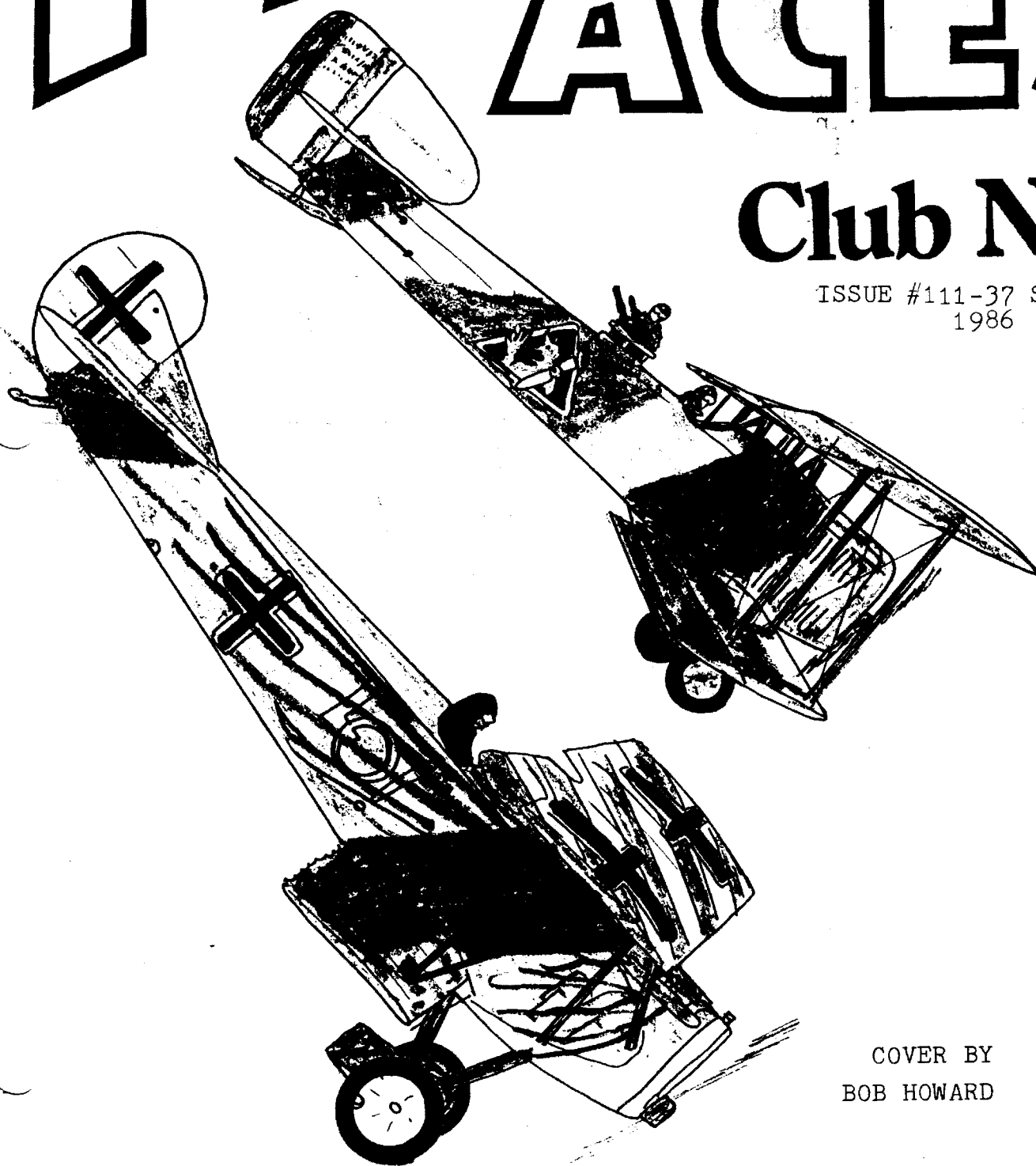


FLYING ACES

Club News

ISSUE #111-37 Sept/Oct.
1986



COVER BY
BOB HOWARD

2.



How do you spell RELIEF??? I spell it F-I-N-A-L-L-Y !!! That means that this issue is finally finished and mailed out. I could give you Clubsters all kinds of reasons for this issue being so late but I am sure you do not want to hear them. If you are like me, all you want is what you pay for. I do want to thank all of you for being so patient with me. Our current plans are to get out an issue every four to six weeks until we catch up. This, we think we can do, as my schedule has been drastically cut. Although the old job still has me working plenty of overtime. All other activities have been put on the back burner or eliminated. This is great for me too, as I can now get back to the workbench again and get something in the air this flying season.

If we are to get the newsletter back on schedule we will need some help from you Skysters too. We do have enough plans and articles for a couple of issues, but the supply runs out fast, so please send your stuff in to GHQ as soon as you can so we can plan the upcoming issues a little in advance which will help us to keep on our timetable.

Also, when your issue has the "old red X" telling you it is time to renew, please try to send in your nine bucks as soon as possible. Thanks again!

Our feature plan this issue was sent in by Claude Powell and it is a nice flyer we are told. Just the thing for that next World War I Dogfight!

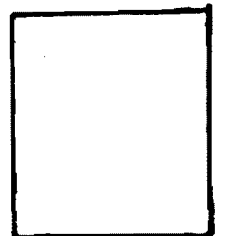
Also in this issue you will find a couple of ads for new products. One is for Bill Hannan's new booklet "Peanuts & Pistachios" No.2, get yours as soon as you can as there is a limited run on these booklets. Very nice for all scale modelers. The other new items are a couple of real fine kits by Peck-Polymers. One is a kit of a "Flying Aces Moth" right out of our favorite old magazine, the "Flying Aces". The other kit is a Bostonian class model and she looks like a sure winner. Get yours right away. Bob Peck has even given us a discount coupon to be used before Sept. 30, 1987, so save some money-order now.

In the next issue we should have some information for you on the "Flying Aces Nats, Mark VI, to be held in 1988. Not too early to start planning.

Lt. Col. Lin Reichel, CinC-FAC

If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE dollars per year in the U.S. and Canada. Overseas cost is Twelve Dollars. Six issues, published every other month. Send to;

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506



FINAL STANDINGSINDOOR NO-CAL

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. John Marett	Citabria	269 sec.
2. J. McGillivray	FW-190D	258 "
3. Walt Van Gorder	Fike	243 "
4. Don Slusarczyk	Spitfire	191 "
5. Mark Fineman	IS-4	147 "
6. Jim Miller	Itoh	146 "
7. D. Niedzielski	KI-61 Hein	141 "
8. Lou Leifer	Airacobra	122 "
9. Jeff Briehl (jr)	Turboporter	45 "

OUTDOOR PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Dave Smith	IS-4	168 sec.
2. Dick Kohfield	Jodel	150 "
3. Paul Stott	Miles Sp'hawk	44 "

OUTDOOR NO-CAL

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Ken Groves	Corben Ace	186 sec.
2. Paul Stott	Dornier-Falke	174 "
3. Dave Smith	IS-4	164 "
4. Mark Fineman	Turboporter	119 "
5. Jeff Briehl (jr)	Turboporter	69 "

INDOOR PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. J. McGillivray	Se-5	91 sec.
2. B. Fletcher	Heinkel 100D	84 "
3. Ken Groves	Bristol "D"	77 "
4. D. Slusarczyk	Bleriot	66 "

KANONES TO THE WINNERS!!!

WANTED: Can anyone supply colored Xerox or other photo copies of clean, intact covers of "Flying Aces" magazines for the period from 1934 through 1940? I also need copies of the contents pages and cover stories for May and August of 1936. I am also interested in buying whole issues, particularly for 1934. Ken Miller, 6 Cook St., St. Marys, N.S.W. 2760 AUSTRALIA

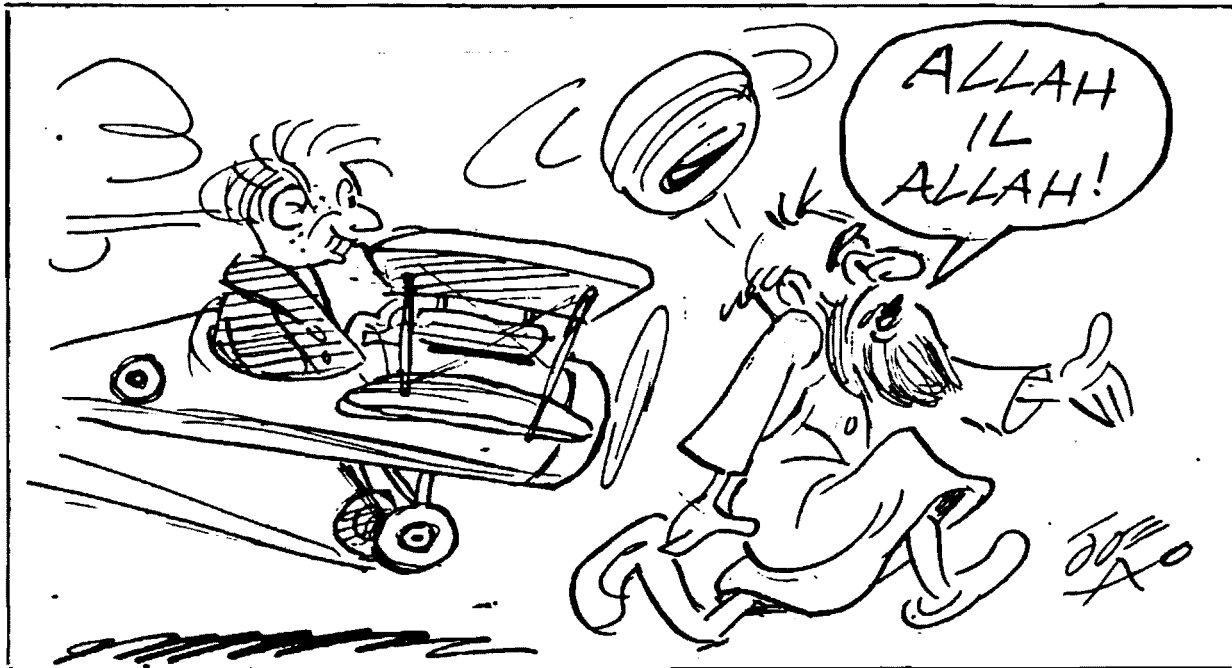
I.M.A.C. 75th ANNIVERSARY PHANTOM FLASH POSTAL CONTEST WINNERS 1986

INDOOR: Charlie Sotich 225 sec.

