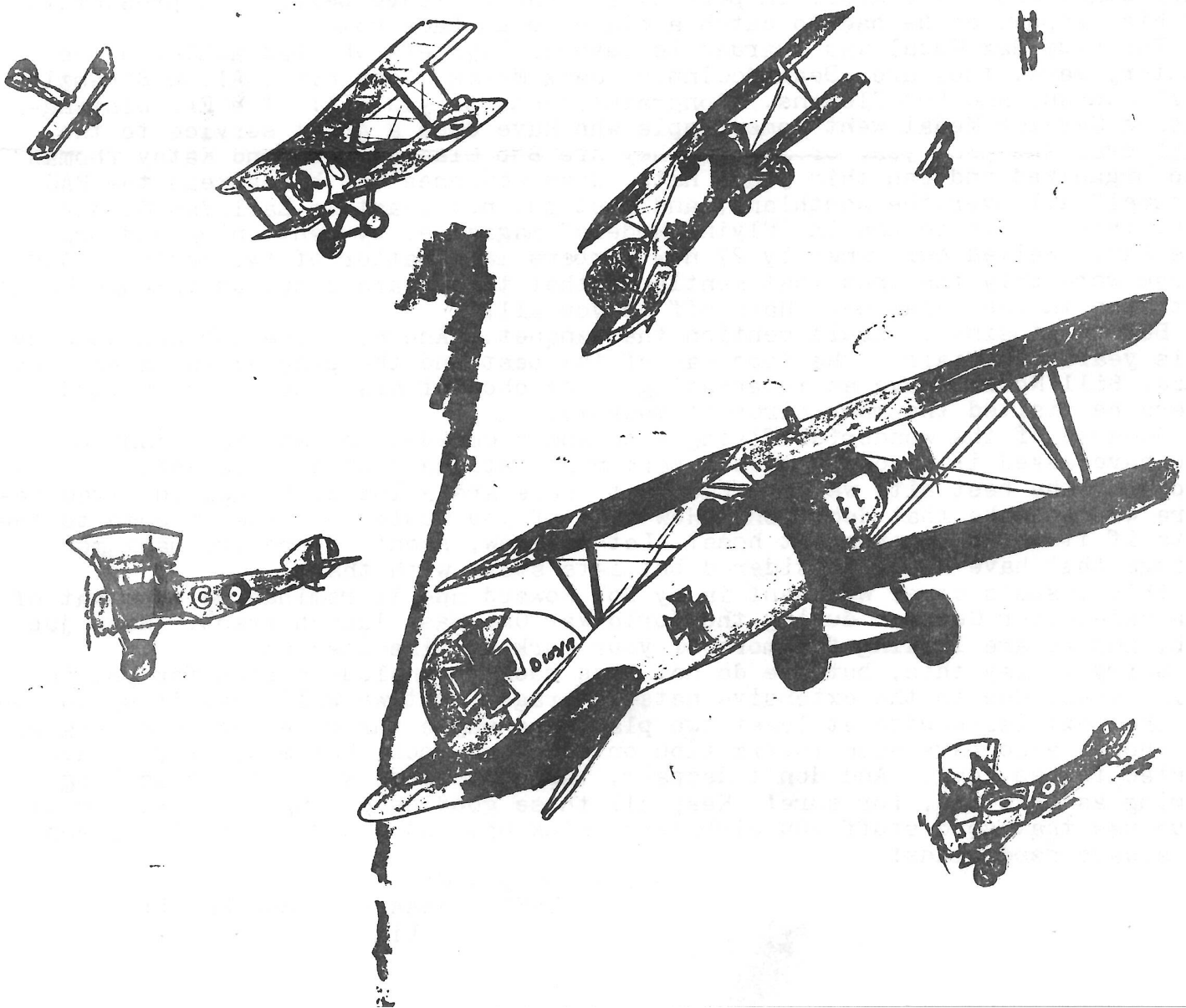


FLYING ACES

ISSUE #109-35 June/July 1986

Club News



2. Well Clubsters, another FAC Nats has come and gone, and what a show it was. One hundred and five Skysters showed up for a jolly good time! The skies over Geneseo, N.Y. were full of models for two days and some may still be flying. This had to be one of the best Nats yet, if not the very best! We here at GHQ want to thank everyone who had a hand in it, including the contestants. Special thanks go to the Co-ordinators of the meet, Vet Thomas and Bob Clemens, Vet's wife Kathy, the scale judges, Vic Didelot, Russ Brown and Ross Mayo. The girls who ran the table, Kathy Thomas, Nancy Mogle, Marian Mann and my own Juanita Reichel. Also some of the timers, like Peter Mann, Wally Stevick, and all the others that are too numerous to count. Not to be left out is Brooks Goodenow, who ran all of the mass launch events, which he did with authority, a great job! I would do a great injustice if I did not thank John Carls who stepped in to take over as Contest Director when the original CD, Jack Brown became too ill to attend. John is an experienced CD, but had no knowledge of the FAC. So with a crash course in FAC jargon, he took over like a fine model takes to the ozone.

It was great to see so many old friends as well as make new ones, and there were many new ones this time, as the Flying Aces Club continues to grow! They came from as far away as California, Texas, Florida and all states in between, and don't forget Canada, there was a strong contingent from there as they are a bunch that is dedicated to the Flying Aces movement.

The Earl Stahl Trophy was awarded to Bob Wetherall who entered a most gorgeous Aeronca C-2, truly a work of art! Dave Rees received the Achievement Award for his entry, which was a very nice Cant Z1007, trimotor Italian bomber. The Earl Stahl Trophy was originated by the Detroiden Geschwader for the 1984 FAC Nats and the Achievement Award is given by the Erie Model Aircraft Assn. Earl Stahl was there also, in person, but had to leave before the presentation of his trophy, as he had to catch a plane to go back home.

The Blue Max Medal was awarded to several Skysters who had achieved the 16 victory mark, they are, Dean McGinnes, Jack Moses, Jack Fike, Allan Schanzle, Bill Hannan, and Bob Clemens. Congratulations to you all! The FAC Distinguished Service Medal went to some people who have done a great service to the club over the past year or so and they are Bob Clemens, Vet and Kathy Thomas who organized and ran this years nats, Dean McGinnes who has spread the FAC "Gospel" all over the southland, and last but not least is Earl Van Gorder, who, through his column in "Flying Models" magazine, by mentioning and praising the FAC, swelled our ranks by 27 new members in a matter of two months. And those were only the ones that mentioned that they heard about us through Earl's articles in the magazine. Hats off to you all!

Before closing I should mention the banquet. Another fine job was done by this years officials. The food was of the best and the program was also very nice, Bill Noonan gave an interesting slide show of his journey to England where he visited the many aircraft museums.

Because of the wonderful flying site and accomadations at same, many of you have asked if we could make a permanent nationals site at Geneseo. It is probably the best site we have had, but there are a lot of things involved before we can make that decision. How many of you would continue to come to the nats if it was our permanent home? Let us know, soon! There are many more things that have to be considered but lets start with that.

This issue's cover was sent in by Bob Howard and it reminds me somewhat of the skies over Geneseo during the World War One mass launch event. Nice job Bob, and we are looking for more of your work as time goes on.

Sorry to say this, but, we do not have room to include a plan for you in this issue, due to the extensive nats coverage. But we will make it up to you in the next issue with at least two plans and maybe three depending on space. We should also have some information on our plan book that many of you have wanted for so long. And don't despair, the next issue will not be as long coming as this one, for sure! Keep all those goodies coming in as we can always use that good stuff you clubsters think up, and don't forget the plans, we always need plans!

