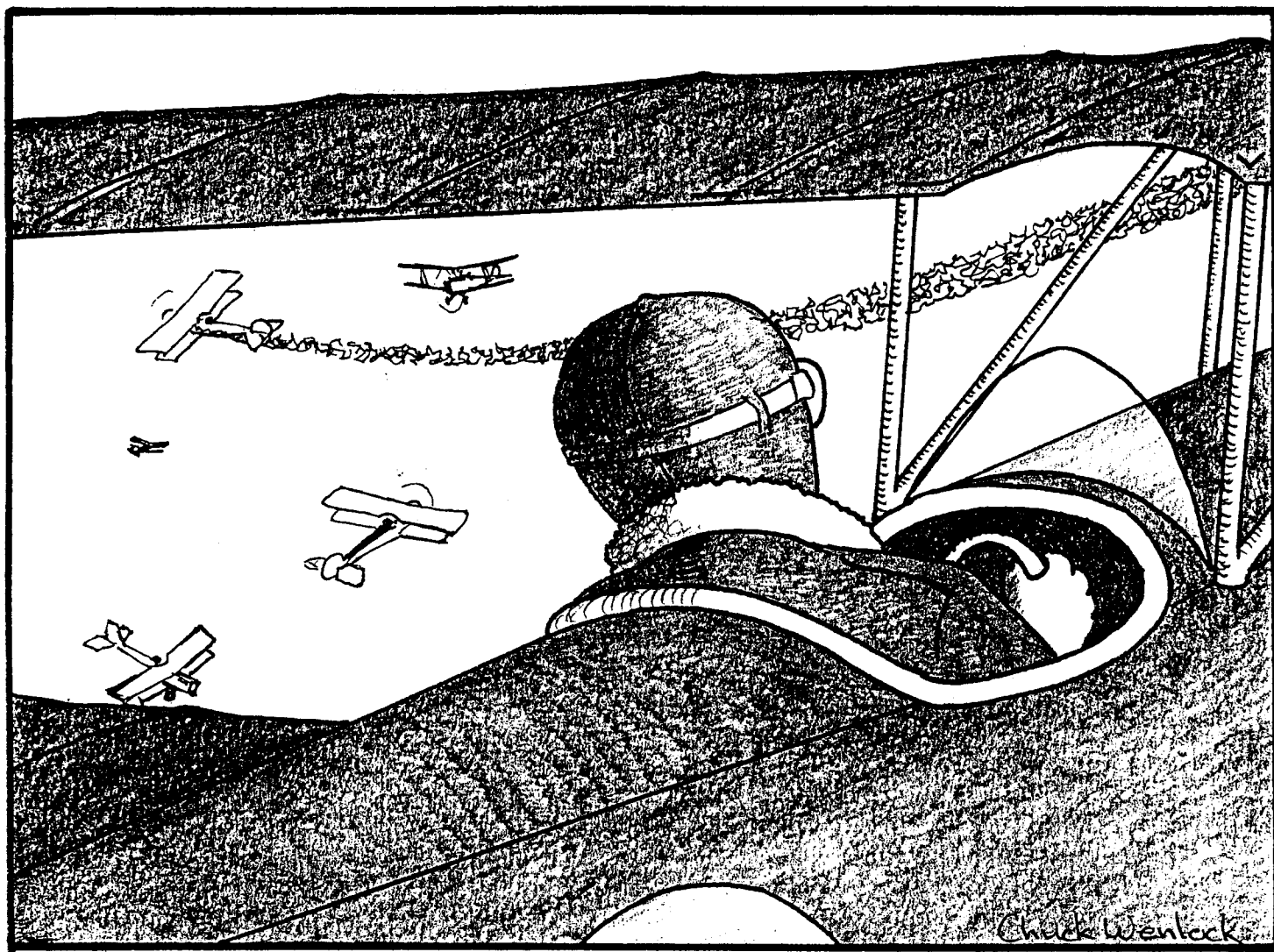


FLYING ACES

Club News

253/179 May/June 2010





NEWS ON THE WING!

As it happens, sometimes, good intentions have less than the desired out come. A recent rule change meant to improve consistency caught the attention of several members. One gentleman was very adamant in his objections that actions on my part are necessary.

The event in question is the Old Time Kit / Plan Event. The issue is about adding a line to the rules that would make the event more consistent with the original intent of its creator Vic Didelot. The event is not terribly popular, but the rule may have some consequence on those planning on attending and competing at the 2010 FAC-NATS.

Please keep in mind that models involved are only those pre-1946 models that have been OFFICIALLY entered in the OT K/PS event. Post-1945 models are NOT affected. Models NOT officially entered into OT K/PS are NOT affected. Those models may be entered into any FAC rubber powered event based upon wing span and will be scale-judged or governed by the "minimum 45 scale point" rule.

As of this writing, the 2010 rule will be suspended with the old 2009 rule remaining in effect through July 31, 2010. On August first, the OT K/PS Rule # II - A will be amended as such:

"Additional details will not be docked" shall be DELETED and replaced with "NO ADDITIONAL DETAILS WILL BE PERMITTED. Only those details printed on the plan will be permitted. Additional details will disqualify the model from competing in the OT K/PS Event. When a model is disqualified for the OT K/PS event, it may be entered into any other FAC rubber event it qualifies for by wing span."

If this does not clarify, encourage and improve participation over the next few flying seasons, the event will be dropped.

Now clubsters, you have had several months to go over the rule book at your leisure. I'm sure you have gone over your favorite events with that fine tooth comb. I will assume at this time that your silence means you are 100% satisfied with the efforts of GHQ...or at the very least...you are willing to be a good sport and keep in mind this is just a hobby and not health care reform. We hope to Hung there won't be a need for any more changes. GHQ thanks you for your patience, your co-operation and your support.

LAST CALL FOR HOF VOTES, VENDORS, SPONSORS and DONATIONS FOR THE RAFFLE! \$15.00 will reserve a vendor table. \$81.00 will get you a sponsorship...honor a friend or memorialize a dear departed loved one. Please send your checks to my address. Out of the USA...please add \$5.00 to your International Money Order total. Ross P. Mayo, 4207 Crosswinds Drive, Erie, PA 16506. Donations will get your name in print and the gratitude of all who support the raffle and the FAC. You can mail to me or deliver at Geneseo. Email me with your votes and/or intentions...facghq@verizon.net.

A CALL TO ALL SQUADRONS! Please send up-dates as to current contact information: Name, address, E-mail info, phone numbers and etc. GHQ will be up-dating this info over the next few months and will make it available to all. Thanks in advance.

And many thanks to United Feature Syndicate for the appearance of the Famous WW I Flying Ace elsewhere in this issue and perhaps future ones. I think he's pretty cool. I hope he inspires us all to keep cool while under fire in trying times.

In no time at all, we'll be packing up the big yellow truck and heading to G-Town. GHQ hopes all making the trip will travel safe. See you there!

Ross P. Mayo, FAC, CinC.

We have had a few glitches when we put everything on the computer. Hopefully you will bear with me for the next couple of subscriptions. Ross and I have talked about having everyone due at the same time. We just have to work out the particulars.

S. O. S. ---FOR SALE

Jim Fiorelli has owned Golden Age Reproductions for number of years. He now wants to sell the business. You can contact him at (978)687-0024 e-mail garepro@aol.com or 4 Dunstin Dr, Methuen, Ma 01844.

S.O.S.

Ross is looking for a plan of Dick Howards TWIN EMBRYO of many years back. He will buy or trade. Contact him at 4207 Crosswinds Drive, Erie, PA 16506.

S.O.S.

L. J. Hicks lives in Wildwood, FL 34785 and is looking for any FAC fliers and members in his area. He originally is from Orlando. His address is 806 Huron Street, Wildwood, FL 34785.

S.O.S.

Received a letter from Lou Buffardi, Editor of KAPA Kollector who wants to publish tribute issues for designers who gave so much in the way of plans in the 30's thru the 50's. He would like biographical, photos, or obituary information on the following: Nick Limber; Robert Mc Larren; Robert C. Morrison; Thomas A Nayler; Paul Palanek; Elmer Pilzer; J. B. Rust; and Robert V Smith. You can contact him at Lou Buffardi, Editor, KAPA Kollector, 698 Tufts Ave. E., Port Orchard, WA

00766

FOR SALE

FAC headquarters has the following items for sale.

30 th Anniversary Pin	\$8.00
Blue Max Mugs	\$5.00
Caps	\$5.00
Money Pouch	\$1.00
Plastic Cups	\$5.00
Rule Books	\$3.00
Calendars (2010)	\$17.00
T-shirts	\$6.00
(call 814-833-0314 to make sure we have your size.)	
Back Issues of newsletter	\$4.00

Don Wilson

Of Balsa, Spruce, Basswood, & Aircraft Plywood has a good supply of light Balsa 4 -7 lbs 1/64, 1/32/ 1/20, 1/16. 3/32/ 1/8 3"x36". Basswood 1/64 x 2"x24" strip wood. He also has Model Kits. E-mail for catalogue. lcdw@sympatico.ca

Lets test your skills of observation. Find the bonus points for the planes shown under **You Be The Judge**. Answer some where in the newsletter.

There are four plans in this issue. 1923 Blackburn R2 "Airedale Drawn by Vic Larson in 1980 and redrawn by Joe Barna in 1981.

SPAD French WWI Plane

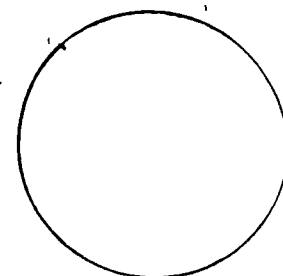
Aichi B7A "Ryusei" Kai by Nate Sturman.

Beech "Mentor" 18" wingspan

Interested in plans, magazines or books Contact Juanita Reichel, Editor 814-833-0314

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 APPROXIMATLY EVERY OTHER MONTH. PLEASE MAKE CHECKS PAYABLE TO: FLYINGS ACES CLUB, 3301 CINDY LANE, ERIE, PA 16506



FLYING ACES CLUB HALL OF FAME

The men and women listed below have been awarded the highest honor for their contributions to the success of the FLYING ACES CLUB.

1996

RALPH KUENZ, BOB LEISHMAN, LIN REICHEL, EARL STAHL,
DON SRULL, DAVE STOTT, BOB THOMPSON

1998

PRES BRUNING, BILL HANNAN, DAVE REES, EARL VANGORDER, BILL WARNER

2000

RUSS BROWN, VIC DIDELOT, JOE FITZGIBBON, TOM NALLEN SR.,
JUANITA REICHEL, BOB ROGERS

2002

BOB BOJANOWSKI, BOB CLEMENS, DAVE LIVESAY, ROSS P. MAYO,
MIKE MIDKIFF, ED NOVAK

2004

LEON BENNET, WALT MOONEY, JACK MOSES, DAVE NIEDZIELSKI,
GORDON ROBERTS, LEN WIECZOREK

2006

VANCE GILBERT, MIKE NASSISE, PECK POLYMERS, BOB SCHLOSBERG

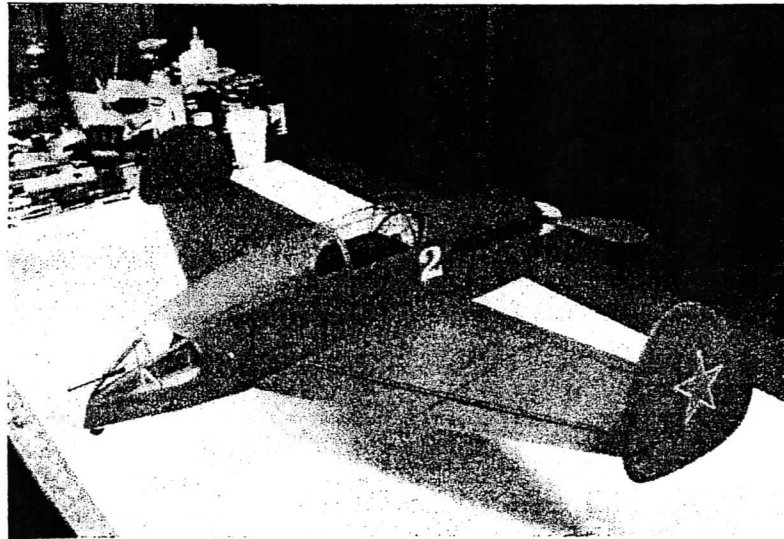
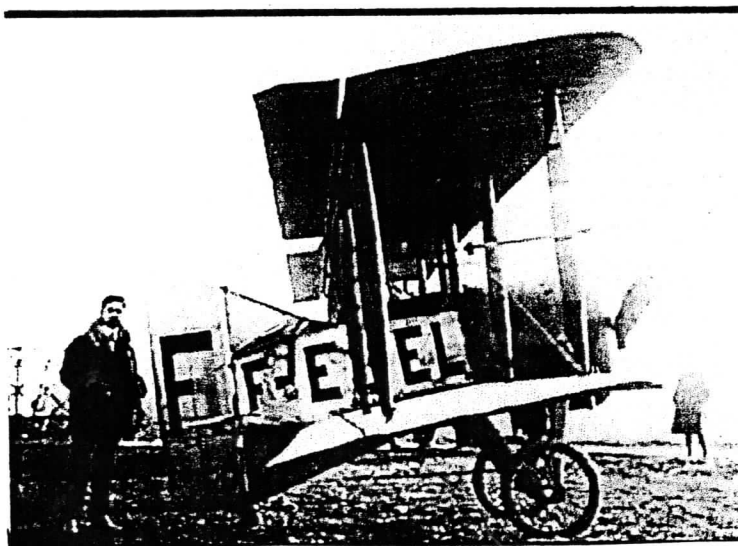
2008

DIANE & ROY COURTNEY, JIM FIORELLO, STEW MEYERS, DENNIS O. NORMAN

YOU BE THE JUDGE!

Okay Clubsters, now's your chance to test you skills of observation. And while you're at it, test your understanding of a portion of the rule book: BONUS POINTS!

Check out the two photos. One is a scale model of the MOSKALEV SIGMA SAM-7. It is the newest creation to come forth from the "Chris Startleaf Model Works." It's the one with the Russian star on it. The other photo comes courtesy of Vance Gilbert. He says he has done some research on it, but has no plans to build it...as of yet. It's a little French number from 1923: the Arnoux HD14. So check them out and determine total bonus points as if flown in FAC Rubber Scale. The answers are elsewhere in this issue.



As we nudge ever closer to Geneseo 2010, I thought I might share some of my thoughts as the reigning Angus McShadenfreude High Wing Weenie King, 2008-2010 (AMcSHWWK). Immediately after ascending the HWW throne at the 2008 Nats, I was filled with a powerful sense of the responsibility I bore as a de-facto spokesperson for the FAC, and I set about to make room on my schedule for the numerous public appearances at which I would be asked to appear in the coming months. Yes, I was eager. But I now see I was a trifle naive about the burdens of celebrity, and like many a star before me I soon learned that fame comes at a price.....including the exposure of one's own ignorance.

