ISSUE #234-160 Mar./April 200 1948 QUEENS CUP ENTRY Club News MCROGERS



I want to start this issue by thanking everyone who sent me get well cards or called me wishing me a speedy recovery. After serious surgery it was sure nice to hear from so many friends who care about you. As of right now I am on my way to a complete recovery although it will be some time before I am back to where I should be. The doctor assures me that everything went well and he expects a full recovery but it will take a little more time. If you have ordered anything from GHQ please bear with us a little while longer and we will get your order to you as soon as possible. Thanks for your patience.

The plans in this issue came from; John Blair (Dime Scale Pasped Skylark), Ted Davis (Curtiss XP-31 "Swift"), Lloyd Willis from Australia (Simmonds Spartan) and from Pres Bruning (Blohm & Voss P.192.01-01. Thanks to everyone who contributed to this issue.

We still have a few 2007 calendars for sale. If you can still use one for this year be sure to order one of these. They are relly neat and we are sure you will enjoy having one hanging in your workshop or den. While on the subject of calendars, we are planning on getting the 2008 calendar out earlier this year. If you would like to contribute a 8 X 10 glossy photo of one of your models please do so A.S.A.P. The photos become the property of FAC-GHQ and there is no guarantee they will be used. The price of the 2007 calendar is \$20.00 postpaid. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Please read your rule book that you received with the Jan./Feb. issue. There are some changes that we did not tell you about. The only way you will remember them is if you read them yourself.

On s sad note, we have lost another FACer. Frank Davis of Montpelier, Vt. Our heartfelt sympathies to his family and friends.

The rumors about the 2007 AMA Nats being flown to the FAC rules are true. Jerry Murphy, the CD, informs us that the peanut, power and rubber scale events will be flown by FAC rules in the hope that there will be more participation in these events at the AMA Nats and is not intended to have any impact of other FAC events.

### 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

We are still in need of event sponsors for the FAC Non-Nats at Geneseo, N.Y. this July. If any manufacturer, club, individual please contact GHQ A.S.A.P. We are also seeking donations of merchandise to add to our prize list. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

NEW FAC SQUADRON; Jack Sarhage, 24 Canterbury Ct., Piscataway, N.J. 08854 has started a new FAC Squadron to be known as the "3<sup>rd</sup> Aero Squadron". That squadron was started in the early 1900's in Texas and was eventually assigned to the Philippines in 1919. Since I have become interested in the Philippines (marriage will do that)I thought this would be a good choice. If you live near Jack give him a call and join him. His phone number is; (732) 317-2951.

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

Col. Lin Reichel, CinC, FAC

### **NEW PLANS AVAILABLE**

New plans from John	Blair;	
Velie Monocoupe	23"	\$6.00
B.E. 2a	22"	6.00
DH-85 Leopard Moth	25"	6.00
Antoinette VII	21.5"	8.00
Halberstadt D-III	21"	8.00
Anatra D-S	25"	8.00
BE-1	24"	8.00
Alexander "Flyabout"	36"	8.00
S-4 "Kania 3"	28"	8.00
Nesmith "Cougar"	20"	8.00
Plans by Al Cleave;		
Air Tractor AT-502B	24"	6.00
(crop duster)		
Waco XPG-2A	41"	8.00
(twin electric or towlin	ne)	

Send a self addressed stamped envelope to: FAC--GHQ, 3301 Cindy Lane, Erie, Pa. 16506 for a complete list of plans for sale.





Sqdn #46

### 2007 FIESTA OF FIVE FLAGS

TOM MCLAUGHLAN SOUTHEASTERN MODEL AIRPLANE CHAMPIONSHIP PENSACOLA, FLORIDA -JUNE 16 & 17,2007 Sanction # 07-824

An America's Cup and National Cup Event

There will be 14 AMA, 4 NFFS, 6 FAI, 6 SAM Events For details of all events check out our website:

### www.pensacolafreeflight.org

### Plus for the first time in 25 years, we're adding FAC events.

FAC WWI Mass Launch, FAC WWII Mass Launch, FAC Dime Scale, FAC Two-Bit Rubber are definitely on the schedule. More will be added as contestants demand.

George White, CD, 850-473-0866, White76@cox.net Mike Midkiff, CD for FAC, 817-428-8151, mmid1149421@sbcglobal.net

Our mile square mowed grass field is a FACer's dream

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 approximitly every other month. Please make checks payable to; Flying Aces Club. Send to; FAC-GHQ, 3301 Cindy Ln., Erie, Pa. 16506.



### THE WESTLAND WHYNOTTE 1948 QUEENS CUP ENTRY By Bob Rogers and Dave Stott

Those FACs with a leaning toward modeling the historically rare types of aircraft may recall a past article printed in the FAC News (Mar/Apr 2005) titled "Side Lights of the 1948 Queens Cup Race". One of the aircraft mentioned therein was the little known Westland Whynotte. Any gen on this craft has been lost to us for decades due, it seems, to confusion as to its true name. An explanation of this becomes evident as you read on.

In all fairness, mention must be made of the diligent and persistent efforts of our chief archivist, Dustin Mudge, known to his associates as "Dusty Smudge", the clouds have been cleared away to reveal a magnificent display of British pluck in overcoming financial obstacles by assuming a Scottish attitude combined with the American practice of "make do" learnt during the wartime.

At the urging of the British Admiralty, the Westland Aircraft Company was founded in 1914 by Patters Ltd., manufacturers of electric power generators and the Patter Oil Engine. The new works was established at Yeoman, Summerset at a junction of the roads to Dorkchester and Bathlyss. The position of Chief of Design Engineering was shared by the electrical genius, Dimley Lowe-Watt, and Wilfred Notte. Due to a very stubborn attitude, the latter was secretly referred to as "Will Not".

When word was let of the resumption of the Queen's Cup Races, these two gentlemen approached the Works Director, Angus Mac Schadenfueher, and suggested that it might help promote lagging sales if the company would enter a machine in the competition.

"Bully," said he! "Why not!" "But laddies, there's nae' a spare farthin' left in me sporan for such high minded ideas as this".

"Perhaps by employee contributions," replied Knott.

"And what of the aircraft and parts left over from cancelled RAF contracts?, added Lowe-Watt. "Perhaps we might make use of some of it."

"All roight, lads, gi'e it a gae!", exclaimed Angus. "Why not gae doon the rrroad and see Rob at the auld storage shed in Pilfring." "There should be quite a collection of useful stuff there."

"Rob?", queried the pair.

"Aye, laddies, Robin Steele." "He is custodian there", was the reply.

"Gued idea, that", murmured Angus after the happy pair exited his office. "Queen's Coop Race!" "Why not?" "And, why not name her so?" "The Westland Why Not"! "And, ye canno' beat the price"!

And thus, the machine came to be known in the executive offices as the "Why Not", while in the engineering section, the "Whynotte".



ANGUS, ON BEING INFORMED COMPANY CONTRIBUTIONS WERE EIGHT SHILLINGS SHORT!

On arriving at Pilfring, Lowe-Watt and Will Notte met Robin Steele just exiting a gleaming Rolls Royce Silver Ghost.

"I say, how does a chap in his position get about in such style while we can only afford such as this?, said Lowe-Watt, nodding toward the Morgan Three Wheeler they had just driven up in.

They both met Steele and explained their mission. "Nice way to travel.", said Lowe- Watt, nodding toward the Rolls.

"Ah, er,...its rented." "Yes,...only rented.", uttered Steele. "Son's weddin', ya know." "Went all out for 'im." "Good lad, ya see." "Gotta return it after closin' toim".

Upon entering the storage shed, Lowe-Watt and Notte were astounded to find it near empty! There were the remains of one of the Pterodactyls and a Whirlwind fighter with the port engine nacelle and landing gear missing.

"The Chief led us to believe there was much to be found here, Rob", said Notte. "Where is it all?"

"Ahh, er...uh, the rest of it were carted off only yestiddy by the scrap dealer, it was. Didn't they tell ya? They rang me up about it and said the paper work would follow."

"Well, have the Whirlwind loaded on a lorry and brought to hangar number one, would you", said Notte. "Not much remaining for us to work with, eh wot, Watt?"

And thus, it came to pass that Watt and Notte put together the Queens Cup machine you see here in 3-view. A masterpiece of the art of salvage.

The remaining starboard engine, landing gear, and even cowling were expertly grafted to the severed nose of the Whirlwind. The wing center section was clipped and the outer panels moved inboard and re-attached. Leading edge radiators were reduced in size, but still adequate for the now single engine machine.

An approximate 3 foot section of the fuselage was removed to shorten its length, and both the horizontal and vertical tail planes were clipped. The flat windshield and mid canopy section were replaced with another aft canopy section installed reversed 180 degrees to achieve better streamlining. All military gear, radio, self sealing petrol tanks, and armour was removed as well.

As can be seen, the ship now had a mono-wheel landing gear, so Pilfring was revisited to obtain the outrigger wheels from the old Pterodactyl. They were then installed on each wing of the much modified Whirlwind, which had now become referred to as the "Watt-Notte" by the fitters working on it.

Because of difficulty in taxiing due to the monowheel landing gear, test flights required the assistance of a volunteer athlete from Oxford on each wing tip to steady and maneuver her until a bit of speed was built up for take off.

Landings were not as difficult, for as the ship slowed it simply tilted over when almost stopped. She then rested on one or other of the Pterodactyl outrigger wheels until the athletes ran up to assist in taxiing her back. Company pilots had for some time referred to the craft as the "Might Not", for each had hoped not to be chosen to make the initial trials.

The cobbled up design had, none the less, handled well in the air and showed such speed as to justify the idea that, in spite of the handicapping she would suffer because of the large displacement of her engine, her chances of success in the coming race were excellent.

The cost of creating this craft with many names was minimal. This was due in part to the apprehension, trial, and incarceration of Robin Steele, who had sold off the contents of the Pilfring storage shed as scrap, pocketing the proceeds. His "rented" Rolls Royce was confiscated, and then sold by Westland's barristers, the monies thus gained helping to finance the project.

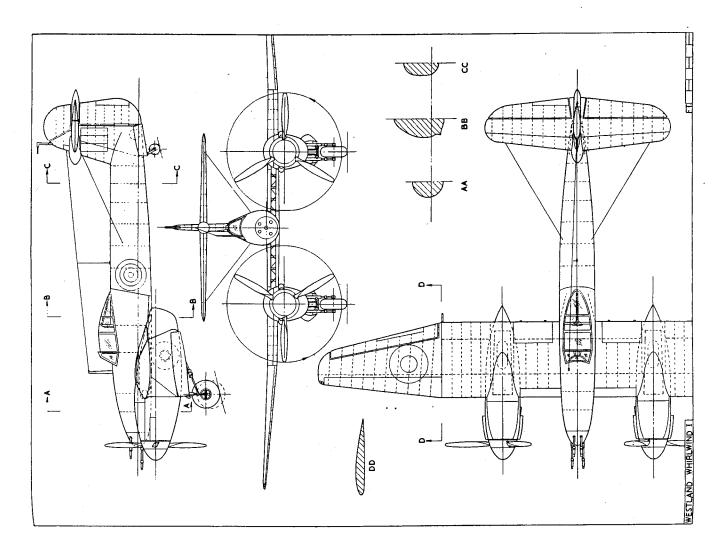


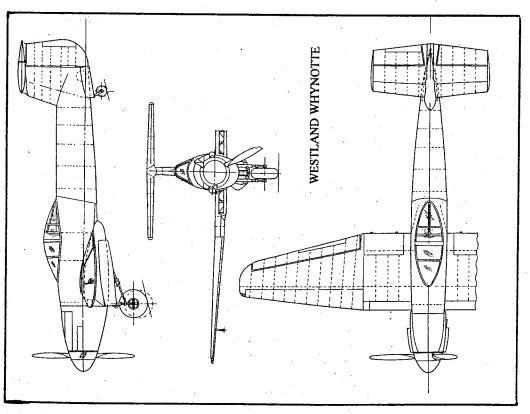
### **ROBIN STEELE**

The unfortunate part of this story is that the ship, known variously as the Whynotte, Why Not, Watt-Notte, What Not, and Might Not, was disqualified at opening day! It seems one of the more obscure requirements of the Queen's Cup Race is that the entry must taxi to the start line *unassisted*, which the Westland machine was incapable of. Alas, she suffered further degradation by being referred to as the "Wasteland Did Not" by C.G. Gray, acidic editor of one of Britain's leading aeronautical publications, The Aeroplane.

