

# FLYING ACES

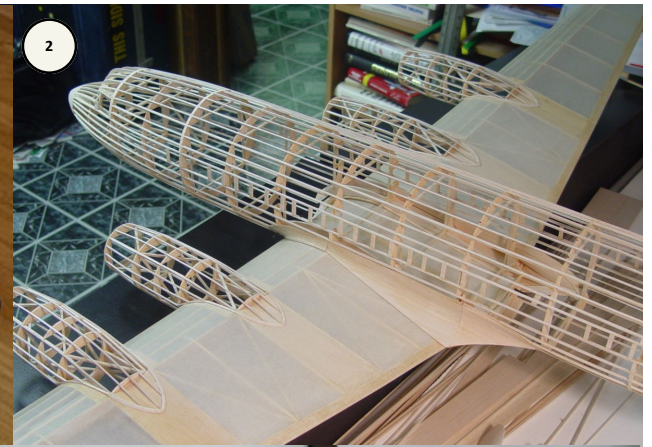
Club  
News

No. 271

May/June 2013









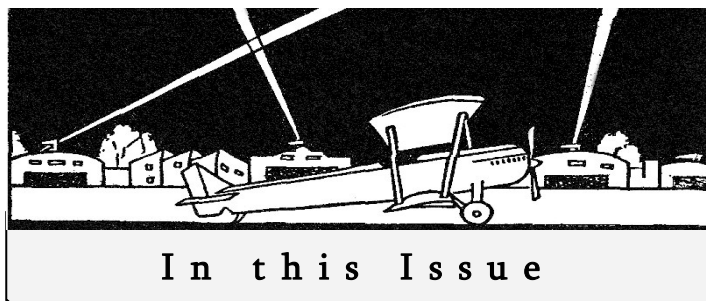
### Photo captions:

1. Pres Buning sent these photos of his Super Constellation, which he promised will be ready for Geneseo. Looks pretty ready right now! Specs: 34 3/4" span w/o wing tip tanks. Weight 4oz. minus rubber motors.
2. Chris Starleaf is also building a classic propliner for the Non Nats. His Giant Scale DC-6 was well along when he sent this photo.
3. Here's a close up shot of the engine nacelles on that Connie, showing the beautiful craftsmanship.
4. Missed the memo department: Jack Moses sent us a photo and a note: *I'd like to share a building tip with you. It is best to listen to the description of the new event before proceeding with construction of the model. Case in point: A proposed new event for the Cloudbusters Winter indoor flying season was called "Build Light," with additional bonus points available for multi-bladed props. I've been disqualified. I thought they said "Bud Lite!" And after devoting all that time and effort to lightening the building materials before assembly, it was quite a disappointment. I should have built a No-Cal instead.*
5. The guys in the New England area have a pretty nice indoor flying site in Glastonbury, CT where they hold contests and informal flying sessions throughout the cold months. Dick Gorman, Pete Kateris, Mike Kateris, and John Kramer line up for a photo op before the WWI mass launch at a recent contest there.
6. Before we published this photo of Fast Eddie Pelatowski's bench, we sought assurances that it was not specially cleaned up for the occasion, and that no modelers were injured in the making of the picture.
7. Another photo from Glastonbury, this one taken by Pete Kateris, who gave us the caption: *A young girl, 8 or 9, was with her dad watching models fly, so I asked if she would like to launch my Delta Dart. She did exactly what I told her to do and then was off like a deer chasing it. So I asked her if she wanted to learn how to wind it up..big head shake yes.. and then she followed instructions again, counting to two hundred..."whew." Then she launched and chased again, and when she came back I told her I was hoping to give it to someone like her...big glowing grin...both of us.*
8. The DC Maxecutors had their annual flying session at the National Building Museum on April 7. David Fuller took some great photos. Here Jim Coffin launches his Parlor Fly for their one-design contest.
9. Stefan Prosky showing determination as he launches his 'Carte Postale' at the NBM event.

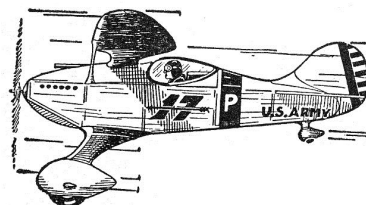
### On our cover: Winter air warriors.

The weatherman was kind to the intrepid modelers of the Harfang Challenge this year, with blue skies and gentle breezes. Here Octavian Aldea, Ronny Gosselin, and Matt King pause for the camera after the WWI mass launch. Check out the report on page 12, and more photos on the inside back cover.

Photo by Molly Gosselin



An Airy Chat with the Editor.....	4
Bonus Point Quiz.....	4
News on the Wing - The word from GHQ.....	5
S.O.S.....	5
Jet Cat Glider Considerations.....	6
The Gadgeteer.....	7
Worthwhile Website.....	7
Kanone List.....	8
No Secrets - Tips and Tricks from the Aces.....	11
Harfang Challenge 2013.....	12
Messerschmitt Me109Z "Zwilling".....	13
Rubber Scale Modeler's Muse Shop.....	14
Remember the Alamo - FAC Spirit.....	16
FAC Board & Council Contact Information.....	17
Membership Information.....	17
Contest Calendar.....	18



**Plans** Peter Kateris built his **Me109Z** twin last year, and had a pretty successful flying season with it. The plan is presented here in slightly reduced form to save some space. You can enlarge it 155% to get it back to the original 25.5" span, or take it to whatever size you like. As a salute to Don Campbell, we've included his sleek looking and sweet flying **Tomahawk Embryo** design. This was originally published in the Cloudbusters Newsletter way back when. Also from the archives is a scale **P-51B Mustang** drawn up by none other than Dave Stott, with a nod to Tom Nallen I. With a pedigree like that, you know it's gonna be a flier! Lastly, we've got something a little off the beaten path. How about an *indoor* twin pusher? Of course you could fly it outdoors too, but you probably wouldn't have it very long. Stu Cummins and Jim Bair got together and came up with a modification of the classic Burnham Twin Pusher. Their **Baby Burnham** is pure fun. Special thanks to Stu and Jim for sharing this gem, and to Pete Kateris for his Messerschmitt plan!



Greetings Junior Birdmen,

I'm happy to report that several stalwart clubsters picked up on my not-too-subtle hint that I was looking for some good stuff for the FACN files. You'll see some of it here, and some in upcoming issues. Please, keep it coming! A newsletter is a hungry beast. And thanks to those who heard the call.

The FAC Non Nats registration forms are in the center-fold of this issue. We didn't reprint all of the event info so you could get another page of Free Flight wisdom. The event list is in the last issue, and also on the club website.

Seems the **Snuffer Tube Alert** in the last issue may be a matter of opinion. FACer Paul Grabski sent this to us:

*FAC Club News No. 270 page 4 printed a statement from Roy Stewart about snuffer tubes on the bottom of model*

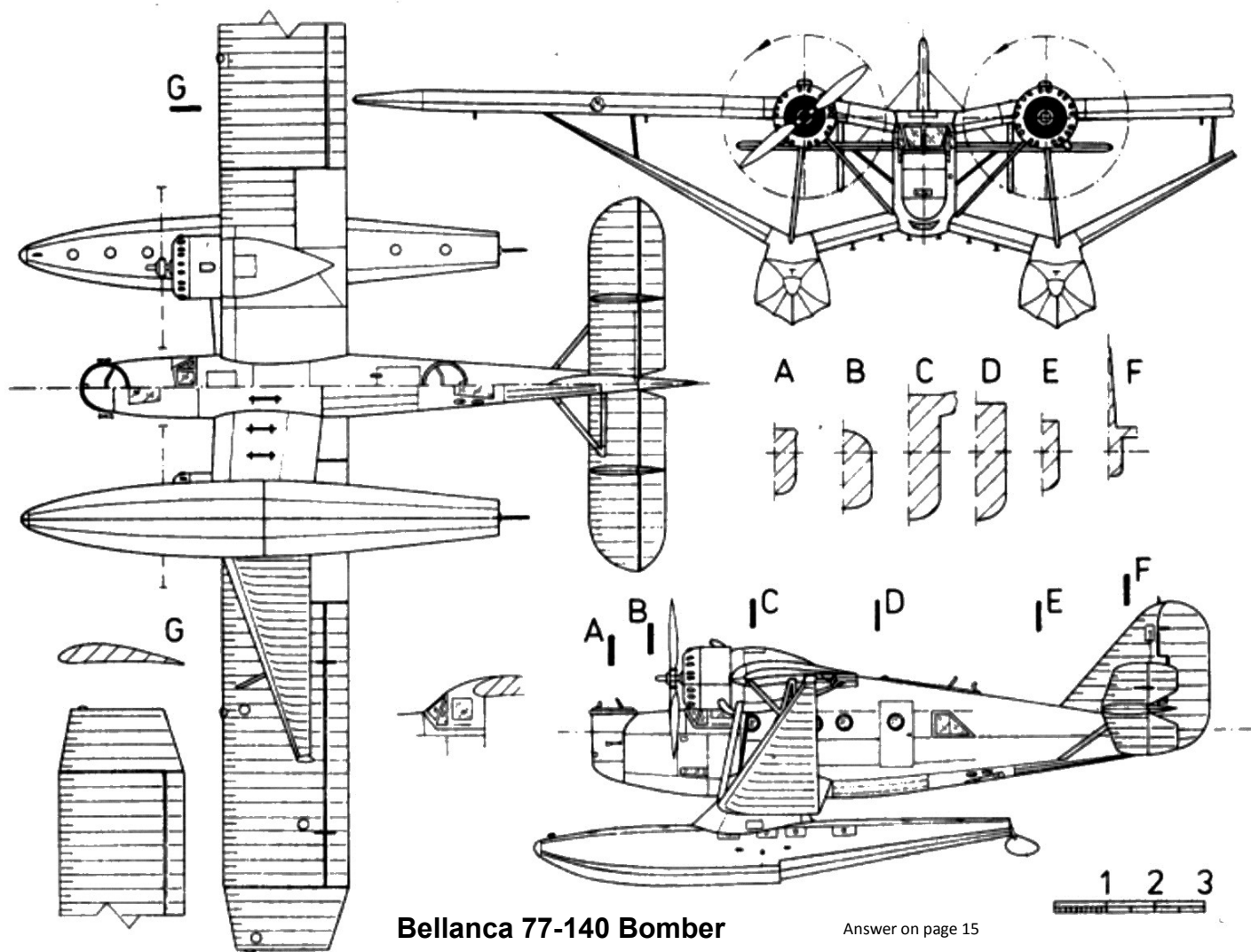
*airplanes fuselage 'NOT ALLOWED IN AMA.' I am an AMA CD and had never heard this before. I checked the AMA rule book and could not find a rule confirming Roy Stewart's statement. The AMA Free Flight rule book page 3 paragraph 8 address snuffer tubes. I have a Jimmy Allen Skokie that has a bottom fuse DT like the one in Mark Fineman's Scientific Bantam in FAC Club News No .269 that Roy referred to. I have flown my Skokie for years with the bottom DT. I can demonstrate to any CD that the fuse will not fall out of the snuffer tube, and it will also extinguish the fuse, as required by the AMA rule book. I would not have a problem with Mark's Bantam flying in a contest I was the CD. Please note I am only addressing models with a landing gear and snuffer tube located close to the gear like the Bantam.*

So there you have it. A couple of AMA CDs with different interpretations of the rule. Editorial comment: I'm inclined to let the AMA sort it out.

See you on the flying field!

Wingnut

## Bonus Point Quiz



**Bellanca 77-140 Bomber**

Answer on page 15



# News on the Wing



April Fool's Day has come and gone so what you read here is the gospel truth.

The Non-Nats are just down the runway and we will all be up and flying in no time.

This issue of the newsletter has two registration forms within. One is the usual contest registration. Each contestant must fill it out completely. Make copies for your family members if necessary...only one AMA / MAAC number per registration form.

There is also a section to sign up for the on field cook-out. Please use this feature even if you (and family) are NOT competing, but which to enjoy the cook out.

One reason for the cook-out is that there is no meal service with SUNY Saturday evening. See below. The village of Geneseo has many eateries to enjoy if you are not into Fine Flying-Field Dinning.

The second form is for the SUNY dorm and meal packs. Please read the instructions carefully. Prices have gone up just a tad, but what hasn't?

I'll tell you what hasn't gone up in cost! The motel rooms at the Quality Inn and Hampton Inn. I was able to sweet talk our friends there to keep the cost the same as last year. If you choose one the motels, call them directly; mention the Flying Aces Club and when you check-in tell them "Thanks."

Registration and judging will take place in Swanson Hall down at the HAG field. Swanson Hall is the newer building just beyond the Hellcat. Let's save the parking spaces closest to the front door for unloading only. After getting all your boxes safely on the ground, please move your vehicle to one of the other 99 spaces to allow someone else to unload before moving your models into the building. Your cooperation will be greatly appreciated. There will not be any parking police, but you sure don't want to get the "stink eye" from me if I see you are insensitive to others.

Roy Courtney, FAC Councilman is always thinking of the troops. He encourages everyone, especially those participating in MASS LAUNCH events to put your cell phone number on your model. How many times has a model been brought in during a ML without the owner knowing it was "found" and returned to GHQ while the flying continued to walk the bean field and miss the next flight? So if you find a model with no one headed your way, call the number on the model...if it has one. And why not!

There will be a raffle at the big show. If you would like to donate something to the "Great FAC Raffle," see Bubba at the GHQ canopy. You'll get your name in print as a supporter.

Please re-read in the 2013 Non-Nats information on page 10 of the last issue of this newsletter. And once at G-Town, read your contestant pack information. Now let's get ready to have some fun!  
Ross P. Mayo, CinC



## S.O.S.

I am searching for the plans for Balsa Products Tiger Moth 1/2A Texaco Scale, span is 36". I have traded a good friend who now has the kit without the plans. The company appears to be out of business. Their address was 122 Jansen Ave., Iseln, N.J.

08830. I would like to purchase the plan or a copy of the plan and can be contacted at:

115 Kerry Lane  
Cloverdale, CA 95425  
707-894-5788 707-695-2126 Cell  
rpersons@comcast.net

Remember to "twist 'em up and let 'em go!"  
Rod Persons

### Half Price! New Member\* Offer

**Two-year memberships \$58 now \$29**

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

### National Free Flight Society

**Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.**

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

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

Name \_\_\_\_\_ D.O.B. \_\_\_\_/\_\_\_\_/\_\_\_\_  
Address \_\_\_\_\_ AMA# \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Country \_\_\_\_\_ Email \_\_\_\_\_  
Card# \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Visa / M.C. Exp. Date \_\_\_\_/\_\_\_\_/\_\_\_\_

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

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



# JET CAT GLIDER CONSIDERATIONS

By Gary Morton

Some thoughts about Catapult Jets.

A lot of good information pertaining to the FAC Catapult Jet Event has recently been published (i.e. Thermalier, v. 15, #1), and is very useful when getting started. The Catapult Jet Event is often characterized as enjoyable but very frustrating. Enjoyable because the jets can be easily built and flown in almost any kind of weather. Frustrating because they often will not fly for more than 5-10 seconds.

I have done very well in the Catapult Jet Event at three recent contests. My success may just be a lucky combination of factors with one plane, but it is the result of watching and copying what I have seen other people do. Let me start by saying that there are no secrets in FAC. Everyone is willing to answer any question and tell you exactly what they do. That said, it takes time to internalize this information and adjust it to fit your way of doing things.

