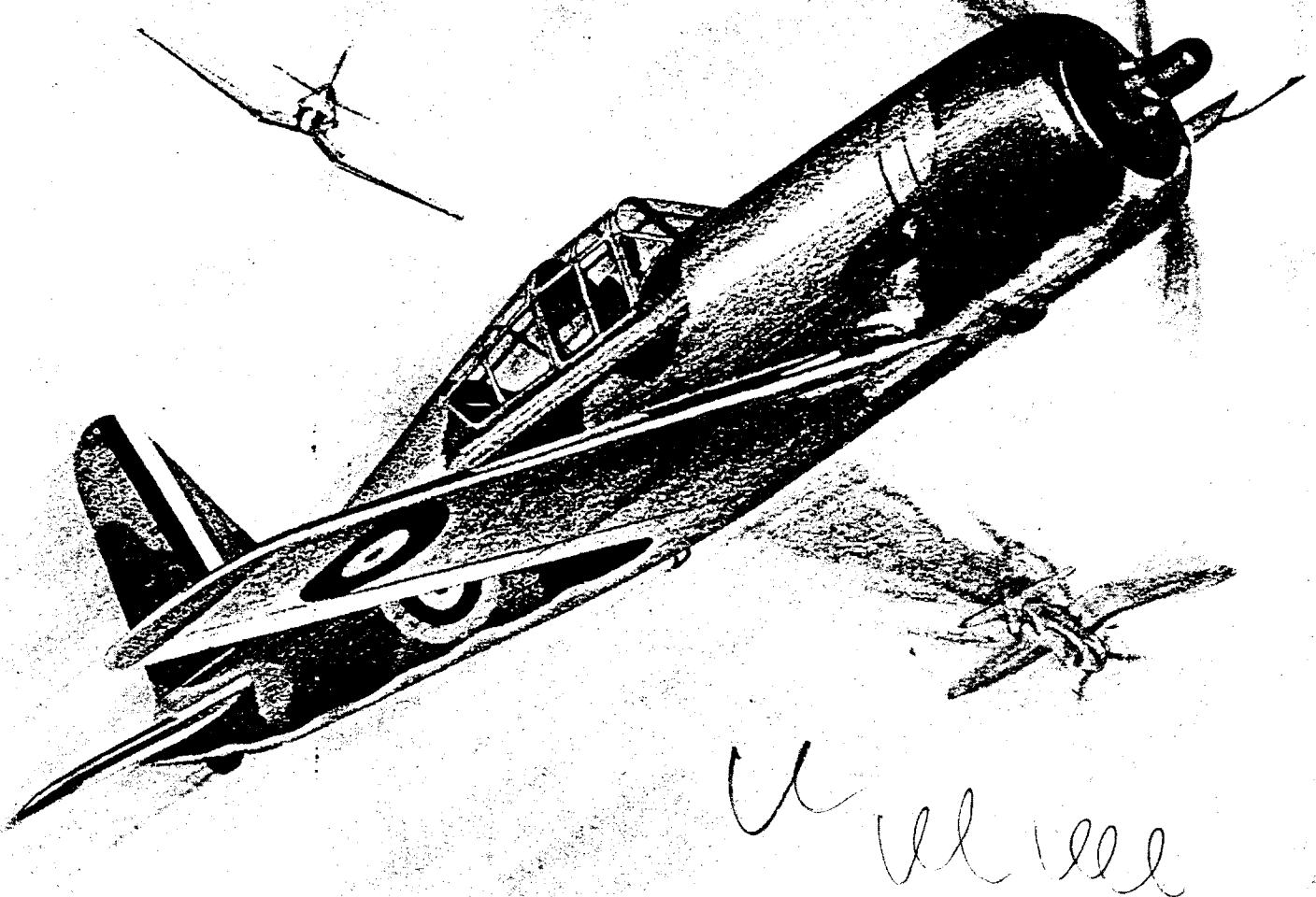


FLYING ACES

ISSUE #134-60 July/Aug. 1990

Club News



FULLER
PRINTS
they last

Series B. 6

American Built Vultee P-48c "Vanguard" Interceptor Pursuit

TED GROH
LOS ANGELES



Let's start with the cover as usual Clubsters. This one is a copy of an old vintage '40s Fuller Paint series of pencil sketches sent in to us by Jack Little. Jack has these for sale but he didn't include the price. So we will have to wait till next time on that. Thanks Jack.

Now how many modelers does it take to put on a good fun-filled contest? Not many, just a hand full will do. But when you get a record turnout like we had at the FAC-NATS Mark VII you just have to call it Utopia! The weather for the most part was very good, just a couple of brief showers on Sunday, the folks at the museum gave great cooperation and the food on the field was excellent which was provided by the local Kiwanis Club. Everything at the college worked out fine, too.

This issue is filled with the results of the contest. For those of you who do not care to read contest results please bear with us as we have some great things coming up in the next few issues. We only have one plan for you this time, too, as we just do not have space for any more. We are going to have two or three Nats winning plans for you.

Now to the awards. Grand Champion is Jack McGillivray. Jack had a great weekend of flying. The Grand Champion Award was donated by GHQ. The Walt Mooney Award was donated by the Flightmasters of California and was presented by Fernando Ramos to Ken Groves for his magnificent rendition of the Fike "E". A model of the Bristol Brandon by Dave Stott took the Earl Stahl Award, a real beauty of a model. The Earl Stahl Trophy is sponsored by the Detroit Cloudbusters. The Erie Model Aircraft Assn. presented the Achievement Award to Vance Gilbert for his Short Bros. #1 Biplane, a great flyer!

Victory plaques were handed out to Don Srull for surpassing 100 victories and to Gordon Roberts for surpassing 200 victories!

Blue Max Medals were presented to Larry Loucka, Dave Niedzielski, Walter Eggert, Sr. and Kevin Sharbonda for reaching the magic number of 16 victories.

The Distinguished Service Medals were awarded to Mr. Austin Wadsworth who owns the flying field where the National Warplane Museum is located. Chester Ostrowski who makes things go at the museum. Without these two gentlemen we could not have the FAC-NATS at the museum. Bob Rogers received his DSM for the many Cover drawings and other articles he has contributed to the newsletter over many years. Last but certainly not the least we presented the DSM to Shirley Kuenz, Rottensox's wife, for her untiring work and dedication to the FAC. Shirley has worked at the last four FAC Nats as well as local meets in the Detroit area. Nice going Clubsters and we hope you all continue to contribute in the future. We need you all!

Thanks go to Don Srull for sponsoring the Non-Bonus FAC Scale event and to the GANG at "Ye Olde Hanger No.1" for donating the Flying Aces "Cadet" Wings as prizes for the FAC Oldtime Rubber event.

I want to thank all the scale judges for their hard work, it was really appreciated. They are, Don Srull, Dan Driscoll, Bill Ceresa, Russ Brown, Art Doten, Jack Moses, Fred Wunsche and Ralph Kuenz. A job WELL DONE!

Continued next page...

Adrian Comper, member of the Erie Model Aircraft Association, died on July 19, 1990. Older subscribers of the FAC Newsletter will remember Adrian's articles on the history of the Comper Aircraft Co. in England in the years Prior to World War Two in association with his brother, gifted aircraft designer Nick Comper. Adrian's involvement was more along the business side of the company, and he made numerous trips to the U.S.A. investigating the possibility of obtaining American aircraft engines for use in Comper aircraft. He had many stories to tell us at club meetings regarding Comper Aircraft, as well as relating his experiences working for Geoffrey HeHavilland during WWI. He held us all spellbound on more than one meeting night!

Adrian was a tall, regal, and thoroughly English gentleman, and in his later years sported a full snow white beard and mustache. He never lost his interest in aviation despite his career being most successful in the designing and manufacture of hospital and health care related equipment. He was also a prolific writer, having been editor of the trade magazine Surgical Business for 15 years. His varied interests also included a stint as business manager of the Erie Philharmonic Orchestra for a five year period. Our contact with Adrian was made quite by accident. The writer had noticed his name many years ago in a newspaper article on the orchestra, and inquisitively called him to see if by any chance he might have been the same Comper as the aircraft company of the same name. He enthusiastically replied that he was indeed, and would be pleased to meet us all! So began our close friendship with this remarkable man. He was the first recipient of an honorary Colonel's rating in the Flying Aces, and was presented with a Blue Max medal at the annual Erie Model Aircraft Assn. membership banquet some years ago.

It is not often that we are fortunate enough to meet someone of Adrian's caliber, and to say we will miss him is an inadequate statement. Bon Voyage, Adrian, and Happy Landings!

"Kudos" also go out to my wife Juanita and Marie Rees for their tireless efforts at the registration table and to all of the members of the Detroit Cloudbusters and the Erie Model Aircraft Assn. and all the others that helped to make this the biggest and maybe the best Nats yet!

