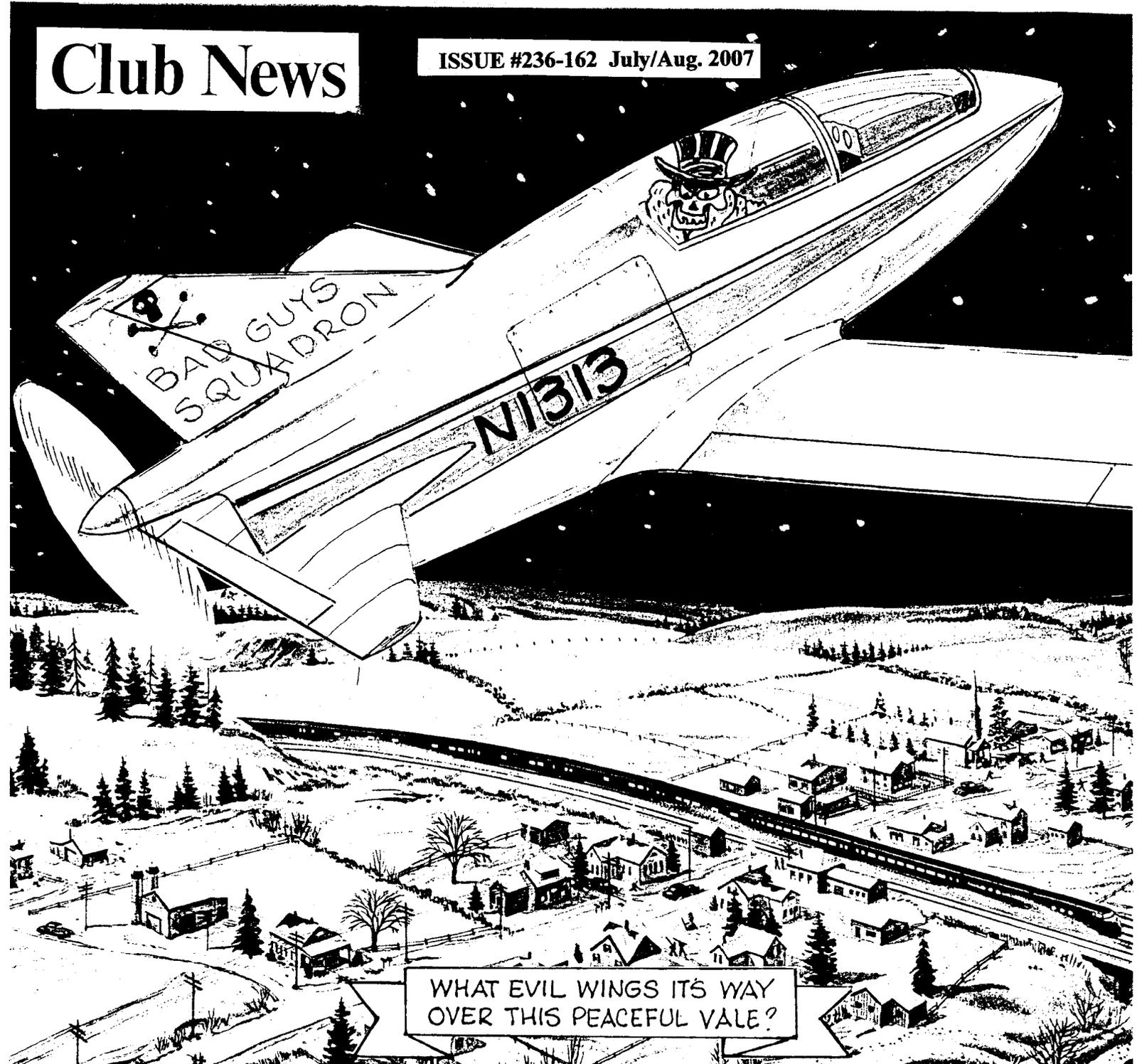


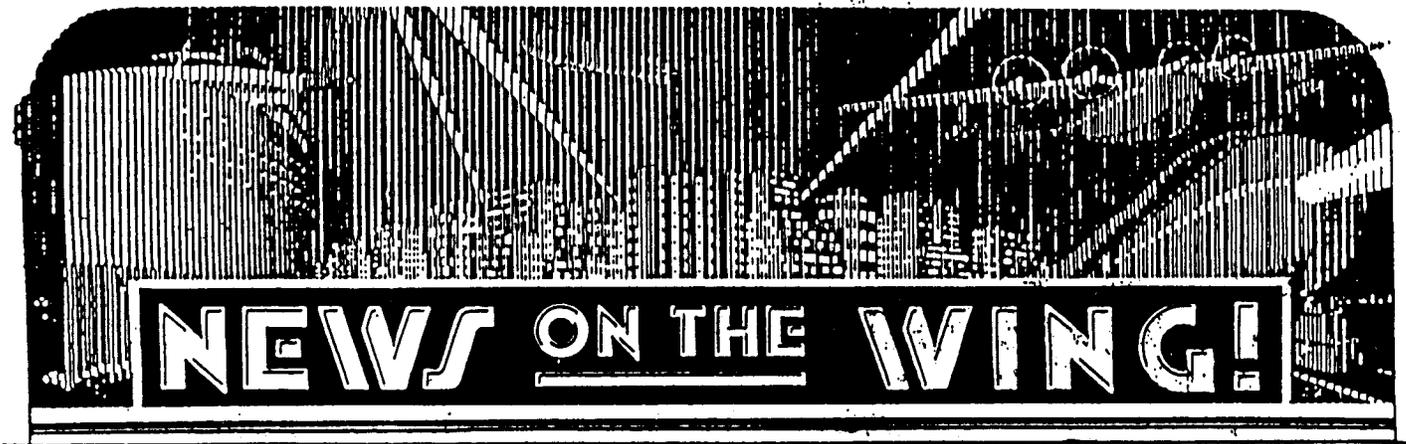
# FLYING ACES

Club News

ISSUE #236-162 July/Aug. 2007



WHAT EVIL WINGS IT'S WAY  
OVER THIS PEACEFUL VALE?



Cover story? Can't give you one! The dreaded "Bad Guy Squadron" has been lying dormant for quite a few years now and we do not want to arouse them! The plans in this issue came from; Mike Nassise (DH Moth Minor Trainer), Jake Larson (an aircraft from a story by Arch Whitehouse that appeared in the Flying Aces magazine in 1940. If anyone wishes to do more plans like this one, all you need scale wise would be a drawing that accompanied the article along with your plan.) and from our files, the Kawasaki Fighter which is mentioned in one of our articles in this issue. Thanks to all others who contributed to this issue. And, before I forget, the cover was once again done by Bob Rogers.

For all you FAC ozone chewers, don't forget the Great Grape Gathering contest at Geneseo, N.Y. on Sept. 21, 22, 23. There will be 7 FAC events on the 22<sup>nd</sup>. Entry form in this issue.

Also in this issue we are giving you the results of the FAC Southwest Regional contest from last May. They arrived too late to make the last issue. Looks like it was a very good contest and a good time was had by all. Thanks go to Roger Willis and his crew for spreading the FAC doctrine to the West Coast!

The FAC Non-Nats went over very well again, thanks to the great bunch of contestants and great helpers! Attendance was down a bit from the last Non-Nats by about ten percent. I can't believe the price of gasoline kept them home, another 10 or 12 dollars for gas shouldn't have done it. But, you never know! But if all you regulars who didn't show up, WE MISSED YOU! The results are scattered throughout the newsletter for your enlightenment as to what to build for next year's FAC Nats.

For those of you who were there, how did you like the 3 flight average that we used for your flight score? Also what about the closing of the contest on Saturday rather than on Sunday? Give us your input as soon as possible as we will start to get the ball rolling for next year very soon. Oh yes, another thing, how did you like the qualifying flights for the mass launch events?

We want to thank all of you who did attend as well as the event sponsors and those of you who contributed prizes to the prize list. Their contributions really helped to make the whole affair a great weekend.

It seems that one of our members has moved and left no forwarding address. If anyone knows the whereabouts of L.Jay Hicks, last known address was, 1181 E. South Park Ave., Titusville, Fl. 32780. Please let GHQ know.

BUILD--FLY--WIN.....EFF--AAA--CEEE!!!!!!  
Col. Lin Reichel, CinC, FAC

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## 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**

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

A new member joined the FAC at Geneseo and we did not get his address! If someone knows Alan Cohen please let us know where he lives! Alan makes those beautiful spoked wheels.

Steven White, 1241 N. County Rd. 475 E., Avon, In. 46123 is looking for flying buddies in his area. Any one with the same need please contact him. His phone number is (317) 745-0389 and E-mail is [BWHITE10@indy.rr.com](mailto:BWHITE10@indy.rr.com)

Dohrman Crawford at [tum25@bellsouth.net](mailto:tum25@bellsouth.net) needs article and plans for "Prince Hal, Son of King Harry" from Aeromodeler April 1995.

Edward Carson, TJORNEVEJ 5, DK-6330 Padborg, Denmark is looking for plans for the DH Puss Moth by Lanzo and the Leopard Moth by Sturiale. Ed would also like to see an article on making decals. If anyone can do this send them to GHQ for publication.

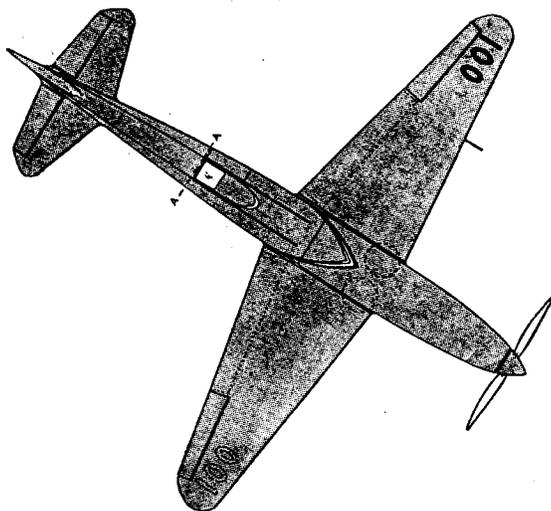
Bill Schmidt wants to know the engine run for the FAC Old Time Gas Replica event. Bill, we do not have a time for it. Just load your tank, start engine and let 'er GO! See rule 7-B for the real answer.

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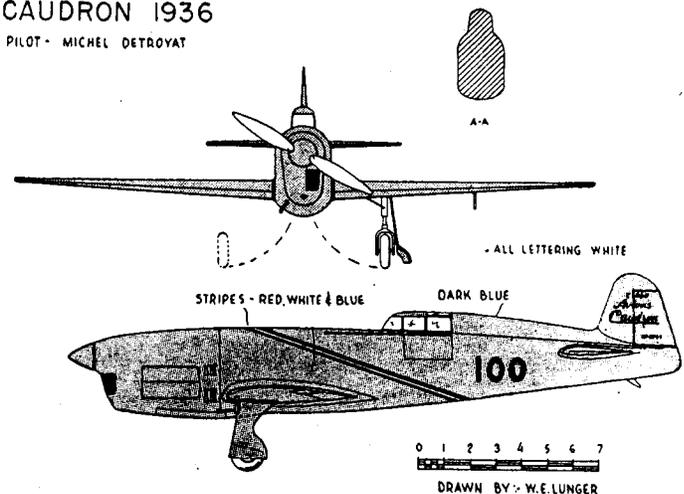
## BUILDING TIP

From Dick Bennett; Glue Guru's latest column on retrieving models reminded me of an old technique that might help those of us who've thrown out our arms with baseballs and hand launch gliders.

Use a spin-casting rod with a fair-sized swivel sinker tied to the end of the line. After casting the line over the branch and letting the sinker pull the line down to the ground, tie a length of twine or cord to it and haul it back over the branch. Then, with both ends of the twine in your sweaty mitt, start tugging the branch.

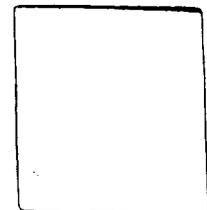


CAUDRON 1936  
PILOT - MICHEL DETROYAT



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



# 2007 FAC NON-NATS

- 113 CONTESTANTS
- 36 EVENTS
- 11 MASS LAUNCH EVENTS
- 605 TIMED FLIGHTS
- 50 MAXES
- 162 MASS LAUNCH FLIGHTS

FAIRCHILD 24	
2 Rounds	
Contestant	Place
Buzz Trabbic	1
Chris Starleaf	2
Dave Franks	3
Jack Moses	
Bill Mueffelmann	
John Regalbuto	
Tom Canfield	
Tim MacDonald	

## EVENTS WITH MOST FLIGHTS:

- 78 FAC RUBBER SCALE
- 60 FAC DIME SCALE
- 47 FAC EMBRYO
- 38 FAC TWO-BIT O.T.R. ROG
- 33 FAC GHQ PEANUT

ONE SUPER BANQUET SATURDAY EVENING.

## BLUE MAX AWARDS:

- RALPH HUDSON
- BOB MOULTON
- MIKE WELSHANS
- MARK HOUCK

Contestant	Place
<b>AT-6 ENDURO</b>	
4 Rounds	
Jack McGillivray	1
Rich Weber	2
John Houck	3
Tom Nallen II	
Clive Gamble	
Dick Gorman	
Ed Pelatowski	
Jeff Runnels	

## KANONE MILESTONE:

ED PELATOWSKI FOR 100 K's

## CATS-ASS AWARD:

VANCE GILBERT FOR MAKING UNNECESSARY FOURTH FLIGHT THAT SENT HIS SHIP OOS!

## FOUNDING FATHER'S AWARD:

PEANUT SCALE...PRES BRUNING  
FAC RUBBER SCALE...MARIE and DAVE REES

## COMMANDER'S SPECIAL AWARDS:

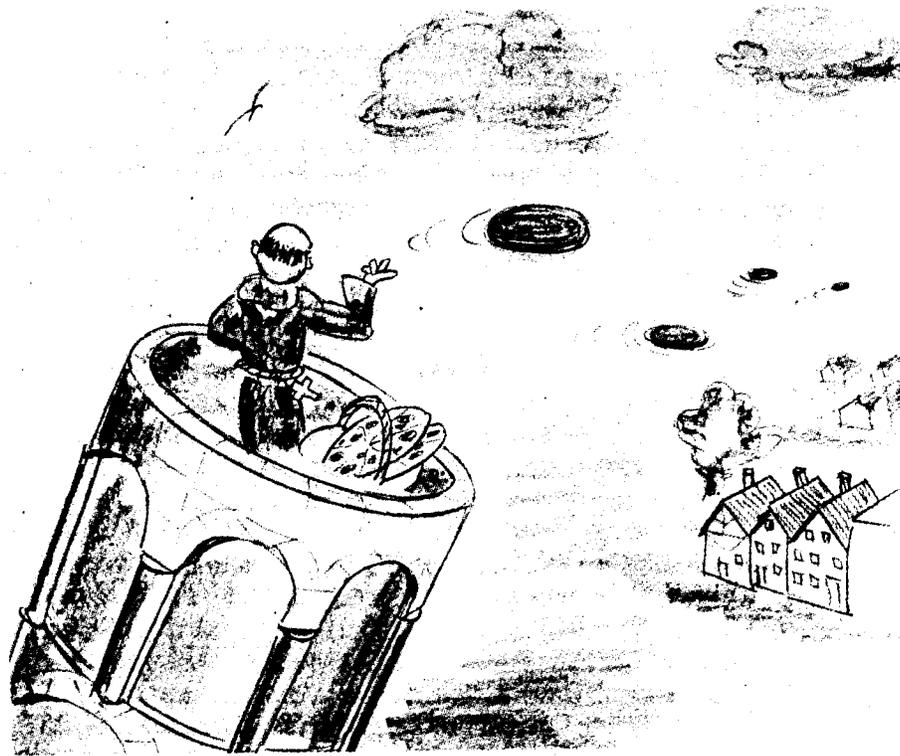
- FRAN PTASZKIEWICZ
- LYNN LEWIS
- JANET LANG
- BOB BLAIR

## VIC DIDELOT FAC SPIRIT AWARD:

RALPH KUENZ

BLUR RACE		
Contestant	Plane	Place
Ed Pelatowski	Folkerts SK-2	1
Pete Kaiteris	Jackrabbitt	2
John Regalbuto	Macchi CS-15	3

**The FAC Non-Nats results are somewhat scattered throughout the newsletter. The FAC Southwest Regional results are also in this issue. They arrived too late to be included in the last issue.**



## PADRE PASQUALE D'PFLOURIO, ANCIENT AERONAUTICAL EXPERIMENTOR AN HYSTERICAL HYSTORY

By Capt. Frank Scott, Chief Archivist, McCook Field

Elias Pflour, of whom we read two issues ago, was a distant cousin to the famed Italian baker, Pasquale D'Pflour. Elias' roots, however, were firmly set in America. Indeed, his great-great grandfather had come across the sea to this land on the good ship Maypflour. His mother, on the other hand, simply came across at every opportunity.

