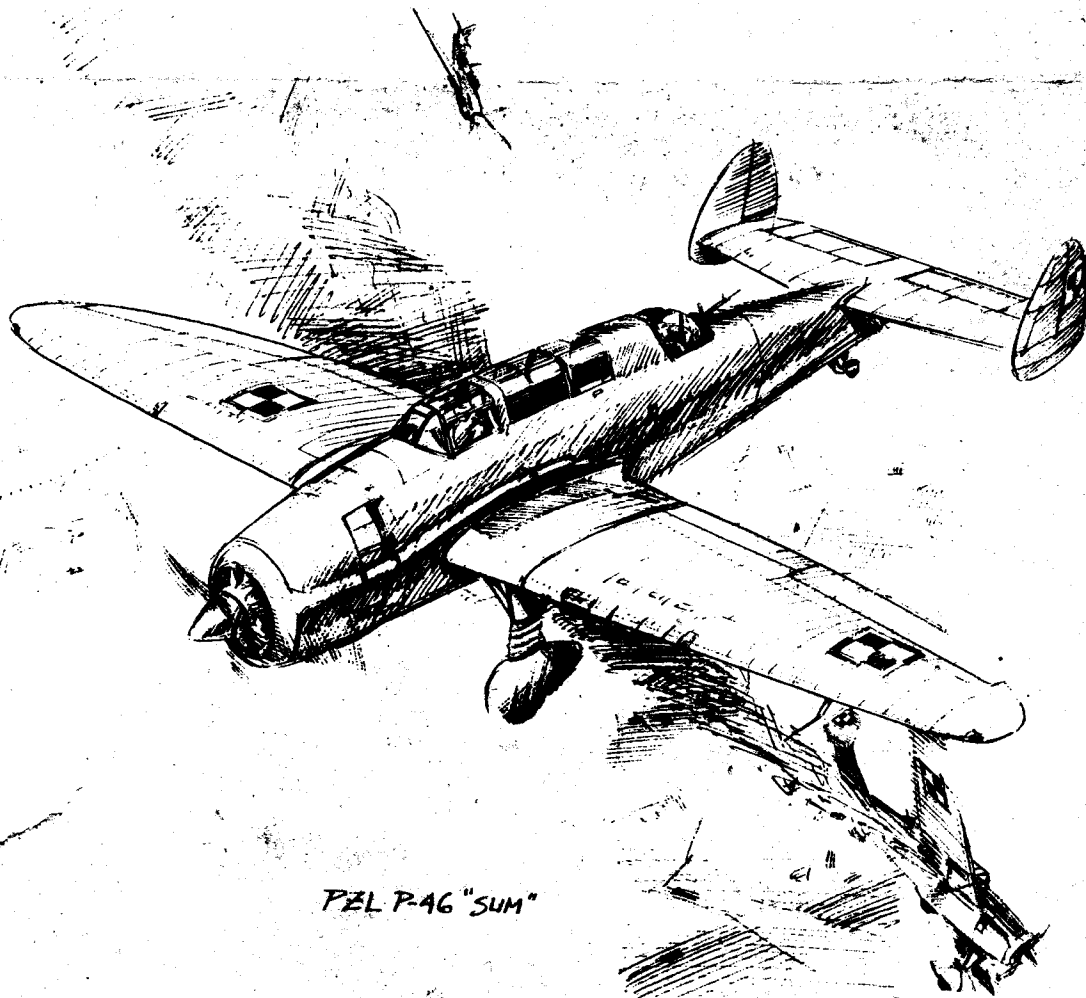


FLYING⁽⁸¹⁾ ACES

Club News

Issue Nov.-Dec. 1980

GLAD TO HAVE YOU WITH US CLAUDE, THANKS.



P-46 "SUM"

NEWS ON THE WING!

TO ALL FACers EVERYWHERE

First, as your new "Commanding Officer, I want to thank all of you who sent in your nine dollars to keep the newsletter going. When Dave Stott turned the reins over to me, he said that he thought nine dollars would not be enough to print the newsletter. Well, he was pretty close to being right. Prices are much higher than I thought they would be. I want to thank those of you who have sent in plans, photos, etc. We now have enough to get out a few issues. But the need for more plans will always be with us, so keep sending them in, please. Maybe you think your plans are not worthy of being printed, let us be the judge. If they aren't too good, maybe we can redraw them.

If you have anything to contribute, please do so. We welcome and need all contributions, as well as criticism, both good and bad. It is your newsletter, so let us hear from you.

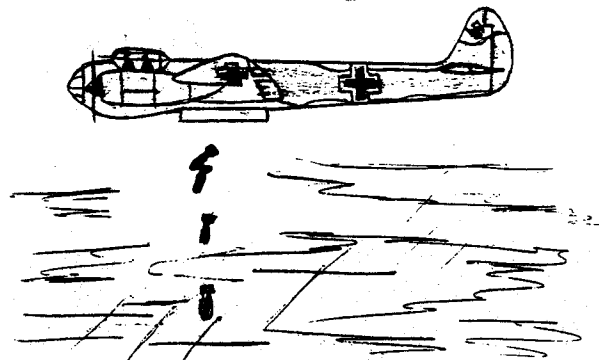
In the next couple of issues we will be reviewing the FAC rules. If you have any comments on rules let's hear them. During the past year I have seen some very loosely run meets. Rules were bent so far out of shape that they were no longer FAC rules. All you contest directors out there have to abide with the rules as set forth by GHQ. We must keep some kind of sanity to our program or we will end up like the AMA. We will not credit any Kanones to anyone unless your meet is run according to the FAC rules. Don't cheat your contestants.

I have been told by several skysters to keep this thing absolutist-facist in tone, and that is what I intend to do!

You know, we are sort of a strange group. We are held together by the spirit and unity of building and flying scale models, not intent on winning everytime we enter a contest. So let us continue to do things as we have in the past.

FLYING ACES FOREVER! Eff-A-Ceeeeeeee

Lt.Col. Lin Reichel C.O. FAC



For once the weather gods favored the old GHQ Squadron with some nice weather. It dawned sparkling and blue after a day of pelting rain and the skysters turned out in their numbers to say farewell to the meets which have become a tradition. Only three of the original six contestants were there; Ed Novak, Henry Struck, and Frank Tartaglia, and Frank couldn't participate due to his poor health. It is always sad to see what the years do to so many of us, but the perfect day with its puffy clouds and generally light winds made up for any feelings of regret. The skies were as full of circling models as they were filled with clouds. There was even a mini-air show when a Goodyear racer and a Fleet buzzed the field and dipped their wings in salute, looping and cavorting about the sky, just like the miniature planes in the hands of the contestants.

Great Hung was only fitfully present and nobody flew into a "boomer" which made for a fine chance to observe the models as they really perform. Nobody was going to get his victory as a result of dumb luck. His plane was going to have to be better, that's all.

No-Cal Scale had its usual small band of devotees, there being seven entries. Entry to this event is so easy, and the chances for an FAC win and posting on the Kanone List are so much greater, it always surprises the GHQ gang at how few try it. I guess we are just sportsters at heart and would rather spend our sacred building time on "real" airplanes. And of those few who enter, the competition is tough! John Stott uncorked a 140 second flight and thought that would make him a sure winner, when combined with his other two. Wrong, John. You got a third, behind Billy Henn and the Nabob of No-Cal, Chet Bukowski, who won with his Curtiss XF13C.

There were only nine entries in Peanut Scale, also a surprise, and one of those was an "Ernest Codpiece" masquerading as Hank O'Dwyer. Most of the ships entered were the "usual" Cougars, Tailwinds, and J-3 Cubs, but Fred Hamlens OQ2A WWII drone has the makings of a real fine flyer, and it is unusual. (Just stay away from them greying veterans with shotguns at hunting season, Fred!) Ted Langley's beautiful Wittman Tailwind won the event, a lovely combination of great detail and craftsmanship blissfully wedded to superb flying. Bob Haigh finally entered the winners circle with his Cougar, which took second, and Hank O'Dwyer and his clipped wing Cub were third.

Embryo Endurance continues to grow. Seventeen trophy-hunters showed up for the event and that poor old paper card table took quite a beating from all those wheels rumbling over it all day. Under these "minimum" conditions a vast portion of the flights were of around a minute's duration, so that shows you how the FAC's can develop a concept. If Hung had been really there these hills and forests the other side of the main highway would have been littered with models, for these things really go! And only two entries had no bonus points, so you know these ships were loaded with those details which make EE such fun to watch! And here too we had an FAC heart-warmer right from that old Heartline of America. Ed Marcello, who has competed with so little success, for so many years, won! He made three nice flights of about a minute-fifty with his Struck Eaglet and took home trophy and a place on the Kanone List. Congratulations Ed! Second was Bill Henn, and third was Ed Novak. All the winners flew Eaglets. Struck was "there" in more than just "in person". If he doesn't win himself, then one of his brain-children will!

