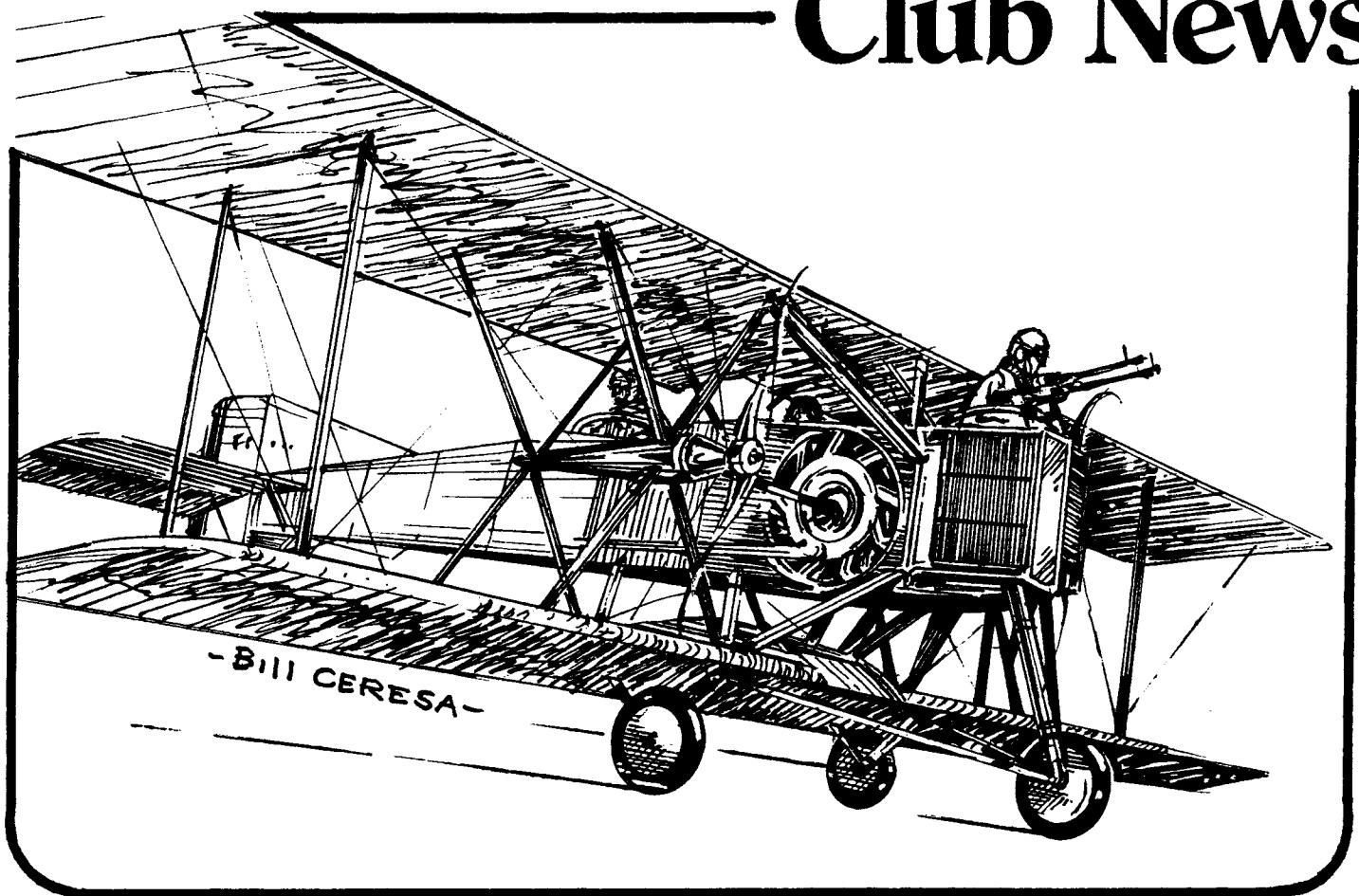


FLYING ACES

ISSUE #200-126 July/Aug. 2001

Club News



The Salmson-Moineau S.M.1 is a French aircraft with a Salmson Radial Engine mounted sideways in the fuselage. It drove two wing mounted propellers thru an elaborate system of gears. Though it must have been a nightmare to maintain, 152 were built and one or two observation squadrons were equipped with them.

NEWS ON THE WING!

200! WOW! That's the number on this issue Skysters. This rag has been going on for a long time now and it is all because of you Clubsters keeping the faith and contributing all those neat articles and plans. Kudos to all of you!

Our cover drawing was done by Bill Ceresa of a really weird and obscure aircraft. Hard to believe anyone would think it could be successful. Nice job Bill!

We have to thank everyone who contributed to this issue as well as the Gumbanders who sent in the plans who are, Nate Sturman (Morane Saulnier 406), Mike Heinrich (P.W.S. 10), David Boals (Black Bullet), Ed Seay, Sr. (Stinson Reliant from his files) And Radek Gregovsky (Rollason D.31 Druine, his own plan). You can get a catalog of Radek's plans he has for sale by writing to him at; Radek Gregovsky, Svermovna 1371, 266 01, Beroun-2, Czech Republic. No charge for the catalog.

At this time I want to thank all of the Clubsters who attended the FAC Non-Nats at Geneseo, N.Y. in July. We had a great time and "Hung", the great God of thermals was kind to us and gave us some nice weather although he did drop a few raindrops on us on Sunday. Nothing that really hindered the Ozone Chewers of the FAC though. As always my faithful crew did an excellent job of judging the scale models and the Clubsters who ran the registration table did their usual yeoman job! Can't thank them enough. Errors were kept to a minimum this time, just two I can recall!

I must also include thanks to the individuals and manufacturers who sponsored events and contributed items to the prize list. You are all to be commended!

The standings are scattered throughout the newsletter as usual and after careful scrutiny they are correct. A couple of mistakes were found that changed the standings from what we announced on the field. New awards are being made and will be sent to the appropriate people. The biggest mistake, which makes me truly sorry for was the awarding of the Highest Placing Junior award. A mistake in addition gave the award to Karen Nallen which should have gone to Matt Marchese. My sincere apologies to both Matt and Karen. Matt's award will be sent to him soon. Because of the error we will give both of them a Kanone.

As for the mass launch events we have listed only the first three places. The rest are listed in the order of the names on the sign-up sheet.

Event Director Ros Mayo has announced that next year all combat model aircraft must have full representation of guns including gun troughs. No more guns represented by black ink dots! No exceptions!

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

Lin

Col. Lin Reichel, CinC-FAC

The

FLYING ACES CLUB

is a society of unique individuals with a common interest that at times borders on a passion. It is our intent to preserve and promote the traditional building and flying of free flight stick and tissue model aircraft.

Although competitive at times, the sharing of innovations, assistance and camaraderie is second nature to all

who believe in the spirit
of the FAC.



Peanut & No-Cal Scale Postal Meet

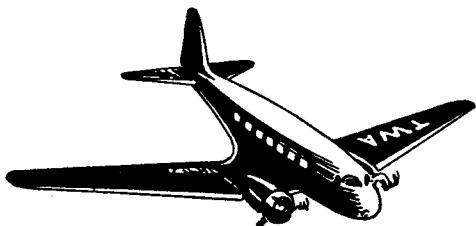
The results of the postal contest that ended on May 29, 2001 as listed in this newsletter. With the exception of two scores sent in by Barrie Taylor they are final. Barrie's times were in Indoor No-Cal with a Bolkhovitinov "S" with 231 sec. And in Indoor Peanut he flew a Davis DA-2A for 60 sec. Kanones go to John Houck, Scot Dobberfuhl and Mike Thomas (2).

MUNCIE CONTEST

Are you going to the FAC Outdoor Champs at Muncie on Sept. 22 & 23? This is a great place to fly models and you shouldn't pass it up if at all possible. As like last year the contest will be run by Chris Starleaf and Ralph Kuenz. If you are going be sure to get your entry in to Chris as soon as possible. It really does help if your entry can be processed before the contest, believe me! Also each entrant gets a free T-shirt. To be sure of you getting your correct size, early entry can guarantee it. See you all there!



The much coveted "Blue Max Medal" was awarded to the following "Sky Scorchers" for their arrival at the 16 victory plateau. Congratulations men! Many more victories to you all. Here are the names of those gallant sky warriors; Bill Orphan, Frank Hirleman, Wally Farrell, Tom Berber, John Barker, Gerry Donahue and Bob McLellan.



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 \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

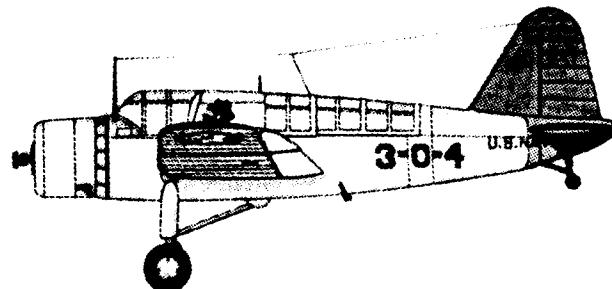
AIRMAIL

Dear Lin,
Here are Rocky Russo's comments on the P.W.S 10. (Plan in this issue)

Once Poland got a government...this plane was conceived in 1927 and was influenced by the Samolot SP-1 fighter trainer. Used the French Lorraine "W" Watercooled motor. You might check the airfoil; this was the Gottingen 647 airfoil which, I think, has a slight undercamber. Built in '31, replaced with the PZL in '33! 15 were sent to Spain in '36 (they got all the trash) so alternate markings would be black meatballs on wings and fuselage with a big white X on the wings inboard of the meatball. Flew with the Facists.

Polish fighters typically carried the big insignia shown on the plans on the top left wing only, and a smaller one in the center of the right wing. It was felt that this lopsided look might have the effect of skewing your adversary's aim in the heat of battle, throwing off the coup de grace to the cockpit.

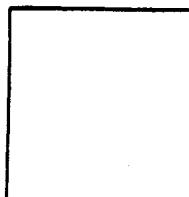
Mike Heinrich



FAC T-SHIRT

We have this year's T-Shirts in all sizes at the present time. They are an ash gray color and have a Monocoupe on the front done in red. Drawing once again done by Bob Bojanowski our ace artist.

Sizes are; small, medium, large, x-large, xx-large and xxx-large. Cost is \$12.50 Postpaid. Send your orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



THE GOLDEN AGE
by
Fran Ptasziewicz.. D.S.M.

To those who are able to remember a comic strip of the 1930's called "Don Winslow of the Navy", the airplane herewith described will stike a comfortable memory or two. From time to time, one of these aircraft would appear in the comic story line, or perhaps flying by in the background.

I have always had a penchant for seaplanes or amphibians. The combination of an airplane and a boat type hull or floats or pontoons always struck an interesting chord in me. All of my child-time airplane doodling seemed to have an airplane which could alight or takeoff on water and had a set of wheels tucked away some place.

When I first saw a photograph of the Seversky SEV on floats, I was fascinated, then taking a closer look, I noticed wheels tucked into the bottom of those huge things. Seeing an amphibian on a ship's catapult also reinforced my enjoyment of this type of airplane. Then, there was Bill Barnes who always had one of these machines.

Prior to 1931 the Grumman Company's first aviation products to be manufactured, were patented amphibian floats with neat landing gears which retracted flush into the side of the main float. As a result the company was in a good position to take over where the Loening Aviation Company left off with their single engine amphibian design. Loening having moved on to other projects at that time.

In 1931 the Grumman FF-1 was a 2 place all-metal shipboard reconnaissance fighter which would prove to be the first of a long line of famous aircraft by this company. As a result, it was said that the J2F-1 was initially a good combination between the original two seat FF-1 and the amphibious float gear that was being designed and manufactured for other aircraft company's by Grumman at that time.

In 1932, the Grumman Company submitted a proposal to the U.S. Navy for an amphibian type aircraft. This was then known as design No. 7. A prototype was then built and made its first flight in May 1933. It was then shipped to the Anacostia Naval Air Station for testing which lasted just short of one year. Here it was given the designation XJF-1 and there, a satisfactory completion of all naval trials followed.

In very early 1934 Grumman received a contract for 27 of these amphibians at which time it was designated JF-1 and given the nickname "Duck". The first production machine came off the line in mid April 1934 and Leroy Grumman with another pilot took the airplane aloft on its first flight. Top speed was 165 mph and the service ceiling was 18,000 feet. The airplane's previously having found to be trouble free, were delivered to key utility squadrons as soon as they came off the production line.

Although, the first Navy contract had not yet been fully completed, a second order for 15 aircraft was received from the U.S. Coast Guard. As another operator of the "Duck", the only modification was the removal of the tail arrestor hook. There was also an engine change. The Pratt & Whitney R-1535-62 was replaced with the large nine cylinder, single row, Wright R-1830-08 engine of 700 / 750 hp. This engine would be used on all the models which followed up until the introduction of the J2F-5 and J2F-6. A noticeable feature on all but the last two versions

would be the short chord ring-cowl. The last two variants would have a much longer cowl to house the larger 950 hp Wright R-1850 engine.

The noisy ungeared Wright "Cyclone" proved to be a good faithful power-plant when coupled to a three bladed Hamilton Standard propeller of 9'-0" diameter. It was said, with this engine-prop combination, the ear splitting roar on the ground during take-off was unbelievable. Water take-offs were supposedly less noisy due to the water absorbing some of the noise which paved runway's could not and thus added to the resonance.

An interesting design note, there was only 2 1/2" of clearance between the tips of the propeller blades and the top of the main float in the propeller arc area, which may also have contributed to the noise factor.

