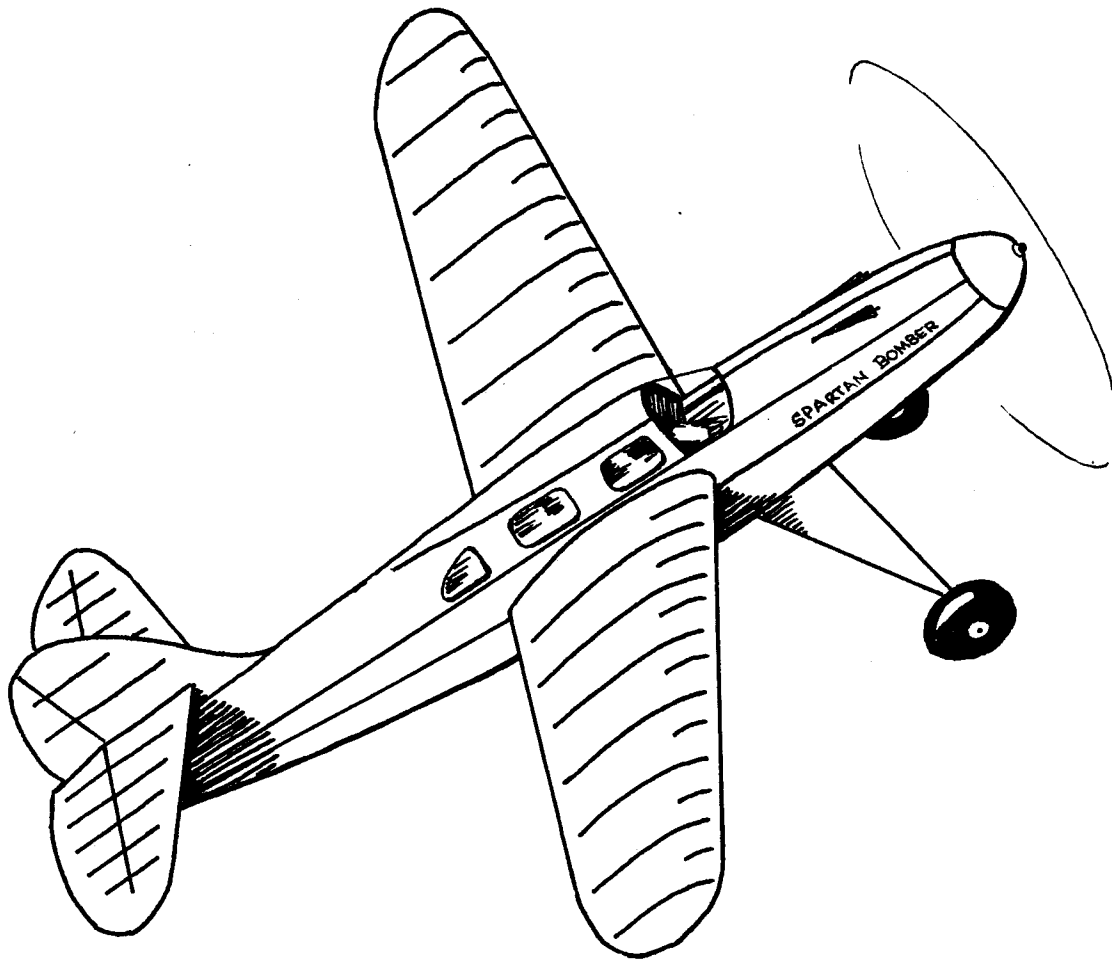


FLYING ACES

Club News

ISSUE #247-173

May/June 2009



Chuck Wenlock



NEWS ON THE WING!

A PLEA FOR LOAN OF BACK ISSUES OF THE HANGAR PILOT! Jeffery Hood of *INDOOR NEWS AND VIEWS* and Carl Bakay are attempting to archive the whole of *The HANGER PILOT* from Doc Martin's MIAMA Club. It was published from 1972 until his passing. If you still have individual issues or maybe a complete set, would you consider loaning them to Jeff or Carl? They would be carefully scanned and returned, along with your postage refund. The intent is to make a complete set available as an archive disk before this precious resource disappears forever. All those who contribute get a free disk. PLEASE contact Jeff at 858 Pleasure Rd., Lancaster, PA 17601 [jhood@hmcon.com] or Carl at 118 Gentry Circle, Lafayette, LA 70508 [Carl.bakay@scientificdrilling.com].

BLUR AND SLOW COURSE DIMENSIONS AS REQUESTED. The basic course is a triangle. The starting line (about 18 feet across) is 88 feet from the finish line which is 120 feet wide. Each side boundary line is 120 feet in length also. We launch down wind!

LAST CALL FOR VENDORS! \$15.00 per table. Send your check PDQ to me- payable to FAC.

LAST CALL FOR SPONSORS! \$45.00 per event. Get your name on a set plaques...you just might win one to boot! Payable as above...4207 Crosswinds Dr., Erie, PA 16506

DON'T FORGET DONATIONS for the HAG and our raffle.

JUDGES AND RUNNERS NEEDED for the big show. Remember, those who volunteer get "Head of the Line Privileges" for their models with the

judges. BTW, there is NO ISSUE with you judging your own model as we use the buddy system. So please don't let that NON-issue stop you from judging.

ALSO, 15 % RULE IN EFFECT FOR: both race "qualifiers" and their finals plus WW II "qualifiers" and Combat. Remember, you can qualify both a radial and an inline, but you can fly only ONE in combat...pick your plane and an alternate will move up into the final.

DIME SCALE...OK, I GIVE UP...NO MORE SLEEPLESS NIGHTS TRYING TO PLEASE EVERYONE. Here's the deal: for the reminder of 2009, all Dime models all grandfathered in as legal. If you have a problem with a fellow competitor at your local meet...take it up with him and your CD. ANARCHY RULES! But in 2010 things will be very, very different. Rules will be published in the NOV / DEC issue of the FAC News.

IN THE NEXT ISSUE OF THE FAC NEWS WILL BE A TRUE 12" MEGOW SE-5 DIMER! This classic is going to be a "One Design Event" at the WAWAYANDA, NY contest this October 25 & 26th. If you can't wait for a copy via the FAC News, contact Tom Hallman at 610-395-5656. Tom says, "Build it according to the plan with the allowable changes as per the current rule book. To keep it a 'one design' model, it will NOT be allowed to compete in the regular Dime event."

ENJOY THIS ISSUE OF YOUR FAC NEWS. We'll publish what you send in when we can. Now go build something that turns YOU ON...even if it is just for 60 seconds at a time.

Ross P. Mayo, FAC, CinC.

From the Editor

Spring has sprung and the grass is green and everyone is itching to get out and fly their planes. Some have them ready and others are just putting the finishing touches on them. I haven't had time to finish my no cal. Got the fuselage done but now need to cover. Guess I will have to wait till next year.

We have lost so many of our members this year that we would have a page of those that have passed on. We have been asked to give you a couple of the names and they are Bill Ceresa, Chuck Schultz, and Jim Alaback. May their families find peace and all their friends? Remember to bring names so all will remember at the non-nats.

SOS

Frederick Le'mon is looking for plans for the Cauldron C460 1936 Greve Racer from Volare also any known plans for Cauldron C640 Typhon (1935). Contact him at Apt 3H, 11230 Northern Blvd., Corona, NY 11368.

SOS

Donn Linton needs a copy of print wood for 27" Kingfisher Joe Ott #2706. Contact him at 4200 Briarcliffe Rd, Winston Salem, NC 27106 or Lintons@prodigy.net.

SOS

Aero Graphics had a 1913 Eastbourne Monoplane 19" wingspan. Contact me, Juanita Reichel, 3301 Cindy Lane, Erie, PA 16506.

Some of you are confused as to where to send monies for dues etc.

Ross has taken over from Lin and he wants his address used for the following: If you have any questions regarding rules and changes made (if possible use the e-mail site)

Donations and monies for sponsors of events and tables the day of registration for the non-nats should go to Ross at GHQ, Ross Mayo, 4207 Crosswinds Dr, Erie, PA 16506

The following are items that should come to FAC Club, Juanita Reichel, 3301 Cindy Lane, Erie, PA 16506.

All Dues: items for the newsletter; ordering T-shirts, Anniversary pins; back issues of newsletter; calendars, copies of rules. T- Shirts are \$15.00 except for the Dauntles which is \$10.00 (no real large sizes); Anniversary Pins \$10.00; Back Issues of newsletters \$3.00; Calendars \$15.00; copies of rules \$3.00.

Ross does not do the newsletter, so if you wants something in it or your not satisfied with what I'm doing let me know.

Thought you would like to do a little reminiscing with some Trivia on Lt. Phineas Pinkham and I'm sure you all know who he was. Questions are on one page and you will find the answers on another place in the newsletter.

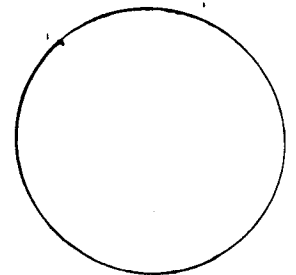
Pictures were taken by Bernard Dion at their 4th Winter meet.

Those who asked for Lin's kit list, we will need to have your bid in by May 25th. Remember it is your bid plus shipping.

Juanita

NOTE: DUES STRUCTURE AS OF 1/1/2008 BELOW

IF THE CIRCLE ON THE RIGHT HAS THE DREADED RED "X" IN IT, IT IS TIME TO RENEW YOUR MEMBERSHIP WHICH INCLUDES THE NEWSLETTER. COST IS \$18.00 PER YEAR IN THE U.S.A., COST FOR CANADA IS \$25.00 PER YEAR. COST FOR OVERSEAS IS \$30.00 PER YEAR. ALL IN U.S. DOLLARS. SIX ISSUES PER YEAR, PUBLISHED APPROXIMATELY EVERY OTHER MONTH. PLEASE MAKE CHECKS PAYABLE TO: FLYING ACES CLUB, 3301 CINDY LANE, ERIE, PA 16506





WINNING WITH 15% MOTORS by Bill Henn

Here in New England, the FAC mass launch events have been flown under the 15% rule for more than a decade. This rule stipulates that the motor weight must not exceed 15% of the weight of the empty airframe. The purpose of this rule was to cut down retrieval times and reduce the chance of a model flying beyond the field. In addition, with the "graying" of the competitors, long retrievals were becoming a challenge. It was an ingenious solution to a growing list of problems, conceived by Dave Stott, the co-founder of the FAC.

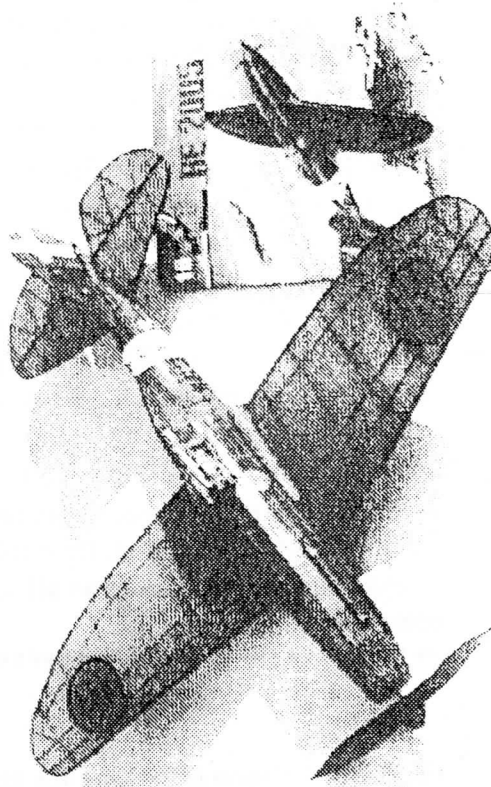
The 15% rule took me by surprise upon returning to the hobby in 1999 after a 20 year layoff. I hated it, although the reasoning behind it was sound. It took me an entire season before I got the hang of it. The first models that I campaigned in the WW II and Greve events were a 27" wingspan Barracuda and a peanut-sized Chambermaid, both from my own plans. After being equipped with what I thought to be near optimum prop/motor combos, they were unbeatable. The Barracuda went on winning local events until one of the FAC Air Marshalls in our club said, just before the last heat of a WW II event, "The only way we can beat that thing is if you break it." At that point I decided to retire the model.

The next thing off my board was a 23" wingspan Fiat G.55 which was built from a Dave G. Smith plan with a few of my own modifications. The Fiat turned out to be an even better flyer than the Barracuda, and it went on garnering Kanones for years until it was lost in a thermal a year ago. Collectively, these three models won dozens of local events, placing less than first only about 5-6 times. The losses were mainly due to crashes on launch or broken motors. I cannot recall a time when any of them were outflown.

All three models had a number of things in common, very light wing loading, flat bottom cambered stabs, long noses, props with the same pitch/diameter ratio and motors that would take about the same number of maximum turns. The 27" WS Barracuda weighed 34 grams, the Chambermaid peanut weighed 10 grams and the 23" WS Fiat G.55, 19 grams. Despite their light weight, the three models were built rugged enough to withstand years of mass launch

flying, often in windy weather. No special skill was required to build these models to the noted weights. MicroX strip wood (circa 1975!) and 6 lb. sheet balsa was used exclusively. Tiny portions of thin CyA was used on all tight fitting wood to wood joints and Duco for gap filling. The tissue was affixed to the frame with Titebond thinned to 50% with water. After the tissue was shrunk with water misted from a perfume atomizer, a few mist coats of nitrate dope mixed with about 60% thinner was applied. Had these models been equipped with plastic props, they would have become nose heavy and ballast would have to have been added to the tails increasing the final weight and defeating attempts to build them light. Besides, plastic props do not fit into my equation for success with 15% motors. Unless scraped down severely, they are very heavy and their pitch is too low. In addition, the Peck style props will cause excessive drag when freewheeling because their blades are very wide towards the tip where the pitch angle flattens. The advertised pitch of the Gizmo props is too high for my purposes. Sleek streak props may be OK for smaller models but, since I have not tried them, I cannot say for sure.

Thanks to the generous tail volume of the models noted in the foregoing, the CG's could be safely set at about 35-36% chord. The effect of the cambered stabs contributed to an increase in the tail volume. It is a shame that cambered stabs have been bad mouthed on some of the internet forums (what hasn't? - Ed) and a major national newsletter in recent years. I have used them on all my scale models built during the 70's and everyone built after returning to competition with excellent results. Cambered stabs are stronger and more warp resistant than flat-plate stabs. The lift they create does not cause any instability, but it does allow the CG to be moved slightly rearward. This reduces drag (less decalage required), looping tendencies, and the need for ballast. The critics of cambered stabs claim that their lifting effect causes the nose to drop and the model to "dive in". Seems to make sense but sound theory and practical application prove it wrong.



Bill Henn's Italian Reggiane Re.2005 Sagittario

FAC TRIVIA

Most of you know what FAC is all about. Some of you have even seen and read copies of FLYING ACES MAGAZINE (our roots) of the 30's and very early 40's. And, just about all of you have heard about Lt. Phineas Pinkham, Joker First Class. Now, let's see how good you are answering the following:

1. What was Phineas' middle name?
2. His home town was _____.
3. He bunked with Lt. _____.
4. Do you remember Maj. Garrity's first name?
5. They had a mess attendant on the field whose name was _____.
6. Pinkham's long suffering mechanic was First Sgt. _____.
7. You plan to build a model of Pinkham's Spad. How will you identify it as belonging to him?
8. What was Philip Strange's rank?
9. For what was he famous?
10. He was known to the Germans as the _____.
11. Strange had two side-kicks. They were identical twins named _____ and _____.
12. The Griffons real name was _____.
13. His side-kick _____ who loved the brew _____.
14. What was particular about the planes the Griffon used?
15. Eventually, a young lady was written into the Griffon stories. Can you name her?

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.

