

FLYING ACES

Club
News

No. 279

Sept/Oct 2014





Starleaf photo



Mark Batterson photo



Kaiteris photo



Clemens photo



Mitchell photo



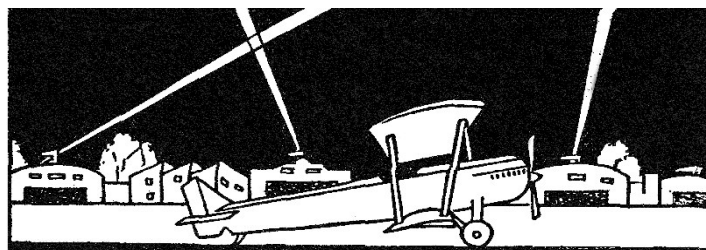
Nippert photo



Starleaf photo

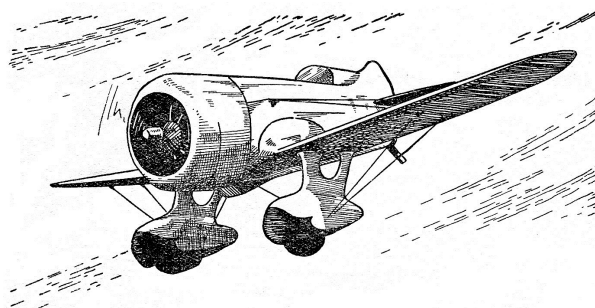
Photo Captions

1. Some of the best times at the FAC Nats (and that's saying something) happen after the official flying is over. Evenings on the field have a relaxed atmosphere, unencumbered by stopwatches and time slips. John Stott, Paul Stott, Never Ready Eddie Novak, and Steve Blanchard, plus a couple others not pictured, had an informal mass launch event for their Hung Aereons as the sun went down over the field in Geneseo. These strange craft fly a lot better than you'd think!
 2. Mike Isermann's P-51 Mustang was one of the standout models in the scale judging room. It was beautifully detailed and finely crafted, and it certainly was in the running for "Best WWII Model" or "Best Allied Model" in the D-Day event. Just look at those beautiful wing root fillets! Unfortunately, the model was damaged before an official flight could be made. Here's hoping it's repaired and back for the next contest.
 3. It takes a lot of willing hands to make the Nats happen. One of the most demanding, and oft overlooked tasks is scale judging. One of these days I'll remember to keep a record of all the guys who helped out. This time around, I'll send out a general "Thanks!" to all the judges, compliance checkers, runners, and record keepers. Vance Gilbert's DH Flamingo gets the once over from Luc Martin, Andrew Ricci, and Doug Beardsworth.
 4. The SLOW race is one of the two official events that happen in the evening hours. (The other one is the BLUR.) Both are a whole lot of fun for contestants and spectators alike. Bernard Dion seems concerned about the integrity of the motor that Ron Gosselin is winding up for the next heat.
 5. Waiting for the WW I mass launch to get under way, F.S. Gilbert displays his Sopwith Dolphin to the camera. This talented modeler also had a remarkable Fairey Swordfish with wings that folded just like the real thing.
 6. If I didn't know Wally Farrell better, I'd swear he was trash talkin' to Tom Hallman between heats at the SLOW race. The look on Tom's face says he's not buying any of it, whatever it is.
 7. Another of those informal evening events was kicked off a few months ago when a bunch of guys realized that they had all built the same model. The Piper Vagabond from Thomas Designs is a very nice kit that builds up super light, and it flies like crazy. A few guys arranged to do a "mass launch" after hours. L to R: Dave Mitchell, Greg Thomas, John Ernst, Clive Gamble, Mark Houck, Paul Boyanowsky, Rich Weber, and Wall Farrell lined up. Mark was a last minute addition when he showed up with a Peanut Scale Vagabond. All Vagabonds were welcome! The flight was a beautiful thing to see. The models all flew in quite similar patterns so it looked like they were going around in formation in the calm evening sky. It was so pretty that they decided to do it again, and the second flight was just as nice. Just look at that beautiful sky!
- Below:** Tom Hallman's MiG DIS, Jumbo Scale winner, shows it's clean lines as it glides in after another successful flight.



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Plans: Not much this time. But be honest, you haven't finished building the models from the last batch of plans! In keeping with longstanding FAC tradition, the Nats results have preempted the space in this issue. We do have one small piece of a plan for you though. If you check out page 22, you'll find the missing bit from the last issue. We published a Bristol Scout D by Mike Nassise in that issue, but only two of the three pages were included. It was another of those forehead slapping moments when the emails started coming in. I'm not sure how I managed that little foul up. I'll chalk it up to being totally pre-occupied with getting ready for the Nats. (In fact, I'm pretty pleased that I didn't do anything worse!) For those of you who started building the model and had to take an unscheduled break, my apologies. Now you can slap that stab together and get ready for some action in the WW I mass launch. The Scout looks like a contender.



Gamble photo

On our cover - Vic Nippert caught the first round launch action in the WWII Combat event at the FAC Nats this year. 36 ships went up together! There's nothing else like it in the Free Flight world.



Greetings Junior Birdmen,

The post-Nats issue of the newsletter has always presented some unique challenges, and this one had them in spades. For one thing, there's just so MUCH good material available that sorting through it is a daunting task. (Good thing I like looking at pics of model airplanes!) Once again, we had a bumper crop of terrific photos show up in the inbox. Many thanks to all of you who took the time to share them. I wish we could use many more of them in these pages.

This year's Nats was a success on all fronts. We had great flying conditions throughout, with just a bit of afternoon drizzle on Saturday, and the crops claimed fewer models than usual. I've been going to this contest since 2000 (yeah, I'm just a kid) and somehow it gets better every year. It's best described as a wide open family reunion, with lots of amazing model airplanes thrown in as a bonus.

It all happens because there is a band of volunteers who work their tails off. Our CinC deserves a long standing ovation for pulling it all together once more. All the other fellows who back him up, handling tasks large and small, are the backbone of this outfit. I'm proud to be a part of it.

While we're handing out thanks, I should mention the big pile of Free Flight goodies that was donated by Dan Marek. He was kind enough to ship several large boxes of aviation books and Free Flight modeling supplies to us...at his own expense. They made the raffle at this year's Nats into a super prizefest. Thanks Dan, and all the others who contributed to the cause. You can bet that your "stuff" made it into the right hands.

One of the best fringe benefits of this job is the opportunity to correspond with so many modelers around the country and the world. It's a real treat to hear from fellows like Bill Hannan, and he often has an interesting tidbit to add to an article found on these pages. The Bonus Point Quiz from our last issue brought forth another one. Check out Bill's OMAC story on page 31.

There's some big news on the organizational front. I'll let the CinC and those involved tell you about it. Welcome to the new Keeper of Kanones, Board and Council members! I'm looking forward to working with them.

See you on the flying field!

Wingnut

Bonus Point Quiz

Talk about putting your money where your prop might be, here's a bonus point quiz to challenge the cranium. The Beriev Be-200. Let's say that we really, really just have to have one, and so we simply hang a prop on the schnoz of this bird. Count up the bonus points and then flip to page 29 to see if you are on the money..



New Keeper of the Kanones Appointed

Fellow FAC Members,

As of September 1st I have resigned as the Keeper of Kanones for the FAC. This was brought on by several things, the most urgent being the need to care for my ageing parents who are in the process of moving to a nursing facility.

I did stick around long enough for Ross & Council to find a suitable replacement, my fellow club member, Cloudbuster George Bredehoft. George will also be passing along a note with some of his ideas. It has been a pleasure to serve the FAC for the past several years and I am sure I will miss it, but life goes on.

Mike Welshans

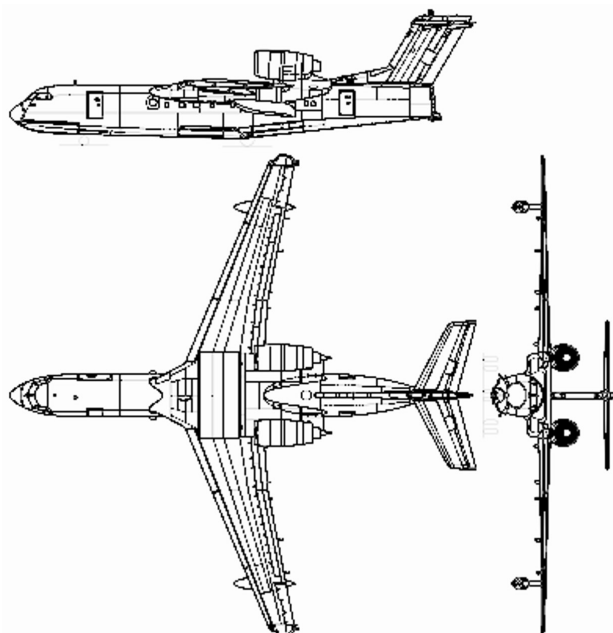
Hi all,

My name is George Bredehoft. I have been flying FAC off and on for over 25 years. As fellow Cloudbuster, Mike Welshans, stepped down from his FAC roles, I volunteered to take up the Keeper of Kanones duties and FAC CinC Ross Mayo accepted. As of 01 September 2014, all Contest Directors should send in the contest results to me.

I am officially instituting a new reporting option. In addition to the traditional Kanone Report submission by mail, you may now utilize **ELECTRONIC SUBMISSION**. Be aware: *Electronic Submission (via email) will need to contain all of the information that is on the paper Kanone Report*. You may accomplish this in a variety of ways: You may photograph the pages you would have sent to me, however, these must be high resolution and legible; you may scan the pages you would have sent to me - these must also be legible; or you can type the information (all information) into an email (or Word doc or Excel spreadsheet) and send it to me. Contest Director: it is YOUR responsibility to submit timely, accurate, and legible reports. You may submit the reports to: **KanoneReport@gmail.com** (note - that is Kanone Report, squished into one word, and singular, not plural).

Submit Official Kanone Reports to:

George Bredehoft
FAC Keeper of the Kanones
7686 B Drive South
Battle Creek, MI 49014
KanoneReport@gmail.com



News on the Wing



This issue of the FA News is packed with results and photos of the 2014 FAC NATS. If you were there, isn't it grand to reminisce once more?

Remember the weather? Pretty darn nice until Saturday afternoon when the drizzle started.

Remember some great flights? I especially recall Wally Farrell's BN-1...gliding out of sight behind that metal building downwind...and then being the only pair of eyes to see it come into view once more. As a result, I was the only one with a bead on it and was instrumental in its recovery from the wheat field.



But most of all...remember being with your friends you haven't seen for a while? As I usually don't get to fly that much, I did get to talk...probably too much...but that's another story.

So if you didn't make the big show...enjoy what you have in hand and consider making the pilgrimage...sooner than later.

Our computer scoring system was used once more. Fewer bugs were encountered thanks to the efforts of our FAC Geek Crew: Stew Myers, Rick Pendzick and Dave Mitchell. There was only one bug and it decided to rear its ugly head at the banquet when announcing the Grand Non-Scale Champ. We are pleased to announce that Don DeLoach has repeated as Non-Scale Champ. Congratulations Don.

And 'double congrats' to Don. He was just inducted into the NFFS Hall of Fame. But you, Mr. Reader, already knew that if you are also a member of the NFFS.

And if you just received your 2014 issue of the NFFS Symposium, then you also know that FAC'er Vance Gilbert's Curtiss JN-5/ 1B twin Jenny has been honored as Scale Model of the Year. I hope Rich has a photo of this beautiful ugly duckling in this issue for all to see...twin engines without nacelles and using motor sticks to handle the rubber. Our FAC rules make it possible for such a ship to be built and flown. Congratulations Vance.

Mike Welshans has been the FAC Keeper of Kanones for many years. He has served well. Sorry to say, he is passing the responsibilities onto another. The demands of caring for elderly parents are understandably a great deal more important than any hobby pursuit. I will miss his frequent phone calls where we chatted about Kanones, contests, cars and even fishing. We hope he will be able to join us on the flying field as often as possible.

Congratulations to George Bredehoft...the FAC's new KEEPER OF KANONES. He will take on the great responsibility that Mike Welshans handled so well for so long. His contact information is on the Membership Info page.

Mike Welshans' position on the FAC Board will be filled by Dave Mitchell. And the Council has added Roger Willis and Winn Moore. Our organization continues to be guided by good hands.

I am getting ready for the Outdoor Champs in Muncie. See you there!

Ross



Homegrown TV Productions

Alan Abriss
94-20 66th Avenue Suite 1G Rego Park, NY 11374

www.homegrowntv.com www.alanabris.com

Press Release

8/7/2014

Alan Abriss is pleased to announce the release of his newest project, The 2014 Flying Aces Club National Championships. This 118 minute DVD features highlights from this year's 4 day contest.

Every two years in the middle of July a group of scale model airplane builders, the Flying Aces Club, meets at the National Warplane Museum's HAG field in Geneseo NY to fly their models.

The airplanes these model builders fly are highly detailed miniatures of real aircraft. Most of these models are of museum quality. But unlike models seen in museums these models fly, and fly very well indeed.

The FAC Nationals DVD hopes to capture the fun and camaraderie of the modelers as they fly their airplanes. Featured are individual flight demonstrations and mass launches. In a mass launch as many as 30 models take to the air at the same time in mock dogfights and air races. They are very exciting to watch. The members of the Flying Aces are a great group of guys and gals. They build some amazing airplanes and it is these airplane models that are the true stars of this DVD!

If you attended the FAC Nats then this DVD will make a nice souvenir of the contest. It is also good opportunity to see the action you missed while flying your models. If you did not attend then this is your chance to see the best scale model contest of the year.

The DVD is \$20.00 plus \$4 S&H available from Alan Abriss 94-20 66th Avenue Suite 1G, Rego Park, NY 11374 Make checks payable to Alan Abriss. Credit cards can be used for secure online ordering from <http://www.homegrowntv.com>

The DVD of the 2014 FAC NATS produced by Alan Abriss of HOME-GROWN TV PRODUCTIONS is first rate. The opening scene at the judging venue features music by our own Vance Gilbert. Several judges are interviewed with explanations of what they are doing. Many models awaiting their turn with the judges have close-ups.

Each day of competition is documented with a brief description of the weather and a scan of the flight line. Prior to most every flight recorded, the builder is asked to identify himself and the model.

Alan said he had a great time making this video and it was such a pleasure meeting all the great guys and gals of the FAC. He describes the models as fabulous and the flights amazing.

If you were at the 2014 NATS you experienced a lot, but I'm sure there are scenes in the DVD that you missed. And if you weren't there, this DVD will put you right into the thick of it.

To summarize in three words: pleasurable, fabulous and amazing. I hope Alan will return for 2016.

Ross



WESTFAC

News from Out West

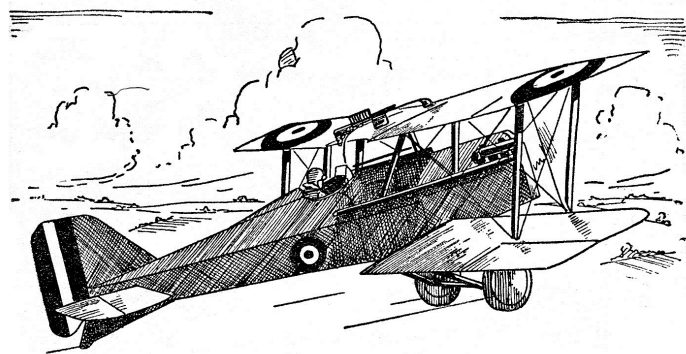
World War 1 Mass Launch Story by William Scott

For those of you who were at the event, you may remember the mass launch a little differently than I do...

The three of us; Scott, Merrill and Hutchison in our Fokker DVII's had heard that Hodes' SE 5a was in the area causing trouble and we were out to get him. It was 8:30 in the morning, the sun had been up for quite a while and we were getting ready to go on our second patrol of the day. We took off and headed north; there were clouds coming in and we decided to get above them. Hutchison leading, Merrill to his left and me, Scott, to his right.

We had just broken through the clouds when we heard a short burst of machine gun fire. I heard the bullets go whizzing past me, blasting into the engine and jamming my controls. All I could do was hang on while my plane flew straight in a shallow descent; the engine pattered, sputtered and streamed thick black smoke, producing just enough power to keep me from dropping out of the sky like a rock. I was out of the dog fight.

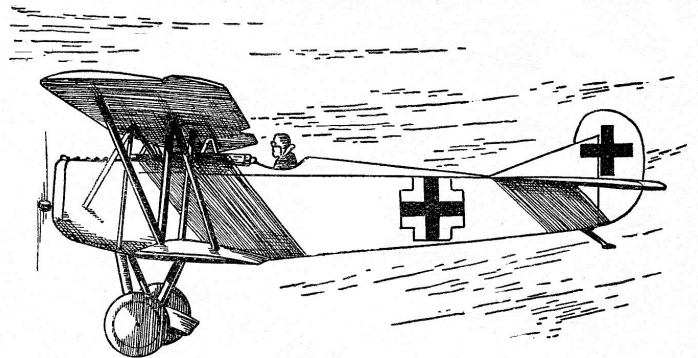
The other two Fokkers split, both banked and turned hard to get into an attack position on the SE 5a. Merrill's all white plane was going to the left trying to catch up to the SE5a who had flown through us from above and behind us right to left. Hutchison went hard right and up, making sure to get behind and above the both of them. Hodes in his SE5a was quick and an ace, with a quick shift of his control stick and an on/off of his throttle he caused Merrill to fly right over him. Hodes was behind the white Fokker opening fire. Craning my neck and fighting the controls I was able to jerk the plane around and see the dog fight. Hutchison was closing in on the tail of the SE 5a but it was taking time. Hutchison was flying with calm determination, just a few more seconds and he would be there. The SE 5a was putting a lot of bullets into the white Fokker DVII. Merrill was doing maneuvers I didn't think possible in a DVII. Hutchison's red and white Fokker was now on the SE 5a's tail and he pulled trigger there was a burst of machine gun fire. The SE5a twisted, spun and climbed to escape his attacker. Hutchison gave chase, Merrill did a quick circle looking for a way into the dog fight. It was pay back time. Into the clouds they all




went. I could still hear short burst of machine gun fire and the strain of the engines as the planes climbed and dove this way and that way as game of hide and seek continued. All three of them flying for their lives. There was a flash of orange that lit up a cloud to my right and the SE5a came out of the clouds diving back toward his home lines, the engine smoking. Hodes was done and heading for home. He would probably make it back.

