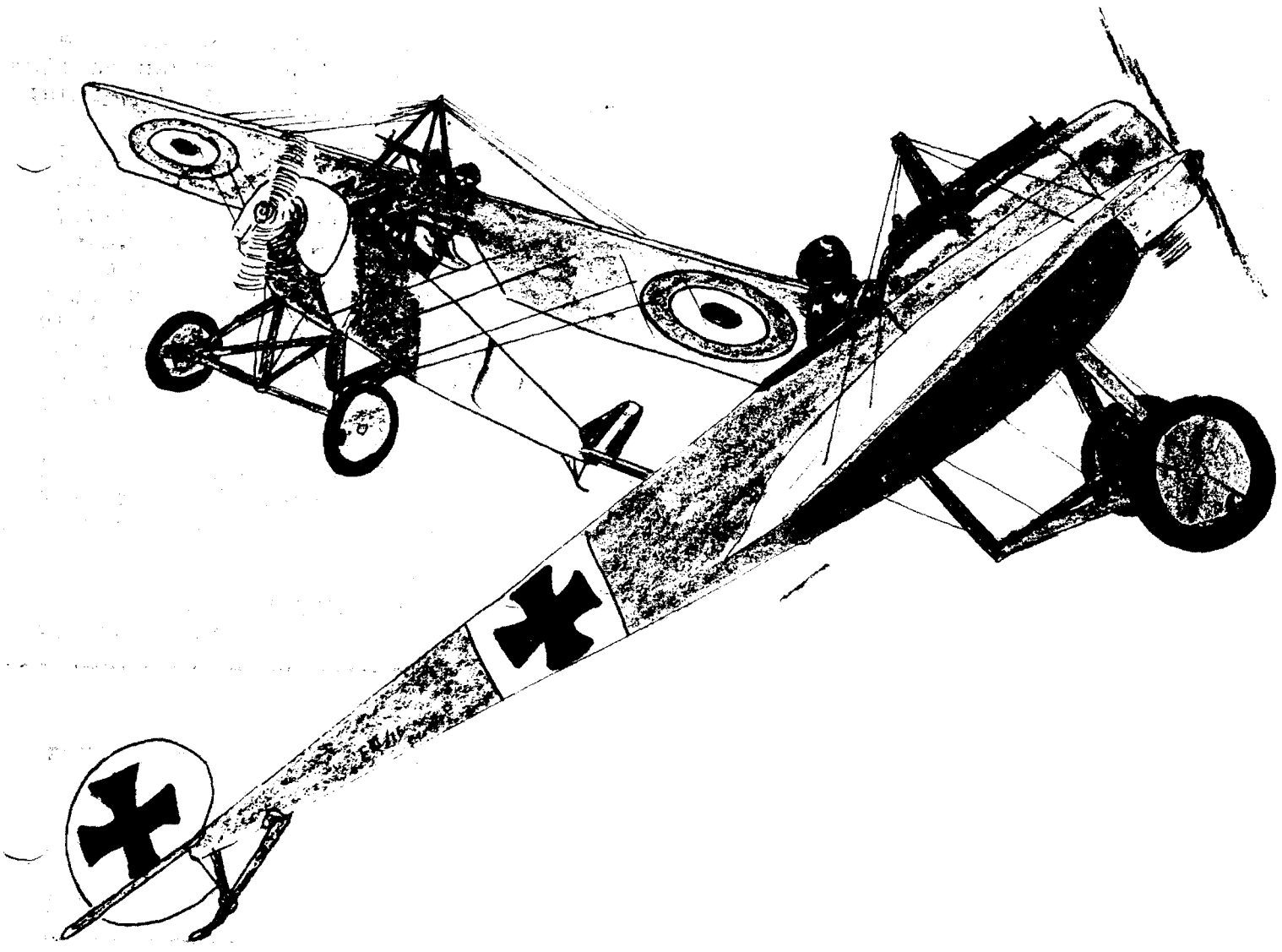
FLYING ACES

Club News

ISSUE #118-44 Nov./Dec. 1987



COVER STORY

We have no cover story for this issue except to tell you that it has been laying in the files at GHQ for a very long time. In fact, I think it is a carry-over from the previous regime. If anyone knows whose work this is will you please let us know so that we can give proper credit to them.

By this time you should have all your plans ready to attend the BIG ONE at Geneseo, New York. If not, your going to miss out on the time of your modelling life. If you are going to be there, then please stop by and chat with us on Friday night. It would be nice to see you all!

The Grumman Bearcat F8-F is eligible for World War II Combat events. We have just been asked about this one and after looking in the archives we find that it was on board aircraft carriers in the Pacific at the time of the Japanese surrender and over seven hundred of them were built.

Our feature plan this issue was given to us by Ray Rakow. We have never before published a plan that had been published previously but this little "GEM" just has to be shared with everyone. It was originaly published way back in 1939, so you can see it is an oldy. If any of you Clubsters have any old and obscure plans such as this one, maybe you will lend them to us and we will copy them and return them to you. We also would like to make a request for new and original plans for the newsletter. We have material for a couple of more issues but the plan supply is drying up! Keep sending in all the other goodies too as that stuff can run out real fast, too. If we are going to catch up in putting out the newsletter then we are going to need all the input you can give us.

Our G-2 Division has just learned that the "Bard of Avon," (Ohio that is) Del Balunek is once again ready to do battle! He will be prowling the skies above Geneseo, New York on the weekend of July 8,9,10 looking for a good scrap. Beware! And have your guns charged and at the ready!

BUILD--FLY--WIN!!!!
EFF--AAAA--CEEEEEE!!!!!!!
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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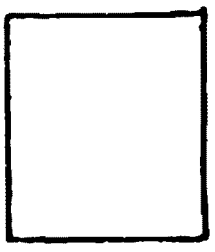


FAC NATS MK VI ACTIVITY SCHEDULE

(MEALS, EXCEPT BANQUET, FOR DORM RESIDENTS ONLY)

FRIDAY NIGHT

CAFETERIA STYLE DINNER:	COLLEGE UNION SNACK BAR, 6:00 PM - 7:00 PM
REGISTRATION, SCALE JUDGING, GENERAL GET-TOGETHER:	RED JACKET DINING HALL 7:00 PM - ?????

SATURDAY

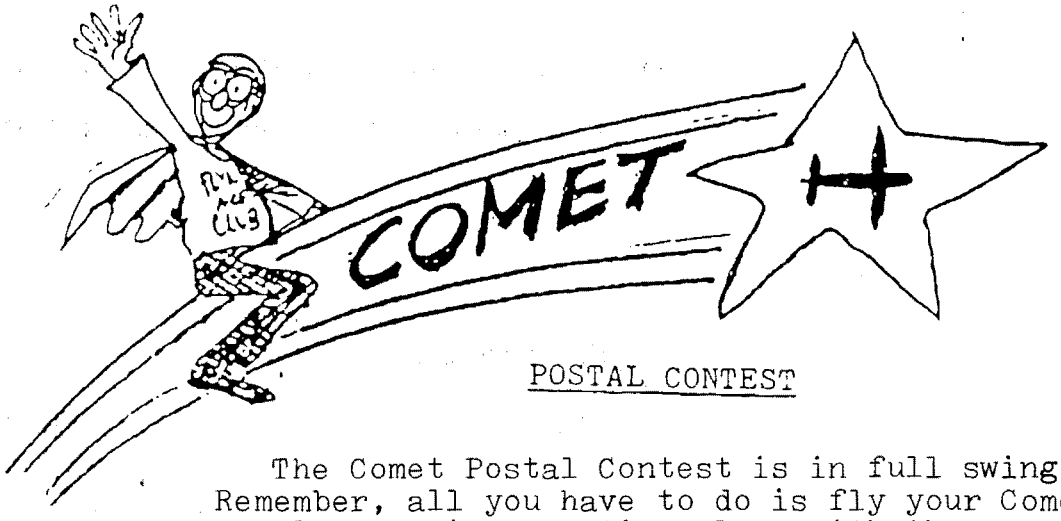
BREAKFAST:	RED JACKET DINING HALL, 7:00 - 9:00 AM
MODEL CONTEST:	9:00 AM - 4:30 PM
BANQUET DINNER:	RED JACKET DINING HALL CASH BAR: 6:00 PM - 7:00 PM DINNER: 7:00 PM - 8:00 PM AWARDS AND GUEST SPEAKER: 8:00 PM - ?????

SUNDAY

BREAKFAST:	RED JACKET DINING HALL, 7:00 - 9:00 AM
MODEL CONTEST:	9:00 AM - 4:00 PM
OUTDOOR BAR-B-Q DINNER: (WEATHER PERMITTING, OTHERWISE, INDOORS)	7:00 - 8:00 PM

MONDAY

BREAKFAST:	RED JACKET DINING HALL, 7:00 - 9:00 AM



POSTAL CONTEST

The Comet Postal Contest is in full swing! Remember, all you have to do is fly your Comet model, send in your time along with the name of the model to GHQ. Everytime you better the time with that model, send in the time. You may enter as many models as you wish. Models must be built from a current Comet kit or from an old time Comet plan. Contest ends on October 30, 1988. Your flight times do not have to be from a contest. You may go out to fun fly and take your Comet model along and time it for the contest. This is for rubber scale models only!

	Pilot	Plane	Time
1.	Gordon Roberts	Piper Cub	76 sec.
2.	Dan McDonald	Taylorcraft	64 "
3.	"Padre" Anderson	Mr. Mulligan	59 "
4.	" "	Fairchild 24	58 "
5.	" "	Puss Moth	56 "
6.	Dan Briehl	Taylorcraft	49 "

We recently heard that Comet Models has gone out of business! We hope this is not true, although our source of information is very reliable. It will be missed, as almost all of us got our start in modeling with Comet kits. End of another Era!

