

**OUR
NEW
FLAG**

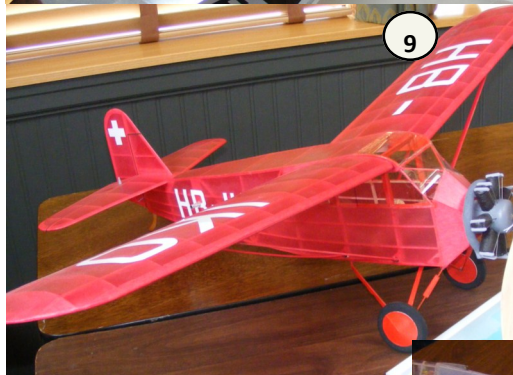
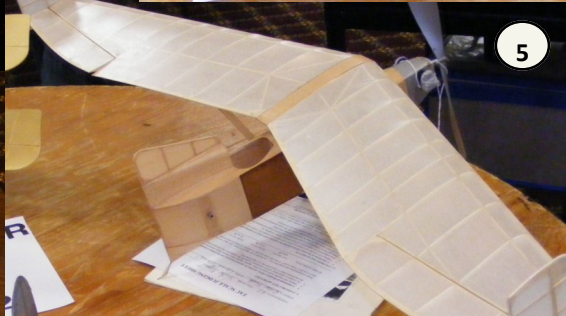
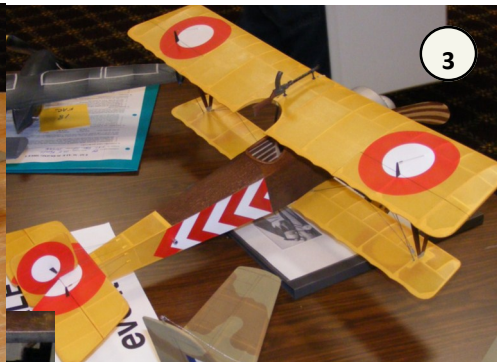
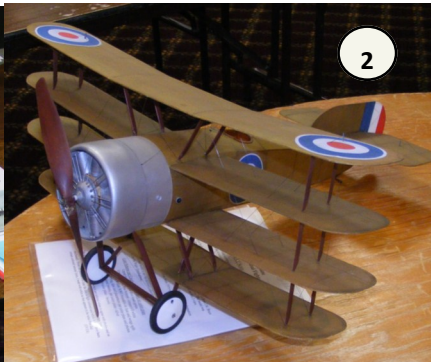


No. 267

Sept/Oct 2012



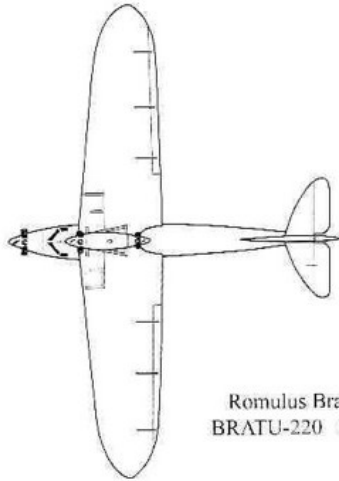
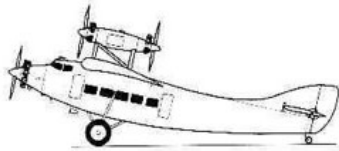
FAC Nats MK XVIII



This page of photos was provided by Dan Driscoll. Captions:

1. Mike Stuart's Jumbo Scale winning Agossy.
2. Tom Nallen II's Wright Quadraplane, which managed a max flight!
3. This one should be familiar to our readers. Mike Isermann's Nielsen 7 WintherAa looks even better when you see it up close. It was awarded the Earl Stahl Trophy.
4. Our CD, Dave Mitchell, can be forgiven if he didn't find time to post any official flights with his pretty little Waco.
5. Vic Nippert's Rubber powered Lippisch
6. Canadair CL 215 water bomber by Rich Zapf
7. Ronny Gosselin's Jumbo Scale Fokker XX Trimotor
8. Gulfstream G 159 Jumbo Scale entry by Chris Starleaf
9. Jumbo Scale Comte AC-4 by Pete Azure
10. Kendrick Gosselin's Ryan STA
11. I.Ae. 27 Pulqui I FAC Scale entry by Tom Hallman
12. We had Two of these Lembergers entered in Peanut Scale this year. This one is by Paul Grabski, and it finished fourth in the event.
13. TU-2 FAC Scale entry by Octavia Adlea
14. Harvard (AT-6) by John Kramer

Bonus Point Quiz

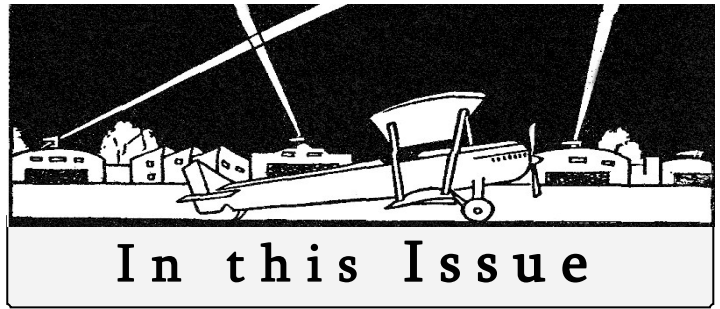


Romulus Bratu
BRATU-220 1928



Answer on page 5

On our cover: The Nats is more than high level competition. There is plenty of flying going on for the sheer joy of it. Maria Kondrat came to the field with her dad, Gerald, and had some fun flying a Born Loser, despite a slight landing gear malfunction.



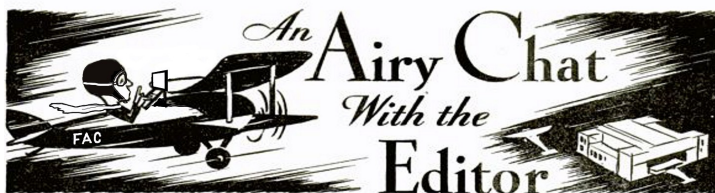
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Plans - As is traditional, the Nats results have pushed the plans out of the way, this time completely. We've kicked up the center section a notch with a big photo spread to give you a taste of the action. We'll get back to the plans in November, and I can promise you that we've got some good stuff coming.

- Remember that neat article on Cowl bumps that was in with the last issue? The perpetrator has stepped forward! Our slightly belated thanks go to Rick Pendzick for that one.



F4U Corsair flown to victory in WWII and 7th place in FAC Scale by Don DeLoach



Greetings Junior Birdmen,

The 2012 FAC Nats is in the history books, and it was a good one! The DC Maxecutors did a bang up job under the guidance of CD Dave Mitchell, and with sterling back up work from the GHQ group. Mother Nature was kind to us, with mild temperatures, gentle winds (mostly blowing away from the crops!) and just an occasional bit of gentle rain which barely affected the activities. The turn out was good, and there was a whole lot of flying going on all week. I'll leave it to others to fill in the details. We've departed from our usual format in this issue so we could pack it with photos and notes to give you a glimpse of the magic that happens in Geneseo. Things will get back to normal in the next issue.

The cover on this issue also departs slightly from our usual format in order to showcase the new club flag. The design was formally presented to the troops at the Nats banquet this year. As part of the ceremony, flags were entrusted to our "Keepers of the Flags" so that our colors can be flown over FAC events in all areas of the country. The venerable old flag was saluted, and presented to Jack Moses for a fitting and honorable retirement. His late wife Dorothy made the original for the club and it has served us well for many years. The new design came about through a collaboration. Our call for design ideas was answered by several clubsters. Dick Gorman should get a special mention for submitting about a dozen excellent designs, which provided us with a lot of ideas and a healthy dose of inspiration. In the end, it was decided to go with something that reflected the whimsy that is at the heart of what we do. It's hard to look at the old Bob Rogers cartoon and not smile. Ross Mayo, Stew Meyers, and this editor all had a hand in the final design, and the input of the entire FAC Council was invaluable. Long may she wave!

One of the big stories to come out of this year's summertime Free Flight extravaganza was the performance of Don DeLoach. He took the Grand Champ laurels in both Scale and Non Scale. His tally for Scale Champ was just *one point* higher than Tom Hallman's. Talk about a close one! Unfortunately, a paperwork snafu at the banquet caused this and some of the other trophies to be handed to the wrong people, but in the end, all was made right. Dave Mitchell's Nats Debriefing in this issue will fill in all the details on what happened.

Don has been peppered with questions about his models and techniques, and he has responded with a terrific write up on how he gets the most out of his models. Part I appears in this issue. In the finest tradition of the Flying Aces Club, there are no secrets!

We've had some turnover in the Free Flight supply biz lately. As I'm sure you've heard, earlier this year Shorty's Basement was sold to George Bredehoft. Now the word is that FAI Model Supply has a new owner too. John and Sally Clapp, have announced the sale of their business to Charlie and GERALYN Jones. Both of these announcements are good news for Free Flyers. We'll continue to have access to the best modeling supplies in the world.

Those of you who attended the Nats this year no doubt missed Orv Olm. The Gizmo Geezer had a good excuse for his absence. Here's the note he sent to GHQ:

"If you haven't heard, I was in a serious motorcycle crash on June 16. I t-boned a deer with my bike at 65 mph, the deer exploded and wrapped around my forks, sending me skidding from side to side all over the road. With a huge amount of luck and some fancy trick riding, I was able to gain control of the bike and bring it to a standing stop and avoid a potential deadly situation. The deer whipped around to my right and caused an open compound fracture to my lower right leg along with some knee damage. I am a very lucky man to be alive! I'm confined to crutches for at least 6 more weeks so Marcy & I will miss the Nats this year... rats, I will miss seeing you folks and matching wits on the field and BSing the rest of the time. Orv"

Here's wishing Orv a speedy and complete recovery. Watch out for those critters!

Looking ahead, here's the advance notice on the big WESTFAC contest next year:

The Working Committee is excited to announce WESTFAC IV...to be held on April 24th thru the 27th 2013 at Perris , California. Please check our web-site for all the details. www.westernfac.com

We will be publishing much more on plans for WESTFAC in future issues. Right now, save the dates!

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



FAC Book Nook

Soviet Air Power in World War II – Yefim Gordon I would highly recommend this book. It provides the usual 3-views and color profiles of all Russian and Allied aircraft used by Russia in the war, but in addition, the book gives a realistic description of the interplay between aircraft design and capability, adversary aircraft capability, tactics, challenges of production, the reality of engine shortages, and the development of these factors over time. Using newly available Russian source material the book was a refreshing departure from the usual run of glamorized books about aircraft in WW II. I was intrigued by the frank discussions of the interplay between fighter developments as both the Russians and Germans tried to keep up with the next version of each others fighters. This included thoughts about the decision to keep inferior aircraft in the field because they were already in production and the higher number of fielded aircraft had a quality from their numbers. Discussions of improvements in thrust-to-weight ratios, their impact on vertical maneuverability, and the development of tactics to address design shortfalls helped me better understand fighter developments in all theaters and all combatants.

Glen Simperts

The report from our CinC in the last issue generated a few comments from the membership. The expressions of support were very much appreciated. Here are a couple of them; a short one, and a long one from a self-proclaimed "newbie" with an interesting perspective.

Ross,

I just read your "News on the Wing" article, "What's going on with the Flying Aces Club" in the latest FAC magazine.

Well done. I think it was very well written, and presented a lot of information, both historical and current re the FAC. I, for one, learned a lot from it and I am sure others will as well.

Keep up the good work.

Bob Hodes
Vegas Vultures FAC 54

Ross,

First of all I want to thank you for all you do, and your dedication to the "Spirit" is irreproachable. As any of the Cloudbusters will attest, I come from the world of golf. I am a life member of the PGA and spent over 20 years as a Club Professional. During that time, I was active in the governance of the Association, holding several officer positions and serving on numerous committees. When I got involved with FAC last year, one of the first things I did was read the rules. I was ecstatic when I read them in that I could understand them. They are simple, consistent and written in a manner the laymen can understand. The Council should be commended for that. Most who have had any contact with golf know the rules of golf are governed by two separate bodies, the USGA in the US and the Royal and Ancient for the rest of the world. Many also know that the USGA rule book is pocket sized and about 100 pages. What most do not know is that there is a USGA Decisions book, that is a hard cover 8.5 by 11 and 4 inches thick, containing thousands of pages. I have played golf for 44 years, read the rule book hundreds of times, attended 3 week long seminars on the rules and still encounter situations where I do not or can not find the answer to a rules question. I pray to god that the FAC dose not ever get to this point. What attracted me to FAC, other than Chris and Mike's enthusiasm, was the "Spirit" of casual competition and having fun.

The growth of FAC from a regional group to an international one, as it appears to a newbie, has caused and will continue to cause growing pains. No one likes change. However, the choice is simple: change or cease to exist. Growth has also mandated that those charged with managing the organization have to change. I feel that you owe it to the membership to attend the larger regional meets so that you are available to the member's for input, good or bad. The obligation of leadership, which you have taken on voluntarily, should not also be a financial burden. I am also familiar with the legal obligations of nonprofits and the increased scrutiny from the government of these groups. This is another factor in requiring your attendance of regional meets. In effect you are being very efficient with both time and finances by coupling your annual meeting with the regional visit. We are all aware that you will always have detractors, especially when you are in a decision making position. Please do not let the few impinge on the great enjoyment of the many. If this requires us to

spend a few bucks, so be it. As for the "junket", the great sacrifices that you and the rest of the council make in time, effort and concern should be rewarded. If the organization can not afford to buy a round, put one on me and send the bill.

Thanks again to you and all those who give up flying time, so the rest of us can have some fun.

Winn Moore



S.O.S

I've started to slim down and get rid of "stuff". I've got **back issues of the FAC newsletter from Sept 1992 to Sept 2010.**

There's a lot there, but not complete since some are at our Florida condo.....ones that I received over the winter months in recent years.

Of course, I can provide those too when we get back to the land of fun 'n sun. Does anyone want them? If not, they'll have to go into the recycle bin. But the new ones are so nice I can't get myself to let go of them yet!

George Parker Chittenango, NY
brassrat53@yahoo.com

Looking for rubber power enthusiasts that want to meet for flying fun in the Spokane area. Call John Robison at 509-534-2205. No experience necessary

Make some money from your kit stash. I need:

- Model Craft of Canada kit #425-D-2 - B-25 - need copy of plans and printwood.
- Ideal Co. 3/4"=1' P-38 - need copy of box art and box dimensions.
- Ideal Co. #1544 "Sea Breeze" - need copy of plans & any other 1500 series stuff.
- Comet M-1 - B-25 - want kit.
- Maircraft #D-4 - Douglas A-20 - need plan.
- Maircraft #V-1 - P-61 Black Widow - need any kit.

