FLYING ACES

ISSUE #117-43 Sept./Oct. 1987

Club News

Here we are again Clubsters! I bet you didn't expect another issue this soon. As I stated before, I am going to try to get you an issue every month until we catch up. Thanks for staying with us through a much difficult time.

Bob Howard has done it again with the cover on this issue and what do you think the conversation is all about? Do you suppose they are discussing the up-coming FAC Nats? Could be, as we get entries from almost everywhere.

Bob Howard is joined by his father in this issuealso, Skysters. Dick Howard has given us a real challenge for the building board this time, gang. I don't know where he comes up with all these unusual aircraft, but keep it up Dick. Dick also sent us a little info on this aircraft. The "OMAC-I", the letters stand for "Old Man's Aircraft Co." The company name was inspired by the ages of the builders, Carl Parise and Larry Heuberger. The "OMAC-I" was the first canard submitted for FAA certification. Who'll have a go at it?

Some more decisions on eligible aircraft for World War Two mass launch events. Add the Brewster Buccaneer/Bermuda to the list. This aircraft probably never saw any combat but it was built for combat and was certainly mass produced with over 750 built, if that doesn't make it eligible then I don't know what is. Aircraft such as the Vought Kingfisher and the Curtiss So3-C1 and the Curtiss Seagull bipe are not eligible as they were designed for the observation role.

Just before we went to the printers we received a plan for floats for your Bostonian model and we included them in this issue. They came to us from Charles Wojtkiewicz and we thank him and the Howards for their contribution to this issue. Hats off skysters!

Did you remember to send in your nats entry fees and dorm reservations? Time is getting short, Rib-slicers, get it done. We want to see all of you at Geneseo on July 8,9, and 10. Looking forward to seeing you all again.

Build--Fly--Win
EFF---AAAAA-CEEEEEEE!!!!!!
Lt. Col. Lin Reichel, CincFAC

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;

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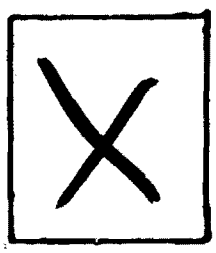


BOFFIN & BOFFIN
AERONAUTICAL RESEARCH LABORATORY
PRANGMORE AERODROME
CHIEF PILOT CAPTAIN D. DEBRIS RFC, FAC

HIS MAJESTY'S AIR SHIP

WHIMSEY
- OR -
DeBris Against The Zeppelins

As mentioned in our last installment, the German Zeppelin raids against London presented a most vexing problem for England's defenders. Despite the efforts of such worthies as Sir Percy Scott and Sir John French, the problems continued and continued right into the hands of one of England's greatest test pilots, the dashing Captain Derick DeBris.

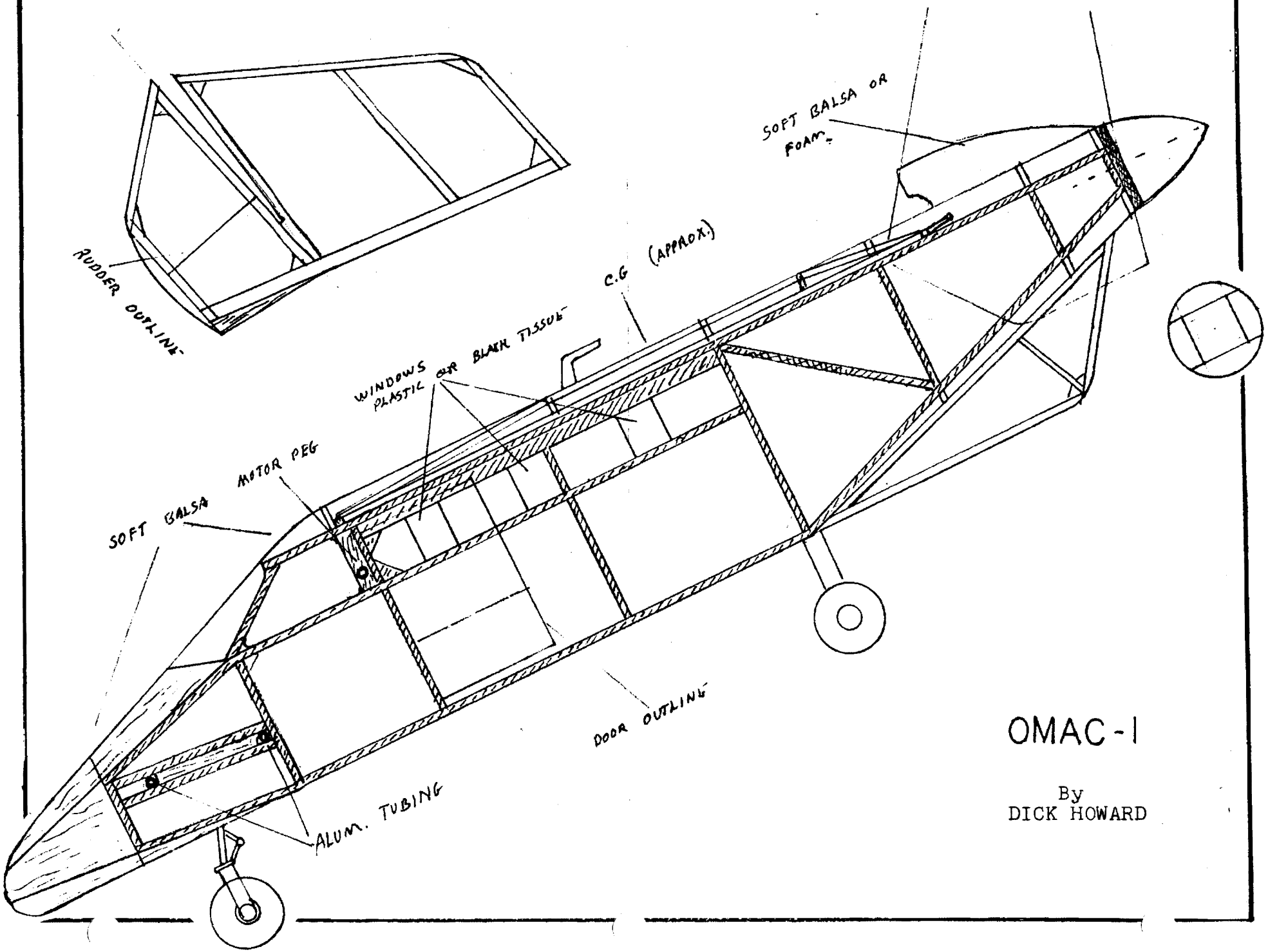
One evening while doing the rounds of Humpty's only pub, Captain DeBris fell into conversation with his naval counterpart, one Lt. Cmdr. Cheetwell*, in which the marauding Zeppelins and Capt. DeBris's current project, the fighting balloon were mentioned. As the tepid English ale flowed, the discussion became more and more animated until both aviators sideslipped from their bar stools. There, firmly on the floor of the Saracen's Pig, a plan was developed for England's ultimate air defense weapon---the flying aircraft carrier.

Conceieved and drawn on the pub floor was a three-view. It described a large rigid-hulled airship equipped to carry, launch and recover aeroplanes thereby overcoming the aeroplane's altitude and range limitations. The mission of the flying aircraft carrier was defensive patrols over the approaches to London. When an intruder was sighted, fighters would be launched which would promptly deal with the blighter. In addition it was proposed to attach a squadron of DeBris's Fighting Balloons to each carrier airship to act as long range scouts for the aeroplanes; the Fighting Balloon squadron would impose no weight penalty for the carrier since it would be in effect weightless.

DeBris' friend, having some influence with the Admiralty (or perhaps with an admirals misstress) wangled an authorization to have a large cruiser-type airship appropriately modified. Thus it was for the next several months Capt. DeBris could be seen shuttling between Prangmore Aerodrome and the great Naval Airship Yard at Whimsey all the while co-ordinating developments with the admiral's mistress, Lady Goodleigh.

It is appropiate to note these excursions were made in DeBris's trusty BSA motorcycle with his ack-emma batman, S.W. Watson, grimly bouncing along in the sidecar. The return home, for some odd reason would find the roles of the occupants reversed with DeBris in the side car deeply contemplating actual or theoretical progress (or soundly asleep as some claim) while Watson drove.

*Lt. Cmdr. Desmond Hugh-Cadd Cheetwell, RNAS, (another nephew of Sir Lionel Cheetwell, second Baron Cheetwell of Chiselhurst) at that time attached to a British Thermal Unit. It was said he was friendly with Lt. the Hon. M.H.R. Knatchbull-Hugessen.