The narrow tread of the landing gear made wheel landings a very cautionary experience with this airplane, particularly if there was any cross-wind. I remember talking to a former U.S. Navy utility pilot who had flown the "Duck" many times and he remarked that runway landings were great if the wind was straight down the runway, but a little angular breeze against all the side planform would make the airplane act as a big sail and try to push you away from the runway centerline, also taxiing the ship under these conditions was quite an effort. On the water he said it was great.

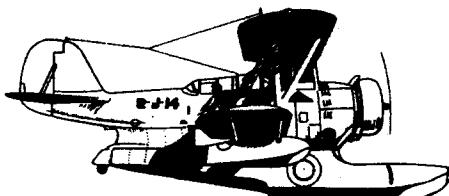
One other point he made was, you had to be part giraffe to see forward during takeoffs and landings.

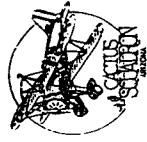
The "Duck" was a high airplane standing 14'-6" when on the ground. It's length from the tip of the main float to the end of the rudder was 34'-0". Both wings had an equal span of 39'-0". Wing airfoils were almost flat-bottomed NACA Clark CH Y. Armament consisted of one .30 caliber M2 Browning Flexible Machine Gun operated by the Observer / Gunner.

The Grumman "Duck" has been called immortal by some and apparently not without good reason. It's career was primarily military in nature and as a small amphibian designed in 1933, it served for all of World War II. A total of 645 airplanes being produced by war's end.

As a utility machine it did it's work well, the exploit's of this airplane, it's spotting capabilities and rescue ability are well recorded. Many a downed airman in the South Pacific owe's his life to the rugged "Duck" and it's pilot's who were able to land in almost any type of sea to effect a rescue. A testimony to a good design.

The accompanying 3-view is from the Aircraft Year Book for 1939. A much more detailed and fully dimensioned set of drawings were done by Paul Matt and appeared in the Historical Aviation Album series as Drawing No. 6-53-A. The new Cleveland Air Line catalog features a plan in various wingspan's identified as CD 242. I do not know if any other rubber-band powered plans are available. For the control line flyer, the November 1952 issue of Flying Models featured plans and an article by Paul Plecan.





CACTUS SQUADRON ANNUAL CONTEST 2001

CONTEST DIRECTOR - BOB SCHLOSSBERG (480-941-8778)

WOLFSWINKEL FIELD 07:30 - 13:00
 SATURDAY OCTOBER 6 AND SUNDAY OCTOBER 7
 (ALL SCALE EVENTS JUDGED SATURDAY AT THE BBQ POTLUCK)
 BBQ POTLUCK 05:00 - 09:30 AT MCQUEEN ACTIVITY CENTER

SATURDAY OR SUNDAY EVENTS, YOUR CHOICE

FAC OLDTIMER RUBBER
 FAC JUMBO SCALE
 FAC POWER SCALE (CO₂, ELECTRIC & COMPRESSED AIR ONLY)
 FAC PEANUT SCALE
 FAC SCALE

SATURDAY EVENTS:

EMBRYO ENDURANCE
 THOMPSON/GREVE MASS LAUNCH
 FAC GOLDEN AGE (GEAR DOWN) MASS LAUNCH

SUNDAY EVENTS:

WW-2 MASS LAUNCH
 FAC PEANUT SCALE MASS LAUNCH

NO AMA LICENSE REQUIRED!

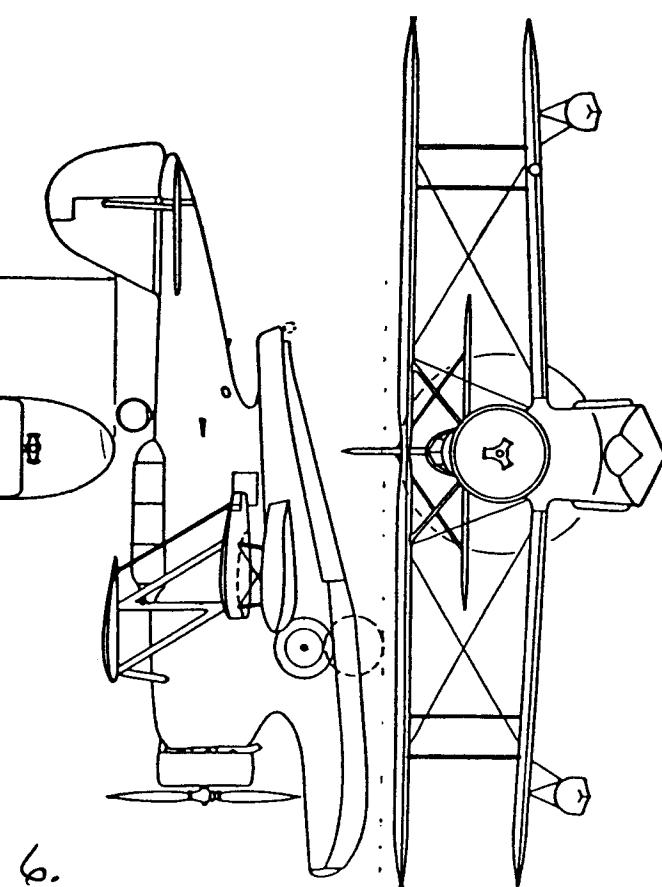
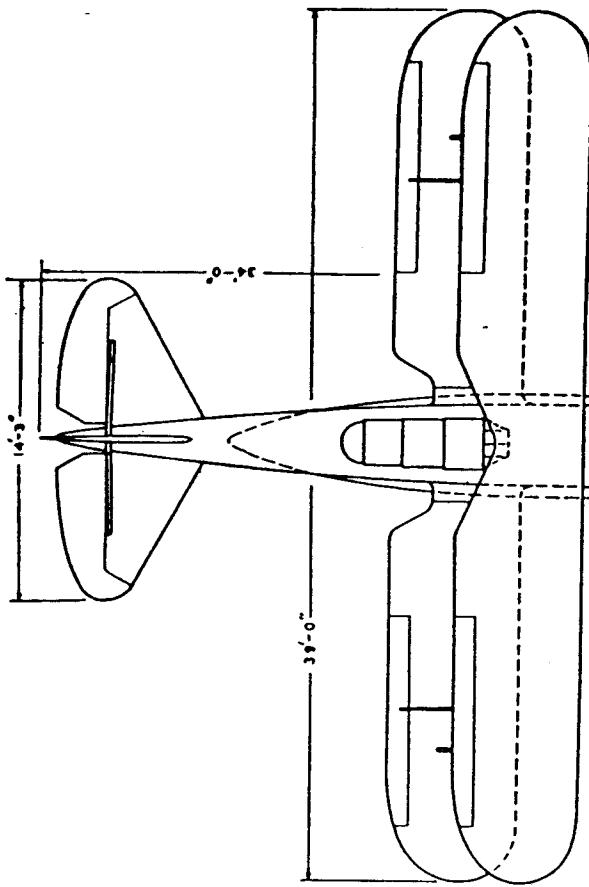
ENTRY FEES:

ALL JUDGED SCALE EVENTS - \$5.00 EACH
 ALL OTHER EVENTS INCLUSIVE - \$5.00 TOTAL
MAX ENTRY FEE - \$ 20.00

ALTERNATE CONTACTS:

JOE McCUIRE 480-924-4313
 LARRY SEALS 480-855-0197
 DAVE SMITH 480-892-0935

ARIZONA



GRUMMAN J2F-1

Position	Entrant#	Contestant	Plane	Scale Sc.				Bonus	Best Fl.	Total
				57	97	55	15			
1	74	Tom Nallen II	SeCat MD6 LD45	57	57	55	15	76.75	146.75	
2	31	Dave Rees	AgCat	60		58	15	60	133	
3	3	Ed Bojan	Nesmith Cougar	64		53	0	62	115	
4	123	Leon Bennett	Fournier	45	27	36	10	45	91	
5	85	Gene Sellers	Taylorcraft	28	36	38	0	36	74	

FAC GIANT SCALE

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



STINSON RELIANT SR-10

Kit #301 Price \$36.95
Kit features over 80 LASER CUT PARTS



GEE BEE MODEL E

Kit #302 Price \$36.95
Kit features over 70 LASER CUT PARTS



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Kit features over 75 LASER CUT PARTS

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Phone: 520-623-3742 Fax: 520-620-1329
E-MAIL: dumas@azstarnet.com

Wanted; The name and address of the Clubster who sent me the info on the Noorduyn Noresman. Contact, Fran Ptaszkiewicz, 23 Marlee Dr., Tonawanda, N.Y. 14150.

Wanted; Profile Publications bound volumes #12 & 13, Vic Peres, 7740, Millfair Rd. McKean, Pa. 16426.

Wanted; A 3-view and documentation for the Cierva C.6C Autogiro. Robert Hanford, 6566 E. 21st Pl. #163, Tulsa, Ok. 74129.

Wanted; Copy of any plan of the Cessna 150. Donn Linton, 4200 Briarcliffe Rd., Winston-Salem, N.C. 27106.

Wanted; No-Cal plans for the Boo-Lou racer and the Hosler Fury. Bob Gourdon, Superior Props, 516 driftwood Circle, Slidell, La. 70458.

Wanted; 3-view and photo of the Interstate Cadet, Al Likely, 9722 South 200, Kent, Wa. 98031.

Wanted; Current address for Dale Smith. Last known address was 2000 E. Mill Plain Blvd., Vancouver, Wa. 98661. Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



Since the last issue we have learned of the passing of two more of our longtime members. Bill Glick of Fremont, Ca. Passed away last December recently we lost John Pond. If it wasn't for John offering all of those old time plans way back when, would we have been motivated to the point we are at now in modeling? I think not! We offer our sympathy to their loved ones and their many friends.

SUMMER POSTAL CONTEST

We will have two events/wings for you to enter this flying season. They are Golden Age Civil, no span limit, and Peanut Scale. Enter as many times as you want with as many models as you want. Every time you better a score with a particular model you may send that score in. Times from contests also count.

The contest starts now and ends on October 28, 2001. Entries postmarked after Oct. 30, 2001 will not be accepted. Send all times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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

To the tune of "My Favorite Things" from

"The Sound of Music"

Soft breezes blowing and
Thermals aplenty.
Strong legs that work like
When I was twenty.
Models that are flying and
Land with no dings.
These are a few of my favorite things.

GOOD Tan II rubber and
And a stooge that is ready.
Documentation that
Shows you are ready.
Interplane rigging without
Those loose strings.
These are a few of my favorite things.

When the lube slops,
When a spar pops,
When the knees go bad,
Then I remember my favorite things
And then I don't feel so bad.

Tales of scale "Dimers"
As told by old timers,
Jap tissue covering
No silk for those "Dimers"
Sunlight a shimmering
Through tissue skinned wings
These are a few of my favorite things.

Names like Pres Bruning
Dave Stott and Earl Stahl
All of those others
My mind can't recall.
The many mass launches
The sky filled with wings.
These are a few of my favorite things.

When the joints ache
When the wings break
When my pals "Go West"
Then I remember the great times we had
And then I don't feel so bad.

Then I remember the great times we had
And then I don't feel sooo baaad.

FAC PLANS

PRIZE DONATIONS

We wish to thank the following manufacturers and individuals for their donations to our prize list. When ordering kits and merchandise please remember them first.

Herr Engineering
Dare Design
Penn Valley Hobby
Charles Schultz Plan Service
Allen Hunt Plan Service
Mike Midkiff Plan Service
Black Sheep Squadron
Charlie Schobloher
Fred Wunsche
Easybuilt Model Co.
Harry Geyer
Superior Props
Aircraft Documentation
Hannan's Runway
Thomas Designs
Fantasy Flyers
GizmoGeezer
Golden Age Reproductions
Dumas Products, Inc.
Lin Reichel
Ross Mayo
BMJR Models
Charlie Sauter
Roy & Diane Courtney
Fred Dippel
Campbell's Custom Kits
Diels Engineering
F.A.I. Model Supply
Dave Livesay
Al Likely

AIRCRAFT	SPAN	DESIGNER	PRICE
Erie Times Modelplane	24"	Engstrom	\$3.00
Westland Lysander	25"	Studiette Models	4.00
Northrop Gamma	36"	Pres Bruning	5.00
Fairchild PT-19	24"	John Low	4.00
Curtiss Gulfhawk	24"	Doug Wilkey	4.00
Boeing P-26	18"	Doug Wilkey	3.00
Waco C-7	22"	Paul Boyanowski	5.00
Laird Solution	14"	Tom Nallen, Sr.	4.00
Waco "D"	24"	Pres Bruning	4.00
Lockheed Orion	24"	Tom Nallen, Sr.	6.00

All plans sent postpaid. FAC-GHQ, 3301 Cindy Lane
Erie, Pa. 16506

BLUR RACE

1. Ed Pelatowski
2. Ralph Kuenz
3. Tom Nallen I
4. Dave Neidzeilski Mr. Smoothie
5. Chris Starleaf
6. John Houck
7. Jack McGillivray Cessna CR-3

EVENT SPONSORS

We wish to thank the following manufacturers and individuals for their event sponsorship.
When ordering kits and merchandise please remember them first.