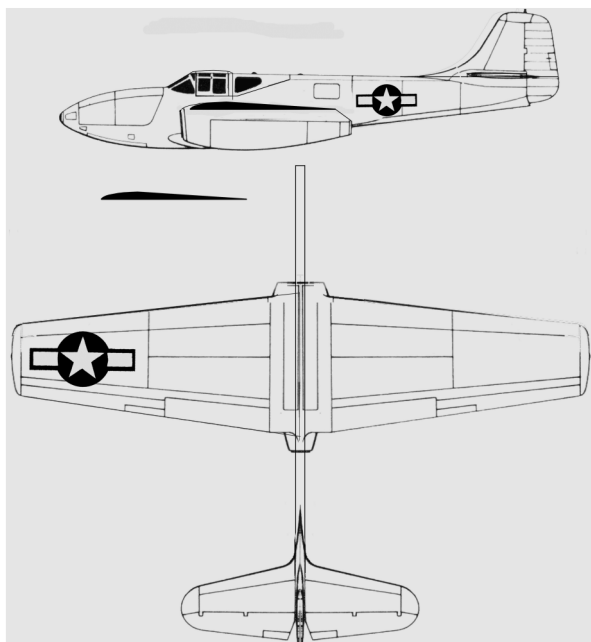
My first attempt with a catapult jet was not very promising. I built a P-59 that had a 16" wingspan. No matter what I did it would not fly over 10 seconds. I could get it to glide, but the launch was poor. The biggest problem was that the plane when released made a wide sweeping turn while wagging until it readjusted itself to fly straight and smooth. By that time it had lost all of its momentum and quickly landed.

Several years ago I saw Joshua Finn fly a small Canberra at a TTO-MA contest. It went high and stayed up a long time. I do not remember how long, but what impressed me the most was the height that it obtained. It seemed to me that its small size allowed it to attain its great height. Despite this revelation I had given up on the Catapult Jet Event to concentrate on other FAC events and did not try a smaller plane.

About this time the boys flying catapult gliders came up with a system to eliminate the waggle by moving the hook to the front and positioning it about 1/8" below the line made by the bottom of the wing. The point where the plane was held for launch was also moved to a position near the front of the wing. The flight path on launch had no waggle and the glider would go almost straight up before transitioning. These changes increased the height of the launch and the length of each flight. I was able to observe planes with these two changes being flown and they seemed to work very well. I did not think I could

duplicate their system with a front hook. A small plane with the hook (peg) under the leading edge of the wing or farther forward would move the hook closer to the line made by the bottom of the wing. It could then be held for launch very close to the hook. This would give you a system almost like that developed for catapult gliders.

A little later I was inspired to try a catapult jet again. I decided that I wanted to combine the ideas mentioned above and see if I could get a catapult jet that would fly longer than 10 seconds. I chose the French Arsenal VG 90 and made two planes, each with a 12" wingspan. These planes showed promise. They could zoom and occasionally fly quite well. My biggest problems were that they would not stay in adjustment and I could not change the sweeping curve they made in the launch. Every once in a while I got lucky. Nevertheless, in frustration I stomped them.



After this I was at a contest and watched Claude Powell fly a peanut Zero that flew extremely well. He shared his "secret" of using Gurney Flaps to adjust the plane. He put the flaps on with a glue stick wherever they were needed. There are an infinite number of variations possible with the flaps because the height, length and position of each one can be altered. I decided that this was just what I needed for my catapult jet.

I made a new jet, this time a Canberra with a wing span of 12". The fuselage and wings are from 1/8" medium weight balsa that resulted in a flying mass of 14.5 grams. The incidence angle of the wing was slightly adjusted to be parallel with the thrust line\* to reduce any waggle on launch.

The straight, 1/16" music wire launch peg was inserted into the bottom of the fuselage at a slight angle directly under the leading edge of the wing. The Canberra is launched by holding the fuselage just behind the launch peg. The wing is 5/8" above the bottom of the fuselage and I found that by holding the fuselage towards its bottom you get the best launch. I think that it would be beneficial to move the launch peg farther forward, however, I have been afraid to do this because it is flying so well. The flying surfaces are set at zero/zero. All adjustments were made with Gurney Flaps (1/16" x 1/32" pieces of balsa) to give the jet the straight climb and glide that I had sought. This plane will now put in at least three 30+ second flights every 6 tries. The best flight for the three contests has been 120 seconds.

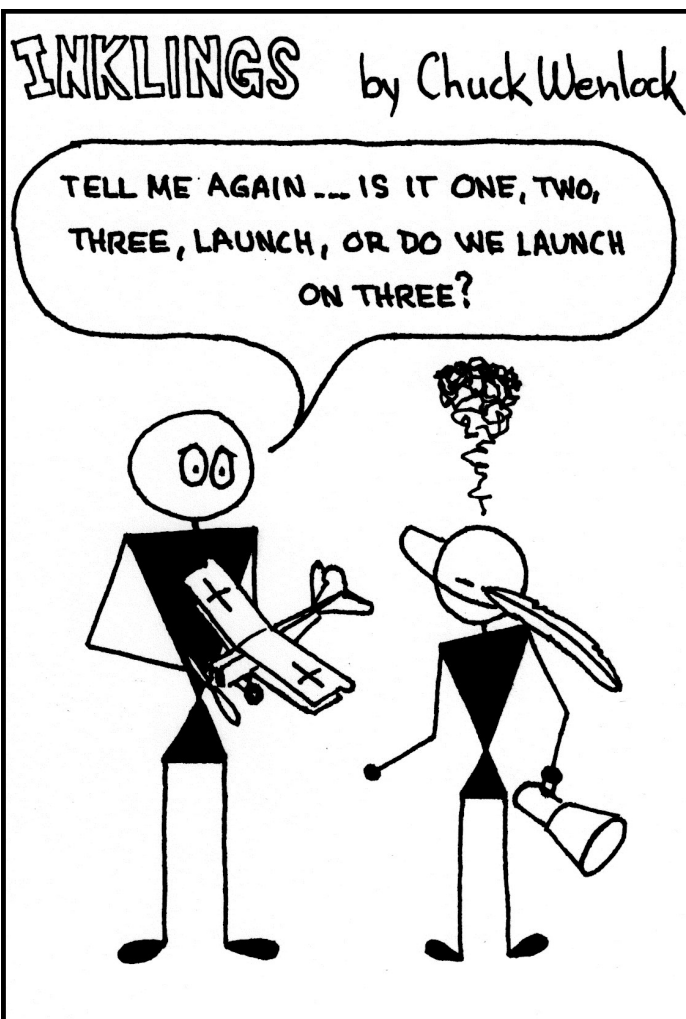
Although it may be a little too soon to know if these techniques



will work with other jets, the initial results with my new P-59 suggest that they will. The hook on this plane is much closer to the nose. I need a little more trimming to stop a tendency to spin in along with a little more dihedral. It already has a 30+ flight without many tries. These changes should make long flights more consistent. One nice thing about this hobby is that there are always new things to learn or apply. These ideas and techniques are not new, but you might consider them for the catapult jet. You may find one or more of them to be useful. Who knows, you might even find a better way.

\*I am calling the thrust line the straight line that the stretched rubber makes. To make the incidence angle of the wing parallel to the thrust line may take some trial and error to figure out. If you envision the jet being held on a fully stretched rubber loop, the bottom of the wing should be parallel to the line made by the stretched rubber before the jet was released. What you are striving for is a straight launch with little or no waggle. Once the waggle is taken care of the rest of the path is controlled with Gurney Flaps. The slight adjustment of the wing's angle of incidence should not change the scale appearance. The wing's incidence needs to be set first so that you can make the flying surfaces zero/zero.

*This article appeared in the Mar/April 2013 edition of the Thermalier, newsletter of the Pensacola Free Flight Team.*



## The Gadgeteer

### Using the Artist's Mouth Atomizer

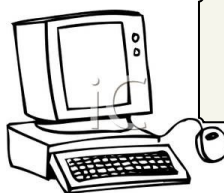
Here's a tip that was given to the Gadgeteer by FAC founding fathers, Dave Stott and Bob Thompson. It is a simple, inexpensive alternative to airbrushing or even conventional brushing of dope, the artist's mouth atomizer. Think of it as sort of a human-powered, Venturi-effect paint sprayer. The atomizer consists of two tubes, a down tube and a sprayer tube that is lung powered. The mouth atomizer is available from most art supply stores. A helpful video that shows how it is used is available on YouTube at:

<http://www.youtube.com/watch?v=HwPSWajV-NI>.



To spray dope or lacquer, thin it quite a bit and place the thinned liquid into a small container that can be comfortably held in one hand (I like to use a 2 oz. glass paint jar). Hold the object to be sprayed, such as a wing or fuselage, about 2 feet in front of you. Place the down tube into the liquid, take a deep breath and blow forcefully into the mouth tube. A fine mist is produced that evenly coats the part. Incidentally, the video shows the object to be painted on a desk top. Model assemblies are best held vertically in front of you as you spray. Wear disposable gloves on both hands to simplify cleanup. It is strongly recommended that you practice before spray painting the actual model.

Set the part aside to dry, and then give it a second coat. If you're using clear dope or lacquer and want a color coat, substitute that for the second coat. The resulting finish has no unsightly brush marks and is lustrous in appearance. It is even possible to apply multiple colors by carefully masking the different layers.



**Worthwhile  
Website**

Drawings galore available at:

<http://www.the-blueprints.com>

Airplanes, and nearly everything else!



SCHUBERT, HERB	5	BROWN, BOB	3	BOALS, DAVID	2	PEDERSON, JOE	2	BRAUNLICH, MARK	1	HAGEN, AL	1
SEALS, LARRY	5	CARLS, JOHN	3	BRADLEY, PAUL	2	PORTER, CHUCK	2	BUKO, JOE	1	HAIGH, BOB	1
SHIRLEY, HERB	5	COFFEY, WENDELL	3	BROCK, PAM	2	PROUX, T.	2	BURRY, CLAUDE	1	HAIGHT, BOB	1
SIEDENTOPH, BOB	5	CONERY, JIM	3	BROOKS, PETER	2	PTASZKIEWICZ, FRAN	2	BURTON, OLE	1	HALL, JIM	1
SOTICH, CHARLIE	5	CURTIS, TOM*	3	BROOKS, CLINT	2	RECKER, GERD	2	CANNON, SCOTT	1	HAMLETT, DALTON	1
STEIN, HARRY	5	DIXON, BROOK SR.	3	CALDWELL, BILL	2	REUTER, BILL	2	CARNRICK, RICK	1	HANFORD, BOB	1
TALACKO, RAY	5	DOCH, ZACH	3	CHAMBERS, BERNARD	2	RICHEY, MARTY	2	CARSON, GRANT	1	HANFORD, RIP	1
TALBOT, RICHARD	5	ELLIS, ART	3	CLARKE, BILL	2	ROAD, JOHN	2	CASAZZA, DAN	1	HARDING, HAROLD	1
TOMCZUK, S.	5	ENGELT, PAULA	3	COMBS, RAY	2	ROTH, BRIAN	2	CASGILL, WALDO	1	HASLAM, LIN	1
WALLACE, PETE	5	ERPELDING, BOB	3	COTERLY, HERB	2	SAKS, DAVID	2	CAVE, ED	1	HATCH, ROBERT	1
WOODS, JIM	5	HATZ, LYMAN	3	DAILEY, JIM	2	SANDUSKY, RUSS	2	CAWTHORNE, JOHN	1	HAYWOOD, TREVOR	1
<b>LIEUTENANT - 14</b>		HUGHSTON, TOM	3	DERBER, DAN	2	SIEFRIED, DICK	2	CERVONE, MIKE	1	HENDERSON, JOHN	1
BARRETT, KEVIN	4	KING, MATT	3	DITRICH, BRIAN	2	SIMPERS, GLEN	2	CHAFE, WARREN	1	HENDRICKSON, CHAR.	1
BURKE, SAM	4	KNIGHT, MARION	3	DITRICH, MIKE	2	THOMASIAN, HARVEY	2	CHOMYN, MARK	1	HENSEL, RICH	1
BURNS, MICHAEL	4	KRANIS, DAN	3	DOWDY, CARL*	2	TRITTLE, PAT	2	CHRISTIE, DAVE	1	HERBST, PAUL	1
CERESA, BILL	4	LEHNERT, KEVIN	3	DRAKE, GENE	2	TUECHER, ALEX	2	CLUTTON, ERIC	1	HINTON, BILLY	1
COLLINS, DAVE	4	LEMON, KENT	3	EMERSON, LEE	2	VANDEN BOSSCHE, R.	2	COLLINS, DAVID	1	HODSON, FRANK	1
COLLINS, WALT	4	LEONHARDT, WALT	3	EVERSON, WALT	2	VANDERLUNDE, DAVE	2	COLT, GILBERT	1	HOUCK, JOHN T	1
EGGERT, WALT, JR.	4	LEWARS, JOHN	3	FLESHER, AL	2	VON BUEREN, KARL	2	COPEMAN, KEN	1	HOWELL, JIM	1
FACTOR, R.	4	LOVETT, GRANT	3	GOURDON, BOB	2	WAGNER, JERRY	2	CORLETT, NORM	1	ICAOBELLS, TOM	1
GARBER, LES	4	LUZZI, MICHAEL	3	GREEN, MARCIE	2	WATTS, RON	2	COSLUCK, LARRY	1	IVES, DAVID	1
GUERRA, OMAR	4	LYONS, BOB	3	GRIGGS, DOUG	2	WOODS, FRANK	2	COYLE, JACK	1	JESSUP, ARTIE	1
GUTH, HENRY	4	MALTZ, ENRIQUE	3	HAAKONSEN, ERIK	2	WORMLEY, JOHN	2	<b>CULVER, HARRY</b>	1	JESTER, MIKE	1
HANWAY, J. P.	4	MCBRIDE, DUNCAN	3	HARDEN, ED	2	ALABACK, JIM	2	DAVIS, CHARLOTTE	1	JOHNSON, BILL	1
HARLAN, DAVE	4	MOODY, DAVID	3	HARRIS, JIM	2	ALBRACCIO, BUD	1	DAVIS, GREG	1	JOHNSON, GARY	1
HASKELL, CURT	4	MOSELY, JIM	3	HEDLEY, CARL	2	ALLEN, TERRY	1	DAVISON, RICH	1	KANE, CAROL	1
HAUGHT, DAVE	4	NELSON, BOB	3	HEINRICH, MIKE	2	ALLISON, MARK	1	DEDEKAN, ARA	1	KEAR, KEN	1
JOHNSON, KEN	4	ORZECCH, HENRY	3	HILL, BILL	2	ALTENBERN, JIM	1	DEHAAS, BILL	1	KEHR, WILLARD	1
LAYCOCK, JOHN	4	OSBORNE, BOB	3	HUNT, ALLEN	2	ALVIS, BUNNY	1	DODGE, DAVE	1	KELLEY, WARREN	1
LORIMER, HAL	4	OVERCASH, BOB	3	JAMISON, BOB	2	<b>ANTONNUCI, JERRY</b>	1	DONALDSON, JACK	1	KERZIE, MARK	1
MASTERS, BOB	4	PACK, CHARLES	3	JENNINGS, JIM	2	ARNOLD, ALLEN	1	DONNA, GORDON	1	KING, LES	1
MCCOY, TOM	4	PAYNE, RAY	3	KING, GARY	2	ASHABRENNER, JOHN	1	DOONOHUE, GEORGE	1	KING, STAN	1
MONTETH, ALAN	4	PETTY, DOUG	3	KNUTSEN, NEIL	2	ATTENBERN, JIM*	1	ELLIS, D.	1	KNAPP, HARRISON	1
NEWELL, KEN	4	RAKOW, RAY	3	KORNRICH, WALT	2	BAGDIN, LARRY	1	ENGELT, DOUG	1	KRANSH, STEVE	1
PANGELL, RICK	4	REICHEL, JUANITA	3	LEHRMAN, JIM	2	BAGDON, KEN	1	EMERT, DICK	1	KREMPETZ, KENNY	1
PETERSON, AARON	4	RODEN, BOB	3	LINARDIC, VLADIMIR	2	BAIRD, TEX	1	FAHEY, RICHARD	1	KRUSH, JOE	1
PETRINEC, BOB	4	SAUTER, CHARLIE	3	LUNDBERG, BOB	2	BARNES, LOU	1	FAGS, K.	1	KURTENBACH, JOUR.	1
PHOENIX, ROCKY	4	SHAW, BOB	3	MARCELLO, ED	2	BARR, BILL	1	FEDOR, JEFF	1	LACHMAN, BILL	1
REDDING, HERB	4	STALEY, BILL	3	MASTERS, RICHARD	2	BAXTER, JOE	1	FLETCHER, BARRY	1	LANDHUIS, ROBERT	1
SCHARIDT, BILL	4	STROUT, REGGIE	3	MCDANIEL, HAP	2	BENNER, DAN	1	GEARING, GEORGE	1	LANG, JOEL	1
SMITH, PAUL	4	STAPOLSKI, ED	3	MCDOW, BILL	2	BERRY, DAN	1	GEARSZESKI, JIM	1	LANGEVIN, LEO	1
VOORHEES, JOHN	4	ZEMECK, LEN	3	MITCHELL, BILL	2	BETJ, CLIFF	1	GOSSELIN, KENDRICK	1	LAPRELLE, ROGER	1
WETHERALL, BOB	4	ALLEN, DICK	2	MORROW, JOHN	2	BETZ, PRISCILLA	1	GOSSELIN, MOLLY	1	LARSEN, TIM	1
WRISELEY, LINDA	4	BAIR, JIM	2	MOWDA, ERIC	2	BLAIR, JIM	1	GREGG, FRED LOOPY	1	LEE, JIM	1
ALLING, JOHN	3	BALCER, WALT	2	NUNEZ, JONATHAN	2	BOES, JIM	1	GRIEST, JBM	1	LEHR, ROGER	1
ANDERSON, DICK	3	BARBER, LES	2	NUNEZ, JORGE SR.	2	BOERS, MIKE	1	GUEST, BERNARD	1	LELONG, HENRY	1
ANDERSON, JAMES	3	BECKER, NORMAN	2	OSLAN, ROBERT	2	BRAKE, DICK	1	GUMM, TERRY	1	LIDBERG, AL	1
ANDERSON, WAYNE	3	BELL, BILL	2	PAPIC, FERRIL	2	BRAUN, DAVE	1			LIGARSKI, STAN	1
BAECKE, AL	3	BECKETT, LEON	2	PEACOCK, DON	2					LINTON, DON	1
BAECKE, FLORENT	3	BENNETT, LEON	2							LOWERY, JIM	1
BARBER, DOUG	3	BLAIS, TIM	2							MAGCLIN, BOB	1
BARKER, JACK	3									MAGGIA, CHARLES	1
BIRD, LES	3									MAGLIA, TONY	1
BOONE, JACK	3									MANKOWSKI, JIM	1