You see, I have to admit that at the time I became the AMcSHWWK, I did not have a clear idea of exactly WHO Angus McShadenfreude was, a problem made apparent via questions directed at me by a youth enrolled in the Bide-a-Wee Summer Fun program of the Takoma United Baptist Church, where I was the honored guest speaker one day last August. For close to an hour, I had held the students of Mrs. Tidbiddy's Kindergarden Summer Achievers class enthralled with my PowerPoint presentation on the intricacies of rubber motor management and airfoil selection; I had even dared gone so far as to describe the practically inexpressible satisfaction one derives from achieving the proper arrangement of CG, decalage and thrustline. I took particular satisfaction in the children's rapt attention; as my first (and so far, only) public appearance as the King, I had been a little nervous about how well my presentation would be received. Visions of unruly children screaming and crying had troubled my sleep the night before....however, I needn't have worried. Indeed, it was so quiet, you could hear a pin drop, and I could just make out Mrs. Tidbiddy in the farthest corner of the darkened room, arms crossed, nodding her head slowly and murmuring "yessss.....yes....", followed by deep, satisfied breathing and occasional grunts of assent whenever I made a particularly scintillating observation. The room was, in a word, entranced.

My friends, there is nothing quite so satisfying as knowing that you have covered a topic so thoroughly and well that there will be no questions, though I did feel obliged to offer the opportunity. As expected, there were none; at least, not until the aforementioned youth raised his head from his blankie and asked, "So who was Angus McWhatever?"

The question took me aback. I cleared my throat. "Why, lad, er, 'Angus McShadenfreude' is the name that appears on this handsome trophy, and he is the one whom we honor when we bestow this award." I felt sure this would satisfy him, but the wretched urchin persisted. "I mean, who WAS he? I don't think he's even a real person." A ruffle of unease swept the room, and the lights came up; the children, no doubt stunned by the coarse tone of their fellow student's question, looked about blankly. Mrs. Tidbiddy and I made eye contact; she made a curious gesture with her index finger across her throat and jerked her thumb towards the door, which I took as a signal that my time had expired. The children were bid to thank me and say goodbye, which all most dutifully did with the exception of the sallow youth, who narrowed his eyes and stuck his tongue out at me as I hurried out, chaos erupting behind me.

I don't mind saying that I was rattled, compadres. It was not so much the rude manner of the impertinant and ill-bred child who had confronted me, but rather the realization that I had, for a full year, gone on as if I knew **who** I was representing when in fact, I did not. I resolved to rectify the situation immediately. My first thought was to scan back issues of the FAC newsletter for reference. Imagine my shock and surprise when I discovered practically *nothing* on the subject other than the mention of the man's name, and that this was spelled in a multitude of ways: MacShadenfreude, McShadenfreuder, MacShadenfrode....it seemed the problem was deeper than I had imagined. I turned to Google, confident that this repository of all things arcane and delightful would clarify the matter. *Nothing*. Had I had been named to uphold the honor of a phantom, an illusion? I began to despair. Finally, a chance conversation with Tom Nallen II provided me with a lead. He wrote the following: "Angus McSchadenfreude is a legend in our local club - the Merrimack Valley Airistocrats. It's rumored that Angus, of Scottish and German descent, joined the Airistocrats nearly a century

ago when they flew crude A-frames on a downtown Lawrence common...in those days, the club was known as the Lawrence Airistocrats. True to his name, Angus took peculiar delight in other modelers' misfortune such as when they burst their motors (it's said he was first to utter "back off one turn!"), or landed their models in tall trees. Occasionally, and especially in the heat of competition, this emotion rises still to the surface in members of today's Airistocrats. And Rich Zapf and Tim MacDonald have moved to honor this tradition with a perpetual award in Angus' honor..."

This was useful but disturbing information. I had imagined Angus McShadenfreude to be a convivial and decent sort, a model competitor, the kind of a man who would give you his last hank of preserved Tan II for the WWII mass launch even when his own motor was in dire need of replacement. Instead, it seemed he was a mean-spirited old cuss who clawed his way to whatever glory he could achieve using any means necessary, including that most subtle and destabilizing weapon, *demoralization*. What did this say about...*me*? Was being the AMcSHWWK an honor, or rather the purest distillation of some dubious and regrettable character trait? Was I so desperate for FAC respect? I studied myself in the mirror. I needed a reference.

I thought immediately of Wally Farrell. Wally and I fly together as often as time and distance will allow, comfortable in our mutual competitiveness. As I thought back on it, I had to admit that I had on one or two occasions needled my illustrious flying buddy, mock-accusing him of all sorts of underhanded tactics when he was in fact, an honorable and upright competitor. Slightly overzealous, mind you, much given to blowing motors, emoting out loud, asking you complicated questions in the heat of competition about things he clearly understood perfectly well as evidenced by him amassing a half-dozen wins and ultimately the Grand Champ award at practically any given competition and thus adding to his considerable and ever-expanding pile of Kanones---but honorable. The **first** to console you when your plane flew OOS in the final round of a local-field, friendly, but keenly fought one-on-one fly off that he had no *real* hope of winning but somehow provoked you into over-winding for just the same. And as for sharing rubber, never *once* had he shied from giving me free use of the very same rubber that breaks on him so regularly, yet with which he still manages to stomp other flyers into the dust. As I held myself up against my friend, I had to hang my head in shame. How had I reacted when his glorious MiG flew away in a meaningless, post-contest flight of fancy in the twilight wind at Geneseo last year? Did I console him? I did not. I breezily offered something on the order of "Duh!" and boxed his ears.

That was but one example of a pattern of behaviour I exhibited towards Wally which, once illuminated by my new insight, burned in my conscience. If he was my friend, and I behaved so basely towards him, how was I presenting myself to other, less familiar FAC acquaintances? My "lighthearted" essay on "How to Beat Tom Hallman" a few years back now seemed in retrospect more sinister and pointed. I then considered my oft-repeated intention to defend my HWW crown, indeed to retire the trophy....at any cost. *At any cost!!* What was I becoming?! An over-competitive man-monster? The Tonya Harding of the FAC? Right then and there, I resolved to repent, to change my ways.

And so, my friends, this coming season you will not see the Dave Mitchell of old, the breezy, impertinant fellow, verbose and assuming, pretending to be better than he ought to be, disrespectful of age and experience, overfamiliar. I shall henceforth be chaste, reserved, mute in victory and humble in defeat (should that ever occur), an example to youth and deferential to my elders. I shall speak only when spoken to, and then never to excess. I shall not demonstrate. I shall take as my guides the Wally Farrells and Vance Gilberts of our tribe who, though they may be as different as black and white, each radiate calm dignity, compassion, and an august sensibility that belies their age. I seek to bring new honor to the position of High Wing Weenie King, and to the reverse the karmic blight that sullies Angus McShadenfreude's name. Having done so, I then resolve to retake the crown and make the words IT and ME synonymous. Ha ha! Angus would have had it no other way. Bring it on, contenders!

* * Rubber Handling * *
Mumbo Jumbo #144 from the Glue Guru

We each accumulate practical know-how in the handling of rubber motors. Some of what we learn goes against official guidance. Inevitably, such results tends to be scorned and lost. Here are some of my findings—not scientifically tested—but still better than mere hunches.

Age. Good rubber stored properly (cool or cold) does not age. If anything, it's better after a year or two of sitting around. 'Fresh' rubber is not required in order to get good performance.

Bunching. The only sure way to avoid that bunching owed to too tight a fit within the fuselage cross section, plus too generous a motor cross section, is to shorten the motor. When of a length yielding no slack between hook and rear anchor, there will be no bunching. Other stuff I've tried—fancy hooks—have not worked.

If the flight path shows a strange hesitation towards the end of the motor run, you might be having a self-clearing bunching action. Test it by shortening the motor. If the problem of wallowing or hesitation persists, chances are you have a stall; one owed to the lack of compensating tail action as the power decreases. Add some temporary tail area (1/32 sheet and tape) and try again.

Lubricant. The most practical rubber lube is over-the-counter, drug store castor oil. Fancy soap type lubes may well offer a bit more performance, but tend do so at the risk of drying out on a hot day, or thinning out on a wet day. Castor oil, once applied, tends to remain in place, unaffected by weather.

Turns. Those charts giving max turns as a function of motor cross section and length are best employed by applying a safety factor, achieved by multiplying

through by 0.9 to get permissible contest turns. Though the 0.9 figure appears frequently in the literature, it seems too high to me. Use less: about 0.8 for contest conditions seems best. As the motor ages, use still less, moving towards 0.5 for elderly, much used motors. True, performance goes down and contests are lost, but the disaster resulting from a blown motor is so serious as to force winding restraint. Even safe winding and launching doesn't prevent a blown motor shortly after launch, and those occurring early in flight at high power are truly awesome, for they end with a crash. In short, reduce contest turns as the motor ages—or else.

Winding Tension. Most advisors call for winding while under a tension derived from stretching the motor length to a maximum of three times its initial length. This seems too much to me. Field observation shows that very few modelers actually do this. I suspect that our cowardice is wise—I never exceed twice the initial motor length. If this means fewer or less powerful turns, so be it. Survival comes first, last and everywhere in between.

* * * * *

An Advert for Myself

The Red Baron had many of our best characteristics. Something of an amateur, as compared to the many competing stunt pilots, he used logic, experience and common sense to survive and even thrive in the cruel world of air combat. His strange preference for a Triplane, when Biplanes were obviously faster, was a sign of originality and much determination.

Under the pen name Leon Bennett, the Glue Guru has written the Red Baron's story in his usual pop. science fashion: short on math and long on illustrations. The latest volume, *Gunning for the Red Baron*, is available at Amazon, Barnes and Noble, and your local book store. Check it out. You can do a lot worse.

40th ANNIVERSARY!!! GREAT GRAPE GATHERING 2010 (Since 1971)
 FREE FLIGHT CONTEST - SCHEDULE OF EVENTS
 GENESEO, NY, 1941 HAG AIRFIELD, SEPTEMBER 17, 18 and 19, 2010

FLYING ACES CLUB EVENTS

SAT., SEPT. 19th, 8:00 am to 5:00 pm

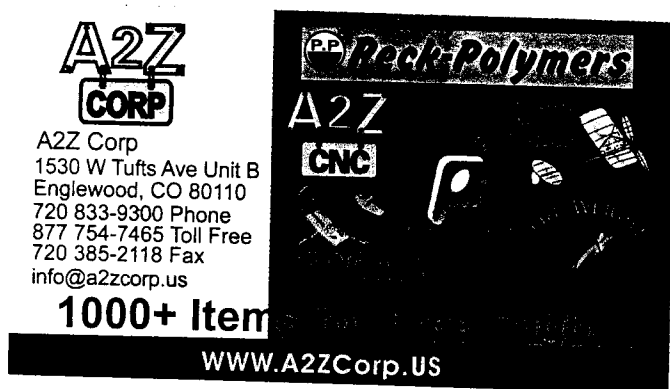
FAC OT Gas Rep. Electric (10)

Golden Age Scale (10)

FAC Rubber Scale (10)

FAC Dime Scale (10)

FAC 2 Bit Plus one, OT Rubber (10)



A2Z CORP
 A2Z Corp
 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+ Items
 WWW.A2ZCorp.US

Trimming Small Scale Models

By Bill Henn

Judging by my own observances and the staggering number of articles that have been written on the subject, the process of trimming small scale models can still be problematical to even experienced modelers. At every local contest or flying session I see others struggling to get their models to fly in a predetermined, stable manner. They can be seen adding ballast, using shims to adjust thrust, twisting control surfaces, bending tabs and even adding weight to wing tips. When a stable power pattern is finally achieved, it is not uncommon to see the model spiral in after the motor runs out and the model starts to glide. The corrective measures some use to resolve these problems frequently make things worse and they would be better off starting from scratch.

Most of these problems would never occur if the center of gravity, thrust lines and alignment had been adjusted as close to optimum as possible prior to power testing--a simple procedure. Since most of my models have generous stabilizer areas approaching 20-25% of the wing area and long tail moments, I can usually get away with setting the C.G. about 35% of root chord. In regards to thrust, three degrees down and three degrees right usually works well for my shoulder and high wing models which fly to the right under power. My low-wingers are adjusted to fly left under power with three degrees down thrust and zero to one degree right. It should not be necessary to use shims to adjust thrust. Build the nose of the model 1/16" longer and use a flat sanding block to sand in the initial thrust adjustments. Take the sanding block along when you go to the field to make any minor adjustments which may become necessary. When building models with high aspect wings like the Focke-Wulf

TA152H-1, I build a little washout into each wing while it is on the building board. For subjects with low aspect wings like my Chambermaids and Dornier DO-F Falke, the wings can be built flat as it is unlikely that they will require any washout.

My trimming procedure differs from most others that I have read or heard about because my models are test glided without props or motors. I first tried this method way back in 1976 on my first Chambermaid. It worked so well that I have used it on every scale model built since then. Critics often condemn this procedure because they say this is not representative of how the model will glide with a freewheeling prop after the motor run is over. Of course they are correct but what they fail to recognize is that this is not relevant to the task on hand. The purpose of test gliding small scale models should be to neutralize surface alignment so the models will glide in a straight, flat floating glide. I fail to understand how one can accurately evaluate the glide of a small scale model launched by hand at shoulder height with the motor and freewheeling prop installed because the sink rate is so high. Test gliding with a few turns in the motor is another popular procedure that has questionable results. The excessive sink rate problem is especially true with heavy, draggy models such as twins. Even with the props and motors removed from my twin boom Arado E-530, I could not tell what it was doing when launching from shoulder height. It was not until the model was launched from the top of a 10-foot sand dune that the glide could be evaluated. After the glide was set it only took 3-4 powered flights to finalize the trimming process. Careful trimming procedures paid off in this case since the model won Jumbo Scale twice at the Geneseo FAC Nationals with only a total of about a dozen powered flights under its belt.

Test gliding in the manner described above will usually reveal undesired surface alignment which may be undetected by the eye. If the model swerves to either direction it may be necessary to remove a subtle wing warp or slight rudder offset. Stalling or diving should be eliminated by adjusting the incidence on the stabilizer, not by adding or subtracting ballast. Once the glide is set properly, rarely will any further adjustment of the stabilizer or addition of ballast be necessary.

After you are completely sure that the glide has been adjusted properly, power testing can begin. Install the propeller and motor and wind in enough turns to remove slack. Use a large pin to lock the prop and readjust the C.G. with ballast if necessary. Using the aforementioned thrust settings, few additional adjustments may be necessary. Try to get the power pattern correct by using only small readjustments to thrust. Gradually increase turns while carefully observing how the model performs at the beginning and end of the power run. If the model circles close to the ground during the power burst and then begins to climb as the thrust diminishes, remove a little down thrust. If the model has a tendency to loop or stall, the side and/or down thrust may have to be increased. If the model banks excessively while turning, it may be necessary to add

some washout to the outboard wing. Of course tabs could be used to simulate washout but they detract from the appearance. The only scale model I ever had to use tabs on was a Hughes H-1. This particular design exhibited considerable instability on the roll axis due to its high fin and short, stubby wings. It tended to fly in a different manner at each session. Tapered wedges, hidden under the wing tips can be used instead of tabs or the wing tip can be easily washed out at the field. This can be done by twisting the tip to the desired while the wing is held directly behind the tail pipe of a car with the accelerator propped to keep the engine running at fast idle. The few wrinkles that may develop will gradually disappear as the tissue continues its endless shrinking process. Extreme care must be used when adding washout to counter torque because excessive washout can cause a model to spiral in after the motor runs out.