Bruce Conway Cincinnati, OH 513-321-5182

Stew Meyers is doing a series of articles for Max Fax on Prewar Guillow's 16" models. He's looking for the plan for kit # F-52 Low Wing Aeronca, and F-57 Air Cruiser. Please contact Stew if you can help out.

stew.meyers@verizon.net

BP Quiz Answer

Its a trimotor with one facing backwards, so that's 20 + 5= ...uh..... where's my calculator??.....

Nats Debriefing from the CD

The 2012 FAC Nats are in the books! Thanks to **everyone** who made the event possible: vendors, volunteers, contestants and spectators alike. We had four days of very workable weather, a strong turnout of registered fliers, a challenging slate of events and a few twists on the old themes. I'll let others wax poetic....here's my report on the nuts and bolts.



First round of the Thompson Race mass launch

Dick Gorman photo

Department of Deep, Pretty Blushes

I'm obliged to begin my report by calling your attention to the certified Final Standings presented herein, which differ from those which I presented aloud at the Banquet. Despite the best efforts of our event team to provide the most accurate immediate-post-event results possible, upon later review of the recorded data we found that a processing oversight had caused a handful of times to not be accounted for in the report I read from at the Banquet. These times, once entered, had a substantial impact upon the final standings in a couple of events, and these, in turn, had a substantial impact upon the results for both Scale and Non Scale Grand Champion.

A word---OK, 562 words---about how we calculated the Grand Champs. The top five finishers in an event receive 1 to 5 points each, in inverse order of their finish. That is, first place receives 5 points, second place gets 4 points, etc. These points are then multiplied by the **number of actual contestants** in a given event. Easy, huh? Not so fast...establishing this all-important number proved a more challenging task than I had imagined it might, requiring a detailed review of the rules and making some distinctions that, simply put, were not accounted for in our initial computer ranking program---because we didn't fully see the issues at the time. I can see a bunch of you rolling your eyes right now---please, grab a beer and bear with me.

For the final overall rankings of the 2012 Nats, the number of actual contestants in a given event **includes** the following:

- 1) Any contestant who posted times, and had their model successfully compliance checked where required;
- 2) Any contestant who posted times, but did NOT have their model compliance checked **if** that compliance check was declared optional in the "Nats Notes" and "Field Checks- Quick reference" information found in your contestant's packet. Note that these contestants, though counted, are NOT eligible to be RANKED.

Here's an example for #1. A guy flying Dime Scale brings his plan and gets the model checked against it---it's in the rules. While there, he gets his bonus points tallied and his time slip initialed and he's good to go. He will be counted as a contestant and will be ranked.

Here's an example for #2. A guy is competing in Golden Age Combined. He knows he is only *required* to get his model checked for PPLC compliance if he finishes in the top 5. He looks at the scoreboard, sees he's getting his clock cleaned, and doesn't bother getting the check. He is still counted as a contestant, but he cannot be ranked.

The number of actual contestants **excludes** the following:

- 1) The lower scoring model of two entered by a contestant in a given event, as per FAC Primary Rule II-I-3b;
- 2) Contestants who registered for an event, but did not post any times;
- 3) Contestants who entered an event, but were scratched or failed a required compliance check.

One look at how close the Scale Grand Champs finalists were to one another will, I think, impress on everyone the importance of having your methodology well-determined and defensible! To this end, I am obliged to report that in our initial calculation of the Grand Champs--the version presented at the Banquet---not only did we have some missing times, we had multiplied the finishers' points by the overall number of contestants **registered** for a given event, without filtering out the exclusions noted above. This flawed method gave an unfair point advantage to the winner of an event such as FAC Rubber Scale, where MANY more people register for the event than actually post times in it. **The Grand Champs results presented here reflect the conditioned listed above, as well as any points garnered (or lost) by a contestant affected by the missing times mentioned in the second paragraph.** For all this, I accept full responsibility and wish to express my sincere apologies to all contestants who are affected by the revisions.

Phew. As if that wasn't enough, I also need to take this opportunity to own up to my failure to identify not only the Zero Bonus Point Award winner, but the Angus McShadenfreude High Wing Weenie Award winner as well. I plead "Overloaded Rookie FAC Nats CD Syndrome", and pledge that I will never make the same mistake again!

Finally, there were a few cases in which we had not established a clear protocol for resolving issues, such as ties / fly-offs, which while inexcusable, fortunately had a negligible impact upon the standings. We will be reviewing ALL these issues and working to clarify and address them fully by the time the 2013 Non Nats rolls around.

Enough Mea Culpas! Can We Get On With The Good Stuff?

Sure! We had 148 registered fliers competing across 30 events, with a lot of familiar faces and some new ones as well. We had a very encouraging turnout of juniors: Connor Azure, Raven Azure, Josh Thompson, Ericka Escalante, Maria Kondrat, Kendrick Gosselin, Benedict Dion, and Chris McGovern were active on the field, entering in several events and helping out with the Mass Launches, as well as acting as runners for the scale judging on Wednesday. Thanks, you guys...we all look forward to seeing you next year! The juniors each received a new kit for their efforts, courtesy of George Bredehoft of Shorty's Basement and Dave Niedzielski of EasyBuilt Models. Thanks!

The highest number of Scale participants was in WWII Mass Launch, with 36 fliers posting flights; among Non-Scale events Embryo Endurance clocked in with an impressive 35 counted. Flagship events FAC Rubber Scale and FAC Peanut Scale had 32 and 26 fliers respectively, with many more than that submitting models for scale judging. The FAC's newest event, Simplified Scale, had a strong turnout with 24 fliers posting times. Overall, I think the official results speak for themselves. Competition was intense, but good natured as ever, in the best tradition of the FAC.

Yawn...Administration....

We tried out a new system for PPLC compliance checks, which after some initial hiccups, on the whole seemed to go pretty well. I won't go into the nuts and bolts of how it was done---check your event packages if you want a review---except to say that a main focus was on minimizing the number of checks that had to be conducted event-wide, and thus to reduce the amount of admin that goes into running a big event like the Nats. I'd say the jury is still out on the "optional" vs. "mandatory" compliance checks idea. As for Mass Launch events and the PPLC check, unfortunately, a few guys got DQ'd on the flight line, and there were some complaints about uneven application of the rules. My advice is: **Check that Checklist, guys!** I won't pretend that the Checklist is a perfect system--after all, humans are still in charge of applying it-- but a few minutes of your time looking over your models could save you a lot of annoyance on the field. Having said that, I would like to thank those who WERE DQ'd for accepting their unfortunate fate in a sportsmanlike manner. As always, your constructive criticism of "how things are done" is actively sought.

We used the newest version of the computerized data entry system that Stew Meyers has been building for the past year. This program uses a computerized registration database (which Bubba Mayo used to track not only your Nats registration, but also your dorm room, meal plan, banquet and merchandise purchases) to populate the contestant database for the field events. It also uses a database to hold the various Event characteristics, and an "Entry" database that records and contains all times and Scale scores. These databases are drawn upon to produce the Spreadsheets that were posted for viewing during the event, and to compute the final standings. Tying these admin processes together has been a goal of ours for the past two years, and the results were outstanding. The process of recording times was much improved over last year, and while it still needs some more tweaking to improve the "flow" of data entry and thus reduce the potential for operator error, overall we made great strides in getting this system "ready for prime time". Stew will be incorporating some of the ideas we came up with into yet another version, which he intends to test out at the Muncie Outdoor Nationals in September. When you consider that the only really solid testing that this beta program gets is in the heat of the occasional big-time FAC event competition, I think the degree to which Stew's program has met the challenge is truly remarkable. Those of you who are in the habit of tabulating large FAC events by hand ought to talk with Stew and consider incorporating some 20th century technology into the administration of YOUR events. Yeah, I know what you're thinking: "Mitchell, you led this article off apologizing most wretchedly for a botched final result. What has computerization done for you lately?" I would reply that the errors that were made were not because of program glitches, and that it has enabled the process of collecting, recording, and posting results to be done faster, and more accurately, by fewer individuals. In no small part because of this, there will be a 2013 Non Nats and, lord willing and the creeks don't rise, a 2014 Nats.

Efficient data collection doesn't mean mistakes won't still happen. When I was at the dais during the Banquet, reading off the final results, I knew as soon as I started announcing the 1/2 Wakefield finalists (the second event that I read off) that the results for that event were not correct, and that the entire list was thus potentially compromised. I went in a nanosecond from the high of having just run what I think I can justifiably call a successful meet, to the heart-in-your-shoes low of knowing that my prepared results were in question. It was not a pleasant sensation. After I had done my bit and read off all the top five finishers, and the trophies had been handed out, I went immediately to Ross Mayo, CinC, and told him that the results were compromised. I will tell you people, I have never felt so low. He looked me in the eye and said, "We are not professionals. We are volunteers". Boy, did I ever need that perspective. Thank you Ross. And thank you all for bearing with us as we work to maintain the FAC as one of the premier organizations of the **greatest hobby on the face of the earth!** Cheers, Dave Mitchell



Bob Clemens caught the crowd assembling for the traditional Last Flight Ceremony on the

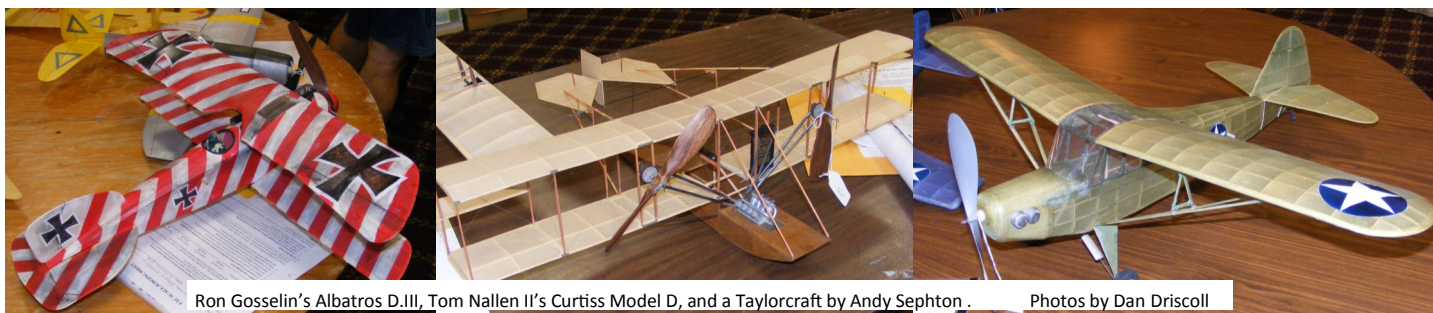


2012 FAC NATS MK XVIII SPONSORS

THANK YOU!

The Flying Aces Club would like to extend its thanks to the people and organizations that helped to provide all those neat souvenir trophies for our contestants.

1	FAC PEANUT SCALE	JEFF RUNNELS	
2	FAC RUBBER SCALE	THE GIZMOGEZZER, ORV OLM	
3	FAC JUMBO SCALE	EAGLE SQUADRON # 34	IN MEMORY OF GARY KING
4	FAC PIONEER SCALE	KEITH STERNER	
5	FAC POWER SCALE	BOB SCHLOSBERG	IN MEMORY OF JOE FITZGIBBON
6	FAC L-W MILITARY TRAINER	PAT MURRAY	IN MEMORY OF CHARLES J. MURRAY
7	FAC GOLDEN AGE COMBO	TOM HALLMAN	IN HONOR OF BOB LUNDBERG
8	FAC MODERN CIVILAN	ROSS P. MAYO	IN MEMORY OF PERCY J. MAYO
9	FAC MODERN MILITARY	PAT MURRAY	IN MEMORY OF CHARLES J. MURRAY
10	FAC OLD TIME STICK	BERNARD GILLESPIE	
11	FAC O. T. RUBBER FUSELAGE	CLEVELAND FREE FLIGHT SOCIETY	IN MEMORY OF GORDON ROBERTS
12	FAC 2-BIT+1 O. T. RUBBER	CACTUS SQUADRON	
13	FAC JIMMY ALLEN	BERNARD GILLESPIE	
14	FAC O. T. GAS REPLICA	EAGLE SQUADRON # 34	
15	FAC SIMPLIFIED SCALE	BOB SCHLOSBERG	
16	FAC DIME SCALE	TOM HALLMAN	IN HONOR OF DEE JAY HALLMAN
19	FAC EMBRYO	McCOOK FIELD AERO SQUADRON # 5	
20	FAC JET CATAPULT	PENNSICOLA FREE FLIGHT TEAM	
21	FAC FICTION FLYER	FRAN PTASZKIEWICZ	
22	FAC THOMPSON TROPHY	THE GIZMOGEZZER, ORV OLM	
23	FAC GREVE RACE	PAT MURRAY	
24	FAC GOODYEAR FORMULA	PENSACOLA FREE FLIGHT TEAM	
25	FAC WW I COMBAT	PAT MURRAY	
26	FAC WW II COMBAT	CACTUS SQUADRON # 7	IN MOMERY OF DICK HOWARD
29	MIDWAY COMMEMORIATIVE	KEITH STERNER	IN MEMORY OF ALL BATTLE OF MIDWAY AIRMEN
30	FAC HALF WAKEFIELD	CLEVELAND FREE FLIGHT SOCIETY	
31	RUSSIAN FLY	JEFFERY RUNNELS	
32	AERONCA ONE DESIGN	McCOOK FIELD AERO SQUADRON # 5	
	FAC S.L.O.W.	EASY BUILT MODELS, DAVE NIEDZIELSKI	
	FAC B.L.U.R.	EASY BUILT MODELS, DAVE NIEDZIELSKI	