The profuse titles attached to this unique machine were partly responsible for the great difficulty in researching it. Special dispensation had been granted by the Air Ministry to allow the machine to bear the registration "G-YNOT". This fact created even more difficulty for researchers who, quite naturally, searched registration records beginning with the typical "G-A\_\_\_" series of that bygone era. It is presumed this wonderful machine, robbed of its chance for glory by a mere technicality, was broken up for scrap.

5





3 VIEW DRAWINGS ARE PRESENTED IN LIKE SCALE FOR COMPARISON

### TO SPLIT OR NOT TO SPLIT......HOMEWORK

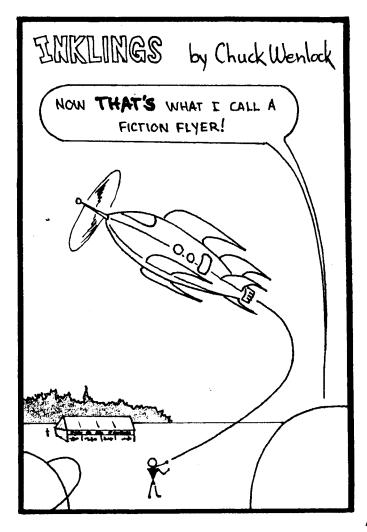
( one of our Clubsters has done some homework on the split bonus proposal and here are his findings, edited and shortened by your editor)

Rules should be changed only by analizing contest results and never by the opinions of the flyers. Now, none of these guys who have aired their views on a split formula for FAC Scale have done their homework. I have examined the results of the recent FAC Nats, Non-Nats and Muncie meets in FAC and Jumbo, 11 events in all. If you split the results into the two suggested categories, 4 of the 11 events would have less than the required 3 flyers to make it official. A fifth one just made the required three. Is this good? Of course not! Would a split change this? I truly doubt it.

In most cases, the flight times and scale scores of the high bonus point entries are also higher than the other entries. The winners are not winning by bonus points alone, yet that is the main theme of all complaints. At the '06 nats the models with over twenty bonus points placed 1, 2, 3, 4, 6, 11, 12, 13. If these same modelers built twenty bonus point models, the standings would then be 1, 4, 3, 2, 5, 12, 19, 26. Very little change in the first five places. And, this is without taking into consideration that the 20 bonus point model would probably score a higher flight time when built by these same guys.

There is another more important reason for not splitting. It limits your flexibility in making rule changes and carries great potential for unrest. If you split, and the time comes when you feel you need to adjust the bonus points for a certain configuration, you may be stymied. For instance, if you felt it was time to reduce the points for twin motor jobs from 25 to 20, it would change the category in which high wing twins would compete. The results I examined show the twins to significantly dominate the over 20 bonus point entries. Five out of seven in the '05 nats. Six out of eight in the '06 nats.

Have you ever wondered what configurations guys would build if there were no Kanone system? (Editor, thanks Skyster, may you attain many more Kanones)





The Nov./Dec. 2006 issue of *Flying Aces Club News* was very interesting. Looks as though Tom Arnold opened up a can of worms but, hopefully not a Pandora's box.

Why I said it was interesting is to see the number of Fly Aces Club members or friends take the time to write and give their opinions on whether the bonus points should be split or not.

I cannot say one way or the other. I do think and want to say that before we destroy an organization that has brought so much enjoyment to so many we should slow down and look again at what it is all about.

I invite all those voicing their thoughts to turn to page 2 of the last issue of the club news. In fact, you can turn to page 2 in several past issues and read the same thing. It appears at the bottom page in each and every issue;

### 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

I believe that when a kanone becomes more important then the "intent to preserve and promote...sharing of innovations, assistance and camaraderie," then those that feel that way have lost the whole essence of that unique spirit that is The Flying Aces Club. Maybe they should take another look of why they got into this hobby and joined this "society of unique individuals" in the first place.

Let's remember why we build these miniature aircraft and enjoy it for what it is.

Yours truly,

Jack Sarkage,

John "Jack" Sarhage, Sr.

### FLYING ACES PLAN SERVICE

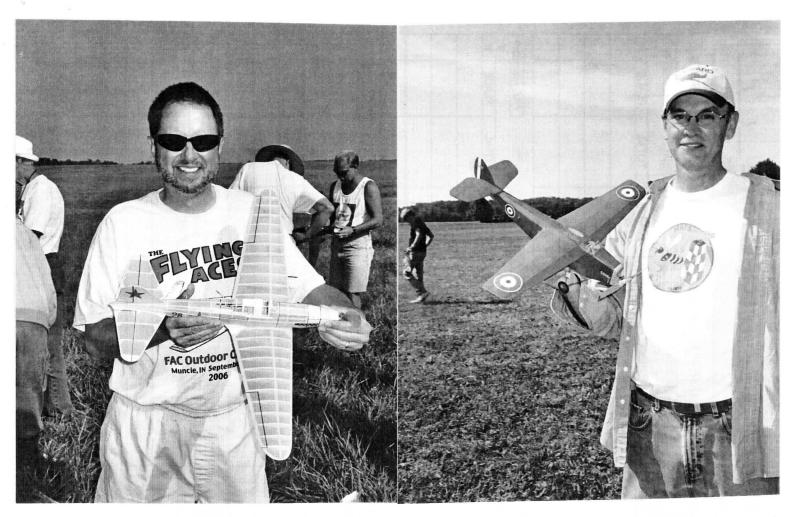
These plans are from the FAC contests at Geneseo N.Y. and Muncie, In.

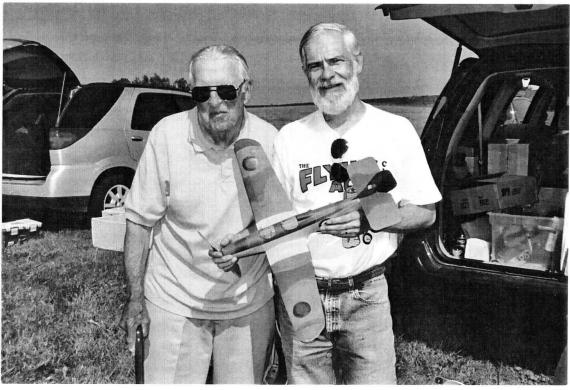
Aircraft	Span	Designer	Price
Erie Times O.T.	24"	Engstrom	3.00
Westland Lysander	25"	Studiette	4.00
Northrop Gamma	36"	Bruning	5.00
Fairchild PT-19	24"	John Low	4.00
Curtiss Gulfhawk .	24"	Wilkey	4.00
Boeing P-26	18"	Wilkey	3.00
Waco C-7	22"	Boyanowski	5.00
Laird Solution	14"	Tom Nallen, Sr.	4.00
Waco "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
Gcc Bcc QED	24"	Tom Nallen, Sr.	6.00
GRUMMAN WILDCA	T 15"		2,00

### 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 parenthisis 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





All photos by Fred Wunsche. Upper left is Jack Tisinai with a Stormovik for WW-II. Upper right is Rich Weber with a DH-29. Bottom is Earl Stahl on the left and Walt Farrell. Walt is holding his Stahl designed

Miles Magister.

FAC CLUB		SQUA	<b>SQUADRON</b> #		CONT	CONTEST DATE		_	
CONTEST DIRECTOR		Email address	ddress		:				,
PLEASE LIST THE TOP 4 OF EACH EVENT. Indicate the	ENT. Indicate the total numbe	total number of flyers in each event. USE COLUMNS # 1, 2 & 3 FOR MASS LAUNCH HEATS.	ich event. I	JSE COLUN	INS # 1, 2 &	3 FOR MA	ASS LAUNC	HEATS	<i>.</i>
PRINT LARGE & CLEARLY	PI IGHT TIMES OF	TOTAL FLIGHT SECONDS OR BEST	SECONDS O	R BEST	BONIS	ECA!		FAC member?	ج <u>ه</u>
CONTESTANT'S FULL NAME	MODEL 1	1 2 3	3	FACTORED	POINTS	POINTS	TOTAL	PLACE	- z
		TOTAL FLIGHT SECONDS	SECONDS C	OR BEST				FAC member?	Ser?
EVENT		FLIGHT TIMES OF HEAT ROUNDS for ML EVENTS SCALE FLT.	ML EVENTS	SCALE FLT.	BONUS	SCALE			>
CONTESTANT'S FULL NAME	MODEL 1	2	m en	FACTORED	POINTS	POINTS	TOTAL	PLACE	z
		TOTAL FLIGHT SECONDS OR BEST	SECONDS O	R BEST				FAC member?	Ser?
EVENT		HEAT ROUNDS for	ML EVENTS	SCALE FLT.	BONUS	SCALE			>
CONTESTANT'S FULL NAME	MODEL 1	1 2 3 FACTORED	က	FACTORED	POINTS	POINTS	TOTAL	PLACE	Z
		TOTAL FLIGHT SECONDS OR	SECONDS O	R BEST				FAC member?	er?
EVENT		FLIGHT TIMES OF HEAT ROUNDS for ML EVENTS SCALE FLT.	ML EVENTS	SCALE FLT.	BONUS	SCALE			<b>&gt;</b>
CONTESTANT'S FULL NAME	MODEL 1	2	8	FACTORED	POINTS	POINTS	TOTAL	PLACE	z

SEND COMPLETED FORMS TO: ROSS P. MAYO, KEEPER OF KANONES, 4207 CROSSWINDS DRIVE, ERIE, PA 16506

# FIRST EVER FAC SOUTHWEST REGIONAL MAY 4<sup>TH</sup> THRU 6<sup>TH</sup> PERRIS CALIFORNIA

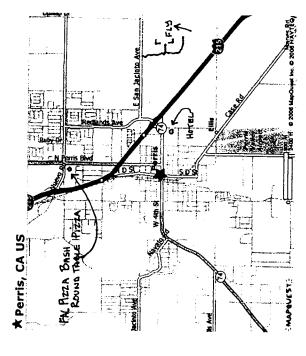
LAST MAY, US CRAZY FOLKS AT THE SCALE STAFFEL SQUADRON IN SAN DIEGO [FAC 41] BEGAN TO PLAN A FIRST EVER FAC SOUTHWEST REGIONAL FOCUSED ON THE 23 FAC SQUADRONS WEST OF THE MISSISSIPPI. THE FANTASTIC FOLKS IN THE SCAMPS, A SAM CHAPTER, SAID WE COULD USE THEIR FABULOUS FLYING FIELD IN PERRIS CALIFORNIA...SO AWAY WE WENT TO PLAN. WE CONTACTED GHQ AND RECEIVED THEIR "BLESSINGS" FOR THE EVENT AND THE PLANNING BEGAN IN FEARNEST.

