

SAN DIEGO

Scale Staffel

October 2014





Scale Staffel
FAC Squadron #41
AMA chapter 915

Founded to encourage and advance
the hobby of building and flying
free-flight scale and sport airplanes.

Club Officers

President

John Hutchinson (619) 303-0785

Vice President

Bob Overcash (619) 579-2174

Treasurer

Kathy McLaughlin (619) 303-0785

Annual Dues: None

Emailed Newsletter Subscription

Fee: None, except we need your
e-mail address. E-mail it to the editor.

Newsletter Editor

William Scott
wscott127@mac.com

— P R E S I D E N T ' S L A N D I N G S T R I P —

Changes are in the Wind

by John Hutchison

Hope this newsletter finds you hard at work building your favorite airplane for the next contest coming up on November 8-9, 2014.

A huge CONGRATULATION goes to George Mansfield for achieving his 16th victory winning the coveted Blue Max Award! It came in the Greve/Thompson Race at our August event where George was flying his trusty Chambermaid. That makes George the third Californian to win the medal. Good Job! George!

Our August 23-24 meet in Perris was a great success with two days of excellent flying conditions. Roger Willis brought some new competitors from his newest class of novice fliers. A few of them won awards. Roger is doing a wonderful job of promoting model aircraft building and flying.

There will be some event changes on the schedule for the November contest. The changes are listed on the event flier in this newsletter. We are eliminating Phantom Flash and replacing it with FAC No-Cal.

The indoor flying program has shown more participants recently. And the flight times in all classes are rising with Penny Plane flights of five minutes. We watched one flight of over six minutes by World Champion F1D flier, Kang Lee. Unfortunately, we also witnessed our first mid-air collision between two Penny Planes. The planes made a graceful plunge to the floor with no damage to either plane and little emotional damage to the "pilots" Kang Lee and Mike Jester. So, get to work building those indoor models and come join the fun. Our indoor flying sessions occur on the first Sundays of the month, 7:30-11:15 a.m., in the Grossmont College Gym. Afterwards, all are welcome to join us at the local hamburger joint for some innovative "hanger-flying."

I would like to profusely thank William Scott and George Mansfield for taking over the CD position for our upcoming contests.

Build! Fly! And have fun!

LLFF! (Long Live Free Flight!)

John Hutchison

**FLYING
ACES**
SQUADRON 41

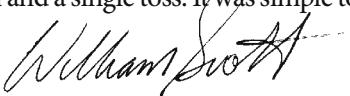
Trying my Hand at Math

by William Scott

It turns out that math can be very helpful and a time saver. Doing it the old way, tossing the airplane, seeing how it flies and then adding appropriate clay, takes time and often causes the need for repairs due to poor trimming flights. By measuring all of the needed dimensions of the Phantom Flash and plugging them into the Bill McComb CG (center of gravity) formula, we arrive at a CG of 50.5%. By marking that location, and adding the appropriate amount of clay to the stabilizer, only because it is faster to add clay to the tail verses shaving down the propeller on site, the plane is ready to be given a toss.

As many of you know first tosses are very stressful. Here you are, holding in your hands, hours and hours of hard work. Your brain races through all of the final adjustments; CG-check, motor is in but not wound-check, propeller is freewheeling-check, stabilizer angle-check, rudder angle-check. All joints are strong and glued-check, wings are secured-check, launch area is clear-check, wind is none-check. Tossing. At that moment your baby is set free. Hopefully your plane will fly well enough that with a few adjustments it will venture into the sky and bring you much joy and happiness and then return home.

When a Phantom Flash is given its first toss, typically one of two things happens. The plane goes nose down into a dive and lands hard on the landing gear or it goes nose up and does a tail slide to the ground landing on its tail. This first toss did neither; it glided for 30 feet, there was no stall or dive, it was a near perfect glide. It had the attitude, in the air, exactly like those planes that have gone on to win at the various contests. Setting the glide was complete. McComb's CG formula was spot on, with a little bit of multiplication, some division and a single toss. It was simple to have another plane nearly ready for competition.



William Scott
Editor

Indoor Contest Schedule 2014 and 2015

2014

- OCT A-6 and No-Cal
NOV Canard One-Design (Wrisley Zephyr)
DEC Penny Plane and Embryo

APR A-6 and No-Cal

- MAY Phantom Flash and Canard
JUN Penny Plane and Embryo
JUL A-6 and No-Cal
AUG Phantom Flash and Canard
SEP Penny Plane and Embryo
OCT A-6 and No-Cal
NOV Canard One-Design (Wrisley Zephyr)
DEC Penny Plane and Embryo

2015

- JAN A-6 and No-Cal
FEB Phantom Flash and Delta Dart
MAR Penny Plane and Embryo

INDOOR CONTEST

The first Sunday of every month
Big Gym at Grossmont college
8800 Grossmont College Drive
Park in lot "3"
Gym opens at 7:30 a.m.

TABLE OF CONTENTS

President's Landing Strip	2
From the Editor	3
Building a Second and Third Propeller	4
First Sunday August Photos	5
Contest Results: August	6
Canard Contest Flier	7
The Zephyr	8
One-Design Cub Contest	12
September Indoor Recap	14
First Sunday September Photos	14
Contest Results: September	15
Scale Staffel August Outdoor Contest Recap	16
August Outdoor Photos	18
August Outdoor Results	20
The Trip to Geneseo	22
Scale Staffel Contest Flier	24
Advertisers	25,30,31
No-Cal for Beginners	26
Rolled Motor Tube	28
WestFAC V Flier	29
23rd Annual World Wide Postal Flier	32
22nd Annual World Wide Postal Results	33

Cover Photo

George Mansfield with his No-Cal Waterman Gosling
Photo by Arline Bardick

Building a Second and Third Propeller

by William Scott

Here is an update on the article titled "Building a First Propeller" from the last newsletter. The propeller broke. It broke again. It broke a third time. It broke in to a bunch of pieces and now a piece or two are missing. Time to build a second propeller.

The second propeller is two layers of 1/64 balsa laid up cross grain. Holding the propeller spar horizontally the grain of the first layer runs up and right at 45 degrees and the second layer has the grain running down and right at 45 degrees. The two layers are pictured below before



they are glued on top of each other. There was some concern that the wood would not mold to the form, but it worked out this time. The next propeller built using layers of 1/64 balsa should go through the additional steps of being soaked, molded, and dried. Then the two layers can be glued together and secured to the mold.

Once the glue has dried. The pieces should hold their shape. The next photo is of the cut propeller blades and the last photo is the propeller installed on the le Farman Sport 1926, a new No-Cal build.

Our local Hall-of-Fame inductee took one look at propeller #2 and suggested propeller #3 by saying, "You need to go to Michaels™ and buy some of that really thin plywood, some bamboo skewers and then go to the hobby shop to buy some aluminum or brass tubing. You take the two layers of plywood and mold it around your form; cut out the blades and glue them on to the skewers, drill the aluminum tubing for the propeller shaft and glue the skewers into the aluminum tubing at the pitch you want. Don't worry about

having the propeller freewheel, your motor should be thin enough to have the propeller run all the way down to the ground." (As in "quite goofing around and just do it.")

This third propeller was put on the Rare Bear No-Cal replacing the broken propeller with the missing pieces. Before



removing what was left of the old propeller, the CG was marked. When the new propeller was installed, the CG was too far forward. Clay was added to the tail area to move the CG back to its previous spot.

An interesting discovery was that the effort needed for balancing the two propellers was very different. #2, the two layers of balsa took a lot of effort to balance to the point of coating one of the blades with a thin layer of glue completely. Propeller #3 was almost balanced right from the start; only taking a few minutes with the sand paper, the propeller was balanced.



— INDOOR REPORT —

First Sunday of Every Month: August 2014

Photographed by Arline Bartick



— INDOOR REPORT —

Contest Results: August 3, 2014

Tabulated by CD of the Month

August 3, 2014

No-Cal indoor (4 entries)	Airplane	FLIGHT TIMES			(Total of three)	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	Sub Total	flying placard	placard			
Mike Jester		68	99	101						1
Richard Wood		32	41	73						2
John Hutchison		38	61	41						3
Mark Chomyn		28	28	28						4

August 3, 2014

Event: Phantom Flash (6 entries)	Airplane	FLIGHT TIMES			(Best three of six)	SCALE FLT FACTORED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6			
Richard Wood		76	64	76	81				233	1
Greg Hutchison		74	50	63	28	78	74		226	2
John Hutchison		41	52	60	49	58	62		180	3
Don Bartick		55	21	47	57	29	52		164	
Mike Jester		32	50	50	57	50	56		163	
Mark Chomyn		24	34	7					65	

Weights:

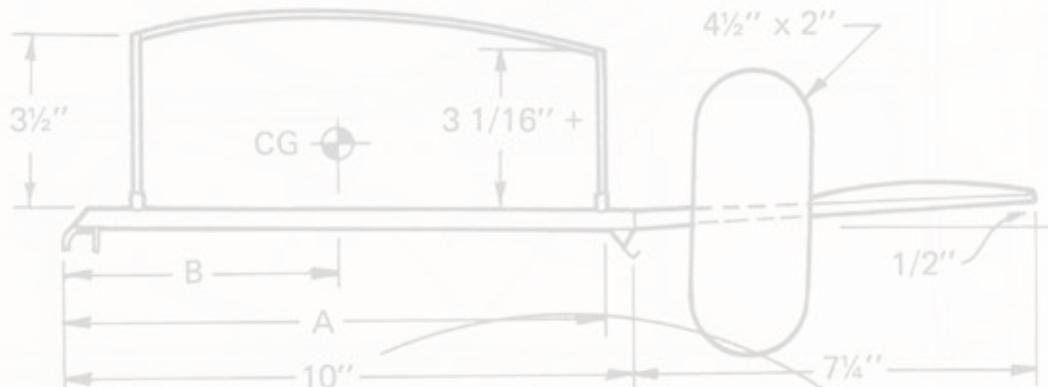
body + tail: 1.05 gm.
wing: 1.12
propeller: 0.78
nose weight: 0.15
3.10 gm.

