

GGG 2011 REPORT

by Roy E. Smith, with contributions from Richard Barlow and David Acton.



Photo: R. Barlow

Wilma Anderson Addresses the 'Gathering' Prior to Presenting the Jim Anderson Memorial Trophy to It's First Winner - Jim Moseley

The 2011 edition of the Great Grape Gathering has come and gone. Held at the 1941 Historic Aircraft group airfield, in Geneseo, NY, on September 16th, 17th, and 18th, this year's event saw a remarkably good turnout. There were 43 entrants, compared with 25 last year. Whether this was due to the advertising in SAM Speaks, the NFFS Digest, and MAAC Magazine, or whether it was word-of-mouth from previous events, we don't know – but it was very gratifying to see so many fliers there, and so many events being flown. Only one event had no entries – and only five had just a single flier, out of a total of 32 events that is quite satisfying. We'd still like to see entries grow in those less contested events, however. Of course, if I hadn't destroyed so many airplanes this season, and not got around to trimming others, I might have made the numbers better myself. Considering the clemency of the weather it is also surprising that there were only eleven examples of triple maxes being recorded – four of those by Jim Moseley and two by

Brad Bane, and one by Jerry Crawmer in FAC 2 bit plus one.

Friday turned out to be a rather dull and quite cool day, with the wind at a significant breeze all day, coming from the North. As a result, the flight line was set up close to the runway, on the North side of the field, with flights (for the most part) heading towards the access road. Four power events were flown, four rubber events, and one glider event. Two of the power events and the glider event were also flown on Saturday.

In P30 we had two junior entries. It has been some time since we had two juniors and these two young lads, Derek and Gregory Ballard (grandsons of Jim Mayes) acquitted themselves very well, flying canard P30's.

1/2A Nostalgia saw two more-or-less spectacular mishaps. I had just figured out the source of inconsistent power pattern on my

scaled down Dixielander (a loose rudder trim screw) and got it to climb properly, when the rear wheel of my chase bike found one of the large potholes in the centre of the field during the retrieve from a successful test flight. The bike went in one direction while I went in the other, landing face-first on the wing. That ended it's flying for the day.

Joe Mollendorf arrived at the field late, because of business obligations on that day, and thought he wouldn't have time to fly. I persuaded him that he had 100 minutes, not the 40 minutes that he had thought, so he brought out his entry and treated us to an aerobatic test flight, culminating in a high speed landing with the engine still running. The fuselage was in three separate pieces after that but Brad persuaded him that a little cyano could quickly cure the situation. Sure enough, within a very short while, there was Joe at the flight line with the aeroplane back together. He launched with a full 9 second engine run, having not put in a test flight since the repair was made (brave man) and put in a flawless max. Back on the flight line after the model had been retrieved, Joe restarted the engine and launched for his second flight – an equally spectacular repeat of his first test flight, with similar fuselage disassembly as a result. Sorry Joe – perhaps I shouldn't have persuaded you to take it out of the car!

The traditional 'Fish Fry' was held on Friday evening, with ~38 in attendance. There were two very important highlights of this event. The first was that we all helped Les Sayer celebrate his 82nd birthday. The second was an occasion which is probably even more auspicious than that. Jim Moseley was inducted into the Model Aeronautics Association of Canada (MAAC) Hall of Fame!!!! I was the proposer of record for this award (having to fight off numerous others for that honour – using the trump card that 'no-one has known Jim longer than I have' to fend off the other hopefuls). Clair Murray – the MAAC Zone Director for the geographic area that Jim

resides in – and his wife, came down to Upper NY State to officiate, and Roy Rymer and his wife (the MAAC PR Director) also came to lend support. Clair was filling in for the MAAC President, who resides in BC and was unable to be present, and he did an excellent job of outlining many of Jim's accomplishments. Numerous accolades were made to Jim by other speakers and a very good time was had by all.