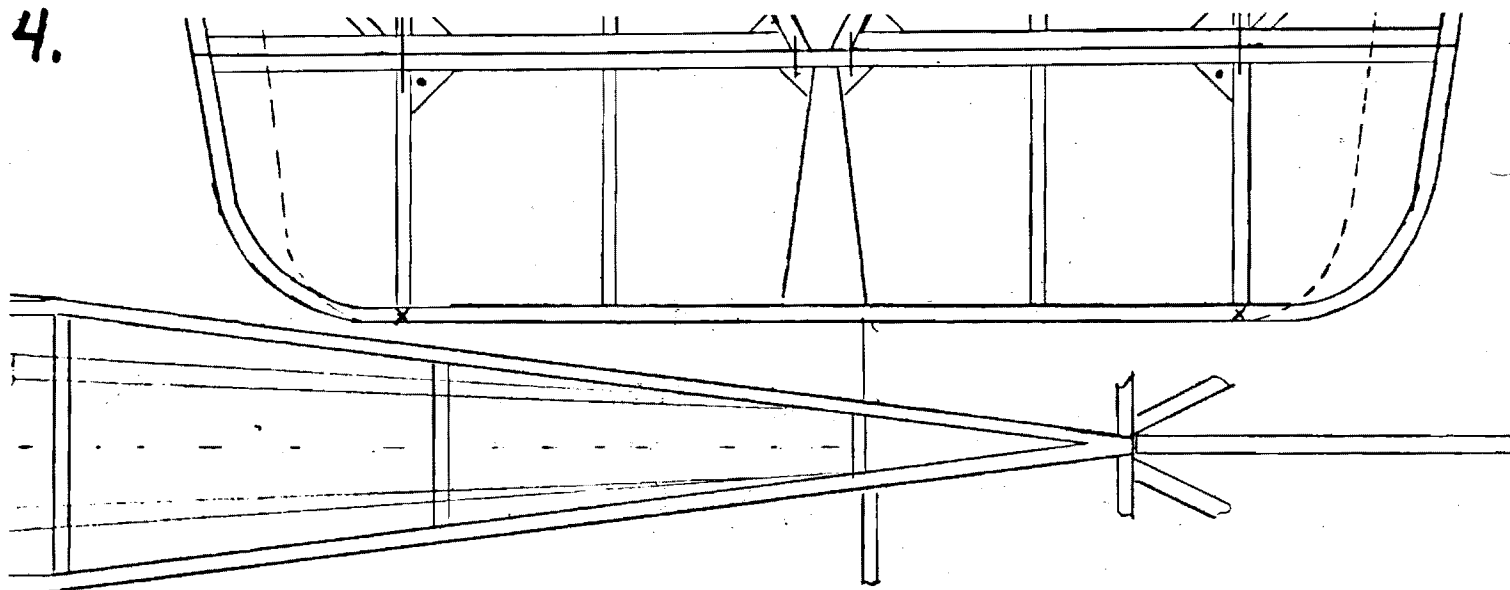
OUTDOOR: F.S. Troesch 585 sec. (WOW!!)

KANONES TO THE WINNERS!!!

Joe Archibald, honorary FAC member and creator of Phineas Pinkham, shows us how Carbuncle would handle the current mess in the Middle East. Right on, Joe!



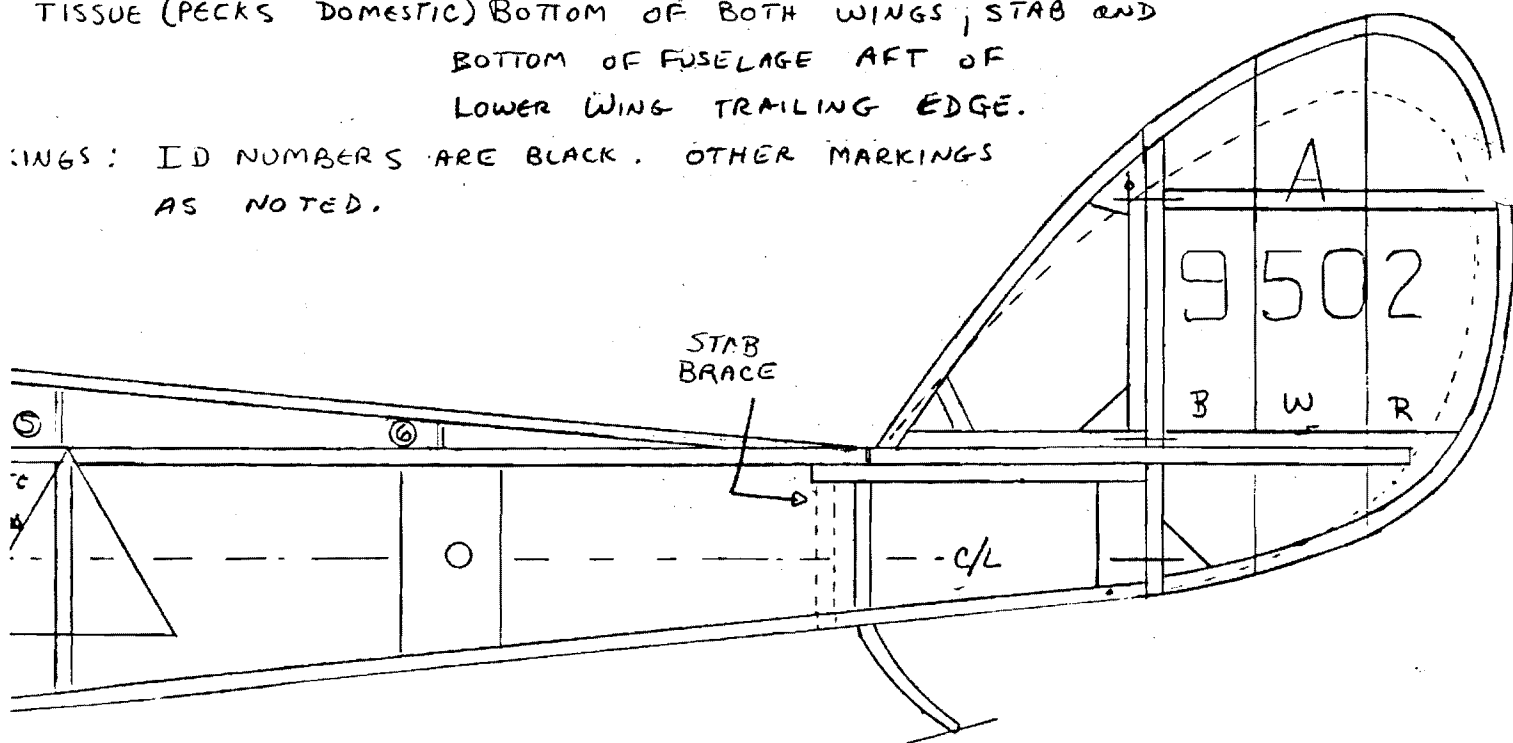
4.



OR SCHEME

ON TISSUE (PECKS DOMESTIC) TOP OF BOTH WINGS, STAB, FIN & TOP AND SIDES OF FUSELAGE & BOTTOM TO LOWER WING TRAILING EDGE.
 TISSUE (PECKS DOMESTIC) BOTTOM OF BOTH WINGS, STAB AND BOTTOM OF FUSELAGE AFT OF LOWER WING TRAILING EDGE.

WINGS: ID NUMBERS ARE BLACK. OTHER MARKINGS AS NOTED.



IS INSTALLED AFTER FUSELAGE AND WING ASSEMBLED. A BALSA SANDWICH, 1/8" THICK, IS GLUED INTO THE FUSELAGE BEHIND THE WING LEADING EDGE. LG WIRE CAN BE USED TO STUCK IN THE BALSA. MINUTE EPOXY IS PLACED AT EACH END OF THE WIRE ATTACHED TO THE WHEEL SPREADER TO PREVENT SHOCK ACTION.