Build---Fly---Win
EFFF---AAAA---CEEEEEEEEE!!!!
Lin

FLYING ACES SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
1.	Don Snull	Voisin	59	117	40	81.75	180.75
2.	Don Snull	Lippisch P13	57	120	35	82.5	174.50
3.	Allan Lawton	Tony	55.5	120	10	82.5	148.00
4.	Dave Rees	Nicholas-Beazley NB3	56	106	10	79	145.00
5.	Dave Rees	Cant 1007 trimotor	58	45	40	45	143.00
6.	Dave Stott	Cunningham-Hall PT-6	57	65	15	62.5	134.50
7.	Dennis Norman	Fokker BII	49	78	15	69	133.00
8.	Paul Stott	Bellanca racer	47	46	40	46	133.00
9.	Richard Miller	Consolidated PT-1	35	120	15	82.5	132.50
10.	Mike Midkiff	Myrt	59	60	10	60	129.00
11.	Vance Gilbert	Lockspeiser LDA-01	52.5	56	20	56	128.50
12.	Jim Miller	Bleriot VII	51.5	74	10	67	128.50
13.	Dave Stott	Curtiss Falcon	59	54	15	54	128.00
14.	Ferrell Papic	Rutan Quickie	52	35	40	35	127.00
15.	Gordon Roberts	Fleet biplane	47	69	15	64.5	126.50
16.	Allan Schanzle	Potez 230	49.5	73	10	66.5	126.00
17.	Bill Anderson	Bleriot	53.5	64	10	62	125.50
18.	Emerson Elwell	Fleet biplane	53	56	15	56	124.00
19.	Pres Bruning	Martin B-26 Marauder	51	47	25	47	123.00
20.	William Anderson	Bleriot VII	53.5	64	10	62	125.50
21.	Paul Spreiregen	Puss Moth	48	81	0	70.5	118.50
22.	Rolfe Gregory	Fairchild 24	57.5	62	0	61	118.50
23.	Dennis Norman	FW-190 D9	49	59	10	59	118.00
24.	Henry Frautschy	Grumman F4F	54	57	5	57	116.00
25.	Phil Cox	Curtiss Robin	53.5	64	0	62	115.50
26.	Mike Midkiff	1 1/2 Strutter	57.5	43	15	43	115.50
27.	Rolfe Gregory	Siemens Schuckert	49	60	5	60	114.00
28.	Tom Hughston	Curtiss Robin	44	73	0	66.5	110.50
29.	Pat Daily	Douglas O-43	52.5	54	3	54	109.50
30.	Richard Kohfield	Junkers P40	55.5	44	10	44	109.50
31.	Greg Thomas	Wittman Tailwind	58	51	0	51	109.00
32.	George Meyers	Curtiss SOC-3	49	45	15	45	109.00
33.	Ross Mayo	Heinkel HE-100	48	50	10	50	108.00
34.	Don Steeb	Alco Sport	55.5	52	0	52	107.50

FLYING ACES SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
35.	Bill Noonan	Latecoere 28	59	48	0	48	107.00
36.	Pat Daily	Boeing F3B1	46	44	15	44	105.00
37.	Mark Fineman	Spitfire Mk IX	53.5	41	10	41	104.50
38.	Tom Arnold	Dornier DO-335	49.5	44	10	44	103.50
39.	Jack McGillivray	DH Sea Hornet	52	20	30	20	102.00
40.	Paul Helman	Cessna 1911	54	42	5	42	101.00
41.	Ralph Kuenz	Albatross DV	51	35	15	35	101.00
42.	Bob Thompson	Mitsubishi Kaugore	48	42	10	42	100.00
43.	Jack Humphries	Mustang I	44	45	10	45	99.00
44.	Walt Eggert Sr.	Fokker D-VII	45	39	15	39	99.00
45.	Bob Thompson	Junkers Stuka JU-87	53	36	10	36	99.00
46.	Ted Russell	Ryan ST	50.5	36	10	36	96.50
47.	Greg Thomas	P-51B	38	48	10	48	96.00
48.	Pres Bruning	Savoia SM-84	52.5	29	14	29	95.50
49.	Richard Bennett	Reggiane Re 2005	44	39	10	39	93.00
50.	Ralph Kuenz	Curtiss OC2	53	24	15	24	92.00
51.	William Bell	Boeing F4B4	53.5	22	15	22	90.50
52.	Walt Eggert Sr.	Fairchild FC-1	55	35	0	35	90.00
53.	Walt Eggert Jr.	Fairchild FC-1	56	34	0	34	90.00
54.	Paul Stott	Cessna C-34	44	44	0	44	88.00
55.	Walt Eggert Jr.	P-47	50	28	10	28	88.00
56.	Vet Thomas	Clipped-wing Cub	57.5	29	0	29	86.50
57.	Jack Moses	Albatross DVA	50	21	15	21	86.00
58.	Harvey Hopkins	Boulton-Paul Defiant	53.5	22	10	22	85.50
59.	Bob Clemens	Cranwell CLA-3	57.5	25	3	25	85.50
60.	William Passarelli	Fike E	55.5	29	0	29	84.50
61.	Paul Spreiregen	Fairchild 24	28	56	0	56	84.00
62.	Andrew MacIsaac	Eaglet	47	33	3	33	83.00
63.	Vic Nippert	Stinson 108	47	36	0	36	83.00
64.	John Low	Fleet Model 2	42	25	15	25	82.00
65.	Chuck Schobloher	Stinson 108	50	32	0	32	82.00
66.	William Bell	Douglas Y10-43	50.5	28	3	28	81.50
67.	Paul Weigand	Mister Mulligan	53.5	26	0	26	79.50
68.	John Morrow	Bellanca Scout	56.5	20	0	20	76.50

FLYING ACES SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
69.	Richard Miller	Cessna C-34	29	40	0	40	69.00
70.	Daniel McDonald	Ord-Hume		62		62	62.00
71.	John Low	Fairchild 24D	31.5	27	0	27	58.50
72.	Bob Young	SE5a		29			29.00

PL- Place SP- Scale Points BF- Best Flight FP- Flight Points

FAC JUMBO SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
1.	Jack McGillivray	DH Sea Hornet	59	106	30	79	168.00
2.	Don Srull	Lippisch P13	58	82	35	71	164.00
3.	Dave Rees	G & H Gadfly	61.5	101	10	77.75	152.00
4.	Don Srull	Cant 1012	65.5	49	35	49	149.50
5.	Dave Stott	DeHaviland DH-4a	60.5	59	15	59	134.50
6.	Vance Gilbert	Fairchild PT-19	53	73	10	66.5	129.50
7.	Jack Moses	Blackburn Skua	56	60	10	60	126.00
8.	Emerson Elwell	Folkerts Special	58	66	5	63	126.00
9.	Paul Helman	G & H Gadfly	58	57	10	57	125.00
10.	Robert Wetherell	Avro Avian	61	54	10	54	125.00
11.	Dan McDonald	Skeeto	47	73	3	66.5	116.50
12.	Bob Thompson	De Haviland D.H.4	58	43	15	43	116.00
13.	Leon Bennett	Piper J-3 Cub	49	74	0	67	116.00
14.	Mike Midkiff	North American B-25	48	43	25	43	116.00
15.	John Houck	F-82F Twin Mustang	55	31	30	31	116.00
16.	Vic Nippert	Cessna AW	54	55	0	55	109.00
17.	Mark Fineman	Curtiss P-40	56	39	10	39	105.00
18.	Steve Buso	Lacey M-10	60.5	43	0	43	103.50
19.	Robert Anderson	Arado 76	62.5	26	3	26	91.50
20.	Chuck Schobloher	Spitfire	37	36	10	36	83.00
21.	Robert Anderson	Douglas O-46A	53	26	3	26	82.00
22.	William Bell	Taylorcraft BE2-C	43	32	0	32	75.00
23.	Dennis Norman	Avro Lancaster		32		32	32.00

PL- Place SP- Scale Points BF- Best Flight FP- Flight Points

6.

