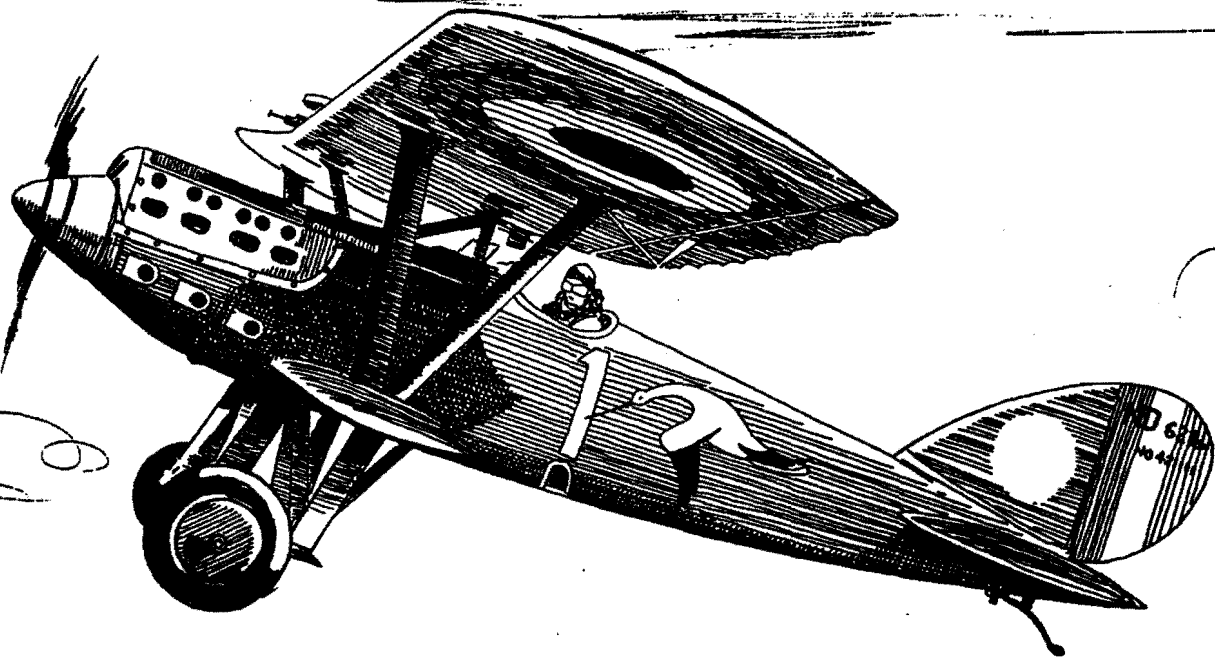


FLYING ACES

ISSUE #146-72
July/Aug. 1992

Club News



FLYING ACES NATS. Mk. VIII COVERAGE

NEWS ON THE WING!

Do you like our cover on this issue? It was drawn by Tom Butler. It goes nicely with this issue as we have a plan by Pres Bruning of that very same aircraft, the Nieuport-Delage. I think one compliments the other.

Did you attend the FAC Nats. Mk. VIII? If you didn't, then you missed another great time. We had 139 contestants entered (a new record), 523 models entered, 248 models judged and there were 1,380 official flights logged, (also a record). Everything seemed to go off nicely with only a few glitches here and there and they were relatively minor. Everyone at the University and at the National Warplane Museum were very cordial and co-operative for which we give them a very heartfelt THANK YOU.

The banquet on Saturday evening was very well attended, probably another record, and the food was also very good. Mr Cole Palen from the Old Rhinebeck Aerodrome was our guest speaker and he was very interesting, to say the least. He told of how he happened to acquire the aircraft he has at the aerodrome and then told of some of his experiences there. All very interesting and the evening went much too fast.

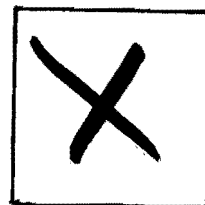
Several awards were handed out. Among them were the Distinguished Service Medals that went to Sandra Peck, Dave Diels, John Low, Ed Novak, Dave Livesay, Paul Boyanowski and Dave Niedzielski. The DSM's are given for that little extra effort that helps to keep this organization going, we thank them again! Blue Max Medals were awarded to the following for achieving sixteen victories in FAC competition, Paul Boyanowski, Steve Bacom, Don DeLoach, Charlie Schobloher, Bob Leishman, Phil Barlow, John Tudor, Dave Livesay, Carl Loehle and Wayne Trivin. Congratulations to you all and welcome to the "Order of the Pour leMerite".

The special awards for models went to the following Skysters, the Walt Mooney trophy went to Paul Boyanowski for his outstanding Peanut model of the Fokker F-32. The Earl Stahl trophy was awarded to Dave Stott for his model of the Standard J-1, an outstanding model. Dave also won this award at the last FAC Nats. for his Bristol Brandon. Dave Rees was given the achievement award for his model of the A-10 Warthog powered by twin electric ducted fans. This model recorded a 73 second flight! The Cheetwell Cup had turned up at the contest, who knows where it was all these years, and it was awarded to our very own "Padre", Bill Anderson. The "Padre" was given this award for "cheating well". And of course Don Snull was once again crowned "Grand Champion". This makes it six times that Don has been Grand Champ out of the 8 FAC Nats. that have been held. Congratulations to all of the above and a very BIG THANK YOU to all who participated.

I have to thank the following also because without them I don't know what we'd do. They are Juanita Reichel, Shirley Kuenz and Gina Boyanowski who worked so diligently at the registration table. The Contest Directors Ed Novak, Dave Livesay and Vic Didelot all done an outstanding job and I thank them. There are many more deserving of thanks but to name them all would take up the whole newsletter but I do want to give a special thanks to Roy Biddle and Tom Waddington for their efforts.

I want to thank the Detroit Cloudbusters for the beautiful desk name plate that was presented to me by Don Campbell which was made by Paul Boyanowski. It was really appreciated and sets on my desk right now.

If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$9.00 per year in the United States and Canada. Overseas cost is \$12.00. Six issues published every other month. This is your last issue under your old membership. Make checks payable to Flying Aces, send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



When reviewing the contest results please take note that the first five places in each event are the order of finish. After that they are listed in the order that they were on the score board. The scores are scattered throughout the issue as to save space which is becoming sort of a problem lately, albeit a good problem to have. Keep all that good stuff coming in to GHQ, Clubsters. 3.

I have expanded the GHQ staff by creating a "Kanone Keeper". My new adjutant is Roy Courtney, 50 Woodside Dr., Elma, NY 14059. From now on all contest results should be mailed directly to Roy. This will releive us of a little work here at GHQ.

The souvenir plan from this FAC Nats was drawn by John Low and it is of the Fairchild PT-19. A very well done piece of Drafting! If you weren't at the Nats you can purchase one of these drawings for just five dollars, postpaid. Oh yes, the plan is drawn in 3/4" to 1' scale which comes out to almost 24" span. We also have some plans left from the Nats from 1990 of the Waco "D" done by Pres Bruning. This one is also in 3/4 scale with a span about 23 inches. This one is also five dollars postpaid. To order these plans just send your money to GHQ.

In the last issue we had some rule clarifications. Well, we made a ruling on the sesqui-planes too hastily. We would like to retract what we said and make this clear right now. Henceforth sesquiplanes will get the full biplane bonus points of 15. They do have considerable drag from the lower wing and then you have to consider what happens to almost all of the Nieuports from World War One.

The Flying Aces Plan Packet #1 is still available from GHQ for \$8.00 plus \$2.00 for postage. \$2.00 sent to GHQ will also get you a set of the FAC Rules. A S.A.S.E. will get you a list of all of the squadrons, which now stands at 31! There may be one close to you. Back to the Plan Packet, it contains 16 sheets (11X17) for 10 plans from the early issues of the newsletter, some go back nearly 25 years, so you probably don't have them. Plan Packet #2 will be ready sometime around the end of November. Thanks to all who have purchased packet #1.

There has been some question as to the eligibility of the D4Y1 Judy for the Battle of Midway event. As stated in the Profile publication #241, there were two Judys flying off of the Japanese carrier Soryu in the reconasonce role. That makes them OK with GHQ.

We will have a complete list of FAC Nats prize donors in the next issue, just no space here.

An FAC Squadron is being formed in the Washington state area. If you are interested in joining this squadron please contact Lyn May, 319 Park Place, Everett, Wa. 98203.

Have you noticed in the recent issues of Model Builder magazine that they are advertising for original plans! Great! It sure would be nice to have another magazine offering something else besides all that RC stuff all the time. Phil Bernhardt's editorial column says he will send a guidline for plans and articles to anyone who is interested. Can you imagine another magazine to go along with our kind of modeling! Sounds too good to be true! While we are on this subject we would like to thank Bob Hunt and Flying Models magazine for their continued support and coverage of rubber powered modeling. There certainly is a need.

It would seem that the FAC has made the BIG TIME. The FAC Nats Mk VIII was covered in the Rochester, NY Democrat & Chronicle newspaper, as usual, but this time they sent it out on the Associated Press Wire and it appeared in several newspapers around the country. Among them were the Dayton, Ohio Daily News, Rockford, Ill. Register-Star, the San Diego, Ca. CA Union Tribune and the San Francisco, Ca. Chronicle. Thanks to all of you who sent in the clippings to GHQ. Are there any others out there?

Are going to attend the FAC Outdoor Champs in Muncie, Ind. over the Labor Day weekend? If you want to have some fun plan on being there. It should be a smaller version of the FAC Nats but still a great time. See flyer on last page.

BUILD--FLY--WIN--EFF--AAA--CEEEEE!!!!

Lt. Col. Lin Reichel....CinC-FAC

ALL FLYING SURFACE TIPS ARE LAMINATED FROM 3 STRIPS OF $\frac{1}{8}$ " x $\frac{1}{16}$ "

HARD Balsa CARBANE STRUTS

WHITE PAPER (PAPER) LANDING SURFACES ONLY

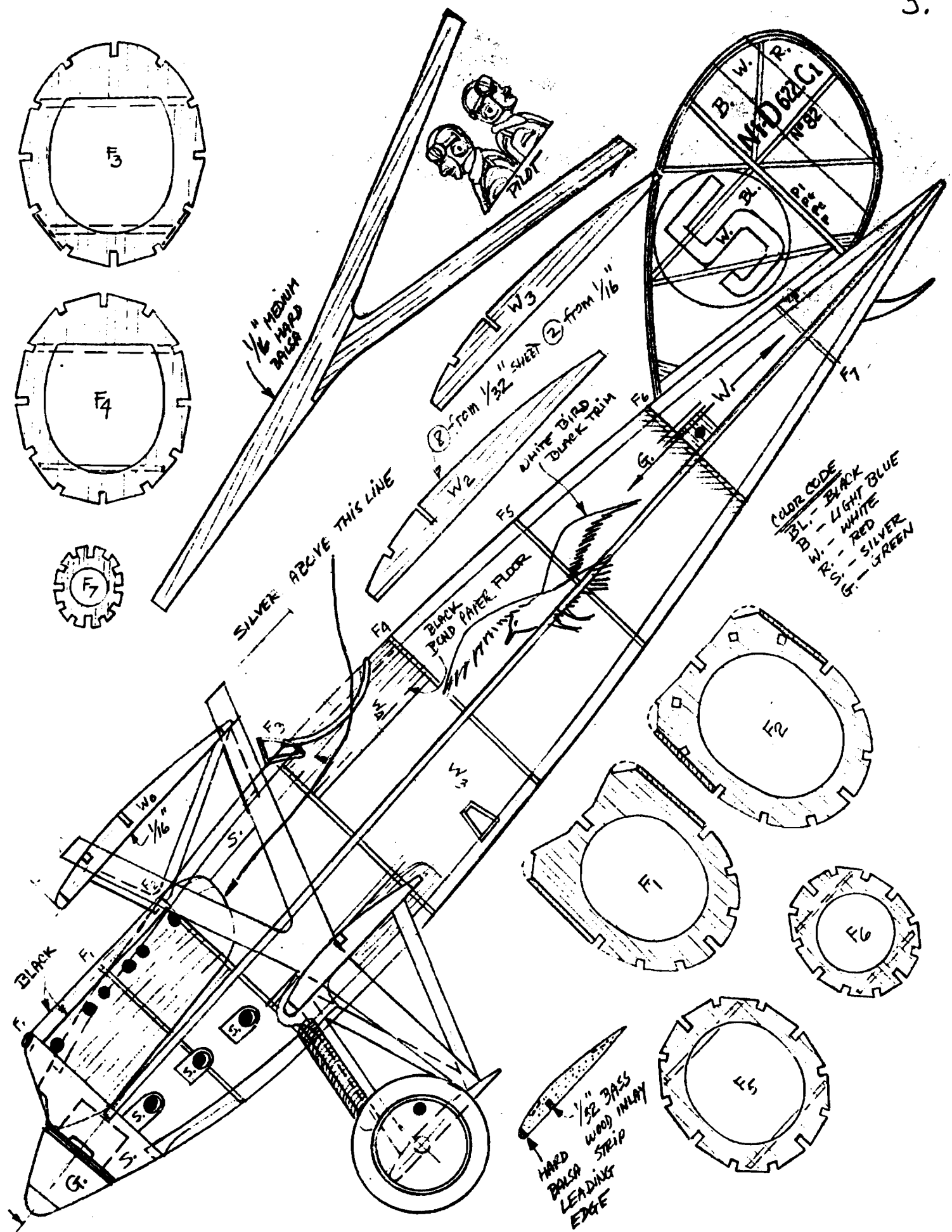
NIEUPORT-DELAGE

REF. FLYING-REVIEW

BY PRES BRUNING

1.) SEPT. 1963, P. 33.