DH - 5

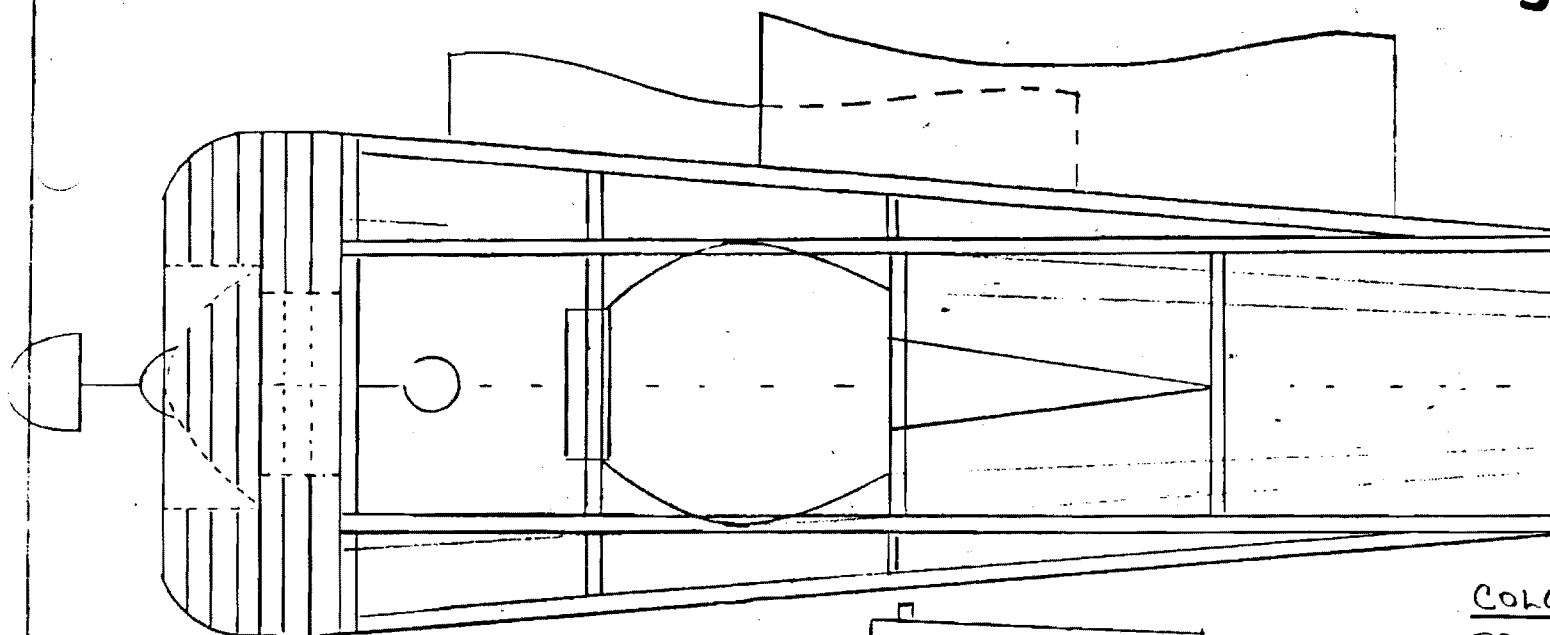
De HAVILLAND WWI FIGHTER

18" WING SPAN

DESIGNED & DRAWN by

CLAUDE POWELL

1986

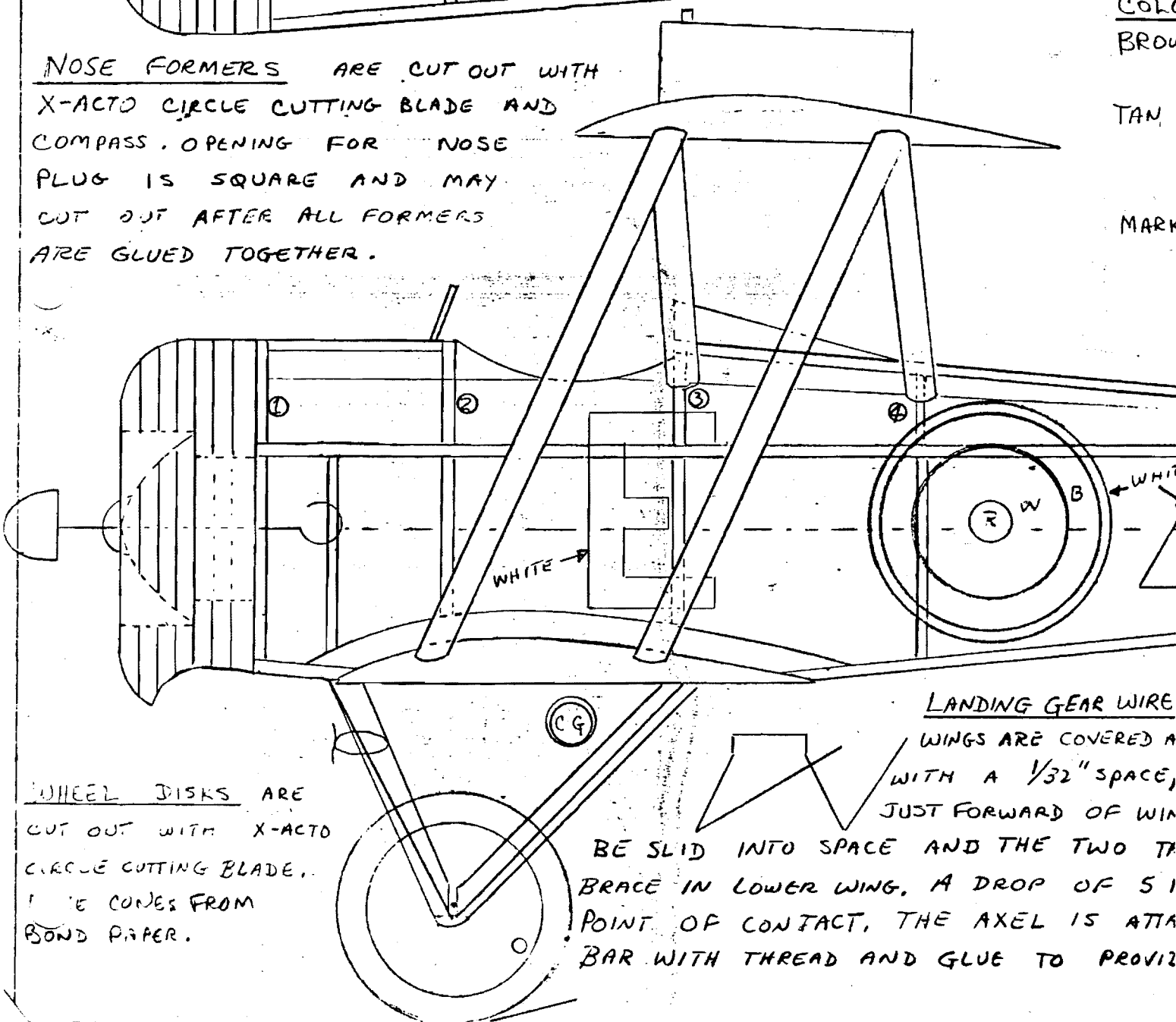


NOSE FORMERS ARE CUT OUT WITH X-ACTO CIRCLE CUTTING BLADE AND COMPASS. OPENING FOR NOSE PLUG IS SQUARE AND MAY CUT OUT AFTER ALL FORMERS ARE GLUED TOGETHER.

COLO
BROU

TAN

MARK



WHEEL DISKS ARE CUT OUT WITH X-ACTO CIRCLE CUTTING BLADE. THE CONES FROM BOND PAPER.

LANDING GEAR WIRE
WINGS ARE COVERED A WITH A $\frac{1}{32}$ " SPACE, JUST FORWARD OF WIN

BE SLID INTO SPACE AND THE TWO TA
BRACE IN LOWER WING. A DROP OF 51
POINT OF CONTACT, THE AXEL IS ATTA
BAR WITH THREAD AND GLUE TO PROVIZ

6.

AN INTRODUCTION TO CO/2 POWER SYSTEMS--or--THE AVOIDANCE OF GAS PAINS

BY
JON ZEISLOFT

PART ONE:

I intend this article as an orientation tract for Co/2 motors. These motors are an attractive alternative to rubber power, especially for rubber scale. In some scale models, a Co/2 motor may actually weigh less than a rubber motor.

My experience has been primarily with the Telco motor, but I think you will find the information presented here to be equally applicable to the Brown motors.

MOUNTING:

All three parts (motor, tank, and nozzle) must be firmly mounted to the airframe. A 1/16" bulkhead, known as a "freezwall" in Co/2 parlance, is sufficient for motor rigidity. I use small wood screws to mount the motor, rather than the bolts that are supplied with the motor. The bolts are also used to mount the prop, and need to be replaced when bent. Hoard them! I use a piece of hardwood behind the freezwall to give the wood screws something to bite into. I also mount a small "O" ring between the motor and the freezwall. This will allow moderate thrust adjustments to be made without tearing out a bulkhead or inserting shims. I have always needed down and right thrust in my installations.