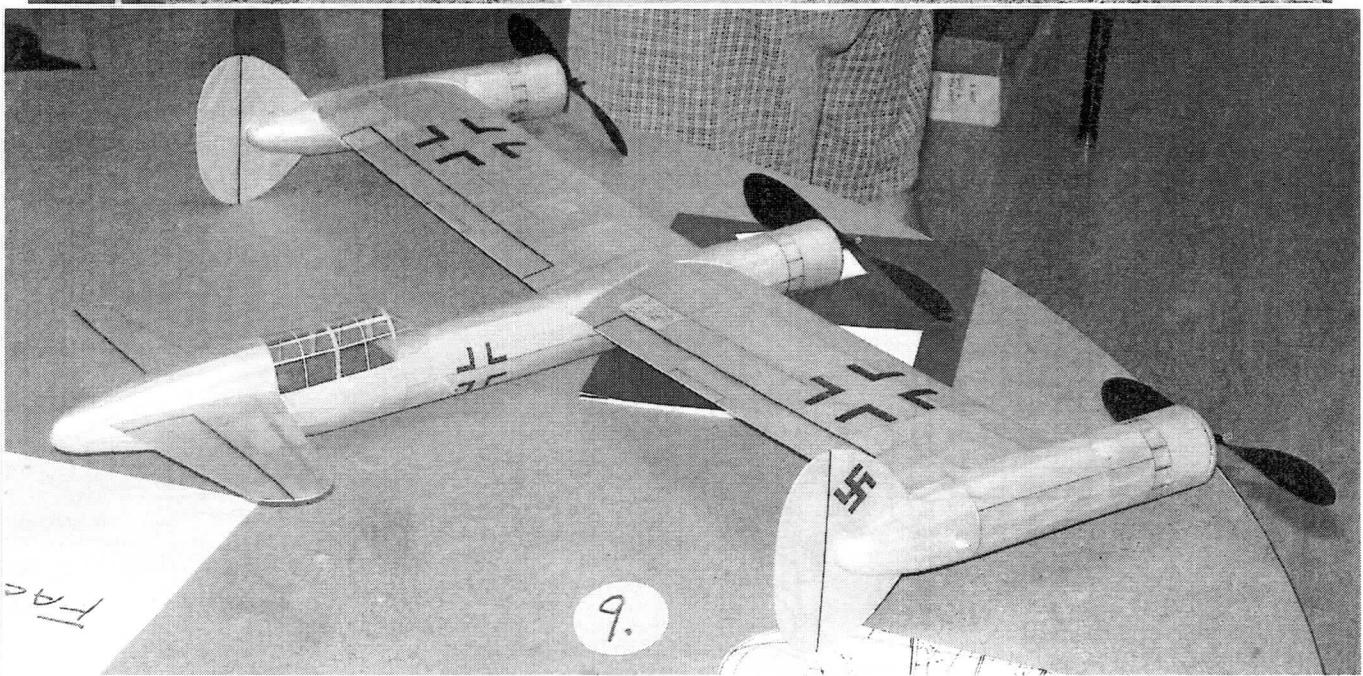
Allen Hunt Plan Service
Easybuilt Model Co.
Aero Aces Kits
Penn Valley Hobby
Scientext
Jerry & Philip
Stealth Squadron FAC #49
A Fellow FACer
Joe Deppe Basswood
Western N.Y. Free Flt. Society
Rees Hilline
Detroit Cloudbusters
Diels Engineering
F.A.I. Model Supply
Vic & Tena Nippert
Eric Model Aircraft Assn.

PHOTO PAGE by Bob Clemens

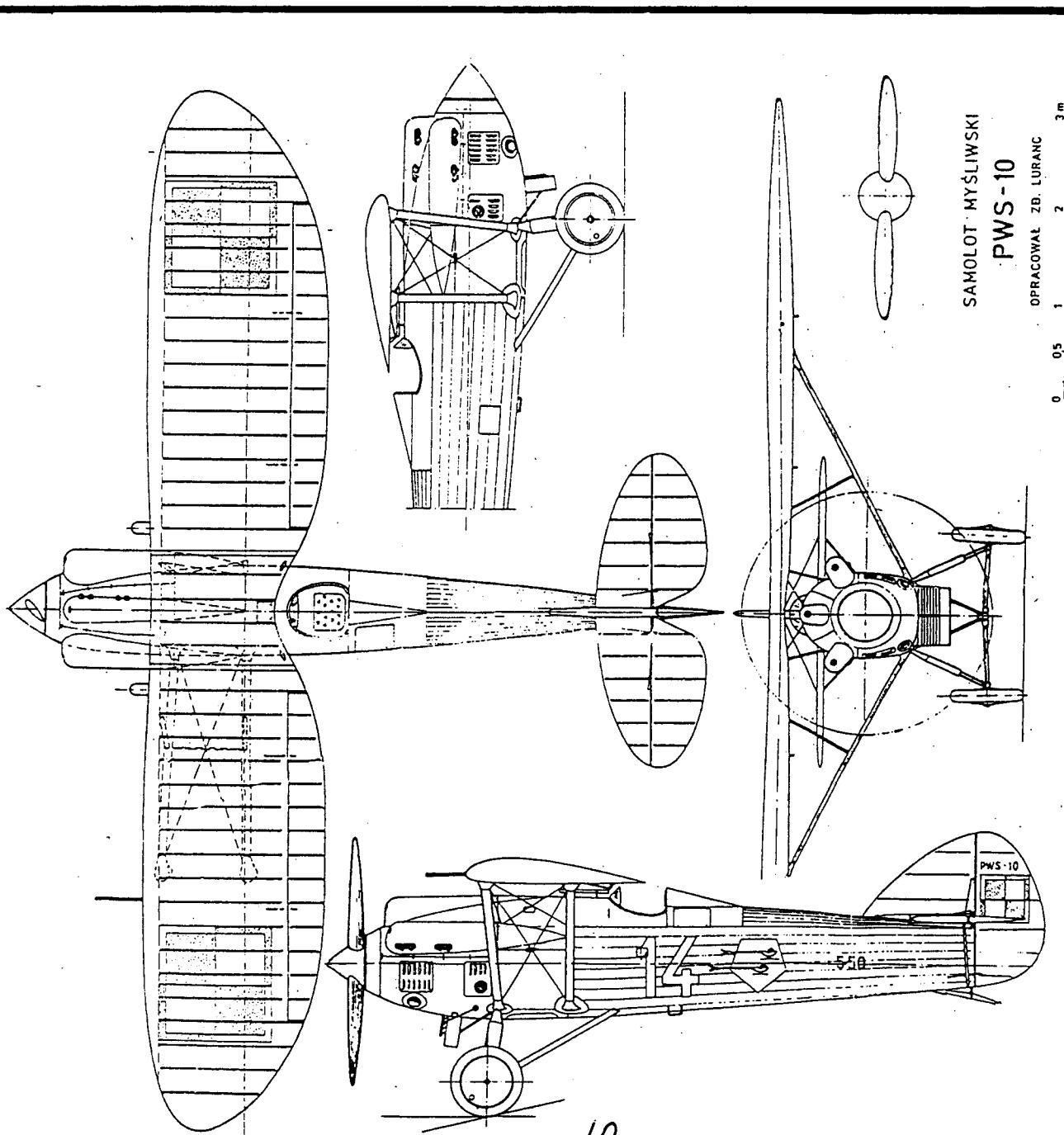
Top....This year's Geneso WW-II mass launch. From the left are; Chris Starleaf, Pete Azure, Richie Miller, unknown and Dave Neidzeilski.

Center....WW-I pilot briefing being held by Operations Chief Ross Mayo.

Bottom....Jack Moses' Jumbo Blohm & Voss. Nice job, but tricky to trim.



FAC SCALE PEANUTS					Geneseo '01 Non-Nats					
Position	Contestant	Entrant#	Plane	Flight Times			Scale Sc.	Bonus	Best Fl.	Total
1	Tom Hallman	29	Martinsyde Buzzard	84	x	x	55	15	72	142
2	Vern Neff	51	SE5a	72	78	x	50	15	69	134
3	Jack Kacian	27	Albatros DII	42	65	x	56	15	62.5	133.5
4	Dan Kane	45	Ole Tiger	70	66	74	57	5	67	129
5	Gordon Roberts	36	Waco SRE	39	59	72	44	15	66	125
6	Rich Miller	11	Volksplane	62	60	x	44	10	61	115
7	Vic Nippert	83	Bebe Jodel	44	46	51	51	10	51	112
8	Rich Ivers	106	Fokker DVII	43	56	47	40	15	56	111
9	Ross Mayo	98	Farman	32	52	57	45	5	57	107
10	Tom Nallen II	1	Turner T 40	61	57	69	30	10	64.5	104.5
11	Kent LeMon	87	Mr. Smoothie	48	41	30	43	5	48	96
12	Ed McQuaid	12	Andreasen BA4-B	22	28	24	45	15	28	88
13	Ed Pelatowski	47	Bolkow JR	26	29	25	51	5	29	85
14	Lin Reichel	99	Huntington	28	31	32	47	5	32	84
15	Karen Nallen	115	Pietenpol	22	34	29	44	3	34	81



FAC SCALE

Position	Contestant	Entrant#	Plane	Scale Sc.		Bonus	Fl. Score	Total
1	Starleaf, Chris	63	S-71 Tri-Motor	67	57	107	56	25 79.25 160.25
2	McGillivray, Jack	41	SE5 Replica	120			54.9	15 82.5 152.4
3	Miller, Rich	11	Curie Wet Wott	87	115		46	20 81.25 147.25
4	Rees, David	31	Cant Tri-motor	53	54	53	55.9	35 54 144.9
5	Dobberfuhl, Scott	77	Gee Bee E	82	88	93	57.8	10 75.75 143.55
6	Hallman, Tom	29	Mig-3	120			50.5	10 82.5 143
7	Dobberfuhl, Scott	77	Mauboussin	84	120	102	43.8	15 82.5 141.3
8	Nippert, Vic	83	Jodel	101	38	85	57	10 72.5 139.5
9	Parent, Chris	71	Ryan STA	82			56	10 71 137
10	Hallman, Tom	29	Mitsubishi 1MF1	55	82		50	15 71 136
11	Frank, Dave	84	Tony	120			36	10 82.5 128.5
12	Gilbert, Vance	38	Aer A 38	44	69	68	48.3	15 64.5 127.8
13	Gilbert, Vance	38	DH Mosquito	49	46	34	51.2	25 49 125.2
14	Houck, John	34	Severski	70			49	10 65 124
15	Thamas, Greg	35	CW Cub	65	97		42	0 77.75 119.75
16	Zapf, Richard	66	Stinson A Tri-motor	45			37.5	35 45 117.5
17	Neff, Vern	51	Ford Trimotor	57			34	25 57 116
18	Henrich, M.	89	PWS-10	84	70	85	39.8	3 72.55 115.35
19	DeTar, Jim	79	Globe Swift	44	71	59	39.3	10 65.5 114.8
20	Clemens, Bob	86	Farman F450 Mosquito	54	37		52.5	5 54 111.5
21	McLellan, Bob	33	Mustang	40	56		43.5	10 56 109.5
22	Frank, Dave	84	Folkerts Sk3	63	63	66	41	5 63 109
23	Houck, John	34	AT-6	52			43.75	10 52 105.75
24	Niedzielski, Dave	102	Grumman Avenger	57			37.5	10 57 104.5
25	Novak, Ed	93	Pegna PCL	40	53	34	32	15 53 100
26	Novak, Ed	93	Waterman Aeroovile	30	36		33.5	20 36 89.5
27	Marchese, Bob	111	Bee Bee Sportster	28			46.1	10 28 84.1
28	Shales, Lloyd	107	Magister	32	21		39	10 32 81
29	Reichel, Juanita	100	Piper PA-12	32	46	44	33	0 46 79
30	Harris, Wm	14	Winnie Mae Vega	35			43	0 35 78
31	McLellan, bob	33	Hamburg 137	31	36		29.1	10 36 75.1
32	Harris, Wm	14	Douglas Skyshark	32			33	10 32 75
33	Mellander, Elmer	59	DH Dash 8	26			24	20 26 70
34	Shales, Lloyd	107	Leopard Moth	22			41	0 22 63
35	Mellander, Elmer	59	Pilatus Turbo Porter	23			32.6	0 23 55.6
36	Rende, Frank	94	PA 20	47	46	52		52 52

Golden Age Military - Total 3 Flights

Position	Entrant#	Contestant	Plane	Flight Time	Total
1	80	Stu Weckerly	Martin MO1	80	120 320
3	9	Jack Moses	Martin MO1	57	66 189
2	29	Tom Hallman	Mitsubishi 1MF1	67	65 174
4	83	Vic Nippert	Martin MO1	38	41 121
5	86	Bob Clemens	Ryan YO-51	44	45 111

Monocoupe Marathon - Fly 3 Saturday & 3 Sunday, Best 4 of 6

Position	Contestant	Entrant#	Plane	1	2	3	4	5	6	Total
1	Gordon Roberts	36	Monocoupe	87	80	102	93	60	69	362
2	Scot Dobberfuhl	77	Livingston's clipped w	88	104	78	81	71	76	351
3	Bob Bojanowski	6	Velie Monocoupe	77	85	82	75	70		319
4	Steve Griebing	105	Velie Monocoupe	64	77	84	76			301
5	Scot Dobberfuhl	77	Monocoupe	62	53	89	73			277
6	Farrell	81	Monocoupe	45	57	64	52	42		218
7	Chuck Schobloher	52	Monocoupe 90	28	39	40	48			155
8	Dan Kravis Sr	60	Megow 30*	53	47	43				143
9	Lin Reichel	99	Hi-flyer	25	x	x	x			25

FAC POWER SCALE - MULTI-ENGINE

Position	Entrant#	Contestant	Plane	Flight Times	Scale Sc.	Bonus	Fl. Score	Total
1	63	Chris Starleaf	Fokker 100	113	108	60	22	142.5
2	43	Joe Barish	Messerschmidt Gigante	94		58	40	140.5
3	63	Chris Starleaf	DH 84	69		57.5	35	136
3	33	Bob McLellan	Widgeon	88		48.5	30	128.5
4	47	Ed Pelatowski	Gyro Crusader	20		48.5	30	98.5

CHRONOLOGY OF EVENTS OF THE FLYING ACES CLUB

THE EARLY DAYS

By Dave Stott

1965

Nov. 7: First contest held by the FAC at Old Dam Road, Fairfield, Connecticut. One event, Scale, using modified North American Flightmaster rules. The FAC rules, which were not then known as such, were in existence a few years prior to this time, but could not be found in time to use at this meet. Court-martial the company clerk! No AMA membership was required, and there was no entry fee. A trophy was awarded for first place, with repros of old kit plans through third place. Member roster of the FAC listed Bob Thompson, Dave Stott, Paul Stott, and John Stott. Most of the contestants were members of the Southern Connecticut Aero Modelers Association [SCAMA], Henry Struck among them. Of course, the flying site was named "Pinkham Field", as was every subsequent site.