FAC Peanut Scale		Event # 1					FACTORED TIMES							
		PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE		
1	THOMAS HALLMAN	MARTINSYDE BUZZARD	1	30	20	12	15	58	51	82.5	0	63.83	140.83	
2	RICH WEBER	POTEZ 29-2	1	30	20	12	15	65	64.5	55	0	61.50	138.50	
3	JEFFREY RUNNELS	BT109	1	29	20	12.5	10	67.5	58	64.5	0	63.33	134.83	
4	PAUL GRABSKI	LEMBERGER LB20B	1	28	19	12	15	49	62.5	61	0	57.50	131.50	
5	DALLAS CORNELIUS	CHAMBERMAID R1	1	28	20	12	0	68	74	68	0	70.00	130.00	
	PAT MURRAY	WACO UKC	1	29	19	11	15	63	49	34	0	48.67	122.67	
	PAUL BOYANOWSKI	PZL SZPAK40	2	29	20	12	10	62	60	28	0	50.00	121.00	
	CHRIS STARLEAF	MITSUBISHI MU22	1	30	20	12	25	35	24	31	0	30.00	117.00	
	GENE SMITH	GRUMMAN TIGERCAT	2	26	19	12.5	30	82.5	0	0	0	27.50	115.00	
	PAUL STOTT	DRUINE	1	29	19	12	10	46	46	41	0	44.33	114.33	
	MIKE STUART	DRUINE TURBULENT	1	28	19	12	10	37	35	53	0	41.67	110.67	
	DENNIS RUHLAND	FOLKERTS SK2	1	25	17	9	0	66.5	76.3	36	0	59.58	110.58	
	CHRIS BOEHM	BELLANCA T250	2	21	16	10	10	56	48	50	0	51.33	108.33	
	WALTER FARRELL	PIPER CUB	1	26	15	10	0	57	54	52	0	54.33	105.33	
	JOHN HOUCK	DRUINE TURBULENT	1	26	19	10	10	35	46	40	0	40.33	105.33	
	ARA DEDEKIAN	CORSAIR	1	29	20	12	10	35	32	35	0	34.00	105.00	
	MICHAEL ISERMANN	BOEING 306B	1	30	20	12.5	20	29	35	0	0	21.33	103.83	
	MATTHEW KING	MIDGET MUSTANG	1	25	18	10	10	28	31	38	0	32.33	95.33	
	ROBERT MARCHESE	POTTIER 100TS	1	28	16	12	0	30	34	51	0	38.33	94.33	
	HANNAH KACIAN	CULVER DART	1	27	19	12	10	44	24	0	0	22.67	90.67	
	ANDY SEPHTON	LACY M10	1	25	18	10	0	25	53	31	0	36.33	89.33	
	JOHN KRAMER	NEIUPT II	1	30	20	12.5	15	32	0	0	0	10.67	88.17	
	JOE LACHMAN	J3 PIPER CUB	1	24	14	8	0	32	30	32	0	31.33	77.33	
	WINNFIELD MOORE	LACY M10	1	20	10	10	0	50	20	30	0	33.33	73.33	
	GEORGE BREDEHOFT	FALCON SPECIAL II	1	28	19	12	5	28	0	0	0	9.33	73.33	
	MICHAEL ESCALANTE	P51	1	21	18	8	10	40	0	0	0	13.33	70.33	
SECOND ENTRIES		WITH LOWER TIMES											0.00	
	JEFFREY RUNNELS	JODEL D9	2	29	20	12.5	10	65	61.5	59	0	61.83	133.33	
	MICHAEL ISERMANN	LEMBERGER	2	29	20	12	15	41	42	0	0	27.67	103.67	
	PAUL BOYANOWSKI	FUNK	1	29	19	12.5	0	37	0	0	0	12.33	72.83	
	ARA DEDEKIAN	P51-C	2	25	17	8	10	36	0	0	0	12.00	72.00	



John Kramer sent us a photo of his Mooney Award winning Nieuport 11 in flight.



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

<http://plans.aerofred.com>

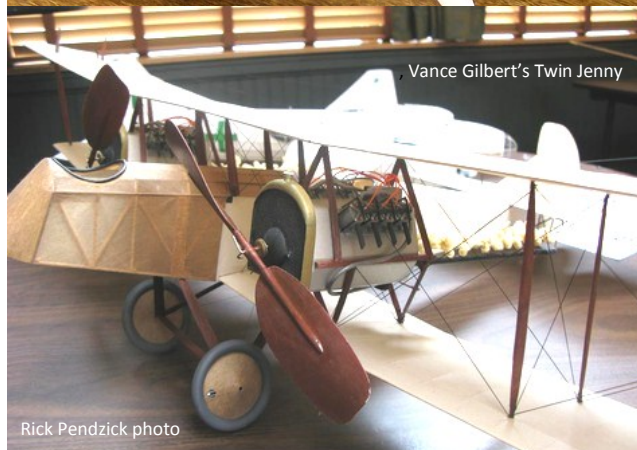
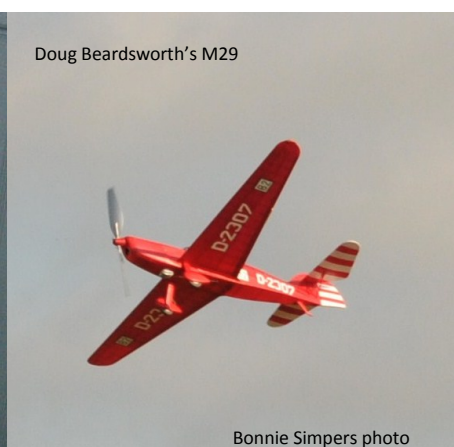
Looking for a 3 view?

The RC Model Planes Plans Download page has about 1,200 to choose from. They run the gamut from early birds to jets, and many are unusual types. All are set up as free downloads. There are also lots of other downloadable items on this site, including plans, photos, and woodworking projects. Most of the plans are rc, but they can still be useful for Free Flight projects.

So, how good was it this year? Well, the weather was great, give or take the odd shower. All days were flyable, plenty of lift around on Thursday and Saturday, and very few models were lost in the crops due to the favourable wind direction. There were loads of great new models to admire – I lost count of the number of twins this year. Above all there are the people - what a welcoming bunch – you couldn't wish for a nicer group of people to spend a few days with. It's very competitive of course, but everyone is always ready to lend a hand, give advice or act as a stooge if required. There was quite a bit of talk at the banquet about the "FAC family",

FAC Rubber Scale		Event # 2											
			PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE
1	CHRIS STARLEAF	CESSNA 310R	1	27	19	11	35	58	63.5	64.5	0	62.00	154.00
2	THOMAS HALLMAN	PULQUI 1	1	27	20	12	10	82.5	82.5	75.5	0	80.17	149.17
3	VANCE GILBERT	DH FLAMINGO	1	26	18	10.5	25	61.5	60.5	68.5	0	63.50	143.00
4	MARK B. FINEMAN	TWIN MUSTANG	1	27	17	9.5	35	62.5	51	43	0	52.17	140.67
5	PETER KAITERIS	ME 109 Z	1	27	19	10	35	50	47	52	0	49.67	140.67
	OCTAVIAN ALDEA	TUPOLEV TU-2	1	23	17	10	30	58	47	76.25	0	60.42	140.42
	DON DELOACH	F4U CORSAIR	2	26	19	10.5	10	75.25	70	75.75	0	73.67	139.17
	VICTOR NIPPERT	LIPPISCH STORCH	1	25	17	9	18	66	68.5	64.5	0	66.33	135.33
	MICHAEL ISERMANN	BOEING 306B	1	28	19	12	20	62	52	51	0	55.00	134.00
	HANNAH KACIAN	ERCOUPE	1	28	19	11.5	10	69	55	71	0	65.00	133.50
	DOUG BEARDSWORTH	P-47N	2	27	20	11	10	66.5	61	65.5	0	64.33	132.33
	JIM DETAR	GREAT LAKES SPECIAL	1	23	17	9	15	45	63	82.5	0	63.50	127.50
	DALLAS CORNELIUS	BOEING 306	2	26	19	10.5	20	29	57	65.5	0	50.50	126.00
	WALTER FARRELL	SAVAGE	2	24	12	9	25	63	55	50	0	56.00	126.00
	KENDRICK GOSSELIN	RYN ST	1	21	18	9	10	63	68	61	0	64.00	122.00
	GREG THOMAS	L19 BIRDDOG	1	27	18.5	12	0	54	60	66	0	60.00	117.50
	TOM NALLEN II	WIGHT QUADRAPLANE	2	29	20	12	20	21	82.5	0	0	34.50	115.50
	MIKE STUART	PORTSMITH AEROCAR	1	25	18	12	25	39	30	32	0	33.67	113.67
	CLIVE GAMBLE	PIPER VAGABOND	1	26	19	12	0	75.25	82.5	0	0	52.58	109.58
	BOB CLEMENS	FARMAN 400	1	26	18	10	0	82.25	79.25	0	0	53.83	107.83
	RICHARD ZAPF	MITCHELL A10	1	22	17	9	23	32	26	35	0	31.00	102.00
	BERNARD DION	BLOCH 174	1	23	15	9	30	28	32	0	0	20.00	97.00
	ANDY SEPHTON	TAYLORCRAFT	1	20	15	9	0	37	49	66	0	50.67	94.67
	JOHN KRAMER	PT-19	1	21	17	8	10	56	49	0	0	35.00	91.00
	JACK MOSES	AVIA B135	1	21	18	10	10	45	45	0	0	30.00	89.00
	ROY COURTNEY	LACEY M10	1	21	17	9	0	55	31	37	0	41.00	88.00
	ROBERT MARCHESE	FAIRCHAILD 24	1	25	17	10	0	52	55	0	0	35.67	87.67
	RICH WEBER	BRISTOL SCOUT	1	30	19	12.5	15	25	0	0	0	8.33	84.83
	MIKE WELSHANS	PITCARIN FLEETWING	1	21	17	9	15	37	25	0	0	20.67	82.67
	PAUL BOYANOWSKI	DEHAVILLAND COMET	1	27	18	12	10	29	0	0	0	9.67	76.67
	ARA DEDEKIAN	HUGHS H-1	2	27	18	9	10	24	0	0	0	8.00	72.00
	SAM BRAUER	BELLANCA JR.	1	10	10	7	10	25	36	0	0	20.33	57.33
SECOND ENTRIES		WITH LOWER TIMES											
	CHRIS STARLEAF	BREDA BA88	2	27	13	12.5	25	81.5	33	46	0	53.50	131.00
	VANCE GILBERT	DH MOUSEKETOO	2	26	17	9.5	25	49	50	45	0	48.00	125.50
	MICHAEL ISERMANN	NIELSON & WINTHER	2	29	19.5	12.5	15	48	46	42	0	45.33	121.33
	DOUG BEARDSWORTH	ALBATROS DV	1	27	18	12	15	53	51	40	0	48.00	120.00
	PETER KAITERIS	NIEUPORT 11	2	27	19	11	15	46	48	50	0	48.00	120.00
	ANDY SEPHTON	WILDCAT	2	21	16	9	5	48	29	38	0	38.33	89.33
	JOHN KRAMER	AT-6	2	21	17	9	10	30	0	0	0	10.00	67.00
	ARA DEDEKIAN	AMERICAN EAGLET	1	25	18	10	3	37	0	0	0	12.33	68.33

FAC Jumbo Scale	Event # 3					FACTORED TIMES							
		PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
1 MIKE STUART	AW ARGOSY	1	28	18	11.5	35	67.5	61	70	0	66.17	158.67	
2 CHRIS STARLEAF	GULFSTREAM G159	1	26	19	12	35	55	60	77.5	0	64.17	156.17	
3 THOMAS HALLMAN	MIG DIS	2	25	18	10.5	35	82.5	75.3	23	0	60.25	148.75	
4 MARK B. FINEMAN	BN-1	2	28	18	11	25	64	65.5	65	0	64.83	146.83	
5 PAT MURRAY	P61 BLACK WIDOW	1	29	19	12	30	49	54	62	0	55.00	145.00	
VANCE GILBERT	CURTISS JENNY TWIN	1	29	19	12	40	27	38	42	0	35.67	135.67	
DALLAS CORNELIUS	BOEING 306B	1	20	17	10	20	65	54	62.5	0	60.50	127.50	
DOUG BEARDSWORTH	MESSERCHMITT M29	1	23	19	12	10	60	58	70	0	62.67	126.67	
WALTER FARRELL	SPARROWHAWK	1	22	18	10	10	67.5	43	65	0	58.50	118.50	
JOHN REGALBUTO	DOUGLAS X7B2D	2	26	18	11	15	48	52	43	0	47.67	117.67	
GEORGE BREDEHOFT	FOCKE-WULF 189	1	17	16	10	25	51	34	0	0	28.33	96.33	
PETER AZURE II	COMPTE	2	12	15	10	0	46	54	0	0	33.33	70.33	
ROBERT BARD	CHAMBERMAID R1	1	22	16	9	0	30	30	0	0	20.00	67.00	
SECOND ENTRIES	WITH LOWER TIMES												
MARK B. FINEMAN	PIPER MALIBU MIRAGE	1	26	18	10	10	60	65	65.5	0	63.50	127.50	
VANCE GILBERT	MITSUBISHI BETTY	2	26	19	11.5	30	49	48	0	0	32.33	118.83	
CHRIS STARLEAF	DHC DASH 8	2	0	0	0	0	63.5	61	68	0	64.17	64.17	



	FAC Pioneer Scale	Event # 4												
			PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE	
1	THOMAS HALLMAN	BLERIOT XXV	1	30	20	12.5	10	79.3	73.5	74.5	62.5	75.75	138.25	
2	WALTER FARRELL	BLERIOT	1	25	18	5	10	69	63.5	51	48	61.17	109.17	
3	DON SRULL	VOISIN	1	25	20	12	35	43	53	45	57	47.00	104.00	
4	ED NOVAK	EASTBORNE MONOPLANE	1	24	20	10	0	23	26	30	54	26.33	80.33	

	FAC Power Scale	Event # 5					FACTORED TIMES						
			PN	CP	MK	WK	BP	T1	T2	T3	FO	AVG	SCORE
1	DON SRULL	WESTLAND PTERODACTYL	1	23	18	10	43	82.5	81	82.5	51	82.00	176.00
2	MARTYN RICHEY	BLOM UND VOSS P212.03	2	26	16	10.5	30	82.5	82.5	82.5	52.5	82.50	165.00
3	THOMAS HALLMAN	AIRCO DH2	1	30	20	12.5	20	71.5	82.5	82.5	62.5	78.83	161.33
4	DEREK KNIGHT	DH82	1	30	20	11.5	15	82.5	82.5	82.5	61.5	82.50	159.00
5	DOUG BEARDSWORTH	CURTISS BF2C1	1	25	17	10	15	82.5	82.5	0	52	55.00	122.00
	SECOND ENTRIES	WITH LOWER TIMES											
	MARTYN RICHEY	BLOM UND VOSS P208.03	1	21	15	10	30	82.5	81.3	82.5	46	82.08	158.08

Low-Wing Military Trainer	Event # 6	RAW TIMES			
		T1	T2	T3	
1 DON DELOACH	DH 94	62	125	125	
2 HERB KOTHE	MILES REGISTER	74	179	82	
3 JIM DETAR	MILES M-18	79	107	77	
4 WALTER FARRELL	MILES MAGISTER	58	138	68	
5 PAUL STOTT	NA BC-1	49	76	33	
GEORGE WHITE	T6B	60	127	17	
JEFFREY RUNNELS	AT-6	43	63		
PAUL BOYANOWSKI	SERVENSKY	26	57		
PHILIP THOMAS	T6A	42	48		
PAT MURRAY	T-34	25	7		
TOM ARNOLD	DO-335	37			
MARK B. FINEMAN	T-28	19			
CHRIS STARLEAF	T-28	18			
MIKE WELSHANS	T-28	14			
JOHN HOUCK	AT6	11			
JOHN KRAMER	PT-19	10			
SCRATCH					
RICHARD ZAPF	T 27				
GENE SMITH	ARADO 396				



Golden Age Combined	Event # 7									
		P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE	
1 JIM DETAR	J-5 CUB	1	YES	114	120	100	0	0	334	
2 PAUL BOYANOWSKI	PIPER J4	1	YES	120	67	120	0	0	307	
3 WALTER FARRELL	DH 29	1	YES	84	110	85	0	0	279	
4 THOMAS HALLMAN	MUREAUX FIGHTER	1	YES	120	87	67	0	0	274	
5 GENE SMITH	CORBIN SUPER ACE	1	YES	120	120	0	0	0	240	
JEFFREY RUNNELS	DEWOITENE D.510	1	YES	65	104	52	0	0	221	
GEORGE WHITE	HOWARD DGA	1	YES	120	61	38	0	0	219	
RICHARD ZAPF	L-4	1	YES	67	60	71	0	0	198	
JACK MOSES	PONCELET VIVETTE	1	YES	120	72	0	0	0	192	
HANNAH KACIAN	ERCOUPE	1	YES	67	61	41	0	0	169	
VICTOR NIPPERT	PIPER CUB	1	YES	42	120	0	0	0	162	
ED MCQUAID	FAIRCHILD 24	1	YES	42	120	0	0	0	162	
GLEN SIMPERS	HOWARD	1	YES	53	47	27	0	0	127	
WINNFFIELD MOORE	AERONCA CHIEF	1	YES	34	32	35	0	0	101	
RAY RAKOW	ROBIN	1	YES	33	53	0	0	0	86	
ROBERT BARD	FAIRCHILD 24	1	YES	0	51	31	0	0	82	
BRUCE CLARK	CHIEF	1	YES	60	0	0	0	0	60	
ARA DEDEKIAN	AMERICAN EAGLET	1	YES	26	0	0	0	0	26	
SCORES POSTED,	NO COMPLIANCE CHECK									
BOB CLEMENS	FARMAN 400	1	NO	98	99	120	0	0	317	
DEREK KNIGHT	FAIRCHILD 24	1	NO	90	39	79	0	0	208	
TIMOTHY MACDONALD	FIESELER STORCH	1	NO	43	45	37	0	0	125	

Dave, Stew, Ross,

I have got to compliment all of you on a spectacular Nats! The organization, attention to detail, commitment to fairness in all respects...I could go on and on, and I will.

