

# FLYING ACES

Club  
News

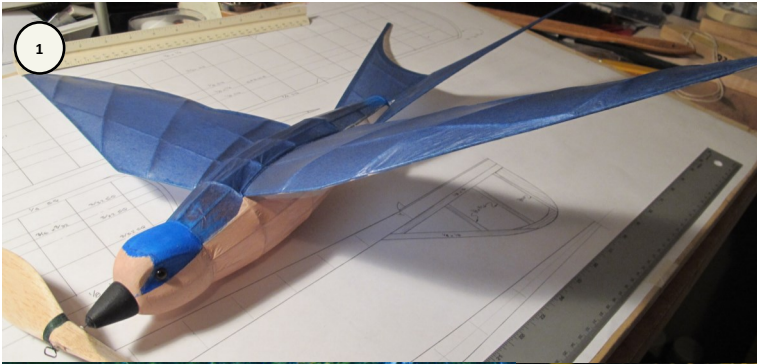
No. 272

July/Aug 2013



**WestFAC IV**





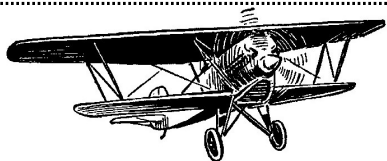


## Photo captions:

1. Dave Pishnery hasn't forgotten that the best reason to build models is to have fun. His Barn Swallow was built from an old Cleveland Design plan.
2. Donald Hallman proudly holds his son's latest flying beauty. Tom Hallman's 27" span Fairchild PT-26 weighs in around 44 grams. Look for it on the flight line in the Low Wing Military Trainer event, and also as a Scale entry.
3. "The March/April cover photo gave me a surprise when I noticed that his Fairchild required the same trim tab on the right wing as mine." Blaine Stone, St. Louis
4. From across the pond, Peter Smart sent this from the BMFA Indoor Scale Nationals: "The attached photo is Derrek Piggott holding my Scud indoor scale glider. Derek flew the lot in *Those Magnificent Men* and went through the bridge 17 times in a Triplane in *Blue Max*. You never know who you will meet at Crawley!"
5. "My son started this Mooney plan when he was 12. He is now 34 so I thought I would finish it and see how it flies. It is a pistachio Rearwind Speedster. Does around 40 seconds indoors." Tim Lavender
6. Mike Stuart's Curtis P-6E shows off its crisp markings, done with decal material. How-to article is on p14.
7. Dave Mitchell's Stinson O-49, built from Earl Stahl plans scaled down to 24". Finished weight around 38 grams.
8. "16" Dave Stott Airdevil Plan P-51B Mustang. All in all, a very neat little plan. I plan to fly it in the Stott Memorial events." Andrew Ricci
9. Here's a very interesting bit of correspondence from Claude Powell: "I forwarded Pat Daily's e-mail link: *Spitfire Recon to Berlin and Back 1944* to Lindsey Smith. This is his reply to me: 'What a great film sequence, and Lo and Behold I built a Spit PR11 from Mount Farm, and here it is, plus the documentation. Regards Lindsey.'"

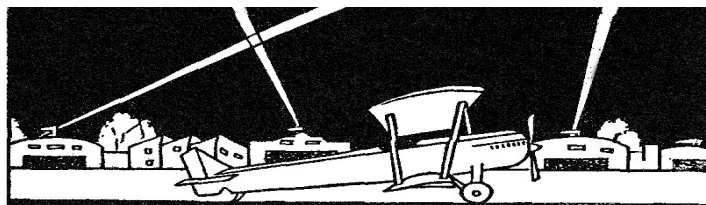
Here's that link. Some amazing "home movies" taken during the war, and a great story to go with them.

<http://www.youtube.com/watch?v=ie3SrlLcUY&sns=em>



## On our cover:

Three of the four participants in the "Double Trouble" mass launch event for twin engine models; Tom Arnold, John Merrill, and Bob Hodes, line up for the camera. Fernando Ramos was the fourth member of the crew, and was just outside of the reach of the lens. Arlene Bartick photo



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**Plans** The sleek little **DeHavilland T.K.2** was drawn up by one of the newer members of our little fraternity. Dave Rice has an obvious talent for capturing the look of an aircraft and transforming it into balsa and tissue. He also produced a nice three view drawing to go into the documentation file. I've seen the model that he built from this plan, and it is stunning! We also have a nice old plan from Hi-Flier for a 16" span **Waco D**. Don't let the wingspan fool you. It's a lot more than a dimer. And to round out the selection, there's a fun ship from non other than Dave Stott. His **Air Cruiser** is based on a 1939 Guil-low ten cent kit, but modified to fit the Legal Eagle rules. With a layout like that, it ought to fly at any size. Special thanks go out to Dave Rice! Be sure to send us some pics when you build one.



Greetings Junior Birdmen,

A good friend of mine was involved in the airshow scene many years ago. He used to regale me with amazing tails from the big event when he returned from Geneseo, NY every year. It was considered the best place in the USA, if not the world, to see the old warbirds in the air, and I always said I would get there one day. Life has a habit of getting in the way of dreams. Before I could get ahead of raising kids and earning a living, the airshow had split up and dissipated.

Years later, when I got back into modeling, I thought it was a coincidence that the FAC was holding their big event on the same field. Now I'm not so sure. I'm not the superstitious type, but it seems like there's something more going on at that field. It's almost like magic. Year after year I return to that spot, and year after year the FAC Nats and Non Nats deliver another batch of wonderful memories.

It's good to hear that the air show has regained much of its former luster over the last few years. GHQ recently got word that the folks who run the field have reclaimed the original name of the outfit. The Historical Aircraft Group (HAG) is once again officially...THE NATIONAL WARPLANE MUSEUM. We've got one of our ace reporters on the story, and we hope to bring you more details in an upcoming issue.

For those of you who have lost contact with Flying Models Magazine, it may be time for another look. After a long and distinguished run, our old friend Larry Kruse has turned over his *Free Flight Sport* column to distinguished FACer Dave Mitchell. Now in addition to his duties as webmaster, Keeper of the Rules, and Nats/NonNats CD here in the FAC, plus his service in the DC Maxecutors, Dave will have an opportunity to reach an even bigger audience every month with his pearls of Free Flight wisdom. His first column appeared in the April issue and was very well received. We wish him well in his latest endeavor, and hope he still has time to build some models!

In the "that could have been a lot worse" department:

Mark Houck and his son Owen were on their way to a fly-in breakfast in Mark's Maule when there was a loud bang up front and the cabin filled with smoke. Fearing fire, he shut everything off and dived for the nearest open field. He had to come in a little fast, and the field was a bit downhill. He was approaching a tree line at the end of the field and not sure he could stop in time so he turned into the adjacent wheat field. The thick crops fouled the undercart and caused a slow motion nose over. Mark got his head dinged when he opened his belt while hanging upside down. Owen was hanging upside down in his safety seat also. His dad got him down and they crawled out a window. The Maule is a write off, but everyone walked away. The FAA preliminary report said it was a catastrophic engine failure. In any case, we'll call it a happy ending.

I got a wonderful surprise right out of the clear blue sky a few weeks ago. Long time FACer Lincoln Ross took it upon himself to create an amazingly detailed **index** for the FAC News going back more than ten years...so far. He describes it as a "work in progress" and may continue to add to it and update as the spirit moves him. Meanwhile, the plan is to post it on the club website. It may be there by the time this reaches you. If not, stay tuned. It's coming. The index turns that big pile of papers into a real goldmine of Free Flight lore. A big FAC salute goes out to Mr. Ross!

See you on the flying field!  
Wingnut



## Nuts & Bolts

### The Boring Organizational Stuff...

... but I hope you'll read it anyway. These items help to keep the day to day operational details right so we can concentrate on having fun.

**Renewal dates** - We've stripped the roster calendar down to the bare essentials. There are only six dates in a year that matter when it comes to tracking membership so we dumped the rest. You may have noticed that your renewal date is now simply the month and year. As before, you will get a Dreaded Red X on the issue that carries that date. Rush immediately to your checkbook or computer terminal! If you wait until the last minute to send in your dues, you run the grave risk of missing one of these fun packed newsletters.

**Kanone list** - Every year, we use up several precious newsletter pages and quarts of ink printing the kanone list. A quick roster check shows that there are a whole lot of names on the list that belong to guys who are no longer club members. While we don't have a problem with carrying a guy's record while he's on a temporary hiatus for whatever reason, the list probably contains the names of lots of fellows who have left the hobby for good, or in some cases, gone West. We'd sure appreciate your help in setting the records straight. If you see a name on there that belongs to someone who has left us, please pass the word to our Keeper of the Kanones, Mike Welshans. Contact info is on the Membership Information page. Thanks!

### Announcing the formation of

## FAC Squadron #73

### "Highland NX211"

Contact: Albert C.Zimmer  
14 Parrot Drive Highland, IL 62249  
618-654-4316 aljoonie@yahoo.com





### Golf carts are available for Non-Nats

If you haven't made reservation as of yet, see the vendor on the field when he makes one of his deliveries. (Rental info was in the last issue.)

As there will many carts on the field for the first time, PLEASE use common sense, be safe, be alert. We don't want to see any scenes resembling an Oklahoma land rush after a mass launch. And don't violate the runway rule which has been in effect for many years. If you don't know the rule...FIND OUT ASAP! If you violate the HAG rule, you will be escorted off the field and not allowed back on...and there will be no refund of any of your funds paid. Runway violation could cause the FAC to loose the field and you could loose your life... 'nuff said.

Ross P. Mayo, CinC

### The Keeper of Kanones Reports on (what else?) Kanone Reports...

This is for all FAC event contestants, and especially you CD's. Your assistance in regards to Kanone Reports is vitally important! As Keeper of Kanones, I have a couple of simple requests of you when filling out the reports.

It is important to all members who compete, especially a newer member, that he or she is acknowledged when they score a victory in an official FAC event. Unfortunately on occasion I have a hard time awarding a Kanone because of missing information or other problems.

Please be sure that the reports are filled out in their entirety before submitting. That includes the contestant's full name, name of model, flight times, correctly factored flight scores and correct bonus points. The contestant name issue is really important. In the last month I have received two Kanone Reports that listed the contestants by their first name and last initial. You all may know who Bobby G, Fred H and Tom N are at your local field but we are working with an extensive list and there are almost always multiple members with a first name, last initial.

Another area that requires the CD's attention is making sure you get prior approval before running unofficial or non-standard events. This is important as I can't award the Kanone if a special event has not been approved in advance by FAC CinC Ross Mayo. All you have to do is run it by Ross first. His contact info is on the web page and in every FAC News. I can't remember when Ross has turned one down, but you have to get the GHQ approval if it is to count. The worst thing that would likely happen is he would ask you to run the event in a bit different way if he saw something out of line, or that didn't quite fit the Spirit of the FAC.

Last thing: If you are running a previously approved unofficial event be sure you know and follow the rules. A prime example of this happened recently when a group ran the

Battle of Midway Mass Launch. The rules and list of qualifying aircraft have been published in the FAC News, but many of the aircraft entered did not qualify. Result: the winner walked away thinking he was third and the flier who thought he won the Kanone was disqualified afterwards.

Clubsters, please help me to help you by following these simple requests. Thank you.

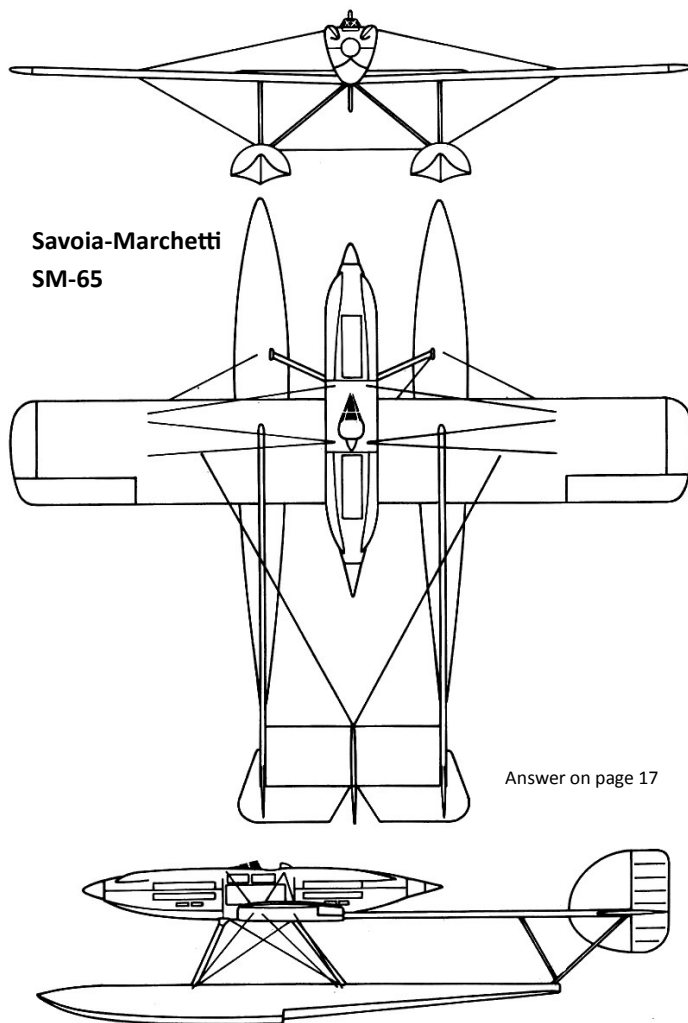
Mike Welshans, FAC, KoK.



