

FLYING ACES

Club News

Special
F.A.C. Nats
Issue.



Wow, tissue-trimmers. Look at that heading. Talk about an FAC skyster's pipe-dream come true! That's the sort of thing he dreamt about when he was too tired to dream any more about his next ship, or how to properly trim his Smatherston-Ledley Quintuplane for all those bonus points, the sort of thing that ran through his mind like a frame in a piece of movie-film, just as he was heading off into the arms of Morpheus, the last thought of the day before oblivion.

And it happened. It came true. And it was perfect.

It appears to the GHQ spies that this idea had its germ in the febrile skull of Tom Nallen, as have so many better things in the FAC. Tom mentioned it to Lin Reichel of the Erie Model Aircraft Association, and the whole thing was launched. Lin proved to be one SUPER organizer and everything went off without a hitch.... the meet, the flying site, the motel reservations, the banquet. It was perfect.

On Friday night the manifold FACs began arriving at the Fiesta Motel in Willow Grove, Pa, their cars filled with models, their hearts filled with hopes of Hung; their heads with schemes for snatching a coveted trophy, a precious souvenir from the first FAC Nats. Here was a strong delegation from the Detroiten Geschwader; the dreaded von Bruning, the heartless Kuenz, the cunning MacIsaac, the "schrecklich" Schobloher. The DC Maxcutters were there in terrifying force: Sly Don Grull, careful Pat Daily, the eager Schanzles, the merry Meyers. The Cleveland Detachment came in their numbers: (now) General Russ Brown, craftsmanly Dennis Norman, enthusiastic Gordon Roberts, Iron Mike Midkiff (and how we wish his planes flew that badly, eh, fellows?), The GHQ Squadron consisted only of Bob (Caped Crusader, Masked Eagle of the FAC Zoo) Thompson and John Stott. Sadly, Dave Stott, our biggest gun, had to miss the event of the decade due to his wife's illness. (She's now doing well, thanks!). And there were so many of our "Lone Eagles" who flew in for the Big One: Paul Cherubini, Bob Clemens, Ed Novak, the Flying Hallens, and so many others, all here to partake of the headiest wine in years...the FAC Nationals.

Indeed, there were some wheel-sized representatives from the AMA present and they were astounded at the sheer size of the gathering, the friendly spirit of the contestants, the happy air of cooperation and sportsmanship that was immediately apparent to the most cynical visitor. They were impressed by what we have, and what we've always had, only they didn't know about it until then. Truly, the FAC is where the action is in modeldom, and that is beginning dawn upon the Establishment. We have something very precious here, something that other clubs and organizations have lost, and those who come from those other "downtown" outfits see our meets and wonder where it went. We can't tell you. We can't tell them. All we know is our slogan from our first meets of thirteen years ago: "Just like in the old days". Indeed, when the AMA was fishing for rubber-powered scale rules we sent in ours with a plea....."Let's have one event that can be fun!" Not only did we not get "adopted", we never even received acknowledgement that we had rules, that our letters had arrived in the temple. But, like the orphans we are, we grew up anyway.

And we are sure to keep growing, for we bring and have fun.

Friday night it threatened rain as the skysters ogled each others' models, compared building and trimming tricks, and looked anxiously at the skies. Then it poured rain, but not even that could dampen spirits as the various delegations crept off to sleep, visions of Hung dancing in their heads. Saturday dawned grey and foggy, hardly

the sort of day where Hung might be about...but Oh, how wrong we all were!

As the happy FACs gathered for the meet at Johnsville NAS, the sun was just beginning to break through that low scud, and some of the wise FACs quickly got in a flight or three, "before the weather gets bad again". Oh, how wrong we all were! The day became just



beautiful, the sky a feathery blue, filled with light, puffy clouds, a thermal feeding each of them. Hung, the Great God of the Thermals, had been well propitiated by somebody, for he was everywhere this day, and with only light winds about the area, the models wafted up into the ethers in a manner to gladden the shades of Clint Randall and Doug Allen, Louis Garami and Scotty Murray. Everywhere you looked, the skies were filled with airplanes bounc-

making their builders very happy. Indeed, we were graced by the presence of one of the greatest of the Old Timers: Earl Stahl, and he allowed as he had never seen scale jobs, even his own, fly so stably, so long, so well. There's no doubt about it...the FAC not only has recaptured a lost spirit, its members have revolutionized rubber-powered scale in a manner we couldn't have dreamed of when we started this up thirteen years ago! Thanks, skysters. Some of the ideas might have been ours at the start, but it is the individual FAC out there, filled with the true spirit of the skies, that has made all these things work so well.

It was perfect.

If you were a dedicated FAC with an attic-full of airplanes, this was the contest for you. Saturday saw six (6) big events: FAC rubber and power scale, Embryo Endurance, WW I Combat, WW II Combat, and No-Cal Scale. If you were entered in all those, you had your car full, let alone your hands! But this was the day to go it all, for it never got windy...you just flew all day, no matter what you had, and if Hung was kind to you..... well, it could sure puff up a fellow's ego to think and talk about all those long flights you got off all day. Only trouble was, those real experts like Don Srull, Bill Henn, Dennis Norman, Mike Midkiff, Pat Daily, and Tom Nallen were also in Hung's good graces and were maxing and waxing strong. It was almost enough to make a beginner blanch, but that's not the spirit of the skies, is it?