* * **Trimming** * *

Mumbo Jumbo # 139 from the Glue Guru

The single most difficult aspect of modeling, trimming suffers from our impatience. At long last the model seems ready to fly: the temptation to pack in the turns and let her go is strong. This tendency must be resisted. Even if the model was a tried and true winner last year, a winter's worth of warps may have converted it into a sure loser. It's best to start from scratch.

Scratch consists of glide testing over weeds and long grass. I look for patches at least 18 inches tall. These may be found where lawn mowers fear to tread, over rough ground or near fences.

Start by loading a full motor, but hold the turns down to a handful, useful to keep the motor from drooping along the bottom of the fuselage. Check the C.G. location, balancing the model by putting a finger tip under each wing tip. It should balance at about one third of the chord from the leading edge. If it doesn't, and especially if the C.G. is rearwards of the desired one third chord location, add whatever weight is necessary to get it right.

Do some test glides. Launch with the model level and its speed just a bit faster than normal gliding speed. Wanted is a reasonable traverse, say a dozen feet or more, before touching down on the weeds. Look for any sign of stall or dive or banking. If something seems wrong, repeat the glide to make sure that the problem is real and not the result of a bad launch.

To correct improper flight paths, you can use small flaps, say half an inch by two, taped on to either the wing tip (bank) or elevator (dive or climb) or vertical tail area (yaw or turn). I find that two layers of drafting tape, bent the right amount, useful for securing the flap. Another good flap is that same half inch by two size made of aluminum metal shim stock, and bonded

permanently to the trailing edge of the surface needing adjustment.

Of course, if bedeviled by warps, it's always possible to unwarp the surface involved. However, I can't do this in the field—it takes heating equipment—and so the bendable flap is useful. When you have a decent glide, put in about 50-100 turns and begin real flight. Hopefully you will see a sustained glide. If not, the chances are that the thrust line needs correction. Do this by inserting shims between the nose block and the fuselage. To prevent zoom and stall, bend the thrust line down. To prevent turn and dive, bend the thrust line oppositely. As for re-setting the flaps to handle the effects of power: do so with the greatest of reluctance. The usual result will be to ruin glide. Finding a compromise setting, between the needs of both glide and power is not easy. It is better to treat each individually: tabs for glide; thrust line for power.

It may not work. If the model is basically unstable, no amount of trim change will produce stability. For example, if the model is spirally unstable (C.G. too far back; too small or large a vertical tail), trim changes may seem to help initially, but given a sufficiently intense level of turbulence, the instability will return. For fundamental instability, the only cure is to re-do the model itself; a matter well beyond trim changes.

An Advert for Myself

The Glue Guru approach to Red Baron aerial combat is given by the Leon Bennett book "Gunning for the Red Baron." At its core is a how-to on aerial combat, stressing the shooting part. There's much original stuff here, including fresh views on Richthofen's death. Available at Amazon, Barnes & Noble, and your usual bookstore.



1. Giorgia Tosso with his farnam



2. The famous wing exchange -
Mass Launch

AIR MARSHALL	DRISCOLL, DAN	50.	BRIGADIER GENERAL	LINSTRUM, DAVE	19	10	KONEFES, ED	10	HENDERSON, BILL	6
	ROBERTS, GORDON	533	ENGLERT, JEFF	MCGOWAN, MEGAN	29	19	NICHOLS, BOB	10	HOPKINS, HARVEY	6
	WECKERLY, STU	370	KLIENERT, RANDY	PARTIN, GENE	29	19	RICCI, ANDREW	10	LAMB, ED	6
	MCGILLIVRAY, JACK	301	MARETT, JOHN	SCHMITT, TOM	29	19	SCHMIDT, BILL	10	MCCONNELL, KEN	6
	GRIEBLING, STEVE	274	CUMMINS, STEWART	WEBB, JASON	28	19	SPRENGER, JIM	10	MILLER, WILLIAM	6
	ZAPF, RICHARD	241	THORNTON, JIM	WHITE, GEORGE	28	19	VOLLMER, AL	10	MOON, ROGER	6
	NASSISE, MIKE	49	ADAMS, DICK	BARKER, JOHN	27	18	WHITEMAN, JIM	10	MOSKOW, MIKE	6
	CLEMENS, BOB	47	HILL, CHARLES	FIKE, JACK	27	18	CAPTAIN	9	PHELPS, JACK	6
	PARENT, CHRIS	184	ORPHAN, WILLIAM	HELMAN, PAUL	27	18	GORMAN, DICK	9	POLENTO, JOHN	6
	LEWIS, GEORGE	161	DALEY, JIM	HURDLE, JOE	26	18	HUMMEL, RON	9	RISEL, DUDLEY	6
GENERAL	BROWN, RUSS	157	DOBBERFUHL, SCOTT	KLUIBER, RUDY	26	18	HUTCHINSON, BILL	9	RICE, JACK	6
	EGGERT, WALT SR.	142	SCHLOSBERG, JANE	LANGLEY, TED	26	18	KAGEN, JOHN	9	RUHLAND, D.J.	6
	MILLER, RICH	138	WELLS, MILLARD	REES, MARIE	26	18	NIED, TOM	9	SCHICK, EARL	6
	NALLEN, TOM JR.	137	BACOM, STEVE	STEEB, DON	25	18	SCOTT, FRANK	9	STEED, CHARLES	8
	HALLMAN, TOM	135	CLEAVE, AL	BOURKE, ROY	25	17	SEAMSTER, JIM	9	STEVENS, ROBERT	6
	FINEMAN, MARK	128	GILBERT, SIDNEY	PENNINGTON, BILLY	25	17	VIGGIANO, LOU	9	TAKAGI, FUDO	6
	FINLEY, BRUCE	127	COLONEL	ROTH, MEL	17	8	BENDER, BOB	8	TAYLOR, BARRIE	6
	NORMAN, DENNIS	122	BARLOW, PHIL	DIVIS, ROY	24	16	BREDEHOFT, JACK	8	TEACH, TED	6
	ZAND, MIKE	122	SHIELDS, ALLEN	HUTCHINSON, JOHN	24	16	BUBOLZ, DAVE	8	WHITING, JOE	6
	COX, PHIL	119	BACKSTROM, AL	HYKA, JIM	23	16	HANNAY, DOUG	8	ADAMS, RICHARD	5
LT. GENERAL	PELATOWSKI, ED	119	CARSON, BUD	LAVENDER, TIM	23	16	MANSFIELD, GEORGE	8	ALLEBONE, TED	5
	PORTER, JERRY	119	DERBER, TOM	MITCHELL, DAVE	23	16	MORCHESE, BOB	8	BARISH, JOE	5
	THOMAS, MIKE	119	HIRLEMAN, FRANK	MOULTON, BOB	23	16	MORRILL, JOHN	8	BATTERSON, REG	5
	STOTT, JOHN	118	LANDRUM, BILL	STEVENS, HERB	23	16	MORTON, GARY	8	BAUGHMAN, GARY	5
	STARLEAF, CHRIS	113	SLUSARCZYK, CHAR.	HARLEIN, RAY	23	15	PAILLERON, A.J.	8	BUCHANAN, MIKE	5
	BOYANOWSKI, PAUL	110	ZBASNIK, PETE	HUNTER, GARY	23	15	SCOTT, CHRIS	8	BUCHER, TIM	5
	FARRELL, WALLY	109	DELOACH, ED	KRAMER, JOHN	22	15	THOMAS, PHILIP	8	CAMPBELL, LEE	5
	BRIEHL, DAN	108	DONOHUE, JERRY	NAMBLIN, MICK	22	15	TRABBIT, RAY	8	COURTNEY, ROY	5
	KANE, DAN	98	GAMBLE, CLIVE	SIMPSON, WILLARD	22	15	VANDORN, STUART	8	CRAWFORD, DOHRMAN	5
	LAWTON, AL	98	HAWLEY, RICK	MAJOR	22	15	WARNER, BILL	8	DRELA, MARK	5
ROWSOME, FRANK	HOUCK, JOHN	87	MCDONALD, DAN	BRIMMER, DON	22	13	ANDERSON, ERIC	7	HEMMEL, JIM	5
	NIPPERT, VIC	87	RZADCA, MARK	CAMPBELL, DON	22	13	ASSEL, DON	7	KEPPLER, JIM	5
	MAGENTEE, RICH	82	SHARBONDA, KEVIN	DECOOK, ALLAN	22	13	BATIUK, GEORGE	7	KOMP, HENRY	5
	HENN, BILL	77	BEAL, PETE	LIONBERGER, FRED	21	13	BROMM, KARL	7	KWASINSKI, MARK	5
	BREDEHOFT, GEO.	75	FRANKS, DAVID	REGALBUTO, JOHN	21	13	BUTTSCH, ROBERT	7	LANE, RANDY	5
	NIEDZIELSKI, DAVE	72	GRABSKI, PAUL	BARFIELD, DAVID	21	12	FEDOR, MIKE	7	MILLS, DAVID	5
	LOUCKA, LARRY	66	HOUCK, MARK	BARLOW, MARK	21	12	FOSTER, BRUCE	7	NUSZER, JOE	5
	SCHLOSBERG, BOB	65	HUDSON, RALPH	CORNELIUS, DALLAS	21	12	FRAUTSCHY, HENRY	7	PRICE, BRUCE	5
	JOSEPH, JOE	62	PAISLEY, JERRY	FINN, JOSHUA	21	12	HARWOOD, TOM	7	SANDOR, TOM	5
	MATHER, CLARENCE	61	ROSS, LINCOLN	MUFFELMAN, BILL	21	12	HODSON, GARY	7	SEALS, LARRY	5
MOSES, JACK	DECOOK, DON	61	SMITH, OSCAR	SHERMAN, LEN	21	12	JACKSON, TIM	7	SHIRLEY, HERB	5
	WUNSCHE, FRED	59	EWING, FRED	TECHUK, ALEX	20	12	KAMODY, RON	7	SOTICH, CHARLIE	5
	WEBER, RICH	58	GILLIS, RICH	ARNOLD, TOM	20	11	O'BRIEN, TOM	7	STEIN, HARRY	5
	MAYO, ROSS	57	HINES, MIKE	COLSON, STAN	20	11	OLM, ORVILLE	7	TALACKO, RAY	5
	DELOACH, DON	56	LEFFLER, GEORGE	GRANT, JIM	20	11	SMITH, DAN	7	TALBOT, RICHARD	5
	SMITH, DAVE (AZ)	56	MORROW, MIKE	IVERS, DICK SR.	20	11	SMITH, DON	7	TOMCZUK, S.	5
	GILBERT, VANCE	56	REICHEL, LIN	MILLER, DON	20	11	SMITH, HOMER	7	WALLACE, PETE	5
	GROENING, TOM	55	ROPAR, NICK	NEFF, VERN	20	11	TELFORD, TONY*	7	WARMANN, BOB	5
	KRUSE, LARRY	54	THOMPSON, MIKE	O'LEARY, JACK	20	11	ALDERSON, LEN	6	WOODS, JIM	5
	STOTT, PAUL	54	WELSHANS, MIKE	RUMMELS, JEFF	20	11	BOEHN, PRESTON	6	LIEUTENANT	4
SCHANZLE, ALLAN	BUCKINGHAM, NEWT	52	BLANCHARD, STEVE	RUSSO, ROCKY	19	10	BRAUER, SAM	6	BURNS, MICHAEL	4
	SLUSARCZYK, DON	52	BOJAN, ED	CHOATE, RICK	19	10	DIEBOLT, JOHN	6	CERESA, BILL	4
	SMITH, DAVE (SC)	51	CANNON, HAROLD	COX, VIC	19	10	GALLO, JOEGG	6	COLLINS, DAVE	4
	BROCK, WAYNE	50	KAITERIS, PETER	ENGLERT, DAVE	19	10	GUNN, WADE	6	EGGERT, WALT, JR.	4
				ESCALANTE, MIKE	19	10	HARWOOD, ERNIE	6	FACTOR, R.	4

