

FLYING ACES

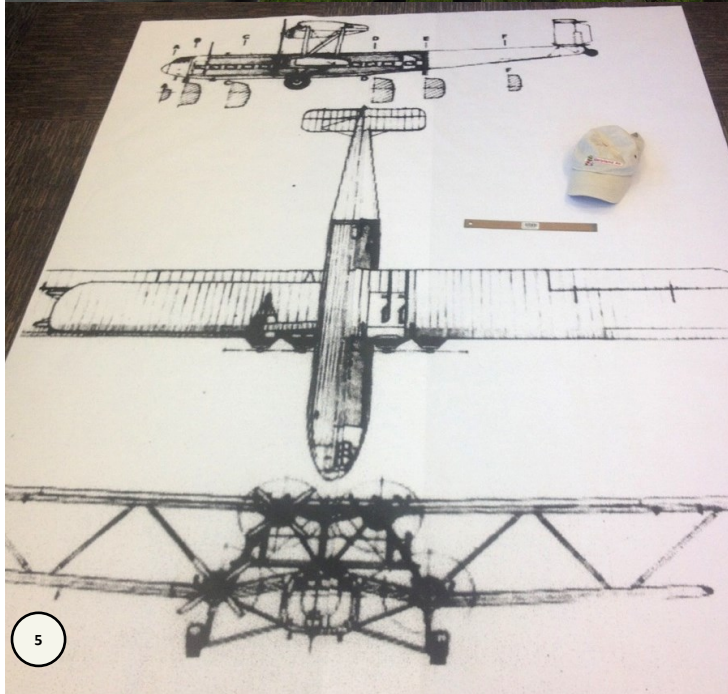


Club
News

No. 280

Nov/Dec 2014



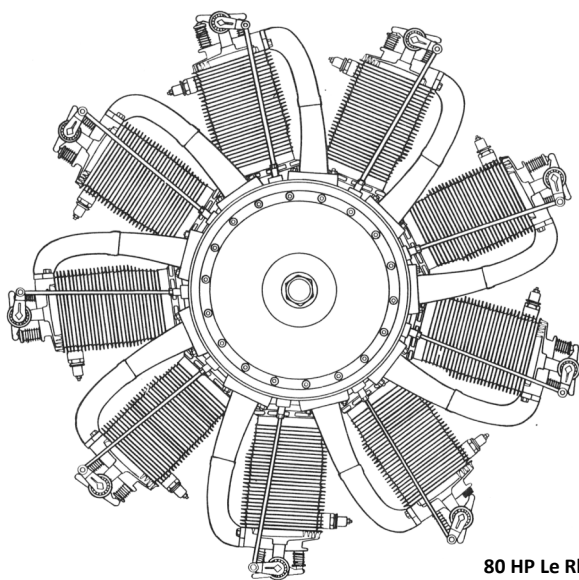


FAC Nationals WWI Combat Winners	
compiled by Don DeLoach, June 2012	
1978	Mike Midkiff - Fokker D. VII
1980	Don Srull - DH.6
1982	Walt Eggert, Sr. -
1984	Don Srull - Fokker D.VII
1986	Pat Daily - Albatros D.III
1988	Don Srull - DeH-6
1990	Dave Rees - Martinsyde Elephant
1992	Jack McGillivray -
1994	Dan Driscoll - Bristol Scout
1996	Dave Stott - FK.8
1998	Dave Rees -
2000	Tom Nallen II - ARMSTRONG-WHITEHEAD
2002	Claude Powell - Halberstadt
2004	Al Lawton - Fokker D.VII
2006	Walt Farrell - Fokker D.VII
2008	Stu Weckerly - Port Victoria Grain Kitten
2010	Don DeLoach - Martinsyde F.4 Buzzard
2012	Doug DeLoach - Bristol Scout
2014	Doug Beardsworth - Sopwith Pup
2016	

Photo Captions

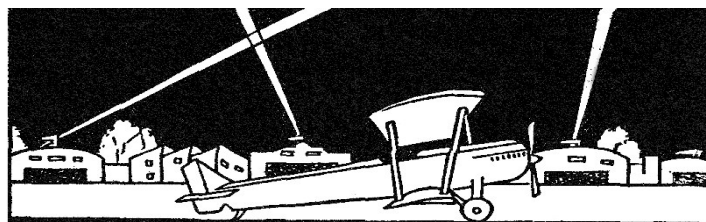
2014 FAC Outdoor Champs - Muncie Indiana

1. Don Srull is no doubt grinning because his "FOO2YOU2" vanquished all comers in Old Time Gas Replica. Of course with only one entry in the event, that wasn't a huge challenge! Don pitched in as a Scale judge, and he obviously had a lot of fun doing it too.
2. George White and Jack Moses hand their models to Dan Driscoll who was handling the compliance checks throughout the contest.
3. Tom Arnold calls the roll for the Greve Race mass launch. Looks like Don DeLoach was trying to slip into the event unnoticed by covering his face with his Smoothie. Charlie Sauter's Firecracker flew to third place in the event.
4. When the flying was over and it was time to hand out the beer mugs, Wally Farrell was brought front and center to receive his milestone award. Wally is one of the select few of our Air Marshalls to achieve 200 kanones. Co-CD Winn Moore looks on as CinC Ross Mayo makes the presentation. Thanks to Ralph Kuenz for the pics.
5. Looks like a blurry 3v drawing of a Handley Page H.P.42, right? Look closely at the photo and you'll notice a hat and a ruler. When Vance Gilbert muses, he muses BIG! The drawing is spread out on the floor so he can get a good sense of the airframe before he decides to proceed with the project. Check out his latest column in this issue for more details of the process.
6. Here's an interesting item from Don DeLoach. He compiled a list of the winners of the Cole Palen award, which is given to the winner of the WW I Combat event at the FAC Nats. Someone commented on the dominance of the Fokker D.VII in that event, and he pointed out that the D.VII has been bested by a host of other designs over the years, and the fellows who have won with the Fokker are guys who could win the event with most any model. This is despite the fact that it may be the most numerous WW I design on the field. Don has attached this tag to the back of the trophy so we don't lose track over the years. BTW, if anyone can supply the missing entries, please pass them along to the editor so we can add them to the list.



80 HP Le Rhone

On our cover - It *sorta* looks like a Christmas tree, nest paw? Tom Hallman got a new batch of Super Sport and just for giggles, wanted to see what all ten pounds would look like piled up on the table. Inspiration ensued and he plunked his latest model on the top and took a pic. His Snoke "Swift Jr." has been a good performer in the Goodyear Race event right from the start. Stats: 14.7g w/o rubber 13" span 52 sq.in. Designed and built by Randy Snoke of Fort Wayne, IN from 1951 through 1959. (?? Long build) Flew in the 1959 National Air Races. Thanks to Tom for the photo.



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Plans: Rich Zapf sent us a nice plan for the Embraer Tucano in Peanut Scale. Between Embraer and the license built Shorts version, this ship has seen service in over a dozen countries, which means there are a lot of color schemes to choose from. It has also been used as a close support aircraft so you can choose between a low Wing Military Trainer, or Modern Military. As a nice bonus, it has good moments for a Free Flight model too!

And something a little different this time. To help kick off the special event for 2015, we've got a big batch of 3 view drawings to get all of you designers cranked up and running to the drawing board. (Details for the event are in the editor's column.) These drawings are from a variety of sources and are not to any particular scale. They'll all be bashed to 13" span so it hardly matters.

A very nice plan for the Morane Saulnier H appeared in FACN #268. It's *almost* Peanut Scale as is. The published version came up about a quarter inch oversize. If you copy it at 98%, you'll be right on the money. The fuselage set up is quite similar for the MS Model L Parasol too. This plan gives you just about all the info you need to do one of the Pfalz Eindeckers since they were MS machines built under license. (Although once the war started, Pfalz stopped sending checks to MS!)

You probably haven't considered any of the Bleriot XI versions as potential Peanuts. You might want to look again. Loads of wing area can make up for a lot of other sins.

I'm going to bet that we won't see many Tauben on the flight line. It's a beautiful ship, but perhaps a bit ambitious at 13" span. If anyone does take up the challenge, they'll have plenty of material to choose from. The Taube was built by dozens of manufacturers, and variations abound. The 3v included here is for the Etrich Taube. Nearly every other German aeroplane manufacturer made their own version. Although the bird like silhouette disappeared from the skies of Europe in a matter of months after the war started, they played a large roll in the opening campaigns. It was a Taube that gave the Germans the decisive advantage at the battle of Tannenberg when the crew spotted a large gap between the two Russian armies.



Greetings Junior Birdmen,

Once again the “building season” has begun in most parts of the country. That’s when we settle back into the model shop to assess damaged models and decide if they’re worth another repair job. The fun really begins when we pull out that stack of plans and kits to ponder *the next big project*. Muse time. Some of us have a “build list” that supposedly keeps our modeling on track. I’ve got one around here somewhere. I don’t know why. It seems I end up building my latest heartthrob regardless of what I’ve scribbled...and yet the list keeps growing. All part of the fun. The next couple of paragraphs help to explain my most recent detour.