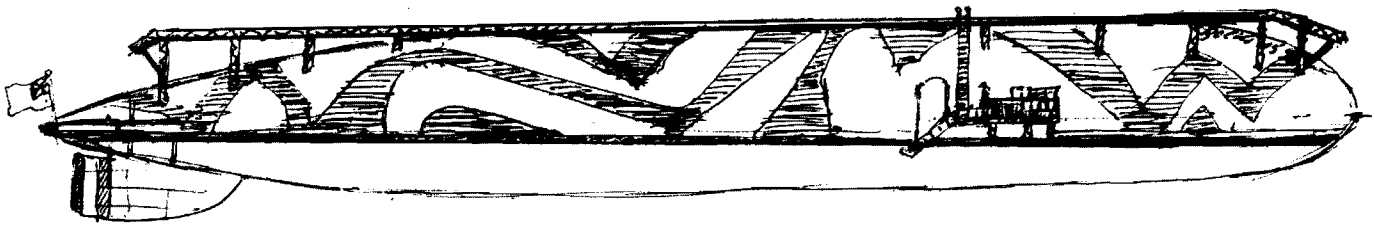


OMAC-1

By
DICK HOWARD

With the apparent failure of the Fighting Balloons, completion of the aircraft carrier became a matter of the greatest urgency. Rising to the occasion, DeBris, in the interest of national security of course, was spending more and more and more time with Lady Goodleigh. (DeBris' biographers have found in the Captain's engineeering logbooks a goodly number of sketches of Lady Goodleigh. While skillfully rendered, they seem to depict her in some truly incredible poses- but we digress)*

As the aircraft carrier airship neared completion, DeBris, in a feeble effort (still smarting from the fighting balloon fiasco) to assuage the biting criticism of an increasingly hostile Admiralty, suggested they appoint the airship as they would a warship. Thus it was that HMAS Whimsey (as it was named in tribute to its builders and to the great conservatism of the Australian Navy---or the Whimsey Flimsey to its crew) was camouflaged according to current directives and became history's only aircraft to have a false bow wave and wake. There was general agreement that the red oxide undersurfaces with the black boot topping were quite appropriate--for a ship.



HMAS WHIMSEY LENGTH 650 FT
DIAMETER 75 FT HEIGHT 85 FT
HYDROGEN CAPACITY 1,950,000 CU FT.
TOPSIDES PAINTED IN EARLY VERSION OF ROYAL NAVY "DAZZLE" KNOWN;
BOOT TOPPING BLACK; BOTTOM STANDARD RED OXIDE; STRINGERS OMITTED FOR CLARITY

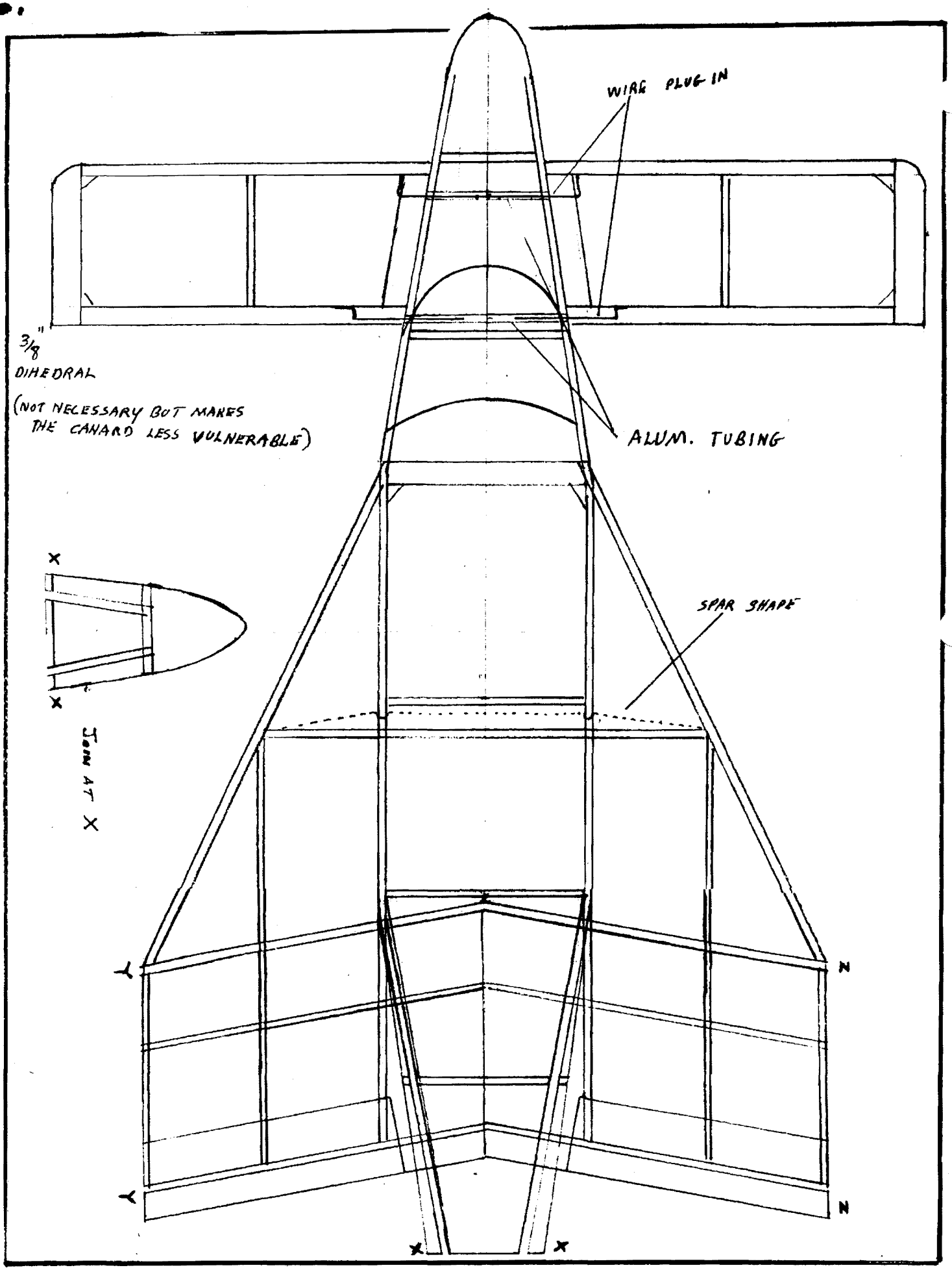
The completed airship was nearly 800 feet in length. The generally round hull cross section was flattened on top and reinforced to provide the flight deck for the aeroplanes. The bridge, normally underslung on an LTA craft, was moved up to the starboard side of the flight deck. The bridge weight was compensated by three pusher engines with underslung mountings well to port of the ship's centreline. However imaginative, this novel feature was found to cause some considerable difficulty in executing left turns, but right turns were handy indeed! The upper fin was omitted to provide a clear landing approach to the flight deck and additional area provided below.

The christening ceremony was most impressive and over budget. This cost over-run quickly developed when the champagne bottle swung by Lady Goodleigh did damage to the extent of 56 2/6 as it penetrated a radiator and two gas cells. The admiral, it should be noted, was conspicuously absent. This worthy had the professional bureaucrat's unerring eye (and nose) for projects and personnel one should not be identified with - ever. For all he knew, the only thing right about this project was the paint job. He expected DeBris' position would be hiatus valdedeflendus.

Finally the order "up ship" was given, and the first test flights got under way. All went quite well. Then DeBris borrowed a BE2-C and made the first landing on the airship's flight deck followed by the first take-off and a series of touch and go's. All looked well and ship-shape. But what of

*Photos of DeBris during this period depict an individual apparently assiduously pursuing a weight-loss programme which seemed to be a function of a direct ratio to time spent with Lady Goodleigh.

6.


WIRE PLUG IN
3/8"
DIHEDRAL
(NOT NECESSARY BUT MAKES THE CANARD LESS VULNERABLE)
ALUM. TUBING
SPAR SHAPE
X
X
JOIN AT X
Y
Y
N
N
X
X

Desmond Hugh-Cadd Cheetwell? The smell of disaster had tweaked his sensitive nose and he had typed an order for several weeks leave followed by a junket to Oxford to write a paper on Flt. Cmdr. C.H.K. Edmonds' experiences with torpedo dropping. After all,didn't RNAS really mean Rather Naughty After Sunset?

On the night of the 14th, a warning signal from Intelligence alerted HMAS Whimsey's crew to an impending Zeppelin raid. Fitter and rigger S.W. Watson dutifully saw to the arming of DeBris' borrowed BE2-C explicitly following the Captain's demanding specifications. It came as a surprise to no one that DeBris arrived too late for the take-off of HMAS Whimsey. He only yawned and climbed into the rear 'pit of the BE as Watson began the ack-emma's engine starting drill. With the engine on tick-over, Watson jumped into the front cockpit; then DeBris gave her the gun and trundled the BE into the air and chased after the airship. Twenty minutes later DeBris made a tricky night landing on the airship's flight deck as he finished wiping lipstick from his face.

(to be continued in the next issue.)

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From the desk of
S. Bilder
c/o FAC News

Earle Thompson
5104 Range View Ave.
Loa Angeles, Ca. 90042

Dear Earle:

Re your note in FAC News #116-42, July/Aug. 1987 concerning Ilk Fische, designer, and one Micro Fische.

According to my son and daughter, who work in computers until they get real jobs, Micro Fische is not a real person, unlike Ilk. Neither Ilk nor any other designer of obscure aircraft (i.e. Archy Knudson (Helio Mutt), Siddley Burns (SB Dummy II), and A. Non (Trivial Pursuit) ever trusted a computer, anyway.

You can't fool ole "S".

S.Bilder

(This letter is to satisfy Earle Thompson's curiosity re his letter in above stated newsletter. (Ed.)

