it, I used tape. That proved to be a big mistake. It did not climb Josh's Judy by 40 to 50 feet and felt good about my chances until the wing came off! It still had a great many winds in it and from 100 feet up it was coming down fast. I thought about catching it, but realized there was nothing I could do. My wing took longer to come down than Josh's plane so I had some fun yelling: "I'm still up!" Josh won fair and square and the victory could not go to a better man. Way to go Josh. As I picked up the pieces I told my club of kids, "Well now you know I don't curse." Hopefully, more will come next year and give it a go. It really is a beautiful thing to see these big ships fly indoors.



Joe Morris, 13 with his coconut. He is an avid builder and an upcoming competitor.

## Wawayanda in May

I enjoyed the two day contest at Middletown, NY. The skies were clear, no CU's, but good lift here and there. Five flights off the field. "O.O.S." they used to say. One, the English triplane, was Doug Beardsworth's museum piece flown in the WW I Mass Launch. Ouch.

The tall grass or very-much-juvenile wheat served as a good landing spot for lots of flights. The better performing craft, namely every one but mine, did that lots. Mine? Once in a while they went the extra distance...

There was a "Let's Fly Dave Stott's Stuff" event. I had the only Stott-designed Gregor FBD on the field and maybe on this planet; except for the original that Paulie graciously passed onto me.

A plane not going into the wheat can go into one of the many shallow water channels. If the plane is constructed with Elmer's Glue, (raise your hand), and its drenching duration isn't much longer than a Lipton Tea Bag in a pot of hot water, the plane soon looks like it was painted by Salvatore Dali. Do I speak from past experience?

Almost as bad as hitting the edge of the water trough smartly. Vance's big one-of-a-kind-Lancaster-five-engine craft did just that after a great flight. Wings, stab and fuse all askew. Vance tilted his eye-glasses in a moment of comic genius and, in a falsetto voice, speculated that the origin of the non-orthogonal aircraft was his "tilted glasses or the warped building board."



Ed Pelatowski is a cool contest maître 'd... Effortless, it seems. He threatened Vance with deductions for torn tissue, as the plane had not been judged yet. In a few minutes, Vance re-glued all surfaces back to right angles to the centerline. Vance, I think, got first place in that event.

Bruce Foster



# Gone West

## Bill Northrop Remembered

By Bill Hannan

Well-known editor/publisher Bill Northrop passed away in June at age 89.

Back during 1971, he and his wife Anita, visited the Williams Brothers factory, to discuss their ideas for a new magazine intended to include many facets of modeling, including free flight, control-line, and RC. Their enthusiastic approach convinced Granger, Larry and I to place a small advertisement in the very first issue of Model Builder, accenting free flight accessories.

Amazingly, the initial MB cover price was a mere 50 cents! (Today these first-editions are rare collectors' items.). The modest 40-page publication had a reader-friendly flavor reminiscent of the fondly-recalled Flying Aces magazine, and featured the first of Walt Mooney's Peanut Scale centerfold plans.

The format gradually evolved, attracting more willing contributors, and judging by the masthead names, readers may have assumed that MB was a fairly sizable company. Actually, as an insider assisting part-time in Bill and Anita's Santa Ana home. I was well aware that two of the listed "staff members," Wm. Prince (Circulation) and C.R. Brown (Subscriptions) were actually the resident pet kittycats! During our late night/early morning working sessions, Bill and I truly envied those privileged creatures who had more time for sleeping than we did.

Producing a magazine is very complicated -- there is no magic-wand -- only exacting work under usual conditions, but downright stressful with impending printing deadlines, especially when fatigued (Think scratch-building a scale model, barely in time for a forthcoming contest!) Designing page layouts, resizing photographs, composing captions, proof-reading, locating advertisements, and pasting everything in position soaked up time like a sponge.

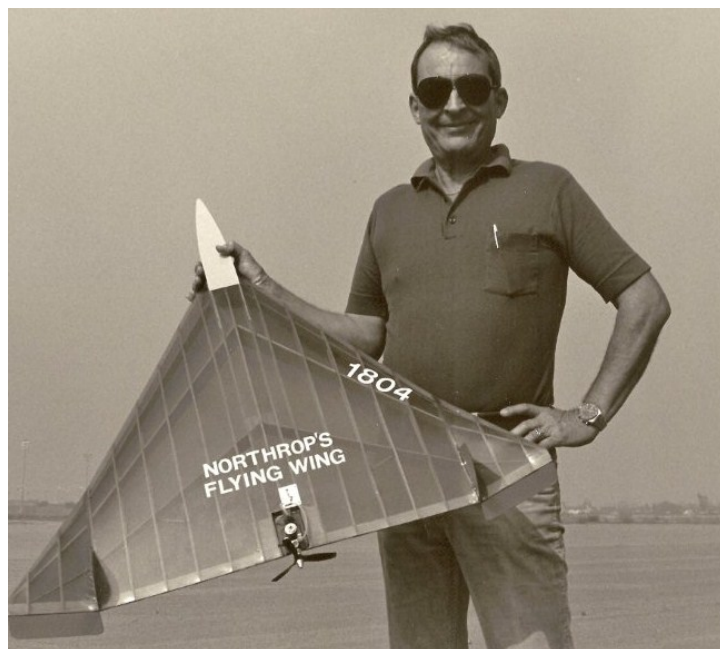
Soon, the MB masthead list grew to include Le Grey (RC Soaring), Dick "Fast Richard" Mathis (Control-line), Mel Schmidt (Free Flight), Chuck Smith (Pylon Racing), Fernando Ramos (Free Flight Scale), and, of course "The Peanut Professor" Walt Mooney. The popularity of Flying Aces Club inspired Peanuts led Carl Hatrak to propose an International Proxy Postal contest for them, and the first Model Builder sponsored event attracted 104 entrants, representing nine countries!

Working with Bill Northrop was certainly educational. Even under challenging conditions, his patience was nearly infinite, and his creativity truly inspiring. Fringe benefits included visits with such friendly VIPS as Frank Ziak, Carl Goldberg, Johnny Clemens and many more. Also rewarding was attending contests with the privileges of "the working press". One such experience during the 1970s was reporting on a major free flight contest at Taft, California. Bill had just purchased a brand-new Chevy Corvette, and I looked forward to traveling in air-conditioned comfort, in vivid contrast to my Ford Pinto. However, in spite of the luxurious car, the long drive still felt like a treadmill to oblivion, with nothing moving rapidly except the pointer on the gas-gauge...

When, at last, our destination was reached, the flying field temperature was almost intolerable, and I managed to drop one of Bill's Nikon camera lenses! Still, we enjoyed the contest, accomplished our mission, and met MB's vital deadline.

Remarkably, even with his busy magazine schedule, Bill still managed some free flight modeling and RC contest judging. Although my direct participation in Model Builder magazine was short-term, my Hangar column lasted nearly a quarter century, making me eternally grateful for the opportunities Bill Northrop provided. The message seems clear: always appreciate our friends, because we are as fragile as the models we fly...

Our sincere condolences to Anita and the Northrop family.



The late Bill Northrop enjoyed building free flight models, including his entry in a North American Flightmaster's Flying Wing contest.



## 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.

## National Free Flight Society

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!

☐ **Yes!** I love Free Flight and I've not been a NFFS member during the past twelve months. Please sign me up at this special 2-year price of \$29 (International: \$37.50; Youth: \$9).

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Make checks payable in U.S. dollars to NFFS and mail to: NFFS Membership Office, 118 Gentry Circle, Lafayette, LA 70508. Email: <carl.bakay@yahoo.com>.

Secure Online payments at <[www.freeflight.org](http://www.freeflight.org)>

## 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)

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### Councilmen Emeritus

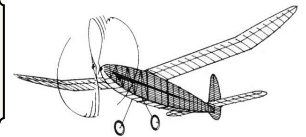
Pete Azure Fred Gregg  
Tom Nallen I Tom Nallen II  
Mike Nassise Bob Schlosberg

\*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.