Long before Elias' time, however, Pasquale D'Pflourio plied his trade in a monastery near the ancient city of Pizza, in Italy. Once, when he ought to have been at Vespers, Pasquale happened to stroll past the Leaning Tower of Pizza just as Galileo performed his well known experiment involving hand-launched cannon balls from the top of the tower. Though lacking the great Galileo's eminence in science and philosophy, Pasquale was quick to perceive the basic flaw in Galileo's plan: that being that a discus clearly has better aerodynamic qualities than a spherical shot of iron. An humble baker, Pasquale was unable to obtain audience with the brilliant thinker (who kept dropping things off the tower at him) so resolved to conduct his own research from the tower.

The very next night, after Galileo had given up in utter disgust trying to fly a cannon ball, D'Pflourio sneaked out of the monastery (there was nothing unusual in this, for Pasquale was known as something of a "rake" thereby becoming one of the true Fathers of Aviation) carrying some stale pastry. With the eventual success of his efforts, it became the curious custom of D'Pflourio to dispose of the unsold produce of the previous day by carrying a basket to the top of the tower of Pizza, from whence he would cast his flat, disc-like confections through the air (using a unique back-hand motion) to the poor located on the wrong side of the Aqueduct. Thus was born the Pizza Pie, and its latter day imitation, the Frisbee. In this way, the everlasting fame of the Leaning Tower was assured.

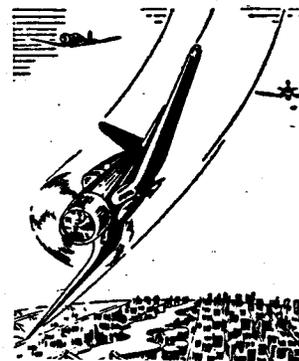


### GONE WEST

Since the last issue we have lost the following members; Lynn Morton (Winstead, Ct.), Harold Thomas (Lemon Grove, Ca.), Elmer Millender (Warren, Pa.), S.P. Pell (Princeton, N.J.) and Don Lang (Warren, Mi.) Our sincere condolences to their families and friends. They will be missed!

WW II COMBAT QUALIFIER					
Contestant	Plane	FLT. 1	FLT. 2	TOTAL	PLACE
McGillivray, Jack	Fairey Battle	120	120	240	1
Gamble, Clive	Westland Welkin	78	120	198	2
Zapf, Richard	Bell P-39 D Airacobra	94	92	186	3
MacDonald, Tim	Ilyushin IL-2 Shturmovik	86	88	174	
Kaiteris, Pete	Kawasaki Ki-61 "Tony"	96	67	163	
Mitchell, Dave	Grumman Avenger	66	82	148	
Boyanowski, Paul	Bell P-39 D Airacobra	60	85	145	
Murray, Pat	Grumman Avenger	71	73	144	
Runnels, Jeff	Grumman F6F Hellcat	90	53	143	
White, George	Kawasaki Ki-61 "Tony"	83	56	139	ALT.
Regalbuto, John	Bell P-39 D Airacobra	60	76	136	ALT.
Mueffelmann, Bill	HE 100 D	68	65	133	
Miller, Richie	Heinkel 112	68	65	133	
Farrell, Walt	Bell P-63 A Kingcobra	63	64	127	
Starleaf, Chris	Fiat G-50	76	49	125	
Meyers, Stew	Kharkov R-10	120		120	
Sauter, Charlie	Kawasaki Ki-61 "Tony"	47	73	118	
Franks, Dave	Barracuda	114		114	
Nallen, Tom	Kharkov R-10	53	59	112	
Rees, Dave	Boulton Paul P.82 Defiant	56	56	112	
Gorman, Dick	YAK 3	67	40	107	
Nassise, Mike	Typhon MK IB	47	41	88	
Powell, Claude	Hawker Hurricane	43	45	88	
Arnold, Tom	DO 335	40	47	87	
Boehm, Chris	Grumman Avenger	41	33	74	
Azure, Pete	EKW-C-3603	58		58	

Contestant	Plane	FLYER SCALE			TOTAL PLACE
		FLYER #1	FLYER #2	FLYER #3	
Rich Weber	Booth Ranger	60			133
Dave Niedzielski	Mystery Tailless	76	42	45	132
Walt Farrell	Mystery Tailless	27	65	47	127.5
Jack Kacian	Mystery Tailless	63			124.5
John Houck	Joy's Racer	60	75	49	123.5
Ed Pelatowski	Joy's Racer	26	25		85



WW II COMBAT		
Contestant	4 Rounds Plane	Place
McGillivray, Jack	Fairey Battle	1
Gamble, Clive	Westland Welkin	2
Murray, Pat	Grumman Avenger	3
Mueffelmann, Bill	HE 100 D	
Boyanowski, Paul	Bell P-39 D Airacobra	
Sauter, Charlie	Kawasaki Ki-61 "Tony"	
Regalbuto, John	Bell P-39 D Airacobra	
Azure, Pete	EKW-C-3603	
MacDonald, Tim	Ilyushin IL-2 Shturmovik	
Arnold, Tom	DO 335	
Boehm, Chris	Grumman Avenger	
Franks, Dave	Barracuda	
Farrell, Walt	Bell P-63 A Kingcobra	
Gorman, Dick	YAK 3	
Kaiteris, Pete	Kawasaki Ki-61 "Tony"	
Miller, Richie	Heinkel 112	
Mitchell, Dave	Grumman Avenger	
Nallen, Tom	Kharkov R-10	
Nassise, Mike	Typhon MK IB	
Meyers, Stew	Kharkov R-10	
Powell, Claude	Hawker Hurricane	
Runnels, Jeff	Grumman F6F Hellcat	
Starleaf, Chris	Fiat G-50	
White, George	Kawasaki Ki-61 "Tony"	
Zapf, Richard	Bell P-39 D Airacobra	
Rees, Dave	Boulton Paul P.82 Defiant	

LOW WING TRAINER SCALE MASS LAUNCH		
3 Rounds		
Contestant	Plane	Place
Richard Zapf	T-27	1
Claude Powell	UT-2	2
Jeff Runnels	T-34 Mentor	3
Buzz Trabbic	Miles Magister	
Dick Gorman	AT-6	
Walt Farrell	Miles Magister	
Mike Nassise	Fiat G-46	
Chris Starleaf	YAK-11	
Rich Weber	Nardi FN 305	
Jim DeTar	Moth Minor	
Tom Arnold	Do 335 Trainer	
Jim Hemmel	Fiat G-46	
Jack Moses	Fiat G-46	
Bob McLellon	BT-9	

# GREAT GRAPE GATHERING (Since 1971)

Geneseo, NY, 1941 Hag Airfield

September 21, 22 & 23, 2007

NAME: \_\_\_\_\_ MAAC/AMA No. \_\_\_\_\_  
 STREET: \_\_\_\_\_ SAM No.: \_\_\_\_\_  
 CITY: \_\_\_\_\_ POSTAL/ZIP: \_\_\_\_\_  
 Email address: \_\_\_\_\_

**CURRENT MAAC OR AMA MEMBERSHIP CARD MUST BE SHOWN**

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

We expect to have a BARBECUE Saturday night in a hangar as soon after 5:00 p.m. as possible. Cost should be about \$10.

Notes:

1. Entrants should check at HQ each day for any rule changes affecting events.
2. Information about special events is available from the Sponsor or at HQ

Entry Fee Paid: \$ \_\_\_\_\_ Barbecue Paid: \$ \_\_\_\_\_

**IMPORTANT**

- No person may operate a vehicle of any kind on or within 150 feet of the runway. This applies before, during and after official contest hours. The runway will be considered active 24 hours a day.

Violation of this rule may result in expulsion from the contest and forfeiture of entry fees. Violators will be reported to the Airport office and may face further action.

- Any person flying a model aircraft, whether entered in this contest or not, must register and show proof of current MAAC or AMA membership. This includes juniors, although they are not subject to entry fees.

I have read these terms and agree to abide by them.

Signed \_\_\_\_\_

Contest Director: Brooks Goodnow, WNYFFS

FF Director  
 Jim Moseley  
 19 Banner Crescent  
 Ajax, Ontario L1S 3S8  
 905-683-3014  
[jjmoseley@look.ca](mailto:jjmoseley@look.ca)

FAC Director  
 Lin Reichel  
 3301 Cindy Lane  
 Erie, PA 16506  
 [REDACTED]  
 814-833-0314

CM  
 Jim Anderson  
 135 Margaret Pl.  
 Brockville, Ontario K6V 6Y6  
 613-342-5613  
[janderson@ripnet.com](mailto:janderson@ripnet.com)

<b>Fri., Sept. 21 8:00 to 5:00</b>
1/2A Nostalgia
0-020 Replica/1/4A Nostalgia (9)
Diesel Duration (6)
P30
Cloud Tramp (3)
HL/CL Glider combined (1)
Senator
Classic Wakefield (4)

<b>Sat., Sept. 22 8:00 to 5:00</b>
Bob Gordon Trophy/Classic Gas (2)
1/2A Classic Gas
ABC Nostalgia Gas
Diesel Duration (6)
SAM Small Rubber Fuse. to 150 sq. in.
SAM Large Rubber Stick > 150 sq. in.
HL/CL Glider combined (1)

<b>Sun., Sept. 23 8:00 to 4:00</b>
AMA A/B/C Gas
Unlimited Towline Glider (5)
SAM Small Rubber Stick to 150 sq.in.
Large Rubber Fuse > 150 sq.in.
SAM Commercial Rubber
Nostalgia Rubber
Mulvihill/Unlimited Rubber (7)

<b>Sat., Sept. 22 8:00 to 5:00</b>
FAC Peanut Scale (11)
Golden Age Civil Scale (11)
Modern Production Scale (11)
FAC Scale (11)
Dime Scale (11)
O.T. Plan/Kit Scale (11)
FAC OT Gas Rep. Electric (11)

GREVE RACE QUALIFIER					
Contestant	Plane	FLT. 1	FLT. 2	TOTAL	PLACE
Tom Nallen II	Rider R-5 Jackrabbit	72	90	162	1
Mike Nassise	Chambermaid	48	74	122	2
Ed Pelatowski	Folkerts SK-2	46	75	121	3
Stew Meyers	Rider R-1 Bumble Bee	47	69	116	
Dallus Cornelius	P-W Mr. Smoothie	48	66	114	
Tim McDonald	Hostler Fury	65	47	112	
Dick Gorman	Firecracker	58	42	100	
Richard Zapf	Caudron C 460	94		94	
Ray Rakow	P-W Mr. Smoothie	34	49	83	
Jerome Markson	P-W Mr. Smoothie	32	22	54	
John Regalbuto	Art Chester Jeep	27	26	53	ALT.
Mike Zand	Suzy	22	23	45	ALT.
Bruce Foster	Caudron C 460	30		30	
Chris Boehm	Goon	28		28	

GREVE RACE		
3 Rounds		
Contestant	Plane	PLACE
Stew Meyers	Rider R-1 Bumble Bee	1
Dallus Cornelius	P-W Mr. Smoothie	2
Ray Rakow	P-W Mr. Smoothie	3
Tom Nallen II	Rider R-5 Jackrabbit	
Mike Nassise	Chambermaid	
Ed Pelatowski	Folkerts SK-2	
Tim McDonald	Hostler Fury	
Dick Gorman	Firecracker	
Richard Zapf	Caudron C 460	
Jerome Markson	P-W Mr. Smoothie	
John Regalbuto	Art Chester Jeep	
Mike Zand	Suzy	
Bruce Foster	Caudron C 460	
Chris Boehm	Goon	



GOODYEAR / FORMULA RACE		
3 Rounds		
Contestant	Plane	Place
Paul Boyanowski	Whittman Buster	1
Ed Pelatowski	Ole Tiger	2
Jack Kacian	Whittman V	3
Richard Zapf	Pedit Special	
Chris Starleaf	Pogo	
Dick Gorman	Sonerai 1 FV	

JET FIGHTER SCALE MASS LAUNCH		
2 Rounds		
Contestant	Plane	Place
Ed Pelatowski	MIG-9	1
John Houck	F-86 D	2
Tom Arnold	F-84 F	3
Richard Zapf	F 100 D	

Contestant	Plane	TOTAL PLACE		
		FLT. #1	FLT. #2	FLT. #3
Dave Mitchell	Stinson SR 10	87	82	89
Ed Novak	Pegna PC-1	66	69	64
Rich Weber	Mr. Mulligan	57	44	37
John Regalbuto	Vuitte VI-A	34	46	44
Chris Boehm	Aeronca TL-65	34	26	51
Mike Zand	Taylorcraft	47	56	103
Pres Bruning	Fokker Super U	38	59	97
Tom Hallman	Cessna C-38	59		59
Ed Novak	Miles Mohawk	49		49

**JOIN NOW...**

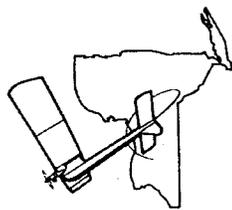
**RECEIVE A FREE ISSUE WITH YOUR NEW MEMBERSHIP (PLEASE MENTION THIS AD)**

W-W-1 **Aero** THE JOURNAL OF THE EARLY AEROPLANE 1900-1919

**SKYWAYS** THE JOURNAL OF THE AIRPLANE 1920-1940

**WORLD WAR 1 Aeroplanes, INC.**  
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# The Western New York Free Flight Society Presents the 38<sup>th</sup> Annual Empire State Free Flight Championships



## Schedule of Flying Events

- Friday 8AM to 5PM**
- A-B Classic Gas
  - B-C Nostalgia Gas
  - .020 Replica
  - Moffett
  - Old Time Rubber
  - Classic Towing
  - Diesel Qualify
- Saturday 8AM to 5PM**
- 1/4 A Nostalgia Gas
  - 1/2 A Classic Gas (J)(S/O)
  - 1/2 A - D Gas (S/Q)
  - A Nostalgia Gas
  - 1/2 A AMA Power (J)
- Sunday 8AM to 4PM**
- Diesel Qualify
  - 1/2 A Nostalgia Gas
  - C-D Classic Gas
  - Old Time Gas
  - P-30 (J)(S/O)
  - Catapult Glider (J)(S/O)
  - FAC Dime Scale
  - FAC No Cal Scale
  - FAC WW II Mass Launch
  - FAC Old Time Gas Replica
  - F1G, F1H, F1J (Open)
  - Diesel Fly Off

**Date:** August 17, 18 & 19, 2007  
**Location:** Geneseo, NY at the 1941 Historic Aviation Group Museum  
**Entry Fees:** \$25 for all events and field use fee. Juniors, \$5 covers all events. Casual flyers *must* register with CD.  
**Contest Director:** Lyle Whitford  
 For questions regarding the meet, contact Lyle at 716-795-3831 or at whitford@localnet.com  
**Dinner:** At the Yard of Ale on Saturday, August 18. Details at the CD's table.

### Rules for Empire State Free Flight Championships... a category III meet except:

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

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

## FAC NON-NATS PRIZE DONATIONS

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

- |                     |                         |
|---------------------|-------------------------|
| Rich Adams          | Lin Reichel             |
| Dumas Products      | Penn Valley Hobby       |
| Roy Hanson          | Black Sheep Squadron    |
| Hannan's Hangar     | Peck-Polymer            |
| Bob's Aircraft Doc. | Bill Northrop Plans     |
| Fred Wunsche        | Bruce Finley            |
| Thomas Designs      | Golden Age Repro.       |
| Shorty's Basement   | Charles Schultz Plans   |
| Lone Star Balsa     | Vance Gilbert           |
| Roy Courtney        | Rocky Top Models        |
| Fran Praszkiwicz    | Diels Engineering, Inc. |
| Dan Marek           | Hi-Line                 |
| F.A.I. Model Supply | Alan Cohen              |
| Easy Built Models   | Mike Welshans           |

In addition, the following gave a monetary donation to help offset the cost of printing of score cards, timing slips and other items.

