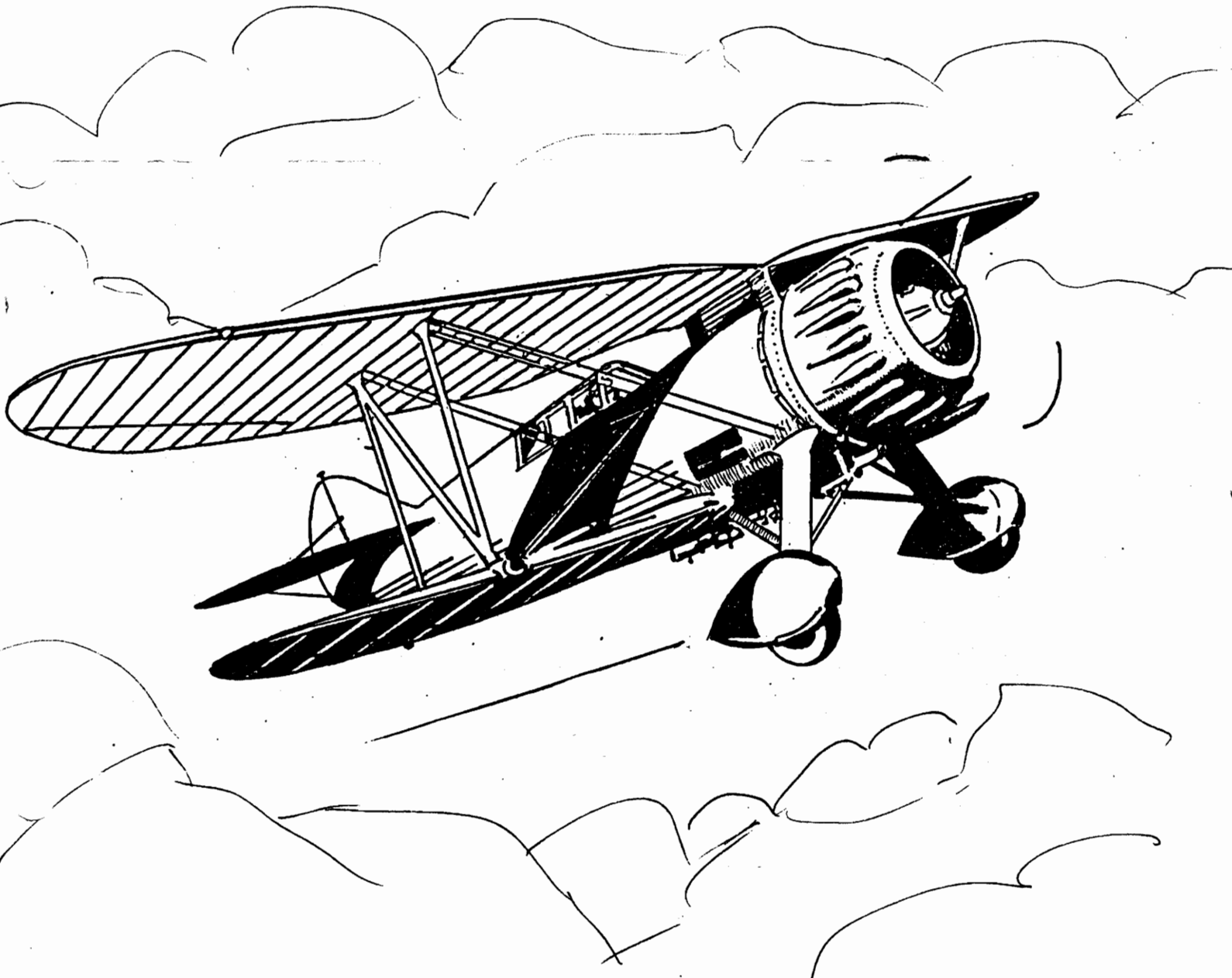


# FLYING ACES

ISSUE #133-59 May/June 1990

## Club News





We are putting this issue together as we sit here and wait for the day to head for Geneseo, N.Y. and the FAC Nats Mark VII. A fantastic time is anticipated and we will tell you all about it in the next issue, where we will have all of the results. A good turnout is assured and all is in ready. All we need now is for "Hung" to grant us nothing but good weather.

The cover of this issue was drawn by Dennis Norman. His original drawing of the Waco "D" was drawn as the design for the FAC Nats T-Shirts. We have also used it on the plaques that will go to the winners of the various events. Great job, Dennis! The souvenir plan is also a Waco "D", drawn for us by that "Master Draftsman" Pres Bruning of the Detroit Cloudbusters. You are all familiar with Pres' work so no need for any comment there!

We have two neat plans for you in this issue. One by Dennis Norman and one by Dick Howard. There are also a couple of cartoons by Bob Howard, the Clubsters! Thanks also goes out to Roger Schroeder and Dave Smith for their contributions to this issue.

Elsewhere in this issue you will find all the information for another big contest on a GREAT flying site. This one is the United States Outdoor Championships combined with the AMA Free Flight Nationals as well as the NFFS's SAM Championships. There will also be a Flying Aces Contest too. We already have some entries for the FAC contest and we have had several requests for information. Looks like it will top last year's turnout of entries which we were very happy with the number.

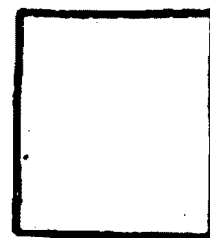
If you plan on going to this year's meet we urge you to get your entries in as soon as you can and to make your motel reservations as soon as possible because as far as we know the University of Vincennes dormitorie will not be available because of the university being in session. BE THERE !!!

BUILD--FLY--WIN---EFF--AAA--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,  
 FLYING ACES NEWS  
 3301 Cindy Lane  
 Erie, Pa. 16506



by  
Roger Schroeder

The recent announcement in the MECA Swap Sheet by Doug Dahlke that two engines from the GHQ Speed Team are for sale brought to mind a story released only a few years ago from the Unsolved Mystery files of the New York Police Department. The story is of the GHQ Speed Team and its brief, but colorful existence.

It is early winter and the year is 1945. The Board of Directors for GHQ Motors Inc. has just reached a major decision. They have known for some time that as WW 2 winds down, there will be an unprecedented demand for model engines. However as one board member put it, "The damn thing was the only engine available for sale throughout the war, but no one wanted it then. Why will they prefer our GHQ to an Ohlsson or a Super Cyclone now?" The answer reached by the Board was "-----because the GHQ will hold the world speed record for model aircraft!"

GHQ Motors went all out to capture the speed record. They retained the famous consultant Dr. (Eng) Otto VonCycle to prepare special stock engines for the attempt. They hired the four foremost control line speed model fliers on the east coast to construct and fly the airplane. The fliers were William Milled, Roger Ground, Ian Bored and Samuel Stroked. The combination of Milled, Ground, Bored and Stroked was considered unbeatable.

The Paul Grillo Company agreed to supply prototypes of its secret new speed model kit for the team. GHQ Motors even commissioned the famous painter, Salvatore Dally, to create the Speed Team's emblem. A reconstruction of the emblem is shown above.

VonCycle worked long hours to prepare some engines. However he really didn't know where to start. The engine design was discouraging, the materials were disheartening and the machining was embarrassing. Only the decision to use the Grillo kit paid off. One plank of the hand selected balsa from the kit would last all day in the wood stove during the unseasonably cold spring. Von Cycle was heard to comment that termites would never be a problem because "the little beggars could never get their teeth into that stuff".

When spring ended, VonCycle had developed a plan. The engine would use a high voltage (115 Kv) ignition system with Leyden Jars to store the charge. The fuel used would be VonCycle's secret blend which when used with the special ignition system would provide the power needed to break the speed record of 61 mph held by one Frank Zack with a twin pusher rubber model. Von Cycle calculated that the plane would become airborne at a speed of 56.7 mph with the help of a skyrocket attached to each wing. (What are you going to do when the plane weighs 37 lbs? ) Once airborne, the plane would accelerate until the engine reached its

4.

maximum speed of 4800 rpm. This was the point at which the plane would be traveling fast enough to attain 64 mph which was sufficient to break the official record.

The plane was built, extra engines prepared, and the fuel carefully mixed and stored in a cotton lined box. The speed team gathered in Central Park early on the morning of June 20th. William was chosen to fly the plane. Roger weighed 212 lbs so he was the logical one to hold onto William and keep him from being pulled around the Park. VonCycle started the engine and tuned it. Ian manned the official Baby Ben timing clock and Samuel tightened the 25 engine screws as they vibrated loose. It was reasoned that if all screws were tight at take off, the speed record would be broken before many vital screws were lost.

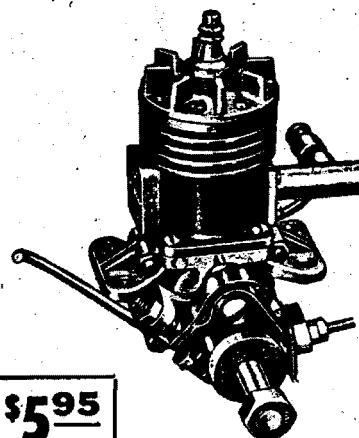
VonCycle had the easy job. The energy released in the high voltage ignition discharge was sufficient in itself to turn the engine at 210 rpm. The booster wires were connected to the bank of Leyden Jars and the GHQ began to turn. VonCycle opened the needle valve. With a resounding burp the GHQ racing engine caught. The rpm climbed, 2000, 3000, 3500, VonCycle lit the rockets and released the plane. It took seven laps, but at exactly 56.7 mph, liftoff occurred.

The cool morning air was dense and the engine delivered more power than VonCycle anticipated. He also did not anticipate the fourth harmonic vibration that developed at 5000 rpm. The harmonic resonated with the fuel tank and the fuel, a 3 to 1 mixture of nitro glycerin and Marvel Mystery Oil spontaneously detonated!

No one was hurt, but there was nothing left of the airplane or the engine. The disappointed speed team disbanded as the police and fire emergency teams converged upon the Park.

The local sparrows didn't mate for a week and model airplanes were forever banned from Central Park.

## A REAL GASOLINE ENGINE \$5<sup>95</sup>



**\$5<sup>95</sup>**

The only nationally advertised kit that includes a coil, condenser and wires.