1966

Nov. 6: The second contest was also held at Fairfield. It was the first use of the FAC Handicap Representative Scale rules, known simply as FAC Scale these days. At the previous meet, it was noticed that some of the flyers had small sport cabin models with them, so a second event was added for non-scale models under 100 square inches of wing area for this meet. No title was given this event at the time. It later became known as "Sport", and eventually, "Under 100". Once again, there was no entry fee, or AMA membership requirement.

A flaming offering to Hung, Great God of Thermals was made by burning old models brought to the meet for that purpose. This ritual remains today at the Midwinter Madness meets of the Glastonbury Modelers and the Pinkham Field Irregulars.

It was at this meet that copies of old Dallaire and Megow 10 cent kit plans were given out to everyone who entered and all other interested parties. This random act was to lay the foundation for Peanut Scale.

1967

It was through this winter that Bob Thompson built the 10-cent Dallaire Kawasaki 92 from a copy of the plans we had given out. To our surprise, it flew quite well. I followed up by building the Megow 10 cent Boeing P-12. We dubbed them "Peanuts". We had been searching for another event to add to our meets, and as the clubsters already had plans for these old 10 centers, it was decided to add an event for Peanuts at the next meet.

Nov. 5: The third FAC meet was held next to Platt's Orchard on Orange Avenue in Milford, Connecticut. It included the inauguration of Peanut Scale. Henry Struck flying a 12-inch Dallaire Howard Pete won the event. FAC Scale and Under 100 were the other events.

It was learned at this meet that some of the fellows were saving their old contest notices, not just for reference, but because they enjoyed the Flying Aces magazine style of lingo used in the "pep talk" paragraph. With this in mind and feeling the need to keep our contest goers airborne and on course, the Flying Aces Club News was begun. It was, of course, written in that same enjoyable lingo. Perhaps overdone.

The FAC News used some of the department headings from the old mag, such as "You Said It", wherein readers letters were printed. A new department titled, "Hung's Altar" was used to list all O.O.S. flights made by our clubsters. The Kanone List, along with the use of the military rank and promotion system was begun in this issue. The wingspan limit for Peanut Scale was firmly fixed at 13 inches.

San Diego Orbiteers try out FAC Scale rules at one of their meets. Not too well received.

Dec. : First Peanut Postal contest announced in second issue of the FAC News.

1968

Jan. 14: Walt Mooney conducts first Peanut meet outside GHQ area. In California, the land of Lockheed.

1969

Oct. 5: Embryo Endurance event replaces Under 100 Square Inch Sport.

1971

Oct. 17: "National Air Race" contest held at Durham, Conn. featured a stunt event and the first mass launch event for golden age racers. Five ships flew in the Greve, and seven flew the Thompson. Quite amazing when you consider only nine clubsters entered the meet! Though the races proved a success, the low attendance crippled the FAC financially. The FAC News became a lot thinner in order to save postage.

Trophies for these early meets were homemade or recycled from winnings gained at other meets.

1978

July 15 & 16; First FAC Nats held at Johnsville Naval Air Station, Warminster, Penn. The idea of a national meet suggested by Tom Nallen Sr. was enough to make it happen through the efforts of the FAC's great organizer, Lin Reichel.

By this time other events had been added to the FAC line up. No-Cal, by the originators; World War I Peanut mass launch, by the Glastonbury Modelers; World War II mass launch by the D.C. Maxecuters; and Jumbo Scale by the North American Flightmasters.

1979

Oct. 7: First meet in which all radial powered racers were run in the Thompson, while all others were run in the Greve. Prior to this the racers had been grouped historically. When it was seen that the in-line engine types were dominating the Thompson, it was decided to regroup them.

1980

Fall: Command, organization, rules making, and FAC News editing, printing, and distribution handed over to Lin Reichel who has built it to the grand proportions we enjoy today.

This article is intended only as an outline of the happenings in the early days of the FAC. There are many untold stories, and many unmentioned modelers who were caught up in the spirit of the old Flying Aces Club and the type of models that were coming to life again. But even an outline as brief as this should mention two of the earliest and greatest promoters of Peanut Scale. They are, of course, Bill Hannan and the late Walt Mooney.

HIGH WING PEANUTS									
Position	Entrant#	Contestant	Plane	Scale Sc.	Best Fl.	Total			
1	36	Gordon Roberts	Lacy M10	94		48	76	124	
2	26	Peavey	Found	61	56	120	40	82.5	122.5
3	92	Don Boose	Nesmith Cougar	87		47	73.5	120.5	
4	111	Bob Marchese	Conte AC12E	62	68	66	52	64	116
5	38	Vance Gilbert	Pilatus Turbo Porter	37	32	56	53	56	109
6	29	Tom Hallman	Clipped Wing Cub	51			53	51	104
7	16	Don Lang	Big X	49	39	49	50	49	99
8	95	Kelcey Bell	Zippy sport	37	44	33	47	44	91
9	56	Mike Nassise	Buttercup	42	31	33	48	42	90
10	47	Ed Pelatowski	Wittman Tailwind	34	40	36	45	40	85
11	17	Pastel	Mr. Mulligan	26			46	26	72

FAC POWER SCALE - SINGLE ENGINE

OLD TIME KIT SCALE						
Position	Entrant#	Contestant	Plane	Flight Times	Scale Score	Total
1	63	Chris Starleaf	Mig 15	96	100	58.5
2	47	Ed Pelatowski	RWD-8	99	120	53.5
3	31	Dave Rees	Alexander Eaglerock Bullet	120	53.5	3
4	5	Mark Rizada	Aeronca C3	21	65	49
5	60	Dan Kranis Sr	Arado 76	70	0	111.5
6	14	William Harris	Fokker DR-1	42	38	40
7	14	William Harris	Aeronca K	63	20	106.5
					36	5
						97.5

FAC PIONEER SCALE

GENESSEE '01 NON-NATS						
Position	Contestant	Plane	Flight Times	Fl. Score	Scale Sc.	Bonus
1	Jack Kacian	27	Wright Flyer	57	78	x
2	Dave Rees	31	Plage Court	92	68	x
3	Tom Hallman	29	Bleriot 25	76	80	x
4	Rich Weber	64	Sopwith Tabloid	41	54	x
5	Vic Nippert	83	1912 Blackburne	24	23	47
6	Ed Novak	93	Bleriot VII	43	36	x
				53	47	10
					100	

FAIRCHILD "24"

1. Tom Nallen II
2. Jim Detar
3. John Regalbuto

Gordon Roberts
Bill Mueffelman
Ray Edgecomb
Ed McQuaid
Bob Marchese
Doug Griggs
Chris Starleaf
Dan Kranis
John Houck
Richard Zapf

GREVE RACE

- | Position | Contestant | Entrant# | Plane |
|----------|-----------------|----------|-------------------|
| 1 | Scot Dobberfuhl | 77 | Mr. Mulligan |
| 2 | Bob Clemens | 86 | Curtiss Falcon |
| 3 | Bert Phillips | 96 | Cessna |
| 4 | John Houck | 34 | Rearwin Speedster |
| 5 | Wal Farrell | 81 | Allied Sport |
| 6 | Foster | 42 | Fairchild 24 |
| | | | 143 |
| | | | 129 |
| | | | 105 |
| | | | 39 |
| | | | 129 |
- Mr. Smoothie
Keith-Rider R-4
Chester Goon

Chambermaid
Folkerts SK-3
Mr. Smoothie
Mr. Smoothie
Keith-Rider R-4
Mr. Smoothie
Folkerts SK-3
Chester Goon
Jackrabbit
Brown B-2
Chester Jeep
Chester Jeep
Chambermaid
Mr. Smoothie
Caudron 460
Floyd Bean
Folkerts SK-2
Keith-Rider R-2
Jackrabbit
Mr. Smoothie

THOMPSON RACE

1. Richard Zapf
2. Tom Nallen II
3. Tom Hallman

Lockheed Altair
Gee Bee Q.E.D.
Loose Racer

Don Lang
Gordon Roberts
Tom Nallen I
Bob McLellon
Harvey Pastel
John Houck
Walt Farrell
Chris Starleaf
Mike Nassise
Scot Dobberfuhl

Marcoux-Bromberg
Seversky
Laird Solution
Seversky
Cessna CR-3
Wedell-Williams 45
Cessna CR-3
Laird Super Solution
Marcoux-Bromberg
Gee Bee "E"

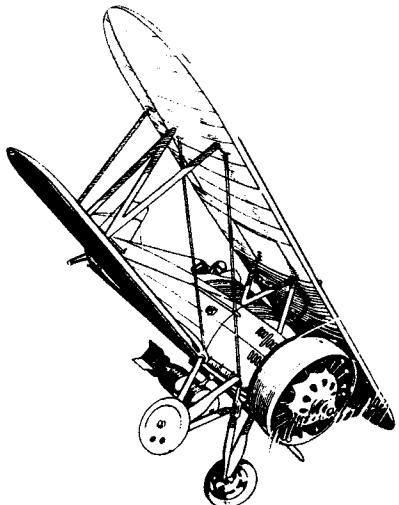
MODERN CIVIL PRODUCTION

Position	Entrant#	Contestant	Plane	Flight Times			Total
1	77	Scot Dobberfuhl	Piper Clipper	120	120	120	360
2	79	Jim DeTar	Piper Clipper	120	65	96	281
3	9	Jack Moses	Piper Pacer	74	51	120	245
4	59	Elmer Mellander	Porter CG	53	42	73	168
5	49	J Barker	Piper PA16	26	69	35	130
6	60	Richard Zapf	DH Comet	60			60

FLYING ACES NON-NATS MASS LAUNCH EVENTS

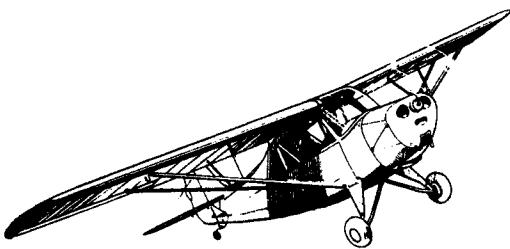
NORTH AMERICAN AT-6

1. Tom Nallen II
2. John Houck
3. Bill Mueffelman
4. Ed Pelatowski
5. Chuck Schobloher
6. Rich Weber
7. John Regalbuto
8. Richard Zapf
9. Scot Dobberfuhl



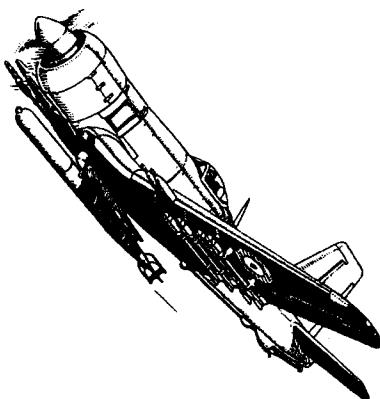
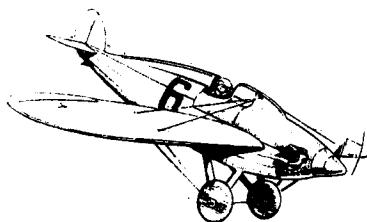
GOODYEAR RACE

1. Paul Boyanowski	Wittman Buster
2. Richard Zapf	Lil Gem
3. Chris Starleaf	Pogo
Gordon Roberts	Idjits Midget
Dan Kane	Ole Tiger
Vern Neff	Lil Rebel
John Regalbuto	Mace R-2
Chris Parent	Sonerai-I
Ed Pelatowski	Ole Tiger
Jack Kacian	Wittman V
Larry Peavey	Thompson/Balboni
Ray Rakow	Sonerai II



WORLD WAR ONE

1. Dan Kane	Fokker D-VII
2. Stu Weckerly	Martinsyde
3. Jack Kacian	Albatros D-II
Walt Farrell	Fokker D-VII
Bob McLellon	Fokker D-VII
Dennis Norman	SE-5
Bruce Swanson	Fokker D-VII
Rich Ivers	Fokker D-VII
Stew Meyers	Sopwith Camel
Vern Neff	SE-5a
Pete Kaiteris	Fokker D-VII
Chris Starleaf	Fokker D-VII
Richard Zapf	Roland C-2
John Regalbuto	DH-5
John Houck	Seimens D-I
Ed Pelatowski	Fokker D-VII
Gordon Roberts	Fokker D-VII
Tom Nallen II	AW FK-8
Rich Miller	Fokker D-VII
Tom Hallman	Martinsyde Buzzard



WORLD WAR TWO

1. Pete Kaiteris	FW-152
2. Chris Starleaf	Barracuda
3. Richard Miller	P-51
Bill Harris	ME-109
John Stott	MIG-3
Don Lang	Judy
Rich Ivers	Aichi Grace
Fred Wunsche	??????
Stu Weckerly	Judy
Gordon Roberts	Judy
Tom Nallen I	Kharkov
Bob McLellon	Wildcat
Dave Rees	Fulmar
Dan Kane	Judy
Paul Boyanowski	P-47
Vern Neff	Spitfire
John Houck	Seversky
Walt Farrell	Defiant
John Regalbuto	Spitfire
Jack Kacian	HE-112
Richard Zapf	BF-109E
Bruce Foster	P-39
Mike Nassise	Typhoon
Bill Orphan	P-40
Chuck Schobloher	Hellcat
Charlie Sauter	KI-61 Tony
Tom Hallman	MIG-3
Ed Pelatowski	Fulmar
Rich Weber	Aichi Grace
Pete Azure	P-47

