



# FLYING ACES

Club  
News

No. 274

Nov/Dec 2013









# FAC Outdoor Championships

Photo captions:

1. If there's anything that identifies a flying event as FAC, it's a mass launch of Scale ships. Here's a taste of the action in WWI Combat at Muncie, as well as a panorama of that vast unobstructed flying field covered with soft turf. Pat Murray went on to win the event, with Wally Farrell and Chris Starleaf in the two and three spots.

2. The racers and mechanics getting briefed for the Greve Trophy race. L to R: Julie Farrell (Wally's secret weapon at these contests), Wally, Charlie Sauter, Marie Kondrat, and her father Gerard. Mike Isermann took the kanone in this one, followed by Paul Boyanowski, and Wally Farrell.

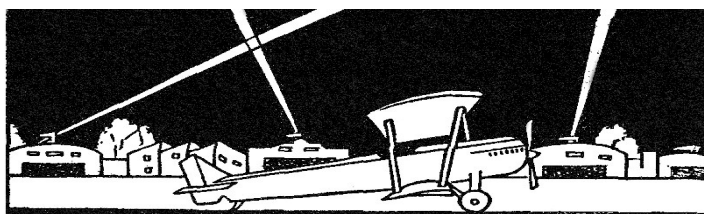
3. Tom Hallman talks to his mechanic John Houck, while Pat Murray and Marty Richie pretend to pay attention to the pilot's briefing. Tom brought his brand new Snokey Swifty Jr. and flew it to third place. Jack Tsinai took first, followed by Wally Farrell.

4. The Cloudbusters' judging team was spearheaded by Jack Moses and Pres Bruning, shown here giving the once over to Chris Starleaf's twin turbo airliner.

5. The loot...The traditional engraved drinking glasses stand at attention, awaiting the award presentations on the field. The grand champ trophy was destined to be handed to Wally Farrell.

Below: Jack Moses is silhouetted against the Muncie sky, with Old Glory and the FAC flag waving proudly in the breeze.

Photos provided by Ralph Keunz



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**Plans** - "Back in the day," Guillow's had a big line up of kits that fit in very nicely with the FAC way of doing things. The **Spitfire** plan would work well as a Simplified Scale entry, or, with a few mods, as a WWII mass launch model.

For simple flying fun, it's hard to beat a little glider, and the **Glastonbury Meadowlark** from the pen of Dave Stott is a great place to start. You can even fly one of these in a school yard or parking lot when the snow is knee deep without getting frostbite.

The **Sopwith Dolphin** is one of those forgotten fighters from the first big fuss. Stew Meyers featured it in the Max Fax newsletter earlier this year, and we liked it so much that we're "borrowing" it. The plan from Sierra Nevada models has pretty accurate outlines, and would build a good WWI mass launch entry. Always good to see something other than a Fokker D.VII in the line up!

The **DHC-1 Chipmunk** was the first design from DeHavilland Canada, and it saw a lot of service as a trainer, both in the country of its birth, and in the RAF. It was also used by at least a dozen other countries in some numbers, and many of them made it onto the civilian register. As a flying model, it has a nice layout so it's surprising that there aren't more plans for them out there. The version we've got here is from an old British kit. It would be a perfect candidate for the Low Wing Military Trainer event.

**On our cover** - From Bill Hannan: "The Phantom Flash was my earliest model that flew well. The photo shows one from an original Comet kit, and a 27-inch span version that was also a great flyer." They are shown here together with an original Phantom Flash kit box from Comet. Our thanks to Bill for the great photo, and especially for all the inspiration he has provided to modelers over the years.







Greetings Junior Birdmen,

It's hard to believe that the annual issue with the holly leaves on the cover is already here. Christmas is coming, and the outdoor flying season is wrapped up here and around most of the country. It's time to patch up the damaged models from the campaigns of 2013, and make some room on the bench for the dream ships of 2014. The Nats are only eight months away! Whether you come to compete or do some relaxing flying with your friends, it's the most fun there is in the aeromodeling world. The dates are set. I hope you'll make plans to join us.

We have a special treat on the back cover of this issue. The excellent color three view of the DHC-1 Chipmunk was drawn by clubster Jim Bair especially for the FAC. This is a subject that would be a great choice as an entry in the LWMT event. I found an old British kit plan that would make a pretty good starting place for a model, and you'll find it in the plans section. Special thanks to Jim for his beautiful work.

In the "pretty pink blushes" department, I have to straighten out a little identity confusion in the last issue. Photo #4 on the inside front cover shows Alan Mkitarian, *not* Ara Dedekian. The personnel records of the Royal Armenian Air Force have been corrected. Sorry guys.

Thanks to all the fellows who have sent in articles, plans, and other interesting tidbits. That's what keeps this thing going! Also thanks to all who have sent their dues to the new address. We need your help to make the transition go as smoothly as possible.

See you on the flying field!

Wingnut

We found this cartoon in an old issue of the NFFS Digest:



"He's been saving this balsa for years. About once a month he slides back the closet door and stares at it reverently for a minute or so."



# S.O.S.

FAC Austin, TX

Club Startup

Looking for a few kindred souls who would like to start a free flight club in the Austin, Texas area. I am a disabled veteran who no longer drives and am unable to make the journey to San Antonio which has the only FF club around to my knowledge. I have been in Austin for a year and a half and have come to miss the camaraderie of fellow rubber-powered builders and fliers. So if you would like to become part of the start-up of a local FAC squadron, please contact me to re-view our options on meeting places and flying fields. Everything is up for discussion to those who show up first to set the parameters.

Bob Rippy

Contact me @

[bobrippy2000@yahoo.com](mailto:bobrippy2000@yahoo.com)



## Nuts & Bolts

The Boring Organizational Stuff...

*It takes a while for these things to sink in, so we're running the notice again. It's a little bit smaller this time; a sign that it's soon to fade away....*

## The FAC has a New Address

Effective immediately, dues will be sent to:

**Blake Mayo**

**3447 Adelaide Drive**

**Erie, PA 16510**

Bubba has agreed to take on the roster duties so I'll have more time to devote to this little newsletter thing (and maybe build some models too). I hope you'll help us both out by sending your checks to the right place. It'll insure that your roster entry will get updated without delay, and save us both a lot of extra work.

**PayPal payments are not affected.**

We can handle that part behind the scenes by pushing some magic computer buttons.

Thanks for your help! Wingnut



## News on the Wing



It's possible that the only one reading this issue of the FAC News who is *not* a member of the FAC is some sixteen year old kid waiting to take a club member's daughter out on a date. He found a copy that some dad left on a coffee table. So if you're reading this particular article I ask; if you're a member of the FAC in good standing, are you also a member of the NATIONAL FREE FLIGHT SOCIETY? And if not... why not?

I have been a member of the FAC since 1977. In those formidable years I came across issues of the NFFS and couldn't make head or tails of all the technical articles within. And so it went for such a long time...no interest.

Now fast forward to several years ago. Issues of mutual concern in the free flight community had me establishing meaningful dialog with the NFFS. And when they offered two years membership for the price of one, well, how can you beat that? What a surprise it was when I received MY first issue. I now look forward to each one.

And just the other day I received my very first SYMPOSIUM, the (46th) Annual Report of the NFFS. I can't begin to sing its praises or comment enough to do it justice. And when I see all the familiar FAC names listed as NFFS officers, editors and contributors it gives my FAC Spirit a boost.

So members of the FAC...find the NFFS ad in this issue, send them a check and order the SYMPOSIUM. And that kid reading your FAC News...sign him up!

...and then out of the blue I was asked, "How does one start an FAC Squadron?"

1. Start with any member of the FAC. (It doesn't hurt if said member is also a member of the AMA.)
2. Add two more like minded individuals: men, women or children... especially kids!
3. Got three now? Good. Pick a cool, catchy or sentimental name for your Squad. GHQ will assign your Squadron number.
4. Pick one of the squadron members to be the "contact person."
5. Contact person...contact the CinC with your name, phone number, email, address and squadron name to be published in the FA News and on the web. If you wish your number be kept private...no problem, but you better supply an email address for how else are all those others looking to join your local squad get in contact with you...the official FAC Contact Person. BTW, the pay is GREAT!
6. Encourage your squadron to: BUILD...What you really like. FLY...All you can. WIN...Just let it happen!

### Official announcement:

**2014 FAC NATS will consist of one day judging and three days of competition.**

**Judging will be on Wed. July 16 at the motel.**

**Flying Thursday July 17 to Saturday July 19**

**B-B-Q dinner at the field on Thursday. Banquet on Saturday.**

Ross Mayo CinC



## Worthwhile Website

Like Peanuts? Looking for something a little different? Here's a Belgian website that has a nice selection of plans from Emmanuel Filion, and others, plus a few of the classic Walt Mooney designs. All are available as free downloads.

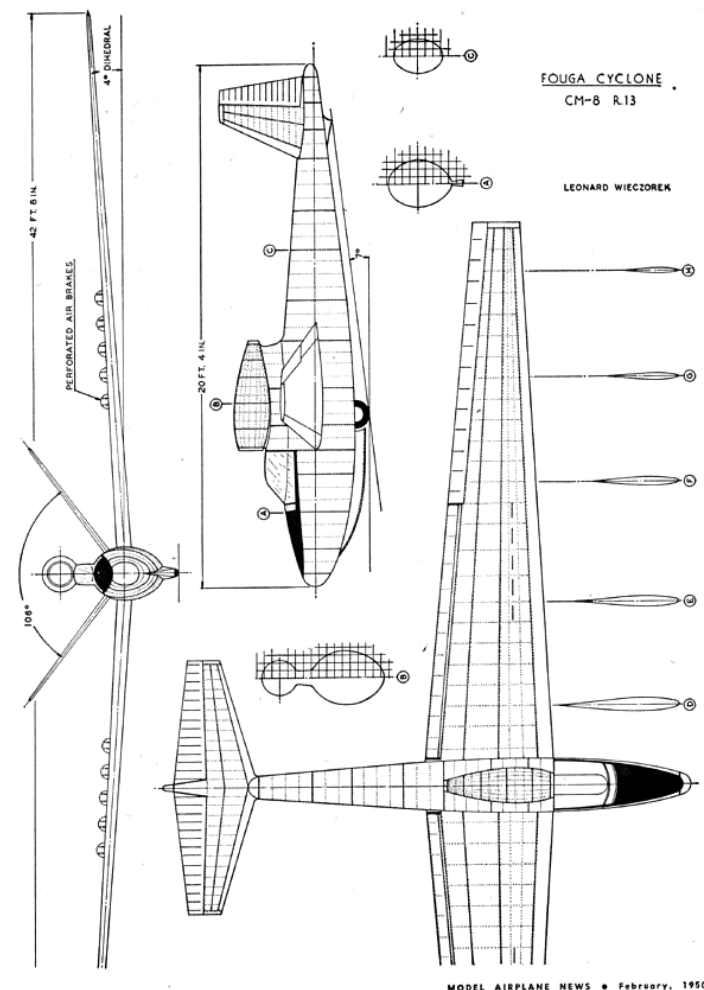
<http://www.microflight.be/telechargements>

After you've looked over the plans, hit the "Accueil" (home) button and check out the rest of this terrific site.

## Bonus Point Quiz

Here's a 3 view drawn by an old departed friend of ours in the FAC, Leonard Wiczorek, for 1950 Model Airplane News. Great model builder, FAC member, humorist, and a mainstay of postwar 3-views for MAN, Flying Aces, and many other magazines, he was a joy to know. Hopefully with his blessing, I present you this ship, the Fouga Cyclone CM 8 which, with a perfectly legal prop on the nose, would make a pretty cool rubber scale ship.

Count up the bonus points and then see how you did on page 16...



MODEL AIRPLANE NEWS • February, 1950



# FLYING ACES CLUB

## 2014 CALENDAR\*

[www.cafepress.com/flyingacesclub](http://www.cafepress.com/flyingacesclub)



All profits support FAC activities

\* set the start month to January 2014 before ordering



I got mine!

### Snafu Department

## Some Leftovers from the Non Nats

We have a couple of items to straighten out from the Non Nats back in July. First off, the results table from the **Half Wakfield** event was left off of the report. We're including it in this issue so the fliers get their moment in the spotlight. Better late than never!

The bigger blooper was a scoring error in **No-Cal Profile Scale**. Seems the tabulating system didn't allow for the fact that there is no max limit in this event. So belated congrats to Ray Rakow!

Meanwhile, back at the top-secret laboratories in the FAC underground GHQ bunker, the computer gurus have tweaked the magic boxes so that this little glitch won't happen again. Rest assured that they will continue to look for new and innovative ways to screw things up. Hawww! Seriously folks, a careful look at recent history will show that the new system is working nicely, and is saving our volunteer corps a ton of work at the field while delivering results with fewer errors than ever before.

1/2 Wakefield	Event # 29				
		T1	T2	T3	SCORE
EDWARD ALLEBONE	1/2 AWAKE	57	90	120	267
RICHARD GORMAN	1/2 WAKE	50	109	67	226
WINN MOORE	1/2 AWAKE	92	70	46	208
DAVID PISHNERY	1949 ELLILA	56	72	70	198
MICHAL ESCALANTE	SURPRISE	58	70	56	184
MIKE WELSHANS	CANADIAN CHAMP	58	75	48	181
R BLAIR	JAG	60	42	50	152
ROBERT BARD	1/2 AWAKE	55	34	0	89

No-Cal Profile	Event # 17				
		T 1	T 2	T 3	SCORE
RAY RAKOW	CESSNA CARDINAL	91	188	0	279
WINN MOORE	DAYTON WRIGHT RACER	92	70	114	276
DENNIS RUHLAND	FOLKERTS SK-4	75	82	112	269
MARK RZADCA	MR SMOOTHIE	80	91	94	265
JOHN P HOUCK	METEOR	69	83	74	226
WALTER FARRELL	CESSNA CARDNAL	105	27	82	214
ALAN MKITARIAN	CHAMBERMAID	53	85	60	198
BOB CLEMENS	OHKA FLYING BOMB	68	65	58	191
ED NOVAK	FARMAN 190	53	53	67	173
PAUL STOTT	AMBROSINI RACER	49	52	39	140
JOHN STOTT	EXTRA 400	107	25	0	132
MATTHEW KING	SAI 7	42	34	52	128
JACK BARKER	SPITFIRE	55	62	0	117
ARA DEDEKIAN	AVENGER	33	48	35	116
ED MCQUAID	BOLKHOVITINOV 5	30	22	45	97
GEORGE BREDEHOFT	P-39	46	44	0	90
GLEN SIMPERS	P40	64	0	0	64



# No Secrets - Tips and Tricks from the Aces

## Tight Nose Blocks and Other Happy Things

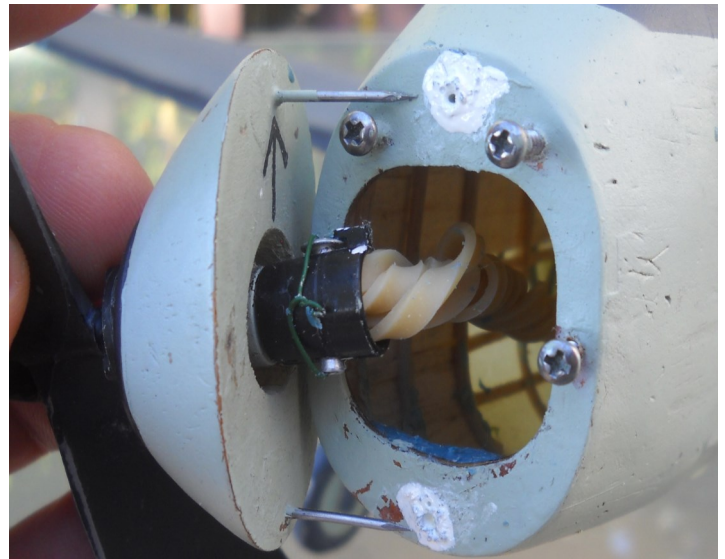
- from Tom Arnold

I don't know about you, but the bane of my existence in the rubber scale world is loose nose blocks. They all get that way and rattle and bang around, pointing the thrust line everywhere but down-and-right. I have had nose blocks literally jump out of the aircraft, wrap themselves around the nose and then chop the entire nose to shreds with a sharp prop and rubber hook. I have tried shims, pins, lumps of glue, paper wraps, rubber bands, and magnets to keep them in and they all fail miserably. The old index-block in the nose-opening is a technique that really has lived beyond its time but what else is there? All we want is:

1. The nose block to stay firmly in the model flight after flight but still be removable.
2. The thrustline adjustments to be easy and quick to make, and stay fixed flight after flight.
3. The nose block to key accurately into the nose former, flight after flight.
4. Realizing that all machines need maintenance, we want any tune-up to the affair to be easy, quick, and effective.

