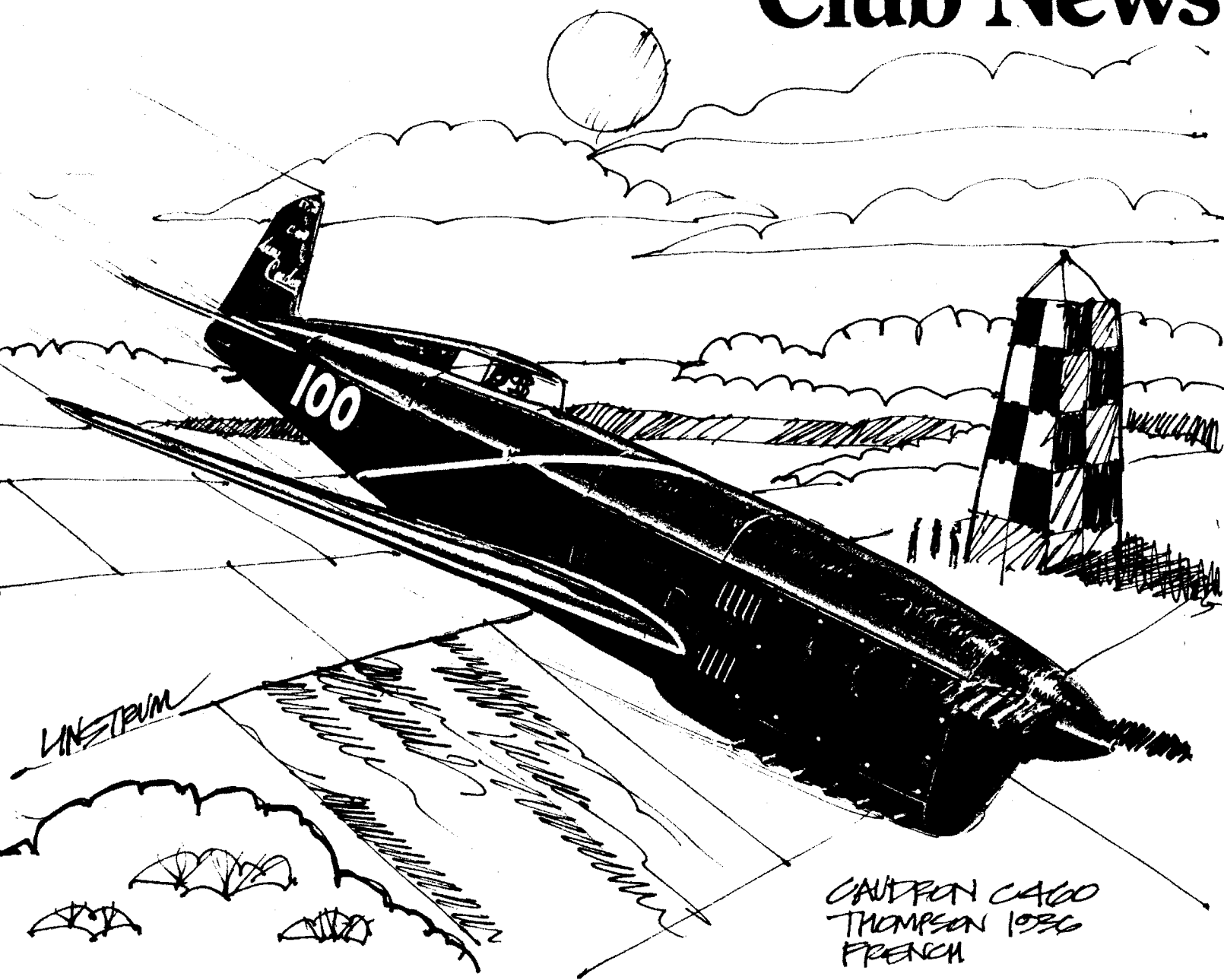


FLYING ACES

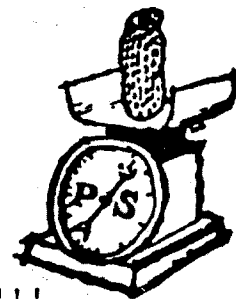
ISSUE #115-41 May/June 1987

Club News



Peanut & No-Cal Scale Postal Meet

The Postal Contest is underway again Skysters, so let's get airborne. There are four "Wings", Indoor Peanut, Indoor No-Cal, Outdoor Peanut and Outdoor No-cal. Enter as many models as you wish and every time you better a previous score for a given model, send your time, what "Wing" you flew in and the name of the model, to GHQ so we can record it. The contest is on now and runs until May 1, 1988.



BUILD--FLY---WIN EFF-AAA--CEEEEE!!!!!!

As of right now we have only one entry and that is by Bob Carpenter who entered a time of 57 seconds in Outdoor No-Cal with a Cosmic Wind.

The next issue of the newsletter will have an update of the "Blue Max" winners in accord with the "Kanone" list in this issue. Just not enough room.

Also, in this issue we have a proposal by Tom Schmitt to the AMA Executive Council regarding the dues structure for AMA members. GHQ is backing this proposal all the way! It is time something was done about the inequities of the dues for all free-flyers. If you feel the same way, then by all means copy the proposal or tear it out of the newsletter and send it to your District Vice President as soon as possible.

You will also find fact sheet number two in this issue for the FAC NATS MARK VI. This will explain just about everything that will be going on there. We will continue to have updates as they happen as the newsletter looks like it will go to a monthly publication until we catch up. That is, if you will continue to send in all those goodies to me. Plans and building tips are in dire need!

BUILD--FLY---WIN EFF--AAAAA---CEEEEE!!!!

Lt. Col. Lin Reichel, FAC

Fred Hamlen.

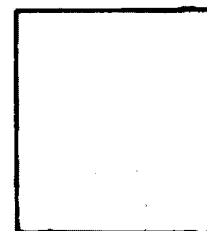
It is our unhappy duty to once again report the passing of one of our members. Fred died suddenly of a heart attack on December 7, 1987. We'll miss Fred and his exotic target drone model. Happy flying Fred.

S.O.S.--S.O.S.

Scale data, three-view or whatever for the Allied Sport are wanted by Dave Smith. Can anyone help? Send to; Dave Smith, 1041 E. Rawhide, Gilbert, Arizona 85234

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



THE 1988 FAC NATS

HOST CLUB: D.C. MAXECUTERS

INFORMATION SHEET No. 2, FEBRUARY 1988

CONTEST DIRECTOR

Allan Schanzle
 20008 Spur Hill Dr.
 Gaithersburg MD 20879
 (301) 840-5884

DATE: July 8th, 9th and 10th, 1988.

TIMES: Friday July 8th: Scale Judging, 7:00 PM - ?
 Saturday July 9th: 9:00 AM to 4:30 PM.
 Sunday July 10th: 9:00 AM to 4:00 PM.

LOCATION: National Warplane Museum, Geneseo, New York.
 Scale judging at State University of New York (see below).