GARBER, LES	4	ORZECZ, HENRY	3	LEHRMAN, JIM	2	BARNES, LOU	1	HAGEN, AL	1	MIDGETT, RON	1
GOSSELIN, RON	4	OSBORNE, BOB	3	LEPPARD, BILL	2	BARR, BILL	1	HAIGH, BOB	1	MIDKIFF, RICK	1
GUERRA, OMAR	4	PACK, CHARLES	3	LINARDIC, VLADIMIR	2	BAXTER, D.	1	HAIGHT, BOB	1	MINO, CHRIS	1
HARLAN, DAVE	4	PAYNE, RAY	3	LUNDBERG, BOB	2	BECKER, NORMAN	1	HAMLETT, DALTON	1	MOODIE, KEVIN	1
HASKELL, CURT	4	RAKOW, RAY	3	MARCELLO, ED	2	BENNER, DAN	1	HANFORD, BOB	1	MOOWDA, ERIC	1
HAUGHT, DAVE	4	REICHEL, JUANITA	3	MASTERS, RICHARD	2	BETHEA, JIM	1	HANFORD, RIP	1	MYERS, GREG	1
JOHNSON, KEN	4	RODEN, BOB	3	MCDANIEL, HAP	2	BETJEMANN, ROBERT	1	HARDING, HAROLD	1	NACIN, DICK	1
LAYCOCK, JOHN	4	SCHWAN, HAL	3	MCDOW, BILL	2	BETZ, CLIFF	1	HASLAM, LIN	1	NALLEN, KAREN	1
LORIMER, HAL	4	SHAW, BOB	3	MILLER, DICK	2	BETZ, PRISCILLA	1	HAYWOOD, TREVOR	1	NARANCA, DAVID	1
MASTERS, BOB	4	STALEY, BILL	3	MITCHELL, BILL	2	BOES, JIM	1	HENDERSON, JOHN	1	NEARING, LARRY	1
MCCOY, TOM	4	STROUT, REGGIE	3	MORROW, JOHN	2	BOWERS, MIKE	1	HENDRICKSON, CHAR.	1	NEDS, GEORGE	1
MONTEATH, ALAN	4	ZAPOLSKI, ED	3	NALLEN, JOE	2	BRAKE, DICK	1	HENSEL, RICH	1	NOLL, JACK	1
MURRAY, PAT	4	ZEMECK, LEN	3	NUNEZ, JORGE SR.	2	BRAUN, DAVE	1	HERBST, PAUL	1	NUNEZ, JONATHAN	1
NEWELL, KEN	4	ALLEN, DICK	2	OSLAN, ROBERT	2	BURRY, CLAUDE	1	HINTON, BILLY	1	OLAH, DAN	1
PETERSON, AARON	4	BALGER, WALT	2	PANGELL, RICK	2	CASAZZA, DAN	1	HODES, ROBERT	1	ORTIZ, ELLIOT	1
PETRINEG, BOB	4	BARBER, LES	2	PAPIC, FERRIL	2	CASGILL, WALDO	1	HODSON, FRANK	1	OSALZA, DON	1
PHOENIX, ROCKY	4	BARRETT, KEVIN	2	PARJUE, AL	2	CAVE, ED	1	HORN, DUKE	1	PAFIOLIS, ALEX	1
PLACHY, LAD	4	BAUMGARDNER, KEM.	2	PEACOCK, DON	2	CAWTHORNE, JOHN	1	HOWELL, JIM	1	PARK, JIM	1
REDDING, HERB	4	BELL, BILL	2	PEDERSON, JOE	2	CERVONE, MIKE	1	HUBE, KARL	1	PASTEL, HARVEY	1
SCHARIDT, BILL	4	BENNETT, LEON	2	PISHNER, DAVE	2	CHAFE, WARREN	1	IVES, DAVID	1	PAVEK, BILL	1
VOORHEES, JOHN	4	BLACKHAM, RICH	2	PORTER, CHUCK	2	CHRISTIE, DAVE	1	JESSUP, ARTIE	1	PELATOWSKI, LARRY	1
ANDERSON, DICK	3	BLAIS, TIM	2	PROULX, T.	2	CLUTTON, ERIC	1	JOHNSON, BILL	1	PENNY, WILL	1
ANDERSON, JAMES	3	BOALS, DAVID	2	PTASZKIEWICZ, FRAN	2	COLLINS, DAVID	1	JOHNSON, GARY	1	PETERSON, GARY	1
ANDERSON, WAYNE	3	BOONE, JACK	2	RECKER, GERD	2	COLT, GILBERT	1	KANE, CAROL	1	PETTY, DOUG	1
BAECKE, AL	3	BRADLEY, PAUL	2	REUTER, BILL	2	COMBS, RAY	1	KEAR, KEN	1	PHILABAUM, RICHARD	1
BAECKE, FLORENT	3	BROCK, PAM	2	ROAD, JOHN	2	COPEMAN, KEN	1	KEHR, WILLARD	1	PHOENIX, GOEFF	1
BARKER, DOUG	3	BROCKS, PETER	2	ROTH, BRIAN	2	CORLETT, NORM	1	KERZIE, MARK	1	PIERCE, FRED	1
BARKER, JACK	3	CALDWELL, BILL	2	SAKS, DAVID	2	COSLUICK, LARRY	1	KING, LES	1	POLLARD, JIM	1
BIRD, LES	3	CHAMBERS, BERNARD	2	SANDUSKY, RUSS	2	CORLETT, LARRY	1	KING, STAN	1	POWELL, CHUCK	1
BOTTICELLO, CARMEN	3	CLARKE, BILL	2	SAUTER, CHARLIE	2	DAVIS, CHARLOTTE	1	KREMPETZ, KENNY	1	PROFFITT, ALEXDRA	1
BUCHELE, ELVIN	3	CRAWMER, JERRY	2	SIEFRIED, DICK	2	DAVIS, GREG	1	KRUSH, JOE	1	QUIER, TONY	1
BURKE, SAM	3	DAILEY, JIM	2	THOMASIAN, HARVEY	2	DEHAAS, BILL	1	KURTENBACH, JOUR.	1	RAMOS, FERNANDO	1
CARLS, JOHN	3	DERBER, DAN	2	TRITTLE, PAT	2	DODGE, DAVE	1	LANDHUIS, ROBERT	1	RASH, FRED	1
COFFEY, WENDELL	3	DION, BERNARD	2	TUECHER, ALEX	2	DONALDSON, JOHN	1	LANGHUIS, ROBERT	1	REYNOLDS, BILL	1
CURTIS, TOM*	3	DITRICH, BRIAN	2	VANDEN BOSSCHE, R.	2	DONNA, GORDON	1	LANG, JOEL	1	RHODES, BILL	1
DIXON, BROOK SR.	3	DITRICH, MIKE	2	VANDERLINDE, DAVE	2	ECKERSON, EARL	1	LONGEVIN, LEO	1	RICE, DAN	1
DOCH, ZACH	3	DOWDY, CARL*	2	VON BUEREN, KARL	2	EIMERT, DICK	1	LARSEN, TIM	1	ROBERTS, MIKE	1
ELLIS, ART	3	DUKE, BILL	2	WAGNER, JERRY	2	ELLIS, D.	1	LEAH, DAVE	1	ROCHA, JERRY	1
ENGLERT, PAULA	3	EMERSON, LEE	2	WATTS, RON	2	ENGLERT, DOUG	1	LEE, JIM	1	ROGERS, WILLIAM	1
HATZ, LYMAN	3	EVERSON, WALT	2	WILLIS, ROGER	2	EPP, BRIAN	1	LEHR, ROGER	1	ROSS, DON	1
HUGHSTON, TOM	3	FLESHER, AL	2	WOODS, FRANK	2	ERPELDING, BOB	1	LELONG, HENRY	1	ROSS, RICHARD	1
KARN, JACK	3	FUGIKAWA, STEVE	2	WORMLEY, JOHN	2	ESPIL, JOE	1	LIDBERG, AL	1	RUBRICH, CHRIS	1
KNIGHT, MARION	3	GARRISON, BOB	2	ZEIGENFUSE, JERRY	2	FAGS, K.	1	LIGARSKI, STAN	1	RUPPERT, CONRAD	1
KRANIS, DAN	3	GREEN, MARCIE	2	ALABACK, JIM	1	FAHEY, RICHARD	1	LINTON, DON	1	RUSSO, GUY	1
LEHNERT, KEVIN	3	GRIGGS, DOUG	2	ALBRACCIO, BUD	1	FEDOR, JEFF	1	LOFTHOUSE, DAVE*	1	SANDERS, TOM	1
LEMON, KENT	3	HAAAKOSEN, ERIK	2	ALLEN, TERRY	1	FERGUSON, BOB	1	MACKLIN, BOB	1	SATTERTHWAITE, BAR.	1
LEONHARDT, WALT	3	HARRIS, JIM	2	ALLISON, MARK	1	FLETCHER, BARRY	1	MAGERS, CHARLES	1	SCHLABB, BILL	1
LEWARS, JOHN	3	HEDLEY, CARL	2	ALLVIS, BUNNY	1	GEARING, GEORGE	1	MANKOWSKI, JIM	1	SCHNEIDER, RICH.	1
LOVETT, GRANT	3	HEINRICH, MIKE	2	ANDERSON, ART	1	GERSZEWski, JIM	1	MARCHESI, MATT	1	SCHUELER, CARL	1
LUZZI, MICHAEL	3	JAMISON, BOB	2	ASHABRENNER, JOHN	1	GILES, RICH	1	MARKSON, JERRY	1	SCHUTZEL, EMIL	1
LYONS, BOB	3	KERMANN, MIKE	2	ATTENBERN, JIM*	1	GOURDON, BOB	1	MCBRIDE, JIM	1	SEAEVER, TED	1
MALTZ, ENRIQUE	3	KING, GARY	2	BAGALINI, LARRY	1	GREGG, FRED LOOPY	1	MCCELVEEN, JACK	1	SEBASTIAN, JOE	1
MCBRIDE, DUNCAN	3	KNUTSEN, NEIL	2	BAGDON, KEN	1	GRINER, JBM	1	MCKEE, DUSTIN	1	SENNET, BOB	1
MOSELY, JIM	3	KORNIRICH, WALT	2	BAIR, JIM	1	GUEST, BERNARD	1	MCINNERY, MIKE	1	SEYMOUR, JOHN	1
NELSON, BOB	3		2	BAIRD, TEX	1	GUMM, TERRY	1	MCMAHON, JIM	1	SHEPHERD, CHARLES	1

SHOLDER, BARRY
 SMALLER, RALPH
 SOLMONOFF, GEORGE
 SOUTH, STEPHEN
 SPIESS, MIKE
 SQUEGLIA, RALPH
STEINHEIMER, JOHN
 STEINMAN, ELVIN
 STEWARD, BOB
 STONE, RICHARD
 STONECIPHER, RICH
 STOTT, PAUL D.
 SWANSON, GEORGE
 SYLVIA, ED
 TARANGO, GLENNA
 TAYLOR, BILL
 THOMAS, GREG
 THOMAS, VET
 THOMPSON, RICHARD
 TIMKO, AL
 TIPS, LEE
 TOMASCH, WALT
 TRACY, DAVID
 TRIANA, JORGE
 TROUTMAN, JIM
 VALLS, JOHN
 WALTER, BUCKY
WEATHERALL, BOB
 WEBSTER, LEE
 WEIDNER, JIM
 WHITACRE, DON
 WHITE, ROY
 WHITFORD, RUSS*
 WIENKLER, CLIVE
 WIENKLER, GRANT
 WILLIAMS, JAY
 WOJTKIEWICZ, CHUCK
 WURMAN, BOB
 YANOSKY, TOM
 YODER, MARVIN

LEGEND:

BOLD NAME=
 FIRST TIME ON LIST
UNDERLINED COUNT=
 PROMOTED IN YEAR OF
 OF THE REPORT
BOLD NAME & COUNT=
 BLUE MAX IN YEAR OF
 REPORT

Peck-Polymers
A2Z
CNC
 1530 W Tufts Ave Unit B
 Englewood, CO 80110
 720 833-9300 Phone
 877 754-7465 Toll Free
 720 385-2118 Fax
 info@a2zcorp.us
1000+ Item
 WWW.A2ZCorp.US



BARRON FIELD AIR RACES OCTOBER 24-25, 2009

FLYING ACES CONTEST IN WAWAYANDA, NY

Saturday, October 24th

9AM-5PM

Sunday, October 25th

8:30AM-3PM

* 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)

Megow 12" SE-5 One-Design

Goodyear Racer Mass Launch

* Jumbo Scale

* Power Scale

Modern Age Civilian

Dime Scale

WWII Mass Launch

Modern Military Mass Launch

Golden Age Scale

Catapult Jet 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

82 Eggert Road
Buffalo, NY 14215
March 18, 2009

FLYING ACES CLUB
3301 Cindy Lane
Erie, PA 16506

Hello Flying Aces Club,

A cartoon in an edition of "Aircraft Oddities" describes an airplane "Traveling at 60 MPH..... Part is stationary; part is moving backwards, etc etc".

I think I'm missing the gist of this one. Is there something to it I'm not picking up on??

Thanks

John Kleber

AIRCRAFT ODDITIES by MARINAC



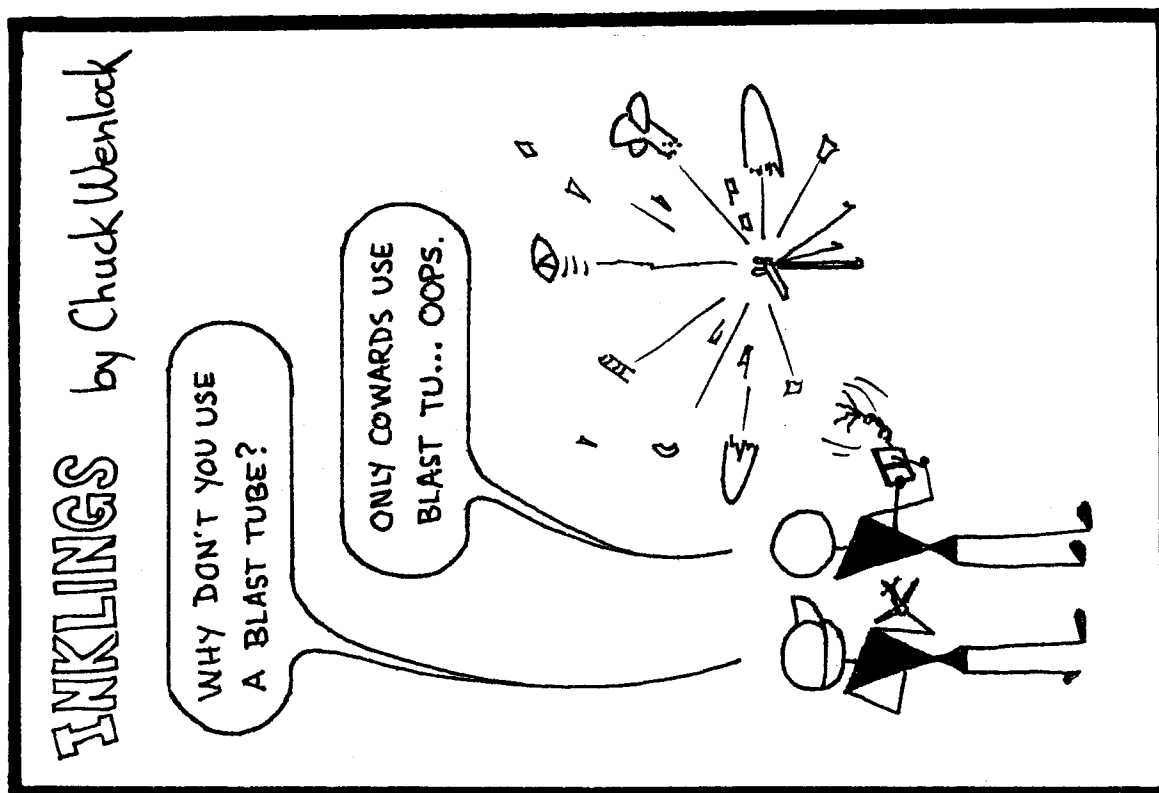
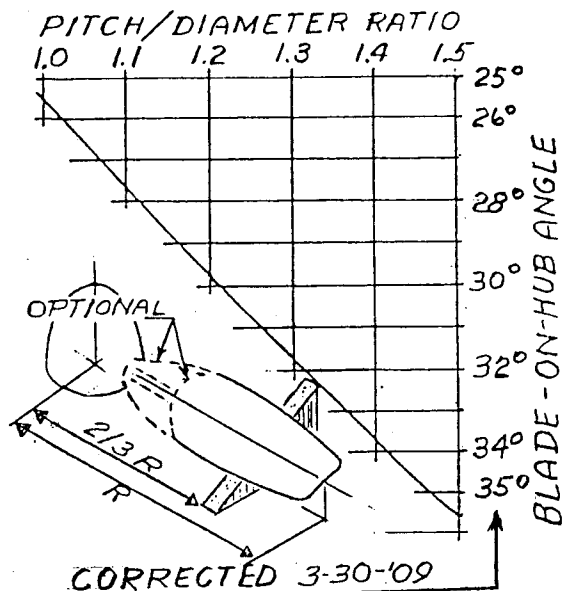
Correction to Bottle Prop Article

There is an error in my bottle prop article which appeared back in 2008 sometime. My staff draftsman, who is getting along in years, somehow increased the numbering on the Blade-on-Hub scale by 3°.

Using the chart as originally shown would result in a blade setting 3° high and a Pitch/Diameter ratio about 0.1 higher than the desired values. Correct numbering for the scale is shown here.

Since a bottle prop is a bunch of approximations anyway, an error of this caliber may not bother you. But if it has caused a problem for you, I apologize. In the future, the old fellow's work will be checked more carefully.

Paul MCIlrath



REGISTRATION FORM – WESTFAC II GAINESVILLE TEXAS..SEPT. 25,26 AND 27 2009

[PLEASE PRINT]

Name _____ Address _____

City _____ State _____ Zip _____

Entry Fee @ \$25 [flies all events] _____ \$ _____
WESTFAC II T-Shirt @ \$10 _____ \$ _____ SIZE _____

BIG TEXAS WESTFAC BARBEQUE @ \$20 _____ \$ _____

Total Enclosed _____ \$ _____

No entry fee for contestants under 18 years of age. PLEASE SEND YOUR CHECK BY AUGUST 24TH, 2009 so as to ease paper work later on. Mail entries to: WESTFAC COMMITTEE at 6773 Mallee Street, Carlsbad , California 92011. We will be unable to refund cancellations after SEPTEMBER 15TH 2009 . Make your check out to: WESTFAC COMMITTEE.

There is NO OVERNIGHT VEHICLE PARKING at the flying field. We suggest you call the COMFORT SUITES at 940-665-5000 Hotel in Gainesville designated WESTFAC GHQ to reserve a room ASAP. Tell the hotel you are with WESTFAC for the discounted rates.

Awards through 3 places in each event. Contest times are as follows: Friday Sept. 25th in the afternoon from 2PM till finish. SCALE JUDGING at the WESTFAC GHQ hotel. No one admitted until 2PM except Vendors. Have your airplanes and documentations ready. Saturday Sept. 26th official flights begin at 7AM until 4PM. Sunday official flights begin at 7AM till Noon. Awards follow beginning at noon.

WAIVER: I/We , hereby release the Scale Staffel Model Club, Lone Star Squadron, The Alamo Esquadrille Squadron, 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 _____

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. No folding props in any events.