2.) AIR ENTHUSIAST QUARTERLY #3 P. 85



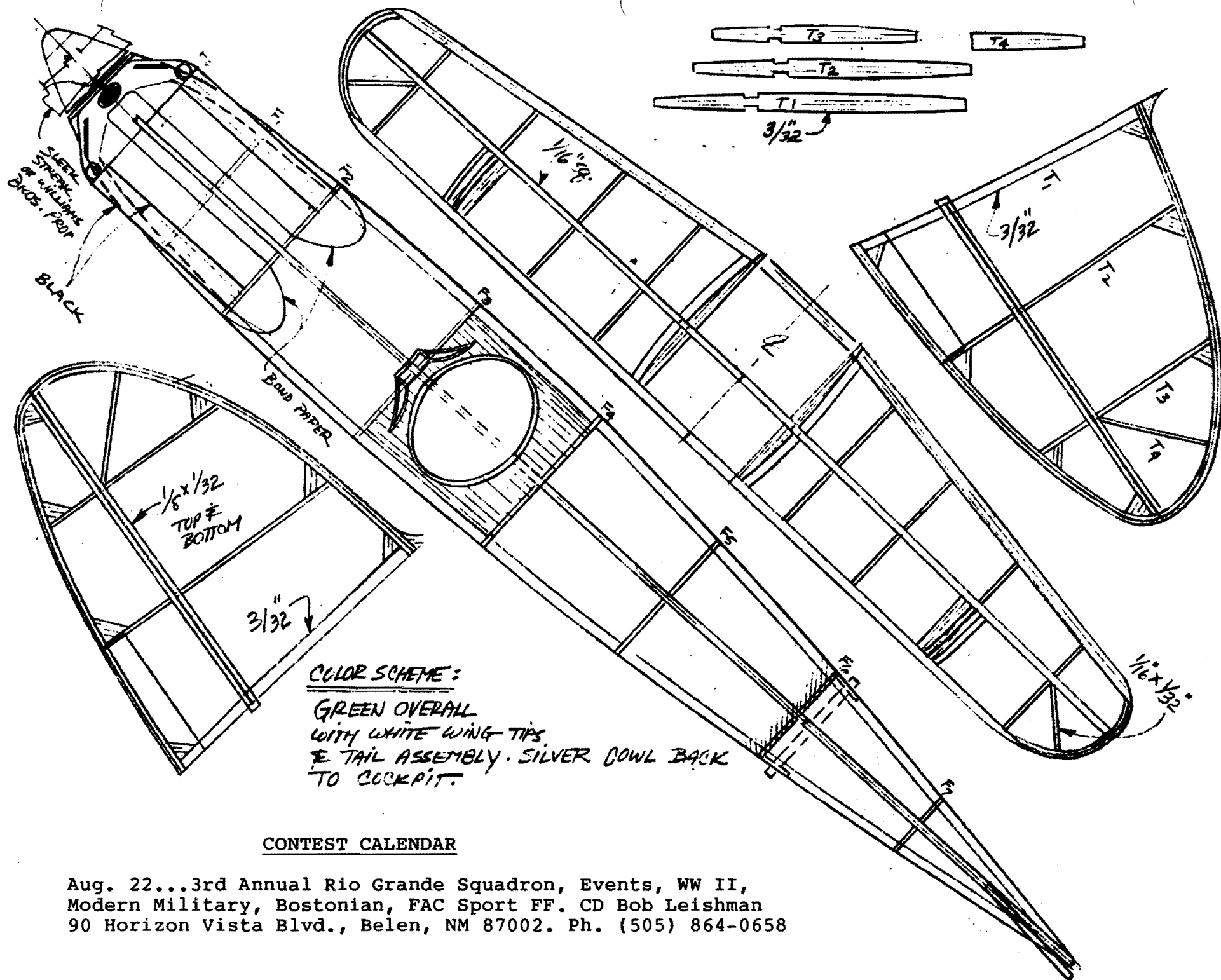
6.

FAC SCALE SCALE BONUS FLIG TOTAL

DON SRULL	LIPPISCH P-13	53	35	82.5	170.5
VANCE GILBERT	BOEING 80A	59	25	71.5	155.5
PRES BRUNING	BREGUET 693	57	25	67	149
DAVE REES	COLIBRI	57	10	82	149
STEVE BACOM	JODEL D9	58	10	80.75	148.75
FRANK ROWSOME	JUDY	53	10	79.75	142.75
TOM SANDOR	RYAN PT-22	53	10	75.25	138.25
MIKE MIDKIFF	BRANDENBURG	51.5	25	59	135.5
JACK MC GILLIVRAY	SE5 REPPLICA	62	15	60.5	137.5
STU WECKERLY	FOUND SEAPLANE	54	15	71	140
ROSS MAYO	CESSNA CR3	51	5	47	1103
JACK MOSES	TA152	--	0	71.5	71.5
DAVE STOTT	CURTISS SEAPLANE	5720	51	128	
JERRY PAISLEY	CESSNA	52	0	63	115
GORDON ROBERTS	WACO SRE	49.5	15	52	116.5
PAUL HELMAN	GADFLY	38	10	82.5	130.5
TERRY PITTMAN	HELLCAT	47	10	69.5	126.5
MARK FINEMAN	KI-84	56.5	10	61	127.5
PAUL STOTT	FIAT G-55	58	10	35	103
ED NOVAK	PEGNA PC-1	46	20	24	90
TERRY PITTMAN	P47	48	10	53	111
JIM MILLER	WET WOT	52	30	45	127
BILL ANDERSON	WITTMAN O-O	52	0	50	102
DOUG BUCHANAN	HL2	36	3	37	76
DAVID FRANKS	FIAT G55	46.5	10	38	94.5
DICK DUNMIRE	MIG 3	48	10	54	112
GEORGE MEYERS	ARADO 96	52	10	66.5	128.5
DAVE REES	CANT	50	35	56	141
MARK FINEMAN	F82B	50.5	30	42	122.5
PAUL STOTT	LAIRD LCDE	55	15	50	120
BOB ANDERSON	SMOOTHIE	51	5	26	82
DAVE VANDERLINDE	STENAL VII	58	0	76	134
DON CAMPBELL	WACO C-7	46	15	30	91
TIM LAVENDER	XP-55 ASCENDER	56.5	20	42	118.5
ROY COURTNEY	JUDY	48.5	10	46	104.5
MIKE ZAND	BELLANCA TRIMOTOR	48.5	35	33	116.5
MIKE ZAND	SUSY	52	10	47	109
CHRIS STARLEAF	MIG 3	48	10	40	98
DAVE STOTT	A'NEC III	55	15	78.5	148.5
BOB THOMPSON	POLIKOR PAV BR2	56	15	45	116
BOB THOMPSON	WACO E	59.5	15	60	134.5
TOM HALLMAN	MIG 3	52	10	68.5	130.5
CHARLES HILL	DE HAVILLAND	51	15	29	95
VIC NIPPERT	PIETENPOL AIR CAMPER	48	3	62	113
JOHN HOUCK	REARWIN SPEEDSTER	37	0	75.25	112.25
JOHN HOUCK	JUNKERS J-1	54	15	36	105
PAUL HELMAN	CLA-3	42	3	45	90
ROY COURTNEY	DH-6	41	15	60	116
OSCAR SMITH	TAYLORCRAFT	44	0	76.25	120.25
MIKE NASSISE	FARMAN 400	44	--	59	103
JOE JOSEPH	BD-4	40	0	50	90
DICK DUNMIRE	MOYNET 360	56	15	42	118
JACK NOLL	P-47D	50	10	23	83
JERRY PAISLEY	BREWSTER BUFFALO	53	5	55	113
TIM LAVENDER	CAUDRON	52	10	49	111
OSCAR SMITH	DH MOTH	44	15	40	99
SCOTT PAISLEY	FOKKER D VIII	46	15	52	113
CHRIS STARLEAF	CHAMBERMAID	53	5	45	103
TOM HALLMAN	NICKOLAS-BEAZLEY NB3	57	10	81.75	148.75

GOLDEN AGE SCALE FLT.1 FLT.2 FLT.3 TOTAL

DAVE REES	TRAVELAIR	120	120	120	360
DON SRULL	STINSON	120	120	120	360
TOM NALLEN II	HALTON MINUS	120	111	120	351
STU WECKERLY	STOUT 2AT	120	105	115	340
JACK MC GILLIVRAY	CESSNA C1-38	99	81	120	300
CHUCK SCHOBLOHER	CESSNA C-37	47	50	23	120
TOM HALLMAN	GADFLY	119	68	95	282
DAVID VANDERLINDE	STEMAL VII	120	78	61	259
PADRE ANDERSON	BELLANCA AIRBUS	52	42	56	150
RAY EDGEComb	FAIRCHILD	45	51		96
VIC NIPPERT	CESSNA C-34	42	58	41	141
PAUL HELMAN	STINSON JR.	36	57	64.9	157
DAN KRANIS	CESSNA C-34	80	80	46	206
DAVE STOTT	BREQUET	44	44	44	132
RAY EDGEComb	FAIRCHILD	46			46
TOM HALLMAN	NICHOLAS BEAZLEY	80	74	70	224
CLAUDE POWELL	RYAN M-1	42	41	38	121
PAUL HELMAN	GADFLY	44	41	45	130
CHARLES HILL	FOKKER FII	41			41
GEORGE LEWIS	VELIE MONOCOUPÉ	52	51	54	157
PHIL COX	CESSNA AW	51	54	1105	
DAVE NIEDZIELSKI	REARWIN	93	71	89	253
CHRIS STARLEAF	MONOCOUPÉ	13	46		59
CHRIS STARLEAF	HELLDIVER	23	54	26	103
TERRY PITTMAN	SKYFARER	36			36
JOHN LOW	WACO SRE	21	21	21	63
HENRY KOMP	CESSNA	33			33
GEORGE LEWIS	PIPER	42	59	32	133
DON CAMPBELL	CURTISS XF6C6	54	30	61	145
JOHN STOTT	FARMAN 400	43	54	36	133
ROSS MAYO	TAYLORCRAFT	40	32	53	125
MARK FINEMAN	STINSON 105	67	87	66	220
JOHN HOUCK	REARWIN SPEEDSTER	95	82	75	252
MIKE NASSISE	CESSNA AW	36	41	45	122
PAUL STOTT	SPARTAN CABIN	43	31		74
DOUG BUCHANAN	ALLIED SPORT	56	54	52	162
DICK SHAW	CORBEN SUPER ACE	64	51	49	164
CHARLES HILL	DH GYPSY MOTH	27	27	26	80
RED BOYLES	ELIAS AIRCOUPE	98	48	54	200
OSCAR SMITH	CUB J-3	69	72	64	205
OSCAR SMITH	TAYLORCRAFT	59	56	87	202
HARVEY HOPKINS	CESSNA AIRMMASTER	60	66	59	185
GORDON ROBERTS	REARWIN SPEEDSTER	62	57	40	159
PETE WALLACE	CUB J-3	43	47	47	137
MIKE ZAND	TAYLORCRAFT	53	35	43	131
TIM LAVENDER	CESSNA C-34	74	73		147
BOB THOMPSON	CESSNA C-37	84	57	60	201
JET		S	B	F	T
		C	O	L	O
		A	N	I	T
		L	U	G	A
		E	S	H	L
				T	
DON SRULL	MIG 15	55	5	76.25	136.25
PAUL BOYANOWSKI	D.H. VAMPIRE	54	5	58	117
DAVE NIEDZIELSKI	MIG 15	40	5	58	103
DENNIS NORMAN	B52	45	9	45	99
JACK NOLL	MIG 15	49	5	25	79



