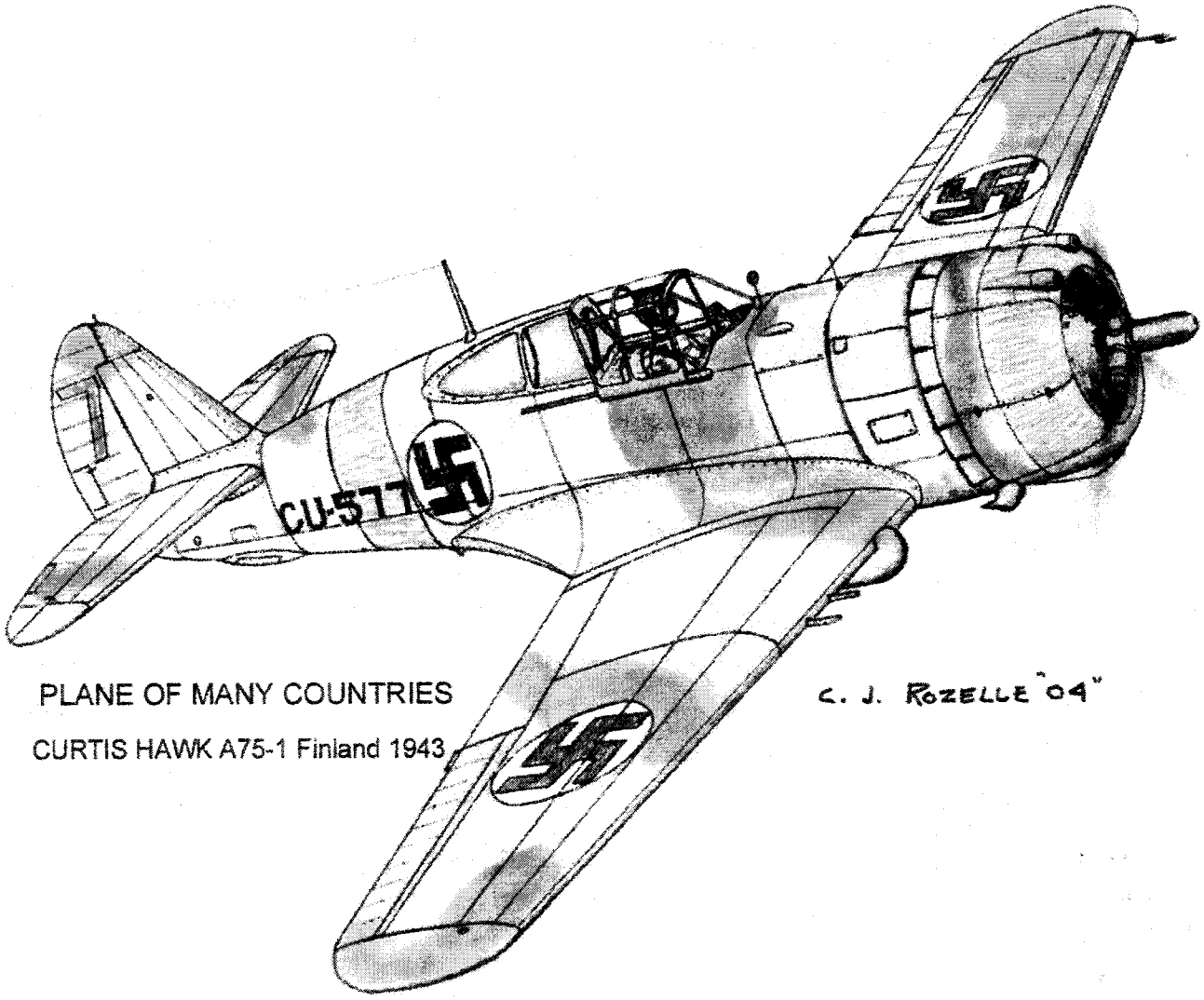
FLYING ACES

Club News

ISSUE #219-145

Sept./Oct. 2004



PLANE OF MANY COUNTRIES

CURTIS HAWK A75-1 Finland 1943

Another nice cover, this time by a newcomer of our cover art. This one is done by C.J. Rozelle. I have seen some of C.J.'s other work and it is first rate, to say the least. I hope he can find time to do some more for us. Thanks, C.J. I also want to thank everyone else who contributed to this issue, we all appreciate it.

The plans for this issue came from; Ted Davis---S.V.A. Ansaldo SVA-5, Al Backstrom---Sopwith Bee, Rocky Russo and Michael Heinrich---Messerschmitt BF-109, John Blair---Anzani Longster.

For those of you who could not attend the FAC Outdoor Champs at Muncie, you sure missed a great meet. Not only from the standpoint of competition but because of the weather which was fantastic, temps around 80 degrees and winds light and variable, said to be about 3 mph. It was almost like flying indoors for most of the weekend. Example, Dave Neidzeilski put up a flight of over 11 minutes with his Mystery Tailess, walked about 100 yards and picked it up! I want to thank all who came and participated and especially those who volunteered their time to help put this contest on. Special thanks to Ralph Kuenz who CD'ed the meet and had things going smoothly all weekend. Good job by all!

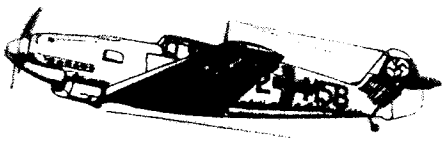
If you intend to come to the Western N.Y. Free Flt. Soc./FAC-GHQ indoor contest at the Buffalo Bills Fieldhouse Be sure to remember that the date published in the last newsletter was in error! The correct date is OCTOBER 24, 2004. I hope to see you all there. Another thing to remember is that all classes of scale model will be judged! You must meet the 45 point rule in all classes to be eligible to compete, you have had ample time to prepare for this. You all have rule books, please read them!

On a sad note, we must report that we have lost two members of the FAC since the last issue. Jimm Mcneill who was a strong supporter of the FAC and was the A.M.A. District 5 VP, and Ted Langley who was a member of the current Flying Aces Club since its beginning. Our condolences to there many friends and their familes, they will truly be missed.

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 that believe in the unique spirit of the FLYING ACES CLUB



NEW PLANS FROM FAC-GHQ

Three new plans for sale. The Messerschmitt BF-109E by Michael Heinrich and Rocky Russo for the FAC-Nats, 22 inch span. Bill Henn has given us his plan of the Swiss EKW C-3603,25 inch span and we have the Spartan Executive of 29 inch span. Original drawing by Alan Booton and redrawn by Ralph Kuenz. The BF-109E includes a color profile and a short history of the aircraft. All plans should make good flying models. All 3 plans sell for $6.00 each postpaid. Send to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

NEW FAC T-SHIRTS

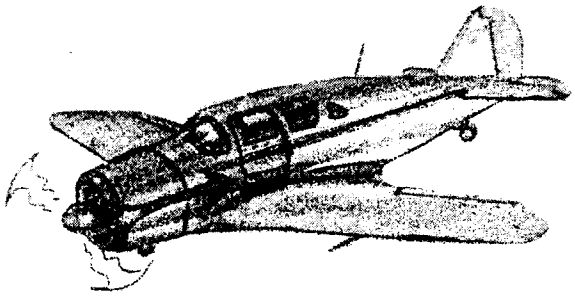
We now have the FAC Outdoor Champs T-shirts in stock. This shirt features the Spartan Executive. Another design by Bob Bojanowski. We have all sizes in stock and ready to go! Small med., lge., X-lge., XX-lge., and XXX-lge. Nice in silver & green.

We still have the Boeing F4B-4 shirts in all sizes. This may be our all-time best seller! Also still in stock is the 2004 FAC-Nats shirt in all sizes. This one is of the Messerschmitt BF-109.

The Boeing shirts also come in youth sizes of small, medium and large.

Prices for all shirts is $15.00 Postpaid, send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

These shirts will make great Christmas presents!



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 per year. Cost in Canada is $20.00 per year. Overseas the cost is $25.00 per year. All in U.S. dollars. Six issues per year, published approximitly every other month. Please make checks payable to; Flying Aces. Send to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

The Western New York Free Flight Society
together with
Flying Aces Club
jointly sponsor the 7th Annual

Empire State Indoor Free Flight Championships

9AM - 6PM

Ralph C. Wilson Fieldhouse
Orchard Park, NY

October 24, 2004

AMA Class AA
Sanctioned Contest

FLYING ACES
WNYFFS

Vet Thomas CD
970 Clarkson-Parma TL Rd
Hilton, NY 14468
716-392-5164
vthomas1@rochester.rr.com

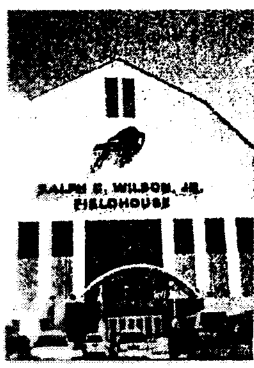
NOTE: Schedule is subject to change at CD's discretion

- There will be nine AMA indoor duration events, nine FAC events and Science Olympiad. Sorry, no Butterfly or RC.
- Entry fee is $30 and will allow flying in all events except for the specials where the fee is $5. ID Tags will be issued at check-in and must be visible at all times. We welcome fun flyers and trust they see the need for these entry fees A donation jar will be set up for any fliers who feel that fees are too low.
- Awards will be made through 3rd place in all events. Helium available on-site.
- AMA or MAAC membership is required for all events. AMA membership can be obtained on site.
- A 50-50 Raffle is planned.
- Models entered in the Golden Age Civil Scale event must be judged along with other models in FAC judged events. Standard documentation, including color information, will be required.
- Ample parking is available directly in front of the main fieldhouse entrance. As in the past, absolutely no glass containers, food, or beverages are allowed in the building. Food and beverages will be available for purchases on site, or can be consumed outside.

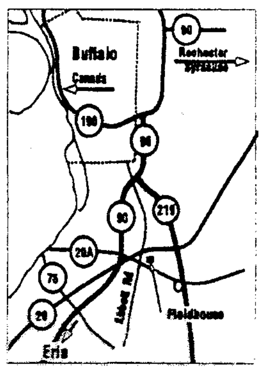
events

AMA	FAC	Special
Mini Stick	Dime Scale	**Science Olympiad**
F1D	FAC Hi Wing Peanut	Wright Stuff
Std.Class Catapult Glider	FAC Peanut Scale	(Use last year's rules)
Intermediate Stick	•• FAC Scale	• Middle School
7 gm Bostonian Cabin	Golden Age Scale	• High School
Limited Penny Plane	No-Cal Scale(6.2 gm Min wt)	• Open
Open Penny Plane	• WWII Combat	
Easy B	• Golden Age Military	
AMA Electric Endurance	• Phantom Flash	
F1D		

•• Peanut Scale models are not eligible
• Mass Launch Events



This fabulous building is the practice facility for the Buffalo Bills football club. The structure has a 128 foot arched ceiling and a floor area measuring 200 by 400 feet. It's carpeted with artificial turf, making an exceptional AMA Catatory IV indoor flying site and a premiere indoor contest venue.
It's really worth the trip!



HOW TO GET THERE

From the East: Take the New York State Thruway (I90) past Exit 55 to Rt 219. Proceed on Rt 219 to Big Tree Rd Exit (Rt 20A). West on 20A to Abbott Rd, then right on Abbott to the Fieldhouse.

From the West: Take the New York State Thruway (I-90) to exit 57, Camp Rd (Rt 75 N or W). Proceed to Southwestern Blvd (Rt 20). Go right on Rt 20 to Abbott Rd. Right on Abbott Rd to Ralph C Wilson Stadium and the Fieldhouse.

FromCanada: Take the QEW to the Peace Bridge and onto US I-190 South. Then to NY State Thruway (I-90) and Rt 219 to Big Tree Rd Exit (Rt 20A). Go West on 20A to Abbott Rd, then right on Abbott to the Fieldhouse.

notes

Scale Models

Be sure to have model plan and/or proper documentation where called for in scale events, including mass launches. Models will be checked!

Science Olympiad

There will be middle school, high school and open classes. Models must comply with either new 2004 rules or 2003 rules, with the following exceptions: Seven minute time limit is waived. In anticipation of the proposed 2004 rules being finalized, no ROG will be required in the high school category, and landing gear can be removed from "old rules" models. Best single flight of three counts.

Radio Control

There will be no radio control flying this year.

Phantom Flash

At the conclusion of the contest at 6 PM there will be a 'Phantom Horde' mass launch event. This will be a one-flight, simultaneous launch of Phantom Flash ROGs, open to all registered contestants. The models must be built according to the Comet kit plan, using wood sizes and wheel diameter shown. any propeller can be used, but its diameter cannot exceed six inches. Covering must be Japanese tissue - no Gampi, film or condenser paper allowed. Models will be checked for compliance by FAC GHQ! Send a legal size SASEto the editor for a plan or check out the kit from Penn Valley Hobby Center, 837 W. Main St, Lansdale, PA 19446 215-855-1286 or on line <www.pennvalleyhobbycenter.com>

Application for Membership

Name____________________ Phone____________

Address____________________ e-Mail____________

City__________ State_____ Zip________

Occupation____________________

Hobbies____________________

Membership entitles you to free admission to our air show and to the museum, a 10% discount in the HAG store, *Hangar Tales* [illegible] a year, a window sticker for your car, and membership [illegible] (which must be presented to obtain the perks).

Membership Ty[illegible] ____Regular $30 (age 18-59)
____Senior Citizen $25 (age 60 & up)
____Junior $10 (age 17 and under)

Mail this application ([illegible] photocopy) with your check to:

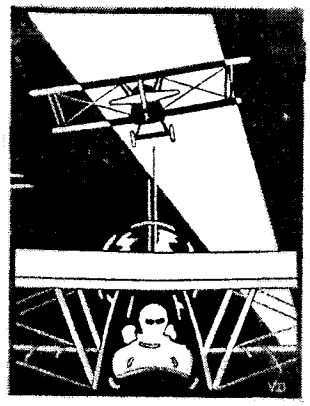
1941 Historical Aircraft Group Museum
PO Box 185
Geneseo, NY 14454-0185

OKAY, all you FACer's that have attended the FAC contests at Geneseo, N.Y., you know what a great flying site we are allowed to use there at the 1941 HAG Museum. If you are not a member of the museum yet you may want to consider joining. They could use our help as new members. We here at GHQ think we owe it to them!

2004 Flying Aces Outdoor Championships

Well my friends, I would have to say we made good use of AMA Model Activity Sanction # 04-0805. This was our ticket into the great AMA flying site at Muncie, Indiana on the weekend of Sep.11/12. Sixty-one of our number enjoyed this great flying site and once again, great weather.

Take a moment and be aware of the efforts of a chosen few who work so hard that we might play with our wonderful model airplanes. You will not find their names on the digitized score sheets that appear here.



However, they are all First Place winners.

After your quick initial scan through these results to see where your name appears, take a moment and say a silent thank you to Juanita Reichel, Lynn Lewis, and Janet Lang. These ladies, and a regular group of dependable fellow modelers who take on the task of judging and mass launch events make the meet possible, and bring you and I to a special place at summer's end. Congratulations to the sixty-one winners who attended this meet.

I'll see you September 10/11 2005.

Regards, Ralph Kuenz

FLYING ACES OUTDOOR CHAMPS MUNCIE INDIANA SEPTEMBER 11 - 12 2004

FAC Scale		2004 Outdoor Champs	Flt #1	Flt #2	Flt #3	ScPts	Bonus	Hi time	Total
Phil Cox	1	Fleet biplane	56	120	59	59	15	82.5	156.5
Jack Tisinai	2	Hawker Fury	108	66	0	58.5	15	79.5	153
Chris Starleaf	3	Dash-8-300	80			60	20	70	150
Walt Farrell		Macchi	52	80	114	58.5	10	81	149.5
Jack Moses		P-51A	71	90	74	59	10	75	144
Pres Bruning		Antinov AN-2	75	58	53	60	15	67.5	142.5
Mike Zand		Bellanca Trimotor	52	37	25	54	35	52	141
Bob Bojanowski		F7F Tigercat	51	55		60.5	25	55	140.5
Mike Welshans		Fleet 2	73	61	57	58	15	66.5	139.5
P. Boyanowski		Hannover CL IIIa	30	67	39	60	15	63.5	138.5
Al Backstrom		Comper Swift	59	104	0	54.5	5	78.5	138
Juanita Reichel		Piper Clipper	120	0	0	46	0	82.5	128.5
Charlie Sauter		Yak II	54	0	0	59	10	54	123
Ollie Benton		D.H.Hornet Moth	53	0	0	54	15	53	122
Dave Niedzielski		Curtiss SB2C	47	31	45	55.5	10	47	112.5
Mark Rzadca		Rearwin	57	0	0	54	0	57	111
Al Backstrom		Curtiss OC-2	35	0	0	58	15	35	108
Norman Becker		Gr. Lk. Trainer	30	33	23	52	15	33	100
Les Burdsal		A J Savage	21	21	0	53	25	21	99

Erie Daily Times		2004 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
Stu Weckerly	1	E. D. T. Jr. Modelplane	120	86	120	326
Dave Niedzielski	2	E. D. T. Jr. Modelplane	57	120	120	297
Stu Cummins	3	E. D. T. Jr. Modelplane	41	62	120	223
Don Srull		E. D. T. Jr. Modelplane	61	94	59	214
Jack Moses		E. D. T. Jr. Modelplane	50	68	64	182

Fiction Flyers		2004 Outdoor Champs	Flt#1	Flt#2	Flt#3	Sc pt	Bonus	Hi Flt	Total
John Houck	1	Joy's Racer	109	80	72	53	10	79.75	142.75
Dave Niedzielski	2	Mystery Tailless	42	83	0	47	15	71.5	133.5
Bob Gourdon	3	Murphy Dart	41	29	27	0	5	41	46

O.T.Stick	2004 Outdoor Champs		Flt #1	Flt #2	Flt #3	Total	Flyoff
Don Srull	1	Gollywock	120	120	120	360	222
Geo. Lewis	2	96% Korda	120	120	120	360	151
Fred Wunsche	3	Gollywock	120	120	111	351	
Mike Zand		Gollywock	120	120	111	351	
Dan Driscoll		Thermal Badger	120	68	120	308	

Dime Scale	2004 Outdoor Champs		Flt#1	Flt#2	Flt#3	Flt pts	Bonus	Tot/Bonus	Total
Jack McGillivray	1	Arado	120	120	120	360	10	30	390
Dan Kane	2	D.H. Tiger Moth	87	120	100	307	15	45	352
Stu Weckerly	3	Fokker D-7	120	57	111	288	15	45	333
P. Boyanowski		Boeing P-12E	67	106	103	276	15	45	321
Pres Bruning		Martin MO-1	120	67	89	276	5	15	291
Walt Farrell		Arado	57	81	90	228	10	30	258
John Houck		D.H. Leopard Moth	64	109	82	255	0	0	255
Mark Houck		Curtiss Robin	87	61	93	241	0	0	241
Norman Becker		Cessna Skymaster ???	55	71	95	221	0	0	221
Bruce Finley		SBC-4	62	38	54	154	15	45	199
Walt Farrell		Curtiss Robin	100	59	39	198	0	0	198
Les Burdsal		Martin MO-1	56	43	52	151	5	15	166
Jack Moses		Boeing Monomail	71	30	32	133	10	30	163
Dan Driscoll		Cessna C-34	69	47	45	161	0	0	161
Norman Becker		Boeing P-12E	32	43	37	112	15	45	157
Ted Allebone		Martin MO-1	45	39	56	140	5	15	155
Al Backstrom		Martin MO-1	65	31	37	133	5	15	148
George Lewis		Martin MO-1	44	30	51	125	5	15	140
Mike Welshans		Martin MO-1	34	47	36	117	5	15	132
Phil Cox		Pitcairn Sportwing	20	26	40	86	15	45	131
Dan Olah		Martin MO-1	43	30	40	113	5	15	128
Pres Bruning		Ryan SC Cabin	35	59	0	94	10	30	124
Ollie Benton		Martin MO-1	43	53	0	96	5	15	111
Dan Driscoll		Arado-96	55	24	0	79	10	30	109
George White		Ryan Mail Plane	16	29	42	87	0	0	87

No-Cal Scale	2004 Outdoor Champs		Flt #1	Flt #2	Flt #3	Total
Mark Rzadca	1	Mr. Smoothie	82	390	0	472
Mark Houck	2	Zero	267	99	31	397
Dave Niedzielski	3	Blohm Und Voss 141	128	87	165	380
zWalt Farrell		Maule Lunar Rocket	114	161	94	369
Dennis Ruhland		Focke-Wulf	100	152	102	354
Henry Frautschy		Aeronca Sedan	95	79	120	294
Phil Cox		Helio Stallion	101	44	116	261
Alden Frautschy		Cessna 210	74	52	57	183
Mark Houck		Cessna Cardinal	56	58	63	177
Pres Bruning		Albatross DVa	30	32	62	124
Harrison Knapp		BF 109E	78	23	21	122
Dan Driscoll		Focke-Wulf 190	65	45	0	110
George Lewis		Waterman Gosling	48	31	0	79

Peanut Scale	2004 Outdoor Champs		Flt#1	Flt#2	Flt#3	Sc Pts	Bonus	Flt pts	Total
Don Srull	1	Voisin	38	40	57	57.5	30	57	144.5
Stu Weckerly	2	Caudron C-460	61	77	65	54	10	68.5	132.5
Bruce Finley	3	Heinkell 1077	39	87	45	53	5	73.5	131.5
Walt Farrell		Monocoupe	105	106	43	50	0	79	129
Mike Zand		Andresan Bipe	41	34	62	52	15	61	128
Jack Tisinai		Bucker Jungmann	56	28	0	55	15	56	126
Jack Tisinai		Clip Wing Monocoupe	84	0	0	54	0	72	126
Al Bacstrom		Penguin	61	58	80	46	5	70	121
Pres Bruning		Amjet Hustler	38	42	56	59	5	56	120
Don Lang		IS-4	62	48	55	52.5	5	61	118.5
Al Bacstrom		Sopwith Bee	38	30	28	55	15	38	108

NEW FAC SQUADRONS: Two new squadrons have been formed in the FAC Airforce. They both invite anyone in their areas to join them. You can't go wrong!!!