# S.O.S.

Clubster **Mike Mulligan** is looking for a **10:1 winder**, Rich Adams or equivalent type. Cash or trade. You can contact him at [michaelmulligan@att.net](mailto:michaelmulligan@att.net) or call 714-637-5244

## Bonus Point Quiz



Answer on page 17



R u b b e r   S c a l e   M o d e l e r ' s  
**M u s e   S h o p**  
V a n c e   G i l b e r t



### Why We Build What We Build -

You know, we could How-To you to death here on these Modeler's Muse pages, but there's not a lot of opportunity to talk about *why* we build what we build.

Frankly, I spend an inordinate amount of time, particularly over the winter, looking at three views. My partner is convinced that even for general reading that each and every book that I read I have to read with a scale ruler at hand. I peruse books, from my pretty extensive collection, 3-views downloaded from the internet and filed, journals, and a host of other sources for potential projects to draw. I have a Kinkos with the big machine about 4 miles away, and I have a 50 yard roll of 10 X 10 grid vellum in the corner here. My drawing board never comes down. It does slope a bit for drawing, so it is kinda challenging for her and I to eat soup while watching pre-recorded stuff, but we manage. And I will draw stuff.

*Oh, I will draw stuff;*

- 1) I blow the 3 view of choice up to the size of the ship I'm hankering for.
- 2) I drive it home. I do stop for Chinese takeout.
- 3) I set it on the drawing board and draw a few X and Y axis datum lines along the centerline of the fuselage and one as a wing spar location or the like as right angled to each other as I can muster.
- 4) I tape it to the drawing board.
- 5) I tape the gridded vellum down over top of this, getting the datum lines to line up as square as I can to the vellum lines.
- 6) I draw the outlines and most salient details get sketched in.

7) I grab a Dave Rees plan that is even remotely similar to what I am doing as my rib, former, stringer, spacing, wood thickness, etc template.

8) I take the blown up 3-view stuff out from under my now traced 3-view.

9) I proceed to draw in ribs, and all planview stuff. Stabs and rudders get enlarged, wing fuselage junctions are fudged so that I can use a slimmer airfoil and keep the wing positioned where it is, etc. All of our semi-scale Free Flight Fudge stuff happens here.

10) I take out some tracing paper and start doing formers, ribs, and other stuff as well as I can, laying one over the other to get smooth rib or former transitions. This uses a lot of tape. That's ok, it's cheap.

11) I drink rootbeer.

12) I go build the plane (sometimes - sometimes the drawing is satisfying unto itself....)

I don't come to the field with these odd, bonus point laden ships to beat you. I don't measure whether my ship has a winning combination so that "I take the walk" at the banquet for the kaneone. I build these wild flights of fancy because they are unlikely, highly original, supremely challenging, and because I fall in love with their strangeness. I also want to make my FAC brethren ooh and ahhh and shake their heads when my stuff goes overhead. I am a show-off by nature, hell, I do that for a living, and your grand appreciation of me as "the guy that gets the strangest things to fly" is worth it's own loving weight of gold.

Thanks for that. I love me too!!

Now note, my ships happen to be competitive because I endeavor to get these contraptions to go around overhead for as long as I can. I also build them well with everything I see on the pictures somehow represented on the plane. I want my ships to carry all those bits in the photo in my document package overhead for as long as I can muster.

So you add up:

My scale points

+

My "damn, that's a crazy configuration of an airplane" bonus points

+

My getting it to go overhead for a minute plus points

=

Hey, look...I did really well in that event.

Gimmie the watch to time your ship. I hope you get a killer good high time. I judged that ship. I love the castoring tail-wheel!!! Maybe you'll beat me. Great Time? Yay! I was the one who timed it - I played a part. You owe me a rootbeer.



Final standings are out. I took the event. Great, you got third. Remember your flight in that thermal? Sure, that's a mental image that makes the audiobook I saved for the drive home irrelevant every single time. *Your flight* is in my memory.

That's one aspect of why I build what I build.



Here's another approach I adore as of recent. Somewhere in this newsletter is a pic of my latest project. It's a Dewoitine D33, 26" span, from Model Airplane News February 1935. What a strange selection of ship for Mr. Oddplane to pin to the board.

I'll admit that there were a few dragons to slay in my selecting this ship to build. Firstly, I thought FAC stalwarts and dearly departed lovers of scale plans out of the magazines Dave Stott (d) and Henry Struck (d) would approve and appreciate my diversity.

I also thought I could partially silence the groaners that see my DH Flamingo overhead and mumble "THAT thing *always* wins...."(yep, I've heard that).

I'd also address a contingency of old-schoolers that feel that our leadership isn't at the forefront of teaching and maintaining the bamboo/banana oil traditional sensibilities of FAC building and flying. I think 1935 and bamboo outlines bolsters my cause.

Lastly I wanted to see how charming a ship I could pull off with all silver. Save for a wood instrument panel and some black details, this ship is *silver*. A nice guy at Wawayanda named Dave Acton gave me this silver tissue and said for me to make decent use of it. It wasn't the best tissue in it's wet strength and such, and not stuff that I would have usually used, but to honor this man's generosity I think I did make great use of it. Thanks, pal.

She's about 18.5 grams empty, and that's a carved prop - the dimensions of which I forget, but it is high pitched. The fuselage is quite semi-scale. I added a bottom stringer, but this ship in it's full-sized incarnation, was hardly slab-sided. Please, Scale Judge, dock me accordingly. But everything, and *I mean everything*, that you see in the pics is on this plane. The tailwheel rolls and casters. And there's a filler stem. But everything is there. It really was like putting a wedding gown on a tapir. But insanelly fun.

### Quickly Goring Sacred Cows.... A Rule-breaker's Glossary:

*Whilst the following dicta alone make for more competitive flying in most instances, there are reasons why they aren't always the last word..*

### Tail volume calculation

- useless on ships like Chester Racer or other ships that have all their stab area as chord rather than span. You have to have surface *out in the*

*slipstream* for any stab to be effective. Some squinting, re-shaping, and a redraw is necessary before you increase the area of that stab and do any of that math...

### Lifting Stabs - see above

**Carved Props** - Don Srull did plenty of mass launch damage with small 7 - 8 inch Pecks on 18" span aircraft twisted to a higher pitch. Thin, efficient, effective, resilient, mass launch proof. Also, taking a 9.5 inch prop and making it a 7.25 effectively gives you an effective high pitched, albeit smaller prop. This is not to say plastic props are better. They're just easier in all, being plenty prop for the average flyer for the investment...

**Winding to Torque** - I had a nice go-round about this with brilliant FreeFlighter and part-owner of the field at Wawayanda where we fly in spring and fall Andrew Barron. While his reasons for winding to torque are sound and next-generation to the average FAC-er, I'll bet that extra # of turns to get one motor to get to T1prime as the other on a twin engined ship will have you taking your ship home in a smaller box than whence it came.

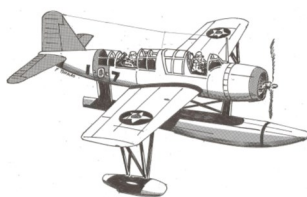
Next Issue we will look at the Zen and How of Covering...

Till next time...

build it straight,  
wind it tight,  
overhead,  
out of sight....



# WESTFAC IV



Let me suggest to all you Clubsters that it is not a good idea to move your home from Arizona to California at the same time you hold a WESTFAC event. I think my Malox bill went up a bit. Bad timing on the move, but great fun at

## WESTFAC IV.

WESTFAC IV returned to its original flying venue at Perris California this year. For some of you new builders and flyers, WESTFAC stands for The WESTERN FLYING ACES CLUB and reports to CincC at GHQ. It is a Western Regional Event which is held on the odd numbered years so as not to conflict with the FLYING ACES Nationals which are held on the even numbered years. WESTFAC was originally created to provide a large regional event for all the Western FAC Squadrons to come together and have a lot of flying fun. It has evolved to become the largest FLYING ACES Event West of the Mississippi



Fernando Ramos is the missing man in our cover shot. He took part in the "Double Trouble" mass launch event for twin engine models with his OV-10 Bronco.  
Arlene Bartick photo

and has drawn builders and flyers from all over America, Canada and even Europe.

This year, we again want to thank the SCAMPS [Southern California Antique Model Plane Society] for the use of their flying site at Perris California. Many of the SCAMPS flew at WESTFAC IV and by all accounts, had a great time.

The field was flat and dry with relatively low dried grass. However, the weather was OUTSTANDING!! Many of the flyers could not remember a WESTFAC with better weather. Sunny days in the 70's with minimal drift and some thermals. The folks in the Mass Launch events really enjoyed this fact, as most of us usually get to the flight line in time for hurricane conditions coordinated with: "three, two, one, LAUNCH!" Not so at WESTFAC IV. Wow, what a Mass Launch pleasure.

This year's CD was John "Hutch" Hutchison FAC HOF. John had the help of Working Committee Members and his very able wife Kathy was head score keeper. John ran a tight ship, but with a bit of whimsical fare. He received many positive comments and thanks from the Flyers at WESTFAC, including a long telephone conversation from Fernando Ramos [FAC HOF] who told Hutch that this was the best contest he has ever attended. Some of you may remember that Hutch was the first Blue Max recipient in the state of California.

Hutch and George Mansfield found a fantastic judging venue for WESTFAC IV; the Inland Empire Railroad Museum in Perris, just a few minutes from our HQ hotel and the flying field. The large conference facility was used for judging and for a sumptuous awards banquet. The cost of the facility went as a charitable contribution to the Museum.

The events results are included and a few special remarks are in order. Bob Hodes won the DOUBLE TROUBLE Mass Launch...an Event we at WESTFAC called a Free Flight 1st until we were reminded by our flying buddy Vance Gilbert that a Mass Launch for twin rubber was in fact held in the 1980's at a FAC Nationals. Thanks Vance!!! Don DeLoach was the repeat GRAND CHAMPION at WESTFAC IV. That fine performance by Don was somewhat overshadowed by his OOS and loss of his Thunderbolt. It disappeared after eight minutes of visual flight in a bike chase to end all bike chases.

One of the joys of this WESTFAC was the participation of new FLYING ACES flyers. Of note was Chuck Michalovic from the newest FAC Squadron; the ARIZONA CONDORS FAC-72. Chuck really enjoyed himself and said he learned a lot just by walking up and down the flight line and meeting other flyers. Mitch Schoonejanes came from Washington State. This was his very first contest ever. He won a 3rd Place in the Mediterranean Mass Launch event with his ME-109. He reminded me a lot of watching Vance Gilbert cavorting off after a model that was flying well...same enthusiasm and fun. Chuck has only been building and flying for a year and Mitch builds when he is off-watch on an ocean freighter. Great new additions to the FLYING ACES.

We hope you enjoy some of the pictures from WESTFAC.

Many maxes to you all.  
Roger Willis

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: <i>Old Time Rubber Stick (6)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Don DeLoach	Red Buzzard	120	120	120				360	1	Y
Herb Kothe	Gollywock	120	120	120				360	2	Y
Mark Chomyn	Gollywock	120	68	108				296	3	Y
John Merrill	Gollywock	120	63	57				240	4	Y
Steve Higginson	Gollywock	115	120					235	5	Y
Lee Campbell	Gollywock	66	78					144	6	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: <i>Jimmie Allen (7 entries)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Don DeLoach	BA Cabin	120	120	119				359	1	Y
Bob Hodes	Skokie	120	120	117				357	2	Y
Herb Kothe	BA Cabin	115	120	119				354	3	Y
Rod Persons	Skokie	43	65	120				228	4	Y
Fernando Ramos	Sky Chief	120	41					161	5	Y
John Merrill	BA Cabin	76	29	47				152	6	Y
Mark Chomyn	Jimmie Allen Special	57	36	32				125	7	Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST					FAC MEMBER?			
EVENT: <i>Embryo Endurance (10)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE	Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N
Herb Kothe	Go Devil	120	120	120		9		369	1	Y
Don DeLoach	Embryomatic	120	95	120		9		344	2	Y
Jim Sprenger	Prairie Bird	118	120	70		9		317	3	Y
George Mansfield	Debut	91	58	120		9		278	4	Y
John Merrill	Debut	80	54	64		9		207	5	Y
Roger Willis	Debut	62	38	84		9		193	6	Y
Mark Chomyn	Hornet	31	46	66				143	7	Y
Bob Hodes	GR Special	65	37	40				142	8	Y
Steve Higginson	Prairie Bird	55	73	11				139	9	Y
Rod Persons	fficial	35	41	36				112	10	Y



**What's wrong with this picture ?** Don DeLoach's fine flying Corsiar is in trouble! He tipped his magnet-mounted wing when launching in the final round of WWII and caused a "crisis of configuration," or in other words, a crash. The model survived and will be back in action soon. Alene Bartick photo



Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>WW 1 Combat (9 entries)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
Don DeLoach	Bristol Scout	63	61	98					1	Y
Herb Kothe	Fokker D7	56	65	62					2	Y
Clint Brooks	SE5a	31	28	12					3	Y
Orv Olm	Fokker D7	46	18						4	Y
Mark Chomyn	Fokker D7	18	4						5	Y
Bob Hodes	SE5a	14							6	Y
John Merrill	Fokker D7	8							7	Y
John Hutchison	Fokker D7	7							8	Y
John Alling	Nieuport	3							9	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>WW 2 Combat (9 entries)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
Mike Mulligan	Ki 61 Tony	87	124	140					1	Y
Don DeLoach	Grumman F6F	80	97	3					2	Y
Herb Kothe	Yak-3	87	125	2					3	Y
Orv Olm	Grumman TBF	46	48						4	Y
Mark Chomyn	Grumman F6F	28	38						5	Y
John Alling	Grumman F4F	26	17						6	Y
Bob Hodes	Yak-3	11							7	Y
John Merrill	P51	9							8	Y
Mitch Schoonejanes	P51	4							9	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>WW2 Mediteranean (6)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
John Donelson	RE 2005	103	74						1	Y
Tom Arnold	P39	63	2						2	Y
Mitch Schoonejanes	Me 109E	38	1						3	Y
Don DeLoach	P47	138	0						4	Y
Phil Thomas	Macchi C205	9							5	Y
John Merrill	P39	8							6	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>Battle of Midway (9)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
John Donelson	Zero	70	68	56					1	Y
Bob Hodes	Grumman F6F	39	63	49					2	Y
Don Smith	Zero	24	36	38					3	Y
Don DeLoach	Grumman Bearcat	72	120	9					4	Y
Herb Kothe	Vindicator	144	184	0					5	Y
Orv Olm	Grumman TBF	62	152	0						
John Merrill	Zero	17	23						6	Y
Tom Arnold	Grumman F6F	50	2						7	Y
Mitch Schoonejanes	Zero	4							8	Y
Fernando Ramos	F2A	2							9	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>Low Wing Mil. Trainer (7)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
Herb Kothe	Miles Magister	114	94	131					1	Y
Don DeLoach	DH-94	101	85	89					2	Y
Bob Hodes	Miles Magister	41	44	22					3	Y
Phil Thomas	Dewotine 520Dc	39	29						4	Y
Tom Arnold	Dornier 335 Trainer	29							5	Y
John Donelson	Fairey Battle Trainer	5							6	Y
John Merrill	T-34	4							7	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>Double trouble (4)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
Bob Hodes	DH Hornet	38	32						1	Y
Fernando Ramos	OV-10	28	19						2	Y
Tom Arnold	Bristol Beaufighter	11	7						3	Y
John Merrill	P82	5							4	Y

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: <i>Thompson Trophy (4)</i>		FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT	BONUS	SCALE			
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	Y
John Donelson	Lockheed Altair	44	84						1	Y
Bob Hodes	Cessna CR-3	64	83						2	Y
Phil Thomas	SEV-3	24	7						3	Y
Don DeLoach	Cessna CR-2	11							4	Y

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESES

## The Great Horseshoe Episode

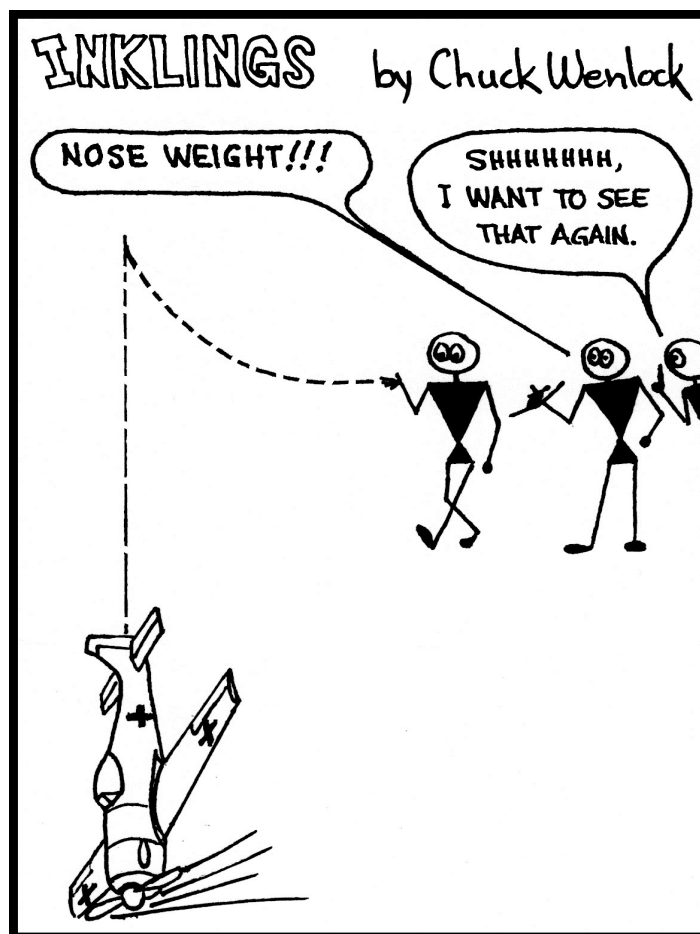
The Western Flying Aces IV event was held on the SCAMPS field at Perris CA on April 24 - 27. This year the turn out may have been small, but the competition was still quite keen and tense. Several SCAMPS members were in the thick of the competition and enjoying the experience. An example of this was the Mediterranean Mass launch event. This event is for models of planes that flew in the Mediterranean Theater during WW II. About 15 flyers and their respective mechanics turned out for the event. The first of 3 flights went off with 5 fliers eliminated for early touch-down. A second flight went up with only 4 fliers to go forward to the third flight. The third flight contained; Herb Kothe, & Don DeLoach from Colorado with Tom Arnold from Wyoming; as well our local SCAMPS member John Donelson. Some people might say these fellows are the Best in the West at this type of event.

Your author was mechanic for John. On the long walk to the launch site for the last flight; I found an old rusty horseshoe. In folklore old horseshoes bring good luck. As John started to hook up to wind his rubber motor I told him to rub the horseshoe for good luck. John looked at me in disbelief. Then he rubbed the shoe once; pulled his hand back and then reached forward rubbing the shoe again, just to make sure. The launch was called! Now things happened as fast as a Six Gun Draw in the Old West. Herb and Don collide in mid air 20 feet up with paper and sticks falling everywhere. Tom Arnold forgot to turn the Gizzmo Gizzer Prop assembly the required 5 turns to un-lock the clutch so his plane glides to the ground in about 10 feet. John's plane is heading sky bound on an up elevator ride. All I can think of is, no not now! We don't need to lose this plane in a booming thermal. Then just as quickly John's plane found a down elevator and was on the ground in 47 seconds for the win in Mediterranean Mass Launch with the little Italian Regginae 2005. All the real action happened in about 3 seconds, on the long side.

On Saturday morning the crew assembled again for the Battle of Midway/Grumman combined mass launch at 10:00 AM sharp. Many of the faces were the same. The first and second flights went off in good style. We are now ready for the show down. Herb stretched his rubber motor to wind and there was a sickening snap. Someone called out to Tom Arnold you will need more winds than that to win this event. Tom started counting out loud 2,000 -- 2,001, -- 2,002, -- 2,003, -- 2,004. His motor rear peg let go with a loud snap and the fuselage was finished. John had rubbed our lucky horseshoe twice on Friday. His little Grumman Guardian dressed in US forest Service colors still carried the Mo Jo and went looking for forest fires. If you don't understand why people fly FAC mass launch events try reading this passage again. It's like a gun fight at the OK Corral! It takes a lot longer to tell the story than the real event. Park your ego in the shade fellows.

Old horseshoes for sale or rent call Gene!

Gene Drake



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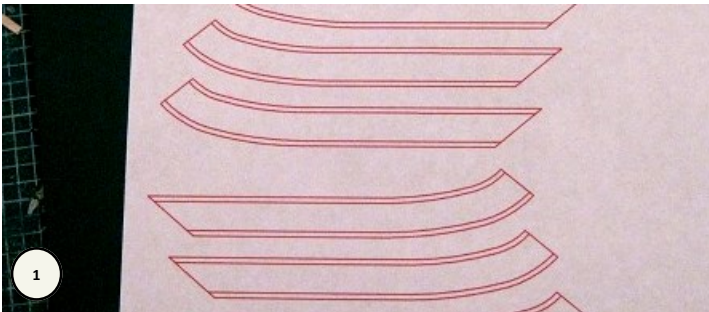


## No Secrets - Tips and Tricks from the Aces

### Decal markings

*Mike Stuart produces beautiful scale models using some unusual techniques. His Curtiss P-6E is a prime example. He has put together a terrific photo essay on how he added the markings to his model. Ed.*

Here are some pictures showing my laborious, but satisfying decal overlay technique for doing markings. Big advantage - no masking (hooray) and the only airbrushing is to spray A4 sheets of clear or white decal sheet with various pretty colours.



Starting with those diagonal stripes on the fuselage: first develop a pattern that will look sort of straight when viewed from the side and meet nicely at the top. It took a fair amount of trial and error to get the shape shown in photo 1. These were used as templates for the following steps. The diamond shape on the headrest was much easier to develop so I won't bore you with that.



Next cut out and apply the white decals to the model as in photo 2. I sprayed my white decal sheet with extra white enamel before using it to increase colour density. When dry, cut out red areas and apply over the white (pic 3). Red and yellow both need a white background because they are so transparent.



Then cut out and add the yellow stripes. (pic 4) I cut these a fraction wide to avoid any white showing at the joins. A bit of touching up was needed afterwards, but not much. The 77 was cut from white decal sheet and applied to the red painted nose.



The Indian head was printed onto white decal sheet and cut out slightly smaller than the pre-applied white decal disc (the latter cut using a compass cutter). (pic5)



All National markings were built up from cut pieces of decal over a white decal disc. Rudder was painted white then red and blue decal strips overlaid. Underwing lettering cut from painted black decal.

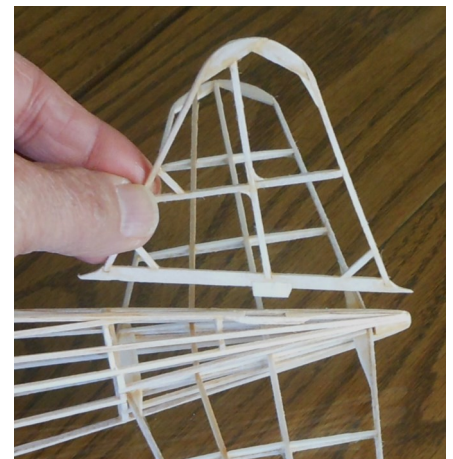
The whole thing is a bit too glossy for my taste at this stage - I'll tone it down with a misted coat of acrylic varnish before assembly.

*Check the inside front cover for a color photo of the model parts with all the markings aboard. Ed.*

### Vertical Tail Mounting

Spine mounted fins can be a bit wobbly. This fin sockets into the top stringer. The top stringer has a mid-bay connection to the to the next two stringers on each side.

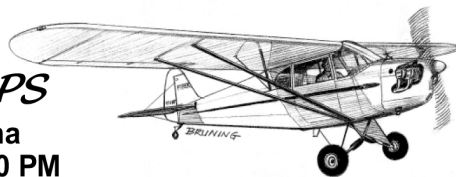
Peter Kateris





## 2013 Flying Aces Club OUTDOOR CHAMPIONSHIPS

A.M.A. Flying Site – Muncie Indiana  
September 5th & 6th - 8:30 AM to 4:30 PM  
A.M.A. Sanction #13-428 (Field #4 use confirmed)



Contest Director Ralph D. Kuenz <rdkuenz@yahoo.com> Co-CD Dan Olah <danielolah@wowway.com>

### EVENTS :

- | 9/5                               | 9/6                              |
|-----------------------------------|----------------------------------|
| #2. FAC Scale *                   | #2. FAC Scale *                  |
| #3. FAC Jumbo Scale *             | #3. FAC Jumbo Scale *            |
| #5. FAC Power Scale *             | #5. FAC Power Scale*             |
| #1. FAC Peanut Scale              | #29. Half Size Wakefield (ROG)   |
| #7. Golden Age Scale              | #10. O.T. Rubber Stick           |
| #99. One-Design Comet Porterfield | #6. Low Wing Trainer             |
| #19. Embryo Endurance (ROG)       | #98. A.M.A. P-30 ***             |
| #25. WW-I Dogfight **             | #24. Goodyear/Formula Race **    |
| #14. O.T. Gas Replica             | #16. FAC Dime Scale              |
| #11 O.T. Rubber Fuselage (ROG)    | #26. WW-II Combat **             |
| #23. Greve Race **                | #22. Thompson Trophy Race **     |
| #17. No-Cal Profile Scale         | #97. Earl Stahl Scale Model **** |

Note: This meet schedule is subject to the weather and my decision on dealing with it. (RDK)

All planes for scale judging (events 1, 2, 3, & 5) must be turned in by 12:00 noon on Thur. 9/5 for both days events.

All Models (except for events 1, 2, 3, & 5) must pass Compliance Check (initialed "First Flight" time slip) for event rules & PPLC.

A Compliance Check official will be at the Officials canopy from 8:30 AM – 4:30 PM both days.

Posting of flight times or Mass Launch entry requires an initialed "First Flight" timing slip.

O.T. rubber times must be turned in by 3:00 PM for fly-offs (Will be Mass launch or target time).

\*These judged events will be flown both days. Judging however, is on Thur. 9/5 only.

\*\*Mass launch. Compliance Check (initialed "First Flight" time slip) required for entry. Launch times will be posted at sign-up sheet.

\*\*\*This event flown to current A.M.A. rules (not Kanone worthy).

\*\*\*\*This event flown to Simplified Scale Rules

One-Design event is for models built from the Comet 25" Porterfield. Permitted modifications came with the plan in 2012, (and are now on the Cloudbuster web site), <Cloudbustermac.tripod.com>.

### **\$25.00 Entry fee includes all events. Trophies (Laser Etched Glasses) awarded to third place.**

All entrants must hold valid A.M.A. or M.A.A.C. license (May purchase A.M.A license on site or at A.M.A. HQ).