Merrill and Hutchison had won this battle. They dropped out

of the clouds and flew along side of me, while we headed back to the field, I could see Merrill's plane had taken a lot of hits. It was hard to tell what was cosmetic verses structural. The plane seemed to be doing okay and he was managing. Hutchison's plane seem to be in good shape there were a few holes here and there, but nothing that could not be fixed back at the field.



After what seemed like just moments, we could see our field in the distance off to the left, and I headed straight in, crashing into the trees to the right of the field. The landing in the bushes caused some damage to the landing gear — all repairable. Merrill and Hutchison saw I was okay and circled the field to get lined up for their landings. On the turn in, Merrill's all white Fokker suddenly folded in half and crashed to ground. Hutchison's red and white Fokker made a low pass to see the condition of Merrill. He survived the crash, but the plane was beyond repair.

So ended the Scale Staffel World War I mass launch; Scott in fourth, Hodes in third, Merrill in second and Hutchison in first. 



Dear Rich, Commander Ross Mayo and the FAC community,

Three words best describe how I feel upon recently hearing I've been elected into the FAC Hall of Fame: (1) SHOCKED, (2) HUMBLLED, and (3) Totally HONORED.

Though I've always believed FAC is a GREAT organization (the best), and have always tried to do my best in whatever way that I could to support and promote it, I think there are many FACers out there more deserving of this honor than myself. Nevertheless, for those who felt otherwise and voted me into the FAC Hall of Fame, THANK YOU! To even be associated with the past FAC Hall of Fame members and luminaries humbles me beyond belief.

To other current Hall of Fame nominees and FAC stalwarts, I salute you. Your time will come and I eagerly look forward to seeing it come soon. Press on! Meanwhile I'll do my best to prove worthy of the recognition and high honor my FAC friends just bestowed upon me. From where I sit, the Flying Aces Club, under GHQ's excellent leadership, is thriving and has never been better, though Lin Reichel and our other founders had set a VERY high bar for us all. If I could vote Lin into sainthood I would do it. IMHO Lin would be proud of what has followed under Ross Mayo's leadership. Also with what Roger Willis has done by adding WestFAC contests every two years to the FAC calendar, boosting large contest participation in the western half of the country.

Everything I see happening now bodes well for FAC's future. An organization like ours succeeds ONLY because people like Ross, Bubba, Rich Weber, Mike Welshans, Roger Willis, the FAC advisory board, my son Don, guys willing to run contests, mentor and encourage newbies, put out a great club magazine, or simply fly and participate, are willing to devote a valuable portion of their lives for a cause they

deeply believe in; in this case The Flying Aces Club. Let's be honest, nothing really worthwhile happens without personal sacrifice. Such sacrifices too often happen behind the scenes and with the knowledge of too few.

Again, thank you all for this recognition and the extreme honor you've thus bestowed on me.

FAC Forever!

Ed De Loach



Ross,

Vicki and I arrived home in Nevada yesterday after a 5625-mile roundtrip drive. I just wanted you both to know that the long drive was definitely worth it. Attending and participating in the FAC Nats was a fantastic experience. Because of the distance, I don't know if I will ever be able to attend another, but I am really glad that we made the trip.

I have been a part of the team that has organized the four WESTFAC events, so I have an idea of the huge amount of work required to make the Nats a success. I appreciate all that you and your team have done, and hope that all of the other attendees do as well.

I would appreciate it if you would forward this to all members of your team.

Onward and upwards,

Bob Hodes

FAC 54 Vegas Vultures



Worthwhile Websites

Tom Hallman put together a series of photos and videos that chronicle his **Supermarine Seafire project**. It's a rare opportunity to see this beautiful model from the inside out. Here's the Seafire build, from start to finish:

<https://www.youtube.com/watch?v=YSHRAdEsCBk>

v=YSHRAdEsCBk

Or you can go to Youtube.com and search for Maxfliart Seafire and you'll be directed to the video. Well worth the effort.

And....

For those of you who enjoy postal competition, there's now a website for the **Worldwide Free Flight Postal**:

<http://worldwidefreeflightpostal.com/>

No, it's not an official FAC thing, but the 2014/15 contest includes a batch of events flown to FAC rules, and it sure is fun!

Wants & Disposals

FAC NEWS EDITOR
9154 ELDORADO TRAIL
STRONGSVILLE, OH 44135

DEAR RICH,

AT 73 YEARS OF AGE MY WIFE, BLESS HER, SUGGESTS I "DOWNSIZE" MY COLLECTION OF MAGAZINES WHICH SHE REFERS TO AS "MY STUFF" AND I LOVINGLY CALL "REFERENCE FILES."

I HAVE SEVERAL ISSUES OF MODEL BUILDER MAGAZINE AS WELL AS OTHERS FROM THE 1980'S. I WILL SELL THEM AT THE COVER PRICE IN THOSE "GOOD OL' DAYS" INCLUDING POSTAGE.

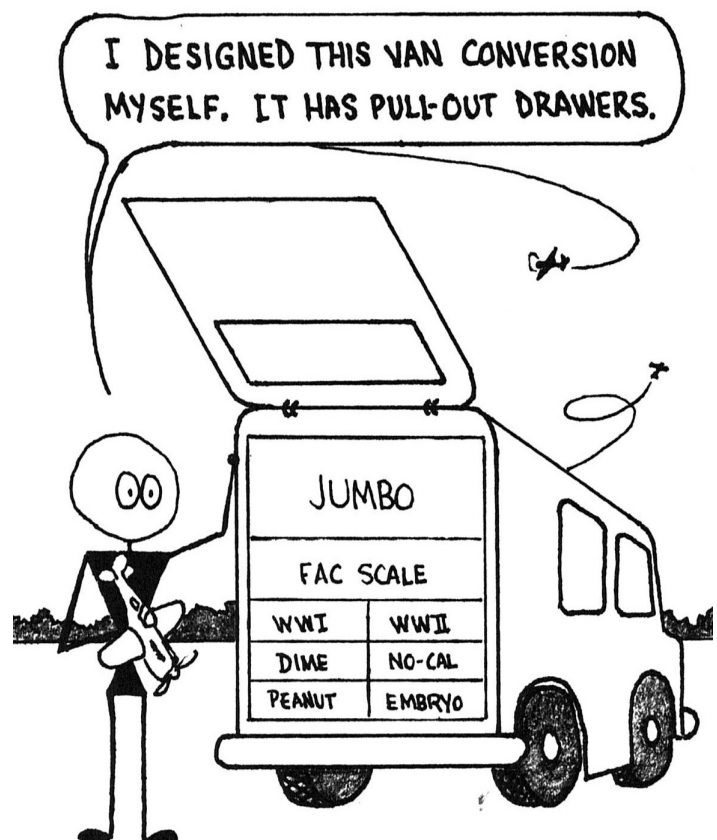
IF ANYONE IS INTERESTED (THOSE CENTER FOLDS OF WALT MOONEY PEANUTS IS WORTH THE PRICE) THEY CAN SEND ME A SSAE OR EMAIL: jacknmel@optonline.net. FOR A LIST OF WHAT I HAVE.

I SURE WOULD LIKE SOMEONE TO ENJOY THEM AS MUCH AS I HAVE.

THANK YOU.

John Sarhage
JOHN SARHAGE
24 CANTERBURY COURT
PISCATAWAY, NJ 08854

INKLINGS by Chuck Wenlock



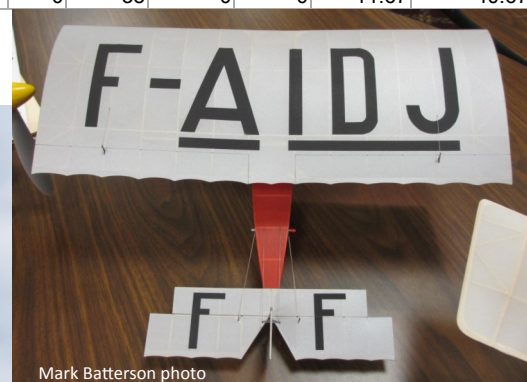
2014 FAC NATS RESULTS



FAC Rubber Scale	Event # 2	P#	CP	MK	WK	BP	REPORTED TIMES			FACT'R	30
							T1	T2	T3	AVG	SCORE
CHRIS STARLEAF	CESSNA 310R	1	25	19	11	35	96	74	82	71.50	161.50
WALTER FARRELL	BREDA 88	1	25	20	8.5	30	68	69	64	63.50	147.00
DAVID MITCHELL	WACO QDC	1	25	20	10.5	15	86	120	80	75.17	145.67
THOMAS HALLMAN	SEAFIRE	2	27	19	11.5	10	109	86	82	74.58	142.08
RICHARD WEBER	ROLAND D.IIa	1	27.5	20	11	15	62	69	97	67.42	140.92
ANDREW RICCI	P-47D	1	28	20	9	10	54	84	78	65.00	132.00
VANCE GILBERT	DH FLAMINGO	2	27.5	20	11	25	44	48	53	48.33	131.83
PETER KAITERIS	ME 109Z	2	28	18	9	35	48	26	51	41.67	131.67
GEORGE BREDEHOFT	CAUDRON C.460	2	26	20	8.5	10	60	60	98	65.67	130.17
MATTHEW KING	HEINKEL HE100	1	26	15	7	10	95	83	60	69.25	127.25
RICHARD ZAPF	J-5 CUB	1	28	20	6	0	78	73	116	72.33	126.33
CLIVE GAMBLE	PIPER VAGABOND	1	25	19	10	0	120	77	66	71.33	125.33
PRES BRUNING	SUPER CONSTELLATION	1	24.5	19	11	45	25	25	20	23.33	122.83
JACK MOSES	P-47D	1	24	18.5	9	10	59	59	57	58.33	119.83
TOM 2 NALLEN II	BEARDMORE WB26	1	29.5	20	10	15	77	75	0	45.33	119.83
ORVILLE OLM	FAIRCHILD 24	1	27	20	8	0	60	56	98	64.33	119.33
JOHN KRAMER	PT-19	1	21	20	8	10	65	57	49	56.17	115.17
ARA DEDEKIAN	HELLCAT I	1	25	18	9	10	51	55	49	51.67	113.67
MIKE WELSHANS	CORBIN	1	25	19.5	8	0	62	56	58	58.33	110.83
GREG THOMAS	L-19	1	28.5	19.5	12.5	0	73	38	43	49.17	109.67
TOM ARNOLD	FIREFLY T.1	1	26	15	8	10	45	46	61	50.50	109.50
KENDRICK GOSSELIN	RYAN ST	1	25	17	8	10	39	47	44	43.33	103.33
JACK KACIAN	ERCOUPE	1	28.5	20	10.5	10	59	29	0	29.33	98.33
ED NOVAK	WHITE TRANS-PACIFIC MONOPLANE	2	26.5	18	9	14	35	57	0	30.67	98.17
MICHAEL SCHOLZ	MIG 3	1	24	15	8	10	55	33	34	40.67	97.67
PAUL BOYANOWSKI	ME108 TYPHOON	1	29	20	12	10	26	46	0	24.00	95.00
ORVILLE WILLIAMSON	BEECH STAGGERWING	2	26	19	6	15	24	20	31	25.00	91.00
STEVE BLANCHARD	BRISTOL SCOUT	1	27	19	10	15	47	0	0	15.67	86.67
FERNANDO RAMOS	GRUMMAN GUARDIAN	1	24	5	7	5	120	0	0	27.50	68.50
STEVE EVANS	MONOCOUPÉ 90A	1	21	18	9	0	26	28	0	18.00	66.00
SECOND ENTRIES	WITH LOWER TIMES										
VANCE GILBERT	DH MOSQUITO	1	26	18.5	9	30	0	62	43	34.67	118.17
CHRIS STARLEAF	F-82E	2	28.5	19.5	10	35	59	0	0	19.67	112.67
PETER KAITERIS	FW 190	1	25	19	9	10	58	49	29	45.33	108.33
PRES BRUNING	AIRTRUK	2	27	20	11	15	35	39	30	34.67	107.67
TOM 2 NALLEN II	WIGHT QUADRUPLANE	2	29.5	19.5	12	25	32	0	0	10.67	96.67
GEORGE BREDEHOFT	WACO MGC-8	1	26	20	9	15	75	0	0	22.50	92.50
ED NOVAK	WATERMAN RACER	1	26	20	9	3	29	27	43	33.00	91.00
ORVILLE WILLIAMSON	AERONACA 7AC	1	25	30	6	0	20	21	34	25.00	86.00
THOMAS HALLMAN	PT-26	1	26.5	20	11.5	10	83	0	0	23.83	91.83
JOHN KRAMER	AT-6	2	26	19	7	10	32	35	0	22.33	84.33

FAC Peanut Scale	Event # 1							REPORTED TIMES			FACT'R	19
		P#	CP	MK	WK	BP		T1	T2	T3	AVG	SCORE
RICHARD WEBER	POTEZ 29-2	1	30	20	12.5	15		83	71	81	69.17	146.67
THOMAS HALLMAN	MARTINSYDE BUZZARD	2	30	20	12.5	15		83	75	67	67.50	145.00
GREG THOMAS	LACEY M-10	1	27	19	12.5	0		83	78	115	73.92	132.42
GEORGE BREDEHOFT	PEGNA PC1	2	22	13	11	15		89	50	111	68.25	129.25
GENE SMITH	TIGERCAT	1	26	19	12	30		45	48	24	39.00	126.00
ENRIQUE MALTZ	FARMAN CARTE POSTALE	1	30	20	12.5	3		64	61	48	56.83	122.33
ANDREW RICCI	LIGNOR MIRAGE	1	22	18	11	5		54	72	60	60.00	116.00
MIKE WELSHANS	WACO 2QC	1	23	16	10	15		56	29	65	49.17	113.17
DR. RICHARD ZAPF	HOT CANARY	1	27	18	11.5	15		33	42	46	40.33	111.83
JOHN STOTT	PREST BABY PURSUIT	1	20	18	10	3		110	39	44	54.33	105.33
PRES BRUNING	ARADO 198	1	28	20	12	5		41	35	35	37.00	102.00
CHRIS BOEHM	P51D	1	26	17	11	10		34	46	32	37.33	101.33
WALTER FARRELL	MIRAGE	1	21	19	10	5		40	40	38	39.33	94.33
ARA DEDEKIAN	BRISTOL SCOUT D	1	22	19	12	15		28	22	25	25.00	93.00
JOHN KRAMER	NIEUPORT 11	1	24	17	10	15		24	26	28	26.00	92.00
JACK KACIAN	CULVER DART GW	1	28	18	11	10		48	0	0	16.00	83.00
PAUL STOTT	VOLKSPLANE	1	15	15	12	10		28	0	0	9.33	61.33
DAVID ZACTON	FOOND CENTENNIAL	1	11	5	10.5	0		22	38	22	27.33	53.83
JOHN REGALBUTO	NESMITH COUGAR	1	15	7	7	0		35	0	0	11.67	40.67

Below: Doug Beardsworth's Jumbo Scale Northrop Gamma heads out. Right: Enrique Maltz took home the Walt Mooney Award for his exquisite Farman Carte Postale.



Mark Batterson photo

FAC Jumbo Scale	Event # 3							REPORTED TIMES			FACT'R	13
		P#	CP	MK	WK	BP		T1	T2	T3	AVG	SCORE
THOMAS HALLMAN	MIG-DIS	1	27	19	12	35		108	104	120	80.17	173.17
CHRIS STARLEAF	GRUMMAN GULFSTREAM	1	28	18	12	35		83	65	92	69.83	162.83
TOM 2 NALLEN II	WH PTERODACTYL MK 5	1	29	19	12	30		74	92	66	68.50	158.50
MARK B. FINEMAN	BN-1	1	26	18	11	25		77	93	94	73.42	153.42
PAT MURRAY	BERIEV BE-12	1	24	18	11	35		68	53	54	57.00	145.00
WALTER FARRELL	BN-1	1	25	18	10	25		92	120	37	65.00	143.00
TIM LAVENDER	FW TA-152H	1	22	16	9	10		108	113	102	79.42	136.42
VANCE GILBERT	DIETRICH GOBIET	1	24	19	11	10		58	120	95	72.25	136.25
MIKE STUART	BEECH SUPER KING AIR 200	1	22	20	12	35		43	40	51	44.67	133.67
DOUG BEARDSWORTH	NORTHROP GAMMA	1	29	19	11	10		68	54	58	58.67	127.67
RICHARD ZAPF	CL215	1	20	16	7	35		33	36	32	33.67	111.67
LUC MARTIN	RL-16	1	22	18	10	0		120	0	0	27.50	77.50
ED NOVAK	CURTISS ROBIN	1	25	18	10	0		28	0	0	9.33	62.33
SECOND ENTRIES	WITH LOWER TIMES											
MARK B. FINEMAN	VEGA	2	27	19	11	0		60	120	0	47.50	104.50

Clive Gamble photo

FAC Giant Scale	Event # 4							REPORTED TIMES			FACT'R	8
		P#	CP	MK	WK	BP		T1	T2	T3	AVG	SCORE
VANCE GILBERT	NENE VIKING	2	28	18	12	35		48	75	83	62.33	155.33
CHRIS STARLEAF	DASH 8	1	25	18	10	25		71	60	59	61.50	139.50
MARK B. FINEMAN	PIPER MALIBU MIRAGE	1	24	18	10	10		120	52	85	69.00	131.00
THOMAS HALLMAN	JUNKERS J1	1	28	20	12	15		72	33	39	46.00	121.00
TOM 2 NALLEN II	WESTWIND	1	29	20	12	10		67	62	22	48.83	119.83
BERNARD DION	VOYAGER	1	21	18	8	25		31	25	22	26.00	98.00
MATTHEW KING	TAYLOR CRAFT	1	24	17	10	0		60	0	0	20.00	71.00
SECOND ENTRIES	WITH LOWER TIMES											0.00
VANCE GILBERT	JENNY TWIN	1	24	18	12	40		35	41	89	50.17	144.17

It's pretty obvious that Dave Mitchell doesn't believe a word that Vance Gilbert is saying,, but he's a nice guy and listens anyway. This photo gives you an idea of just how big the Nene Viking is. A beautiful model, flown well, and with a few bonus points thrown in the mix ...is a hard combination to beat.