EVENTS: JUDGED EVENTS:

| | |
|------------------|----------|
| FAC RUBBER SCALE | Saturday |
| FAC POWER SCALE | Saturday |
| FAC JUMBO SCALE | Sunday |
| GHQ PEANUT SCALE | Sunday |

| | |
|------------------|----------|
| EMBRYO ENDURANCE | Saturday |
|------------------|----------|

| MASS LAUNCH EVENTS: | DAY | TIME | QUALIFYING FLIGHTS BY |
|------------------------------|----------|---------|--------------------------|
| WW-I PEANUT (Multi-wings) | Saturday | 1:00 PM | 12:00 NOON |
| GREVE | Saturday | 2:00 PM | 1:00 PM |
| WW-II | Saturday | 4:00 PM | 3:00 PM |
| WW-I (Multi-wings) | Sunday | 1:00 PM | 12:00 NOON |
| THOMPSON | Sunday | 2:00 PM | 1:00 PM |
| GOLDEN AGE | Sunday | 3:00 PM | 2:00 PM |

No official flight times will be recorded after 4:30 PM on Saturday and 4:00 PM on Sunday.

ENTRY FEE: \$13.00 by June 15th, \$15.00 after June 15th.

LODGING: Dormitory rooms and meals will be available at the State University of New York, Geneseo, New York. Cost is \$112.00 for double occupancy, \$128 single occupancy. This includes a room for Friday, Saturday, and Sunday nights and:

| | |
|-----------------|---------------------------|
| Dinner, | Fri July 8 th |
| Breakfast, | Sat July 9 th |
| Banquet dinner, | Sat July 9 th |
| Breakfast, | Sun July 10 th |
| Dinner, | Sun July 10 th |
| Breakfast, | Mon July 11 th |

4.

The following motels have been recommended by the University. Reservations for these facilities must be made directly with the motel.

| | | |
|-------------------|------------------------|--------------------|
| GENESEO INN | SUPER 8 MOTEL | HOLIDAY INN |
| 4242 Lakeville Rd | 1000 Lehigh Station Rd | 1111 Jefferson Rd |
| Geneseo, NY 14454 | Henrietta, NY 14467 | Henrietta NY 14623 |
| (716) 243-0500 | (716) 359-1630 | (716) 475-1510 |

A block of 15 rooms has been set aside at the Geneseo Inn. We suggest you make your reservations early. The University Alumni is having their reunion the same weekend as the NATS.

If you wish to stay at other facilities, the price for the banquet alone is \$ 16.00.

RESERVATIONS: To make reservations, send the attached registration form and a check, payable to FAC NATS MK VI, to:

Doug Buchanan
10 Orchard Dr.
Thurmont MD 21788

For advanced reservations (received by June 15th).

| | |
|-----------------------------------------------------|----------|
| Contest Fee : | \$ 13.00 |
| Banquet (for non-dormitory residents): | \$ 16.00 |
| Dormitory (double occupancy with meals and banquet) | \$112.00 |
| Dormitory (single occupancy with meals and banquet) | \$128.00 |

We cannot guarantee dormitory lodging for reservations received after June 15th, nor can we refund cancellations received after June 15th.

Confirmation of reservation will be mailed to all entrants.

SANCTION:

This will be an AMA sanctioned contest. You will be required to show a current AMA card or a receipt of dues within 30 days prior to the event (AMA regulations). We are, however, in contact with AMA in an attempt to get approval for a special two-day fee which will allow non-AMA members to fly for less than the annual AMA dues. *THIS HAS NOT YET BEEN APPROVED.*

JUDGING:

Judging for the scale events at the 1988 FAC NATS will be held on Friday evening, July 8th. Planes that are not submitted on Friday evening will be eligible for judging between 10:00 and 11:00 AM *ON SATURDAY ONLY*. But it will be to your benefit to get the models submitted on Friday evening. The principal advantage in doing this is that you will not have to wait for the judges to return your model. You can, therefore, fly without concern of losing your little pride and joy in a thermal and never have a chance to get it judged, or damaging it on a test flight. Also, you will have the option to select what you think is the best time of day for flying your type of model.

Judging scores for a model will NOT be posted until an official flight has been recorded.

Models must be submitted for judging in the form in which they will be flown, except for prop, rubber motor, and trim tabs.

We have reserved space close to the dormitories as the judging site. All aircraft that are submitted on Friday will be displayed on tables for all to see.

MASS LAUNCH EVENTS:

The number of entries in the mass launch events in 1986 was so large that it became more of a human endurance contest than a model airplane contest. Things simply got out of control, and considerable concern was expressed by some about the health hazards for us elders. For this reason, ALL mass launch events will have qualifying flights in accordance with the rules as set down below. The top 10 qualifiers will be selected for each event. In the event of ties for 10th place, all tied individuals will be allowed to fly in the event. Under these conditions, the event director will change the number of aircraft eliminated from the first round from that noted below.

Thirty minutes prior to each mass launch event, the top ten qualifiers (plus 5 potential substitutes) will be noted on the public display boards. *IT IS THE CONTESTANT'S RESPONSIBILITY TO DETERMINE IF HE/SHE HAS QUALIFIED.* Fifteen minutes prior to the mass launch event, the top 10 qualifiers MUST report to the tent area to have their models reviewed for the 40 point minimum. If a model is eliminated because it does not meet the required minimum, then the 11th qualifying model will be called upon to replace the eliminated aircraft, provided it passes the 40 point minimum. The 10 eligible models will be broken down into two groups, each consisting of 5 aircraft. The first round will eliminate two aircraft from each group. The second round will combine the two groups for a total of 6 models, and 5 successive rounds will be flown which eliminate 1 model per round. This will require no more than 6 motor winds by any pilot.

QUALIFYING FLIGHTS:

No qualifying flights will be required for the judged events. For the mass launch events, there will be a change from what was announced in INFO SHEET No. 1, which stated that the qualifying flights would be held as defined in the 1988 FAC RULES for the Shell Speed Dash. The difference is that there will be NO minimum flight time, and you will be given only ONE attempt for your official flight. So don't dork a launch and have a three second flight, because it will count as the one and only official time. This limitation on the number of qualifying flights is a necessity due to the number of contestants, events, and time constraints for the contest. In addition, it represents the spirit of the mass launch concept.

Qualification times will NOT be posted. The top 10 qualifiers for each mass launch event will be noted on the public display boards, as will the next few potential replacements should one of the top 10 be disqualified due to the 40 point minimum requirement. You may submit your qualifying time for a Sunday event on Saturday. Qualification flights for mass launch events will be timed ONLY by official timers. All other flight times may be recorded by official timers or

6.

contestants other than the flier.

AWARDS:

Grand National Champion.

Engraved plaques through 5th place. Art work by Otto Kuhni.

Earl Stahl Trophy (awarded at the banquet).

Special achievement (if warranted).

Three special awards for models of U.S. Navy aircraft.

These have been donated by Capt. Pat Daily, USN. The decision for these awards will be made based upon models that are submitted for judging on Friday evening.

**THERMAL
DETECTORS:**

Two mylar thermal detectors will be placed on the field for use by all contestants. No other thermal detectors of any kind will be permitted.

TEE SHIRTS:

Special FAC NATS MK VI tee shirts will be sold on Friday evening at the scale judging area.

BUY 'N SELL:

Tables will be provided at the Friday night extravaganza for selling kits, plans, and other model supplies. If you intend to be a vendor, you must notify us prior to June 15th.

25th (WOW!) ANNIVERSARY BANQUET

To all Clubsters everywhere! Come to the Erie Model Aircraft Assn.'s 25th annual banquet. Come and help us celebrate twenty-five years together. It has been a fast and fun filled period of our lives and we want you to be a part of the celebration. Join us!

When...March 19, 1988

Where...Erie Elks Club, Lodge #67
2409 Peninsula Dr. Erie, Pa.

