

# FLYING ACES

Club  
News

No. 275

Jan/Feb 2014







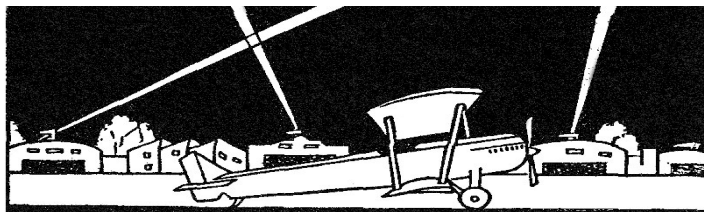


## Photo Captions

1. A great shot of Flyin' Jenny's Volunteer streaking past the grandstands. Here's a terrific Fiction Flier from David Barfield. He sent this note along with the photo: "Today proved once again that Jenny is the greatest pilot ever. Two test glides and then a first flight on the Volunteer. Beautifully smooth but a bit too straight. A quick tweak of the rudder and she made a fantastic flight circling to the left. Fast too, just as I would have imagined the real thing would be. Of course this *is* the real thing! Should make a great Fiction Flyer addition to anyone's hangar." I couldn't agree more. And the best part is that there's a plan for this model inside this issue.
2. Gene Smith has a new entry for the Greve Race. His new Caudron has a 20" span, and weighs 25 gm empty. He said that test glides in the yard looked promising. If Hung hasn't taken it by July, watch for it at the Nats this year.
3. Mark Chomyn with his Kawasaki Hein at the Scale Staffel's last 2013 Two Day contest at Taibi Field in Perris California.
4. Guillow's has added a new item to their line of laser cut kits. Mitch Schoonejans, a new FACer in Seattle, built this terrific looking Edge 540 for the Guillow Challenge. Here's his story: *"I built my Edge 540 model in two weeks and flew on the last day of the Guillow Challenge. Total of 6 flights, best time 17 seconds. Last flew on Oct 31, 2013. Motor is worn out, and it started raining again. I decided to stop for the day. I wanted to break 20 seconds, but upon inspecting my motor I am glad I stopped when I did. It had several cracks. I think it would have exploded with one more winding. The results were just posted...Guillow's voted my model BEST looking!!! Flew 3 seconds less than the winner. I ended up in SECOND place over all!!! My motor flew for 17 seconds on 600 winds, 4 strands 3/16." The motor was old, after the last flight it was full of cracks, I stretched it and it started breaking! Not bad for the new kid on the block. I want to make FAC proud! I built the skeleton aboard my ship in just over a week. Then a week at home to finish and fly. I did everything I could to lighten the model but she is ALL kit wood as req'd for the Challenge. AUW is 55g, and my calculated wing area is 55 square inches. So before the prop stops, she is coming in for a fast landing. I am out the door now to the Museum of Flight to show her off!*  
*I learned a lot in the past 8 months with my new friends at the FAC!!! Mitch - Keep Building, Keep Flying, Keep Learning!"* Ya gotta love that attitude.
5. The Cleveland Free Flight Society is lucky to have Jim Gaffney for their Vice President. Debbie Thompson snapped this shot at one of the local contests last Summer as Jim was preparing to test fly his new Half Wakefield.
6. This one isn't a model...yet. The Piper J-5 Cub is the subject of this year's One-Design Event. It's based on the old Comet plan which is included in this issue. The Cloudbusters have a nice batch of docs posted on their website, and this photo was taken from there. It's a nice, simple color scheme, and a chance to use up all that old orange tissue you've got laying around. There is even a laser cut parts pack available. All the details are in our plan pages.
7. Stu Cummins got top honors for having the biggest stooge on the field at the Outdoor Champs back in September. Judging from the way he's stretching that motor, he needs that pickup truck! Robert Rodeck photo



**On our cover** - Matt King, with an expression of grim determination, was cranking all the turns he could manage into his Albatros motor for the WWI Combat event at Wawayanda. For more on the big event in southeast NY, check the photo page in the back, and the article inside. Ron Gosselin photo

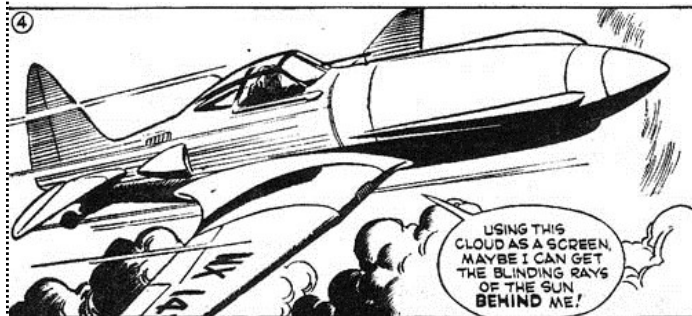


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**Plans** - The **Piper J-5 Cub** plan has been rearranged on the page so that it would fit into the newsletter without a lot of overlap and fuss. Nothing has been changed, and it's all there. There's an extra page showing the allowable modifications, and the printwood. The laser cut parts available from Keith Sterner make that last bit academic, but if you are "old school" and like to chop your own balsa, there ya go. Details on ordering those parts from Keith are in the "Special Events" announcement in our plans section. As a bonus, the winner of this event at Geneseo also gets a free pass at the Muncie bash.

We're also delighted to bring you a new Fiction Flier: Jenny Dare's "**Volunteer**." This was the brainchild of clubster David Barfield, and inspired by the "Flyin' Jenny" cartoon strip drawn by Russell Keaton. David based his design on the Earl Stahl MiG-3 plan so you know it has the "right stuff" to be a great flier. You may note in the photo that David's model has pointier wings than the plan shows. All part of the development program. It's always a bit tricky drawing a Fiction Flier based on cartoons. The ships tend to look a bit different in every panel. The Volunteer has the added feature of having retractable wings. You can adjust the span to match whatever picture you like!



And just in time for the indoor flying season, we have a neat **Piper Vagabond No-Cal** drawn up by Mike Welshans.

Thanks to all who pitched in and did their bit!



*A model is like a poker hand; you have to know when to hold 'em, and know when to fold 'em. Peter Kaiteris*

Greetings Junior Birdmen,

The quote above showed up here in an email message one day, and it seemed like a beautiful lead in for Vance Gilbert's column in this issue. It pays to give that damaged model a good hard look before you "designate it for deletion."

You may have noticed that there are a couple of changes on the Membership Information page in this issue. Chris Starleaf has stepped down as Vice President and Council member for personal reasons, and Ralph Kuenz has been appointed to take his place on the Board. We've also added Don DeLoach to the Council to take over the slot left by Chris. Congratulations to Ralph and Don, and best wishes to Chris.

This issue contains a complete rundown for the upcoming Nats in July. Our CinC Ross Mayo has returned to his slot as the Contest Director this year. A big thank you goes out to Dave Mitchell for filling in over the last couple of years! We've included an event list, and an extra page with all the particulars for this year's special events. Everyone should have plenty of time to crank out some beautiful models for the big show.

I've already gotten a few questions on the 2014 special events. They usually start out with something like: "Why didn't you set it up so that..." The question can go most anywhere from there, but the point is that everybody has their own take on how to design a contest event. The way it happens here is the guy who comes up with the special event gets to follow his own vision, as long as it fits within the framework of the club rules. GHQ approves these events and might tweak them for various reasons, but doesn't write them. If you have a better idea, please let us know. 2014 is a done deal, but it's not too early to get something together for 2015 or even the next Nats. Here's the best way to go about it: formulate the rules well in advance, get it approved by GHQ, and have *all* the details laid out so that it can be made public with enough

advance notice for the guys to build a model. Only one event will be one selected most years so it pays to get your proposal in early.

And while we're on the subject of special events, the D-Day Commemorative mass launch list of eligible models was taken from the Allied order of battle for 6/6/44 and a readiness report from Luftflotte III dated 6/5/44. That'll have to do!

Elsewhere in these pages you'll see a note of thanks from the folks at the National Warplane Museum. Our annual donation (taken from part of the Nats/Non Nats receipts) helps our friends at the Geneseo flying field. This year, the donation went to a very special project. Check it out on the next page.

I guess no issue is complete without an editorial blunder. (Can't wait to see what's lurking in this one even as I assemble it!) Last time I made a doozie. You remember all those terrific photos from the Outdoor Champs in Muncie? I had them credited to Ralph Kuenz, who told me that he never took his camera out of its case. He also told me who *did* take all those pics (and a lot more that we didn't have space for)... but I forgot. So much for my fail-proof filing system. This time we'd like to give Robert Rodeck, a professional photographer, belated credit for his work. He was on the scene, volunteered his services, and he did a super job taking all those photos. He has our belated thanks.

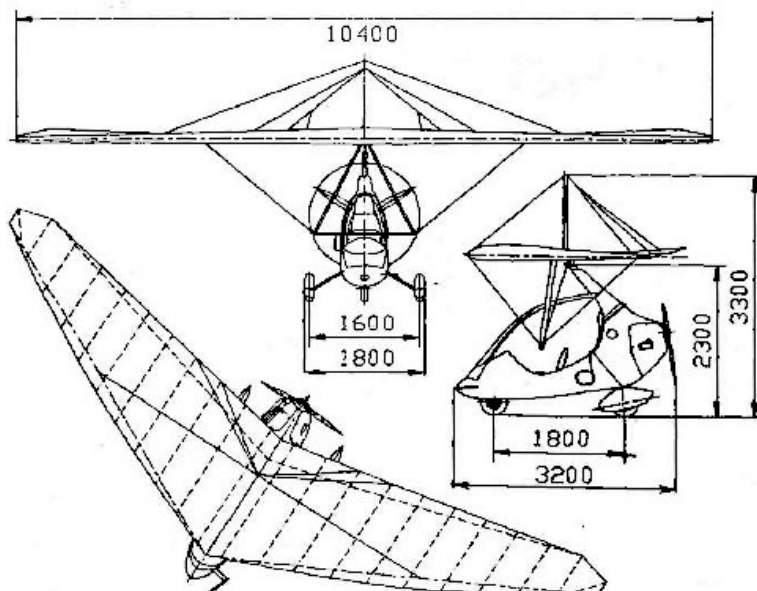
While we're talking about snafus, I have to mention that there was a typo in the July/August issue. I'm sure all of you noticed it but were just too darned nice to mention it. Our new VP Ralph Kuenz isn't the least bit shy, bless him, and...when he finally got around to reading his copy...he sent me this note: "One thing that always rings my bell was in the piece by our noted draftsman Fran Ptaszkiewicz who stated that the Porterfield had a *Townsend* ring. It was a *Townend* ring, there is no "s" in the name." Well, it wasn't Fran who dropped the "s" into Townend. The buck stops here. At this rate, Ralph is going to be an assistant editor.

The club received a donation from Charles Layton, Maj. USAF (Ret) with his renewal. We'd like to express our appreciation for his generosity. Other have included a little something extra when paying their dues, and these gifts help to keep the newsletter running in the black, and put off the day when we have to raise our dues. Thanks to the Major and all those who pitch in!

See you on the flying field.

Wingnut

## Bonus Point Quiz



Here's a sweet little German thing....I don't even remember what it's called!

How many bonus points, Skysters?

Answer on page 16...





## News on the Wing

### 2014 VENDORS AT THE NATS

Sorry, *not* 2,014 vendors at the NATS, but vendors for the 2014 NATS take note:

Judging and vending will take place at the Quality Inn as in years past on Wednesday, July 16th. Only 14 tables will be available, therefore, there will be a maximum of three tables per vendor awarded on a first PAID / first reserved basis. Adjustments will be made on site if all 14 tables do not get reserved.

Tables will be \$10.00 each. Please make checks payable to Flying Aces Club. Send to Bubba Mayo. His address is with all the other club contact info on the Membership Information page (p.17) that appears in all issues. Please help us to help you by making your request and check 100% correct. Sometimes our crystal ball goes dark.

Build, Fly, Win!  
Ross Mayo CinC



### Nuts & Bolts

The Boring Organizational Stuff...

*OK, one last time, and even smaller...*

#### 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 for our club. I hope you'll help us 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

## Regal Prop Bearings Return

After a short hiatus, I have resumed "production" of an improved nose button. It features an aluminum front clamping flange for very positive locking of the ball in the socket. In fact, a crash may now result in a broken propeller rather than a change in the thrust setting.

The price will be increased slightly to \$7 each plus \$2 shipping. Currently I can supply the large version with either .032 dia or .047 dia propshafts. As always, the reverse S propshaft and a hex key are included. John Regalbuto 11 East Street Georgetown, MA 01833-2534 regal33@verizon.net

## Return to Normandy 2014

A Project of the National Warplane Museum



GARMIN



The National Warplane Museum will honor the members of the Greatest Generation who served their country during the Second World War by returning its flagship Douglas C-47 to the most storied place in her 70-year history; the skies over Normandy.

The aircraft, affectionately known by her distinctive squadron marking, Whiskey 7, was the lead ship of the 37th Troop Carrier Squadron, dropping elements of the 82nd Airborne Division near St. Mere Eglise, France in the early hours of June 6th, 1944.

Whiskey 7 will participate in the 70th anniversary commemorations by dropping members of the Liberty Jump Team over the original D-Day drop zones. Learn more about the project and how you can help honor those who served at the project website: <http://www.rtn2014.org>

Dear Flying Aces Club,

The National Warplane Museum cordially thanks you for your generous donation. Without your support, the "Return to Normandy: 2014" mission would not be possible. To thank you for your contribution, your name will be placed in a book that will travel with our C-47, "Whiskey7," at all times. Also your name will be recognized in a plaque at our museum. Thank you, again.

Sincerely,

The Return to Normandy Team

Signed by:

Erin Vitare  
Return to Normandy Chair

Austin Walsworth  
President NWM



Whiskey 7 was photographed at Geneseo during last year's FAC Non Nats by Peter Kaiteris. With a little help from our Not Nats receipts, the aircraft will be returning to Normandy this year. If you'd like to help the cause, check out the details at: <http://www.1941hag.org/>



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

Here's a link to a RC Groups site that has a nice collection of 3-views. Paul Grabsky

<http://www.rcgroups.com/scale-drawings-and-three-views-860/>



## JUST THE FACS, MA'AM

By Dave Mitchell, Keeper of the Rules

### A synopsis of modifications to the 2014-2015 FAC Rulebook.

Hello everyone. While you have been puttering about in your shop, mulling over your build lists and cutting out parts for your Next Big Thing, the FAC Council has been toiling tirelessly deep into the night, preparing the 2014-2015 FAC Rulebook.

Before we get into it, a word or two about how we go about making changes to the hallowed script. First and foremost, your Council members are all tasked with the responsibility of listening to the members of the FAC at-large. Yes, when you sent that three-page, all-capital-letter e-mail decrying the injustice of requiring fillets on TOTF-Scale models, or whatever, we all took note. Likewise, if you happened to express your unbridled joy and relief that *finally* somebody had woken up, smelled the coffee, and realized that a Spitfire without fillets was not a Spitfire, we heard that too. That time you spat on the ground at Geneseo and declared that Simplified Scale was an insult to human ambition? Check. You who felt every scale model should be required to have a 3-D pilot figure? Gotcha covered. We have spies EVERYWHERE, and we are ever vigilant.

Having digested your input, and having generated some ourselves, the FAC Council meets once a year to discuss the myriad proposals for rules changes that are on the plate. Some get spit out pretty quickly. Others, not so much. You just haven't lived until you have debated the finer points of Dime Scale rules for a couple of hours in a room with a bunch of crabby, opinionated free flight enthusiasts! Anyway, the point is this: the FAC Council as a whole puts a great deal of thought into trying to keep things FUN, and to making the rules as clear, concise, and sensible as they can. We NEVER please everyone. But rest assured that there is—or is supposed to be, anyway—a rationale behind every rule in this book. It's my job to edit those rules so that they say what they mean and mean what they say. And with that, I humbly submit to you the following modifications that you will see in the 2014-2015 FAC Rule Book. It is built upon the structure and content of the 2012-2013 rulebook, the vast majority of which remains unchanged.

#### OFFICIAL EVENTS

1. **Giant Scale** has been reinstated as official FAC event #4 within FAC Rubber Powered Scale (RPS). All other event numbers following that have been reassigned to their respective events. Addresses all cross-references within the Rulebook.

#### BONUS POINTS: GENERAL CONFIGURATION

1. Models will be awarded +5 points for each pair of wings >2 (biplane). Thus, since a biplane qualifies for 15 BPs, a triplane qualifies for 20, a quadraplane qualifies for 25, etc. This modification carries across ALL EVENTS where BPs are given for configuration.