#### **Entry includes:**

- A. Complimentary plan of the Comet 25" Piper Cub (kit N-15), with parts and permitted modification sheet, (enlarged stab, wing positive incidence plan overlay, DT, color, nose block and rear motor peg location options).
- B. Complimentary Theme "T" Shirt (circle size on your early entry form to insure availability).

**Note: Additional Theme "T" shirts will be available for \$10.00 after 2 PM Thursday 9/5.**

**EVENT SPONSORS ARE WELCOME. (SPONSORSHIP \$40 /EVENT)**

**You will receive a special "T" Shirt and be recognized when trophies are awarded.**

(Bring something from your excess model "stuff" for the raffle.)

Registration: (Make checks payable to Cloudbuster MAC)

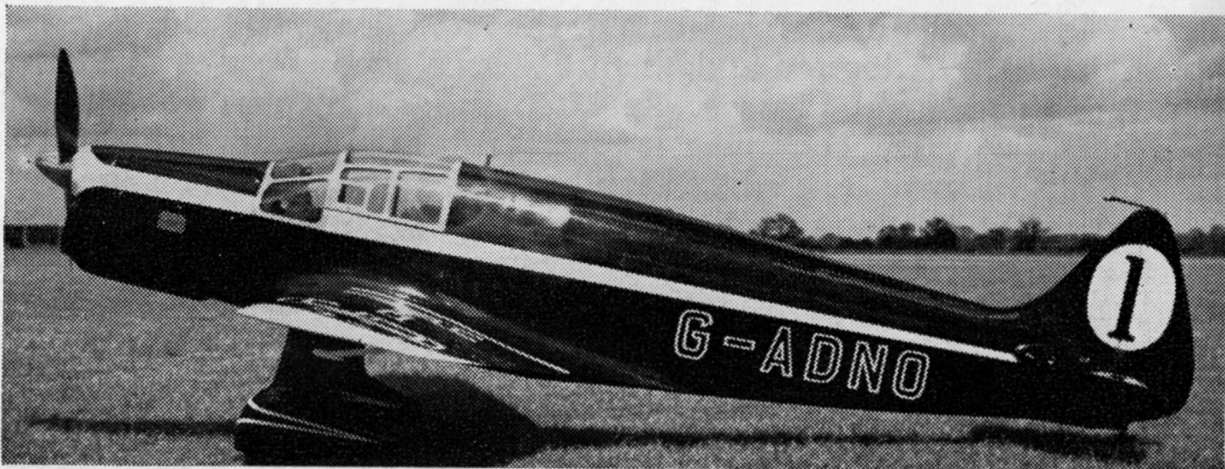
Mail to: Dan Olah 25436 Wareham Dr. Huntington Woods, MI 48070 (Mail before 7/15 to insure "T" shirt size.

Name \_\_\_\_\_ A.M.A. # \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_ "T" Shirt size S – M -- L – XL -- 2XL

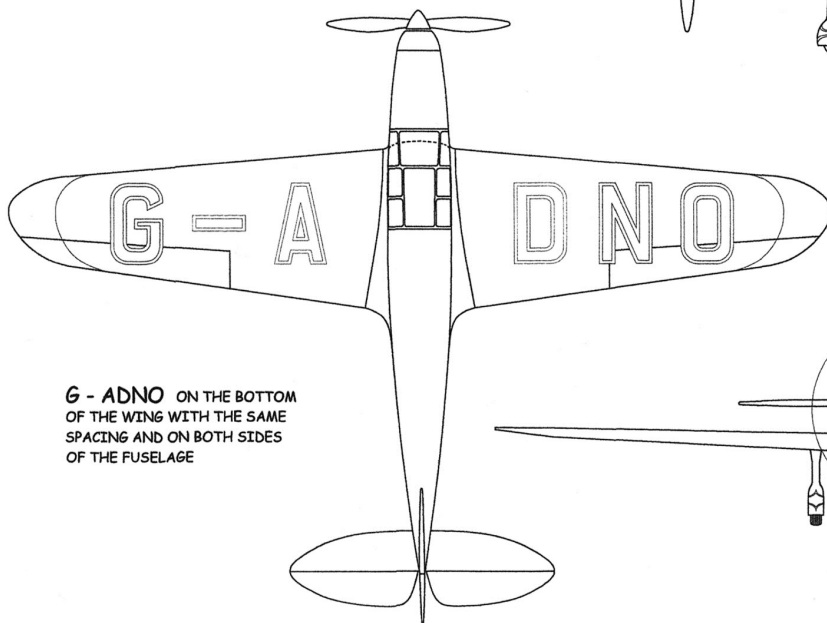
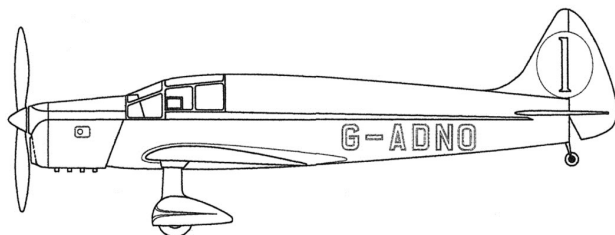




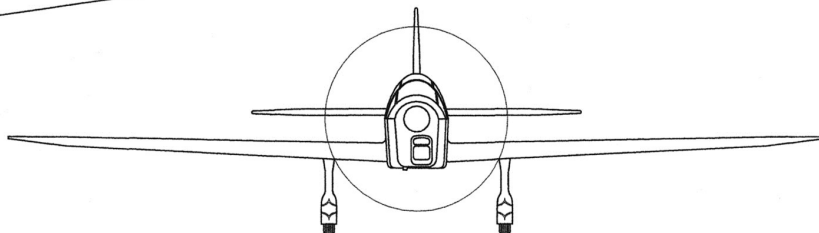
Longest-lived of the de Havilland Technical School's racers, the elegant black and white T.K.2 G-ADNO, seen in its second modified form in 1938. (*Hawker Siddeley.*)

#### COLORS

- 1938 ALL BLACK WITH WHITE TRIM  
 WHITE - FUSELAGE STRIPE, OVAL ON THE VERTICAL.  
 WING TIPS, WHEEL PANTS STRIPES, REGISTRATION  
 NUMBERS OUTLINED IN WHITE.  
 SILVER CANOPY GLAZING AND PROP.  
 POLISHED ALUMINUM SPINNER.
- 1947 ALL SILVER WITH THE SAME TRIM IN BLACK



G - ADNO ON THE BOTTOM  
 OF THE WING WITH THE SAME  
 SPACING AND ON BOTH SIDES  
 OF THE FUSELAGE



## DEHAVILLAND T.K. 2 1938 AND 1947

DAVE RICE  
 Flying Aces Club News 2013

## Porterfield Flyabout Addendum

The Porterfield Flyabout plan in a recent issue of our FAC News immediately rang my bell as there resides in this remote corner of Northwestern New York state a totally restored museum quality example of this aircraft. It is located in a hangar at Smith Field in Cambria, NY, having been lovingly restored over many years by Robert Smith, (recently deceased), and his brother Bill with some help from a number of full scale sailplane types like myself who use Bill's grass runway to fly our Gliders/Sailplanes.

The Porterfield was a true basket case, but with a lot of effort it was restored to flying status, including its five cylinder LeBlond 60 engine, which requires much maintenance for continued safe operation. Example: rocker arms must be lubricated externally after no more than ten hours of operation...but it flies!

The description sheet points out: "plenty of space in the cabin for two people." Well, they had best be small and thin, because getting into this machine is a problem. Forward visibility for the pilot also presents a problem as the center of the windshield is narrow, force one to look out of the lower corner on either side of the windshield to see where you are headed.

A townsend ring was considered a factory option, however out remnants came with one.

The color scheme was provided by my copy of the old

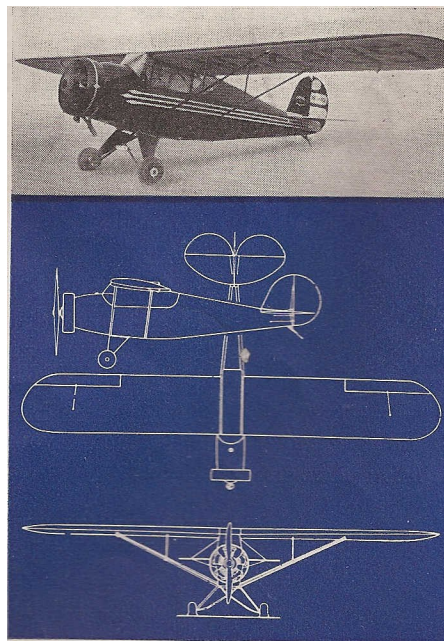
Comet model plan. Ours is dark blue with orange trim. Of interest is the fact that the fuselage trim stripes are different on the plan and in the photo shown in the FACN.

These were used by the company to identify which LeBlond (the 60 or 70) engine was installed. Also, some wheel struts were fabric covered, some were not.

Many years ago, actor Bob Cummings flew into our little airport with his Porterfield, painted dark green with cream trim.

At one of the FAC meets in the NFL Buffalo Bills Fieldhouse there was a chap who had a model built from the Comet plan. A good flier as I recall.

Fran Ptaszkeiewicz



### CIA, "TED DOCK" AMA-FAC FREE FLIGHT MEET

SEPTEMBER, 28 & 29, 2013, AMA MUNCIE SITE

Sat. Sept. 28, 8:00 AM TO 5:00 PM

FAC (#25) WWI COMBAT mass launch

FAC (#6) LOW WING MILITARY TRAINER

FAC (#10) O.T. RUBBER STICK

FAC (#13) JIMMY ALLEN ROG

FAC (#15) SIMPLIFIED SCALE

FAC (#17) NO-CAL SCALE

FAC (#19) EMBRYO ENDURANCE ROG

AMA (#124) P-30 (JR)\* (SO)\*

AMA (#142) CAT. GLIDER (JR)\* (SO)\*

Sun. Sept. 29, 8:00 AM TO 3:00 PM

FAC (#26) WWII COMBAT mass launch

FAC (#7) GOLDEN AGE COMBINED

FAC (#11) O.T. RUBBER FUSELAGE ROG

FAC (#12) 2-BIT+1 OT RUBBER ROG

FAC (#16) DIME SCALE

FAC (#18) PHANTOM FLASH ROG

FAC (#20) JET CATAPULT SCALE

FAC (#29) 1/2 WAKEFIELD ROG

AMA (#140) HL GLIDER (JR)\* (SO)\*

THE FOLLOWING EVENTS CAN BE FLOWN EITHER DAY, START AND FINISH THE SAME DAY

FAC (#1) PEANUT SCALE

FAC (#2) RUBBER SCALE

FAC (#3) JUMBO SCALE

FAC (#5) POWER SCALE

\$10.00 FIRST EVENT, \$2.00 EACH ADDITIONAL, \$20.00 MAX, JRS FREE

PRIZES 1<sup>ST</sup> PLAQUES, 2<sup>ND</sup> AND 3<sup>RD</sup> CERTIFICATES

ENTRY AND JUDGING ON SITE FRIDAY NOON TO 3:00 PM AND DURING MEET.

ALL MODELS MUST BE PROCESSED AND JUDGED BEFORE OFFICIAL FLIGHTS.

ALL NON-SCALE MODELS MUST HAVE PROPER SIZED AMA NUMBERS.

GLIDERS MUST FLY FROM PENS

\* NATIONAL CUP EVENTS

FAC 2012-2013 RULES

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

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
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# 2013 UNITED STATES INDOOR CHAMPIONSHIPS

## WEDNESDAY, AUGUST 7<sup>TH</sup> through SUNDAY, AUGUST 11<sup>TH</sup>



Doors open: August 6th 6:00 pm - 9:00 pm for box drop off,  
Contest: August 7th - 10th from 7:00 am - 9:00 pm  
August 11th 7:00 am - 6:00 pm



**Pre-Registration:**

Juniors and Seniors: \$10.00 for any number of events.  
Open: \$45.00 for basic registration fee includes first event, each additional event \$10.00.  
If paying after July 6 2013, please add \$25.00 late fee.

## INDOOR CATEGORY III

### AMA, FAC, NFFS, FAI EVENTS

### MASS LAUNCH EVENTS PLANNED!

Contact: John Kagan, e-mail: [john\\_kagan@hotmail.com](mailto:john_kagan@hotmail.com)  
Entry Forms: [www.modelaircraft.org/files/2013NATSEntry.pdf](http://www.modelaircraft.org/files/2013NATSEntry.pdf)  
[www.modelaircraft.org/files/2013unofficialentryfm.pdf](http://www.modelaircraft.org/files/2013unofficialentryfm.pdf)

U of IL ARMORY, 505 E. ARMORY, CHAMPAIGN, IL 61820

## U S Indoor Championships

The annual indoor Free Flight contest known as the AMA "Nats"/NFFS United States Indoor Championships ("USIC") includes several days featuring FAC events. We are encouraging all FAC members to consider attending this fun event. We hope the new location, the University of Illinois Armory, in Champaign, IL and the opportunity to fly inside, out of the hot August sun (Aug. 7-11, 2013) will appeal to many FAC enthusiasts.

The Armory is a Cat. III site.

The Nats/USIC schedule includes AMA, NFFS, FAC, & FAI events, so there is something for everyone.

Contact information is on the FAC Contest Calendar on page 20, and the ad on this page. The web links will provide all the details, plus registration forms and more.

This is a unique annual opportunity to participate in a relaxed, enjoyable, seriously fun competition - no prior experience required!