WE FIRST CONTACTED AS MANY SQUADRONS IN THE WEST AS WE COULD FIND TELEPHONE NUMBERS FOR. IF WE DID NOT CALL YOUR FAC SQUADRON, OUPPS...CALL US AT 760-603-8877. WE THEN BEGAN A NEW EMAIL DISTRIBUTION LIST TO UPDATE THE SQUADRONS AND GHQ ON THE PLANNING. THEN WE TOOK AN "EVENT POLL" TO SEE WHICH FAC EVENTS HAD THE HIGHEST WESTERN INTEREST LEVEL FOR ACTUAL PARTICIPATION. FROM THE POLL RESULTS WE SELECTED 10 EVENTS FOR THE VENUE.

ENCLOSED IN THIS NEWSLETTER IS OUR PRE-REGISTRATION FORM FOR ALL FAC BUILDERS AND FLYERS. WHILE WE CALL THIS THE FAC SOUTHWEST REGIONAL, WE WANT TO MAKE SURE ALL FAC SQUADRONS ARE INVITED TO PERRIS FOR THE EVENTS. PLEASE FILL OUT YOUR PRE-REGISTRATION FORM AND SEND IT TO US ASAP. WE WILL ASSIGN YOU A FLYER NUMBER AND MAIL IT BACK TO YOU PRONTO. THE PRE-REGISTRATION FORM HAS ALL THE EVENTS ON IT AS WELL AS YOUR ABILITY TO ORDER T-SHIRTS AND GET TICKETS FOR THE BIG FAC PIZZA BASH ON SATURDAY.

FOR QUESTIONS OR CLERIFICATIONS, JUST CALL ME [ ROGER WILLIS ] ON 760-603-8877 OR EMAIL ME AT WILLISASOC®AOL.COM. ALSO, LET ME KNOW IF YOU WANT TO BE ADDED TO OUR EMAIL INFO LIST TO GET ALL THE UPDATES. TRY OUR EVENT WEB-SITE AT YAHOO GROUPS ITS UNDER FACSOUTHWESTREGIONAL.





### REGISTRATION FORM - FAC SOUTHWEST REGIONAL MK I- PERRIS CA. MAY 4<sup>TH</sup> - 6<sup>TH</sup> 2007

PLEASE PRINT ]	IVA	CES//		
Name	Address			
City	State	Zip		•
TRST EVERFAC SO	Entry Fee @ \$25 [ flies OUTHWEST REGIONAL	all events ]T-Shirt @ \$10_	s	SIZE
·	FAC PIZZA BLAST @	\$20	\$	· ·
	Total F	Enclosed	s	

No entry fee for contestants under 18 years of age. PLEASE SEND US YOUR CHECK BY APRIL 1st, 2007 so as to ease paper work later on. Mail entries to: FAC SOUTHWEST REGIONAL COMMITTEE at 6773 Mallee Street, Carlsbad, California 92011. We will be unable to refund cancellations after April 15th, 2007. Make your check out to: FAC SOUTHWEST REGIONAL COMMITTEE.

There is NO OVERNIGHT VEHICLE PARKING at the flying field. We suggest you call the DAYS INN in Perris on 1-951-943-5577 to reserve a room ASAP.

Awards through 3 places in each event. Contest times are as follows: Friday May 4<sup>th</sup> in the afternoon from 2PM till finish. SCALE JUDGING at the DAYS INN in Perris. No one admitted until 2PM except Vendors. Have your airplanes and documentations ready. Saturday May 5<sup>th</sup> official flights begin at 7AM until 2PM. Sunday official flights begin at 7AM till Noon. Awards follow beginning at noon.

WAIVER: I/We, hereby release the Scale Staffel Model Club, SCAMPS Model Club, and the FLYING ACES CLUB, Inc., all other persons and 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. I/WE also understand that if we are late for a pilot's/ Mechanics call for Mass Launch Events, we may be disqualified. The time for these "calls" and events will be posted at the Scoring Tent. PLEASE CIRCLE THE EVENTS YOU PLAN TO ENTER AT THE BOTTOM OF THIS FORM.

SIGNATURE	<b>w</b>

Again, SCALE JUDGING will be in the conference room at the Hotel. Bring your MODELS and DOCUMENTATION. DOCUMENTATION should include: a three-view, a picture of the real plane and the color scheme you used. If you cannot get one of these, you may bring a written description from a journal or news article. MASS LAUNCH Aircraft not entered in FAC Rubber Scale will be judged using the "45 point rule" at the field during the Pilot/Mechanics Call. All radial engine models in Mass Launch events must have at least a paper engine inside the cowl. All military models in Mass Launch must have armament built into the model—no "painted on guns". No slab-sided models unless the real aircraft was slab-sided.

FRIDAY MAY 4<sup>TH</sup>

SATURDAY MAY 5<sup>TH</sup>

SUNDAY MAY 6TH

Scale Judging at Hotel

FAC Rubber Scale
WW11 Mass Launch
FAC O.T. Rubber \*\*
WW1 Mass Launch
FAC Power Scale
FAC Jumbo Scale
FAC PIZZA BLAST

Thompson/Greve Mass L.
Jimmie Allen ROG \*
Horde Mass L.
FAC Power Scale
FAC Peanut Scale
AWARDS

- \*\* FAC Rules [no folding props]
- \* 2002 FAC Prop. Rule

	തിര	n on	ത	<b>o</b> (	<b>o</b> o	n o	nσ	o 0	ol oc	ο α	œ	∞	Φ (	<b>x</b> 0 0	ol «	ο α	00	00	•	7	7	7	۱ م	7,	- 1	. ~		7	۱ م	٦,	- 1	. ~	7	ဖ	9	ဖ	တ (	KO W	ol u	οœ	o co	o	9	တ တ
CAPTAIN	GRABSKI, PAUL	HUTCHINSON BILL		KONEFES, ED	NIED, TOM	PHII I IPS RERT	SCOTT FRANK	WHITE, GEORGE	ARNOLD TOM	BARFIELD, DAVID	BENDER, BOB	BREDEHOFT, JACK	HANNAY, DOUG	MAKCHESE, BOB	PAIL FRON A	SCOTT. CHRIS	THOMAS, PHILIP	VANDORN, STUART	WARNER, BILL	ANDERSON, ERIC	ASSEL, DON	BATIUK, GEORGE	BROMM, KARL	BUBULZ, DAVE	FEDOR MIKE	FRAUTSCHY, HENRY	HARWOOD, DON	JACKSON, TIM	KAMODY, RON	MOKION, LYNN	O'BRIEN TOM	SMITH, DAN	VIGGIANO, LOU	ALDERSON, LEN	BOEHN, PRESTON	BRAUER, SAM	GALLO, GREGG	GARAFLOW, DON	CONMIN, DICK	HARWOOD FRNIE	HENDERSON BILL	HODSON, GARY	HOPKINS, HARVEY	MCCONNELL, KEN MILLER, WILLIAM
7;	H 49 4	<u> </u>	19	9 9	क द	4	5	5	5	5	15	15	<del>1</del>			4	4	<u>ნ</u>	13	<del>1</del> 3	5	<del>ნ</del> :	<u>ი</u>		7 (2	12	12	검	Ξ;	= ‡	1=	7	7	7	= :	#	2 ;	5 5	9 5	2 6	5	5	9	5
ROTH, MEL	BLANCHARD, STEVE	GREGORY, ROLFE	MOULTON, BOB	PAISLEY, SCOTT	HOLICK MARK	HUNTER GARY	HYKA, JIM	KAITERIS, PETER	KRAMER, JOHN	LAVENDER, TIM	NALLEN, MICK	RZADCA, MARK	STRUCK, HENRY	MALIOR		HUDSON, RALPH	WELSHANS, MIKE	ARMSTEAD, GEORGE	BRIMMER, DON	BROWNHILL, CHRIS	CAMPBELL, DON	DECOOK, ALLAN	HOLCHINSON, JOHN	DADI OM MADK	MUFFELMAN, BILL	REGALBUTO, JOHN	SHERMAN, LEN	SIMPSON, WILLARD	COLSON, STAN	IVERS DICK SE	MILLER, DON	NEFF, VERN	O'LEARY, JACK	RUSSELL, TED	RUSSO, ROCKY	CHOATE DICK	מאלא אינה	COX, VIC	ENG! FRT DAVE	ESCALANTE MIKE	HARLEIN, RAY	SCHMIDT, BILL	VOLLMER, AL	WHITEMAN, JIM
23	3 23 23	ខ្ល	23	3 8	3 8	52	5	52	21	12	7	7	2 8	2 6	8	20	50	20	2	20	2	20			6	19	19	<u></u>	9 6	. t	19	19	18	19	<u>~</u>	Σ <b>6</b>	<u>•</u>	o ∉	<u>~</u>	1 2	17	17	7 ;	14
BOYLES, RED	CLEAVE, AL	HIRLEMAN, FRANK	LANDRUM, BILL	ZDACNIK DETE	DELOACH, ED	HAWLEY, RICK	MCDONALD, DAN	SHARBONDA, KEVIN	DONOHUE, JERRY	GAMBLE, CLIVE	PAISLEY, JERRY	SMITH, OSCAR	CILIS BICE	HINES, MIKE	LEFFLER, GEORGE	MORROW, MIKE	PASSARELLI, BILL	REICHEL, LIN	ROPAR, NICK	ROSS, LINCOLN	SLUSARCZYK, CHAR.	HOMPSON, MIKE	I T COLONE	ri. coroner	BOJAN, ED	CANNON, HAROLD	<b>CUMMINS, STEWART</b>	FRANKS, DAVID	HEYN, EU	MCGOWAN, MEGAN	SCHMITT, TOM	WEBB, JASON	FIKE, JACK	HELMAN, PAUL	HUKULE, JOE	I ANGLEY TEN	MOODE DOXAL	PARTIN GENE	STEEB DON	BARKER, JOHN	BEAL, PETE	BOURKE, ROY	BUCHANAN, DOUG	PENNING I ON, BILLY REES, MARIE
	8 8	8	8 8	3 8	දු ස	33	33	32	35	32	33	33		ج ا	31	30	႙	တ္တ			ć	R (	<b>3</b> 8	3 6	8 8	28	8	5 5	7 6	18	<b>5</b> 6	<u> 5</u>	58	58	0 4	, K	4 K	3			54	77	4 6	23 7
MAJOR GENERAL	DUNMIRE, DICK OBARSKI, DICK	REED, DON	BEARRY, GLENN	IVERS RICHARD	KUENZ, RALPH	NALLEN, TOM SR.	NOVAK, ED	BALUNEK, DEL	DAILY, PAT	DECOOK, DON	PHILLIPS, GEOFF	ABONISTEIN DAVE	RIBDSAL IES	POWELL, CLAUDE	THOMPSON, BOB	BOLLINGER, NEWT	MCGINNIS, DEAN	SUGDEN, BOB		BRIGADER GENERAL	A7110E DETE	BOEHN CHEIC		KLIENERT, RANDY	MARETT, JOHN	BRUNING, PRES	MCGUIRE, JOE	HILL, CHARLES	TISINAI JACK	DALEY, JIM	DOBBERFUHL, SCOT	ISERMAN, MIKE		WELLS, MILLARD	BACOM STEVE				COLONEL	!	BARLOW, PHIL		MATHIC DETE	
52	25	51	S 5	2 2	į			8	47	94	9	왕 4	45	5	45	4			į	# 3	; ;	4	4 4	5	42	4	#			39	38	38	38	75	37	37	8	8	38	98	36	ဗ္ဗ ဗ	S K	3
BUKOWSKI, CHET	HOWARD, DICK SCHANZLE, ALLAN	SMITH, DAVE (SC)	BROCK, WAYNE	SMITH GENE		AIR VICE MARSHALL		STOTT, PAUL	FINLEY, BRUCE	MEYERS, STEW	NASSISE, MIKE	PAKENI, CHRIS	DRISCOLL DAN	EGGERT, WALT SR.	LEWIS, GEORGE	LIKELY, AL		GENERAL		LANG DON	PERES VIC	BO.IANOWSKI BOB	CLEMENS, BOB	KACIAN, JACK	WEBER, RICH	KOPTONACK, JOHN	MILLER, RICH	TOENEDA		TRIVIN, WAYNE	BENTON, OLIVER	BLAIR, JOHN	SANFORD, CORI	DOCK TED	KESHISHIAN HARRY	PEAVEY, LARRY	BUXTON JIM	CHAPPELL, HOWARD	KUTKUHN, JIM	MCLELLON, BOB	NUNEZ, GEORGE	SIEDENTOPF, BOB	TIDOR JOHN	
		;	530 346	290	234	224	217	181	157	150	132	2 5	12	119	119	119	115		2 6	2 2	5 5	5	8	8	83	8 8	92	2 %	75	75	2	28	3 8	2 2	- o	20	28	57	26	26	20	S 1	S 45	25
FAC KANONES as of 1/1/2007	AIR MARSHALL		WECKERLY STU	MCGILLIVRAY, JACK	GRIEBLING, STEVE	SRULL, DON	ZAPF, RICHARD	REES, DAVE	LIVESAY, DAVE	MILLER, JIM	MIDKIFF, MIKE	STOTT DAVE	HALLMAN, TOM	FINEMAN, MARK	NALLEN, TOM JR.	THOMAS, MIKE	COX, PHIL	DODIED IEDDX	BDIEH, JEKKY	BOYANOWSK! DA!	STARLEAF CHRIS	PELATOWSKI ED	LAWTON, AL	FARRELL, WALLY	STOTT, JOHN	MACENTEE, RICH	KANE, DAN	HOLICK JOHN	BREDEHOFT, GEO.	HENN, BILL	NIEDZIELSKI, DAVE	NIPPERT, VIC	NOTIFIE HERB	MATHER CLADENICE	LOUCKA, LARRY	WUNSCHE, FRED	MEYERS, III GEORGE	MAYO, ROSS	MOSES, JACK	SCHOBLOWER, CHAF	SMITH, DAVE (AZ)	GROENING, TOM	GII BFRT VANCE	KRUSE, LARRY