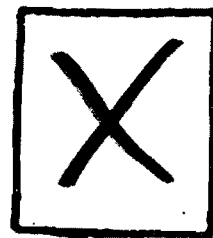
All of the photos in this issue are the work of Ross Mayo and they were all taken at the nationals.

The OFFICIAL VCR tape of the FAC-NATS MARK VII is available and you can find the advertisement for it further on in this issue. Don't miss it!

One more big contest yet to go this year Skysters. The Flying Aces Meet at Lawrenceville, Ill. on October 18-19, 1990. Registration form on back page. If you plan on being there please send in your entry as soon as you can to help us plan for it. This contest is also the NFFS Outdoor Champs, AMA Free Flight Champs and the NFFS US Nostalgia Gas Champs. See last issue for more info on these meets as well as motels, etc.

Lt. Col. Lin Reichel, CinC-FAC

If the box on the right has an "X" in it, it is time to renew your subscription. Cost is NINE DOLLARS per year in the United States and Canada. Overseas cost is TWELVE DOLLARS. Six issues, published every other month. This is your last issue under your old subscription. Send to;
FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506



FLYING ACES SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>C O N S T</u>	<u>C O L O R</u>	<u>W O R K</u>	<u>B O N U S</u>	<u>Best Flt</u>	<u>TOTAL</u>
1. Don Srull	Voisin Hydroplane	30	17	10	35	82.50	177.50
2. Jim Miller	Voisin Hydroplane	25	20	10	40	78	173
3. Dave Smith	Voisin Hydroplane	30	18	10	20	82.50	160.50
4. Dave Rees	Colibri	30	20	10	10	82.50	152.50
5. Steve Bacom	Jodel D-9	25	20	10	10	79.50	144.50
6. David Franks	Fiat G-55	25	19	10	10	78.25	142.25
7. Vic Nippert	Bristol Brownie	23	20	9	10	79.50	141.50
8. Dave Rees	Cant 1007 bis	30	18	10	35	48	141
9. Neal Hudson	Yokosuka D4Y2	22	17	9	10	82.50	140.50
9. Tim C. Lavender	Caudron C-714	23	20	9	10	78.50	140.50
9. Mike Escalante	Miles Mohawk	21	20	7	10	82.50	140.50
10. John Houck	Sperry Messenger	30	19	9	15	66	139
11. Vance Gilbert	Lippisch Deltawing	23	20	9	40	46	138
12. Bob Thompson	Nieuport 17	22	20	6	15	74	137
13. Dave Stott	Cunningham Hall	30	20	10	15	61	136
14. Pat Daily	Corbin Ace	22	20	10	3	80.75	135.75
15. Allan Schanzle	Klemm 31	24	18	9	10	74.50	135.50
16. Stu Weckerly	Piper Vagabond	22	20	9	0	82.50	133.50
16. Bill Passarelli	Nesmith Cougar	21	20	10	0	82.50	133.50
17. Tom Hallman	Nicholas Beazley	25	20	10	10	60.50	125.50
18. Tom Sandor	Ryan PT 20A	30	20	10	10	53	123
18. Tim D. Lavender	Nesmith Cougar	20	20	8	0	75	123
19. Phil Cox	Aeronca K	30	20	10	15	44	119
20. Tom Sandor	Ryan ST Trainer	21	15	9	10	63	118
20. Vance Gilbert	Avro 547	30	20	10	20	38	118
21. Bob Lundberg	Miles Magister	18	8	7	10	74.50	117.50
22. Tim D. Lavender	Curtiss Ascender	22	16	10	15	54	117
22. Pat Daily	Boeing F3B-1	21	19	9	15	53	117
23. Mark Fineman	Grumman F7-F	22	20	8	25	41	116
23. Dave Stott	Bristol Brandon	30	19	11	15	41	116
23. Mike Midkiff	Kawasaki KI-61	30	19	10	10	47	116
24. Rev. Wm. Anderson	Weedhopper	19	19	10	3	64	115
24. Allan Schanzle	Davis D1-W	23	20	9	3	60	115
25. Vic Nippert	Pietenpol Aircamp.	25	17	9	3	60.50	114.50
26. Harvey Hopkins	Bellanca TriMotor	23	18	8	30	33	112
26. Paul Boyanowski	Curtiss SBC-3	25	18	10	15	44	112
27. Marvin Yoder	Albatross DV	21	18	9	15	48	111
28. Ed Novak	Heinkel He-100D	16	20	8	10	56	110
29. Doug Buchanan	Aeronca Defender	15	8	4	0	82.50	109.50
30. Art Doten	Bellanca Pacemaker	25	20	8	0	56	109
31. Gerry Paisley	Boeing F4B-4	25	16	10	15	41	107
31. Gerry Paisley	Beech Staggerwing	30	20	10	15	32	107
32. Dan Driscoll	ME-109	22	18	9	10	47	106
32. Gordon Roberts	Waco SRE	20	19	10	15	42	106
33. Dan Briehl	Nikitin IS-4	21	20	7	5	52	105
34. Walt Eggert, Jr.	Fairchild FC-1	25	20	8	0	50	103
35. Ross Mayo	P-47 Thunderbolt	20	10	8	10	53	101
36. Bill Bell	Interstate L-6	21	12	5	0	61.50	99.50
37. Bob Thompson	Waco ARE	21	20	10	15	33	99
38. Paul Stott	Laird LC-DC	25	20	7	15	29	96
38. Jack Moses	FW TA-152	24	14	9	10	39	96
38. Dick Dunmire	B-P Defiant	24	18	8	10	36	96
39. Ross Mayo	Heinkel HE-100D	23	16	8	10	39	95
40. Bob Leishman	DH Hornet Moth	15	17	6	15	34	91

FLYING ACES SCALEcontinued

<u>PILOT</u>	<u>AIRCRAFT</u>	C	C	W	B	Best Flt	TOTAL
		O N S T	O L O R	O R K	O N U S		
41. Mike Nassise	Lockspeiser LDA-01	19	14	9	20	28	90
41. Paul Truupere	Fairchild 24	21	14	7	0	48	90
42. Tim C. Lavender	Caudron 714	25	19	8	10	26	88
43. Bob Anderson	Mr. Smoothie	23	13	10	5	36	87
44. Bill Bell	Stinson Voyager	21	16	9	0	39	85
45. Jeff Briehl	Pilatus PC-6 Porter	17	10	4	0	51	82
46. Dan Kranis	DH Tiger Moth	11	5	6	15	43	80
46. Mike Zand	Siemens Schuckert	21	12	9	5	33	80
47. John Low	Fairchild 22	20	5	8	3	32	68
48. Bill Penny	Fleet Canuck	16	5	4	0	25	50

JUMBO SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	C	C	W	B	Best Flt	TOTAL
		O N S T	O L O R	O R K	O N U S		
1. Don Srull	Voisin Hydroplane	28	18	12	35	82.50	175.50
2. Jack McGillivray	DH Sea Hornet	22	17	10.5	30	76.75	155.75
3. Vance Gilbert	Short Biplane #1	30	17	12	45	47	151
4. Dave Stott	Curtiss R-4	26	19	11	15	76.25	147.25
5. Jim Miller	Santos Dumont 14bis	21	14	10	25	75.25	145.25
6. Vance Gilbert	Cant Z-506a	24	19	10	35	51	139
7. Mark Fineman	Savoia Marchetti 92	21	19	11	25	60	136
8. Dave Rees	Bellanca 28-92	26	18	12	35	43	134
9. Dallas Cornelius	FW-TA-152	20	14	9	10	79.25	132.25
10. Dave Rees	Dewoitine 338	27	17	12	35	40	131
11. Al Lawton	Spruce Goose	21	19	11	36	43	130
12. Art Doten	Taylorcraft 0-57	18	18	8	0	82.50	126.50
13. Hal Lorimer	Cranwell CLA-3	18	16	9	3	72	118
13. Bob Thompson	DH-4 Mailplane	27	18	11	15	47	118
14. Bud Carson	Curtiss Air Sedan	16	16	8	0	73	113
15. Mike Midkiff	DH-9	27	17	12	15	33	104
16. Phil Cox	Cessna AW	24	19	11.5	0	37	91.50
17. Kevin Sharbonda	Martin T4M	25	16	10	15	25	91
17. Tom Nallen	Fleet	21	17	11	15	27	91
18. Bob Anderson	Douglas 0-38A	21	18	9	15	27	90
19. Dick Shaw	Jodel D-9	20	12	10	10	33	85
19. John Houck	Der Kricket	21	18	10	15	21	85
20. Mike Zand	Udet Flamingo	21	18	9	15	21	84
21. Dave Niedzielski	Curt. SO3C-1	18	17	8	5	22	70
22. Bob Anderson	SAAB-M1F 17	17	16	9	5	21	68
3. Don Srull ***	Cant Z-1012	26	19	11	35	60	151