FRIDAY September 25th

Scale Judging at Hotel

SATURDAY September 26th

FAC Power Scale
FAC Rubber Scale
FAC Peanut Scale
FAC Jumbo/Giant Scale
WWI Combat [no monoplanes]
Thompson Race
Jimmie Allen
Old Time Rubber Cabin
Golden Age Scale
Low Wing Military Trainer Mass Launch

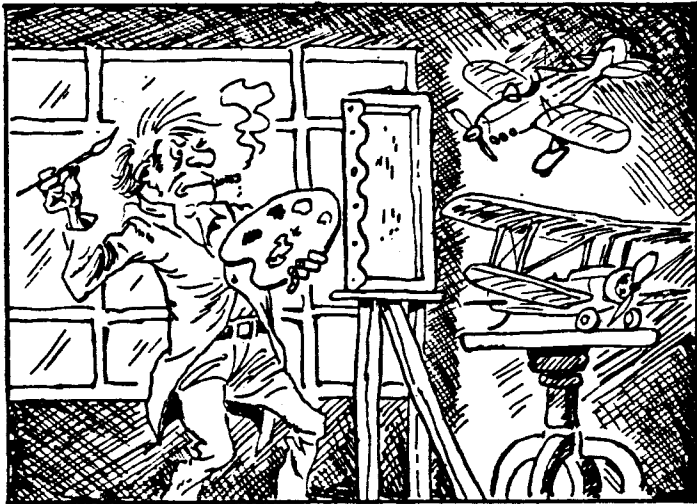
SUNDAY September 27th

FAC Power Scale
FAC Rubber Scale
FAC Peanut Scale
FAC Jumbo/Giant Scale
WW II Combat
Greve Race
Old Time Stick
Dime Scale
Embryo

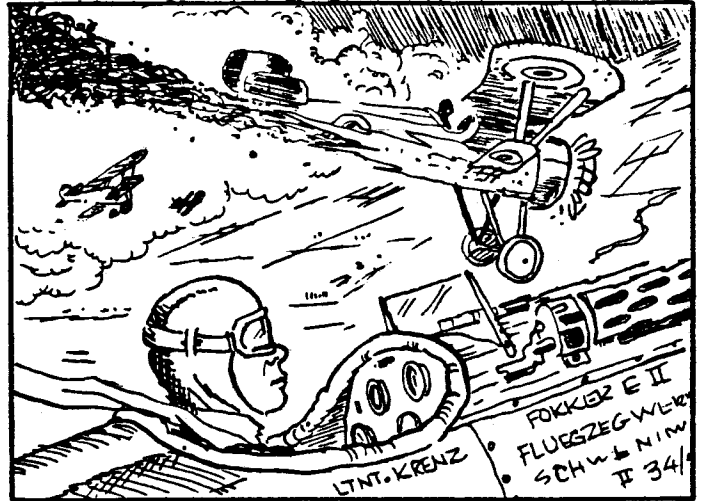
They Had What It Takes

C.B. MAYFLY-F.A. CONTRIBUTOR AND FAMOUS ARTIST

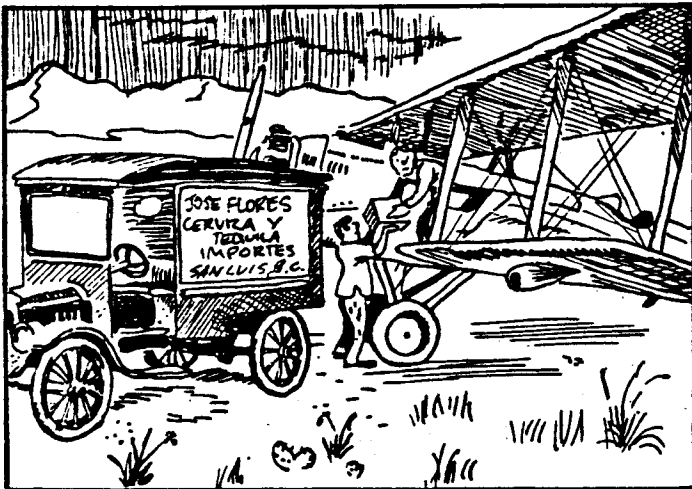
PG. 14.



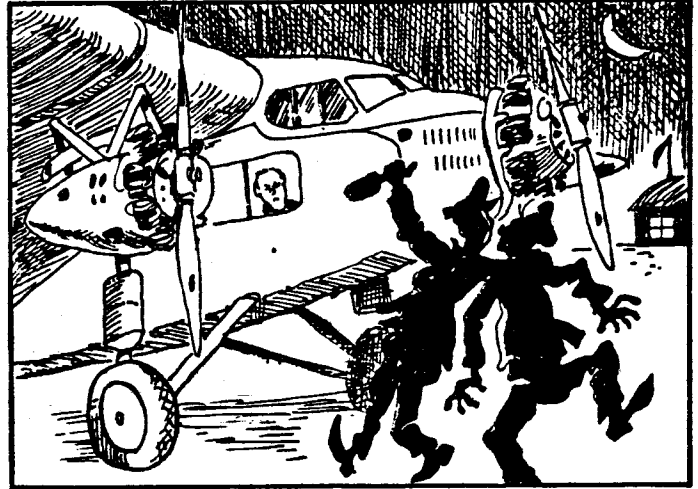
1- THIS RENOWNED AVANT-RELIST, WHO'S LANDSCAPES HANG IN EVERY MAJOR MUSEUM IN THE U.S., WAS ONE OF *FLYING ACES'* EARLIEST CONTRIBUTORS. OVER THE YEARS HE SUBMITTED 139 COVERS, ALL OF WHICH WERE REJECTED!



2- LET US SEE WHY. MAYFLY WAS DEVOTED TO FACT. THIS COVER EXPOSED A TRUTH MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW I. THE EDITORS APPLAUDED HIS HONESTY, BUT OBJECTED TO THE DIRTY HUN, WHO LOOKED TOO CLEAN.



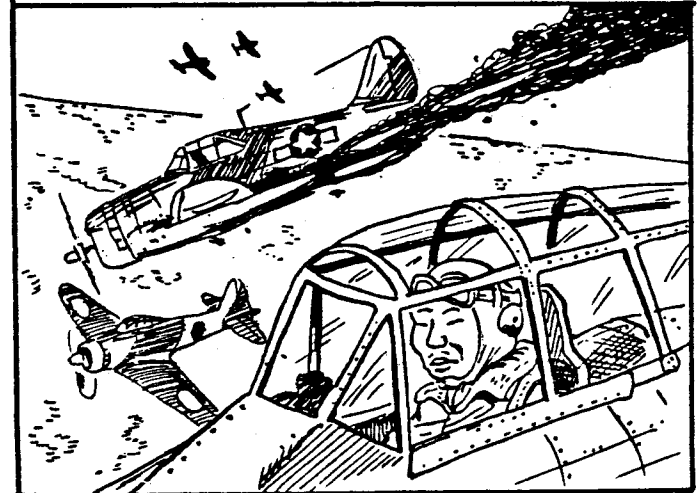
3- ANOTHER EXAMPLE OF C.B.'S DOCUMENTARY EYE WAS THIS ACCURATE PORTRAYAL OF BOOZE BEING LOADED UP FOR PROHIBITION-LOOKED U.S.A. THE EDITORS TURNED THIS DOWN BECAUSE OF THE STRIKING RESEMBLANCE OF THE PILOT TO THEIR OWN MAJOR FRED LORD! ??



4- CONTINUED TREATMENT OF PROHIBITION (WHICH APPARENTLY WEIGHED HEAVILY ON HIS MIND) WAS SHOWN IN THIS SHOT OF AIRLINE PILOTS FUELED ON BATHUB GIN. THE EDITORS CORRECTLY FELT THEIR JR. HIGH SCHOOL READERSHIP WOULDN'T UNDERSTAND..



5- THIS DEPICTION OF BILLY MITCHELL DECKING AN ADMIRAL DURING A CHIEFS OF STAFF MEETING WAS REJECTED, NOT BECAUSE THE EDITORS COULDN'T CONFIRM THE INCIDENT, BUT BECAUSE THERE WEREN'T ENOUGH AIRPLANES IN THE PICTURE.



6- HIS FINAL COVER EXPOSED A STARTLING FACT MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW II. THE EDITORS APPLAUDED HIS HONESTY BUT FELT THE DIRTY JAP LOOKED TOO CLEAN. HERE'S TO C.B. MAYFLY!

ONE-OF-A-KIND

by
Fran Ptaszkiewicz

Shortly after World War II, the aviation industry which had been fully involved in the design and manufacture of various war type aircraft, sat back, caught its collective breath and pondered which way the peace time private wind's were blowing.

A few company's began producing their pre-war designs almost as soon as they were able to clear work area's of the tools and remnants of the wartime designs they had been building.

For some it was an easy matter, where production of liaison types was involved not much re-tooling was needed. For a few others it would take a little longer as there was a feeling in the light-plane industry that perhaps the market could use a single place light aircraft instead of the two or more seat ships that were the norm.

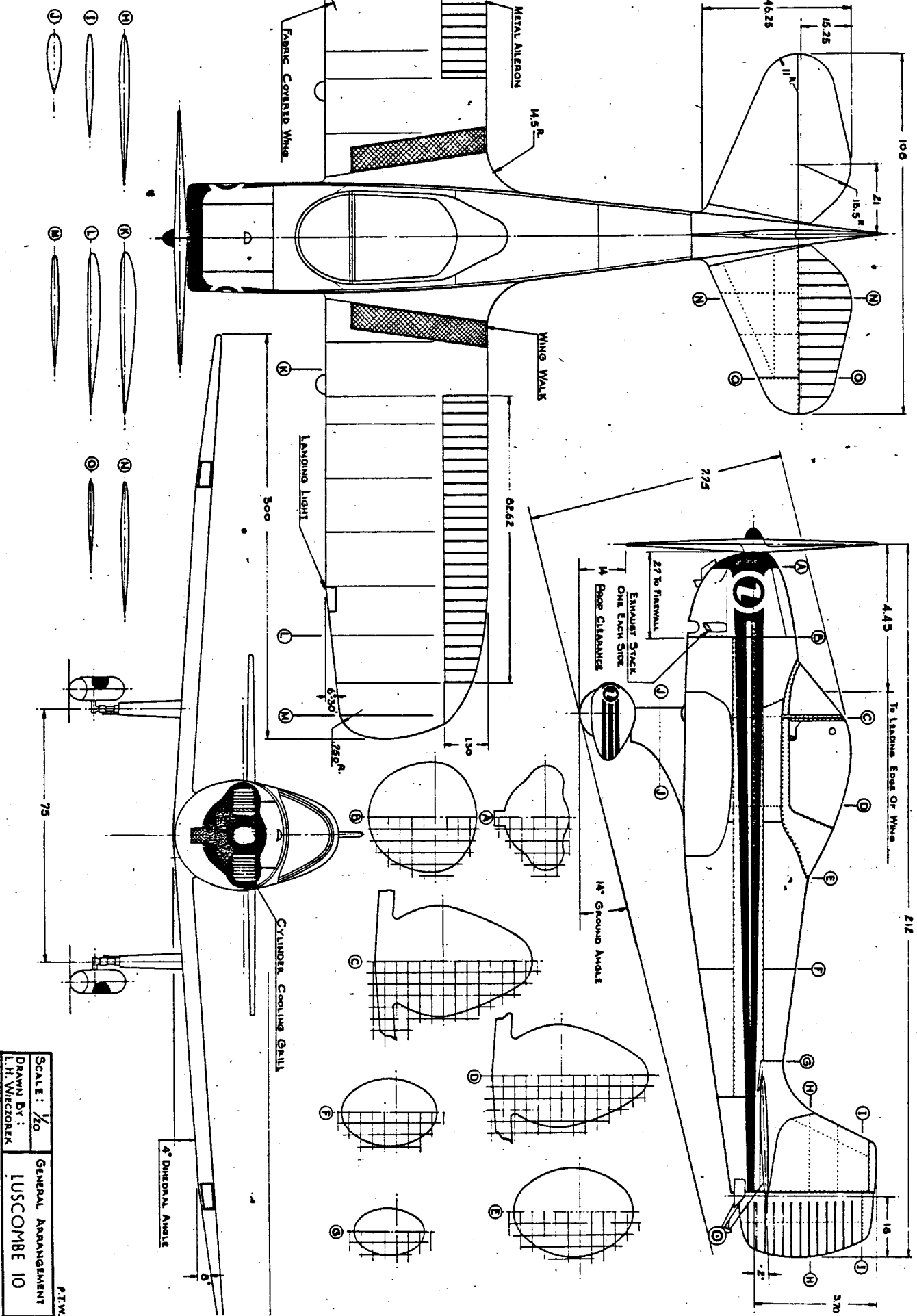
Thus the Luscombe Model 10 was born. It was with a certain amount of financial caution that the company chose to use existing parts of the Model 8 "Silvaire". A close look at this new aircraft had shown what appeared to be the hi-wing Model 8 with the wing moved from the top of the fuselage to the bottom and the single place cockpit replacing the two seat cabin. It was decided early in the engineering design meetings, that every effort would be made to incorporate as many "Silvaire" parts and assembly's in the new aircraft as possible in the interest of economy and pricing of the individual unit. To that end, the fuselage is the same except for the modification necessary for the single place cockpit. The wing ribs and ailerons were standard "Silvaire" with newly designed wing spars to take the loads previously assumed by the wing struts. Tail surfaces were fabricated on existing jigs but modified to match the reduced area required in this smaller design. The structure was all aluminum with the exception of the wing which was fabric covered. Wing flaps and tail surfaces were also aluminum framed and skinned. The streamlined landing gear was wing mounted and independently sprung, having had a wide tread the distance of which was 7 ft-5 in between the wheel struts to help eliminate ground looping tendency's sometimes found in other aircraft with a narrow tread.

Powered by the 65 hp Continental engine, it had a top speed of 135 mph and cruised easily at 122 mph. Weighing only 845 lbs, it's fuel burn factor was reported to be approximately four gallons per hour. The wingspan was 25 ft- 0 in and the overall length 17 ft-8 in. When sitting on the ground in a three point attitude it measured 7 ft-3/4 in from the tarmac to the top of the specially molded bubble canopy.

Having only been flown by company test pilot's it was never learned how the airplane would react in the hands of an every day private pilot.

The potential for a very sporty looking flyer was there and what may have happened to the original Model 10 is not known. However, full scale production was never achieved. Perhaps in view of the lack of a market the design was shelved never to be brought forward again.

The accompanying three view is by F.A.C. member Len Wiczorek and appeared in the September 1946 issue of Model Airplane News which also had a "Plane on the Cover" article and full size plan of a 23 inch wingspan rubber powered rendition by scalemaster Earl Stahl.



SCALE: 1/20
 DRAWN BY: L.H. WICZOREK
 GENERAL ARRANGEMENT
 LUSCOMBE 10
 P.T.W.