Squadron #69
The Grassy Knoll Flying Club
Ron Boots
860 Tamlei Ave.
Thousand Oaks, Ca. 91362

Squadron #68
Gulf Hawks
Vince Burton
1900 Marlin Drive
Mandeville, La. 70448

Embryo		2004 Outdoor Champs	Flt #1	Flt #2	Flt #3	Bonus	Total	Fly-off
Herb Kothe	1	Go-Devil	120	120	120	9	369	339
Rich Miller	2	Hornet	120	120	120	9	369	214
Mark Houck	3	Sq. Bird Mod.	95	120	120	9	344	
Mark Rzadca		Puma	62	120	120	9	311	
Stu Cummins		Debut	64	120	98	9	291	
Mike Zand		Debut	90	57	120	9	276	
Stu Weckerly		Tomahawk	69	120	76	9	274	
Jack Tisinai		Heron	120	120	0	0	240	
Sam Grey		Prarie Bird	79	83	67	9	238	
John Houck		Swallow	51	64	99	0	214	
George White		R.H. Hornet	83	66	49	0	198	
Mike Welshans		Prarie Bird	71	58	51	9	189	
Bruce Finley		Debut	63	109	0	0	172	
J.B. Griner		Prarie Bird	42	57	63	9	171	
Al Backstrom		Big Cat 9	117	0	0	0	117	
H. G. Frautchy		Embronica	67	49	0	0	116	
Walt Farrell		Go-Devil	104	0	0	0	104	

A LIMERICK by Chuck Wenlock

In Las Vegas lives a man named Bobby
Who builds model airplanes as his hobby
He builds them so light
That they drift out of sight,
So, he now flies in the Luxor lobby.

Jimmie Allen		2004 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
Herb Kothe	1	Bluebird	120	120	120	360
John Houck	2	Blue Flash	118	102	86	306
George White		Skokie	120	120	53	293
Geo. Bredehoft		Special	82	107	86	275
Jack Moses		B.A. Cabin	78	90	92	260
Dan Driscoll		Special	41	66	120	227
Stu Cummins		B.A. Cabin	120	92	0	212
Dan Kranis		Skokie	81	97	0	178
Herb Kothe		Skokie	120	0	0	120
Don Srull		Skyraider	111	0	0	111
Stu Weckerly		Bluebird	100	0	0	100
George Lewis		Skokie	39	53	0	92
Mike Zand		B.A. Parasol	44	41	0	85

Golden Age		2004 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
Herb Kothe	1	Stinson 125	120	120	120	360
P. Boyanowski	2	Taylorcraft	105	120	120	345
Jack McGillivray	3	Cessna C-37	120	79	120	319
Walt Farrell		Vega	120	57	106	283
John Houck		D.H.Leopard Moth	104	120	53	277
Jack Moses		Fairchild 24	81	120	65	266
Kevin Lehnert		G. A. Skyfarer	97	97	67	261
Don Srull		Alco Sport	65	100	74	239
Stu Cummins		Taylorcraft O-57	120	47	63	230
Dan Driscoll		Porterfield Zephyr	51	84	84	219
Bob McLellon		Stinson SR-7	49	50	114	213
Mike Zand		Taylorcraft	61	59	59	179
Phil Cox		Cessna AW	53	57	35	145
Pres Bruning		Fokker Super Universal	32	28	32	92
Dave Franks		Gadfly	66	0	0	66
Ollie Benton		D.H. Hornet Moth	48	0	0	48
Pete Azure		Spartan Cabin	27	0	0	27

O.T. Rubber	2004 Outdoor Champs		Flt #1	Flt #2	Flt #3	Total	Fly-off	
Stu Cummins	1	Miss Canada	120	120	120	360	300	297
Dan Driscoll	2	Wren	120	120	120	360	300	138
Don Srull	3	Lan 2030	120	120	120	360	230	
Geo. Lewis		Miss Canada	108	120	118	346		
Stu Weckerly		Korda Victory	120	120	93	333		
Jack Tisinai		Miss Canada	120	120	67	307		
Mike Zand		Victory	120	79	100	299		
Jack Moses		King Harry	84	71	120	275		
George White		Sparky	80	71	120	271		
Dave Niedzielski		Mystery Tailless	120	29	120	269		
Wally Farrell		Crusader	104	80	0	184		
Dan Kranis		FAC Moth	64	46	50	160		
Bruce Finley		Miss Canada	86	59	0	145		
Ted Teach		Miss Canada	120	0	0	120		
Pete Azure		King Harry	102	0	0	102		

Modern Civil	2004 Outdoor Champs		Flt #1	Flt #2	Flt #3	Total
Walt Farrell	1	Citabria	120	120	97	337
Jack Tisinai	2	Stinson Voyager	74	120	120	314
P. Boyanowski	3	Cessna RG	78	74	120	272
Juanita Reichel		Piper Clipper	108	69	94	271
Jack Moses		Piper Pacer	69	70	120	259
Bob McLellon		Stinson Voyager	68	73	105	246
G. White		Helio Stallion	75	70	75	220
Mike Zand		Piper Super Cruiser	62	60	65	187
Phil Cox		Piper PA-20	69	44	74	187
Dan Kranis		Found 100	54	57	47	158
Ollie Benton		Auster 6	43	53	59	155
Mark Houck		Piper Vagabond	56	43	38	137
Kevin Lehnert		Nesmith Cougar	50	48	38	136
Jack McGillivray		Found 100	110	0	0	110

Thompson Race	12 Entries	
Dan Kane	1	Cessna CR-3
Bob Bojanowski	2	Hall Bulldog
Bob McLellon	3	Seversky

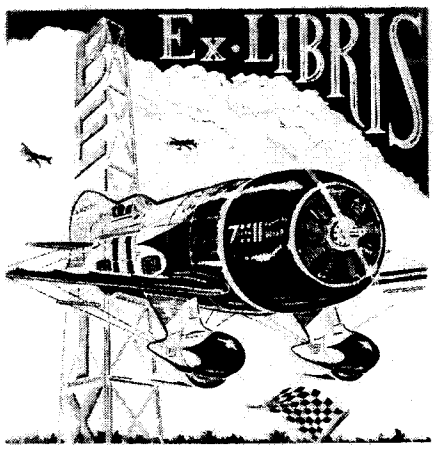
WW-I Dogfight	16 Entries	
Walt Farrell	1	Fokker D-7
Bob Bojanowski	2	SE-5
Don Srull	3	Fokker D-7

Fairchild 24	6 entries
Chris Starleaf	1
Bob Bojanowski	2
Ray Trabbic	3

WW-2 Combat	26 Entries	
Jack McGillivray	1	Fairey Battle
Stu Weckerly	2	Yokosuka D4Y1
Walt Farrell	3	ME-109

Peanut Racers	12 Entries	
Paul Boyanowski	1	Whittman Buster
Rich Miller	2	Mr. Smoothie
Bob Bojanowski	3	Whittman Bonzo

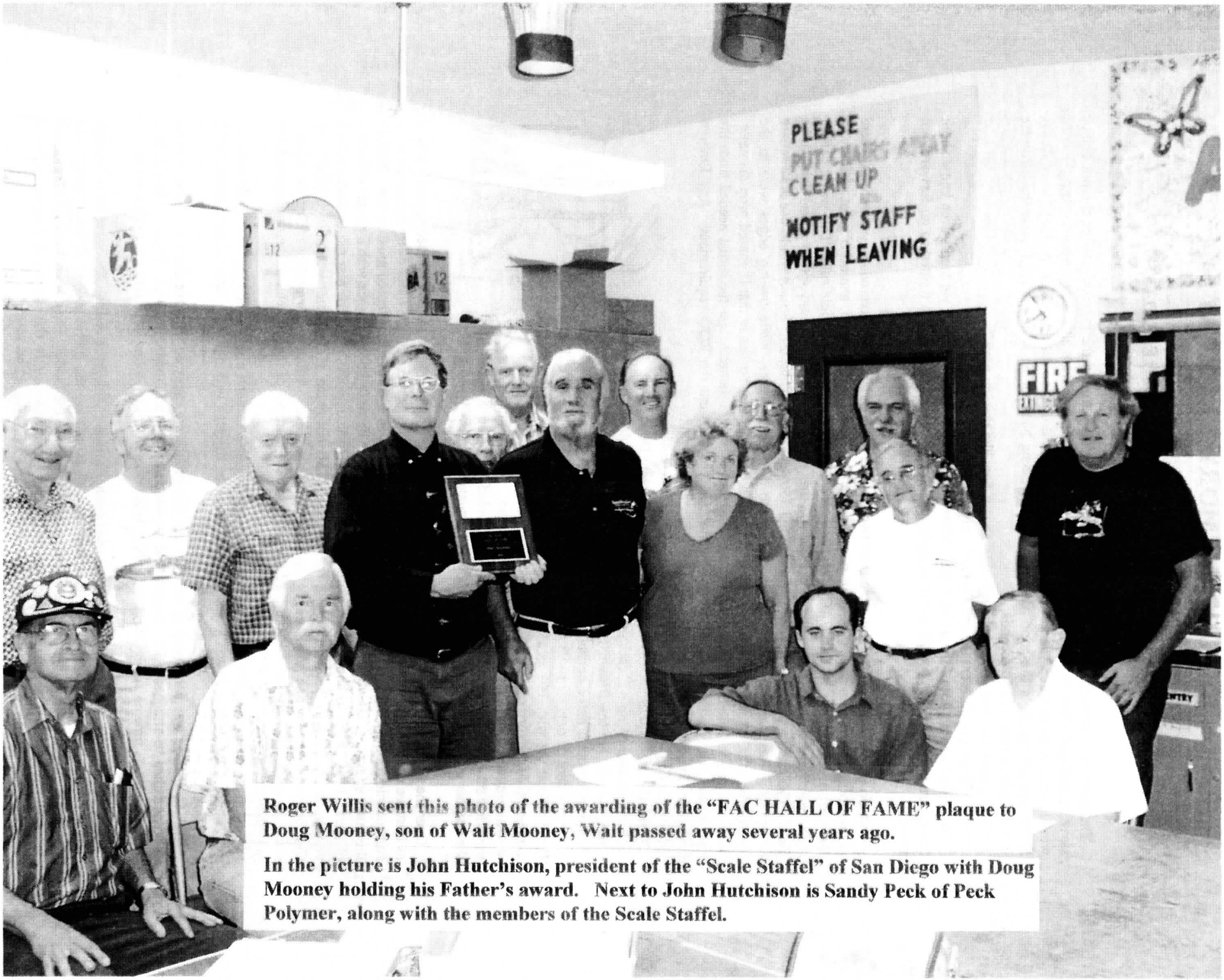
Greve Race	15 Entries	
Jack McGillivray	1	Mr. Smoothie
Paul Boyanowski	2	Chambermaid
Chris Starleaf	3	Keith Rider R-4



Power Scale	2004 Outdoor Champs		Flt #1	Flt #2	Flt #3	A	B	C	D	E	F	G
Ted Allebone	1	Hawker Hart	120	0	0	120	15	135	82.5	48	1.5	132
Phil Cox	2	Curtiss Robin	120	0	0	120	0	120	82.5	45.5	0	128
Ollie Benton	3	Waco SRE	113	0	0	113	15	128	82.5	31	1.5	115
Ted Allebone		Bristol F2B	39	47	0	47	15	62	61	59	1.5	121.5
Wally Farrell		Beech Staggerwing	86	0	0	86	15	101	73.75	27	1.5	102.25
Mike Zand		Farman Bipe	30	24	30	30	15	45	45	40	1.5	86.5

A = Best Flt tot. sec. unfactored 120 max.
B = Bonus pts.
C = A + B
D = C factored
E = Scale Score
F = Complexity poin ts (1/10 ofB)

Jumbo Scale	2004 Outdoor Champs		Flt#1	Flt#2	Flt#3	Sc pts	Bonus	Flt pts	Total
Don Srull	1	Voisin	120	0	0	55	30	82.5	167.5
Phil Cox	2	Bellanca Pacemaker	120	0	0	53.5	0	82.5	136
Jack Moses	3	IS-4	120	0	0	53	0	82.5	135.5
Wally Farrell		D.H.Hornet Moth	86	0	0	39	15	73	127
C. Schobloher		Messerschmitt M-20	91	49	0	46	0	75.25	121.25
Ed Bojan		Nesmith Cougar	75	64	68	49.5	0	67.5	117
Stu Weckerly		Found Cent. 100	120	0	0	28	5	82.5	115.5
Les Burdsal		Gadfly	62	48	0	42	10	61	113
Bob Bojanowski		Jack Rabbit	49	0	0	51	10	49	110
Ollie Benton		Waco SRE	35	0	0	55	15	35	105
Ray Trabbic		Rearwin Speedster	37	47	57	36	0	57	93
Pete Azure		Stinson Reliant	39	29	34	43	0	39	82
Mike Welshans		Cessna C-37	27	35	25	45	0	35	80
Les Burdsal		D.H.87 Hornet Moth	0	0	0	33			



Roger Willis sent this photo of the awarding of the "FAC HALL OF FAME" plaque to Doug Mooney, son of Walt Mooney, Walt passed away several years ago.

In the picture is John Hutchison, president of the "Scale Staffel" of San Diego with Doug Mooney holding his Father's award. Next to John Hutchison is Sandy Peck of Peck Polymer, along with the members of the Scale Staffel.

DOWN MEMORY'S RUNWAY

HOW COME THEY FLY LONGER THESE DAYS?

BY DAVE STOTT

The gang here at Hangar No. 1, Pinkham Field was huddled around the friendly glow of the pot bellied stove in the flight office one day. Ceiling, visibility, and temperature were all at zero outside. But the wind would not join those three. It howled like a banshee as it drummed on the hangar doors. Never Ready Eddie was jawing about the good old days when a winning Nats rubber scale job took home the hardware with a flight of less than 50 seconds.

"Geez", pipes the new guy, " I thought they always flew like they do now."

"Naw, things was different then, Blanchard." says Ed.

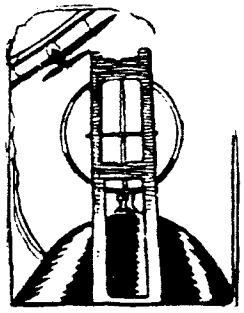
"We didn't know a lot of things back then, pipes Captain Downthrust. "Why, we didn't even know about down thrust. And, when we did see it on a plan we thought it was dumb! We wanted to go forward, not down."

And, so it went with everyone putting their two cents in as to how we got from where we were to where we are in flight times on scale jobs. Our pioneers like Henry Struck, Earl Stahl, and other great scale flyers had a lot of burdens the modern FAC flyers are free of. One burden was a weight rule. This writer cannot recall exactly what the spec was, but I can tell you that there was no need for any 4 to 6 pound balsa to be used in those early models. For models of around 150 square inch wing area Struck would use 5/32 square longerons. Leading edges were made of 3/16 to 1/4 inch squares, while trailing edges were in the neighborhood of 1/8 by 3/8. ROGs were required. This was another burden in that it limited prop diameter. In an attempt to counter this, props had very wide blades in an attempt to get the thrust needed from the high power loading that was demanded by the heavy models and the ROG requirement. Any Embryo Endurance flyer can tell you about sweating ROGs on a gusty day.

"Boy, those guys were really boxed in," says one of the kiwis.

"And, the rubber was not all that good," pipes in Captain Downthrust.

"Hold on there Cap'n," cackles a crusty old timer. "Maybe the old para rubber wasn't, but the Brown T-56 was pretty good stuff, by turbulence. In the turn formula it had a constant of 130, same as Pirelli. Heck, black FAI had a constant of only 95 to 98 dependin' on the batch. Of course, FAI Tan II is the best yet with 144 as a constant." (The "constant" is a numerical expression of the turn capacity of rubber arrived at by testing to breakage. It is then reduced somewhat to allow a safety margin. The formula is simply the constant times the motor length in inches, divided by the square root of the number of 1/8 strands comprising the motor, equals max turns.)



Over the years we have had all kinds of characteristics in the rubber we used. We learned to work with it as best we could. FAI Tan II is in good part responsible for the increased flight times of to-days scale jobs. But techniques in running ever longer motors in a given space is what has contributed most to this. Back in the times spoken of above motor lengths rarely exceeded the hook to hook distance with a couple of inches of slack. I say "hook to hook" because motor pegs were yet to come into use. The rear motor anchor was a wire hook attached to the stern post of the fuselage. This put much of the motor weight well behind the CG. As a consequence, a good deal of nose ballast was required. Another drawback was that the motor, short though it was, consistently bunched up in the narrow confines of the very end of the fuselage thereby destroying the glide.

Enter the motor peg. First treated as a means of being able to wind a model in a rig so as to fly solo, or not require a live stooge, it was located very far aft in the fuselage with much the same consequences as the rear hook.

Next to see use was back-winding wherein half the strands are removed from the front hook and wound backward then re-attached. This tangled and tensioned the motor allowing a longer length to be run in a given space. As time passed braiding and spring tensioners were used along with motor length increases.

In this period the motor peg location was tried further forward with good result. This gave more fuselage cross sectional area for rubber knot clearance as well as shifting the motor weight further forward that resulted in less and sometimes no nose ballast needed to balance the model. Even so, bunching has remained a problem. The latest remedy for bunching, though not yet in wide use, is the use of a sleeve that is free to rotate around the motor peg. (See "Banish Bunching" in FAC News #214-140)

"You new Skysters have got a lot of techniques all worked out for you that were developed over quite a long period of time," says Novak. "Like washout in the wings. Everything we read back then said to keep the wings warp free."

"Yep," chimes in Captain Downthrust. "We thought we were pretty smart enlarging the tail area. But, we not only enlarged the stabilizer, but the fin, too. In many cases that little trick caused spiral instability. We crashed a lot of good crates along the learning curve, I'll tell ya."

"Yeah, ya can't get much endurance out of a crate that goes dancin' all over the sky. I know that much, says the Kiwi. "I wonder what we'll know 10 years from now."

"I dunno," says the old bird, "but I hope I'm here to see for myself".

Out of Sight but Never Out of Mind

Want to know what happens to a seven year old farm boy from Texas when his precious "Hi Flyer" hand launched glider never comes back after a gentle toss into a Central Texas Summer breeze. I'll tell ya. Even fifty years later, he still remembers as if it were yesterday. It cost a whole dime. Two weeks work tending chickens, weeding the garden, changing younger brothers diapers. Hard work I'll tell ya. That little balsa beauty was a precious thing to this kid.

On that particular Summer day, I walked out to the farm to market road that ran about a quarter mile in front of the house. Had to get away from the mesquite and pecan trees that would like nothing better than to swallow up my most prized possession. There were kite skeletons rotting in the branches to attest to that fact.

We got eight or ten trucks a day on our road. Mostly farmers bringing the fruits of their labor to Austin, thirty miles to the West. After several joyful flights I spied a dust cloud approaching from the East. A truck I figured. Had plenty of time for one more toss. I reared back and sent that bird at least thirty feet into the cloudless Texas sky before it leveled out and circled lazily over the thermal billowing off the old black dirt road.

The dust cloud got closer. My "Hi Flyer" just circled. It was a chicken truck; coming fast. I watched the truck. I watched the plane trying to project its trajectory. The truck roared by just as my beautiful bird banked left and stuck itself hard into one of the many wire chicken coops stacked high on that old truck.

I watched in disbelief as that truck and my magnificent airplane disappeared in a cloud of dust, heading for Austin. This is a true story my "Glue Chewn' Comrades". True indeed. It was two weeks of hard work before I could fork up the dough for another one.

Next time you see a chicken truck barreling down the highway, would you look for my airplane. I know it's out there somewhere.

Kindest regards,

Marion Pendergraft

Staggerwink Plans Available Here!

Special thanks to Clive Wienker for providing Eagle Squadron with Staggerwink plan packages.

So what's a Staggerwink? The Staggerwink is a cute little Bostonian size sport model. Clive Wienker, who designed & built it, has allowed our club to sell the plan packages. The packages are outstanding in quality, and include a full-size drawing, two color photos, and a nice letter from Clive. The cost is $7.00 if mailed in the U.S. If you want one, send $7.00 to Staggerwink Plans, Bob Jamison, 1553 Weathervane Ct., Fircrest, WA 98466. All proceeds go to the Eagle Squadron Club Treasury.

Hello Skysters. What seems like just a few years ago I decided to trace this plan from the June 1938 "Air Trails" magazine. The "Executive" is a honey of an airplane and has always caught my eye. Doing the tracing involved some cute work arranging the large drawing paper over several pages of the magazine, But it worked out OK I think. After deciding to use this plan for the Flying Aces 2004 Outdoor Champs, it seemed a good idea to provide some building instructions. The original instructions included the options of covering the fuselage with 1/32" and 1/64" sheet balsa or hollowing it from a balsa block. I would not choose either of these methods, but they are mentioned as 1938 techniques considered by Mr. Alan D. Booton, the original designer, who was an excellent craftsman.

The fuselage uses the half shell former method. I prefer to cut the profile in a piece of foam board, tack glue the top and bottom keel pieces to the opening in the foam board and insert the formers in a sort of "whole shell" method. This keeps everything lined up nicely. Kind of unique is the use of "plywood" formers from cross grained 1/32" sheet. (thinned non-shrink aliphatic glue like Carpenter's glue would work well here). The formers seem a bit skinny for stringer notches, so these notches would best be made with a 1/16" sanding stick. New to construction techniques at the time is the "wing seat" we use on many of our low wing models today. Booton suggests this be from a laminate also.

"Half shell" fuselage construction:
Cut pairs of the formers from the prepared sheet of balsa plywood, except those noted. The method employed is to build one half of the fuselage on the drawing, and then build the other half onto the first half. Pin the top and bottom longerons and wing seat, also the short longerons of the cowl, to the drawing. The cowl front (A) and aBb should be finished before installation in the frame. Moisten and pre-bend the side longerons and cement in notches. Do not force any member into place as this will encourage warps when the first half is removed from the building board. When the first half is completed on the board, lightly spray with water while it is still pinned in place, and allow to completely dry before removing from the board. This will help the half frame to take a "straight set". Now remove the half frame from the building board and build the other half onto the first half, checking frequently for any unwanted curves along the centerline.

"Whole shell" fuselage construction.
Go down to the local art supply store and buy a sheet of foam board. Look for a really straight piece. You may want to white glue some half round molding or panel strip along the edge for support to keep it flat. Trace the profile of the model's fuselage on the foam board and cut this out. This will be your fuselage jig for construction. Laminate the top and bottom keels from two strips of balsa, mark the former locations, and tack glue these into the profile cut-out on the foam board. I mount the foam board conveniently in a "Panavise" that can shift position. Slip the whole formers onto the keels and proceed with construction. I suggest marking the side keel notches and then sanding them in with a 1/16" sanding stick made from a 1 ½" by 8" piece of hard balsa with the corners rounded and a 1/16" wide strip of sand paper wrapped/glued around the edge. This will keep the stringers from being wavy. Check the wing seat by holding a stick up to it and checking it in several places to see that the opposing edges are horizontal.

After the fuselage is assembled, add Bt, the cabin window frames, then cover the cowl and front portion of the frame. Cement the rear motor peg support over the side keel just behind former "G". Put a small piece of 1/16" around the tail wheel location as a base for the tissue covering and install the tail wheel assembly. The cabin windows are cemented to the inside of the side window frame. A thin basswood or bamboo center post is cemented at the center of the windshield, and then the windshield is cemented in place. Dress the windshield edges with tissue.