<b>AIR MARSHALL - 50 plus</b>									
WECKERLY, STU	408	MURRAY, PAT	53	ENGLERT, JEFF	31	WILLIS, ROGER	20	CAMPBELL, LEE	11
GRIEBLING, STEVE	362	SCHANZLE, ALLAN	52	MARETT, JOHN	31	<b>Lt. COLONEL - 15-19</b>		COLSON, STAN	11
ZAPF, RICHARD	283	ISERMAN, MIKE	51	BLANCHARD, STEVE	30	BOJAN, ED	19	GRANT, JIM	11
SRULL, DON	234	MEYERS, STEW	51	BOLLINGER, NEWT	30	CANNON, HAROLD	19	IVERS, DICK SR.	11
FARRELL, WALLY	175	SMITH, DAVE (SC)	51	HARLAN, RAY	30	HURDLE, JOE	19	MILLER, DON	11
HALLMAN, TOM	175	BROCK, WAYNE	50	MCGINNIS, DEAN	30	MCGOWAN, MEGAN	19	MORRILL, JOHN	11
NALLEN, TOM JR.	170	BRUNING, PRES	50	ORPHAN, WILLIAM	30	<b>MOORE, WINN</b>	19	NEFF, VERN	11
MILLER, JIM	161	KESHISHIAN, HARRY	50	SUGDEN, BOB	30	<b>MORTON, GARY</b>	19	OLEARY, JACK	11
LIVESAY, DAVE	157	<b>AIR VICE MARSHALL - 45-49</b>		PARTIN, GENE	19	SMITH, DON	19	STEVENS, ROBERT	11
MIDKIFF, MIKE	155	NICHOLS, BOB	49	ADAMS, DICK	29	SCHMITT, TOM	19	CHOATE, RICK	10
FINEMAN, MARK	153	MACDONALD, TIM	48	GAMBLE, CLIVE	29	SMITH, DON	19	COX, VIC	10
PELATOWSKI, ED	144	WELSHANS, MIKE	48	HILL, CHARLES	29	WEBB, JASON	19	ENGLERT, DAVE	10
STARLEAF, CHRIS	135	PARENT, CHRIS	47	KLIENERT, RANDY	29	BARKER, JOHN	18	ESCALANTE, MIKE	10
STOTT, JOHN	134	RUNNELS, JEFF	47	FINN, JOSHUA	28	FIKE, JACK	18	FUGIKAWA, STEVE	10
NIPPERT, VIC	128	CUMMINS, STEWART	46	DOBERFUHL, SCOTT	27	HELMAN, PAUL	18	HUTCHINSON, BILL	10
PORTER, JERRY	128	MILLER, RICH	46	KATERIS, PETER	27	HUTCHINSON, JOHN	18	MILLS, DAVID	10
WEBER, RICH	128	BROWN, RUSS	45	MITCHELL, DAVE	27	KLUIBER, RUDY	18	MASSISE, CHRIS	10
ZAND, MIKE	125	EGGERT, WALT SR.	45	DALEY, JIM	26	REES, MARIE	18	OLM, ORVILLE	10
NORMAN, DENNIS	122	GRABSKI, PAUL	45	SCHLOSBERG, JANE	26	STEEB, DON	18	PISHNERY, DAVE	10
COX, PHIL	121	NALLEN, TOM SR.	45	WELLS, MILLARD	26	GORMAN, DICK	17	SCHMIDT, BILL	10
DELOACH, DON	121	<b>GENERAL - 40-44</b>		ALLEGONE, TED	25	HYKA, JIM	17	SHEPHERD, CHARLES	10
BOYANOWSKI, PAUL	120	IVERS, RICHARD	44	BACOM, STEVE	25	KRAMER, JOHN	17	VIGGIANO, LOU	10
THOMAS, MIKE	119	PERES, VIC	44	CLEAVE, AL	25	LAVENDER, TIM	17	VOLLMER, AL	10
BRIEH, DAN	112	BUXTON, JIM	41	HOICK, SIDNEY	25	PENNINGTON, BILLY	17	WHITEMAN, JIM	10
KANE, DAN	111	KOPTONACK, JOHN	41	HOICK, MARK	25	<b>RICCI, ANDREW</b>	17	<b>CAPTAIN - 5-9</b>	
ROWSOME, FRANK	106	MCLELLON, BOB	41	SHIELDS, ALLEN	25	ROTH, MEL	17	ALDEA, OCTAVIAN	9
HOUCK, JOHN	103	DIETZ, BILL	40	SLUSARCZYK, CHAR.	25	<b>FEDOR, MIKE</b>	16	BREDEHOFT, JACK	9
LAWTON, AL	102	<b>Lt. GENERAL - 35-39</b>		<b>COLONEL - 20-24</b>		HEMMEI, JIM	16	CRAWFORD, DOHRMAN	9
BREDEHOFT, GEO.	89	BALUNEK, DEL	39	BARLOW, PHIL	24	MOULTON, BOB	16	FOSTER, BRUCE	9
BOEHM, CHRIS	87	TRIVIN, WAYNE	39	DONOHUE, JERRY	24	STEVENS, HERB	16	HORN, DUKE	9
KOTHE, HERB	87	BENTON, OLIVER	38	THOMS, BRUCE	24	TECHUK, ALEX	16	HUMMEL, RON	9
MASSISE, MIKE	86	BURDSAL, LES	38	ZBASNIK, PETE	24	HUNTER, GARY	15	KAGEN, JOHN	9
MACENTEE, RICH	82	PEAVEY, LARRY	38	BEAL, PETE	23	MANSFIELD, GEORGE	15	NIED, TOM	9
HENN, BILL	78	SANFORD, CURT	38	CARSON, BUD	23	NALLEN, MICK	15	SCOTT, FRANK	9
LOUCKA, LARRY	75	DECOOK, DON	37	DERBER, TOM	23	SIMPSON, WILLARD	15	SMITH, HOMER	9
NIEDZIELSKI, DAVE	73	TSINAI, JACK	37	HIRLEMAN, FRANK	23	<b>MAJOR - 10-14</b>		THOMAS, PHILIP	9
MOSES, JACK	71	CHAPELL, HOWARD	36	LANDRUM, BILL	23	CRAWMER, JERRY	14	ADAMS, RICHARD	8
STOTT, PAUL	70	NUNEZ, GEORGE	36	THOMPSON, MIKE	23	SPRENGER, JIM	14	BENDER, BOB	8
SMITH, GENE	69	REED, DON	36	DELOACH, ED	22	BRIMMER, DON	13	BUBOLZ, DAVE	8
DETAR, JAMES	66	THORNTON, JIM	36	DIVIS, ROY	22	DECOOK, ALLAN	13	DION, BERNARD	8
SCHLOSBERG, BOB	65	LOEHLE, CARL	35	HAWLEY, RICK	22	LIONBERGER, FRED	13	GOSSEIN, RON	8
NOVAK, ED	62	MCGUIRE, JOE	35	MCDONALD, DAN	22	REGALBUTO, JOHN	13	HANNAY, DOUG	8
MATHER, CLARENCE	61	POWELL, CLAUDE	35	SHARBONDA, KEVIN	22	ARNOLD, TOM	12	MARCHESE, BOB	8
SLUSARCZYK, DON	61	TUDOR, JOHN	35	FRANKS, DAVID	21	BARFIELD, DAVID	12	MARTIN, LUC	8
DRISCOLL, DAN	59	<b>MAJOR GENERAL - 30-34</b>		HUDSON, RALPH	21	BARLOW, MARK	12	OLAH, DAN	8
GILBERT, VANCE	59	AZURE, PETE	34	PAISLEY, JERRY	21	BRAUER, SAM	12	PAILLERON, A.J.	8
KRUSE, LARRY	57	ISAACKS, BOB	34	ROSS, LINCOLN	21	BUCHHEI, ELVIN	12	RICE, JACK	8
MAYO, ROSS	57	CORNELIUS, DALLAS	33	SMITH, OSCAR	21	DIEBOLT, JOHN	12	SCOTT, CHRIS	8
FINLEY, BRUCE	56	HUDSON, NEAL	33	EWING, FRED	20	HODES, ROBERT	12	TELFORD, TONY*	8
LIKELY, AL	56	KUENZ, RALPH	33	GILLIS, RICH	20	KONEFES, ED	12	TRABIG, RAY	8
SMITH, DAVE (AZ)	56	PHILLIPS, GEOFF	33	HINES, MIKE	20	MUFFELMAN, BILL	12	VANDORN, STUART	8
GROENING, TOM	55	DAILY, PAT	32	LEFFLER, GEORGE	20	SEAMSTER, JIM	12	WARNER, BILL	8
KACIAN, JACK	55	RZADCA, MARK	32	MORROW, MIKE	20	SHERMAN, LEN	12	ANDERSON, ERIC	7
CLEMENS, BOB	53	WHITE, GEORGE	32					BATIUK, GEORGE	7
								BROMM, KARL	7
								BUTSCH, ROBERT	7
								DONELSON, JOHN	7
								FRAUTSCHY, HENRY	7
								HARWOOD, DON	7
								HODSON, GARY	7
								JACKSON, TIM	7
								KAMODY, RON	7
								KEPLER, JIM	7
								MOON, ROGER	7
								O'BRIEN, TOM	7
								RUHLAND, DENNIS J.	7
								SMITH, DAN	7
								TEACH, TED	7
								TUCCARONE, RICH	7
								ALDERSON, LEN	7
								BAUGHMAN, GARY	6
								BOEHM, PRESTON	6
								GALLO, GREGG	6
								GUNN, WADE	6
								HENDERSON, BILL	6
								HOPKINS, HARVEY	6
								KARN, JACK	6
								KWASINSKI, MARK	6
								LAMB, ED	6
								LEPPARD, BILL	6
								MCCONNELL, KEN	6
								MILLER, WILLIAM	6
								MOSKOW, MIKE	6
								MULLIGAN, MIKE	6
								PHELPS, JACK	6
								POLENTO, JOHN	6
								PRISEL, DUDLEY	6
								SCHICK, EARL	6
								STEED, CHARLES	6
								TAKAGI, FUDO	6
								TAYLOR, BARIE	6
								WARMANN, BOB	6
								WHITING, JOE	6
								BARISH, JOE	5
								BATTERSON, REG	5
								BEARDSWORTH, DG.	5
								BOTTICELLO, CARMEN	5
								BUCHANAN, MIKE	5
								BUCHER, TIM	5
								COURTNEY, ROY	5
								DRELA, MARK	5
								DUKE, BILL	5
								HUBE, KARL	5
								KOMP, HENRY	5
								LANE, RANDY	5
								NUSZER, JOE	5
								PRICE, BRUCE	5
								SANDOR, TOM	5