#### FAC POWER SCALE

1. Sec. 2.2-B in the 2012-2013 rulebook, "Rocket / Jet Special considerations", has been REMOVED. The decline in availability of Rapier jet motors appears at least for now to have rendered this rule unnecessary, or at least so rare that its inclusion in the rulebook is unwarranted.

#### TOTF NON-SCALE: COMMON RULES

1. Sec. 1.0, rule B.1—Props: allowable maximum prop diameter for the Gollywock is now specified at 13.5".
2. Sec. 1.0, rule B.3—Props must have the same number of blades as shown on the plan.

#### TOTF NON-SCALE: JIMMY ALLEN

1. Sec. 5.0, rule B.3—Allowable maximum prop diameters have been specified for each Jimmy Allen model.

#### MISCELLANEOUS TIMED EVENTS: Embryo Endurance

1. Sec. 3.0, rule E: clarifies language regarding bonus points; a given model may feature only one of three options for bonus points via open cockpit, canopy, or raised cabin.

That's it?!! Yes, skysters, that's pretty much it. Astute parsers of the rulebook prose will note that some redundant stuff has been winnowed out, such as multiple examples being given where one will suffice. The introduction to events like Simplified Scale have been trimmed. And the typesetters among us will recognize that the font size has been reduced from 11pt to 10pt. The end result is a 2014-2015 FAC Rulebook that, at 21 pages, is two pages SHORTER than the previous version. GASP! Give those Council members a RAISE!!





# No Secrets

## Tips and Tricks from the Aces

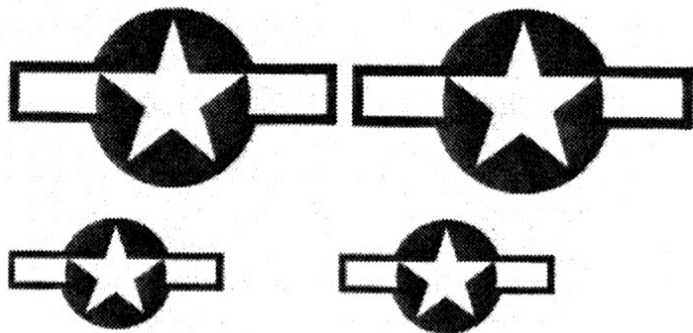
### Making Tissue Markings

- Mike Welshans

This method works great for most national insignia and for larger solid pieces, N Numbers, Light Stripes on a dark model, etc. For markings, first you need to create

a text document in whatever system you use. Then find the markings you wish to reproduce and cut and paste them into your text document. (I attached a reduced photo of the document for the stars on my Howard Dimer below.) This is the document that you will print from. Use your photo editor for text documents to size the markings to the correct proportion.

Once you have them in a document and the correct size take a piece of white Jap tissue (use the good stuff here, not domestic) large enough to cover the printed area. Spray a light coat of removable tack cement, available at art stores, on the dull side of the tissue. Stick it down on a piece of bond paper, right over the area that will print, shiny side up, and run it through your printer. Remove immediately from the bond paper base and let ink dry. Once dry, dust on a couple of coats of Testers Dull Coat to seal the ink. After all of the top surfaces are dry, use powdered white chalk (scrape the chalk powder from a piece of art quality chalk bought when you got the spray cement) and a cotton ball to rub



into the back side of the tissue. It will take 2 or 3 times, followed by a light spray dusting of fixative after each application, to make the tissue opaque enough to let the white areas be really white when applied. Once dry, apply a glue stick to the back of the markings and let everything dry at least overnight and a couple of days is better. You're now ready to cut the markings out and apply them.

To apply cut out marking, place exactly where you want them and touch with a soft paint brush wet down with denatured alcohol. The alcohol will re-moisten the glue from the glue stick and set it into place. If the roundel or star is a bit off, re-moisten it lightly and shift it. Very little moisture is used in this method of making and applying markings so your tissue stays drier. Once in place and dry, dust on a coat of clear Krylon to double seal the edges.

### DT Bellcrank

- Dick Gorman

While pondering how to create a DT for the CR-3, of all the ideas I ran through my head or sketched out this was my top choice. The axis rod is of course carbon fiber cut to the proper length. I then bent a piece of Aluminum tubing in a curve that looked about right. Once bent, I drilled

through the short length and made the hole go out the side of the curve. The carbon fiber rod slid through that tube as shown and was epoxied in place. This will become the bellcrank for the stab. (The center portion will be affixed to the fuselage with two more small pieces of tubing to act as bearings.

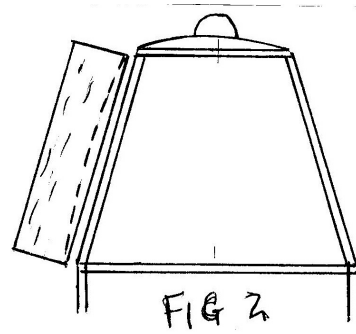
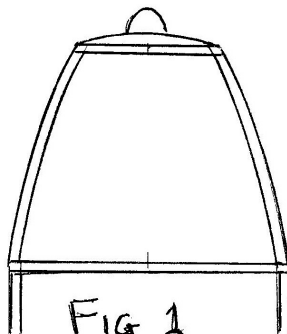
The stab halves will be glued to the rod left and right.) The long end of the tube holds the Opelon elastic which will attach to the last bulkhead in the fuselage and give the force to pull the stab up to about 45° when the DT pops. I believe she will work and hope that Rube Goldberg would be proud.



### Tight Curves on Longerons

- Claude Powell

The Comet Piper Cub (25") plan, for the one design event at the Nats and Muncie in 2014 has a design feature that I've never been able to master. Fig. 1 is the top view of the forward section of the fuselage and shows the two curved side frames in the nose. That is tough to accomplish with any accuracy. My solution is shown in Fig. 2. Simply crack the side frames and glue them directly to the nose former and then scab a piece of sheet balsa to them and sand in the required curve. It's a whole lot easier and more accurate.





# Wawayanda Report

## Baron Field Air Races

Another year of flying at Wawayanda wrapped up with an enjoyable, memorable and successful meet, bringing 38 FACers to the field in rural NY. For those counting, this was the 14th annual autumn contest in Wawayanda for the Flying Aces gang...known as the Barron Field Air Races.

There was a ton of flying going on as the flyers flew hard in the 20+ events. I'll say nothing of the rogue wind gust that flipped a box containing a few of my favorite models...including the PT-26 along with the newly restored, 18 year old Loose Racer. Not a word...

Of special note was junior flyer Maria Kondrat from Canada who aced out 19 seasoned FAC flyers in the premiere mass launch event, WW2 Combat. A top flyer through all of the rounds, she saved her best for last, as Maria's final flight of 2:06 by her Ambrosini 207 was enough to beat the field by over 30 seconds, scoring her first FAC kanone!! Truly a classic FAC moment! Major congratulations to Maria and Team Kondrat!

Thanks to all who helped judge or run events. We can't do it without your contribution. Special thanks to Sue, Louise, Mark, and John Houck for another fine contest. You guys really took care of the troops in fine fashion.

Hope to see all of you again in 2014!! Time to start building!  
Tom Hallman

*Frank Rowsome sent this email report to a bunch of his flying buddies, and he has graciously shared it with the rest of the FAC. -Ed.*

You guys made a mistake in not showing; we had a lot of good flying. Only Glenn Simperts and I showed up from the home team, but Tom & John had 35 registered FAC contenders with better judgement. We had ideal conditions on Saturday up until noon: no wind of any consequence and pleasantly cool temperatures.

WW I was the first mass launch and in perfect conditions. Dave Mitchell had threatened to break my thumbs if I ever flew my enlarged dimer in WW I again without a 3-D engine so I had modified it. Just as he hoped, it screwed up the trim so that it is no longer the world beater it once was. Properly jinxed, I dorked in the second round.

We had some excitement at 11:00 AM when one of the FAI contestants came up to report that they had lost one of their fellows in the corn, and he was long overdue. He had gone in with a Walston retrieval system to find his ship and never came out. One of his buddies found his airplane, and another found his cell phone in his car. He had had circulatory problems in the past, and they were afraid that he might have collapsed in the corn. Tom put the FAC contest on hold and about 20 of us spent an hour sweeping the corn looking for the missing modeler. The FAI contingent also called the cops, and about ten of them showed up too. At the end of the hour, the missing flier turned up at his car. He was fine. He had followed a signal from his Walston -- perhaps following his model as another brought it back -- on a long,

long path through the corn. None of the FAI guys thanked us for our efforts, and we noted that few of their number participated in the search. Most of them kept flying. We had a job verifying we had all our own searchers back out of the corn.

New rule for Barron Field: you don't go into the corn without a working, turned-on cell phone and/or a buddy. (*Good rule for any contest! Ed.*)

At noon, the weather gods flipped a switch: the winds suddenly reached a turbulent 12 MPH or so and held that until late afternoon. That was still flyable for ships already in good trim, with an ample window of stability, and the ability to grab altitude with dispatch.

We held Combined Racers in that weather. Three of us went in the corn in the first round, though my Chambermaid was not very deep in. Someone stumbled upon my racer (while looking for his own ship) by the time I completed one sweep. The other two were not so lucky. Neither made it back for the subsequent round (in deference to the conditions, the CD held it to two rounds). I won the final decisively with a 140 second flight, not bad for the conditions, but it put the Chambermaid very deep in the corn. This time I knew better than to trust to instinct and eyeball. I went for my new, expensive binoculars with built-in compass. I got the bearing of the line with an accuracy of half a degree, and plotted a precise entry point in the corn. Ever helpful Ronny and Octavian of the Harfang Escadrille helped with the search. Once in the corn, I verified my compass

heading about every three or four rows of corn. The corn was about 8 feet high and very dry, so the leaves crackled and hissed as you walked through it, unable to see more than three or four rows away. To my surprise, I walked right to the Chambermaid, which was dead ahead of me! That, of course, was freak luck, but the compass and the method sure helped



A rare sight! Four Albatri climb out in the WWI mass launch.

Gosselin photo

to get me in the neighborhood.

On Sunday it was colder. The wind came up earlier than it had on Saturday and proved to be a nuisance -- but not prohibitive. This time the wind was mostly from the West, so the corn was not a factor. Twenty fliers showed up for WW II. The CD's decided to use two heats to winnow the crowd. Among the contestants was Maria Kondrat with a handsome Ambrosini fighter her father swears she built herself with very little help. That may be true, as it looks better than any of her father's ships and better than most of the rest of the models in the event. She is about 13 or 14 years old, and from Ontario. You may remember her from Geneseo. Her plane actually managed to be last down in the first round in her cohort! We were all very proud of her. To our utter astonishment and delight, she won the final and took the Kanone -- her first. She beat at least three Air Marshalls doing it too. Hers was a superb flight.

It turned out that Wally Farrell and Tom Hallman were tied in the race for Grand Champion going into the Flying Horde, but Wally won that (wouldn't you know) and so broke the tie.

Frank Rowsome

## Saturday events

## Wawayanda 2013

## 38 contestants

### FAC Scale (13 flyers)

1. Pete Kaiteris	Me 109Z	152	(best flt 81)
2. Tom Hallman	Pulqui	145	(best flt 87)
3. Octavian Aldea	TU-2	143.5	(best flt 55)

### FAC Peanut Scale (7 flyers)

1. Tom Hallman	Martinsyde Buzzard	146.5	(best flt 69)
2. Glen Simperts	Zero	138	(best flt 94)
3. Walt Farrell	Leighnor Special	120	(best flt 55)

### Embryo (9 flyers)

1. Jim Hemmel	Swallow	120	62	74	(9)	265
2. Mark Houck	Prairie Bird	110	49	96	(8)	263
3. Wally Farrell	Prairie Bird	45	120	82	(8)	255

### Nocal (10 flyers)

1. Wally Farrell	Cardinal	107	108	269	484
2. John Houck	Extra 500	100	116	136	352
3. Ed Pelatowski	A-6 Intruder	79	147	83	309

### Goodyear Racers Mass (7 flyers)

1. Tom Hallman	Snoke Swifty Jr.
2. Walt Farrell	Leighnor Special
3. Tom Nallen 2	Leighnor Special

### Golden Age & Modern Civilian (6 flyers)

1. Walt Farrell	Sparrowhawk	120	120	120	360
2. NRE Novak	Lacey M-10	38	43	32	113
3. Doug Beardsworth	M-29	68	-	corn	68

### Giant Scale (6 flyers)

1. Tom Hallman	Junkers J.1	155.25	(best flt 105)
2. Vance Gilbert	Twin Jenny	145	(best flt 47)
3. Ed Pelatowski	Heinkel 64C	132	(best flt 62)

### World War 1 Mass (14 flyers)

1. Tom Hallman	Fokker DVII	Final Flight	89
2. Wally Farrell	Martinsyde Elephant		80
3. Tom Nallen 2	Dorand AR-1		73

### Golden Age Racers (12 flyers)

1. Frank Rowsome	Chambermaid	Final flight	140
2. Ed Pelatowski	Folkerts SK-2		75
3. Jim Hemmel	Brown B-2		73

### Fiction Flyer (7 flyers)

1. Wally Farrell	Booth Ranger
2. Greg West	Scarlet Stormer
3. Matt King	Bluebird

### Simplified Scale (6 flyers)

1. Ed Pelatowski	Judy D4Y	61	120	44	10bp	235
2. Wally Farrell	Cessna 140	60	73	81	1bp	215
3. Andrew Ricci	Fokker DVII	63	58	68	25bp	214

### BLUR Race (11 flyers)

1. Pete Kaiteris	Jack Rabbit
2. Ed Pelatowski	Folkerts SK-2
3. Bernard Dion	H-1



The launches: Above, Vic Nippert watches his Embryo head for the clouds, and below we see Tom Nallen II and Tom Hallman in the final round in the Goodyear Racer mas launch. Gosselin pics



Above: Wally Farrell with his ace mechanic Julie get ready for the WWI mass launch. Below: Jack Kacian spent some time tweaking his amazing Vought Flying Flapjack for Power Scale. Gosselin pics



## Sunday events

## Wawayanda 2013

### Jumbo Scale (4 flyers)

1. Tom Hallman	MiG-DIS	177.5	(best flt 120)
2. Mark Fineman	BN-1	153.5	(best flt 83)
3. Ed Pelatowski	Folkerts SK3	148.5	(best flt 120)

### Power Scale (3 flyers)

1. Tom Hallman	Waterman Aerobile	201	(best flt 120)
2. Vic Nippert	Waco XPG-2	171.5	(best flt 94)
3. Ed Pelatowski	MiG-DIS	160	(best flt 67)

### Modern Military Mass (6 flyers)

1. Tom Hallman	Pulqui	Final flight	124
2. John Houck	Sky Shark		94
3. Walt Farrell	Mig-15		88

### Dime Scale (12 flyers)

1. Andrew Ricci	Staggerwing	81	120	89	15bp	305
2. Dick Gorman	Staggerwing	46	59	56	15bp	176
3. John Houck	Vought 143	52	53	45	10bp	160

### Low Wing Military Trainer (5 flyers)

1. Frank Rowsome	PT-19	62	86	120	268
2. Wally Farrell	Fiat G-46	77	53	70	200
3. Tom Nallen	DHC-1 Chipmunk	70	20	73	163

### Earl Stahl Tribute (4 flyers)

1. Wally Farrell	MiG-3	84	86	87	10bp	267
2. Mark Fineman	Interstate Cadet	63	43	120	1bp	227
3. Vic Nippert	Miles Magister	29	-	-	10bp	39

### World War 2 Mass (20 flyers)

1. Maria Kondrat	Ambrosini 207	Final flight	126
2. Luc Martin	VG-33		92
3. Andrew Ricci	Fairey Barracuda		90

### Contra Rotating Prop Mass (5 flyers)

1. Tom Hallman	Koolhoven FK-5501
2. Wally Farrell	Arsenal
3. Andrew Ricci	Koolhoven FK-55

### Catapult Jet Scale (9 flyers) score includes scale pts

1. Andrew Ricci	Arsenal VG90	17	20	21	75
2. Ed Pelatowski	F86 Sabre	12	14	33	65
3. Mike Kaiteris	FH-1 Phantom	15	15	15	65

### 2-Bit + 1 OT Rubber (11 flyers)

1. Vic Nippert	Achilles	79	88	109	276
2. Pete Kaiteris	Skokie	120	43	79	242
3. John Stott	JABA	77	94	69	240

### Half Wakefield (2 flyers)

1. Bob Bard	Half Awake	61	-	-	61
2. Dick Gorman	Half Awake	-	-	-	-

### Flying Horde (18 flyers)

1. Walt Farrell	King Cobra
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### High Point Junior Flyer Maria Kondrat

### 2013 Grand Champion Walt Farrell

**Harvey Wallbanger Award**  
Tom Hallman - newly restored Loose Racer in box damaged by rogue wind gust



# WESTFAC

## News from Out West

Part of the flight line and a glimpse of the field at the Texas Scale Champs.