Menu...Buffet Style

Cost...\$9.00 per person

Happy Hour...6:00pm

Dinner...6:30pm

Guest speaker will be Mr. Earl Derion who was the owner of Derion Aviation located at Port Erie airport. Mr. Derion sold and repaired all kinds of aircraft during his career. We are sure he can tell us of some hair-raising tales that happened locally. He will also have photos and some slides of early aircraft that were either stationed at or visited the local field.

We also will have two honored guests in attendance. Mr. Earl Van Gorder who writes the column "Flying Things For Fledglings" for Flying Models magazine will be there and Mr. Robert Brown, the newly elected A.M.A. District III Vice President will also be present although at this time it is tentative with him.

Reservations should be in by March 4th if at all possible, this is important. If you plan on coming please contact;

Ebbie Shores
5048 Sir Lancelot Dr.
Erie, Pa. 16506
Ph. 814-833-5232

Lin Reichel
3301 Cindy Lane
Erie, Pa. 16506
Ph. 814-833-0314

REGISTRATION FORM

7.

FAC NATS MK VI

MAIL TO:
DOUG BUCHANAN
10 ORCHARD DR.
THURMONT MD 21788

NAME(S): (1) _____ (2) _____
AMA NO.(S): (1) _____ (2) _____
ADDRESS(S): (1) _____ (2) _____
(1) _____ (2) _____
(1) _____ (2) _____

I wish to make the following advanced reservations for the FAC NATS MK VI.

_____ entry fees at \$ 13.00 each. \$ _____
_____ banquet tickets at \$ 16.00 each
(with no dormitory reservations). \$ _____
_____ reservations for double occupancy with meals
and banquet at \$ 112.00 each. \$ _____
_____ reservations for single occupancy with meals
and banquet at \$ 128.00 each. \$ _____

TOTAL ENCLOSED \$ _____

Please note that we are unable to refund cancellations received after June 15th. If you plan to share a double occupancy with someone else, please indicate their name so we can direct the University to set up the proper room arrangements. _____

It would be helpful to us if you would indicate with an X which events you plan to enter. This is not a commitment on your part, and you may change your mind at a later time.

JUDGED EVENTS

_____ FAC RUBBER SCALE _____ FAC POWER SCALE
_____ FAC JUMBO SCALE _____ GHQ PEANUT SCALE

MASS LAUNCH EVENTS

_____ WW-I PEANUT _____ WW-I
_____ WW-II _____ GOLDEN AGE
_____ THOMPSON RACES _____ GREVE RACES

EMBRYO ENDURANCE _____

1987 marks fifty years since the Clayton Folkerts air racer design, SK-3, "Jupiter, The Pride Of Lemont," had its days of glory and tragic finale. I would like to share with you my memories of some of the people, places, and events of that era. I'll be as accurate as a mediocre memory permits.

Lemont, Illinois, is about thirty miles southwest of Chicago on the hilly, southeast bank, of the Desplains River flood plain. The Albert Kling farm was a couple of miles from town on a gravel road. A couple of turns farther along the road was the John Mather farm where I was born. Among my earliest memories is one of riding to town in the family Model T. On the way we passed the Kling farm which was somewhat unique in that the house was on one side of the road and the barn on the other. Often one or more of the Kling boys would be about and wave as we passed. There were three; Tom, Rudy, and Fritz.

One day there was a gang of workmen, some horse drawn earth scoops, and a concrete mixer on one of the gravel roads. When the paving was completed it was named Highway 66. Many years later I traveled that concrete ribbon all the way to Los Angeles! Rudy and Fritz Kling were gifted mechanically and worked on farm machinery, motorcycles, and cars. Soon after Highway 66 was completed they built a gas station-garage by the highway and opened for business.

Sometime later, probably several years, there was a yellow bi-plane parked in the pasture across the highway from their garage. Rudy Kling was now flying. Sometimes I would be lucky and the airplane would be landing as we drove by. I believe that Rudy kept the airplane at Art Chester's airport near Joliet. That was just a few miles away as the biplane flies. So on certain days Rudy would fly to the pasture and get some flying time in during breaks in the garage routine.

Quite a while later Dad heard that Rudy had purchased a racing plane and kept it in the garage part of the time! I would now beg Dad to stop at the garage during trips to Lemont so that I could oogle the racer. It was one of the Keith-Riders purchased used. It was named "Suzie" and was painted light blue and white. The craft was carried on a flat bed car trailer with the wing removed. Frequently the engine cowling would be off and the engine worked on. Once I was puzzled to see someone rubbing a tail surface with a piece of gray paper in a puddle of water! That was my introduction to wet-or-dry sandpaper. Suzie placed in a number of air races with Rudy Kling as pilot. It was destroyed at the Los Angeles Air Races when a car drove right in front of Suzie as Rudy was setting it down! Considering the high landing speed and the fragility of the tight-fitting aircraft it was a miracle that Rudy was not injured. Dad predicted, with deadly accuracy, That Rudy would kill himself someday in those racing planes.

Next we learned that Rudy was building a new racing plane in Lemont! Now when the family went to town for supplies and banking I would hurry over to the building where Wurtzler's Drug Store used to be. There, Jupiter, The Pride Of Lemont, was being constructed. The project was sponsored, at least in part, by some Lemont businessmen which gave rise to the latter part of the name.

Now I would like to digress from airplanes and tell you some things about Lemont. Though patronized by local farmers such as Albert Kling and my father it was not a typical farm town as are found throughout the midwest. The population was about 1100 in the early thirties. Some people worked in nearby limestone quarries or a local aluminum products plant. Others rode the street car to Chicago area industries. Lemont is a French name and most of the people were Catholics. There were three Catholic churches in town. There was an Irish Catholic, a German Catholic, and a Polish Catholic, but no French! Catholic!

During my preteen years prohibition was the law but it was often broken. One day my father and I were walking on a Lemont sidewalk when we met one of his uncles. After a short discussion they headed for a small dress shop. We entered and headed for the rear. The lady proprietress ushered us through a curtained doorway into a backroom. There was a small bar in the room and the men downed a couple of "shots" of bootleg whiskey! Judging from their facial grimaces and tear-filled eyes they got a lot of internal action for their money! Just a few years ago I was in Lemont at services for my father and was astounded to see the same dress shop still being operated by the same lady! That was over fifty years by the same owner in the same building!

The Chicago Drainage Canal, really just a huge open sewer for the city of Chicago, ran by the edge of Lemont. Barges plied those filthy waters and I wondered how the bargemen could stand the stench for days at a time. The canal served other purposes. At irregular intervals corpses were fished from those vile waters. Some were the remains of despairing souls who decided to end their Earth life. Others, it was rumored, had offended the Chicagoland underworld hierarchy and were persuaded to take the terminal dive into the canal. Some had received a preliminary dose of lead poisoning. The hitmen thus avoided littering the streets and vacant lots of Chicagoland.

The Illinois Central Railroad went right through the business area of Lemont so there were several crossings with gates, lights, and bells. It was a terrifying experience, especially at night, to be waiting by the tracks. The red warning lights flashed, the alarm bells clanged, the earth shook, and the shrieking whistle crescendoed as the cycloptic monster thundered by! In spite of all those warnings an occasional impatient motorist zig zaged around the lowered gates to beat the train. A few lost the race and were given a rapid and violent ride to eternity courtesy of the steam locomotive of the "City Of New Orleans".

So the "Good old days" weren't all good but they weren't all bad either. Lemont was a picturesque town with a lot of friendly people. And, "Jupiter, The Pride Of Lemont," was built there. I have a mental image of a sleek uncovered fuselage built of metal tubing with wooden formers and lots of stringers. Later the completed craft was often in Klings' garage on its trailer. Usually the cowlings were off and the engine was being worked on.