EMBRYO ENDURANCE

PL	NAME	MODEL	1	2	3	BONUS	TOTAL
1.	John Stott	Eaglet	120	120	120	9	369
2.	Ken Groves	Boss Robin	117	120	120	6	363
3.	Richard Miller	Hornet	120	120	80	9	330
4.	Mark Schneider	M-Brio	115	115	82	9	321
5.	Don Steeb	Original	111	105	95	9	320
6.	Don Snull	Super Nit	83	120	99	9	311
7.	William Passarelli	Prairie Bird	95	84	120	9	308
8.	Daniel McDonald		88	89	120	9	306
9.	John Low	Tutor	120	55	120	9	304
10.	Richard Kohfield	Debut	102	68	120	9	299
11.	Vic Nippert	Twin Fin Terror	112	81	59	6	258
12.	Mark Fineman	X-Z	81	96	63	9	249
13.	Rowland Hot	Prairie Bird	87	65	88	9	249
14.	William Anderson	Debut	61	49	120	9	239
15.	Claude Powell	Mod. Prairie Bird	107	78	44	5	234
16.	Bruce Price	Prairie Bird	57	100	58	8	223
17.	Jack Moses	Eaglet	69	68	74	9	220
18.	Walt Eggert Sr.	Own Design	79	57	62	9	207
19.	Stephen Drpbick	Cruiser	72	120		9	201
20.	Jim Hyka	Debut	107	38	45	9	199
21.	Chuck Schobloher	Sweepo	68	66	53	9	196
22.	Vic Nippert	Twin Fin Pursuit	45	74	44	9	172
23.	Michael Nassise	Prairie Bird	55	49	40	6	150
24.	Mark Houck	Prairie Bird	38	43	54	9	144
25.	Henry Komp	Sorta Korda	44	46	51	5	140
26.	John Market	Special	9	120		9	138
27.	Gordon Roberts	Debut	40	88		9	137
28.	David Narance	Prairie Bird	36	46	45		127
29.	Henry Frautschy	Peabody Pocket	33	29	39	5	106
30.	Bob Clemens	Eyeball	74			9	83
31.	Ross Mayo	Misadventure	66	4	3	9	82
32.	Walt Eggert Jr.	Own Design	66				66
33.	Stephen MacIsaac	Uncertain	56			5	61
34.	Bob Thompson	Pacific Ace	32			6	38
35.	Robert Russell	Mod. Prairie Bird	2			9	11

FAC POWER SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
1.	Allan Schanzle	Tiger Moth	58.5	104	15	78.5	141.00
	Bob Clemens	Farman Jabiru	58.5	132	5	82.5	141.00
	(Tie)						
2.	Don Snull	Bleriot canard	55.5	106	20	79	138.00
3.	Walt Eggert Sr.	Fokker Dr-I	54.5	76	20	68	137.00
4.	Mike Midkiff	Bristol M1-B	57.5	88	5	74	136.50
5.	Allan Schanzle	FW-190	54	118	10	82	136.50
6.	Bill Noonan	Martinsyde Semiquaver	53.5	79	15	82.5	136.00
7.	Fernando Ramos	Bucker Jungmann	53.5	78	15	82.5	136.00
8.	Pat Daily	Ansaldo SVA-5	52.5	74	15	67	135.00
9.	Steve Buso	Monocoupe 90-AF	51.5	154	0	82.5	134.00
10.	Bob Leishman	Pfalz D3	41	88	15	74	123.50
11.	Joe Barish	Waterman Aerobile	33	65	25	62.5	115.50
12.	Ferrell Papic	Taylorcraft	35	99	0	77.25	112.25
13.	Joe Barish	Dayton-Wright	36	82	5	71	112.00
14.	Robert Wetherell	Aeronca C-2	60	51	0	51	111.00
15.	Rolfe Gregory	Luscombe Phantom	53.5	50	0	50	103.50
16.	Bill Bell	Stearman C3-B	55.5	28	15	28	98.50
17.	Walt Eggert Sr.	Air Transport P-2	56.5	33	3	33	92.50
18.	Dan Driscoll	Nieuport 11	48.5	21	15	21	84.50

PL- Place SP- Scale Points BF- Best Flight FP- Flight Points

NEW FAC POWER SCALE RULES IN USE:

For the record, the new FAC Power Scale rules were interpreted at FAC Nats Mk. V as follows:

The *best flight* of each model was FACTored as required in the basic FAC scale rules (full points up to 60 seconds; half points 61 to 90; quarter points 91 to 120). *Bonus points*, if any, were added UNfactored to give the *flight points* shown above (82.5 max). *Flight points* and *scale scores* were then added together to give the *TOTAL* seen in the last column.

GHQ PEANUT SCALE

PL	NAME	MODEL	1	2	3	FT	SP	ST	TOTAL
1.	Ken Groves	Fike Dream	82	79	81	242	12	288	530
2.	Walt Eggert Sr.	P-47N	45	52	56	153	12	288	441
3.	Allan Lawton	Folkerts SK-3	47	67	86	200	9	216	416
4.	Juergen Kortenbach	Nieuport 11C-1	49	41	30	120	12	288	408
5.	Henry Frautschy	Upton Baby Ace	39	40	41	120	12	288	408
6.	Walt Eggert Sr.	Pietenpol	64	63	60	187	9	216	403
7.	Gordon Roberts	Andreason	48	55	74	177	9	216	393
8.	Pres Bruning	Chambermaid	34	39	31	104	12	288	392
9.	Walt Eggert Jr.	P-47N	55	37		92	12	288	380
10.	Dennis Norman	P-51D	27	22	42	91	12	288	379
11.	Jack Moses	IS-4	31	82	46	159	9	216	375
12.	Bob Thompson	Langley Aerodrome	24	30	26	80	12	288	368
13.	Jim Miller	Waco SRE	53	53	43	149	9	216	365
14.	Don Steeb	Fike E	24	57	42	123	9	216	339
15.	George Meyers	Heinkel HE-112	27	43	40	110	9	216	326
16.	Ross Mayo	Nesmith Cougar	42	28	35	105	9	216	321
17.	Richard Kohfield	Jodel	66	54	47	167	6	144	311
18.	Claude Powell	Jodel	34	25	30	89	9	216	305
19.	William Anderson	Chester Goon	32	22	24	78	9	216	294
20.	Vic Nippert	Dayton-Wright	25			25	9	216	241
21.	Michael Nassise	Nesmith Cougar	25	24	27	76	6	144	220
22.	Dennis Norman	Fokker BII	24			24	6	144	168
23.	Dave Rees	Monocoupe	DNF				12		
24.	Mark Houck	Dornier D-1	DNF				6		
25.	John Morrow	Pietenpol	DNF				9		
26.	Paul Helman	Chief Oshkosh	DNF				9		

PL: Place FT: 3-Flight Total SP: Scale Points ST: Scale Total

DNF: Did Not Fly

WWI PEANUT COMBAT

1.	H. Frautschy	Fokker D-VII
2.	Allan Lawton	Fokker D-VII
3.	Bob Leishman	Se5-A
4.	George Meyers	Se5-A
5.	Bob Thompson	???