MARCHESE, MATT	1	ROCHA, JERRY	1	WHITACRE, DON	1
MARKOS, CHARLES	1	ROGERS, WILLIAM	1	WHITE, ROY	1
MARKSON, JERRY	1	ROSS, DON	1	WHITFORD, RUSS*	1
MCBRIDE, JIM	1	ROSS, RICHARD	1	WIENKLER, CLIVE	1
MCELVEEN, JACK	1	RUBRICH, CHRIS	1	WIENKLER, GRANT	1
MCGEE, DUSTIN	1	RUHLAND, DENNIS A.	1	WILLIAMS, JAY	1
MCKINNEY, MIKE	1	RUPPERT, CONRAD	1	WOJTKIEWICZ, CHUCK	1
MCPMAHON, JIM	1	RYAN, KEVIN	1	WURMAN, BOB	1
MCQUAID, ED	1	SANDERS, TOM	1	YANOSKY, TOM	1
MERRILL, JOHN	1	SATTERTHWAITE, BAR.	1	YODER, MARVIN	1
MIDGETT, RON	1	SCHLARB, BILL	1		
MIDKIFF, RICK	1	SCHLOTTMAN, EVAN	1		
MILES, DAN	1	SCHNEIDER, RICH.	1		
MINO, CHRIS	1	SCHUELER, CARL	1		
<b>MKITARIAN, ALAN</b>	1	SCHUTZEL, EMIL	1		
MOODIE, KEVIN	1	SEAYER, TED	1		
MOODY, CLAY	1	SEBASTIAN, JOE	1		
<b>MOORE, MARIE</b>	1	SENNET, BOB	1		
MYERS, GREG	1	SEYMOUR, JOHN	1		
NACIN, DICK	1	SHOLDER, BARRY	1		
NALLEN, KAREN	1	SISK, MARC	1		
NARANCA, DAVID	1	SMALLEY, RALPH	1		
NEARING, LARRY	1	SMITH, MATTHEW	1		
NEDS, GEORGE	1	SOUTH, STEPHEN	1		
NELSON, PAUL	1	SPIESS, MIKE	1		
NOLL, JACK	1	SQUEGLIA, RALPH	1		
ORTIZ, ELLIOT	1	STEINHEIMER, JOHN	1		
OSALZA, DON	1	STEINMAN, ELVIN	1		
PAFIOLIS, ALEX	1	STEWART, BOB	1		
PAKIZ, JEFF	1	STEWART, BOB -mi	1		
PARK, JIM	1	STONE, RICHARD	1		
<b>PASSARELLI, BOB</b>	1	STONECIPHER, RICH	1		
PASTEL, HARVEY	1	STOTT, PAUL D.	1		
PAVEK, BILL	1	SWANSON, GEORGE	1		
PELATOWSKI, LARRY	1	SYLVIA, ED	1		
PENDZICK, RICK	1	TARANGO, GLENNA	1		
PENNY, WILL	1	TAUDEVIN, MAURICE	1		
PETERSON, GARY	1	TAYLOR, BILL	1		
PHILABAUM, RICHARD	1	THOMAS, GREG	1		
PHOENIX, GOEFF	1	THOMAS, VET	1		
PIERCE, FRED	1	THOMPSON, RICHARD	1		
POLLARD, JIM	1	TIMKO, AL	1		
POWELL, CHUCK	1	TIPPS, LEE	1		
PRICE, STEVE	1	TOMASCH, WALT	1		
PROFFITT, ALEX'DRA	1	TRACY, DAVID	1		
QUIER, TONY	1	TRIANA, JORGE	1		
RAMOS, FERNANDO	1	TROUTMAN, JIM	1		
RASH, FRED	1	TWERT, RONALD	1		
REDLIN, CARL	1	VALLS, JOHN	1		
REYNOLDS, BILL	1	WALTER, BUCKY	1		
RHODES, BILL	1	WEBSTER, LEE	1		
RICE, DAN	1	WEIDNER, JIM	1		
RICE, DAVE	1	<b>WEST, GREG</b>	1		
ROBERTS, MIKE	1				

#### Blue Max Memorial List



Al Backstrom  
John Blair  
Dick Dunmire  
Tom Groning  
Dick Howard  
Jim Kutkuhn  
Donald Lang  
Ted Langley  
George Lewis  
David Linstrum  
Andy MacIsaac  
Jack McGillvray  
Vic Didelot  
George Perryman  
Dave Rees  
Lin Reichel  
Gordon Roberts  
Nick Ropar  
Charlie Schloblower  
Dave Stott  
Bob Thompson  
Fred Wunsche

*Because I fly*

*Because I fly*

*I laugh more than other men*

*I look up and see more than they,*

*I know how the clouds feel,*

*What its like to have the blue in my lap, to look down on birds*

*To feel freedom in a thing called the stick...*

*Who but I can slice between God's Billowed legs,*

*and feel the laugh and crash of his step*

*Who else has seen the unlimbed peaks?*

*The rainbows secret?*

*The real reason birds sing?*

*Because I fly,*

*I envy no man on earth.*

*Anon.*

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# No Secrets - Tips and Tricks from the Aces

## Wing Fillets

Here's how Pete Kateris gets good looking lightweight wing fillets on his models: "The tissue is doped on a frame and has a stiff vellum-like feel. Patterns are made using bond paper, then the stiff tissue panels are cut and applied with glue stick to the curved formers. The result is neat concave tissue."



## Trimming Canards

Here's what Tom Hallman has to say about it:

I've only built two canards, both Bleriot XXVs, but it does have a canard that is ripe for being ripped off out front. During initial trim sessions I took an approach that was somewhat influenced by what Dave Rees used to recommend about flying his coconuts indoors.

Dave said the easiest way to trim indoors was to ROG to the right with the ship first taxiing thru those hard circles, never leaving the ground. Slowly you'd back off either thrust or rudder, until the ship gently lifted. Backoff a bit further, and she'd climb into beautiful circles, all the while avoiding the walls via the right turns. I know there are different camps about going left or right indoors, but I found this method and direction to be true. As torque decreases, the right circle gets smaller...and further away from the walls. Go left, and the opposite usually happens. Worse, they often end up going straight at the end.

So, how does this impact the approach with canards? Simple, I wanted to avoid the ground as Dave wanted to avoid the wall. So I trimmed to canards to gently stall from the start, slowly backing off until the angle was both climb and glide happy. This approach minimized the likelihood of a powered nose dive or spiral into the ground. Yes, I'm sure there have been a few scalloping hits when the stall and position to the turf didn't match well for a flop landing, but that wasn't the norm. Add to that, the Bleriot is a feather, so she's not moving very fast when she meets the ground.

But just to prove she's still a cantankerous bugger, I can't seem to stop her from spiraling in from 200' once the power fades. The culprit? A prop that holds it's dead stick position, usually vertical, which then becomes a hard right rudder... Attempts to free her from this pattern have failed over the years. That's where my canard gets more than it's share of damage.



Collection Jacques Moulin (DPR)



# Harfang Challenge 2013

Bruce Foster

When your flying mate's hometown of Ansonia CT is on the front page of the just published Wall Street Journal, you know it is not to be a normal motoring trip to a Flying Aces Contest. And then that same day presented six inches of newly fallen snow that Ed Pelatowski's faithful steed "Oh-ta" had to crunch mile after mile to a rendezvous with me in Saratoga Springs, NY. A further hurdle was Ed's expired passport. He was unaware that the necessary one was hiding back in Ansonia under some socks. An omen? Packing the day before, he flipped through this ancient one and had a moment of self-congratulations. "Gee. My passport photo is quite flattering."



BLUR racers tearing through the clear Canadian skies.

Photos by Molly Gosselin

The border/ bouncer aka custom official not so taken by Polish pulchritude. He understandably had a few questions: "What is this stamp, in Cyrillic letters, no less?" What were you doing in Yugoslavia, in 1990?" But our earnest entreaty that we were off to fly models won the day and away we went for the last eighty clicks---slang for kilometers I think.

Ronny and his mate Nathalie provided more than "Here's dinner. Take it or leave it." We had our choice of several entrees. Chicken pot pie got the nod. And she baked a wonderful desert. Matt King came not so late as to miss the great food. He found Ronny's house without a hitch, in the dark. It is just a few miles from the NY -Montreal route.

Did the flying approach the high standards of the Gosselins' hospitality? My friend, a professor of Logic, says there cannot be two Perfections. "He is wrong," I say. The flying site is on a soy bean and wind farm. Wind Farm! Yikes!!!

The only thing spinning this extra-ordinary day besides our props were the investors wondering where the profit went on March 9th. And while no shelter was needed, Ronny has his large workshop right there. It holds several bits of real planes and two cars, etc. It is the natural place to rest after flying. The hospitality of the Harfang Club of Montreal was super. One old friend from my prior visits there, Giorgio Toso only stopped in to say hello before going to the ice hockey match with his daughter.

But on this day of Perfections, the giant fiberglass blades were idle and the sun bright as bright as could be for this most northern latitude. Soft snow on the ground reflecting more

of the sun's fire. Calm and comfy it was.

The order of business: Dime Scale all day. And then the war birds of both eras. Several rounds each were no trouble. No wind catching a wing tip and no long chases. I think Matt King nabbed both events. His winning WWI flight crossed the road behind us and into a back yard. This solitary stone house was built before the Consolidation of Canada. (That's like before our Civil War to us who tossed away our allegiance to the Crown.)

Luc Martin was sadly missing. He works for Bombardier and there is a push to get a new airliner out the hangar door. Octavian Aldea competed in his quiet manner. He gave good chase to the eventual winners.

So too for Gustavo Durieux. He had a new bird built just for the BLUR. (He won the Dave Stott Memorial Flight two years ago.) He got edged out by Ronny with his indomitable white Corsair. There was another Corsair also. Maybe it was Bertrand (last name...) Mister Fast Eddie sees that other flyers are also building for this event. He was glad to make off with one winner, this in Dime Scale. Soon there will be a photo of his holding this artistically delightful trophy. These and other trophies came with the pizza.

And all contests agreed that Ronny's Contest Director's Choice Award, that goes to whomever he feels like it, was properly assigned this year to Molly, his daughter. She had a quiet dignity not seen in many a young folk. She took photos of most every launch. She had to leave early to report to her job at a convenience store.

After flying, Ed and I thirsted for a beer but had no means for paying for at this same store. No sweat. She pulled out her own credit card. A second award for her. Yes? So Ed, Matt, and I back to Ronny's house for more hospitality.



Bruce Foster accepts hearty congratulations and a trophy from Bernard Dion.

# Messerschmitt Me 109Z

P e t e r   K a t e r i s

The Messerschmitt development department received a directive in 1942 to begin work on a Zerstörer (destroyer or heavy fighter). An earlier directive tried to limit the amount of new designs coming from the major aircraft factories,... so it was decided to couple two Bf 109 fuselages, along with a new center wing and tailplane section, to come up with the Me 109Z (Zwilling or twin).

The Me 109Z prototype incorporated two Me 109F-4 fuselages, joined with a new constant chord wing center section and parallel chord tailplane. Included also was the 109F-4 powerplant, the Daimler Benz DB 601-E1 engine (1750 hp). The main landing gear attachment points were moved inboard to a strengthened centerline keel in each fuselage.

The outermost main landing gear retracted outboard; the inner legs retracted into the new center wing section. A single pilot sat in the port cockpit and the starboard cockpit was faired over. Armament on the projected production models varied. (Note: all projected versions were cannon armed, the cowl mounted machine guns being deleted.) A prototype was completed in early 1943 but destroyed in a bombing raid. Development was abandoned in 1944. (sources [www.luft46.com](http://www.luft46.com) & Squadron Signal Publications No 57)



The model represents an F-4 based Me109Z-0 pre-production service test aircraft assigned to JG-51. Armament is three 20mm cannon. No Rustsätze (field conversion sets) have been installed.

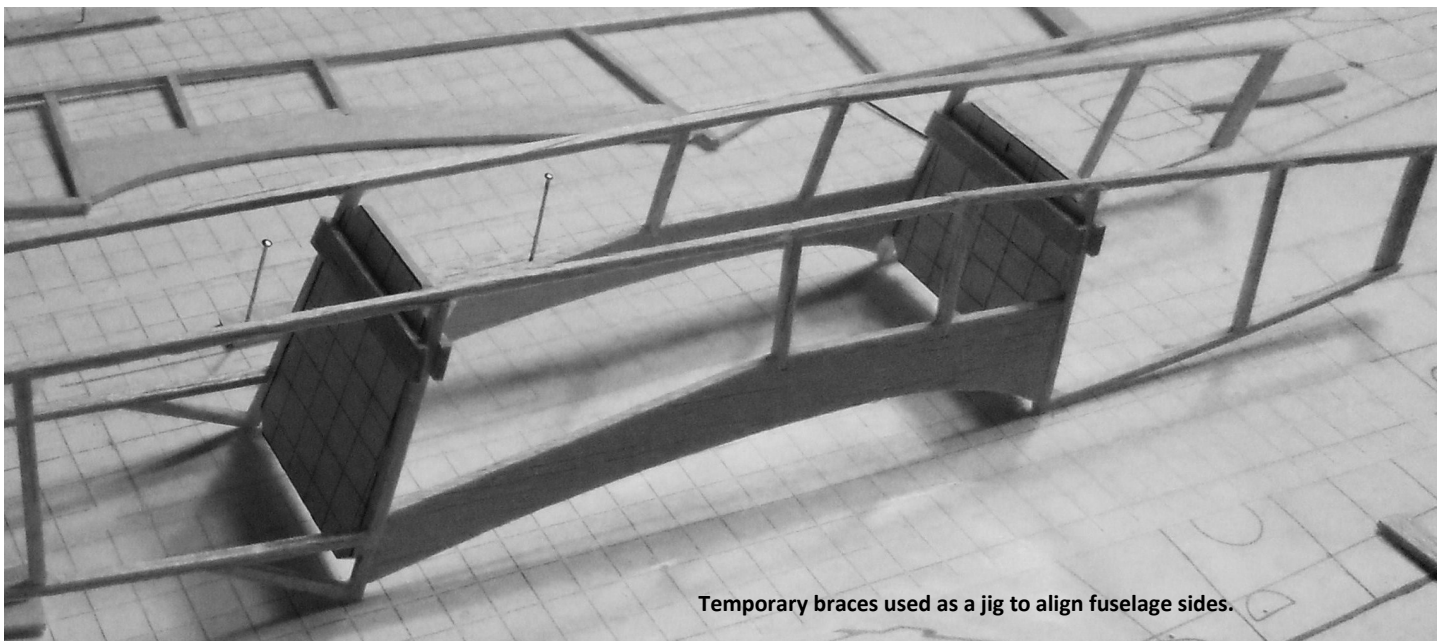
Model Features: Scaled to 26.5" span, 18" length, and 48g empty.

Spinners are glass cloth laid up with dope.

Prop blades are cut from a yogurt pot.

Camouflage and insignia were printed on tissue using MS WORD illustration insert features.

Having the Me109Z place between Hallman and DeLoach at Wawayanda was an eye opener for me. The Z has been at three contests and has barely been flown a dozen times, placing 5th at Geneseo, and now 2nd at Wawayonda. Motors went from 24" to 30" loops of 3/16" and no trim change was required. I did wind a bit more aggressively, putting in 2000 turns on the last flight (1600 at Geneseo), and used 30 more turns in the right side to counter an initial tight right turn. Tom Hallman said there was a 1/2 point difference in scores. He had a max flight to get there. The Z's best flight was 62 sec. Another 2 seconds would have tipped the balance!



Temporary braces used as a jig to align fuselage sides.



# Muse Shop

V a n c e   G i l b e r t

Hi Modeler!

Here's issue #2 of the Scale Modeler's Muse Shop. Let's lollygag and gander about a few modeling issues;



Gaps in wings - take a look at the Handley Page Hamlet here (Fig 1). What a sweet little trimotor this one would be on your sheet of graph paper!! She's a box with a belly, square-winged, in fact, save for the corners of the stab and rudder/fin, it's all straight lines! You could tag the outboard motors on the struts that hold those little Lucifers in place, or you could just fly this crate with the outboards just freewheeling. That'll get you 4 points right there - not like the 15 for a biplane, but 4 points is reasonable at your local contest against the Piper Cub fliers, and maybe even competitive against the various Mustangs and P-47s that grace the scaled judge's hatchback.

Ah, but that rear slotted surface that makes up the rearmost part of the wing. What shall you do? Do you build that rear part with the scale separation? That's the pinnacle of building, but probably not practical,. Heavy too, as it's like building a second, albeit very skinny wing. Do you ignore it altogether and just draw a black line with

a Sharpie? Well, I guess you could. It would indeed look just like that...a black drawn line. Note that many early biplanes actually were not straight thru construction onto a center section or through a fuselage. They were outer panels bolted onto that center section or to the fuselage itself...ships that come to mind that way are the Standard and the Jenny. You can see air between the wing panel and the center section of the wings on these ships. Same with junctions on ailerons, flaps, and most moveable surfaces, and a nice black line will suffice. But this gap on our Handley Page Hamlet honey....



