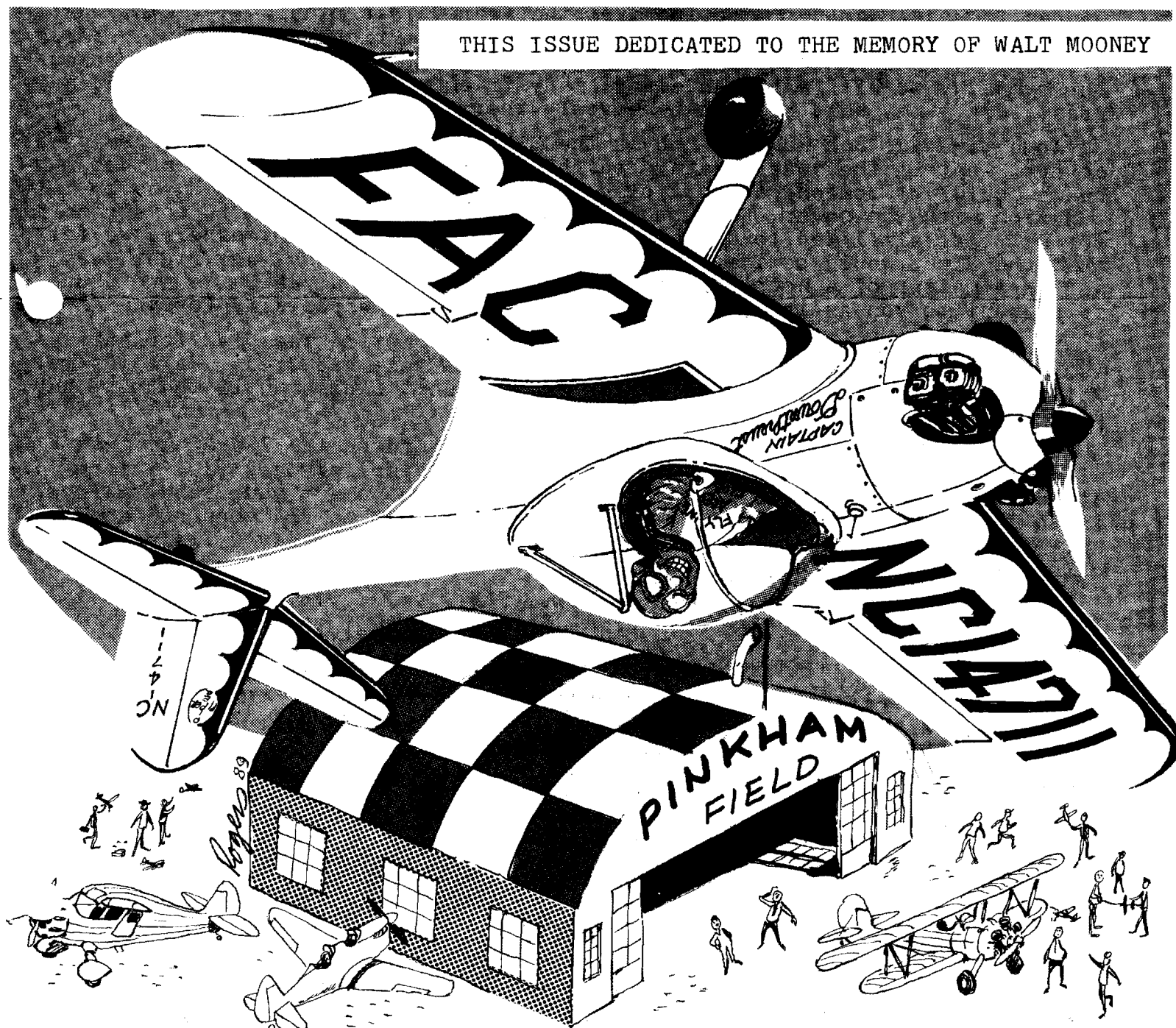


# FLYING ACES

ISSUE #131-57 Jan./Feb. 1990

THIS ISSUE DEDICATED TO THE MEMORY OF WALT MOONEY



WHATEVER HAPPENED TO THE PIPER SKYCYCLE?

2.



Once again we have to start an issue with bad news. This time we have to report the passing of Walt Mooney. Walt passed away on March 1, 1990 from a heart attack. He will always be remembered for his many plans that have appeared in Model Builder magazine over the years. His plans, it seems, must have numbered in the hundreds. It just won't seem right to pick up an issue of Model Builder and not find a Mooney plan in it. We would like to extend our sympathy to his family and many, many friends. We all have suffered a great loss. May Walt ride that heavenly thermal forever.

Some time ago Bob Rogers, Bob is the Clubster that does a lot of our great covers, sent me the cover that is on this issue with the suggestion that maybe we could get someone to do a plan of the Piper Skycycle to be used in conjunction with the cover. What better time to ask Walt Mooney to do a plan for us! As Walt liked to do the rare aircraft more than any others, we felt that the Piper would be ideal for him. Walt jumped on that one right away and in a matter of a couple of weeks we had the drawing, which we are proud to present to you as it is an original and was done especially for the FAC.

Now to something weird, as I was cutting and pasting the plan for this issue I received the phone call telling me that Walt had died. Well let me tell you I was overwhelmed for awhile and couldn't finish until the next day. Funny how things happen isn't it?

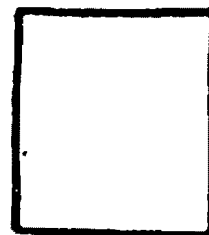
Further on in this issue you will find more info on the FAC Nats, Mark VII. Please read it over carefully as there are some minor changes from information sheet #1. Again, I would like to remind you to get your reservations in to GHQ as soon as you can. Entries are coming in fairly good now and I know you will want a place to lay your head after a good day's flying. We cannot guarantee you a room after June 15th. Hope to see you all there.

BUILD....FLY....WIN....EPF--AAA--CEEE!!!

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;  
FLYING ACES NEWS  
3301 Cindy Lane  
Erie, Pa. 16506



# FAREWELL, WALT

By Bill Hannan

On March 1st, 1990, Walter E. Mooney, age 64, passed away.

How can one let go of such a friend?  
By reflecting upon his accomplishments?  
By remembering joys shared with him?

Walt was an artist, author, engineer, historian, test pilot, lecturer, TV performer and possibly the most productive designer of model airplanes in the United States, if not the world.

Truly a "total aviation person", he was equally at home in the spheres of model aircraft, sailplanes, lightplanes and aerospace vehicles, although one suspects that the smallest ones were his favorites.

Walt's enthusiasm for life was contagious - he delighted in sharing his pleasures with others - and gave freely of his encyclopaedic knowledge. His energy seemed boundless, and he packed more living into a day than anyone else I've ever met. His curiosity was unlimited, extending far beyond aviation, encompassing animals, especially birds, all types of machinery, languages and philosophy.

He had friends throughout the world, and a large portion of his spare(?) time was devoted to answering mail. He also had strong feelings for political injustice and used his powerful pen to make his opinions known. Counterbalancing this was his remarkable ability to deliver jokes and puns in apparently endless variety.

To Walt, each day was a new adventure, and he made the most of it, finding "silver linings" even in situations which would have discouraged most people. For example, when confined to a hospital bed some years ago with a serious heart condition, Walt didn't feel sorry for himself at all. Rather, he seized the opportunity to design and draw half a dozen new Peanut Scale models! And, his positive outlook made such an impact on the nurses that they told him he was one of the very few patients they didn't want to leave...

Walt leaves us with a rich legacy - his family - all of whom are endowed with sizeable portions of his philosophy, his legion of friends who will help keep his memory alive, and, of course, his designs which are now such an integral part of both full-size and miniature aviation.

In thinking back over the many years it was my good fortune to know Walt Mooney, I remember most his cheerful disposition, optimism, patience and willingness to share.

One special experience stands out: During a glorious summer day near Lake Elsinore, California, one of Walt's models caught a thermal and headed for the horizon, with the two of us running, eyes skyward, to keep it within view. When the model finally landed we were far from the contest site and weary from the long chase. It was only as we gazed around us that we noticed thousands of brilliant wildflowers in variegated colors extending in all directions. As we sat down among them to rest, Walt turned to me and said: "You know Hannan, this is probably as close to Heaven as we'll ever be here on earth." How right he was...

SCALE DIHEDRAL IS SHOWN IN  
THE FRONT VIEW INCREASE IT  $\frac{1}{2}$ "

THE SCALE PROPELLER  
IS SHOWN. IF THE MODEL  
IS LIGHT, CARVE A BALSA  
FLYING PROP, OTHERWISE  
USE A PLASTIC PROP.