*** (inadvertently left out of the number 3 position, no bearing on the standings)

SHELL SPEED DASH

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>1st Flt.</u>	<u>2nd Flt.</u>	<u>TOTAL</u>	<u>QUAL. FOR</u>
1. Mike Escalante	Caudron 460	120	120	240	Greve
2. Jack McGillivray	Cessna CR-3	84	120	204	Thompson
3. Dave Smith	Keith-Rider R-4	73	118	191	Greve
4. Claude Powell	Keith-Rider Suzy	112	74	186	Greve
5. Don Srull	Cessna CR-3	62	120	182	Thompson
6. Al Lawton	Hughes H-1	64	92	156	Thompson
7. Dick Dunmire	Keith-Rider Suzy	120	29	149	Greve
8. Don Srull	Keith-Rider R-4	67	78	145	Greve
9. Dave Livesay	Mr. Smoothie	80	59	139	Greve
10. Gordon Roberts	Chambermaid	64	64	128	Greve
11. Paul Stott	Laird LCDE	81	45	126	Greve
12. Dan Briehl	Cessna CR-3	55	68	123	Thompson
13. Pat Daily	Folkerts SK-2	58	64	122	Greve
14. Dan Briehl	Chambermaid	63	58	121	Greve
15. Tim D. Lavender	Floyd Bean	55	64	119	
16. Dick Shaw	Mr. Smoothie	51	64	115	
17. Dave Rees	Caudron 460	62	51	113	
18. Dave Stott	Laird LCDW	42	67	109	Thompson
19. Dave Niedzielski	Keith-Rider R-4	36	70	106	
20. Tom Nallen, Sr.	Marcoux Bromberg R-3	42	57	99	Thompson
21. Dennis Norman	Chester Goon	53	45	98	
22. Tom Nallen, Sr.	M-B Jackrabbit	60	34	94	
22. Dan O'Grady	Keith-Rider	45	49	94	
23. Bob Leishman	Haines H-3	35	57	92	
24. Dallas Cornelius	Hughes H-1	40	46	86	Thompson
25. Gordon Roberts	Seversky	33	50	83	Thompson
25. Dave Stott	Haines Mystery Ship	38	45	83	
26. Mark Fineman	Cessna CR-3	42	38	80	Thompson
27. Ross Mayo	Cessna CR-3	55	26	71	Thompson
28. Dennis Norman	Hughes H-1	28	37	65	
29. Ray Rakow	Mr. Smoothie	34	28	62	
30. Alan Schanzle	Mr. Smoothie	60	--	60	
31. Mike Zand	Keith-Rider Suzy	32	27	59	
32. Mike Zand	Seversky	24	31	55	
33. Joe Hurdle	Heath Baby Bullet	22	32	54	
33. Lindsey Smith	Caudron 460	24	30	54	
34. Bob Thompson	Keith-Rider	26	19	45	
35. Bob Thompson	Chester Goon	22	--	22	

GREVE RACE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>ROUND ELIMINATED</u>	
Dave Smith	Keith-Rider R-4		X
Tim D. Lavender	Floyd Bean	X	
Dave Livesay	Mr. Smoothie	X	
Don Srull	Keith-Rider R-4	X	
Gordon Roberts	Chambermaid		
Dan Briehl	Chambermaid		
Paul Stott	Laird LCDE		X
Claude Powell	Keith-Rider Suzy		X
Pat Daily	Folkerts SK-2	X	
Dick Dunmire	Keith-Rider Suzy	X	

WINNER

Mike Escalante lost his ship out of sight on his last flight in the Shell Speed Dash and was replaced by Tim D. Lavender in the Greve Race.

FAC PEANUT

7.

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>C</u> <u>O</u> <u>N</u> <u>S</u> <u>T</u>	<u>C</u> <u>O</u> <u>L</u> <u>O</u> <u>R</u>	<u>W</u> <u>O</u> <u>R</u> <u>K</u>	<u>B</u> <u>O</u> <u>N</u> <u>U</u> <u>S</u>	<u>Best</u> <u>Flt</u>	<u>TOTAL</u>
1. Jim Miller	Voisin Hydroplane	27	20	10	45	61	163
2. Stu Weckerly	Santos/Dumont 14bis	19	11	10	25	82.50	147.50
3. Jack McGillivray	Isaac's Fury	23	18	9	15	81.25	146.25
4. Harvey Hopkins	Laird LC-DE	22	15	11	15	82.50	145.50
5. Dave Stott	Curtiss Reid	28	20	12	3	75	138
6. Phil Cox	G.H. Gadfly	23	17	11	10	63	135
6. Ken Groves	Bristol Scout	25	19	11	15	54	135
7. Dave Rees	Colibri	24	20	12	10	63.50	129.50
8. Rev. Wm. Anderson	Weed Hopper	19	18	10	3	66	126
9. Paul Stott	Miles Sparrowhawk	20	18	9	10	53	119
9. Gordon Roberts	Waco SRE	21	18	11	15	54	119
10. Mike Escalante	DH Gipsy Moth	15	12	8	15	46	114
11. Steve Bacom	P-51D Mustang	20	18	11	10	43	113
12. Paul Boyanowski	Antonov AN-2P	25	15	12	15	33	112
13. Curt Haskell	Bucker Jungman	19	19	11	15	36	111
14. Tom Nallen, Jr.	Bleriot XI	25	14	11	5	42	108
14. Pat Daily	Folkerts "Toots"	22	18	11	5	52	108
15. Bob Thompson	Langley Aerodrome	28	19	11	25	24	107
16. Paul Truupere	DH Gipsy Moth	25	18	7	15	34	106
17. Mike Zand	Andreason	21	18	9	15	31	103
18. Dan Briehl	Andreason	16	17	8	15	42	98
19. Doug Buchanan	Grain Kitten	22	15	8	15	23	91
20. Martin Varney	Bristol M.1C	14	16	9	5	46	90
21. Dave Livesay	Mr. Smoothie	12	15	7	5	42	88
22. Mike Midkiff	Hergt Monoplane	22	19	11	5	30	87
23. Bob Leishman	SE5-a	17	14	5	15	26	82
23. Mike Zand	Grumman Hellcat	17	14	6	10	29	82
24. Claude Powell	Jodel D-9	18	12	9	10	27	76
25. Jeff Briehl	Mr. Smoothie	--	--	--	5	44	49
26. John Low	Andreason	--	--	--	15	25	40

Some of these scores do not add up right, but the first five places are correct.

THOMPSON TROPHY RACE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>ROUND ELIMINATED</u>			
Mike Zand	Seversky	X			
Dan Briehl	Cessna CR-3		X		
Dallas Cornelius	Hughes H-1	X			
Ross Mayo	Cessna CR-3		X		
Gordon Roberts	Seversky			X	
Mark Fineman	Cessna CR-3				X
Tom Nallen, Sr.	Marcoux-Bromberg	X			
Dave Stott	Laird LCDW			X	
Jack McGillivray	Cessna CR-3				WINNER
Al Lawton	Hughes H-1		X		

Don Srull was eliminated before the roll call for the race. Dennis Norman was the first alternate but was not available. This gave the starting nod to Mike Zand as he was the second alternate.

WORLD WAR ONE DOGFIGHT"A" FLIGHT

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>ROUND ELIMINATED</u>	
Bill Bell	Fokker DVII	X	
Marvin Yoder	Albatross DV		**
Mark Houck	Nieuport 12	X	
John Houck	Fokker DVI		**
Gordon Roberts	SE-5		**
Dan Briehl	Fokker DVII		X
Kevin Sharbonda	Bristol Scout		X
Don Srull	DH-6	X	
Joe Hurdle	SE-5	X	

"B" FLIGHT

Bob Thompson	Nieuport 17		**
Dave Rees	Martinsyde Elephant		**
Vet Thomas	Albatross		X
Gerry Paisley	???		X
Jack McGillivray	SE-5	X	
Art Doten	???	X	
Paul Truupere	Bristol Scout		**
Dave Niedzielski	Fokker B-II	X	
Walt Eggert, Jr.	Fokker DVII	X	

"C" FLIGHT

Pat Daily	Albatross		X
Claude Powell	Albatross		X
Mike Midkiff	DH-9		**
Walt Eggert, Sr.	Fokker DVII		**
Dennis Norman	DH-6		**
Mike Zand	Albatross	X	
Paul Boyanowski	Albatross	X	
Dave Smith	DH-6	X	
Scott Paisley	???	X	

FINAL MISSION

Bob Thompson	Nieuport 17	X		
Dave Rees	Martinsyde Elephant			WINNER
Paul Truupere	Bristol Scout	X		
Marvin Yoder	Albatross DV	X		
John Houck	Fokker DVI			X
Gordon Roberts	SE5		X	
Mike Midkiff	DH-9			X
Dennis Norman	DH-6	X		
Walt Eggert, Sr.	Fokker DVII		X	

FAC NON-BONUS SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>BEST FLT.</u>	<u>SCALE PTS.</u>	<u>TOTAL</u>
1. Dave Rees	Colibri	120	60	180
2. Dave Smith	Voisin Hydroplane	120	58	178
3. Don Srull	Voisin Hydroplane	120	57	177

INTERESTING FACTS

Contestants---135

Models entered---455

Models judged---232

Official flights---966!