Shining race wings dominated the skies all morning as the pylon polishers pushed their pursuit-like prancers through their paces in the Shell Speed Dash. Sixteen entries assured everybody making the scene in the Thompson and Greve, so the Aerol Trophy wasn't run. And interestingly enough, of the first five finishers, three were Thompson Trophy types

with those barn-door like radials, but of course, the sleek Greve types were more numerous and Bill Miller's K-R8-Ball won convincingly over everybody. Second was Royal Moore with his marvelous Gee-Bee Z. Gosh, skysters, that plane never seems to quit and draws ooohs and aaahs and applause whenever she tastes the ethers. Third saw a tie between Ed Heyn's Hughes H-1 and Ed's Folkerts Toots, probably the only instance we've ever had of a man tying himself! Imagine how much better Ed's Hughes would have been if he had built the long winged version, but being a true FACer he built the version made for the races, not the record trans-continental speedster.

At 1300 hours the eager Greve gatherers grouped under the eagle eyes of the caped and goggled Starter. Dave Stott's rather complicated free-wheeler stalled him in at launch in the first heat. Once more proving how difficult this event is because of the extreme pressures of time. That freewheeler functioned perfectly in all trim flights on weekends and had never done that before. One by one they were eliminated. Ed Heyn and Ed Morrison crashed; John Stott and Jeff Chrisey came down too soon and were out. Finally there were three desperate men left: Herb Shirley, Brian Knapp and Bill Miller. Herb made a poor launch and smashed his Schoenfeldt Firecracker hideously, breaking his prop and even having a tuft of grass stuck in his shaft. (Ever have grass in your shaft? It can really stop you, prop or none!) The final elimination had those two 8-Balls (of) Bill Miller and Brian Knapp fighting it out. Bill had already shown them "how" in the Shell and he wasn't to be denied in the Greve either.

Helmets off to Bill Miller..... our double winner of the day!

The Thompson Trophy saw just as much action. Chet Bukowski launched his Wedell-Williams straight into a target tree in the first lap. (This was his second visit at looking for a perch in the trees, and these deft maneuvers from a master earned him the Cheetwell Cup for the year. Good going Chet!) the second lap saw Dave Stott launch into a crash, first down, and John Stott took the family right out of the fray by really crashing his Cessna CR-3. He smashed the cowl clear back to the firewall. Gradually they were eliminated. Herb Shirley's veteran Travelair Mystery finally floundered first out of the sky. Ed Heyn broke a strand but gamely kept winding until he broke the rest of the motor and had an angry anthropoid in his fuselage to contend with. This left only Mark Fineman's Cessna and Royal Moore's Gee-Bee to battle it out for the Big One. They launched and the two models flew and flew, gradually coming lower and lower, still battling it out....but Royal came down first and Mark Fineman lept into the air like a pennant-winning pitcher after the last out. He was a trophy-winning skyster! Fineman first, Moore second, Shirley third.

Regrettably, the DC Maxecuters couldn't be present, so the World War II Combat trophy went up "onto the block". That's such a beautiful trophy.

Everybody who eyes it, wants it, so eight willing warriors lined up, their mounts varying from Zeroes and Mustangs to a Gloster Gladiator. As in the races, there were the usual assortment of crashes at first, but finally it settled down to Mark Fineman's Nikitin-Shevchenko, Dave Stott's Gloster Gladiator straight from the pages of FA, and Bob Thompson's Mitsubishi KI31 Ann, which was flying obscenely well. Dave was first out, then it was a duel between the Sons of the Soviet and the Sons of the Rising Sun. On and on they flew, the Jap climbing way up to the skies and the Russian circling low, but with plenty of turns left. The Jap glided like his life upon it, which it did, and the Russian's motor finally died (typical "craftmanship"!). Lower and lower they circled, but it was the Jap's glide which told the tale. Ann was a clear winner and it was Bob's leap into the air. It turned out that he had flown that last flight with a broken landing gear and stabilizer. A true Son of the Samurai! (But a Son upon whom the Sun would have set had some of the Maxecuters or SOTS been there!)

FAC Scale had a nice entry of seventeen models. They ranged from the traditional Curtiss Robins and DH Puss Moths to Tom Sandor's selection of Vari-Viggens and Vari-Ezes. The judge tried to be cruel this time and reduce some of those high scale scores by heavily penalizing in the workmanship area. In many instances it just didn't work, so nicely turned out are those models. No wrinkles, no old crushed longerons, no crudely hacked-out nose blocks. The craftsmanship is simply too neat and most scores were still right up there, as they always have been. Hung not being very active, most flight times were in the high 40s, with a few in the 50s. Best time of the day went to Hank O'Dwyer's Puss Moth; 113 sec. for 81 ft. points. If he had put a few more details on his model and all the markings we might have had a high-wing cabin for a refreshing winner, but it wasn't to be that kind of a refreshing winner. Tom Sandor's beautifully turned out Vari-Eze won. Tom was struggling with that model much of the day to get her flights to around forty sec. (Just try trimming a model like that to get 20 sec. out of it. Just getting it to fly is a feat in itself. The mastery shown by so many of our modelers so often goes unmentioned and is so easily taken for granted as the rest of us try to get our ordinary-looking models to their best performances.) When he did, you add up his fine scale score and those 35 bonus points and you have a winner! But by only four points over Hank O'Dwyer. Once again the FAC rules come through. Not only do they equalize the high-wing cabin ship with the more unorthodox, but they attract the unorthodox in the first place. If this had been an AMA meet, anybody would have been crazy to bring anything but a Fairchild 24 or a Puss Moth. Third was another unorthodox plane, John Stott's veteran Mouboussin, always up there and only four points behind O'Dwyer. And fourth was Ted Langley's Corben Baby Ace... one point behind John! Close and tough competition.



You know, when this whole FAC business was started about 1966, a modeller who had about 100-110 points was in pretty good shape. If he didn't win, he was at least going to scare the winner badly. Now if you had 110 points you'd have been Fifth, and 100 would have put you eight or nine. That's how good we've become, and it all took about fourteen years.

The day ended with Hank O'Dwyer leading three cheers for Dave Stott and Bob Thompson. It was a nice way to finish up.

Finish up? Well, hardly. So many of the fellows were determined that this not be the last of the "old" FAC meets in the area that we're sure there will be something, or several somethings next year.

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OVERHEARD AT THE FAC NATS

Two rib-splitters came to the FAC Nats all the way from the west coast. On the first two days their models did nothing but crash, broken motors, etc. Now, before they left their room for the last day of competition, they put all their remaining models on the bed and gave them the old fashion talk. The models were warned that if they did not perform today, they would be banished to the Radio Control World forever. Hawwww. Don't give up guys, 1982 will be hear soon and you can try again in the true spirit of the EFF A CEEE!

FAC NATIONALS MARK II RESULTS

Before we get into the results themselves, we here at GHQ would like to thank Frank Scott, the contest director, Dick and Donna Meixell, who did a super job organizing the housing and banquet. Also, we cannot forget all of the other fine people who helped out so much. And last but not least all the FACers who attended from far and wide. It could not have happened without all of you.