SOFT BALSA  
LANDING GEAR  
FAIRINGS OVER  
THE LANDING GEAR  
WIRES

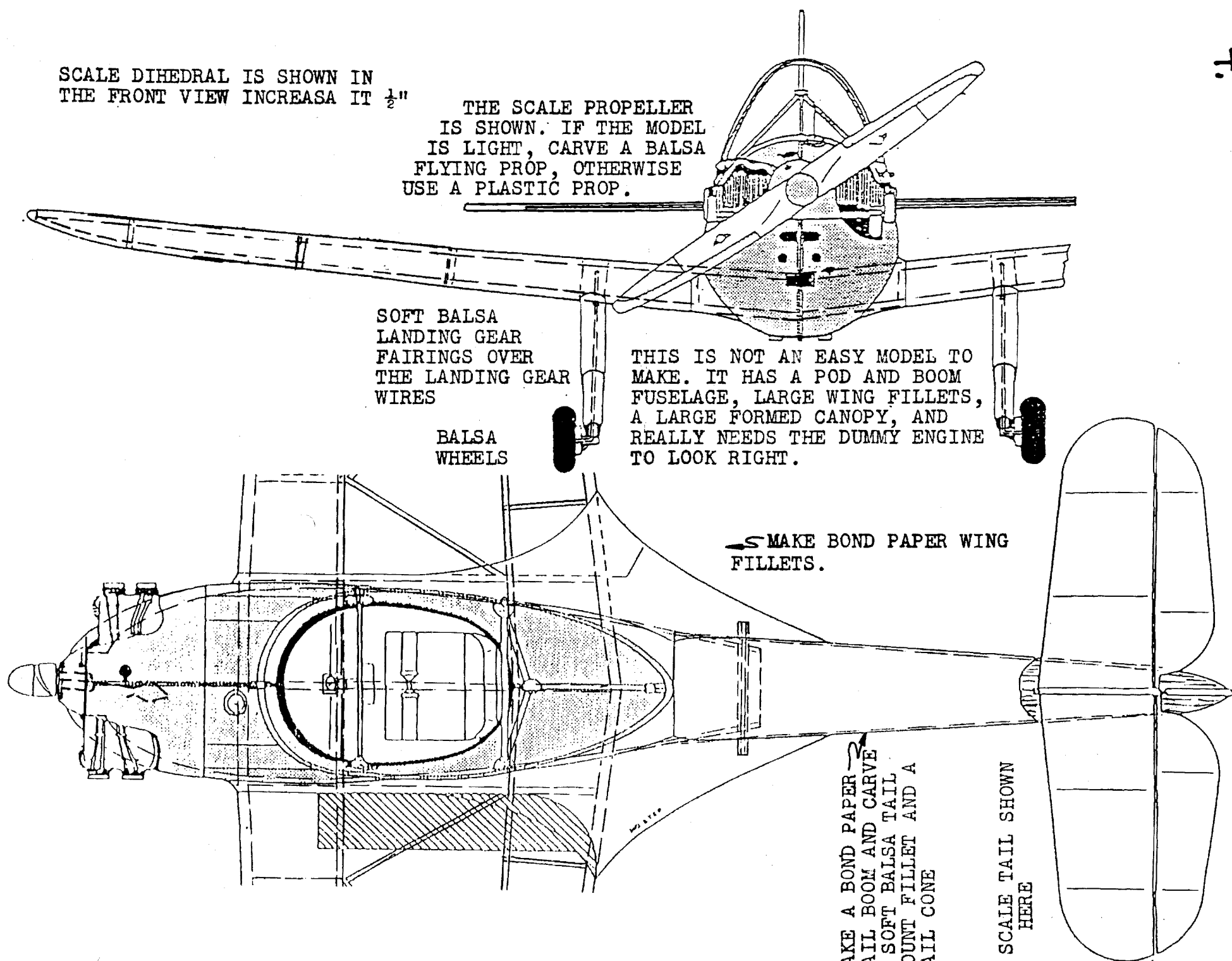
BALSA  
WHEELS

THIS IS NOT AN EASY MODEL TO  
MAKE. IT HAS A POD AND BOOM  
FUSELAGE, LARGE WING FILLETS,  
A LARGE FORMED CANOPY, AND  
REALLY NEEDS THE DUMMY ENGINE  
TO LOOK RIGHT.

MAKE BOND PAPER WING  
FILLETS.

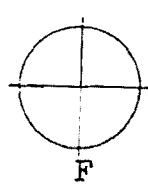
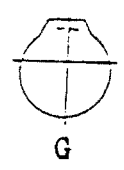
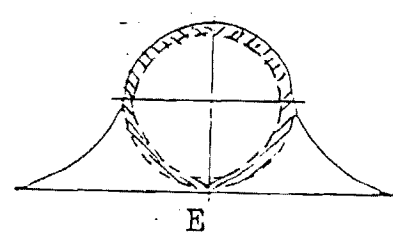
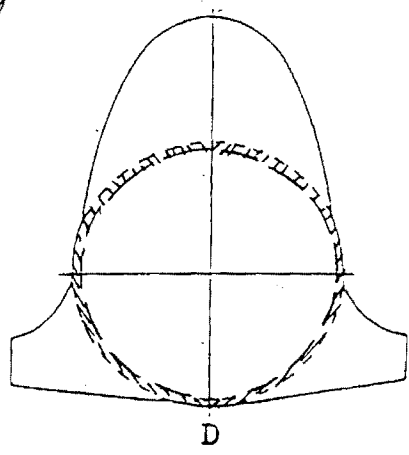
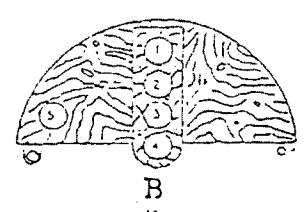
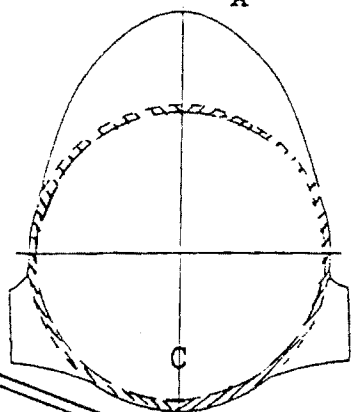
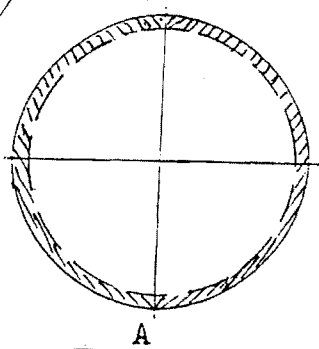
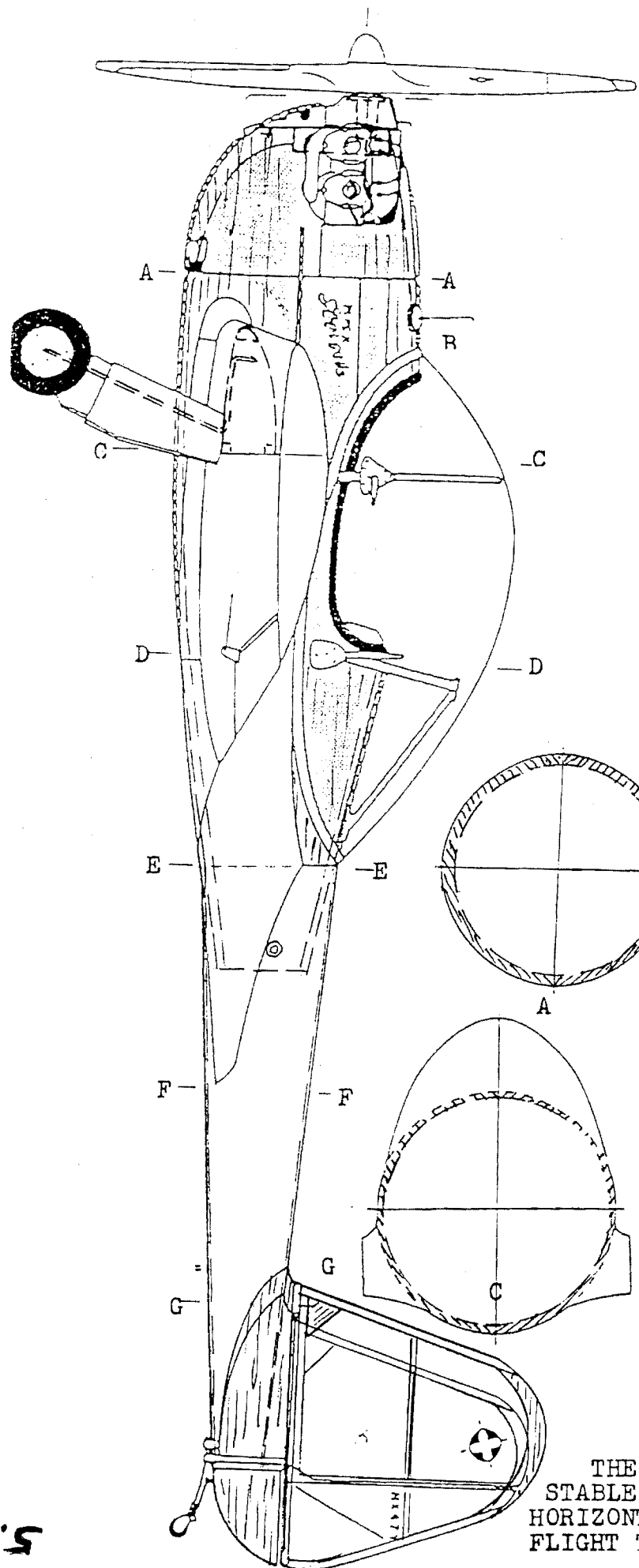
MAKE A BOND PAPER  
TAIL BOOM AND CARVE  
A SOFT BALSA TAIL  
MOUNT FILLET AND A  
TAIL CONE

SCALE TAIL SHOWN  
HERE



COLOR IS ORANGE AND TRAINER BLUE  
 ALL STRUCTURE IS BALSA UNLESS  
 OTHERWISE NOTED.  
 USE LIGHT WEIGHT TISSUE FOR  
 COVERING.

PIPER AIRCRAFT  
 PA-8 SKYCYCLE  
*Walt Mooney*



THE REAL AIRPLANE WAS NOT OVERLY  
 STABLE SO ENLARGED VERTICAL AND  
 HORIZONTAL TAILS ARE SHOWN FOR EASIER  
 FLIGHT TRIM AND BETTER MODEL STABILITY.

5

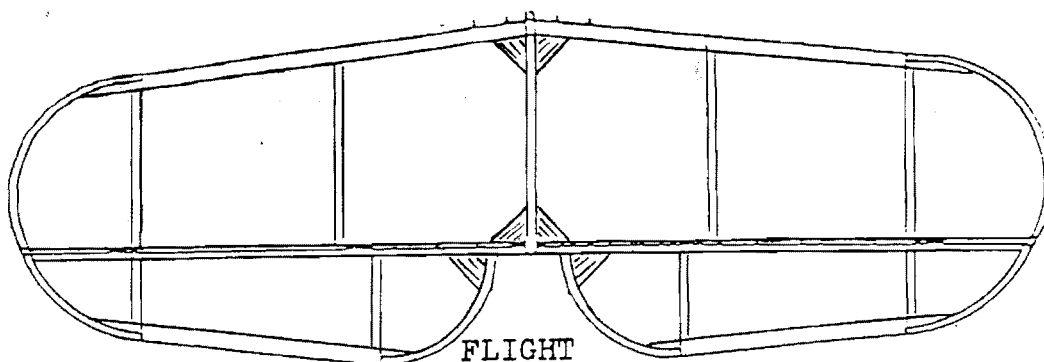
MIKE MIDKIFF

GULF COAST MODEL AVIATION, 20007 Pinehurst Tr. Dr., Humble, Tex. 77396.

