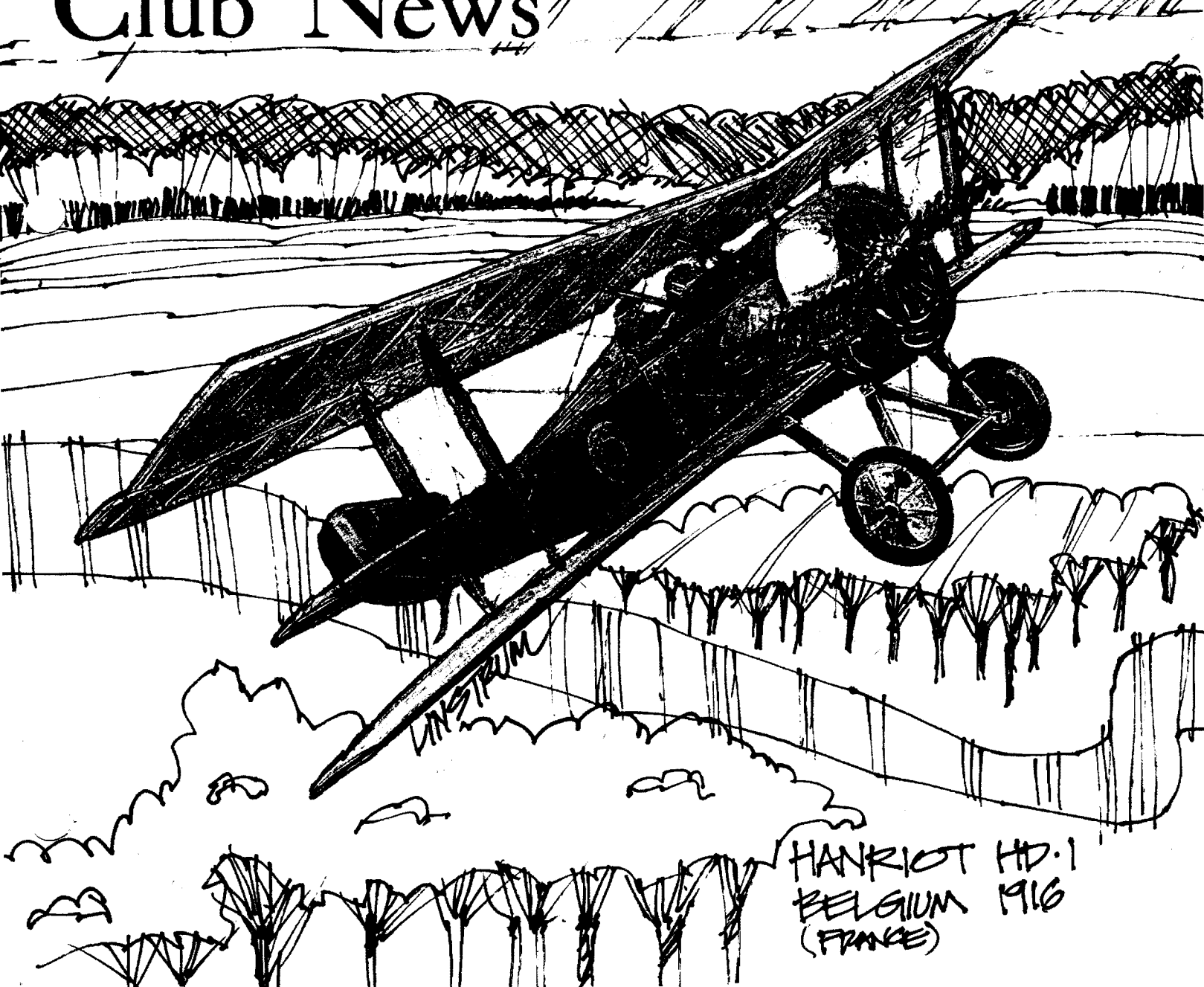


FLYING ACES

ISSUE #126-52 MARCH/APRIL 1989

Club News



2.



Not much to report this time so let's start with the cover. It was done by Dave (VTO) linstrum. Too bad we don't have a plan of the Hanriot HD-1 to go with it. Thanks Dave for a nice drawing. However we do have a nice plan of a rare bird that I have never seen modeled. It is of the Junkers C-1 by GHQ's own Dave Niedzielski, Dave gave it to us in two sizes so take your pick, or better yet, build both.

The Flying Aces events that were held at Lawrenceville, Ill. on June 22 & 23 were a huge success and you can read of the results in this issue. Great!

No word on the Flying Aces Nats for 1990 as yet. Still trying to decide where to have it. It sure is nice to be able to pick and choose. Should have it nailed down by the next issue.

The Erie Model Aircraft Assn. will be having there Picnic Meet on August 20, 1989 at Prangmore Aerodrome. All are invited, but please let us know if you plan to attend if you can so we know how many to plan for. There will also be a one design event sponsored by Roy Gimlin. This will be for the Kama Victory model only and will take the place of our usual Oldtime rubber event.

We also start another of those hilarious "Where Are They Now" stories, this will be in three parts and we give you part one in this issue. This was done by Jerry Bockius and we think you'll love it!.

We have a lost FACer! Last address for Jose Fernandez was 237 So. Atlantic Ave. Haddonfield, NJ 08033. Anyone knowing his current whereabouts please contact GHQ. We would like to send his returned issues of the newsletter to him.

We have a couple of S.O.S.s for you. Scale data, 3 views, etc. for the float version of the Ryan STM operated by the Dutch Naval Air Service, Netherlands East Indies, William Lober, 4 Lucille Dr. Syosset, NY 11791. Chet Kowalik 4727 Stanley Ave., Warren, Mi. 48092 would like to get his hands on one of the old plastic kits of the Revel or Monogram visible radial aircraft engines. They came out, he thinks, about 1959. Chet is willing pay cash or possibly make a trade.

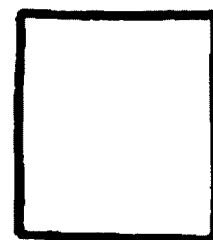
Have you seen Al Lidberg's latest catalog? better get one, lots of good stuff! Send him a buck for one. A.A. Lidberg, 614 E. Fordham Dr. Tempe, Az. 85283. Do it today!

BUILD...FLY....WIN....EFF--AAAA--CEEEE!!!!

Lin Reichel, Lt. Col. CinC-FAC

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

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506



WHERE ARE THEY NOW

Vignettes of What Happened
to those
Famous Model Builders of the 1930's

CLAYMORE MINES

WAKEFIELD COMPETITOR

or the
Big Bang Theory of Model Airplane Propulsion

I

Claymore Mines burst onto the national scene when the Calhoun County M.A.C. ran the Wakefield regional contest in the summer of 1933. Unhappily, the contest date coincided with the Calhoun City Civil War Monument Ladies' Auxiliary's annual outing, the site of which was next to the Calhoun County M.A.C.'s flying site.

Claymore, always in pursuit of the elusive, but prestigious, Grits & Greens Cup, blew it in the last Grits & Greens Cup contest, so was determined to make a name for himself in the Wakefield competition. A quick reading of the rules revealed there was no restriction regarding type of power. He would innovate. He reasoned most of the contestants would use rubber power. Perhaps the exceptions would be Playlor Soarhan with his imported Imp motor which had yet to run, or that noisy bush leaguer, Fanning Batters, with his gas model.

Since Claymore had bombed at the last Grits & Greens Cup contest, he was anxious to clear his besmirched escutcheon by winning the Wakefield regional. That he might incur the displeasure of the remainder of Calhoun County did not occur to him.

In the Big War, Claymore's daddy was in a demolition unit, most of whose members were cited, or sighted, 300 or so feet over various German military installations or A.E.F. training camps. He liked the bang-bang battalion and, after the war, joined the local National Guard Combat Engineer Company at the Calhoun City Armory next to the fire house. He was easily recognized by the cotton wads protruding from his ears. He had a booming business on the side, blowing up stumps, derelict buildings and other redundant facilities. He was called "Satchel" because it was said he had invented the satchel charge, another one of man's pyrotechnic wonders borne of necessity.

He had been retained to blow up a still, but his clients had neglected to inform him that the revenooers were closing in - fast.

The result of this lapse of good manners might have left "Satchel" holding the bag, a suitcase crammed with the tools of the trade, when his clients accelerated toward the county line. There was only one thing to do. He placed the suitcase, which contained material for the demolition of two stills, three large stumps and an outhouse, under the still, activated a short-time detonator, and ran. The explosion made a clearing in the wood a hundred yards in diameter, a crater of monumental proportions which remains a tourist attraction, sent pieces of scrap iron scything through the trees and sent a singed and shaken group of revenooers stumbling away to their cars, which now displayed shattered window glass.

What has all of this got to do with Claymore Mines and the Wakefield contest? Plenty! Because Claymore had decided to use a solid fuel rocket motor on his Wakefield model.

The rocket was six feet of thin-wall, 3-inch diameter steel tube, closed (hammered to a cone shape) at the forward end. Claymore's wing loading calculations indicated things could be a trifle heavy; however, this would be offset by anticipated altitude. With no free-wheeler up front to impose a drag penalty, the glide would be fantastic. He was in a hurry, so settled for an Effel 399 aerofoil. For the R.O.G. requirement he welded on a wire undercarriage and tail skid in lieu of the conventional bamboo components. There were wire saddles for the wing and empennage which were lashed down with shredded inner tube. The rocket tube was loaded with sundry bits, pieces, chunks and granules from leftovers in daddy's boom-boom room.