		Full FAcT or Peanut				
Place	Pilot	Model	Sc.Pts.	Bonus	Flt.pts.	Total
1.	Dennis Norman	Hughes H-1	50	10	119	179
2.	Mike Midkiff	Dayton-Wright RB-1	58	-5	120	173
3.	Jack Fike	Lacy M-10	53	-5	120	168
4.	Pres Bruning	Waco SRE	58	15	90	163
5.	Bill Warner	Farman	59	15	79	153
6.	Bob Clemens	C-1	59	5	53	117
7.	Curt Sanford	Lacy M-10	49	-5	71	115
8.	Don Srull	DH-6	47	15	49	111
9.	Fred Wunsche	Druine Turbulent	50	10	50	110
10.	Bob Clemens	Waterman	60	0	48	108
11.	Gordon Roberts	Fike	54	-5	58	107
12.	Emerson Elwell	Andreason	55	15	36	106
13.	Tom Stark	Chester Goon	55	5	45	105
14.	Jack Moses	Ol' Tiger Racer	58	10	36	104
15.	Ross Mayo	Dayton-Wright RB-1	52	-5	55	102
16.	Bob Thompson	SE-5	54	15	32	101
16.	Tom Stark	Myrt	51	10	40	101
17.	Ralph Kuenz	Folkerts	55	5	40	100
17.	Bill Noonan	Martinsyde	60	15	25	100
18.	Jack Fike	Curtiss Helldiver	47	15	37	99
19.	Dave Smith	Yak 3	51	10	37	98
20.	Chuck Schobloher	General Skyfarer	48	-5	54	97
21.	Jim Miller	Currie Wot	55	15	26	96
22.	Stephanie Sanford	Lacy M-10	35	-5	65	95
23.	George Meyer	Elias Airsport	56	0	38	94
24.	John Stott	Chambermaid	47	5	41	93
25.	Charles Schaaf	Lacy M-10	57	-5	33	85
26.	Pat Ciambrello	Ann	49	15	20	84
27.	George Batiuk	Found	45	-5	43	83
28.	Pat Ciambrello	Piper J-3	53	-5	34	82
28.	Juanita Reichel	Nesmith Cougar	48	-5	39	82
29.	Lin Reichel	Chambermaid	52	5	24	81
29.	Dan McDonald	Lacy M-10	48	-5	38	81
30.	John "Doc" Martin	Piper J-3	40	-5	45	80
31.	Steve Kastory	Dayton-Wright RB-1	50	-5	28	78
32.	Andy MacIsaac	Nesmith Cougar	46	-5	36	77
32.	Liz Sanford	Lacy M-10	35	-5	47	77
33.	Clarence Rakow	P-51 Mustang	49	10	17	76
34.	Eric Anderson	Lacy M-10	51	-5	27	73
35.	Mike Gilbert	Nesmith Cougar	49	-5	27	71
36.	Gene Konznick	Davis DA-5	38	10	21	
37.	Melanie Sanford	Lacy M-10	26	-5		
38.	John Warner	Lacy M-10	-	-		
39.	Glen Rakow	Brandenburg	-	-		
40.	Rolfe Gregory	Monocoupe	-	-		

FLYING ACES SCALE

Place	Pilot	Model	Sc.Pts.	Bonus	Flt.Pts.	Total
1.	Don Srull	Shinden	53	40	78 $\frac{1}{2}$	171 $\frac{1}{2}$
2.	John Stott	Maubousin	48	20	76 $\frac{1}{2}$	144 $\frac{1}{2}$
3.	Leon Bennett	Moth Minor	46	10	82 $\frac{1}{2}$	138 $\frac{1}{2}$
4.	Gordon Roberts	Chambermaid	50	5	77 $\frac{1}{2}$	137 $\frac{1}{2}$
5.	Pres Bruning	B-26 Marauder	58	30	49	137
6.	Dave Smith	Lockheed P-38	55	30	50	135
7.	Jack Fike	Heinkel He-100	48	10	75	133
8.	George Meyers	Vari-Viggen	48	40	43	131
9.	Martin Varney	Focke-Wulf	44	10	70 $\frac{1}{2}$	124 $\frac{1}{2}$
10.	Mike Midkiff	Douglas SBD-4	58	10	55	123
10.	Curt Sanford	Lacy M-10	46	-5	82	123
11.	Russ Brown	Bell P-63	40	10	72 $\frac{1}{2}$	122 $\frac{1}{2}$
12.	Ralph Kuenz	Fokker D-7	58	15	45	118
12.	Walt Eggert	Se-5	49	15	54	118
13.	George Meyer	Stomor-Moeller	51	10	56	117
14.	Walt Eggert Jr.	P-47n	45	10	59	114
15.	Alan Schanzle	Bf-109	60	10	43	113
16.	Walt Eggert	P-47n	50	10	52	112
17.	Bob Thompson	Ann	46	10	55	111
17.	Dennis Norman	Grumman F7-f	55	30	26	111
18.	Ross Mayo	Heinkel He-100	52	10	47	109
19.	Bob Clemens	C-1 Racer	52	10	46	108
20.	Phil Cox	Franklin Sport	59	15	33	107
20.	Alan Schanzle	DH Tiger Mith	55	15	37	107
21.	Rolfe Gregory	Se-5	42	15	48	105
22.	Dave Smith	Fairchild Pt-19	44	10	50	104
22.	Mike Midkiff	Fleet	54	15	35	104
22.	Chuck Schobloher	Fokker D-7	42	15	47	104
23.	Fernando Ramos	Arado AR-240	45	30	28	103
23.	Bob Thompson	Keystone LB-3	50	19	34	103
24.	Bob Clemens	P51-B	52	10	37	99
25.	Lloyd Wood	Lockheed P-38	55	30	10	95
26.	Dave Rees	Velie Monocoupe	46	-5	49	94
27.	Dennis Norman	Bf-109e	54	10	28	92
28.	Lloyd Wood	Dayton-Wright RB-1	55	5	26	86
29.	Bob Siedentopf	Stinson Tri-motor SR-7	48	-5	17	60
30.	Eric Anderson	Monocoupe	46	-5	15	56
31.	Bill Bell	Fairchild F-24	25	-5	34	54
32.	Bob Blissett	DH Puss Moth	8	-5	17	20

EMBRYO ENDURANCE

Place	Pilot	Model	Bonus	Flt.Pts.	Total
1.	Jack Fike	Eaglet	9	326	335
2.	Gordon Roberts	Debut #4	9	311	320
3.	Don Srull	Twit	9	305	314
4.	Mike Escalante	Prairie Bird	9	291	300
5.	Bob Siedentopf	----	9	285	294
	John Stott	Eaglet	9	278	287
	Walt Eggert	No-Name	9	272	281
	Bob Baker	Prairie Bird	9	270	279
	Bob Rogers	----	8	267	275
	Chuck Schobloher	Yellow Pearl	5	263	268
11.	Bill Stroman	----	9	257	266
12.	Walt Eggert Jr.	No-Name	9	252	261
13.	Henry Komp	Prairie Bird	9	236	245
14.	Bob Clemens	Westland Whatzit	9	226	235
15.	Bob Thompson	Pugnacious Pursuit	9	225	234
16.	Mark Fineman	Pugnacious Pursuit	9	214	223

17. George Perryman	----	5	216	221
18. Jack Moses	Punkin	9	206	215
19. T, Mrakava	----	0	201	201
20. Charlie Sotich	Skinny Dip	0	192	192
21. Carles Roth	----	6	179	185
22. Fred Wunsche	Matchsticks	6	171	177
23. P. Cambriello	Hall	9	165	174
24. Fred Gregg Jr.	Prairie Bird	9	147	156
25. Mark Pfiefer	----	9	123	132
26. P. Ciambrello	Eaglet	6	111	117
27. Pres Bruning	Whimsey	9	75	84
28. Tom Stark	One Day Wonder	0	78	78
29. Dan McDonald	----	6	55	61
30. Bill Warner	Baxter	5	55	60
31. Martin Varney	Lacy	9	50	59
32. Frank Kastory	Eaglet	0	48	48
33. Eric Anderson	Eaglet	0	15	15

GHQ PEANUT SCALE

Place	Pilot	Model	Sc.Pts.	Bonus	Flt.Pts.	Total
1.	Ross Mayo	Dayton-Wright RB-1	15	525	350	875
2.	Mark Fineman	Dayton-Wright RB-1	15	525	252	777
3.	Fred Ewing	Wittman Tailwind	15	525	173	698
4.	Bob Willey	Fike	15	525	162	687
5.	Dave Rees	Nesmith Cougar	15	525	144	669
6.	Charles Schaaf	Lacy M-10	15	525	141	666
7.	Dennis Norman	Hughes H-1	15	525	138	663
8.	"Doc" Martin	Santos DuMont 14 Bis	15	525	133	658
9.	Vic Larsen	Blackburn Airdale	15	525	125	650
10.	Bill Warner	Frozo??	15	525	114	639
11.	Curt Sanford	Lacy M-10	12	420	213	633
12.	Pres Bruning	Waco SRE	15	525	107	632
13.	Mike Midkiff	Dayton Wright RB-1	15	525	105	630
14.	Bill Turbitt	Folkerts SK-3	12	420	176	596
15.	Rolfe Gregory	Monocoupe	15	525	68	593
16.	Jim Miller	Currie Wot	15	525	62	587
17.	Clarence Rakow	P-51	15	525	59	584
18.	George Meyers	Davis 2-A	15	525	41	566
19.	Ralph Kuenz	Folkerts SK-2	15	525	40	565
20.	John Tudor	Waterman Racer	15	525	37	562
20.	Bob Clemens	C-1 Racer	15	525	37	562
21.	Tom Stark	Myrt	12	420	140	560
22.	Melanie Sanford	Lacy M-10	12	420	137	557
23.	Gordon Roberts	Fike	12	420	136	556
24.	Dave Smith	Yak-3	15	525	30	555
25.	Liz Sanford	Lacy M-10	12	420	120	540
26.	Stephanie Sanford	Lacy M-10	12	420	118	538
27.	Del Balunek	Bf109-e	12	420	92	512
28.	Bob Thompson	Se-5	12	420	88	508
29.	John Tudor	Nesmith Cougar	12	420	82	
30.	Del Balunek	Bf109-e Hungarian	12	420	81	
31.	Martin Varney	Zeke	12	420	68	
32.	Bill Bell	Waco SRE	12	420	45	
33.	Mike Gilbert	Wittman Tailand	12	420	29	
34.	Bob Bissett	Chambermaid	3	105	94	199
35.	George Batiuk	Lacy M-10	0	0	44	44