## BP Quiz Answer

Well here's an unfairly ignored rocketship. Even with 3 fuselages, this clean as a whistle Savoia S.65 Schneider wannabe would, at 27" span, sport 2 counter-rotating 11" props (plenty!!) and 12" peg-to-peg motors. Stable and ample even-even power not unlike Don Srull's Lippisches (Lippi?), so downthrust on both would be the deal. Holding for launch might be like the proverbial monkey loving a greased football.

Bonus points add up as such:

Tandem twin.....10 pts

Low-winged.....10 pts

## Gone West

We received an unusual note at GHQ informing us of the passing of **Robert Haberstroh**. His wife asked us if we would consider transferring the remaining part of his membership to one of his long time flying buddies. Of course we were happy to do so, and we sincerely hope that Bob's friend enjoys the newsletter and discovers the joys of FAC style flying.

Frank Scott wrote to tell us that **Dan DeAngulo**, a long time member of the McCook Field Aero Squadron, FAC, passed away recently. "He was a club officer for quite a few years, and was the newsletter editor before becoming ill several years ago. Dan was a good man, and a good modeler; he will be missed. It was decided recently that our club's annual contest in Muncie will in the future bear his name."

Our condolences go out to Dan and Bob's family and friends.



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814-836-1299  
CinC@flyingacesclub.com

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Vance Gilbert  
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CP 3604 Saint-Remi  
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514-808 1808  
ronny@total.net

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Balsabug@gmail.com

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ccstar1@hughes.net

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alfa28@aol.com

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Pensacola, FL 32514  
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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# \_\_\_\_\_

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

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

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

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

Please make checks payable to:

**Flying Aces Club** and send to:

**9154 Eldorado Trail**

**Strongsville, OH 44136**





# FAC Contest Calendar



Flint, MI	July 6	CLOUDBUSTERS CONTEST AND CLUB PICNIC	Chris Boehm Mike Welshans	merlin236@comcast.net mbwelshans@aol.com
Muncie, IA	JULY 10-12	FAC AT THE AMA NATS	Chris Starleaf	ccstar1@hughes.net
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
Champaign, IL	Aug 7- 11	US INDOOR CHAMPIONSHIPS - FAC EVENTS	Joshua Finn	joshuawfinn@gmail.com
Geneseo, NY	Aug 9 - 11	EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS - HOSTED BY WNYFFS AND THE YANKEE AIR PIRATES	Mark Rzacca	wnyffs@rochester.rr.com 106 Cutlery Ave., S. Meriden, CT 06514
Meriden, CT	Aug 11	GLATONBURY MODELERS MID SUMMER MELT	NRE Novak	
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 203 929 5139 H 203 258 3962 C
Durham, CT	Sept 1	PINKHAM FIELD IRREGULARS - MINI MEET	Paul Stott	
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 203 929 5139 H 203 258 3962 C
Meriden, CT	Sept 15	GLATONBURY MODELERS FALL FLY-IN	Paul Stott	
Lorain, OH	Set 15	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	Sept 22	CLOUDBUSTERS	Chris Boehm	merlin236@comcast.net lonkin@comcast.net 765 945 7626
Muncie, IN	Sept 28 - 29	CIA "TED DOCK" MEMORIAL FREE FLIGHT MEET	Lonnie Kinder	203 929 5139 H 203 258 3962 C
Durham, CT	Oct 6	PINKHAM FIELD IRREGULARS - MINI MEET	Paul Stott	
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 203 929 5139 H 203 258 3962 C
Durham, CT	Nov 3	PINKHAM FIELD IRREGULARS - MINI MEET	Paul Stott	
Meriden, CT	Nov 17	GLATONBURY MODELERS TURKEY FLY	Paul Stott	Ditto above
Durham, CT	Dec 1	PINKHAM FIELD IRREGULARS - MINI MEET	Paul Stott	Ditto above

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

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

**FLY...All you can**

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

**Captions:** 1. Tom Arnold from Wyoming holding his red target-drone Grumman F6F and Short Seamew at the Judging. 2. At his very first contest ever..Mitch Schoonejanes from Washington. 3. John Donnelson with his RE 2005. 4. John Merrill from the Scale Staffel Squadron and a P-39 test flight. 5. Grand Champion for WESTFAC IV, Don DeLoach loads up his Bristol Scout. 6. Fernando Ramos FACHOF coming into Reception. 7. Mike Mulligan, with his WW II Combat winning Ki 61. That winder you see hanging from his mouth might be one of the best uses ever for a fishing reel. 8. Orv Olm made the trip from Saskatoon. 9. Rod Parsons from the Marin Aero Squadron chats with Mark Chomyn, Scale Staffel Squadron on a long retrieval. 10. Rod Parsons holding his BA Cabin. 11. Phil Thomas Rio Grande Squadron, New Mexico, and Bob Hodes from Vulture Squadron in Las Vegas working at the experimental Mass Launch Check List table. All mass Launch models were checked at Judging to speed up field events and give flyers time to correct any shortfalls. 12. Caley Hand of "crashcaley" fame launches her Gollywock. 13. CONTEST DIRECTOR John Hutchison FACHOF left chats with John Alling and John Merrill before the WWI mass launch.



# FLYING ACES

Club

9154 Eldorado Trail

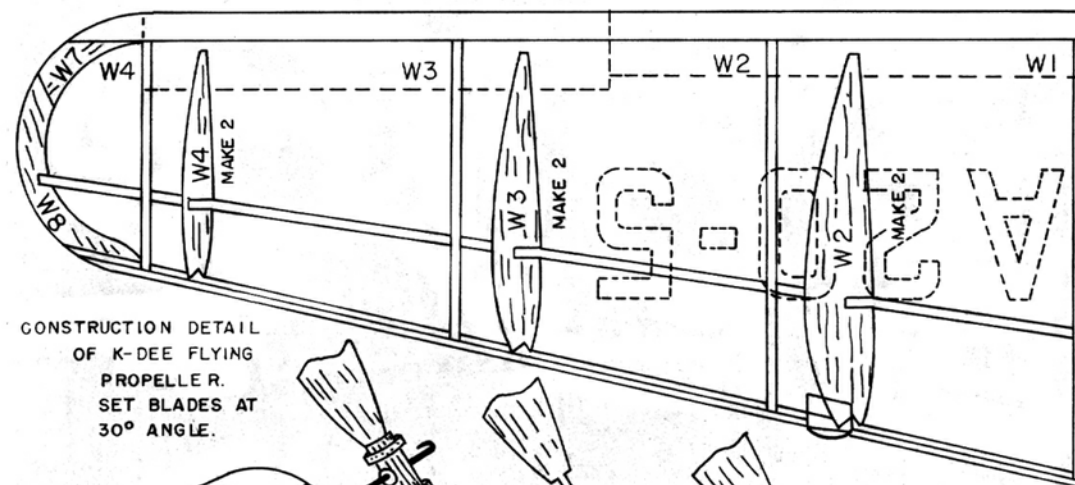
Strongsville, OH 44136

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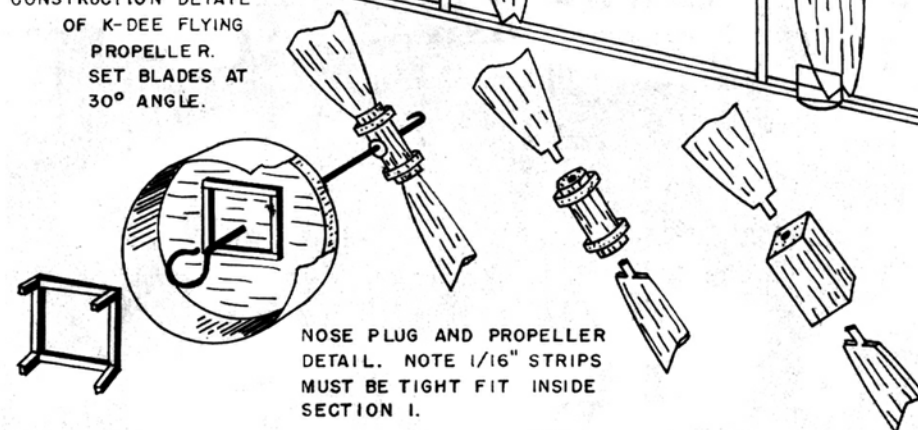
**Above:** John Alling ready for WW I Combat with his Nieuport 11. When he's not flying models, he flies something with a little more power. He's a United Airlines pilot. **Below:** The final 3 in the Thompson mass launch. L to R... Phil Thomas with his Sev-ersky, John Donaldson and the winning Lockheed Altair, and Bob Hodes with his Cessna. Photos by Arlene Bartick







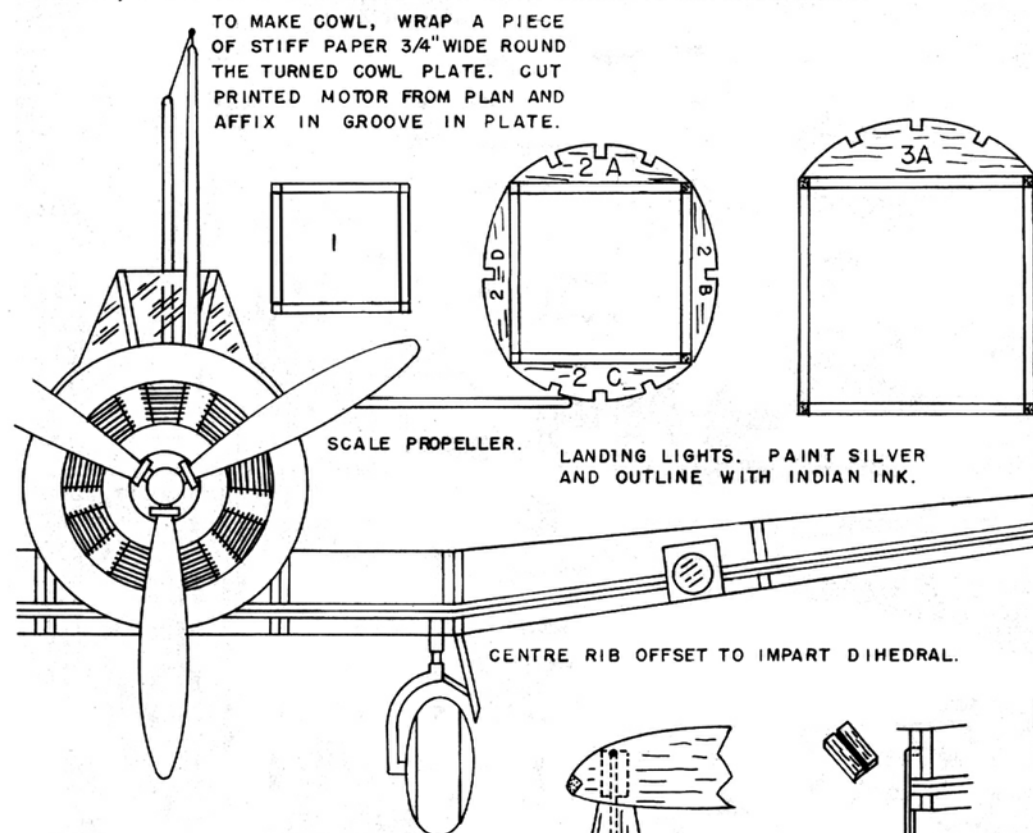
CONSTRUCTION DETAIL OF K-DEE FLYING PROPELLER. SET BLADES AT 30° ANGLE.



NOSE PLUG AND PROPELLER DETAIL. NOTE 1/16" STRIPS MUST BE TIGHT FIT INSIDE SECTION 1.

COVERING NOTES. COVER ALL UNITS, I.E. FUSELAGE, STABILIZER AND FIN BEFORE ASSEMBLY. WORK SLOWLY AND CAREFULLY TO AVOID WRINKLES. USE SEVERAL SMALL PIECES OF TISSUE ON COMPLEX CURVES RATHER THAN ONE LARGE PIECE. IT WILL BE FOUND MUCH EASIER THIS WAY. SPRAY ALL PARTS EXCEPT TAIL WITH WATER, ALLOW TO DRY, THEN DOPE. PIN WINGS DOWN WHILE DRYING TO MINIMISE WARPS.

TO MAKE COWL, WRAP A PIECE OF STIFF PAPER 3/4" WIDE ROUND THE TURNED COWL PLATE. CUT PRINTED MOTOR FROM PLAN AND AFFIX IN GROOVE IN PLATE.

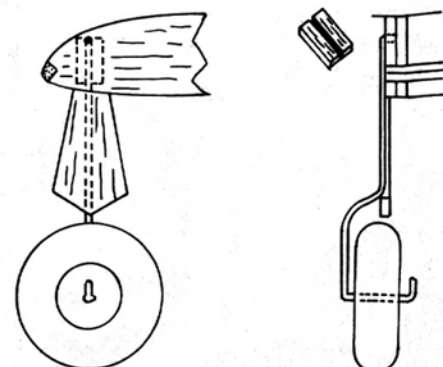


SCALE PROPELLER.

LANDING LIGHTS. PAINT SILVER AND OUTLINE WITH INDIAN INK.