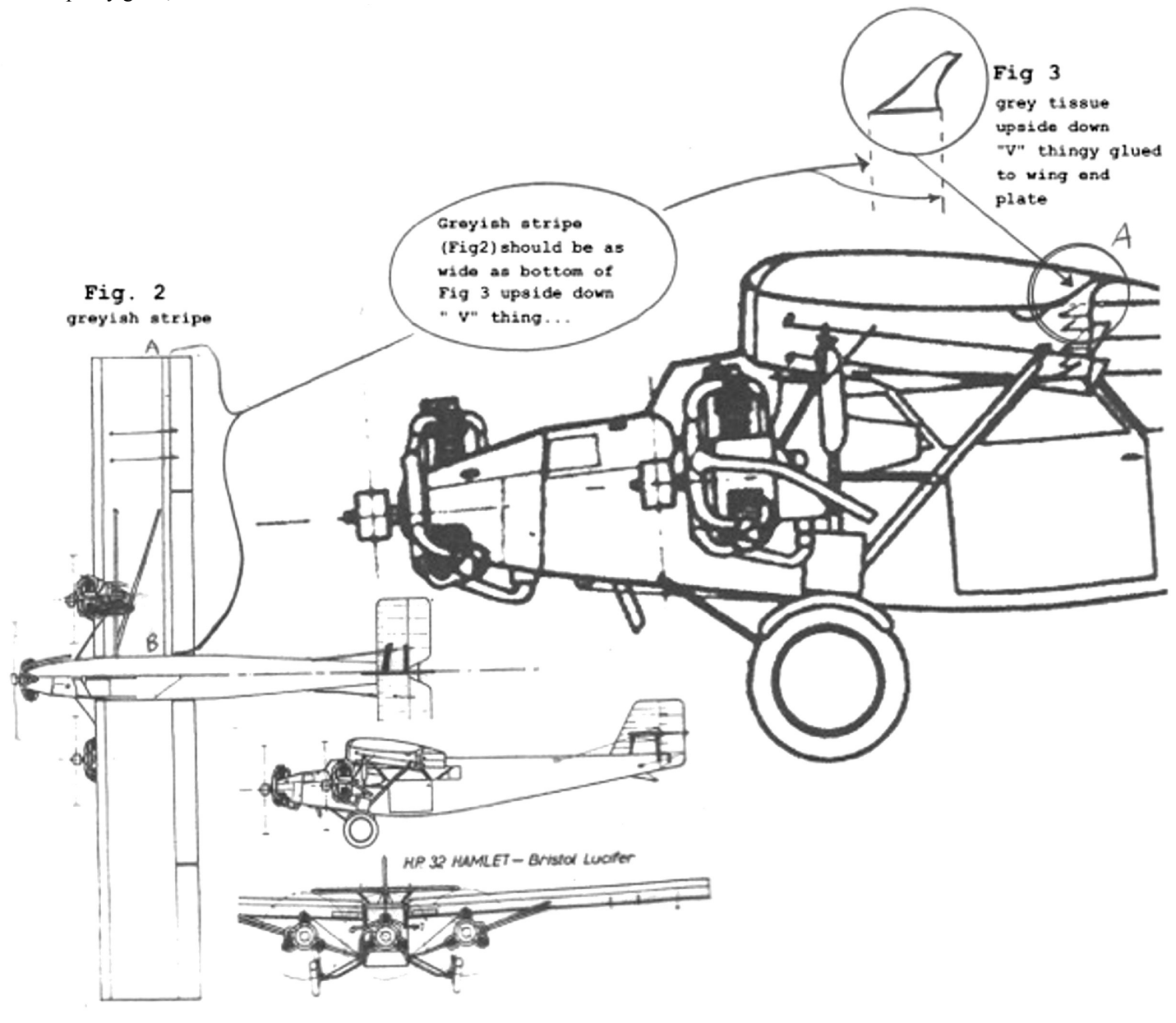
Figure 1

Here's my fix - First, as this plane is dark, a deep royal blue (nice huh?), whatever I do that is not 3-D will be dark-greyish... - light enough to suggest space, not so light as to seem like sunshine is always in that gap, and not black hole dark like that aforementioned black line.

But yeah, I'd start with a darkish greyish strip of tissue about this wide (Fig 2). and lay that along the wing where appropriate ( from

A to B). Then, on the wing's endplate, I'd make a little upside-down "V" shaped piece out of that same tissue to denote the gap from the side view (Fig 3). Finally, on the top, a fine line of the same tissue like you would for any aileron control surface. Now sure, the scale judges at the NATS might give the guy that has cut away ailerons the construction points that you don't get, but that fella's got the extra weight of those sovereign surfaces, while you represent them pretty well.

Looks pretty good, don't it?



## BP Quiz Answer

Well, a precedent was set in the FAC when a few enterprising fellows argued that the Bellancas with these "lifting struts" were actually biplanes once the wing area of the struts was considered in the equation. No argument here, so this beast would get:

- 25 - twin
- 15 - biplane
- 10 - seaplane

For a total of (gimmie a minit...) 50 bonus points - yeah you get that just dropping it from the hood of the car. So the argument might be: "Does the Dornier Wal (look it up... what, do I look like your 24/7 3-view source?) and it's substantial sponson qualify as a biplane?" You decide. In the meantime, who will be the first to draw up this bonus point dream that seems to be named after the current President of the United States?



# Remember the Alamo

## FAC Spirit

I am very late with my FAC Spirit report, but I must not forget to acknowledge the invaluable assistance I received from Mark Rzacda.

I am referring to the FAC Outdoor Champs back in 2011. I had brought along camping gear and had even practiced setting up the tent. Unfortunately, the time I was setting up in Muncie was when some hurricane went through. The wind and rain prevented my tent raising from being successful. Mark came to my rescue and finally I had a tent overhead to sleep inside. This was better sleeping conditions than the cab of my truck. I know I should have made the report a long time ago but better late than never. Thanks again Mark.

Thanks to all who used to read the Windy Sock newsletters put out by Joe Joseph. He may be gone but he will not be forgotten anytime soon. Here in San Antonio Texas a number of us still get together on the 2nd Saturday of the month to fly our stick and tissue models and continue the experience of flying FAC style. While the Bad Guy Squadron scaled the Alamo, just remember that was just one battle. Our Texas was victorious later.

The club news #270 was very timely. I always look forward to each one. On Page 22 of issue #269 under "Earl Stahl Legacy" Marcelo Pricoli mentioned some modeler on HPA, Well that was me. I had gotten Earl's phone number from Al Cleave. I really enjoyed letting Al and Earl know about the model building activity still going on after all these many years.

FAC Forever!

Allen Shields



This picture was discovered buried in our files. We don't know if it's a modeler dreaming of being a pilot, or vice versa. Either way, it fits with what we do here in the FAC!

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**IMS Parlor Copter**  
 Twin rotor helicopter for indoor flight.  
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## The Western New York Free Flight Society

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Empire State Free Flight

# Championships

WNYFFS  
esffc  
OUTDOOR

FAC Rubber Scale  
 FAC Power Scale  
 FAC Peanut Scale  
 FAC Phantom Flash  
 FAC Jet Catapult Glider Scale  
 FAC Golden Age Military & Civil  
 FAC 2 Bit + 1 Rubber  
 FAC WW II Mass Launch  
 Earl Stahl special event  
 FAC Simplified Scale

FAC Old Time Gas Replica  
 FAC Embryo Endurance  
 FAC Old Time Rubber Fuselage  
 FAC Mass Launch race planes,  
 Bendix, Thompson & Greve comb.  
 FAC Dime Scale  
 FAC No Cal Scale  
 FAC Modern Civil  
 FAC Old Time Rubber Stick  
 FAC WW I Mass Launch

- CD for FAC events is Jim DeTar, email: [jrdetar@yahoo.com](mailto:jrdetar@yahoo.com)
- FAC Rubber Scale & Peanut scale judging 8 - 12 noon on Saturday. Flyer assumes risk to scale and bonus points for flights taken before judging. Flights may be taken on any day in any combination.

**Date:** August 9, 10 & 11, 2013

**Location:** Geneseo, NY at the 1941 Historic Aviation Group Museum

**Entry Fees:** \$25 for all events includes field use fee. Juniors, \$5 covers all events. Casual flyers *must* register with CD and pay \$5 field use fee.

**Contest Director:** Lyle Whitford

Contact Lyle at 716-795-3831 or at [whitford@localnet.com](mailto:whitford@localnet.com)

**Dinner:** At the Yard of Ale on Saturday, August 10.

**Ross P. Mayo - President & CinC**  
4207 Crosswinds Drive  
Erie, PA 16506-4451  
814-836-1299  
CinC@flyingacesclub.com

Roy Courtney  
4221 Lakeshore Rd. South  
Denver, NC 28037  
704-483-3709  
rcourt2493@aol.com

Vance Gilbert  
17 Rockland Ave.  
Arlington, MA 02474  
vance@vancegilbert.com

Ronny Gosselin  
CP 3604 Saint-Remi  
QUEBEC J0L 2L0 Canada  
514-808 1808  
ronny@total.net

**Mike Isermann - Secretary**  
15006 Hollydale  
Houston, TX 77062  
281-480-6430  
Balsabug@gmail.com

## FAC GHQ & Council

**Ralph Kuenz - Board Member**  
1106 Loeser Ave.  
Jackson, MI 49203  
517-240-0208  
rdkuenz@yahoo.com

**Blake "Bubba" Mayo - Assistant Treasurer**  
3447 Adelaide Drive  
Erie, PA 16510  
bkmbubbamail@aol.com

Stew Meyers  
8304 Whitman Drive  
Bethesda, MD 20817  
301-365-1749  
stew.meyers@verizon.net

Dave Mitchell - Webmaster & Keeper of the Rules  
230 Walnut St. NW  
Washington, DC 20012  
webmaster@flyingacesclub.com

Gene Smith  
1401 N. Husband Street  
Stillwater, OK 74075  
grwhiskey@brightok.net

**Chris Starleaf - Vice President**  
2469N 4203rd Road  
Sheridan, IL 60551  
815-685-0481  
ccstar1@hughes.net

Paul Stott  
175 Thoreau Dr.  
Shelton, CT 06484  
alfa28@aol.com

**Rich Weber - Treasurer & FAC News Editor**  
9154 Eldorado Trail  
Strongsville, OH 44136  
newsletter@flyingacesclub.com  
join@flyingacesclub.com

**Mike Welshans - Keeper of the Kanones & Board Member**  
976 Pearson  
Ferndale, MI 48220  
mbwelshans@aol.com

George White - Keeper of the Squadron List  
10100 Hillview Drive #234  
Pensacola, FL 32514  
850-473-0866  
white76@cox.net

**Councilmen Emeritus**  
Pete Azure  
Fred Gregg  
Tom Nallen I  
Tom Nallen II  
Mike Nassise  
Jack Moses  
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.)
- Your renewal date will be printed on your newsletter mailing label so the **DRX** won't sneak up on you.
- If you would like to use the **PayPal** option to send your dues, go to: **flyingacesclub.com** and click on "membership." The PayPal button is at the bottom of the page. Pick your location (US, Canada, or Overseas) and hit the button.

- You can still send a check through the good old mail service. Use the form below, or any reasonable facsimile. Please make checks payable to: **Flying Aces Club**
- Canadian and Overseas members**, please use PayPal (preferred) or send checks payable in US dollars.
- Change of address** - please note - the post office does not forward bulk mail so be sure to handle this promptly or you will miss an issue! Send your new address, or any questions about your membership to:

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

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

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

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

### Flying Aces Club Membership Form

☐ New

☐ Renewal

Annual dues in \$US:

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

Name: \_\_\_\_\_ AMA or MAAC# \_\_\_\_\_

W Address: \_\_\_\_\_

City: \_\_\_\_\_

State/Prov: \_\_\_\_\_ Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_

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

Please make checks payable to:

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**Strongsville, OH 44136**





# FAC Contest Calendar



Lorain, OH	May 19	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	May 19	CLOUDBUSTERS	Winn Moore	winn_moore@yahoo.com
Wawayanda, NY	May 25 - 26	GLASTONBURY MODELERS & PINKHAM FIELD IRREGULARS FOUNDING FATHERS MEMORIAL MEET	Fast Eddie Pelatowski	epelatowski@gmail.com
Lorain, OH	June 2	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Pensacola, FL	June 8 - 9	TOM MCLAUGHLAN 2013 FIESTA OF FIVE FLAGS	Paul Grabski	850-725-7395 grab3939@cox.net
Raeford, NC	June 8 - 9	KUDZU CLASSIC	Stew Meyers	stew.meyers@verizon.net
Flint, MI	June 8	CLOUDBUSTERS	Mike Welshans	mbwelshans@aol.com
Dunwoody, GA	June 15	PEACH STATE INDOOR CHAMPS	David Mills	davidmillsatl@gmail.com
Muncie, IN	Jun 21 - 22	MCCOOK FIELD SQUADRON ANNUAL CONTEST	Stu Cummins	stucummins@woh.rr.com
Flint, MI	July 6	CLOUDBUSTERS CONTEST AND CLUB PICNIC	Chris Boehm Mike Welshans	merlin236@comcast.net mbwelshans@aol.com
Geneseo, NY	July 17 - 20	<b>FAC NON NATS</b>	Dave Mitchell	webmaster@flyingacesclub.com
Lorain, OH	July 28	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	Aug 4	CLOUDBUSTERS	Winn Moore	winn_moore@yahoo.com
Geneseo, NY	Aug 9 - 11	EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS - HOSTED BY WNYFFS AND THE YANKEE AIR PIRATES	Mark Rzadca	wnyffs@rochester.rr.com
Lorain, OH	Aug 18	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Denver, CO	Aug 31 - Sept 2	ROCKY MOUNTAIN FREE FLIGHT CLUB CONTEST	Don DeLoach	ddeloach@comcast.net
Flint, MI	Sept 1	CLOUDBUSTERS	Mike Welshans	mbwelshans@aol.com
Muncie, IN	Sept 5 - 6	<b>FAC OUTDOOR CHAMPS</b>	Ralph Kuenz	rdkuenz@yahoo.com
Lorain, OH	Set 15	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	Sept 22	CLOUDBUSTERS	Chris Boehm	merlin236@comcast.net
Lorain, OH	Oct 6	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	Oct 6	CLOUDBUSTERS	Winn Moore	winn_moore@yahoo.com
Pensacola, FL	Oct 12 -14	2013 GATHERING OF THE TURKEYS	George White	White76@cox.net
Wawayanda, NY	Oct 19 - 20	BARRON FIELD AIR RACES	Tom Hallman	maxfliart@hallmanstudio.com
Flint, MI	Oct 19	CLOUDBUSTERS	Mike Welshans	mbwelshans@aol.com
Flint, MI	Nov 2	CLOUDBUSTERS	Chris Boehm	merlin236@comcast.net

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

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

**FLY...All you can**

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

## 2013 Harfang Challenge

1. Matt King, Ronny Gosselin, and Octavian Aldea launch their biplanes into the clear Winter skies in the WWI mass launch.
2. Octavian, Gustavo, and Bernard with their Dave Stott designed Dewoitine dimers.
3. Fast Eddie packing in the turns on his Bucker. (*I haven't figured out how to add the umlaut on the "u" in Bucker yet. - Ed.*)
4. Bernard Dion adds a few more turns to his Dewoitine dimer while looking heroic.
5. Here's one of those Dewoitine D-332 ten centers in its natural environment.
6. Gustavo Durieux and Giorgi Toso with a Yak fighter that sports a paint job ideally suited to the weather.
7. Back in the hangar after the flying was done, a *somewhat* informal awards banquet took place. Bernard, Kendrick, and Molly share a seat on Ronny's VW bus.
8. A couple of Fokker D.VIIs built by Matt King plus Ronny's Albatros D.III make for a very colorful display.