FAC POWER SCALE

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Place	Pilot	Model	Sc.Pts.	Bonus	Flt.Pts.	Total
1.	Rudy Kluiber	Burgess-Dunne	37	55	82 $\frac{1}{2}$	174 $\frac{1}{2}$
2.	Fernando Ramos	Kinner Sport	56	10	79 $\frac{1}{4}$	145 $\frac{1}{4}$
3.	Phil Cox	Grumman Wildcat	53	15	75 $\frac{1}{2}$	144 $\frac{1}{2}$
4.	Dave Smith	Fokker D-8	54	10	79 $\frac{1}{2}$	143 $\frac{1}{2}$
5.	Bill Bell	Curtiss Jenny	51	15	77	143
5.	Bill Warner	L. Richards III	58	45	40	143
6.	Curt Sanford	Piper J-3	50	-5	82 $\frac{1}{2}$	127 $\frac{1}{2}$
7.	Don Srull	Santos-Dumont 14Bis	59	45	22	126
8.	Tom Stark	REP "B"	51	15	58	124
9.	Jack Fike	Aeronca "K"	45	-5	82 $\frac{1}{4}$	122 $\frac{1}{4}$
10.	Alan Schanzle	Cessna 150	44	-5	81 $\frac{1}{2}$	120 $\frac{1}{2}$
11.	Chuck Schobloher	Hyperbipe	56	15	39	110
12.	Bob Clemens	Jabiru	60	15	28	103
13.	Ted Dock	Farman	54	25	21	100
14.	George Meyer	Jungster II	57	10	26	93
14.	Stephanie Sanford	Piper J-3	40	-5	58	93
15.	Pat Ciambrello	Fokker D-7	52	15	24	91
16.	Mike Gilbert	Taylorcraft	44	-5	27	66
17.	Mike Escalante	Howard DGA	41	-5	27	63

JUMBO FAC SCALE

Place	Pilot	Model	Sc.Pts.	Bonus	Flt.Pts.	Total
1.	Don Srull	Santos DuMont 14 Bis	60	45	81 $\frac{1}{2}$	186 $\frac{1}{2}$
2.	Jack Moses	P-51 Mustang	55	10	71	136
3.	Leon Bennett	Moth Minor	43	10	82 $\frac{1}{2}$	135 $\frac{1}{2}$
4.	Mike Midkiff	Grumman Wildcat	55	5	71	131
5.	Bob Thompson	Ant 25	50	10	61	121
6.	Jack McGillray	Missel Thrush	56	15	43	114
7.	Russ Brown	Bell P-63	26	10	77 $\frac{1}{2}$	113 $\frac{1}{2}$
8.	Bob Siedentopf	Feisler Storch	56	-5	60	111
9.	Chuck Schobloher	Beechcraft 17	51	15	43	108
10.	Bob Thompson	Boeing 95	38	15	51	104
11.	Lloyd Wood	Lockheed P-38	60	30	12	102
12.	Frank Kastory	Waco SRE	46	15	36	97
13.	Bill Noonan	Missel Thrush	53	15	28	96
14.	George Meyer	Farman 400	55	-5	20	70
15.	Ralph Kuenz	Waco C-3	38	15	15	68
16.	Bill Bell	Taylorcraft	30	-5	41	66
17.	Dan McDonald	Pilatus Porter	42	-5	17	54
18.	Dennis Norman	Russian Bear	-	-	-	-

Schneider cup Race

1. Don Srull Macchi M-39
2. Dennis Norman Curtiss R3C
3. Russ Brown Supermarine S-4

World War II Combat

1. Mike Midkiff Brewster Buffalo
2. Ewing Grumman Hellcat
3. Eggert P-47 Thunderbolt

World War II Peanut Combat

1. Gordon Roberts P-51
2. Del Balunek Me-109
3. Todd Allen Hurricane

World War I Combat

1. Don Srull DH-6
2. Walt Eggert Se-5
3. George Meyers Euler

World War I Peanut Combat

1. George Meyers
2. Bob Thompson
3. Gordon Roberts

Thompson Trophy Race

1. John Stott Cessna CR3
2. George Meyers Laird-Turner
3. Alan Schanzle Hughes H-1

AEROL TROPHY WINNER---Pres Bruning Chambermaid

Greve Trophy Race

1. Gordon Roberts
2. Glenn Rakow
3. Bill Turbitt

Jr. Reliability Tour----Stacy Juby
 Jr. R.O.G.-----Stacy Juby

CATAPULT JET SCALE

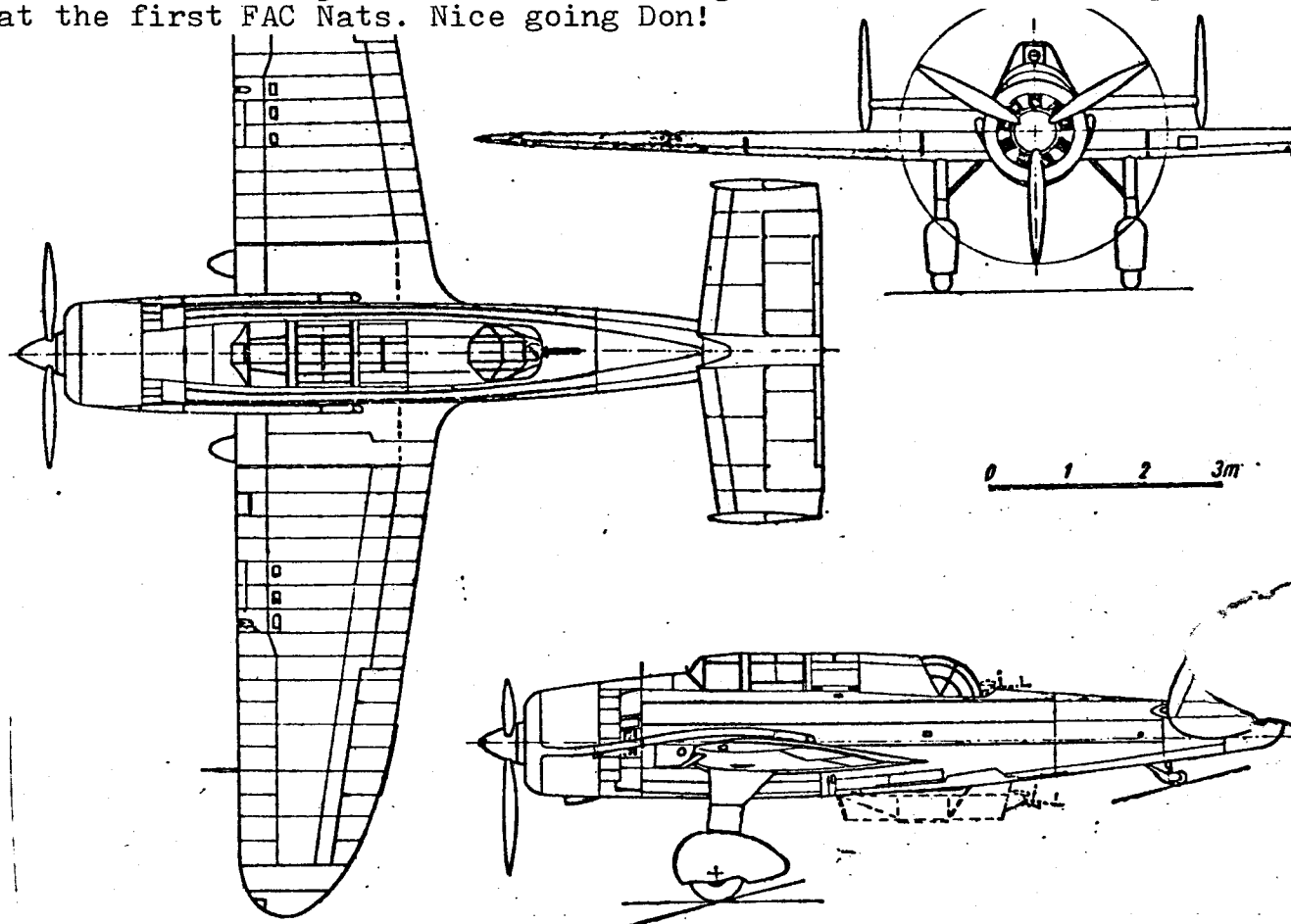
Place	Pilot	Model	Sc.Pts.	Bonus	Flt.Pts.	Total
1.	Rudy Kluiber	Canberra	29	4	225	258
2.	Dick Woodward	B-52	38	6	124	168
3.	Stacy Juby	F-89	24	2	130	156
4.	Don Assel	X-5	23	2	84	109
5.	Alan Schanzle	Heinkel	0	0	94	94
6.	George Meyers	Victor II	3	0	85	88
7.	Charlie Sotich	Comet	13	4	62	79
8.	Alan Hewston	F9F	24	0	41	65

NO-CAL SCALE

	Pilot	Model	Flight Total
1.	John Stott	Chambermaid	281
2.	Don Srull	Shinden	244
3.	Mark Fineman	Turbo-Porter	170
4.	Pres Bruning	Caproni	143
5.	Dick Komp	Taylorcraft	108
6.	Steve Kastory	Turbo-Porter	17

The award for the best constructed peanut went to Fernando Ramos for the magnificent job he did in constructing his 1911 Cessna.