Then in September, 1937, came the Chicago Tribune headline, "Kling wins the Thompson". Actually he had won both the Grieve and the Thompson Trophy races. The Grieve race was restricted to

engines of a certain displacement. Jupiter's 250 horse power Menasco was small enough to qualify for that event. The Thompson race had no engine size restriction so Rudy was competing against racers with as much as 1000 horse power! It was a tremendous thrill to have a farm boy neighbor make good in a sport that required an extremely specialized aircraft and highly skilled piloting! And he did it in The Cleveland Air Races that could be called the Indy 500 of the air!

The winning speeds were not impressive. Fritz Kling later indicated that Rudy took it easy on the throttle because it was a new plane in its first races, and that it was capable of much higher speeds. It certainly seems so! In the air the fuselage is a slim oval tube tapering smoothly to the rear. It was just wide and deep enough to enclose the parts and mechanisms. A bullet shaped spinner covered part of the high drag propellor hub and provided an easy entry to the air. The retracted gear openings were completely covered by doors that conformed to the fuselage lines. The windshield was a smooth curve as small as safe viewing would allow. The tapered wing was of low aspect ratio and plywood covered. Its zero dihedral and shoulder mounting produced large angle, low drag junctions to the fuselage. The propellor was very high pitch. That meant low acceleration at the start but helped Jupiter to really move out at top speeds. Jupiter was a small, very clean, light weight airplane with a thin airfoil. It all added up to lots of speed! It is said that beauty is in the eyes of the beholder. To this behold-Jupiter is among the most beautiful of aircraft. Yet it was very functional.

The Cleveland races had been held in early September and just three months later the Miami Air Races were held. This time the Chicago Tribune headline told a different story, "Kling and Haines killed at Miami". We were all stunned and felt a terrible sense of loss. Rudy's wife and young boy were at Miami. Reporters asked the five year old what he was going to be when he grew up. "I'm going to be a farmer," he replied. And he did.

Rudy Kling and Frank Haines were one-two at the start of the Miami race and stalled out at the first pylon turn. The newspaper reported that gusty winds were present though I have never seen that mentioned in other reports. When the racers are in a tight pylon turn they are likely near the stall speed and a wind shear of several miles an hour could produce the fatal stall. And in the excitement of a close race a pilot could exceed safe flight limits. Later the SK-4 was built and it was very similar to Jupiter. It also crashed killing the pilot so perhaps the design was very marginal in stability. Most articles mention that Rudy had rather low overall flight time and experience. Yet he surely had considerable skills. He flew Suzie in several races and had flown Jupiter at least several times. Anyone who can fly a high speed plane with narrow tread gear and tiny wheels off dirt fields certainly has skill! And experience doesn't always help. Veteran racer Art Chester was killed in a pylon turn in a much more docile aircraft than Jupiter was.

When Jupiter crashed the red spinner popped off and was hardly

damaged. Fritz Kling had it in the garage for years afterward. After the war several of us who rode Harleys used to stop at the garage to gas up and talk with Fritz. The spinner would remind of the days that used to be.

I didn't really know Rudy because he was quite a bit older than I was. But I have some impressions. He was rather short and of average build. He was quiet and not stuffy or arrogant. Rudy always had a friendly grin. And he willingly and cordially answered questions put to him by a scrawny farm boy in bib overalls.

ANOTHER UNSCALABLE PEEK
into the world of obscure A.C.
by F.S. Bilder

Some dreams stay impossible! In spite of the best efforts of designers and sponsors many unique aircraft become extinct before they are modeled or photographed.

Consider the Trivial Pursuit--March/April 84 FAC News
Helio Mutt--September/October 84 FAC News
S.B. Dummy II--March/April 85 FAC News

The elusive Flying Fische is a pursuit of another ilk.

Its designer, Ilk Fische, was inspired by the nautical tales of a former military medic, Mayo Ross, who served with the National Guard during the civil disturbances between the Industrial Military Complex and the Lake Shore Realtors late in 1984. Ilk serviced home aquariums in the Erie, Pa. area.

During a home call, Ross told Mr. Fische a tale about fish he had seen leap from the water into the air and glide for long distances before falling back into their native medium. As Ilk studied the Ross aquarium, inspiration struck.

Mumbling to himself, Fische reasoned "Why not design a home-built scuba sled so light and powerful that it could pop out of the water, drop its bilge and become airborne?"

So he did. And after several successful flights Mr. Fische knew why a scuba sled "so light and powerful that it could pop out of the water and become airborne" was not a good idea.

BILGE!

Bilge was the reason given by the attorneys at the trial.

They told the jury of the fright when the flying Fische noisily and suddenly rose from beneath the lake and sent retired fishpersons diving overboard in panic. By the time they climbed back aboard, the damage was done. Smelly bait was spilled, canned and bottled beverages were lost, lunches were soaked and boats sprayed with bilge, sediment and pump lube. During cross examination, one lawyer asked poor Ilk where he was when that bilge hit the prop!

12.

THOMAS J. SCHMITT
11014 Marcliff Road
ROCKVILLE, MARYLAND 20852
1 (301) 530-0327
AMA 30312

November 15, 1987

AMA Executive Council
c/o Howard Crispin District IV Vice-President
611 Beechwood Drive Charlottesville, VA 22901

PROPOSAL

To reinstate the former practice of restricted benefit and reduced rate AMA membership for participants at Class CC flying events sanctioned only for free-flight model aircraft. An entrance fee of five dollars is proposed for such a Class CC event.

REASON

To encourage the return of older modelers and welcome novices young and old to sport and contest free-flight flying, particularly rubber scale and sport models such as flown at Flying Aces Club and beginner type contests without AMA events.

BACKGROUND

In the past the AMA provided reduced rate membership at contest sites which was valid only for the duration of that contest. This was abandoned some years ago. According to the bylaws of the AMA, the Executive Council remains empowered to establish special memberships and set the dues for those memberships. The purpose here is to provide a reduced rate membership for single AMA sanctioned free-flight contests without AMA or FAI events. The rate should realistically be the dues proportion required to provide the necessary insurance coverage for those contests.

Many former modelers are intrigued by and attracted to the FAC type contests and funflays as are also youngsters with limited experience concerning model aircraft. However they are quite disappointed when informed of the cost to fly in an AMA sanctioned contest. This happened at the FAC NATS MK V contest in Geneseo, New York last year. In such a situation the third party insurance is a fact of life, thus a bona fide AMA sanction becomes a basic requirement. But it does seem unreasonable to ask for full membership dues at this initiation or return to the thrills and fun of flying simple free-flight model aircraft. Remember, this is how it began for many of us; and this without a national membership in many cases!

Serious consideration of this proposal is requested at this time. This coming year 1988 will see the FAC NATS MK VI once again at the National Warplane Museum in Geneseo, New York. An AMA sanction will be requested for this Class CC event. In accordance with the present regulations full AMA membership will be required to participate. I sincerely hope that provision will be made for those among us that are hesitant to join a national organization for their first time back into fun filled competitive flying with free-flight models.

In conclusion it should be obvious that this proposal in no way attempts to circumvent joining the AMA. In fact I am certain it will lead more into the AMA organization. Familiarisation in a welcoming atmosphere is the key point to be understood here. It is extremely difficult to explain to a newcomer how AMA membership can add to the enjoyment of simple free-flight model flying. However it is not difficult to foresee continuing and increased interest in all facets of model aviation after an initial exposure in a friendly a receptive environment. This offers the distinct possibility of increased enrollment in the AMA. To paraphrase Ed Whitten's exclamation in MODEL AVIATION 'Have You Helped a Senior Citizen Modeler Today?'