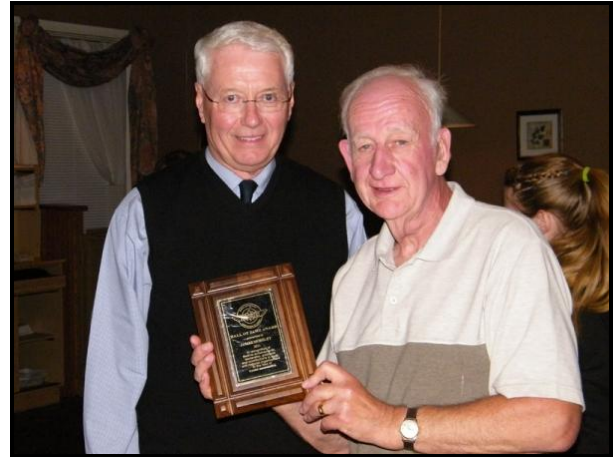


Photo: R. Barlow
Jim Moseley Accepts His Hall of Fame Award from Clair Murray.

Neither of the MAAC officials attending had been exposed to free flight in their modelling careers and they both spent some time at the field, witnessing our shenanigans. I think it was an eye-opener for them both.

Saturday dawned rather brighter than the day before. Upon arrival at the field it took some time to determine where to set up. There was very little drift, but what there was appeared to be from the South (which agreed with the forecasts), so we decided to move the flight line to the access road side of the field. Overall, this worked out quite well, for a lot of the day, but there were a number of intervals where the drift was in every other direction, including to the South – taking models (including my 1/2A Viking) into the soy beans planted on the other side of the access road. Thank goodness for radio trackers, what did we do without them? [Oh! Yes, I remember, we lost a lot of aeroplanes and spent a lot of time vainly

wandering in fields of crops.]

Five power events (including two spanning over from Friday), three rubber events, an electric event, a glider event (also spanning over from Friday), six FAC events (one of them electric), 1/2A Texaco, and Ladies Cloud Tramp, were all flown on Saturday. The six FAC events also spanned over to Sunday.



Photo: R. Barlow
Dan and Carol Kane with Dan's NFFS One-Design Winner.

FAI fliers joined us on Saturday and Sunday, in a contest hosted by John Clapp. This swelled our flight line significantly. Some of the FAI fliers also took time to fly in some of our events.

The picture below shows Andrew Barron's daughters – Michelle (15) and Gina (9) – who form 2/3 of the US F1A team for the Junior World Championships. Michelle managed 5 maxes and Gina 2, out of seven official flights in the F1A competition. Personally, I was awed to see Gina, whose aeroplane appeared to span more than twice her height, towing with total confidence and catapulting the graceful machine into the wild blue yonder. Of course, the success of the Barron clan also attests to Andrew's ability to impart skill and dedication to young people.



Photo: R. Clemens
The Barron Sisters – Michelle and Gina With Their F1A Machines

Two people (that I am aware of) managed to 'tree' their aeroplanes due to the variability of the drift. Brad getting his B Nostalgia Dixielander high in one tree, and Les getting his new Miss Canada into another.

Unfortunately, Brad's model suffered significant damage to both wing and tail (sorry, 'stab') in getting it down from it's perch – the rubber model was more fortunate, escaping with a couple of very minor scrapes.

A highlight of Saturday's flying is always the Ladies Cloud Tramp Mass Launch, and this year was no exception. Seven highly competitive fliers lined up, as seen in the picture below and, upon a signal from Richard Barlow, all launched their models simultaneously. Richard clearly picked good air because, although two models were caught by an unfortunate gust and spun in soon after launch, the rest were up and away in a booming thermal.

Mary Palangiewicz's aeroplane was down at about four minutes and Pat Barlow's at about a half minute later. Jean Sayer's and Darlene Rymer's models continued to fly and were

eventually lost OOS (no trackers on these diminutive machines) – these two were

declared the co-winners, with Pat and Mary coming second and third respectively.



Photo: R. Barlow

From Left to Right – Jean Sayer, Miriam Morris, Carol Kane, Mary Palangiewicz, Darlene Rymer, Pat Barlow and Bonnie Myers.

