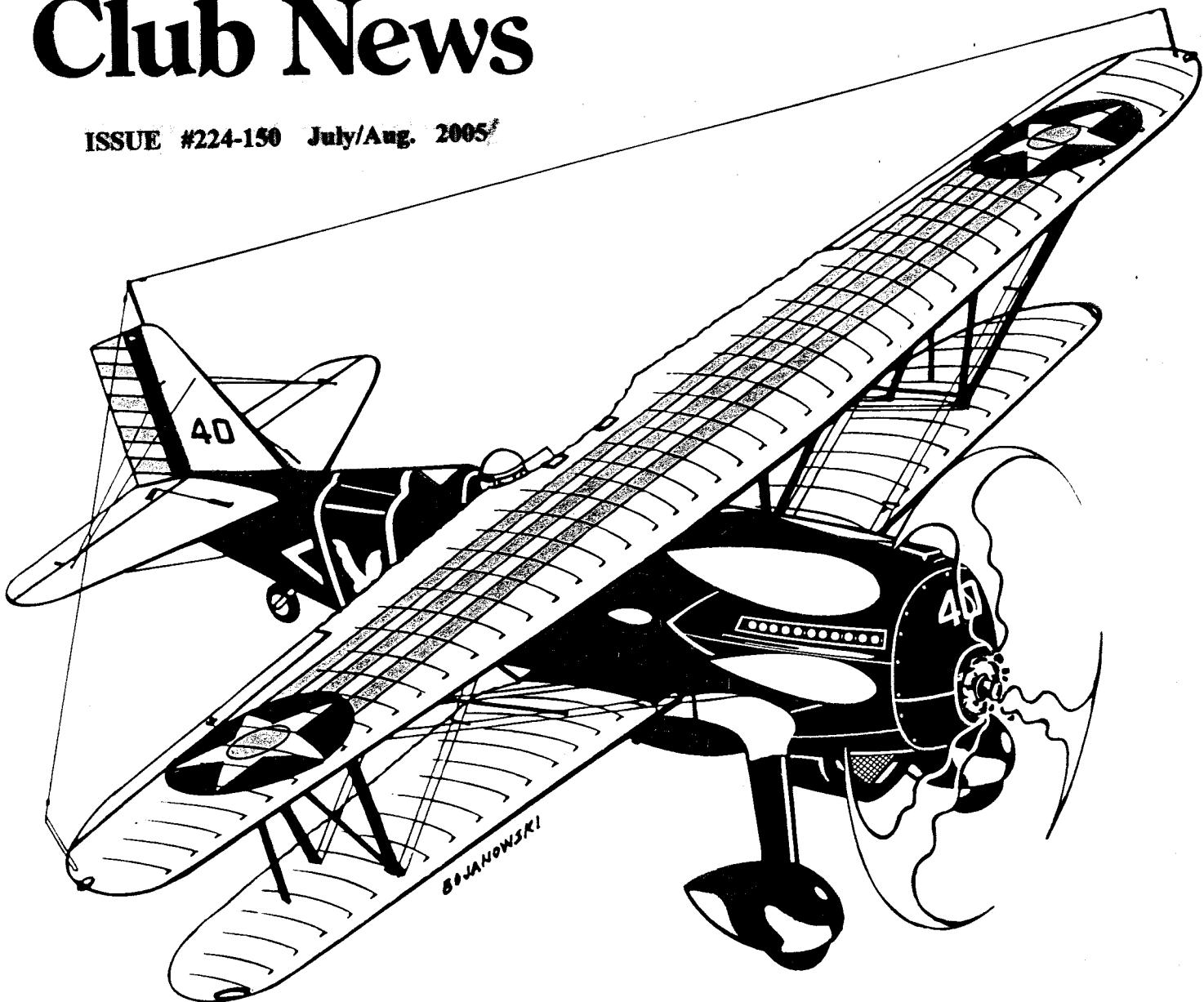


FLYING ACES

Club News

ISSUE #224-150 July/Aug. 2005



NEWS ON THE WING!

Thanks to everyone who came to the FAC Non-Nats. All of the people who worked at the motel during the scale judging session and the people who worked on the field during the contest. I don't want to name names because I will surely leave someone out, which I definately do not want to do. You all know who you are. I want you all to know that your efforts are not forgotten. We all appreciate what you do for the "Flying Aces Club". And, a special thank you to my CD, Ross Mayo for doing another excellent job!

The plans in this issue came from Bill Simpson (Coonley Special), Dave Stott (Junkers W-34), John Blair (Waterman Gosling), Mike Nassise (Fiat G.50bis), Al Backstrom (DeHavilland T.K.1) and from GHQ's files we have the Nieuport XVII by the Dallaire Model Co. The Waterman and the Fiat are Pseudo Dimers. The Junkers W-34 is enlarged from one of Daves originals. Thanks to all of you again!

Lest we forget the cover art, it was once again done by Bob Bojanowski. We also used his drawing as the subject for one of our T-shirts and for this year's Geneseo plan. See further on in this issue how you can purchase one of these plans as well as the T-shirts. These purchases keep your annual dues down!

Lest we forget the cover art, it was once again done by Bob Bojanowski. We also used his drawing as the subject for one of our T-Shirts. The Geneseo plan for this year is a Donald F. Duncan, Inc. copy of the Curtiss P-6E Hawk, with a wingspan of 20 inches. This is one of the better plans of this aircraft and you can get one for just \$5.00 postpaid by sending your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. The ad for the T-Shirt is further on in this issue. We would like to see you all at Muncie, In. on Sept, 10th & 11th For the FAC Outdoor Champs and at Geneseo, N.Y. on Sept. 24th for the contest being put on by the Erie Model Aircraft Assn. See the notice in this issue for more details.

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

Veteran aviation writer Bob Whittier has on hand several hundred copies of the "Phineas Pinkham Scrapbook", a soft-cover publication containing reprints of 10 Pinkham yarns from the 1930s. He would welcome ideas on ways to sell these books. Would prefer to sell the whole lot at a good discount, but will fill individual orders for single copies at \$10.00 each, postpaid. Orders for five or more would get the usual 40% trade discount, with buyer paying for postage. Bob's address is 17 Lodgepole Lane, Kingston, MA 02364.

FLYING ACES CLUB CALENDAR

We have been asked several times in past years about an FAC calendar which would feature models from some of our fellow FACers. Well, we are going to attempt to do it. What we need are 8X10 glossy photos of your models. The photos would become the property of FAC-GHQ and there would be no reward to the individual except for the honor of having his model included in the calendar. There would be no guarantee that all photos would be used as we would only use 12 of them. You can send as many views and as many different models as you wish. We would also have to have a brief discription of the model such as, size, what kind of power, did you build it from a kit (whose), did you build it from a plan (whose) and any other information you may wish to add. All profits from this venture would go into the FAC general fund.

FLYING ACES

Club

Flying Aces Club decals are back! We have had many requests for them over the last few years but the decal manufacturers wanted way to much money for them. Now, one of our members has been kind enough to make them for us at cost. They are priced at \$1.00 each with a minimum of 3 decals per order. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

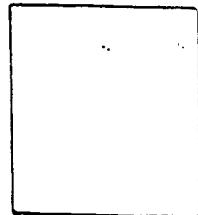
ERIE MODEL AIRCRAFT ASSN. CONTEST SCHEDULE FOR 2005

Dates; Aug. 14th---Sept. 24th---Oct. 16th. The Aug. and the Oct. dates are in Erie and the Sept. date is going to be at Geneseo, N.Y.

The events are; High Wing Peanut, FAC Peanut, Golden Age Civil, Golden Age Military, Modern Civil, Modern Military, WW-I, No-Cal, Dime Scale, Embryo, O.T. Stick/O.t. Rubber combined, Two-Bit O.T. Rubber, Phantom Flash, Old Time Plan Scale, Greve and Thompson Races (may be combined), FAC Scale.

Awards to the six events with the highest number of entries. For more info contact; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. 814-833-0314.

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.



A REPORT OF THE 2005 FAC NON-NATS

July 15, 16 and 17, 2005...not the best weather for outdoor ice hockey, but not a bad weekend for the Non-NATS! At least GHQ did not hear any complaints from the 125 official registrants and their ground crews about the thirty-two events flown over the course of two rather hot and humid days. Okay, so it did rain a little and there were some gripes about the Non-NATS NOT being a three-day event, but the camaraderie was first rate from start to finish.

Judging at the new and improved Quality Inn (A.K.A. Days Inn) went rather smoothly with the help of all the volunteer judges and runners. A tip of the ol' pith hat to Don Lang, Pres Bruning, Jack Moses, Paul Boyanowski, Ralph Kuenz, Fred Wunsche, Charlie Schobloher, Bob Blair and Fran Ptaszkiewicz for a job well done. These men could not have done their duties without our adorable models Janet Lang and Lynne Lewis. Oh, darn, another typo...that should read...our adorable scale model registers Janet and Lynne. Of course, none of the faithful could have gotten anything judged until they passed through the "people registration" so ably run by Juanita and Lin Reichel. In addition, who could pass the merchandise table without grabbing a bargain or raffle tickets from Diane and Roy Courtney? To all the venders who made the Friday evening waiting a little more bearable, GHQ thanks you also.

Not only do we extend thanks to the Quality Inn, but to SUNY and the HAG. Without their assistance, there would not be an event there in Geneseo. However, the biggest and most heartfelt thank you goes out to the heroes of Saturday morning...without those Porta Potties, the weekend would have been a lot steamier!

I also want to thank all the men who helped put up all the canopies Thursday afternoon...to George Lewis for the use his new mini-bike...to all the volunteers who helped run the mass launch events...to everyone who donated to the raffle...thank you one and all. I apologize if I left anyone out.

So how many official flights can 125 FAC'ers put up in 16 hours of flying? 971...give or take a few...that's how many. In addition, think of how many test flights were made during that time...WOW!

Here are few stats: Most models and flights in a scale event go to FAC Rubber Scale with 28 models and 58 flights. Most models and flights for a non-scale event go to Embryo with 24 models and 72 flights. In addition, most models and flights in a mass launch event once again go to WWII Combat with 36 models and 81 flights. By the way, all mass launch events took less than fifty minutes to fly.

Sunday afternoon flying was put on hold for a brief period while we honored several of the FAC Family who are now flying with the angels. A line of flyers faced us, stepped forward individually and called off the name of a loved one while offering up a toast in their honor. At Lin's side were Vic Didelot's widow Ruth and son Richard. Collectively, we toasted all the dearly departed and then with taps being played by Roy Bourke on his harmonica, Bob Blair released one of Vic's Embryos attached to helium balloons. For a few minutes, the buzz and heat of the hectic weekend was placed in perspective while we watched Vic's model silently drift upwards on the breath of the FAC Spirit.

Sunday's award banquet was a time of celebration. Finally, we were all together in air-conditioned comfort, iced drinks and no worries about Porta Potties! The food was delightful...second only to a great joke by the M.C. (I understand, however, he did not make the cut of American Idol.) Vance Gilbert, on the other hand, did entertain us with a song as a tribute to Vic.

The first through third place plaques were handed out with hardly a hitch. All the results of the contest are in this issue.

There was a new perpetual trophy awarded this year. Called the Victor G. Didelot Memorial Trophy, it will be awarded each year to the FAC member who most demonstrates the spirit of the FAC. The first recipient of this most prestigious award is Vance Gilbert. Congratulations! Vance, you have set a very high standard for all of us to follow. You Go Bro!

Well, if you missed this edition of the Non-NATS, I hope this report wets your appetite for next summer's NATS.

BUILD...FLY...WIN...EFF...AAA...CEEE! Ross P. Mayo, Air Marshall, Adjutant to the C.O.

2005 Non-NATS

Top six events by models:

1. WW II Combat	36
2. FAC Rubber Scale	28
3. Greve Race	27
4. WW I Combat	25
5. Embryo	24
6. Dime Scale	21

Top six events by flights:

1. WW II Combat	81
2. Embryo	72
3. WW I Combat	71
4. Greve Race	61
5. FAC Rubber Scale	58
6. Dime Scale	57

Top six events with MAXES:

1. OT Gas Replica	26
2. OT Rubber	18
3. Golden Age Civil	7
4. Embryo	7
5. OT Stick	6
6. 2-Bit OT Rubber	6

(No-Cal had 11 flights over 120 seconds.)

JIM'S TIP; Motor peg sleeves, good stiff ones ones of various sizes can be found around your home in all kinds of spray bottles. Wash thoroughly, cut and enjoy! Also, I am looking for a set of B-25-J plans if you can locate them in Peanut, Dime Scale, etc. I will take care of the cost. Jim Bailey, 1100 Light, Apt. C-7, Greeneville, Tn. 57743.

FAC GENESOE SPONSORS

We want to thank the following event sponsors for their support at this year's contest at Geneseo, N.Y. Their help each year contributes mightily to insure that the contest is successful. And this year's was (at least it seems so) even better than in the past.

John Regalbuto	Bay State Squad.
Phil & Jerry	Vic Didelot
Bernard Gillespie	Easy Built Models
Calumet Escadrille	F.A.I. Model Supply
Shorty's Basement	Allen Hunt Plans
Roy Gimlin	Diels Engineering
Classic Aircraft	Fran Ptaszkiewicz
Detroit Cloudbusters	

PRIZE DONATIONS

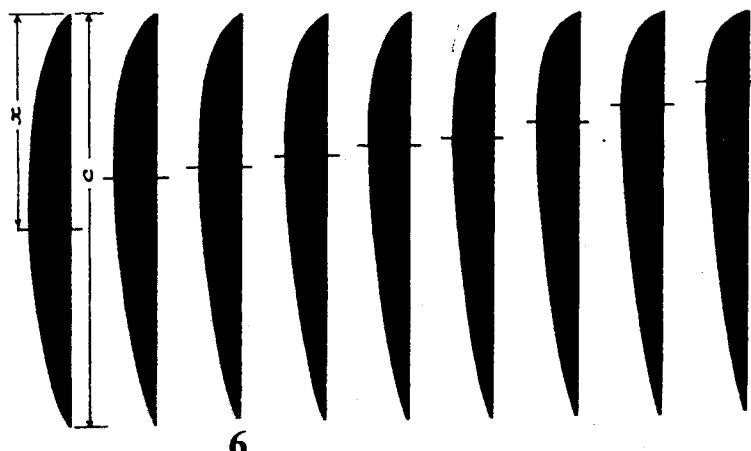
The following companies and individuals contributed prizes to this year's Geneseo contest. For this we are extremely grateful. This is the kind of thing that helps to make these contests successful. We certainly give them our thanks from the bottom of our hearts.

Peck-Polymer	Dumas Model Products
Lin Reichel	Fred Wunsche
Charlie Schbloher	Juanita Reichel
Vic Didelot	Easy Built Models
Shorty's Basement	Lone Star Models
Hannan's Runway	Black Sheep Squadron
Stu Weckerly	Hi-line Products
Penn Valley Hobby	Golden Age Repro.
Bob'a Aircraft Doc.	Charles Schultz Plans
Bob Isaacks	Denny Dart Co.
Fran Ptaszkiewicz	

* * Where Max Thickness? *

Mumbo Jumbo #121 from the Glue Guru

Our airfoils tend to have a flat bottom and a curved upper surface. The upper contour helps our cause by neatly accelerating air passing over the top. We control the acceleration by choosing the position of maximum section thickness. If the onset of wing thickness is too blunt, resulting in too abrupt an acceleration, there is a tendency to stall out at low angles of incidence. Too gentle an acceleration results in more drag than necessary, and a corresponding lower lift/drag ratio, meaning an inferior glide ratio.



The sketch below illustrates the various approaches to the issue of max thickness location. Imagine the wing sections shown in silhouette to be flying towards the right. Towards the bottom we have the blunt nose type. At the top we have the slow acceleration, or gentle rise type. We can convert the rate of rise into numbers by taking the distance along chord C at which the airfoil reaches maximum thickness and calling it X, and then working up the ratio X/C. For the sketch at the very bottom the ratio is 0.17 and that at the top equals 0.50. Which is best? This issue pushed British wind tunnel workers into testing each and every one of the silhouetted wing sections back in 1912. While the result hardly qualifies as the last word, the tunnel seems good and the test wind speed of 30 feet/sec not that far removed from FAC reality.

Using as standards (1) the highest possible lift coefficient, and (2) the best value of lift/drag, the best overall result went to those airfoils located in the middle of the sketch. The winner had a max thickness located at about the 1/3 chord point. There is nothing new in the above result; FAC has been flying airfoils of the winning type for a long time. However, new to me is the extent by which the winner beats the loser.

The gentle 0.50 airfoil and the blunt 0.17 share an almost identical lift/drag ratio, while the best or 0.33 airfoil is some 20% better. The difference is meaningful.

In terms of maximum lift, the blunt airfoil peaks at a lift coefficient of 0.8; the gentle at 1.3 and the optimum at about 1.2. All in all, go with a max thickness at 0.33 chord!

