

FICTION
MODEL
BUILDING
FACT

A MODEL BUILDER LEARNS TO FLY See Page 6

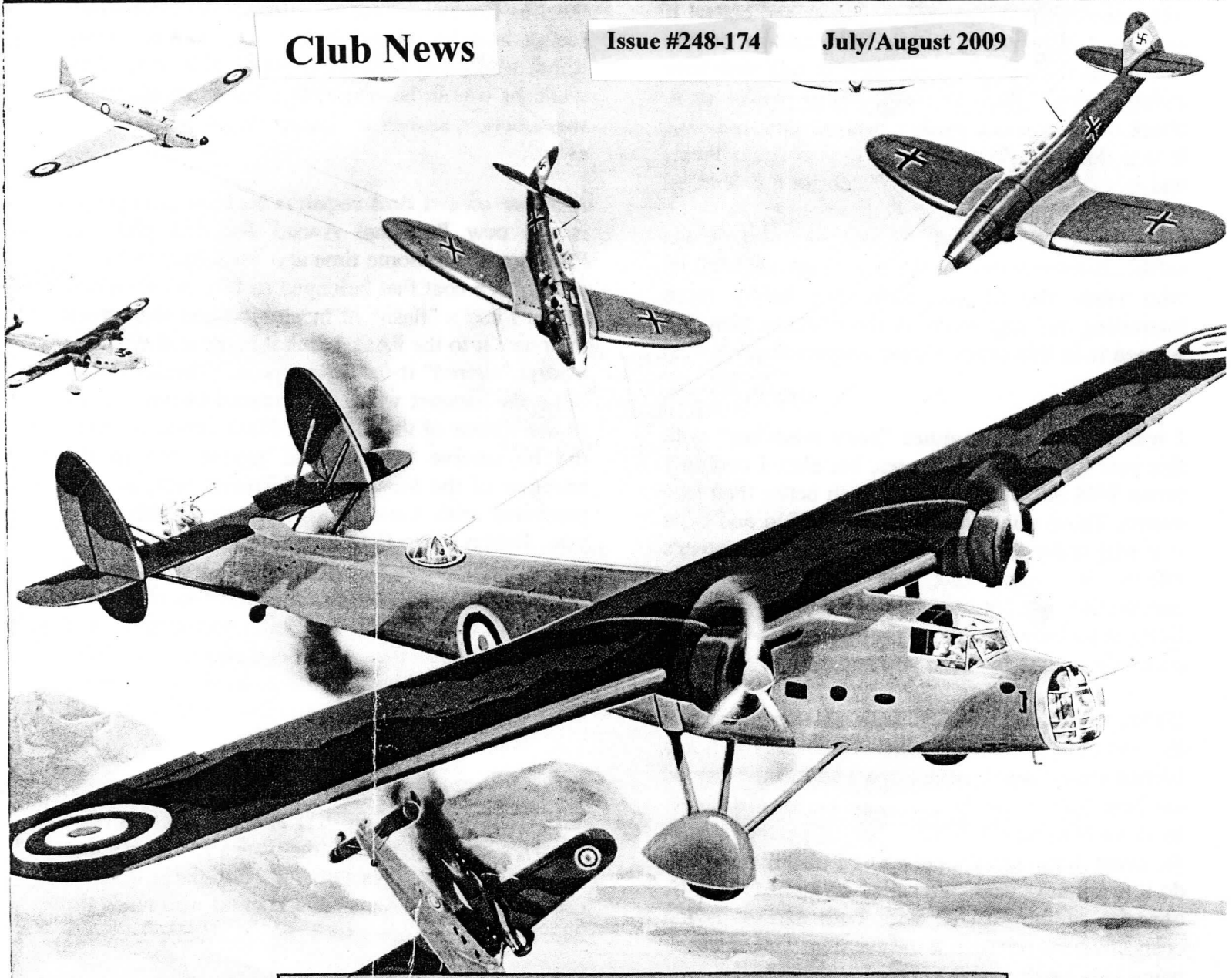
FLYING ACES

JULY
15¢

Club News

Issue #248-174

July/August 2009



IF SKY TROOPS RAN HITLER'S GANTLET

AUGUST SCHOMBURG

NEXT--THE MUSCLE-POWERED PLANE!--WHY NOT BE AN AERO ENGINEER?

NEWS ON THE WING!

Thanks to scores of individuals, several clubs, eight vendors, the Quality Inn at Geneseo, The Historical Aviation Group and Hung...the 2009 FAC Non-Nats was and will always be a memorable event in the history of the FLYING ACES CLUB. A heartfelt thanks goes out to all who were there. Without you and your support, there would be no show.

If you were not able to attend "the show at G-Town" this year, start making plans for the 2010 pilgrimage were things will be bigger and better! If you need convincing, check the postings on the internet by several of our clubsters or talk with your flying buddy who was there. While you're at it, check out the coolest T-shirt ever offered by GHQ. It was done by Pres Bruning (thanks again Pres!) and is available from GHQ. Watch for a T-shirt ad elsewhere in this issue...space permitting. And look for a list of those who donated to our fabulous raffle...thanks everyone! We also thank the vendors who made the trip to make our hobby more interesting and enjoyable. A list of these men and women is in this issue. Please support them as best you can.

I was hoping to announce "zero mistakes" with this year's postings and scores, but alas, I can only report 98% accuracy. That is much better than past events. Those affected have been notified and hope you will understand and appreciate our volunteer's efforts. It seems that the weak link is in communications between the flyer and the recorder. GHQ is looking at a new "timing slip" to improve such information between you and us.

BTW, the T-shirt was to help us commemorate the crossing of the English Channel by Louis Bleriot almost one hundred years ago to the day on our Non-Nats. I was informed of this historical date by Dave Niedzielski. In turn, he and I came up with the event that was so popular i.e.: FUN! that we will do it again next year. We called it the SLOW to be opposite of the BLUR; with both events having been flown in the calm of the evening. Talk about being kids again...(sigh).

A few notes before I run out of space: The Blue MAX was awarded to Josh Finn. Honored with 100 victories was Danny Kane. The Hall of Fame inductees of 2008 received their long awaited plaques. The "Cat's Ass Award" went to John Houck AND Tom Hallman for a midair when they had acres and acres to pick a launch site, but choose to stand next to each other with near "catastrophic" results! Founding Father Awards went to George Lewis for Peanut Scale and Jim DeTar for Rubber Scale. Ralph Kuenz and I reenacted the awarding of the Lin Reichel Memorial Mentor Award to Pres seeing how he missed it last year. I was hoping Ralph would say something unprintable about Pres while he was in hearing range, but as usual, Ralph was eloquent as ever in singing Pres's merits for the award.

Another award that requires its own paragraph is the new Perpetual Award for first place in Phantom Flash. Some time ago Miss Juanita had to deal with a coat that belonged to Lin. As soon as I saw it I had a "flash" of inspiration and she agreed to donate it to the FAC. I took it home and my Miss Cheryl "altered" it for my purpose. (Thanks Dear!) So at the banquet when I announced George Lewis as the winner of the Phantom Flash event, not only did he receive his beautiful plaque, but in the tradition of the Masters Golf Tournament, he was presented with Lin's trench coat to cherish for a year. Bubba Mayo (Yes, little brother Blake is back in the fold.) and I placed the coat on George and had him "FLASH" all the ladies in the room. We were all entertained by his enthusiasm and technique. Oh, the alterations made by Miss Cheryl...on the back, embroidered in colorful letters are the words: "FLYING ACES CLUB FABULOUS FLASHER."

The most prestige award of the evening was the VIC DIDELOT FAC SPIRIT AWARD. It was Miss Juanita's honor to present the award to...here's that busy guy again...Pres Bruning. Congratulations to Pres, all our award winners and to all who made the 2009 Non-Nats a great success!

Ross P. Mayo, FAC, CinC.

The Non-Nats is now over and anyone who was not able to attend missed a great meet. Lots of fun and comradie. There are some shirts left form the Non-Nats but the smallest size is a large. All of our small sizes when in a hurry. We still have the Dauntles, Fairchild , A-20 and the Devastator. Most of the sizes are X-large and a few larger, but few and far between. I'm reducing the shirts except for the current one. The cost of the shirt is \$10.00 plus \$2.00 for mailing.

There are five plans. The Chambermaid: Farman 440: Focke Wulf 190: Curtiss Racer: Megow SE5: and Miller Racer.

Information on the Blackburn "SKUA" is a skua is bird found in England. This plane was a recon plane.

S.O.S.

Bill Stoutenburg is looking for plans for the PIPER PA-16. Contact him at 255 Mayer Rd., Apt.350, Frankenmuth, MI 48734

S.O.S.

Bill Salyards is still trying to find a particular issue possibly March, 1938. The issue he is looking for is about a little old Granny come from Ireland, but actually a disguised Spy. If you have this information, please contact him at P. O. Box 801, Upland. CA 91785.

S.O.S

Is there anyone out there who may be interested in buying plans. As my son says we have a million in our basement. There is not quite that many but it sure feels like it. They are not all cataloged. We still have to keep some for the newsletter. Contact Juanita Reichel at 3301 Cindy Lane, Erie, PA 16506.

For you who were not at the non-nats, the HAG, or you all know it as the Geneseo airport. They have a C-47 which they are trying to keep in running condition. They have established four levels of donor sponsorship.

Lifetime Sponsor \$1,000 or more.

Flying sponsor \$250

C-47 Club \$47

Sponsor any \$ donation

The FAC club is going to sponsor the Lifetime sponsor which our name will be permanently placed on a plaque in the aircraft identifying us as a lifetime sponsor. Anything that you can do will be appreciated by the airport. Send to 1941 Historical Aircraft Group Museum, 3489 Big Tree Lane, P. O. Box 185, Geneseo, NY 14454. Make sure you enclose the following information, your name, address, phone number, e-mail, Donation amount and payment type. Your donations are deductible as a charitable contribution as the 1941 "HAG" is a 501c3 organization.

We have lost another one of our members, which many of you remember, Tony Peters. WE send our condolences to his family and all his friends.

If any of you clubs need to put contest information in the newsletter, mail it to Juanita and she will put it in the newsletter as long as you give us enough time.

That's all for this time, so wish each of you a happy and healthy time for the rest of the year.

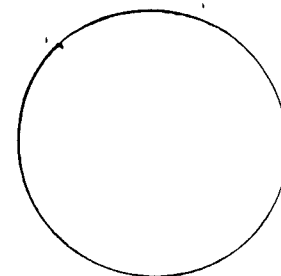
Hope to see some of you at Muncie on the 10th and 11th of September.

From the Editor

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



*** * Number of Wings * ***
Mumbo Jumbo #140 from the Glue Guru

Monoplane? Biplane ? Sesquiplane? Whatever? Which way does logic point? The answer is messy, for it depends on the value we assign to model strength and car trunk clearance as compared to endurance and contest scores. In the end, personal judgement matters much more here than aerodynamics. Even so, pondering the matter can be useful. Let's do so.

Mother Nature does not like wing tips. Each working tip costs us heavily by creating drag through vortices originating at the tip itself and extending downstream. As a result, triplanes are much less efficient than monoplanes. The practical result is to lower triplane glide ratio and to increase triplane power consumption in climb. Why then were real triplanes so well regarded in WWI?

There were compensating advantages in terms of maneuverability (speed of rolling or banking, for one) and also in terms of wing strength. Designers were able to use multiple wings in truss fashion, with structural members spaced between the wing pinions to create a truly strong result capable of defying bullets and crashes.

In our case, fast banking is no advantage and may even lead to spiral instability. Secondly, extremely strong, rigid wings, while useful, aren't a must. Finally, the short chord of most triplane wings implies a low Reynolds number, signifying an additional burden of inferior aerodynamics. In short, for modelers the triplane offers built-in disadvantages without compensating advantages.

To supply some incentive, the current FAC bonus points for "more than two wings" amount to 20 seconds – a great

many indeed, and most helpful in leveling the playing field. However, noting that a low wing monoplane is granted 10 seconds, we suspect that the overall score advantage still goes to the monoplane.

Why build a triplane? There is an advantage in their reduced span. For those interested in Jumbo, legal triplanes begin at a 30 inch span, and monoplanes at 36 inches. Thus, a smaller triplane model can still qualify as a Jumbo. Next, dividing wing area into three basic units usually results in a smaller span. That is, triplanes are inherently smaller spanwise. This can be useful in dealing with the space requirements of a small apartment house elevator or a tiny car.