ECKERSON, EARL EIMERT, DICK ELLIS, D. ENGLERT, DOUG EPP, BRIAN ESPIL, JOE FAGS, K. FAHEY, RICHARD FEDOR, JEFF FERGUSON, BOB FLETCHER, BARRY GEARING, GEORGE GILES, RICH GOURDON, BOB FLETCHER, BARRY GEARING, GEORGE GILES, RICH GOURDON, BOB HAIGHT, BOB HAIGHT, BOB HAIGHT, BOB HANFORD, BOB HANFORD, BOB HANFORD, RIP HANFORD, BOB HANFORD, RIP HONGEN, CARY KANE, KATHLEEN KEAR, KEN KEAR, KATHLEEN KEAR, WILLARD KELLEY, WARREN KERZIE, MARK KING, LES	KING, STAN KOHFIELD, DICK KREMPETZ, KENNY KRUSH, JOE KURTENBACH, JOUR LANDHUIS, ROBERT LANG, JOEL LANG, JOEL
0000000	
WAGNER, JERRY WALES, TED WARMANN, BOB WATTS, RON WOODS, FRANK WORMLEY, JOHN ZEIGENFUSE, JERRY ALABACK, JIM ALBRACKIO, BUD ALLISON, MARK ALVIS, BUNNY ANDERSON, ART ASHABRENNER, JOH BAGALINI, LARRY BAIRD, TEX BARRES, LOU BARR, BILL BAXTER, D. BECKER, NORMAN BETJEMANN, ROBER BETZ, CLIFF BETZ, CLIFF BETZ, CLIFF BETZ, CLIFF BETZ, CLUPE CASGILL, WALDO CAVE, ED CAWTHORNE, JOHN CASGILL, WALDO CAVE, ED CAWTHORNE, JOHN CERVIONE, MIKE BURRY, CLAUDE CASGILL, WALDO CAVE, ED CAWTHORNE, JOHN CERVIONE, MIKE CHAFE, WARREN CHRISTIE, DAVID COLLINS, DAVID COLLINS, DAVID COLLINS, DAVID COLLINS, DAVID COLLINS, LARRY DAVIS, CHARLOTTE	DAVIS, GREG DEHAAS, BILL DION, BERNARD DOCK, DENNIS DODGE, DAVE DONNA, GORDON DOTEN, ART DUKE, BILL
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	00000000
HAAAKONSEN, ERIK HARRIS, JIM HATZ, LYMAN HEDLEY, CARL HEINRICH, MIKE JAMISON, BOB KING, GARY KING, GARY KING, GARY KINTSEN, NEIL KORNRICH, WALT LEHRMAN, JIM LEIFER, LOUIS LEONHARDT, WALT LINDBERG, BOB MASTERS, RICHARD MCDONALD, TIM MCDONALD, TIM MCDONALD, TIM MCDONALD, TIM MCDONALD, TIM MCDON, BILL MOON, ROGER MORRAY, PAT MORRAY, PAT MORRAY, PAT MUNRAY, PAT MUNRAY, DAVE PAPIC, FERRIL PEDERSON, JOE PISHNERY, DAVE PORTER, CHUCK PROULK, T. PTASZKIEWICZ, FRAI RECKER, GERD REUTER, BILL ROAD, JOHN ROTH, BRIAN RUMMELS, JEFF RUSSELL, BOB SAKS, DAVID SAUTER, CHARLIE SEATH, DAVE SHAW, DICK SIEFRIED, DICK SMITH, DON	STEVENS, ROBERT TEACH, TED THOMASIAN, HARVE) TRITTLE, PAT TUECHER, ALEX VANDEN BOSSCHE, F VANDERLINDE, DAVE VON BUEREN, KARL
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	00000000
MALTZ, ENRIQUE MCBRIDE, DUNCAN MONTEATH, ALAN MOSELY, JIM NELSON, BOB ODOM, LOUIS ORZECH, HENRY OSBORNE, BOB PACK, CHARLES PAYNE, RAY REICHEL, JUANITA RODEN, BOB SAVAGE, TOM SCHARIDT, BILL SHAW, BOB SIEDENTOPF, MIKE STALEY, BILL STALEN, DICK ANDERSON, WAYNE BALLEBONE, TED ALLEBONE, TED ALLEBONE, TED ALLEBONE, TED ALLEBONE, TED ALLEBONE, TED ALLEN, DICK ANDERSON, WAYNE BALLEN, BILL BENNETT, LEON BLACKHAM, RICH BLAST, TIM BOWERS, HURST BRADLEY, PAM BROCK, PAM B	DIXON, BROOK SR. EVERSON, WALT FINN, JOSHUA FLESHER, AL FUGIKAWA, STEVE GARRISON, BOB GREEN, MARCIE GRIGGS, DOUG
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
CERESA, BILL COLLINS, DAVE COLLINS, DAVE EGGERT, WALT, JR. FACTOR, R. FARANDA, TONY FINK, STAN GARBER, LES GUERRA, OMAR HARLAN, DAVE JOHNSON, KEN LAMB, ED LAYCOCK, JOHN LORIMER, HAL MANSFIELD, GEORGI MASTERS, BOB MCCOY, TOM MILLS, DAVID NEWELL, KEN PETERSON, AARON PETERSON, AARON PETERSON, AARON PETERSON, JAMES BACCH, LAD REDDING, HERB SEAMSTER, JIM TELFORD, TONY VOORHEES, JOHN ANDERSON, JAMES BACKE, AL BAECKE, AL BAECKE, AL BAECKE, AL BARBER, DOUG BARRER, JACK BAUGHMAN, GARY BIRD, LES BOTTICELLO, CARME BURKE, SAM CARLS, JOHN COFFEY, WENDELL DIEBOLT, JOHN DOCH, ZACH ELLIS, ART ENGLERT, PAULA HERR, TOM HUGHSTON, TOM	KNIGHT, MARION KRANIS, DAN LEHNERT, KEVIN LEMON, KENT LEWARS, JOHN LOVETT, GRANT LUZZI, MICHAEL LYONS, BOB
ന്ന് വെയ്യ വേയ്യ വെയ്യ വേയ്യ വേയ്യ വേയ്യ വേയ്യ വേയ്യ വേയ	ი ი ი ი ი ი ი ი 4 4
MORTON, GARY PHELPS, JACK POLENTO, JOHN PRISEL, DUDLEY RICCI, ANDREW RICCI, ANDREW RICCI, JACK ROBELEN, DAVE RUHLAND, D.J. SMITH, HOMER SPRENGER, JIM STEED, CHARLES TAKAGI, FUDO TAYLOR, BARRIE WEISENBACH, WARR WHITING, JOE BARISH, BILL CORNELIUS, DALLAS COURTNEY, ROY DRELA, MARK FOSTER, BRUCE HARDING, BILL HUNT, BOB KEPPLER, JIM KOMP, HENRY KUEHNE, LAVON KWASINSKI, MARK LANON MOSKOW, MIKE NUSZER, JOE OLM, ORVILLE PRICE, BRUCE SANDOR, TOM SCHICK, EARL SEALS, LARRY SHIRLEY, HERB SOTICH, CHARLIE STEIN, HARRY	TALACKO, RAY TALBOT, RICHARD TOMCZUK, S. TRABBIC, RAY WALLACE, PETE WOODS, JIM BRIEHL, JEFF CAMPBELL, LEE