The wing is built in halves. Note that the rib profile will require shims under the trailing edge. The shim would be 1/16" at the centerline and 5/32" at the break where the T.E. curves to provide washout . The plans indicate the option of moveable ailerons if you wish to include this troublesome feature on your model. 1/64" sheet covering is shown on the top leading edge of the wing. My personal experience with 1/64" sheet covering is that it is not stable. If you choose to sheet cover the leading edge, 1/32" sheet would be my choice. The L.E. sheeting would not be glued to the center rib until after the dihedral is added, 2 1/8" at the tips. The bottom of the L.E. is covered with 1/32" sheet out to rib #3. There is a trailing edge fillet at the fuselage junction that connects the T.E. to the lower side longeron just behind former "F".

Although not shown, the landing gear could be made as plug-in for display, removed as retracted for flight. A fully retracting gear as on the original complicates the structure and is too weak for a hard landing. The wire parts are covered with paper wrap or 3/32 aluminum tubing, be creative.

The tail surfaces are standard construction. After the glue dries, the structure should be lightly sprayed with water while still pinned to the board to relieve any stresses. Sand these to an airfoil shape.

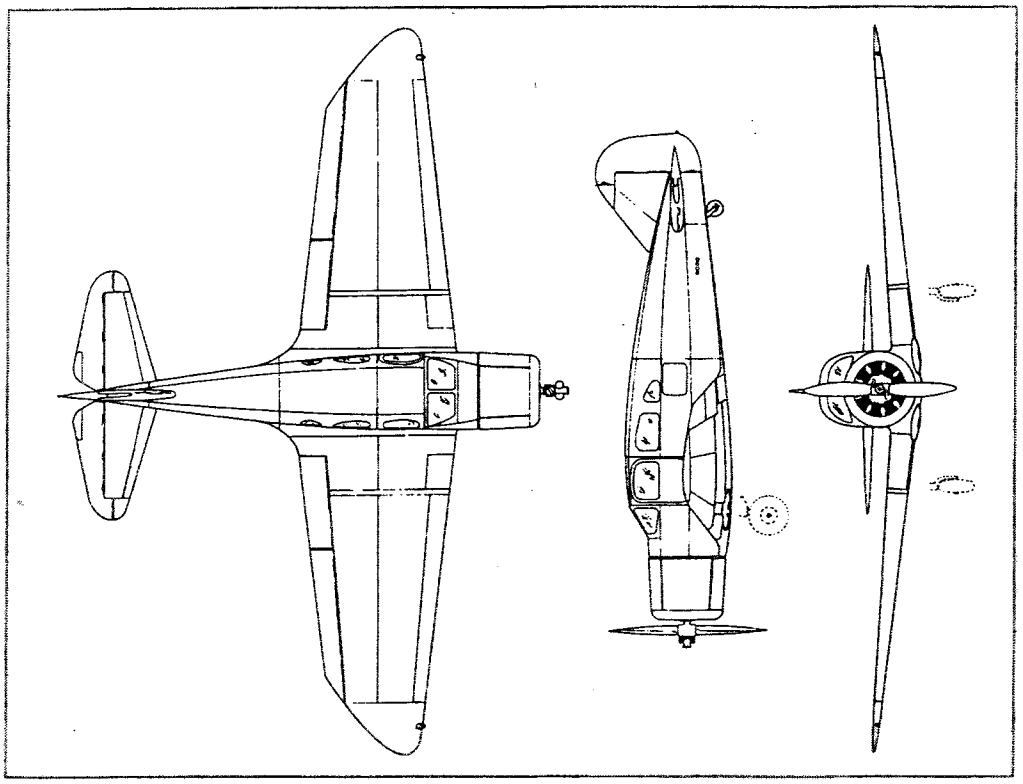
Cover the wing and tail pieces completely, but leave the lower fuselage sides open until the wing is cemented on, then add the trailing edge fillet and finish covering. I prefer to make fillets with separate small pieces of tissue between formers. Add the scoop, exhausts, lights and other protruding detail.

I would fly the Executive with a 10"D X 13"P prop. Start with using a 60" loop of ¼" rubber. Tie in 1" loops at each end. Lube. Then Pre-tension w/5 turns/inch (same way you wind for flight). Fold over and hold in pre-tension knots by tying the motor behind the small 1" end loops. Hold the motor by the small loops and "milk" it down to a neat braid. Insert a 1" piece of large plastic straw where rubber folds over itself (make this the rear, the two 1" end loops go to the front of the motor). This will now be about a 27" long , 4 strand motor. Stretch wind. It will hold tension as it unwinds with no CG shift and will have tension when fully unwound. We can thank Mr. Don Srull for this amazing method of pre-tensioning.

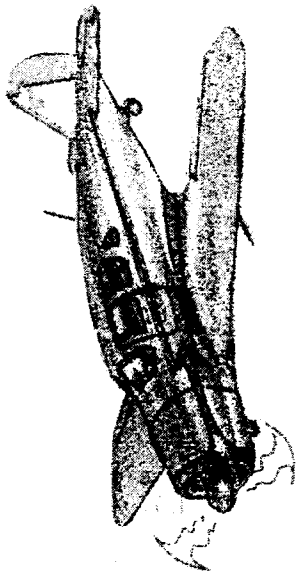
Most Executives were silver, but there are some good photos of them in color. The "Military Executive" (N17605) is shown in a retouched photo with a rear gunner's opening in the cabin roof in the book "The Spartan Story". This one is all red with an extended white Spartan logo all along the fuselage side. This all red "Executive" was flown in the 1939 Bendix race by Arlene Davis and averaged over 196 MPH!
References:

"Air Trails" 9/38---------- -Model plan by Alan Booton.
" Air Progress 3/67 ----------Article by J. Triggs. . No longer in my possession
"Air Progress" 3/71---------- -Silver w/metallic green on cowl, sweeps back on sides and tapers to -stripe along fuselage
"Alumigrip"-paint advertisement---red w/ maroon on cowl sweeps back on sides and tapers to stripe on Fuselage. Maroon edging on side windows w/ Spartan wing at rear
"Sport Aviation" 11/79----------Cream w/ brown cowl trim, fuse stripe, and side window edging.
---------- Silver w/ red/brown cowl and lightning bolt side stripe.
"The Spartan Story"---------- No color, B/W photos, good 3 view. Some color data. All 7W"s listed.

Have fun! R. Kuenz

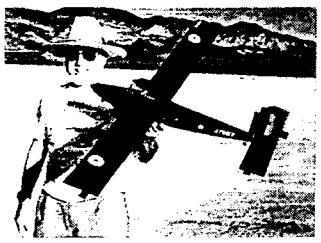


Spartan Executive three-view drawing.



Free Flight Model Aviation is alive and well

in Las Vegas



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For information
Bob Haight
(702) 648-2988
rehaight@prodigy.net

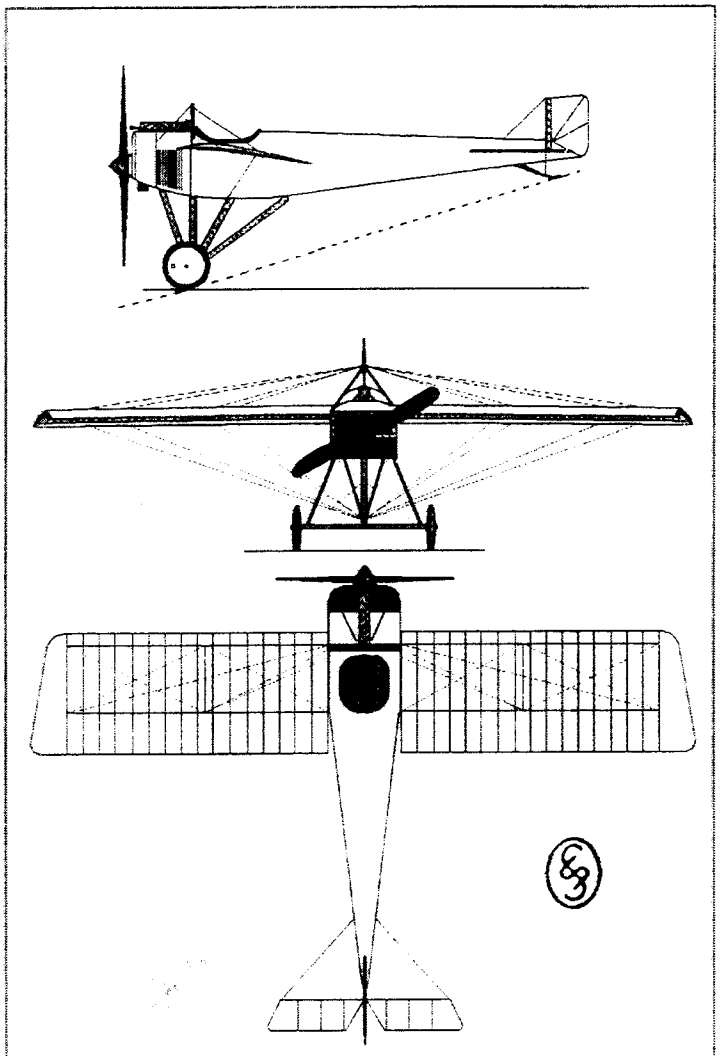
PHOTO PAGE

All photos by Fred Wunsche; Top left, Earl Stahl, the "Master" with Mike Welshans of the Detroit Cloudbusters.

Top right, Janet Lang displaying Bob Thompson's Heinkel 112 before it was sent aloft to join Bob in the heavens.

Bottom left, Dave Stott has just launched Bob's model which starts its long climb into the after life.

Bottom right, Here is Janet Lang again, with cup in hand, along with Phineas Pinkham of Flying Aces fame about to drink a toast to our departed friend Bob. Phineas is wearing Bob's famous helmet.



Siemens-Schuckert - Type E-1

THE ART OF BILL HENN

Free Flight Quarterly presents a new volume dedicated to the scale models by Bill Henn published in our magazine between 2002 and 2004. Here you find the original articles and plans, as well as additional material, photos, construction hints and tips and advice on flying and trimming by one of the masters of scale modeling.

This volume includes:
Folkerts SK-3 Racer
Focke-Wulf TA-152H
Reggiane 2005
Spitfire Mk. XIV
Messerschmitt Bf. 109H
Swiss EKW C-3603
Fiat G-55

The cost of the 40 page volume is only $7.00 Postpaid and can be ordered; Free Flight Quarterly, 8400 Woodbrook Dr., Knoxville, Tn. 37919. Make checks payable to Chris Stoddard, or using Paypal, from our website www.freeflightquarterly.com.

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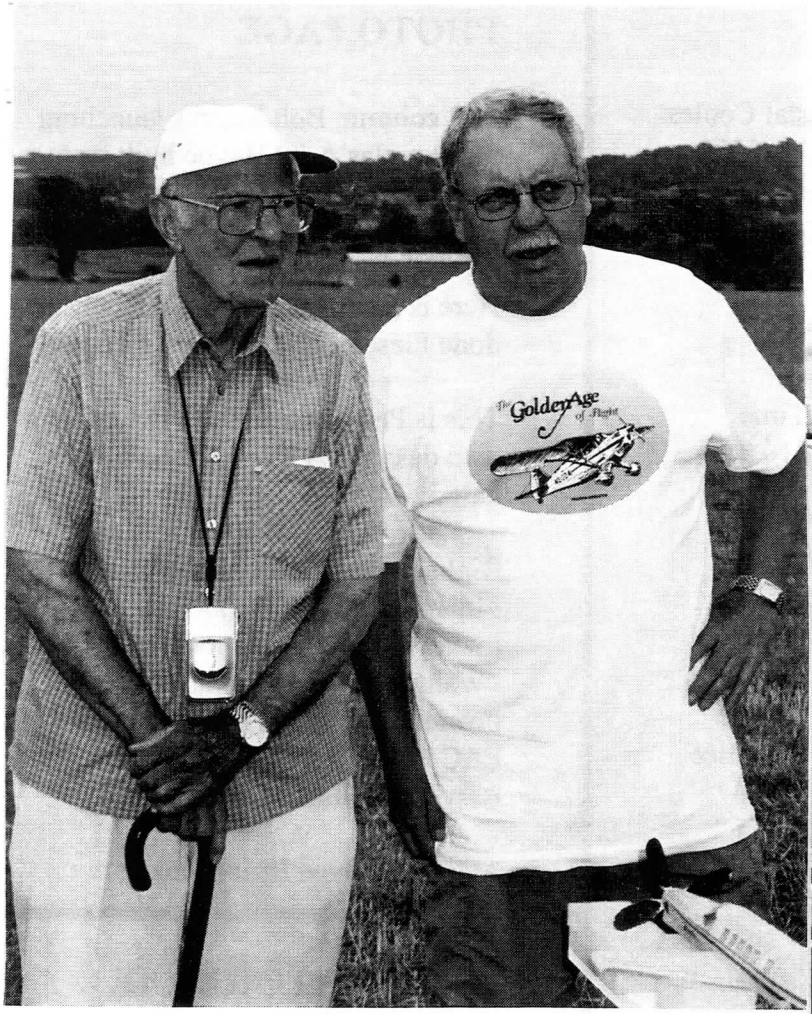
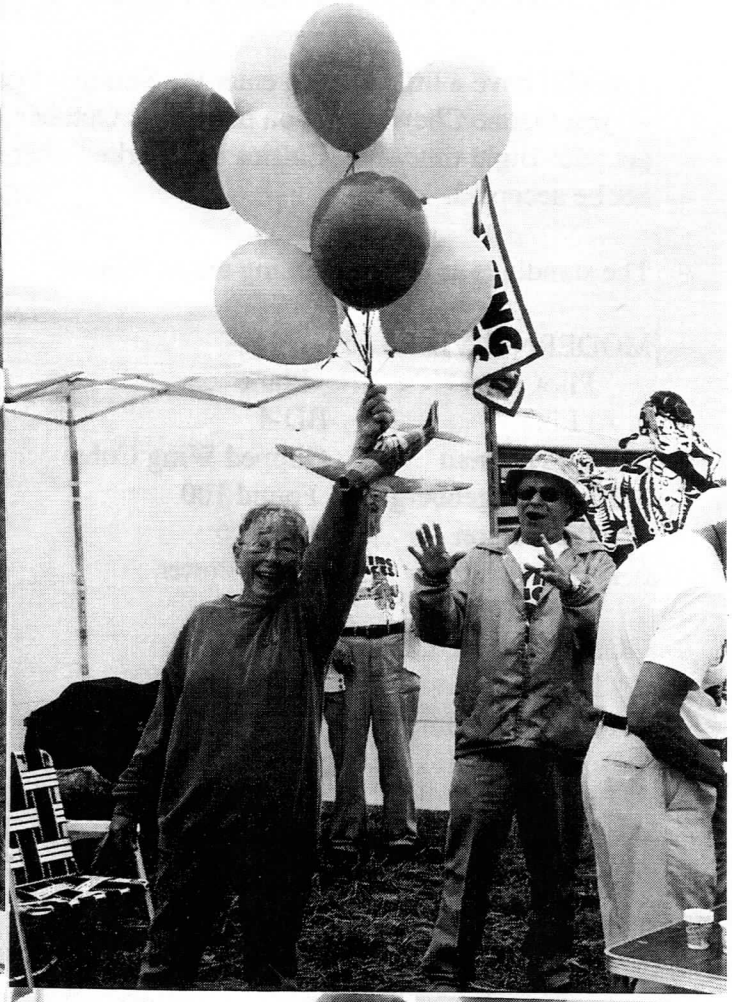
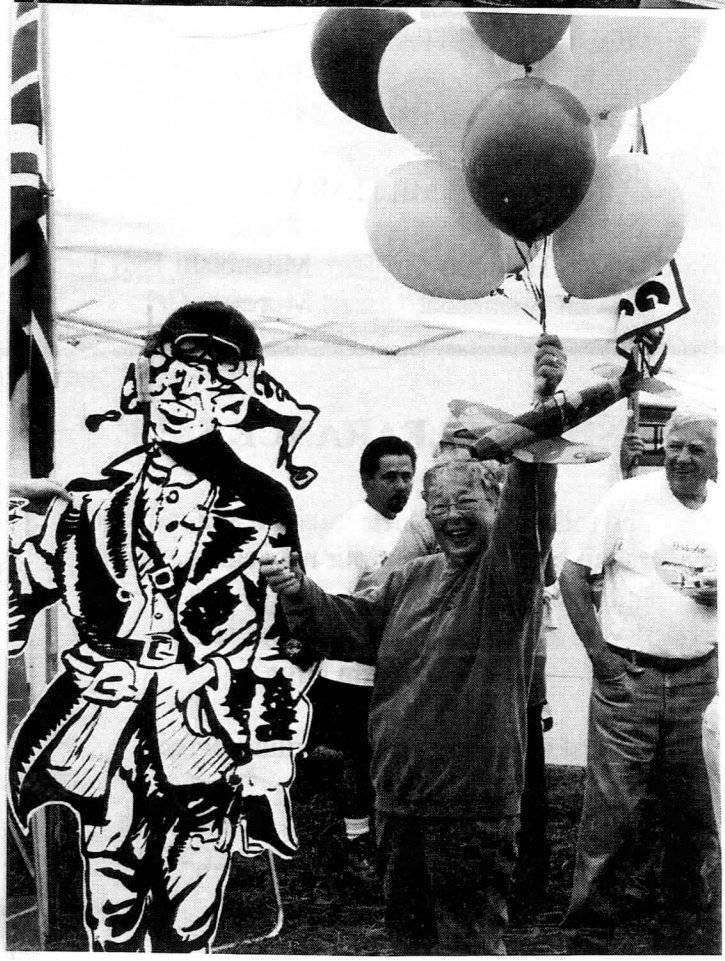

The Golden Age of Flight





SUMMER POSTAL CONTEST

You still have a little time to enter the Summer Postal Contest all you Ozone Chewers! You have until October 31, 2004 to get your flight times in. Entries postmarked after Nov. 2 will not be accepted.

The standings as of this printing are as follows;

MODERN CIVIL

Pilot	Plane	Time
1. Al Likely	BD-4	416 sec.
2. Tom Hallman	Clipped Wing Cub	278 "
3. Rich Klingenberg	Found 100	145 "
4. Ollie Benton	Auster 6	115 "
5. Ed McQuaid	Turbo-Porter	103 "

GOLDEN AGE CIVIL

Pilot	Plane	Time
1. Frank Rowsome	General Aristocrat	360 sec.
2. Tom Hallman	Cessna C-38	166 "
3. Bruce Holbrook	Curtiss O-52 Owl	75 "
4. Rich Klingenberg	Porterfield Zephyr	69 "
5. Walt Leonhardt	Mauboussin	63 "
6. Darold Wilken	Leopard Moth	40 "
7. Ed McQuaid	DH Tiger Moth	28

MODERN MILITARY

Pilot	Plane	Time
1. Tom Hallman	Mig 15	95 sec.

GOLDEN AGE MILITARY

Pilot	Plane	Time
1. Tom Hallman	Mitsubishi 1MF1	77 sec.
2. Walt Leonhardt	Mureaux C-1	34 "

PHOTO PAGE

Left column; Bob Isaacks launching his Douglas A-20 Havoc built from Midkiff plans. It had a couple of impressive flights.

Here is Rich Adama with a nicely done Fieseler Fi-167. Very nice job!

This is Pete Kaiteris with two of his own designs. A TA-152 and a Polikarpov I-16.

Right column; Two pics of Bruce Finley's Heinkel P1077 Julia II rocket fighter. This model won the "WaltMooney" award as the best Peanut class model at the recent FAC Nats. Soon to be kitted by Easy Built Model Co.

All photos from Bruce Finley.

FOUND AT MUNCIE

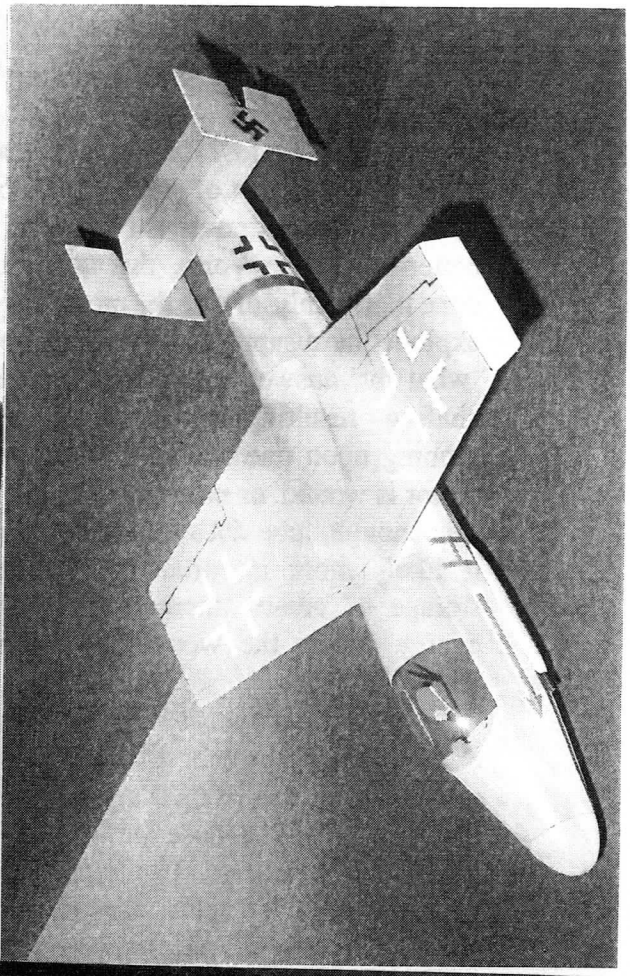
during the Flying Aces Outdoor Champs, a very nice pair of sun glasses. They appear to be rather expensive as sun glasses go. If you lost yours and think these could be them, contact FAC-GHQ. Either write or call (814)-833-0314.