For complete tables of results, see the pages following. Those will contain the Roll of Honor; the names of all FACs who will be able to be among the happy few who can say "I was there" when this fine meet is discussed in the future. There you'll see the names of all the winners, the participants, the losers.....as if an FAC could ever be a "loser"!





Here is a panoramic shot of the mass-launch in the WW II Combat. Note the various styles of launch, from the Thompson-Kuenz "world-series heave-ho" to the Ed Heyn "let the model go gently". As Ed did much better, there might be a message here, Ralph & Bob.

Saturday night saw a tired band of happy fliers returning to the motel for a fast shower and spruce-up, for the big banquet was yet to come, just to cap a perfect day. Here were all the skysters and their families, gathered for the first time under one tent, and we can tell you it was an impressive sight.

The evening began with an invocation by Dennis Norman (just another of his talents), followed by some short remarks upon the origins of this event by the Man Who Made it Happen, Lin Reichel. Lin then asked Bob Thompson to come up and talk for a bit about the origins of the FAC, Dave Stott (who is really the soul of this thing) being absent. Bob talked about how delighted and touched Dave would be if he could see how this thing has burgeoned into a movement which even the mighty of the realm have noticed, and how the thing is so simple: "the simple joys of simple models". Bill Brown (of Brown Jr and Campus Motors fame) then got up and talked about the origins of the Brown, Jr. Engine, and gave us all some anecdotes about the early



This Dick Benjamin shot shows the line-up of cars on Sunday. No wonder those AMA types were impressed! Aren't we all! What a terrific turn-out for this meet of the decade. That is the judge's tent in the left foreground, and in front is Bob Clemens, getting ready for another ozone-chewing flight.

All pictures in this "article" were made by Dick Benjamin. All FACs, everywhere, thank him.



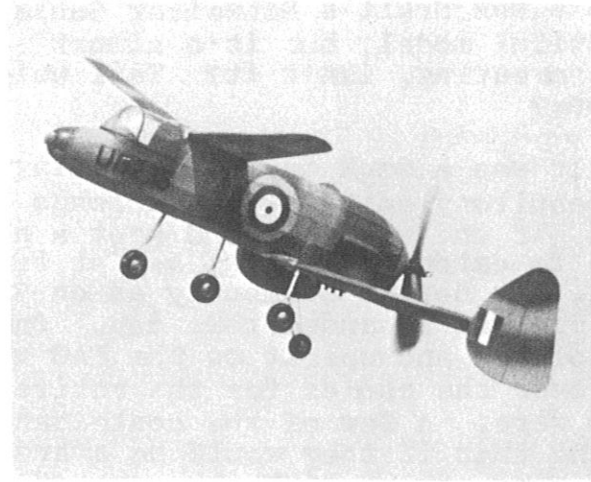
Here's Charlie Schobloher getting off a fine launch of his Jumbo Spitfire. She was just a mite unstable on low power and crashed.



Take a look at Tom Nallen, marching off to Hung's Altar. Take a better look at that Stösser, for true to her name (hawk) she flew away (32 min)



Ted Langley crews for Ed Heyn in a tense moment during the WW II Combat event. Ed finished Third with that Yak 3. A fine flyer.



The most unusual ship at the Nats was Tom Nallen's Miles Libellula. The ship flew well, but was prone to wild, unexpected maneuvers.



Chuck Drew, who's quite a young modeler himself, was having trouble with his He 100 V-8. So Don Srull, the FAC National Champion came over and gave him some pointers. That's an FAC.

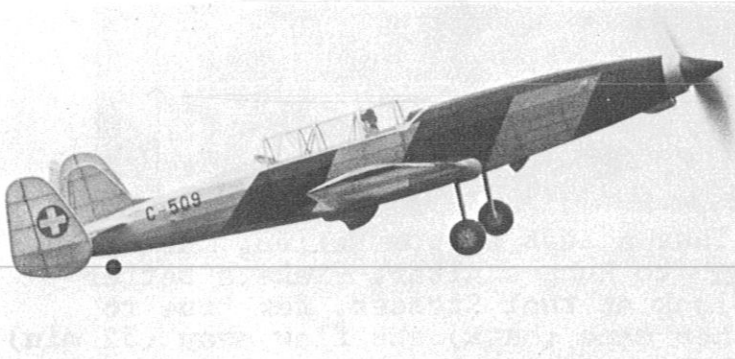


Here's Don launching his Schweizer Schlepp C-3605. With that ant-eater nose, it's a winner!

days of "gasoleers" in the 1930s, including how he fixed Frank Ehling's engine at a Hadley Field meet about 1938. The evening ended with films of one of the earliest FAC meets at Fairfield, Conn, during our embryonic days.

All in all, a fine time. It was perfect.

Sunday saw a bleary-eyed but eager band of hardly FACs ready to try their hand at Peanut and Jumbo Scale, "the Races", AMA scale, and the Jumbo WW II Combat events. "Only" five events for the ready!



Here's Don Scrull's Schweizer Schlepp. beautiful model, but it's almost like cheating, isn't it? Tail weight, anyone?