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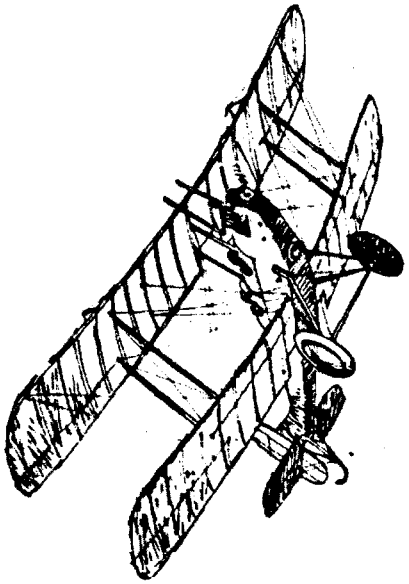


BOFFIN & BOFFIN
AERONAUTICAL RESEARCH LABORATORY
PRANGMORE AERODROME
CHIEF PILOT CAPTAIN D. DEBRIS RFC, FAC

HIS MAJESTY'S AIR SHIP

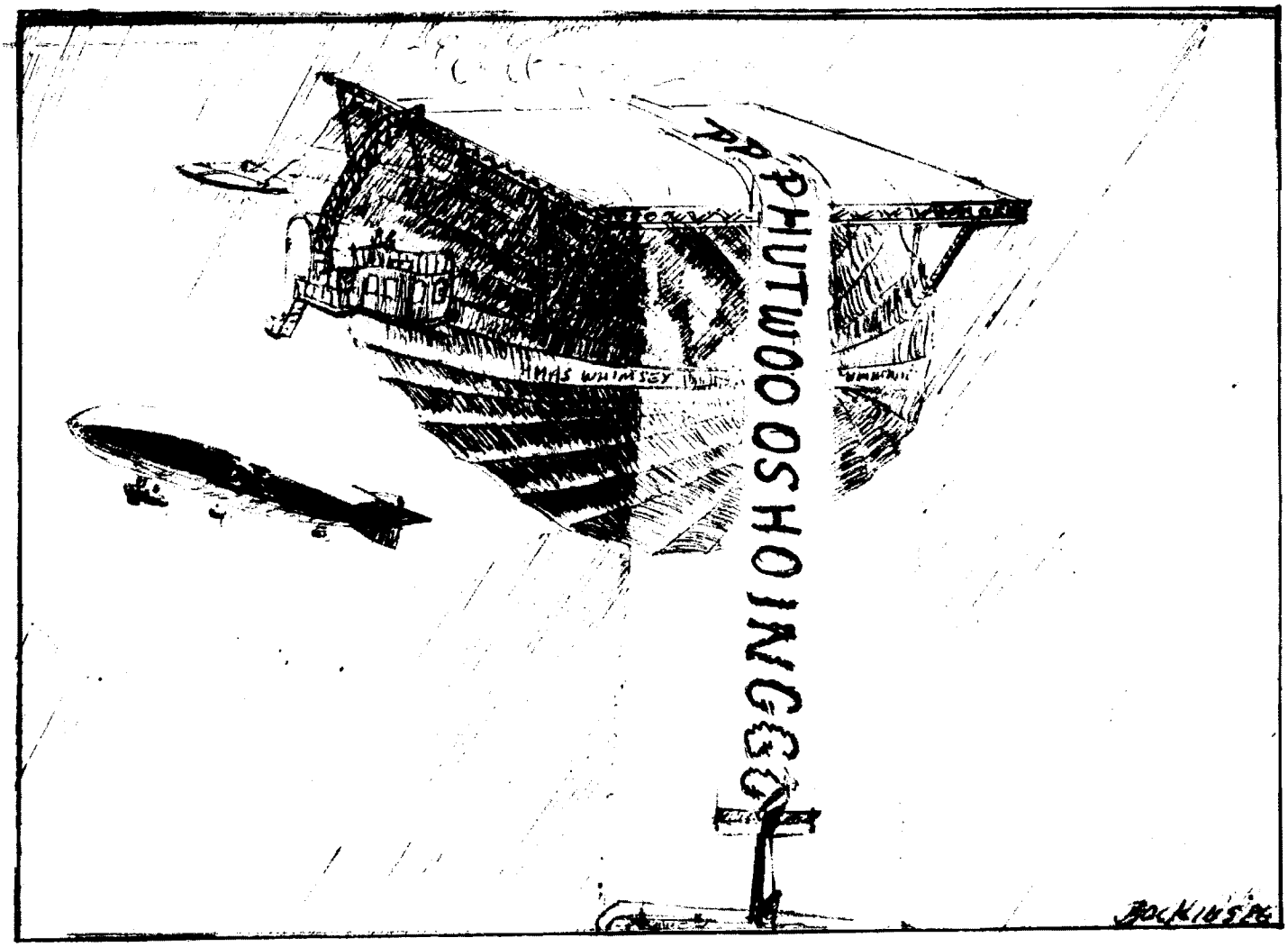
WHIMSEY

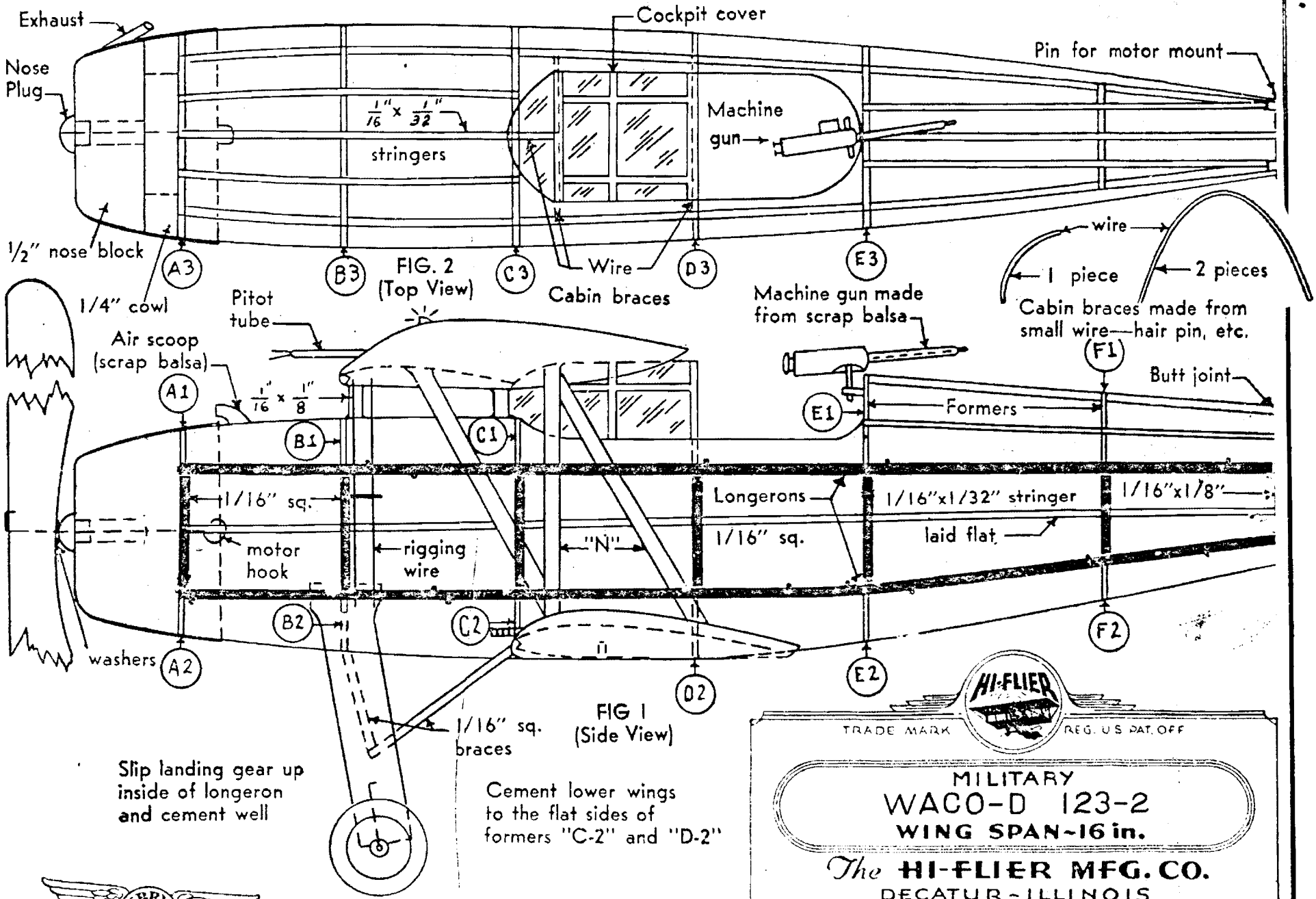
- OR -

DeBris Against The Zeppelins

PART TWO

HMAS Whimsey arrived at her assigned station over the chilly waters of the North Sea still climbing ever higher. DeBris, Watson and the airship commander enjoyed the flight from the comparative warmth and comfort of the bridge. At last the quarry was sighted! One of the Imperial German Navy's newest "Height Climbers". The Whimsey nosed up as DeBris and Watson raced across the flight deck to their already warmed up BE, and bumbled into their cockpits. The British airship groaned, yawed and leveled off. The ship's commander gave "Signals" the order for DeBris to take off, which "Signals" executed with the wave of his hand. The Executive Officer, actually referred to as the commander no matter what rank he has, even if (never mind the essay on Royal Navy customs, get on with the story...Ed.)





HI-FLIER

TRADE MARK REG. U.S. PAT. OFF

MILITARY

WACO-D 123-2

WING SPAN-16 in.

