

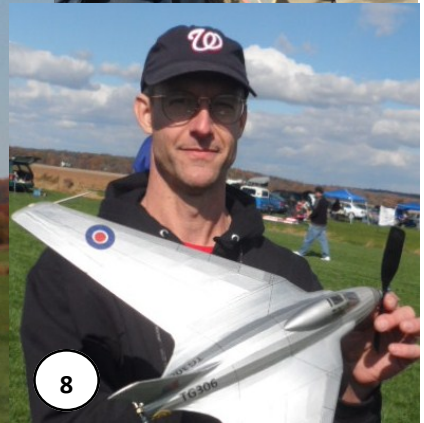
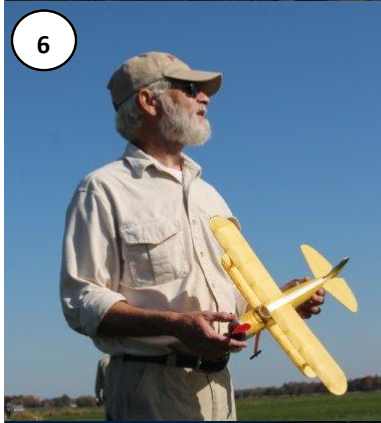
FLYING ACES

Club
News

No. 269

Jan/Feb 2013





Cover Shot:

"Those wonderful folks who brought you Wawayanda!"
The Houck clan and Tom Hallman stand proudly under
the new FAC flag on the field at Wawayanda, NY. L to R:
Sue, Tom H., Mark, Louise, and John.

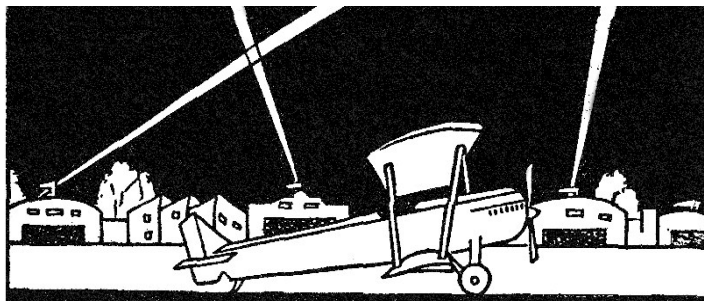
Wawayanda photo captions:

1. Bruce Foster puts his all into launching his twin engine Piper. Ron Gosselin photo
2. Doing an impression of Walt Mooney, Bob Morris winds his P-51C Mustang for the WWII mass launch. Gosselin photo
3. A study in concentration, CD Tom Hallman keeps tabs on the activities on the field. Bruce Foster photo
4. Bob Bard gets some assistance from his wife with the Chambermaid in the GA Racer mass launch. Gosselin photo
5. John Stott and Ron Gosselin pause for the photographer. Foster photo
6. Grand Champ honors went once again to Wally Farrell, who's motto is: "Fly a LOT!" Here he waits for the launch signal in the Fiction Flier mass launch with his Booth Ranger. Gosselin photo
7. Vance Gilbert's amazing Twin Jenny takes to the air. The Jumbo biplane has to be seen to be fully appreciated. Gosselin photo
8. Dave Mitchell with his fine flying DeHavilland Swallow. Despite the unconventional configuration, the model placed third in the Modern Military mass launch. Foster photo
9. Andrew Ricci was to be awarded his Blue Max during the awards ceremony at the end of the contest, but "objections" were raised by at least one skeptic. The "trial" that ensued pitted some of the finest legal minds in the FAC (Mitchell vs. Gilbert) against one another, and featured some mind altering legal gobbledegook and jargon. Dick Gorman photo
10. Matt King flew his Jimmie Allen Bluebird Racer in the Fiction Flier mass launch. Gosselin photo
11. Happy ending: Despite the horribly messy "legal" proceedings, Andrew eventually did get his Blue Max at the end of the day. Gorman photo

Plans - While at the Nats last Summer, a nice fellow showed me a plan that I hadn't seen before from Reginald Denny. I was able to mooch the copy from him right there on the spot. Unfortunately, I neglected to jot down who I got it from. (My mind turns to mush at Geneseo.) I hope our benefactor comes forward to be recognized. Meanwhile, I hope you enjoy building and flying the **Denny Starling**. The copy has been cleaned up to remove the glue stains and pin holes.

- The **Fairchild F24G** from Modernistic Models, and the **Porterfield** form Comet round out the collection of High Wing models. The Porterfield is the One-Design Model for the NonNats and Outdoor Champs this year. Details inside.

- Chuck Markos sent a note about one of the plans in our last issue: "In checking the measurements for the Morane Saulnier in the Nov/Dec 2012 issue of the newsletter, a rather serious issue became apparent. The wingspan is greater than 13 inches." Just so ya know!



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Happy New Year Skysters!

I hope you got everything you wanted for Christmas, and that there are models in progress on your bench. May 2013 be full of opportunities to build what you love, and time for flying with some friends. That's what the FAC is about.

A funny thing happened on the way to the printer last time around. The sharp eyed among you may have noticed that page 5 in #268 looked suspiciously like page 5 in #267. When I saw it, I had a minor panic attack as I tried to figure out how I could have flubbed it. It was mildly reassuring to find out that the problem occurred at the printer. It seems there was a hiccup in their software that didn't clear out the old page from the template. Always something. The items from the missing page that remain pertinent are on page 6 this time. (I hope!)

The modeling press has been presenting a steady stream of tributes to Earl Stahl since his passing. Rather than rehash much of what has already been published, we thought that we would offer a slightly different sort of salute to the Free Flight great. We have a personal reminiscence of growing up with Earl from Al Cleave, plus a neat story on how his legacy is being passed on to the youth in far away places. A special thanks to Al for sharing his memories.

And thanks to all those who sent along photos, and all the other bits that make this newsletter what it is.

The **Official FAC 2013 Calendar** is on sale at Cafe Press. Check out the ad on the back cover for ordering details. I wish we could have had it ready for the last issue, but it's not too late because Cafe offers an interesting option. You can start your 12 month calendar with whatever month you like. Even if you don't get around to ordering one until the Spring thaw, you can still have a full year of great FAC photos to inspire you every day.

Further on in this little publication, you'll find details on the upcoming **WestFAC** and **NonNats**. Getting the event schedules posted early should help you to make your plans for these two great contests.

Speaking of the NonNats, there has been some discussion about the idea of a **"host club"** for the big contests at Geneseo. The DC Maxecutors took on the mantle for the last couple of years, but in an effort to spread out the workload, GHQ has been looking for other options. As the issue was being discussed by members of the Council, some comments from the recent CD Dave Mitchell, stood out:

The real issue is rotating major responsibilities on

a regular basis, else we will wind up with a "new" core group that gets burned out like the old one did!

It's always a group effort; no club should be laboring under the impression that "hosting" the Nats or Non Nats is something that they have to shoulder by themselves. (The Mexecutors only had four guys involved.) It's more about the lead-up to the event than anything else. Getting the schedule down and lining up the volunteers. Getting the contestant packets together. Collaring the guys who never want to do anything but fly and getting them to agree to some work. Etc.

I looked at the host club idea as a way for any given club to put its stamp on the "feel" of the event for two years. OK, so now everybody knows the Maxecutors are a bunch of control freaks. Whattaya got to show different?

And THEN, you get to pick up the bullhorn. Or not.

Every once in a while we do something in the FACN that catches more than the average amount of attention. The cover on #268 was one of those things. Giving credit where it is due, it was Tom Hallman who captured that beautiful moment, and it didn't take any computer enhancement to make it into a cover shot. It fired the imagination of clubster Fred Dippel who wrote:

That cover! Do you know what that does to a kid who grew up and acquired an important part of his literal and esthetic education reading the Scribner's "boys series" illustrated by N. C. Wyeth? Wham! Instant time warp! If



While most of N. C. Wyeth's works depict scenes from an earlier era, he did this painting for a WWII US War Bond poster.

this is not a ready subject for you, I will send you more information, but for now let me just mention that Wyeth painted very dramatic, realistic scenes

for a series of adventure novels in the late 19th and early 20th C. that featured massive, sunlit clouds as back-grounds. Man, you are there! That's your hand holding that swirling saber and forcing the bad guy back and back and finally, down. Then, there's the open treasure chest and the innocent damsel (not open for a twelve-year old, of course)! A pure exercise in imagination, certainly, but those images live on, and I think that's a big part of what the FAC is up for -different times, different scenes, but OH! the adventure! How sweet!

Thanks Fred. I think you're onto something.

See you on the flying field!

Rich Weber "Wingnut"

News On the Wing



Ross P. Mayo, CINC

Hi Gang, hope your Holidays were great!

Here's some official news from GHQ:

The combined FAC Board and Council meetings in Pensacola, FL were very productive. Many thanks go to George White for making all the arrangements. The meetings were at the Naval Aviation Museum. If you have never been there it should get on your bucket list PDQ! And the Gathering of Turkeys contest was a hoot. GHQ met a lot of members that we don't get to see up north. And what a great flying sight they have there. Get that on your bucket list too!

I opened the meeting to member of the Pensacola Free Flight Team as observers only. My goal was to have members sit in on the meetings so they could see that it really is work with issues getting examined from as many angles as possible and it is exhausting getting through the agenda in one day.

Future meetings will be scheduled in other parts of the country and local club members will be invited once more. Invitations are welcomed.

COUNCIL NEWS: Jack Moses has retired and filling his shoes will be Ronny Gosselin of Canada...our first international member of Council. Thank you Jack, and welcome aboard Ronny!

PAY PAL: Okay troops, let's use this modern convenience when dealing with your FAC.

ROG VIDEO: Have you seen the ROG video made by Chris Boehm? Check it out on U-tube. See what you've been doing right...or wrong! Thanks Chris.

AND NOW SEVERAL ITEMS ABOUT THE 2013 FAC NON-NATS!

Due to unforeseen circumstances, the WNYFFS will not be the "Host Club" for the 2013 FAC Non-Nats. We will be using volunteers from all over the US and Canada to produce a great time for all. If you have already contacted the WNYFFS to volunteer or were about to volunteer with

them, please drop me a note. We have created a schedule of two hour stints. You'll be able to pick a time slot and activity to best suit your flying schedule and desire to get involved.

REGISTRATION: July 17th on the HAG flying field. Events will be flown Thursday – Saturday. Final plans are being negotiated for a HAG sponsored “on the field cook out” after the “on the field award ceremonies” Saturday evening.

FEES: Sorry to say, but the registration fee will be going up a bit this year to \$30.

T-SHIRTS: Sorry again...let's save those for the NATS.

EVENTS: Check elsewhere in this issue. One new event will be the Earl Stahl Event. These models will also qualify for the Simple Scale Event.

NEWBIE / NOVICE EVENTS: What the heck? Just for fun several events will be flown as an “event within an event” for competitors who have never won a Kanone. In this age of computer scoring, we can identify those who are novice per se and see how they compare to others without Kanones. Those events will be: Dime Scale, Embryo, Simplified Scale, and No-Cal.

PPLC: The PPLC will be used; however, all compliance checks will be done prior to any TOTF “first flights” and before any model is taken to the flight line for mass launch event. Complete details will be in the next issue.

On another flight...how many of you know Frederic Smith of Eugene, Oregon? Chances are that in your stash of kits obtained through one the great FAC Raffles held at several major contests is one that was donated by Fred.

Fred is a senior member of the FAC. Many of his flying buddies have “gone west” with their treasures being forwarded to him. In turn, he had sent them on to GHQ which then distributed them to CD's for their raffles. And he has done it once more. Currently there are four large shipping boxes in my rec room. There must be 100 kits!

Because Fred has been so very generous...and has not accepted any reimbursement for shipping and handling... I am bestowing upon Fred “Life Time Membership” status. News Letter Editor: make it so!

I'm out of space for this issue. Here's hoping your 2013 is a great year!

Ross.

Happy Ending



About a year ago, we were flying indoors at the old Hershey Park Arena and my No-Cal Extra 500 decided to perch on the speaker cluster hanging about 50 feet above

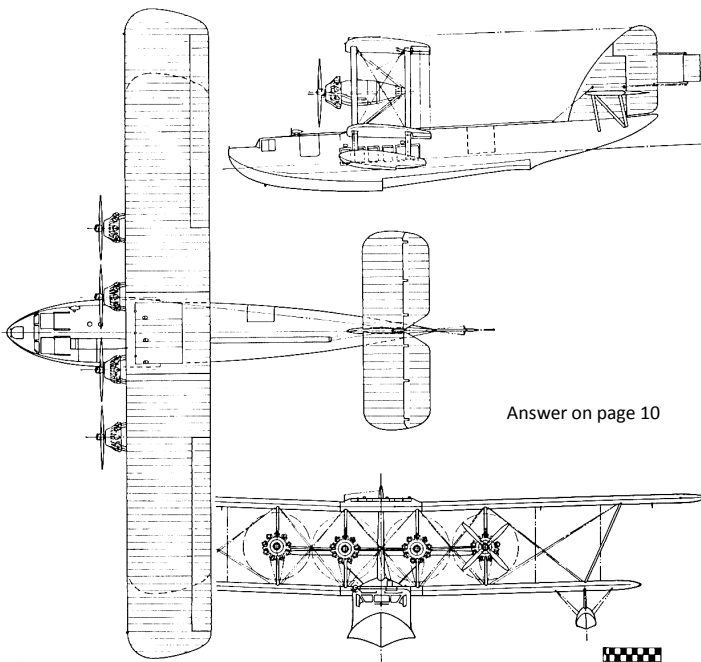
the ice. I reported my problem to the security office and was told that if I left a phone number, they would call me after the speakers were lowered for regular maintenance and the model was retrieved.