The Co/2 tank should never be permitted to be unsecured. I prefer to use a 1/2" section of Estes model rocket body tube as a securing ring. Since the tank and supporting structure are subject to high stress in hard landings (very important--JZ), you should use a tough but flexible adhesive to secure the ring. I use silicone cement or epoxy. Most tanks are long and thin, and can be tilted as much as 35 degrees from the vertical without danger of siphoning liquid Co/2 into the feed pipes (a no-no). I generally try to place the tank at the C.G., and I'll tip the tank forward 10 to 20 degrees, measured from the centerline of the fuselage.

The charging nozzle is the biggest problem in Co/2 operation! The issues are rigidity and angle of nozzle placement. The Telco nozzle is much easier to fill than is the Brown. This is due to the mounting lugs and conical shape of the Telco nozzle, as opposed to the tube or pipe shaped nozzle of the Brown. Either nozzle though, should be firmly mounted to a bulkhead, although out of frustration, some have been known to leave the nozzle dangling.

To mount the Telco nozzle, I use 1/4" dowels which have been sliced vertically at about 2/3 diameter to give the dowel a flat surface by which it may be glued to a bulkhead. A hole is drilled off-center for wood screws. See figure 1.

To mount the Brown nozzle, the modeler can drill a 3/8" dowel with a hole as large as the body of the nozzle, but smaller than the nozzle cap which screws into the main nozzle housing. This cap is removed, the nozzle body is pushed through the dowel, and the cap is screwed back on, taking care not to lose the steel ball valve in the nozzle!!!! See figure 2.

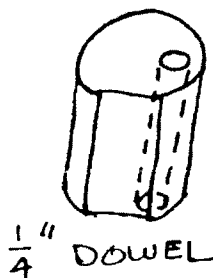


FIGURE 1
The Telco Nozzle Mount

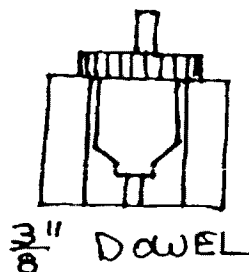


FIGURE 2
The Brown Nozzle Mount

TANK AND NOZZLE ANGLES:

There is a common misconception that the filler nozzle must exit from the top of the airframe if a liquid charge is to be successful. Not so!! The angle between the filler nozzle and the tank are at issue. If the angle of the nozzle to the fuselage centerline is such that the airframe can be rotated in a manner that will allow the nozzle to have a small positive angle to the horizon while the tank maintains an angle of not greater than 35 degrees either side of vertical, then a liquid charge will be successful. Generally speaking, if the angle between the nozzle and the tank is $90 \text{ degrees} \pm 35 \text{ degrees}$, then both gas and liquid charges are easy. While mounting a Co/2 motor, it's sometimes necessary to bend the aluminum or copper tubing, a common pencil is a good mandrel around which to bend the tubing.

HINTS AND IDEAS:

In order to ensure complete gasification of Co/2 before it enters the cylinder head, straighten the tubing between the motor and the tank. Using a standard pencil behind the cylinder head, bend 3-4 loops into the tube, being careful not to stress the tubing at the cylinder head. This coil will then be in the airstream of the prop, which will act to boil the liquid Co/2 to gas (really works-JZ). No coil is formed at the tank, but about a $1/4$ " section of tubing should be straight where it emerges from the tank or the cylinder head.

The large Brown motors use copper tubing to connect the motor, tank and nozzle together. Repairs and modifications to this tubing can be made with a carefully used soldering iron. The smaller Brown A-23 uses aluminum tubing. It can be secured in the motor, tank and nozzle with epoxy (I use thick Zap-JZ). Extra copper and brass tubing may be purchased from Peck-Polymers. Splices may be made via a copper, brass or aluminum sleeve. Epoxy or solder may be used to secure the linked sections, taking care not to drip solder or epoxy into the tubing. Both the copper and aluminum tubing is easily cut by rolling it between a flat hard surface and a single edge razor blade. The ends can be dressed by an emery board.

Propellers:

Both right and left hand props can be made from a brass tubing hub of about 1"-2" in length and $1/32$ " to $1/16$ " plywood blades. The brass hub is important: it is what gives the prop enough mass to enable the motor to function at low RPM's. Adapt Bob Higgins methods for forming the prop blades, although you'll probably want to run a smaller Pitch/Diameter ratio than you do on most rubber props. (McCombs has some good things to say about Co/2 P/D ratios in his excellent "Making Scale Model Airplanes Fly"-JZ). In addition, the A.H. Zed Co. is said to be coming out with a selection of various Co/2 props. If I am able to learn more about these props, I will pass on my info in "the rag".

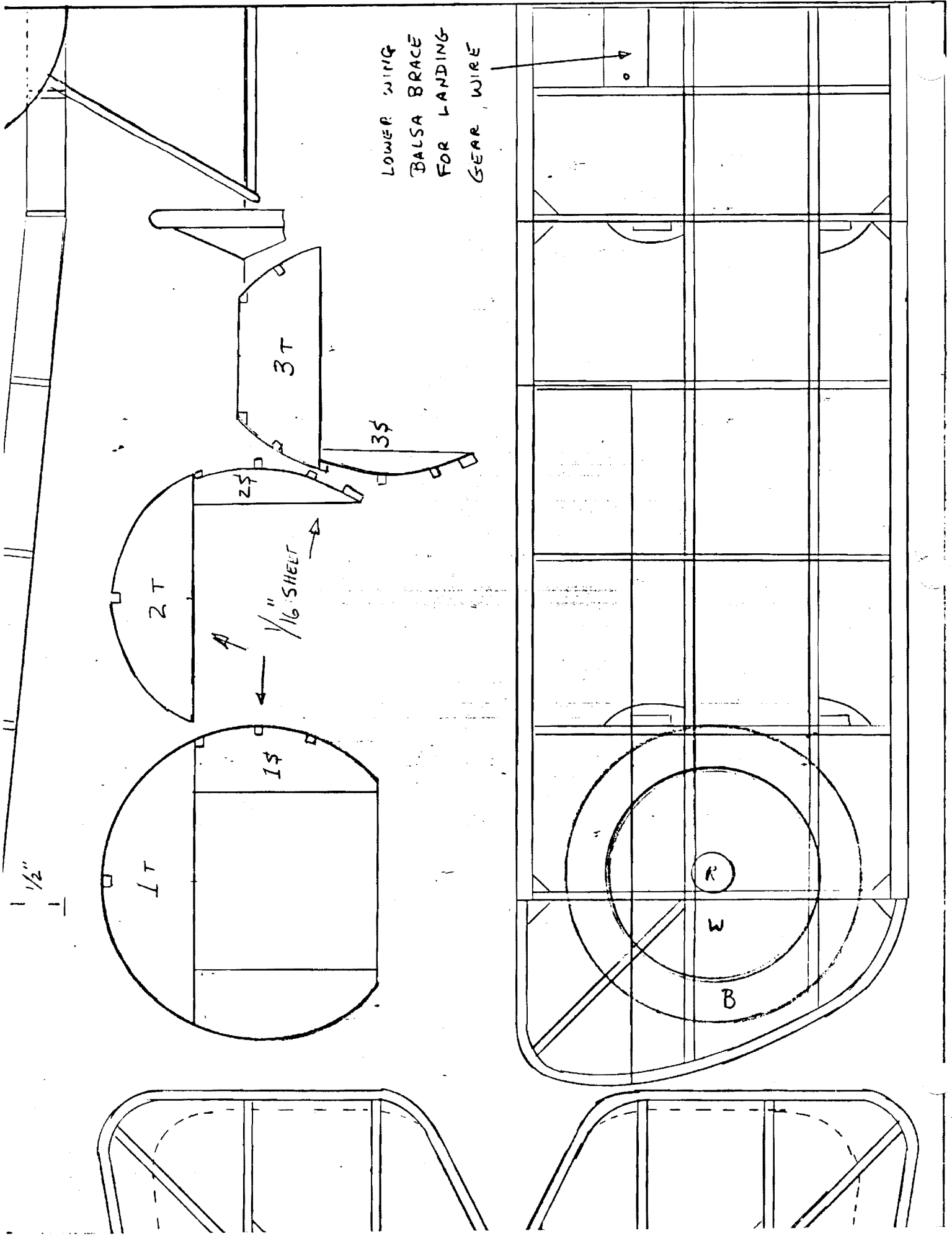
LUBRICATION:

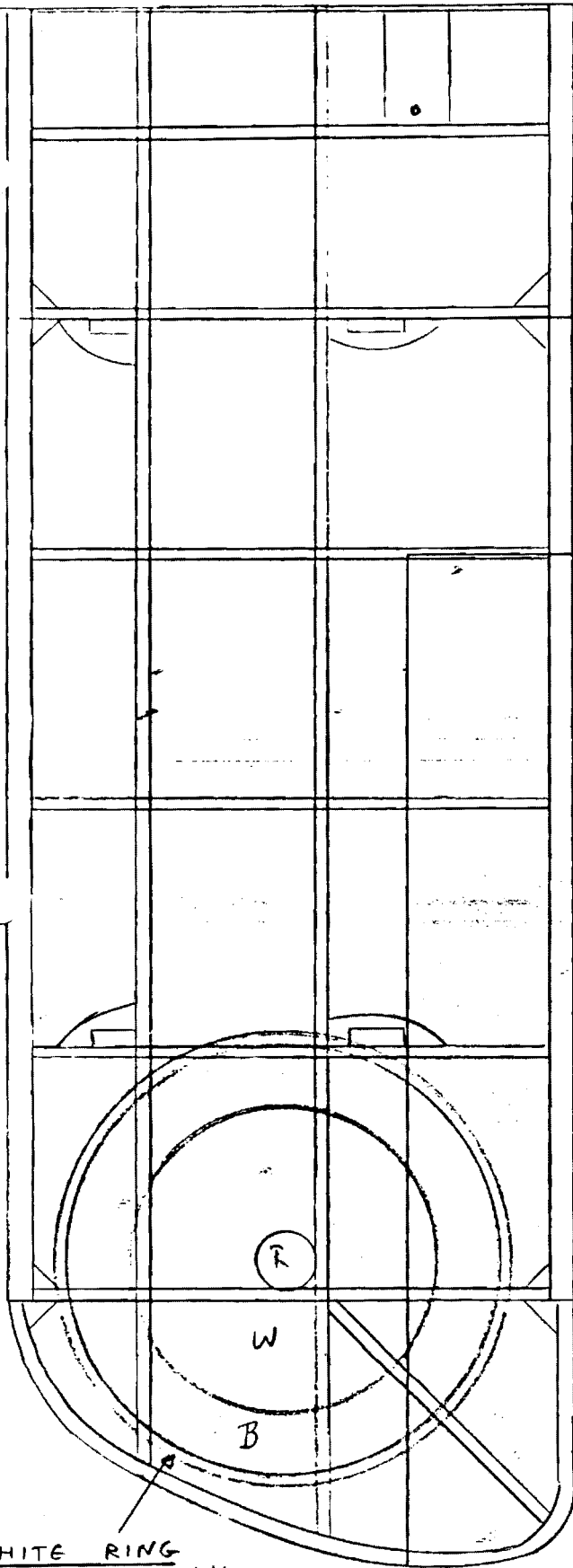
Although Telco and Brown both recommend 3-in-One or sewing machine oil for lubrication, I have experienced some swelling of the Telco's nylon piston when using these products. I've switched to mineral oil. (3-in-One seems to glop up in the small Brown, too--JZ) (I've heard of the swelling and glopping problems from several people--they recommend using Triflon (from gun shops), or equivalent.--JZ)

CONTINUED IN THE NEXT ISSUE

WED: Former patterns for the Comet Curtiss P-37, 37 inch span.
Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506

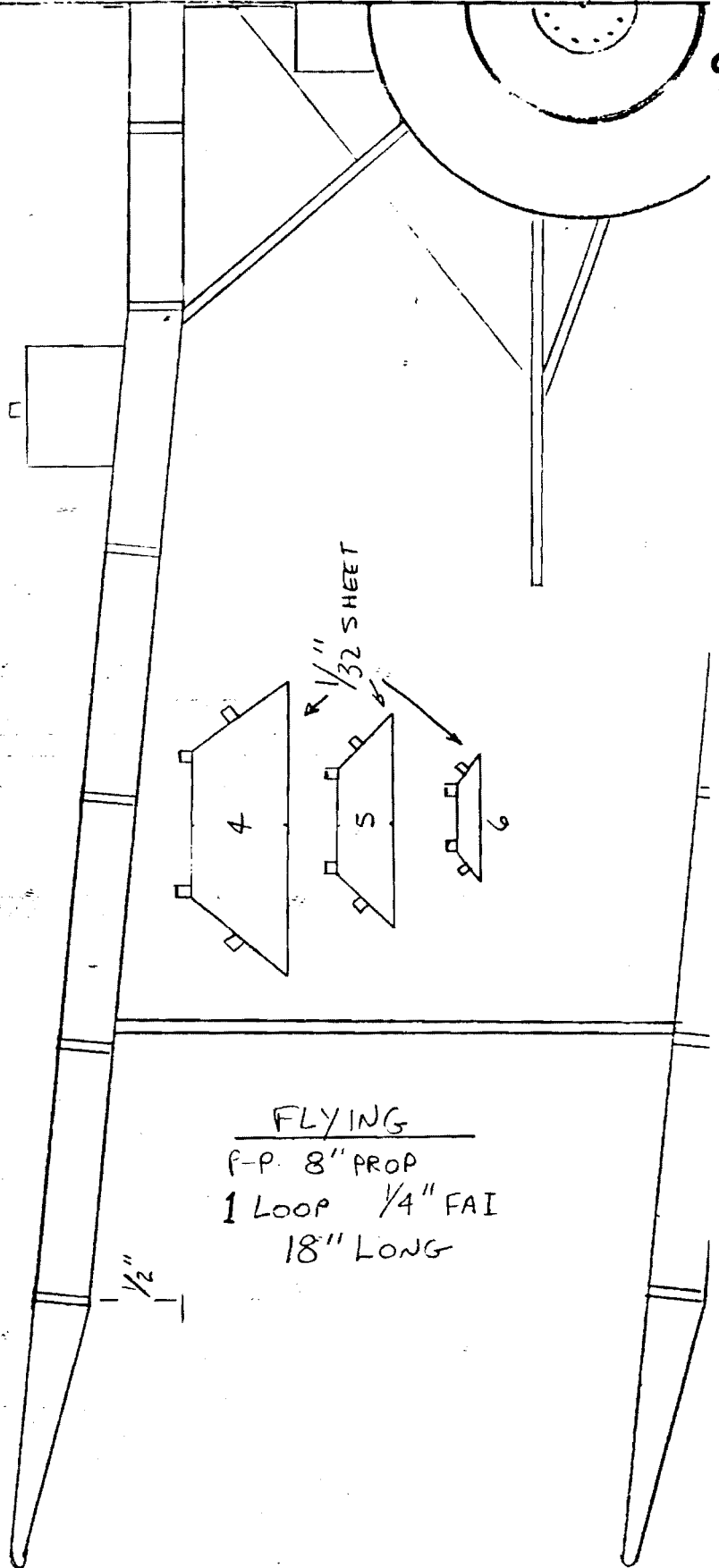
8.





WHITE RING
TOP WING ONLY

BASIC WOOD SIZE = $\frac{1}{16}$ "



FLYING

P-P. 8" PROP
1 LOOP $\frac{1}{4}$ " FAI
18" LONG

TURTLE DECK

$\frac{1}{32}$ " SHEET BALSA FROM
FORMER #1 TO FORMER #3
TOP OF FUSELAGE ONLY

Mumbo Jumbo #25 from the pen of the Glue Guru

Salutations, disciples! There is much to be said for modeling magazines. Plans, 3-views and philosophical reflections are the stuff of life itself. Hence, when my current magazine (Aeromodeller, Sept 1943) began to show signs of terminal wear, I contemplated purchasing a fresh one. Approaching such a significant purchase with appropriate caution, I queried the various publishers as concerns their wares, thereby receiving the following sample, complete with assurances that 100,000 Others eagerly pay for such material. Granted the strange ways of the Others - still, is this possible?

* * * * *

YOUR DISTRICT REPRESENTATIVE REPORTS:

Hi there, Others! This is your district representative reporting on the doings of last month. This was a big month. First we had this mall contest. That's kind of a static display thing. Well some of those models sure looked better than some of the ones that didn't look so good. So the better looking models won. It was real exciting. Everybody was a good sport about it.

Then we had this flying contest. Well some of those models sure flew better than some of the models that didn't fly so good. So the better flying models won. It was real exciting. Everybody was a good sport about it.

Then we had this picnic. Well some of those hot dogs sure tasted better than some of those hotdogs that didn't taste so good. So the better tasting hotdogs won. It was real exciting. There was a couple of fist fights over it, but I think that was the sauerkraut talking - not the boys.

Now about the magazine space issue. The editor has been complaining that there just isn't enough room for all the district representative reports what with all that stuff in the front of the magazine. So I took a look at the stuff in the front of the magazine. Well, let me tell tell you, there's some pretty weird stuff up there, like plans and such. Who needs that stuff? On the other hand, I don't even have enough room to tell you about all my doings. Like I've got this dog who gets car sick when I go to contests and my kids aren't nearly as stupid as the teacher says they are. Yes sir, I've got this really great stuff to tell you and the only thing that's stopping me is that garbage up front. Well don't worry about it, we're going to vote on it pretty soon. Did I ever tell you about my gas pains? No? Well you see (The editor regrets that lack of space forces the termination of this scintilating piece).

GUSTAVE HOPHEAD MEMOIRS AVAILABLE

Was Gustave Hophead, Bridgeport machinist, really the first man to fly? The Aug 18, 1901 issue of the Bridgeport Herald reported such a flight in great detail. As the main supporting evidence, a picture of Mr. Hophead was included. Yet, to skeptics, such evidence appeared incomplete. Not any more!

We Others have commissioned the publication of the complete memoirs of Mr. Hophead. Yes, Paranoid Press, well known as the source of super-market checkout newspapers, has agreed to prepare "History for Cash" for a modest sum. Not only is Hophead proven first to fly, but many of the ambiguities bedeviling scale modelers are wrapped up in final form. For example, the "Antoinette", widely credited to Latham, was really designed by Marie herself, back in 1780. This means that Marie Antoinette was also the first person to fly! In fact there were dozens of people who were the first to fly! And our book names every one of them!