This was Darlene's first attempt at free-flight, her husband being an R/C buff, and it was also Mary's inaugural flight, perhaps we will see them both competing again next year. Besides being a testament to the undoubted skill of the fliers, and the builders, the result is also dramatic evidence of the remarkable flight characteristics of this simple all-balsa aeroplane. The ladies' event has been a long-standing tradition at the GGG and this is the second time that there have been co-winners with OOS flights. It is Bob Morris's ambition to win Nostalgia Rubber one day, with a Cloud Tramp, such is the performance of this little gem in the right hands.

As well as co-ordinating the flying of the event, Richard Barlow also sponsored it. He provided champagne as the wine prizes and also specially-made Charles Grant Memorial coffee mugs for the two winners. These mugs have a picture of the designer himself, as well as plans of the Cloud Tramp imprinted upon them.

Richard also provided a similar additional trophy for the winner of the Vic Smeed event – a mug with plans of Vic's most famous design on it, the Tomboy. He has obtained a small stock of these interesting trophies, for

presentation at future Great Grape Gatherings. So take note everyone – at future GGG's you may still get the opportunity to win one of these coveted mugs. The Vic Smeed event, for those unfamiliar with it, is for any cabin power model designed by that ubiquitous British designer. No engine cut off timer is allowed (you must gauge the fuel supply), engine runs must be between 20 and 40 seconds, and the score is the ratio of the whole flight time divided by the engine run time. DT is allowed and the best of two attempts counts.

On the subject of special prizes – Bob Langelius also provided a very special prize for the winner of the 1/2A Texaco event – a .020 cu. in. replica of the famed McCoy .049 diesel.

1/2A Classic Gas saw an unusual situation, where both Brad Bane and Joe Mollendorf missed their second maxes by 1 second, and were tied in the lead! By the end of the day Brad was trying to release his B Nostalgia Dixielander from the clutches of a tree, and neither flier wanted to put up a fly-off flight. In the end we declared them tied for first.



Photo: R. Barlow

Sam Burke With His Winning 1/2A Texaco Entry

After the flying on Saturday a large contingent of the gathering assembled in the 1941 Historic Aircraft Group main hangar for a barbecue dinner. The dinner was organised by four of the ladies from the Western New York Free Flight Society, WNYFFS co-host the GGG with SAM 86. The ladies are Ruth Ann Bane, Ruth Mogle, Heather Mollendorf, and Priscilla Whitford. A repast of barbecued chicken, potato salad, and garden salad (from Priscilla's garden) was enjoyed by all, and the trimmings of salad dressings, drinks, and dessert bites topped it all off to perfection. The feminine touch was evident throughout, and especially in the attractive wrappings for the cutlery. Many attendees brought their bottled winnings with them to enjoy with the meal. The attendance was greater than had been anticipated from previous years (as was the overall attendance at the meet) and this created a little flurry of activity to cover the increase in numbers. All was done with such smoothness and aplomb by

these unflappable ladies that I am sure no-one who wasn't 'dialled-in' was aware of it at all.



Photo: R. Barlow

Mark Rzacca With His Winning FAC .020 Replica Electric Model

Sunday's weather was even better than Saturday's. Almost clear sky, warm (but not hot) temperature, and nearly calm winds. Again the drift was variable, but for the most part it was flyable from the same setup spot as before.

Sunday saw three power events flown, a glider event, four rubber events, and all six FAC events, which were carried over from Saturday. Altogether, the 2011 GGG provided three days of flying fun for over 40 entrants. Camaraderie on the field continued on both Friday and Saturday evenings with social events that allowed all attendees to interact in a relaxed and enjoyable atmosphere.

Not all attendees were equally mesmerized by the performances being put up by the model aircraft.



Photo: R. Smith
Milo & Bobby on Their Grandparent's ATV.

These two – Brad and Ruth Ann Bane's grandchildren – were more interested in the motorised retrieval system.



Photo: R. Clemens
Vic Nippert Launches His Lippisch Storch Flying Wing in FAC Rubber Scale

The picture above is of one of Vic Nippert's launches in the FAC Rubber Scale event – which he won, contributing to him becoming the first winner of the Jack McGillivray Achievement Award.