The aviation history buffs among us (and that’s most of the FAC) have no doubt noticed that we’re in the opening stages of the centenary of the first air war. Clubsters lucky enough to have read some of those slightly crispy original Flying Aces Magazines have seen the tales of WW I aerial daring-do that filled the pages and fired the imagination of a generation of modelers. The Flying Aces Club will be carrying on that tradition and commemorating the events of the Great War by sponsoring a special event for the 2015 Non Nats. It will continue over the next several years too. **WWI Peanut Scale Combat** will return to the line up of FAC events after being AWOL for many years. (Yup, it was hotly contested at the very first Nats.) And there’s a new twist...

...GHQ has opened the door to a whole new batch of designs by allowing Peanut **WWI Monoplanes** to get into the line up! The fine details on the event set up are still in the works as this issue goes to print, but we wanted to give everyone a heads-up and plenty of advance notice.

That bit of news sent me scurrying to the archives to look for my next project. (Vance isn’t the only one who gets into “muse mode!”) I thought I’d include a batch of 3v drawings in this issue to provide some musing material for the rest of the crew. It’s not meant to be an all-inclusive list of eligible types. I’m sure there are others out there that saw some action, however brief, that would qualify them. Dig up some docs and get into the game with something off the beaten path. The definition of “combat” for this event means that the aircraft was in the war, flying over the front. During the opening phases of the war, most aeroplanes went about their scouting duties unarmed, or carrying only hand held weapons. They certainly got shot at, and the crews suffered many casualties. Sounds like combat to me.

Your model can fly in the special event, and of course it also would qualify in Peanut Scale or GHQ Peanut Scale. That’s Peanut Power. Walt Mooney would love it!

S.O.S. - All you model designers out there, we need plans for these ships! Send us your latest creation and become famous overnight.

The other Special Event for 2015 - Dave Stott’s **Hung Aereon!** I built one of these earlier this year, and was amazed at how well it flew. It was the “featured model” at the Outdoor Champs this year so it will be the special event for next, and flown at the Non Nats too.

After talking about it for too many years, I finally got back to Muncie for the FAC Outdoor Champs this year. Last time I made the trip was back in ’99. It’s always a tough time of the year for me to get away from home, but I sure hope it doesn’t take that long to make the next trip. I had a great time. If you’ve never flown at Muncie, you’re missing a good ‘un.

The first day there was devoted to the FAC Board and Council meeting. It was a marathon session, and I’m sure you’ll be hearing more about it from the CinC. A lot of guys made a big effort to be there for this meeting, and they worked hard when they got there giving thoughtful responses to the concerns brought to them by the membership. Once again it made me proud to be a part of this outfit!

Despite being cooped up in the meeting all day, we didn’t miss any flying. The weather was so awful that the ducks were grounded. The next day dawned a bit brighter, if cool. We got a lot of flying done over the next couple of days. Another salute to the Cloudbusters for hosting this event! Winn Moore made his debut as the Co-CD and did an admirable job of supporting Ralph Kuenz in running the show. Put this one on your list. It’s an awesome field!

Merry Christmas and Happy New Year from the whole gang at GHQ!
Wingnut

Bonus Point Quiz

Yes. The B-47.

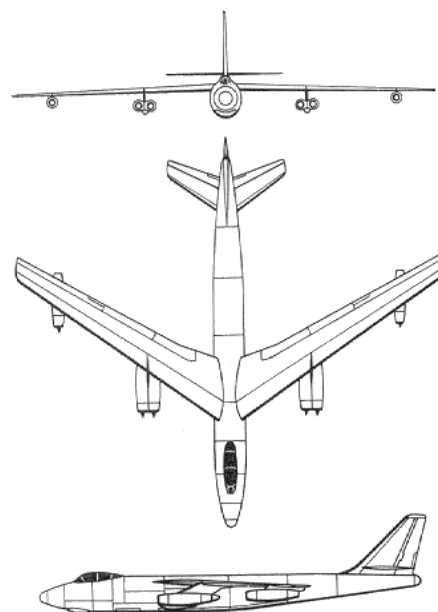
Lets look at this beast a few ways:

1) Simple Strategic Air Command garb, with just a prop on the nose

2) As a turboprop twin

3) with all the JATO assist packs, prop on the nose

Do yourself a favor and rent **Strategic Air Command** with James Stewart. It's worth it for the footage alone...



Answer on page 11

News on the Wing



The FAC Board of Directors and GHQ Council met recently in Muncie, IN prior to the FAC Outdoor Champs. The contest, hosted by the Clodbusters, was well attended and

all had a great time despite brutally cold and windy weather. (Remember...I moved to NC from northwestern PA to get away from the cold and I have acclimated to temperatures in the 80's.) Contest results are posted elsewhere in this issue.

A few words about the Board meeting: I have been elected President for another four years. The other officers are listed on the Membership Information page, as always. Financially the FAC is solid. Membership is stable and dues will remain the same for the time being.

As to the Council meeting...it was amazing how many issues were on the agenda having met just a year ago. But you spoke, we listened, we discussed and then we made decisions. A full report, somewhat highly condensed, will be forthcoming as it will be impossible to report in a few lines what took ten hours to discuss. That's right Clubsters...ten hours! I thank all the Councilmen for their dedication and input. And I thank the members who sent issues to them to bring to the meeting. I also want to publicly thank the AMA for their hospitality as we met in their / our board room.

One item I will present here is a reminder how to go about getting your concerns into the mix in a productive manner that will get you the best response and results.

The FAC is a family and as all families do, we have grown and will continue to do so with your support. Case in point: once an announcement was printed in this newsletter, GHQ thought we were good to go. That was fine and dandy with all the members who received that month's issue, but what about those newbies who joined after that publication date? Solution...publish this announcement in our newsletter AND post it on the web site for all to see...for all time.

We are a group of kindred souls who love the hobby of Free Flight rubber powered scale models. Many years ago our "hobby" got spiced up with local competition and then eventually internationally. The FAC is not a democratic organization. I am but the third Commander-in-Chief (originators Thompson and Stott count as one). At best, we CinC's have been charged as benevolent dictators. We have had our close supporters, advisors and now a multi-person Council to give...what else...council.

The GHQ Council was created to be the voice of the membership. If you have any issue with the FAC, you should take it to a Councilman. If that person cannot give you 100% satisfaction, please contact me directly. I now have the time and energy to address every concern personally. My contact information is in every issue of our great newsletter and on the web. If necessary I will get the whole of Council involved with your issue.

I believe we now have a proven record that any and all issues are dealt with. You will be heard and you will get feedback. You will be within a loop of communication. After all, you are part of this family. Thank you for being a member. Thank you for your participation. Enjoy this wonderful hobby...it helps sustain the Spirit of the FAC.

Ross P. Mayo
Commander-in-Chief
(Your Benevolent Dictator)

Wants & Disposals

I would like to obtain/purchase the following items:

1. 3-views (8 1/2" x 11" or smaller okay) of the following models:
 - a. **Jim Walker** pre-war U/C Fireball
 - b. **Carl Goldberg** Interceptor
 - c. **Carl Goldberg** Sailplane
 - d. **Johnny Clemons** Buzz

Did 3-views of these models appear in Frank Ziac's Year books?

2. A copy of **Paul Lindberg's** rubber powered plan for the **Hawker Super Fury**. The plan appeared in Popular Aviation in the mid 30s. If anyone can provide these items or name a source I would be grateful.

Kenneth W. Race, 906 Liberty Ct, Cupertino, CA 95014
(408) 996-9878 pm-pst"

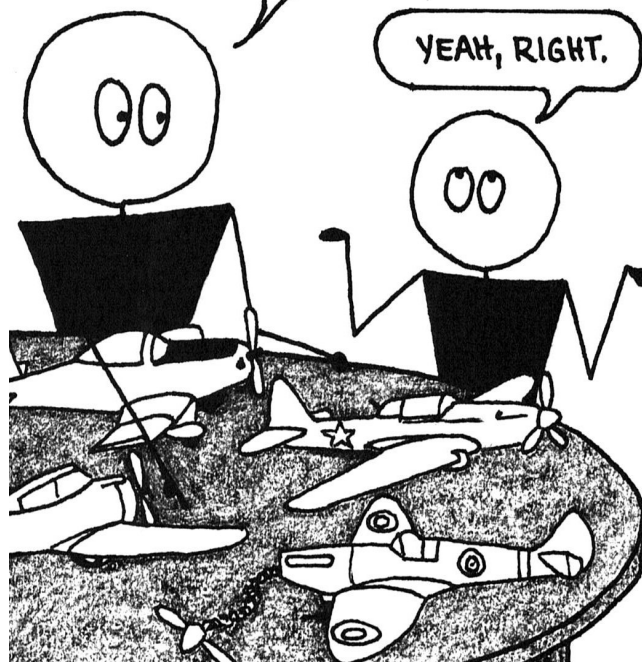


- Gerard Kondrat is looking for a plan for the **Ambrosini SAI 7** or the **Ambrosini S 7**. Contact him at: thewatchman2@gmail.com

INKLINGS by Chuck Wenlock

THE ELECTRIC MOTOR IS CONNECTED TO THE PROPELLER BY RUBBERBANDS... THEREFORE, THE SPITFIRE IS "RUBBER POWERED". THE ELECTRIC MOTOR IS MERELY AN IN-FLIGHT "WINDING" DEVICE.

