

FLYING ACES

Club News

ISSUE #127-53 May/June 1989



DAUNTLESS VS KATE

NEWS ON THE WING!

Story behind the cover....Dauntless VS Kate, or....Midway revisited.

Suppose two pacified old warriors met once again on another field of battle--Pinkham Field. Only this time, each representing their opposite colors!

Lest we forget...a turning point in the Pacific War came in June, 1942, during the Battle of Midway. While one Douglas product (the TBD, designed in 1934) was blasted from the skies, another (the SBD) destroyed three Japanese carriers and fatally damaged the Hiryu.

Many planes, including the B-17, took part in the final end of the Hiryu. But the Nakajima B5N2 (Kate) by itself put decisive torpedoes into the sides of the Lexington, Yorktown and Hornet.

Thanks go to Bob Rogers for yet another fine cover drawing and story.

Get your vacation lined up for next year Clubsters. Do it now so that you can attend the 1990 Flying Aces Nats, Mark VII. Where is it going to be and when is it going to be held? O-kay here it is...place National Warplane Museum, Geneseo, New York and the dates are July 13-14-15. Yes, Skysters three full days of aerial action over the skies of beautiful up-state New York. Vic Didelot and your Commander took the little jaunt to the museum on August 27th and had a fine meeting with Mister Bob Moses of the museum staff. They are more than willing to help us make this contest as successful as the last one. Any problems we may have had in the past were discussed and they should not happen again. They have built a longer runway, the old one no longer suitable for the large aircraft now on display. There will be just as much area for us to fly in as there previously was, only we will move closer to the large hanger, should be no problem.

Additional aircraft now on display at the museum include the T-28 Trojan, Douglas Skyraider, Curtiss C-46 Commando, Douglas A-26 Invader and the recently acquired Grumman Mohawk.

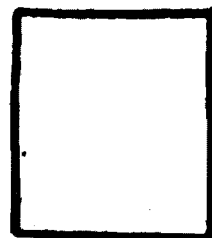
Getting back to the reason for three days of action, there are just too many events for two days. We have been asked why we don't have this event or that event, but you can only put so much into one day's flying, so we will try three days. This way we can add some events and also spread out the mass launch events so that they won't be so gruelling on you Cumulus Climbers. Make your plans now....and GET TO THE WORK BENCH!!

We will have more for you in up-coming issues as to lodging, events and other things as they crop up. Hope to see even more of you there this time.

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

Lt. Col. Lin Reichel, 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;
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3.
The following was written by Ralph Kuenz about Andy MacIsaac who passed away on August 23, 1989.

FOLDED WINGS

Andy MacIsaac 1926-1989

He stood with us in magic places...and together
we watched flight dance on tissue covered wings.

I find this piece difficult to write. I want not to say good-bye forever to a dear friend. A friendship born in 1963 at Lasky Recreation Center in Detroit. He was flying a sheet balsa Piper Pawnee and a Lincoln Beachey Monoplane better than most of us could. A good firm handshake, and friendly smile started a long and rewarding association.

If you knew Andy, it seemed you were always reading about some new model building technique that you had watched him using years ago. Jigs, fixtures, paints, spraying, masking, vacuum forming, solvents, tools, whatever. His models had adjustable thrust lines, were held together with dress snaps, and had wire gizzies that could bewilder any of us. He used them all, and constructed a few precious models. Do you remember his Hawker "Fury" that took top scale points at the (1970) NATS? A gas powered "Eaglet" with remarkable detail at the '72 NATS (stolen on a test flight). He gunned many down with his 18" P-51 in the days when "low wingers" weren't really competitive.

His talent wasn't held bound to model building.

Andy was a respected engineer at the Budd company. Jeep drivers ride on a frame he designed, so do those in Lincolns! He explained the modulus of elasticity as a vertical component in resonance induced fatigue factors when describing harshness suppression in frame suspension design. Sometimes he would explain a diagonal brace in a wing the same way. You might not understand exactly what he was saying, but you knew he was serious about it, and that he was right. He knew cars. He rebuilt several, new engines, body work, new paint job, all of it.

He had total recall, a movie and trivia expert, he could name the people who were at meets or meetings held years ago, name the actors in old movies, and then give the list of credits at the end that no one else ever reads. Shirl and I were hard pressed to win an occasional game of Trivial Pursuit playing with Andy and Barbara.

But the most important thing to Andy was his role as husband and father. That he succeeded admirably in this was attested to in the moving eulogies his children gave at his requiem mass. With his children launched on successful lives, He and Barb found more time to get to model meets together. They were making the most of 1989, and Andy won another Kanone in FAC at the CLOUDBUSTERS 50th anniversary meet. His well trimmed "Stormovik" was unbeatable. He was proud of the win. It was to be his last. The lives of us fortunate enough to have known Andy are permanently enriched with the reality that was yesterday, and the memory that is today.

continued next page..

4.

Usually several steps ahead of us, Andy has turned a corner, quite abruptly, and so is out of view for a while. I won't say good bye forever, I'll just say good bye for now.

(ed...I personally know what a tough competitor Andy was as I had to duel it out with him in the finals of several World War II Combat events. No easy task! We will all miss him very much.)

We have more sad news to report, Chet Lanzo, one of the true pioneers of our hobby passed away in late July. Chet was active in the hobby right up to the end. He had participated in a contest shortly before he died. I am sure that most of us Old-timers had built a couple of Chet's designs over the years. We will all miss Chet too.

Our sympathies and prayers go to the families of both Andy and Chet.

Notes from the Workbench

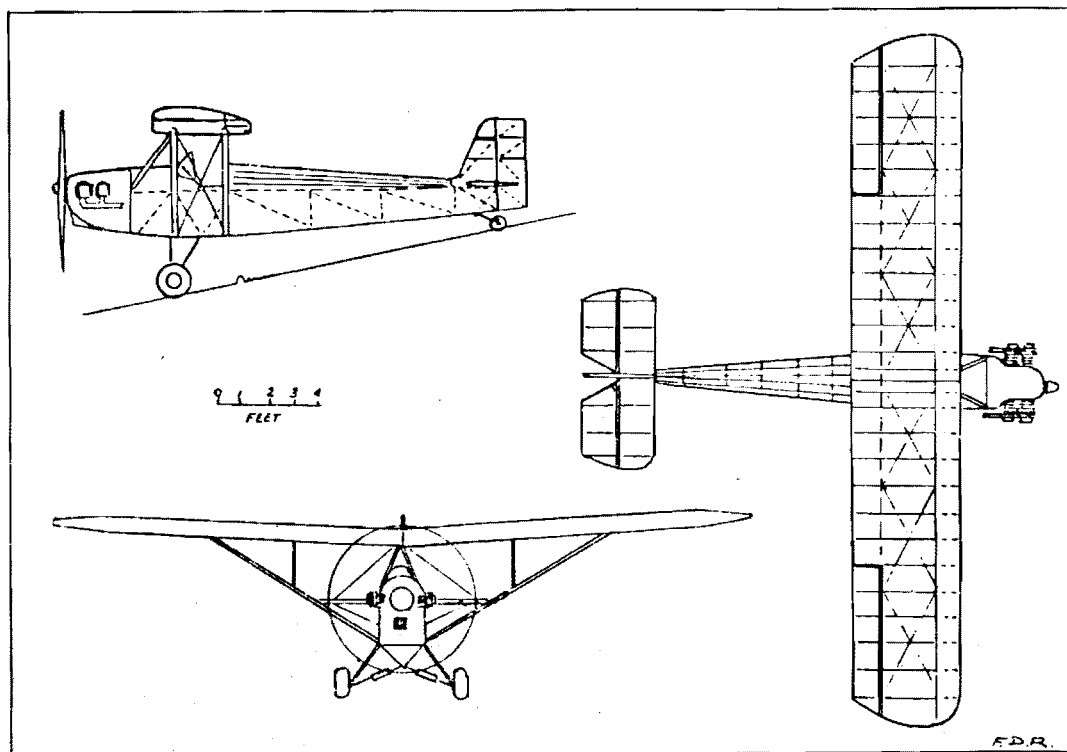
We give you three building plans this issue, Balsa Butchers. Dennis Norman has given us his peanut version of the Boeing 40B-4. When the Boeing 40B-4s using both the Boeing and the United Airlines logos went into service the color scheme used was "French gray and Boeing green". Make the Fuselage green and the remainder gray.

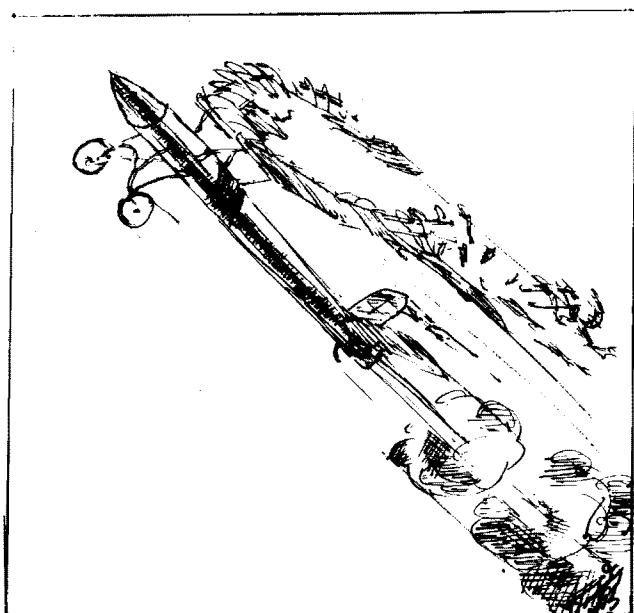
Dick Howard gives us another one of his fabulous flying machines. This one is his Embryo Endurance ship, "B-Witched". She sure looks like a winner!

Our third plan, yes, three plans!, is one done by Dick Smith of the old Cactus Squadron out in Arizona. Take a gander at those moments, Skysters! Looks to us here at GHQ that we might just have a Fike beater here. Who'll give it a try?