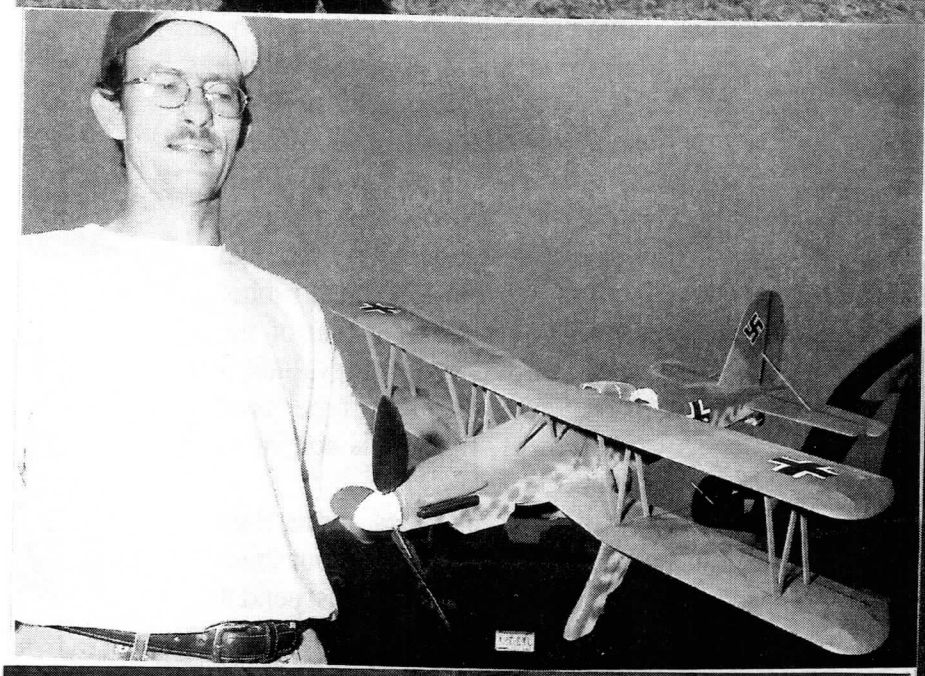
T-SHIRT CLEARANCE SALE

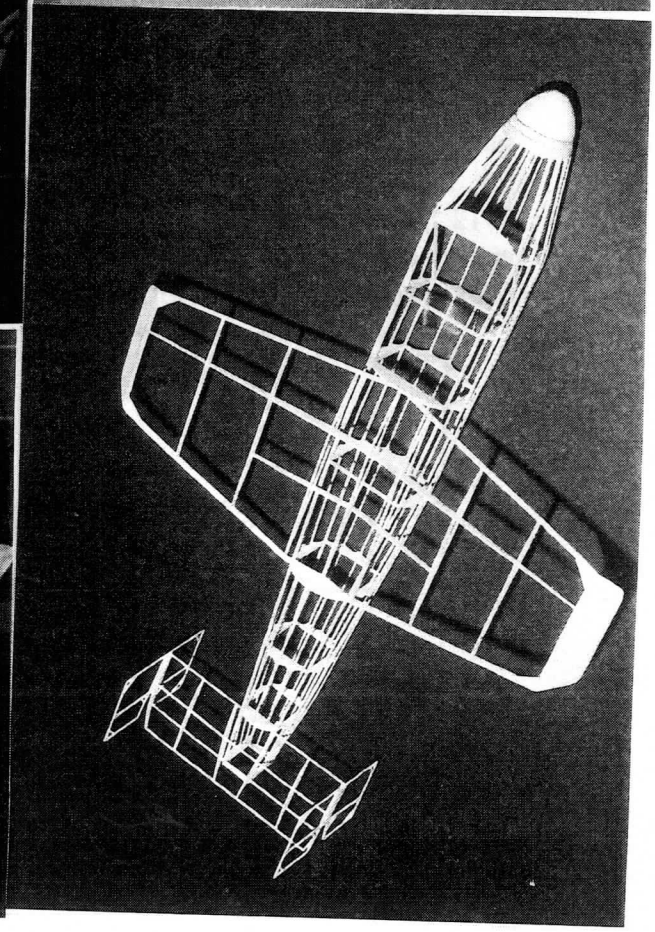
The following T-Shirts must go at a reduced rate to make room for our new shirts. Shirts and sizes are as follows;
HALL BULLDOG, small, medium, large and Extra large.

Seversky SEV-2, small, medium, large.

These shirts are priced at just $10.00 each postpaid. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.







* * Lube Rationale * *
Mumbo Jumbo #117 from the Glue Guru

What's it for? Rubber lube is at best a sticky, gooey sort of stuff and rubbing it into our motor strands isn't one of life's better moments. Worse, this task must be done thoroughly, or else the motor may well explode in disappointment. The obvious 'what for' answer is that lube reduces the chafing resulting from motor strands rubbing upon one another whenever the motor is wound, or unwound. While true enough, lube does something else that is likely more important: it permits the storage of greatly increased amounts of energy within the wound motor. How's that?

Consider this case. Suppose we wind a dry (unlubed) motor to a safe level of turns, and release it, measuring the energy available. Next, suppose we lube the same motor, and wind in exactly the same amount of torque. Upon release, does it offer the same amount of prop-turning energy? More? Less?

The answer is more–very much more–as the number of turns approaches the bursting point. How much more? Checking the latest word below (*Flight*, Sept.28, 1912; pg.883.) we have roughly twice the energy delivered by a well-lubed motor as compared to the same motor, dry.

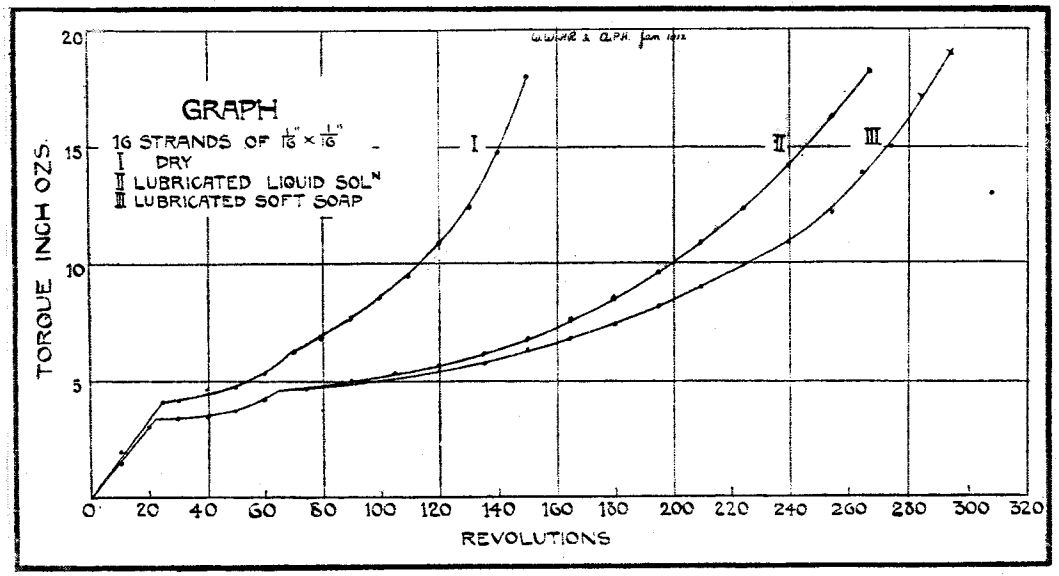
Why is that? The motor is really a torsional spring. Its stored energy depends upon the winding torque and the number of revolutions. More torque, or more revolutions, mean more energy. One way of picturing this relationship is to measure the winding torque and then plot it, as torque versus revolutions. The area under the resulting curve (see below) becomes the energy. More area means more energy.

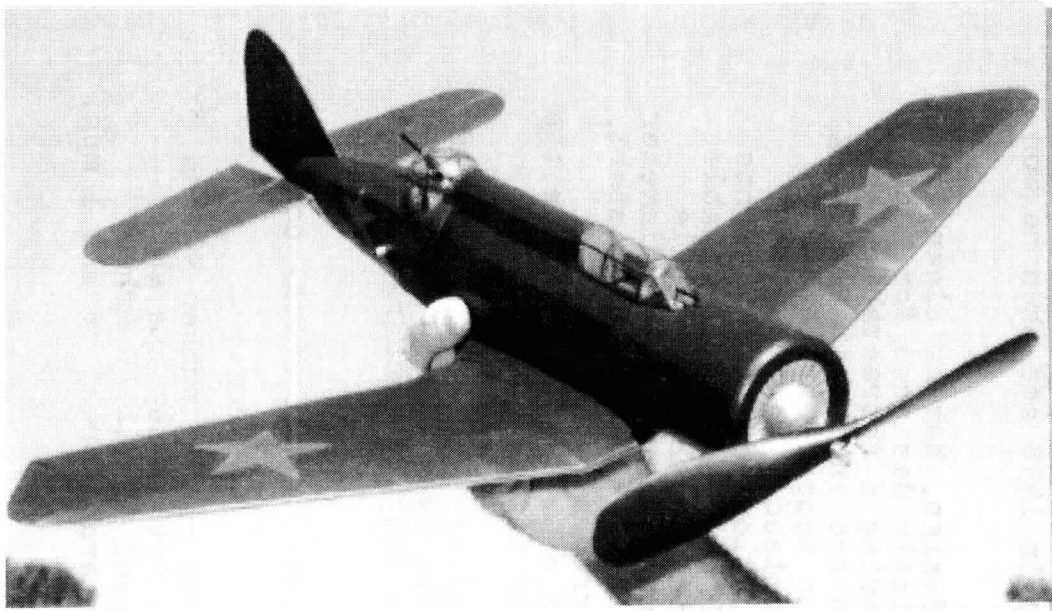
Now curve I represents the dry motor; curve II one type of lubed motor, and curve III yet another, and better type of lube. The motor itself remains unchanged.

At a low number of turns, say 20, there's no practical difference between the curves. Lubing is pointless.

Starting at about 30 turns, lubing begins to pay off in the form of more stored energy for a given value of torque. Moving to higher torque, for example, at about half of max torque (10 inch-ounces), the area under curves II and III is roughly twice that under I. This means that the lubed rubber energy storage is about twice that of the dry. Going to still higher torque values, a new factor emerges: the lube type itself begins to matter, or, lube III is shown as better than lube II.

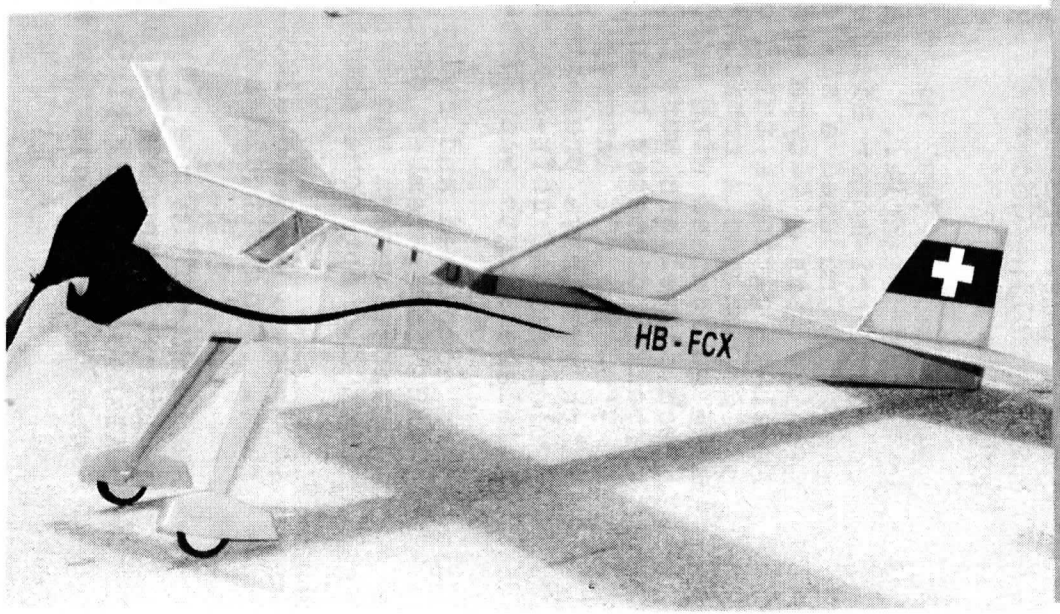
In short, lubing does more than reduce chaffing. And if anybody out there has some extra lube III on hand, just send it along to good old Glue Guru.

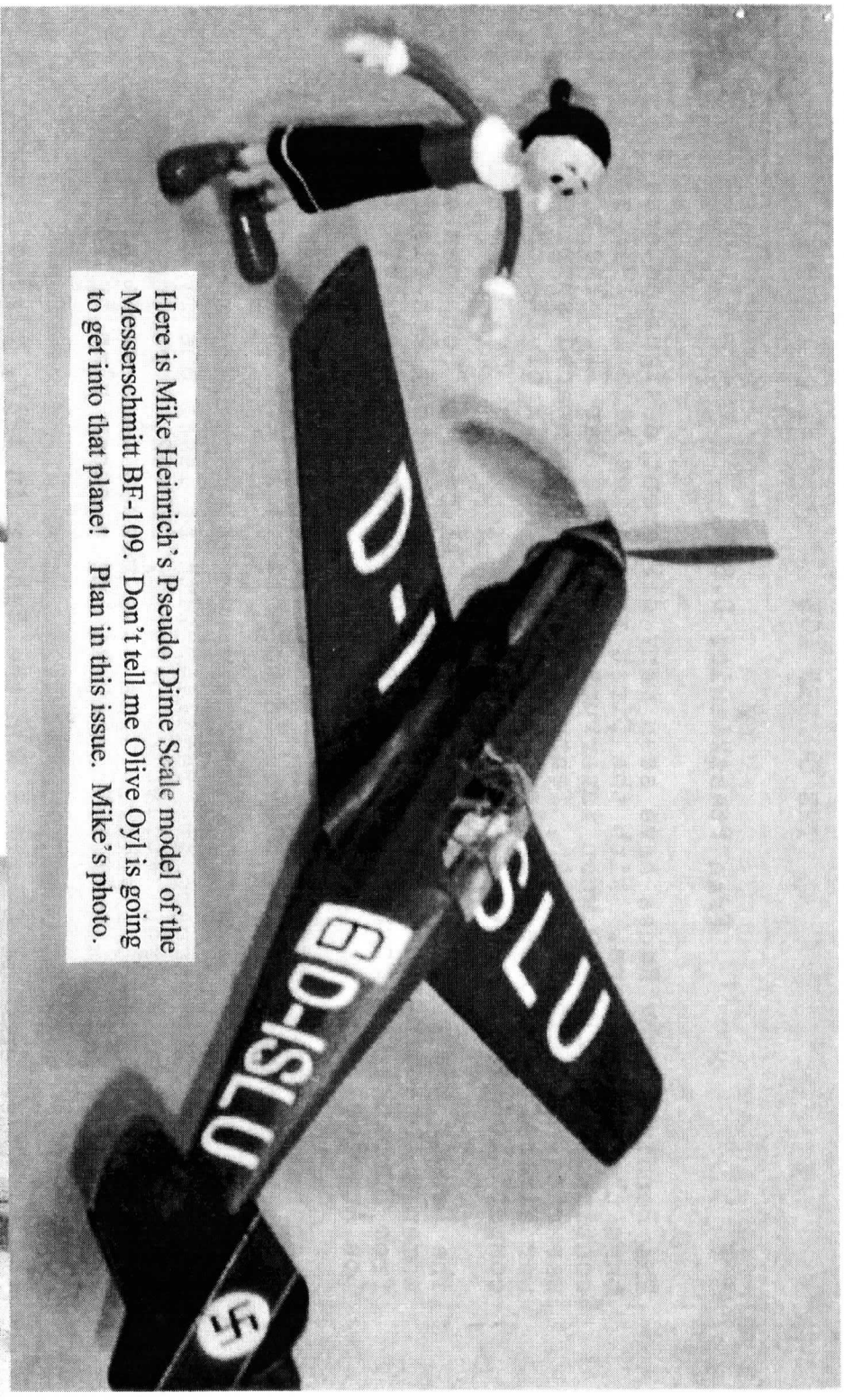




Above; neat looking model of the Kharkov R-10 by Paul Grabski, from a Tom Nallen design kitted by Easy Built.

Below; nicely done Hornet Embryo model made from the Micro-X kit. Model of the Hornet and both pictures by George White at the FAC-Nats this year.





Here is Mike Heinrich's Pseudo Dime Scale model of the Messerschmitt BF-109. Don't tell me Olive Oyl is going to get into that plane! Plan in this issue. Mike's photo.

THE GOLDEN AGE

by
Fran Ptaszkiewicz D.S.M.

The Bendix Trophy Races have seen many different designs entered thru the early years. With the first race being held in 1931 and continuing until 1939 when interrupted by World War II. The post-war races resuming in 1946, featured specially prepared surplus war aircraft and thus, was lost the variety and mix of the pre-war competition airplanes.

The Bendix was a cross-country, free-for-all open to both men and women. Depending on the site of the race, the Bendix was flown from Burbank, California to Cleveland, Ohio, or from New York to Los Angeles.

When being flown from California the Racer's would many times fly past the grandstand's at Cleveland to officially end their approximate 2000 mile run.

Flying Aces Club members are familiar with at least one of the competing airplanes. Frank Fuller's, Seversky SEV-S2, a racing version of the Seversky P-35 fighter. This as a result of a great piece of Tee-shirt artwork by Bob Bojanowski and a super plan by Tom Nallan.

Frank Fuller and his Seversky won the Bendix in 1937, placed second to Jacqueline Cochran flying a similar ship in 1938 and then he won again in 1939.

The Bellanca 28-92 was a well streamlined design, having clean lines and good potential. This airplane was strictly designed for racing. It was a tri-motor single seat monoplane, having a retractable landing gear and used a six cylinder 250 hp Menasco engine in each wing nacelle with a V-type twelve cylinder 420 hp Ranger engine in the fuselage giving a total of 920 hp which promised a maximum speed of 250 mph and a cruising speed of 225 mph. Long distance flights were guaranteed with a fuel capacity of 900 gallons. Controllable pitch propellers were installed on all engines with the nacelle propeller diameter being 6ft-9in and the fuselage propeller diameter at 7ft-6in. Of interest all motors had to be hand-cranked to start, which must have presented some hazzard to ground personnel.
A wingspan of 46ft-4in provided a wing area of 282 sq. ft. while the fuselage length was 28ft-4in from spinner to tail.

When completed and fully tested in 1937, the airplane was liscensed YR-AHA for a member of the Romanian Air Force by the name of Alexander Panana who had planned a New York City to Bucharest flight which did not come about.

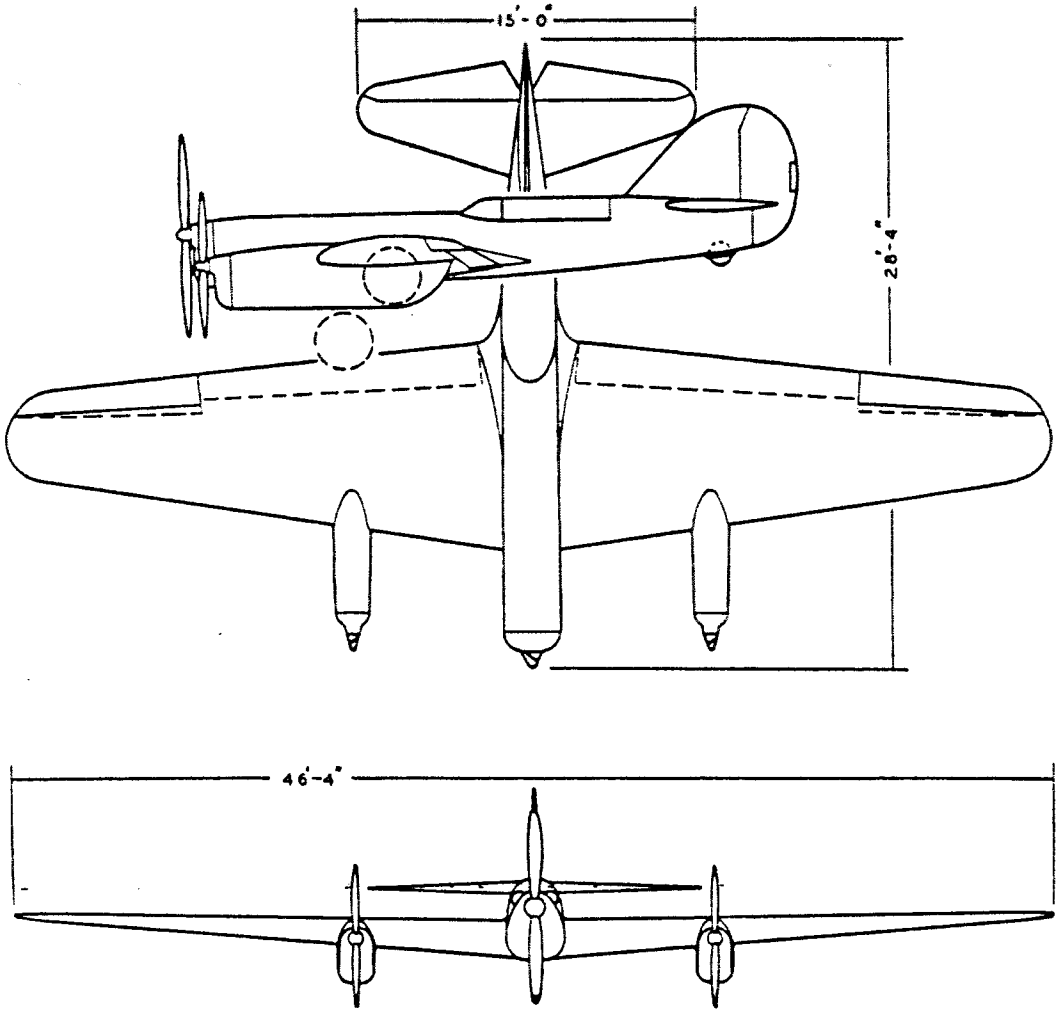
In 1938, this same aircraft was entered in the Bendix cross- country race. Sadly it did not finish.

Then entered in the 1939 Bendix race, wearing racing number 99 and registration number NX-2433, flown by pilot Art Bussey the ship finished in second place with an average speed of 244.49 mph. Frank Fuller's Seversky was first with an average speed of 282.1 mph.

With the cessation of air racing for the war years the airplane faded from view. Perhaps it reposes in a museum somewhere or may be in storage, I have been unable to document it's eventual disposition.

In researching this airplane I found that the Ace Whitman (Joe Ott) Company at one time featured a rubber powered kit of this Bellanca, having a 25in wingspan. A copy of this plan was located in the Allen Hunt plan catalog and is available from his plan service.

This model would probably be a good candidate for electric power.



BELLANCA 28-92

This tri-motored single-seat monoplane has a Menasco engine in each wing and a Ranger engine in the nose.

2004 UPCOMING EVENTS and FLYING OPPORTUNITIES (subject to change frequently, and without notice!)
MAPS TO ALL SITES ARE AVAILABLE ON THE FAC EAGLE SQUADRON WEB-SITE!