YEAH, RIGHT.



WNYFFS Pirate Challenge

The imposing flag of the Yankee Air Pirates {Squadron # 53} flew over the venerable field at Geneseo for the Pirate Challenge on August 22, 23 and 24, 2014.

My daughter Maria and I arrived on the Saturday to find the vast expanse veiled in cloud with long forgiving grass to touch down on. Throughout the day patches of blue sky would appear as conditions changed. Mark Rzacda grilled delicious jumbo hotdogs over charcoal and kindly offered them to all the flyers and friends. A few brief showers afforded us time to take comfortable refuge under a canopy and converse on all things F.A.C. and even other things {a rather novel idea!}

To top off the day six of us reveled in the finest soft ice cream that had been calling my name since the Nats.

The early Sunday mist in the valley soon burnt off and a superb day for flying was upon us. One of the high-lights was an epic battle between John Houck's Kate and Wally Farrell's Corsair circling high above in the WW2 final. A full slate of events were run over the 3 days and many fine flights had all of us thankful for this opportunity to take advantage of a season that passes too quickly. In attendance were Wally and Julie Farrell, Matt and Vicki King, John and Mark Houck, Maria Kondrat and myself. Mark Rzacda along with Jim DeTar hosted the event and looked after all the logistics. On behalf of all, thank you for your efforts.

Next year consider the Pirate Challenge in August for good times with good friends!

Gerard Kondrat



The Marks: Houck and Rzacda, ready a Russian fighter for action.

Kondrat photo

Diels Engineering Announces

NEW KIT #46-LC

Vultee Vanguard P-66

ADVANCED ORDER SPECIAL PRICING

The kit is 1/24 scale, about 18" wingspan, and is a **totally new design**. Several prototypes have been built to check out fit of the parts. This model has been in development for several years and only since laser cut wood has been available have we been able to try some new construction methods that show promise for helping the builders build a former on keel model in which the formers are all properly aligned to the keel and the wings fit the fuselage with little or no alignment problems. We call the new construction **Align-O-Tab** and one nice thing about it is if you don't want to use it, you don't have to use it. You can just build the model the way you have always built them.

The kit will contain the usual stuff: Three large plan sheets, separate building instructions, stripwood, laser cut wood parts, lightweight tissue, vacuum formed canopy, plastic prop, rubber, misc. parts, and full color decals for both USAAF and Chinese AF insignias.

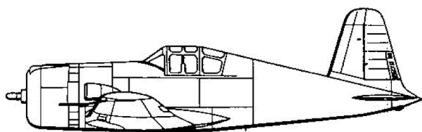
The introductory order price for the kit will be \$31 each, plus S&H of \$10. The list price will be \$38 when the kit is officially in production. If you want more than one kit, each additional kit will \$28 each plus \$2 each extra for S&H. **The advance order price is good until January 15, 2015 for FAC members.** Production is planned for late November to Early December 2014. OHIO RESIDENTS ADD LOCAL SALES TAX.

Diels Kit Builders Club at Yahoo <http://groups.yahoo.com/group/dielskitbuildersclub> members get an extra 5% off the sale price of \$31 for each kit, or 5% off your total for multiple kit orders.

Order through our website: <http://dielsengineeringinc.com> or send snail mail orders to:

Diels Engineering, Inc.
P.O. Box 167016
Oregon, OH 43616

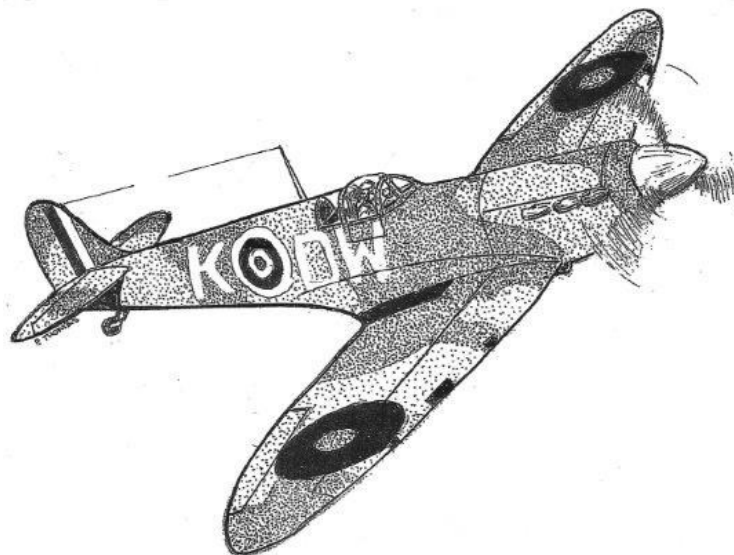
dielsengr@buckeye-express.com
Dave Diels



FLYING ACES

WESTFAC V

Honoring the 75th anniversary of the Battle of Britain and France



OCTOBER 21 – 24 2015
BUCKEYE, ARIZONA

For more information please see reverse

2014 FAC Outdoor Champs

FAC Peanut Scale	Event # 1	REPORTED TIMES										7
		PN	CP	MK	WK	BP	T1	T2	T3	MAX		
WALLY FARRELL	FLOYD BEAN SPECIAL	1	27	16	10	0	67	0	0	63.50	116.50	
JACK TISINAI	R-6	1	27	15	9	15	41	37	0	41.00	107.00	
RICH WEBER	POTEZ 29-2	1	29	18	12	15	30	30	0	30.00	104.00	
HG FRAUTSCHAY	BONZO	1	26	10	10	5	44	0	0	44.00	95.00	
JIM MILLER	DH-6	1	21	12	9	15	30	37	0	37.00	94.00	
ED BOJAN	FIKE	1	25	15	9	0	34	34	40	40.00	89.00	
CLAUDE POWELL	HURRICANE	1	21	10	8	10	28	0	0	28.00	77.00	

FAC Rubber Scale	Event # 2	REPORTED TIMES										7
		PN	CP	MK	WK	BP	T1	T2	T3	MAX		
DAVE MITCHELL	WACO QDC	1	29	19	12	15	74	109	0	79.75	154.75	
JAMES BAIR	A-26	2	29	19	12.5	25	53	37	0	53.00	138.50	
JACK TISINAI	NAVION	1	23	19	10	10	94	0	0	76.00	138.00	
JACK MOSES	P-47D	1	25	18	11.5	10	53	56	82	71.00	135.50	
WALLY FARRELL	BREDA 88	1	24	17	10	25	48	0	0	48.00	124.00	
PRES BRUNING	TRANSAVIA AIRTRUCK	1	28	18	12	15	35	41	33	41.00	114.00	
TOM ARNOLD	XP-72	1	24	19	10	10	27	38	49	49.00	112.00	
SECOND ENTRIES	WITH LOWER TIMES										0.00	
JAMES BAIR	MIG 3	1	27	19	10.5	10	58	43	37	58.00	124.50	
TOM ARNOLD	AM-1 MAULER	2	26	19	10.5	10	44	37	35	44.00	109.50	
PRES BRUNING	XP-55 ASCENDER	2	27	19	12	20	23	0	0	23	101	

FAC Jumbo Scale	Event # 3	REPORTED TIMES										2
		PN	CP	MK	WK	BP	T1	T2	T3	MAX		
WALLY FARRELL	BN-1	1	28	20	12	25	105	0	0	78.75	163.75	
PAT MURRAY	BERIEV BE-12	1	29	20	12	35	56	55	56	56.00	152.00	

FAC Power Scale	Event # 5	REPORTED TIMES										3
		CP	MK	WK	BP	T1	FOF	MAX				
DON SRULL	PTERODACTYL	29	20	12	43	120	61	120.00	224.00			
TOM ARNOLD	F-86K	25	18	11.5	20	145	54.5	120.00	194.50			
WALLY FARRELL	STAGGERWING	21	20	8	15	120	49	120.00	184.00			

Low-Wing Mil. Trainer Event # 6		8			
		T1	T2	T3	
HERB KOTHE	MILES MAG	120	102	120	342
WALLY FARRELL	FIAT G 46	83	83	96	262
CLAUDE POWELL	PT-19	101	78	82	261
DAVE MITCHELL	MAGISTER	88	71	89	248
PAT MURRAY	B-P BALLOIL	58	52	51	161
RONALD JOYAL	PT-19	28	39	53	120
TOM ARNOLD	FIREFLY	42	25	0	67
GEORGE WHITE	T-6	44	0	0	44