GOLDEN AGE SCALE

9.

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>TOTAL</u>
1. Jack McGillivray	Cessna C-38	120	120	120	360
2. Allan Schanzle	Monocoupe	67	116	117	300
3. Dave Rees	Travelair 6000	103	71	115	289
4. Mike Escalante	Miles Mohawk	84	78	98	260
5. Pat Daily	Corbin Ace	92	81	86	259
6. Phil Cox	Cessna AW	112	58	80	250
7. John Stott	Farman 400	85	55	93	233
8. Don Srull	Letov	78	63	83	224
9. Gordon Roberts	Rearwin Speedster	53	83	75	211
10. Dave Rees	Nicholas-Beazley NB3	53	75	82	210
11. Rev. Wm. Anderson	Bellanca Airbus	71	56	78	205
12. Ross Mayo	Rearwin Speedster	90	50	63	203
13. Dan Briehl	Taylorcraft	108	44	40	192
14. Harvey Hopkins	Cessna Airmaster	59	54	75	188
15. Gerry Paisley	Cessna 145	64	59	54	177
16. Bud Carson	Farman	32	68	72	172
17. Mark Fineman	Skyfarer	46	51	72	169
18. Dan Driscoll	Howard DGA-8	44	63	60	167
19. Tom Hallman	Nicholas-Beazley NB3	75	82	--	157
20. Vance Gilbert	Boeing 80A	37	56	54	147
21. John Houck	Rearwin Speedster	66	36	44	146
22. Dave Niedzieski	Rearwin Speedster	36	51	53	140
23. Paul Boyanowski	Stinson R	39	47	45	131
24. Vic Nippert	Cessna C-34	39	49	40	128
25. Claude Powell	DH Puss Moth	37	52	38	127
26. Martin Varney	Allied Sport	34	43	45	122
27. Mike Zand	Rearwin Speedster	40	40	35	115
28. Bob Leishman	DH Hornet Moth	32	35	45	112
28. Bill Bell	Monocoupe	44	36	32	112
29. Dave Stott	Bellanca JR	37	25	38	100
30. John Low	Cessna C-34	30	29	35	94
31. Paul Stott	Miles Sparrowhawk	30	20	37	87
32. Mike Nassise	Stinson 105	25	35	20	80
33. Curt Haskell	Monocoupe 90A	28	--	--	28
34. Doug Buchanan	Allied Sport	24	--	--	24

MILITARY BIPLANES

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>ROUND ELIMINATED</u>			
Bob Thompson	Martin T4-M	X			
Dennis Norman	Curtiss P6-E	X			
Pat Daily	Boeing F3B-1		X	X	
Bill Bell	Martin T4-M				
Jerry Paisley	Boeing F4B-4	X			
Dave Stott	Curtiss SBC-3				X
Gordon Roberts	Fairey Fantome			X	
John Houck	Sperry Messenger				X
Bill Penny	Fairey Fox	X			
Paul Boyanowski	Curtiss SBC-3		X		
Don Srull	Curtiss SBC-3				WINNER
Jack McGillivray	Se5-A		X		

FAC POWER SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>C</u> <u>O</u> <u>N</u> <u>S</u> <u>T</u>	<u>C</u> <u>O</u> <u>L</u> <u>O</u> <u>R</u>	<u>W</u> <u>O</u> <u>R</u> <u>K</u>	<u>B</u> <u>O</u> <u>N</u> <u>U</u> <u>S</u>	<u>Best</u> <u>Flt</u>	<u>TOTAL</u>
1. Pat Daily	Hawker Hurricane	22	20	10	10	82.50	144.50
2. Walt Eggert, Sr.	Curtiss Condor T32	22	19	10	35	82.50	143.50
3. Phil Cox	Great Lakes 2T-1A	19	19	11	15	82.50	142.50
4. Eric Dittman	Longster Wimpy	21	17	10	10	82.50	140.50
5. Allan Schanzle	Focke-Wulf 190 A5	20	20	8	10	82.50	138.50
6. Dave Rees	Colibri MB-2	23	19	11	10	82.50	135.50
7. Hurst Bowers	Stinson O-49	18	16	9	0	82.50	134.50
7. Allan Schanzle	SI 202 Hummel	20	16	8	10	82.50	134.50
8. Joe Barish	Westland P-12	21	19	10	0	71	131
9. Don Srull	Dornier DOX	25	20	12	60	82.50	129.50
10. Eric Clutton	Blohm-Voss 141B	18	12	8	25	82.50	128.50
11. Bill Bell	Stearman C3-B	21	17	11	15	66	126
12. Joe Hurdle	BF-109E	17	16	11	10	76.50	120.50
13. Bud Carson	Jodel D-9	14	12	6	10	77	115
14. Dan Briehl	Avro 560	13	16	6	5	60	111
15. Vic Nippert	Avro 560	15	17	7	5	60	106
16. Mike Zand	Fokker D-7	18	20	6	15	48	92
17. Mike Zand	Variviggen	16	18	7	20	43	91

(In power scale the bonus points are added to the flight points)

HI-WING PEANUT SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>C</u> <u>O</u> <u>N</u> <u>S</u> <u>T</u>	<u>C</u> <u>O</u> <u>L</u> <u>O</u> <u>R</u>	<u>W</u> <u>O</u> <u>R</u> <u>K</u>	<u>B</u> <u>O</u> <u>N</u> <u>U</u> <u>S</u>	<u>Best</u> <u>Flt</u>	<u>TOTAL</u>
1. Ken Groves	Fike Dream E	28	20	12	-	82.50	142.50
2. Phil Cox	Cessna Cardinal	24	19	10	-	66	119
3. Doug Buchanan	Lacey M-10	21	15	6	-	71.50	113.50
4. Jim Miller	Fike E	23	19	9	-	58	109
5. Steve Bacom	Nesmith Cougar	19	18	11	-	61	109
6. Dan Briehl	Lacey M-10	20	17	6	-	64	107
7. Jack Noses	Nesmith Cougar	21	18	10	-	49	98
8. Gordon Roberts	Fike E	20	18	10	-	49	97
9. Marvin Yoder	Wittman Tailwind	12	10	6	-	64.50	92.50
10. Vic Nippert	Fike E	25	19	9	-	38	91
11. Vet Thomas	Wittman Tailwind	13	18	10	-	49	90
12. Mike Zand	Wittman Tailwind	21	16	8	-	40	85
13. Martin Varney	Wittman Buttercup	17	17	10	-	39	83
14. Jim Hyka	Nesmith Cougar	22	18	10	-	30	80
15. Mike Nassise	Fike E	13	18	10	-	38	79
15. W.S. Penny	Fike E	17	15	8	-	41	79
16. Steve Drabick	Wittman Tailwind	23	14	8	-	32	77
16. David Narance	Nesmith Cougar	15	17	10	-	35	77
17. Curt Haskell	Mr. Mulligan	19	17	8	-	29	73
18. Jim Harris	Nesmith Cougar	11	17	8	-	35	71
19. Bob Thompson	Rearwin Speedster	19	17	9	-	21	66
20. Jeff Briehl	Fike E	0	0	7	-	49	56

FAC OLDTIMER

14

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>TOTAL</u>
1. Bill Passarelli	Flying Aces Gull	120	120	120	360
2. Steve Bacom	Sparky	120	120	120	360
3. Joe Hurdle	Gold Star	120	105	81	306
4. Don Srull	Whippet	90	95	120	305
5. Stu Weckerly	Korda Victory	106	91	104	301
6. Vic Nippert	Korda Victory	120	77	97	294
7. John Stott	Cleveland Norseman	120	105	55	280
8. Bud Carson	Stahl Hurricane	112	105	58	275
9. Dan Driscoll	1939 Flying Yank	120	83	67	270
10. Dan Driscoll	Pacific Ace	77	77	114	268
11. Rev. Wm. Anderson	Korda Victory	80	99	81	260
12. Ken Groves	Jimmy Allen ?	120	64	73	257
13. Mark Fineman	Hi-Climber	96	57	85	238
14. Vic Nippert	Flying Aces Gull	70	78	80	228
15. Richard Dunmire	Phantom Fury	120	43	56	219
16. Paul Boyanowski	Miss World's Fair	63	66	89	218
17. Martin Varney	Stahl Hurricane	57	75	76	208
18. Paul Stott	Snooky	97	105	--	202
19. Mike Nassise	Flying Aces Moth	104	48	44	196
20. Dan Briehl	Pacific Sce	59	42	80	181
20. Phil Cox	Sparky	70	52	59	181
21. John Houck	Flying Cloud	53	63	44	160
22. Jack Barker	Black Bullet	60	64	31	155
23. Claude Powell	Flying Aces Moth	66	39	47	152
24. Jeff Briehl	Pacific Ace 20	51	44	41	136
25. Mike Zand	Jabberwock	50	56	29	135
25. Bill Bell	Old Reliable	45	46	44	135
26. Jack Moses	Jimmy Allen ?	54	67	--	121
27. Dave Stott	Scrambola	120	--	--	120
27. Marvin Yoder	Flying Aces Cruiser	120	--	--	120
28. Ed Novak	Hi-Climber	53	64	--	117
29. Curt Haskell	Sparky	64	39	--	103
30. Don Campbell	Miss World's Fair	63	35	--	98
31. Mark Houck	Korda Victory	44	47	--	91
32. Tom Hallman	Stahl Hurricane	72	--	--	72
33. David Narrance	Sparky	36	28	--	64
34. Dave Niedzielski	Miss Canada Jr.	62	--	--	62
35. Allan Schanzle	Flying Aces Moth	57	--	--	57
36. Dirk Kitzmiller	Sparky	22	32	--	54
37. Ted Kranis	Stahl Hurricane	36	--	--	36
38. Dirk Kitzmiller	Flying Cloud	23	--	--	23