The "Grand Champion" was Don Srull again! Don was also the grand champ at the first FAC Nats. Nice going Don!



FLYING ACES MODEL LABORATORY

We start the new era of the Flying Aces with two fine looking plans. The first is a No-Cal version of the Curtiss XP-55 Ascender by Lt. Mark Fineman. Mark says the original is a beautiful climber, steady as a rock. He hand-carved a reversed prop so that it can be wound in the usual clockwise direction. Be sure to include a freewheeler on any prop you employ. Mark claims she'll do 40 seconds easy, once you get her trimmed out. We here at GHQ are going to give it a try. If any of you skysters decide to build it, let us know how she goes.

Our second plan comes from that old Master FAC designer from Detroit, Major Pres Bruning. This time he gives us the Polish PZL P-46 "Sum". It probably wasn't even worth the effort to leave the tarmac to do battle with the dead Luftwaffe, but she looks like a good bet for your next entry in Peanut Combat. The wing area is pretty good and her nose and tail moments look more than ample. Give it a go gang! Both Mark and Pres have indicated they will send in more of their fine work for all you balsa benders out there in FAC land.

FAC Postal Contests

We once again will hold the FAC Postal Meets during the winter months. Four wings or events will be held. No-Cal indoor, No-Cal outdoor and Peanut indoor, Peanut outdoor. Here is a chance to rack up some Kanones during the cold bleak days ahead.

Fly as many times as you like in each of the four wings. Send a card or letter to FAC-GHQ with the following info everytime you better your last time or the existing record, if it is known at that time.

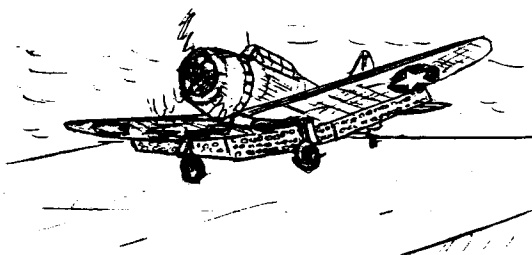
Your name and rank.

The wing you are competing in.

The time of your flight.

The date of your flight.

The name of your model.



It's as simple as that, skysters. Flights made in other competition may also be used in the FAC Postal meet. So send your times in. The next issue will have a rundown of scores up to that time. Contest begins on Dec.1,1980 and ends on March 17,1981. Build, fly, win! Eff--A--Ceeee

NOTE TO CONTEST DIRECTORS

in a notice of your up-coming contests and we will insert them in the FAC newsletter. It might increase your entries (we hope). Also, don't forget to send in your contest results, we will print all we can. But, we do need the results so we can credit the Kanones to our Victors.

CONNECT WING HALVES
WITH 1/4 x 1/8 BLOCK

ALL STOCK 1/16,
UNLESS NOTED
OTHERWISE.

ORIGINAL NEEDED
SMALL NOSE WEIGHT.
FLIES LEFT; BEST
TIME ABOUT
45 SEC.

DIHEDRAL 1/8 IN.
EACH PANEL, HERE

FIN POSITION

tissue
TYPICAL WING X-SECT.

Curtiss XP-55 ASCENDER (NO-CAL)

© 1980 MARK FINEMAN
COMMERCIAL USE FORBIDDEN

1/8 x 1/4 BLOCK BETWEEN
STICK AND WING

STAB BLOCK
(1/8 IN. STOCK) ALSO
GLUED TO
STICK

MOTOR STICK 1/8 x 1/4

6 IN.
PROP

(WING SLOT)