Gene Smith's Tigercat
flew to a second place
finish in GHQ Peanut



Golden Age Combined Event # 7		9			
		T1	T2	T3	
DON DELOACH	DH 94	120	120	89	329
PAUL BOYANOWSKI	REARWIN SPEEDSTER	120	106	70	296
HERB KOTHE	TAYLORCRAFT	120	68	105	293
GENE SMITH	CORBEN SUPER ACE	120	81	84	285
WALLY FARRELL	VEGA	58	120	88	266
JACK MOSES	FAIRCHILD 24	61	65	89	215
PAT MURRAY	STINSON SR-7	70	65	42	177
GEORGE WHITE	HOWARD DGA	70	32	62	164
PRES BRUNING	FOKKER SUPER UNIVERSAL	36	0	0	36

Old Time Rubber Stick		Event # 10							9
		P#	T1	T2	T3	FO#1	FO#2	FO#3	
DON DELOACH	RED BUZZARD	1	120	120	120	120	120	120	720
DON SRULL	CANARD PUSHER	1	120	120	120	120	84		562
JACK TISINAI	GOLLYWOK	1	120	120	120	120	0		480
LARRY COSLICK	GOLLYWOK	1	120	120	98	0	0		338
STEWART CUMMINS	SMITH	1	104	116	90	0	0		310
PAT MURRAY	GOLLYWOK	1	75	98	110	0	0		283
BLAKE MAYO	JA SPECIAL	1	46	39	45	0	0		130
JAMES COFFIN	GOLLYWOK	1	83	0	0	0	0		83
AL ZIMMER	A CASSANO	1	58	0	0	0	0		58
STEWART CUMMINS	GOLLYWOK	2	120	0	0	0	0		120

Old Time Rubber Fuselage		Event # 11							12
		P#	T1	T2	T3	FO#1	FO#2	FO#3	
JACK TISINAI	HUGELET	1	120	120	120	0	0		360
RICH WEBER	OLE RELIABLE	1	120	95	114	0	0		329
STEWART CUMMINS	MISS CANADA	1	108	120	99	0	0		327
PAT MURRAY	JABBERWOK	1	112	89	120	0	0		321
DAN DRISCOLL	MORGAN SM CABIN	1	77	91	71	0	0		239
DON DELOACH	BA CABIN	1	120	111	0	0	0		231
DENNIS RUHLAND	JIMMY ALLEN PARASOL	1	54	94	55	0	0		203
RAY AZURE	PACIFIC ACE	1	38	33	31	0	0		102
ROSS MAYO	FA MOTH	1	40	42	0	0	0		82
PETE AZURE	PACIFIC ACE	1	30	46	0	0	0		76
JACK MOSES	NAVY PURSUIT	1	73	0	0	0	0		73
JAMES COFFIN	CONVERTIBLE	1	59	0	0	0	0		59
SECOND ENTRIES	WITH LOWER TIMES								0
STEWART CUMMINS	GOLLYWOK	2	120	0	0	0	0		120

Old Time Gas Replica		Event # 14				1
		P#	T1	T2	T3	
DON SRULL	FOO2YOU2	1	63	0	0	63



Dennis Ruhland took second place in the hotly contested Greve Race mass launch with his Folkerts SK2

Dime Scale		Event # 16							12
		P#	BP	T1	T2	T3			
DON DELOACH	CHAMBERMAID	1	0	91	120	120			331
WALLY FARRELL	STAGGERWING	1	15	82	120	86			303
GEORGE BREDEHOFT	CHAMBERMAID	1	0	94	87	108			289
HARRISON KNAPP	STAGGERWING BEECH	1	15	84	67	58			224
PAUL BOYANOWSKI	WACO CABIN	1	16	60	64	80			220
PRES BRUNING	PT-17	1	11	70	54	50			185
DAVE MITCHELL	SBC-3	1	15	69	26	72			182
ROSS MAYO	CHAMBERMAID	1	0	62	56	58			176
JACK MOSES	SEA HURRICANE	2	10	54	56	48			168
GENE SMITH	FIAT G50	1	10	47	43	62			162
GEORGE WHITE	MONOMAIL	2	10	44	40	46			140
HG FRAUTSCHAY	HAMILTON METALPLANE	1	1	32	20	0			53
SECOND ENTRIES	WITH LOWER TIMES								0
PRES BRUNING	MARTIN MO-1	2	1	30	47	32			110
GEORGE WHITE	MARTIN MO-1	1	1	58	40	0			99
JACK MOSES	BELLANCA JR	1	10	43	0	0			53





We just had to get a pic of HG Frautschay's shirt in here. Love that shark mouth! HG made it to the final round in the Goodyear Race with his Bonzo. To his right, Harrison Knapp holds another Steve Wittman racer. His Buster finished in second place, with HG close behind.

No-Cal Profile		Event # 17			6
		T1	T2	T3	
WALLY FARRELL	CARDINAL	155	159	99	413
DAVE MITCHELL	AVENGER	53	40	135	228
HG FRAUTSCHAY	CITABRIA	61	83	65	209
JACK BREDEHOFT	HELLCAT	68	58	67	193
ROY COURTNEY	CHAMBERMAID	55	0	0	55
STEWART CUMMINS	BF 109	27	0	0	27

Embryo Endurance		Event # 19					16
		BP	T1	T2	T3	FO#1	
DON DELOACH	EMBRYOMATIC	9	120	120	120	155	515
GENE SMITH	ATLAS III	9	120	120	120	129	498
LARRY COSLICK	COSMO SPECIAL	9	102	120	113	0	344
GEORGE BREDEHOFT	TOMAHAWK	9	126	62	87	0	278
HERB KOTHE	GO DEVIL	9	111	115	25	0	260
DAN DRISCOLL	NIT II	9	83	74	55	0	221
PAT MURRAY	BIG CAT	9	76	71	62	0	218
RAY AZURE	FRESHMAN	9	44	75	54	0	182
RONALD JOYAL	BIG CAT	9	44	51	61	0	165
HARRISON KNAPP	DEBUT	9	51	66	34	0	160
BLAKE MAYO	GONZO	9	52	40	51	0	152
JACK MOSES	DURHAM MYSTERY PLANE	15	53	48	0	0	116
BOB MARCHESE	PRAIRIR BIRD	9	83	0	0	0	92
JACK BREDEHOFT	BIG CAT	9	69	0	0	0	78
PRES BRUNING	BOO	6	24	23	22	0	75
ROY COURTNEY	GONZO	9	30	0	0	0	39

Thompson Racer		Event # 22			RAW TIMES		
		T1	T2	T3			
WALTER FARRELL	MR MULLIGAN	57	79	54			
JACK TISINAI	LAIRD TURNER	51	65	51			
CHARLIE SAUTER	MARCOURX BROMBERG	61	65	50			
PAUL BOYANOWSKI	LAIORD SOLUTION	51	49				
GENE SMITH	ALTAIR	62	17				
DON DELOACH	CESSNA CR-2						

Greve Race		Event # 23			RAW TIMES		
		T1	T2	T3			
HERB KOTHE	CHAMBERMAID	73	271	100			
DENNIS RUHLAND	FOLKERTS SK2	86	84	68			
CHARLIE SAUTER	KR-4 FIRECRACKER	68	97	58			
WALTER FARRELL	MR SMOOTHY	98	114	34			
PAUL BOYANOWSKI	HAINES H3	68	65				
JACK TISINAI	REDHEAD	60	58				
GEORGE WHITE	SMOOTHY	62	16				
GEORGE BREDEHOFT	CAUDRON	62	15				
PAT MURRAY	SMOOTHIE	180					
CLAUDE POWELL	BROWN	46					
DAVE MITCHELL	HOWARD PETE	26					
DON DELOACH	BROWN	16					
RICH WEBER	NEUMANN SPECIAL	13					

WWI Dog Fight		Event # 25			RAW TIMES		
		T1	T2	T3			
DON DELOACH	BRISTOL SCOUT	78	59	79			
DAVID MITCHELL	AVIATIK D1	58	72	65			
HERB KOTHE	FOK. D-7	70	53	65			
WALLY FARRELL	ELEPHANT	68	68	62			
GEORGE WHITE	FOK D-7	43	44				
JACK TISINAI	N-28	61	39				
PAT MURRAY	FOK D7	59					
JAMES COFFIN	SE-5	44					
PAUL BOYANOWSKI	ALB. D-1	22					
CLAUDE POWELL	BRISTOL SCOUT	21					
RICH WEBER	ROLAND D11	20					