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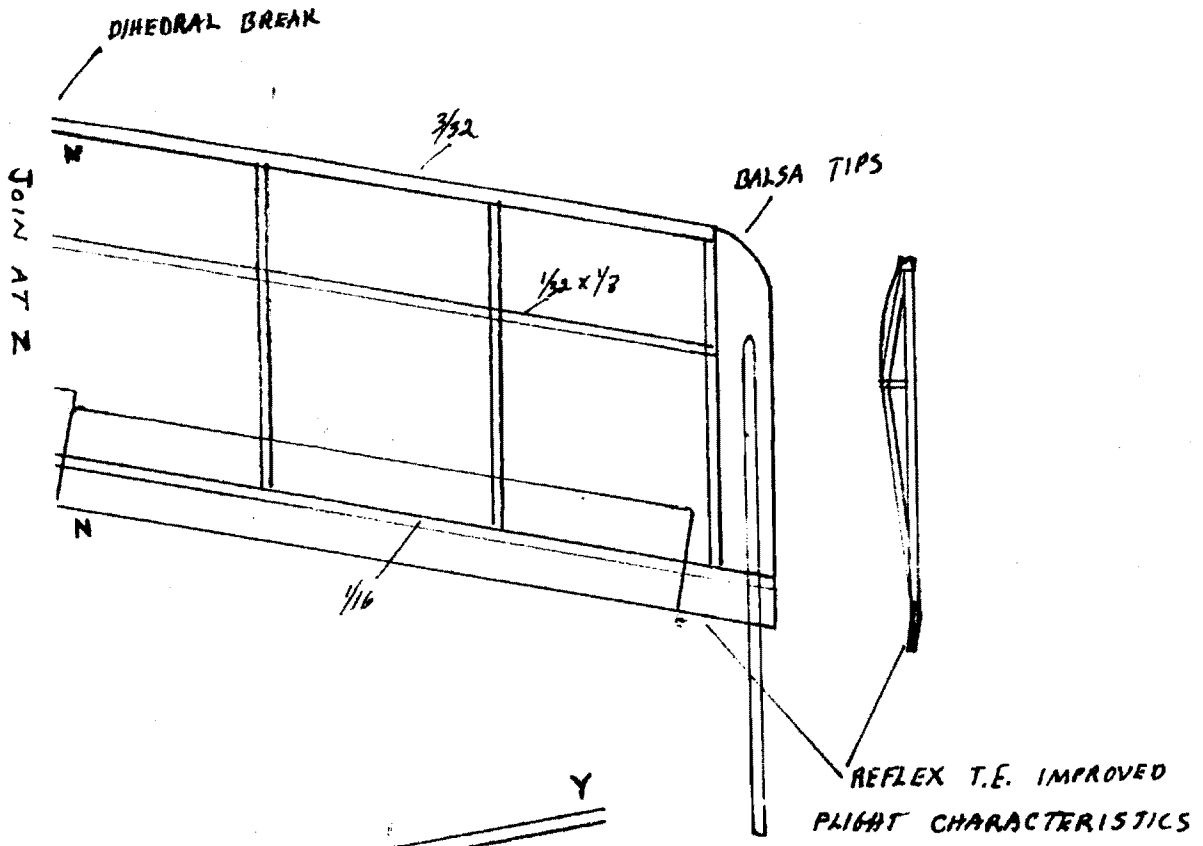
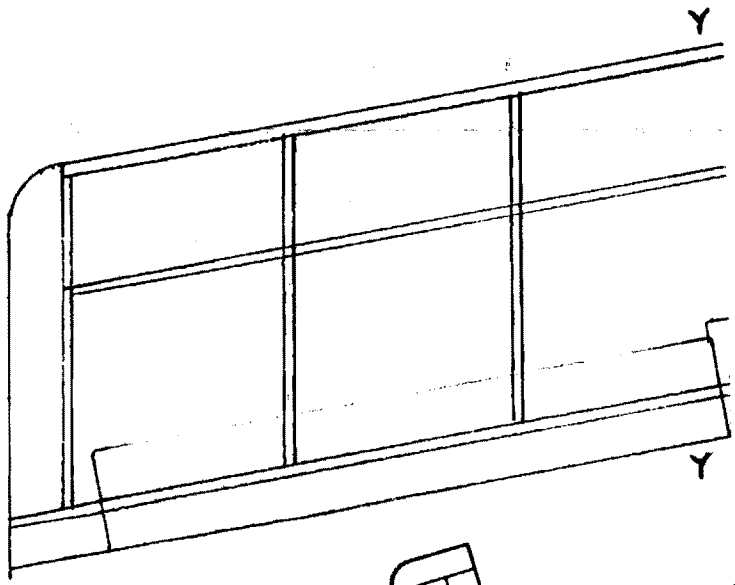
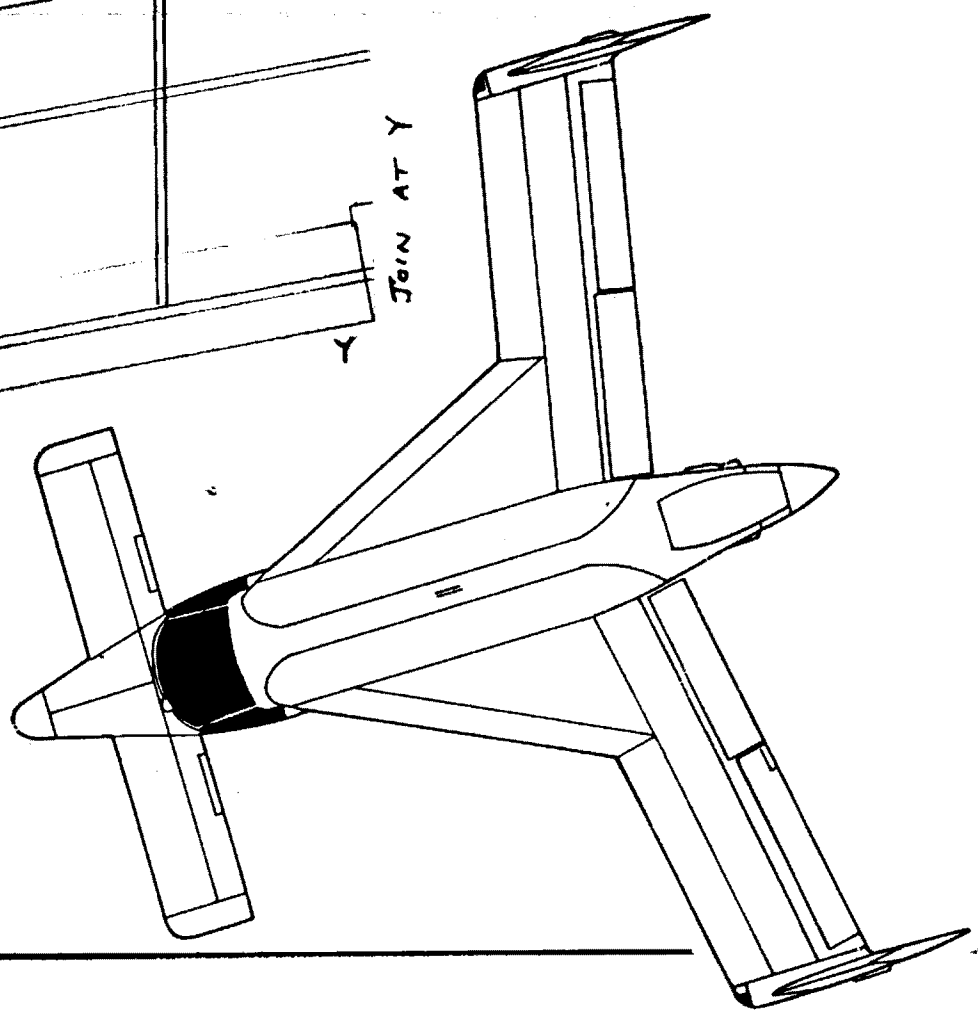
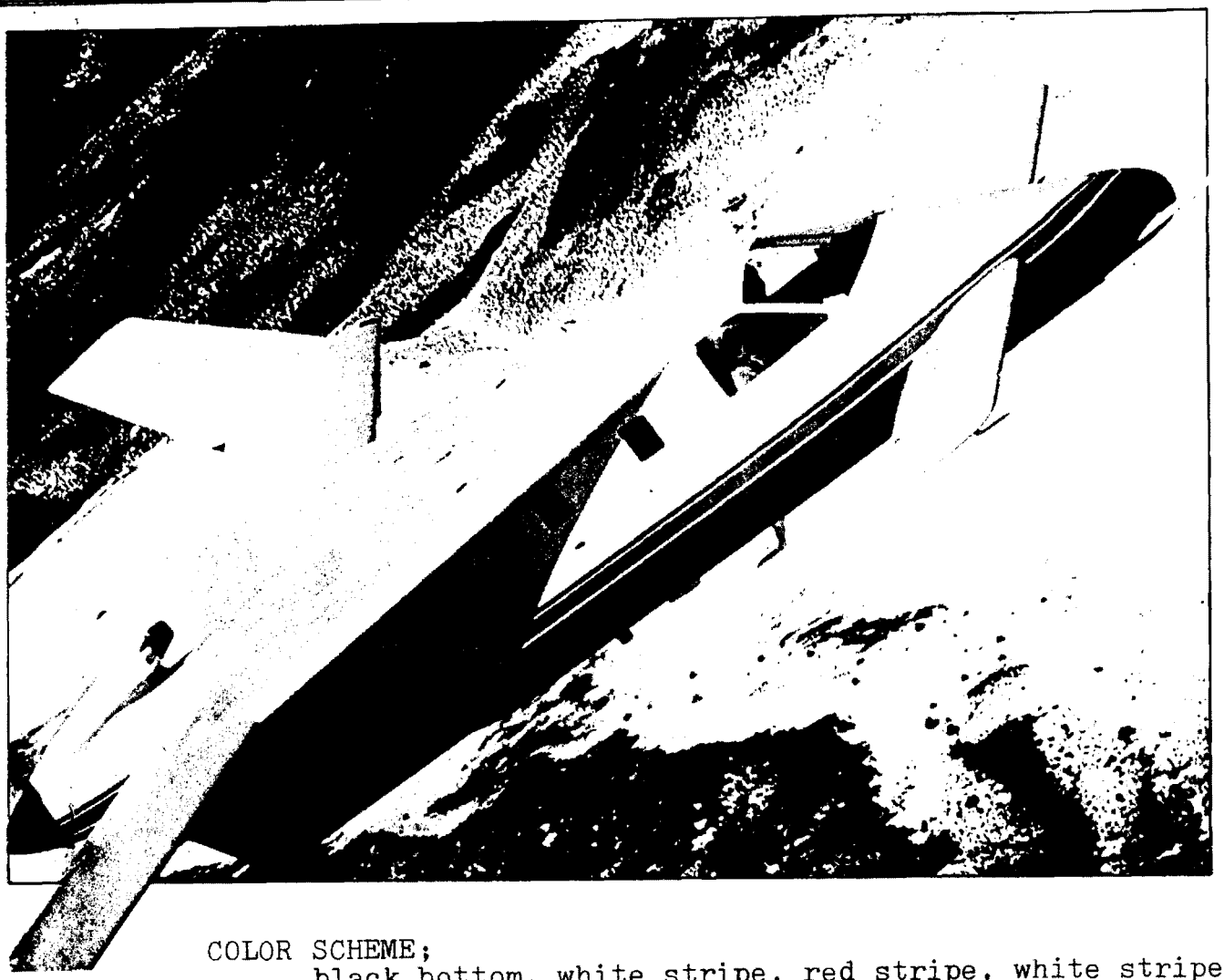
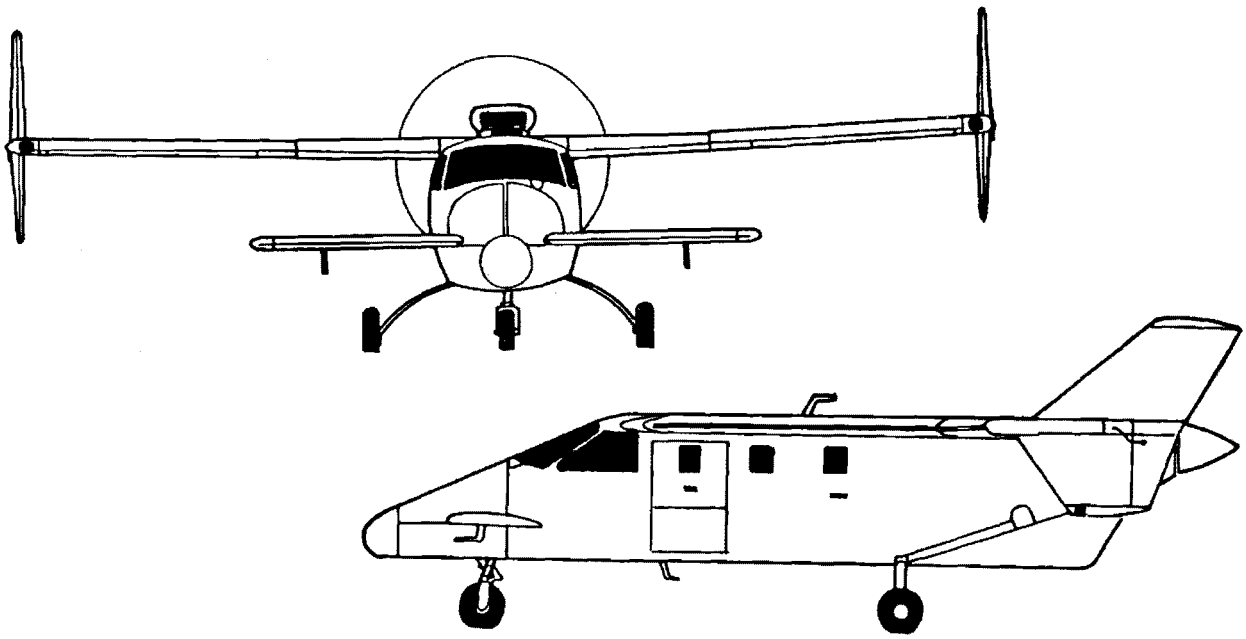