We were again flying in the arena this past Wednesday. We could still see the Extra nested in the speakers. On this day however, a rather more expensive RC Model also became lodged in the same speakers. It's owner raised a louder cry than I did the year before. An electrician, one of the employees who play hockey on their lunch break while we break for lunch, told us there is no regular maintenance on the speakers but he could lower them for us.

The picture above shows the model as it was retrieved from the speakers after spending a year with them. The motor fell apart when it was touched but otherwise the model looked pretty good. We stuck on a new rubber motor and it still flew with limited winds. Limited because Mark reminded me that it would be embarrassing if I put it back up on the speakers 15 Minutes after it was retrieved.

Keep 'em flyin' - John Houck

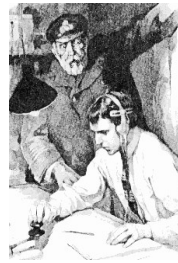
Bonus Point Quiz



Answer on page 10

SHORT S.17 KENT

S.O.S.



- Does anyone recall a DC-3 short kit done by a cottage industry in Connecticut in the 1990's? Perhaps Scientext Models by Peter Wank? I believe they offered plans for older Pan Am planes.

The DC-3 was a stick and tissue model that I believe was electric powered. Any help would be greatly appreciated.

Mike Boucher

blubaron@optonline.net

- I'm looking for two kits: a Piper Super Cruiser by Kiel Kraft, and a Luscombe Silvaire, also by Kiel Kraft. Would also like to find plans and copies of printwood.

Richard Tucciarone 447 Prospect St.

Brockton, MA 02301

508-580-5914 - anytime



Worthwhile Website

Air Adventures Of Jimmy Allen

Here's just the thing to have on in the background in your shop while you're building that new Jimmie Allen ship. They've got over 50 episodes available from '36 and '37. (Yes, we noticed that they have "Jimmie" misspelled. We won't hold that against them.)

http://www.dumb.com/oldtimeradio/radio/89/Drama/Air_Adventures_Of_Jimmy_Allen.html

INKLINGS by Chuck Wenlock



WESTFAC... Hello from the Folks Out West

Roger Willis

A bit of bad news first. Sal Taibi has passed away. We truly have lost a Giant. He has helped and influenced so many in our hobby for so very long. Sal was known by free fliers all over America. I had the honor to fly with him on several occasions at the SCAMPS Field at Perris California. He was always there to help and give guidance to us folks still learning to trim and fly. His constant companion, Betty, was by his side. I'm sure some emails from friends and flyers would be appreciated. The email address is: [saltaiibifreeflight@verizon.net](mailto:saltaibifreeflight@verizon.net)

On a cheerier side, the new ARIZONA CONDOR Squadron FAC-72 has doubled in size. A new building class, the 2nd one, began last October and they are graduating 8 new flyers into the Squadron. Also more good news on that



front; the new flying site obtained from the Township has also doubled. This Squadron now has over 600 acres of prime alfalfa to fly over with zero trees, corn or creeks. Currently the alfalfa is two feet tall, giving the WESTFAC trimming task a real non-injury benefit...!! I've included some pics of the new class pinning up their FLYING ACES MOTHS. Great bunch of new builders...soon to be flyers.

Speaking of which, WESTFAC IV has almost filled all its sponsorships. We just heard from the infamous CACTUS Squadron FAC-7 who will be sponsoring the O.T. Rubber Event. I think there is only one Sponsorship left at the time of this writing.

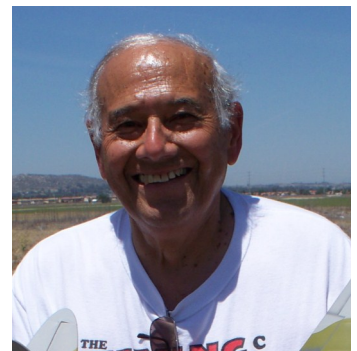
WESTFAC IV Pre-Registration is now underway for the April Event. Folks can go to the web-site and download

the Pre- Reg. form which makes the process very easy. We are looking forward to April 2013 and another great WESTFAC Event.



The SCALE STAFFEL FAC-41 should be congratulated for another year of great contest events. They have expanded their three yearly events to a new two day format. This expansion has significantly increased flyership and fun. A big thank you to our free flight friends in the SCAMPS [Southern California Antique Model Plane Society] for the use of their 4 minute field for all of the Staffels's contests.

Some good news to close. Fernando Ramos , FAC HOF, who recently had some medical issues , is on the mend. That's really good news as most of us are dependent on his extensive "field wisdom" and we miss the new [and old] jokes at the field. Just talking to this guy for 5 minutes improves your overall building and trimming.



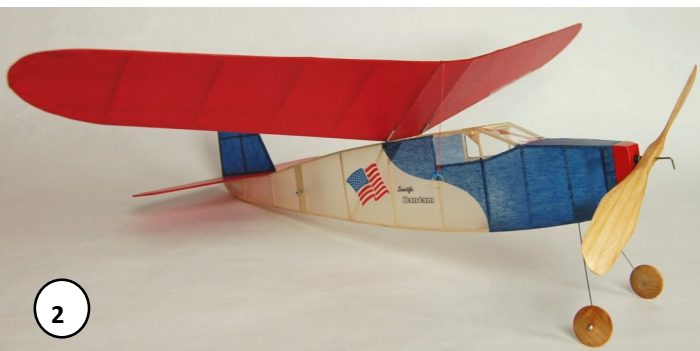
Hope to see many of you at WESTFAC IV. The "DOUBLE TROUBLE" event will be something to see, along with all the other events. You can do a lot of fun on a 4 minute field!! Many Maxes to ALL

Roger

A Novel Dethermalizer

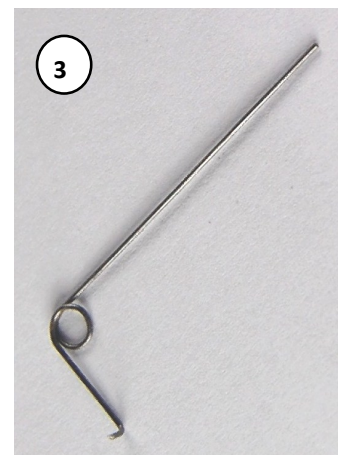
Mark Finman

Many of the dethermalizer (DT) techniques that we use with model airplanes are either unreliable, complicated or both. The one shown here is something that I have worked on for several years and now feel is perfected. At the heart of the system are two small torsion springs that actuate a pop-up wing or stabilizer, although only the wing DT is illustrated here. This DT is reliable, simple and also has the advantage of concentrating the weight of the system near the center of gravity. It is illustrated in the accompanying photographs as installed on my Scientific Bantam, a simple 25-inch span, high wing sport model. It would obviously be almost impossible to make this work on a low winger, although it can be used in the more conventional stab DT.

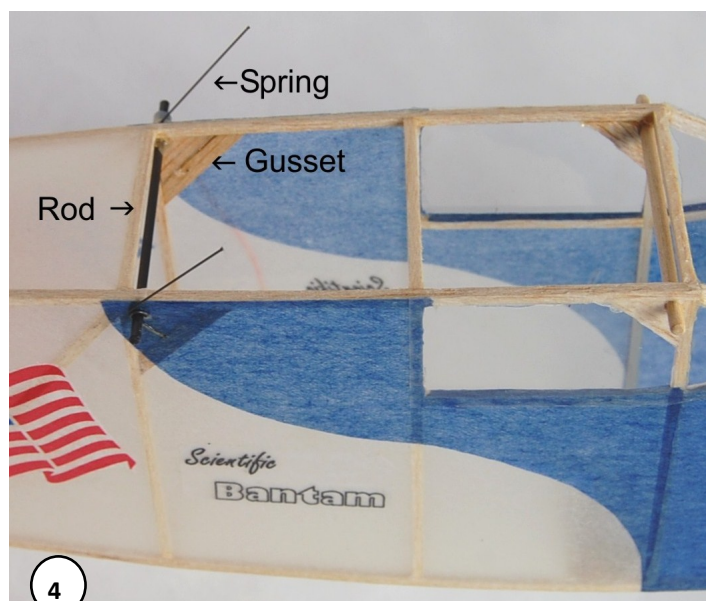


Figures 1 and 2 show the model in flying trim and with the wing elevated when the DT is activated. Notice the rods that are located in the fuselage at the wing leading and trailing edge locations, much as they would usually be to hold down the wing with rubber bands. Now, however, the rearmost rod (carbon fiber) is accompanied by balsa fuselage gussets just forward of the rod, which will be used to anchor torsion springs (Figure 3). Each spring is bent from .015 music wire and incorporates two coils in the wire and a short hook at one end that will be anchored

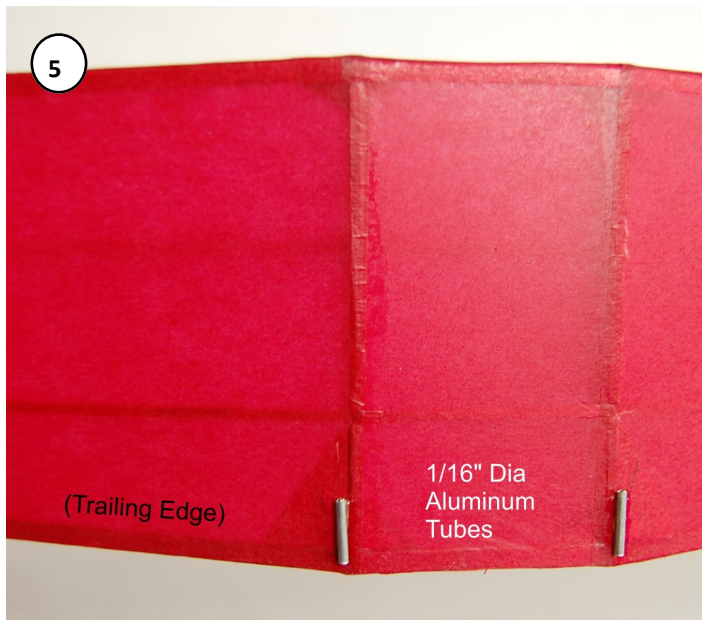
in the gusset (Figure 4). The rod is used as a pivot for the spring, not to hold down a rubber band. Do not use heavier gauge wire because it will likely dislocate the mechanism when the spring is compressed. The torsion spring only has to be strong enough to support the raised wing in flight. The springs are easy to fabricate with chain-nose pliers.



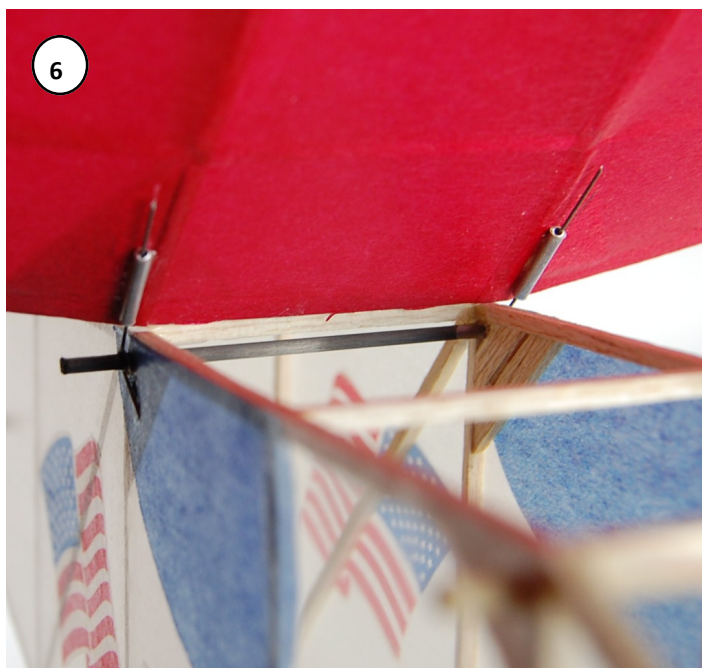
Carefully place a spring coil over the rod and rotate the spring so that the long arm is at a 45 degree angle to the top of the fuselage. Coat the hooked end of the spring with glue and push it into the gusset. Add another coat or two to the short end of the spring once it is in place. Repeat with the other spring and check to be certain that both are aligned at the same 45 degree angle (Figure 4).



Then glue two short lengths of 1/16-inch diameter aluminum tubing (the ones on the model are 3/8-inch long) to the bottom of the wing near the trailing edge (Figure 5). The wing should be built with gussets where the tubes will be located. Be sure to remove the tissue where the tubes will be glued. As an added precaution you may want to sew in around the tube with cotton thread, although it was not necessary in this installation. The aluminum tubes should be placed precisely so that they will accept the long ends of the springs. When the wing tubes are dry, slip the wires into the tubes (Figure 6). Do not glue the ends of the wire once the wing is in place. In fact, the wing can be removed from the fuselage at any time for easy storage or transport.