The **HI-FLIER MFG. CO.**

DECATUR-ILLINOIS

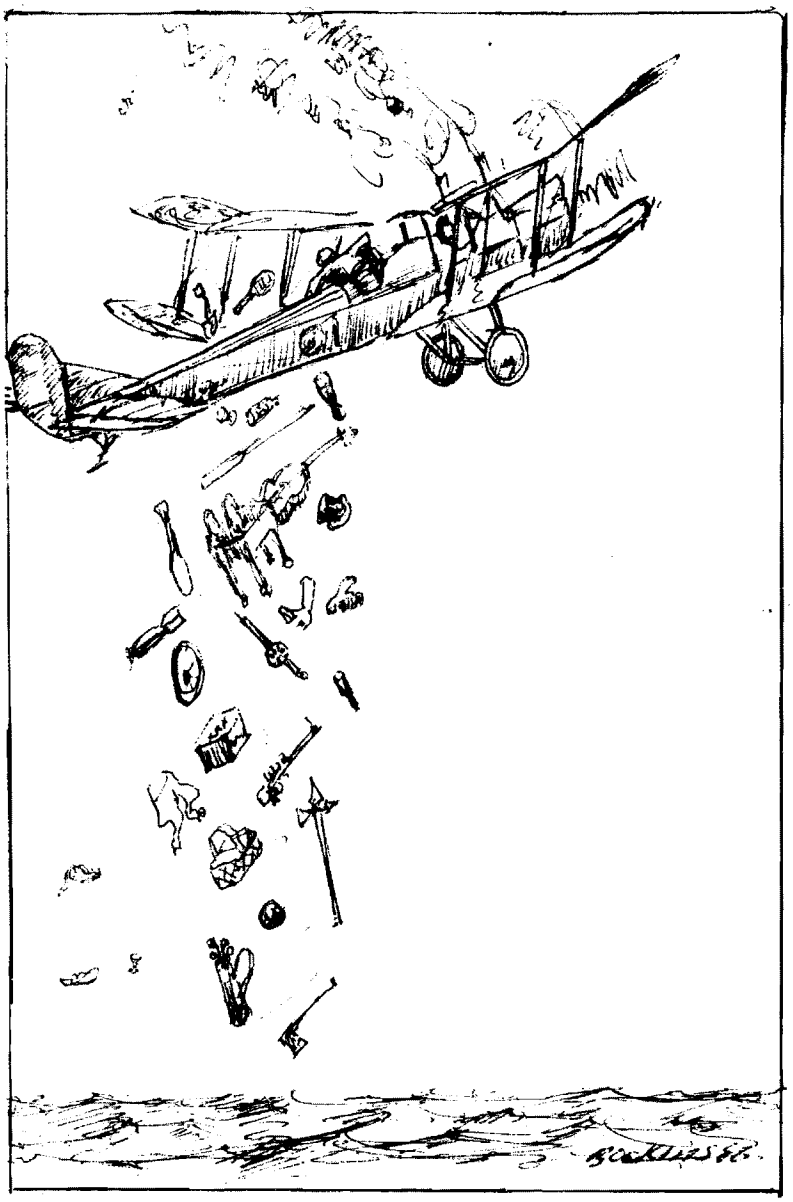
The World's Largest Manufacturers of Aerial Toys

PAT. APPL'D FOR U.S. PATENT OFFICE

JERRY-D KIT

The marauding Zeppelin was clearly in sight and at the same altitude. DeBris pushed the throttle toward the firewall and the BE2-C sped down the flight deck, sagged off the end and disappeared beneath the Whimsey's giant bow. With cries of disbelief and a few hawwws the Whimsey's crew watched the BE2-C far below, nose up, sparks flying from red hot exhausts, sink from view!

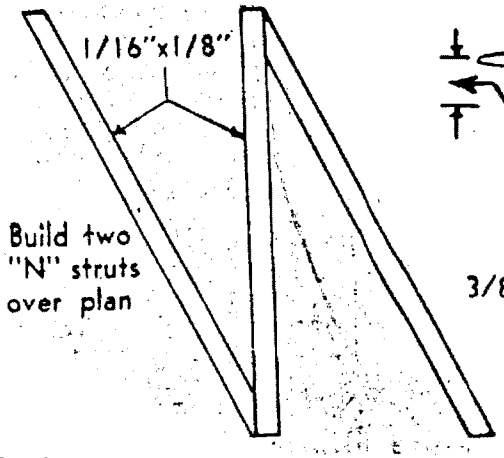
One and a half miles below HMAS Whimsey the BE attained it's absolute ceiling, they slowed into its service ceiling altitude. DeBris throttled back, his mental assembly continued flat-out; there must be a flaw in the system. Below was the North Sea; The sanctuary above was unattainable. There was nothing for it except to head for the nearest land. As it was, and after throwing everything expendable overboard, DeBris and Watson were lucky to make it as close to the beach as they did.



While almost nothing transpired according to plan in this attempted Zeppelin intercept, the endeavour met with a measure of success; The Zeppelin Commander, temporarily blinded by HMAS Whimsey's search lights, became confused, assumed he was over London, salvoed his bomb load into the sea and set a course for his base at Bad Strudel. Next morning the Berlin newspapers dutifully reported the destruction of the dock system in London's East End.

With the quasi success of HMAS Whimsey, the Admiral was forced to visit the ship to grudgingly offer the Admiralty's and his congratulations. He brought with him his staff, various hangers on, members of the press and photgraphers; the schedule was set back an hour and a half while they all crowded into a small shed to put on "sneakers" (street shoes were considered too risky re: sparks and hydrogen) obviously since the Admiral was at Whimsey, Captain DeBris was not. Lt. Cmdr. D.H.C. Cheetwell, RNAS was on his way to Felixstowe, a less conspicous station than the pubs on Oxford's High Street.

The Station Cmdr. laid on a buffet complete with gallons of Whimsey Punch which was made to a formula developed by HMAS Whimsey's "commander" i.e. Executive Officer (We won't go into that...Ed.) consisting primarily of a certain type of naval alcohol, ginger beer and lime juice. The airship commander avoided this and was thus able to lead the admiral and his entourage on a tour of HMAS Whimsey. The admiral, who was now decks awash in Whimsey Punch was more and more favourably impressed with the airship and made wild promises to provide suitable aircraft for HMAS Whimsey. (How he proposed to do this is anyone's guess since the only performance figures with which the admiral was familiar were in the realm of 38-28-38)



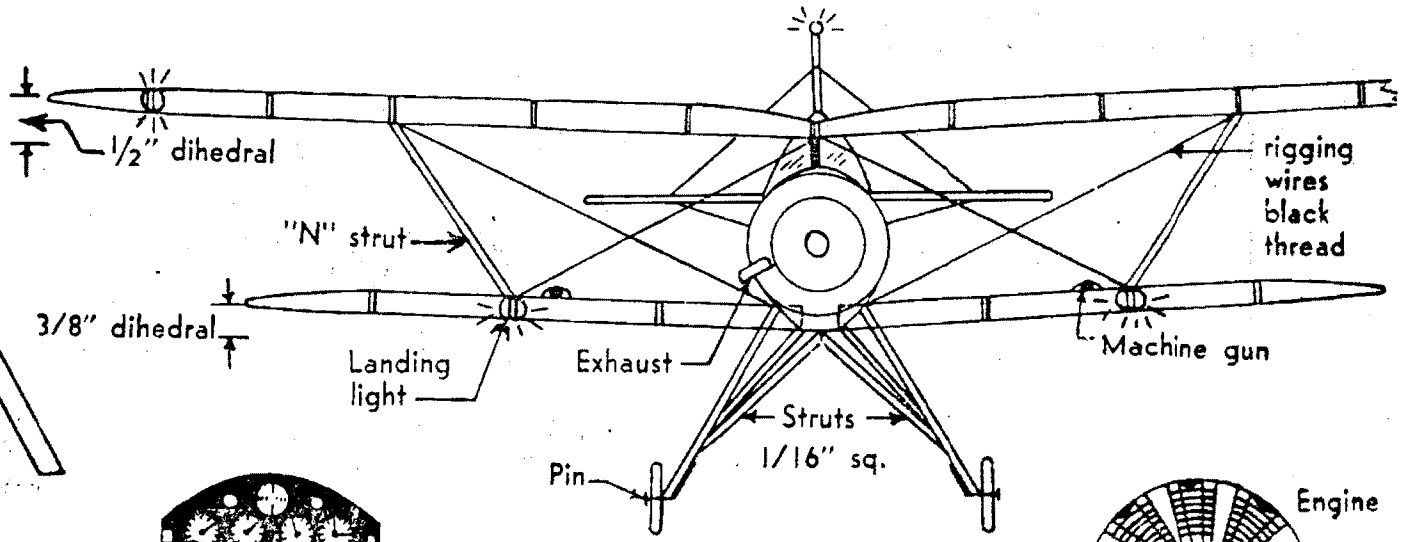
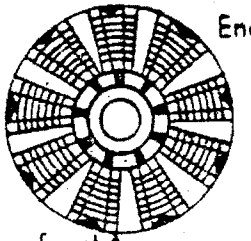
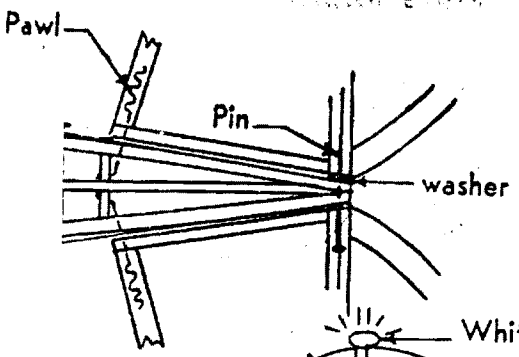


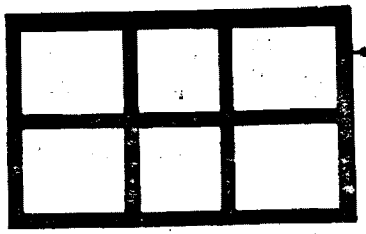
FIG. 5
(Front View)
1/2 size

Instrument Panel
cement to "C-1"

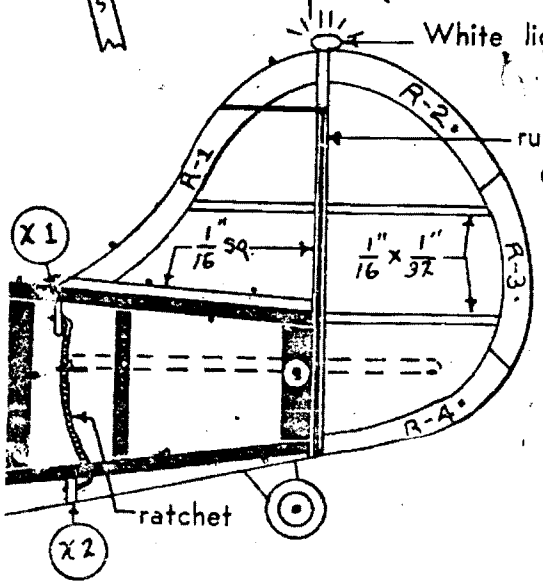


Cement to front
of nose block





Cut from plan
cut out windows
glue to a piece of
cellophane and
cover cockpit



If you wish to use the RIGID Stabilizer, simply cement Stabilizer to sides of Fuselage in position indicated.