- |                  |                    |
|------------------|--------------------|
| Bob Rambo        | Pete Money         |
| Ron Isaacson     | Calumet Escadrille |
| Larry Haralambou |                    |

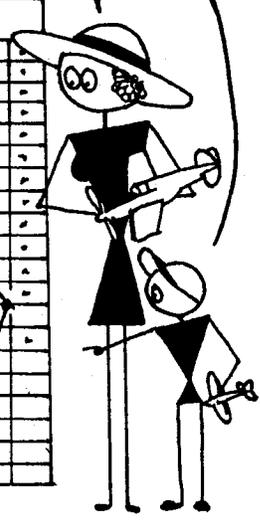
If we missed someone we are truly sorry and we apologize to them. There were 137 prizes donated this year! Thank you all!!!!!!

# INKLINGS by Chuck Wenlock

I'M GLAD I DON'T HAVE TO ADD UP ALL THE NUMBERS IN THOSE COLUMNS.

I'M SURE HE IS, TOO, DEAR.

Team	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Treasure										
Wester										
Sutton										
Brown										
Ames										
Conroy										
Evans										
Green										
Irwin										
Kramer										
Mason										
Owen										
Ross										
Shaw										
Stewart										
Taylor										
White										
Wilson										
Young										



## FAC NON-NATS SPONSORS

We want to thank the following event sponsors for their support of this year's FAC contest at Geneseo, N.Y. Their help each year contributes greatly to ensure that the contest is a success.

- |                      |                            |
|----------------------|----------------------------|
| John Regalbuto       | FAC Stealth Squadron       |
| Phil and Jerry       | Black Sheep Squadron       |
| Bernie Gillespie     | FAC Escadrille Harfang     |
| D.C. Maxcuters       | McCook Aero Squadron       |
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| Charles Wenlock      | Pat Murray                 |
| Bruce Finley         | Fran Ptazskiewicz          |
| Dennis Norman        | Classic Aircraft Model Co. |



### CIA FIFTH ANNUAL TED DOCK MEMORIAL FAC MEET MUNCIE AMA SITE

- |                                 |                                      |
|---------------------------------|--------------------------------------|
| <b>SATURDAY</b> 10/6/2007       | <b>SUNDAY</b> 10/7/2007              |
| 8:00 AM - 5:00 PM               | 8:00 AM - 4:00 PM                    |
| FAC OLD TIME RUBBER             | FAC OLD TIME RUBBER STICK            |
| FAC EMBRYO ENDURANCE            | FAC JIMMY ALLEN                      |
| FAC GOLDEN AGE COMBINED         | FAC DIME SCALE                       |
| FAC WWI COMBAT @ 11:00 AM       | FAC NO-CAL SCALE                     |
| FAC THOMPSON RACE @ 2:00 PM     | FAC WWII COMBAT @ 11:00 AM           |
| AMA P-30 (J) * (SO)*            | FAC GREVE RACE @ 2:00 PM             |
| AMA CATAPULT GLIDER (J) * (SO)* | AMA HAND LAUNCHED GLIDER (J) * (SO)* |
| FAC RAPIER/JETEX JET SCALE      | FAC JET CATAPULT                     |

(RAPIER/JETEX JUDGED AND FLOWN TO FAC POWER SCALE RULES)

THE FOLLOWING CAN BE FLOWN EITHER DAY BUT MUST START AND END ON SAME DAY.

- FAC RUBBER SCALE
- FAC JUMBO/GIANT SCALE
- FAC POWER SCALE
- FAC PEANUT SCALE

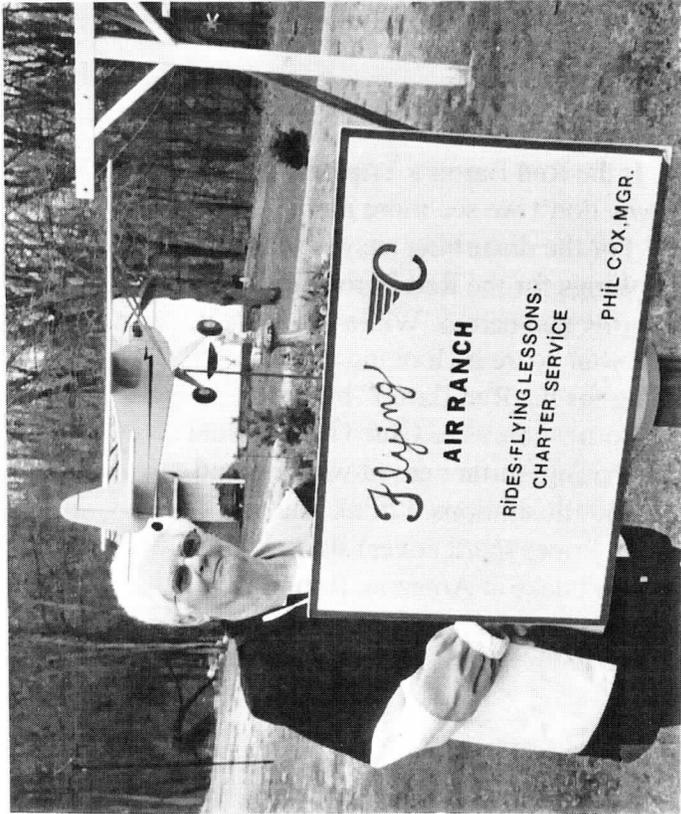
ENTRY FEE: FIRST EVENT \$10.00  
EACH ADDITIONAL EVENT \$2.00 MAX = \$20.00

PRIZES: 1<sup>ST</sup> PLAQUES---- 2<sup>ND</sup> CERTIFICATES---- 3<sup>RD</sup> CERTIFICATES  
JRS - 1<sup>ST</sup> PLACE = MERCHANDISE CERTIFICATES---2<sup>ND</sup> CERTIFICATES ---3<sup>RD</sup> CERTIFICATES

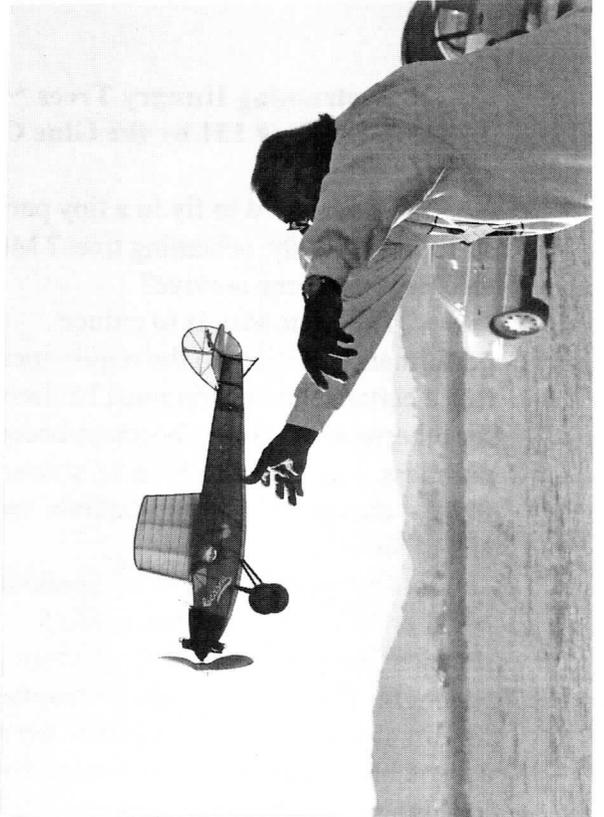
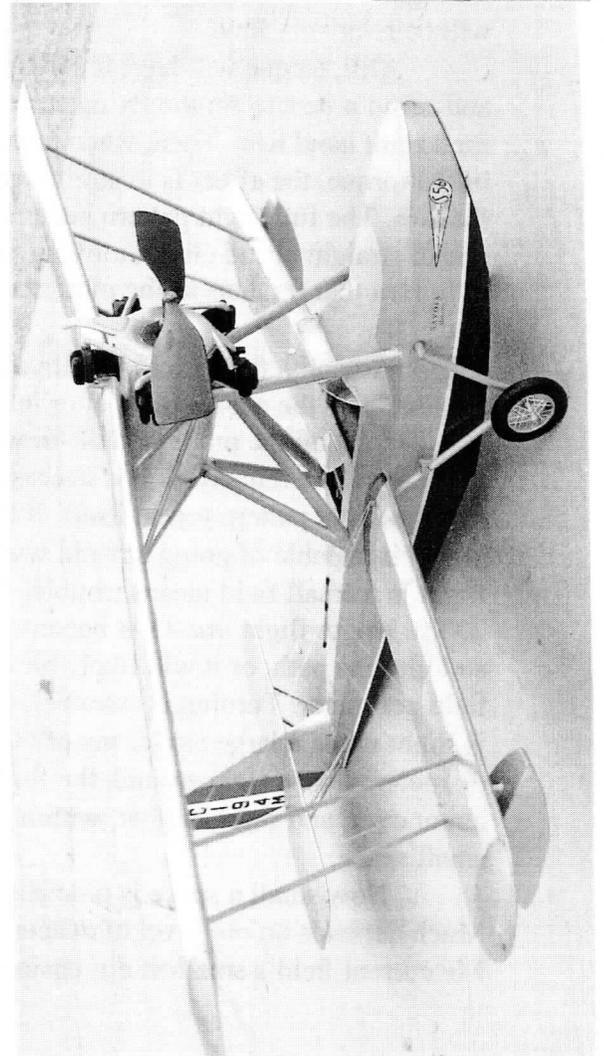
ALL MODELS MUST BE PROCESSED OR JUDGED BEFORE BEING FLOWN  
JUDGING AND ENTRY ON SITE 12:00 - 5:00 ON FRIDAY 10/5/2007  
AS WELL AS DURING THE MEET.

ALL NON SCALE MODELS MUST HAVE PROPER SIZED AMA NUMBERS  
HAND LAUNCHED/CATAPULT WILL FLY FROM A PEN  
\*NATIONAL CUP POINTS FOR P-30, HLG, CG

CONTEST DIRECTOR: LONNIE KINDER PO BOX 208 WINDFALL, IN 46076  
PHONE: 765-945-7626 LONNIEKINDER@CS.COM



Top left; Phil Cox sent this photo of his Piper Cub weathervane, standing by, lovely wife Doris.  
 Top right; Here is Dave Stott and his model of the Gregor FBD-1. Photo by Bruce Foster.  
 Bottom left; Neal Hudson's SavoiaMarchetti S-56B, electric Mini-6 for power. Neal's pic.  
 Bottom right; Fernando Ramos launching his Cessna Phantom at the FAC S.W. Regionals. Oldencamp pic.



\* \* **Restraining Hungry Trees** \* \*  
**Mumbo Jumbo # 131 by the Glue Guru**

Condemned to fly in a tiny park surrounded by sly, scheming trees? Me too. How does one survive?

The basic idea is to reduce performance, subject to the requirement that a certain satisfaction must be derived, for otherwise the whole business becomes pointless. I usually aim for a 15 second flight – enough for a modest climb, cruise and glide.

Our models tend to fly at about 10 MPH or 15 ft./sec. A duration of 15 seconds implies a flight path of about 200 ft. length. The model should be trimmed for circular flight – either right or left is acceptable -- and there's no need to trim for high torque, because the turns applied will be relatively few.

Still, torque will have an effect, and I find it best to set the flying surfaces for a right hand turn. Then, when under initial torque, the effect is to straighten out the turn. The full flight pattern becomes one of straight ahead climb, moving into a right turn that tightens as the motor cuts out.

Actually, the pattern employed is not crucial -- the choice of right or left may depend on the model's built-in warps. What counts is reliability. It is necessary that the flight pattern repeat itself. If the model is capable of going any old way, flight in a small field means trouble. That 200 ft. length flight *must not* become a straight line path, or it will likely hit the field perimeter. Turning is essential. Best is flight along a large circle, say of 60 ft. diameter. Once safely around, the flight is about over, and safely at that, within a small space.

How small a space is practical? Much depends on our level of desperation. My current field's smallest dimension –

the critical one -- is about 150 ft. and seems generous. At other times, I've settled for 100 ft. or so. I would draw the line at this figure.

About wind. Any amount of wind is troublesome for it adds to flight path uncertainty. Even well behaved models may take on strange trajectories after being hit with a gust. Obviously little or no wind is best, but is difficult to arrange. On my home turf (NYC) something useful can be done by flying pre 8:30 AM, before the wind comes up. To fly later is to risk not only wind, but dog walkers and soccer players as well.

Late afternoons are to be avoided. Not only is the wind at a max, but thermals are up as well. At the low altitudes reached on a 15 sec. flight – perhaps 15-20 ft. or so – the booming type of OOS thermals are far out of reach and present no problem. However, on a hot, muggy day there may be modest baby thermal currents in the vicinity of trees. These act to prevent normal model descent, extending the flight path into a parent tree. They can't be seen. If it seems that your model's glide ratio has suddenly improved drastically – watch out.

### **An Advert for Myself**

If the Red Baron's Triplane was so good, why don't we see more model Triplanes? For the disturbing answer, check "Three Wings for the Red Baron" by Leon Bennett (my pen name). While you're at it, improve your score by looking into "Gunning for the Red Baron" by ditto.

Both employ the Glue Guru's usual style of writing, further eased with a grand total of 360 illustrations. I think you will like them. Prices (hard cover) start at about twenty two bucks at Amazon, Barnes & Noble, etc.

FAC NO-CAL PROFILE SCALE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
John Stott	Corben Super Ace	26	46	377	449	1
Dennis Ruhland	Hawker Tempest	34	53	51	138	2
Glen Simperts	P-47	81	52		133	3
Bruce Foster	Saunders-Roe	39	45	41	125	
Ed Pelatowski	Extra 400	120			120	
Walt Farrell	Extra 400	25	31	48	104	
Jim Hemmel	P-47D	28	28	44	100	
James Russell	J-3 Cub	38			38	

WW I COMBAT	Contestant	Plane	Place
	Buzz Trabbic	Fokker D-VII	1
	Dave Mitchell	Bristol Scout	2
	Stew Meyers	Bristol Scout	3

FAC OLD TIME STICK						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Ted Teach	Gollywock	116	120	120	356	1
Bucky Walter	Sun Spot	115	120	120	355	2
Al Timko	Gollywock	105	120	120	345	3
F.K. LeMon	Wanderer	81	108	120	309	
Mike Zand	Gollywock	50	120	86	256	
Tom Canfield	Gollywock	120	69	59	248	
Fred Wunsche	Wanderer	64	68	77	209	
George Lewis	Wanderer	25	49	79	153	
John Stott	Gollywock	80			80	

WW I COMBAT QUALIFIER	Contestant	Plane	FLT. 1	FLT. 2	TOTAL	PLACE
	Buzz Trabbic	Fokker D-VII	52	40	92	1
	Dave Mitchell	Bristol Scout	37	41	78	2
	Stew Meyers	Bristol Scout	35	43	78	2

FAC OLD TIME GAS REPLICA						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Vic Nippert	Simplex	120	120	120	360	1
Al Timko	Trenton Terror	86	93	93	272	2
Mike Zand	Buzzard Bombshell	120	26	50	196	3
Jerry Crawmer	Zipper	120			120	
Ed Pelatowski	Rambler	120			120	
Stew Meyers	Rambler	120			120	
F.K. LeMon	Rambler	35	74		109	

FAC GOLDEN AGE MILITARY SCALE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Tom Hallman	Mureaux Fighter	83	120	120	323	1
Rich Weber	DH 29	78	94	79	251	2
Richard Zapf	Vultee V 11-A	71	81	90	242	3
Pres Bruning	Spanish Fury	40	62	52	154	
Dave Rees	Vultee	54	50	46	150	
Dave Bubolz	Martin MO-1	35	40	44	119	
Jack Moses	Martin MO-1	55			55	





## FAC T-SHIRT SALE

We still have some T-Shirts for sale at \$10.00 each postpaid.

Boeing F4B-4 Youth only, large  
 Beech Bonanza, medium & large  
 Cessna Phantom, medium, large, X-lge.

Priced at \$15.00, postpaid, we have;

Grumman Wildcat, medium, large,  
 X-large, XX-large

This year's Geneseo shirt, the Douglas  
 Dauntless, large, X-large, XX-large  
 And XXX-large.

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

## 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 towline)		

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



## 2008 FAC CALENDAR IS NOW READY

The 2008 FAC Calendar is now ready for shipment. It features photos of some of the finest models you will see anywhere, built by some of the finest model builders in the world. To get yours send just \$20.00 (postpaid) to Flying Aces, 3301 Cindy Lane, Erie, Pa. 16506.