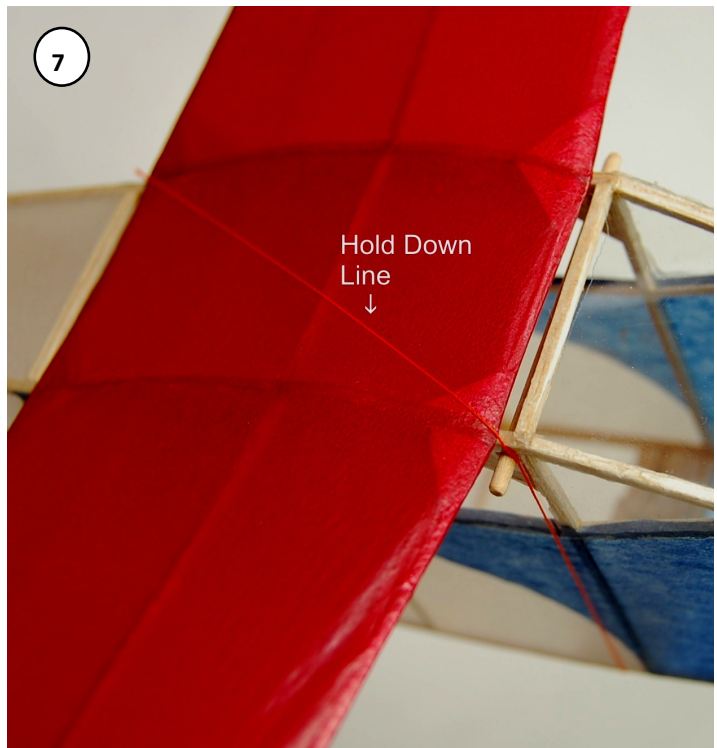


On some models, I've added a short limiting line that prevents the wing from pivoting too far back. This line runs from the fuselage at the top of the windshield or the ends of the front rod to the center of the wing's leading edge. There is none installed on this model.



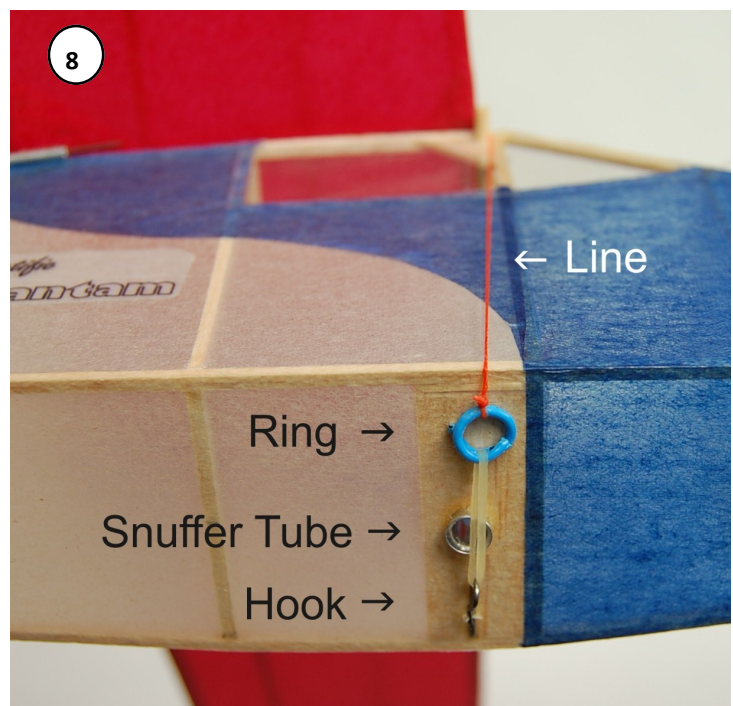
The wing is held down by a length of line (the red nylon line in Figure 7) that extends from the end of the rearmost rod, across the wing top center section and then over the front rod and down the side of the fuselage. The hold down line terminates in a small wire loop to which a DT dental rubber band is attached. On the bottom of the model is a conventional snuffer tube for a fuse and a small wire hook for catching the other end of the stretched rubber band (Figure 8). The fuse was not in-

stalled when the photo was taken for clarity, but this is the conventional arrangement that most modelers use.



I am not a big fan of viscous timers because of their variability with temperature changes, but one could certainly be substituted for a fuse.

Because the tail is glued in place, it is unlikely to come out of position as sometimes happens with pop-up stab DT's. But the torsion spring mechanism can easily be adapted to a stab DT, which I have done successfully on several models where a wing DT was not practical.





FAC Book Nook

The Aviation Art of Russell Keaton

The comic strips of aviation's Golden Age were a popular expression of the airmindedness that swept America following Lindbergh's epic trans-Atlantic flight. Today we remember Zack Mosley's Smilin' Jack, perhaps too Milton Caniff's Terry and the Pirates. But there were others, like Barney Baxter, Scorchey Smith and Flyin' Jenny. Jenny was the creation of a particularly talented cartoonist from Mississippi, the subject of a large format paperback affectionately written by family friend, Deborah R. Brunt.

The Aviation Art of Russell Keaton describes Keaton's extraordinary talent that landed him a job straight out of art school drawing substantial parts of the Buck Rogers strip, the first science fiction comic strip. Even though he would draw much of the strip, he was never given credit, which may have prompted him to go on to draw Skyroads and Flying Legion before creating his funny paper masterpiece, Flyin' Jenny, which would run from 1939 until 1945. Keaton's Jenny was a ground breaking character, a smart and beautiful independent woman who single-mindedly pursued a career in aviation, even to the detriment of her boyfriend Rick. Along the way, of course, she was involved in tangled air adventures portrayed daily in scores of American newspapers. As a daring test pilot she would fly the Powder Puff Racer against the likes of the Spit Flash and Miss Mystery. Other sky ships, like the Sequoia Cruiser, bore a strong resemblance to a Spartan Executive, as did the Starcraft Chaser. These pale in comparison to Jenny's Starcraft Volunteer, a three-engined military job with the engines arranged in tandem within the fuselage, coupled with a variable length wing, no less! In competition against the Blackdart Hornet for the big Navy contract, the eventual outcome can never be in doubt.

Even though Keaton was not a pilot at the time he started the Flyin' Jenny comic strip, he would soon go on to get his private pilot's license and enough experience to become a stateside instructor in the Army Air Corps Reserve when WW II erupted. Because of the increased pressure on his time, Keaton took on writers including Lt. Commander Frank "Spig" Wead. Tragically, Keaton died at the age of 35 of advanced melanoma, prematurely ending a short but talented career.

The 240-page book, published by Kitchen Sink Press, is beautifully designed. It is divided into two parts, the first of which is Keaton's biography, along with photos and an extensive collection of his correspondence, which

gives insight into the business of comic strips. For FACers, the many Flyin' Jenny comic strips reproduced in the book, mostly in black and white but a few in color, will be the meat of the matter. These provide splendid inspiration for anyone looking for a new Fantasy Flyer, something quite different from the usual run of Smilin' Jack subjects and Mystery Tailless ships.



No Secrets

Tips and Tricks from the Aces

One thing I hate as much as making radial engines is covering the outer edges of wings, stabs, and rudders. It's more like going to work when the building project is finally coming to fruition. What I use is permanent markers to color the edges. This is best done before any dope or sealer is applied, giving a uniform finish. Even if the color match is not exact, the results are more than the discriminating eye demands. Try it you might like the quick results!

This little shortcut can be used on virtually any type model, it may not be the best way if we're talking FAC Scale to get max points, but if done properly and color match is close, who knows! The choice is up to the builder. On three flight events or even mass launch competition it is more than sufficient.

Fast Eddie Pelatowski

BP Quiz Answer

With a prop on the nose: $2 \times 4 = 8$ pts for freewheeling motors, 15 biplane, 10 seaplane = 33 points. You would get 35 instead of 8 if you decided to power it using the scale motor positions, which would raise the tally to a whopping 60, but the chances of getting a 20 second flight are pretty low.

Earl Stahl's Legacy...

...spans the globe. A recent note from far flung Uruguay:

Hi,

My name is Marcelo Pricoli. I am a model builder since my 8 age!!!! I am 46 now. I live in Uruguay, South America. I have a little free flight school here, to teach children in ff scale model builds and flight.

We have a permanent home on www.Hippocketaeronautics.com 50 pages of post!! A record to us.

I wish [to] send a group of pictures, of Earl Stahl designs made by my students and me, since 2005, when the school was born. We build and fly ff scale models. The Earl Stahl designs are the models chosen by all here to learn, build and fly.

[This] is a little contribution, as a tribute, to an admired man by the school. Some model builder of HPA forum tell Earl about us and our school and Mr Stahl send [his] regards to us, ...a great honor for all students and me here!!!!

We say thanks for your time to read this letter. (sorry about our bad english)

We [are] sad by the lost, but we keep Earl[s] memory live here in his models.

A legend was born. Good Thermals Mr. Stahl!

Marcelo Pricoli and the JV44
School of Free Flight Students

Visit Hip Pocket Aeronautics and check out the activities of this amazing group. (Just do a search for "Uruguay" when you get to the HPA website.) You'll see loads of Earl Stahl models, and kids having fun with them.



Emanuel with Skyfarer



Marcelo's wife Claudia helping out with a field repair.



At the field, an Earl Stahl PT-19 flies by. Marcelo in white shirt.



Pablo, check out the handmade prop!

Remembering Earl

Al Cleave



The legendary Earl Stahl died on October 16th 2012 at the age of 94 years. This event marked the loss of one of the most talented and prolific designers in the history of free-flight model aviation. His accomplishments have been extremely well documented in three previous articles published some years in the past: 1. Old Timer Topics, (Jim Alaback), Flying Models, April 1995, 2. Lookin' Back,

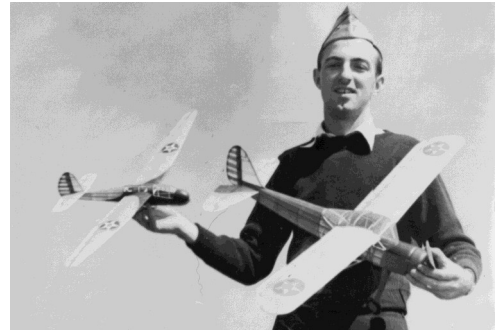
(Earl Stahl), Aero News, June 1988. Stahl Autobiography, (Earl Stahl), unknown publication (possibly AMA), 1997. Rather than repeat that same information here, this article will be concerned mainly with his lesser-known personal life and a few reminiscences of my association with him in days long past.

We first met in 1936 when I was ten years old. This came about as I was walking home from grade school one day and saw a model lazily circling overhead in a thermal. No one seemed to be chasing it, so I took off down the road, following it for a mile or so until it finally landed. Its altitude never got over a few hundred feet and the wind was light, so I was able to keep it in sight quite easily. It did start to get a little ahead of me toward the end though, but I was still able to see from a nearby hillside as it landed in a grove of dense pine trees. A car drove up

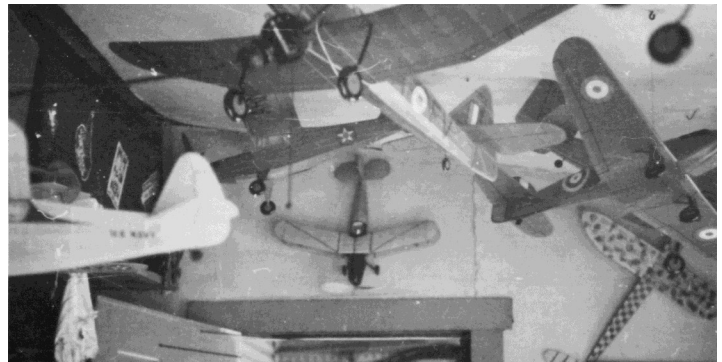


about that time and three individuals appearing to be in their late teens got out, obviously looking for the model. I described the landing location and we went our separate ways. (The model was subsequently found.) One of these people was Earl, and this was the start of a close friendship

that lasted for more than 75 years. When I learned that he and the others often flew at the small grassy Westmont Airport near my home, I began making regular trips there to help wind and retrieve models.

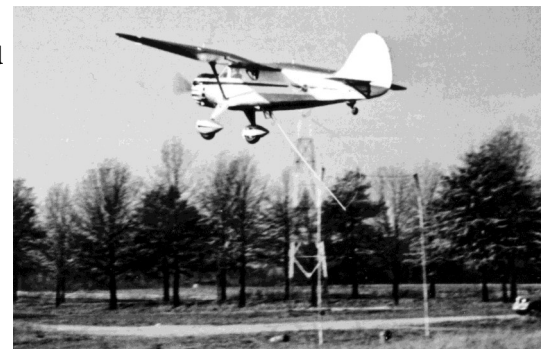


The airport was only a quarter of a mile from my home and was very convenient, with the only drawback being occasional minor confrontations when a model landed at the same time that full-size airplanes were taking off or landing. (These were the days of airplanes such as Gypsy Moths, Curtiss Robins, Travel Airs, Kinner Birds, and the like.) The field closed a few years later due to the Great Depression, and we had the place all to ourselves.



Summers in that part of Pennsylvania were ideal for model flying since the wind diminished to dead calm around six o'clock each evening. We flew almost every day until winter came on the scene, with Earl walking three miles each way from his home to the airport to take part.

During the 1930's and 40's, All American Aviation was operating Stinson "Reliants" and furnishing airmail service to many small towns in the Northeast that had no airports, Johnstown included.

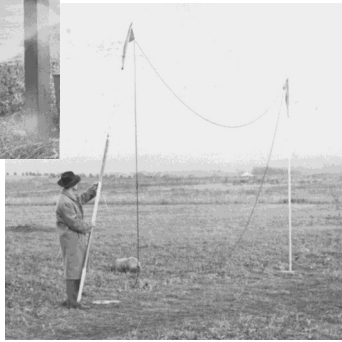


This was accomplished by means of a system that enabled mail to be picked up and delivered on the fly without the airplane having to land. Earl went to work for this compa-

ny in 1941, with duties consisting of getting outgoing mail from the Post Office to the pickup site at the airport, setting up the station, and then delivering incoming mail to the P.O. following the pickup. This required his presence only twice a day, which gave him a lot of free time that



enabled him to be so prolific where model construction and magazine articles were concerned.