# FAC Contest Calendar



Flint, MI	July 7	CLOUDBUSTER'S FAC FF and PICNIC	Chris Boehm	merlin236@comcast.net
Geneseo, NY	July 18-21	<b>FAC NATS</b>	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	George White	white76@cox.net
Genesee 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
Elyria, OH	August 12	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
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
Geneseo NY	August 24-26	FAC PIRATE CHALLENGE at the EMPIRE STATE FF CHAMPIONSHIPS	Mark Rzacda	wnyffs@rochester.rr.com
Flint, MI	Sept 1	CLOUDBUSTER'S FAC FF MEET	Chris Boehm	merlin236@comcast.net
Muncie, IN	Sept 6-7	<b>FAC OUTDOOR CHAMPIONSHIPS</b>	Ralph Kuenz	rdkuenz@yahoo.com
Rocky Hill, CT	Sept 6	GLASTONBURY MODELERS & PINKHAM FIELD IRREGULARS FALL FLY-IN	Paul Stott	www.flyingacesclub.com/ pfifall.PDF
Elyria, OH	Sept 16	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
Palm Bay, FL	Sept 22-23	HUSH-UP FREE FLIGHT GATHERING	Ray Combs	407-351-2209

*We all love the camaraderie that comes with hanging with our old flying buddies at the field, but it sure is nice to have a new guy show up to get into the game. Why not post your contest info here and on the FAC website to get the word to some poor lost Free Flight soul? It's FREE and easy! To get your event listed on this page, send the info to the editor. Contact information is on the Membership Information page.*

*To get your event listed on the website contest page, send your stuff to our esteemed Webmaster, Dave Mitchell. You can reach him via email right through the club website, or blow the big bucks on a stamp and send him a flier through the mail. His contact info is on the GHQ & Council list. The Website is your best bet for connecting with a new generation of modelers. Did I mention that it's FREE and easy? Wingnut*

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

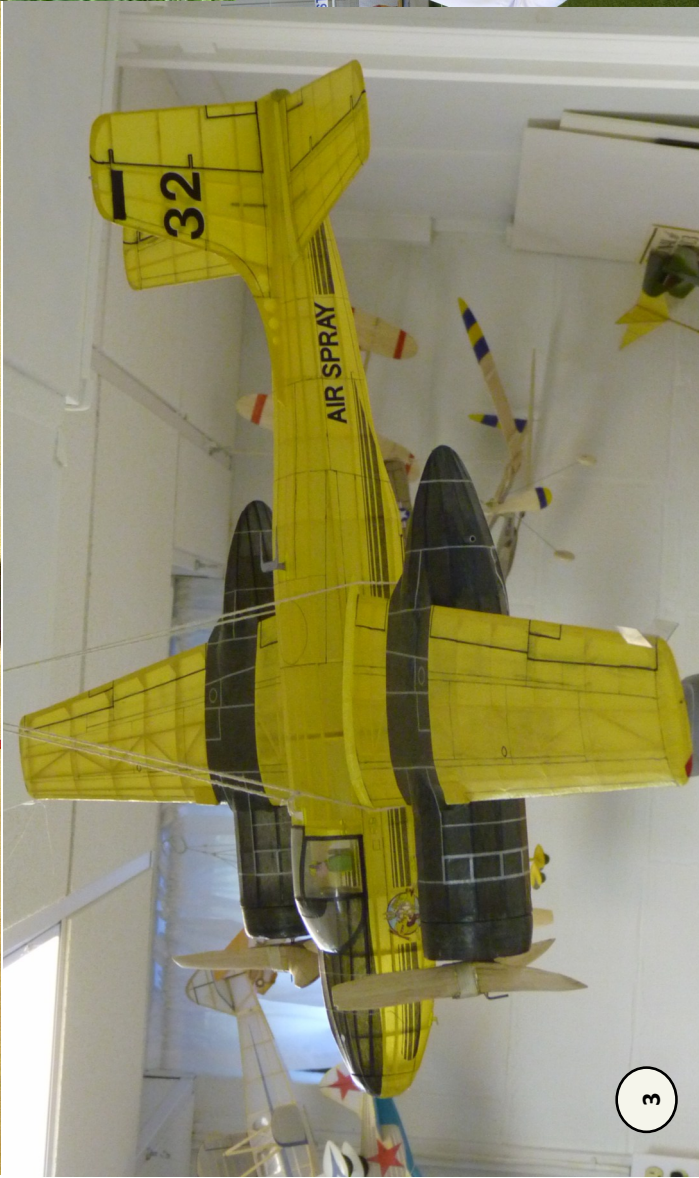
**FLY...All you can**

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

## Photo captions:

1. For the third year in a row I was asked to fly demonstrations at the Hilton Quest elementary school. There were four groups of K-6 students, each a half hour session. The kids really like to see the models fly, especially when they hit a ceiling beam, bounce off, and keep on going. Taking off from the gym floor is cool too. - Bob Clemens
2. Dogfight in Massachusetts! Literally, an actual dog fight by two dogs over the once beautiful Hellcat by Clive Gamble. The dogs beat Clive to the model and once one dog grabbed it, the other dog would not rest until it had some pieces as well. FAC models do not make good chew toys. Clive took it well and said that at least he got the canopy back. - Glen Simpers
3. Jim Bair sent along this photo of his competed A-26 water bomber based on the 3 view drawing from the last issue. Note the three bladed props.
4. Three of the happiest indoor modelers you'll ever see. Cloudbusters Jack Moses, Mike Welshans, and Pres Bruning at the annual "Indoor Fling" in Pontiac, MI on May 6.









# **FLYING ACES** Club

9154 Eldorado Trail  
 Strongsville, OH 44136

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Fernando Ramos with his DH Mosquito at the recent two day Scale Staffel contest at Perris California.

Below: Tim Lavender (on left) with his crew of young FAC fliers from Smyrna, TN pose for a photo at the U.S Indoor Championships at Johnson City, TN on May 23.

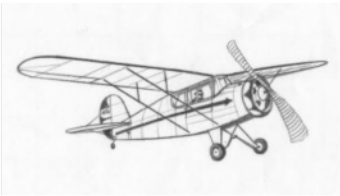






# 2012 FLYING ACES CLUB OUTDOOR CHAMPIONSHIPS

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

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

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 day's 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.

\$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

EVENT SPONSORS ARE WELCOME (sponsorship \$40 /event)  
Bring something from your excess model stuff for the raffle.

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

## Cowl Bumps - another way...

1. Round a ¼ inch square balsa stick into a dowel
2. Insert into a pencil sharpener and sharpen to a fine point
3. Now measure and cut the length of the cowl bump
4. Sand the front into a nice round shape.
5. Slice in half to make two cowl bumps



*I'd love to tell you who sent this little tip to us, but I somehow misplaced the info in my filing "system." It was too good to pass up, so here it is, in the hope that the contributor will send me a note so we can give him his props. - Ed.*



For asymmetrical cowl bumps, hold the dowel at an angle when sharpening the point. Finish as before but careful when slicing into two – there is only 1 way to slice it.

## HOBBY SPECIALTIES

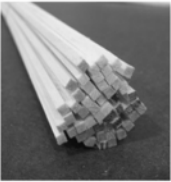
### Specialty Items for Aeromodelers



Spoked Wheels



Hand-Carved  
Propellers



Weight-Sorted  
Contest Balsa



DT Components

www.hobbyspecialties.com

## Too Many Coincidences...

At the flying field recently I looked down the line of cars and noticed a big beautiful model. I asked my friend about it. He said it was a "KGS". 6' span. The owners father had built it and donated it to the San Diego Air Museum. When he passed away his son requested it's return. They informed him that it had been thrown away. My friend was going to visit another friend in San Diego and and his friend said he found an air-plane in the trash at the Air Museum and would he like to have it! My friend recognized the airplane and gave it to the son. Now my take on this episode: What would it take for that father to get to get that model to his son? My friend knew the father and son, and lived in Los Angeles. His friend in San Diego happened to visit the Air Museum and saw the model in the trash. There are no coincidences in the world and certainly not this many in a row!