Once the power pattern has been set properly and the model is getting up high at the end of the run, the glide can be evaluated under actual conditions. If no warps have developed, there should be no reason for the model to dive or spiral in. The worst that is likely to happen is that it will fly straight, performing a series of short, bumpy stalls. Minor deflection of the rudder to induce turn in the same direction as during the power mode will generally cure the problem. Stalling problems can also be caused by the rubber bunching up near the rear peg which can be eliminated by braiding or shortening the motor. The option of stabilizer adjustment or the addition of ballast should only be considered if the model continues to stall while turning. This brings back the memory of my very first SAM contest at Lakehurst, New Jersey almost 40 years ago. I was testing my first high performance duration model, a Lanzo Stick set for a Right power-Left glide pattern. After the prop folded, the model performed a big "S" turn and then transitioned into a very wide left circle, stalling and losing altitude fast. I was not sure what to do and asked my mentor, the famous Don Garofalo, former designer for Scientific Models. Don advised me to remove the stall by tightening up the turn using more rudder deflection. This cured the problem and the model easily maxed three times, winning the contest.

I prefer to set the glide on my scale models so they turn in the same direction as when under power. A R-R pattern for shoulder- and high-wing subjects and a L-L pattern for low wingers has worked well. Since the diameter of the glide circle is often the same as during the end of the power pattern, it is difficult to tell how long the motor actually runs. This is not to say that, if the model is gliding in a stable fashion in the opposite direction as when under power, it would be advisable to change the direction of the turn. In such a case, just leave well enough alone.

A word of caution: Any rudder adjustment made after the power testing is completed is likely to change the power pattern. If right rudder is added to prevent stalling, it may be necessary to remove a little right thrust and vice versa. This is about the only part of the

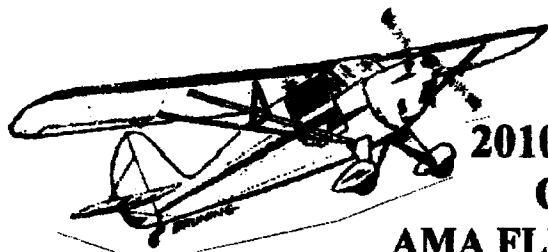
procedure that is a little touchy but, like everything else, the more you do it, the easier it becomes.

This article would not be complete without mention of twins. I only built three but all were very simple to trim, flew well and were repeated first place winners in the Jumbo and Giant Scale events at the Geneseo FAC Nationals, and off-year Non-Nats: 2005, 2006 and 2007. All three used contra-rotating propellers with the tips of the props turning outwards at the top. These three models were long nosed subjects with twin booms. As explained in the foregoing, the initial glide testing was done with the motors and props removed. Thrust was set at three degrees down on each side and zero side thrust. Since the contra-rotating props eliminated torque effects, I decided not to mess with side thrust adjustments to avoid complicating the trim procedure. After glide testing was completed the first powered flights were made with only enough turns in the motors to keep the models flying in a straight line close to the ground for about 50-60 feet. It is very important to keep the power at a low level at this point because of the possibility of a stall. As turns were increased, enough rudder deflection was added to induce a very wide left turn. As turns were further increased, a little more rudder deflection was necessary to prevent stalling during the climb. It only took about five powered flights on each twin to finalize the trim procedure. I never built any twins with short nacelles but would think more down thrust would be necessary because the props were closer to the CG position.

While the forgoing procedure may be contradictory to that described in the myriad articles written on the subject, it has been proven to work on the dozens of scale models I built over the last three decades. It is a very reliable, quick and safe way to trim a small scale model.

NFFS MEMBERSHIP & RENEWAL APPLICATION	
Mail to: NFFS Membership Office 118 Gentry Circle Lafayette, LA 70508-6326 USA	Make checks payable in U.S. dollars to: National Free Flight Society
Dues include a mandatory \$50 per year for NFFS membership.	
5 Year Red Membership includes memb. card, 2 NFFS decal sheets and pin. 2 Year White Membership includes memb. card and 2 NFFS decal sheets. 1 Year Blue Membership includes membership card and 1 NFFS decal sheet.	
US Residents (Age 19 & over) <input type="checkbox"/> 5 years \$100.00 <input type="checkbox"/> 2 years \$48.00 <input type="checkbox"/> 1 year \$25.00	Junior Membership (U.S. only) Age 18 & under as of July 1 of the current year <input type="checkbox"/> 2 years \$18.00 <input type="checkbox"/> 1 year \$10.00 Copy of birth certificate required for new memberships
All Non-U.S. Residents (To use VISA or MasterCard, see Important Renewal Information above) <input type="checkbox"/> 2 years \$56.00 <input type="checkbox"/> 1 year \$29.00	
Life Membership US Residents <input type="checkbox"/> \$500.00 Non-US Residents <input type="checkbox"/> \$550.00	
★ NFFS Foundation Donation ★ <input type="checkbox"/> Silver - \$75 <input type="checkbox"/> Gold - \$125 <input type="checkbox"/> Platinum - \$250 or more \$	
To help reduce expenses maintaining NFFS records, PLEASE renew for at least 2 years. Thank you!	
Check boxes to what applies: New Member <input type="checkbox"/> Renewal <input type="checkbox"/> Address change <input type="checkbox"/> Donation <input type="checkbox"/>	
Amount: \$ <input type="text"/>	Current expiration date Mo. Yr. <input type="text"/>
PLEASE PRINT	
Name: <input type="text"/>	Date of Birth: <input type="text"/>
Address: <input type="text"/>	AMA #: <input type="text"/>
City, State: <input type="text"/>	Zip: <input type="text"/>
Telephone: <input type="text"/>	
(IMPORTANT - PLEASE PRINT VERY CLEARLY) e-mail address: <input type="text"/>	
Send all renewals, address changes, applications, and membership questions to the Membership Office e-mail: carlbakay@hotmail.com	

11.



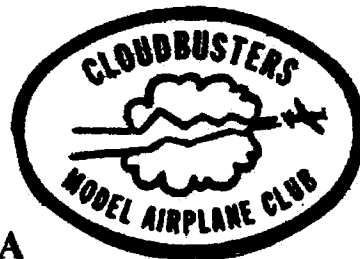
1939 Aeronca "Chief"

2010 FLYING ACES CLUB OUTDOOR CHAMPS

AMA FLYING SITE - MUNCIE, INDIANA

SEPT. 9TH AND 10TH 8:30 AM TO 4:30 PM

AMA Sanction # 10 - 65



Thursday, September 9

1. FAC Scale*
2. FAC Jumbo Scale*
3. FAC Power Scale*
4. FAC Peanut Scale
5. Golden Age Scale (Civ & Mil combined)
6. FAC Dime Scale
7. Old Time Gas Replica
8. Embryo Endurance
9. Old Time Rubber Cabin (Must ROG)
10. World War I Combat ML****
11. Greve Race ML*****
12. Flying Aces Moth ***** (Must ROG)

Friday, September 10

1. FAC Scale*
2. FAC Jumbo Scale*
3. FAC Power Scale*
13. Phantom Flash
14. FAC No Cal Scale
15. Low wing Trainer
16. AMA P-30**
17. Old Time Rubber Stick
18. World War II Combat ML***
19. Thompson Race ML*****
20. Peanut Race Planes ML*****

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.

*****O.T. Rubber Cabin Rules (except 24" Max. W.S.) Use any published plan or available kit

\$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 Glass) will be awarded to third place

Model plan and printwood of Aeronca "Chief" provided by "Easybuilt" Models

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)

Current Event.Sponsors:

Easybuilt Models, - events 1, 2, & 3.

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



Carolina Area Free Flight Association

210 Graduate Ct Durham, NC 27713

e-mail: contact@carolinafreeflight.org

website: <http://www.carolinafreeflight.org>

Spring FAC/AMA Contest: Saturday and Sunday, May 15th and 16th
Firecracker Fun-Fly: Saturday June 26th

Tentative Spring Contest Events:

FAC MASS LAUNCH EVENTS

- . Navy Scale
- . Modern Civil
- . Golden Age Civil
- . WWI
- . WWII
- . Combined Racers (Thompson, Greve, Goodyear)

FAC TIMED EVENTS

- . Embryo
- . Modern Military
- . Golden Age Military
- . FAC Jet Cat
- . Dime Scale
- . FAC Scale/Peanut Scale combined (total factored flight time divided by three)
- . Low Wing Trainer
- . NoCal
- . 2 bit +1 Old Timer Replica

AMA DURATION EVENTS

- . Hand-Launch Glider (to include Tip-Launch Gliders)
- . Catapult Glider
- . P-30
- . F1H/A-1 Towline Glider
- . F1G/Coupe D'Hiver
- . Special Kit Bays Glider Event (Zing Machine or Down Draft Dodger)

FLYING ACES

MID-SUMMER MELT CONTEST

AT WHITES FARM, DURHAM. CT

AUGUST 22, 2010

9:00 to 4:00 Entry Fee: \$3.00

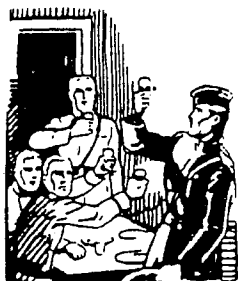
PRESENTED BY YE OLDE HANGAR NO.1,

THE GLASTONBURY MODELERS,

SQUADRON NO. 2 OF THE FLYING ACES CLUB.

N.R.E. NOVAK, CD 106 CUTLERY AVE.

SOUTH MERIDEN, CT 06451



EIGHT EVENTS

1. Golden Age Civil 2. Pinkham Field Ten Center 3. OT Plan/Kit Scale
4. Legal Eagle. 5. Victory Models 6. Pinkham Field Stick

Mass Launch Events: Goodyear Midgets at 10:00 AM WWII at 1:00 PM

REGISTER FOR THE MASS LAUNCHES WHEN YOU SIGN UP.

CERTIFICATES TO SECOND PLACE

DOCUMENTATION: Don't forget it, Skysters. You need it for Golden Age, Ten Center, OT Plan/Kit Scale, WW II, & the Midget mass launches.

WEAR WATERPROOF BOOTS

PINKHAM, FIELD FULL DAY MEETS

June 27, 2010 Spring Fling Meet. See flyer in this issue.

Aug. 22, 2010 Mid-Summer Melt Meet. See flyer in this issue

Sept. 19, 2010 Fall Fly-in. Events and flyer in future issue. Paul Stott, CD

Nov. 21, 2010 Turkey Fly. Events and flyer in future issue. Paul Stott, CD



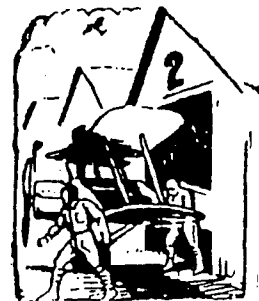
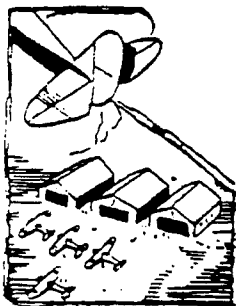
INDOOR MEET SCHEDULE AT GLASTONBURY HIGH SCHOOL

Apr. 1. 8:00 AM to 5:00 PM, SANCTIONED CONTEST DAY.

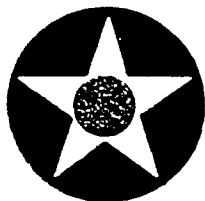
For events and details contact John Koptonak, @ gliderguider@comcast.net or call (860) 434 1029, or

Tony Lincoln @ Tony.lincoln@cox.net or call (860) 659 2457.

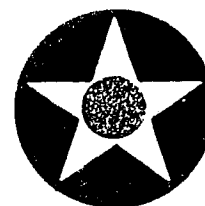
GLASTONBURY MODELERS
YE OLDE HANGAR NO.1, FAC SQUADRON NO.2



FLYING ACES



SPRING FLING CONTEST
AT WHITE'S FARM, DURHAM, CT.
NEAR THE DURHAM FAIR GROUNDS
JUNE 27, 2010



9:00 TO 4:30 ENTRY FEE, \$3.00 UNDER 21, FREE
CERTIFICATES TO 3RD PLACE FOUNDED FATHERS AWARD
CONTEST DIRECTOR: ED NOVAK, 106 CUTLERY AVE. SOUTH MERIDEN, CT 06451
AMA MEMBERSHIP REQUIRED. SHOW A CURRENT CARD.

THE ORIGINAL SEVEN EVENTS **PLUS PINKHAM FIELD TEN CENTER**

1. FAC Scale. *Flight time total divided by 3 = flight score.*
2. GHQ Peanut Scale. Uses the multiplier scoring.
3. FAC Embryo Endurance.
4. FAC No-Cal Scale.
5. FAC Thompson mass launch. 15% motors. 11:00 AM start.
6. FAC Greve mass launch. 15% motors. 1:00 PM start.
7. Flying Aces Sport. 10% bonus if built from old Flying Aces magazine.
8. Pinkham Field ten Center.

WEAR WATERPROOF BOOTS

IMPORTANT NOTES:

Register for mass launch events when you sign up.
Time each other to the last completed second. We have Walkie-Talkies at the CD
table for your use if you need to go into the wilds. Play it safe. Use 'em.
Respect nature and our field. Don't litter or park on the grass.

DON'T FORGET YOUR DOCUMENTATION, ITS AS IMPORTANT AS BRINGING YOUR BOOTS
ALONG. THE TIDE IS ALWAYS PRETTY HIGH AT PINKHAM FIELD. DO DOUBLE DUTY WITH
YOUR MASS LAUNCH SHIP. ENTER IT IN SCALE, TOO.

BUILD!... WHAT YOU LIKE

FLY... ALL YOU CAN

WIN!... Just let it happen.