WWI COMBAT

1.	Pat Daily	Fokker D-VII
2.	Don Snull	DH-6
3.	Rowland Hoot	Fokker D-VII
4.	Dave Rees	Roland Walfisch
5.	Bruce Price	Se5

FAC PEANUT SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
1.	Jack McGillivray	Yugoslav 45T	55	109	30	79.75	164.75
2.	Jim Miller	Santos-Dumont 14bis	52	86	30	73	155.00
3.	Juergen Kortenbach	Langley Aerodrome	52	38	45	38	135.00
4.	Allan Lawton	Folkerts SK-3	54	89	5	74.5	133.50
5.	Bob Thompson	Langley Aerodrome	51	33	45	33	129.00
6.	Don Steeb	Wright Flyer	54	23	50	23	127.00
7.	Jim Miller	Waco SRE	51	60	15	60	126.00
8.	Ken Groves	Bristol Scout	49	62	15	61	125.00
9.	Phil Cox	G & H Gadfly	54	60	10	60	124.00
10.	Bob Thompson	Wright Flyer	50	24	50	24	124.00
11.	Gordon Roberts	Folkerts SK-3	51	65	10	62.5	123.50
12.	Dennis Norman	P-51D	54	57	10	57	121.00
13.	Walt Eggert Sr.	P-47N	50	60	10	60	120.00
14.	Greg Thomas	Lacey M-10	55	66	0	63	118.00
15.	Dave Rees	Monocoupe 110	57	58	0	58	115.00
16.	Walt Eggert Jr.	P-47	50	51	10	51	111.00
17.	Gordon Roberts	Andreason	49	55	15	55	109.00
18.	Don Steeb	Fike E	52	56	0	56	108.00
19.	Steve Buso	Lacey M-10	53	54	0	54	107.00
20.	Dennis Norman	Chester Goon	52	42	10	42	104.00
21.	Bob Leishman	SE5a	46	42	15	42	103.00
22.	George Meyers	Chambermaid	54	44	5	44	103.00
23.	Paul Helman	Burgess-Curtiss	58	40	5	40	103.00
24.	Ted Russell	Nesmith Cougar	55	45	0	45	100.00
25.	Pres Bruning	Chambermaid	56	37	5	37	98.00
26.	William Ceresa	Wee Will Jr.	54	34	10	34	98.00
27.	Dave Rees	Caproni	56	28	10	28	94.00
28.	Doug Buchanan	Heinkel HE-100	44	40	10	40	94.00
29.	Ferrell Papic	VW Racer	53	35	5	35	93.00
30.	Walt Eggert Sr.	Pietenpol	55	34	3	34	92.00
31.	Jack Moses	IS-4	52	32	5	32	89.00
32.	Mike Midkiff	Hergt	54	28	5	28	87.00
33.	John Low	Civil SE5a	45	25	15	25	85.00
34.	Michael Nassise	Nesmith Cougar	37	36	0	36	73.00

FAC PEANUT SCALE

PL	NAME	MODEL	SP	BF	BONUS	FP	TOTAL
35.	Andrew MacIsaac	Nesmith Cougar	46	23	0	23	69.00
36.	Emerson Elwell	Stinson 125	34	31	0	31	65.00
37.	Daniel McDonald	Ord-Hume		60			60.00
38.	Richard Kohfield	Jodel		42		42	42.00
39.	Richard Bennett	Reggiane Re2005		39		39	39.00
40.	Dave Stott	Sopwith Triplane		39		39	39.00

PL-Place SP- Scale Points BF- Best Flight FP- Flight Points

WWII COMBAT

1. Allan Lawton
2. George Meyers
3. Don Srull
4. Ross Mayo
5. Gordon Roberts

KI-61 Hein
Aichi Grace
Caudron 714
Heinkel 100
BP Defiant

GOLDEN AGE

1. Paul Helman
2. Don Srull
3. Rev. Anderson
4. Mark Fineman
5. George Meyers

Gadfly
Alco Sport
Bellanca
Monocoupe
Leopard Moth

GREVE RACE

1. Dave Rees
2. George Meyers
3. Pres Bruning
4. Dave Stott
5. Ferrill Papi

Caudron 460
Suzy
Chambermaid
Haynes Mystery
Caudron 460

THOMPSON RACE

1. Mike Midkiff
2. Dave Rees
3. George Meyers
4. Jack McGillivray
5. Mark Fineman

Travel-Air Mystery
Cessna CR-2
Pesco Special
Hughes H-1
Cessna CR-3

We have only listed the trophy winners in the mass launch events because of the large entry list, it would be almost impossible to list everyone.

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

Wanted; copies of the following plans, Hawk 75 from Flying Aces--Jan. 1940 Republic p-43 from Air Trails--Jan. 1942, Vanguard p-48 Air Trails--Aug. 1940 and Flying Aces--Feb. 1943. Send to Ken Race, 906 Liberty Ct., Cupertino, Ca. 95014. Ken also wishes to sell some of his Aviation and Model books and magazines. If anyone is interested send Ken two 22¢ stamps for a list.

Wanted; Dave Smith, 1041 E. Rawhide, Gilbert, Az. 85234 needs three-views and color schemes for the Allied Sport and for the Miles Mohawk. Dave is also interested in getting ahold of some Flying Aces magazines of the thirties. He will buy them or will trade other magazines for them. Help these two Skysters.

INDOOR MEET AT EDINBORO, PA. NOV. 30, 1986

The Erie Model Aircraft Assn. will be holding its usual fall contest at the McComb Fieldhouse with all the usual events. We will have definite events and times plus new indoor No-Cal rules in the next issue.

FAC NATS INDOOR CONTEST

11.

Flying Aces Peanut

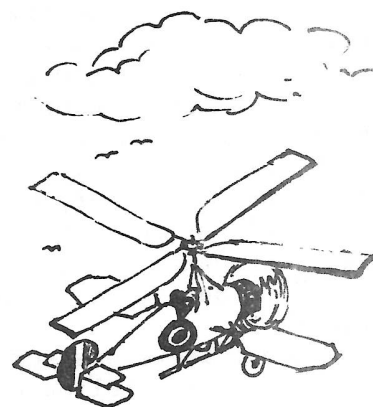
<u>Pilot</u>	<u>Plane</u>	<u>Scale Pts.</u>	<u>Best Flt.</u>	<u>Total</u>
1. Juergen Kortenbach	Langley Aero.	118	42	160
2. Jim Miller	Santos Dumont 14bis	87	63	150
3. Don Steeb	Wright Flyer	124.5	25	149.5
4. Jack McGillivray	Se5A	74.5	50	124.5
5. Dave Rees	Contestor	65.5	46	111.5
6. Ken Groves	Bristol "D"	64	31	95
7. Greg Thomas	Smith Mini-plane	73	21	94
8. Paul Helman	Burgess-Curtiss	59	31	90
9. Mark Houck	Dornier D-1	58	21	79
10. Al Williams	DH Gypsy Moth	did not fly		
11. Don Campbell	Se5A	" "	"	
12. Dan McDonald	Luton Minor	" "	"	
13. Bill Bell	Curtiss Goshawk	" "	"	
14. David Narance	Demoiselle	" "	"	
15. Walt Eggert	Pietenpol	" "	"	

Peanut Hi-Wing Cabin

<u>Pilot</u>	<u>Plane</u>	<u>Scale Pts.</u>	<u>Best Flt.</u>	<u>Total</u>
1. Don Steeb	Fike	60.5	65.5	126
2. Ken Groves	Fike	59	60.5	119.5
3. Bill Anderson	Vagabond	55	50	105
4. Steve Buso	Lacey	59.5	39	93.5
5. Greg Thomas	Lacey	47	51	98
6. Claude Powell	Rearwin Speedster	46	39	85
7. Mike Nassise	Cougar	did not fly		