1000	WHITACKE, DON	WILE, ROT	WIENKLER, CLIVE 1	WIENKI ER CRANT	\A\\\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	WILLIAMS, JAT	WOJTKIEWICZ, CHUC 1	WURMAN, BOB	VANOSKY TOM	VODED MADELIA	אומעלא, המססי		BOLD NAME & COUNT #	BLITE MAY IN 2006				UNDERLINED COUNT =	DROMOTED IN 2006				BOI D NAME =	FOLL MO GATY FACIN	TIND TEAN ON LIGHT	
COALLOID BINCTS	STONECIPHER BIOL	CIONECIPIER, NO.	SIOTI, PAUL D.	SWANSON GEORGE	SVIVIA ED	110 (C)	I AKANGO, GLENNA	TAYLOR, BILL 1	THOMAS GREG	THOMAS VET	THOMBSON DICHAR	RATOR , NORTHOLI	IIMKO, AL	TIPPS LEE	TIMAN HOWARD	ייייייי אייייייייייייייייייייייייייייי	I KACY, DAVID	TRIANA, JORGE	TROUTMAN IIM	VALL O LIVE	יאניט יי	VARGO, E.	WALTER BUCKY	WEBSTED I EE	יייי פוועונייי	WEIDNER, JIM
HI AND H	RIPPERT CONRAD	ALC Casile	7090, 601	SANDERS, TOM 1	SANDUSKY RUSS	CATTEDTUNALTE DA	יייייייייייייייייייייייייייייייייייייי	SCHUELER, CARL 1	SCHUTZEL, EMIL 1	SCHWAN HAI	SEAVER TEN		SEEDAS LIAN, SOE	SENNET, BOB	SEYMOUR JOHN	יייייייייייייייייייייייייייייייייייייי	טחבייחבאט, טחאאנה	SMALLEY, RALPH 1	SOLMONOFF, GEORG 1	SOUTH STEPHEN		OLIFOS, WINE	SQUEGLIA, RALPH 1	STEINMAN FIVIN	CTENADO DOD	SIEWARD, BUB
•		Į O V	2	-		•		_	ZA 1	_	50	· •	-	<u>-</u>	•	•		-	-	•	-		•	-	-	-
PENNY, WILL	PETERSON GARY	PHII ABAI IM BICHAD		PHOENIX, GOEFF	PIERCE, FRED	POLI ARD IIM		POWELL, CHOCK	PROFFITT, ALEX'DRA	QUIER, TONY	RAMOS, FERNANDO	BANSOM MIKE	SAIN, MINE	RASH, FRED	REYNOLDS, BILL	RHODES BILL	מינים בייני	RICE, DAN	ROBERTS, MIKE	ROCHA, JERRY	ROGERS WILLIAM		ROSS, DON	ROSS, RICHARD	RIBRICH CHRIS	
-	_	-	٠,		<b></b>	-			•	-	-	-		-	-	-	- ,	-	-	-	Ψ-	. ,	-	_	-	-
MIDGETT, RON	MIDKIFF, RICK	MINO CHRIS	LICOOM	MODDIE, KEVIN	MYERS, GREG	NACIN. DICK	NAI EN KADEN		NEARING, LARRY	NEDS, GEORGE	NOLL, JACK	NAHTANCI ZENIN	1000	ODOM, DOI	OLAH, DAN	ORTIZ. ELLIOT	1400 44 400	USALZA, DON	PAFIOLIS, ALEX	PARK, JIM	PASTEL, HARVEY		PAVEN, BILL	PEACOCK, DON	PELATOWSKI LARRY	
-	-	_	•	-	-	-	-	- ,	-	-	<b>-</b>	-	٠,	_	Ψ-	•			_	•	-	•	_		-	
LARSEN, TIM	LEAH, DAVE	LEE, JIM		אטספר, ארושן	LELONG, HENRY	LEPPARD, BILL	LIDBERG AI	1, 2, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	LIGARONI, STAN	LINTON, DON	LOATES, FRANK	LUZZI. KRISTINA		WAGERS, CHARLES	MANKOWSKI, JIM	MARCHESE, MATT	MADKSON IEDDV	MANAGON, SENAT	MCBRIDE, JIM	MCELVEEN, JACK	MCGEE, DUSTIN	MCKININEY MIKE	יייייייייייייייייייייייייייייייייייייי	MCMAHON, JIM	MELLANDER, ELMER	

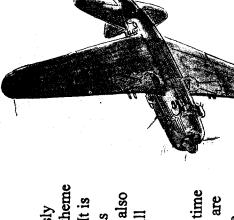
# FAC T-SHIRT SALE

move to make some space here at GHQ for our new stock. They are priced at just \$10.00 each postpaid. ME-109----large & extra large, Spartan----small & We still have some t-shirts for sale that we must Cessna Seversky SEV-2---small & medium,

Youth sizes only, Boeing F4B-4---medium & large. Phantom ---- Medium, large, extra large, xx-large.

Grumman Wildcat in all sizes from small through Still available at \$15.00 each postpaid is the

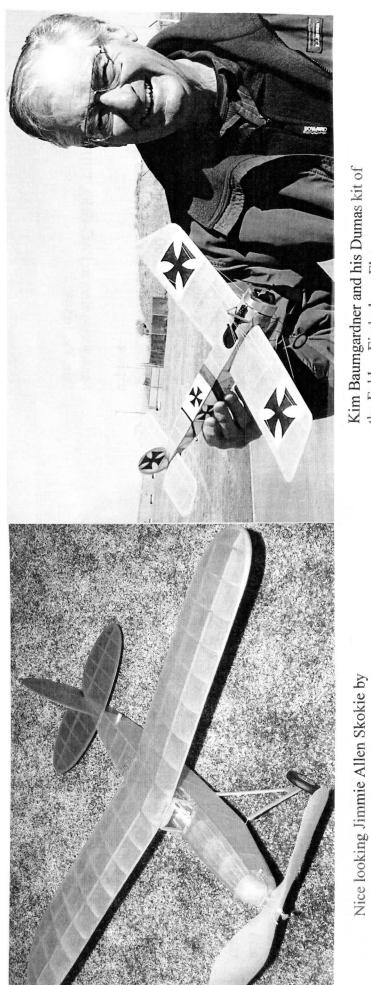
Send your orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



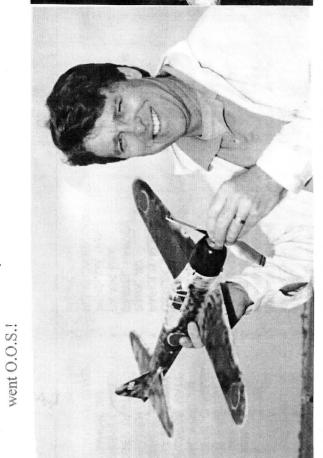
### FAC OUTDOOR CHAMPS T-SHIRT AND PLAN

donated their plan of the Beech Bonanza as the theme once again done by Bob Bojanowski. The plan also aircraft of the FAC Outdoor Champs for 2006. It is The Cleveland Model & Suppl Co. has generously also the subject for the Champs t-shirt which was has up-dated material by Steve Griebling that will help to make this a good flyable model.

All sizes of the t-shirt are in stock at the present time (small through XXX-L). The price of the shirts are post-paid. Send orders to FAC-GHQ, 3301 Cindy \$15.00 each and the plan is \$6.00, both items are Lane, Erie, Pa. 16506.

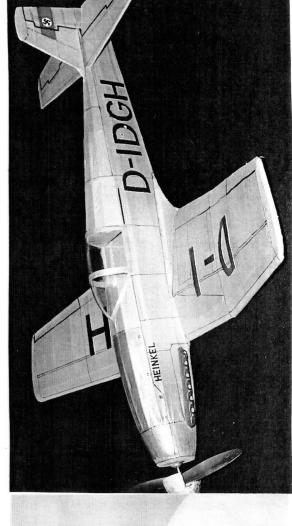


Kim Baumgardner and his Dumas kit of the Fokker Eindecker. Flys great on two loops of 3/32 rubber.



Here is Bruce Finley with his A6M3 Zeke. Built from his own plan.

A Heinkel 100 V-8 Racer by Phil Thomas. Modified from a Don Srull plan. Nice!



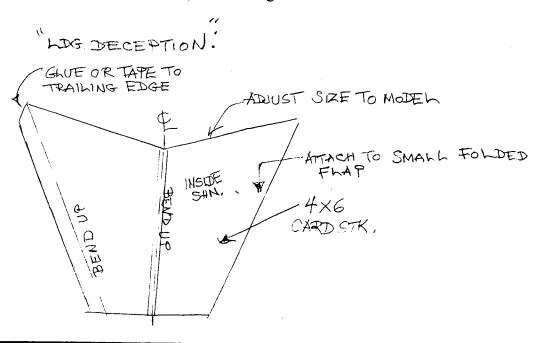
Rod says his last Skokie

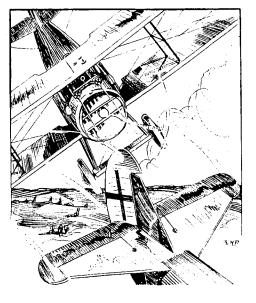
Rod Persons.

### LIGHTWEIGHT LANDING GEAR

I designed a small (31" w.s.) RC Park Flyer biplane and scratch built it. I had a problem due to the fact I had to remove the lower wing to change the battery and check wiring. The landing gear "vee" cover was required to retain the forward swept look of the Bucker Jungman aircraft, but it overlapped the lower wing. I used a single wire gear (1/16 dia.) for flexibility. The gear cover I made swivels to allow the wing to be removed. This basic idea can be used for rubber powered models also (ref. J-3 Cub, Taylorcraft, Aeronca Champ, etc. any aircraft with a "V" cover). Cover is made from card stock. A template can be made or use 1st piece as template. Small plastic straw from supermarket. Slit straw in a straight line with small scissors and tape or use contact cement to inside of cover at center line. Slit to be accessible. Alt. attach straw to landing gear wire and then cement to cover. Bend cover (2) places. Spread straw open and slip on gear wire. Cement or tape small flap at trailing edge of cover. All this can be done quicker than it takes to write about it. Attach cover to fuselage or wing with a small piece of scotch clear plastic tape. This cover flexes and stands up very well. I do suggest painting outside of cover to water proof it. I am sure this idea was used before but it may be worth looking at again. I am flying 5 airplanes with this type of cover with no problems.

Have fun, Fred Ewing





Greetings Lin,

As usual, the latest issue of the club news was enjoyed. The DOWN MEMORY'S RUNWAY was most interesting. I wish I had my old magazine collection...my mother helped win WW2 by contributing them to the scrap drive.

I don't believe Dave Stott went back far enough. If I remember correctly (at my age, my memory is outstanding but a bit short) the first issues of FLYING ACES was the size of the pulp magazines like G-8 AND HIS BATTLE ACES. I don't know when the FLYING ACES CLUB first appeared but when it did they offered uniforms for club members. Perhaps some member still has a FA magazine with the uniforms shown?

You fellows at Headquarters deserve a great deal of credit for what you do and I want to say THANK YOU.

Kindest regards,

John

John R. Walker

L /

### THE GOLDEN AGE

### by Fran Ptaszkiewicz

Originally designed for use on the U.S. Navy's aircraft carriers, the Curtiss XF9C-1 was rejected following flight testing and sea trials.

Then, redesigned with a new slightly longer fuselage, a lower fin and rudder, the elimination of the carrier arresting hook, the installation of a hook and trapeze device on the center section of the gull type upper wing, the Navy's interest in the airplane was renewed.

Following a series of tests on launching and retrieving aircraft utilizing the airship, ZR-3, U.S.S. Los Angeles and a variety of aircraft adapted for this purpose, it was found the new Curtiss design would be ideally suited for use on the forthcoming airships U.S.S. Akron and U.S.S. Macon that had been designed with provisions for handling and storing the new so-called "parasite" fighters.

The first experiment with the newly modified Curtiss XF9C-1 was carried out over Lakehurst, New Jersey on October 27, 1931. The Navy satisfied with the test results, ordered another aircraft the Curtiss Xf9C-2. Testing was continued with the improved version and on October 14, 1931, the Curtiss Company was given an order for six more aircraft that were designated F9C-2 and given the name "Sparrowhawk".

Test results continued to be encouraging and evaluation for using the aircraft in a scouting roll as the airborne eyes of the fleet went forward. The launch and retrieval techniques worked well and once hooked after a scouting mission, the airplanes could be hangered within the hull where there was space for four "Sparrohawks". A fifth could be kept at the ready for immediate launch on the monorail leading to the trapeze. Also it was found that removing the landing gear and attaching an auxiliary fuel tank under the fuselage would increase the scouting range and add to the ships overall flight performance.

When the U.S.S. Akron went down in a violent storm over the Atlantic Ocean in April of 1933, there were no aircraft aboard and all the fighters were then assigned to the U.S.S. Macon. Flight operations continued and went very well until February 1935 when tragedy struck again and the remaining airship went down in the Pacific Ocean carrying four of the "Sparrowhawk" fighters with it.

After the destruction of the two airships, the Navy's interest in Lighter-than-Air aircraft waned and all experimentation in "parasite" fighter operation ceased.

Some years later the U.S. Air Force did similar testing using a B-36 as the mother ship and a Republic F-84 fighter along with a specially designed McDonnell XF-85 "Goblin", with less than satisfactory results.

The F9C-2 "Sparrowhawk" was small, having a wingspan of 25 ft-6 in and a length of 20 ft-1 in. It stood 10 ft-11 in high to the top of its "Skyhook". Powered by a nine cylinder Wright R-975E-3 "Whirlwind" engine of 483 hp and swinging an 8 ft-6 in diameter propeller made by Hamilton-Standard that was ground adjustable. This combination made for a maximum speed of 176 mph and a cruising speed of 138 mph. Armament consisted of two fuselage mounted .303 caliber machine

guns. The fuselage was of all-metal monocoque construction and the wings and tail surfaces were fabric covered. "Skyhooks" that were readily removable were attached to all aircraft.