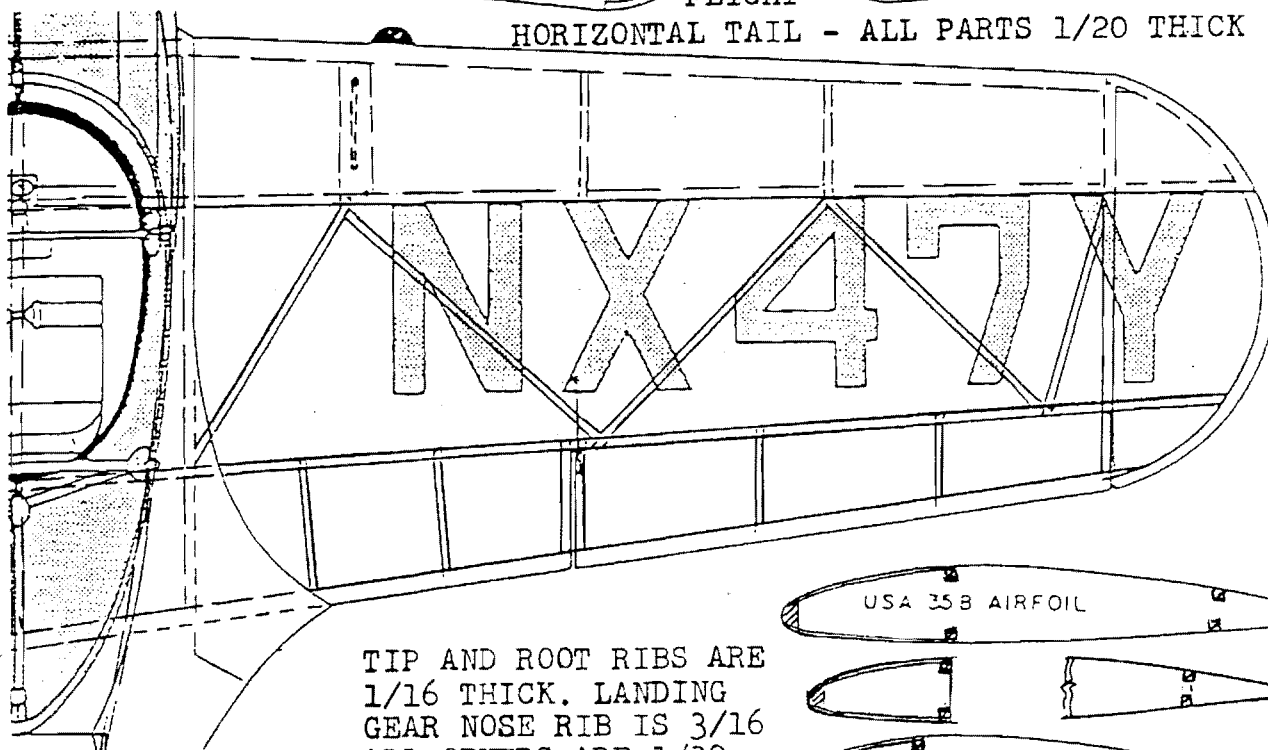
All plans \$5.00 each postpaid.

## GULF COAST MODEL AVIATION

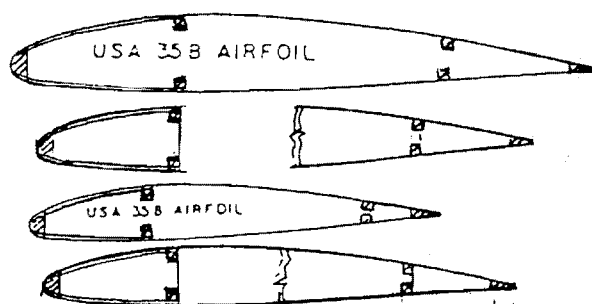
AIRCRAFT		WING SPAN	SCALE	AIRCRAFT		WING SPAN	SCALE
<b>N.W.II</b>				<b>N.W.I</b>			
VOUGHT SB2U VINDICATOR	"Wind Indicator", Navy/M.C. dive bomber. Rubber powered.	32"	.75=12	BRISTOL M1B	Obscure W.W.I monoplane. .049 powered.	34"	1.12=12
DOUGLASS SBD DAUNTLESS	"THE CLUNK", Famous ship killer. Rubber powered.	31"	.75=12	HANSA B/BURG W-29	Monoplane with floats. lots of wing area.	34"	.75=12
CURTISS SB2C HELLDIVER	"THE BEAST", Navy's controversial dive bomber. Rubber powered.	30"	.62=12	DEHAVILLAND D.M.-9	Two place recon bomber. Nice moments. Rubber powered.	31.8"	.75=12
CURTISS P40P WARHAWK	North African workhorse. Rubber powered.	28"	.75=12	DEHAVILLAND D.M.-5	Neat, reverse stagger, biplane Rubber powered.	26"	1=12
VOUGHT P4U CORSAIR	"Whistling Death", M.C. premiere fighter. Rubber powered.	33"	.75=12	SOPWITH PUP	Beloved by British pilots. F.P. or single ch. .049 powered	30"	1.12=12
YOKOSUKA D4Y "JUDY"	Jap dive bomber. Nice moments. Rubber powered.	30"	.75=12	SOPWITH-1 1/2 STRUTTER	Two place recon fighter. Rubber powered.	29"	.87=12
MITSUBISHI J2M3 RAIDEN	"PAT JACK", Japan's high altitude interceptor. Rubber powered.	27"	.75=12	JUNKERS D.I.	Obscure German monoplane. Rubber powered.	29.5"	1=12
ILYUSSEN IL-2 STURMOVIK	Russian tank buster, lots of area. Rubber powered.	32"	.67=12	<b>GOLDEN AGE</b>			
VULTURE VENGEANCE	Army's dive bomber that bombed out. Rubber powered.	31"	.62=12	LAIRD SUPER SOLOTON	Bi-plane racer. Rubber powered.	22"	.87=12
DOUGLASS A-20 HAVOC	Twin attack bomber. Rubber powered.	38"	.62=12	BOEING X45B	Obscure parasol prototype fighter.	32"	.75=12
FAIRY FUIMAR	British shipboard fighter. Rubber powered.	31.8"	.68=12	TRAVEL AIR TEXACO-13	Low wing racer. Rubber powered.	24"	.87=12
MITSUBISHI A5M2B "CLAUDE"	Predessor of the infamous Zero Rubber powered.	29.8"	.81=12	P26A	Boeing's famous "PEASHOOTER". .049 powered.	31"	1.12=12
KAWASAKI KI-61 "TONY"	Sleek Jap fighter. Nice moments. Rubber powered.	32"	.68=12	UT-2M	Polish two place trainer. Jumbo rubber	40"	1.12=12
GRUBMAN P4P WILDCAT	Tubby Navy fighter. Rubber powered.	28"	.75=12	DART KITTEN	Low wing British light plane. Rubber powered.	32"	1=12
PETLYAKOV PE-2	Jumbo Russian twin. Rubber powered.	40"	.7=12	FOKKER F-II LINOUSINE	Simple boxy jumbo Rubber powered.	38"	.68=12



FLIGHT  
HORIZONTAL TAIL - ALL PARTS 1/20 THICK



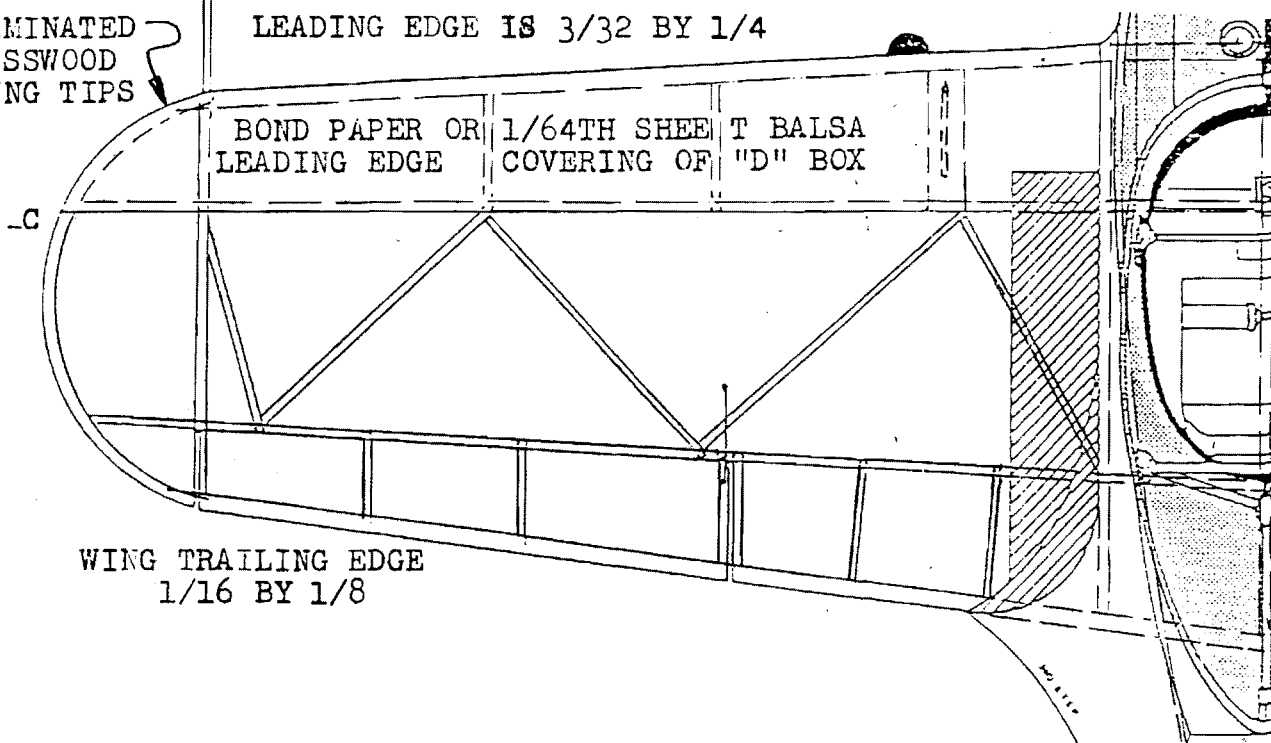
TIP AND ROOT RIBS ARE  
1/16 THICK. LANDING  
GEAR NOSE RIB IS 3/16  
ALL OTHERS ARE 1/32