17" dia. x 27" pitch
propeller
.025" "C"-grain balsa

Outlines:

rudder: .040 x .040
stab: .040 x .050
L.E. + T.E.: .055 x .080
tips: .040 x .055

$$A = (B \times 1.2) + 2.5$$

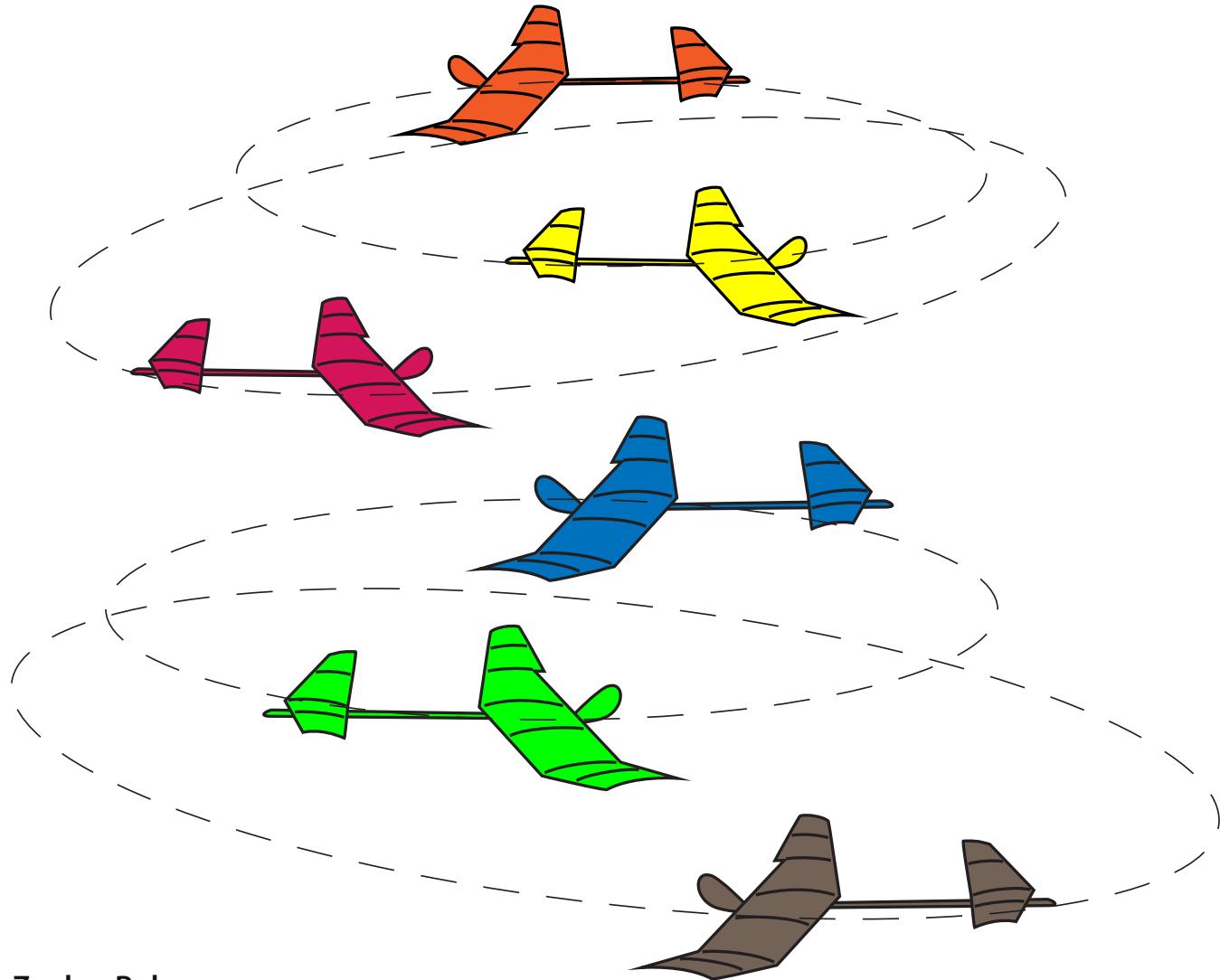


airfoil: high ceiling: 4% arc
low ceiling: 6% arc



INDOOR CANARD CONTEST

November 2, 2014, Grossmont Gym



The Zephyr Rules:

All Classes: Wood must be 1/16" square or greater.

Class 1: A wooden propeller using the building instructions included in the article: 1/32" thick propeller, maximum diameter 8 1/2" flat or twisted. 1/8" square balsa hub, 1 1/4" long, sanded round

Class 2: A plastic single piece molded propeller, maximum diameter 8"

Class 1 and 2 Competition:

Best three flights out of six.

Mass Launch Competition:

All competing planes welcome in the mass launch.
One flight.

There will be an official contest timer and an assistant timer (in case the official timer would like to be in the contest). Flying will be conducted in rounds with trim flight possible between rounds.

Contest Director

William Scott

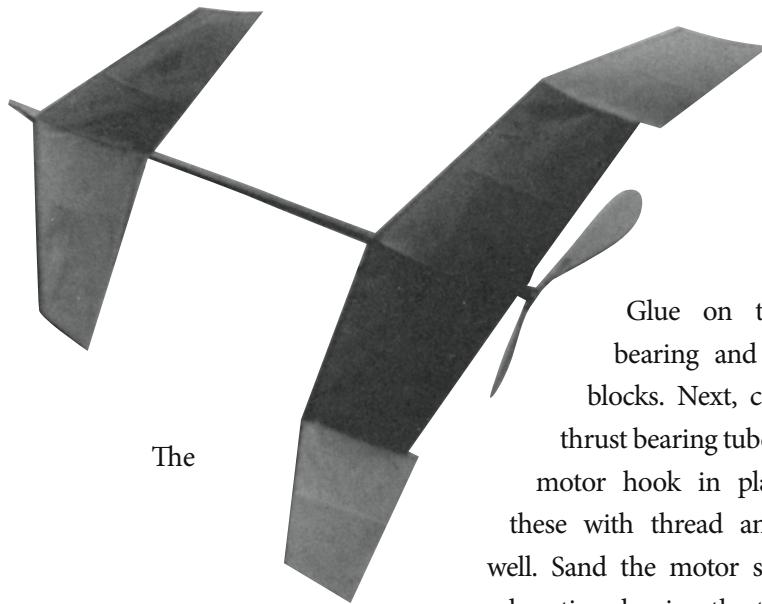
wscott127@mac.com

phone (619) 701-2457

The Zephyr

From Model Builder, March 1979, Volume 9, Number 86

By Randy and Irene Wrisley



The

Glue on the thrust bearing and incidence blocks. Next, cement the thrust bearing tube and front motor hook in place. Wrap these with thread and cement well. Sand the motor stick to an oval section, leaving the tops of the incidence blocks flat.

Wing

Make an airfoil template from 1/16-inch plywood. Cut out 14 ribs of light 1/16-inch sheet and set them aside. Pin down the leading and trailing edges on the plan. Cement the #1 ribs in place. Use shims to raise the center section trailing edge up off the plan as required and cement it to the #1 ribs. Add the rest of the ribs, trimming them at the aft end as necessary. When everything is dry, crack the leading and trailing edges at the #1 ribs and raise each tip 2 1/4-inches. Re-glue the joints with Titebond™ or Hot Stuff™.

Canard

The canard is built just like the wing. Use the leftover wing ribs, and when dry, raise each tip 1 3/8-inches for the proper dihedral.

Propeller

Cut the prop blades from 1/32-inch sheet balsa. The hub is 1/8-inch square

balsa, 1 1/4-inches long, sanded round. Push a pin through the center and cut a slot 1/32-inch wide and 3/8-inch deep at each end. The slots should be about 60 degrees relative to the pin. Cement the blades to the hub. Put a coat of dope on the back side of each prop blade to get the proper curve (see side view). When dry, balance the prop as best you can.

The prop shaft is a piece of 1/32 music wire. Bend a loop in one end for the rubber motor, slide the shaft through the thrust bearing tube, add two glass beads, slide the prop on and bend the barb in the shaft as shown on the plan.

Covering

The wing and canard are covered with tissue. Don't shrink the tissue with water or dope, please, or you'll have to get your template out again, cut out 14 more ribs, and build a whole new wing and canard. By the way, the wing and canard are covered on the top surface only.

Assembly and Flying

Glue the wing to the motor stick. Spot-glue the canard in place. The motor is a single loop of 1/8 inch rubber with about 2-inches of slack. Balance the model where indicated with the motor in place. Hand glide the model to get the final trim, adding small bits of clay to the nose or tail as required. When you're satisfied with the glide, try a few hand-wound power flights. The Zephyr should fly in left circles, spiraling up

Zepher is a simple stick model that would be great for a club contest. Full-sized plans are located on the next two pages.

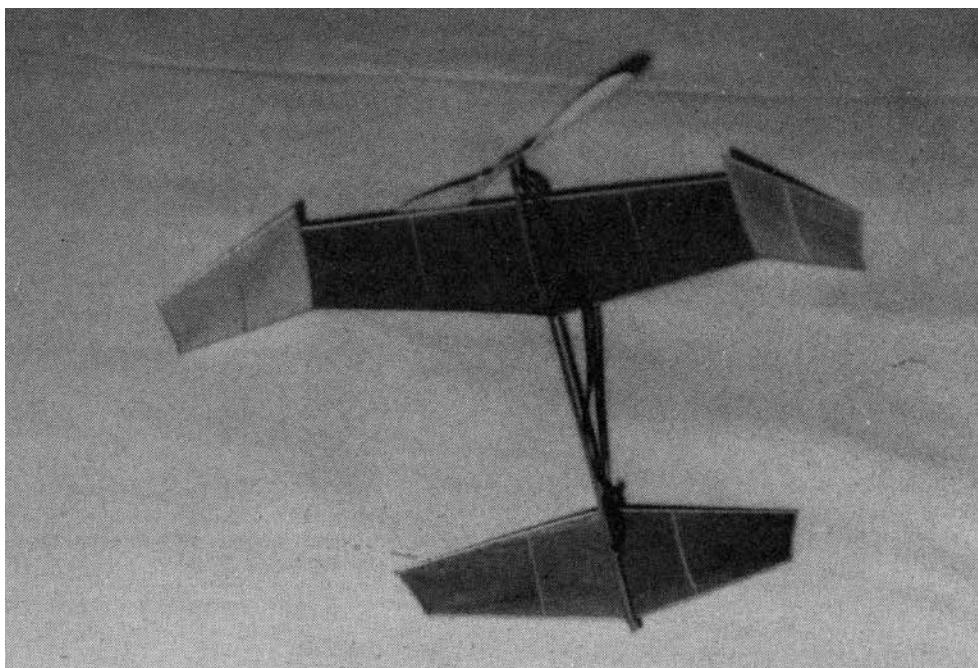
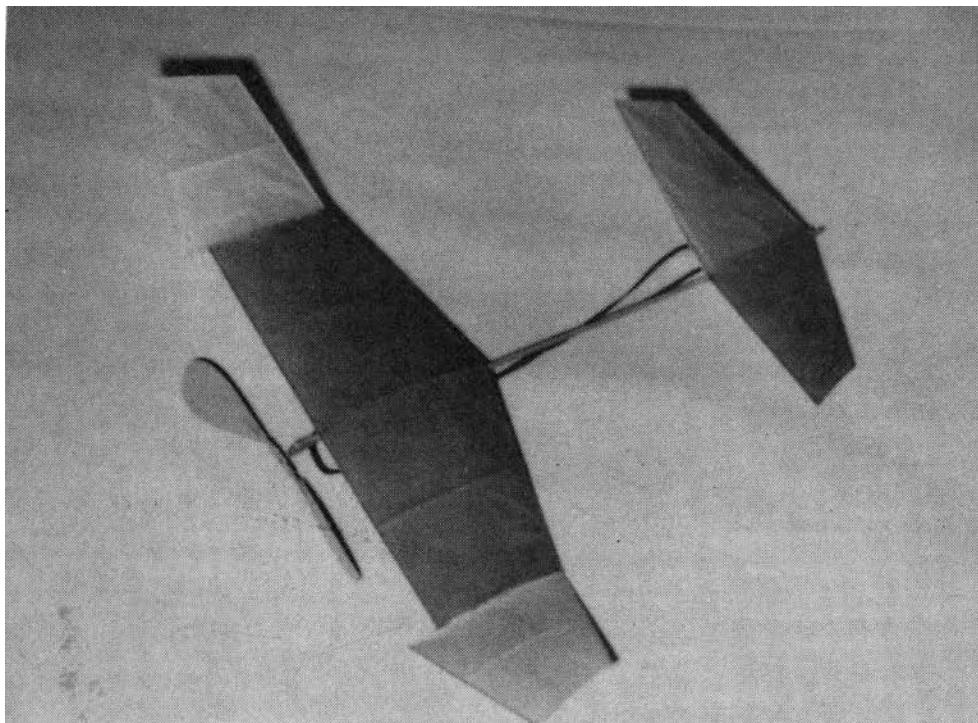
The "Zephyr" is a simple little rubber-powered canard that is a real eye-catcher and quite a performer to boot. Canards are fun and are capable of surprisingly good flights. Being a stick model, the Zephyr is very quick to build. Indoors or out, its consistent performance will make you wonder why this type of layout isn't explored further. (It's interesting to note that, according to Webster, a canard is "an obsolete kind of airplane with the rudder and elevator in front." Somebody better tell Burt Rutan about this, so he won't design any more "obsolete" commercial airplanes like the Vari Viggen, Vari Eze or Quickie!)