Capt. Charley

COLOR SCHEME:  
PROBABLY RED OVER~  
ALL W/WHITE LETTERS

TYP. FORMERS B THRU  
F/3 OR 4 LAMINATIONS OF  
1/32"x1/16"  
SOFT A GRAIN  
KEELS ARE NOTCHED FOR  
ACCEPTANCE OF FORMERS

SUGGEST USING  
TOM ARNOLD'S  
"LOST FOAM"  
METHOD OF  
FUSELAGE  
CONSTRUCTION

FACN #266

"PLUNGE" MOULDED  
ROCKER BUMPS

HOLLOWED-OUT BLUE FOAM

LANDING GEAR RETRACTED POSITION

SCALE OUTLINE  
1/16"x3/16" T.E.

"BICYCLE WHEEL" SPOKING  
(YOU SOLVE THIS ONE!)

REFERENCED FROM:  
"THE SPEED SEEKERS"  
BY THOMAS G. FOXWORTH

3/32" SOFT SHEET

1/16"x1/8" HARD SPAR

3/32" SQ.  
1/16"x1/8" T.E.

1/32"x3/16" SHI. RIBS

3 OR 4 LAMS OF 1/32"x1/8"

CONCAVE COOLING  
RUSH ARTWORK

AD RUST



COLC  
PROB  
ALL V

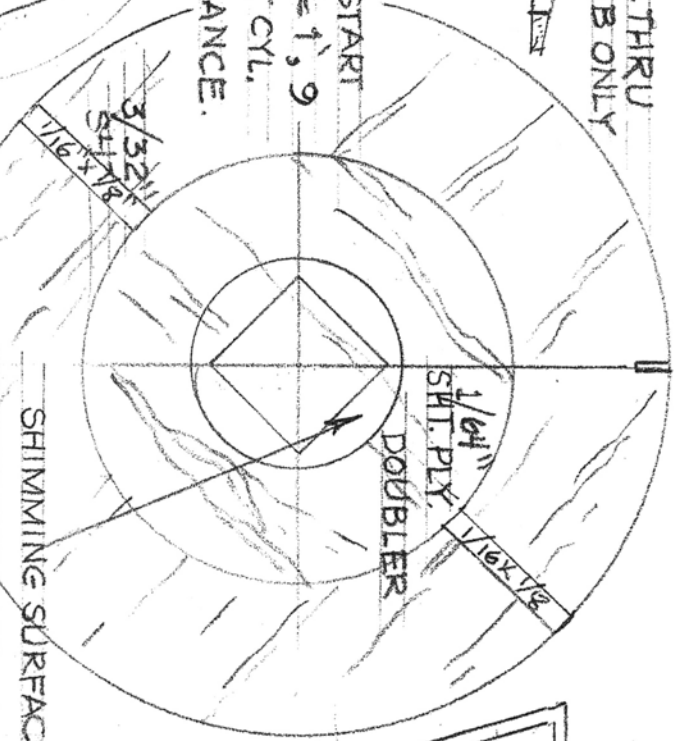
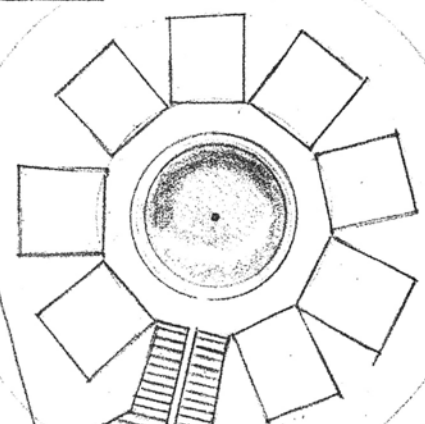
CUT ALL THRU  
ROOT RIB ONLY

ROOT RIBS & 1 THRU 3 (2ea.)  
3 LAM'S TIPS

FALSE RIBS

THE BRISTOL JUPITER OPTION: START  
WITH WILLIAMS BROS 3/4" = 1, 9  
CYL. RADIAL KIT & AND SPLIT CYL.  
IN HALF AS NEEDED FOR BALANCE.

FACN #266



THEN ADD CYL HEADS (SCRAP)

SCALE DIHEDRAL  
AS MEASURED AT TIP IS 1 3/8

3 LAM'S OF  
1/32" x 1/8"  
WHITE NUMBER

1/32" x 1/8"  
SHEET RIBS

1/16" x 1/8" STRUCTURE  
BLUE FOAM TAIL CONE

ALL STRINGERS 1/16" SQ.