LAMINATED  
BASSWOOD  
WING TIPS

LEADING EDGE IS 3/32 BY 1/4

BOND PAPER OR 1/64TH SHEET BALSA  
LEADING EDGE COVERING OF "D" BOX



WING TRAILING EDGE  
1/16 BY 1/8

PLEASE READ AS THERE ARE SOME CHANGES FROM INFO SHEET NO.1

# THE 1990 FAC NATS MARK VII

HOST CLUBS:  
ERIE MODEL AIRCRAFT ASSN.  
DETROIT CLOUDBUSTERS

## INFORMATION SHEET NO.2, APRIL 1990

Contest Manager  
Lin Reichel  
3301 Cindy Lane  
Erie, Pa. 16506  
(814) 833-0314

Contest Director  
Victor Didelot  
4410 Edna Lane  
Erie, Pa. 16506  
(814) 838-3263

Assistant Con. Dir.  
Ralph Kuens  
14645 Stahelin  
Detroit, MI. 48223  
(313) 835-7141

DATES: July 12th, 13th, 14th, 15th, 1990

TIMES: Thursday July 12th, Registration and check-in, noon until.  
Friday July 13th, Flying 9:00 am to 5:00 pm.  
Friday July 13th, Scale judging 7:00 pm until.  
Saturday July 14th, Flying 9:00 am to 4:00 pm.  
Sunday July 15th, Flying 9:00 am to 5:00 pm.

LOCATION: National Warplane Museum, Geneseo, New York.  
Scale judging at the State University of New York.

EVENTS:	Friday	Saturday	Sunday
	Shell Speed Dash	Greve Race	Thompson Race
	WW I Dogfight	WW II Combat	WW I Peanut Dogfight
	Embryo Endurance	FAC Scale	Golden Age Scale
	No-Cal Scale	Peanut Hi-Wing Cabin	FAC Power Scale
	Aerol Trophy Race	FAC Jumbo Scale	FAC Peanut (no Hi-Wing)
	FAC Old Timer	FAC Old Timer	FAC Old Timer
			Military Biplanes

On Sunday we will fly Golden Age Military Biplanes mass launch. All Golden Age Military biplanes are eligible, including one of a kind, trainers and combat aircraft, provided they were designed for the military. Any biplane of any country is eligible. Biplanes that saw combat in World War Two are eligible provided they are in pre-war colors, (example, Gloster Gladiator).

### Mass Launch Event Times:

Friday.....World War One Dogfight 1:00 pm (no Peanut models)  
Aerol Trophy Race 4:00 pm.

Saturday.....Greve Race 10:00 am.  
World War Two Combat 1:00 pm.

Sunday.....Thompson Race 10:00 am.  
World War One Peanut Dogfight 1:00 pm.  
Golden Age Military Biplane 3:30 pm.

Both World War One mass launch events are for multi-wings only. No qualifying flights for any mass launch events except for the race events. No official flight times will be recorded after closing times on any day.

ENTRY FEE: \$15.00 by June 15th, \$20.00 after June 15th.

LODGING: Dormitory rooms and meals will be available at the State University of New York, Geneseo, New York. Cost is \$161.00 each for double occupancy, \$204.00 single occupancy. This includes a room for Thursday, Friday, Saturday and Sunday nights and:

Dinner.....	Thursday July 12th	Banquet.....	Saturday July 14th
Breakfast.....	Friday " 13th	Breakfast.....	Sunday " 15th
Dinner.....	Friday " 13th	Dinner.....	Sunday " 15th
Breakfast.....	Saturday " 14th	Breakfast.....	Monday " 16th

CHASING MODELS BY ANY TYPE OF  
MOTOR VEHICLE IS STRICTLY  
PROHIBITED!!!

RESERVATIONS: To make reservations, send the attached registration form and a check, payable to, Flying Aces Nationals, Mark VII, to:

Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506

For advanced reservations (received by June 15, 1990).

Contest fee:.....\$15.00  
Banquet (for non-dormitory residents).....\$16.00  
Dormitory (double occupancy with meals and banquet).....\$161.00  
Dormitory (single occupancy with meals and banquet).....\$204.00

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

Confirmation of reservation will be mailed to all entrants.

For a list of motels see issue #130-56.

If you are unable to attend the full four days of activities please inquire to GHQ for reduced rates for less days. There are also reduced rates for children under the age of ten.

SANCTION: This will be an AMA sanctioned contest. You will be required to show a current AMA or MAAC card or receipt of dues paid.

JUDGING: Judging for the scale events will be held on Friday evening, July 13th. If you do not arrive until Saturday your models will be judged then. This will be done at the judges earliest convenience.

Judging scores for a model will not be posted prior to one hour before closing time each day.

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

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

QUALIFYING FLIGHTS: Only race events will need to have qualifying flights as per FAC rules (see Shell Speed Dash). Qualifiers names will be posted on the public display boards. An official Timer must be used for qualifying flights. If you are one of the qualifiers it is your responsibility to be ready on time at the launching site promptly when your event is to be flown.

AWARDS: Grand National Champion. (Sponsored by GHQ)  
Engraved plaques through top five places each event except where noted.  
Earl Stahl Trophy (Awarded at the banquet). Best overall model with a qualifying flight. (Donated by the Detroit Cloudbusters)  
Special Achievement Award (Sponsored by the Erie Model Aircraft Assn.) if warranted. Model must make a qualifying flight.  
Walt Mooney Memorial Award. Details later.

Award winners for Friday and Saturday will receive their awards at the banquet. Sunday's winners on the field after the meet.

Thermal Detectors: Two mylar thermal detectors will be placed on the field for use by all contestants. No others will be permitted.

TEE SHIRTS: FAC NATS MARK VII tee shirts and caps will be sold throughout the meet as long as the supply lasts.

BUY 'N SELL: Tables will be provided Friday night during the scale judging period for selling kits, plans and other model supplies. If you intend to be a vender, you must notify us by June 15th.



SPECIAL EVENTS: Don Srull is sponsoring a "Non-Bonus FAC SCALE" event. A simple idea to award 1st, 2nd and 3rd place prizes for the FAC rubber entries with the highest scores excluding bonus points. All FAC Scale rubber entries would automatically be eligible.

9.

The FAC Oldtimer Rubber event will be sponsored by the Clubsters from Hanger #2 (Connecticut). We will fly one official flight per day and add the total flight up at the end of the contest. The Hanger #2 guys will be supplying cast pewter copies of original FAC Cadet Wings and will award them through the first five places.

Just a note on the special awards, such as the "Earl Stahl" trophy or the "Special Achievement", models which have previously won this award are not eligible to win again.

This information sheet #2 supercedes all previous bulletins. Entries are already coming in and it looks like another GREAT turnout. Send in your entry as soon as you can to assure that you get a room, etc.

SEE YOU ALL THERE!! EFF--AAA--CEEE!!!!!!

\*\*\*\*\*

## World War II Ace Dives into the Past

We approached each other head on...He was in a slight climb, I in a slight dive. When I got within range, I opened fire and I could see my bullets flashing on the front of his engine. I could also see his guns winking, but was not conscious of any hits on my plane. He closed at a tremendous rate, still firing at each other, and, at the last split second before we hit nose to nose, he flipped into a vertical right turn.

I felt a heavy impact and my P-40 yawed wildly to the left. I saw that my left wing had struck his left wing as we passed. At first glance I thought that I had lost a big chunk of the wing, but when I got my eyeballs tucked back in I saw that only about three feet were gone, including part of the aileron and the pitot tube; shredded fabric from the aileron was flapping behind.

The Oscar's wing had broken off a few feet outside of the propeller arc. I glanced back and saw it fluttering in the air and the Oscar tumbling down, out of control, until it disappeared into the haze.

Does the above sound like a scenario for a movie, Skysters? It sure does! But it is not. It is an excerpt from the book "Into the Teeth of the Tiger" by Donald S. Lopez. Lopez is a true "Flying Ace" as he flew with the "Flying Tigers" in China during the Big Fuss over there in World War Two. Why do you ask are we mentioning Donald S. Lopez? Well, through the efforts of one of my faithful adjutants, Ross Mayo, he has secured Mr. Lopez as our guest speaker at the Flying Aces Nats. Mark VII. Mr. Lopez will tell us of some of his adventures while he flew under the command of General Claire Chennault. Don Lopez is now the deputy director of the National Air and Space Museum.

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### PLANS LISTS

Send \$1.00 for plan list to John Grega, 355 Grand Blvd., Bedford, Ohio 44146  
Over 100 plans available at reasonable prices.

Bell Model Aircraft has some excellent plans of aircraft seldom modeled. To get your copy of there list send a buck to; Bell Model Aircraft, 650 Pinecrest Drive, Largo, Florida 34540.

## REGISTRATION FORM

## FAC NATS MARK VII

MAIL TO:  
 Lin Reichel  
 3301 Cindy Lane  
 Erie, Pa. 16506

NAME (S) 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 AMA NO. 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 ADDRESS 1. \_\_\_\_\_ 2. \_\_\_\_\_

I wish to make the following advanced reservations for the FAC NATS MARK VII.