Hey, if any of you "Tissue Trimmers" build any of these crates, let GHQ in on how they fared.

BABY ACE MODEL D





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

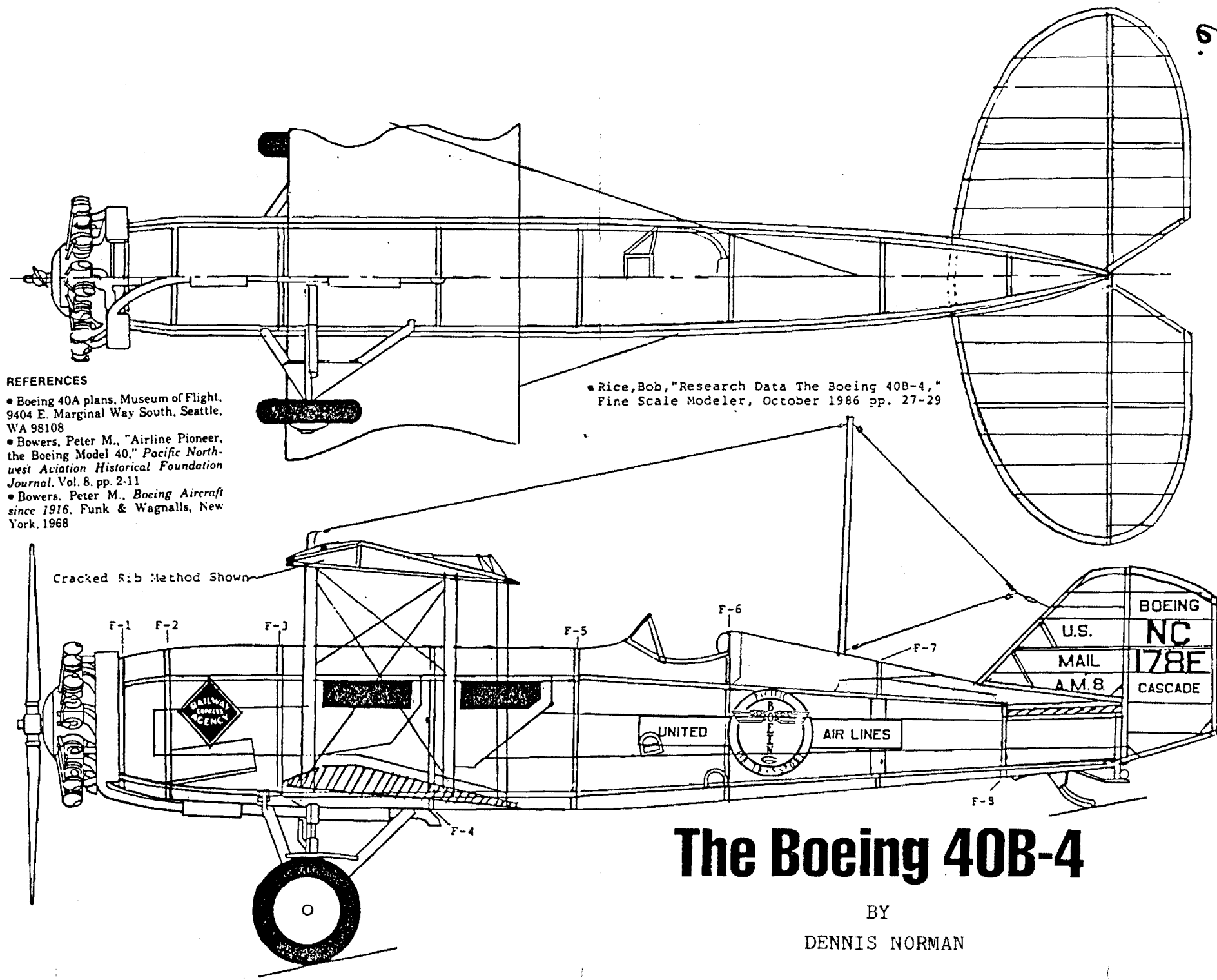
II

When the "Torpedo" roared overhead trolling Claymore through myriad acres of Calhoun County real estate, cattle stampeded, dogs barked, hogs oinked and plunged through previously adequate fencing; farm wagons disappeared when their mule teams departed at a gallop for parts unknown; two Model T's met head-on - one was driven by the local Veterinarian and the other by the local M.D. who argued that the Vet was not qualified to bandage his nose, it just was not done in his home town of Missoula, Mississippi. The Vet countered by claiming that the Doc's nose was no different from any other road hog's nose.

The ruckus blocked the road and delayed the Calhoun City Fire Department long enough for Senator Claxton Horne's Packard touring car to burn down to its axles; when the gas tank exploded the fire quickly progressed from car to car. With appropriate irate panic, the outraged Ladies' Auxiliary, led by the hulking Agatha Caidgeleiner Stule, charged over the bellowing Claxton Horne, who tripped backward into a bucket of hot grits and through the fence toward the cause of their discomfort, the Calhoun County M.A.C.

A pall of smoke hung over the model flying field. Several grass fires moved along unattended. The hot dog stand was doing a brisk business. Officials were conferring. Some contended the intermittent clouds of smoke from Claymore's Wakefield indicated that the flight was not an O.O.S. Others argued that, because Claymore had been attached to the ship, it was not in free flight and timing should not begin until Claymore had let go. The rule book was consulted; nothing seemed to cover this situation.

The fires in the adjoining car park were of little interest to the model builders except for those theorists who perceived the possibilities of artificially induced thermal activity. Several of these types started for the fireworks field with hand-launch gliders, a Class C cabin ship and a timer. They were swept up in the charging ranks of the Ladies' Auxiliary.



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- Bowers, Peter M., "Airline Pioneer, the Boeing Model 40," *Pacific Northwest Aviation Historical Foundation Journal*, Vol. 8, pp. 2-11
- Bowers, Peter M., *Boeing Aircraft since 1916*, Funk & Wagnalls, New York, 1968

• Rice, Bob, "Research Data The Boeing 40B-4," *Fine Scale Modeler*, October 1986 pp. 27-29

The Boeing 40B-4

BY
DENNIS NORMAN

About this time, Claymore had slithered through his third barnyard and bounced off a railway embankment toward a passing freight train. The charred quick-release fittings on the "Torpedo" let go and Claymore found himself on top of a pile of coal in a hopper car headed for the Texas Panhandle.

The "Torpedo" headed for Calhoun City.

The Ladies' Auxiliary charged the Calhoun County M.A.C. singing "The Bonnie Blue Flag" and mouthing a very good rendition of the rebel yell, echoed with painful but pompous dignity by Senator Claxton Horne with his empennage stuck in a bucket of hot grits. The C.D. and Claymore's timer had finally agreed that timing was official when the "Torpedo" shot skyward without Claymore. Then someone pointed out that, since the wings had just shredded free, Claymore should be disqualified because his model had detached some of its parts in flight. Out came the rule book, but the discussion quickly became academic because they were set upon by the screaming, fence-post wielding Ladies' Auxiliary.

What ensued was a fair re-enactment of the Battle of Calhoun Heights(#). Shouts of "Damyankes" and blasted "Blue Bellies" were heard over the sounds of crunching models, model boxes and model builders. The C.D., with a small group of officials and die-hard model builders, rallied at the hot dog stand. In five minutes it was another Little Big Horn.

Meanwhile, Claymore's Wakefield hopes went up in smoke when the "Torpedo", divested of its drag-producing wing, rocketed toward its apogee over Calhoun City.