WORLD WAR I AIRCRAFT

by
Ed Heyn

13.

Following is a list of aircraft that are eligible for the World War I mass launch event. By no means do we say that these are the only aircraft that are eligible. If anyone can add to this list please send your additions to GHQ along with your proof that they are eligible and we will add them to the list.

Armstrong-Whitworth FK-3, FK-8
Avro 504-J, 504-K
Albatross B-I, B-II, B-III, C-I, C-III, C-V, C-VII, C-X, C-XII, W-4, D-II, D-III, D-V, D-Va, DR-I,
Ago C-II, C-III, C-IV
Ansaldo A-I, SVA-3, SVA-5, SVA-9, SVA-10
Aviatik B-II, C-I, C-II, C-IX, D-I
A.E.G. B-II, B-III, C-I, C-IV, J-I, G-IV,
Anatra DS

Beardmore WB-III
Bristol TB-8, Scout C&D, F2-B, M1-C
Breguet BLC, BRM-5, Type 6, Type 10, Type 12, BR.14A2, BR.14B2
Bleriot XI, XI-2, XI-BG (parasol)
Blackburn T.T.1 Kangaroo

Caudron G-III, G-IV, R-II
Caproni CA-3, CA-4, CA-5, CA-33, CA-40, CA-43
Curtiss H-4, H-12, H-16

DeHaviland DH-1a, DH-2, DH-4, DH-5, DH-6, DH-9, DH-9a, DH-10
D.F.W. B-1, C-1, C-IV, C-V, MD-14, KD-15
Dorand AR-I
Deperdussin TT

Etrich Taube
Euler Military Biplane, D-I, D-II

Fairey Hamble Baby, F-10, F-17, Campana, III-C, III-D
Fokker E-III, M-7, M-8, M-10, D-I, D-II, D-III, D-IV, D-VI, D-VII, D-VIII, DR-I
Farman MF-7, MF-10, HF-20, HF-23, F-21, F-22, F-27, F-40, F-50
Friedrichshafen G-III, FF-33
F.B.A. Type "C", Type "H"
Felixstowe F2A
Fiat R-2

Gotha G-I, G-II, G-III, G-IV, G-V

Halberstadt D-II, D-V, CL-II, CL-IV, C-X
Hanover CL-III
Hanriot HD-I, HD-3c
Hansa-Brandenburg C-I, CC, D-I, KDW, W-12, W-29, W-33
Handley-Page O/100, O/400

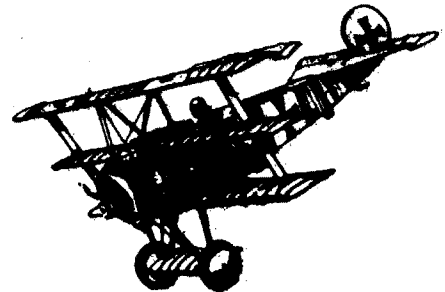
Junkers J-I, D-I, CL-I

Knoller/Albatross Series 22

Lohner B-II, B-IV, B-VII, C-I, L
L.V.G. B-II, B-IV, B-VII, C-I, "L"
Lloyd C-II
Letord Type 4
Lebed 12

Martinsyde S-I, G-100, G-102
Morane Saulnier "H", L, La, N, G, A-I, BB
Macchi M-III, M-V, M-VII, Parasol

Nieuport 10, 11, 12, 14, 17, 24, 27, 28, 6M
Norman-Thompson NT-4



14. Otto Type B pusher

Parnall N2A Panther

Pfalz E-I, T0 E-IV, A-I, A-II Parasol, D-3, D-3a, D-VIII, D-XII, DR-I

Phonix C-I, D-I, D-II, D-III

Pomillio PC, PD, PE, PY, Scout

R.A.F. Factory BE-2a to BE-2e, BE-8, BE-9, BE-12, BE-12a, FE-8, RE-5, RE-7
RE-8, RE-8a, SE-5, SE-5a

Roland D-II, D-VIb, C-II

Rumpler Taube B-I, C-III, C-IV, C-VII, G-III, D-I

R.E.P. Type N Parasol

Sikorski Ilya Muromets, S-16

Shchetinin M-5, M-9

SIAI S-8

SIA 7B-1, 7B-2, 9B

SAML S-2

Salmson 2A2

Staaken R-VI

Paul Schmitt Type 7

Savoia-Pomillio SP-2, SP-3, SP-4

S.P.A.D. A-2, XI, VII, XIII

Siemens-Schuckert E-1, D-1, D-II, D-IV

Short S-38, S-41, Folder, Admiralty Type 42, Type 74, Type 135, Type 166,
Type 830, Type 184, Bomber "320"

Sopwith Bat Boat, Tabloid, Admiralty Type 807, 2 Str. Scout, Baby Seaplane,
1½ Strutter, Pup, Triplane, 2F1 Camel, 5F-1 Dolphin, 7F-1 Snipe,
TF-2 Salamander, B-1, T-1 Cuckoo

Thulin Type K

Tellier T-3

Ufag C-1

Vickers FB-5 Gunbus, FB-19, Vimy

Voisin 5B-2, 3LA-4, Type 8, BN-2, BN-3, BN-4, BN-5, BN-8, BN-10

continued from page 11

Mr. Fische lost most of the lawsuits and was ordered to dismantle the craft before Bill Hannan could model it. To date, its fate is thus:

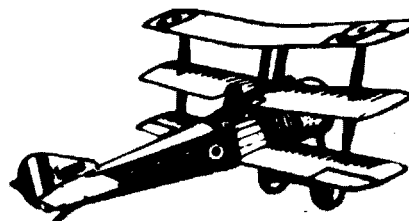
- The fuselage became a motorcycle side-car on a club machine in East Erie;
- The prop and engine were sold to an ultralight flyer in McKean, Pa.;
- The bilge pump was converted into a pool filter and installed in a backyard pool in Elyria, Ohio;
- Plans and photos were lost in the divorce settlement (Mrs. Fische's dad was legal counsel to AARP).

All that remains of the Flying Fische is Ilk's memory, his aquarium maintenance business in Erie, and the fish tales by Ross.

Many, too many other great aircraft are lost to the modeling world before they can be photographed. But few are as unique as the Flying Fische. Bet you can't scale one!