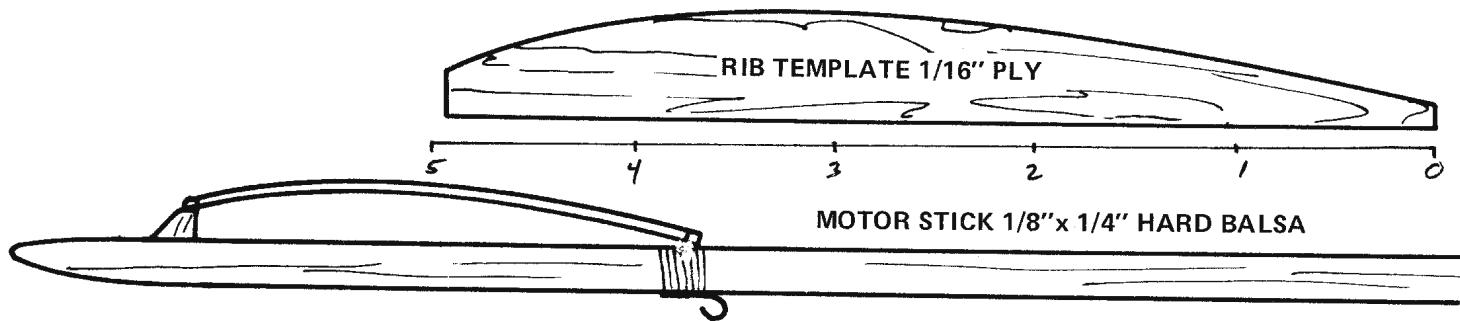
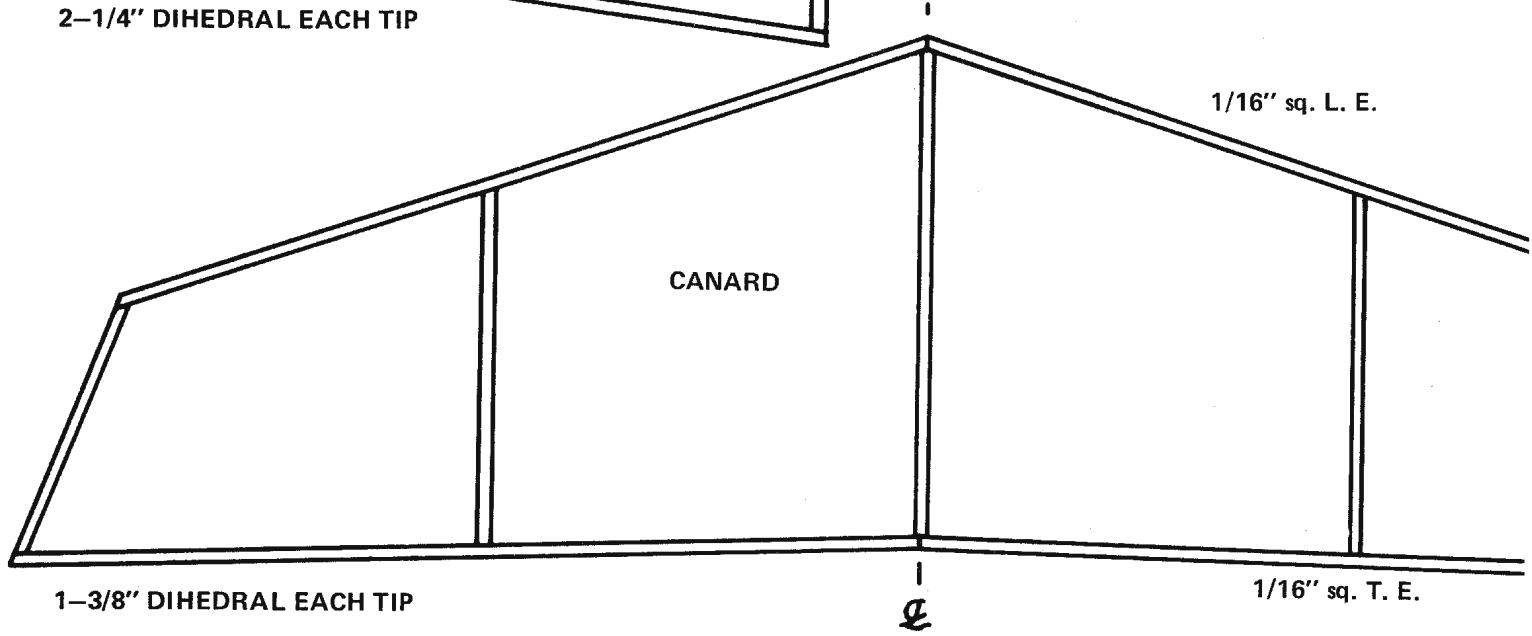
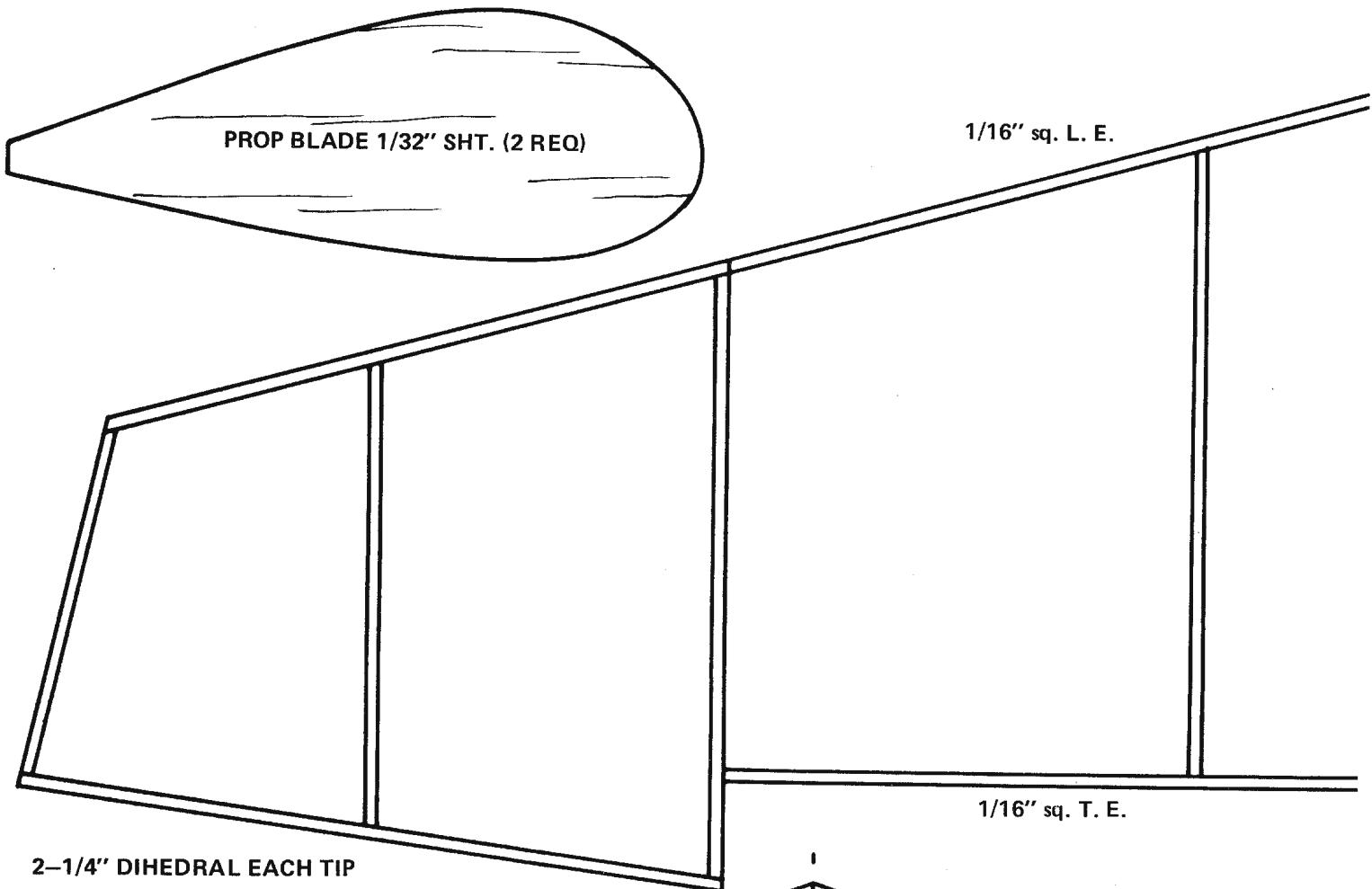
Motor Stick