DIHEDRAL BREAK
3/32
BALSA TIPS
JOIN AT N
N
N
1/32 x 1/8
1/16
REFLEX T.E. IMPROVED
FLIGHT CHARACTERISTICS


Y
Y
JOIN AT Y
5/8" DIHEDRAL





COLOR SCHEME;
black bottom, white stripe, red stripe, white stripe, maroon stripe, balance of aircraft is white. Start with the black on the bottom and work up.



OMAC-1.

Peanut & No-Cal Scale Postal Meet

Another Postal Meet has come and gone and here are the final results. Kanones have been recorded for the winners of each category and a plan prize has been forwarded to them. Hats Off, to all who entered. We'll do it agair next fall. Times are recorded in seconds.

No-Cal Indoor

Pilot	Plane	Time
1. John Marett	Citabria	284
2. J. McGillivray	FW-190D	247
3. Rich Miller	J-3 Cub	240
4. Frank Reese	Stal-2	222
5. John Marett	Fike	205
6. Ken Groves	Barracuda	174
7. Rich Miller	F4-U	165
8. D. Niedzielski	Fike	164
9. John Marett	F4-U	141
10. Bob Langelius	J-3 Cub	126
11. John Marett	Beech Stag.	107
12. Ed Deloach	JU-160	102
13. D. Niedzielski	Gee Bee Z	93
14. Don DeLoach	Fair. Fulmar	81
15. Roger Kleinert	J-3 Cub	73
16. Roger Kleinert	Cosmic Wind	53
17. Bill Colish	Zlin	35
18. Danny Colish	Bird Dog	35

Peanut Outdoor

Pilot	Plane	Time
1. Carl Loehle	Lacey	132
2. Dave Linstrum	Lacey	130
3. Lin Reichel	Huntington	79

Peanut Indoor

Pilot	Plane	Time
1. Wm. Passarrelli	P.A.M.A.	141
2. Jim Miller	Lacey	134
3. Ken Groves	Fike	117
4. J. McGillivray	Isaac's Fury	93
5. J. McGillivray	Volksplane	83
6. Ed DeLoach	Lacey	62
7. Frank Reese	Cougar	59
8. Don DeLoach	Waterman	52
9. Bob Bender	S.D. 14 bis	45
10. Ed Beshar	Gadfly	40
11. Pat DeCicco	J-3 Cub	39
12. Sal Alu	Waco SRE	38
13. Rich Bielak	Sonerai	34
14. Travis Burford	Lacey	25
15. Matt Gagliano	Zero	10

No-Cal Outdoor

Pilot	Plane	Time
1. Dave Smith(Az)	Is-4	179
2. Dave Linstrum	Brist.Brownie	5[illegible]
3. Bob Carpenter	Cosmic Wind	[illegible]
4. "Padre"Anderson	Zlin	54

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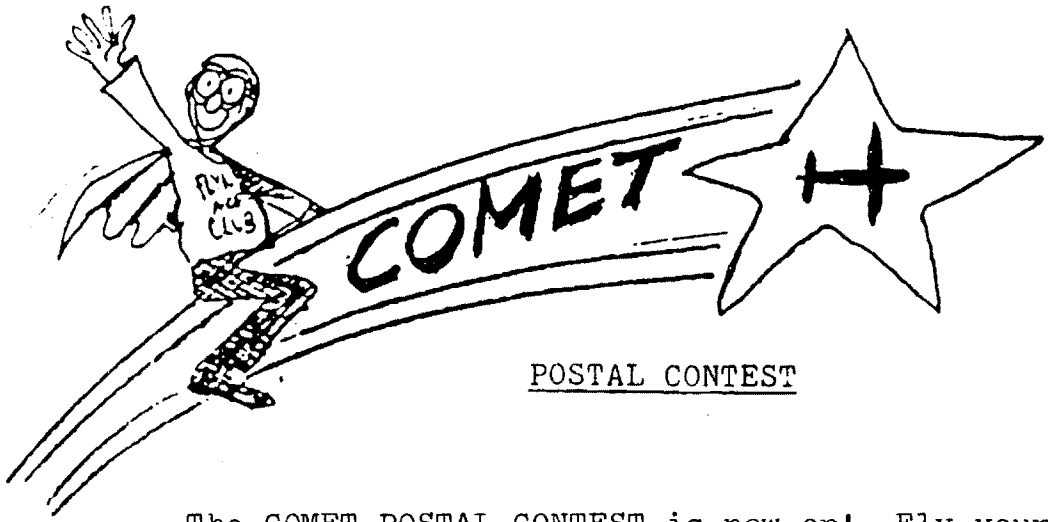


POSTAL CONTEST

The COMET POSTAL CONTEST is now on! Fly your Comet scale model and send in your times to GHQ. Enter as many times as you wish with as many different models as you wish. Every time you better a previous time with a model send the time in. Models can be built from a current Comet kit or it can be built from an oldtime Comet plan. Contest starts now and will end on Oct. 30,1988.