September 18: FAC Indoor meet at Boeing Oxbow Recreational facility - CD-Mike Morrow - aeroaces@earthlink.net
EVENTS: - FAC Scale (Peanuts OK) - Dime Scale - Embryo Endurance - No-cal Scale (206) 937-2851

October 16: FAC Indoor meet at Boeing Oxbow Recreational facility - CD-Mike Morrow - aeroaces@earthlink.net
EVENTS: - FAC Scale (Peanuts OK) - Dime Scale - Embryo Endurance - No-cal Scale (206) 937-2851

November 20: FAC Indoor meet at Boeing Oxbow Recreational facility - CD - Homer Smith homer_smith@msn.com
EVENTS: - FAC Scale (Peanuts OK) - Dime Scale - Embryo Endurance - No-cal Scale (425) 338-3851

December 4: FAC Quarterly Meeting at Andy's Diner - Homer Smith is the contact - (425) 338-3851

December 18: FAC Indoor meet at Boeing Oxbow Recreational facility - CD - Homer Smith homer_smith@msn.com
EVENTS: - FAC Scale (Peanuts OK) - Dime Scale - Embryo Endurance - No-cal Scale (425) 338-3851

AIR MAIL

Hi Lin,

Here is my answer to your request of my experience with the Vought SBU-3 Vindicator. I think that most members of the Flying Aces Club would probably want to know how the plane flew and how the Marine's SB2U-3 differed from the Naval SB2U-2. I have included a couple of paragraphs on my experiences during the Battle of Midway.

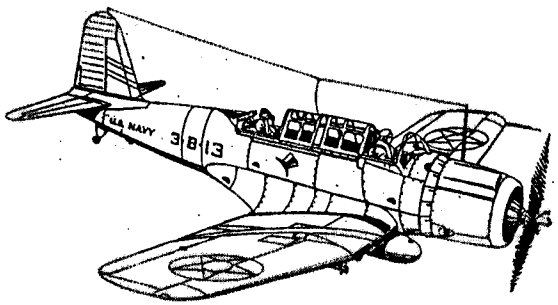
In 1936 the Navy took receipt of SB2U-1 (later 2's) and they were good as submarine searchers, but left a lot to be desired as a dive bomber, but as such were really no worse than the BG's and SBU1&2, as dive bombers. The SBC-3 & 4's were actually better and were used by the Marines as last ditch patrol planes in Samoa. The Marine Corps needed replacements for the BG-172's and wanted the SBU's with the 1250 HP engine then going into the F4F-3's. Navy said NO; production problems and costs were too tight in those days, about 1938.

So the USMC got the SB2U-3 which had the following changes from the SB2U-2: Outboard wing tanks - 1121/2 gals per outer wing, with 250 more, for a total of 503 gals.We Could fly them, without a bomb, at 21 gph, at 95 KIAS, at 5000 ft. It had a 50 cal and a 30 cal gun in each inboard wing section. It also had provisions for 24 anti-personel bombs (about 25# each) to be carried on the center section.

These changes made great search planes, but did nothing to improve the dive bombing characteristics - which were like guiding a large rock! We usually dove with our landing gear extened to slow us down; not much help, but better than diving down from 8,000 ft. in a clean condition. At Midway we used glide bombing because of cloud cover and having so many new pilots in the squadron.

I flew the SB2U-3 at the Chance Vought plant in Conn. after coming back from overseas in 1943. It had the 1250 hp engine in it. It cruised at 155 KIAS at 9500 ft, but I could not see that the diving characteristics had changed.

KEEP ON KEEPIN ON!
Sincerely, Sumner Whitten



Marine Corps Second Lieutenant Sumner H. Whitten
Midway Island

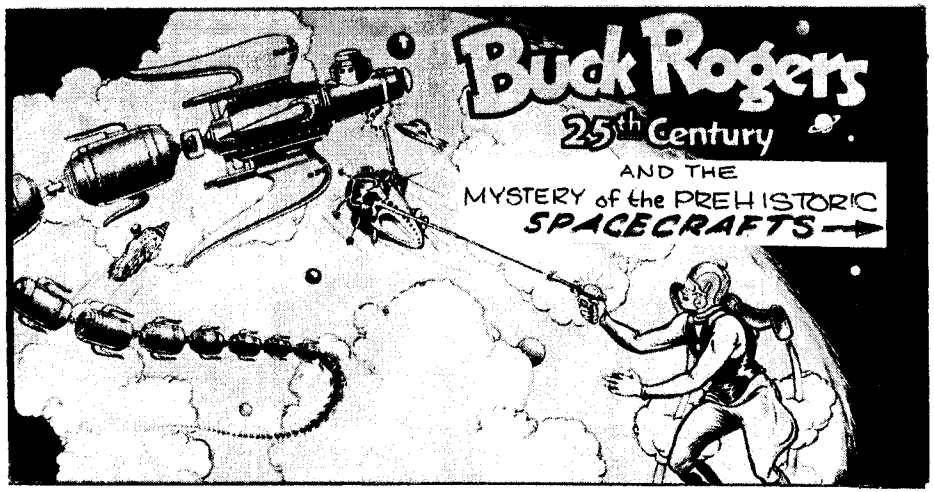
On 4 June 1942, the alarm sounded. "Major Henderson had given us the word on what was coming up, so (I) guess not many of us slept too well that night. The alert and take-off procedure were sort of screwed up, but we finally all got off in the proper sequence. I think that LT Cummings and myself were about tail end Charley. Rendezvous and climbout to the target area were normal, but about 7-8 minutes before we went into the attack on the battle cruiser, we were attacked by several zeros. I could feel Zelnis, my gunner, firing at the zeros and then saw one go under the right wing, inverted and trailing black smoke. Zelnis got credit for 1 ½ zeros. The dive was like one never before practiced, about 30-45 degrees; released bomb, missed the bow of the cruiser, hard right turn to Midway and an uneventful ride home.

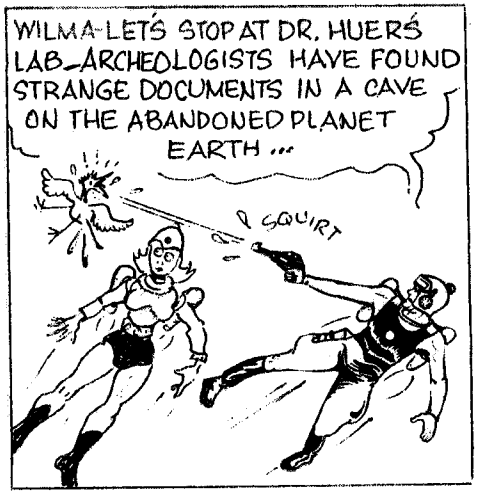
"About 1800 that evening we were informed that a burning Jap carrier was at sea, and we would be making an attack as soon as possible. I was assigned as Captain Williamson's wingman, with Major Norris leading the SB2U-3s. We all got off about 2100-2115 and started northwest to the target. It was dark by then, and we flew with no section lights – just by the exhaust flame and the compass light of our leader(s).

"After about 1 ½ hours, flying no. 4 in a 5 plane formation, all the planes disappeared. Guess they went through a cloud which I did not. Continued on for 5-6 minutes, made a 3 minute square search, dropped the bomb and headed for Midway. My gunner, Zelnis, couldn't raise Midway on the radio or homing device, so I flew until I figured I should have passed Midway. Then I saw what I identified as French Frigate Shoals. Headed for Midway, but no islands; made a 3 minute square search, then headed back to French Frigate Shoals.

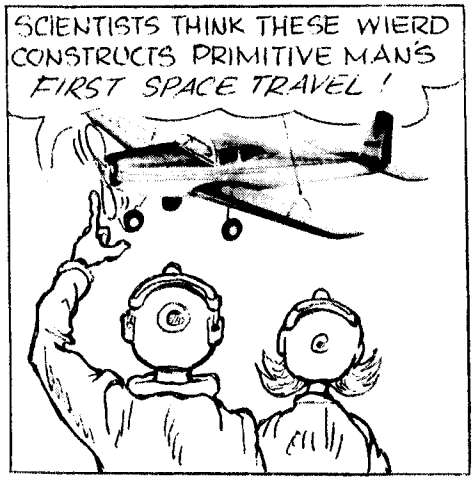
"After a minute, Zelnis yelled that a fire was burning directly behind us. Made a 180 – no fire – but after a couple of minutes – the fire! The burning oil tank on Sand Island. Made it back, landed with less than five minutes of fuel left. Had a long debrief and to bed about 3 AM – dead tired." Second Lieutenant Whitten, we salute you!

WANTED; Scale info on the Fokker D-VIII, such as color schemes, etc. John Boehm, 406 Vann St. SW, Jacksonville, Al. 36265


Buck Rogers
25th Century
AND THE
MYSTERY of the PREHISTORIC
SPACECRAFTS


WILMA-LETS STOP AT DR. HUERS LAB-ARCHEOLOGISTS HAVE FOUND STRANGE DOCUMENTS IN A CAVE ON THE ABANDONED PLANET EARTH ...
SQUIRT


...CONTAINING SPECS FOR ODD MACHINES-THE DATA IS WRITTEN IN AN ANCIENT, UNDECIPHERABLE LANGUAGE!
FLYING ACES
Club News


SCIENTISTS THINK THESE WIERD CONSTRUCTS PRIMITIVE MAN'S FIRST SPACE TRAVEL!

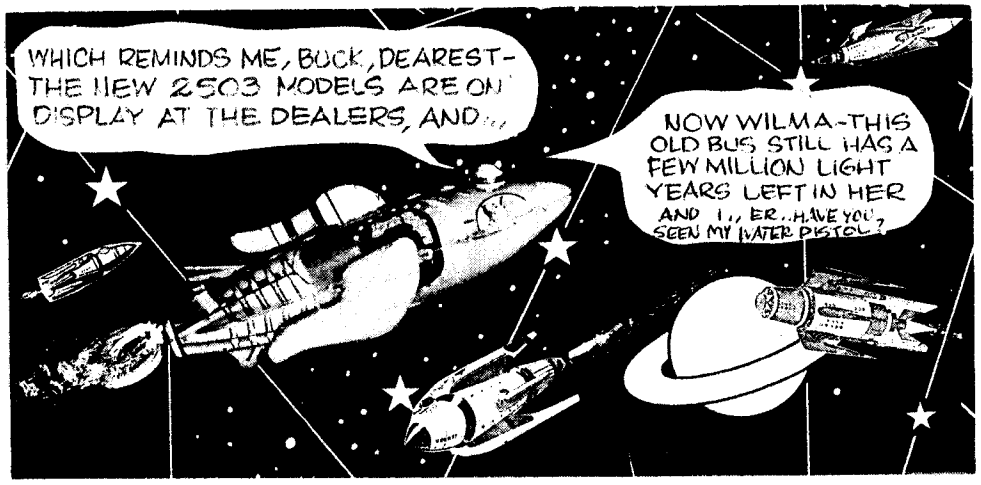

BUT HOW COULD THEY HAVE LEVITATED WITHOUT ANTI-GRAVITY GIBULATORS, WHICH THESE LACK...


NOR CAN WE FATHOM THEIR PROPULSION SYSTEMS - NONE HAVE QUASARSPOKES
WHAT IS THIS ROTATING PADDLE?


DR. HUER THINKS IT MIGHT BE AN EXPERIMENTAL NEUTRON DEFLECTOR
BUCK - MAYBE THESE THINGS FLAPPED, AS BIRDS DO —
HEH HEH


YES-HERES A DEMONSTRATION OF THAT-ARTICULATING WINGS
IF SUCH AWKWARD APPENDAGES ARE WINGS..


JUST THINK-SOME DAY IN THE FUTURE, OUR VEHICLES WILL BE JUST AS OBSOLETE & CURIOUS—


WHICH REMINDS ME, BUCK, DEAREST- THE NEW 2503 MODELS ARE ON DISPLAY AT THE DEALERS, AND...
NOW WILMA-THIS OLD BUS STILL HAS A FEW MILLION LIGHT YEARS LEFT IN HER
AND I,, ER..HAVE YOU SEEN MY WATER PISTOL?

Air Mail

Dear Ross,'
I want to thank you, Lin and the others for the wonderful time I had during my first trip to Geneseo. I can appreciate how much work it was and how lucky we all are to have you guys. I hope the rest of our membership realize how much work was involved. It was also a great opportunity to share the action with my son for the first time in more than 25 years. I am trying to get him back into the hobby also.
I used to fly the AMA and SAM events before I got hooked on the FAC during the mid 1970s. What appealed to me the most is that there is something for everyone and the rules are so much less restrictive than AMA, giving one the chance to use his creativity.The fact that proposed and experimental subjects are permitted is one of the greatest attractions, providing the contestant has the required documentation, opening the door to many more designs and gives the modeler a chance to find something new that might be capable of bumping the dominent subjects, that win year after year, out of the winners circle. My greatest kick is in finding a competitive subject that has never been modeled before. The Swiss Fighter, the plan of which I donated to Lin, is one example and the Dornier- Falke that won the Golden Age Military is another. When I get the time to draw a decent and sellable plan for the latter subject, I will donate that to the FAC also along with anything unusual that I come up with in the future.
In addition, your rulebook is a great piece of work. I suppose you often have requests to change certain things, but I think it is OK the way it is. Nothing wrong with the little fine tuning that you do occasionally but I am glad you have not changed the basic rules because they have been working fine for years.
I hope I will be able to make the Non-Nats next year. It is a great thing to look forward to.
Regards,
Bill Henn

WANTED!!!!

FAC-GHQ is looking for plans from the kits in the "BURD MODEL CO." Ad shown below. We will gladly pay all costs. Send to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

BARRON FIELD AIR RACES
OCTOBER 16-17, 2004

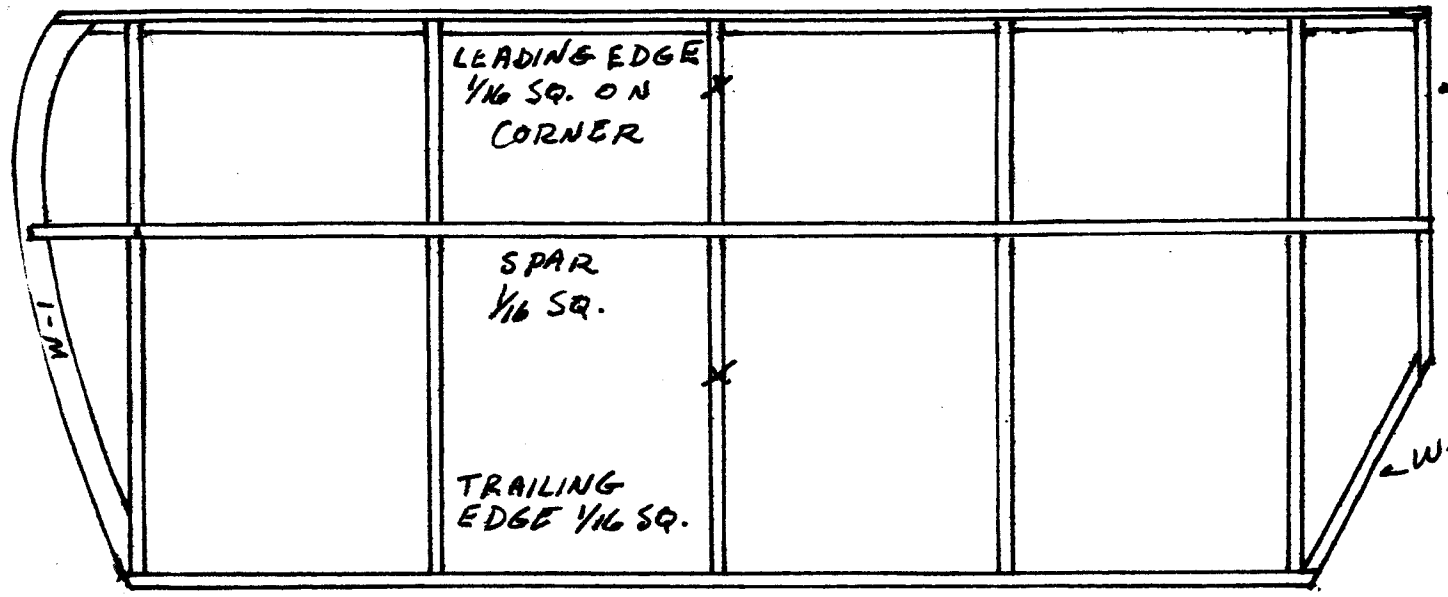
FLYING ACES CONTEST IN WAWAYANDA, NY

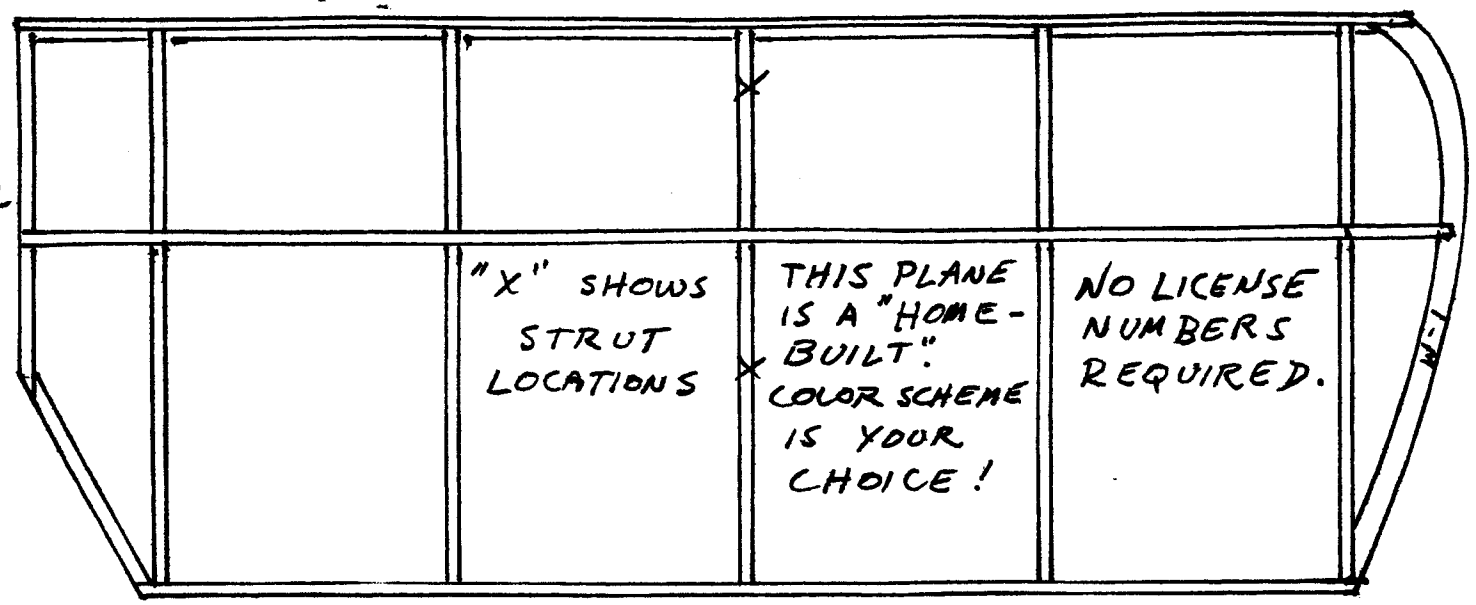
Saturday, October 16th 9AM-5PM	Sunday, October 17th 9AM-3PM
FAC Scale	Jumbo Scale
Peanut Scale	Power Scale
Embryo	Hi-Wing Peanut
No-cal	Dime Scale
Golden Age Scale	WWII Mass Launch
FAC Old Time Gas Replica	Modern Military Mass Launch
Golden Age Racers Mass Launch (Greve & Thompson combined)	Flying Horde (any scale model)
WWI Mass Launch (biplanes)	Blur Race
	Harvey Wallbanger Award

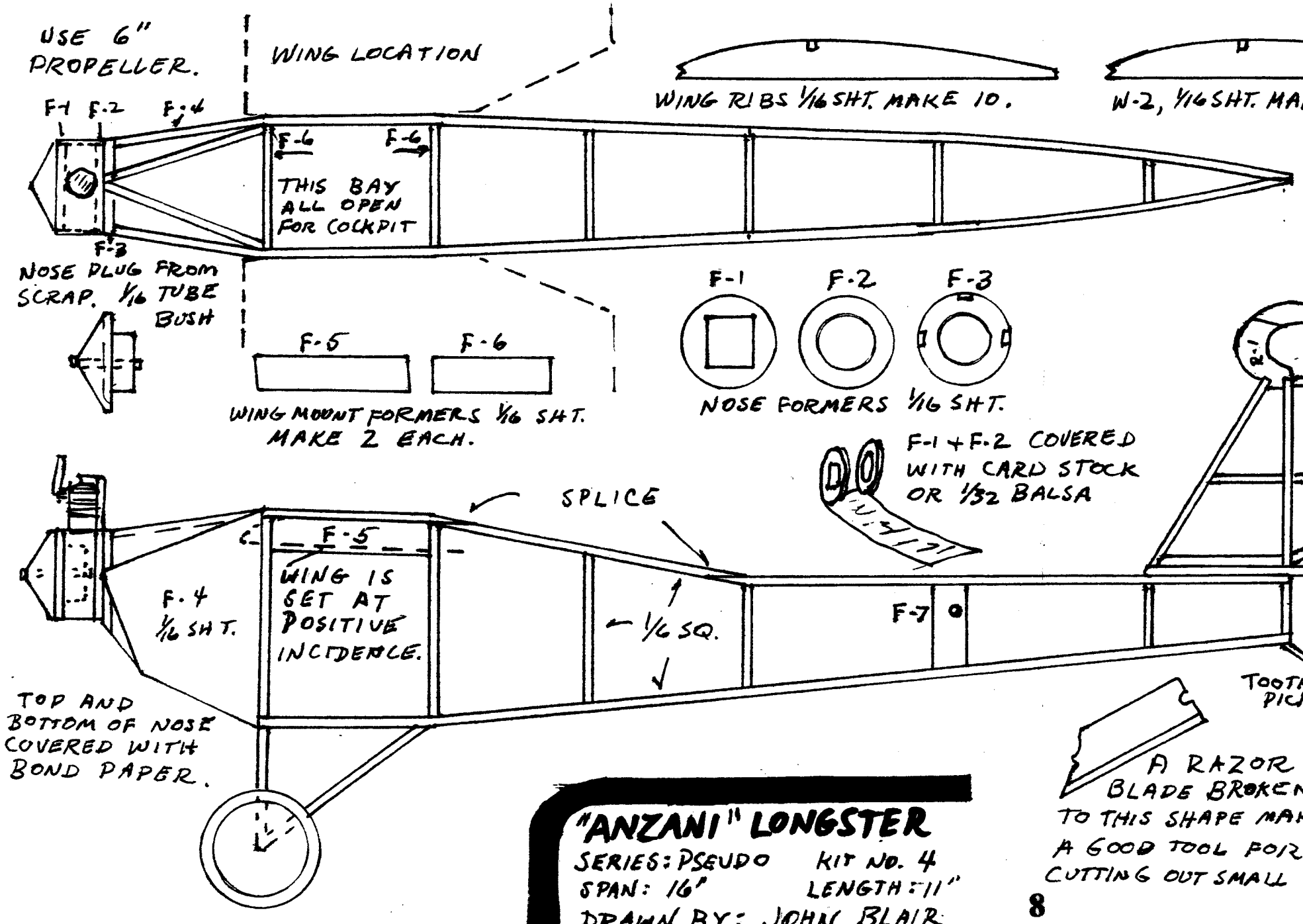
Entry fee is $15. You must have a valid AMA card.