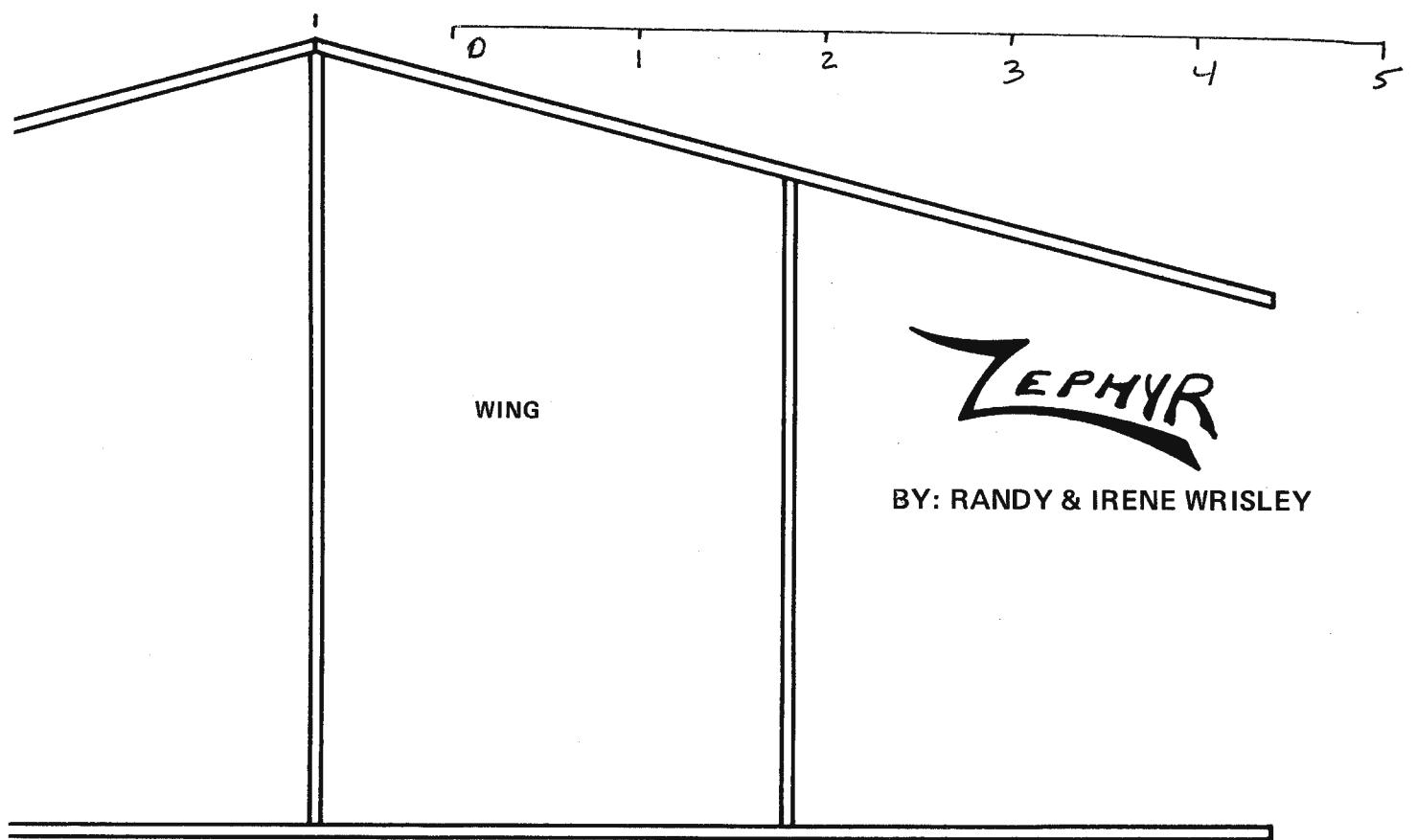
Cut the motor stick to length from a piece of rock-hard 1/8 x 1/4-inch balsa.

under power. Tilting the canard toward the direction you want the model to fly will control the turn. Use a winder for maximum duration. Have a ball, and

remember, Zephyr is capable of going O.O.S. on the slightest bit of warm air. After all, that's how it got its name!

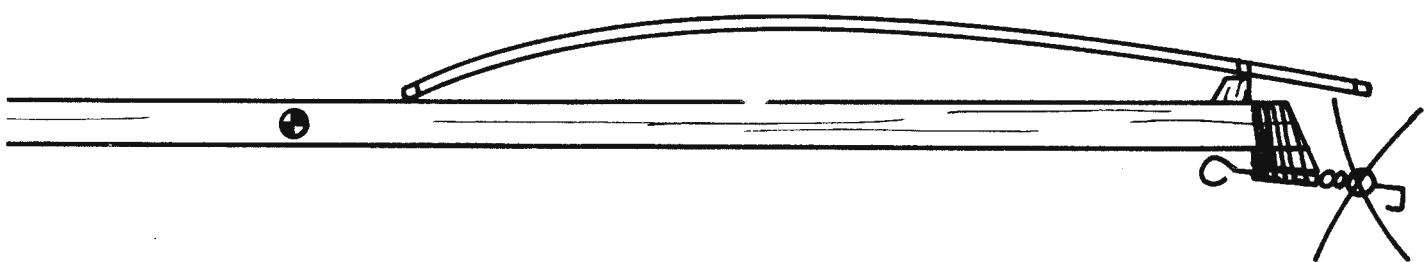
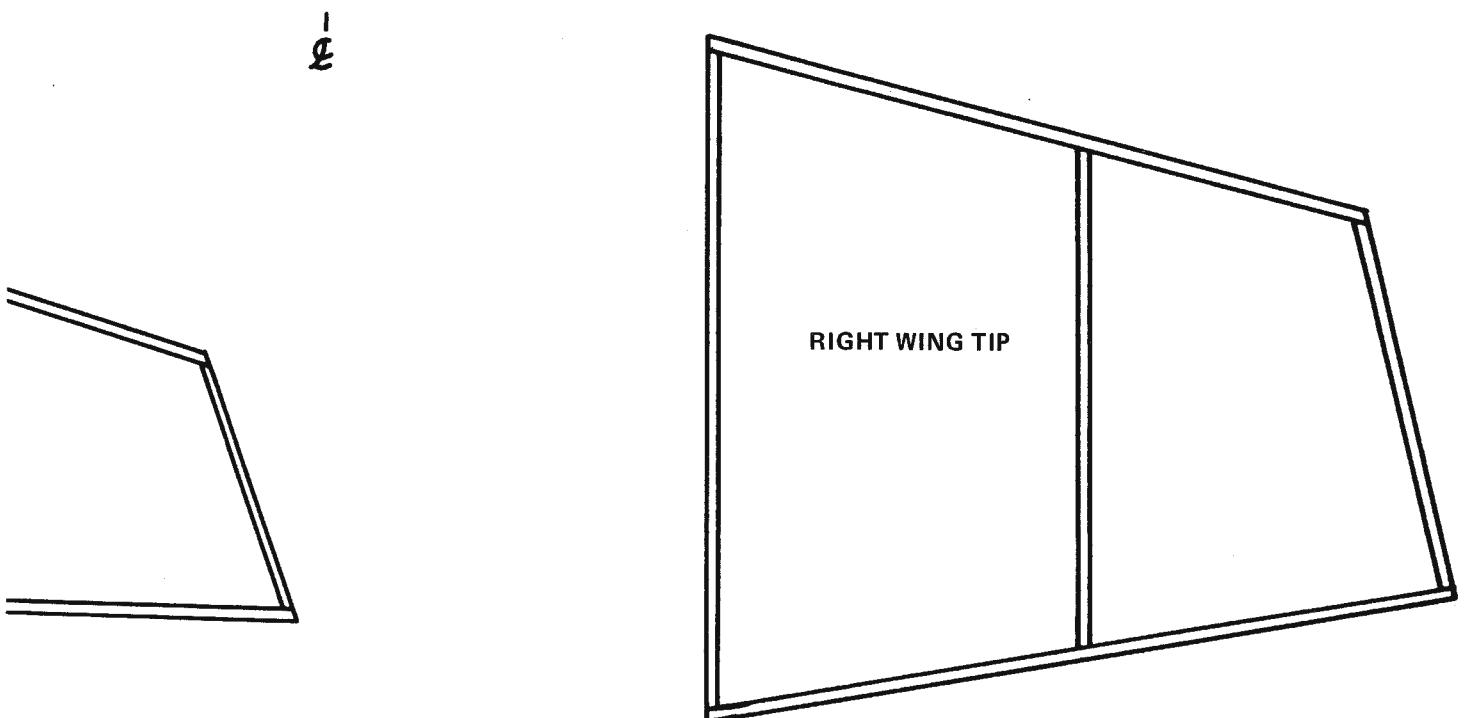






ZEPHYR

BY: RANDY & IRENE WRISLEY



One-Design Event



PIPER CUB, KIT NO. 3206

This is a contest of planes built to the Comet Kit #3206 specifications. The contest will follow the FAC Golden Age Combined rules described in the 2014-2015 FAC Rule Book.

All 2015 Scale Staffel Outdoor Contests will feature this event.

Full size plans are available from William Scott for \$5. A short kit should be available soon.

Indoor Contest Recap, Sept 7, 2014

By William Scott

The indoor contest for September started off on shaky ground. The guard came by and opened the doors at 7:15 a.m. We spent the next few minutes loading in our stuff, by 7:45 the CD table was set up and one or two were flying their airplanes making some final trim adjustments, five or six of us were waiting to fly, some people were reviewing their models, and others were signing up for the day's contests. This is about the time when a young man came in and asked us how long we would be using the gym, because his first basketball tournament game was scheduled for 9 a.m. John, our president, politely said he did not know anything about a basketball tournament but this group had the dean's approval and was on the schedule to use the gym the first Sunday of every month from 7:30 to 11:30 a.m., and it has been that way for the last few years. The young man would just have to push back his first basketball game to 11:30 a.m. After reviewing the paperwork with John, the now stressed young man went away to reschedule his tournament.

We had six active fliers flying penny planes, making a total of 29 official flights and numerous trim flights. At one point during the morning we had four penny planes in the air. And yet, for a day filled with heavy air traffic, there was only one mid-air collision. Interestingly enough, both pilots, Mike Jester and Kang Lee, were disappointed with the way their planes were flying and both were flying their last official flights. Only a collision with another airplane would allow them the opportunity to make another official flight. Their planes collided head-on, propeller-to-propeller. Both floated to the ground. Kang Lee carefully separated the planes and began reviewing the damage. Remarkably, both planes seemed to be undamaged. Kang Lee decided he had the time and wanted to take a couple of trim flights before he put in his last official flight. Mike checked over his plane and made an adjustment or two then wound up the motor and launched his last official flight. The flight was 165 seconds long. Kang Lee's two trim flights and final official flight were incredibly long times. The first trim flight was timed at 369 seconds, the second trim flight was timed at 350 seconds. Kang Lee's last official flight lasted 332 seconds.

Once all of the excitement of seeing a mid-air crash faded away, many pilots realized there was still a second contest, the No-Cal contest. Those that had No-Cals, needed to post three official flights and there was only about an hour left. That hour, actually turned into about half an hour due to all of the people coming into the gym trying to prepare for the basketball tournament. We were able to keep it all together and everyone that wanted to put in an official No-cal flight, did. And thus ended another very successful morning of flying on the first Sunday of every month at the Grossmont College Gym.