*....I wouldn't trade it for anything as it was as perfect an event as I have ever experienced. It would be great if the FAC population in general could participate but that in itself would place a much larger burden on the Snow Owls to run it and still provide the degree of support and hospitality that they do!*

*The flying was great but reception and treatment by the locals just superb. - Fast Eddie Pelatowski*









# FLYING ACES

Club

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Strongsville, OH 44136

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**Above:** Mike Jester of the Scale Staffel in San Diego reports: I almost lost my Farichild 24 twice to thermals. Should have put a DT on it but too late now to do major surgery. I am thinking either a wireless tracker or a swinging weight DT. **Below:** The crew from the Harfang Challenge poses so Molly Gosselin can preserve the moment. Back row: Gustavo Durieux, Ronny Gosselin, Matt King, Fast Eddie Pelatowski, and Giorgio Toso. Front row: Ocavian Aldea, Bernard Dion, Bruce Foster, and Kedrick Gosselin. Perfect conditions for some snow flying.



2013 FAC NON-NATS CONTEST REGISTRATION GENESEO, NY JULY 17-20

FORM A. This form is for the CONTEST and post-event BBQ registration ONLY. If you plan to stay at the SUNY dorms and use their meal plan, see the Form B provided for that purpose.

EACH CONTESTANT MUST USE A SEPARATE FORM. PLEASE PRINT CLEARLY!

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

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

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

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

WAIVER: I hereby release the FLYING ACES CLUB, INC., the HISTORICAL AIRCRAFT GROUP, INC., Austin Wadsworth, the STATE UNIVERSITY OF NEW YORK (Geneseo), and all other persons and organizations connected with this contest from any liability whatsoever for accidents or injury incurred while participating in the 2013 FAC Non-Nats competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE \_\_\_\_\_

ON-FIELD BBQ COOK-OUT---Saturday July 21st, 6:30-ish after the meet.

Menu: half a chicken, baked beans, roll, butter and a dessert.

Liquid refreshments a-la-cart, or BYOB.

Box meals will be passed out on our flight line near the GHQ canopies. We’ll eat in the big HAG hanger if the weather is bad.

HELLO!! IF YOU PLAN TO ENJOY THE CHICKEN DINNER AT THE POST-EVENT BBQ COOKOUT, YOU *MUST* REGISTER BELOW ON THIS FORM AT THIS TIME! CONTESTANTS AND NON-CONTESTANTS ALIKE! Tickets will NOT be available on the field during or after the contest.

Contest Registration:	<input type="checkbox"/> Jr. (17 and under)	FREE
	<input type="checkbox"/> Sr. / Open	\$ 27.50 _____
BBQ Cook-out:	<input type="checkbox"/> Indicate how many _____ @	\$ 10.00 = _____
Intl. Money Order^	<input type="checkbox"/> IMO	\$ 8.00 _____
	<b>TOTAL</b>	_____

GHQ will NOT be able to refund cancellations after July 1, 2013.

Please remit all fees with registration form by **JUNE 17, 2013**. Make payment to: **FLYING ACES CLUB**

Mail complete form and payment to: **FAC, c/o Mr. Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510.**

^ INTERNATIONAL MONEY ORDERS IN US FUNDS MUST ADD \$8.00 TO TOTAL FOR BANK SERVICE FEE. If sending cash in US dollars from outside the US do not add the \$8.00 service fee to the total.

2013 FAC NON-NATS DORMS AND MEALS JULY 17-20, 2013

FORM B. This form is for the SUNY dorm and meal plan registration ONLY.

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

ADDRESS \_\_\_\_\_

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

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

SUNY Geneseo Dorm information: STEUBEN HALL (# 21 on campus map.)  
If you need handicapped parking or have parking questions, contact the campus police upon your arrival at 585-245-5651 .

**Check In:** July 16<sup>TH</sup> (long stay--five nights) or July 17th (short stay--four nights), after 1:00 P.M.  
**Check Out:** July 21<sup>st</sup> before 10:00 A.M.

**ARE YOU SHARING A DORM ROOM WITH ANOTHER CONTESTANT?** Check the “Double Occupancy” rates listed below **indicated by \*\***. These rates are per **registered contestant**. Your registered contestant room mate pays the same when they register themselves.  
Please write in your CONTESTANT room mate \_\_\_\_\_

**ARE YOU SHARING A ROOM WITH YOUR SPOUSE OR OTHER NON-CONTESTANT FRIEND?** Check the “Double Occupancy” rates listed below **bracketed by < >** to pay for both yourself and a non-contestant room mate.  
Please write in your unregistered, NON-CONTESTANT room mate \_\_\_\_\_

**Dining Hall Information:** MARY JEMISON HALL (#32 on campus map) Meal times TBA in the registration packet. Note that there will be no dinner served at the Dining Hall on Saturday night (Saturday night is BBQ night; the BBQ will be held on the field. Sign up for the BBQ on the Contest Registration form “A”).

<b>S.U.N.Y. Dorm:</b>	<input type="checkbox"/>	Five Night Single	\$ 253.00	_____	<input type="checkbox"/> Check here if requesting a first floor room
	<input type="checkbox"/>	Four Night Single	\$ 202.40	_____	
	<input type="checkbox"/>	Five Night Double**	\$ 192.50	_____	
	<input type="checkbox"/>	Four Night Double**	\$ 154.00	_____	
	<input type="checkbox"/>	<Five Night Double>	\$ 385.00	_____	
	<input type="checkbox"/>	<Four Night Double>	\$ 308.00	_____	
<b>S.U.N.Y meals:</b>	<input type="checkbox"/>	Breakfast A long stay (5 meals)	\$ 45.35	_____	
Choose any combo.	<input type="checkbox"/>	Breakfast B short stay (4 meals)	\$ 36.28	_____	
No partial plans.	<input type="checkbox"/>	Lunch A long stay (4 meals)	\$ 46.20	_____	
	<input type="checkbox"/>	Lunch B short stay (3 meals)	\$ 34.65	_____	
	<input type="checkbox"/>	Dinner A long stay (4 meals)	\$ 56.08	_____	
	<input type="checkbox"/>	Dinner B short stay (3 meals)	\$ 42.06	_____	
Intl. Money Order^	<input type="checkbox"/>	IMO	\$ 8.00	_____	
		<b>TOTAL</b>		_____	

^ INTERNATIONAL MONEY ORDERS IN US FUNDS MUST ADD \$8.00 TO TOTAL FOR BANK SERVICE FEE. If sending cash in US dollars from outside the US do not add the \$8 service fee to the total.

GHQ will NOT be able to refund cancellations after July 1, 2013.

Please remit all fees with registration form by **JUNE 17, 2013**. Make payment to: **FLYING ACES CLUB**  
Mail complete form and payment to: **FAC, c/o Mr. Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510.**

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



# Me 109Z "Zwilling"

FAC Rubber Scale      Designed and built 2011 by Peter Kaiteris

Final Drawing 1/2013      Part 1

# Me 109Z "Zwilling"

FAC Rubber Scale      Designed and built 2011 by Peter Kaiteris

Final Drawing 1/2013      Part 1

# Me 109Z "Zwilling"

FAC Rubber Scale      Designed and built 2011 by Peter Kaiteris

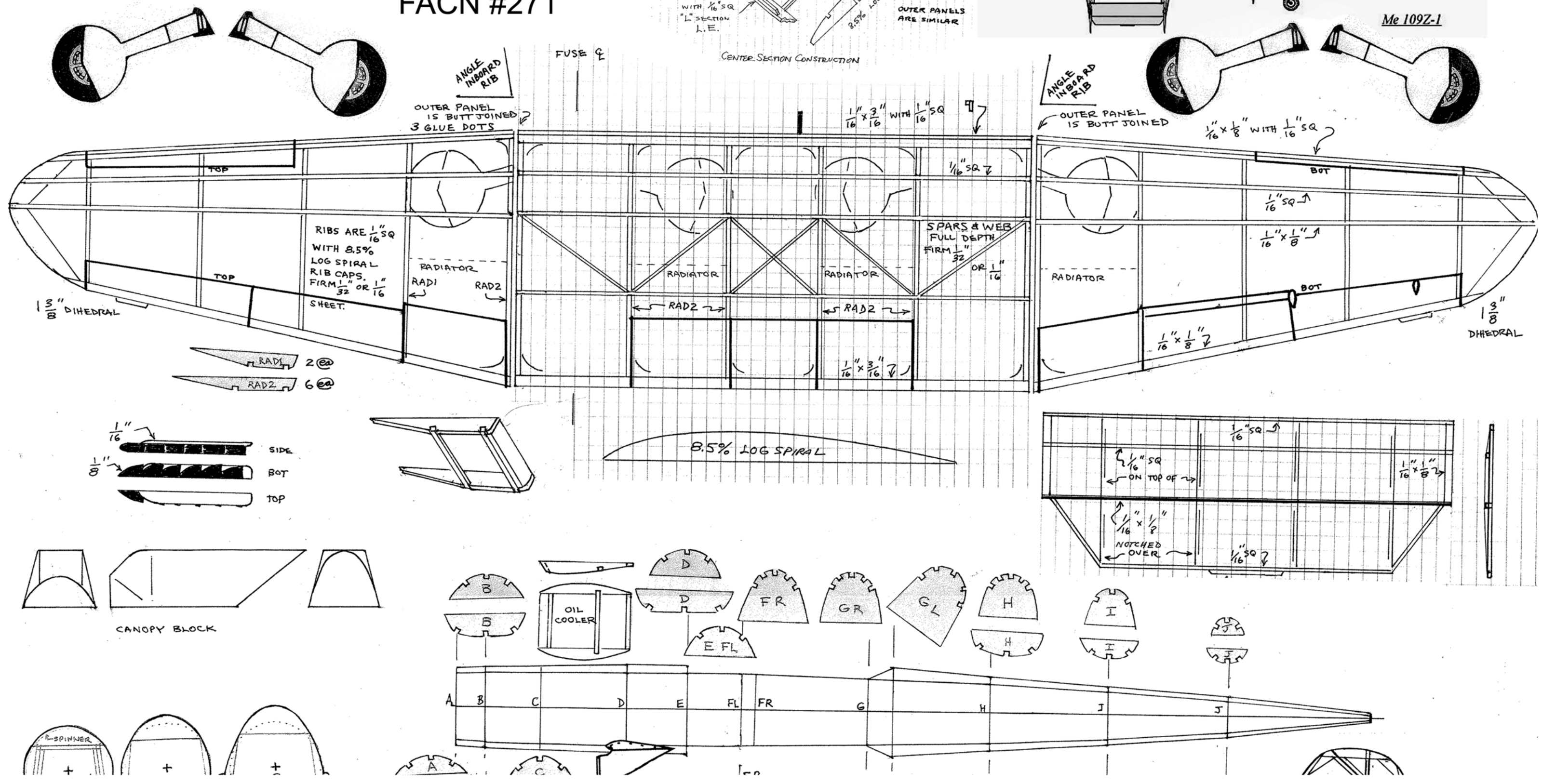
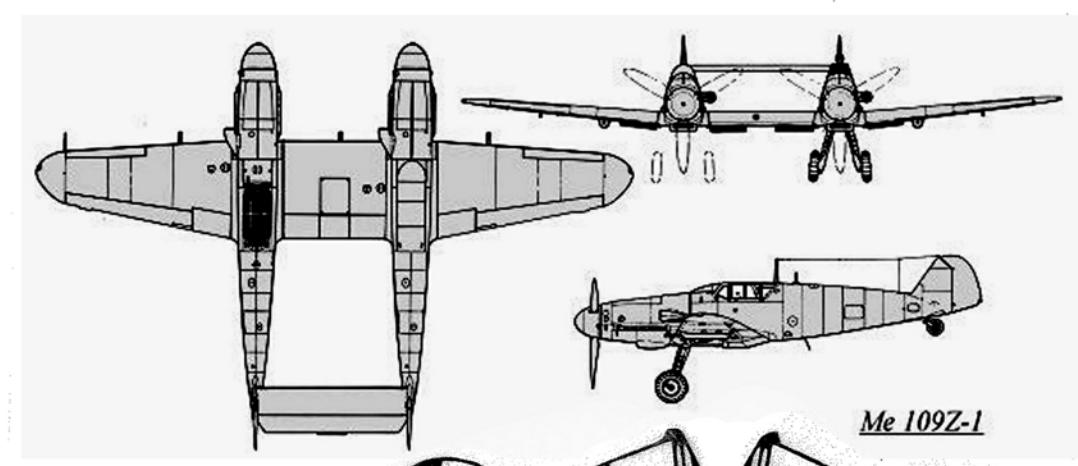
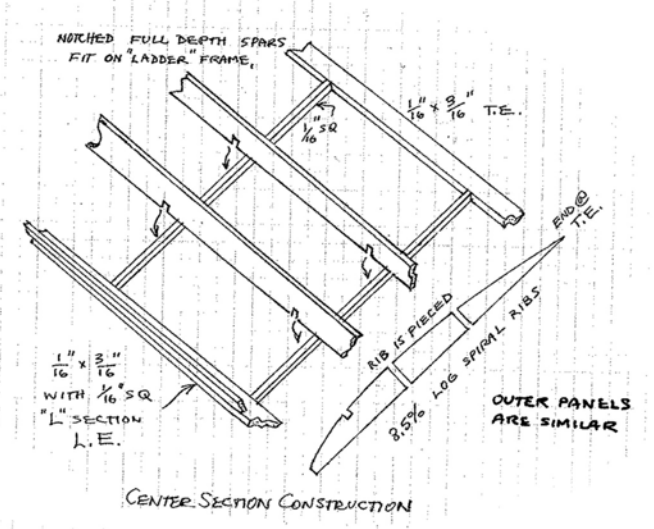
Final Drawing 1/2013      Part 1