Contest Directors:
Tom Hallman 610-395-5656, John Houck 610-488-6235

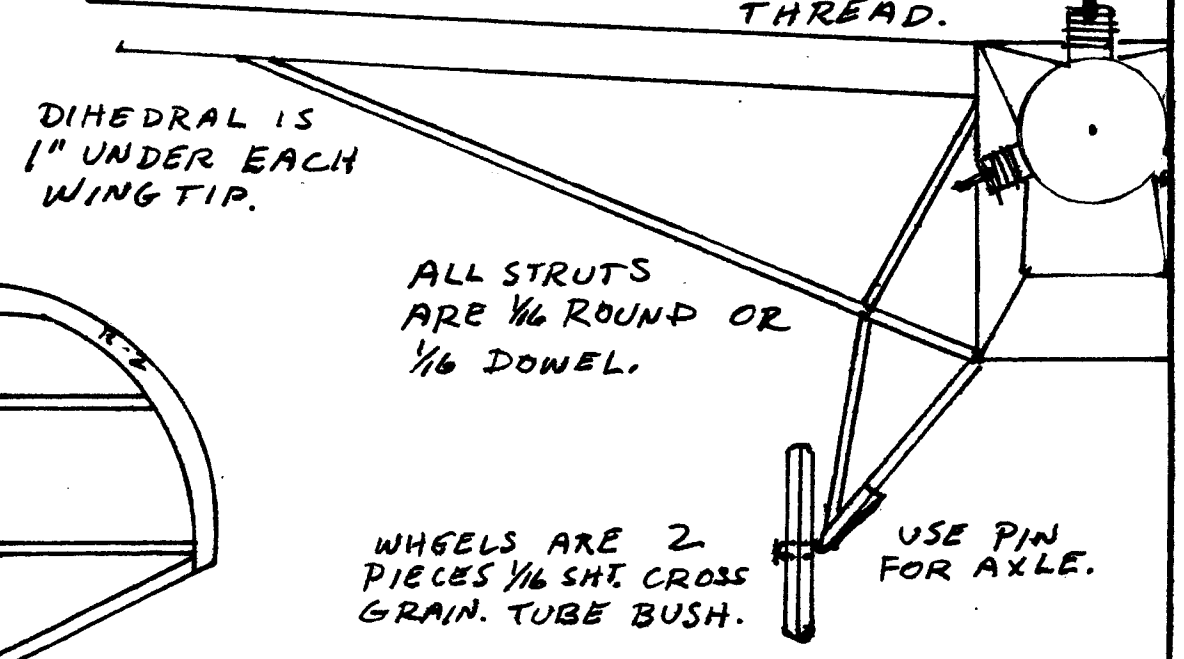
Directions: www.hallmanstudio.com/wawamap.jpg

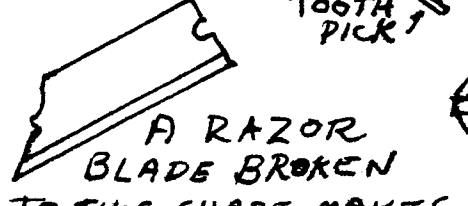




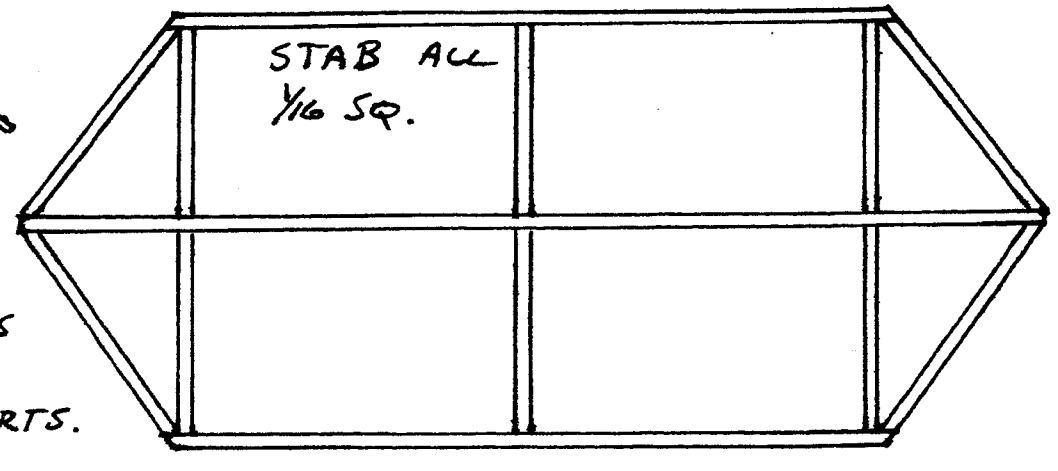


ANZANI ENGINE CYLINDERS MADE FROM SCRAP BALSA WRAPPED WITH THREAD.



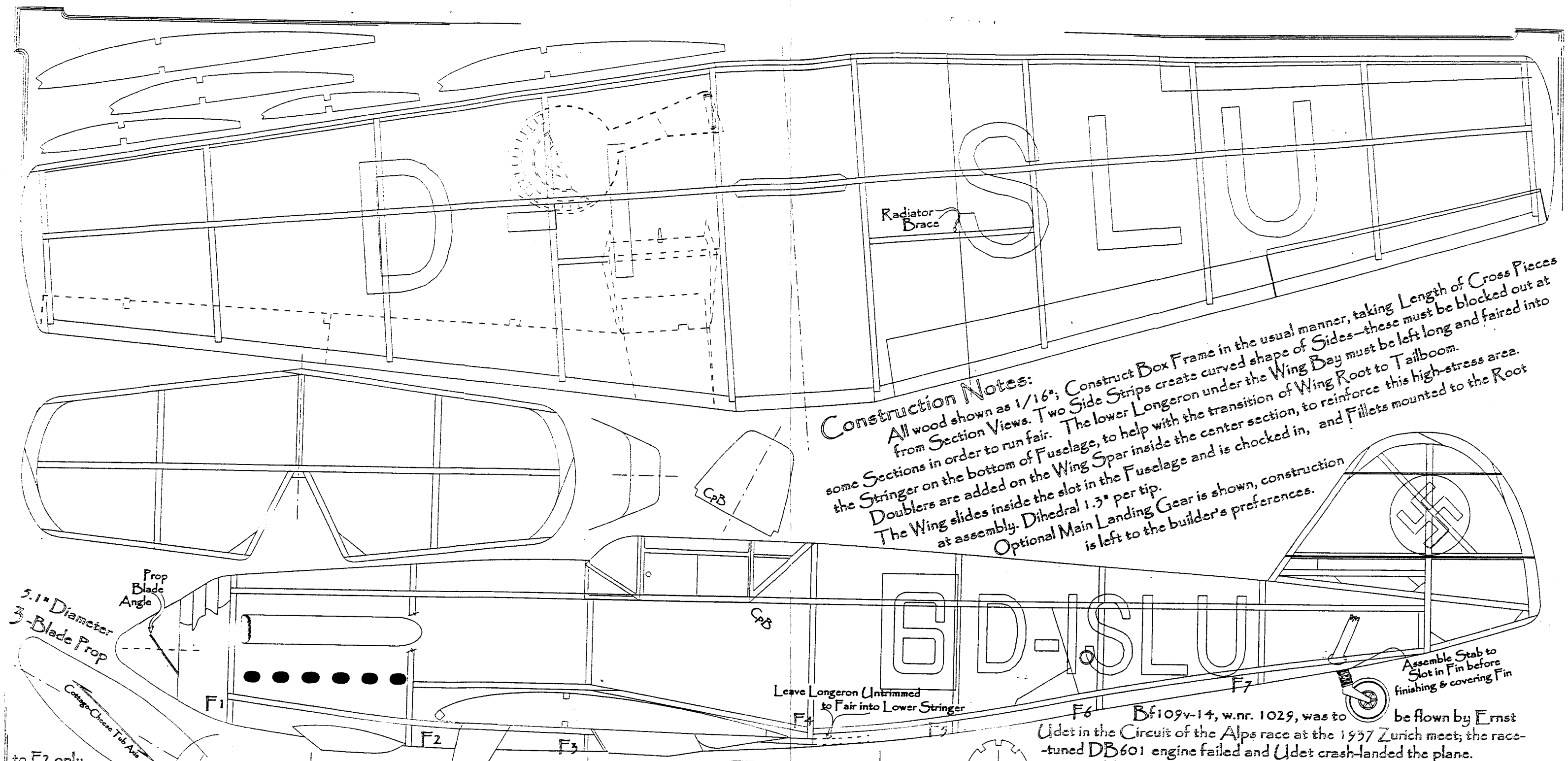


A RAZOR BLADE BROKEN TO THIS SHAPE MAKES A GOOD TOOL FOR CUTTING OUT SMALL PARTS.



"ANZANI" LONGSTER

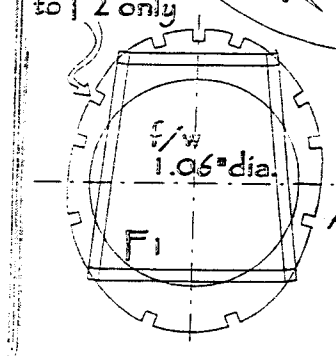
SERIES: PSEUDO KIT NO. 4
SPAN: 16" LENGTH: 11"
DRAWN BY: JOHN BLAIR

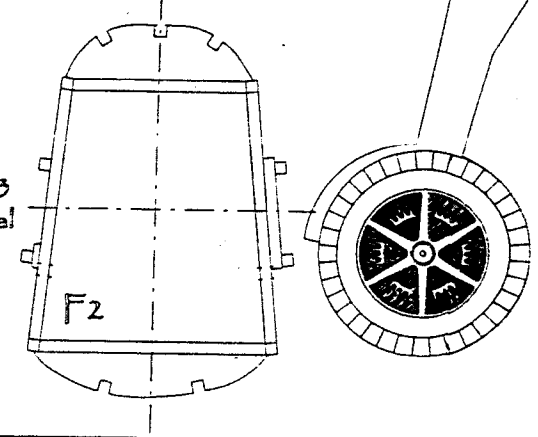


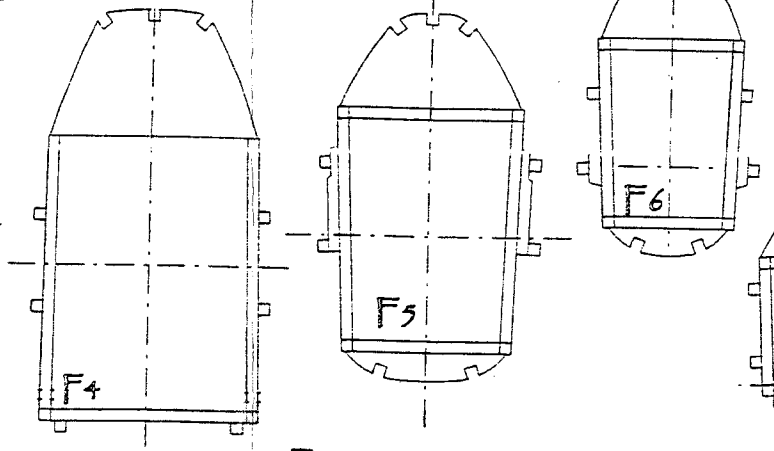
Construction Notes:

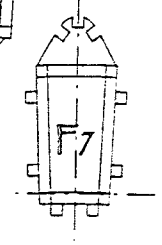
All wood shown as 1/16"; Construct Box Frame in the usual manner, taking Length of Cross Pieces from Section Views. Two Side Strips create curved shape of Sides—these must be blocked out at some Sections in order to run fair. The lower Longeron under the Wing Bay must be left long and faired into the Stringer on the bottom of Fuselage, to help with the transition of Wing Root to Tailboom. Doublers are added on the Wing Spar inside the center section, to reinforce this high-stress area. The Wing slides inside the slot in the Fuselage and is chocked in, and Fillets mounted to the Root at assembly. Dihedral 1.3" per tip.

Optional Main Landing Gear is shown, construction is left to the builder's preferences.









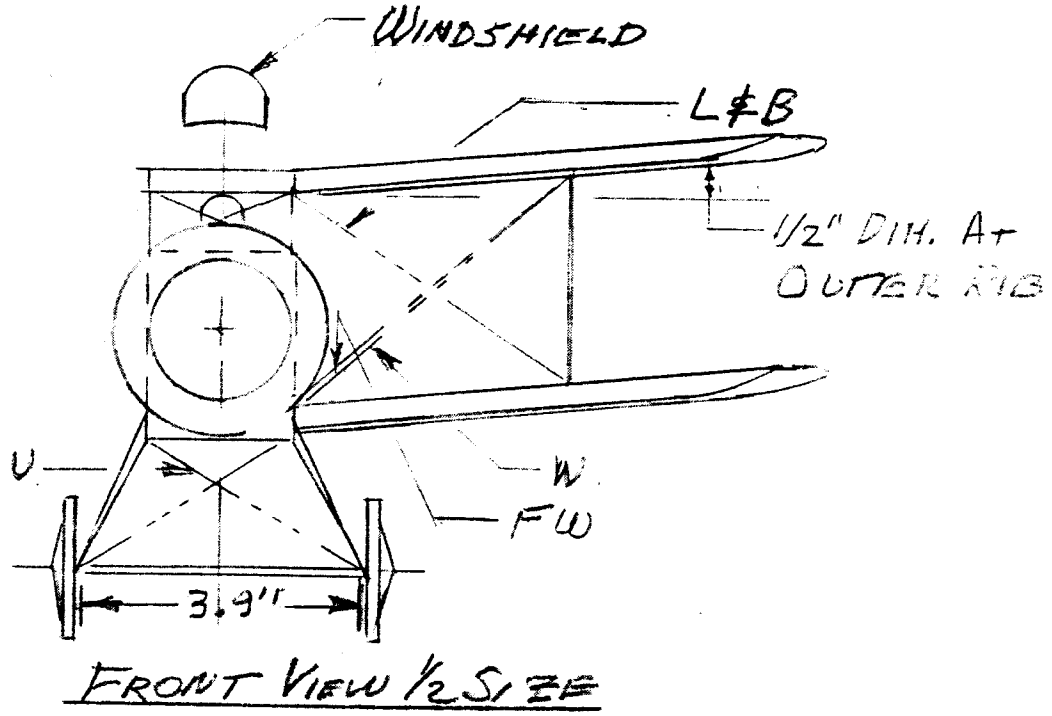
Bf109v-14, w.nr. 1029, was to be flown by Ernst Udet in the Circuit of the Alps race at the 1937 Zurich meet; the race-tuned DB601 engine failed and Udet crash-landed the plane.

V-14 is painted overall in *Weinrot*, a deep rust-red, with a tail stripe of RLM 23 Red set apart by white cheat lines. The swastika is Black in a White field. Registration codes are White; the code on the bottom of the wing is proportionally smaller to clear the wheel wells. Race number Black in White field.

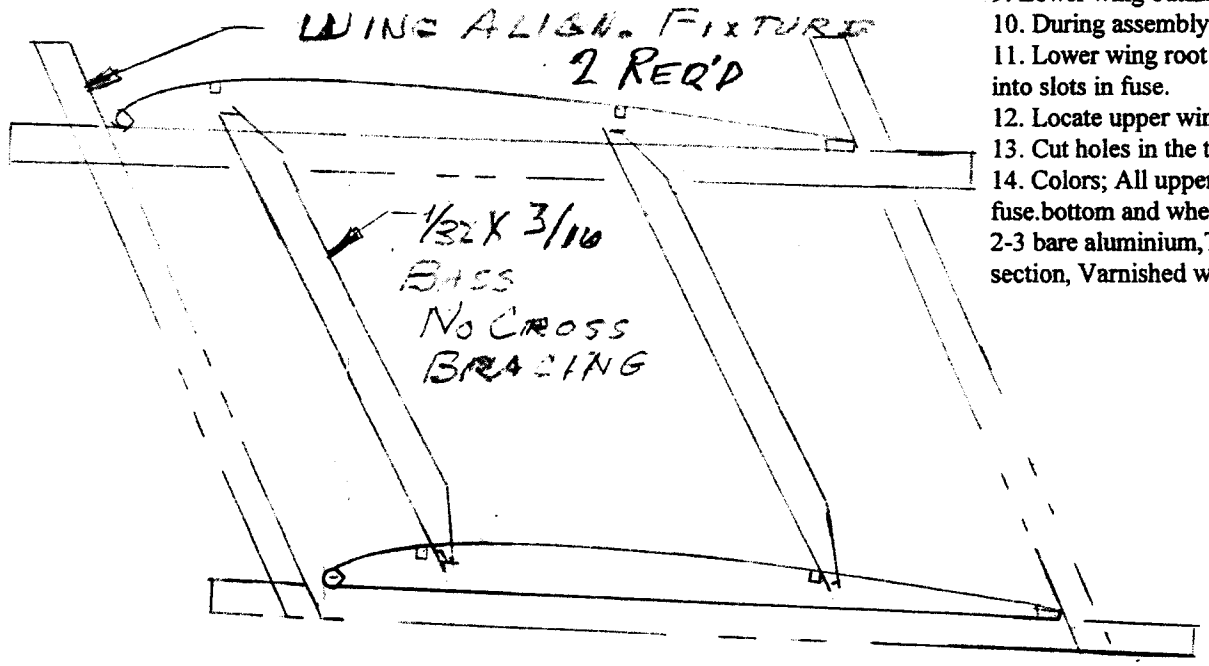
Pseudo Dime Version

MESSERSCHMITT
Bf109
"UDET'S RACER"
16" Wing Span ~1/24 Scale

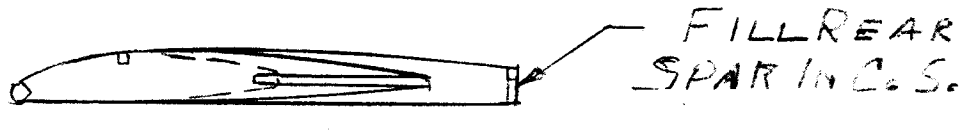
Michael J. Heinrich
Rockland F. Russo



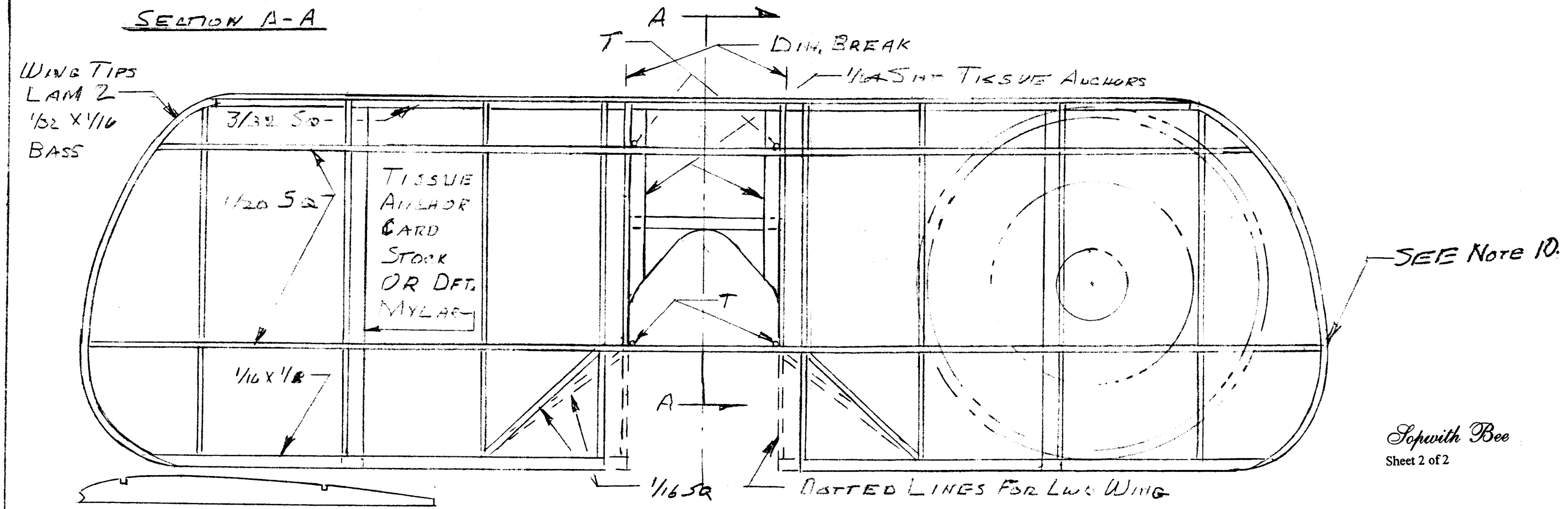
FRONT VIEW 1/2 SIZE



Notes; Cont'd.
8. Wing and LG braces wires per letter code, see front and side views.
9. Lower wing outlines are the same as the upper wing except as shown by dotted lines.
10. During assembly raise wing tips to rear spar height.
11. Lower wing root ribs must be spaced to fuse. sides, LE and spars slip into slots in fuse.
12. Locate upper wing using the locating fixtures after the lower wing is installed.
13. Cut holes in the tissue anchors for strut penetration using the IP strut view.
14. Colors; All upper surfaces PC-10 (dark green), Lower surfaces (including fuse.bottom and wheels) clear doped (cream), Cowling and side panels from 2-3 bare aluminium, Top of fuse. Sta 2-5, IP struts, and top wing spar in center section, Varnished wood, LG andcabane struts, grey.

