

FLYING ACES

ISSUE #228-154 Mar./April 2006

Club News





NEWS ON THE WING!

**THE 2006 RULE BOOK IS INCLUDED IN THIS ISSUE
PLEASE READ IT CARRY IT TO ALL CONTESTS**

Cover story? There is none! Just a drawing from our files that looked good.

Thanks to everyone who contributed to this issue as always. The plans came from; Dave Putterill (the Brandenburg C-1, Dave is from Australia and the plan originally appeared in their newsletter), Carmen Botticello gives us his Fiction Flyer (Bad Guy Biplane, originally in the now defunct newsletter "Air Flow"), Pres Bruning (PZL P.8/II), Pres Bruning & Ralph Kuenz (Parnall "Pixie" II), John Blair (Hickman "Pac-Mag # 12 in his series of Pseudo Dime Scalpers) and Al Backstrom gives us his modifications for the ERIE-TIMES modelplane, These mods cannot be used in Old Time Rubber events but they are OK for the Erie-Times event.. Then we finished off the plans section with the new FAC judging sheet and instructions as to how to judge an FAC scale model. This should help the model builder as well as the judges to score a more level playing field. This will also enable all of our members to fly anywhere under the same set of guidelines.

We are saddened to report that we have lost Wayne Brock. Wayne was very active with the Atlanta , Ga. Squadron and he piled up enough Kanones to become an Air Marshall. He will be sadly missed by his many friends. We wish to extend our condolences to them and his family.

Update on the FAC-Nats; We finally have all paperwork done with the University and the caterer. You will find the entry form in this issue. It is much later than usual getting this to you so we would really appreciate it if you will send your entry in A.S.A.P. There is a small increase in prices this year. All of it in the cost of the banquet. Food has gone up in price as you all know and the bar at the motel is now closed and in order to have drinks for the banquet we have to pay the caterer to operate the bar.

We are always looking for event sponsors and prize donations. If any manufacturers or individuals who would like to sponsor an event or donate prizes, etc. please contact GHQ A.S.A.P.

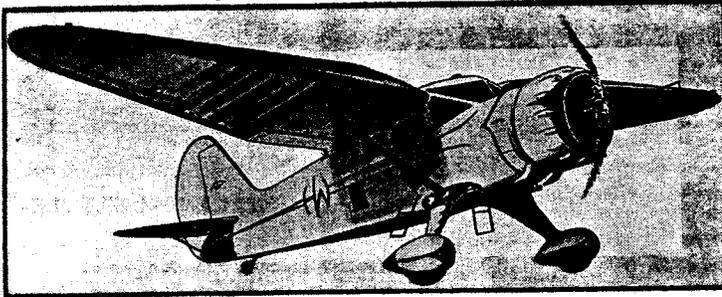
The FLYING ACES CLUB

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

Non judged scale events, such as Golden Age Civil, Modern Military etc. will be judged after you take your first flight, bring your model with the timing slip and your plan/documentation to the registration table. At that time we will award your bonus points to your score. We believe these changes will help to level the playing field even more.....LET'S HAVE FUN!!!!!!!!!!!!!!

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

Col. Lin Reichel, CinC, FAC *Lin*



FAC-NATS
VENDOR TABLES
ARE GOING FAST
IF YOU WISH A
TABLE CONTACT
GHQ A.S.A.P.

NOMINEES FOR THE FAC HALL OF FAME---CLASS OF 2006

The following Clubsters have been nominated for induction to the FAC Hall of Fame. Please cast your votes for not more than three (3) individuals. The top 3 vote-getters will be inducted into the Hall at the FAC Nats this coming July.

Peck/Polymers; A backer of the FAC from the very beginning. Came out with the first Peanut kits as well as other kits and the supplies that are hard to get these days.

Diels Engineering; Manufacturer of fine kits for the serious minded FACer. Great backer of the FAC-Nats. Golden Age Reproductions; Another great backer from day one of the FAC.

Vance Gilbert; Great modeler and helping hand at every contest he ever attended. Winner of the Vic Didelot Spirit of the FAC award in 2005.

Bob Schlosberg; Longtime contest director for the Cactus Squadron in Arizona. Great builder and inovator Bob Haight; The Vegas Vulture, another inovator and promotor of the FAC around Las Vegas.

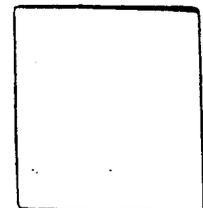
Hurst Bowers; Designer of many model plans and the first curator of the A.M.A. museum. Memorial events in Hurst's honor at this year's FAC-Nats.

Steve Griebing; Steve has drawn many plans which have appeared in the Cleveland Free Flight Society's newsletter as well as other newsletters. Also many new and great building tips.

Mike Nassise; Newsletter editor, plan designer, contest director and member of the FAC Council. Great asset to the Flying Aces Club.

Mark Fineman; Former editor of the Glastonbury Club newsletter, model designer (for one, the Cessna CR-3) Currently involved with buying and selling model kits, etc. on the internet. Still a tough competitor.

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



FAC T-SHIRT SALE

We still have a few t-shirts on sale. We need to move them to make room for this year's shirts. Here is the perfect time for you to get one of these great looking shirts, and save yourself a few dollars. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. All shirts are priced at just \$10.00 each, postpaid.

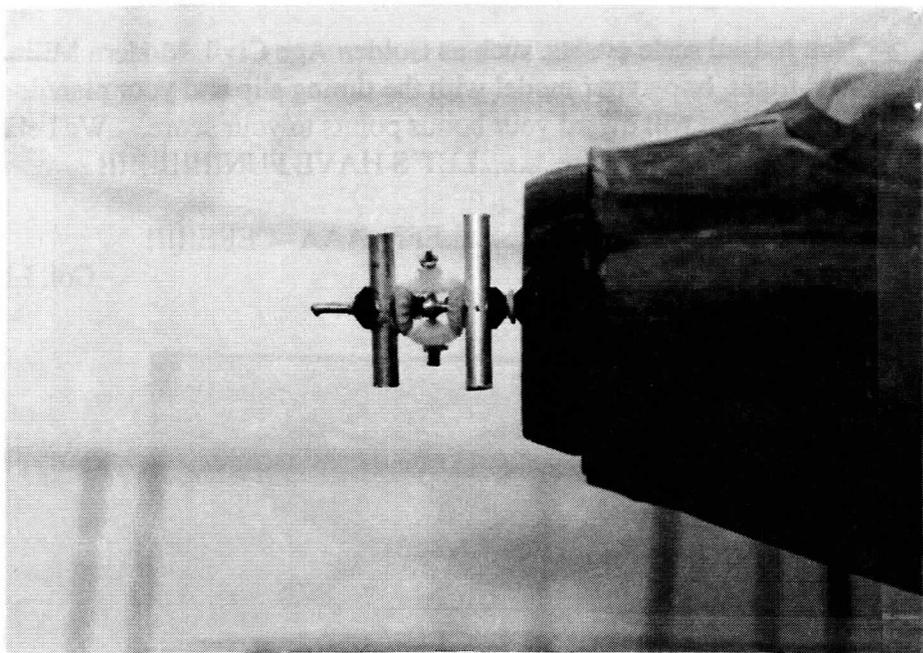
Boeing F4B-4 small, lge, XX-lge.
Messerschmitt BF-109 small,
lge, X-lge, XX-lge.
Spartan Executive small., large.
Seversky SEV small, medium.
Hall Bulldog small
Curtiss P6-E large, XX-large

Youth sizes:

Boeing F4B-4 medium, large



AND WHAT DOES A MAGAZINE DATED
JAN. 1938 HAVE TO DO WITH STATE-OF-THE-ART?



Lin:

Here are some pictures of a new small contra gear box patterned after Jack McGillvray's unit. (I already spoke with him regarding using the configuration and he is fine with it).

If you see fit to publish it and if there is enough response I will make some for sale at ~\$25.

The unit without propeller blades weighs 2.5 grams and can handle a lot of rubber since the gears are the same as the original unit which could handle 6 strands of 1/4 rubber.

The aluminum tubes are 1/8" inside diameter so that making blades to fit should be easy.

Regardless of the response I will probably make some to take to this years Nats.

To review, this years Contra Scale is mass launch for ANY model (military or civil) with close coupled contra rotating propellers.

Thanks,

John Regalbuto
11 East Street
Georgetown, MA 01833

POSTAL CONTEST

It is time once again to announce our annual postal contest. As per usual we will have four wings/events. They are; Indoor No-Cal, Indoor Peanut, Outdoor No-Cal and Outdoor Peanut. Fly and enter as often as you like with as many models as you wish and send in your times to GHQ. Every time you better a score with a particular model send it in. Contest times count too. The contest starts when you read this and will end on May 30, 2006. Entries postmarked after June 1, 2006 will not be eligible. Send your times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

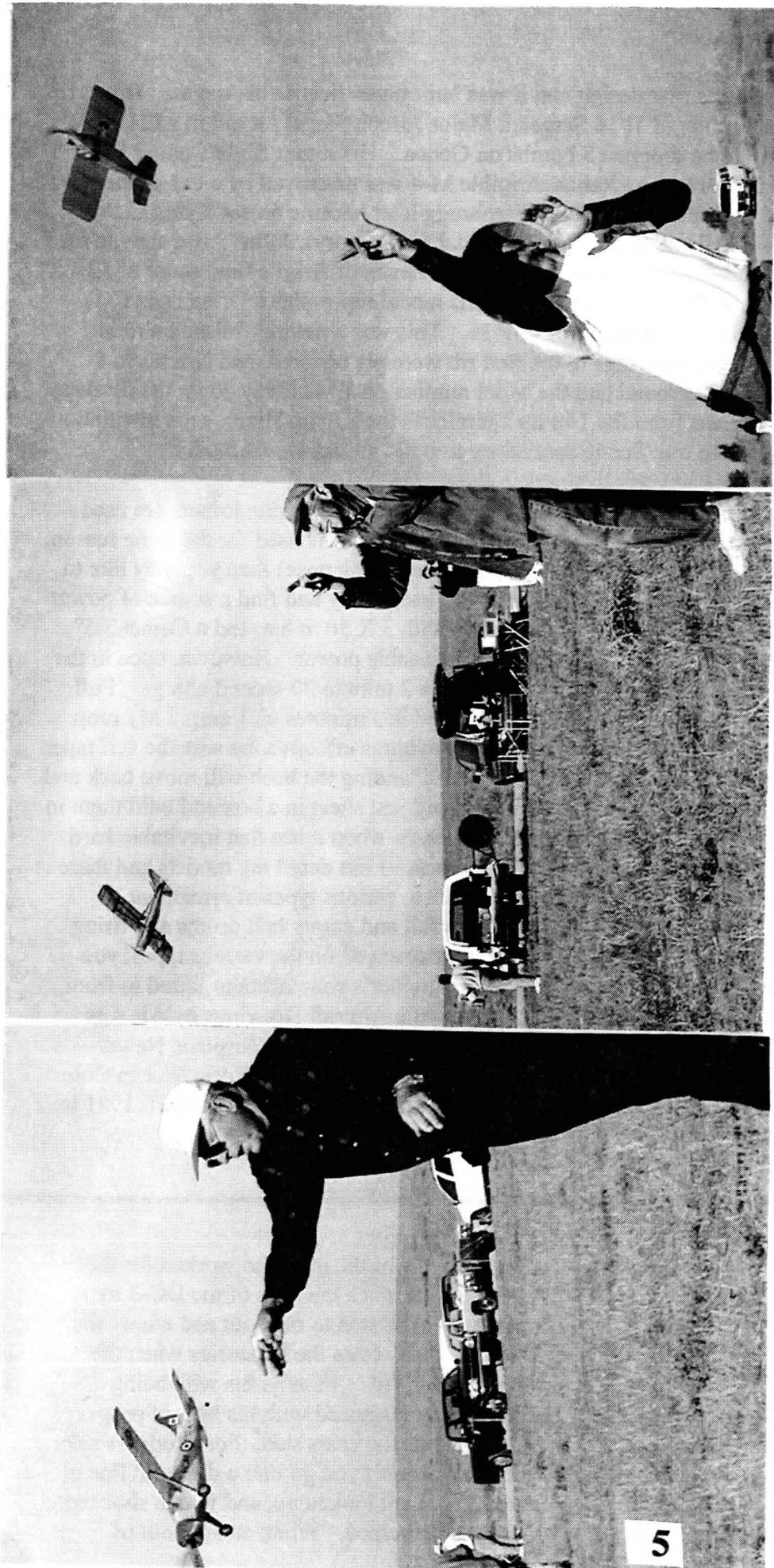
INDOOR NO-CAL

Dave Bubolz	Martin Mauler	114 sec.
Mike Welshans	Martin MO-1	90 "
Don Lang	Waterman Gosling	86 "

OUTDOOR NO-CAL

John Stott	Extra 400	201 sec.
------------	-----------	----------

No entries as yet in Outdoor Peanut or Indoor Peanut



Pictured in upper left is Don Smith (Blacksheep) launching his Dumas Beaver. Middle is Don Riordon (Blacksheep) giving mental telepathy instructions to his Citabria. (We have all done that) Upper right is Dave Ives (Scale Staffel) with a great launch of his Fike. All pics by Roger Willis.

PACIFIC COAST FAC SQUADRONS...FANTASTIC FLY IN.....Roger Willis reports

Beginning the year off right in Southern California was a multi-squadron fly in at Otay Mesa flying fields in San Diego. The host FAC Squadron was the SCALE STAFFEL [FAC 41] and the visiting squadron was the BLACKSHEEP [FAC 69 J. Wow what a day...!!! Over 50 official flights utilizing twenty-seven aircraft. Blessed that day by great weather, these two squadrons battled it out all morning. Yes Dorothy, Free Flight Rubber and Power Scale actually are alive and well in sunny SoCal.

Capping the outstanding event was Don Smith's P-40 with Russian markings doing a vertical barrel roll...lot's of mouths hanging open on that one folks. The events were very competitive .

This is the first time these two FAC Squadrons have come together for some hot compaction . It was a fabulous flying day with temps in the 70's , blue sky and almost zip wind.

The events consisted of FAC Rubber Scale, FAC Power Scale...a Jimmy Allen Mass Launch And two Fun Scale Events. Much fun was had by all...!!

HANSA BRANDENBERG C.1

"The Big Brandenburg" was Ernst Heinkel's first design and it was built under license in Austria. It was used throughout the war in many roles, in July of 1916 Sergeant Major Joseph Siegel set out in a C.1 from Austria and flew 200 kms into Italy where he dropped 5 bombs on Genoa. His return flight was far from peaceful as he was pursued by Italian fighters. The Italian dirigible M-4 was destroyed by a C.1 of the Fliegerkompanie based at Aissovizza. The pilot Benno von Fernbrugg later became an ace flying C.1's. Five times winner of the Goldene Tapferkeitsmedaille (Golden Medal for Bravery), Julius Arigi shot down 5 of 6 Italian Farmans on their way to attack the naval base at Durazzo. Seven of Arigi's final score of 32 were obtained while flying Hansa Brandenburg C-1 (U) 61.64. This model represents a Uffag built C-1, 64.14, flown by C-1 ace Hauptmann Raoul Stojsavljevic of Flik 16. This was a natural finished aircraft, clear doped flying surfaces and ply fuselage, the wings to the first rib were ply covered, and crosses in 8 positions with fuselage cross on a white background and the serial number 64.14 halfway down the fuselage. The C-1 was powered by a variety of engines from the 160-hp Daimler to the 230 hp Hiero, each instillation used a different cowling so this will give the true Scalie the chance to build an individual model.

CONSTRUCTION: This is fairly simple and straightforward, the wire cabane and wing joiners are used because it was built to survive the rigors of indoor flying. The sprung undercart is used for the same reason, so if you fly outdoors over grass or decide to rubber power it (its got a nice long nose) then you may like to save some weight and make it one piece. The direct drive motor was used to try and find a source of power between the KR-1 Kenway and the geared KPO1. Initial static tests with 3 X 50 m.h.a. and a Comet 3.5" prop showed a disappointing but, I felt acceptable, 25 - 28 seconds of usable power. However, once in the air and unloaded, the model turned in respectable 40 second flights on a 2 minute 20 second charge. Full charge for long life and consistent flights with Sanyo 50 mah cells I find is 3 minutes @ 1 amp. My prop adapter was turned and tapped on a lathe but the one shown on the drawing is effective, be sure the self taper goes in true and it bottoms on the motor shaft, otherwise if it has a hard landing the bush will move back and rub on the motor bearing. The batteries mount in the observers cockpit, just sheet in a box and hold them in with a rubber band, don't mount them solid, or anything for that matter, or when it has that inevitable hard landing they will break loose and destroy everything up to the noseblock. I likt detail my models and there is plenty of scope to do this on the C-1, from fully cowled exposed engines, various types of armament including the unique Baby's Coffin, a Schwarziöse M7/12 fitted with full and empty belt drums and firing controls in a ply and metal box. If you decide to build a C-1, do some research on the various types, you might be surprised, like the Phonix built 26.17 with a canopy and the gunner's compartment faired in from the top wing to the rear fuselage. I used the Willis Nye drawings in Scale Aircraft Drawings by Air Age Publishing. This is a collection of scale WW-I drawings that once appeared on Model Airplane News. Other sources are Aviation News, volume 3 #8, Warbirds: Military Aircraft of the First World War in Color by MacDonald and Jane's and the brilliant Bi-monthly series published in Scale Models from Sept. 1981 to Nov. 1983 Austro-Hungarian Air Aces by Dr. Martin O'Connor.

Dave Putterill

CLEANING OUT MY WORKSHOP

Lots of books, documentation, 3-views, color, plans, kits and supplies. Grant Lovett, 26 Somerset Circle, Brownsburg, In. 46112. E-mail, lovettsinindy@hotmail.com or call 317-965-1945.

Then there was the guy who worked for the same airline since the days of the DC-3 transports. His job was to rush out and empty the "Honey Pots" from the lavatories when the airliners landed. Finally, his wife being thoroughly disgusted with his lack of progress over all the years said, "For goodness sake Lem, why don't you go into a different line of work?". Lem looked up, and with a shocked expression yelped, "What, and get out of aviation?".

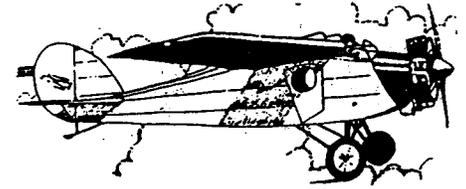
NEW PLANS FOR THE FAC PLAN SERVICE

John Blair has generously donated his plan service to the Flying Aces Club. John's plans are all first rate drawings and several of them have been winners at the A.M.A. Nationals as well as many other contests. Below is listed all of the plans that we now have ready for sale. There will be more added later. The number in parenthesis denotes the number of sheets for that plan. As usual, send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. All Plans are shipped postpaid.

AIRCRAFT	SPAN	SHEETS	PRICE
Cessna AW	30"	(2)	\$8.00
Corben Super Ace	27"	(2)	8.00
Stinson Jr. Model S	26"	(2)	8.00
Pietenpol Aircamper	19.5"	(1)	6.00
SE-5	17"	(1)	6.00
Great Lakes 2T-1A	20"	(2)	8.00
Porterfield CP-65	25"	(1)	6.00
Howard DGA-15P	25"	(2)	8.00
Stinson Jr. SM-2	30.5"	(2)	8.00
Stinson Jr. SM-2	26"	(1)	6.00
Piper Pacer PA-20	29"	(2)	8.00
E.A.A. Baby Ace	25"	(2)	8.00
Buhl Bull Pup	23"	(1)	6.00

CESSNA PHANTOM PLAN AND T-SHIRT

Here is our latest t-shirt and plan. The shirt drawing is once again done by Bob Bojanowski and the plan is by Les Burdsal. You will want both of them we are sure. The model is an excellent flyer! Practically right off the board! All sizes are currently in stock for the shirt. The price of the shirt is \$15.00 and the plan is \$6.00 Both are postpaid. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



* * Launch Speed * * Mumbo Jumbo #124 from the Glue Guru

Somewhere in the middle between these undesirable results is the correct launch velocity. It should be maintained no matter what the wind speed may be. Unfortunately, only trial and error will establish this "right" launch velocity. However, once found it will serve for most models that are similar in terms of size and wing loading.