World champion F1D, Kang Lee, winding one of his six minute flights.

First Sunday of Every Month: September 2014

Photographed by Arline Bartick



— INDOOR REPORT —

Contest Results: September 2014

Tabulated by CD of the Month

September 7, 2014

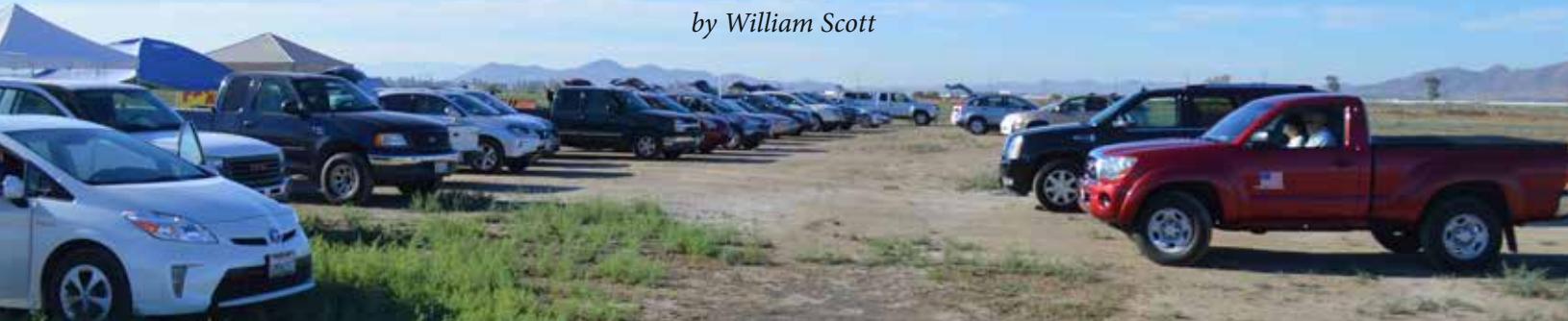
No-Cal indoor (4 entries)	Airplane	FLIGHT TIMES			(Total of three)		SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	Sub Total	plying placard	FACTORED	POINTS	POINTS		
Mike Jester		85	100	96						281	1
Mark Chomyn		42	45	41						128	2
John Hutchison		39	—	—						39	3
William Scott		9	10	—						19	4

September 7, 2014

Event: Penny Plane (6 entries)	Airplane	FLIGHT TIMES			(Best two of five)		SCALE FLT	BONUS	SCALE	TOTAL	PLACE
CONTESTANT'S FULL NAME		1	2	3	4	5	6	FACTORED	POINTS	POINTS	
Yuan Kang Lee		372	70	60	120	332				704	1
Greg Hutchison		249	325	41	262	158				587	2
Richard Wood		288	247	280	259					568	3
Mike Jester		233	156	318	182	165				551	4
Don Bartick		34	200	129	66	64				329	5
John Hutchison		227	38	83	45	97				324	6

Scale Staffel Contest August 23 - 24, 2014

by William Scott



Ah, it was Perris in the summer. A cool 90 degrees in the shade, looking far out in the distance, it was green and lush. But, as the eye traveled from the distant to the immediate surrounding area, only sun-dried, hard-packed dirt with still-attached-to-the-earth clumps of Eriogonum Fasciculatum (tumbleweeds) every few feet could be seen. There was just enough space between the clumps for a badly landing airplane to sustain some heavy damage. The tumbleweeds after many weeks in the hot sun, were dried, prickly and sharp enough to tear tissue instead of softly catching the airplanes. You could almost here the plaintive sounds of "The Good, the Bad and the Ugly" by Ennio Morricone. Yep, it was lovely. The chance for a dozen or so friends, old and new, to gather and fly in friendly competition.

Roger Willis brought some of his Oasis students to the contest and they did very well. They did so well, the rest of us will need to step up our game or get left behind. Gary Lyon with his Flying Aces Moth got a max on his first official flight. Fernando Mina and his BA Cabin scored two maxes in his first Jimmie Allen contest. Paul DePeh first flight of his BA Cabin was a max. Rod Franken's Flying Aces Moth was able to put up a 90 second flight. Roger Willis took first place in the Jimmy Allen contest. Look out everyone, the competition is heating up.

On Friday, the day before the contest, the Perris wind began to blow gustily at about 10:30 a.m. and only the brave were flying after that. By 1p.m., at the second weather check, it was much the same except the wind was consistent.

Saturday

On Saturday morning, the news of the wind and the heat was shared at the pilots meeting. It was highly suggested that all flight should be made early in the day to avoid long walks

in the summer heat. Sure enough, right after the World War II mass launch contest was over the wind came up as predicted. By 10:30 a.m. there was enough wind to create the much loved and hated thermal action.

A thermal has two sides, an up-side and a down-side. Planes fly for a very long time if they can stay on the up-side of a thermal. Just ask George about his 8 1/2 minute flight that then continued out of sight. Or, ask John Merrill about his notable one minute climb that put his plane almost out of sight and then suddenly plunged in a ten-second decent as it went from the up-side of the thermal to the down-side.

At 11:30 a.m., the pauses in the wind were getting longer; it was getting difficult to catch a thermal. Was the wind actually dying? By noon the wind has completely gone. Now the sun was doing its best to heat up the ground causing a different type of thermal action, rising heat. Rising heat makes a lovely cushion of air for planes to float on. It was absolutely gorgeous flying conditions, except for the 90+ degree parching heat. There was a very brief discussion about whether to extend the time of the contest. The answer was no. Due to the heat and the amount of walking already done by everyone the thought of extending the contest time would be dangerously unhealthy for all.

The WWI Mass Launch

The first mass launch of the day that Saturday morning was WWI. We had five pilots. The first round: John Alling had his new Nieuport 11 on the scene, he was doing his best to get the plane trimmed before the mass launch. All of the pilots were called to the line and the first round was held. John Alling's Nieuport flew well but only for a six second flight, eliminating him from the next round. The second round, William Scott's mostly green Fokker DVII looked like it was over torqued



and flew for nine seconds, crashing in a cartwheel making the wings removable. Still in the contest for the third and final round was John Hutchison with his Fokker DVII, Mark Chomyn and Bob Hodes both flying SE5a. The CD counted the pilots down, 3-2-1-Launch. Bob Hodes landed in third place with an 18 second flight, Mark Chomyn, second, with a 36 second flight and John Hutchison finished first with a 45 second flight.

The WWII Mass Launch

Next up was the WWII mass launch, we had six pilots entered. Round one; John Alling's F4F Wildcat was first down with a 12 second flight, John Merrill's Zero was next with a 18 second flight both would be eliminated from the second round. Round two, Bob Hodes broke his motor winding and George Mansfield landed hard breaking his plane and was eliminated. The third and final round was down to Mark Chomyn and Mike Mulligan, both with Heins. The planes were launched and it looked like it was going to be a close contest. For the first seven to ten seconds both Heins were climbing at the same rate and angle. For the next ten or so seconds they circled and seem to be following each other around the field. Five seconds later they headed off in their own directions looking for a thermal to catch, at 26 seconds Mark's plane started looking for a safe spot to land and glided towards the ground, while Mike's plane continued to float and headed farther downwind. Mark finished in second place with a flight of 33 seconds. Mike's plane continued on and landed after 68 seconds.

Sunday

On Sunday the first mass launch of the day was Double Trouble, a twin engine mass launch. This contest had only two pilots. It was decided there would be a single flight. It was won by Mike Mulligan with his Besterri Nardi BN1 with a flight of 49 seconds.

Next up at 9:30 a.m. was the Greve/Thompson mass launch. This contest is incredible to watch, there is something about these planes—maybe it's the large wing cord—it's not unheard of for these planes to fly longer then a max for each of the rounds. Round one, Mark Chomyn's Mr. Smoothie was eliminated with a 20 second flight. Round two, Bob Hodes Cessna CR-3 was eliminated with a flight of 77 seconds. The third and final round went like this: Roger Willis and his Mr. Smoothie finished in third with a flight of 81 seconds, Mike Mulligan's Firecracker finish second with a flight of 93 seconds and George Mansfield's Chambermaid finished in first with a flight of 121 seconds.

You can see the rest of the results in the pages that follow. At the next contest we are dropping the Phantom Flash event and adding a No-Cal event in it's place. These planes need to be flown in very calm weather or built for the outdoors, you decide. For the No-Cal event there are no maximum flight times, and it's the total of three flights. So, start building and repairing now as the next contest is less than 30 days away. The next Scale Staffel outdoor contest is scheduled for November 8 and 9th in Perris. Hope to see you there.

— PHOTO REPORT —

Scale Staffel Contest August 2014

Photographed by Arline Bartick and William Scott





— CONTEST REPORT —

Contest Results: Scale Staffel August 2014

Tabulated by CD of the Month

Scale Staffel KANONE REPORT	FAC CLUB NAME: Scale Staffel Model Airplane Club	CONTEST DATE: 8/23-24/2014
CONTEST DIRECTORS: J.Hutchison /K. McLaughlin	Email address: gmansfield75@gmail.com	SQUADRON # 41

TOTAL NUMBER OF FLYERS IN EACH EVENT INDICATED IN PARENTHESES

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: WW 1 Combat (5 entries)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y N
	John Hutchison	Model	1	2	3					1 Y
	John Alling	Fokker D7	33	34	45					2 Y
	Mark Chomyn	SE5Aa	25	41	36					3 Y
	Bob Hodes	SE5Aa	21	22	18					4 Y
	William Scott	Fokker D7	23	9						5 Y
		Nieuport II	6							

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: WW 2 Combat (6 entries)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y N
	Mike Mulligan	Model	1	2	3					1 Y
	Mike Mulligan	Hein	139	70	68					2 Y
	Mark Chomyn	Kawasaki Hein	35	25	33					3 Y
	George Mansfield	Barracuda	80	10						4 Y
	Bob Hodes	F6F Hellcat	67	0						5 Y
	John Merrill	Zero	18							6 Y
	John Alling	F4F Wildcat	12							

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: Greve/Thompson Race (5)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y N
	George Mansfield	Model	1	2	3					1 Y
	George Mansfield	Chambermaid	67	98	121					2 Y
	Mike Mulligan	Firecreacker	57	96	93					3 Y
	Roger Willis	Mr. Smoothie	92	86	81					4 Y
	Bob Hodes	Cessna CR-3	74	77						5 Y
	Mark Chomyn	Mr. Smoothie	20							

Mass Launch Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: Double Trouble (Twin ML)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y N
	Mike Mulligan	Model	1	2	3					1 Y
	Mike Mulligan	Bestetti Nardi BN1	49							2 Y
	Bob Hodes	DH Hornet	9							