As for biplanes, they come equipped with a 15 point bonus, and would seem a useful compromise between monoplane and triplane. If interested in a multi-wing approach, one would do well to check the biplane area.

Sesquiplanes are biplanes with tiny lower wing panels, suited for bracing the main wing rather than generating significant lift. Granted full biplane bonus points, they represent an interesting way of going multi. One can do worse.

Which is best? It depends on how you rate size, glide and strength. Even neatness has a say, with multis more demanding of building accuracy. Most of mine have been low wing monoplanes, a vote for simplicity and a good glide.

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.

Good News and Bad News — We Hear Your Message

A Message from the Editor

First, the good news: this is the last time you will see a "Help Needed" ad like this in a KAPA Kollektor.

Now, the bad news: We have had a critical need since last August for capable, long-term help in publishing the KAPA Kollektor—unfortunately, not one among you KAPA members has stepped forward to do the work that must be done. Unless a solid volunteer is found within the next 90 days, KAPA will close its doors permanently with Kollektor 68, in December 2009. This is not a bluff or an overblown call for a little temporary help. It is a statement of what will happen unless you do something, now.

Many of you may not realize that in 1994, KAPA membership really took off, and we made significant changes to the size and appearance of the KAPA Kollektor and also to the way we handle KAPA finances. Beginning then and for the next 14 years, three KAPA members—the same three—did everything needed to keep KAPA going and publish the Kollektor...for zero pay.

We lost one third of that small team when Morrie Leventhal died last summer. One KAPA member volunteered to handle the finances, but the need to absorb all the rest of Morrie's workload has been crushing. We cannot continue under these circumstances.

We published a full-page call for help in the previous issue, last December. I hoped there would be many members asking "What can I do to help?" but that didn't happen. There was a bit of interest in the physical printing of the Kollektor, but that's not where we need help. We need a KAPA member to deliver the ready-to-print Kollektor files to the print agency (in his local area), handle the mailing of the Kollektor, fill requests for back issues, and keep the Plans and Articles Index up to date.

A general description of what KAPA needs appears below, and John is more than willing to fill in the blanks and answer any questions you may have, until 15 June 2009. After that date, it's too late.

Since Morrie passed away last summer, I've spoken personally to many long-time KAPA members, asking them to help out. In virtually every case, the response has been "That's a shame. I'm too busy to help. Sorry that KAPA will fold." That's a tough pill for us to swallow, but your continued inaction and lack of volunteering are sending your distinct vote to terminate the KAPA Kollektor in December.

The decision is yours, and we won't ask again. We have no other choice.

KAPA needs a member to serve as Publisher.

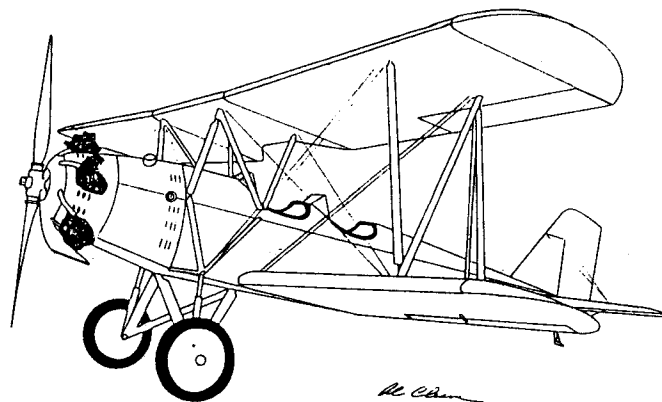
Filling this position is vital to KAPA's continued existence and publication of the KAPA Kollektor!

The Publisher receives the ready-to-print files of the KAPA Kollektor, delivers them to a local print service, and commissions the required number of printed, folded, and stapled issues. The Publisher affixes name/address data and postage, mails the issues, and responds to any member problems receiving the Kollektor. The Publisher also maintains the archives of past Kollektor issues and fulfills requests from members for back issues.

Ready access to a personal computer (PC preferred) with high-speed Internet connection is a must. Access to a photo-quality printer (8-1/2 x 11 format) is very desirable. Familiarity with MS Office (Word and Excel) is a plus. No in-depth knowledge of computer graphics or desktop publishing is required.

All costs incurred by the Publisher are repaid by KAPA.
KAPA membership for this member is free.

- For more information on the KAPA Publisher position, contact
John Pothier, E-mail: JP1@aol.com, Ph: 909-794-7111.



Stearman Model Six

STEARMAN . . . THE MAN AND HIS AIRPLANES (by Al Cleave)

Possibly one of the most widely known names in aviation circles is "Stearman," known to different people for different reasons. Among these are the many thousands of pilots who received their initial military flight training in either the PT or N2S trainers during World War Two.

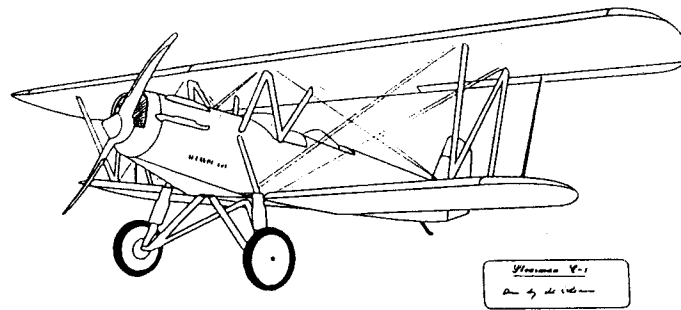
Then there are the countless pilots who were engaged in agricultural aviation (better known as "crop dusting") throughout the post-war period . . . those of us who endured more seemingly endless hours in the duster/sprayer conversions than we care to remember. The airplanes fell far short of being ideal for this work, with their main attributes being that (1) they were there at the time, and (2) they were cheap. They nevertheless served as the backbone of the agricultural fleet for many years until aircraft built especially for the industry began coming on the scene in 1957. The person responsible for the whole thing was an individual named Lloyd Stearman.

He first came on the scene in 1919 when Laird Airplane Company was building an airplane called the "Swallow" in Wichita, Kansas, using the same stick-and-wire construction as the old Curtiss "Jenny." Lloyd designed a totally new, modernized Swallow that proved to be highly successful. This airplane marked his entry into the field of aircraft design.

His second design came about after he went to work for Travel Air Manufacturing Company in 1924. This resulted in the well-known Travel Air biplane Series 2000/3000/4000.

He left Travel Air in 1926, moved to Venice, California, and formed Stearman Aircraft, Incorporated. His initial design there was the Stearman C-1. This was the first airplane to ever bear his name, and would be the first of some 30 different designs over the next five years. He returned to Wichita in 1930, and it was here that he came up with his last aircraft, the Stearman Model 6.

In 1931, Northrop Aircraft merged with the Stearman company (which had held on to the name even after Lloyd's 1926 relocation to California.) Lloyd resigned at the time of the merger, ending forever his involvement with Stearman Aircraft. Two years after he broke ties with the firm, the Stearman most familiar to everyone today began to take shape as the Model 70. This was the forerunner of the trainer series of World War Two fame that were designated Model 75's, basically improved versions of the 70. Production began at a time when open-cockpit biplanes were rapidly disappearing from the civilian scene. Yet the airplane was destined to be built in greater numbers than any other biplane in the country's history.



Stearman C-1.

It was strictly a military trainer from its very inception, and as such, featured a rugged airframe stressed to extremely high load factors, many more than would ever be expected in normal training activities. This accounts for the uncommon strength of structure that allowed subsequent production models to withstand the rigors of agricultural work in later years and permitted engines of up to 600 horsepower to be used in place of the original 220's.

Since Lloyd was no longer associated with the Stearman company at this time, he naturally played no part in the airplane's development or production. This was done under the guidance of two company engineers named Zipp and Clark. Lloyd is, however, given credit for the design since many basic construction features from his Model 6 were incorporated.

Boeing later took over Stearman Aircraft and it became Stearman Aircraft Division of Boeing in April 1938. The Boeing name never caught on, though, and airplanes built after this time --- although Boeings by their paperwork and nameplates --- were still loyally called Stearmans by virtually everyone involved with them.

The last aircraft rolled off the line at the Wichita plant in February of 1945. Termination of the war saw the end of service for these airplanes by the Army, but the Navy continued to use some until as late as 1948.

Boeing claims a total of 10,346 airplanes were manufactured, but this number included equivalent spare parts. The actual figure for complete aircraft is 8,585. Of these, 300 were delivered to Canada under the Lend-Lease program in 1942, but proved unusable in the frigid northern winters and were traded for Fairchild PT-26's. Several export models were built for countries with low-budget air forces such as Venezuela, Brazil, and the Philippines for use as gunnery trainers and light attack bombers. Various engines were used at the request of the governments involved.

An impression of renewed production came about in 1947 when 22 aircraft were produced for the government of China. These, however, were not new airplanes, but were instead acquired by Boeing from surplus sources and reworked. The same procedure was later used to furnish aid to Mutual Pact nations.

Due to an extremely high rate of attrition during the crop dusting years, the Stearman population began to decline, dropping to 3,917 by 1952. This number is misleading, though, since it indicates only the drop in registration figures and does not include the large number of airplanes expended as spare parts during the period.

With their numbers decreasing even more rapidly as the new specialized ag planes began to take their place in the late 1950's, Stearmans appeared to be going the way of the dinosaurs. Many got a new lease on life, however, and began reappearing in ever-increasing profusion as classic airplane buffs set about buying up the aging, many times decrepit, carcasses and restoring them to their original "two-holer" configuration.

These airplanes have served memorably in both war and peace, having seen the coming and going of two major eras in aviation history. They are now embarked on yet another phase, this time with the classic aficionados. It would appear they may have it made this time and are assured of surviving for years still to come, although admittedly on a miniscule scale when compared with their earlier glory days.

2009 Gathering of the Turkeys

Pensacola, Florida — 10,11,12 October 2009

Sponsored by

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AMA Membership Required

The Gulf Coast Aeroplane Works, FAC Squadron #46

Presents

An invitation to serious FAC flyers to fly on a mile square of soft mowed grass, visit the incredible National Naval Aviation Museum and enjoy sugar white beaches

CONTEST DIRECTOR: George White, 5928 Hermitage Drive, Pensacola, FL 32504 : E-mail: White76@cox.net
ASST CD FOR FAC EVENTS: Lou Cumpston, 1432 Tiger Lake Drive, Gulf Breeze, FL 32563: E-mail: gardette@aol.com

FLYING SITE: Navy Helicopter Field Site 8A. Exit Interstate 10 at Exit 5 onto US Highway 90A West. Go 1.7 miles to the gate.

Ten FAC Events (plus a bunch of AMA, SAM and NFFS events)

Thompson/Greve Combo

Two-Bit Rubber

WWI Mass Launch

Rubber Scale

Dime Scale

WWII Mass Launch

Embryo

Jet Cat Scale

Old Time Rubber

FAC Peanut

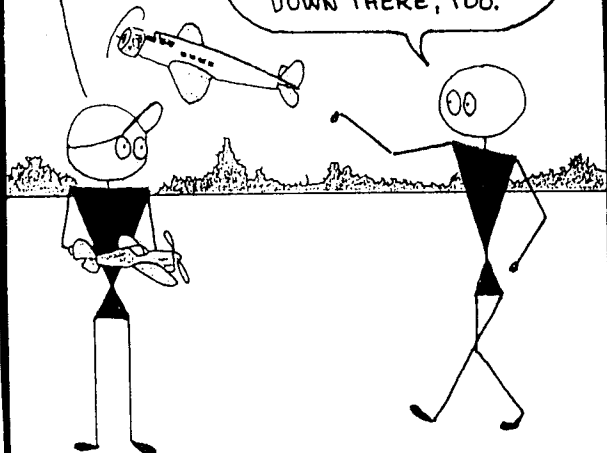
Golden Age Civil

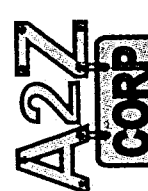
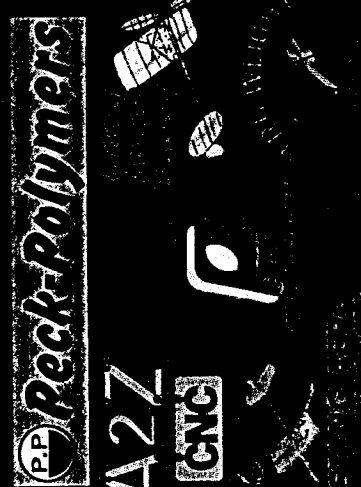
Check our Website at www.pensacolafreeflight.org for more details and application form

INKLINGS by Chuck Wenlock

I KEEP HEARING ABOUT THE FLYING ACES CLUB HALL OF FAME. WHERE IS IT?