* * *
(Data from: Gt. Brit. Tech Rept. Adv. Comm. Aero. Year 1912-1913 Tech. Rept. # 72)

BARRON FIELD AIR RACES OCTOBER 22-23, 2005

FLYING ACES CONTEST IN WAWAYANDA, NY

Saturday October 22nd

9AM-5PM

FAC Scale

Peanut Scale

Embryo

No-cal

Blur Race

Oldtime Kit Scale

Golden Age Racers Mass Launch
(Greve & Thompson combined)
WWI Mass Launch (biplanes)

Sunday October 23rd

9AM-3PM

Jumbo Scale

Power Scale

Fiction Flyer

Dime Scale

WWII Mass Launch
Modern Military Mass Launch
Golden Age Scale
Flying Horde (any scale model)
Harvey Wallbanger Award

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

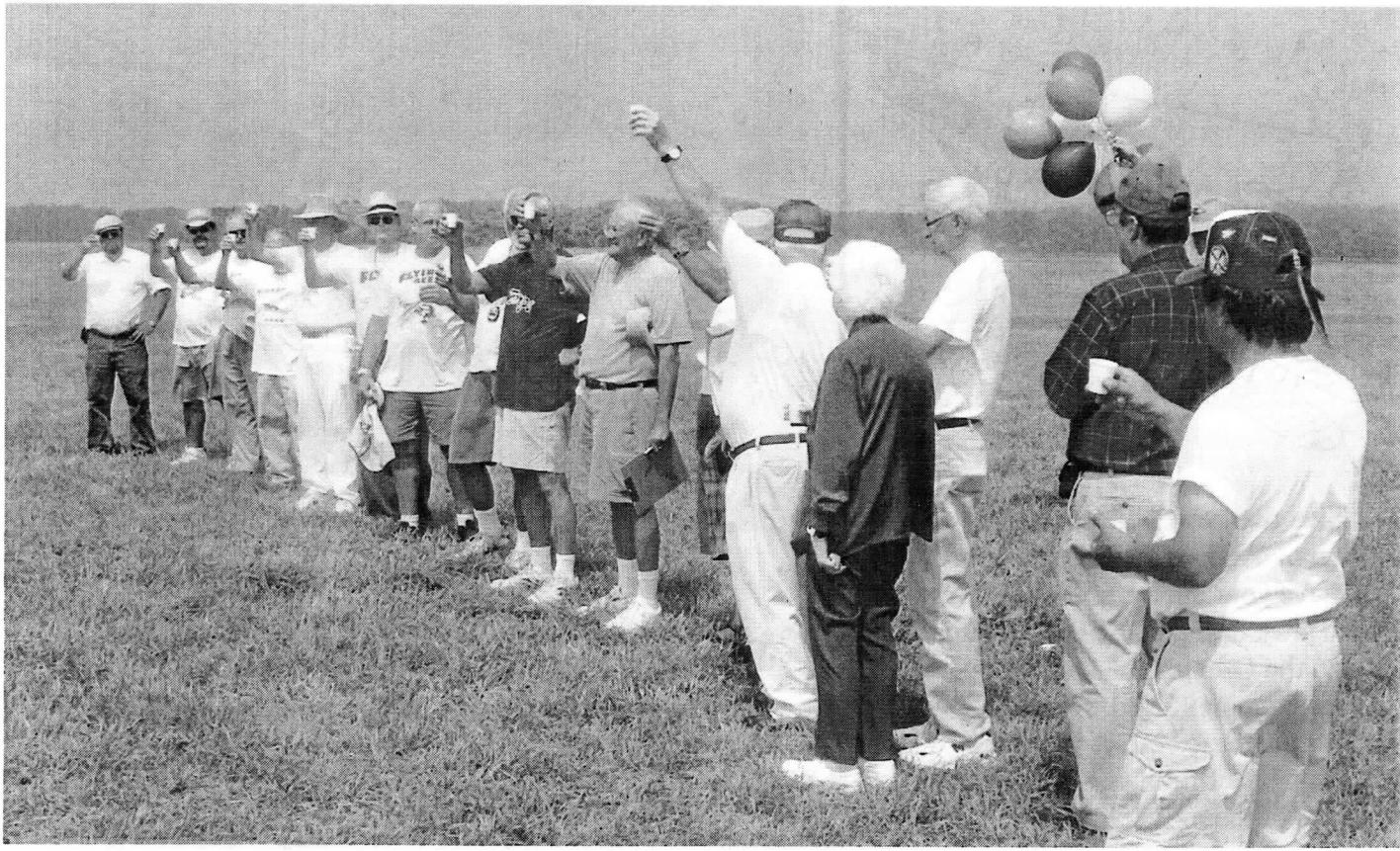
Contest Directors:

Tom Hallman 610-395-5656. John Houck 610-488-6235

Directions: www.hallmanstudio.com/wawawamap.jpg

GONE WEST.....

Two more of our band of skyusters have left us since the last newsletter. Carlo Godel who was the leader of FAC Squadron #64 passed away on May 18, 2005 and Alex Donovan from Ellicott City, Md. Also has gone to the big thermal. Our condolences to their families and many friends.

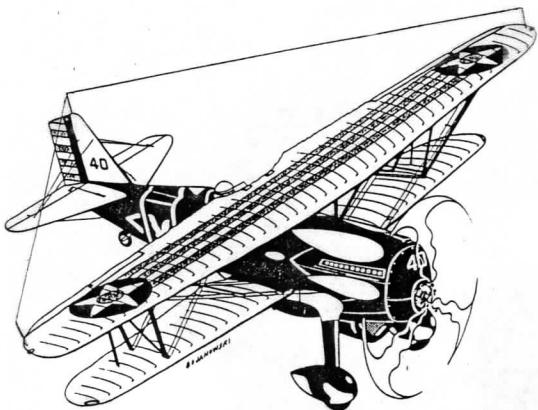


A "Toast to the Fallen" preceeded the release of a balloon cluster bearing one of Vic Didelot's models in a salute to those FAC members who passed away during 2005.



Vance Gilbert launches his Avia on its final official in Jumbo Scale late Sunday afternoon. The bipe finished second.

NEW T-SHIRTS FOR 2005

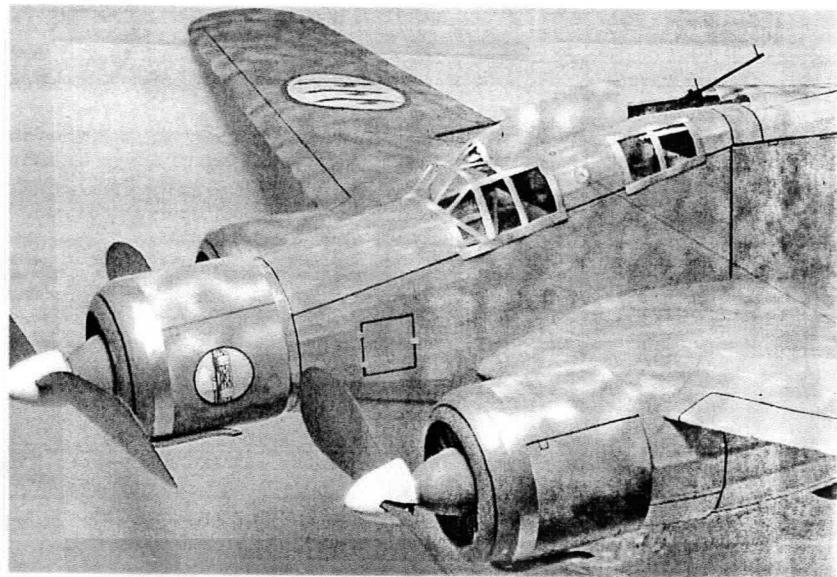


We have two new T-Shirts for this year Skysters. And real beauties they are! You have your choice of the Curtiss P-6E Hawk designed by Bob Bojanowski and the Grumman F3F-1 designed by Pres Bruning. And, you just may want to purchase both of them, they are really beautiful in the 1930's color schemes of the military!

Both shirts are priced at \$15.00 each postpaid. We sold a lot of these shirts at Geneseo last month and some sizes are in short supply. So if you want to get these shirts we advise you to get your orders in A.S.A.P. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Sizes available for the Curtiss P6-E; small 1 left, Large, X-large, XX-large, XXX-large 1 left.

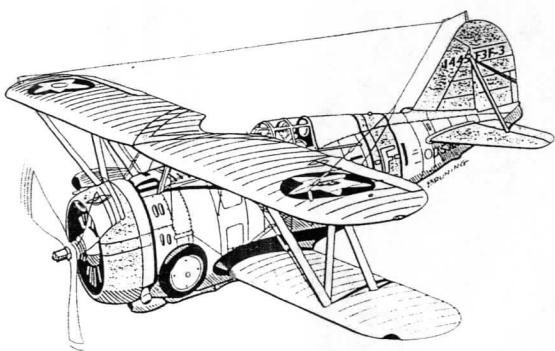
Sizes available for the Grumman F3F-1; small, large, X-large, XX-large, XXX-large 1 left.



**THE ABOVE PHOTO APPEARED
IN A RECENT ISSUE OF A MODEL
MAGAZINE. SPINNERS ON SPIN-
NERS IS A NO--NO ON FAC SCALE
MODELS. THE MODEL HAS BEEN
CORRECTED.**

GREVE RACE

Contestant	Plane	Place
Bill Henn	Chambermaid	1
Jim DeTar	Mr. Smoothie	2
Ed Pelatowski	Folkerts SK-3	3
Paul Boyanowski	Chambermaid	
Chris Starleaf	Chambermaid	
Frank Rowsome	Chambermaid	
Ollie Benton	Chambermaid	
Mike Nassise	Chambermaid	
Gordon Roberts	Chambermaid	
Chris Boehm	Chester Goon	
Bob Bojanowski	Chester Jeep	
Dave Franks	Folkerts SK-3	
Greg Gallo	Floyd Bean Special	
Bill Mueffelmann	Howard DGA-5 Ike	
Andrew Ricci	Keith Rider R-1 San Francisco I	
Bob Clemens	Keith Rider R-2 Bumble Bee	
John Houck	Keith Rider R-2 Bumble Bee	
Tom Nallen II	Keith Rider R-4 Jackrabbit	
Dick Gorman	Keith Rider R-4 Jackrabbit	
Pete Kaiteris	Keith Rider R-4 Jackrabbit	
Charlie Sauter	Keith Rider R-4 Jackrabbit	
Jack McGillivray	Mr. Smoothie	
Dan Kane	Mr. Smoothie	
Don Lang	Mr. Smoothie	
Dave Rees	Mr. Smoothie	
Walt Farrell	Mr. Smoothie	
Richard Zapf	Wittman D-12 Bonzo	



POSTAL CONTEST FINAL RESULTS

Indoor Peanut

1. Jack McGillivray	P-51B	160 sec.
2. Jack McGillivray	Found 100	117 "
3. Gary Hodson	S.D. 14bis	108 "
4. Mike Thomas	Lacey M-10	102 "
5. Stu Weckerly	Wittman Buster	79 "
6. John Houck	Farman Mosquito	63 "
7. Gordon Roberts	Lacey M-10	58 "

Indoor No-Cal

1. Mike Thomas	Stormavik	419 sec.
2. C Slusarczyk	Hosler Fury	216 "
3. Larry Loucka	Hosler Fury	210 "
4. Lyman Hatz	F4F Wildcat	174 "
5. Stu Weckerly	Helio Stallion	163 "
6. John Houck	FW-190A	78 "
7. Geoff Phillips	Gloster Meteor	35 "

Outdoor Peanut

1. Del Balunek	Waco UKC	290 sec.
2. Mike Thomas	Lacey M-10	142 "
3. Mark Kwasinski	Fairchild PT-19	62 "
4. Stu Weckerly	Wittman Buster	57 "
5. Gordon Roberts	Andreason	55 "
6. Ed Pelatowski	Ole Tiger	55 "
7. Ron Hummel	Monocoupe	54 "
8. Jim Lehrman	Lacey M-10	37 "
9. Ed McQuaid	Lacey M-10	22 "
10. F. Ptaszkiewicz	Martin MO-1	05 "

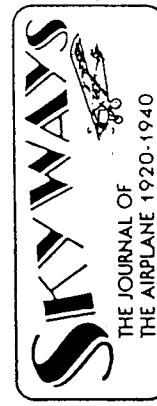
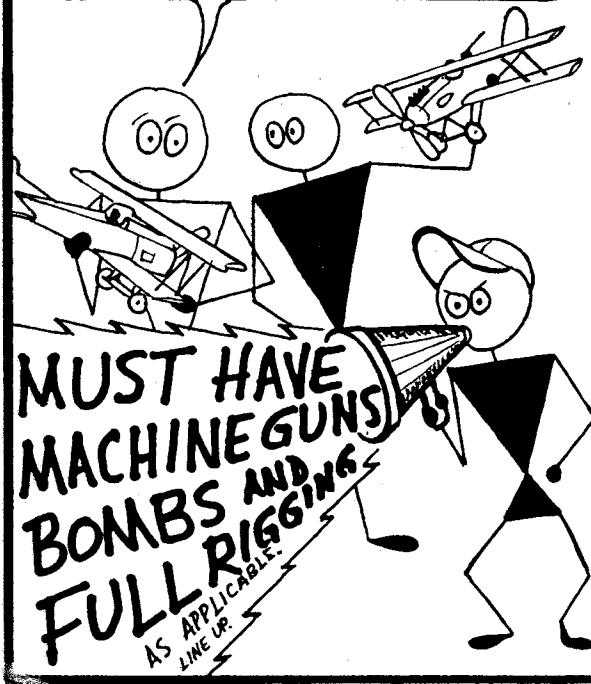
Outdoor No-Cal

1. Mike Thomas	Lacey M-10	275 sec.
2. Mark Fineman	Republic P-47H	274 "
3. Jim Lehman	Extra 400	252 "
4. John Stott	Sweet Pea	210 "
5. Ron Hummel	Mr. Smoothie	91 "
6. Ed Pelatowski	Cessna Cent.	71 "
7. Elvin Buchele	Keith-Rider	58 "
8. F. Ptaszkiewicz	Dornier Falke	08 "
9. F. Ptaszkiewicz	Westland Lysander	05 "

Congratulations to the winners who will be credited with a victory on the "Kanone" list. Thanks to all who entered and watch the pages in a future issue to read about the next postal contest.

INKLINGS by Chuck Wenlock

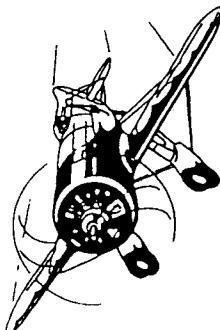
D'YA SEE THAT? HE FLATTENED
THE GRASS FOR A HUNDRED YARDS.



FREE ISSUE FOR NEW SUBSCRIBERS:
MENTION THIS AD!