CONTEST CALENDAR

Aug. 22...3rd Annual Rio Grande Squadron, Events, WW II,
 Modern Military, Bostonian, FAC Sport FF. CD Bob Leishman
 90 Horizon Vista Blvd., Belen, NM 87002. Ph. (505) 864-0658

FAC OLD TIME RUBBER		FLT.1	FLT.2	FLT.3	TOTAL
BILL PASSARELLI	F. A. GULL	120	120	120	360
PAUL STOTT	F. A. SNOOKY	120	120	120	360
JERRY PAISLEY	SPARKY	112	120	120	352
BOB LUNDBERG	PACIFIC ACE	107	85	59	151
STEVE BACOM	SPARKY	120	120	120	360
PADRE ANDERSON	COMET FURY	120	120		240
PADRE ANDERSON	KORDA VICTORY	120	83		203
HAL LORIMER	CONVERTABLE	120	120		240
HAL LORIMER	ORB KORDA	120	120	120	360
VIC NIPPERT	KORDA VICTORY	120	120	120	360
MARK HOUCK	F. A. MOTH	120	115	120	355
JOHN HOUCK	HI-CLIMBER	113	96		209
DICK MOORE	MISS CANADA SR.	120	120	96	336
DICK MOORE	HI-CLIMBER	92	116		208
DAN KRANIS	HI-CLIMBER	120	120	75	315
GORDON ROBERTS	F. A. MOTH	102	120	67	289
MARK FINEMAN	BLACK BULLET	110	78	72	260
STU WECKERLY	KORDA VICTORY	93			93
SCOTT PAISLEY	F. A. MOTH	120	120	120	360
BOB THOMPSON	OLD RELIABLE	66	67	42	175
MIKE ZAND	JABBERWOCK	39	32		71
JOHN STOTT	NORSEMAN	85	55		140
CHUCK SCHOBLOHER	JABBERWOCK	99			99
RICH BALCKHAM	CABINAIRE	65			65
MIKE BURNS	LANZO	120			120
MIKE NASSISE	F. A. MOTH	59	77	79	215
ERIC CLUTTON	PACIFIC ACE	41			41
DAVID SEATH	CONVERTABLE	68	120	96	284
PHIL COX	PHANTOM FURY	80			80
DICK SHAW	F. A. GULL	104	120	107	331
MIKE CERVIONE	A. T. TRAINER	66	52	64	182
BILL DIETZ	ORIGINAL CANARD	62	75	120	257
ROSS MAYO	F. A. MOTH	65	54	72	191
DON CAMPBELL	PACIFIC ACE	110	101	66	277
MARTY SCHINDLER	CLASSY CABIN	34			34
HENRY LE LONG	CONVERTABLE	87	82		169
JIM ANDERSON	LANZO CABIN	120	120		240
VIC NIPPERT	ALBATROSS	120	120		240
HARVEY PASTEL	PACIFIC ACE	21			21
JACK BARKER	JIMMY ALLEN	25			25
JOE LE LONG	CONVERTABLE	48			48

FLYOFF

BILL PASSARELLI	F. A. GULL	150	180	138	
HAL LORIMER	ORB KORDA	150	180	124	
VIC NIPPERT	KORDA VICTORY	150	144		
STEVE BACOM	SPARKY	122			
PAUL STOTT	F. A. SNOOKY	111			

PIONEER

SCALE

		S	B	F	T
		C	O	L	O
		A	N	I	T
		L	U	H	A
		E	S	G	L
				T	
DON SRULL	VOISIN HYDRO	57	40	82.5	179.5
DAVE NIEDZIELSKI	VOISIN HYDRO	42	50	57	139
TOM NALLEN II	BLERIOT	52	5	69.5	126.5
JIM MILLER	S..D. 14 BIS	47	25	49	121
PAUL BOYANOWSKI	ALBATROS DOPPEL DECKER	59	15	25	99
PAUL HELMAN	CESSNA 1911	52	5	30	87

NO-CAL	SCALE	FLT.1	FLT.2	FLT.3	TOTAL
PADRE ANDERSON	WITTMAN TAILWIND	7:59	--	--	479
MICK NALLEN	VAGABOND	197	75	139	411
PHIL COX	MONOCOUE	6:10	--	--	370
STEVE BACOM	CITABRIA	140	79	150	360
PAUL HELMAN	CLA3	98	114	115	327
VET THOMAS	FARMAN	41	65	81	187
JACK BARKER	J-3 CUB	58	37	72	167
JIM MILLER	AV1-205	43	65	88	196
DAVE STOTT	G. AIRCAR	20	29	--	49
MARK FINEMAN	XP-69	112	137	69	318
MARK FINEMAN	SOIJK-RPV	32	77	121	230
HENRY KOMP	SHINDEN	99	71	--	170
VIC NIPPERT	PIPER J-3	75	62	65	200
DON CAMPBELL	ZERO	62	89	65	216
CLAUDE POWELL	ORD-HUME	92	49	46	187
DAVE STOTT	NIEUPOORT-DELAJE	39	27	28	94
JOHN STOTT	FLOYD BEAN	49	82	113	244
BOB THOMPSON	TBF	45	29	58	132
BOB THOMPSON	F-2G	58	73	49	180
GEORGE LEWIS	GOSLING	62	122	133	322
PETE KEARNEY	FIKE	144	--	--	144

PRES BRUNING SCALE

SCALE BONUS FLIGHTTOTAL

DON SRULL	PWS-11	55	3	79.25	137.25
PAUL BOYANOWSKI	CURTISS S8C-3	50	15	43	108
GORDON ROBERTS	FAIREY FANTOME	43	15	34	92
DAVE STOTT	CURTISS OC-2	46	15	27	88
HENRY KOMP	PREST BABY	50	3	34	87
BOB THOMPSON	PZL-P23	36	10	40	86
DAVE NIEDZIELSKI	CURTISS SEAGULL	45	5	24	74

JUMBO SCALE

SCALE BONUS FLIGHTTOTAL

AL LAWTON	SPRUCE GOOSE	52	31	70.5	153.5
TOM HALLMAN	GADFLY	59	10	81.5	150.5
JACK MC GILLIVRAY	CURTISS RIED RAMBLER	53	15	80	148
VANCE GILBERT	VICKER 432	52	30	63.5	145.5
MIKE MIDKIFF	PE-2	54	30	61	145
DAVE SEATH	WILEY POST BIPE	51	15	43	109
DAVE NIEDZIELSKI	ARADO 240	43	25	42	110
ED NOVAK	ANT-25	47	10	27	84
GEORGE LEWIS	CURTISS ROBIN	50	0	63	113
TOM NALLEN I	HALTON "MINUS"	55	3	65	123
OSCAR SMITH	J-3 CUB	45	0	72	117
VANCE GILBERT	CANT 506	60	35	47	142
PAUL HELMAN	DOUGLAS MAILPLANE	52	15	28	95
LEON BENNETT	DE HAV. HUMMINGBIRD	32	10	59	101
CHARLIE HILL	FOKKER F-III	50	0	50	100
STU WECKERLY	FOUND SEAPLANE	47	15	81.5	143.5
DAVE REES	PORTERFIELD COLLEGIATE	60	0	82.5	142.5
DAVE REES	PIPER CUB COUPE J-4	53	0	82.5	135.5
DAVE STOTT	STANDARD J-1	61.5	15	48	124.5
DAVE STOTT	CURTISS R-4	56.5	15	42	113.5
HAL LORIMER	CRANWELL CLA-3	50	3	82.5	135.5
MIKE MIDKIFF	DH-9	59	15	58	132
PAUL BOYANOWSKI	LOCKHEED VEGA	55	0	47	102
HAL LORIMER	JODEL	8	10	77.5	95.5
MIKE ZAND	UDET	45	15	33	90
JACK MOSES	P-39	53	10	57	120
VET THOMAS	SV4C STAMPE	46	15	58	119
DOUG BUCHANAN	VAGABOND	41	0	75	116
M. FINEMAN	CURTISS P-40	50	10	57	117
M. FINEMAN	S.M. 92	52	25	56	

CONTEST CALENDAR

Sept. 5-6-7...Mosquito Squadron FAC Contest. Events, Peanut, Embryo, Jumbo, FAC Scale, FAC OT Rubber, WW II, FAC Power Scale, No-Cal, Golden Age Scale.
CD Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119.

* * Rubber Prop Design *
Mumbo Jumbo #51 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder a curious omission in this formula driven world: why is there no respected means of calculating the dimensions of rubber props?

Even as you cry, "A pox on all such formulae! Who needs it?"; let us reassure you - we shall introduce none at this time. Not that such are lacking. Indeed, the ancient tomes of Grant and Zaic were crowded with hopeful computations. Yet prop formulas are no longer popular or even creditable. Something terrible has happened to the breed. What?

One never-solved problem has to do with the speed of our models. All prop computations require a sense of speed. Indeed, pitch has meaning only relative to some baseline velocity, for a pitch value experienced as stalling when at a walking speed may not be sufficient to bite air, should the model move quickly enough.

There are methods of approximating speed using such easily obtained factors as wing area and weight. Fine, but the catch is that in the initial power burst, downthrust is also a key factor and there is no simple way of accounting for downthrust effects.