Mick Nallen's Focke-Wulf TA-152 makes a low pass as he trims her out for the WW II Combat event.

It was a dank day, threatening rain all along, but outside of a few desultory spits at the throngs assembled, it stayed dry and flyable. If one was deft and kept a sharp watch-out, it was even possible to catch a fleeting assist from old friend, Hung. He was there, but not as obviously as on Saturday, and a good contest strategy was demanded this day. Once more, the skies were filled with planes and spirit as the FAC vied for those awards. If you'll look over the scores for the entire meet, you'll see how close things often were. A few of the contestants bemoaned the lack of biplanes, feeling that if they would be awarded more bonus points, say as for a low wing, there might be more of them if people felt they were more "competitive". Well, the gang here at GHQ is thinking about this, and we promise to burn up many a brain cell over this problem in the months to come. There is also the problem of the tri motor. Should those Stinsons, Capronis, and Fords only get a plus 5? We'll ponder this as the months go by. Meantime, what do you say?

Nikolai Borzec



AMA officialdom arrives.

The races saw a spirited battle waged between a lot of fine ships. Dennis Norman flew into a tree on the first heat, neatly eliminating himself, and Bill Henn, not wanting to be topped, did the same thing a few heats later. It finally came down to a tooth-gritting duel between John Stott and Joe Whiting. But look! John stretches out his motor to his usual four times length and his rear peg snaps! Whiting wins by default with his nifty flying Caudron 460. Can't tell you to "back off one turn" this time, John! Hawww! Mebbe if you'd build 'em a wee bit heavier.....

The Jumbo Scale had a rather small entry. Perhaps this was due to many FACs bringing their families along, any FAC event being a fun and family event, and the World War II types predominated. Jack Moses seems to have "slain the

dragon" with his Earl Stahl Boulton-Paul Defiant. Not just the "dragon" of the Defiant, many of which have a tendency to stall (no pun) while in a tight turn and stop climbing (but they don't crash). Jack's Defiant just took her time and gobbled up plenty of sky. It's a pity we couldn't see this ship on the previous day, when the thermals were really aplenty. The other "dragon" Jack brought low was Russ Brown's heretofore invincible Russian P-63 Kingcobra.



AMA officialdom sees
FACs have fun at the
meet.

As is ever the way, Peanut Scale saw a vast number of entries, and judge Vic Didelot (who did a devoted and thankless job for two whole days in that tent. While the rest of us flew to our hearts' content, Vic was stuck under the canvas, looking at and criticizing other peoples' work. Thanks, Vic. Helmets off to you!) had his hands full, checking them all out. This time Dennis Norman flew around the trees and he won with his lovely Folkerts. As fine a flyer as she is a looker, Dennis has at last realized the threat we always knew he'd be.... he's learned to trim as well as he builds. In the Scale, his Grumman F7F was a revelation to those of us who have tried to build a "twin" and who have struggled haplessly with it, only to get about fifteen seconds or flutterly flight for however long the motor run was.



Here's Dennis giving a few hints to an unidentified spectator. Not many better mentors than Dennis!

Cast an eye (just one!) over Dennis' Folkerts. See why she looks as good as she flies? And light!?!

Coming in after Dennis and his real airplane were a bevy of Laceys and Fikes, until we get to John Stott with his Chambermaid. Imagine... first and fifth in this event were taken by racers! Who'd have ever thought it when we started that TT and racing event ten-thirteen years ago. That's why no more bonus points for using a racer, fellows! The FACs have got to be too good! There's too much skill lurking in the land, and if we're to keep these events open to all types, we have to restrict and squeeze their advantages as much as we can.



Here's the DC Maxcutters' line-up, stuffed into a trunk. Such treatment for such fine models. A lot of winners here! Note the Flyline Travelair 6000.



That's Bob Thompson, looking suspiciously at his helper in the WW II Combat event. It wasn't his crew's fault Bob blew a launch! He choked all by his lonesome self.

Flying Aces 'Fly' Smaller Machines

By ELLIOT GROSSMAN
Today's Spirit Correspondent

"Those magnificent men in their flying machines" would almost be the way to describe The Flying Aces Club Nationals held Saturday and Sunday at the Johnsville Naval Air Development Center in Warminster.

The only difference is these "magnificent men" were not in their flying machines. Their flying machines are, at most, six inches tall by twenty inches long.

More than 200 people turned out over the two-day period to watch men from many parts of the United States race their miniature scale aircraft.

THE AIRCRAFT are all made by the flyers' themselves and are models of post-World War I airplanes.

The aircraft are raced in categories according to the type of propellant used to fly them. Propellants vary from rubber bands or compressed air to gas or electric engines.

The craft that stays up the longest, wins.

In addition to racing, the aircraft are also judged according to workmanship and fidelity to scale.

SOME OF THE AIRCRAFT are so finely crafted that, upon close inspection, control knobs and other internal structures are visible.

The aircraft look so similar to the full-size airplanes that they're modeled after; said William Kalb, a contest judge, "that if you could pump them up to the real size, they would fly."

Theodore Russell, a flyer from Austintown, Ohio, said "this is a lot more than playing with toys."

"This is the equivalent of a golfer making his golf clubs and then going out and using them," he said.