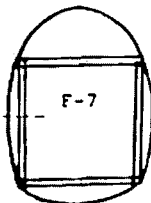
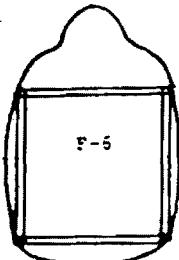
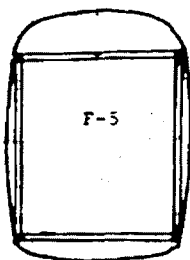
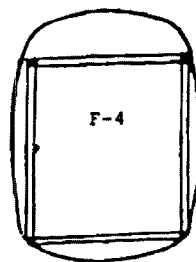
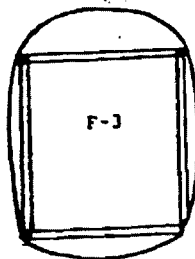
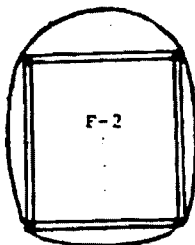
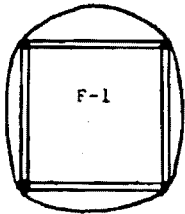
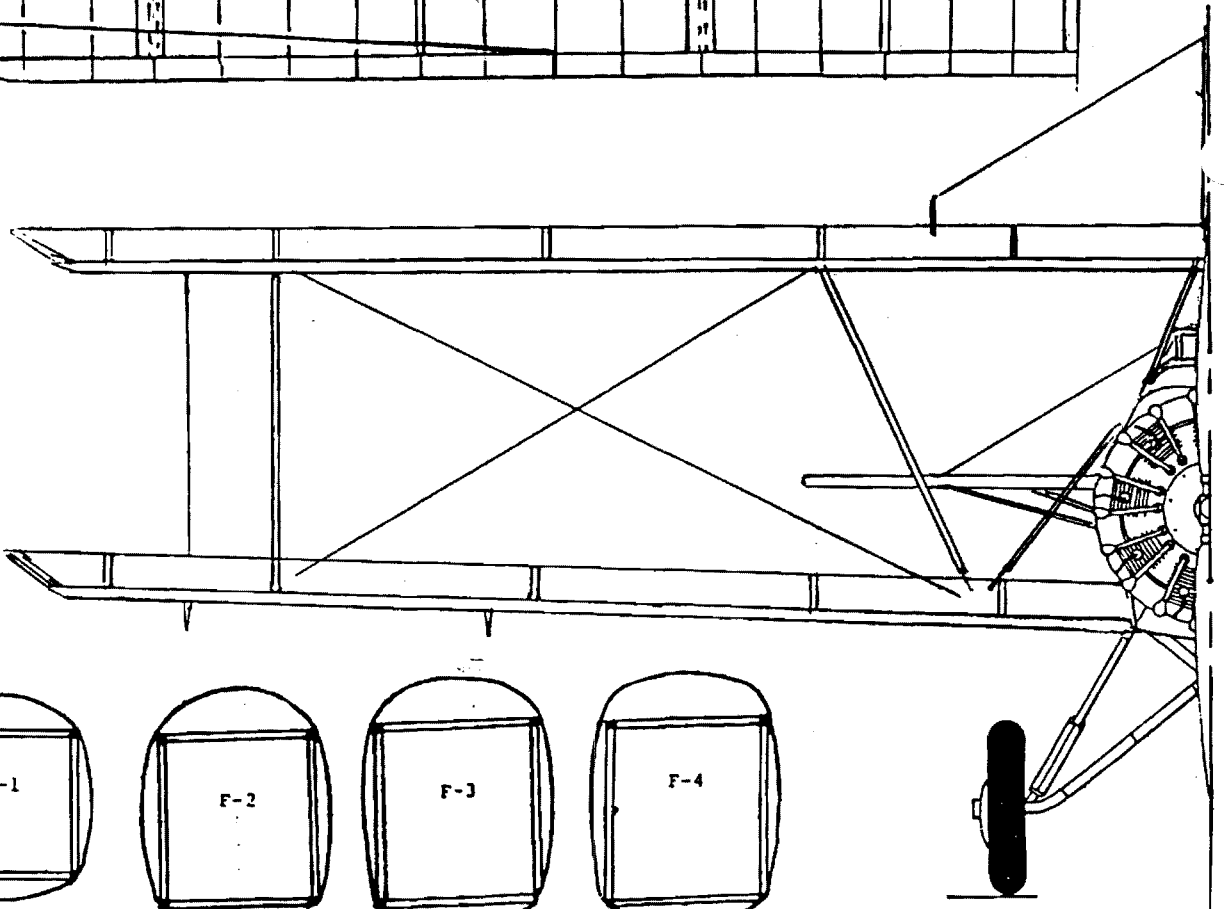
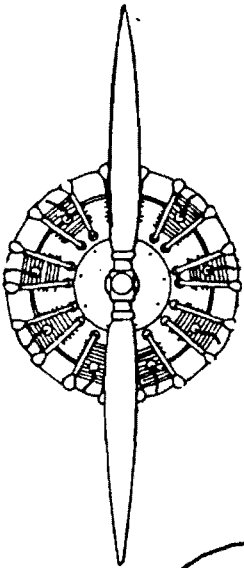
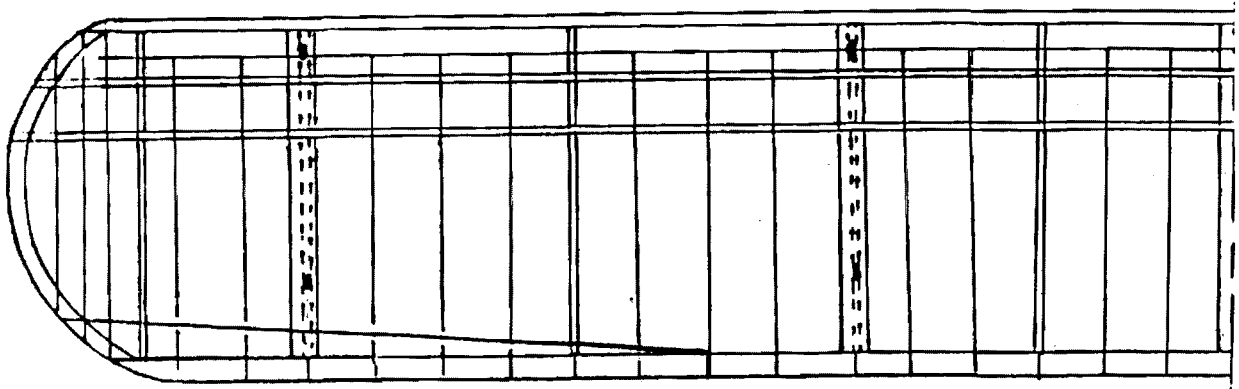
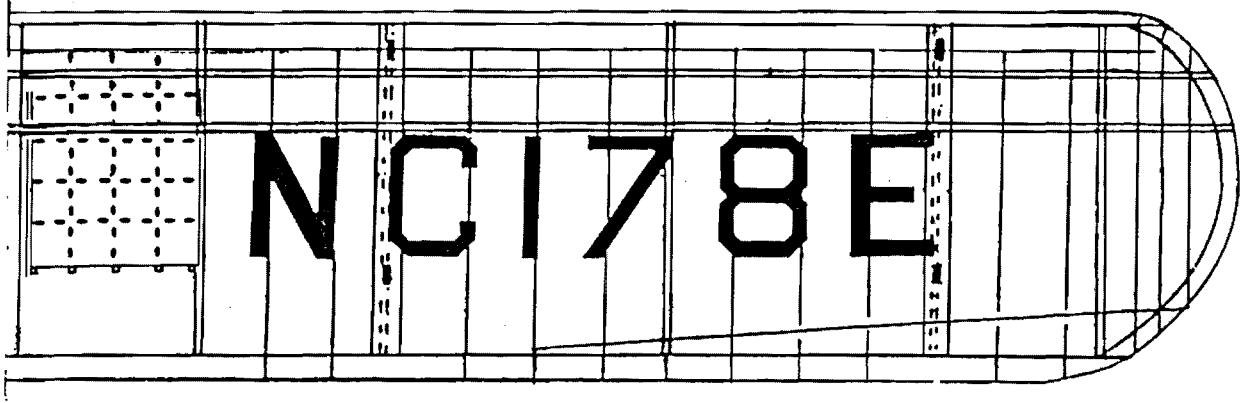
The Calhoun City Fire Department, complete with hook and ladder, came to a screeching stop, blocked by the two bent-up Model T's and the militant medicalmen. This terrible twosome was toe-to-toe, tossing taunts and creating oaths that included nothing Hippocratic. Fire Chief Byrnes Alldon approached the menacing medics who bawled out in unison, "Y'all stay outta this!"

Chief Alldon then heard the sirens of the Police and Highway Patrol vehicles as they skidded to a stop - that is, into the back of the last fire engine. This seemed to provide adequate motivation for Mr. Alldon to make another effort. He took one step toward the men of medicine and said, "But"

He was decked by simultaneous right and left hooks to the jaw.

The Battle of Calhoun Heights was fought on the 21st of April, 1865; therefore, it is not described in the history books. According to legend, the battle was started when Western Union and Western Confederate messengers got into a fight trying to deliver end-of-the-war telegrams to General Beauregard Trapp d'Or Stule.

8.



The cantankerous caretaker of Calhoun County cattle and the Missoula, Mississippi, medical marvel were jostled away to the paddy wagon. The two Model T's were rolled over and pushed off the road. The parade then continued to siren its way to the model flying field. Chief Alldon was horizontal in the ambulance for the remainder of the proceedings.

Back at the field, the C.D., Glendenning Lamanowitz, III, was having a discussion with Scurvy Wentworth, the President of the Calhoun County M.A.C. This was difficult, because they were both face down on the littered field and Agatha Caidgeleiner Stule was sitting on both of them. The subject was flying site retention.

"Glen, we just gotta save this flyin' site", mumbled Scurvy.

"You got any ideas?" grunted Glen.

"You gotta charm this southern belle", Scurvy whispered.

"This southern what?" gasped Glen.

"Glen, you just gotta pour on all that charm and charisma that made you the top grits salesman in Calhoun County", Scurvy whined.

"Pardon me, ma'am", Glendenning grunted, all charm and charisma.

Agatha's reply came swiftly in the form of a swat to the side of Glen's head.