Published by *WORLD WAR 1 AEROPLANES*, INC.
15 Crescent Road, Poughkeepsie, NY 12601, USA (815)473-3671
A NON-PROFIT MEMBER-ORIENTED SERVICE ORGANIZATION

COMING AT YOU! Two Quality Journals



- Featuring:
- Airplane restorations & reproductions
 - In-depth articles on historic aircraft
 - Great photos including details & cockpit
 - Scale & flying models
 - Accurate, detailed drawings
 - Paint, colors, markings
 - Museums & events
 - Aircraft, engines, parts for sale
 - Book & literature reviews
 - Your wants & disposals
 - Both
 - Send a sample copy at \$4 + \$3 pp:
 - WWI AERO
 - SKYWAYS

Note; Ailerons on lower wing only

De Havilland

Technical School

T.K.1

Wing Span 27 Ft.
Length 24 "
Wing Area 183.5 Sq. Ft.
Engine de Havilland Gypsy III

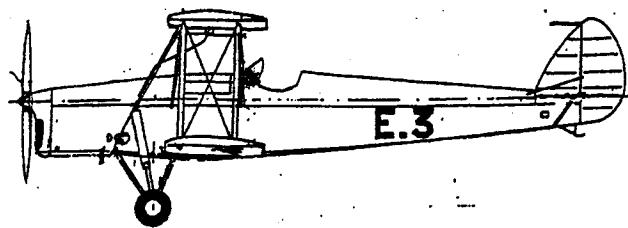
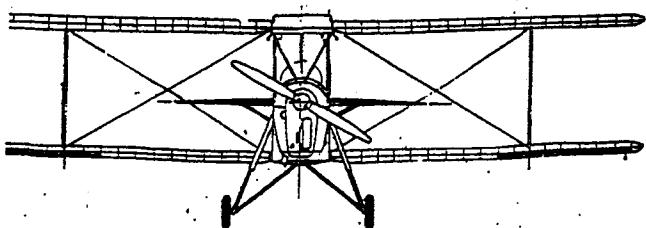
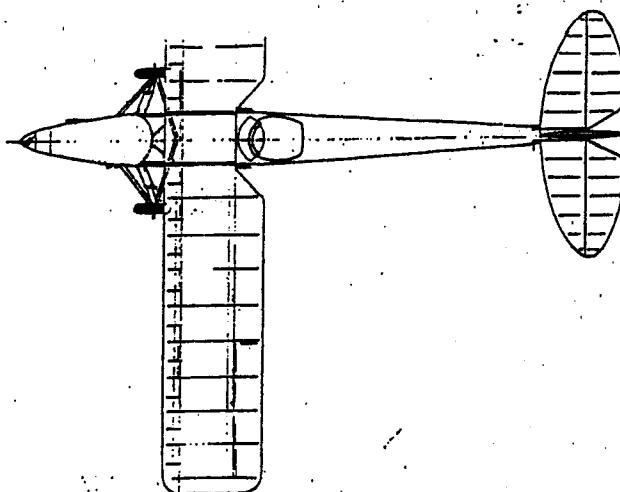
Placed fifth in 1934 Kings Cup Race flown by Geoffrey de Havilland

Color Yellow

References

1. Air Pictorial May 1972
2. De Havilland Aircraft By A. J. Jackson
3. Various photos of the airplane

Drawing from Air Pictorial revised based on photos



FAC POWDER PUFF SCALE

		FLT.	FLT.	FLT.	SCALE	BONUS	BEST		
Contestant	Plane	# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE
Juanita Reichel	Piper PA 16	92	110		50	0	80	130	1
Marie Rees	Vega	77			57	0	68.5	125.5	2

FAC MODERN AGE CIVIL SCALE

		FLT.	FLT.	FLT.					
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE			
Jack McGillivray	Found 100	120	120	120	360	1			
Jim DeTar	PA-20 Pacer	112	120	120	352	2			
Walt Farrell	Citabria	68	76	74	218	3			
Dave Mitchel	Cessna 140	71	56	75	202				
Clive Gamble	Cessna 160	90	96		186				
Pres Brunning	Turbo Ag Cat	44	37	62	143				
Vic Nippert	Turbo Porter	42	44	55	141				
Dave Rees	Piper Super Cruiser	63			63				

FAC OLD TIME PLAN SCALE

		FLT.	FLT.	FLT.	FLT.	PER	BONUS	TOTAL	
Contestant	Plane	# 1	# 2	# 3	TOTAL	FLT.	PTS.	TOTAL	PLACE
Tom Hallman	Cessna C-38	120	78	82	280	0	0	280	1
Walt Farrell	Miles Magister	50	111	65	226	10	30	256	2
Richard Zapf	Heinkel HE 112	74	48	74	196	10	30	226	3
John Houck	Fairchild 45	53	36	91	180	10	30	210	
John Stott	DH Tiger Moth	69	26	47	142	15	45	187	

FAC POWER SCALE												
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	A	B	C	D	E	F	G	PLACE
Tom Hallman	DH 2	120			120	20	140	82.5	62	2	146.5	1
Ted Allebone	Super Marine Walrus	25	120		120	30	150	82.5	60	3	145.5	2
Chris Starleaf	Fokker 100	99			99	25	124	82.5	60	2.5	145	3
Bob Bojanowski	Sopwith Pup	120			120	15	135	82.5	60	1.5	144	
Joe Barish	Taylor Aerocar	120			120	5	125	82.5	60	0.5	143	
Ed Pelatowski	RWD-8	120			120	3	123	82.5	57	0.3	139.8	
Ollie Benton	WACO SRE	107			107	15	122	82.5	54.5	1.5	138.5	

A = Best FLT., Total Sec. Unfactored, 120 Max
B = Bonus Points
C = A plus B
D = C factored, 82.5 max
E = Scale Score
F = Complexity Points (1/10th of B)
G = Total Score (D plus E plus F)

CACTUS SQUADRON ANNUAL CONTEST 2005

ALL EVENTS WILL BE FLOWN ON
SUNDAY OCTOBER 9 FROM 07:30 AM. TO 01:00 PM.
AT CACTUS SQUADRON SKYLINE FIELD

See the Map on the Cactus Squadron Newsletter

EIGHT EVENTS (FAC RULES APPLY TO ALL EVENTS)
THREE MASSLAUNCH EVENTS: (MINIMUM 45 SCALE POINTS)

1. EARL STAHL SCALE

2. FAC RUBBER SCALE (Minimum 18 inch Wingspan)

3. WORLD WAR 2 COMBAT (WW-2)

4. FOUR JUDGED EVENTS:

1. FAC POWER SCALE (CO2, ELECTRIC & COMPRESSED AIR ONLY)

2. FAC PEANUT SCALE (NOT OVER 13 inch Wingspan)

3. FAC RUBBER SCALE

4. FAC JUMBO SCALE

ONE THREE FLIGHT TOTAL EVENT:

1. FAC NO-CAL PROFILE SCALE (FAC Rules Apply).

ALL SCALE JUDGING SATURDAY NIGHT OCT. 8 AT 5:00 PM IN CLUB

MEETING ROOM 2430 S. ELLSWORTH RD. IN MESA, AZ. - NO BBQ

(One mile south of Rt. 60 at the SW corner of Ellsworth and Medina streets.)

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

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

ALTERNATE CONTACTS:

JOE MCGUIRE 480-924-4313

LARRY SEALIS 480-855-0197

DAVE SMITH 480-892-0935

NOSE BLOCK RETENTION DEVICE

By Ed De Loach

I'd like to share with you fellow Clubsters a nose block retaining device I came up with several years ago. I had just finished building a 30-inch Stinson Reliant of my own design and wanted to build for it a "better nose block." As any Skyster knows who has considered this particular design challenge, nose block design amounts to a balancing act between too loose and too tight. On one hand, you want the nose block to stay in the airplane during the glide, and in fact whenever you aren't winding or replacing motors. On the other hand, you want your nose block retention design to have enough of what I'll call "resistive freedom of movement", or "give" to (a) easily accommodate thrust adjustments, and (b) permit the nose block to move out of its seated position easily enough to avoid a bent prop shaft when the prop smacks the ground hard.

In addition, nose blocks with retention devices should be easy to remove and install in the model, be reliable, and be cheap and easy to build. From my own experience in my now ancient Stinson Reliant, the subject nose block retention design is still fulfilling all of these design objectives. It has worked like a charm for me for 15 years now. During those 15 years, it has never once allowed the nose block to pop out of the model on its own, and I've never had to repair it or change a thing about the original retention device design.

Figures (1) through (6) and accompanying captions should give you all the info you need to understand the workings and construction of this paragon of nose block retention. Though the drawings reflect installation in a radial engine 30" model, the design principle can be applied to any size model with any type nose so long as you allow roughly $\frac{1}{4}$ " space on either side of the nose plug cutout for the "barbs" of the retention device to expand, grab and hold. Several of you gumbanders out there have over the years suggested that I publish this design. Sorry, it's taken me this long to do it...but you know how it is with us retired guys, OK, some of us lazier retired guys. Anyway, now go build one of these puppies...I think you'll like it.

Ed De Loach
Lone Star Squadron (DFW Area)
eddeloach@sbcglobal.net

FAC GOLDEN AGE MILITARY SCALE							
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE	
Bill Orphan	Martin MO-1	90	105	110	305	1	
Pres Brunning	Fury	46	67	37	150	2	
Ollie Benton	Dornier Falcon	52	44	51	147	3	
Dave Bubolz	Martin MO-1	44	62	40	146		
Stu Weckerly	Martin MO-1	69	76		145		
David Rees	Vultee	44	61	26	131		
Walt Farrell	Vultee	70			70		
Jack Moses	Martin MO-1	65			65		
Frank Rowsome	Mareaux Pursuit	64			64		
Chuck Schoblower	Martin MO-1	39			39		

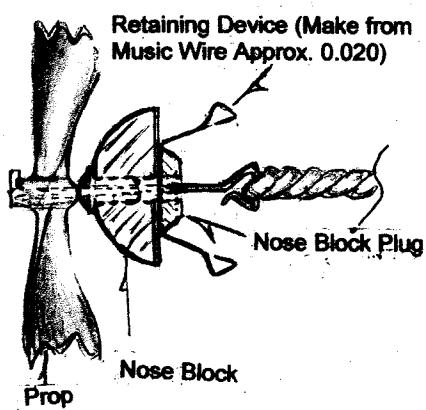


Fig. 1 – View of Nose Block Assembly and Retaining Device (Looking Down From Above)

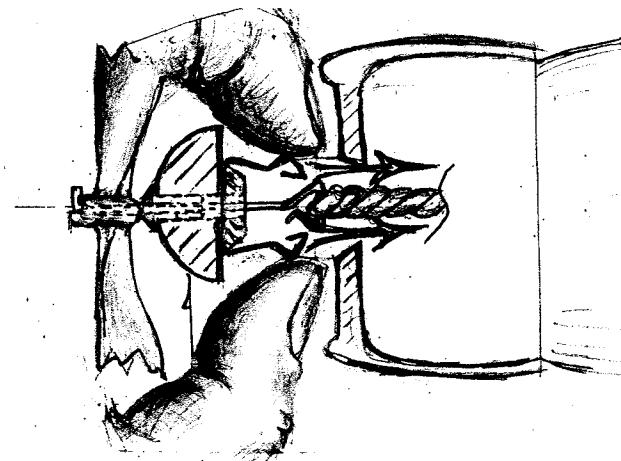


Fig. 2 – You insert the Nose Block Assembly into the model's nose after gently squeezing in on the retaining device with thumb and forefinger as shown

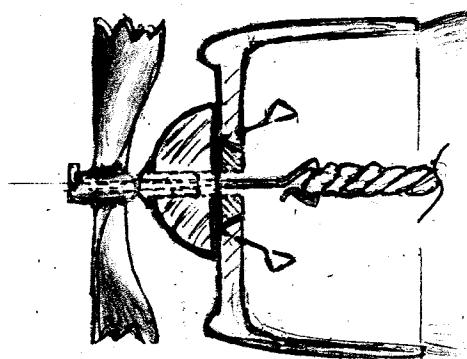


Fig. 3 – Installed, the spring action of the retaining device holds the nose block assembly firmly in place, yet accommodates shims and has enough "give" to prevent prop shaft bend when prop blade hits ground.

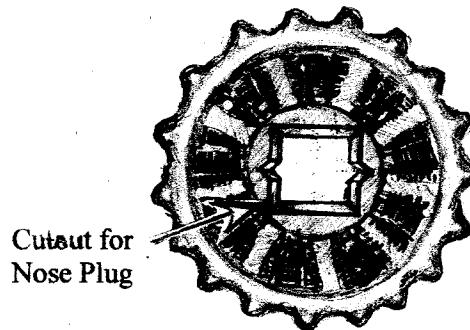


Figure 4 – View looking aft at the cutout in the model's nose where the Nose Block Assembly plugs in. Note the two small wedge-shaped cutouts, one on either side of the main cutout. These are necessary for the retention device to fully expand once inserted.

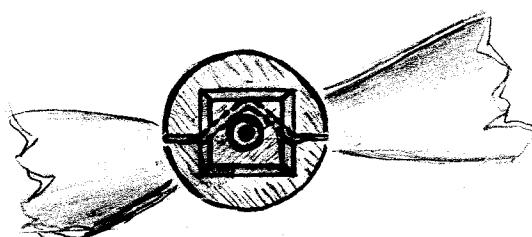


Figure 5 – View of the back side of the nose block assembly looking forward. This view shows how the wire forming the retaining device is bent into a "Vee" to clear the prop shaft. Cut a slight groove in the Nose Block Plug so the retaining wire will fit snugly between the Nose Block and Plug when they are epoxied together.

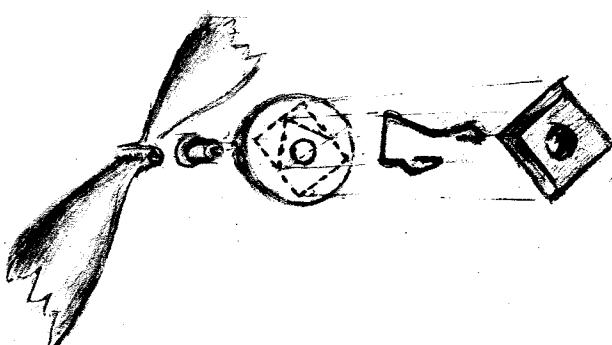
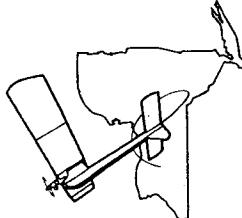


Figure 6 – Exploded view of the Nose Block Assembly and Retaining Device.

NOSE BLOCK RETAINING DEVICE (Design and drawings by Ed De Loach)

The Western New York Free Flight Society

Presents the 36th Annual
Empire State Free Flight
Championships



WNYFFS
ESFC
OUTDOOR

Schedule of Flying Events

Friday 8AM to 5PM

- A-B Classic Gas
- B-C Nostalgia Gas
- .020 Replica
- Moffett
- Old Time Rubber
- Classic Towing
- Diesel

Saturday 8AM to 5PM

- 1/4 A Nostalgia Gas
- 1/2 A Classic Gas (J/S/O)
- 1/2 A - D Gas (S/O)
- A Nostalgia Gas
- 1/2 A AMA Power (J)
- Mulvihill
- Nostalgia Rubber/Wakefield
- FAC OT Electric Gas Replica
- FAC Embryo Endurance
- FAC Golden Age Scale
- FAC Rubber Scale
- F1A, F1B, F1C (Open)
- F1P (J/S)
- Diesel

Sunday 8AM to 4PM

- 1/2 A Nostalgia Gas
- C-D Classic Gas
- Old Time Gas
- P-30
- Catapult Glider (J/S/O)
- F1G, F1H, F1J (Open)
- Diesel Flyoff

Date: August 19, 20 & 21

Location: Geneseo, NY at the 1941 Historic
Aviation Group Museum

Entry Fees: \$25 for all events, \$10 first event, \$8
for each additional event. Juniors, \$5 covers all
events. Casual flyers must register with CD.

Contest Director: Lyle Whitford

For questions regarding the meet, contact Lyle at
716-795-3831 or at whitford@localnet.com

Dinner: At the Yard of Ale on Saturday, August
20. Details at the CD's table.

Rules for Empire State Free Flight Championships

- Old Time Gas
 - 16-second engine run for ignition (no glo)
 - 12-second engine run for old time diesel
- .020 Replica, 12 second engine run
 - Old Time Rubber
 - Mulvihill Rules for max flights
 - America's Cup
 - Flown in 1 1/2 hour, overlapping rounds starting at 8 AM both days, i.e., 8 - 9:30, 9-10:30, etc.
 - National Cup
 - Qualifying events for this contest: 1/2 A, AB, +CD Classic, Moffett, P-30, Mulvihill, 1/4 A, 1/2 A & A Nostalgia, Nostalgia/Wakefield, OCG, Jr. P-30, Jr. OCG
 - Junior National Cup events
 - 1/2 A Classic Gas, 1/2 A AMA Power, P-30, Catapult Glider.
 - Diesel Unofficial Fun Fly
 - Three flights Friday and/or Saturday, 12 second run, 120 second max. Total of 250 seconds or more qualifies for Sunday 8 - 10 AM fly off, 12 second run.
 - FAC Rubber Scale
 - Judging 8 - 12 noon on Saturday

Valid **AMA** or **MAAC** Proof of membership
required for all contestants and casual flyers.