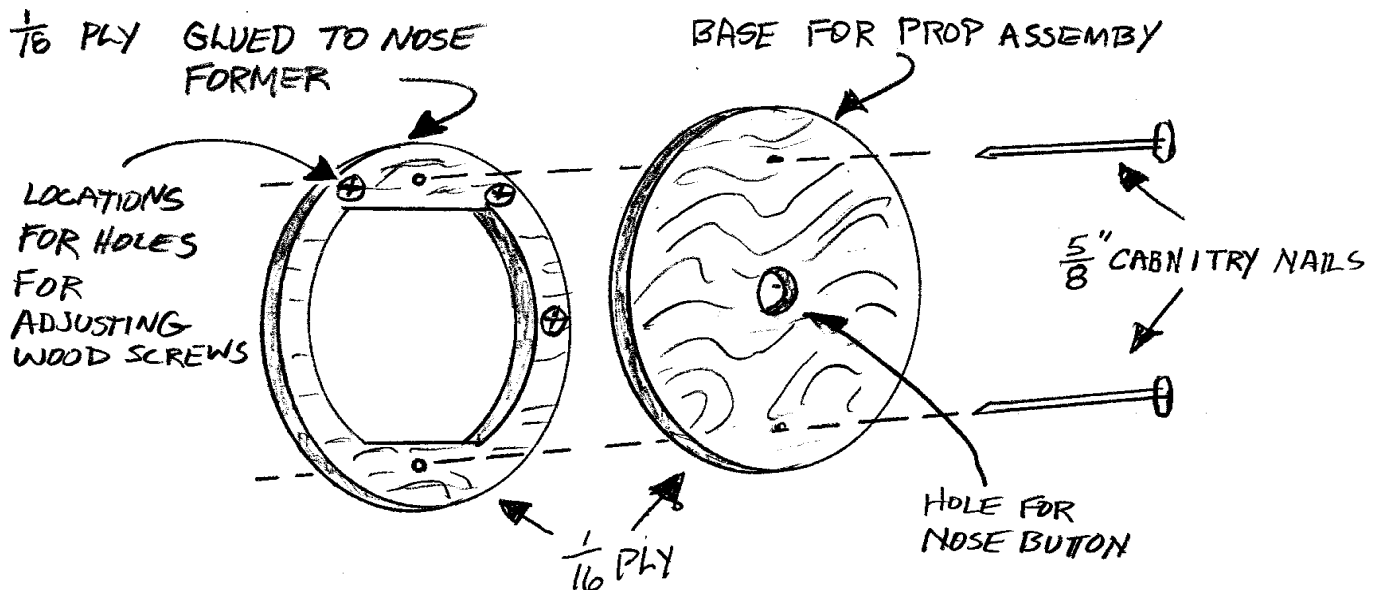
I think I have found it but having experienced great ideas before that could not stand up to the rough and tumble of the field, I tried this on a number of models for a summer of flying. My test run has made me a happy man and I can recommend this with joy.

Essentially what it entails is dispensing with the index block and using 2 cabinetry nails driven through the nose block and into matching holes in the nose former. As a bit of icing on the cake, the old trick of using small wood screws to be backed in and out of the nose former is added and all our requirements are met. The process is started with 2 pieces of 1/16 ply in the shapes of our nose former and prop assembly laid on top of one another. The bottom nose former has a large hole cut in it matching your blast tube or whatever with enough edge around it to put the screws into later. The prop assembly plate is on top and the hole has been drilled in the center to accommodate your favorite thrust button. Now drive a cabinetry nail at the 12:00 o'clock and 6:00 o'clock positions to nail them together. Pry the discs apart and epoxy or thick-CA the nails in the top prop assembly plate. Add the small wood screws at the 10 o'clock, 2 o'clock, and 4 o'clock positions on the nose former (or your favorite positions). Epoxy the thrust button into the prop assembly plate and you are done. I also put a little dab of white paint over the holes on the nose formers to find them when I am



dealing with putting the nails into them and a wound motor is fighting me.

In the field you will find the nose will stay tight, tight, tight through many flights, always lines up perfectly, and with the screw adjustments, the thrust line will stay dead-on through crashes and bumps galore. If you have to have outrageous amounts of down thrust, the nails are just soft enough to bend to accommodate it but still will grip that nose former just fine. OK, so eventually the holes will get worn but they can be tightened up in a couple of seconds with a drop of thick CA worked in the hole and you are back in business. A handy twist wire to open the hole up again a bit helps. Eventually the nails will loosen in the prop assembly plate and, again, some CA will tighten them up. Is there a downside? Well, sort of. When you are hooking your wound rubber motor to your prop hook you have these 2 little sharp nails that try to poke your fingers but you learn quick! Another is don't expect the prop assemblies to pop out on landing and save your cool 3 bladed prop as they won't. I have seen the last of a model that vomits its prop assembly out 30' over my head and I am standing there trying to figure out which falling piece to watch as they bury themselves in the brush. -





# FAC Outdoor Championships 2013

The two day running of the Flying Aces Outdoor Championships fielded by the Cloudbusters this September 5th and 6th was favored this year by good weather. Forty eight (48) Contestants flew in twenty one (21) events and enjoyed the vast area of the A.M.A. Headquarters Field #4 to ply and fly their hobby to the fullest. About half that many volunteers and officials enabled the meet to happen in proper order: Registration, judging, Timing, Mass Launch Event Directors, and our ever present and essential Stew Meyers, the "Computer-speak" person who does a great service tabulating the meet results.

Our Grand Champ this year was a young fellow by the name of Wally Farrell who showed the rest of the flyers how things are properly done. The Flying Aces Outdoor Champs are held on what I consider the best flying site west of the Mississippi. To add to this, Because of the fine financial tuning of the Cloudbuster Treasurer, Dan Olah, who doubles as the Co-CD for the meet, every Contestant received a free "T" shirt.



Above: Pat Murray with his big beautiful Beriev Be12. Don DeLoach photo

The Outdoor Champs will be held next year on September 4th and 5th. We'll see you there, a winning model in your hand and a big grin on your face. My best to you all, F-A-C Forever!

Ralph Kuenz, Contest Director  
Flying Aces Outdoor Championships



George Bredehoft with his "veteran" Goodyear racer. Ralph Kuenz photo



Roger Moon with an Old Time Rubber ship. Roger is the fellow who provided the extensive list of Wakefield models that is posted on the FAC website; a mighty useful reference for those looking to build a ship for the Half Wakefield event.  
Ralph Kuenz photo

(The early entries even have their size reserved). Plans of the Theme model were also made and given free to the contestants. This plan will build the One-Design model for 2014. The raffle held 151 items, mostly kits worth \$25 or more, a Real treasure of "Stuff" to keep the building hands busy this winter. The wife of Fred Wunsche, Doris, brought Fred's collection of kits to the Cloudbusters, which added considerably to the raffle items.

The Cloudbusters wish to thank all who came and flew at Muncie, and the generous event sponsors, who helped dispel the anxiety of the up-front monetary commitment of the meet. These good folks were given special identifying "T" shirts.





Larry Coslick launches his winning Embryo.  
Kuenz photo



Tom Hallman's MiG dis climbs out for a winning flight in Jumbo Scale. DeLoach photo



FAC stalwart Claude Powell does a pre flight check (or maybe a post flight check) on his dimer.  
Kuenz photo

Event#	EVENT NAME	# Entries	REG#	NAME	PLACE	POINTS
1	FAC Peanut Scale	14	11	THOMAS HALLMAN	1	70
1	FAC Peanut Scale		3	PAUL GRABSKI	2	42
1	FAC Peanut Scale		25	WALTER FARRELL	3	14
2	FAC Rubber Scale	10	31	CHRIS STARLEAF	1	50
2	FAC Rubber Scale		11	THOMAS HALLMAN	2	30
2	FAC Rubber Scale		10	DON DELOACH	3	10
3	FAC Jumbo Scale	5	11	THOMAS HALLMAN	1	25
3	FAC Jumbo Scale		2	PATRICK MURRAY	2	15
3	FAC Jumbo Scale		31	CHRIS STARLEAF	3	5
5	FAC Power Scale	4	19	EDWARD ALLEBONE	1	20
5	FAC Power Scale		42	MARTYN RICHEY	2	12
5	FAC Power Scale		11	THOMAS HALLMAN	3	4
6	Low-Wing Military Trainer	7	11	THOMAS HALLMAN	1	35
6	Low-Wing Military Trainer		2	PATRICK MURRAY	2	21
6	Low-Wing Military Trainer		10	DON DELOACH	3	7
7	Golden Age Combined	13	2	PATRICK MURRAY	1	65
7	Golden Age Combined		36	PAUL BOYANOWSKI	2	39
7	Golden Age Combined		25	WALTER FARRELL	3	13
10	Old Time Rubber Stick	8	35	JACK TISINAI	1	40
10	Old Time Rubber Stick		9	STEWART CUMMINS	2	24
10	Old Time Rubber Stick		33	LARRY COSLICK	3	8
11	Old Time Rubber Fuselage	16	3	PAUL GRABSKI	1	80
11	Old Time Rubber Fuselage		19	EDWARD ALLEBONE	2	48
11	Old Time Rubber Fuselage		35	JACK TISINAI	3	16
14	Old Time Gas Replica	3	28	MARK RZADCA	1	15
14	Old Time Gas Replica		19	EDWARD ALLEBONE	2	9
14	Old Time Gas Replica		46	SIDNEY HARDEN	3	3
16	Dime Scale	17	11	THOMAS HALLMAN	1	85
16	Dime Scale		44	JACK BREDEHOFT	2	51
16	Dime Scale		10	DON DELOACH	3	17
19	Embryo Endurance	18	33	LARRY COSLICK	1	90
19	Embryo Endurance		28	MARK RZADCA	2	54
19	Embryo Endurance		10	DON DELOACH	3	18
22	Thompson Racer	7	25	WALTER FARRELL	1	35
22	Thompson Racer		10	DON DELOACH	2	21
22	Thompson Racer		36	PAUL BOYANOWSKI	3	7
23	Greve Race	11	39	MICHAEL ISERMANN	1	55
23	Greve Race		36	PAUL BOYANOWSKI	2	33
23	Greve Race		25	WALTER FARRELL	3	11
24	Goodyear / Formula Race	9	35	JACK TISINAI	1	45
24	Goodyear / Formula Race		25	WALTER FARRELL	2	27
24	Goodyear / Formula Race		11	THOMAS HALLMAN	3	9
25	WWI Dog Fight	9	2	PATRICK MURRAY	1	45
25	WWI Dog Fight		25	WALTER FARRELL	2	27
25	WWI Dog Fight		31	CHRIS STARLEAF	3	9
26	WWII Combat	18	25	WALTER FARRELL	1	90
26	WWII Combat		10	DON DELOACH	2	54
26	WWII Combat		6	JOHN HOUCK	3	18
29	1/2 Wakefield	5	19	EDWARD ALLEBONE	1	25
29	1/2 Wakefield		35	JACK TISINAI	2	15
29	1/2 Wakefield		29	PRES BRUNING	3	5
17	No-Cal Profile	11	25	WALTER FARRELL	1	55
17	No-Cal Profile		6	JOHN HOUCK	2	33
17	No-Cal Profile		38	DENNIS RUHLAND	3	11
98	AMA P-30	12	43	DAN DRISCOLL	1	60
98	AMA P-30		10	DON DELOACH	2	36
98	AMA P-30		25	WALTER FARRELL	3	12
97	EARLSTAHL Scale	4	10	DON DELOACH	1	20
97	EARLSTAHL Scale		25	WALTER FARRELL	2	12
97	EARLSTAHL Scale		6	JOHN HOUCK	3	4
99	Comet 25" Porterfield	4	25	WALTER FARRELL	1	20
99	Comet 25" Porterfield		27	CLAUDE POWELL	2	12
99	Comet 25" Porterfield		36	PAUL BOYANOWSKI	3	4

Grand Champ Standings: 1st - Wally Farrell 316 points, 2nd- Tom Hallman 258 points, 3rd - Don DeLoach 183 points, 4th - Pat Murray 146 points, 5th - Paul Grabski 122 points.



# WESTFAC

## News from Out West

The news this month is about building new FLYING ACES Squadrons out WEST. The ARIZONA CONDOR Squadron FAC-72, will be expanding their current Squadron with a new Building Class that begins this October. They will be using the same demographics (the Active Adult Community) in Buckeye Arizona. They hope to grow the Squadron by six to ten new builders. By my count, that brings this new Squadron to 20 builders and flyers. Chuck Michalovic and John Eppich will be the class instructors, and flight training will be done on those fantastic 600 acres of prime alfalfa. The new guys will really appreciate that stuff...especially on full power dork-ins.

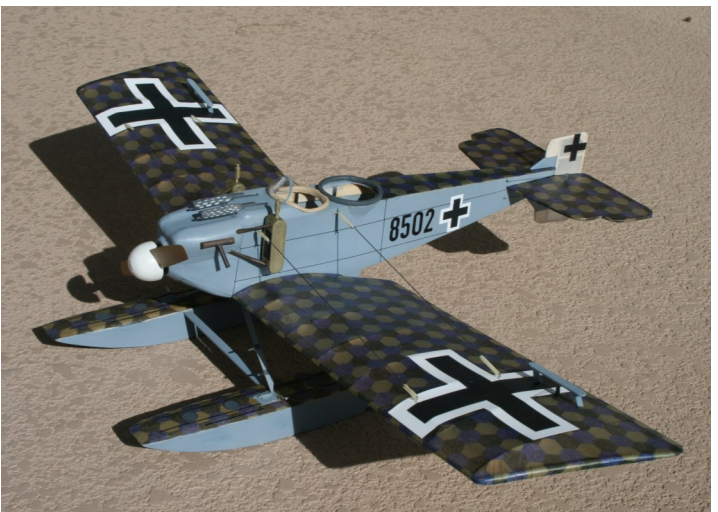
In California, we are beginning a brand new building and flying class at the Oasis, another Active Adult Community. They have a great building room inside of their Clubhouse, and the new class is maxed out with 12 new builders which maxes out the room we will be using. Bob Holman [ [www.bhplans.com](http://www.bhplans.com) ] has furnished 12 FLYING ACES MOTH short kits and plans for this effort and we will be using the TAIBI FIELD for our flight training as guests of the SCAMPS...a great free flight club. The field is about 10 minutes up the road from this Community.

The Scale Staffel will be flying their last big TWO-DAY event on November 9<sup>th</sup> and 10<sup>th</sup>. The contest will be at Taibi Field in Perris, California and will feature over 11 FLYING ACES mass launch and duration contests. Pictured below is the CD, John Hutchison FACHOF with his Goon Racer.

The Rio Grande Squadron is patiently waiting for that gigantic hot air balloon gathering in Albuquerque to leave town so they can resume flying on the balloon field site. Pictured is one of their flyers, Jack Neill with his Tri-pacer built from the Dumas kit. He has flown it and trimmed it and its a very good performer.



Those Las Vegas Vultures are busy building too. Pictured below is Bob Hodes' new electric power-scale model of the Dornier-Zeppelin CS.1. It was built from Mike Midkiff plans. The CS.1 was an experimental German Naval fighter built late in the war, and only a couple were completed before the war ended.



Bob sent these specs on his model:

*The wingspan is 27.5," with a wing area of 130 sq. inches. The all-up weight, including battery, is 114 grams. The painted areas were done with acrylics, and the lozenge pattern was printed onto tissue with an ink jet printer.*





*Initial test flights revealed that the small brushless motor was far too powerful for the model - Mach 1 scale speeds are just not appropriate for a WWI model. On the initial flight, parts were rapidly departing the model before it hit the ground.*

*A throttle (intended for electric control-line models) was then purchased and installed, and the motor speed was adjusted down from 8600 to 5000 RPM. The model has not yet been test flown at this lower setting, and it is possible that the throttle may have to be adjusted to an even lower RPM to get safe, realistic flight.*

The SAM CHAMPS are currently in Las Vegas, so the VULTURES have a lot of flying buddies around .