\_\_\_\_\_ entry fees at \$15.00 each.....\$ \_\_\_\_\_  
 \_\_\_\_\_ banquet tickets at \$16.00 each  
 (with no dormitory reservations).....\$ \_\_\_\_\_  
 \_\_\_\_\_ reservations for double occupancy with meals  
 and banquet at \$161.00 each.....\$ \_\_\_\_\_  
 \_\_\_\_\_ reservations for single occupancy with meals  
 and banquet at \$204.00 each.....\$ \_\_\_\_\_

TOTAL ENCLOSED.....\$ \_\_\_\_\_

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

WAIVER: I (we) hereby release the National Warbird Museum, the State University of New York, the Flying Aces Club, the Detroit Cloud-busters Club and all persons connected with this meet from any liability whatsoever for accidents incurred while participating in this meet. I (we) also agree to abide by all FLYING and FIELD rules in force at this meet.

SIGNATURE \_\_\_\_\_  
 (parent/guardian if under 21)

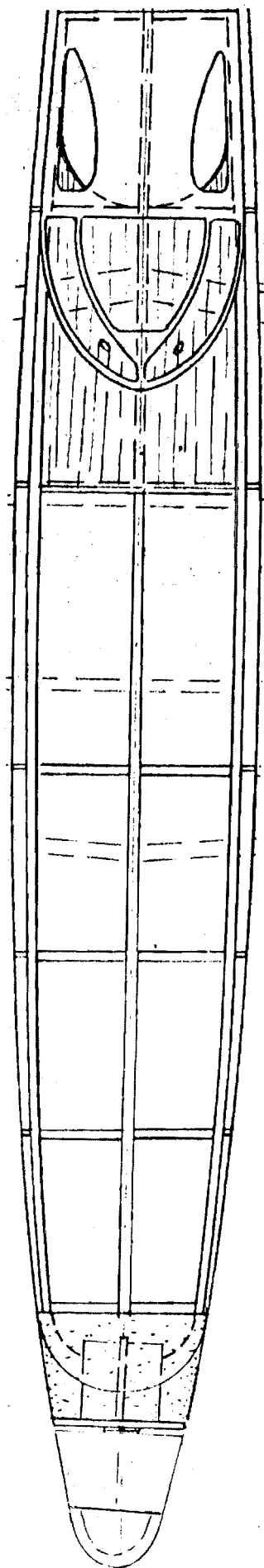
It would be helpful to us if you would indicate with an X which events you plan to enter. This is not a commitment on your part, and you may change your mind at a later time. This will let us know where we may need extra help. If you care to help out in some way please let us know.

Shell Speed Dash _____	Greve Race _____	Thompson Race _____
WW I Dogfight _____	WW II Combat _____	WW I Peanut _____
Embryo Endurance _____	Golden Age _____	FAC Scale _____
No-Cal Scale _____	Hi-Wing Peanut _____	FAC Power Scale _____
FAC Peanut _____	FAC Jumbo Scale _____	Military Bipes _____
(no Hi-Wing) _____	FAC Oldtimer rubber _____	

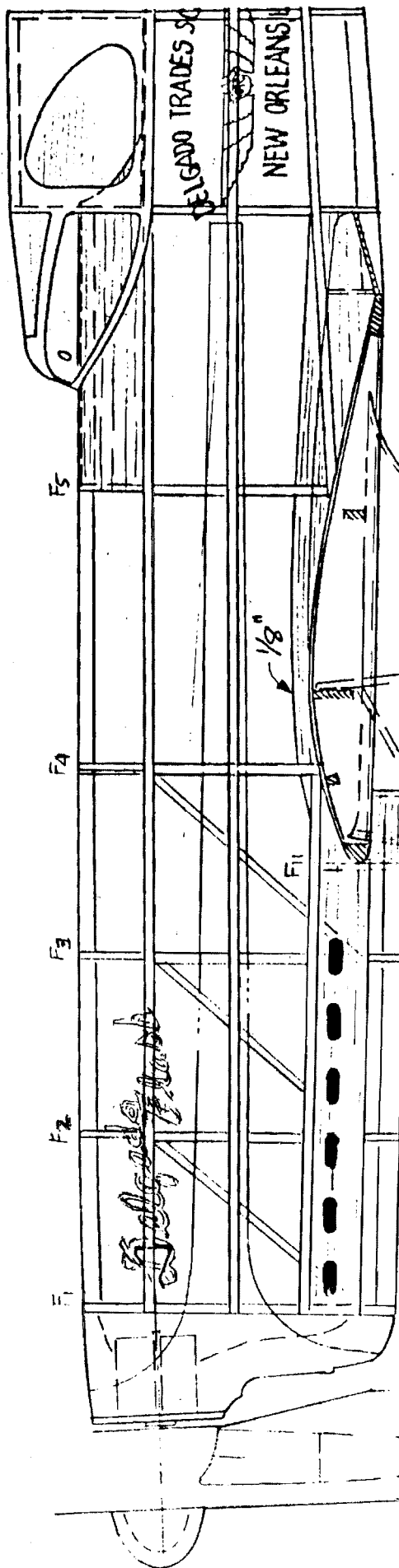
See current FAC rules for definition of FAC Oldtimer rubber.



MAIN SPAR (2 REQ'D)



F6



COLOR SCHEME:  
ALL BLACK WITH  
WHITE TRIM

PERNUT - DELGADO "FLASH" - 1938

DRAWN BY: PRES BRUNING

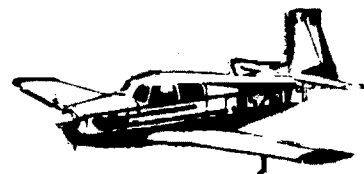
SCALE:  $\frac{3}{4}$ " = 1'

REF. AM. AIR RACING SOCIETY W.F. KERRICK  
DRAWING



## A DOUBLEHEADER OF MODELING

### 27th ANNIVERSARY BANQUET OF THE ERIE MODEL AIRCRAFT ASSN.



WHEN....April 28, 1990

WHERE....Ramada Inn, exit 8 on Interstate 90.

MENU....Buffet style.

COST....\$12.00 per person.

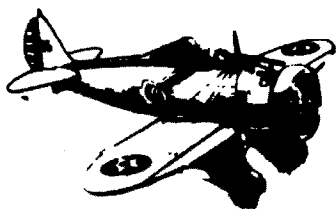
HAPPY HOUR....6:00 pm DINNER....7:00 pm.

Guest speaker will be Lt. Larry Monroe, USN retired. Lt. Monroe was a navigational instructor for the United States Navy and flew everything from an SN-J to a B-24 Liberator, including Wildcats, Hellcats, etc. Should be very interesting. Earl Van Gorder from "Flying Models" magazine will also be there.

Reservations should be in by April 20, 1990. Contact Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 Ph. (814) 838-3263.

For those of you who would like to attend both the banquet and the contest at Edinboro, Pa. the next day, we have made arrangements with the Ramada Inn at exit 8 on Interstate 90 for special rates for you for Saturday night, April 28th. The room rates will be single \$40.00, double \$44.00, triple \$48.00, quad \$48.00. These rates are guaranteed if you mention that you are there for the E.M.A.A. banquet. You will have to make your own motel reservations though. SEE YA THERE!

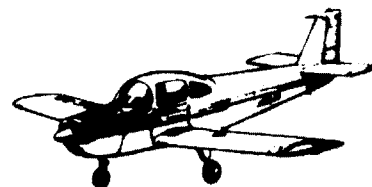
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### 14th ANNUAL SNOWBIRD INDOOR MEET

SPONSORED BY

ERIE MODEL AIRCRAFT ASSN.



April 29, 1990

9:00am till 5:00pm McComb Fieldhouse, Edinboro, Pa.

Entry fee, \$5.00 1st event, \$1.00 each add. event, \$10.00 max. for Open.

\$2.00 flies all events for Juniors.

There will be a \$3.00 gym rental fee charge to each open contestant.

Merchandise prizes to three places where warranted.

All contestants must have an AMA license, or MAAC.

EVENTS; FAC Scale

A-6

HLG

No-Cal Scale

FAC Peanut

Blatter "40"

Bostonian

Hi-Wing Peanut

WW I Peanut Dogfight

WW II No-Cal Combat

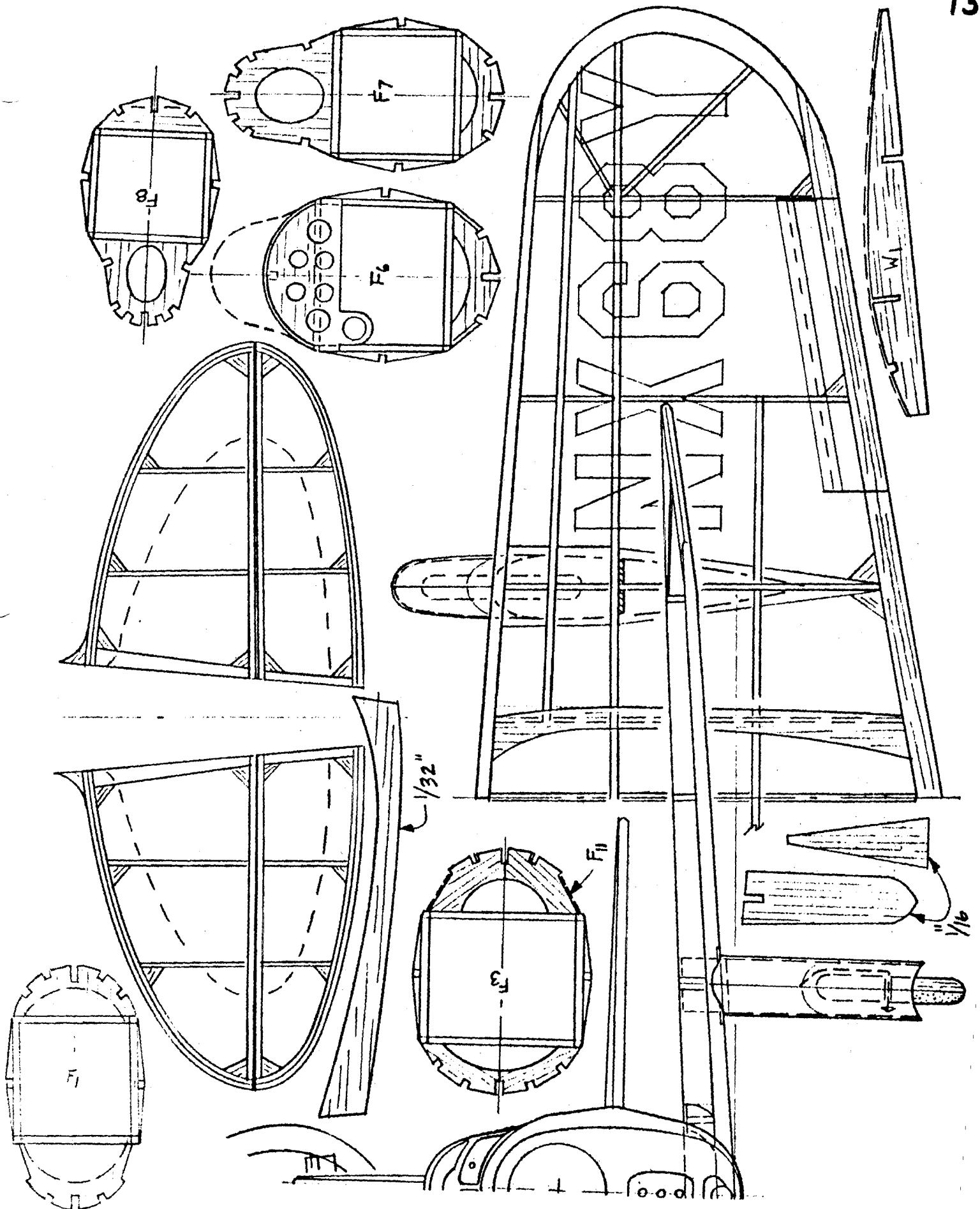
WW I Peanut Dogfight at 1:00 pm. WW II No-Cal Combat at 3:00 pm.  
(elimination by rounds) (one big mass launch)