IT'S IN ROSS MAYO'S BASEMENT. HE HAS A BAR, A POOL TABLE AND A 64-INCH TV DOWN THERE, TOO.





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EMBRYO.....SQUADRON # 5,
McCOOK FIELD AERO SQUADRON, DAYTON, OH.
FAC RUBBER SCALE.....BOB SCHLOSBERG
FICTION FLYERS.....SQUADRON # 71,
ESCADRILLE HARFANG, QUEBEC, CA.
FRENCH DESIGN.....SQUADRON # 71,
ESCADRILLE HARFANG, QUEBEC, CA.
GHQ PEANUT SCALE.....FRAN PTASZKIEWICZ
GOLDEN AGE BIPLANES.....GIZMOGEEZER PROD'S / ORV OLM
GOLDEN AGE CIVIL.....ED McQUAID III
GOLDEN AGE MILITARY.....SQUADRON # 46,
GULF COAST AEROPLANE WORKS
GREVE RACE.....CLOUDBUSTERS
JIMMIE ALLEN.....ROY GIMLIN
JUMBO / GIANT.....WESTERN N.Y. F.F. SOCIETY
MODERN CIVIL.....BRUCE FOSTER
MODERN MILITARY.....PAT MURRAY
NOSTALGIC DIME.....ROY GIMLIN
OT GAS REPLICA.....WALLY FARRELL
OT RUBBER.....CLEVELAND F.F. SOCIETY
OT STICK.....BERNARD GILLESPIE
PHANTOM FLASH.....CLOUDBUSTERS
PIONEER SCALE.....CLOUDBUSTERS
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THOMPSON RACE.....DENNIS O. NORMAN
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WW II COMBAT.....ED McQUAID III

"THANK YOU!"
TO ALL WHO DONATED TO THE FABULOUS FAC RAFFLE.

FRAN PTASZKIEWICZ
HANNAN'S RUNWAY
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EASY BUILT MODELS
FAC GHQ
FLYING MODELS



FAC DIME SCALE		BONUS				TOTAL	TOTAL	GRAND	
		PT'S	FLT.	FLT.	FLT.	3	BONUS	TOTAL	
Contestant	Plane	PER FLT	# 1	# 2	# 3	FLT'S	PT'S	SCORE	PLACE
Jack McGillivray	Boeing Monorail	10	120	120	115	355	30	385	1
Scott Dobberfuhl	Bat Monoplane	5	110	108	111	329	15	344	2
Tom Hallman	Beech Staggerwing	15	104	98	95	297	45	342	3
Dallas Cornelius	Typhoon 1A	10	112	66	118	296	30	326	
Dave Mitchel	Beech Staggerwing	15	87	99	84	270	45	315	
Jim DeTar	PT-19	10	85	81	81	247	30	277	
Mark Rzacca	Beech Staggerwing	15	70	78	75	223	45	268	
Scott Dobberfuhl	Loening Martin	5	71	82	90	243	15	258	
Walt Farrell	Beech Staggerwing	15	62	63	72	197	45	242	
Dick Gorman	Beech Staggerwing	15	64	48	77	189	45	234	
Clive Gamble	Beech Staggerwing	15	39	73	75	187	45	232	
George White	Beech Staggerwing	15	60	55	58	173	45	218	
Richard Zapf	Vultee Vanguard	10	69	58	53	180	30	210	
Paul Grabski	Gadfly	10	62	52	59	173	30	203	
George White	Arado AR 96	10	49	60	59	168	30	198	
Greg West	Moskalaw Sigma	25	30	49	40	119	75	194	
Doug Beardsworth	Typhoon	10	50	59	53	162	30	192	
Pat Murray	Great Lakes Trainer	15	54	40	51	145	45	190	
Pete Kateris	Avia 135	15	48	48	44	140	45	185	
Jack Barker	Beech Staggerwing	15	40	47	43	130	45	175	
Mike Welshams	Pitcairn Fleetwing	15	42	40	47	129	45	174	
Jim Coffin	Chester Jeep	5	44	33	81	158	15	173	
Gene Simpers	Vega Winnie Mae	0	58	53	60	171	0	171	
John Hauck	Blackburn Skua	10	53	36	49	138	30	168	
Ronnie Gosselin	Westland Dreadnaught	10	43	48	47	138	30	168	
Mike Issermann	Curtiss SBC-3	15	78	48		126	30	156	
John Hauck	P-6E	15	35	35	35	105	45	150	
Jack Moses	Beech Staggerwing	15	35	27	38	100	45	145	
Jerry Hemmel	Martin MO-1	5	37	40	39	116	15	131	
Ed Novak	P-16	15	24	25	29	78	45	123	
Mike Zand	Tifar Moth	15	21	21	24	66	45	111	
John Kramer	Martin MO-1	5	34	33	28	95	15	110	
Ed Novak	Curtiss Robin	0	38	37	34	109	0	109	
Pres Bruning	PT-19	10	40	41		81	20	101	
Ed McQuaid	Fiat G-50	10	21			21	10	31	
Ara Mkitarian	Porterfield Zpher	0	21			21	0	21	

FAC JUMBO SCALE							AVE.		
		FLT.	FLT.	FLT.	SCALE	BONUS	TIME		
Contestant	Plane	# 1	# 2	# 3	SCORE	POINTS	FACT'D	TOTAL	PLACE
Vance Gilbert	Mitsubishi Betty	48	76		60.5	30	68	158.5	1
Dallas Cornelius	Boeing 306-B	82	97	88	56	25	76.75	157.75	2
Vance Gilbert	lancastrer Testbed	78	92		59	17	75.5	151.5	DNQ
Tom Nallen II	Vickers Wellesley MK. II	96	103		59.5	10	78.25	147.75	3
Tom Hallman	Junkers J-1	72	82	73	60	15	71	146	
Ed Pelatowski	Folkerts SK-3	84	80		58	5	72	135	
Luc Martin	TA 152	61	43	65	50	10	62.5	122.5	
Wally Farrell	DH Hornet Moth	54			50	15	54	119	
Greg West	Blackburn Shark	54	55		48	15	55	118	
John Houck	Miles Messenger	53			54	10	53	117	
Richard Zapf	CL 215	25			49	40	25	114	
Jack Moses	Jackrabbit	21	44		55	10	44	109	

FAC PIONEER SCALE					A	B	C	D		
					3 FLT					
		FLT.	FLT.	FLT.	AVE	BONUS	A + B	SCALE	C + D	
Contestant	Plane	# 1	# 2	# 3	FAC'D	POINTS	Max 82.5	PT'S	TOTAL	PLACE
Tom Hallman	Bleriot 25	107	107	107	79.25	15	82.5	58	140.5	1
Don Srull	Voisin	79	82	75	69	35	82.5	54.5	137	2
John Houck	Donnier Monoplane	59	63	60	60	5	65	47.5	112.5	3
Ed Novak	Eastbourne Mono.	37	39	35	37	5	42	54	96	

GHQ PEANUT SCALE					(A)	(B)	(C)		
		FLT.	FLT.	FLT.	3 FLT	SCALE	B x's		
Contestant	Plane	# 1	# 2	# 3	TOTAL	SCORE	34	A + C	PLACE
Dallas Cornelius	Lacey M-10	120	120	108	348	12	408	756	1
Tom Nallen II	BeDe Godel	120	78	60	258	11	374	632	2
Paul Boyanowski	WACO C-7	68	86	48	202	12	408	610	3
Paul Grabski	Lemberger	67	64	67	198	12	408	606	
Pres Bruning	Arado 198	48	89	54	191	12	408	599	
John Houck	Daphne	71	55	60	186	12	408	594	
Mike Isermann	Wittman B1BX	51	60	47	158	12	408	566	
Jeff Runnels	Nesmith Cougar	45	46	46	137	12	408	545	
Walt Farrell	Floyd Bean	35	51	44	130	12	408	538	
John Stott	Prest Baby Pursuit	49	45	36	130	12	408	538	
Jeff Runnels	Mooney Mite	45	45	34	124	12	408	532	
Dan Kane	Ole Tiger	55	60		115	12	408	523	
George White	Lemberger	57	50		107	12	408	515	
Jim Coffin	Nesmith Cougar	28	39	38	105	12	408	513	
Ed Pelatowski	Rivets	28	26	31	85	12	408	493	
George Lewis	Mabonssin	27	20	20	67	12	408	475	
Dave Mitchell	P-51-D	21	42		63	12	408	471	
Del Balunek	WACO SRE	59	63	50	172	8	272	444	
Pres Bruning	PT-19	33			33	12	408	441	
Paul Boyanowski	TA 154	20			20	12	408	428	
Jim Hemmel	Chambermaid	47	53	51	151	8	272	423	
Mike Zand	Fike	32			32	11	374	406	
John Houck	Andreason BA-4B	26	58		84	9	306	390	

FAC POWER SCALE									
		FLT.	FLT.	FLT.	3 FLT	SCALE	BONUS		
Contestant	Plane	# 1	# 2	# 3	AVE	SCORE	POINTS	TOTAL	
Martin Richey	BV 208.03	120	120	120	120	55	30	205	1
Martin Richey	BV 212.03	120	120	120	120	53.5	30	203.5	DNQ
Ted Allebone	Sopwith Triplane	120	111	120	117	60.5	20	197.5	2
Doug Beardsworth	Kyofu / Rex	120	120	120	120	56.5	20	196.5	3
Doug Beardsworth	Curtis BF2C-1	82	118	120	106	58.5	15	179.5	
Don Srull	PWS	120	120	120	120	55.5	3	178.5	
Ed Pelatowski	Aero A-42	113	105		72	51	0	123	

FAC RUBBER SCALE							BEST		
		FLT.	FLT.	FLT.	SCALE	BONUS	TIME		
Contestant	Plane	# 1	# 2	# 3	SCORE	POINTS	FAC'D	TOTAL	PLACE
Andrew Ricci	Arado AR 440	63	64	76	56	35	68	159	1
Mike Isserman	Boeing 306-B	58	89	91	56.5	25	75.25	156.75	2
Vance Gilbert	DeHavilland Flamingo	53	59	73	56.5	30	66.5	153	3
Pat Murray	BV 138	51	35		60	40	51	151	
Rich Weber	WACO SRE	80	102	105	55	15	78.75	148.75	
Vance Gilbert	DeHavilland Mosquito	23	26	68	53	30	64	147	
Jeff Runnels	Chipmonk	59	88	120	53	10	82.5	145.5	
Tom Nallen II	Dorand AR-1	71	33	80	58	15	70	143	
Clive Gamble	DH 29	120			55	5	82.5	142.5	
Jim DeTar	Great Lakes Trainer	69	84		53	15	72	140	
Richie Miller	Curry Wet Wat	59	71		49	25	65.5	139.5	
Tom Hallman	Koolhaven FK-5501	82	58		54	12	71	137	
Pres Bruning	Henschel P-75	49	51	74	52	15	67	134	
Bob Clemens	Farman 400	106	99		52	0	79	131	
Jack Moses	P-51A	70	62	60	53	10	65	128	
Walt Farrell	Miles Falcon	75			50	10	67.5	127.5	
Bob Clemens	Douglas Y10-43	38	61	78	54.5	3	69	126.5	
Jim DeTar	Moth Minor	68			52	10	64	126	
Bernard Dion	Stuka V1	49	46	73	49	10	66.5	125.5	
Tom Arnold	KI-100	62	51		54	10	61	125	
John Regalbuto	Henschel P-87	44	58	53	40	22	58	120	
Mike Welshans	A-36	60	59	54	50	10	60	120	
Dave Mitchell	Aero A-10	47			57	15	47	119	
Del Balenek	WACO YKS-6	53	60		43	15	60	118	
Pete Kateris	YAK-3	58	58	54	46	10	58	114	
Pres Bruning	Hall Bulldog	45	52	49	57	5	52	114	
Clive Gamble	Sopwith Camel	47			51	15	47	113	
Dave Niedzielski	Orian	44	49		54	10	49	113	
Ed Novak	Fairchild 22	53			51	3	53	107	
Del Balenek	WACO ZOC-6	42			43	15	42	100	
Ronnie Gosselin	MS 406	40	38	43	45	10	43	98	
John Kramer	Cessna Airmaster	40			51	0	40	91	