He bought a secondhand Chevy for this job, and during the fall of '41 we started using it for making frequent trips to a small, primitive airport 20 miles distant near the town of Ebensburg. Here he was taking flying lessons in a Taylorcraft "D", the civilian version of what would evolve into the war-time L-2. After he had flown it for only a short time though, World War Two broke out and the government called in all tandem light airplanes for use as trainers in the Civilian Pilot Training Program. He was then forced to switch to a decrepit old J-3 Cub with floorboards vile



enough to gag a buzzard. This feature was due to the fact that his hillbilly instructor chewed tobacco while flying and was not all that discriminating when it came to disposal of juice. Earl hated this

filthy dog (the airplane, not the instructor) after the newer, better-flying Taylor-craft, but did manage to solo in it shortly before it too, was drafted. When nearing the runway on his first approach, he hollered, "H-E-L-P!" out the open window. Everyone thought this was hilarious. . . everyone except his instructor, of course. It distracted Earl's attention and he bounced the landing.

Our group of modelers had begun to dwindle around 1940 since some were drifting away to better jobs than what our steel mill town had to offer young people. The final blow however, was the start of the war. This eventually left Earl and me totally on our own. He was de-

ferred from military service for a time due to a minor spinal problem, but he was inducted into the Army Air Corps in late 1942. Up until that time, I spent much of my time at his shop learning design and drawing techniques from him. When not involved in model matters, we spent the time doing what is known in modern parlance as just "hanging out" until he left for military service.



After his departure, I flew a few times at the old airport by myself, but it naturally wasn't the same as before. I finally just stopped going. After the end of hostilities, we went our separate ways in the course of making a living . . . he to a prestigious position at the Langley wind tunnel facility in Virginia, and I to a career as pilot in Texas. We kept in close touch throughout the many years that followed.

He resumed designing models for magazine publication while at Langley with his final one being a Piper Pawnee Brave that was completed in December of 1995 and published in Model Aviation. The last model he ever constructed was a replica of his old Interstate Cadet that he built for an Earl Stahl One Design event sponsored by the Brainbusters club in 1999. He had considerable difficulty completing this project due to tremors of hands and fingers that were caused in large measure by the many medications he needed to take for various physical ailments. His comment: "In spite of the simple structure of the Interstate, it was the most difficult model I ever built." Unwilling to admit defeat, he tried again in 2001, this time attempting a Bernard 191, but pills and bodily limitations were too much for him to overcome. After a few years of on-again-off-again attempts to finish the model, he finally gave up in frustration and the Bernard was relegated to the realm of never to be completed projects. With this, his building days came to an end.

He remained active in the sport until in his 90's, although mostly in a non-flying role during his last three or four years. He had heart problems for a number of years, but kept on keeping on with the aid of a Pacemaker and defibrillator. His passion for models never wavered.

I owe much to Earl, not only from the modeling aspect, but also for his being my friend and mentor over the years. My association with him was highly treasured. We were the last two survivors from the good years of the 1930's and 40's in Pennsylvania. Now that he's gone, the number of survivors is down to only one.

Wawayanda Fall Classic

World War 1 Mass (14 flyers)

1. Don DeLoach	Bristol Scout	Final Flight	115
2. Frank Rowsome	Fokker DVII		101
3. Wally Farrell	Martinsyde Elephant		96

Golden Age Racers (14 flyers)

1. Andrew Ricci	Mr. Smoothie
2. Wally Farrell	Mr. Smoothie
3. Don DeLoach	Cessna CR-2

Fiction Flyer (5 flyers)

1. Greg West	Smilin' Jack X-13
2. Wally Farrell	Booth Ranger
3. Tom Hallman	Smilin' Jack X-13

Simplified Scale (7 flyers)

1. Mark Houck	Cessna Cardinal	103	95	86	0 bp	284
2. Vic Nippert	Super Ace	101	71	96	10 bp	278
3. Wally Farrell	Cessna 140	120	80	74	0 bp	274

BLUR Race (11 flyers)

1. Doug Beardsworth	Sea Fry
2. Ronny Gosselin	F4V
3. Pete Kaiteris	Jack Rabbit

Half Wakefield (3 flyers)

1. Dave Mitchell	Half Wake
2. Dick Gorman	Half Wake
3. Bob Bard	Half Wake

FAC Scale (11 flyers)

1. Tom Hallman	Pulqui	151.5	(best flt 120)
2. Pete Kaiteris	Me 109Z	151.0	(best flt 62)
3. Don DeLoach	Corsair	148.5	(best flt 108)

FAC Peanut Scale (4 flyers)

1. Dave Mitchell	Beech B-17	138.5	(best flt 73)
2. Ed Pelatowski	Fletcher FL-23	120	(best flt 75)
3. John Stott	Baby Pursuit	108.5	(best flt 45)

Embryo (12 flyers)

1. Don DeLoach	Embryomatic	109	120	104	(9)	342
2. Jim Hemmel	Swallow	120	97	98	(9)	324
3. Wally Farrell	Debut	120	71	109	(9)	300

Nocal (10 flyers)

1. Ed Pelatowski	A-6 Intruder	118	127	95	340
2. Wally Farrell	Cardinal	334			334
3. Mark Fineman	Extra 400	98	103	103	304

Goodyear Racers Mass (5 flyers)

1. Mark Fineman	Gray Ghost
2. Dick Gorman	Soneral
3. Wally Farrell	Pogo

Golden Age & Modern Civilian (7 flyers)

1. Vic Nippert	Piper J3	120	120	120	360
2. Don DeLoach	Moth Minor	120	120	72	312
3. Mark Fineman	Turbo Stallion	69	120		189

Right: The BLUR race always gets a lot of entries at the Barron Field Air Races. Tom Hallman caught the action in one of the early rounds. Below: John Stott on the field with a model that looks to be older than he is! Pete Kateris photo



World War 2 Mass (19 flyers)

1. Andrew Ricci	F6F-5 Hellcat	Final flight	160
2. Walt Farrell	Judy		107
3. Mark Fineman	P-63		61

Contra Rotating Prop Mass (5 flyers)

1. Tom Hallman	Koolhoven FK-5501
2. John Houck	Sky Shark
3. Doug Beardsworth	Mustang "Red Baron"

Catapult Jet Scale (6 flyers) score includes scale pts

1. Vic Nippert	B-57 Canberra	33	28	26	104
2. Walt Farrell	Lightning	40	23	22	101
3. Mike Kaiteris	F9F8 Cougar	19	14	11	63

2-Bit + 1 OT Rubber (9 flyers)

1. Vic Nippert	Achilles	103	120	84	307
2. John Stott	Skokie	70	120	66	256
3. Bob Bard	Supreme Traveler	48	120	71	239

Flying Horde (25 flyers)

Harvey Wallbanger Award

1. Dick Gorman	Beech Staggerwing	Kendrick Gosselin - model flattened in car
----------------	-------------------	--

CBEAPFOA Greg West High Point Junior Flyer Marie Kondrat

2012 Grand Champion Walt Farrell



Don DeLoach easily won the "Traveled Furthest" award, making the trip from Colorado to enjoy the camaraderie at Wawayanda. Here he's packing the winds into his Cessna CR-2 for the Combined GA Racer mass launch event. Ron Gosselin Photo

A couple of twin engine models...

Vance had a watch malfunction that cost him some time on his Twin Jenny's record flight, but it was still a beautiful thing to see. Andrew Ricci's Arado finished out of the money in FAC Scale. The grin is left over from his victory in the WWII mass launch. Kateris photo



Jumbo Scale (7 flyers)

1. Tom Hallman	MiG-DIS	170.5 (best flt 90)
2. Mark Fineman	BN-1	162.5 (best flt 88)
3. Vance Gilbert	Jenny Twin	136.5 (best flt 38)

Power Scale (4 flyers)

1. Tom Hallman	Airco DH-2	202 (best flt 120)
2. Walt Farrell	BeeachStaggerwing	184 (best flt 115)
3. Ed Pelatowski	MiG-DIS	169 (best flt 98)

Modern Military Mass (5 flyers)

1. Tom Hallman	Pulqui
2. Walt Farrell	Mig-15
3. Dave Mitchell	DH 108 Swallow

Dime Scale (5 flyers)

1. John Stott	Ong	74	102	120	0 bp	296
2. John Houck	V-143	91	75	50	10 bp	226
3. Dick Gorman	Staggerwing	54	53		15 bp	122

Low Wing Military Trainer (4 flyers)

1. Walt Farrell	Miles Magister	60	117	79	256
2. Mark Fineman	T-28	50	50	69	169
3. John Houck	AT-6	67	44	50	161

WESTFAC IV

April 24 - 27 2013

SCAMPS Field Perris, CA

All events noted are conducted to Flying Aces Club (FAC) Rulebook Standards CD: John Hutchison johnhutchison1@cox.net

WednesdayApril 24 Noon until 6 pm

Scale Judging will be conducted at the Orange Empire Railway Museum 2201 S. "A" St., Perris CA 951-943-3020

Thursday.....April 25 8 am until 5 pm

FAC Rubber Scale	WWI Mass Launch-8:30 am
Hi Wing Peanut	ScaleThompson Race Mass Launch-10:30 am
FAC Peanut Scale	Low Wing Military Trainer Mass Launch-12:30 pm
FAC Jumbo Rubber Scale	Old Time Rubber Stick
FAC Power Scale	Golden Age Combined
Jimmie Allen (ROG)	

Friday.....April 26 8 am until 5 pm

FAC Rubber Scale	WWII Mass Launch-8:30 am
Hi-Wing Peanut Scale	Greve Race Mass Launch-10:30 am
FAC Peanut Scale	WWII Mediterranean Mass Launch-12:30 pm *
FAC Jumbo Rubber Scale	Old Time Rubber Fuselage (ROG)
FAC Power Scale	Modern Military Scale
Embryo (ROG)	

Saturday.....April 27 8 am until 5 pm

FAC Rubber Scale	Double TroubleTwin Engine Scale Mass Launch-8:30 am *
Hi-Wing Peanut Scale	Battle of Midway/Grumman Combined Mass Launch-10:30 am *
FAC Peanut Scale	Flying Horde Mass Launch-3:30 pm *
FAC Jumbo Rubber Scale	FAC Power Scale
Dime Scale	2 Bit +1 (ROG)

Awards Ceremony 8 pm Saturday Night-Orange Empire Railway Museum Banquet Room



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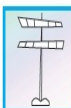
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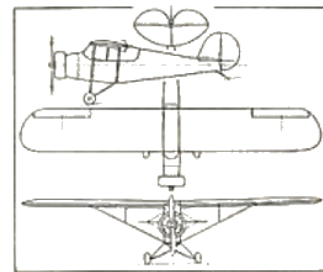
*Note - Names in **bold type** are
 FAC Board members.

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

2013 FAC Non-Nats

July 17 – 20

Geneseo, NY



REGISTRATION: JULY 17TH

- 12:00 TO 5:00 PM ON THE HAG FLYING FIELD
- Scale Judging
- Compliance Checks: PPLC for Mass Launch Models and TOTF Scale; Non-Scale Events as required.
- Vendors welcomed with NO fee!
- Registration and Judging available Thursday for late arrivals.

Thursday July 18
8:00 AM – 5:00 PM

Scale Events:

- # 1 FAC Peanut Scale
- # 2 FAC Rubber Scale
- # 3 FAC Jumbo Scale
- # 4 FAC Pioneer Scale
- # 5 FAC Power Scale
- # 32 FAC Giant Scale*

TOTF Non-Scale

- # 10 OT Rubber Stick**
- # 13 FAC Jimmy Allen ROG**

TOTF Scale

- # 7 Golden Age Combined
- # 33 Comet 25" Porterfield ****

Misc. Timed Events

- # 15 Simple Scale
- # 19 Embryo Endurance**

Mass Launch Events

- # 6 L-W Military Trainer
- # 24 Goodyear Formula

End of Day Event

- #28 SLOW Race

Friday July 19
8:00 AM – 5:00 PM

Scale Events:

- # 1 FAC Peanut Scale
- # 2 FAC Rubber Scale
- # 3 FAC Jumbo Scale
- # 4 FAC Pioneer Scale
- # 5 FAC Power Scale
- # 32 FAC Giant Scale*

TOTF Non-Scale

- # 11 OT Rubber Fuselage ROG**
- # 14 OT Gas Replica***

TOTF Scale

- # 8 Modern Civilian

Misc. Timed Events

- # 16 Dime Scale
- # 20 Jet Catapult

Mass Launch Events

- # 22 Thompson Trophy Race
- # 25 WW-I Dog Fight

End of Day Event

- #27 BLUR Race

Saturday July 20
8:00 AM – 5:00 PM

Scale Events:

- # 1 FAC Peanut Scale
- # 2 FAC Rubber Scale
- # 3 FAC Jumbo Scale
- # 4 FAC Pioneer Scale
- # 5 FAC Power Scale
- # 32 FAC Giant Scale*

TOTF Non-Scale

- # 12 2-Bit+1 OTR ROG**
- # 29 Half-Size Wake ROG**

TOTF Scale

- # 9 Modern Military
- # 34 Earl Stahl Commemorative*****

Misc. Timed Events

- # 17 No-Cal Scale
- # 21 Fiction Flier

Mass Launch Events

- # 23 Greve Race
- # 26 WW-II Combat

End of Day Event

- Awards to Third Place
- HAG Barbeque

*Back by Popular demand!

**Timing slips must be turned in by 4:30 in case of ties.

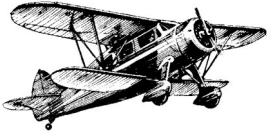
***Target times posted at 8:00 AM, 11:00 AM and 2:00 PM.