The Road Home

Mumbo Jumbo #29 from the pen of the Glue Guru

(UPDATE: The 86 Nats has ended. The Glue Guru, Mr Bob Thumbsome and the Guruess are on the long road home. GG trundles a wheelbarrow containing his beloved geared Piper Cub, a few remaining jars of sustaining Pakora and a spare dhoti. Mr Thumbsome shares the task of wheelbarrow propulsion, albeit with some reluctance. Behind trudges the Guruess, hand grenade at the ready, for eternal vigilance is the price of revealing Nature's strange ways with aerodynamics.)

Bob Thumbsome: You know GG, I can see why you need the food and the spare bed sheet and all that stuff. I can even see why you need this wheelbarrow to carry all that stuff. But why bring a Jumbo Piper Cub to an FAC contest? There's no way you can win with a Jumbo Piper Cub!

Glue Guru: Yes, the rules do not favor it.

B.T.: And that's the way it ought to be. Otherwise the only models built would be Piper Cubs. They sure fly good. They would murder the competition.

GG: I question your conclusions. This Piper Cub has been as difficult to trim out as any low wing design I've attempted. Perhaps the near scale dimensions have...

BT: Nah. Those low wing things are all treacherous. Even when you think you've got 'em right, they can just spiral in on you. On the other hand, high wing jobs have this pendulum stability that keeps them from leaning over too far.

GG: No. Pendulum effect has nothing to do with spiral stability. Low wing models lose effective dihedral in a side slip owing to airflow over the fuselage to wing intersection. High wing models do not; they retain their effective dihedral. It's the loss of dihedral in side slip that makes some models spiral in. Pendulum effect is simply not involved.

BT: Well, maybe. But pendulum effect is an easy way to picture it and the end result is the same anyway - low wing models are treacherous. That's why the rules give ten bonus points to anybody with guts enough to build a low winger.

GG: Your mistaken pendulum image leads to a mind set that adresses a problem in logic with emotional tools. In your world the low wing model is treacherous, hence any builder thereof is a hero and richly deserves a ten point bonus.

BT: That's right!

GG: That's nonsense! The low wing model simply needs more dihedral than the high wing model, for good and logical reasons. Once this is accepted there is no reason to further reward the low wing builder.

BT: Well, you're leaving out the treacherous part.

GG: There is no treacherous part! The image is rubbish. What you are saying is that giving birth is dangerous because the stork may drop the baby!

BT: Well, it might!

GG: But storks play no role in the process!

BT: Well, if they did, they might. I would give any stork say ten points any time. And if it didn't drop the baby, I'd give it another twenty points. And if it had good color and markings, I'd throw in another five points.

GG: But...but...well, at least we can agree that storks are not pertinent to the process.

BT: I'm not so sure about that. I've seen pictures of 'em....

GG: What I mean is that storks really don't deliver babies.

BT: Dunno. I've seen pictures...

GG: Come now, Mr Thumbsome! Surely you don't maintain that...

BT: In FAC, a sketch is just as good as reality. We're not nit pickers, like the Others. If it's in a real nice drawing, that'll do just fine.

GG: But doesn't this outlook lead to difficulties in separating that which is real from the imaginary?

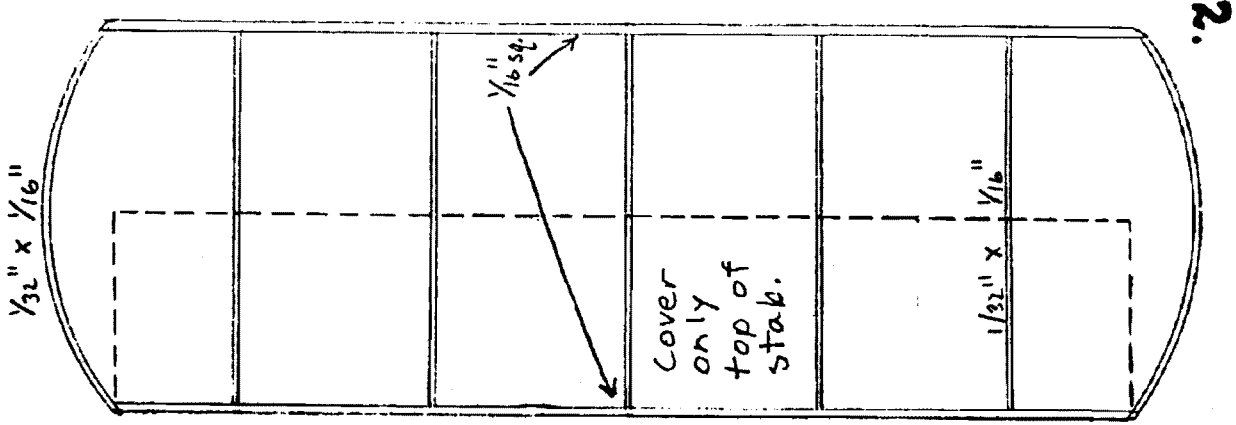
BT: That's not our job. We just match the sketch to the entry. Anyway, aren't all models kind of imaginary?

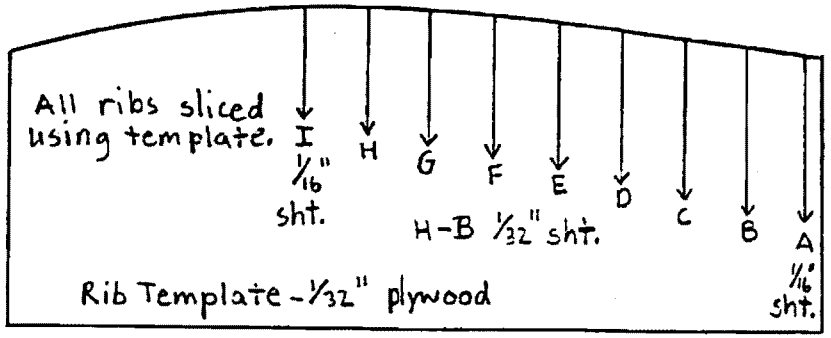
Junkers Ju 160

F.A.C. NO-CAL

Designed/Drawn by:

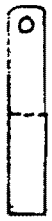
Don DeLoach





Model may require 3/32" or so up-elevator
Otherwise 1° left thrust and 3° down-thrust

Preshrink
Apply to mc



6" prop

cover right side of fuselage

ALMOST FORGOT TO THANK DON DELOACH FOR THE NO-CAL PLAN. HATS OFF TO YOU, TOO!

GG: You do have a point there. The essence of a model is imaginary and even romantic. Still it is best to handle even romantic notions with the maximum possible degree of logic...

BT: Aw, that's bunk. The thing about you theory guys is that you've lost sight of reality because you use those phoney "imaginary" numbers all the time.You can't handle imaginary numbers logically. That's why that math stuff is all bunk. At least there really are storks and there really are babies. But there can't be such a thing as an imaginary number and yet you guys keep adding 'em up. Anybody can see that's just plain stupid. I don't want to hurt your feelings, GG, but let's face it, outside of Jumbo, you're about as dumb as they come. Well, don't worry about it. I accept you as you are. It's not your fault. Yes, when the Col called us "hopeless morons", he really meant you.He's just too polite to single anyone out, so he sort of made it general. That's why I was included.

GG: Perhaps. I suspect that he was upset by your reference to Reynolds' numbers.

BT: Well, how was I to know that Reynold was dead? It's not my job to keep up with that stuff. They've got all these guys working in Aerodynamic Centers, like Reynolds, handing out this advice on aerodynamics, and naturally some of them are going to go belly up.....

GG: Aerodynamic Centers?

BT: Sure. If you want good advice all you have to do is to find the right Aerodynamic Center. The mags run articles on how to find 'em all the time. Each wing has a different one. But if you draw some lines, like in the articles, they point straight to the closest Aerodynamic Center, like a dowser pointing to the nearest water.

GG: Er...and then you telephone for advice?

BT: Sure. So far I got this one guy who told me to go....well, he wasn't real helpful. I'm going to report that guy when I get through to the Chief of the Aerodynamic Center.

GG: I suspect that you may have misunderstood the articles. There's something remiss in your description....

BT: Yeah, I haven't been drawing those lines accurately enough. That's why I only reached that sorehead. Some things you gotta do with real precision.

GG: I suspect that the difficulty lies in the concept, rather than in the execution. Precision does have its uses, but in this case... Look, Mr Thumbsome! Just down the road! Disciples have prepared a feast for us! They have piled up the bounty of nature - fruits and vegetables - so that we may be succored and proceed when refreshed.