FLYOFF FOR FIRST PLACE: BILL PASSARELLI 150
STEVE BACOM 130

WORLD WAR ONE PEANUT

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>ROUND ELIMINATED</u>		
Jack McGillivray	SE5-a			X
Dave Niedzielski	Fokker BII		X	
Bob Thompson	SE-5	X		
Dan Briehl	Fokker DVII		X	
Al Lawton	Fokker DVII			
Mike Zand	Martinsyde S-1	X		
Gordon Roberts	Fokker DVII			X
Harvey Hopkins	SE5-a	X		
Ken Groves	Bristol Scout	X		
Dennis Norman	Albatröss DIII	X		

WINNER

43 combatants were divided up into flights to battle it out in the skies over the National Warplane Museum. Last one down in each flight was declared the winner of that flight. Then all the winners vied for the spoils of war.

"A" FLIGHT

Ross Mayo	Republic P-47	
Steve Bacom	P-51D Mustang	
Gordon Roberts	Spitfire	
Paul Stott	Fiat G-55	
Dave Smith	P-51B Mustang	**
Linsey Smith	Fairey Barracuda	

"C" FLIGHT

Mike Nassise	Hawker Typhoon	
Vance Gilbert	Republic P-47D	
Dan Briehl	Spitfire	
Mark Fineman	Caudron 714	**
Bob Thompson	Vultee Vengeance	

"E" FLIGHT

Neal Hudson	Yokosuka Judy	**
Kevin Sharbonda	Grumman Avenger	
Tim D. Lavender	P-51D Mustang	
Dan Driscoll	???	
Dave Livesay	FW TA-152	

"G" FLIGHT

John Stott	MIG-3	
Joe Hurdle	Macchi 205V	
Stu Weckerly	Grumman Wildcat	
Walt Eggert, Jr.	Republic P-47N	
Richard Miller	P-51B Mustang	**
Paul Boyanowski	Spitfire	

"B" FLIGHT

Mike Midkiff	KI-61 Hein
Jack Moses	FW TA-152
Dick Dunmire	???
Jack McGillivray	Spitfire
Claude Powell	Hawker Hurricane **

"D" FLIGHT

Dave REES	Fairey Fulmar **
Jack Phelps	???
Dick Shaw	???
Mark Houck	P-51B Mustang
Tom Nallen, Jr.	Bolton-Paul Defiant

"F" FLIGHT

Tim C. Lavender	Caudron 714
Martin Varney	Mitsubishi Zero
Mike Zand	Hawker Hurricane
Al Lawton	KI-61 Heih **
Dick Kohfield	Grumman Hellcat

"H" FLIGHT

Dennis Norman	P-51D Mustang
Don Srull	Heinkel He-112B **
David Franks	Fiat G-55
Dean McGinnes	Grumman Wildcat
Shawn Theiss	Junkers Stuka
Stu Meyers	Fairey Battle

FINAL CONFLICT

<u>PILOT</u>	<u>AIRCRAFT</u>		<u>ROUND ELIMINATED</u>	
Dave Smith	P-51B Mustang	X		
Claude Powell	Hawker Hurricane		X	
Mark Fineman	Caudron 714	X		
Dave Rees	Fairey Fulmar	X		
Neal Hudson	Yokosuka Judy			
Al Lawton	KI-61 Hein			
Richard Miller	P-51B mustang		X	
Don Srull	Heinkel HE-112B	X		

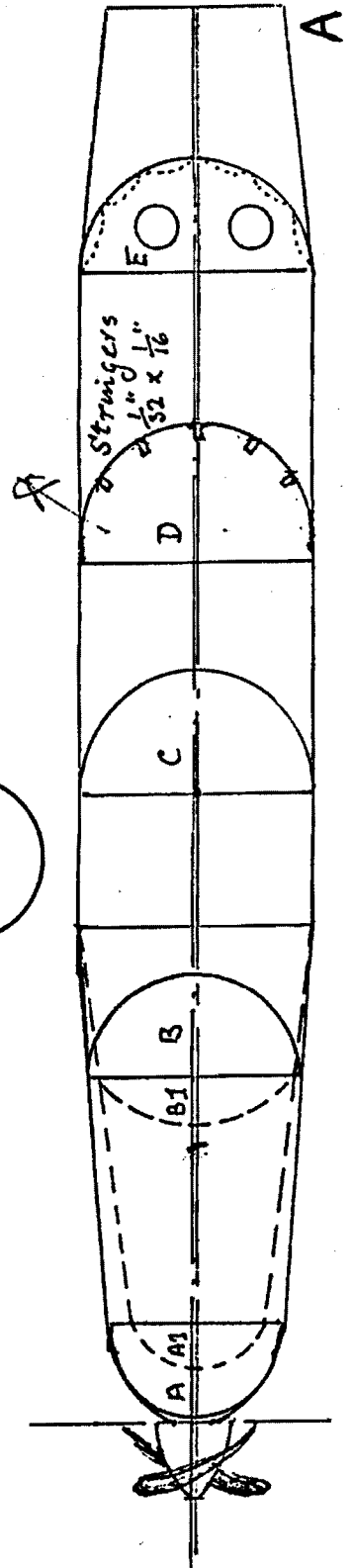
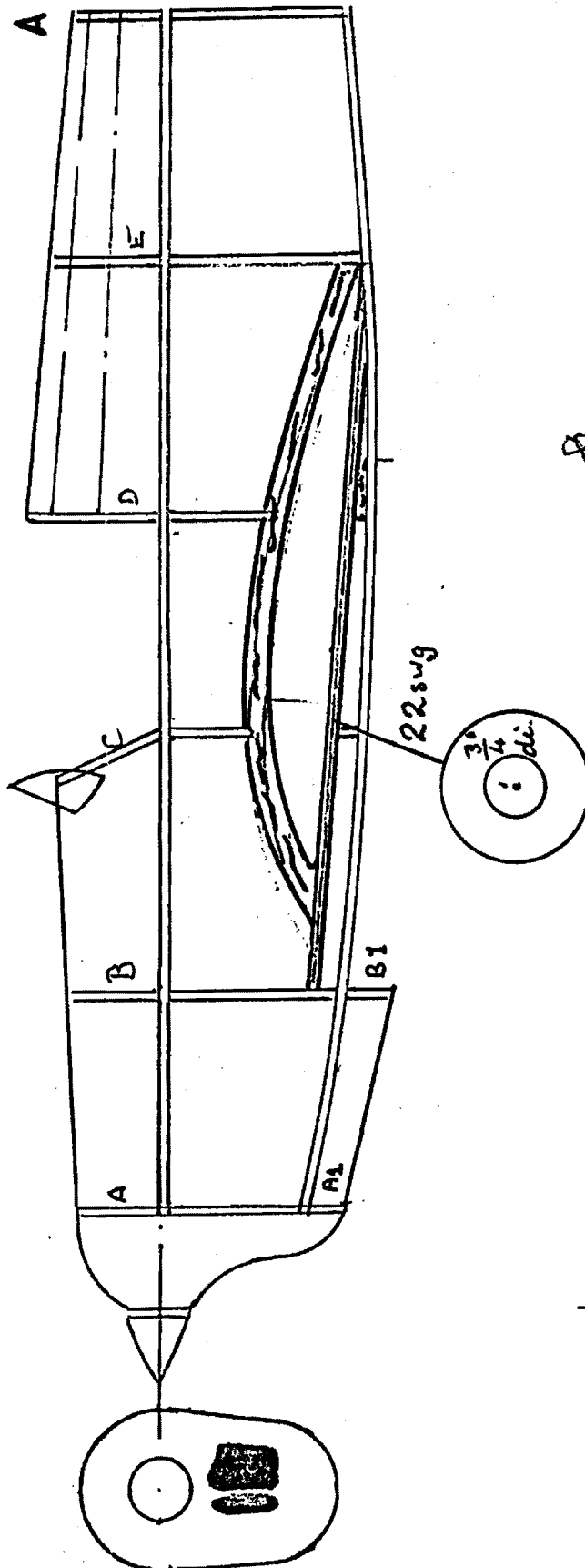
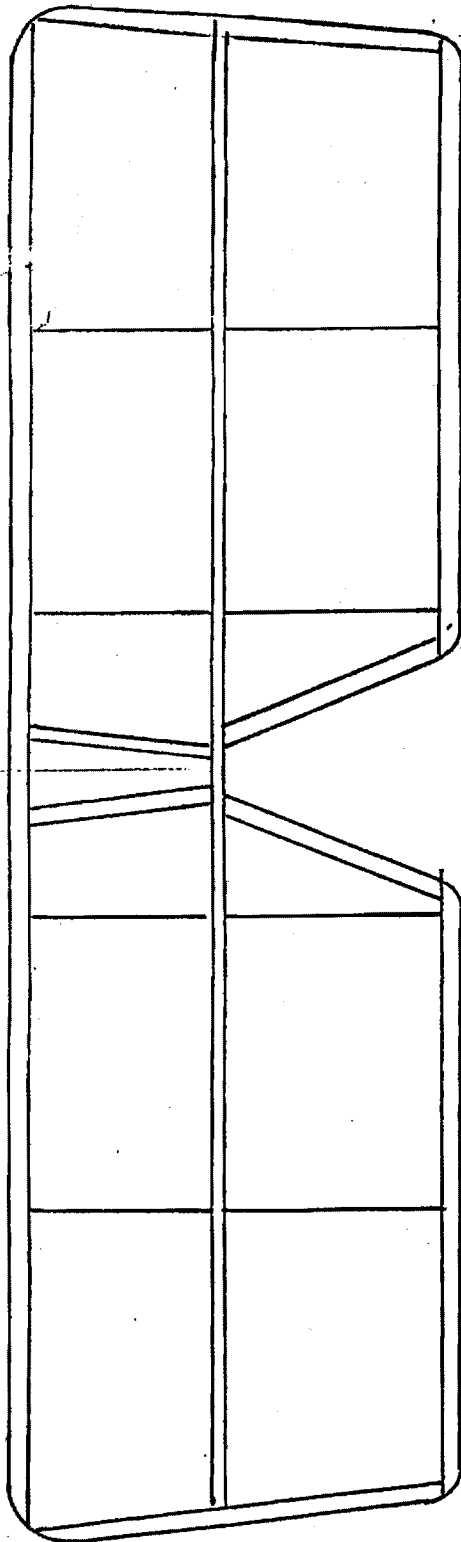
WINNER