****One Design Event sponsored by the Cloudbusters. Winner gets free ride at 2013 Out Door Champs.

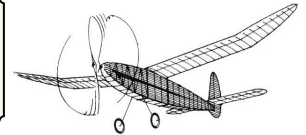
Full details at www.Cloudbustermac.tripod.com.

*****Earl Stahl Commemorative Event will be flown by FAC Simple Scale Rules (Event # 15). Scale models only.

Your Earl Stahl model may also be flown in Event # 15 on Thursday and any FAC Scale Rubber event it qualifies by wing span...not to mention a ML Event if it passes the PPLC. How's that for more fun than roller derby in the dark? What better way to honor "The Great One?"



FAC Contest Calendar



Eloy, AZ	Jan 19 - 21	SOUTHWEST REGIONALS MODEL AIRPLANE CHAMPIONSHIPS	Al Lidberg	http://www.aalmps.com/13info.htm
Washington, DC	Apr 7	MAXECUTERS INDOOR MEET AT THE NATIONAL BUILDING MUSEUM	Glen Simpser	grfreeflight@hotmail.com
Perris CA	Apr 24 - 27	WESTFAC IV	John Hutchison	http://www.westernfac.com
Whitesburg, GA	June 22	TTOMA JUNE FAC CONTEST	Karl Hube	http://www.thermalthumbers.com/ 770-886-0104 or Fhube@bellsouth.net
Geneseo, NY	July 17 - 20	FAC NON NATS	Mark Rzaadca	wnyffs@rochester.rr.com
Whitesburg, GA	Sept 21	TTOMA SEPTEMBER FAC CONTEST	Jim Altenbern	http://www.thermalthumbers.com/ 864-444-6585 or jaltenbern0705@charter.net

Photo captions:

1. "While the music blared...kids shouting YMCA....and crowds milled about....two girls and a jumper showing off jump-rope tricks...a model silently approaches an unsuspecting twirler's ear...coming in at head level. A startled cry, a missed beat, rope tangled feet; And the model serenely motors on." On the occasion of the indoor flying demonstration at the 18th YMCA Invention Convention – where rubber-model flying amazed many of the 4,000 kids in attendance. Flying visibly; Flying frequently; Answering everyone's questions; and above all having fun. Photo and caption from Glen Simpser

2. Breaking news from Glastonbury, CT indoor test flying day... "Dick Gorman broke motor in the Peanut SE-5 while wind-ing. The remains were now balled up near the rear peg. He chose to pull out the peg in an effort to get the remains out of the plane. Once peg was removed the ball jumped forward, leaped out of the cockpit, turned right and scrambled itself within the wing rigging. Post script to the story. Later DG broke another motor. Pulled out the peg again, the motor leaped, then jumped out of the cockpit and turned left and into the other wing rigging!!! Photo and caption from Dick Gorman

3. Tom Hallman got a shock when he pulled his new twin engine MiG Dis out of its box to prep it for the contest at Wa-wayanda. The mice had been at work gnawing on the beautiful model. Tom was able to make repairs and the ship again re-turned to the sky. The box may find a new storage place. Tom Hallman photo

4. Andrew Ricci wrote: "The last shot of the Hellcat in its pristine state. I saw Pete Kateris slip into the driver's side of my car to take the shot, but I didn't want to say anything, and I noticed he was silent, too. Kinda like not talking to a pitcher in the middle of a no-hitter or perfect game, you don't want to jinx it. Well it worked! I had a feeling about that last round and I was "in the zone" as they say while I packed in as many turns as I could.

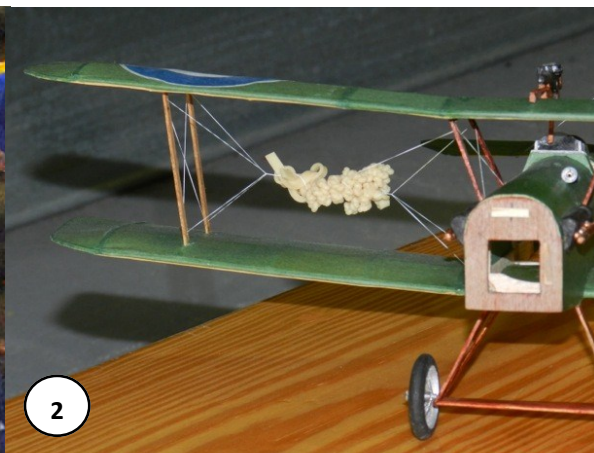
5. The rest of the story: "Seeing that Hellcat on its winning 2:40+ flight was a tremendous experience and made the damage it suffered much more palatable. That was the best scale flight I have ever had (not counting a No-cal) and I'm still thinking about it today. The Hellcat will get patched up after ditching in the river and live to see action another day.

6. "We awarded Mike Fedor his coveted Blue Max this past Saturday, December 8 at our annual Texas Cloud Climbers Christmas Party. Mike indicated he had been working on earning his Blue Max for something like a quarter century. Mike has been a major AMA endurance flier since dinosaurs roamed the earth, so little wonder it took a while. But to Mike's credit FAC has always been part of his genetic makeup too. Mike got a big ovation and much congratulating from all his flying buddies as the Max was bestowed. As it turned out the undersigned was most honored to be the one to hang the coveted Blue Max around Mike's neck. I relayed Ross's personal congratulations to Mike as requested. FAC Forever" Ed De Loach

BUILD...What you really like

FLY...All you can

WIN...Just let it happen





Roger Willis photo

Above: Bob Hodes with his Royal Navy Sea Hornet at the SCALE STAFFEL November contest in Perris, CA. Below: Greg West is smiling because he tallied his very first kanone at Wawayanda last Fall. His Smilin' Jack X-13 beat out some heavy hitters for the win.



Ron Gosselin photo

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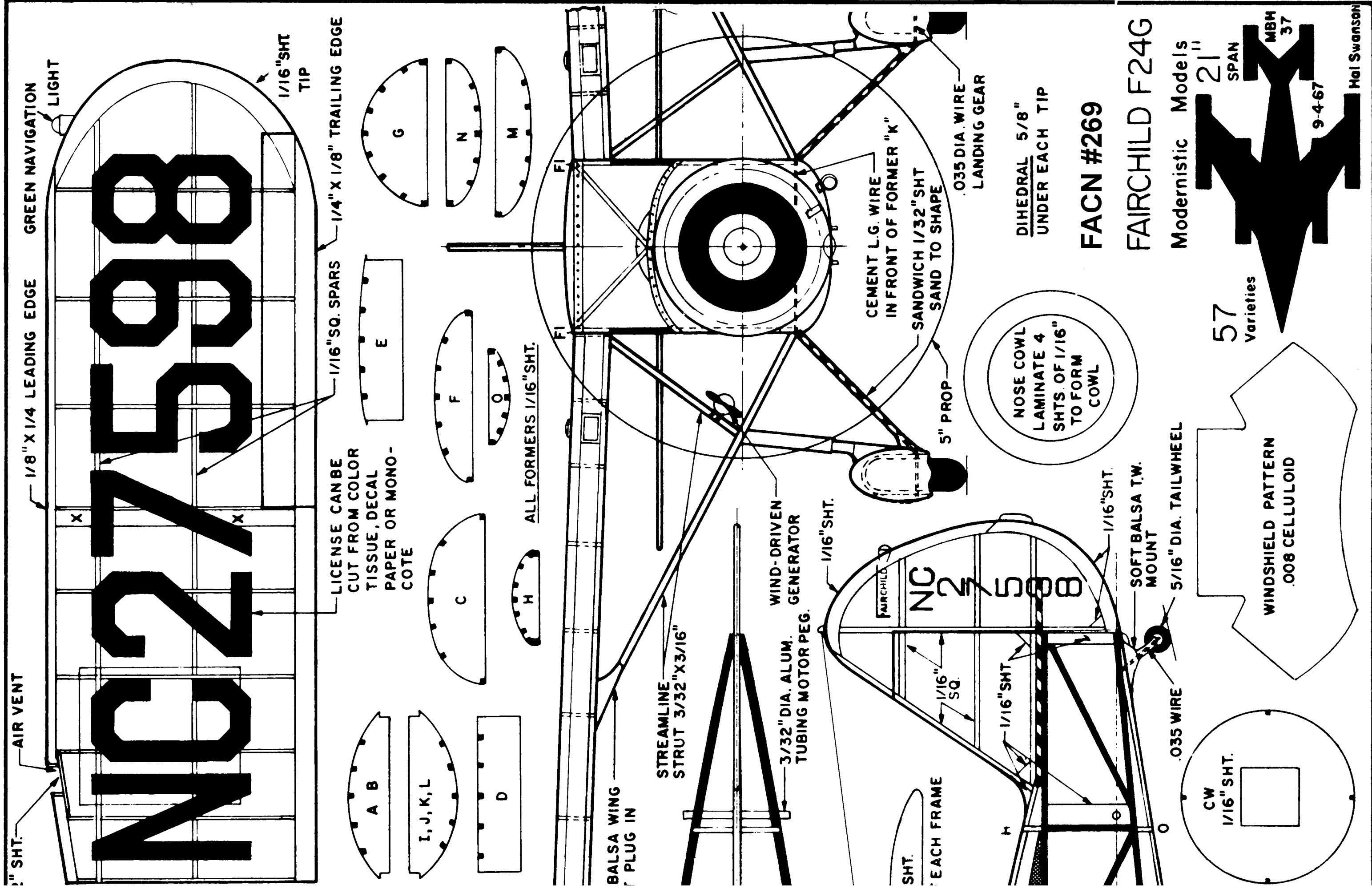
FLYING ACES CLUB 2013 CALENDAR*

www.cafepress.com/flyingacesclub



All profits support FAC activities

* set the start month to January 2013 before ordering



CUT FROM PRINTED SHEET

PITOT TUBE POSITION

3/32" SQ. LEADING EDGE

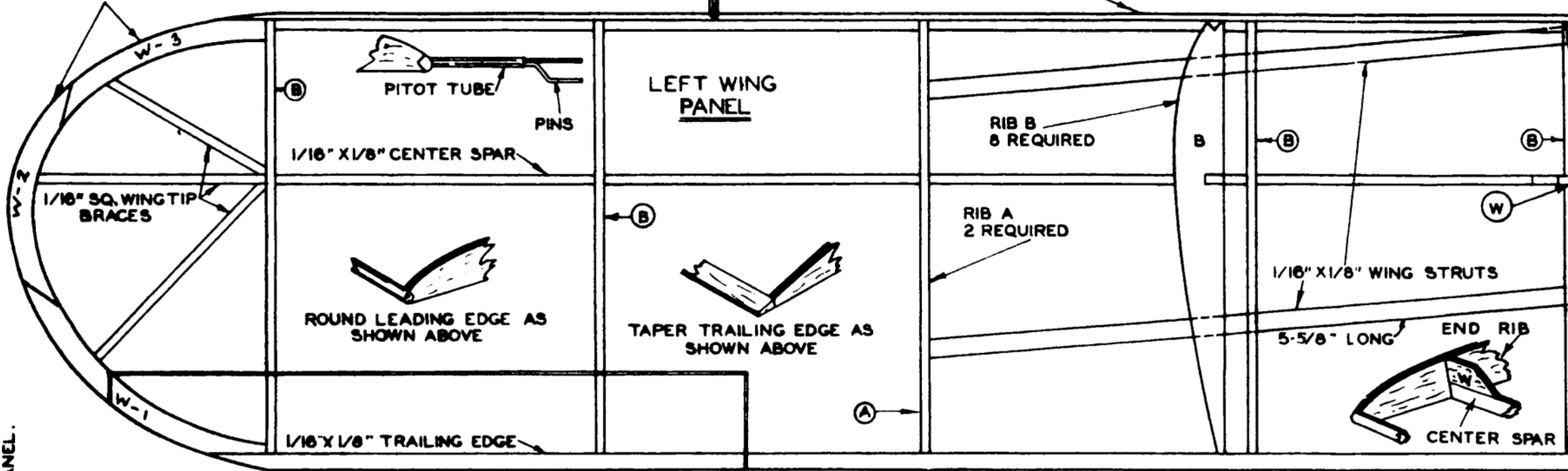
WING CONSTRUCTION

BUILD WINGS IN HALVES DIRECTLY OVER PLAN. COVER ON TOPSIDE ONLY. LEAVE CENTER SPAR OF EACH WING PROJECT 1/2" BEYOND END RIB WHEN WING IS ATTACHED TO MODEL. GLUE THESE ENDS TOGETHER AS SHOWN IN SKETCH BELOW. TILT TOP OF END RIB SLIGHTLY TOWARD CENTER OF MODEL TO GIVE DIHEDRAL TO WING. (SEE FRONT VIEW)

PORTERFIELD
★ **SCOMET** ★
KIT NO. A-146
25" SPAN 15-1/2" LENGTH

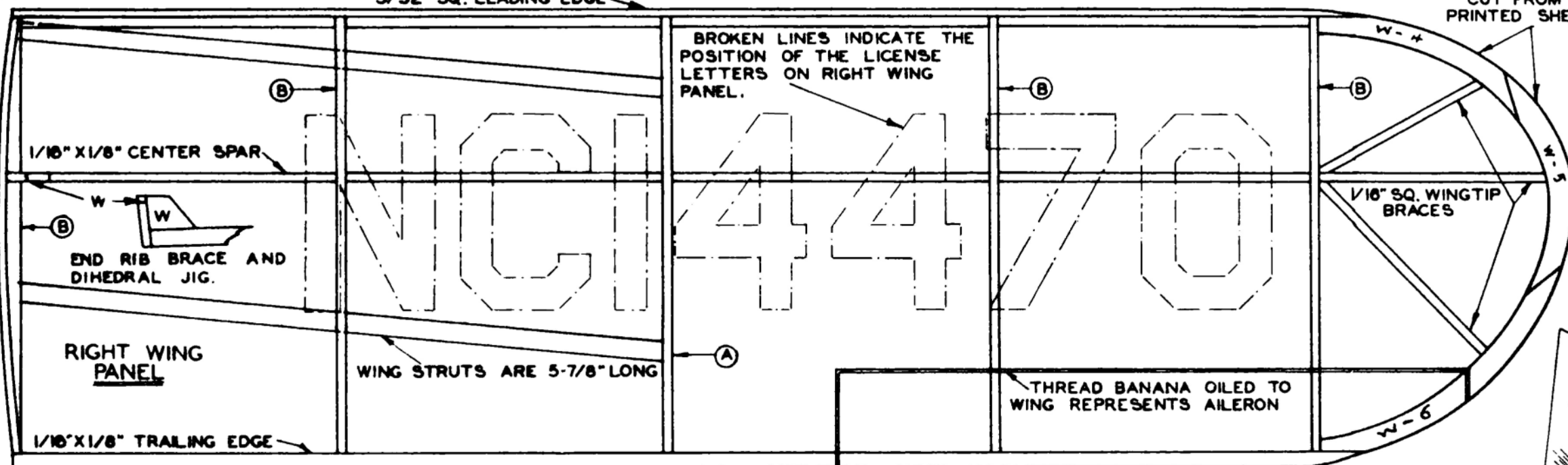
ONE STAR SERIES

CENTER SPAR NOT SHOWN FULL LENGTH. TAKE MEASUREMENT FROM LEFT WING PANEL.