Here's a pic of a new Dimer from Phil Thomas of the Rio Grande Squadron in New Mexico. Phil took the WESTFAC IV t-shirt KING-



FISHER and matched his model to the shirt picture.

Phil Thomas did the T-shirt art work too. He has done all the WESTFAC shirts since 2007.

WESTFAC has been expanding its Working Committee. We now have WESTFAC state representatives in most of the Western States. We are still seeking a WESTFAC Rep. in Oregon and Utah. If anyone has a recommendation for a fellow in those states, please contact me at:

[willisasoc@aol.com](mailto:willisasoc@aol.com).

Many Maxes to All. Roger Willis



Pictured above with their FLYING ACES MOTHS are two charter members of the CONDOR Squadron: L to R John Eppich and Tim Kimsey.

## Volare Products Shorty's Basement

We thank you for making our first year a success! Please check out the new, revamped website. We now have a blog to cover Flying Events, our

Model Builds, Customer Showcase, and New Product Announcements. The Basement portion holds the store and is also redesigned for a better user experience. [www.volareproducts.com](http://www.volareproducts.com)

We just bought a laser cutter and will start putting out some Quality kits. As with Volare plans, all kits will have been built and tested before being offered to the public. In addition, we strive to provide all of our products at the best possible prices. Remember - pre-order for Free Delivery to any contest at which we will be flying and/or selling (see the calendar on the site). Here are the first Volare laser cut kits being offered (shipping not included):

**Phantom Flash Full kit - everything but the knife and glue: \$12**

**Phantom Flash Spare Parts - just the laser cut parts: \$6**

**Al Backstrom's Big Cat Embryo - full kit of a proven winning design - \$20**

### Volare Products - Shorty's Basement

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# Rubber Scale Modeler's Muse Shop

Vance Gilbert



## Big Airplanes

The most recent Non NATS was memorable. Not for who won anything. Not for the torrential storm that exceeded my tent's parameters, soaked my mattress, which slid from drying atop my car onto my Avro Triplane and re-

kitting it - no, actually making it into a plan. Not for the nice on-field chicken dinner that did NOT give me gout.

It was the flights of some really large planes that seemed to have stuck in the mind's eye of so many that had the chance to witness them.

First there was an evening flight of Jumbo low-wingers. The flying that is just for kicks in the deep setting dusk that really is becoming the reason many of us end up at the Non-NATS. It was Wally Farrell's Jumbo Sparrowhawk Doug Beardsworth's Messerschmidt M29, Dave Mitchell's DeHavilland Swallow (the smallest plane there, for a brief pass through the group...), and Tom Hallman's 26" span (not Jumbo, but still majestic) PT 26.

What was so spectacular about it is that three of these planes, for all purposes, flew in formation for the better portion of two minutes, thermal unassisted. Then, watching Wally's plane for the last 50 seconds was the stuff dreams are made of. Now, let's be clear, Wally can trim a ship like no one else. But this post-power glide in was like none other I or anyone else had ever seen. It was slow motion, and truly, in its glide to earth, the most perfectly trimmed free flight scale model airplane approach I have even laid eyes on. How strange that at 8:15 pm or so that there would be so many guys hooting and "aweing" as it came in.

Then, a day or so later, later in the afternoon, Chris Starleaf winds and launches his 60" span B24 for an official flite. Your author was winding the 48" span Twin Jenny about the same time, and launched about 15 seconds into Chris' flight. Matt King's 50+ span Aeronca was wound so he launched. It was tremendous air, ie still, warm, and inviting to large airplanes to get some officials, so everyone had dashed to their winding rigs and got going. No one was out to show anyone up, but there were 3 planes in the air with at least 48" wingspan within 50 feet of each other. Chris' B-24 put up a wonderful 50+ second flight, and you look to the left and there's the Jenny circling lazily overhead for her best of the day, and then look left to that an Matt's Aeronca was rock solid on rails about 40 feet overhead.

You wanna talk about the "muse juice" in full flow for the drive home a few days later? I spoke to more than one witness that didn't bother with the radio or their audiobook for the drive home after these inspiring bouts of flying by their cohorts. They were replaying Big Airplane Flights in their head like some crazy, looped newsreel, and seeing in their own brains what would be on the drawing/building board this fall!

So we get home, and 2 months later we look at the leaves starting to fall, the temps drop, and we start to wonder and plan and muse as to what's to be on the building board this winter, and the majesty of these ships stay in your mind's eye.

Here are the plusses and minuses of your off-season brain wandering:

### Plusses:

- 1) They're large and majestic, and that's why they were re-instituted as an event - they are the sales point to the FAC in some ways.
- 2) Respond to grosser trim adjustments readily and gently
- 3) Require less hand/eye exactness to detail

### Minuses:

- 1) They're large and majestic....so much so that:
  - A) no room to build
  - B) No room to store
  - C) No room to fly
  - D) Uses up materials
- 2) I believe mass goes up by the square of the area - easy to get weak rock syndrome ie, to use the Glue Guru's phrase. It means a plane that is heavy and underbuilt in various aspects and areas even while trying not to be heavy. Heavy parts are farther away from other heavy parts, separated by light wood. These planes do not cartwheel well, like a peanut or dime scaler might.
- 3) They require a large, grassy area to successfully trim.
- 4) They often need to be able to come apart for transport/storage/hard hits.
  - A) Plane needs hardpoints for these removable wings etc, and they start to add weight (see Minuses, 2).
  - B) I'm not a big fan for parts that come off in landing, crashes, etc. Landing gear and such, sure, like the landing gear on Wally's Sparrowhawk (magnets!!). But when a wing is designed to come off on impact, it will, over time, do so earlier and earlier depending on what that joint begins to feel as "impact" and less what you were planning as impact... However, Bill Henn and Don DeLoach, to name two free flight geniuses, seems to get knock-offs to work consistently for them. I know that the few times the tongue-and-box-bump-off system I've used a few times seemed to start to get "soft" over time, the wings... you see where this is going.

So the following fellows, not coincidentally the ones involved in the two preceding Big Plane Scenarios, after musing, planning (either drawing their own or adapting another's) and actually building these Giant Sized ships, share their respective thoughts on the Large Plane Trimming Process:



Geneseo 2013, B-24, Twin Jenny, and a Taylorcraft

Here's **Matt King** on trimming and flying the Aeronca (Old Megow plan):

I did the trimming in Milan, NY (not Milano, Italy unfortunately). The field is typically a field of 2-3ft high grass. Can only fly in calm or North winds, however. It's about 20min from the house. I have a 26 acre plot 3min from my house but that is for north breezes and has been soggy lately. I put in about 300 winds when I started trimming. Have to be careful about the tree that eats planes. Never put in full winds till NonNats. The strut bottoms were originally held on with magnets. Changed that over to hooks in the struts and a rubber band thru the fuselage. The right one kept coming undone, but the wing would stay on and make a tighter right turn than you saw at NonNats. However, the first attempt at flight saw the right wing come off because the hook came out of the strut, the wing tore off at 8' altitude and she rolled in pushing nose in and tearing gear off. The flight you, Chris and I did that wonderful night was the first since the crash and repair. I didn't know what it would do. After you and Chris had such beautiful



flights I almost walked off the field as I was worried that after back-to-back homers, a third would be unlikely. What a pleasant surprise when it flew so well. That was a 64 second flight on 1200 winds. I got to 1400 winds on the second flight only cuz one of the strands broke while winding so I chanced it and stopped at 1400. I don't think I tied it at the time. Time was running out that night. I was trying for 1700 and could have gotten it if the motor hadn't done what it did. Oh well, the second flight was 99sec.

Then **Wally Farrell** (Clive Gamble drawn, Extremely Rees-styled Sparrowhawk plan):

For the first couple of hundred turns I prefer to use a very small field near my house. Ankle high if I time it right. It only gets mowed every 2-3 months so it can get too high to deal with. If that goes well I go to a big field. If I recall correctly, on the Sparrowhawk, I trimmed it at Geneseo after doing the low winds at home.

Finally, **Chris Starleaf** (Re-vamped Dennis Norman plan):

It's not as wonderful as it was ten years ago with flying fields, but I'm still very fortunate in this area. My first choice is still 75th street and Modaff road in Naperville, IL. I'm guessing that my favorite portion of this field is 250 acres, but the counties (actually two counties) own many connecting tracts of land, some pretty rough, extending both East and South from my favorite parking and flying spot. The grass in June/July is often above your knee.. But I've never seen the grass get Too Tall for flying. Some areas are getting very weedy lately. They put a winding bike path throughout this property a dozen years ago.

In the past 20 years I've flown here at least once and sometimes several times a year. The forest Preserve police have approached me and asked me to leave 3-4 times total..in 20 years. They have mostly just been bewildered by my 'camp' of white boxes in the middle of a field. They tell me I need to do this sort of activity at the RC flying field several miles away. The field has been designated for both human and dog exercise so I don't think I'm breaking any laws with my goofy models. There is just trouble understanding what I'm up to! So when they politely ask me to leave, I just leave, but I come back a few days later to finish my trimming/flying. Also I should add that I have seen the forest preserve Police stop and watch what I'm doing...and then just leave themselves. So it is mostly hit or miss. And they are very polite.



Geneseo 2013, B-24, Twin Jenny, and a Taylorcraft

I love this field because I've been going here for 20 years and it's about an hour's drive from my house, in fairly busy yuppie type traffic. A model can fly 2 minutes on this field and I am still fairly confident in getting it back without too much effort (provided the wind is light), but I rarely wind to 100% when I'm all by myself. There is no need when just getting a model sorted out. 80-90% is the max. The land is reclaimed farm land...which means it was carefully graded 100-150 years ago for crops and is generally smooth.

Even with a very large model I finish the model 96% before I do any flight testing. I've never been tempted to try out an unpainted model.

I very much like to do my early initial gliding on tall prairie grass, especially with a large model. I force myself to be patient and toss the model at least 30 times before I declare the glide good enough to start adding rubber. And I glide test the model with a rubber motor and prop. I just get the model behaving good with the glide before I start adding turns to the rubber motor. I don't think it's possible to 'perfect' a glide with hand tosses...You can only get a ballpark glide at first. You have to watch a model come off the power at least a hundred feet in the air to truly judge and attempt to 'perfect' the glide.



Geneseo 2013, B-24, Twin Jenny, and a Taylorcraft

When it comes to winding and flying a large multi-motored rubber model. The test flying is extremely important because you are also figuring out all the odd 'problems' with your winding, winding stooge, winder, prop hook... How are you going to hold all the props? Is the opening big enough for all the rubber in the nose??

I make a stooge adapter that allows me to totally wind and launch a model, regardless of the size or complexity, all by myself. And I make sure I'm comfortable and versed on the winding 'drill'. Dave Reese used to comment that 50% of the damage that would occur to a model happens on the winding stooge. And this doubles as the model gets more complex.

Typically I won't fly a large model (32-35" span or larger) on a normal mowed flying field (Muncie or Geneseo) until I'm very confident the model is going to fly stable and behave in a light breeze, without issue... And I make sure that I can wind it and launch the model without 'stressful issues.' Everyone gets a bit nervous with a large, NEW model, and I'm no exception. People watching and videoing your efforts is extremely rewarding... but it also can add greatly to the 'jitters'!

There have been exceptions to these guidelines in the past: Some models give you more confidence than others, but I find myself, often, whispering to myself as I'm winding up a large model: "It took you 5 months to build this model, Dumbass... Don't destroy it in a single afternoon."

Some of the best flyers of huge planes have spoken. So after reviewing the plusses and minuses these majestic behemoths have to offer, what will you be musing about for your winter's folly on your next drive to work? By the way... just how big IS your basement??

Go to this link to see the Jenny, B-24, and Aeronca flights. The photos in this article are 'screen grabs' from this video, taken by Tom Hallman:

<http://www.youtube.com/watch?v=maoeSxmQB8w>

Go here to see the Low-Winged Triumvirate and Wally's glide:

<http://www.youtube.com/watch?v=maoeSxmQB8w>

## Vertical Tail Considerations

*Don DeLoach sent this interesting follow up to Mike Nassise after his article on scale model design appeared here and in the Tailspin newsletter. I was copied in on the correspondence, and thought the rest of you might find it useful. Looks like some more good gen for those who want to dig a little deeper into the mysteries of Free Flight. Ed.*

Great issue (Jul Aug) of Tailspin, as usual. I'm happy you printed some of my 2012 FAC News article for the skysters to re-examine. One thing I will comment on, though, is the recommendation on F4U Corsair vertical tail size.

As you may know I have a Corsair of about 22-3/4" span that weighs 39 grams empty. It is detailed in the FAC News article and was the FAC Nats winner last year. (*WWII Combat mass launch - Ed.*) It is honestly the best flying low wing model I've ever had, with TVo of 0.65 and, after a lot of hand wringing, a 100% scale vertical tail (I photo-enlarged it directly from a three view). If anything, the model is just a tad spirally stable, exhibiting a mild dutch roll at times. Otherwise it is very stable in all axes, climbs and glides well and does 100-120 seconds on full torque (5.5 in/ounces), despite its rather portly weight.

Now, as many of our clubster friends know, vertical stab effectiveness is force-balanced by wing dihedral and prop diameter. So...reduce wing dihedral and/or prop diameter and you are making the vertical stab more effective. So with a smaller prop of, say 8" diameter, this Corsair might well need the fin cut down a bit. That is a just a guess on my

part; I see no reason to ever go lower than 40% on my prop diameters.

I build and fly a lot of scale and can say almost without exception that the "fin-is-too-big" mantra is generally a myth. This assumes that you are putting plenty of wing dihedral in (never more than the FAC rules allow of course--they are very generous IMO) and using a prop diameter of 35-40% of wingspan. And my TVos are always at least 0.60 on monoplanes and 0.40 on bipes.

Two cases in point: I recently built a Tom Nallen 22" Bearcat from his '96 plan and a stock GAR kit 24" P-47. Both used 40% carved props and had wingtips near the bottom of the canopy, and both needed about 1/4" acetate slivers added to the tops of the fins. Then (and only then) did they trim out easily.

The Bearcat as we all know has a really tall fin...but it obviously was not tall enough for FF, which really surprised me. I built my fin per the Nallen plan which looked to be 100% scale to me. After the fin heightening and barely five test flights the thing flew great! It now rivals my Corsair as my best flying, easiest-to-trim low wing. It did 120, 118 and 91 seconds in its first contest (WESTFAC IV) this Spring.

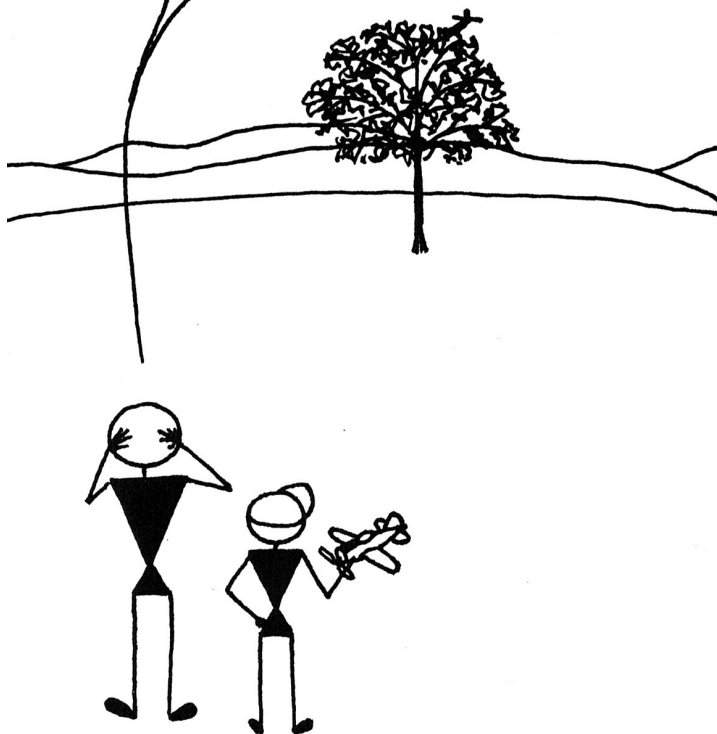
Trimming the Jug was surprisingly difficult. At first it would do a nasty crab/knife edge, hanging on the prop with the left wingtip low. This was the weirdest trim condition I've ever had to solve. After a couple of close calls over our parched Colorado prairie "grass" (what tall grass?--we are tough out West) I tried heightening the fin. Voila! The slight heightening did the trick immediately, brought the wingtip up and the nose lower for a smooth, efficient climb.