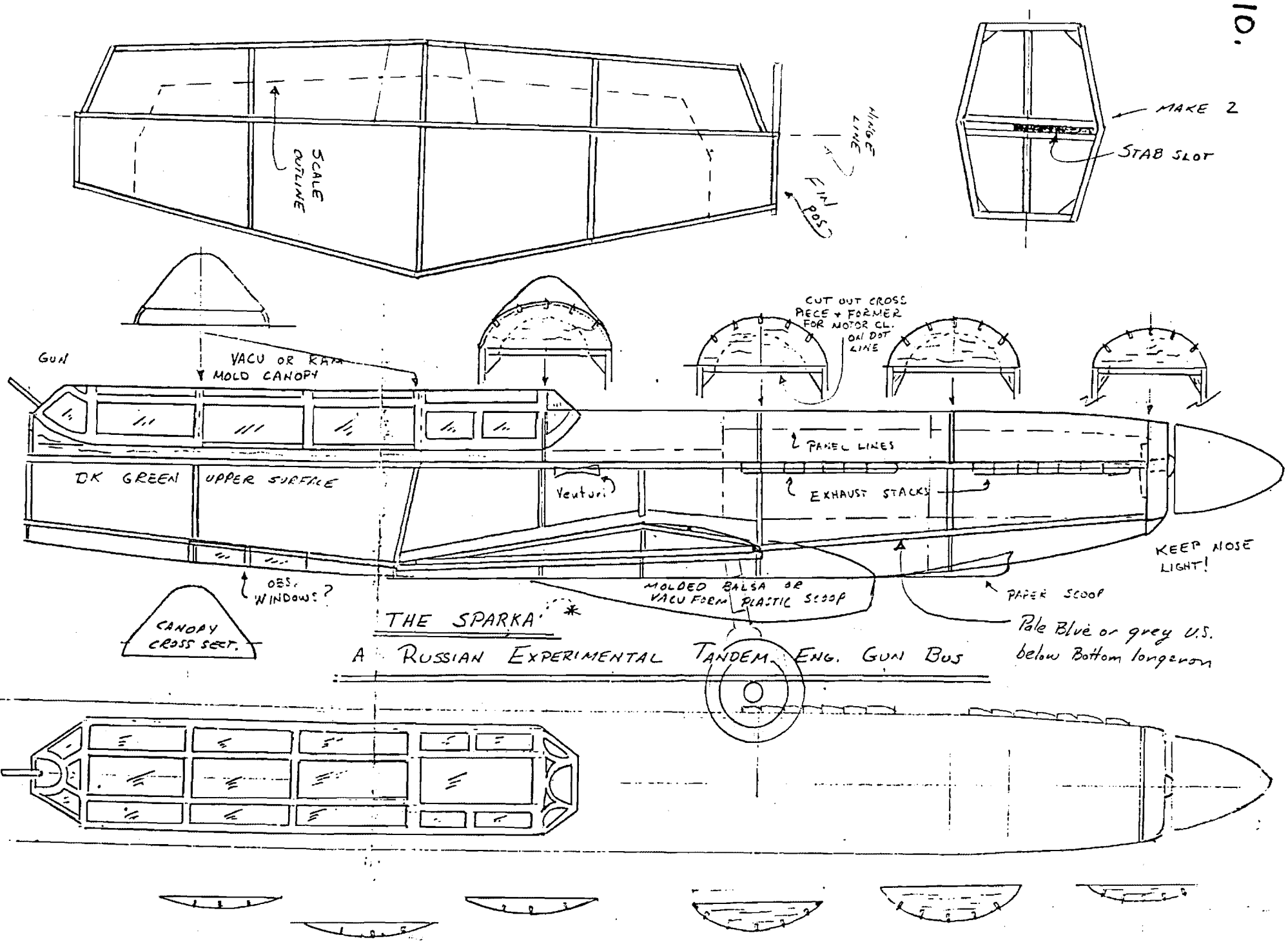
Scurvy said in muffled desperation, "Maybe you should try swave and deboner. Hurry up an' git on with it, my ribs is losin' their camber and my empennage is flatter than a wine-oh's wallet on Sunday mornin'."

"Ma'am, for girth and glory, I will forever pander to your every whim," wheezed Glen as he flashed an ingratiating smile.

"You just shut up and pander!" Agatha roared.

"I told you swave and deboner would work," Scurvy croaked, "Keep at it! An', by the way, what do you do when you pander? Is this somethin' I missed in the high school locker room?"

This went unnoticed by Agatha, who was holding a committee meeting while sloppily bulling down the spoils of victory, i.e., the hot dog stand inventory. The subject was a burgeoning list of charges to be filed against the Calhoun County M.A.C. Muffled explosions, embellished by churlish bellowing from the stuck-in-the-grits Claxton Horne, occasionally interrupted as the few remaining Ladies' Auxiliary cars merrily burned out. Festoon Mulberry had tooled his flatbed truck away from the carnage with those model builders of faint heart but realistic appraisals of the situation.



In the office of the National Guard Armory, Sergeant Mines, Claymore's daddy, had been awakened by the fire alarm and departing fire trucks. Painful symptoms of certain joyous events of the night before again nudged him toward nodland. But! Half awake, he sat up on his army cot. He was dreaming, of course; the shriek of an incoming 77 mm shell was an imaginative remnant of France in 1918. "No! That ain't no dream, an' it's comin' my way", he yelped and rolled under the cot.

The "Torpedo" thwanged its way through a maze of utility wires and bored through the armory roof into a batch of 50-gallon G.I. cans, then ricocheted around the hall. Great noise followed.

Sergeant Mines, barefoot and in long johns, tin hat and gas mask, bolted for the street. The utility wire mess shorted the fire alarm circuit and wiped out telephone service in that part of the city. The fire alarm sounded. A car swerved to avoid "Satchel" and banged off the top of a fire hydrant and a geyser of water shot into the air. On the wet street, cars began to skid and spin. Traffic piled up - literally.

"Satchel" Mines' mental assembly finally churned its way back to 1933. The realization that he was out of uniform crammed its way into his cranial chasm. Sunday morning church-goers began to mill about. A small, but surly crowd was developing. Anything to alleviate his sartorial shortcomings would help, or so he thought. He rashly accosted a young woman with an umbrella and two small children. He could use the umbrella. He got it - bent over his tin hat. From the crowd came grumbling comments about the sanctity of southern womanhood. Mines was promptly arrested by a drenched policeman and marched off to jail.

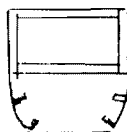
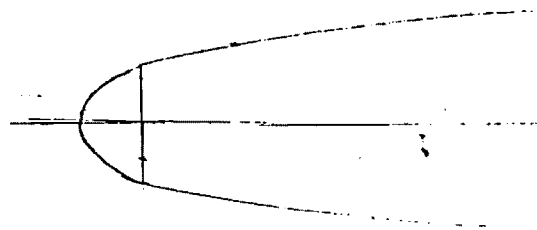
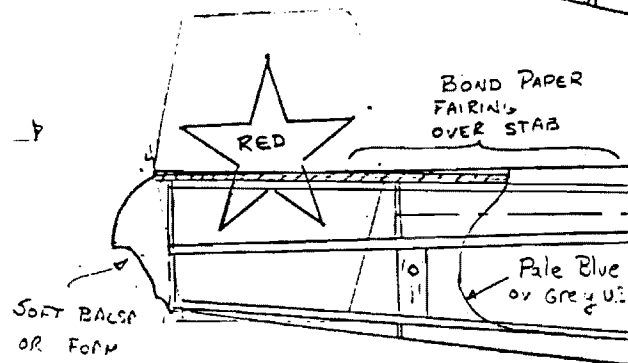
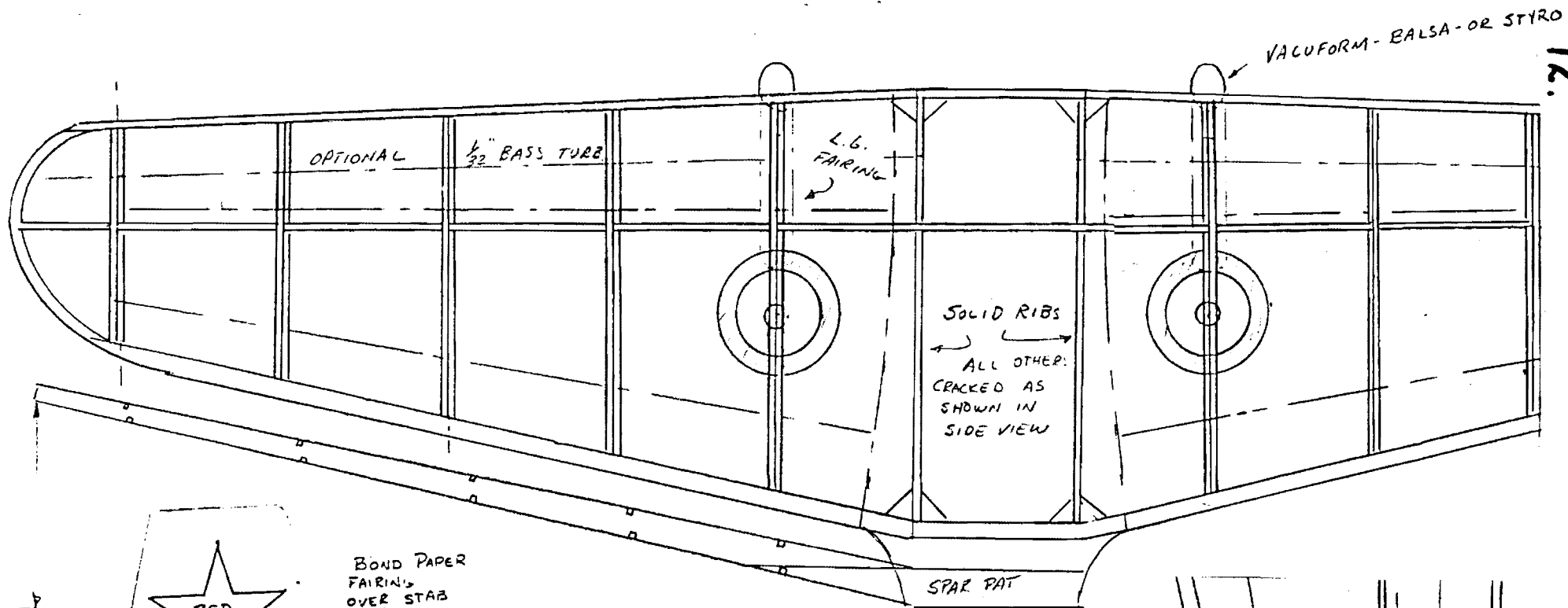
The paddy wagon and other official vehicles hauled away the Calhoun County M.A.C., except for Glen and Scurvy, who were well hidden. An A.P.B. was put out for Claymore. Other transport would have to be found to rescue the Ladies' Auxiliary, leftover chicken and grits and a soggy, but fuming Senator Claxton Horne. Governor Stule had to call out the National Guard.