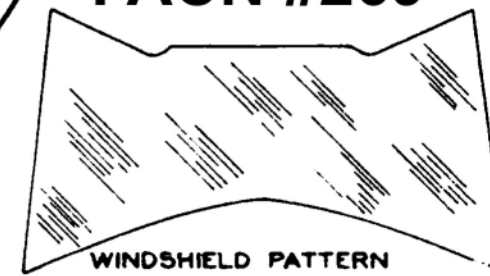
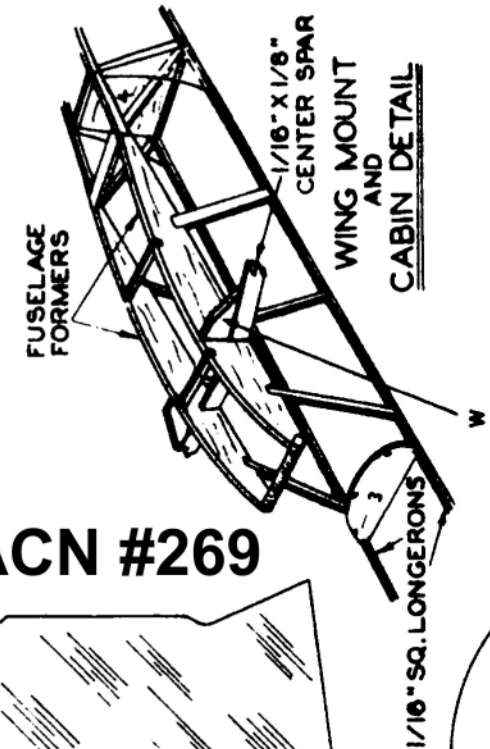


3/32" SQ. LEADING EDGE

CUT FROM THE PRINTED SHEET



FACN #269



PIN HOLDS RUBBER MOTOR
1/16" SQ. LONGERONS

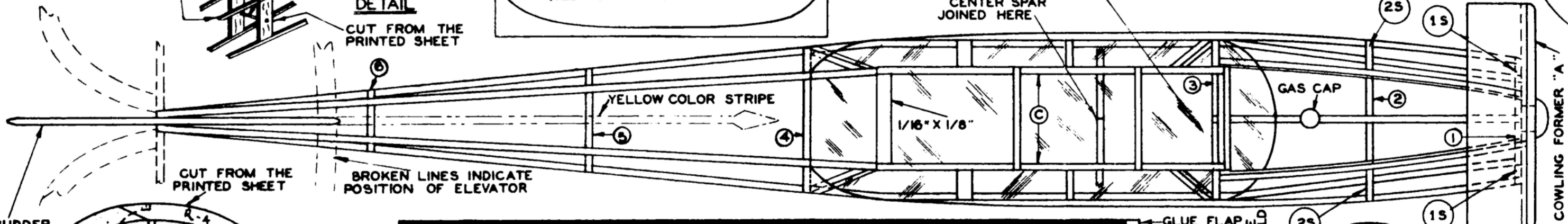
REAR HOOK DETAIL

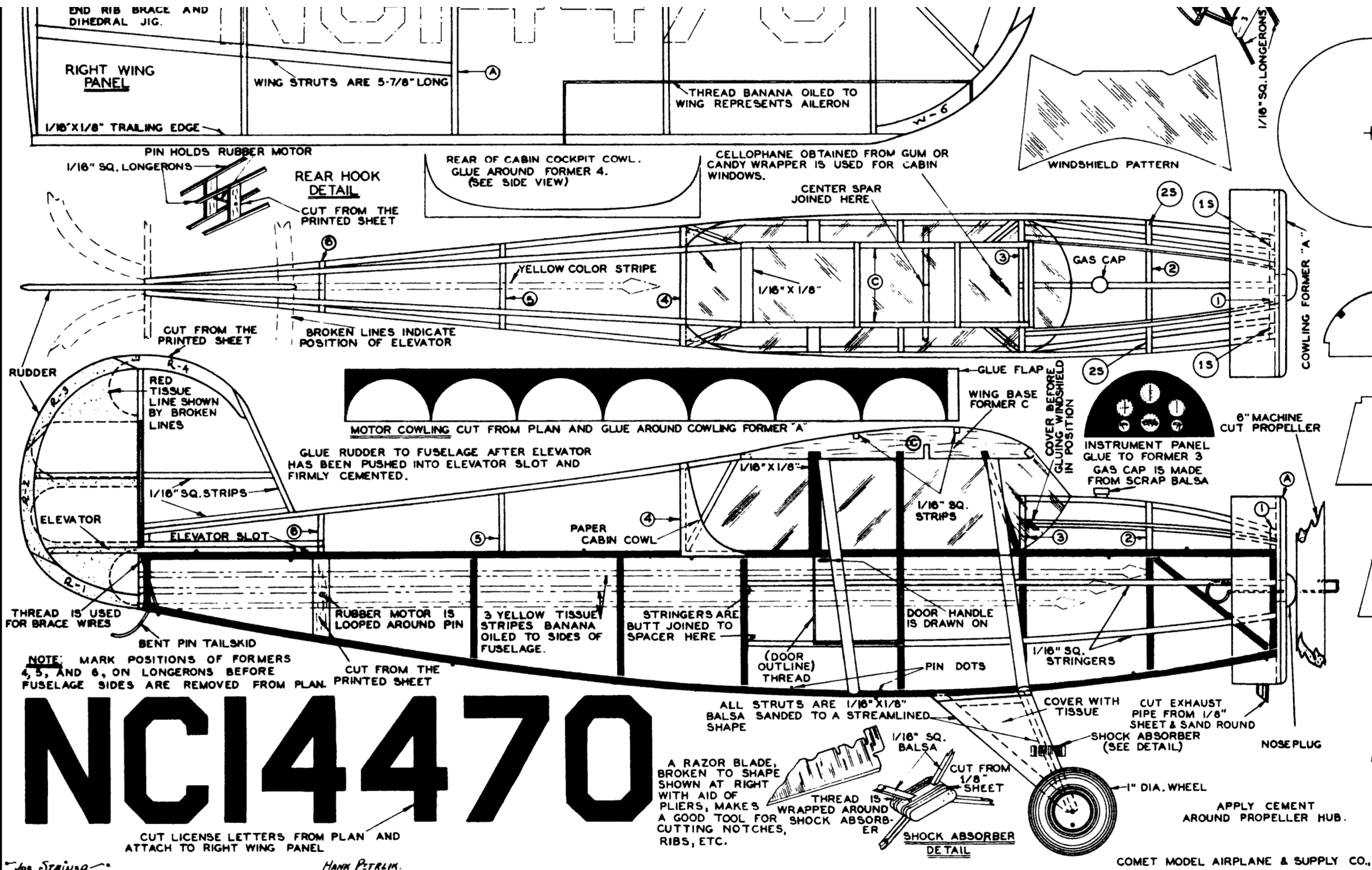
CUT FROM THE PRINTED SHEET

REAR OF CABIN COCKPIT COWL. GLUE AROUND FORMER 4. (SEE SIDE VIEW)

CELLOPHANE OBTAINED FROM GUM OR CANDY WRAPPER IS USED FOR CABIN WINDOWS.

CENTER SPAR JOINED HERE





NCI 4470

CUT LICENSE LETTERS FROM PLAN AND ATTACH TO RIGHT WING PANEL

Joe STAINBR

HANK PETLIK

COMET MODEL AIRPLANE & SUPPLY CO., I

WING CONSTRUCTION

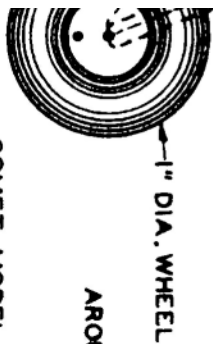
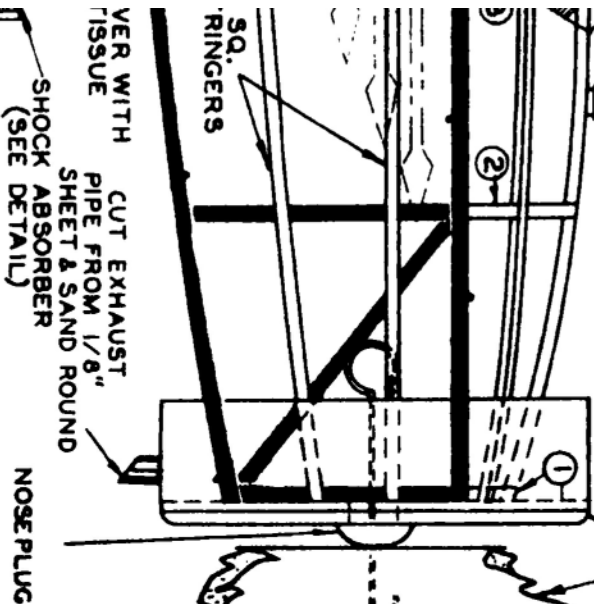
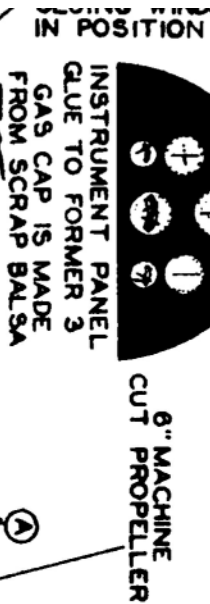
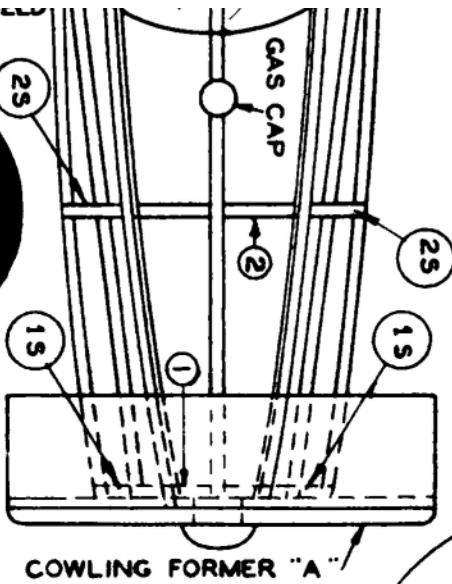
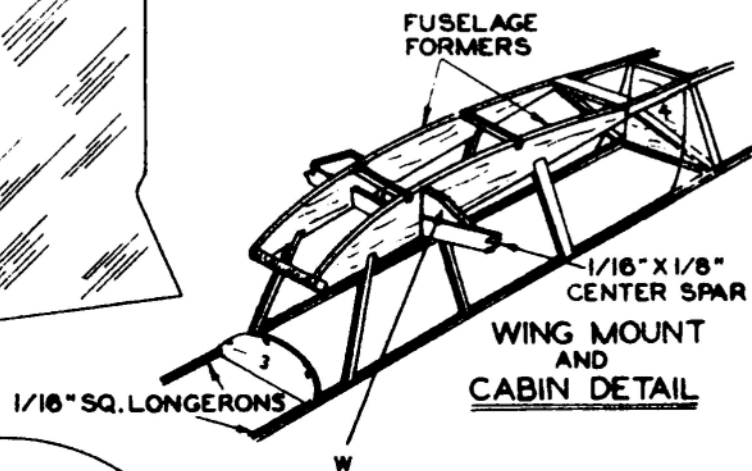
BUILD WINGS IN HALVES DIRECTLY OVER PLAN. COVER ON TOP SIDE ONLY. LEAVE CENTER SPAR OF EACH WING PROJECT 1/2" BEYOND END RIB. WHEN WING IS ATTACHED TO MODEL, GLUE THESE ENDS TOGETHER AS SHOWN IN SKETCH BELOW. TILT TOP OF END RIB SLIGHTLY TOWARD CENTER OF MODEL TO GIVE DIHEDRAL TO WING. (SEE FRONT VIEW)

PORTERFIELD



KIT NO. A-146
25" SPAN 15 1/2" LENGTH

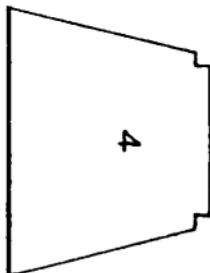
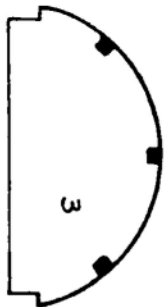
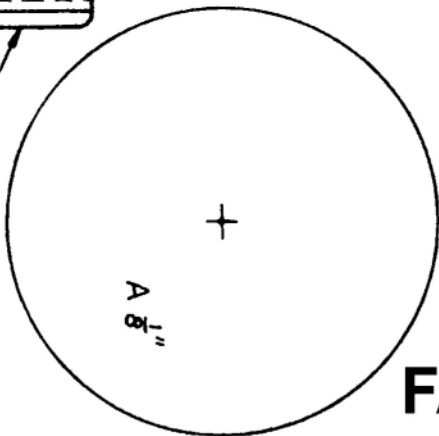
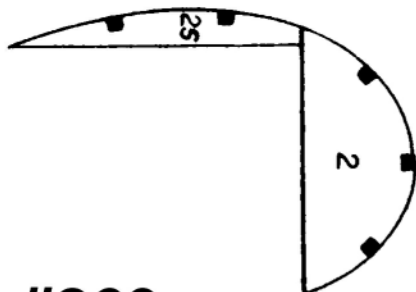
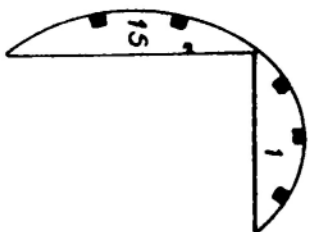
ONE STAR SERIES



APPLY CEMENT AROUND PROPELLER HUB.