THOMPSON TROPHY RACE		
Contestant	Plane	Place
Paul Boyanowski	Lockheed Altair	1
Tom Hallman	Loose Special	2
Rich Weber	LTR-14	3
Bob Bojanowski	Bull Dog	
Chris Starleaf	Cessna CR-3	
Andrew Ricci	Cessna CR-3	
Richard Zapf	Gee Bee Z	
Bill Muffelmann	HM-1	
Dave Mitchel	Laird Turner	
Walt Farrell	Loose Special	
Charlie Sauter	Marcoux Bromberg	
Don Lang	Marcoux Bromberg	
Mike Nassise	Marcoux Bromberg	
Tom Nallen II	Q.E.D.	
John Regalbuto	Time Flies	
Dave Rees	Time Flies	

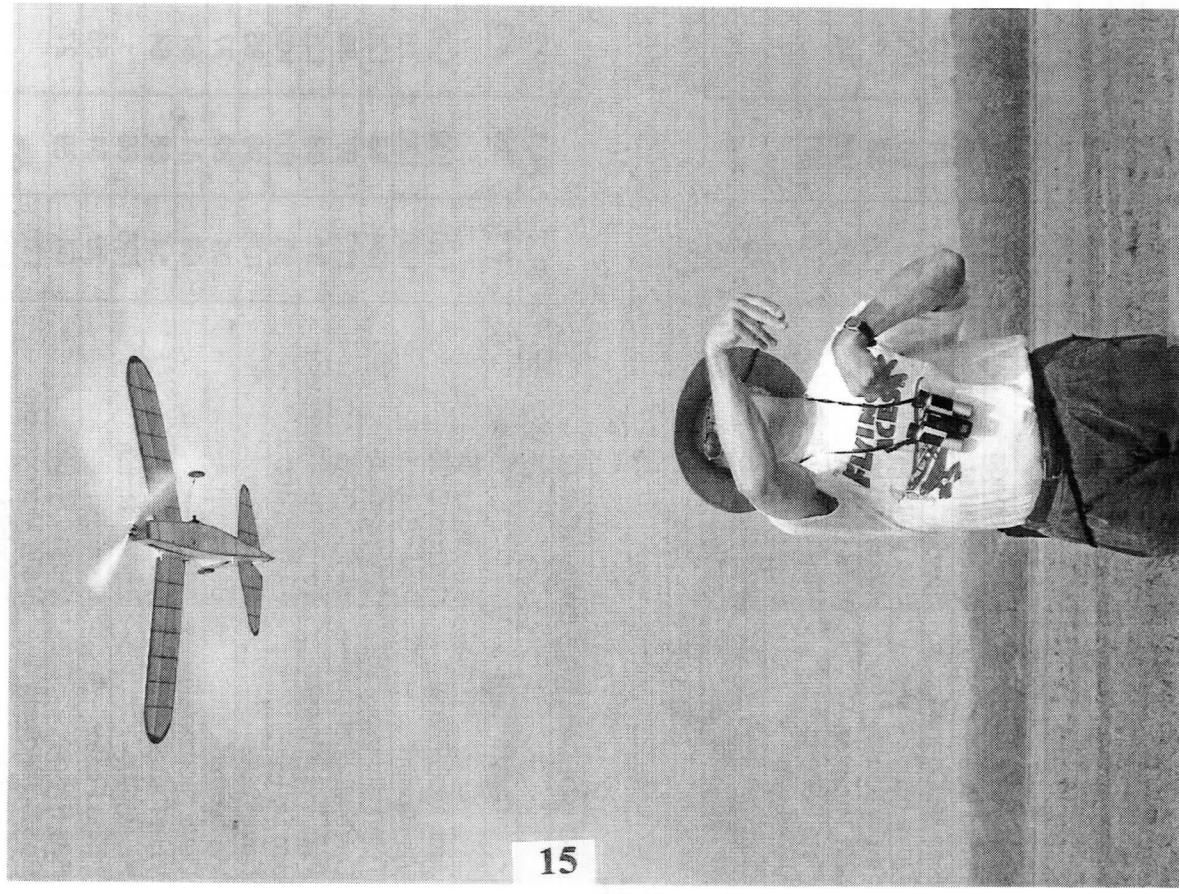
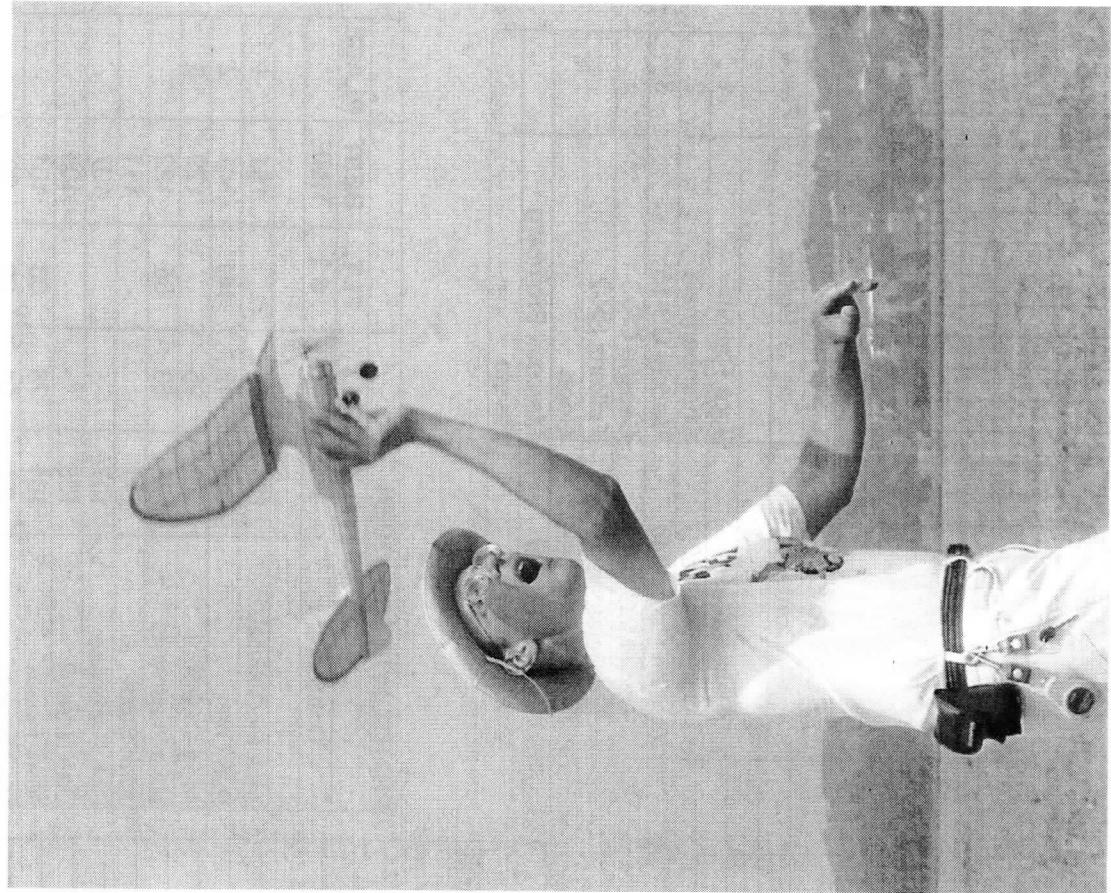
CONTRA-PROP MASS LAUNCH

Contestant	Plane	Place
Jack McGillivray	Koohoven FK-55	1
John Houck	Douglas Sky Shark	2
Ed Pelatowski	XP-42	3
John Regalbuto	Koohoven FK-55	
Richard Zapf	P-51	
Tom Arnold	Westland Wyvern	

Low Wing Trainer

Contestant	Plane	Place
Walt Farrell	Miles Magister	1
Dave Niedzielski	PT-19	2
Claude Powell	Samolot UT-2	3
Dick Gorman	AT-6	
John Regalbuto	Chipmunk	
John Houch	Fairchild XNQ-1	
Ollie Benton	Miles M-18	
Tom Nallen	Miles M-18	
Jeffery Runnels	T-34 Mentor	
Richard Zapf	Tucano T-27	
Chris Starleaf	Yak-11	

Left; Jim Detar launches his Flying Aces Moth for its final official flight in the Two Bit Rubber event. He finished third.



Right; Mark Rzadca launches his BMJR Zipper on its first of two flyoff flights in O.T. Gas Replica. After two flyoff ties with Al Timko, a first place tie was declared in lieu of a coin toss. Trying to beat Al is like pulling teeth, he's a dentist!

FAC OLD TIME RUBBER

		FLT.	FLT.	FLT.	FLY	4"
Contestant	Plane	# 1	# 2	# 3	TOTAL OFF	PLACE
Dan Driscoll	Wren	120	120	120	360	185 1
Ted Teach	Double Feature	120	120	120	360	218 2
Vic Nippert	Miss Canada	120	114	120	354	3
David Boals	Korda Victory	118	113	120	351	
Bucky Walter	Wren	120	120	110	350	
John Stott	FA Moth	120	120	106	346	
Mark Rzadca	Miss Canada	120	91	120	331	
David Boals	Black Bullet	120	101	84	305	
Ken McConnell	Sparky	94	74	93	261	
Dave Niedzielsky	Erie Daily Times	63	88	100	251	
Stu Weckly	Korda Victory	120	88		208	
Jim Thornton	Miss Canada	43	120	40	203	
Pete Kaiteris	Miss World's Fair	87	101		188	
Vic Nippert	Duplex	90			90	
George Lewis	Miss Canada	89			89	
Al Timko	Jabberwock	65			65	

AT-6 ENDURO

Contestant	Place
Jack McGillivray	
Rich Weber	2
Chuck Schobloher	3
Dick Gorman	
Clive Gamble	
John Houck	
Richard Miller	
Bill Mueffelmann	
Tom Nallen II	
Ed Pelatowski	
John Regalbuto	
Andrew Ricci	
Richard Zapf	1 2 3

		FLT.	FLT.	FLT.	FLY	PLACE
Contestant	Plane	# 1	# 2	# 3	TOTAL	OFF
Pete Kaiteris	Jack Rabbit					1
Chris Starleaf	Chambermaid					2
John Regalbuto	Macchi CS-15					3
Jack McGillivray	Cessna CR-3					
Ed Pelatowski	Folkerts SK-2					
Bob Bojanowski	Goon					
Charlie Sauter	Marcoux Bromberg					
Kelsey Bell	Rivets					

FAC GOLDEN AGE CIVIL SCALE

		FLT.	FLT.	FLT.	FLT.	FLY	4"
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE	
Jack McGillivray	Cessna C-38	120	100	120	340	1	
Vic Nippert	Piper Cub	120	120	76	316	2	
Tom Hallman	Cessna C-38	104	88	120	312	3	
Dave Mitchel	WACO SRE	117	97	98	312	3	
Paul Boyanowski	Taylorcraft Floatplane	91	98	120	309		
Jim DeTar	Farman 400	93	101	102	296		
Dave Rees	H. Beasley	105	90	85	280		
Vic Nippert	Buttercup	94	82	77	253		
Dave Niedzielski	Auster	65	61	67	193		
Walt Farrell	Vega	54	68	64	186		
Ed Novak	Curtiss Robin	106	66		172		
Bruce Foster	Hamilton	39	51	59	149		
Ray Rakow	Curtiss Robin	64	39	27	130		
Bob Bojanowski	Velie Monocoupe	120			120		
Jim DeTar	Fairchild 24	105			105		
Ollie Benton	Sperry Monoplane	46	56		102		
Richard Zapf	HE 70	74			74		
Walt Kornrich	Fairchild 24	68			68		

		FLT.	FLT.	FLT.	FLY	4"
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Jack McGillivray	151					1
Dan Olah	66					2
Jerry Crawmer	129					3
Mike Weshams	122					
John Stott	111					
Bob Marchese	107					
Dan Driscoll	105					
Mark Houck	101					
Vic Nippert	87					
Bob Clemens	83					
Situ Weckerly	55					
Don Lang	63					
George Lewis	47					



Top; Dave Whatthisname (Niedzielski) assisted by his son Steve, winds his big Easy Built Fairchild PT-19 during the Low Wing Trainer mass launch event. Finished second.

Bottom; A heat of the Low Wing Trainer event, Dave is second from the left.



FAC RUBBER SCALE										
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST			
		# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE	
Bob Bojanowski	F7F Tigercat	84			59.3	30	72	161.3	1	
Vance Gilbert	Westland Limosine	73	63	120	58.4	15	82.5	155.9	2	
Tom Nallen II	Beardmore WB 26	120			58.3	15	82.5	155.8	3	
Clive Gamble	Westland Welkin	87			56.3	25	73.5	154.8		
Chris Starleaf	DH Dash 8-311	78			60.3	25	69	154.3		
Lynn Morton	Douglas M-2	67	38	100	56	15	77.5	148.5		
Jack McGillivray	SE-5 Replica	87			59.4	15	73.5	147.9		
Vance Gilbert	DeHavilland Flamingo	63	67	58	59.3	25	63.5	147.8		
Ed Novak	Pegna PC-1	108			51.2	15	79.5	145.7		
Dave Mitchel	Sopwith Triplane	54	68	63	59.9	20	64	143.9		
Rich Miller	Currie Wot	54	69	80	53.9	20	70	143.9		
Dave Rees	DH 83 Fox Moth	81	55	55	58.2	15	70.5	143.7		
Pres Bruning	Pete	40	58	37	60.3	20	58	138.3		
Tom Hallman	Mitsubishi 1 MF-1	60			60.3	15	60	135.3		
Walt Kornrich	Fairchild 22	85	38		57.4	3	72.5	132.9		
Rich Weber	BE 2-e	36	60		54.2	15	60	129.2		
Dave Rees	Panderjager S-4	40			56.9	30	40	126.9		
Pete Azure	Swiss Fighter 3603	65	45	62	53.8	10	62.5	126.3		
Dave Niedzielski	Curtiss Helldiver	57			54.3	10	57	121.3		
Jack Moses	P 51 A	48	51	45	58	10	51	119		
Mike Welshans	Fleet 2	28	51	43	51	15	51	117		
Walt Farrell	Macchi Folgore	51			56	10	51	117		
Pete Azure	WACO SRE	44	40	38	56.9	15	44	115.9		
Chris Boehm	Lockheed P-38	28	29		53.9	30	29	112.9		
Paul Boyanowski	Hannover CL 111A	33	34		60.2	15	34	109.2		
Greg West	BOK 5	21	31	26	47.5	25	31	103.5		
Mike Nassise	Heinkel HE-100	39			54	10	39	103		
Greg Thomas	O-10 Birdog	37	35	35	60.4	0	37	97.4		

FAC PEANUT SCALE										
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST			
		# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE	
Tom Hallman	Martinsyde Buzzard	96			61	15	76.5	160	1	
Tom Nallen II	Jodel D-9	100	95	104	57	10	78.5	145.5	2	
Pres Brunning	Arado 198	109	64		60	5	79.75	144.75	3	
John Regalbuto	Allenbaugh Grey Ghost	120			50	10	82.5	142.5		
Bob Bojanowski	Bonzo	83	57	101	56.5	5	77.75	139.25		
Frank Rowsome	Lippisch P. 13	35	42	28	55	35	42	132		
Richard Zapf	Vickers Supermarine 559	60	65	59	52	15	62.5	129.5		
Jack Kacian	OV 10 Bronco	35			54	30	35	119		
Rich Weber	UFAG C1	42			56	15	42	113		
Del Balenek	WACO SRE	48	28	28	44	15	48	107		
Orville Williamson	Lockheed L-1011	27	27	20	45	35	27	107		
John Houck	Jodel D-9	28			57	10	28	95		

FAC GIANT SCALE										
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST			
		# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE	
Bill Henn	Reggiane RE 2005	91			53	35	75.25	163.25	1	
Chris Starleaf	Dash 8	68			61.5	30	64	155.5	2	
Pete Azure	Stinson SR-7	32	22		37	0	32	69	3	

FAC NO-CAL PROFILE SCALE

		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Frank Rowsome	B5H2 Kate	143	163	140	446	1
John Stoot	Farman 190	113	158	128	399	2
John Stott	Extra 400	121	78	150	349	3
Mark Houck	Cessna Cardinal	189	100	49	338	
Walt Farrell	Maule	68	101	160	329	
Mike Welshams	Piper PA -11	85	110	101	296	
Dan Driscoll	FW 190	71	97	91	259	
Ed Pelatowski	Cessna Centurion	30	105	104	239	
Glen Simpers	P-40	191			191	
Bill Orphan	Extra 400	188			188	
Mark Houck	Zero	54	70	51	175	
Don Lang	Zero	40	81	48	169	
Bruce Foster	B 57	56	61	29	146	
Vic Nippert	Piper Cub	59	64		123	
Roy Courtney	Wildcat	56	32		88	
Dave Niedzielski	BV 141	40			40	

FAC TWO BIT OLD TIME RUBBER

		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
John Stott	Flying Aces Moth	120	120	120	360	1
Jack Moses	King Harry	120	77	120	317	2
Jim DeTar	Flying Aces Moth	115	100	87	302	3
Stu Weckerly	Erie Times	90	89	100	279	
Vic Nippert	King Harry	71	120	64	255	
Dan Driscoll	Jr. Commerial	95	69	57	221	
Vic Nippert	Flying Aces Moth	71	52	70	193	
Pete Azure	King Harry	51			51	

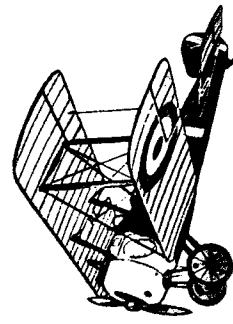
FAC MODERN AGE MILITARY SCALE

		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Richard Zapf	Embler T-27	97	99	78	274	1
Bill Henn	MIG 9	120	57	87	264	2
Ed Pelatowski	MIG 9	78	68	62	208	3
Claude Powell	Samolot UT-2	67	38	92	197	
Walt Farrell	Skyraider	60	61	53	174	
Tom Arnold	Seamew	32	83	55	170	
Mike Nassise	Fiat G 46A	47	61	50	158	
Tom Hallman	MIG 15	69			69	

FAC OLD TIME GAS REPLICA

		FLT.	FLT.	FLT.		42 sec.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	OFF	FLY	PLACE
Mark Rzadca	Zipper	120	120	120	360	plus 4	1	
Al Timko	Trenton Terror	120	120	120	360	minus 4	1	
Vic Nippert	Stratostreak	120	120	120	360	plus 9	3	
Mark Rzadca	Viking	120	120	120	360	minus 8		
Sam Burke	Foo-2-U-2	120	120	120	360	plus 28		
Ray Trabbic	CAVU	120	120	120	360	DNF		
Bob Clemens	Zipper	120	120	111	351			
Ed Pelatowski	Rambler	109	120	120	349			
Ted Allebone	Interceptor	115	120	107	342			
Dave Mitchel	Sunduster	120	120		240			
Gerry Crawmer	Zipper	120	91		211			
Vic Nippert	Rambler	37			37			