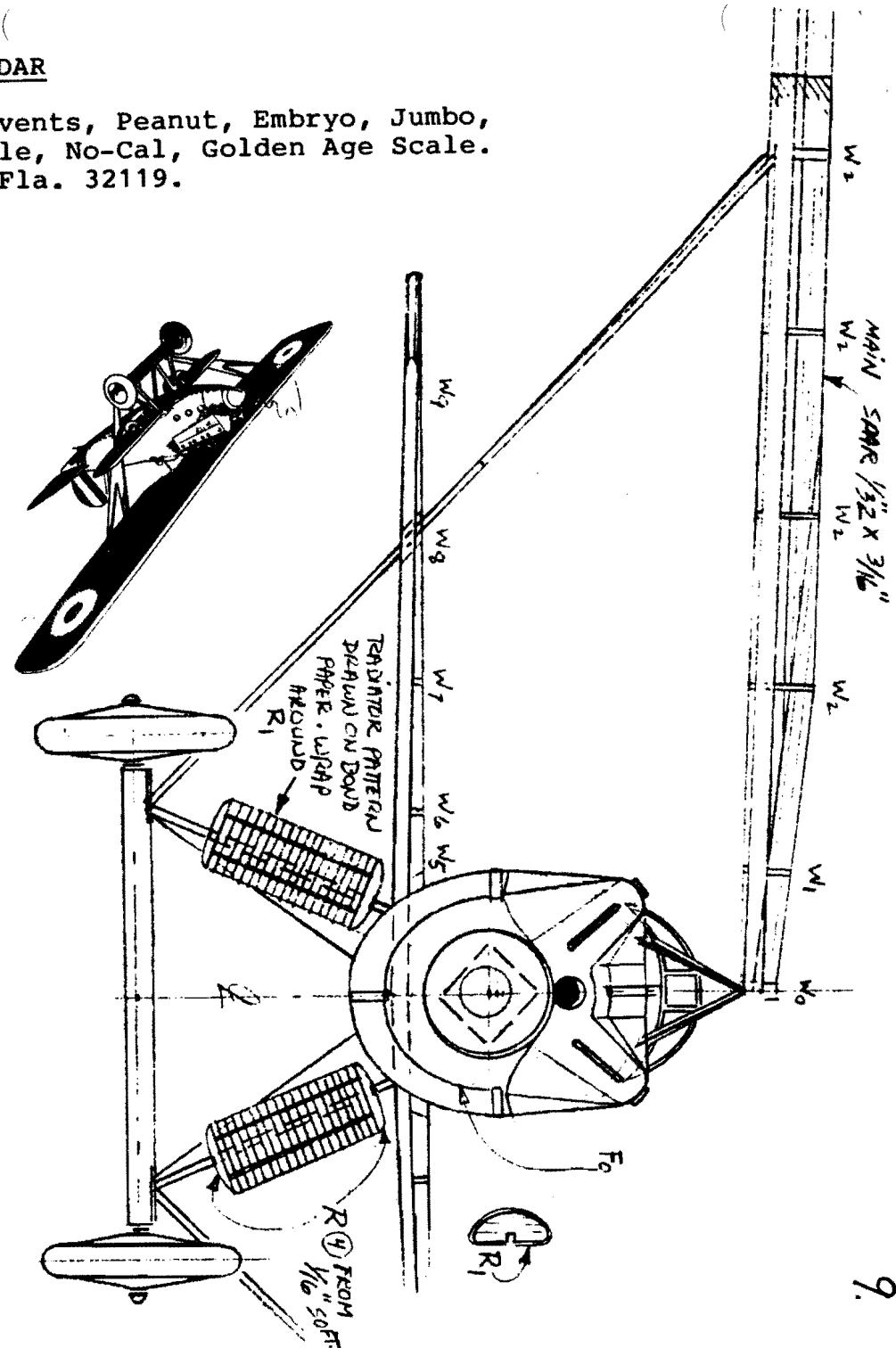
The purpose of downthrust is to reduce wing angle of attack in the overboosted initial phase of flight. Without downthrust, our models enter the zoom to doom or even loop the loop. These oddities result from far too much lift. Downthrust lowers the angle of attack by vectoring the prop wash upwards, yielding more tail lift. The extra tail lift acts to depress the nose by a few degrees. While slight, the angular difference cuts lift production by just enough to ensure model survival.

Downthrust accomplishes its lift reduction task heroically. Both simple and effective, we would anticipate many statues and poems offered up by thankful modelers to the workings of downthrust. Yet this has not happened. Grant is even on record as denying the very concept and ascribing widespread downthrust useage to improper design (pg 132 - 134). Surely this is faint praise indeed. Why?

Downthrust and its workings are annoying to those who insist upon a simple, well-ordered world. None of us know how much downthrust we introduce by using "a sixteenth under the noseblock". The deflection of prop wash, so produced, is not easy to compute. In short, the effect of downthrust upon the initial power burst is far from clear. In turn, our knowledge of model speed is uncertain at best.

And so the matter hangs. Not only speed, but other factors, such as the precise format of induced velocity, remain unresolved. Inevitably, the old formulas have been abandoned as inadequate. Nothing new has arisen and we are reduced to rules of thumb. Are any of these really useful?

Yes. Something can be done within the grey area midway between the purists and the voodoo aerodynamicists: there is a case for rule of thumb. More next time.



EMBRYO FLT.1 FLT.2 FLT.3 BONUS TOT.

RICH MILLER	HORNET	120	120	120	9 369
RED BOYLES	YELLOW FIN	120	120	106	9 355
SCOTT PAISLEY	CHECKERS	120	120	104	6 350
JOHN STOTT	NIT	97	120	101	9 327
BILL PASSARELLI	SUN BIRD	120	65	120	9 314
JIM MILLER	EAGLET	73	92	113	9 187
STEVE BACOM	PRAIRIE BIRD	106	71	5	9 191
JERRY PAISLEY	PUMPKIN	62	50	97	9 218
ROSS MAYO	WITCH WITCH	47	35	45	9 136
ERIC CLUTTON	TWINFIN	31	20		0 60
CURT HASKELL	TURBO TIPS	52	65	65	9 191
GORDON ROBERTS	DEBUT 7	102	70		9 181
LEN WIECZOREK	SNOW FLAKE	40	48	46	9 143
TOM NALLEN I	SKIPTOWN CADET	52	59	57	9 177
CHUCK SCHOBLOHER	EM-BRO	50	53	56	9 168
FRED WUNSCHKE	MATCH STICKS	73	52	75	6 206
MICHAEL BURNS	EMBRYOMATIC	80	111	103	9 303
MIKE CERVIONE	MINI HOT BOX	36	47	34	5 122
TIM LAVENDER	FIRE BALL	71	16	54	141
DIRK KITZMILLER	AIR JORDON	50	45	95	190
BILL DIETZ	EMBRYO	4	52	67	123
HENRY COX	SPORTSTER	9			5 14
FRANK ROWSOME	EMBRIOTT	115	118		228
JIM HYKA	DEBUT	52	120		9 181
MARK FINEMAN	SAGUARO	26	42	46	9 123
JOHN HOUCK	HORNET	35	2	2	9 48
STU WECKERLY	NIT	94	120	60	9 283
PADRE ANDERSON	OK TOO	90	65	73	9 237
DAVID SEATH	GOOD TERN	58	45	46	9 158
BOB LEISHMAN	GRINGO Y	67	106	57	6 236
VET THOMAS	X-2	84	77	77	9 247
JOHN LOW	TUTOR	34	43	31	108
RICH BLACKHAM	FAC-MAX	68	72	97	9 246
TIM LAVENDER	GREEN GOOSE	74	58	50	182
DON CAMPBELL	TOMAHAWK	44	48	47	9 148
GEORGE LEWIS	PRAIRIE BIRD	57	62	104	9 232
JIM ANDERSON	EMBROMATIC	45	108	15	168
PETER ZBASNIK	HORNET	73	3	52	9 137
DAN KRANIS	PRAIRIE BIRD	27	32	31	90
MIKE ZAND	EAGLET	40	44	40	9 133
BOB THOMPSON	DRAGONFLY	73	35	46	9 163
VIC NIPPERT	TWIN FIN TERROR	61	67	60	188
ROY COURTNEY	NIT	120			120

FAC POWER SCALE

SCALE BONUS FLIGHTTOTAL

DAVE REES	CALIBRI	61.5	10	82.5	144
DON SRULL	DORNIER "X"	61	65	82.5	143.5
ALLAN SCHANZLE	SIEBEL HAMMEL	57	10	82.5	139.5
JOE BARISH	HEMIPSTERE	60	15	77.5	137.5
HARVEY HOPKINS	FOKKER D7	54	15	82.5	136.5
MIKE	DH-2	55	20	44	119
CHARLIE HILL	VELIE MONOCOUPÉ	46	0	82.5	128.5
ALLAN SCHANZLE	ME-262	55	10	82.5	137.5
CHARLIE HILL	DH-53	48	10	52	100
JOE BARISH	F91 CLIPPER	53	15	82.5	135.5
MIKE ZAND	FARMAN SPORT	49	15	81	130
GEORGE LEWIS	FAIRCHILD F-24	52	0	78.75	130.75
MARK HOUCK	BABY ACE	45	3	76.25	121.25
TERRY PITTMAN	MAUBOUSSIN PM-X	59	0	64	123
PAUL HELMAN	ABC ROBIN	42	0	54	96
TERRY PITTMAN	BERNARD	53	0	70	123
DAVE REES	A10 WARTHOG	62.5	30	78.5	141
DENNIS NORMAN	A7 CORSAIR	58	5	34	92

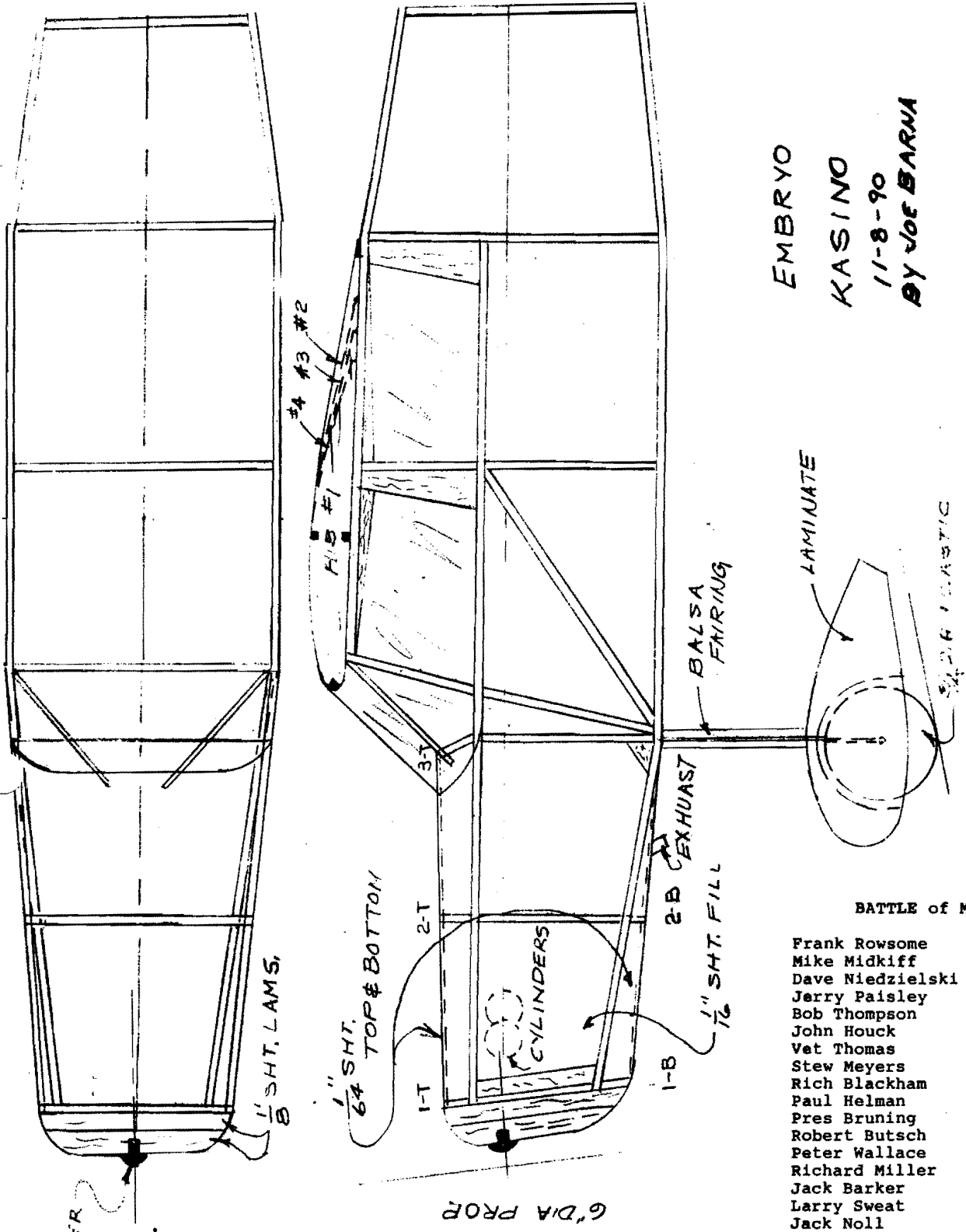
FAC PEANUT SCALE BONUS FLIG TOTAL

JACK MC GILLIVRAY	ISAAC'S FURY	55	15	82.5	152.5
MIKE ZAND	ANDREASON	50	15	76	141
RED BOYLES	ELIAS AIRCOUPE	55.5	3	81.5	140
TOM HALLMAN	MR. SMOOTHIE	58	5	71	134
CURT HASKELL	KNIGHT TWISTER	57.5	15	60	132.5
CLAUDE POWELL	CURTISS HELLDIVER	53	15	33	101
GEORGE LEWIS	MABOUSIN TYPE 40	45	15	67	127
PRES BRUNING	ARADO 198	59	5	52	116
PAUL STOTT	FARMAN RENAUT F380	57	10	42	109
OSCAR SMITH	FOLKERTS SK3	49	5	47	101
JIM MILLER	WET WOT	52	30	36	118
PAUL BOYANOWSKI	SPARROW HAWK	60.5	15	26	101.5
MICK NALLEN	SOPWITH 1/2 STRUTTER	46	15	62	123
BOB LEISHMAN	LUTON MINOR	45	3	29	77
BOB UHL	DRUINE	11	10	28	49
PHIL COX	G. H. "GADFLY"	59	10	63	132
JIM MILLER	ANDREASON BA-4	50.5	15	53	118.5
PADRE ANDERSON	WEEDHOPPER	52	3	65.5	120.5
JACK MOSES	MR. SMOOTHIE	49	5	40	94
DICK SHAW	BEECH-17	47	15	56	118
ED NOVAK	PEGNA PC1	45.5	20	20	85.5
DAVE STOTT	SHORT SEAMEW	56	10	38	104
DAVE STOTT	CURTISS-RIED COURIER	59.5	3	40	102.5
VET THOMAS	MR. SMOOTHIE	52.5	5	51	108.5
PETE WALLACE	PS1	49.5	10	60	119.5
OSCAR SMITH	BUCKER	15	26	88.5	
PAUL HELMAN	FOKKER D-7	52.5	15	38	105.5
FRED WUNSCHKE	BELLANCA AIRES	36.5	0	29	65.5
STEVE BACOM	PS1	51.5	10	30	91.5
TOM NALLEN II	PIPER PAWNEE BRAVE	53	10	36	99
GEORGE MEYERS	CHAMBERMAID	54	5	64	123
ROSS MAYO	FARMAN	47.5	5	20	72.5
GORDON ROBERTS	WACO SRE	48	15	56	119
BOB THOMPSON	SE5	56.5	15	30	101.5
HARVEY HOPKINS	LAIRD	50	15	31	96