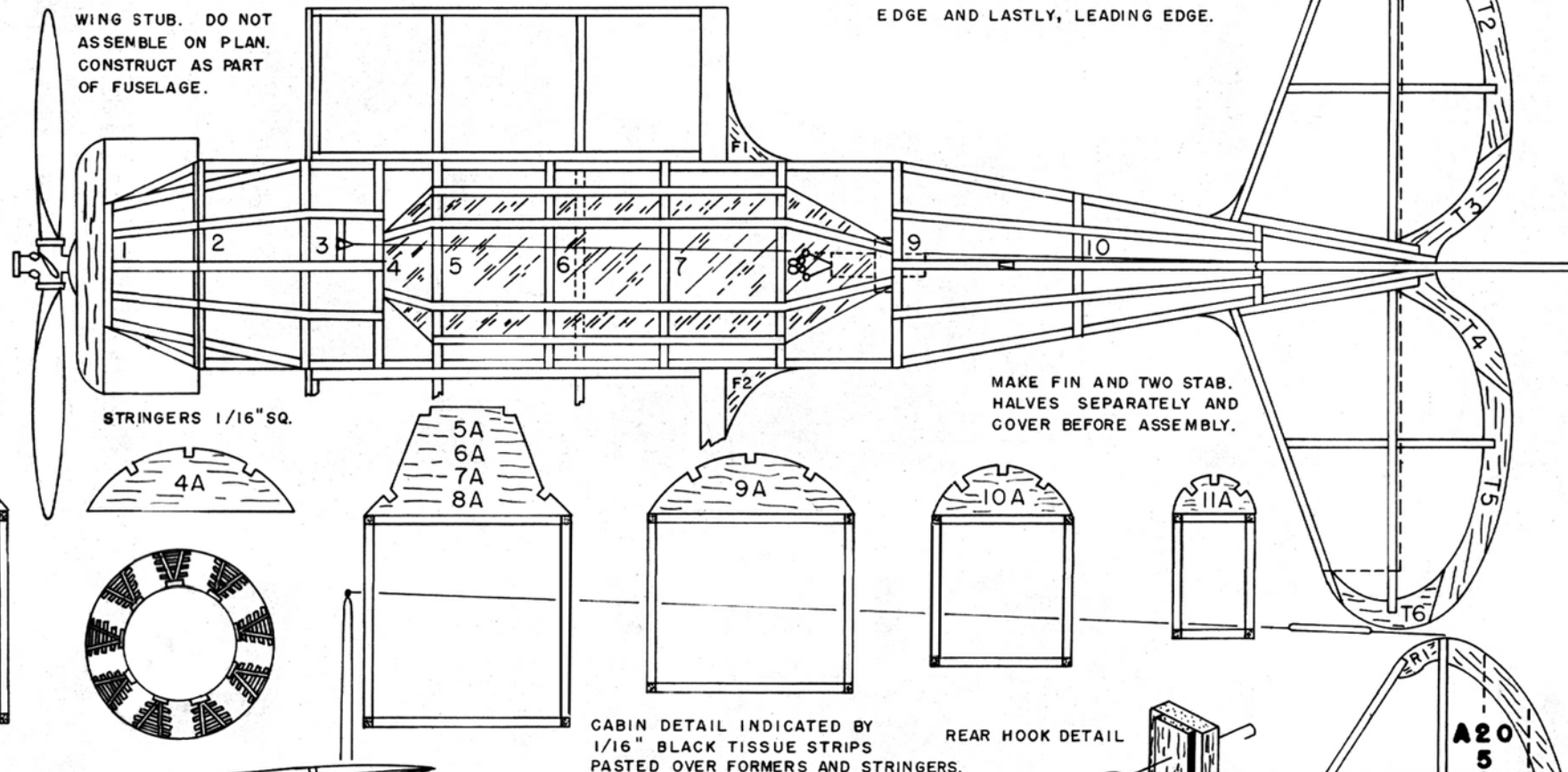
CENTRE RIB OFFSET TO IMPART DIHEDRAL.

COLOURS AND MARKINGS ALL SILVER-BLACK LETTERING - INSIGNIA R.A.A.F.



SIMPLIFIED FLYING UNDERCARRIAGE.

WING STUB. DO NOT ASSEMBLE ON PLAN. CONSTRUCT AS PART OF FUSELAGE.



STRINGERS 1/16" SQ.

CABIN DETAIL INDICATED BY 1/16" BLACK TISSUE STRIPS PASTED OVER FORMERS AND STRINGERS.

REAR HOOK DETAIL

LONGERON 1/16" SQ.

NOTE GUSSETS - 1/16" SHEET.

FUSELAGE CONSTRUCTION NOTE. BUILD TWO FUSELAGE SIDES BOUNDED BY LONGERONS. WHEN DRY, REMOVE FROM PLAN AND ASSEMBLE ON TOP VIEW. CEMENT FORMERS IN POSITION AND AFFIX STRINGERS.

UNDERCARRIAGE

CUT FLAPS FROM PRINTED SHEET AND CEMENT TO RIB IN POSITION SHOWN IN PLAN. REINFORCE WITH WIRE AXLE BENT TO SHAPE AS ILLUSTRATED.

WING CONSTRUCTION NOTE. SET CENTRE SPAR IN POSITION FIRST, THEN TRAILING EDGE AND LASTLY, LEADING EDGE.

scanned and restored Nov 2010 pd1

R.A.A.F. "WIRRAWAY"

RECONNAISSANCE FIGHTER-750 H.P. P. & W. WASP

DETAIL SCALE PLAN

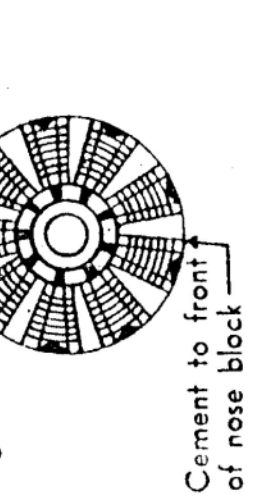
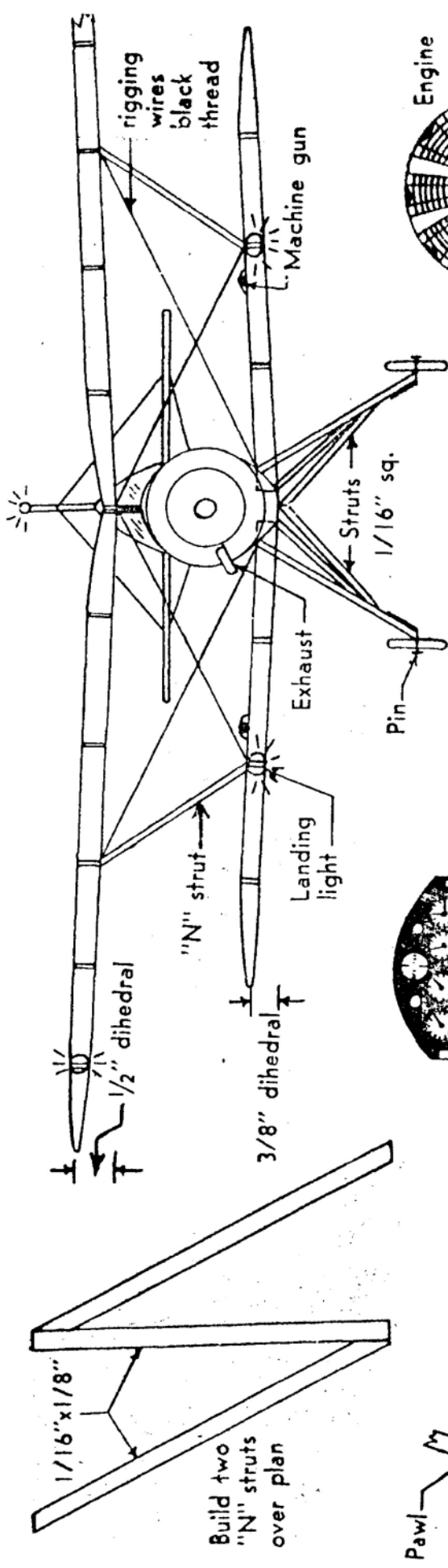


K-DEE PTY. LTD

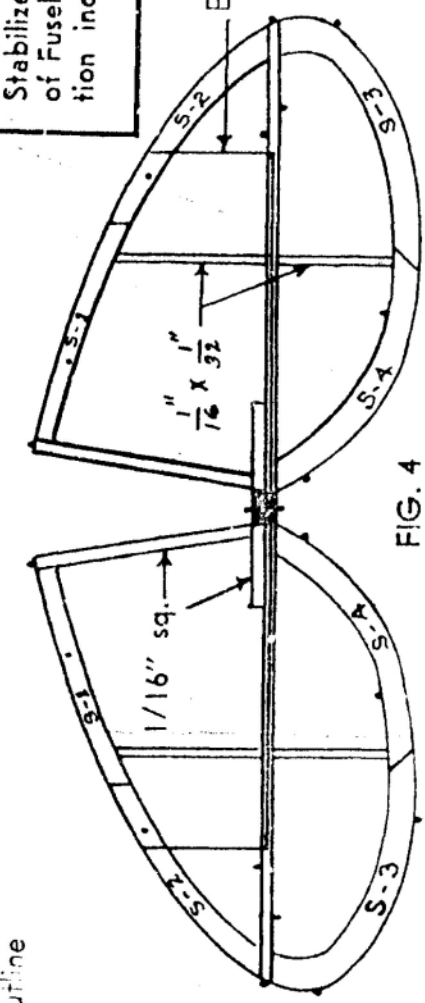
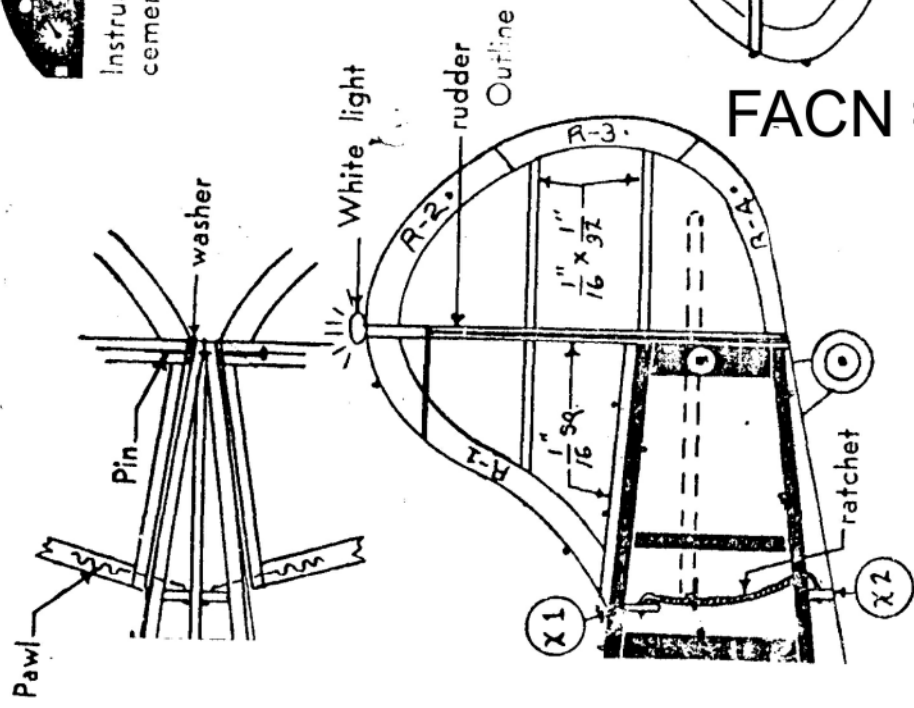
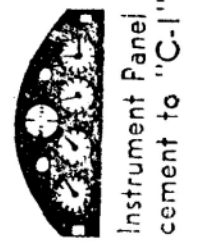
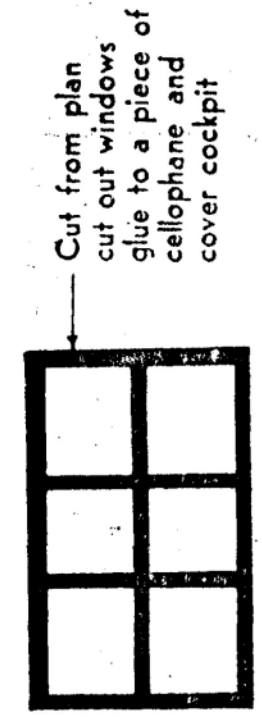
SYDNEY - AUSTRALIA