W. Summersuit Vaughn
April, 1989

(to be continued)

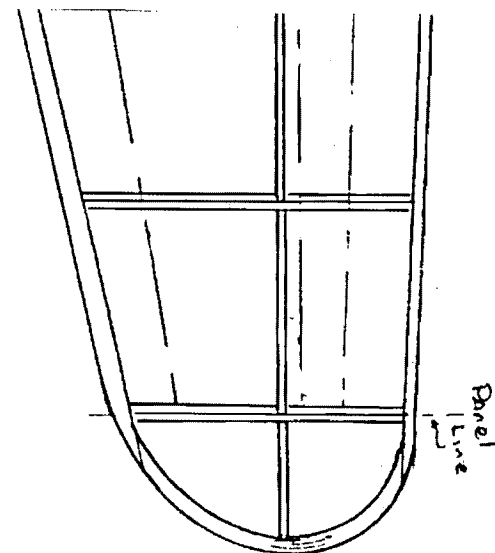
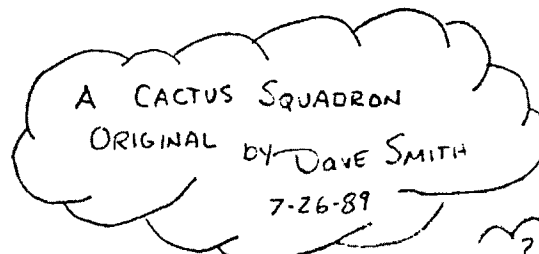
For Sale: Mattel Vacu-form, make an offer! Write to Mike Repko,
Box 644, Vienna, Ohio 44473

Did you get Vern Clements new catalog? It has a plan list, news and info and sells for \$3.00 refundable on your first order. To get one send your three bucks to; Vern Clements, 308 Palo Alto Dr., Caldwell, Idaho 83605



NOTES

ALL CONSTRUCTION $\frac{1}{20}$ "
 $\frac{1}{32}$ " FORMERS + CRACKED RIBS
 FINISHED WEIGHT 9-11 grams
 WITHOUT RUBBER
 POWER 2 LOOPS $\frac{1}{16}$ " 22" long
 PROP 6" SLEEK STREAK OR
 COTTAGE CHEESE BLADES
 IN BALSA OR STYRO SPINNER



LAM TIPS
 $3 - \frac{1}{32} \times \frac{1}{16}$ "

Answers to Questions I Really Got Asked
Mumbo Jumbo #37 from the Pen Of the Glue Guru

* * *

Salutations, Disciples! Today we shall ponder the contents of the cave's groaning mailbag, bursting with questions and comments. Those given below are real, though heavily edited to save space and avoid litigation. Each answer is straight.

Q: I see torque as the twisting force rubber imparts to the rear peg. Yet some maintain that the torque is due to the prop and some say that torque is due to the P effect. What goes on here?

A: Spinning props produce many types of forces and moments, in addition to the desired thrust. This is especially true of a prop that is angled to the line of flight owing to thrust line adjustments. Of all these possibilities, torque is that rolling tendency developed at the rear peg. Torque is entirely a function of the rubber motor and has nothing to do with the prop. In more sophisticated motors (gas, electric, etc.) the prop can determine the torque to some extent, through feedback. However rubber motors are really simple torsion springs and are too primitive to accept any feedback information. Hence in rubber, it is not true that "torque is due to the prop"; instead torque is due to the motor.

P effect has to do with the result of prop wash impinging on the entire model. In rubber, for conventional configurations it is usually small compared to torque effect. In mass launch many models "torque in" (roll to the left at launch, followed by a dive into the ground). This is usually caused by releasing a high torque model without letting it first come to airspeed. If you have a high torque model (many strands, many winds) with a limited ability to accept torque (short span) it is usually best not to let it fly out of your hand. Make sure the prop is running strongly (yes, it will cost you a couple of seconds or so) and then heave it along the line of flight. The idea is to let prop wash impinge on the model full strength before launch, and to launch at flight speed. In short, launch the model with all forces fully present and at equilibrium. Assuming that your model is capable of stable flight, under high power, such a launch minimizes initial disturbances. Letting it fly out of your hand, or heaving it before the prop comes up to speed, yields a launch with only one force mature and dominant - that due to torque, for torque is present in full strength from the time the motor is wound. Torque effects require no "run up". The act of letting go, whether it be gentle or a heave, automatically releases maximum torque. If the model is not aerodynamically ready to accept maximum torque...

* * *

Q: Is using a rubber motor of 1/4 to 1/2 the total flying weight the right approach? How big should the prop be?

A: Any model bearing more than 1/4 of its weight in the form of rubber is unusual. Though more rubber is certainly the way to greater duration, the catch is in making effective use of the extra rubber. Merely carrying rubber as so much dead weight is obviously pointless. Yet it is not easy to put a great deal of rubber to work. There are only two things one can do to pack more weight into a single motor - make it fat or make it long. Making it fat increases the torque very quickly - doubling the number of strands will nearly triple the delivered torque. The usual result is more torque than the model can handle. If this hurdle is overcome, there is the fresh problem of fashioning the prop to efficiently employ bountiful torque. Many props will

B-WITCHED
EMBRYO-BY DICK HOWARD

WING RAILS 1/16 DOWEL OR
BAMBOO

INCIDENCE + 3°

CABANES

FUSELAGE 1/16 SQ

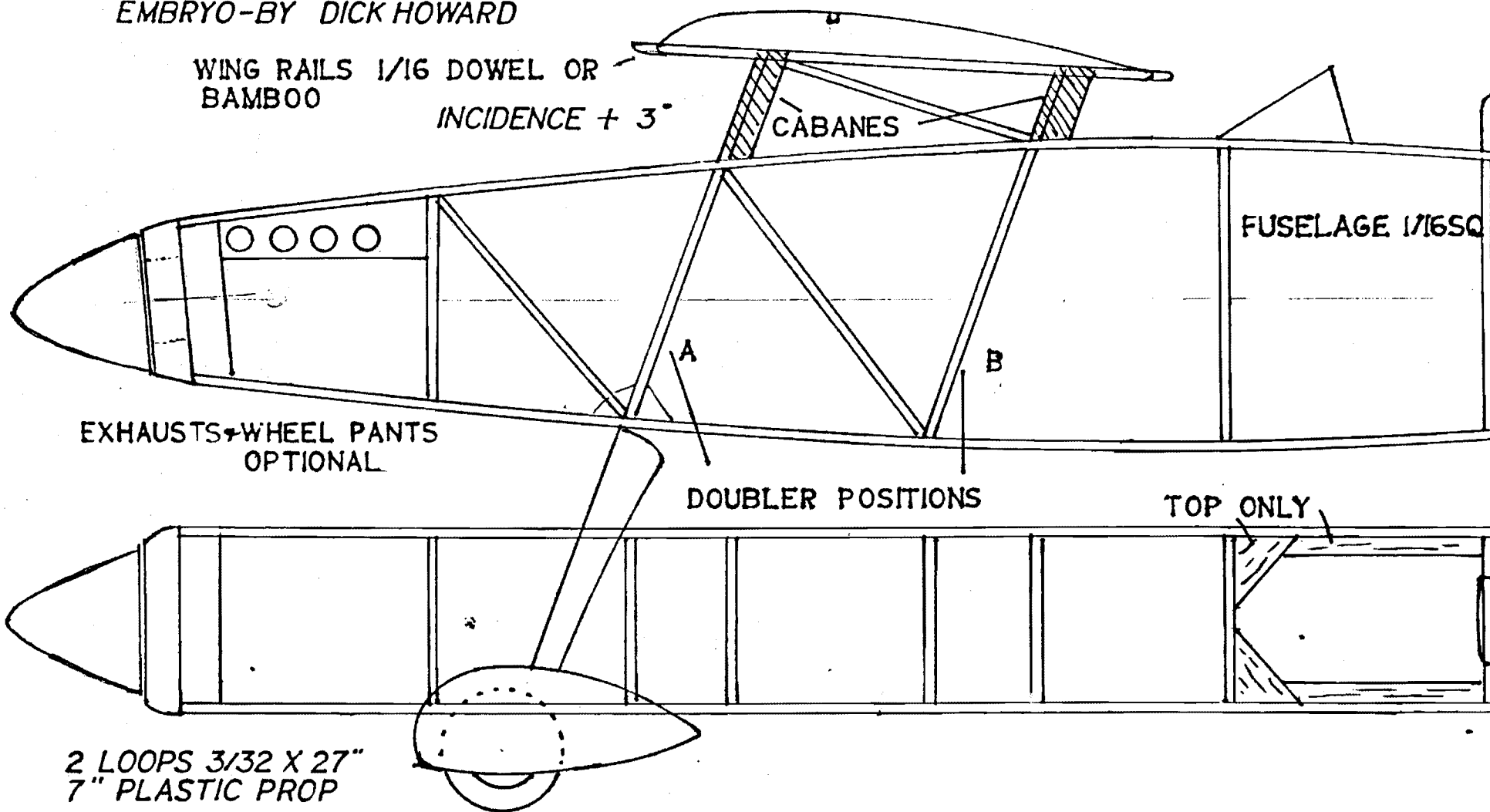
EXHAUSTS + WHEEL PANTS
OPTIONAL

DOUBLER POSITIONS

TOP ONLY

2 LOOPS 3/32 X 27"
7" PLASTIC PROP

WING RAILS ARE GLUE TO TOP
OF DOUBLERS. CABANES ARE GLUED TO
DOUBLER FROM TOP LONGERON, EXTENDING
TO TOP OF WING RAILS



simply run away, producing a level of thrust so extreme as to be uncontrollable (a zoom that cannot be quenched). In short, fat motors have severe drawbacks. Making the motor long, rather than fat, has its problems as well. Motors beyond about 1 1/2 times the hook to peg distance tend to bunch up, shifting the CG of the model. Long motors also thrash against the fuselage as they unwind, leading to scratched and torn strands only too keen to blow on the next winding attempt. Braiding and tensioning devices have long been touted as a solution to these difficulties. I can report that such ideas work extremely well only where they are not really needed - for motors less than 1 1/2 times hook to peg. Anything beyond 1 1/2 leads to trouble sooner or later (Tom Arnold reports a novel braiding scheme, in the June Scale Staffer, that is purported to accept extremely long motors successfully. Haven't tried it - no comment).