Judged Scale Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: Rubber Scale (3 entries)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	Static + Bonus POINTS	TOTAL	PLACE	Y N	
	Roger Willis	Model	1	2	3					1 Y
	Roger Willis	Grumman Guardian	106	35	113	80.75	55.5			136.25
	John Hutchison	Fokker D VII	45			45	72.5			117.50
	John Alling	Albatross	4	6	8	8	70.8			78.80

Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST			FAC MEMBER?					
EVENT: Golden Age Civ/Mil (4)	CONTESTANT'S FULL NAME	FLIGHT TIMES OR HEAT ROUNDS FOR ML EVENTS			SCALE FLT FACTORIED	BONUS POINTS	SCALE POINTS	TOTAL	PLACE	Y N
	John Alling	Model	1	2	3					253
	John Alling	Rearwin Speedster	51	116	86					1 Y
	Mark Chomyn	Aeronca Chief	52	54	55					161
	John Merrill	Taylor Cub	29	32	39					100
	Mike Pykelny	Curtis Wright Sedan	39	26	24					89

Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?	
EVENT: Golden Age Civ/Mil (4)	CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORIED	BONUS	SCALE	
John Alling	Rearwin Speedster	51	116	86					253
Mark Chomyn	Aeronca Chief	52	54	55					161
John Merrill	Taylor Cub	29	32	39					100
Mike Pykelny	Curtis Wright Sedan	39	26	24					89
								PLACE	N

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?	
EVENT: 2-Bit + 1 (7 entries)	CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORIED	BONUS	SCALE	
Gary Lyon	Flying Aces Moth	120	102	55					277
Rod Franken	Flying Aces Moth	66	90	88					244
Bob Hodes	Flying Aces Moth	71	104	68					243
Fernando Mina	Flying Aces Moth	33	95	106					234
John Merrill	Baby Commercial	36	48	61					145
Mark Chomyn	Chieftain	26	34	59					119
Nick Panousis	Flying Aces Moth	23						PLACE	N
									Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?	
EVENT: Jimmie Allen (7 entries)	CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORIED	BONUS	SCALE	
Roger Willis	BA Cabin	110	116	88					314
Fernando Mina	BA Cabin	55	120	120					295
Dave Lofthouse	Skokie	89	83	66					238
Paul DePeh	BA Cabin	120	80						200
Mark Chomyn	Blue Flash	55	45	64					164
John Merrill	Skokie	38	53	65					156
Rod Franken	BA Cabin	67	28	42					137
								PLACE	N
									Y

Non-Scale "Total of 3 Flights" Event		TOTAL FLIGHT SECONDS OR BEST						FAC MEMBER?	
EVENT: Embryo Endurance (4)	CONTESTANT'S FULL NAME	MODEL	1	2	3	FACTORIED	BONUS	SCALE	
Bob Hodes	Hybrid	120	92	112			9		333
John Merrill	Bostonian Pup	35	120	42			9		206
Mark Chomyn	Debut	23	44	52			9		128
Gene Drake	Embryomatic	71					9		80
								PLACE	N
									Y

Non-Scale "Best 3 of 6" Event (3)		Flight times for total of 3 Best of 6 scores						FAC MEMBER?	
EVENT: Phantom Flash (3 entries)	CONTESTANT'S FULL NAME	MODEL	1	2	3	4	5	6	
John Merrill	Phantom Flash	66	89	94	64	120			303
Bob Hodes	Phantom Flash	58	70	76	120	53	63		266
Mark Chomyn	Phantom Flash	50	35	32	67	50	26		167
								PLACE	N
									Y

By the Numbers:

Events:	10
Flyers:	19
Models entered:	46

Flyers:	John Alling
	Don Chapton
	Mark Chomyn
	Paul DePae
	Gene Drake
	Rod Franken
	Robert Hodes
	John Hutchison
	Dave Lofthouse
	Gary Lyon
	Steve Manley
	George Mansfield
	John Merrill
	Fernando Mina
	Mike Mulligan
	Nick Panosis
	Mike Pykelny
	William Scott
	Roger Willis

The Trip to Geneseo

by Robert Hodes



If we had given too much thought about the sheer distance, we most likely would have never left the house. But, we did leave, and drove from Henderson, Nevada, to Geneseo, New York, for the FAC Nationals. A few days later we turned around and drove all the way back. 5622 driving miles in all, and my wife, Vicki, and I are still talking to each other.

The weather at Geneseo was fantastic — temps in the mid-70s and lower 80s, with calm to slight breezes. We got some drizzle the second half of

the last day, but it was not enough to stop the flying.

There had apparently been a lot of rain prior to the event, because the grass for the most part was green and forgiving. I thought the field was fantastic. Now bear in mind, this opinion comes from someone who lives in a desert. Folks from the east might have thought it was only so-so. But those folks are so spoiled.... :)

The turnout of fliers was great. I don't know the final count, but it was at least 120 contestants.

Roger Willis brought the idea of using golf carts for chasing models to the FAC Nats two years ago. Well, the idea has really caught on and although I did not count, there must have been at least 25 carts this time around. The neat thing was that the people who had carts would go out and chase for the guys without carts. If a person was spotted chasing a model out in the boonies, inevitably, someone would take a cart out to help him find/retrieve his model, and bring him back to the flight line. Tom Arnold and I split the cost of a cart for the three days, and it was well worth it. If Tom or I were not out chasing models, Vicki was out helping someone else chase a model.

I did not do too well in the competition—the high point was a 4th place in Jimmy Allen (was originally listed as 3rd place, but this was later revised). The model went O.O.S. on the 3rd flight, and was never recovered.

My Embryo, a hybrid made up of a Big Cat fuselage/tail and a Debut wing, flew well, and I ended up in the top 10 of about 50 entries in the event.



I outsmarted myself in both the WW1 and WW2 mass launches. I intentionally put less than optimum turns/torque for the first round of each of these events (to save the motors for the final rounds), and got eliminated in the first rounds. My models flew well in both events, but just not long enough to make the cut.

I did make the cut in the Thompson mass launch with my Cessna CR3. In winding for the second round, however, the fully wound motor slipped out of my hand as I was trying to attach it to the prop hook, and wound up at the rear of a damaged fuselage.

For the D-Day event, I had brought a P-47 Razorback with invasion stripes. It had been completed just days before starting the drive, so there had been no chance of trimming it before arriving at Geneseo. While trying to get the model trimmed, I managed to damage the wing badly enough that there was not enough time to repair it before the start of the mass launch.

The three flying days are somewhat of a blur. There was something going on all of the time, and so much to see. I missed a lot. A few of the highlights:

- Watching Pres Bruning's rubber-powered 4-engine Super Constellation fly.
- Tom Arnold's ducted fan F-86D. Three superb flights. He took third place in power scale.
- Tom Hallman's beautiful Seafire. It flew as good as it looked. This model not only won the D-Day mass launch, but also won judges awards for the best WW2 model and the best allied model in the D-Day event.

- Bernard Dion's Voyager for Giant Scale. Just like the full-size Voyager, the wings flexed upwards in flight.
- The BLUR and SLOW races. I am not sure that anyone knows (or cares) exactly what the rules are, but they were a hoot to watch.
- As a real bonus, a C-47 from the Historical Aircraft Group museum, which borders the field, took off

were a very friendly and welcoming group. Not a bit of ego in any of them, in spite of having built and flown some of the most magnificent examples of the art imaginable. I learned a lot.

Fernando Ramos, of the Scale Staffel Squadron, along with four others, were recognized at the awards dinner as "100 per centers", having attended every FAC Nats and Non-Nats.

It goes without saying that a



one morning and returned later in the day. The veteran aircraft called "Whiskey Seven" from the W7 marking on its nose, had actually dropped paratroops the night preceding D-Day. This year it had flown from Geneseo to France for the D-Day anniversary, and had just returned prior to the Nats. It was an honor to see the bird in flight.

During the time there, I met some of the superstars of our great sport/hobby/art. We talked, I saw their models, and watched them work. They

considerable amount of work goes into the planning and execution of a contest of this size, and Ross Mayo and all of his team did a terrific job in making the four-day event a huge success.

So, if you ever get the chance to do it—go. Drive, fly, go Greyhound™, or whatever, but go. If you love stick and tissue free flight model aviation, you will have a great time.

You will not regret it, and you will never forget it.

FLYING ACES

SQUADRON 41



SAN DIEGO

Scale Staffel

November 2014: Outdoor Flying Contest

Saturday and Sunday, November 8 and 9, 2014,
7:30 a.m. to 12:00 p.m., Scamps Flying Field, Perris CA

Events Prizes

Awards for first to third place

Fees

\$8 for contest including entry for one event, \$3 for each additional event, \$20 maximum to cover contest entry and 5 to 11 events

Contest Directors

George Mansfield
gmansfield75@gmail.com
phone (858) 453-3857

William Scott
wscott127@mac.com
phone (619) 469-9681

Awards Presentation

Immediately following the contest's final gun on Sunday

Hotel Accommodations

Red Lion
480 S. Redlands Ave, 92570
(Less than two miles from the flying field)
(951) 943-5577

Pilot's Meeting: 8 a.m. on both days

Lunch is at the flier option for both days

FAC Single Model Events

Fly any event on either day, but all flights for a given event must be flown on the same day.

1. FAC Rubber Scale
2. FAC Power Scale (90 second max)
3. FAC Embryo Endurance (ROG)
4. FAC Jimmie Allen (ROG)
5. FAC 2-Bit (+1) Rubber, 1/2 Wakefield (ROG)
6. FAC No-Cal (no max)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale



Mass Launch Events

Saturday

9. FAC World War I Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat:
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
12. FAC Greve/Thompson Race:
Wind at 9:20 a.m., Launch at 9:30 a.m.

*Earn points towards your GRAND CHAMPIONSHIP. This contest's scores coupled with those of the later Scale Staffel contest held in 2014 will determine our annual Grand Champion. The trophy will be presented after the last event of 2014 to the flier who garners the most 1st to 3rd place points in all of the 2014 Scale Staffel contests.

—FREE FLIGHT—

Thank You to our Supporters!

San Diego Scale Staffel

Bob Holman Plans
Cadd drawn plans and laser cut parts for old time models

www.BhPlans.com
P.O. Box 741 San Bernardino CA, 92402
909-885-3959 Fax: 909-889-9307

Diels Engineering, Inc.