The GGG has been a joint US/Canadian effort for a number of years now – since the venue had to be changed from the field at Gananoque, Ontario. We try to maintain as much Canadian content in it's operation as we can but a free-flight contest can only be successful if a large

number of people co-operate to make it happen. The 2011 GGG was no exception. I would like to thank the many people who contributed their efforts. Among those are Lyle Whitford, who acted as the CD of record, obtaining the AMA sanction, submitting the list of entrants, and performing all the other duties that ensure that we have a valid event. I must apologise to Lyle that when I printed up the entry forms for this year's event I omitted to change the name of the CD to his from that of his predecessor's in that function. I'm very sorry Lyle – it will be changed for next year, if you'll agree to do the job again. Lyle also organised the Porta-Potti for the field – all of us owe him a great debt of gratitude for that! I would also like to thank the four ladies of the WNYFFS (named previously) who provided us with such a great barbecue meal on Saturday. Jim Moseley and Jim DeTar performed their duties, as event directors for non-FAC and FAC events respectively, with the aplomb that we have come to recognise in both of them. Richard Barlow organised the 1/2A Texaco flying, as well as the Ladies Cloud Tramp event. Les Sayer put up the warning barrier at the runway to keep people and their vehicles off it.



Photo: R. Barlow
Three of the Ladies who Helped "Man" the HQ Desk – L-R Pat Barlow, Sally Smith and Wilma Anderson.

Many people spent time helping at the HQ table, registering participants and recording scores – including my better half, Sally, Jean and Les Sayer, Pat Barlow, Janet and Jim Moseley, and Wilma Anderson. Lastly, I would be remiss if I didn't thank Gerold Lischi

(not a member of either SAM 86 or WNYFFS) for all his help with the physical tasks of erecting and dismantling the HQ tent. Gerry also arranged for advertising of the event in SAM Speaks and the NFFS Digest. If there is anyone I have missed, please be assured that this is not a deliberate slight – just evidence that my grey cells are getting ‘rusty’ – your help really is appreciated.

Now I must make an apology to those people who sponsored events, only to have me get things mixed up in the confusion of the awards ceremonies and their awards not be presented to the right recipients. We did get them right in the end, but some ‘swapping’ had to be done to straighten things out. I am very sorry about this – please continue to make your much valued contributions – I on my part will try to find a better way to co-ordinate things so that the awards go to the right people, at the right time.

There were some departures, this year, from our previous format. The most noticeable change was that this year we awarded memorial trophies for the highest aggregates in three categories.



Photo: R. Barlow

From the Left, Clockwise, the Jim Anderson, Jack McGillivray, Bob Gordon, and Don Reid Trophies

The Jim Anderson Trophy is for the flier with the highest aggregate in rubber events and this year it went to – who else – Jim Moseley. The Bob Gordon Trophy, which for years has been

competed for in a separate event, was awarded this year to the flier with the highest aggregate in power events. No surprise – it was won by Brad Bane. The Jack McGillivray Achievement Award recognises the flier with the highest total points in FAC events and again, no surprise, it went to Vic Nippert. Lastly, the Don Reid Trophy, which is won by the flier with the highest placing Gollywock, was once again presented to Michael Burns. It seems Michael just brings it to the meet each year in order to carry it home again.

One note on the high aggregate wins – not to take anything away from the excellent standard of flying demonstrated by all three of these expert fliers – but a look at the score sheets shows that these three fliers recorded scores in more events than anyone else. Jim Moseley flew in seven events, Brad Bane in eight, while Vic Nippert flew all six of the FAC events plus five of the non-FAC events (that’s an average of almost 4 events/day!). I know that many more fliers (including me!) had models in their boxes (trailers, trunks, etc.) which didn’t get flown. Next year let’s get those aeroplanes out of the box, blow off the dust and cobwebs, and get them into the air. More scores on the board would make this an even more enjoyable event for everyone.

As I have already mentioned, this year’s GGG attracted more entrants than we have seen in quite a few years. Added to that, however, there were a number of spectators who used to be fliers who may now dust off some of those old models, or even build new ones, and bring them out next year. That would be the most satisfying aspect of the whole event – if we inspired some more people to enter (or get back into) this challenging and rewarding hobby/sport. The Ladies Cloud Tramp event showed that we have some talent on the distaff side that is sometimes hidden. Let’s see some more of you ladies competing in more of the other events.