RUSSELL BROWN, a flyer from Cleveland, Ohio, said the flyers' emphasize fun rather than competitiveness.

Brown said the Flying Aces Club is a "loose-knit" club with more than five chapters in the country.

This weekend's meet was the first national meet and the club hopes to hold more in the future.

Previously, meets were held only on regional levels.

A.M.A. RUBBER SCALE

Pg.9.

PILOT	AIRCRAFT	AVG. FLT. TIME	SCALE SCORE	TOTAL
1. Don Srull	Waterman Racer	59	71	130
2. Geo. Meyers	Seimens Schuckert	60	66	126
3. Bob Clemens	Comper Swift	35	85	120
4. Jack Moses	Nesmith Cougar	53	67	120
5. Sal Alu	Rearwin Speedster	46	73	119
6. Ted Langley	Rearwin Speedster	55	52	107
7. Rolfe Gregory	Cessna C-37	32	66	98
8. Walt Eggert	Folkerts SK-3	35	60	95
9. Dave Rees	Blackburn Mono.	11	82	93
10. Pat Daily	Avia BH7-A	45	42	87
11. Mick Nallen	Druine Turbulent	46	36	82
12. Gene Pierre	Nesmith Cougar	13	64	77
13. Rolfe Gregory	Lacey M-10	43	27	70
14. A. MacIsaac	No. Am. P-51	37 1/2	32	69 1/2
15. Pres Bruning	Zero	25	43	68
16. Ross Mayo	Rearwin Speedster	35	27	62
17. Ed Heyn	S-Z Quad	6 1/4	50	56 1/4
18. John Stott	Corbin Super Ace	6 1/2	39	45 1/2
19. Don Garofalow	Nesmith Cougar	---	82	---
20. Tom Kerr	Pietenpol Sky Scout	---	80	---
21. Fred Ewing	Whitman Tailwind	---	74	---
22. S.Pawelczyk	Nesmith Cougar	---	66	---
23. Ted Russell	Mr. Mulligan	---	48	---
24. Dave Pishnery	Cessna AW	---	47	---
25. Bill Warner	Heath Parasol	---	44	---
26. Keith Sterner	Fairchild PT-19	---	33	---
27. Fred Hamlen	Bellanca Aircruiser	---	23	---

F.A.C. JUMBO SCALE

PILOT	AIRCRAFT	SCALE PTS.	HANDICAP	FLT.	TOTAL
1. Jack Moses	Boulton-Paul Defiant	54 1/2	15	82 1/2	152
2. Russ Brown	Bell Kingcobra P-63	46	15	69 1/2	130 1/2
3. Don Srull	Schlepp C-3605	54 1/2	15	51	120 1/2
4. Mike Midkiff	Bristol Brownie	54 1/2	15	50	119 1/2
5. Bob Thompson	Ant-25	56	15	41	112
6. Leon Bennett	Pazmany P14-a	53	15	33	101
7. Gordon Roberts	Douglas TBD	49	15	34	98

JUMBO WW II COMBAT

PILOT	AIRCRAFT		
1. Jack Moses	Boulton-Paul Defiant	3. Gordon Roberts	Douglas TBD
2. Russ Brown	Bell Kingcobra P-63	4. C. Schobloher	Spitfire (crash)

PEANUT WW II COMBAT

1. Gordon Roberts	P-51 Mustang
2. Del Balunek	ME-109-F
3. Dave Pishnery	YAK-3

	PILOT	AIRCRAFT	SCALE PTS.	HANDICAP	PTS.	FLT.	TOTAL
1.	Pat Daily	Sopwith Tabloid	47	10		77	134
2.	Fernando Ramos	ABC ROBIN	46	-5		70	111
3.	Tom Sandor	DH-6	49	10		45	104
4.	Bob Clemens	G.H. Gadfly	48	15		38	101
5.	Bill Bell	Curtiss JN-4	49	10		41	100
6.	Ralph Kuenz	Parnall Pixie	47	15		32	94
7.	Gordon Roberts	Tipsy Jr.	42	15		32	39
8.	Dick Woodward	Sopwith Strutter	44	10		30	84
9.	C. Schobloher	Hiper-Bipe	47	10		15	72
10.	Ken Bagdon	Curtiss F11C-2	--	--		--	--

EMBRYO ENDURANCE

	PILOT	AIRCRAFT	TIME	BONUS	TOTAL
1.	Dennis Norman		360	9	369
2.	Walt Eggert Jr. (7yrs Old)		360	5	365
3.	Don Srull		360	4	364
4.	Chuck Drew	M-Bryo	339	6	345
5.	Bob Bender	O-Balz	282	9	291
6.	G.Leffler	Max Spec.	283	6	289
7.	Jack Moses		260	5	265
8.	Pat Daily	Max	236	8	244
9.	Gordon Roberts	Debut III	239	0	239
10.	Bob Clemens		226	9	235
11.	Chuck Roth	Canard	221	0	221
12.	Ralph Kuenz		196	6	202
13.	Greg Leffler	Mixture	188	5	193
14.	Ted Langley	Peerless	190	0	190
15.	A.Faranda	Sunny	182	5	187
16.	Fred Ewing		178	9	187
17.	Dick Benjamin		172	6	178
18.	Ted Russell		171	5	176
19.	Pres Bruning	Whimsey	170	5	175
20.	Ed Novak		155	6	161
21.	Sal Alu		150	9	159
22.	Kevork Fags		146	5	151
23.	Ed Heyn	Smogden IV	126	0	126
24.	T. Wallen Jr.		110	0	110
25.	George Meyers		108	0	108
26.	Fred Hamlen		91	0	91
27.	Bob Thompson	Peerless	57	6	63
28.	Jerry Bockius	Robin	55	0	55

OOFS!! Tie For 9th Walt Eggert Sr. 234 5 239 Sorry Walt.