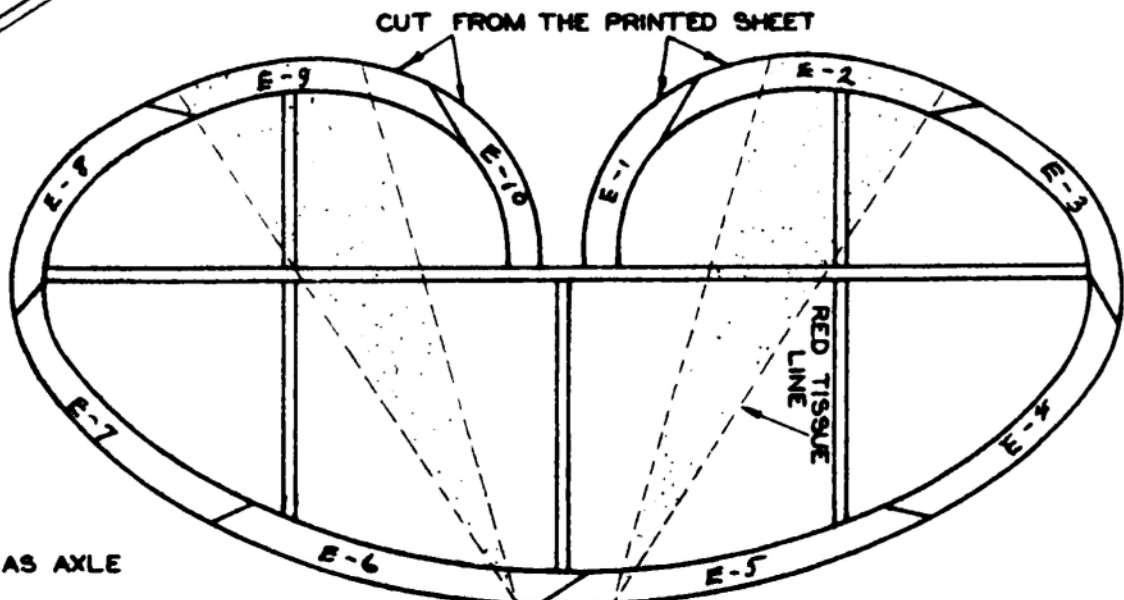
COMET MODEL AIRPLANE & SUPPLY CO., INC. CHICAGO, ILL.

FACN #269

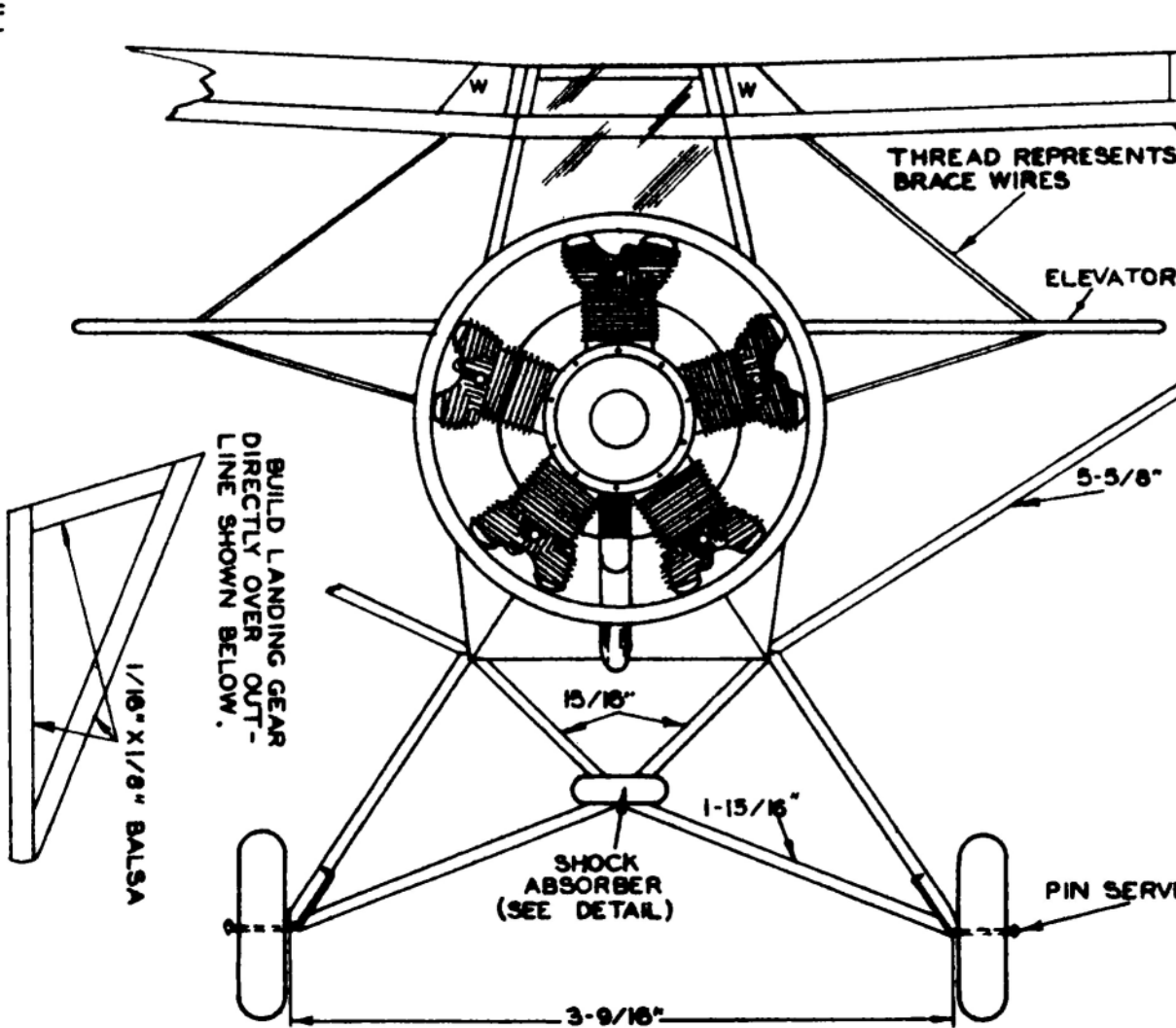


1" DIHEDRAL

ELEVATOR
BUILD ELEVATOR IN ONE PIECE OVER PLAN. WHEN DRY, SAND SMOOTH, COVER, AND GLUE IN POSITION IN ELEVATOR SLOT. (SEE SIDE VIEW)



NOTE: CUT ENGINE FROM PLAN AND GLUE TO FRONT OF COWLING FORMER "A".



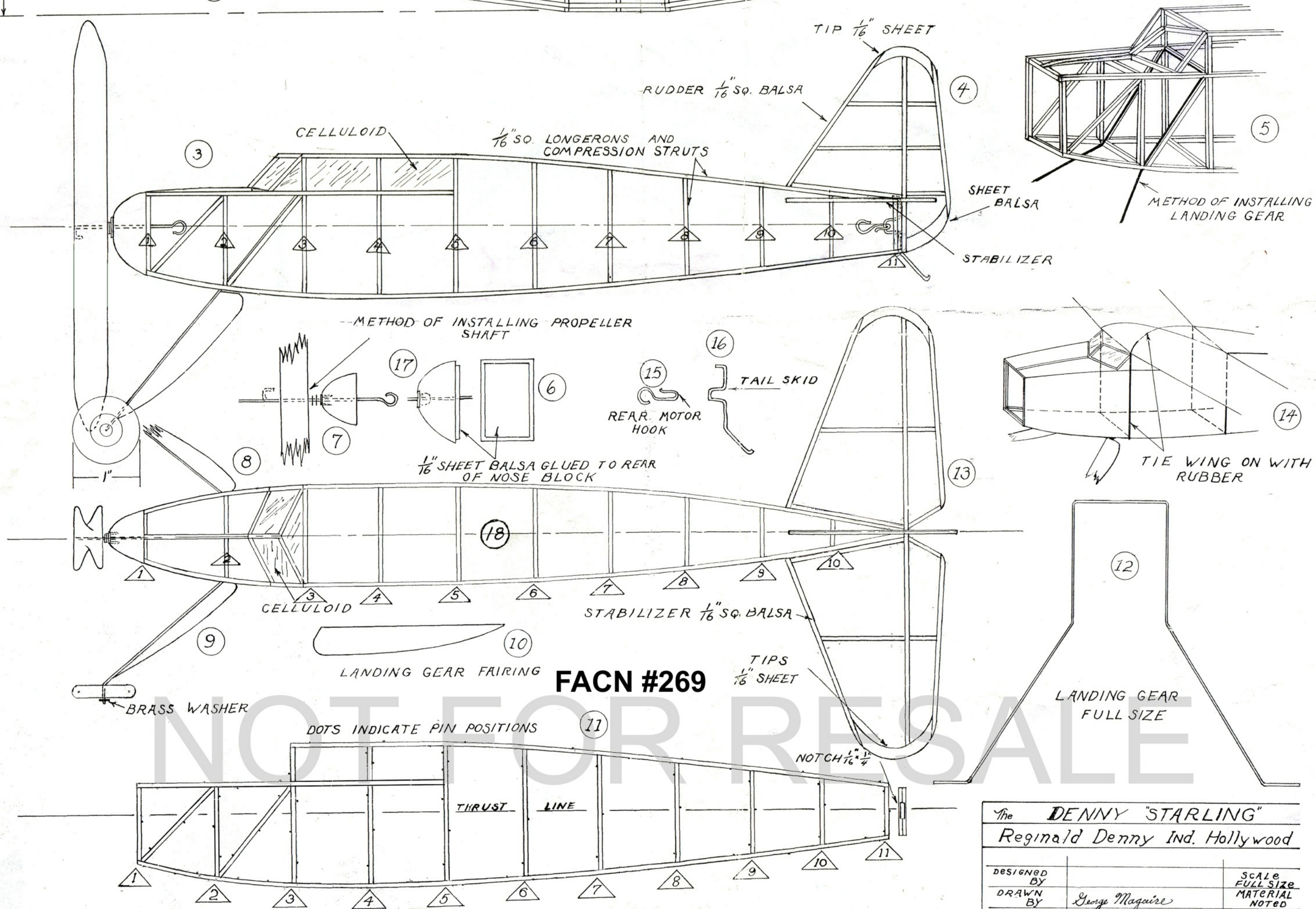
MOTOR COWLING MAY BE GLUED TO STIFF PAPER.

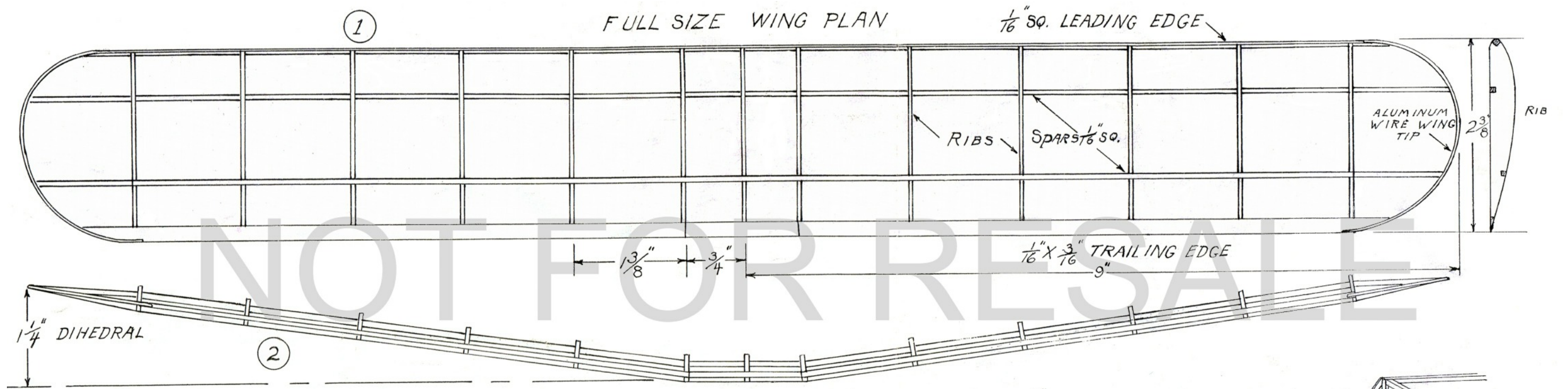
IF MODEL IS TO BE USED FOR EXHIBITION PURPOSES, STRUTS MAY BE BANANA OILED AND DOPED.