There are many memorable moments from an event of this nature but from 2011 there is one I especially want to recount. It will be a long time before I forget the sight of Bob Langelius actually leaping up and down and yelling with joy at the performance of his model – providing added entertainment for the whole flight line. Bob's squeals of delight were brought on by a two and a half minute flight from his 20+ year old Scientific Fleetwing. Designed by Don Garafalo in the 30s, it is a true "stick" model, complete with a flattened cotter pin prop hanger, motor can and a wire cabane attaching the lovely elliptical wing to the motor stick.

Magazine ads stated "guaranteed to fly 1 mile" – and this time it did! Bob's enthusiastic response to this flight underlines the fact that the vast numbers of uninitiated, who have never flown a free-flight model, have no idea what pure joy they are missing.

Not all of us can finish in first place, but if we had fun then we are winners. If you had fun then please tell your friends, and please come back again next year. If you didn't have fun, please let me know what I can do to make next year's event better.

GGG 2011 Contest Results Friday, September 16th

1/2A Nostalgia Gas (4 flew)

| | | | | |
|----------------|-----|----|-----|-----|
| Brad Bane | 120 | 97 | 120 | 337 |
| Jim Coffin | 116 | 80 | 120 | 316 |
| Don Myers | 69 | 58 | 75 | 202 |
| Joe Mollendorf | 120 | 6 | | 126 |

.020 Replica/1/4A Nostalgia (1 flew)

| | | | | |
|-----------|-----|--|--|-----|
| Brad Bane | 120 | | | 120 |
|-----------|-----|--|--|-----|

P30 (10 flew)

| | | | | |
|---------------------|-----|-----|-----|-----|
| Jim Moseley | 120 | 120 | 112 | 352 |
| Vic Nippert | 110 | 120 | 120 | 350 |
| Don Rousseau | 120 | 120 | 86 | 326 |
| Bob Clemens | 120 | 120 | 82 | 322 |
| Les Sayer | 101 | 92 | 105 | 298 |
| Derek Ballard (J) | 88 | 91 | 115 | 294 |
| Gregory Ballard (J) | 76 | 93 | 113 | 282 |
| Jim Mayes | 49 | 113 | 120 | 282 |
| Dominic Algieri | 47 | 113 | 63 | 223 |
| Brad Bane | 68 | | | 68 |

Cloud Tramp (8 flew)

| | | | | | | |
|----------------|----------------|---------------|---------------|----------------|----------------|-----|
| Bob Morris | 136 | 73 | 74 | 62 | 137 | 283 |
| Les Sayer | 75 | 54 | 97 | 83 | 106 | 255 |
| Bob Clemens | 138 | 80 | 69 | 78 | 73 | 231 |
| Carol Kane | 67 | 55 | 77 | 137 | 61 | 205 |
| Richard Barlow | 52 | 62 | 46 | 51 | 50 | 153 |
| David Loveday | 52 | 55 | 46 | 38 | 45 | 143 |
| Vic Nippert | 20 | 38 | 52 | 30 | 123 | 120 |

| | | | | |
|-------------|---------------|---------------|--|---|
| Mark Rzacca | 49 | 23 | | 0 |
|-------------|---------------|---------------|--|---|

Senator (2 flew)

| | | | | |
|-------------|-----|-----|-----|-----|
| Jim Moseley | 120 | 120 | 120 | 360 |
| Vic Nippert | 104 | 120 | 120 | 344 |

Classic Wakefield (1 flew)

| | | | | |
|----------------|----|-----|-----|-----|
| Gerold Litschi | 91 | 122 | 102 | 315 |
|----------------|----|-----|-----|-----|

Saturday, September 17th

B/C Nostalgia Gas (1 flew)

| | | | | |
|-----------|-----|-----|--|-----|
| Brad Bane | 120 | 120 | | 240 |
|-----------|-----|-----|--|-----|

Diesel Duration (1 flew)

| | | | | |
|------------|----|----|-----|-----------|
| Jim Coffin | 49 | 53 | 120 | 222 (DNQ) |
|------------|----|----|-----|-----------|