Gosselin photo



Maltz photo

Enrique Maltz took this photo of his Bleriot XXV. It looks even better when you see it up close. In fact, the closer you get, the more amazed you'll be. It took Pioneer Scale in a very closely contested event.

FAC Pioneer Scale	Event # 5							REPORTED TIMES			FACT'R	5
		P#	CP	MK	WK	BP		T1	T2	T3	AVG	SCORE
ENRIQUE MALTZ	BLERIOT XXV	1	29.5	20	12.5	15		80	48	112	66.80	128.80
THOMAS HALLMAN	BLERIOT XXVI	1	27	18.5	11	30		64	62	63	67.20	123.70
WALTER FARRELL	VOISIN HYDROPLANE	1	28	20	11	35		28	30	51	42.00	101.00
ED NOVAK	EASTBORNE MONO	1	27	18.5	10.5	5		22	24	54	38.33	77.00
RONNY GOSSELIN	AQUILLA	1	24	17	7	5		22	22	23	24.00	72.00

A note about Pioneer scoring at the 2014 Nats: Bonus points (BP) are added as seconds to the *highest flight time only*, which is then factored. This time is then added to the remaining times (also factored, if required) and that total is divided by three to arrive at the flight score. Flight score is then added to the scale points (CP, MK, WK) for the final score. Whew.

FAC Power Scale	Event # 6											7
		P#	CP	MK	WK	BP	T1	T2	T3	AVG	SCORE	
DON SRULL	PTERODACTYL MK VII	1	27.5	16	11	43	120	120	120	120	217.5	
THOMAS HALLMAN	DH-2	1	29.5	20	12.5	20	120	120	120	120	202	
TOM ARNOLD	F-86K	1	24	16	12	20	120	120	120	120	192	
MARTYN RICHEY	REPUBLIC F-845	1	22	14	12	15	120	120	120	120	183	
VICTOR NIPPERT	WACO CG4	1	24	14	11	5	120	120	120	120	174	
EDWARD ALLEBONE	RUMPLER CV	2	29.5	20	12.5	15	120	76	0	65	142	
MATTHEW KING	GREAT LAKES SPECIAL	1	28	18.5	10	30	28	73	0	52	138.5	
SECOND ENTRIES	WITH LOWER TIMES											
EDWARD ALLEBONE	VICKERS VIMY	1	28	20	12.5	20	70	68	0	46	126.5	

Bet you've never seen one of these before! Don Srull had his Westland Pterodactyl Mk. VII flying like it was on rails. The real Mk. VII was never completed, but FAC rules leave the door wide open to concept aircraft like this.



Bruce Pike photo



Gamble photo

Tom Hallman's PT-26 depicts an aircraft flown by Norwegian Air Service pilots training in Canada during WW II. The colorful model flies as good as it looks.

Low-Wing Military Trainer	Event # 7					17
		P#	T1	T2	T3	SCORE
THOMAS HALLMAN	PT -26	1	120	120	120	360
DON DELOACH	DH 94	1	98	120	106	324
WALTER FARRELL	FIAT G46	1	92	106	120	318
JIM DETAR	MILES M-18	1	117	77	120	314
GENE SMITH	ARADO 396	1	87	120	96	303
TOM 2 NALLEN II	TOKYO KI 107	1	105	82	77	264
DAVID MITCHELL	MILES MAGISTER	1	86	57	73	216
JOHN P. HOUCK	MILE M-14	1	82	69	60	211
PAT MURRAY	B P BALLIOL T21	1	56	72	78	206
PROF. DAVID FRANKS	FIAT	1	118	59	0	177
JOHN KRAMER	PT-19	1	57	65	49	171
VICTOR NIPPERT	MILES MAGISTER	2	53	50	48	151
MARK B. FINEMAN	T-28	1	47	54	45	146
PAUL STOTT	NORTH AMERICAN BC-1	1	43	38	59	140
ROBERT HODES	MILES MAGISTER	1	52	40	21	113
DOUG BEARDSWORTH	T-34	1	50	58	0	108
MARK HOUCK	CT-4	1	28	32	32	92
SECOND ENTRIES	WITH LOWER TIMES					
JOHN KRAMER	AT-6	2	32	31	32	95
VICTOR NIPPERT	DH MOTH MINOR	1	21	32	21	74

Golden Age combined	Event # 8					27
		P#	T1	T2	T3	SCORE
GENE SMITH	CORBEN SUPER ACE	1	120	120	120	360
RICK PENDZICK	SR-8	1	76	112	120	308
DOUG BEARDSWORTH	MESSERCHMITT M-29	1	120	81	94	295
EDWARD ALLEBONE	CORBEN ACE	1	120	115	59	294
WALTER FARRELL	J5 CUB	1	105	74	115	294
JIM DETAR	REARWIN SPEEDSTER	2	120	84	89	293
PAT MURRAY	STINSON SR-7	1	87	120	75	282
THOMAS HALLMAN	FAIRCHILD 24	1	120	85	74	279
JACK MOSES	FAIRCHILD 24	1	80	77	120	277
WINN MOORE	CUB	1	57	120	93	270
RICHARD WEBER	D.H.29	1	74	101	95	270
PAUL BOYANOWSKI	REARWIN SPEEDSTER	1	74	113	74	261
SAM BRAUER	DAVIS DIW	1	81	119	52	252
MIKE WELSHANS	CORBIN	1	49	120	82	251
VICTOR NIPPERT	PIPER CUB	1	82	78	84	244
GERALD CRAWMER	INTERSTATE CADET	1	120	120	0	240
DAVID MITCHELL	WACO QDC	1	73	74	84	231
ORVILLE OLM	FAIRCHILD 24 R	1	50	75	98	223
ED NOVAK	FAIRCHILD 22	2	74	47	47	168
GEORGE BREDEHOFT	PEGNA PC. 1	1	50	68	46	164
JOHN P. HOUCK	PORTERFIELD	1	50	38	57	145
MIKE NASSISE	CESSNA AW	1	36	38	40	114
PRES BRUNING	FOKKER SUPER UNIVERSAL	1	25	45	37	107
KENDRICK GOSSELIN	RYAN STA	1	39	35	31	105
STEVE EVANS	MONOCOUPÉ 90A	1	24	25	27	76
BOB CLEMENS	FARMAN 400	1	49	0	0	49
JOHN KRAMER	CESSNA AIRMASTER	1	42	0	0	42
SECOND ENTRIES	WITH LOWER TIMES					0
JIM DETAR	J-5 CUB CRUISER	1	81	73	63	217
ED NOVAK	PEGNA PC1	1	38	49	59	146
GEORGE BREDEHOFT	WACO MGC-8	2	40	36	51	127



Mark Batterson photo

The Messerschmitt M-29 was one of two low wing models in the Golden Age event, and managed a third place finish. There was only one biplane.

Right: Rick Pendzick took a little time out from his duties behind the table entering time slips into the computer so he could fly his Stinson. It flew like a Jimmie Allen, and took the number two spot.

Below: The other low wing monoplane in GA was flown by Kendrick Gosselin. His Ryan STA was very nicely done.



Kaiteiris photo



Modern Civilian	Event # 9					21
		P#	T1	T2	T3	SCORE
WALTER FARRELL	VAGABOND	1	97	120	120	337
RICHARD WEBER	VAGABOND	1	99	116	120	335
DON DELOACH	PORTER	1	120	91	117	328
DAVID MITCHELL	VAGABOND	1	87	79	116	282
JIM DETAR	PIPER PACER	1	108	87	83	278
GENE SMITH	CESSNA CARDINAL	1	74	93	95	262
PAT MURRAY	STINSON 125	2	88	66	88	242
THOMAS HALLMAN	TRI PACER	1	79	76	85	240
MARK B. FINEMAN	EXTRA 500	1	84	75	78	237
DR. RICHARD ZAPF	RV4	1	72	70	78	220
TOM 2 NALLEN II	DHC-1	1	120	25	61	206
MARK RZADCA	HELIO STALLION	1	86	42	60	188
WINN MOORE	PILATUS PORTER	1	46	77	64	187
JOHN MURPHY	PIPER CLIPPER	1	72	39	64	175
VICTOR NIPPERT	HELIO COURIER	1	55	60	54	169
MIKE STUART	BEECH SUPER KING AIR	1	35	50	47	132
GEORGE BREDEHOFT	TEAM HIMAX	1	39	45	44	128
BERNARD DION	VOYAGER	1	54	24	35	113
PRES BRUNING	AM JET HUSTLER	1	29	39	40	108
JAMES COFFIN	AERONCA 7AC	1	35	37	30	102
CLIVE GAMBLE	PIPER VAGABOND	1	97	0	0	97
SECOND ENTRIES	WITH LOWER TIMES					
PAT MURRAY	L-290 DELPHIN	1	58	0	0	58



Kaiteris photo

Modern Military	Event # 10					11
		P#	T1	T2	T3	SCORE
THOMAS HALLMAN	PULQUI	1	120	109	120	349
WALTER FARRELL	AD-1 SKYRAIDER	2	85	119	81	285
DON DELOACH	BEARVCAT F8F	1	79	64	120	263
BERNARD DION	POTEZ 75	1	41	45	65	151
TOM ARNOLD	FIREFLY T.1	1	52	44	46	142
DAVID MITCHELL	DH SWALLOW	1	40	55	46	141
PAT MURRAY	L-29 DELPHIN	1	76	62	0	138
RICHARD WEBER	ARSENAL	1	120	0	0	120
MIKE NASSISE	T-28 NOMAD	1	36	35	33	104
WILLIAM MUEFFELMANN	MIG-15	1	32	31	24	87
CHRISTOPHER MCGOVERN	F8F BEARCAT	1	20	26	21	67
SECOND ENTRIES	WITH LOWER TIMES					
WALTER FARRELL	ARSENAL	1	92	95	93	280



R. Gosselin photo

2 Bit+1 OTR Fuselage	Event # 13					25
		P#	T1	T2	T3	SCORE
DAN DRISCOLL	MORGAN SMALL CABIN	1	81	120	120	321
DON DELOACH	FA MOTH	1	105	103	98	306
SAM BURKE	BABY COMMERCIAL	1	120	66	120	306
VICTOR NIPPERT	ACILLES 1939	1	71	112	107	290
JIM DETAR	KING HARRY	1	120	73	95	288
HARRISON KNAPP	FAC MOTH	1	76	104	87	267
ALBERT TIMKO	PRINCE HAL	1	120	80	65	265
MARK RZADCA	FA MOTH	1	66	70	120	256
STEVE BLANCHARD	NAVY PURSUIT	1	109	71	65	245
BLAKE MAYO	FA MOTH	1	80	120	39	239
GREG THORNTON	SCIENTIFIC FURY	2	82	66	87	235
DAVID ZACTON	FAC MOTH	1	49	88	68	205
BOB LANGELIUS	FA MOTH	1	66	69	66	201
MATTHEW KING	BLUEBIRD RACER	1	64	62	75	201
PAUL STOTT	FAC NAVY PURSUIT	1	69	62	53	184
JOHN P. HOUCK	SCOTCH MONO POD	1	69	67	35	171
MIKE NASSISE	JUNIOR COMMERCIAL	1	75	38	50	163
DOUG BEARDSWORTH	ERIE DAILY TIMES	1	70	90	0	160
ROBERT BARD	SUPREME TRAVELER	1	77	71	0	148
MARK HOUCK	PEE WEE ROW	1	47	40	55	142
JOHN STOTT	ENDURANCE FLYER G6	1	95	46	0	141
JAMES COFFIN	FA MOTH	1	72	32	36	140
MICHAEL SCHOLZ	FA MOTH	1	120	0	0	120
ROSS MAYO	FA MOTH	1	42	34	39	115
BOB CLEMENS	RANGER	1	60	0	0	60



Kaiteris photo

Old Time Gas Replica	Event # 15		TARGET TIME			FLIGHT TIME			7
		P#	S1	S2	S3	T1	T2	T3	SCORE
VICTOR NIPPERT	AEROBO	2	55	71	62	52	76	55	15
MARK RZADCA	VIKING	1	55	71	62	50	81	58	19
GERALD CRAWMER	SIMPLEX	1	55	71	62	57	84	56	21
SAM BURKE	HALF-PINT	1	55	71	62	72	74	71	29
DON SRULL	FOO TOO V 2	1	55	71	62	62	95	67	36
EDWARD ALLEBONE	CAVU	1	55	71	62	63	84	38	45
ALBERT TIMKO	REQUEST	1	55	71	62	60	104	0	100
SECOND ENTRIES	WITH WORST TIMES								
VICTOR NIPPERT	SIMPLEX	1	55	71	62	64	79	0	79

Top left: Tom Arnold puts up his Firefly for another flight in Modern Military.

Top right: Bernard Dion's Potez 75 was certainly the most unusual entry in the MM event.

Above: Paul Stott watches what I think is his FAC Navy Pursuit take to the air. (We got very few photos of the non scale events.)

Dime Scale	Event # 17						41
		P#	BP	T1	T2	T3	SCORE
THOMAS HALLMAN	STAGGERWING	1	15	120	120	79	334
ANDREW RICCI	BEECH STAGGERWING	1	15	78	120	120	333
JIM DETAR	STAGGERWING	2	15	103	120	92	330
ENRIQUE MALTZ	ONG CENTINAL	1	1	123	107	81	312
DON DELOACH	CHAMBERMAID	1	0	108	92	100	300
MARK RZADCA	BEECH STAGGERWING	1	15	71	84	120	290
HARRISON KNAPP	STAGGERWING	1	15	81	114	71	281
CLIVE GAMBLE	YAK 7	1	10	98	63	107	278
MIKE WELSHANS	MILES M-18	2	11	82	52	120	265
DOUG BEARDSWORTH	TYPHOON	1	10	65	86	98	259
WALTER FARRELL	STAGGERWING	1	15	120	120	0	255
SAM BRAUER	HARLOW	1	10	92	50	92	244
MICHAEL ISERMANN	MR SMOOTHIE	1	0	115	21	95	231
JOHN STOTT	FAIRCHILD PILGRIM	1	1	53	120	46	220
ORVILLE OLM	WATERMAN GOSLING	1	4	41	75	81	201
STEVE BLANCHARD	ONG CONTINENTAL	1	1	86	57	46	190
PRES BRUNING	PT-19	1	10	50	57	66	183
PAUL BOYANOWSKI	WACO MODEL C	1	15	98	66	0	179
WINN MOORE	MO-1	1	1	56	35	87	179
BRUCE FOSTER	POETEZ 34	1	1	53	62	56	172
JOHN KRAMER	BEECH STAGGERWING	2	15	54	48	51	168
PAUL STOTT	FOKKER D-17	1	16	67	43	30	156
GENE SMITH	FIAT G50	1	10	51	50	41	152
JOHN P. HOUCK	ONG CONTINENTAL	1	1	44	54	50	149
JACK MOSES	MILES M-18	1	10	33	57	47	147
MIKE STUART	BLACKBURN	1	15	46	40	41	142
DAVE NIEDZIELSKI	STAGGERWING	1	15	48	74	0	137
GEORGE BREDEHOFT	STAGGERWING	1	15	120	0	0	135
MICHAEL SCHOLZ	REAWIN SPEEDSTER	2	1	29	64	39	133
ED NOVAK	REARWIN	1	1	48	43	29	121
TOM 2 NALLEN II	ALTI PT1	1	11	26	37	40	114
JOHN MURPHY	STINSON 108	1	1	38	46	20	105
JAMES COFFIN	CURTISS FALCON	1	15	23	23	23	84
TOM CANFIELD	STAGGERWING	1	15	21	22	25	83
JACKSON BREDEHOFT	STAGGERWING	1	15	67	0	0	82
JACK BARKER	STAGGERWING	1	15	31	24	0	70
DAVID MITCHELL	P6E	1	16	45	0	0	61
ORVILLE WILLIAMSON	STAGGERWING	1	15	43	0	0	58
ALAN MKITARIAN	PORTERFIELD ZEPHYR	1	1	51	0	0	52
LUC MARTIN	BOEING MONOMAIL	1	10	21	0	0	31
KENDRICK GOSSELIN	MARTIN MO1	1	4	23	0	0	27
SECOND ENTRIES	WITH LOWER TIMES						0
JIM DETAR	PT-19	1	11	83	58	68	220
MIKE WELSHANS	HOWARD	1	1	48	46	48	143
JOHN KRAMER	MARTIN MO-1	1	1	46	50	45	142
PRES BRUNING	MARTIN MO-1	2	1	42	35	49	127
PAUL STOTT	KINGFISHER	2	11	22	22	47	102
BRUCE FOSTER	BRISTOL M-1	2	4	29	36	0	69
MICHAEL SCHOLZ	STINSON	1	1	28	0	0	29



Above: Mike Stuart finished his Blackburn Ripon just the week before flying in from England.

Below left: Andrew Ricci's Beech Staggerwing came within a point of Tom Hallman's top finish.

Below right: Bruce Foster launches his Kharkov on a test flight.