HI-WING PEANUT SCALE FLT. TOTAL

DAVE REES	CORONA COUGAR	56	78.75	134.8
JACK MCGILLIVRAY	FLEET CANUCK	55.5	76	131.5
MIKE ZAND	LACY M-10	48	82.5	130.5
GORDON ROBERTS	TEXAN	47.5	82.5	130
TOM NALLAN I	LIVINGSTONE MONO	51.5	76.5	128
STU WECKERLY	STOUT 2-AT	43	82.5	125.5
JACK MOSES	NESMITH COUGAR	52	31	83
JACK MC GILLIVRAY	CURTIS XF13C-1	55.5	47	102.5
JAMES MILLER	FIKE	54.5		101.5
JIM MILLER	ITOH	51	53	104
BOB UHL	MONOCOUPÉ	11	21	32
MIKE NASSISE	CLIPPED WING MONO	49.5	33	82.5
PAUL BOYANOWSKI	FOKKER F-32	61.5	25	86.5
GEORGE LEWIS	CUB J-3	57	51	108
DOUG BUCHANAN	LACY M-10	40	77.5	117.5
PHIL COX	CESSNA CARDINAL	53	67.5	120.5
OSCAR SMITH	J-3 CUB	53.5	28	81.5
DAVE VANDERLINE	PILATUS PORTER	48.5	54	102.5
ROY COURTNEY	FIKE E	47	47	94
JAMES KIGER	NESMITH COUGAR	44.5	31	75.5
MARK FINEMAN	FOUND	52	39	91

10.



EMBRYO
KASINO
11-8-90
BY JOE BARNA

BATTLE of MIDWAY

Frank Rowsome	D4Y1-C Judy
Mike Midkiff	F4F Wildcat
Dave Niedzielski	A6M Zero
Jerry Paisley	Brewster Buffalo
Bob Thompson	A6M Zero
John Houck	Brewster Buffalo
Vet Thomas	TBD Devastater
Stew Meyers	SB2U Vindicator
Rich Blackham	Brewster Buffalo
Paul Helman	SBD Dauntless
Pres Bruning	TBF Avenger
Robert Butsch	TBF Avenger
Peter Wallace	SBD Dauntless
Richard Miller	A6M Zero
Jack Barker	F4F Wildcat
Larry Sweat	SBD Dauntless
Jack Noll	A6M Zero
Mike Nassise	Brewster Buffalo
Tom Nallen	F4F Wildcat

THOMPSON TROPHY RACE

Jack McGillivray	Cessna CR-3
Tom Nallen, Sr.	Marcoux-Bromberg
Gordon Roberts	Seversky
Al Lawton	Hughes H-1
Ralph Kuenz	Lockheed Altair
George Meyers	Turner Pesco
Mark Fineman	Cessna CR-3
Dave Stott	Laird Speedwing
Dave Livesay	Cessna CR-2
Ross Mayo	Cessna CR-3

World War I

Names of models not available.

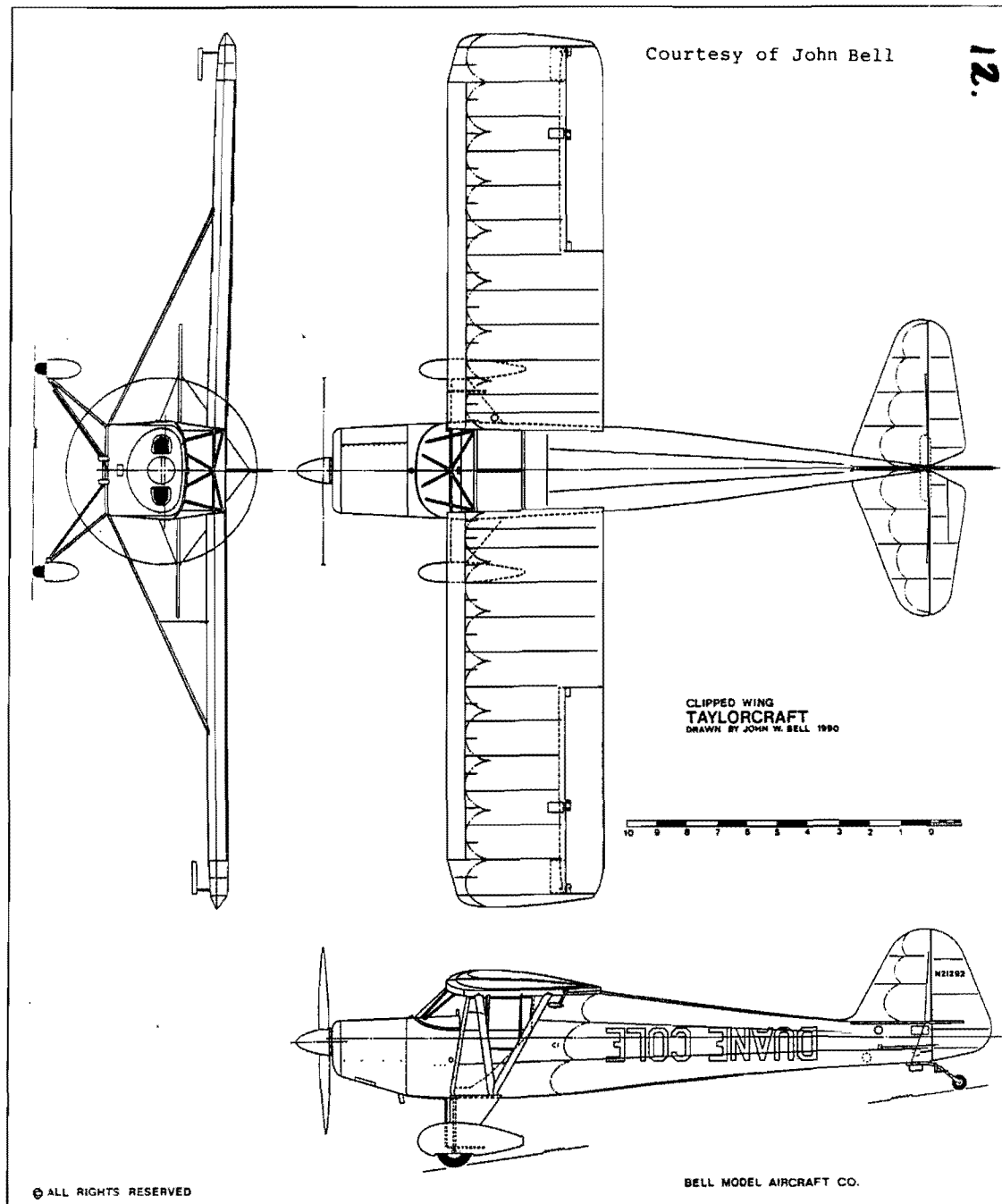
- Jack McGillivray
- Don Strull
- Dave Smith
- Red Boyles
- Dave Rees
- John Houck
- Mark Houck
- Curt Haskell
- Jim Miller
- Frank Rowsome
- Gordon Roberts
- Eric Clutton
- Stew Meyers
- Scott Paisley
- Paul Helman
- Claude Powell
- Oscar Smith
- Richard Miller
- Paul Boyanowski
- Vic Nippert
- Roy Courtney
- Gene Smith
- Mike Midkiff
- Mike Zand
- Henry Cox
- Pres Bruning
- Bob Thompson
- Chuck Schbloher
- Robert Butsch
- Art Doten
- Cole Pallen
- Dennis Norman

SHELL SPEED DASH		FLT.1	FLT.2	TOTAL
AL LAWTON	MR. SMOOTHIE	120	117	237
JACK MC GILLIVRAY	CESSNA CR-3	106	119	225
DON SRULL	CESSNA CR-3	108	107	215
CONRAD RUPPERT	CHAMBERMAID	120	82	202
DAVE SMITH	KEITH RIDER	75	98	173
TOM NALLEN II	HAINES H-3	46	82	128
VIC NIPPERT	GOON	42	51	93
DAVE LIVESAY	MR. SMOOTHIE	50	62	113
RAY EDGECOMB	CESSNA CR-3	32	31	63
JACK BARKER	FOLKERTS SK-2	31	48	79
CHARLES SAUTER	KEITH RIDER R-4	62	46	108
GORDON ROBERTS	CHAMBERMAID	53	56	109
AL LAWTON	HUGHES RACER	37	69	106
VET THOMAS	MR. SMOOTHIE	40	43	83
GEORGE MEYERS	TURNER PESCO	4036	76	
MIKE ZAND	SUSY	32	37	69
BOB THOMPSON	MARCOUX-BROMBERG	30	22	52
PAUL BOYANOWSKI	GOON	52	55	107
JOE JOSEPH	KEITH-RIDER R-4	54	41	95
GORDON ROBERTS	SEV. P-35	42	55	97
ROSS MAYO	CR-3	21	26	47
TOM NALLEN I	JACKRABBIT	62	65	127
TOM NALLEN I	MARCOUX BROMBERG R-3	53	51	104
DON SRULL	R-4	80	120	200
DICK SHAW	MR. SMOOTHIE	38	--	38
TOM NALLEN II	GOON	70	69	139
MIKE NASSISE	CHESTER JEEP	25	29	54
MIKE NASSISE	CR-3	25	38	63
TOM HALLMAN	MR. SMOOTHIE	65	84	149
JOHN HOUCK	GEE BEE "D"	22	27	49
RAY RAKOW	MR. SMOOTHIE	57	50	107
OSCAR SMITH	FOLKERTS	47	40	87
DAVE STOTT	LAIRD SPEEDWING JR.	32	42	74
PAUL STOTT	LAIRD LCDE	51	53	104
CLAUDE POWELL	SUSY	49	48	97
DAVE REES	HOWARD PETE	69	71	140
DOUG BUCHANAN	MR. SMOOTHIE	47	35	82
CHRIS STARLEAF	CHAMBERMAID	36	52	88
GENE SMITH	KEITH RIDER	55	87	142
JIM MILLER	HOTLER FURY	46	42	88
MARK FINEMAN	CESSNA CR-3	30	42	72
DAVE NIEDZIELSKI	KEITH RIDER	83	51	134
RALPH KUENZ	ALTAIR	54	48	102
DAVE LIVESAY	CR-2	36	37	73
GEORGE MEYERS	MISS SAN FRANCISCO	42	40	82
DENNIS NORMAN	GOON	43	--	43
BOB RAMSEY	KEITH RIDER	43	42	85
BOB LEISHMAN	HAINES H-1	43	68	111
DAVE NIEDZIELSKI	GOON	52	51	103

S.O.S.--S.O.S.