Vic Smeed Design (3 flew)

| | | | | |
|-------------|------|--|--|--|
| Jim Smith | 8.13 | | | |
| David Acton | 2.1 | | | |
| Don Myers | 1.2 | | | |

1/2A Classic Gas (4 flew)

| | | | | |
|----------------|-----|-----|-----|-----|
| Brad Bane | 120 | 119 | 120 | 359 |
| Joe Mollendorf | 120 | 119 | 120 | 359 |
| Jim Smith | 120 | 95 | 43 | 258 |
| Simon Blake | 120 | 93 | | 213 |

NFFS One-Design (3 flew)

| | | | | |
|---------------|-----|-----|-----|-----|
| Dan Kane | 120 | 120 | 73 | 313 |
| Roy Smith | 120 | 82 | 104 | 306 |
| Lyle Whitford | 120 | | | 120 |

E36 Electric (2 flew)

| | | | | |
|-------------|-----|-----|-----|-----|
| Dick Ivers | 120 | 120 | 120 | 360 |
| Vic Nippert | 101 | 120 | 111 | 332 |

Nostalgia Rubber (3 flew)

| | | | | |
|-------------|-----|-----|-----|-----|
| Les Sayer | 120 | 109 | 120 | 349 |
| Jim Moseley | 95 | 120 | 120 | 335 |
| Bob Clemens | 33 | 120 | 120 | 273 |

SAM Small Rubber Stick (7 flew)

| | | | | | |
|-------------|-----|-----|-----|-----|-----|
| Mike Burns | 120 | 120 | 120 | 180 | 540 |
| Jim Moseley | 120 | 120 | 120 | 146 | 506 |
| Mark Rzacca | 120 | 110 | 120 | | 350 |

| | | | | |
|-----------------|-----|----|-----|-----|
| Bob Langelius | 120 | 99 | 120 | 331 |
| Dominic Algieri | 120 | 72 | 120 | 312 |
| Bob Morris | 120 | 94 | 88 | 302 |
| Al Timko | 92 | 76 | | 168 |

SAM Large Rubber Stick

No entries

HL/CL Glider Combined (7 flew)

| | | | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----|
| Vic Nippert | 52 | 120 | 50 | 33 | 22 | 47 | 222 |
| Joe Mollendorf | 42 | 28 | 59 | 29 | 120 | 28 | 221 |
| Bob Morris | 33 | 74 | 36 | 40 | 23 | 20 | 150 |
| Lyle Whitford | 43 | 45 | 55 | 48 | 39 | 35 | 148 |
| Jim Smith | 21 | 12 | 44 | 19 | 40 | 33 | 117 |
| Miriam Morris | 12 | 19 | 11 | 38 | 30 | 29 | 97 |
| Jerry Crawmer | 15 | 21 | 28 | 34 | 33 | 27 | 95 |

Ladies Cloud Tramp Mass Launch (7 flew)

| | |
|----------------------------|-----------------|
| Jean Sayer & Darlene Rymer | 1 st |
| Pat Barlow | 2 nd |
| Mary Palangiewicz | 3 rd |

1/2A Texaco (5 flew)

| | | | | |
|----------------|------|------|------|-------|
| Sam Burke | 6:08 | 5:53 | | 12:01 |
| David Acton | 7:25 | 3:21 | | 10:46 |
| Bob Morris | A | DQ | 8:07 | 8:07 |
| Bob Langelius | 3:56 | | | 3:56 |
| Richard Barlow | 1:49 | DQ | | 1:49 |

Sunday, September 18th

A Nostalgia Gas (5 flew)

| | | | | |
|------------|-----|-----|-----|-----|
| Roy Smith | 120 | 120 | 103 | 343 |
| Brad Bane | 120 | 94 | 120 | 334 |
| Jim Smith | 120 | 67 | 120 | 307 |
| Jim Coffin | 113 | 120 | 50 | 283 |
| Don Myers | 120 | 63 | 60 | 243 |