BT: Aw, that's a fruit stand. You have to pay for that stuff.

GG: Pay? For the bounties of nature? Surely there must be some flaw in your reasoning. Does one pay for oxygen?

BT: That's the trouble with you theory guys. You just don't know how the world really works. Oxygen is free because of all those guys flying CO2 and liberating all that oxygen out of those little bottles. That's why FAC supports CO2 events. Without FAC a lot of guys would just turn blue and keel over. That's probably what happened to Reynolds, because he was around before FAC. It was real tough in those days. But CO2 engines don't liberate apples. That's why you have to pay for 'em.

GG: My life of contemplation does have drawbacks. I know little of the customs of men. Fortunately the Guruess is quite knowledgable about commercial practises, although possibly influenced by her lengthy service in the Israeli army.

Guruess: All right, 10 minute break. Here's a dollar. Buy some fruit. Make them wash it - it may be poisoned. Tell them to keep their hands above the counter, or else.

GG: Dearest, these are simple fruit vendors. They mean no harm.

BT: Dunno about that. There are Others everywhere. That guy selling peaches looks fishy to me. He might just have an R/C transmitter hidden away in the basket under the peaches.

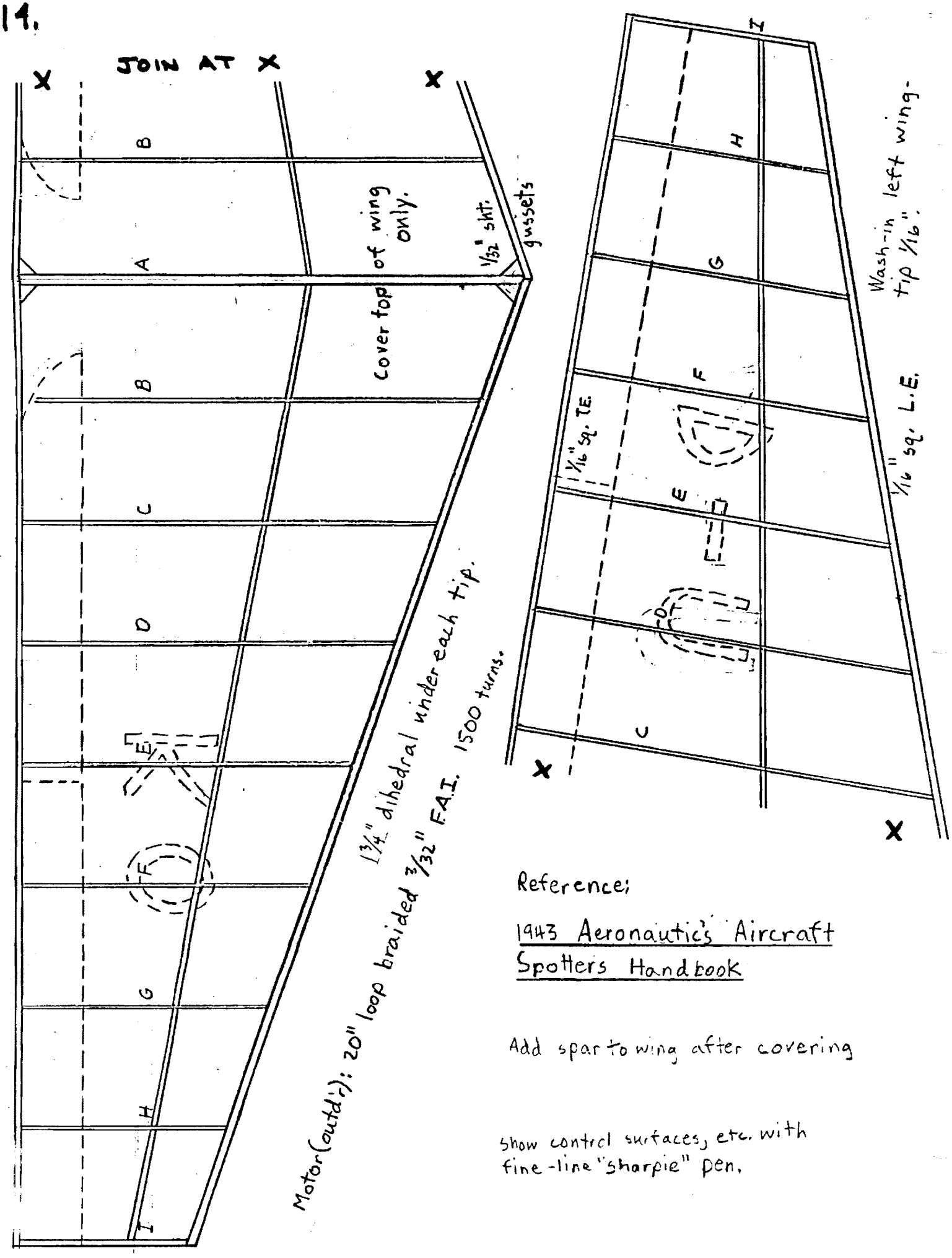
Guruess: OK, cancel the break. Move out!

GG: But dearest, those fruits are so appealing...

Guruess: Stick to your imaginary numbers, sweetie, and we'll get you home yet. All right men, move out!

And so, to home.

14.



Reference:

1943 Aeronautics Aircraft Spotters Handbook

Add spar to wing after covering

Show control surfaces, etc. with fine-line "sharpie" pen.

CONTEST CALENDAR

June 25th and 26th, 1988...Eastern U.S. Freeflight Championships at Galeville, NY. Many FAC events, contact Bill Poythress, 2 Hemlock Ct., Saugerties, NY 12477

Also at this meet will be the "one Design" contest put on by Don Ross. This year's model will be the "Flying Aces Sky Gull". You may purchase a kit for this model from Fresno Model Airplane Co., 4267 No. Charles, Fresno, Ca. 93722. Cost of the kit is $14.00 Ppd. For more info on this event write to, Don Ross, 38 Churchill Rd. Cresskill, NJ 07626

June 12, 1988...17th Annual Great Lakes Meet, at Prangmore Field, Erie, Pa. FAC scale, FAC Peanut, Hi-Wing Peanut, Embryo, FAC Jumbo, FAC Power scale, WW II, HLG, Oldtime Comm. Rubber, Golden Age scale, Comet kit/plan scale. CD Joe Barna, 3517 Kristie Drive, Erie, Pa. 16506

August 21, 1988... Erie Model Aircraft Assn. Picnic Meet. More info later.

Markings:

Black "D-UKO" on fuselage and wings, Black Swasika in white circle on fin.

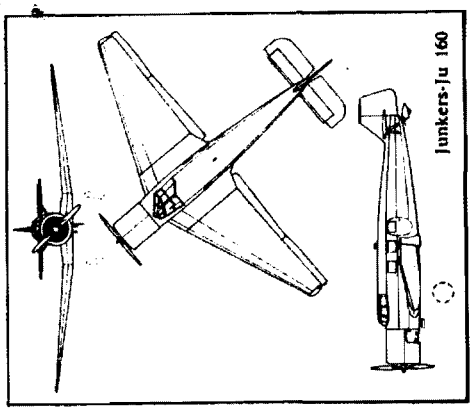
Colors: (Probable)