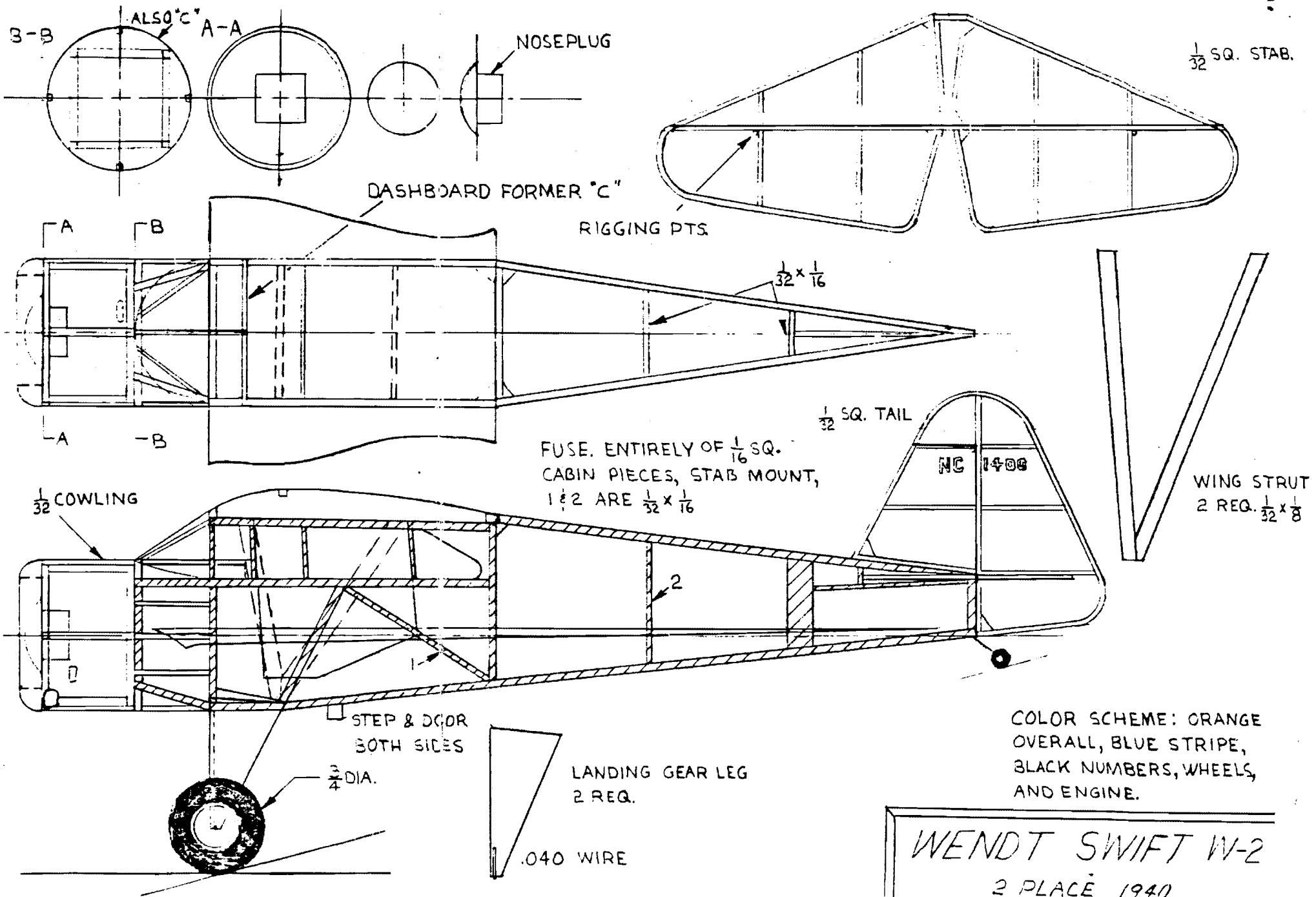
F.S. Bilder

Credit for the cover of this issue as well as the cover on the last issue goes to Dave Linstrom. Well done, Dave. May "Hung" smile on all your flights. Do you have anymore?



It has been some time since an up-to-date Kanone List has been published, an omission that we are hereby remedying right now! All victories since the last list have been kept here at GHQ, and an impressive list it is!!! We do want to caution everyone that our records are only as good as the reports we get from contest directors. If your tally does not jibe with ours, it is almost certainly a lack of reporting by the CD which will account for the difference. Again, as in previous lists, we have deleted a small number of names which appear to be no longer active. If your name is missing, let us know that you are indeed an active flier, and you will be promptly re-instated.

| <u>RANK</u> | <u>VICTORIES</u> | <u>RANK</u> | <u>VICTORIES</u> |
|-------------------------|------------------|------------------------------|------------------|
| <u>Air Marshal</u> | | <u>Lt. Colonel (Cont'd.)</u> | |
| Gordon Roberts | 170 | Geo. Leffler | 16 |
| Don Srull | 79 | Royall Moore | 16 |
| Dennis Norman | 76 | Bill Hannan | 16 |
| Jack McGillivray | 60 | Clarence Mather | 16 |
| Dave Stott | 54 | Ed Heyn | 15 |
| Geo. Meyers III | 53 | Henry Struck | 15 |
| <u>Air Vice-Marshal</u> | | <u>Major</u> | |
| Mike Midkiff | 47 | Dan McDonald | 14 |
| Russ Brown | 45 | Doc Martin | 14 |
| Mark Fineman | 45 | Tom Nallen, Sr. | 14 |
| <u>General</u> | | Ted Langley | 13 |
| Chet Bukowski | 42 | Bob Thompson | 13 |
| <u>Lt. General</u> | | Chas. Schobloher | 13 |
| Vic Peres | 39 | Del Balunek | 13 |
| Ken Groves | 39 | Mick Nallen | 13 |
| <u>Major General</u> | | Don Steeb | 12 |
| Dave Rees | 34 | Fred Wunsche | 12 |
| Allan Schanzle | 34 | John Marett | 11 |
| Ross Mayo | 33 | Kevin Sharabonda | 11 |
| Mike Zand | 31 | Paul Spreiregen | 11 |
| <u>Brig. General</u> | | Tom Schmitt | 11 |
| Roland Hoot | 28 | Phil Cox | 11 |
| Dick Howard | 25 | Ted Russell | 11 |
| <u>Colonel</u> | | Paul Helman | 10 |
| Dan Briehl | 24 | Emerson Elwell | 10 |
| Ralph Keunz | 23 | Rolfe Gregory | 10 |
| Dean McGinnes | 22 | John Blair | 10 |
| Jim Miller | 21 | Larry Loucka | 10 |
| Dave Smith (Ariz.) | 20 | Andy MacIsaac | 10 |
| Pres Bruning | 20 | <u>Captain</u> | |
| Fred Ewing | 20 | Dave Smith (N.C.) | 9 |
| Jack Moses | 20 | Walt Eggert, Sr. | 9 |
| <u>Lt. Colonel</u> | | Butch Hadland | 9 |
| John Stott | 19 | Blake Mayo | 9 |
| Pat Dailey | 19 | Frank Scott | 9 |
| Al Lawton | 19 | Mike Welshans | 8 |
| Bob Clemens | 18 | Bob Leishman | 7 |
| Jack Fike | 18 | Ed Pelatowski | 7 |
| Rudy Kluiber | 18 | Don Assel | 7 |
| Lin Reichel | 18 | Chris Scott | 7 |
| G. Wagner | 17 | Tom O'Brien | 7 |
| Padre Bill Anderson | 16 | Henry Frautschy | 7 |
| Randy Kleinert | 16 | Tom Nallen, Jr. | 8 |
| | | Bill Warner | 8 |
| | | Hank O'Dwyer | 8 |



COLOR SCHEME: ORANGE
OVERALL, BLUE STRIPE,
BLACK NUMBERS, WHEELS,
AND ENGINE.