AMA A/B/C Gas (3 flew)

| | | | | |
|--------------|-----|-----|-----|-----|
| Brad Bane | 120 | 120 | 120 | 360 |
| Simon Blake | 100 | 102 | 118 | 320 |
| Jean Paillet | 68 | 105 | 120 | 293 |

A/B/C Ignition (2 flew)

| | | | | |
|-------------|----|-----|----|-----|
| Simon Blake | 56 | 120 | 63 | 239 |
| Ted Lewis | 33 | 25 | | 58 |

Unlimited Towline Glider (3 flew)

| | | | | | |
|----------------|-----|-----|-----|--|-----|
| Brad Bane | 120 | 120 | 120 | | 360 |
| Richard Barlow | 120 | 94 | 120 | | 334 |
| Jean Paillet | 41 | 73 | 53 | | 167 |

SAM Small Rubber Fuselage (6 flew)

| | | | | | |
|---------------|-----|-----|-----|--|-----|
| Jim Moseley | 112 | 120 | 120 | | 352 |
| Bob Clemens | 120 | 120 | 95 | | 335 |
| Mark Rzacca | 120 | 103 | 63 | | 286 |
| Bob Langelius | 86 | 70 | 120 | | 276 |
| Ted Lewis | 51 | 58 | 44 | | 153 |
| Garry Hunter | 62 | 67 | | | 129 |

SAM Large Rubber Fuselage (1 flew)

| | | | | | |
|----------------|----|----|----|--|-----|
| Gerold Litschi | 97 | 86 | 64 | | 247 |
|----------------|----|----|----|--|-----|

SAM Commercial Rubber (4 flew)

| | | | | | |
|-----------------|-----|-----|-----|-----|-----|
| Al Timko | 120 | 120 | 120 | 106 | 466 |
| Jim Moseley | 120 | 120 | 120 | | 360 |
| Bob Morris | 49 | 120 | 120 | | 289 |
| Dominic Algieri | 93 | 120 | 68 | | 281 |

Mulvihill/Unlimited Rubber (4 flew)

| | | | | | |
|--------------|-----|-----|-----|-----|-----|
| Jim Moseley | 120 | 120 | 120 | 174 | 534 |
| Les Sayer | 120 | 120 | 120 | 131 | 491 |
| Don Rousseau | 117 | 120 | 120 | | 357 |
| Jim Mayes | 63 | 120 | 79 | | 262 |

FAC OT Gas Replica

| | | | | | |
|---------------|----|----|----|--|----|
| Mark Rzacca | 11 | 8 | 4 | | 23 |
| Jerry Crawmer | 7 | 4 | 15 | | 26 |
| Vic Nippert | 4 | 6 | 24 | | 34 |
| Vic Nippert | 14 | 16 | 6 | | 36 |
| Al Timko | 1 | 4 | 33 | | 38 |
| Bob Clemens | 10 | 16 | 27 | | 53 |
| Sam Burke | 5 | 2 | 55 | | 62 |

FAC Golden Age Scale

| | | | | | |
|-------------|----|-----|-----|--|-----|
| Jim DeTar | 83 | 107 | 110 | | 300 |
| Bob Clemens | 93 | 115 | 77 | | 285 |
| Vic Nippert | 61 | 45 | 120 | | 226 |

FAC Rubber Scale

| | Scale | Bonus | Flight | |
|----------------|-------|-------|--------|-------|
| Vic Nippert | 56 | 18 | 63.5 | 137.5 |
| Richard Miller | 47 | 15 | 73 | 135 |

| | | | | |
|-------------|------|----|------|-------|
| Jim DeTar | 52 | 5 | 75.5 | 132.5 |
| Vic Nippert | 51.5 | 20 | 65.5 | 137 |
| Jim DeTar | 50 | 15 | 62.5 | 127.5 |
| Bob Clemens | 54 | 3 | 58 | 115 |
| Mark Rzacca | 54.5 | 15 | 29 | 98.5 |

FAC Dime Scale

| | | | | | |
|-------------|----|----|----|----|-----|
| Vic Nippert | 51 | 82 | 55 | 10 | 198 |
| Mark Rzacca | 54 | 58 | 42 | 15 | 169 |
| Jim DeTar | 31 | 63 | 57 | 10 | 161 |