MODERN MILITARY

1. Richard Zapf	Embraer Tucano T27
2. Dave Rees	Douglas Skyraider
3. Chris Starleaf	Yak 11
Walt Farrell	Douglas Skyraider
Dennis Norman	Hawker Hunter
John Houck	XF2L-1 (P-59A)
Ed Pelatowski	DH Vampire
Tom Nallen	Lavochkin LA-11
Tom Hallman	Mig 15
John Regalbuto	Martin-Baker MB-5
Mike Nassise	Ryan Fireball
Dave Livesay	Vultee XA-41
Mike Heinrich	Fairey Spearfish
Jack Kacian	North Am. OV-10
Chris Parent	North Am. T-34
David Franks	Fiat G-59

DIME SCALE

Position	Entrant#	Contestant	Plane	Flight Times			Bonus	Total
1	66	Richard Zapf	Arado	120	93	92	30	335
2	79	Jim DeTar	Martin MO1	120	95	96	15	326
3	45	Dan Kane	Arado 96B	104	74	84	30	292
4	41	Jack McGillivray	Comet Arado	110	39	91	30	270
5	77	Scot Dobberfuhl	BT109 Comet	101	79	49	30	259
6	16	Don Lang	Martin MO1	79	67	95	15	256
7	27	Jack Kacian	Caudron C460	65	74	84	30	253
8	2	Pete Azure	Hurricane	34	63	120	30	247
9	90	Paul Boyanoski	Luscombe	43	117	78	0	238
10	63	Chris Starleaf	Waco Cabin Biplane	65	50	74	45	234
11	9	Jack Moses	Cessna Airmaster	120	52	54	0	226
12	29	Tom Hallman	Fokker DVII	37	75	65	45	222
13	106	Rich Ivers	Comper Swift	61	78	50	15	204
14	87	Kent LeMon	BAT	48	48	58	45	199
15	111	Bob Marchese	Robin	62	67	49	0	178
16	82	Regalbuto	Hawker Hurricane	47	45	51	30	173
17	74	Tom Nallen	Comper	37	55	54	15	161
18	83	Vic Nippert	Cessna AW	53	48	55	0	156
19	72	Pete Katteris	Farman Stratoplane	41	47	42	15	145
20	47	Ed Pelatowski	Byrd Leopard Moth	42	43	59	0	144
21	81	Walt Farrell	Cessna	59	27	54	0	140
22	56	Mike Nassise	Airmaster	35	41	33	0	109
23	51	Vern Neff	Hi Flyer Taylorcraft	78			0	78
24	14	W Harris	Megow SO3C-1	38			5	43
25	93	Ed Novak	Curtiss Robin	21			0	21

Embryo Event

Position	-	Contestant	Entrant#	Plane	Three Flights			Bonus	Total
1		Gordon Roberts	36	Debut 14	120	120	120	9	369
2		Pete Katteris	72	Coyote	120	120	110	9	359
3		Vic Nippert	83	Have	90	118	90	6	304
4		Dave Livesay	67	Prairie Bird	104	120	70	9	303
5		Vet Thomas	104	X2	85	90	79	9	263
6		Lloyd Shales	107	Honey Bee	106	73	69	9	257
7		John Stott	48	Nit III	89	68	88	9	254
8		Matt Marchese	112	Prairie Bird	98	58	86	9	251
9		Don Lang	16	HoneyBee	61	85	76	9	231
10		Michael Burns	24	Embryomatic	96	57	59	9	221
11		Ed Pelatowski	47	Modified Eaglet	67	78	61	9	215
12		Len Wieczorek	46	Skylark	67	48	64	9	188
13		Mike Nassise	56	Tablehopper	45	69	67	6	187
14		Melander	59	Hornet	38	71	59	9	177
15		Orphan	42	Prairie Bird	42	56	54	9	161
16		Dan Kranis Sr.	60	Sq Bird	34	51	53		138
17		Jack Barker	49	Hornet	67	58		9	134
18		Lin Reichel	99	Hornet	41	43	x	9	93
19		H. Pastell	17	Polywog Variant	55	27		5	87
20		Dan Kane	45	Flaming Eye	71			9	80
21		Stu Weckerly	21	Tomahawk	5			9	14
22		Melander	59					9	9
23		Bab Marchese	111	Blouster	x	x	x	9	9
24		Ed Novak	93	Alien	x	x	x	6	6
25		Ed Novak	93	Bunnelli	x	x	x	6	6

FAC JUMBO SCALE

Position	Entrant#	Contestant	Plane	Scale Sc.	Bonus	Best Flight	Total
1	38	Vance Gilbert	Lincoln Standard	72	55	15	82.5
2	31	Dave Rees	Cant Trimotor	37	62	36	61
3	29	Tom Hallman	GH Gaffy	79	88	59	150
4	9	Jack Moses	15 Dash 4	112		52	5
5	21	Stu Weckerly	Found 100	120	48	5	82.5
6	68	Richard Zapf	Gamma	65	57	41	10
7	2	Pete Azure	Wildcat	50	22	42	45
8	19	George Lewis	Curtiss Robin	51	49	0	51
9	123	Leon Bennett	DH Moh Minor	40	52	38	100
10							
11							
12							
13							
14							

NoCal Event

Position	Entrant#	Contestant	Plane	Flight Time	Total
1	48	John Stott	Waterman	78	95
2	49	Jack Barker	Lavackin LA-5	28	75
3	16	Don Lang	Martin MO1	299	299
4	34	John Houck	Devistator	84	118
5	45	Dan Kane	FW190	82	90
6	47	Ed Pelatowski	Bolkon Jr.	20	113
7	42	Foster	Staggerwing	45	90
8	56	Mike Nassise	FM2 Wildcat	58	53
9	81	Walt Farrell	Corsair	48	38
10	12	Ed McQuaid	JU87	44	43
11	112	Matt Marchese	Cessna	29	29
12	42	B Foster	B-57	30	30
13	34	John Houck	Spitfire	48	
14	81	Walt Farrell	Maule Rocket	25	

GOLDEN AGE CIVIL

Position	Contestant	Entrant#	Plane	Flight Times			Total
1	Gordon Roberts	36	Rearwin Speedster	103	120	120	343
2	Vic Nippert	83	Piper Cub	93	87	120	300
3	Richard Zapf	66	Fairchild 24	120	85	86	291
4	Jack Moses	9	Interstate Cadet	60	106	101	267
5	Paul Boynowski	90	Taylorcraft Float	120	64	71	255
6	Marie Rees	32	Vega	68	93	90	251
7	Bob Clemens	86	Taylor EZ Cub	58	108	82	248
8	John Houck	34	Rearwin Speedster	71	68	105	244
9	Stu Weckerly	21	Interstate Cadet	90	40	110	240
10	Walt Farrell	81	Vega	81	64	86	231
11	Tom Hallman	29	Gadfly	99	67	61	227
12	Bob Marchese	111	Fairchild 24	48	120	46	214
13	Pete Azure	2	Stinson Stationwagon	91	59	63	213
14	Paul Boyanowski	90	Waco 26C-7	88	73	49	210
15	Wally Farrell	81	Interstate Cadet	62	78	68	208
16	Ed Pelatowski	47	Leopard Moth	54	67	80	201
17	Bob McLellon	33	Interstate Cadet	67	63	52	182
18	John Stott	48	Farman 400	64	108		172
19	J. Regalbuto	82	Leopard Moth	48	46	71	165
20	Vance Gilbert	38	Kalinin K4	61	48	48	157
21	Ed McQuaid	12	Fairchild 24	47	49	60	156
22	Mike Nassise	56	Taylorcraft	57	44	49	150
23	Peter Kateris	72	Cessna AW	61	39	45	145
24	Lloyd Shales	107	Leopard Moth	80	32	27	139
25	Jack McGillivray	41	DH Moth Minor	120			120
26	Scott Dobberfuhl	77	Mauboussin	120			120
27	Dave Rees	31	Nicolas B	105			105
28	Dan Kane	45	Corben Super Ace	100			100
29	Doug Griggs	113	Fairchild 24	70			70

OLD TIME COMMERCIAL RUBBER

Position	Contestant	Entrant#	Plane	Three Flights	Flyoff	Total
1	Fred Wunsche	23	Miss Canada	120	120	1
2	George Lewis	19	Miss Canada	120	120	2
3	Vic Nippert	83	Jabberwock	120	120	3
4	Gordon Roberts	36	FA Moth	120	120	4
5	Vet Thomas	104	Miss Canada	120	116	329
6	Frank Rende	94	Korda Victory	100	105	325
7	Don Hannam	20	Hi-climber	120	81	277
8	Bruce Foster	42	3/4 Korda	55	120	72
9	Kent LeMon	87	FAC Gull	67	76	220
10	Ed McQuaid	12	FA Moth	62	79	205
11	Mark Rzadea	5	Bluebird	45	56	182
12	John Stott	48	FA Moth	52	48	171
13	Bob McLellon	33	Dragonfly	61	66	167
14	Dan Dranis St.	43	Hi Climber	43	68	160
15	Stu Weckerly	21	Erie Times	103	x	103
16	Ted Lewis	13	Sky Gull	46	x	46

ELECTRIC OLD TIME GAS REPLICA

Position	Contestant	Entrant#	Plane	Flight Times			*Flyoff	Total
1	Sam Burke	68	Interceptor	120	120	120	2	360
2	Vic Nippert	83	Kerswap	120	120	120	1	360
3	Bob Clemens	86	Zipper	120	120	120	3	360
4	Mark Rzadaca	5	Zipper	120	115	120		355
5	R. Fags	103	Rambler	120	120	96		336
6	Jack Barker	49	Cleveland Viking	102	120	110		332
7	Ed Lokken	119	Buzzard Bombshell	110	118	77		305
8	Don Hannam	20	Rambler	72	60	74		206
9	John Houck	34	Albatross	120				120
10	Stu Meyers	110	Powerhouse	120				120

OLD TIME STICK RUBBER

Position	Entrant#	Contestant	Plane	Three Flights			Flyoff	Total
1	19	George Lewis	Korda	120	120	120	1	360
2	83	Vic Nippert	Sunspot	120	120	120	2	360
3	21	Stu Weckerly	Gollywock	120	120	94		334
4	12	Ed McQuaid	Gollywock	105	112	87		304
5	48	John Stott	Ritz	120	120	61		301
6	23	Fred Wunsche	Gollywock	113	75			188
7	23	Fred Wunsche	Korda C Stick	101	84			185

Jimmy Allen Event

Position	Contestant	Plane	Total
1	21	Stu Weckerly	312
2	34	John Houck	297
3	68	Sam Burke	259
4	83	Vic Nippert	228
5	34	John Houck	222
6	69	Bob Hammitt	222
7	6	Bob Bojanowski	219
8	9	Jack Moses	190
9	5	M Rzadca	177
10	13	Ted Lewis	150
11	124	Sam Grey	143
12	48	John Stott	131
13	83	Vic Nippert	79
14	44	Ralph Kienz	52

* * Fighting Aggressive Trees * *

Mumbo Jumbo # 103 from the pen of the Glue Guru

DON'S FLY LITE TISSUE

(5 SHEETS)

(10 SHEETS)

WET STRENGTH MODEL AIRPLANE COVERING - SHEETS 25X36

HOW TO USE

WT. PER. SHEET 25 X 36 - Approx. 9 Grams

COVERING-COAT THE PERIMETER OF THE AREA TO BE COVERED. DO NOT COAT THE RIBS OR STRINGERS. JUST THE PERIMETER. THINNED 50/50 WITH THINNERS. LET DRY. NOW CUT A PIECE OF COVERING ABOUT 50' BIGGER THEN THE OUTLINE OF THE AREA TO BE COVERED. SPRAY WITH WATER AND HANG ON YOUR COUNTER. REDOPE THE PERIMETER AS BEFORE. THEN PLACE THE DAMP PAPER IN POSITION, CAREFULLY RUB OVER THE GLUEY AREA AND FEEL THE DOPE COMING THRU. IF NOT ENOUGH DOES, THEN ADD MORE DOPE THRU THE PAPER. CAREFULLY PULL WRINKLES OUT OF THE PAPER AND WHEN THIS IS DONE, PIN DOWN TO BOARD TO MAINTAIN SHAPE. ALLOW TO DRY. WHEN DRY TRIM TO THE OUTLINE. IF WINGS ARE BEING DONE ALWAYS PAPER THE UNDERSIDE OF THE WINGS FIRST. THEN WHEN THE TOP SIDE IS DONE YOU WILL BE ABLE TO PIN THE FLAT SIDE OF THE WING DOWN TO MAINTAIN A LEVEL WING SHAPE. IF THE FUSELAGE IS ROUND OR OVAL, THEN APPLY THE COVERING IN STRIPS TO COVER ONE TO THREE STRIPERS WIDE. NOTE MAKE SURE OF A SMALL OVERLAP WHEN APPLYING THE FUSELAGE STRIPS. WHEN ALL COVERING IS COMPLETE A THINNED COAT OF CLEAR DOPE CAN BE ADDED. AGAIN IF REQUIRED PIN DOWN TO MAINTAIN FLATNESS OR SMOOTH SHAPE. THEN COLOR MAY BE ADDED TO SUIT THE BUILDER.