FAC FICTION FLYER SCALE					3 FLT				
		FLT.	FLT.	FLT.	AVE	SCALE	BONUS		
Contestant	Plane	# 1	# 2	# 3	FAC'D	SCORE	POINTS	TOTAL	PLACE
Tom Hallman	Smilin Jack X-13	80	120	79	75.75	62	10	147.75	1
John Houck	Joy's Racer	81	66	79	67.5	60	10	137.5	2
Rich Weber	Booth Ranger	38	56	96	61.5	60	15	136.5	3
Pres Bruning	Mystery Tailless	23	30	54	35	59	20	114	
Greg West	Keen Bullet II	22	22	25	23	49	40	112	
Ed Pelatowski	Joy's Racer	23	32	36	30	60	10	100	
Mike Zand	Mystery Tailless	27	21		16	?	15	DNQ	

FAC ROCKET JET SCALE									
		FLT.	FLT.	FLT.	SCALE	BONUS	BEST		
Contestant	Plane	# 1	# 2	# 3	SCORE	PT'S	TIME	TOTAL	PLACE
Bob Brown	BV 215	55			53	30	55	138	1
Bernard Dion	Belfagor	27	22		44	20	27	91	2
Ronny Gosselin	Fouga	27	22	25	46	15	27	88	3
Martin Richie	BV 212.01	40	42	27	?	?	42	42	DNQ
Doug Beardsworth	MIG 15	20	24		?	?	24	24	DNQ

FAC DIME SCALE NOSTALGIC			NEXT	NEXT				
		FLT.	BEST	BEST	BEST	BONUS	TOTAL	
Contestant	Plane	# 1	FLT.	FLT.	FLT	PT'S	SCORE	PLACE
Paul Boyanowski	Spitfire	70	113	247	247	10	257	1
Dave Mitchell	Staggerwing	138			138	15	153	2
Walt Farrell	Staggerwing	125			125	15	140	3
Richard Zapf	C 460	94			94	10	104	
Dick Gorman	Staggerwing	71			71	15	86	
John Hauck	Skua	59	70		70	10	80	
Scott Dobberfuhr	WACO C	60			60	15	75	
Mike Welshans	Laird Limo	22	39		39	15	54	
Jim Coffin	Chester Jeep	31	44	48	48	5	53	

WW II COMBAT RADIAL QUALIFIER					TOP 10	WW II	
		FLT.	FLT.		of each	COMBAT	
Contestant	Plane	1	2	TOTAL	QUAL.	FINALS	
Jim DeTar	Curtiss SBC Helldiver	67	62	129	1	2	
Pat Murray	Grumman TBF Avenge	43	71	114	2	1	
Clive Gamble	Grumman F6F Hellcat	54	59	113	3		
Doug Beardsworth	Grumman F4F Wildcat	53	53	106	4		
George White	Republic P-47	54	42	96	(Opted for Inline)		
Bernard Dion	Aichi D3A1 "Val" 99	41	45	86	5		
John Hauck	CW-21B	45	38	83	6		
Tom Nallen	Kharkov r-10	36	45	81	7		
Dave Mitchell	Hawker Tempest II	34	40	74	8		
Jeff Runnels	Grumman F6F Hellcat	21	46	67	9		
Tom Nallenn II	Vickers Wellsley	49		49	10		
Ara Dedekian	Brewster Buffalo	23	25	48			
WW II COMBAT INLINE QUALIFIER					TOP 10		
		FLT.	FLT.		QUAL.		
Contestant	Plane	1	2	TOTAL			
Wally Farrell	Bell P-63 Kingcobra	78	76	154	1		
Jack McGillivray	Fairy Battle	69	65	134	2	{5}	
Mike Isermann	Kawasaki KI-61	75	53	128	3		
Luc Martin	Arsenal VG 33	79	47	126	4		
Richie Miller	N.A. P-51 B	59	55	114	5	{4}	
Andrew Ricci	Fairey Barracuda	54	56	110	6	3	
Pete Kateris	Yakovlev YAK-3	54	54	108	7		
Richard Zapf	Bell P-39 Airacobra	52	50	102	8		
Tom Arnold	Fairey Firefly	51	51	101	9		
George White	Bell P-39 Airacobra	53	48	101	10		
Charlie Sauter	Kawasaki KI-61	45	51	96			
Rich Weber	Dewoitine D.520	42	44	86			
Ed McQuaid	Ilyushin Il-2 Shturmovik	37	44	81			
Paul Boyanowski	Bell P-39 Airacobra	43	38	81			
Mike Escalante	Heinkel He 100	40	38	78			
Dave Niedzielski	Mikoyan MiG-3	34	43	77			
Dick Gorman	Messerschmitt Bf 109	38	38	76			
Stew Meyers	Mikoyan MiG-3	39	36	75			
Mike Welshans	Apache A-36 A	34	33	67			
Ronnie Gosselin	Morane-Saulner 406	29	26	55			

[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 Mallico 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.

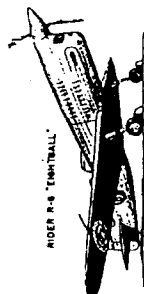
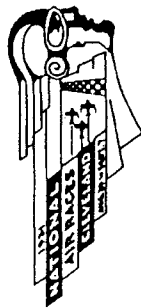
Awards through 3 places in each event. Contest times are as follows: Friday Sept. 25th in the afternoon from 2PM till finish. SCALE JUDGING at the WESTFAC GHQ hotel. No one admitted until 2PM except Vendors. Have your airplanes and documentations ready. Saturday Sept. 26th official flights begin at 7AM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

WAIVER: I/We, hereby release the Scale Staff Model Club, Lone Star Squadron, The Alamo Esquadrielle 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 cowling. 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	SATURDAY September 26th	SUNDAY September 27th
Scale Judging at Hotel	FAC Power Scale	FAC Power Scale
	FAC Rubber Scale	FAC Rubber Scale
	FAC Peanut Scale	FAC Peanut Scale
	FAC Jumbo/Giant Scale	FAC Jumbo/Giant Scale
	WW I Combat (no monoplanes)	WW I Combat
	Thompson Race	Greve Race
	Jimmie Allen	Old Time Stick
	Old Time Rubber Cabin	Dime Scale
	Golden Age Scale	Embryo
	Low Wing Military Trainer	Mass Launch



Flying Aces Stealth Squadron Merrimac Valley Air-Istocrats Model Airplane Contest Fall 2009

Woodson Farm
Amesbury, MA

Saturday and Sunday
October 10 and 11, 2009
EVENTS

From 8.30am - 4.00pm

Saturday

FAC Scale, Jumbo & Giant
combined (run over two days)
FAC Peanut Scale (run over two days)
FAC Jimmy Allen - 3 flight total
FAC Golden Age
FAC Nocal

Mass Launch Events (15% rubber rules)

Greve Race
Thompson/Bendix Race
FAC Midget Racers

AMA events

AMA P30
AMA Hand Launch Glider
AMA Catapult Glider

Sunday

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

Mass Launch Events (15% rubber rules)

FAC WW I (non-15% event)
FAC WW II
AT-6
FAC Modern Military

AMA events

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

Special Event: *Golden Age (Jim's) Kin Scale* (judged, flight time & mass launch held over two days)

Please call about accessing the flying field.

Contest Director:
Assistant Contest Director:

Timothy MacDonald (978) 686-1912
Richard Zapf (978) 352-6135

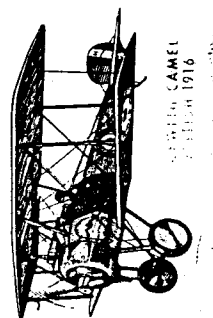
AMA membership required - you may join at the field
timothy.macdonald@comcast.net

FAC GOLDEN AGE CIVIL SCALE		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Dallas Cornelius	Interstate Cadet	83	115	118	316	1
Paul Boyanowski	Rearwin Speedster	108	84	97	289	2
Frank Rowsome	General Aristocrat	92	105	68	265	3
Don Srull	Poncelette	120	106		226	
Mark Hauck	Lincoln APK	46	83	85	214	
Dave Niedzielski	Taylorcraft	64	77	72	213	
Tom Hallman	DO-X	75	83	53	211	
John Houck	Skyfarer	77	82	52	211	
Walt Farrell	Chief	85	78	47	210	
Jack Moses	Poncelet Vivette	82	120		202	
Vic Nippert	ME 35B	48	66	67	181	
Jeff Runnels	ME-108	67	49	60	176	
Mike Welshans	Rearwin Speedster	55	50	52	157	
Chris Boehm	Aeronca 65	49	49	51	149	
Pres Brunning	Fokker Super U	51	38	50	139	
Pres Brunning	Fokker America	38	41	51	130	
Andrew Ricci	Cessna C-145	66	52		118	
Mike Zand	Allied Sport	32	45	36	113	
Mike Zand	Taylorcraft	41	48	22	111	
Jim DeTar	Fairchild 24	94			94	
Dave Mitchell	Stinson Reliant	78			78	
John Houck	Avia BH-3	38	31		69	
Stu Weckerly	Skyfarer	60			60	
Bob Clemens	Porterfield Collegiate	30			30	

FAC GOLDEN AGE MILITARY SCALE		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Dallas Cornelius	DeHavilland DH 29	73	104	97	274	1
Don Srull	Mureaox Fighter	94	73	79	246	2
Walt Farrell	Martin MO-1	75	73	82	230	3
Richard Zapf	Stosser	54	73	91	218	
Ed Pelatowski	Spartan Fighter	25	27	26	78	
Mike Welshans	Martin MO-1	30			30	

WW I COMBAT		FLT.	FLT.		QUAL.	FINALS
Contestant	Plane	1	2	TOTAL	PLACE	
Jim DeTar	Fokker D-VII	65	61	126	1	3
Dick Gorman	SE 5A	56	61	117	2	
Andrew Ricci	SE 5A	67	47	114	3	
George White	Fokker D-VII	59	55	114	4	
Tom Nallen II	Dorand AR-1	68	37	105	5	
Rich Miller	Fokker D-VII	47	53	100	6	1
Richard Zapf	Fokker D-VII	42	57	99	7	
Walt Farrell	Albaross	48	44	92	8	2
Clive Gamble	Sopwith Camel	49	33	82	9	
Rich Weber	Fokker E-IV	31	42	73	10	
John Kramer	Fokker D-VII	24	21	45	11	
Dave Mitchell	Bristol Scout	32		32	12	
Paul Grabski	Fokker D-VII	27		27	13	

FAC OLD TIME STICK		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Dan Driscoll	Miss Production	77	90	120	287	1
Ed McQuaid	Gollywock	82	101	64	247	2
Al Timko	Wanderer	120	45	57	222	3
Dan Driscoll	Thermal Bagger	81	60	24	165	
Dallas Cornelius	Gollywock	86	70		156	
Vic Nippert	Thermalier	120			120	
Ted Teach	Gollywock	120			120	
Tom Canfield	Gollywock	47			47	



FAC OLD TIME RUBBER ROG						F.O.	
		FLT.	FLT.	FLT.		TT	
Contestant	Plane	# 1	# 2	# 3	TOTAL	150	PLACE
Vic Nippert	Hi-Climber	120	120	120	360	2	1
Ted Allebone	Pacemaker	120	120	120	360	-23	TIE
Dan Driscoll	Wren	120	120	120	360	-23	TIE
Ted Teach	Miss Canada	120	120	120	360	-24	
Jack McGillivray	Maybug	120	120	120	360	31	
Vic Nippert	Victory	116	120	120	356		
Stew Weckerly	Erie Times	145	105	102	352		
Dallas Cornelius	Pacific Ace	118	105	120	343		
Don Srull	Lanzo 30	120	93	120	333		
Jack Moses	Sparky	113	90	109	312		
Gordon Roberts	Sprite	105	79	120	304		
John Stoot	hornet	81	79	120	280		
Mark Rzacda	F.A. Moth	96	81	96	273		
Mike Zand	Victory	100	87	85	272		
Clive Gamble	M.B. Hydravion	84	79	100	263		
Jim Hemmel	F.A. Moth	75	62	117	254		
Al Timko	Crusader	60	95	52	207		
Pete Kaiteris	Miss World's Fair	74	68	54	196		
Ted Allebone	Sparky	82	56	47	185		
Ray Rakow	Bantam	54	52	64	170		
Chris Boehem	Sparky	48	44	40	132		
Al Timko	Trenton Terror	120			120		
Harvy Pastel	Utility Special	30	35	34	99		
Al Mkitarian	Megow Topper	47	45		92		
Ara Dedekian	Pacific Ace	34	31		65		