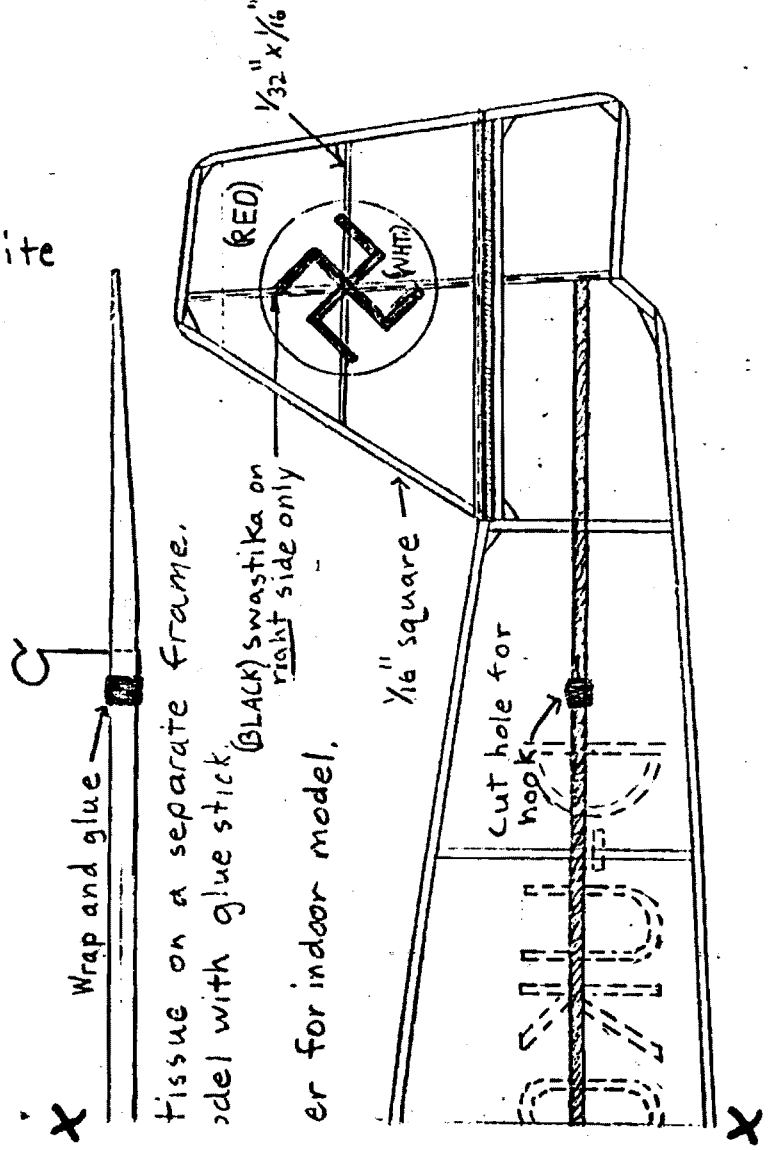
Wings: Aluminum

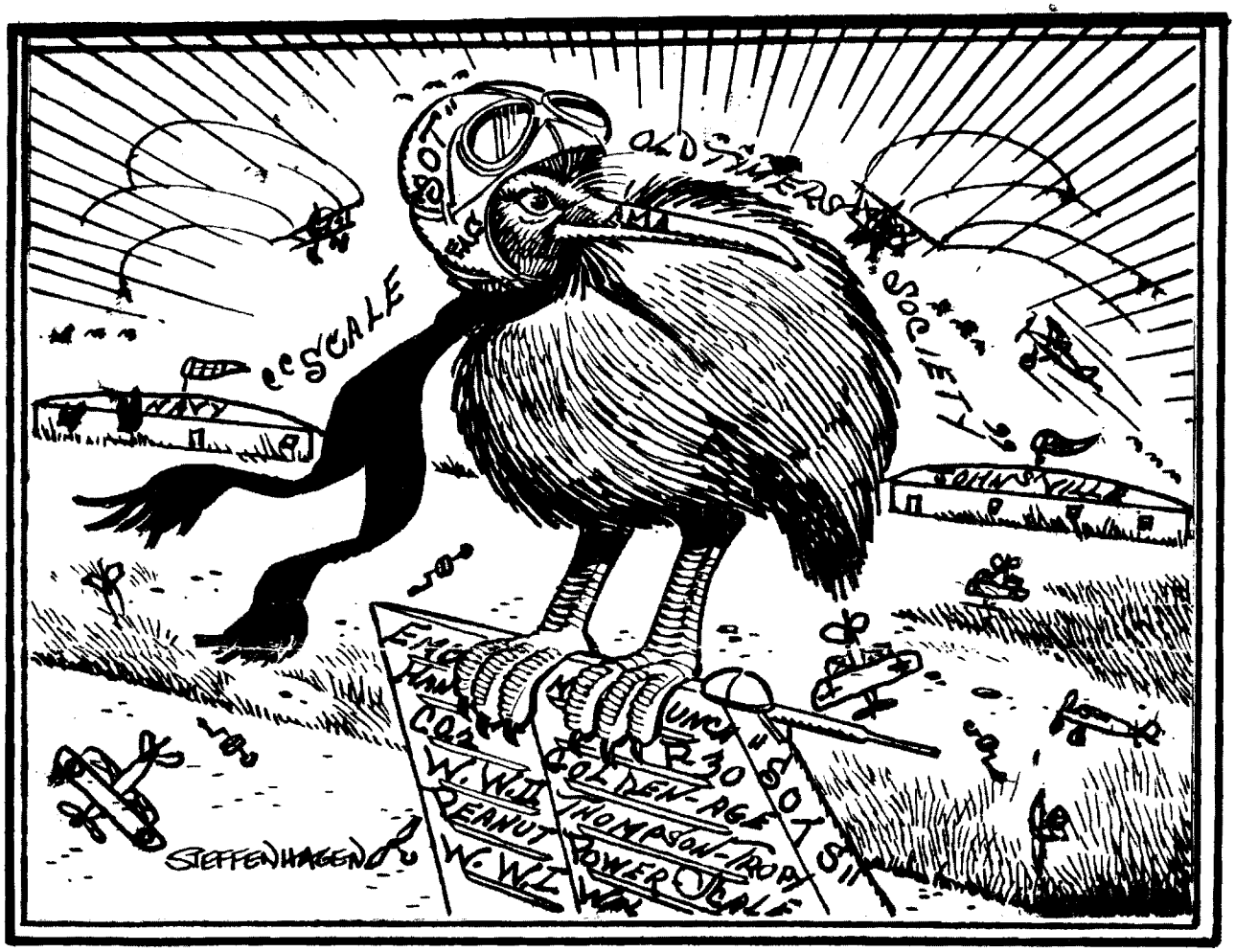
Fuselage: Aluminum

Stab: Aluminum

Fin: Red







THE TRUE BLUE BALSA BIRD

This is a rare close-up photo of a full grown Balsa Bird in his natural habitat. Caution is required at all times when in its presence, as it is very ferocious! And its bite will infect you for the remainder of your life. It usually attacks males over 45 years of age into their late 50's!

The last time this bird was seen, was at the Flying Ace's Nationals at Geneseo, NY, a couple of years ago. By the end of the meet, it had bitten and infected over forty mature men. (They have come up with no reliable cure, as of this writing.)

The only relief and therapy that has been found so far, is for the patient to aquire a good set of plans, buy some good wood and light tissue, pick up a small bottle of Hot-Stuff, and start building a few scale jobs.

NOTE: This approach to relief is not recommended when the patient may be a glue sniffer!.

Joe Wachter

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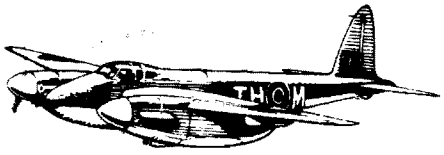
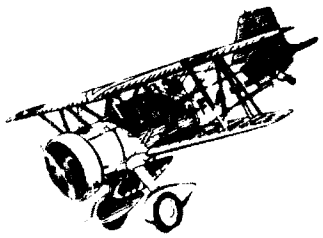
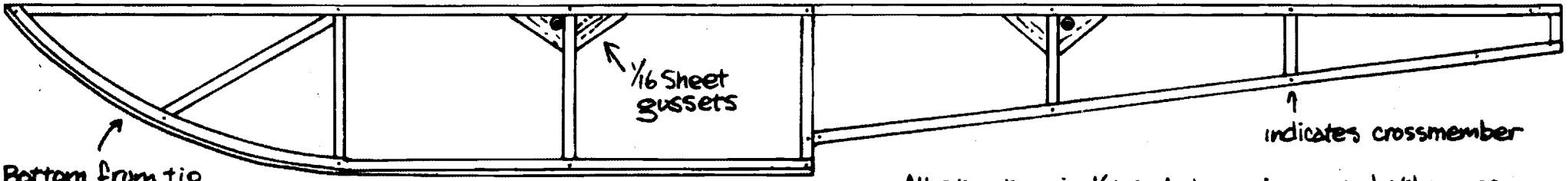




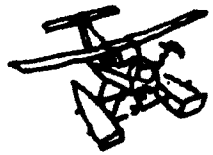
Fellway Floats *for an aquatic Bostonian!*

by CHUCK WOJTKIEWICZ



Strut Mounts
1/16 OD Aluminium tubing

All structure is 1/16 sq. balsa unless noted otherwise.
All wire is .025 music wire.
All tubing is 1/16 O.D. Aluminum tubing.



Cover with fine-grain Japanese tissue, dope & water-proof with 3-M Scotchgard Spray! It works!

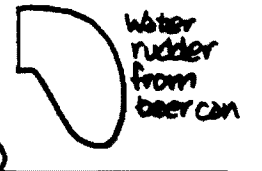
Front Strut

Wrap & Zap (CA, that is!)

Add a sub-rudder if your model 'dutch rolls'!

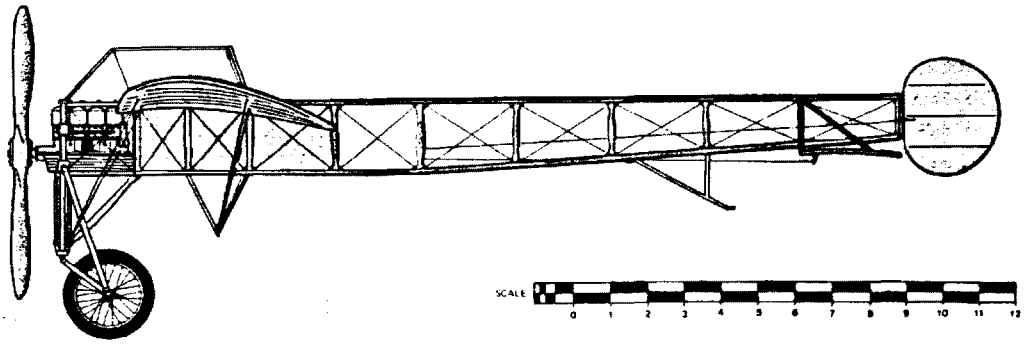
Rear Strut

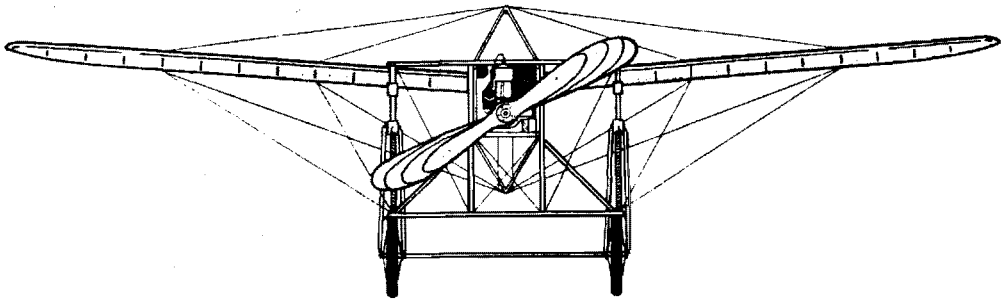
Adjust width of struts to accomodate your Bostonian model- the struts shown fit Walt Mooney's "Boston Tea Partly" and friction-fit into 1/16 OD. Aluminum tubes at the 2nd & 4th uprights.