WENDT SWIFT W-2
2 PLACE 1940
DESIGNED & DRAWN BY:
Mickey Nallen 12-9-75

Captain

| | |
|------------------|---|
| Doug Buchanan | 6 |
| Chris Brownhill | 6 |
| Dave Niedzielski | 6 |
| Fudo Takagi | 6 |
| Joe Whiting | 6 |
| Bill Miller | 6 |
| Todd Allen | 6 |
| Dudley Prisell | 6 |
| Rob't. Zand | 6 |
| Mark Schneider | 6 |
| Vance Gilbert | 5 |
| Dave Aronstein | 5 |
| Jim Hyka | 5 |
| Bob Seidentopf | 5 |
| Herb Shirley | 5 |
| Mark Drela | 5 |

Lt.

| | |
|-------------------|---|
| Chas. Sotich | 4 |
| C. Sanford | 4 |
| Warren Weisenbach | 4 |
| Ed Novak | 4 |
| Les Garber | 4 |
| R. Woodward | 4 |
| R. Bender | 4 |
| Gary Hunter | 4 |
| Herb Redding | 4 |
| Tom Odom | 3 |
| Henry Orzech | 3 |
| Walt Eggert, Jr. | 3 |
| Walt Mooney | 3 |
| Tom Sandor | 3 |
| Bill Passarelli | 3 |
| Claude Powell | 3 |
| Jeff Briehl | 3 |
| Bud Carson | 3 |
| Les Bird | 3 |
| Waly Van Gorder | 3 |
| Mike Peres | 3 |
| Joe Barna | 3 |
| Andy Medovitch | 3 |
| Bob Heywood | 3 |
| Mike Escalante | 3 |
| Geo. Armstead | 3 |
| Duncan McBride | 3 |
| Bruce Price | 3 |
| C. Slusarczyk | 3 |
| D. Slusarczyk | 3 |
| Paul Boyanowski | 3 |

The following Lieutenants have two victories each: Jerry Wagner, Rich McEntee, Mahlon Hirsch, Paul Stott, Eric Haakonsen, Al DeCook, Gerd Reicker, Bob Russell, Bert Phillips, Jeanette Scott, J. Reichel, Ted Wales, Chris Schanzle, H. Thomasian, Ed Vargo, Bill Caldwell, Ed Marcello, Chuck Conover, Ferril Papic, Bill Musolf, J.E. Pederson, Leon Bennett, Scott Paisley, Bill Mitchell, Geo. Lewis,

Louis Leifer, Les Barber, Dan Driscoll, Jack Humphries, Gerry Skranjc, Mark Houck, Earl Schick Don Brimmer, and Tom Hughson.

Lieutenants with one victory are: Bob Peck, Bill Stroman, Bob Haigh, Les King, Terry McDonald, Jim Dailey, Tony Faranda, Jerry Donohue, Bob Haight, Lad Plachy, Amos Ponder, Guy Larsen, Betsy Majoros, Ed Baltera, John Sites, Mike Seidentopf, Priscilla Betz, Dick Kohfield, Greg Davis, Bill Bell, Bill Reynolds, Dick Dumire, Ron Sears, Carl Schueler, Eric Anderson, David Chen, Bob Gordon, Chris Rubrich, Steve Hales, Terry Alle, Dave Buboltz, Tim Boches, Doug Barber, Terry Gumm, Art Maiden, Rick Midkiff, Cy Hanzely, Mike Moskow, Greg Meyers, Harbey Hopkins, Rich Hensel, Joe Fierce, Don Lindley, Reg Batterson, Tom Yanosky, Mike Nassise, Juergen Kortenbach, Tex Baird and Pearl Buchanan.

Many new names on the Kanone list! Congratulations to all!!

PROMOTIONS**PROMOTIONS

To Air Marshal: Geo. Meyers III, Jack McGillivray.

To Air Vice-Marshal: Mark Fineman, Russ Brown.

To Lt. General: Vic Peres, Ken Groves.

To Major General: Allan Schanzle, Mike Zand, Dave Rees, Ross Mayo.

To Brig. General: Dick Howard, Roland Hoot.

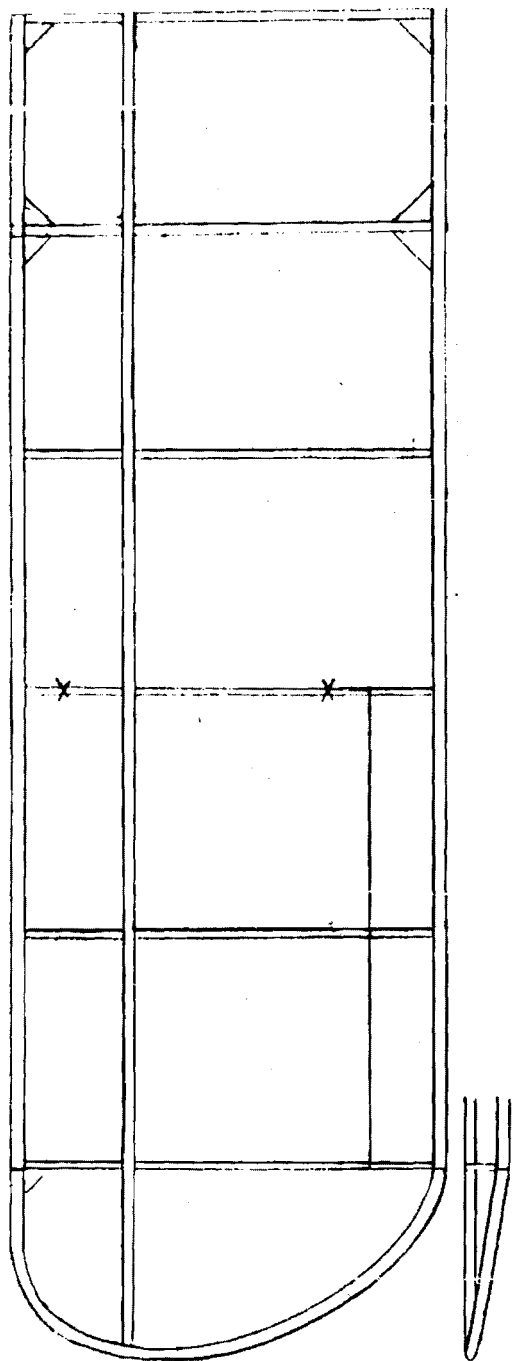
To Colonel: Jim Miller, Pres Bruning, Jack Moses, Dave Smith

To Lt. Col.: Al Lawton, Bill Anderson, Pat Dailey, Randy Kleinert, Ed Heyn, Geo. Leffler.

To Major: Em Elwell, Dan McDonald, Rolfe Gregory, Tom Schmitt, Paul Spreiregen, Kevin Sharabonda, Larry Loucka, Jong Marett, Don Steeb, Phil Cox, John Blair, Andy MacIsaac.

To Capt.: H. Frautschy, Bob Leishman, Dave Aronstein, Vance Gilbert, Doug Buchanan, Chris Brownhill, Paul Helman, Dave Smith, Dave Niedzielski, Jim Hyka, Bob Seidentopf.