10 sheets for \$3.00, shipping \$3.00. Shipping charged
on only the first 10 sheets.

DON'S BASS AND BALSA WOOD
116 MAIN EAST, GRIMSBY, ONTARIO L3M 1N8 Canada
Phone 1-905-845-5847 - Fax 1-905-845-5168

FOUND! THE LOST PHOTO INFO

Left to right; Al Likely with a Stahl Taylorcraft,
Frank Hirleman with a Stahl P-51B, Jim Woods
and his Stahl Miles Magister and Ron Vandend
Bossche with his Cessna 195 and Wildcat.

Salutations, Disciples! Today we shall consider model removal from aggressive trees, those natural enemies of all that we hold dear. If you fly in a tree filled area, becoming treed is merely a matter of time and probability. It will happen sooner or later--what then?

One traditional solution is to hire a suitable teenager to do the necessary climbing. Many such do indeed have a gift for the art. However, there is a question of liability should the climber fall. Whether our AMA insurance covers this sort of accident is unclear to me. As a result, this solution, though it can work well indeed, is not advocated. As for professional tree climbers, cherry pickers, etc. expense will likely rule these out.

One safe solution is a hose extender used for washing low roofs. These come in the form of plastic pipe with threaded ends, so that three or four lengths of 3 or 4 ft. each can be screwed together to make a lengthy wand. It's easily possible to poke at a model some 20 ft. off the ground with such a rig. By taping a towel over the poking end, you can apply a gentle push to disentangle the model. The catch has to do with cost, about \$50 for a 16 footer--and storage, for the box containing all the pipe sections takes lots of room in your vehicle. Finally, trees grow much higher than the permissible 20 ft. Still, there's a lot to be said for this notion, and I've used one for many years.

Another, simpler idea, is a rock tied to a string. Here the idea is to loop the string over the branch of interest, with the branch straddled by a single long string that starts with one hand and ends with the other. By yanking downwards with both hands, a powerful thrust is given the branch. Quickly

releasing the force yields a pulse. The result is to shake the branch slightly. By repeating this motion with a certain rhythm, very large amplitudes can be generated, much like pumping a child's swing. At some point, the model is simply flung out of the tree.

The hard part is getting the string over the right branch. The best way is to tie one end to a stone. Lay out enough string, on the ground, to easily cover twice the distance to the branch. Throw the stone over the branch and you're set. In reality, you will likely have captured the wrong branch, or perhaps beamed yourself with the rock. Life is like that. Just keep trying. Just haul away on the string, recover the stone and try again. Sooner or later you will get the string over the right branch. As for inboard vs. outboard of the model, inboard is better, but the difference is small, and not worth worrying over. One thing to avoid is hitting the model with the rock.

Which type of string? I've always used the hairy stuff sold as twine. It's strong and cheap and takes little storage room for a 100 ft. or so length.

Is the string method infallible? Yes and no. Some models impale themselves on a branch in the process of landing and these are very difficult to shake free. When finally freed, there usually is a great deal of structural damage. In at least one case, I juked the model rather than face the required complex rebuilding process. Such a retrieval is hardly "successful". On the other hand, most retrievals require only a light effort before taking the air again.

Finally, if you are truly lucky, you might work the tree-shaking process without a string. Grasp a low lying branch—not necessarily the one holding the model—and pump away. Set to rocking, the tree might just eject a barely retained model.

ANOTHER SAGA OF OLD-TIME MODEL COMPANIES by Dan Kane

In the 30's and 40's, Comet Models of Chicago was considered one of the biggest and best model manufacturers. The building was on Chicago's Southside, not too far from the stockyards. After the war, many employees went on to bigger and better things. Carl Goldberg, Rob Reeder, Tom Prezemka, and Vito Garafalo are the people I remember most. I had a special and close relationship with one of the people, Syd Axelrod.

Syd grew up on the Northside of Chicago. His father was a tailor. One of his childhood friends was Carl Goldberg, whose mother owned a hobby shop. Syd was a draftsman at Comet. The 10 cent kit Akron Funk was one of his designs. Syd was always looking for a way to do things better and easier.

Syd, Carl, and a fellow, Mike Schlesenger, left Comet to start a new Southside company. This new company was to be called "Top Flite". Mike was the businessman, Carl was designer-salesperson, and Syd was manufacturing. The building was a taxi garage. It had a large elevator, over 4 stories high, was close to railroads and not too far from Downtown.

The raw balsa would come in by the box car load. The bundles were 4 cubic feet per bundle. The warehouse on the first floor would hold 3 boxcars full of balsa. The balsa was first weighed and sorted. Most blocks were 4"x6"x48". A machine was needed to cut the wood into usable sizes. Most companies used saws. Syd felt there was much too much waste and a real dust problem. One of the first machines he designed was a wood slicer. This machine was loaded with a balsa block and it operated similar to a paper cutter. It was hydraulic driven and operated automatically. The balsa was cut wet. It was soaked in ammonia and water and then sliced. After slicing, it was put on large stackers. These were similar to what you see in a bakery. The sheets were dried and straightened. The sheet stock was not to final size yet. A special sander that sanded both sides at once was designed by Syd. This sander removed just a couple of thousands of an inch. This was much less than the thickness of a blade used by the competition. The dust was still present and Syd had to design a dust collection system.

In the early 50's, the hobby business was changing - stick and tissue was being replaced by die cutting and plastics. The Jig Time series of kits were born. These kits incorporated locking tabs to make the alignment easier. This series of models had 2 color wood and dihedral pre-formed in the wings. It looks like Syd has a few more machines to design.

The print wood was made on clam shell type printing presses. The sheets were automatically fed in and print was applied. When the press closed, large outboard fly wheels were the drive for the press. After the first color was applied, the sheets would go to the second machine. It was located directly behind the first machine. After the second color was applied, the sheets went to the third machine for die cutting.

A special hydraulic machine was designed to form the landing gear wire and prop shaft. The first props were injection molded by a company in Wisconsin called "K son". Syd spent the majority of his time designing and looking into new engineering areas.

Anytime a competitor released a new kit, was dissected by Carl and Syd. The box art was the first thing looked at. Carl and Syd did not build any of these kits. They were dissected and put into archives. They would check the plans and die cutting of the design of model chosen. It was believed at this point in time that 80% of models purchased were never finished and the remaining 20% might not have flown well. Syd and Carl set out to change this with the "Jiffy Time" models. Syd never lost his zest to produce flying models.

Top Flite had four of these presses in a row on the first floor. It should be easy to see the advantage of the elevator being in the center. Upstairs on the second floor was where the drafting room and engineering room was. All prototypes were also kept there. Carl did some of the first designs. After the design and before manufacture, a prototype was built to prove the design. Remember, the "Jiffy Time" kits were guaranteed to fly. Carl and Syd would take some pre-production kits to the elementary schools in the area and would watch the kids assemble, or attempt to assemble, them. Syd carried over some techniques used at Comet. Remember the stickmen on the plans of some of the stick and tissue jobs? The plans were more instructions than a blueprint.

GLASGOWBURN MOBBLERS

FALL FLY-IN

SEPT 16, 9:00 AM TO 5:00 PM (OR SOONER)

EVENTS

1. FAC Scale/ Jumbo; combined. Fly 2 & 2 if you gotten.
2. GHQ Peanut Scale: uses the multiplier equalizer.
3. No-Cal Scale; profiles with 16" span limit.
4. Embryo Endurance; card table aerodrome.
5. Ten Cent Scale: total of three flights, 20 secs. delay, pseudos OK by C.D. Two allowed, G.M. RULES.
6. Victory Models: total of three flights, 20 secs delay, per plan only, but DTs OK.
7. W.W. I P-Nut Dogfight; mass launch, no experiments, 11:00 A.M. PATROL.
8. W.W.II Combat; 24" span limit, 15 % RUBBER RULE, (IT WORKS!!!!), battle tested only. 12:00 P.M.
9. Goodyear Midget Racer; mass launch, no 15% rubber rule, flag drops 1:00 P.M.
10. Racer Mass Launch; Thompson and Greve types, 15% RUBBER RULE (STILL WORKS!!!!), 2:00 P.M.
11. Cat Jet; 6 attempts/3 officials, profile or 3-D (double score), official launcher only.
12. P-30; AMA Rules.
13. HLG; AMA RULES.
14. Legal Eagle; Judge Roy Bean will preside!!!! Bring your plan and Mouthpiece.

GENERAL STUFF

Ed Novak, C.D., 106 Cutlery Ave., S Meriden, Ct. 06451

Entry Fee: \$ 3.00 for any and all events.

Awards: Kanones for FAC events.

First and Second place certificates, Jrs. get prizes.

NO PARKING ON THE GRASS



GLASTONBURY MODELERS

FLYING ACES CLUB, SQDN. NO. 2

SQUADRON BULLETIN NO. 9

FOUNDING FATHERS MEET, JUNE 9th and 10th.

Forty-nine flyers, some from as far as Maryland and Canada, assembled for two days flying and to honor the two founding fathers of the Flying Aces Club movement, Bob Thompson, and Dave Stott. Even Hung, Great God of Thermals was present, spiriting away models to his ethereal kingdom in the skies. But, in His mercy, provided two consecutive days of ideal flying weather! Oh yes! The tall grass as well! Days that will linger long in the memory of all who enjoyed them.

At noon on Sunday all flying ceased so as all the skysitters could have a bit of expertly decorated cake to distract them as they listened to brief tales and anecdotes made by long time FACs concerning their experiences flying with Bob and Dave and the FAC. Past members that have "gone west" were also remembered. Commander Reichel, who journeyed from FAC G.H.Q. in Erie, Penn. presented plaques to Bob and Dave to commemorate the event. These plaques held the great cartoon art of that talented FAC, Bob Rogers, thereby reminding us that this wonderful game we all play should never be taken too seriously.

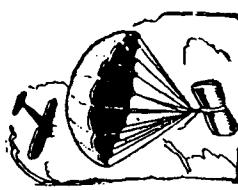
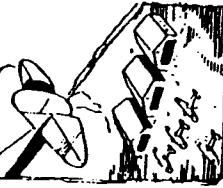
On Saturday, Jack Kacien, who artfully constructed a larger than life silhouette of Lt. Phineas Pinkham, placed it in the open flap of the old G.H.Q. tent that provided a great backdrop for many photo sessions. The tent, incidentally, is made of a discarded parachute and is an icon of the early days of the FAC. This meet was unique in another aspect as well. We had some flyers new and relatively new to the FAC, as well as some that had not visited Pinkham Field in some time. It was a wonderful showing of the strength and potential longevity of the FAC. That warmed the hearts of the founding fathers.

Was the dreaded Bad Guy Squadron in clandestine attendance? Dave Stott found a rather sinister looking all black bottle of Sandeman Tawny Port on the floor of his car. The black cloaked figure on the label reminds one of drawings of the "Shadow", crime fighter of pulp fiction days. No threatening note accompanied this gift. Could it be that even the Bad Guy Sqdn. decided to pay tribute to their harassed victims? After all, there would be no Bad Guy Sqdn. if there were no FAC!

SOME OBSERVATIONS

On Saturday, Dave Niedzielski treed his Imp stick job. Matt Mirando was declared Top Junior. Matt flew his Thermal Dart to 6th place overall in the Pinkham Field Stick event. Matt left 3 older flyers bouncing around in his slipstream! Once again, Niedzielski had a bit of bad luck, putting his Cat Jet F-4 in the stream. The only max flight in Jumbo was Richard Zap's Northrop Gamma.

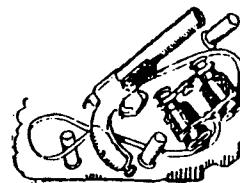
In Ten Center, Rich Ivers' tree hopping Comper Swift got his win with only two officials! Rich says a guy relaxing by the stream went up to the top of the highest tree to retrieve the model. He gave Rich the impression he might have been a Navy Seal.



Poles got the Comper down with some damage from the final encounter with the subject of Joyce Kilmer's poetry. Bob Thompson flew a Megow 15 inch P-38 in ten center. Brave lad.

In W.W.I Peanut Dogfight the Jerries outnumbered the Allies 6 to 1. All seven models were of different designs of fighters.

In the Goodyear Midget race Dave Niedzielski's bad luck still hampered away at him. The motor in his Dixon Sp. blew while winding for the first lap! There were no less than three Dixon Spis. entered. Jack Kacien's second place was due to a blown motor in his Wittman V. More tough luck. Did you skysitters get any of that lemonade from the stand set up by Jack's young daughter, Hannah, and her pal Amanda? Cooling stuff. And how about Jack's 9 inch span all foam Gee Bee winging around like it never should!



Of the younger flyers, Lee Wang was high point man. In P-30, Mike Cervone blasted off with a first flight of 20 minutes, O.O.S.! With a 90 second max, and no airplane, Mike ended up at the end of the line-up. Light that fuse, Mike! Bill Dietz, who thought his P-30 had sailed over the house on the hill, was surprised to learn from John Stott that it had hit the house and should be right next to it. Bill found it between the wall of the house and the A/C unit.

"I just can't find it. It just isn't there", says NRE Novak. "Whaddaya mean?" says Hawkeye John Stott. "It went right over the second vent on that first barn." The upshot of this is that John had his daughter, Linda, drive him over behind the barn, got out of the car, and walked right to Novak's Parlor Fly. Well, NRE's embarrassment was worth it all because the return of his model allowed him to nudge Paul Stott out of first place in FAC Sport. Oh yeah, gang. Novak's Parlor Fly went O.O.S. on that last official. Bill Dietz is a patient guy. After his Flying Aces Fighter smacked a car and was pretty badly damaged, he put it all back together to continue flying. To bad Humpty Dumpty's King didn't have Bill as one of his "Men".