The WestFAC boys had two big contests recently. First off, the Texas Scale Champs was held in Gainesville Texas at the local Municipal airport. Everyone was worried about the weather and rightly so. However, old Mother Nature has a way of fixing things when you start to wind that motor, and she did a pretty good job. The first day of the Champs was “blustery,” which is a polite word for almost blown out, but latter in the day, things calmed down and most flyers were able to get in their flights.

On Sunday, the weather improved and much fun was had by all. The group picture shows some of the flyers. This event draws from two Flying Aces Squadrons in Texas; the Alamo Escadrille, with their HQ in San Antonio, and the Lone Star Squadron in the Dallas area. By the way Clubsters, if you are near the San Antonio area of Texas, you can contact Allen Shields at 210-334-0018 for meeting and flying times and days. Allen is the Squadron Leader and also a member of the WestFAC Working Committee.



Fernando Ramos always looks like he's having a great time.

Next up, the Scale Staffel [www.scalestaffel.org] held their last 2013 Two Day contest at Taibi Field in Perris California. This was a great two days of FAC fun. *Fantastic* weather...almost zero drift with temperatures in the 70's and low 80's. The competition was hot in all

eleven events, with Mike Mulligan winning FAC Rubber Scale with a Tony that flew like a dream. Fernando Ramos took a Kanone for FAC Power Scale with his beautiful Miles Magister. Herb Kothe won several events and was awarded the Scale Staffel Annual Championship Trophy.....congratulations Herb!!



Herb Kothe accepts the Scale Staffel Annual Championship Trophy from CD John Hutchison.

The new Building and Flying class is going well at the Active Adult Community in Meenifee CA. The new builders (soon to form a new FAC Squadron) are learning to prepare bones for tissue and how to install DT's. This is a great group of new flyers.

WestFAC will be submitting its draft Events List for WestFAC V to GHQ for approval soon. WestFAC V will feature over 23 events which will include three new competitions. Keep your radar up for more news on this in the future.

Many of the Western Squadrons are meeting to finalize their 2014 contest calendars and we will submit those dates for publication in the FAC 2014 contest schedule. We have confirmed at least one Squadron's plans...the Scale Staffel will again be sponsoring three new Two Day Events next year.



John Donelson with a tail-less Reggiane Re 2005. “Gee, that tail was on a minute ago...??”

We at WestFAC hope you had a Merry Christmas, and wish you a very thermal filled New Year!!! Many Maxes to all. Roger Willis



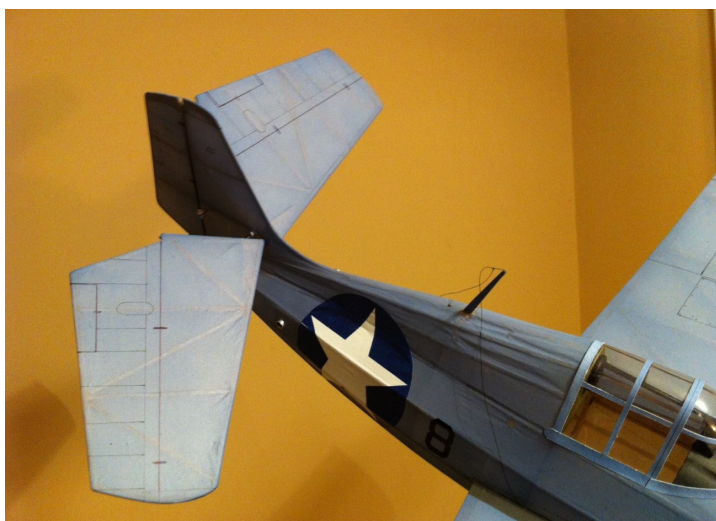
# A Combat Story

## WWII at the 2013 Texas Scale Champs

Round one of WWII was windy, but the lift was strong. My old reliable, 23" Stahl Wildcat hooked a thermal and ascended quickly to 300 or so feet before it started circling in the glide. The stab DT popped as expected at about 1:45, which was a relief (the Gainesville Airport is rather small and the wind was blowing at 10-15 mph). The problem was, the model wasn't descending very quickly and was drifting off the field toward a busy highway.

I sped toward the airport fence, hurdled it (tearing my pants in the process, and narrowly avoiding injury) and took off running. In my path was a thicket of trees, cow patties, telephone lines--and a highway. I had heard stories of models getting stolen at this site, and I knew it was going to land very near the highway, so I dashed quickly.

The Grumman hit a bare spot of dirt about 40 feet short of the black-



top, just inside another fence, so I felt I was in the clear. That is, until I arrived at the model and picked it up. The right half of the stab was COMPLETELY SEPARATED from the main spar that actuates the DT. Drats! I was going to have to retire from the event. Unless--wait--the TE hold down line is still attached. Can I push the stab back into position, pull down the TE and hope it holds? Is it worth the risk to one of my favorite, most detailed models?

Yes. This is combat.

I pulled down the TE taut and wiggled the stab to check it. It was floppy but the incidence seemed correct. FAC rules don't allow glide testing between rounds so I could only guess...and hope.

The second round was nerve-wracking. I under-wound slightly, knowing that less vibration from the prop and rubber would improve chances that the stab would hold. It held, until the model DTed at about 2:00. The stab half came loose again after a few seconds and the model spiraled in violently from about 100 feet. Good thing the grass was soft in this spot.

Returning to the line and repositioning the stab a second time, it was now REALLY loose. I figured there was at best a 50/50 chance it'd hold on through the entire flight. Turns out the other surviving finalist Grant Carson had even worse battle damage on his Heinkel: it had hit a golf cart and nearly ripped the wing off. We were both limping into the final, battle-tested and defiant.

I under-wound again and said a little prayer as I launched for the third round. Right out of my hand the model pitched over for an instant, and I thought it was all over. After about a half second of scary outside

looping the nose pitched back up and the model climbed off smoothly, stab half flopping in the stiff breeze. Ninety seconds later I picked up the model and the stab fell off immediately! Thankfully I didn't need to fly a fourth round; the model would almost certainly have not held together again.

Pat Murray pointed out that this sounded like a real Wildcat mission somewhere over the Pacific in 1942. My little Grumman somehow had not only survived but earned me a Kanone.

This episode illustrates everything I love about the FAC: the thrill of long flights with detailed scale models, adventurous chases, and above all, adverse circumstances that cause us to reflect on the great heroism of actual combat pilots.

My Wildcat is modeled after the famous white #8 of Col. Harold "Indian Joe" Bauer, the great commander of fighters at Guadalcanal. I like to think Col. Bauer--a Medal of Honor winner who was KIA--was smiling down at my refusal, despite long odds, to give up the fight..

- Don DeLoach

## Volare Products Triflyer - full kit, laser-cut wood, and combo pack.

70 years ago this month (November 1943) this plan was featured in the Flying Aces magazine. It was during the height of WWII and FA had made the decision to feature plans that were smaller and used less of scarce resources. The Connecticut Squadrons of the current



Flying Aces Club have identified 7 of this type of model as "Victory Models" and this is one of those 7.

This Triflyer builds quick and is easy to fly. All of the wood is laser-cut, except the leading edges and the motor stick. You can get this in the air in an after-

noon. It is a full kit, complete with rubber and tissue and 5 sheets of plans and documentation scanned from the original magazine.

Full Kit: \$12

Laser wood: \$6

Combo Pack: \$16

You can find it in the Basement here:

[http://volareproducts.com/BUY/index.php?](http://volareproducts.com/BUY/index.php?main_page=index&cPath=2_18)

[main\\_page=index&cPath=2\\_18](http://volareproducts.com/BUY/index.php?main_page=index&cPath=2_18)

By the way, this is my third kit and I make all my laser-cut kits in-house - it saves you money! Thanks, George Bredehoft

## Volare Products - Shorty's Basement

George Bredehoft

7686 B Drive South

Battle Creek, MI 49014

269-339-9795

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# Rubber Scale Modeler's Muse Shop

Vance Gilbert



## The Winter Rebuild

*The old ship was a dandy, but one day a combination of high wind, a bad launch, and a premature power cutoff brought her in on the concrete runway like a ton of bricks. Pieces flew for fifty feet along the pavement, and when the dust*

*cleared, the rear half of the fuselage was here, part of the front end there, the engine lay twenty feet away minus prop blades, the wing was folded in mid-panel, and the rudder was knocked clean off the elevator. It was a total washout. At this point the philosophical modeler might sigh regretfully, gather up the big pieces just for the sake of tidying up, salvage the wheels and the engine, and start planning a new model. The modeler with a few rebuilding tricks up his sleeve would have the same ship back in the air within a couple of hours. In the shattered fragments of a model plane, there is a big investment in your time. Most of this investment can be recovered by careful and systematic salvage.*

(From Keith Laumers "How to Design and Build Flying Models" used totally without permission.)

Hi Skysters!

The above is a direct quote from one of the seminal books in my modeling life. I'd bike to the public library in Willingboro NJ as a 10 year old kid and check it out for 2 weeks, bring it back on time, read it that day in the library during that day, the check it back out that afternoon for another 2 weeks. In the late 60's it was as biblical to me as Hannan's Peanut Power was to me in the mid 80's. The above paragraph was pretty much memorized, and meant the world to me. This was hopeful stuff, and remember, it was a good, long time before Cyano glues! I remain amazed, however, as to how much me and my buddies could get done with 5 minute epoxy as our "fix it now-fly it now" stickum.

But it's true, particularly this time of year, that as we FAC modelers start to pin "that winter project" to the board, we will cross the shop to get that stray reference on your new ship or a fresh piece of sandpaper to glue onto the sanding block, and we will step over the box containing the last season's (or older!) remains of a broken or otherwise way out of commission ship. "I'm a better modeler now" you say. "Joe Schmoe got his to go, maybe I'll try again" you mutter coming up the basement steps. Or you realize while gazing into the box that "that crunched wingtip on one side and a folded wing on the other side means a few pieces here and there and the gain of only 3/4 gram."

Please don't feel guilty for finally considering giving these orphans their second chances. A few things to consider:

- ~ it's ok to do rebuilding/repairs while having the new ship pinned to the board - it's not cheating on either one of them!
- ~ more often than not, what looked like a rebuild may actually be a repair once a good overview is taken of your box of wayward pieces
- ~ some stuff lies in-between repair and rebuild. A new wing, on a plane with a square wing is one of those in-between things. A new wing and a circular fuselage that was folded in half? - yeah, that's a rebuild, but not an unmanagable one.
- ~ Even a ship that has been hung up on the wall for the better portion of

a decade can be brought back to functioning, contest worthy status. Ask me how I know:

You have all by now seen the pictures in virtually every modeling rag across the FAC world of my Avro 547 being "launched" or in more folded repose in a timing box after having been virtually destroyed by a wayward sleeping bag falling from the top of my car. Well, it was pretty easy to let that ship go as part of comic relief, as it was well into it's second life. I decided to rebuild that ship late one spring before the 2010 FAC NATS. I don't recall where she placed in FAC Scale that year, but it was "in the conversation" for Earl Stahl award, and had a best flight of somewhere around a minute plus - quite good for an old triplane. All the awards and such notwithstanding, the greatest joy in the rebuild of that ship came in a few ways:

- 1) I had an old friend back.
- 2) As it was a fairly square-sided, square winged ship, it's rebuild was straightforward in a lot of ways
- 3) I saved the motor, wheels, exhaust stack, etc - i.e. all the piece that actually take 80% of the time on a ship like this
- 4) I got to benchmark the progress in my building skills. The original ship weighed approximately 130 grams empty. The rebuild weighed just over 90 grams!! The confidence I gained in this re-do weight benchmarking is immeasurable. Mind you, this ship was an old school affair, solid ribs and the like. But after waiting 26 years to be rebuilt, there was so much I had learned that I could inflict onto this bird. Sliced ribs, slimmer tail surfaces, more judicious wood selection, sanding block indiscrimination on the old fuselage longerons, all came to the fore. These skills honed after a quarter century of modeling were arguably quantified by this difference in final empty weights between the 1988 version and the 2010 version. All the time I spend in the basement - you'd certainly hope so... To be brief, I salvaged the stab, the fuselage, and many bits. Wings, struts, rudder, were rebuilt. The sanding block got a thorough workout. And my covering skills have since leaned towards a far lighter sensibility. The following videos on Youtube were both taken about 1/3 to 1/2 way through these flights, so yeah, she was well worth the second life giver her. (OK, don't wanna copy that long address? Google "Vance Gilbert Avro" and shazzing..there they is!)
- <http://www.youtube.com/watch?v=ukZRux6zfe0>
- <http://www.youtube.com/watch?v=VasOK5Oatbc>
- 5) You built it. You can rebuild it.
- 6) It doesn't take as long as a new plane would. I promise.
- 7) You get to correct things that weren't up to snuff or historically incorrect the first time. Take a look at Avro pic #1 from 1990. Well, that's where I \*thought\* the registration should look like. But the grand blessing of the internet and the greater resources that come with that showed me a pic otherwise. See Avro pic # 2, and note the wing and stab markings in the white surround





All this having been said, Dave Stott used to bemoan rebuilds, as he felt three big reasons for avoiding them were:

- 1) Once done, you had the same plane all over again, and
- 2) It would never be as nice as it was in it's original state
- 3) They never fly as they did originally

All 3 reasons are arguable. But let's be clear, even with his opposing general viewpoint, Dave did his share of phenomenal rebuilds, and we are all the happier that he did. And seriously, as for number 3 here? - sometimes they couldn't fly any worse than they did originally...here's a chance for trimming redemption

Here to follow is a running email history from Tom Hallman as written to me as he decided to give his Loose Racer a facelift after 2013 Muncie, where it came home in a somewhat smaller box. I'll let his pictures and story speak for itself:

*Peeling the tissue off the Loose, which was covered in '95, I found that I had used Tyvek as support on the punky 1/16" sheet formers. Surprised me, but then I recalled the Mig-3 that I had built the year earlier was battered inside, with numerous formers getting bashed and ripped to shreds.*

*Pretty sure I tore/peeled the Tyvek apart, giving me half the weight and a rougher surface to glue to the formers. Probably attached with thinned Titebond. Looking closely, not one of the formers had cracked or been splintered. Interesting. Livesay had a box and former on his plan, but I guess I figured the half shell would give the rubber more room. Has me thinking that I should go this route with my next project, but use 1/20 sheet formers.*

*Also got a closer look at the interior of that massive nose cone, which was spun on a drill press then hollowed out to about 3/32" thickness. Livesay called for 32 stringers to create his, but I just couldn't see that happening. Figured I'd need weight up front. Also gave me a laugh when I saw that I had chiseled away right up to the box for the nose plug. I lined the opening with thin sheet balsa, but there's a definite feathering or mound of sorts that happened as I neared this area. Talk about shaving weight off a plastic prop. This nose cone must have taken days...or at least an evening. TH*



*Much further along with the Loose. Bringing her back. Will be curious to see if she flies with a similar pattern, although I am looking to try a chopped down white prop. TH*



*One of the best parts of the Loose rebuild was seeing how I did it back in '94-'95. As a follower of the Rees movement, I had changed the Livesay plan a bit. But still, the plan is quite good and a pretty straight forward build. Just a lot more curves than on a typical flyer. I'm surprised more haven't shown up at the line.*

*I was expecting to totally rebuild the wing and tail...but there were parts of the stab that were salvageable, needing only a few extra sticks to firm them up. In fact, I didn't even recover the turtle decking and fin on the fus. The fus looked pretty good, until I started handling it. More than a few crunches than I care to admit, but it was easy enough to add fresh stringers were needed. Can't imagine how much DC 33 lube had splattered inside after flying her pretty much every season since '95.*

*No DT then, or now. Been lucky a few times, so knock on balsa from here on out...she's flying naked.*

*Surprisingly, the most time consuming deal were the foam wheel pants...both forming and painting. Takes a bit more focus than expected, but they got there within a few nights. LG was also reformed inside the fus from the original design, and feels much stronger, even though it's the same dia. wire.*

*Was it faster to restore than to build new? Hard to say. But it feels worth it, as she has given me a lot since my early days in F/F. My boys flew her at the SOTS event in '97, shortly followed by that lone evening flight by my wife. I believe she enjoyed it, but we haven't rushed out to the field together for a re-do. Maybe a new F/F spark will fly, who knows.*

*My hope is that this facelift will give the Loose many more years. I want to see her flying again many times at Wawa, Geneseo, and Muncie. TH*







Same goes for Wally Farrell's Sparrowhawk - lost in the corn at Wawayanda for some stretch of time after proving itself a great contender, even in Golden Age Civilian - with 3 maxes!!