$\frac{3}{8}$ DIHEDRAL UNDER EACH TIP ALL RIBS $\frac{1}{2}$ EX. CENTER SECTION $\frac{1}{16}$

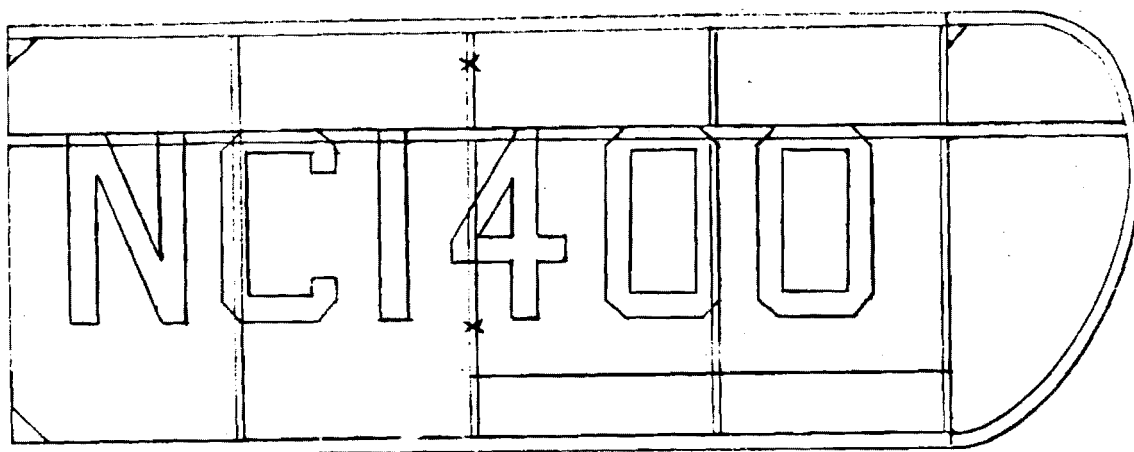


5 1/2 PROP.
18 LOOP OF 2MM. DIRELLI

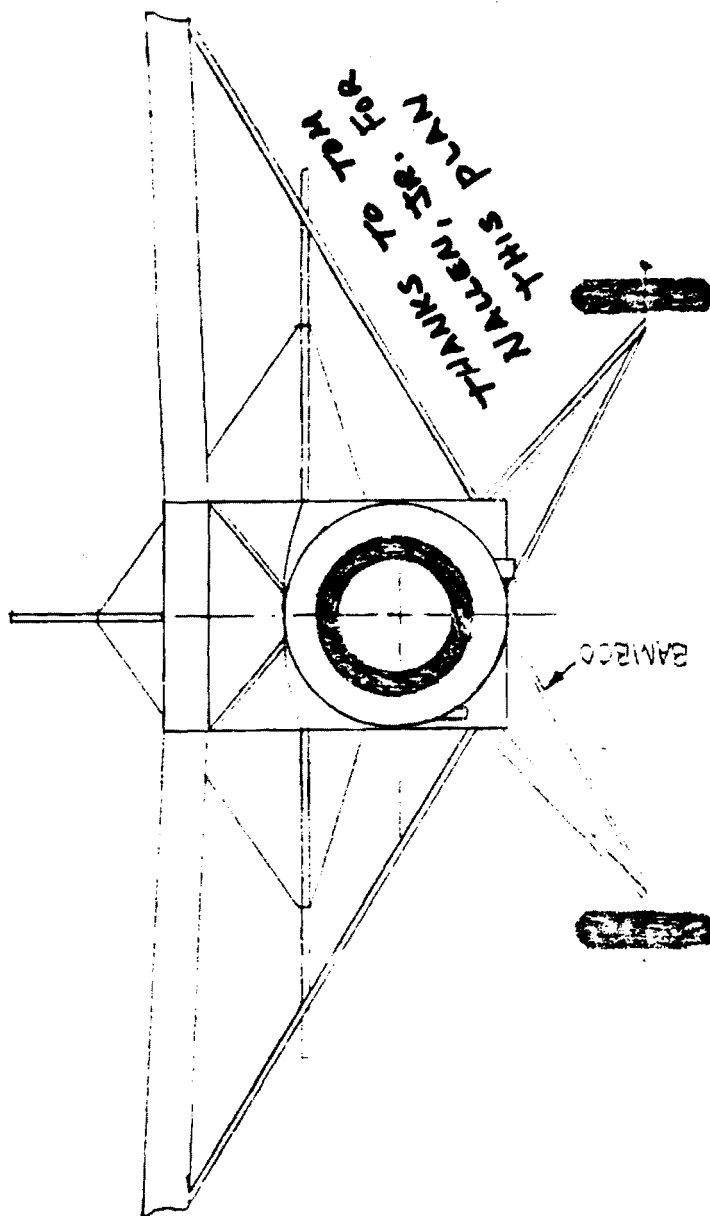
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MARCH, 1940 PAGE 124

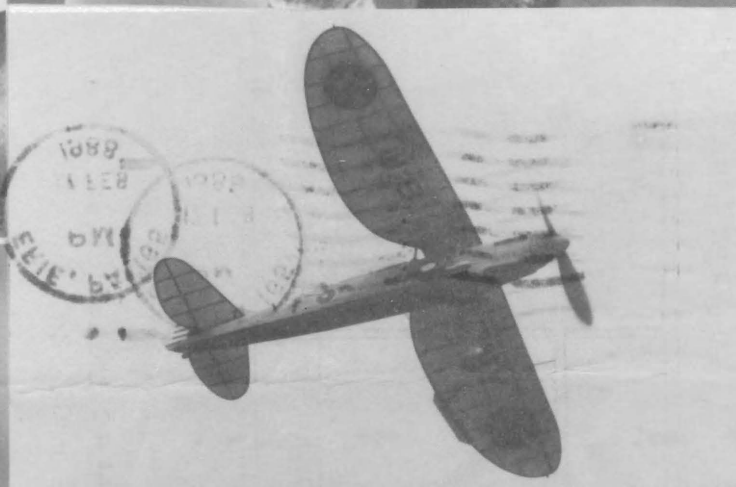
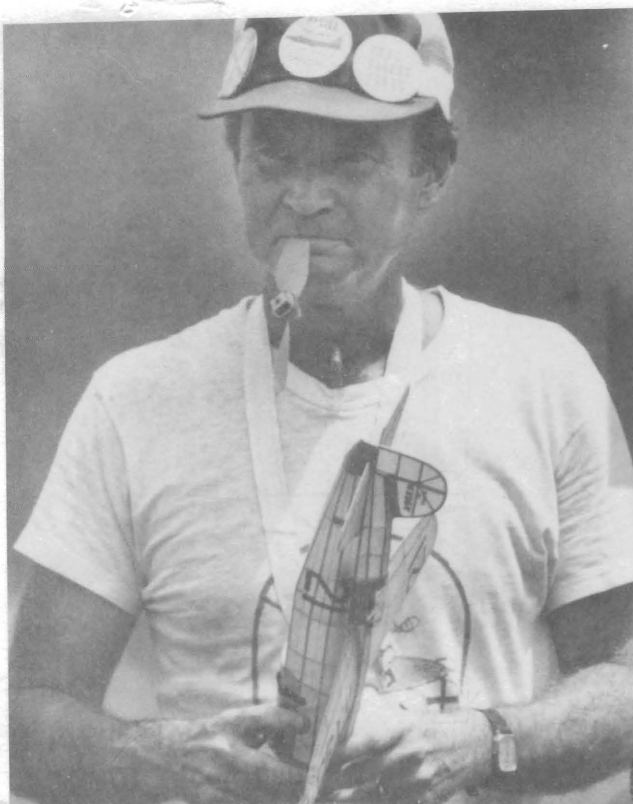
$\frac{1}{16}$ L.E. & T.E. & SPAR

REG. ALSO ON BOTTOM LEFT WING



WING TIP
LAMINATED
2 PIECES
 $\frac{1}{32} \times \frac{1}{16}$





More photos from the FAC Nats, Mark V sent to us by Bob Clemens. Clockwise from the top left we see Pres Bruning Eating another prop while holding his Chambermaid racer. Then comes a shot of the mass launch Greve Race event, showing Henry Komp, Dave Rees and Bob Leishman launching their models. Flying overhead is the Jumbo model of the Douglas O-46 built by Bob Anderson. Some more Greve Race action with George Meyers, and Mark Fineman launching while Bill Noonan and Hurst Bowers prepare to take pictures of the action. Last we have Eric Clutton holding for Gordon Roberts as Gordon winds racer.