WINDSHIELD FRAME  
MADE FROM  
LITHO PLATE STOCK

1/16" SHIT

BLUE FOAM HEADRUST

THESE WERE CONCAVE COOLING  
OUTLETS. AIRBRUSH ARTWORK

# Bristol 72 Racer

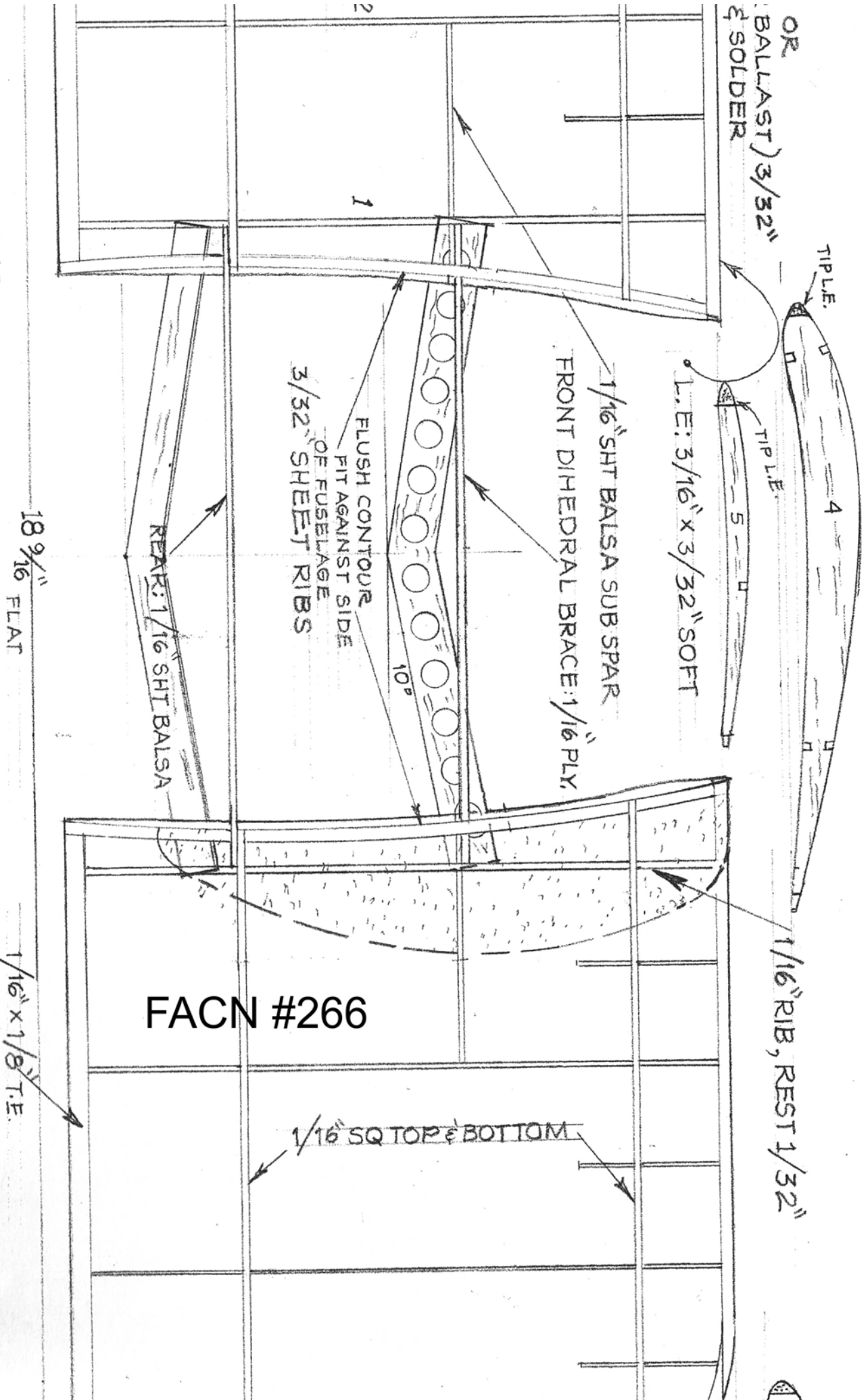
2/2012

DERBY; 1922 COUPE DEUTSCH

SCALE: 1:16

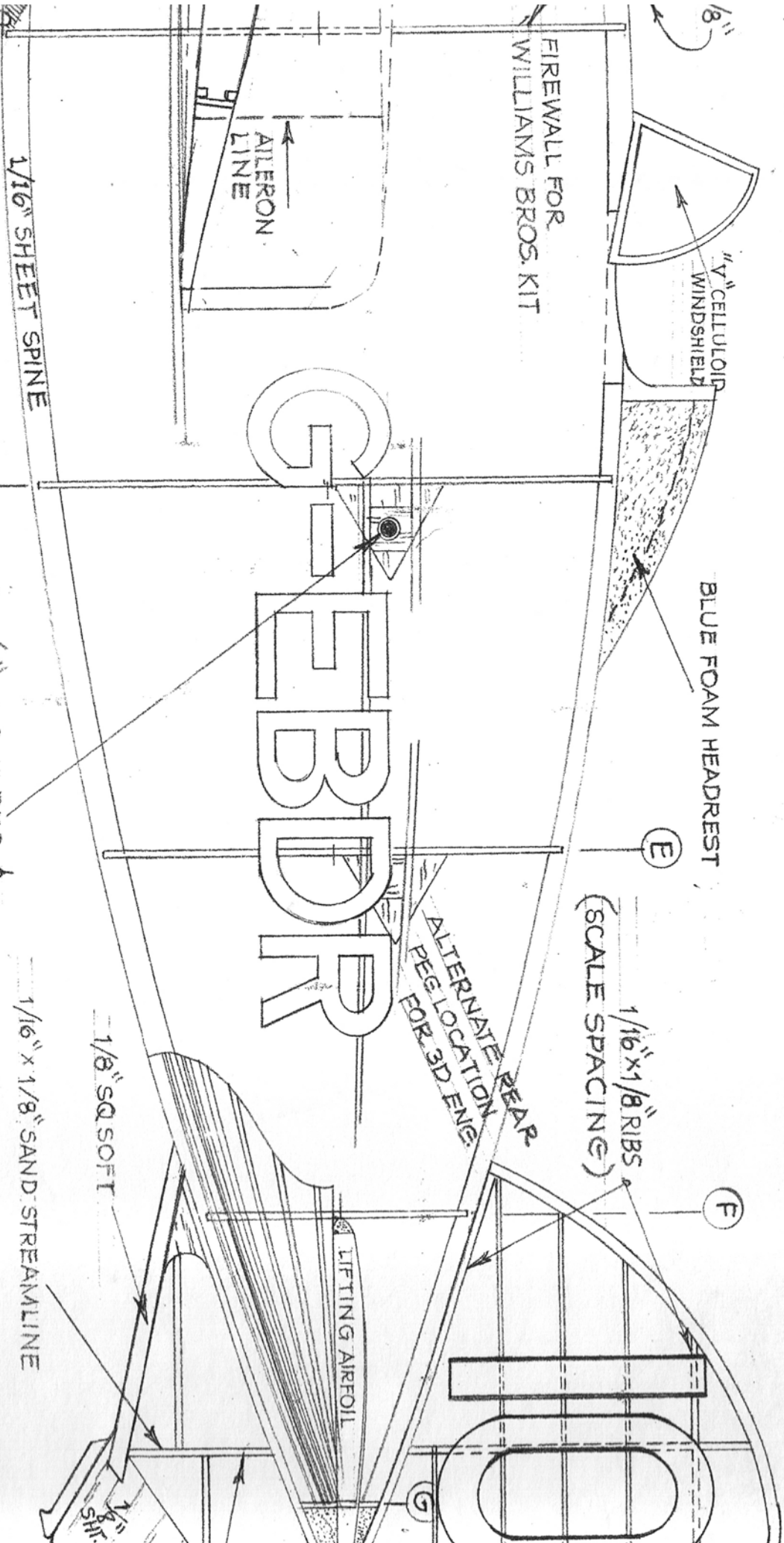
MODEL W/S 189/16"