Longest flight in FAC Scale was put up by the Aero A-38, the Czechoslovakian biplane airliner of Vance Gilbert. She clocked 1 min. 52 secs. There were a wide variety of types entered in this event that included a triplane, trimotor, floatplane, bipes, twin engined, and flying wing. FAC rules bring 'em all out to fly!

Enough Cleveland Air racers showed up to divide them into Greve and Thompson events. It was the Nallens who were dogged by hard luck now. The motor blew in the elder Tom's Laird Solution, and younger Tom's Gee Bee QED. That QED had been turning in some great looking test flights earlier in the day. I am sure we will have to deal with that one later in the season.

In the Greve race it was Greyhawk Lawton's turn to be victimized by hard luck. While winding for the next to last lap, the ol' conqueror came apart. Greve Starter, Tom Nallen I, noted the conditions during the race. "Scattered Cumulus, light breeze, 80 degrees." Ideal!!!

Here we will turn the pen over to Vance Gilbert, starter of the World War II Combat event.

FLYING ACES MID-SOUTH CHAMPIONSHIPS

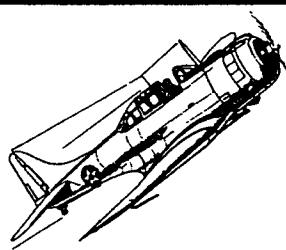
WW II HIGHLIGHTS....planes were checked over by head crew chief for proper markings, guns etc. In deference to the newcomers and juniors entering some freshman efforts, a few extra minutes were allowed for pilots to DRAW on proper armament with an available medium-tipped sharpie. Shame on the more experienced pilots who had to do the same....Two planes were taken down per round up to and including the 5th....

.....Andrew Ricci blew a cylinder head gasket while cranking the inertia starter on his ME 109. Two promising young newcomers Dave Mordini and his wingman Lee Wang in their P-51s were down the 2ND round, even though Lt. Wang had his motor lubed and his pilot lectured by the crew chief between sorties .Brave Lt. Mordini attempted a sortie even after having his vertical stab shot completely off! Watch these two upstarts as they've "got it goin on"! ..

...By round 3 torque was getting high in these 15% motors and Dave Stott caught cattails in his leading edge while strafing a Manchurian supply line in his CW21 in Chinese markings and continued flying! Whew, that was close!!

....In the 4th round Peter Kaiteris' P-51 was just about to edge out the CW21 but a stall from 15 feet had him touching tarmac just as the CW 21 did another railway strafing swoop to survival .Another close one!!

....5th round found Richard Zapf's Jug (which had been quietly testing high altitude gear on each sortie) finally hooking a BOOMER thermal and then....a tree down by the Barns-On-Durham hooked him. Great flight, but he was still out as was Tom Nallen I's front-and-rear gunned Kharkov. Final toe-to-toe sortie between the Brewster and the CW21 left Stott the WINNER after the Brewster's aileron trim tab must have jammed. The Brewster was OVER WEIGHT at weigh in, the Zapf Jug was still in a tree, so 2nd place went to Nallen the Elder and the Kharkov.



AUGUST 18-19, 2001
AIRFOILERS RC FIELD ***
TULLAHOMA, TN

EVENTS MAY BE FLOWN EITHER DAY EXCEPT MASS LAUNCH

Saturday Mass Launches	Sunday Mass Launches
11:00 AM World War I	11:00 Greve Race
1:00 PM World War II	1:00 Thompson Race
3:00 PM Golden Age Civilian	

Dime Scale	Power Scale*
Golden Age Biplane	Golden Age Military
Peanut scale*	FAC Old Time Rubber
Jumbo Scale*	Embryo Endurance
Rubber Scale*	Catapult glider
* Indicates judged event	P-30

No 15% rule, 2 minute max. Flying 8:30 - 5:00 Saturday, 8:00- 4:00 Sunday
Entry fee \$15. Dinner Saturday night 7:00 PM. All times CDT. For more info,
contact Gary Morton, CD, E-mail gmorton@chattanooga.net Phone 423/236-4068.

***This a different field from previous years. Exit 117 off I-24, military highway toward Tullahoma about 10 miles. Field borders highway one mile from Tullahoma. Next to golf course.

PHOTO PAGE

Top....Two pics from Radek Gregovsky of the Rollason D.31. On the left is the real one done in yellow with red trim and on the right is Radek's peanut version done in white with a red nose and black stripe and registration.

Center left....Great flying "China Clipper" by Joe Sebastian, from the pages of the FAC newsletter. Joe says she flew right off the building board! Four electrics.

Bottom left....Al Likely sent us this photo of himself and some of his modeling friends. Somehow the note accompanying it was lost. Sorry Al. Send me the names again please and we will publish them in the next issue.

Bottom right....Pic by John Stott taken at the "Founders" contest in Durham, Ct. Back in June. That's Bob Thompson on the left, Dave Stott next to Bob and Lin reichel on the right. That gent between Dave and Lin is non-other than our fictional hero "The Boomtown Bam" himself, Phineas Pinkham!

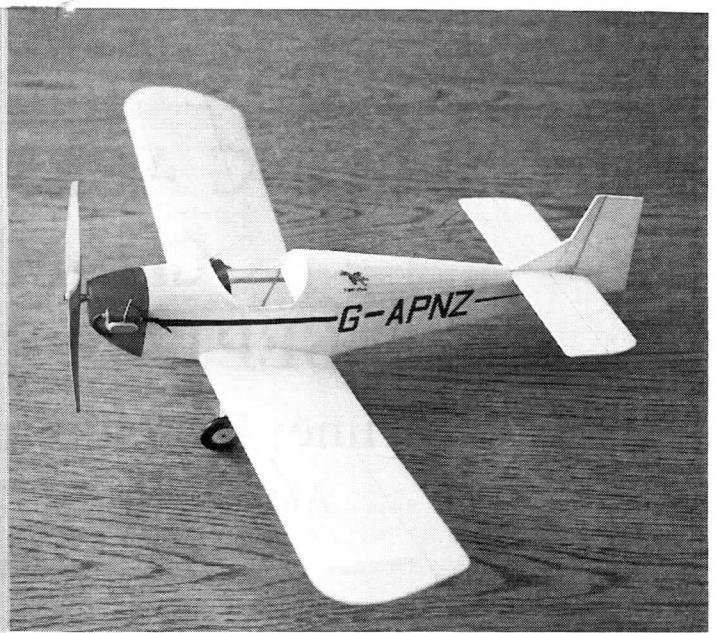
Dave Niedzielski, kit for top Jr. and small parts birds. Handsomely decorated home-made cake, by Sue Stott, Paul's wife. Snack food, Terry Stott, Dave's wife. John Stott, Dunkin's Box O' Joe. Commander Reichel, many great old issues of Aeromodeler, Scale Modeler, and our beloved Flying Aces magazine. Certificates, Bill Simpson. Time and effort, NRE Novak, Contest Director. Event directors, Vance Gilbert, Tom Nallen I, and Tom Nallen II. Judges, Paul Stott, Vance Gilbert, Tom Nallen I, and Tom Nallen II.

THANKS, SKYSTERS!

Bob and I want to take this opportunity to thank all of you for the tribute payed us during this meet. It was a kind gesture to a pair of ageing pelicans whose wings seem to have lost some of their dihedral of late. But, the FAC Spirit of the Skies soars as high as ever!
BUILD! FLY! WIN!, EFF....AYE....CEE!!

Dave Stott, Editor.



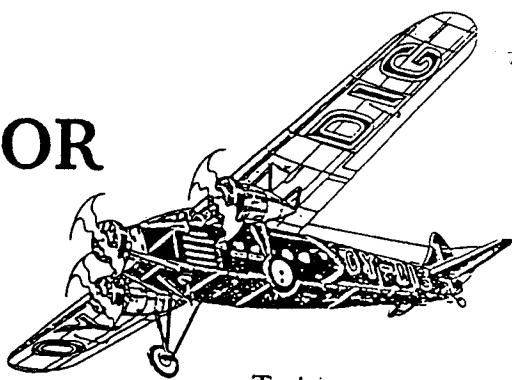


FLYING ACES OUTDOOR CHAMPS

SEPT 22-23 2001

Time; 8:30 am until 4:00 pm

AMA National flying site
Muncie, Ind.



T-shirt art

REGISTRATION FORM:

Name _____ AMA # _____
Street _____ T- shirt size; M L XL
City _____ State _____ Zip _____

Entry Fee \$25.00 Flies all events. **ALL Entrants receive FREE full color Contest T-shirt.** Please try to enter before Aug. 15th. All entrants must be a member of AMA or MAAC. AWARDS through third place. Send Registration to:
Chris Starleaf 936 Lafayette N Sandwich, IL. 60548
There should not be a shortage of hotel rooms this year!

EVENTS:

Sat. Sept 22

World War one *
FAC Scale
FAC Peanut Scale
Thompson/Bendix*
Golden age Scale
Dime Scale
FAC Old Time rubber
Peanut Race Planes*
Embryo
Erie Daily times

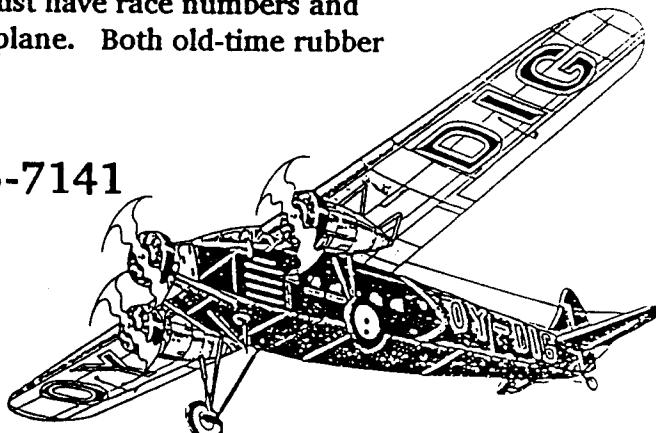
Sunday Sept. 23

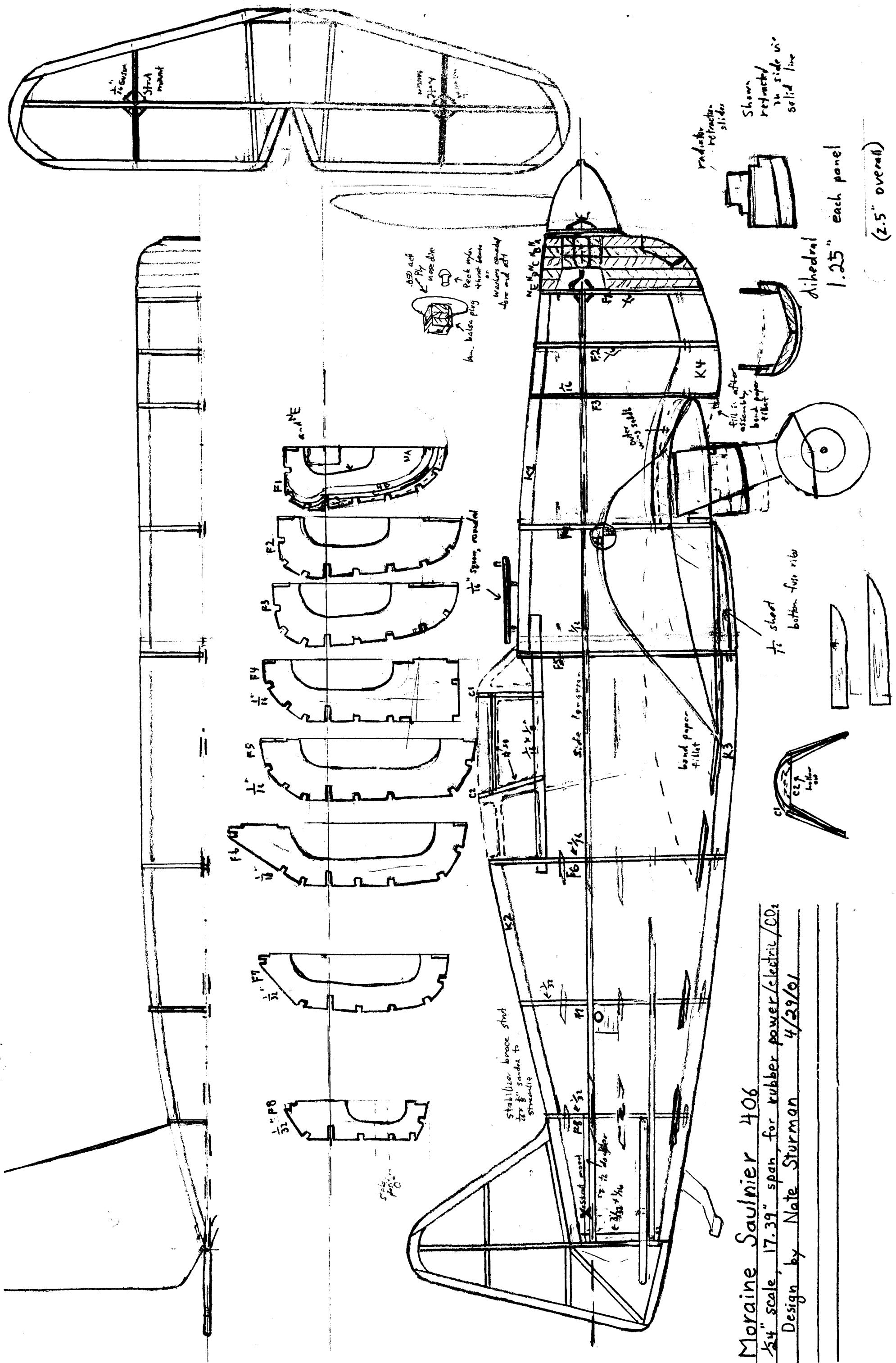
World War two*
FAC Power Scale
FAC Jumbo Scale
Greve Racers*
Modern Civil
NoCal Scale
FAC Old Time stick
Biplane Mass Launch*
Jimmy allen
Double NoCal