As for variations in wind speed, these are best handled by varying the launch attitude. With the model nosed upwards, it will progressively produce more lift. Use is best made of this feature to increase lift when necessary - for example, when launching into a dead calm. Here we use the same launch velocity previously found best. However, a few degrees more are added to the launch attitude, increasing the wing incidence. The effect is to supply both the necessary lift and launch speed required for a good sendoff.

Given a large opposing wind, we do the opposite - reducing the launch attitude while maintaining the launch velocity (more or less). Admittedly, I've not pushed this very far. Should I sense a wind speed equal to my model flying speed I simply quit for the day. The issue here is not launch, but turbulence near the trees that define our fields. Such turbulence can be wicked and its effects fatal; I've not been able to find a solution to the turbulence problem.

Fortunately the launch problem is not that difficult, as any mass launch contest clearly demonstrates. Yes, fine judgement is called for, but that's a fair part of the game. * * *

"The Model Aeronautical Digest" Model Publications Ltd., England, 1944, p.92.

Our final touch is given at launch time, perhaps in the form of a gentle release, or more likely, a send off smacking of an all out heave. Surely both can't be right. Which is correct?

Pundits have added to the confusion by calling for something else: release at proper flying speed with the prevailing wind factored in. For example, if our model flying speed is 10 MPH, and the opposing wind speed is 5 MPH, the launch speed should equal the difference, or 5 MPH.

To quote one such authority (see below), everything "depends on launching the machine at the right speed relative to the air." Unless this is done, the results will vary from the disappointing to the catastrophic.

Is there something to this, or is it just more baloney? I think there is some truth there - but not much.

Consider another specific case. Suppose that 10 MPH model noted above is to be released against a 10 MPH wind. Would it be enough to simply open our hand as a means of release - with no impetus whatever?

It would not. Momentum is a definite part of the stability picture. Release at the right air speed is certainly helpful from the aerodynamic point of view, but does little or nothing for the momentum/inertia aspect.

Early in flight, though correct wing lift important, so is correct tail momentum in setting up a stable climb pattern. What then can be done in cases like the launch against high wind?

We have all learned that launch at too high a speed produces a false zoom; one likely to peter out after a stall. Launch at too low a speed yields the opposite: a drooping dive, likely to hit the ground.

Western New York Free Flight Society

and

Flying Aces

Presents the 8th Annual

Empire State Free Flight

Indoor Championships

WNYFFS
esfc
INDOOR

Schedule of Flying Events

Flying is from 9AM to 5PM

Note: schedule is subject to change at CD's discretion.

AMA Events

- Mini Stick (#)
- Std. Class Catapult Glider (#)
- Intermediate Stick
- Bostonian Cabin (7 gm)
- Limited Penny Plane (#)
- Open Penny Plane
- F1L, Easy B (1.2gm min.) (#)
- AMA Electric Endurance
- Indoor F1D team selection

regional

Note: F1D change from previous needs

FAC Events

- Dime Scale
- High Wing Peanut
- Peanut Scale
- Scale
- Golden Age Scale
- No-Cal Scale (6.2gm min.)
- WWII Combat
- Golden Age Military

Special

- Wright Stuff, combined middle and high school, flying 2006 H.S. Wright Stuff rules. (Class C) (#)
- Phantom Horde, mass launch of Phantom Flash (3.5 gm w/o motor minimum weight, wheels must turn and model must be built and decorated per the plan.)
- Events followed by a (#) are eligible for the Indoor National Cup Contest

RC flying will follow the meet starting at 6PM until 10PM. Contact Ed Britton at eplane@rochester.rr.com for further information and fees.

Date: May 21, 2006

Location: Ralph C. Wilson Field house, Orchard Park NY.

Entry Fees: \$30 for all events and site use fee. Juniors, \$5 covers all events. Casual flyers *must* register with CD. 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 entry fees.

Contest Director: Vet Thomas

For questions regarding the meet, contact Vet at 585-392-5164 or at vtomas1@rochester.rr.com

Other, relevant and useful information

- AMA class AA sanction
- Doors open at 8 AM
- Ample parking is available directly in front of the main field house entrance.
- Food and beverages will be available for purchase on site. Food and beverages are not to be brought into the facility.
- This site has a 128 foot arched ceiling and a floor area measuring 200 by 400 feet. It is carpeted with artificial turf, making it an exceptional AMA Category IV indoor contest venue.

How to get there:

From the East: Take the New York State Thruway (190) past Exit 55 to Rt 219. Proceed on Rt 219 to Big Tree Rd Exit (Rt 20A). Go west on 20A to Abbott Rd, then right on Abbott Rd to the Field House.

From the West: Take the New York State Thruway (190) to Exit 57, Camp Rd (Rt. 75N or W). Proceed to Southwestern Blvd (Rt 20). Go right on Rt 20 to Abbott Rd.

From Canada: Take the QEW to the Peace Bridge and onto US I-190 South. Then to NY State Thruway (I-90) and Rt 210 to Big Tree Rd Exit (Rt 20A). Go west on 20A to Abbott Rd, then right on Abbott to the Field House.

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

AIRCRAFT OF AIR RACING'S GOLDEN AGE

A History of the Raceplanes from 1928 - 1939

- 1071 Pages
- 158 Scale Drawings
- Over 1200 Photos
- Color Photos
- Color Artwork
- Hardbound
- Two Volumes Jacketed

Price: \$75 + \$10 Inland Shipping

Mail Check to:

Robert Hirsch
8439 Dale Street
Buena Park CA 90620

or Search for Volume 390 on the

The above book just has to be a BLOCKBUSTER! Kind of pricey but look at the contents and the number of pages!

Glue Guru on the Fokker Triplane—

Here's a new book spelling out the Red Baron's mount with all its virtues and flaws:

Three Wings for the Red Baron.

SPAD's Triplane effort was a disaster. MIT proved the concept inherently slow. Sopwith's Triplane was set aside as mediocre. The Curtiss attempt was a flop.

Yet Richthofen saw great merit in three-winged fighters, betting his life on Fokker's design, despite its inferior engine. Why? What did he see in three wings?

Wounded and depressed, was he merely grasping at straws while engaged in denial? Was his death, in a Fokker Triplane, a chance event or one more proof of three wing inadequacy?

The answers are here, backed by solid research in London, Munich and Berlin. Some 240 illustrations are offered, including rare wartime 3-views of the Curtiss, Sopwith and Fokker Triplanes.

The treatment is straight Glue Guru-aerodynamics with a certain verve. I think you'll like it.

The book is available through Barnes & Noble, Amazon, Borders, Books-a-Million and private bookstores as well. Price varies a bit, with Amazon offering the lowest price, but B & N supplies a faster delivery. You can examine some 13 pages without charge by reaching Amazon.com on the internet and then requesting "Three Wings for the Red Baron". In return, you can inspect, or even print out, the first chapter.

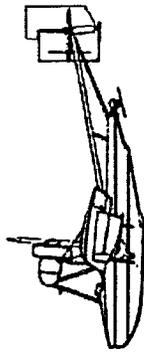
Check it out!

CAROLINA MODEL FLYERS & KUDZU FLYING CORPS present

Spring 2006 Contest

AMA - FAC - ROW

ROW Friday, May 19, 4PM until dark
Walnut Creek, Goldsboro, NC



- Events:**
- > Rubber stick
 - > Rubber non-scale cabin
 - > Rubber scale
 - > Power (CO²/electric) scale
 - > R/C fun fly (electric only)

AMA/FAC Saturday, May 20, 9AM - 5PM
Carolina Sod Farm, Raeford, NC

9

Mass Launch Events:

- > 10:00AM WWI Biplanes
- > 11:00AM Combined Racers
- > 12:30PM Hurst Bowers Commemorative
- > 1:30PM WW2 Fighters
- > 2:30PM Modern Production

Timed Events:

- > AMA - Hand Launched Gliders
- > AMA - Catapult Gliders
- > FAC - Jet Catapult Gliders
- > FAC - Embryo
- > FAC - Golden Age
- > FAC - Dime Scale
- > FAC - Peanut
- > Junior Ready to Fly - No Fee {Plane and rubber provided by CD}

Fly both days - \$5.00 - no food provided

CD: John Diebolt (919) 467-1025 jdiebolt@mindspring.com
526 Heater Drive, Cary, NC 27511
Maps to flying fields available upon request

Awards to Third Place

FLYING ACES PLAN SERVICE

These plans are from the FAC contests at Geneseo N.Y. and Muncie, In.

Aircraft	Span	Designer	Price
Erie Times O.T.	24"	Engstrom	3.00
Westland Lysander	25"	Studiette	4.00
Northrop Gamma	36"	Bruning	5.00
Fairchild PT-19	24"	John Low	4.00
Curtiss Gulfhawk	24"	Wilkey	4.00
Boeing P-26	18"	Wilkey	3.00
Waco C-7	22"	Boyanowski	5.00
Laird Solution	14"	Tom Nallen, Sr.	4.00
Waco "D"	24"	Bruning	4.00
Lockheed Orion	24"	Tom Nallen, Sr.	6.00
Monocoupe	24"	Canada M.C.	3.00
Seversky SEV-2	22"	Tom Nallen, Sr.	6.00
Gee Bee QED	24"	Tom Nallen, Sr.	6.00

JOIN NOW...



RECEIVE A FREE ISSUE WITH YOUR NEW MEMBERSHIP (PLEASE MENTION THIS AD)



WORLD WAR 1 *Aeroplanes*, INC.
15 CRESCENT ROAD, POUGHKEEPSIE, NY, 12601
(845) 473-3679

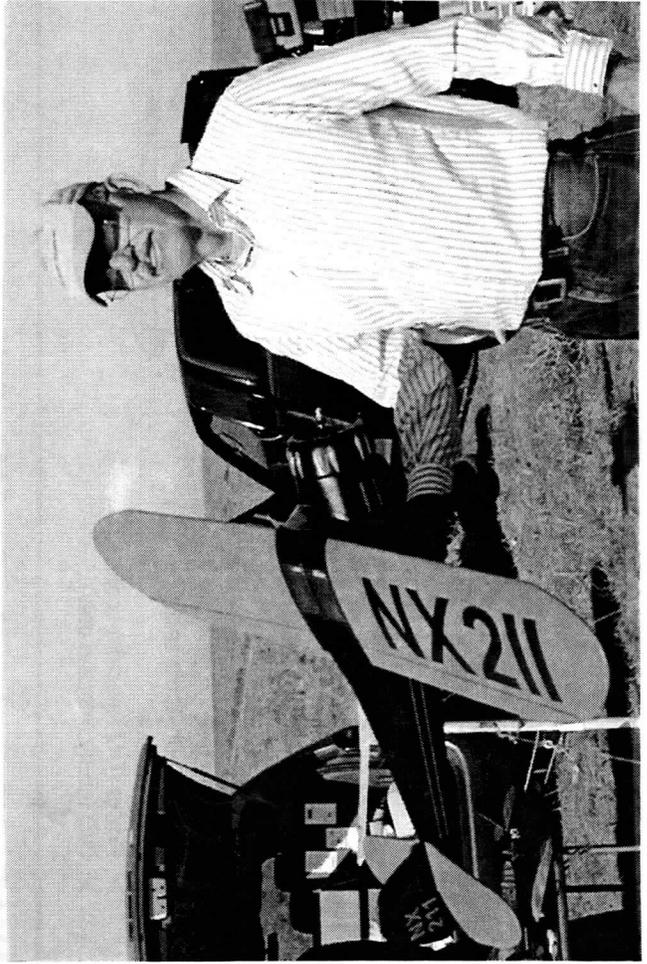
www.ww1aero.org www.skywaysjournal.org



Mark Chomyn.] Scale Staffel [...about to release his Hellcat...a fantastic Flyer...



First Place in FAC Rubber went to Allen Montearth here pictured With his winning Taylorcraft...



Pictured above in Bob Weatherall the 1st Place Winner in FAC Power Scale with his Monocoupe....

Here are more photos from the multi-squadron fly in from Roger Willis.

Great Hung! These two squadrons may have stumbled on something here! This should be an incentive to get more activity going in each squadron's section. Come on Squadron Leaders, offer up a challenge to a nearby squadron and see what happens. We here at FAC-GHQ will bet OI' Carbuncle's "Spad" that it will be a success!

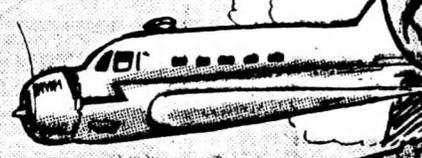


LOST HIS AILERONS IN A SPEED DIVE - TESTING A "MYSTERY SHIP" - BAILED OUT TO SAFETY.

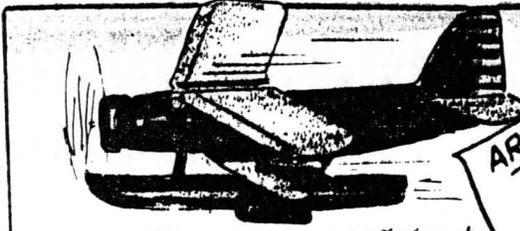
WOTTA MAN!



FLEW OVER THE ANDES MOUNTAINS WITH BOTH LEGS IN PLASTER CASTS!



RACED A TRANSPORT BLIND COAST TO COAST!



WON BENDIX RACE 1931

ARMY TEST PILOT!

MEMBER ARMY BOARD



LED THE SENSATIONAL RAID OVER JAPAN - NOW COMMANDS THE AIR FORCES IN AFRICA.

STICKERBAUM AIR CORPS.

WON MACKAY TROPHY

HOLDS: - CONGRESSIONAL MEDAL OF HONOR - D.F.C. WITH CLUSTERS - MILITARY ORDER OF CHINA - ORDER OF THE CONDOR

B.A. UNIVERSITY OF CALIFORNIA

MAJOR GENERAL JIMMY DOOLITTLE

COMMANDING THE ARMY AIR FORCES IN AFRICA - MOST COLORFUL MAN IN ANY MAN'S ARMY!

HARMON TROPHY RACING PILOT.

FIRST TO FLY ACROSS THE U.S. IN LESS THAN 24 HOURS - FIRST TO CROSS N. AMERICA IN LESS THAN HALF A DAY! HIS THOMPSON TROPHY RECORD OF 1923 STILL STANDS! HOLDS AMERICAN SEAPLANE RECORD - DOCTOR OF AERO SCIENCE AT M.I.T. FORMER PRESIDENT INSTITUTE OF THE AERONAUTICAL SCIENCES. (TO BE CONTINUED!)

WOLFE - PICTORIAL BRANCH

WANTED, 1953 Model Aeronautics Yearbook by Frank Zaic. George Trumfore, 397941, Rt. 1 Box 8, U-6N, Helena, Ok. 73741.

WANTED, Detailed plans for the DH Tiger Moth and the Sopwith Tri-plane. George Clowes, 1309 Braeburn Rd., Flossmoor, Il. 60422.

FAC KANONES as of 1/1/2006	BROCK, WAYNE	REED, DON	SMITH, OSCAR	MAJOR	WARNER, BILL
	AIR VICE MARSHALL	BUXTON, JIM	DETAR, JAMES		ANDERSON, ERIC
	GILBERT, VANCE	DAILY, PAT	DONOHUE, JERRY	14	ASSEL, DON
530	SMITH, GENE	DECOOK, DON	EWING, FRED	13	BATIUK, GEORGE
336	MEYERS, STEW	PITTMAN, TERRY	GILLIS, RICH	13	BROMM, KARL
282	BROWN, RUSS	ARONSTEIN, DAVE	HINES, MIKE	13	BUTSCH, ROBERT
224	EGGERT, WALT SR.	NOVAK, ED	LEFFLER, GEORGE	13	FEDOR, MIKE
219	LEWIS, GEORGE	THOMPSON, BOB	MORROW, MIKE	13	FRAUTSCHY, HENRY
197	GENERAL	BOLLINGER, NEWT	PASSARELLI, BILL	13	GARBSKI, PAUL
178	FINLEY, BRUCE	MURDSAL, LES	REICHEL, LIN	13	HARWOOD, DON
157	LANG, DON	MCGINNIS, DEAN	ROPAR, NICK	13	JACKSON, TIM
150	NASSISE, MIKE	POWELL, CLAUDE	ROSS, LINCOLN	13	KAMODY, RON
130	PERES, VIC	SUGDEN, BOB	THOMPSON, MIKE	12	KONEFES, ED
119	STOTT, PAUL	BRIG. GENERAL	LI, COLONEL	12	O'BRIEN, TOM
116	KACIAN, JACK	AZURE, PETE	BOJAN, ED	12	PALLERON, A.J.
113	LIKELY, AL	BALUNEK, DEL	FRANKS, DAVID	12	SMITH, DAN
111	SLUSARCZYK, DON	ENGLERT, JEFF	HEYN, ED	12	ALDERSON, LEN
109	NALLEN, TOM JR.	KLIENERT, RANDY	HUDSON, NEAL	12	BOEHN, PRESTON
109	PORTER, JERRY	MARETT, JOHN	LINSTRUM, DAVE	11	BRAUER, SAM
108	BRIEHL, DAN	WEBER, RICH	MCGOWAN, MEGAN	11	DIVIS, ROY
107	BOYANOWSKI, PAUL	PHILLIPS, GEOFF	SCHMITT, TOM	11	GALLO, GREGG
107	ZAND, MIKE	BRUNING, PRES	WEBB, JASON	11	GARAFLOW, DON
101	STARLEAF, CHRIS	ORPHAN, WILLIAM	CANNON, HAROLD	11	GUNN, WADE
91	LAWTON, AL	DALEY, JIM	FIKE, JACK	11	HARLEIN, RAY
85	PELATOWSKI, ED	HILL, CHARLES	HELMAN, PAUL	11	HARWOOD, ERNIE
82	MACENTE, RICH	SCHLOSBERG, JANE	HURDLE, JOE	11	HENDERSON, BILL
75	BREDEHOFT, GEO.	TISINAI, JACK	KLUIBER, RUDY	10	HOPKINS, HARVEY
75	HOUCK, JOHN	WELLS, MILLARD	LANGLEY, TED	10	MCCONNELL, KEN
74	FARRELL, WALLY	BACOM, STEVE	MOORE, ROYAL	10	MILLER, WILLIAM
74	ROWSOME, FRANK	BOEHN, CHRIS	PARTIN, GENE	10	MORTON, GARY
70	NIEDZIELSKI, DAVE	MCGUIRE, JOE	STEEB, DON	10	NICHOLS, BOB
68	KANE, DAN	COLONEL	THORNTON, JIM	10	PHELPS, JACK
67	STOTT, JOHN	BARLOW, PHIL	BARKER, JOHN	10	POLENTO, JOHN
62	KOTHE, HERB	GILBERT, SIDNEY	BOURKE, ROY	10	PRISEL, DUDLEY
62	NIPPERT, VIC	MACDONALD, TIM	BUCHANAN, DOUG	10	RICE, JACK
61	MATHER, CLARENCE	MATHIS, PETE	PENNINGTON, BILLY	10	ROBELEN, DAVE
60	SCHLOSBERG, BOB	ADAMS, DICK	REES, MARIE	9	RUHLAND, D.J.
60	HENN, BILL	BACKSTROM, AL	ROTH, MEL	9	SMITH, HOMER
59	WUNSCH, FRED	BOYLES, RED	CUMMINS, STEWART	9	STEED, CHARLES
58	MEYERS, III GEORGE	CARSON, BUD	GREGORY, ROLFE	9	TAKAGI, FUDO
57	MAYO, ROSS	CLEAVE, AL	PAISLEY, SCOTT	9	TAYLOR, BARRIE
56	LOUCKA, LARRY	HIRLEMAN, FRANK	SHIELDS, ALLEN	9	VIGGIANO, LOU
56	SCHOBLOWER, CHAF	ISERMAN, MIKE	STEVENS, HERB	9	WEISENBACH, WARRE
55	GROENING, TOM	LANDRUM, BILL	BEAL, PETE	9	WHITING, JOE
54	KRUSE, LARRY	ZBASNIK, PETE	DECODK, ALBERT	9	BARISH, JOE
52	BUKOWSKI, CHET	DELOACH, ED	GAMBLE, CLIVE	9	BARNA, JOE
52	HOWARD, DICK	DERBER, TOM	HUNTER, GARY	8	BATTERSON, REG
52	MOSES, JACK	PEAVEY, LARRY	HYKA, JIM	8	BUCHANAN, MIKE
52	SCHANZLE, ALLAN	BEARY, GLENN	KRAMER, JOHN	8	BUCHER, TIM
51	JOSEPH, JOE	ISAACKS, BOB	MOULTON, BOB	8	BUKOWSKI, BILL
51	SMITH, DAVE (SC)	IVERS, RICHARD	NALLEN, MICK	8	COURTNEY, ROY
		KUENZ, RALPH	SLUSARCZYK, CHAR.	8	DRELA, MARK
		NALLEN, TOM SR.	STRUCK, HENRY	8	HARDING, BILL
				8	HUNT, BOB
				8	KOMP, HENRY
				8	KUEHNE, LAVON
				8	VANDORN, STUART