On the humid morning of the contest, a bleary-eyed Claymore had some second thoughts about his model, which he had named "Torpedo". As usually happens, the "Torpedo" was completed at 3 AM on the morning of the contest. No time for an organized test program. Then he discovered that he could not run fast enough to launch the model for a glide test. This problem was solved by standing on the flatbed of Festoon Mulberry's truck. Three of Claymore's heavyweight friends held on to him and the truck while Claymore held the "Torpedo". When Festoon could push his creaking ark to 45 mph, Claymore could heave the "Torpedo" into the air. An hour and a half of Festoon's frantic driving sufficed for Claymore to complete his glide adjustments. He began to suspect there might have been a slight error in his wingloading calculations. Then it occurred to him that the first powered flight would have to be an "official". He had neglected to make up additional batches of propellant. Anyway, one good flight could win.

Meanwhile, back at the field, the contest had become a three-way battle. Cecil "Hogfat" Henderson, with his special rubber lube, led by a small, but odiferous, margin. That sod, Hardy Fescue, from the blue grass district of Calhoun County, was a close second followed by the ever popular Sisbourne Pomade (*) from Footstool, Iowa (**).

(*) pronounced Siz'-burn Poh'-made; or in Davenport, Poh'-maid

(**) Footstool, Iowa is just below Davenport.

In the adjoining field, the Calhoun City Civil War Monument Ladies' Auxiliary outing was munching its way through tons of fried chicken and grits, led by Agatha Caidgeleiner Stule, a 250+-pound relative of Governor Byrd Caidge Stule. The honored guest was senior Senator Claxton Horne, who had endeared himself to an informed electorate in the historic 1932 election. He had proudly stated to the press that he would support a colleague who was in deep trouble but he would not vote for him. As one political columnist wrote, "..... the Senator descended to the occasion."(***)

On the model flying field, two of Festoon Mulberry's plywood panels were on the ground for R.O.G.'s, and the "Torpedo" was trundled out to them and aimed into the wind. Claymore attached two wires to breakaway fittings at the aft end of the rocket tube. The wires were then attached to a dynamite cap detonator about 100 feet from the "Torpedo". There was some sniggering in the crowd while Claymore commandeered a timer. This gentleman thought there was something familiar about Claymore's model. Memories of A.E.F. action on the Western Front in '18 jangled through his noggin and he retreated behind the hot dog stand. He wanted nothing more to do with Bangalore Torpedoes - with or without wings.

Another timer, whose temerity wasn't compromised by recollections of practical pyrotechnics, was found. Claymore pulled up the plunger.

A light breeze wafted across the field. All was quiet. Then, from the next pasture, the bellowing Senator Claxton Horne began his speech. Claymore put all of his weight on the plunger.

A brilliant sheet of orange flame spewed from the "Torpedo's" tail, followed by a dense cloud of dirty white smoke that billowed toward the on-lookers. Out of the smoke cloud sailed two burning four-by-eight ft. sheets of three-quarter inch plywood. This airborne extravaganza cleared the by-standers by forty feet, but failed to miss Senator Claxton Horne's Packard touring car. Simultaneously there was what sounded like an explosion followed by a roar that could have been equalled only by a passing express train or a sizeable part of Niagara Falls. As the flaming plywood shot out of the smoke cloud, the slack on the detonator wires disappeared. A white-knuckled Claymore, frozen to the plunger handle, vanished into the churning smoke. The "Torpedo" was taking off.

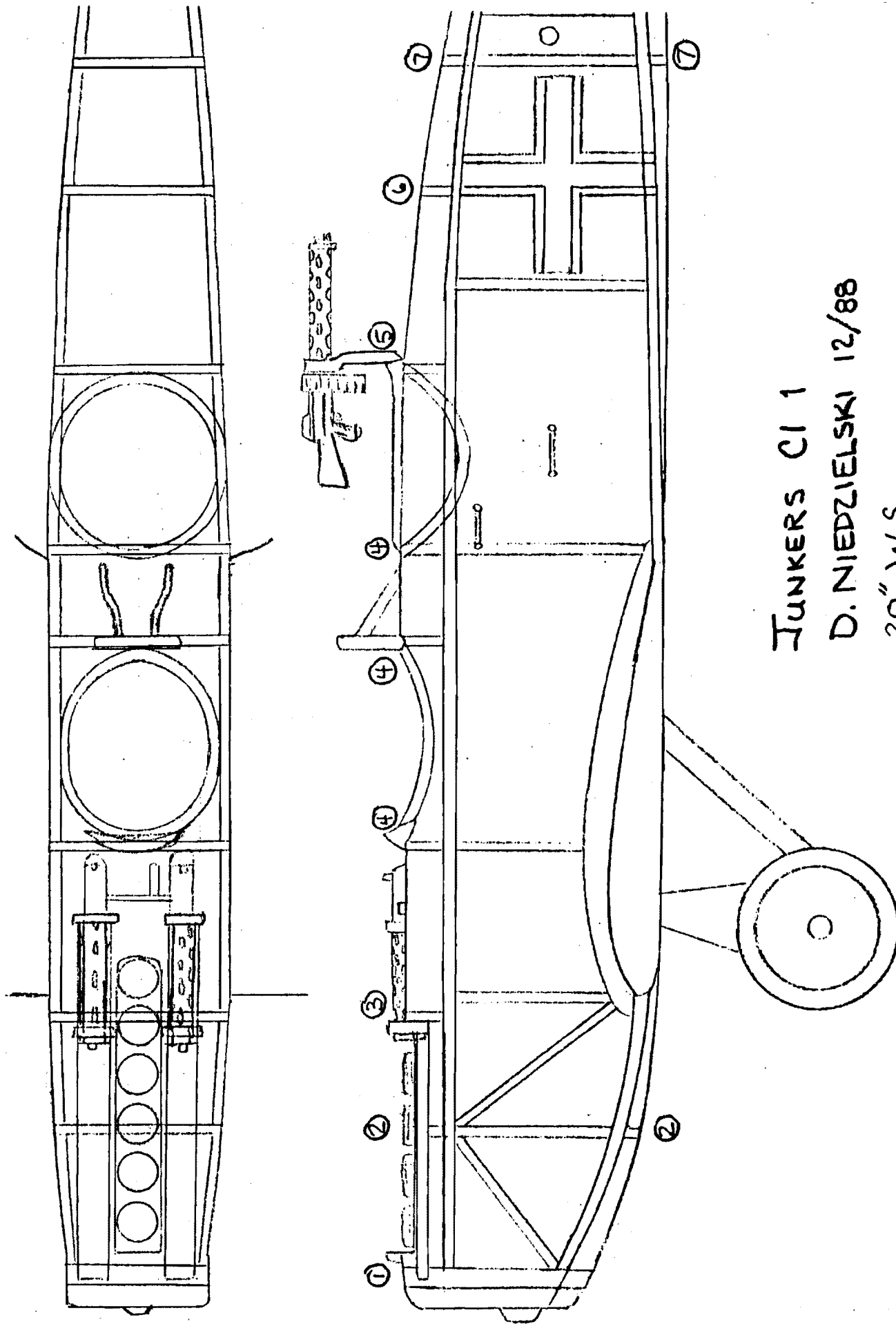
The "Torpedo" quickly became airborne, but Claymore did not. He slid, bounced and bobbed along the ground, through fences, shrubs and small trees while the "Torpedo" accelerated in a shallow climbing left turn. Because the rocket fuel was composed of miscellaneous bits and pieces, the thrust was irregular. Every time a wad of black powder ignited, there was an explosive roar and more smoke which marked Claymore's cross country route.

(***) The Senator's statement can be found in Nadir's
Political Quotations, Vol. XXIX.

W. Summersuit Vaughn
April, 1989

(to be continued)

6.



TUNKERS CI 1
D. NIEDZIELSKI 12/88
20" W.S.

JUNE 22-23, 1989

1989
FLYING ACES CONTEST

LAWRENCEVILLE, ILL

A Great Site! A Great Contest! Great Contestants! Put them all together and you have success. That's what we had at Lawrenceville, Ill. on June 22-23. For those of you who could not attend, try your darndest to make it if we ever have another meet there. You won't be sorry! "Hung" cooperated with fine weather, although at times the breeze came up, but not too strong as to jeopardize the flights.

I want to thank the Contest Manager, Tony Italiano and the Contest Director Dick Smith for inviting us to participate in the NFFS Outdoor Championships for 1989. We hope we can do it again.

I also want to thank the girls who worked so hard at the registration table, Juanita Reichel, Barb MacIsaac and Shirley Kuenz, They did a real good job. Thanks go to Vic Didelot who judged all the models and Roy Biddle who did a yeomans job timing flights for two days. Thanks also goes to the Detroiten Geschwader for bringing the scoreboard and to all the others who helped in various ways. I won't name them because I don't want to forget anyone, they know who they are. And thanks to all who came to participate, without you we couldn't have done it.

This field is huge! 3000 acres of flat un-obstructed land! During World War II it was used as a training base for C-47 pilots. Some models flew out of sight and still landed on the field. Fortunately only one ship was lost that we know of and it was Jack McGillivray's peanut Yugo T-45 twin engine.