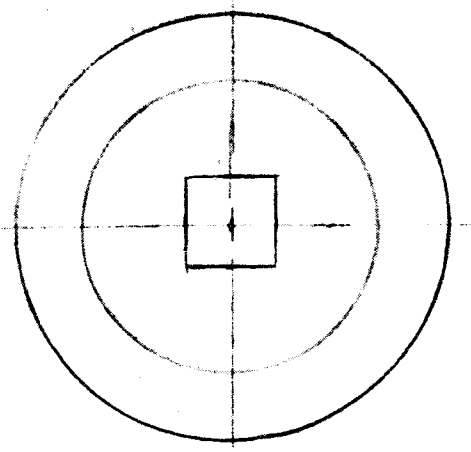


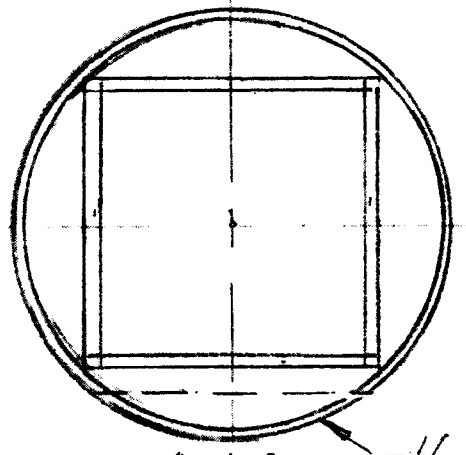
SECTION A-A

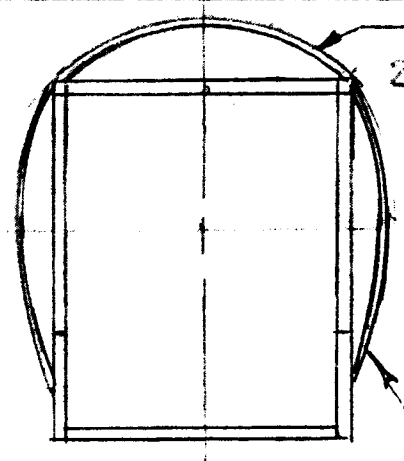


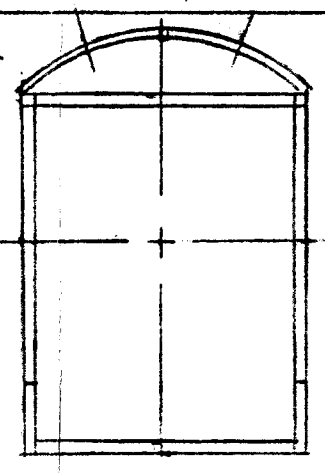
WING RIBS 1/20 SHT.

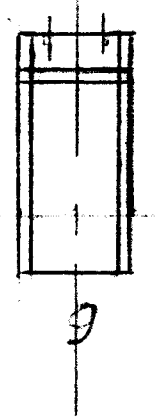
Sopwith Bee
Sheet 2 of 2

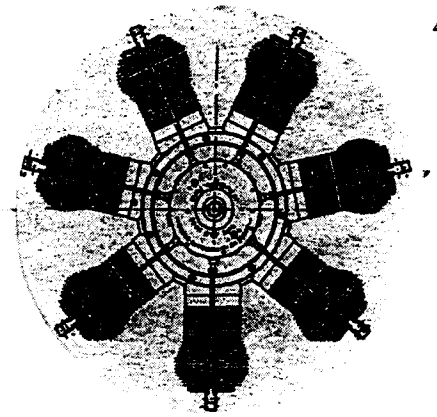


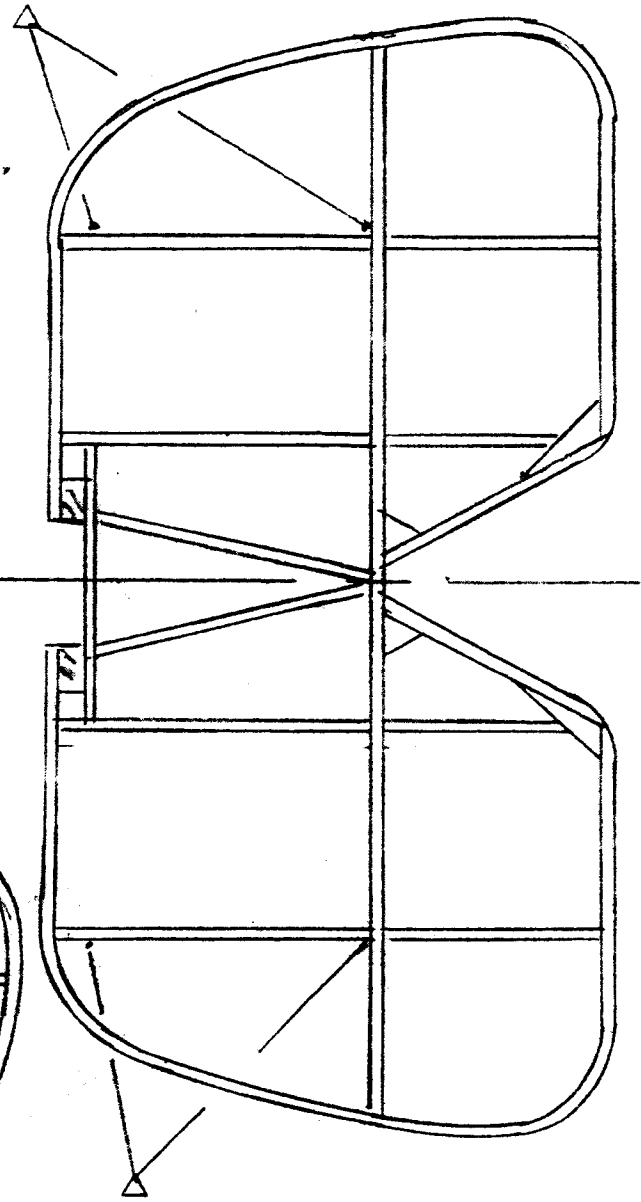


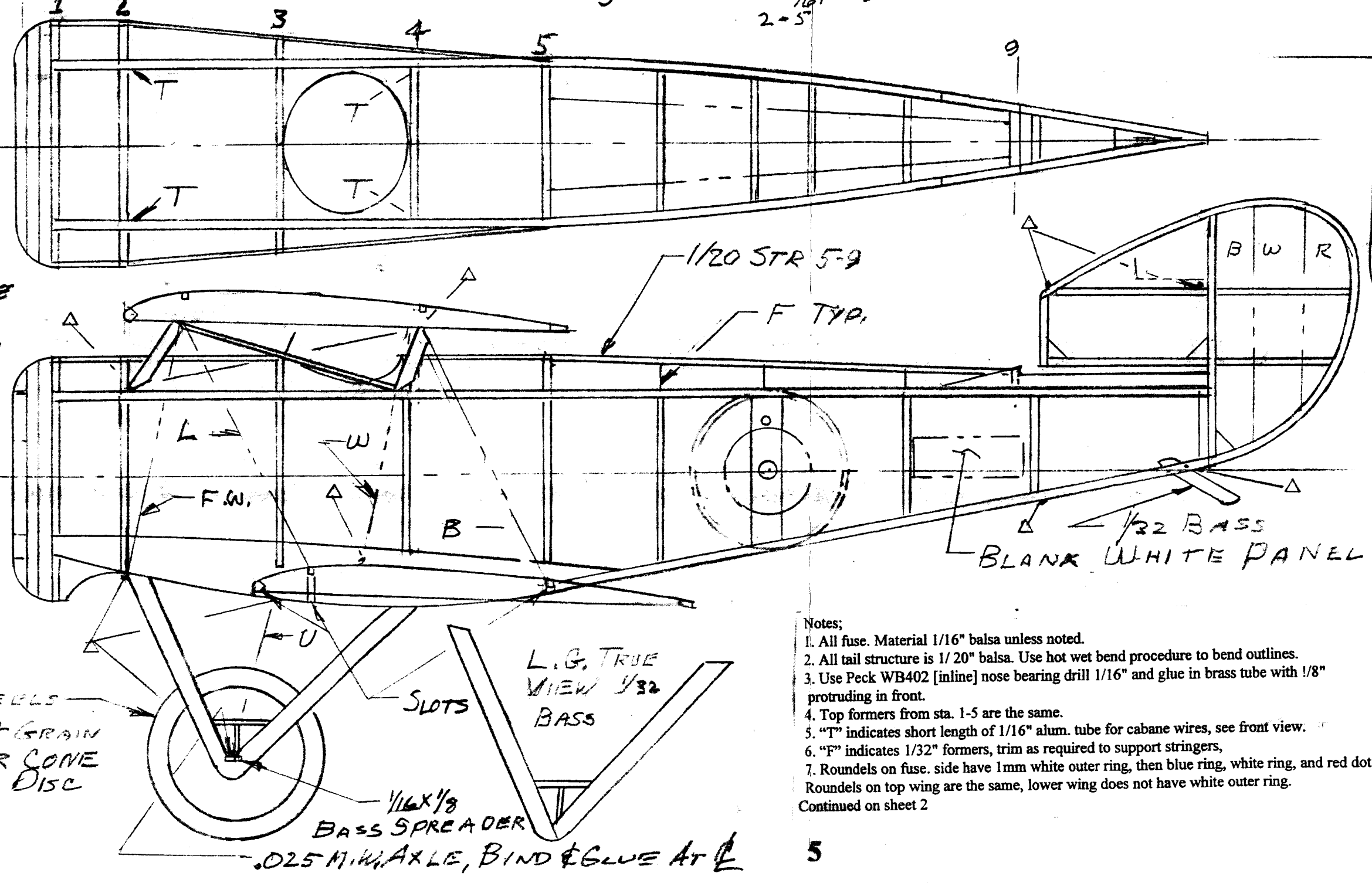


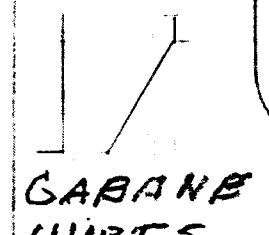












Notes;
1. All fuse. Material 1/16" balsa unless noted.
2. All tail structure is 1/ 20" balsa. Use hot wet bend procedure to bend outlines.
3. Use Peck WB402 [inline] nose bearing drill 1/16" and glue in brass tube with !/8" protruding in front.
4. Top formers from sta. 1-5 are the same.
5. "T" indicates short length of 1/16" alum. tube for cabane wires, see front view.
6. "F" indicates 1/32" formers, trim as required to support stringers,
7. Roundels on fuse. side have 1mm white outer ring, then blue ring, white ring, and red dot. Roundels on top wing are the same, lower wing does not have white outer ring.

Continued on sheet 2

Sopwith Bee

Sheet 1 of 2
Peanut scale; Outlines and color information based on info. From Mr. Mike Roach of the UK.
Model design by
Al Backstrom

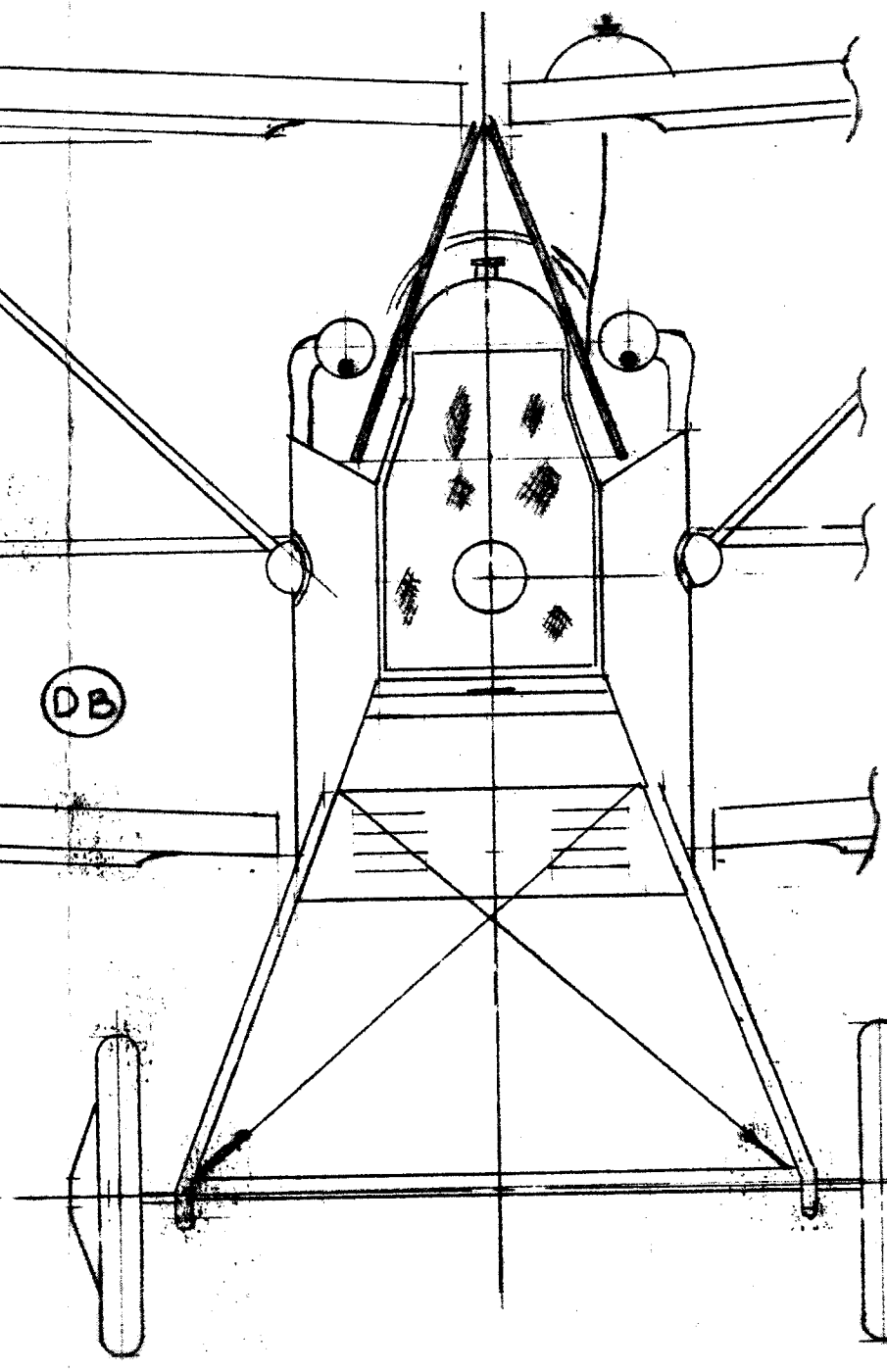
3°

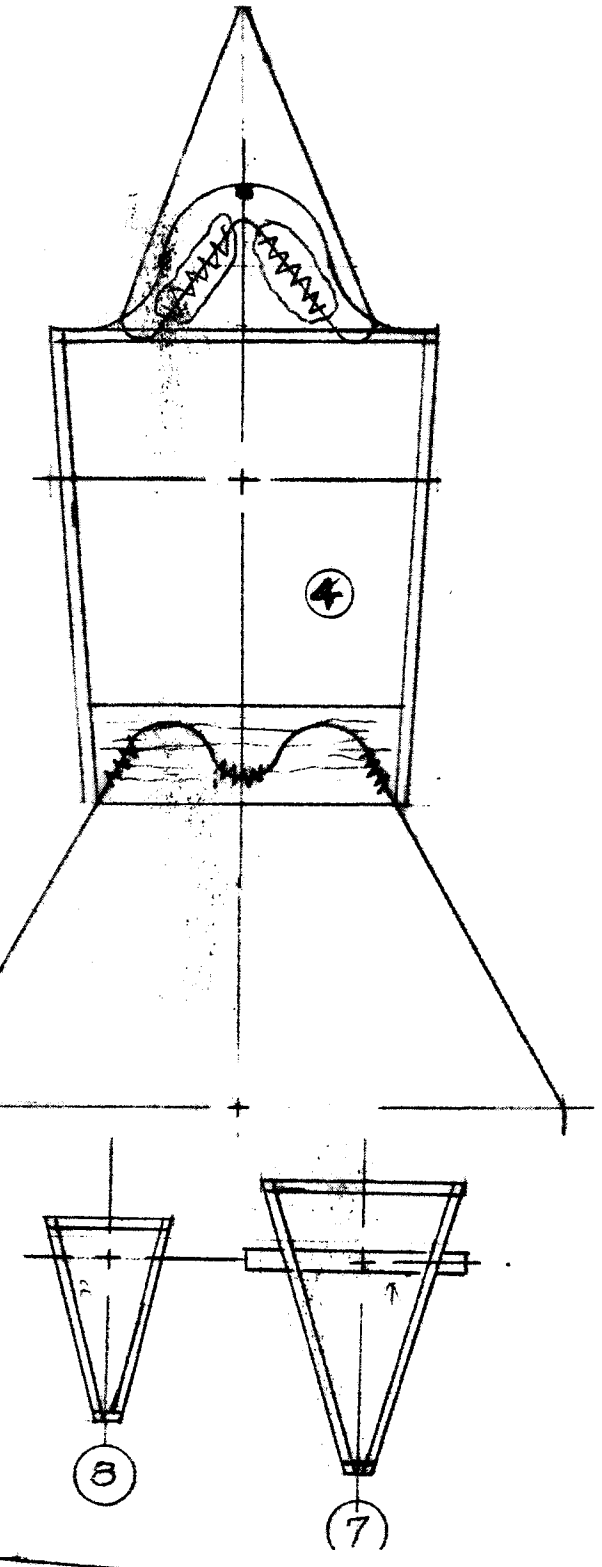
3°

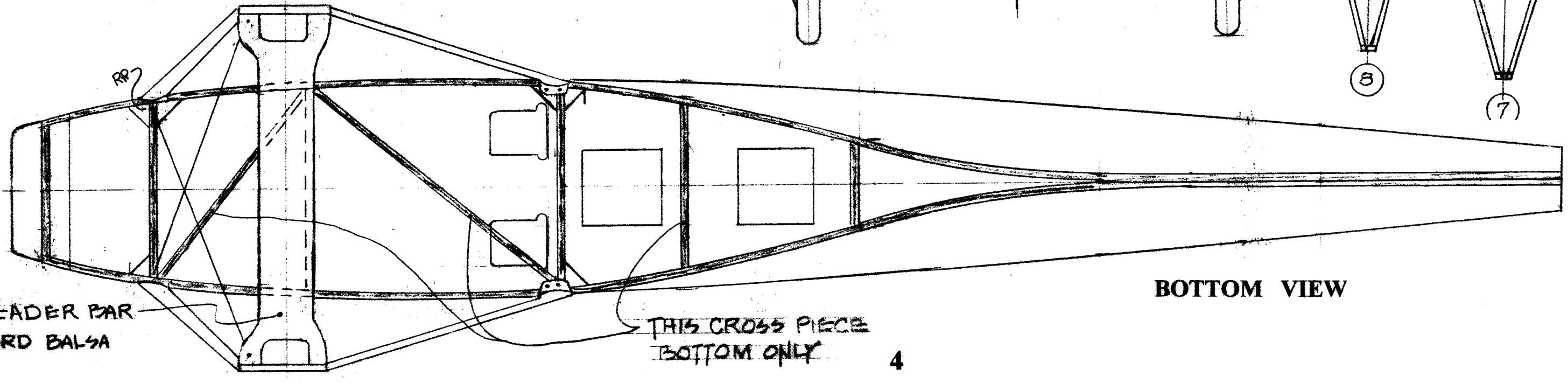
± PLY DIHEDRAL BRACE (DB)
2 RQD

COLOR SCHEME

WINGS, FIN-RUDDER, STABILAZER: LINEN CLEAR DOPPED
FUSELAGE: BROWN VARNISHED PLYWOOD ALUMINUM TOP
FROM (1) TO COCKPIT - BOTTOM FROM (1) TO 4
RADIATOR: BRASS ALL STRUTS: BLACK



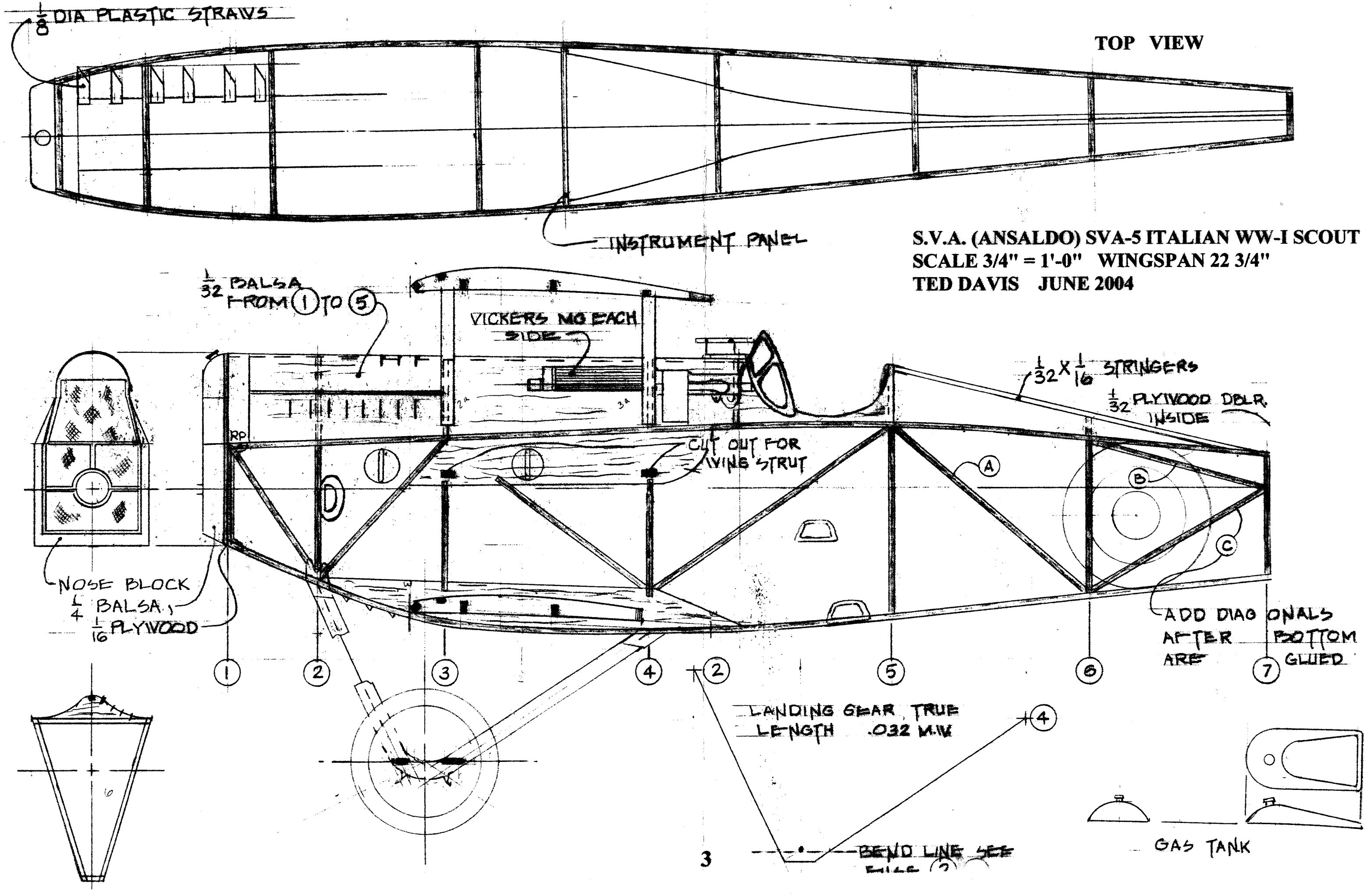




BOTTOM VIEW

TOP VIEW

S.V.A. (ANSALDO) SVA-5 ITALIAN WW-I SCOUT
SCALE 3/4" = 1'-0" WINGSPAN 22 3/4"
TED DAVIS JUNE 2004



5 9/16" HERE = 3°

3/32 ~~SQ BASSWOOD~~ OR HARD BALSA ON EDGE

1/32 BALSA 3 LAMS

1/16 X 5/32 BALSA

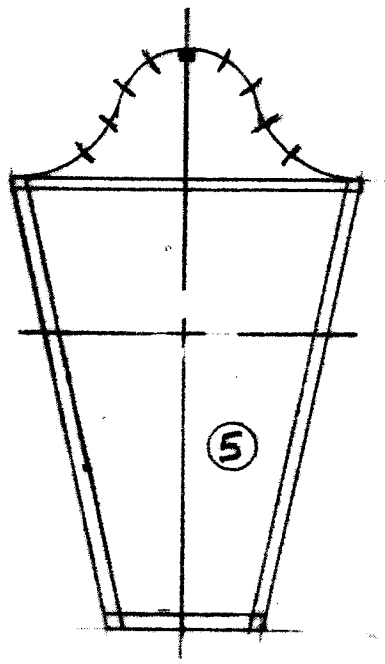
5 1/8 WASHOUT HERE

3/32 BALSA - FLUSH W/ TOP OF BOTTOM WING - 4 PLACES

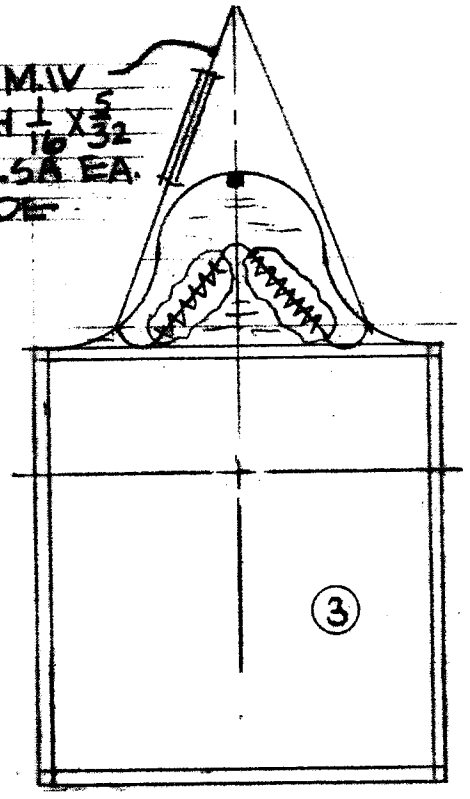
3/32 X 1/4 T.E.