Simplified Scale	Event # 16						26
		P#	BP	T1	T2	T3	SCORE
DON SRULL	SCHLEPP	1	10	120	117	120	367
THOMAS HALLMAN	PULQUI	1	10	120	86	120	336
JACK MOSES	CESSNA C-37	1	1	137	72	120	313
JIM DETAR	GLOBE SWIFT	1	10	86	82	120	298
WALTER FARRELL	CUB	2	1	99	97	76	273
DR. RICHARD ZAPF	HE112	1	10	87	92	78	267
DON DELOACH	WILDCAT	1	5	74	94	90	263
JOHN P. HOUCK	FAIRCHILD 45	2	10	56	120	65	251
DAVID MITCHELL	STINSON O-49	1	1	93	81	74	249
MARTYN RICHEY	VECA TRANSPORT	1	10	45	52	70	177
ROBERT BARD	CESSNA C-34	1	10	68	47	47	172
BOB CLEMENS	FARMAN 400	1	1	55	55	48	159
GEORGE BREDEHOFT	TEAM HIMAX	1	1	36	73	48	158
MATTHEW KING	J-5 CUB	1	1	43	53	57	154
MARK HOUCK	MIG-3	1	10	44	38	55	147
VICTOR NIPPERT	CORBEN ACE	1	1	31	68	39	139
ORVILLE OLM	AD-1 SKYRAIDER	1	10	39	45	43	137
TOM ARNOLD	HELLCAT III	1	10	120	0	0	130
JOHN MURPHY	TAYLORCRAFT	1	1	36	50	42	129
MIKE NASSISE	JUDY	1	10	38	44	35	127
BRUCE FOSTER	HAMILTON METALPLANE	1	1	41	27	34	103
STEVE EVANS	MONOCOUPÉ 90	1	1	28	28	38	95
MARK RZADCA	HOWARD GH-1	1	1	26	37	0	64
RICHARD WEBER	WACO SRE	1	25	35	0	0	60
BRUCE CLARK	AERONCA CHIEF	1	1	48	0	0	49
EDWARD SMITH	FOKKER D-8	1	3	30	0	0	33
SECOND ENTRIES	WITH LOWER TIMES						0
WALTER FARRELL	CESSNA 140	1	1	98	50	120	269
JOHN P. HOUCK	ALIED SPORT	1	10	81	105	0	196
DAVID MITCHELL	HAMILTON METALPLANE	2	1	51	120	0	172



Clemens photo

Top right: Bob Bard was one of 11 fliers in the Comet Cub One-Design event. Two of them went OOS on their first flight!

Right: Tom Hallman's amazing Pulqui caught on a climb out.

Below: Andrew Ricci had a motor blow out and destroy the tissue on the nose of his Skokie, but it kept on flying!



Gamble photo



Kaiteris photo

Jimmie Allen	Event # 14					18
		P#	T1	T2	T3	SCORE
PETER KAITERIS	SKOKIE	1	118	120	120	358
ANDREW RICCI	SKOKIE	1	120	108	120	348
DON DELOACH	BA CABIN	1	88	120	114	322
ROBERT HODES	SKOKIE	1	72	93	120	285
WINN MOORE	SKOKIE	1	91	100	69	260
PAT MURRAY	SKOKIE	1	85	83	83	251
JOHN STOTT	SKOKIE	2	120	61	69	250
JACK MOSES	JA SPECIAL	1	52	94	78	224
VICTOR NIPPERT	SKOKIE	2	55	85	82	222
BOB LINGELIUS	SKOKIE	1	84	45	82	211
MARK HOUCK	JA SPECIAL	1	59	80	66	205
JOHN P. HOUCK	SPARTAN BOMBER	1	64	64	58	186
EDWARD SMITH	SKOKIE	1	47	65	52	164
SCOTT RICHLIN	BLUE FLASH	1	40	120	0	160
DAVID ZACTON	BLUE BIRD	1	37	48	68	153
BLAKE MAYO	JA SPECIAL	1	55	39	54	148
OLIVER SAND	JA SPECIAL	1	37	42	38	117
GEORGE BREDEHOFT	JA SPECIAL	1	78	0	0	78
ROBERT BLAIR	SKOKIE	1	0	0	0	0
SECOND ENTRIES	WITH LOWER TIMES					0
WINN MOORE	PARASAL	2	120	78	56	254
JOHN P. HOUCK	BLUE FLASH	2	86	74	26	186
VICTOR NIPPERT	JA SPECIAL	1	61	54	49	164

Embryo Endurance	Event # 20							48
		P#	BP	T1	T2	T3	FO	SCORE
JOHN MARETT	SPECIAL	1	9	120	120	120	342	369
PAUL STOTT	FA GYPSY	1	9	120	120	120	104	369
WINN MOORE	DEBUT	1	9	120	120	120	91	369
DON DELOACH	EMBRYOMATIC	1	9	120	106	120	0	355
MARK RZADCA	PUMA	1	9	120	106	120	0	355
EDWARD SMITH	FRESHMAN	1	9	102	120	114	0	345
MICHAEL ESCALANTE	PRAIRIE BIRD	1	9	91	120	120	0	340
ROBERT HODES	HODES HYBIRD	1	9	120	120	88	0	337
GENE SMITH	ATLAS III	1	9	107	98	120	0	334
MICHAEL ISERMANN	MINI KORDA	1	9	120	120	84	0	333
CLIVE GAMBLE	DEBUT	1	9	120	78	120	0	327
EDWARD ALLEBONE	DEBUT	1	9	120	74	120	0	323
GERALD CRAWMER	DEBUT	1	9	100	120	93	0	322
GERALD KONDRAT	FRESHMAN	1	5	117	111	74	0	307
JACKSON BREDEHOFT	BIG CAT	1	9	120	110	65	0	304
HARRISON KNAPP	DEBUT	1	9	120	91	79	0	299
DAN DRISCOLL	NIT II	1	9	120	77	77	0	283
ARA DEDEKIAN	BORN LOSER	1	9	92	120	59	0	280
JOHN REGALBUTO	HI-FLIER	1	9	73	93	93	0	268
ROY COURTNEY	GONZO 2	1	9	120	71	65	0	265
ALBERT TIMKO	EAGLET	1	9	109	55	83	0	256
JACK MOSES	BIGCAT	1	8	61	66	107	0	242
JOHN P. HOUCK	SWALLOW	1	9	49	120	60	0	238
BLAKE MAYO	GONZO	1	9	73	101	47	0	230
STEVE EVANS	TOMAHAWK	1	9	115	60	35	0	219
GEORGE BREDEHOFT	SKY ROCKET	1	9	78	73	54	0	214
ERIKA ESCALANTE	NIT	1	9	88	59	51	0	207
PETER KAITERIS	BORN LOOSER	1	6	56	61	76	0	199
ALAN MKITARIAN	JABBERWOCK JR	1	9	67	58	61	0	195
MARK HOUCK	BD-4	1	5	76	52	54	0	187
JOHN MURPHY	PRAIRIE BIRD	1	9	77	39	51	0	176
JOHN KRAMER	BORN LOSER	1	9	65	55	47	0	176
ROBERT BARD	GONZO	1	9	60	41	65	0	175
BILL MUEFFELMANN	HORNET	1	5	63	51	54	0	173
OLIVER SAND	PRAIRIE BIRD	1	6	57	43	66	0	172
VICTOR NIPPERT	RED DEVIL	1	9	65	42	56	0	172
RICK PENDZICK	DEBUT	1	9	56	46	61	0	172
MARIA KONDRAT	FRESHMAN	1	5	67	65	26	0	163
BRUCE CLARK	L'LL SISTER	1	4	43	52	38	0	137
JAMES COFFIN	JABBERWOK JR	1	9	120	0	0	0	129
PRES BRUNING	FLYING FISH	1	0	38	41	39	0	118
HARVEY PASTEL	FRESHMAN	1	6	36	26	39	0	107
STEVE BLANCHARD	DOUBLE TOP	1	9	55	42	0	0	106
TOM CANFIELD	TABLEHOPPER II	1	9	39	20	38	0	106
JACK BARKER	GONZO	1	0	55	39	0	0	94
RAPHAEL AZURE	FRESHMAN	1	9	45	20	5	0	79
TIM LAVENDER	PRAIRIE BIRD	1	9	64	0	0	0	73
BOB CLEMENS	WESTLAND WHATZIT	1	9	45	0	0	0	54
SECOND ENTRIES	WITH LOWER TIMES							0
MICHAEL ESCALANTE	BORN LOSER	2	9	109	96	120	0	334
MICHAEL ISERMANN	VICTORY	2	9	120	120	0	0	249
GEORGE BREDEHOFT	TOMAHAWK	2	9	83	81	0	0	173
VICTOR NIPPERT	JA SPECIAL	2	0	62	92	0	0	154
ARA DEDEKIAN	BACK BAY BELLANKA	2	5	59	45	41	0	150



Roy Courtney photo

Oliver Sand with what appears to be a MicroX Hornet embryo.



Above: One of the most unusual of the Jimmie Allen models, the Monsoon Clipper was built by Clive Gamble. It still needs some trimming, but it looks to have some potential.

Below left: Another unusual one. Miss Mystery will remain mysterious as it went OOS on its last official flight.



Gamble photo

Fiction Flier	Event # 22						7
		P#	T1	T2	T3	SCORE	
RICHARD WEBER	MISS MYSTERY	1	94	113	120	327	
THOMAS HALLMAN	SMILIN JACK	1	60	77	37	174	
WALTER FARRELL	BOOTH RANGER	1	40	78	41	159	
MATTHEW KING	BLUEBIRD	1	44	56	51	151	
JACK MOSES	ACE MCCOYS TRAINER	1	37	36	49	122	
PRES BRUNING	MYSTERY TALESS	1	24	33	32	89	
JOHN STOTT	JOY'S RACER	1	21	37	21	79	

Jet Catapult	Event # 21													14
		P#	CP	MK	WK	BP	T1	T2	T3	T4	T5	T6	SUM	
RICHARD WEBER	BELL P-59	2	8	7	2.5	0	31	27	34	22	21	24	109.5	
PETER KAITERIS	P-59	2	6.5	7	3.5	0	26	17	39	11	12	25	107	
THOMAS HALLMAN	HEINKEL 178	1	7	7	3	0	28	27	26	0	0	0	98	
VICTOR NIPPERT	GRUMMAN A6	1	5	5	3	0	15	16	19	19	14	33	84	
TOM ARNOLD	CANBERRA	1	6	6	3	2	17	13	21	21	11	19	78	
WINN MOORE	U-2 BIG	1	3	4	3	0	16	19	15	16	19	29	77	
MIKE NASSISE	HEINKEL 178	1	5	6.5	3	0	23	12	14	13	22	14	73.5	
WALTER FARRELL	P59 AEROCOMET	1	4	4	2	0	18	18	20	0	0	0	66	
MARK RZADCA	HEINKEL HE176	1	6.5	6	3	0	14	13	11	14	11	13	56.5	
ANDREW RICCI	ARSENAL VG90	1	6	7	3	0	16	10	12	6	5	10	54	
HARRISON KNAPP	F-4 FANTOM	1	4	5	3	0	8	12	12	11	4	18	54	
MICHAEL SCHOLZ	F-84G	1	4	6	6.5	3	11	11	11	0	0	0	52.5	
JIM DETAR	P-59A	1	7	7	3.5	0	10	5	7	10	7	13	50.5	
RAY RAKOW	HAWKER HUNTER	1	4	5	2.5	0	10	8	7	12	13	12	48.5	
SECOND ENTRIES	WITH LOWER TIMES												0	
TOM ARNOLD	PR-9	2	7	6.5	3	2	15	7	16	16	14	16	66.5	
MIKE NASSISE	GRUMMAN A6	2	5	5	3	0	11	14	17	12	13	19	63	
WINN MOORE	U-2 LITTLE	2	3	4	3	0	13	13	18	11	14	19	61	
VICTOR NIPPERT	F86D	2	4	4	3	0	8	9	17	5	13	8	50	

Thomson Race	Event # 23	RAW TIMES		
		T1	T2	T3
WALTER FARRELL	MR MULLOGAN	50	92	162
CHRIS STARLEAF	HUGHES H1	57	64	129
DR. RICHARD ZAPF	LTR-14	34	51	124
THOMAS HALLMAN	LOOSE SPECIAL	65	107	122
DON DELOACH	CESSNA CR-2	60	83	106
RICHARD GORMAN	CESSNA CR-3	45	70	94
STEVE BLANCHARD	LOOSE	52	70	88
WINN MOORE	MULLIGAN	41	45	
TOM 2 NALLEN II	GEE BEE QED	71	44	
PAUL BOYANOWSKI	LAIRD SOLUTION	31	44	
MATTHEW KING	MR MULLIGAN	36	42	
MICHAEL ESCALANTE	CESSNA CR-3	53	8	
ROBERT HODES	CESSNA CR-3	59		
CHRIS MCGOVERN	HUGHES H1	26		
ARA DEDEKIAN	HUGHES H1	22		
SAM BRAUER	PESCO SPECIAL	21		
RICHARD WEBER	SIMPLEX RACER	20		
MARK B. FINEMAN	CESSNA CR-3	19		
BILL MUEFFELMANN	CESSNA C-3	8		

Benedict Dion flew like crazy all week. Looks like he's flying an Arsenal VG 90 Jet Cat. Gotta love those Jet Cats!



Kaiteis photo



Bruce Pike photo

Above: The Folkerts SK-2 was a popular Greve racer a few years back. Now Mr. Smoothie and Chambermaids are in fashion. Dennis Ruhland is bucking the trend.

Below: Mike Isermann's Mr. Smoothie is usually a contender and always a beautiful model.



Keith Sterner photo

Greve Race	Event # 24	RAW TIMES		
		T1	T2	T3
DOUG BEARDSWORTH	MR SMOOTHIE	152	282	335
THOMAS HALLMAN	HAINES	139	134	194
WALTER FARRELL	MR SMOOTHIE	116	110	124
DAVID MITCHELL	PETE	82	84	115
FRANK ROWSOME	CHAMBERMAID	129	205	106
GEORGE BREDEHOFT	CAUDRON C-460	52	109	76
ANDREW RICCI	MR SMOOTHIE	100	82	
PAUL STOTT	HAINES H3	112	74	
ERIKA ESCALANTE	KR-2	62	67	
JOHN KRAMER	CHESTER GOON	54	61	
DENNIS RUHLAND	FOLKERTS SK2	124	55	
PAUL BOYANOWSKI	HAINES H-3	63	53	
MARK B. FINEMAN	MATILDA	49	53	
STEVE BLANCHARD	LAIRD LC-DE	69	50	
WINN MOORE	MR SMOOTHIE	86	11	
MICHAEL ISERMANN	MR SMOOTHIE	89	10	
WILLIAM MUEFFELMANN	MR SMOOTHIE	49		
GERALD KONDRAT	KEITH RYDER R-4	35		
GENE SMITH	CAUDRON 460	30		
RICHARD WEBER	NRUMANN SPL	26		
DR. RICHARD ZAPF	BONZO	23		
ROBERT BARD	CHAMBERMAID	22		
PAT MURRAY	SMOOTHIE	12		
GERALD CRAWMER	CHAMBIERMAID	11		
SAM BRAUER	BONZO	10		

Goodyear Racer	Event # 25	RAW TIMES		
		T1	T2	T3
RICHARD WEBER	LEIGHNOR MIRAGE	71	61	107
THOMAS HALLMAN	SNOKE SWIFTY JR	72	73	100
RICHARD GORMAN	SONERAI	51	53	81
JACK KACIAN	WITTMAN V	73	56	71
STEVE BLANCHARD	THOMPSON BALBONIE SPL	54	50	3
ANDREW RICCI	LEIGHNOR MIRAGE	89	47	
JOHN KRAMER	WHITTMAN BONZO	46	44	
MARK B. FINEMAN	GREY GHOST	59	38	
HARRISON KNAPP	BUSTER	51		
PAUL BOYANOWSKI	PELLET	47		
TOM 2 NALLEN II	LEIGHNOR	41		
GEORGE BREDEHOFT	FALCON SPECIAL II	40		
WALTER FARRELL	MIRAGE	28		
PAT MURRAY	MIDGET MUSTANG	21		
MATTHEW KING	MIDGET MUSTANG	15		
DR. RICHARD ZAPF	WLH-1	9		
WINN MOORE	OLD TIGER	8		



The Goodyear race is frozen in time as the second round goes up. Below, we have the whole crew waiting for the signal in the first round.



Ron Gosselin caught this amazing shot of the WW I biplane mass launch. Tom Nallen's Dorand AR 1 (in the top right corner) was the model to beat, but went OOS in the third round. It was found on the roof of one of the college buildings a couple weeks later, somewhat the worse for wear.

WWI Combat	Event # 26	RAW TIMES			
		T1	T2	T3	T4
DOUG BEARDSWORTH	SOPWITH PUP	50	71	58	104
PAUL BOYANOWSKI	ALBATROS D.I	34	60	80	97
DR. RICHARD ZAPF	ROLAND C.II	44	74	84	86
PETER KAITERIS	NIEUPORT 11 BEBE	49	60	72	85
DON DELOACH	BRISTOL SCOUT	67	99	106	83
CHRIS STARLEAF	POMELEO PE	55	75	71	72
THOMAS HALLMAN	FOKKER D.VII	63	75	360	
TOM 2 NALLEN II	DORAND AR1	81	116	300	
RICHARD GORMAN	SE-5	55	52	49	
FRANK ROWSOME	FOKKER D.VII	52	51		
MATTHEW KING	FOKKER D.VII	35	37		
JOHN KRAMER	FOKKER D.VII	24	32		
WALTER FARRELL	MARTINSYDE ELEPHANT	57	31		
SAM BRAUER	BE2e	36	31		
BERNARD DION	HANOVER C.III	29	30		
PAT MURRAY	FOKKER D.VII	45	28		
DENNIS RUHLAND	NIEUPORT II	33	21		
ANDREW RICCI	FOKKER D.VII	59	20		
JAMES COFFIN	SE5	31			
RONNY GOSSELIN	FOKKER D.VII	24			
STEVE BLANCHARD	BRISTOL SCOUT	23			
ROBERT HODES	SE5A	23			
JOHN P. HOUCK	SE 5	14			
STEVE EVANS	ALBATROS D.V	13			
ARA DEDEKIAN	BRISTOL SCOUT D	13			
CLIVE GAMBLE	SOPWITH CAMEL	11			
CHRIS MCGOVERN	FOKKER D.VII	9			
RICHARD WEBER	ROLAND D.IIa	2			
FS GILBERT	SOPWITH DOLPHIN				



Starleaf photo

Surprisingly, we didn't get any pics of the BLUR this year, but we got a few from the SLOW race. Lotsa fun at both events!
Right: John Kramer, Dave Niedzielski, and Wally Farrell, try to get their models to go in a straight line.

Below: John Houck and Ronny Gosselin in one of the final rounds.

Far below: Don DeLoach's Bristol Scout is always a threat in the WWI mass launch, but mass launches always have an element of unpredictability. This year the top spot went to a Sopwith Pup flown by Dough Beardsworth.