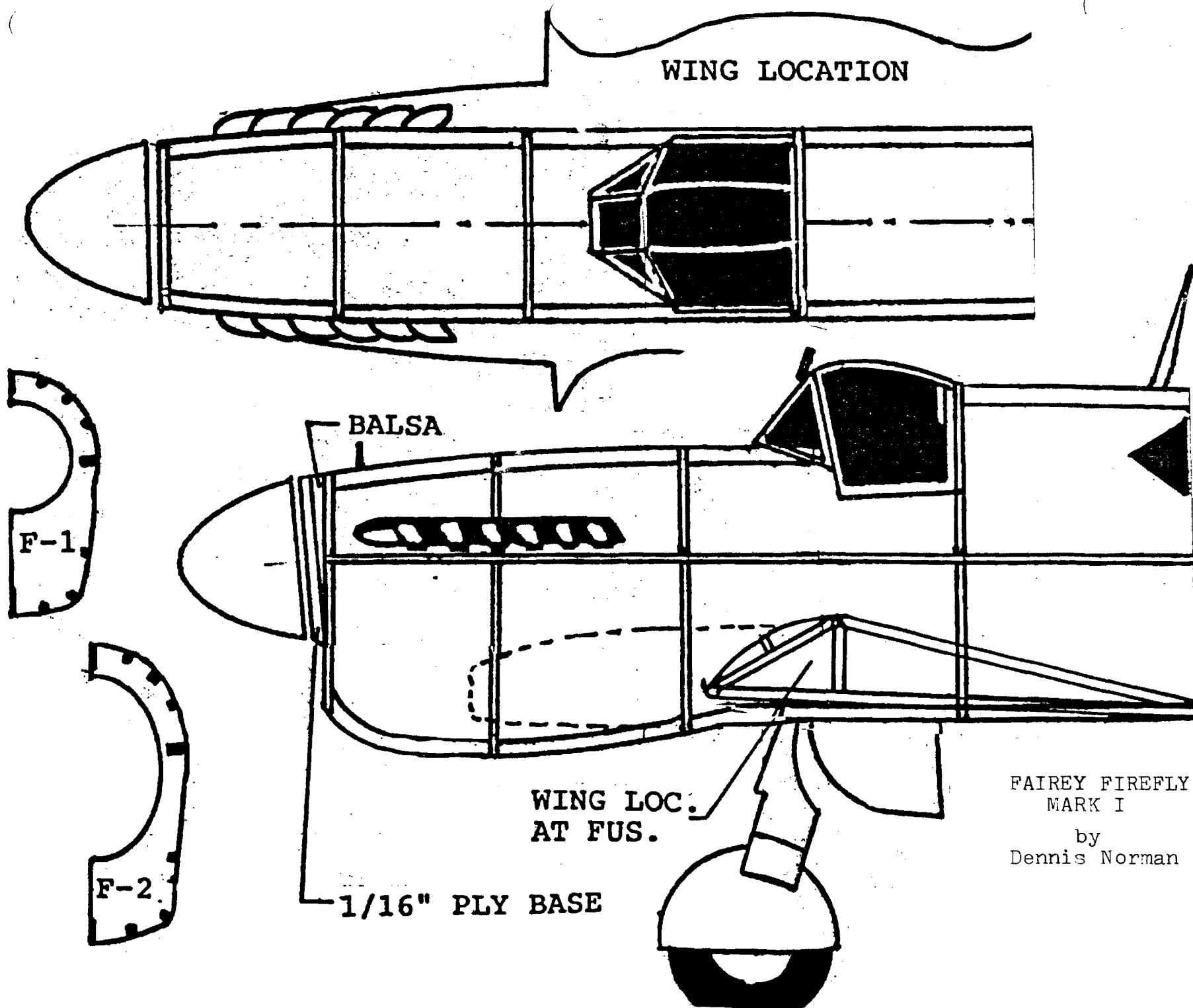
Identical Engine Less Coil and Condenser \*4<sup>95</sup>

Here is your opportunity to buy a kit of the famous G.H.Q. Gasoline Motor. **ABSOLUTELY COMPLETE — ALL MACHINING DONE — READY TO ASSEMBLE.** All you need is a screwdriver. No mechanical knowledge required.

Everything is in the kit including Champion spark plug, COIL, CONDENSER, tank and cap, ignition wire, cylinder, piston, connecting rod, timer, crankshaft, all screws, nuts, belts, simple illustrated instructions, etc. Every part is fully machined and finished. A SCREWDRIVER IS THE ONLY TOOL YOU NEED. **EXACTLY THE SAME PARTS THAT GO INTO THE G.H.Q. ASSEMBLED ENGINE.**

AN ENGINEERING TRIUMPH . . .

Never Before at So Low a Price!!



6.



### POSTAL CONTEST

Send your Comet rubber scale models into the ozone, Skysters and send your times in to GHQ. Any times you may get in an official contest are good too, so get in on the action Gumbanders! Enter as many times as you wish with as many models as you wish. Every time you better a particular model's performance send it in to GHQ. The contest runs until October 28, 1990. Entries must be postmarked no later than October 29, 1990. Get those crates in the air!

BUILD---FLY---WIN---EFF---AAA---CEEE!!!

Here are the first entries;

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Gordon Roberts	Taylorcraft	40 sec.
2. Dave Livesay	Ercoupe	39 "
3. Dan Briehl	Taylorcraft	25 "

\*\*\*\*\*

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

How about that sketch on the left of the Sport Airster? Does anyone have any info on that Skybird? If you do have anything at all please send it to Dave Stott, 4304 Madison Ave., Trumbull, Ct. 06611.

## The SPORT Airster

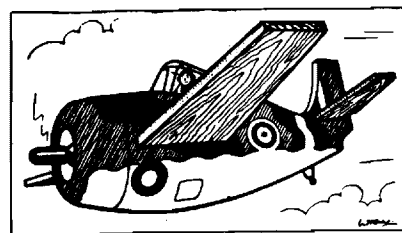
A 3-Place, Open Low-Wing Design for Sport or Mail with a Speed of 170 m.p.h.

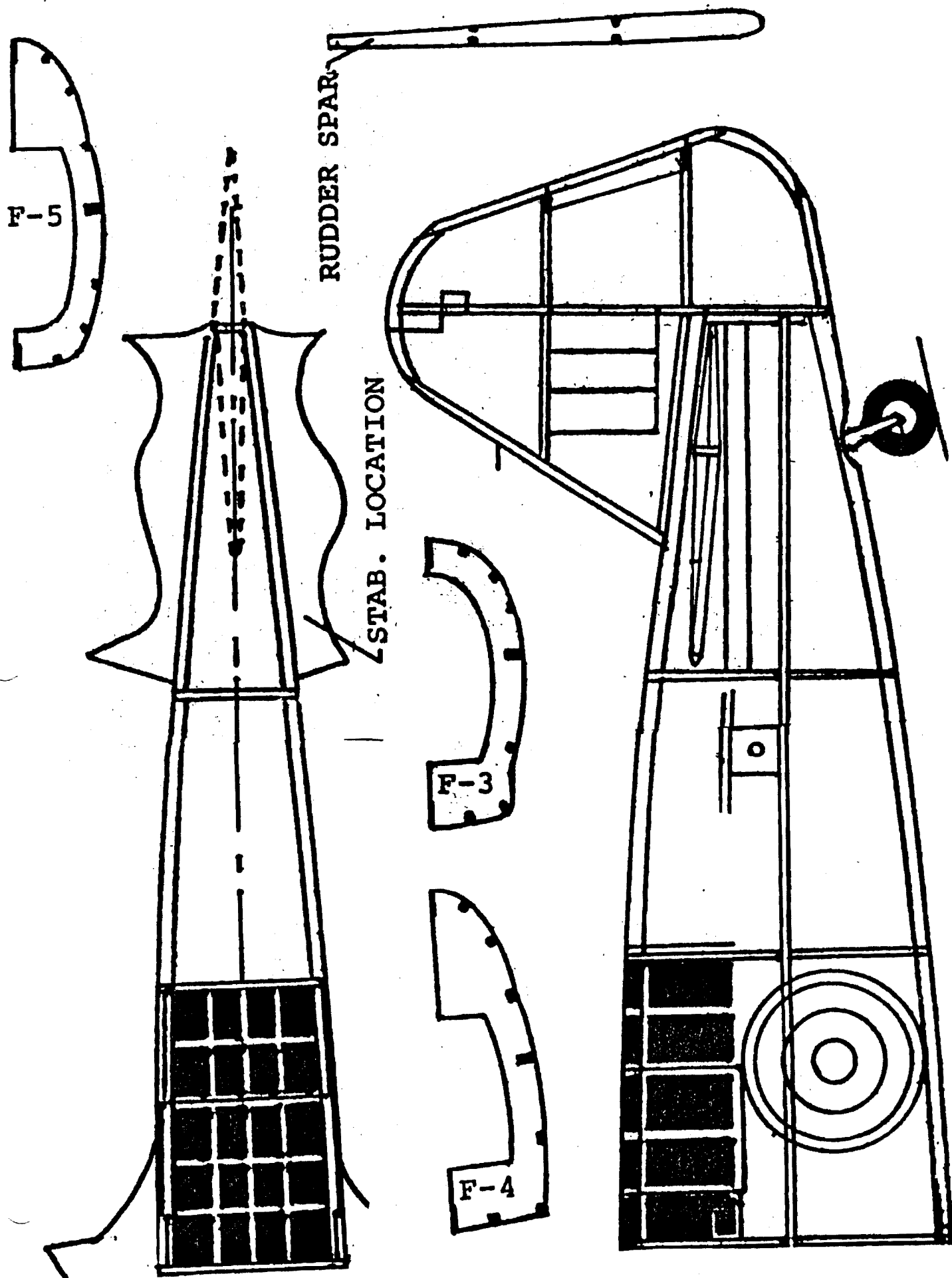


This splendidly stream-lined design—a fitting companion to the sesqui-winged cabin Airsters which complete the Buhl line—captures the eye with its racy lines and wins the heart with its superior performance. Won't you write for further information about it? Write Buhl Aircraft Company, Marysville, Mich.