-- The mass launches ran swimmingly. Who would've thought we could pull in volunteer Launch Directors from all corners of the U.S. , throw them into a new system with the PPLC and computerized scoring, and have it turn out that well? The PPLC was followed to the letter and nobody was surprised or treated unfairly. Magnificent!

-- The scoring system was first rate. I can't imagine how many hours Stew and the gang put in on this. Now that we've got it up and running I really hope Stew can do more flying next Nats.

-- Ross, you deserve much credit for picking the right people and letting them run this contest, giving you a much needed break. I am proud and humbled by your leadership as CinC.

-- Dave, you seemed to be able to fly a reasonable amount while not letting anything slip through the cracks at the GHQ tent. What an amazing feat of management for which you should be amply proud.

I am proud beyond words to be associated with you gentlemen, and prouder than ever to be a member of the Flying Aces Club. Don DeLoach

Modern Civilian		Event # 8									
			P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE	
1	DAN DRISCOLL	TURBO PORTER	1	YES	115	120	120	0	0	355	
2	SCOT DOBBERFUHL	CLIPPER	1	YES	120	120	99	0	0	339	
3	WALTER FARRELL	CLIPPER	1	YES	120	104	103	0	0	327	
4	JIM DETAR	PIPER PA 20	1	YES	89	92	120	0	0	301	
5	JOHN HOUCK	CITABRIA	1	YES	93	70	79	0	0	242	
	THOMAS HALLMAN	TRI-PACER	1	YES	76	66	80	0	0	222	
	TIMOTHY MACDONALD	CESSNA 120	1	YES	89	70	60	0	0	219	
	JEFFREY RUNNELS	CESSNA 180	1	YES	67	73	73	0	0	213	
	MARK B. FINEMAN	TURBO STALLION	1	YES	66	61	65	0	0	192	
	SAM BRAUER	BONANZA	1	YES	63	51	55	0	0	169	
	PAUL BOYANOWSKI	PIPER VAGABOND	1	YES	52	61	53	0	0	166	
	GEORGE WHITE	CESSNA 182	1	YES	64	0	0	0	0	64	
TIMES POSTED		NO COMPLIANCE CHECK									
	DAVID MITCHELL	PIPER VAGABOND	1	NO	41	84	0	0	0	125	
	JOE LACHMAN	CITABRIA	1	NO	37	40	37	0	0	114	
	MARK HOUCK	PIPER VAGABOND	1	NO	30	32	0	0	0	62	
SECOND ENTRIES		WITH LOWER TIMES								0	
	WALTER FARRELL	CESSNA 140	2	YES	90	120	0	0	0	210	

I flew Mod Prod Civil with Scot Dobberfuhl, flying our closely matched Clippers. I went with 2 loops x 36 x 8 inch prop and he went with 48"x 3/16 x 7 inch prop. I had the altitude and he had the cruise. He bested me in the flight and the event. I may have to put that 7" prop back on mine. I will long remember the victory dance he did when he came to report his over 3 minute final flight. I was hoping for a rematch in 3 years but he left his in the fields somewhere...keeping my dimer Staggerwing company.

Wally Farrell



Bonnie Simperts photo

Modern Military		Event # 9		RAW TIMES		
				T1	T2	T3
1	THOMAS HALLMAN	PULQUI 1		43	83	102
2	WALTER FARRELL	MIG 15		78	98	97
3	JOHN DONELSON	GUARDIAN		72	76	76
4	JIM DETAR	GRUNAB GUARDIAN		59	76	76
5	DAVID MITCHELL	DH108		48	54	59
	JOHN REGALBUTO	SKY PIRATE		13	57	22
	CHRIS STARLEAF	SUPER MARINE ATTACKER		52	50	
	TOM ARNOLD	SHORT SEAMEW		45	15	
	DALLAS CORNELIUS	T-28-D		53		
	MARK B. FINEMAN	SKYSHARK		11		
	DR. RICHARD ZAPF	SUPERMARINE ATTACKER		9		

Even though there wasn't a FLASHER EVENT this year, I had Glen Simperts award the FLASHER COAT to BOBBY BARD. He is new guy and was flying a Phantom Flash like it was the best thing since sliced bread!

Ross Mayo

Old Time Rubber Stick	Event # 10									
		P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE	
1 CLIVE GAMBLE	MANULKIN TWIN PUSHER	1	YES	120	120	120	160	0	360	
2 JOHN HUTCHISON	VARGOWOK	1	YES	120	120	120	81	0	360	
3 DON SRULL	PUSHER	1	YES	120	120	120	35	0	360	
4 ALBERT TIMKO	CASANO STICK	1	YES	112	120	129	0	0	352	
5 VICTOR NIPPERT	THERMAILIER	1	YES	120	98	120	0	0	338	
JOHN STOTT	GOLLYWOCK	1	YES	120	70	120	0	0	310	
BOB CLEMENS	WANDER	1	YES	58	57	120	0	0	235	
DAVID PISHNERY	1942 MICK PARTHING	1	YES	85	120	0	0	0	205	
ALAN MKITARIAN	MEGOW TOPPER	1	YES	55	56	71	0	0	182	
WINNFIELD MOORE	GOLLYWOCK	1	YES	47	42	44	0	0	133	
NO COMPLIANCE CHECK										
MARK RZADCA	GOLLYWOCK	1	NO	93	120	96	0	0	309	
GEORGE BREDEHOFT	SHAFT	1	NO	29	0	0	0	0	29	

My wife and I had a great time at the Nats! I've never been to anything like it and I think all of those who made it happen did a great job. Thank you to all!

Bruce Thoms

Old Time Rubber Fuselage		Event # 11								
		P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE	
1	DON SRULL	BELL OLD TIMER	1	YES	120	120	120	0	0	360
2	DAN DRISCOLL	JR MISS	1	YES	120	119	117	0	0	356
3	DAVID PISHNERY	1939 SPRITE	1	YES	120	112	106	0	0	338
4	ROBERT MARCHESE	MISS CANADA	1	YES	111	120	100	0	0	331
5	VICTOR NIPPERT	MISS CANADA	2	YES	120	89	114	0	0	323
	PETER KAITERIS	PACIFIC ACE	1	YES	120	94	78	0	0	292
	SAM BURKE	VICTORY	1	YES	115	98	75	0	0	288
	ALBERT TIMKO	WREN	1	YES	95	95	94	0	0	284
	JOHN STOTT	HORNET	1	YES	69	78	120	0	0	267
	CLIVE GAMBLE	HYDRAVION MB	1	YES	79	94	92	0	0	265
	BOB CLEMENS	VICTORY	1	YES	89	104	71	0	0	264
	ROBERT BARD	KORDA VICTORY	1	YES	104	77	82	0	0	263
	MARK HOUCK	SPARKY	1	YES	72	78	78	0	0	228
	JOHN HOUCK	SPARTAN BOMBER	1	YES	62	78	70	0	0	210
	MARK RZADCA	FA MOTH	1	YES	85	120	0	0	0	205
	ED MCQUAID	SPARKY	1	YES	58	65	69	0	0	192
	WINNFIELD MOORE	FAC MOTH	1	YES	54	67	65	0	0	186
	DENNIS RUHLAND	PHANTOM FURY	1	YES	65	66	52	0	0	183
	JACK MOSES	SPECIAL	1	YES	66	60	51	0	0	177
	JAMES COFFIN	DIETRICK CONVERTABLE	1	YES	51	68	58	0	0	177
	CHRIS BOEHM	FA MOTH	1	YES	55	55	56	0	0	166
	ROSS MAYO	FA MOTH	1	YES	45	56	57	0	0	158
	TOM CANFIELD	SPARKY	1	YES	36	45	52	0	0	133
	JACK BARKER	FA MOTH	1	YES	29	0	0	0	0	29
	NO COMPLIANCE CHECK									
	JOHN DONELSON	MISS CANADA	1	NO	112	97	107	0	0	316
	ROBERT HAMMETT	ALBATROSS	1	NO	99	95	74	0	0	268
	PAUL STOTT	FA GYPSY	1	NO	62	77	75	0	0	214
	JOE LACHMAN	BLACK BULLET	1	NO	59	63	71	0	0	193
	MARK B. FINEMAN	KORDA VICTORIE	1	NO	51	0	0	0	0	51
	SECOND ENTRIES									
	VICTOR NIPPERT	HIGH CLIMBER	1	YES	97	105	120	0	0	322
	BOB CLEMENS	FA MOTH	2	YES	89	71	0	0	0	160

Gary Hunter of "The Plans Page" fame.

Bruce Thoms photo



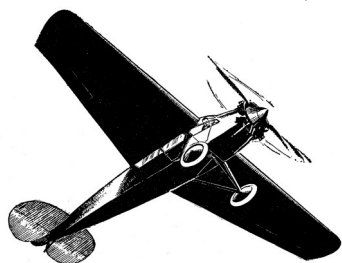
2-Bit +1 O.T.R.		Event # 12							
			P#	CHECK	T1	T2	T3	SCORE	
1	DON DELOACH	MOTH	1	YES	120	120	120	360	
2	DAN DRISCOLL	JR COMERCIAL	1	YES	84	97	106	287	
3	ROGER WILLIS	FA MOTH	1	YES	115	89	60	264	
4	RICHARD ZAPF	FA MOTH	1	YES	100	78	74	252	
5	ROBERT BARD	SUPREME TRAVELER	1	YES	68	69	94	231	
	VICTOR NIPPERT	ACHILLES	2	YES	66	80	83	229	
	JOHN HOUCK	SCOTCH MONOPED	1	YES	54	62	48	164	
	WINNFIELD MOORE	FA MOTH	1	YES	27	3227	0	147	
	WALTER FARRELL	FA MOTH	1	YES	57	86	0	143	
	DAVID PISHNERY	1945 PETREL	1	YES	62	53	0	115	
	NO COMPLIANCE CHECK								
	GEORGE WHITE	FA MOTH	1	NO	81	76	64	221	
	JOHN STOTT	SKOKIE	1	NO	69	62	0	131	
	JAMES COFFIN	FA MOTH	1	NO	48	52	29	129	
	HERB KOTHE	BA CABIN	1	NO	120	0	0	120	
	JACK MOSES	KING HARRY	1	NO	133	0	0	120	
	SECOND ENTRIES		WITH LOWER TIMES						
	VIC NIPPERT	KING HARRY	1	YES	120	0	0	120	

Jimmy Allen		Event # 13								
			P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE
1	GERALD CRAWMER	SKOKIE	1	YES	112	118	89	106	0	319
2	DON DELOACH	SKOKIE	1	YES	79	120	120	0	0	319
3	JOHN HUTCHISON	BA CABIN	1	YES	120	89	93	0	0	302
4	PAT MURRAY	BA PARASOL	1	YES	91	92	88	0	0	271
5	JOHN HOUCK	BLUE FLASH	1	YES	76	70	78	0	0	224
	JOHN STOTT	SKOKIE	1	YES	65	53	73	0	0	191
	RICHARD ZAPF	JA SPECIAL	1	YES	62	54	59	0	0	175
	MATTHEW KING	BLUEBIRD	1	YES	70	51	41	0	0	162
	ROGER WILLIS	BA CABIN	1	YES	47	21	70	0	0	138
	WINNFIELD MOORE	SKOKIE	1	YES	45	44	45	0	0	134
	DAVID PISHNERY	SKOKIE	1	YES	58	58	0	0	0	116
	NO COMPLIANCE CHECK									
	MARK HOUCK	JA SPECIAL	1	NO	53	77	69	0	0	199
	JACK MOSES	SPECIAL	1	NO	54	70	63	0	0	187

Old Time Gas Replica		Event # 14				TARGET TIME				FLIGHT TIME					
			P#	CHECK	S1	S2	S3	S4	T1	T2	T3	T4	FO S	SCORE	
1	VICTOR NIPPERT	AEROBO	2	YES	73	85	66	0	74	82	62	0	0	8	
2	GERALD CRAWMER	SIMPLEX	1	YES	73	85	66	0	79	82	61	0	0	14	
3	ALBERT TIMKO	TRENTON TERROR	1	YES	73	85	66	0	62	91	65	0	0	18	
4	BOB CLEMENS	ZIPPER	1	YES	73	85	66	0	60	79	59	0	0	26	
5	MIKE WELSHANS	1938 SCRAM	1	YES	73	85	66	0	47	51	66	0	0	60	
	MARK RZADCA	NEW RULER	1	YES	73	85	66	0	64	77	0	0	0	83	
	EDWARD SMITH	VIKING	1	YES	73	85	66	0	95	102	0	0	0	105	
	NO COMPLIANCE CHECK														
	SAM BURKE	HALF PINT	1	NO	73	85	66	0	94	111	69	0	0	50	
	SECOND ENTRIES		WITH HIGHEST DIFFERENTIAL												
	VICTOR NIPPERT	SIMPLEX	1	YES	73	85	66	0	71	124	0	0	0	107	
	GERALD CRAWMER	VIKING	2	YES	73	85	66	0	56	0	0	0	0	168	
	SAM BURKE	FOO-2-U2	2	NO	73	85	66	0	111	0	0	0	0	189	