B.L.U.R.	Event # 28	5
		PLACE
ANDREW RICCI	CHAMBERMAID	1
MIKE ISERMANN	JR	2
PETER KAITERIS	JACK RABBIT	3
MARIA KONDRAT	P-51	4
STEVE BLANCHARD	FLOYD BEAN	5

S.L.O.W	Event # 29	5
		PLACE
THOMAS HALLMAN	BLERIOT VII	1
JOHN P. HOUCK	EASTBORN MONO	2
RONNY GOSSELIN	AQUILLA	3
DAVE NIEDZIELSKI	BLERIOT XI	4
MATTHEW KING	ORNITHOPTER	5



Starleaf photo

1/2 Wakefield	Event # 30					13
		P#	T1	T2	T3	SCORE
DON SRULL	BLOMGREN	1	120	120	120	360
EDWARD ALLEBONE	HALF AWAKE	1	120	96	120	336
DON DELOACH	BLUNDER BUS	1	101	83	115	299
RICHARD WEBER	1/2 AWAKE	1	104	107	79	290
WINN MOORE	HALF AWAKE	1	71	79	100	250
MIKE WELSHANS	CAN CHAMP	1	67	89	82	238
EDWARD SMITH	HALF AWAKE	1	77	93	59	229
RICHARD GORMAN	HALF AWAKE	1	65	71	81	217
ROBERT BARD	1/2 AWAKE	1	67	56	54	177
JOHN STOTT	HALF AWAKE	1	61	60	47	168
HARVEY PASTEL	JUDGE	1	50	48	0	98
SCOTT RICHLIN	HALF AWAKE	1	44	49	0	93
ROBERT BLAIR	ZOMBIE	1	1	0	0	1



Dave Mitchell photo

WWII Combat	Event # 27	RAW TIMES		
		T1	T2	T3
WALTER FARRELL	KING COBRA	170	115	131
TOM 2 NALLEN II	DEVASTATOR	91	113	115
TIM LAVENDER	TA152A	106	110	84
THOMAS HALLMAN	SEAFIRE	75	91	81
CHRIS STARLEAF	FIAT G-50	82	86	74
PAT MURRAY	AVENGER	117	82	5
DAVID MITCHELL	HELLCAT	72	78	
DON DELOACH	F4F	79	77	
JOHN P. HOUCK	KATE	74	75	
ORVILLE OLM	AVENGER	63	75	
ANDREW RICCI	FAIREY BARRACUDA	89	70	
JACK MOSES	P-47D	68	65	
STEVE BLANCHARD	P-39	92	63	
GERALD CRAWMER	KHARKOV	74	62	
MARK B. FINEMAN	P-63	56	50	
ERIKA ESCALANTE	P-51	59	47	
TOM ARNOLD	P-39	63	43	
DR. RICHARD ZAPF	P40 C	71	36	
PROF. DAVID FRANKS	G55	58	20	
GENE SMITH	P51-B	74	17	
FS GILBERT	KHARKOV	66		
BILL MUEFFELMANN	HE 100D	56		
CHRIS MCGOVERN	P39	56		
MIKE WELSHANS	A-36	54		
PAUL STOTT	FIAT G-55	54		
GERALD KONDRAT	AMBROSINI SAI 207	52		
ROBERT HODES	HELLCAT	50		
MICHAEL SCHOLZ	MIG3	49		
GEORGE BREDEHOFT	STUKA	35		
STEVE EVANS	P-47	24		
MARIA KONDRAT	AMBROSINI SAI 207	15		
FRANK ROWSOME	IL-2	14		
MATTHEW KING	HE 100	12		
RICHARD GORMAN	TONY KI-61	9		
ARA DEDEKIAN	HELLCAT	9		
WINN MOORE	P-51	7		
DOUG BEARDSWORTH	P-47 N			
SAM BRAUER	TYPHOON			
BRUCE FOSTER	KHARKOV			



Starleaf photo

Above: Tom Hallman's Seafire is a remarkable model, in both appearance and performance, and it got its share of awards to prove it.

Left: John Stott was one of the guys who lost his Cub on its first official flight.



Sterner photo

Comet Cub One-Design	Event # 33					11
		T1	T2	T3	SCORE	
MATTHEW KING	CUB	95	120	113	328	
PAT MURRAY	CUB	120	120	61	301	
PAUL BOYANOWSKI	CUB	63	120	111	294	
WALTER FARRELL	CUB	71	120	88	279	
ENRIQUE MALTZ	CUB	83	58	93	234	
WINN MOORE	CUB	82	74	70	226	
JOHN STOTT	CUB	120	0	0	120	
DR. RICHARD ZAPF	CUB	120	0	0	120	
JACK BARKER	CUB	39	52	29	120	
ROBERT BARD	CUB	43	32	22	97	
JOHN P. HOUCK	CUB	40	0	0	40	

D-Day Combat	Event # 34	RAW TIMES			FACT'R	
		BP	T1	T2	FT1	FT2
THOMAS HALLMAN	SEAFIRE	10	95	149	105	159
WALTER FARRELL	MUSTANG	10	95	113	105	123
DON DELOACH	P57B	10	79	112	89	122
ORVILLE OLM	AVENGER	5	75	91	80	96
GENE SMITH	P-47	10	75	14	85	24
ANDREW RICCI	P-47	10	75	12	85	22
RICHARD GORMAN	MUSTANG	10	69		79	
SAM BRAUER	TYPHOON	10	52		62	
ARA DEDEKIAN	HELLCAT I	10	51		61	
CHRIS MCGOVERN	P51B	10	47		57	
PETER KAITERIS	FW 190	10	47		57	
DR. RICHARD ZAPF	P47-D	10	47		57	
STEVE EVANS	P47	10	46		56	
FS GILBERT	SWORDFISH	15	12		27	
MATTHEW KING	P-47	10	15		25	
JOHN KRAMER	P-51	10	10		20	
DAVID MITCHELL	TBM	5	13		18	
BERNARD DION	SWORDFISH	15	3		18	

Due to poor weather, only two rounds were flown in the D-Day event. BPs were added to flight times.



The Saturday afternoon drizzle wasn't an obstacle to the determined fliers in the D-Day Combat event. Bernard Dion enlisted the aid of Kendrick Gosselin to keep his Fairey Swordfish dry while Luc Martin acted as mechanic.
Photo via Sue Starleaf

2014 FAC NATS SPECIAL AWARDS

DAVE STOTT HIGH SCORING JUNIOR
MARIA KONDRAT

BOB THOMPSON FICTION FLYER
RICH WEBER

B.L.U.R. TROPHY
ANDREW RICCI

COLE PALEN WW I DOG FIGHT
DOUG BEADSWORTH

JACK MCGILLIVRAY WW II COMBAT
WALLY FARRELL

EARL VAN GORDER BEST WW II MODEL
TOM HALLMAN: Seafire

D-DAY EVENT
BEST LOOKING AXIS MODEL
FW 190 by PETE KAITERIS
BEST LOOKING ALLIED MODEL
Seafire by TOM HALLMAN

MILESTONE ACHIEVERS
100 KANONES
GEORGE BREDEHOFT
HERB KOTHE
200 KANONES
WALLY FARRELL
TOM HALLMAN
300 KANONES
RICHARD ZAPF

BLUE MAX
ROBERT HODES
JACK BREDEHOFT
SAM BRAUER
CHRIS NASSISE

100 PERCENTERS
JACK MOSES
RAY RAKOW
JOHN STOTT
FERNANDO RAMOS
ROSS P. MAYO

FURTHEST TRAVELED
ENRIQUE MALTZ – Tel Aviv, Israel

HALL OF FAME
AL LAWTON
ALLAN SCHANZLE
GEORGE WHITE
ED DELOACH

WALT MOONEY AWARD
Farman Carte Postale by ENRIQUE MALTZ

EARL STAHL AWARD
Bestetti-Nardi BN-1 by WALLY FARRELL

LIN REICHEL MEMORIAL MENTOR AWARD
TIM LAVENDER

FOUNDING FATHERS AWARD
RICH WEBER
JOHN ERNST

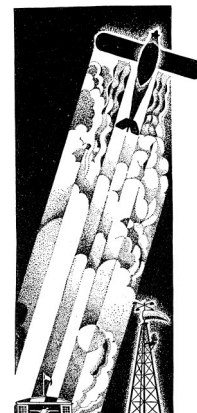
VIC DIDELOT FAC SPIRIT AWARD
BERN DION

SCALE GRAND CHAMP		
	PLACE	POINTS
THOMAS HALLMAN	1	1120
WALTER FARRELL	2	832
RICHARD WEBER	3	364
DOUG BEARDSWORTH	4	346
CHRIS STARLEAF	5	346

NON SCALE GRAND CHAMP		
	PLACE	POINTS
DON DELOACH	1	289
PAUL STOTT	2	192
WINN MOORE	3	175
DAN DRISCOLL	4	125
PETER KAITERIS	5	105

Thanks to all those who donated Free Flight goodies for the raffle, and to Bubba for getting it all together at the field.

Special thanks go out to all of the volunteers who pitched in to make the 2014 FAC Nats happen!

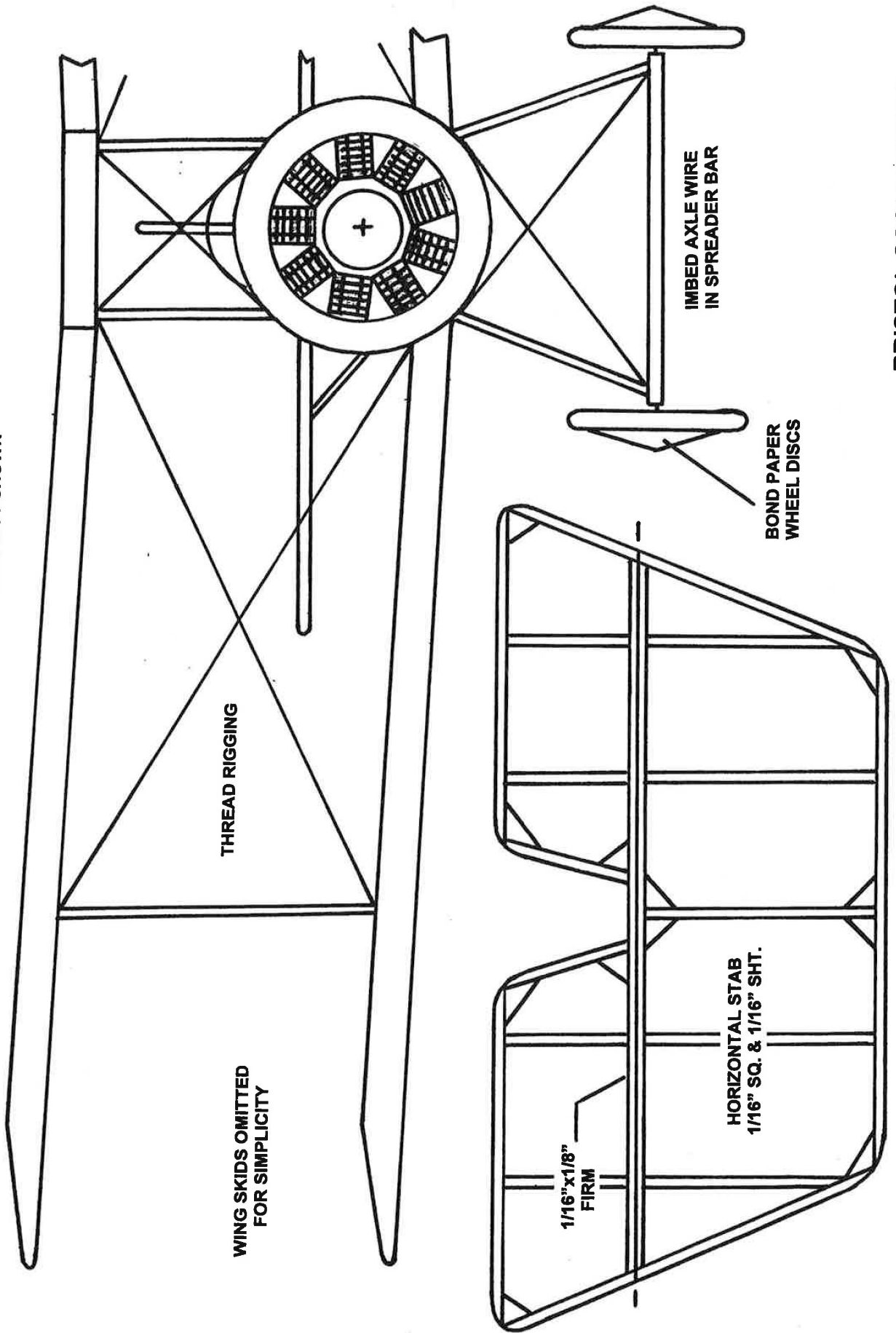


The missing bit!

A BAY STATE SQUADRON PLAN

SHEET #3 OF 3

LEWIS GUN ON TOP
WING NOT SHOWN



BRISTOL SCOUT TYPE D

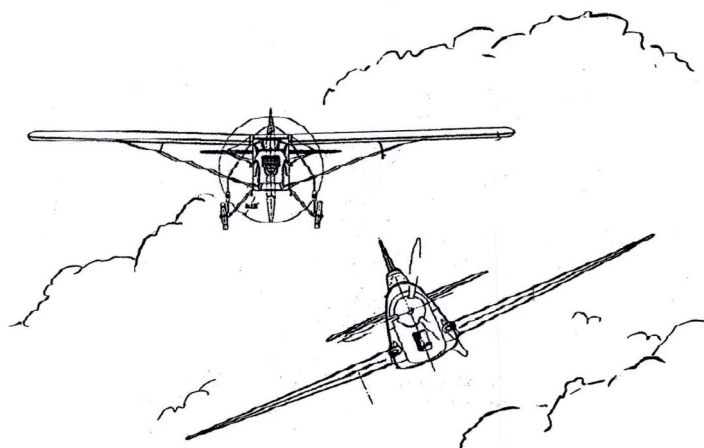
High Wing v s . Low Wing

This article first appeared in Air Flow, April, 2002

A Performance Comparison of Two Distinctly Different Indoor Scale Monoplanes

By Jim Daley

A few articles have appeared in the indoor/outdoor free flight literature that rate the potential flight time for various rubber powered scale aircraft. These predictions usually do not consider FAC scale rules, particularly regarding retractable landing gear and bonus points.



The two ships that are compared here show high performance "figures of merit" in most studies. They are the Curtiss Robin & Caudron C-460 Racer. The Caudron is usually rated slightly higher, probably because of it's long nose, good tail moment and clean lines. The Robin has good proportions as well, but is at the other end of the spectrum regarding streamlining. The Robin does have one very important performance enhancing feature: an under-cambered wing.

Now, lets look at both of my ships in detail. Other than the outward appearance the two models are quite similar in the characteristics, which make flight comparisons possible. The following table includes the values that critically affect performance:

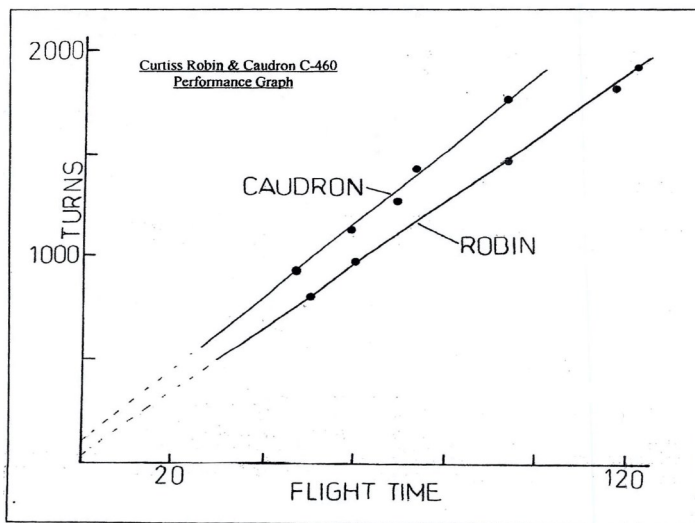
	Curtiss Robin	Caudron Racer
Wing loading Gr/sq.in.:	0.253	0.240
Wing span-inches:	24.5	23.3
Wing area-sq. inches:	91.88	100.72
Empty Weight- Grams:	20.2	21.0
Motor Weight:	14.98 %	14.97 %
Motor Loop Dimensions:	24.5 x ~.110 in.	24.7 x ~.112 in
Distance Between. Hooks:	10.2-in	12.1 in
Plan / Kit	Golden Age	Megow's

Vital in these tests is the energy storage capacity of each motor and the characteristics of the propellers. As can be seen in the quantities above, the motors are nearly identical, but more importantly, the percentage motor weights, within the errors of measurement, are the same for both ships. The propellers for both models are identical 7.2 inch plastic jobs as supplied in Golden Age kits. Each prop was smoothed and balanced, the pitch remaining unaltered.

The tests are simple: measure the flight duration as a function of motor winds (turns) for both models and plot the data; Both craft are superbly behaved, flying well almost immediately in the first trimming

sessions. The rubber used is from the same batch and was measured by the supplier to have unusually high energy storage capacity. The tests were performed in the Glastonbury gym during two flying sessions with flight measurements of both models on each occasion.

The graph on this page shows the Robin to be the better performer at all winding values tried and more importantly, the highest site-limited duration. Again, looking at the graph, we see that flight times are linearly proportional to turns and the best fit straight lines through the data points intersect the "turns" axis slightly above the zero point. In practice the Robin uses most of the turns while the Caudron typically has more turns left. These observations are consistent with the graph.



It is clear from these experiments that the low wing bonus points are pretty well founded, but may want a little tweaking upwards. (Just heard a big cheer from the low wing flyers.) This may be especially true in a highly competitive field where flights are in the 90-120 second range.

Because both models have similar wing loadings, dimensions and percentage motor weights of equal value, I must conclude that the Robin is more efficient (higher lift to drag ratio) than the clean, gear up Caudron Racer. In an outdoor contest with a 15% motor rule I would give the Robin (design) the better chance of victory. In defense of the Caudron, the motor is probably not optimized for maximum indoor duration (Glastonbury) as the distance between hooks will allow a longer loop (greater than] 5% of empty weight) thus a higher energy storage for a similar launch torque. More experiments are needed to see if this will really increase the flight time. Stay Tuned.