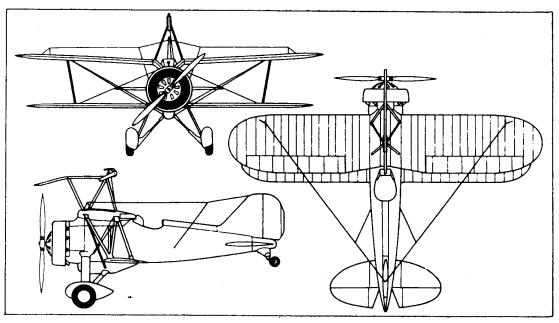
The "Man on the Flying Trapeze" insignia was placed under the cockpit of all aircraft. The acrobats had red tights and yellow shirts. The background was dark blue with two concentric rings of red and yellow bands. The emblem measured 48 in, in diameter.

The smallest fighter sizewise in the 1930's Navy. It had a very tight cockpit and the instrument panel was so crowded that the compass had to be installed in a fairing located under the trailing edge of the upper left wing. Handling navigational charts in the confines of the cockpit were impossible and although the airships were large, locating them once out of sight of the planes on patrol proved most difficult. Unlike seaborne ships that create a long wake pilots could use to locate there carrier, the airships were constantly moving all over the sky. Finally a new radio homing device was designed and the problem was resolved.

Although only a total of six production and two experimental aircraft were produced, it quickly became one of the most famous airplanes of the 1930's era.

My search for a three view produced a very good detail drawing in the February 1969 issue of American Aircraft Modeler. A center-fold drawing in full color by Bjorn Karlstromm. Another equally good drawing by William Wylam may be found in the March 1964 issue of Model Airplane News.

If you happen to be at the Smithsonian Air and Space Museum in Washington D.C. you will see the one and only restored Curtiss F9C-2.





Curtiss F9C-2 "Sparrowhawk"

"Man on the Flying Trapeze" insignia was devised by Lt. D. Ward Harrington the first Commanding Officer of the Heavier-Than-Air unit attached to the airship Akron ZRS-4 and Macon ZRS-5.

### Western New York Free Flight Society

and



### Flying Aces

Presents the 2007 Empire State



### Indoor Championships

At the Main Street Armory, 900 E. Main Street, Rochester, NY, Sunday, April 22, 2007

Sponsors: The Western New York Free Flight Society and the Flying Aces Club

### Seven AMA events:

Mini Stick, Standard Class Catapult Glider, Intermediate Stick, 7-gram Bostonian, Limited Penny Plane, AMA Easy B, F1D.

### Seven FAC events:

FAC Scale, FAC Peanut, Hi Wing Peanut, No-Cal Scale (6.2g minimum), WWII No-Cal Combat (6.2g minimum), Dime Scale, Golden Age Civil Scale.

### Two special events:

- Phantom Horde for stock Phantom Flash models built and decorated per plan, 3.5 gram minimum weight.
- Science Olympiad Wright Stuff event for senior high students. 2007 WS rules apply except there will be no time limit to make three official flights.

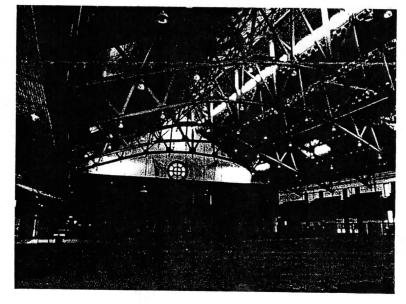
The Armory is an AMA Category II site. Highest point of gently arched girder base is 45 ft. 1 inch above the floor. Interior photos are available on request from Bob Clemens. All areas of the building other than the main arena are strictly off limits. The Armory is located approximately 1/3 mile east of the Main St. exit of Rochester's Inner Loop. The Inner Loop is accessible via either I-490 East and I-490 West, both of which have exits/entrances on the New York State Thruway.

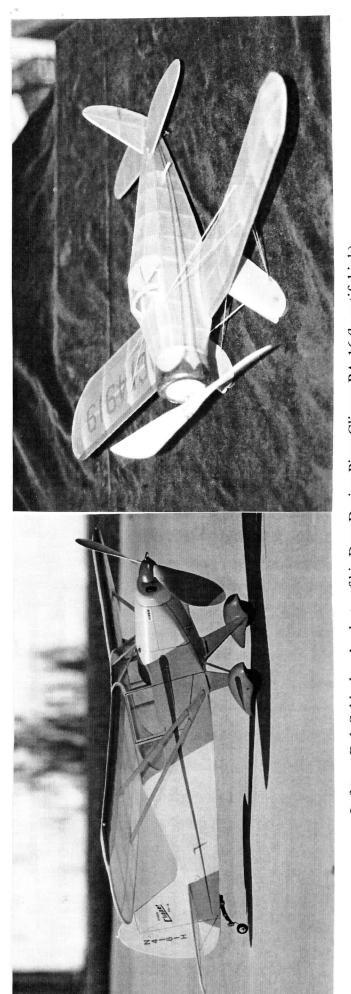
The contest will run from 9 AM to 4 PM. on Sunday, April 22, 2007. Building opens at 8 AM. Ample parking is available on north and east sides of the Armory.

Entry fee: \$20.00 flies all events for open contestants. Juniors and Science Olympiad contestants fly for \$1.00, which and includes one-day AMA license if needed. Open fliers must have a valid AMA or MAAC license. Plaques will be awarded through third place in all events.

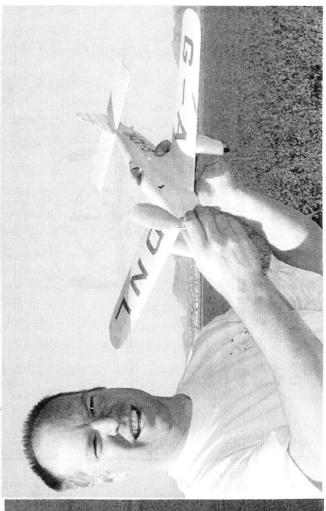
CD: Vet Thomas vthomas1@rochester.rr.com (585) 392-5164

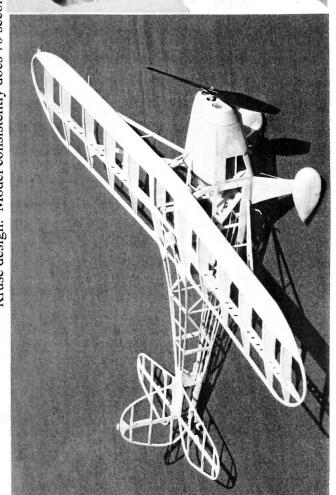
Contact: Bob Clemens robert.clemens@att.net (585) 392-3346





Left top; Bob Schlosberg's photo of his Dare Design Piper Clipper PA-16 (beautiful job), top right, John Blair's pic of his Dime Scale Pasped "Skylark" (plan in this issue), lower powered. Bottom right is John Koptonak and his Miles Sparrowhawk built from a Larry Kruse design. Model consistently does 70 seconds on 2 loops of 1/8 Super Sport rubber. left is another of Bob Schlosberg's models, this one a Monocoupe 90-AL and is CO-2





# KUDZU FLYING CORPS present Spring 2007 Contest CAROLINA MODEL FLYERS &

AMA - FAC

Contact Dave before going to the field Dave Rees Private Field Test Flying Goldsboro, NC (919) 778-6653 Friday, May 18

# Saturday, May 19, 9AM – 5PM **AMA/FAC**

Carolina Sod Farm (old field), Raeford, NC

## Mass Launch Events:

- 10:00AM WWI Biplanes
- Combined Racers 1:00AM
- Special Event Earl Stahl\* 2:30PM
  - WW2 Fighters :30PM
- Modern Production 2:30PM

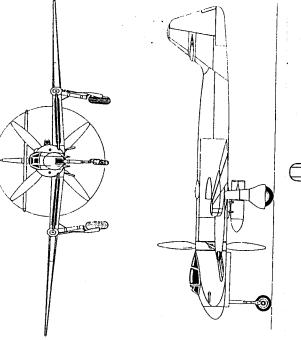
- AMA Hand Launched Glider
  - AMA Catapult Glider
    - AMA P-30 Rubber
- FAC Jet Catapult Glider
  - FAC Embryo
- FAC Golden Age
  - FAC Dime Scale
- Junior Ready to Fly No Fee (Plane and rubber provided by CD)
- Any Earl Stahl scale model at published size

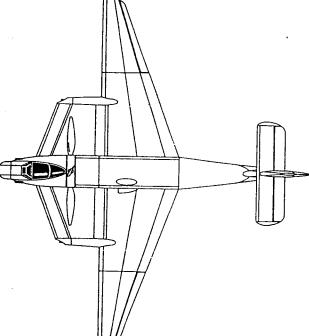
### Entry Fee - \$5.00

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

# BLOHM & VOSS P. 192. 01-01

This is another one of Pres Bruning's fine plans of an unusual aircraft. The creative designers drawing board so no prototype ever existed at Blohm & Voss never got this one off the One wonders how the pilot would have felt sitting so close to the propeller.







### THE 2007 SPRING INDOOR FLING

### An AMA Sanctioned Class AAA Contest



Presented By:

Cloudbusters Model Airplane Club, assisted by

**Detroit Balsa Bugs** 

When:

Sunday, May 6 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

Standard Catapult Glider (218), Unlimited Class Catapult Glider (219)

and Hand Launch Glider (212) - All: (Jr.),plus (Sr., Op. Comb.)

9:00 AM

**Bostonian Judging** 

9:45 AM-4:00 PM

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: Bladder 40, Jetco ROG, Phantom Flash,

Science Olympiad- (Op.), (Jr., Sr. combined) There is no restriction

on rubber motor.

11:00 AM

Scale Judging

11:30 AM-4:00 PM FAC Scale, FAC Peanut Scale, FAC Dime Scale, FAC No Cal Scale, (6.2 gram w/o motor), FAC WW-I Mass Launch, FAC WW-II Mass Launch, FAC Power Scale restricted to: CO2, Electric( 6 oz. max. wt.), 1 minute max. for powered models.

4:00 PM-8:00 PM

Intermediate Stick (202), F1D Rubber (203)

F1D will be flown as a Regional Contest for the F1D 2007 Jr. & Sr.

Team Selection Program.

**NFFS National Indoor Cup Event** 

Entry Fee:

\$25- post marked by April 20

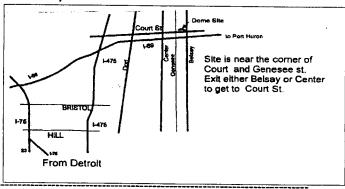
\$30- at door

Jr. & Sci. Olympiad \$1.00

**Contest Director** Dan Olah 248-542-8144 **Event Managers** 

AMA-Bill Shailor 248-398-3766 FAC-Mike Welshans 248-545-7601 FAC-Dave Bubolz 248-685-3114

FAI- Fred Tellier 519-944-1933



### MAIL IN APPLICATION FORM

Name	AMA#
Address	
City State Zin	

Make \$25 check payable to: Cloudbusters Model Airplane Club

Send before April 20, 2007 to:

Dan Olah

25436 Wareham Dr.

Huntington Woods, MI 48070-1604

OFFICIAL USE Contestant Number

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.