WWII Combat		Event # 26			RAW TIMES		
		T1	T2	T3			
PAUL BOYANOWSKI	P-39	107	129	103			
DON DELOACH	F4U	59	85	91			
DAVE MITCHELL	TBM	69	90	84			
GENE SMITH	P-47	80	68	67			
CHARLIE SAUTER	P-51	61	68	67			
JACK MOSES	P-47	53	74	46			
PAT MURRAY	AVENGER	61	57				
JACK TISINAI	HELLCAT	47	55				
JAMES BAIR	MIG-3	69	35				
HERB KOTHE	YAK-3	69	15				
TOM ARNOLD	P-39	43					
GEORGE BREDEHOFT	STUKA	37					
RONALD JOYAL	F4F	34					
WALLY FARRELL	P-63	31					
CLAUDE POWELL	ZERO	16					

Goodyear / Formula Race		Event # 24			RAW TIMES		
		T1	T2	T3			
RICH WEBER	MIRAGE	57	67	109			
HARRISON KNAPP	BUSTER	57	38	58			
HG FRAUTSCHAY	BONZO	52	46	54			
JACK TISINAI	HOT CANARY	30	35				
WALTER FARRELL	MIRAGE	13	6				
PAUL BOYANOWSKI	PELLET	9					
GEORGE BREDEHOFT	FALCON 2	8					

1/2 Wakefield		Event # 29			8
		T1	T2	T3	
DON DELOACH	BLUNDERBUSS	112	92	109	313
DON SRULL	SWEDISH BLAMGREN	120	91	101	312
JACK TISINAI	1937 FILLON CHAMP	83	104	96	283
DAVID MITCHELL	'39 CANADIAN CHAMP	84	83	90	257
RICH WEBER	'39 CANADIAN CHAMP	72	79	79	230
PRES BRUNING	NIGELSKI	106	57	60	223
JACK MOSES	COPLAND	71	70	71	212
BLAKE MAYO	'39 CANADIAN CHAMP	25	0	0	25



GHQ Peanut		Event # 97				MULTIPLIER			26			6
		PN	CL	MK	DT	T1	T2	T3	TOTAL	SCALE		
WALLY FARRELL	FLOYD BEAN SPECIAL	1	3	3	3	65	85	117	267	234.0		501.0
GENE SMITH	F7F	1	3	3	6	38	60	44	142	312.0		454.0
JACK TISINAI	P-51	1	3	3	6	46	41	46	133	312.0		445.0
RICH WEBER	POTTEZ 29-2	1	3	3	6	94	0	0	94	312.0		406.0
HG FRAUTSCHAY	BONZO 2	1	3	3	3	34	45	54	133	234.0		367.0
BOB MARCHESE	POTTIER 100TS	1	3	3	3	38	50	25	113	234.0		347.0
CLARENCE RAKOW	NESMITH COUGER	1	0	0	0	0	0	0	0	0.0		0.0
DAVID MITCHELL	BEECH STAGGERWING	1	0	0	0	0	0	0	0	0.0		0.0
SECOND ENTRIES		WITH LOWER TIMES										0.0
RICH WEBER	LENOR SPECIAL	2	3	3	3	83	0	0	83	234.0		317.0
CLARENCE RAKOW	BABY CYCLONE	2	0	0	0	0	0	0	0	0		0

AMA P-30		Event # 98			6
		T1	T2	T3	
ED VARGO	OWN DESIGN	120	120	120	360
DAN DRISCOLL	DD-2	120	116	120	356
DON DELOACH	POLECAT 10	120	118	92	330
BILL BIGLOW	498450	64	120	57	241
HARRISON KNAPP	SOUPER 30	71	66	87	224
WALTER FARRELL	BOOMER	120	0	0	120

Comet 25" Piper J5		Event # 99			3
		T1	T2	T3	
WALLY FARRELL	PIPER J-5	77	105	120	302
CLAUDE POWELL	PIPER J-5	58	66	54	178
PAT MURRAY	PIPER J-5	44	53	60	157

At the top of the page, Jack Tisinai awaits the start of the Greve race with his Israel Redhead while Pat Murry looks on.



The Gadgeteer



This idea's been around forever, but it is still a good one:
An easy way to remember the rubber formula for a particular model
is to write it on the back of the noseblock.



No Secrets

Tips and Tricks from the Aces

Repitching Peck Props

I love Peck props---you stick them on a prop shaft, wind it up and let 'er go. What could be simpler? They paint well, you can trim to the shape you want, you can mount freewheelers on them, and if they break, they are cheap enough to replace with no tears. Their only sin is they come in only set pitches and all of them pretty low. In fact the Pitch-Diameter ratio on some are closer to gas models than rubber but a low pitch prop works more times in getting an overweight model in the air than a high pitch one does and as a result they have been made, sold, and used by the jillions. So how about changing the pitch to something more efficient? Like from a .95 PD for a 9.5" prop to 1.3PD? It is easy to do. All you have to do is twist the blade, holding close to the hub, until you see the white stress marks form on the surface of the plastic. Work the blade back and forth at that point and pretty soon the blade keeps the new pitch. The only problem is, you don't know the exact amount and good luck in eyeballing the other blade to the same twist. The other bummer is that you have weakened the blade at the stress point and don't be surprised if it breaks there on a hard landing.

After a bit of experimenting, I came up with fairly reproducible way to repitch the little buggers but it does take building a simple jig for the blade size and pitch that you want. In Wm. McCombs book "Making Scale Models Fly" (a publication every man should have on his bookshelf) on page 6.9 there is a chart that correlates PD to the angle of the blade at a point 70% out from the shaft. A couple of precise ply angles are cut and are glued in place on the jig pictured with the blade being held in place snug against the ply angles with a couple of rubber bands.

The next part is so simple I am sure it has been tried before, but it sure works. Borrow your wife's hairdryer, put it on high and squirt hot air for about 30 SECONDS---WATCH OUT AS THINGS MAY QUICKLY MELT WITH A LONGER TIME---around the center and out on the "throat" of the blades a bit. Keep the air on the inner 1/3rd

of the blade. Move the air quickly and evenly all around, tops and bottoms. Undo the rubber bands holding the prop in place and check the blades to see if they now lay evenly against the little jig triangles. If you see any gap and sometimes one blade is good but the other off a bit, strap the prop back down in the jig and repeat the heat process only

now increase the time by 5 seconds. If that doesn't do the job, repeat and increase the time another 5 seconds. Don't be tempted to let the hair dryer linger on a stubborn prop for obvious reasons (how do I know this?). Keep upping the time by precise 5 second increments until the blade conforms to the jig. Needless to say, you need a digital timer close at hand that you keep a very alert eyeball on. Keep the distance of the hair dryer and pace of moving it around constant. If you hold the hair dryer on one spot just a bit too long, you will have a cooked prop, guaranteed. Be patient and don't try to hurry things.

Be sure and mark your blade with the new PD ratio. The nice thing about this is that the pitch is exact, the blades are not weakened and both blades should be identical. I also was never aware at how hot a hair dryer can get. The heat from a cheap unit went off the scale at 220 degrees which is as scaldable as boiling water. I cannot believe my wife points this thing at her head every morning. Tom Arnold



BP Quiz Answer

1) This way we have: 1 point each - Each housing for a "static" jet engine(s) attached to a wing or the fuselage via an appendage. Times 4. So this way, it's a 4 point aircraft, because the doubled up inboard jets share a housing

2) As a turboprop twin we have:
25.....Off center line twin...
1 point each.....Each housing for a "static" jet engine(s) attached to a wing or the fuselage via an appendage.
That's 27 points total

3) Ready for this? Each of those JATO units are mounted solo, far as I can tell. There are 36 of them. Add the 4 points for the stock jets like in example # 1, and it's a shoulder winged (= stable) 40 point aircraft.

Ok, before your open slack disbelieving mouth picks up any more carpet lint, one could argue that those JATO are on a jettison-able belt, 12 at a time, and that "belt" gets spit out when the plane is up and out to make her clean once again. So that'd be 3 points - "Jets/rockets in each housing" thinking.

That'd leave us with a 7 point aircraft.

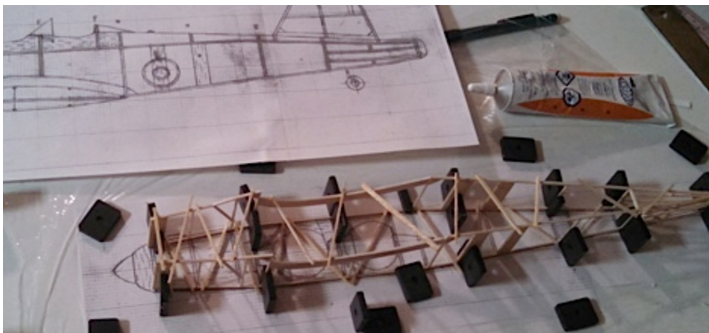
But yeah, if I was the Scale Judge, both living and dying by the same sword, I'd say the fellow gets all 40 points, I'd give them to him, congrats, and then I'd take him/her aside and say "point made....bring it here again and someone here will find a way to get a wife to roll over the port wing with the minivan..."