"V" for Victory



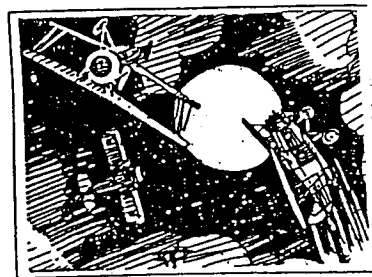
KANONE'S AS OF APRIL 1st, 2010

ROBERTS, GORDON	535	DRISCOLL, DAN	52	THORNTON, JIM	30	PARTIN, GENE	19	NICHOLS, BOB	10	HENDERSON, BILL	6
WECKERLY, STU	384	SCHANZLE, ALLAN	52	HILL, CHARLES	29	SCHMITT, TOM	19	SCHMIDT, BILL	10	HOPKINS, HARVEY	6
MCGLIVRAY, JACK	304	SLUSARCZYK, DON	52	KLIENERT, RANDY	29	WEBB, JASON	19	SPRENGER, JIM	10	LAMB, ED	6
GRIEBLING, STEVE	301	SMITH, DAVE (SC)	51	ADAMS, DICK	28	BARKER, JOHN	18	VIGIANO, LOU	10	MCCONNELL, KEN	6
ZAPF, RICHARD	249	BROCK, WAYNE	50	DOBERFUEHL, SCOTT	27	FIKE, JACK	18	VOLLMER, AL	10	MILLER, WILLIAM	6
SRULL, DON	228	MEYERS, STEW	50	DALEY, JIM	26	HELMAN, PAUL	18	WHITEMAN, JIM	10	MOSKOW, MIKE	6
REES, DAVE	185	CLEMENS, BOB	48	GRABSKI, PAUL	26	KLIBER, RUDY	18	ALLEBONE, TED	9	PHELPS, JACK	6
MILLER, JIM	161	LEWIS, GEORGE	47	SCHLOSBERG, JANE	26	LANGLEY, TED	18	HUMMEL, JIM	9	POLENT, JOHN	6
LIVESAY, DAVE	157	PARENT, CHRIS	47	WELLS, MILLARD	26	REES, MARIE	18	HUTCHINSON, BILL	9	PRISEL, DUDLEY	6
STOTT, DAVE	142	MDKIFF, MIKE	46	WHITE, GEORGE	26	STEEB, DON	18	KAGEN, JOHN	9	RUHLAND, D.J.	6
NALLEN, TOM JR.	141	MILLER, RICH	46	BACOM, STEVE	25	BOURKE, ROY	17	NIED, TOM	9	SCHICK, EARL	6
FINEMAN, MARK	140	BROWN, RUSS	45	CLEAVE, AL	25	DIVIS, ROY	17	SCOTT, FRANK	9	STEED, CHARLES	6
HALLMAN, TOM	140	EGGERT, WALT SR.	45	GILBERT, SIDNEY	25	PENNINGTON, BILLY	17	SEAMSTER, JIM	9	STEVENS, ROBERT	6
PELATOWSKI, ED	128	PERES, VIC	44	RZADCA, MARK	25	ROTH, MEL	17	BREDEHOFT, JACK	8	ALDEA, OCTAVIAN	5
FINLEY, BRUCE	127	DETAR, JAMES	43	WELSHANS, MIKE	25	RUNNELS, JEFF	17	HARLAN, RAY	8	FOSTER, BRUCE	5
PORTER, JERRY	124	KESHISHIAN, HARRY	43	BARLOW, PHIL	24	HUTCHINSON, JOHN	16	LAVERDER, TIM	8	HANNAY, DOUG	5
STARLEAF, CHRIS	124	BRUNING, PRES	42	DONOHUE, JERRY	24	MOUTON, BOB	16	STEVEN, HERB	8	MARCHESE, BOB	5
ZAND, MIKE	124	BUXTON, JIM	41	SHIELDS, ALLEN	23	KRAMER, JOHN	15	NALLEN, MICK	8	OLM, ORVILLE	5
STOTT, JOHN	123	KOPTONACK, JOHN	41	BACKSTROM, AL	23	SIMPSON, WILLARD	15	SCOTT, CHRIS	8	PAILLERON, A.J.	5
NORMAN, DENNIS	122	MCLELLON, BOB	41	BEAL, PETE	23	TECHUK, ALEX	14	SMITH, HOMER	8	SMITH, TONY	5
COX, PHIL	120	DIETZ, BILL	39	CARSON, BUD	23	CAMPBELL, DON	13	TRABIC, RAY	8	VANDORN, STUART	5
THOMAS, MIKE	119	TRIVIN, WAYNE	39	DERBER, TOM	23	DECOOK, ALLAN	13	WARNER, BILL	8	LANE, RANDY	5
FARRELL, WALLY	118	BENTON, OLIVER	38	GAMBLE, CLIVE	23	LIONBERGER, FRED	13	ADAMS, RICHARD	7	MILLS, DAVID	5
BOYANOWSKI, PAUL	114	BLAIR, JOHN	38	HIRLEMAN, FRANK	23	RICCI, ANDREW	12	ANDERSON, ERIC	7	NUSZER, JOE	5
BRIEHL, DAN	108	PEAVEY, LARRY	38	LANDRUM, BILL	23	BARFIELD, DAVID	12	ASSEL, DON	7	PRICE, BRUCE	5
NIPPERT, VIC	102	SANFORD, CURT	37	MITCHELL, DAVE	23	KONEFES, ED	12	BATUK, GEORGE	7	SANDOR, TOM	5
KANE, DAN	101	IVERS, RICHARD	37	SLUSARCZYK, CHAR.	23	MUFFELMAN, BILL	12	BUTSCH, ROBERT	7	SHIRLEY, HERB	5
ROWSOME, FRANK	101	BALUNEK, DEL	36	ZBASNIK, PETE	23	MURRAY, PAT	12	FEDOR, MIKE	7	SOTICH, CHARLIE	5
LAWTON, AL	100	CHAPPELL, HOWARD	36	DELOACH, ED	22	SHERMAN, LEN	12	FRAUTSCHY, HENRY	7	STEIN, HARRY	5
HOUCK, JOHN	91	ISERMAN, MIKE	36	HAWLEY, RICK	22	SMITH, DON	12	HARWOOD, DON	7	TALACKO, RAY	5
MAGENTEE, RICH	82	NALLEN, TOM SR.	36	MCDONALD, DAN	22	WILLIS, ROGER	12	HODSON, GARY	7	TALBOT, RICHARD	5
HENN, BILL	78	NUNEZ, GEORGE	36	SHARBONDA, KEVIN	22	ARNOLD, TOM	11	JACKSON, TIM	7	THOMS, BRUCE	5
WEBER, RICH	75	LOEHLE, CARL	35	BLANCHARD, STEVE	21	COLSON, STAN	11	KAMODY, RON	7	TOMCZUK, S.	5
BREDEHOFT, GEO.	72	MCQUIRE, JOE	35	FRANKS, DAVID	21	GORMAN, DICK	11	MOON, ROGER	7	WALLACE, PETE	5
NIEDZIELSKI, DAVE	68	TUDOR, JOHN	34	HUDSON, RALPH	21	GRANT, JIM	11	O'BRIEN, TOM	7	WARMANN, BOB	5
KOTHE, HERB	68	DUNMIRE, DICK	34	PAISLEY, JERRY	21	IVERS, DICK SR.	11	RICE, JACK	7	WOODS, JIM	5
LOUCKA, LARRY	65	ISAACKS, BOB	34	ROSS, LINCOLN	21	MILLER, DON	11	SMITH, DAN	7	BOTTICELLO, CARMEN	4
NASSISE, MIKE	65	MACDONALD, TIM	34	SMITH, OSCAR	20	MORTON, GARY	11	TEACH, TED	7	BURNS, MICHAEL	4
SCHLOSBERG, BOB	64	REED, DON	34	CORNELIUS, DALLAS	20	NEFF, VERN	11	ALDERSON, LEN	6	CERESA, BILL	4
DELOACH, DON	64	TSINAI, JACK	33	EWING, FRED	20	OLEARY, JACK	11	BOEHN, PRESTON	6	COLLINS, DAVE	4
MOSES, JACK	63	BURDSAL, LES	33	FINN, JOSHUA	20	RUSSO, ROCKY	11	CAMPBELL, LEE	6	DUKE, BILL	4
JOSEPH, JOE	63	DECOOK, DON	33	GILLIS, RICH	20	CHOATE, RICK	10	DIEBOLT, JOHN	6	EGGERT, WALT, JR.	4
SMITH, GENE	61	KUENZ, RALPH	33	HINES, MIKE	20	COX, VIC	10	GUNN, WADE	6	FACTOR, R.	4
MATHER, CLARENCE	59	PHILLIPS, GEOFF	33	KATERS, PETER	20	ENGLERT, DAVE	10	HARWOOD, ERNIE	6	GOSSELIN, RON	4
WUNSCHIE, FRED	57	POWELL, CLAUDE	33	LEFFLER, GEORGE	20	ESCALANTE, MIKE	10				
BOEHM, CHRIS	57	CUMMINS, STEWART	32	MORROW, MIKE	20						
GILBERT, VANCE	57	DAILY, PAT	32	REICHEL, LIN	20						
MAYO, ROSS	56	AZURE, PETE	30	ROPAR, NICK	20						
KRUSE, LARRY	56	BOLLINGER, NEWT	30	THOMPSON, MIKE	20						
SMITH, DAVE (AZ)	55	ENGLERT, JEFF	30	BOJAN, ED	19						
GROENING, TOM	55	MARETT, JOHN	30	CANNON, HAROLD	19						
LIKELY, AL	55	MCGINNIS, DEAN	30	HURDLE, JOE	19						
STOTT, PAUL	53	ORPHAN, WILLIAM	30	LINSTRUM, DAVE	19						
KACIAN, JACK	53	SUGDEN, BOB	30	MCGOWAN, MEGAN	19						
NOVAK, ED	53										

GUERRA, OMAR	4	OSBORNE, BOB	3	MCDANIEL, HAP	2	BETHEA, JIM	1	GUNN, TERRY	1	MCELVEEN, JACK	1
HARLAN, DAVE	4	PACK, CHARLES	3	MCDOW, BILL	2	BETJEMANN, ROBERT	1	GUTH, HENRY	1	MC GEE, DUSTIN	1
HASKELL, CURT	4	PANGELL, RICK	3	MILLER, DICK	2	BETZ, CLIFF	1	HAGEN, AL	1	MC KINNEY, MIKE	1
HAUGHT, DAVE	4	PAYNE, RAY	3	MITCHELL, BILL	2	BETZ, PRISCILLA	1	HAIGH, BOB	1	MCMAHON, JIM	1
JOHNSON, KEN	4	PISHNERY, DAVE	3	MORROW, JOHN	2	BLAIR, JIM	1	HAIGHT, BOB	1	MCQUAID, ED	1
LAYCOCK, JOHN	4	RAKOW, RAY	3	NALLEN, JOE	2	BOES, JIM	1	HALL, JIM	1	MIDGETT, RON	1
LEPPARD, BILL	4	REICHEI, JUANITA	3	NUNEZ, JORGE SR.	2	BOWERS, MIKE	1	HAMLETT, DALTON	1	MIDKIFF, RICK	1
LORIMER, HAL	4	RODEN, BOB	3	OSLAN, ROBERT	2	BRAKE, DICK	1	HANFORD, BOB	1	MINO, CHRIS	1
MASTERS, BOB	4	SCHWAN, HAL	3	PAPIC, FERIL	2	BRAUN, DAVE	1	HANFORD, RIP	1	MOODIE, KEVIN	1
MCCOY, TOM	4	SHAW, BOB	3	PARDUE, AL	2	BROOKS, CLINT	1	HARDING, HAROLD	1	MOWDA, ERIC	1
MONTTEATH, ALAN	4	STALEY, BILL	3	PEACOCK, DON	2	BROWN, BOB	1	HASLAM, LIN	1	MYERS, GREG	1
NEWELL, KEN	4	STROUT, REGGIE	3	PEDERSON, JOE	2	BURRY, CLAUDE	1	HAYWOOD, TREVOR	1	NACIN, DICK	1
PETERSON, AARON	4	ZAPOLSKI, ED	3	PORTER, CHUCK	2	BURTON, OLE	1	HENDERSON, JOHN	1	NALLEN, KAREN	1
PETRINEC, BOB	4	ZEMECK, LEN	3	PROULX, T.	2	CARNRICK, RICK	1	HENDRICKSON, CHAR.	1	NARANACE, DAVID	1
PHOENIX, ROCKY	4	ALLEN, DICK	2	PTASZKIEWICZ, FRAN	2	CARSON, GRANT	1	HENSEL, RICH	1	NEARING, LARRY	1
PLACHY, LAD	4	BALGER, WALT	2	RECKER, GERO	2	CASAZZA, DAN	1	HERBST, PAUL	1	NEDS, GEORGE	1
REDING, HERB	4	BARBER, LES	2	REUTER, BILL	2	CASGILL, WALDO	1	HINTON, BILLY	1	NOLL, JACK	1
SCHARIDT, BILL	4	BAUMGARDNER, KEM.	2	ROAD, JOHN	2	CAVE, ED	1	HINTON, BILLY	1	NUNEZ, JONATHAN	1
VOORHEES, JOHN	4	BELL, BILL	2	ROTH, BRIAN	2	CAWTHORNE, JOHN	1	HODSON, ROBERT	1	OLAH, DAN	1
ANDERSON, DICK	3	BENNETT, LEON	2	SAKS, DAVID	2	CERVONE, MIKE	1	HODSON, FRANK	1	ORTIZ, ELLIOT	1
ANDERSON, JAMES	3	BLACKHAM, RICH	2	SANDUSKY, RUSS	2	CHAFE, WARREN	1	HOWELL, JIM	1	OSALZA, DON	1
ANDERSON, WAYNE	3	BOALS, DAVID	2	SAUTER, CHARLIE	2	CHRISTIE, DAVE	1	HUBE, KARL	1	OVERCASH, BOB	1
BAECKE, AL	3	BRADLEY, PAUL	2	SIEFRIED, DICK	2	CLUTTON, ERIC	1	HUNT, ALLEN	1	PAFIOLIS, ALEX	1
BAECKE, FLORENT	3	BROCK, PAM	2	THOMASIAN, HARVEY	2	COLLINS, DAVID	1	JESSUP, ARTIE	1	PARK, JIM	1
BARBER, DOUG	3	BROCKS, PETER	2	TRITTLE, PAT	2	COLLINS, WALT	1	JOHNSON, BILL	1	PASTEL, HARVEY	1
BARKER, JACK	3	CALDWELL, BILL	2	TUECHER, ALEX	2	COLT, GILBERT	1	JOHNSON, GARY	1	PAYER, BILL	1
BARRETT, KEVIN	3	CHAMBERS, BERNARD	2	VANDEN BOSSCHE, R.	2	COMBS, RAY	1	KEAR, CAROL	1	PELATOWSKI, LARRY	1
BIRD, LES	3	CLARKE, BILL	2	VANDERLINDE, DAVE	2	COPEMAN, KEN	1	KEAR, KEN	1	PENNY, WILL	1
BOONE, JACK	3	CRAWMER, JERRY	2	VON BUEREN, KARL	2	CORLETT, NORM	1	KEHR, WILLARD	1	PETERSON, GARY	1
BURKE, SAM	3	DAILEY, JIM	2	WAGNER, JERRY	2	COSLICK, LARRY	1	KELLEY, WARREN	1	PETTY, DOUG	1
CARLS, JOHN	3	DERBER, DAN	2	WATTS, RON	2	DAVIS, CHARLOTTE	1	KERZIE, MARK	1	PHILABAUM, RICHARD	1
COFFEY, WENDELL	3	DITRICH, BRIAN	2	WETHERALL, BOB	2	DAVIS, GREG	1	KING, LES	1	PHOENIX, GOEFF	1
CURTIS, TOM	3	DITRICH, MIKE	2	WOODS, FRANK	2	DEHAAS, BILL	1	KING, STAN	1	PIERCE, FRED	1
DIXON, BROOK SR.	3	DOWDY, CARL	2	WORMLEY, JOHN	2	DODGE, DAVE	1	KREMPETZ, KENNY	1	POLLARD, JIM	1
DOCH, ZACH	3	EMERSON, LEE	2	ZEIGENFUSE, JERRY	2	DONALDSON, JACK	1	KRUSH, JOE	1	POWELL, CHUCK	1
ELLIS, ART	3	EVERSON, WALT	2	ALABACK, JIM	1	DONELSON, JOHN	1	KURTENBACH, JOUR.	1	PROFFITT, ALEXDRA	1
ENGLETT, PAULA	3	FLESHER, AL	2	ALBRACCIO, BUD	1	DONNA, GORDON	1	LANDHUIS, ROBERT	1	QUIER, TONY	1
FUGIKAWA, STEVE	3	GARRISON, BOB	2	ALLEN, TERRY	1	ECKERSON, EARL	1	LANG, JOEL	1	RAMOS, FERNANDO	1
HATZ, LYMAN	3	GOURDON, BOB	2	ALLING, JOHN	1	EIMERT, DICK	1	LANGEVIN, LEO	1	RASH, FRED	1
HORN, DUKE	3	GREEN, MARCIE	2	ALLISON, MARK	1	ELLIS, D.	1	LAPRELLE, ROGER	1	REYNOLDS, BILL	1
HUGHSTON, TOM	3	GRIGGS, DOUG	2	ALVIS, BUNNY	1	ENGLETT, DOUG	1	LARSEN, TIM	1	RHODES, BILL	1
KARN, JACK	3	HAAKONSEN, ERIK	2	ANDERSON, ART	1	EPP, BRIAN	1	LEAH, DAVE	1	RICE, DAN	1
KNIGHT, MARION	3	HARRIS, JIM	2	ARNOLD, ALLEN	1	ERPELDING, BOB	1	LEE, JIM	1	RICHEY, MARTY	1
KRANIS, DAN	3	HEDLEY, CARL	2	ASHABRENNER, JOHN	1	ESPIL, JOE	1	LEHR, ROGER	1	ROBERTS, MIKE	1
LEHNERT, KEVIN	3	HEINRICH, MIKE	2	ATTENBERN, JIM	1	EVERETT, DICK	1	LELONG, HENRY	1	ROCHA, JERRY	1
LEONHARDT, WALT	3	JAMISON, BOB	2	BAGALINI, LARRY	1	FAHEY, RICHARD	1	LIDBERG, AL	1	ROGERS, WILLIAM	1
LEWARS, JOHN	3	KERMAN, MIKE	2	BAIRD, JIM	1	FEDOR, JEFF	1	LIGARSKI, STAN	1	ROSS, DON	1
LOVETT, GRANT	3	KING, GARY	2	BAIRD, TEX	1	FERGUSON, BOB	1	LINTON, DON	1	ROSS, RICHARD	1
LUZZI, MICHAEL	3	KNUTSEN, NEIL	2	BARNES, LOU	1	FLETCHER, BARRY	1	LOFTHOUSE, DAVE	1	RUBRICH, CHRIS	1
LYONS, BOB	3	KORNIRICH, WALT	2	BARTER, JOE	1	GEARING, GEORGE	1	MACKLIN, BOB	1	RUPPERT, CONRAD	1
MALTZ, ENRIQUE	3	LEHRMAN, JIM	2	BAXTER, D.	1	GERSZESKI, JIM	1	MAGERS, CHARLES	1	RUSSO, GUY	1
MCBRIDE, DUNCAN	3	LUNDBERG, BOB	2	BEARDSWORTH, DG.	1	GILES, RICH	1	MANKOWSKI, JIM	1	RYAN, KEVIN	1
MOSELY, JIM	3	MARCELLO, ED	2	BECKER, NORMAN	1	GREGG, FRED LOOPY	1	MARCHESI, MATT	1	SANDERS, TOM	1
NELSON, BOB	3	MASTERS, RICHARD	2	BENNER, DAN	1	GRINER, JBM	1	MARSON, JERRY	1	SATTERTHWAITE, BAR.	1
ORZECZ, HENRY	3					GUEST, BERNARD	1	MARTIN, LUC	1	SCHLAB, BILL	1
								MCBRIDE, JIM	1	SCHLOTTMAN, EVAN	1