Despite the sad notes sounded above, many fliers routinely use motors 3 times as long as hook to peg. They simply accept the difficulties with a shrug and soldier on. There's nothing wrong with such an approach, but it's not for the faint hearted; sooner or later such fliers are hoisted by their own petards. As it is written, those who live by rubber power shall... Gears, anyone?

As concerns prop sizes, we are each locked into a struggle between what looks right (a diameter of about 15% of wing span) and what flies best (a diameter of about 40% of wing span). Neither FAC or AMA has any suggestions to offer; it's every man for himself. The usual compromise is a prop of about 30-35% of wing span, and certainly one equal to or larger than 25% of wing span.

* * *

Q: I've been to most of the FAC NATs and I've never seen you there. Do you go? What do you look like? (No, I don't make these up).

A: I'm there. Look for a short sullen guy guarded by a fierce-looking woman. (This I make up).

* * *

Mailbag comments on gear sources:

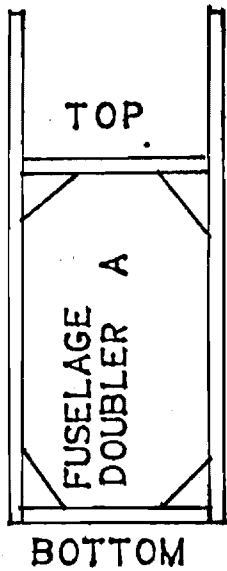
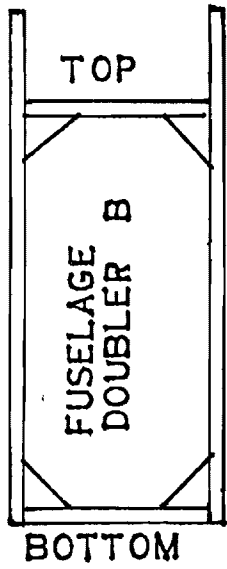
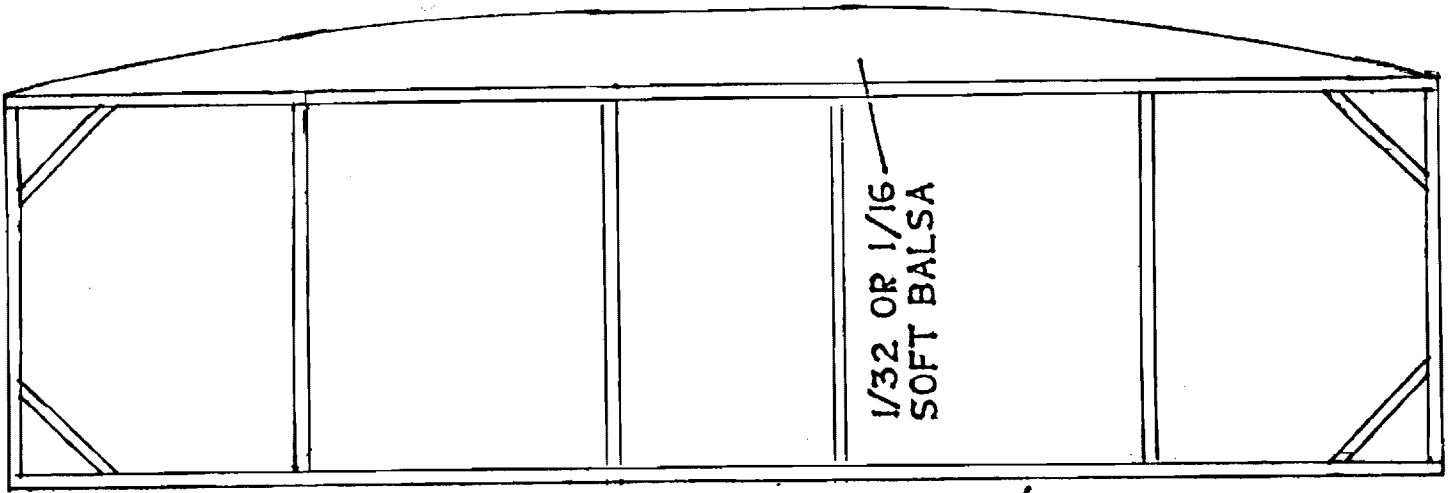
"I believe one of the best sources of gears is through slot car racing parts. Available are pinions in 48 pitch ranging from 7 teeth to 12 teeth with spur gears in light plastic ranging from 26 or so to 40. If you prefer 64 pitch, the pinions run from about 9 to 20 and the spur gears from 36 to 48. All are very light and strong and are capable of handling up to a quarter of a horse at 100,000 RPM. They should stand up to anything rubber can produce."

Another witer suggests "Ace R/C has some nylon gears in useful sizes at about fifty cents each."

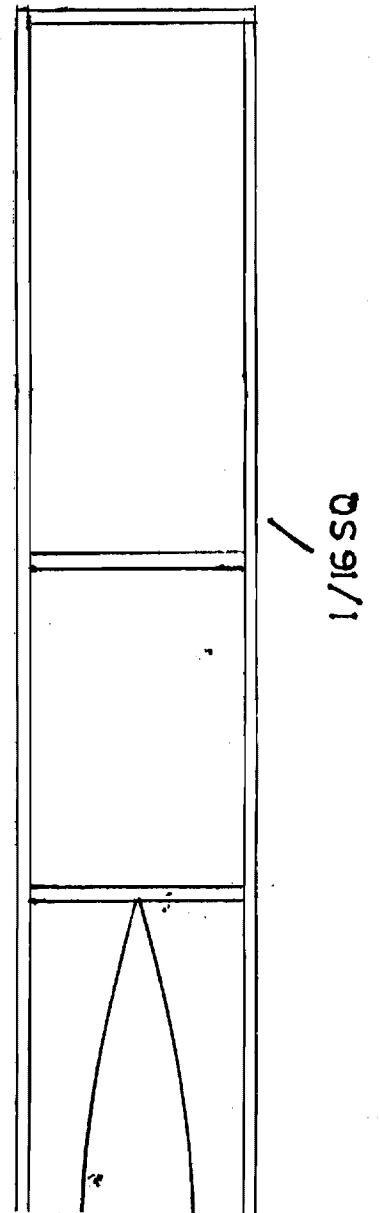
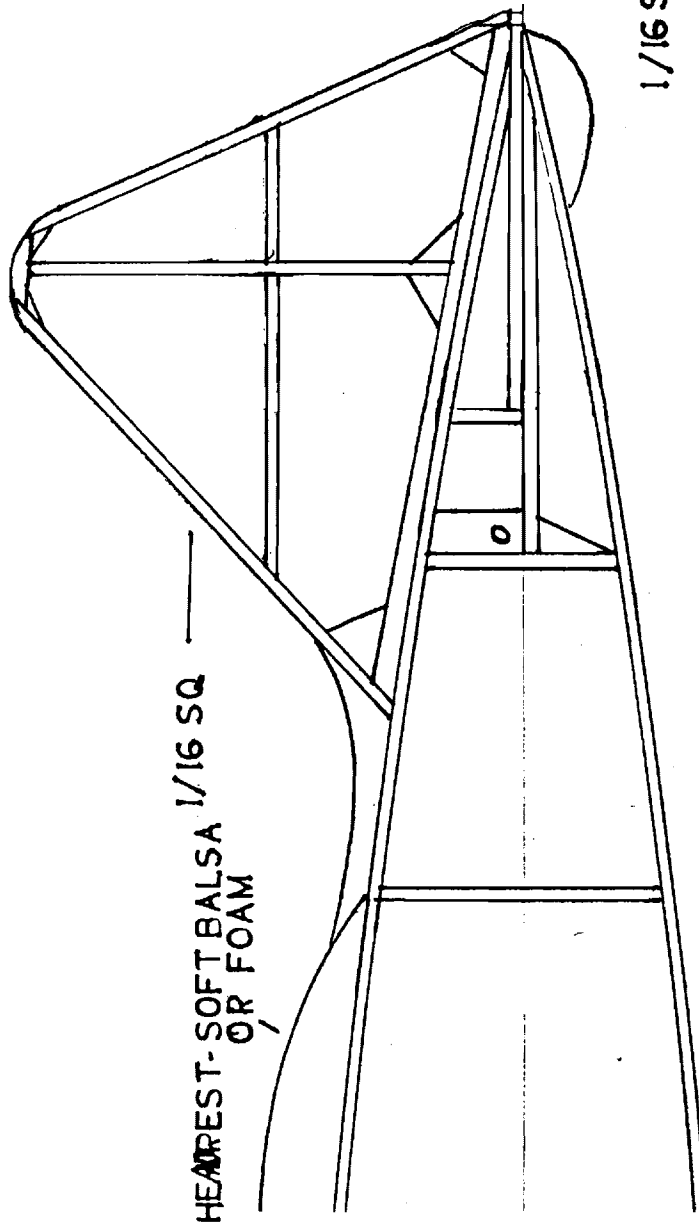
Back at the cave, I've been running brass pinion wire against a plastic servo gear at a ratio of 3 1/2 to 1 for the last year. The combination is dirt cheap and shows no wear. The catch is that a metal working lathe is necessary to chop the pinion wire into practical gears. Buying finished components makes much more sense. As for saving money on components, a reliable source writes that imported ball bearing prices at Berg have shot up beyond stated catalog figures. As it is written: gears are not for the faint of heart or thin of wallet.

FLYING is the second greatest thrill known to man. LANDING IS THE FIRST!