EMPELLAGE INCREASE DESIGNED & DRAWN BY:  
DUKE M. HORN  
20%



JUST ADJUSTMENT

16.5



BLACK TISSUE OR PAINT  
RETRACT WHEEL WELL AREA

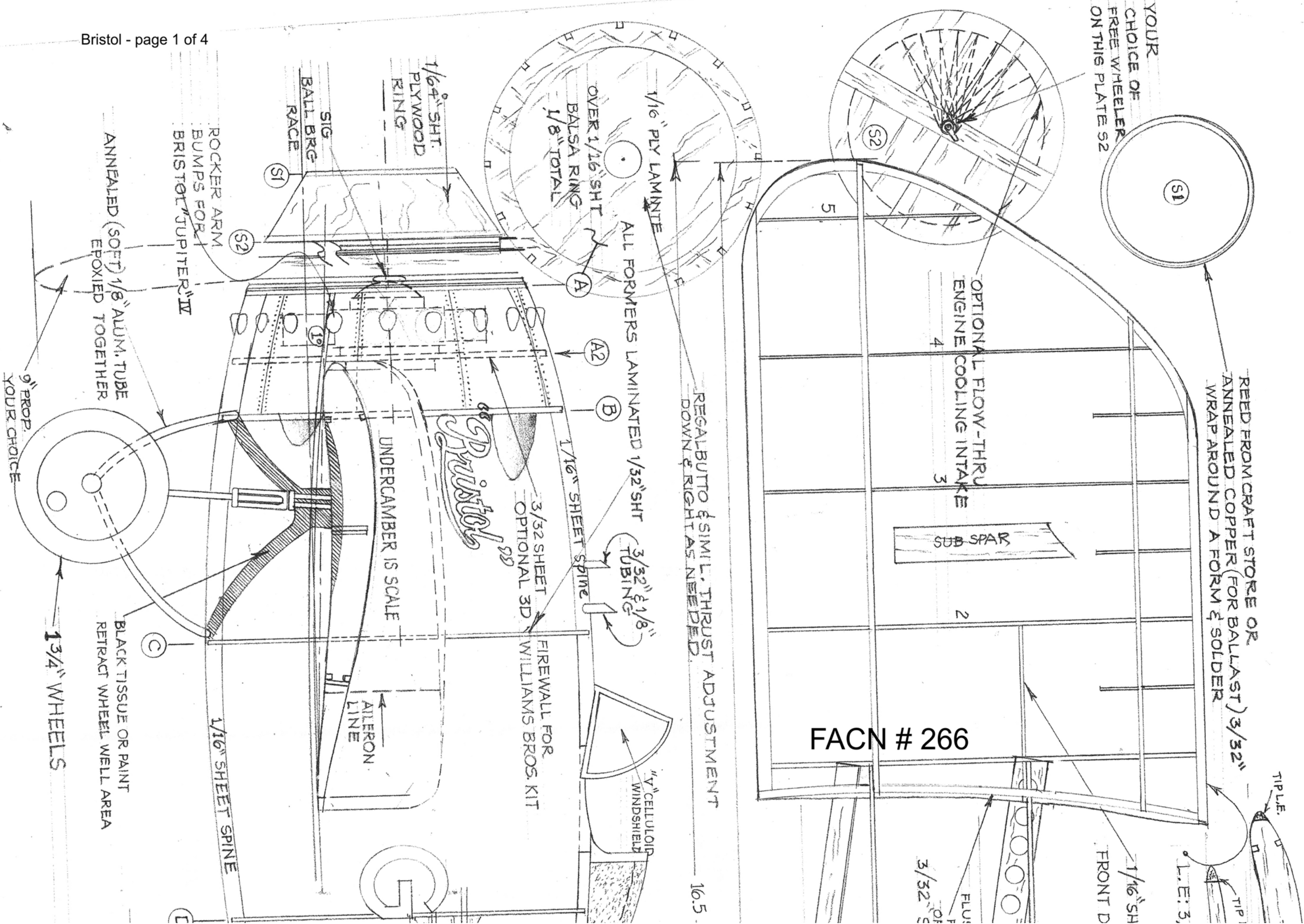
1 3/4" WHEELS

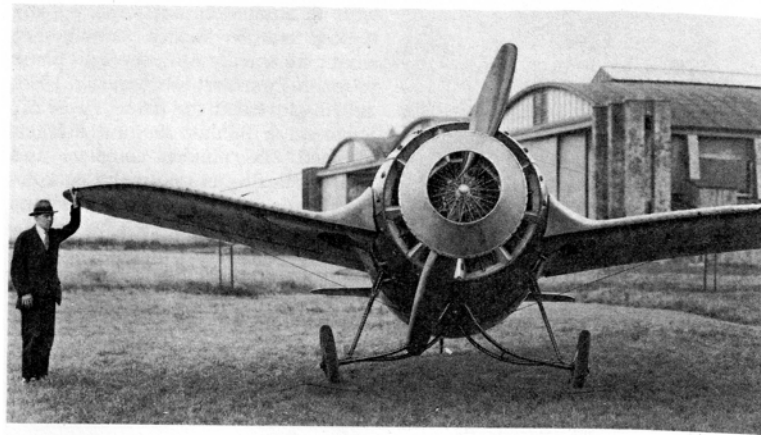
1 of 1

**Bristol**

THE 1922 AERIAL DER  
WINGSPAN: 25' 2" SCAI  
F.A.C. RUBBER  
SQUADRON #17 EMPENN





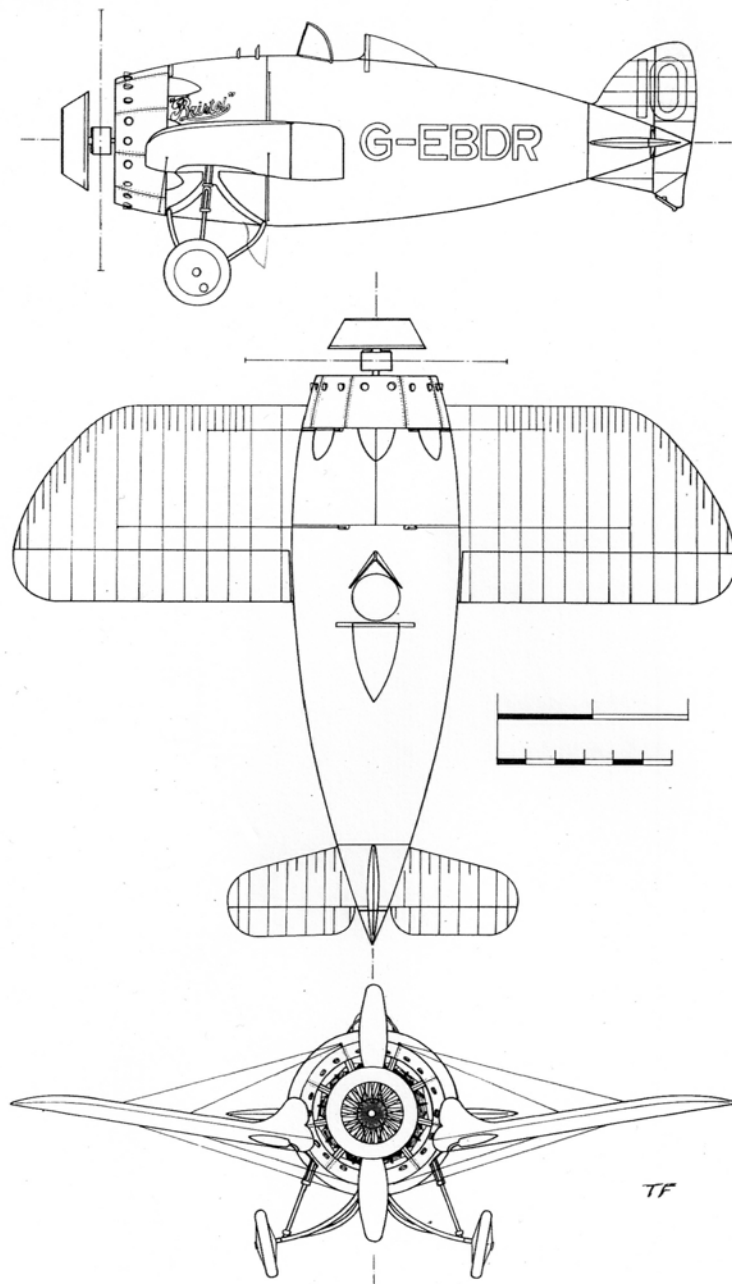


Bristol 72 racer, 1922; note spinner with "bicycle wheel" attachment to prop boss which allowed an open duct for admission of cooling air to engine. (BAC)



Uwins in cockpit of Bristol 72, entered in the 1922 Aerial Derby (BAC)

These images are from 'The Speed Seekers' by Thomas Foxworthy. It's been out of print for many years, but it's well worth seeking out as an invaluable and very readable account of the early days of air racing.



Bristol 72 racer, 1922

## The Bristol 72 Racer

THE BRISTOL 72 WAS IN MANY WAYS ONE OF THE MOST ADVANCED AEROPLANES PRODUCED IN ENGLAND AT THE TIME OF ITS INCEPTION BY WILFRED T. REID WHO INHERITED THE JOB BY TAKING CHARGE OF THE WORKS AT BRISTOL WHEN FRANK BARNWELL EXITED IN 1921.

EXPECTED TO BE A SUPER RACER FROM HUNDREDS OF HOURS OF WIND TUNNEL TESTING AT BRISTOL, THE 72 WAS SOLELY CONCEIVED TO RACE IN THE AERIAL DERBY OF 1922. IT HAD A THIN WALLED ALL METAL SHELL FUSELAGE AND ONE OF MAYBE 6 AEROPLANES OF THE PERIOD WITH A RETRACTABLE UNDERCARRIAGE AND ONLY TWO OTHER RACERS HAD THAT FEATURE. ITS SPINDLEY TUBULAR LANDING LEGS DREW UP NEATLY INTO THE FUSELAGE SIDE FOR A CLEAN FRONTAL PROFILE. THEY DID NECESSITATE HOWEVER, A OVERLY LARGE WING FILLET TO HOUSE THE WHEEL ITSELF.