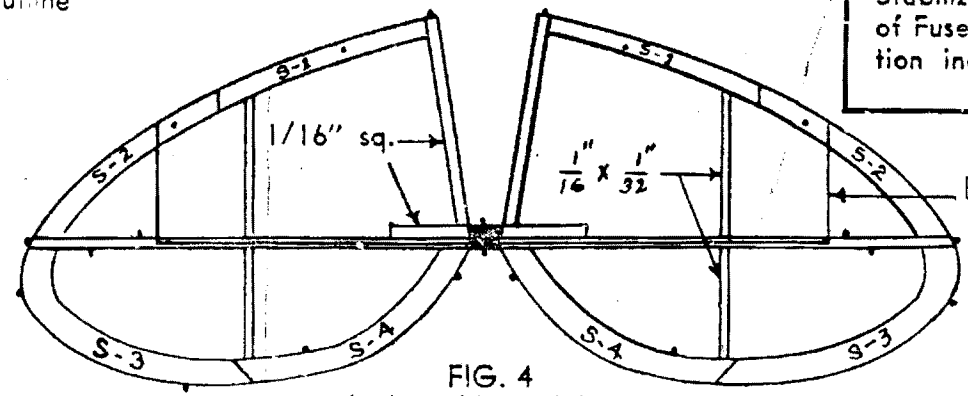
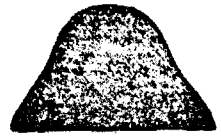


FIG. 4
(Adjustable Stabilizer)



Cement to front
of former "E-1"

(Editor's note; at this point the astute reader will realize the author has named neither the Admiral, the Station Commander, the Airship Commander nor the Airship's Commander that is the executive officer...but I refuse to get into that RN mishmash. Cmdr. L. Ludlow Llewllyn, RN, has been quietly mentioned in some circles as the airship commander or Captain of HMAS Whimsey. Other equally well informed sources insist that Cmdr. Floydd Lloydd Llewllyn was airship commander while Commander L. Ludlow Llewellyn was Station Commander and Cmdr. L. Llewellyn-llewellyn was the airship's commander. Lt. Cmdr. Hugh-Cadd Cheetwell commanded absolutely nothing during the Great War who later retired as an Admiral makes only an oblique reference to the entire episode in his three volume memoirs, "Command at Sea and in the Air". It is rather more difficult to clarify questions pertaining to the Admiral.)

Toward the end of the tour of HMAS Whimsey, the Admiral insisted on a tour of the "bridge", the high and offset control car. Since the executive protocol game awards two points to the player entering a room, deck, etc. one half step behind the VP or Admiral, the rush into the control car overwhelmed the Airship Cmdr. before he could shout a warning. The shout trailed off into a groan of disbelief as the Admiral's staff, stampeding members of the press, the photographers, hangers on and two MP's on their way back to the House of Commons quickly filled the control car so that no one could move. With all of this weight high and off centre, HMAS Whimsey slowly, majesicaly and unstopably rolled over onto her back and gracefully sank to earth, and as an airship she graciously and effectively expired.

Strange to say, the usefulness of HMAS Whimsey did not end with her capsizing; indeed, the ship sank at an ideal location and its structure formed the basis for the town of Whimsey's railway station, shopping arcade and public baths, in which capacity HMAS Whimsey serves to this day.

THE END

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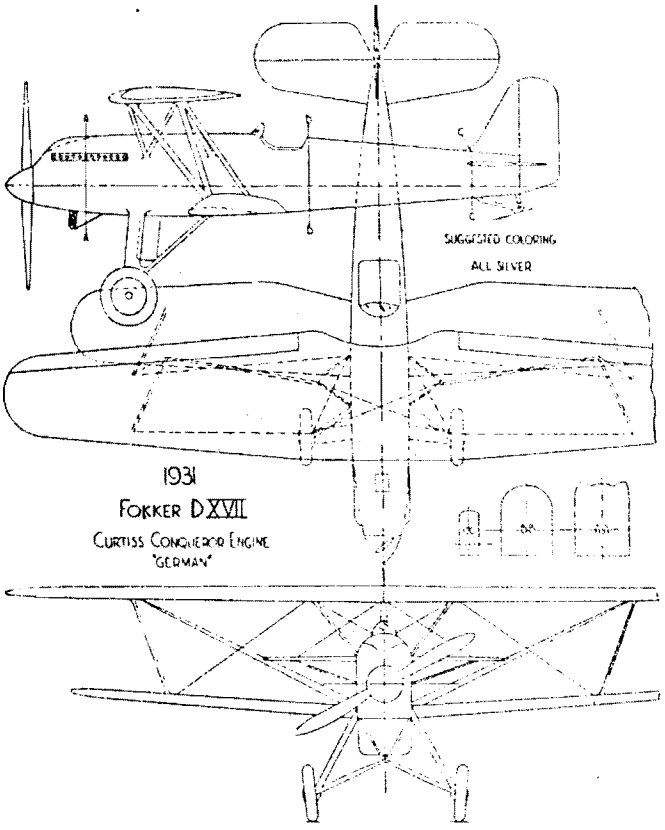
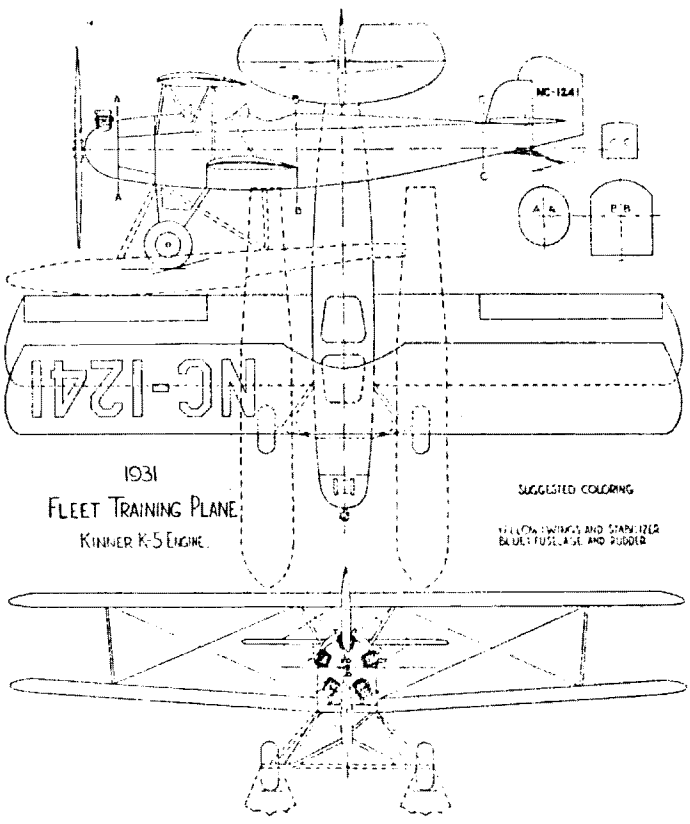




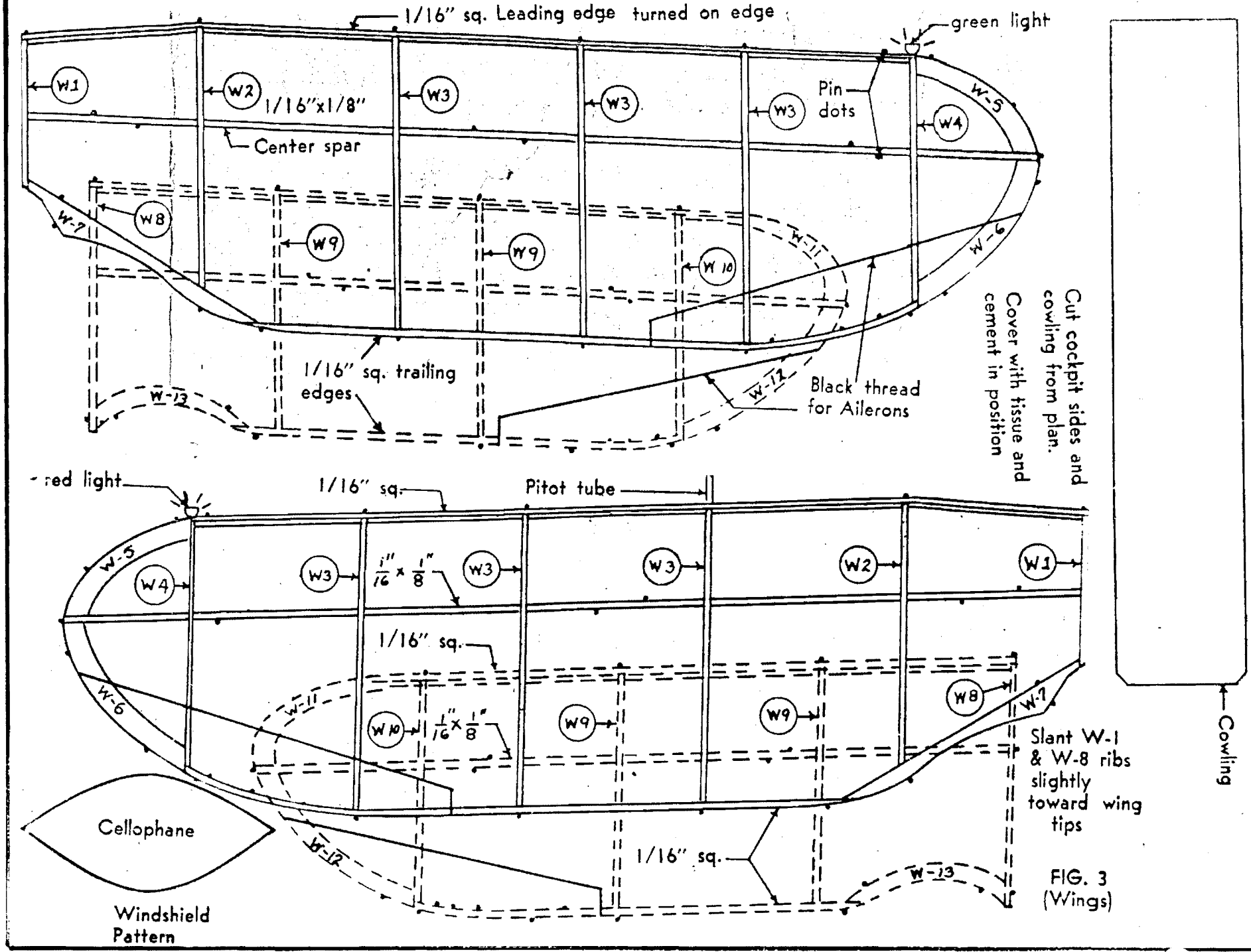
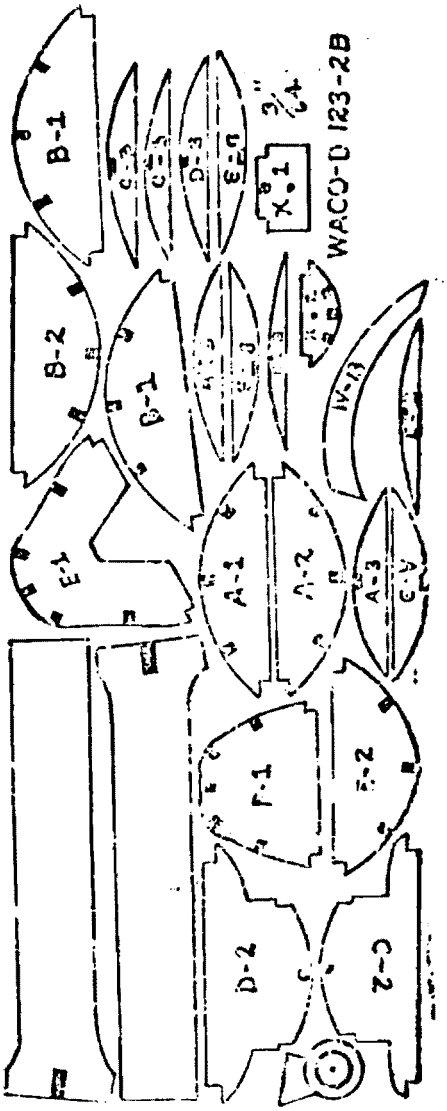
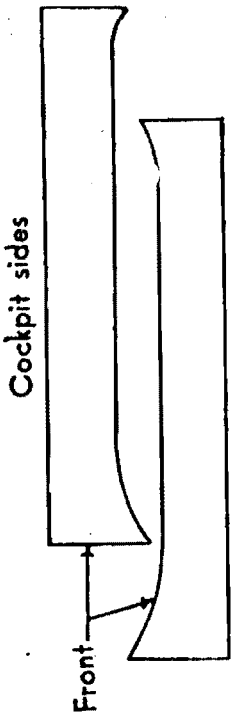
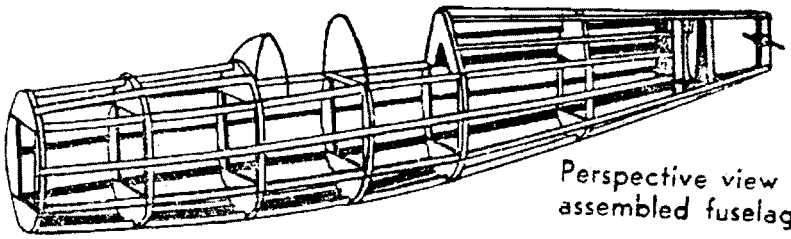