Here's how Wally tells it:

"The triage on it: rudder in bad shape, both lower loungers out but the top deck kept all the flying surfaces in line. The left wing is warped up and washed in; Left half of stab is warped. Little damage to the wing and forward fuselage. I've already begun the repair and I'm making new wheel pants. I hope I can get it aligned the way it was and back in flying shape. One thing is that it is dirty, has some stains on it. Got some of it off but looks like some of it is there to stay. I'm not going to recover the whole thing at this time.....but I am way ahead of the game.... WF"



So fellows - you have more planes to choose from to bring to the next contest than you thought you did!!

Here's a quick personal glossary of things heard around the FAC aloud and in print - some help and some, well, not so much, when it comes to the FAC cause. (note - your results may vary...):

1. "Jeez, Buddy...you take this all so seriously"

Well, many of us take quite seriously the things we'd like to be part of

and do well. Of course, one wouldn't neglect friends, family, and moral law to fly model planes, but there's no sin in doing it well enough to do something over, twice, or to spend the extra time on whatever it is...or in getting the history, color, or shape and pieces of the thing correct. Why not? Plus George Bredehoff and Dave Nedielski take it quite seriously when they sell you a winder or a kit. Why shouldn't we?

2. "This ship easily won first place....."

There's room for all kinds of fliers and their flying ways in the FAC. Uber competitive types, folks that don't want to take it all so seriously (see above), and the majority that live in between. That said, writing that starts like this seems to say that the builder wasn't at all challenged by those that were flying their best right next to him or her. Just kinda discredits the winner's whole reason for being on the field with others. No abject harm done, but if you are interested in getting the FAC to proliferate there are other ways to extoll winning ways...I'm just saying...

3. That part is too hard for some modelers to accomplish..

Well, I bet you know how I feel about this. I've heard this about spinners, canopies, even windows. Paul Stott spoke very philosophically about this subject at a recent contest when he quoted his dad in saying "...it's not harder to do...it just takes a little longer..."

4. The wing is still attached to the fuselage so my incidence is set - I'll rebuild.

By all means!!

5. There's too many events to choose from.

Buffet too large for your plate? You can't possibly eat everything here? Feel welcome to leave some for the other fellow that likes something a little different than you...you didn't really come here to win everything, did you?

6. "I got you" (from a willing timer who's currently in the place that the fliers that needs a timer's flight is vying for. )

That's FAC all the way

7. Lemme spot you as you wonder off deep into the corn after your plane...

Yeah...ask a few of us from Wawayanda how important this was after the last contest this season...

8. And this pair of quotes from the venerable Ed DeLoach:

"I think if clubsters got that book they would be so blown away by the creativity of those French designs they would salivate to the point of building and gracing the ozone with more of them. I hope so because I love civilian airplanes and think they are WAY underrepresented as stick and tissue flying miniatures."

And

"One of the neatest things about the love and wonderment of aircraft is that over the years there have been so many designs that few, if any of us, will ever be exposed to. It's a continuously expanding panorama with discovery of new (old) designs making every day a new day."

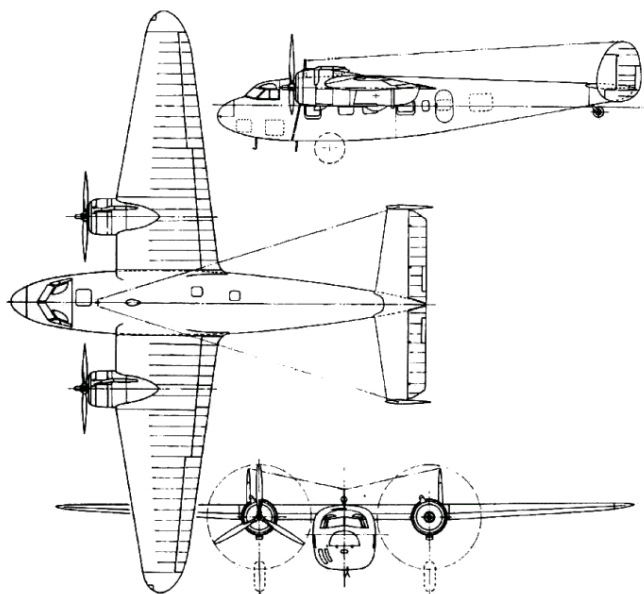
Amen, Sir.

Till next Newsletter... muse on fellows.

# A Real Life Aviation Mystery Solved Part II

Spears replied that the airplane was a DH 95 Flamingo. The investigation team members came to that same conclusion and confirm this assertion.

DH 95 was the first all metallic skin airplane from de Havilland. Sir Geoffrey de Havilland christened this airplane Flamingo shortly after one of his sons rescued a flamingo in Kenya. The airplane's maiden flight was in Dec 22, 1938. This high wing twin, elegant even with a big belly, could accommodate 17 passengers and had a 2000km range (with fewer passengers). In addition to its aluminum skin, it had technologically advanced equipment like hydraulic variable pitch propellers, hydraulic actuated landing gear and slotted flaps. Originally it had three fins, but the central fin disappeared quickly when the surface area of the 2 outboard fins were increased and aerodynamically balanced.



With two radial engine Bristol "Perseus" XII C-890Hp bolted on an empty 4900Kg (10800Lb) hull, the prototype reached 385 Km/h. It was sufficient to get the attention of some of the military brass and they conducted some in-flight evaluation in March 1939.

Meanwhile several civilian companies signed firm order and the prototype G-AFUE was lent to Jersey Airway in May 1939 to conduct in-service tests. Two other hulls were about to be put in service but war completely changed the plan.

The first three Flamingos built were assigned to RAF Squadron 24 (not 84 Sqn. as stated in Part 1) for the exclusive use of Winston Churchill's government. In total, 13 other Flamingos were built:

Two airplanes went to the King's Flight in September 1940, and one went to squadron 24. It was planned to use these airplanes to evacuate the royal family in case of a cat-ass-trophy.

Seven others, all camouflaged, were delivered to British Overseas

Airways Corporation BOAC, five of them, equipped with additional fuel tanks, flew to Cairo, Egypt via Gibraltar and Malta.

These production airplanes had 930Hp radial engine "Perseus" XVI, 24in added to the wing span and 440 Lb. extra weight. Minor modifications like bigger aileron, less dihedral, smaller leading and trailing edge tabs on the empennage were added.

An additional hull went to BOAC. Two other Flamingos equipped with Merlin engines went to Squadron 782 at the end of 1940.

The last four military transport airplane ordered as "Hertfordshire" were never finished. Very quickly, lack of spare parts shortened these airplanes operational live. In 1945 only one survived, it was a Merlin Flamingo retired in 1949 and crushed in 1954.

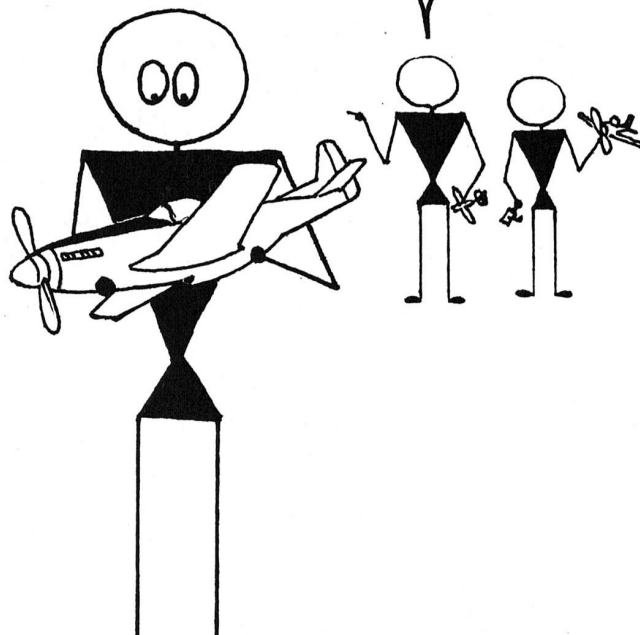
In June 16, 1940, there were only five Flamingos in service and it is one of these that took off from Bordeaux-Mérignac. A quick research revealed that the non camouflage airplane was the prototype G-AFUE.

The airplane was still moving when De Gaulle jumped through the cabin door, helped by Spears. Those familiar with the Dragon Rapid agreed that it is impossible to jump on board it like that. The Dragon rapid door, quite high, is above the lower left wing. The door sill on the Flamingo is close to the ground.

How about the Lockheed 14 or 18 mentioned earlier? It will eventually transport de Gaulle but that will be much later. - via Luc Martin

## INKLINGS by Chuck Wenlock

SEE THAT GUY OVER THERE? HE  
HAS SO MANY PLAQUES FROM  
FLYING ACES CLUB CONTESTS  
THAT HE PANELLED HIS ENTIRE  
DEN WITH THEM.





## The "Other Side" of the Story

*...or perhaps it's the story of the other side? Ed*

It seems that the restorers and replica builders of full scale airplanes face the same question that is so familiar to scale modelers, namely, "What's on the other side of the airplane". You have a great photo of one side but have no idea of what's on the other side. Lacking any other information, you just have to make an intelligent assumption and go with it. Unfortunately, the Old Rhinebeck people got it wrong on the old paint job on their Albatros D.Va. (FACN #273, inside rear cover). No fighter pilot would have a retreating lion on the side of his airplane!

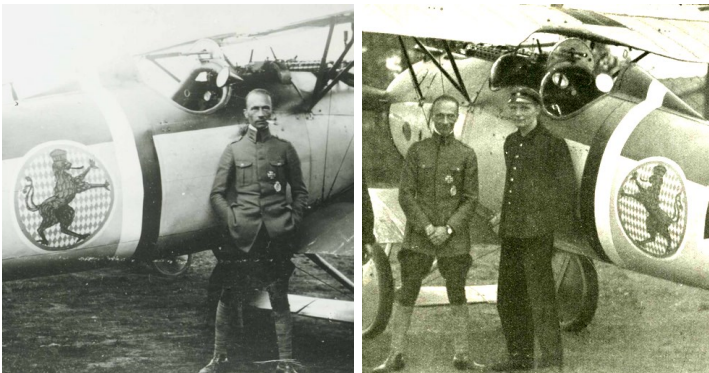
In deference to the good folks at Old Rhinebeck, I suspect that they were led astray by the Profile Publication of the Albatros DVa (Profile No.9). That usually reliable pub has a photo of the right side of Eduard Ritter von Schleich's Albatros with the lion facing forward. Apparently the artist of the accompanying 5-view made the assumption that the lion's image would remain basically the same on the other side; if it faced forward on the right it would face aft on the left. Bad assumption.

In this case, unusually, there is a photo of the left side of the airplane with the dapper von Schleich proudly standing next to it (Ref. "Air Aces of the 1914-18 War" published by Harleyford) and the lion, of course, is attacking, not retreating. It's a pretty good rule of thumb that

if there's anything in an insignia the might represent an attack (animal, arrow, shooting star, etc.) it will face forward on both sides of the airplane.

That really shakes your faith in everything that's good and upstanding, doesn't it? Even that revered institution Profile Publications gets it wrong sometimes.

All this struck a chord with me because I built the Golden Age Reproductions model (great kit, by the way) of the Albatros a few years back and faced the same dilemma. I had the Albatros Profile but the aft-facing lion just didn't seem right. Fortunately, a friend had the Harleyford book and I found the "other side" photo. Hal Schwan



## Gone West

We recently learned that long time FAC member **Fred Smith** has left us. Over the last several years, Fred donated a large number of kits to the FAC for our Nats raffle, and even paid to ship them to us. His generosity was greatly appreciated. Our condolences go out to his family and friends.

Our small Midwestern free flight community was shocked to hear that our friend, **Lonnie Kinder**, had passed away suddenly. Lonnie was an important part of the Flying Aces Club in Indiana. He was the Contest Director for an annual contest in the fall honoring another lost friend, the Ted Dock Memorial contest. Lonnie was a kind and sharing guy that was friends with every contestant at the field. At these annual contests at the AMA Flying Site in Muncie, Lonnie spent all his hours running the contest; who knows how many hours he spent preparing for the events.

I know a few of us were very disturbed by the news as we had just spent the weekend with him at this contest. That weekend was Ball State's Parents' Weekend and all of the motel rooms were full by the time that I tried to make reservations. Winn Moore and I were able to contact our friend Pat Murray and "reserve" a bed in his RV. Lonnie also shared the RV with us. We spend a couple late nights talking about flying and friends and good times. Ironically, we discussed the passing of Phil Cox and his recent funeral. How could we know that Lonnie would pass so soon? I only knew Lonnie from the flying field, however, I know he loved his wife, since he talked often of her that weekend. Usually, she would help him with the CD duties and she stayed home that weekend. He also talked about his grandchildren: granddaughters and grandsons, with great pride and love. I am sure they will miss him terribly.

*George Bredehoft, Cloudbusters Newsletter 11/13*



## BP Quiz Answer

Answer - 23 ...Pusher (5) , Flying wing (15), Parasol (3)  
Extra points if you can tell the Editor what this little buggy is called...

## Half Price! New Member\* Offer

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

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

## National Free Flight Society

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

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

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

Name \_\_\_\_\_ D.O.B. \_\_\_\_/\_\_\_\_/\_\_\_\_

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

Country \_\_\_\_\_ Email \_\_\_\_\_

Card# \_\_\_\_\_ Visa / M.C. Exp. Date \_\_\_\_/\_\_\_\_/\_\_\_\_

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

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

# FAC GHQ & Council

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

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mbwelshans@aol.com

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

## Councilmen Emeritus

Pete Azure  
Fred Gregg  
Tom Nallen I  
Tom Nallen II  
Mike Nassise  
Jack Moses  
Bob Schlosberg  
Chris Starleaf

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



## 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



Glastonbury, CT	Jan 12	GLASONBURY INDOOR CONTEST	John Kptonak	gliderguider@comcast.net
Washington, DC	Jan 26	MAXECUTORS NATIONAL BUILDING MUSEUM INDOOR CONTEST	Glen Simpers	301-843-2896 grfreeflight@hotmail.com
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
Washington, DC	May 4	MAXECUTORS NATIONAL BUILDING MUSEUM INDOOR CONTEST	Glen Simpers	301-843-2896 grfreeflight@hotmail.com
Geneseo, NY	Jul 16 - 19	<b>FAC NATS</b>	Ross Mayo	CinC@flyingacesclub.com
Muncie, IN	Jul 28 - Aug 1	AMA / NFFS FREE FLIGHT WEEK	AMA / NFFS	Details TBA
Muncie, IN	Sept 11 - 12	<b>FAC OUTDOOR CHAMPIONSHIPS</b>	Ralph Kuenz	rdkuenz@yahoo.com

*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.***

## USA Science and Engineering Festival

The D.C. Maxecutors will again have a booth at the USA Science and Engineering Festival that is coming to Washington D.C. Planned for April 25, 2014 to April 27, 2014, this is an opportunity to talk to the general public about the fun we have with the hobby. When we did this in 2012 we passed out about one thousand brochures and old model magazines, and talked to between 5,000 and 10,000 people. This is a high voltage event of youthful energy and certainly energized my interest in talking to people about modeling. The club needs people to man the booth, provide some models to display (the models hung on an EZ-Up worked wonders last time), and ideas to better explain our unusual fascination with things that fly. Come spend some time in Washington in the springtime.

Glen Simpers      DCMaxecutors@hotmail.com      301-843-2896



1. Our recent feature on the Comet Coast Guard Waco sparked fond memories for one of our clubsters. Mike Zand built this one back in the 80s, and flew it to glory at many contests. Zand photo

### 2014 Wawayanda Pics

2. Never Ready Eddie Novak handles mechanic duties for Tom Nallen II during the WWI mass launch. Tom's Dorand took 3rd place in a close run event.
3. Heave ho! The BLUR race event is always a popular feature at Wawayanda.
4. Octavian Aldea with his Tupolev Tu-2. It's a beautifully crafted model and flew to a 3rd place finish in FAC Scale.
5. Kendrick Gosselin continues to develop his modeling skills. His Martin MO-1 flew nicely.
6. Paul Stott s\with his classy Mooney A-2.
7. Gustavo Durieux gives his ten cent Yak a bit of air time.
8. Tom Nallen II watches his Curtiss Type D Hydro climb away. This remarkable model flies beautifully, and it gets a healthy dose of Bonus Points too: biplane, twin props, flying boat.
9. Close shave in the WWII mass lunch! Even more remarkable was the fact that Tom Hallman caught it with his camera.
10. Yeah, that happens sometimes. Part of the "charm" of Wawayanda is dealing with the drainage ditches. Tom Hallman's big Junkers J.I went for a brief dip. With a good airing out, it will fly again.
11. Doug Beardsworth with an Ag Cat, and Vance Gilbert with a Zippy Sport. Sometimes the big bonus points take a back seat to good ole flyin' fun.