KWASINSKI, MARK	5	BURKE, SAM	3	BLACKHAM, RICH	2	RICCI, ANDREW	2	CLUTTON, ERIC	1	KEHR, WILLARD	1
LANE, RANDY	5	CAMPBELL, LEE	3	BLAIS, TIM	2	ROAD, JOHN	2	COLLINS, DAVID	1	KELLEY, WARREN	1
MORTON, LYNN	5	COFFEY, WENDELL	3	BOTTICELLO, CARMEI	2	ROTH, BRIAN	2	COLT, GILBERT	1	KERZIE, MARK	1
MOSKOW, MIKE	5	CORNELIUS, DALLAS	3	BOWERS, HURST	2	RUSSELL, BOB	2	COPEMAN, KEN	1	KING, LES	1
NUSZER, JOE	5	DOCH, ZACH	3	BRADLEY, PAUL	2	SAKS, DAVID	2	CORLETT, NORM	1	KING, STAN	1
PRICE, BRUCE	5	ELLIS, ART	3	BROCK, PAM	2	SAUTER, CHARLIE	2	COSLUICK, LARRY	1	KOHFIELD, DICK	1
SANDOR, TOM	5	ENGLERT, PAULA	3	BROCKS, PETER	2	SEATH, DAVE	2	DAVIS, CHARLOTTE	1	KORNICH, WALT	1
SCHICK, EARL	5	FOSTER, BRUCE	3	BUCHELE, ELVIN	2	SHAW, DICK	2	DAVIS, GREG	1	KREMPETZ, KENNY	1
SEALS, LARRY	5	GORMAN, DICK	3	CALDWELL, BILL	2	SIEFRIED, DICK	2	DEHAAS, BILL	1	KRUSH, JOE	1
SHIRLEY, HERB	5	HERR, TOM	3	CARLS, JOHN	2	TEACH, TED	2	DIXON, BROOK SR.	1	KURTENBACH, JOUR.	1
SOTICH, CHARLIE	5	HODSON, GARY	3	CLARKE, BILL	2	THOMASIAN, HARVEY	2	DOCK, DENNIS	1	LANDHUIS, ROBERT	1
STEIN, HARRY	5	HUGHSTON, TOM	3	CRAWFORD, DOHRM	2	TRITTLE, PAT	2	DODGE, DAVE	1	LANG, JOEL	1
TALACKO, RAY	5	KNIGHT, MARION	3	DAILEY, JIM	2	TUECHER, ALEX	2	DONNA, GORDON	1	LANGEVIN, LEO	1
TALBOT, RICHARD	5	KRANIS, DAN	3	DERBER, DAN	2	VANDEN BOSSCHE, R.	2	DOTEN, ART	1	LARSEN, TIM	1
TOMCZUK, S.	5	LEHNERT, KEVIN	3	DIEBOLT, JOHN	2	VANDERLINDE, DAVE	2	DUKE, BILL	1	LEAH, DAVE	1
WALLACE, PETE	5	LEMON, KENT	3	DITRICH, BRIAN	2	VON BUEREN, KARL	2	ECKERSON, EARL	1	LEE, JIM	1
WOODS, JIM	5	LEWARS, JOHN	3	DITRICH, MIKE	2	WAGNER, JERRY	2	EIMERT, DICK	1	LEHR, ROGER	1
		LOVETT, GRANT	3	FLESHER, AL	2	WALLES, TED	2	ELLIS, D.	1	LELONG, HENRY	1
		LUZZI, MICHAEL	3	FUGIKAWA, STEVE	2	WARMANN, BOB	2	ENGLERT, DOUG	1	LEONHARDT, WALT	1
		LYONS, BOB	3	GARRISON, BOB	2	WATTS, RON	2	EPP, BRIAN	1	LIDBERG, AL	1
		MALTZ, ENRIQUE	3	GARRISON, BOB	2	WOODS, FRANK	2	ESPI, JOE	1	LIGARSKI, STAN	1
BRIEHL, JEFF	4	MCBRIDE, DUNCAN	4	GRIGGS, DOUG	2	WORMLEY, JOHN	2	FAGS, K.	1	LOATES, FRANK	1
CERESA, BILL	4	MITCHELL, DAVE	4	HAAAKONSEN, ERIK	2	ZEIGENFUSE, JERRY	2	FAHEY, RICHARD	1	LUZZI, KRISTINA	1
COLLINS, DAVE	4	EGGERT, WALT, JR.	4	HARRIS, JIM	2	ADAMS, RICHARD	1	FEDOR, JEFF	1	MAGERS, CHARLES	1
EGGERT, WALT, JR.	4	MONTEATH, ALAN	4	HATZ, LYMAN	2	ALABACK, JIM	2	FERGUSON, BOB	1	MANKOWSKI, JIM	1
FACTOR, R.	4	MOSELY, JIM	4	HEIDLEY, CARL	2	ALBRACCIO, BUD	2	FINN, JOSHUA	1	MARCHESE, MATT	1
FARANDA, TONY	4	NELSON, BOB	4	HEINRICH, MIKE	2	ALLEN, TERRY	1	FLETCHER, BARRY	1	MARKSON, JERRY	1
FINK, STAN	4	ODOM, LOUIS	4	JAMISON, BOB	2	ALLISON, MARK	1	GEARING, GEORGE	1	MCBRIDE, JIM	1
GARBER, LES	4	ORZEC, HENRY	4	KING, GARY	2	ALVISON, BUNNY	1	GILES, RICH	1	MCDELVEEN, JACK	1
GUERRA, OMAR	4	HARLAN, DAVE	4	KNUTSEN, NEIL	2	ANDERSON, ART	1	GREGG, FRED LOOPY	1	MC GEE, DUSTIN	1
HARLAN, DAVE	4	OSBORNE, BOB	4	LEHRMAN, JIM	2	ASHABRENNER, JOHN	1	GUEST, BERNARD	1	MCKINNEY, MIKE	1
HASKELL, CURT	4	PACK, CHARLES	4	LEIFER, LOUIS	2	BAGALINI, LARRY	1	GUMM, TERRY	1	MCMAHON, JIM	1
HAUGHT, DAVE	4	PAYNE, RAY	4	LINARDIC, VLADIMIR	2	BAIRD, TEX	1	HAGEN, AL	1	MELLANDER, ELMER	1
JOHNSON, KEN	4	RAKOW, RAY	4	LUNDBERG, BOB	2	BARKER, JACK	1	HAIGH, BOB	1	MIDGETT, RON	1
KEPPLER, JIM	4	REICHEL, JUANITA	4	MANSFIELD, GEORGE	2	BARNES, LOU	1	HAIGHT, BOB	1	MIDKIFF, RICK	1
LAMB, ED	4	RODEN, BOB	4	MARCELLO, ED	2	BARR, BILL	1	HALES, STEVE	1	MINO, CHRIS	1
LAYCOCK, JOHN	4	SAVAGE, TOM	4	MASTERS, RICHARD	2	BAXTER, D.	1	HANFORD, BOB	1	MORRILL, JOHN	1
LORIMER, HAL	4	SCHARIDT, BILL	4	MCDANIEL, HAP	2	BECKER, NORMAN	1	HANFORD, RIP	1	MURRAY, PAT	1
MASTERS, BOB	4	SEAMSTER, JIM	4	MCDONALD, TIM	2	BENNER, DAN	1	HARDING, HAROLD	1	MYERS, GREG	1
MCCOY, TOM	4	SHAW, BOB	4	MCDOW, BILL	2	BETHEA, JIM	1	HASLAM, LIN	1	NACIN, DICK	1
MILLS, DAVID	4	SIEDENTOPF, MIKE	4	MILLER, DICK	2	BETJEMANN, ROBERT	1	HAWES, DICK	1	NALLEN, KAREN	1
NEWELL, KEN	4	SPRENGER, JIM	4	MITCHELL, BILL	2	BETZ, CLIFF	1	HAYWOOD, TREVOR	1	NEARING, LARRY	1
PETERSON, AARON	4	STALEY, BILL	4	MOON, ROGER	2	BETZ, PRISCILLA	1	HENDERSON, JOHN	1	NEDS, GEORGE	1
PETRINEC, BOB	4	STROUT, REGGIE	4	MORROW, JOHN	2	BOWERS, MIKE	1	HENDRICKSON, CHAR.	1	NOLL, JACK	1
PHOENIX, ROCKY	4	TRABIC, RAY	4	MUNN, DON	2	BRAKE, DICK	1	HENSEL, RICH	1	NUNEZ, JONATHAN	1
PLACHY, LAD	4	WHITE, GEORGE	4	NALLEN, JOE	2	BRAUN, DAVE	1	HERBST, PAUL	1	ODOM, DOT	1
REDDING, HERB	4	ZAPOLSKI, ED	4	NUNEZ, JORGE SR.	2	BRAUNLICH, MARK	1	HINTON, BILLY	1	ORTIZ, ELLIOT	1
TELFORD, TONY	4	ZEMECK, LEN	4	OSLAN, ROBERT	2	BURNS, MICHAEL	1	HODES, ROBERT	1	OSALZA, DON	1
VOORHEES, JOHN	4	ALLEBONE, TED	4	PAPIC, FERRIL	2	BURRY, CLAUDE	1	HODSON, FRANK	1	PAFIOLIS, ALEX	1
ANDERSON, DICK	3	ANDERSON, WAYNE	3	PEDERSON, JOE	2	CASAZZA, DAN	1	HOWELL, JIM	1	PARK, JIM	1
ANDERSON, JAMES	3	BALGER, WALT	3	PISHNERY, DAVE	2	CASGILL, WALDO	1	IVES, DAVID	1	PASTEL, HARVEY	1
BAECKE, AL	3	BARBER, LES	3	PORTER, CHUCK	2	CAVE, ED	1	JESSUP, ARTIE	1	PAVEK, BILL	1
BAECKE, FLORENT	3	BARRETT, KEVIN	3	PROULX, T.	2	CAWTHORNE, JOHN	1	JOHNSON, BILL	1	PEACOCK, DON	1
BARBER, DOUG	3	BAUMGARDNER, KEM.	3	PTASZKIEWICZ, FRAN	2	CERVIONE, MIKE	1	JOHNSON, GARY	1	PELATOWSKI, LARRY	1
BAUGHMAN, GARY	3	BELL, BILL	3	RECKER, GERD	2	CHAFE, WARREN	1	KANE, KATHLEEN	1	PENNY, WILL	1
BIRD, LES	3	BENNETT, LEON	3	REUTER, BILL	2	CHRISTIE, DAVE	1	KEAR, KEN	1	PETERSON, GARY	1
BUBOLZ, DAVE	3										

McCook Field Squadron- FAC



PHILBAUM, RICHARD
 PHOENIX, GOEFF
 PIERCE, FRED
 POLLARD, JIM
 POWELL, CHUCK
 PROFFITT, ALEXDRA
 QUIER, TONY
 RAMOS, FERNANDO
 RANSOM, MIKE
 RASH, FRED
 REYNOLDS, BILL
 RHODES, BILL
 RICE, DAN
 ROBERTS, MIKE
 ROCHA, JERRY
 ROSS, DON
 ROSS, RICHARD
 RUBRICH, CHRIS
 RUHLAND, E.
 RUPPERT, CONRAD
 RUSSO, GUY
 SANDERS, TOM
 SANDUSKY, RUSS
 SATTERTHWAITE, BA
 SCHUELER, CARL
 SCHUTZEL, EMIL
 SCHWAN, HAL
 SEAVER, TED
 SEBASTIAN, JOE
 SENNET, BOB
 SEYMOUR, JOHN
 SHEPHERD, CHARLES
 SMALLEY, RALPH
 SMITH, DON
 SOLMONOFF, GEORG
 SOUTH, STEPHEN
 SPIESS, MIKE
 SQUEGLIA, RALPH
 STEINMAN, ELVIN
 STEVENS, ROBERT
 STEWARD, BOB
 STONE, RICHARD
 STONECIPHER, RICH
 STOTT, PAUL D.
 SWANSON, GEORGE
 SYLVIA, ED
 TARANGO, GLENNA
 TAYLOR, BILL
 THOMAS, GREG
 THOMAS, VET
 THOMPSON, RICHARD
 TIPS, LEE
 TOMASCH, WALT
 TRACY, DAVID
 TRIANA, JORGE
 TROUTMAN, JIM

VALLS, JOHN
 VARGO, E.
 WALTER, BUCKY
 WEBSTER, LEE
 WEIDNER, JIM
 WHITACRE, DON
 WHITE, ROY
 WIENKLER, CLIVE
 WIENKLER, GRANT
 WILLIAMS, JAY
 WOJKIEWICZ, CHUCI
 WURMAN, BOB
 YANOSKY, TOM
 YODER, MARVIN

BOLD NAME =
FIRST YEAR ON LIST
UNDERLINED COUNT =
PROMOTED IN 2006

BOLD NAME & COUNT =
BLUE MAX IN 2006



The McCook Field Squadron of the Flying Aces Club will hold an FAC FF contest. Contest dates are 3-4 June 2006 at the AMA site, Muncie, Indiana.

The Events scheduled are:

Saturday- June 3 (9am-5pm)

- FAC Rubber Scale
- FAC Jumbo Scale
- Golden Age-Civil Scale
- Golden Age-Mil Scale
- Watson Unlimited Challenge* (not FAC rules)
- FAC OT Rubber
- FAC Power Scale
- Jetex/Rapier scale combined (AMA Rules)
- FAC Modern Civil

WW I Combat (mass launch)
 Greve Race (mass launch)

CD: Frank Scott
 937-335-3057
 dragoon163@yahoo.com

* Watson Unlimited Challenge Rules: (McCook Special event)

1. Model must be propelled by 24" length of 1/8" rubber.
2. Timing is total of best 2 of 3 flights, no max.
3. There are no more rules. (have fun with it).

Sunday- June 4 (9am-4pm)

- FAC Peanut Scale
- FAC Embryo Endurance
- FAC Dime Scale
- P-30 (AMA Rules)
- FAC No-Cal Profile Scale
- FAC OT Rubber Stick
- FAC Jimmie Allen
- FAC Jet Catapult Scale

WW II Combat (mass launch)
 Thompson Race (mass launch)

CD: Dan DeAngulo
 937-832-3241
 DAD4584@core.com

Entry Fee: \$10. AMA Lic. Reqrd. Plaques: 1st Place, Certificates: 2nd, 3rd.

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday June 10th 9:00 A.M. to 5:00 P.M.
 1/2A FF GAS - Cat. III, 7 sec. eng., 2 min. max (SR/OPEN).....Awards to 3rd
 1/2A FF GAS - Cat. III, 7 sec. eng., 2 min. max (JR).....Awards to 3rd
 FAI POWER - F1C/F1P FOR ENG. RUN & MAX SEE CD tble.(JR/SR/OP)Awards to 3rd
 WAKEFIELD - F1B, 7 fts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
 ABC NOSTALGIA GAS COMBINED - 9 sec. eng., 2 min. max, hand launch,
 Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
 A-1 TOWLINE - F1H, 5 fts, 2 min. max, 220 gms. (JR/SR/OPEN).....Awards to 3rd
 PEEWEE 30 - (JR/SR/OPEN).....Awards to 3rd
 CAT. GLIDER - hand held, 9" loop, 1/4" rubber, 6 fts (JR)..... Awards to 3rd
 CAT. GLIDER - hand held, 9" loop, same as above (SR/OPEN).....Awards to 3rd
 PAYLOAD GAS - (JR/SR/OPEN).....Awards to 3rd
 MULVIHILL - (JR/SR/OPEN).....Awards to 3rd
 CLASSIC TOWLINE - (JR/SR/OPEN).....Awards to 3rd

SAM EVENTS:
 OT PYLON Combined - 16 sec. eng., 2 min. max, hand launch (JR/SR/OPEN).....Awards to 3rd
 SMALL FUSELAGE AND SMALL STICK Combined - usual progression (JR/SR/OPEN).....Awards to 3rd

F1A,B,C,P 7 rounds, MINI FAI EVENTS, 5 rounds, 1-1/2 hour rounds, both overlap- ping 1/2 hour, start on the hour 9:00 AM Saturday-8:00 AM Sunday-3:00-3:30 flyoffs
RE-CHECK ROUND START TIMES AND REQUIRED MAXES - AT CD'S TABLE!
DAKOTA SPECIAL EVENT - can be flown either Saturday OR Sunday
 DAKOTA Target Time - 30 sec min. flight time, 3 fts.....Awards to 3rd

Sunday June 11th 8:00 A.M. to 4:00 P.M.
 DAWN UNLIMITED - 7 A.M./ONE FLIGHT NO TIME LIMIT
 Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....Awards to 3rd
 COUPE d'HIVER - F1G, 5 fts, 2 min. max (JR/SR/OPEN)..... Awards to 3rd
 F1J - FOR ENG. RUN AND MAX SEE CD table..... Awards to 3rd
 .020 REPLICA, 1/4A NOSTALGIA Comb - 9 sec, 2 min. (JR/SR/OPEN).Awards to 3rd
 A FF GAS - Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN).....Awards to 3rd
 B/C FF GAS Comb.- Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN).....Awards to 3rd
 1/2 A Nostalgia - 9 sec. eng., 2 min. max, hand launch.....Awards to 3rd
 MOFFETT - New Rules (JR/SR/OPEN).....Awards to 3rd
 A-2 TOWLINE - F1A, 7 fts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
 P-30 - 2 min. max (SR/OPEN).....Awards to 3rd
 P-30 - 2 min. max (JR).....Awards to 3rd
 HLG - (SR/OPEN).....Awards to 3rd
 HLG - (JR).....Awards to 3rd
 1/2A CLASSIC FF - 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 AB CLASSIC FF - 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 NOSTALGIA RUBBER/WAKEFIELD COMB - (JR/SR/OPEN).....Awards to 3rd
 F1Q - FOR MOTOR RUN AND MAX SEE CD table.....Awards to 3rd
SAM EVENTS:
 OT FUSELAGE (CABIN) Combined - 16 sec. eng., 2 min. max, hand launch (JR/SR/OPEN).....Awards to 3rd
 LARGE FUSELAGE AND LARGE STICK Combined - usual progression (JR/SR/OPEN).....Awards to 3rd

 A RAFFLE WILL BE HELD ON THE FIELD - TICKETS WILL BE SOLD BOTH DAYS - DRAWING SUNDAY BEFORE AWARDS!!!
 PRIZES INCLUDE - \$\$\$ - KITS - ENGINE - SUPPLIES!!!