1/16" sq. Leading edge turned on edge
green light
W1
W2
1/16"x1/8"
W3
W3
W3
Pin dots
W4
W-5
Center spar
W8
W-7
W9
W9
W 10
W-11
W-6
1/16" sq. trailing edges
W-13
W-12
Black thread for Ailerons
Cut cockpit sides and cowling from plan.
Cover with tissue and cement in position
red light
1/16" sq.
Pitot tube
W-5
W4
W3
1/16 x 1/8
W3
W3
W2
W1
1/16" sq.
W-6
W-11
W10
1/16 x 1/8
W9
W9
W8
W-7
Slant W-1 & W-8 ribs slightly toward wing tips
Cowling
Cellophane
W-12
1/16" sq.
W-13
Windshield Pattern

FIG. 3
(Wings)

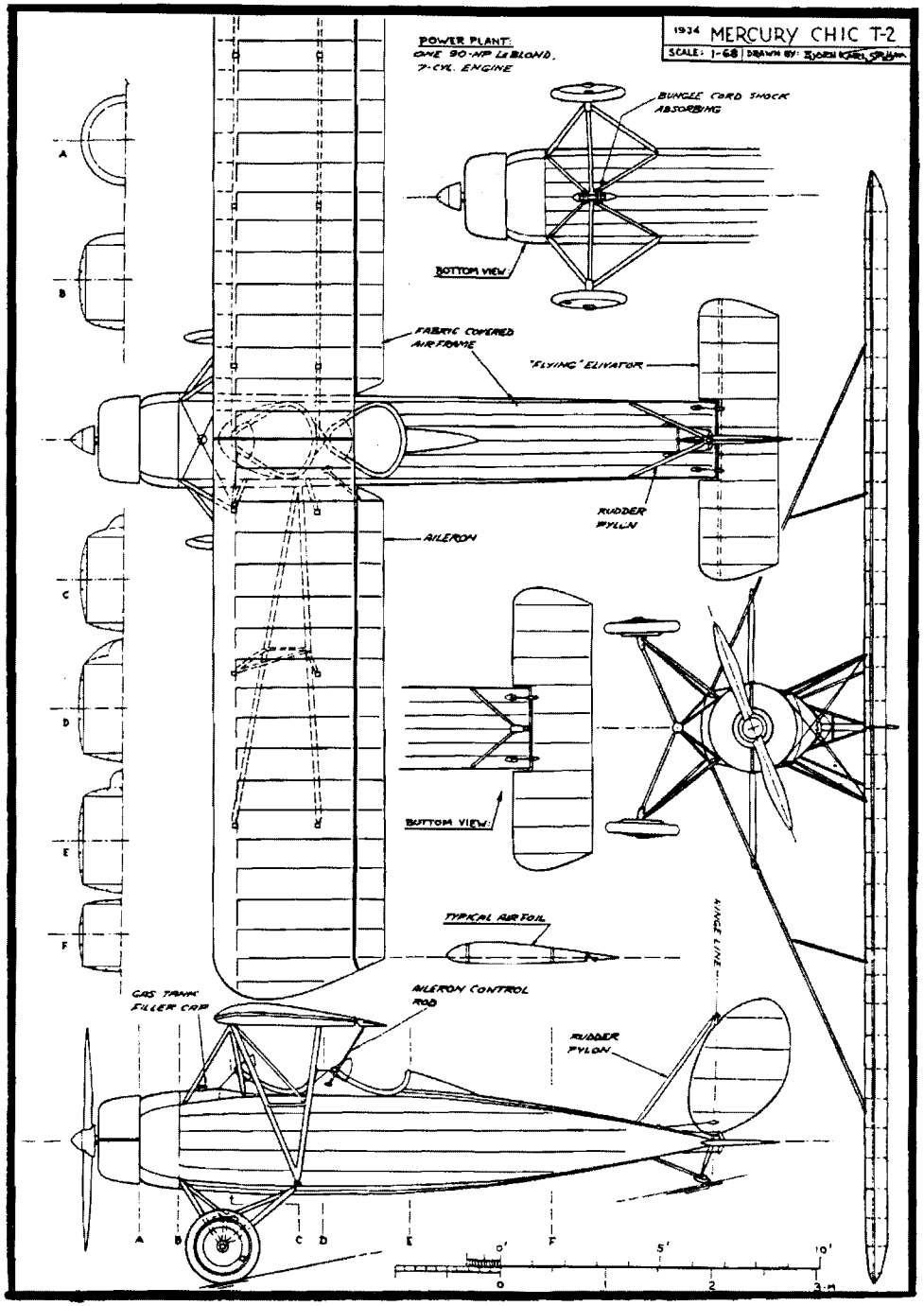


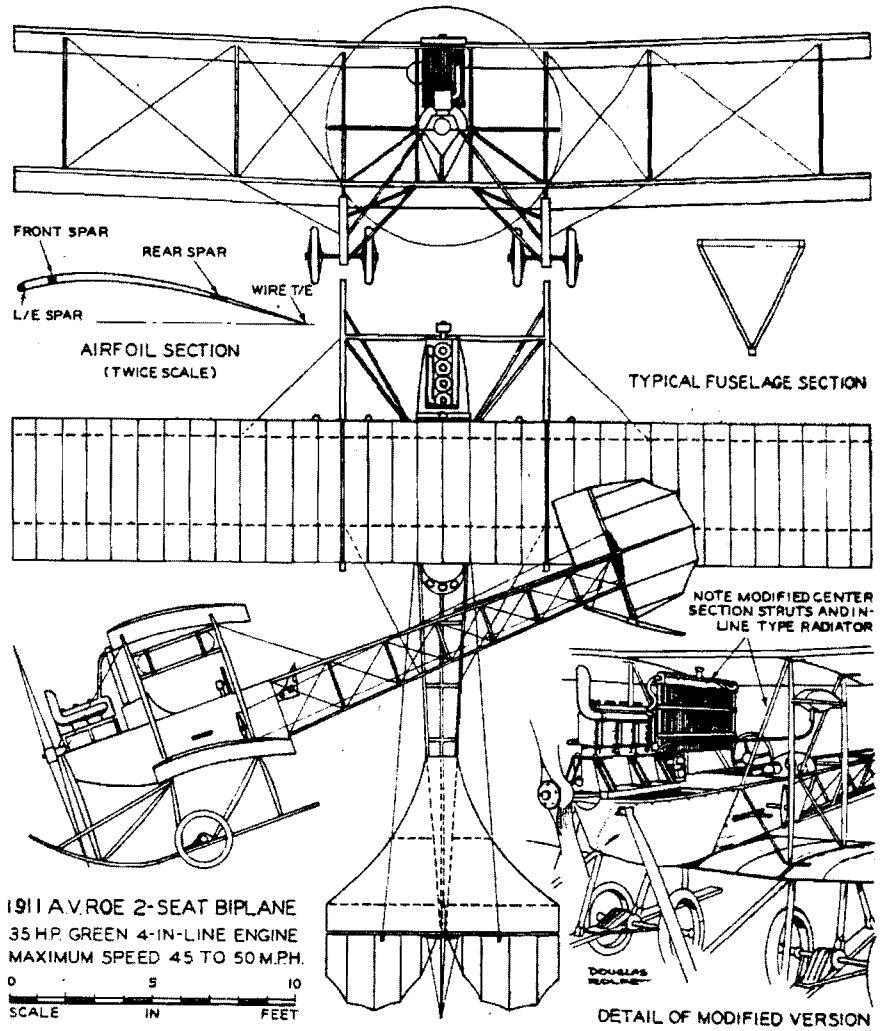




Perspective view of assembled fuselage

The Waco-D military is a two-place pursuit used quite extensively by South American governments. Power ranges from 240 to 420 H.P. Armament consists of 3 machine guns and 250 pounds of bombs. Top speed is around 191 M.P.H.