Thirty-four contestants registered but some of them failed to show for some reason or other. Sorry to not have seen you Clubsters, Maybe next time.

Following are the results;

WORLD WAR I

<u>PILOT</u>	<u>PLANE</u>	<u>ROUND ELIMINATED</u>
John Blair	Spad 13	X
Dick Bennett	Berg D-1	X
Ross Mayo	Bristol Scout	Winner
Ralph Kuenz	Albatross D-V	X
Gordon Roberts	Se-5	X
J. McGillivray	Se-5	X
P. Boyanowski	Sopwith Pup	X

THOMPSON RACE

<u>PILOT</u>	<u>PLANE</u>	<u>RD. ELIM.</u>
G. Roberts	Cessna CR-3	X
Ross Mayo	Cessna CR-3	Win.
McGillivray	Cessna CR-3	X
D. Bennett	Hall Bulldog	X
D. Livesay	Tilbury Flash	X

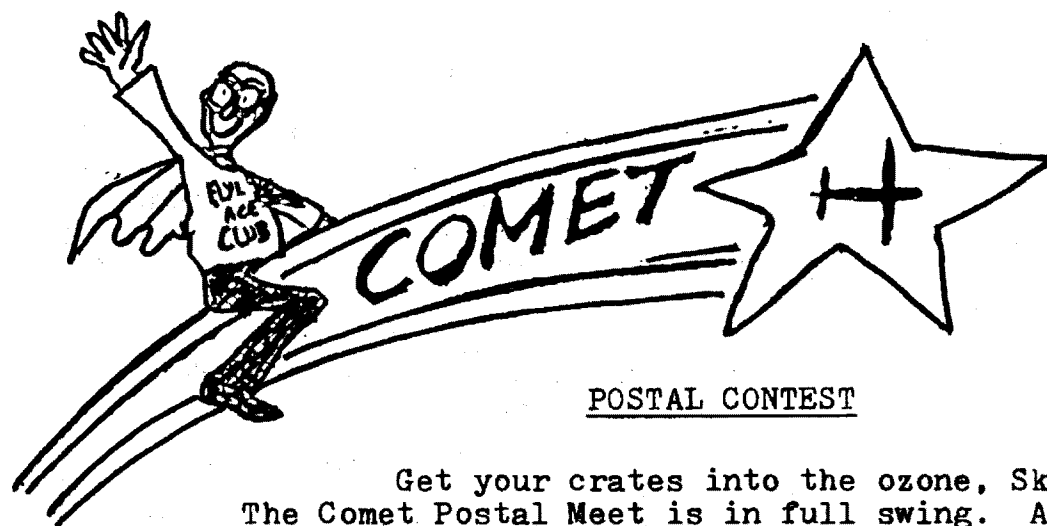
WORLD WAR II

<u>PILOT</u>	<u>PLANE</u>	<u>ROUND ELIMINATED</u>
J. McGillivray	Spitfire	X
P. Boyanowski	P-47	X
Tim Lavender	P-51D	X
Ralph Kuenz	A-36	X
Andy MacIsaac	Stormovik	X
Dick Bennett	Regianne 2005	X
Don DeLoach	P-51D	Winner
Bob Siedentopf	P-40	X
Tim Miller	P-51B	X
Gordon Roberts	Spitfire	X

GREVE RACE

<u>PILOT</u>	<u>PLANE</u>	<u>RD. ELIM.</u>
Mike Hines	Rider R-4	X
G. Roberts	Chambermaid	Win.
D. Bennett	Crosby CR-4	X
D. Livesay	Mr. Smoothie	X

8.



POSTAL CONTEST

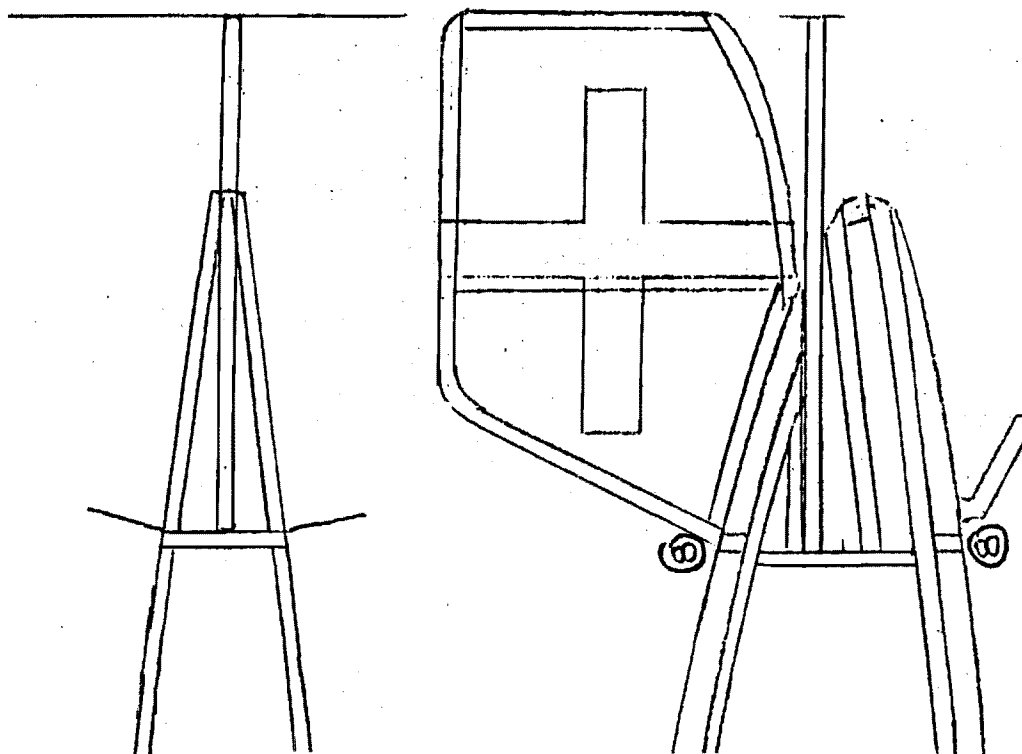
Get your crates into the ozone, Skysters. The Comet Postal Meet is in full swing. All you have to do to enter is fly your Comet rubber powered scale model. Send the times, your name and the name of the model to GHQ. Enter as many times as you wish with as many models as you wish. everytime you better a time with a given model, send that time in. Also include the date of your flight on all entries. Models must be built from a current Comet kit or from an old time Comet plan.

Contest flight times will also be accepted. Plan prizes as well as an entry on the "Kanone" list will go to the winner. The contest will end on October 29, 1989. All entries must be postmarked no later than Oct. 30, '89.

BUILD--FLY--WIN----EFF--AAAA--CEEEEE!!!!!!

Results to date;

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Dave Stott	Harlow	95 sec.
2. Don DeCook	Taylorcraft	84 "
3. Dave Niedzielski	Ercoupe	56 "
4. Gordon Roberts	Piper Cub	53 "
5. Paul Helman	Corben Super Ace	47 "
6. Jack Tisinai	Rearwin Speedster	44 "



JUMBO SCALENFFS OUTDOOR CHAMPS

PILOT	PLANE	Hdcp.	Best Flt.	Scale Pts.	Total	Place
J. McGillivray	DH Hornet	30	77½	55	162½	1
D. Livesay	FW TA152	10	71	54	135	2
Don DeLoach	Corben Ace	5	61½	51	117½	5
Curt Haskell	Waco SRE	15	47	48½	110½	7
Art Doten	T-Craft 0-57	0	60	51½	111½	6
Phil Cox	Cessna AW	0	67½	60	127½	3
P. Boyanowski	Aeronca Sea.15		57	47	119	4

HI-WING PEANUT

PILOT	PLANE	Best Flt.	Scale Pts.	Total	Place
Carl Loehle	Lacey M-10	82½	33	115½	2
B. Passarelli	P.A.M.A.	44	55	99	6
Jim Miller	Fike "E"	66	53½	119½	1
Curt Haskell	Mr. Mulligan	42	46½	88½	7
Don Lockwood	Fike "E"	34	43½	77½	8
Gordon Roberts	Fike "E"	57	48½	105½	4
Mike Hines	Lacey M-10	54	52	106	3
Ed DeLoach	Monocoupe 110	54	45	99	5
P. Boyanowski	Moreau Aero.	20	56	76	9

GOLDEN AGE SCALE

PILOT	PLANE	3 Flt. Total	Place
John Blair	Howard DGA9	216	3
J. McGillivray	Cessna C-38	353	1
Gordon Roberts	Cessna C-34	31	11
Phil Cox	Corbin Ace	86	9
Dorothy Odum	Taylorcraft	101	8
Ed DeLoach	Stinson SR-5	173	6
Don DeLoach	Corbin S.A.	207	5
P. Boyanowski	Piper J-3	226	2
Mike Hines	Rearwin Speed.	61	10
Bob Siedentopf	Porterfield	114	7
Ross Mayo	Rearwin Speed.	210	4

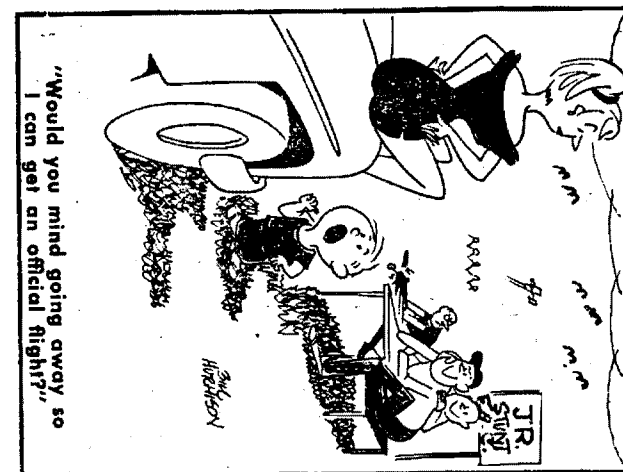
The Washington, DC Maxecuter's will be holding two contest later this year. On September 9, 1989 will be there summer Fun Fly and on October 8 they will be having an Earl Stahl model contest. For more details contact Allan Schanzle, 20008 Spur Hill Dr. Gaithersburg, Md. 20879.