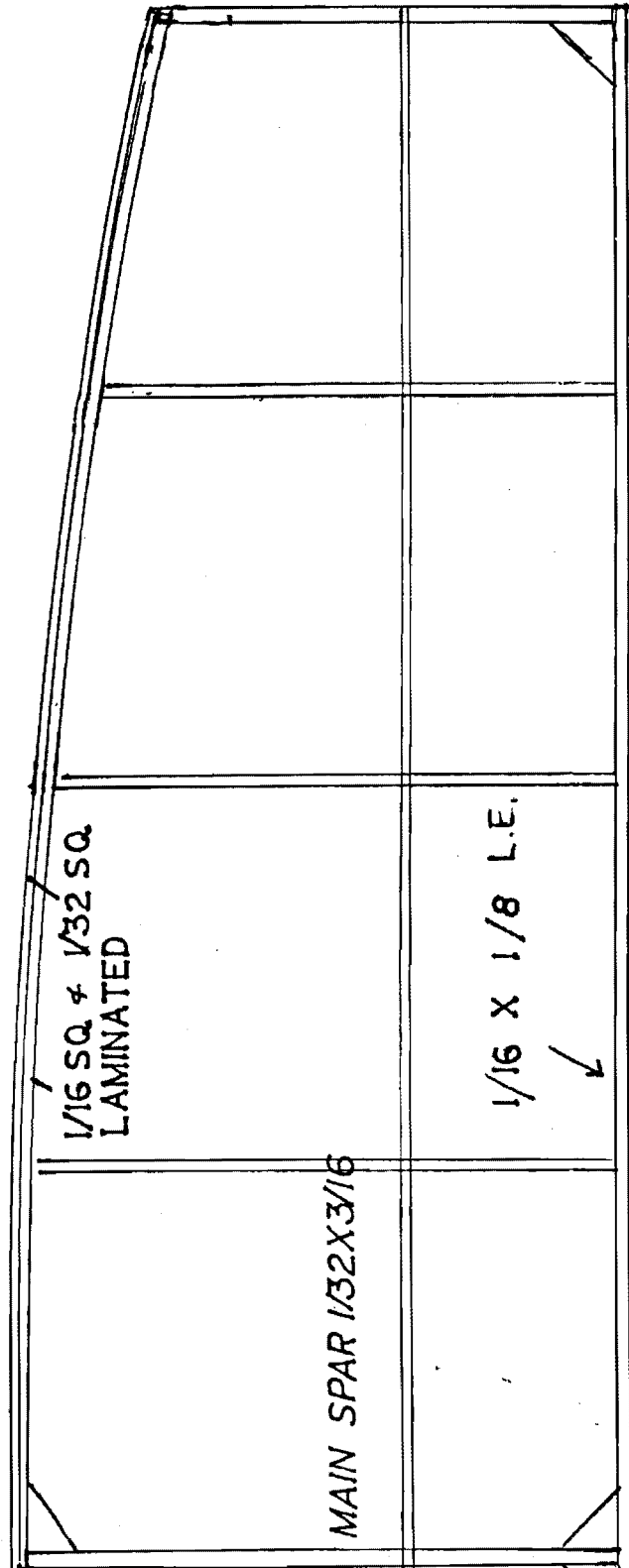
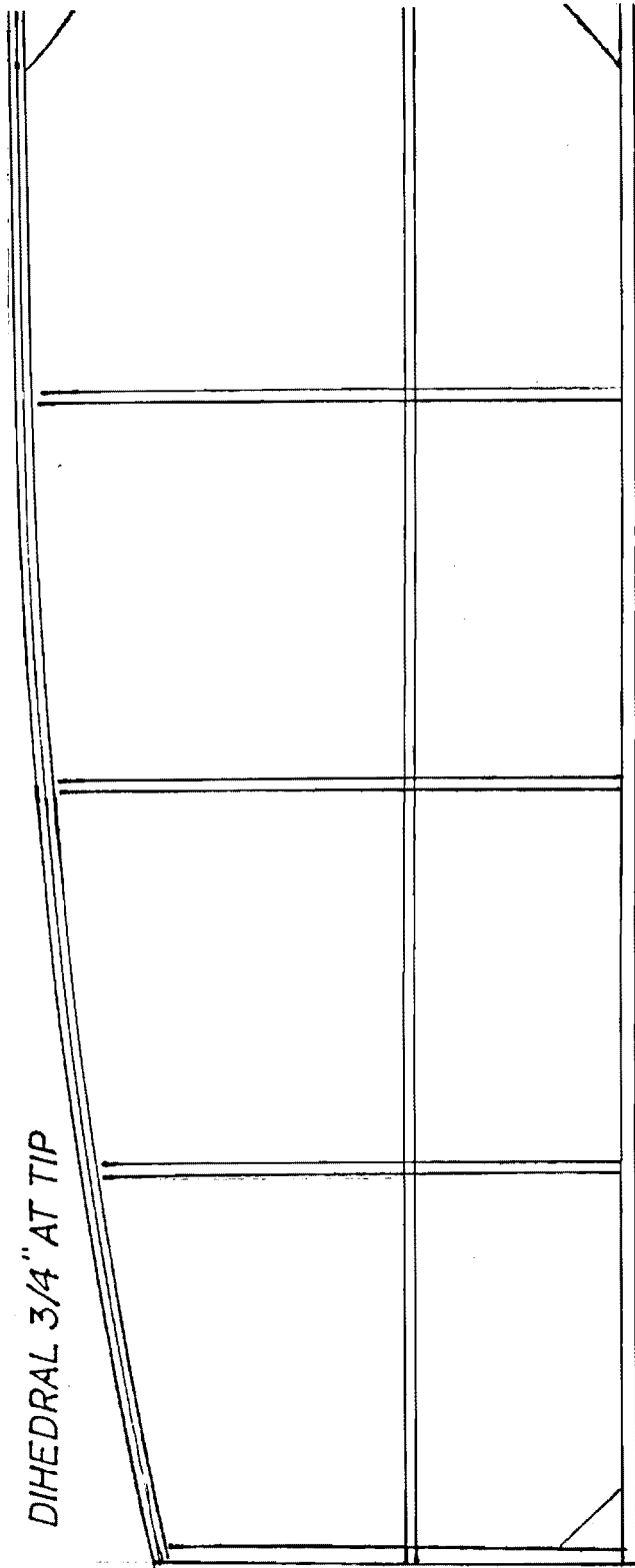
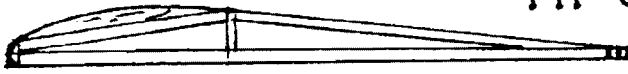
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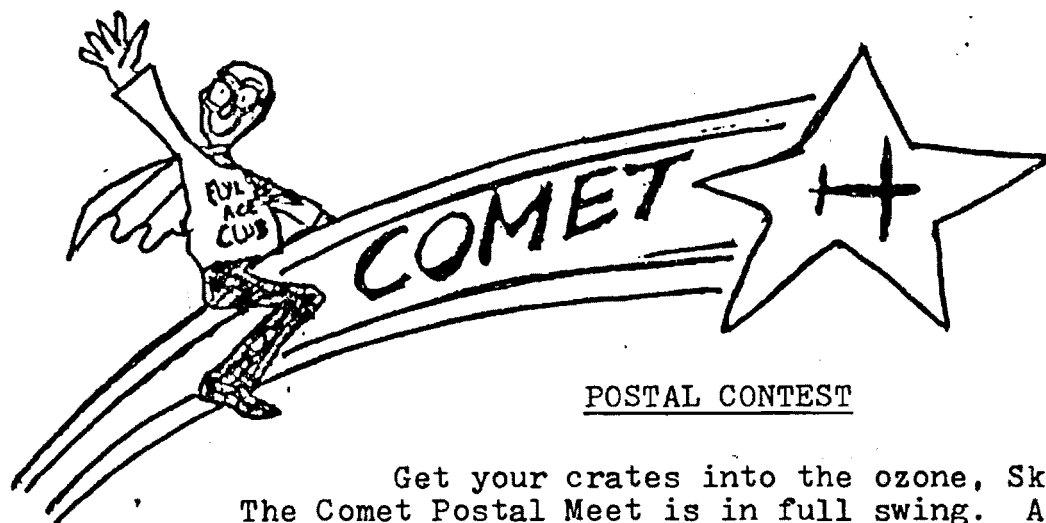


BUILD OVER PLAN



TYP CRACKED RIB CONST.





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. Tom Nallen, Sr.	Corben Super Ace	166 sec.
2. Tom Nallen, Jr.	DH Tiger Moth	126 "
3. Eric Anderson	Stinson Reliant	103 "
4. Dan Briehl	Taylorcraft	102 "
5. Dave Stott	Harlow	95 "
6. Don DeCook	Taylorcraft	84 "
7. Stu Weckerly	Cessna	61 "
8. Dave Niedzielski	Ercoupe	56 "
9. Gordon Roberts	Piper Cub	53 "
10. Paul Helman	Corben Super Ace	47 "
11. Jack Tisinai	Rearwin Speedster	44 "

BACK ISSUES

We have several back issues (assorted) available. If you are missing some or if you are a new member, they are available at a cost of \$1.50 each Ppd. Some issues are in short supply (one or two copies left) so get your order in early, first come, first serve! Send to FAC GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Following is a list of issues in stock.

issue #							
98-24	100-26	102-28	103-29	104-30	105-31	106-32	109-35
110-36	112-38	113-39	115-41	116-42	117-43	118-44	119-45
120-46	121-47	122-48	123-49	124-50	125-51	126-52	

Airmail Pals

19.

Dear FAC;

Lost FACer reporting in. Long lost Jose Fernandez. Believe it or not, the address that you list me for is the correct one! But a recalcitrant mailman has refused to deliver for reasons of his own.

Luckily, the last newsletter was stapled in such a way that a fine airfoil was formed and resulted in a flying wing that has nothing to envy a B-2. A kind thermal lifted the newsletter and the mailman was left holding the bag!

To avoid any future friction with the FAA regarding unlicensed flying newsletters, please send my newsletters to me at the Rutgers Law School, etc.

Prof. Jose Fernandez.