Pics by Ron Gosselin unless otherwise noted.



Tom Hallman photo

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

**FLY...All you can**

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





3

Tom Hallman photo



4

Julie Farrell photo



5

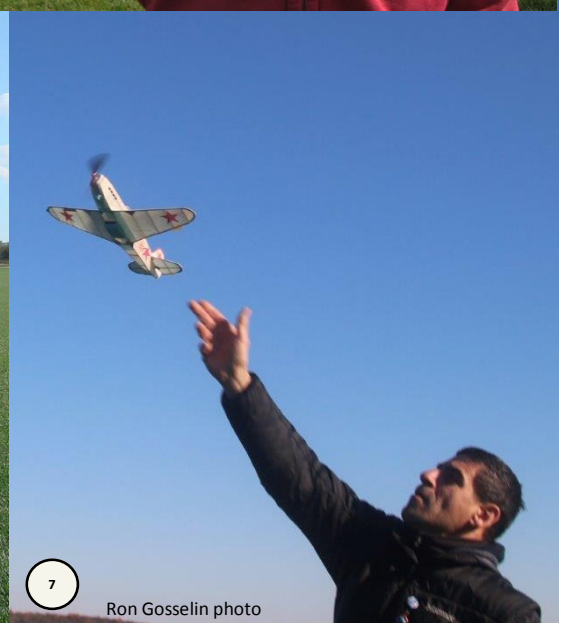
Gosselin photo



Tom Hallman photo

Tom Hallman photo

6



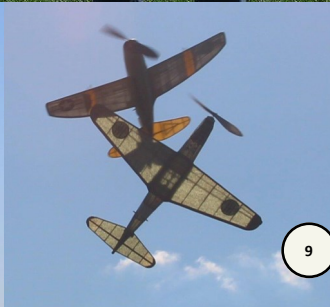
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Ron Gosselin photo



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Ron Gosselin photo



9



10

Tom Hallman photo



11

Tom Hallman photo





Ron Gosselin photo

**Above:** Top WWII fliers at Wawayanda this year L to R: Luc Martin 2nd place, Maria Kontrat, 1st place, and Andrew Ricci 3rd. This was Maria's first kanone, and it was carried off in fine style!

**Below:** A group shot of the fellows at the Texas Scale Champs - kneeling L-R: Ed DeLoach, DD, Joe Kulp, Mike Fedor. Standing L-R: David Moody, Mike Isermann, Allen Shields, Grant Carson, Duke Horn, Jerry Porter.



Photo via Roger Willis

# FLYING ACES

Club

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Erie, PA 16510

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July 16-19

2014 FAC NATS

Geneseo, NY

**Wednesday July 16 12:00—5:00 at the Quality Inn Hotel >**  
Registration & Scale Judging  
Compliance Checks (PPLC for Mass Launch and TOTF Scale; Non Scale events as req.)  
Vendors and camaraderie!

<b>THURSDAY July 17&gt;</b> 8:00 am - 5:00 pm	<b>FRIDAY July 18&gt;</b> 8:00 am - 5:00 pm	<b>SATURDAY July 19&gt;</b> 8:00 - 5:00 pm
<b>FAC Scale events:&gt;</b> #1 FAC Peanut Scale #2 FAC Rubber Scale #3 FAC Jumbo Scale #4 FAC Giant Scale #5 FAC Pioneer Scale #6 FAC Power Scale	<b>FAC Scale events:&gt;</b> #1 FAC Peanut Scale #2 FAC Rubber Scale #3 FAC Jumbo Scale #4 FAC Giant Scale #5 FAC Pioneer Scale #6 FAC Power Scale	<b>FAC Scale events:&gt;</b> #1 FAC Peanut Scale #2 FAC Rubber Scale #3 FAC Jumbo Scale #4 FAC Giant Scale #5 FAC Pioneer Scale #6 FAC Power Scale
<b>TOTF Non-Scale&gt;</b> #14 FAC Jimmy Allen	<b>TOTF Non-Scale&gt;</b> #13 2-bit+1 OTR	<b>TOTF Non-Scale&gt;</b> #15 OT Gas Replica
<b>TOTF Scale&gt;</b> #10 Modern Military #33 Comet Cub	<b>TOTF Scale&gt;</b> #7 Low Wing Mil.Trainer> #8 Golden Age Combined #33 Comet Cub	<b>TOTF Scale&gt;</b> #9 Modern Civilian #33 Comet Cub
<b>Misc. Timed Events&gt;</b> #16 Simplified Scale #17 Dime Scale	<b>Misc. Timed Events&gt;</b> #20 Embryo Endurance #21 Jet Catapult	<b>Misc. Timed Events&gt;</b> #22 Fiction Flyer
<b>Mass Launch&gt;</b> #26 WWI Dog Fight 10:00 #23 Thompson Race 2:00	<b>Mass Launch&gt;</b> #24 Greve Race---10:00> #27 WWII Combat 2:00>	<b>Mass Launch&gt;</b> #25 Goodyear/F1 10:00 #34 D-Day 2:00
<b>End of Day Event--6:30pm&gt;</b> #29 SLOW Race	<b>End of Day Event 6:30pm&gt;</b> #28 BL R Race HAG Barbeque	<b>End of Day Events&gt;</b> Banquet & Awards ceremony at the Hotel

Timing slips must be turned in by 4:30 in case of ties  
Target Times posted at 8:00am, 11:00am, and 2:00pm  
One-Design event sponsored by the Detroit Cloudbusters. Winner gets free ride at the 2014 Outdoor Champs. Flown to #8 Golden Age Combined rules.  
Special 70th anniversary commemorative event. Flown to FAC Mass Launch rules except for special Bonus Points. See event rules for details.

**D-DAY COMBAT:** This year’s special event at the Nats will honor the 70th anniversary of the D-Day invasion. Here’s a chance to earn your stripes (haaaw!) in a no-holds-barred knuckle-busting fight to the ground. Rules of engagement:

- A. All basic FAC mass launch rules apply; rubber powered only. No wingspan limit.

B. 2012 Pilot’s Pre-Launch Checklist strictly enforced; all aircraft must have 3-D armament.

C. Eligibility: Exclusively for **combat** aircraft engaged during the air battle over Normandy, June 6, 1944. Here is the list of eligible aircraft (if it is not on this list it is NOT eligible):  

<b>ALLIED / RAF</b>			
Hurricane	Avenger	Liberator	FW-190A-4
Typhoon	Beaufighter	Fortress	FW-190F-1
Tempest V	Mosquito VI		Bf-109F-1
Spitfire VII	Mosquito PRIX	<b>ALLIED / USAAF</b>	Bf-109G-4
Spitfire IX F	Mosquito PRXII	P-38	Bf-109G-5
Spitfire IX HF	Mosquito PRXIII	P-47	Bf-109G-6
Spitfire IX LF	Mosquito PR XVI	P-51	Bf-109G-8
Spitfire XIV	Mosquito PR XVII	P-61	Me-410A-1
Spitfire PR XI	Mosquito XXX	P-70	Me-410A-3
Seafire	Albemarle	Spitfire XI	Ju-88A-4
Wildcat V	Boston IIIA	Mosquito XVI	Ju-88D-1
Hellcat I	Mitchell II	A-20G	Ju-88H-1
Mustang	Wellington XIII	B-17	Ju-88S-1
Mustang IA	Warwick	B-24	Ju-188F-1
Mustang II	Hudson	B-26	Ju-188G-1
Mustang III	Sunderland		Do-217E-4
Albacore	Sterling	<b>GERMAN AF</b>	
Swordfish	Halifax	<b>Luftflotte III</b>	
	Lancaster	FW-190A-3	

D. Mid-1944 color and markings required. (Note: please don’t show up with a model sporting non-theater color/markings, unless you had the model built and flying prior to the announcement of this 2014 D-Day event.)

E. Three rounds minimum, mass launched, timed to the ground by mechanics.

F. Multi-engine models will be given a winding window of 2 minutes per motor.

G. Bonus seconds awarded as follows on each round:

1. +5 Mid/shoulder wing

2. +10 Low wing

3. +10 Seaplane/flying boat

4. +15 Biplane

5. +25 Off-centerline twin

6. +35 Four engine

H. “Best in Show” Special Awards (2). One to each: the best Allied and the best Axis aircraft (judging during pre-launch inspection).
- COMET CUB ONE-DESIGN:** Sponsored by the Detroit Cloudbusters. 25” Comet Cub, kit /plan # 3206. This event will be flown at the 2014 FAC Nats & the 2014 FAC Outdoor Championships in Muncie. Rule as per FAC Golden Age Combined, event #8 in the 2014-2015 FAC Rule Book. For plans, scale docs, and a diagram of allowable modifications, check out the Cloudbuster’s site at: <http://cloudbustermac.tripod.com/plans-and-scale-docs.html>
- NOTE! Laser parts are currently available for the Comet Cub.** These parts are being presented for a limited time to those interested by eith Sterner via a no-profit cost of 9.50 per set. Price includes (3) sheets of laser cut parts cut from contest grade 4-6# 1/16 and 1/8 balsa, 'C' grain, includes packaging and first class shipping!  
NOTE: This offer DOES NOT include the plan. Anyone interested, please send check or money order to:
- eith Sterner  
4019 Nicholas Street  
Easton, PA. 18045



# NC21599



PIPER CUB

WINGSPAN 25"

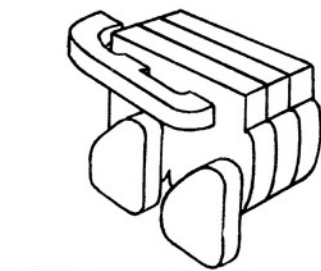
LENGTH 15-5/8"

DRAWN BY Joseph Bonferroni

KIT NO. 3206

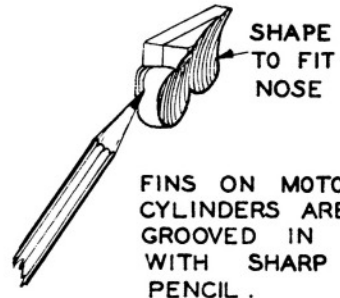
FAC 2014 ONE DESIGN

Page 1

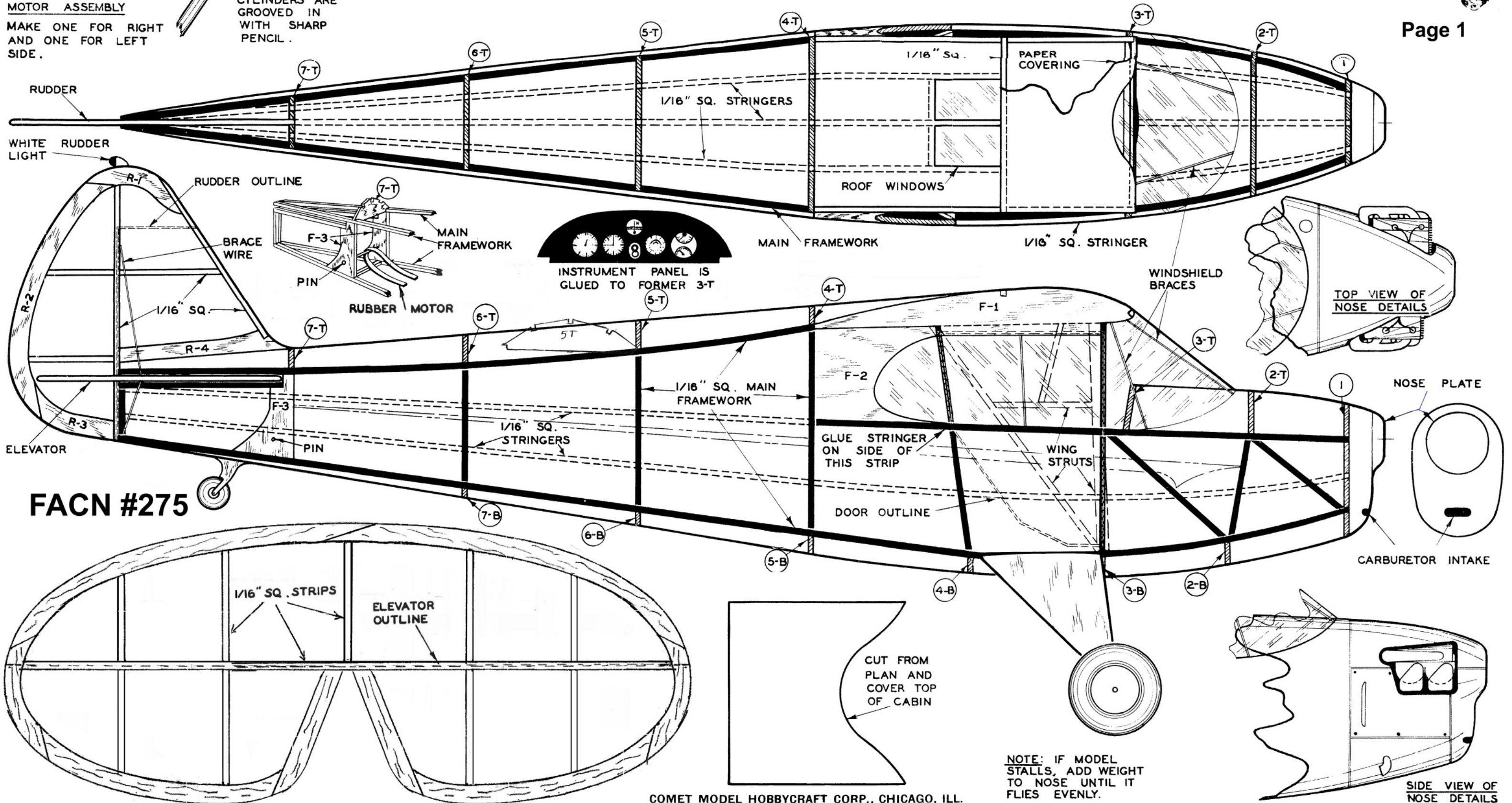


MOTOR ASSEMBLY

MAKE ONE FOR RIGHT AND ONE FOR LEFT SIDE.



SHAPE TO FIT NOSE  
FINS ON MOTOR CYLINDERS ARE GROOVED IN WITH SHARP PENCIL.

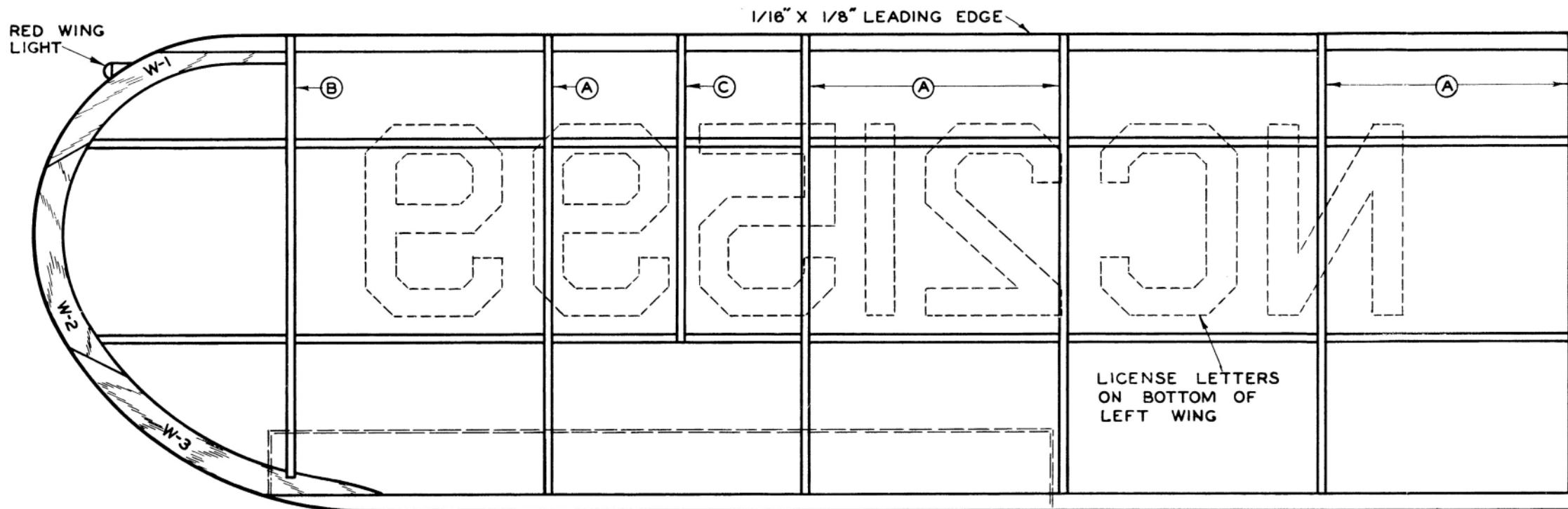


FACN #275

COMET MODEL HOBBYCRAFT CORP., CHICAGO, ILL.