 OPEN (adult over 21) - \$25.00 Maximum, FLY ALL EVENTS SENIORS and JUNIORS - N/C all events, must register
 REGISTRATION WILL CLOSE AT 1:00 P.M. BOTH DAYS!!!!

CDs: Joe Wagner, Tom Fennell, Tom Kerr, Assistant CD Lydia Wagner
 SPECIAL CDs for FAC Events: Russ Sandusky & John Houck
 JW & LW-25804 John Hanson Rd., Chestertown, MD (410) 778-3933
 TF-437 N. Delaware Ave, Lindenhurst, NY 11757 (631)888-0245
 TK-7733 Airy Hill Rd., Chestertown, MD (410) 778-4939

emails: typeshoppe@dmv.com, tfennell3@netzero.com ekerr@hpiug.org,

FAC EVENTS for SAT-June 10th
 • Fly-off table: FAC Embryo
 • Fly-off table: ROG Free For All (Sky Bunny, Comet Phantom, Hangar Rat: 18" max span).

• Mass Launch: FAC WW I (Bi-Plane only)
 • Mass Launch: FAC Racers (any type)
 • Mass Launch: FAC Golden Age Civilian
 • Mass Launch: FAC Modern Military
 • Judged: FAC NoCal
 • Judged: FAC Peanut
 • Judged: FAC Old Time Kit Scale

FAC EVENTS for SUN-June 11th
 • Fly-off table: FAC Jimmy Allen
 • Mass Launch: FAC WW II
 • Mass Launch: FAC Fiction Flyers
 • Mass Launch: FAC Low Wing Military Trainers
 • Mass Launch: FAC Modern Civilian
 • Judged: FAC Rubber Scale (single engine)
 • Judged: FAC Dime Scale

• FAC Grand Champion Award

 Where it applies combined events will be recorded as individual for National Cup
 Points-THIS IS A ONE TIME EXCEPTION-

whereby National Cup points will be counted from this third Cup meet at this location
 America's Cup Points will be counted from only two competitions at this location; as a competitor you must decide which contest you will garner your America's Cup Points.

TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

**AWARDS TO 3RD PLACE
 IN ALL FAC EVENTS**
 all events are Kanone Sandusky,
 run by Russ Sandusky
 and John Houck
 yksudnas@verizon.net
 jphouck@comcast.net

ONE-OF-A KIND

by
Fran Ptaszkiewicz

After many years of producing biplanes of various types, the Waco Company of Troy, Ohio, decided to try their hand at a totally different design configuration.

It would be a hi-wing, four place cabin with semi-retractable tri-cycle landing gear and feature a pusher-propeller driven by a shafting arrangement incorporating constant-velocity universal joints. The main drive shaft being about eight feet long was located under a hump in the cabin floor not unlike automobiles of the time.

Designed and built in 1946, the Model W "Aristocraft" was test flown for a five month period in early 1947. Then when the Waco Company decided to withdraw from aircraft manufacturing in June of 1947, the airplane was disassembled and placed in storage.

As a result, this one-of-a kind never reached production status, although flight tests revealed no problems. The design was aerodynamically clean to the point of being able to maintain a cruising speed of 150 mph when powered by a 215 hp Franklin 6A8 engine, using a Hartzell variable-pitch pusher type propeller.

In the cabin, four large adults would have ample leg room and with the floor being close to the ground the large doors on either side made for easy entry and exit. There were two control wheels, no rudder pedals as the ailerons and twin rudders were coupled, also the ailerons were full span and doubled as flaps or what were and are called "flaperons" on other types of aircraft using this similar system. A single brake pedal was used to control ground handling via a steerable nose wheel. Throttle, mixture control and propeller pitch control as well as normal Waco instrumentation completed the panel layout.

With the Waco Company promoting safety in this Model W, it was advertised as having a cabin area strong enough to protect its passengers in a crash landing at speeds up to 60 mph. Another safety feature was the location of the fuel tanks in the wings in the event of a wheels-up landing, one of which was reported to have been made during factory testing without damage to the aircraft.

The wing construction was a bit unusual as the designer's sought out Republic Aircraft and purchased wing skins that were used in the in the manufacture of the "Sea Bee", adapting them for use on the "Aristocraft" using specially designed Waco wing spars.

With the propeller mounted high on the tail end of the fuselage, a skid type bumper provides protection in case of an inadvertent tail down stike. This location also eliminates propeller blast on the entrance doors when entering or exiting the ship when the engine is running and if walking towards the tail it is impossible to enter the propeller arc as the stabilizer is about waist high and would prevent that from happening, also this was high enough and out of arms reach. Walking behind, the prop blast is very evident. Thus we have a very safe airplane on the ground and in the air.

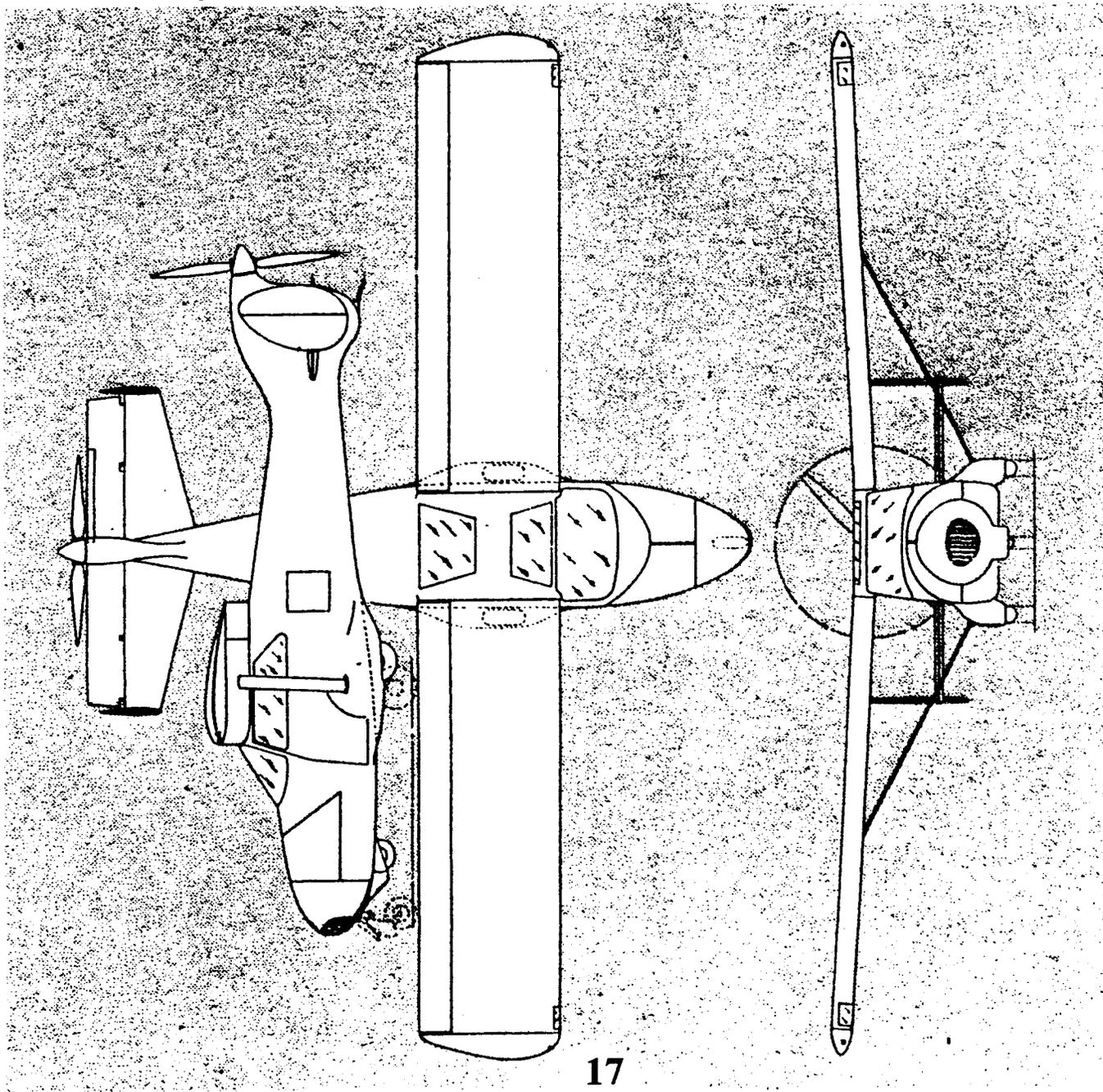
Priced at \$9,000, in 1947 dollars, the specifications of the Model "W" were, Wingspan 38'-0" ; Length 25'-6"; Height 7' - 8" from wing tip to tarmac.

Color scheme was Waco red all over with a black stripe out lined in white running the length of the fuselage. Registration numbers NX 34219 located on the wing and vertically on the rudders as was the custom of the time were white.

The Model W "Aristocraft" was a good design, perhaps a radical departure from the staid old company, yet it showed great promise and was viewed as a safe dependable aircraft. A rugged airplane from a company that built structurally sound flying machines for years.

How succesfull it would have been on the sales market, we will never know as it as it never had the oppurtunity to show its stuff and was only flown by company pilot's.

Thus the slogan's, "Ask any pilot" or "It fly's like a Waco", were not to be proven in this last effort from the company.



WACO MODEL W "ARISTOCRAFT"

Dan H. Marek
210 W. 101st St., #10F
New York City, NY 10025, (212) 222-1546
Email -marekdanann@aol.com

11/29/05

Dear Lin:

Enclosed please find the article I mentioned in our phone conversation. I copied it from Tandy C. Walker's book, *A Review of Ray Matthews' Free Flight Design*. I am not into nostalgia but much of Ray's thinking 50 years ago still applies. Some of the principles certainly can be used when planning a scale job. Ray gave us permission to reprint the article and it is OK with Walker.

Ray is now 85 years old and will compete in the King Orange meet this winter.

All the best,

Dan



The author checks one of his winning Crowbar polyfoam designs

Secrets of Free Flight

By
Ray Matthews

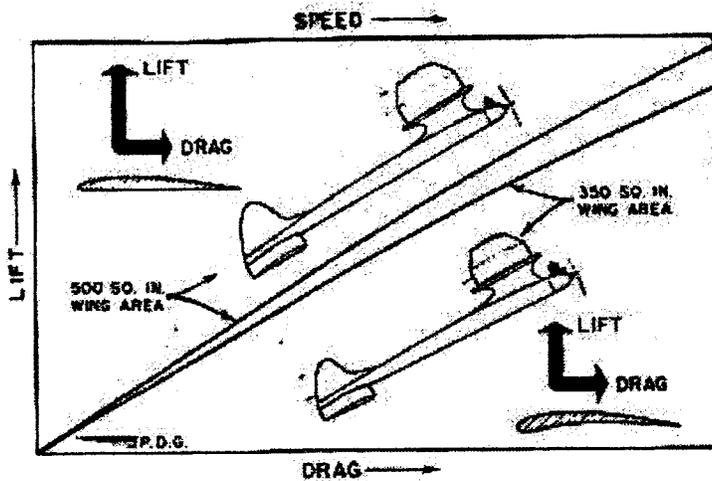
(Part 1 - March 1953)

In outlining the requirements my ship had to meet this year, I decided that each model must:

1. - Be capable of six to seven minutes in dead air.
2. - Be 100 percent consistent.
3. - Be easy to adjust with no tricky warps or twists to make it fly.
4. - Fly equally well in calm or wind.
5. - Be easy to build.
6. - Be easy to repair and maintain.
7. - Have a good working dethermalizer.
8. - Have foolproof mechanical gadgets.

Let's talk about general design. Generally speaking, a small ship climbs faster than a large one if the same power is used, and a large one usually glides better, so what shall it be, all climb and no glide, or all glide and no climb? In attempting to find this unknown quantity of "size", I have flown "19" jobs from 230 sq.in. wing area up to 700 sq.in., and "29" jobs from 400 sq.in. to near 1,000 sq.in. Here are some of the compromises I have made and why I made the changes I did.

The "19" job seems to be best around 500 sq.in., and the "29" job about 600 sq.in. The decision on these sizes was arrived at by the "cut and try" method. My older "19" jobs with undercambered wings of the 230 sq.in. size were hot, and hot doesn't necessarily mean a fast climb. Sure, these ships had a good climb, but they were not consistent. Strange as it may seem, the 230 jobs will not touch the 500 jobs in the climb or glide. The small ship spent too much time cutting "didos" going up and required drastic adjustments that resulted in absorbing a large part of the available power. I decided to "clean the airplane up," that is, use flat bottom wings, slimmer fuselages, etc.



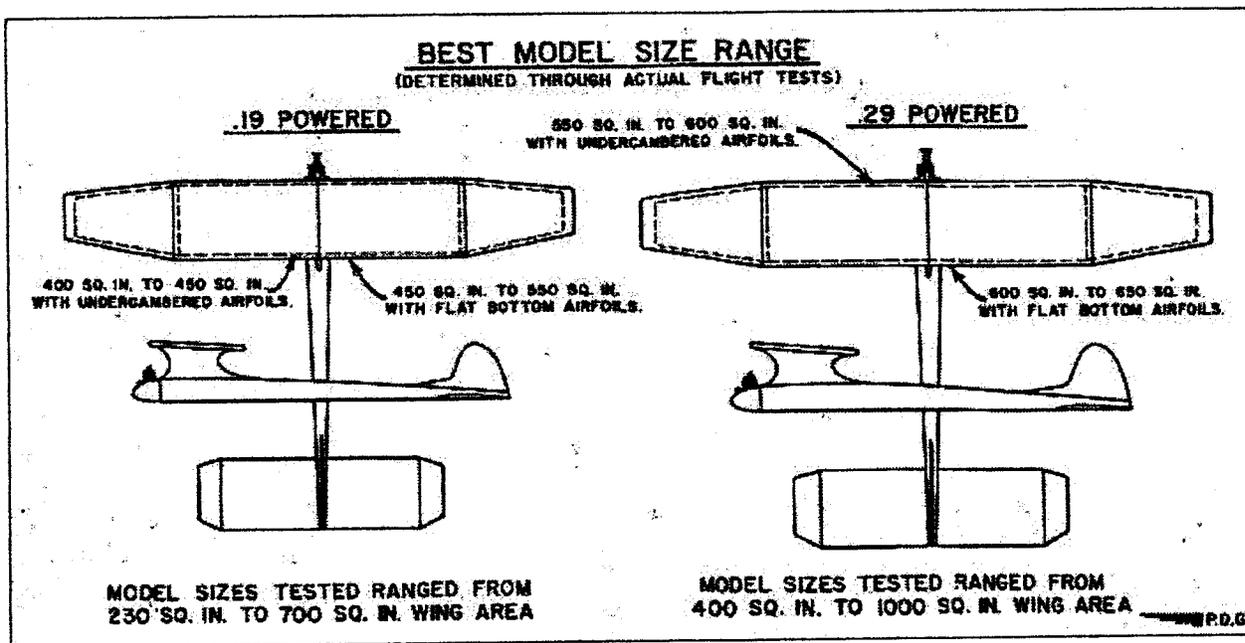
PERFORMANCE COMPARISON CHART

The flat wing doesn't lift as much weight per sq.ft. at the same air speed, but there is your answer. The flat wing is faster with the same thrust because drag is much less in most cases. I haven't any wind tunnel handy, but I believe my 500 sq.in. wing has much more lift at the same speed than that of a 350 sq.in. with undercamber.

The Class A "19" job that I built for the 1951 Nationals varied from 500 sq.in. idea a little. Knowing Texas weather, I knew that the thermals were likely to be high and the air near the ground would be rough and turbulent. I decided to sacrifice some of the glide performance for climb. The

area of this ship was 430 sq.in. with the same length fuselage that is used on the 500 sq.in. ship. Unfortunately, the climb was only slightly improved and the glide was almost as good as the 500 sq.in. airplane, adding up to practically the same airplane.

To sum up the size question, it is my belief that the wing area for "19" jobs with flat bottom wings should be 450 to 550 sq.in. If an undercambered wing is used, I would suggest wings of 400 to 450 sq.in. Class B jobs seem to be best around 600 to 650 sq.in. for flat bottom wings and slightly less for the undercamber jobs.

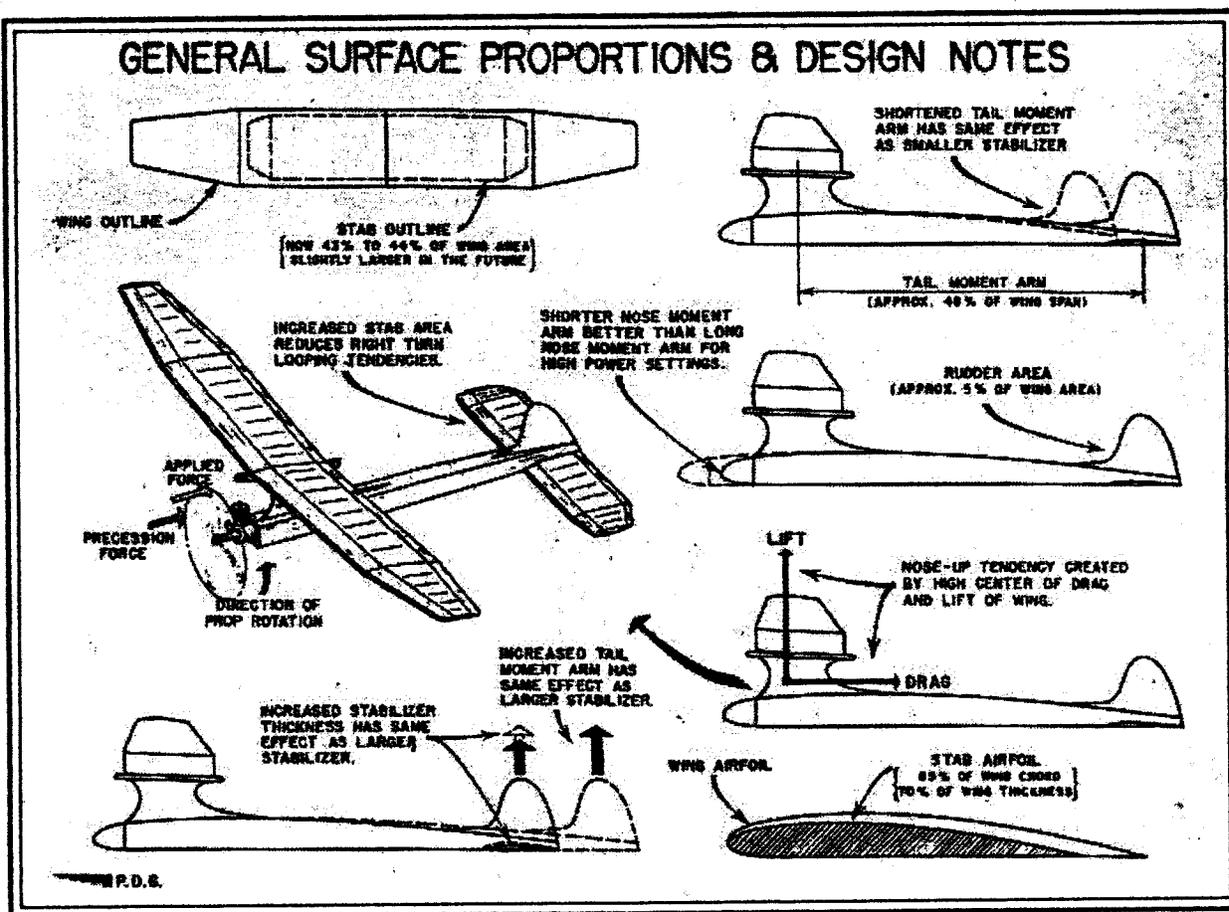


How much stabilizer area? In the past a stab area of 33 percent of the wing was considered by many to be the best. However, now with the higher powered engines and higher performance airplanes to go with these "hot" engines, the stab must be larger. I do not know an exact proportion because there are too many other variables that enter into the wing-stab relationships. My stab area is 43 to 44 percent of the wing and is going to be a little larger.