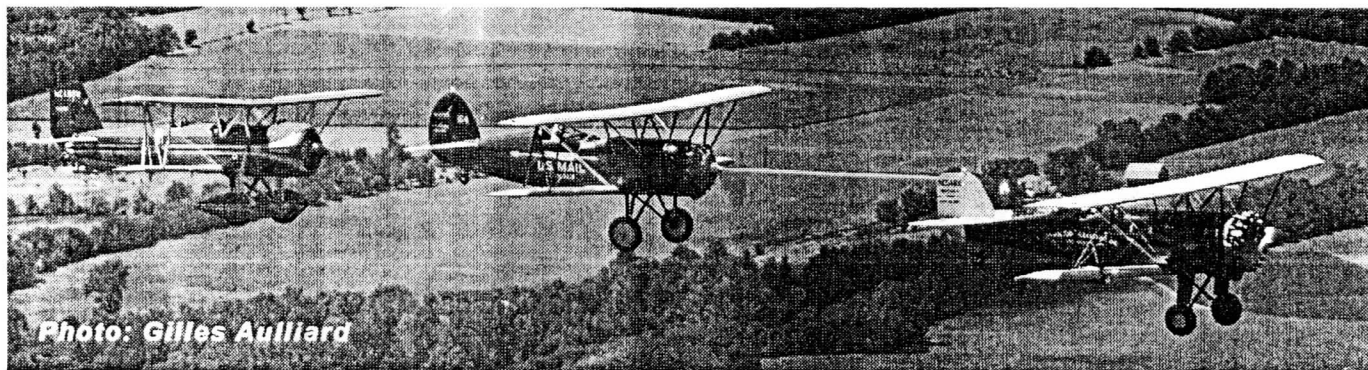


Photo: Gilles Aullard

90TH ANNIVERSARY OF THE U.S. AIR MAIL

On May 15th, 1918 the first U.S. regularly scheduled air mail took place under the auspices of the US Post Office and the US Army Signal Corps. Coordinating this event was Major Reuben Fleet who would later found Consolidated Aircraft. The aircraft used for the first time were Curtiss JN-6H (Jennys) the modified Hispano powered version of the earlier JN-4 with its underpowered OX-5 engine. Air Mail pilots that day carried the first mail to Washington, D.C., Philadelphia and New York. Thus began America's first venture into the official Air Mail business.

Fast forward 90 years and we find ourselves in Geneseo Airport on Wednesday July 9th, 2008. It is the middle of the week of the Ninth Annual Biplane Rally "Olde Aerodrome Days". This two day reenactment would become the highlight of the week. It was another one of those iffy weather days this month, probably the wettest July on record in recent history. All players, planes, props and costumes were on stage center, the extras were standing in the wings, the programs were passed out to the audience. Showtime was scheduled for 11 A.M. and silent prayers were said hoping the performance curtain would rise before the shower curtain fell. It was not to happen exactly as rehearsed. The players gathered were primarily the three pilots who would fly the mail this day and /or Thursday, the declared rain date. These aviators included George Merritt Jenkins, a well known antique aeroplane collector and restorer from Eagles Mere, PA. Beside George is Fred Cabanas from Key West, FL. Fred is a legend in the aviation industry and is well known in every aviation circle from Aerobatics to Barnstormers, to Banner Towers, to International Ferry Pilot, to Reno Racers. Fred is a certified A.C.E. and has probably flown just about every type of classic warbird or private plane imaginable. This is not Cabanas' first time in Geneseo and he will be doing three separate performances during the airshow this year. To Fred's left is another friend of the 1941 Historical Aircraft Group. Chris Polhemus Sr. has been coming to Geneseo for several years and is the person most responsible for pilot training and check-out rides on HAG's Douglas C-47. He and his son Chris Jr. flew both his Stearman and as well as the first Pitcairn Mailwing to ever come to Geneseo during last year's Biplane Rally. These three are standing in the spotlight, right hands held upright, left hands holding copies of the same oath used to swear in those pilots 90 years ago.



Photo: Seth Goltzer

(Above) Three vintage Air Mail planes depart Geneseo for their historic reenactment.

(Left) Air Mail pilots being sworn in by Geneseo Postal Representatives. They are, left to right, George Jenkins, Fred Cabanas, Chris Polhemus Sr., Duncan Lattanzio, and Brad McLain.



3. Bernard Dion and Octavia Aldea
The Big Winner



4. The Gang

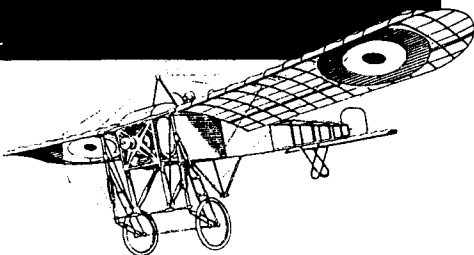
FAC TRIVIA ANSWERS

Remember, you also have to spell them correctly. We won't grade neatness though.

1. Carbuncle
2. Boonetown, Iowa
3. Bump Gillis
4. Rufus
5. Glad Tidings Goomer
6. Hugh Casey
7. One was covered with polka dots, another had a rabbit jumping out of a top hat on the fuselage. Almost all of them were sans landing gear.
8. Captain
9. Quick change make-up artist
10. Brain Devil
11. Tom and Noisy Jay
12. Kerry Keen
13. Barney O'Dare, O'Doul's Dew
14. They were all amphibians and painted black. The pontoons retracted.
15. Barbara "Pebbles" Colony

1914-1918

THE FIRST
WORLD WAR



Blériot (Fr.) reconnaissance.

Found in Air Trails
1971..World's
Greatest Aircraft
1914 - 1918



FAC NON-NATS REGISTRATION FORM
PLEASE USE A SEPARATE FORM FOR ALL CONTESTANTS.

GENESEO, NY
PLEASE PRINT!

JULY 16, 17 & 18, 2009
AND PLEASE MAIL EARLY!

NAME _____ CHECK ONE: ☐ JR. ☐ OPEN ☐ AMA, MAAC or equivalent # _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
HOME PHONE _____ EMAIL ADDRESS _____

Entry fees at \$25.00 each [Contestants 17 or younger fly for FREE!]..... (#) _____ \$ _____

Banquet tickets at \$30.00 each with NO dorm or meal ticket reservations..... (#) _____ \$ _____

Reservations for double dorm occupancy ** WITH meals and banquet ticket at \$175.00 each..... (#) _____ \$ _____

Reservations for single dorm occupancy WITH meals and banquet tickets at \$220.00 each (#) _____ \$ _____

* All contestants must be members of the AMA, MAAC or other foreign country equivalent. To compete, you MUST present your current card to register at the event. Please remit all fees by JUNE 15, 2009 to ease the paper work at the event. Mail entry form and check or International Money Order to FAC, % Juanita Reichel, 3301 Cindy Lane, Erie, PA 16506. GHQ will NOT be able to refund cancellations AFTER June 20, 2009.

** Tell us who you are sharing the SUNY dorm room with: _____ GHQ will notify the University.

If you require a "ground floor room," please let us know with your PAID registration.

University meals include dinner on Thursday the 16th with breakfast and dinner on the 17th, and breakfast only on the 18th and 19th. Times TBA. The Saturday evening banquet will be at the Quality Inn – Geneseo, 4242 Lakeville Road, Route 20A, Geneseo, NY 14454, phone 585-243-0500, fax 585-243-9007.

If you plan on staying at the Quality Inn you must call and inform the reservation desk you are with the FLYING ACES CLUB.

WAIVER: I hereby release the FLYING ACES CLUB, INC., the HISTORICAL AIRCRAFT GROUP, INC., Austin Wadsworth, the STATE UNIVERSITY OF NEW YORK (Geneseo), and all other persons and organizations connected with this contest from liability whatsoever for accidents or injury incurred while participating in the FAC NON-NATS 2009 competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

ALL scale judging will be at the Quality Inn on Thursday July 16th starting at 2:00P.M., including FAC Jumbo and FAC Giant. NO contestants admitted to the judging area prior to 2:00P.M.! Vendors may set up after 12:30P.M.

SCALE JUDGES & RUNNERS WILL HAVE "HEAD OF THE LINE" PRIVILEGES FOR THEIR MODELS!

If you want to be a judge or runner, please contact Ross. Judging will be done via pairs this year. New judges are welcomed...what better place to get the experience!

FRIDAY EVENTS 8:30 TO 5:00 P.M.

FAC Scale	Dime Scale – Traditional	OT Gas Replica	WW I Qualifier
Jumbo / Giant Scale	GHQ Peanut	OT Rubber	Thompson Qualifier
Pioneer Scale	Golden Age Biplanes *	Jimmie Allen	Greve Qualifier
Power Scale	(Civil & Military)	French Design	WW II "Radial" Qualifier
	Modern Military	(Target time)	WW II "Inline" Qualifier

SATURDAY EVENTS 8:00 TO 4:00 P.M.

FAC Scale	Dime Scale – Nostalgic	Embryo	WW I Combat **
Jumbo / Giant Scale	Modern Civil	OT Stick	Thompson Race **
Pioneer Scale	Golden Age Civil (NO Bipes!)	Phantom Flash	Greve Race **
Power Scale	Golden Age Military (NO Bipes!)	Fiction Flyers	WW II Combat **
	Rocket / Jet Scale		(Top 10 Radial and Top 10 Inline)

BY POPULAR DEMAND...AFTER DINNER COMPETITION! FRIDAY...starting at 7:15 P.M.

The B.L.U.R. and the Bleriot Channel Crossing Challenge, a S.L.O.W. (Slow, Low Or Wet) Race will be flown in the evening hours.

In honor of the first Channel crossing, the S.L.O.W. is an event for those "plain-Jane" pioneer models prior to 1915. Build them scale, but let's color and decorate to tickle one's funny bone. We'll use the BLUR course as our English Channel. We'll fly in heats of three. Everyone makes three flights to garner points with the top three moving on to the finals. It will be the slowest & lowest that wins!

* Three (3) TIMED – mass launches; three hours apart at 10:00 A.M., 1:00 and 4:00 P.M. These are NOT "elimination rounds." All entered fly ALL three flights. This is NOT "combat." You may launch any distance from your competitor as long as the event director can see you and you can hear him. Scoring is "total of three flights." Your mechanic must time and record your flight as per usual.

** Regular mass launch event. REMEMBER...one model per mass launch event...that includes WW II ...that means one radial OR one inline...NOT one of each!

For some time now, we have been trying to come up with an unusual model for an old Campus A-100 compressed air engine. The Lockspeiser seemed to fill the bill. The engine operates equally as well in either direction, and, being mounted in the rear, there was little chance of damaging the engine.

Construction is straightforward and simple. If you don't just happen to have a Campus A-100 (a Bill Brown gem of more than 25 years ago) the fuselage size is ample for rubber power. The fuselage is framed of 1/16 sq. balsa. On the wing, two closely-spaced ribs on each wing half permit the rudders to be installed after the wing has been covered. We cut the rudder portion from the lower fin to make the installation of the rudder easy. Carefully replace the rudder with Hot Stuff, and you cannot tell that the piece was cut away.

The plans show only one-half of the canard (small forward wing). This should create no problem, because they do not become right or left canards until the tips are installed. One thing while mentioning the tips. They should be carved from very light balsa and the extreme rear portion of the tip strengthened after carving by applying a drop or two of Hot Stuff and allowing it to penetrate into the soft wood.

Since we could find very little information on balancing canards, we had to "guesstimate" the CG. But to hedge our bet on a properly trimmed model, a section of 1/8 OD (1/16 ID) soft aluminum tubing was fitted into the fuselage. A section of 1/16 OD tubing was fitted into each canard with approximately 1/2 in. projecting from the winglets. After the model was covered, the small diameter tubing was cemented into the tubing in the fuselage (no adhesive on the end rib, please). This permitted us to increase or decrease the canard angle of incidence until the model was properly trimmed for flying.

The model was covered with lightweight tissue and was given two thinned



PHZZZ! The little canard is off and running. Yes, Matilda, the little wing goes in front!

coats of plasticized clear dope after the tissue was tightened with rubbing alcohol. Color was applied in a mist coating, using spray enamel from the days when the younger son built model cars.

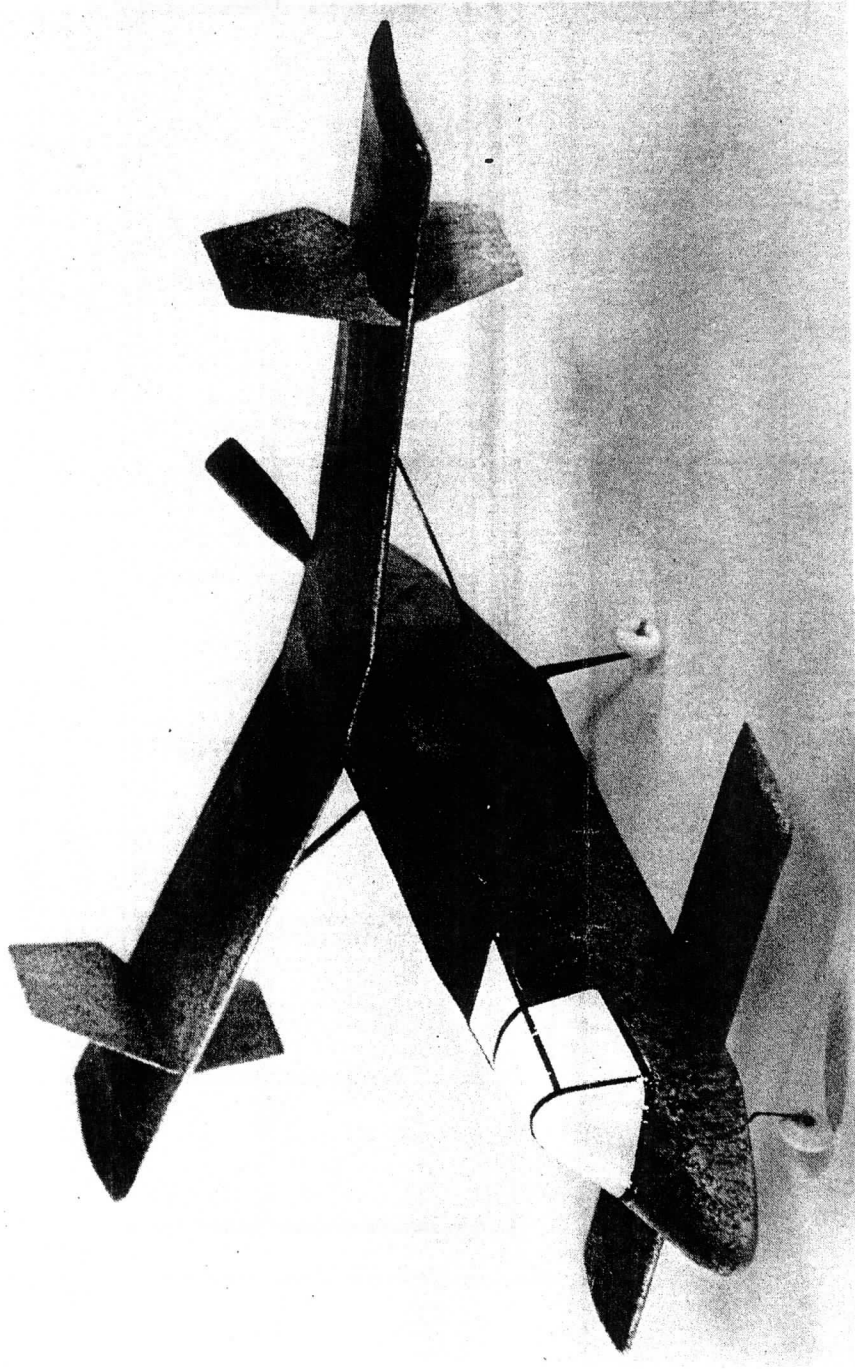
The wind screen can be fabricated from thin transparent plastic. If you plan to attach the plastic to the model with Hot Stuff, Zap, etc., try the adhesive on a small section of the plastic first. We found that some plastics disintegrated (not dissolved) when the adhesive was used.

By the way, if you coat your hands with DuPont's PROTEK (a product that might be described as an "invisible

glove" when applied to your hands) there is little chance that you will glue yourself to the model when using Hot Stuff, Zap, etc.

Flying results were quite satisfactory after the model was trimmed. We made the mistake of locating the air tank a bit too far to the rear of the model. Clay had to be added to the nose to correct this.

For rubber power, either carve a pusher prop or cut down a plastic prop. REMEMBER, the model flies TAIL FIRST. The amount of rubber needed will depend on the weight of your model.



Peanut Lockspeiser LDA-01

By JOHN WALKER . . . An "It went thataway instead of thisaway" flying machine, this month's Peanut is certainly quite a bit out of the rut. Originally designed for a Campus CO₂, it's easily adapted to rubber power.