Table 6-6 Blade Angle at $R/R_o = .70$ For Setting Prop Blade

Desired P/D	H/W @ $R/R_o = .70$ (Table 6-1)	Blade Angle @ $R/R_o = .70$
.8	.36	19.8
.9	.41	22.3
1.0	.45	24.2
1.1	.50	26.6
1.2	.55	28.8
1.3	.59	30.6
1.4	.64	32.5
1.5	.68	34.2
1.6	.73	36.1
1.7	.77	37.6
1.8	.82	39.3
1.9	.86	40.7
2.0	.91	42.3
2.1	.95	43.5
2.2	1.00	45.0
2.3	1.05	46.4
2.4	1.09	47.5

No Secrets Cont...

Does anyone else frame up their fuselage boxes like this?



I use magnets to keep things square, and temporary diagonal cross-braces top and bottom to hold things in place until the permanent cross members are inserted with CA. Then I use acetone to loosen the Ambroid and remove the diagonal cross members. Andrew Ricci

I did that bracing recently on a Keith Rider Jack Rabbit for the blur race event, also added some diagonals inside the fuse and then removed the structure from the board. Afterward, it was more enjoyable and relaxing to add the missing parts in the air.

No more worries of bumping too hard the structure while pinned hard to the heavy board. Octavian Aldea



Free for the picking...You can get a handful of light, tough building material when you cut back your ornamental grass or bamboo plants in the fall. The stalks can provide tubes of almost any useful diameter, and many varieties are strong enough to be used for more than scale details. Anon.

WESTFAC

News from Out West

Hello from out West!

Well it's been a busy summer out West and the summer is still going on in October! The Scale Staffel had its second TWO-DAY event at Taibi Field in Perris, CA with good participation. Much fun was had by all. Attending their very first contest was the newest FAC Squadron from Menifee California, the OASIS FLYERS - FAC-20, pictured on the back cover. This Squadron is about to triple in size as its third new builders class will begin soon. During the event, Gary Lyon won his first Kanone in his first contest...that may be a record.



The fliers in a hotly contested WW I Combat event are caught on camera before the final round: from L to R John Hutchison, John Alling, Mark Chomyn, William Scott, and Bob Hodes. This was a very competitive contest. The next one is scheduled for November 9th and 10th.



Dr. Don Chapton is shown in deep discussion about his new FAC Moth. We are discussing some trimming suggestions at the TWO-DAY event. Dr. Don has been building model airplanes for over 60 years, but only has returned to rubber power recently. He was in the first building class of the Oasis Flyers.



John Donelson has just completed a new Bf109. It's a beauty. After some early trimming, he concluded it needed a lot of help. I think we all can remember those models. John has been ill of late and we hope he is better soon as we miss him at the flying field.



Those wild and wooly Texans are at it again with the upcoming SCALE CHAMPS on October 25th and 26th... Pictured [pic 6] is Mike Iserman and Don DeLoach tuning up Don's WW I entry.



Many of you build and fly in the Jimmie Allen event. One of the sharpest JA models is the Spartan Bomber. The model is available from Bob Holman Plans as a laser cut short kit. It's a great flyer and the model pictured recently maxed. I know that because I built it.



Also in a field of flowers holding his B-25 is Mike Midkiff. The Texas Scale Champs is shaping up to be a great contest.



The RIO GRANDE Squadron had to give up their flying field temporarily to the big Balloon Festival in New Mexico. They will be back there flying soon. Not to waste time, they are building early in preparation for WESTFAC V. Pictured is one of their flyers Dave Wagner with his new P-47.

Another new FLYING ACES Squadron is being formed in Kansas. Dana Field is currently petitioning GHQ for a Squadron number and his group of flyers are meeting to select a Squadron name. Dana, who is a member of the WESTFAC Working Committee representing Kansas, is working to get a Kansas caravan coming to WESTFAC V. This will be the 2nd Kansas FAC Squadron. The first being the SUNFLOWER Squadron.

We at WESTFAC are really excited about **WESTFAC V**, which will be held on **October 21st thru the 24th in Buckeye Arizona**. Ross Mayo, our CinC, announced at the recently held FAC Board/Council Meeting that the next Board/Council meeting will be held at WESTFAC V.

Roger Willis



Rubber Scale Modeler's Muse Shop

Vance Gilbert



Muse Diary: aka You Don't Wanna Be In My Head When I'm Thinking Of This Stuff

So it's now post-summer. I had a great summer flying-wise. Both my Twin Jenny and my Vickers Nene performed pretty magnificently. What they won or where they

placed is irrelevant, however what is most important is that they flew long, looked great, darkened the sky, and were celebrated by my brethren. That's enough satisfaction for me. I also seemed to have developed a feel for planes that were over 45" in span. That's a pretty cool sensibility to wrap myself around.

Now we are into the teeth of the building, and for me, the musing season. Maybe I'll start something before late spring - yes, I have begun various "super projects" as late as May...

That said, I thought you'd get a kick out of how some deciding, correspondence and brain flip-flopping, problem identifying, then some problem solving occurs. Look, this may be musing on a far more gigantic scale than what you do at home, but remember we all do it, and this is my head we're in...

This first letter went to two Civil aviation history web-based groups I belong to. One is called Wings Of Peace. It's post-WW2, civil-focused sister is called Civil Wings. They are mostly plastic modelers that inhabit both groups, however each group is populated by some fairly serious, even world known civil aircraft historians. You might consider from the third paragraph to the Piper Cub part that this note could serve as a template for any of you trying to describe to the Gun Club, Model Train, RC Boat, Model Rocketry clubs, your wife's sister's husband, cornered cocktail party guests, or The Gay-Samoan-Judaic-Handicapped-Underwater-Basketweaving clubsters what actually happens in the FAC.

Mail:[CivilWings] Why Vance Flits From Spot To Spot Like An Undecided Fly On The Dungpile Of Modeling Choices

Dear All,

It's that time again. Fishing, looking, musing. I want to build a Kalinin K-5 or something with nearly as elliptical a wing, the PWS 24, but I'm having trouble zeroing in on totally committed builds of ships like these. Oh dear.... you've seen me flopping back and forth among the tulips like this before. Just pick one and go, for-goodnessake!!..

For those of you that wonder what this is all about, here's some history and then my philosophic quandary:

I belong to an international Freeflight Scale group called the Flying Aces. We fly competitively, in a friendly sense, and our competitive scores are based on fidelity to scale, bonus points for harder to build and/or fly configurations, and flight time. Large out of scale propellers, translucent coverings, rear motor pegs, slightly enlarged tail surfaces when needed, and a general more 'watercolor'sensibility are our deviations from the scale judge's ruler and scrutiny. Actually, we FAC'ers (Flying Aces Clubsters) pretty much learn to ignore the above deviations from scale, and indeed a scale prop on a plastic model will look funny to me for a moment!!

Another scale deviation we allow in the FAC is the allowance of a propeller in a non-scale location to power the plane. This was instituted from the beginning as a tip of the hat to the builder that wanted to really go out of the box and build something that would not normally be

flown with rubber power. Jets, of all ilk, twin jets like my Vickers Nene, and even an ANT-20bis have been done. Purists beware and grit thy teeth, but we look at this as a way to fly any man carrying heavier than air aircraft via rubberbands!! That concept alone has me a fan for life. It's like rock and roll on a banjo, Bach on the harmonica.

Here's where it gets sticky for me philosophically and personally. I have been kinda noted for the last nearly 30 years as one of the guys in the group who builds transports and their cousins, odd ones to boot, and gets them to fly well. I'm a show off at heart, I love the booh ahhhh'recognition of doing these odd, often thinly documented planes. However, to be even mildly competitive, there is a successful system in place for equalization called bonus points, where these differently configured aircraft get extra points for just being, even before they are flown! For example, twin engined jobs get 25 extra points, biplanes get 15, low-winged jobs get 10, and it goes on like that. Some of these ships are by nature harder to build and/or fly than a Piper Cub, an obviously high-winged single engined job and by that nature an inherently more easily fly-able aircraft.



So for me to dedicate myself to a plane as simply arranged as a Kalinin K-5 (pic 1) or PWS 24 (pic 2) is a hard call in my pea-sized brain, as I want to make a splash amongst my brethren with

my crazy special projects. I don't need to win trophies. Just that bhhh and ahhh, look what Vance did."



But I also would love to honor my Before I leave this planet" build list (I'm getting no younger, and I build at absolute most 2 ships per year) and get great versions of the aforementioned type of ships built. Yes, there are a few other events that these ships can be entered in and flown, but these events don't really take into account the time I'd spend on each of these radial engines.

So here I sit, between these two ships and the Porte-Felixstowe F5 Biplane flying boat (pic 3) with a fake prop on the bow. And this treatise hasn't helped except to leave you guys scratching your head as to what the hell is wrong with mine.



Let me be clear about how fun all this musing is, no matter what i come up with. It's nearly as fun as building!! ;-)
Cheers, Vance

Oh, and P.S., Deborah my life partner of 22 years, just rolls her eyes at what seems to be the ever present silver on the planes I favor to build. So the little bit of blue on the PWS or the red on the Kalinin helps.