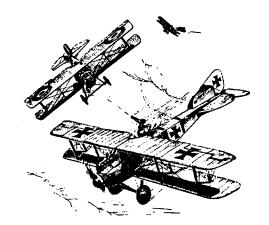
Jetco ROG, Phantom Flash ROG and Blatter 40 ROG models must use the wood sizes on the plans. They must also use a commercially made plastic prop. Jetco and Blatter 40 may use the prop hanger of your choice while Phantom Flash must use a wood or plastic thrust bearing per the plans.

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.



### REGISTRATION FORM---FAC NON-NATS---GENESEO, N.Y., JULY 20 & 21, 2007

Name	Address		J <sub>1</sub>	r.	Open	T	
City	State	Zip	AMA or N				•
Entry fees at \$25.00 ea	ach (flies all events)		\$		· · · · · · · · · · · · · · · · · · ·	_	7
Banquet tickets at \$25	.00 each with no dormitor	y reservations	\$			_	
Reservations for doub	le occupancy with meals a	nd banquet at \$1	75.00 each \$			_	Ì
Reservations for single	e occupancy with meals an	nd banquet at \$22	20.00 each\$				
		Т	otal enclosed \$	_	. <del></del>		<b>)</b> /
entry fee by June 15, 2 be unable to refund ca	2007 to ease paper work or	n the field. Mai 2007. If you pl	I entries to; Lin Re	eiche	el, 3301 Cindy	or the M.A.A.C. Please revalence, Erie, Pa. 16506. Nease indicate their name so	We will
the Flying Aces Club,	by release the Historical Ai all other persons and other pating in this contest. I/we	r organizations c	onnected with this	s con	ntest from any	versity of New York (Gene liability whatsoever for acorce at this contest.	eseo),
			SIGNATU	JRE			
	versity will include dinner					y July 20, breakfast on Sati	urday

The banquet will be on Saturday evening at the Quality Inn.

Scale judging will be held at the Quality Inn on Thursday July 19, 2007 starting at 2:00 pm. Bring your models there to be scale judged, this includes Jumbo & Giant Scale models. No one admitted to the judging room before 2:00 pm. Vendors may set up after 12:30 pm.

Plans must be presented in the Fairchild "24", Dime Scale, Two Bit O.T. Rubber and the FAC O.T. Kit/Plan events. These events will be judged on the field. It is also your responsibility to get your Embryo model judged on the field. 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! Models of training aircraft are no longer permitted in combat military events!

Awards through 3 places in all events. Contest times, Fri. 8:30 am til 5:00 pm, Sat. 8:00 am til 4:00 pm.

### FRIDAY EVENTS

FAC Scale

Jumbo/Giant Scale combined

Power Scale Pioneer Scale GHQ Peanut Scale Golden Age Civil Scale Modern Military Scale

Dime Scale No-Cal Scale O.T. Rubber R.O.G. Greve Race Qualifier Greve Race mass launch World War I Qualifier World War I mass launch

French Design mass launch

Jimmie Allen R.O.G. O.T. Gas Replica

AT-6 15% rubber rule mass launch Low Wing Trainer mass launch

### SATURDAY EVENTS

FAC Scale

Jumbo/Giant Scale combined

Power Scale Pioneer Scale Fiction Flyers

Golden Age Military Scale Modern Civil Scale FAC O.T. Kit/Plan Scale

Embryo O.T. Stick

Thompson Race Qualifier Thompson Race mass launch World War II Qualifier World War II mass launch

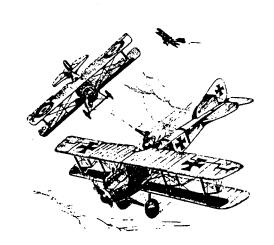
Jet Fighters mass launch rubber power

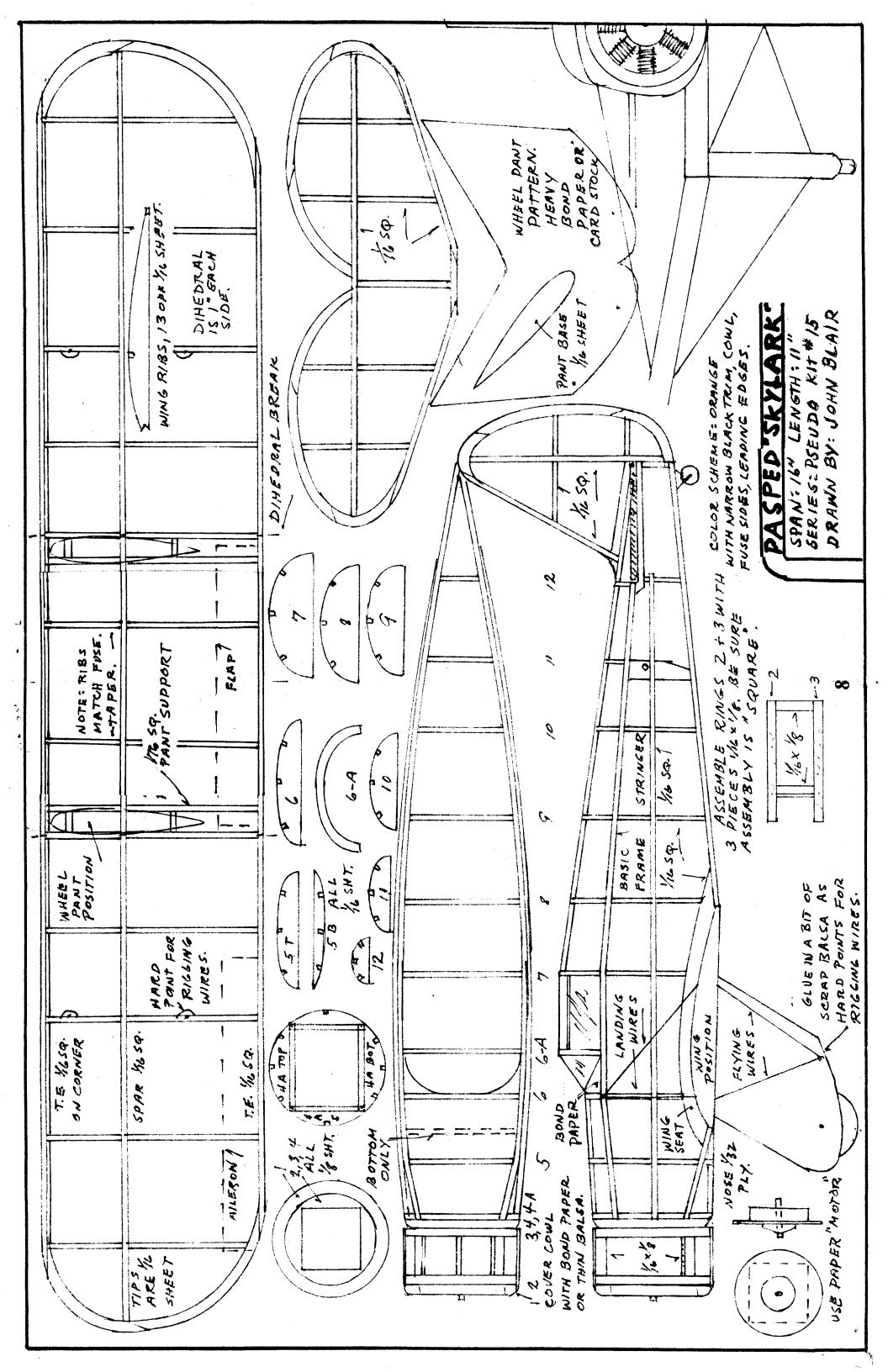
Two Bit O.T. Rubber R.O.G.