FAC MODERN AGE MILITARY SCALE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Jim DeTar	Grumman Guardian	73	120	51	244	1
Walt Farrell	Sky Raider	35	48	80	163	2
Dave Rees	Sky Raider	61	47	52	160	3
Ed Pelatowski	Grumman Guardian	32	24	53	109	
Jack Kacian	OV-10 Bronco	23	30	20	73	
Richard Zapf	F100D Super Saber	38			38	



FRENCH DESIGN			
TARGET TIME = 23 SEC.			
Contestant	Plane	TIME	PLACE
Tom Arnold	F-84 F (French Markings)	-3	1
Walt Farrell	Maboussin	plus 6	2
Jim DeTar	Farman 400	-8	3
Richard Zapf	Simoun 630	-17	
Rich Weber	Arsenal VB-10	-19	
Bruce Foster	Caudron 360	-20	
Ed Pelatowski	Pottier P-70	-21	
John Houck	Jodel D9	-22	
Jeff Runnels	Jodel D9	-22	

FAC CONTRA-PROP SCALE MASS LAUNCH		
3 Rounds		
Contestant	Plane	PLACE
Jack McGillivray	Koolhoven	1
Rich Weber	Arsenal VB-10	2
Ronney Gosselin	Republic XP-69	3
John Regalbuto	Henschel P87	
John Houck	Sparka	
Tom Arnold	Supermarine Seafang	
Bob McLellon	Wyvern	
Bernard Dion	Norvale SO-8000	

FAC OLD TIME RUBBER ROG						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Mike Moskow	Wren	120	77	120	317	1
Mike Zand	Victory	59	65	66	190	2
Alan Mkitarian	Megow Topper	120	36		156	3
Robert Walter	1930 Lanzo Cabin	73			73	

**STRETCH WINDING TENSIONED MOTORS by Bill Henn**

Much has been written about stretch winding motors such as stretching to seven times motor length, winding in half the turns, walking in as you wind, etc. This may be fine for the relatively short, untensioned or minimum tensioned motors that are used in most endurance models, but what of the long, braided motors that many FF flyers use in scale models?

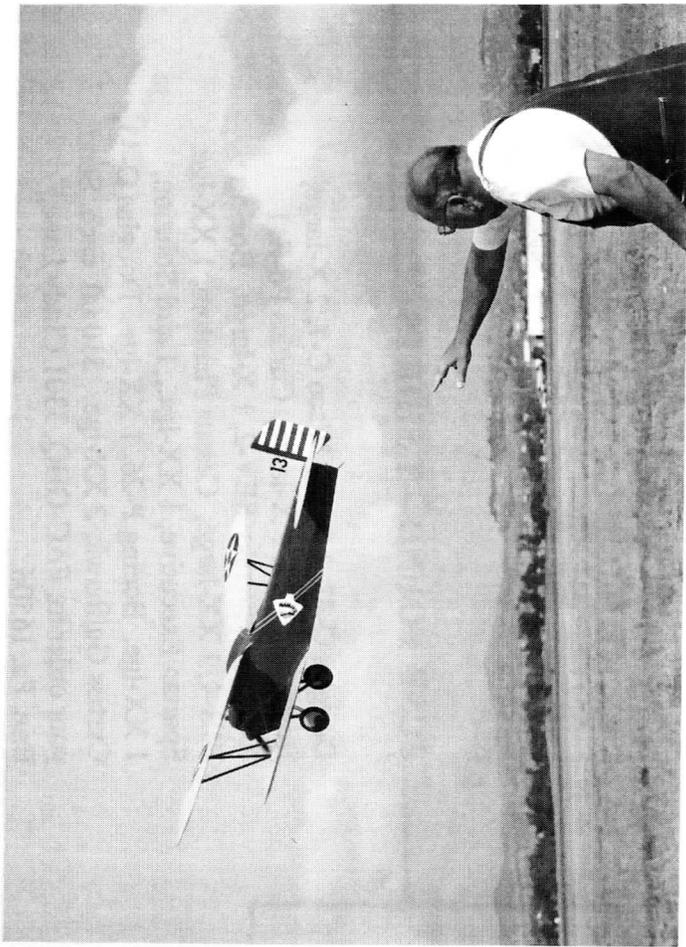
At last year's FAC Nats I switched to longer motors in all my models, at least double the prop hook to rear peg distance, braiding them sufficiently to prevent bunching and to prevent the nose block from falling out of the model. For determination of max turns, I used the charts (Sherman's?) and John Barker's estimates on turn reductions/braiding. Even with the reductions factored in, I was only getting about 85-90% of the calculated turns. Unfortunately, I did not bother to use my torque meters. Nevertheless, I blew several of the 6 x 1/8" motors that I was using in most of my models. Upon reflection, I concluded that my winding procedure was at fault, perhaps because the rubber was not stretched sufficiently.

I have never actually measured the distance that I stretch my motors before beginning to wind, but it is considerably less than the 7X hook to peg distance, maybe only 5X. However, it feels very tight even at this lower point, enough to alarm my son who usually holds my models for me. Not knowing if there was a theoretical solution to my problem, I put out a call on the internet for practical advice from anyone who had actual experience winding braided motors. Mike Woodhouse from Norwich in the UK responded with the following:

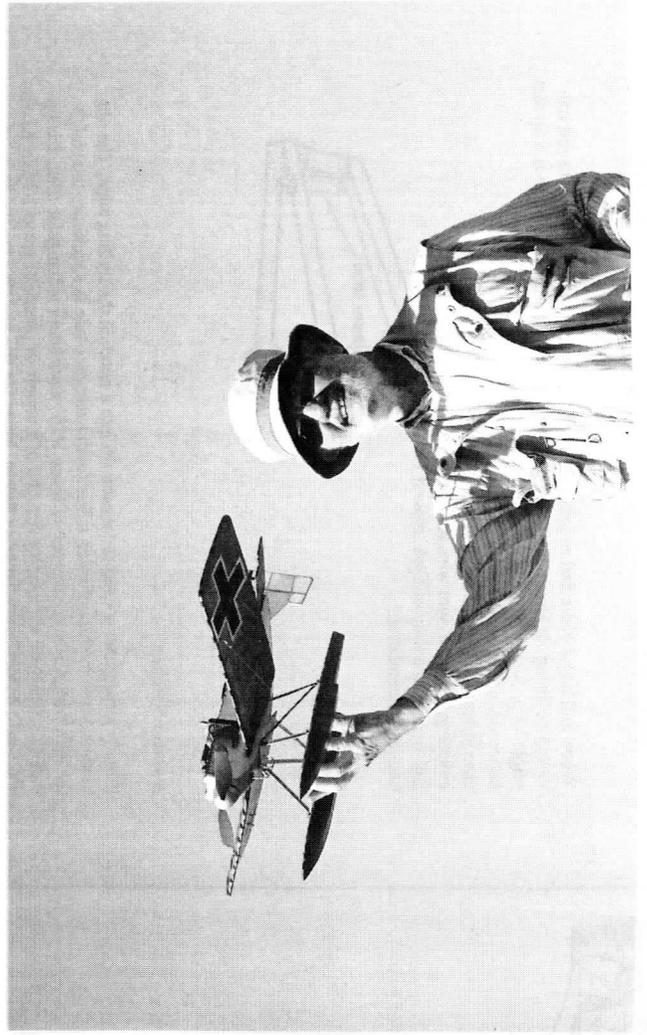
"My advice would be to go with what you are comfortable with. 7X seems OK to me, but if you feel that's too much, then pull back a little bit less. Put in half the intended turns, then pace the rest in evenly. What is important for getting the motor to wind, and thus knot correctly, is to keep an even pull all the way through the wind up. Also, the model must be held very securely in a decent stogie. Your son might be a good holder but an inanimate object is better. Counters and torque meters are a help but not essential."

**CHARLES SCHULTZ PLAN SERVICE**

Plan list #17 is now available for \$1.00 and a business size SASE. The new list has over 500 plans. Charles Schultz, 910 Broadfields Dr., Louisville, Ky. 40207.

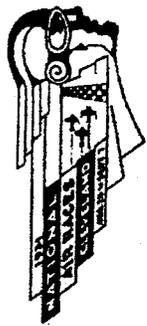


Top row; Great looking Berliner-Joyce P-16 by Gary Sherman, powered by O.S. 40 engine, it maxed at the contest. Bottom row; Mark Carman built and flew this BE-2C. Lots of detail and look at all that rigging! Here is Charles Hill with his Zeppelin DL-1, C0-2 powered, good flyer. All pics from John Oldencamp.





Flying Aces



### Stealth Squadron Merrimac Valley Air Istrocrats Model Airplane Contest Autumn 2007

Woodson Farm, Amesbury, MA

**2 Day Event: Saturday, September 29th and Sunday, September 30th**

#### EVENTS

Saturday 8:30am - 4:00pm

- FAC Scale, Jumbo & Giant combined
- FAC Peanut Scale
- FAC Golden Age
- FAC Jimmy Allen - 3 flight

- Mass Launch 15% rule
- FAC Thompson/Bendix
- FAC Greve
- FAC Midget racers

#### AMA events

- AMA Hand Launch Glider
- AMA Catapult Glider
- AMA P-30

For Information call Contest Director: Timothy MacDonald (978) 686-1912  
or Assistant Contest Director: Richard Zapf (978) 352-6135  
AMA membership required - you may join at the field

Sunday 8:30am - 4:00pm

- FAC Scale, Jumbo & Giant combined
- FAC Modern Civil
- FAC Dime Scale
- FAC Embryo
- FAC Nocal
- FAC Old Time Rubber/Stick

- Mass Launch 15% rule
- FAC WW II
- AT-6
- Modern Military

#### AMA events

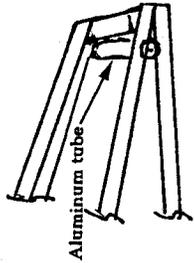
- AMA Hand Launch Glider
- AMA Catapult Glider
- AMA P-30 (single flight ML)

Buy, Sell, or Trade: Scale aircraft plans, all types, R/P, U/C, F/F, R/C, CO<sub>2</sub>, or electric, in all sizes. Lots of magazines, model aircraft, diesel and glow engines, and other items. Duane Brehmer, 14720 South 234<sup>th</sup> Street, Gretna, Nebraska 68028-6416, (402) 332-4303.

#### A Couple of Tips

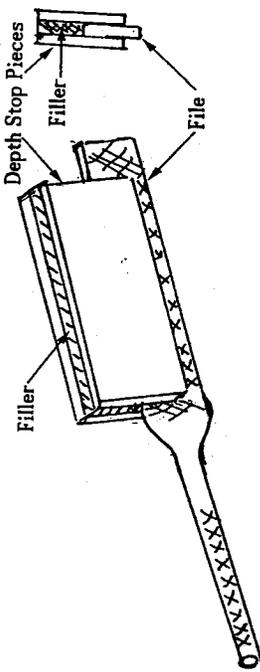
by Jerry Sullivan

When building a plane that requires a tail skid, I invariably either forget to add one before covering, or have a heck of a time covering around the skid. Here is a tip that might help. Just before covering, glue or better yet, epoxy a short 1/16" OD aluminum tube to the fuselage. Then after covering, slip your bent wire into the tube and fix it with a drop of CyA. Now if I can, just remember it.....



#### A Balsa Notcher.

It really strengthens a wing to let each rib into a notch in the trailing edge. The old tried-and-true method of using a fine tooth hacksaw blade is sometimes too rough for light wings. If you have one of those 1/16" thick small rectangular files, this tip might be what you are looking for. Out of a couple of pieces of scrap 1/16 inch balsa make up a holder/depth gauge as shown. Insert the file and tape the gauge on one end to the file. Mark the rib locations from your plan onto the trailing edge material and file until the gauge stops the depth. (My file was a little narrow, but a little side ways pressure fixed me right up...)



#### JUST FOUND---T-SHIRTS

Douglas O-43, 1 large, Waco C-7, 2 X-large,  
Beech Bonanza, 1 X-large, Curtiss P6-E, 1  
X-large, Seversky SEV-2, 1 X-large, Boeing  
F4B-4, 1 XX-large, Cessna Phantom, 1 XX-lge.  
Spartan Executive, 1 XX-lge., Laird Solution,  
1 XX-lge. Boeing P-26, 1 XX-lge. Douglas O-43,  
Curtiss Gulfhawk, 2 XX-lge. \$10.00 each. Send  
your order to; FAC-GHQ, 3301 Cindy Lane,  
Erie, Pa. 16506.

# FLYING ACES

## Mountain States Scramble

at the

### Rocky Mountain Free Flight Championships

September 1<sup>st</sup> & 2<sup>nd</sup>, 2007 Denver, Colorado

>> AMA sanctioned -- license required <<

19

#### Events

- FAC Scale\*
- FAC Peanut Scale\*
- FAC Power Scale\*
- FAC Golden Age Scale\*
- FAC Jimmie Allen\*
- WWI Mass Launch, monoplanes allowed (10:00 AM Saturday)
- Greve/Thompson Mass Launch (12:00 PM Saturday)
- WWII Mass Launch (10:00 AM Sunday)

\* fly either day but must complete all flights for an event on the same day started.

**Scale Judging:** Friday evening, August 31<sup>st</sup>: 4:00 - 7:00 PM, Motel 6 Aurora East, 14031 E. Iliff Ave. Aurora, CO 80014 303-873-0286. Judging at the field for late arrivals.

**Entry Fee:** \$30 covers all events including unlimited RMC entry. Please pre-enter! Mail check (made out to MMM club) to Don DeLoach, 831 E. Willamette Ave. Colorado Springs, CO 80903.

**Banquet:** Saturday night, \$20 for premium BBQ feast. Cash bar. Send \$20 with pre-entry.

**Directions to the Field:** The beautiful 27,000 acre MMM flying site is located about 20 miles ESE of downtown Denver. It is seven miles east of E-470 on Quincy Road one mile east of the "T" intersection of Quincy at Watkins Rd. Look for the entry gate on the south side. Call or e-mail for gate lock combo and lock the gate behind you at all times.

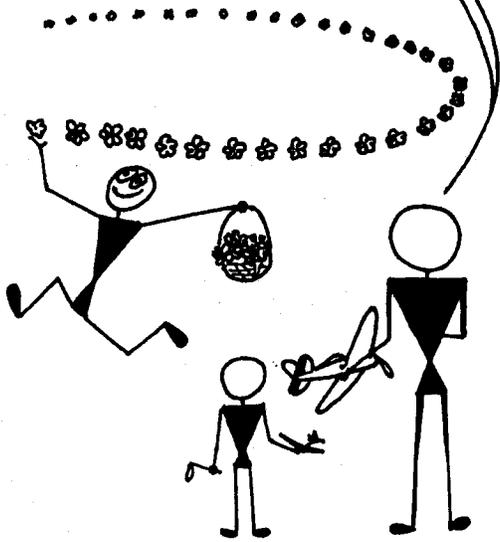
**Lodging:** Motel 6 at Iliff & I-225, Aurora, CO (20 min. from field and 20 min. from banquet): 303-873-0286. Super 8, Parker, CO (20 min. from field, 5 min from banquet): 720-851-2644.

#### Contest Directors:

**Don DeLoach**, 719-964-7117 (cell), [ddeLoach@comcast.net](mailto:ddeLoach@comcast.net), **Jerry Murphy**, 719-685-3766

## INKLINGS by Chuck Wenlock

HE LOST HIS AIRPLANE OOS, BUT HE  
WON HIS FIRST KANONE.



## BARRON FIELD AIR RACES OCTOBER 20-21, 2007

FLYING ACES CONTEST IN WAWAYANDA, NY

Saturday, October 20th

9AM-5PM

- \* FAC Scale
- \* Peanut Scale
- Embryo
- No-cal
- Fiction Flyer Mass Launch
- Oldtime Plan/Kit Scale
- Golden Age Racers Mass Launch  
(Greve & Thompson combined)
- WWI Mass Launch (biplanes)

Sunday, October 21st

9AM-3PM

- \* Jumbo Scale
- \* Power Scale
- Modern Production Civilian
- Dime Scale
- WWII Mass Launch
- Modern Military Mass Launch
- Golden Age Scale
- Flying Horde (any scale model)
- Harvey Wallbanger Award

\* flown either day

Entry fee is \$20. You must have a valid AMA card.