AEROL TROPHY RACE

This is one big mass launch for all aircraft that did not qualify for either the Greve or the Thompson races. Last one down is the winner. The Aerol Trophy went to Joe Hurdle flying a Heath Baby Bullet.

THANKS TO ERIC MARSDEN FOR ANOTHER
FINE PLAN.

13.



14:

NO-CAL SCALE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>1st Flt.</u>	<u>2nd Flt.</u>	<u>3rd Flt.</u>	<u>TOTAL</u>
1. Rev. Wm. Anderson	Olds Tailwind	129	273	23	425
2. John Stott	Floyd Bean	77	131	216	424
3. Ken Groves	Fike	208	70	53	331
4. Vic Nippert	Piper L-4	62	72	159	293
5. Phil Cox	Monocoupe 110	70	78	110	258
6. Mark Fineman	XP-69	252	--	--	252
7. Mike Nassise	Dayton Wright	210	25	--	235
8. Dick Kohfield	Waterman Racer	39	69	110	218
9. Ed Novak	Chambermaid	53	70	65	188
10. Jeff Briehl	Pilatus Turboporter	50	65	55	170
11. Bob Thompson	F2-G	45	70	41	156
12. Joe Hurdle	Culver Cadet	51	48	55	154
13. Neal Hudson	Sparka	141	--	--	141
14. Henry Komp	Shinden	67	55	--	122
14. Paul Boyanowski	Curtiss Helldiver	36	45	41	122
15. Dave Stott	Gwinn Aircar	70	14	33	117
16. Bud Carson	Dayton Wright	110	--	--	110
17. Hugh Jones	Piper Cub	40	37	28	105
18. Dave Niedzielski	Gee Bee Z	34	67	--	101
19. Steve Bacom	T-34	30	34	29	93
20. Vic Nippert	Piper Cub	41	39	--	80
21. Dave Niedzielski	BV-141	36	40	--	76
22. Curt Haskell	Shinden	66	--	--	66

EMBRYO ENDURANCE

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Bonus</u>	<u>Total</u>
1. Jim Miller	Jetco	120	120	120	9	369
2. Neal Hudson	Wizard	120	120	120	9	369
3. Richard Miller	Hornet	100	120	120	9	349
4. John Stott	Eaglet III	120	115	102	9	346
5. Steve Bacom	Prairie Bird	120	80	120	9	329
6. Scott Paisley	Checkers	116	75	120	6	317
7. Gerry Paisley	Pumpkin	61	120	120	9	310
8. Dave Stott	Beatle	120	55	120	9	304
9. Tim S. Lavender	Big Blue	120	54	114	9	297
10. Vet Thomas	X-2B	63	120	110	0	293
11. Bill Passarelli	Sun Bird II	96	97	90	9	292
12. Gordon Roberts	Debut 7	55	93	120	9	277
13. Don Campbell	Prairie Bird	70	120	62	5	257
14. Jeff Briehl	Debut	67	120	73	6	256
15. Rev. Wm. Anderson	OK-Too	52	72	120	9	253
16. Mike Escalante	Prairie Bird	120	120	---	9	249
17. Vic Nippert	Cruiser	93	120	---	9	222
18. Harvey Hopkins	Wizard	65	58	88	9	220
19. Tim C. Lavender	Prairie Dog	120	41	58	0	219
20. James Harris	Hornet	54	68	96	0	218
21. Dean McGinnes	Beat George	78	7	120	9	214
22. Dan Briehl	Debut	113	90	---	9	212
22. Stu Weckerly	Nit	60	38	105	9	212
23. Dan Driscoll	Flying Yankee	72	73	66	0	211
24. Roy Courtney	Hornet	56	71	49	9	185
25. Mark Fineman	X-2	53	37	80	9	179
26. Curt Haskell	Hawk	120	49	--	3	177
27. Ed Novak	FAC Cruiser	63	49	59	5	173
28. Bob Leishman	Gringo-3	34	58	58	6	156
29. Walt Liszewski	Indy K	46	52	46	8	152

EMBRYO ENDURANCE

15.

PILOT	AIRCRAFT	1st	2nd	3rd	Bonus	Total
30. Martin Varney	Acro	44	49	48	9	150
31. David Narrance	Prairie Bird	40	48	49	9	146
32. Mike Nassise	Schnozzola	40	37	48	6	131
33. Ross Mayo	Witch Witch	62	51	5	9	127
34. Tim D. Lavender	Mr. Green	114	3	--	9	126
35. Walt Eggert	Original 292	110	--	--	9	119
36. Dirk Kitzmiller	Hornet	39	39	36	9	114
37. Vic Nippert	Eaglet	47	38	--	9	94
38. John Low	Tutor	35	36	4	9	84
39. Dick Shaw	Lone Eaglet	50	--	--	9	69
40. Bob Thompson	Embryo T-T	40	11	6	9	66
41. Phil Cox	Rep Rover	55	--	--	9	64
42. Henry Komp	Prairie Chicken	48	5	--	9	62
43. Stephen Drabick	Hornet	6	--	--	9	15

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ERIE MODEL AIRCRAFT ASSN.
CONTEST CALENDER

Sept. 16..Sunday...21st Annual Midwest Scale Meet at Prangmore Aerodrome
Millfair Rd. Erie, Pa. Time 10:00 am till 5:00 pm.

Events:

1.FAC Scale

2.FAC Peanut

3.Hi-Wing Peanut

4.Embryo

5.Golden Age Scale

6.Comet Kit/Plan Sc.