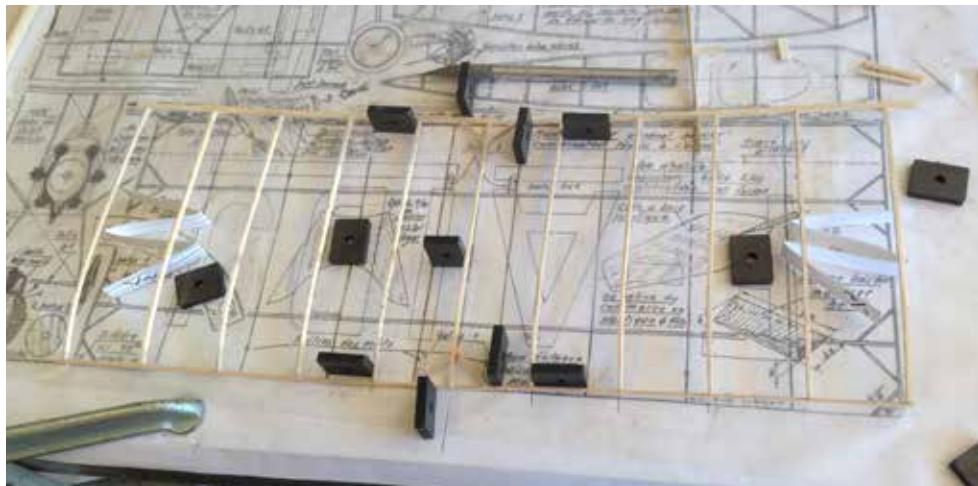
Kit #40-LC
P-47D Razorback
model by Andrew Ricci

P.O. Box 167016, Oregon, Ohio 43616 U.S.A.
email: dielsengr@buckeye-express.com

www.dielsengineeringinc.com

No-Cal for Beginners

By William Scott



Is there such a thing as a No-Cal for beginners? Sure there is; any no-cal that uses wood with a large cross section, has a high wing and has a proportionally well-sized rudder and stabilizer. This will be the fourth attempt at building a No-Cal that flies well. It is a Fillon Farman Sport from 1926, La Carte Postale. Could this be the answer? The peanut plan version has a wing span of 13" and a wing cord of 5" when the drawing is scaled up to No-Cal and Walnut size, the cord becomes 6". It has a high wing, making the center of gravity (CG) below the center of lift. It has landing gear creating a pendulum affect and lowering the CG even farther below the center of lift. The bad news is,

this plane has a very small rudder and stabilizer, the plan already has enlarged



the rudder and stabilizer by 10% over the actual airplane. When plugging in all of the variables into McComb's Calculated CG formula the CG is located 23% back along the wing cord, 1 3/8-inches from the leading edge.

First, build the wing. The shape of the wing's airfoil was transferred to a piece of 1/16-inch thick stock, it was cut, waxed and pinned to a board. With the airfoil template done, the 22 pieces needed for the 11 ribs, 1/16-inch square, were cut out. They were curved by using a rolling motion of an x-acto blade handle to compressing the wood on a hard surface. Two of these pieces

were glued together and pinned to the air foil template creating a single wing rib. Once the glue dried, the pieces would maintain the shape of the airfoil. The wing went together as follows, the left side had 5 ribs, they were lined up and the leading and trailing edges were glued on. A diagonal brace about 1" long was used to strength the outer corners. Building the right side followed the same process. Once the two sides were dry, a dihedral was selected and both ends of the wings were propped up and the center rib was glued in place. More 1" diagonal bracing was attached to the center rib to strengthen the dihedral.

Second, build the stabilizer and rudder. The stabilizer is simple and straight forward; the rudder looks simple and straight forward but it was not. On most airplanes, the rudder is split, the front half is attached to the top of the stabilizer and the back half is left hanging behind the stabilizer. The two parts are hinged; the back half is adjusted to allow the plane to fly in a particular direction. On this model there is no front half, there is only a 1/8-inch wide piece of balsa that extends upward about 60% of the rudder's height. The back half of the rudder is a parallelogram 3-inches tall by 1 1/2-inch wide. All of which is being held on by a gluing surface that is 1/16 x 1/8-inch.

Third, build the fuselage. The fuselage is a straight forward build. The only thinking needed was to determine what direction the grain should run where the front engine section is. Since,





the CG was calculated to be located at 23% back from the leading edge, as much wood as possible was put up front and the tail was made as light as possible. There were two exceptions, where the struts attached and where the back of the motor stick attached, those pieces were widened to 1/8 x 1/16-inches, creating a larger gluing surface.

Fourth, roll a motor stick. The whole idea of rolling a motor stick was frightening but by following the steps that were found on line and included else where in this newsletter, it was as simple as building a wing. Many steps, but all very doable.

Fifth, build and assemble the landing gear. Because so much weight was going to be need to balance the plane in the correct location, very little effort was made to keep the weight out of the wheels, so much to the point that the centers of the wheels were thickened up to allow a propeller bearings to be used to ensure the wheels would roll freely and smoothly.

Last building step, final assembly and balancing. This model was probably the most straight forward tissuing project to date. Final assemble was also very straight forward, but in the tissuing process it was discovered that the wing struts pass through about where the motor would need to go. Some adjustments or relocation of the struts will be needed.

The next step was to get the plane to balance at its 23% of the wing cord. Sixteen grams of clay and lead were added to get the plane to balance in the correct location. Here is a link to the video of the first toss. <https://www.youtube.com/watch?v=-JZq7Dxjm3M>

The good news is that all of the breaks

happened at joints and all were very simple to repair. The second test flight was done with zero weight added and you can probably guess what this flight looked like. Yep, a stall and tail crash. All of the breaks were minor and simple to repair. On the third try, the balance point was put directly under the highest point of the wings arc and that seem to do the trick. <https://www.youtube.com/watch?v=l4Zfp9eYpDc> The next step was to make it fly.

The first alteration was to move the wing struts that were interfering with the motor. John Hutchison made a great suggestion to just move them up above the motor stick. Second put more incidence in the stabilizer and finally put some more winds into it so we can get it to make a complete circle.

The goal; get this plane to fly for two minutes in a gym with a 24' ceiling. You can check out the video of the plane flying here. <https://www.youtube.com/watch?v=bVFY87-F5dA>



Rolled Balsa Motor Stick Instructions

Supply list:

- 1/32-inch thick sheet of balsa
- 1/4-inch diameter tubing, pipe or dowel to be used as a form
- Heavy tissue paper that will hold together when damp (shoe box type tissue)
- Roll of masking tape or similar
- A straight edge longer than 11" that can be cut against.
- Some wood to make a cutting form 5/16-inch thick and 11-inch long

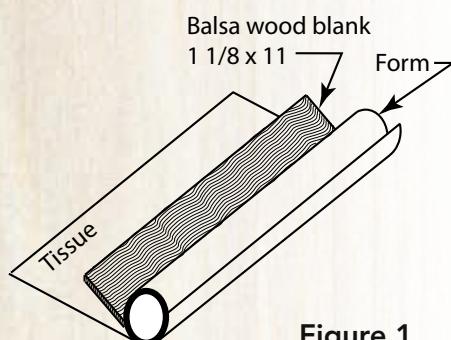


Figure 1



Figure 2

1. Cut a piece of 1/32 thick balsa 1 1/8" wide by 11" long, this is called a blank.
2. Hold the motor stick blank under hot running water for several minutes.
3. Make one wrap around the form with the tissue.
4. Place the wet blank between the tissue and the form as shown in the diagram below.
5. Roll the form on to the tissue capturing the blank as you go. Roll the assembly until there are 5 or 6 wraps of tissue around the assembly.
6. Hold the assembly together with five or six, 2" long strips of tape going around the form.
7. Let the assembly dry overnight.
8. After the assembly is dry, remove the masking tape and begin to remove the tissue paper by gently unroll the tissue paper. You may need to slide the form out the end and then slide the tissue paper out. Make sure all of the tissue paper comes out.

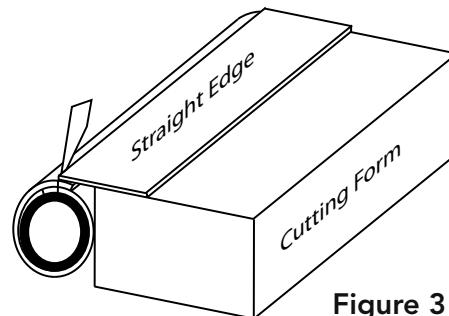


Figure 3

9. Put the form back inside of the now curved blank.
10. The blank should have an overlap. See figure 2.
11. Create the cutting form. See figure 3.
12. Using masking tape, secure the

form and blank up against the Cutting Form with the overlap up. See figure 3.

13. Lay the straight edge on the motor stick and cutting form as shown. Make sure the straight edge is parallel with the Cutting Form and centered in the overlap area.
14. Cut through both layers of the overlap along the straight edge.
15. After the cut is made, remove the masking tape and the two strips of scrap material
16. With the form in place use thin, 1/4" wide, strips of masking tape to "clamp" the joint together. Make sure the joint is straight and the ends are lined up. See figure 4.

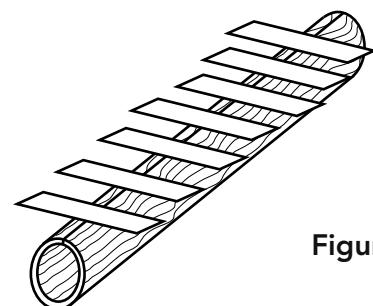


Figure 4

17. Slide out the form
18. Wick CA adhesive into the joint between the tape clamping the joint, a small amount of CA will go a long way, once the CA has dried remove the tape.
19. Inspect the joint put CA in any areas that are not glued. Allow to dry and sand lightly if necessary.

— UPCOMING EVENT —

WESTFAC V

in Buckeye, AZ

Hosted by Arizona CONDOR Squadron



October 21 - 24, 2015

Celebrating the 75th Anniversary of the battle of Britain and France

Check our website for more details in the coming months www.westernfac.com



PLANS & THINGS

PlansAndThings.com

A web based cottage industry offering high quality scale
free flight plans and modeling publications

PENN VALLEY HOBBY CENTER



Lansdale, PA 19446

www.pennvalleyhobbycenter.com

(215) 855-1268

401-7 South Front Street
Montezuma, IA 50171-0520
e-mail: mail@sigmfg.com
(800) 247-5008
8 a.m. to 5 p.m. CTS

www.sigmfg.com



14450 Maplewood St. Poway, CA 92064 U.S.A. email: info@starlink-flitetech.com

www.starlink-flitetech.com

Thomas Designs

505 Wildflower
Burnsville, MN 55306
e-mail: thomasdesign@frontiernet.net
Phone: (952) 435-1086

www.thomasdesigns.net



Volaré Products

7686 B Drive South
Battle Creek, MI 49014
E-mail: george.bredehoft@gmail.com
shortysbasement@gmail.com
phone: 269-339-9795
(weekdays after 5pm – anytime on weekends)



www.volareproducts.com

23rd Annual Worldwide Postal Competition 2014/2015

by Carly Ann Hand



Welcome to another year of non-stressing, friendly, and laid-back competition. This year will see some major changes in the categories available. We will continue to include the past categories, as many still are familiar with those, and wish to continue flying in those categories.

I have been asked to take over the "Tiny Glider Postal", so it looks like we will have 6" and 8" wingspan flying in catapult and hand launched gliders.