EMBRYO ENDURANCE

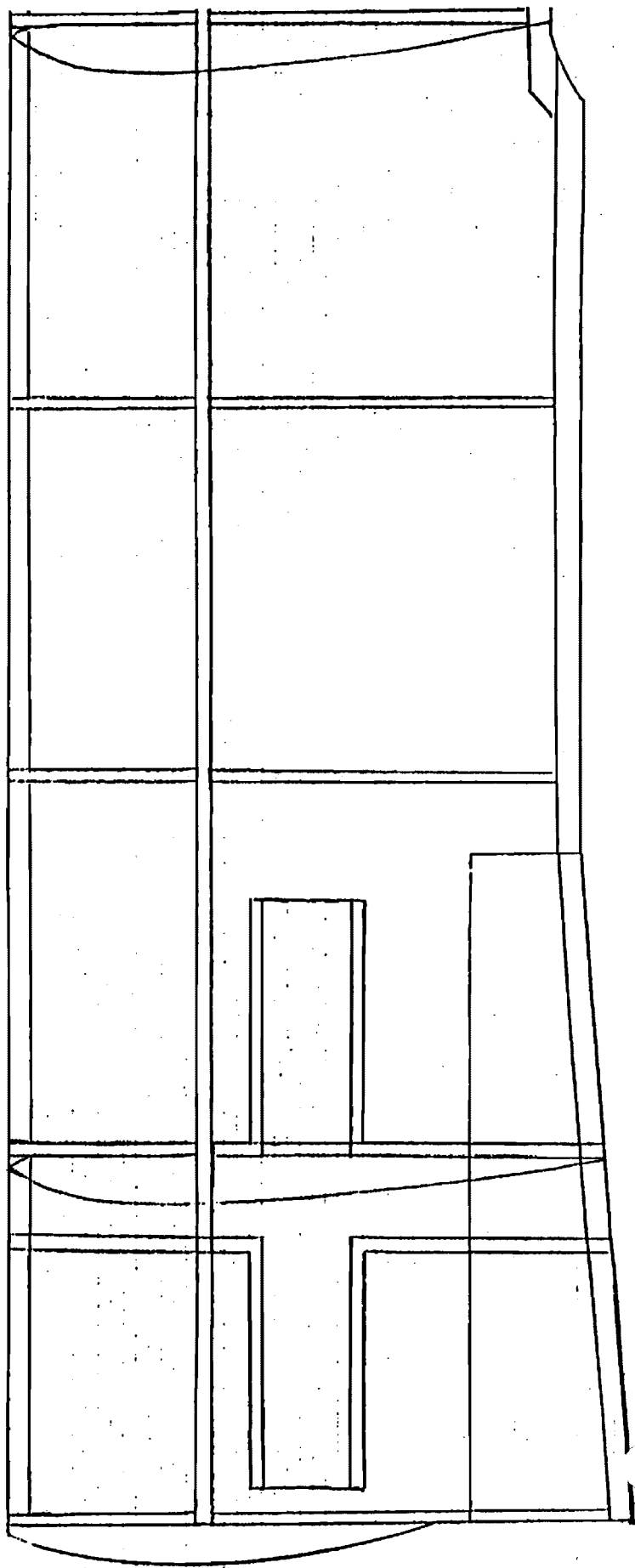
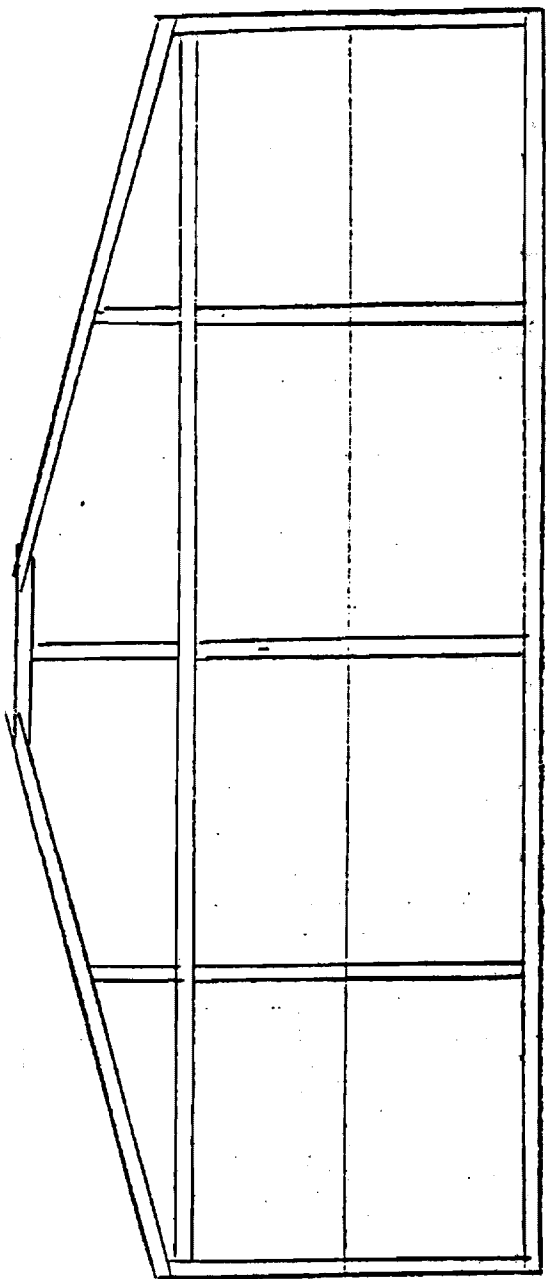
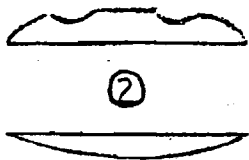
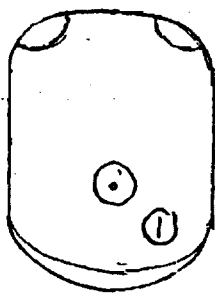
PILOT	PLANE	BONUS + 3 Flt. TOTAL	PLACE
Stu Weckerly	Hornet	345	2
B. Passarelli	Sun Bird	369	1
Tim Lavender	Prairie Dog	220	5
Phil Cox	Orange Crate	178	6
Don DeLoach	Embryomatic	306	3
Gordon Roberts	Debut "8"	132	8
Bob Siedentopf	Git-Up	238	4
Curt Haskell	Angull	143	7
Dick Bennett	Prairie Bird	27	9

With a two minute max, Bill Passarelli had a perfect score.

THANKS TO JOE WACHTER



10.



7/3/89

69 Flamingo Dr.
Warwick, RI 02886

Dear Sir or Madam,

To facilitate an important publication of mine, may I ask that you make the following announcement in your newsletter?

John C. Fredriksen, vexed by his inability to find the model planes he wants, is compiling Flying Model Warplanes: An International Guide to Plans and Kits. To insure comprehensiveness, the author solicits information regarding the addresses of little-known companies and plans distributors from fellow modelers. Information on Japanese, Italian and German firms is especially sought. Contact: John C. Fredriksen, 69 Flamingo Dr. Warwick, RI 02886 Tele. 401-737-7983.

Your help is most useful and appreciated.