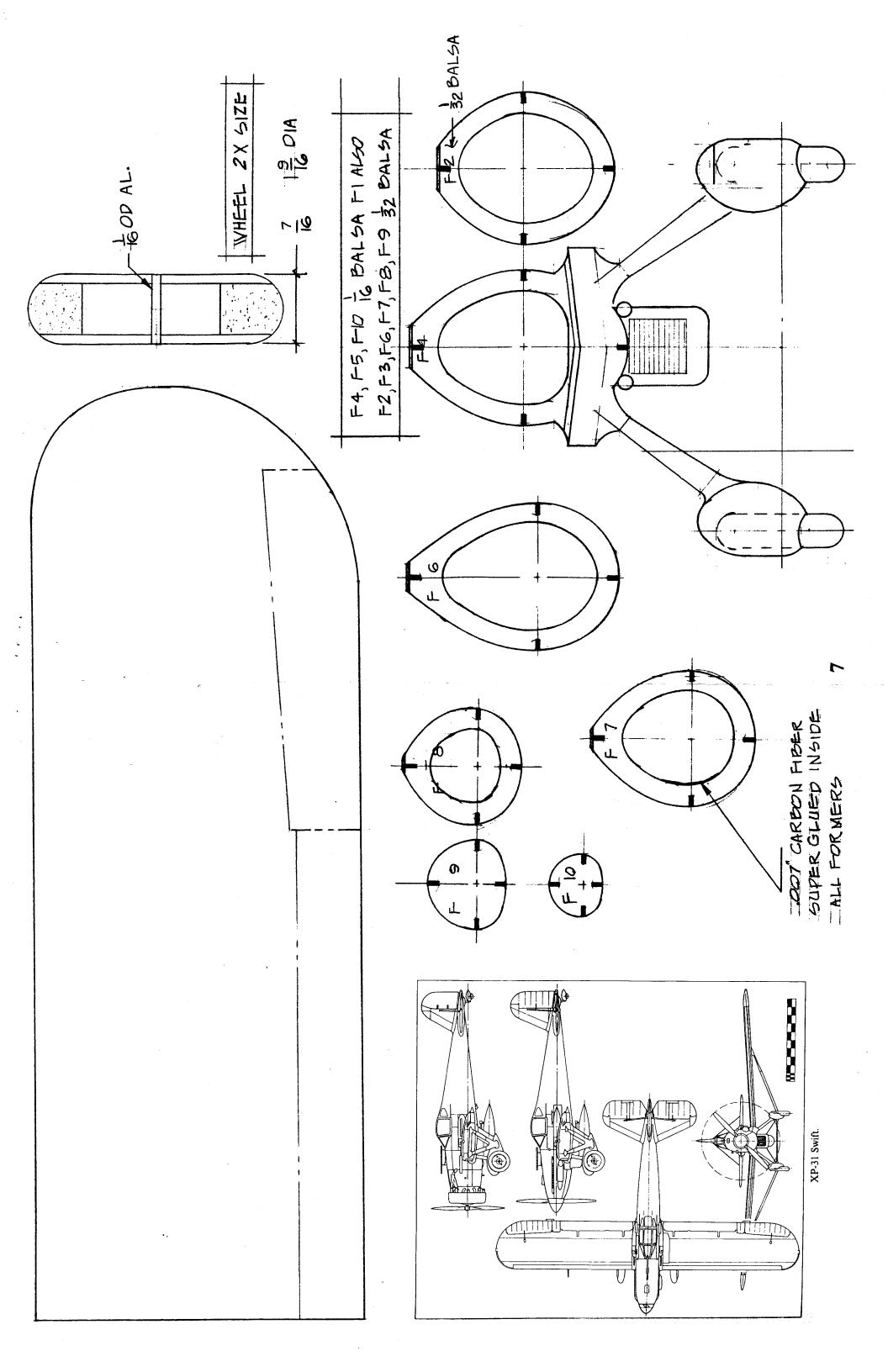
B.L.U.R. Race

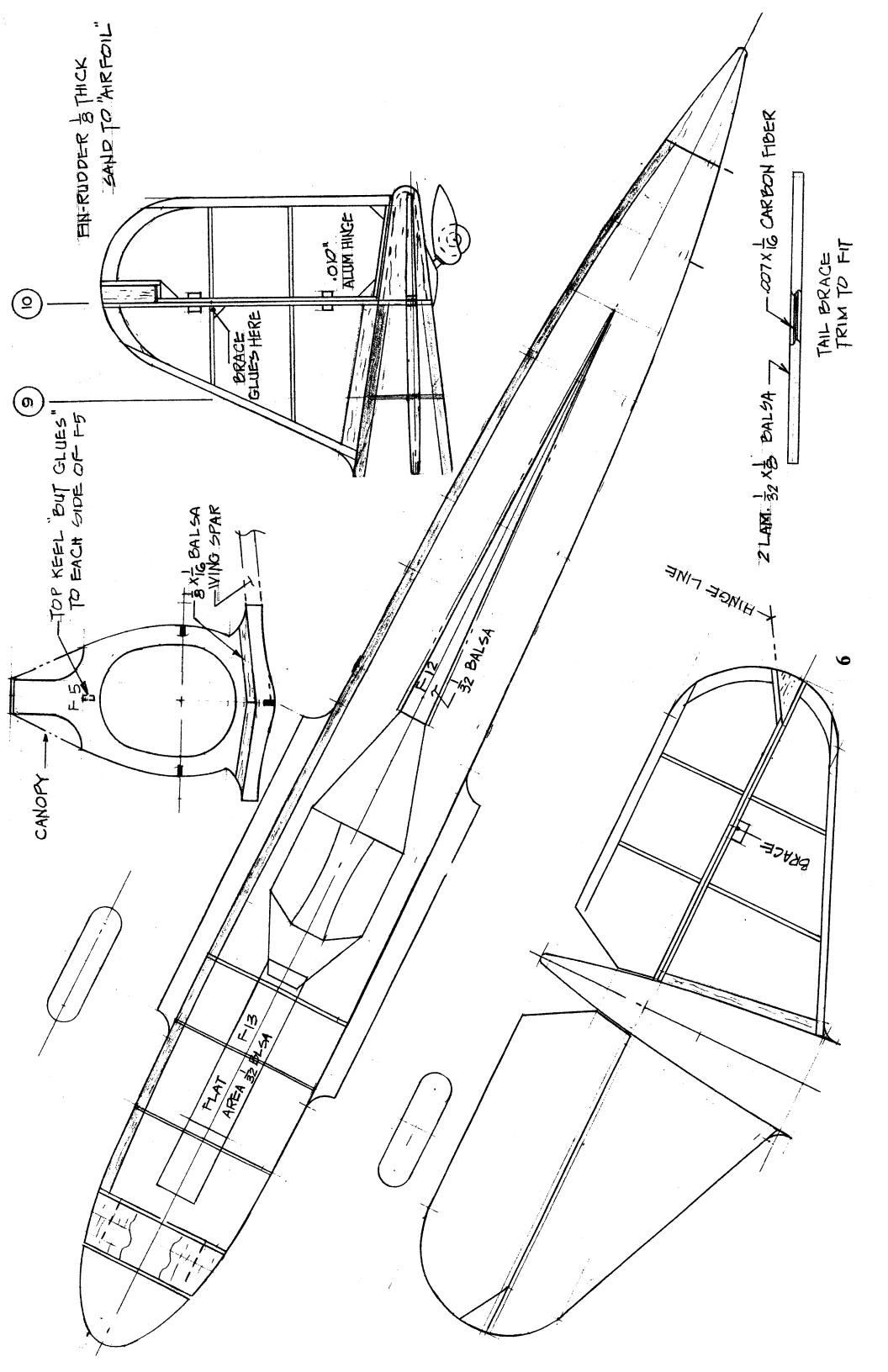
Contra Prop Scale mass launch

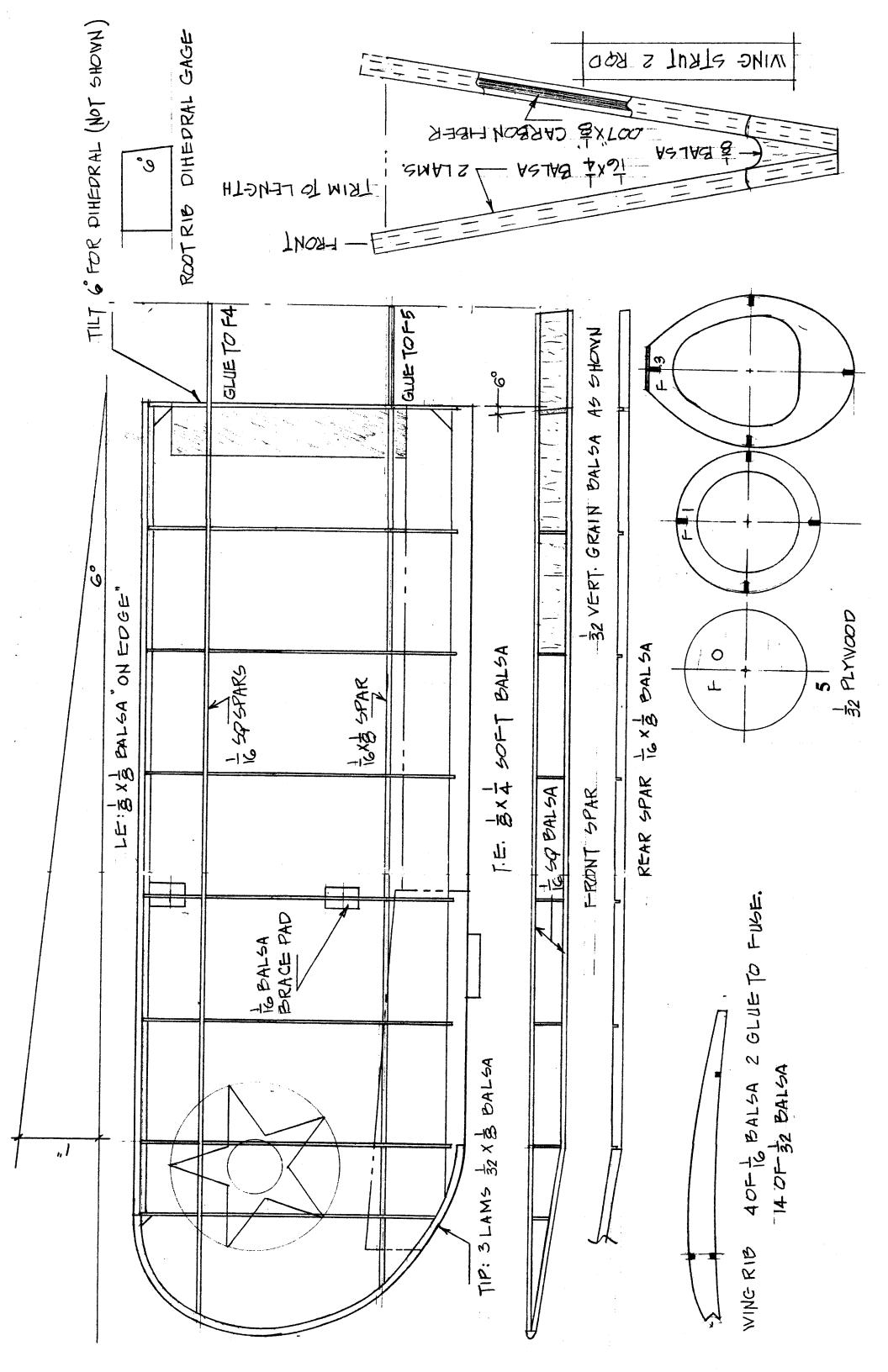
Fairchild "24" Guillow kit mass launch

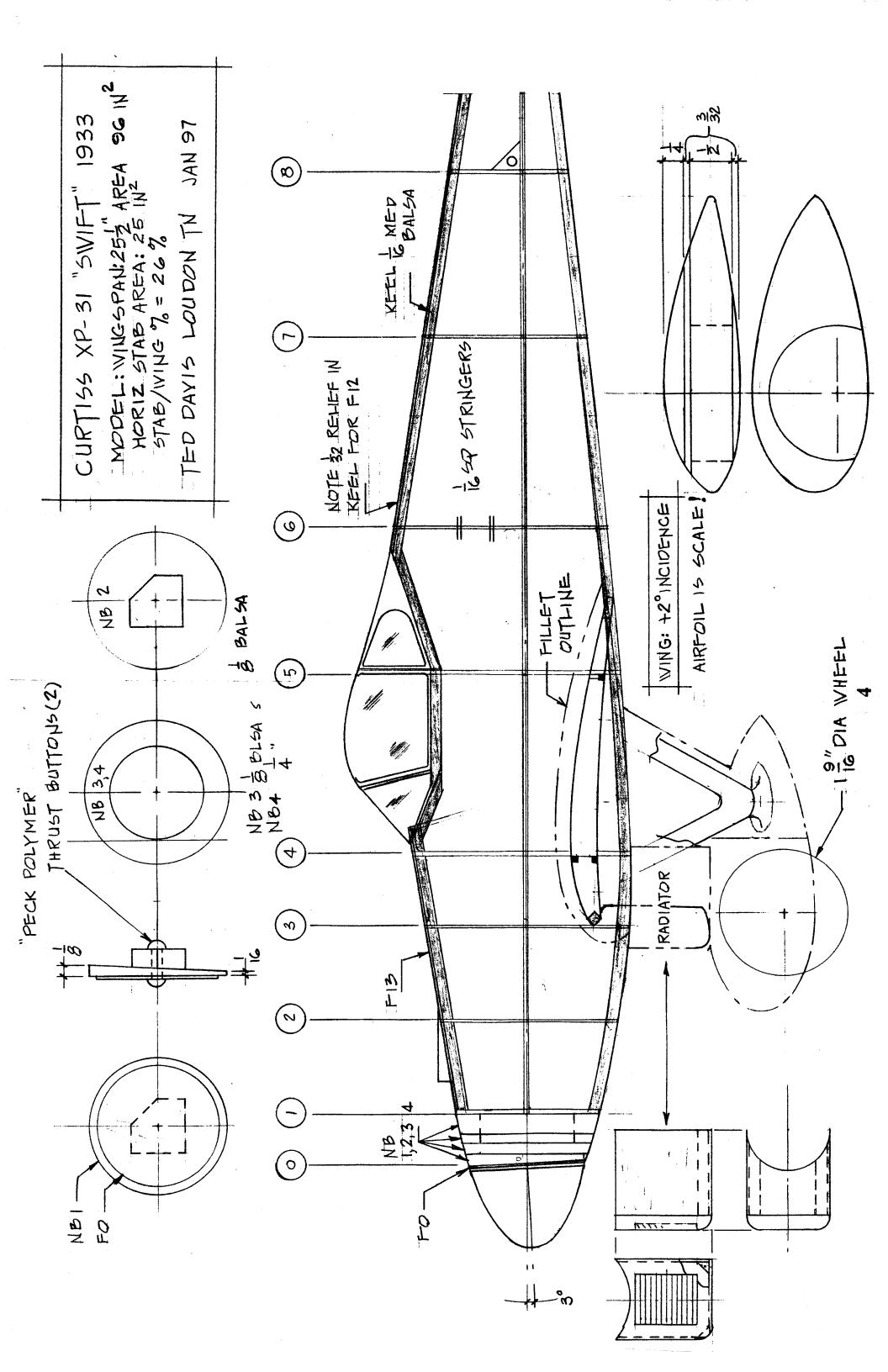












BY LLOYD WILLIE -- 2006 DRAWN FOR FLYING ACES DOWNUNDER HATAAR SONOMMIZ 717415 الم محدد الماريج معدد الماريج معدد الماريج sq1v toq1 = Vihedrals 411 panels Reinforce for String