A Buhl Standard Airster is the only plane that has ever completed a non-stop refueling flight across the continent and return.





ERIE MODEL AIRCRAFT ASSN.  
CONTEST CALENDER

Aug. 11...Saturday...EMAA Picnic Meet at Prangmore Aerodrome Millfair Rd.  
Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- |                  |                       |                 |
|------------------|-----------------------|-----------------|
| 1.FAC Scale      | 5.Golden Age Scale    | 9.Races         |
| 2.FAC Peanut     | 6.Comet/Kit Plan Sc.  | 10.FAC Jumbo    |
| 3.Hi-Wing Peanut | 7.One Design FAC Moth | 11.No-Cal Scale |
| 4.Embryo         | 8.WW I                |                 |

Contest Director; Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415(814)4745229

Sept. 16..Sunday...21st Annual Midwest Scale Meet at Prangmore Aerodrome  
Millfair Rd. Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- |                  |                      |                 |
|------------------|----------------------|-----------------|
| 1.FAC Scale      | 5.Golden Age Scale   | 9.Races         |
| 2.FAC Peanut     | 6.Comet Kit/Plan Sc. | 10.No-Cal Scale |
| 3.Hi-Wing Peanut | 7.FAC Old Timer      | 11.HLG          |
| 4.Embryo         | 8.WW II              |                 |

Contest Director; Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506 (814)833 4985

Oct. 6...Saturday...EMAA Last Chance Contest at Prangmore Aerodrome Millfair  
Rd. Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- |                  |                      |              |
|------------------|----------------------|--------------|
| 1.FAC Scale      | 5.Golden Age Scale   | 9.Races      |
| 2.FAC Peanut     | 6.Comet Kit/Plan Sc. | 10.FAC Jumbo |
| 3.Hi-Wing Peanut | 7.FAC Old Timer      |              |
| 4.Embryo         | 8.Battle of Britain  |              |

Contest Director; Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415 (814)4745229

Entry fees for all contests are; Open \$5.00 first event, \$1.00 each additional event, \$10.00 max. \$2.00 flies all for Jr/Sr.

Prizes; merchandise through three places where warranted. One prize in mass launch events.

BUILD.....FLY....WIN !!!!!

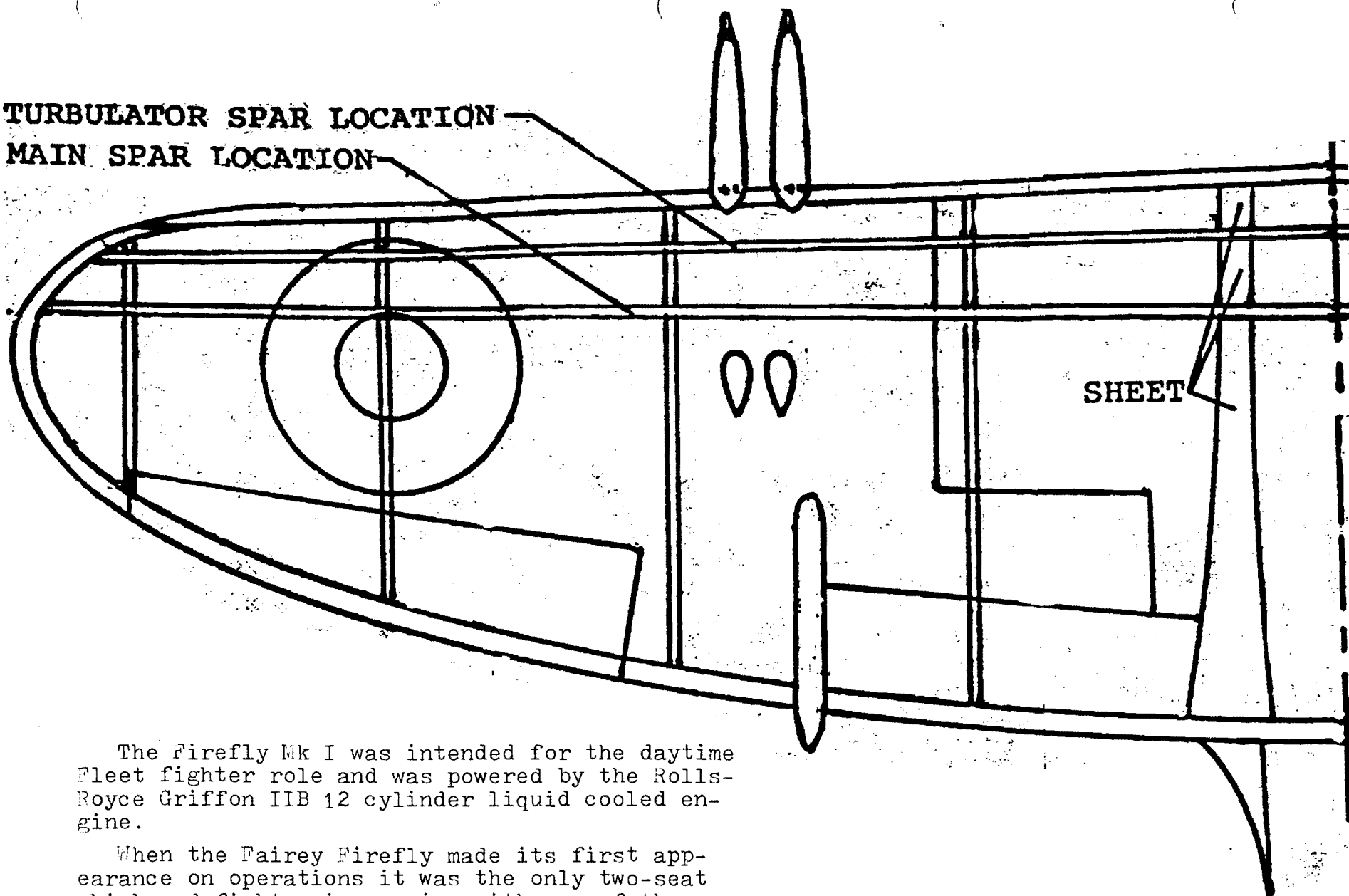


Major Wood has been under a great deal of stress lately

RH&



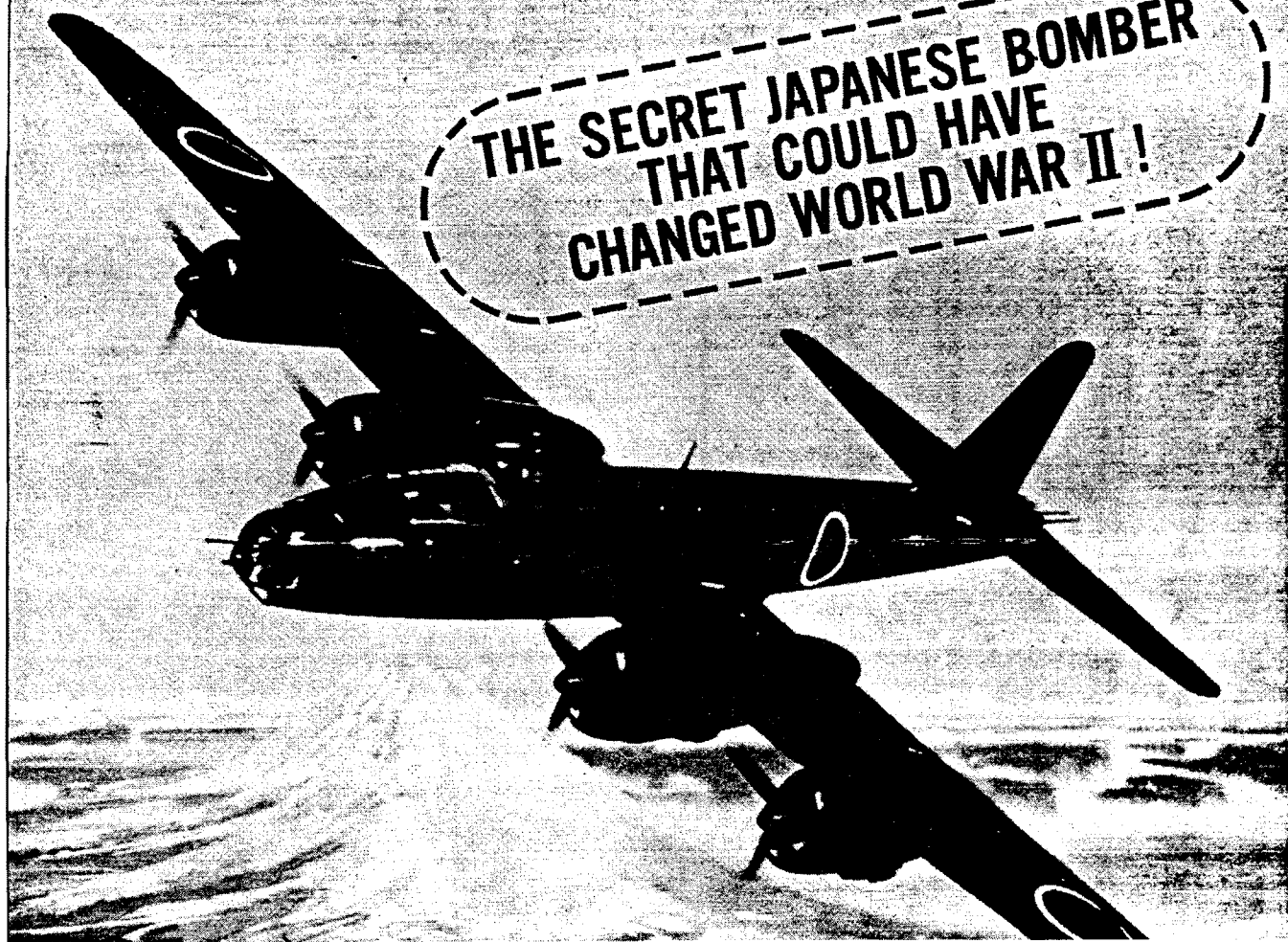
**TURBULATOR SPAR LOCATION**  
**MAIN SPAR LOCATION**



The Firefly Mk I was intended for the daytime Fleet fighter role and was powered by the Rolls-Royce Griffon IIB 12 cylinder liquid cooled engine.