Thank you
John C. Fredriksen



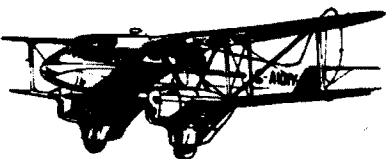
NFFS OUTDOOR CHAMPS

FLYING ACES SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>Hdcp.</u>	<u>Best</u>	<u>Scale</u>	<u>Total</u>	<u>Place</u>
			<u>Flt.</u>	<u>Pts.</u>		
Art Doten	Bell.Pace.	0	43	49½	92½	16
B. Siedentopf	Tiger Moth	15	41	56½	112½	12
G. Roberts	Spitfire	10		47½		
Carl Loehle	Lacey M-10	0	82½	51½	134	3
John Blair	Fairchild 24	0	82½	44½	127	8
Stu Weckerly	Piper Vag.	0	82½	49	131½	7
Phil Cox	Aeronca "K"	15	63½	56½	120	10
Dorothy Odum	Taylorcraft	0		46		
Ross Mayo	Heinkel 100	10	72½	50	132½	6
P. Boyanowski	Albatross D	15	40	59	114	11
Jim Miller	Voisin Hydro	40	64	54½	158½	2
Jim Miller	S.D. 14 bis	25	53	55	133	4
Tim Lavender	Cougar	0	51	55½	106½	14
Bill Passarelli	Fike "E"	0	69	51½	120½	9
D. Bennett	Regianne	10	33	44	87	17
Russ Timmons	Cougar	0	82½	50	132½	5
Ed DeLoach	Stinson SR-5	0	67	42½	109½	13
Don DeLoach	Voisin Hydro	40	67½	53	160½	1
Andy MacIsaac	Am. Eagle	3	38	53	96	15

FLYING ACES PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>Hdcp.</u>	<u>Best</u>	<u>Scale</u>	<u>Total</u>	<u>Place</u>
			<u>Flt.</u>	<u>Pts.</u>		
J.McGillivray	Yugo Twin	30	77½	48½	156	2
Jim Miller	S.D. 14 bis	25	64	56½	145½	4
G. Roberts	Waco SRE	15	82½	49½	147	3
Dave Livesay	Mr. Smoothie	5	61	44	110	6
Ralph Kuenz	Aviatik D-1	15	30	48	93	7
Don Lockwood	Day. Wright	5	40	28	73	10
Ross Mayo	Bristol Scout	15	65½	45	125½	5
Jim Miller	Voisin Hydro	40	61	58	159	1
P. Boyanowski	Antonov AN-2	15	24	50	89	8
Dick Bennett	Regianne 2005	10	20	53	83	9



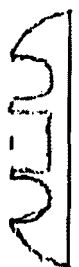
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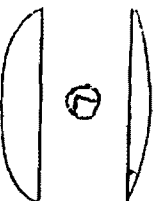
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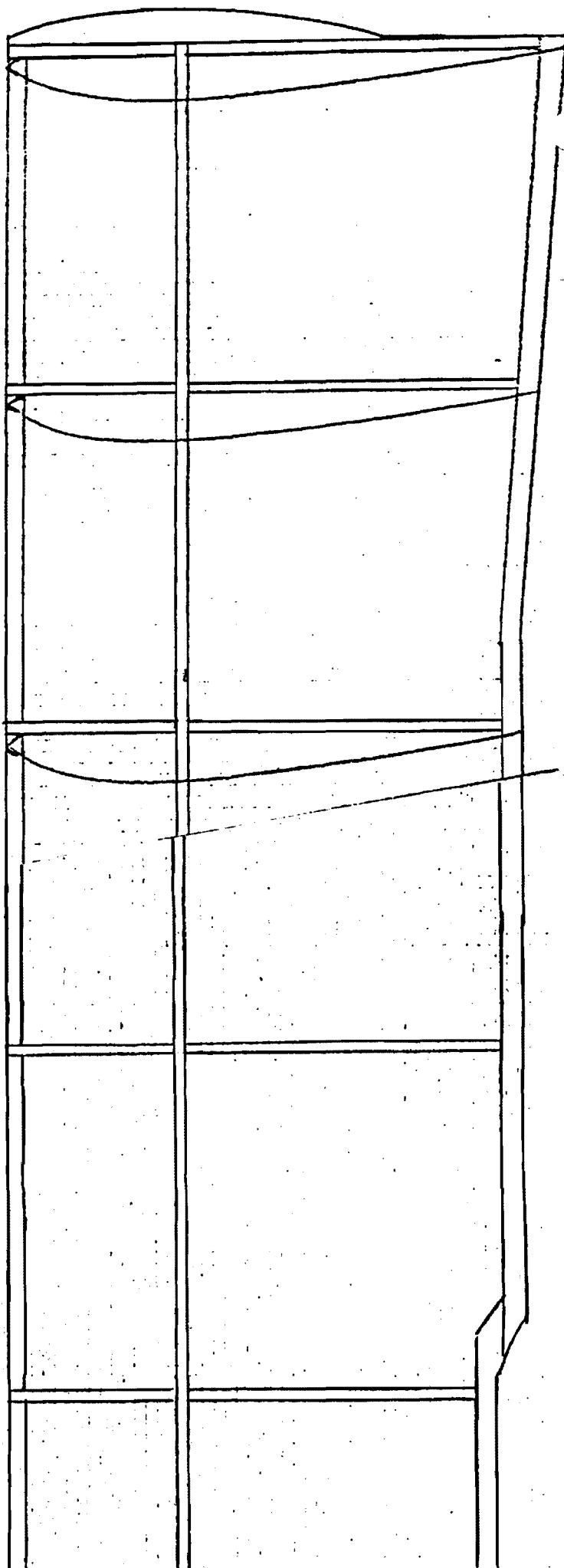
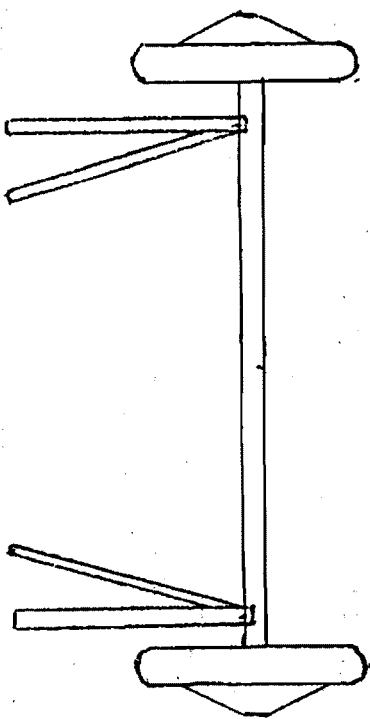
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7



6



Hav eyou ever yearned for the good old days when you could get red tissue, live drab and insignia blue? Well Skysters, those days are long gone. Fear not! There is a way to get any color you need for your latest nimbus nudger. Just about any color you need is available. The dye that I use is called Graphic Marker Dye and comes in a 2 oz. bottle for a couple of bucks. I obtained my dyes at a local art store. You might be able to find it at one of your local art stores, too.

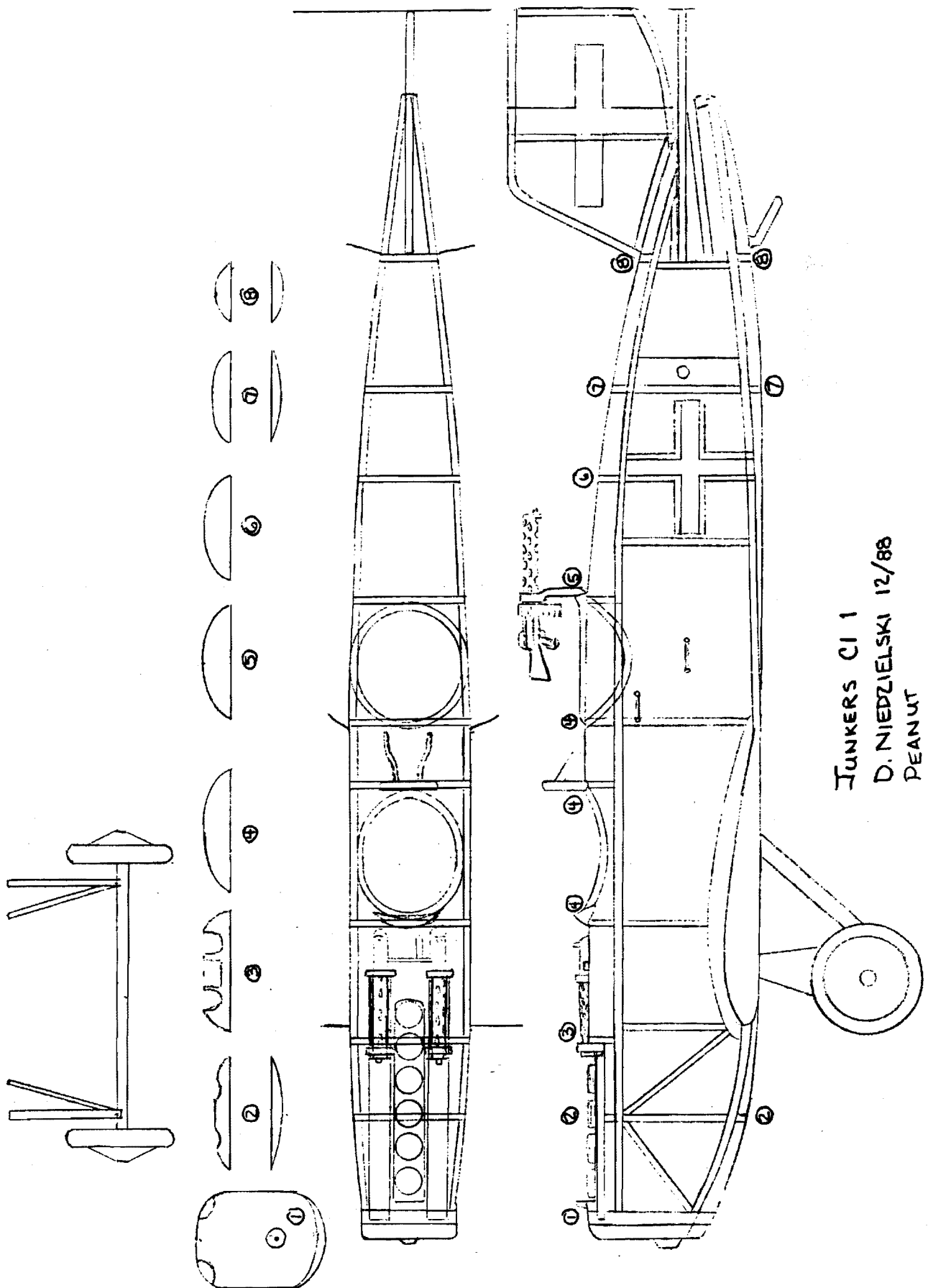
The two methods that I have used on several different models will be described. The first method involves dyeing tissue on an open frame so that you get a full sheet of dyed paper. Make up a frame large enough to hold one sheet of tissue. Mine was constructed from an old aluminum frame used for screens on a sliding window. Tape a sheet of tissue to the frame, taping at the corners and top, bottom and sides as well. If you are dyeing tissue olive drab use light green tissue as your base, white for gray, etc. Load your air brush with the dye. The dye can be dilluted by using Isopropyl Alcohol obtainable at a paint store. The beauty of dyeing tissue marker dye is that they don't contain water and won't shrink the tissue. The tissue should be taped to the frame with the dull side out. Prop the frame up vertically. Make a test spry pattern on a white piece of paper. When satisfied, spray passes back and forth the width of the tissue. Spray the entire sheet trying to get even coverage as you continue down the sheet. Rotate the frame 90 degrees and make another pass with the airbrush. Hold the frame up to the light so you can see how even your coverage was. The dye should be sprayed on fairly dry so that the alcohol evaporates quickly. Don't worry if the coverage is not perfect. When you use the tissue for covering you won't notice the uneven coverage that is evident when it is on the frame.