SCHNEIDER, RICH. 1
 SCHUBERT, HERB 1
 SCHUELER, CARL 1
 SCHUTZEL, EMIL 1
 SEAYER, TED 1
 SEBASTIAN, JOE 1
 SENNET, BOB 1
 SEYMOUR, JOHN 1
 SHEPHERD, CHARLES 1
 SHOLDER, BARRY 1
 SIMPERS, GLEN 1
 SMALLEY, RALPH 1
 SOLMONOFF, GEORGE 1
 SOUTH, STEPHEN 1
 SPIESS, MIKE 1
 SQUEGLA, RALPH 1
 STEINHEIMER, JOHN 1
 STEINMAN, ELVIN 1
 STEWARD, BOB 1
 STEWART, BOB 1
 STONE, RICHARD 1
 STONECIPHER, RICH 1
 STOTT, PAUL D. 1
 SWANSON, GEORGE 1
 SYLVIA, ED 1
 TARANGO, GLENNA 1
 TAYLOR, BILL 1
 THOMAS, GREG 1
 THOMAS, VET 1
 THOMPSON, RICHARD 1
 TIMKO, AL 1
 TIPPS, LEE 1
 TOMASCH, WALT 1
 TRACY, DAVID 1
 TRIANA, JORGE 1
 TROUTMAN, JIM 1
 TWERT, RONALD 1
 VALLS, JOHN 1
 WALTER, BUCKY 1
 WEBSTER, LEE 1
 WEIDNER, JIM 1
 WHITACRE, DON 1
 WHITE, ROY 1
 WHITFORD, RUSS 1
 WIENKLER, CLIVE 1
 WIENKLER, GRANT 1
 WILLIAMS, JAY 1
 WOJTKIEWICZ, CHUCK 1
 WURMAN, BOB 1
 YANOSKY, TOM 1
 YODER, MARVIN 1

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



BARRON FIELD
 MAYWAVANDA, NEW YORK 2010
 SAT. MAY 29 SUN, MAY 30



1. FAC JUMBO & FAC GIANT SCALE COMBINED
2. FAC SCALE
3. TOWLINE SCALE BEST OF 3 FLIGHTS OUT OF 6
NO MINIMUM TIME 2 MIN. MAX.

ABOVE THREE CAN BE FLOWN EITHER DAY IN
PART OR WHOLE.

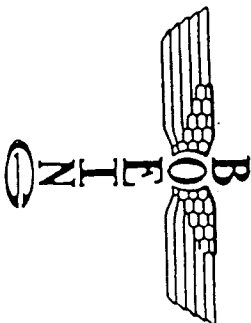
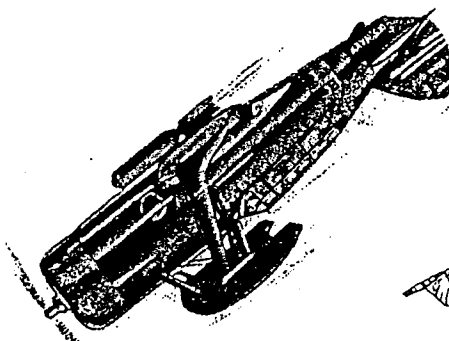
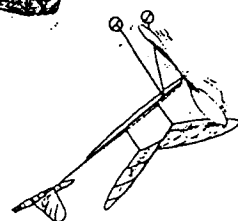
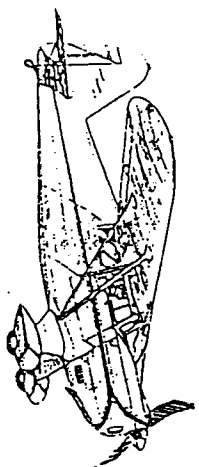
SAT. MAY 29 (9-4)

1. EMBRYO
2. PEANUT SCALE G.H.Q. NO MAX.
3. DIME SCALE BRING PLAN
4. W.W. 1 MASS LAUNCH (BIPES ONLY)
5. NO-CAL NO MAX 3 FLIGHT TOTAL

SUN. MAY 30 (9-3)

1. W.W. 11 MASS LAUNCH
2. THOMPSON - GREVE COMBINED MASS LAUNCH
3. GOLDEN AGE CIVILIAN & MILITARY COMBINED
3 FLIGHT TOTAL
4. FAC OLD TIME GAS REPLICA
5. FLYING HORDE

ED PELATOWSKI
 5 BELLEVUE TER.
 ANSONIA CT. 06401
 203-735-9494



Answers to YOU BE THE JUDGE! ARNOUX HD14: 15 points for bi-plane and 15 points for unorthodox design (flying wing) = 30 total. MOSKALEV SIGMA
 SAM-7: 10 points for low-wing and 15 points for unorthodox design (flying wing) = 25 total. Did you get both correct? Who's going to build the Arnoux????

2010 FAC-NATS MULTI-DAY EVENTS

July 14
WEDNESDAY
8:30 TO 3:00 P.M.

July 15
THURSDAY
8:30 TO 5:00 P.M.

July 16
FRIDAY
8:30 TO 5:00 P.M.

July 17
SATURDAY
8:30 TO 2:00 P.M.

[illegible][illegible][illegible]

SINGLE DAY EVENTS

WEDNESDAY
8:30 TO 3:00 P.M.

THURSDAY
8:30 TO 5:00 P.M.

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

SATURDAY
8:30 TO 2:00 P.M.

AT-6 ENDURO **
ML @ 12:00

SHELL SPEED DASH **
Timing slip **DEADLINE**
4:00 P.M.

FAC PEANUT

GOLDEN AGE CIVIL
MODERN MILITARY

**HI-WING PEANUT
ROCKET / JET SCALE
GOLDEN AGE MILITARY
MODERN CIVIL
POWDER PUFF**

RUBBER POWERED JETS

OT Gas Replica

FRENCH DESIGN *
10:00 A.M.

GOODYEAR RACE
ML @ 1:00 P.M.

CONTRA-PROP
ML @ 3:00 P.M.

AEROL ***
Single ML @ 4:15 P.M.

S.L.O.W.
Starts @ 7:17 P.M.

WW I QUALIFIER
WW II RADIAL QUALIFIER **
WW II IN-LINE QUALIFIER **
Timing slip **DEADLINE**
for above three Qualifiers
4:00 P.M.

THOMPSON RACE **
ML @ 12:00
TOP # TBA

GREVE RACE **
ML @ 2:00 P.M.
TOP # TBA

LOW-WING MIL. TRAINER **
ML @ 4:00 P.M.

**DEADLINE FOR ALL
FRIDAY TIMING SLIPS
2:00 P.M.!**

WW I FINALS
ML @ 11:00 A.M.
TOP # TBA

WW II FINALS **
ML @ 1:00 P.M.
TOP 10 RADIALS
TOP 10 IN-LINES

B.L.U.R.
Starts @ **2:30 P.M.**



*** FRENCH DESIGN...**Event rules will once again be a complete surprise to all of us I'm sure.

**** 15 % Rule in effect.** Weighing of motors by the Stealth Squadron...look for their torture trailer!

*** 15% Rule in effect. Re-use an already weighed motor and save time. We'll weigh the last 3 down.

ML means Mass Launch...sign up early!

DO NOT sign up for Shell or the three combat Qualifiers. Total of two timed flights required.

AEROL...Open to those who DID NOT QUALIFY for either the Thompson or the Greve.

DEADLINE...Really now...

FAC-NATS REGISTRATION FORM
EACH CONTESTANT MUST USE A SEPARATE FORM.

GENESEO, NY JULY 14, 15, 16, & 17, 2010
PLEASE PRINT!

NAME _____ SR/ GHQ USE:
CHECK ONE: _____ JR. _____ OPEN _____ CONTESTANT # _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
HOME PHONE _____ EMAIL ADDRESS _____

Please remit all fees with registration form by **JUNE 12, 2010**. Mail entry form and check to FAC, % Juanita Reichel, 3301 Cindy Lane, Erie, PA 16506.
INTERNATIONAL MONEY ORDERS IN US FUNDS MUST ADD \$5.00 TO TOTAL FOR SERVICE FEE. If sending cash in US dollars from outside the, US do not add the \$5.00 service fee to the total. GHQ will NOT be able to refund cancellations AFTER June 26, 2010.
All contestants must be members of the AMA or foreign equivalent and you MUST present your current card at registration. AMA, MAAC or equivalent # _____

ENTRY FEE: FOR ANY & ALL EVENTS AT THE BIG SHOW IS **\$25.00**. [Contestants 17 or younger fly FREE!] \$ _____
BANQUET TICKETS: THERE ARE A LIMITED NUMBER SO ACT FAST! (#) _____ at **\$33.00 EACH** = \$ _____
The Saturday evening banquet will be at the Quality Inn – Geneseo, 4242 Lakeville Road, Route 20A, Geneseo, NY 14454

S.U.N.Y. DORM RESERVATIONS...4 NIGHT "SHORT" STAY and 5 NIGHT "LONG" STAY PACKAGES AVAILABLE!
(WAYNE HALL, # 38 ON CAMPUS MAP)

SINGLE occupancy of the **SHORT (4 night) STAY (7/14 - 7/18 AM)** with 4 Breakfasts & 3 Dinners is \$275.00. \$ _____
SINGLE occupancy of the **LONG (5 night) STAY (7/13 - 7/18 AM)** with 5 Breakfasts & 4 Dinners is \$350.00. \$ _____

DOUBLE- occupancy* of the **SHORT (4 night) STAY (7/14 - 7/18 AM)** with 4 Breakfasts & 3 Dinners is \$250.00. \$ _____
DOUBLE- occupancy* of the **LONG (5 night) STAY (7/13 - 7/18 AM)** with 5 Breakfasts & 4 Dinners is \$275.00. \$ _____

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

TOTAL.....\$ _____

* Tell us who you are sharing the SUNY dorm room with: _____ GHQ will notify S.U.N.Y.

University meals times (**MARY JEMISON DINING HALL, #32 ON CAMPUS MAP**): Breakfast 7:00 A.M. and Dinner 7:00 P.M. Don't be late, they won't wait!

If you plan on staying at the Quality Inn, YOU must PHONE 585-243-0500 and inform the reservation desk you are with the FAC.

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 2010 FAC-NATS competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

Scale judging will be at the Quality Inn on Wednesday July 14th starting at 3:30 P.M. NO contestants admitted to the judging area prior to 3:30 P.M.!
Vendors may start setting up 1:00 P.M. Judges, runners and other volunteers may start taking in their models at 3:00 P.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 again be done via pairs. New judges are welcomed...what better place to get the experience!

LAST CALL FOR EVENT SPONSORS!

Several sponsorships are still available at \$81.00 each. That's five trophy plaques with your name or company on them. You can surprise a flying buddy by adding: "In Honor of _____." Or you can memorialize a dear loved one who is flying with the angels by adding: "In Memory of _____." Neither is required, but either is cool.

Last year every event was sponsored. Let's make it two in a row! There will be a special treat from GHQ for all those who show their FAC Spirit by sponsoring an event...or more! Here's a hint: it's red and black and you just add water. Hummmm.....

Please make your checks out to FLYING ACES CLUB and send to Ross P. Mayo, FAC, CinC., 4207 Crosswinds Drive, Erie, PA 16506. Thanks and see you soon!

WHEEL WELLS

N8591A
N8591A

LICENSE NUMBERS

LETTERING ON
SIDE OF BODY

FRONT WHEEL WELL

N 8591A
N 8591A

RUDDER NUMBERS

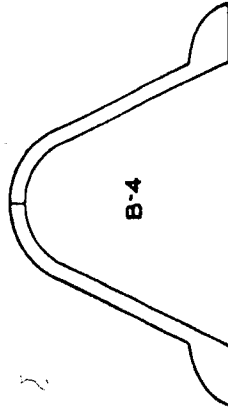
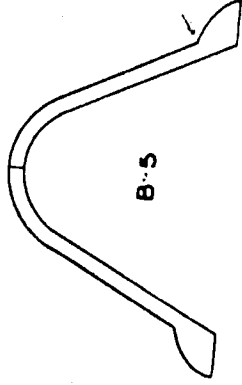
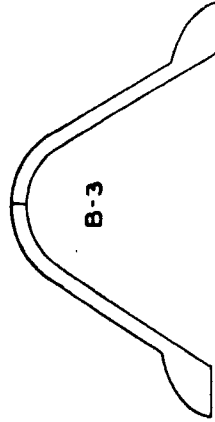
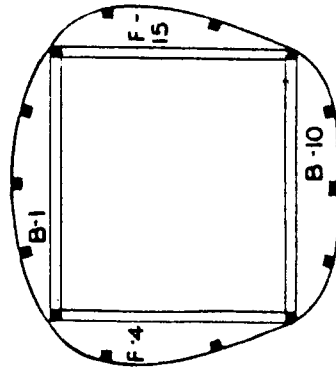
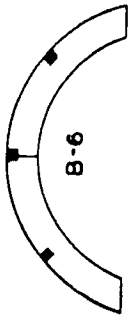
WING WALKS

GRILLE

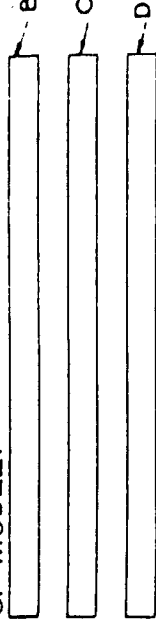
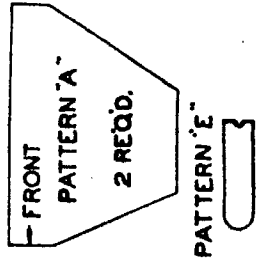
OIL COOLER
GRILLE

CONTROL OUTLINES

BODY FORMERS



CUT THESE PARTS FROM STIFF PAPER AND CEMENT
IN PLACE ON FRAMEWORK OF MODEL.