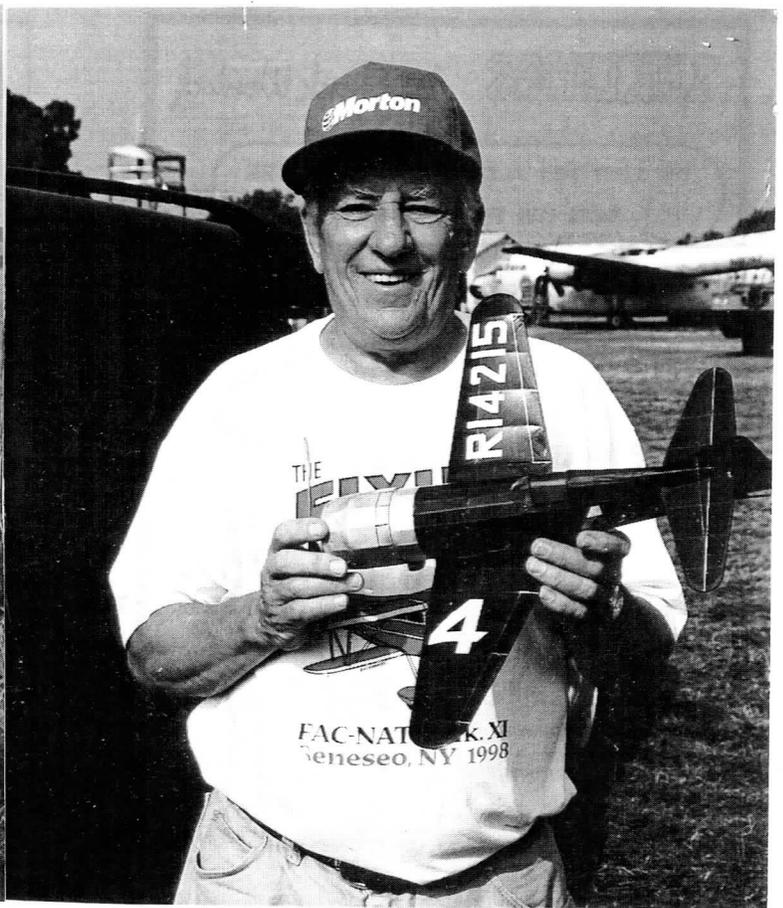
Contest Directors:

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

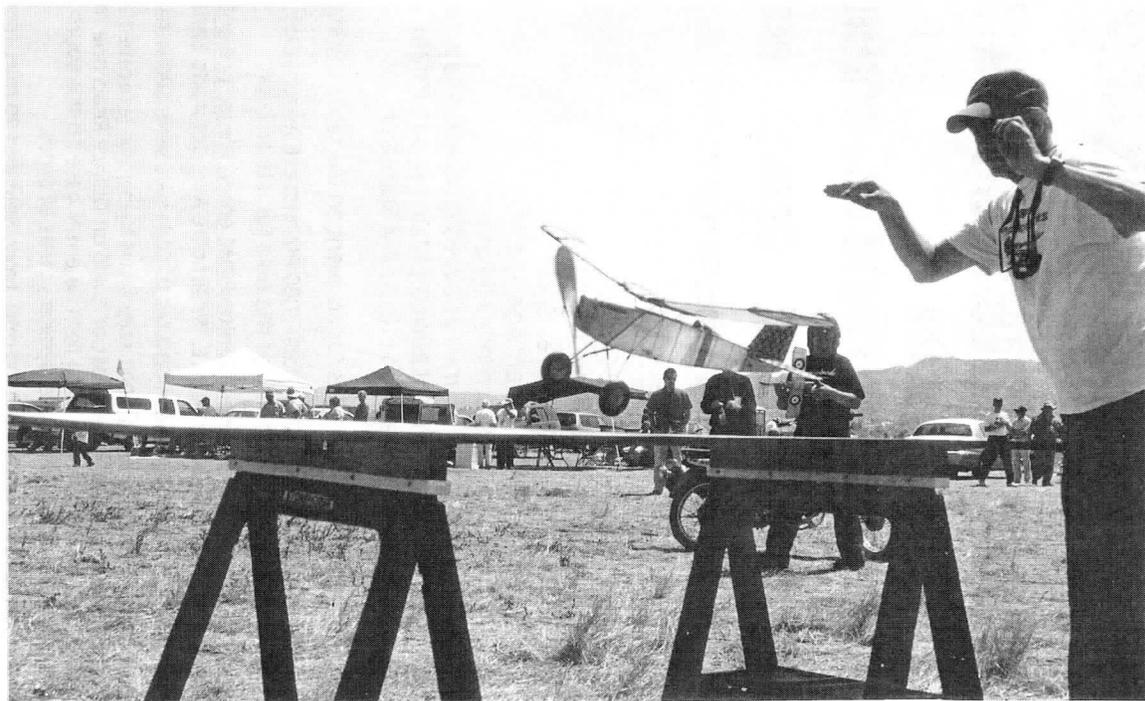
Directions: [www.hallmanstudio.com/wawamap.jpg](http://www.hallmanstudio.com/wawamap.jpg)



Top left; Ollie Benton and his Fairey Barracuda. Fine flyer. Photo by Fred Wunsche.



Fred Wunsche's photo of Don Lang. Don passed away a short time ago. He was one of those tireless workers at the contests at Geneseo and Muncie FAC meets. He will be missed by all!



Here is the proper way to R.O.G. all models, Jimmie Allen, Embryo, Old time Rubber, etc. No push here! Model is J.A. Bluebird, 3 maxes! Model builder and launcher is Alan Monteath at the FAC S.W. Regionals. Oldencamp photo.

# FIRST EVER FAC SOUTHWEST REGIONALS AT PERRIS, CA., MAY 4-5-6, 2007----WORDS AND PICTURES BY JOHN OLDENKAMP; STATS AND RESULTS BY ROGER WILLIS.

More than a year in planning and promotion paid off handsomely for event organizer Roger Willis as 42 pre-registrations were sent in late April. 56 total registrants arrived, burdening the four-person judging team with 96 stunning airplanes that kept them occupied until well after the dinner bell had rung for most of the attendees. A final count showed that 96 scale ships passed through the Day's Inn HQ Conference Center: an additional 101 Jimmie Allens, OT Rubber machines, etc. were accounted for. Splendid numbers for the SW Regionals' first time out!

Decent weather, a fairly large and benign site (there was a little, but tolerable amount of dust to deal with), bright skies and generous lift in mostly the right places led to close and pleasant competition. Typical of any SoCal Valley venues, however, the morning hours, 7 to prox 1030, offered the best window for good performances. Drift and excess thermal activity Saturday from noon forward was not nasty, but ultra-challenging for all but the heaviest stuff to navigate. Fortunately, the mass launch events went off early and were quite satisfying to witness. Pilot comments ranged from thumbs-up to terrific to "awesome"! as an appraisal of the site and conditions.

Saturday post-flying diversion took the form of a fine beer and Pizza Bash at the local Round Top outlet, "bought out" for the crowd by the organizers. Over the buzz, a continuous raffle made prizes available to all registered contestants. The gathering was a great opportunity to meet and greet, something perhaps too time-critical on the flying field.

The Sunday session had remarkable a.m. conditions: proving it, two of the Thompson/Greve flyers each put up nearly nine-minute flights over the field, one landing perhaps 200 yards from launch, the other a bit farther out. Weather was also ideal for the FAC Old Time Rubber category as three people maxed out. John Donelson topped the flyoff flight at 277 seconds, an FAI style score! His winner was a Miss Canada.

Full results and scale judging are enclosed with this report, but quite obviously, as the noontime close approached, this was an excellent, upscale meet, well-run and more than worthwhile to the participants. After the awards were dished to generous applause, the homeward bound could only wish for an encore if another clutch of hard-working volunteers can be enlisted. An FAC SWRII no doubt would have a lot of support.

END TEXT

<b>FACSWR RUBBER SCALE</b>									
<b>Contestant</b>	<b>Aircraft</b>	<b>Scale Points</b>	<b>Bonus Points</b>	<b>Flt. #1</b>	<b>Flt. #2</b>	<b>Flt. #3</b>	<b>Flight Points</b>	<b>Total Score</b>	<b>Place</b>
Mike Isermann	Kawasaki Ki 81 "Tony"	58.0	10	120			82.50	150.50	1
Tom Whitworth	Fairey Barracuda	61.5	5	82	49	106	79.00	145.50	2
Don De Loach	Marlux Bromberg Spl.	52.0	10	88	98	85	77.00	139.00	3
Don De Loach	Kawasaki Ki 81 "Tony"	52.6	10	84			72.00	134.60	
Fernando Ramos	Cessna Phantom	62.0	5	75			67.50	134.50	
Ed De Loach	Kawasaki Ki 81 "Tony"	42.1	10	103			78.25	130.35	
Bernie Crowe	Henkel HE 100	53.0	10	66	72	39	66.00	129.00	
Mike Palrang	Bede 4	44.0		24	120		92.50	126.50	
Mike Midkiff	Zeppelin Landov CS1	61.0	20	41			41.00	122.00	
Rich Adams	F4U-1 Corsair	62.0	10	49	49		49.00	121.00	
Orv Olm	Fairchild 24 Ranger	51.0		76	64	74	68.00	119.00	
Clint Brooks	P51 Mustang	59.0	10	25	40	47	47.00	116.00	
Clint Brooks	Tiger Moth	62.5	15	23	33	36	36.00	113.50	
Jim Sprenger	Cessna 1911	56.0	5	52	30	32	52.00	113.00	
Clint Brooks	P39 Aircobra	56.0	10	23	41	39	41.00	107.00	
Clint Brooks	Puss Moth	52.0		49			49.00	101.00	
Tom Barnett	Goon	60.5	5	35			35.00	100.50	
Don Butman	Lockheed Air Express	54.0	3	24	26	33	33.00	90.00	
Robert Haight	Waco Custom	32.0	15	26	29	41	41.00	88.00	
Orv Olm	Cessna CR3	62.5	5	20			20.00	87.50	
John Merrill	Fairchild PT19	54.0	10	22			22.00	86.00	
*Lowest scoring second aircraft									
Mike Isermann	Boeing 306B	62.5	25	54			54.00	141.50	

### FACSWR PEANUT SCALE

Contestant	Aircraft	Scale Points	Bonus Points	Fit. #1	Fit. #2	Fit. #3	Flight Points	Total Score	Place
Orv Olm	Waco SRE	53.0	15	89	38	76	74.50	142.50	1
Don De Loach	Davis DA-2A	51.5	10	78	47	55	69.00	130.50	2
Marcie Green	Dehaviland Tiger Moth	59.0	15	28	49	56	56.00	130.00	3
Mike Isermann	Chambermaid	61.5	5	54	54	63	61.50	128.00	
Bruce Finley	Henkel P1077	58.0	5	63	48	55	61.50	124.50	
Mike Isermann	Helio Stallion	62.5		47	51	54	54.00	116.50	
Don De Loach	Keith Rider R6	48.0	10.0	56.0	47.0	52.0	56.0	114.0	
Jim Sprenger	Davis DA-2A	54.0	10	44	42	46	46.00	110.00	
Davi Wagner	Newport II	61.0	15	30	26	26	30.00	106.00	
Bruce Finley	Farman 190	60.5		37	45		45.00	105.50	
John Merrill	P51B Mustang	54.0	10	25	28	34	34.00	98.00	
Mike Palrang	Fokker D8	59.0	3	22			22.00	84.00	

### FACSWR POWER SCALE

Contestant	Aircraft	Scale Points	Bonus Points	Fit. #1	Fit. #2	Fit. #3	Basic Flight Score	*Basic Flight Score + Bonus Pts.	H'cap = 10% of Bonus	Total Score	Place
Mike Midkiff	Port Victoria PV-2	60.5	25	120	x	x	82.5	82.5	2.5	145.5	1
Rich Adams	SE5a	60.5	15	120	x	x	82.5	82.5	1.5	144.5	2
Bob Wetherell	WACO UEC	60.0	15	120	x	x	82.5	82.5	1.5	144.0	3
Gary Sherman	Berlinger- Joyce P-16	58.5	15	38	120	x	82.5	82.5	1.5	142.5	
Mark Carman	BE.2c	56.0	15	81	x	x	70.5	82.5	1.5	140.0	
John Donelson	Interstate L6	56.0	0	92	x	x	75.5	75.5	0	131.5	
Charles Hill	Dornier, Cs.1	58.0	20	47	35	x	47.0	67	2	127.0	
Don Butman	MB, Mosca-B	60.5	5.5	21	26	21	26.0	31.5	0.55	92.55	

\* "Basic Flight Score" + "Bonus Pts" may not exceed 82.5

### FAC SWR JUMBO SCALE

Contestant	Aircraft	Scale Points	Bonus Points	Fit. #1	Fit. #2	Fit. #3	Flight Points	Total Score	Place
MIKE MIDKIFF	DH-9	59.5	15	50	61		60.50	135.00	1ST
RICH ADAMS	FIESLER	60.0	15	36			36.00	111.00	2ND
MIKE PALRANG	FOKKER D 8	52.0	15	43			43.00	110.00	3RD
FERNANDO RAMOS	CESSNA PHANTON	51.0	0	58			59.00	109.00	
KLINT BROOKS	PFALZ D III	61.5	15	27	32		32.00	108.50	
JIM SPRENGER	CURTISS S-3	48.0	20.0	23.0			23.0	91.0	
TOM BARNETT	LUSCOMBE 8A	42.0	0	33	31	24	33.00	75.00	
ALLAN ARNOLD	DEFIANT	33.5	10	24	30	20	30.00	73.50	
RON BOOTS	ACRONCA CHIEF	42.0	0	7	6	7	7.00	49.00	

### FACSWR..JIMMIE ALLEN

Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	TOTAL	FLY OFF	PLACE
ALAN MONTEATH	BLUEBIRD	120	120	120	360	-	1ST
CHARLES PRIMBS	BLUE FLASH	120	120	98	338	-	2ND
MARCIE GREEN	SKOKI	120	100	95	315	-	3RD
TOM WHITWORTH	SPECIAL	120	81	47	248		
ROD PERSONS	SKOKI	120	80	43	243		
JIM SEAMSTER	BA CABIN	120	120	-	240		
DON DE LOACH	SKOKI	120	120	-	240		
DAVID KRINARD	BA CABIN	120	91	-	211		
JIM ELLIOTT	BA CABIN	64	63	56	183		
MIKE PALRANG	BA PARASOL	120	-	-	120		
JIM SPRINGER	BA CABIN	120	-	-	120		
GEORGE BENSON	JA SPECIAL	59	38	-	97		
RON BOOTS	SKY CHIEF	48	28	20	96		
ORV OLM	SKOKI	87	-	-	87		
FERNANDO RAMOS	SKOKI	21	-	-	21		

FACSWR..O. T. RUBBER							
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	TOTAL	FLY OFF	PLACE
JOHN DONALDSON	MISS CANADA	120	120	120	360	277	1ST
FERNADO RAMOS	RHEN	120	120	120	360	252	2ND
ALAN MONTEATH	C-KORDA	120	120	120	360	-	3RD
DAVID KRINARD	SKOKIE	120	120	107	347		
RICH ADAMS	SKY GULL	120	120	102	342		
ORV OLM	MISS C. JR.	120	120	100	340		
ED DE LOACH	SKOKIE	104	101	90	295		
JIM BOES	GOLLYWOCK	120	105	62	287		
TOM BARNETT	HURRICANE	120	73	69	262		
BOB HODES	ALBATOSS	110	97	55	262		
ALLAN ARNOLD	THERMAL H.	103	89	62	254		
ROCKY RUSSO	SKY GULL	120	70	55	245		
MARCIE GREEN	SKOKIE	91	71	69	231		
JIM SEAMSTER	HURRICAIN	91	66	61	218		
CHARLES PRIMBS	MOTH	120	92	-	212		
STERLING PRICE	SUPER S.	74	67	58	199		
NIGEL DRUCE	WITCH	95	40	39	174		
JIM ELLIOTT	MOTH	82	-	-	82		
ROD PERSONS	SKOKIE	63	-	-	63		

### MASS LAUNCH EVENTS RESULTS

#### World War One

1. Mike Midkiff
2. Don Smith
3. Rich Adams

#### World War Two

1. Mike Isermann
2. Rich Adams
3. Orv Olm

#### Thompson/Greve Race

1. Jim Boes
2. Mike Isermann
3. Phil Thomas

#### Flying Horde

1. David Krinard
2. Rod Person
3. Ed DeLoach

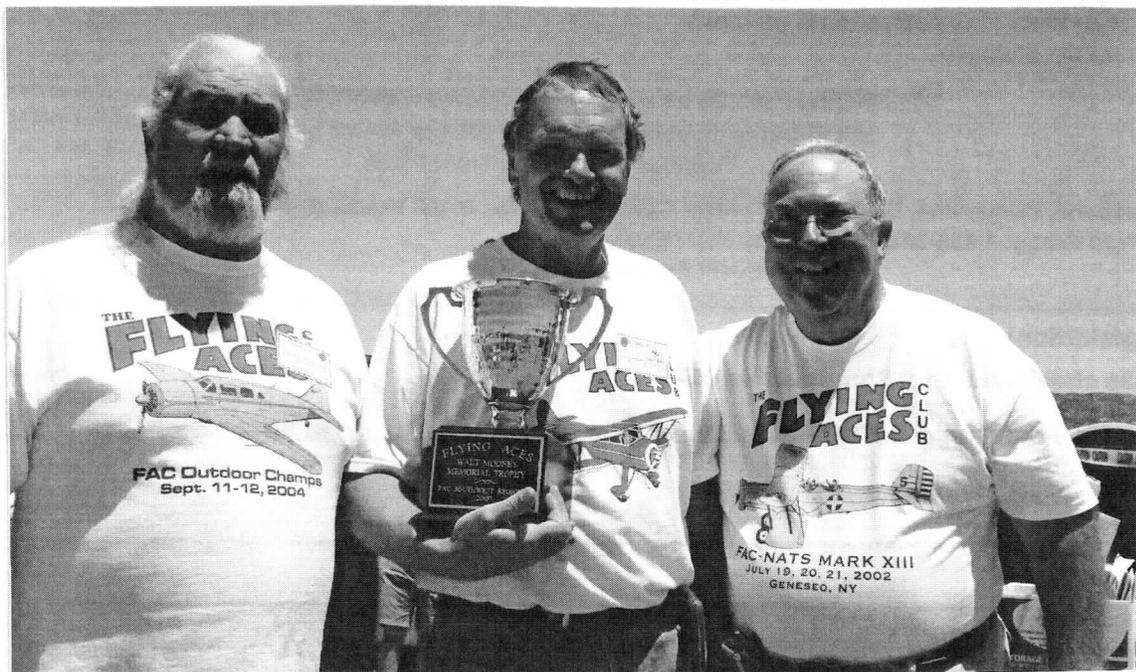
Walt Mooney Memorial Trophy to Orv Olm.