Remove the tissue from the frame and use it as you normally would. CAUTION! Don't use dope and thinner to attach the tissue to the model as this will cause the dye to run where the thinner is applied. I have only used white glue and water to attach the tissue and have had no problems with the dye coming off. Shrink the tissue witha fine water mist spray from an atomizer or air brush. When applying dope to the tissue, spray it on, don't use a brush. The brushed on dope will smear the dye on the tissue. To spray the clear dope on, don't apply wet coats of dope. Spray on the first coat fairly dry. This will seal the tissue and allow you to spray a wetter coat with the next coat.

The next method involves spraying the dye on the model after it has been covered. Cover the model with the base tissue that you have selected. Use white glue and water only as this will allow the dye to soak into the paper at the overlaps. Using dope to attach the tissue will seal the overlapped edges and not allow the dye to be absorbed by the tissue. After the model has been covered with tissue, shrink the tissue in normal manner. Water or alcohol can be used at this stage for shrinking. Load your airbrush with the dye and spray it on the covered model. Try for a fairly dry application as this will keep the color uniform and the dye won't run. Dope the model as in method one, spraying the clear on with an airbrush.

Additional hot tips; Light gray dye can be made by removing the wick from the Sharpie permanent marker and placing the wick in a 2 oz. container with 1 oz. of Isopropyl Alcohol. Allow the black dye to soak out of the wick into the alcohol. This can be sprayed on white tissue and comes out a nice light gray. Other permanent marker pens can be used to extract the dye from also. A nifty buff color can be obtained by using yellow and just a touch of brown thinned well with Isopropyl. Looks great on a World War I crate.

CONTINUED ON NEXT PAGE.....

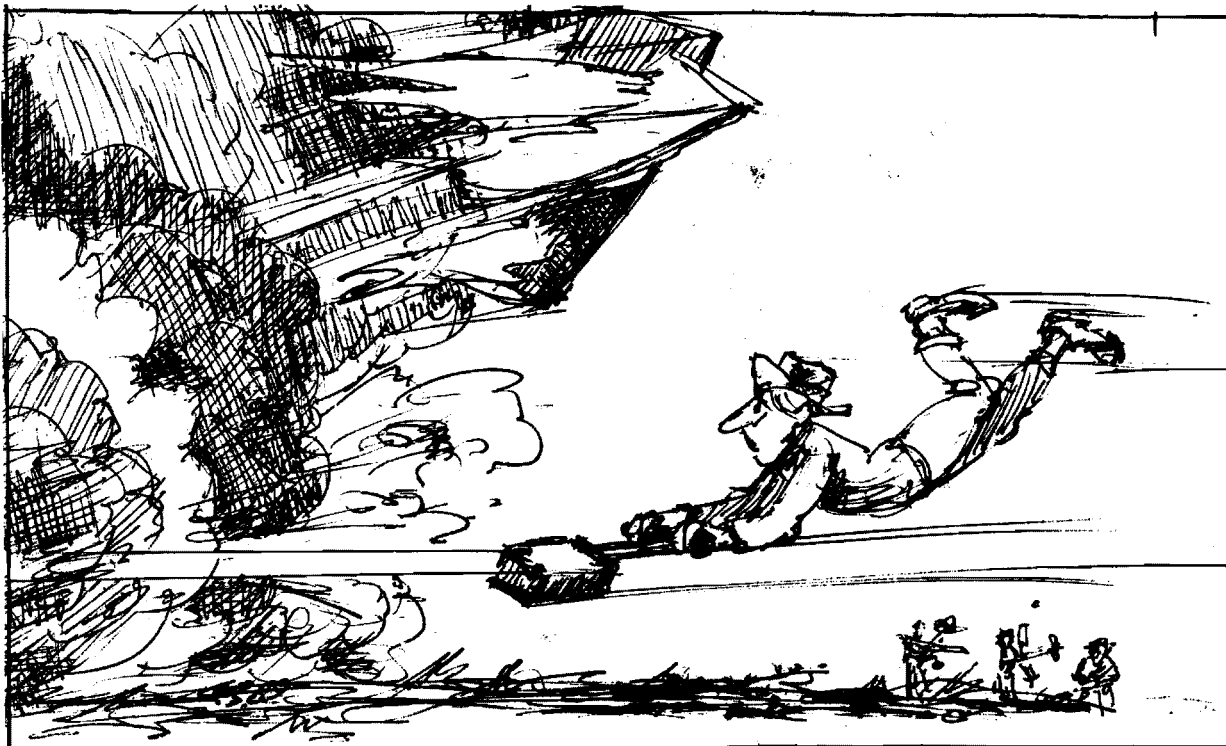


TUNKERS C11
D. NIEDZIELSKI 12/88
PEANUT

Roundels can be masked out on white tissue using frisket paper disks cut with a compass and blade. To make the mask stick down to the top of a compound curve (top of wing), make a cut from the center to the edge of the mask. After the mask is put down, cut a piece to cover the cut line. Spray on the main color dry. On the top of the wing this will keep the edges nice and sharp around the roundel and the main color won't bleed under the edge. After the main color has been laid down, remove the frisket disk masks to reveal nice white tissue fields to apply red and blue tissue cut-outs to finish off the roundel. To get nice dark red and blue tissue you can dye the light red and light blue tissue using felt markers without having to spray on the dye. Just make several passes with the markers with a slight overlap of the previous path. I recently built the Shinden peanut that appeared in the FAC News some time ago. I used the gray tissue described earlier for the bottom surfaces on the wing, fuselage and canard. I covered the top surfaces with light green tissue. I cut a color separation piece of tissue in light green and overlaid the the gray tissue along the edges on the bottom of the fuselage. Using white glue and water to attach this piece. I then applied a couple of pieces of frisket film over the color separation line. Since the frisket was transparent I used a pencil to draw a line along the line separating the gray and green. I peeled off the frisket and trimmed it to this line, and placed it back on the fuselage. I did this for both sides of the color separation line on the bottom of the fuselage. This covered the gray tissue so I could spray on the Forest green dye on the upper surfaces.