Thirty flyers and fifteen out on first round. Each mechanic with a watch. Hmm. Mass Launch with bonus points... start thinking of events! Remember how the guy with the clip board in previous years would beg for quiet? Now we can shout out and would you believe it was like a library out there! Bruce Foster

Simplified Scale	Event # 15	P#	CHECK	BP	T1	T2	T3	FO#1	FO#2	SCORE
1 WALTER FARRELL	MIG-3	1	YES	10	96	120	120	0	0	346
2 CLIVE GAMBLE	VEGA UNI-TWIN	1	YES	10	97	120	80	0	0	307
3 DAN DRISCOLL	TURBO PORTER	1	YES	1	100	87	109	0	0	297
4 THOMAS HALLMAN	FAIRCHILD 24	1	YES	1	106	105	66	0	0	278
5 DON DELOACH	DH 94	1	YES	10	55	120	90	0	0	275
DON SRULL	SCHLEPP	1	YES	10	69	93	72	0	0	244
BRUCE CLARK	AERONCA CHIEF	1	YES	1	59	89	92	0	0	241
DAVE NIEDZIELSKI	GLADIATOR	1	YES	25	92	61	62	0	0	240
CHRIS STARLEAF	DASH 8	1	YES	20	96	41	75	0	0	232
DOUG BEARDSWORTH	REDBARRON	1	YES	10	79	39	69	0	0	197
ROBERT BARD	FAIRCHILD 24	1	YES	1	67	71	58	0	0	197
JEFFREY RUNNELS	TRIPACER	1	YES	1	62	62	65	0	0	190
DALLAS CORNELIUS	TROJAN T-28-D	1	YES	10	59	77	42	0	0	188
JOHN HOUCK	FAIRCHILD 45	1	YES	10	69	48	59	0	0	186
MIKE WELSHANS	TAYLORCRAFT	1	YES	11	53	48	66	0	0	178
TIMOTHY MACDONALD	BELLANCA	1	YES	10	57	56	49	0	0	172
GENE SMITH	MILES MOHAWK	1	YES	11	57	52	39	0	0	159
JACK MOSES	T-CRAFT	1	YES	11	100	43	0	0	0	154
MICHAEL ISERMANN	BOEING 306B	1	YES	0	53	57	42	0	0	152
DEREK KNIGHT	FAIRCHILD 24	1	YES	1	120	0	0	0	0	121
MATTHEW KING	GREAT LAKES	1	YES	15	43	24	28	0	0	110
BRUCE FOSTER	GREGOR FBD-1	1	YES	15	21	32	28	0	0	96
WINNFELD MOORE	STINSON VOYAGER	1	YES	1	23	32	24	0	0	80
RICHARD ZAPF	HE112	1	NO	0	42	44	0	0	0	86
SECOND ENTRIES	WITH LOWER TIMES									
DALLAS CORNELIUS	FLEET OTKP	2	YES	25	50	51	50	0	0	176



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The People Who Made it Happen



Chris Boehm and Don Srull Judging Jumbo Scale



Scale judges Mike Escalante and Pete Kaiteris



Rick Pendrick helped with computer scoring



P-nut judges Fran Ptaszkiewicz and Jeff Runnels



Bonnie Simperts

Glen Simperts pitched in with scale judging



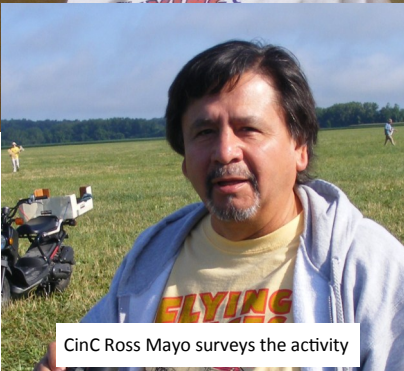
Ralph Kuenz at the compliance check table



Mike Welshans at the judging table



Scale Judges Wally Farrell, Vance Gilbert, and Doug Beardsworth hard at work



CinC Ross Mayo surveys the activity



Bubba Mayo & Stew Meyers at the registration desk



Volunteers Joyce White, Diane Courtney, Wendy Shadeck, & Elaine Welshans helped to get us through the registration process.



CD Dave Mitchell takes a flying break

All photos on this page were contributed by Dan Driscoll except as noted.



Driscoll photo

Messerschmitt M20 Jumbo by Doug Beardsworth



BLUR Race action shot by Dick Gorman



Driscoll photo

Mike Stuart brought his Scale Aerocar from England. Check out the box on page 35.



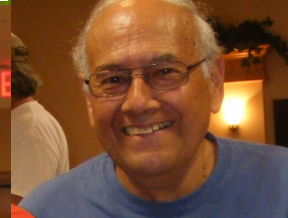
Gosselin photo

Mark Fineman with his T-28.



Driscoll photo

Al Timko with his RM12



Fernando Ramos retains his 100% Nats attendance record.



Gorman photo

Jack Kacien preps his LTR-14 for the BLUR with Ron Gosselin's help.



Driscoll photo

F.S. Gilbert and his TBD Devastator



Driscoll photo

Tom Hallman's first twin engine project is a Jumbo MiG Dis and it's a great flier.



Gorman photo

Chris Starleaf's BLUR racer - Czech Mate.



Gorman photo

NRE Novak assists Paul Stott in the WWII mass launch.



Gorman photo

Mike Stuart assists Dave Mitchell as he readies for the SLOW event.



Bonnie Simperts photo

Round one of the WWI mass launch.



Kateris photo

Don DeLoach with his winning F4



Kateris photo

Pete Kateris took 4th in Scale with his Me109Z



Driscoll photo

Chris Starleaf's Breda Ba.88



Bruce Thoms photo



Driscoll photo

George Bredehoft's FW 189 Jumbo Scale



Matt King launches his Jimmie Allen Bluebird Racer



Driscoll photo

Vic Nippert's P-59 Jet Cat



Bruce Thoms photo

Wally Farrell waiting for WWI to start.



Hallman photo

Scot Dobberfuhl explains his careful packing method.



Kateris photo

Sam Brauer flew a Zero in the Midway event.



Wally Farrell and Doug Beardsworth on the field with their Jumbo Golden Age low wing models.



Raven Azure trying to figure out what happened to his knot.



John Houck standing by for the SLOW race.



Matt King and Kendrick Gosselin have their own Albatros club.



Ronny Gosselin doing a preflight check on his SLOW racer.



Russ Brown of the CFFS.

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Scot Doberfuhr & Wally Farrell pose with their identical Piper Clippers.



The Maxecutors bask in their success after the banquet. Wally Farrell, Don Srull, Frank Row-some, and Dan Driscoll.

	Dime Scale	Event # 16								
			P#	CHECK	BP	T1	T2	T3		SCORE
1	DON DELOACH	CHAMBERMAID	1	YES	0	120	120	96		336
2	THOMAS HALLMAN	STAGGERWING	1	YES	15	89	120	95		319
3	GENE SMITH	FIAT G50	1	YES	10	56	120	112		298
4	JACK MOSES	TYPHOON	1	YES	10	108	120	60		298
5	TIMOTHY MACDONALD	BUMBLE BEE RACER	1	YES	10	61	79	120		270
	SCOT DOBBERFUHL	TAYLORCRAFT FLOATPLANE	1	YES	11	57	120	44		232
	WALTER FARRELL	STAGGERWING	1	YES	15	96	120	0		231
	JOHN HOUCK	REARWIN TRAINER	2	YES	1	86	59	61		207
	RICHARD GORMAN	STAGGERWING	1	YES	15	56	55	61		187
	GEORGE WHITE	MONOMAIL	1	YES	10	70	53	53		186
	PAUL STOTT	FOK DXVII	1	YES	15	83	33	34		165
	HARRISON KNAPP	STAGGERWING	1	YES	15	47	50	45		157
	PAT MURRAY	MR. MULLIGAN	1	YES	1	51	36	56		144
	MIKE WELSHANS	PITCAIRN FLEETWING	1	YES	16	56	36	35		143
	WINNFIELD MOORE	TAYLORCRAFT	1	YES	1	42	51	44		138
	ROBERT MARCHESE	TIGER MOTH	1	YES	16	120	0	0		136
	MICHAEL ISERMANN	SBC-3	1	YES	15	47	60	0		122
	ALAN MKITARIAN	PORTERFIELD ZEPHER	1	YES	1	32	42	47		122
	GLEN SIMPERS	VEGA	1	YES	1	54	37	0		92
	PHILIP MCGOVERN	REARWIN	1	YES	1	23	21	30		75
	CHRIS BOEHM	BRISTOL BROWNIE	1	YES	11	32	22	0		65
	ARA DEDEKIAN	GREAT LAKES	1	YES	16	34	0	0		50
	JOHN KRAMER	MARTIN MO-1	1	YES	1	40	0	0		41
	ED MCQUAID	ME109	1	YES	10	24	0	0		34
	PETER KAITERIS	BRISTOL BROWNIE	1	YES	1	33	0	0		34
	SECOND ENTRIES	WITH LOWER TIMES								
	JOHN HOUCK	VOUGHT PURSUIT	1	YES	0	62	57	35		154
	JOHN KRAMER	STAGGERWING	2	YES	15	23	0	0		38

A first-timers view

My 15 year old son and I were late entries to sign up. Essentially, we were walk-ins. There were a lot of people to get checked in. We were a problem, yet the people checking us in were understanding and very helpful. They were fast, and even signed my son up for his AMA Jr. membership. Wow, what could have been a disaster was painless.

Then on to the field. I had never really competed before. So with a gulp, I went to the front table expecting the worst. I was enthusiastically encouraged to fly by every one I talked to. I can not tell you how fantastic it is to be treated so well by so many. With a DVII in hand, out on to the field. The instructions were very clear, and super easy to follow. I knew from the first instance that I would be ok. If any newbies read this, let your heart be still. The crew is there to make this work and made it FUN! It was great. Everyone flies. It got very educational after that. We then had to be checked for compliance. I learned a lot. (Put your tail braces on!)

This first encounter with competition was just plain fun. That is quite an accomplishment! Our experience just kept getting better and better. With much urging from seasoned hands, my son Philip entered to fly Dme Scale. Once again, the folks at the front desk helped put us at ease, and in the air. I turned in Philip's time. Later I found out I had done it wrong. Instead of giving me grief, I got a smile.

My son and I had the time of our lives. There must be a tremendous amount of work to do. You all pulled it off! This was one of the best executed events I have ever attended. We can not wait to go back next year.

I now know why every one I talked to said "YOU GOT TO GO TO GENESEO!"

Thank you all.

Chris and Philip McGovern

P.S. Walking down the "flight line" is the PhD. of free flight. It took me two hours to walk a hundred yards. Everyone wanted to help, share, chat, or ogle. What a great group of people.

Embryo Endurance		Event # 19								
			P#	CHECK	BP	T1	T2	T3		SCORE
1	DON DELOACH	EMBRYOMATIC	1	YES	9	116	120	120		365
2	TIMOTHY MACDONALD	NIT 3	1	YES	9	112	120	120		361
3	JIM DETAR	DEBUT	1	YES	9	107	120	119		355
4	PAT MURRAY	JABBERWOK JR	1	YES	9	120	120	99		348
5	DENNIS RUHLAND	HONEYBEE	1	YES	4	120	100	120		344
	MICHAEL ISERMANN	EMBRYOMATIC	1	YES	9	74	116	120		319
	DAN DRISCOLL	NIT 2	1	YES	9	69	120	120		318
	ROGER WILLIS	DEBUT	1	YES	8	120	113	62		303
	MICHAL ESCALANTE	NIT	1	YES	9	63	92	120		284
	JEFFREY RUNNELS	BORN LOSER	1	YES	0	91	85	99		275
	PAUL STOTT	MR. MALCOLM	1	YES	0	84	120	68		272
	ALBERT TIMKO	EAGLET	1	YES	0	85	56	120		261
	ROY COURTNEY	DEBUT	1	YES	9	87	66	96		258
	HARRISON KNAPP	DEBUT	1	YES	0	61	80	117		258
	GEORGE WHITE	HORNET	1	YES	0	104	75	74		253
	MARK HOUCK	BOS D-4	1	YES	5	113	61	71		250
	VICTOR NIPPERT	RED RAIDER	1	YES	0	77	120	52		249
	RICHARD BERNER	PRARIE BIRD	1	YES	0	59	104	81		244
	MARK RZADCA	PUMA	1	YES	9	81	74	72		236
	WINNFELD MOORE	DEBUT	1	YES	9	76	51	76		212
	HARVEY PASTEL	HORNET	1	YES	9	43	75	76		203
	ARA DEDEKIAN	BORN LOSER	1	YES	9	45	63	81		198
	ROBERT MARCHESE	PRAIRIE BIRD	1	YES	9	120	51	0		180
	ALAN MKITARIAN	BMJR GOLLYWOCK	1	YES	0	58	60	61		179
	JOE LACHMAN	MISS PEACH	1	YES	9	43	46	56		154
	ERIKA ESCALANTE	NIT	1	YES	9	48	48	47		152
	VINCENT SADWICK	DEBUT	1	YES	8	38	40	38		124
	DAVID PISHNERY	OLD SPECKLED HEN	1	YES	9	100	0	0		109
	DOUG GRIGGS	DREAMER	1	YES	9	37	24	37		107
	JOHN DONELSON	EMBRYOMATIC	1	YES	9	70	0	0		79
	PETER KAITERIS	BORN LOSER	1	YES	0	78	0	0		78
	ROBERT PASSERELLI	BORN LOSER	1	YES	5	68	0	0		73
	JOHN KRAMER	BORN LOSER	1	YES	9	55	0	0		64
	JACK MOSES	BORN LOSER	1	YES	9	19	0	0		28
	PAUL STOTT	GYSPY	2	YES	0	86	0	0		86
SECOND ENTRY		WITH LOWER TIME								
	ROY COURTNEY	GONZO	2	YES	0	47	62	64		173

Russian Fly		Event # 31	
			PLACE
CHRIS BOEHM			1
PAT MURRAY			2
DEREK KNIGHT			3
DAVE NIEDZIELSKI			4
ROBERT PASSERELLI			5



Not many pics of Embryos this time. It looks like John Stott *might* have one behind his back. Close enough!

Bonnie Simpers photo

Fiction Flyer		Event # 21								
			P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE
1	THOMAS HALLMAN	SMILIN JACK X-13	1	NO	68	70	103	0	0	241
2	TIMOTHY MACDONALD	MYSTERY TAILLESS	1	NO	55	72	96	0	0	223
3	WALTER FARRELL	BOOTH RANGER	1	NO	61	53	70	0	0	184
4	MATTHEW KING	BLUEBIRD	1	NO	53	45	45	0	0	143
5	GREG WEST	X-13	1	NO	58	40	43	0	0	141



F.S. Gilbert at one of the evening flying sessions.