WW II COMBAT

PILOT	AIRCRAFT	PILOT	AIRCRAFT
1. Pat Daily	Fiat G-50	12. Blake Mayo	Hellcat
2. Mike Midkiff	Hellcat	13. Ted Russell	Hig-3
3. Ed Heyn	Yak-3	14. Gordon Roberts	FW Ta-152
4. G.Leffler	Hellcat	15. Dennis Norman	Kawasaki Hein
5. Joe Whiting	P-51	16. Rolfe Gregory	P-51
6. Ralph Kuenz	Sildcat	17. Jack Hoses	FW Ta-152
7. Andy MacIsaac	P-51	18. Bob Clemens	P-51
8. T.Wallen	FW Ta-152	19. Bob Thompson	Mitsubishi Ann
9. Bob Nuelin	Zero	20. Pres Bruning	Macchi 202
10. Del Balunek	Claude	21. Chris Schanzle	Corsair
11. Dave Rees	Blackburn Skua	22. Ted Langley	P-51

SHELL SPEED DASH

Pg.11.

PILOT	AIRCRAFT	TOTAL	PILOT	AIRCRAFT	TOTAL
1. Bill Henn	Mr. Smoothie	155	11. C.Rakow	Suzy	86
Bill Henn	Chambermaid	150 1/2	12. Joe Whiting	Caudron	80
2. John Stott	Chambermaid	124 1/2	13. R.Gregory	Suzy	79
3. Dennis Norman	SK-3	118	14. Tom Nallen	Firecracker	73
4. G.Rakow	Firecracker	107 1/2	15. A.Schanzle	Hughes	75
5. Jim Daily	Chambermaid	103	16. Chuck Drew	???	73
6. Mike Midkiff	Chambermaid	99 1/2	17. W.Eggert	Folkerts	66
7. Pat Daily	Toots	99	18. G.Meyers	Howard Pete	48
8. G.Leffler	Suzy	95	19. R.Thompson	Laird Speedwing	42
9. G.Roberts	Caudron	92	20. P.Cherubini	" "	36
10. S.MEYERS	Suzy	91	21. Ed Heyn	CF-4	30

THOMPSON TROPHY RACE

Order of finish of the final five aircraft out of fifteen that qualified in the Shell Speed Dash.

1. Joe Whiting Caudron
2. John Stott Chambermaid
3. Stewart Meyers Suzy
4. Bill Henn Mr. Smoothie
5. Tom Nallen Firecracker

NO-CAL PROFILE SCALE

1. Don Srull	360 pts.	7. Frank Scott	178 pts.
2. Tom Nallen Jr	335 "	8. Bob Bender	118 "
3. John Stott	324 "	9. Chris Scott	94 "
4. Bill Henn	312 "	10. G.Meyers	60 "
5. Paul Spreirgen	287 "	11. Pat Daily	25 "
6. Chris Schanzle	195 "	12. Ed Novak	15 "

WW I COMBAT

PILOT	AIRCRAFT	PILOT	AIRCRAFT
1. Mike Midkiff	Fokker D-7	6. Bob Thompson	Albatross
2. Jim Daily	Albatross	7. Ed Novak	SE-5
3. Don Srull	DH-6	8. Gordon Roberts	Rumpler
4. Joe Whiting	DH-4	9. Ed Heyn	SE-5
5. George Meyers	Dornier		

UNLIMITED RACE

PILOT	AIRCRAFT	PILOT	AIRCRAFT
1. Hick Nallen	Druine Turbulent	5. Bob Clemens	Comper Swift
2. Mike Midkiff	Dayton-Wright	6. Don Srull	Waterman Racer
3. Chuck Drew	Gee-Bee "D"	7. Frank Scott	Loening NS-1
4. Emerson Elwell	Dayton-Wright		

NATIONALS ISSUE COVER CREDIT.

Although this cover drawing was made long before the beginnings of a move to have an FAC National meet, artist Bob Rogers, of Ponca City, Oklahoma, has rendered a perfect layout for the occasion. Can you Sky-sters align the characters in the cover with members of your own local FAC squadron? Capt. Thompson can't be one of 'em...no cape! But, haw-w-w, the diving model could belong to any one of us, huh?????

PEANUT SCALE

Pg. 12.