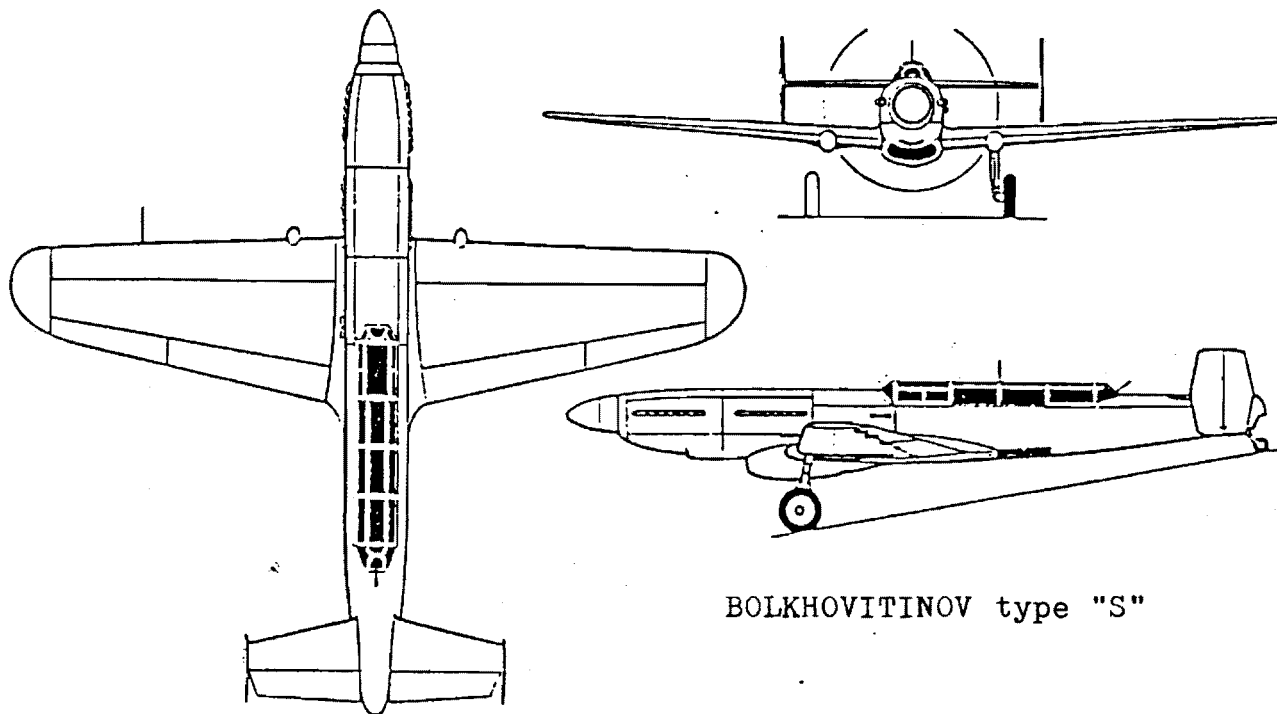
Dear Lin;

I am writing to inform you that I will be unable to attend the NFFS Outdoor Champs. at Lawrenceville, Ill. I am sitting for the Illinois Bar Exam in late July and I just cannot get time off from work. All my projects have been put on the back burner while I prepare for the bar.

I have an interesting proposition for you. Instead of returning my FAC entry fee, why don't you keep my entry fee and apply it towards a subscription to the Flying Aces News? It sounds like this newsletter will be right up my alley. I especially enjoy the way the FAC "thumbs it's nose" at the AMA. Never have I belonged to an organization as unresponsive and uncaring as the AMA. Anyway, that is a completely different story which will be written in the future.

F/F Forever!
Ted Kowalczyk

(ed...AMEN,Ted)



BOLKHOVITINOV type "S"

During 1988, the local newspaper celebrated their one hundredth birthday. To help celebrate this occasion they periodically reprinted some of the Front Pages of various editions. We found some of them very interesting, especially the ones covering aviation. We are going to be inserting some of them in the newsletter from time to time and hope that some of you Clubsters will enjoy them too. We have to retype them as the reproduction of the originals was not very clear. However we will bring them to you just as they were written with the actual dateline.

PACIFIC FLIERS REACH HAWAII; 25-HOUR TRIP

Kingsford-Smith in Record Flight on Way to California

Honolulu, T.H., Oct. 29, 1934--(J.P.) Sir Charles Kingsford-Smith and Captain P.G. Taylor landed their Lady Southern Cross at Wheeler Field here today to complete the second phase of their record trans-ocean flight from Brisbane, Australia to California.

When the wheels of the plane touched earth here the two Australian fliers had negotiated safely a 3,100 mile water jump from the Fiji Islands. The plane took off from Naselal Beach at 10:10 am Sunday (PST) and landed here at 10:55 am Pacific Coast time, 24 hours and 45 minutes after leaving the Fiji Islands.

Kingsford-Smith sent the Lady Southern Cross over the city of Honolulu at a terrific speed, heading straight for Wheeler Field. Then he circled back over the city and dipped in salute before proceeding to a landing.

The Lady Southern Cross was accompanied by Army pursuit planes as it winged over the city. In a typical Honolulu welcome to trans-Pacific aviators. The Army planes had gone out to sea and picked up Kingsford-Smith and Captain Taylor off Diamond Head.

With the escort of honor, the Lady Southern Cross proceeded to the landing field, where thousands of persons had gathered to give Kingsford-Smith his second welcome in aviation history.

Six years ago, the Australian, with three companions set down here in the original Southern Cross on an epochal flight which took him to Australia from Oakland, Calif.

So great was the speed of the Lady Southern Cross, that Kingsford-Smith overflew his escort. Later, the Army planes and the trans-Pacific craft maneuvered over Pearl Harbor to strike a formation before the actual landing.

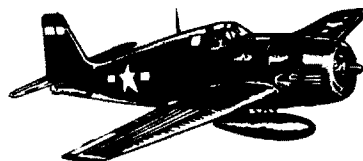
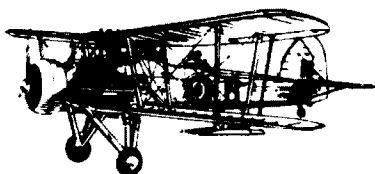
PEANUTS & PISTACHIOS IV

Compiled by Bill Hannan

You asked for more, so here's Volume Four!

Hannan's Runway

P.O. Box A
Escondido, CA 92025

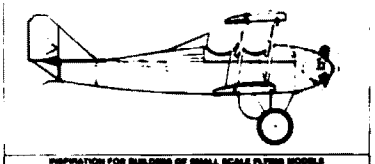


INTERNATIONAL Peanuts & Pistachios

BY BILL HANNAN

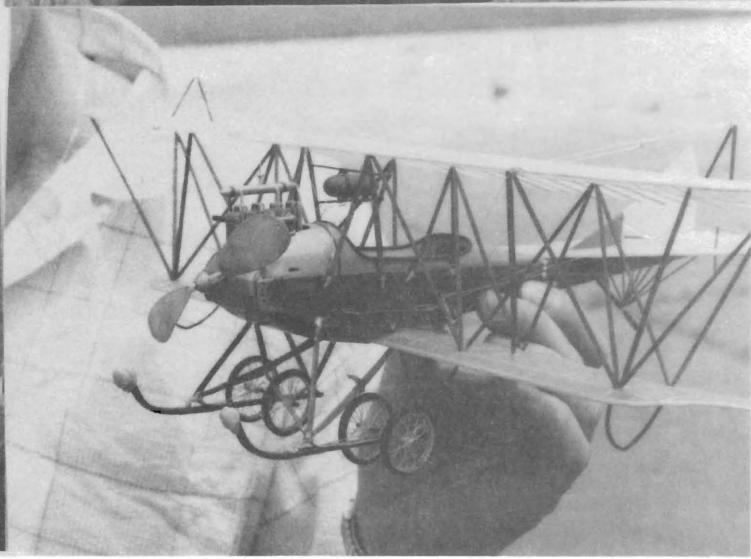
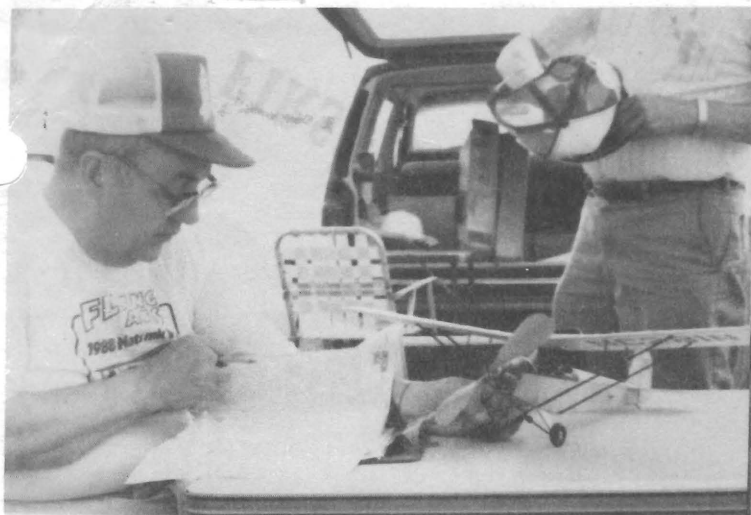


AMELIA EARHART AND HER SPIDER CRAFT



INFORMATION FOR BUILDING OF SMALL SCALE PLANE MODELS

\$5.50 Plus \$1.50 postage



All photos taken at Lawrenceville, Ill. by Lin Reichel, NFFS Champs. Left column; Vic Didelot scale judging Andy MacIsaac's fine American Eaglet, Ralph Kuenz holding his neatly done Albatross D-V from a Golden Age kit, Mike Hines with two of his nice models, a Rearwin Speedster and a Keith-Rider R-4. Right column; Cessna C-37 by the Ace of Aces Gordon Roberts, A little known White Monoplane by Carl Loehle, and Paul Boyanowski's Albatross Doppeldecker. A real mind boggler to put all that rigging on! Look where Paul put his nose weight!