The next point to consider is "force arrangement," and here the variables are almost too numerous to mention. Why a stab of 43 to 44 percent, or why any stab at all? Did you ever see a model in flight when the stab came off? You probably saw a quick series of very tight loops, if they could be called loops. What is wrong with the model (after the stab comes off)? Sounds like a moron joke, but it's an exaggerated example of not enough stab. Now let's ride this horse backwards. The wing comes off; yes, we know, "rotten rubber bands", but that's not what I mean. What I have in mind is that the model has no

tendency to pick its nose up, and the faster it goes, the more certain it is not to lift its nose. Now what is wrong? I am trying to show an extreme case of too much stab. Now that two good models have been "cracked up" for the sake of research, let's examine a more practical application of too much or not enough stab.

Let's imagine a model with a very small stab! We are going to fly this ship and then put on a slightly larger stab and fly it again and so on, until the stab is almost the size of the wing. In order for this theoretical experiment to work, we must keep all other factors in this model constant; that is, power, incidence, CG location, etc., will remain the same. Well, here goes the small stab job (let's assume it's a pylon job) up in what could be called a looping climb to the right and maybe developing into a spiral dive. With each flight thereafter gradually increasing stab areas, you will notice that the right turn tendency and the looping tendency lessens each time we increase the stab area until a point is reached where the model probably will not climb at all, and a left turn under power begins to appear. Why does the stab area cause these effects? When a force causes the nose of the model to go up, that gyro on the front of your plane which is called a propeller tries to turn the ship to the right. The more definite the nose up force is, the more the gyro turns the ship. By adding stab area, the nose-up force is reduced, and



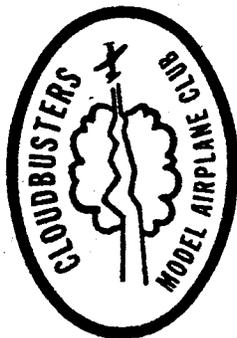
the plane climbs at a lesser angle of attack or, if you prefer, a flatter, faster climb with less gyroscopic precession, and decreases the right turn tendency.

You may want to throw torque into the picture which is fitting; stab area also has an effect on torque reaction, but let's wait a little. Torque reaction and many other things will be nailed down in the adjustment part of this discussion. It was from experiments such as these mentioned that my stab area came out to be 43 to 44 percent of the wing area; however, I would like to go to about 48 percent and remove some of the down thrust that I am forced to use.

TO BE CONTINUED IN THE NEXT ISSUE.....

THE 2006 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented By:

When: Sunday, May 7 from 8:00 AM to 8:00 PM

Where: "INSIDE SWING" Golf Dome, Flint, MI,
A Category III Site

Event Schedule:
8:00 AM - 9:45 AM

9:00 AM

9:45 AM - 4:00 PM

21

11:00 AM

11:30 AM - 4:00 PM

4:00 PM - 8:00 PM

Entry Fee \$25.00
fr. & Sci Olympiad \$1.00

Contest Directors
Hardy Brodersen 248-626-6973
Bill Shailor 248-398-3786 (Asst. CD)
Event Managers
AMA - Brodersen/ Shailor
FAC - Mike Welshans - 248-545-7601
FAC - Dave Bubolz - 248-685-3114
FAI - Fred Teller - 519-944-1933

RULES FOR 2006

AMA or MAAC Membership will be required. Entrant must present card at registration. Memberships available at site.

Dime Scale flyers must have plans for their model.

Jetco ROG, Phantom Flash ROG and Blatter 40 ROG models must use the wood sizes on the plans. They must also use a commercially made plastic prop. Jetco and Blatter 40 may use the prop hanger of your choice while Phantom Flash must use a wood or plastic thrust bearing per the plans.

The Science Olympiad Airplanes must be built according to the latest rules except for unlimited motor sizes for all flyers.

All other Events by AMA, FAC, or FAI Rules

All Events Junior, Senior, Open Combined unless otherwise noted.

Heat will not be turned on in the dome. Dress accordingly based on weather.

Standard Catapult Glider (218), Unlimited Class Catapult Glider (219) and Hand Launch Glider (212) - All (Jr.) plus (Sr. Op. Comb.)

Bostonian Judging

Manhattan Cabin (205), Limited Penny plane (208), Bostonian (215), F1L Easy B (217), Mini Stick (220) and Mini Stick Mass Launch,

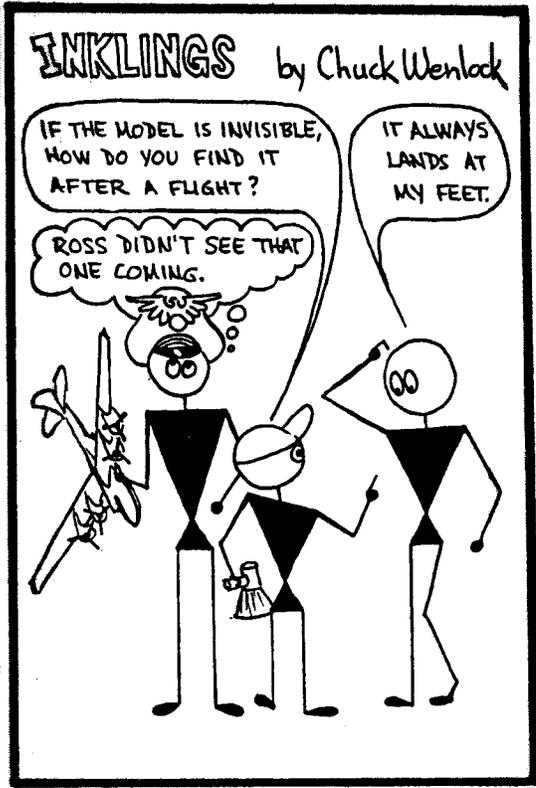
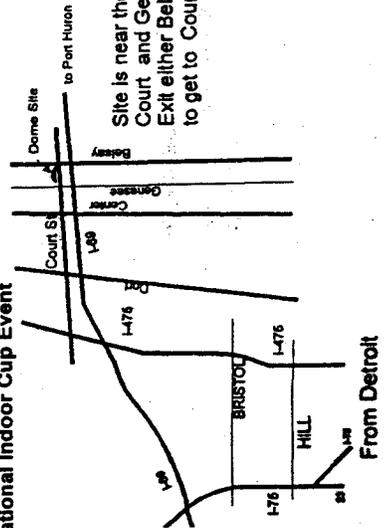
ROG Fly any of the following (Blatter 40, Jetco ROG, Phantom Flash) Science Olympiad (Op) - (Sr, Jr) Combined and Science Olympiad There are no rubber motor restrictions

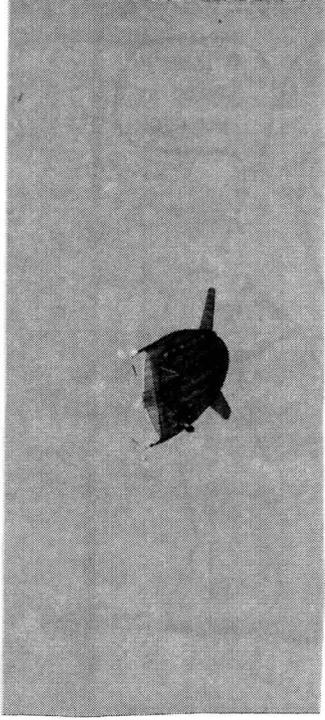
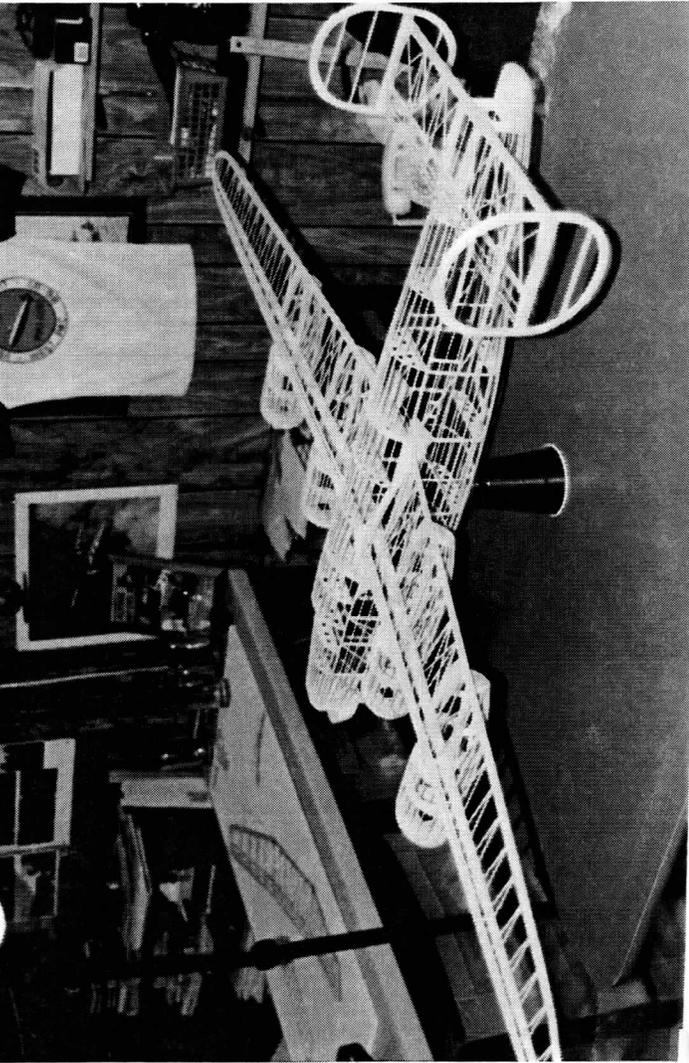
Scale Judging

FAC Scale, FAC Peanut Scale, FAC Dime Scale, FAC No Cal Scale (6.2 gram w/o motor), FAC WW-1 Mass Launch, FAC WW-II Mass Launch, FAC Power Scale w/ following restrictions (CO2 - Elec Only - 6 oz maximum weight - 1 Min Max for power only)

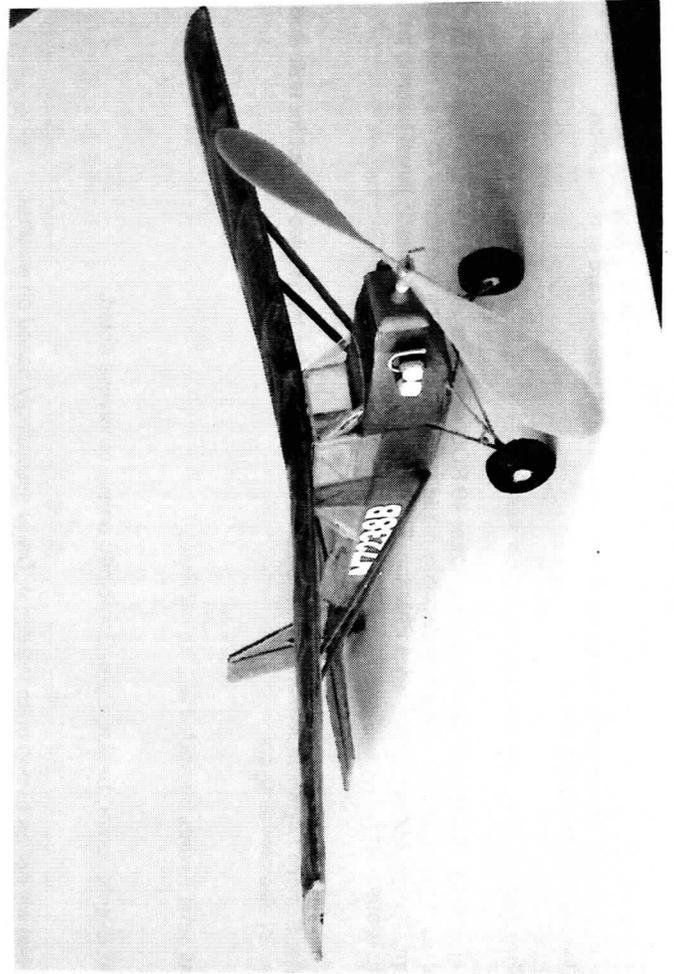
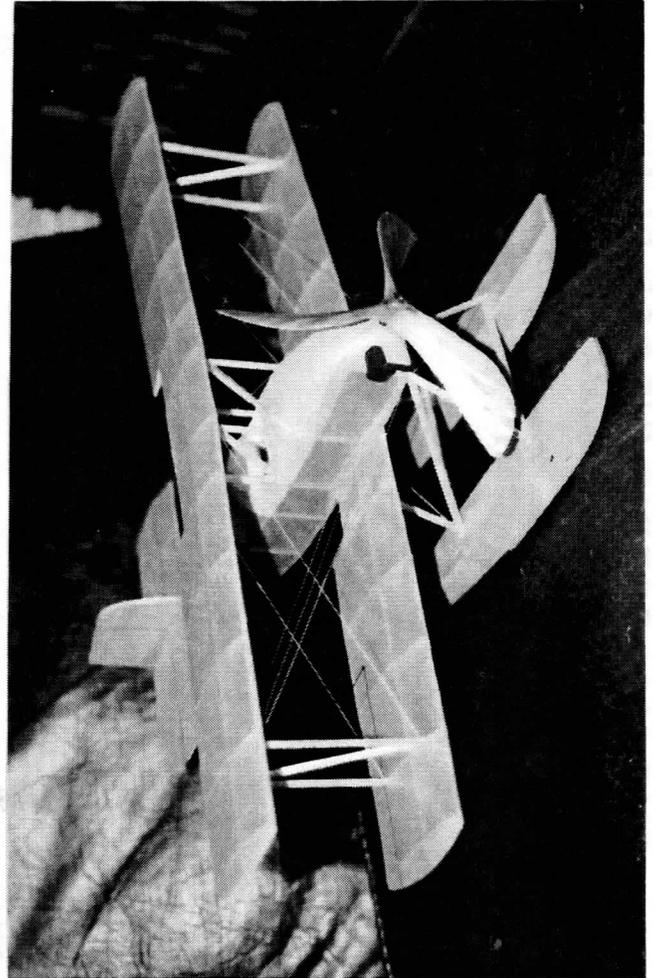
Intermediate Stick (202), F1D Rubber (203) F1D will be flown as a Regional Contest for the F1D 2006 Jr & Sr Team Selection program.

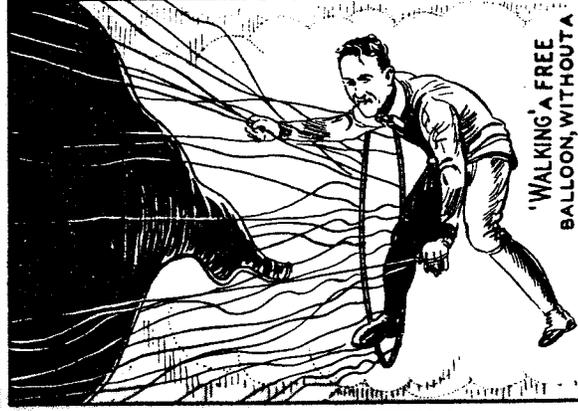
NIFFS National Indoor Cup Event





Upper left; Giant Scale B-24 Liberator by Chris Starleaf. Wingspan is 64", all props rubber powered. Be at the FAC-Nats in July to see this behemoth fly. Upper right; Ken Johnson's Vought V-173 in flight. Model spans 36 inches! Lower left; John Blair's Hickman "Pac-Mag" Dime Scaler. Plan in this issue. Lower right; The Flying Squirrel by Doug Oleson, plan appeared in the newsletter last fall. All photos sent in by the model builders.

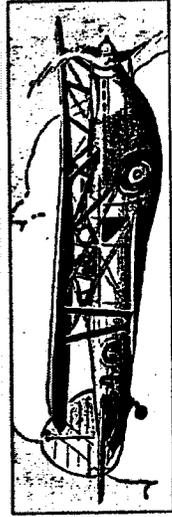




'WALKING' A FREE BALLOON, WITHOUT A BASKET ACROSS THE FIELD TO A HANGAR---IT GOT AWAY FROM THE CREW, SHOT UP, CARRYING ONE MAN, A GUNNER'S MATE HANGING BY HIS HANDS. THE MAN CLIMBED, HUNTING FOR VALVE CORD, BUT PULLED THE RIP CORD BY MISTAKE AND THE BALLOON LOST ALL ITS GAS AND COLLAPSED--- THEN AT A HEIGHT OF SEVERAL THOUSAND FEET, THE WRECK FELL INTO A SHALLOW BAY---



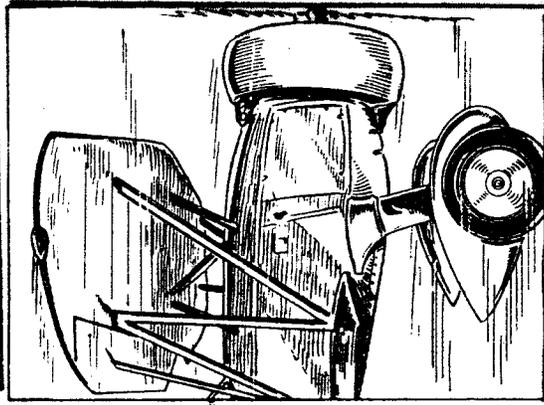
--- THE "CRASH BOAT" WENT OUT TO "PICK UP THE REMAINS", AND FOUND THE GUNNER'S MATE STANDING IN FOUR FEET OF WATER, UNHURT/ HIS FIRST REQUEST WAS A CIGARETTE, NAVAL AIR STATION, PENSACOLA, FLA. 1917



A Bad Guy Biplane from the Bill Barnes story "The Ring of Death"



DR. HUGO ECKENER
GREATEST AIRSHIP NAVIGATOR---MADE HIS FIRST FLIGHT WHEN HE WAS 40

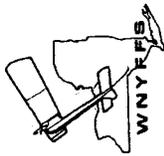


WHEN AN AIRPLANE IS TRAVELING 60 MILES AN HOUR PART OF THE 'PLANE IS STATIONARY, PART IS MOVING 120 AN HOUR, AND PART IS TRAVELING BACKWARDS AT THE RATE OF 10 MILES AN HOUR!

GREAT GRAPE GATHERING 2006

(Since 1971)

Geneseo, NY, 1941 HAG Airfield
Friday Saturday and Sunday
July 21, 22 and 23



FRIDAY FREE FLIGHT EVENTS

- 1/2A Nostalgia
- 0.020 Replica/ 1/4A Nostalgia
- Diesel Duration (8)
- P30 (10)
- Small Towline Glider (7)
- Cloud Tramp (4)
- HL/CL Glider combined (1)
- Senator
- FAC Embryo Endurance
- FAC Wakefield (5)

SUNDAY FREE FLIGHT EVENTS

- AMA A/B/C Gas
- Unlimited Towline Glider (6)
- SAM Small Rubber Stick to 150 sq. in.
- Large Rubber Fuse > 150 sq. in.
- FAC Golden Age Civil Scale (3)
- Mulvihill/Unlimited Rubber (9)

SATURDAY FREE FLIGHT EVENTS

- FAC OT Gas Replica Electric
- Bob Gordon Trophy/Classic Gas (2)
- 1/2A Classic Gas
- ABC Nostalgia Gas
- Diesel Duration (8)
- Nostalgia Rubber
- SAM Commercial Rubber
- SAM Small Rubber Fuse. to 150 sq. in.
- SAM Large Rubber Stick > 150 sq. in.
- FAC Two-bit Old Timer
- HL/CL Glider combined (1)

R/C EVENTS

- Friday**
- LMR Wakefield (2)
- Special 1/2A Texaco (1)
- Saturday**
- Special 1/2A Texaco (1)
- Unlimited SAM Sport plane
- Sunday**
- Spirit of SAM
- Other impromptu events

SPECIAL EVENTS

- Schedule: TBO
- Sports Power Model, any engine; precision time.
- Model examples: Mimi, Ebenezer, Tom Boy ...
- Ladies Cloud Tramp Mass Launch
- Denny Dart Mark II Mass Launch
- Denny Dart Kits available at GGG (\$4), on Web
- Site: www.theplanpage.com/st.htm or form Nat Dennis.
- For Mimi or Ebenezer plans contact Richard Barlow, toad.hall@sympatico.ca or Don Myers at doneyanmyers@yahoo.com

Contest Manager

For this event we will be sharing the field with MARS, a model rocket club. For additional information, complete event rules and official entry form, contact the Contest Manager.