	PILOT	AIRCRAFT	FLT. PTS.	SCALE PTS.	TOTAL
1.	Dennis Norman	SK-3	195 1/2	58 1/2	254
2.	Bill Henn	Lacey M10	191 1/2	54	245 1/2
3.	Geo. Leffler	Fike	190	53	243
4.	Bob Thompson	Lacey M-10	174	49	223
5.	John Stott	Chambermaid	174	48	222
6.	Dave Rees	Nesmith Cougar	152	59 1/2	211 1/2
7.	Gordon Roberts	Fike	157 1/2	46	203 1/2
8.	Ted Russell	Nesmith Cougar	132	52	184
9.	Walt Eggert	Nesmith Cougar	127	56	183
10.	Ted Langley	Nesmith Cougar	130	52	182
11.	Pres Bruning	Chambermaid	122	58	180
12.	Gene Pierre	Nesmith Cougar	124	46	170
13.	Emerson Elwell	Dayton-Wright	123	45	168
14.	Geoge Meyers	Howard Pete	120	47	167
15.	Ted Russell	Andreason BA4-B	116	50 1/2	166 1/2
16.	A. Faranda	Druine Turbulent	118	48	166
17.	Don Garofalow	Nesmith Cougar	108	53 1/2	161 1/2
18.	Wm. Weaver	Luton Minor	104	56	160
19.	Mike Midkiff	Dayton-Wright	107	52	159
20.	Dennis Norman	Grumman F8-F	101	56	157
21.	Bob Clemens	Wright Wp-1	96	47 1/2	143 1/2
22.	Don Srull	Waterman Racer	86	48	134
23.	ED Heyn	Curtiss S-1	76	47 1/2	123 1/2
24.	Fred Ewing	Piper Vagabond	56	52	108
25.	Bill Warner	Heath Parasol	51	53	104
26.	Paul Cherubini	Bellanca Skyrocket	40	52 1/2	92 1/2
27.	Sal Alu	Fokker D-8	33	59	92
28.	Frank Scott	Loening M8-1	21	50 1/2	71 1/2
29.	Jerry Bockius	Fokker D-8	15	46	61
30.	Keith Sterner	Fairchild PT-19	39	--	--
31.	Ed Novak	Fokker D-8	26	--	--
32.	Greg Leffler	Nesmith Cougar	15	--	--

F.A.C. RUBBER SCALE

	PILOT	AIRCRAFT	SCALE PTS.	HANDICAP	FLT.	TOTAL
1.	Don Srull	Heinkel HE-100	56	15	82 1/2	153 1/2
2.	Bill Henn	Chambermaid	62	5	82 1/2	149 1/2
3.	Blake Mayo	Hellcat	56	15	78 1/2	149 1/2
4.	Pat Daily	Fiat G-50	56	15	77 1/2	148 1/2
5.	Mike Midkiff	Hellcat	59	15	74	148
6.	Chuck Drew	Gee-Bee "D"	48 1/2	15	82 1/2	146
7.	Tom Nallen	FW Stosser	56	0	82 1/2	138 1/2
8.	Fred Hamlen	Drone O.Q.	51	5	82 1/2	133 1/2
9.	Bob Clemens	Farman Moustque	56	5	75 3/4	136 3/4
10.	Bob Clemens	P-51 Mustang	53	15	68	136
11.	Clarence Rakow	Suzy	52	15	66	133
12.	Sal Alu	Howard DGA	60	-5	77 1/2	132 1/2
13.	Mick Nallen	FW Ta-152	45	15	71 1/2	131 1/2
14.	Dennis Norman	Grumman F7F-1 Tigercat	59	40	30	129
15.	Sal Alu	Rearwin Speedster	56	-5	77 1/2	128 1/2
16.	Bill Henn	Miss Frisco I	44	15	68 1/2	127 1/2
17.	Alan Schanzle	Mig-3	47	15	65 1/2	127 1/2
18.	Tom Nallen	Miles M-39	55 1/2	45	27	127 1/2
19.	Glen Rakow	Firecracker	44	15	67	126
20.	George Leffler	Caudron 460	49	15	62	126
21.	Andy MacIsaac	Mustang P-51	56	15	50	121
22.	Bob Bender	Fairchild F-24	42	-5	81 1/2	118 1/2
23.	Jack Moses	FW Ta-152	44	15	59	118

24. Fernando Ramos	Heinkel HE-100	50	15	51	116
25. Bob Thompson	KI-31 Ann	55 1/2	15	43	113 1/2
26. Pres Bruning	Zero	55	15	43	113
27. George Meyers	Seimans-Schuckert	54	5	53	112
28. Jim Daily	Albatross	36	10	65 1/2	111 1/2
29. Rolfe Gregory	Lacey M-10	49	-5	67	111
30. John Stott	Maubousin	45	25	41	111
31. Ted Russell	MIG-3	50	15	45	110
32. Joe Whiting	P-51 Mustang	30	15	63	108
33. Dick Benjamin	Rearwin Speedster	52 1/2	-5	60 1/2	108
34. Walt Eggert Sr.	Vought Kingfisher	52	15	41	108
35. Ted Langley	P-51 Mustang	48	15	42	105
36. Ted Langley	Rearwin Speedster	47 1/2	-5	62	104 1/2
37. Bob Thompson	Junkers Ju-52	54	17	33	104
38. Ross Mayo	Rearwin Speedster	44	-5	64 1/2	103 1/2
39. Emerson Elwell	Ryan ST	49	15	38	102
40. Ed Novak	SE-5	38	10	51	99
41. Gordon Roberts	FW Ta-152	42	15	42	99
42. Frank Scott	Morane-Saulnier 1500	49	15	35	99
43. Ted Russell	Ryan ST	51 1/2	15	32	98 1/2
44. Ralph Kuenz	Douglas A-26	32 1/2	30	32	94 1/2
45. Dave Rees	Blackburn Skua	44	15	32	91
46. Ed Heyn	Fokker C-15	45	0	45	90
47. Ed Novak	Caudron	53	5	32	90
48. Chris Schanzle	Vought Corsair	44	15	31	90
49. Dave Rees	Velie Monocoupe	61	-5	33	89
50. Ed Heyn	Westland Woodpigeon	51	10	28	89
51. Fred Hamlen	Wyandotte Pup	45	0	38	83
52. Rolfe Gregory	Cessna C-37	52	-5	34	81
53. Joe Whiting	DH-4	38	10	33	81
54. Bill Noonan	DH Hawk Moth	58	-5	27	80
55. John Stott	Cobin Super Ace	43	-5	31	79
56. Del Balunek	Kawasaki Tony	38	15	26	79
57. Herb Clukey	Monocoupe	49	-5	29	73
58. Hurst Bowers	Howard DGA-8	45	-5	24	64
59. Gene Pierre	???	--	--	40	--