SIDELIGHTS ON THE PAST — The Avro Green Biplane. In 1910 the noted British designer and pilot, A. V. Roe, abandoned the little triplane airplanes he had been building and on which he had taught himself to fly. Instead he concentrated on biplanes and first built the little two-seater we see here. The scale plans are authentic and should interest model builders looking for an historic type easy to build and fly. A more powerful biplane followed in which the fuselage for the first time in Avro design was rectangular in shape and covered from nose to tailpost. Then came the prototype model of the famous Avro 504K, probably the most widely used training airplane during and for some years after World War I. The frail biplane depicted here forms a sharp contrast to the huge delta-wing Avro Vulcan bomber presently in service as a long-range bomber with the R.A.F.—Douglas Rolfe

Contributed by Joe Wachter

Mumbo Jumbo #30
Answers to Questions I Really Got Asked
(From the pen of the Glue Guru)

* * *

Salutations, disciples!

Wearied by my sojurn at the 86 Nats, I was content to return to my humble cave and seek respite from the slings and arrows of outrageous fortune. Yes, I lost again. At such times even mundane tasks have a restorative function; one greases the wheelbarrow bearings and answers the mail. This is the time for planning and rumination, a time to look under the scabs of last summer's sad defeats, a time to think and scheme.

Here to prod your thoughts, are some answers to questions received over the years; questions directed by mail, phone and in person, on the field. The questions are real; the answers are straight.

* * *

Q: I've heard that increasing the tail volume will help stability. Does this mean that increasing the tail thickness is desirable?

A: No. It is quite true that horizontal tail volume controls horizontal stability, but the factors entering into tail volume are the tail area times the tail moment arm. The product is called volume for the reason that the units of tail volume (length cubed) correspond to tail area (length squared) times moment arm (length). Nothing whatever is implied about tail thickness; in a sense "tail volume" is a misnomer. But there it is and we're stuck with it. Again, tail thickness has nothing to do with stability.

Q: Are tail area and tail moment arm equally important to stability? In choosing a configuration shouldn't one of these things be more heavily weighted then the other?

A: There are two kinds of horizontal stability that are important to us - static and dynamic. By static we mean the determination to return to the trimmed wing angle of attack after an upset. Sometimes this very determination can lead to an overshoot. The tail then desperately tries to swing the other way, to eliminate the overshoot, but in doing so overshoots in the other direction, etc. We call this overshooting tendency dynamic instability. In practice, models so afflicted seem to be nodding eternally. Sometimes (rarely) the overshooting tendency steadily worsens and leads to catastrophic instability in which the model oscillations grow in amplitude and become so violent as to invert and destroy the model. More generally the dynamically unstable mostly looks peculiar, with no real harm done except for the waste of much energy involved in nodding.

In terms of static stability, tail area and tail moment arm have equal weight. In terms of dynamic stability, tail moment arm is much more important than tail area. We must have a reasonable amount of both static and dynamic stability. Therefore both tail area and moment arm are important.Of the two, moment arm is more significant in terms of smoothness of flight; moment arm and tail area are equally important in terms of survival - retaining a trimmed attitude.

Q: My model flies fairly well (walnut, WW II fighter, radial engine) but it will not glide at all. Why not?

A: (After trying to glide test the model. As claimed, no real glide.) My guess is that in glide the tail is blanketed by the radial engine. Under power the prop breeze reaches the tail and supplies enough energy to provide stability. However when the prop breeze is turned off, so is the tail. This condition is not at all unusual and happens with real airplanes as well. Tests by NACA of the impetus given the tail breeze by prop wash for a wide range of high powered aircraft indicates a factor of 2 to 1 to be the case; that is, turning on the engine doubles the tail breeze. In effect, the tail is made much larger and more powerful by prop wash. In our case, we frequently employ power to weight ratios exceeding those of high powered fighters; our engine-on tail breeze is enormous; a factor making for controllable power flight in an otherwise hopeless configuration.

The enormity of the power-on breeze points up one of our persistent delusions - the setting of decalage. While the decalage (longitudinal dihedral) argument has some basic merit, it simply ignores such things as blanketing and prop wash. The result is to make

totally uncertain the actual settings of tail angles.

Decalage philosophy assumes that the wing and tail are cruising through undisturbed air. At the time this argument was proposed (perhaps 1909), engines were so weak that only wisps of prop wash reached the tail; there may have been considerable merit to the argument.

Today's FAC models are truly ferocious in their power output. Hence those trying to set decalage must answer the question - set decalage relative to what? Downthrust axis? Fuse center line? Wing zero lift line? Some combination of all the above? There is absolutely no way of predicting which way the prop wash and wing downwash will combine to impinge on a blanketed tail. For this reason, decalage setters are engaged in an activity that is essentially irrational. But even as we cry, "Bad cess to you!", the issue of how to set the tail remains.

The only way is through trial and error. Too much has been made of getting the best possible glide before going on to power flight. While such a course may work well, and will certainly pay off if your model has thermal capability, the procedure ignores or decries those models flyable only on power and having essentially no glide. Observations suggest that a great many - maybe 20%- of all FAC models are of this type.

Currently the builders of such models feel shamed - as though they had brought forth moronic progeny. We are so convinced that models are supposed to glide as to be unable to accept models that don't.

Models that can't glide will never win a straight performance contest, true. But many of our events are of the mass launch type where good powered performance in a robust frame has a winning chance. If you have such a model, trim for power by trial and error, 10% of max turns at a time, simply ignoring the glide.

Q: How long does it take to write a Glue Guru article? (Oddly enough, this is the most asked question of all.)

A: Between 3 to 5 hours for a straight article (this one) and several times as long for the outrageous ones.

Q: Is there any money in writing about models?

A: Not really. Baby sitting is quite lucrative by comparison, and pumping gas pays a veritable fortune. I think it was Dr. Johnson who said "No man but a blockhead writes except for money." Well, there are lots of us blockheads busy filling up the mags; we're certainly not making any real money at it.

Q: Why do you do it?

A: Writing and modeling are my hobbies. Getting the words in the correct order is a challenge similar to getting the sticks just right in a model. A story, like a model, can really fly or it can just roll over and die. Some really soar, some are so terrible they never make it off the building board (typewriter).

Q: What is the hardest part of writing?

A: Trying to put together a funny story when just not in the mood.

Q: I've got this great idea. Why don't you write it up?

A: I've got a better idea. You write it up. The Col is always looking for stuff. Don't worry about spelling or punctuation. Just write it out as though you were explaining it to a buddy. If possible put in some inked sketches using a fine felt-tipped pen. Type it up single spaced and send it in. It could be the start of a new hobby.

Q: Is there a good book on model aerodynamics?

A: The best is "Flying and Improving Scale Model Airplanes" by William McCombs. The worst is Grant's book. Time has passed this book by, and so should you.

* * *

GG's views on gears for rubber scale props are to be given in a Flying Models mini-series, written with Bob Wetherell. Our reviewer, a Mr. Bob Thumbsome says, "The worst trash I've seen since the Others' Rule Book. No plot, feeble characterization and, get this - graphs yet! Even District Representative reports are better than this garbage."

Our alternative reviewer, a Mr. Grillo says, "Truly despicable! Almost as rotten as my kits! I loved every word of it! Don't miss it!"

ALLIED SPORT

Well Skysters, we finally received some info on the Allied Sport for you. This aircraft has been a real toughy to get anything on. More clubsters have asked for this than probably all other aircraft put together. By way of Jim Alaback we have three pages describing the Allied Sport, this should be enough to get all of you that requested it, to the workbench. A great "Hats off" to im. Following is Jim's letter to GHQ.

To:
Flying Aces News
3301 Cindy Lane
Erie, Pa. 16506

I am sending you photocopies of some material on the Allied Sport as you have requested.

The enclosures are as follows:

Allied Sport advertisement from the annual Digest issue of Aero Digest,Mar.1939.
Westbrook Sportster advertisement from Aero Digest, April 1931.
Westbrook Sportster articles from Vintage Airplane, May and August 1987.

The reason for including the Westbrook Sportster is that this was the airplane that was updated to become the Allied Sport several years later. The Approval was Group 2-444, issued 4-29-33, and covered the Westbrook Sportster, the Continental C-2, and the Allied H-28 according to Juptner, U.S. Civil Aircraft, Volume 9, page 179.

That's all folks!

Best wishes,

Jim

MASS LAUNCH FLYERS

Our pulses rise as they sail to the lee
Flying together, silent and free---
"Stand on a thermal, walk on the drift"
We urge them onto the chimneys of lift.

Small vinyl windows flash in the sun,
Wings wobble then angle and plane in their zone.
They spiral on blindly, their courses preset,
Altered in pitch by invisible fret.
(Will Hung take one, or will he relent?
No one ever discerns his intent!)

Too soon they descend, some swooping,
Some stalling, all gently earth-bent.
The skill of the builder, volance of design,
Are finally leveled by forces benign.
A moment in history replayed in short range
A tribute to pilots and builders and planes.