Jim Anderson
135 Margaret Pl.
Brockville, Ontario K6V 6Y6
613-342-5613
janderson@ripnet.com

RC Event Director

Roy Bourke
56 Clareville Crescent
Toronto, Ontario M2J 2C1
416-493-0111
rebourke@3web.net

FF Event Director

Jim Moseley
19 Banner Crescent
Ajax, Ontario L1S 3S8
905-663-3014
jimoseley@look.ca

Contest times are from 8:00AM to 5:00PM on Friday and Saturday, from 8:00AM to 4:00PM on Sunday.

VALID MAAC or AMA MEMBERSHIP CARD REQUIRED

ENTRY FEES: \$10 for the first event, and \$5 for the next ones to a \$25 maximum.

BARBECUE: Approximately \$10. To be held Saturday night in a hangar as soon after 5:00 p.m. as possible.

REGISTRATION FORM--FAC-NATS MK XV--GENESE0.N.Y. JULY 14-15-16, 2006

(PLEASE PRINT)

Name _____ Address _____ Jr. _____ Open _____

City _____ State _____ Zip _____ AMA or MAAC No. _____

Entry fees at \$25.00 each (flies all events) _____ \$ _____

Banquet tickets at \$25.00 each with no dormitory reservations _____ \$ _____

Reservations for double occupancy with meals & banquet at \$195.00 each _____ \$ _____

Reservations for single occupancy with meals & banquet at \$245.00 each _____ \$ _____

Total enclosed _____ \$ _____

No entry fee for contestants under 18 years of age. All contestants must be members of the A.M.A. or the M.A.A.C. please remit entry fee by June 15, 2006 so as to ease paper work later on. Mail entries to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2006. If you plan to share a room with someone please indicate their name so we can direct the university to set up the proper arrangements. _____

Awards through 5 places in each event. Contest times are as follows; Friday July 14, 8:30 am till 5:00 pm, Saturday July 15, 8:30 am till 5:00 pm and Sunday 8:30 am till 4: pm.

WAIVER: I/we, hereby release the 1941 Historical Aircraft Group, Inc., Austin Wadsworth, the State University of New York (Geneseo) the Flying Aces Club, Inc., all other persons and other organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/we also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

Your meals at the university will include dinner on Thursday July 13, breakfast & dinner on Friday July 14, breakfast & dinner on Saturday July 15, breakfast on Sunday July 16 & breakfast on Monday July 17, 2006.

Scale judging will take place at the Quality Inn, 4242 Lakeville Rd., Rte. 20A, Geneseo, N.Y. on Thursday July 13 starting at 2:00 pm. Bring your models there to be scale judged. This includes Jumbo & Giant models also! No one admitted before 2:00pm. Vendors may set up starting at 12:30 pm.

Plans must be presented in the Fairchild 24, Dime Scale, O.T. Plan/Kit Scale & the Two-Bit O.T. Rubber events. Golden Age Civil, Golden Age Military, Modern Civil & Modern Military models will be judged on the field after their 1st official flight. Bring your documentation!
Dime Scale models cannot fly in both Dime Scale & Old Time Plan/Kit Scale. Pick your event!
All radial engine models in mass launch events must have at least a paper engine inside the cowl. All military models in mass launch events must have armament built into the model, no painted on guns, etc. No slab-sided models unless the real aircraft was slab-sided. Have proof of scale for all mass launch events. All Pioneer Scale models must fly in the Pioneer event regardless of size!
Jumbo, Giant & Power Scale models may be flown on any day in any combination of flights per day until you have your 3 officials in!

Friday July 14

Shell Speed Dash
World War I ML (multi-wing)
Embryo Endurance
No-Cal Scale
Golden Age Civil
FAC O.T. Rubber R.O.G.
Modern Military
Guillows Fairchilr 24 ML
Comet Phantom Flash
Hurst Bowers Scale ML
SFA Sport Rubber ML
SFA Rubber Scale ML

Saturday July 15

FAC Scale
Hi-Wing Peanut
Greve Race ML
World War II ML
Pioneer Scale
FAC O.T. Stick
Dime Scale
AT-6 ML
Fiction Flyers
Phanton Flash (Juniors only)
B.L.U.R. Race
(Day to be determined)

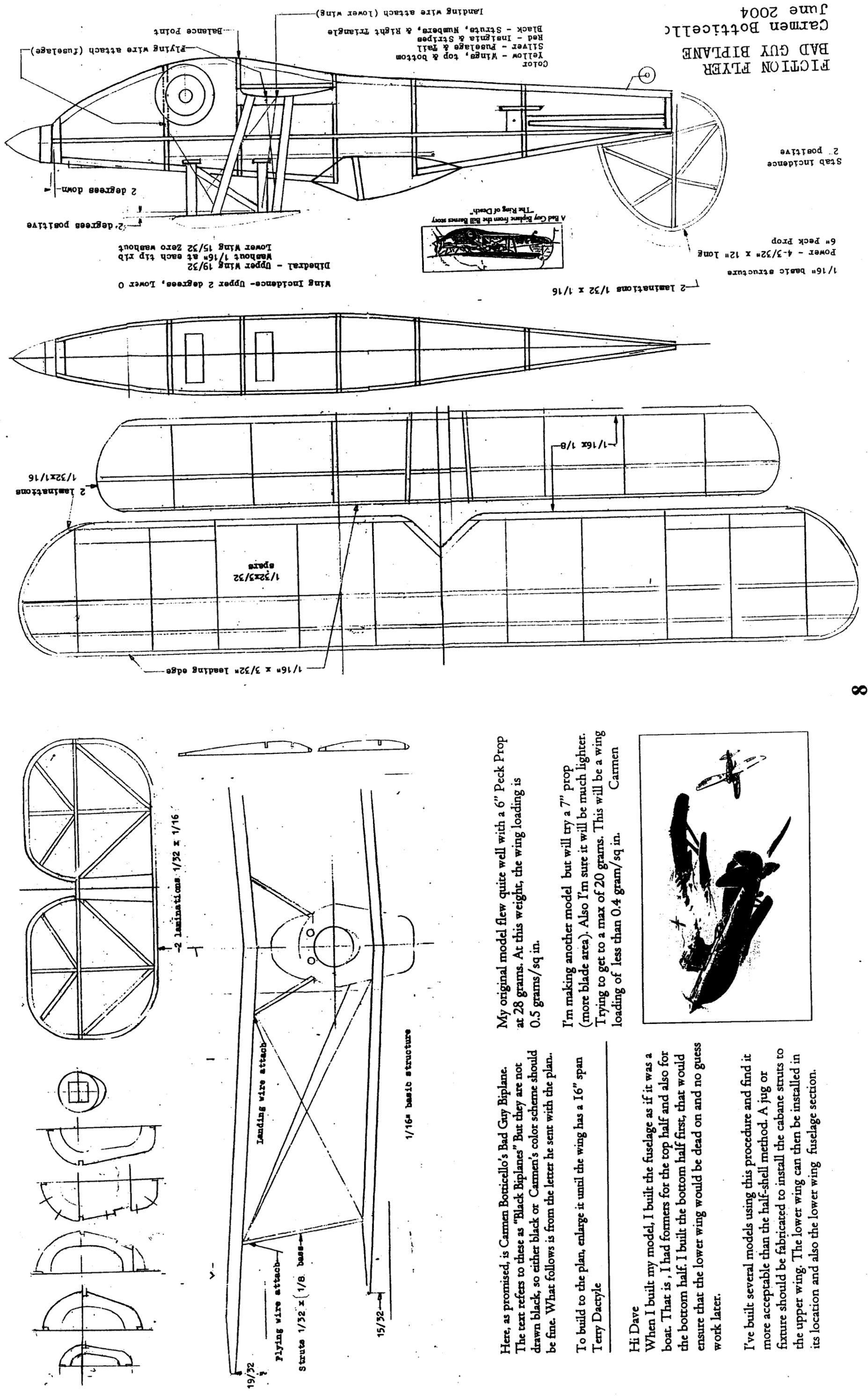
Sunday July 16

O.T. Plan/Kit Scale
Low Wing Trainer ML
FAC Peanut
Thompson Race ML
FAC O.T. Gas Replica
Modern Civil
Golden Age Military
Jimmie Allen R.O.G.
Goodyear/Formula Race ML
Powder Puff Scale (Ladies only)
Two-Bit O.T. Rubber R.O.G.



Jet Scale---powered by Jet-EX or Rapier engines. Day to be determined.

Jumbo, Giant, Power Scale (single engine) & Power Scale (multi engine) may be flown any day. AT-6 Scale must use a 7" Peck plastic prop and the 15% rubber rule will be in effect for this event only!



FICTION FLYER
BAD GUY BIPLANE
Carmen Botticello
June 2004

My original model flew quite well with a 6" Peck Prop at 28 grams. At this weight, the wing loading is 0.5 grams/sq in.

I'm making another model but will try a 7" prop (more blade area). Also I'm sure it will be much lighter. Trying to get to a max of 20 grams. This will be a wing loading of less than 0.4 gram/sq in. Carmen

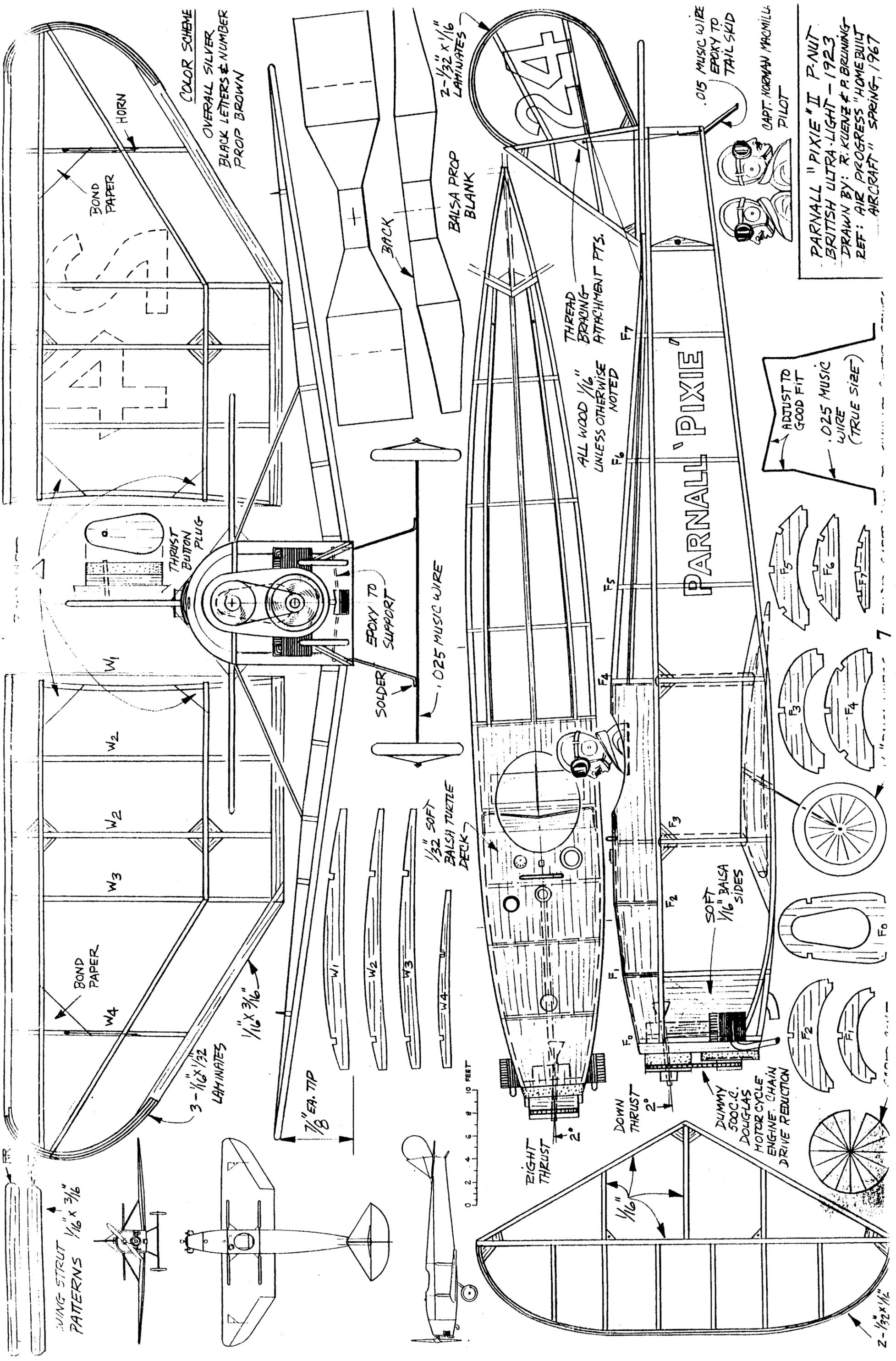


Here, as promised, is Carmen Botticello's Bad Guy Biplane. The text refers to these as "Black Biplanes" but they are not drawn black, so either black or Carmen's color scheme should be fine. What follows is from the letter he sent with the plan.

To build to the plan, enlarge it until the wing has a 16" span
Terry Dactyle

Hi Dave
When I built my model, I built the fuselage as if it was a boat. That is, I had formers for the top half and also for the bottom half. I built the bottom half first, that would ensure that the lower wing would be dead on and no guess work later.

I've built several models using this procedure and find it more acceptable than the half-shell method. A jig or fixture should be fabricated to install the cabane struts to the upper wing. The lower wing can then be installed in its location and also the lower wing fuselage section.



COLOR SCHEME
 OVERALL SILVER
 BLACK LETTERS & NUMBER
 PROP BROWN

BOND PAPER
 HORN

W1
 W2
 W2
 W3
 W4

BOND PAPER
 W1
 W2
 W3
 W4

3 - 1/16 x 1/32 LAMINATES
 1/16 x 3/16
 1/8 EA. TIP

W1
 W2
 W3
 W4

1/32 SOFT BALSAM TURTLE DECK

RIGHT THRUST
 2°

DOWN THRUST
 2°

WING STRUT PATTERNS 1/16 x 3/16

BACK
 Balsa PROP BLANK
 2 - 1/32 x 1/16 LAMINATES

THRUST BRACING ATTACHMENT PTS.
 ALL WOOD 1/16 UNLESS OTHERWISE NOTED

F7
 F6
 F5
 F4
 F3
 F2
 F1
 F0

SOFT 1/16 Balsa SIDES

DUMMY 500C.C. DOUGLAS MOTOR CYCLE ENGINE CHAIN DRIVE REDUCTION

ADJUST TO GOOD FIT
 .025 MUSIC WIRE (TRUE SIZE)

F5
 F6
 F7

F3
 F4
 F0

F2
 F1
 F0

2 - 1/32 x 1/16

24
 .015 MUSIC WIRE EPOXY TO TAIL SKID
 CAPT. NORMAN MACMILLAN PILOT

PARNALL 'PIXIE' II

BRITISH ULTRA-LIGHT - 1923
 DRAWN BY: R. KUENZ & P. BRUNING
 REF: AIR PROGRESS "HOME BUILT AIRCRAFT" SPRING, 1967

0 2 4 6 8 10 FEET

RIGHT THRUST 2°

DOWN THRUST 2°

DUMMY 500C.C. DOUGLAS MOTOR CYCLE ENGINE CHAIN DRIVE REDUCTION

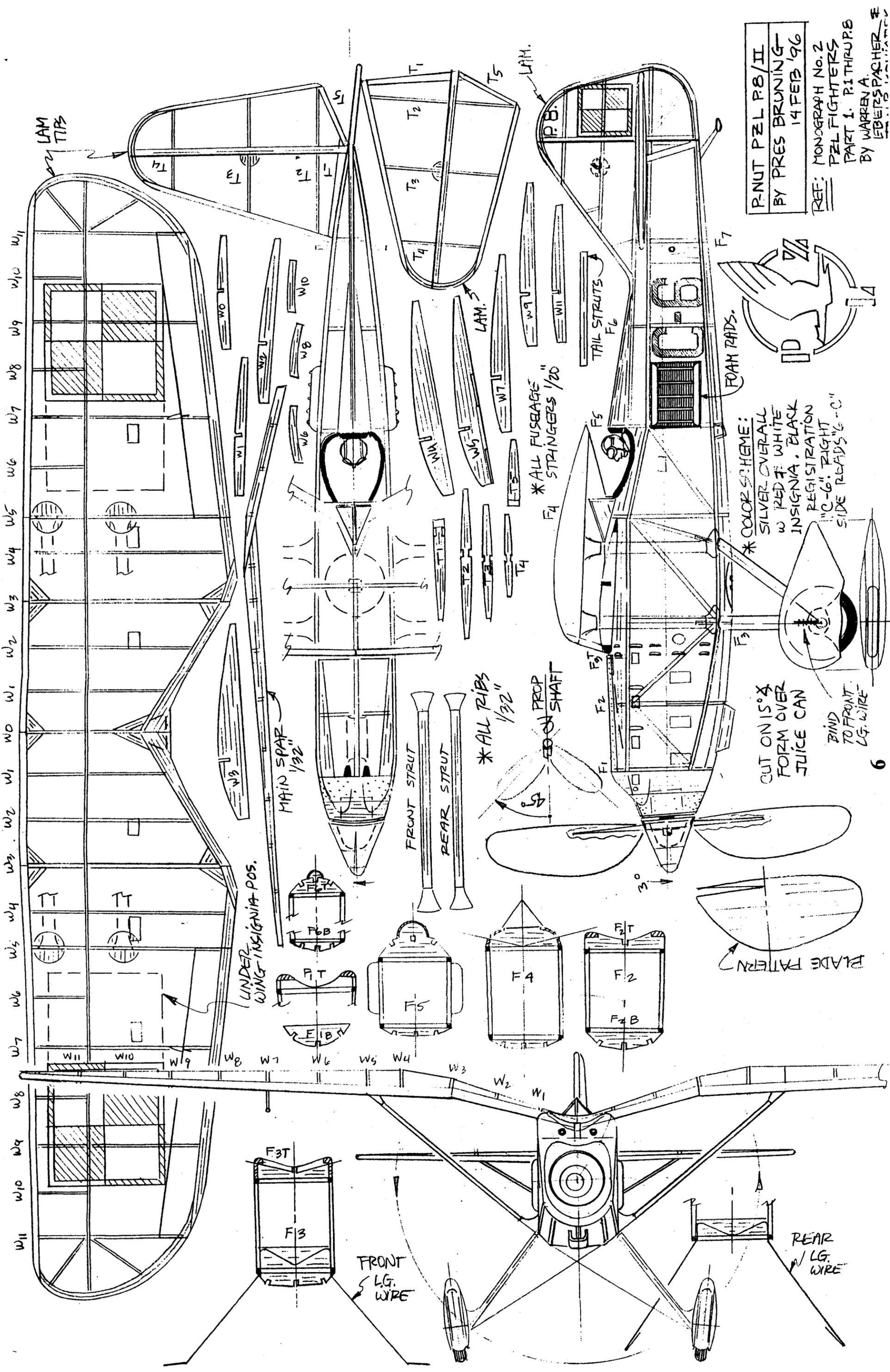
ADJUST TO GOOD FIT .025 MUSIC WIRE (TRUE SIZE)