No-Cal Scale

<u>Pilot</u>	<u>Plane</u>	<u>Flt. Pts.</u>
1. John Marett	Piper J-3	351
2. Ken Groves	Corben Ace	286
3. Mark Fineman	Pilatus	285
4. Vance Gilbert	Se5A	276
5. Walt Eggert	P-47	222
6. Rev. Bill Anderson	Lear	198
7. Bob Clemens	Curtiss XF13C-1	186
8. Roland Hoot	SweetPea	178
9. Dan McDonald	Luton Minor	170
10. Jack Barker	Piper J-3	170
11. John O'Leary	PeeWee	157
12. Rev. Bill Anderson	Piper J-3	135
13. Al Williams	Piper J-3	134
14. Claude Powell	Tipsy Jr.	122
15. Chris Nassise	Tipsy Jr.	98
16. Mark Houck	Cessna Cardinal	66
17. Bill Bell	Citabria	21



World War I Dogfight

<u>Pilot</u>	<u>Plane</u>
1. Jack McGillivray	Se5A
2. Ken Groves	Bristol "D"
3. Dave Rees	Martin Handasyde
4. George Doten	Bristol Bullet
5. Paul Helman	Albatross D-3
6. John Houck	Bristol Scout
7. J. Kortenbach	Nieuport 11
8. Bill Bell	Se5A

Many thanks go to Vic Didelot for CD-ing the indoor meet, Ross Mayo for scale judging and to Juanita Reichel for her work at the table. Also a hearty thank you to all who timed flights.

Mumbo Jumbo #23 From the pen of the Glue Guru - Leon Bennett

(Update: Noted FAC Contest Director, Mr. Bob Thumbsome, having left home on a "hunting expedition", is suspected of causing an outbreak of radio interference at the Other's retirement village, RC Valhalla. The Glue Guru, ordered by Hqs. to rescue Mr. Thumbsome, has prepared an interference-proof Jumbo resembling an RC trainer and proceeded to RC Valhalla.)

* * * * *

Salutations, disciples! As I propelled my wheelbarrow onto the RC Valhalla grounds, I was struck by the extreme quiet. Nothing moved. The Others had taken shelter. At the far corners of Valhalla, bloodhound equipped guards searched endlessly for the interference perpetrator. Yet here, at the center of the complex of villas and flying fields, the only sign of life was an ice cream van carrying the curious advertising slogan: "Repent Others, Lest Ye Be Stricken From The Sky!"

Settling upon a deserted flying field, I anxiously pondered Col Run Likehell's strategy. Yes, an interference-proof model should infuriate the perpetrator, forcing him to surface. But once surfaced, would he attack the Jumbo or myself? Who can say? As noted by Freud, only the path of a warped wing is more devious than that of a warped mind.

With a final shrug, I applied the battery cart starter to the geared Piper Cub, putting in sufficient winds for an ROG and a 20 second circuit. The model flew well, the Megow sound box emitting a raucous raspberry to all points of the compass as it circled and landed.

Nothing happened. Both relieved and disappointed, I retrieved the model while slyly searching out any movement. Was Mr. Thumbsome really secreted on the grounds? Puzzled yet frantic with fear, I watched the ice cream van slowly move towards my field set-up. The poor vendor must have been bored, for there were certainly no customers.

I ventured another short flight. The vendor turned on his freezer engine. Given the fierce Florida heat, much cooling is required for palatable ice cream.

And yet another flight. Now the freezer engine was roaring at top speed. The very air was charged with noise and vibration. Odd - the hairs on my arm began to vibrate. Was this simple fear or was there something malevolent in the atmosphere?

Was there some connection between the sinister van and - no it couldn't be, for the ice cream vendor wore a white hat; Mr. Thumbsome has never been seen without a black helmet. Still, it was possible. I decided to test the ice cream vendor by posing as an ordinary customer.

"Salutations, Mr. Vendor, I am contemplating the purchase of an ice cream. What are the conditions of sale?"

"I'm out of ice cream. And if I had any, I wouldn't sell it to you, you dumb Other!"

Hmmm. There was something about that snippet of conversation - a certain emphasis - yes, this fellow was suspicious. "If you have no goods for sale, why are you operating your freezer at peak capacity?"

"To keep my rubber motors cool. It gets pretty hot down here."

The case was incomplete, yet I took the plunge. "Psst, Mr. Thumbsome, it is I - the Glue Guru. The jig is up. I am here as a friend, to rescue you."

"Get lost, Other!"

Hmmm. It was necessary to bring him down to earth by showing knowledge of his miserable secret. "Perhaps the freezer engine is clutched to a huge rotating coil, much like a giant Ford coil. Then a simple make and break produces a wide band of noise, all of it serving as radio interference. The spectrum of energy in the RF range is approximately -"

The vendor paled. This was the moment of extreme danger, for he stood exposed. Should he seize a weapon - . I flashed my "Kiss Me In The Dark Baby" shirt legend at him, full strength, but to no avail. A quick movement of his hands and I was staring at a Jim Walker slingshot glider, at full cock.

"Don't be alarmed, Mr. Thumbsome. FAC forever! Remember the lead prop Bleriot at Taft?"

He cut through my babbling with a look of sullen mistrust. "FAC, eh? OK, who wrote non-fiction reports on the Spanish Civil War for Flying Aces Mag?" The slingshot glider nose and mine were but inches apart- -.

Alas, having spent my youth in India, I was in no position to know of the golden years of Flying Aces Magazine. My ignorance of that period in American life is complete. With a sense of despair enveloping me, I muttered, "Good Lord."

"That's right! Major Fred Lord and he was good. Now, what do you think of Pinkham?"

As a lifelong vegetarian, I involuntarily burst forth with, "Pink ham is an abomination!"

"Yeah, you would see it that way. You dumb intellectuals have no sense of humor. Maybe - maybe you really are - but what happened to that bed sheet you used to wear?"

"I sacrificed my dhoti in the interests of disguise, just as you have dispensed with your black helmet."

"It's not the same thing at all! I wore that helmet to protect myself in mass launch. Without it, I'm not a CD - I'm nothing."

"You mean that removing that helmet signifies abdication?"

Tears welled into his eyes. He put down the slingshot glider. "I'm through, GG. I can't hack it as a CD anymore. I don't duck properly. My coordination is shot. I got beamed four times at the last contest and they weren't even Spitfires - just three No-Cals and a Piper Cub. I've become afraid of models. I've caught Lack of Moral Fiber." He suddenly burst into sobs. "After all those years - LMF - I'm ruined. Ruined!"

"You may have combat fatigue - but certainly not LMF. Even heros can take just so much. You've reached your limit. A few months of basking in the sun with a pile of old Flying Aces Magazines with time out to hobnob with Mr. Early Stall and you'll be as good as ever."

"Nah, I'm through. Tell the Col. that I died with my boots on and the rubber cool."

"But your family needs you!"

"Aw, they don't build that much. They don't need a full-time CD."

"But there's more to life than just building and flying model airplanes!"

"You mean reading about models? There's nothing in the mags these days except dumb stuff about phugoids and phoney WW II designs."

"Er-ah-phoney WW II designs?"

"Sure - Spitfire 24's and Lippisch 13's. They didn't fly in WW II. Lippisch never claimed that the prop version of the 13 flew at all - it was just a design study."

"It flies extremely well - I have observed it."

"So what? You can't fly it in WW II. It's against the rules."

"Nevertheless, it is being done."