I have had requests to have FAC type events, and will now include those, with the exception of the mass launch varieties. We will continue to have the KK Senator and Cloud Tramp events, also. Those are just too traditional to see them going away.

The Postal time frame remains the same, 1st of July 2014 through 30th of June 2015.



I will be emailing, or using snail mail to send the final results to all of the participants. Please pass on that this event needs more participants of all ages. Pass along my email address, so that those people you contact can let me know they are interested, and so I can email an announcement to them. The

Postal can only continue if those participating spread the word.



When you report your results, please don't wait until the absolute last day to send them in. Do send them in when you get full results on a particular model/category. Please include the following information: times, model name, wingspan (measured as per plan), and anything else you might want to add about your flights. I would love to see pictures of either your models, of your preparation for flight, or flying them. Photos are great to include in the results. One thing to remember about our Postal, is that you don't have to complete all your flights on a particular model on the same day. We all know the hazards of flying our light and fragile models. Models can get damaged or just plain broken, and need repair to fly again. Weather can intrude very quickly. Or the dreaded airplane eater, otherwise known as a tree, can ruin your day.

Vintage/Oldtimer classes are for designs authenticated to have been flying outdoors prior to December 31,

1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be "doubled up" with any other class for which a given model is eligible — separate flights, please.



To maximize flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take a stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

Please send entries/scores/reports/results to me via email, as this helps to reduce overall costs, eases communication and enables wider distribution of submitted photos.

Please return your entries to:

Caley Ann Hand
6639 Datura Avenue,
Twentynine Palms, CA 92277 USA
or caleyannhand@yahoo.com



22rd Annual Worldwide Postal Competition 2013/2014 Results

Event 20" Rubber

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Joshua Finn	Phantom Flash	60	60	60	120	150	148	598
2nd	Paul Squires	Pixie P20	60	60	60	90			270
3rd	Hope Finn	Phantom Flash	60	60	60	90			270
4th	Jim Moseley	Blue Ridge Special 14"	60	60	60				180
5th	Graham Lovejoy	Merbaby	56	60	53				169

Event 25" Rubber (2 Bit + 1)

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Joshua Finn	King Harry	60	60	60	90	116		386
2nd	David Aronstein	Guillow Hornet	60	60	60	90	100		370
3rd	Peter Brecker	Estrella Negra	60	60	60				180
4th	Joshua Finn	Zephyr	60	60		60			180
5th	Caley Hand	Mini Hobbies 24"	60	49	46				155
6th	Graham Lovejoy	Modelair Sportster	35	53	48				136

Event 30" Vintage/Old Timer

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Joshua Finn	Hepcat	90	90	90	120	142		532
2nd	David Aronstein	Thermal Bagger	90	90	90	120	119		509
3rd	Graham Lovejoy	Thermal Bug	90	90	90	113			383
4th	Caley Hand	Gollywock	90	90	90	85			355
5th	Allen Shields	King Harry	30	40	49				119

Event P-30 Rubber

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Caley Hand	Majestyk	120	118	100				338
2nd	Jim Moseley	Saturno 5	90	120	120				330

Event Freewheel Rubber Up to 36"

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Graham Lovejoy	Keil Kraft Ajax	90	90	90				270
2nd	Leslie Sayer	(none given)	89	119	97				205
3rd	Allen Shields	Sparky	29	27	41				97

Event Unlimited Rubber

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st J	Joshua Finn	Shortcut	30	120	120	120	150		510
2nd	Jim Moseley	Ellipsis 150 Mulvihill	120	120	120				360
3rd	Allen Shields	Wanderer	46						46

Event KK Senator

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Leslie Sayer		89	90	90				269
2nd	Jeff Newton		120	65	35				220

Event Cloud Tramp

Place	Name	Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Ole Torgersen		76	56	(52)	(99)	62		194
2nd	Leslie Sayer		88	(68)	(50)	61	63		179
3rd	Gary Hinze		U	U	U	(U)	(U)		173
4th	Hildur Lundhaug (Ms)		50	53	(47)	50	(87)		153
5th	Ron Boots		37	(44)	(20)	29	27		103
6th	Bud Matthews		47	(113)	19	19	(14)		85

Event CLG/HLG (Small)

Event SEC/REC (Small)		Model	1st	2nd	3rd	4th	5th	6th	Total
1st	Peter Brecker	Krazy Katze W 8"	60	60	60	60	60	60	900
		Fly off times	99	125	180	207			
2nd	Peter Brecker	Wild Katze 11.75"	60	60	60	60	60	60	570
		Fly off times	99	140					
3rd	Peter Brecker	Let It Roll 8"	60	60	60	60	60	60	570
		Fly off times	95	130					
4th	Grant Lovejoy	Lunchbox #15	41	55	60	53	44	43	296
5th	Grant Lovejoy	Lunchbox #14	60	47	40	40	41	60	288
6th	Fred Terzian	Scout 8	33	28	46	43	99	41	251
7th	Grant Lovejoy	Lunchbox #8	34	28	34	33	60	49	238
8th	Paul Squires	Lunchbox	32	23	38	35	46	60	234
9th J	Jim Moseley	Sparrow 12" 4	5	42	27	31	36	39	220
10th	Leslie Sayer	San Man No. 11	16	6	26	10	16		74

Event CLG/HLG Large

Event SEC/HG Large		Model	1st	2nd	3rd	4th	5th	6th	Total
Place	Name								
1st	Graham Lovejoy	Scalded Cat 16" #3	60	60	58	45	60	38	321
2nd	Graham Percival	Own Design	37	45	60	41	41	41	265

Event FAC Embryo

Event PAC Embryo		Model	1st	2nd	3rd	4th	5th	6th	Total
Place	Name								
1st	Joshua Finn	Maxout IV RG	120	120	120	150	146		

Event Novice Basic Stick

Event Novice Build Up Easel

Event Novice B 30

Event Scale Inventory-R 40

Event Scale Low-wing P-40		Model	1st	2nd	3rd	4th	5th	6th	Total
Place	Name								
N	E	L							

Frost 42" Vintage / Old Time

Event 42" Vintage/ Old Timer		Model	1st	2nd	3rd	4th	5th	6th	Total
Place	Name								
No. 5	John Doe	1930 Ford Model A	10	15	12	18	14	16	85

Perris CA - Possible Places for lunch

Nov 9 and 10, 2013

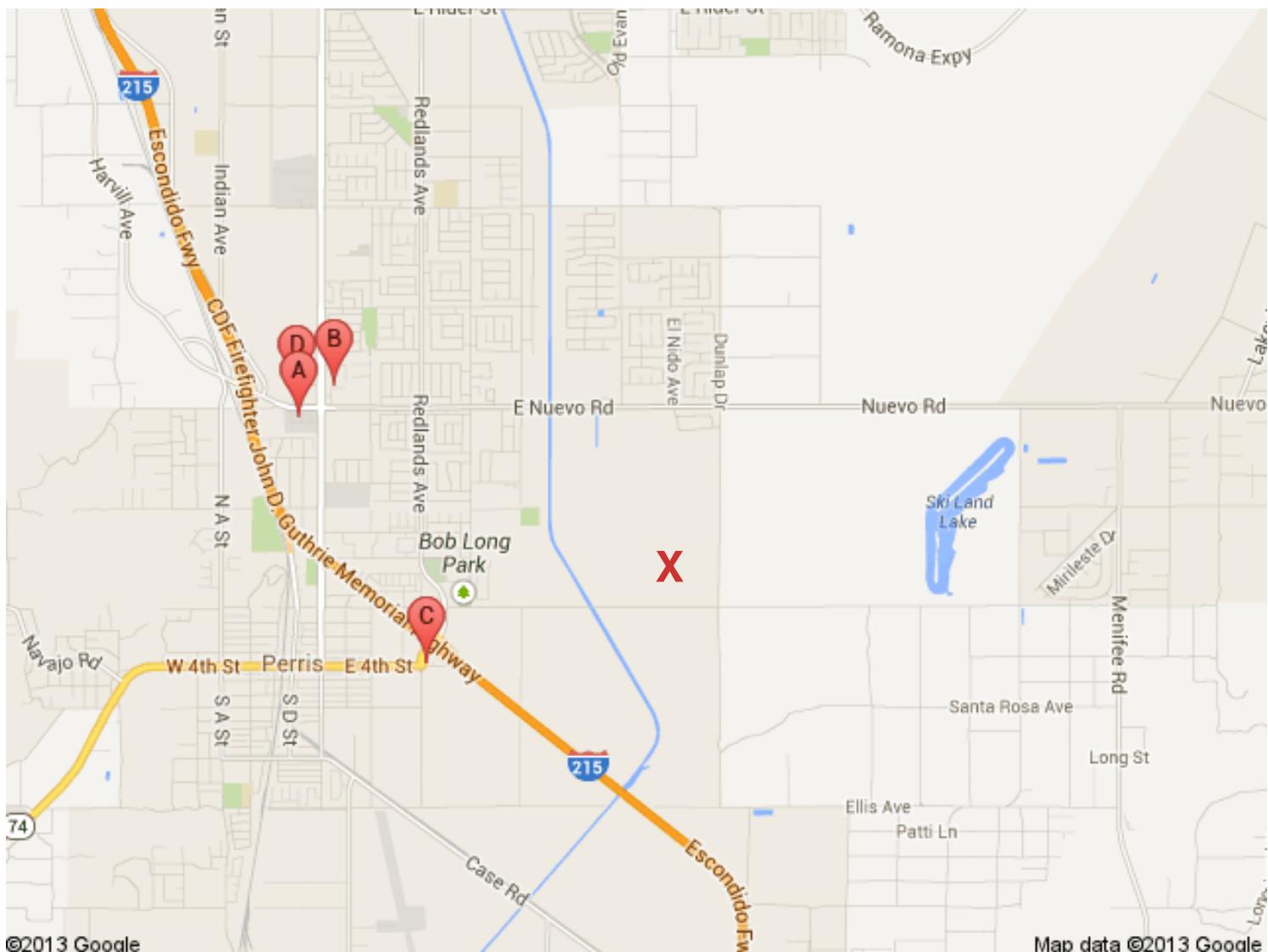
A. Sizzler
91 W Nuevo Rd, Perris, CA
(951) 940-4021
3.7 ★★★★☆ 12 reviews \$

B. Jenny's Family Restaurant
1675 N Perris Blvd, Perris, CA
(951) 657-2945
3.9 ★★★★★ 21 reviews \$\$

C. Denny's
570 E 4th St, Perris, CA
(951) 657-1123
2.9 ★★★★☆ 13 reviews \$

D. IHOP
1688 N Perris Blvd, Perris, CA
(951) 943-1844
3.7 ★ ★★☆☆ 15 reviews \$

A. Subway
15 Nuevo Rd, Perris, CA
(951) 943-4943
2.7 ★★★☆☆ 4 reviews \$



X = Scamps Flying field

Scamps Flying Field, Perris CA

Nov 9 and 10, 2013