THE FAT TEARDROP BODY CAME FROM HOUSING THE HUGE JUPITER I- MARK III BUILT FOR THE NEW RACER AND WAS "DYNOED" AT 490HP @ 1875RPM, MAKING IT THE MOST POWERFUL DARK HORSE ENTRY IN THE AERIAL DERBY AND QUALIFYING IT FOR THE HANDICAP SCRATCH POINTER SCHEDULED IN THE AUGUST RACE.

COMMENCING WITH TESTING THAT SPRING, IT WAS FOUND BY CYRIL UWINS, THE TEST PILOT, THAT THE FULL SPAN AILERONS WERE WAY OVERKILL, CREATING WING FLUTTER AND HE WAS DEEMED LUCKY TO COAX HER BACK TO THE HANGER. EXTERNAL BRACING WIRES WERE ADDED TO GIVE THE WINGS TORSIONAL RIGIDITY BUT THE SECOND TEST FLIGHT WAS CUT SHORT WHEN THE SPINNER BURST SHORTLY AFTER TAKEOFF. TWO MORE TEST FLIGHTS CAME AFTER MORE WORK ON THE AILERONS, BUT THE SHIP HAD TO BE WITHDRAWN FROM THE DERBY BECAUSE OF THE ENGINEERS' LABOR STRIKE WHICH PREVENTED FINAL CONSTRUCTION ON THE COMPLICATED "BICYCLE WHEEL" SPINNER WITHOUT WHICH THE PLANE'S PERFORMANCE WAS SEVERELY HAMPERED.

AFTER THE STRIKE WAS SETTLED, BRISTOL MANAGEMENT WAS EAGER TO VINDICATE THE IGNOMINY OF NOT PARTICIPATING IN THE DERBY SO THEY DECIDED TO INSTEAD ENTER IT IN THE 1922 COUPE DEUTSCH TO BE HELD SEVEN WEEKS LATER IN FRANCE.

ANTICIPATING WHAT NEEDED TO BE DONE BEFORE THE RACE, THE CRAFTSMEN WERE INSTRUCTED TO REDUCE THE SIZE OF THE AILERONS 60% ALONG WITH A MODIFIED DESIGN SPINNER OF WHICH I COULDN'T FIND ANY SHOTS OF.

THE FRENCH WERE AWESTRUCK AT THE PROSPECT OF A 220MPH RACER INVADING THEIR CONTEST BUT AFTER 3 MORE MEDIOCRE TEST FLIGHTS MAKING A TOTAL OF SEVEN, PROUD BRISTOL OFFICIALS WEREN'T CONVINCED THE RACER WOULD EVEN PLACE SO AGAIN IT WAS WITHDRAWN. THE 72'S FINAL DEMISE CAME WHEN THE EXPERIMENTAL SHOP MANAGER ORDERED IT CUT IN TWO FOR A PLAYHOUSE FOR HIS CHILDREN.

Duke Horn  
2438 W. 10th St.  
Dallas, TX 75211

### DON WILSON

BALSA, SPRUCE, BASSWOOD  
AIRCRAFT PLYWOOD

#### BALSA - 36"

Light Wood- 5-7#  
1/16 x 3 = \$3.00  
3/32 x 3 = \$3.25  
1/8 x 3 = \$3.50  
Also, 1/40-1/32-1/25 at 1/16 sheet prices.  
1/32 x 1/32 x 18" bass or balsa laser cut 1005 1/16 x 3/8  
1/16 x 4 x 24" balsa=\$2.65  
1/64 x 3 x 24" balsa=\$3.00 NEW! 1/64 Basswood- 2 x 24"=\$2.00

#### 36" sticks

1001 1/16 x 1/16  
1001A 1/16 x 3/32  
1002 1/16 x 1/8  
1003 1/16 x 3/16  
1004 1/16 x 1/4  
1005 1/16 x 3/8

#### AIRCRAFT SPRUCE - 36"

1/16 x 1/8 .53  
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  
3/16 x 1/2 2.00  
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  
3/8 x 1/2 3.01

DON'S FLY LITE TISSUE (White, Wet Strength - 10 Sheets 25" x 36"  
(9 grams per sheet - same as Silkspan) \$8.00, Postage \$3.00

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Wednesday, July 18

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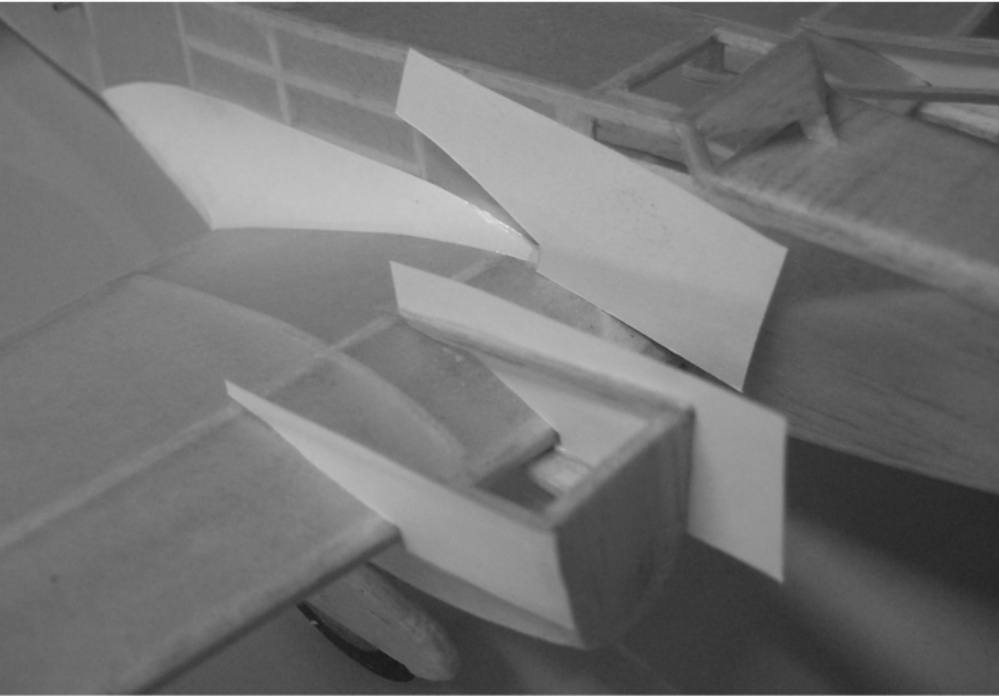
Custom Sizes will be cut upon request! Call or e-mail for prices.