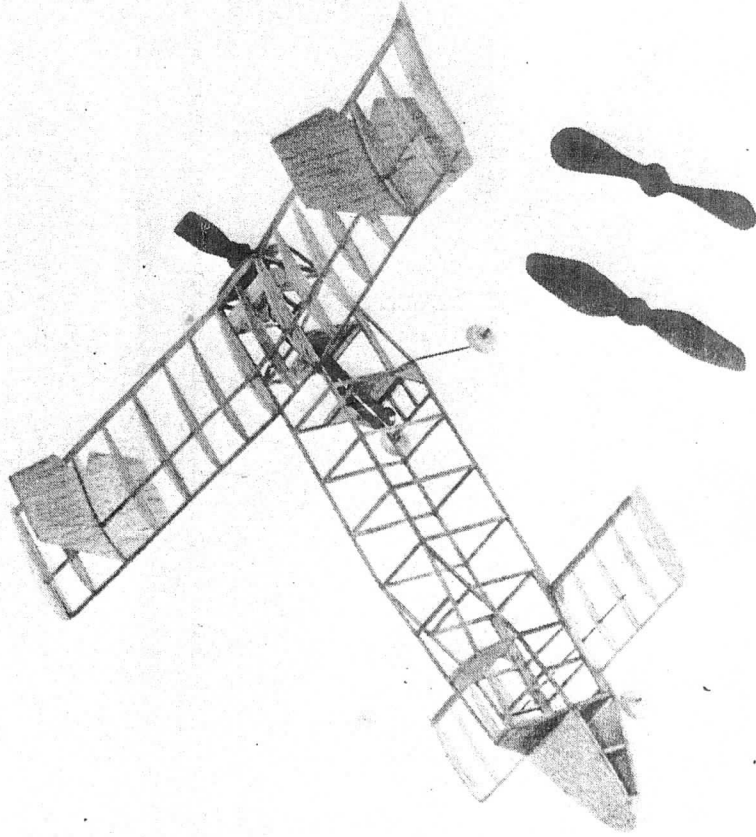
- The Lockspeiser is an unusual aircraft that has been under development in the United Kingdom for a number of years. The craft has a canard layout with the wing mounted high on the aft end of the box-like fuselage. The plane is a 7/10th scale version of the planned production version, making this model a scale model of a scale model.

The Land Development Aircraft (LDA) has been described as an "aerial Land Rover" (flying Jeep for you who do not know a spanner from a wrench or bonnet for a hood).

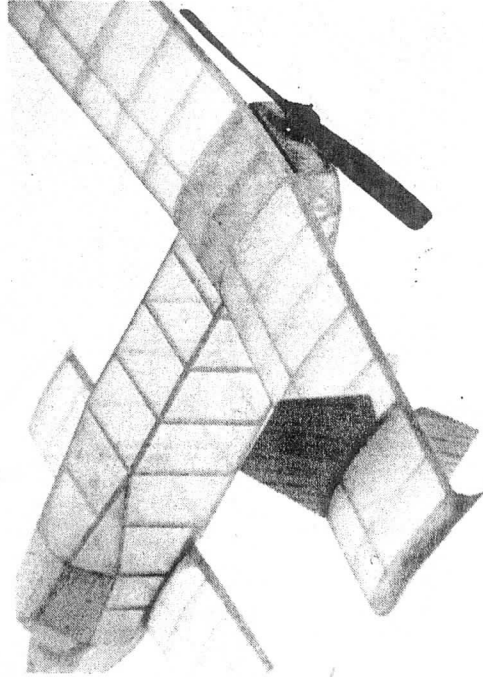
Since making its first flight in August, 1971, the LDA has undergone many changes. It was originally fitted with three wire-braced rudders and a four-wheel undercarriage. The 85hp Continental has been replaced by a 160hp Lycoming engine. Hoerner tips have replaced the square tipped wing and canard.

The production "flying utility truck" will have a span of 13.4m and be powered by a 360hp O-540 engine.

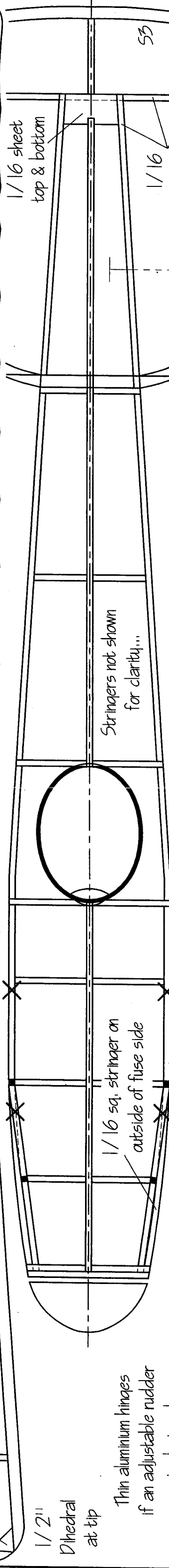
The model is a copy of the aircraft seen at the 1975 Paris Airshow. One-half of the plane was camouflaged, with the other half in civvies. The model shown is fully camouflaged.

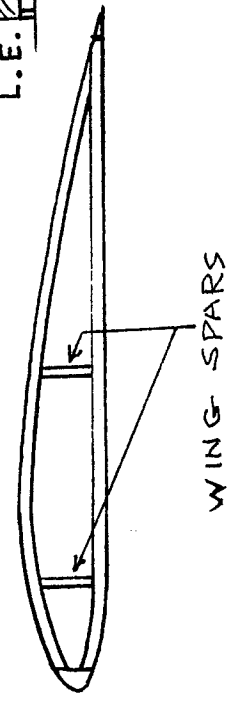
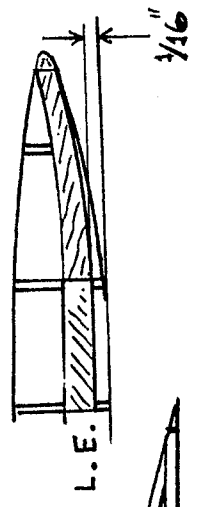
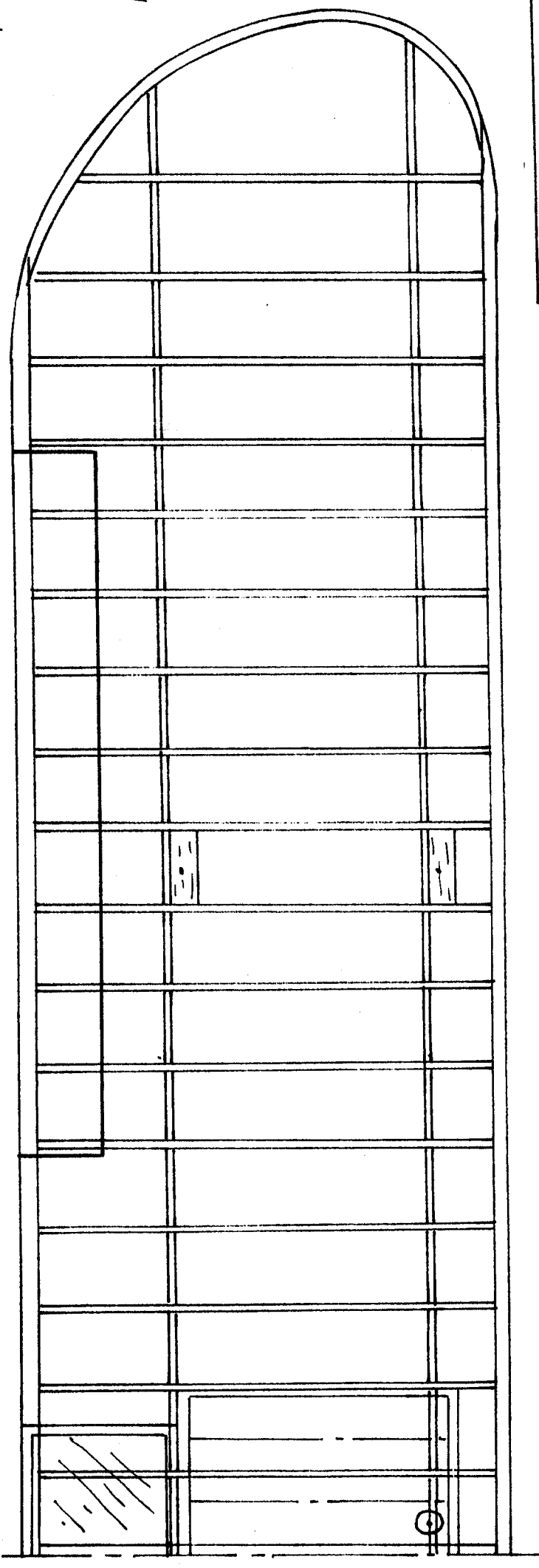
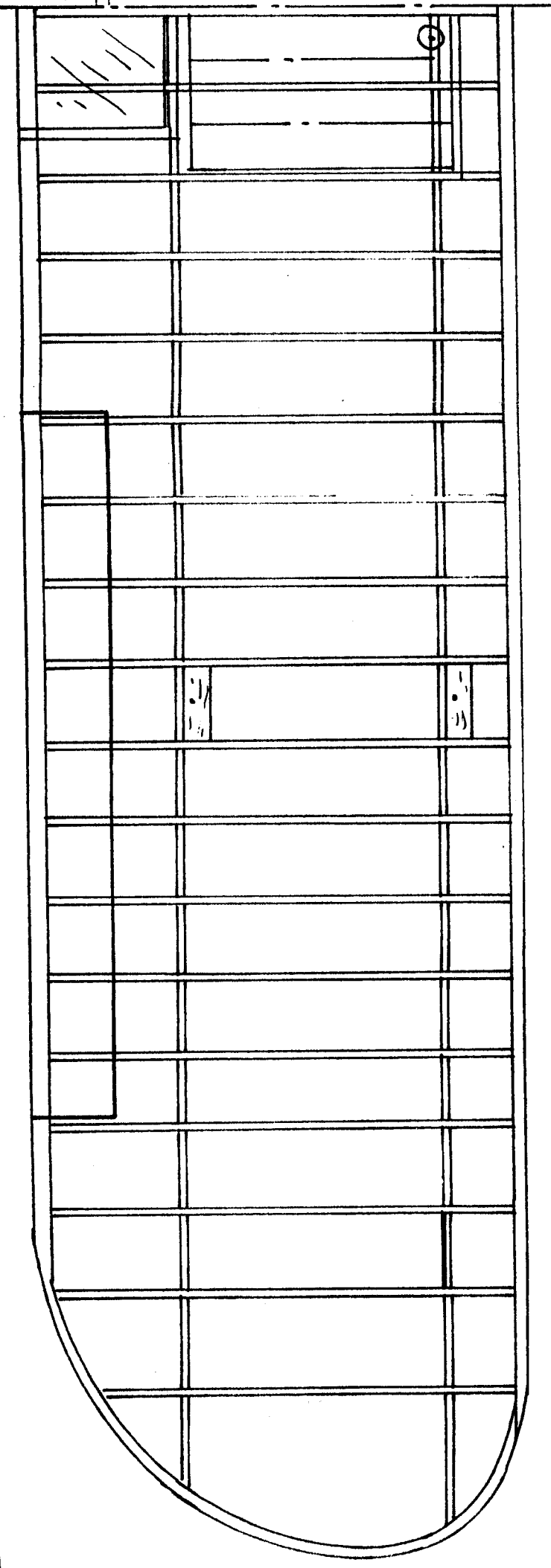
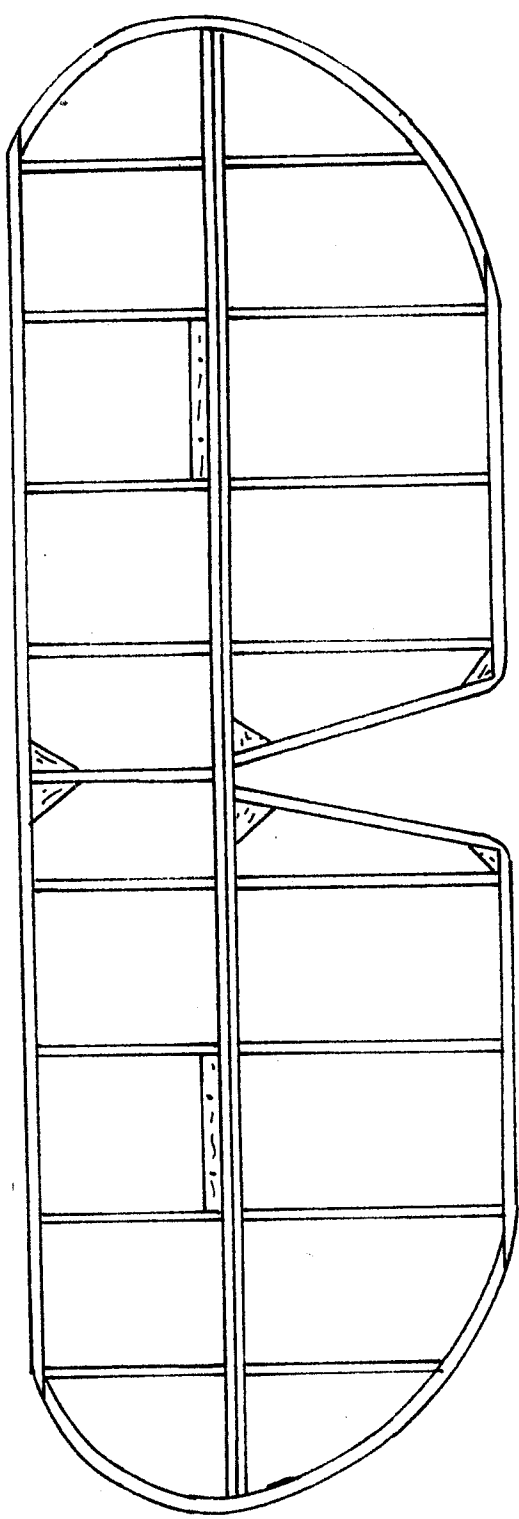
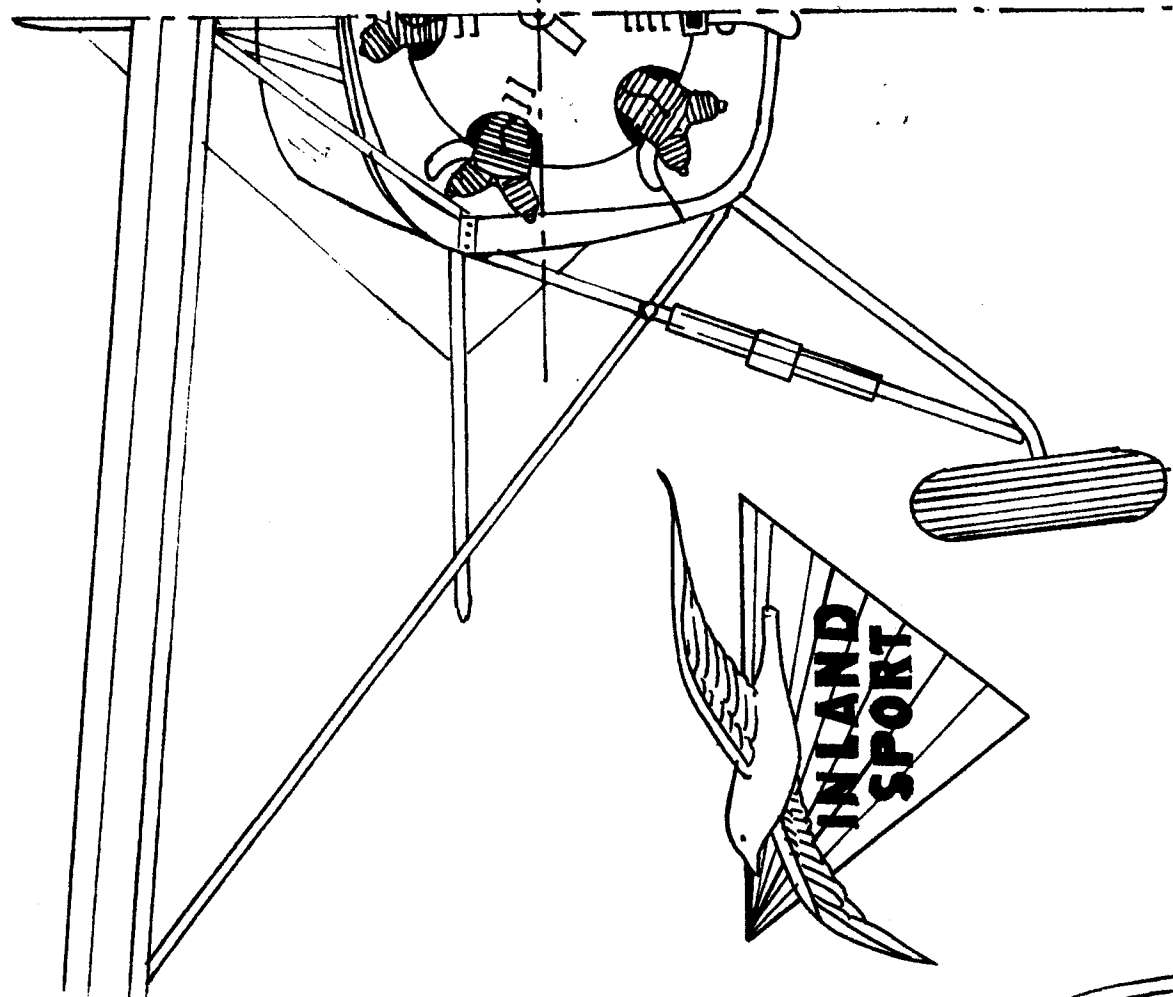


Bones of the Lockspeiser reveal traditional structure in spite of the unusual configuration. The author's model is powered by an old Campus CO₂ engine.