Editorial: Stay tuned indeed! I hope our intrepid experimenter continued with his research, and that someone can come up with a copy of it for us. I would guess that not many eyebrows will be raised by the assertion that high wing cabin monoplanes have an advantage in Free Flight. It's still interesting to see an engineering approach to the question. This article was sent to us by an FACer who wanted to make the point that a low wing model with retracts is still at a disadvantage to a high wing model with the wheels hanging in the breeze. Probably true, sometimes, but a single experiment with just two models seems like a pretty weak data pool, and the extra drag produced by that undercart at indoor flying speeds is nigh on negligible. The models used here have some remarkable similarities, but they leave some important questions still open. How much difference did that undercambered wing make? And the extra inch of wingspan and additional wing area? It would be a better experiment if there was one model with a wing that could swap positions, and an undercart that could be traded for an identical blob of ballast, but that will have to wait for someone with more scientific curiosity than I have. It seems that "all else being equal" rarely happens in Free Flight.

Wingnut

Button DT Springs

From the March/April 2013 issue of the Pensacola Free Flight Team newsletter, George White editor:

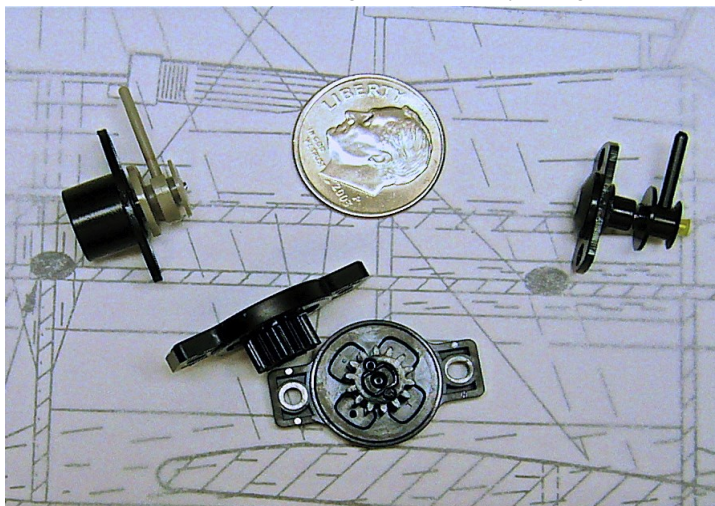
WHAT SPRINGS TO MIND

By George White

I've long been a fan of the button timers to control the DT on my models (much to the disdain of "real" free-flighters) Those who disdain their use have a very valid point in that with a burning fuse, you have reasonable certainty as to the DT activation time (also assuming that you remember to light the thing).

In my stubbornness and continued use of the button timers, I must admit that I've had more than my share of "interesting" experiences with the things. For the sake of this article, I consider there to be three basic types of button timers. The one depicted below on the left is called a BL7, and the one on the right is called a BC7. Both of these are available from FAI Model Supply. The bottom timer is available in several levels of augmentation from several sources, but it is basically a timer built for damping the movement of lids etc. on things like records players, etc. To use them, an arm must be attached in some way, most often by simply drilling a hole in the capstan and inserting a wire arm.

When I first started using them about 12 years ago, I relied



on the elastic that FAI supplies with each timer. That elastic is basically the same as that used in women's skivvies, and will get weaker with each use. The older boys tell me that sometimes women's skivvies become slack — something of course I wouldn't know!! I don't believe it is a reliable driver for the buttons.

Another thing I learned (the hard way) early on was that the pull loop must be a soft, smooth loop of string so it will slip off the pivot arm. I've found the best string for not only the loop, but for the pull down line to the stab as well, to be what is known as "backing," a very light, soft braided line used by fly fishermen.

I've come to use a piece of .009 music wire, 18" long, to make my springs. I've been fortunate to have a spring winder made several years ago by a fellow by the name of Kavork Fags. It's seen below at the top of the photo. With that you can make a spring in less than 2 minutes. An earlier issue of this exciting newsletter also described how you can make a spring winder with some very simple tools. You can find that article on our website in the "Articles Index."

What I've given insufficient thought to in the past is the difference in pull strength, even using the same wire, based upon the size of the mandrel upon which the spring is turned. After my friend Bob Junk sent me a small supply of .008 music wire, I finally decided to do a bit of semi-scientific testing.

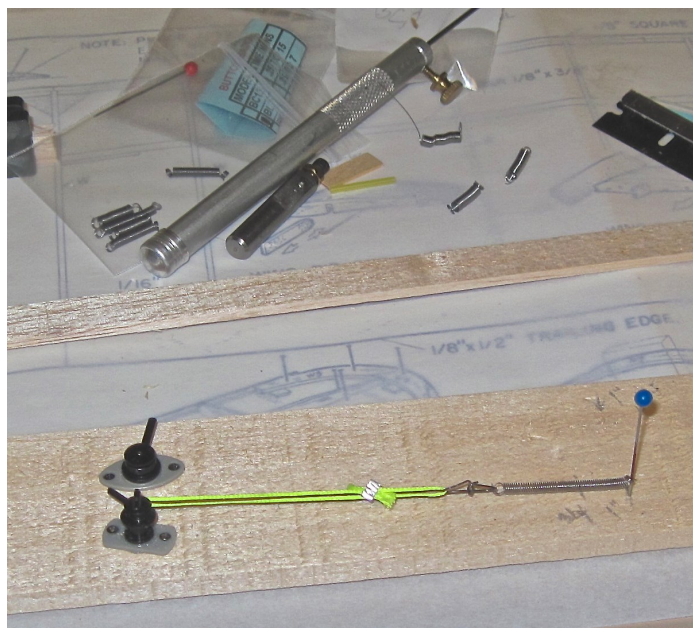
In the photo below you can see where I mounted BL7 (top) and a BC7 (bottom) button timers to a board and did some tests. All the tests were done at 72°F, so the times below are probably longer than if done in 90°F heat of summer. However, I suspect that they are more or less proportionally correct. All springs were made using 18" lengths of wire.

BL7 Timer

Wire size	Mandrel	Spring Stretch	Timer Rotation	Time
.009	5/64"	1"	½ turn	1:50
.008	5/64"	1"	½ turn	5:00
.008	1/16"	1"	½ turn	3:30
.008	1/16"	1.5"	½ turn	2 min

BC7 Timer

Wire size	Mandrel	Spring Stretch	Timer Rotation	Time
.009	5/64"	3/4"	full turn	2:15
.009	1/16"	1"	½ turn	:30
.008	5/64"	1"	½ turn	1:30
.008	1/16"	1"	full turn	1:30
.008	1/16"	1"	½ turn	:50



One thing I learned from this is that the smaller the mandrel used to make a spring, the more pull that spring will have. Those who are not drop-outs from engineering school like me, and who have a modicum of understanding of strength of materials are not likely to find that surprising.

Another thing which became very evident is that small changes in the spring stretch can make a significant difference in the timer run. Perhaps the above information can provide you with a starting point for your particular model, and you can adjust the stretch distances from there.

Please list the top four finishers of each event. You may indicate the total number of flyers in each event if you wish.

Event:	TOTAL FLIGHT SECONDS or BEST SCALE FLT.				FAC member?					
	FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)					Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
Contestant's full name	Model	1	2	3	FACTORED					

Event:	TOTAL FLIGHT SECONDS				or	BEST	FAC member?				
	FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)				SCALE FLT.						
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N	

Event:	TOTAL FLIGHT SECONDS or BEST SCALE FLT.				FAC member?					
	FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)									
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N

Rubber Scale Modeler's Muse Shop

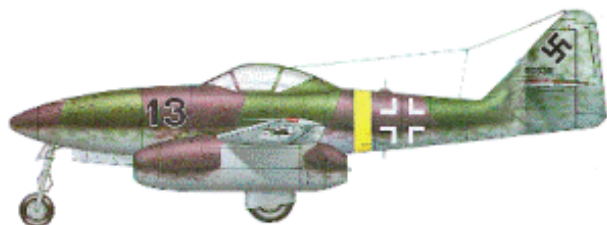
Vance Gilbert



Where Do You Put That Prop?

Here comes the Fall, the FAC NATS are done, you're inspired, and you vow to start a project for the next season that will just be from another word of imagination!! So where do you put the prop on that one?

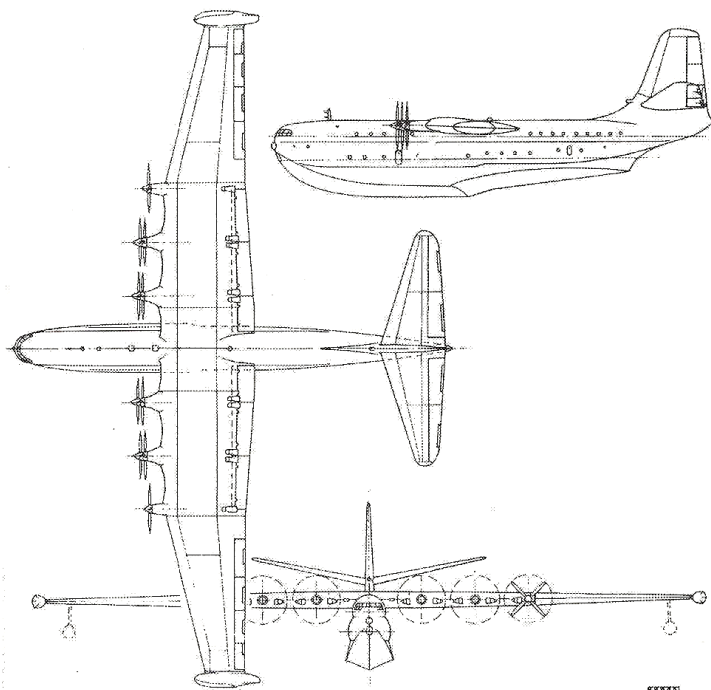
"Whatever is he talking about?" you must be saying. "The Muse Man Marches Mad..put the prop where props go on the real plane...sheesh...". But what if you want to build a fly a Me 262 in WW2 (fig 1)? Or a



Saunders Roe Princess in Jumbo Scale (fig 2)? Or a Coanda Jet biplane in Pioneer Scale (fig 3)? Or, orthe list goes on.

Why not?

Follow me here. There's a famous musician by the name of Bela Fleck who plays the banjo. He plays the expected bluegrass, folk and country



on the banjo. And he plays rock on the banjo. He plays jazz, funk, and Bach on the banjo. Why? Because he loves all those kinds of music, and he loves the banjo. The music's specific genre means nothing to him. I think we rubber scalers are a lot like that - eclectic in overview, self-challenging in tools.



We rubber-powered scale builders seem to love backing ourselves into that corner that has the sign over it saying "Build a flying replica of whatever your fancy, but you must power it with a rubber band..."

Some History

Dave Stott always explained it to me this way (I paraphrase): "The ideals and sensibilities of the FAC are so that the kid outside of the fence has a chance to model anything he wants. That kid maybe can't afford the newest engine, radio receivers, silk for covering, fuel, and all that goes with it. He can't get into the airshow or go for a plane ride without a ticket. So the rules are written so that this theoretic kid can build and fly nearly everything he sees from outside the fence, with rubber for power."

That pretty much explains all that we do in this hobby. But it's particularly poignant here, as we now have to overlook the placement of the rubber driven propeller, as it is now where a propeller is not supposed to be. Oh the inhumanity!!

Things You Hate To Hear And See

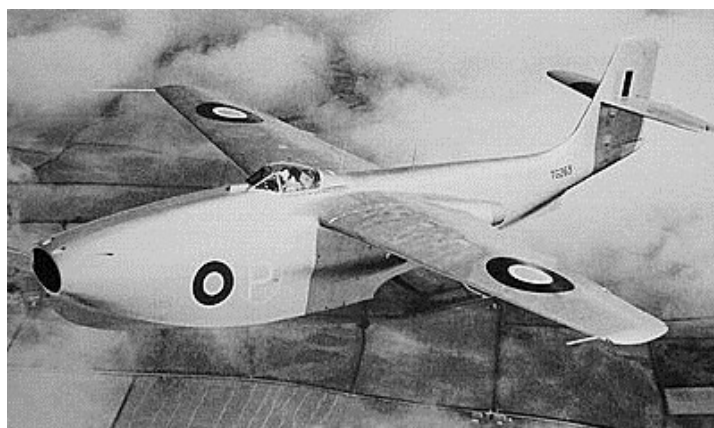
Here's the downsides to Fakey-Proppy aircraft:

- 1) "Just do it electric" - Well, yeah, of course. There's that. While at

it, just add a micro 3 channel system etc, etc. Not that there's anything wrong with all of that. But it's not what I do. You did read the banjo thing, right?

2) "I hate how that looks - it just ain't natural". I've actually had this said to me by a venerable and respected FACer. Heck, I often have trouble convincing fellows over at a civil aviation weblist I moderate that our motor pegs, large propellers, and general translucency are endemic to what we do and are ultimately overlook-able. To each their own. Wanna hear some John Coltrane? On my banjo?

3) There are so many normal prop propelled ships that need attention and illumination and building, why would you?... Well, yeah, there's some guilt over that. As I muse this winter, I know that there'll be those high-elliptical winged, Kalinins, the box-like Russian AK-1, the Polish PWS 54....we don't have room here for my list of prop-to-do. But I'll tell you, nothing gets the juices going more than flipping through a ream of 3-views and in the midst of all the usual suspects having the Saro SR.1-A (fig 4) pop up. I love Foggy Mountain Breakdown...but play something else on that banjo!!



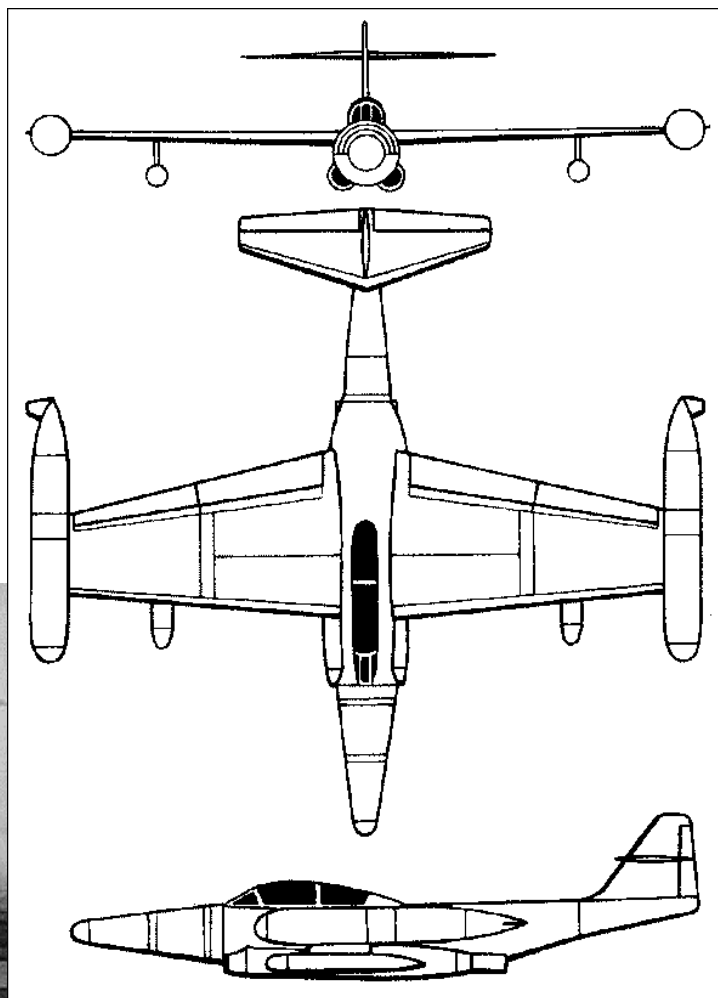
Your Motivation

1) I've always wanted one - Yessir. There's the purest of reasons. Bravo to your punch list. Dave Stott would be proud of you.

2) Look at that long nose! It'll never come down!! - Well, yeah, there's that. There are some jets that are well endowed this way, allowing you to estimate the CG right there on the 3-view and put the rear rubber peg waaaay back there. Look at this F-86 Scorpion (fig 5). Sure, use the radome as a spinner. But note that at 25" span, and a lazy measurement of where the CG might be, this ship will have a prop hook to peg of over 18 inches!! And don't let long noses spook you. Slightly smaller prop than what you might use for that span, and really judicious thrust setting, and you'll have it. You'll be timing the motor run itself with an hourglass!!!

3) I'll have the most different WW2 job around!! - Kinda like Motivation point #1, but deeper still - ask yourself how cool would it be to "create" history and have a Gloster Meteor duke it out with a ME 262.

4) Spinning all those freewheeling props, or rocking all of those hanging down jet pods, I'll have a gazillion plus infinity bonus points just dropping it from the hood of my car!! I'll win!! I'll win!! - Well, ok, there's that too. And there's room for him and his approach in what we do, God bless him..That guy will clamor after the kanone if planes are hereby and forever ordered to be covered with Charmin and boiled Quaker Oats. He pays for all that drag too. That said, count up the bonus points for this B-36 Peacemaker (fig 6)... go ahead and we'll call it another challenge for the Bonus Point quiz, and consider a prop on it's nose.

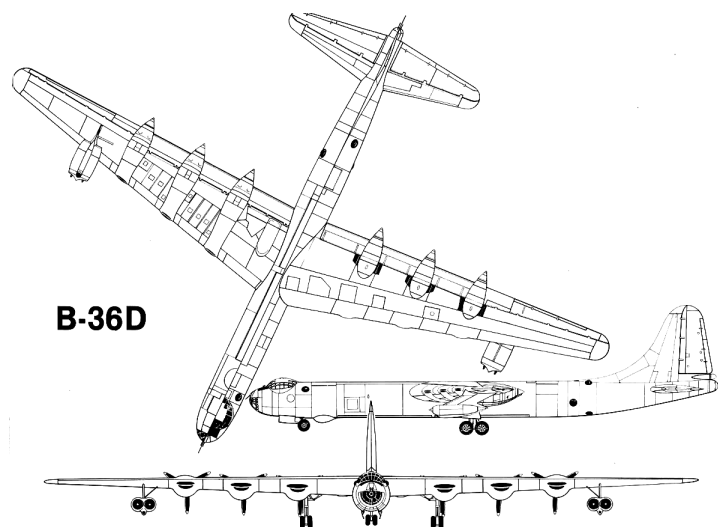


Other Motivations, Reasons, and Ideas..