The new flag flying in front of the GHQ tent while Dan Driscoll and Ray Rakow cheer on the fliers, and our CinC scans the horizon.

Photos by Bruce Thoms

Ara Dedekian was awarded one of the Founding Fathers Awards this year. The following correspondence made its way to my mailbox, and I thought it worth sharing. Ed

Vance,

Whaaaaaat? The Founding Fathers Award?? I go to Geneseo every year as a dumb guy who's to be neither seen nor heard, stay in the background to observe and learn from you guys, and have fun. What did I do, exactly, to earn the award??

Vance, I'm honored. As some one who, realistically, doesn't have the knowledge or experience to place, being given the award is truly humbling. It shows the FAC recognizes the hard work of the individual members, and attests to the character of all of you in its leadership. Hopefully, award means that, perhaps in some way, I gave something back.

Oh yeah, and it shut Marcia right down. No more home repairs having precedence over building airplanes!

THANKS Ara

Ara,

It couldn't have been better given.

It's not expertise, perfect covering, max flights, or any of that stuff that make this hobby (although with a given airplane you could have any of these, as your building is nigh impeccable)it's enthusiasm - the unbridled, joyful, "let's try this!", "wow, look at it go!!", "I love what we do!" sensibility that you possess. It's guys like you, me, Bruce Foster, Bernard Dion, etc. - kinda lunaticky fellows - that will keep this hobby fresh.

The number crunching, "I'd never build that because it wouldn't max", "that jet looks silly with a prop on the nose", "why would you build it THAT small?" guys will come and go, kinda like Pleistocene dinosaurs - and important at the time but fleeting links in the chain. I can name a few that have "had enough". I know one guy that complained that "the FAC hadn't progressed any further technically than it had when he left the hobby the first time 30 years ago". That's some sad, jaded stuff if I ever..... Yeah, those flyers get frustrated fast, and sorta sweep themselves outta the door.

We bend bamboo rather than use carbon fibre sometimes because we **want** to. Because that's how it was done 60 years ago. Just because. Kinda like "Why camp when you can be in a hotel?". You'll never successfully explain to that group the joy of sleeping outside.

Have I over-answered your question? Folks thought that the combination of your attitude, modeling capability, and friendly enthusiasm ruled the day. That deserves award more than anything else I could think of.

Thanks for keeping the fire burning...I'm proud to be your friend.

Vance

PS, there's not a trophy brought into this house that has EVER trumped the Honey-Do list..

Jet Catapult		Event # 20	PN	CP	MK	WK	BP	T1	T2	T3	T4	T5	T6	SUM
1	THOMAS HALLMAN	HEINKEL 178	1	8	8	4	0	25	31	33	28	23	25	112
2	PAUL GRABSKI	F84G	2	5	6	4	2	27	29	29	32	32	29	110
3	RICH WEBER	P59	1	8	8	3	0	29	29	33	0	0	0	110
4	VICTOR NIPPERT	CANBERRA	1	3	6	4	2	7	29	16	42	21	16	107
5	WALTER FARRELL	LIGHTNING	2	5	6	3	2	30	26	27	18	20	18	99
	PAT MURRAY	L29 DELPHIN	1	2	2	4	0	20	19	22	14	26	19	76
	GLEN SIMPERS	BANSHEE	1	5	5	4	2	17	19	7	21	7	12	73
	TOM ARNOLD	B-57	2	0	0	0	0	18	19	22	20	22	25	69
	MATTHEW KING	YAK 15	1	8	8	4	0	11	12	17	9	10	17	66
	PETER KAITERIS	F4D SKYRAY	2	8	8	4	0	12	12	11	0	0	0	55
	ANDY SEPHTON	HAWKER P1067	1	8	8	3	0	10	12	9	7	11	8	52
	MIKE WELSHANS	HAWKER HUNTER	2	7	8	4	0	10	7	4	9	10	7	48
	MARK RZADCA	B57	1	7	8	4	2	3	4	2	6	6	9	42
SECOND ENTRY		WITH LOWER TIME												
	VICTOR NIPPERT	AIRACOMET	2	6	8	4	0	15	15	21	23	20	22	84
	PAUL GRABSKI	MIG 15	1	8	6	4	0	22	17	16	17	14	20	77
	GLEN SIMPERS	MARTIN RB 57D	2	6	6	4	4	13	3	6	10	13	11	57



Thompson Race		Event # 22	RAW TIMES		
			T1	T2	T3
1	DON DELOACH	CESSNA CR2	83	94	124
2	WALTER FARRELL	MR MULLIGAN	57	159	86
3	CHRIS STARLEAF	HUGHS H1	70	108	75
4	GENE SMITH	ALTAIR	69	94	67
5	GEORGE WHITE	CR3	59	74	58
	RICH WEBER	SIMPLEX	63	67	5
	ROBIN SAUTER	MARCOUX	40	61	
	DALLAS CORNELIUS	CR3	74	56	
	RICHARD ZAPF	ALLENBAUGH A	43	54	
	MARK B. FINEMAN	CESSNA CR3	32	52	
	CHRIS MCGOVERN	HUGHS H1	37	25	
	THOMAS HALLMAN	LOOSE	45	5	
	ARA DEDEKIAN	HUGHS H1	28		
	SAM BRAUER	LTR-14	28		
	WINNFIELD MOORE	MULLIGAN	24		
	CONNOR AZURE	ORION	18		
	MATTHEW KING	MULLIGAN	15		
	ORVILLE WILLIAMSON	BEECHCRAFT	8		
	DAVID FRANKS	ORION	7		
	BILL MUEFFELMANN	CESSNA CR3	7		
	JIM DETAR	ALTAIR	3		
	PAUL BOYANOWSKI	MULLIGAN	3		

Greve Race		Event # 23	RAW TIMES			
			T1	T2	T3	FO
1	FRANK ROWSOME	CHAMBERMAID	79	90	149	
2	RICH WEBER	NEWMAN SPECIAL	70	105	143	121
3	WALTER FARRELL	MR. SMOOTHIE	82	116	143	101
4	TOM NALLEN II	JACK RABBIT	102	151	118	
5	DAVE NIEDZIELSKI	CHAMBERMAID	56	100	114	
	DALLAS CORNELIUS	CHAMBERMAID R1	72	99	101	
	CHARLIE SAUTER	KR-4	69	85		
	JOHN DONELSON	MR. SMOOTHIE	84	84		
	GERALD CRAWMER	CHAMBERMAID	69	84		
	JEFFREY RUNNELS	JACK RABBIT	67	84		
	MICHAEL ISERMANN	MR SMOOTHIE	42	83		
	PAUL STOTT	HAINES H-3	73	78		
	RICHARD GORMAN	SMOOTHIE	73	75		
	JIM DETAR	MISS LA	64	75		
	GENE SMITH	SK4	62	72		
	PAUL BOYANOWSKI	HAINES H-3	44	59		
	MARK FINEMAN	FK-1	47	48		
	MICHAL ESCALANTE	JACK RABBIT	56	46		
	DOUG BEARDSWORTH	MR SMOOTHIE	102	7		
	TIMOTHY MACDONALD	MR. SMOOTHIE	93			
	FERNANDO RAMOS	CHAMBERMAID	71			
	ROGER WILLIS	CHAMBERMAID	61			
	MIKE WELSHANS	JACK RABBIT	52			
	PHILIP THOMAS	JACK RABBIT	34			
	JOHN KRAMER	GOON	27			
	DENNIS RUHLAND	SK-2	27			
	GEORGE BREDEHOFT	KR-2	16			
	JOHN HUTCHISON	GOON	13			
	DAVID MITCHELL	PETE	6			
	WINNFIELD MOORE	SMOOTHIE	5			
	GEORGE WHITE	SMOOTHIE	4			
	ROBERT BARD	CHAMBERMAID	3			

	Goodyear / Formula Race	Event # 24	RAW TIMES		
			T1	T2	T3
1	RICH WEBER	LEIGHNOR SPECIAL	64	55	69
2	DALLAS CORNELIUS	LONG LA1	51	4	50
3	MARK B. FINEMAN	GREY GHOST	30	4	42
4	JOHN HOUCK	CASSUITT	24	7	31
5	MATTHEW KING	MUSTANG	38	12	13
	HARRISON KNAPP	BUSTER	42	10	5
	JACK KACIAN	WITTMAN V	57	2	
	WALTER FARRELL	POGO	57		
	JOHN KRAMER	BONZO	31		
	RICHARD ZAPF	WLH-1	6		
	GEORGE BREDEHOFT	FALCON SPECIAL II	4		
	RICHARD GORMAN	SONERAI	2		

	WWI Combat	Event # 25	RAW TIMES		
			T1	T2	T3
1	DON DELOACH	BRISTOL SCOUT	73	60	86
2	RICH WEBER	ROLAND D2	68	62	66
3	THOMAS HALLMAN	FOKKER D7	67	65	61
4	JIM DETAR	FOKKER D7	63	60	60
5	PAT MURRAY	FOKKER D7	56	68	36
	DOUG BEARDSWORTH	FOKKER D7	48	58	36
	CHRIS STARLEAF	POMELIE P E	58	54	
	HERB KOTHE	FOKKER D7	72	50	
	WALTER FARRELL	M. ELEPHANT	87	49	
	RICHARD GORMAN	SE-5	66	43	
	PETER KAITERIS	NIEUPORT 11	51	24	
	RICHARD ZAPF	FOKKER D7	42	6	
	CLIVE GAMBLE	CAMEL	51		
	WINNFIELD MOORE	SE5	42		
	PAUL BOYANOWSKI	ALBATROSS D1	41		
	CHRIS MCGOVERN	FOKKER D7	34		
	JOHN KRAMER	FOKKER D7	30		
	DENNIS RUHLAND	NIEUPORT 11	26		
	JOHN HUTCHISON	FOKKER D7	23		
	GEORGE WHITE	FOKKER D7	20		
	MATTHEW KING	ALBATROSS D3	20		
	DAN TAYLOR	FOKKER D7	14		
	SAM BRAUER	NIEUPORT 17C-3	11		
	OCTAVIAN ALDEA	PFALTZ D3	11		
	F.S. GILBERT	SOPWITH DOLPHIN	9		
	RONNY GOSSELIN	ALBATROSS D3	5		

S.L.O.W.	Event # 28	PLACE
DAVE NIEDZIELSKI	BLERIOT XI	1
RONNY GOSSELIN	AQUILLA	2
THOMAS HALLMAN	BLERIOT	3
DAVID MITCHELL	DEMOISELLE	4
JOHN HOUCK	EASTBORNE MONO	5
WALTER FARRELL	BLERIOT XXV	6

Jim Detar's SB2C Helldiver cruising straight overhead.



Ron Gosselin photo

	WWII Combat	Event # 26	RAW TIMES		
			T1	T2	T3
1	DON DELOACH	F4U CORSAIR	69	82	117
2	DALLAS CORNELIUS	KI61	75	77	98
3	JIM DETAR	HELLDIVER	91	73	97
4	LUC MARTIN	VG-33 ARSENAL	56	74	79
5	JOHN DONELSON	HEIN	74	77	29
	PAUL BOYANOWSKI	P-39	44	85	
	DOUG BEARDSWORTH	P47N	51	71	
	RICHARD GORMAN	TONY	50	62	
	PETER KAITERIS	YAK3	45	58	
	JOHN HOUCK	P40B	54	57	
	PAUL STOTT	FIAT G55	42	55	
	MATTHEW KING	HE 100	41	50	
	DAVE NIEDZIELSKI	KHARKOV	42	46	
	PAT MURRAY	TBF	53	6	
	CHARLIE SAUTER	P-51B	70		
	TOM NALLEN II	KHARKOV	40		
	CHRIS STARLEAF	FIAT G50	40		
	RICHARD MILLER	P51-B	40		
	MARK B. FINEMAN	P-63	35		
	DAVID FRANKS	HE 100D	34		
	RONNY GOSSELIN	IL-2	34		
	SAM BRAUER	ZEKE	32		
	ARA DEDEKIAN	BUFFALO	26		
	ANDY SEPHTON	WILDCAT	23		
	TOM CANFIELD	P-47	23		
	CHRIS BOEHM	SPITFIRE	20		
	TIMOTHY MACDONALD	MIG 3	17		
	DAN TAYLOR	SPITFIRE	16		
	WALTER FARRELL	JUDY	9		
	PHILIP THOMAS	ME 109	8		
	DOUG GRIGGS	ZERO	7		
	DR. RICHARD ZAPF	F4F	3		
	MICHAL ESCALANTE	HE100	3		
	GREG WEST	P-39	3		
	BERNARD DION	KATE	2		
	GERALD KONDRAT	BF 109 F	1		

1/2 Wakefield		Event # 29								
			P#	CHECK	T1	T2	T3	FO#1	FO#2	SCORE
1	DON SRULL	SWEDISH WAKE	1	YES	120	74	120	0	0	314
2	DAVID MITCHELL	EZB 1/2 AWAKE	1	YES	109	118	83	0	0	310
3	ROBERT BARD	1/2 AWAKE	1	YES	120	111	61	0	0	292
4	DAVID PISHNERY	1939 ISIS	1	YES	45	80	61	0	0	186
5	MIKE WELSHANS	1939 CANADIAN CHAMP	1	YES	71	62	52	0	0	185
	WINNFIELD MOORE	HALF A WAKE	1	YES	96	59	23	0	0	178
	MICHAL ESCALANTE	SURPRISE	1	YES	70	97	0	0	0	167
	BLAKE MAYO	BLAKE WAKE	1	YES	36	53	48	0	0	137
	RICHARD BERNER	1/2 A WAKE	1	YES	53	41	41	0	0	135
NO COMPLIANCE CHECK										
	TIMOTHY MACDONALD	1939 WAKEFIELD	1	NO	89	56	0	0	0	145

Midway Commemorative		Event # 30	RAW TIMES				FACTORED TIMES		
			BP	T1	T2	T3	FT1	FT2	FT3
1	DON DELOACH	F4F	5	73	87	121	78	92	126
2	DALLAS CORNELIUS	KATE	10	41	107	80	51	117	90
3	JACK MOSES	DOUGLAS DAUNTLAS	10	51	95	75	61	105	85
4	JOHN HOUCK	KATE	10	56	78	71	66	88	81
5	PETER KAITERIS	KATE	10	50	59	69	60	69	79
	JEFFREY RUNNELS	ZERO	10	41	47	51	51	57	61
	WALTER FARRELL	TBD	10	64	72		74	82	
	PETER AZURE II	TBF	10	38	43		48	53	
	ANDY SEPHTON	F4F	5	35	38		40	43	
	DR. RICHARD ZAPF	PBY	35	3	22		38	57	
	DAVID MITCHELL	ZERO	10	22	10		32	20	
	F.S. GILBERT	TBD	10	32	3		42	13	
	SAM BRAUER	ZERO	10	26			36		
	GEORGE WHITE	SBD	10	21			31		
	FERNANDO RAMOS	BUFFALO	5	21			26		
	TOM NALLEN II	TBD	10	9			19		
	DOUG GRIGGS	ZERO	10	7			17		
	JIM DETAR	SBD	10	6			16		
	MATTHEW KING	RUFE	10	4			14		
	BERNARD DION	KATE	10	4			14		
	WINNFIELD MOORE	F4F	5	7			12		
	TOM CANFIELD	F4F	5	4			9		
	CHRIS BOEHM	TBM	5	3			8		



Aeronca Chief One-Design Event # 32					
		T1	T2	T3	SCORE
1	JIM DETAR	66	59	120	245
2	ANDY SEPHTON	57	64	95	216
3	DAVE NIEDZIELSKI	62	53	100	215
4	TIMOTHY MACDONALD	61	72	67	200
5	PAUL BOYANOWSKI	60	104	0	164
	JOHN KRAMER	35	38	38	111
	RICHARD BERNER	32	44	31	107
	RAY RAKOW	35	40	31	106
	DEREK KNIGHT	26	42	36	104
	ROBERT PASSERELLI	30	32	35	97
	ORVILLE WILLIAMSON	22	22	22	66
	WINNFIELD MOORE	27	23	0	50

B.L.U.R.	Event # 27	
		PLACE
LUC "SPEEDY" MARTIN	KELLNER BECHEREAU	1
TOM ARNOLD	P-63	2
PETER KAITERIS	JACK RABBIT	3
MICHAEL ISERMANN	JACK RABBIT	4
CHRIS MCGOVERN	HUGHS H1	5
ROBERT BARD	WEDELL WILLIAMS	
MARK B. FINEMAN	FLOYD BEAN	
DAVE NIEDZIELSKI	BLERIOT	
CHRIS STARLEAF	CZECK MATE	
DAVID MITCHELL	METEOR	
MATTHEW KING	F4U	
BERNARD DION	HUGHS H1	
RONNY GOSSELIN	CORSAIR	
JACK KACIAN	METEOR	

Milestone plaques were awarded to Stu Weckerly for 300 kanones, and to Don DeLoach, John Houck and Rich Weber for 100.