STAB SLOT

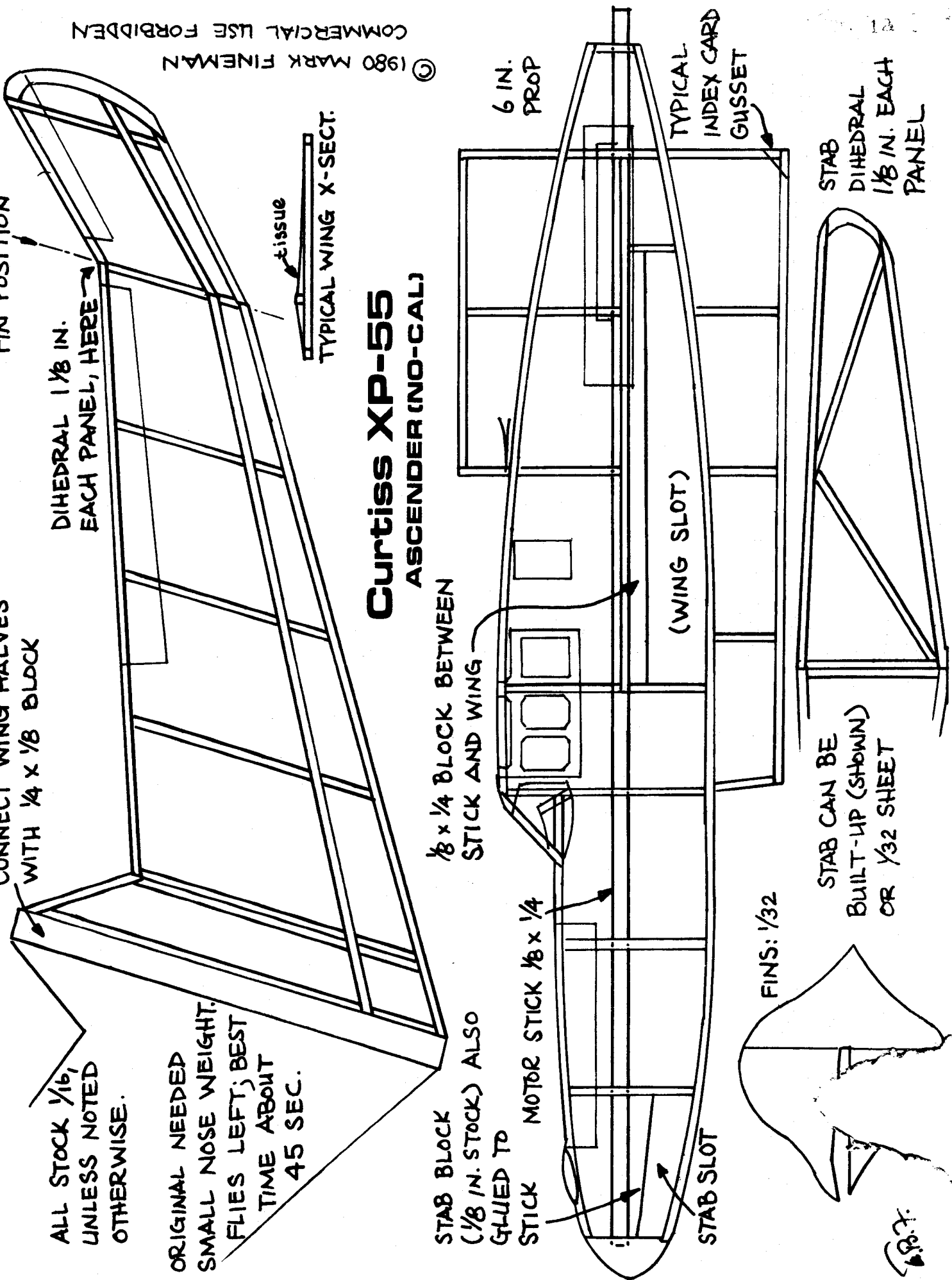
TYPICAL
INDEX CARD
GUSSET

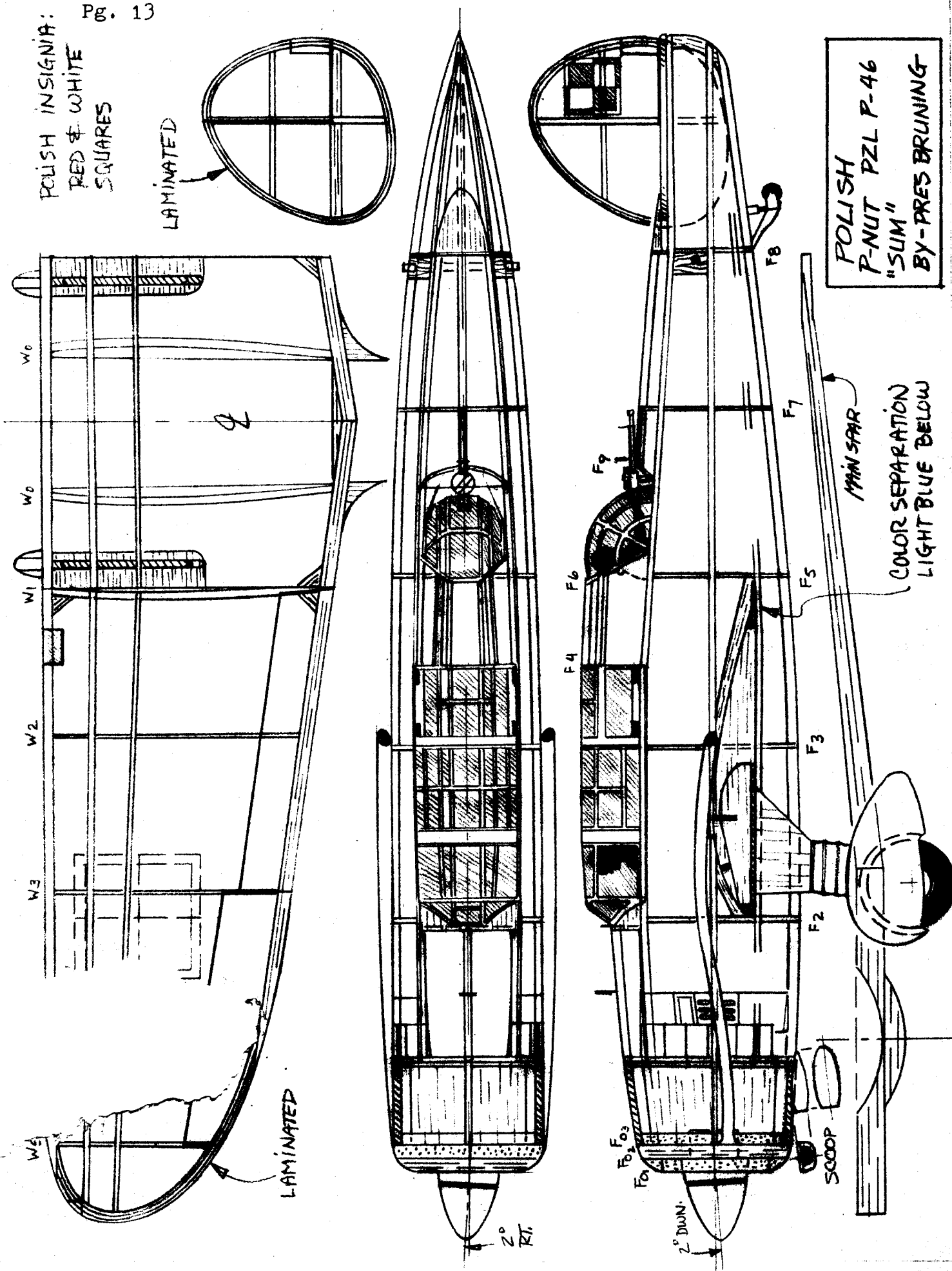
FINS: 1/32

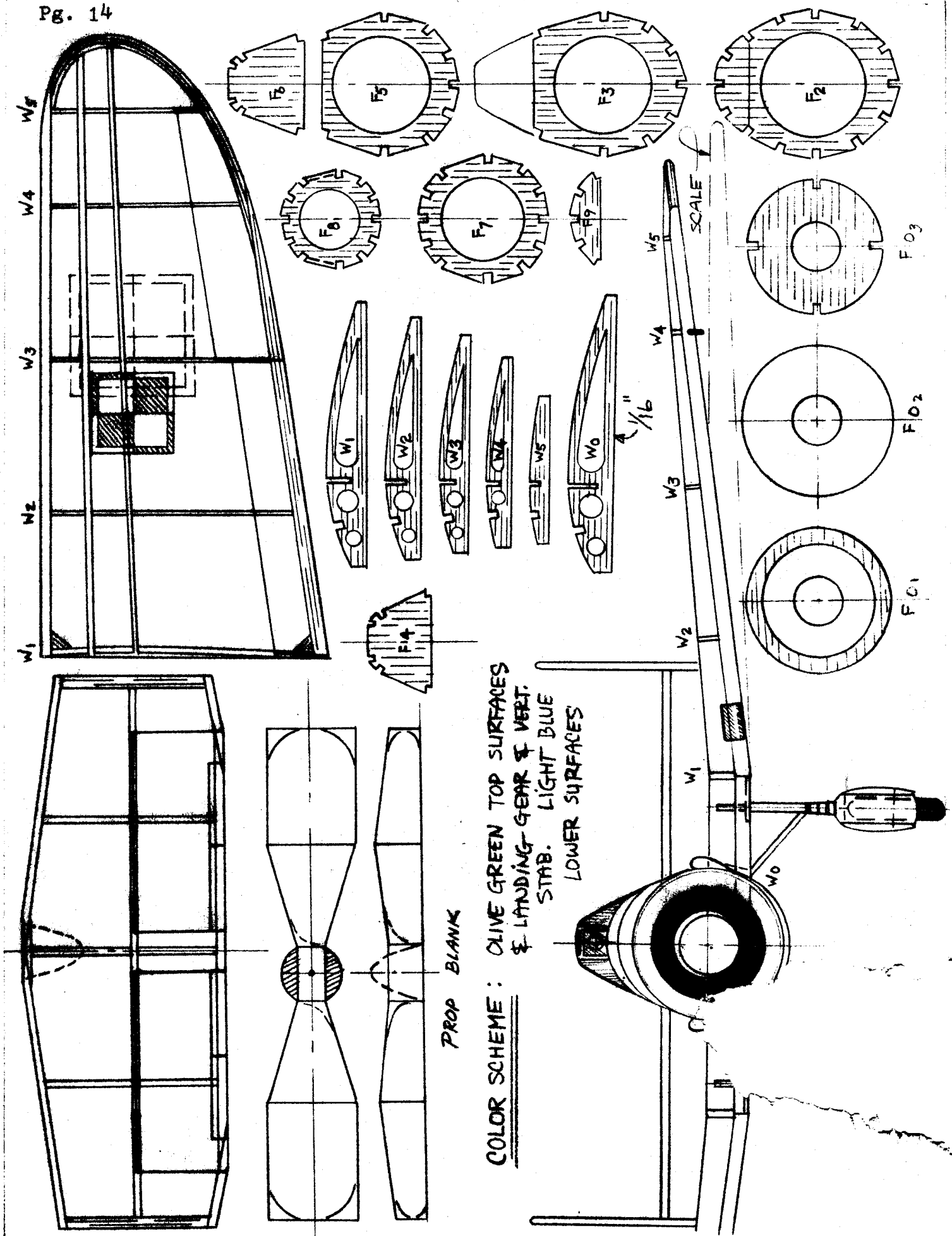
STAB CAN BE
BUILT-UP (SHOWN)
OR 1/32 SHEET

STAB
DIHEDRAL
1/8 IN. EACH
PANEL

G.B.F.







COLOR SCHEME: OLIVE GREEN TOP SURFACES
 & LANDING GEAR & VERT.
 STAB. LIGHT BLUE
 LOWER SURFACES

PROP BLANK

KANONE LIST

One of GHQ's most important responsibilities to all you FACers out there is the maintenance of the official KANONE list. This list keeps track of all the victories in FAC competition throughout the year and depends for its accuracy on the CD's reports recieved here at GHQ. Since there are now several generals of all stripes (or should we say stars?), we felt that there should be recognition for those skysters who have or will shortly surpass the General rank. Therefore, we have instituted two additional ranks, that of Air Vice-Marshall and Air Marshall, in the spirit of Tedder, Harris, Portal and all the other high ranking officers in the RAF during the last unpleasantness. We hope you all approve.