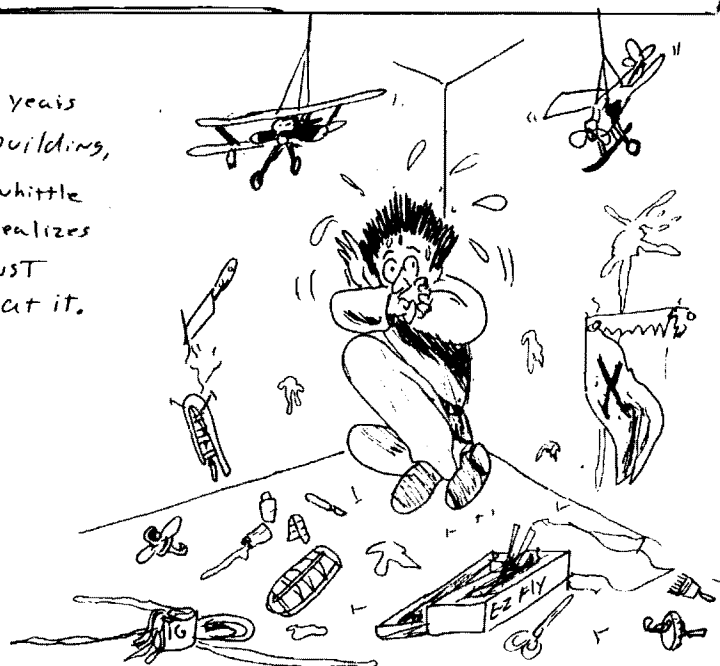
When the Fairey Firefly made its first appearance on operations it was the only two-seat shipboard fighter in service with any of the combatants in WWII. Notwithstanding this the Firefly was an outstanding aircraft and it made its operational debut in July 1944 with No. 1770 Squadron from HMS Indefatigable in attacks on the battleship Tirpitz.

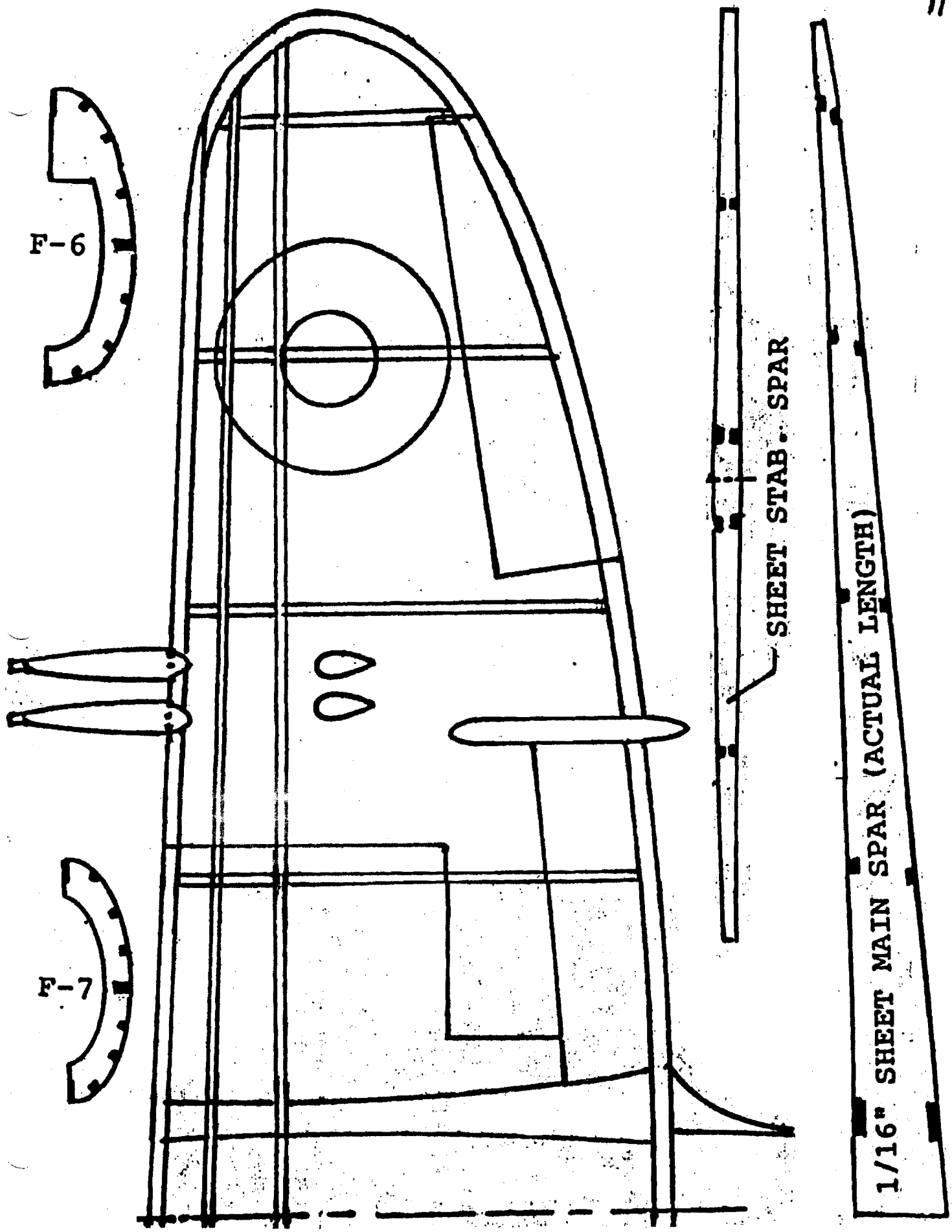
**THE SECRET JAPANESE BOMBER  
THAT COULD HAVE  
CHANGED WORLD WAR II!**

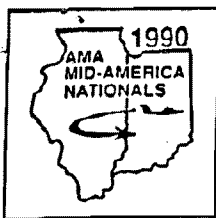


Built by The Nakajima Aircraft Factory, the "Rita" was Japan's last-ditch attempt to develop a long range, land-based attack bomber. Success could have changed the course of the war. Only four were completed before Japan's surrender.

AFTER 30 years  
of model building,  
Delmot Dimwhittle  
only now realizes  
that he is just  
NO GOOD at it.







12.

**NFFS**

**NFFS UNITED STATES OUTDOOR CHAMPIONSHIPS**  
**AMA FREE FLIGHT NATIONAL CHAMPIONSHIPS**  
**NFFS UNITED STATES NOSTALGIA GAS CHAMPIONSHIPS**

**NFFS**

Category II or III  
 Sanction No. 54  
 Contest Director: Jim Bennett  
 324 Helfenstein  
 Webster Groves, MO  
 (314) 962-5271

**October 16, 17, 18, 19, 20, 1990**  
**(8:30 a.m. to 4 p.m.)**  
**MID-AMERICA AIR CENTER**  
**LAWRENCEVILLE, IL**

**SPONSORED BY:**  
 Academy of Model Aeronautics  
 National Free Flight Society  
 In Cooperation with:  
 Flying Aces Club  
 SAM Chapter 57

**MASTER SCHEDULE**

**October 16**  
**TUESDAY**

**SAM ① (over)**  
 R/C Antique C  
 R/C Pure Antique  
 R/C AB Ignition LER  
 R/C 1/2A Texaco Scale  
 FF AB Pylon  
 FF C Fuselage  
 FF Large Rubber Cabin  
 FF Small Rubber Stick  
 FF Compressed Air =  
 FF OT Catapult Glider†

**AMA**  
 O 1/2A Gas+  
 JSO Payload+  
 JSO FIG (Coupe d'Hiver)+  
 JSO Catapult Glider

**NFFS**  
 JSO 1/4A Nos Gas#

**October 17**  
**WEDNESDAY**

**SAM ① (over)**  
 R/C Texaco  
 R/C C Glow LER  
 FF Rubber Scale  
 FF C Pylon  
 FF AB Fuselage  
 FF Large Rubber Stick  
 FF Small Rubber Cabin  
 FF Compressed Air =  
 FF OT Catapult Glider†

**AMA**  
 O A Gas+  
 O P30+  
 JSO Cargo+  
 O HL Glider+

**NFFS**  
 JSO 1/2A Nos Gas#  
 JSO Rubber Helicopter  
 JSO Autogyro  
 JSO Team HL Glider  
 O Pee Wee 30

**October 18**  
**THURSDAY**

**SAM ① (over)**  
 R/C 1/2A Texaco  
 R/C AB Glow LER  
 R/C C Ignition LER  
 FF 30 Second Antique  
 FF .020 Replica  
 FF Pre'37 Wakefield  
 FF HL Glider  
 FF Compressed Air =  
 FF OT Catapult Glider†

**AMA**  
 O B Gas+  
 JSO F1A Towline\*+  
 JSO CO<sub>2</sub>+  
 JSO Rubber Speed  
 JSO F1J-5m FAI Pwr+

**NFFS**  
 JSO A Nos Gas#  
 JSO Korda Open Rubber  
 JSO 7-11 Distance

**FAC ② (over)**  
 FAC Peanut  
 FAC Scale  
 WW I Mass Launch  
 Greve Mass Launch  
 Golden Age Scale  
 FAC OLD TIME RUBBER

**October 19**  
**FRIDAY**

**AMA**  
 O C Gas+  
 JSO F1B Wakefield\*+  
 JSO F1H (A-1 Towline)+  
 JSO A Electric+  
 JSO Ornithopter

**NFFS**  
 JSO B Nos Gas#  
 JSO Nos Gas Ignition  
 JSO Nos Gas Payload

**FAC ② (over)**  
 Embryo  
 Peanut (High-Wing)  
 Jumbo Scale  
 WW II Mass Launch  
 Thompson Mass Launch  
 FAC OLD TIME RUBBER

**October 20**  
**SATURDAY**

**AMA**  
 O D Gas+  
 JSO F1C FAI Power\*+  
 O Mulvihill+  
 JS Mulvihill+  
 JSO B Electric+  
 J 1/2A Gas+  
 S 1/2A Gas+  
 JS ABCD Gas+  
 J HL Glider+  
 S HL Glider+  
 J P-30+  
 S P-30+