7.FAC Old Timer

8.WW II

9.Races

10.No-Cal Scale

11.HLG

Contest Director; Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506 (814)833 4985

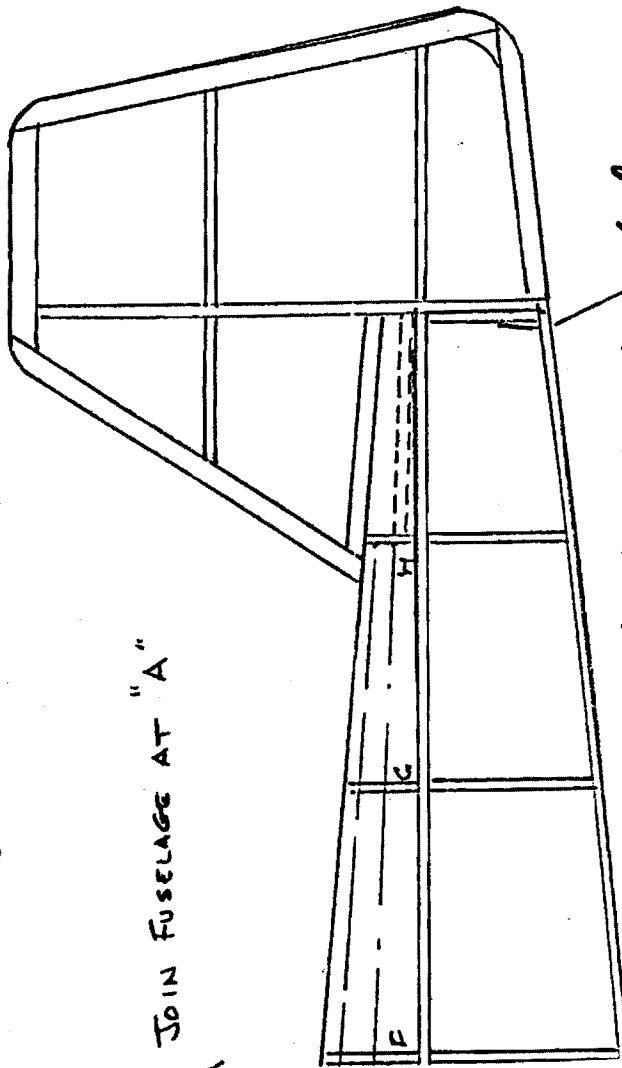
Fairey Junior

Peanut Scute

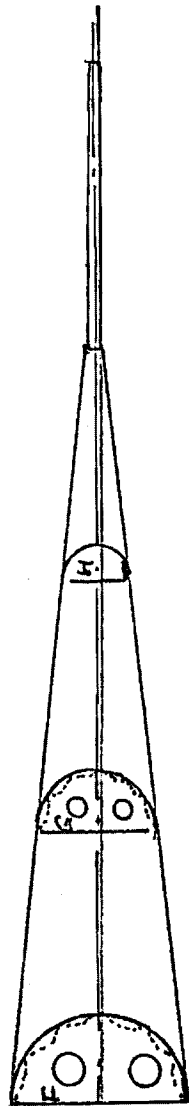
1 of 5
12/83

JOIN FUSELAGE AT "A"

A

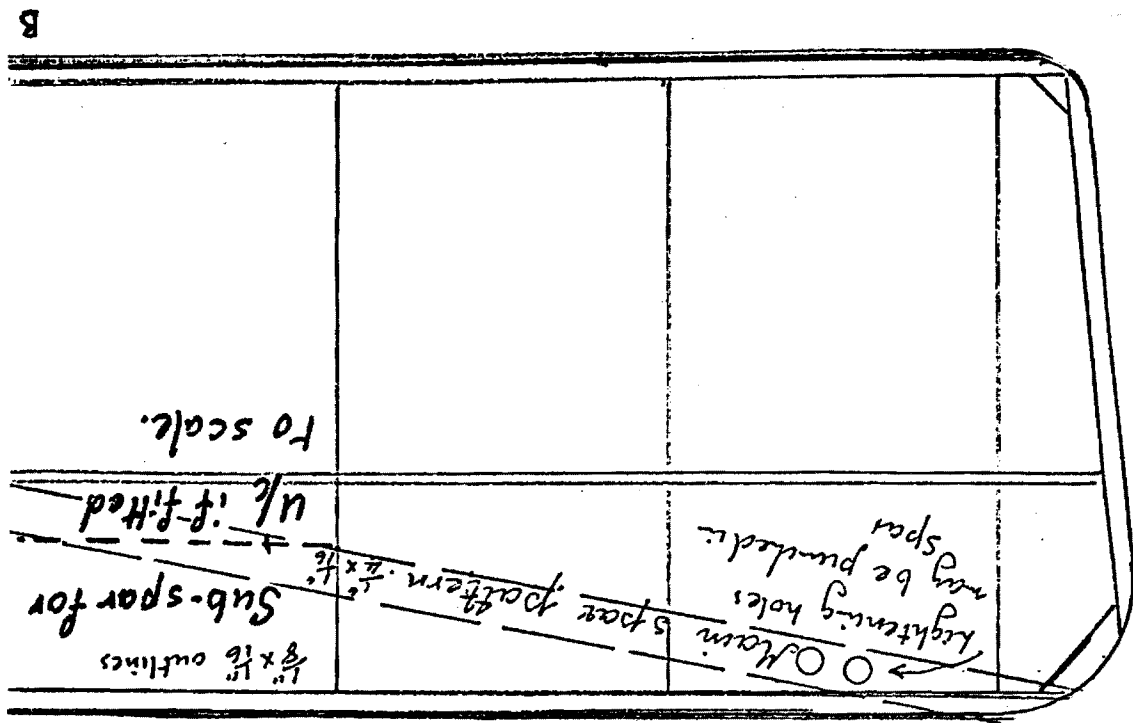


Cover & finish Fu., Tp & Fin, before assembly. Fit Tp loosely when Fin is glued into place, and wedge into position with slivers of soft balsa for adj. during trimming flights. Fix when best setting found.



A

JOIN WING
PAWELS
AT "B"



B

1" x 1/8" outlines
Sub-spar for
1/2" if fitted
To scale.

Lightening holes
Main spar
may be punched in
spar

by Vic Didelot--Contest Director

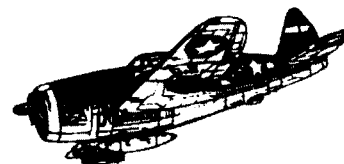
Although formal FAC-NATS activity did not begin until July 13, FAC-GHQ staff was at Geneseo the previous day to distribute contest kits, process late registrants, etc. at the Ontario dorm at SUNY Geneseo. Old acquaintances were renewed and new ones made. Impressions over the following days: Shawn Theiss and his huge CO/2 Stearman - our official "Man of Mirth", Vance Gilbert, and those great models, the Short Bros. biplane and the CANT seaplane, which could and did! The magnificent power models of Eric Dittman - unflappable "Gray Hawk" Al Lawton - the members of the Detroit Cloudbusters headed by Rottensox undt Frau who were always ready and willing to pitch in along with the Clubsters from the Erie Model Aircraft Assn. wherever they might be needed - the two mid-air collisions - the good food sold by the Kiwanians, once we persuaded them to bring it to us! The fine cooperation by the National Warplane Museum staff before and during the meet - Donald Lopez' "Tales of Tiger Flying in China" - the generosity of the manufacturers who supplied the door prizes (over 90) for the banquet - the generally great weather (except for Sunday's brief showers) - the general attitude and camaraderie by all the guys and gals on the field and off - the tireless scale judges on Friday night and the volunteer timers and other "helpers" every day! Thanks, FACers, you made it all worthwhile! Special thanks to all who took the time to express their appreciation in phone calls and letters once the "festivities" were over - you have all made our work seem lighter! See you!!

POSTAL CONTEST

Send your Comet rubber scale models into the ozone, Skysters and send your times in to GHQ. Any times you may get in an official contest are good too, so get in on the action Gumbanders! Enter as many times as you wish with as many models as you wish. Every time you better a particular model's performance send it in to GHQ. The contest runs until October 28, 1990. Entries must be postmarked no later than October 29, 1990. Get those crates in the air!