~ Note that there are many kits and plans out there that were designed for Jetex or static scale that would readily make great rubber jobs with the open bottom of the formers sketched in and then the ship built like any good Earl Stahl half-shell job.

~ Whole eras of aviation history suddenly open up and become of interest to the builder

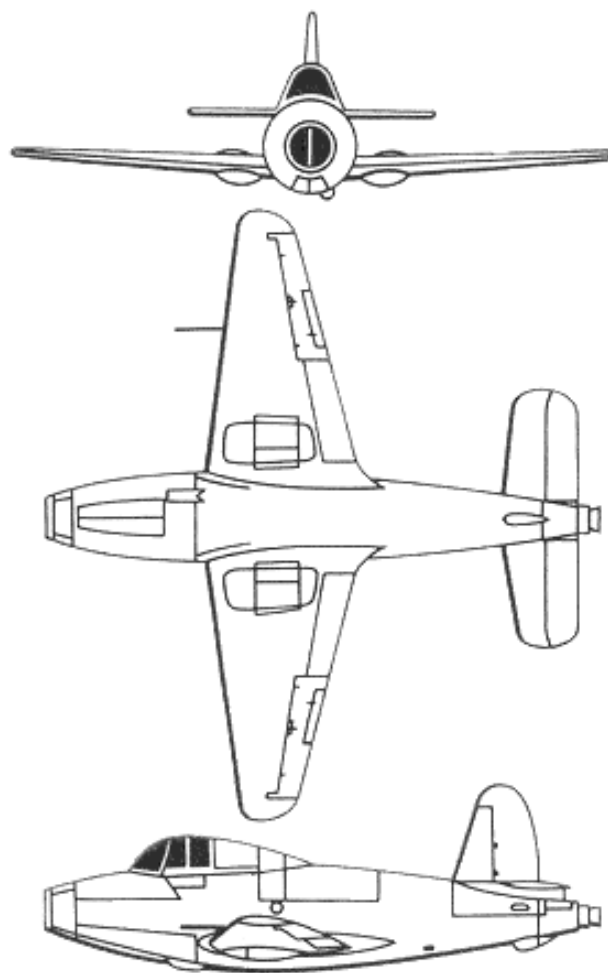
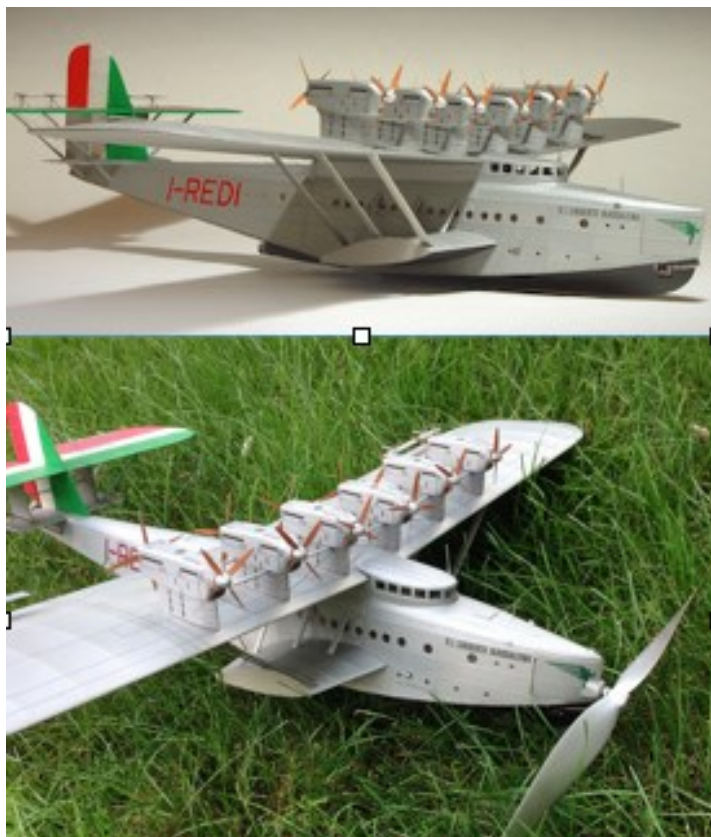
~ Front, rear, we don't care... props can go most anywhere. (maybe the FAC needs cheerleaders to chant this and other stuff?)



Making props disappear

Well, here's more genius that comes with the FAC, thanks to Dave Stott and Bob Thompson. Not only does one remain unpenalized for motor sticks, flying props are not to be considered as a part of the plane for scale judging. Now, for sure, a great ship built by a great builder will invariably have a props that is a reasonable color and such - a wonderfully done DH-4 Mailplane would look pretty ugh if a big red 9" prop was left hanging on the bean, no matter how we are instructed or trained to "look past" it. But yes, you have a few choices when propping your ship:

- a) Don't sweat it - Put whatever prop works best on your ship and call it a day.
- b) Attempt to cobble a "clear" or "translucent" prop onto your ship. That's what the author did with the props on his Nene Viking (fig 7). I



recall Richard Zapf successfully glued clear pop bottle blade extensions onto a cut-way-down Peck prop, and that looked fantastic spinning in the air.

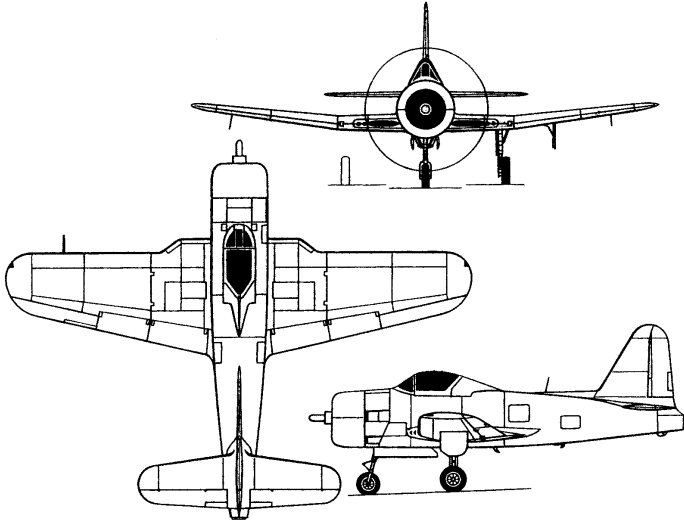
These previous approaches make it so that you needn't make a second "scale judging" nose plug for your ship, maybe also saying to the scale judge "Look what I have done to make this prop disappear.."

- c) Scale judging noseplug w/out prop. Tom Hallman has done that just delightfully on his Dornier DOX (fig 8). Of course, if we could all build like Tom we'd be perfectly satisfied with the execution of the little block, bearing, and prop hanging off of the bow of this beast, but Tom had a different esthetic in mind. He took an extra evening or two and built a sans prop noseplug just for scale judging.

So, take note that jets can have their prop anywhere, in fact a prop on the rear of a jet gets the + 5 pusher points. I thought a Gloster Whittle Pioneer (fig 9) the first jet with the Whittle jet engine..) would be cool with the prop on the rear, right where the jet exhaust ...exhausts.

Mixed Media

Here's something else to consider - How about a push-pull Ryan Fireball with the piston propeller on the front, and the pusher jet prop on the rear? (fig 10). Rubber motors can cross and be pegged at opposite ends like Don Srull did with his Lippisch wing and his Dornier 335, and both motors can both be longer than a Kevin Costner movie... Make them counterrotate, torque will be gone, and you can bury it in the sky!



Conclusion

As my partner Deb says about some ships I might consider with non-scale props, "There's so much other junk hanging on that airplane, who's gonna notice that prop on the front?" Remember too that props tend to disappear when spinning, and the plane is flying, and this is what this is about in the first place.

But let's be clear, there's some unwritten rule stuff here - It'd be perfectly legal but kinda smarmy to make a DH Mosquito and just plop a prop on it's nose. Same goes for a B-25 Mitchell. However, there were real B-17s, A-26s, Lancasters, and Lincolns with real nose props - testbed jobs, so there's no need to play the funny prop game. It comes down to aesthetics and sensibility at that point.

So when you flip through that book of 3-views you have a mess more choices to mull and muse over this fall and winter. I don't know if you'll thank me for that or not....



BP Quiz Answer

Yes, the Be-200 has pretty nice configuration if you can stand that prop in the front. So we have, according to our rules:
Flying boat or Amphibian10 points
Each housing for a "static" jet engine(s)
attached to a wing or the fuselage
via an appendage.1 points (2 engines = 2 points)

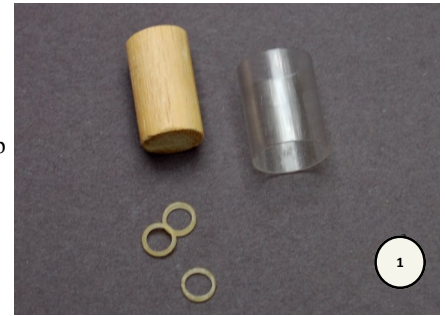
That's *12 bonus points total* - not too shabby, as this bird has stay-up potential to beat the band...just note that at 28" span, to get the rubber to balance at the probable CG there can be 22 inches from hook to peg - a lotta rubber room!! Build her nice and get her to max once in a while and you'll be at the top of the heap, but you better have your best chasing shoes on!!



The Gadgeteer

Sometimes a prop hook is not a practical option. So how do you attach a fully wound, snarling, slippery hank of rubber to the prop shaft? Easy! Create a loop at the end of the rubber motor:

Use a short (about 1-1/2") length of wood dowel, metal or plastic tube (Photo 1) and a short dental rubber band. Insert the dowel into the rubber loops (Photo 2)...

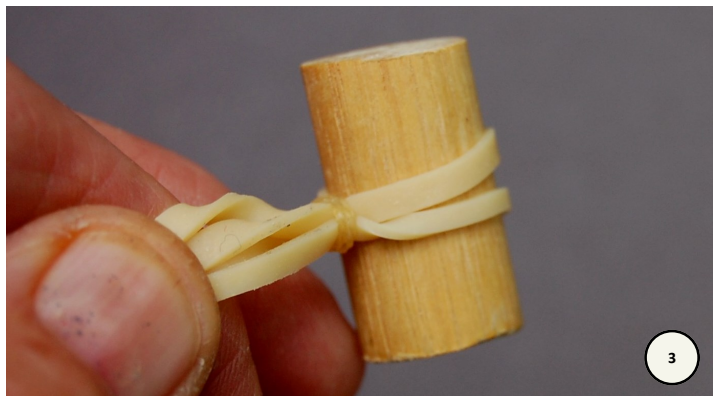


1



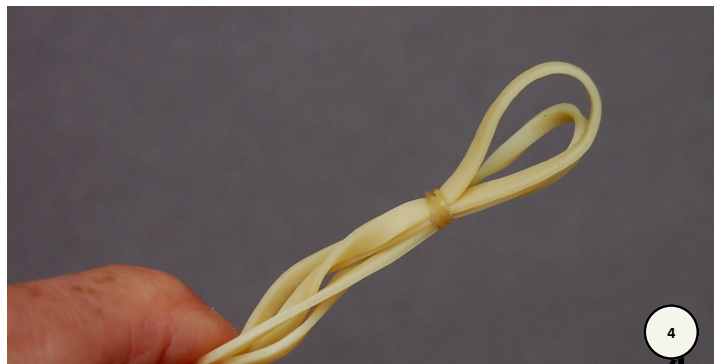
2

...and while holding it in place with your thumb, wind a rubber band around the combination several times (Photo 3).



3

Presto! Remove the tube, and you have a loop that will not fight you when you attach the wound motor to the hook of the prop shaft.



4



No Secrets

Tips and Tricks from the Aces

Here's another solid approach to building a nose plug that will hold your thrust settings. If you want a consistent flier, you need to have the nose plug locked in tight. I found this article on the Pensacola Free Flight website and I thought it was well worth the ink. Mike Isermann is one of the top fliers in the FAC, and a real craftsman. - Ed.

Why the Long Mug? Is Your Plug not Snug?

How to make snug nose plugs.

Mike Isermann

There must be about a thousand ways to make a nose plug these days. There's square plugs, snap on plugs, round plugs, rubber-banded on plugs, diamond shaped plugs, vacuformed plugs, twist and lock plugs, rectangular plugs, etc... I could go on forever! I would like to share with you the way I make nose plugs and explain why I think it is one of the better ways to do it. I'm not saying it's the best way and I'm not discounting anyone's preferred method, I just want to provide readers with another option.

So what are the key elements that determine a good nose plug from a poor plug? I think there are only two in my book. Based primarily on function, snugness and ease of adjustment are the two most important factors in making a good nose plug. Plugs with front end parts that require instructions and a shot of liquor to adjust are not my cup of long island iced tea. I believe a round nose plug provides the best opportunity to obtain the two most important attributes.

Here's why:

Ease of fabrication- Round nose plugs can be accurately made on a Dremel tool.

Repair- When made deep enough, round plugs fit snugly and are easy to fix when they become loose.

Simplified Adjustment- Adjusting down and right thrust is a snap with round plugs.

Note: I will explain these benefits in more detail as I describe how I make the front end of a typical model airplane.

Before you can make a snug fitting nose plug you need a fuselage with a well crafted front end that will receive the plug. I start by stacking up and gluing (I use Titebond) 3 to 5 - 1/8" sheets of 4-6 lb. balsa wood, making sure the grain alternates direction. The shape and thickness of the cowl/nose block area will determine the size and number of sheets needed for your plug. Once the rough nose block is dry, glue it to the front end of the fuselage frame. After setting up, sand the block out flush to the sides of the fuselage. **Do Not** sand it to a finished shape.

I believe it is important to use a blast tube when winding a scale rubber aircraft. So it is important to make sure the nose opening is big enough to accept a blast tube. I like to use 1/2 inch class 200 PVC pipe or thin-walled aluminum tubing for my blast tubes. The way I achieve this is simple. I slip a circle template over my blast tube and find out which hole fits over the tube. This hole will be enlarged one or two sizes on the circle template and will then become the inside diameter of my fuselage front end. Next I look at the plan view of my fuselage and determine what the outside diameter of the spinner area on the front end will be. My goal here is to create a 1/64" plywood ring to define the finished O.D. and I.D. of the spinner area on my fuselage nose. I cut a small square piece of plywood a bit larger than my O.D. dimension of the fuselage nose, drill a small hole in the middle, install my Dremel mandrel and then chuck it up in my Dremel tool. The next part is easy. Measuring from the center of the plywood sheet, mark the inside and outside diameters of the ring you want. Make sure to put several marks at both dimensions so you can see them when the dermal tool is running. Now, using a sharp # 11 blade, touch the outer "ghost" ring as it is

spinning on the Dremel and cut the excess material away. Always start with the outer dimension and be sure to drag the blade in the direction the Dremel is spinning. Never use a Dremel tool without safety glasses!!! Once this is completed, cut the inside dimension using the same technique. And voila! You now have a clean nose ring that defines your fuselage's spinner interface. Now, using your three-view as a guide, glue the ring in the proper place on the front of your fuselage. Once the plywood ring has dried, you can now sand out the front end of your fuselage to a finished state.

There is still one more step that must be completed. You now need a hole to stuff the rubber motor through, right? Well, here's how I do it. Using a dermal tool, I first bore a hole with one of the many bullet-shaped abrasive tools I have on hand. I carefully work the tool round and round until I have a hole big enough for a 3/8" sanding drum. Then, using the Dremel sanding drum attachment, I sand the hole within two or three millimeters of the edge of the plywood ring. Now, it is important to sand the hole the rest of the way by hand. This will ensure that the hole remains round and true in all directions.

If you don't have a selection of round sanding dowels in your tool arsenal then I would highly recommend you make some. They make the final step in this part of the process a snap! I usually sand the opening as close to the plywood ring as I can. Choose a sanding dowel that is a 1/8" inch smaller than your opening. To finish out the hole, wrap a scrap piece of 150 sand paper around your dowel and then twist it into the fuselage hole. Only use enough sand paper to snugly fit the hole. Now, turn in one direction about 4 or 5 times and you should have a very clean and symmetrical hole to stuff your rubber motor in. Once you have sanded to the edge of your plywood ring your fuselage front end is ready.

The nose block is even easier. First, cut a square piece of 1/32" plywood from your plywood stash and spin it down on the Dremel to the same outside diameter as your plywood ring. Now, stack and glue the same number of 1/8" balsa squares as you used on your fuselage front end making sure they are slightly larger than the O.D. of your 1/32" plywood disc. Set the plywood flange and laminated balsa block aside. Cut out a 1 inch square piece of 1/32" plywood. Drill a small hole in the center and chuck it up in your Dremel tool. Clip the corners of the plywood off with a pair of scissors and begin sanding into a disk. Sand the disk until it fits tightly into the fuselage front end. Now using Titebond, glue a 1/16"x1"x1" piece of balsa sheet wood to the face of the plywood disk making sure to cut a relief hole for the mandrel screw. Clip the ears off as you did with the plywood.

Your mandrel is now ready to spin up the nose plug. Using Ambroid or Duco glue, attach the stacked balsa squares to the center of your mandrel disk. Let everything dry thoroughly. Cut off the excess wood on the corners of your rough nose block so that sanding is a bit easier. Install the mandrel back into the Dremel tool and begin gently sanding the assembly. If you press too hard the Ambroid glue joint will break loose. If it does, just glue it back on. The important thing here is to be patient. The small plywood disk closest to the Dremel chuck will act as your sanding gauge. Take your time and sand everything as squarely as possible. You don't want a tapered nose block. Check the fit of your nose block before you remove it from the Dremel. If you have obtained a snug fit, then remove the mandrel from the Dremel tool, grab a can of acetone and soak the Ambroid joint. Within a few minutes your nose plug should break free. Now find the center of your nose block and glue the first 1/32" disk you made in place. This disc will serve as the nose block flange.