FRENCH DESIGN	TARGET TIME = 17 SEC.		
	Contestant	Plane	TIME
	Contestant	Plane	PLACE
	Frank Rowsome	Caudron Cyclone	16.22
	Philip Wienstien	Oiseau Lanarie	15.47
	Ed Novak	Caudron C-460	19

FAC EMBRYO ENDURENCE							
		FLT.	FLT.	FLT.	FLIGHT	BONUS	TOTAL
Contestant	Plane	# 1	# 2	# 3	TOTALS	POINTS	POINTS
Dallas Cornelius	Sharky	120	113	63	326	9	335
Mike Escalante	Nit	81	86	120	287	9	296
Kevin Mooney	Born Loser	120	36	120	276	?	276
Jim Hummel	Swallow	70	78	73	221	9	230
Mike Issermann	Embryomatic	64	58	96	218	9	227
Dave Niedzielski	Debut	60	57	80	197	9	206
Chris Boehn	Yellow Cab..."RED"	55	70	62	187	9	196
Pres Bruning	Klingon Battle Cruiser	49	38	92	179	9	188
Ed Pelatowski	Cruiser	52	63	42	157	9	166
Mike Zand	Debut	54	44	39	137	9	146
Pete Kaiteris	Coyote	84	42	5	131	9	140
Jim Hummel	Airasm	120			120	9	129
Bob Brown	Ultimate	54	34		88	9	97
Gene Simperts	Spritzer	64	28		92	?	92
John Stott	Mr. Malcolm	47	35		82	9	91
Mike Escalante	Prairie Bird	81			81	9	90
Joanne Brown	Prairie Bird	17	10		27	9	36
Jack Barker	Micro-X Hornet	10	8	5	23	9	32

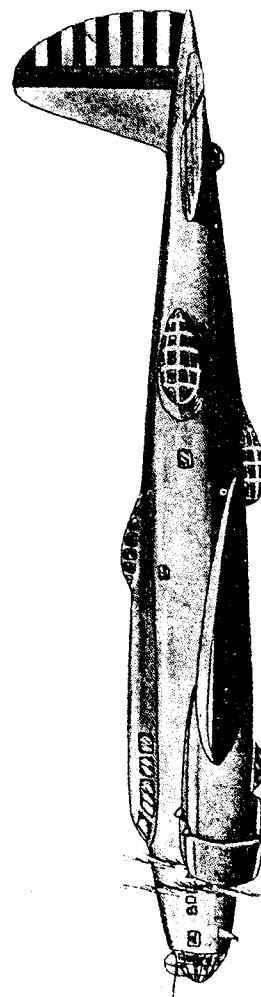
FAC OLD TIME GAS REPLICA						
Contestant	Plane	TT 120	TT 135	TT 120	TOTAL DEVIATION	PLACE
Vic Nippert	Aerobo	5	7	-3	15	1
Mike Welshans	Kerswap	-15	4	13	32	2
Ted Allebone	Interceptor	-11	-23	-1	35	3
Sam Burke	FOO-2-U-2	3	10	24	37	
Jerry Crawmer	Viking	-17	1	39	57	
Al Timko	Trenton Terror	-6	-2			
Mark Rzacca	Zipper	-18	15			
Bob Clemens	Zipper	-53				

FAC MODERN AGE CIVIL SCALE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Scott Dobberfuhr	Piper Clipper	120	117	120	357	1
Dallas Cornelius	Lacey M-10	107	94	98	299	2
Jeff Runnels	Cessna 180	120	76	100	296	3
Dave Mitchell	Navion	93	83	120	296	
Stu Weckerly	Found 100	91	86	115	292	
George White	C-182 RG	79	120	90	289	
Jim DeTar	Piper Tri-Pacer	90	108	47	245	
Vic Nippert	Pilatus Turbo Porter	50	67	51	168	
Walt Farrell	Fleet Canuck	41	75		116	
John Houck	Citabria	55	54		109	
Walt Farrell	Piper Clipper	62			62	
Jack Barker	Piper PA-16	31	25		56	
Jim DeTar	Fairchild 24	24			24	

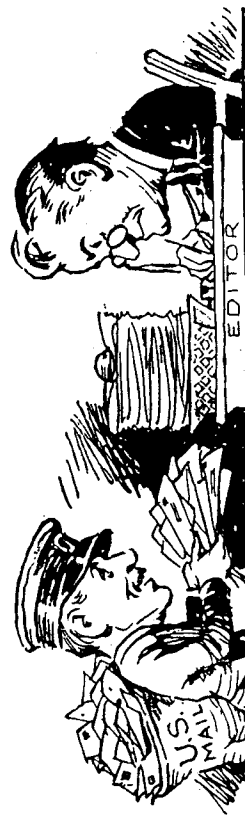
FAC MODERN AGE MILITARY SCALE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Dallas Cornelius	Arsenal	120	67	66	253	1
Richard Zapf	F-84-D	88	65	72	225	2
Jim DeTar	Grumman Gaurdian	67	68	83	218	3
Walt Farrell	MIG-15	73	76	53	202	
Ed Pelatowski	MIG 9	52	60	53	165	
Jeff Runnels	A-1 Skyraider	59	56	36	151	
Pat Murray	A-1 Skyraider	55	32	60	147	
Tom Arnold	Mauler	49	38	40	127	

FAC GOLDEN AGE BIPLANE						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	PLACE
Richard Zapf	WACO SRE	60	52	65	177	1
Tom Hallman	WACO YKC	55	28	83	166	2
Wally Farrell	WACO SRE	48	47	57	152	3
John Ernst	WACO SRE	56	36	58	150	
Mike Welshans	Fleet	40	36	40	116	
John Hauck	Darmstadt 22	53			53	
Bruce Foster	Gregor FBD-1	48			48	

BLUR RACE						
Contestant	Plane	Place				
Ed Pelatowski	Folkerts SK-2	1				
Chris Boehm	P-38	2				
Andrew Ricci	Keith Rider R-6	3				
John Kramer	Chester Goon					
Ronnie Gosselin	Corsair					
Pete Kaiteris	Jackrabbit					
Luc Martin	Kellner-Beahereau					
Dave Mitchell	Meteor					

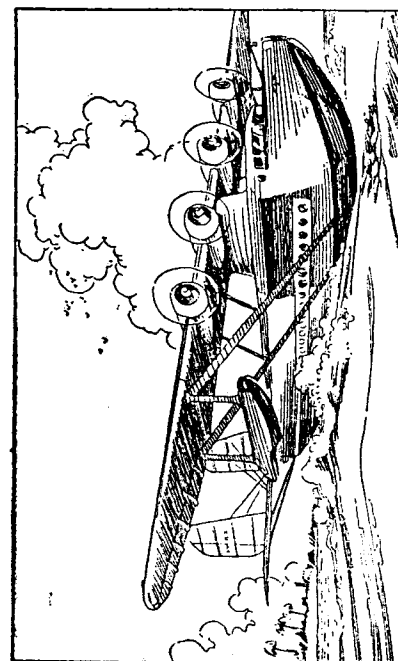


FAC PHANTOM FLASH	FLT.	FLT.	FLT.	FLT.	FLT.	FLT.		
Contestant	#1	#2	#3	#4	#5	#6	TOTAL	PLACE
George Lewis	72	114	35	36	53		239	1
Carole Kane	90	48	93				231	2
Bob Brown	120	84					204	3
Ed Pelatowski	73	31	22	43	5		147	
Mike Welshans	62	8	5	9	3	73	144	
Joanne Brown	65	60					125	
Jim Coffin	120						120	
Scot Simperts	34	29	41				104	
Vic Nippert	89						89	
Jerry Crawmer	74						74	
Alan Mkitarian	37						37	
Mark Rzdaca	32						32	
Ed McQuaid	10	20					30	

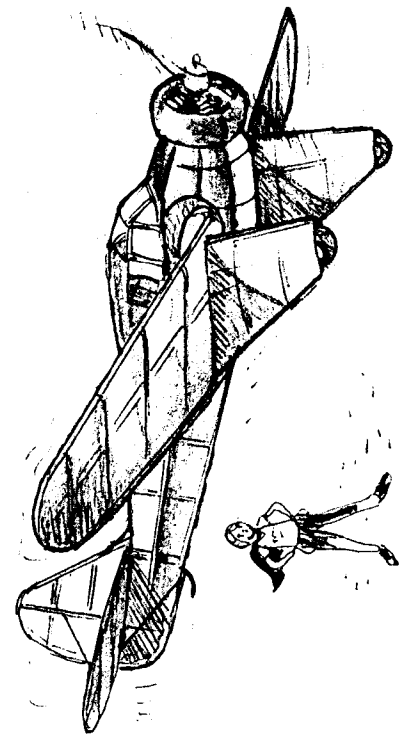


THOMPSON RACE		FLT.	FLT.		THOMP.	
Contestant	Plane	# 1	# 2	TOTAL	THOMP. QUAL.	RACE FINALS
Paul Boyanowski	Lockheed "Altair"	64	63	127	1	
Jim DeTar	Lockheed "Altair"	56	65	121	2	3
Mike Escalante	Cessna CR-3	52	60	112	3	1
Rich Weber	Simplex	53	42	95	4	
Charlie Sauter	Marcoux Bromberg Spec	45	48	93	5	
Richard Zapf	Allenbaugh #66	50	42	92	6	
George White	Cessna CR-3	46	44	90	7	2
Walt Farrell	Lockheed "Altair"	34	45	79	8	
Paul Grabski	Marcoux Bromberg Spec	43	30	73	9	
Tom Nallen II	Gee Bee QED	29	35	64	10	
Dave Niedzielski	Meteor	28	28	56	11	
Tom Canfield	Cessna CR-3	30	23	53	12	
Tom Nallen I	Wedell Williams # 92	26	25	51	13	
Tom Nallen I	Lockheed "Altair"	27	22	49	DNQ	
Andrew Ricci	Cessna CR-3	47		47	14	

GREVE RACE		FLT.	FLT.		GREVE	
Contestant	Plane	# 1	# 2	TOTAL	GREVE QUAL.	RACE FINALS
Jack McGillivray	P-W "Mr. Smoothie"	120	100	220	1	1
Dan Kane	P-W "Mr. Smoothie"	60	64	124	2	3
Ed Pelatowski	Folkerts SK-3	54	53	107	3	2
Richard Zapf	Rider R-1 "Suzy"	50	53	103	4	
Jeff Runnels	Rider R-5 "Jackrabbit"	53	48	101	5	
Clive Gamble	Rider R-2	44	53	97	6	
Andrew Ricci	Rider R-1 "Suzy"	58	37	95	7	
Charlie Sauter	Rider R-1 "Suzy"	47	47	94	8	
Stew Meyers	Rider R-2	37	57	94	9	
Dave Niedzielski	Chambermaid	46	45	91	10	
Walt Farrell	P-W "Mr. Smoothie"	42	46	88	11	
Dave Mitchell	Bonzo	46	41	87	12	
Jim Hemmel	Chester "Goon"	43	44	87	13	
Mike Isermann	Brown B-2	48	38	86	14	
John Kramer	Chester "Goon"	43	40	83	15	
Bruce Foaster	Cauldron C-460	38	32	70	16	
Paul Boyanowski	Haines H-3	30	40	70	17	



FAC JIMMIE ALLEN ROG						
		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Vic Nippert	Skokie	94	96	89	279	1
Stu Weckerly	Blue Bird	94	87	94	275	2
Dallas Cornelius	BA Cabin	108	56	101	265	3
Paul Grabski	Skokie	66	103	74	243	
John Stott	Skokie	79	67	85	231	
John Houck	Blue Flash	78	96	26	200	
Pete Kateris	Skokie	54	64	58	176	
Harvey Pastel	Skokie	49	50	47	146	
George White	Skokie	89			89	