This rhyme has been bouncing around in my mind, in bits and pieces ever since Golden Age mass launch at FAC Nats Mk 5

"Padre" Wm. Anderson

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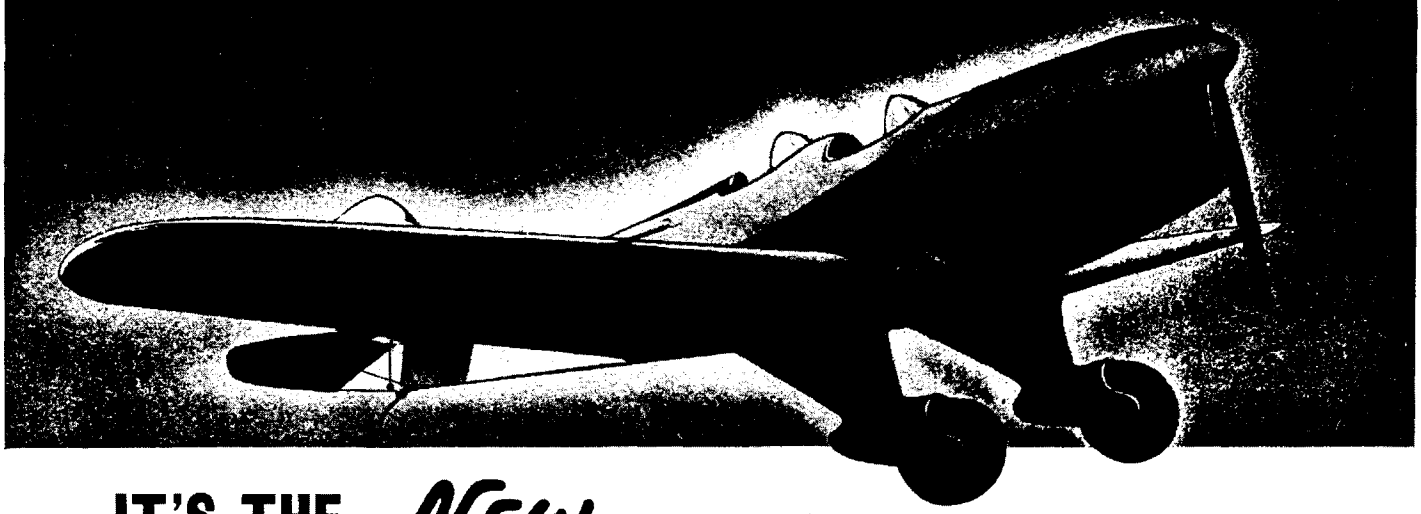
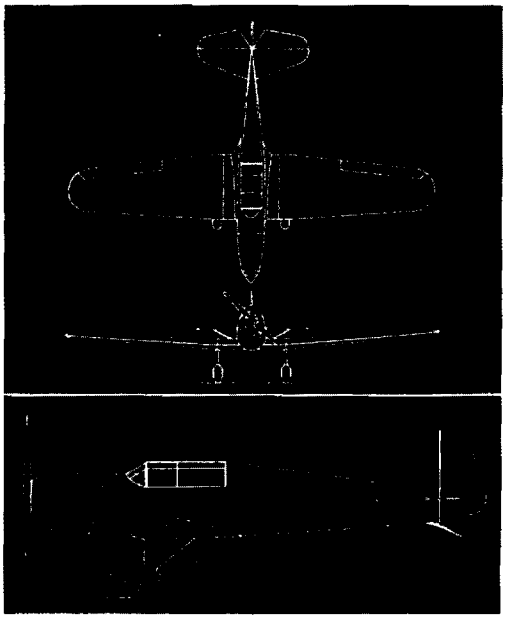
16.

There's a New Star in the Aviation Firmament



IT'S THE NEW ALLIED SPORT-TRAINER



Allied Sport-Trainer with "Weather-Closure"

Designed Especially for Sportsman-Pilot Use and Fixed Base Training Operation

WITH the advent of the *new* ALLIED Sport-Trainer, pleasure flying and instruction flying take on new significance. Here's a ship that provides a new kind of satisfying thrill for the sportsman pilot and a new source of revenue for the Fixed Base Operator.

Once you get your hand on the stick and give her the gun, you'll know what we mean when we say that this new ALLIED Sport-Trainer is one of the sweetest little two-place jobs you ever flew. Fast . . . Safe . . . Easy-to-handle . . . Economical to Operate, and priced just above the lowest, the new ALLIED Sport-Trainer deserves your careful consideration.

SPECIFICATIONS

Span	32 ft.
Length	23 ft. 3 in.
Height	8 ft.
Wing Area	148.8 sq. ft.
Weight Empty (Complete Equip.)	1000 lbs.—499 kg.
Weight (Gross)	1600 lbs.—746 kg.

Performance, "Menasco" 95 H.P. B4	
High Speed	125 mph
Cruising Speed	107 mph
Landing Speed	47 mph
Rate of Climb (Full Load)	650 ft. per min.
Cruising Range	400 miles
Service Ceiling	12,000 ft.

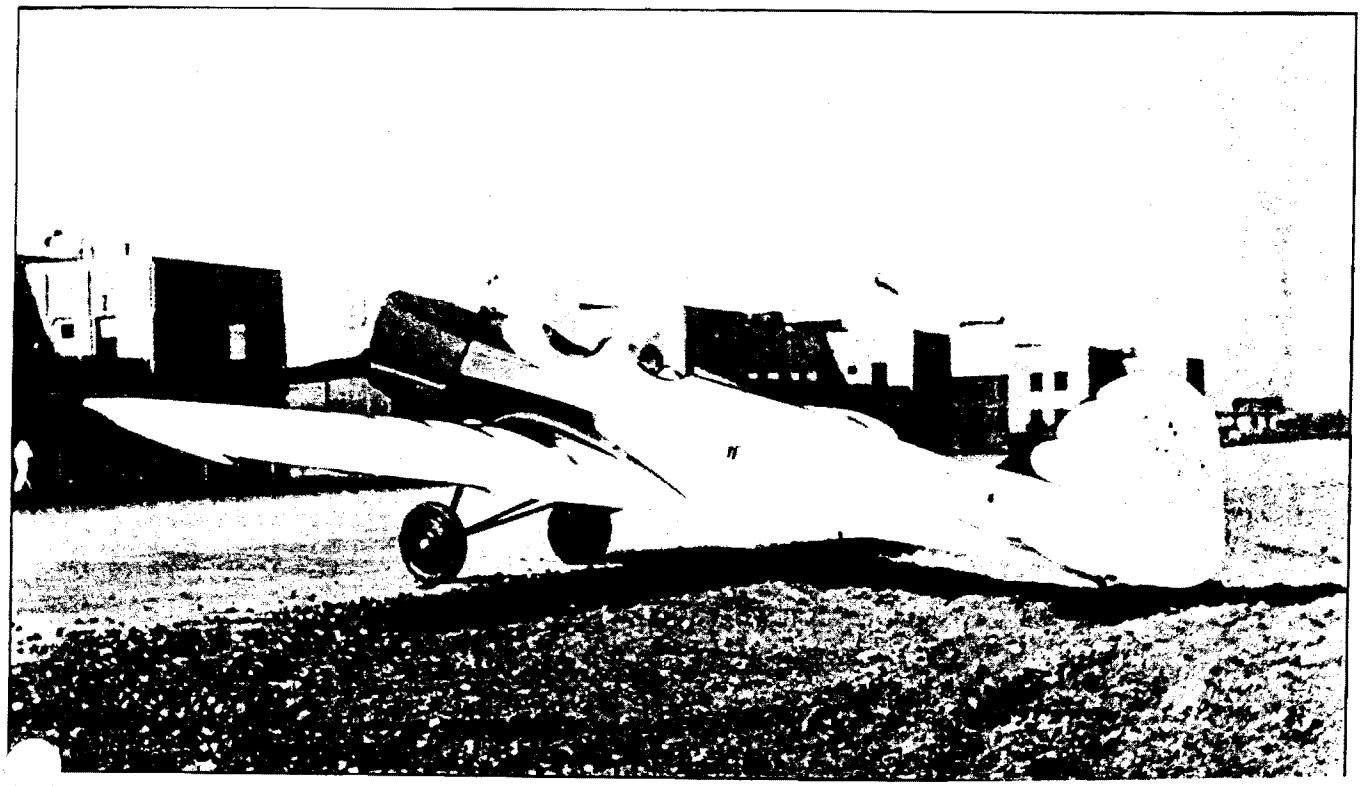
Performance, "Menasco" 125 H.P. C4	
High Speed	148 mph
Cruising Speed	125 mph
Landing Speed	47 mph
Rate of Climb (Full Load)	800 ft. per min.
Cruising Range	400 miles
Service Ceiling	14,000 ft.

ALLIED AIRCRAFT CORPORATION

ALLIED AIRCRAFT CORPORATION
North Tonawanda, N. Y.

Write Today for Literature and Prices

MYSTERY PLANE



by George A. Hardie, Jr.

The 1930's period brought forth a number of pleasing designs. This month's Mystery Plane is a neat tandem low wing monoplane that would appeal to many pilots today. Answers will be published in the August, 1987 issue of *THE VINTAGE AIRPLANE*. Deadline for that issue is June 10, 1987.

The May Mystery Plane evidently stumped a number of our regular respondents, but Jack McRae of Huntington Station, NY recognized it instantly. He writes:

"It's a Westbrook Sportster. I am quite familiar with this particular ship, NC966V, as I had about ten hours in it in 1934. When I flew it, I had about 15 hours solo and it was quite a bit hotter than what I had flown previously (an OX-5 Bird and a Mercury Chic). It was difficult to taxi in a cross wind with tail skids and no brakes, and the rudder travel was very restricted in order to meet the spin requirements, according to George Samec who checked me out.

"This ship is one of three of this design that were actually completed although there were several others started but apparently never finished. The Westbrook Aeronautical Corporation was started in 1929 or 1930 by Neil Westbrook Perdew to build the Sportster to his design as a private owner airplane. Due to the depression and difficulty in financing, a school arrangement was worked out where prospective owners could go to ground school and build their own airplane at the same time, thus getting practical experience toward an A&E license while cutting the cost of the airplane to a minimum.

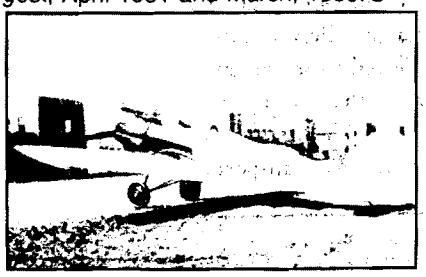
"The first Westbrook Sportster, which featured folding wings, had the identification number 9N and was destroyed in a crash near Teterboro, New Jersey about 1931 after considerable test flying had been done. NC966V was the third one completed and was granted an Approval for license by the Department of Commerce. This ship did not have folding wings and was built under the school arrangement. It was equipped with a Cirrus engine. It had a full cantilever wing and the landing gear was designed with the oleo strut in front and the "V" connected to the rear spar. This put the center of gravity to the back when landing and gave good characteristics on soft fields as well as hard surfaces.