TRIM TO PROPER LENGTH

PATTERN F 2 REQ'D.



BEAD OR
WASHERS

SHAFT

NOSE BUTTON

SAND AND CARVE
PROP. TO SHAPE

BEND OVER AND PUSH INTO PROP.

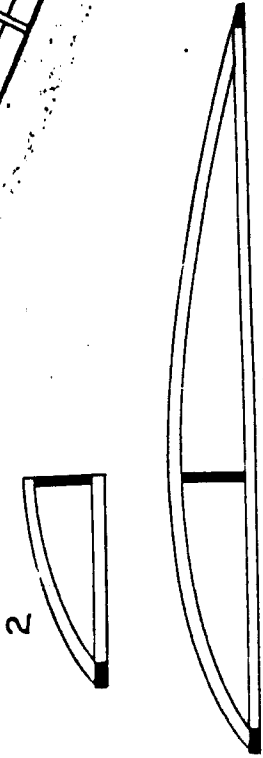
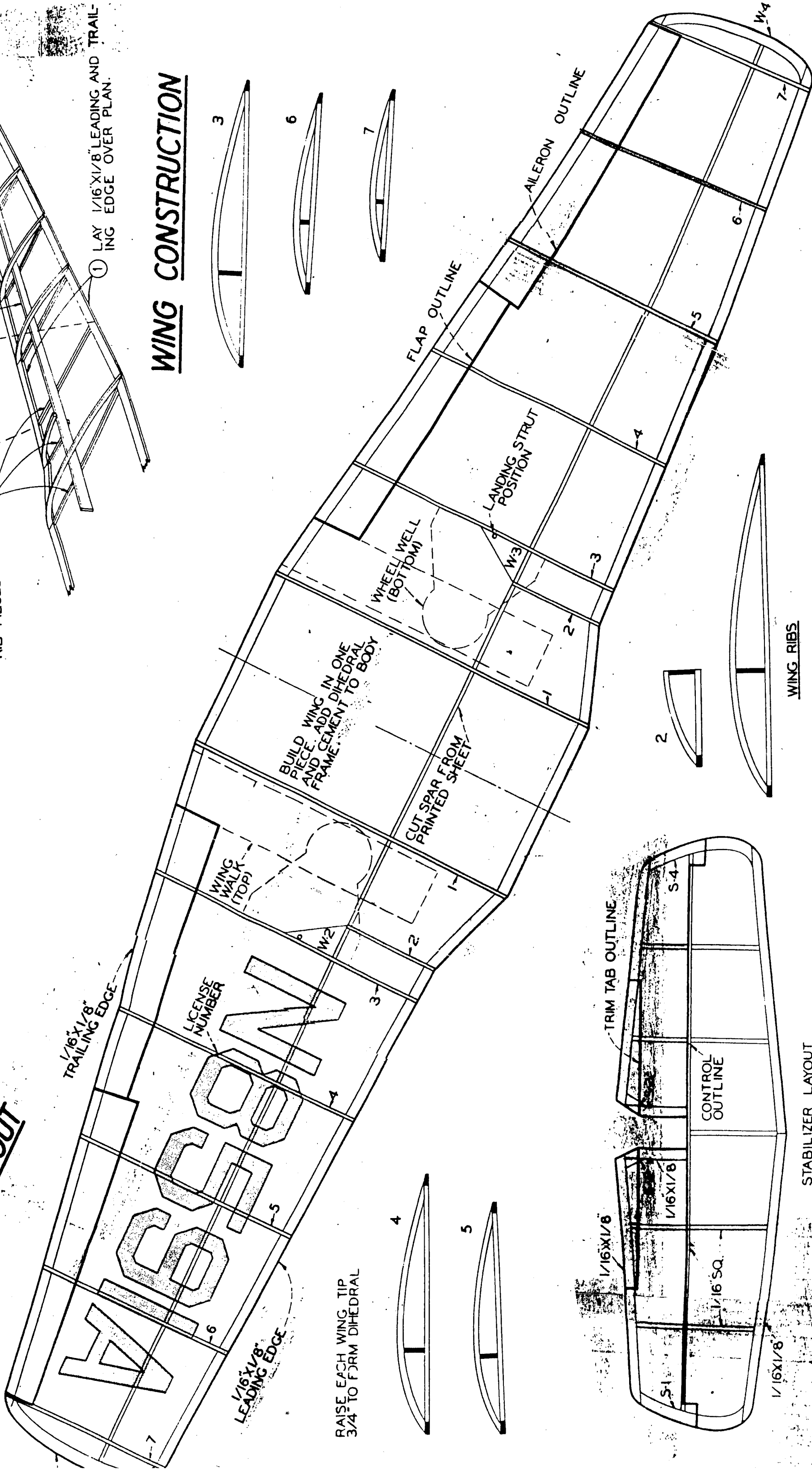
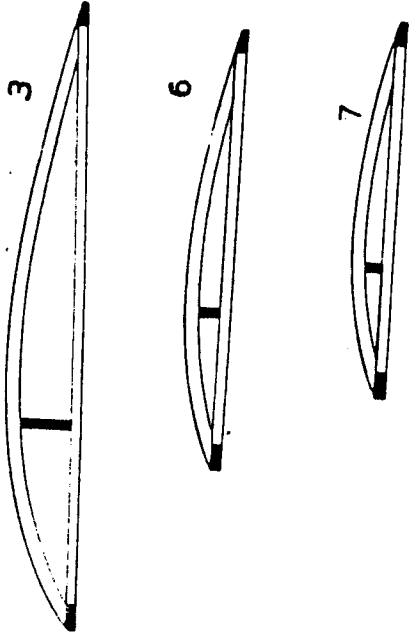
MAKE SPINNER BY
ROLLING A CONE OF
STIFF PAPER

PROPELLER ASSEMBLY

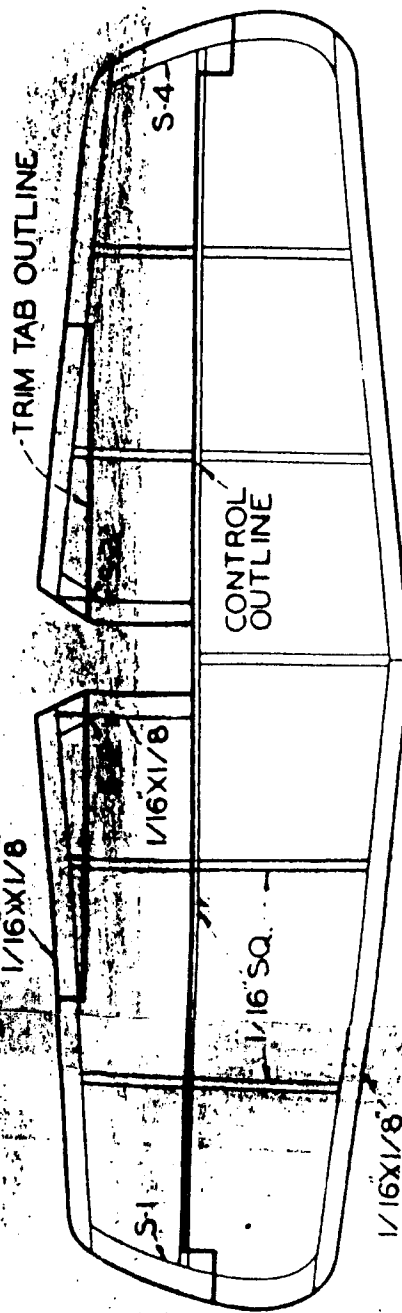
WING LAYOUT

- ① LAY 1/16"X1/8" LEADING AND TRAILING EDGE OVER PLAN.
- ② CUT AND CEMENT TIPS IN PLACE.
- ③ CUT AND CEMENT 1/16"SQ. RIB PIECES IN PLACE.
- ④ CUT SPAR FROM PRINTED SHEET AND CEMENT IN PLACE.
- ⑤ CUT RIBS FROM PRINTED SHEET AND CEMENT IN PLACE.

WING CONSTRUCTION

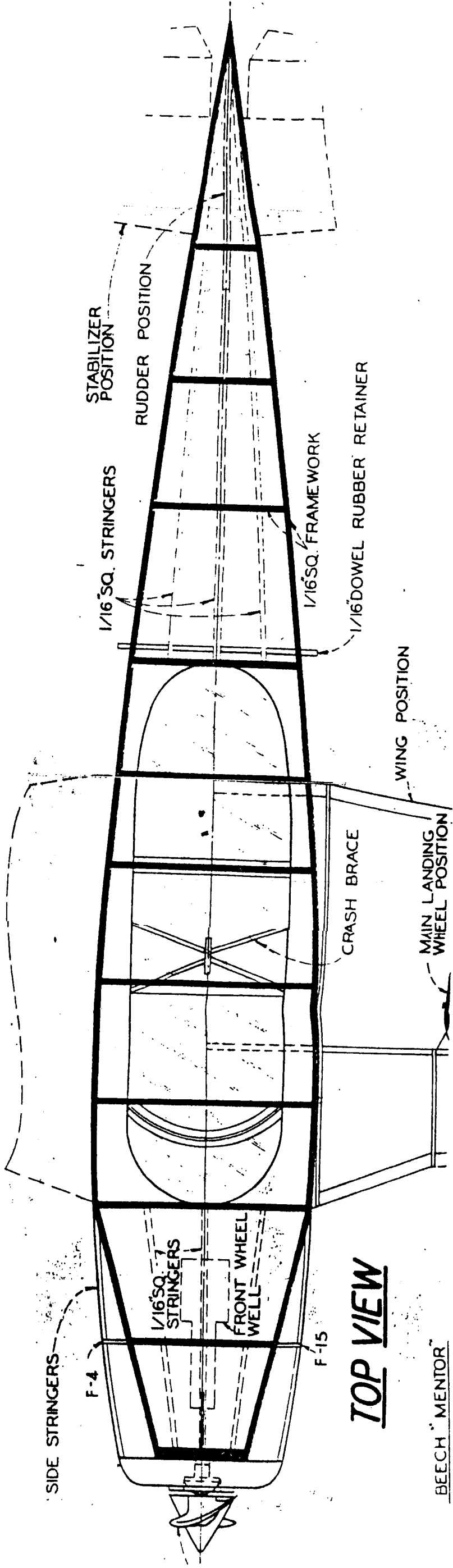


WING RIBS



STABILIZER LAYOUT

RAISE EACH WING TIP 3/4" TO FORM DIHEDRAL

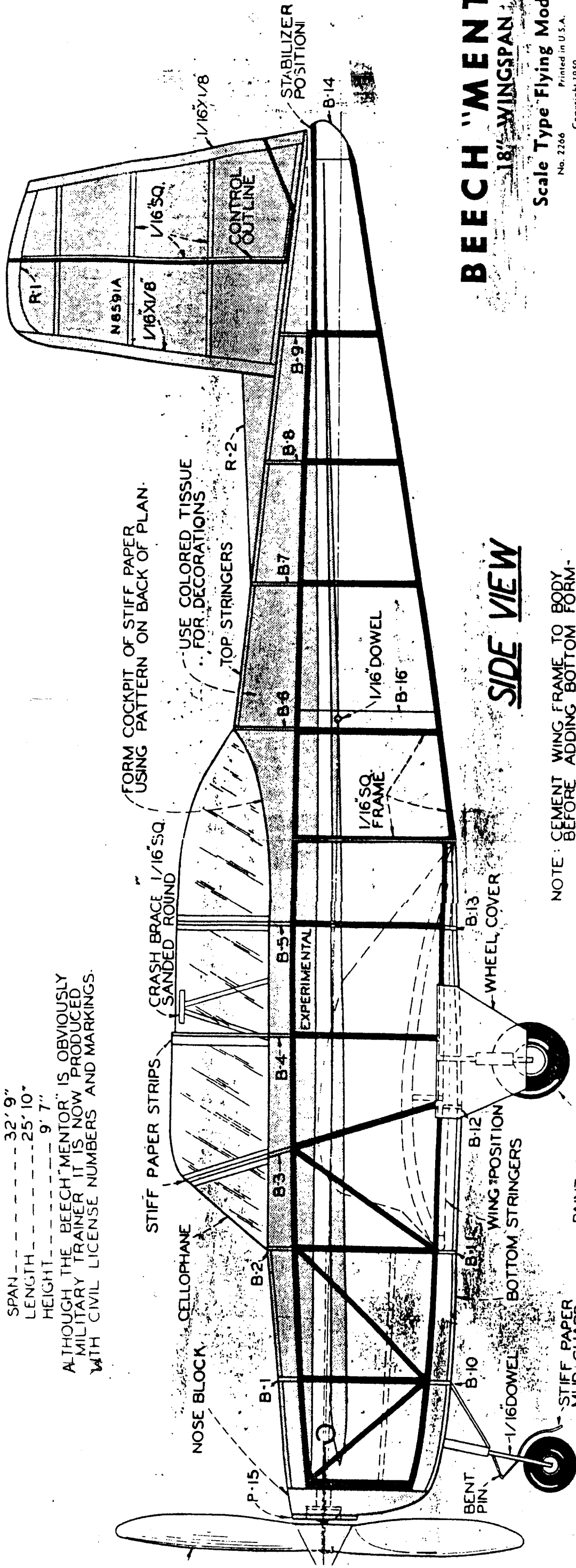


TOP VIEW

BEECH "MENTOR"

SPAN --- 32' 9"
 LENGTH --- 25' 10"
 HEIGHT --- 9' 7"

ALTHOUGH THE BEECH "MENTOR" IS OBVIOUSLY
 MILITARY TRAINER IT IS NOW PRODUCED
 WITH CIVIL LICENSE NUMBERS AND MARKINGS.



SIDE VIEW

NOTE: CEMENT WING FRAME TO BODY
 BEFORE ADDING BOTTOM FORM-
 AND STRINGERS

BEECH "MENTOR"

18" WINGSPAN

Scale Type Flying Model

No. 2266

Printed in U.S.A.