"That's disgusting, GG. That's the most disgusting thing I've heard of since RC. If I wasn't so busy shooting down Others, I'd step on some of those ...What's wrong with the rest of our CD's?"

"Confusion reigns. It is widely known that our senior CD, yourself, has deserted his post. In the absence of firm leadership, impudent rascals have arisen to cast scorn upon the rules. A great malaise has settled upon the foot soldiers."

"A crisis! I'll have to go back GG ...but how can I go back when I can't hack it anymore! I'm damned if I do and damned if I don't!"

"Calm yourself. Let us examine the beaming episodes in depth, using the full majesty of engineering analysis. When a model approaches from the right, you move..?"

"Toward the left. Just to make sure I get it straight, I've got this helmet strap hanging loose from the left side. That way, I don't have to do any fancy figuring, like telling my left from my right. The system was foolproof! It worked for years, but then one day..."

"Mr. Thumbsome, is it possible that one day you placed your helmet on - backwards?"

He blinked and concentrated until his ears grew purple with effort. A look of triumph appeared on his face as he yelled, "That's it! That's why the goggles came out on the back of my head. I'm cured! GG, you're a genius!"

"No, I'm not a genius. It is just that you are a mor....er - a mortally tired CD. The Col. has ordered you to return. Let's go home."

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The drive home in the ice cream van was truly luxurious. A relaxed Mr. Thumbsome, freed from his concern over LMF, grew thoughtful, expansive and forgiving.

"You know GG, I was wrong about shooting down Others. I lacked humility. I didn't appreciate the tangled skein of emotions that drives us. But from now on, it's going to be different. I'm going to love Others as brothers."

He blushed shyly while drawing out a crumpled piece of paper from some filthy pocket. "I've written a Haiku to celebrate my awakening. Are you ready?"

I ventured an "Ummm".

"OK, here it comes:

Even

Others

Have

Mothers

---Isn't that super?"

"Well, er - ah - it does express a noble sentiment."

"Yes, it's a noble poem."

"I didn't say that - I said the poem reflects a noble sentiment."

Mr. Thumbsome bridled, "That's the trouble with you lousy intellectuals - you're always splitting hairs. If there's one thing that's worse than an Other, it's an intellectual!"

And so we drove up the big highway, heading for home.

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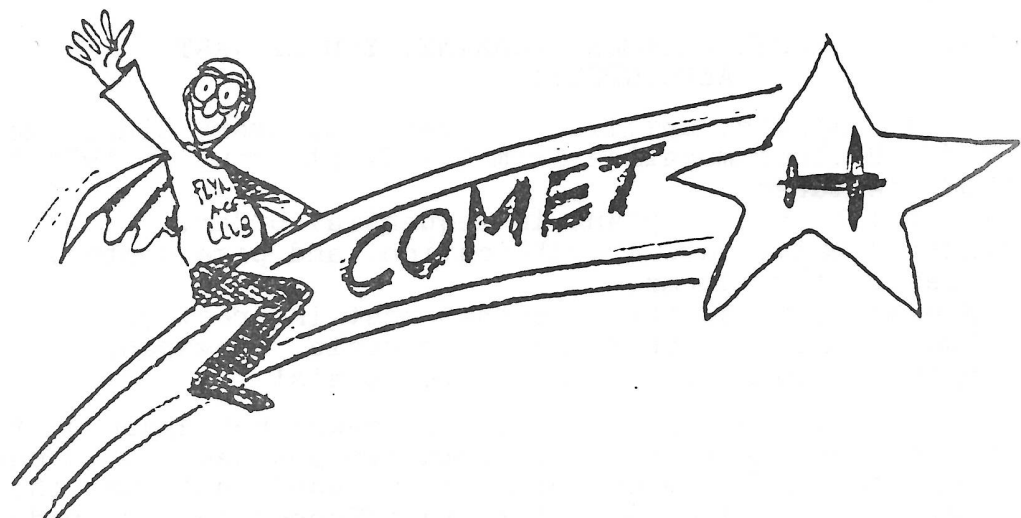
Answers to Questions I Really Got Asked

Q: What's the story on prop dia? I've been reading your stuff and diameter is never mentioned.

A: Conventional wisdom holds that prop dia. should be between the extreme limits of 25% to 40% of span; 30% to 35% is the usual range. The trade-off? Duration favors a larger size, while scale appearance, weight and damage considerations press for a smaller size. My problem with this stuff is inability to grasp the relationship between size and duration. The conventional rationale is that efficiency improves with dia. There is something to this. The "ideal efficiency" does indeed improve slightly with dia. However our operating efficiency is so much lower than projections based on "ideal efficiency" that the validity of "ideal efficiency" reasoning is questionable with respect to our thing. If we simply drop theory and look at experimental results, what do we see? Well, here is the practical experience gained with a geared Piper Cub over the last couple of seasons. Given a 56 inch span, it swings a 12 inch prop, yielding a 21.5% prop to span ratio. Now that's pretty small - certainly well under the minimum size recommended above. Further, the gears should introduce an additional frictional loss. To produce a decent performance, we would expect a very large rubber weight as being necessary. In reality, the ratio of rubber to total weight required to yield a standard performance (60 sec at dawn) is the lowest of any Jumbo I have ever struggled with. There's nothing cunning going on here; construction is quite robust and the wing loading is my usual 3/4 gram per sq. in. Drag is fairly high and the sorely troubled flight path - a study in phugoids, suggests that much energy is being wasted. In short, despite a draggy, unstable, heavy model, a tiny prop is yielding efficiencies much higher than anything I've ever seen. What goes on here? I'm still mulling this one over, but one conclusion is clear - tiny props can be very efficient. Why then do we press for large props? Perhaps a huge prop, acting like a governor, absorbs excess torque by backloading the system, thereby preventing rapid unwinding of the motor and yet supplying adequate thrust. In this view, a huge prop supplies good "matching" - not good efficiency. More on this as the dust settles.

Q: How real are Mr. Thumbsome and Col. Run Likehell?

A: Like many FAC models, fidelity to scale is pitiful. Bob, in real life is something of an intellectual (language) and the Col. is a dedicated organizer with a strong ethical sense. In short, they are as square and dull as you and me. As for Mr. Grillo, he flatly denies being arrested with that pig on a charge of



Here is an update in the Comet Kit/Plan Postal Meet. Remember, all you have to do to enter is fly your Comet scale model and send the times in to GHQ. Enter as many times as you wish. Be sure to include the name of the model too. Contest closes on October 12, 1986, so hurry in with your times.

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Dave Stott	Chester Racer	291 Sec.
2. Bob Leishman	Stinson SR	124 "
3. Rev. Wm. Anderson	Fairchild F-24	101 "
4. Dan Briehl	Rearwin Speedster	90 "
5. Mark Fineman	Seversky P-35	77 "
6. Gordon Roberts	Piper Cub	68 "
7. Vance Gilbert	P-47	59 "
8. Mark Fineman	Mr. Mulligan	58 "
9. Dennis Norman	Vought Corsair	54 "
10. Mike Zand	Taylorcub	43 "
11. Mike Zand	Aeronca Seaplane	25 "



NOTICE TO ALL FAC SQUADRONS

THE REES INDUSTRIES CHALLENGE!

For the FAC club squadron which holds the world's first FAC type mass launch event for multi-engined rubber powered models only, Rees Industries will donate a new "SCALEWINDER" as first prize. There must be at least five airplanes that fly and all motors must be pulling. No tandem or dummy engines. The two minute time to wind may be waived and an unlimited number of mechanics may be employed.

And somebody please take some pictures, as this would make a hell of a newsletter article.