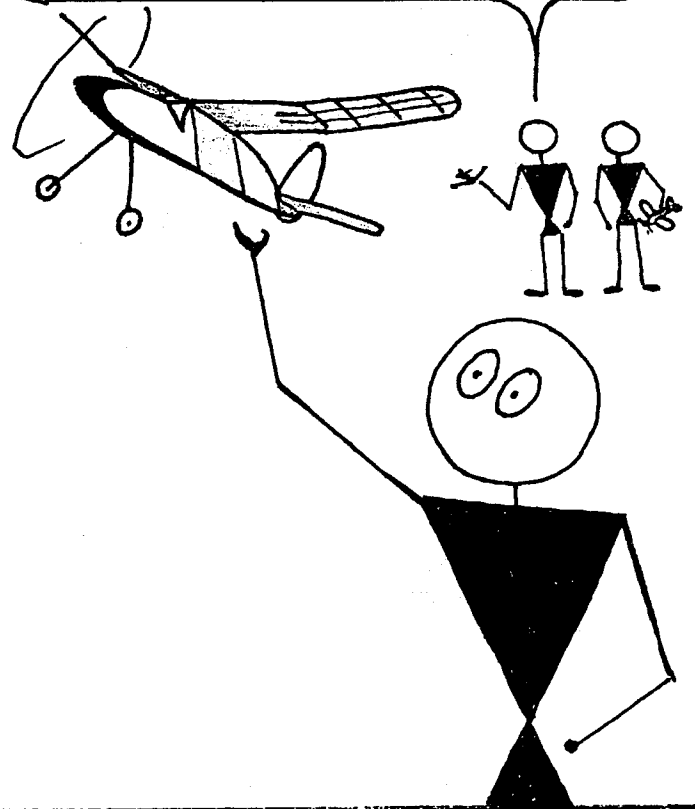


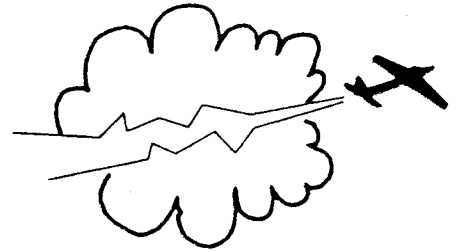
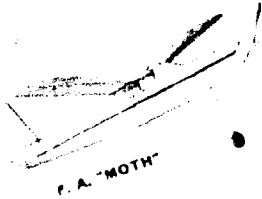
ENGLISH CHANNEL CROSSING CHALLENGE (SLOW RACE)		
Contestant	Plane	Place
Rich Weber	Latham Monobloc	1
Eddy Novak	Bleriot XII	2
Paul Grabski	Beachley Monoplane	3
Greg West	AD Scout	
Ed Pelatowski	AVRO 6	
Dave Niedzielski	Bleriot XI	
Tom Hallman	Bleriot XII	
Dave Mitchell	Demoiselle	
John Houck	Eastborne Monoplane	
Alan Cohen	Eastborne Monoplane	
Tom Nallen II	Everett Edgecombe Monoplane	
Ronnie Gosselin	Ferber Type 8	
Scot Dobberfuhr	Geary Circular Triplane	
George White	Lincoln Beachley	



INKLINGS by Chuck Wenlock

HE SAYS IT'S "DER KAPTAIN'S KOMET"
A FICTION FLYER FROM THE
"KATZENJAMMER KIDS" COMIC STRIP.





FLYING ACES CLUB OUTDOOR CHAMPS

AMA FLYING SITE – MUNCIE, IN
SEPT. 10TH AND 11^T 8:30 AM TO 4:00 PM
AMA Sanction # 09-0211

Thur. Sept 10

FAC Scale*
FAC Jumbo Scale*
FAC Power Scale*
FAC Peanut Scale
Golden Age Scale (Civ & Mil combined)
FAC Dime Scale
Old Time Gas Replica
Embryo Endurance
Old Time Rubber Cabin (Must ROG)
World War I Combat ML****
Greve Race ML*****
Fairchild 45 *****

Fri. Sept. 11

FAC Scale*
FAC Jumbo Scale*
FAC Power Scale*
Modern Military Scale
FAC No Cal Scale
Low wing Trainer
AMA P-30**
Old Time Rubber Stick
World War II Combat ML***
Thompson Race ML*****
Peanut Race Planes ML*****
FAC Jet/Rocket Scale

All planes for Scale Judging must be turned in by 12:00 noon Thursday for both days events.

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

*These FAC events may be flown either day. Judging is on Thursday only.

**Flown to current AMA rules.

***Mass Launch. Must show armament and correct colors, insignia, etc.

**** Mass launch. MULTI-WING ONLY. Rigging wires, guns, proper colors, markings, required.

*****Mass Launch. See Rule Book for qualifiers in Thompson and Greve.

***** Mass Launch. Any era race plane. Proper colors, markings, required.

*****Golden Age Rules, construction per 2008 FAC plan.

\$25.00 Entry Fee Flies all events, includes \$5.00 certificate to purchase \$10 "T" shirt

All entrants must hold a current AMA or MAAC License

Trophies (Engraved Mugs) will be awarded to third place

Questions, Comments, contact:

Contest Director; Ralph Kuenz 1- 989-506-0273 / rdkuenz@yahoo.com

Co-CD: Fred Gregg 1-586-884-6919 / loopy.cbfac@yahoo.com

EVENT SPONSORS ARE WELCOME (sponsorship \$40 /event)

Registration:

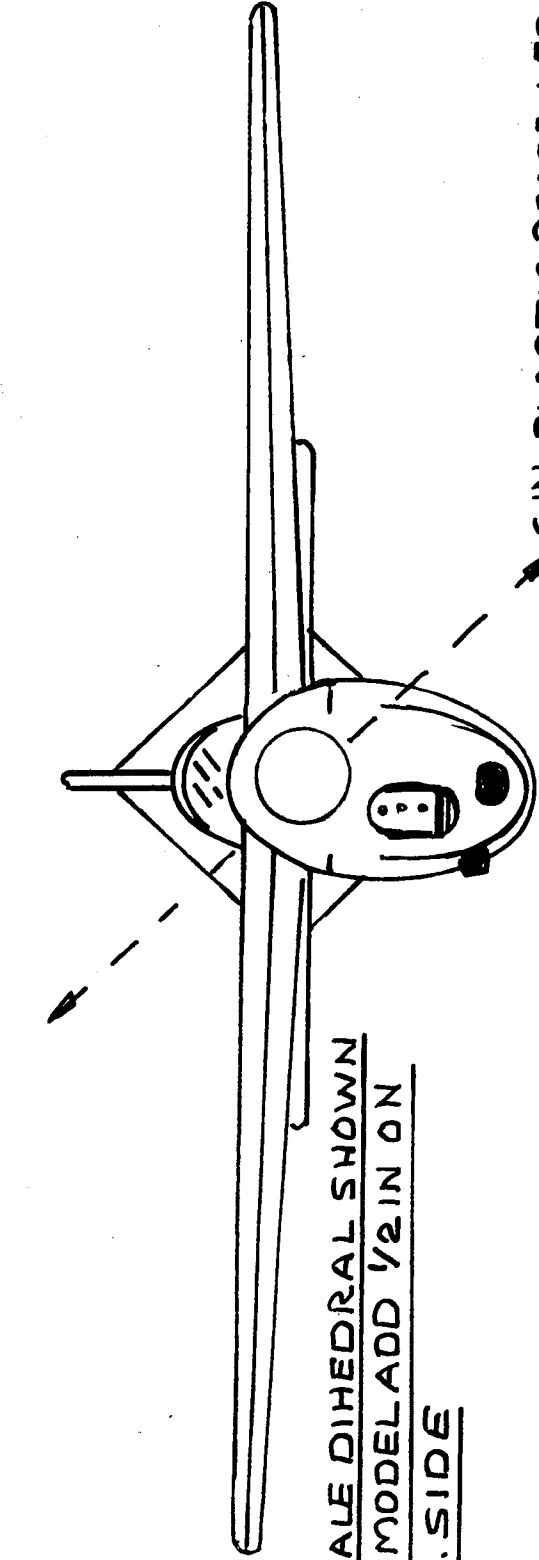
Make Checks payable to: Cloudbuster MAC

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

Name _____ AMA# _____

Street _____ City _____

State _____ ZIP _____ Shirt Size M L XL XXL

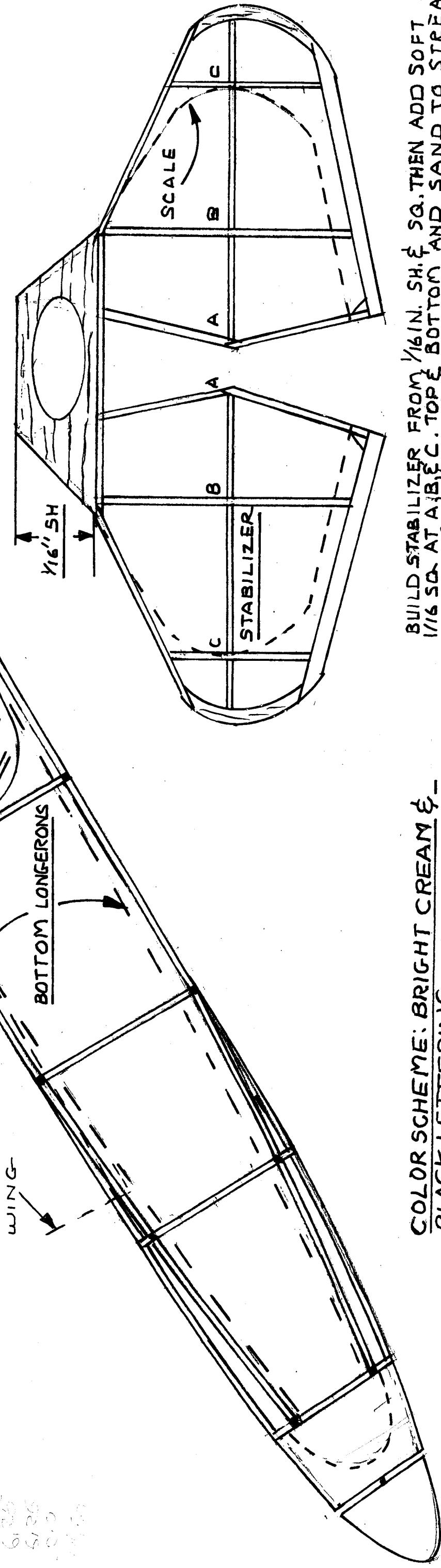


SCALE DIHEDRAL SHOWN
ON MODEL ADD 1/2 IN ON
EA. SIDE

FRONT VIEW NOT
DRAWN TO SCALE

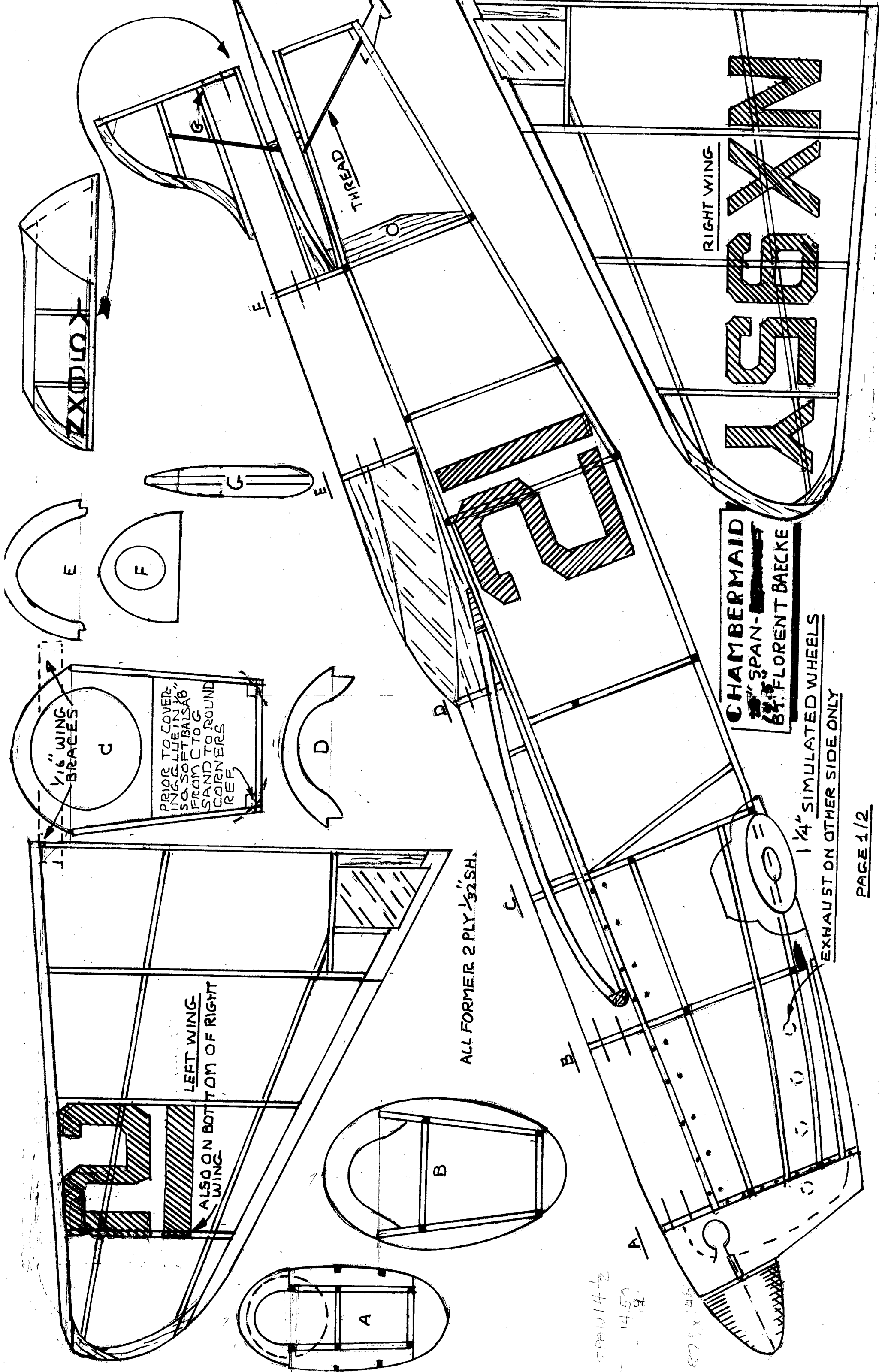
6 IN. PLASTIC PROPELLER

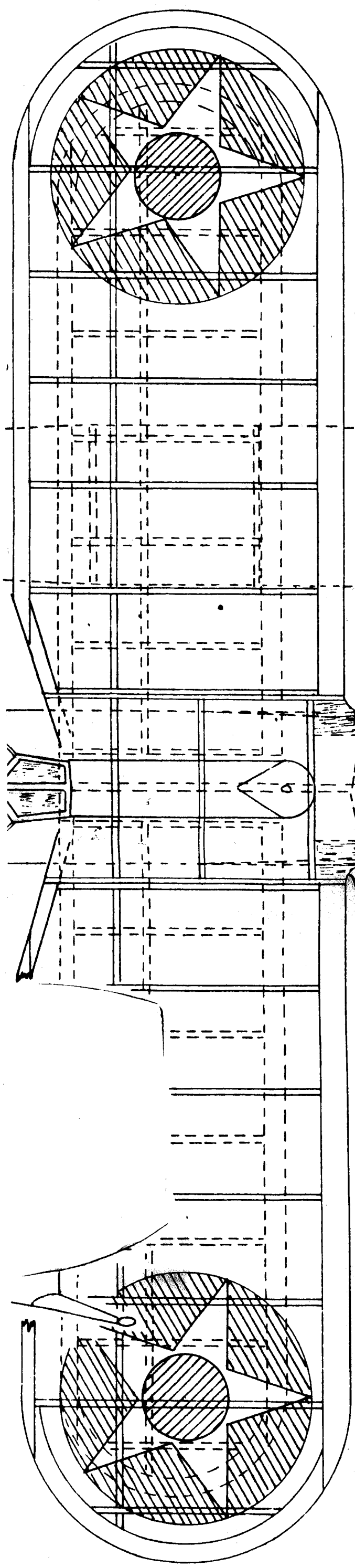
PERFORMANCE IS NOT KNOWN SINCE
THE CHAMBERMAID CRASHED ON ITS
FIRST QUALIFYING FLIGHT. CHAMBERS
SURVIVED BUT DIED LATER.



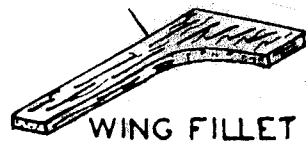
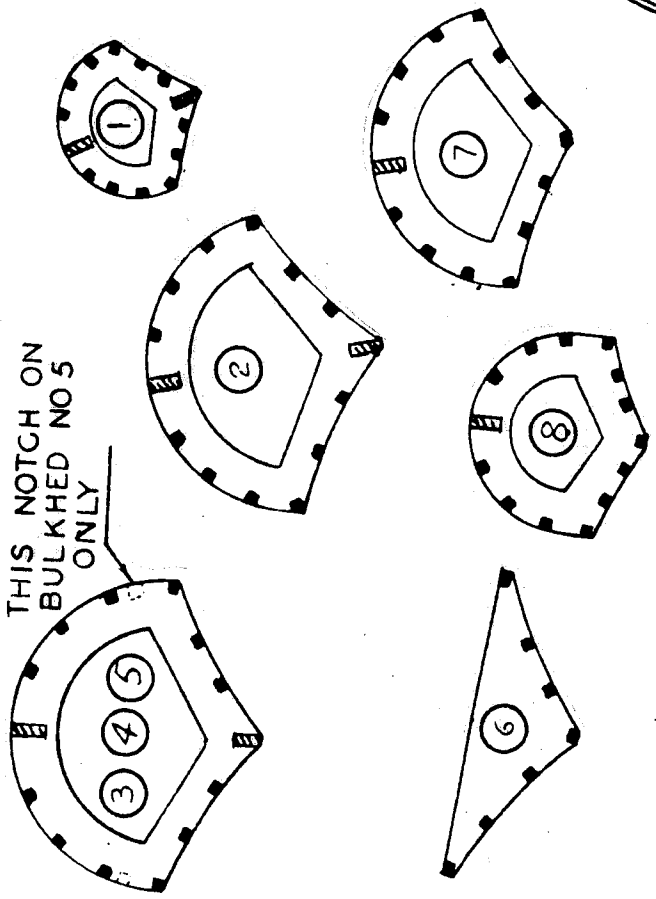
COLOR SCHEME: BRIGHT CREAM & -
BLACK LETTERING

BUILD STABILIZER FROM 1/16 IN. SH. & SQ. THEN ADD SOFT
1/16 SQ. AT A, B, & C. TOP & BOTTOM AND SAND TO STREAM-
LINE SHAPE - REF SIDE VIEW.

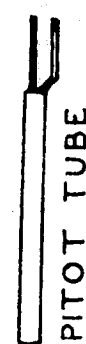




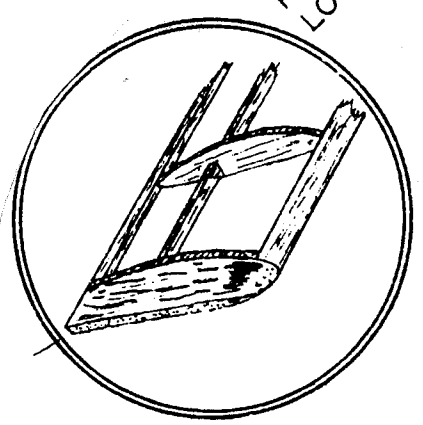
THIS NOTCH ON
BULKHEAD NO 5
ONLY



WING FILLET



PITOT TUBE



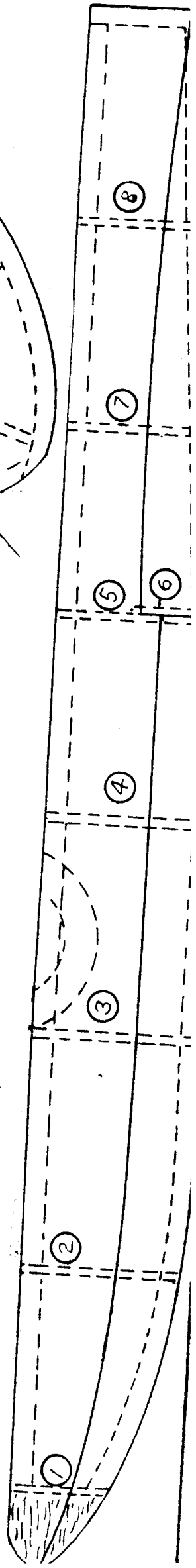
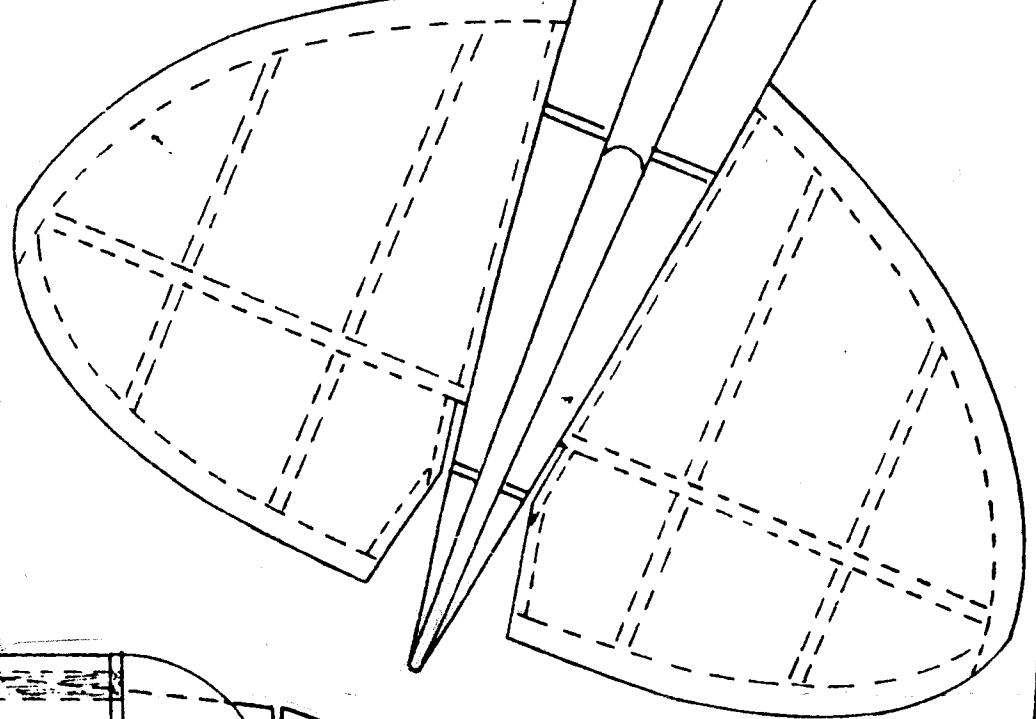
SKETCH SHOWING
FUSELAGE END OF
LOWER WING.

RIGGING IS REPRESENTED
BY THREAD SEWN IN PLACE.



SKETCH SHOWING
PONTOON ASSEMBLY.

IF THE SHIP IS TO BE FLOWN AS A
SEAPLANE IT WILL HAVE TO BE
WATERPROOFED WITH EITHER
SEVERAL COATS OF EITHER
OR COLORED TOONS OF BANANA OIL
WITH FLOOR OR FURNITURE
POLISH.