Buy one today! Brought to you by the same eminent historians who prepared Egyptian King Tut's memoirs - "My Mummy Done Told Me" and more recently, the complete memoirs of Adolph Hitler from beyond the grave - "Ve Haf Vays Of Making Me Talk". (Sent to you in a plain brown wrapper so as not to excite the ridicule of the uninformed).

INSURANCE

The 1987 insurance program covers you while driving to and from Others contests. However contest coverage limits have been cut in half, so stop flying those models before somebody gets hurt! Just keep driving and wave to the judges as you go by. The new scoring system (within-a-moving-car) will replace stand-off scale.

ULYSSES S GRANT AERODYNAMICS AVAILABLE

The classic model aerodynamic work by Grant has been rescued from oblivion by using your money to subsidize a fresh printing. Acclaimed by very few noted aerodynamicists, this book will be mailed to you in a plain brown wrapper to protect you from adverse comments concerning the sleazy reasoning displayed therein, for example: "Grant is to aerodynamics as Grillo is to kits. The stability sections are completely without underlying logic. To learn aerodynamics from this book is akin to studying the physics of precipitation by observing the gyrations of rain dancers." (the Glue Guru).

MUSEUM REPORT - HEARSE FLOWERS, CURATOR

Model donations have exceeded our fondest hopes. We are now brim full of models and kits with pieces missing. Not all of them are Grillos! Some look like they might fly, with just a bit of repair work.

Once repaired, we hang them from the ceiling on a long piece of string. Unfortunately, due to the unrest in the Philipines, string (hemp and sisal) costs a lot of money these days - we had to pay 39¢ for our last ball of twine! And at the rate we're rebuilding models, we'll need another ball of twine pretty soon. Yes, that's why we need 10 million dollars to support museum activities!

I've applied to the Council for emergency twine funding, but have been informed that all our money has been invested in the new Hophead and Grant books. Now in the long run, I'm sure that we will all profit handsomely from these publishing ventures. However it takes time for such books to work their way up the best seller list - a necessary pre-condition in order to get top dollar from Hollywood. In the meantime we need an alternate source of twine funding.

Thus we have started a Friends of the Museum program. By simply turning all your assets over to the Others (no Grillo kits, please) you will receive a life time membership as a Friend. In return, you will be permitted to sleep in the museum on real cold nights. There's more! You also get a lifetime subscription to the Hall of Fame newsletter containing recorded conversations of real live Hall of Famers at their annual meeting! Here's a sample conversation featuring the Folk Brothers, who gained fame by operating stores selling Grillo kits, and Mr Harry Grillo himself:

Grillo: Well, did you get my last shipment of kits?

Folk Bros: Yeah, we got em alright.

Grillo: Good. Did they sell out?

Folk Bros: Sell? You know that store in NY? The one on Fifth Avenue with the model airplane dept on the top floor? Well we got em up there alright, but then....

Grillo: I told you not to put two kits on one shelf!

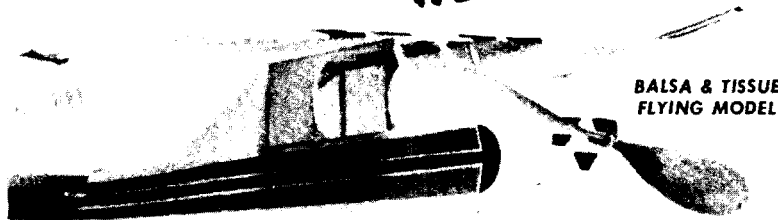
Folk Bros: Of course we put two kits on one shelf! What are we supposed to do - just put one kit on the entire floor?

Grillo: That's not a bad idea in those old stores. Those kits are - well real sturdy.

Folk Bros: Sturdy? They went through that floor like a hot knife through—

(SOMEHOW, I COULD READ NO FURTHER—)

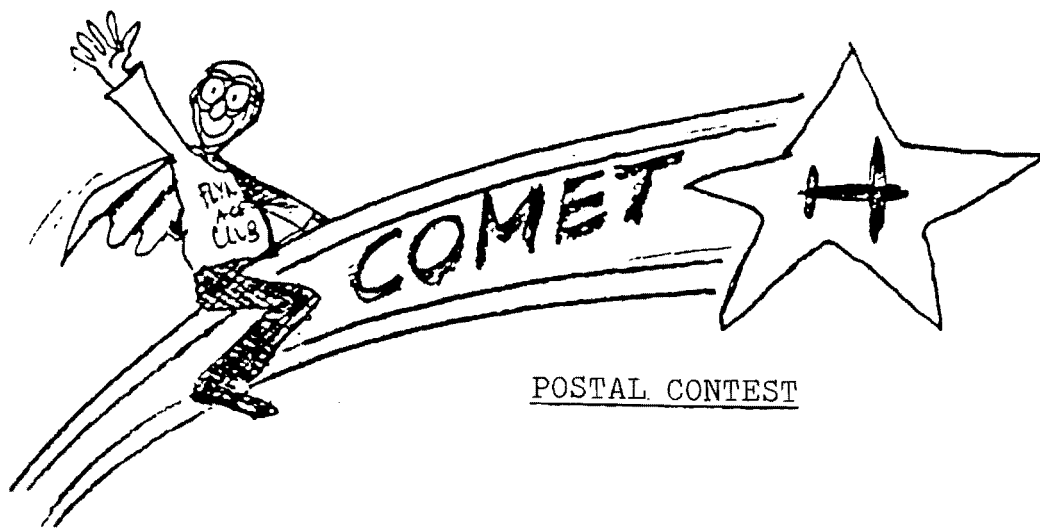
12.

NEW!**BOSTONIAN
"PUP"**FLY IN
BOSTONIAN
CONTESTSBALSA & TISSUE
FLYING MODEL**16 inch WINGSPAN
RUBBER POWERED**
*by Bob Peck*MODEL FEATURES MOVEABLE CONTROLS
FOR EASY FLIGHT ADJUSTMENT
ALL MATERIALS INCLUDED EXCEPT GLUE
AND PAINT

STOCK NO. PP-30 KIT \$7.95

**Flying Ace
"MOTH"****24 inch WINGSPAN • OLD TIMER
RUBBER POWERED MODEL***By Herb Spatz*

STOCK NO. PP-31 KIT \$8.95

NEW!**1937 Old Timer**BALSA & TISSUE
FLYING MODELIdeal size for CO₂ and small
electric-Plans include mounting.
Also fly in Two Bit Old Timer
rubber contest.POSTAL CONTEST**\$1.00 DISCOUNT**
"PUP" & "MOTH"Send this coupon to
Peck-Polymers - Get
\$1.00 off each kit
Moth for \$7.95 ,Pup
for \$6.95 + \$2.00
post. Good till
Sept. 30,1987

Get in on the fun Skysters! Fly your Comet scale model and send in the times to GHQ. Enter as many times as you wish with as many models as you want. If you better a previous time with a certain model, send it in. Models can be of a current Comet kit or from one of the oldtimer series. Just be sure it is a scale model. Contest starts now and ends on Oct. 25, 1987.

Old time Comet kits can be ordered from Scale Flight Model Co., 630 Fairway Lane, Bloomington, Ind. 47401 Send a buck for their catalog.

WANTED: Model Airplane News 1984 February and April
Model Builder 1985 November, 1986 January and July
Robert Lonseth, 5906 Wakefield Dr. Sylvania, Ohio 43560

ORDER
+ \$2.00 POSTAGE PER

2 NEW! Peanuts & Pistachios 2

13.



INSPIRATION FOR BUILDERS

You asked for more! So here is the second volume of PEANUTS & PISTACHIOS. Compiled by Bill Hannan, this concise booklet of truly international scope, displays the work of modelers, photographers and artists from many parts of this world, including: Czechoslovakia, England, France, Germany, Japan, Switzerland, Uruguay, and various of the United States of America.

PEANUTS & PISTACHIOS features articles, 3-Views & plans, handy-hints, suggestions and encouragement for builders of small scale flying models. These miniatures offer FUN in much larger proportions than their miniscule size may lead you to think. Why not share in the pleasures of these low-cost, high-performance model aircraft?



Small can be satisfying!