WESTFAC IV was also the P-47's debut. I built it in French markings for the special MTO combat event. I wound it for the first round, it hooked a thermal and...eight minutes later it disappeared, still climbing in a beautiful glide circle, headed for Tijuana. One month to build, one contest, one official flight. Dang that fin extension!

Thermix, Don DeLoach

## INKLINGS by Chuck Wenlock

ONE TREE... AND WHERE DOES  
MY AIRPLANE COME DOWN?



## A Real Life Aviation Mystery Solved

*Luc Martin, our correspondent in Quebec, has unearthed an old aviation controversy and the investigation that finally solved it. He also translated it so that English speakers can share the knowledge and sleep better at night. Ed.*

In mid June 1940, France's battle against the German invader was irreparably lost and the French armies were retreating in what seemed more like a stampede. Charles de Gaulle, leader of a tank division hopelessly fought the Wehrmacht, and reached Bordeaux where the government had temporarily moved before leaving for North Africa. On June 17th, de Gaulle jumped into an airplane and flew from Bordeaux Mérignac airport to London, where the next day, he broadcast on the BBC his famous call to continue the war: "We have lost a battle, but we have not lost the war."

For many years, historians have tried to establish what kind of airplane brought de Gaulle to England. Two airplanes have been regularly mentioned. Some believe it was a de Havilland Dragon Rapide, others thought it was a more modern Lockheed 14 or 18. However, it seems that neither of these 2 airplanes could have been used for this flight. Members of the Conservatoire Air Espace d'Aquitaine based in Bordeaux Mérignac decided to find the answer, and the trivia game started.

In 1972, the Charles de Gaulle institute gave this written statement: "General Charles de Gaulle got on board a de Havilland DH 89 Dragon Rapide. It was a twin engine (200 Hp Gipsy Six) part of the VIP Squadron 84 led by Squadron leader Blennershasset. Cruise speed was about 200km/h (125mph). Passengers were Major General Sir Edward Spears, officially representing Winston Churchill before the French government, Geoffroy de Courcel, a young diplomat, and Général de



Gaulle."

A curious mind, familiar with aeronautical matters would reject this assertion. Here is why. Squadron 84 was equipped with the Bristol Blenheim in 1940. On top of that, a straight line flight from Bordeaux to the British coast (about 700km) would require entry into an areal zone possibly already under Luftwaffe control. However, the Dragon Rapide max range without wind is lower than 850km. Theoretically, a refueling stop is possible in each direction, but practically in the given circumstances it was very risky to land at Jersey or Guernsey, two islands very close to the Normandy coast about to be taken by the German troops.

Geoffroy de Courcel leans toward the Dragon Rapide but his recollection was vague, "it was a quite short liaison airplane" he wrote in 1982, and he added that the range discrepancy raised a reasonable doubt because he recalled they left Croydon (south of London) in the evening of June 16 and they did not refuel the airplane in Bordeaux where the situation was confused, to say the least. "On the other hand, we stopped at Jersey to refuel." (On their way back to Croydon?) Other testimonies confirmed the chaos in Mérignac airport and reinforce the fact that most likely it was impossible to refueled here. A Dragon Rapide could have reached Bordeaux in a straight line, but would have not been able to leave.

Geoffroy de Courcel also recalls that it was a short fuselage airplane that could seat 12 passengers. A DH 89 is short, but can only seat 8 passengers in a narrow fuselage. For the investigation team, the DH 89 was not the right answer.

In fact part of the answer had been given in reply to a letter sent by Commandant Plaisant (he was charming and pleasant) in 1972 to General Spears. Spears wrote that according to the pilot it was not a DH89 but a ....

To be continued.



You may be interested in the attached photo of an o-ring I cut from 1/2" OD by 1/4" ID clear soft vinyl tubing. You can cut it easily with a sharp razor blade and make it as thick (wide) as you like (about 1/8-5/32" is good for up to 10/8" cross section and at least 20 in oz). I have yet to failure test it on my large torque meter but it is definitely safe to 20 in oz. And the best news: This stuff is a mere \$0.55/foot at my local plumbing supply which means you can make these rings for less than a penny each!



They also make 5/16x3/16" vinyl which ideal for peanut, dime, embryo and motors up to about 3/8" width. I cut it about 3/32" wide and have failure tested these to 6 in/oz. At \$0.30/foot these rings are three for a penny!

It goes without saying that this O ring system I use only works with a good Reverse S hook. I bend my hooks to hold the O ring pretty tightly for good centering. I use round nose pliers. Don DeLoach

[Advertisement]

## George Gets His Blue Max

...And Mr. Coffee-Nerves gets the gate!

[Advertisement]

WE'VE BEEN ENGAGED FOR TWO YEARS ... AND I'M GETTING TIRED OF THIS DELAY! DON'T YOU WANT TO MARRY ME?

GEORGE, DARLING, WHY ARE YOU SO IRRITABLE? I'LL MARRY YOU THE DAY YOU GET YOUR BLUE MAX!

IF SHE REALLY LOVED YOU SHE WOULDN'T CARE WHETHER YOU HAD BLUE MAX PINNED ON YOUR CHEST OR NOT!

[Advertisement]

WELL, YOU CAN'T PUT ME OFF ANY LONGER! I'M TAKING MY FINAL TEST FLIGHT IN THE MORNING!

OH, NO, YOU'RE NOT! THE CAPTAIN SAW YOU ALMOST CRACK UP THAT PLANE TODAY -

SPYING ON YOU, WAS HE? OR MAYBE THIS SNOOPING SERGEANT RAN AND TOLD HIM ABOUT IT!

YOUR NERVES MAKE YOU A MENACE IN THE AIR AND A NUISANCE ON THE GROUND. YOU'RE NOT READY FOR YOUR BLUE MAX YET!

OH YEAH? SAY... IF YOU HAD MY INDIGESTION ... YOU'D BE IN THE HOSPITAL!

-IF THIS SNOOP WAS AS GOOD AS HE THINKS HE IS ... HE WOULDN'T BE SO FRESH WITH HIS ADVICE!

WHY HAVE YOU GOT IT IN FOR ME? I'VE JUST GOT TO TAKE THAT FLIGHT! THIS MEANS EVERYTHING TO ME! MY GIRL WON'T MARRY ME UNTIL I GET MY

SORRY, BUDDY... CAPTAIN'S ORDERS. -AND IF YOU FEEL AS BAD AS YOU SAY, YOU'D BETTER REPORT TO THE DOCTOR!

LAY OFF THAT DOCTOR! WHEN HE GETS THROUGH WITH YOU, YOU'LL HAVE YOUR BLUE MAX ALL RIGHT ... AND A HARD!

-SO THE DOCTOR SAID YOU HAVE COFFEE NERVES? WHAT DID HE ADVISE?

HE SAID "QUIT COFFEE AND DRINK POSTUM INSTEAD!" BUT SHUCKS, THAT'S BUNK! I'LL GIVE UP AVIATION AND GET A JOB SOMEWHERE!

THAT'S THE FIRST SMART THING YOU'VE SAID SINCE YOU TOLD THAT DOCTOR WHAT YOU THOUGHT OF HIM!

IF YOU GIVE UP TRYING, GEORGE, YOU'LL GIVE ME UP TOO! I WON'T MARRY A QUITTER!

OH, ALL RIGHT. IF YOU FEEL THAT WAY ABOUT IT, I SUPPOSE I'LL HAVE TO TRY POSTUM!

CURSES! THAT WASHES ME OUT! POSTUM ALWAYS PUTS ME INTO A TAILSPIN!

I HOPE GEORGE TURNS OUT TO BE AS GOOD A HUSBAND AS HE IS A PILOT!

HE WILL ... HE'S BEEN THE SWEETEST MAN ALIVE SINCE HE SWITCHED TO POSTUM!

TAKE A TIP FROM ME ... IF YOU'VE GOT COFFEE NERVES ... TRY POSTUM!

GENERAL FOODS, Battle Creek, Mich. M.S.N. 3-12-38

Send me, without obligation, a week's supply of Postum.

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Fill in completely, print name and address. (Offer good in U.S. only—expires Dec. 31, 1936.)



## Wounded Warrior Benefit Event in Michigan

There were 16 people representing Cloudbuster's including wives, plus 3 Cloudbuster's who fly RC. They were taking part in an indoor benefit fun fly event for the Wounded Warrior Project. There were 63 total entries including FF & RC pilots and Helicopters. Expectations were to raise

\$500 - \$600 but \$2,170 was raised! The photo on the left shows about half of the participants. The interesting photo at the right caught Mike Welshans attempting to wind up his chair. Flight time was not recorded.  
*Pics by Skymaster Paul Goelz.*



## Gone West

Lifetime aeromodeler **Robert Warren**, a long time member of both the Cleveland Free Flight Society and the FAC passed away at age 92.

We also received word that **Phil Cox** has left us. He was one of the very early converts to FAC style flying, and a real stalwart of the organization in the Midwest.



Our condolences to both Bob's and Phil's family and friends.



## BP Quiz Answer

5 mid wing +1 for the solo motor hanging out in the wind... earns you 6 bonus points.

Not the most bonus point festooned, but we'll bet you're the only one with one of these at the field!!

## 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.

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## 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**  
**3447 Adelaide Drive**  
**Erie, PA 16510**



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 the same  
address as above.

### Flying Aces Club Membership Form

☐ New

☐ Renewal

Annual dues in \$US:

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

Please make checks payable to:

**Flying Aces Club** and send to:

**3447 Adelaide Drive**

**Erie, PA 16510**

Name: \_\_\_\_\_ AMA or  
MAAC No. \_\_\_\_\_

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

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

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

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





# FAC Contest Calendar



Gainesville, TX	Nov 16 - 17	TEXAS SCALE CHAMPS	Duke Horn	214 500 7652
Meriden, CT	Nov 17	GLATONBURY MODELERS TURKEY FLY	Paul Stott	203 929 5139 H 203 258 3962 C
Durham, CT	Dec 1	PINKHAM FIELD IRREGULARS - MINI MEET	Paul Stott	Ditto above
Glastonbury, CT	Dec 22	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net
Glastonbury, CT	Jan 12	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net 301-843-2896 grfreeflight@hotmail.com
Washington, DC	Jan 26	MAXECUTORS NATIONAL BUILDING MUSEUM INDOOR CONTEST	Glen Simpers	gliderguider@comcast.net
Glastonbury, CT	Feb 16	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net
Glastonbury, CT	Mar 9	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net
Glastonbury, CT	Apr 6	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net
Kent, OH	Apr 26 -27	CFFS KSU INDOOR CONTEST & RECORD TRIALS	Mike Zand	imzand@hotmail.com 301-843-2896 grfreeflight@hotmail.com
Washington, DC	May 4	MAXECUTORS NATIONAL BUILDING MUSEUM INDOOR CONTEST	Glen Simpers	CinC@flyingacesclub.com
Geneseo, NY	Jul 16 - 19	FAC NATS	Ross Mayo	Details TBA
Muncie, IN	Jul 28 - Aug 1	AMA / NFFS FREE FLIGHT WEEK	AMA / NFFS	rdkuenz@yahoo.com
Muncie, IN	Sept 4 - 5	FAC OUTDOOR CHAMPIONSHIPS	Ralph Kuenz	

*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.*

We don't want you to get the impression that the only FAC action out there is at the BIG contests. Here are some shots of some activity at the local level. Why not send some pics of the doings in your neighborhood and achieve fame and glory in these pages?

1. & 2. Peter Kaiteris sent along these two pics from an evening Jet Cat flying session near his home. Mike Kaiteris and Andrew Ricci joined him at a local school yard to get some air under their gliders.
3. Cleveland Free Flight ace Steve Griebbling winding up his Half Wakefield at a club contest in September. Scott Haigh photo
4. Mark Fineman and Vance Gilbert pretend to ignore one another during a break in the action on the field at Rocky Hill, CT. The Glastonbury guys do a lot of flying on this sod farm.
5. Jack Kacien getting his Ercoupe ready to fly. John Kramer sent this photo from Rocky Hill.
6. Another pic from John Kramer. This time an action shot as John Stott gets a Scale tow line glider on its way. The CT guys fly several

events that you won't find on the "official" list, and have a blast doing it.

7. Steve Blanchard's Hung Aereon looks like a hornet from the planet Zog. This is another of those fun events that happen in CT. Glen Simpers photo.
8. Here's part of the WWII contingent at Rocky Hill. Looks like the Barracuda is out of the running with a tailfeather malfunction. - Kramer
9. The Hung Aereon pilots are lined up for their mass launch, which is like nothing else on earth (or Zog). L to R: The Eddies - Pelatowski and Novak, Steve Blanchard, and Paul Stott. Glen Simpers pic
10. The WWII mass launch line at Rocky Hill. - Kramer
11. Meanwhile, back in Cleveland, Scott Haigh caught the lineup for the final round of the Goodyear race. L to R: Mike Zand, R. Weber, and Steve Griebbling.
12. Tom Nallen II confers with Vance Gilbert as he tries to get some test flying done with his new Dietrich-Gobiet. The model picked a patch of bare ground for a landing and cut the process short. - Simpers

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



**FLY...All you can**



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











Hallman photo

Even that big field in Muncie isn't quite big enough for Tom Hallman's MiG 3. Fortunately, Tom has a knack for finding models in the corn.

# FLYING ACES

Club

3447 Adelaide Drive

Erie, PA 16510

PRSRT STD  
US POSTAGE  
PAID  
ERIE PA  
PERMIT NO. 199

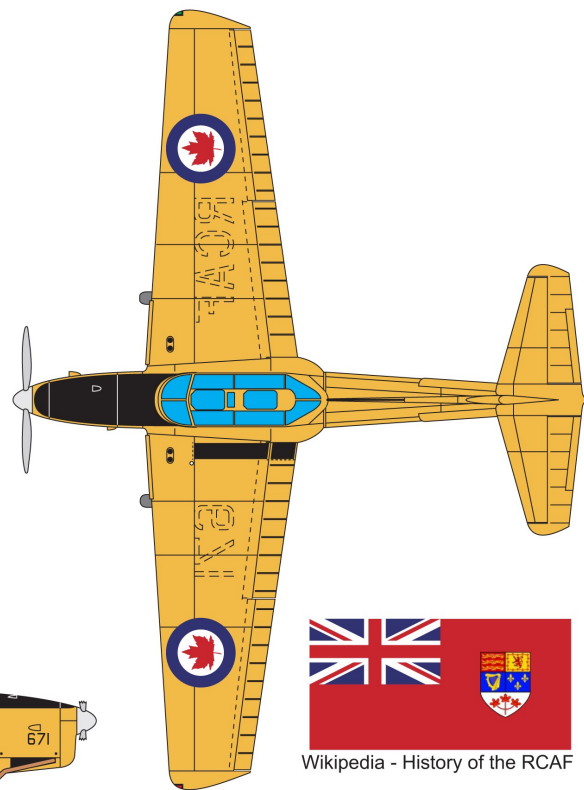
## de Havilland Canada DHC-1 Chipmunk

3 view based on

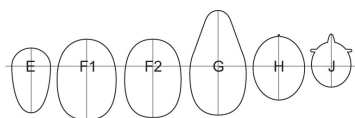
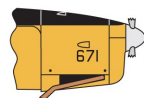
Leonard Wiegzorek's 3 view in May 1950 Model Airplane News  
and