SIDE VIEW OF NOSE DETAILS





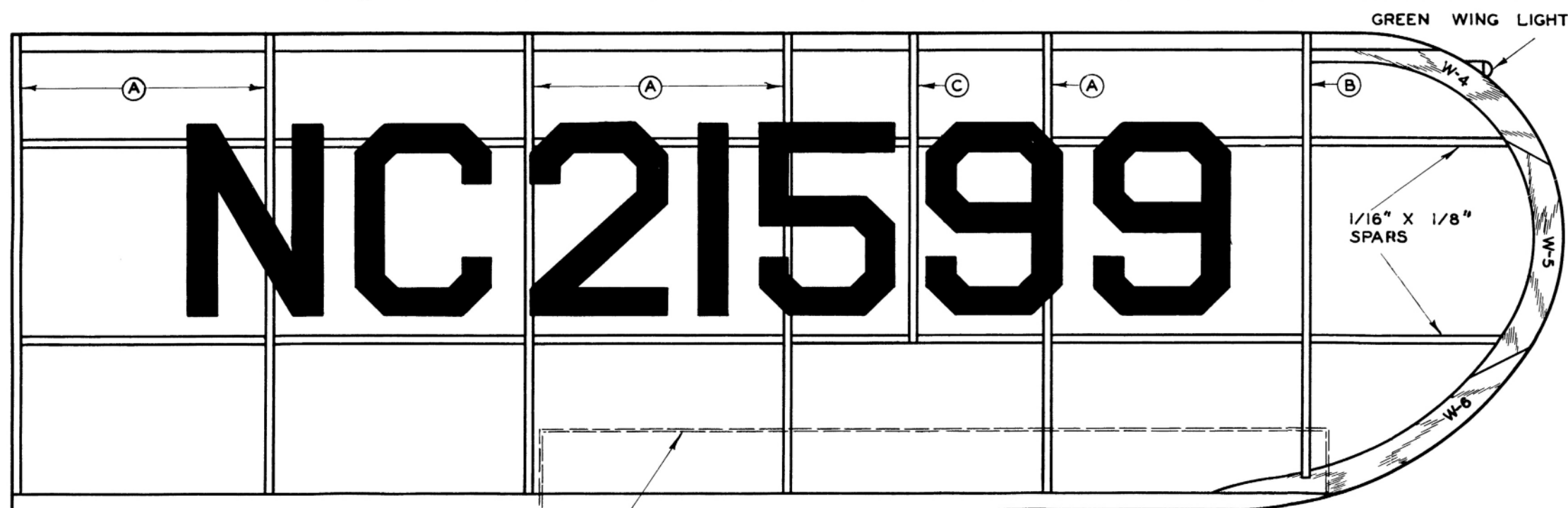
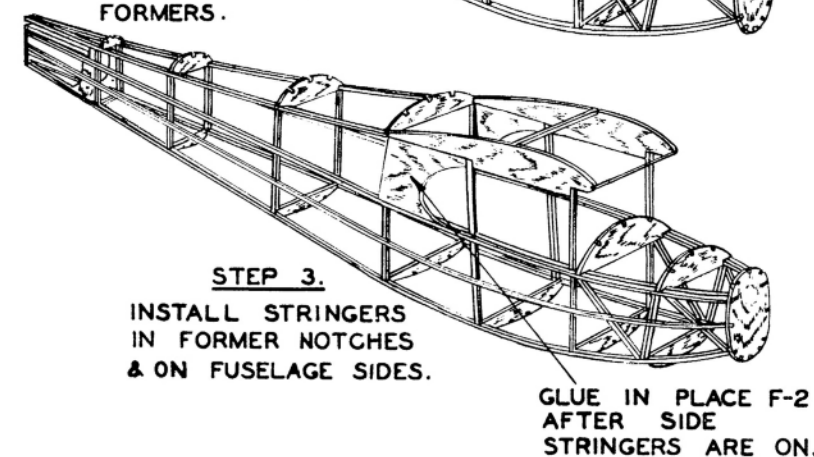
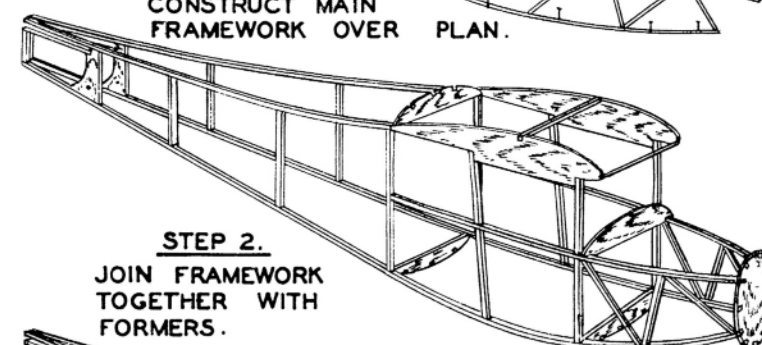
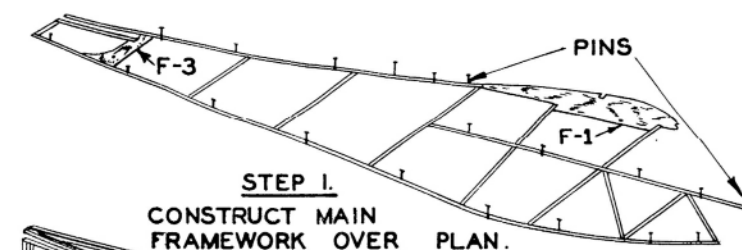
**PIPER CUB**

WINGSPAN 25" | LENGTH 15-5/8"

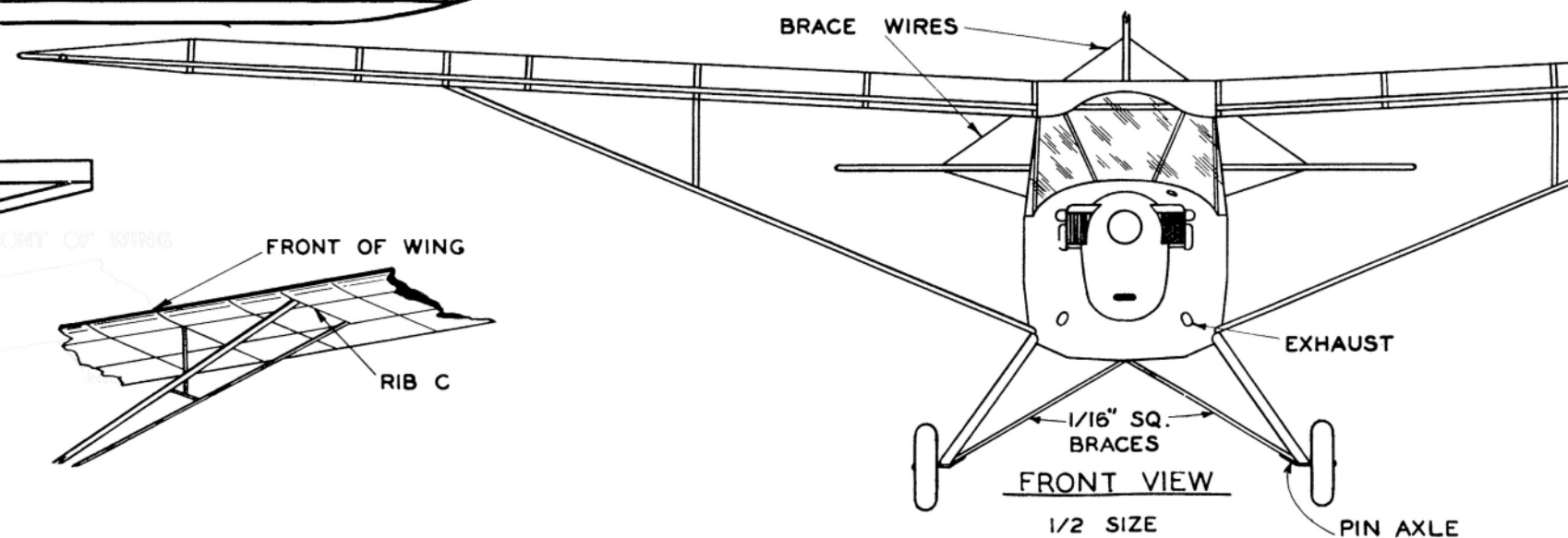
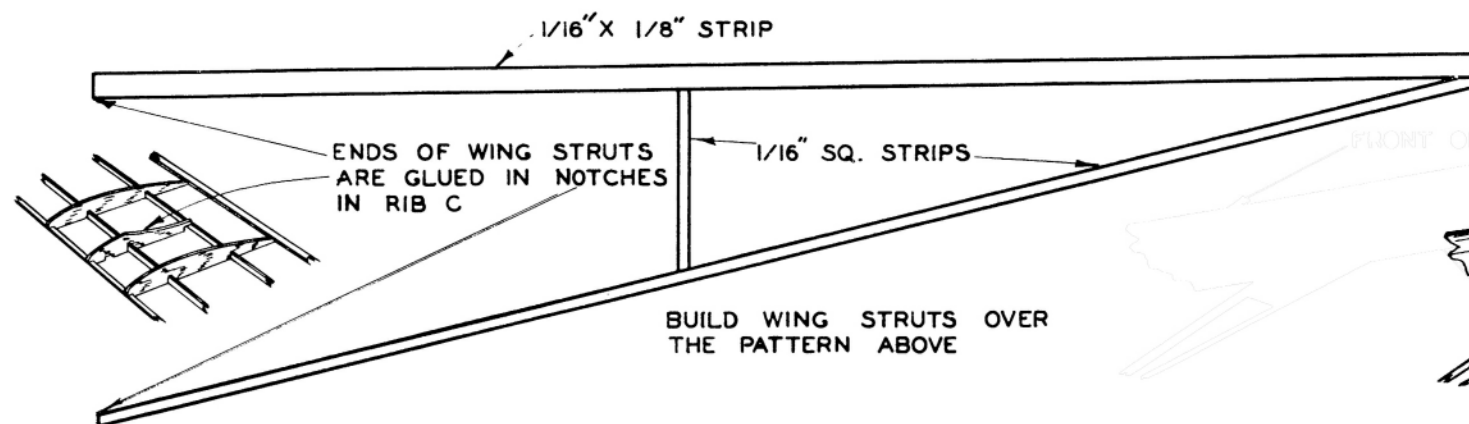
DRAWN BY *Joseph J. Tompkins* | KIT NO. 3206

## FAC 2014 ONE DESIGN

Page 2



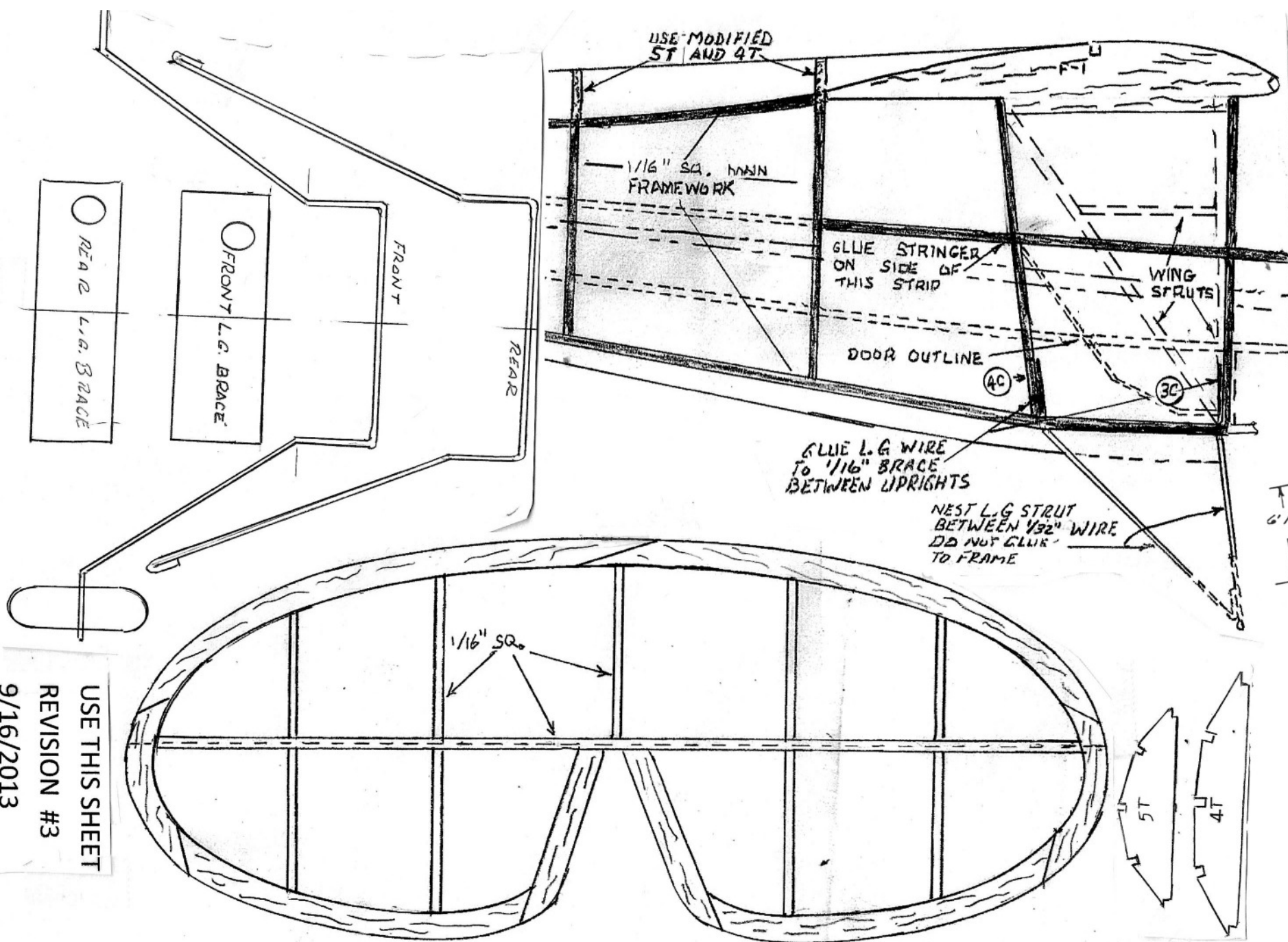
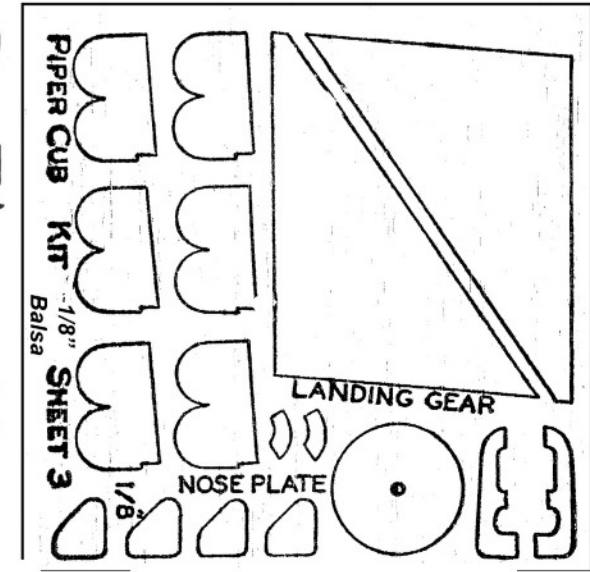
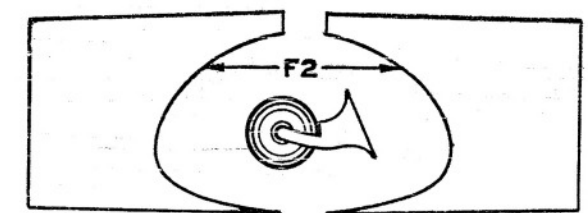
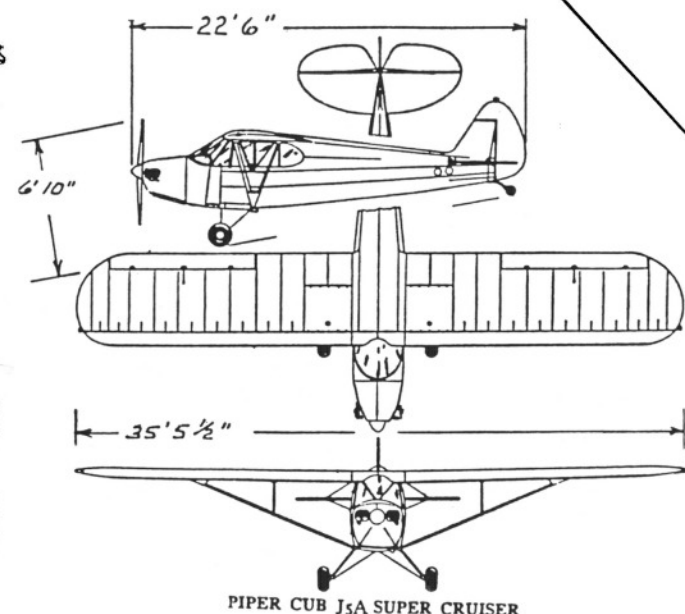
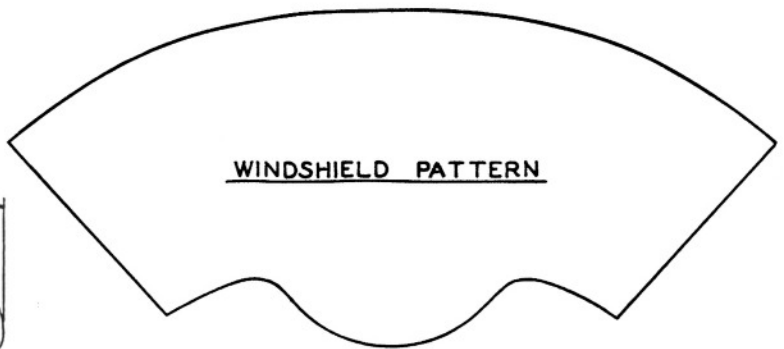
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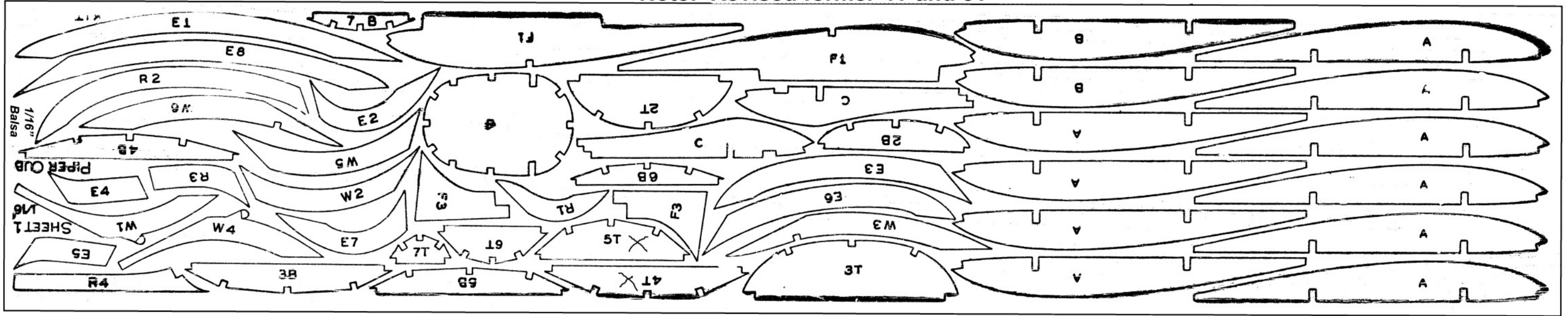
# FAC 2014 ONE DESIGN