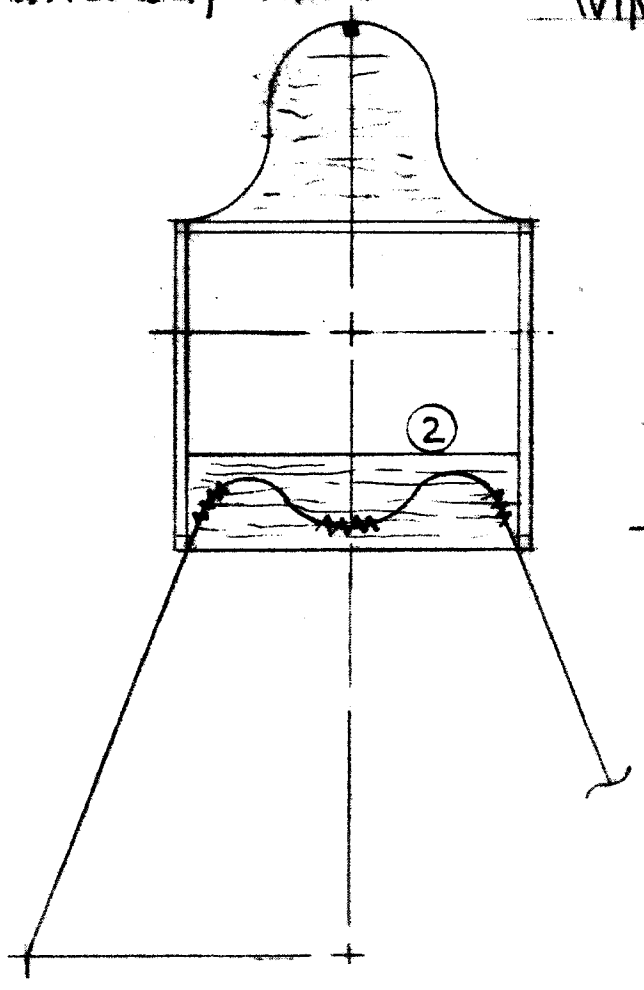
3/32 BALSA BOTTOM OF TOP WING TYP 8 PLACES

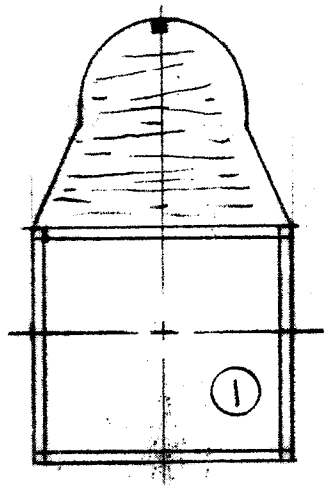
DB

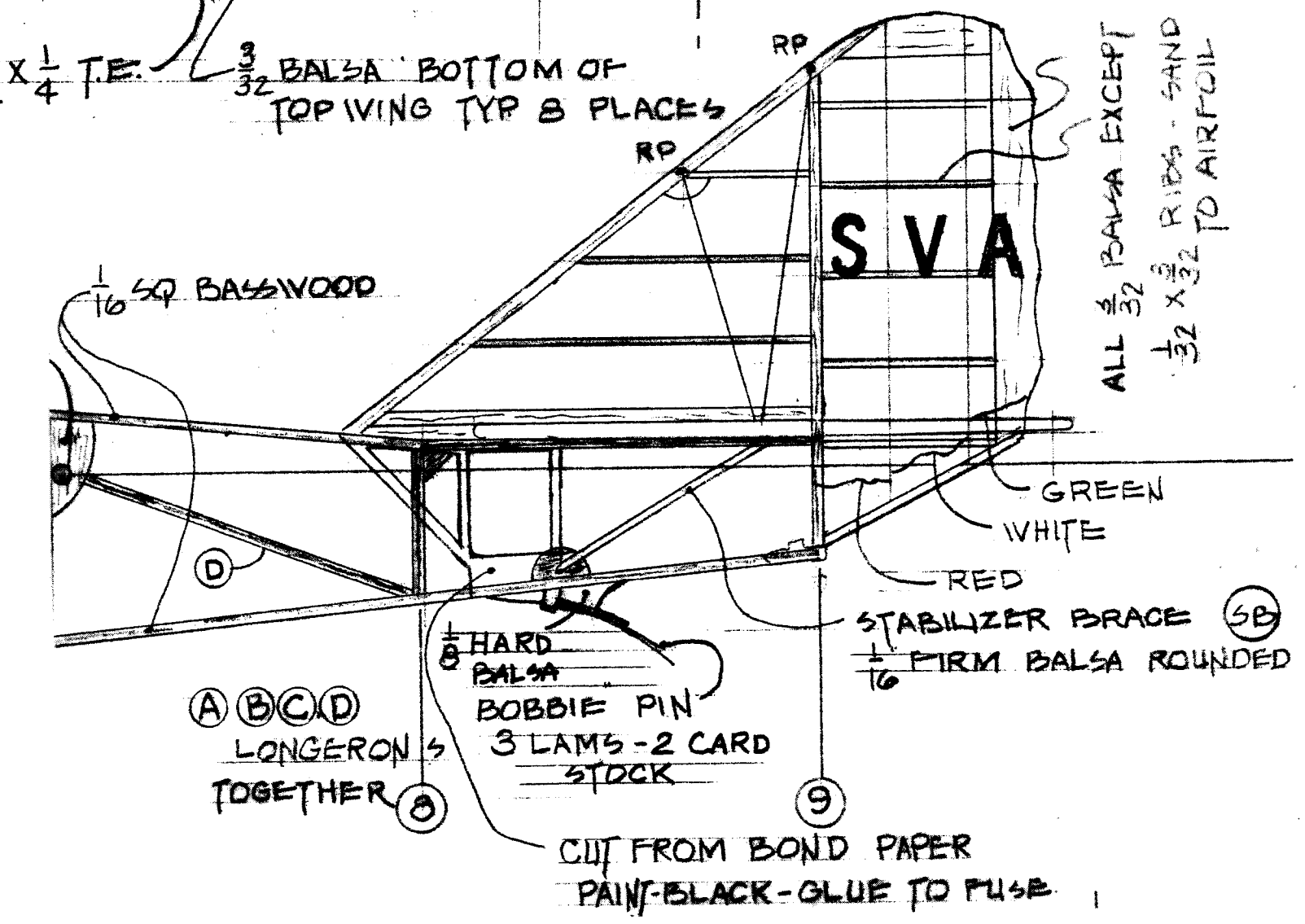


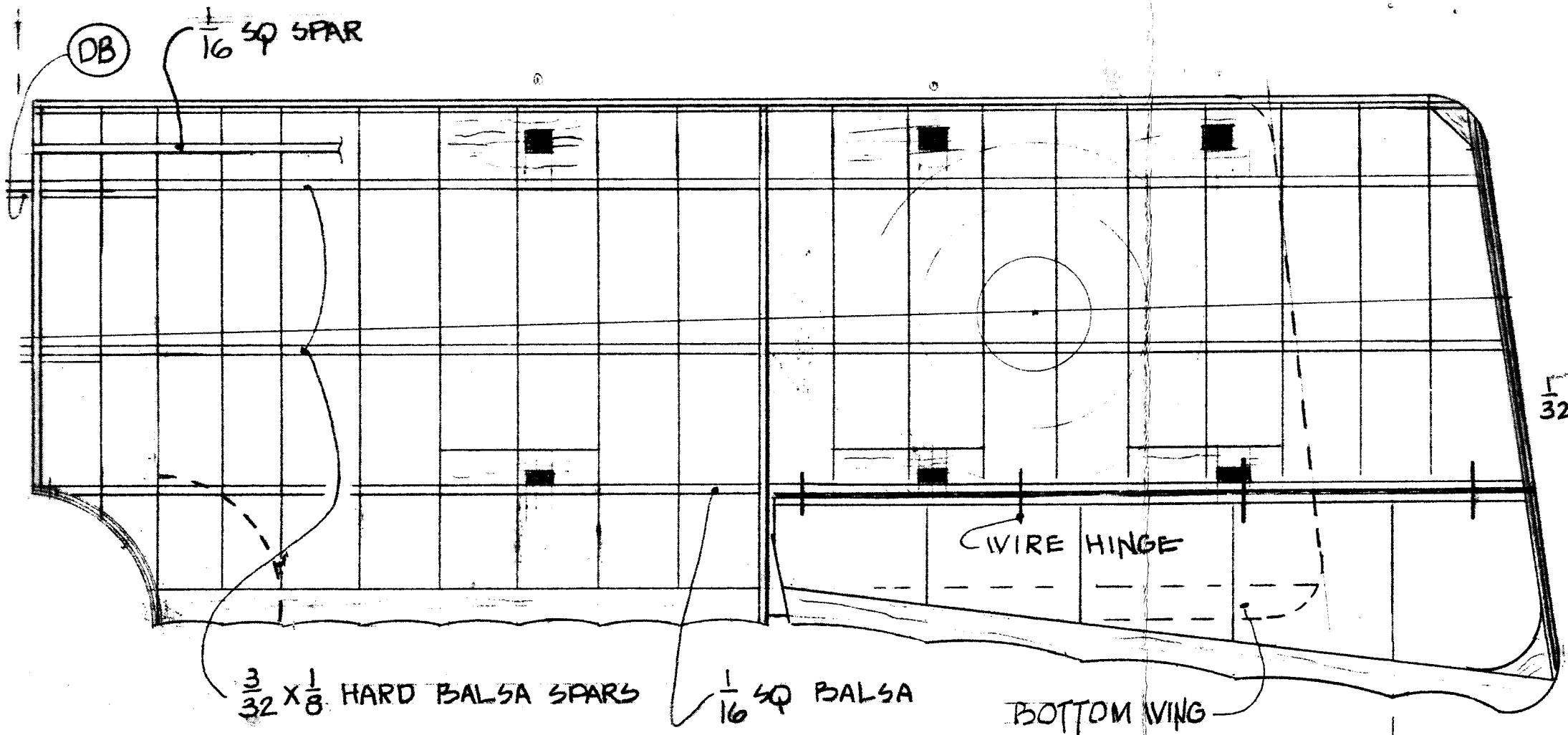
.015 M.W. WITH 1/16 X 5/32 BALSA EA. SIDE

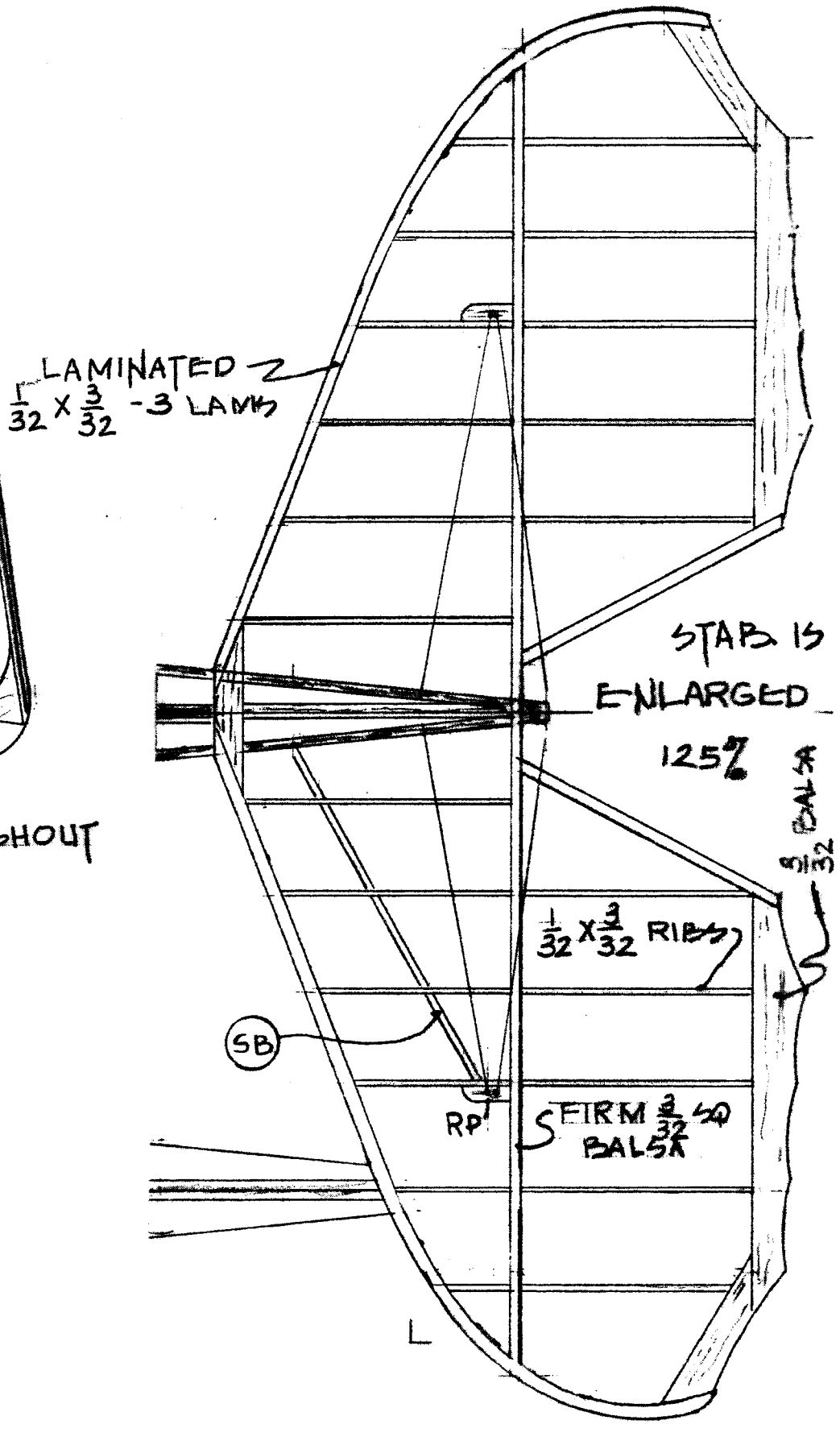


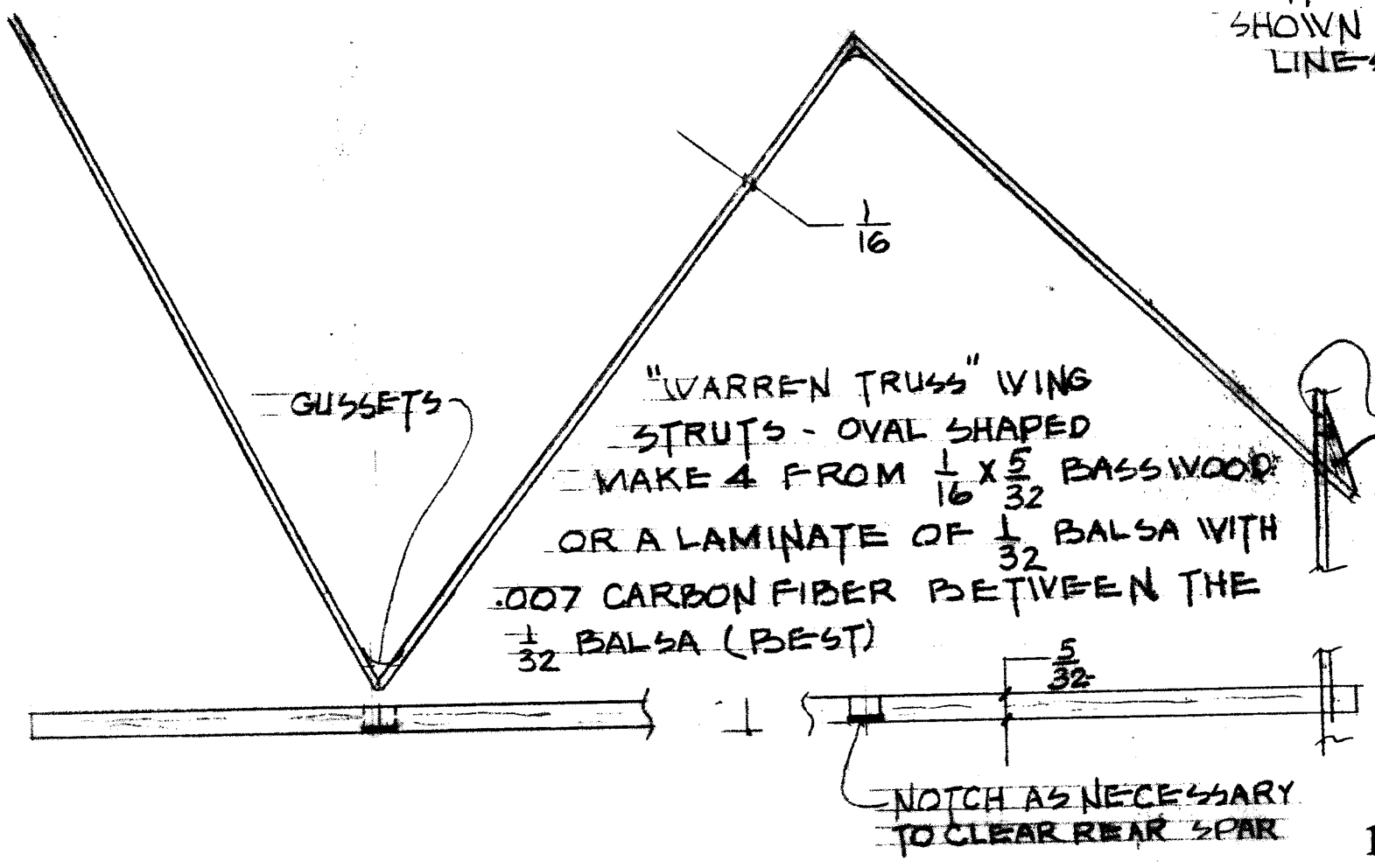


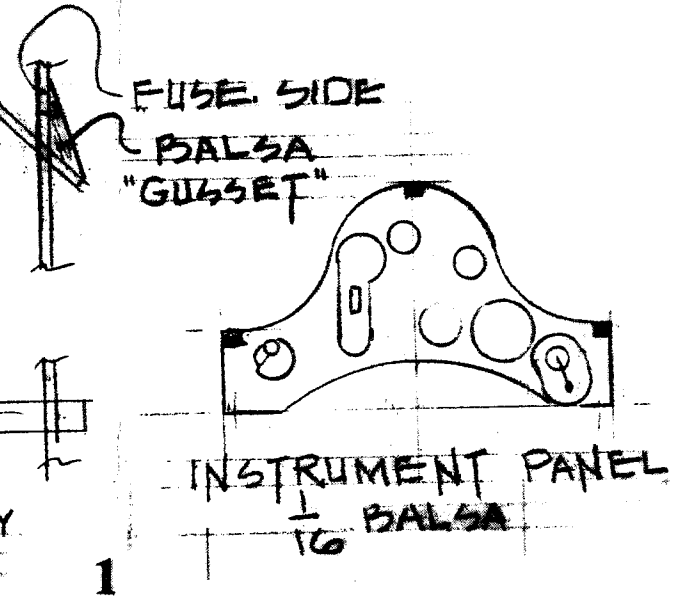





DB
1/16 SQ SPAR
WIRE HINGE
3/32 X 1/8 HARD BALSA SPARS
1/16 SQ BALSA
BOTTOM WING SHOWN BY DASHD LINES
1/8" WASHOUT


LAMINATED 1/32 X 3/32 -3 LAMS
STAB IS ENLARGED 125%
1/32 X 3/32 RIBS
SB
RP
FIRM 3/32 SQ BALSA
1/32 BALSA
L


1/16
GUSSETS
"WARREN TRUSS" WING STRUTS - OVAL SHAPED
MAKE 4 FROM 1/16 X 5/32 BASSWOOD
OR A LAMINATE OF 1/32 BALSA WITH .007 CARBON FIBER BETWEEN THE 1/32 BALSA (BEST)
5/32
NOTCH AS NECESSARY TO CLEAR REAR SPAR


FUSE SIDE
BALSA "GUSSET"
INSTRUMENT PANEL
1/16 BALSA