TOTALS: Contestants 81
Models entered 252
Official flights 743

Thanks to everyone,
FLYING ACES FEVER FOREVER

Lin Reichel C.D.

'Twas a fair day in June that found a record number, 51 in all, of avid aviators of the FAC rallying 'round the GHQ tent at Pinkham Field, Durham. Some new, some old, but all flyers, bold. Let's look down here and see who found favor with the Great God, HUNG, and also who did his homework in design and building of his sky chariot. Let's start with.....

PEANUT SCALE...14 entries.

1st. Billy Henn, flying a Lacey.....486 points.
2nd. Ted Langley, Cougar (disguised Lacey).....419 " .
3rd. Sal Alu, Fokker DVIII.....414 " .
Worthy of note here, Peanuteers, is that Billy Henn is a Junior (according to AMA), but ranks up with the big guys in the FAC, by turbulence! Peanut multiplier was 22.

NO-CAL SCALE..8 entries.

1st. Don Srull, Blue Flight, Blue Leader,...Lacey.....385.
2nd. Allan Schanzel, Blue Flight, (Maxecuter) Cassutte.243.
3rd. Capt. John Stott, GHQ Sqdn., Flloyd Bean Spl.....238.

EMBRYO.....18 entries.

1st. George Leffler, D.C.Maxecuter..."Max Spl.".....290
2nd. Don Srull, slumming scalester..."Nit".....284
3rd. Hank Struck, F.A.Trailblazer..."Eaglet".....245
George Leffler claims to be new at this game...a year's experience, he claims. Get out the Lie Detector, Schultz!
And that third spot grabbed by Henry Struck was done with only two officials, as HUNG spirited the Eaglet away on it's second ozone splitting flight!

FAC SCALE.....29 entries.

1st. Fred Hall, Jodel.....141½ points.
2nd. Don Srull, Heinkel He100D.....140 points.
3rd. Pat Daily, Fiat G-50 (Gruppo Iraishio).....135½ points.
Champion of the odd ball entries was Fred "Tailskid" Hamlen's OQ-24 Drone, and Wyandotte Pup. Look them up in your Jane's!
A beaut of a Howard D.G.A.15P won full scale points for it's maker, Sal Alu. And now, off to the races.....

SHELL SPEED DASH....26 entries.

1st. Bill Henn, Chambermaid.....188.
2nd. Fred Hall, GeeBee'D'.....180.
3rd. Tom Nallen, Keith Rider R-4.....105.
Fred Hall fed the insatiable appetite of HUNG with his Gee Bee "D" on his second (final) Shell flight. The little sleekster staying within sight for 5 minutes before leaving us for good. Fred really catered to HUNG this day, as his No-Cal Ord Hume and Embryo "Mbryo Cab" also went to that great hangar in the sky. Our guess is that the balsa chips are flying at Fred's secret workshop to make up for these losses in equipment in time for the Fall meets. Flying models out of sight is really the secret ambition of most modelers, but Great HUNG, not 3 in one day!!!!'



DeHaviland DH-5 peanut by
Royall Moore.

GREVE TROPHY.....10 qualifiers.

1st. Bill Henn, Chambermaid

2nd. Herb Shirley, Caudron C460 (Megow)

3rd. Bill Miller, Schoenfeldt Firecracker

Herb Shirley took his second because of a blown motor while winding for that last lap. Bent the ol' throttle a little too much, too soon. Tom Nallen also blew the motor in his Firecracker, and if that was not enough, along comes rookie Chuck Drew in his GeeBee D and crashes into Tom's racer!!! Wild action a-plenty during this one, pylon dusters!

THOMPSON TROPHY...10 qualifiers.

1st. Bill Henn, Mr. Smoothie

2nd. Jeff Chrisey, Folkerts (Racewings Peanut)

3rd. "Peanuts" O'Dwyer, Suzy

Much delay in running this one due to long flights far down wind. The racers are getting to fly so well, it is thought that a crew of three are now needed to put one racer up. The pilot, mechanic, and a retriever far down the field to cut running time and leave more of the day for flying in other events.