NEW DAVE DIEHL'S PLAN

The C-46 Curtiss Commando is Dave's new plan and she sure is a beauty! She's done in 3/8"=1ft scale. The price is \$7.00 when ordered with other plans or \$7.50 postpaid. If you don't have his latest catalog, send for one now. Just send a buck to Diehl's Engineering, Inc., Box 101, Woodville, Ohio 43469

16.

IF YOU READ MODEL BUILDER MAGAZINE, YOU'LL WANT
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At last, here is a complete, detailed reference to every single model plan published in Model Builder magazine from the first issue in 1971 to the present. AEROINDEX features:

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Announcing a new winder engineered specifically for the free flight
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- * Prototypes tested for over 5 years without failure.
- * Left-hand versions available also.

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Also available; Winding Tubes in sets of 4 sizes with wires (3/8", 1/2",
5/8", 3/4" diameter) 16" long, except 3/8" which is 12 or 14" long.
One set of 4, \$4.00 plus \$1.50 shipping.

Rees Industries
301 Yearling Dr.
Goldsboro, N.C. 27530

PHOTO PAGE

Top left; Ross Mayo with his Cessna CR-3 racer, design by Mark fineman.

Top right; Our own Padre, Rev. Bill Anderson with his Scientific Bullet
Old-Timer rubber ship. Neat flier!

Bottom left; Dr. Dan McDonald and his Jumbo version of a home built ship,
called the "Skeeto", flies good.

Bottom right; Beautiful Jodel from the workbench of Walt Eggert. That's
Walt holding the ship. Walt is from the Phillie group that call
themselves the S.O.T.S. Photos presented by Ross Mayo.

AJ-1 Savage

DESIGNED AND BUILT BY NORTH AMERICAN AVIATION, INC.

HEAVYWEIGHT CHAMPION OF "AFTER-BASED AIR" AND BUILT UP THE TITLE OF THE "NAVY'S MOST ADVANCED BOMBING PLANE" TO LAND AND TAKE OFF IN ONE MINUTE. THE AJ-1 SAVAGE IS EQUIPPED WITH TWO 1000 HP JET ENGINES, AND A SINGLE 1000 HP JET ENGINE. THE AJ-1 SAVAGE IS THE ONLY AIRPLANE OF ITS TYPE AND DELIVERS A GREATER MAINTENANCE RECORD THAN ANY OTHER AIRPLANE OF ITS TYPE. THE AJ-1 SAVAGE IS THE ONLY AIRPLANE OF ITS TYPE WHICH CAN POWER THE GEAR, HYDRAULIC SYSTEM, AND WITHOUT HELP OF THE ALLISON J-33 TURBO-JET ENGINE. CAPABLE OF FLYING AN ALL-TIME RECORD OF OVER 1,000 MILES.

OTHER FEATURES OF THE AIRPLANE INCLUDE: THE VERTICAL TAKE-OFF AND LANDING SYSTEM, THE "AFTER-BASED AIR" SYSTEM, MAKING FOR EASY TOWAGE ON CARRIER DECK, AND IN THE BANGOR, ME. FROM CARRIER DECK (TOP) DESIGNED FOR HIGH SPEED ATTACK MISSIONS. WITH ITS CREW OF THREE, HAS A TOP SPEED EXCEEDING 350 MILES AN HOUR.

TOP VIEW

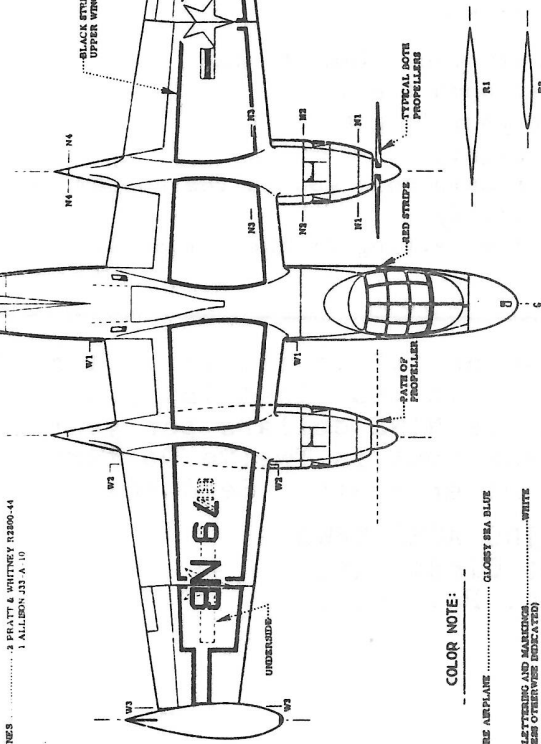
WING SPAN 75 FEET WITH TANKS
71.4 FEET WITHOUT TANKS

LENGTH 63.1 FEET

HEIGHT 46.4 FEET

WING AREA 835.45 SQUARE FEET

ENGINES 3 PRATT & WHITNEY R800-44
1 ALLISON J33-A-10



COLOR NOTE:

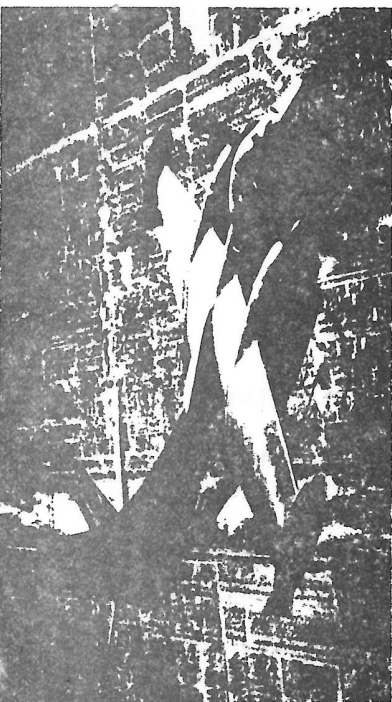
ENTIRE AIRPLANE GLOST SEA BLUE

ALL LETTERING AND MARKINGS WHITE

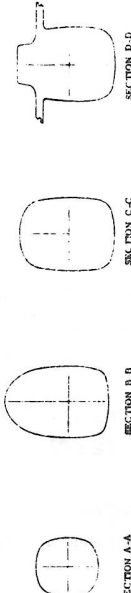
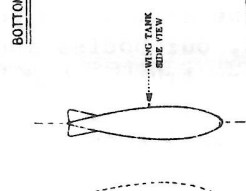
NATIONAL INSIGNA RED AND WHITE

(THE BLUES OF THE AIRPLANE ARE NOT TO BE USED FOR BORDER)

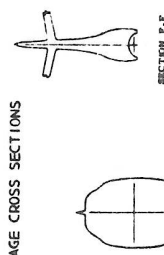
PROPELLERS DULL BLACK WITH ORANGE-YELLOW TIPS



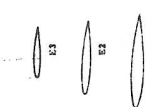
BOTTOM VIEW



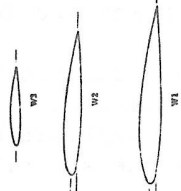
FUSELAGE CROSS SECTIONS



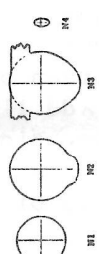
HORIZONTAL STABILIZER AND ELEVATOR SECTIONS