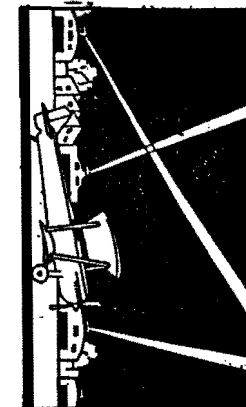
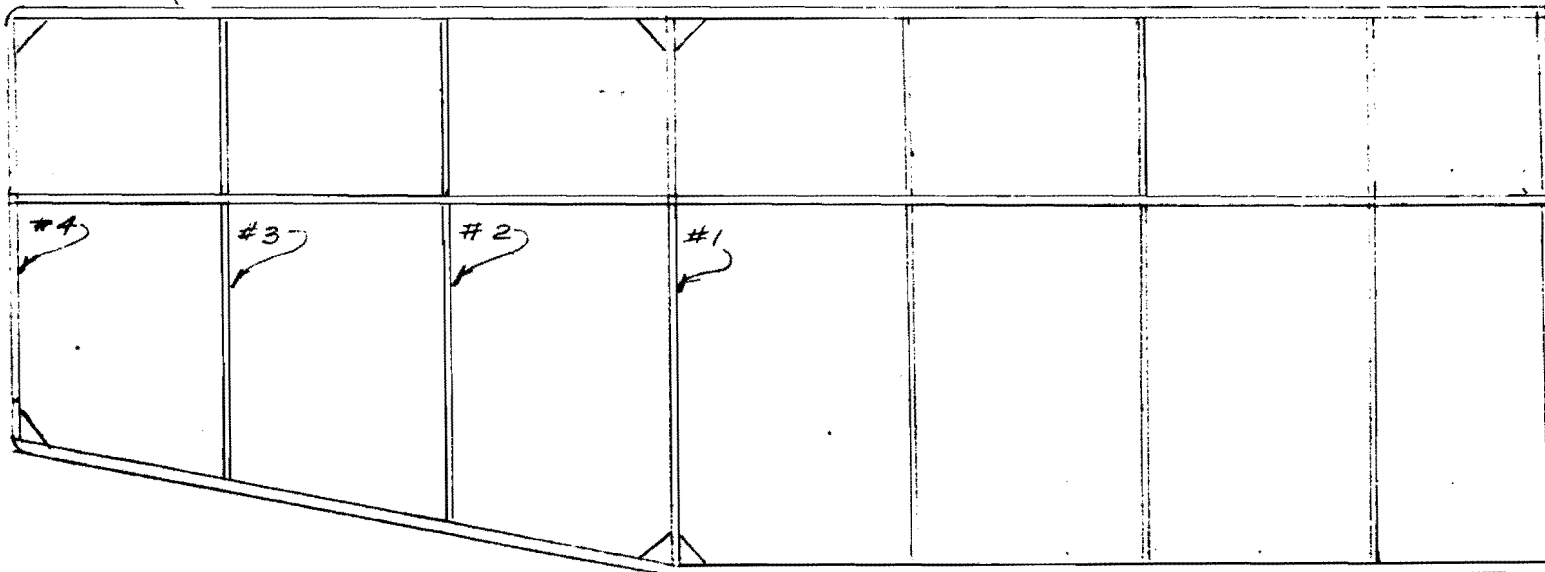
Wanted; Printwood patterns for Cleveland SF series F4U, F-98, F-88. Send to Harold Morris, 2834-S Baker St., Santa Ana, Ca.92707

1200 magazines for sale. S.A.S.E. will get you a list. Send to Otto Feiler, 19406 E. Floyd Ave. Aurora, Co 80013.

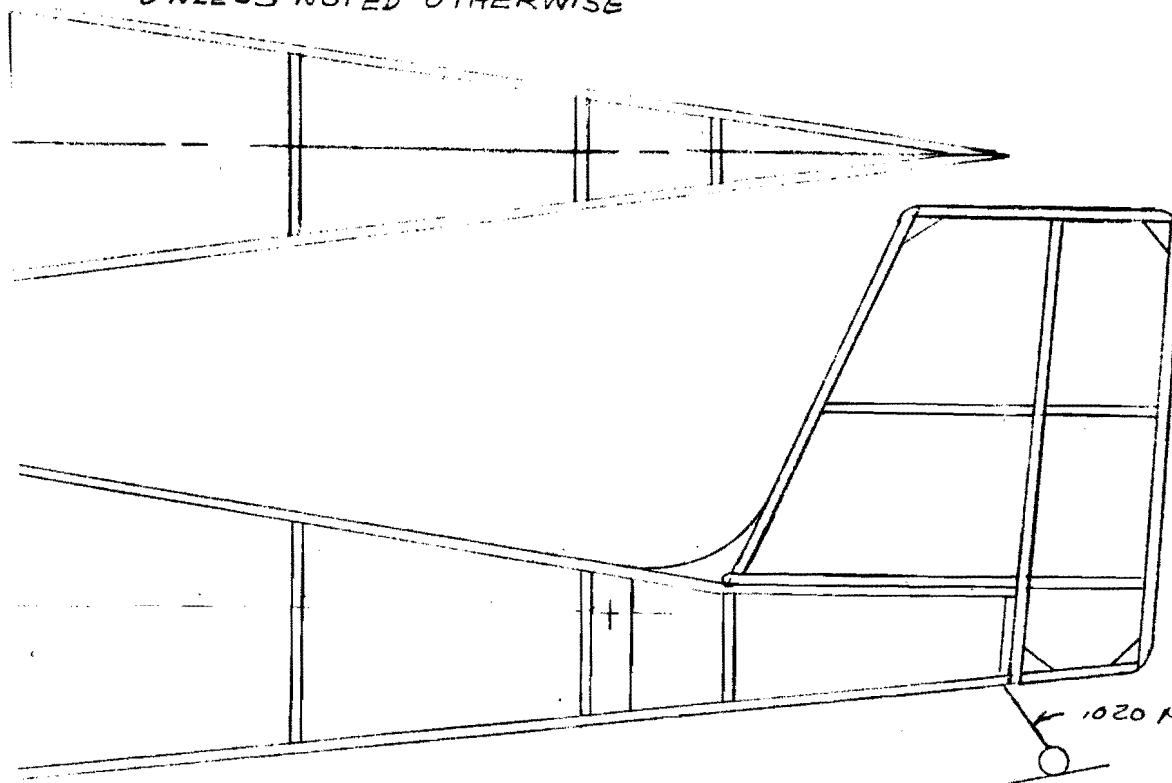


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ALL CONST.
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UNLESS NOTED OTHERWISE



World War I Peanut

Names of models not available.

Jack McGillivray
Mick Nallen
Gordon Roberts
Paul Helman
Al Lawton
Mike Zand
Paul Boyanowski
Dennis Norman
Vic Nippert
Tom Nallen, Jr.
Robert Butsch
Bob Thompson
Harvey Hopkins
Ross Mayo
Jim Miller

GREVE RACE

Don Srull	Keith-Ryder R-4
Tom Nallen, Jr.	Chester Goon
Tom Nallen, Sr.	Jackrabbit
Dave Smith	Keith-Ryder R-4
Dave Rees	Howard Pete
Tom Hallman	Mr. Smoothie
Gene Smith	Keith-Ryder R-4
Al Lawton	Mr. Smoothie
Conrad Ruppert	Chambermaid
Dave Niedzielski	Keith-Ryder R-4

THE BLOWFLY

by Capt. Derick DeBris

From Arkham, Massachusetts comes an airplane quite unlike any other in this year's Sun-N-Fun EAA Fly-in ultralight area, the much debated Cheetwell-Watson "BLOWFLY".

The Blowfly is the truly inspired creation of its builders who being concerned about the costs and many hazards associated with rotating airscrews, decided to dispense with propellers entirely.

The prototype airplane then, intended only to prove the concept for the more elegant kit versions soon to follow, is basically an old Kolb Flyer lightened by the removal of it's traditional controls, and fitted with a shock absorbing tricycle undercarriage.

It is in the combined propulsion and control system that the designer's brilliance comes forth, and must be seen and heard to be fully appreciated (sadly the many photographs which we took to document this brief treatise came back inexplicably, and hopelessly fogged). In lieu of the traditional small engine and prop combination usually found on each side of the flyer, the Blowfly utilizes a battery of four Sears Craftsman yard blowers under each wing. These, normally thought quite inadequate, have been augmented by the builder with dual ignition, turbo-supercharging, and for take-offs, after-burning on the inboard pair of each cluster of four engines.

Control is achieved entirely through vectored thrust. The stick and rudder pedal inputs passing through a mixer, thence to mechanisms swiveling the nozzles on the outer pair of engines.

As a developmental prototype, the pilot's accommodations are spartan indeed. The only instrumentation consists of a full panel of tachometers, an American Flag yaw/airspeed indicator, and a special yardstick altimeter.

For reasons not fully understood the prototype has yet to be flown. It is widely rumored that manufacturers of more traditional ultralights may be conspiring to prevent this worthy concept from reaching the market place.

In the meantime the prototype "BLOWFLY" continues in its development, and is actively employed during testing at the Arkham airport to keep the runways swept clear!

For more information:
Cheetwell-Watson Aircraft Co.
Small Appliance Repair Division
Lovcraft Field
Arkham, Massachusetts

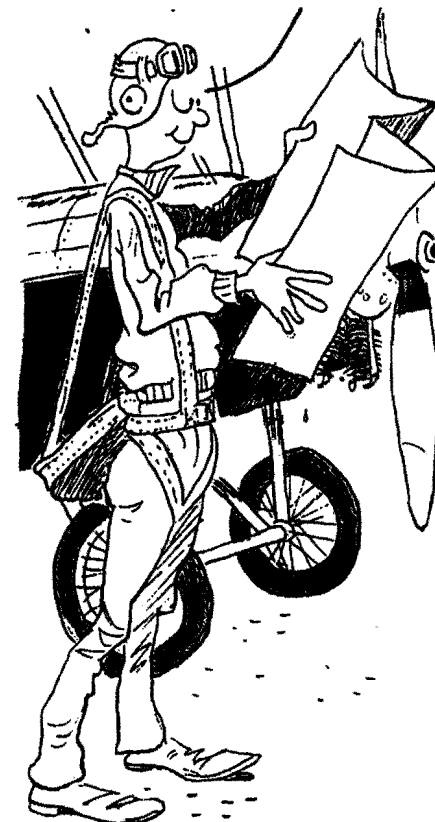
CONTEST CALENDAR

Sept. 12...Maxecuter's Summer Fun Fly. Lots of FAC Events. Contact Jerry Paisley, 20 Clearwater Ct., Damascus, Md. 20872. 301-253-5295

World War II

Red Boyles	Kawasaki Ki-61
Don Strull	D4Y1 Judy
Dave Smith	P-51 Mustang
Richard Miller	P-51 Mustang
Mike Midkiff	F4F Wildcat
Roy Courtney	D4Y-1Judy
Ray Rakow	Caudron 714
Stew Meyers	P-47 Thunderbolt
George Meyers	Fairey Barracuda
Vance Gilbert	P-47-D
Tom Arnold	P-38
Paul Stott	Fiat G-55
Chris Starleaf	P-51B
Larry Sweat	P-51A
Ralph Kuenz	P-51A
Dave Niedzielski	A6M Zero
John Stott	Mig-3
Dave Franks	Fiat G-55
Jack Noll	FW Ta-152
Robert Butsch	F6F Hellcat
Hal Lorimer	B-P Defiant
Pres Bruning	TBF Avenger
Paul Boyanowski	Spitfire
Claude Powell	Me-109
Jerry Paisley	P-47
Dave Rees	Fairey Fulmar
Dick Dunmire	Mig-3
Jack Moses	FW Ta-152
Mike Nassise	Hawker Typhoon
Conrad Ruppert	Heinkel 112
Tim Lavender	P-51D
Tom Hallman	Mig-3
Dave Vanderlinde	D4Y2 Judy
John Houck	F6F Hellcat
Gordon Roberts	D4Y1 Judy
Vet Thomas	Douglas Devastator
Jack McGillivray	Barracuda
Scott Paisley	Fairey Battle
Paul Helman	Mig-3
Frank Rowsome	F6F Hellcat
Terry Pittman	P-47
Bob Ramsey	FW Ta-152
Dick Shaw	Stormovick
Bob Thompson	Curtiss SB2C
Mark Fineman	P-51A
Peter Wallace	P-51D
Dennis Norman	BF 109E
Mike Zand	Hawker Hurricane
Bruce Foster	P-39 Airacobra
Tom Nallen, Sr.	P-51
Tom Nallen, Jr.	B-P Defiant
Peter Zbasnik	ME 109E
Al Lawton	Ki-61 Hein
Gene Smith	Fiat G-55
George Lewis	Curtiss SOC-3