# Couzinet 71 “Arc en Ciel”

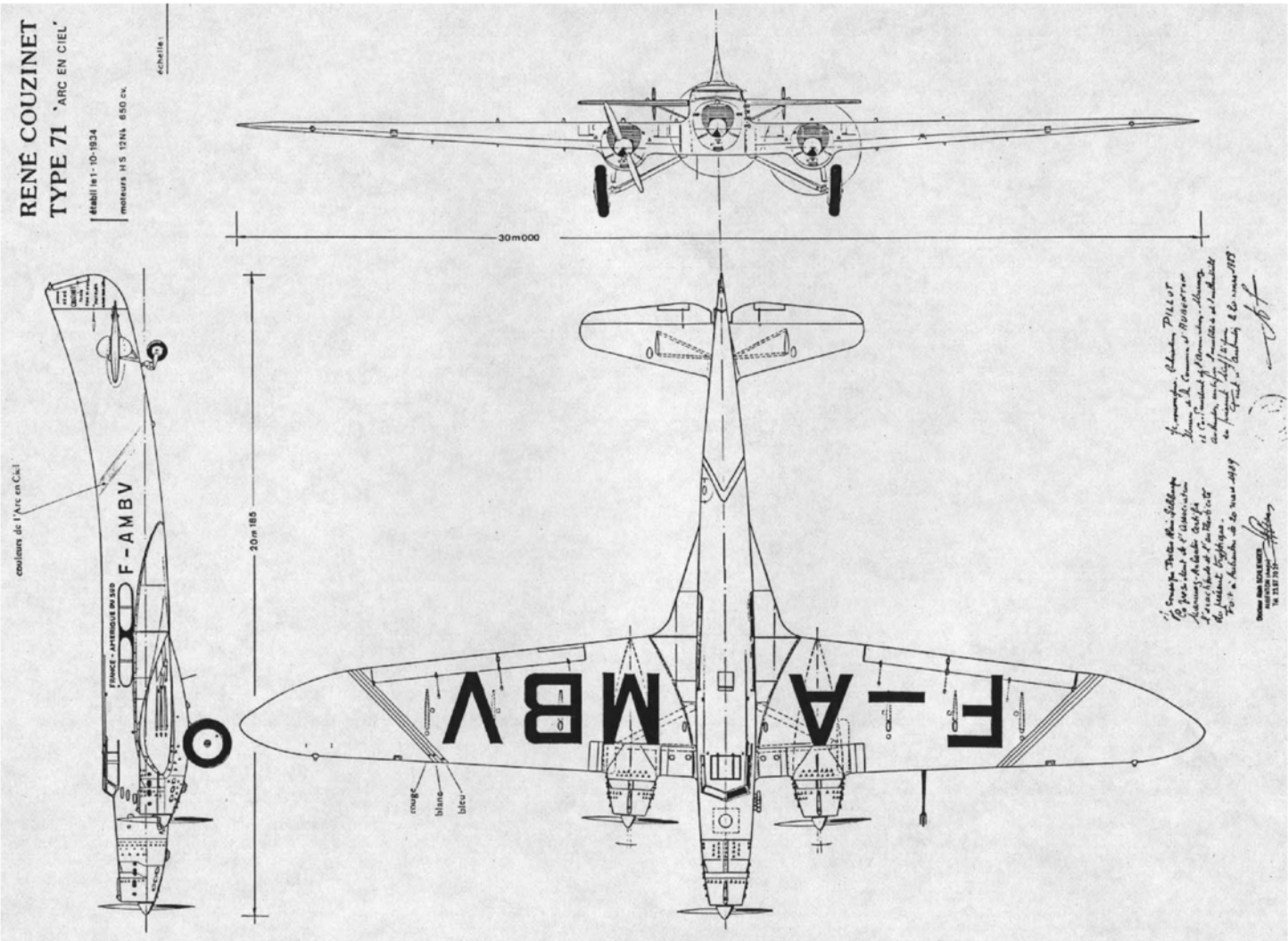


The motivation for this ship came from the elegant lines of the plane itself. A bonus is that it is a neat entry into the "All French" airplane Mass launch made popular by the members of the Harfang Squadron in Montreal. They periodically hold an "All French Design" mass launch event at the Nats and this will be my entry. The model is an homage or tribute to the late FAC founder Dave Stott. I believe the model and plan follows many of the design attributes of his elegant work.



And if this ship shares in his design methods in any way, then I would consider the model a success.

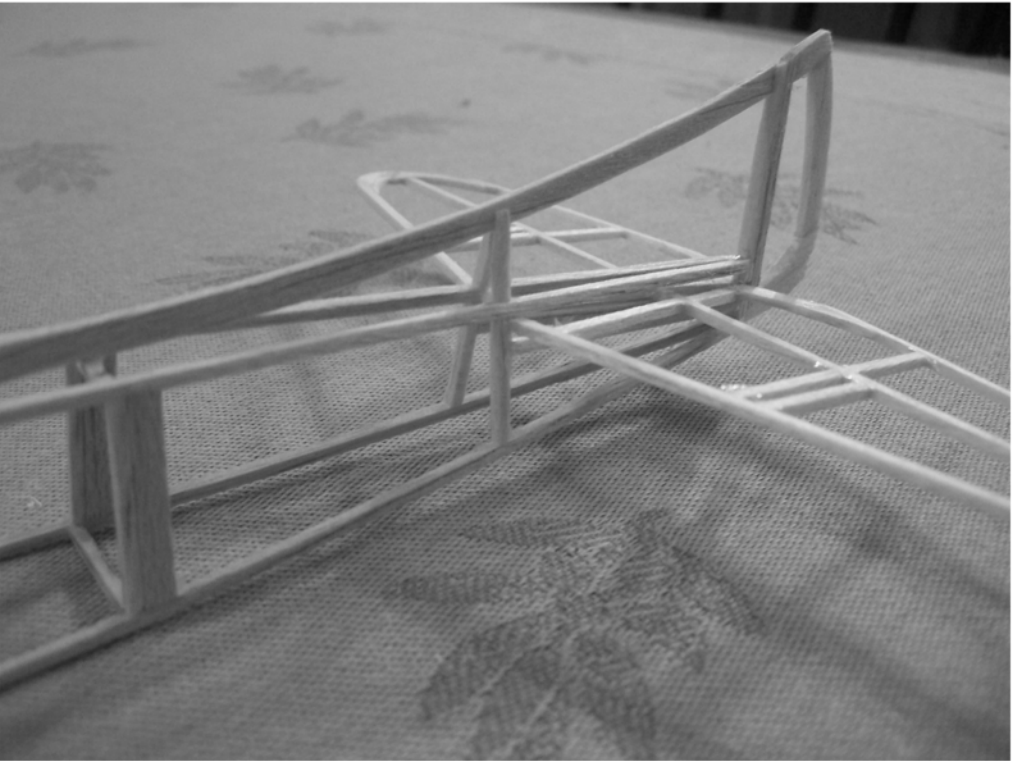
Construction is pretty standard for a dimer, with the only complexity added by the nacelles and the covering of the fin and fuselage. I used firm wood for the longerons, LE, TE and top spar. All other wood was light 4-6 lb wood. My finished ship came in at an empty weight of 11.3 grams, ballasted for a good glide. Care is needed when shrinking the tissue. I was happy to live with some wrinkles to avoid warps. The Nacelles' front radiator pieces N4 should be glued on with the top edges parallel to the front nacelle radiators to keep the right look. I built the wing flat and added the washout after covering at the time of



steam shrinking the tissue. Subsequent doping/sealing had the wing back on the board and weighted down with shims in place to support the washout. The wing was allowed to "cure" for 5 days or so on the board before mating it up to the fuselage structure.

I flew the ship again at the Spring Wawayanda meet and recorded an official flight of 45 seconds, and there is still more duration to come.

Doug Bearsworth

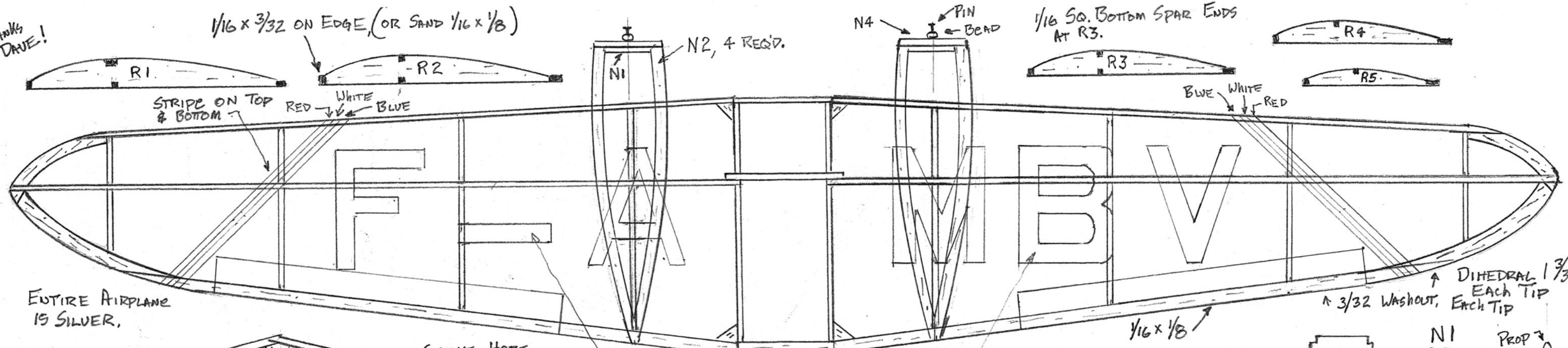


THANKS DAVE!