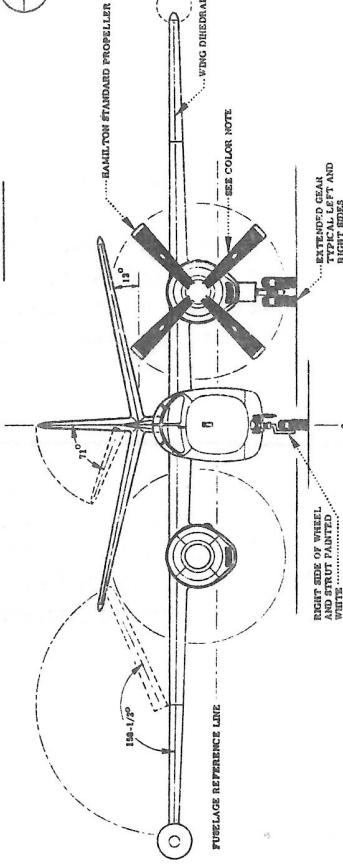
WING SECTIONS



NACELLE SECTIONS

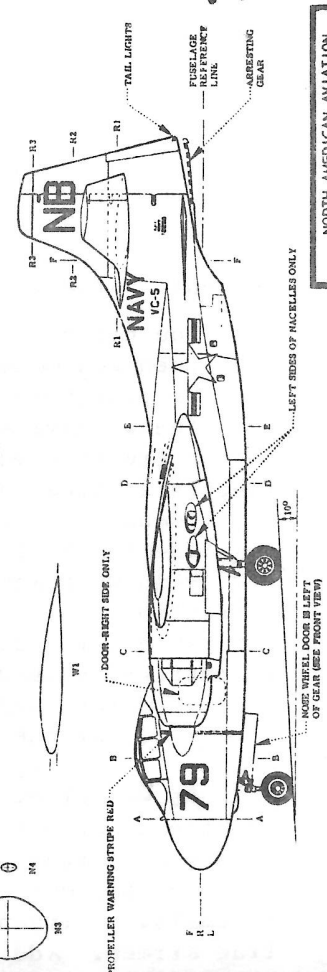


RUDDER AND VERTICAL FIN SECTIONS



FRONT VIEW

SCALE IN FEET
0 1 2 3 4 5 6 7 8 9 10



SIDE VIEW

LEFT SIDE OF FUSELAGE ONLY
NAUTIC WHEEL DOOR BULLET OF GEAR (SEE FRONT VIEW)

17.

NORTH AMERICAN AVIATION

U.S. NAVY

AJ-1 Savage

SCALE: NOTED

DATE: MARCH, 1952

ATTACK BOMBER

PREPARED BY NORTH AMERICAN AVIATION, INC.

18. The following was given by the Rev. Wm. Anderson.

INVOCATION FAC NATS MK. V BANQUET
July 19, 1986

Heavenly Father,

You created this beautiful firmament - and all its creatures -
Then you made us able to appreciate it - and to fly - .
As your prophet said: "They shall mount up with wings, as eagles..."
And we have -
Every time we fly we honor those who first learned to control the
invisible forces of flight - and flew better and farther than the birds.
Thank you for them, and for their dreams,
-We thank you that we can relive their triumphant moments of history.
-And we thank you for the spirit of competition in which we strive for
perfection.
-And for clubs and leaders and judges and rules that bring order to our
competitive endeavors.
-And for suppliers and designers who help us make our dreams come true.
-And for the stewards and trustees of the land from which we fly.

As we fellowship, here, with kindred spirits, enliven and refresh us.
Inspire us with the dedication, stern discipline and simple faith of our
heroes of flight.

Sharpen our ability to discern the truth through flight trim and
thermals. Enliven our competition with the skills and perceptions of
true airmen. Add lightness to our planes, our bodies and our lives that
through our avocation others may also learn truth. And bless our fellow-
ship with an awareness of your Holy Presence.

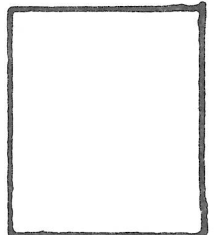
In the Name of Him who calmed the storm. Amen.

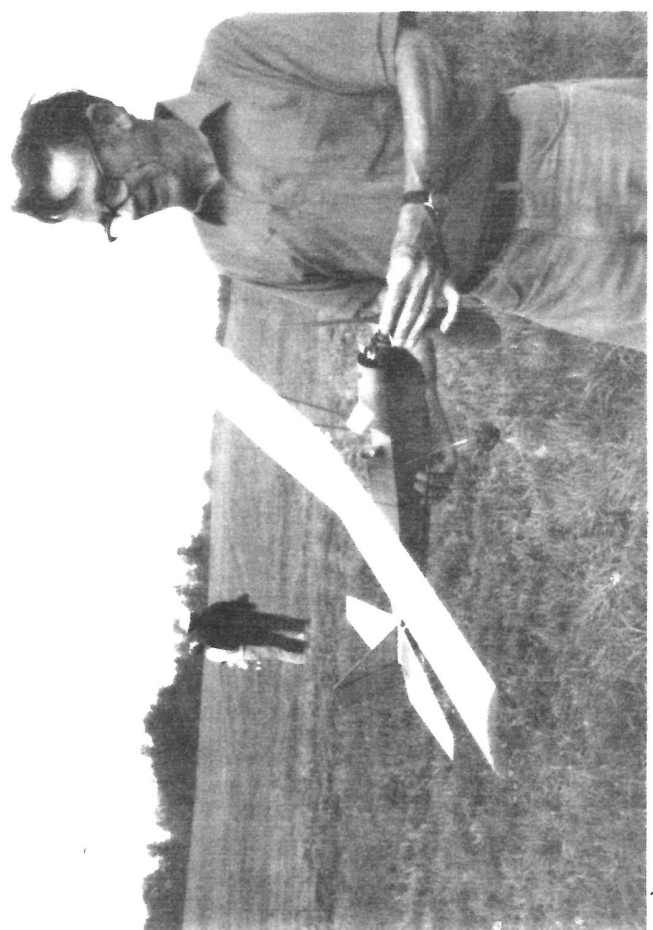
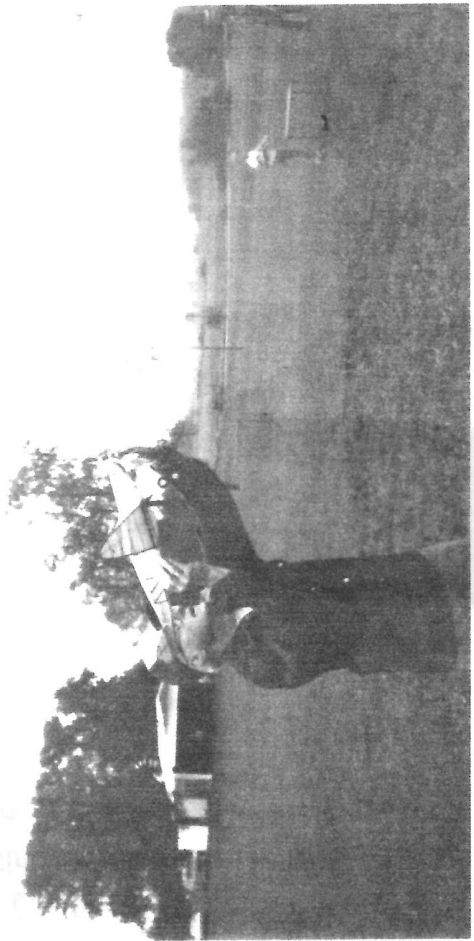
FLYERS' BLESSING

May thermals rise up and carry your plane to max
May the winds blow it toward open fields,
May the sun shine warmly on your flight
And the rains fall only at night,
Until we meet again, may the Lord hold you in the hollow of His hand.
And may He keep your hands steady
Steady now - and till the setting of the golden sun.

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