F5
 F6
 F7

F3
 F4
 F0

F2
 F1
 F0

2 - 1/32 x 1/16



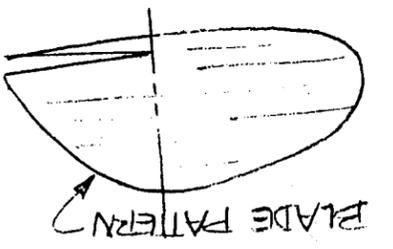
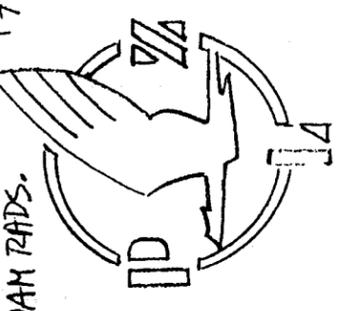
P-NUT PZL P8/II
 BY PRES BRUNING
 14 FEB '96
 REF: MONOGRAPH No. 2
 PZL FIGHTERS
 PART 1. P.1 THRU P.8
 BY WARREN A.
 EBERTSPACHER

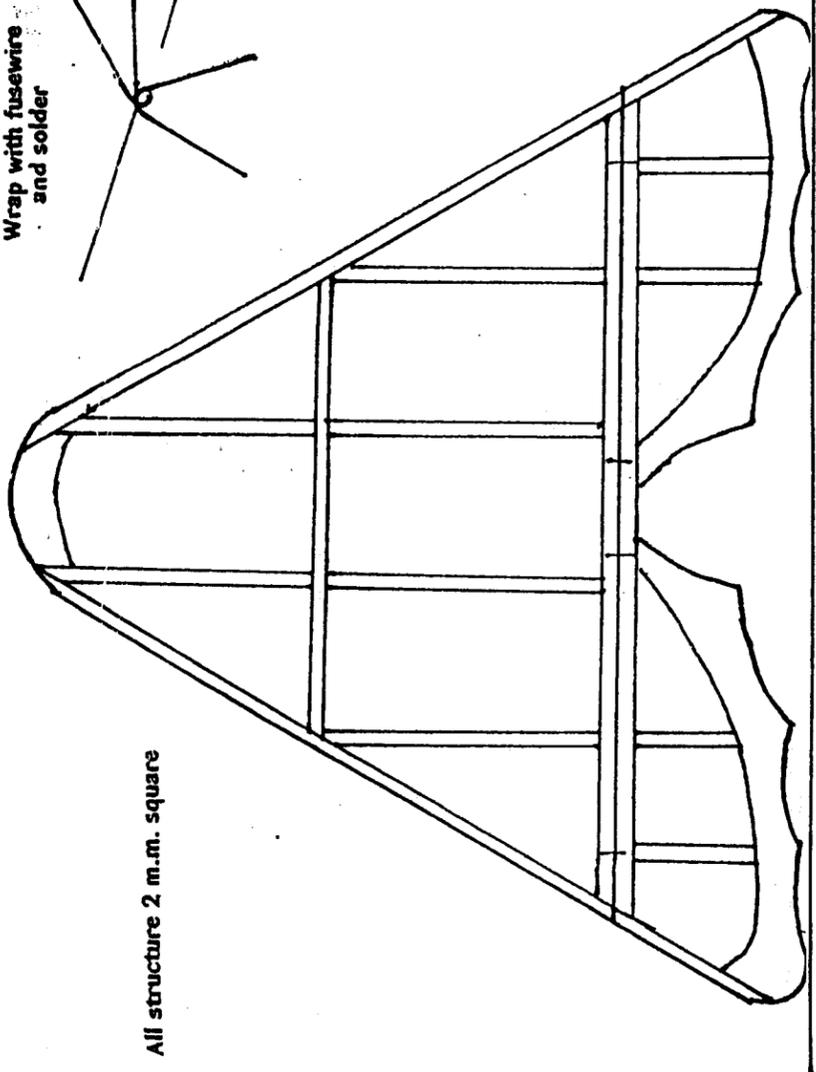
* COLOR SCHEME:
 SILVER-OVERALL
 W RED & WHITE
 INSIGNIA, BLACK
 REGISTRATION
 "C-6" RIGHT
 SIDE READS "6-C"

CUT ON 15° &
 FORM OVER
 JUICE CAN
 BIND
 TO FRONT
 LG. WIRE

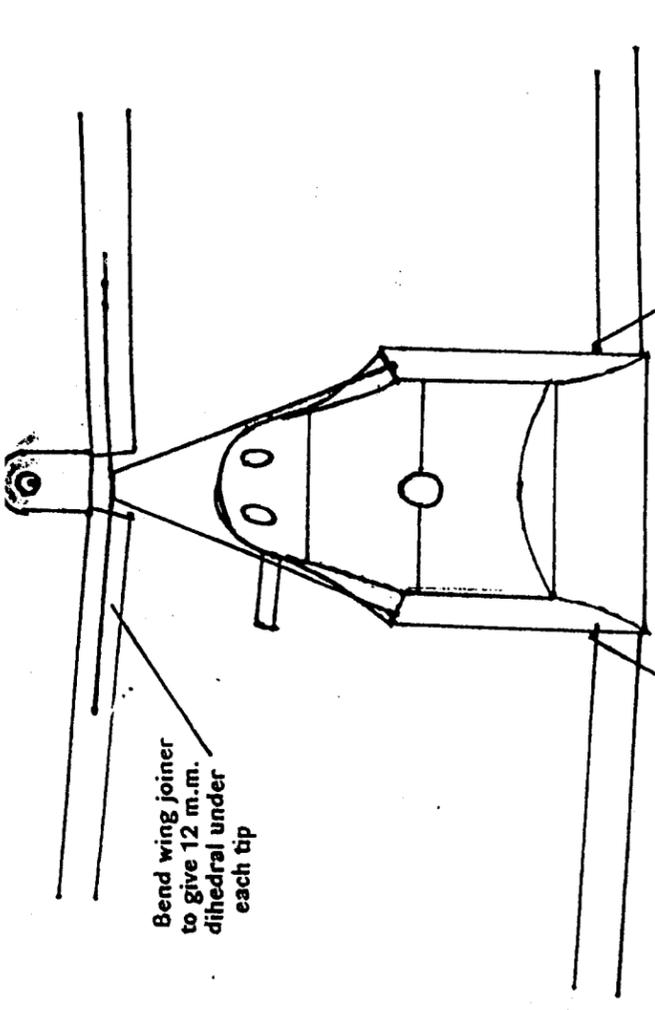
* ALL RIBS
 1/32"

* ALL FUSELAGE
 STRINGERS 1/20"

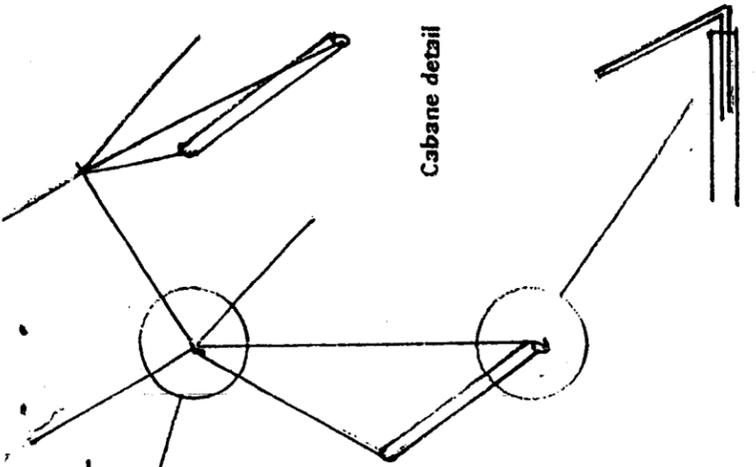




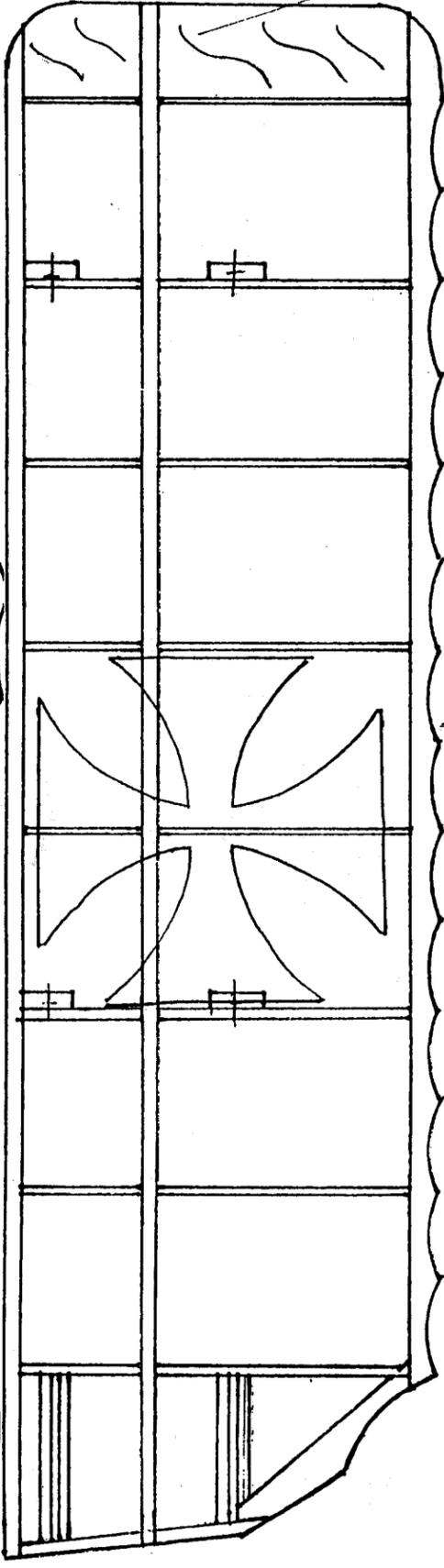
Bend wing joiner to give 12 m.m. dihedral under each tip



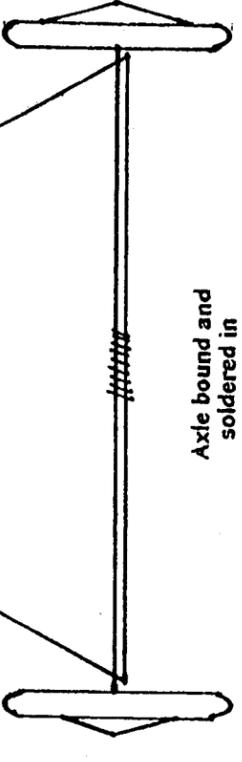
Cabane held with cyano after final assembly



Wrap with fusewire and solder



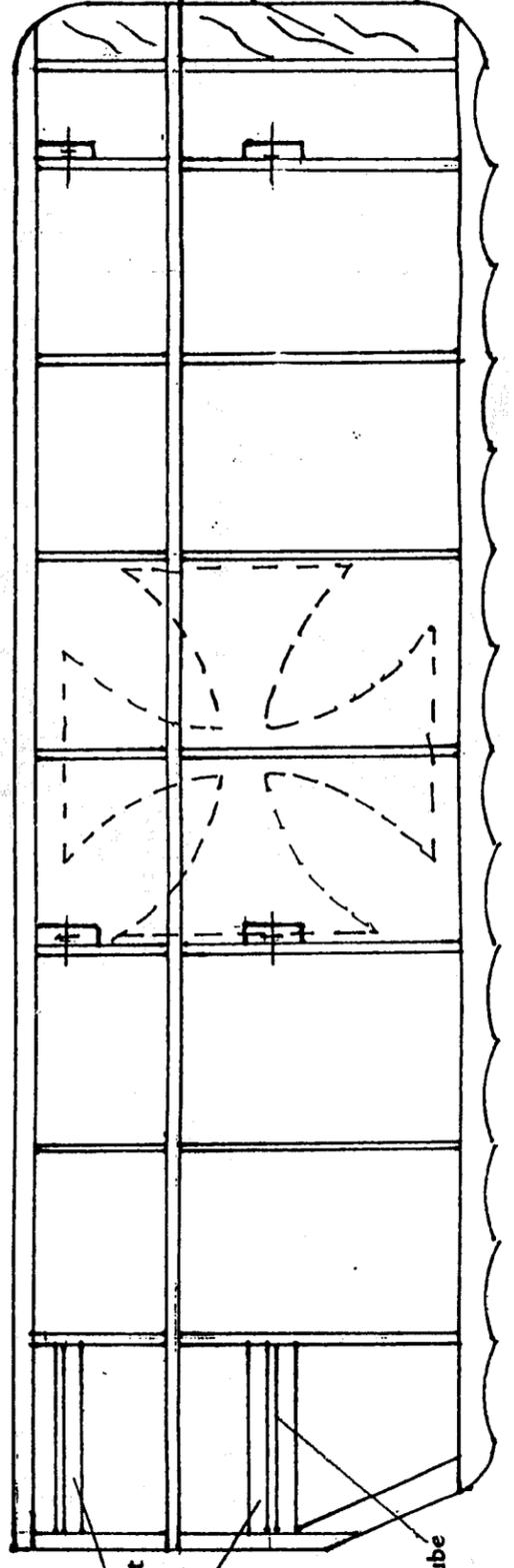
Axle bound and soldered in centre



Fusewire in end of strut bent after assembly



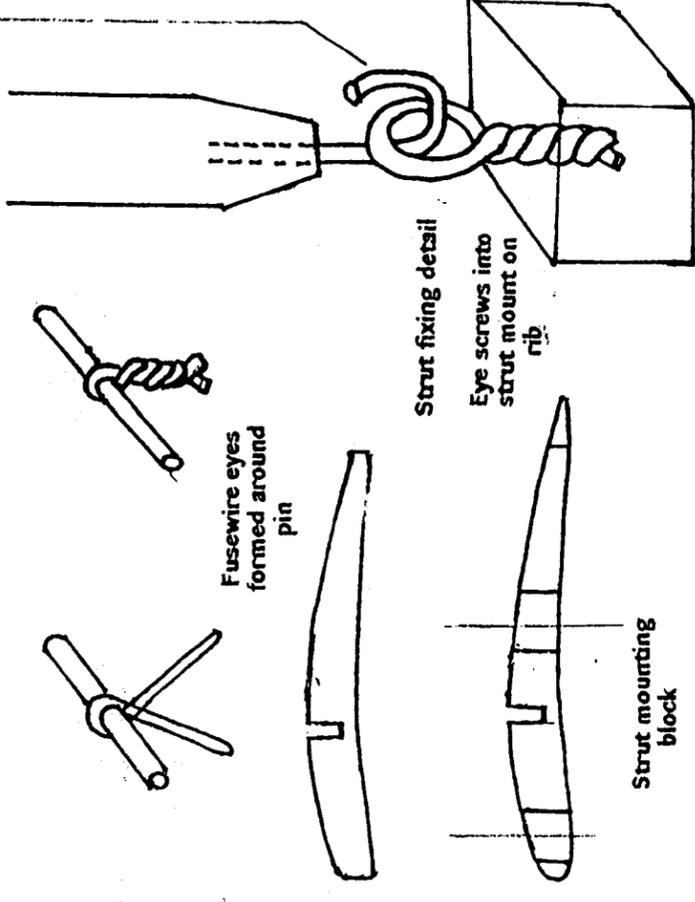
L.E. 2m.m x 4m.m.



Fusewire eyes formed around pin

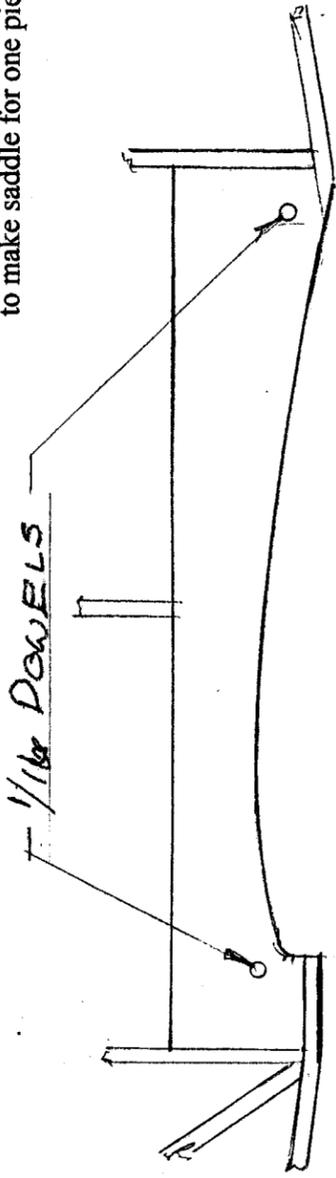
Strut fixing detail

Eye screws into strut mount on rib

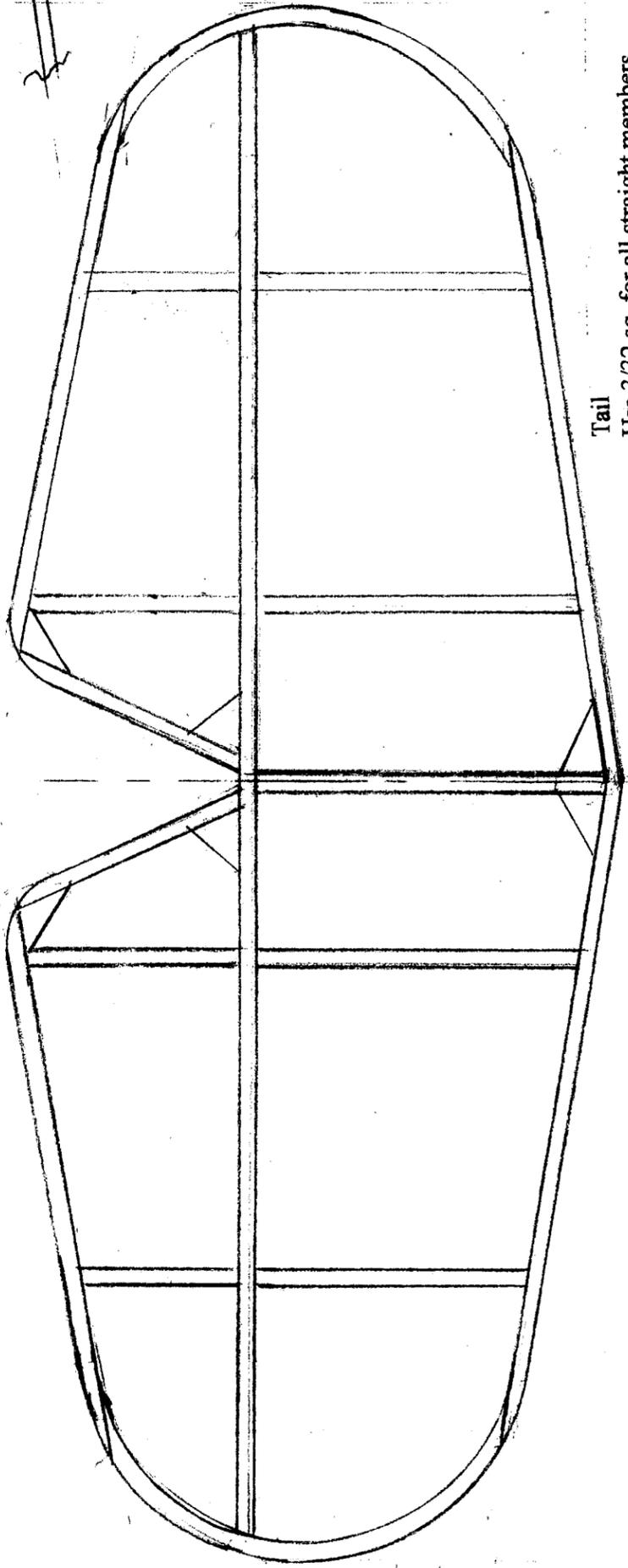


Fuselage

Revise aft upper longeron for one piece stab.
Use new rear former as shown, butt glue stringers.
Use 3/32 sheet in lieu of the 1/16 shown on the orig. dwg.
to make saddle for one piece wing.