Internet photographs of 671 of the Shuttleworth Collection

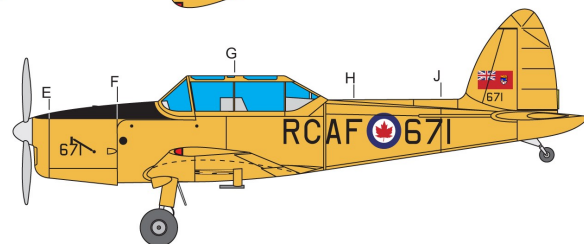
Drawn by Jim Bair 10/18/2012

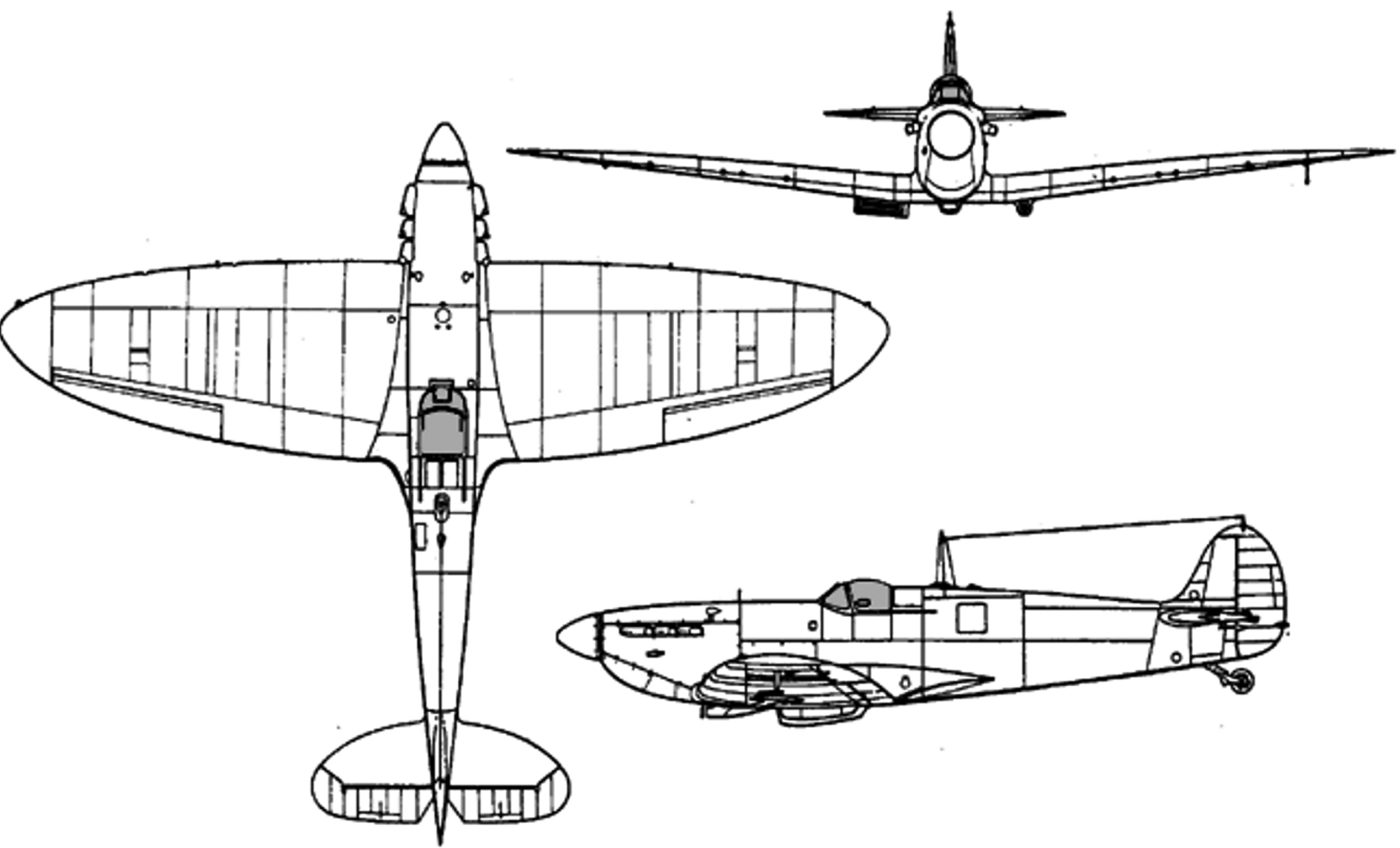


Wikipedia - History of the RCAF

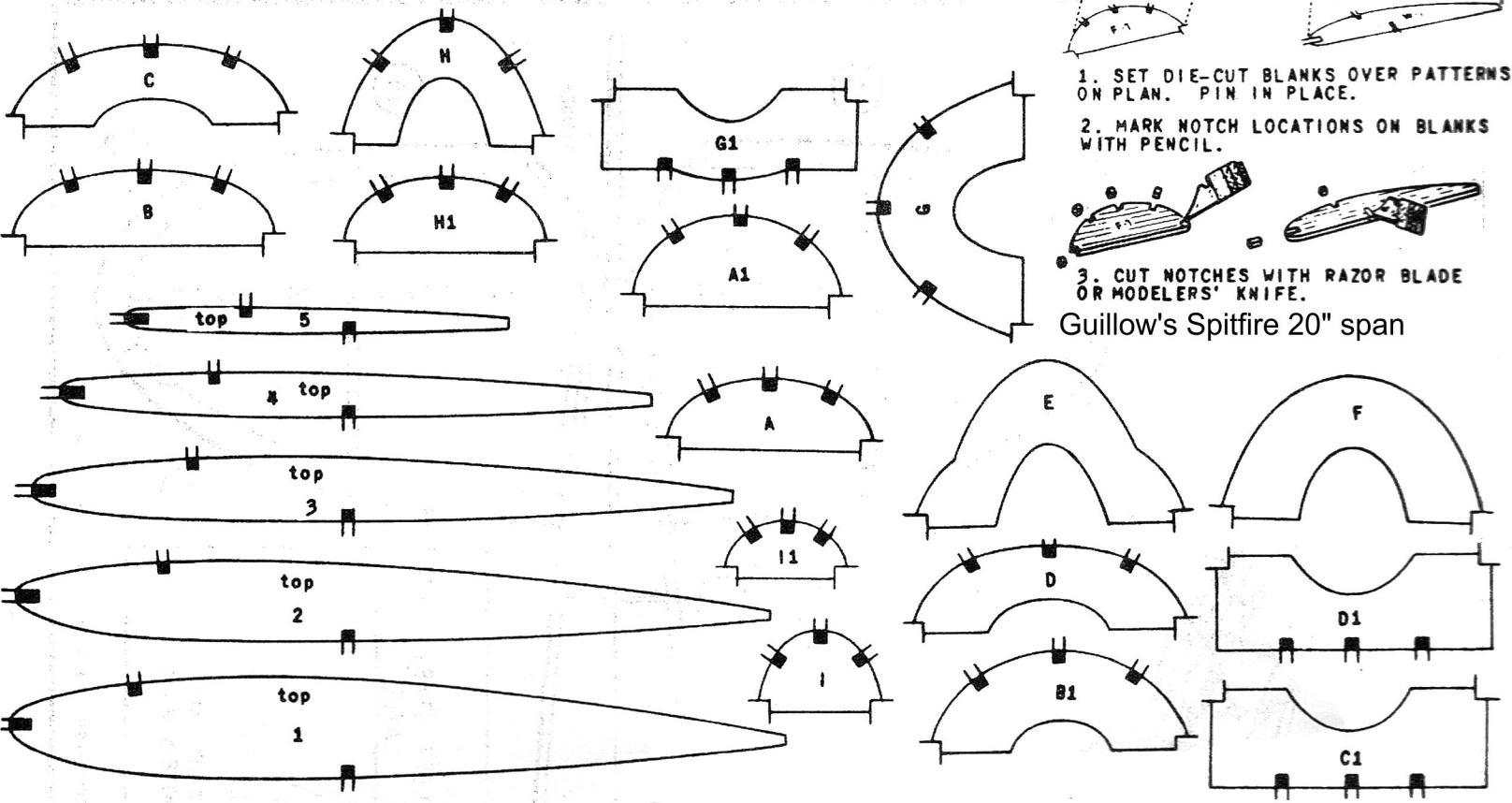


Notes:  
Fuselage Length 25' 5"  
Wing Span 34' 4"  
Wing Roundels top surface only  
Whip Antenna bottom Right Wing  
Pitot Tube bottom Left Wing



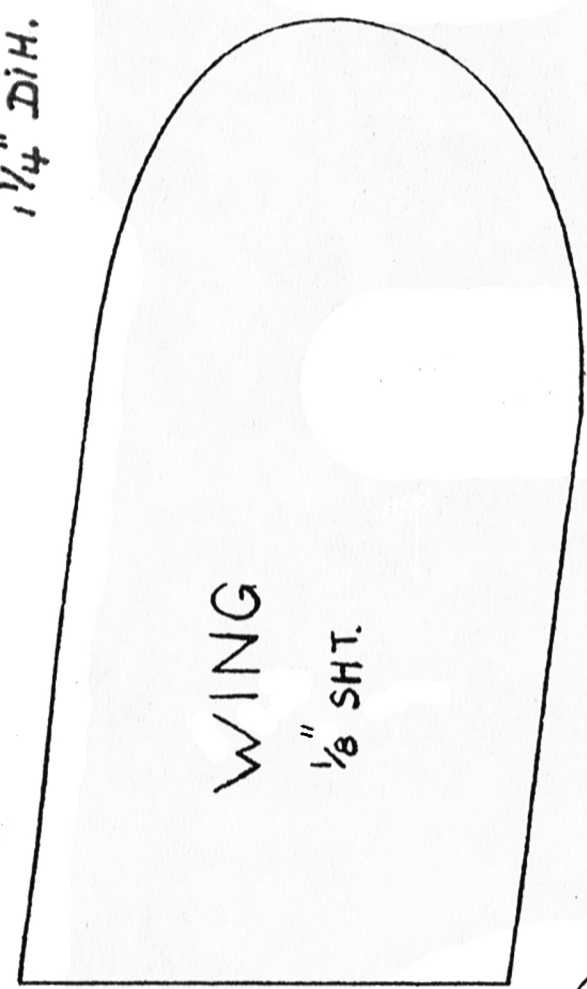


**WING RIB and FUSELAGE FORMER NOTCHING PATTERNS**

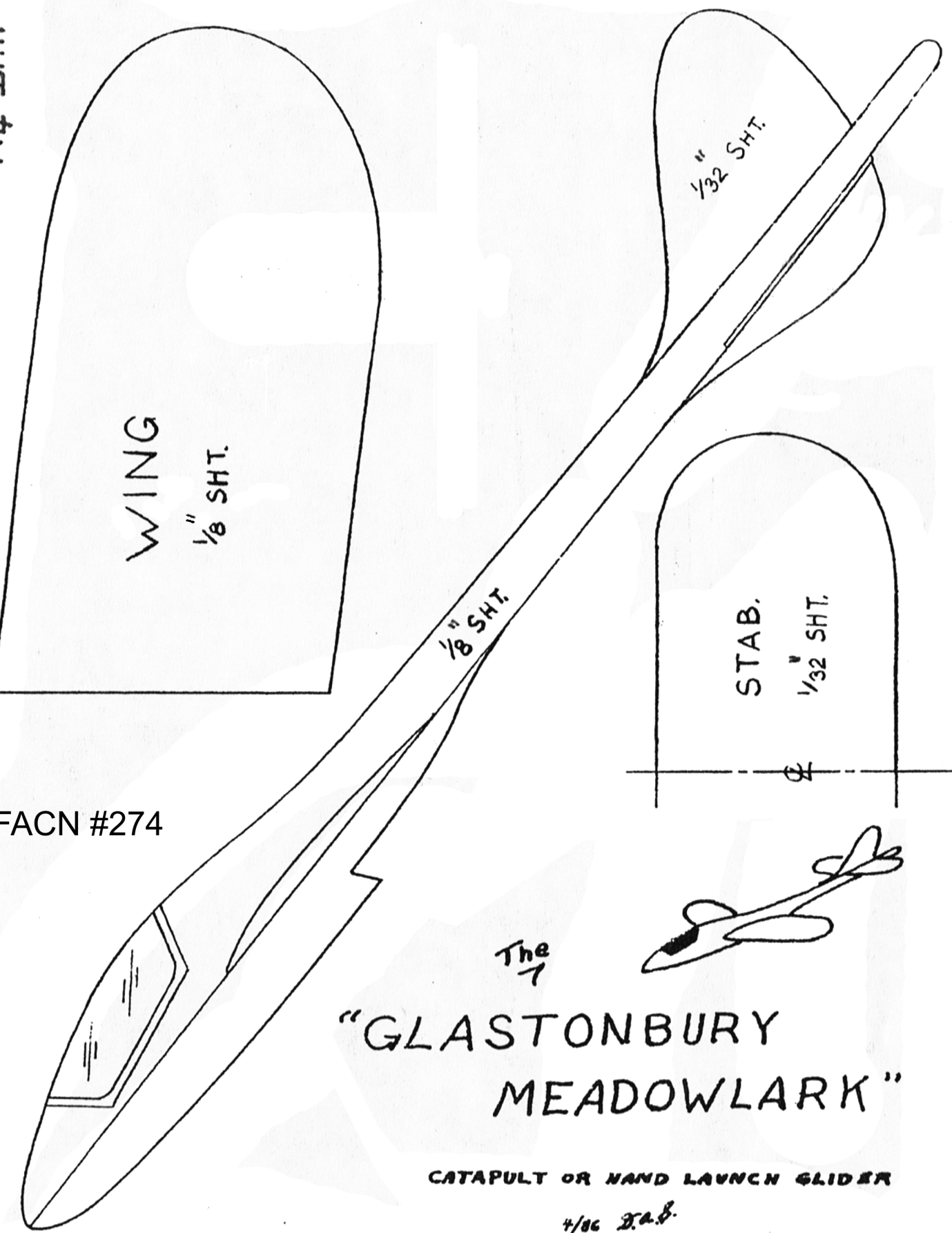


1. SET DIE-CUT BLANKS OVER PATTERNS ON PLAN. PIN IN PLACE.
  2. MARK NOTCH LOCATIONS ON BLANKS WITH PENCIL.
  3. CUT NOTCHES WITH RAZOR BLADE OR MODELERS' KNIFE.
- Guillow's Spitfire 20" span

1 1/4" DiH.



FACN #274



**"GLASTONBURY MEADOWLARK"**

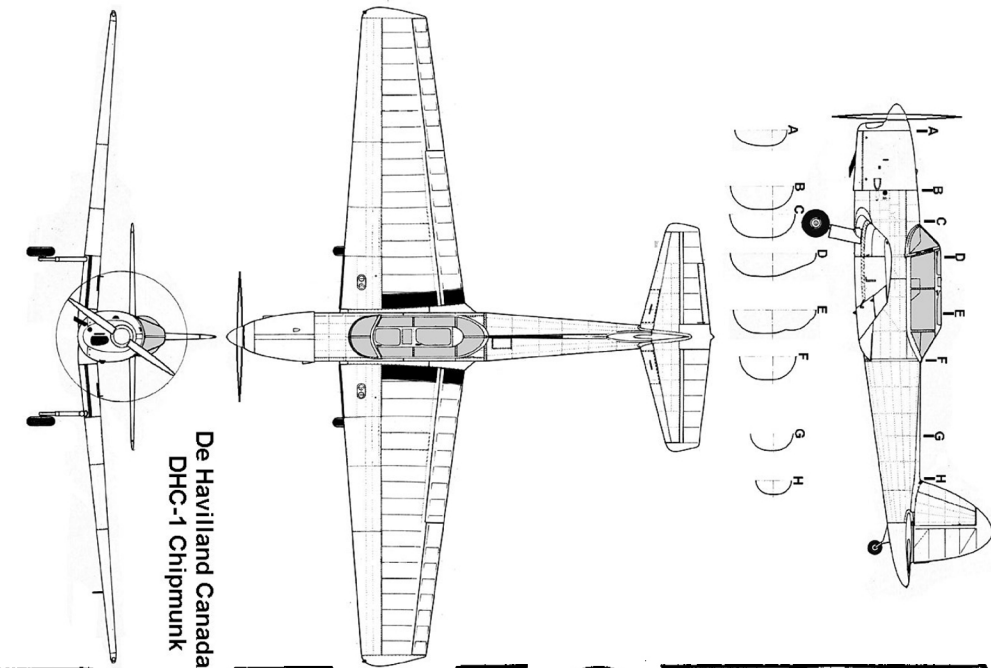
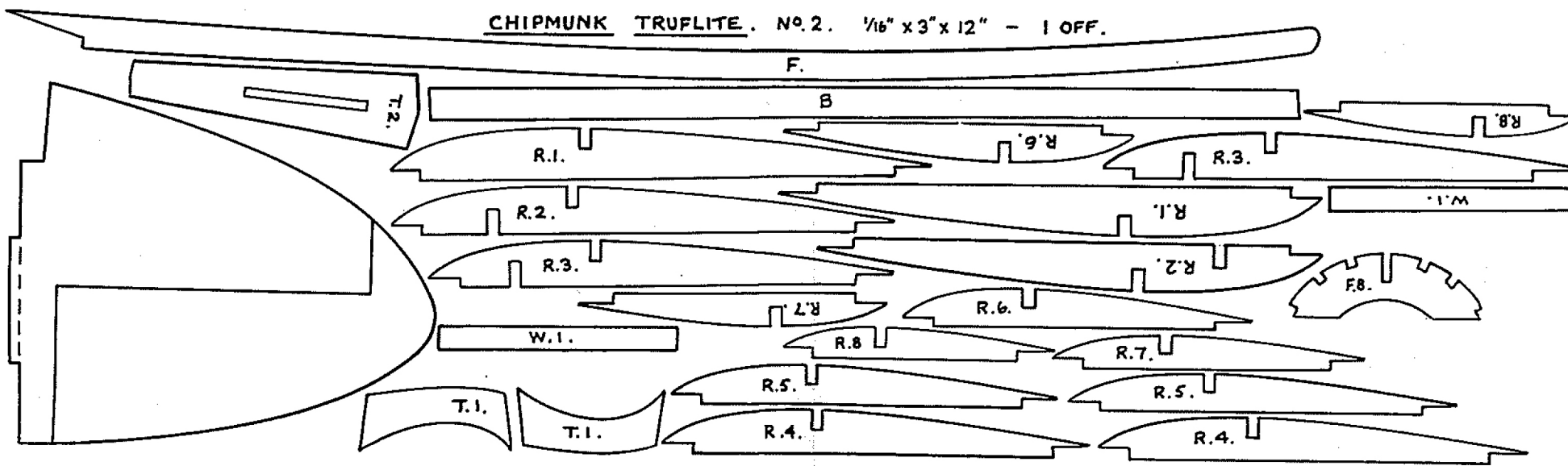
CATAPULT OR HAND LAUNCH GLIDER

4/86 D.A.B.