**NFFS**  
 JSO C Nos Gas#  
 JS Pee Wee 30  
 JSO Team Mulvihill  
 JSO Rubber Biplane  
 JSO Sig Mini-Maxer

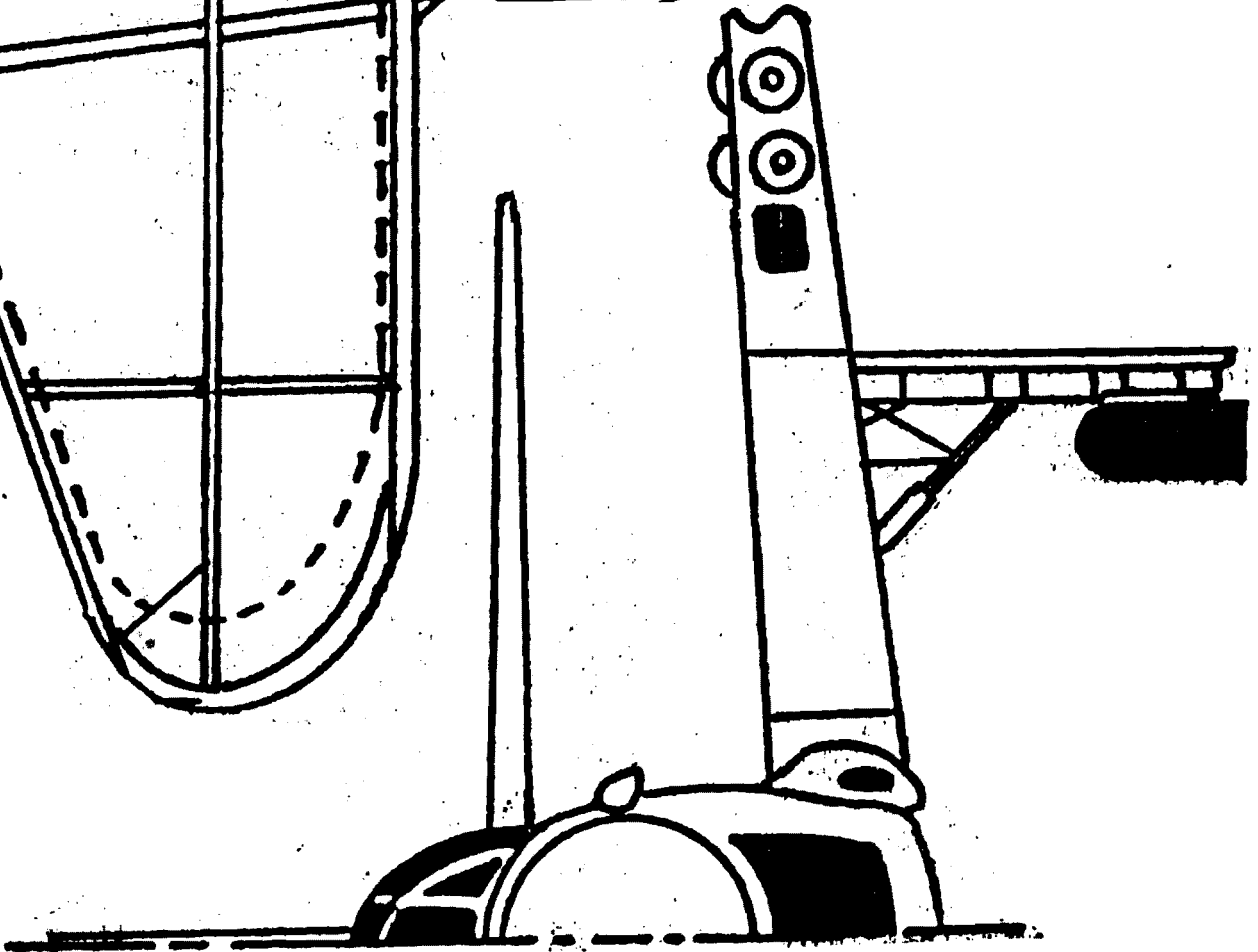
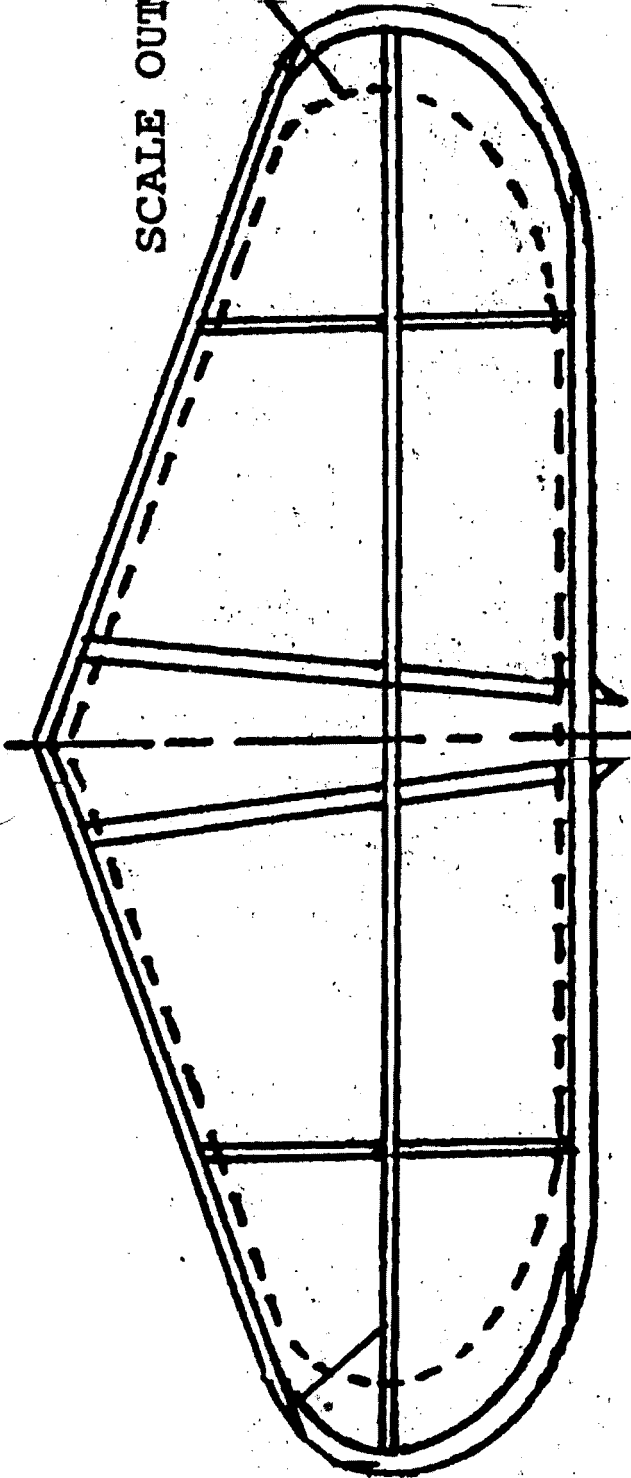
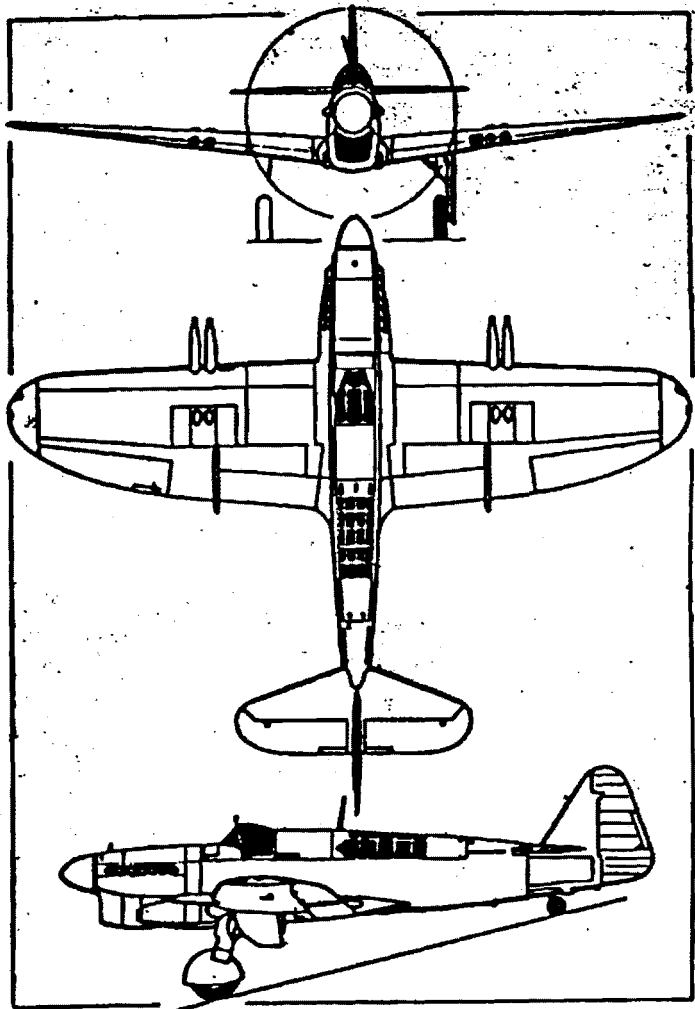
**FAC ② (over)**  
 JS AMA Peanut  
 O AMA Peanut

\*By rounds and combined ages.  
 (Counts toward "Americas Cup".)  
 #Counts toward US Nostalgia Championships.  
 + Can count toward AMA National Grand  
 Free Flight Championships.  
 = Any day, flier's choice.  
 † Three flights per day for three days.  
 All events above not designated are  
 JSO combined ages.