# Me 109Z "Zwilling"

FAC Rubber Scale      Designed and built 2011 by Peter Kaiteris

Final Drawing 1/2013      Part 1

FACN #271







# Baby Burnham

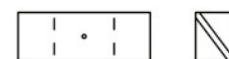
Indoor Twin Pusher

based on Jim O'Reilly's plan of Don Burnham's Outdoor Design

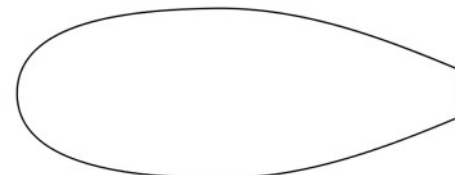
Adapted by Stu Cummins

Drawn by Jim Bair 8 March 2013

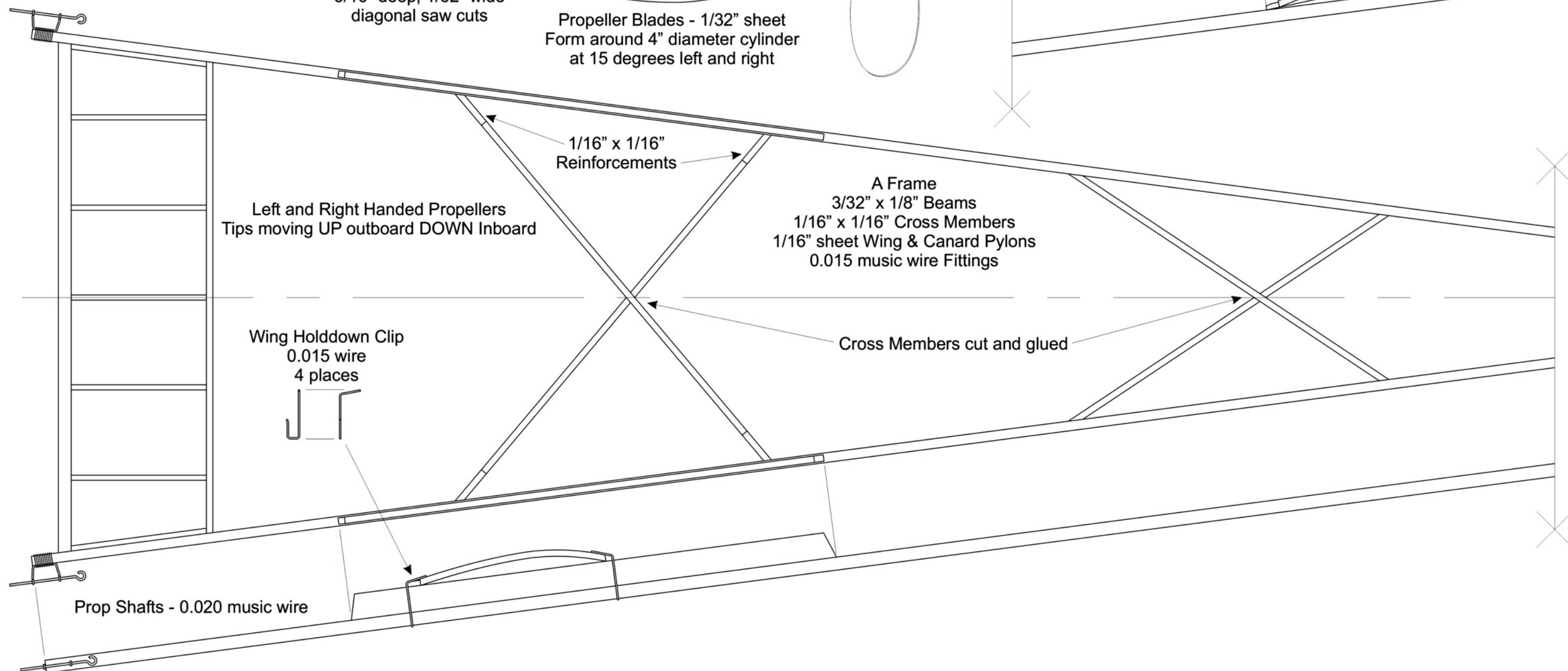
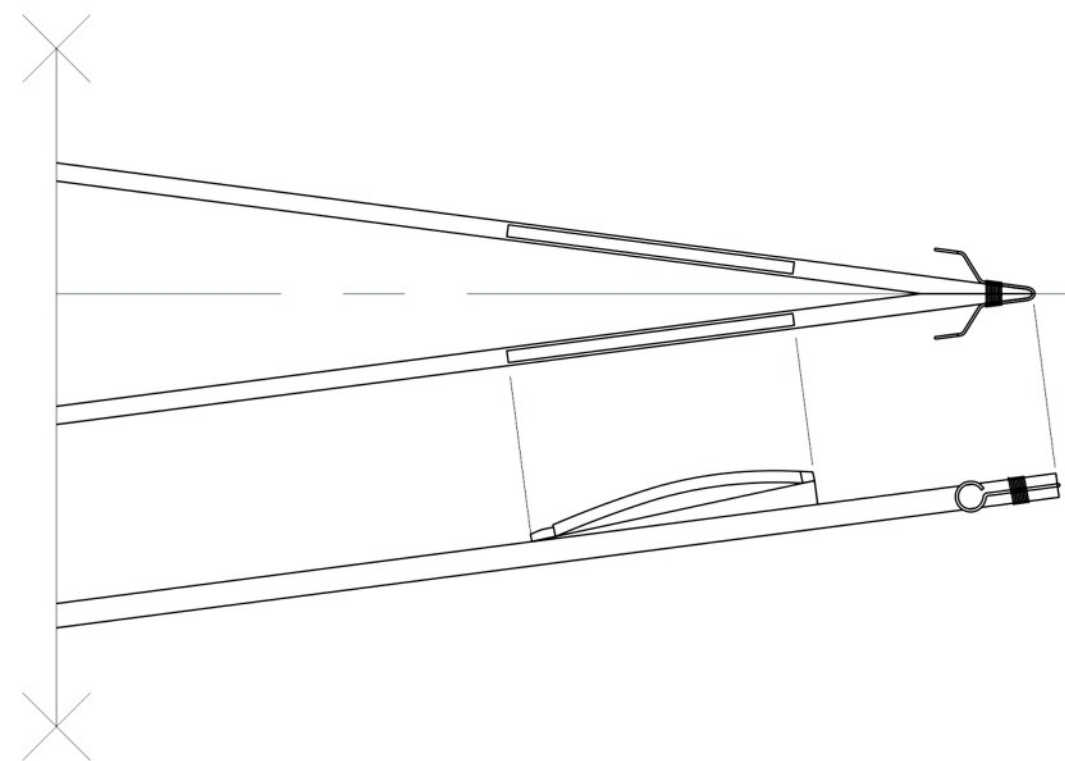
Page 1 of 2

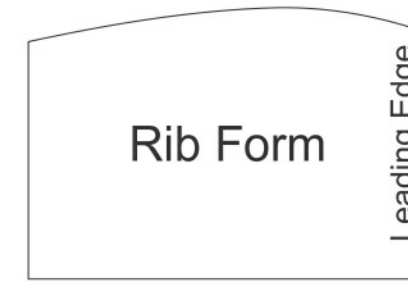
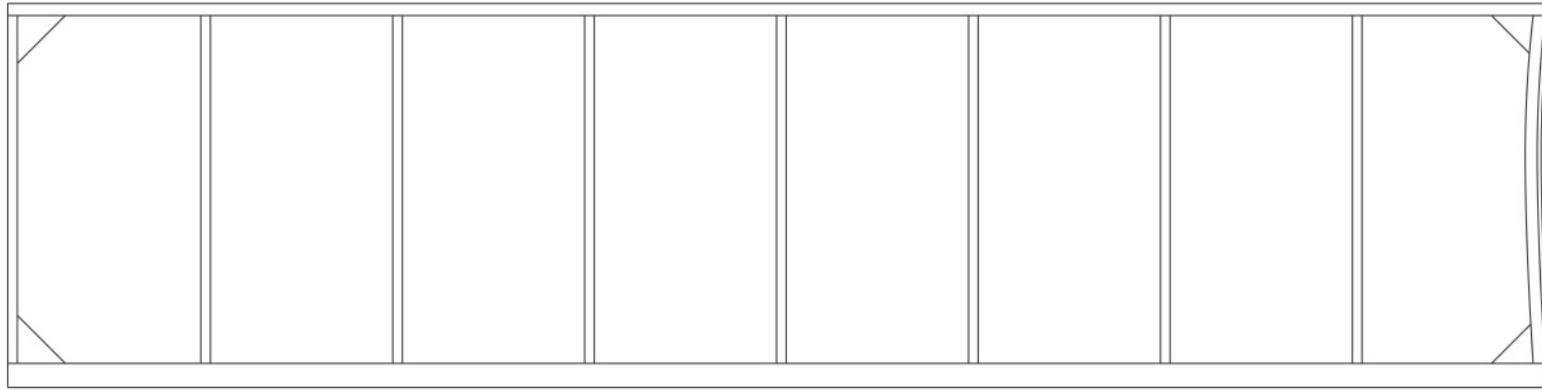


Propeller Hub  
11/16" x 1/4" x 3/16" Block  
3/16" deep, 1/32" wide  
diagonal saw cuts



Propeller Blades - 1/32" sheet  
Form around 4" diameter cylinder  
at 15 degrees left and right

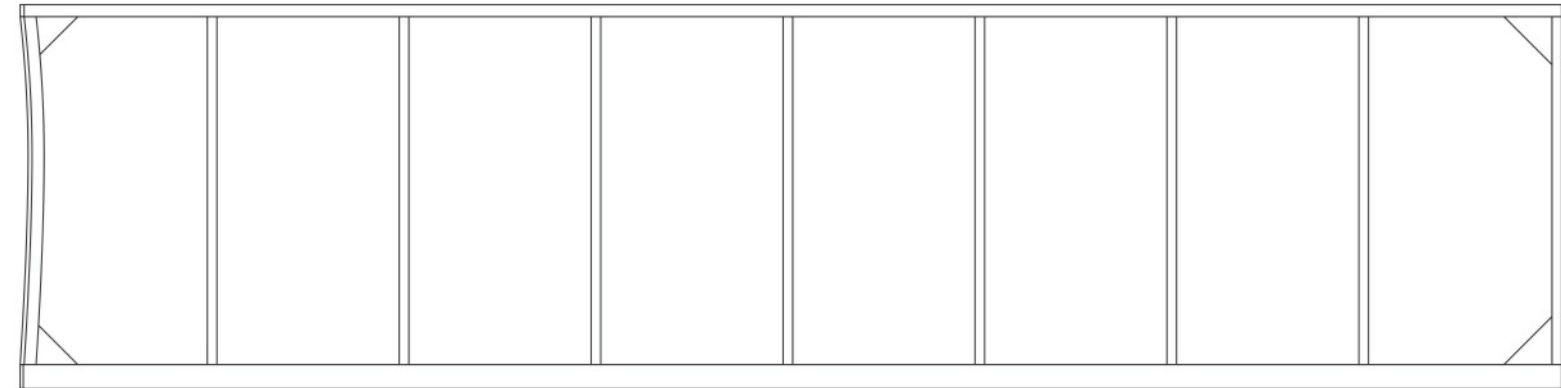




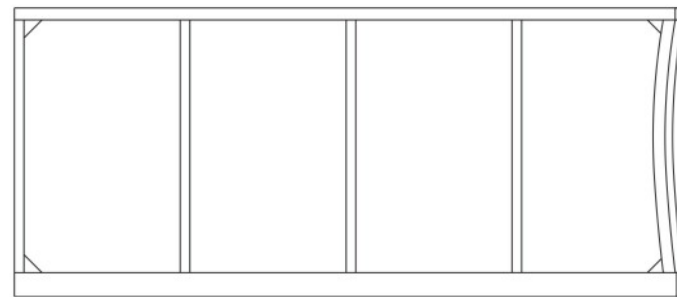
Strip Ribs from 1/20" sheet, 1/16" deep

All Leading Edges 1/16" x 1/16"  
 All Trailing Edges 1/8" x 3/32"  
 Gussets 1/20" sheet  
 Sand LE & TE to Rib contour

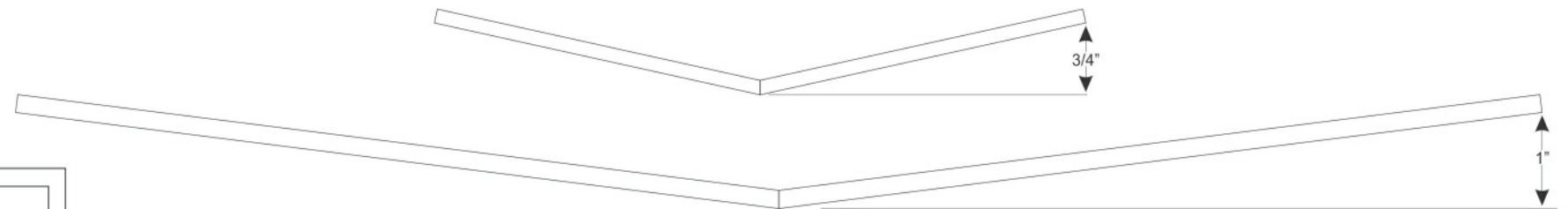
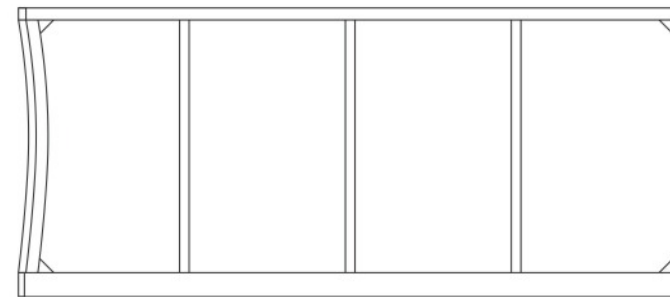
Wing  
 Center Rib  
 Slant Gage



Build and cover Wing and Canard Panels seperately before joining



Canard  
 Center Rib  
 Slant Gage



# Baby Burnham

Indoor Twin Pusher

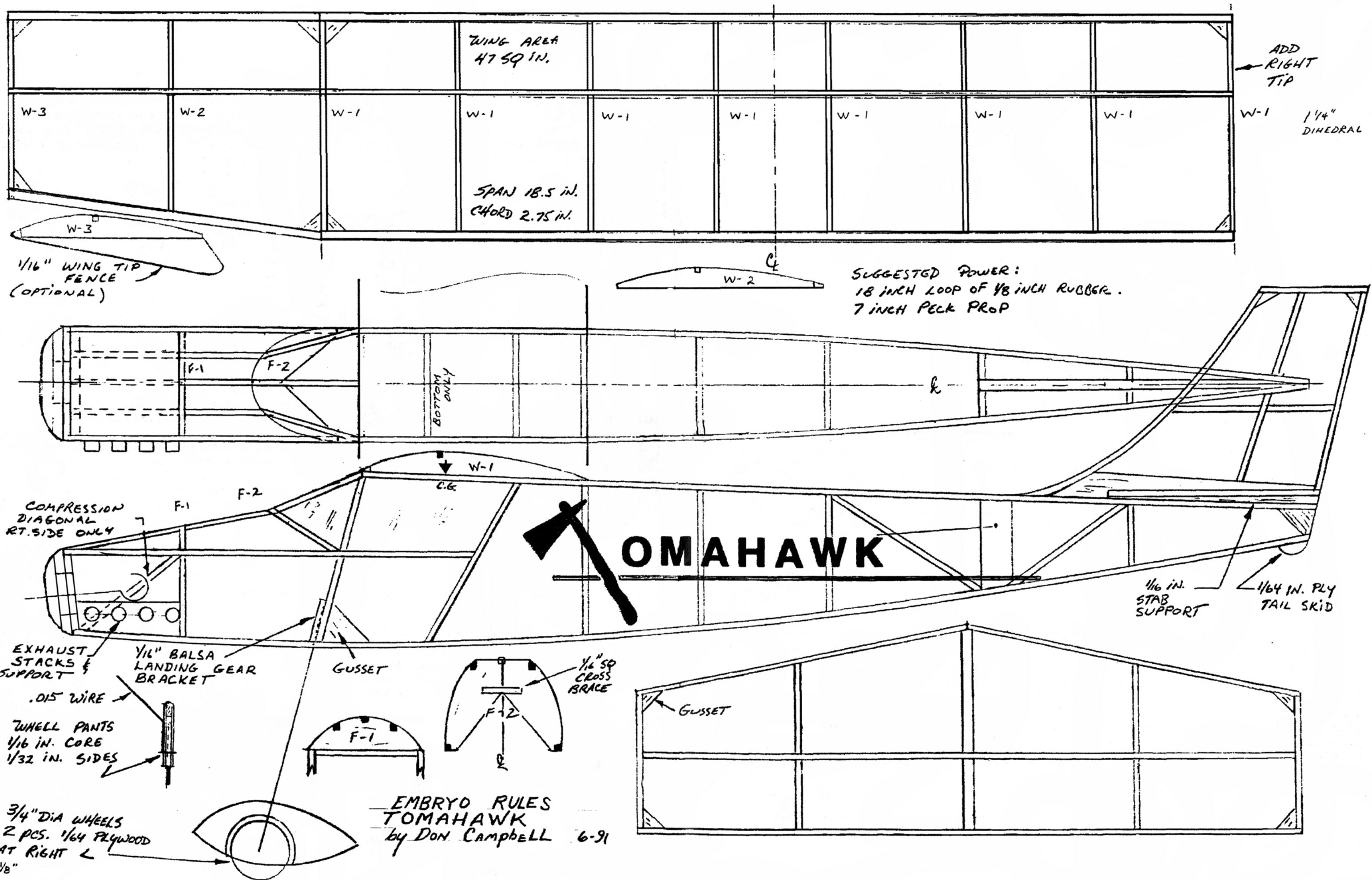
based on Jim O'Reilly's plan of Don Burnham's Outdoor Design