SANDPAPER WING AND LANDING GEAR STRUTS TO A STREAMLINE SHAPE.

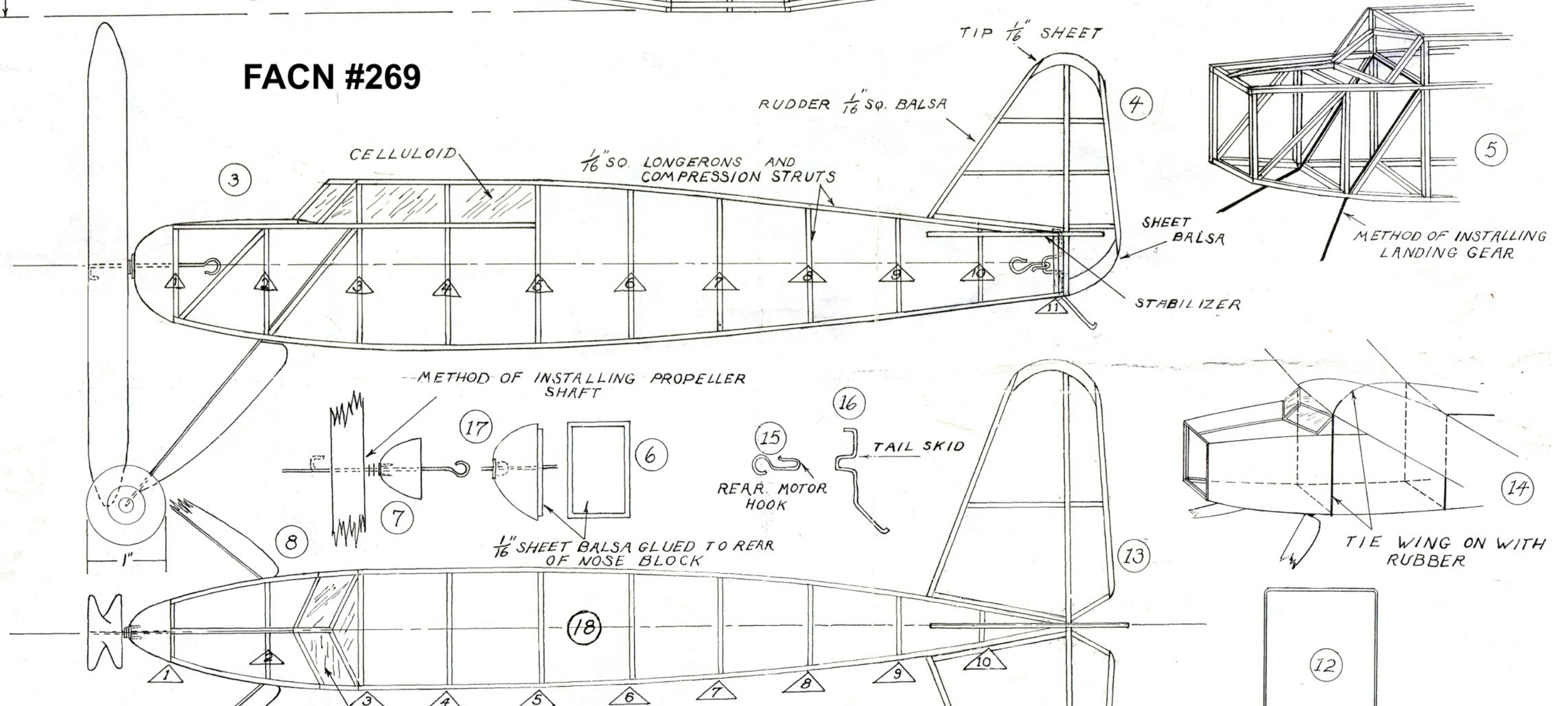
COLOR SCHEME

FUSELAGE - RED WITH 1 YELLOW STRIPE ON TOP AND 3 YELLOW STRIPES ON SIDES OF FUSELAGE.
WINGS - YELLOW
TAIL SURFACES - YELLOW WITH RED TRIMMING.





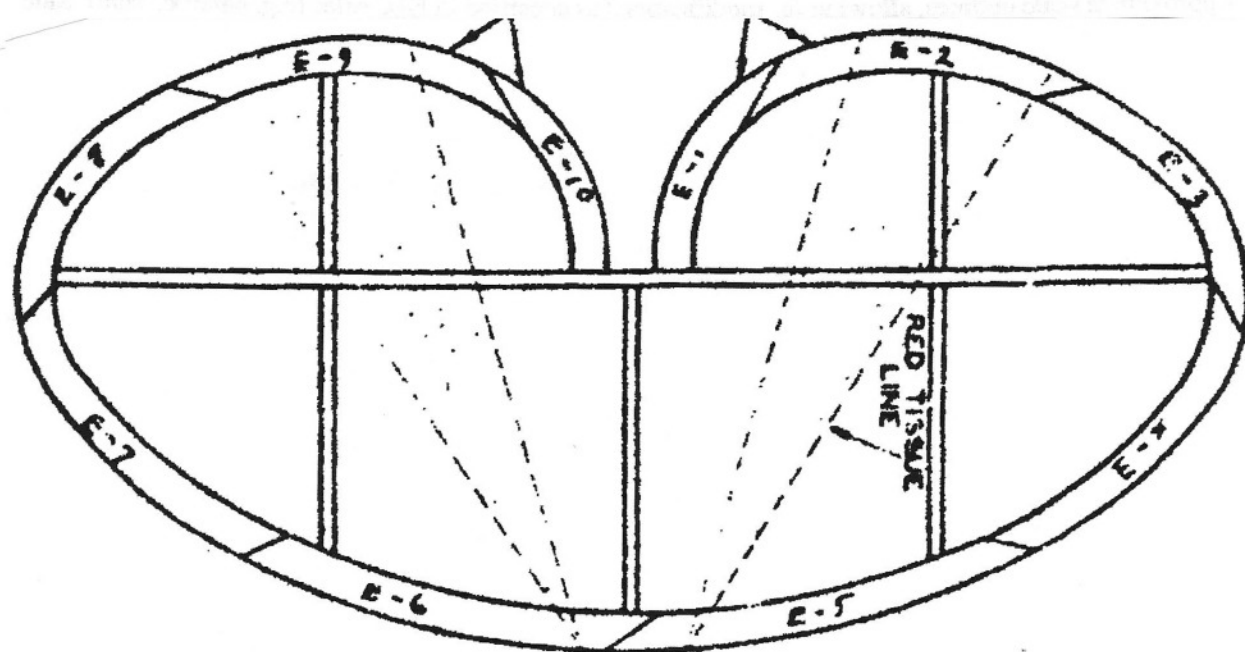
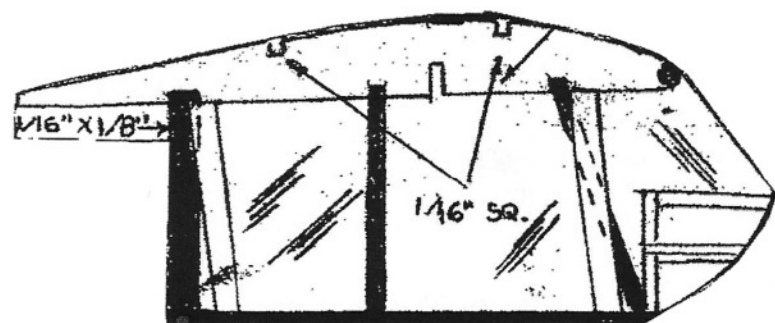
FACN #269



Comet 25" Porterfield One-Design Event

Event will be flown under Golden Age rules.

Here are the approved modifications to the 25" Comet Porterfield plan to be the subject in the 2013 One-Design events at the NON-NATS and at the FAC Outdoor Champs. These changes provide positive wing incidence and an enlarged stabilizer. The rear motor peg location, prop, and nose block arrangement are at your option. It is suggested that a temporary solid full depth fuselage former can be placed at the rear of the cabin to facilitate building the taper in the upper fuselage section. This former would be removed after the structure is built



Bending of Steel Beams

On Yield Points of Mild Steel Beams under Uniform Bending, F. Nakanishi, M. Ito and K. Kitamura. *Tokio Imperial University, Aeronautical Research Institute—Report No. 104, Vol. 8, No. 8, March, 1934, pp. 274-289, 11 figs.*

MILD STEEL beams of a cross section asymmetrical about the neutral axes were investigated under uniform bending and the yield points determined. It was found that one side generally yielded before the other, the first yield point corresponding to the bending moment under which one side began to yield and the second yield point to that of the other. Equations are developed for calculating both yield points and the deflections at these points and the calculated results are shown to agree with experimental data.

Engine Cowling

Research on the Cowling of Radial Air-Cooled Engines (*Recherches sur le capotage des moteurs en étoile refroidissement par l'air*), M. Giqueaux. *Publications Scientifiques et Techniques du Ministère de l'Air, Service des Recherches de l'Aéronautique, No. 42, 1934, 50 pp., 34 figs.*

AFTER REVIEWING the research undertaken on engine cowlings in the United States, England, and in France, the author describes the results of his tests in an Eiffel-type wind tunnel, covering the aerodynamic resistance, the cooling of the engine and the form of the flow of air over various types of radial engine cowlings. The models tested included a series of ring cowlings designed by the Service, four rings furnished by the Morane-Saulnier company, and three cowlings designed by the Yacco company which completely enveloped the engine and regulated the air admitted inside the cowling. The author discusses the influence of the number of cylinders, inside cowling profile, as well as that in the front and rear, longitudinal displacement, interior body of the ring, and incidence, and points out the effects of power and of a body situated at the rear of the engine.

The Porterfield "Flyabout"

Developed after a year of intensive research, the Flyabout, a two-place high-wing cabin monoplane has been introduced by the Porterfield Aircraft Corp., of Kansas City, Mo. The debut of this new plane also heralds the return to the aeronautical manufacturing industry of E. E. Porterfield, Jr., who a few years ago was prominently identified with one of the leading manufacturers of sport and training aircraft.

The plane, which was designed by Noel R. Hockaday who is in charge of production, has a tandem seating arrangement, and with dual controls is adaptable for flight instruction, cross-country and sport flying, and for passenger carrying. In addition to plenty of space in the cabin to provide pilot and passenger comfort, the plane features wide cabin doors and the latest appointments in interior finishings and instruments. Maximum visibility is provided by the extensive use of fore and side window space.

A sturdy 7.00 x 4 Firestone air-wheeled landing gear with two shock cord rings and a tread of 66 inches, combined with a gliding angle which permits the use of small fields and restricted areas, allows the pilot to make safe landings on many types of terrain.

The fuselage, of chrome-molybdenum steel tubing, is built up according to the Warren truss system which eliminates

the necessity for cross-wiring. Covering is with Flightex fabric. Wings have wood ribs and spars, while the tail section is entirely of chrome-molybdenum steel tubing. An adjustable stabilizer, controlled by means of a cable operated from the pilot's cockpit, is provided. Attached to the fin post is a leaf-spring tail skid. Streamlined steel tube struts are used to brace the wings at either side of the body.

With a wing span of 32 feet, length of 20 feet and an overall height of 6 feet 7 inches, the Flyabout presents a small and compact appearance, enhanced by its blue and vermilion color scheme. It can be powered either with a LeBlond 60 or LeBlond 70 engine, equipped with a wood propeller, and has a top speed of 115 miles an hour. Cruising at 100 miles an hour, a range of 340 miles is possible and as provision is made to carry 15 gallons of fuel, consumption is at the rate of better than 22 miles to the gallon.

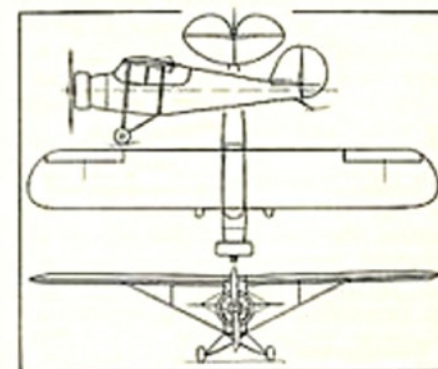
Standard equipment includes a Pyrene fire extinguisher, dual controls, first aid kit, 4-ply air wheels and the following instruments: altimeter, oil temperature gauge, oil pressure gauge, tachometer, and ignition switch. A Townsend ring can be installed at the factory upon request of the purchaser.

Specifications of the Porterfield Flyabout are as follows:

Wing span	32 feet
Overall length	20 feet
Overall height	6 feet 7 inches
Wing area	147 square feet
Chord	54.5 inches
Weight, empty	702 pounds
Gross weight	1180 pounds
Fuel capacity	15 gallons
Oil capacity	2.5 gallons

Performances

Maximum speed	115 miles an hour
Cruising speed	100 miles an hour
Landing speed	40 miles an hour
Climb	.800 feet per minute
Take off	200 feet
Cruising radius	340 miles



Outlines of the Porterfield "Flyabout"



Two-place LeBlond-powered sport plane produced by the Porterfield Aircraft Corp.