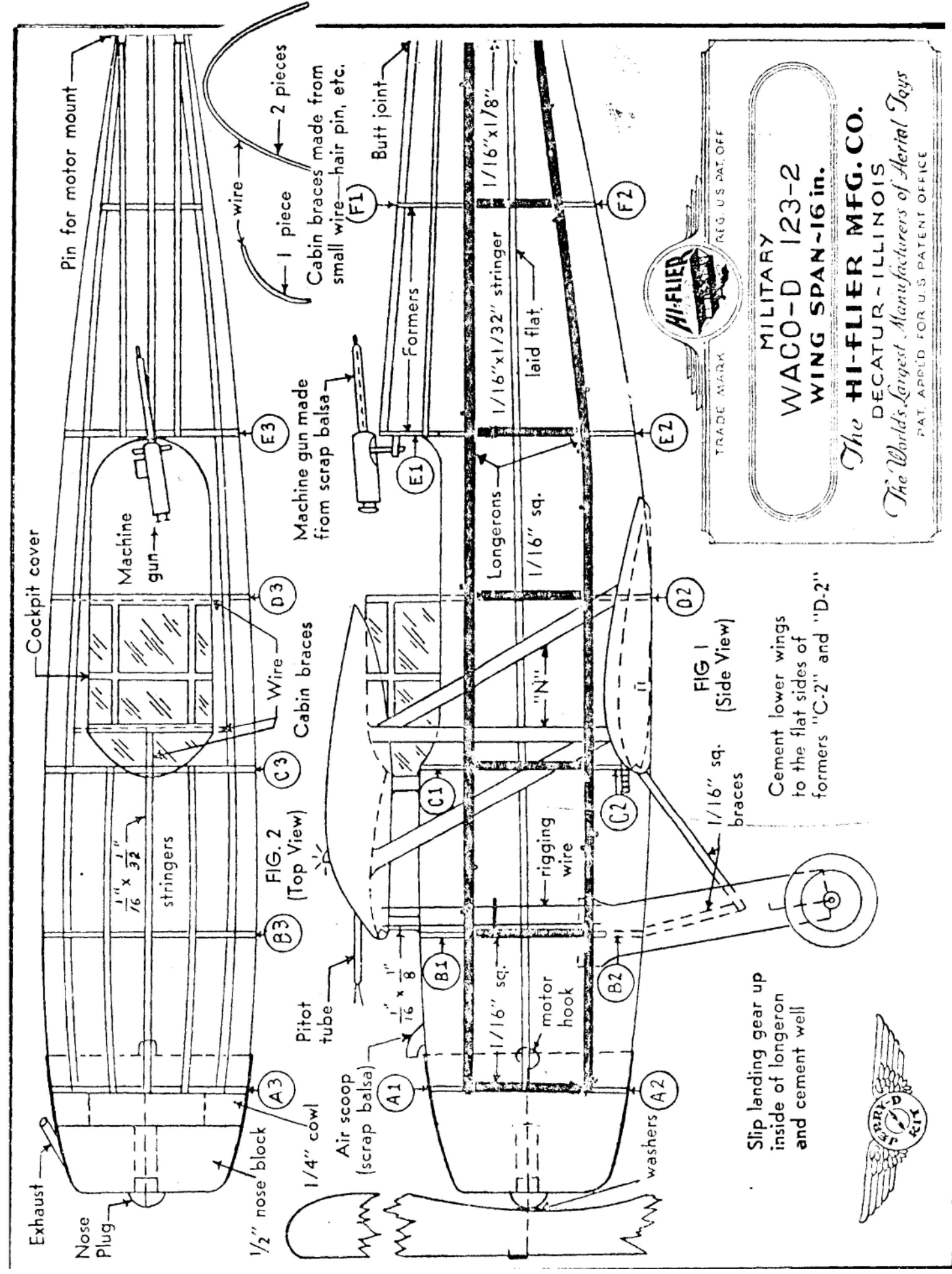




If you wish to use the RIGID Stabilizer, simply cement Stabilizer to sides of Fuselage in position indicated.



FACN #272



MILITARY  
WACO-D 123-2  
WING SPAN-16 in.  
The HI-FLIER MFG. CO.  
DECATUR-ILLINOIS  
*The World's Largest Manufacturers of Aerial Toys*  
PAT. APPL. FOR U.S. PATENT OFFICE



This gorgeous British Golden Era raceplane jumped to the top of my must build list after I ran across a profile photo of the T.K. 2 in the Flight Global Archives on the Internet. A quick search turned up a another photo of a plane with the same name but none of the svelte good looks seen in the first picture. Further mouse clicking revealed that the T.K. 2 was designed and built by students of the DeHavilland Tech School under the supervision of design instructor Marcus Langley. It first flew in August of 1935 and it was this version pictured in the rather unattractive second picture mentioned above.

In 1936 and 1937 the boys began modifying the T.K. 2, giving it a lovely finish of overall black with white trim and transforming it into the lovely plane that first caught my attention. By 1938 they had totally reshaped the fuselage and canopy and clipped 4 feet from the wingspan. The plane was capable of top speeds in excess of 180 miles per hour with power from the 140 horsepower DeHavilland Gypsy Major engine. It had a very successful racing career both before and briefly after the war when it received silver livery with black trim and registration. But the beauty and historic significance of this plane was lost on those who decided it's fate. Shortly after it's post war racing career it was scrapped. It is the 1938 version that is modeled here.

All company documents concerning the T.K.2 were destroyed in the war during the bombing of the factory. There is one sparse three view of the homely 1935 version, and some plans both large and small of that version. But there are some good pictures of the 1938 and 1946 versions out there on the internet and elsewhere. These pictures, descriptions on Wikipedia of modifications made, and application of those modifications to the 1935 version three view are what informed the decisions made in attempt to model this plane.

Plans are much more than structural details. For modelers plans are a form of communication and they are fascinating whether we build the plane or not. In this spirit I have packed as many of my own methods and thinking as possible into this plan. If you build it you will of course use your own methods but I always enjoy seeing how other guys do things even if I don't do it their way. A few items warrant further explanation.

#### The Paper on Balsa method of cutting out the parts

The only draw back to this method (they all have draw backs) is that the paper dulls the blades pretty quickly. Once the blade gets dull it can slightly mash the balsa before it cuts the paper. So change blades often. The problem can be minimized by making a couple of lighter cuts to cut through the paper first. Before the blade starts mashing demote it to rougher duty and replace it with a fresh one. Once the part is cut out the paper is easily removed by applying Naptha in just enough quantity to soak the paper through. It's cheap and available at paint or hardware stores. Then the paper can be lifted from the part in about 10 seconds. The slight remaining glue residue can be wiped off with a dry paper towel. Naptha evaporates so fast that the part will be dry and ready to glue in a minute or less. 3M 77 spray contact cement is the best glue for this but cheaper brands would probably work.

#### Stabilizer Mounting

This scheme uses the late Earl Stahl's idea of adding 1/32 by 1/16 soft strips to the flat stab structure on top and bottom, then sanding an airfoil into the strips, with the following addition. To install the innermost strips, first slip the stab into the slot making sure of correct alignment and immobilize it with a pin or two. Then glue the inner strip to the stabilizer so that it touches (but is not glued to) the fuselage side. Make these inner ones a little thicker than the other strips. Do this on top and bottom. A separate glueing session for top and bottom is best. If you didn't accidentally glue the stab to the fuselage sides, it will slip out rearwards after the glue is dry. The airfoils can now be sanded. What may not be clear from the plan is that the tissue stops at this strip next to the fuselage side. The stab, where it passes through the fuselage slot, is still just 1/16 thick. The front of the slot is exactly 1/16" in vertical dimension, thus holding the front of the stab. The slot widens in vertical dimension to about 1/8 or a little less at the rear, allowing shims to be slid in from the side at the rear of the stab on top or bottom in any combination you chose. The vertical stabilizer, once glued in, keeps the horizontal in place. The front is free to pivot slightly as the rear moves up or down and the rear is held by the slip fit of the shims. The close fitting airfoiled strips next to the fuselage keep the stab from moving side to side. Be sure these end about 1/4" ahead of the back of the stab, with a quick taper before the end, to allow space for the shims. It's plenty strong and there is no breaking and re-glueing to change decalage. Just slip in different shims of balsa or paper from the side. After you like the decalage setting cut the shims to fit flush with the fuselage sides for better appearance.

#### The Two Center of Gravity Locations

The forward one is the C.G. location on the prototype and results in very safe and stable pitch behavior. The rear one is calculated by using William McCombs' Tail Volume formula and plugging that value into another formula from McCombs for computing the rearmost safe C.G. The application of these calculations to our models has been discussed in detail by Don DeLoach in FACN volumes no. 267 and 268. These two articles are very eye opening and have answered several nagging questions I have had about stabilizer size, C.G. location and decalage. Thank you Don DeLoach! This model could likely benefit from the use of the more aft C.G., but it's already built and would require surgery to reduce the decalage. On the prototype the stab is shimmed to the bottom of the slot and that is the correct decalage for this model with the forward C.G. location and about 1/16" washout in each panel. The wing is at 2 degrees positive incidence to the datum line, and the bottom of the stab slot is at 0 degrees to the datum line. This gives 2 degrees of decalage measured at the wing root, but with the washout in each panel it's more like about 1.5 degrees overall.

#### The Canopy

It's an easy plunge form because only the top part above the slightly sloping canopy supports has compound curvature requiring plunge forming. Just make a little balsa mold that fits right in between laminated hoop 5 and bulkhead 7 above the canopy supports. Add some scrap 1/16 balsa around the sides, front and back and sand flush. This gives you some extra material at the edges of the finished canopy to overlap onto the hoop, the bulkhead and the supports. Mount it on a stick and push it into some heated .007" acetate through a hole about 1/8" bigger than the top view of the mold. There is no need to push very far down as if forming a deep canopy. It's very shallow. All the rest of the canopy can be made from .003" pieces of acetate curved to fit.

The keen eye will notice that the structure in this model is not the lightest possible. This is due partly to the generous rib, spar, and bulkhead count. I wanted the fuselage contours to have that lovely swooping curve particularly in the turtle deck area. If the bulkheads are a little too far apart the stringers sag between them under the tissue. Likewise a wing rich in ribs and spars resists warps better and has a nicer look. A few grams could be shaved out of it by laminating the wingtips and tail feather rims, making the ribs out of 1/20 or 1/32 and eliminating one of the spars. Also the notched trailing edges could be eliminated by using 1/8 by 1/16 balsa for the trailing edge, and but joining the ribs to the trailing edge. That is certainly a time honored technique, but I just like the warp resistance of a notched trailing edge.

The scant documentation on this aircraft gives rise to several educated guesses. The lower rudder and tail wheel are nearly arbitrary interpretations of pictures with obscured detail in that area. Also the fuselage width in the nose appears much wider in the pictures of the 1938 version than in the 1935 three view. So I made it look as much like the pictures as possible. It makes the rubber run better in the nose too. One of the best pictures is a profile view from about 25 feet away. Much information on fuselage and canopy shapes came from this one. It shows one more puzzling detail. There is white trim on the wing tip but its shape is hard to determine from the low angle, so it was left off of the model. However there is another piece of information on the wing tip trim on the internet in the form of a painting. It depicts a Mew Gull in flight in the fore ground with some other planes on the ground (and very small). One of these is the T.K.2 and it shows a fuzzy image of the artists take on what the wing tip trim looks like. With the information in this painting the wing tip trim can finally be put on the prototype.

I hope you enjoy looking at the plans and if this plane fires you up like it does me, I hope the heat boils over into a build!

Dave Rice





## COLORS

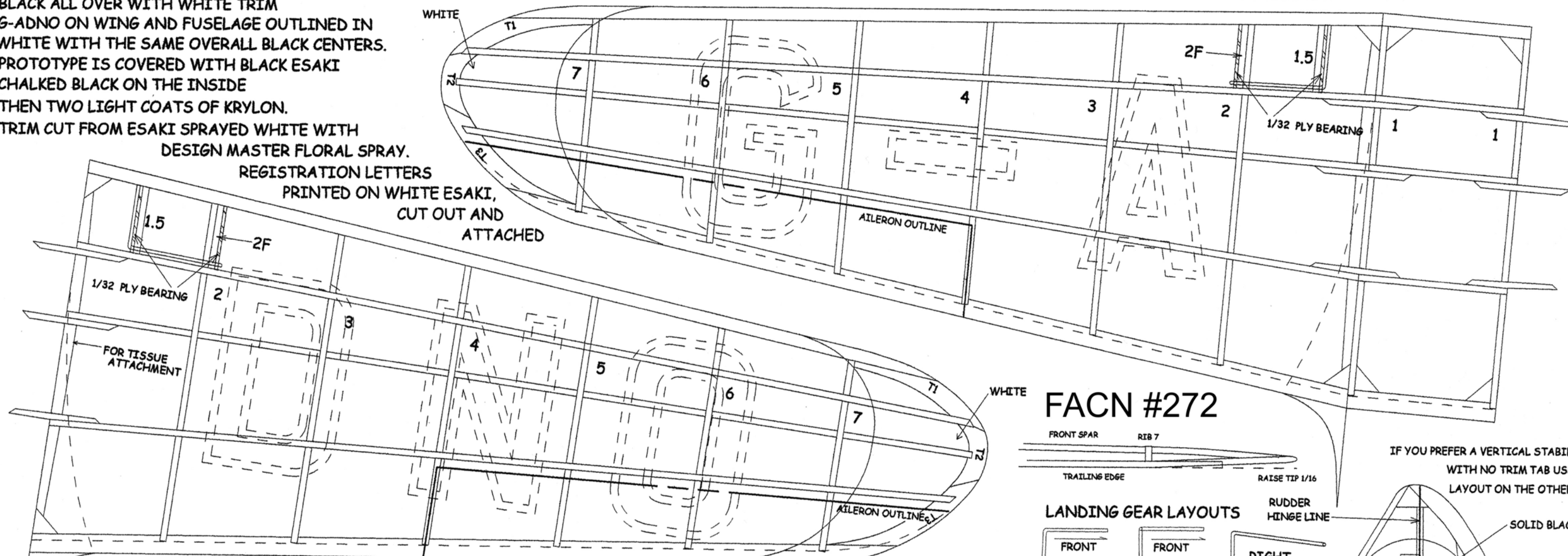
BLACK ALL OVER WITH WHITE TRIM  
G-ADNO ON WING AND FUSELAGE OUTLINED IN  
WHITE WITH THE SAME OVERALL BLACK CENTERS.  
PROTOTYPE IS COVERED WITH BLACK ESAKI  
CHALKED BLACK ON THE INSIDE  
THEN TWO LIGHT COATS OF KRYLON.

TRIM CUT FROM ESAKI SPRAYED WHITE WITH  
DESIGN MASTER FLORAL SPRAY.