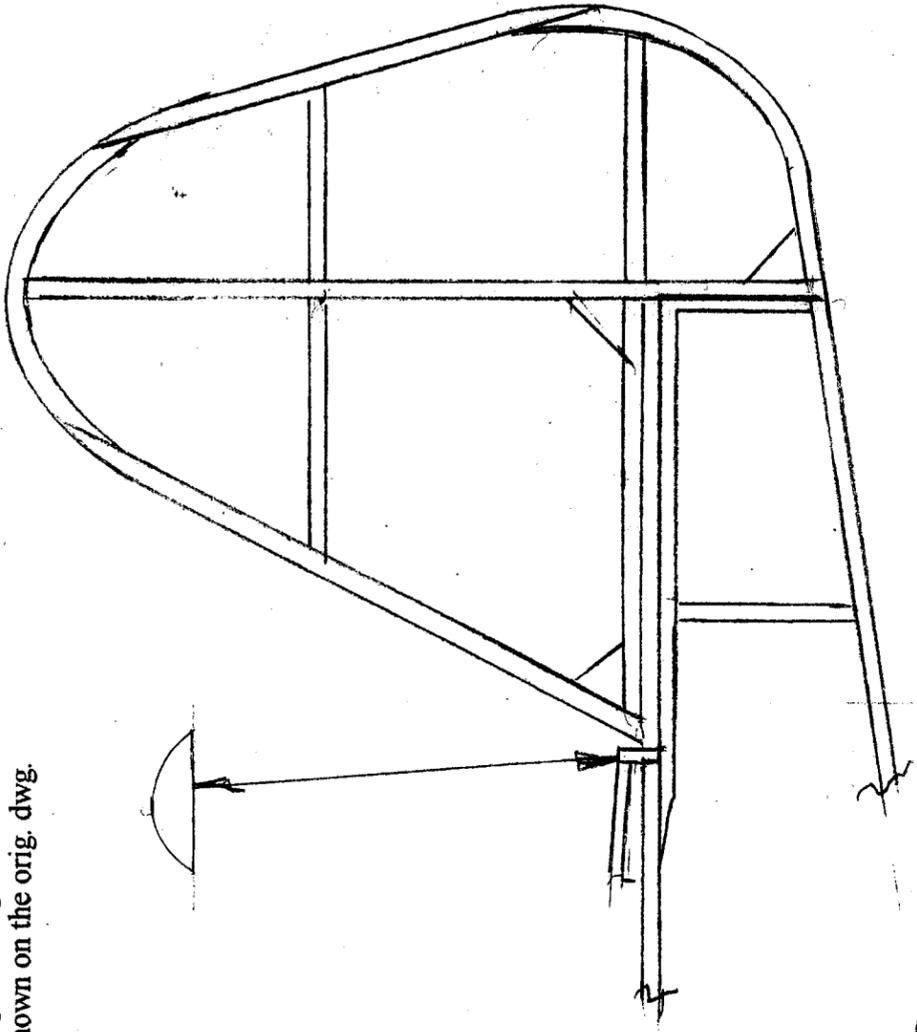


Wing Construction
Build wing in one piece, space root ribs 1 7/8" inside
and tilt for 2 1/2" dihedral
Use 1/18 Sq. LE on a diagonal and 3/32 X 3/16 TE
Add 1/16 sq. spars as shown on wing rib dwg.
Laminate tips using 4 strips of 1/32



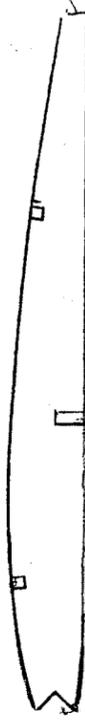
Tail

Use 3/32 sq. for all straight members.
Laminate tips and curves using 3 1/32" strips

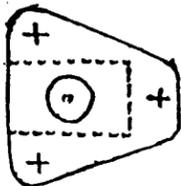


Wing Ribs

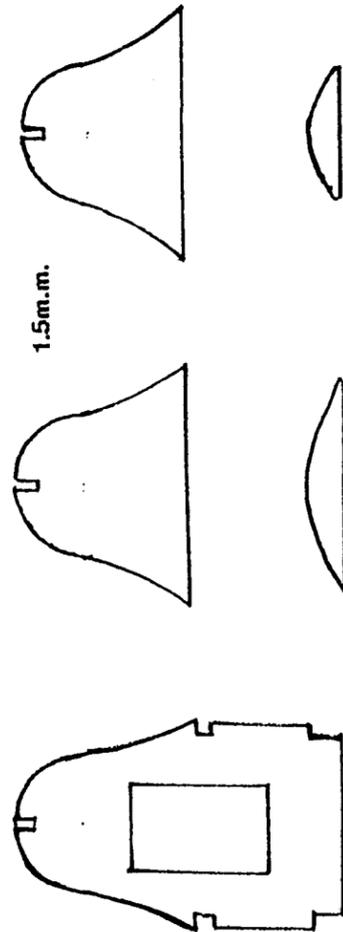
Template is oversize. Cut 10 ribs and stack using LE
notch for reference. Pin together as a block.
Sand to obtain identical ribs. Lay over wing dwg with a
scrap 1/8 sq. in LE notch, mark and cut top correct chord.
Sand in spar notches using a 1/16" strip of sandpaper glued
to a scrap of 1/16 sheet.



Engine mount
Ply or circuit
board epoxied
to engine



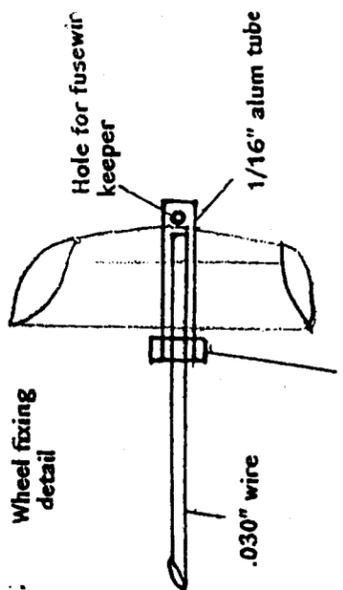
3 screws allow
thrust adjust.



Front former
1.5m.m. ply

1/16 alum. tube
cabane mounts

1.0m.m.



Wheel fixing
detail

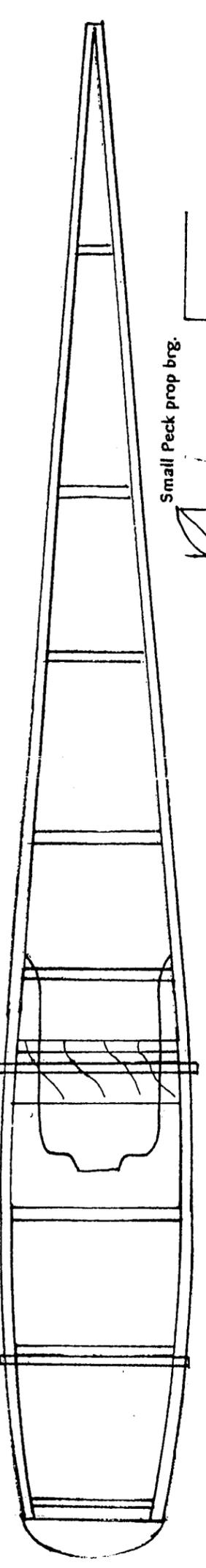
Hole for fusewir
keeper

1/16" alum tube

.030" wire

3/32" alum tube

Undercart all .030" wire



Small Peck prop brg.

Drill .053"

Self tapper must
bottom on shaft

K.P.O.1

1/8th I.D. brass
tube

Self tapper
No. 2x 1/2"

U-80 Prop

1.0m.m. sheet deck

Prop mounting
details
(not to scale)

Removeable nose
block

.8 m. m. sheet

1.0m.m. sheet undersurface
nose to rear undercart

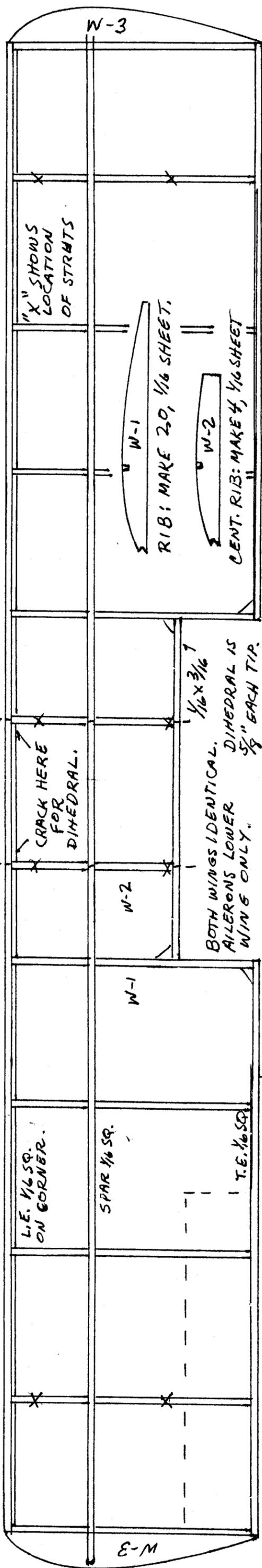
Direct drive KPO1
3.5" Comet Prop
3x 50m.h.a
batteries

Batteries mount in
Gunners compartment
for balance

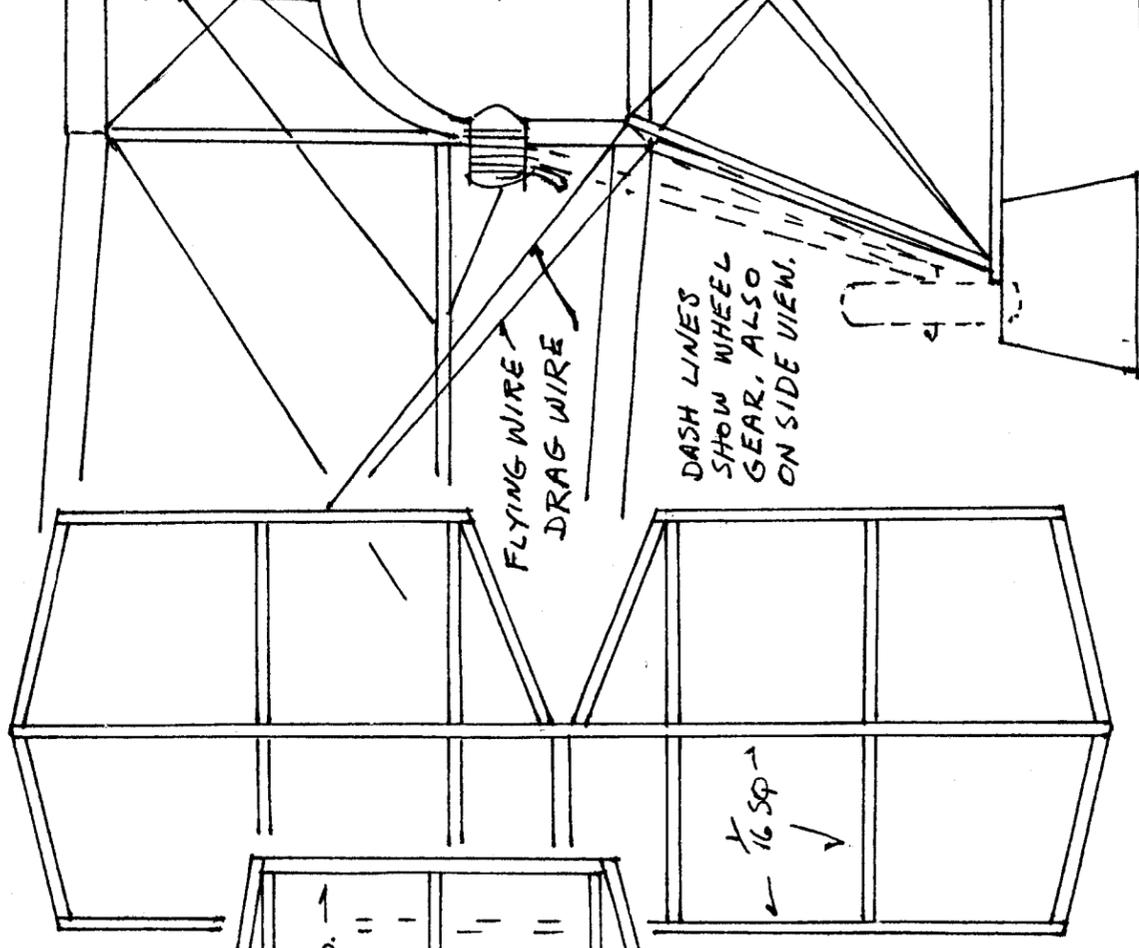
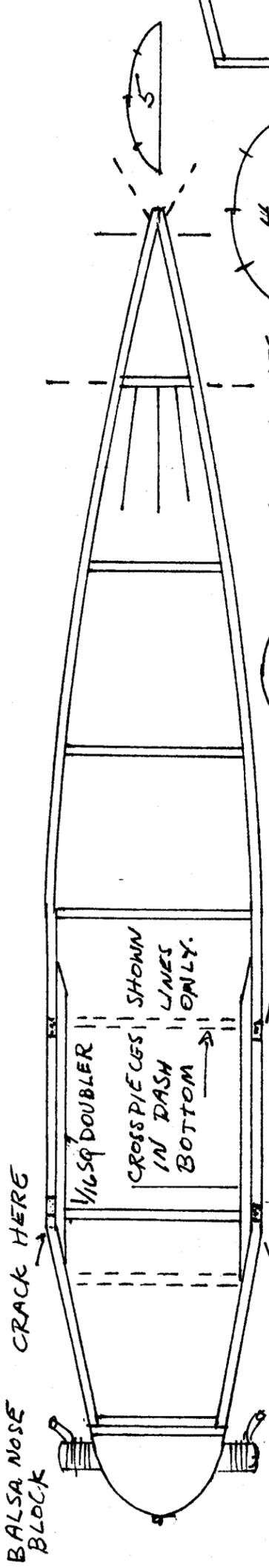
Williams bros.
1 1/4" wheels

HANSA BRANDENBERG C.1

An electric model by Dave Putterill



THE "PAC-MAG" WAS A HOMEBUILT AIRPLANE. COLOR SCHEME IS YOUR CHOICE. NO LICENSE REQUIRED. PREFERRED ENGINE WAS "PAC-MAG CROSS-COUNTRY TWIN" 40 H.P.



FLOATS ARE COVERED WITH BOND PAPER OR VARY THIN BALSA. COLOR SILVER.

HICKMAN "PAC-MAG"
LAND-SEA PLANE
 SERIES "PSEUDO" KIT No. 12
 SPAN: 16" LENGTH: 18 1/4"
 DRAWN BY JOHN BLAIR

FAC SCALE JUDGING SHEET

CONTESTANT NUMBER _____ FULL NAME _____

EVENT _____ MODEL _____

1) CONSTRUCTION AND DETAILS:

A maximum of 30 points will be awarded for general accuracy and the extent of details.

Judging will consider items such as struts, rigging, engine cowl, exhaust tubes, armament, etc.
 No cockpit or cabin interior details will be considered, except for the windscreen and instrument panel, unless a full panel is impossible due to a high thrust line.

Think of construction and detail this way...an aircraft is the sum of its parts. If a "part" of a full-scale aircraft can be seen as you do a "walk around" of said full-scale aircraft, it could be modeled on your model.

SCORE GUIDELINES:	NOT MUCH 0 TO 10	SOME OF IT 11 TO 20	MOST OF IT 21 TO 29	ALL THERE! 30
-------------------	---------------------	------------------------	------------------------	------------------

2) COLORING AND MARKINGS:

A maximum of 20 points will be awarded for accuracy and extent of coloring and markings.

Judging will consider items such as correct color and serial number for a particular subject modeled.
 Also judged will be correct color of said numbers, stripes, insignias, etc.

There will be no difference in scoring between proper colored tissue and painted surfaces.

Silver colored tissue may be used to represent polished aluminum.

When a model is built of a proposed design where the full-scale prototype was never built, the modeled coloring and markings should reflect its design purpose and era of creation.

Think of coloring and markings this way...if a color, number, letter, graphic design, logo, stripe, swish or scallop was placed upon the full-scale aircraft as paint, decal or vinyl-like cut out, it could be modeled on your model. **EXCEPTION!** Scale fine-line pin stripping on our models is not required for obvious reasons.

3) WORKMANSHIP:

A maximum of 12.5 points will be awarded for workmanship.

Judging will consider, but not limited to items such as component alignment, smoothness of rounded or tapered edges and neatness of tissue covered or painted surfaces.

Normal "wear and tear" will not be penalized.

Ignored damage will be penalized.

FAC models are meant to be flown as well as to be seen. They do not have to be in pristine condition to get maximum workmanship points.

- 1) _____ POINTS FOR CONSTRUCTION AND DETAILS...plus
 2) _____ POINTS FOR COLORING AND MARKINGS...plus
 3) _____ POINTS FOR WORKMANSHIP =

SCALE SCORE ...plus _____ BONUS POINTS = GRAND TOTAL _____

FAC JUDGING CRITERIA

JUDGES ATTITUDE

Judges should award scale points by comparing an entrant's model to the considerations given below, and not to other models which are on hand. Allowances should be made where logical assumptions are made and explained in the documentation synopsis for difficult to research entries. Especially, where establishing the full scale subject coloring is concerned.

WORKMANSHIP: 12 ½ POINTS MAXIMUM

Consider overall neatness, and alignment of components. Tightness of rigging and control cables. Smoothness of covering and wood or foam parts. Fair wear and tear should not detract from the score, but old unrepaired damage should.

COLOR AND MARKING: 20 POINT MAXIMUM

COLORING: Consider that modelers may make use of commercially available tissue, though it may not be the exact shade, in coloring their models. For instance, olive green or earth brown domestic tissue will be acceptable as olive drab. However, white will not be accepted as silver, or yellow as gold and bronze. Gloss or flat finishes should be used where appropriate. Color doped models should not receive favor over clear doped color tissue.

MARKING: Consider size, shape and location of military insignia and marking, civil registration, stripes and trim, logos, race numbers, airline lettering and the like. Is all of it there?

DO NOT CONSIDER: Pin striping, shading, weathering, exhaust smudges, fuel and oil stains, or the like.

EXTENT OF DETAILING

1. Look at model and consider its details worth 30 points.
2. List items it should have from the "Look For List" below by crossing off those not applicable.
3. Set up a value for each item remaining to total 30 points. The more prominent the item, the more points it should be worth. For instance, an uncowed radial or rotary engine should be worth more points than a cowed one. Thus, any less prominent items on the same model would be worth proportionately less points
4. Judge and score the model. If the model has all required details represented on it, it should earn a full 30.
5. Some published and kit model plans contain enough documentation to be acceptable for judging. Others do not. The modeler is expected to do the research to back up what is lacking.

LOOK-FOR LIST

1. How is engine represented? A black hole, printed, base relief, or 3-D? How much detailing on the engine?
2. 3-D items will garner more scale points than 2-D. How are the following items represented? Exhaust, radiators or air inlets & outlets, louvers, scoops, superchargers, vents, armament, gun ports, gun troughs, details on exposed or partly exposed guns, all struts, landing gear, antenna masts (all there, proper shape?) rigging wires, radio aerials (do they look in scale?), control cables & horns, interior instrument panel, headrest padding, (high thrust line can cancel some of these), external louvers, air scoops, bumps, landing lights, tanks, bomb racks, etc.
3. Do not consider the propeller as being worth any points at all, although all props should be colored as to be as inconspicuous as possible. I short, we would not want to see all kinds of colored props. They should be silver, gray or black. The right colored props will surely enhance the "Spirit of the FAC".
4. **DO NOT CONSIDER:** Rivets, fasteners, turnbuckles, exposed fittings, pitot tubes, navigation lights, hand holds, small steps, dummy crew, outlines of manufactured panels which are fixed, and other small details which are not apparent in photos which view the whole aircraft. We are not looking for museum quality models here.