Sweepstakes Trophy to Mike Midkiff

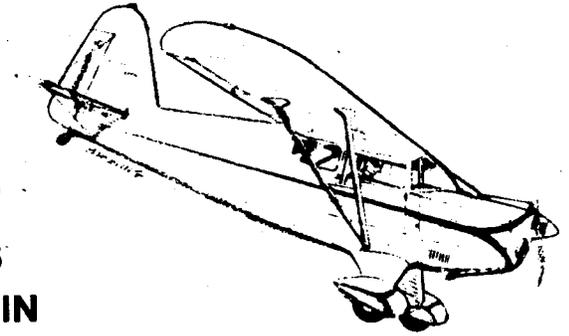
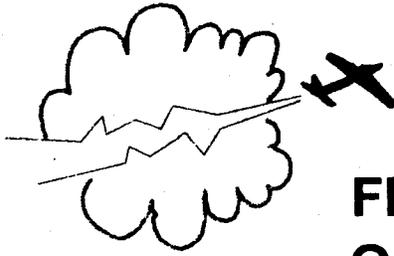
Thanks to the following event sponsors;

Jumbo Rubber Scale, Scale Staffel-FAC 41  
 "Flying Horde", Marin Aero Squadron (SAM)  
 FAC O.T. Rubber Cabin, Starlink-Flitetech  
 FAC Power Scale, Vegas Vultures FAC 54  
 FAC World War One Combat, RockyTop Models

FAC Rubber Scale, The Alamo Escadrille  
 Peanut Scale, Anonymous  
 Thompson/Greve, Anonymous  
 Jimmie Allen, Blacksheep Exhibition Squadron  
 FAC World War Two Combat, GizmoGeezer Products.



Orv Olm, center, is flanked by Contest Director John Hutchison (left), and Meet Organizer Roger Willis, after receiving the Walt Mooney Memorial Trophy for excellence in Peanut Scale. (Ed. Note: Well done to all!!!)



# Flying Aces Club Outdoor Champs

AMA Flying Site - Muncie, IN

Sept. 8th and 9th

8:30 AM to 4:00 PM

AMA Sanction # 07-0286

## Sat. Sept. 8

- FAC Scale \*
- FAC Jumbo Scale \*
- FAC Power Scale \*
- FAC Peanut Scale
- Golden Age Scale (Civ & Mil Comb.)
- FAC Dime Scale
- Old Time Gas Replica
- Embryo
- Old Time Rubber Cabin - Must ROG \*\*\*\*
- World War I Combat - Bi Planes Only - ML
- Greve Race - ML
- Fairchild 24 - ML

## Sun. Sept. 9

- FAC Scale \*
- FAC Jumbo Scale \*
- FAC Power Scale \*
- Modern Military Scale
- FAC No Cal Scale
- Old Time Kit Scale
- AMA P-30 \*\*
- Old Time Rubber Stick
- World War II Combat - ML
- Thompson Race - ML \*\*\*\*\*
- Peanut Race Planes - ML\*\*\*

All Planes for Scale Judging must be turned in by 12:00 Noon Saturday for both days events

OT Rubber times must be turned in by 3:00 PM each day (for fly offs)

\* Scale events can be flown either day. Judging is on Saturday only

\*\* Flown to latest AMA Rules

\*\*\* Any Era of Race Plane, must have correct colors and numbers

\*\*\*\* Must ROG - Take off platform provided

\*\*\*\*\* No Mr. Mulligan

\$25.00 Entry Fee Flies all events and includes a free T-Shirt and Plan

All Entrants must hold a current AMA or MAAC License

Trophies awarded to Third Place

Questions, Comments, Directions; Contact Contest Director Ralph Kuenz @ 1-586-727-3373  
or Fred Gregg: 1-586-884-6919 / loopy.cbfac@yahoo.com

\*\*\* Event Sponsors Welcome \*\*\*

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### Registration:

Make checks out to : Cloudbusters MAC

Mail to: Fred Gregg 13701 Provincial Dr., Sterling Heights, MI 48313-2018

Name \_\_\_\_\_ AMA# \_\_\_\_\_  
 Street \_\_\_\_\_ City \_\_\_\_\_  
 State \_\_\_\_\_ Zip \_\_\_\_\_ Shirt Size M L XL

Wings Over The Jungle... by Arch Whitehorse. Flying Aces 1940



Hardwick clamped down on his rudder and shoved the stick as that Mitsubishi went up in a brilliant blaze of crimson. And Bish continued drilling away at the ship-board fighter, blasted off its upper left panel!

CAPT. A. C. Larson  
USAF (Ret.)  
801 Gial Ave.  
Sun City Center, FL  
33578-5110

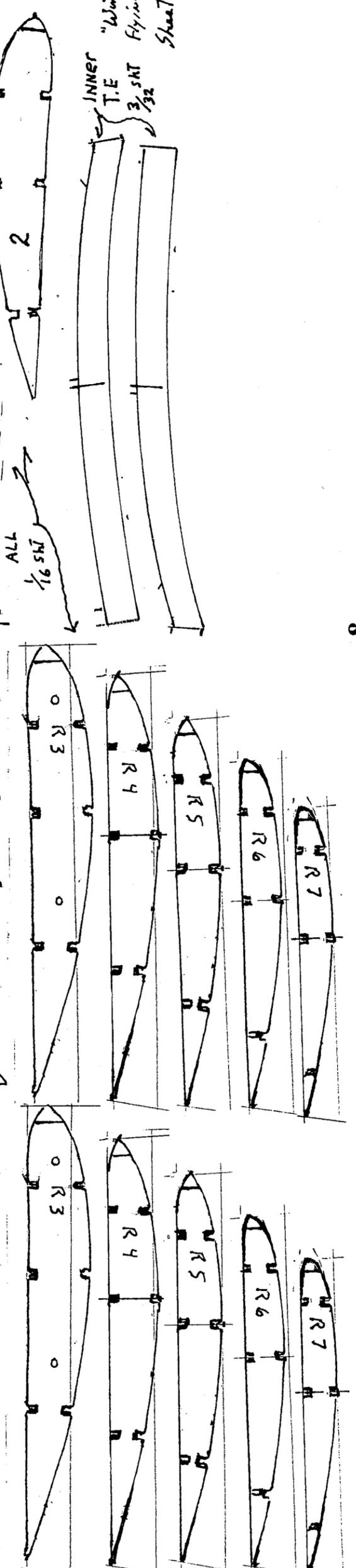
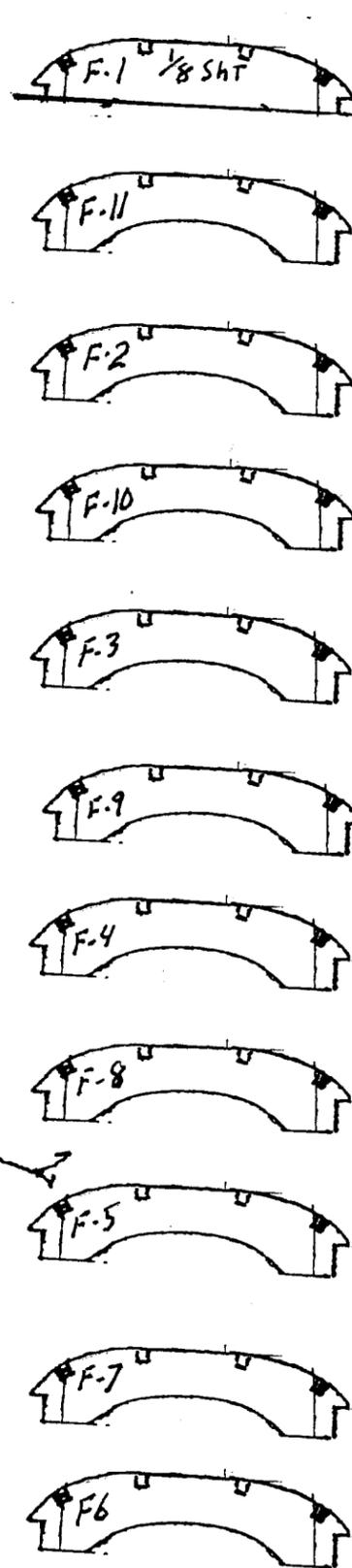
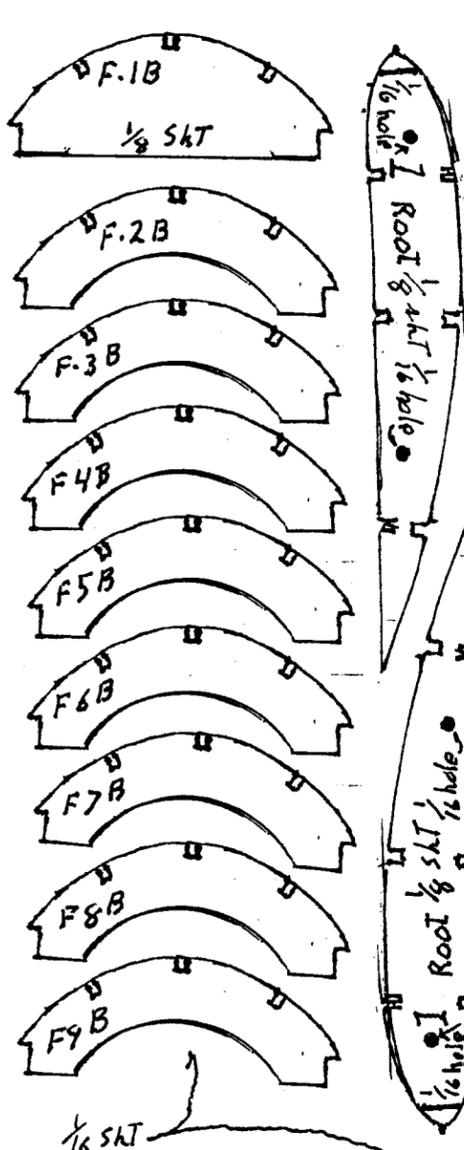
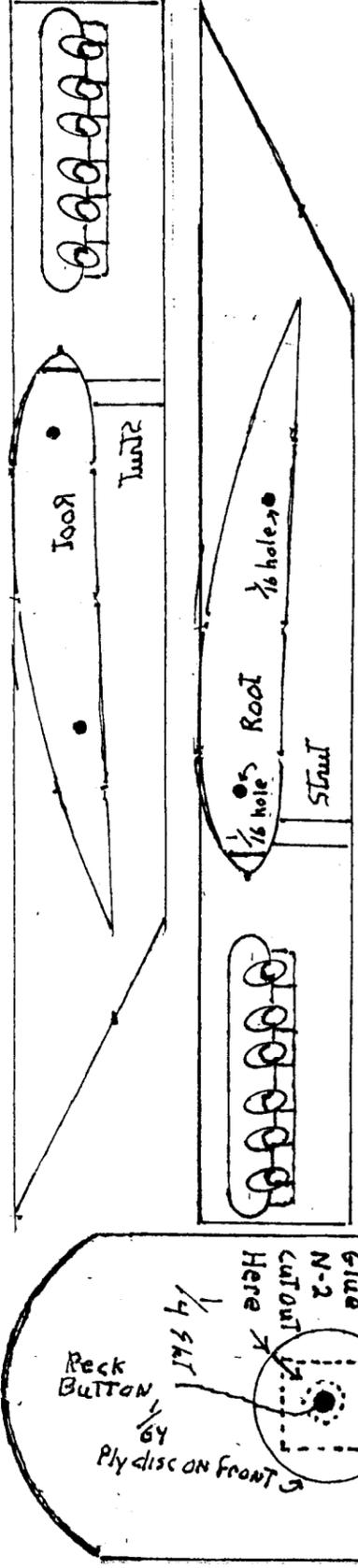
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"Wings Over The Jungle"

Flying Aces 1940

Sheet 3 of 3 17 July 07



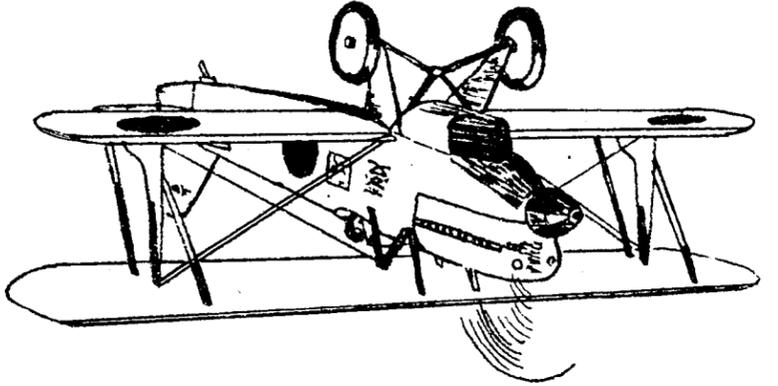
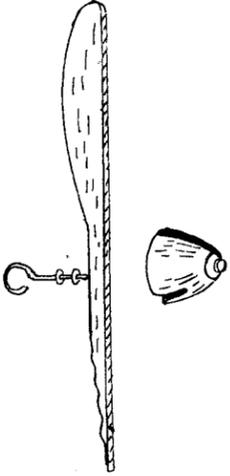