HERE'S A NICE LITTLE GLIDER DESIGNED BY FOUNDING FATHER DAVE STOTT BACK IN 1986. IT'S PERFECT FOR THE NEW PINKHAM FIELD BABY GLIDER EVENT (10" WS MAX). YOU CAN HAND LAUNCH IT OR USE A CATAPULT. HAVE FUN; THAT'S WHAT IT'S ALL ABOUT!



CHIPMUNK TRUFLITE. No. 2. 1/16" x 3" x 12" - 1 OFF.



**VERON**

20" SPAN

DESIGNED BY PHIL SMITH.

BRITISH LIGHTWEIGHT TRAINER.

De.H.

*Chipmunk*

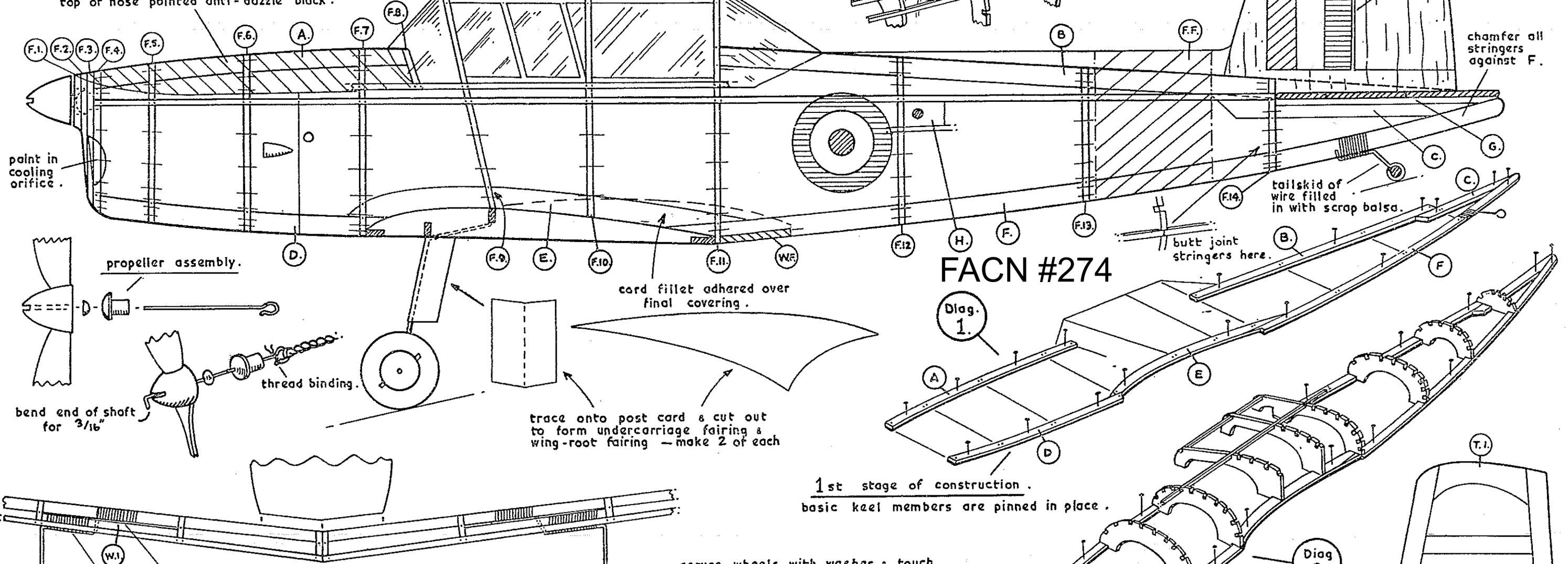
Veron DHC-1  
Chipmunk

Page 1

sketch showing the cabane structure.

point in all details  
of cabane etc..

top of nose pointed anti-dazzle black.



red white &  
blue fin flash.

chamfer all  
stringers  
against F.

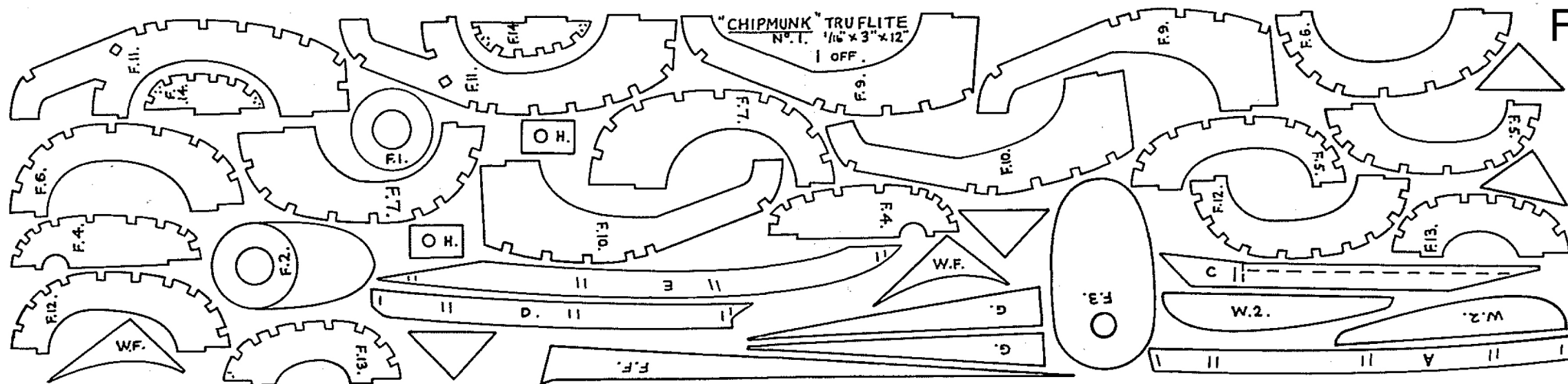
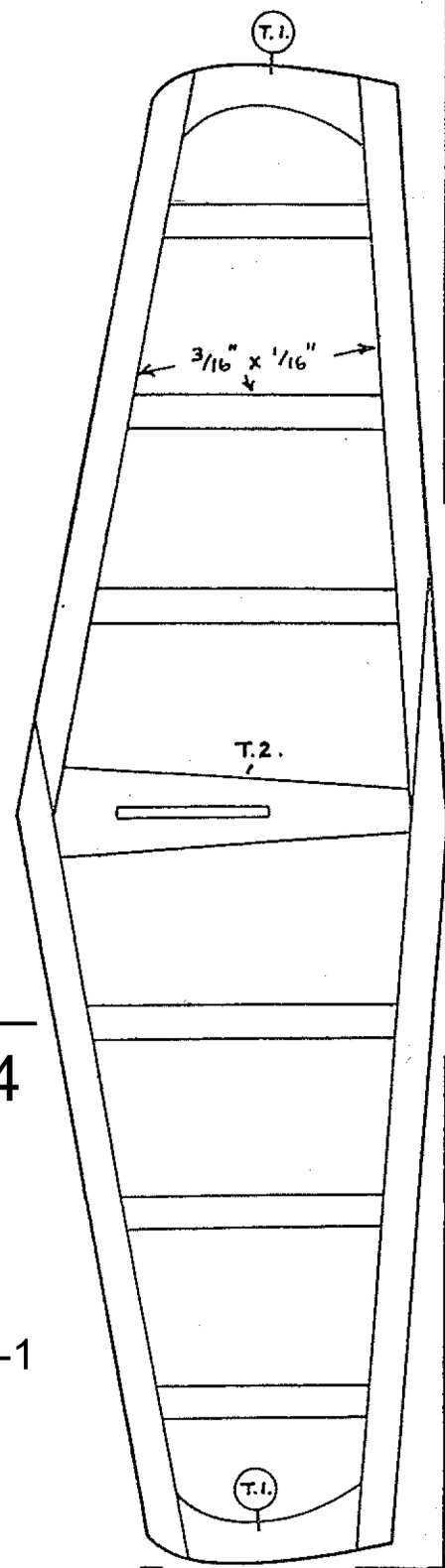
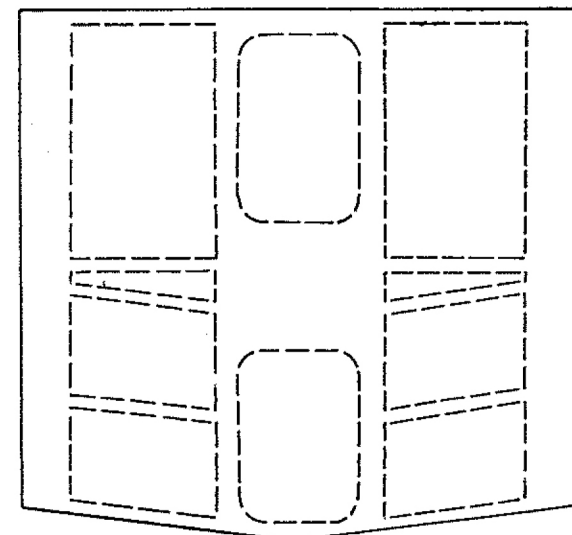
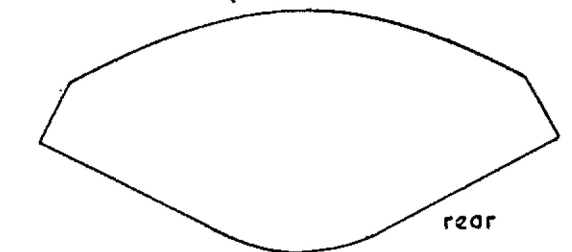
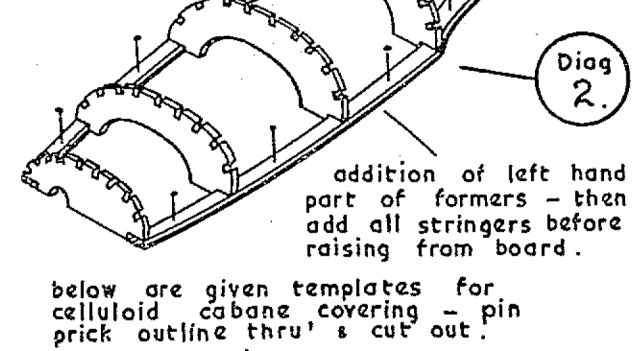
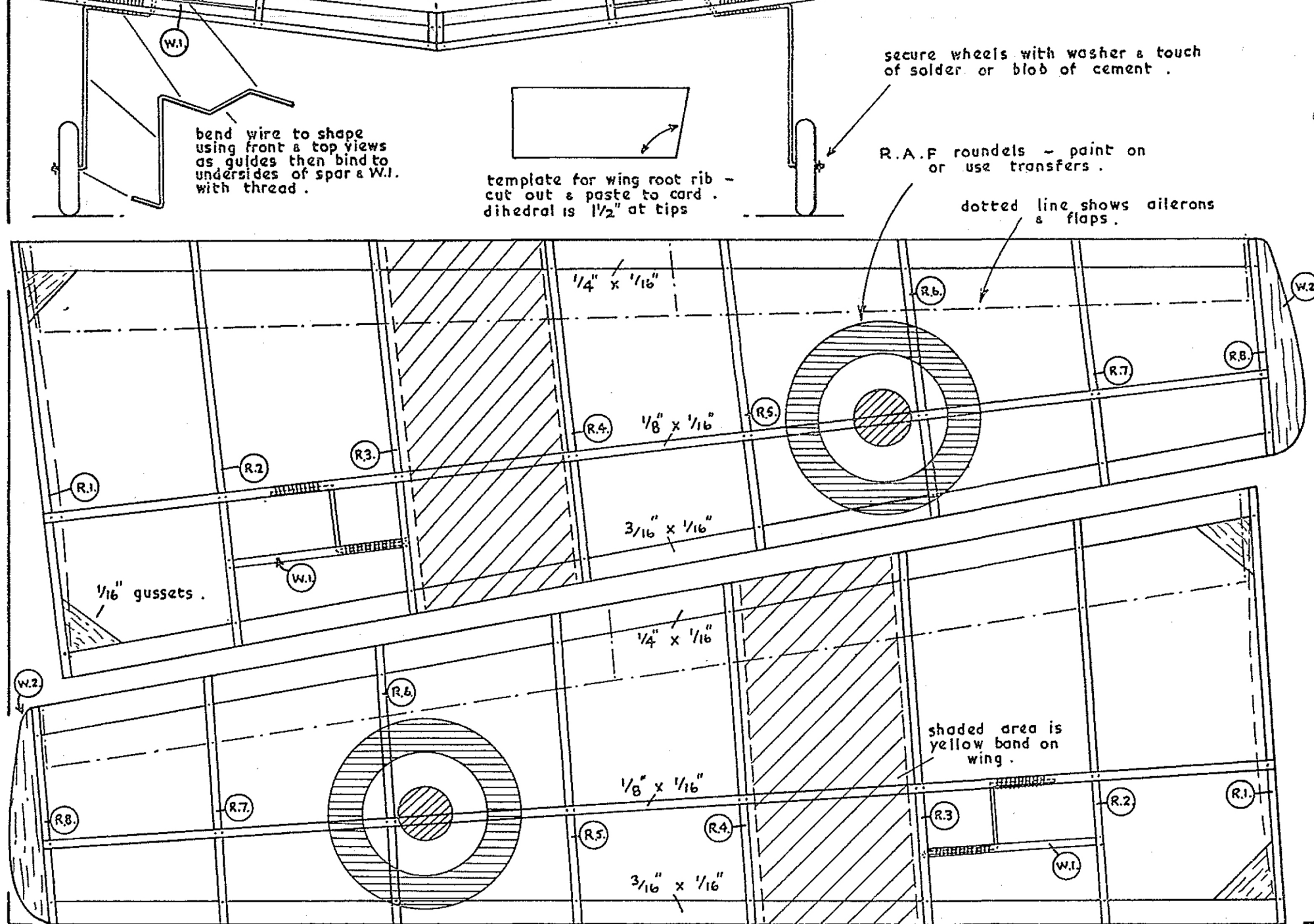
tailskid of  
wire filled  
in with scrap balsa.

butt joint  
stringers here.

FACN #274

Diag.  
1.

1st stage of construction.  
basic keel members are pinned in place.