Rank:Victories:Air Marshall:Air Vice-Marshall:

Gordon Roberts 48

General:

Chet Bukowski 41

Dave Stott 40

Lt. General:

Mike Midkiff 38

Dennis Norman 38

Major General:

Russ Brown 34

Brigadier General:

Fred Hall 28

Don Srull 26

Colonel:

Chuck Drew 20

Lt. Col.:

Lin Reichel 17

Clarence Mather 16

Henry Struck 15

Bill Henn 15

Royall Moore 15

..... 14

..... 13

..... 13

..... 12

..... 12

..... 12

..... 12

..... 12

..... 12

..... 10

Rank:Victories:Captain:

Butch Hadland 9

Blake Mayo 9

Geo. Meyers 9

Frank Scott 8

Tom Nallen, Jr. 8

Bill Warner 8

Doc Martin 8

Hank O'Dwyer 7

Tom O'Brien 7

Andy MacIsaac 7

Jack Fike 7

Mike Zand 7

Ed Heyn 7

Fudo Takagi 6

Don Garafalow 6

Jack Moses 6

Del Balunek 6

Joe Whiting 6

Chris Scott 6

Dave Smith 6

Ted Langley 6

Chuck Schobloher 6

Ted Russell 6

Bill Miller 6

Don Assel 6

Ross Mayo 6

Fred Ewing 6

Steve Hoyt 5

Fred Wunsch 5

Herb Shirley 5

Pat Dailey 5

Bill Henn, Jr. 5

Ed Morrison 5

Lieutenant:

Bob Masters 4

Ed Novak 4

Mike Norman 4

R. Bender 4

Geo. Armstead 3

Norm Poti 3

Norm Getzlaff 3

Dick Woodward 3

Todd Allen 3

Lieutenant:

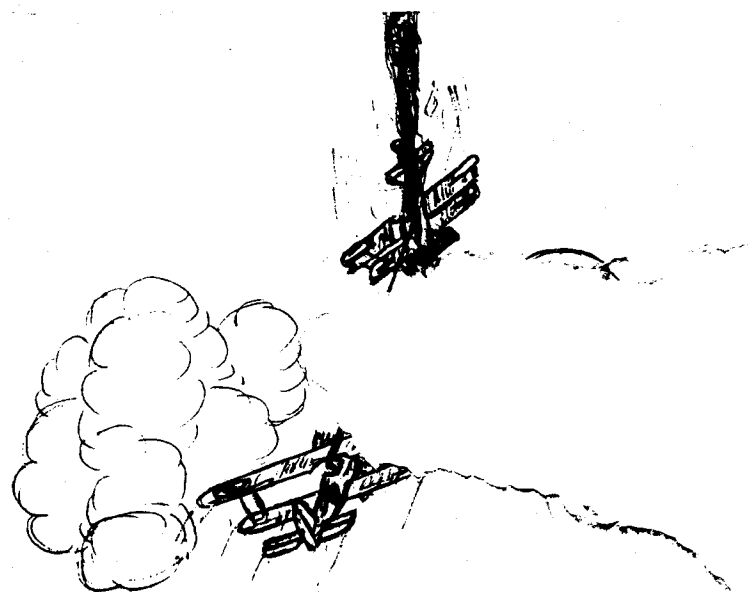
Geo. Meyer	3
Jim Miller	3
Bob Heywood	3
Joe Barna	3
Mark Fineman	2
Rolff Gregory	2
Emerson Elwell	2
Mike Escalante	2
Dave Rees	2
Ed Vargo	2
Ed Pelatowski	2
H. Thomasian	2
Chris Schanzel	2
John Peck	2
Ted Wales	2
Juanita Reichel	2
Jeanette Scott	2
Walt Mooney	2
Gerry Skranjc	2
Rich Kastory	1
Bob Peck	1
Scott Oliviera	1
Bill Stroman	1
Bob Haigh	1
Don Osala	1
Les King	1
Dick Howard	1
Bob Leishman	1
Bill Kalb	1
Terry McDonald	1
Shirley Campbell	1
Chris Clemens	1
Jeff Chrisey	1
Paul Masters	1
Jim Dailey	1
Dan McDonald	1
Greg Gosky.....	1
John Grigsby	1
Phil Futo	1
Paul Cherubini	1
Mark Assel	1
Tony Faranda	1
Jerry Donohue	1
Al Bailey	1
Bob Haight	1
Art Collard	1
Lad Plachy	1
Allen Schanzel	1
Walt Eggert	1
Amos Ponder	1
Warren Weisenbach	1
Paul Spreiregen	1
Dan Briehl	1
Guy Larsen	1
Bill Caldwell	1
Betsy Majoros	1
Andy Medovitch	1
G. Wagner	1
Ed Baltera	1
Rory Gehrlein	1
John Sites	1
Mike Arak	1

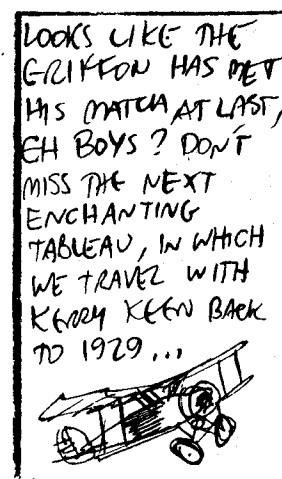
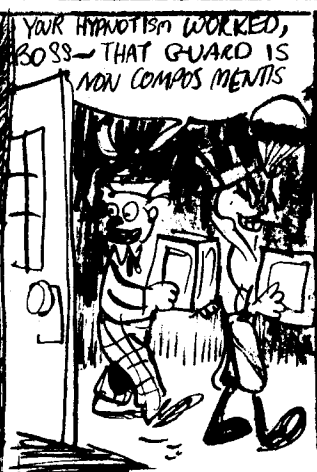
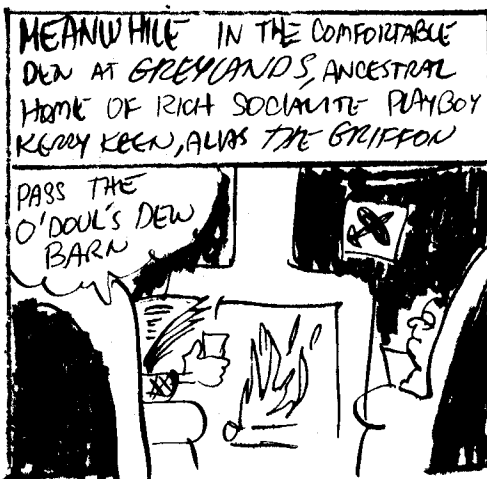
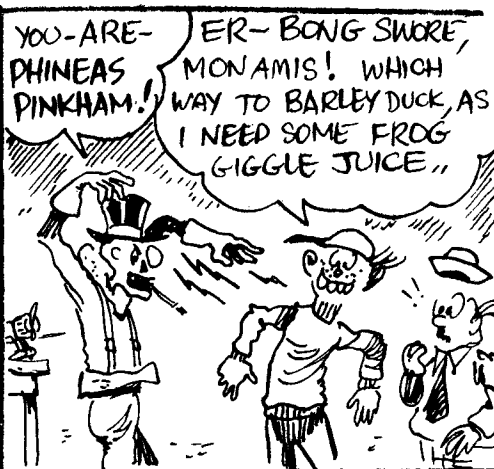
Bob Wallace	1
Ed Marcello	1
Tom Sandor	1
Vic Peres	1