		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Bucky Walter	Sun Spot	120	120	120	360	1
George Lewis	Korda 96	120	117	120	357	2
Dan Driscoll	Thermal Bagger	115	120	71	306	3
John Stott	Ritz	99	105	94	298	
Fred Wunsche	Gollywock	105	77	69	251	
Jim Coffin	Gollywock	61	69		130	
Vic Nippert	Stratometer	51			51	

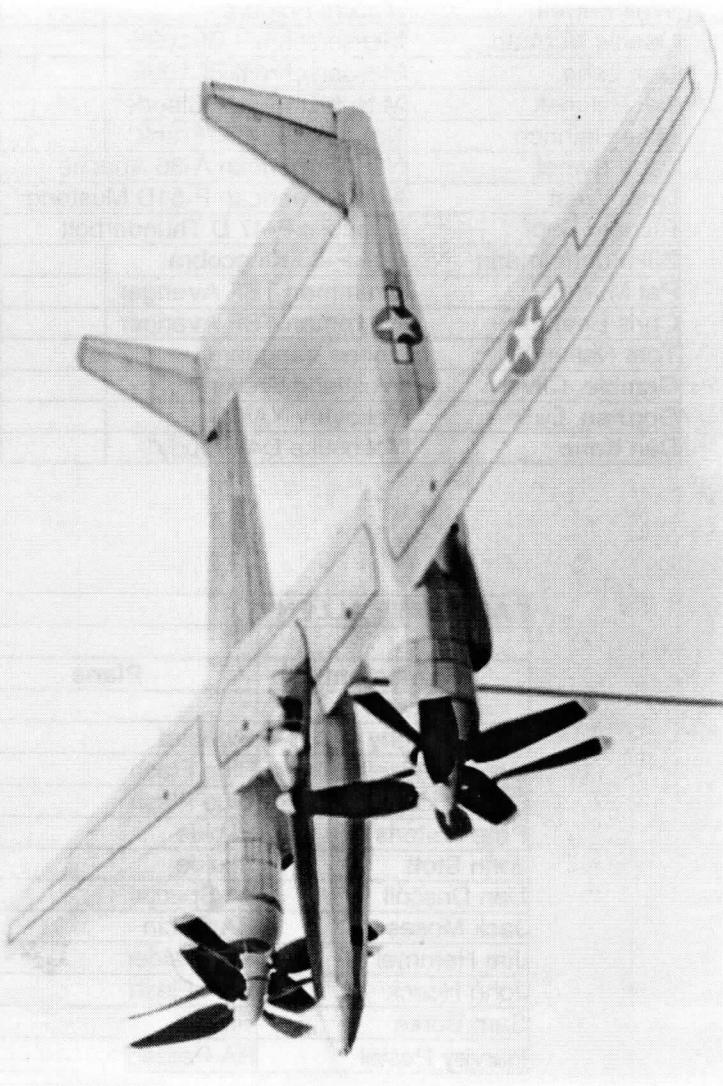
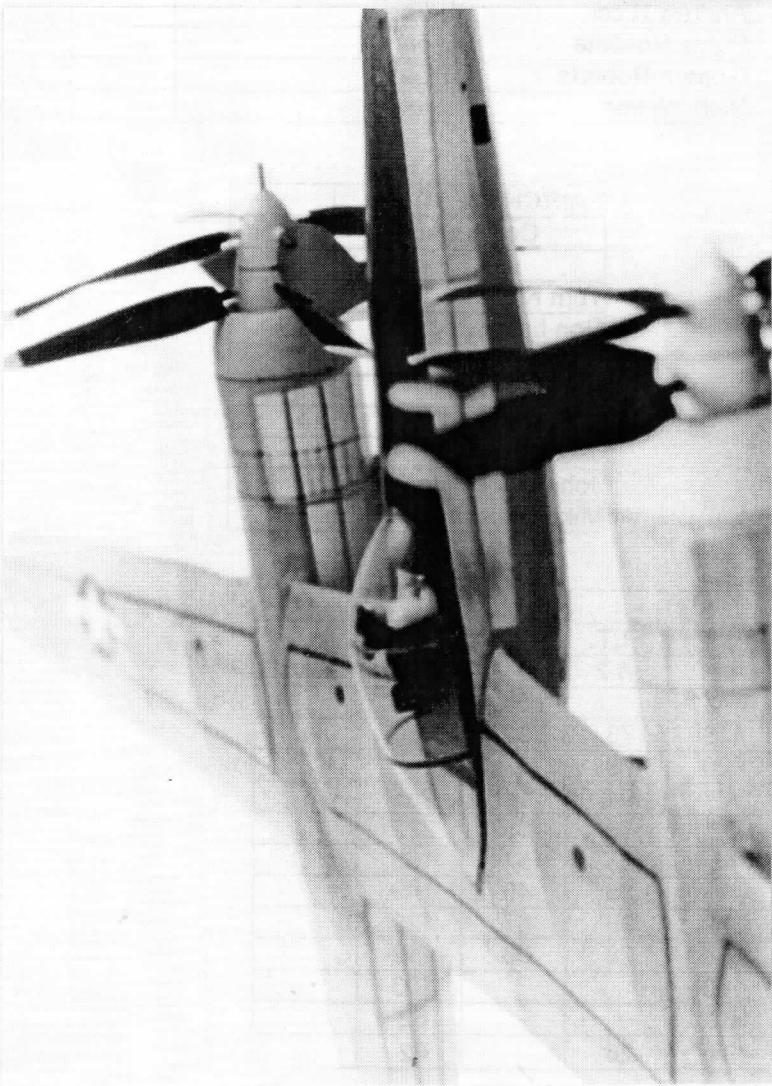
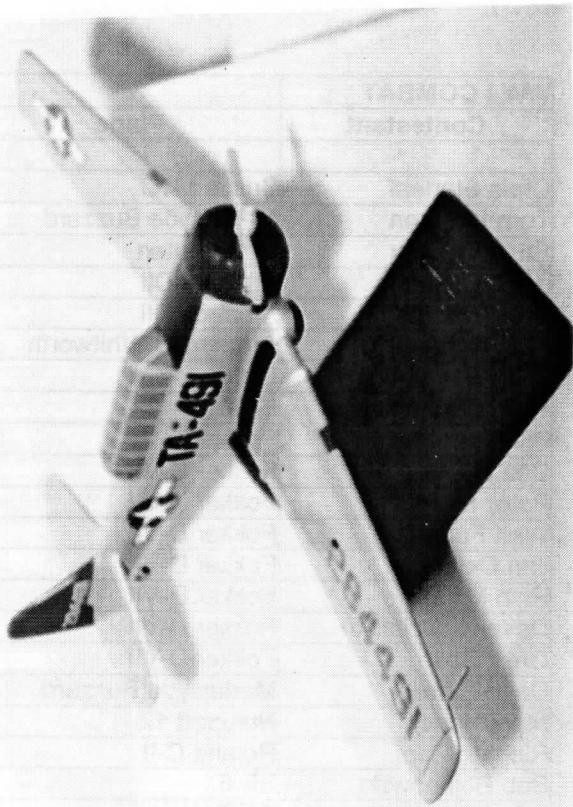


FAC HI-WING PEANUT SCALE										
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST			
		# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE	
Tom Hallman	Clipped Wing Cub	115			63	0	81.25	144.25	1	
Jack McGillivray	Found 100	108			56	0	79.5	135.5	2	
Gordon Roberts	Lacey M-10	54	55	83	59.5	0	71.5	131	3	
Jim DeTar	Found Centennial	75			56	0	67.5	123.5		
Chris Boehm	BD-4	76			52	0	68	120		
Glen Simpers	Piper PA 17 Vagabond	50	65	38	55	0	62.5	117.5		
Jeff Runnels	Nesmith Cougar	42	38	29	58	0	42	100		
Lin Reichel	Nesmith Cougar	24			51	0	24	75		
Dave Bubolz	Lacey M-10	30	22		42	0	30	72		

FAC EMBRYO ENDURANCE										
Contestant	Plane	FLT.	FLT.	FLT.	FLIGHT	BONUS	TOTAL			
		# 1	# 2	# 3	TOTALS	POINTS	POINTS	PLACE		
Walt Farrell	Go-Bird	89	86	120	295	9	304	1		
Mark Rzadca	Puma	87	120	85	292	9	301	2		
Marh Houck	S-Bird	120	52	112	284	9	293	3		
Roy Divis	Mixco X Hornet	102	120	49	271	9	280			
Ed Pelatowski	Cruiser	87	97	86	270	9	279			
Elmer Mellander	Prairie Bird	63	81	120	264	9	273			
Bob Marchese	Prairie Bird	120	50	67	237	9	246			
Chris Boehm	BD-4	106	67	52	225	9	234			
Dan Driscoll	Emby-OK	78	68	71	217	9	226			
Bob Clemens	Lancer	88	118		206	9	215			
Jim Hemmel	Puma	50	62	89	201	9	210			
Dave Niedzielski	Debut	94	103		197	9	206			
John Stoot	Mr. Melcolm	63	74	56	193	9	202			
Dave Bubolz	Yellow Cab	43	48	91	182	9	191			
Ross P. Mayo	Misadventure	38	59	65	162	6	168			
Al Timko	Prairie Bird	47	40	59	146	9	155			
Sam Burke	FAC Moth	57	85		142	9	151			
Bill Orphan	Dreamer	66	63		129	9	138			
Harvey Pastel	Mixco X Hornet	27	41	55	123	9	132			
Roy Divis	Debut	120			120	9	129			
Don Lang	Honey Bee	77			77	9	86			
Stu Weckerly	Tomahawk	76			76	9	85			
Chris Boehm	Yellow Cab	57			57	9	66			
Rich Miller	Mixco X Hornet	26			26	9	35			

FAC JUMBO SCALE										
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST			
		# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE	
Bill Henn	Arado E-530	57	83		51	45	71.5	167.5	1	
Tom Hallman	G & H Gadfly	120			62	10	82.5	154.5	2	
Vance Gilbert	Avia BH 25	100			61.5	15	77.5	154	3	
Dave Rees	Cant 1007	60	55		62	30	60	152		
Ed Pelatowski	Folkerts SK-3	109			60.5	5	79.75	145.25		
Walt Farrell	DH Hornet Moth	66			53	15	63	131		
Vance Gilbert	Letov S-32	38	41	26	62	20	41	123		
Ollie Benton	WACO SRE	31			33	15	31	79		

All photos by Bob Clemens except for this page. This page by John Regalbuto. On the left is John's Hughes XF-11 contra prop event entry. Look close, you can see Hughes in the cockpit wearing his trademark fedora. On the right is the 1st place trophy for the AT-6 event which was provided by John.



WW II COMBAT		
Contestant	Plane	Place
Chris Starleaf	N. A. P-51D Mustang	1
Tom Nallen	Kharkov R-10	2
Dave Mitchel	Grumman TBF Avenger	3
John Regalbuto	Bell P-39 Airacobra	
Claude Powell	Bell P-39 Airacobra	
Dave Rees	BP Defiant	
Dave Niedzielski	Curtiss SBC Helldiver	
Tom Arnold	Dornier Do 335	
Ollie Benton	Fairey Barracuda	
Jack McGillivary	Fairey Battle	
Ed Pelatowski	Fairey Fulmar	
Pete Kaiteris	Focke Wolfe TA 152 H	
George Lewis	Focke Wolfe TA 152 H	
Gordon Roberts	Focke Wolfe TA 152 H	
Chuck Schobloher	Grumman F6F Hellcat	
Richie Miller	Heinkel 112-B	
John Houck	Ilyushin IL-2 Shturmovik	
Stew Meyers	Kharkov R-10	
Jim DeTar	Kawasaki Ki-61 "Tony"	
Dave Franks	Kawasaki Ki-61 "Tony"	
Charlie Sauter	Kawasaki Ki-61 "Tony"	
Walt Farrell	Macchi Folgore	
Dennis Norman	Messerschmitt Bf 109E	
Don Lang	Messerschmitt Bf 109E	
Del Balunek	Mitsubishi A5M "Claude"	
Mike Heinrich	Nakajima Ki-84 "Frank"	
Larry Sweet	North American A-36 Apache	
Greg West	North American P-51D Mustang	
Richard Zapf	Republic P-47 D Thunderbolt	
Bill Mueffelmann	Bell P-63 Kingcobra	
Pat Murdy	Grumman TBF Avenger	
Chris Boehm	Grumman TBF Avenger	
Tom Nallen II	Vultee Vanguard	
Gamble, Clive	Westland Welkin	
Gorman, Dick	Yakovlev YAK 3	
Dan Kane	Yokosuka D4Y "Judy"	

WW I COMBAT		
Contestant	Plane	Place
Chris Starleaf	Bristol M1C	1
Tom Hallman	Martinsyde Buzzard	2
Stu Weckerly	Grain Kitten	3
Jack Kacian	Albatros DII	
Pres Brunning	Albatros DII	
Tom Nallen II	Armstrong Whitworth	
John Regalbuto	DH 5	
Chuck Schobloher	Euler	
Bill Muffelman	Fokker D-VII	
Dan Kane	Fokker D-VII	
Peter Kaiteris	Fokker D-VII	
Walt Farrell	Fokker D-VII	
Jim Detar	Fokker D-VII	
Rich Miller	Fokker D-VII	
Dave Niedzielski	Fokker D-VII	
Greg Gallo	Fokker D-VII	
Dave Franks	Martinsyde Buzzard	
Mark Houck	Nieuport 12	
Richard Zapf	Roland C-II	
Bob Bojanowski	SE 5	
John Houck	SE-5	
Andrew Ricci	SE-5a	
Frank Rosome	SE-5a	
Gordon Roberts	SE-5a	
Rich Weber	Tabloid	

FAIRCHILD 24	
Contestant	Place
Tom Nallen II	1
Don Lang	2
Buzz Trabbic	3
Bob Bojanowski	
Tom Canfield	
Jack Moses	
John Regalbuto	
Mike Welshans	

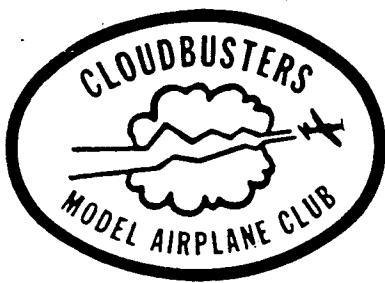
FAC JIMMIE ALLEN		FLT.	FLT.	FLT.	TOTAL	PLACE
Contestant	Plane	# 1	# 2	# 3		
Stu Weckerly	Bluebird	116	73	91	280	1
Dave Niedzielski	Blue Flash	120	78	67	265	2
David Boals	Blue Flash	42	94	120	256	3
Pete Kaiteris	Skokie	82	75	65	222	
John Stott	Skokie	45	63	51	159	
Dan Driscoll	JA Special	49	55	45	149	
Jack Moses	BA Cabin	44	38	47	129	
Jim Hemmel	Sky Raider	21	28	63	112	
John Houck	Blue Flash	103			103	
Sam Burke	Skokie	82			82	
Harvey Pastel	BA Parasol	34	28		62	

FAC DIME SCALE					FLT.	PT'S	BONUS		
Contestant	Plane	# 1	FLT.	FLT.	SEC'S	PER FLT	PT'S	TOTAL	PLACE
# 2	# 3	TOTAL	BONUS	TOTAL	SCORE				
Bill Orphan	Cessna Airmaster	105	90	95	290	0	0	290	1
Dan Kane	Tigar Moth	120	69	52	241	15	45	286	2
Tom Hallman	Fokker D-7	94	75	57	226	15	45	271	3
Frank Rowsome	ONG Continental	91	97	74	262	0	0	262	
Richard Miller	Fokker D-7	88	37	84	209	15	45	254	
Richard Zapf	Vultee Vanguard	80	72	70	222	10	30	252	
Stu Weckerly	Fokker D-7	62	60	74	196	15	45	241	
Dan Driscoll	AR 96	55	79	65	199	10	30	229	
John Houck	DH Leopard Moth	101	78	27	206	0	0	206	
Walt Farrel	Curtis Robin	51	78	55	184	0	0	184	
Chris Boehm	Martin MO-1	45	65	46	156	5	15	171	
Ollie Benton	Maubossin	41	44	35	120	15	45	165	
Mike Welshans	Martin MO-1	49	54	46	149	5	15	164	
Mike Nassise	Fiat 650	44	40	36	120	10	30	150	
Pres Bruning	Martin MO-1	42	38	39	119	5	15	134	
Bruce Foster	Fokker D-7	51	40		91	15	30	121	
Jim Hemmel	Me 109	30	30	30	90	10	30	120	
Jack Moses	Heinkel 113	60	35		95	10	20	115	
Art Collard	Me 109	22	31	27	80	10	30	110	
Jim Coffin	Curtis Robin	49			49	0	0	49	
John Stott	Curtis Falcon	25			25	15	15	40	