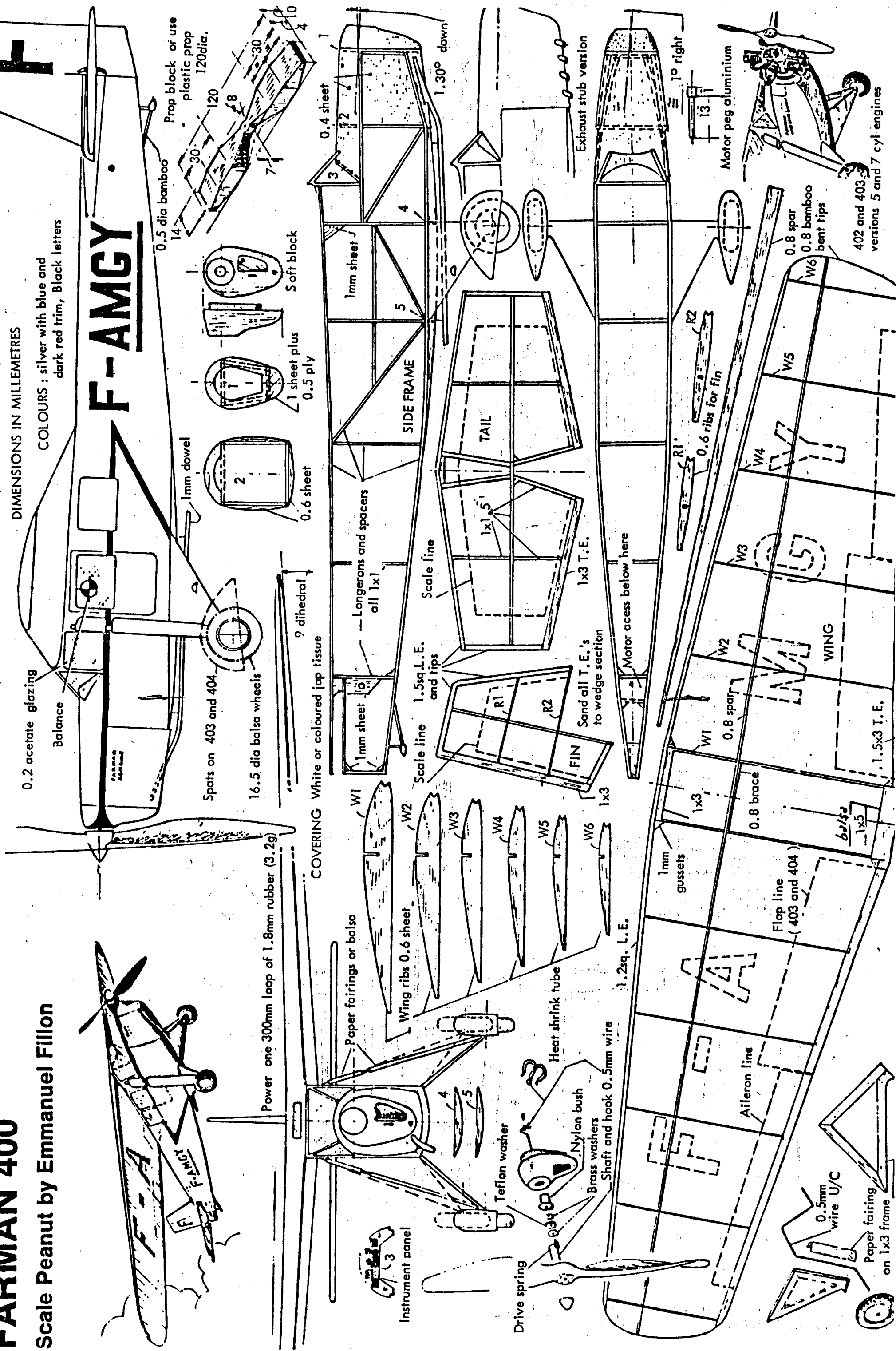
FARMAN 400

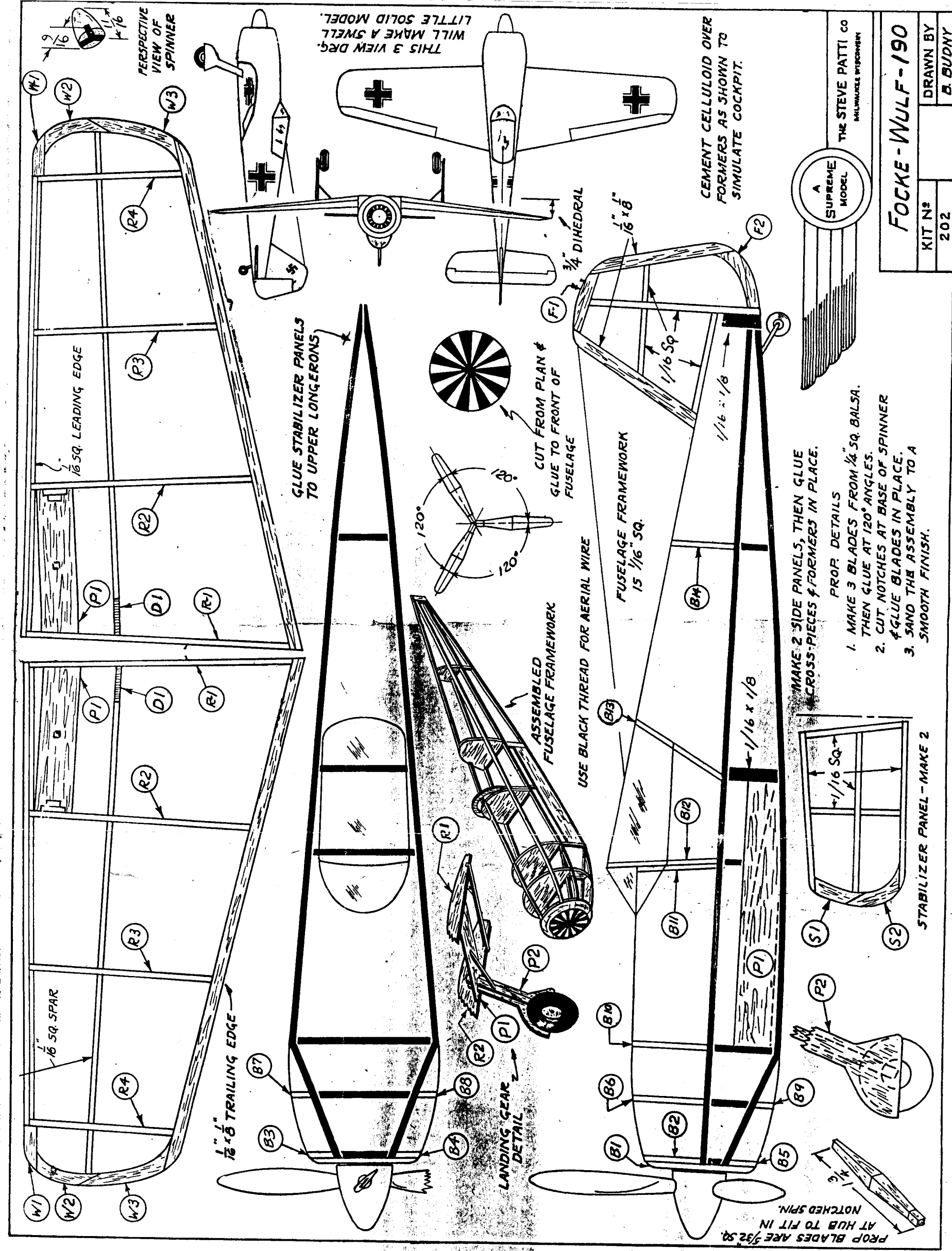
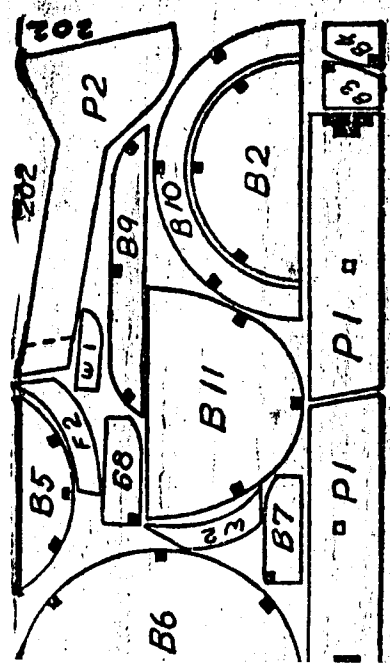
Scale Peanut by Emmanuel Fillon

DIMENSIONS IN MILLEMETRES

COLOURS : silver with blue and dark red trim, Black letters

F-AMGY





THE GOLDEN AGE

by
Fran Ptazkiewicz D.S.M.

A rubber band powered model for a nickel.

Yep, back in the 1930's they were available and a number of manufacturer's produced kits for those whose model budget was small.

I remember purchasing this type of kit at a neighborhood variety store, that was around the corner from our local hobby shop where the minimum kit price was a dime.

The plans were well done. Print wood and covering material was equal to that found in the more "expensive" (ten cent) Comet, Megow and other manufacturer's offerings's.

Plans I have found in my old collection include, a Miles "Mohawk", Cessna "Airmaster" and something called a Miller Racer. My Attempt's to justify the scale likeness of this so-called racer have been for naught as this far I have yet to have located any information in this regard. Perhaps it was just the model company's home-brew design.

Kit manufacturers included, Paul K. Guillow, Hi-Flyer and Comet. These designs had wingspans ranging from 8 inches for the Miles "Mohawk", 10 inches for the Miller Racer and 13 inches for the Cessna "Airmaster".

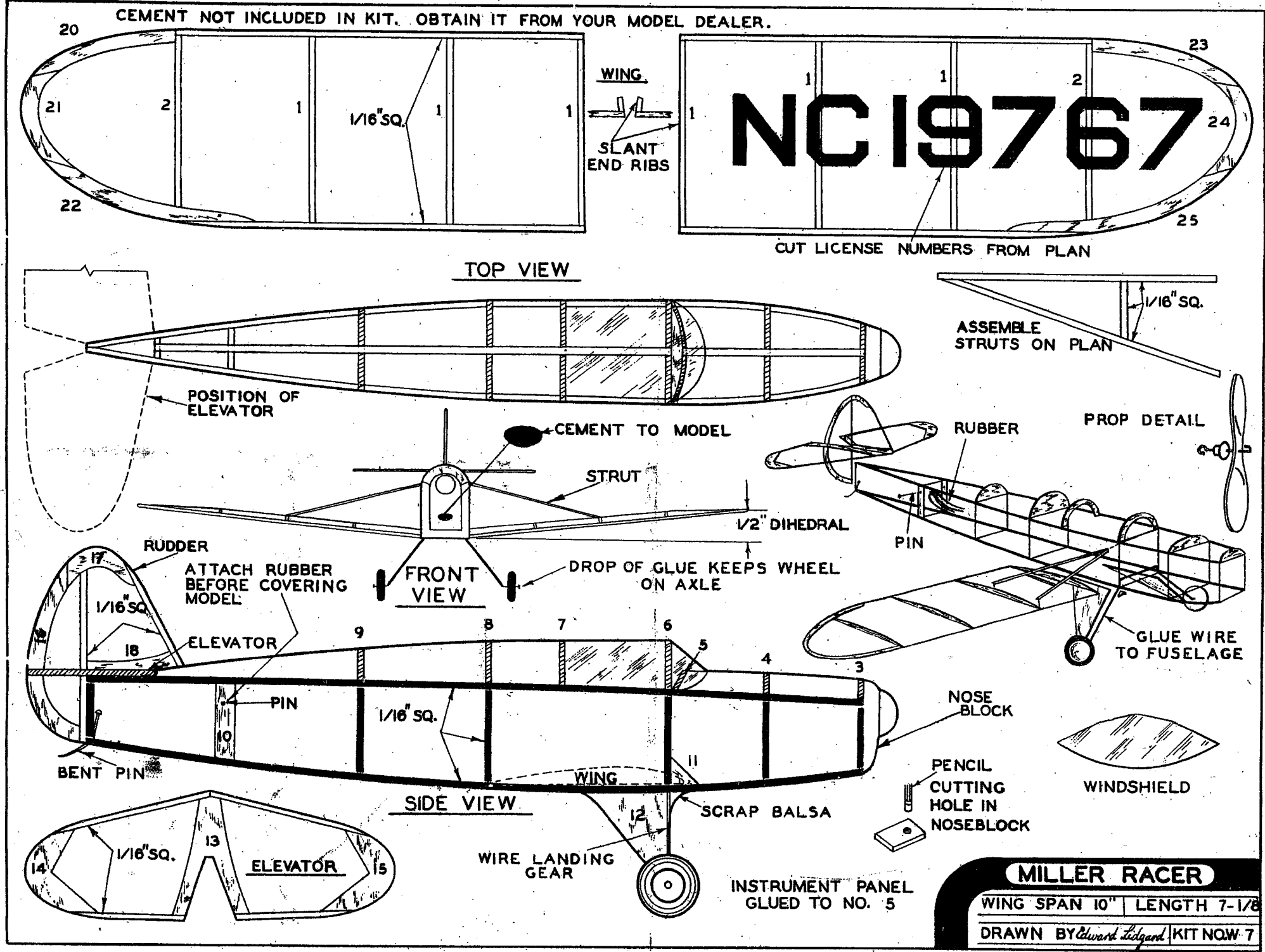
Carefully built, even with 1/16" sheet and 1/16" squares, a reasonably decent flying model could be obtained.

Flight's would of course have to be conducted in near calm conditions and as I remember flight times were not great. The many flight's were not record breaker's endurance wise but these models could be flown in fairly small fields as fly-aways were virtually non-existent. These were strictly fun-flyers and could provide many enjoyable moments of flight, although of short duration.

Using office type rubber bands for motive power and generally adding one or two more did increase flight times somewhat. Caution was a requirement, lest too many bands tear the fuselage apart from over-tensioning. Certainly the Tan-II rubber we have available to us now, would probably have produced some great flight times.

Although small in size, these "nickel" kit's provided a transition from the solid modelers used to working with small balsa blocks and sheet parts to handling strip lumber and tissue covering.

Again, that limited budget we had to work with, kept us interested and as our finances improved we would find our way into the dime scale model region, having had our appetite's wetted by those early small kit's. They provided many fun-filled times and kept our aviation interest alive.



-Add nails
here if plane
is tail-heavy.