World War One Peanuts must have all rigging and armament. No-Cal models must have all details including struts and must be in proper colors. These rules will be enforced. There will be a minimum weight of seven grams for Bostonians. There will be a minimum weight of five grams for No-Cal except for the WW II No-Cal where there will be no weight limitations. No Hi-Wing peanuts in FAC Peanut event. A-6 and Blatter "40" models must be built as per plan. If you need a copy of these plans send a S.A.S.E. to the C.D.

Contest Director, Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506 (814)833-0314

\*\*\*\*\*

Phone Ramada Inn (814)825-3100



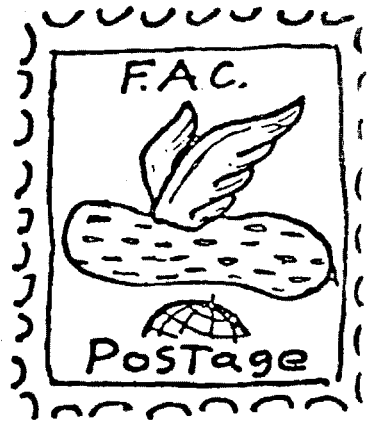
# Peanut & No-Cal Scale Postal Meet

Get in on the action Skysters. When you fly your Peanut and No-Cal models whether indoors or out, send those times in to GHQ. Even your flights in contests count. The contest is on now Clubsters and will end on April 29, 1990. Entries postmarked after April 30, 1990 will not be accepted.

There are four events, or wings. Which are Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Everytime you fly your model send in the time, the name of the model, the date, the wing you flew in and your name.

Enter as many times as you wish, with as many models as you wish. Every time you better a score with a particular model send it in.

This contest is open to all FAC members everywhere. Winners get another notch on the "Kanone" list as well. We will also have plan prizes for the winners. Let's go Cumulus Climbers, into the air! BUILD-FLY-WIN--EF-CEE!!!



## OUTDOOR PEANUT WING

PILOT	PLANE	TIME
1. Dave Stott	Fairchild 24	220 sec.
2. Richard Miller	Lacey	165 "
3. Mike Hines	Cougar	91 "
4. Paul Stott	Miles Hawk	45 "
5. Jack Swaney	Boeing P-12B	33 "
6. Jeff Briehl	Cougar	28 "
7. Darold Wilken	1927 Ercoupe	28 "
8. Walt Leonhardt	Cougar	22 "
9. Jack Swaney	Boeing FB-5	19 "

## OUTDOOR NO-CAL WING

PILOT	PLANE	TIME
1. Mark Fineman	Republic Xp69	176sec.
2. Jim Check	Keith-Rider R2	70 "
3. Jeff Briehl	Turboporter	70 "
4. Dan Briehl	Lacey	67 "
5. Dave Stott	Gwinn Aircar	59 "
6. Walt Leonhardt	Piper Cub	43 "
7. " "	Cougar	41 "
8. " "	Corben Ace	28 "

## INDOOR PEANUT WING

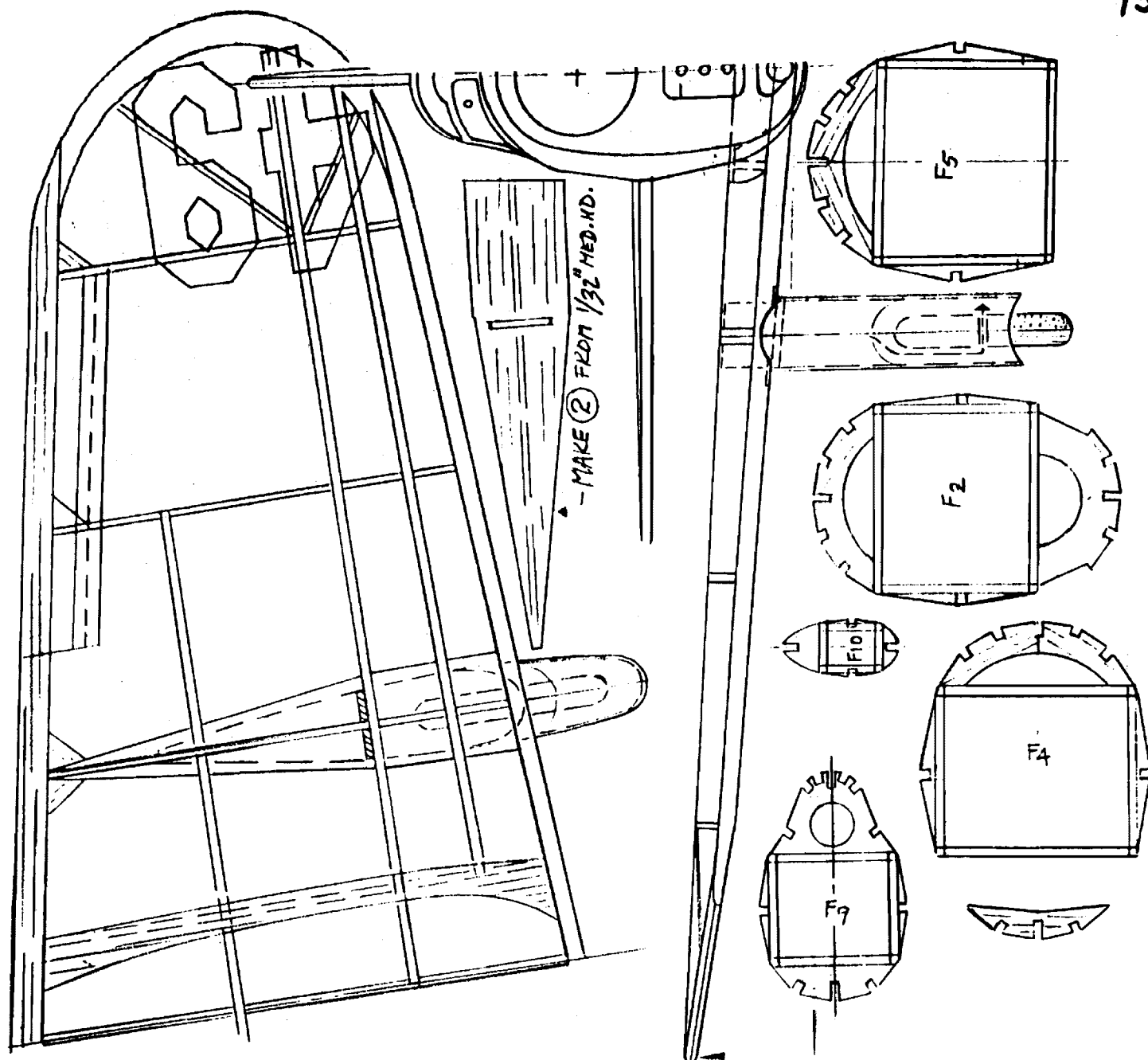
PILOT	PLANE	TIME
1. Don DeLoach	Voisin Hydro	109 sec.
2. Jim Miller	San. Du. 14bis	92 "
3. Doc Martin	Bleriot 25	78 "
4. Eric Anderson	Piper J-3	69 "
5. Russ Whitford	Maubousin	55 "
6. Mike Nassise	Fike	52 "
7. Bob Bender	S.D. 14bis	50 "
8. Stan Fink	Hergt	47 "
9. " "	Euler D-1	44 "
10. Mike Nassise	Cougar	44 "
11. " "	Ord-Hume	40 "
12. Dick Bielak	Sonerai	36 "
13. Lin Reichel	Huntington	34 "
14. Tom Fennell	Stinson 125	20 "
15. Pedro Perez	JN-1	13 "
16. Del Balunek	Gee Bee R-1	11 "

## INDOOR NO-CAL WING

PILOT	PLANE	TIME
1. Frank Reese	Taylor Cub	347 sec.
2. Stu Weckerly	Curt. Hell.	240 "
3. John Voorhees	Farman Sport	167 "
4. Eric Anderson	Shinden	150 "
5. Don DeLoach	AT-6	145 "
6. Russ Whitford	Day. Wright	141 "
7. Bob Bender	Russian Stal	126 "
8. John Ganser	Tipsey Jr.	116 "
9. Ed DeLoach	JU-160	115 "
10. Steve Whitford	Maule M-5	95 "
11. John Clemens	Farman 190	75 "
12. Dick Delinsky	Spitfire	73 "
13. Ken McConnell	Farman 190	72 "
14. Vic Didelot	P-51 Mustang	45 "
15. Mike Nassise	Vul. Vengeance	35 "
16. Roger Klinert	Piper J-3	20 "

Jeff Briehl, Steve Whitford, Pedro Perez and John Clemens are Juniors.