**FAC Hall of Fame - John Hutchison, Chris Starleaf,
Vic Nippert and Tena Nippert**

Lin Reichel Memorial Mentor Award - Mike Nassise

Vic Didelot FAC Spirit Award - Russ Brown

Walt Mooney Award - John Kramer - Nieuport 11

Earl Stahl Award - Mike Isermann...Nielson & Winther Type Aa

High Wng Weenie Award - Wally Farrell - Piper Cub

Best WWII Ship - Doug Beardsworth - P-47N

Cole Palen Trophy - Don DeLoach - Bristol Scout

Fiction Flier - Tom Hallman - Smilin' Jack X-13

BLUR Trophy - Luc "Speedy" Martin - Kellner Bechereau

Zero Bonus Point Award - Tom Hallman - Pulqui

Founding Father's Awards - Ara Dedekian & Roy Courtney

FAC NATS 100%'ers:

JACK MOSES
RAY RAKOW
JOHN STOTT
FERNANDO RAMOUS
ROSS P. MAYO

SCALE GRAND CHAMP		
	PLACE	POINTS
DON DELOACH	1	764
THOMAS HALLMAN	2	763
WALTER FARRELL	3	532
RICHARD WEBER	4	435
JIM DETAR	5	425
NON SCALE GRAND CHAMP		
	PLACE	POINTS
DON DELOACH	1	315
DON SRULL	2	231
DAN DRISCOLL	3	176
TIMOTHY MACDONALD	4	140
JIM DETAR	5	105



Doug Beardsworth, John Kramer, Mike Isermann, and Don DeLoach with their Trophies.

FAC NATS Musing

I'm not a statistician, and everything that you'll see here is just plain simple truth-to-standing. But having been an FACer since 1985, and having been weaned in its veritable birthplace, I have seen trends, rubber, leading edge shapes, lifting tails, prop shapes, wing tip outline construction, cranky-don't-really-get-it FACers, and lube types come and go over the years. So I feel justified in taking a seat of the pants look at what finished where and why, particularly in the Traditional Judged Flying Scale events

All numbers, unless noted, are for ships that were both flown and judged.

FAC Scale

1st 6 places save one were Twins
2nd place was a well-flown, low-winged jet
7th was Don DeLoach's gorgeous Corsair (low-winged)
40 flew, 30 did not, out of approx 70 judged
Top placers had better flight times despite bonus points
Bunch of low-wingers finished about mid pack (including Kendrick Goesslin's gorgeous, great flying Ryan - a JUNIOR)
4 flying wings
7 biplanes
9 twins
8 second plane entries

Jumbo Scale

1st 6 places were twins
1 biplane - a twin!!
1/2 flown entries were twins
8th was a beautiful low-winger
3 second plane entries
Over 1/3 entered were never flown, but judged

Peanut Scale

1st 2 & then 4th place were bipes
3rd & 5th were low-wingers and shoulder wings (now no bonus points.)
6 biplanes flown
2 twins!!! (8th & 9th place, not too shabby)
30 flew official, 25 got no flights in!!

So, what do I see....

- Twins rule the day in Scale and Jumbo, but.....

The first part of this is not a huge surprise. They do indeed dominate. However, we must look closely at the outliers. Tom Hallman, a building and flying force to contend with no matter what he's flying, proved that a simple low-winger can compete with the twins if done to the nines and flown really well. His Pulqui is not a complex plane, and is really not unlike a Golden Age Reproduction kit low -winger with a sliced ribbed wing, or Dave Rees' T-28 or Fulmar plans. Very doable by the guy that might holler "I can't compete with the twins...without a twin...". Yes you can..

- Biplanes in FAC Scale and Jumbo are noticeably absent.

This came as a bit of a shock to me. Yet consider these biplane facts:

~ 15 bonus points just dropping the plane from the hood of your car,
~ get 57 scale points (that's a reasonably done aircraft with everything on it - and don't get me started about that..)
~ average after 3 flights of 74 seconds (now, that means you have to fly that biplane very well).....and you would have 146 as your score, having placed 5th in Jumbo and 3rd in Scale!!

- Top flyers times - twins or not - were good enough to place nearly where they were in the event anyway despite plane configuration and bonus points.

That has to ache a little? Take away the bonus points and these planes and their flyers are still kicking your tail. Is that because the great flyers are just great flyers, or is it because guys that would have built biplanes to chase the gold rung just don't realize how competitive they could be with said double winged aircraft?

- Notice how Peanut Scale 2012 scores look like FAC Scale scores circa 1984

Priorities??

- Why are so many getting judged and yet not flying these scale events?

Too busy Mass Launching?

Fellows pouting because they feel they don't have a chance against the workmanship and finish of the top birds?

Can't compete with all the freak bonus-pointy planes?

Have people been unduly scared away from the Scale events?

- The bonus system works. The average of 3 flights adds a cap to the top of this jar, so to be competitive you have to compete.

- The dedicated expert winning flyers will beat you with a stock High-winged Guillows kit covered with Monokote and library paste. They're putting in the time and there's a lot to learn from them. Go call them, email them, stand by their cars at the contest, and see what they do. That is, if you want stuff floating overhead like their's does.

- One FAC member had a thought. Maybe the perennial top finishers take a year and "go 180 deg", and do something different. Self limit. Build a high-winger/low bonus point job and see how well you can do with it in FAC Scale for a season. That's where Tom Hallman pretty much went with the Pulqui. He could have more readily placed with his DOX Seaplane, but he challenged himself. Look where it got him.

We're each responsible for keeping the life blood of this hobby fresh for now as well as the future. Simpler airplanes - waddya say you top finishers? And for others - why not try a biplane or make sure you put everything on the airplane? Use that light wood. Cover that wing twice if you need to to get it straight clean. And **get competitive..**

Competitive means getting your plane to fly the best that it can fly, besting your previous flights, taking all three flights, posting the scores, then helping the guy in the car next to you get great scores too...
Vance Gilbert

DeLOACH TRIUMPH RAISES BAR, EYEBROWS

STUNNING DOUBLE VICTORY MAY HAVE COME AT A HIGH COST

Exclusive for the FAC News by O. Leo Strutt, Boy Reporter

Post-banquet retabulation of the 2012 Flying Aces Club Nats contest results has resulted in Don DeLoach, of Colorado, being declared the Grand Champion not only of the Non-Scale events, but of the Scale events as well, a feat thought to have never before occurred in the history of the Nats. The revised standings sent perennial Scale Grand Champ Tom Hallman of Pennsylvania plummeting to second place as he was edged out by DeLoach by a mere 1 point. When informed of the new results, DeLoach was uncharacteristically restrained. "Gee that's swell," he intoned, his gaze fixed on the horizon.

Swell? Others are not so sure.

Acting on information from sources who preferred to remain anonymous, among them Hallman, this reporter tracked down several individuals who claim to have seen DeLoach two days before the meet standing at a crossroads late at night, locked in an intense conversation with an unidentified, shadowy figure. DeLoach seemed anxious, the sources said, flapping his arms and repeatedly pointing to his heart. After several minutes of this peculiar behavior, DeLoach abruptly fell to his knees, weeping, as the other individual, cackling heartily, did a little dance before disappearing suddenly into the darkness.

While one should never, ever jump to conclusions based on such scant and circumstantial evidence, it seems entirely plausible to suggest that DeLoach may have sold his soul in order to secure his lofty aim.

The question then remains: To whom did DeLoach sell his soul? Speculation initially centered on the Devil, but Free-Flighters in the know think it far more likely that DeLoach struck his Faustian bargain with one of the triumvirate of Free Flight gods: Hung, God of Thermals; Trixie, Goddess of Flying Into Things; or Dorkus, God of Inexplicable Events. Of the three, only Trixie is thought to make face-to-face contact with mortals, having supposedly revealed herself on at least one occasion to the fairly-well-known if somewhat off-center modeler Dave Mitchell. Asked his opinion on the matter, Mitchell thought it unlikely to have been Trixie, noting that she generally traffics in aeromodeling catastrophes of greater or lesser degree. Musing upon information gleaned during his alleged encounter with the Goddess, Mitchell also felt Dorkus lacked the necessary attention span to carry out complicated schemes.

Could it then have been Hung himself? Certainly, Hung has the ability to lift men's models to great heights and bring them back to earth again. But why would Hung, imperious, callous and capricious, stoop so far as to assist a lowly, insignificant speck? It seems we may never know, unless DeLoach comes forward and confesses. One thing is certain: it's now clear that the increasingly high level of competition at the Nats is encouraging contestants to stop at nothing in order to achieve fame and fortune. While there is nothing in the 2012 FAC Rulebook prohibiting such aggressive tactics, critics will no doubt be clamoring for the FAC Council to consider the issue during their upcoming meeting at the Kon-Tiki Palace in Honolulu, Hawaii.

The FAC Spirit

The weeks before the Nats at Geneseo are usually a really busy time, repairing old ships and trying to finish at least one new project. It is funny how every year I seem to slightly overextend myself, and this year we were without power for a week, which cut into my building time: no power=no lights to build by. So I found myself on the way to Geneseo with a new, almost finished, TBD Devastator for the Midway event. The morning of the event found me gluing on a tail wheel no less. This project was part of a "group build" with a lot of good guidance from Doug Beardsworth and Tom Nallen II. Once I arrived at Geneseo, Mike Isserman and Don DeLoach gave me some good pointers on its trim.

It is always fun to be on the mass launch line, and I was really happy to be part of the Midway event. I made it through the first round, and the compliance check. The second round was my undoing. In the incredibly random world of free flight, my TBD went upwind toward the road, made a big hook of a left turn and landed a couple of hundred feet in the corn. My timer, Doug had a good line on it. So I went in to the corn, (which for me is a creepy experience), to look for it. I broke off a stalk and held it overhead so Doug could see my location. Once in the corn I couldn't even see the massive tree I was supposed to use as a landmark. I walked back and forth but so no sign of it. Doug was incredibly patient in the heat, trying to keep me on the line. I was quite discouraged that it was lost and that I would miss the final. Shucks (well, actually, expletive deleted).

I still had a lot of events to fly and went about getting it done. While I was busy doing that, Chris Starleaf went up to Doug and asks if he had a line on the TBD. Doug walks him to it and Chris enters the corn. Now mind you, he didn't say "I'm going to look for your plane", he just went in after it....

At the end of the day, I was doing inventory, and packing up the van. I see the TBD on the front seat. I did a complete double take...the TBD!?!

There was no note, I had to ask around to see who found it. I spoke to Chris, and he said it took him about 8 minutes to find it. The surprise to me was that he had found it. I was not surprised to learn that it was Chris. There was no



Chris Starleaf

Gosselin photo

grandstanding, he just saw I needed some help, and he took care of it. It really brightened my day to have my brand new ship back, in great shape.

There is probably not enough ink in the newsletter to allow me to thank all of the guys who have been so helpful to me, and I regret that I can't do complete justice mentioning everyone by name. Building advice, covering, trimming, flying, prop/rubber combinations....I have always received great help from other FAC'ers and want to thank them all. I especially want to shout a loud and public thanks to Chris Starleaf. He is a great competitor and yet incredibly helpful in a pinch. You guys are the best. I'm still in the golden age of the FAC.

Wally Farrell

One Flier's Approach to Better Performance - Part 1

By Don DeLoach

In Free Flight, as in most sports, the *competitor* wins the event, not the tennis racquet, skis, or race car. The model is just a tool to that end. In our sport (especially mass launches) the “best” or lightest model seldom wins. That said, I’m not going to try to convince you that building light isn’t generally a good thing. If you’re good at it and your models are strong enough to survive the rigors of contest flying, keep doing it. Lighter models generally have more duration capability, especially in ideal, light/no-wind conditions. But I believe that the mantra of “adding lightness” is ultimately a crutch. What most modelers should focus on first is improving foundational skills such as their understanding of trim/stability, and mastering their winding techniques.

My Models

All of the mass launch models I took to Geneseo in 2012 in are near the middle of the pack in terms of wing loading. Some are actually a bit heavier than the “big guns”. I consider them “all-weather” airplanes. Here are the data:

F4U Corsair	39g	22.5"	Original plan using enlarged Drela Peanut fuselage. TVo = .65. Dihedral up to the bottom of the canopy, seems adequate. Very stable. 12g x 4str 3/32" & 2str 1/8".
Cessna CR-2	49g	22"	Reduced from 24" Rees plan, original wing and slightly enlarged stab, 10" prop. A spectacular, forgiving design. 16g x 6str x 1/8". Will take 8 in.-oz. safely.
Bristol Scout	53g	21"	Enlarged from 1970s Micro-X peanut plan. 35% C.G., very stable. But also heavy! 11.5g x 4str 3/32" & 2str 1/8". 8.5" prop, carved.
DH.94	27g	23-7/8"	Enlarged from the great Mike Nassise plan, stab enlarged 10%. 8" plastic prop cut down from 9". 7.5g x 2str 1/8" + 2str 3/32".