Page 3



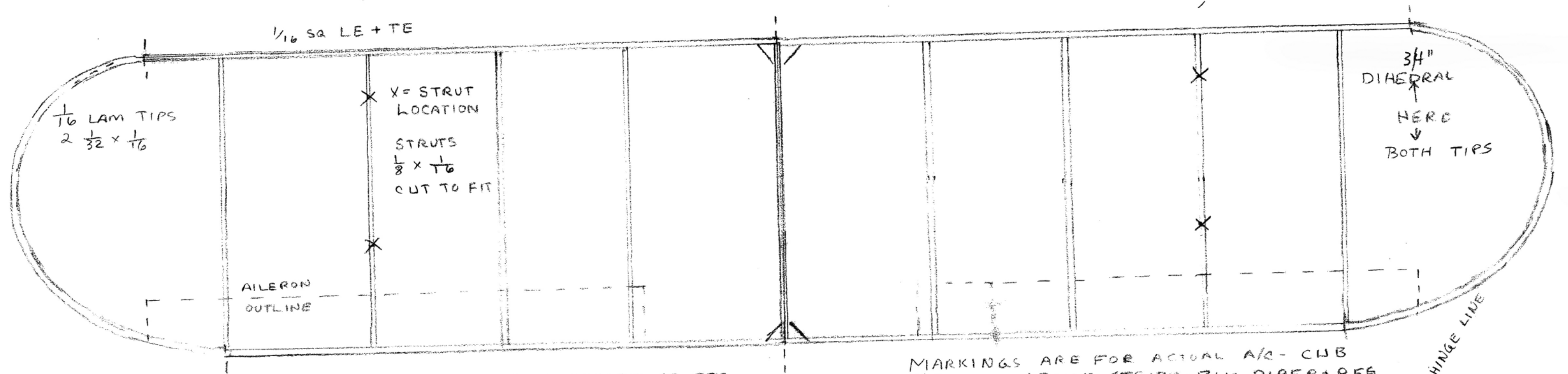
Piper J-5 Comet plan overlay Modifications

Note: Revised former 4T and 5T



USE THIS SHEET  
REVISION #3  
9/16/2013



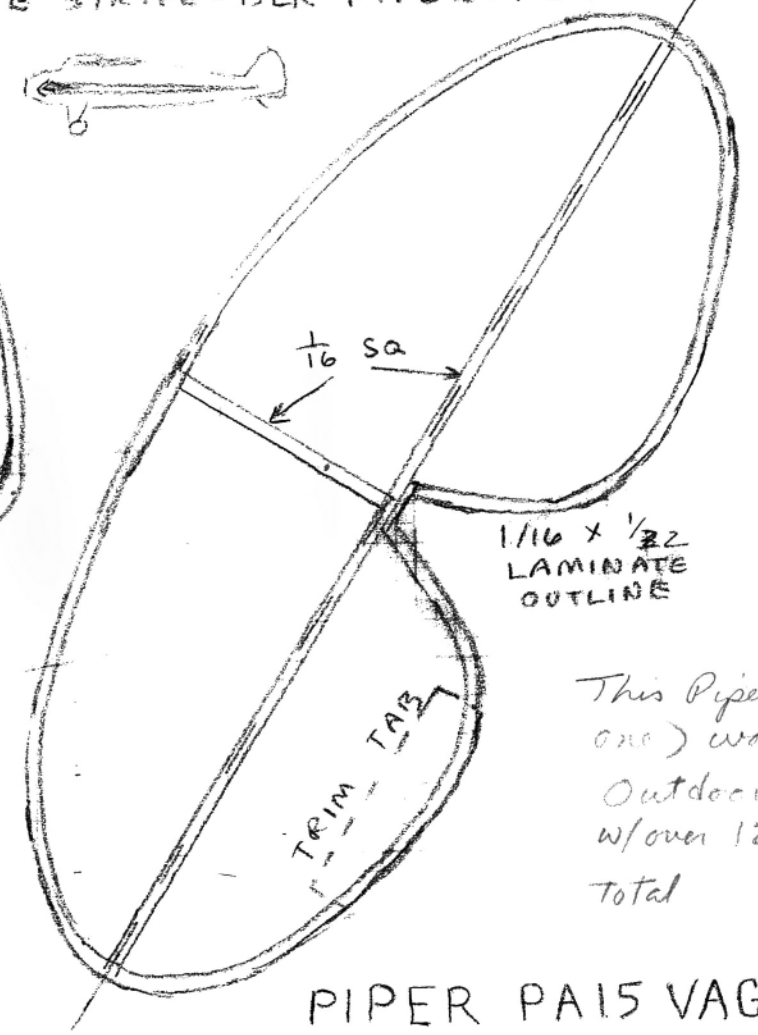
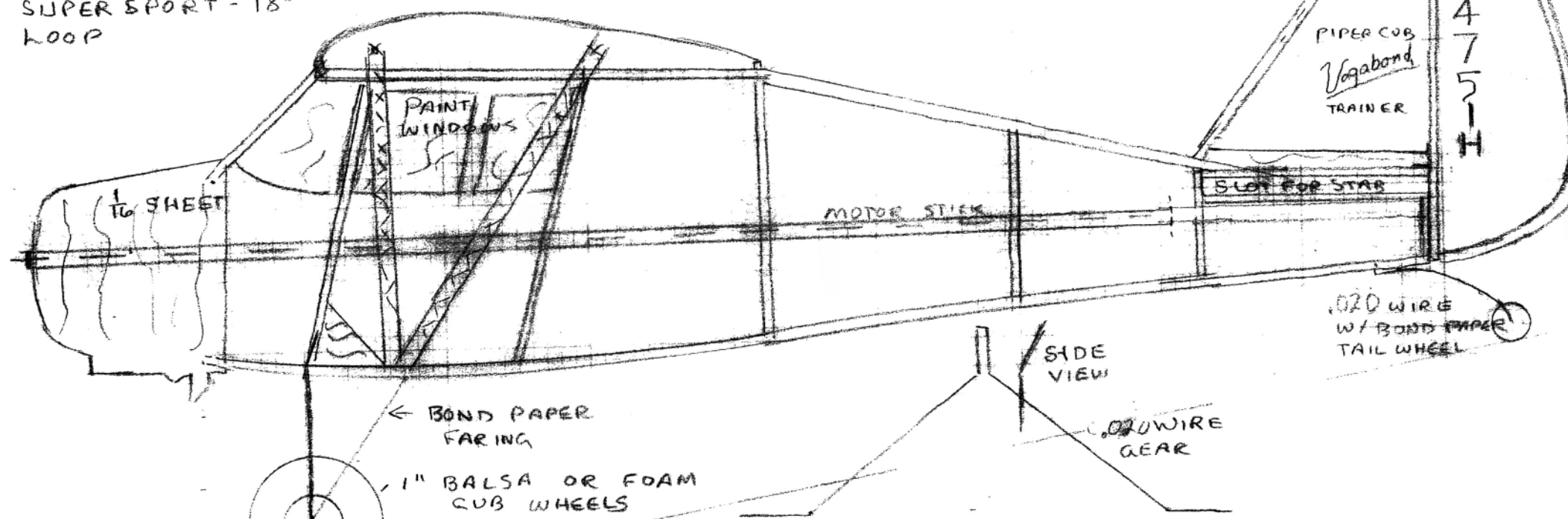


ALL RIBS EXCEPT CENTER ARE SLICED FROM 1/16  
CENTER IS FULL ---

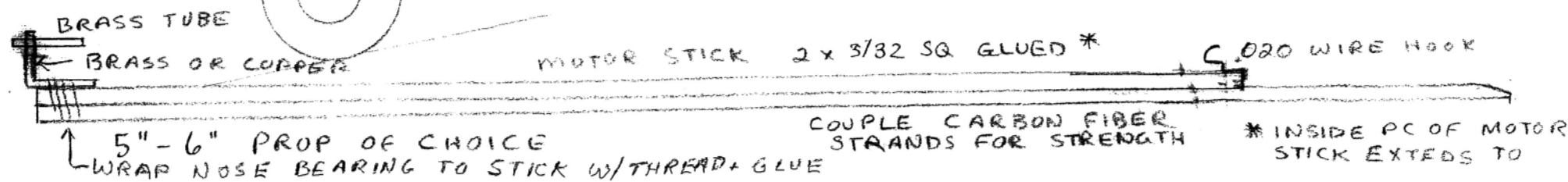
MARKINGS ARE FOR ACTUAL A/C - CUB  
YELLOW W/BLUE STRIPE - BLK PIPER + REG

MY VAGABOND  
NO CAL FLEW  
RIGHT OFF THE  
BOARD W/ .80 + .90  
SUPER SPORT - 18"  
LOOP

WING RIB TEMPLATE  
RIBS 1/16



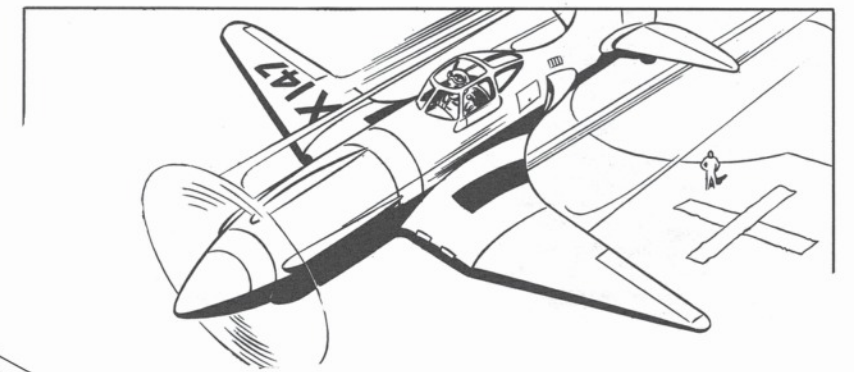
This Piper (my 3rd one) won PAC Outdoor Champ w/ over 12:00 MIN Total



PIPER PA15 VAGABOND  
NO CAL  
M.B. WELSHANS 3-4-06

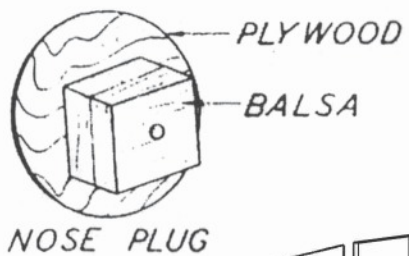


# VOLUNTEER



SOFT BALSA  
SPINNER

**VOLUNTEER**



FILL WITH SOFT BALSA OR FAIR WITH PAPER AFTER WING IS INSTALLED

SOME OF THE 1/16" SQ.  
STRINGERS NOT SHOWN  
TO REVEAL 1/16" SHEET  
KEELS

**FACN #275**

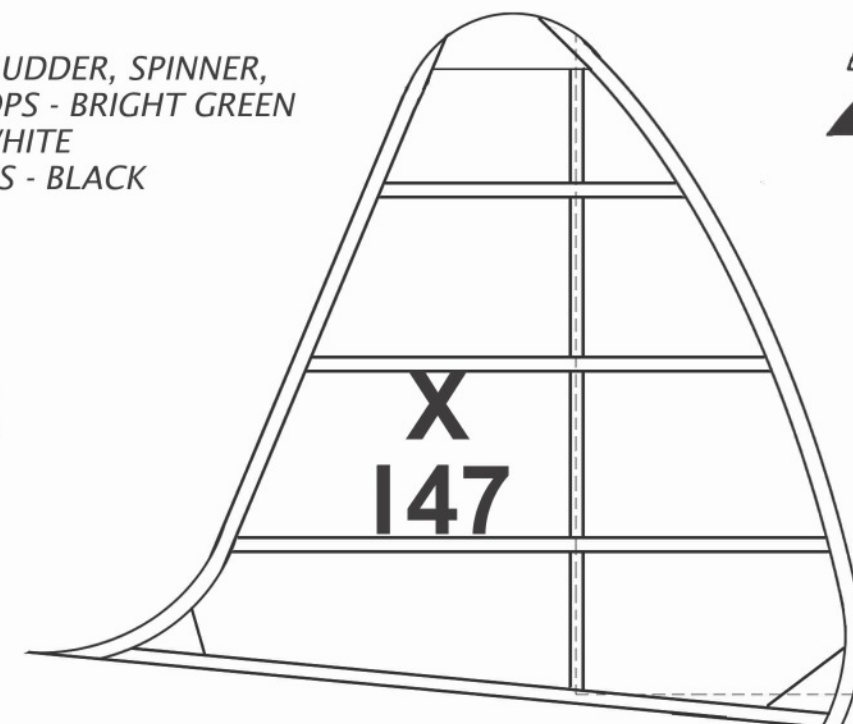
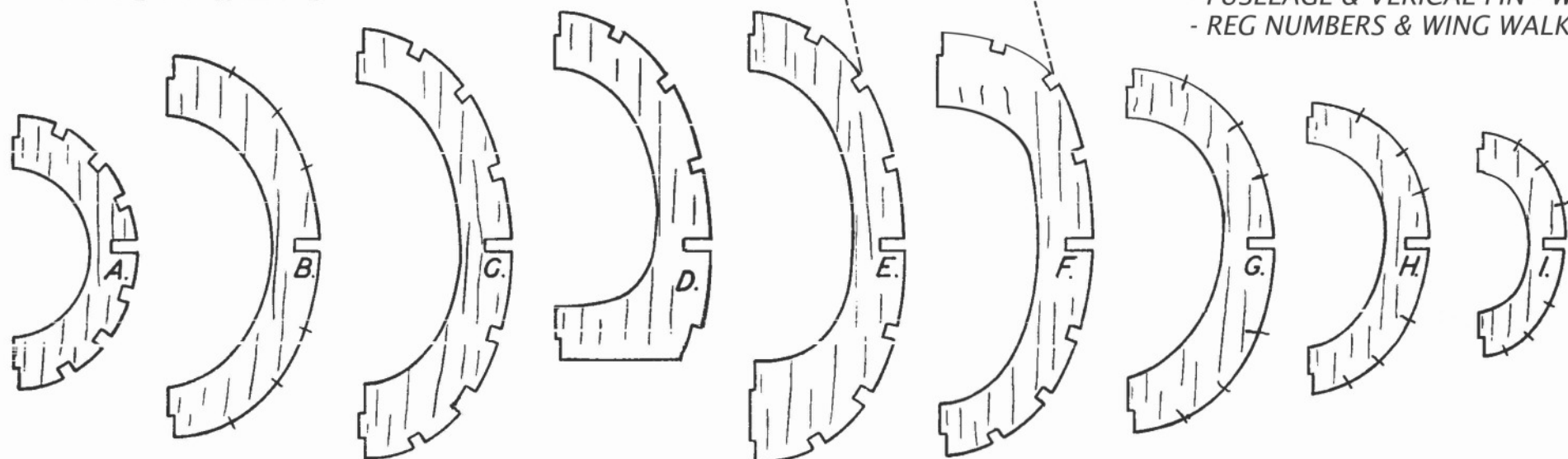
CANOPY OUTLINE