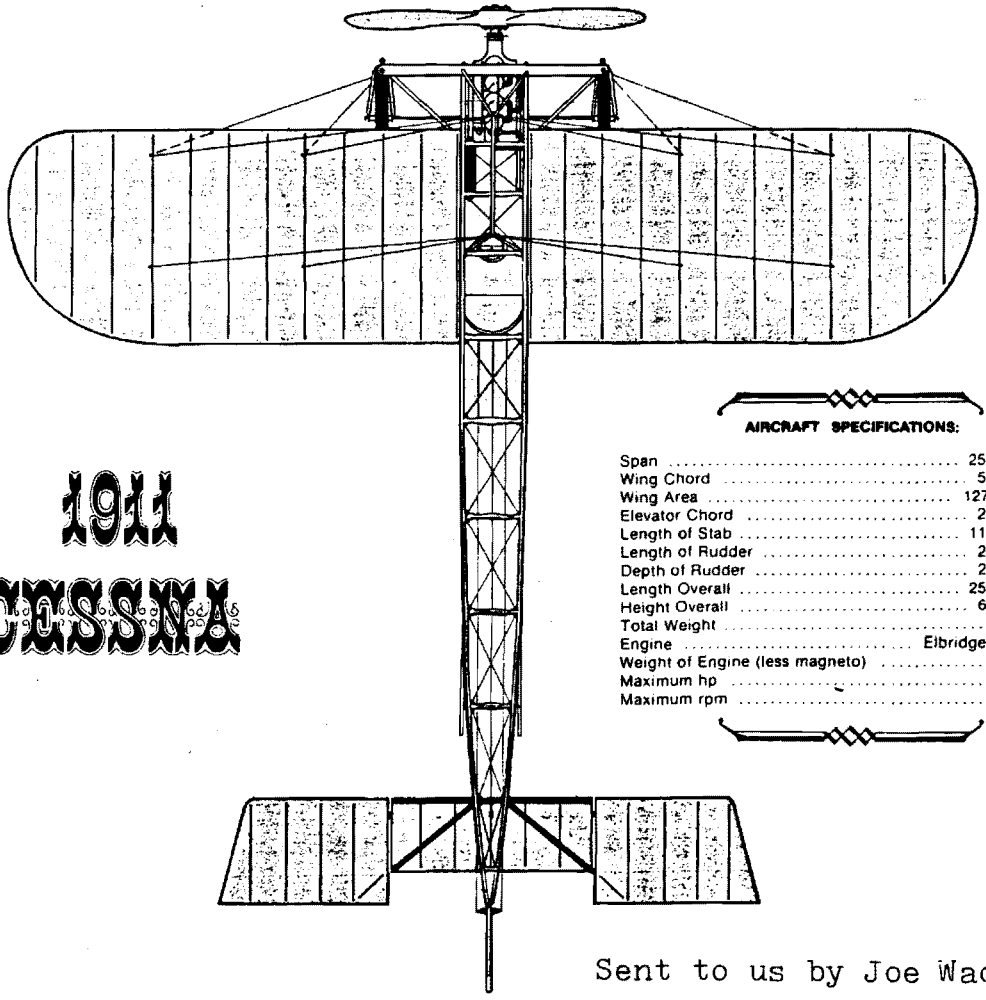


To assemble: Slide floats onto struts. Mount two 1/16 OD. Alu tubes crossways thru fuselage bottom about 2 3/4" apart, with the first tube about 2" back from the prop disc. Snap the struts into the fuselage mounts and angle the floats so they tip downward a couple of degrees at the nose. Zap the floats to the strut "axles". The fuselage mounting points aren't glued- then pop out for rough landings and landplane conversion! Build 'em light, pilgrims!

☆ For easier lift-off, toss pebbles into water directly before release- plane will 'jump' the wavelets!







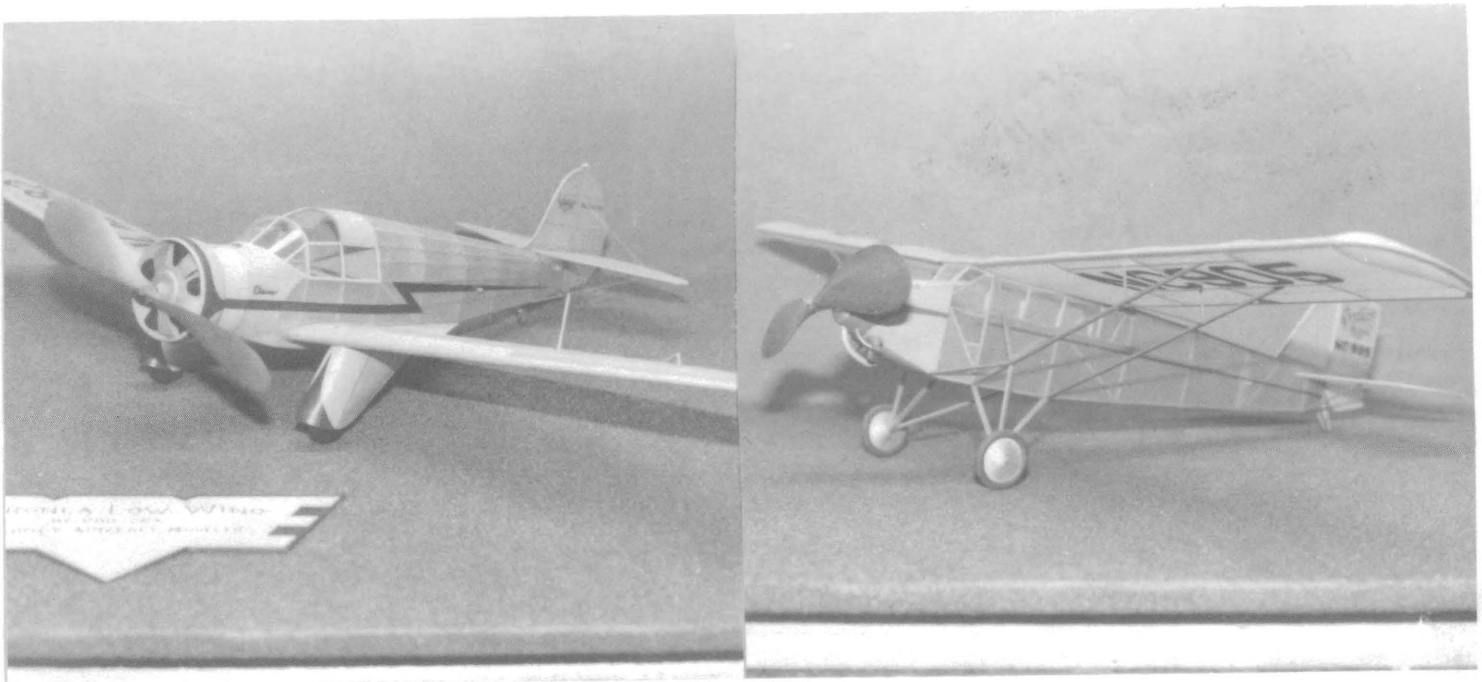
1911 CESSNA

AIRCRAFT SPECIFICATIONS:

Span	25 feet 4 inches
Wing Chord	5 feet 9 inches
Wing Area	1277 square feet
Elevator Chord	2 feet 4 inches
Length of Stab	11 feet 0 inches
Length of Rudder	2 feet 6 inches
Depth of Rudder	2 feet 8 inches
Length Overall	25 feet 4 inches
Height Overall	6 feet 9 inches
Total Weight	800 lbs
Engine	Elbridge Aero Special
Weight of Engine (less magneto)	150 lbs
Maximum hp	40-60 hp
Maximum rpm	2000 rpm

Sent to us by Joe Wachter

Walt Leonhardt sent the two top photos of two of his latest creations. On the left is a Douglas YO-43 built from a Golden Age kit. On the right is a Comet kit version of the Corben Super Ace. They look good Walt, how do they fly?



The above models were built by Phil Cox. On the left is a modified Megow Aeronca LW. On the right is the Golden Age kit of Wrong Way Corrigan's Curtiss Robin. Phil is one of the "Premier" builders in the FAC.