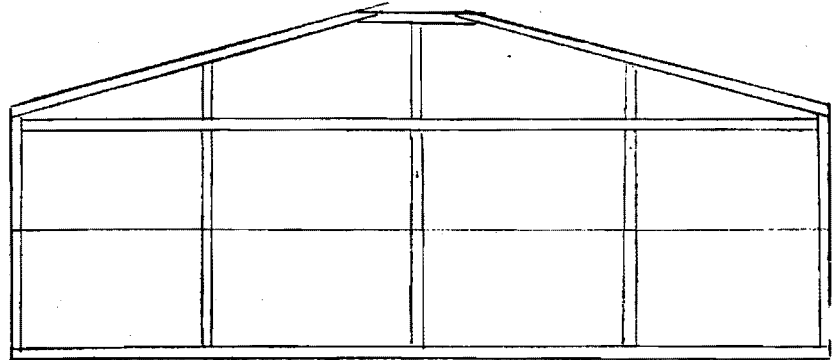
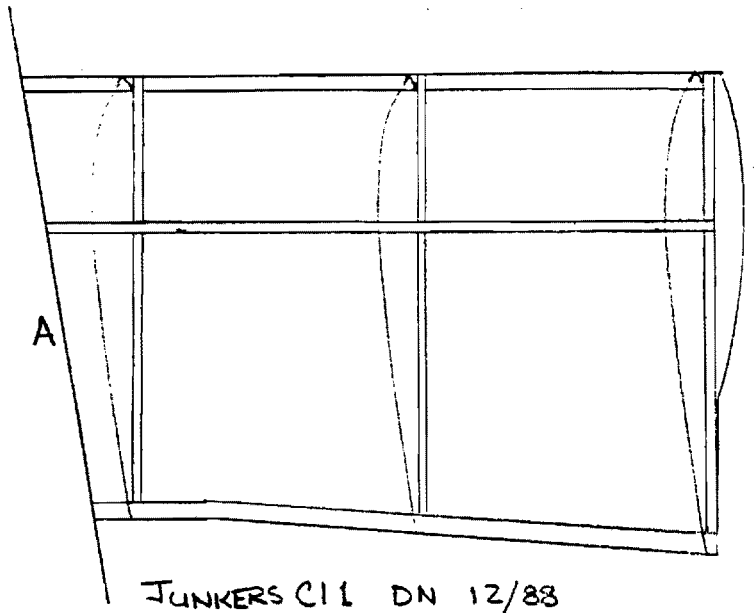
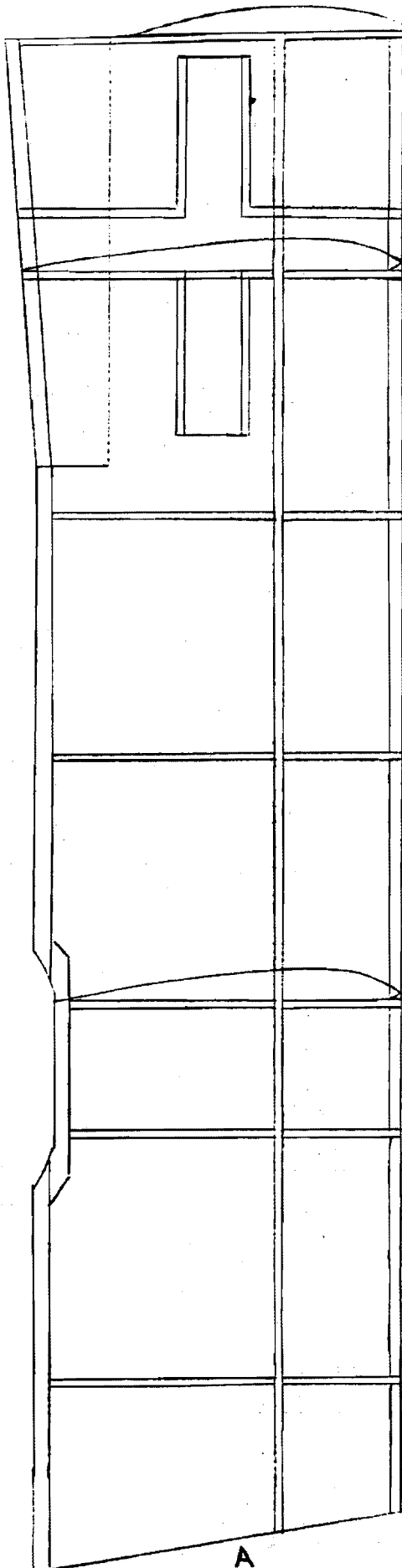
I think there is no end to what you might be able to do using these dyes. I think that masks could be cut to do the 3 and 4 color lozenge WWI patterns on tissue. Also shaded camouflage could be done as well as WW II German splinter schemes, etc.

I am planning on writing an article for a magazine some time in the future but thought I'd share what I have learned with my fellow Clubsters. If any of you stringer benders try these methods and develop more and better techniques drop me a note. I developed this technique because I like to see the structure through the covering, kinda like seeing a beautiful woman in a sheer evening gown! Always hated to cover all those beautiful bones and then have to paint it to get the right color! Now hop to it stringer benders, the rainbow is the limit in tissue color now!



CLAYMORE MINES
WAKEFIELD COMPETITOR

16.



BAKER'S DOZEN

Paul Garber, Historian Emeritus of the Smithsonian Air and Space Museum, recently spoke at the San Diego Aero-Space Museum. His subject was the most significant aircraft in aero history. In compiling the selection some years ago, Paul enlisted the help of a distinguished panel of aviation notables including Charles Lindbergh, Jimmy Doolittle, and Grover Loening. After a long drawn-out give-and-take discussion, the jury arrived at these choices:

- 1) Wright Flyer
- 2) Bleriot Channel crosser
- 3) Curtiss hydro-aeroplane
- 4) Junkers F-13
- 5) Verville racer
- 6) Spirit of St. Louis
- 7) Piper J-3 Cub
- 8) Douglas DC-3
- 9) Sikorsky helicopter
- 10) Bell X-1
- 11) D.H. Comet (jet airliner)
- 12) Boeing 707
- 13) Lockheed X-15

When asked if he would like to add a personal favorite, Garber unhesitatingly replied, "The Jenny I soloed in!"

Paul Garber was the individual who talked Lindbergh into presenting the Spirit of St. Louis to the Smithsonian.

THANKS TO JOE WACHTER

In the Sept/Oct 88 issue of Max-Fax, Prof Bud Carson provided another in a series of very worthwhile articles on aspects of aerodynamics of interest to those of us hooked on free flight modeling. Of particular interest was his discourse on airfoil thickness. He noted that "....a thin wing will normally have a more abrupt (some even say "vicious") stall...."

My suspicion is that some of those vicious stalls may be attributed to washing in the left wing tip (or use of a down angled tab) on tapered wing panel, or low wing subjects. Since abandoning wash-in and adhering to Walt Mooney's admonition of washing out both tips on tapered wings, I know I've had better results. Read on....

HISTRIONICS Ltd (only to the imagination)

Wash-out first gained impetus at the turn of the century, when J. Thadeus Rrong, a distant relative of the Wright stuffs of bike shop fame, was with his small band of gliding zealots at Kill-Teufel Hill, a high point on the south shore of Rhode Island--there to log a few flights. Observation of osprey and other sea birds had inspired creation of a few rudimentary gliders fashioned from potato sacks and harness spirited from the nearby West Kinston potato farms.

Rrong was looked up to by his cohorts; after all, he was the only one who had read of the great Otto Lilienthal's gliding exploits (actually he was the only one who could read) The 'embryonuts' had even patterned their launches à la Lilienthal -- a run, a leap --- and usually a controlled crash at best--but they had fun.

This day the assemblage was deployed in the lee of the buggies, avoiding exercise and the biting November sea breeze. To celebrate their recent narrow escape during a Halloween prank at the Perryville Bake Bean Processing Plant (the authorities had gotten wind of it) and to fortify themselves against the crisp fall air while waiting for favorable conditions, the group had been imbibing freely from the season's first batch of applejack with J. Rrong as usual, leading the pack. They blearily watched a figure toil to the top of Kill-Teufel, dragging his blue colored glider behind.

The toiling figure was none other than Farley David, offspring of Harley, the local motorcycle czar (thus Harley David'son). Now Farley was a fairly innovative tinkerer, a trait inherited from Harley. He was also an avid observer of science but totally without benefit of formal training. Some of the townspeople felt he had a few shorted chips in his above shoulder computer. Fascination with what was in fact the Coriolis Effect started his brain 'whirling' as he conducted and observed 42 successive cycles of a water closet----one of two in the progressive little town....Flushed with excitement over discovery of the consistent counter clockwise flow pattern (Kingston IS north of the equator) he had hurried to repair his blue glider. Goose feathers gathered from the indignant family flock were added to provide additional lift---so thought Farley.

Now as he reached the top of Kill-Teufel, a sense of exhilaration

prevailed--the moment of recognition was at hand! He would astound the gathering with the duration and distance of a flight resulting from his secret discovery! He would launch in a counter-clockwise move, gathering added impetus from the mysterious flow force he had observed!

Sensing triumph, Farley began his flight in the blue goose. Faster he ran, stumbled over an empty cider jug momentarily but recovered, gathered foot speed and was airborne at last, leaning into his chosen left turn arc.

Now as is drummed into every neophyte pilot, a turn immediately after takeoff is, in the least, courting disaster-----Farley was on the brink. He was astute enough, however, to recognize 'Spiralitis' and quickly threw his weight aft and right along with left wing tip twist (read "washin") Inexperience now took charge for he overstayed the correction and soon found himself in a steep climbing attitude with rapidly decaying air speed....

Observing this sudden depletion of air speed through boozy eyes, the now aroused J. Thadeus Rrong shouted a hoarse, "Watch-out!".

The slurred warning was too late... Stall initiated at the washed-in tip and spread like emotion in a political convention: the extreme left wing stalled while the right wing tried to be up-lifting.....This was rapidly followed by a vicious left stall and spin.....The goose feathered craft went 'down'...like a 16 pound balsa peanut...Farley spread his empennage over the hillside like spilled dope thinner across a building board.

Later, following Farley's transport to the West Kingston veterinarian for bone setting and denture welding (there was no M.D. in town) the now partly sober group was discussing its leader's warning cry to Farley. (Rrong had stumbled off to milk his cows) Yes! Yes! the sage must have been crying out for 'Wash-out' they decided, little realizing that his warning cry was in fact a hard cider slurred, "Watch-out!"

Thus was this aerodynamic technique for stall softening first aired and, as word spread, was to aid progression in the infant world of flight. (J.T. Rrong was too embarrassed to admit he'd been misinterpreted)

EPILOGUE

J.T. Rrong and his brother later attempted to duplicate a 'Dayton' Flyer but misrigged the interplane struts with dire results at flight test. Thus it was again proven that two Rrongs can't make a Wright.....