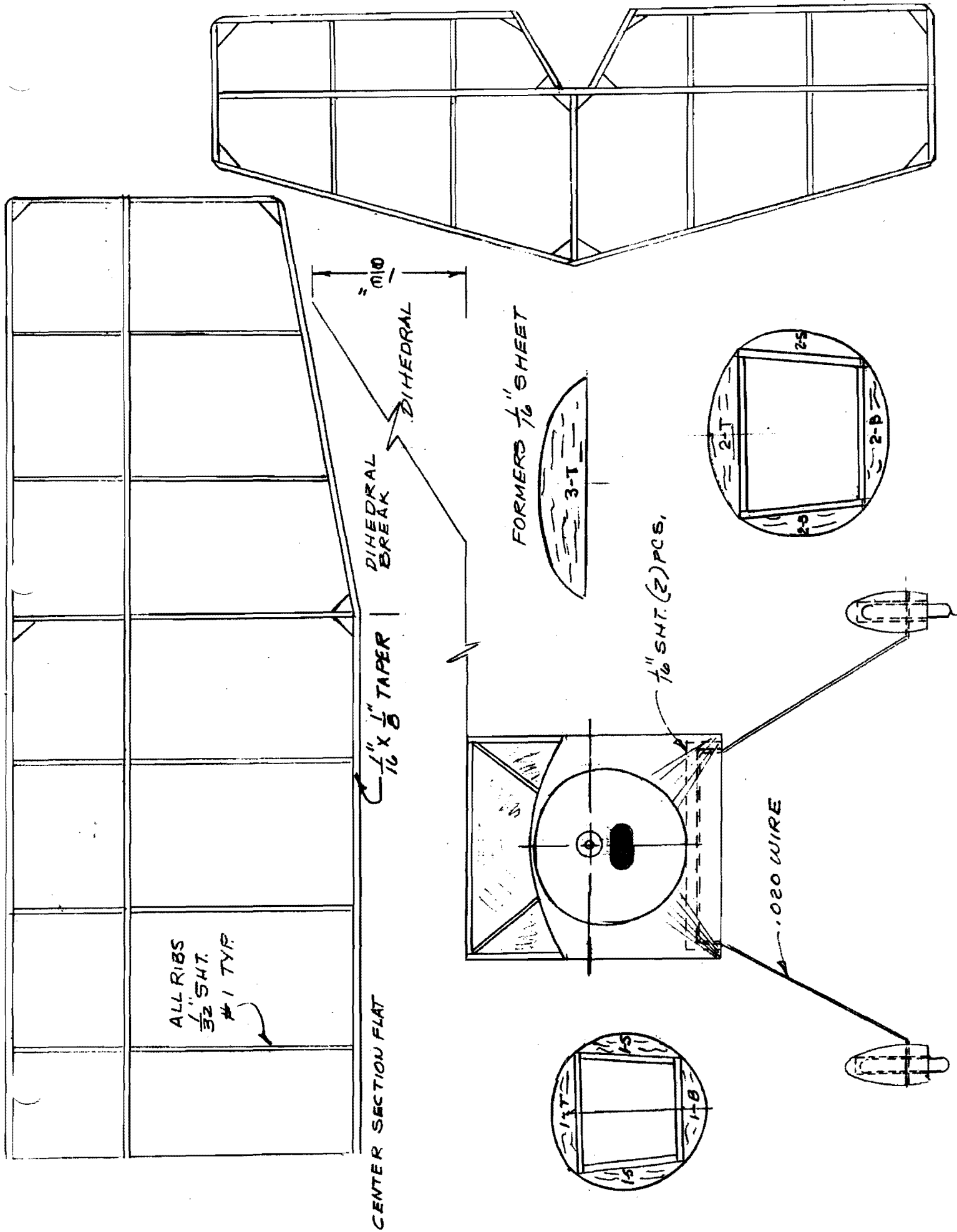
GENESEO WAS GREAT!
Now on to MUNCIE
FOR THE FAC CHAMPS.



CONTEST CALENDAR

Sept. 5-6...FAC Champs
at Muncie. See flyer
this issue.

Nov. 21-22...Mosquito
Squadron. More info
next issue.



CAPTAIN DeBRIS

and the

Handley Page P.O.Y. Water Bomber

Chapter Two

June in London. The Season. Gala balls and garden parties. Beautiful weather. Time to flight test the P.O.Y. Water Bomber. Another job for Captain DeBris.

At that time DeBris, still smarting from the affair of the Leland Lancer, was living quietly in Croydon and selling war surplus DeH-9's. He had little difficulty in getting leave for the Water Bomber tests. It would be jolly good to get into the air again after that Leland Lancer thing.

At Cricklewood all was ready - except DeBris. The Water Bomber had been rolled out onto the tarmac. Ack Emmas were pulling through the Napier Lion and making those usual last minute adjustments. (It has never been determined why so many adjustments are made at the "last minute".)

On that beautiful Saturday afternoon there were a few small white clouds, flowers in bloom and all those suburban chaps working or dozing in their gardens. Then, with a rasping popping noise, a sidecar slewed its way onto the tarmac, squealed to a stop, deposited Captain DeBris, two suitcases and a bag of golf clubs, then departed. *

Powis, Ostrander and Young approached DeBris with enthusiasm tempered with apprehension. DeBris looked at them with a bored expression and flicked an imaginary piece of lint from his tunic, yawned, and said, "Is that the aircraft you want me to bomb water with?"

"Er, no," said Ostrander.

"Well, yes," said Young.

"Not exactly," said Powis.

"It's a water bomber," said Ostrander slowly, wondering why now it was all so unclear.

"But not for bombing water," stammered Young.

"Quite," said Powis, "The water part of it is for bombing other things, you see, old boy."

"But one could bomb water with the bomber water or Water Bomber, couldn't one?" asked Ostrander, looking at Young.

"Oh, shut up!" yelled Powis; then to DeBris with a weak smile he said, "I say, old boy, don't worry about bombing water or water bombing, we just need a test flying programme laid on for this aircraft and you were recommended, an'"

"Who recommended?" interrupted DeBris.

"Chap in the drawing office here," volunteered Ostrander.

"Quite, ah, I knew his brother-in-law," mumbled Young, "during the war, Beastleigh Aerodrome, I think it was."

Powis broke in with, "That was old Binky Carruthers at Beastleigh."

"I remember old Binky!" guffawed Ostrander. "He was the instructor on Shorthorns * who sent Bertie Stahlmore off on his first solo after only one and a half hours dual."

"Yes," yipped Powis, "but that was only because old Binky fell out of the nacelle when Bertie opened the throttle, an . . ."

"But Binky hadn't gotten around to teaching Bertie how to turn," laughed Young.

"Bertie hadn't the foggiest idea how to land!" yelled Ostrander, as he doubled up at the thought of it. "And he came down in the garden of that girl's school below that little village of Pattmore Heights."

"That was Pattmore Bottoms," chortled Powis, "and he washed out the Shorthorn and the 'phone lines."

"So he couldn't call the station!" screamed Young.

"And the girls thought he was a German and took his boots and locked him in a cupboard," cried Ostrander, with tears streaming down his cheeks.

"And the Head sent two girls to Pattmore Heights for the constable, but they returned with three companies of the Home Guard, complete with a sword-wielding, doddering brigadier from the Boer War," bumbled Young.

"And the CO was ready to court martial Binky," choked Powis, "until he learned Binky was old What's-his-name's nephew."

"And then," sputtered young, "he tried to court martial old Bertie for dropping an unauthorized object - Binky - from an aircraft and impersonating a German officer."

"And old What's-his-name had the CO transferred to a coastal blimp station way up in Scotland for the rest of the war because he liked that aunt of Bertie's who lived in Kensington." This last was stated with authority by DeBris.

* He was to deliver these clubs to Major Smedley Watson. No one interviewed in connection with any of the Captain DeBris stories has any recollection of DeBris playing golf, despite the fact his name is in the membership register of the Royal Calcutta Golf Club. During WW II, this ancient and honorable institution provided special memberships for visiting officers.

FAC NATS. Mk. VIII continued....

The Flying Horde event was won by Jack McGillivray flying a Cessna C-38. This was one big mass (28 entries) launch.

The Aërol Trophy for models that did not qualify for the Races was won by Chris Starleaf flying a Chambermaid. One mass launch, 39 entries.

John Berryman
1866 S. Sedalia Circle
Aurora, Colorado 80017
(303) 492-1005 (wk)
(303) 492-8883 (FAX)

Mr. Lin Reichel
Flying Aces Club HQ
2301 Cindy Lane
Erie, PA 16506

Dear Lin:

Your newsletter just gets better and better and better....

Enclosed please find a press release that I hope will be of interest to you. A bit of background on our club may be helpful.

DAIMAA is very loosely organized group. We've been flying together for about 10 years, and I suppose we fly more for the fun of it than for competition. For the past seven years, we've gained access to our flying site at Balch Fieldhouse at the University of Colorado by teaching and managing an indoor model aircraft design course for freshmen aerospace engineering students. Over the past seven years, we've imparted the rudiments of our hobby to something like 1000 young people - making our program, we believe, the largest "for academic credit" model airplane program in the world.

FOR IMMEDIATE RELEASE:

AIAA MAKES THREE YEAR COMMITMENT TO SUPPORT LOCAL, REGIONAL AND NATIONAL INDOOR MODEL AIRPLANE CONTESTS

Following a scintillating presentation by DAIMAA (Denver Area Indoor Model Airplane Association) Vice President in Charge of Site Liaison and External Promotions Seamus O'Toole, the Denver chapter of the AIAA (American Institute of Aeronautics and Astronautics) has made a 3 year commitment to support a second semester indoor model airplane postal contest at the University of Colorado - Boulder.

In 1992, the contest will be open only to CU Aerospace Engineering Sciences undergrads and grad students so that initial "bugs" relating to the contest can be worked out. In 1993, the contest will be expanded on a "postal" basis to include universities in Kansas, Iowa and Missouri. Following a successful '93 season, a concerted effort to recruit both other AIAA chapters and matching technical support from the Free Flight community will commence, and DAIMAA contest organizers will attempt to debut the contest nationally in 1994. DAIMAA personnel will administer the contest for the AIAA.

In addition to prizes (\$250.00 for first, \$150.00 for second and \$100.00 for third), the winning graduate and undergraduate entrants will be awarded complementary AIAA memberships, and will be invited to present formal papers at the yearly student chapter AIAA conference.

The AIAA is the national professional organization for aerospace engineering and management types, and is composed of both Professional and Student chapters (based at Universities). By forging an interaction with the AIAA, DAIMAA organizers hope that the contest will easily gain national stature, and will become a significant component of educators' efforts to include a design component in the early years of an aerospace student's education. And of course, it is also hoped that the activity will both assist indoor clubs in their efforts to gain access to quality flying sites, and create modeling interest in a new generation of free flight flyers.

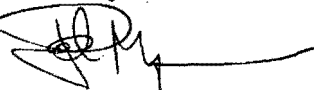
As the contest grows and evolves over the next three years, DAIMAA officials plan to work closely with relevant NFPS and Flying Aces Club personnel to assure that the event is properly publicized as it grows to be of national stature. It is also hoped that local NFPS and Flying Aces-affiliated clubs will view this activity as an opportunity to work closely with colleges and universities to gain access to quality indoor flying sites - and to secure the future of free flight modeling.

(end)

Hope you can use this - even more, I hope we can count on the assistance of Flying Aces strategic planners and tactical experts when this program rolls out nationally.