Rear three-quarter view of model in its natural covering and with the camouflaged finish. Conversion to rubber power is easy, and the long fuselage will allow a large loop of rubber for sustained power flight.

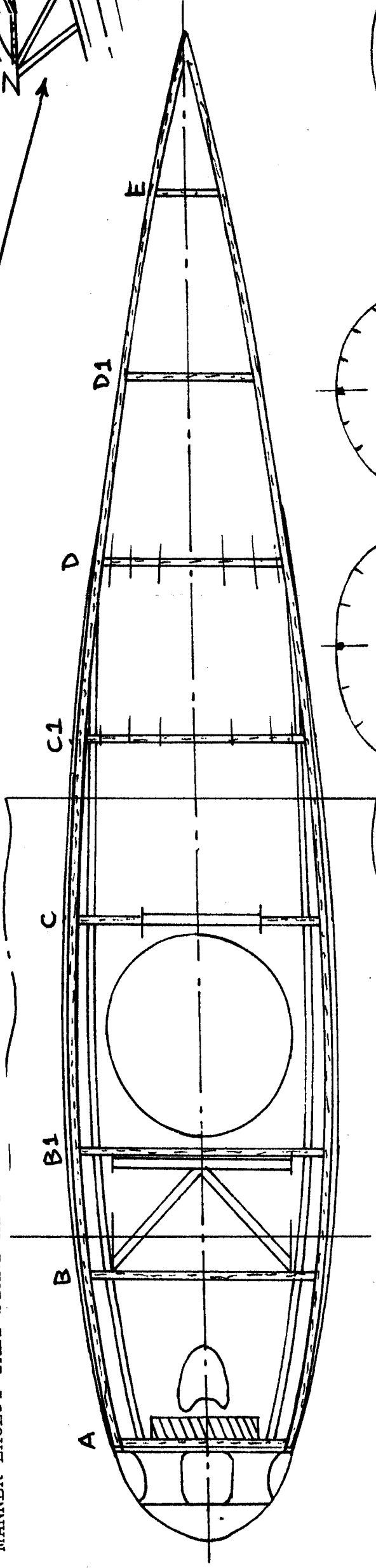
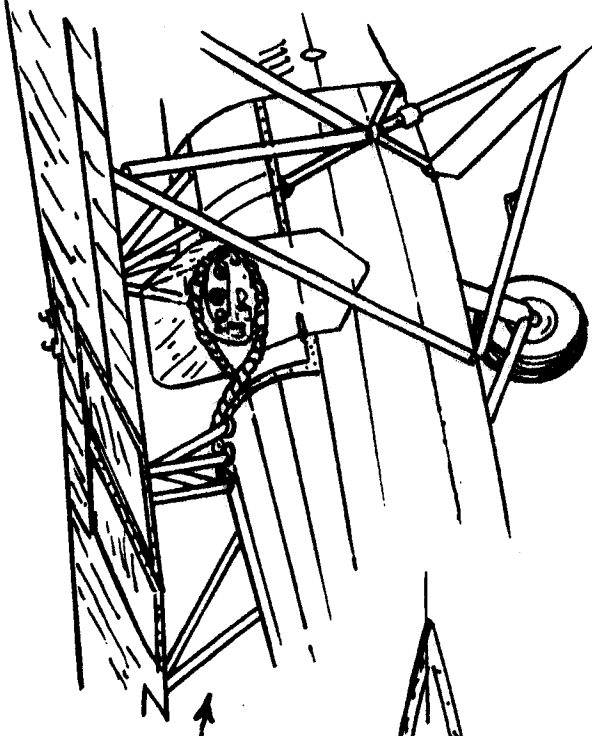




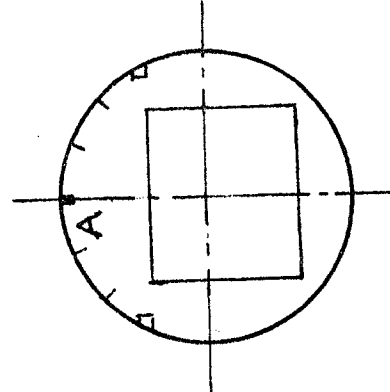
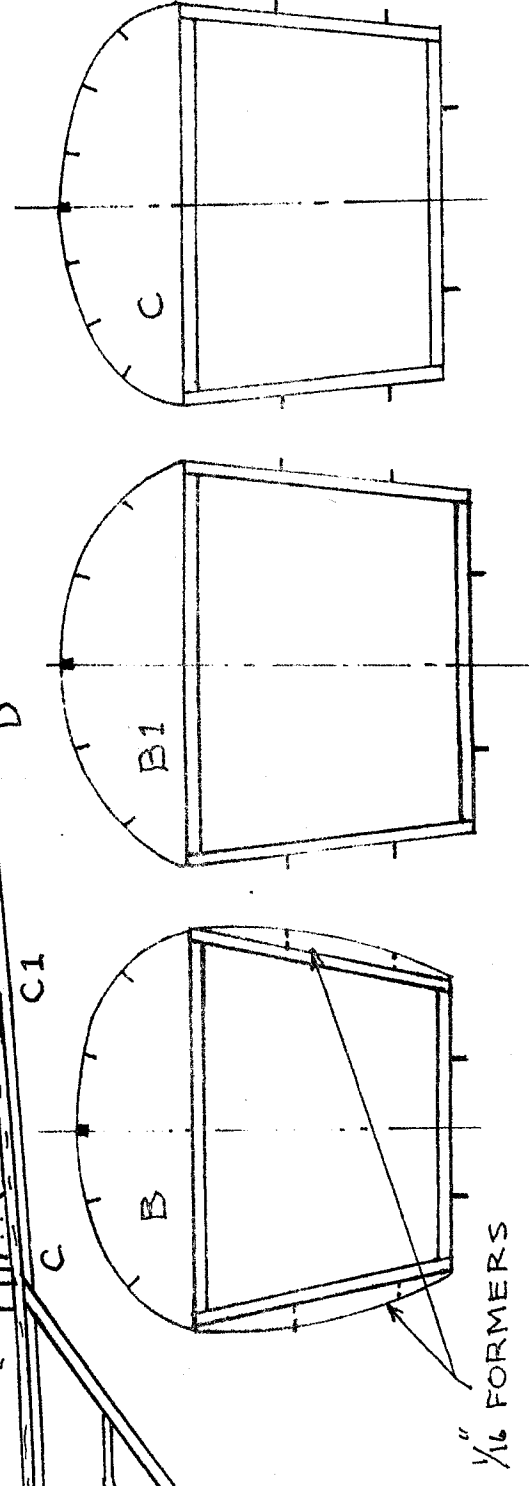
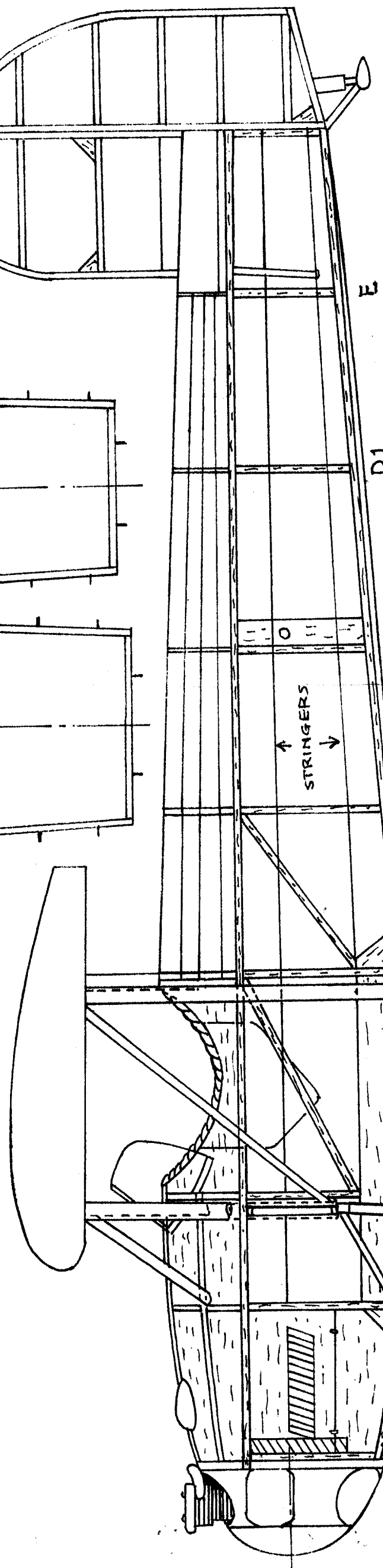
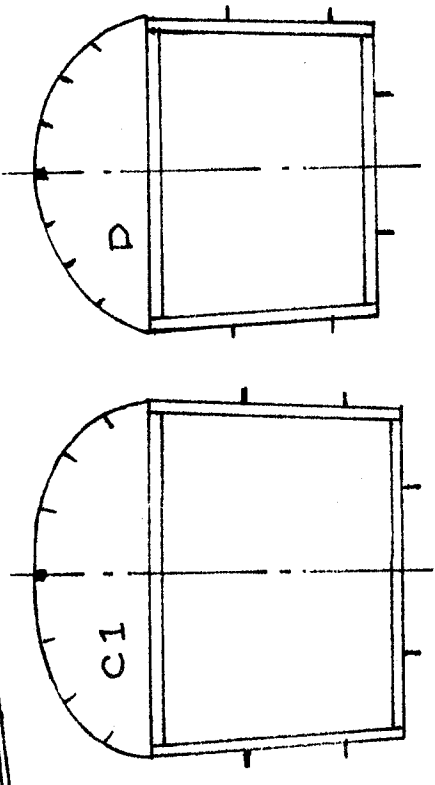
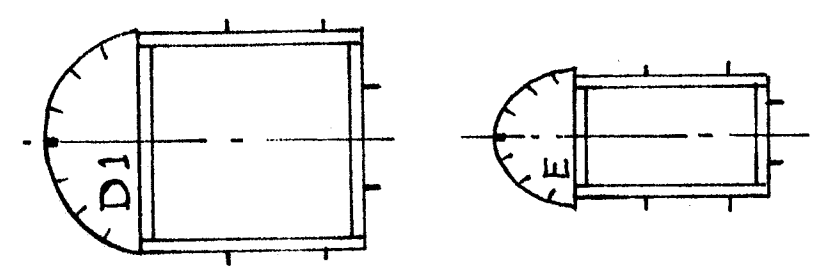
WING SPARS

● SIDE FUSELAGE STRINGERS BEGIN LEVEL WITH FORMER B & THEN GRADUALLY TAPER TOWARD BACK OF FUSELAGE AND BLEND AT TAILPOST. BOTTOM STRINGERS ARE ALSO DONE IN THE SAME MANNER EXCEPT THEY START AT FORMER A.

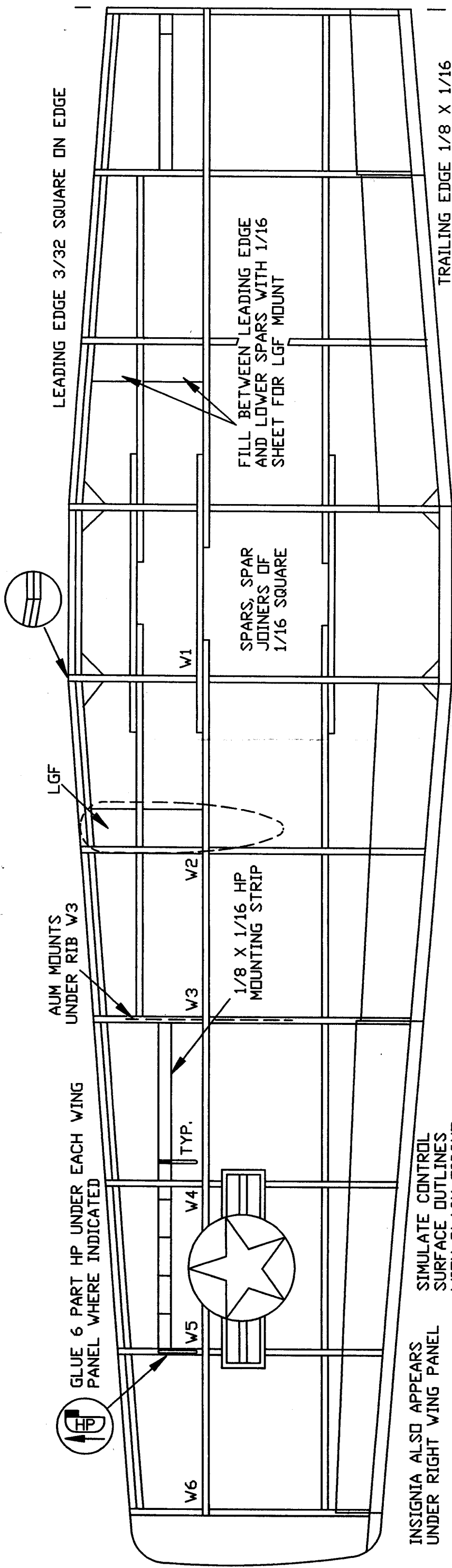
INSERT TO SHOW DETAIL OF STRUT ARRANGEMENT



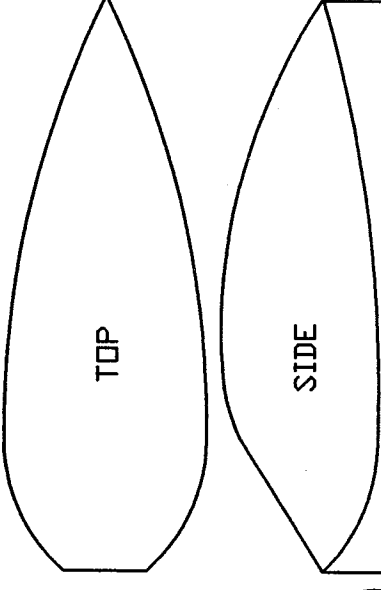
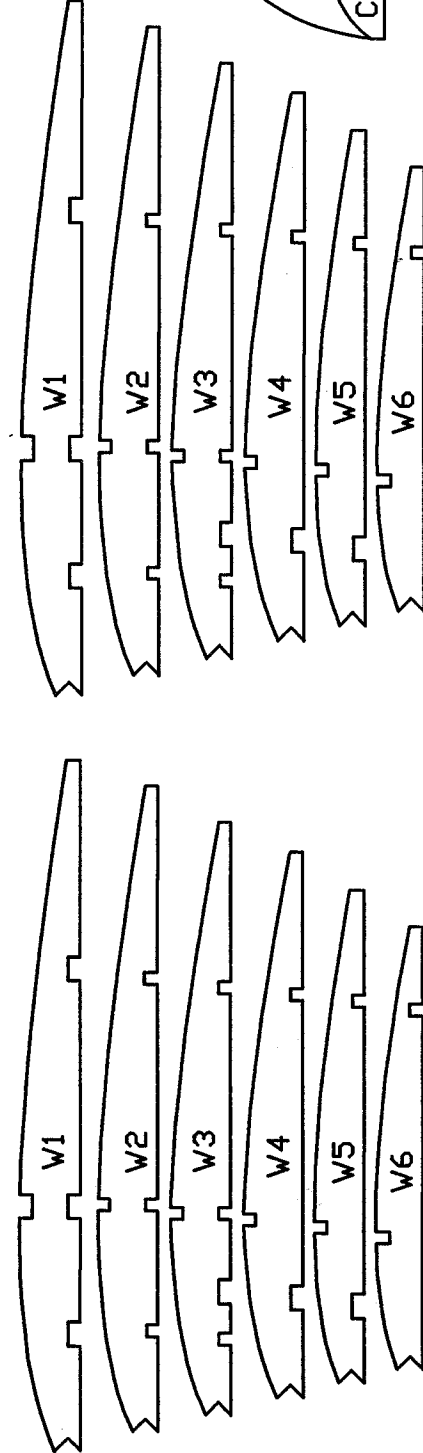
● COVER FUSELAGE SIDES BETWEEN FORMERS A & B WITH SOFT BALSA THEN CARVE AND SAND TO SHAPE.