1/16 x 3/32 ON EDGE (OR SAND 1/16 x 1/8)

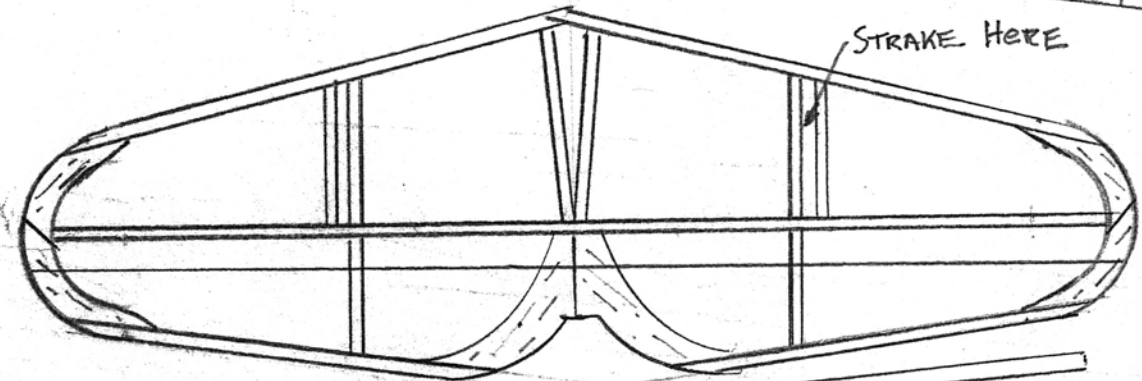
N4 PIN BEAD

1/16 SQ. BOTTOM SPAR ENDS AT R3.



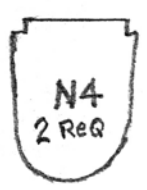
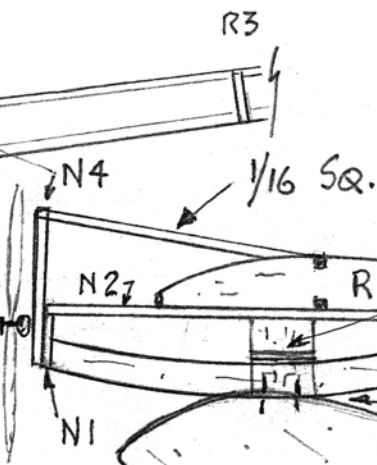
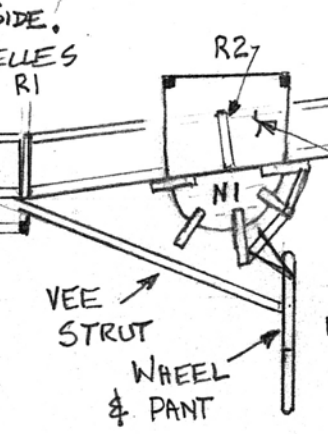
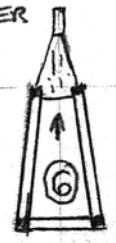
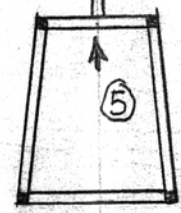
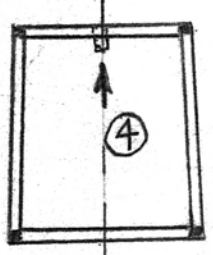
ENTIRE AIRPLANE IS SILVER.

DIHEDRAL 1 3/32 EACH TIP  
3/32 WASHOUT, EACH TIP



STRAKE HERE

BLACK TISSUE REGISTRATION SHOWN FOR TOP SIDE. LOCATE LETTER GROUPINGS OUTBOARD OF NACELLES ON BOTTOM OF WING, APPLIED OVER TRI-COLOR STRIPES

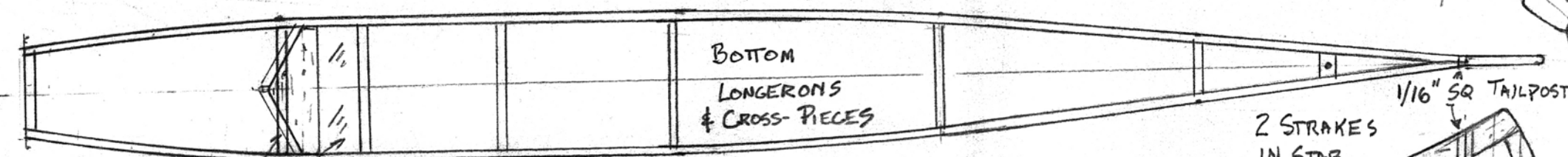
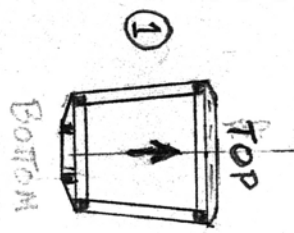


SCRAP FILL TO MOUNT WHEEL, OUTBOARD ONLY.

N3, 6 REQ'D Bamboo, Toothpick or Fishing Line Pierces Wheel Pant & Nacelle, 2 PLACES, EACH SIDE. ALIGN CAREFULLY!!

FACN #266

LANDING GEAR VEE STRUTS, 2 REQ



BOTTOM LONGERONS & CROSS-PIECES

1/16" SQ. TAILPOST

FRANCE - AMERIQUE DU SUD PRINT ON SILVER TISSUE, TRIM & APPLY TO MODEL CENTERED OVER FUSELAGE SIDE WINDOWS

BLACK INK COWL DETAILS ON ALL 3 LOCATIONS

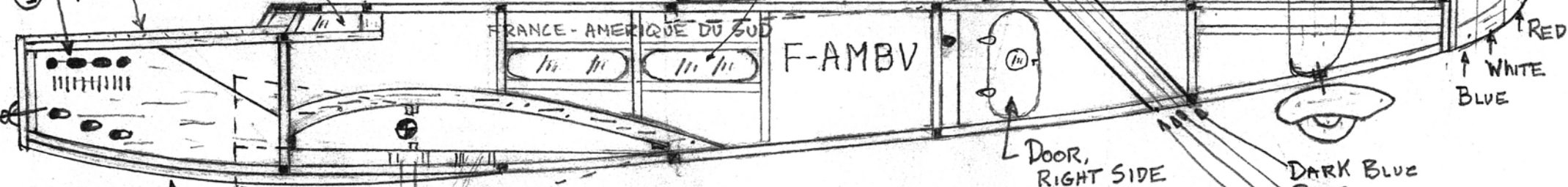
CELLOPHANE WINDOWS

FUSELAGE IS SQUARE BOX SECTION BETWEEN 2, 3 AND BOTTOM OF 4

CELLOPHANE WINDOWS w/ BLUE BORDER

1/16 SHEET

Use 4 3/4 Pecks PROP WITH 20° DOWN & 20° RIGHT. 1 Loop 3/32.



NACELLE INBOARD PAPER, 2 REQ.

TWO 1/16 SQ. STRINGERS FROM 1 TO 3

NACELLE OUTBOARD 2 REQ.

DOOR, RIGHT SIDE ONLY

PAPER FILLET 2 REQ.

DARK BLUE BLUE YELLOW ORANGE



"ARC-EN-CIEL"  
COUZINET 71, CA. 1934  
PSEUDO DIME SCALE  
BY DOUG BEARDSWORTH,  
TAPAWINGO AIR SERVICE  
SUMMER 2011