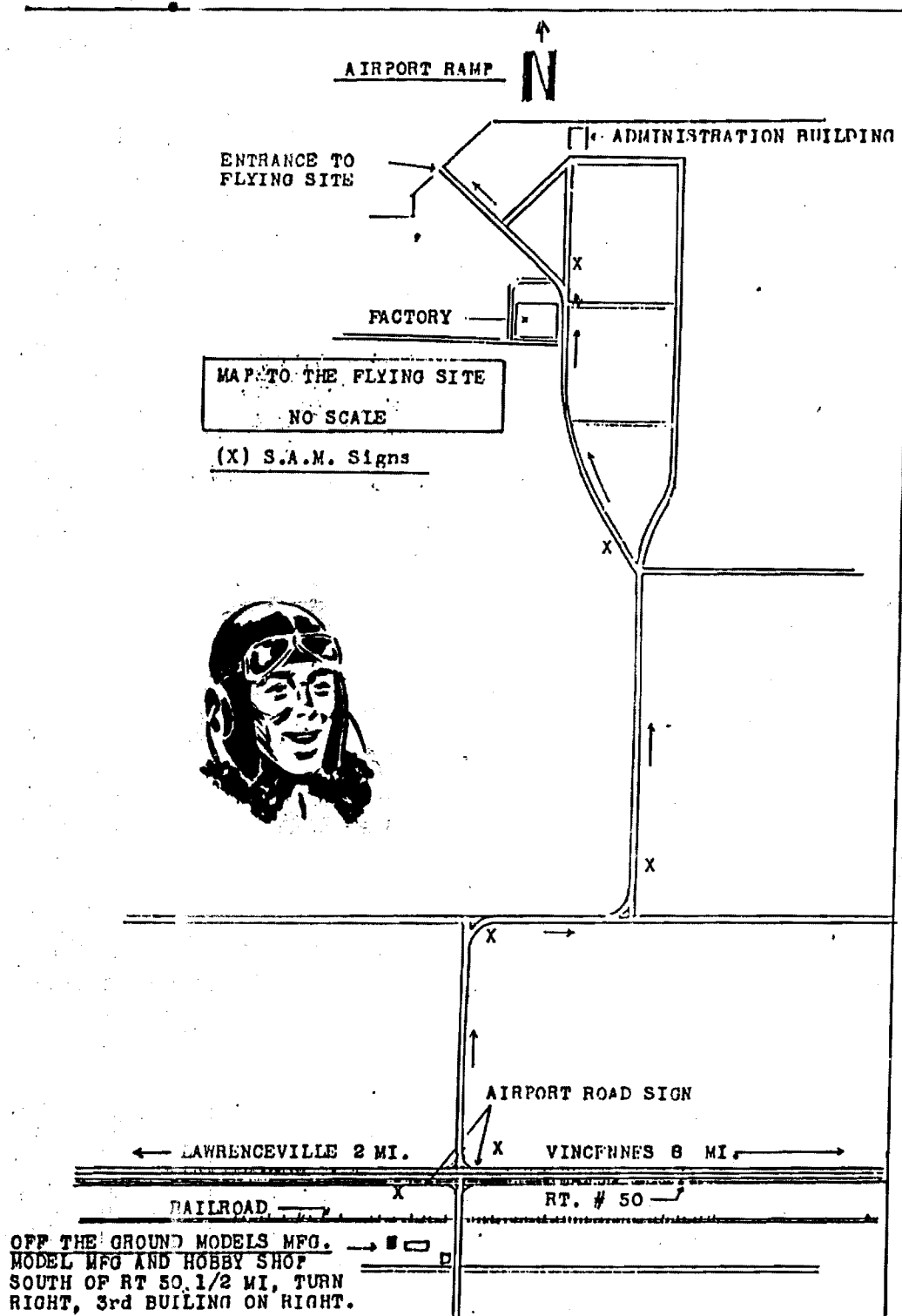
**Entry Fee:** \$16.00 first event, \$3.00 each additional event—Open  
 \$1.00 first event, \$0.50 each additional event—Juniors and Seniors  
 Late entry fee \$4.00, Open only  
 Pre-entries must be postmarked by September 15, 1990  
 Make checks payable to: NFFS/USOC

**Send Entry and Fees to:**  
 Jim O'Reilly  
 4760 North Battin  
 Wichita, KS 67220  
 (314) 744-0851

SCALE OUTLINE



MAP AND ACCOMODATIONS FOR NFFS OUTDOOR CHAMPIONSHIPS,  
AMA NATS, SAM CHAMPS AND THE FLYING ACES CHAMPS.



MOTELS AND CAMPGROUNDS IN THE AREA

EXECUTIVE INN  
JCT RTS 41 & 50  
VINCENNES, IN 47591  
812/886/5000  
(Most popular choice)

HOLIDAY INN  
JCT RTS 41 & 50  
VINCENNES, IN 47591  
812/886/9900

INN OF VINCENNES  
2500 OLD DECKER RD  
VINCENNES, IN 47591  
812/882/2100

TRAVELODGE  
1411 WILLOW ST  
VINCENNES, IN 47591  
812/882/1282

MR. K'S MOTEL  
407 STATE ST  
LAWRENCEVILLE, IL 62439  
618/943/5112

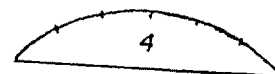
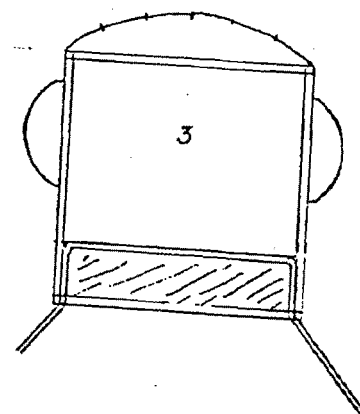
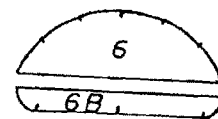
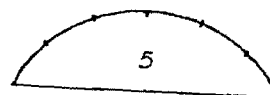
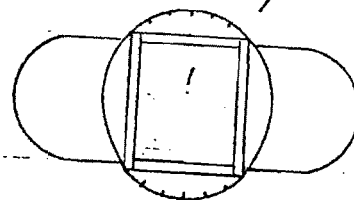
GAS LITE MOTEL  
RR# 1  
LAWRENCEVILLE, IL 62439  
618-943-2374

KIWANIS PARK  
E. STATE ST  
LAWRENCEVILLE, IL 62439  
FIRST COME BASIS  
HOOK-UPS AND DUMP STATION

RED HILLS STATE PARK  
RR# 2  
SUMNER, IL 62466  
618/936/2469  
HOOK-UPS & DUMP STATION

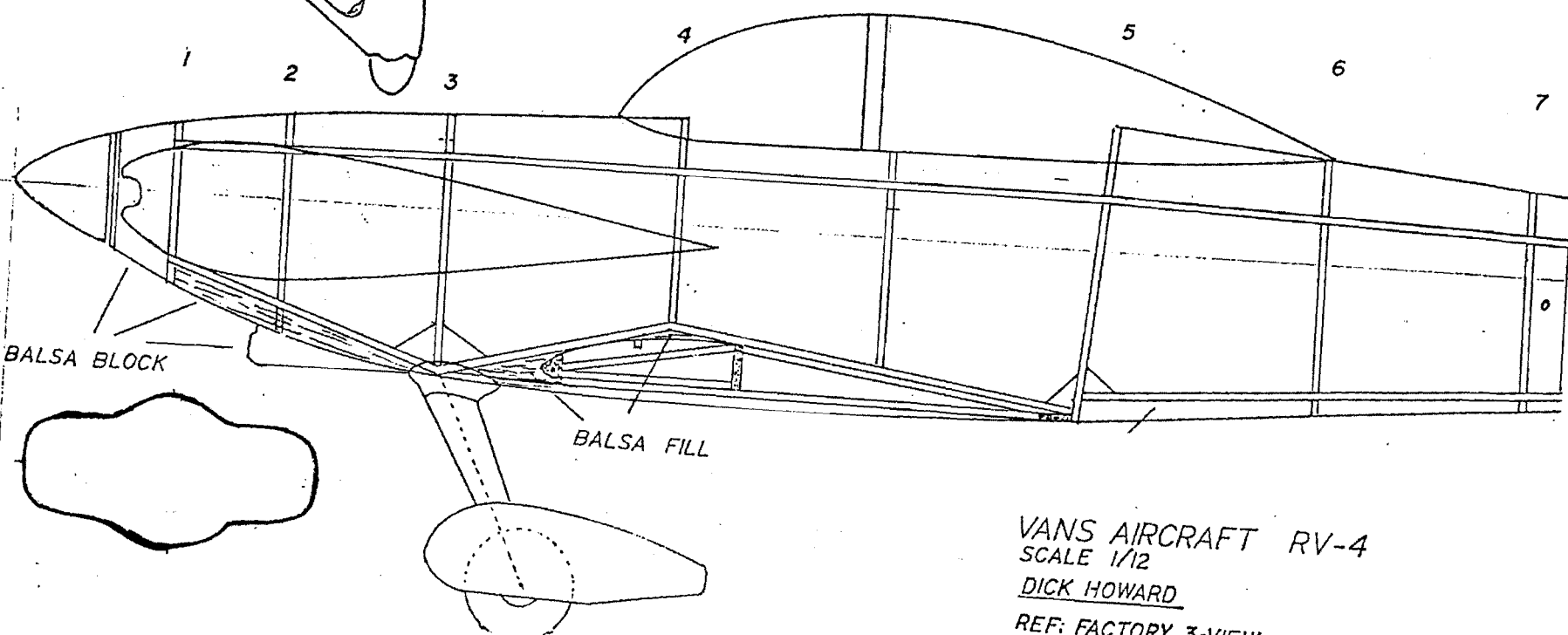
IF PLANKING NOSE SECTION  
AND CHEEK COWLS REDUCE  
FORMERS ACCORDINGLY

CROSS SECTION AT STATION \*1



SCALE DIHEDRAL SHOWN

FLYING DIHEDRAL 1 1/2"



VANS AIRCRAFT RV-4  
SCALE 1/12  
DICK HOWARD  
REF: FACTORY 3-VIEW

16.

NFPS UNITED STATES OUTDOOR CHAMPIONSHIPS  
 AMA FREE FLIGHT NATIONAL CHAMPIONSHIPS  
 NFPS UNITED STATES NOSTALGIA GAS CHAMPIONSHIPS  
 FLYING ACES OUTDOOR CHAMPIONSHIPS \*  
 \*October 18-19, 1990

TIME 8:30 am till 4:00 pm Mid-American Air Center Lawrenceville, Illinois

REGISTRATION FORM

Please print

Name \_\_\_\_\_ AMA No. \_\_\_\_\_  
 Street \_\_\_\_\_ Jr. \_\_\_\_\_ Sr. \_\_\_\_\_ Open \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee \$15.00 \* until September 15, 1990.