Inland Sport.
DESIGNED AND DRAWN BY
CAPT PAT DAILY, USN (RET)
RETRACED BY
BILL CERESA



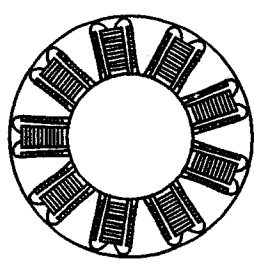
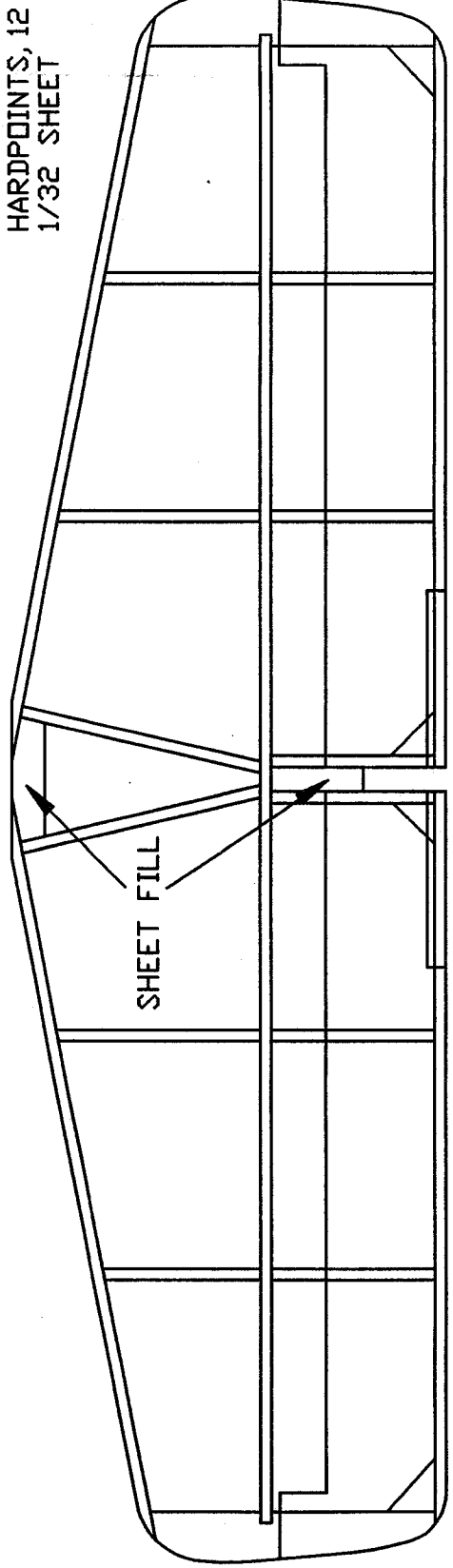
SHAPE WINGTIPS
OF SOFT BALSA



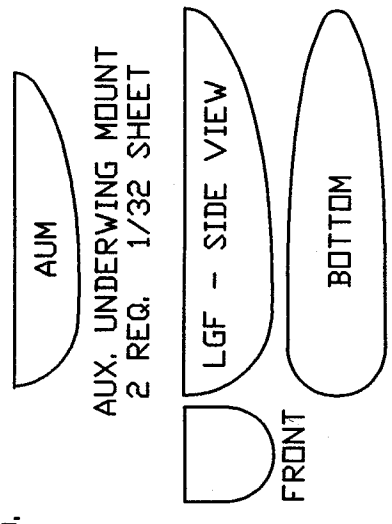
CANOPY MOLDED OF THIN ACETATE
OR VINYL PLASTIC.

(HP)

UNDERWING ORDINANCE
HARDPOINTS, 12 REQ'D.
1/32 SHEET



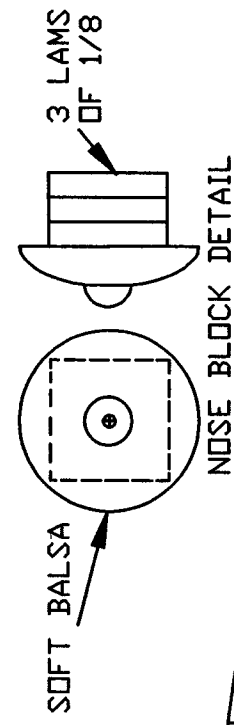
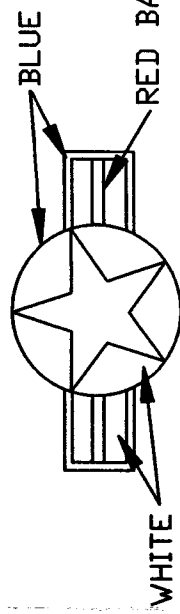
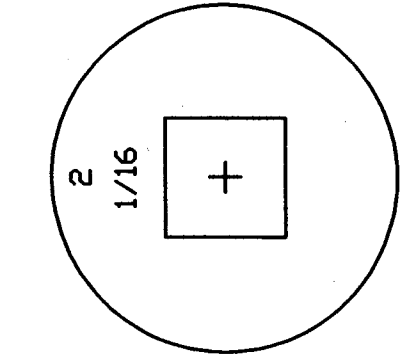
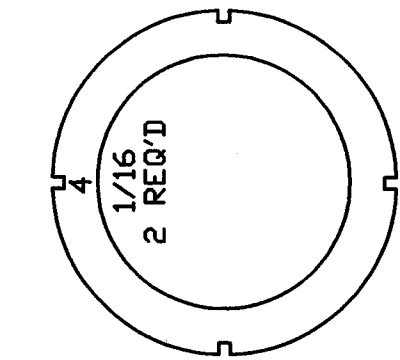
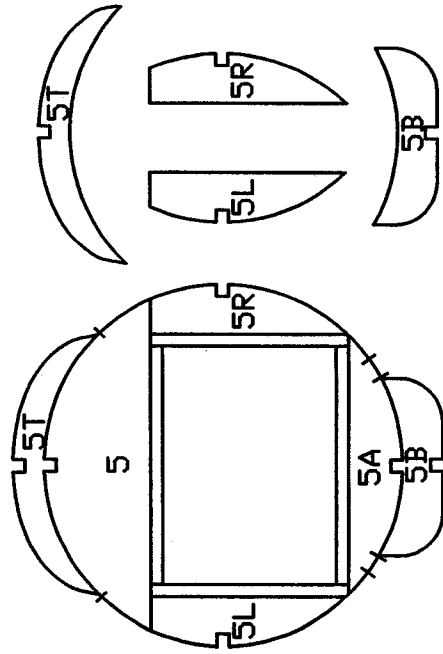
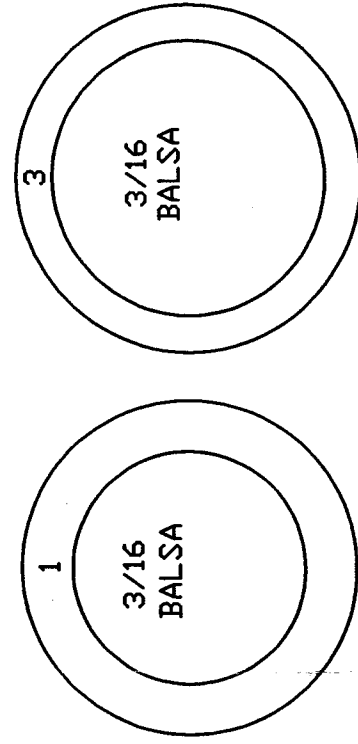
GLUE TO FORMER 2



LANDING GEAR FAIRINGS 2 REQ.
CARVE FROM BALSA OR FOAM

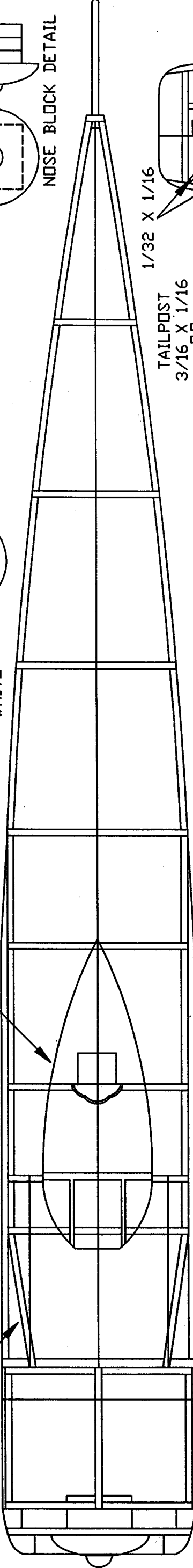
PROTO FLEW WITH 8" PECK PROPELLER AND TWO LOOPS OF FAI TAN II RUBBER 30" IN LENGTH. ONE LOOP WAS 1/8, THE OTHER WAS OF 3/32. DOWNTHRUST = 4 DEGREES, RIGHT THRUST = 4 DEGREES.

FUSELAGE BUILT USING BOX AND FORMER METHOD. CENTRAL UPPER STRINGER IS 1/16 SQUARE, ALL OTHER UPPER STRINGERS ARE 1/20 SQUARE.

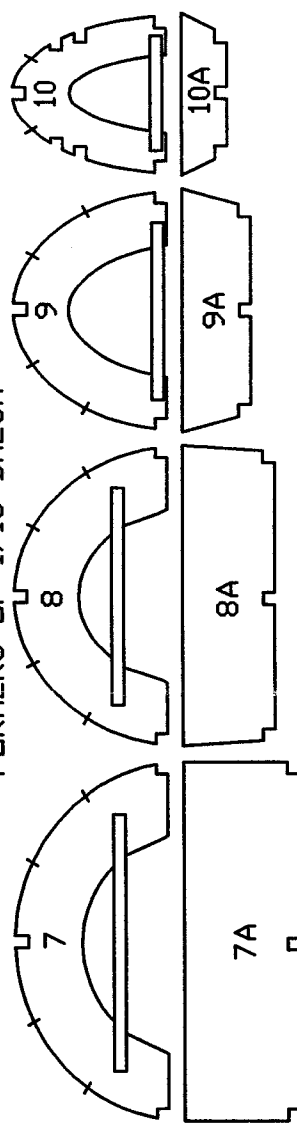


ADD 'F' TO LONGERON AFTER FUSELAGE ASSEMBLED
2 OF 1/16

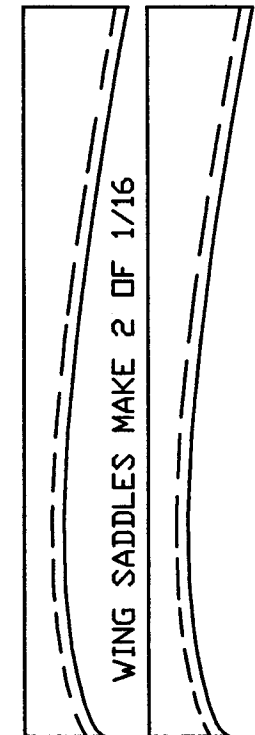
AREA UNDER CANOPY COVERED WITH BLACK TISSUE



FORMERS OF 1/16 BALSA



TAILPOST 3/16 X 1/16
1/32 X 1/16

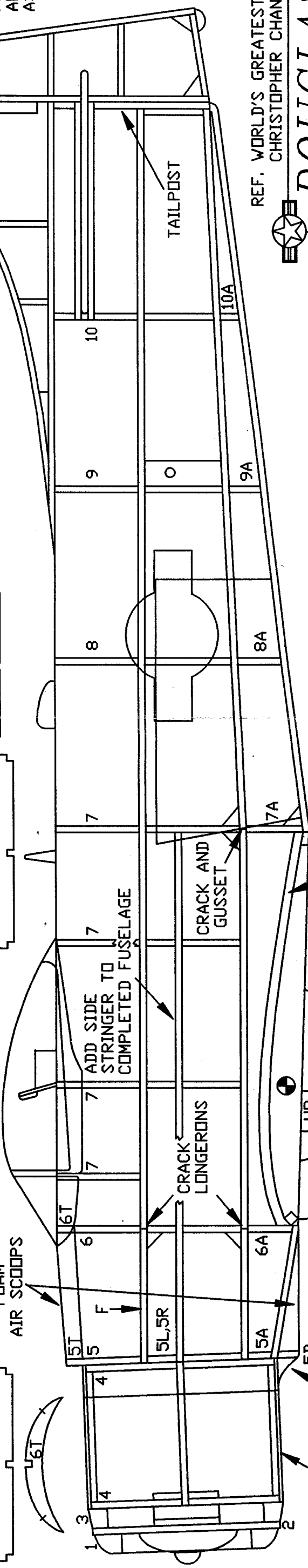


WING SADDLES MAKE 2 OF 1/16

FOAM AIR SCOOPS

LAMINATE 1/32 X 1/16 STRIPS

FIN AND RUDDER ALL 1/16 EXCEPT AS INDICATED



ADD SIDE STRINGER TO COMPLETED FUSELAGE

CRACK AND GUSSET

CRACK LONGERONS

1/32 SHEET

CARVE BLOCK TO SUIT

ADD 1/32 TISSUE ATTACH STRIP

REF. WORLD'S GREATEST AIRCRAFT CHRISTOPHER CHANT, CRESCENT



DOUGLAS A1 SKYRAIDER
19 INCH WINGSPAN

THE SKYRAIDER APPEARED IN A VARIETY OF COLOR SCHEMES THROUGHOUT ITS SERVICE LIFE. THE SQUADRON/SIGNAL PUBLICATION ON THE SKYRAIDER IS A GOOD SOURCE FOR COLOR/MARKINGS INFORMATION.

MODEL IS ALL BALSA EXCEPT AS NOTED.

DIMENSIONS ARE IN INCHES.

SHEET 1 OF 2 Tom Vause 1996