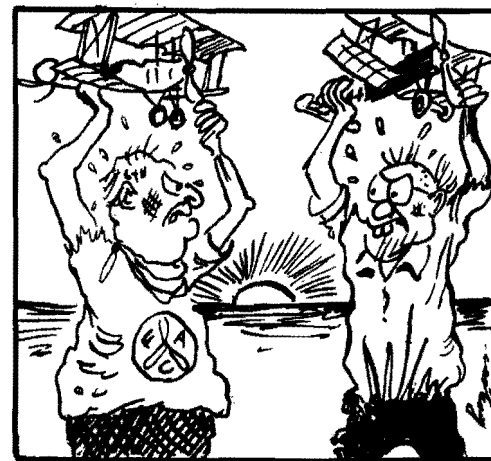
Please call me if you have any questions.

Best regards,



John Berryman

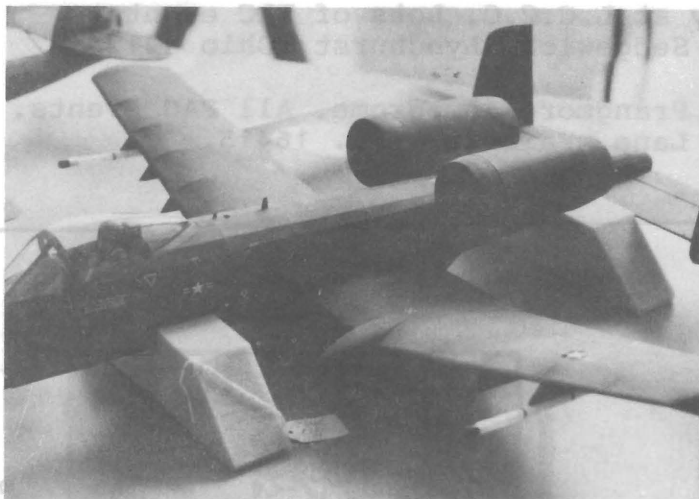
FAC SOCIAL NOTES:
WW One Flyoff goes into overtime



War is Hell

By Bob Rogers

Sept. 13...Cleveland Free Flight Society at L.C.C.C. Lots of FAC events.
Contact Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio 44124.
Sept. 20...Erie Model Aircraft Assn. at Prangmore Aerodrome. All FAC events.
Contact Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415.



Left column; Dave Rees' A-10 Warthog, twin electric ducted fan. Flew for over 70 seconds. Won the Achievement award for Dave.

Erin Mayo holding Dad Ross's FA Moth.

Tim Lavender and his daughter with Tim's Embryo entry.

Right column; Neat Peanut Knight Twister by Curt Haskell. Flies as good as it looks!

Paul Boyanowski and his great looking DH Rapide. Still some BUGS in it. Uses motor sticks for longer motor runs.

A Handley-Page Heyford by Fernando Ramos, think it is co/2 powered.

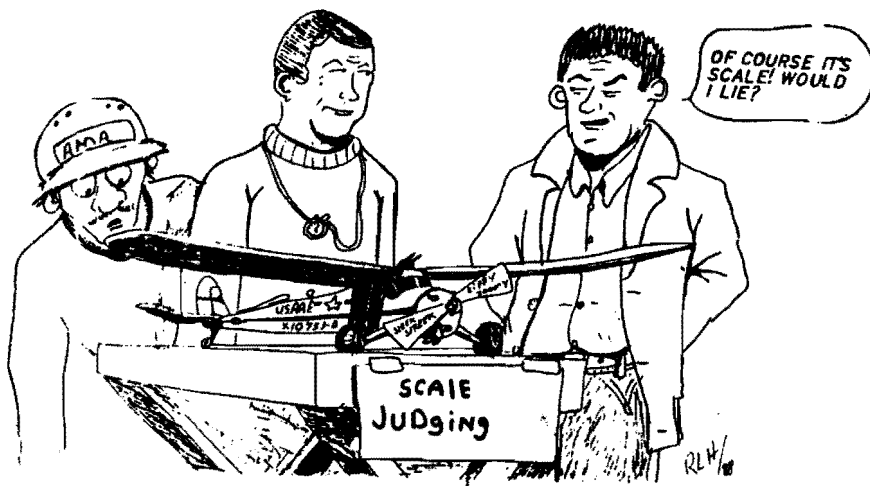
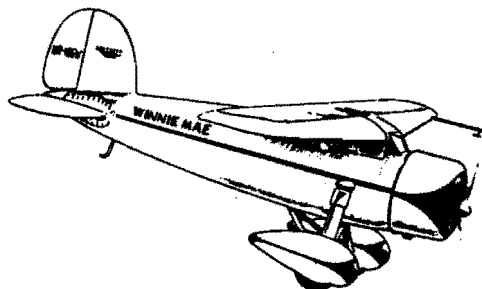
All photos by Ross Mayo.

First lets cover Dennis Norman's new product. Dennis has come out with two monographs of model plans. Rember back a couple of issues when we presented Dennis' Curtiss P-36 plan and how-to on the way to transfer markings to your tissue and the use of Chart-Pak markers? Well there are two more now, both done in the way as in the newsletter. No. 1 is the P-51 Mustang and the other, No.2, is of the Grumman F6F Hellcat. Both are done in Peanut size. The Curtiss P-36 is also available from Dennis. Cost is \$6.50 Postpaid. Send your order to Air Ace Models, 700 Leader Building, Cleveland, Ohio 44114.

The new issue of Skyways is out and this one is very interesting. It contains articles on The Command-Aire "Little Rocket" racing plane, pictures of the All-America Flying Derby, 3-view of the General Aircraft Monospar, an article on the Boeing 80, TB-1 the first Soviet heavy bomber, Tex Rankins Hollywood Aces, the Dornier Super Wal, with 3-views, the lost flight of L'Oiseau Blanc, a column for modelers, etc. A really enjoyable issue. To subscribe; \$25.00 per year, Skyways, 15 Crescent Rd., Poughkeepsie, NY 12601.

Bill Hannan has done it again too, Skysters. His new issue of Stick & Tissue is now out and it is as good or better than his other publications and you know how good they are. This one has part two on Penaud and his Planophores, including a model plan for one, an article on Ten Cent Time Machines, a Peanut plan of the Pitts Special, a plan for a little fun R.O.G. model, an article on solid models, and 3-views for the Arup S-2 and the Avia BH-7b racer. To get yours send \$9.95 plus postage. (\$2.00 book rate or \$2.50 first class) to; Hannan's Runway, Box 210, Magalia, Ca. 95954.

We want to thank everyone who contributed to this issue. Keep it up! Thanks again.



1919-1939

AIRWARS

THE AIRCRAFT
MILITARY & CIVIL
OF THE GOLDEN YEARS

Photos, articles, Indepth tech info, plans and 3-views for Golden Age historians, modelers and replica builders. Military, Civil, Sport and Racers — It's all here!

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New!

AEROPLANS

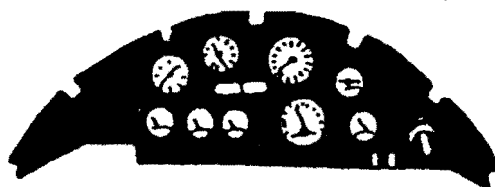
JOURNAL

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52 Pages of Plans and 3-4 vews, Flying and static models of the propeller airplane 1909 to the present.

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20. SCIENTIFIC HI-FLYERS

Hey! Skysters! A new postal contest for you to spice up your summer. We decided to go for the old Scientific kit plans for this one. Any model (scale) built from an old Scientific plan is eligible. Any size will do. Just as in our other postal contests fly your model and send the times to GHQ. fly as many times as you want with as many differant models as you wish. Every time you better a time with a particular model send that time. Contest times also count. The contest starts now and will end on Oct. 31, 1992. Entries postmarked after Nov. 1, 1992 will not be accepted. BUILD--FLY--WIN--FAC!!!!!!

COMET POSTAL CONTEST

<u>Pilot</u>	<u>Plane</u>	<u>Bonus</u>	<u>Time</u>	<u>Total</u>
1. Gordon Roberts	Taylorcraft	0	330	330
2. Dick Dunmire	Curtiss Robin	0	258	258
3. Mike Ransom	Curtiss Robin	0	137	137
4. Darold Wilken	Piper Cub	0	64	64
5. Walt Leonhardt	Curtiss Robin	0	44	44
6. Walt Leonhardt	Allied Sport	10	31	41

SCIENTIFIC POSTAL CONTEST

<u>Pilot</u>	<u>Plane</u>	<u>Bonus</u>	<u>Time</u>	<u>Total</u>
1. Mike Hines	Curtiss Robin	0	65	65

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

Airmail Pals

Dear FAC,

Re the "Friggin' Riggin'"...

My scale modeling is extremely limited. I'm still on the learning curve; but at age 70 I guess I better smarten up in a hellava hurry. Your article contained a bunch of good stuff, and I appreciate that.

A comment about rigging materials: I've tried various threads, without a lot of success, until I got some nylon thread---not the monofiliment thread, but the thread thread. It has a bit of stretchy to it, and so it doesn't go limp later on as most of the other stuff I tried did. I agree that it need not twang, but limp doesn't hack it.

You won't find nylon sewing thread anymore at the usual places one goes to buy sewing thread, unless the usual place you go to buy sewing thread is your local fishing supply store, which is where I got mine. The local Orvis outlet, actually. It isn't intended for sewing, exactly, but rather for the wrappings on fishing poles, to secure the eyelets and such.

Also, I like to dunk a proper length of the thread in dope, then squeeze the excess out "twixt thumb and forefinger. Gets rid of the fuzzies.

For what it's worth....

Robert Meuser

CONTEST CALENDAR

- Oct. 3...FAC CONTEST at Prangmore Aerodrome. Erie. Contact Joe Barna, 3517 Kristie Lane, Erie, Pa. 16506. 814-833-4985.
- Oct. 3-4..Cactus Squadron Annual. WW I, WW II, Thompson, Greve, FAC Scale, GHQ Peanut, Jumbo, Power Scale, FAC Oldtime Rubber, Modern Civilian. Contact Glenna Tarango, 10 S. Cooper Rd., Chandler, Az. 85225
- Oct. 24-25..Sunflower Squadron Contest, FAC events. Embryo, Gloden Age Scale, FAC Oldtime Rubber, plus any other FAC event if enough show up. Jim Kutkuhn, RR-5 Box 430, Augusta, Ks. 67010
- March 28, 1993..Cleveland Indoor Contest. More on this later.

NFFS UNITED STATES OUTDOOR CHAMPS
FLYING ACES OUTDOOR CHAMPS

Sept. 5-6, 1992

Time 8:30 am. til 4:00 pm. AMA National Flying Site-----Muncie, Indiana

REGISTRATION FORM

Please print

Name _____ AMA No. _____

Street _____ Jr./Sr. _____ Open _____

City _____ State _____ Zip _____

Entry fee \$16.00, please send before August 15, 1992.

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

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

All contestants must be members of the AMA or CAAM and sign AMA waiver.

Schedule

Saturday Sept. 5

FAC Scale
Hi-Wing Peanut (only)
WW I (mass launch)
Thompson/Greve Race
Pioneer Scale
Embryo Endurance
FAC Old Time Rubber

Sunday Sept. 6

FAC Peanut Scale
Jumbo Scale
WW II (mass launch)
Golden Age Scale
FAC Power Scale
FAC Old Time Rubber

All Pioneer Scale models will be flown in the Pioneer event only regardless of size.

No Hi-Wing Peanuts in the FAC Peanut event.

FAC Old Time Rubber will have two official flights each day and the three best official flights of the four will be used as your total score. Flyoff to break ties.

To obtain SAM entry form, send #10 SASE to; Don Sachtjen, RR5, Box 56B, Bloomfield, In. 47424

For NFFS entry form, send #10 SASE to Phil Sullivan, 5151 E. Memorial Dr. Muncie, In. 47302

For lodging see May/June issue #145-71 (last issue).



The contest runs from
now until October 31,
1992. Entries postmarked
after Nov. 1, 1992 will
not be accepted.

Get out those "Comet" crates and get them into the ozone, Gum-banders! It's time for another Comet Postal Contest. To enter all you have to do is fly your model that you built from a Comet kit or plan. Send in the time to GHQ, along with your name and the name of your model. This is for scale models only. Fly as many times as you want with as many different models as you can build. Every time you better a score with a particular model send it in. Contest times will be good too.