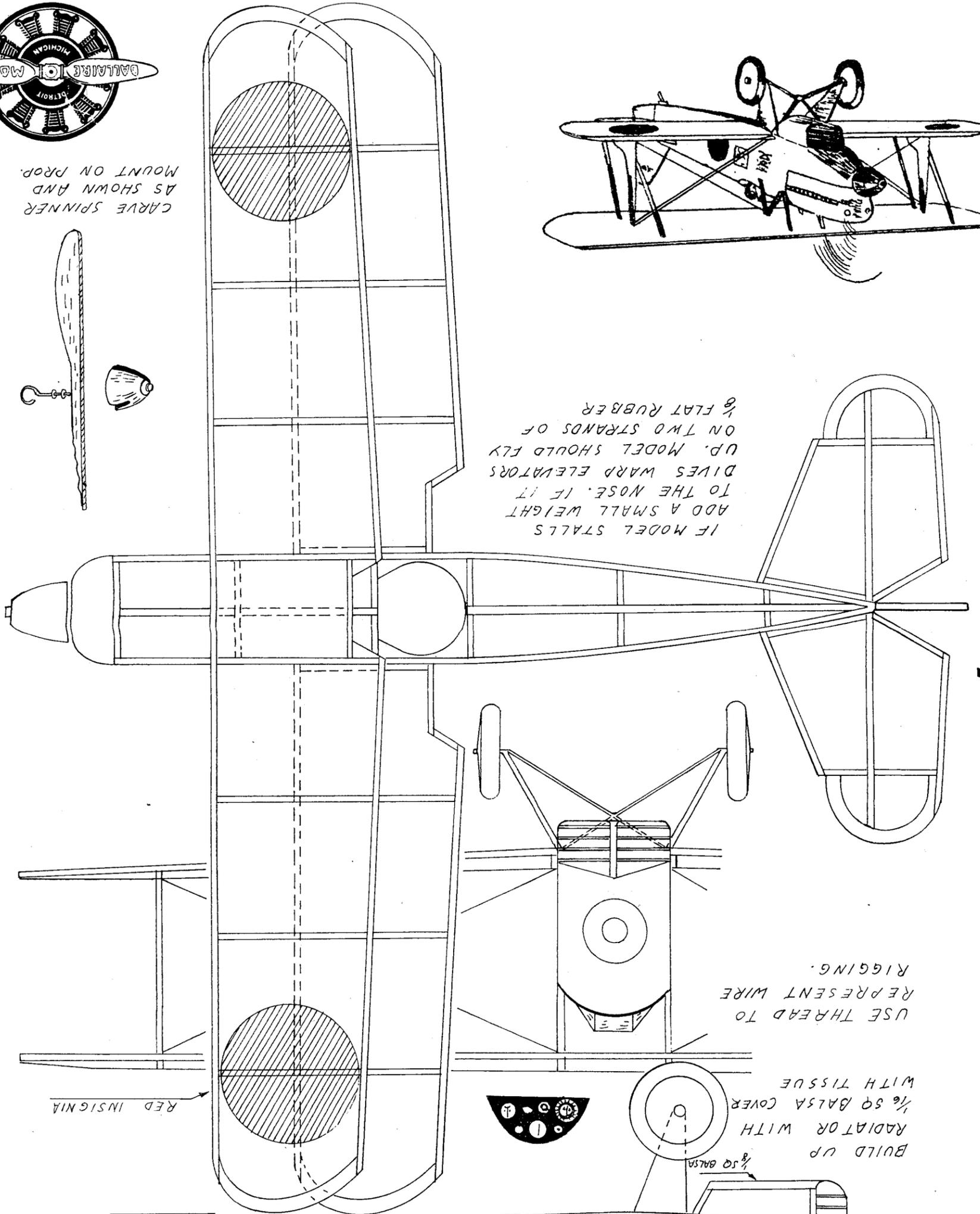
# JAPANESE KAWASAKI FIGHTER



CARVE SPINNER  
AS SHOWN AND  
MOUNT ON PROP.



IF MODEL STALLS  
ADD A SMALL WEIGHT  
TO THE NOSE. IF IT  
DIVES WARD ELEVATORS  
UP. MODEL SHOULD FLY  
ON TWO STRANDS OF  
 $\frac{1}{8}$  FLAT RUBBER

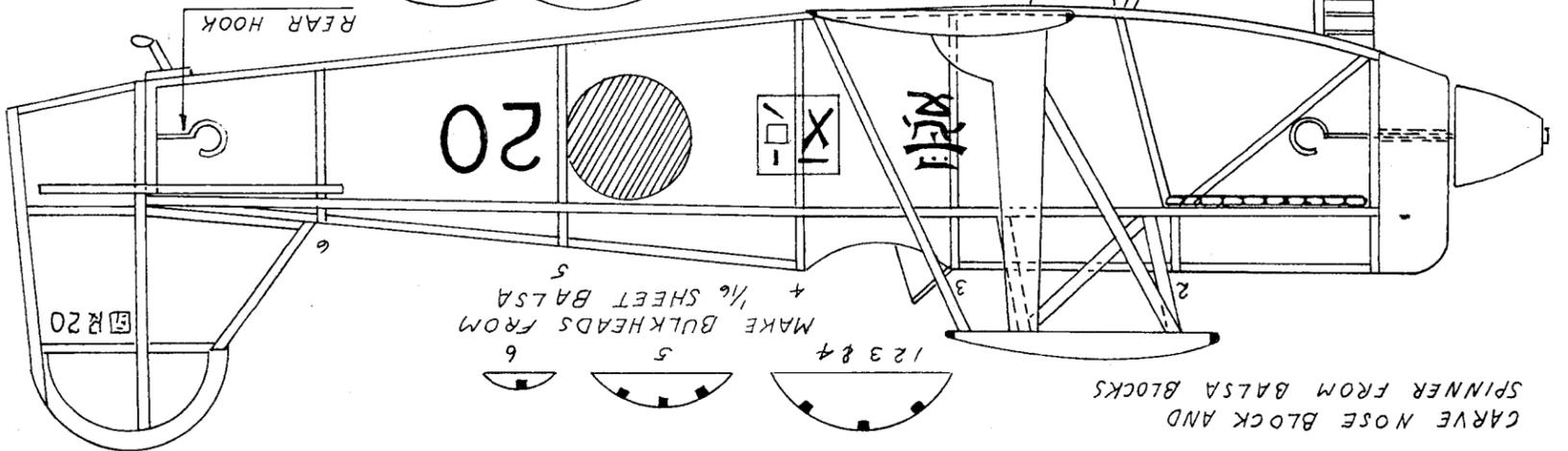


5

USE THREAD TO  
REPRESENT WIRE  
RIGGING.

BUILD UP  
RADIATOR WITH  
 $\frac{1}{16}$  SQ Balsa COVER  
WITH TISSUE

RED INSIGNIA



CARVE NOSE BLOCK AND  
SPINNER FROM Balsa BLOCKS

1 2 3 4  
MAKE BULKHEADS FROM  
 $\frac{1}{16}$  SHEET Balsa



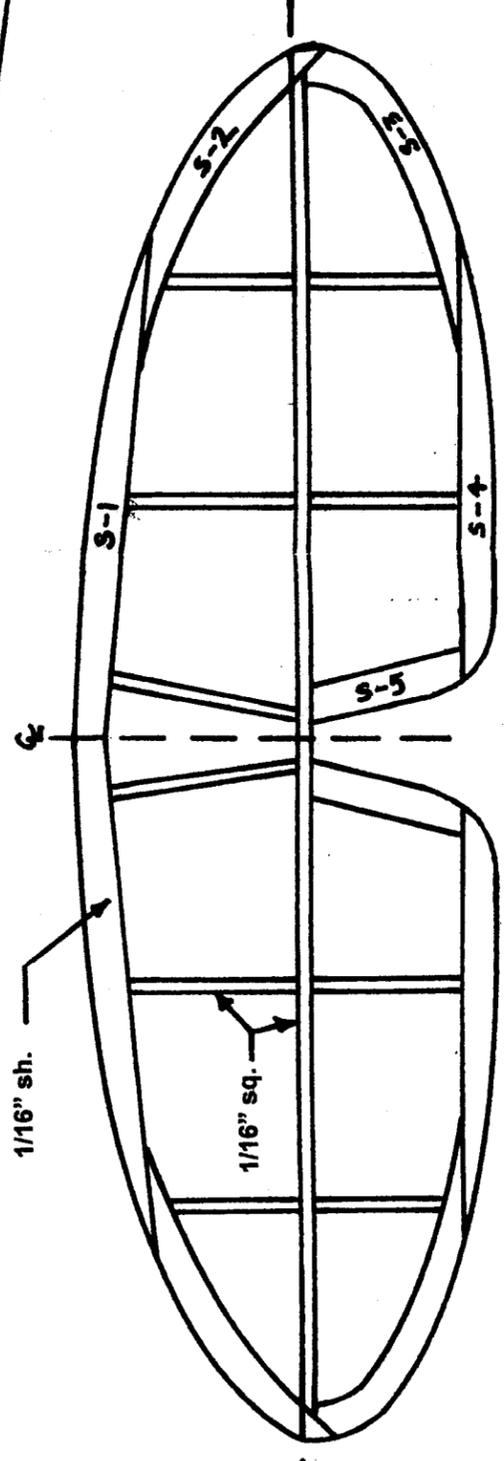
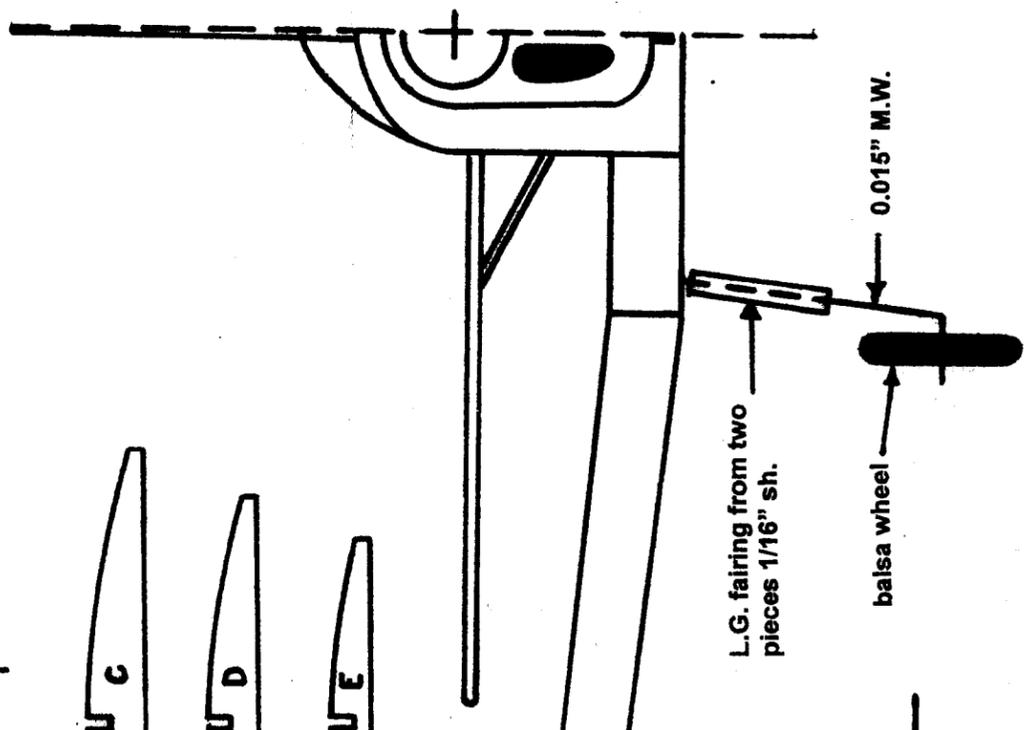
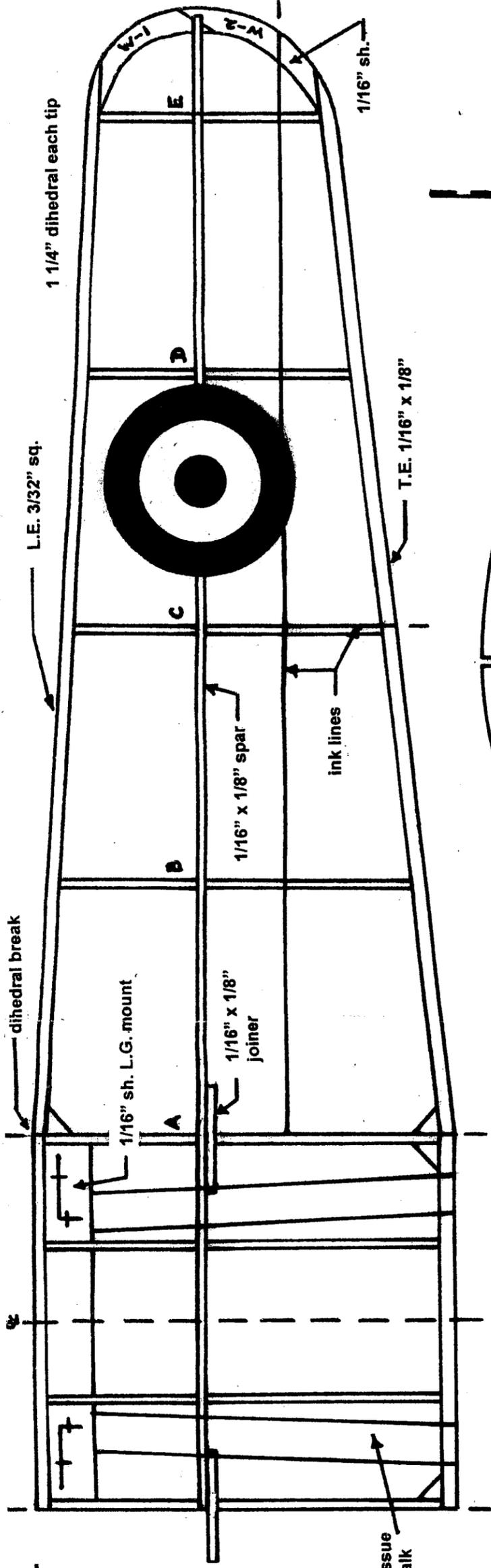
REAR HOOK

5 R 20

20

X-1

KAWASAKI



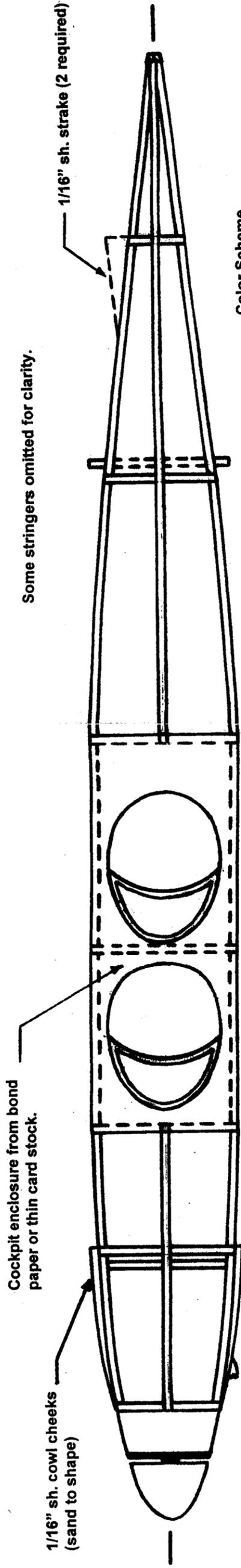
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SHEET #1 of 2

4

**BAY STATE MODEL CO.**

**RAF D.H. 94 MOTH MINOR TRAINER**  
 Wingspan 21" Length 14 1/2"  
 Designed & Drawn by Mike Nassise, 11/05

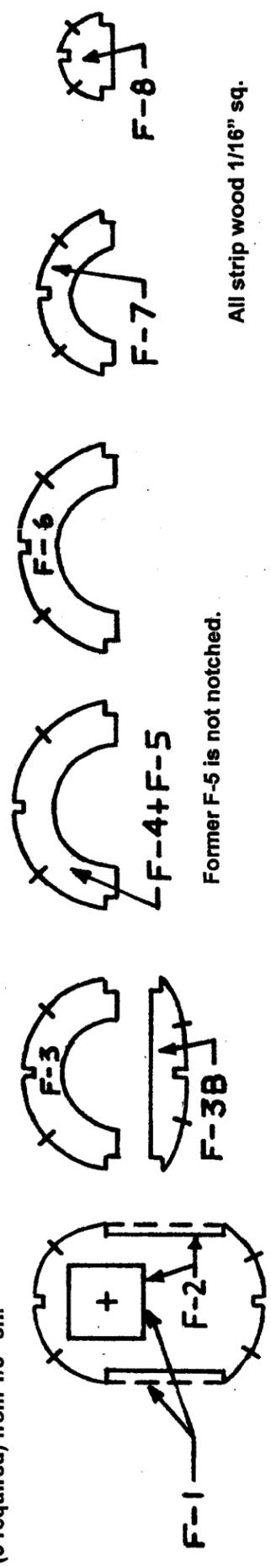


**Color Scheme**  
 Trainer yellow on both top and bottom surfaces. Standard RAF roundels with blue, white, and red rudder stripes and black aircraft codes.



Formers F-2 thru F-8 from 1/16" sh.

Former F-1 (3 required) from 1/8" sh.