FAC FICTION FLYERS									
Contestant	Plane	FLT.	FLT.	FLT.	SCALE	BONUS	BEST		
# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE		
Jack Kacian	Mystery Tailless	22	92	54	56.5	30	75.5	162	1
Walt Farrell	Mystery Tailless	94	51		55.5	30	76	161.5	2
Rich Weber	Mystery Tailless	35	73	83	59.5	30	71.5	161	3
John Houck	Joy's Racer	49	73	68	55.5	10	66.5	132	
Tom Nallen	Bad Guys' Ramer	61	69	50	57	10	64.5	131.5	
Ed Pelatowski	Baby Bullet	42			55.5	10	42	107.5	
John Houck	Dart	34			51.5	10	34	95.5	

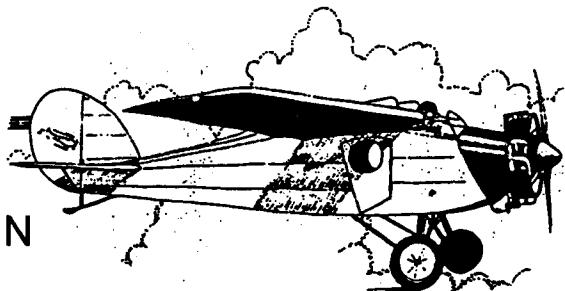
FAC PIONEER SCALE									
Contestant	Plane	FLT.	FLT.	FLT.	A	B	C	D	
# 1	# 2	# 3							TOTAL PLACE
Tom Hallman	Bleriot 25	83	92	120	120	25	82.5	57.4	139.9 1
Dave Rees	Plage-Court	53			53	5	58	58.4	116.4 2
Jack Kacian	Wright Flyer "A"	43			43	20	53	55	108 3

A = Best flight, total seconds
B = Bonus Points
C = A plus B, factored, 82.5 MAX
D = Scale Score
Total = C plus D



Flying Aces Club Outdoor Champs

AMA Flying Site Muncie, IN
Sept. 10th & 11th
8:30am- 4:00pm



Sat. Sept 10

FAC Scale *
FAC Jumbo Scale*
FAC Power Scale*
Golden age Scale
FAC Dime Scale
Double NoCal**
Embryo
Old Time Rubber Cabin
World War 1 ML
Greves Race ML
Fairchild 24 ML

ADD FAC PEANUT SCALE

Sun. Sept 11

FAC Scale*
FAC Jumbo Scale*
FAC Power Scale*
Modern Military Scale
FAC NoCal
Old Time kit Scale
AMA P-30***
Old Time Rubber Stick
World War 2 ML
Thompson/Bendix Race ML
Peanut Race Planes**** ML

ADD ELECTRIC O.T. GAS REPLICA

All Scale Judging must be turned in by 12:00pm Sat. for both days events

O.T. Rubber times must be turned in by 3:00 pm each day (for fly offs)

* events continue both days, judging ONLY Sat.

** 32" span, no foam.

*** Flown to latest AMA rules

**** Any era of race plane, must have correct colors and numbers.

**\$25.00 Entry Fee Flies all events and includes a Free T-shirt and plan
Entrants must hold current AMA or MAAC License**

Trophies awarded to third place.

Questions/Comments/Directions: contact Les Burdsal 219-924-1149: ipbsr60@sbcglobal.net
Or CD Ralph Kuenz 313-835-7141

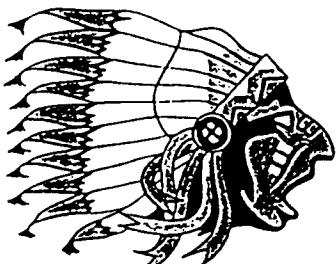
Registration: Send to (make checks out to):

Leslie Burdsal 552 North Lindberg St. Griffith, IN 46319-2030

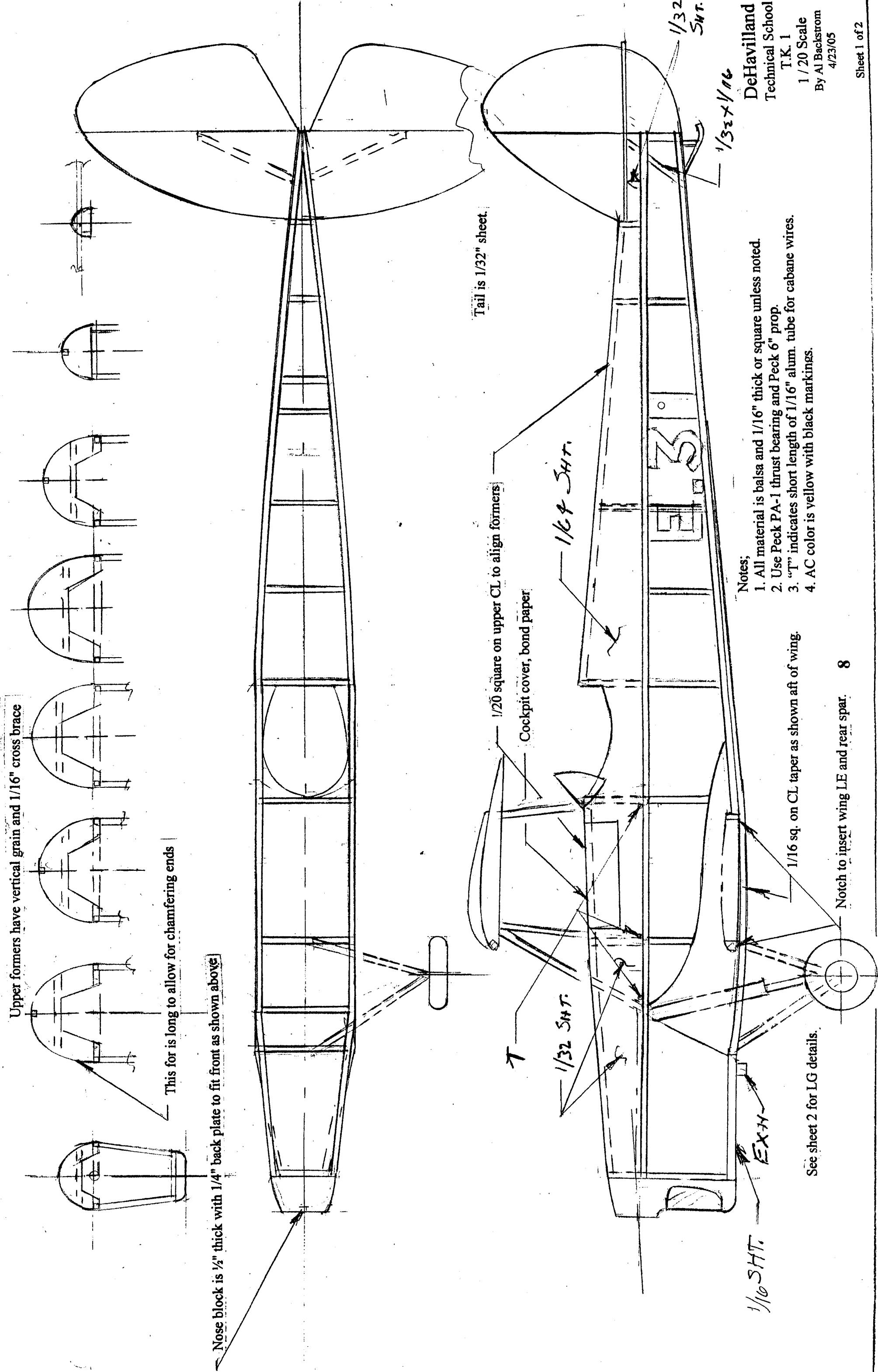
NAME _____ AMA# _____

Street _____ City _____

State _____ ZIP _____ SIZE M L XL



The Calumet Escadrille

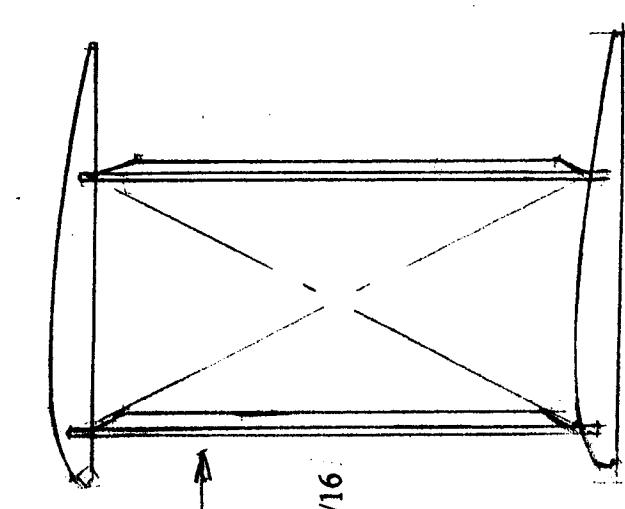
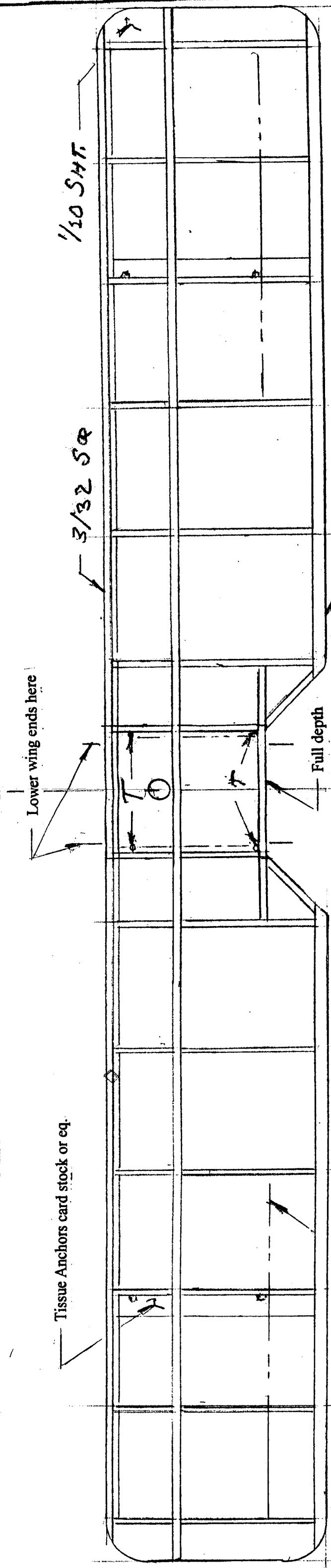


DeHavilland
Technical School
T.K. 1
1932

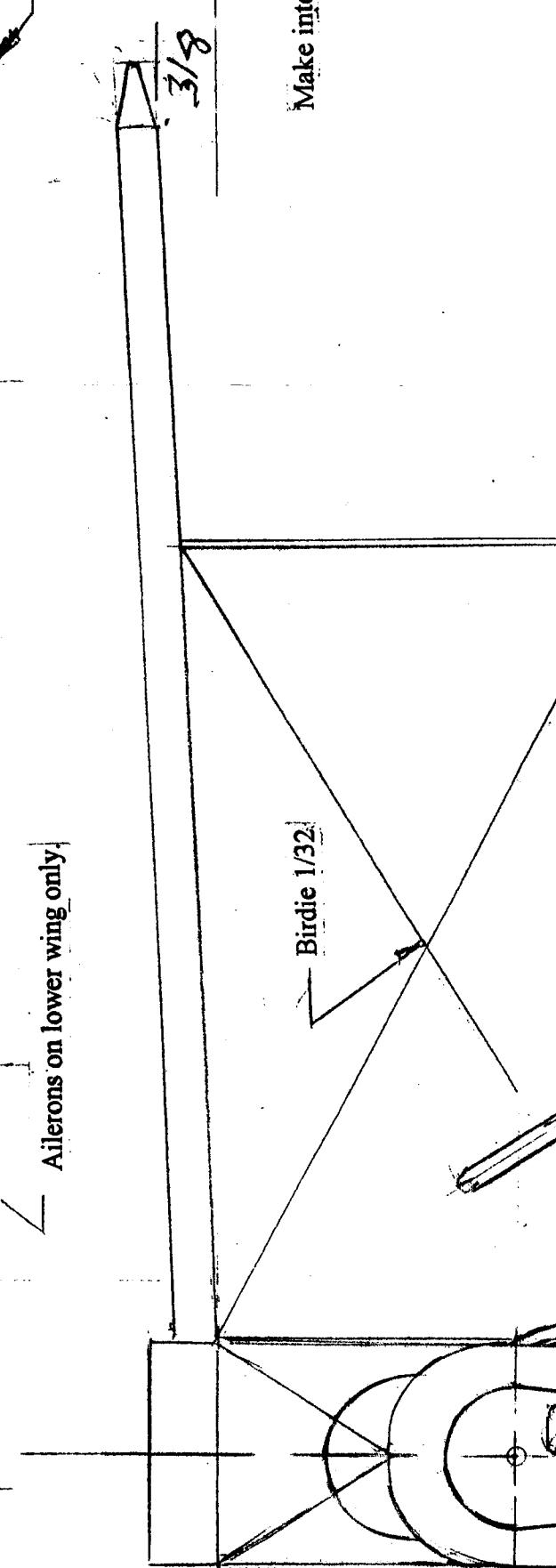
1 / 20 Scale
By Al Backstrom

4/23/05

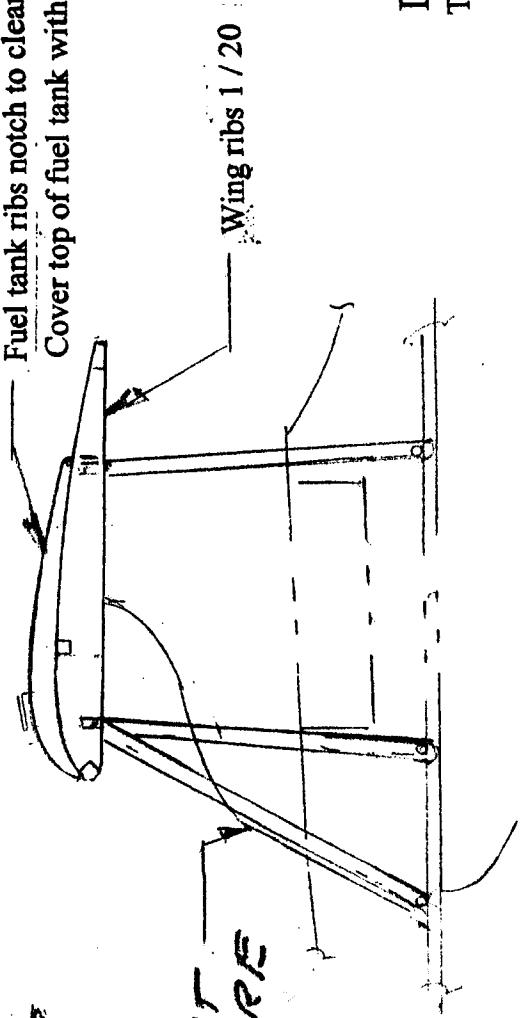
Sheet 1 of 2



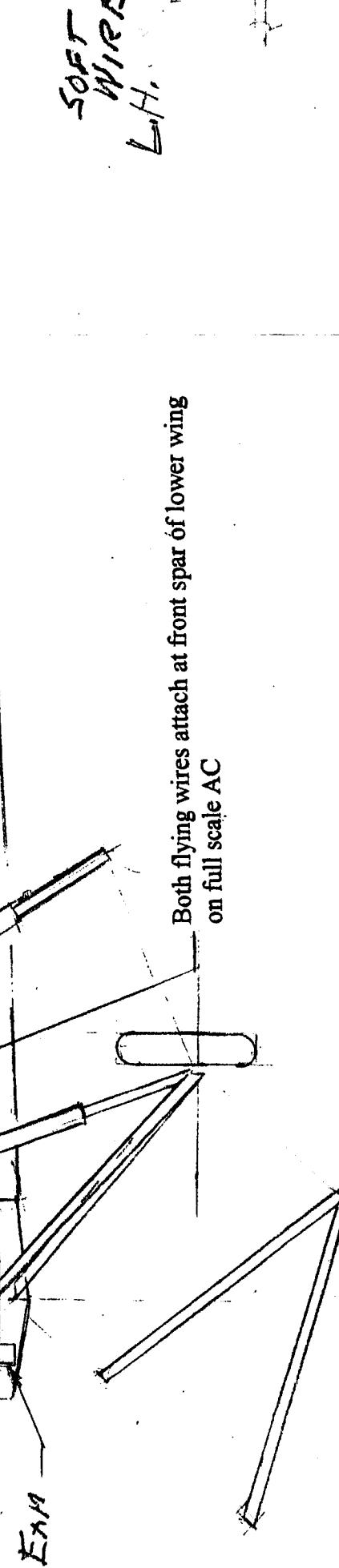
Make interplane struts from 1/32 sq. + 1/32 X 1/16



Fuel tank ribs notch to clear spar etc.
Cover top of fuel tank with 1/64 sht.