A little.

Oh well....thanks for listening....and I bet there's a little of Me in YOU!!

Then I posted the following to the same 2 groups, and an ad hoc batch of FAC friends that string together piggyback emails around one subject or another called The Non List.

Mail: from vanceflite@earthlink.net.

Hi All,

Ok, I stumbled across this video:

<https://www.youtube.com/watch?v=KBR345J4EPE>

...and fell utterly in love. Man, am I impressionable...Note that I have adored this thing over the years - who that love civil airliners has-n't?...and it has been done as a RC model, static scale, control line, but boy, how I'd love to have it leave my hand under rubber power.

So off to Kinko's I did go, and I blew it up to (gulp) 72"!... = 6ft (pictured). Yeah, that's my hat and ruler. Overwhelming, although as these rubber props get more efficient as they get larger the props that would have worked diameter-wise would have been reasonable at 11 - 12 inches!. So I went back that evening and went again for it at a miniscule 60"! That leave me with a 10"prop at maximum, which is not much larger (1/2"diameter more, but that is worthy...) than those on the Twin Jenny, and she is at 48"span.

Done like Jenny with motorsticks out the rear of the nacelles (I'll only power the bottom propellers, as they are farthest away from the fuselage giving me a fighting chance...) I believe motorsticks on this beast will be even less visible, as there is so much going on...

Corrugation effect in tissue should be interesting too - it'll probably look a teeny bit cartoony as they will be drawn on before covering, but that oughta be a fun effect.

~ 3 Rudders

~ 2 stabilizers

~ 36 cylinders

~ one or two struts

~ a few windows

~ and a partridge.....never mind

I'll lay some graph paper over the Kinkoed drawing in the next day or so and see what we will see.

I wonder how I'll feel about this in the morning???

Cheers, Vance

So I brought this monster home at 72" and it scared the dogs, as it wouldn't fit anywhere near my drawing board, living on the kitchen floor for the afternoon. Then to 60". Then a flurry of e-mails from the NonList had me thinking about it at 54", as there is a movement currently afoot from those guys to maybe have a bevy of the huge Comet 54" ships at the next NATS. See? I'm not the only one that Muses Big...

(Check the inside front cover for a photo of this drawing. Ed.)

Here's a text to Tom Hallman from the parking lot at Kinko's:

Vance: Just driving back from Kinko's with the dogs, reduced the HP 42 to 54" wingspan... Those people @Comet models were not stupid, because 54" seems magical when it comes to manageable hugeness of size.

Tom: 54" The new 27"? Interesting the 2X equation. (this refers to the fact that Tom has otherworldly success with ships that are 27" wingspan)

Moment Of Truth:

Here's where the muse rubber meets the road, uh prophook, fellas. See the study at the top of the page? I love that shot. You think I ruined it with that sloppy circle?...well, wait til you hear the laundry list I have to get that area to be multifunction, cosmetic and light. I have to:

Draw the area so that it makes some sense

Build the wing with that dihedral kink

Build that nacelle onto the wing in such a way that it;

a) successfully straddles that dihedral kink spot



b) is open in the rear enough for rubber egress

c) is strong enough to be the main support for the top wing - probably by making the nacelle formers out of lite 1/64th ply and having them tab into the spars of the bottom wing imagine an "omega" sign hoop deal.

d) allows a place to securely mount a motorstick. Off of the struts close to the nacelle? Out from the trailing edge, the motorstick acting as bottom rib of that junction? has more ply hoops as formers for the wing's bottom to take some landing gear strut loads

e) scab around places that have things sticking out stuff

f) finish covering various curvy meets curvy places so that it doesn't look like vacuformed paper mache.

Some of this must be built in mid-air, post-covering, post-attachment to fuselage, pieces made to fit as you go along, long after the "plan" was drawn. That has always irked me, until I read something from Leo Jano's "Skunkworks"... I paraphrase the story...

They would be assembling the SR71 (remember, that was NOT a computer aided project - all slide rule...) and the sheet metal guys, looking at the plan, would form some compound thing out of that expensive Titanium, and just before they riveted it on someone from the drafting office would come running down the steps to the hangar hollering "Wait! Don't rivet that on yet - we need to make a drawing of it first!!..."

So I am not alone in being basically incapable of drawing *everything* - some of it has to happen on the fly, in mid-air. I'm not a 3-D printer. And some of the greatest mechanical work ever has been custom. But that said, sometimes you capitulate and say "I already have a job..."

Sometimes this is where the muse idea goes to die. It can be hard to let a pet project go, but it is easier at this stage than when all framed up, nest paw? Hey, I'm not bad at drafting, but I am surely no engineer. Yet the tough stuff can be great opportunities to mindstretch and learn a little something new. And yeah, there have been many middle of the night pees and early morning "sit bolt uprights" where the solution to a quandary came to me "just like that, clear as day", and I subsequently spent the rest of the day whistling away for seemingly no reason at all.

So I'll just keep drawing outlines and such, a few up-rights here and there. This part is fun too. It's not May yet....

In the meantime I had some flying model science concerns... So I sent an email to Don Srull wondering about biplane tails and their efficiency, as I know I'll have to bump that/them stabs up a bit. That math is not about 2 stabilizers = twice the area. It's surely not that simple. Here's excerpts from our correspondence:

Me:

Hi Don, Fun this summer as always. Judging Jumbo & Giant with you is always a hoot!

Quick (?), please tell me about biplane tail efficiency-can one really just do add-up math for tail volume?

Dave Stott used to do tail volume 'by calculating 20% of the wing (monoplane) or 20% of the largest wing ignoring the smaller one(!) (biplane) and that was worked for me to boot. But something tells me Mr. Reynolds and his numbers might have something to say about biplane tails with 10% for each flight surface. Thoughts?

Best, Vance

Ps. I won't make you guess wonder what I'm drawing up.

Ok, yeah, I will...

Don:

Vance, I'm not sure this is an answer to your question, but it may help in some peculiar way.

A rough rule of thumb for wings is that monoplanes are about 1.3 to 1.4 times as efficient in terms of producing lift, compared to biplanes. That means if you wanted a biplane tail (stabilizer) that was equal to a ten square inch normal stab, you would use a total area of about 14 square inches. If the biplane stab has twin fins, ala box kite configuration, the biplane setup is a bit more efficient so you could step down to maybe 12 square inches. --- Make sense??

I would guess your next one likely will have a biplane tail..... maybe even two wings.....conceivably two or more motors?

Enough teasing, send a 3 view.

Don

Me:

Don, I have no need to justify my insanity to you. (video address was here) Hooked. Always loved it, but really hooked.

After a trip or two to Kinko's she's at 54" span, and also after a gentle tugging of the bottom props I can swing 10" diameter. Uppers will freewheel. Silver motorsticks out from the TE and a fair opening of the rear of the nacelles and our nightmare is complete.

Area of just the top stab after being Vancified is around 17.5% of the main wing. I was too spooked to go smaller, but I thought I'd buzz you first... Waddya think?

Cheers, Vance

Don:

34% should be fine. Make balsa dust. Don

Epilogue

Today this looks like it might be a go project, with a treatment of the nacelles that may allow the big hole to be cut and let the nacelle still look like a nacelle to boot!! (pic of nacelle drawing) My goal is to have the nacelle keep it's shape from the side view so it doesn't look "gouged" in profile thanks to the rubber hole.

Now I send Don Deloach a text for the address of the kite manufacturer to get more of those carbon fibre tubes for motorsticks (he gifted me the set for Jenny, for which I am forever grateful), and figure how to place them so that they look right.

If Don Srull tells you to go to the workshop and start building, you listen, right?

Gone West



The Cloudbusters have lost a great friend, a good and gentle man, **Dan Olah**, who was taken with cancer September 26 after several months of treatment.

A group of club members would meet weekly for lunch and Dan would be there. On a regular basis Dan would bring the "Makings" of the Club newsletter for the group to prepare for mailing. Dan was a soft spoken gentleman working steadily in the background who got things done, a hard working, dedicated individual who got himself involved in the Club activities to a greater extent than any of us will ever appreciate. He extended himself and his talents in every direction in support of the great hobby we all enjoy.

It was our good fortune that Dan loved Model airplanes. He became a Club Officer, and Contest Director. In the name of the Cloudbusters, he led the aviation interest of the Michigan Science Olympiad, handled the Contest Director's job running the "Inside Fling", the Club sponsored big indoor meet, became Club Treasurer, saw to the production and distribution of the Club Newsletter, was Co-CD of the two day Flying Aces Outdoor Champs, and found time to build and fly model airplanes.

Several of our members are trying to fill in the void managing the Club activities that Dan did so well. However, the void we feel in losing a friend is a much more difficult task. If you find a photo of Dan, you will see a gentleman, and he will be smiling. He enjoyed life and people, and the feeling spread to all around him.