After September 15, 1990 the entry fee will be \$20.00.

Mail FAC entry fee directly to Lin Reichel, 3301 Cindy Lane, Erie, Penna. 16506.

Awards through third place, more places if advance entries warrant it.

All contestants must be a member of the AMA or CAAM.

SCHEDULE:

Thursday October 18

Friday October 19

FAC Peanut Scale (no Hi-Wing)

Embryo Endurance

FAC Rubber Scale

Hi-Wing Peanut Scale

World War One mass launch

FAC Jumbo Scale

Greve Race mass launch

World War Two mass launch

Golden Age Scale

Thompson Race mass launch

FAC Old Time Rubber

FAC Old Time Rubber

Saturday October 20

JS AMA Peanut Scale

Open AMA Peanut Scale

All events on Thursday and Friday will be flown according to FAC rules. Saturday's events will be flown according to AMA rules.

Mass launch times are as follows; World War One will be at 1:00 pm, and the Greve Race will be at 2:30 pm on Thursday. World War Two will be at 1:00 pm and the Thompson Race will be at 2:30 pm on Friday.

We will have two flights in FAC OldTime Rubber on both Thursday and Friday and the best three of your four flights will be totaled for your score.

Qualifying flights must be made by 1:00 pm each day. Models must be presented for scale judging before noon each day.

We may add the Shell Speed Dash and the Aerol Trophy Race, depending on how many race planes are entered.

It will help in our planning if you will indicate with an "X" which events you plan on entering. This is not a commitment on your part. This is only to help us plan on what we should be prepared for.

FAC Peanut Scale \_\_\_\_\_

Embryo Endurance \_\_\_\_\_

FAC Rubber Scale \_\_\_\_\_

Hi-Wing Peanut Scale \_\_\_\_\_

World War One \_\_\_\_\_

FAC Jumbo Scale \_\_\_\_\_

Greve Race \_\_\_\_\_

World War Two \_\_\_\_\_

Golden Age Scale \_\_\_\_\_

Thompson Trophy Race \_\_\_\_\_

FAC Old Time Rubber \_\_\_\_\_

AMA Peanut Scale \_\_\_\_\_

This field is HUGE! Three thousand acres of nothing but FLAT!

Make plans now to be there and have another GREAT TIME!

\* This entry fee covers the FAC events only, you may fly all FAC events for the one fee.

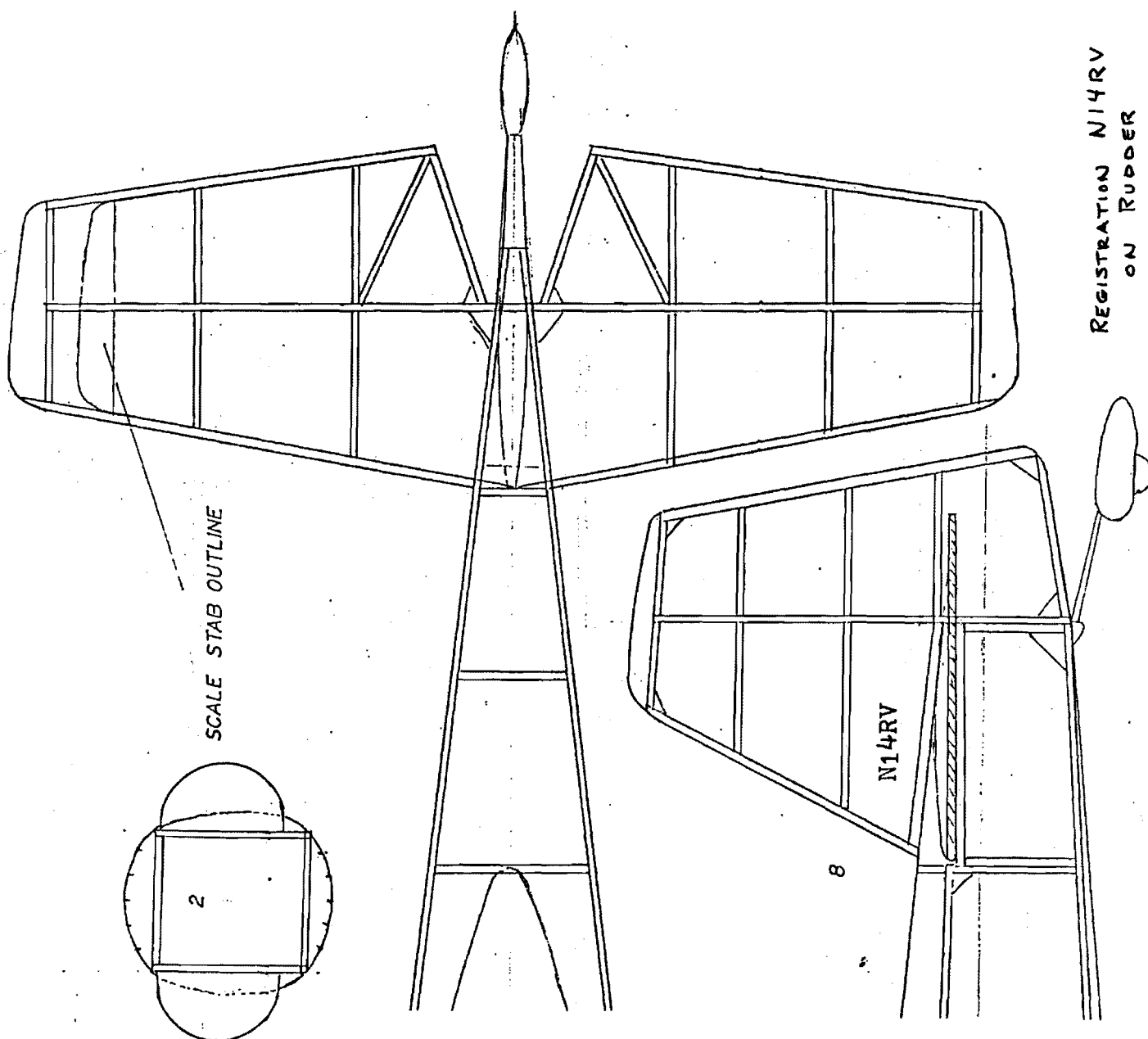


# CLEVELAND FREE FLIGHT SOCIETY CONTEST CALENDER

July 22....FAC All Small Contest at L.C.C.C. Elyria, Ohio 10:00 am till 5 pm.  
FAC Peanut, Hi-Wing Peanut, O.T. 10 cent & Hi-Flier kit scale,  
No-Cal, Embryo, HLG, WWI Peanut, WWII Peanut and unofficial events  
WWII No-Cal, Funk Monoplane and Pistachio scale. CD Gordon Roberts  
5539 Hilltop Oval, Parma, Ohio 44134 (216) 749-4817

Aug. 5.....FAC at L.C.C.C. Elyria, Ohio 10:00 am till 5:00 pm. Events;  
Hi-Wing & Parasol Peanut, Comet & Golden Age kit scale, FAC scale,  
Precision Power Co/2 or electric scale or O.T. Replica, Embryo,  
WWI Biplane, Greve/Thompson Races, WWII Combat, and unofficial  
events for WWI Monoplane, Funk Monoplane, WWI Biplane Peanut, and  
Pistachio scale. CD Russ Brown, (216) 382-4821

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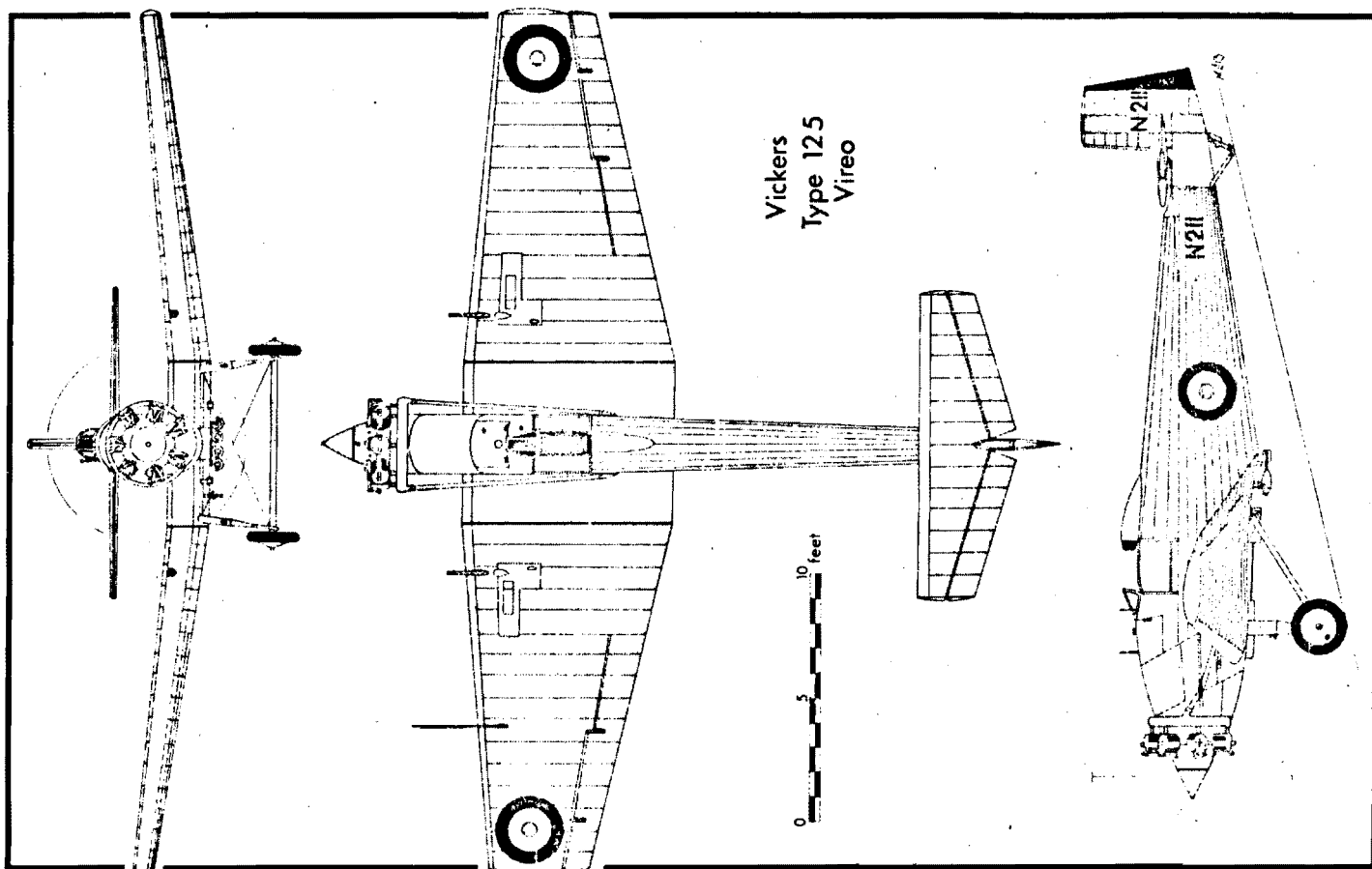