Adapted by Stu Cummins

Drawn by Jim Bair 8 March 2013

Page 2 of 2



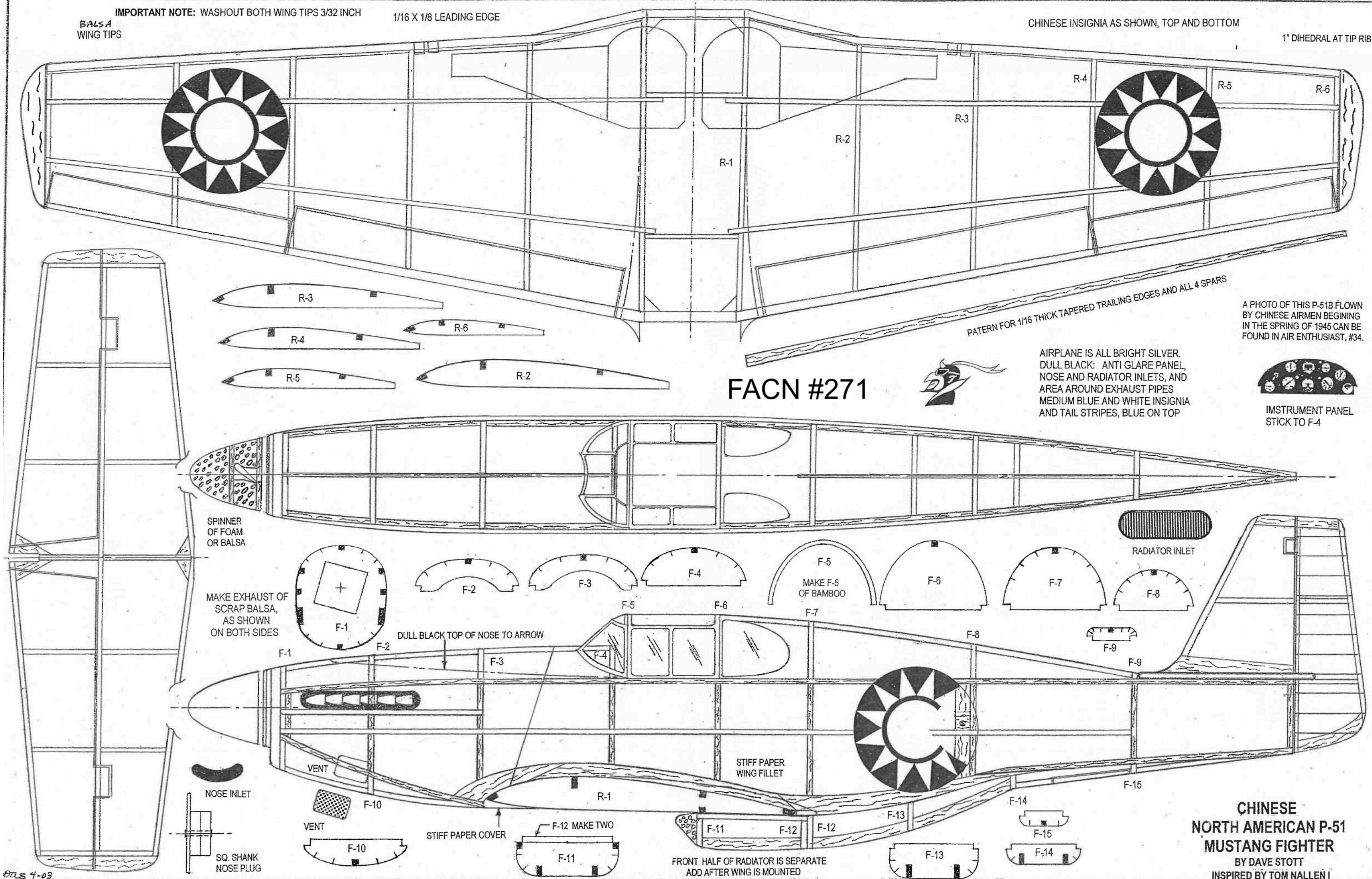


IMPORTANT NOTE: WASHOUT BOTH WING TIPS 3/32 INCH  
BALSA WING TIPS

1/16 X 1/8 LEADING EDGE

CHINESE INSIGNIA AS SHOWN, TOP AND BOTTOM

1" DIHEDRAL AT TIP RIB





## Baby Burnham

### **An indoor model based on the outdoor Burnham Twin-pusher by Stu Cummins and Jim Bair**

#### Introduction:

Twin-pushers are one of the oldest free-flight designs and were popular in the 1920/30s as discussed in George De La Mater's article (1). Additional discussions of outdoor flying including tips on winding and stooges are covered in Gene Wallock's excellent article. (2)

Our McCook Field Sqn of FAC has access to indoor flying in a gym and we have built and flown a wide range of models. Some are designs used with Dale Whitford's classes (3) for young kids. Some are of the "Penny Plane" variety and others are smaller FAC scale models. The idea of a canard pusher was suggested first by one of our flyers based on the July 1953 Model Airplane News article. This simple single stick pusher flew well and led to the idea of a small indoor twin-pusher. We used Jim O'Reilly's (4) plan for the popular Burnham and reduced it to 50%. Advantages of the Twin-pusher are lack of torque effects due to counter-rotating props and inherent stability.(1)

#### Construction Details:

A direct scale of structural members was considered too heavy for indoor and several modifications were made to adapt to indoor. Ribs are all sliced and flying surfaces covered only on top with light 1.4 micron mylar (5). The two surfaces with dihedral were made in two pieces so they could be covered flat and then joined. Frames were sprayed lightly with 3M Super 77 and then frame rolled onto film. Film can be spread evenly on a surface and held in place by some small weights/tape or just by static cling. Tissue could be used with some increase in weight and loss of flight times. The A-frame structure was modified with smaller than scaled-down to reduce weight- see drawing. Further reduction of the structure, particularly the A-frame should be possible as no weakness was encountered. Wing rail is long for adjustment but could be reduced after trimming. Propeller blades are 1/32" balsa and shaped after cutting out by soaking and taping to a spray can at +/- 15% as described by Don Ross.(6). Propeller hub is balsa with a diagonal saw blade slot for a tight fit of the blades.

#### Trimming and flying:

The front elevator was mounted with rotation of about 10 degrees to the right for a fairly tight right circle. Wing mount was with wire clips for easy adjustment and durability. The clips could be used on the front elevator. The Baby Burnham flew well right off the drawing board using a wing position near the rear of the rails based on my full-size Burnham. The model was first flown with 1/16" single strand of Tan II. This is under-powered, and then flown with a single strand of 3/32". This will take it to the ceiling with about 600 turns in each motor. A good compromise would be about .080" if a stripper is available. The indoor stooge is a small version of the Wallock design. Winder is the outdoor one using a modified egg-beater (Wallock). With a proper stooge, winding each motor separately would be no problem if turns are kept equal.

The model is not a high performance indoor model but can achieve over 1 minute flights if built light and rubber size is adjusted. A fun model to keep the old Twin-pusher concept going indoors. We are sure an increase in wing area and a lighter A-frame could give much longer flights, but this model meets our goal of looking and flying like a **Burnham**.

(1) "Why not Pushers?", GEORGE DE LA MATER

<http://www.theplanpage.com/Months/2312/pusher.htm>

(2) "Twin Pusher Building and Flying Tips" by Gene Wallock

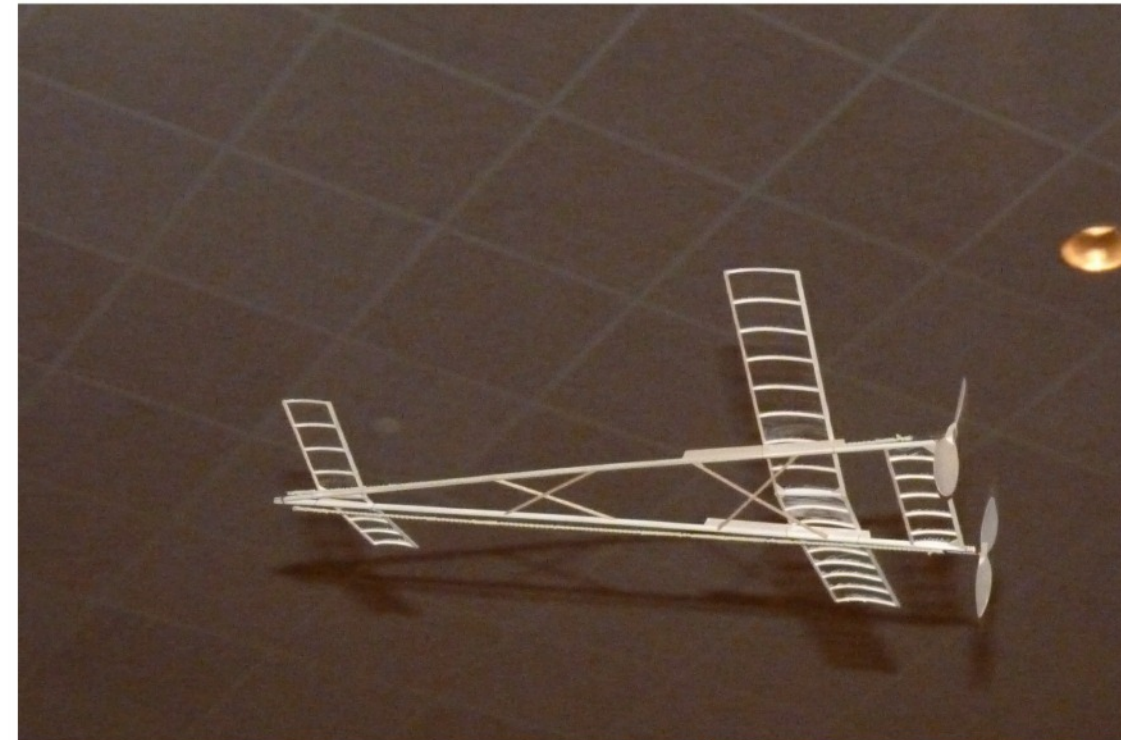
[http://www.antiquemodeler.org/sam\\_new/p\\_rubber\\_motors/assets/twin\\_pushers\\_gene\\_w.htm](http://www.antiquemodeler.org/sam_new/p_rubber_motors/assets/twin_pushers_gene_w.htm)

(3) "Model Airplane Classes for Kids", Flying Models, May 2008.

(4) [www.jimoreillymodelplans.com](http://www.jimoreillymodelplans.com)

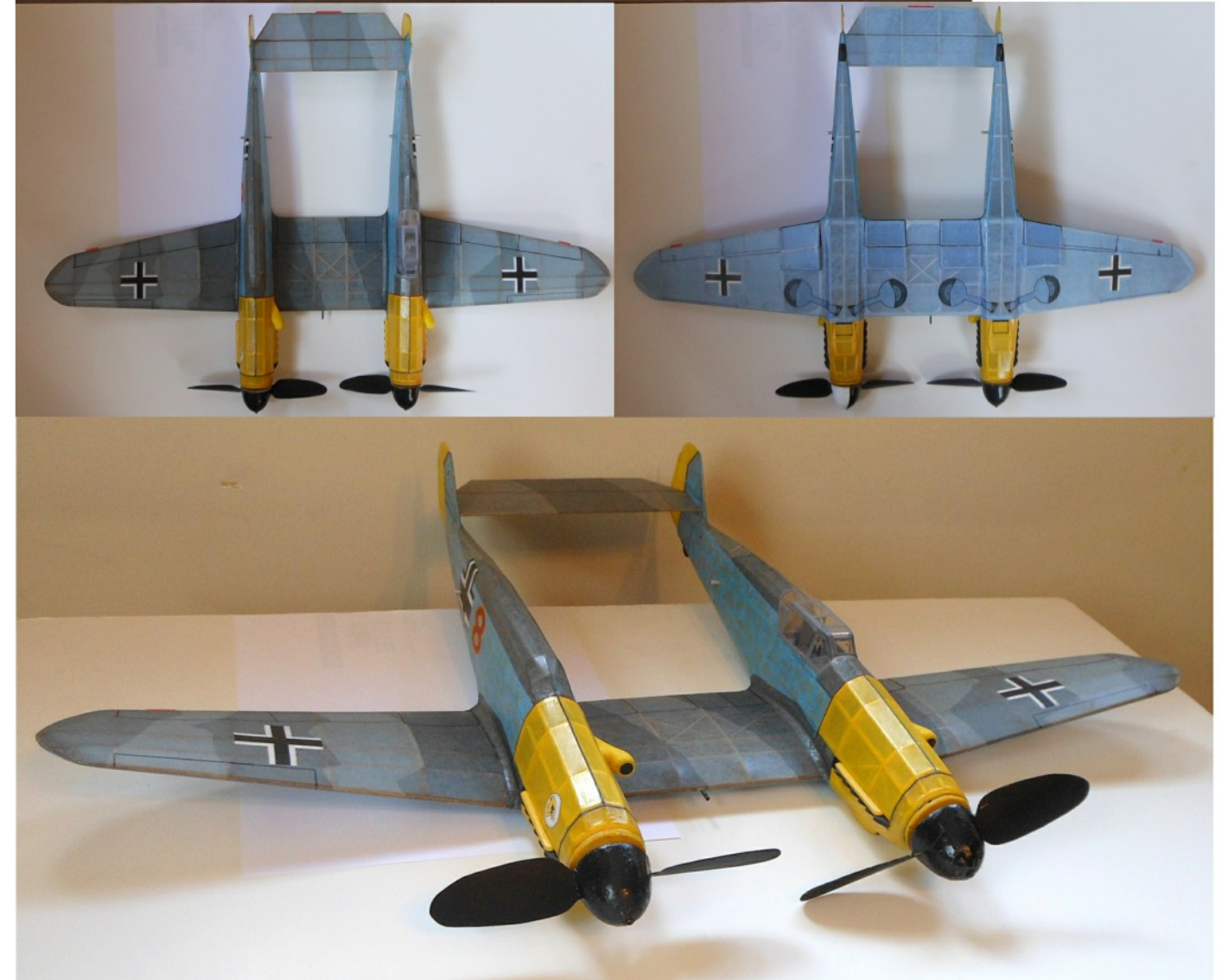
(5) <http://www.freedomflightmodels.com/>

(6) "Rubber Powered Model Airplanes" Don Ross, Carsten Publications.



Left: The Baby Burnham serenely cruising near the ceiling on a test flight.

Below: Pete Kateris' Me109Z showing off its camouflage and markings. He used MS Word to do the graphics instead of the usual paint or drawing program.



Photos by the model builders.