Dan walked a fast pace, he was usually several steps ahead of the rest of us. He has turned a sharp corner and is temporarily out of sight for now. Good bye good friend. Thank you for sharing your life with us.

Ralph Kuenz



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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Note - Names in bold type are FAC Board members.



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Membership Information



- Membership brings you six issues of the **Flying Aces Club News**, and all the grins that come with being a Junior Bridman.
- When the **Dreaded Red X** shows up in that circle next to your address label, it is time to renew your membership. Please note: the **DRX** is the only notice you will receive. Memberships will not be back dated so any missed issues of the newsletter will have to be purchased. (For back issues, see below.)
- Your renewal date will be printed on your newsletter mailing label so the **DRX** won't sneak up on you.
- If you would like to use the **PayPal** option to send your dues, go to: **flyingacesclub.com** and click on "membership." The PayPal button is at the bottom of the page. Pick your location (US, Canada, or Overseas) and hit the button.

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

Flying Aces Club
3447 Adelaide Drive
Erie, PA 16510

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

FAC News **BACK ISSUES** in limited numbers are available for \$5.00 each. Send orders for all back issues to the same address as above.

Flying Aces Club Membership Form

☐ New

☐ Renewal

Annual dues in \$US:

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

Please make checks payable to:

Flying Aces Club and send to:
3447 Adelaide Drive
Erie, PA 16510

Name: _____ AMA or _____
Address: _____
City: _____
State/Prov: _____ Postal Code: _____ Country: _____
Email: _____ Phone: _____



FAC Contest Calendar



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 bhantula@cox.net 918-251-7564
Perry, OK	Nov 8 - 9	Tulsa Glue Dobbers Fall Rally	Bob Hanford	http://www.scalestaffel.org/
Perris, CA	Nov 8 - 9	SCALE STAFFEL CONTEST	John Hutchison	jdiebolt@mindspring.com
Raeford, NC	Nov 8 - 9	November Hurricane Free Flight Contest	John Diebolt	203-929-5139 (H) 203-258-3962 (C) 106 Cutlery Ave. S. Meridan, CT 06541 goldfinger82003@yahoo.com 386-409-0406
Rocky Hill, CT	Nov 16	Glastonbury Modelers Turkey Fly	Paul Stott	
Durham, CT	Dec 7	Pinkham Field Mini Meet	NRE Novak	
Palm Bay, FL	Dec 29-31	20th ANNUAL FAC WINTER OUTDOOR CHAMPIONSHIPS	Steve Bacom	
2015				
Durham, CT	Jan 4	Pinkham Field Mini Meet	NRE Novak	106 Cutlery Ave. S. Meridan, CT 06541
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.**

20th Annual FAC Winter Outdoor Championships

In Conjunction With
Florida Modelers Association
60th Annual King Orange International

Palm Bay, Florida
December 29th, 30th, & 31st 2014

The Mosquito Squadron and Swamp Squadron will conduct the 20th Annual FAC Outdoor Championships in conjunction with the 60th Annual FMA King Orange International. There will be 16 FAC events with awards through third place. Plates for each additional event.

General information:

- Entry Fees: Senior/Open \$35.00 for all events. Juniors (under 16) \$5.00.
- Entry fee also includes a 60th Annual King Orange T shirt.
- There will be food available at field for lunch.
- Flying will be from 8pm to 5pm each day except on Dec. 31st when all FAC flying ceases at 3pm.
- The current 2014-2015 FAC rules will apply for all FAC events. Rules are available from (flyingacesclub.com).
- Scale judging and PPLC compliance checks will be conducted at the flying field and you are urged to present all models to be judged as soon as possible on Dec. 29th.
- All PPLC compliance checks must be complete before flying Mass launch and TOTF scale events.
- All non scale events must also be checked for compliance.
- FAC CD's will supply the launching dowel for FAC catapult jet scale.
- Launch table will be supplied for Embryo, 2bit+1, O T Rubber Fuselage and Half Wake.
- Time slips must be turned in by 5pm on the 29th and 30th. Time slips must be turned in by 3pm on the 31st.
- * Denotes these events can be flown Dec. 30th or 31st.
- ** Denotes Mandatory ROG events.
- *** Denotes 12 noon mass launch.
- **** Denotes 2014-2015 FAC Half-Size Wake field rules apply.

For more information contact Steve Bacom 386-409-0406, Mike McKinney 386-254-5173 and Charlie Shepherd 407-461-9840

SCHEDULE OF EVENTS

Monday Dec. 29 th	Tuesday Dec. 30 th	Wednesday Dec. 31 st
#20 Embryo Endurance **	#1 FAC Peanut Scale *	#1 FAC Peanut Scale *
#18 No-Cal Scale	#2 FAC Rubber Scale *	#2 FAC Rubber Scale *
#13 2Bit+1 **	#21 Jet Catapult	#17 Dime Scale
#11 O T Rubber Stick	#16 Simplified Scale	#8 Golden age Combined
#23 & 24 Greve/Thompson ***	#30 Half Wake ****	#12 O T Rubber Fuselage **
#19 Phantom Flash	#26 WW I Dog Fight ***	#27 WW II Combat ***

1. Top row L to R, a rogues gallery from the WWI mass launch at the Outdoor Champs: Claude Powell, Marty Richie, Don DeLoach, Dave Mitchell, and Paul Boyanowski. Note the look of calm confidence on those faces!

2. A brand new one from Bob Hodes out in Nevada: the Grumman F8F Bearcat should be a real threat in Modern Military. Specs, quoted from Bob: *The model was built from Mike Midkiff plans. The span is 26.6" and the weight minus motor is 78 grams. The prop is 10" plastic. I will probably go with a 6-strand 3/16" motor, 30 inches in length.*

3. Peter Kaiteris added some flair to his Jimmie Allen Skokie by using classic airliner markings from the Golden Age.

4. Winding for the WWII mass launch at the Pirate Challenge at Geneseo in August, John Houck is flying solo, while Wally Farrell has the assistance of his wife Julie. He had to decide between protecting his scalp or the stab on his Corsair from the sun. Apparently the stab had priority.

5. One more shot from the Nats...You remember that I mentioned in the last issue that I didn't have any pics from the BLUR? Turns out that wasn't exactly the case. My filing "system" failed once again. Dick Gorman caught the action and sent a batch of photos to me. Here's Bernard Dion, Tom Arnold, and Maria Kondrat launching. Maria's Mustang went on to finish 4th.

6. Every winter for the last several years, the good folks at Parma Hobby in the Cleveland area open up their spare room to the CFFS. The guys meet every Saturday morning for "building sessions" and a good bit of model talk. The public is welcome to join in the fun. Martin Braunlich is one of the "regulars" at these informal gatherings.

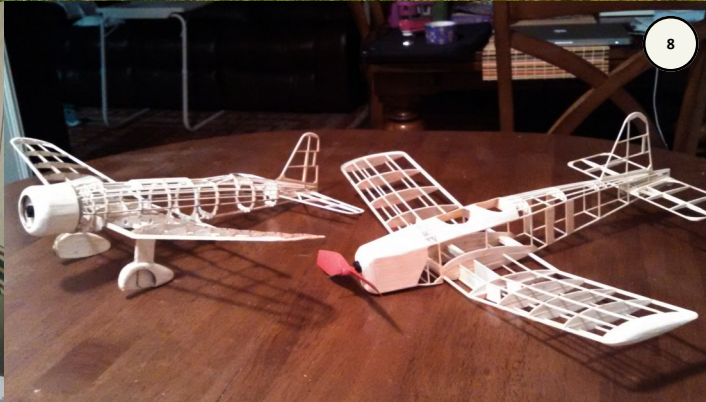
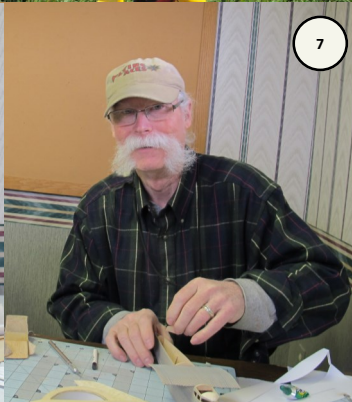
7. Another regular at the building sessions, Howard Koverman can be counted on to bring along something interesting to work on every week. The sessions for 2015 will begin right after the holidays.

8. Andrew Ricci has been building up a storm lately. The Mitsubishi Ki-30 "Ann" is a beta build for the new Diels lasercut kit. The 22" Miles M.18 is a scratch built model of his own design. Looks like a contender for Low Wing Military Trainer.

BUILD...What you really like

FLY...All you can

WIN...Just let it happen





FLYING ACES Club

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Above: Season's greetings from the cockpit of a Heath Parasol! Looks like a mighty chilly ride. **Below:** From a warmer clime, Roger Willis sent this photo from the recent Scale Saffel Two Day contest in sunny Perris, CA. Roger has been working overtime recruiting new fliers and showing them the path to Free Flight success. The fliers of the Oasis Squadron proudly show off their New Flying Aces Moths.