**COLOR SCHEME:**

- WINGS, HORIZONTAL TAIL, RUDDER, SPINNER, CYLINDER FAIRINGS, & SCOOPS - BRIGHT GREEN
- FUSELAGE & VERICAL FIN - WHITE
- REG NUMBERS & WING WALKS - BLACK



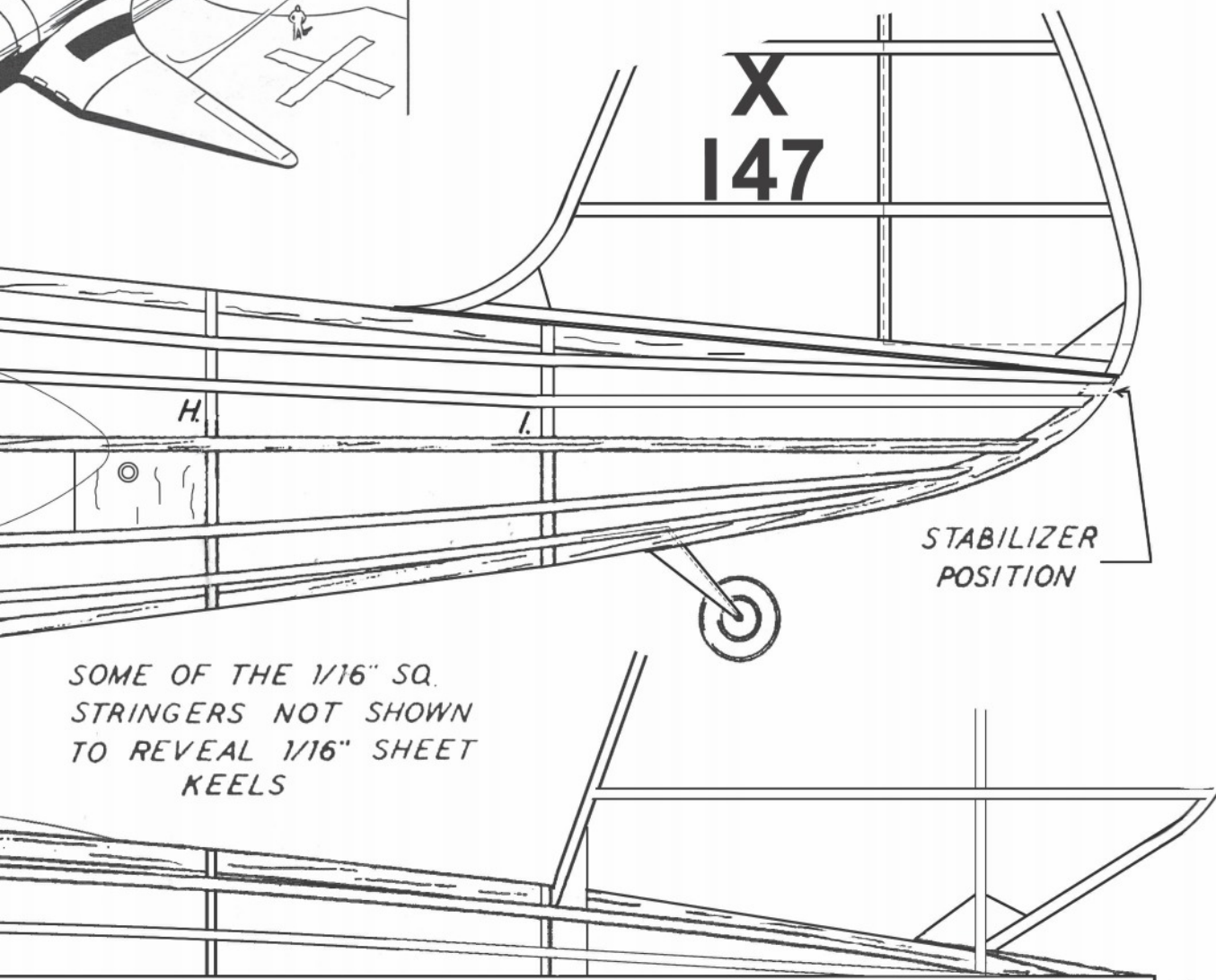
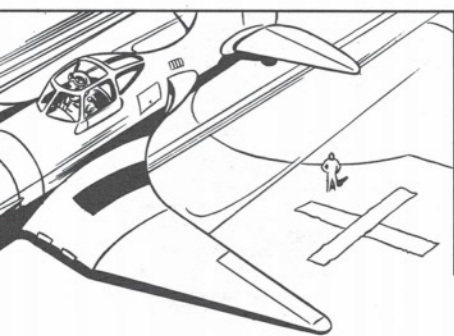
ALL STRUCTURE IS  
UNLESS OTHERWISE



Earl Stahl's classic M  
as the basis of this Fa  
It's taken from a 194  
Russell Keaton, wher  
her Volunteer in man

David Barfield



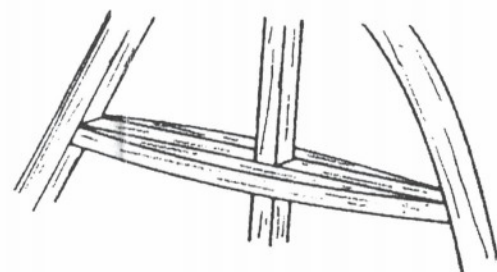


STABILIZER  
POSITION

SOME OF THE 1/16" SQ.  
STRINGERS NOT SHOWN  
TO REVEAL 1/16" SHEET  
KEELS



TAIL SURFACE  
RIB CONSTRUCTION

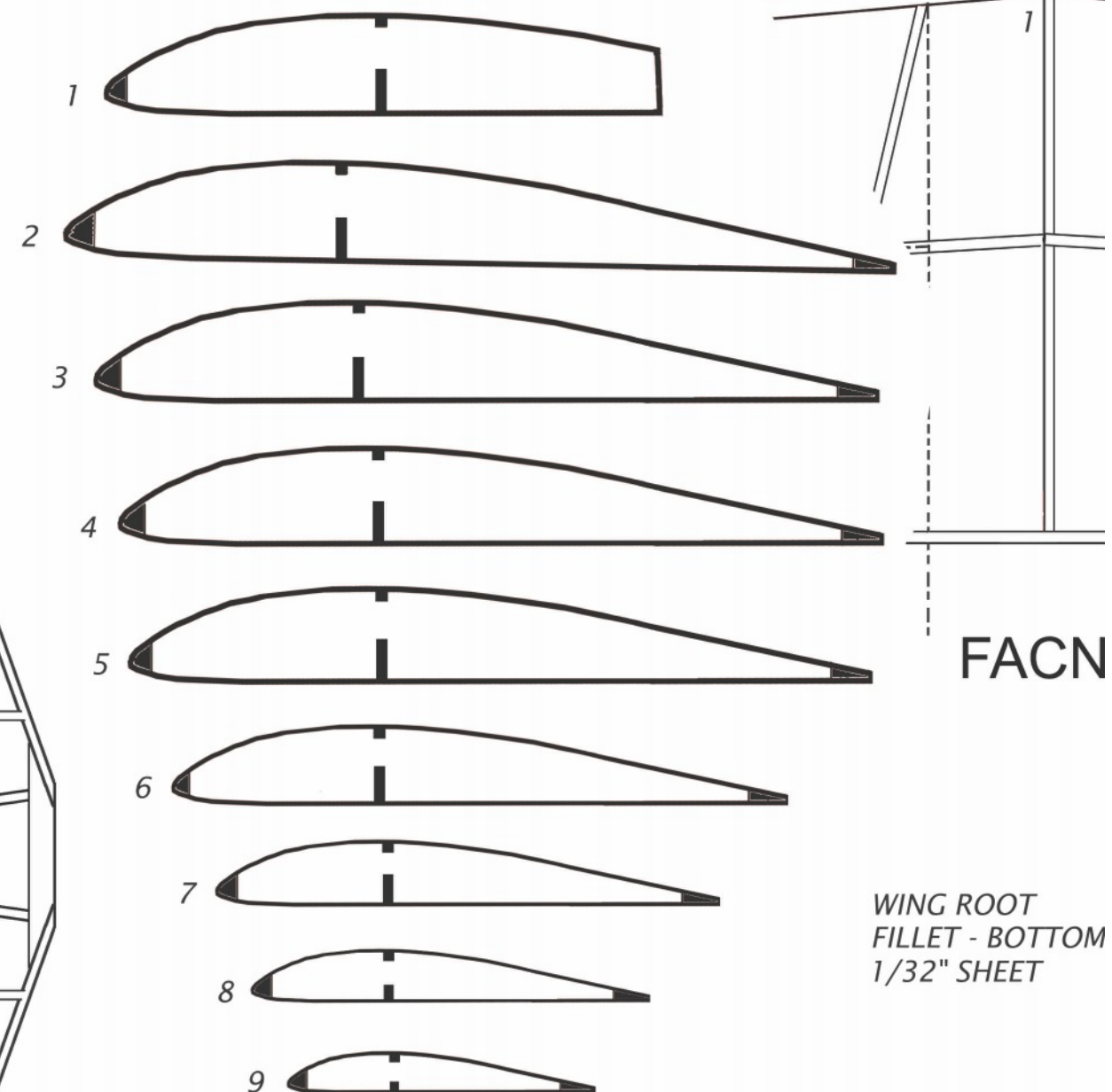
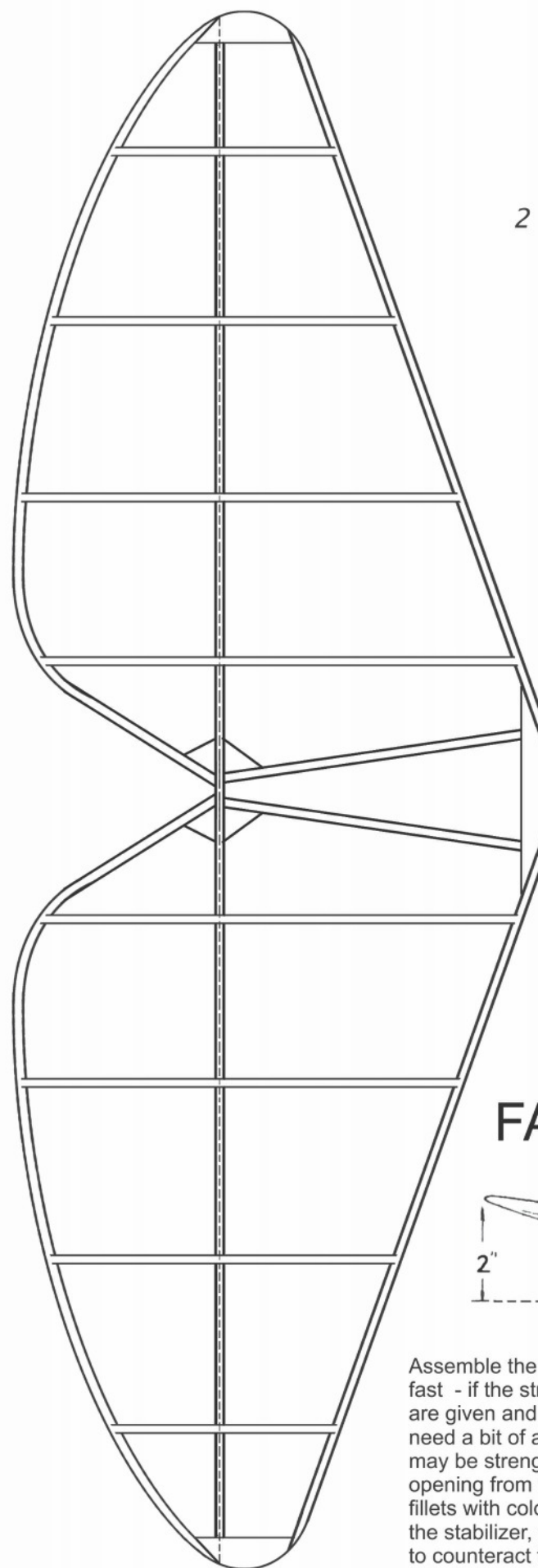


ALL STRUCTURE IS 1/16"  
UNLESS OTHERWISE NOTED

**Earl Stahl's classic Mig-3 plan served as the basis of this FAC Fiction Flier. It's taken from a 1941 comic strip by Russell Keaton, where Jenny Dare flew her Volunteer in many aerial adventures.**

David Barfield

2013

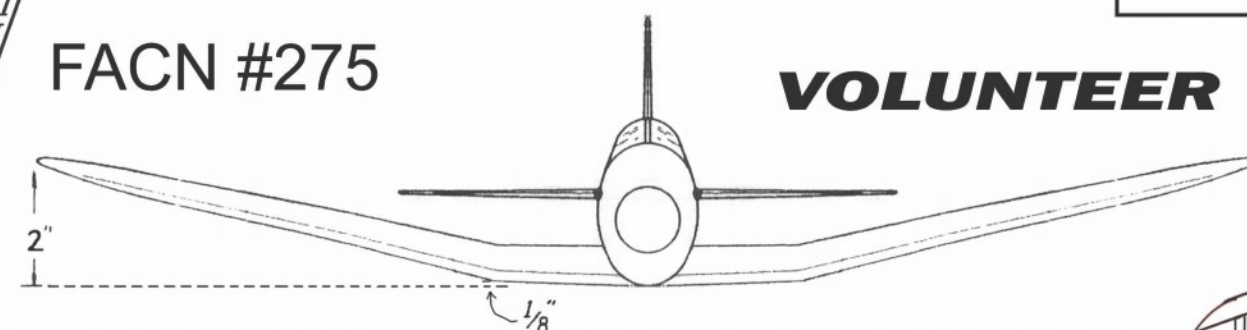


FACN

WING ROOT  
FILLET - BOTTOM  
1/32" SHEET

FACN #275

**VOLUNTEER**



Assemble the covered parts in this manner: Fit the wing into the recess in the fuselage and cement it fast - if the structures have been made with accuracy, the incidence will be correct. Wing fillet patterns are given and two are cut from 1/32" sheet. They are to fit accurately from fuselage to wing and may need a bit of alteration to fit exactly on your model. If the builder desires, the trailing edge of each fillet may be strengthened by laminating another small piece of 1/32" sheet to the underside. Finish the opening from wing to fuselage on the bottom with 1/16" sq. strips and then cover this area and the fillets with colored tissue. It will be necessary to temporarily cut the top keel and last bulkhead to admit the stabilizer, which is cemented fast at the angle shown. Cement the rudder to place with a bit of offset to counteract torque. Tissue fillets are placed between the tail surfaces and fuselage.

Earl Stahl