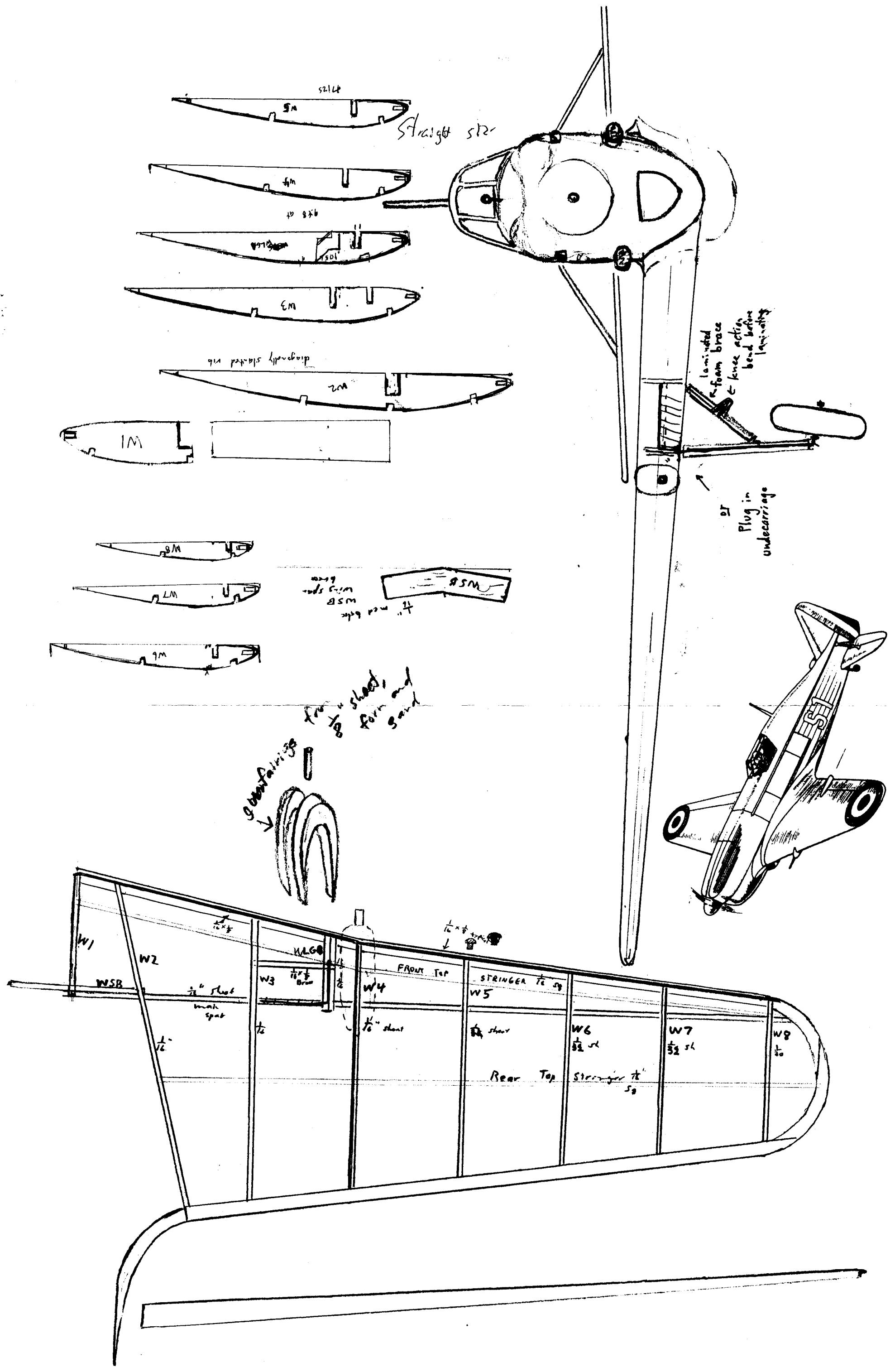
* Mass Launch Events. - Dime Scale models can only fly in that event. - Peanut race plane mass Launch is for ANY Era/Category of race plane, must have race numbers and proper colors. - Biplane mass launch is open to any Scale biplane. Both old-time rubber events must have all flights turned in by 2:00 pm each day.

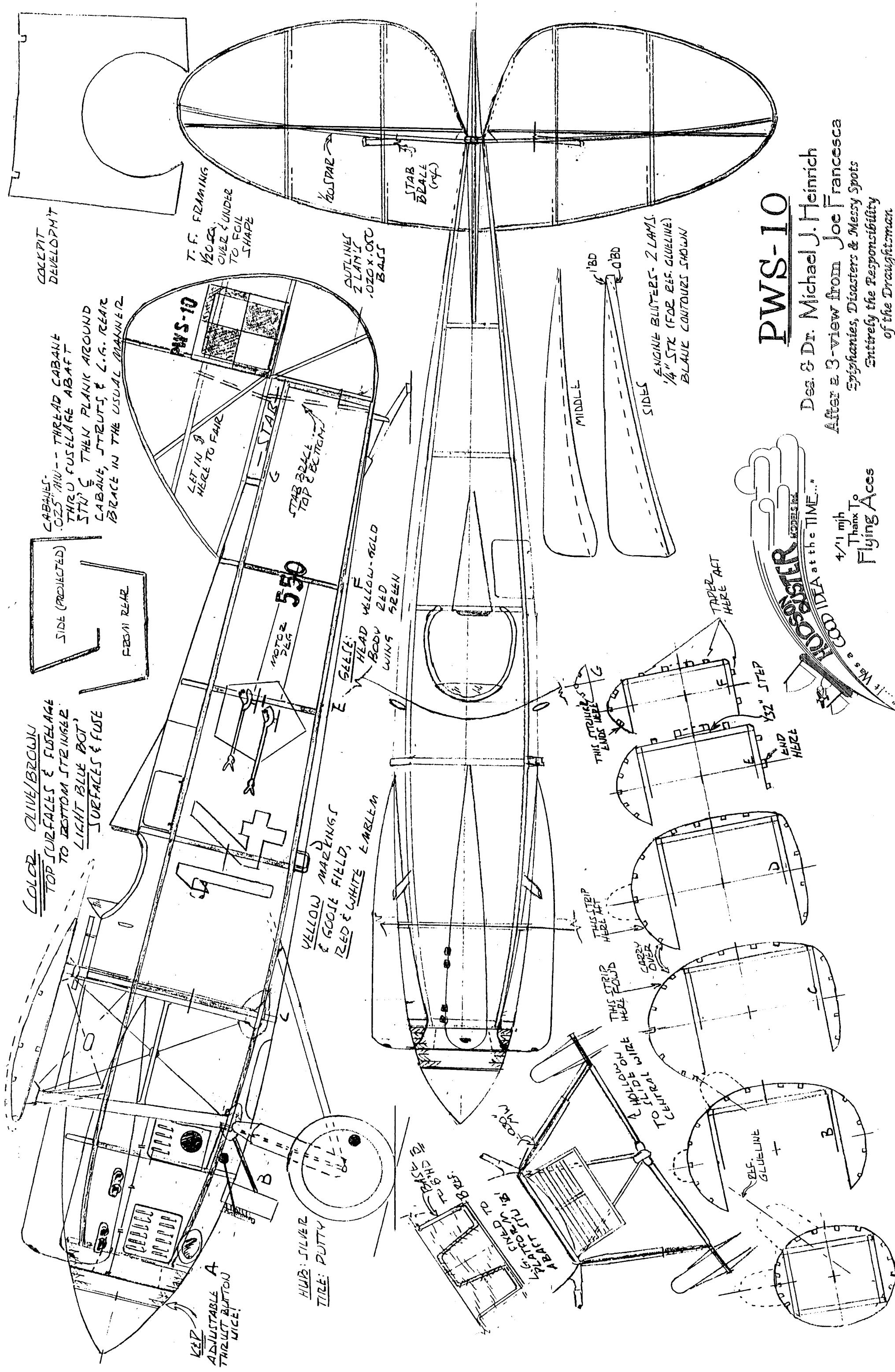
Questions/ Comments/Directions:

Ralph Kuenz, contest director 313-835-7141
or Chris Starleaf 815-786-6490







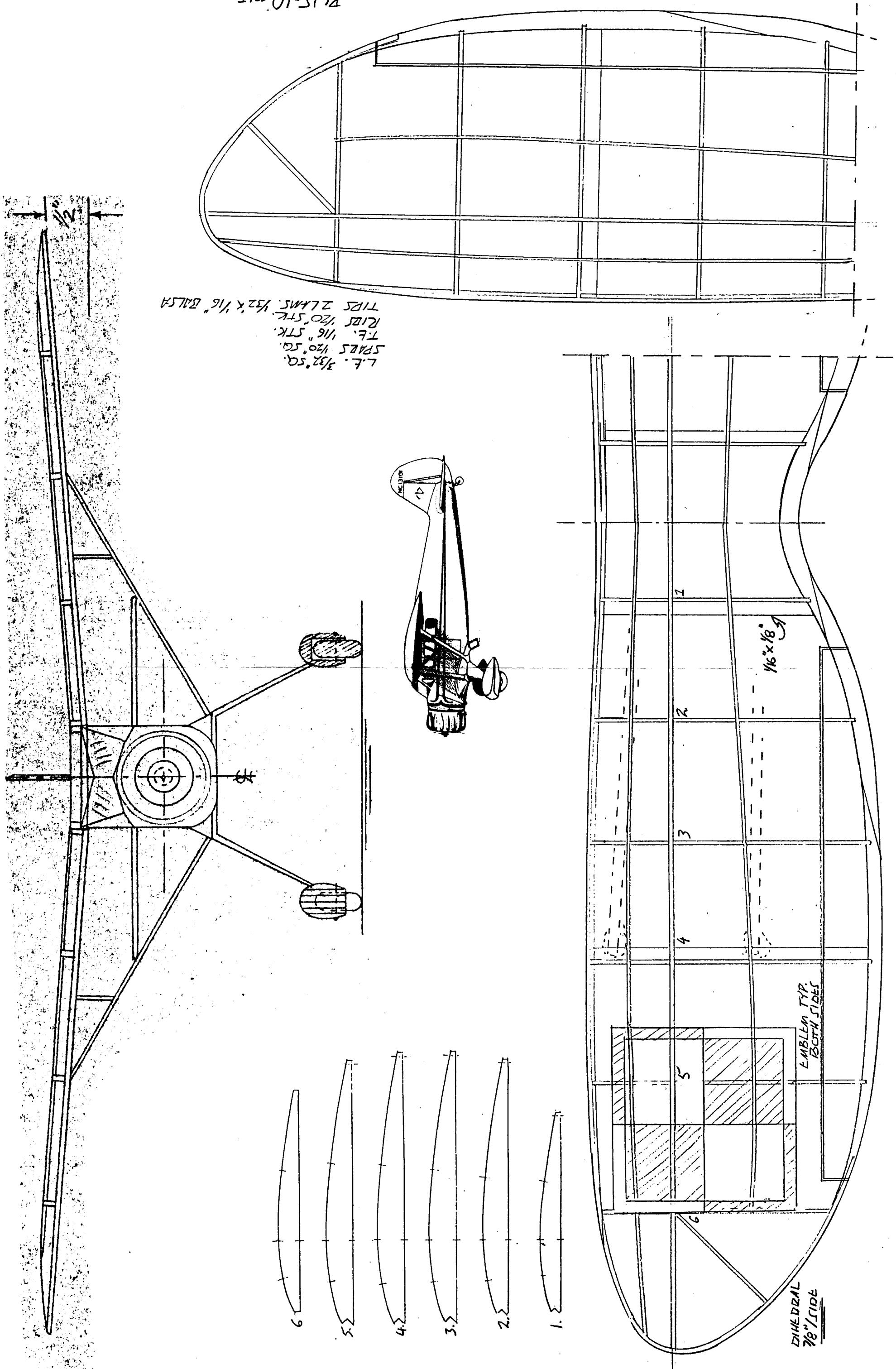


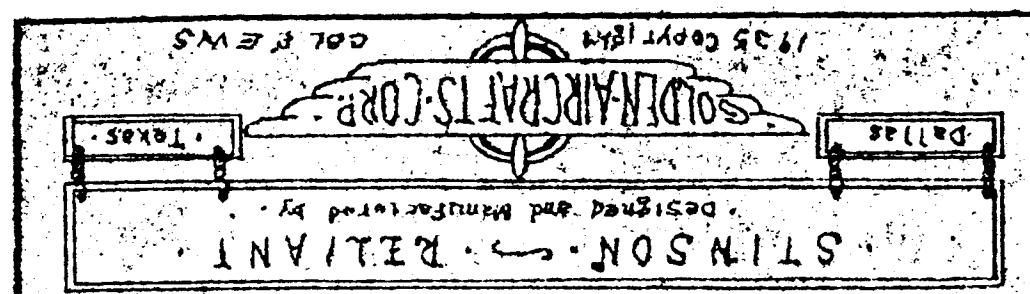
PWTS-10

Des. & Dr. Michael J. Heinrich
After a 3-view from Joe Francesca
Afghanies, Disasters & Messy Spots
Entirely the Responsibility
of the Draughtsman

4/11 mjh
Thanx T^o
Flying Aces

RWS-10 cont





TRACTED 3/16/72 E. WILCOX (Mr. M-A-L)

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IRVING, TEXAS 75060