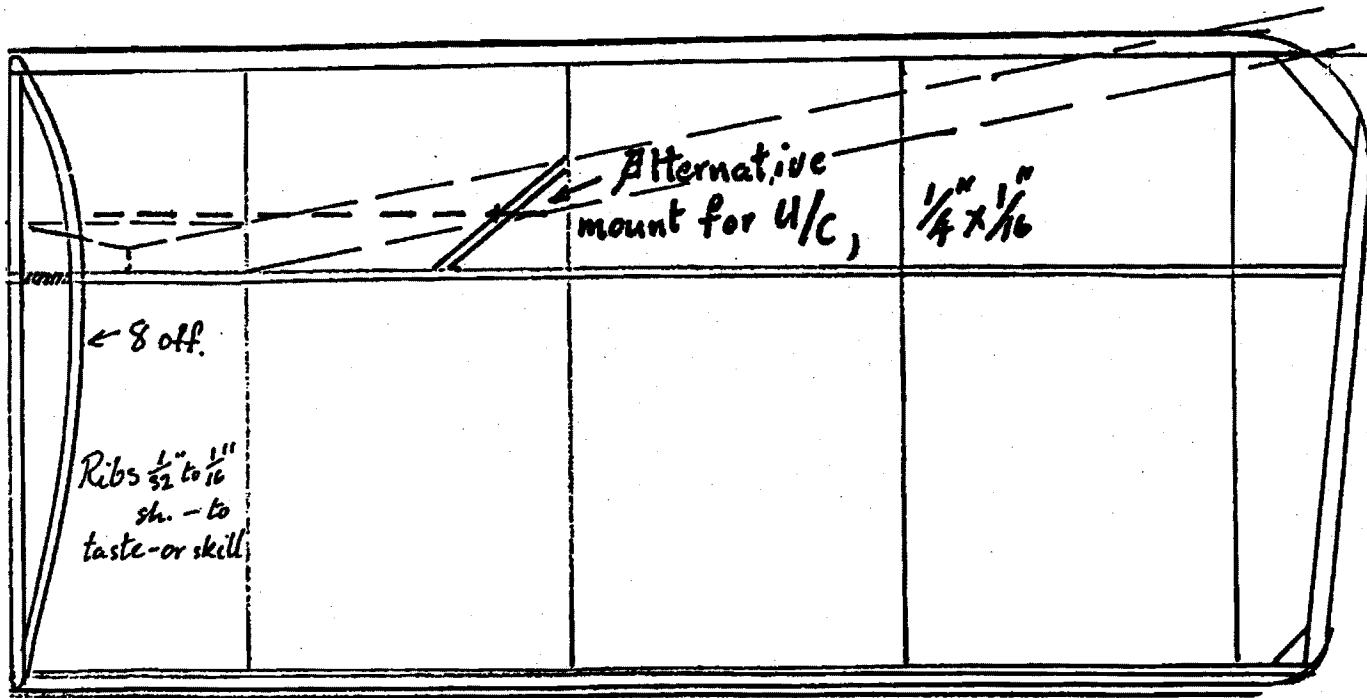
BUILD---FLY---WIN---EFF---AAA---CEEE!!!

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>
1. Mike Nassise	Corben Super Ace	54 sec.
2. Gordon Roberts	Taylorcraft	40 "
3. Dave Livesay	Ercoupe	39 "
4. Dave Stott	Hawker Hurricane	38 "
5. Dave Stott	Aeronca C-3 Floatplane	38 "
6. Walt Leonhardt	Curtiss Robin	31 "
7. Dan Briehl	Taylorcraft	25 "
8. Walt Leonhardt	Douglas Y10-43	20 "



B

18.



B

PHOTO PAGES

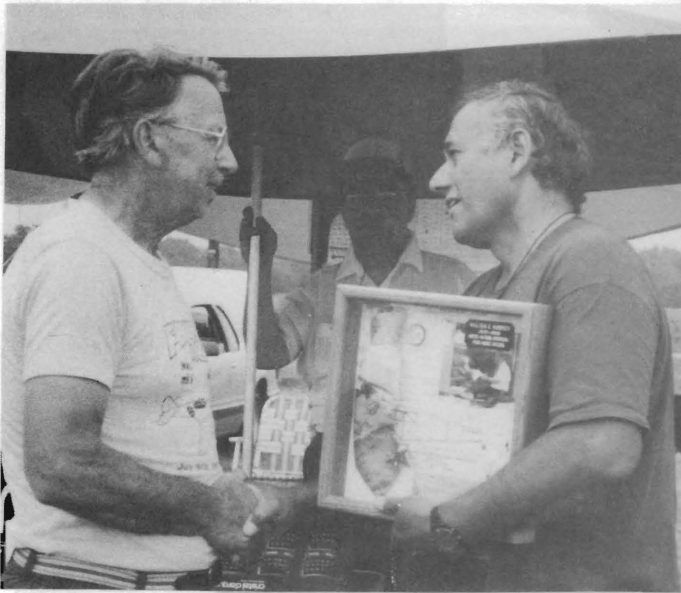
by
Ross Mayo

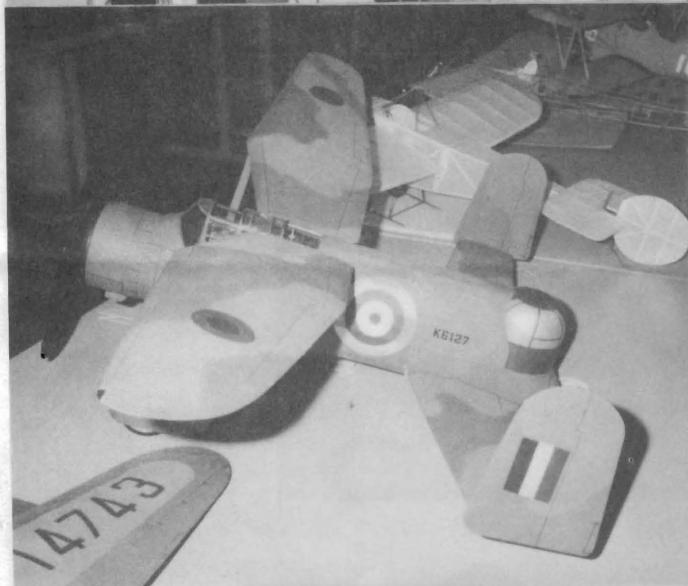
PAGE 19;

- Top left---Fernando Ramos presenting the "Walt Mooney" trophy to Ken Groves For his magnificent model of the Fike "Dream". Ken on the left.
- Top right--The Hughes "Spruce Goose" by Al Lawton. Al removes the tip of the nose and inserts another with prop attached for flying. Flies good!
- Center-----Jack McGillivray receiving the Grand Champion award from Vic Ralph Kuenz looks on.
- Lower left-Art Doten judging Vance Gilbert's Short Bros. #1 biplane. Vance took the Achievement award with this model, outstanding!
- Lower right-Vance holds as Dave Stott winds his Curtiss SBC-3 during a round in the Military Biplane event. Dave flew the last round with a broken strand of rubber but still made a battle out of it.

PAGE 20;

- Top left---Jack Moses holding our beloved flag of the FAC-Nats. Jack had this flag made at his own expense for FAC-Nats Mark II.
- Top right--A neat Chester "Goon" with its creator, Bob Thompson.
- Middle left--Ever see this one modeled before? Good flying Westland F-12 by Joe Barish.
- Middle right-The winner of the first Military Biplane event Don Srull with a great flying Curtiss SBC-3 Helldiver which he built a week before the Nationals!
- Bottom---Beautiful looking and flying model of the CANT Z506-A by Vance Gilbert. This guy was all over the place!





NFFS UNITED STATES OUTDOOR CHAMPIONSHIPS
AMA FREE FLIGHT NATIONAL CHAMPIONSHIPS
NFFS UNITED STATES NOSTALGIA GAS CHAMPIONSHIPS
FLYING ACES OUTDOOR CHAMPIONSHIPS *

*October 18-19, 1990

TIME 8:30 am till 4:00 pm Mid-American Air Center Lawrenceville, Illinois

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Please print

Name _____ AMA No. _____

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City _____ State _____ Zip _____

Entry fee \$15.00 * until September 15, 1990.

After September 15, 1990 the entry fee will be \$20.00.

Mail FAC entry fee directly to Lin Reichel, 3301 Cindy Lane, Erie, Penna. 16506.

Awards through third place, more places if advance entries warrant it.

All contestants must be a member of the AMA or CAAM.

SCHEDULE:

Thursday October 18

Friday October 19

FAC Peanut Scale (no Hi-Wing)

Embryo Endurance

FAC Rubber Scale

Hi-Wing Peanut Scale

World War One mass launch

FAC Jumbo Scale

Greve Race mass launch

World War Two mass launch

Golden Age Scale

Thompson Race mass launch

FAC Old Time Rubber

FAC Old Time Rubber

Saturday October 20

JS AMA Peanut Scale

Open AMA Peanut Scale

All events on Thursday and Friday will be flown according to FAC rules. Saturday's events will be flown according to AMA rules.

Mass launch times are as follows; World War One will be at 1:00 pm, and the Greve Race will be at 2:30 pm on Thursday. World War Two will be at 1:00 pm and the Thompson Race will be at 2:30 pm on Friday.

We will have two flights in FAC OldTime Rubber on both Thursday and Friday and the best three of your four flights will be totaled for your score.

Qualifying flights must be made by 1:00 pm each day. Models must be presented for scale judging before noon each day.

We may add the Shell Speed Dash and the Aerol Trophy Race, depending on how many race planes are entered.

It will help in our planning if you will indicate with an "X" which events you plan on entering. This is not a commitment on your part. This is only to help us plan on what we should be prepared for.

FAC Peanut Scale _____

Embryo Endurance _____

FAC Rubber Scale _____

Hi-Wing Peanut Scale _____

World War One _____

FAC Jumbo Scale _____

Greve Race _____

World War Two _____

Golden Age Scale _____

Thompson Trophy Race _____

FAC Old Time Rubber _____

AMA Peanut Scale _____

This field is HUGE! Three thousand acres of nothing but FLAT!

Make plans now to be there and have another GREAT TIME!

* This entry fee covers the FAC events only, you may fly all FAC events for the one fee.