HIGHLIGHTS OF THIS BOOKLET:

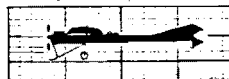
- Advantages (and negative advantages!) of PEANUTS & PISTACHIOS
- Feedback from Volume One readers (extracts from letters)
- Pistachio Pointers ■ Peanuts & Pistachio Pointers
- Peanuts & Pistachios Photography in a Nutshell (Say cheese!)
- The Peanut Gallery & The Pistachio Presentation (photographs)
- Peanuts & Pistachios Producers (who build these things, anyhow?)
- 3-View drawings by Emmanuel Fillon (France), Harry Robinson (England), Jim Alaback (California) and Bill Hannan (Ditto)
- SUBJECTS: 1911 Caudron monoplan avec 3 cylindre moteur
1928 Mignet Avionette parasol monoplan
1936 Mauboussin Hemiptere tandem
1985 TEAM miniMAX Proof-Of-Concept ultralight
- Pistachio construction plans by Donald Mace (Oklahoma) and Ken Johnson (California)
- SUBJECTS: 1948 Bebe Jodel low-winger
1921 Waterman Gosling racer parasol

FORMAT: 8½" x 11" size, two-color glossy 10 pt. card-stock cover; 16 80-lb.-stock pages.
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W.C. HANNAN, GRAPHICS



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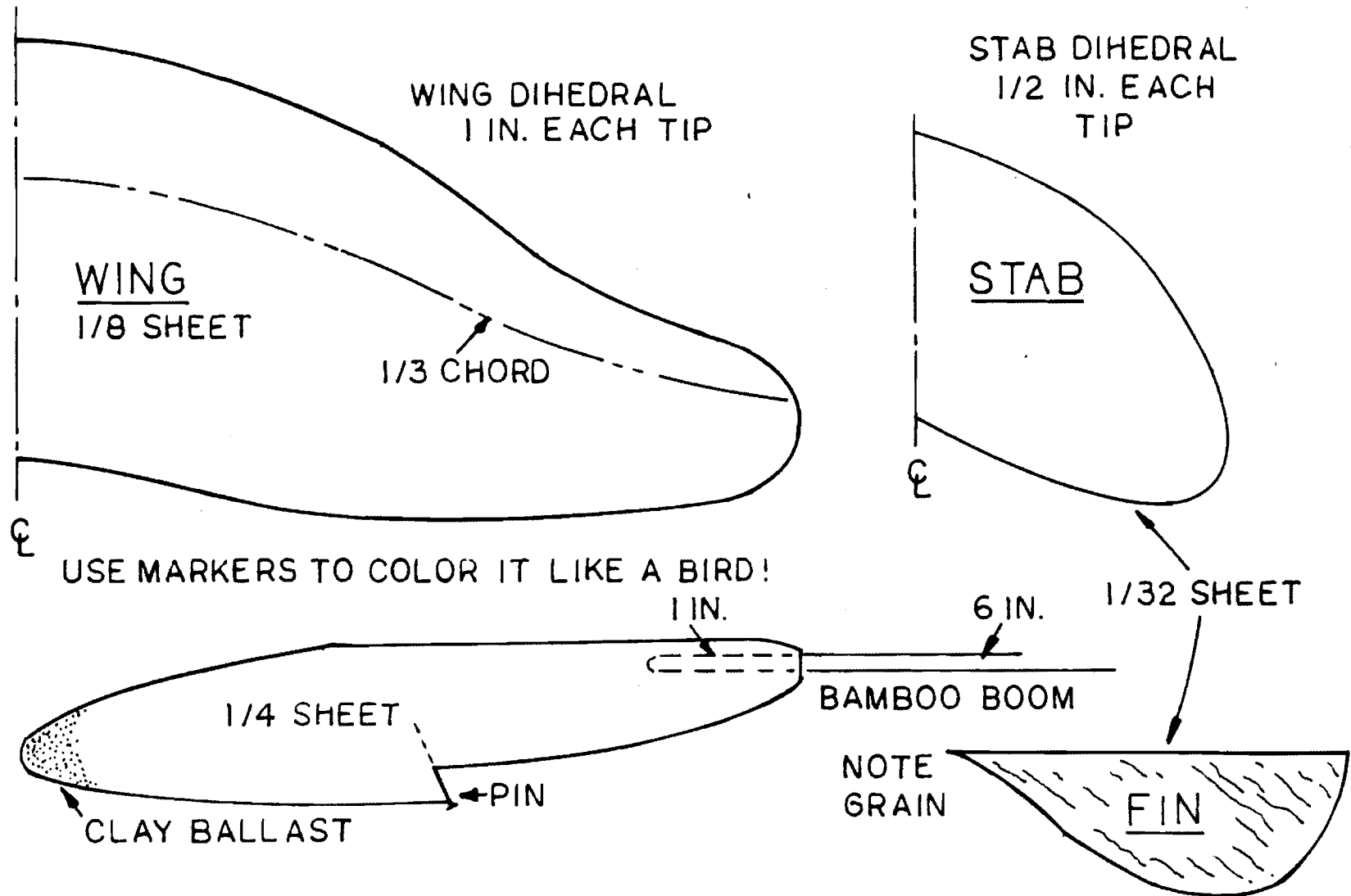
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A CATAPULT GLIDER BY DAVE STOTT



(DRAWN BY MARK FINEMAN)

INDOOR MEET

NOV. 30, 1986

Hand Launch Glider

	<u>Flt. Score</u>
1. Vic Peres	99 sec.
2. Don Slusarczyk	99 "
3. Don Slusarczyk	94 "
4. Chuck Slusarczyk	84 "
5. Chuck Slusarczyk	62 "
6. Dan McDonald	-----

E-Z-B

	<u>Best Flt. Score</u>
1. John Marett	9min.10sec.
2. J. McGillivray	9 " 9 "
3. Don Slusarczyk	7 " 24 "
4. Dick Miller	5 " 43 "
5. Mahlon Hirsch	4 " 13 "
6. Roy Biddle	3 " 56 "

Peres won flyoff 31 to 29

Bostonian (7 grams)

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
1. John Marett	Blackbird	300 sec.
2. Vic Peres	Beanwind	290 "
3. Ken Groves	Robin	284 "
4. C. Brownhill	Found	284 "
5. J. McGillivray	Yeti	264 "
6. Mahlon Hirsch	Whozitts	215 "
7. Dick Miller	Bonanza	210 "
8. Padre Anderson	Schucks	180 "
9. D. Norman	Skyshark	71 "
10. D. Slusarczyk	Bomber	47 "
11. Roy Biddle	Found	-----
12. Em Elwell	Bos. Blackie	-----

No-Cal (7 grams)

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
1. Dan McDonald	Ord-Hume	311sec.
2. C. Slusarczyk	Cassut	306 "
3. Vic Peres	FW-190D	289 "
4. Em Elwell	HE-100	255 "
5. Padre Anderson	Piper J-3	168 "
6. Jim Buxton	Piper J-3	129 "
7. D. Slusarczyk	Cassut	-----
8. Doug Olson	Zlin	-----
9. Padre Anderson	Lear Fan	-----
10. D. Norman	FW-190D	-----

No-Cal (under 7 grams)

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
John Marett	Citabria	776 sec.
2. Ken Groves	Corbin Ace	531 "
3. Dick Miller	Piper J-3	446 "
4. J. McGillivray	FW-190D	280 "
5. D. Slusarczyk	Lacey	276 "
6. Dan McDonald	Heinkel 100	256 "
7. C. Slusarczyk	Lacey	38 "

WWI Dogfight

<u>Pilot</u>	<u>Plane</u>
1. Vic Peres	Fokker D-VII
2. J. McGillivray	Se-5
3. Dennis Norman	Fokker B-II
4. Ross Mayo	Bristol Scout
5. Chris Brownhill	Halberstadt
6. Don Slusarczyk	Dh-6
7. Mike Zand	Dh-6

FAC Hi-Wing Peanut

<u>Pilot</u>	<u>Plane</u>	<u>Flt.</u>	<u>Scale</u>	<u>Score</u>
1. C. Brownhill	Lacey	68	49	117
2. Padre Anderson	P-15	61	55	116
3. Ross Mayo	Cougar	28	57	85
4. Jim Buzton	Lacey	--	55	--
5. D. McDonald	Found	--	54	--
6. Roy Biddle	Alco	--	53	--
7. D. Slusarczyk	Fike	--	47	--

WWII No-Cal Combat

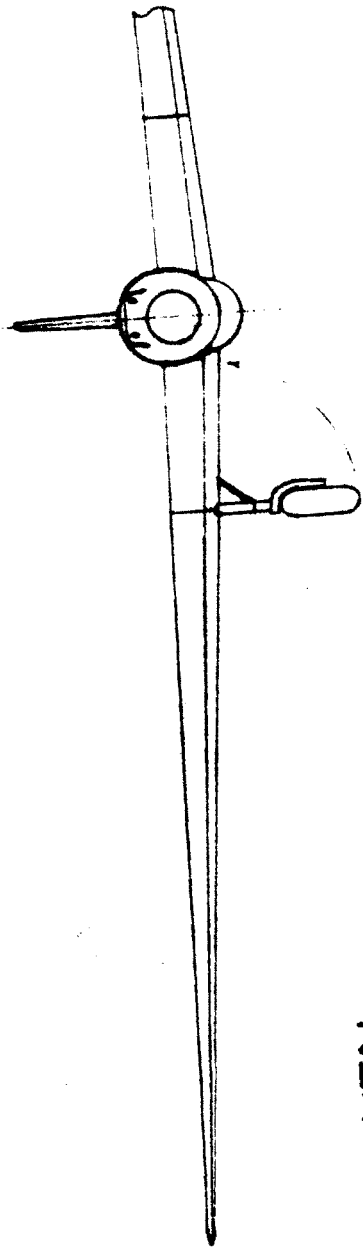
<u>Pilot</u>	<u>Plane</u>
1. J. McGillivray	FW-190D
2. Vic Peres	FW-190D
3. Ken Groves	Barracuda
4. Em Elwell	Heinkel 100
5. Lou Leifer	Bell P-39
6. Dan McDonald	Heinkel 100
7. Dennis Norman	FW-190D