Following the Coreolis Caper Collapse, and his subsequent recovery, Farley entered college where he pursued a curriculum leading to a mixed degree...it was mostly B.S.... For a part time job to earn college money and gain more first hand information on Fluid Dynamics, Farley took the 'plunge' and became a sort of plumber's helper.....

Oh---if you aviation aficionados think the foregoing names are hokey, have you considered 'Wilbur'?... 'Orville'?

Allen Lawton

Airmail Pals

19.

Following are a couple of letters we received after printing the P-47 plan by Earl Stahl in the last issue.

Dear Lin:

You have been "taken-in", too. The P-47 plans in issue #125-51 are bogus! They are not mine.

Several years ago, as an April Fool prank, those drawings were first published in the OKIE FLYER newsletter with the claim they had been rediscovered after rejection, years ago, by Model Airplane News. Whoever made the drawings sure captured my style; momentarily, they fooled even me!

Somehow, the prank got resurrected again. In fact, in recent weeks editors of two magazines called or wrote requesting that the banished article be made available for their publications. The perpetrator of this frivolity, Bill Baker, must be rolling on the ground with glee out there in Oklahoma.

Best wishes,
Earl Stahl

P.S. Can I suggest that you assign your ace trouble-shooter, Bob Thumbsome, and his trusted aide, the Glue Guru, to organize a posse to trek to Oklahoma to settle this weighty matter with finality?

Hi Lin,

A good issue of the newsletter. Only those never involved in the publishing of a newsletter gets excited when an issue is late. They should understand the job is strictly a voluntary, non-pay job. It is one that the editor tries to give a higher priority to than the essential things----like the paying job and work around the house that has to be done.

I thought you might be interested to know that the P-47 plan is by Mik Mikelson. He did it in the style of Earl Stahl so there would be an "Earl Stahl" plan for the P-47. Interesting.

Regards,
Bob Lonseth

(ed. Hmmm....I wonder if I could get Mik to do me up a back and a front plate for a fifty dollar bill....hmmmmmm.)

(ed. And as for you Bill Baker....You...you....you.....Hawwwww!)

Dear Lin,

Your newsletter is a good combination of club affairs and articles, serious and otherwise! Thanks for your historical articles, like the Rolfe Monocoupe article and Bill Winters response. And I think the "Glue Guru" series deserves special praise.

My congratulations also to Rogers for the Griffon's last adventure. The truth is, that I sympathize with the Griffon's plight. I remember delightful days flying an Aeronca Champ....sightseeing the Lake Michigan shoreline from a hundred feet above the water, cruising over forests in fall color, relaxing with lazy eights....had a few more hours in a little single seater a few years back, but found the bright clear air I remembered was now sadly hazy, many of the little airports were gone, and flight without a radio was much more limited than forty years ago. So I'm in the Griffon's position, with memories of days gone by, but with a short term memory now that would get me lost on the taxiway.

Best wishes,
Vern McIntosh

FLYING FACES

AUGUST
12+13
1989

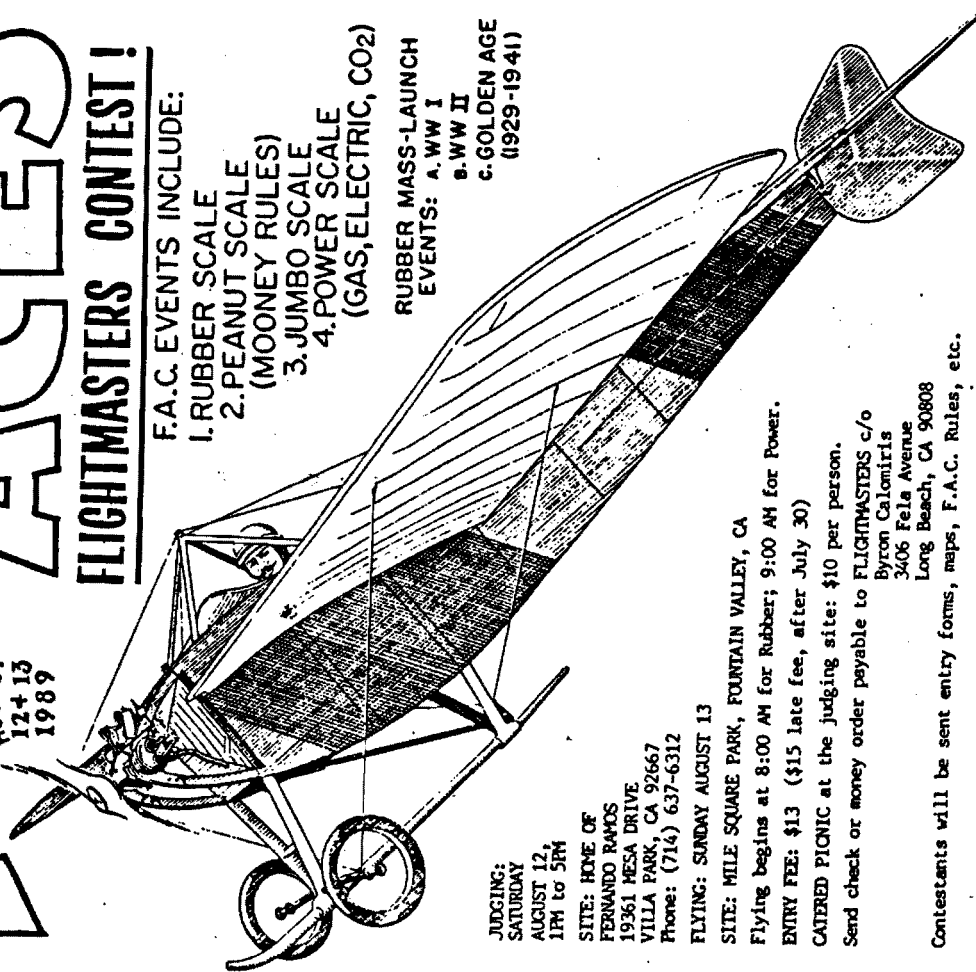
FLIGHTMASTERS CONTEST!

F.A.C. EVENTS INCLUDE:

1. RUBBER SCALE
2. PEANUT SCALE (MOONEY RULES)
3. JUMBO SCALE
4. POWER SCALE (GAS, ELECTRIC, CO₂)

RUBBER MASS-LAUNCH

EVENTS: A. WW I
a. WW II
c. GOLDEN AGE (1929-1941)



JUDGING:
SATURDAY
AUGUST 12,
1PM to 5PM

SITE: HOME OF
FERNANDO RAMOS
19361 MESA DRIVE
VILLA PARK, CA 92667
Phone: (714) 637-6312
FLYING: SUNDAY AUGUST 13

SITE: MILE SQUARE PARK, FOUNTAIN VALLEY, CA
Flying begins at 8:00 AM for Rubber; 9:00 AM for Power.
ENTRY FEE: \$13 (\$15 late fee, after July 30)
CATERED PICNIC at the judging site: \$10 per person.
Send check or money order payable to FLIGHTMASTERS c/o

Byron Calomiris
3406 Fella Avenue
Long Beach, CA 90808

Contestants will be sent entry forms, maps, F.A.C. Rules, etc.

TO ALL YOU SKYSTERS ON THE WEST COAST,
DON'T MISS THIS ONE!

Contest Calendar

EMAA Picnic Meet
Aug. 20, 1989

Prangmore Aerodrome, Millfair Rd. Erie, Pa.
Time 10:00 am till 5:00 pm

- Events:
- | | | |
|-------------------|--------------------|--------------------------|
| 1. FAC Scale | 5. Races | 9. Golden Age Scale |
| 2. FAC Peanut | 6. WW I Multi-wing | 10. Comet Kit/Plan Scale |
| 3. Hi-Wing Peanut | 7. HLG | 11. No-Cal Scale |
| 4. Embryo | 8. One Design KV | 12. FAC Jumbo Scale |

Contest Director, Ross Mayo, 216 Cedarmeade Ave., Wncester, Va. 22601

20th Annual Midwest Scale Meet

Sept. 17, 1989 Prangmore Aerodrome, Millfair Rd., Erie, Pa.
Time 10:00 am till 5:00 pm

- Events:
- | | | |
|-------------------|------------------------|--------------------------|
| 1. FAC Scale | 5. FAC Jumbo Scale | 9. Golden Age Scale |
| 2. FAC Peanut | 6. WW II Combat | 10. Comet Kit/Plan Scale |
| 3. Hi-Wing Peanut | 7. HLG | 11. WW I Monoplane |
| 4. Embryo | 8. Old Time Commercial | 12. No-Cal Scale |
- Contest Director, Joe Barna, 3517 Kristie Dr. Erie, Pa. 16506

Entry fees for all contests at Prangmore Aerodrome are;
Open \$5.00 First event, \$1.00 each add. event. Juniors \$2.00
flies all events.



11 photos taken by Lin Reichel at the NFFS Outdoor Champs at Lawrenceville, Ill. on June 22 & 23. Left hand column, top to bottom, the three gals who worked the registration table and did a great job! Shirley Kuenz, Barb MacIsaac and Juanita Reichel. Russ Timmons and his P-40 and Cessna CR-2. Jumbo Taylor-craft by Art Doten. Right col. Dave Livesay and a fine flying jumbo FW TA-152. Aeronca floatplane by Phil Cox, nice flyer. Another jumbo, this, a Waco SRE by Curt Haskell, beautiful job.