Both flying wires attach at front spar of lower wing
on full scale AC



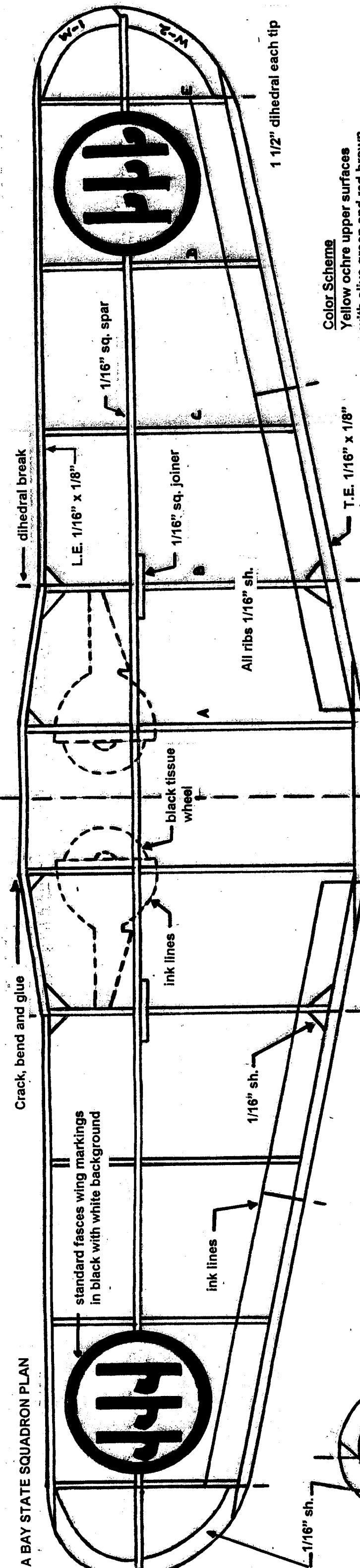
DeHavilland
Technical School
T.K. 1
1 / 20 scale

Use 0.016" wire cabane struts, 1/32 X 1/16 fairing.

Sheet 2 of 2

LG struts 1/16 dia bamboo bond paper wrap on shock strut

A BAY STATE SQUADRON PLAN



Color Scheme
Yellow ochre upper surfaces
with olive green and red-brown
mottling. Blue-gray undersides.
Yellow cowl front and spinner.
Numbers and lettering black.

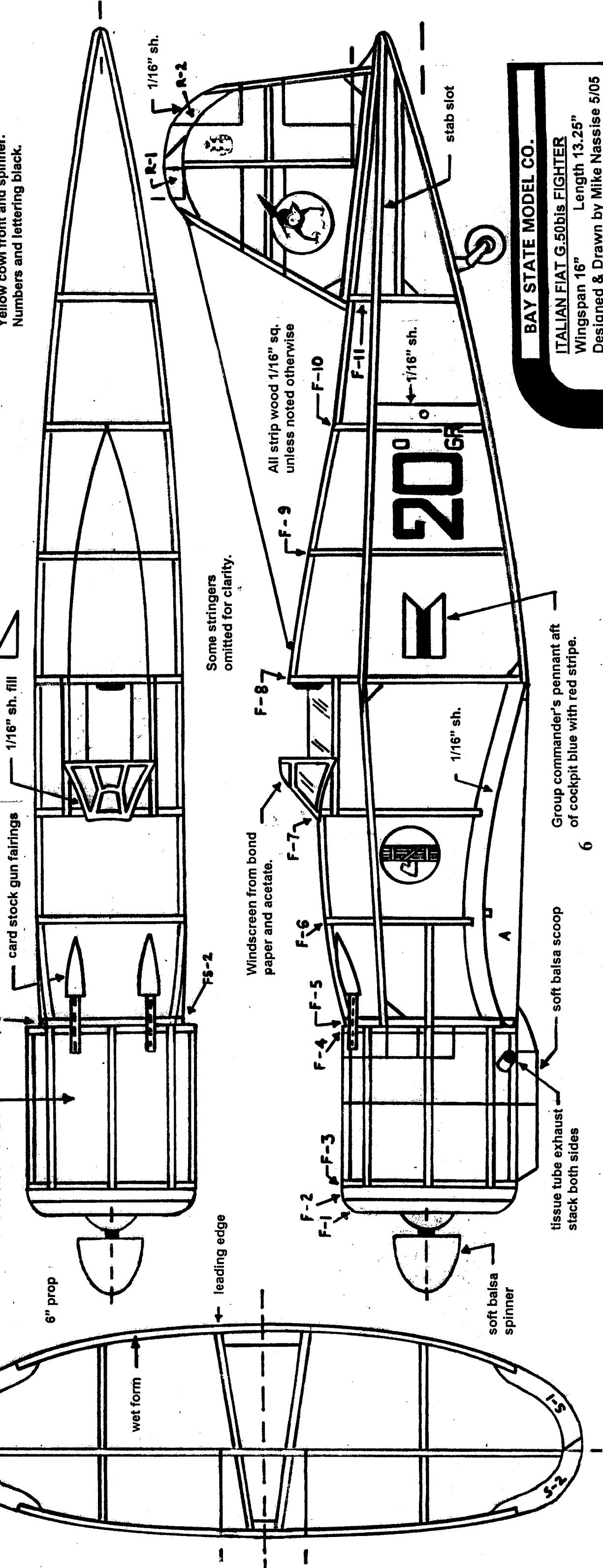
Cowl built separately. Cover
with 1/32" sh. balsa or card stock.

6"

prop

wet form

leading edge

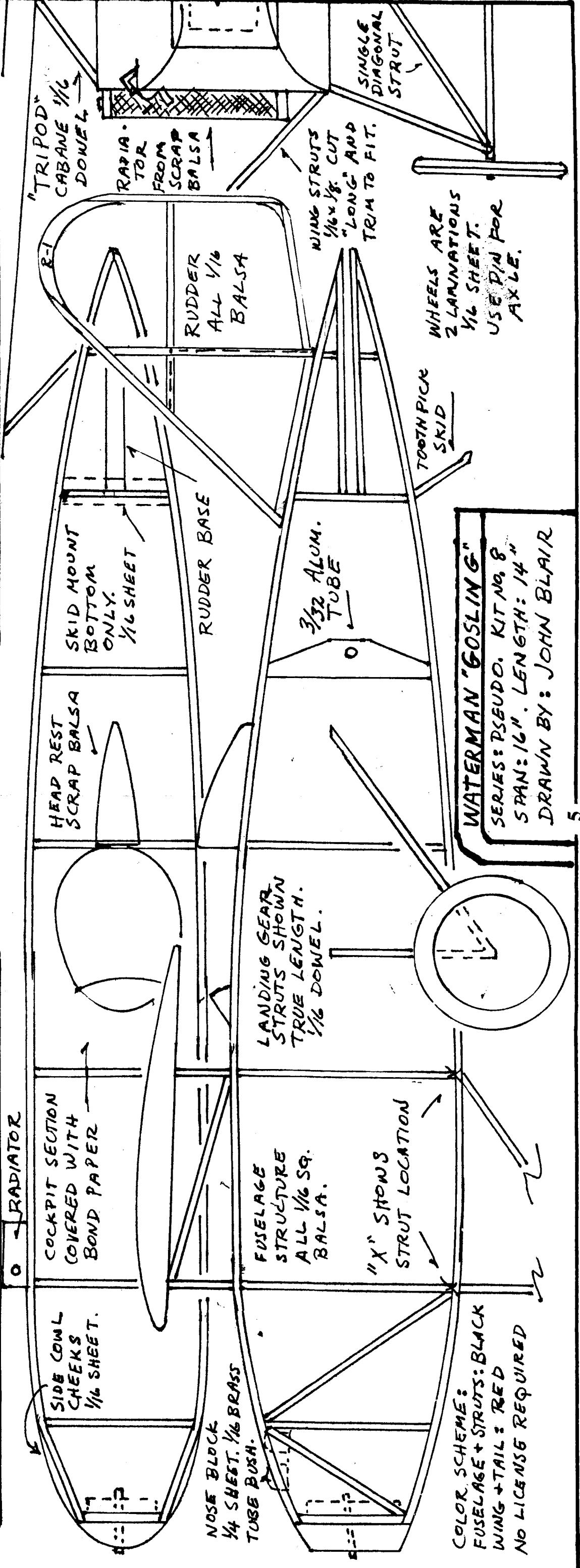
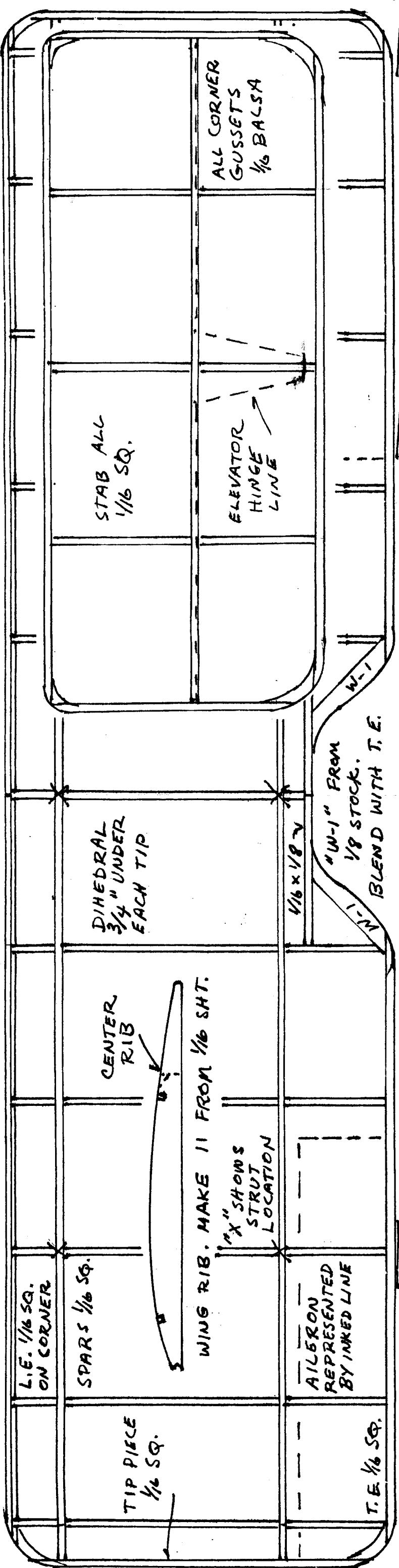


Group commander's pennant aft
of cockpit blue with red stripe.

6

BAY STATE MODEL CO.

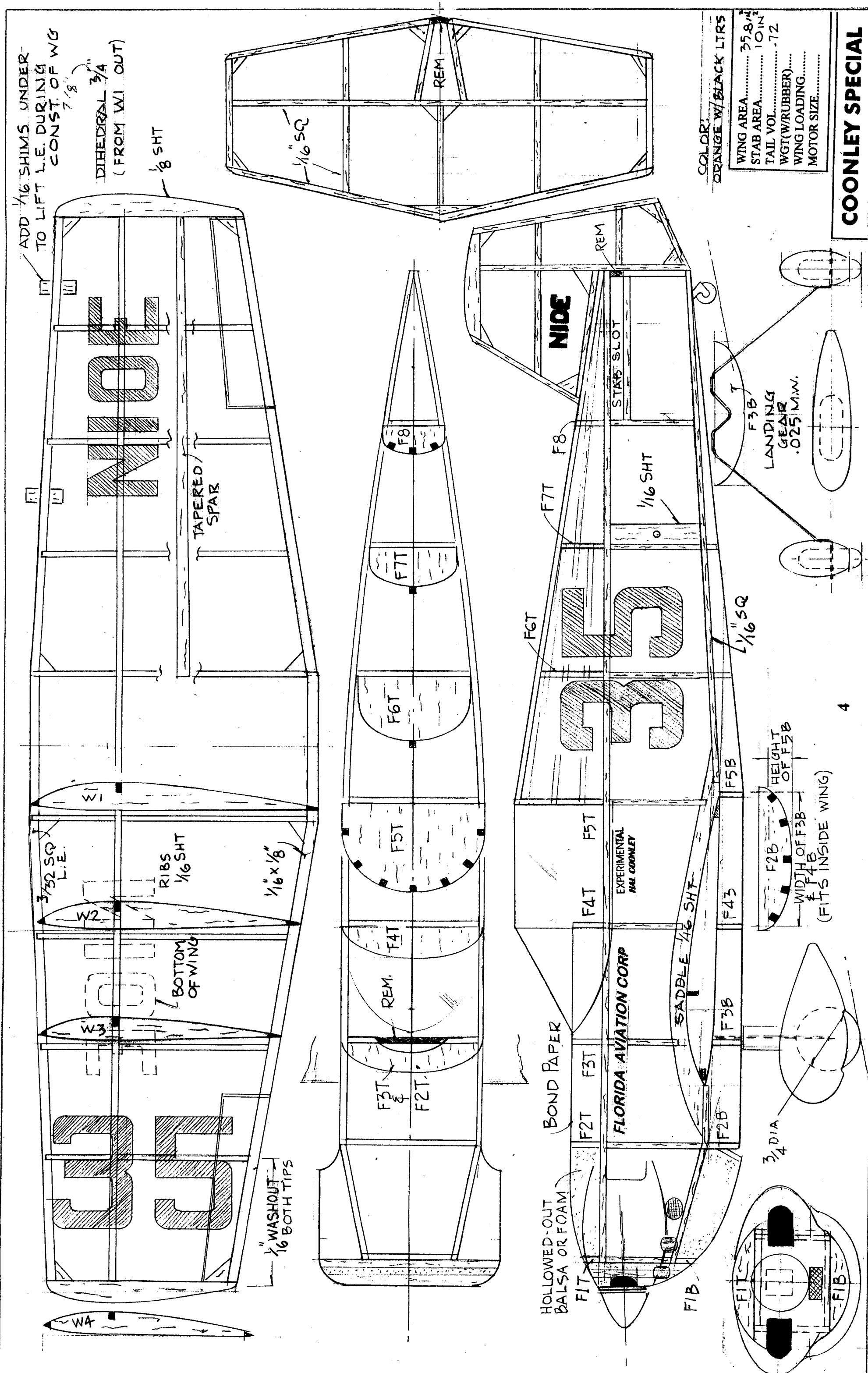
ITALIAN FIAT G.50bis FIGHTER
Wingspan 16"
Length 13.25"
Designed & Drawn by Mike Nassise 5/05