\*\*\*\*\*



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

G.L. Azemar, 216 Aundria Dr., Lafayette, La. 70503 is looking for printwood for the Comet Gloster Gauntlet. If you can help him, get in touch, please.

Does anyone have the color schemes for the following aircraft? Amelia Earharts Lockheed Vega and Laura Ingles Lockheed Orion. If you do, Doug Wilkey of 9901 Club Creek Dr. Apt. 249, Houston, Tex. 77036 would appreciate hearing from you.

Some old kits are for sale from Mike Repko, Box 644, Vienna, Ohio 44473, among them are kits from Cleveland, Berkley, Comet, and Guillow. Write to him for prices.

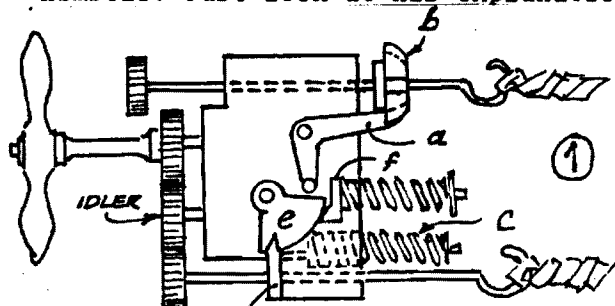
The Flugsport Riddle Revisited  
Mumbo Jumbo #40 from the pen of the Glue Guru

\* \* \* \* \*

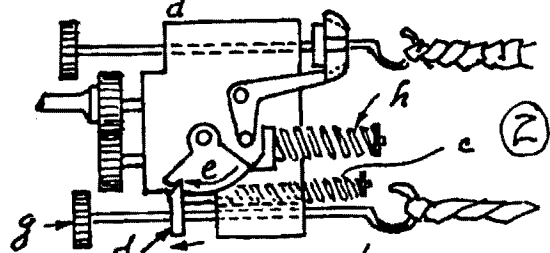
Salutations, disciples! No sooner had Mr. Bob Thumbsome and I assembled at FAC Hqs when Col. Run Likehell strode in, beaming and rubbing his hands in delight. "I've got the answer! There's been a tremendous outpouring of mail. Yes, unlike some I could name those clubsters are gifted! And they all say the Flugsport gadget works. Think of it! You load two completely separate motors and just as the first one runs out, the second one cuts in, pouring a fresh burst of energy into your rotten Grillo. With this gadget every Grillo executes a touch and go! Just picture those jaws dropping as the Grillo shifts gears while landing and then streaks for the heavens! And the best part is that after 74 years of hiding in the public domain, there are no longer any pesky patent royalties to suck Mr. Grillo's generous blood. Yes, Mr. Grillo will make billions! Billions!" The Col. bowed his head to solemnify the moment. "Of course, FAC will be grateful for whatever crumbs happen to come our way. Perhaps a flying field of our very own...yes, what about the State of Pennsylvania? Suitably large, true, but the cities will have to go. Well those things just create a lot of pollution anyway. And as for any aspersions that I may have cast upon you gentlemen in the past, well, there's no room in my heart for harshness now that we've entered a new era - one of ease and opulence. I love you both!"

I turned to stare at Mr. Thumbsome in wonder, only to be met with a pop-eyed expression matching my own. He said, "Hey Chief, have you tried the gadget?"

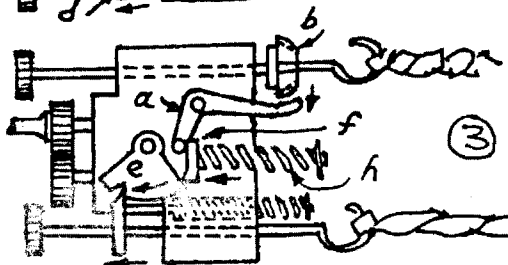
The Col. frowned. "There's no doubt about its effectiveness. Here, look at this analysis from Dick Bennett. Now there's a man who can do it all - translate German, understand machinery and draw with the finesse of Leonardo himself. Just look at his explanation!"



1. At launch, only lower motor is engaged in gear train. Upper motor, is locked by lever *a* in slot in spool *b*, preventing upper motor from turning.

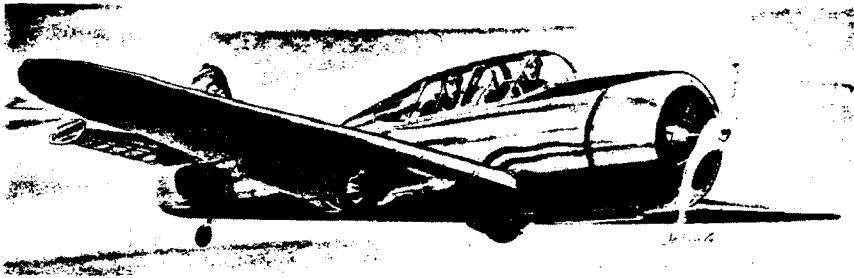


2. Lower motor runs out and goes slack. Spring *c* pushes trigger *d* forward, disengaging gear *g* and allowing cam *e* to rotate.



3. When cam *e* rotates far enough, trip plate *f* is released. Spring *h* pushes it forward until it hits lever *a*, disengaging it from notched spool *b*.

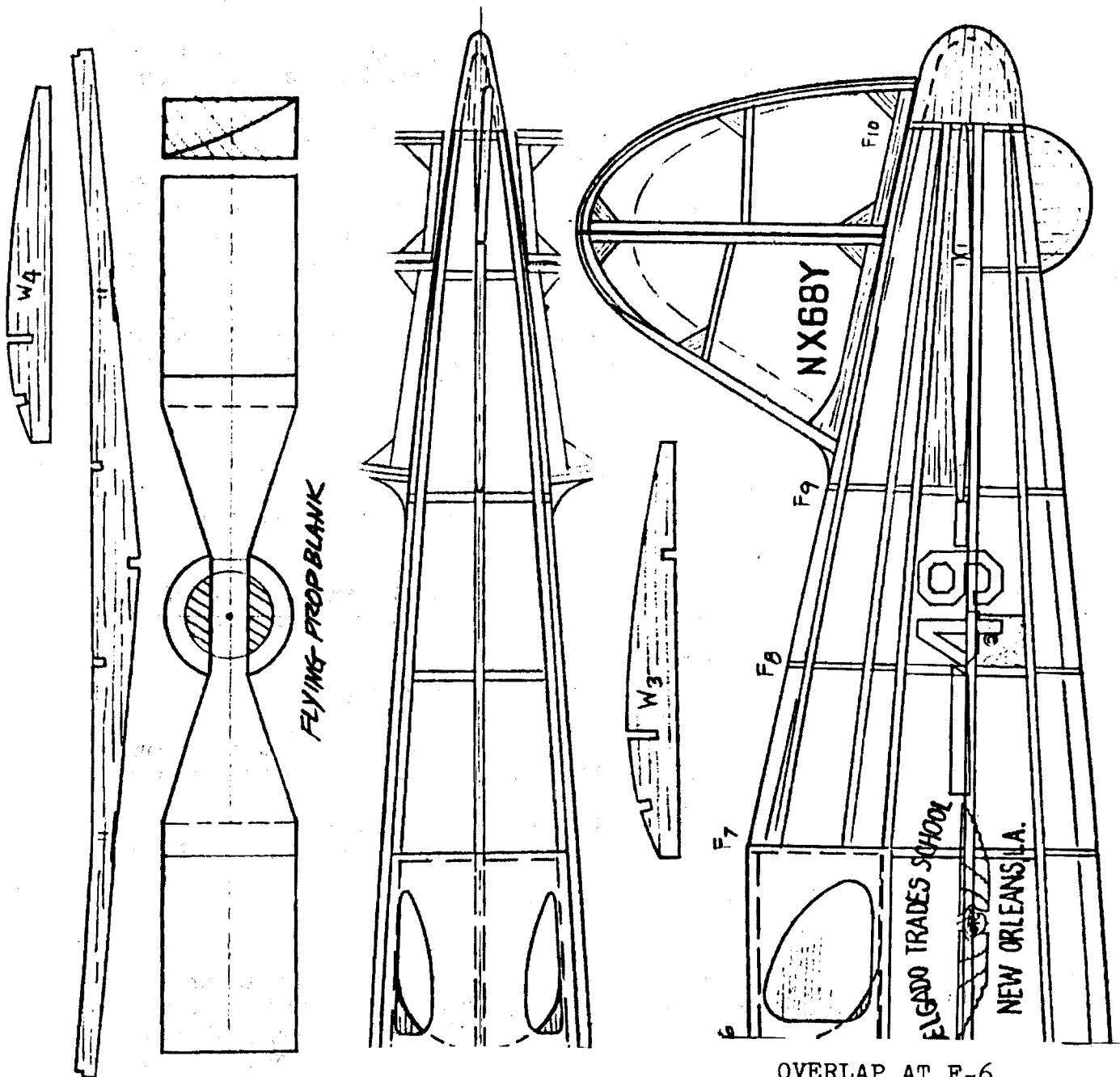




CHAMBERLIN PURSUIT TRAINER—175 M.P.—120 M.P.H.

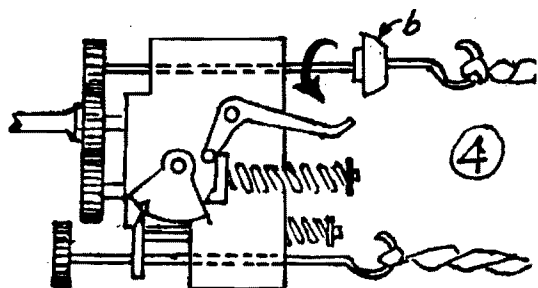
Does anyone have a three-view or anything else on the aircraft depicted in the sketch on the left?