"NC966V was purchased by Harold Munch who hangared it at Valley Stream airport on Long Island and later at Roosevelt Field. He and his partner Art Romeo barnstormed, hopped passengers and generally had a good time with the airplane. About 1937 Munch sold the airplane to a police officer in Detroit. Later it was unfortunately destroyed in an accident.

"In 1939 an attempt was apparently made to put the design into production as the Allied Sport Trainer. The Type Certificate No. 2-444 is the same as the Wesbrook (see Juptner Vol. 9, page 179). Evidently NC966V C/n W-504 was the only one licensed."

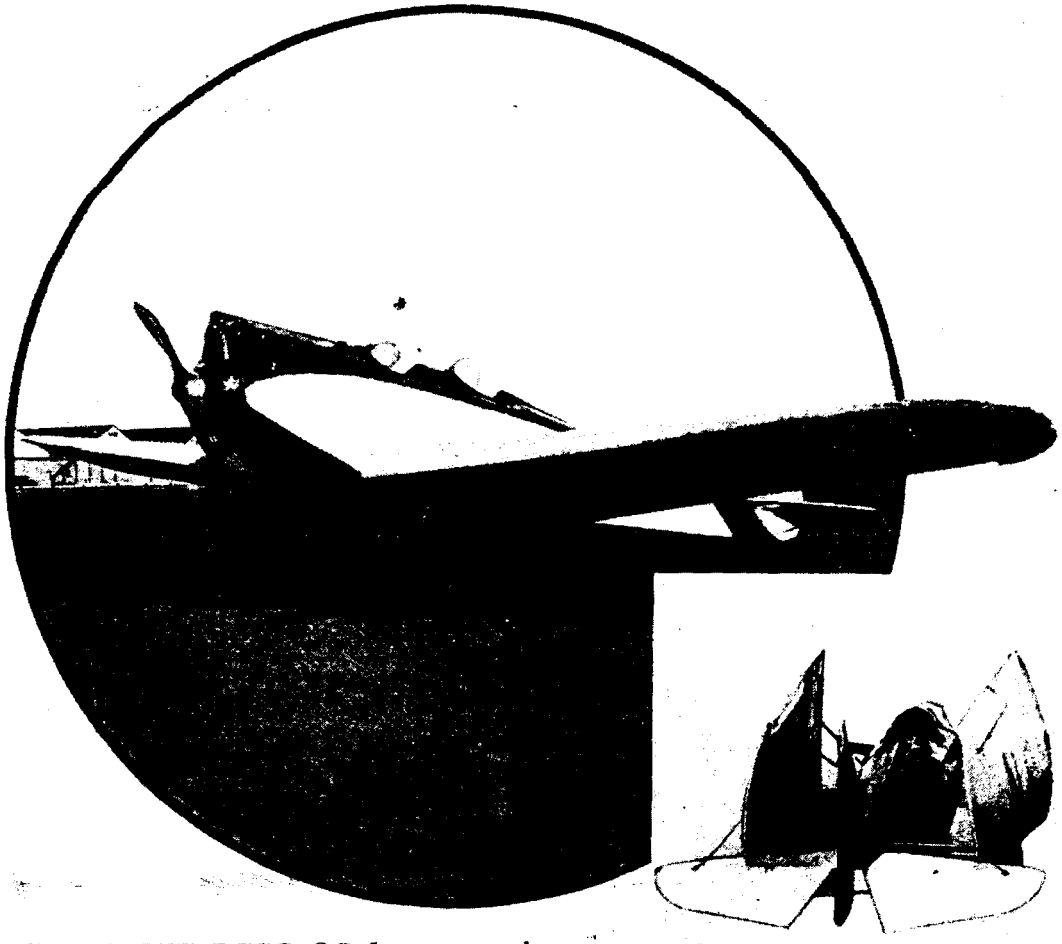
Bill Knepp of Bartonville, Illinois also identified the Westbrook Sportster and has been working with Mauno Solo of the American Aviation Historical Society on researching this airplane. Especially needed are detail drawings and photos. Anyone wishing to contact Bill, write to me for his address. Other correct answers were received from Pete Bowers, Seattle, WA; Wayne Van Valkenburgh, Jasper, GA; Charles A. Fink, York, PA and Ben Bowman, Elizabethtown, PA.

References: *National Power Glider*, December, 1930; *National Glider and Airplane News*, March, 1931; *Aero Digest*, April 1931 and March, 1939.●



18,

The WESTBROOK SPORTSTER



with AMERICAN CIRRUS 95 h.p. engine

for SAFETY PERFORMANCE APPEARANCE ECONOMY

$2650

FLYAWAY NEW YORK

THE Westbrook Sportster, designed for the owner-pilot, embodies those features of proven merit which enable a plane to be flown safely by the inexperienced pilot. A cantilever non-stalling wing of unusual strength and rigidity, set with a dihedral of 6°, assures maximum safety in the air. A wide track landing gear which moves forward with impact, eliminates landing and taxiing hazards and permits operation from rough fields without danger of nosing over. Through simplicity of design an unusually strong and rigid structure of light weight is obtained, enabling the Westbrook Sportster to withstand rough usage without constant attention.

Finally, RESERVE POWER. This plane has 95 horsepower, but it will fly on 40, thus assuring the ultimate degree of safety and performance. Power makes an airplane fly; too little of it makes a plane safe only for the experienced pilot. Fly the Sportster with the knowledge that you have more than enough power for every emergency. The *unique folding wing feature reduces housing costs* and permits easy transportation of the airplane behind a car or truck.

SPECIFICATIONS

Span	32 ft.
Wing area	148 sq. ft.
Length	23 ft. 6 in.
Width, wings folded	8 ft. 9 in.
Weight, empty	900 lbs.
Weight, full load	1400 lbs.
Seating Capacity	2
High speed	125 m.p.h.
Cruising speed	100 m.p.h.
Landing speed	40 m.p.h.
Rate of climb, light load	1400 ft. per min.
Rate of climb, full load	1100 ft. per min.
Cruising range	400 miles

WESTBROOK

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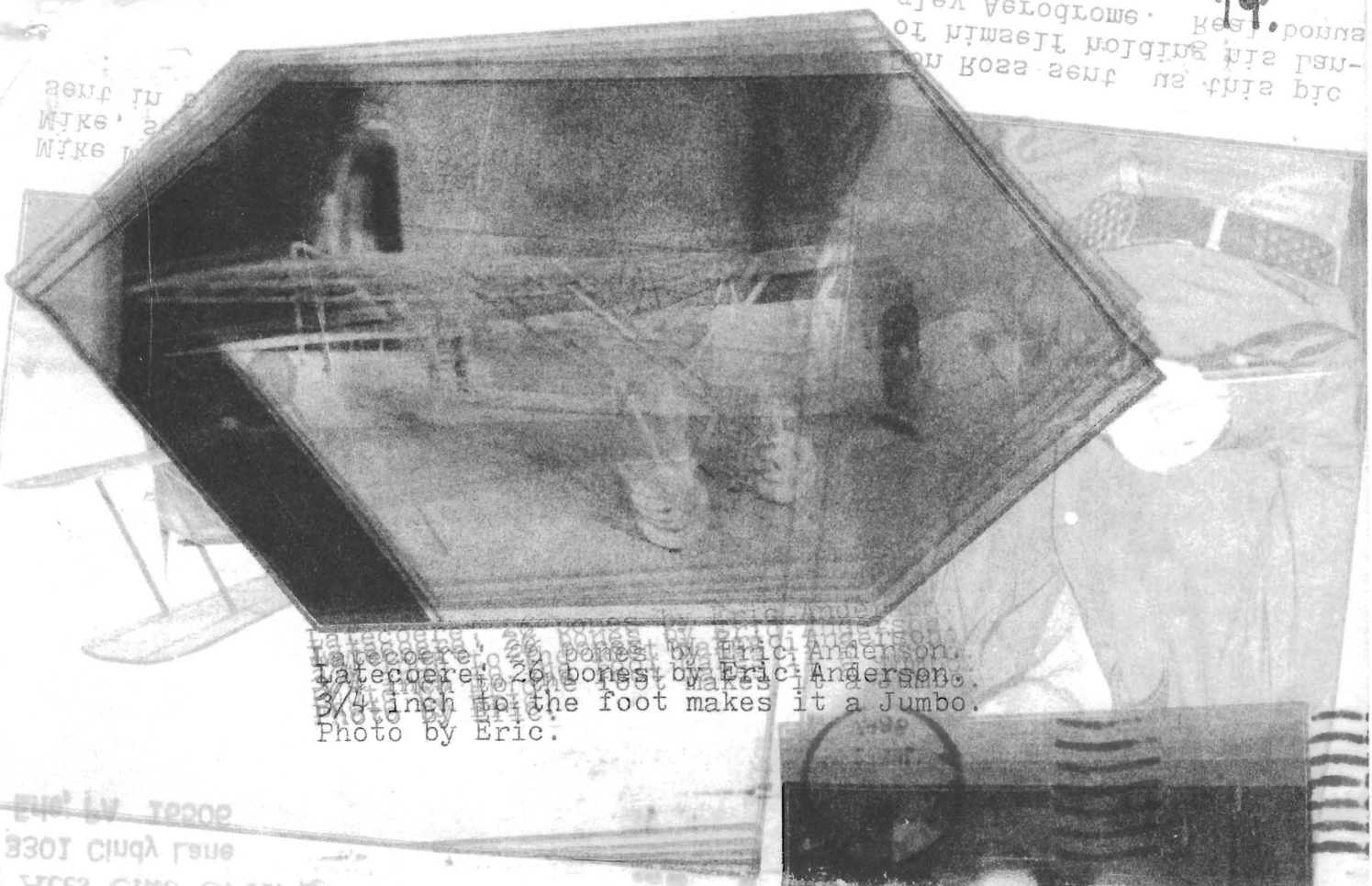

Latecoere: 26 bones by Eric Anderson.
3/4 inch to the foot makes it a Jumbo.
Photo by Eric.

Mike Midkiff's DH-5. Plans available from Mike, see him at the FAC Nats Mark VI. photo sent in by Mike.

Don Ross sent us this pic of himself holding his Langley Aerodrome. Real bonus getter.