Setting the proper amount of down and right thrust always seems to be a guessing game and is a test in measuring accuracy at best. A great number of builders just guesstimate these angles using a pin vise and a small drill bit. Well, I have an answer to take remove the guess work. Picture this: Cut a balsa wedge at 4.25 degrees. The wedge will serve as a drilling gauge on your drill press. I usually want 3 degrees right and three degrees down as my starting point during trimming. This is why I use the 4.25 degree wedge. Let me explain why. If you drill a 4.25 degree angle through your nose block and you rotate it from the 6:00

o'clock position to the 7:30 position while it is installed in your front end, you get 3 degrees down and 3 degrees right. Are you getting the picture now? (Pythagoras theorem) Trimming becomes much easier when you can adjust the amount of down and right thrust. Especially with three degrees to work with!

I have found this method to be very successful and simple. Because you have taken measures to build a snug nose block the plug will not twist or move during the trimming process. Once you find the sweet spot you can key the plug and that's that. Another nice thing about this system is that it is easy to snug up the plug if it becomes loose. This happens with all plugs sooner or later. If your plug becomes loose, just wrap a layer or two of tissue over the round plug and glue it in place. The plug will snug up resulting in a smile on your mug. Give this system a try and see what you think.



Getting the Maximum from a Rubber Motor

Roger Willis

In preparation for an upcoming Science Olympiad competition (Feb 5th at Rancho Bernardo H.S.), I discovered some very helpful formulas for general model flying thanks to Cezar Banks.

One of them is how to quickly figure the maximum winds on a rubber motor. Of course my 3 middle schoolers were very suspect of math letting them know when a rubber motor breaks...so I had them test the formula on one of their Wright Stuff motors. As you know, the S.O. rules require a maximum of 2 grams for the weight of the motor prior to lube but including things like "O" rings. Since I got D- in math in school and these three middle schoolers got A+, I let them do all the math.

The formula goes like this:

Length of motor divided by weight of motor in ounces = X1

Now, take the square root of X1 = X2

Multiply X2 by 6.35 = X3

Multiply X3 by the Length of the motor [in inches] = X4

- If you are using Tan II, multiply X4 by 1.25 (or 1.35 if you're brave) and that will give you MAX WINDS for TanII

- If you are using Super Sport, multiply X4 by 1.14 for SS MAX. WINDS

So, the young folks from the Encinitas Middle School did the math. Their motor was 16.25 inches long and weighed a perfect 2 grams. That 2 grams converted to ounces is .07oz. The rubber was Tan II. When they finished the formula, it showed a max wind of 1965 winds @ 1.25 and 2122 winds @ the 1.35 multiplier. They picked the middle 2091...The motor broke at 2090 !!!

They performed a similar experiment with Super Sport using the 1.14 multiplier at the end of the formula. It broke just 4 winds over the formula break wind number!!



Color on Trailing Edges

Al Cleave

The comment on page 10 of the newsletter concerning coloring the aft edge of trailing edges brought to mind a few thoughts in passing --- I found that some colors of Japanese tissue fade so badly that after just a relatively short time there would be a dramatic color difference between the tissue and colored edge.

My solution was to apply dope to the edge-of-the-edge after covering the top of a surface; while still wet, pull the tissue down 90 degrees to cover the edge, hit it with a hot Monokote trim seal iron, and then trim off the excess even with the bottom of the surface.

A combination of dope, damp tissue; and the hot iron can result in amazing results on all compound curves, even nose blocks and wheel pants. The latter can be covered with a single piece of tissue with no wrinkles, overlaps, or slices. Al Cleave



Hannan's OMAC



When the OMAC aircraft was still only a concept, one of its designers allowed me to include a 3-view, in a model magazine canard article. My all-sheet-balsa-profile model, constructed to explore the configuration, featured "adjustable everything," - canard incidence,

aileron and rudder angles, landing-gear location, etc. Surprisingly, considering its small diameter prop, it flew remarkably well.

Colonel Bob Thacker then made a glider version, a powered free-flight, and eventually, an RC model, all of which flew, while the full-size machine was still being fabricated.



The late Granger Williams is holding my rubber-powered profile OMAC, while at the rear is Colonel Bob Thacker with his RC version. Bob's free-flight gas-engined OMAC is in the middle. All of them were successfully flown, prior to completion of the full-size OMAC.



Fast-forward to the actual OMAC being flown and publicized, when the design became a popular modeling subject, including this beautiful example by Jiro Sugimoto, of Japan.

Bill Hannan



Gone West

We recently learned that FACer **Bob "Bamboo" Bender** passed away in January of 2013. He was a retired NYC policeman who flew on B-24s in the CBI during WWII. He was an absolutely exquisite modeler and a true gentleman, known for building models that were museum quality and flew beautifully. He started flying with the FAC in the very early years in CT. Peter Kateris offered this remembrance: *The first time I saw Bob, he was amazing to watch, flying all kinds of models one after another. I did get to know him pretty well; once I even introduced him to Rich Zapf as "my dad". I took him up to Glastonbury for a few years when he didn't want to drive there by himself, then he stopped going because his back hurt too much to sit in the car. For a while, every new model I built got a trip to Bob's house and he always would inspect it closely. Then we would go into his basement and look at models in boxes and on shelves. A visit to his house at Christmas was special, he had an airplane tree, and a display table of models. He built about every DIME model there was and they were all done with lots of scale detail. His prize possession was a big Be-2 model that had garnered top scale points from some big contest, either the FAC or the AMA Nats. Bob let me in on a secret years ago that can now be revealed. He was the BAD GUY SQUADRON. He drew those top hatted skeletal pilots doing dastardly things, that showed up on old FAC newsletters from time to time, and he played pranks on people. He told me once how he set up a fake bomb at a contest and was then declared a hero because he rushed in and defused it. He laughed till he cried. Here's to Bob, a good bad guy.*



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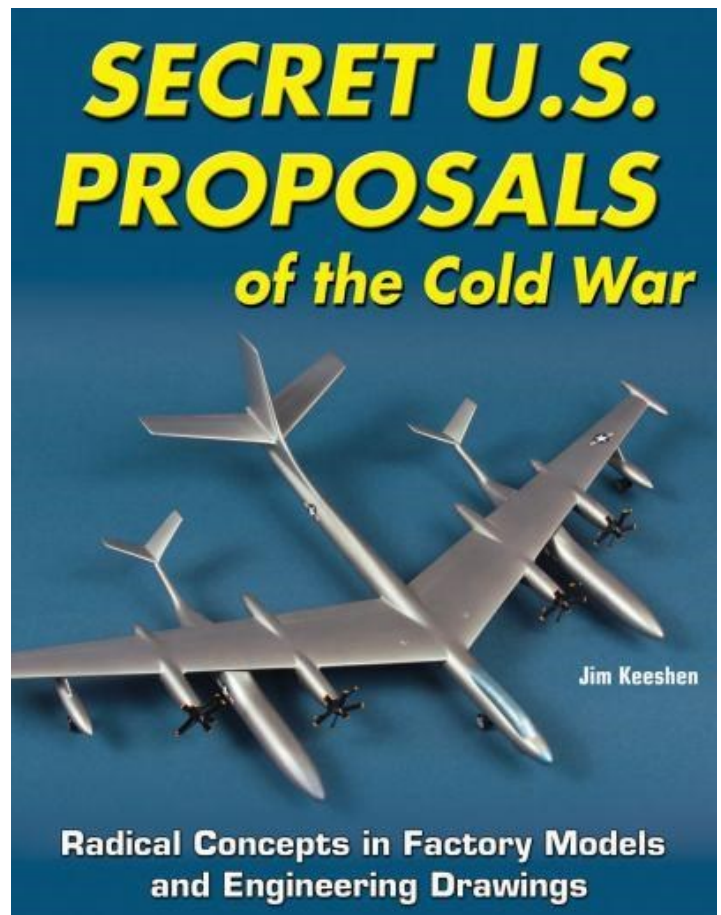
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FAC Book Nook



Can you think of any airplane layout that someone, somewhere has not built, or at least proposed? How about a swept-forward wing P-51 Mustang powered by both an internal combustion and a jet engine? Maybe a futuristic jet-powered canard is more your thing or a V-tailed Republic Rainbow airliner. These and many others are described and pictured in Jim Keeshen's **Secret Proposals of the Cold War; Radical Concepts in Military Hardware** (United Kingdom: Crecy Publishing, 2013). Just for the record, my favorite flying oddity is the Fairchild M-128, a stubby, jet-powered, canard biplane (!), whose upper wing was little more than a flying gas tank that could be jettisoned after the fuel was gone.



Keeshen's well-written and lavishly illustrated hardcover book is unusual in that the author has focused on scores of beautifully crafted manufacturers' display models that he discovered in museum and private collections. Once a proposal failed, it was common practice for the display model to be discarded. The survivors were rescued by engineers, designers and other factory workers who used them for desk ornaments. Some were stashed in closets and rediscovered years later. A few of the wartime and post-war proposals were actually built and are included in the book, such as the Douglas XB-42, the Northrop XB-35 and -49 flying wings, Republic XF-84H Thunderscreech and Vultee XP-81, but the most interesting of the post-war aircraft rarely made it beyond the preliminary design stage.

There's plenty of inspiration in the 176 pages of Secret Proposals for the model builder seeking an unusual subject. One might have wished for more 3-views, but the author may not have had FACers in mind. Still, this book is a beauty!



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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- 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.
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FAC Contest Calendar



Durham, CT	Sept 7	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
Muncie, IN	Sept 11- 12	FAC OUTDOOR CHAMPIONSHIPS	Ralph Kuenz	rdkuenz@yahoo.com
Geneseo, NY	Sept 12 - 14	The Great Grape Gathering		http://wnyffs.org/
Amesbury, MA	Sept 13	Stealth Squadron Late Summer Meet	Steve Evans	ideagarden@comcast.net
Elyria, OH	Sept 14	CFFS Outdoor Contest	Jim Gaffney	jamesfgaffney@hotmail.com
North Branch, MN	Sept 14	Fall Mini Model Meet	Dave Edmonson	612-220-5239
Rocky Hill, CT	Sept 21	Glastonbury Modelers Fall Fly-In	Paul Stott	203-929-5139 (H) 203-258-3962 (C)
Flint, MI	Sept 21	CLOUDBUSTERS Outdoor Contest	George Bredehoft	volare61@gmail.com
Whitesburg, GA	Sept. 27	TTOMA FAC Outdoor Contest	Jim Altenbern	864-848-0705 jaltenburn0705@charter.net
Muncie, IN	Sept 27 - 28	CIA / FAC TED DOCK MEET	Pat Murray	317 410 2200 pmur- ray@centerlinedesignllc.com
Flint, MI	Oct 4	CLOUDBUSTERS Outdoor Contest	Mike Welshans	mbwelshans@aol.com
Marion, KS	Oct 4 - 5	HAFFA Championships	Mike Basta	913-492-4830 mdb713@everstkc.net
Durham, CT	Oct 5	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
Elyria, OH	Oct 5	CFFS Outdoor Contest	Jim Gaffney	jamesfgaffney@hotmail.com
Amesbury, MA	Oct 11 - 12	Stealth Squadron Fall Classic	Steve Evans	ideagarden@comcast.net
Pensacola, FL	Oct 11 - 13	GATHERING OF THE TURKEYS	George White	white76@cox.net
North Branch, MN	Oct 12	Octoberflug	Gary Oakins	651-429-3150 770-698-8737 tum25@bellsouth.net
Dunwoody, GA	Oct 18	TTOMA Monthly Indoor	D. Crawford	
Waywayanda, N.Y	Oct 18 - 19	BARRON FIELD AIR RACES	Tom Hallman	maxfiart@hallmanstudio.com
Flint, MI	Oct 19	CLOUDBUSTERS Outdoor Contest	Winn Moore	winn_moore@yahoo.com
Durham, CT	Nov 2	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
Flint, MI	Nov 2	CLOUDBUSTERS Outdoor Contest	George Bredehoft	volare61@gmail.com
Perry, OK	Nov 8 - 9	Tulsa Glue Dobbers Fall Rally	Bob Hanford	bhantulsa@cox.net 918-251-7564
Perris, CA	Nov 8 - 9	SCALE STAFFEL CONTEST	John Hutchison	http://www.scalestaffel.org/ 203-929-5139 (H) 203-258-3962 (C)
Rocky Hill, CT	Nov 16	Glastonbury Modelers Turkey Fly	Paul Stott	106 Cutlery Ave. S. Meridan, CT 06541
Durham, CT	Dec 7	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
Durham, CT	Jan 4	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
2015				
Geneseo, NY	July 16 - 18	2015 FAC NON NATS	GHQ	Stay tuned!
Buckeye, AZ	Oct 21 - 24	2015 WESTFAC V	Duke Horn	dukehorn@rocketmail.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.

1. Here are some pictures of FAC member Pat Murray doing a great job of "passing it on" at the 2014 Cloudbusters annual picnic and contest. Honest, all of this group of images were taken from just ONE launch! This kid has got STYLE! The kids were local to the park and came over to see what we were doing. Bruce Thoms
2. Roy Courtney wrote: *Oliver Sand from Brooklyn NY, (hopefully an up and coming FAC member) was working diligently the whole time on his models, got some good coaching from George White and Gene Smith, and absorbed it like a sponge. I gave him a Jimmy Allen Cabin Kit and like us all, he immediately opened it and was poring over the plan.*
3. Enrique Maltz got the award for "Furthest Traveled", but that doesn't even begin to describe his experience. His trip from Tel Aviv turned into an adventure in itself. Once he and his models were reunited on the field, we were able to take in the full measure of this man's amazing modeling talent. His models not only displayed faultless craftsmanship, and amazing detail, but they were LIGHT! We hope to have an account of his adventure in an upcoming issue.
4. Vance Gilbert's Twin Jenny got some well deserved attention when the NFFS named it as the Scale Model of the Year, and put it on the cover of their newsletter. The only other Giant Scale model at this year's Nats that flew better was Vance's *other* model, the Nene Viking!
5. Mike Stuart was another of our guests from overseas. His purpose-built hard case was packed to the gills with beautiful scale models, some which were only completed shortly before the trip. He doesn't take the easy travel option and go with Peanut Scale models. His impressive Beech Super King Air competed in Jumbo Scale.
6. The D-Day commemorative mass launch, just like the real thing, went off in marginal weather. With a light drizzle falling, Bernard Dion marched to the flight line accompanied by his mechanic, Luc Martin. You see that "Remove Before Flight" tag? He didn't! The Swordfish flew its D-Day mission carrying the tag like a banner.
7. One of the most moving parts of every Nats is the "Last Flight" ceremony. Names of departed modelers are called out, a toast is made, and, in years past, one of the departed FACer's models was released on helium balloons. This year, a batch of "sky lanterns" was released into the evening sky, creating an unforgettable image, "Going West."

BUILD...What you really like

FLY...All you can

WIN...Just let it happen



Bruce Thoms photos

1



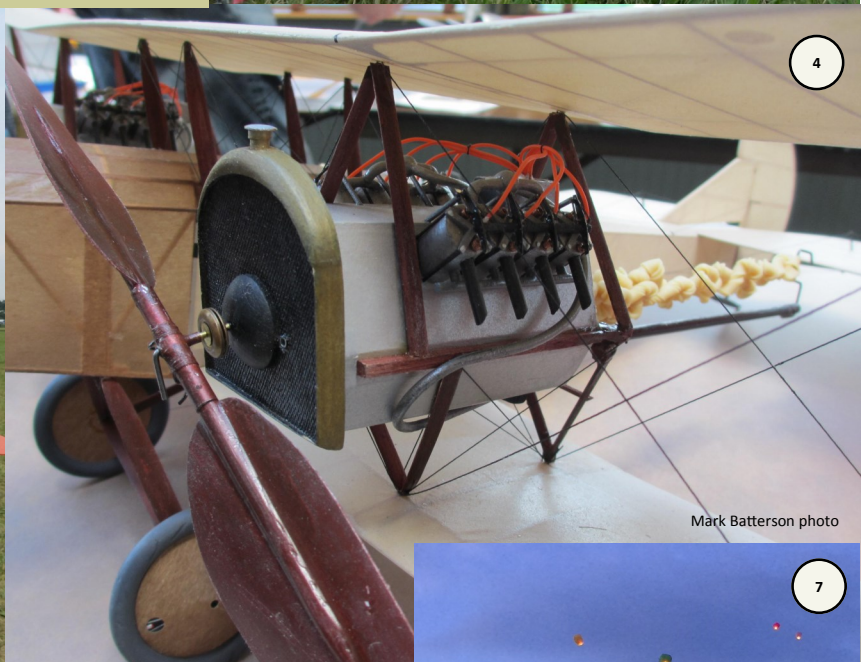
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Roy Courtney photo



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Sternier photo



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Mark Batterson photo



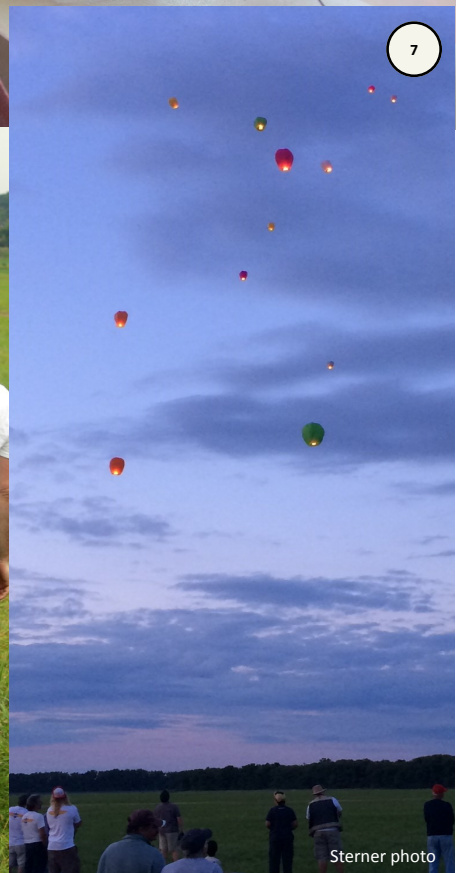
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Gamble photo



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Starleaf photo



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Sternier photo



Mark Batterson photo

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Above: Frank Rowsome and Wally Farrell did a Dave Rees memorial flight one evening at the Nats. Frank had Dave's own Fairey Fulmar, and Wally had his copy of Dave's Martinsyde Elephant. **Below:** Bernard Dion launches his Rutan Voyager while Kendrick Gosselin stands by with the watch. The Giant Scale model's wings flexed much like the full scale version.



Starleaf photo