It appeared in the Aero Digest of March 1941. If you have such info please send to Dave Stott, 4304 Madison Ave, Trumbull, Ct. 06611.



OVERLAP AT F-6

We want to thank Pres Bruning for another of his excellant plans. Thada' way, Pres!



4. Rubber tension pulls upper motor back, engaging drive gear with prop gear. With spool *b* disengaged, upper motor is now free to turn.

"His description is convincing", I admitted. "It would appear to work."

The Col. beamed. "There you see! I knew it all along."

Mr. Thumbsome strained over the drawings, deep in thought. "What happens in a loop, Chief? If the upper motor becomes the lower motor, how does the gadget know which is which?"

I steeled myself for the inevitable cry of "Shut up, you moron!", but the new Col. Run Likehell had unexpected reserves of strength and consideration. He blandly indicated, "We'll label each one."

"That's real shrewd, Chief! I guess I've got only one more question – how much does it weigh?"

"All the translations agree on this one. The all-up gadget including both motors and the prop, weighs between 180 and 200 grams. Now those foreign units always seem frightening. I'm sure that transposing those funny numbers into good old American units will give us an ounce or so, and Grillos need that much nose ballast anyway. GG, would you be willing to undertake..."

"Yes sir. The answer is 7 ounces."

The Col. suddenly seemed to find breathing difficult. As sweat broke from his forehead, he reached up to undo the top button of his FAC uniform blouse. "How ...how rough an estimate is 7 ounces?"

"Slightly higher than mid-range, sir"

"Would 6 be a better fit?"

"No sir".

There was a moment of silence while the Col. mopped up the sweat pouring from his face; a task made difficult by the flood of tears diffusing the sweat. "You do mean 7 ounces?"

"Yes sir. I mean 7 ounces."

The Col. wiped up the various fluids, stood up and strode to the Hqs. window. "Well, maybe there's something to be said for letting Scranton stand. And as for Kaiser Bill's crowd, I always knew they were up to no good. Feb 1916...what was happening then?"

"It was the very month the battle of Verdun started."

"And they didn't pass, did they? No wonder they didn't! Their rotten gadgets were as heavy as lead! Well, forget it. What else is in the mail?"

Mr. Thumbsome pushed a fat package forward. "Here it is, Chief! A fan letter from some Russian professor named Bobrovsky. And this guy says he's got a better solution to the two motor problem!"

"Read me the fan letter. Right now I could use some encouragement."

"Mr. Thumbsome slowly read, "My dearest capitalistic scum and grinder of the faces of the poor..."

"Shut up ,you moron! Just show me the drawings!"

Thanks to Dick Bennett, Ken Miller, Jim Woolnough, Stuart Duncan and Anon for precise translations and sophisticated machine design analyses. Complaints concerning a missing key section of text are likely well founded – I don't know German and simply filled my allotted space with stuff that seemed pertinent. More on Bobrovsky's gadget next time.

Also thanks to Joe Barna and Vern McIntosh.

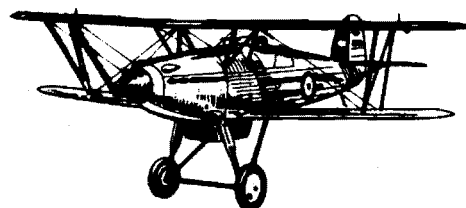
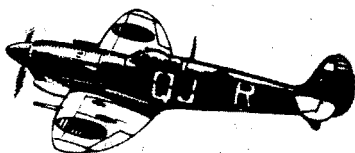


### STORY BEHIND THE COVER

They only built one-and it was destroyed in a fire. The Piper Skycycle, as well as the J-4, was designed by Hanford Eckman, a long time associate of Bill Piper. The Skycycle was the final attempt to produce a thousand dollar airplane for the common man. Even with a cheap surplus belly tank for a fuselage, the dream fell short-thanks to postwar inflation.

Mr. Eckman was plant manager of the Piper factory in Ponca City Ok. from 1946 to 1948. J-3's and Supercruisers were produced in this facility until <sup>></sup>sob! <sub><</sub> a New York City Bad Guys Squadron muscled in on the kind of corporate takeover that is so common today.

Incidentally, Mr. Eckman, now 81, is living in Ocala, Fla. and is still an active pilot.



Tentative dates for contests at Prangmore Aerodrome, Erie, Pa. for 1990  
Saturday June 9, Saturday Aug. 12, Sunday Sept. 16, Saturday Oct. 6.

## Contest Calendar

- May 20....E.M.A.A. FAC Contest at Prangmore Aerodrome, Erie, Pa. CD, Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 Ph. (814) 838-3263.  
FAC scale, Peanut scale (FAC), Hi-Wing Peanutscale, Embryo, HLG, Golden Age scale, WWI Multi-wing no peanuts, Comet kit/plan scale, FAC Old Time Rubber.
- April 28 & 29...SAM 43 Spring Fling at Courtland Air Base, Ala. CD, Russ Timmons, 5600 Lake Resort Ter., Chattanooga, Tn. 37415 Apt.#474-0  
Greve/Thompson Races, WWII Combat, WWI Combat, FAC Peanut scale.  
Phone (615) 875-9684.....Almost forgot..Gas and rubber OT events.
- June 7,8,9,...US Indoor Championships combined with the AMA Indoor Nats. at Johnson City, Tn. More info, inquire to; USIC, 1655 Revere Drive, Brookfield, Wi. 53005.
- Oct. 15 to 20...NFFS Outdoor Champs, SAM events and Flying Aces. More later.

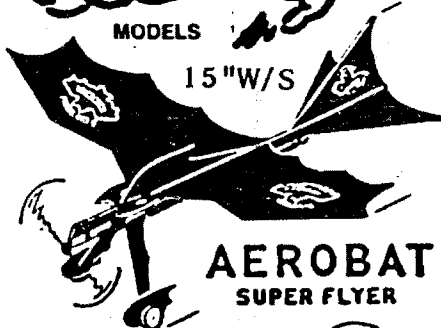
## MORE PLANS

Send \$6.00 for a 40" Jumbo Focke Wulf TA 152H-1 plan to A.A. Libberg, 614 E. Fordham Dr., Tempe, Az. 85283. Plan includes complete color data, sticky back decals, how to make the spinner, canopy, 3 bladed prop, etc. Great plan. Ask for a list of other plans available. Lots of good "stuff".

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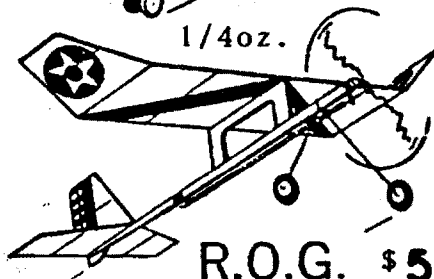
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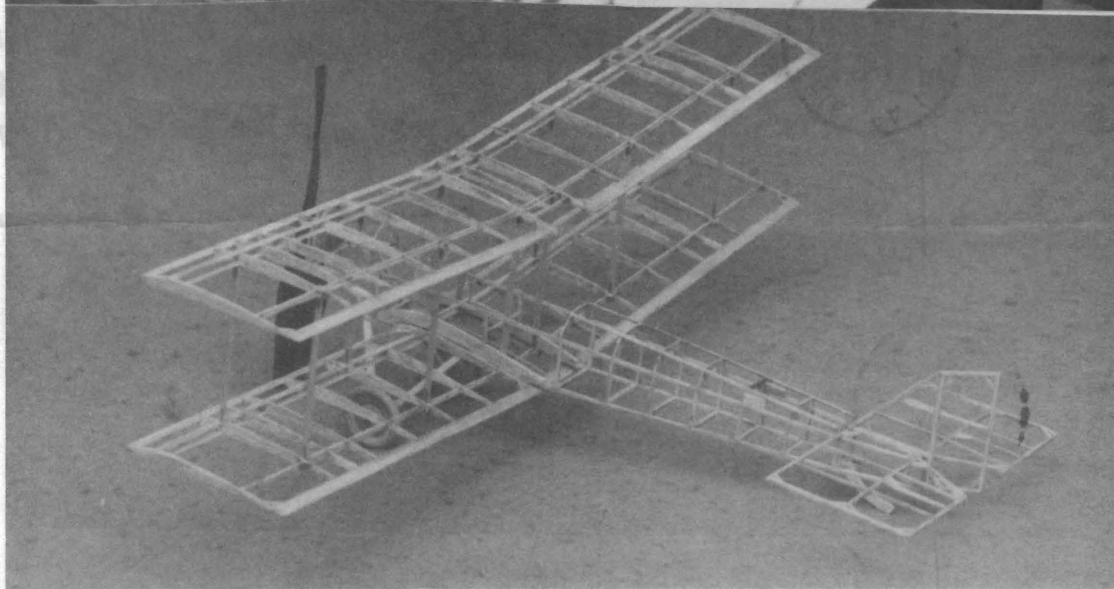
P.O. BOX 33 ★ OZONE PARK, NEW YORK 11417

Have you ordered your kits of the F4U Corsair and the F6F Hellcat from Dave Diels yet. They are great kits with all of the usual high quality materials that Dave is famous for, including those beautiful decals. Prices for advance orders (until May 15th) \$18.00 each plus \$2.50 shipping. Additional kits are \$16.00, shipping \$1.00 each kit. After May 15th \$19.50 per kit. Send Dave a buck for his list of kits and plans (over 50 plans). Diels Engineering, Box 101, Woodville, Ohio 43469.



I SAY! I UNDERSTAND  
THERE'S TO BE A WWI  
MESS LUNCH HERE ABOUT

RLH  
79



TOP PHOTO--Sal Alu putting on a demonstration for the juniors at the Mitchell Field Museum. Models are from Sal's new line of kits. Great for juniors and us older kids, give'em a try. Add in this issue.

MIDDLE PHOTO--Dr. Harvey Pastel's DH-6 before the skin application. Nice job Harvey.

BOTTOM PHOTO--Once again a photo of Jim Miller with his SD-14bis.