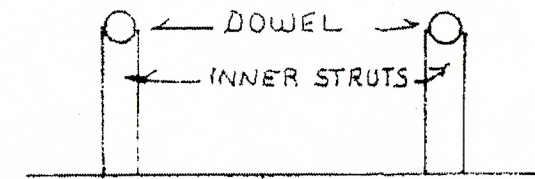
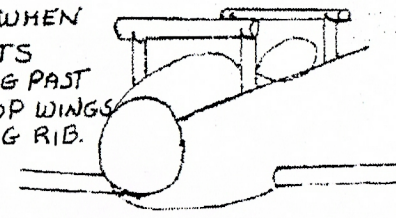


FACN #274

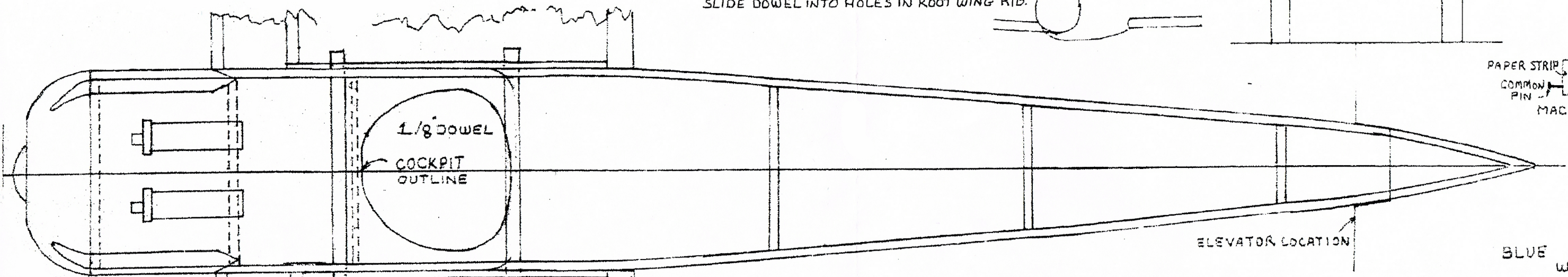
Veron DHC-1  
Chipmunk



GLUE INNER STRUTS TO FUSELAGE. WHEN DRY GLUE DOWELS TO CUTOUT IN STRUTS LEAVING 3/16" OF DOWEL EXTENDING PAST OUTSIDE OF STRUT. WHEN ATTACHING TOP WINGS SLIDE DOWEL INTO HOLES IN ROOT WING RIB.

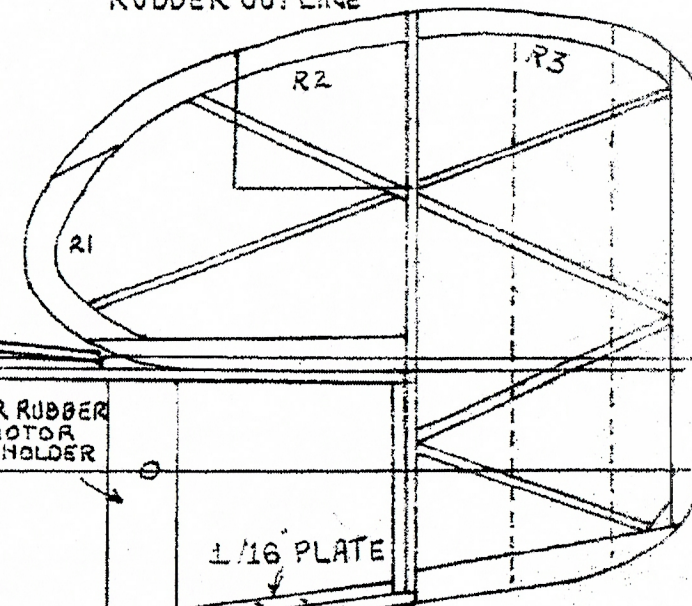


1/4" Balsa ROUNDED  
PAPER STRIP  
COMMON PIN  
MACHINEGUN



COLORS:  
BROWN - FUSELAGE ELEVATOR RUDDER  
WHITE - WINGS

RUDDER OUTLINE

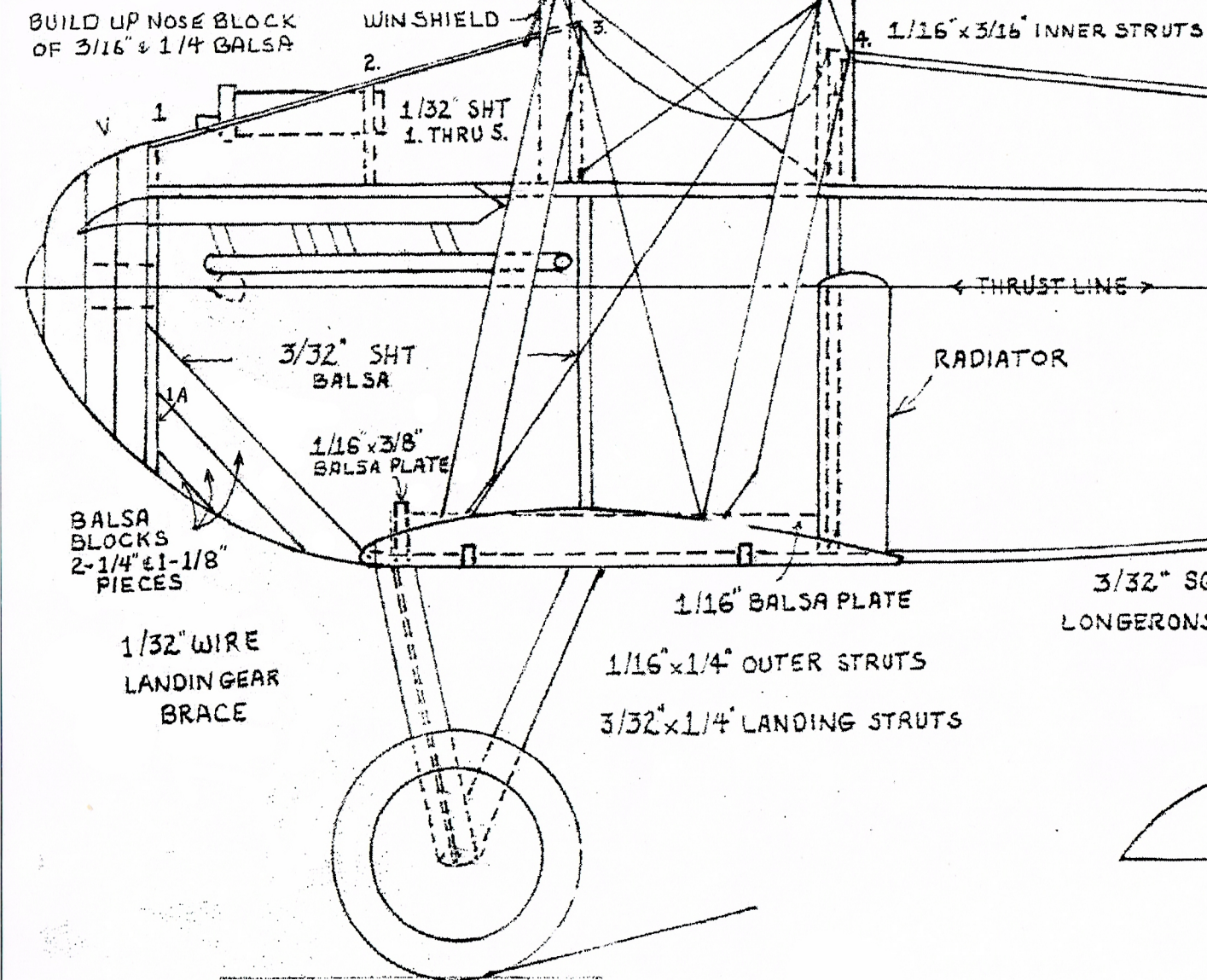


FACN #274

1/16" x 3/16" RUDDER OUTLINE  
1/16" SQ INTERIOR CONST.

1/16" SQ STRINGERS

BUILD UP NOSE BLOCK OF 3/16" & 1/4" Balsa



RADIATOR

THRUST LINE

BLUE  
WHITE  
RED

REAR RUBBER MOTOR PEG HOLDER

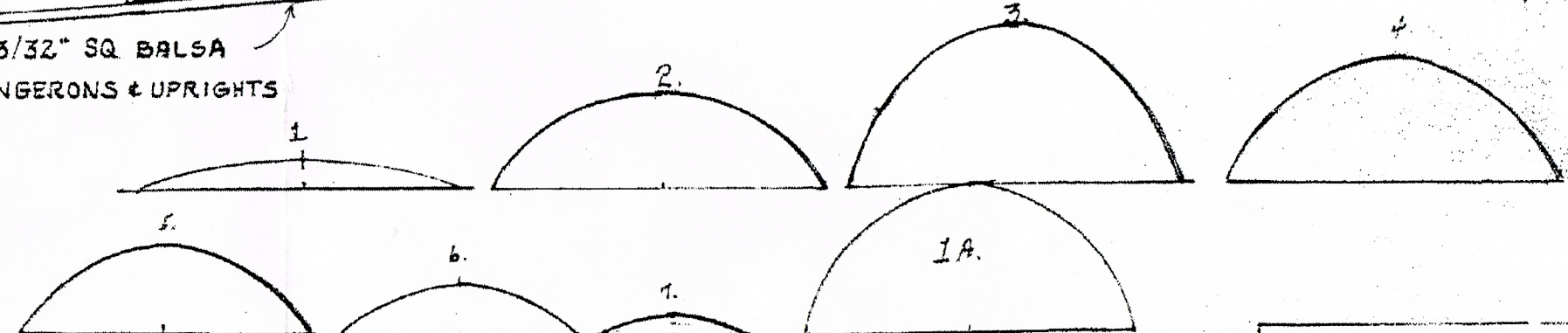
1/16" PLATE

LEAVE OPEN FOR RUBBER MOTOR ACCESS

1/16" x 1/8" TAIL SKIP

1/16" Balsa PLATE  
1/16" x 1/4" OUTER STRUTS  
3/32" x 1/4" LANDING STRUTS

3/32" SQ Balsa LONGERONS & UPRIGHTS

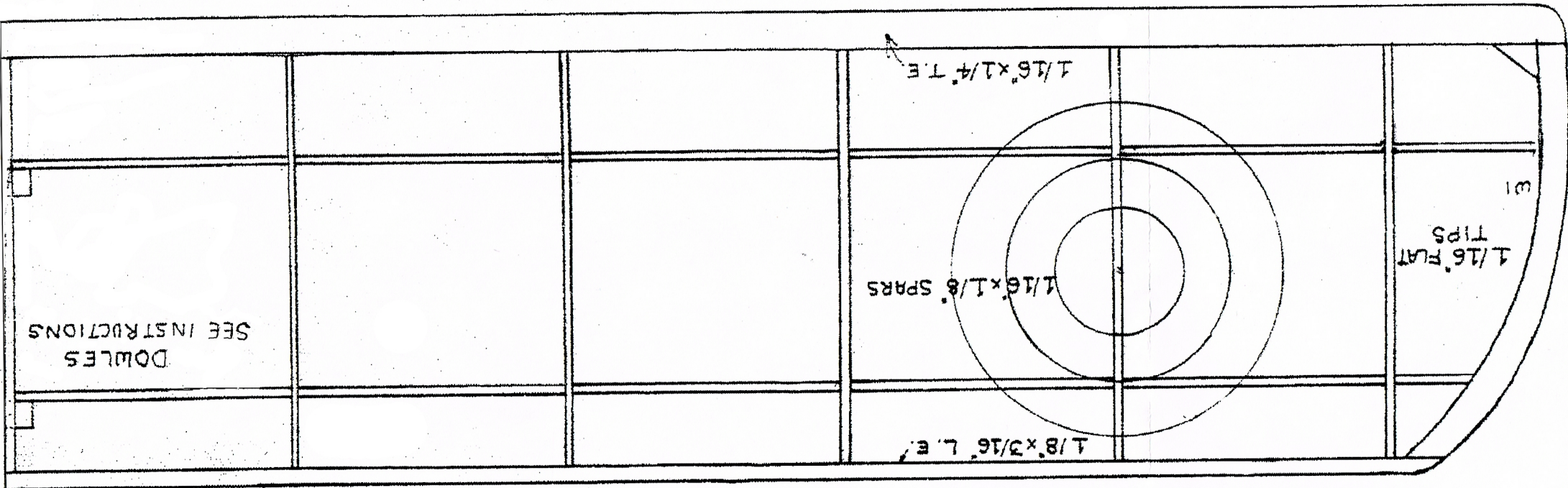
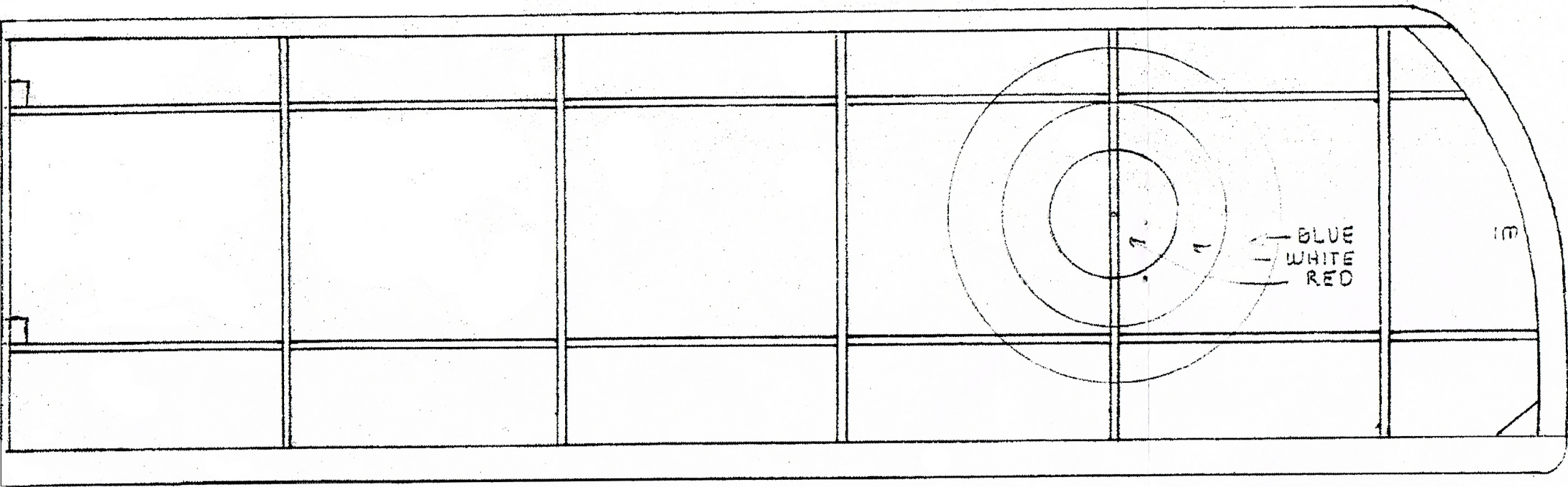