Props and Rubber

For my 21-24" birds I aim for a prop diameter of 40% of the wingspan. This is a bit arbitrary but seems to work. All but one of my models have carved props in the Pitch/Diameter (P/D) range of 1.15 to 1.30. The less drag on the ship the higher P/D you can safely use, but I never exceed 1.3. The DH.94 is the only scale model I currently fly with a plastic prop, a 9" blue Peck prop cut down to about 8".

Too many guys ask obsess about prop P/D or rubber motor length/cross sections without remembering that the two are integrated. That is, for a given airplane every prop has an ideal rubber motor and every rubber motor has an ideal prop. Finding the right combination is first step toward optimizing your flight times.

Some guys--Wally Farrell comes to mind—get spectacular results with plastic props, which I consider generally inferior to carved props. Wally is able to do this because he optimizes his motors to his props. Conversely, Wally could probably not put one of my carved props on one of his airplanes and expect to not have to change the rubber motor to match it.

Dispelling the Myths

“Set CG at 25-30%”. We’ve all heard that one, but it is often a trap for mediocre performance in FF scale. There’s a simple antidote to this: the Bill McCombs Tail Volume Coefficient/Starting C.G. formulae.

$$TVo = \text{stab area/wing area} \times \text{tail moment arm/wing average chord}$$

$$C.G. (\%) = 16 + [TVo \times 36]$$

As soon as I started calculating TVo and C.G. position my understanding of FF trim and stability was changed forever. My models were easier to trim, held their trim better, were less prone to crash, and were able to handle more power. All these factors lead to better (longer) flying models, and more contest success.

Bill was one of my early mentors and a Princeton-educated Senior engineer for Vought Aircraft. What is TVo? Put simply it is the measure of a horizontal tail’s *effectiveness* as a function of its tail moment arm (length from wing LE to stab LE) and wing average chord. TVo is hugely important, because it explains why a “scale model with a 25% stab” is too vague. A 25% stab on a P-51 Mustang...or a Pilatus Porter? The two airplanes have vastly different moments that result in very different tail effectiveness. One may need a C.G. at 29% while the other needs to balance at 47%. This C.G. difference greatly affects flight trim and behavior.

The *magic* TVo number I have found (through much trial and error) for FF scale is 0.65. When plugged into the McCombs C.G. formula this results in a C.G. of 38%--well aft of the clichéd “one-quarter to one-third” point.

With a 0.65 TVo almost any scale model can be made to fly well with not a lot of fuss (assuming good fundamentals like warp-free

and well-aligned surfaces, adequate dihedral, proper fin area and methodical trimming in calm weather). With TVo less than 0.65 models become quite a bit harder to trim for competitive flight times, I've found.

Some subjects with longish tail moments and/or larger stabs can have even larger TVos, which is a very good thing. If you can achieve 0.75 without making the stab look excessively large (remember, these *are* scale models!) by all means, do it. This results in a C.G. of 43%-- meaning you can put in a very long motor often with little or no nose ballast. You'll also have a model with less need for downthrust and decalage.

Can a Model Have Too Much Stability?

Yes! The most common example in FAC circles is too much longitudinal (pitch) stability. This model is going to require a lot of nose weight to balance, will need more decalage, and as a result will need much more down thrust to control the power burst than a properly-C.G.ed model. I see lots of these models at FAC contests. They fly fine in cruise mode but they can't take advantage of the last 30-50% of the available torque without looping or requiring gross amounts of cruise-killing down thrust. Many of these models could be rebalanced at 35-40% of root chord, and they'd require less nose weight, less down thrust, and they'd fly significantly longer because they'd be able to handle more power and climb more steeply.

How Much Decalage/Incidence?

Forget about measuring this. Just calculate the TVo and starting C.G., balance on the bench with a motor installed, then start your trimming. Test glides over tall grass will reveal what is needed. Once the model is gliding safely over a short distance I take it to a steeper hill and let it glide longer. Some type of easily adjustable stab LE or TE is a big time-saver. I use 0-80 nylon screws under each TE on a "split" stab rotating on .040 carbon rod.

Positive Incidence in the Wing or Negative in the Stab?

This is a rabbit trail that just leads to confusion. I have models with 0 degrees of wing incidence that fly as good as models with 3 degrees wing incidence. All that matters is the *relative* angles of the wing and stab—known as *decalage*. In a typical FF scale model with TVo between 0.65 and 0.75 decalage is going to be about 2-3 degrees, but that's trivial because you're not ever going to actually measure it. Just set the C.G. per the TVo, start your test glides, and tweak the stab or wing angle until you get a floating glide. That's it. From this point you know you have a model with adequate pitch stability with C.G. in the right place that is safe to start power-trimming. You should never need to trim anything but the thrust angles from this point on. ---

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*new members (U.S.), or members who've lapsed for 12 months or more.
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The *Other* Nats

The National Aeromodeling Championships held at the AMA Headquarters flying site in Muncie, IN is what many modelers think about when they hear “Nats.” The Free Flight portion of the big show has a small, but growing FAC component. Special thanks to George White and Mike Welshans who stepped up to ramrod that part of the contest this year. Despite some

weather-related challenges, (shifting winds required moving the CD tent multiple times each day, plus some rain) they carried it off in fine style. The results shown here are taken from the **Nats News** posted on the **AMA website**, which is a terrific way to keep up with the activities in Muncie.

Also worth noting, Cloudbuster Ted Allebone won P-30 with a model of his own design built the old fashioned way without carbon nor other space age materials.



Mike Fedor and George Bredehoft show off their trophies for Peanut Scale.



Mike Welshans and Vic Nippert with 1st Place plaques for Rubber Scale and Power Scale.

David Mills photos

THURSDAY

WW II Mass Launch

1. Pat Murray MiG 3
2. Vic Nippert Ki 61
3. Mike Walshans P-51/A-36

FAC OT Rubber Cabin

1. Ed Hardin Wren 497
2. Jim Cummins Wren 494
3. Jim Gerszewski Wren 340
4. Grant Carson Victory 308

Embryo

1. Ted Allebone 354
2. Dohrman Crawford 282
3. Pat Murray 262
4. Grant Carson 229

Golden Age Civilain/Military

1. Vic Nippert Antanov 2 280
2. Jim Miller Martin MO-1 166
3. Grant Carson Skyfarer 55

WEDNESDAY

Jimmy Allen

1. Carl Redlin Skokie 360
2. Paul Simon Blue Bird 245
3. Pat Murray Skokie 205
4. Ed Allebone Blue Flash 197

FAC OT Rubber Stick

1. Ed Hardin Gollywock 780
2. Jim Jennings Sr. Wanderer 356
3. Ed Allebone Wanderer 354
4. Stewart Cummins Gollywock 342
5. Grant Carson Wanderer 278
6. George Bredehoft The Shaft 90

Dime Scale

1. Chuck Marcos P-51 249
2. Dan Kane Tiger Moth 245
3. Pat Murray Mr. Mulligan 122
4. Mike Walshans Pitcairn 53

Low Wing Military Trainer

1. Pat Murray
2. Vic Nipert
3. Aaron Narance

FRIDAY

FAC Peanut

1. George Bredehoft Keith Rider R-2 129.5
2. Mike Fedor Jodel 128.5
3. Jim Miller Lacey 122.5
4. Vick Nippert Lacey M10 115
5. Pat Murray Waco 101

FAC Power Scale

1. Vick Nippert Storch 179

FAC Rubber Scale

1. Mike Welshans Jack Rabbit 123
2. Vick Nippert Storch 120.5
3. Pat Murray Northrop P61 113.5
4. Elvin Buchele Heinkel He 100 84
5. David Acton Piper Pa 12 65

WWI Mass Launch
Not flown

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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.

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.)
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Flying Aces Club Membership Form

☐ New

☐ Renewal

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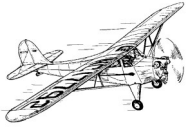
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FAC Contest Calendar



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
Flint, MI	Oct. 7	CLOUDBUSTER'S FAC FF MEET	Chris Boehm	merlin236@comcast.net
Elyria, OH	Oct. 7	CLEVELAND FREE FLIGHT SOCIETY FF MEET	Jim Gaffney	jamesfgaffney@hotmail.com
Pensacola, FL	Oct 6, 7, & 8	GATHERING OF THE TURKEYS	George White	http://www.pensacolafreeflight.org/White76@cox.net
Wawayanda, NY	Oct. 20-21	BARRON FIELD AIR RACES	Tom Hallman John Houk	484-547-3016 tom@hallmanstudio.com 610-488-6235
Otay Mesa, CA	Oct 27-28	SCALE STAFFEL FAC FESTIVAL #3	George Mansfield John Hutcheson	gmansfield75@gmail.com johnhutchison1@cox.net
Rocky Hill, CT	Nov. 18	GLASTONBURY MODELERS & PINKHAM FIELD IRREGULARS TURKEY FLY	Paul Stott	203-929-5139 H 203-258-3962 C

To get your event listed on this page, send the info to the editor. To get your event listed on the website contest page, send your stuff to our esteemed Webmaster, Dave Mitchell. Contact information is on the Membership Information page.

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WIN...Just let it happen



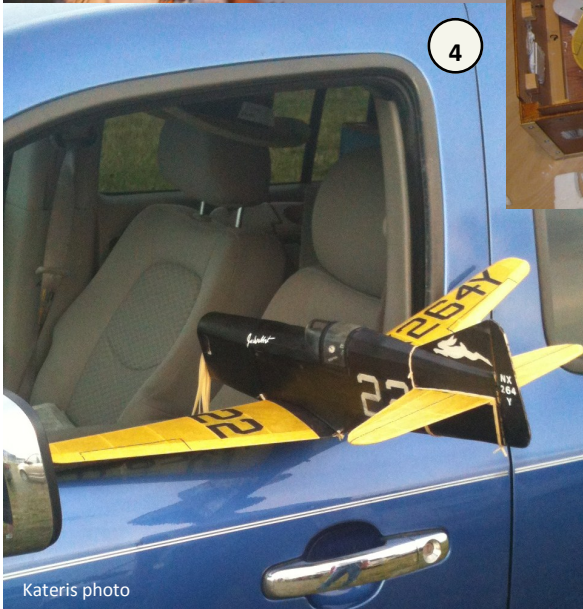
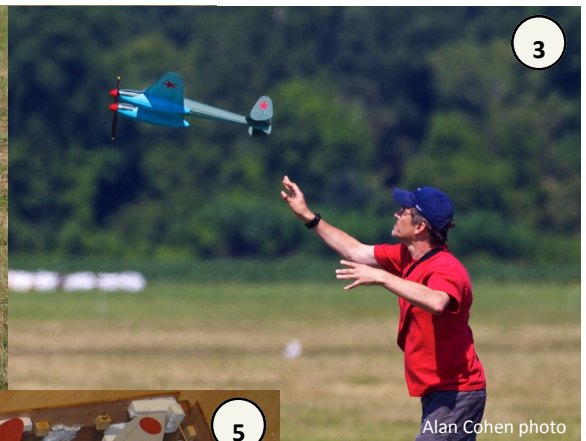
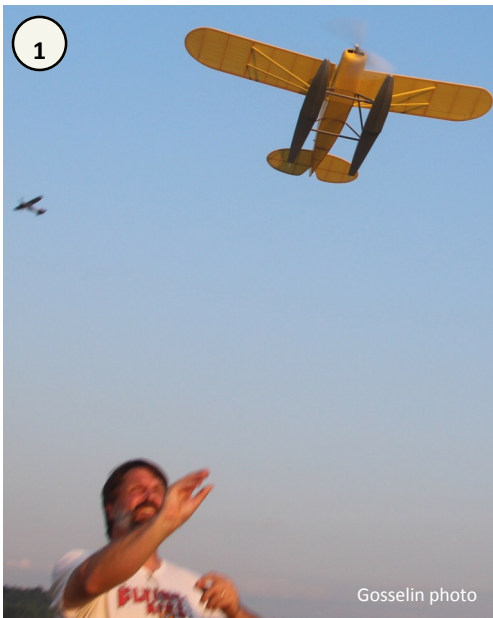
Photo captions:

1. Scot Dobberfuhl mailed a box full of models from Oregon so he could fly at the Nats. The USPS held them at the local post office for pick up, and they arrived in good shape. Here he is launching his Taylorcraft Floatplane for an evening test flight.
2. These three youngsters had a great time on the field. Benedict Dion, Maria Kondrat, and Kendrick Gosselin travelled from Canada with their parents to take part in the FAC Nats.
3. The MiG Dis was Tom Hallman's first twin engine model. Based on a plan from Lubomir Koutny, it performed well, placing third in Jumbo Scale.
4. Pete Kateris sent this photo and the story behind it: "Because I was CD of the BLUR, volunteers were retrieving my ship. During the final tie-breaker heat for the BLUR, I threw too high and the model chandelled off toward the tents and cars. Chris McGovern found the JackRabbit lodged in a car window. The prop shaft was bent 90deg. No other damage."
5. Ever wonder what it takes to get a pile of models from England to Geneseo? Here's a peek inside Mike Stuart's home made plywood shipping box.
6. Ever wonder what Bernard Dion looks like without a helmet? Here he is prepping his Bloch MB 174 for flight.
7. "We was jumped!" Midway Commemorative event fliers before the big event. Don Deloach, Dallas Cornelius, John Houck, Pete Kateris, Bernard Dion, and Rich Zapf.
8. "For me, my personal moment of inspiration was one evening on the field with Dave Stott's Fokker F.V transport. I was standing with Mark Fineman and Vance as each of them had just retrieved their own planes, and as I released the Fokker into the air, both of them made comments about how the plane, in it's simplicity, represents everything we strive for in FAC. The Fokker had a wonderful climb out, a slow cruise and circular flight, and landed about 5 ft. from where I launched. It certainly wasn't the longest flight of the day, but for me who doesn't compete, it was the most wonderful thing in the world." John Ernst
9. A sight to make the competitors glad: Our CD without his megaphone!
10. Wally Farrell took some timeout from his competition flying to help young Kendrick Gosselin get his Ryan STA trimmed out. Kendrick posted three official flights of over a minute, and placed 15th overall in Scale, a very respectable showing. His finish was just four points behind Wally!

A parting thought...

...for those of you that, even after all the wrangling, defending and changing of the FAC, still feel that the spirit and flavor of the Old FAC is gone...maybe you're right. But note - spirit is your own, and flavor starts at home. Please don't burden the souls of departed geniuses Dave Stott and Bob Thompson with having taken it all with them. Honor what they did by bringing your own special fun ways to what we do.

Anon.



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Tom Hallman photo

Tena and Vic Nippert are a great team both off and on the flying field. On Friday afternoon at the Nats, she provided "top cover" for Vic as he launched his Miss Canada into a light rain. They were both inducted into the FAC Hall of Fame on Saturday. Below: Vance Gilbert's Jumbo Twin Jenny was an awesome sight in the air.



Tom Hallman photo