FAC 2 Bit plus One

| | | | | |
|---------------|-----|-----|-----|-----|
| Jerry Crawmer | 120 | 120 | 120 | 360 |
| Garry Hunter | 91 | 120 | 75 | 286 |
| Vic Nippert | 81 | 91 | 86 | 258 |
| Bob Morris | 62 | 83 | 60 | 205 |
| Sam Burke | 59 | 72 | 66 | 197 |
| Jim Coffin | 43 | 73 | 48 | 164 |

FAC Embryo Endurance

| | | | | | |
|---------------|-----|-----|-----|---|-----|
| Mark Rzacca | 120 | 102 | 118 | 9 | 349 |
| Jim DeTar | 120 | 86 | 120 | 9 | 335 |
| Jerry Crawmer | 115 | 89 | 120 | 9 | 333 |
| Vic Nippert | 78 | 94 | 48 | 9 | 229 |
| Tom Canfield | 41 | 85 | 38 | 9 | 173 |
| Jim Coffin | 55 | 54 | | 9 | 118 |

Don Reid Memorial Trophy (highest placing Gollywock) - Mike Burns

Bob Gordon Memorial Trophy (Highest aggregate score in power events)

| | | | | | | | |
|----------------|-----|-----|-----|-----|-----|-----|------|
| Brad Bane | 337 | 120 | 240 | 359 | 334 | 360 | 1530 |
| Simon Blake | 213 | 320 | 239 | | | | 772 |
| Roy Smith | 306 | 343 | | | | | 649 |
| Jim Coffin | 316 | 283 | | | | | 599 |
| Jim Smith | 258 | 307 | | | | | 565 |
| Joe Mollendorf | 126 | 359 | | | | | 485 |
| Don Myers | 202 | 243 | | | | | 445 |
| Dan Kane | 313 | | | | | | 313 |
| Jean Paillet | 293 | | | | | | 293 |
| Lyle Whitford | 120 | | | | | | 120 |
| Ted Lewis | 58 | | | | | | 58 |

Jim Anderson Memorial Trophy (Highest aggregate score in rubber events)

| | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|------|
| Jim Moseley | 352 | 360 | 335 | 506 | 352 | 534 | 360 | 2799 |
| Les Sayer | 298 | 349 | 491 | | | | | 1138 |
| Bob Clemens | 322 | 273 | 335 | | | | | 930 |

| | | | | |
|---------------------|-----|-----|-----|-----|
| Dominic Algieri | 263 | 312 | 281 | 856 |
| Vic Nippert | 350 | 344 | | 694 |
| Don Rousseau | 326 | 357 | | 683 |
| Mark Rzacca | 350 | 236 | | 636 |
| Al Timko | 168 | 466 | | 634 |
| Bob Langelius | 331 | 276 | | 607 |
| Bob Morris | 302 | 289 | | 591 |
| Gerold Litschi | 247 | 315 | | 562 |
| Jim Mayes | 282 | 262 | | 544 |
| Mike Burns | 540 | | | 540 |
| Derek Ballard (J) | 294 | | | 294 |
| Gregory Ballard (J) | 282 | | | 282 |
| Ted Lewis | 153 | | | 153 |
| Brad Bane | 68 | | | 68 |

Jack McGillivray Achievement Award (Highest total points in FAC events)

| | | | | | | | |
|---------------|---|---|---|---|---|---|----|
| Vic Nippert | 3 | 3 | 1 | 4 | 2 | 3 | 16 |
| Mark Rzacca | 2 | 5 | | 1 | 5 | | 13 |
| Jerry Crawmer | | 4 | | | 3 | 5 | 12 |
| Jim DeTar | 1 | | 3 | 2 | 4 | | 10 |
| Garry Hunter | | | | | | 4 | 4 |
| Bob Clemens | | 1 | 2 | | | | 3 |
| Rich Miller | | | | 3 | | | 3 |
| Al Timko | | 2 | | | | | 2 |
| Bob Morris | | | | | | 2 | 2 |
| Sam Burke | | | | | | 1 | 1 |
| Tom Canfield | | | | | 1 | | 1 |