MAX FAX MAY 2013

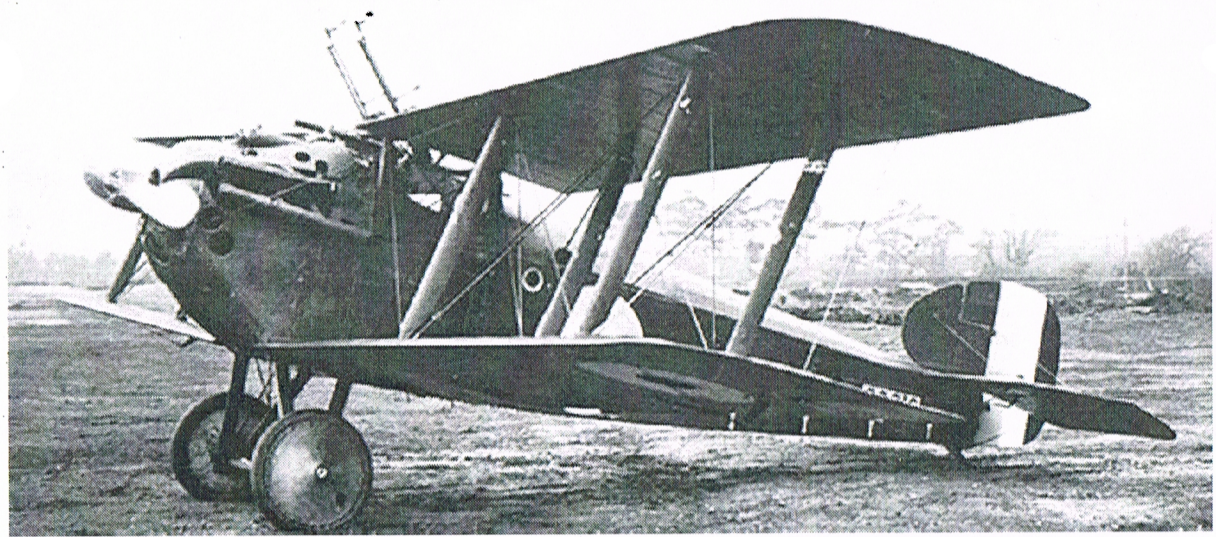
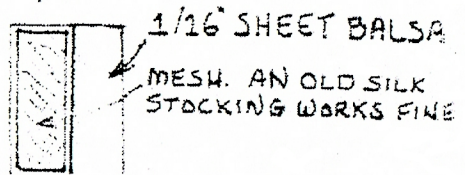
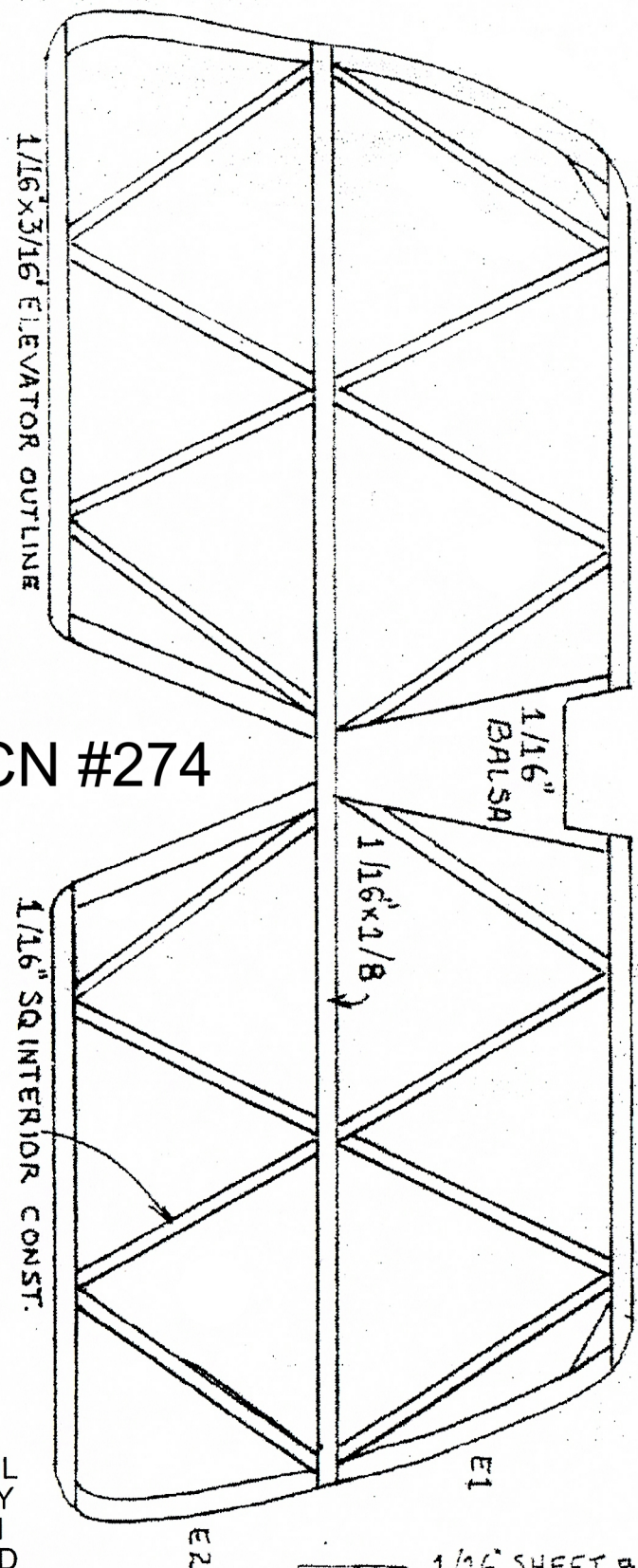
8-84

SIERRA NEVADA MODELS  
P.O. Box 6195 INCLINE VILLAGE  
NV,  
SOPWITH DOLPHIN





FACN #274

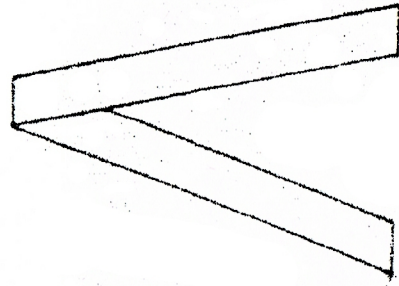


"THIS SIERRA-NEVADA PLAN IS NOT BAD FOR OUTLINES, PERHAPS THE TAILING EDGE TIP RADIUS SHOULD BE LARGER. THE GEODESIC TAIL CONSTRUCTION IS A BIT ODD. THESE ARE EASY FIXES. THIS PLAN DOES GET THE STAB NOTCH CORRECT. SOPWITH SNIPES AND DOLPHINS HAD THE STAB NOTCHED TO THE FRONT SPAR TO ALLOW ROTATION ABOUT IT. THE COCKPIT SIDES ALSO NEED TO OPEN UP." Stew Meyers

SIERRA NEVADA MODELS  
P.O. BOX 6195 INCLINE VILLAGE  
NV 89450  
SOPWITH DOLPHIN



TRUE LENGTH OF LANDING GEAR STRUTS



CABANE AND BAY STRUTS  
LENGTHS CAN BE TAKEN  
FROM SIDE VIEW.

THESE COVERINGS CAN BE  
1/32" Balsa OR BOND PAPER.  
THESE PATTERNS ARE  
APPROXIMATE AND WILL  
VARY ACCORDING TO YOUR  
CONSTRUCTION.

COCKPIT AREA PATTERN

COVERING BEHIND  
COCKPIT

TOP  
FRONT PATTERN

SIERRA NEVADA MODELS  
P.O. BOX 6195 INCLINE VILLAGE  
NV. 89450  
SOPWITH DOLPHIN

8-84



PHOTO OF DPC #105 SOPWITH DOLPHIN

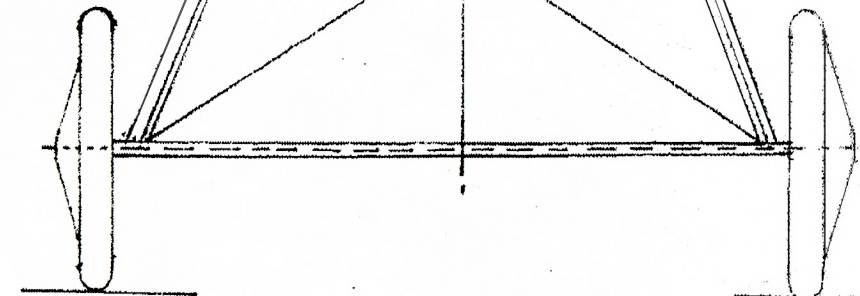
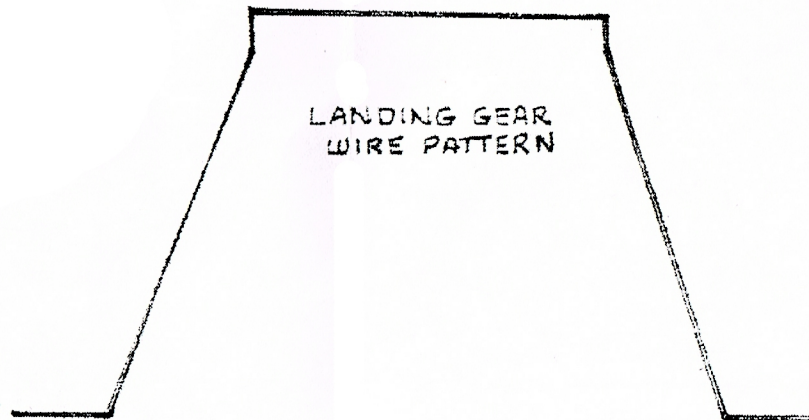
FACN #274

EXHAUST  
PIPE  
RADIATOR

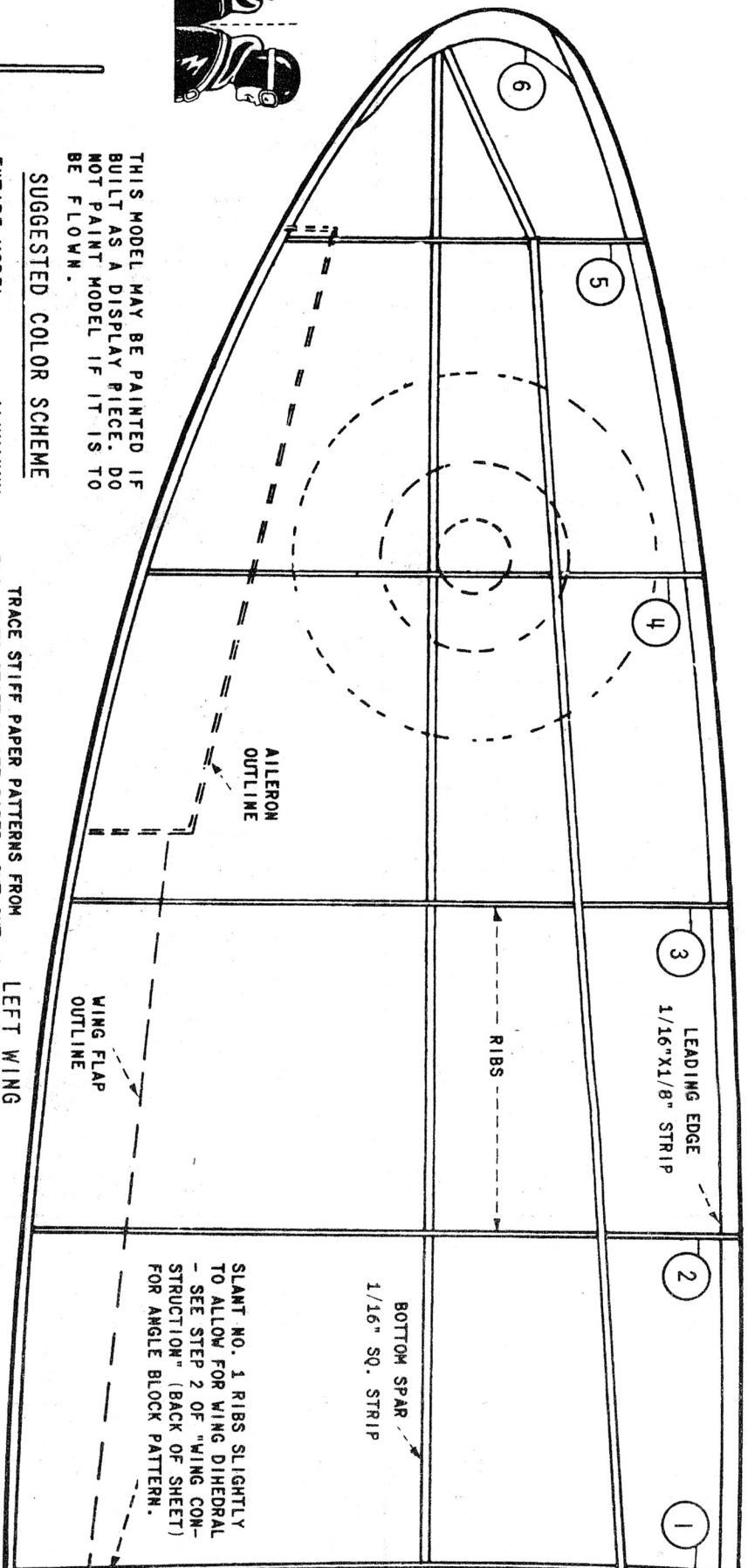
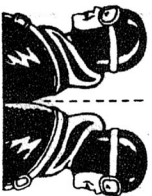
1/16" x 3/8  
LANDING GEAR WIRE PLATE

ALL BRACE WIRES  
USE GRAY THREAD

LANDING GEAR  
WIRE PATTERN







THIS MODEL MAY BE PAINTED IF BUILT AS A DISPLAY PIECE. DO NOT PAINT MODEL IF IT IS TO BE FLOWN.

#### SUGGESTED COLOR SCHEME

ENTIRE MODEL ..... ALUMINUM  
WHEELS .. BLACK .. ALUM. CENTER  
INSIGNIA .... RED, WHITE, BLUE

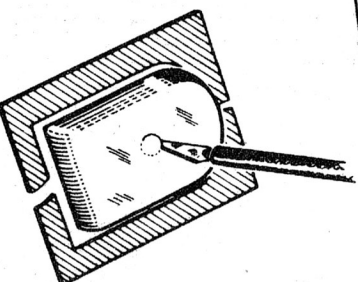
TRACE STIFF PAPER PATTERNS FROM PLAN ONTO STIFF WHITE PAPER, CUT OUT AND CEMENT IN POSITIONS.

LEFT WING LAYOUT

STIFF PAPER PATTERN NO. 3

DIHEDRAL 1 - 1/4"

FRONT VIEW  
(HALF SIZE)

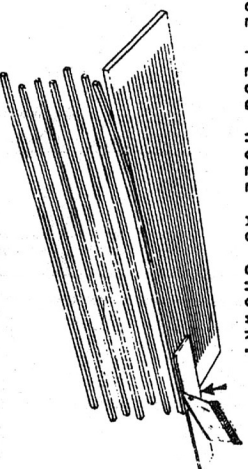


PLASTIC NOSE COWL

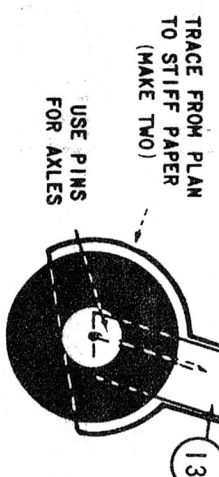
CUT PLASTIC NOSE COWL FREE FROM FORMED SHEET AND THEN CUT NOSE PLUG HOLE AS SHOWN.

#### TOOLS AND MATERIALS REQUIRED.

1. MODEL AIRPLANE CEMENT FOR JOINING PARTS. AIRPLANE DOPE FOR ATTACHING TISSUE TO THE FRAMES. BOTH ARE AVAILABLE AT YOUR LOCAL HOBBY DEALER OR AT YOUR CHAIN STORE.
2. COMMON PINS; ABOUT 50 ARE NEEDED.
3. MODEL BUILDERS KNIFE FOR SINGLEDGE FOR RAZOR BLADE.
4. SINGLEDEGE RAZOR BLADES FOR BENDING 1/32\"/>



STRIP PANEL CUT BALSA WITH RAZOR BLADE AND STRAIGHT EDGE AS SHOWN.



USE PINS FOR AXLES

TRACE FROM PLAN TO STIFF PAPER (MAKE TWO)

MAKE RADIATOR OUT OF STIFF PAPER

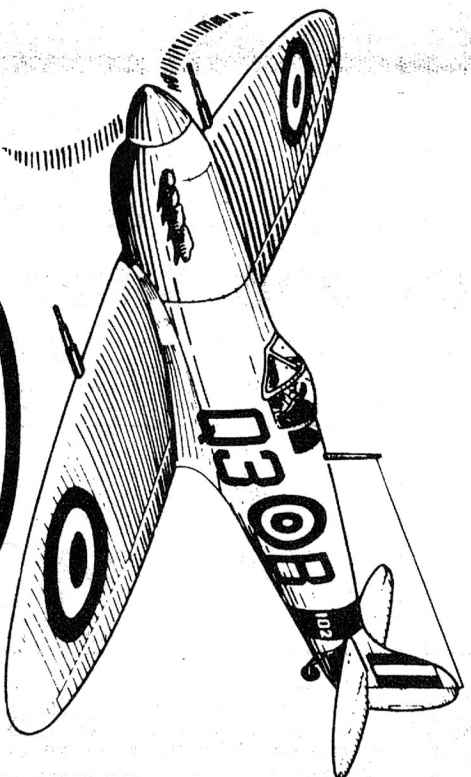


#### NOTE:

PIN PLAN TO A WORK BOARD. THEN PIN A SHEET OF MAX PAPER OVER LAYOUTS TO PREVENT FRAMES FROM STICKING TO PLAN DURING THE CONSTRUCTION.

FACN #274

EXPLAIN  
CONSTRUCT PO  
FIRST. THEN  
BOTTOM LONGE



GULLOW'S

### SUPERMARINE SPITFIRE

Kit 50-10 Wing Span — 20" Length — 15 1/8"

Famous World War 2 British fighter plane

PAUL K. GULLOW • WAKEFIELD, MASS.