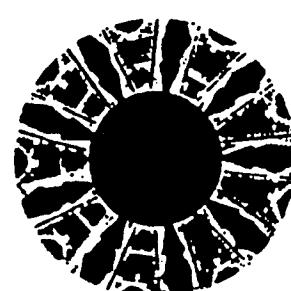
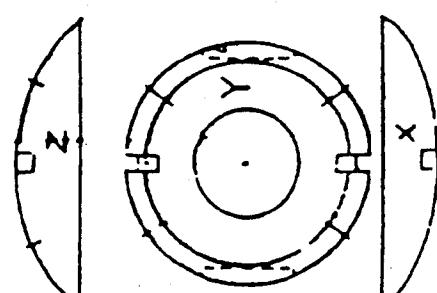
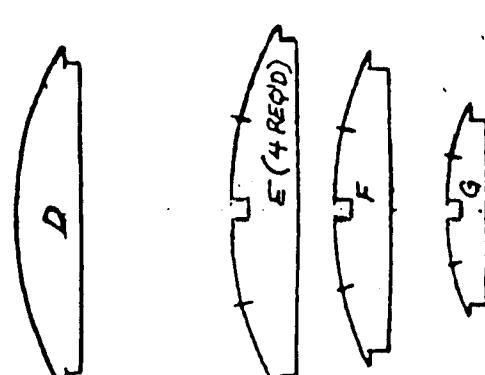
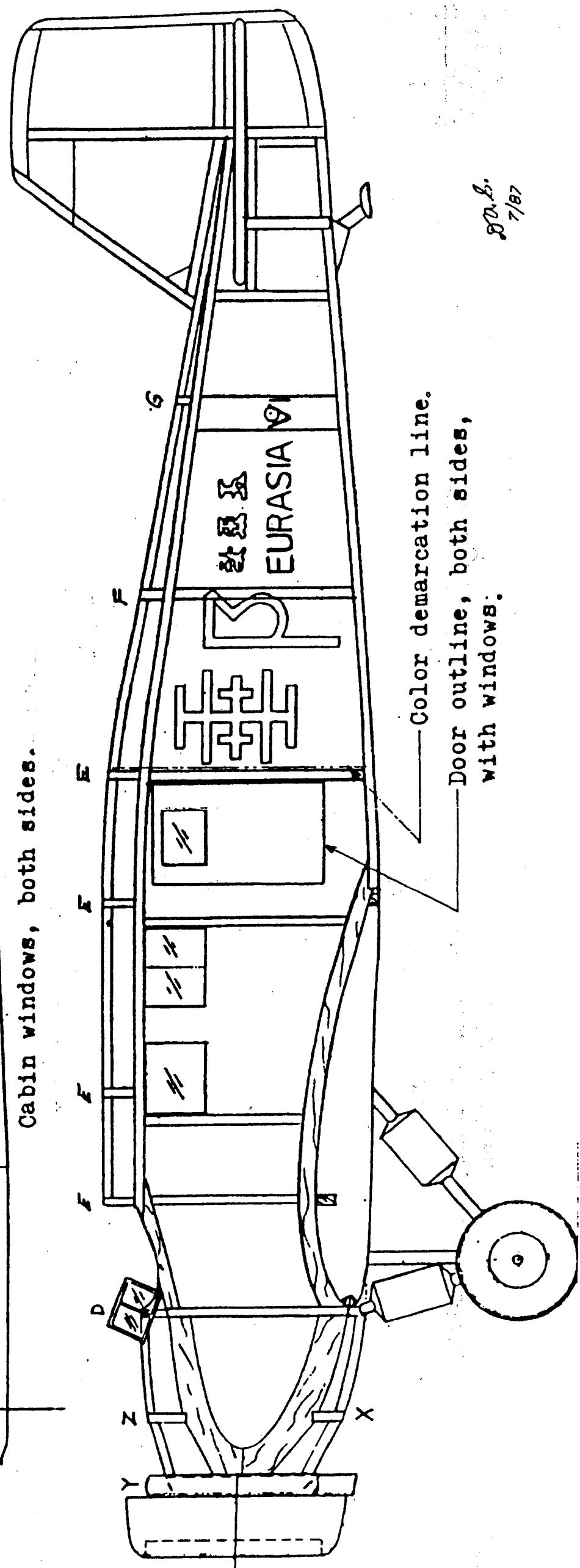
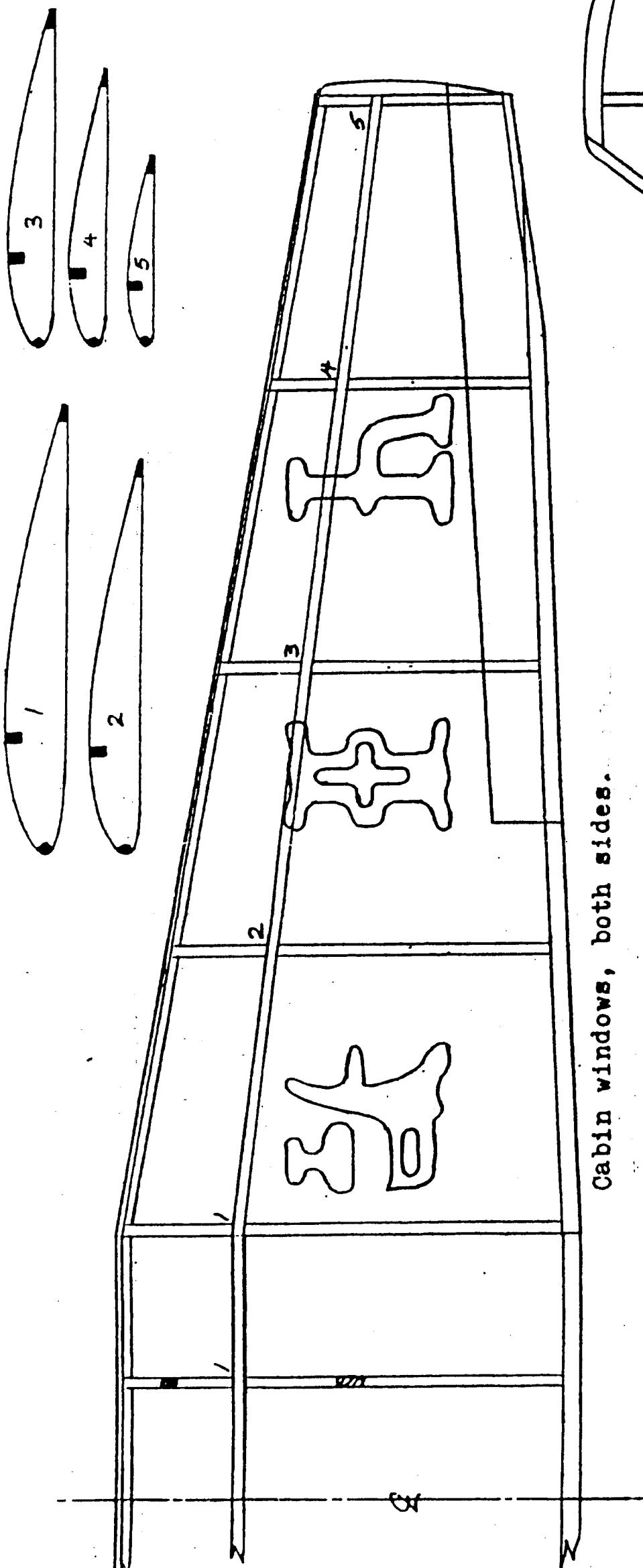


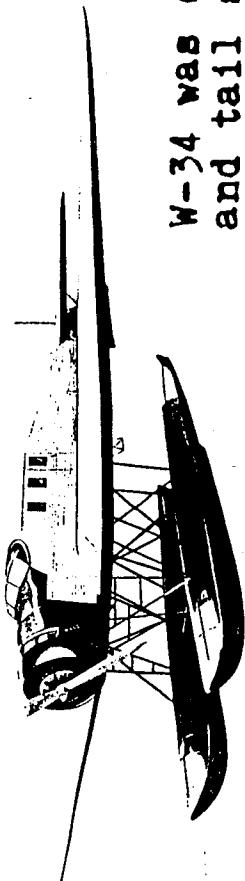
COLOR SCHEME:
FUSELAGE + STRUTS: BLACK
WING + TAIL: RED
NO LICENSG REQUIRED

COONLEY SPECIAL

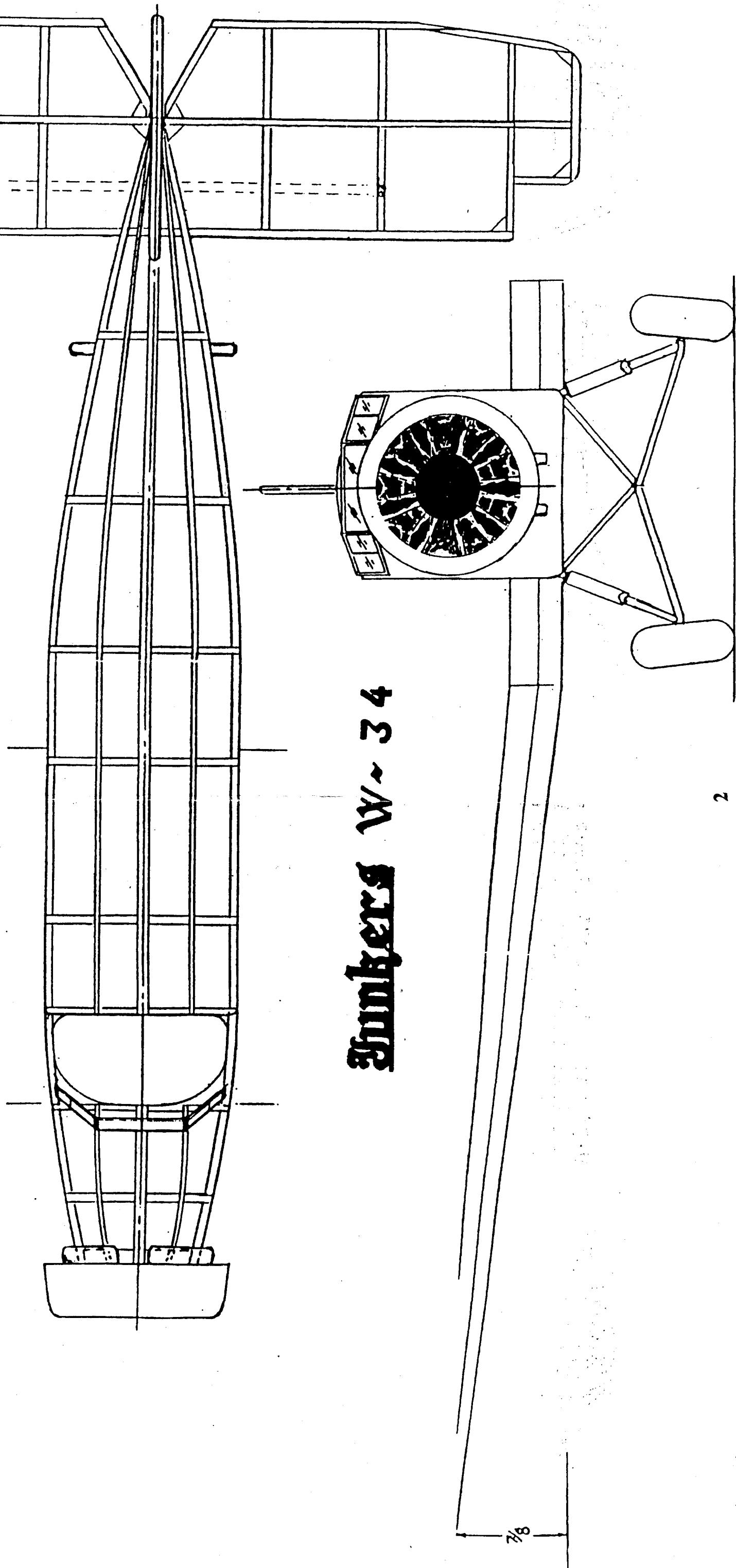
DWN BY W. S. 5/02







W-34 was colored all silver with black landing gear struts and tail skid. The hub of the balloon wheel was silver. Markings as shown on the fuselage and wing were black. The characters on the wing were repeated four times, that is they appeared as shown on the top and bottom of both left and right wing outer panels.



NEED SCALE DOCUMENTATION?

Have the world's largest aircraft documentation collection.



Antiques, Military, Civilian, Helicopters or Sailplanes
• 8,000+ different full color photo studies 1899-2005
• 39,000 3-view line drawings
• 8 NEW articles!

Only \$10.00 ppd
Year 2005/6 Catalog
Cat. #21
B&W
Canada, Mexico, Alaska, \$12.00
Hawaii, Puerto Rico, \$20.00
All other countries
[* includes air postage]

200 NEW
Photo Prints

1,000 NEW
3-Views!

8 NEW articles!

AIRCRAFT DOCUMENTATION

(714) 979-8058

Order Online! www.bobsairdoc.com

And L-2 Rapier motors.

We have plenty in stock. Shipment is within

a couple of days.

SHORTY'S BASEMENT

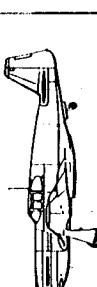
1036 Bexley Ave.
Marion, Oh. 43302
Ph. 740-223-7471
Fax: 740-387-0853

Your one stop for Aerographics and
West wings kits. Also have ducted fans

And L-2 Rapier motors.

We have plenty in stock. Shipment is within

a couple of days.



PLANS

RUBBER - scale, no-cal, sport &
old timer. Powered old timer &
RC sailplanes. 130 models all illustrated. Catalog \$2.00.
www.tetusplanet.net/public/h_bvolk/.

Cirrus Aviation
P.O. Box 1375
Nanton, AB T0L 1R0
Canada



PO BOX 11558, GOLDSBORO, NC 27532
Send \$1
For Catalog

FREE-FLIGHT RUBBER SCALE PLANS

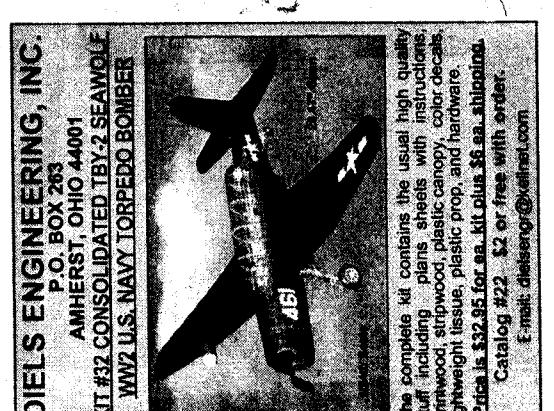
By Dave Rees.
Well-tested competition designs.

Full-size blueprints from inked masters.
PL-33 North American T28 Trojan 27" span \$5.00
PL-32 De Havilland DH83 Fox Moth 29 1/2 span \$6.00
PL-25 Nicholas Beasley Banting HB3, Coconut Scale, 36" span \$6.00
PL-24 Howard Pete Greve racer 24" span \$5.00
PL-23 Piper PA-12 Super Cruiser, Coconut Scale, 36" span \$6.00
PL-21 Dix Mackey's Corona Cougar, Peanut Scale, 13" span \$4.00

Please send \$1.00 postage
for 1 to 2 plans;
\$3.00 for 3 or more.

Willyline
F111 hole in
cowl front
with sheet
base

Send small
plans
of base. Please
make machine
of base. Please
make small
plans
from
base.

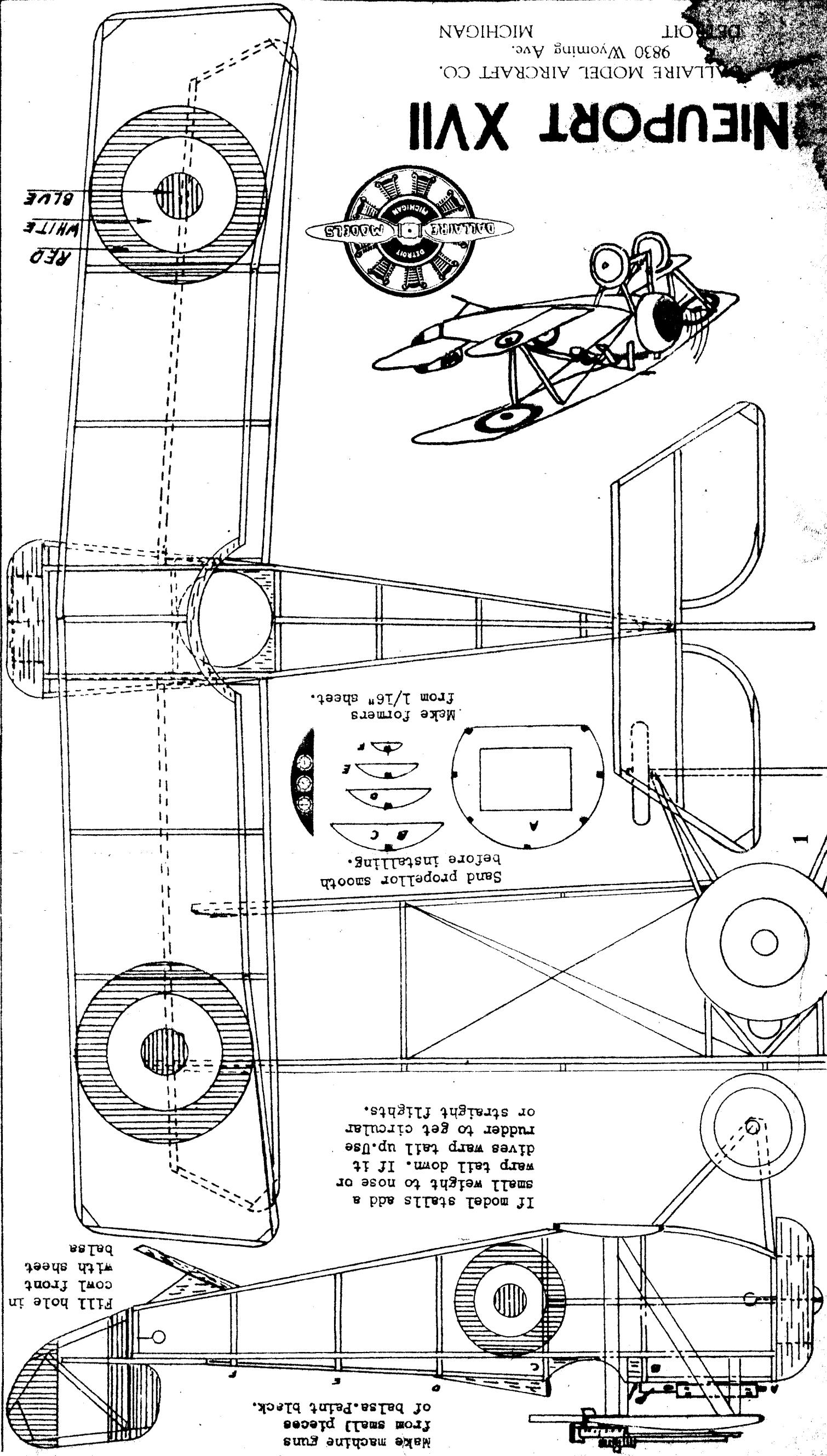


The complete kit contains the usual high quality
stuff including plans, sheet wood, plastic canopy, color decal,
lightweight tissue, plastic prop, and hardware.
Price is \$32.95 for ea. kit plus \$6 ea. shipping.
Catalog #22 \$2 or free with order.
Email: dilis@juno.com

SUPERIOR PROPS

BALSA, RUBBER POWER PROPS
Wide variety Sizes & Pitches
= FREE WHEELING :
: FOLDING :
Coupe, Wakefield, Gollywock,
Korda, more Montreal stops
Available with Z Bar or
Old Time Hardware
Send \$1.00 for Catalog

Superior Props
516 Driftwood Circle, Slidell, LA 70458
(985) 726-9673



9830 Wyoming Ave.
ALLIANCE MODEL AIRCRAFT CO.
MICHIGAN