FAC Peanut

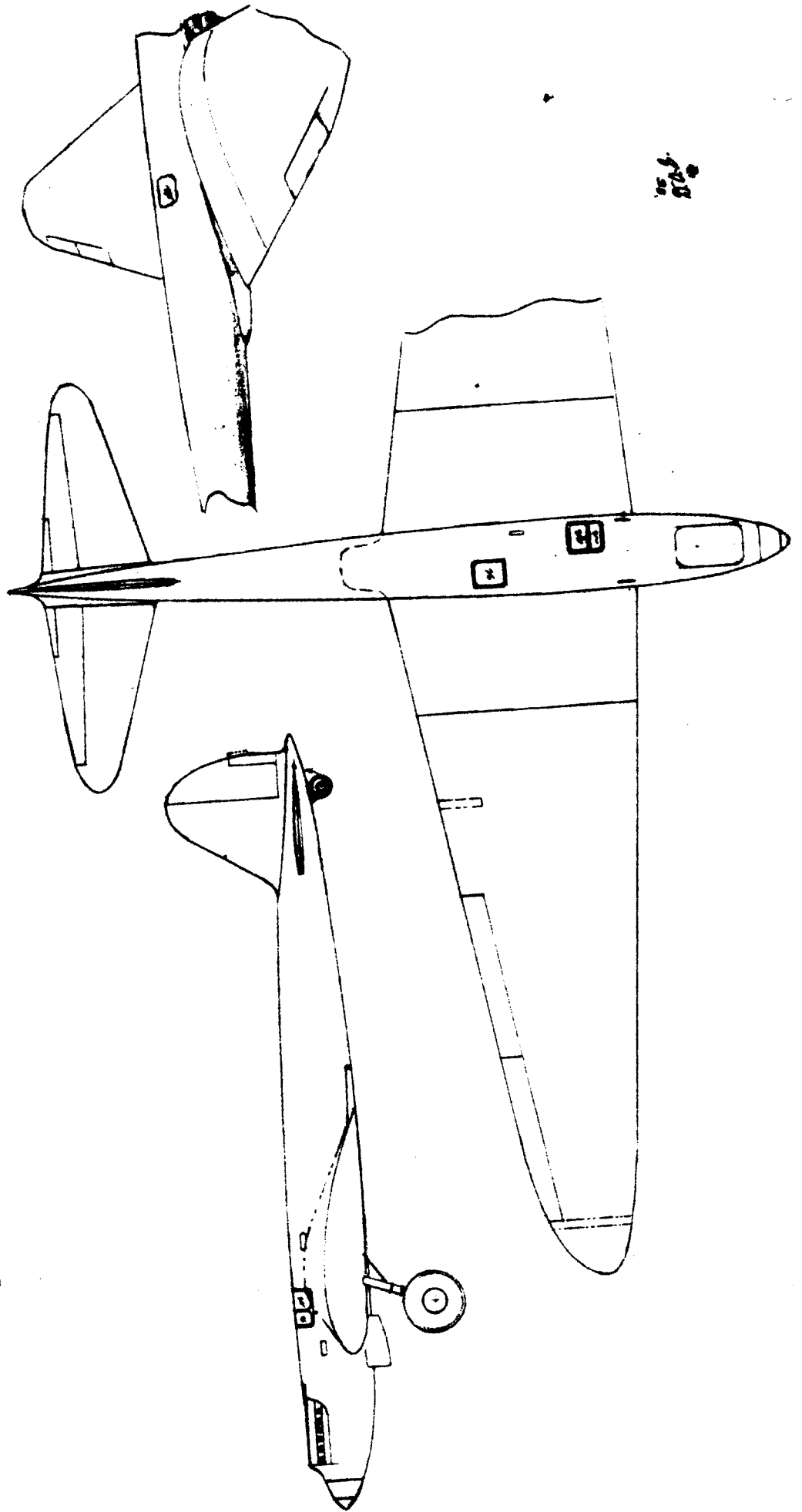
<u>Pilot</u>	<u>Plane</u>	<u>Flt.</u>	<u>Scale</u>	<u>Score</u>
1. J. McGillivray	Se-5	68	75	143
2. D. McDonald	Voison	31	88	119
3. Bill Anderson	WittmanV	42	62	104
4. Mike Zand	Dh-6	30	71	101
5. D. Norman	Fokker BII	26	67	93
6. Mike Zand	Bleriot	--	74	--
7. D. Slusarczyk	Dh-6	--	49	--

FAC Scale

<u>Pilot</u>	<u>Plane</u>	<u>Flt.</u>	<u>Scale</u>	<u>Score</u>
1. McGillivray	Curtiss PiB	56	75	131
2. Bill Anderson	BleriotVII	61	66	127
3. C. Brownhill	Lacey	70	47	117
4. Vic Peres	SM-79	--	90	--
5. D. McDonald	Taylorcraft	--	--	--



KOKEN



by Lhong Wei Karigane

Asian aircraft have been, and probably will remain a bit of a mystery. Even in this modern time of world wide communication and travel the mysteries prevail. Here we are presenting what has been available of a world record machine, yet it is not much information. But, enough to build a fine model, if the lines please you, and they certainly seem clean and graceful.

This machine was designed by the Institute for Aeronautical Research at Tokio Imperial University, Japan, and built at the Tokio Gas Works in 1937. It was the intention of the designer's to capture for their Emperor, the world's non-stop distance record. And this they did without ever leaving the island of Lotus Blossoms. On May 15-16, 1938 this slender alclad cigar piloted by Major Y. Fumita with Sgt.-Major F. Takashi as flight engineer covered 7,240 miles of a closed circuit in 62 hours and 23 min. with F.A.I. certification.

The ship itself was about the ultimate in streamlining. Of all metal construction with fully retractable main landing gear and tailwheel and flush cockpits for pilot and flight engineer (simply referred to as a "mechanic" in those times) it's meager 800 H.P. for a ship of over 88 foot span did the trick with an average speed of 116+ miles per hour. We wonder what the take off was like with over 1500 gallons of fuel on board!

The ship remained with all alclad covered surfaces (the fuselage, wing center section, fin, and stabilizers) natural aluminum, while the fabric on the rudder, elevators and wing outer panels were doped red. There were no markings applied except at one time a light colored (white, silver?) band on the wing tips and short stripe on the wing trailing edge between the center section and inner aileron. These are shown in phantom lines on the 3-view. At one time the rather unusual wing fillet was also the color of the fabric covered areas. This is the period when the wing stripes were in evidence. The rudder tab (shown in phantom lines on the drawing) was only present in the early photos.

References: Janes for 1938; page 71, 1953/54 Air Progress; page 20, Aug. 1937 Popular Aviation; Pages clipped from some unknown Japanese publication.

So there it is, Skysters, as much as this scribe can dig up, at least. Along with the fact that the fuselage cross sections are mostly circular and ellipsoid there really isn't much more needed to construct a model worthy of FAC competition. Hung knows, it is certainly in the vein of FAC offerings. Sayonara!

PHOTO PAGE

All photos courtesy of Bob Clemens. Clockwise from upper left; Dave Rees about to launch his "Greve" race winner, the Caudron 460. Dave Stoot winds his Northrop "Gama" as Allan Schanzle watches. Wittman "Bonzo" held by its builder, Ken Groves, nice flyer. Bill Passerelli cranks up his "Prairie Bird" as Lin Reichel holds, that's as close to flying that the "CO" could get. All photos are from the FAC NATS MARK V.

1. OK, SO THERE ARE NO WINGS ON A COMET-BUT THIS WAS TOO GOOD TO PASS UP. GOLDBERG? SOAP POWER? NOPE. WASHBOARDS! TIFFIN CO., 1924.
2. SOXONY VACUUM OIL CO., 1934
3. VEEDOL-TIDEWATER ASSOCIATED OIL CO., 1946
4. PERFECT CIRCLE PISTON RINGS, 1945
5. OROLO CIGARETTES, 1937
6. HOW ABOUT THAT STIRRING SLOGAN? SPARTAN SCHOOL OF AERONAUTICS, 1936
7. HI-FLIER CO. TOYS IN 1924, ALSO MODEL PLANES IN THE 30'S-AND KITES
8. GAGER LIME MFG. CO., 1929
9. CASE FARM EQPT., 1940
10. NITRATE AGENCIES FERTILIZER CO., 1925
11. BEECHCRAFT, 1945
12. AMERICAN ESCADRILLE-FLYERS ORGANIZATION, 1936
13. THESE FLYERS WERE ROLLER SKATES-1935
14. EMBRY RIDDLE SCHOOL OF AVIATION, 1938
15. GOODYEAR RUBBER CO., 1946
16. RESTURANT CHAIN, 1937
17. TEXACO OIL CO., 1945
18. DOUGLAS AIRCRAFT CO., 1937
19. PENNSYLVANIA RUBBER CO. (SHUTTLELOCKS) 1936
20. NEW YORK LIFE INS. CO. 1939
21. YOU ASK-WHERE ARE THE WINGS? TAKE ANOTHER LOOK AT THOSE EARS! IF YOU THOUGHT THIS WAS MAD COMICS' "WHAT ME WORRY" KID, DON'T FEEL BAD. BUT THIS WAS A MUCH EARLIER TRADEMARK FOR A SOFT DRINK CALLED "HAPPY JACK." THE MODEL WAS A COUSIN OF PHINEAS. HAWWWW!

Submitted by Bob Rogers



standard can you identify?

Anyone who knows a pilot will recognize the company represented above. How many others who use wings in one form or another to bear their