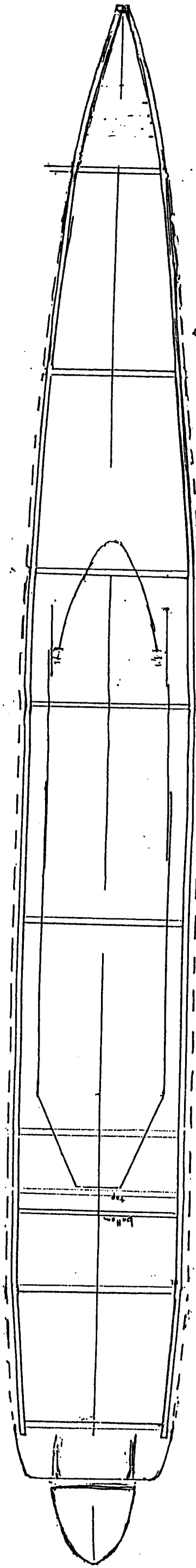
Copyright 1950

WHITMAN PUBLISHING COMPANY

RACINE, WISCONSIN

POUGHKEEPSIE, NEW YORK

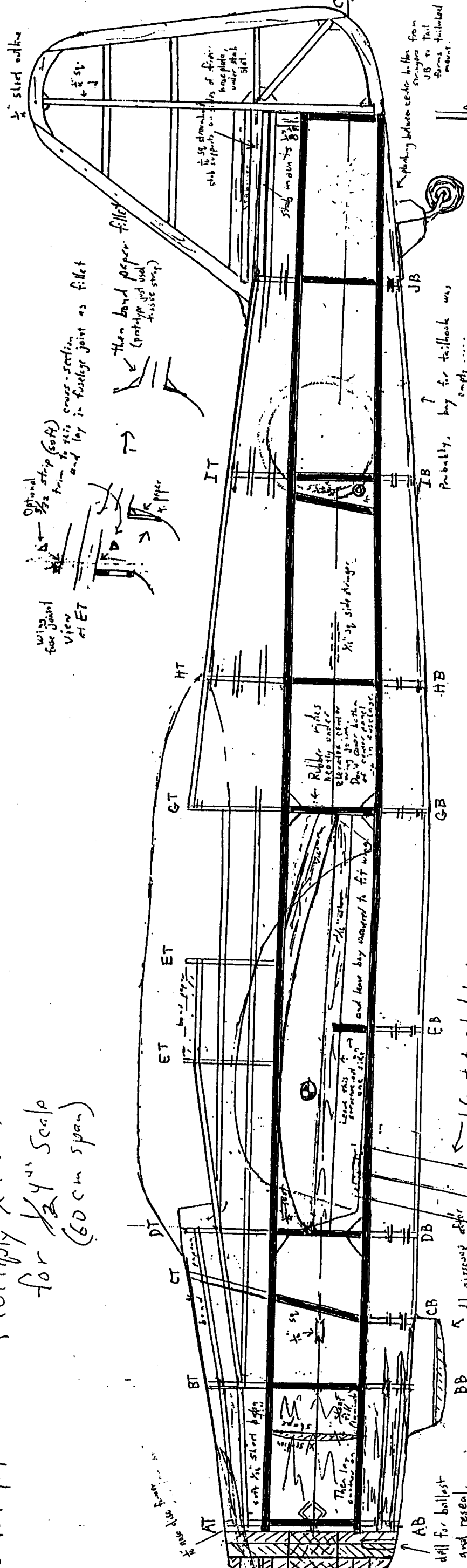
6



At crosspieces top and bottom of keel... shown. A frames and stringers omitted for clarity

Broken line is fuselage outline, formed by 1/2" sq dem centerline

8" Peck prop shown
 Multiply x 1.181
 for 1/24" scalp
 (60 cm span)



all for ballast and resin. Build aft section light

add air scoop after fuselage is finished

LG strut extended here by 3/8"

(6" wide) 1/2" Gear doors

DT-ET-GT notch as required

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

AT

BT

CT

DT

ET

GT

HT

IT

JB

IB

HB

GB

EB

DB

CB

BB

AB

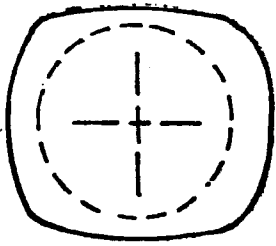
AT

BT

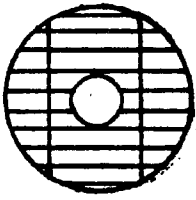
CT

DT

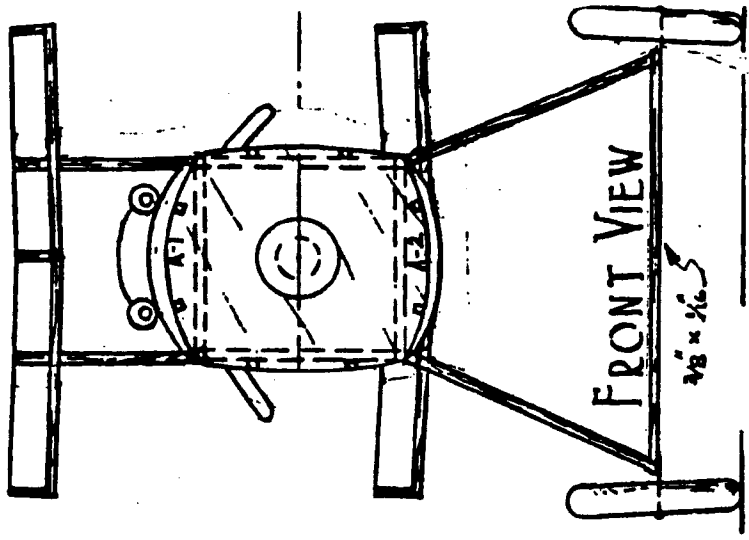
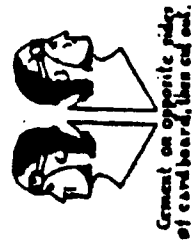
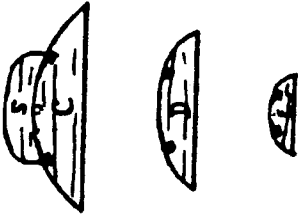
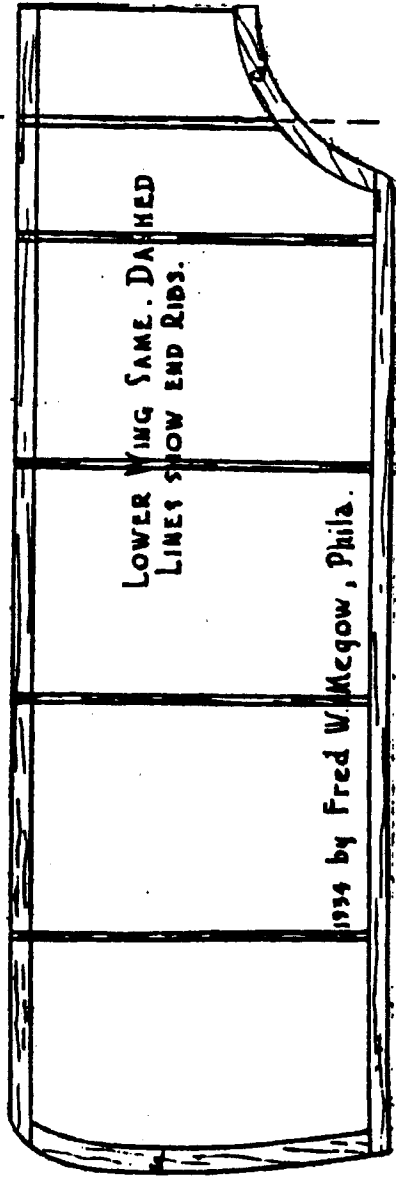
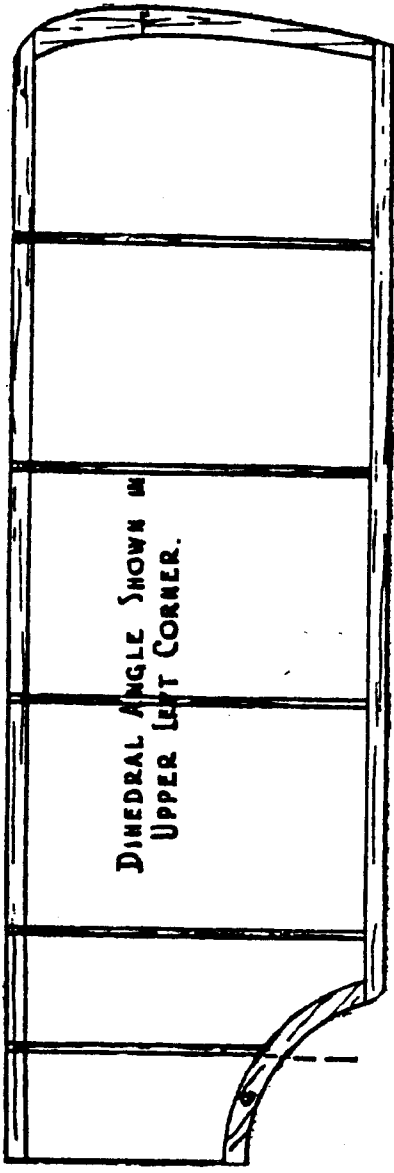
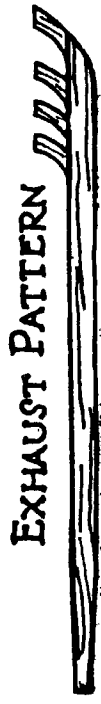
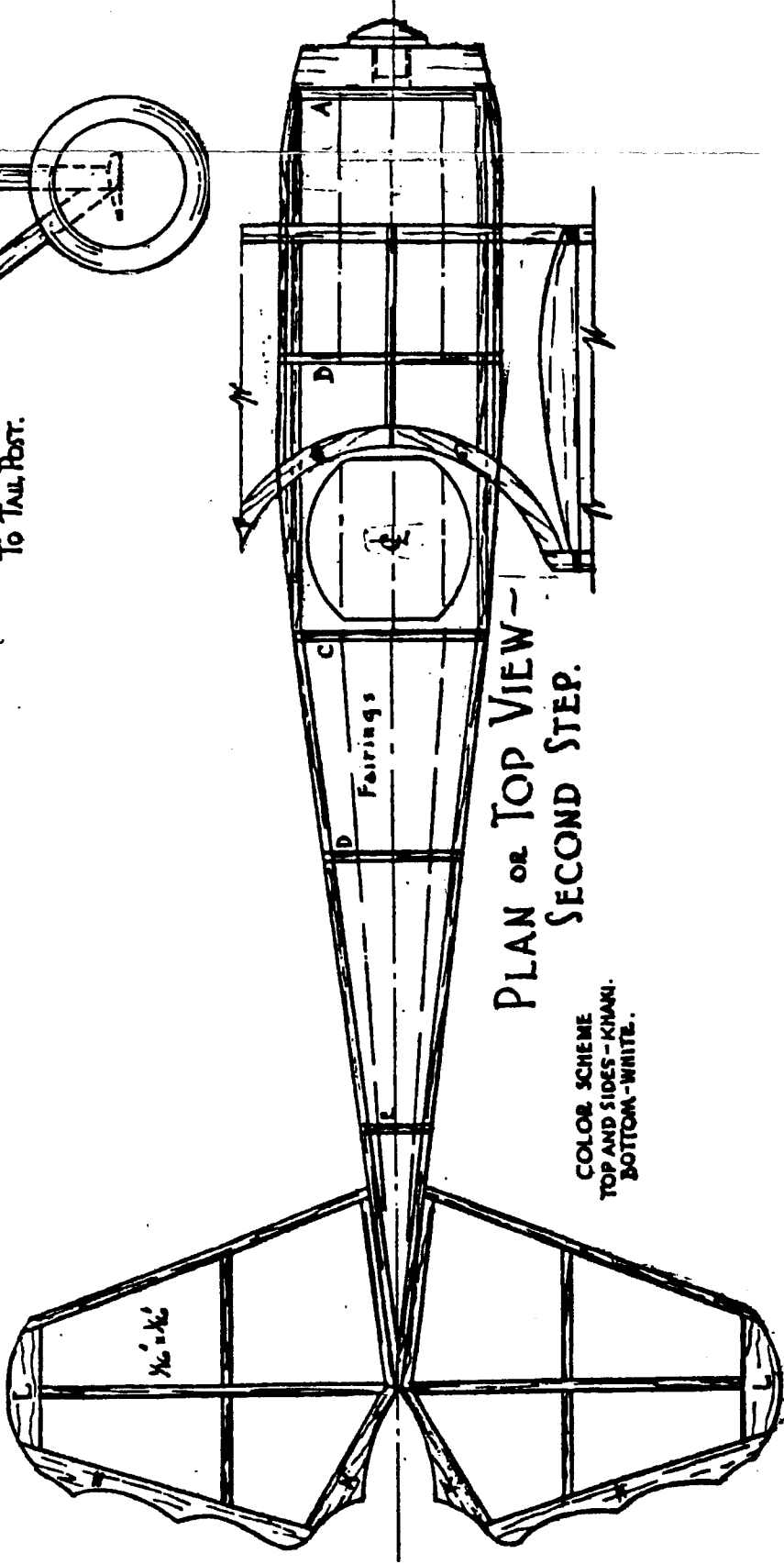
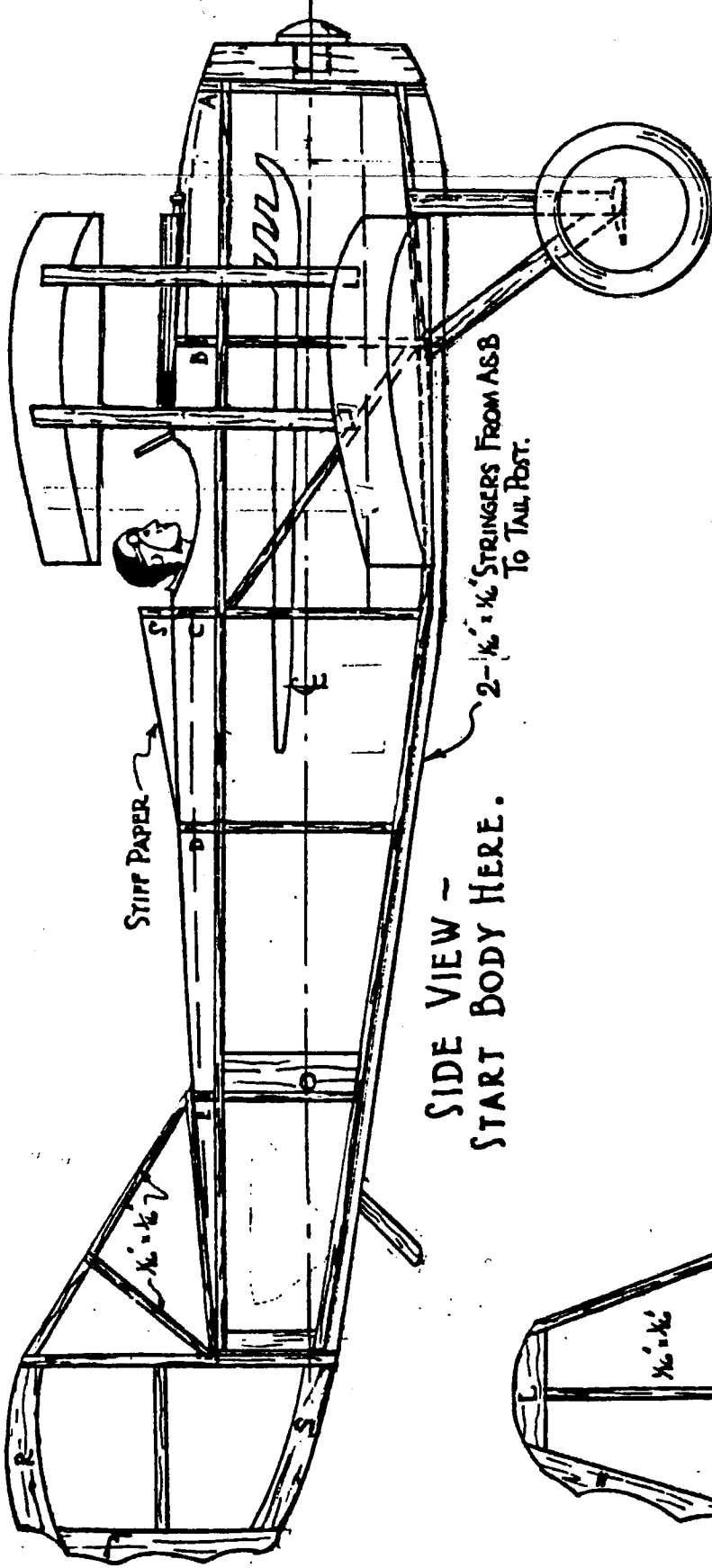
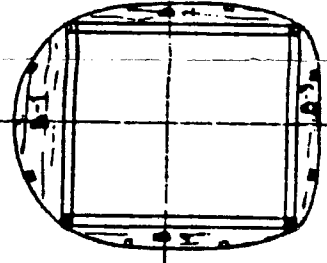
MILLER'S MODERATELY MODIFIED MINIATURE MEGOW MODELS.