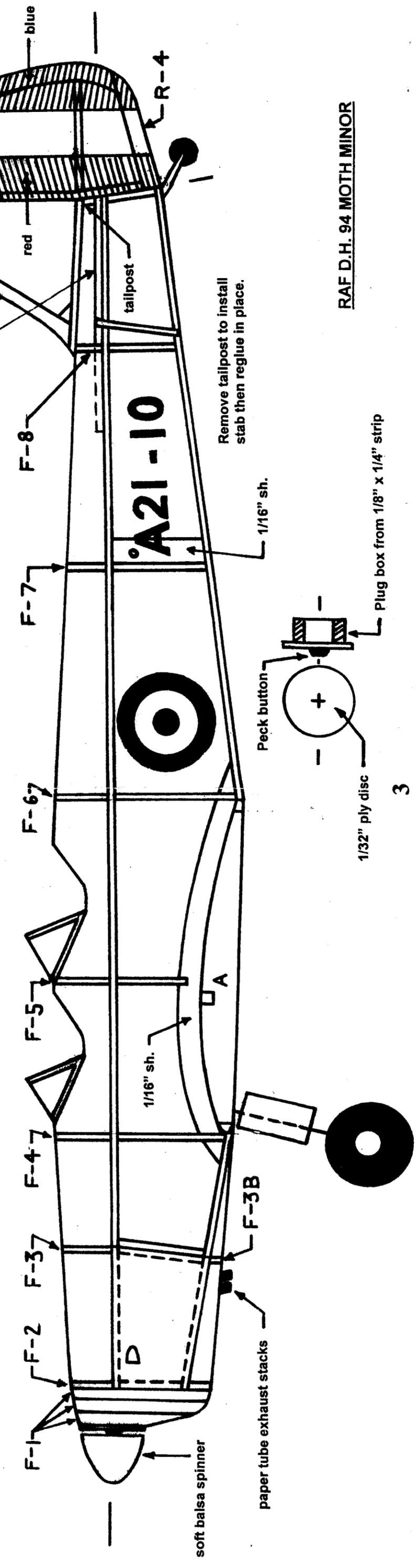


Former F-5 is not notched.

All strip wood 1/16" sq.

6"-7" prop

Windscreens from acetate



FAC DIME SCALE		FLT. #1	FLT. #2	FLT. #3	FLT.	TOTAL FLT. SEC'S	BONUS PTS PER FLT	TOTAL BONUS PTS	TOTAL SCORE	TOTAL PLACE
Contestant	Plane									
Rich Weber	Beechcraft D-17	57	65	85	207	15	45	252	1	
George White	Corben Super Ace	43	68	105	216	5	15	231	2	
John Stott	Curtiss Falcon	36	101	35	172	15	45	217	3	
Clive Gamble	YAK 7	55	61	67	183	10	30	213		
Jim Coffin	Chester Jeep	29	42	102	173	5	15	188		
George White	B.A.T. Monoplane	56	118		174	5	10	184		
Richard Zapf	Vultee Vanguard	55	49	37	141	10	30	171		
Dave Bubolz	PT-19	68	32	41	141	10	30	171		
Art Collard	Porterfield Zephyr	41	100	28	169	0	0	169		
Walt Farrell	Arado 96	44	50	24	118	10	30	148		
Mark Houck	Curtis Robin	54	41	45	140	0	0	140		
Pres Bruning	PT-19	31	42	36	109	10	30	139		
Steve Price	Leopard Moth	34	67	32	133	0	0	133		
Dan Kane	Arado 96	120			120	10	10	130		
Claude Powell	P-26	37	23	37	97	10	30	127		
Dave Mitchell	Winnie Mae	40	48	33	121	0	0	121		
Jack Moses	SB2C Helldiver	47	49	96	192	10	20	116		
Ronnie Gosselin	Me M-20	28	23	51	102	0	0	102		
Jim DeTar	Arado 96	22	36	58	116	10	20	78		
Mike Nassise	Cessna C-37	26	25	20	71	0	0	71		
Molly Gosselin	Cessna AW	20	34		54	0	0	54		
Chris Boehm	Bristol Brownie	35			35	10	10	45		
Mike Zand	Taylorcraft	45			45	0	0	45		
Jim Coffin	Aeroneer	31			31	10	10	41		
Luc Martin	Comper Swift	30			30	5	5	35		
John Houck	Puss Moth	23			23	0	0	23		

FAC RAPIER JET SCALE		FLT. #1	FLT. #2	FLT. #3	FLT.	TOTAL FLT. SEC'S	BONUS PTS	BEST TIME	TOTAL PLACE
Contestant	Plane								
Chris Starleaf	LM-2 (MIG-15)	53			53	15	53	123	1
Dan Kane	FW 226 Flitzer	42	24		55.5	15	42	112.5	2
Steve Price	Bell X-1	28	22		50	5	28	83	3
Steve Price	MIG I-271	21	33		45	5	33	83	

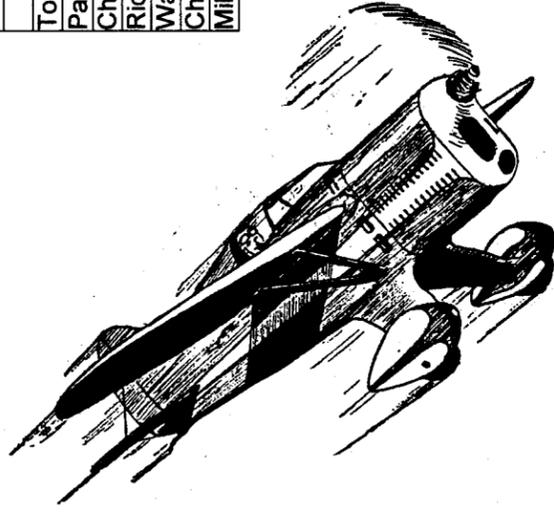
FAC PIONEER SCALE		FLT. #1	FLT. #2	FLT. #3	FLT.	TOTAL FLT. SEC'S	A	B	C	D	E	TOTAL PLACE	
Contestant	Plane												
Tom Hallman	Bleriot 25	85	83	112	280	93	15	82.5	60			142.5	1
Jack Kacian	Wright Flyer	48	60	45	153	51	25	68	58			126	2
John Houck	Bleriot 21	32	29	21	82	27	15	42	40			82	3
Ed Novak	Eastbourne Monoplane	26			26	8	5	13	57			70	
A = Total seconds for THREE flights													
B = 3 flight average, UNFACTORED													
C = Bonus Points													
D = B + C, factored, 82.5 MAX													
E = Scale Score													
Total = D + E													

FAC JUMBO SCALE		FLT. #1	FLT. #2	FLT. #3	FLT.	TOTAL FLT. SEC'S	SCALE SCORE	BONUS POINTS	AVE. TIME	TOTAL PLACE
Contestant	Plane									
Tom Nallen II	Westland Pteradactyl 5	77	78	49	62	30	64	156	1	
Vance Gilbert	Dart Lancaster	68	73	74	61	17	65.5	143.5	2	
Ed Pelatowski	Folkerts SK-3	61	66	120	62	5	71	138	3	
Pres Bruning	Ju-88	47	61	38	59	30	48	137		
Mike Moskow	Interstate Cadet	63	76	59	61	0	63	124		
Jack Moses	Messerschmitt M 20 B	77	87		59	5	54	118		
Tom Nallen II	S.E.C.A.T.	69	55		60	15	41	116		
Dan Kranis	Found 100	52	35	39	46	0	42	88		

FAC EMBRYO ENDURENCE		FLT. #1	FLT. #2	FLT. #3	FLT.	TOTAL FLT. SEC'S	FLIGHT TOTALS	BONUS POINTS	TOTAL PLACE
Contestant	Plane								
Dallus Cornelius	Sharky	91	120	120	331	9	340	1	
John Stott	Dilbert	89	120	106	315	9	324	2	
George White	Debut	102	79	70	251	8	259	3	
John Stott	Mr. Malcolm	76	64	101	241	9	250		
Jim Hemmel	Puma	112	63	58	233	9	242		
Ed Pelatowski	Cruiser	40	89	78	207	9	216		
James Russell	Prarie Bird	96	42	56	194	5	199		
Jim Hemmel	Swallow	67	64	59	190	9	199		
Chris Boehm	Yellow Cab	59	120		179	9	188		
George White	Wetback	55	70	37	162	9	171		
Mike Zand	Debut	47	58	43	148	9	157		
Vet Thomas	Turbo	70	70		140	9	149		
Vince Sadwick	Sparky	32	42	59	133	8	141		
Alan Mkitarian	Prarie Bird	58	20	45	123	9	132		
F. Kent LeMon	Swallow	120			120	9	129		
Vic Nippert	Debut	120			120	9	129		
Art Collard	Table Hopper	22	33	61	116	9	125		
Jack Barker	Falcon II	45	38		83	6	89		

THOMPSON TROPHY QUALIFIER		Plane	FLT. 1	FLT. 2	TOTAL PLACE
Contestant					
Tom Nallen II	Miller MAC-1	88	120	208	1
Paul Boyanowski	Lockheed Altair	82	77	159	2
Chris Starleaf	Cessna CR-3	60	77	137	3
Richard Zapf	Travel Air R	66	70	136	
Walt Farrell	Lockheed Altair	56	71	127	
Charlie Sauter	Marcoux Bromberg R-3	62	55	117	
Mike Nassise	Marcoux Bromberg R-3	36	41	77	

THOMPSON TROPHY RACE		Plane	PLACE
3 Rounds			
Contestant			
Chris Starleaf	Cessna CR-3		1
Paul Boyanowski	Lockheed Altair		2
Charlie Sauter	Marcoux Bromberg R-3		3
Tom Nallen II	Miller MAC-1		
Richard Zapf	Travel Air R		
Walt Farrell	Lockheed Altair		
Mike Nassise	Marcoux Bromberg R-3		



FAC RUBBER SCALE				AVE.						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	SCALE SCORE	BONUS POINTS	FAC'D	TIME	TOTAL	PLACE
Chris Starleaf	F-82 Twin Mustang	76	95	82	57	40	72	169		1
Tom Hallman	DO-X	41	60	44	62.5	51	48	161.5		2
Clive Gamble	Westland Welkin	120	85	100	49	30	77.75	156.75		3
Jack McGillivray	SE-5 Replica	65	91	120	59.5	15	75.5	150		
Jim DeTar	Moyh Minor	78	81	92	52	10	71.5	150		
Tom Nallen	Lockheed Orion	120	98	102	54.5	15	79	148.5		
Vance Gilbert	Westland Limosine	65	80	120	59	15	74	148		
Vance Gilbert	DeHavilland Flamingo	59	53	73	54	30	60.5	144.5		
Jim DeTar	Great Lakes	57	87	69	57	15	65.5	137.5		
Rich Miller	Wet Wot	76	77	47	48.5	25	63	136.5		
Pres Bruning	Goose Turbo	42	39	39	59	35	40	134		
Buzz trabbic	Miles Magister	61	80	100	53	10	70	133		
George White	SE-5a	95	66	60	51.5	15	66.5	133		
Tom Arnold	Mauler	97	58	68	50	10	67	127		
Ed Novak	Jodel D-9	61	64	66	53.5	10	61.5	125		
Pres Bruning	B-26 Marauder	30	35	38	57.5	30	34	121.5		
Mike Nassise	He-100	71	48	49	51.5	10	56	117.5		
Dave Niedzielski	WACO-N	50	56	61	47.5	15	55	117.5		
Ed Novak	Fairchild 22	71	67	76	47	3	65.5	115.5		
Jeff Runnels	Aeronca Champ	75	120		52	0	62.5	114.5		
Vic Nippert	Spruce Goose	41	21	50	52	23	37	112		
Mike Welshans	Martin MO-1	62	57	47	49	5	55	109		
Dave Bubolz	Miles Magister	35	42	44	50.5	10	40	100.5		
Dave Rees	Fox Moth	41	33		56	15	24	95		
Pete Azure	Piper PA-17	51	44	26	54.5	0	40	94.5		
Marie Rees	Vega	35	90		52.5	0	41	93.5		

FAC OT PLAN / KIT SCALE				TOTAL BONUS TOTAL						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	FLT.	PT'S PER FLT	BONUS TOTAL	PT'S	TOTAL SCORE	PLACE
Richard Zapf	HE 112	79	89	120	288	10	30	318		1
Walt Farrell	WACO	72	120	69	261	15	45	306		2
Jim DeTar	Fairchild 24	68	86	107	261	0	0	261		3
John Houck	Fairchild 45	108	56	44	208	10	30	238		
Ed Novak	Miles Mohawk	47	49	49	145	10	30	175		
Ed Novak	Fairchild 22	41	49	75	165	3	9	174		

FAC GHQ PEANUT SCALE				X's					
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	SCALE SCORE	23"	3 Ft.	G + H	PLACE
Tom Nallen II	Turner T-40	70	21	77	12	276	168	444	1
Bob Clemens	Mercury Gosling	69	45	31	12	276	145	421	2
Dallus Cornelius	Mr. Smoothie	62	54	28	12	276	144	420	3
Dallus Cornelius	Lacey M-10	64	97	38	9	207	199	406	
Pres Bruning	Arado 198	42	32	32	12	276	106	382	
Jack Kacian	Culver Dart	36	31	37	12	276	104	380	
Jeff Runnels	Cougar	41	25	33	12	276	99	375	
Tim McDonald	Hostler Fury	65	47	118	6	138	230	368	
Richard Zapf	Davis DA2A	58	48	20	9	207	126	333	
Jeff Runnels	Cessna Cardinal	46			12	276	46	322	
Mike Zand	Fike	37	32	39	9	207	108	315	
Ed Pelatowski	Pottier	26			12	276	26	302	
John Houck	Bede Jodel	55			9	207	55	262	

FAC POWER SCALE				AVE.						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	SCALE SCORE	BONUS POINTS	FAC'D	TIME	TOTAL	PLACE
Ted Allebone	Vickers Vimy	135	110	81	326	108	40	148		1
Chris Starleaf	DH-84 Dragon	118	116	120	354	118	40	158		2
Ted Allebone	Walrus	85	120	120	325	108	20	128		DNQ
Tom Hallman	Aerobile	116	120	120	356	118	20	138		3
Ed Pelatowski	Lacey Twin	55	29		84	28	25	53		
Mike Zand	Martin MO-1	56	96		152	50	5	55		108
Dave Rees	Colibri	66			66	22	10	32		.94

A = Best FLT., Total Sec. Unfactored, 120 Max

B = Bonus Points

C = A plus B

D = C factored, 82.5 max

E = Scale Score

F = Complexity Points (1/10th of B)

G = Total Score (D plus E plus F)

FAC TWO BIT OLD TIME RUBBER ROG				TOTAL			
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	FLT.	PL.	PLACE
Jim DeTar	King Harry	120	97	120	337		1
Mark Rzacda	Flying Aces Moth	89	120	120	329		2
Dallas Cornelius	Flying Aces Moth	120	90	97	307		3
Sam Burke	Baby Commercial	51	101	83	235		
George White	Skokie	68	58	101	227		
Mike Zand	Topaz	55	120	43	218		
Mike Moskow	Fiyabout	63	62	74	199		
Claude Powell	Bantam	78	120		198		
Jim Hemmel	Flying Aces Moth	84	54	56	194		
Ken McConnell	Flying Aces Moth	44	51	47	142		
Ray Rakow	Bantam	50	39	49	138		
Mike Nassise	Jr. Commercial	39	30	52	121		
Al Timko	Flying Aces Moth	68	28		96		
John Stott	Flying Aces Moth	23			36		

FAC MODERN AGE CIVIL SCALE				TOTAL			
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	FLT.	PL.	PLACE
Mark Houck	Cessna Cardinal	105	116	120	341		1
Tom Hallman	Tri-Pacer	91	120	120	331		2
Dave Mitchell	Cessna 140	112	87	97	296		3
Dallus Cornelius	Lacey M-10	96	101	82	279		
Vic Nippert	Pilatus Porter	55	56	87	198		
Pres Bruning	Otter	43	46	61	150		
Dan Kranis	WACO SRE	43	40	62	145		
Juanita Reichel	Piper	58	80		138		
Jeff Runnels	Cessna 180	85	50		135		
Pres Bruning	Turbo Ag Cat	27	34	39	100		
Dave Mitchell	Navion	67			67		
John Houck	Citabria	65			65		
Pete Azure	Piper PA-17	65			65		

FAC JIMMIE ALLEN ROG				TOTAL			
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	FLT.	PL.	PLACE
Vic Nippert	Skokie	28	35	104	167		
John Houck	Skokie	120	65		185		
John Stott	Skokie	116	64		238		
Pete Kattens	Skokie	31	26		99		