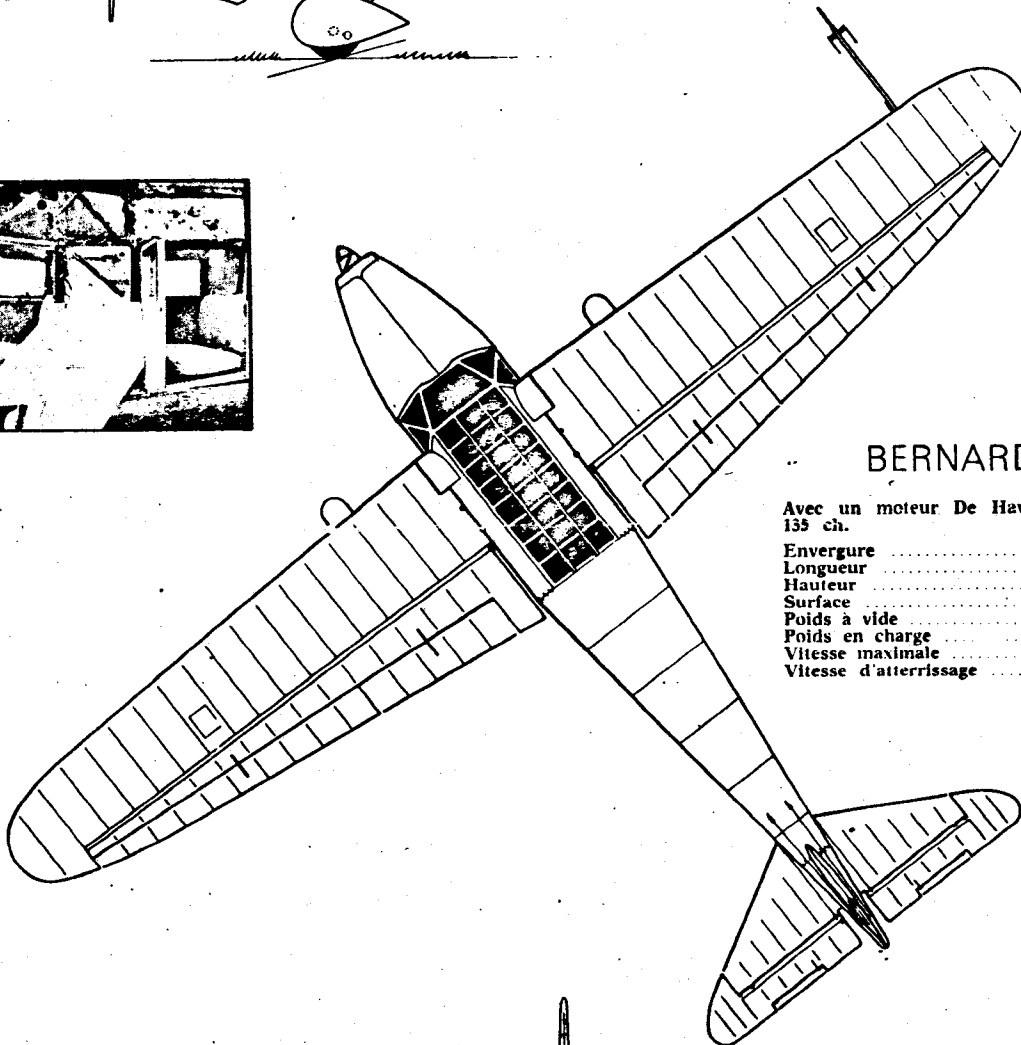
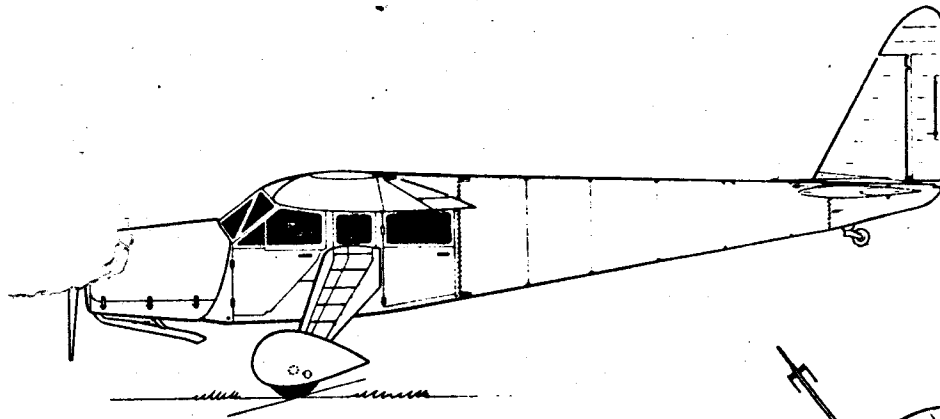
There you have it, skysters! The latest 'hit list' of successful FAC flyers. If your name doesn't appear on this list, either you haven't won an event in FAC flying or your CD hasn't reported your victory to GHQ! There are all kinds of excuses for the first reason, but none for the second!

We expect to publish the KANONE list but once a year; in the last issue of the Flying Aces Club News of each year. Citations will be listed as separate awards elsewhere in the News.

You will also note that we haven't used the familiar identifications after each name that you have all become familiar with. This was done (or omitted) for two reasons. First and foremost, to save space and pages in this, our first News issue, and also because some of you have brought to our attention that the geographic references were not correct. Hopefully in our next list, we will have some up to date nicknames for all you battling tissue-trimmers!



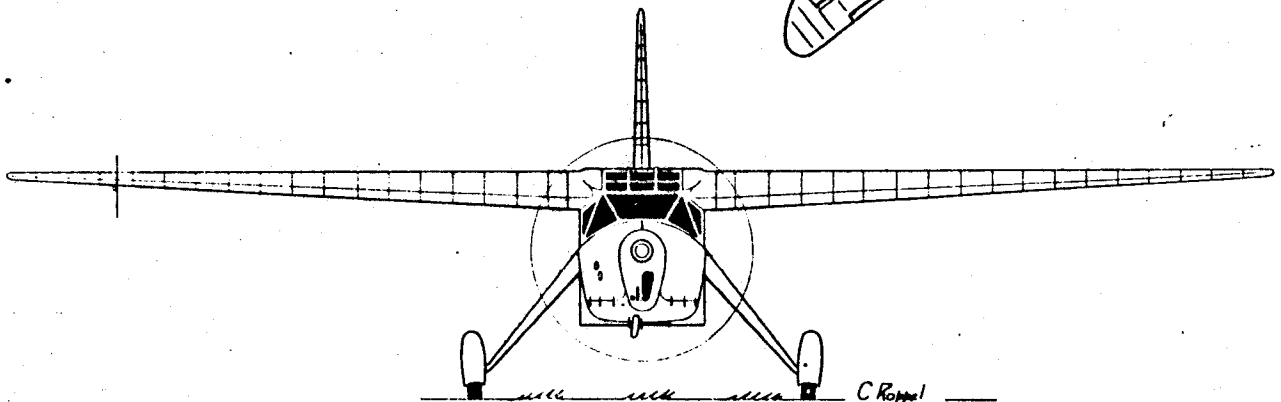




BERNARD 201 T

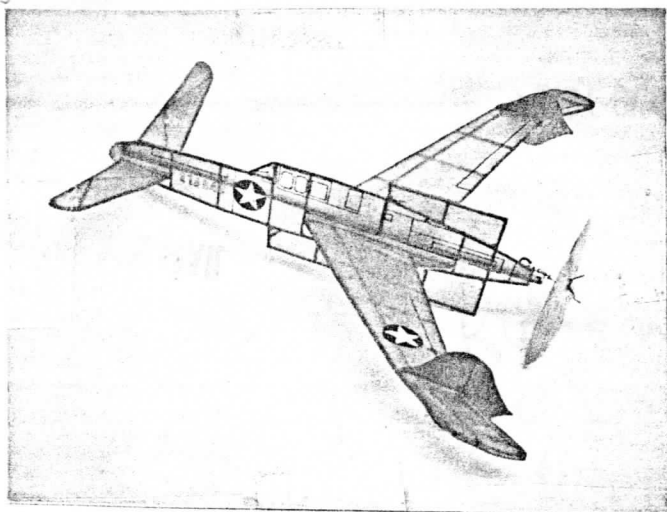
Avec un moteur De Havilland Gipsy-Major de 135 ch.

Envergure	11,96 m
Longueur	7,70 m
Hauteur	2 m
Surface	7,20 m
Poids à vide	690 kg
Poids en charge	1.030 kg
Vitesse maximale	193 km/h
Vitesse d'atterrissage	75 km/h

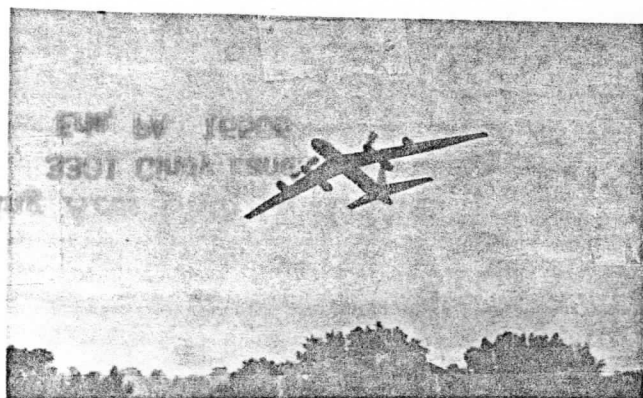


C. Rappet

3m.10ft



Mark Fineman's Ascender.
This month's plan. Photo by Mark.



Dennis Norman's Russian Bear span
60 inches. It does fly! Photo, Bruning.



Fine Fokker D-7 by Ralph Kuenz.
Photo by Pres Bruning.



Bob Thompson & Juanita
Reichel working the desk at
the FAC Nats. Fran Kastory
in background. Photo, by Eric.
Anderson.



Beautiful Stinson Tri-motor by Bob
Seidentopf from Chicago. Seen at the
FAC-Nats. Photo by Pres Bruning.

Flying Aces Club G. H. Q.
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