AEROL TROPHY.....8 qualifiers.

Winner of this one-lap madness was Royall Moore flying his Gee Bee "Z".

MAXECUTER W.W.II CHALLENGE.

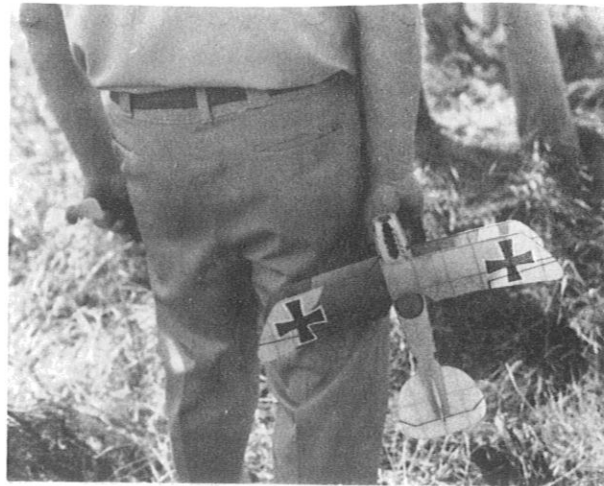
14 entries.

Winner was Joe Whiting with a North American Apache from Comet plans. The really impressive trophy is perpetual for this once a year dogfight, so start digging into the plan pile for a good one for next spring at Pinkham Field, fellas!

Don't get sore at us for presenting our biggest FAC meet results in a clipped wing configuration, Clubsters. We just had to save space to report on the biggest FAC contest of 'em all, the FAC Nationals.

But, get ready for all the coming FAC meets, local, postal, or national. Fun is where you make it. BUILD!... FLY!...WIN!!! EFF..AYE... CEE!!!!!!

Pics by Knapp and
Richardson.



THE END.

FAC POSTAL CONTEST RESULTS.

Extending the armistice to May 15, anniversary of the U.S. Airmail service (1918) seemed to change matters not at all, kinda like trimming a low wing job. I guess from now on all of us stamp lickin' lone eagles will be called upon to stick to the traditional Saint Patties Day deadline. And oi'm sure none o' you descendents of Major James Fitzmaurice will object to that! But, on with the air show.....

'Way back in nov. of last year, that ogre of the ozone, General Dave Stott spoiled things for the rest of us in the Outdoor No-Cal Wing by clipping off an 8 min 32 second flight (O.O.S.) in his Ruskie Kalinin K-5. Well wingsters, no one hested that one. which as surprising as finding flabbiness in

Postal meets, cont'd.

your Fillati. So, this culprit of the cumuli ends up as WINCO, Outdoor, No-Cal.

In Outdoor Peanut Bill Warner took top honors with a flight of 3 minutes away back on Jan. 1st at the New Year's bash at 'Vegas sponsored by Bob Haight and the 'Vegas Vultures. Boys, the gang here at GHQ get the idea that of all the "long range" meets, this one has got plenty of FAC spirit in it. One of these days, Bob.....!

No-Cal Indoor Wing finds Fred Hall's Feb. 22 flight of 2 min 35 secs on his Ord Hume earning him his position of WINCO.

Indoor Peanut finds a last minute change in rank on May 6th when young Chuck Drew clipped off a neat 2 min 12 secs at MIT to edge out Bill Henn's lead by only 4 seconds! Chuck piloted a Lacey.

Congrats to all, and your victories have been credited on the FAC Kanone List.

*** CITATIONS AND PROMOTIONS ***

Front and center, officers of the FAC, to receive your awards for action against the enemy in the skies over Pinkham Field and other battle zones of our ever enlarging club of model aero enthusiasts! Make sure your brass is gleaming, boots shining, and uniform spiffy.....and here comes the inspecting officer... 'ten-hut!

Lt. Dennis Norman, promotion to Major.

Haupt. Von Rottensocks, Ralph Kuenz, promotion to Major.

Major Gordon Roberts, promotion to Full Colonel.

Lt. Tom Majestic, promotion to Captain.

Lt. Royall Moore, promotion to Captain.

Lt. Bob Glemens, promotion to Captain.

Lt. Col. Fred Hall, promotion to Full Colonel.

Lt. Bill Henn, promotion to Captain.

Lt. Don Srull, promotion to Captain.

Major General Dave Stott, promotion to Lt. General.

Lt. Andrew Mac Issac, promotion to Captain.

Colonel Russ Brown, promotion to Brigadier General.

Notification has been sent to Capt. Lin Reichel to award the Blue Max to Colonel Gordon Roberts, and Colonel Clarence Mather for achieving at least 16 victories in aero combat.

Helmets off in salute to these fine tissue trimmers who have proven themselves masters in the art of aeromodeling in it's purest form! And you sky flyers can be sure, that when the season is over many more promotions will be gained, and many more names will be added to the FAC Kanone List. So steel yourselves for battle, wingsters, honor and glory are just around the next cloud!!

A MESSAGE.

The flowers sent by the FAC Nats Gang did much to ease our regrets at not being able to attend this meet of meets. Your thoughtfulness will be well remembered.

General & Mrs. Dave Stott.

Larry Stott
Dave Stott