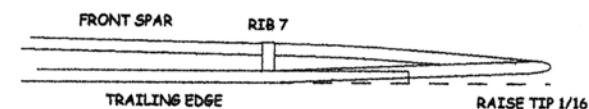
REGISTRATION LETTERS  
PRINTED ON WHITE ESAKI,  
CUT OUT AND  
ATTACHED

L.E. 1/8 X 3/16 MEDIUM Balsa

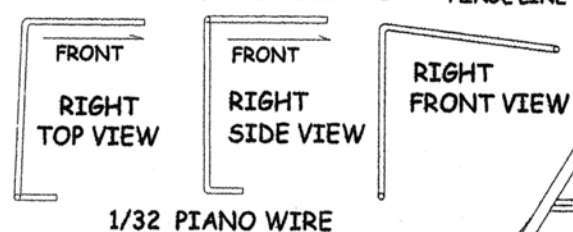
TORSION BAR LANDING GEAR



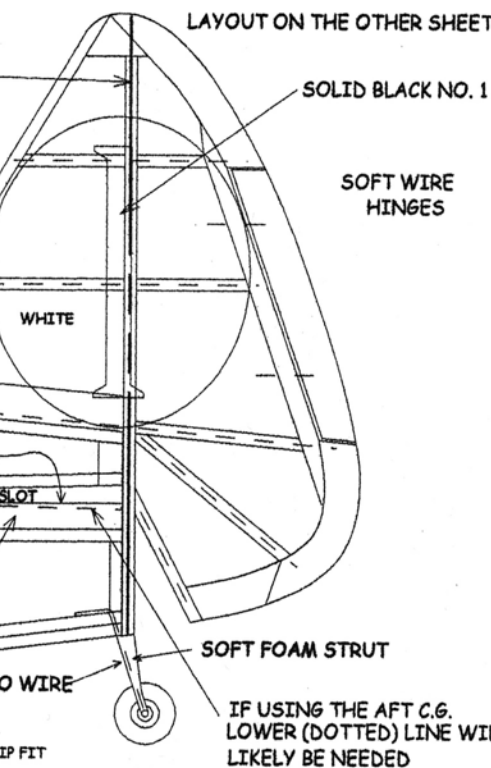
FACN #272



LANDING GEAR LAYOUTS



IF YOU PREFER A VERTICAL STABILIZER  
WITH NO TRIM TAB USE THE  
LAYOUT ON THE OTHER SHEET



T.E. 1/16 X 3/16 MEDIUM Balsa BEVEL BEGINS AT THE DOTTED LINE

DIHEDRAL 1 1/16 AT RIB 7  
1/16 WASHOUT IN EACH PANEL

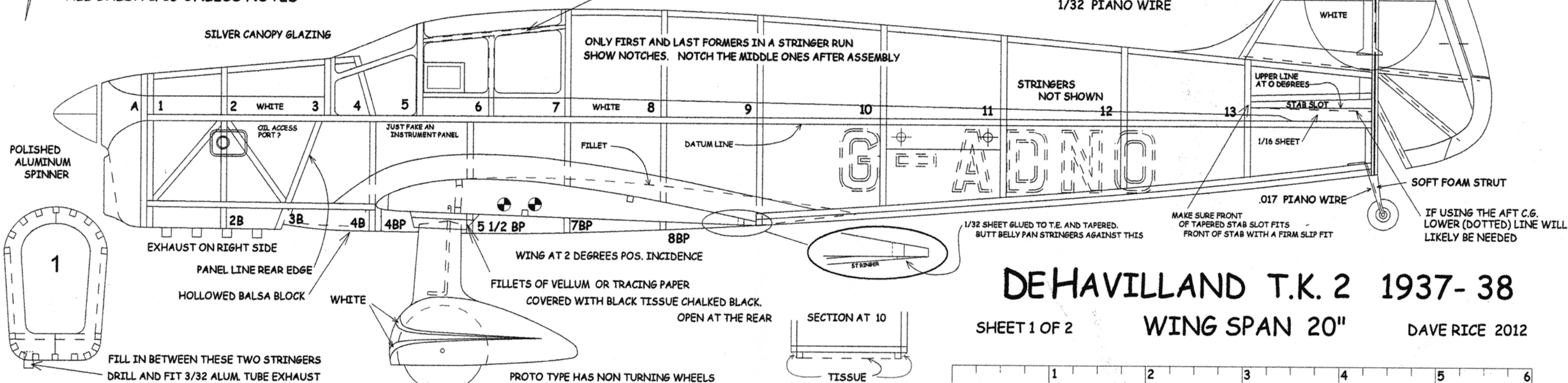
ALL Balsa 1/16 UNLESS NOTED

PLUNGE FORM CANOPY TOP ONLY BETWEEN 5 AND 7  
OTHER PANELS FROM .003 ACETATE

CANOPY SUPPORT BETWEEN 5 AND 7 .050 x .050

SILVER CANOPY GLAZING

ONLY FIRST AND LAST FORMERS IN A STRINGER RUN  
SHOW NOTCHES. NOTCH THE MIDDLE ONES AFTER ASSEMBLY

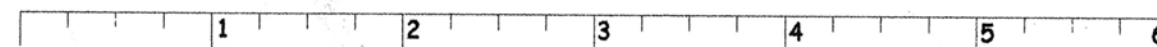


DEHAVILLAND T.K. 2 1937-38

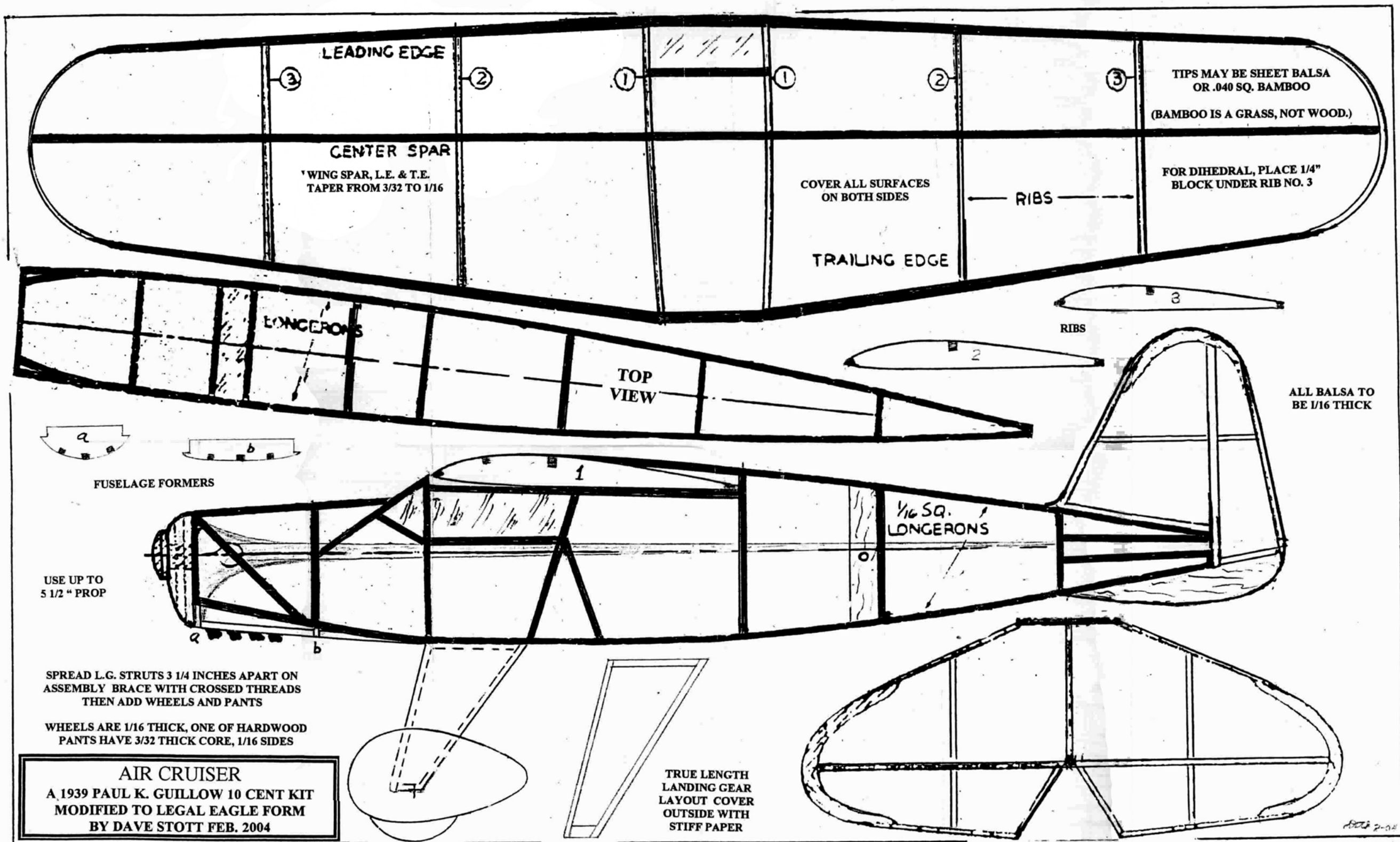
SHEET 1 OF 2

WING SPAN 20"

DAVE RICE 2012









Mass Launch Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Greve Race (9)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Mike Mulligan	Firecracker	68	94	116					1	Y		
Bernie Crowe	Smoothie	68	76	83					2	Y		
John Donelson	Smoothie	47	62	74					3	Y		
Fernando Ramos	Chambermaid	45	70	55					4	Y		
Herb Kothe	Chambermaid	95	3						5	Y		
Don DeLoach	Bonzo	63	3						6	Y		
Phil Thomas	Jack Rabbit	40							7	Y		
Bob Hodes	Chambermaid	38							8	Y		
Mark Chomyn	Smoothie	27							9	Y		

Judged Scale Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Rubber Scale (7 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Clint Brooks	DH Tiger Moth	61	30	120	82.5	15	62.5	160.0	1	Y		
Don DeLoach	Corsair	74	120		82.5	10	60.5	153.0	2	Y		
Mike Mulligan	Kawasaki Hein	102	120		82.5	10	44.0	136.5	3	Y		
John Alling	Rearwin Speedster	58	83		71.5		47.5	119.0	4	Y		
George Mansfield	Miles M5	87			73.5	10	34.6	118.1	5	Y		
Clint Brooks	SE5a	46			46	15	62.5	123.5		Y		
Clint Brooks	Stampe SV-46	34	24	33	34	15	60.0	109.0		Y		

Judged Scale Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Power Scale (4 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Fernando Ramos	Miles Magister	120			120	10	55.5	185.5	1	Y		
John Donelson	Fairey Barracuda Proto.	120			120	5	57.5	182.5	2	Y		
Fernando Ramos	Bristol MID	58	33	74	74	5	59	138.0		Y		

Judged Scale Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: High Wing Peanut Scale	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S NAME / EVENT	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Orv Olm	Nesmith Cougar	39	67	80	70			62.5	132.5	Y		

Scale "Total of 3 Flights" Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Dime Scale (4)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Don DeLoach	Chambermaid	120	76					196	1	Y		
Orv Olm	Fokker D7	44	47	82				173	2	Y		
Lee Campbell	Comet Monocoupe	29	45					74	3	Y		
John Merrill	Aeronca LC	8	6					14	4	Y		

Scale "Total of 3 Flights" Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Modern Military (4)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Don DeLoach	F8F Bearcat	118	120	91				329	1	Y		
Clint Brooks	XP-40Q	49	91	74				214	2	Y		
Tom Arnold	Seamew	28	120	11				159	3	Y		
Phil Thomas	Detowine 520 DC	41	33	28				102	4	Y		

Scale "Total of 3 Flights" Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: Golden Age Civ/Mil (6)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Herb Kothe	Taylorcraft	120	101	120				341	1	Y		
Don DeLoach	DH-94	89	29	120				238	2	Y		
Bob Hodes	Taylorcraft	45	68	65				178	3	Y		
Mark Chomyn	Aeronca Champ	43	81	50				174	4	Y		
Orv Olm	DH Tiger Moth	51	47	45				143	5	Y		
John Alling	Rearwin Speedster	58						58	6	Y		

Non-Scale "Total of 3 Flights" Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: 2-Bit + 1 (5 entries)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Herb Kothe	Flying Aces Moth	100	109	120				329	1	Y		
Roger Willis	Flying Aces Moth	78	105	89				272	2	Y		
Don Smith	RFC Trainer	62	62	53				177	3	Y		
Rod Persons	Jimmie Allen Skokie	66	30	80				176	4	Y		
William Scott	Flying Aces Moth	29	52	90				171	5	Y		

Non-Scale "Total of 3 Flights" Event										TOTAL FLIGHT SECONDS OR BEST	FAC MEMBER?	
EVENT: O.T. Rubber Fuselage (4)	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS					SCALE FLT	BONUS	SCALE				Y
CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	N		
Herb Kothe	Wren	120	120	120				360	1	Y		
Don DeLoach	BA Cabin	120	120	106				346	2	Y		
Jim Sprenger	Convertible	120	120	85				325	3	Y		
Mark Chomyn		120						120	4	Y		



1. First round WW I Mass Launch
2. L to R Chuck Michalovic with Roger Willis from FAC Squadron 72 the Arizona Condors

3. Bernie Crow ready with Smoothy for the Greve Race

4. Herb Kothe launching Taylorcraft. The binoculars tell it all.

5. Clint Brooks getting his SE5a ready for WWI Combat - photo by Caley Hand

- [6] Bob Wetherall with Power Scale Monocoupe

- [7] Mark Chomyn ready for WW II Combat with his F6F

- [8] Mike Mulligan holding his Giant Scale with Clint Brooks and Gene Drake looking on.

All photos by Arlene Bartick except as noted.