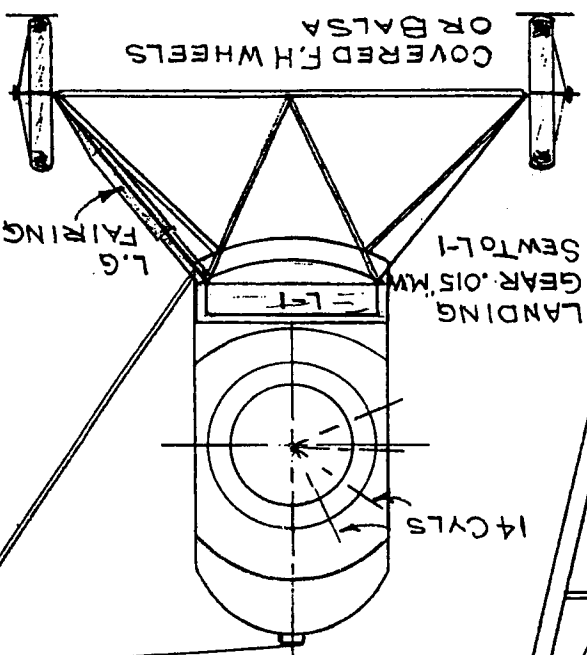
Nose Block Pattern



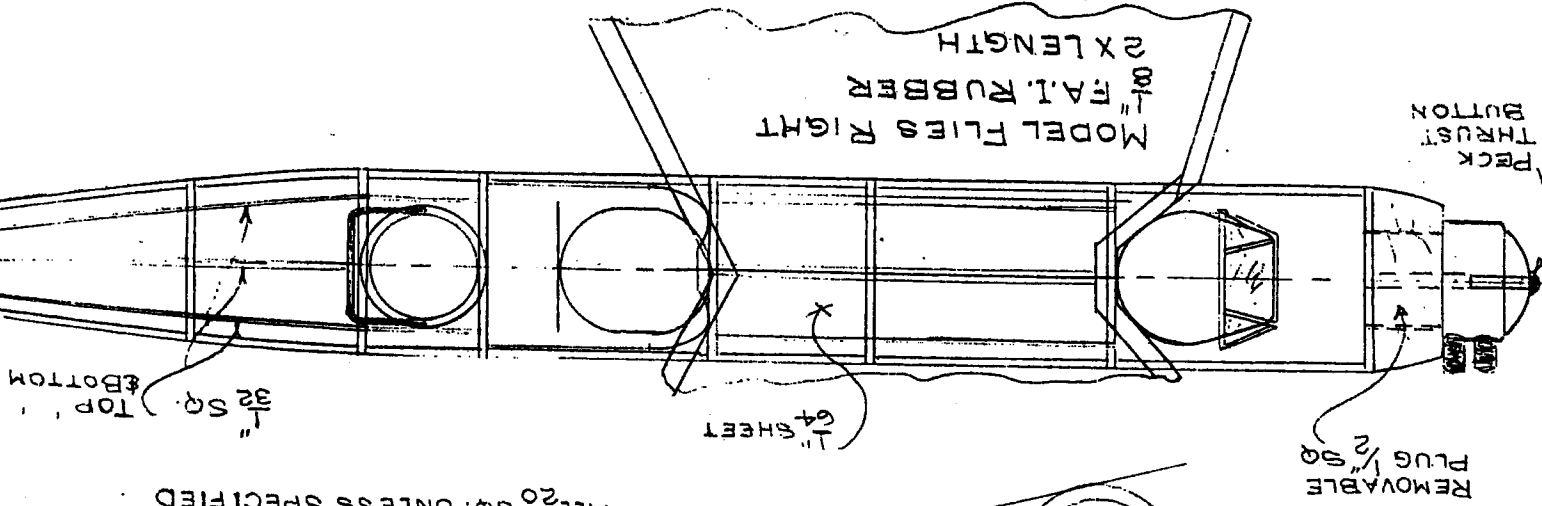
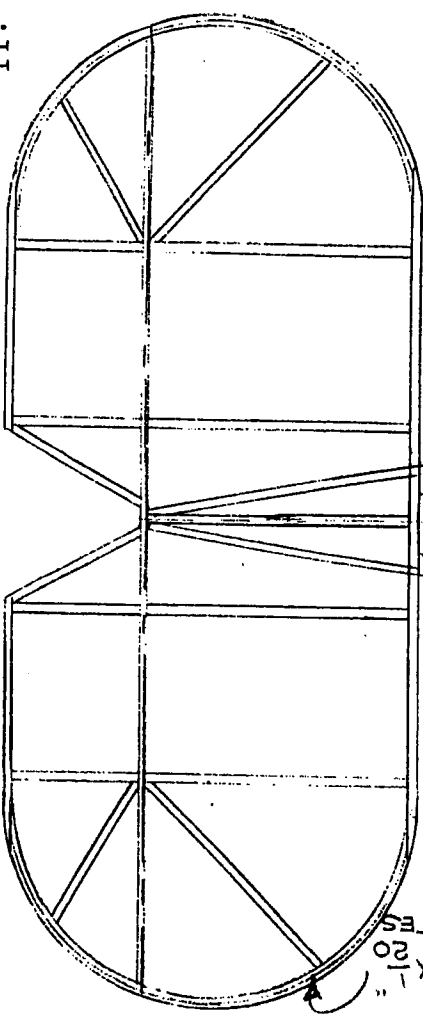
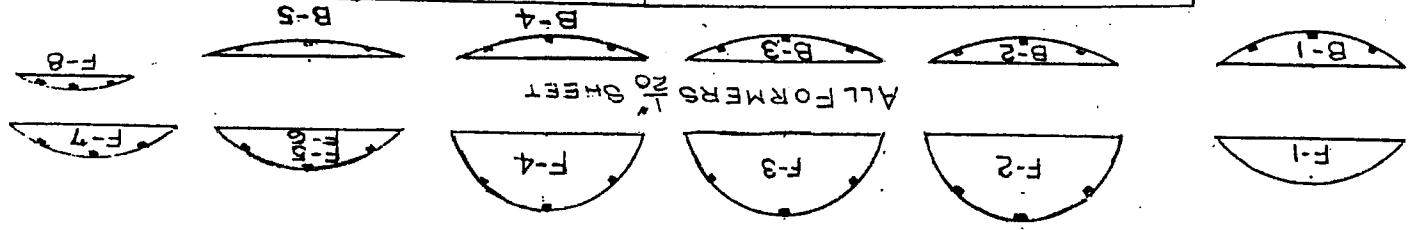
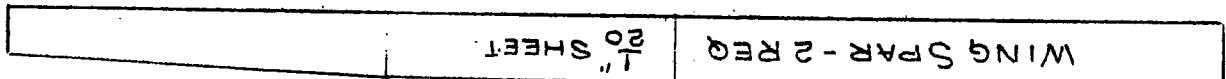
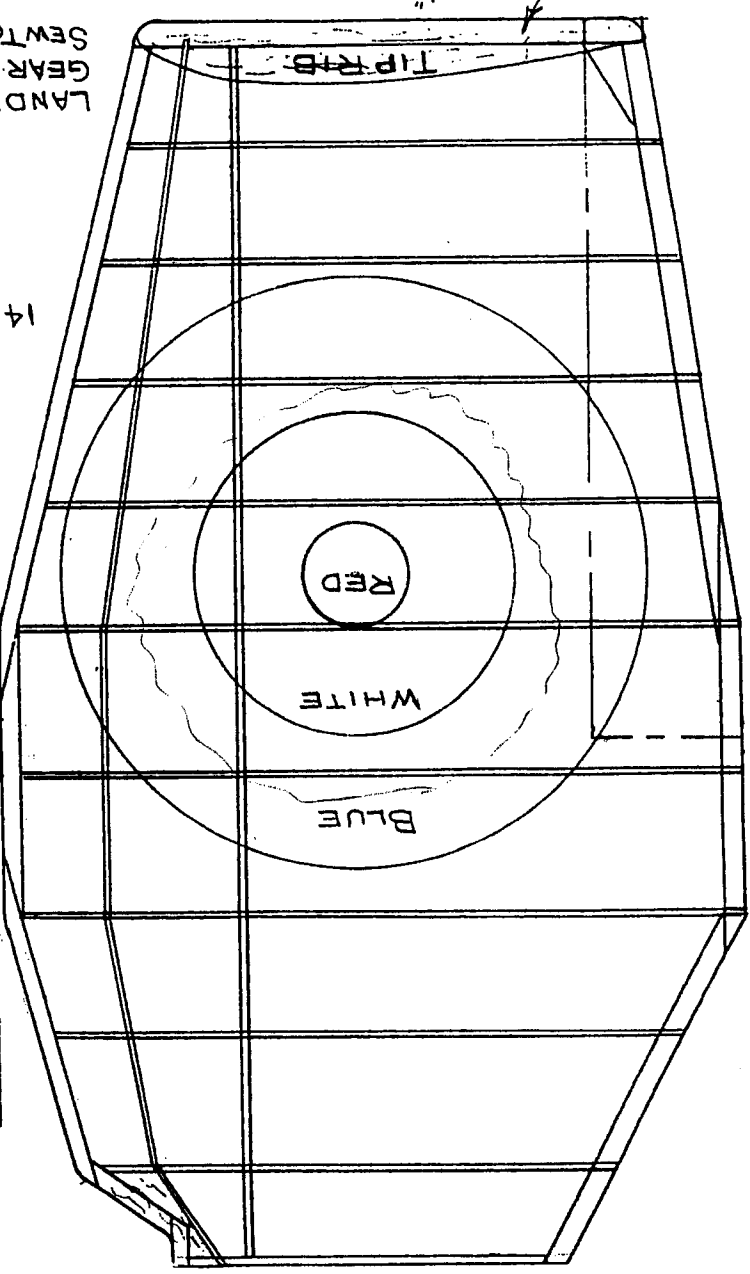
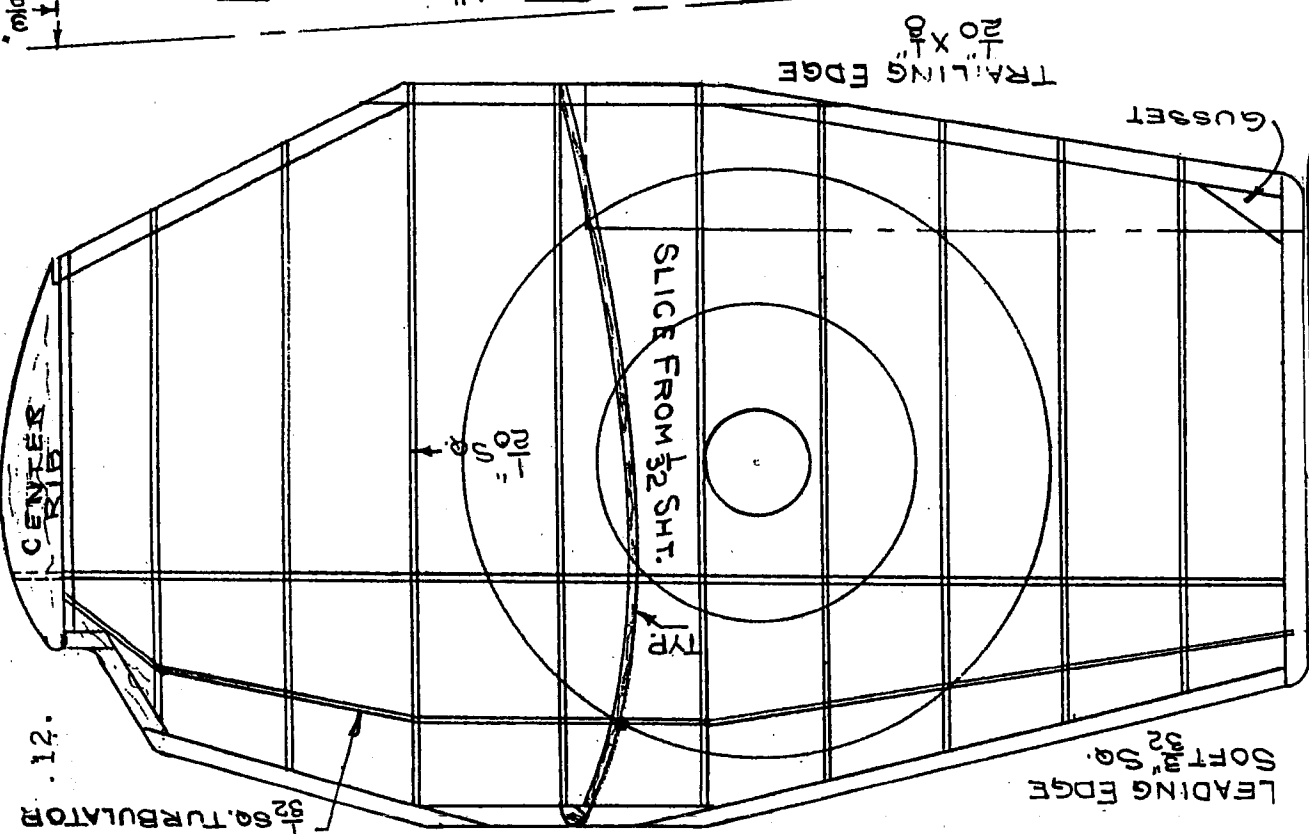
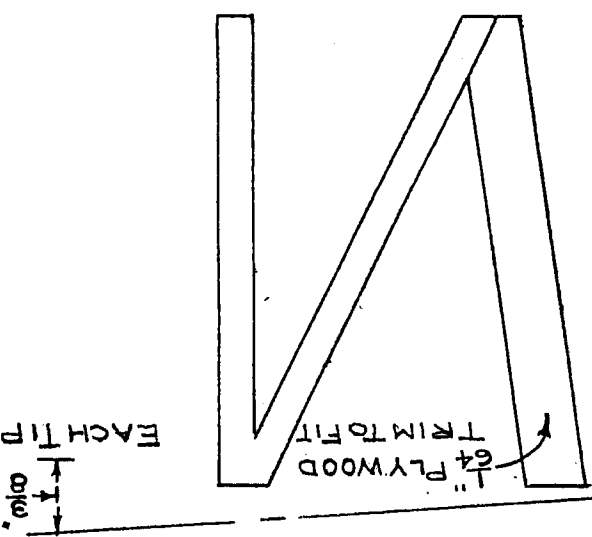
Cut out and cement to nose block



750 FT 8 SHT. #139



1923 BLACKBURN - R2 AIREDALE
SHIPBOARD RECON. & FIGHTER
ALL SILVER WITH BLACK NUMBERS
VIC LARSEN ~ 1980
REDRAWN: JOE BARNA ~ 1981



NOTE:
All 20 sq. unless specified