## TRANSFERING PATTERNS

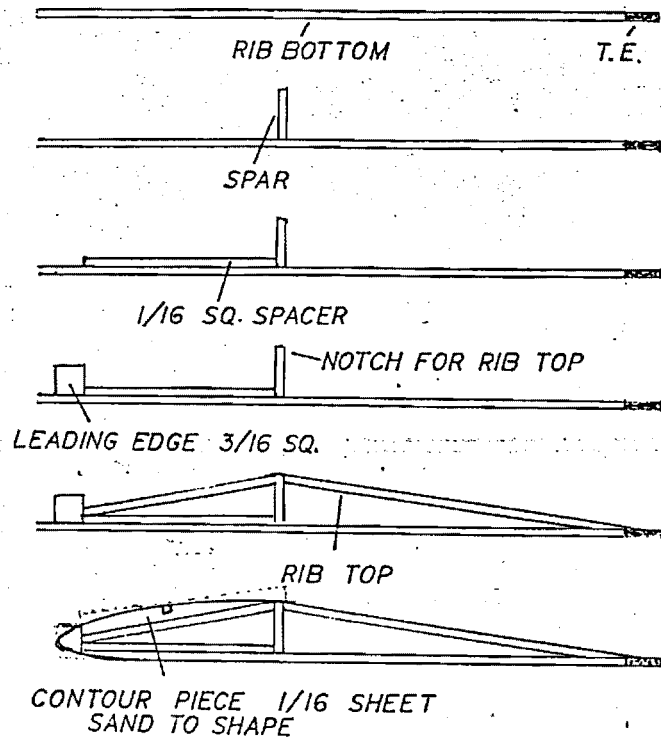
by Dave Smith  
Cactus Squadron

I've used several methods to transfer patterns, with some working better than others. I guess we all know about slipping the wood under the plan and punching pin holes through the plan and into the wood underneath. This may work pretty well, but other inventive tissue trimmers have come up with much better ways. One method that I've found works very well and transfers the patterns accurately is as follows; First, tack glue a piece of wood on top of the pattern you want transferred. The UHU Stick by FaberCastell is great for this. Turn this plan over and place it on a hard surface. Dip a Q-Tip swab in lacquer thinner and rub over the back of the pattern to be transferred. Just get the paper wet with the thinner---not saturated. Then rub the back of the pattern with your finger and apply a fair amount of pressure. When you remove the wood from the other side of the plan, you'll notice that the thinner softened the toner and transferred the image to the wood. I've found this to be the best of all the methods I've tried. Another method is to glue the patterns to the wood, using a glue stick or spray contact glue. The part is then cut out, following the paper pattern. A jigsaw can also be used to cut out these parts. This is sometimes better, as this prevents splitting the wood. When using the cut out part, the paper is peeled off. This method has the advantage of not leaving any ink on the part. Another method uses Scotch tape applied over the patterns. You may outline the part on the tape with a Sharpie permanent marker. The tape is then removed from the pattern and stuck to the wood. Sometimes you can just burnish over the tape with a hard object such as the back of a spoon, and this will transfer the toner to the tape. If you've purchased a kit that contains hard printwood, you can transfer the printwood to a lighter sheet of wood. Make a copy of the printwood on a good copier and use the copy to make patterns for a sheet of lighter wood. I usually just spray the paper with contact cement and stick it to a piece of good contest grade wood.

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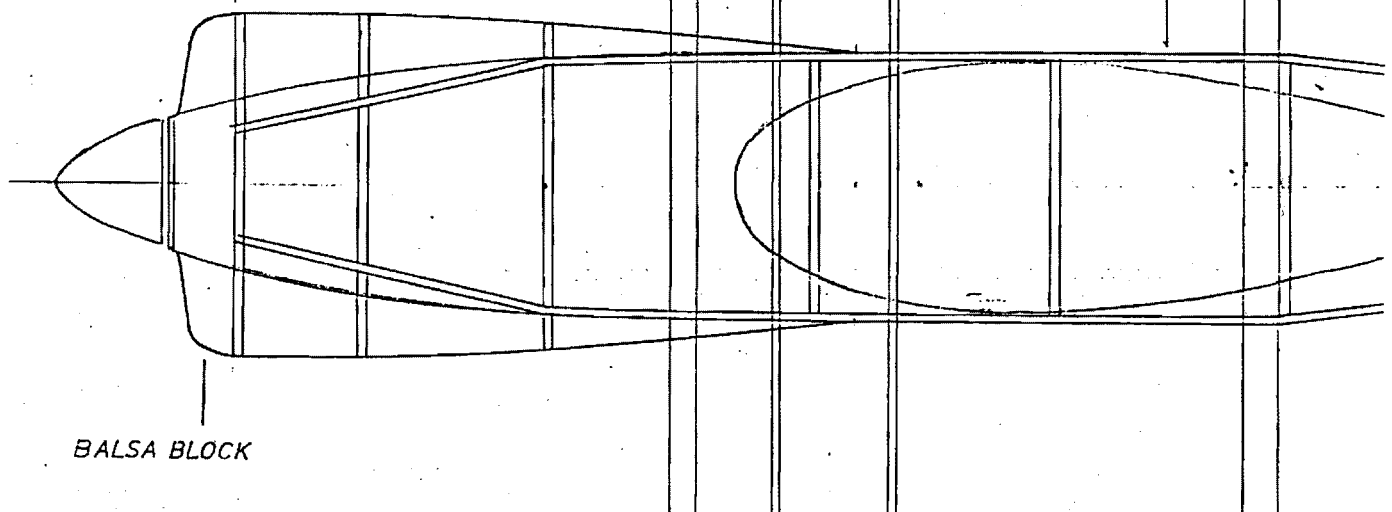


Wanted; any kind of scale documentation on the single engined Ford Tin-19.  
Goose. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506



CRACKED RIB BUILDING SEQUENCE  
NOT TO SCALE

THE RV-4 IS YELLOW OVERALL  
WITH BLACK FUSELAGE STRIPES  
AS PER PHOTO ON THE PHOTO PAGE.



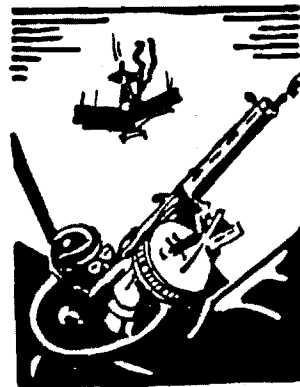
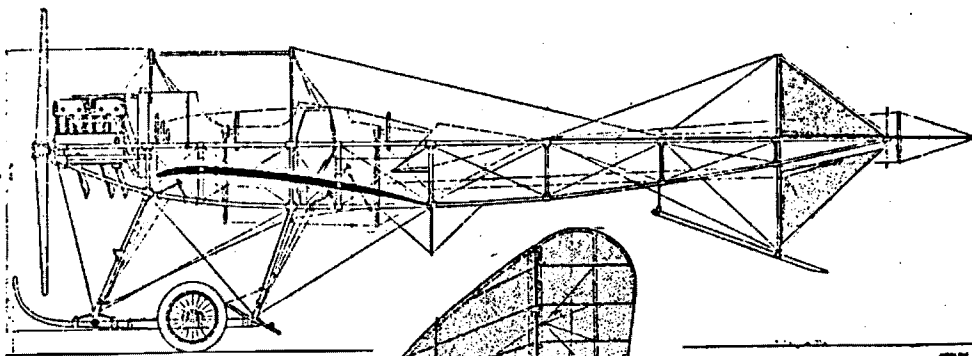
Top photo; Dick Howard's fine looking Homebuilt aircraft, the RV-4. Plan in this issue. No report as to performance as yet.

Middle left; George Batiuk and his neat looking Boulton-Paul Defiant. Looks like it may have been built from a Golden Age kit. Should fly good

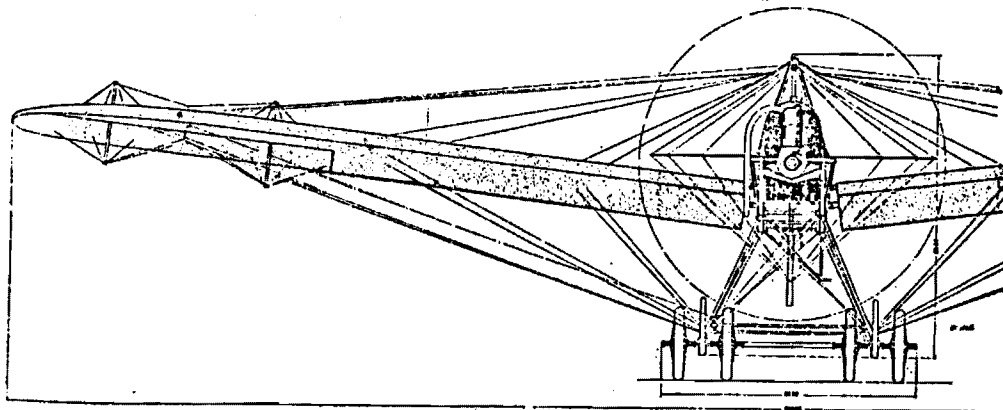
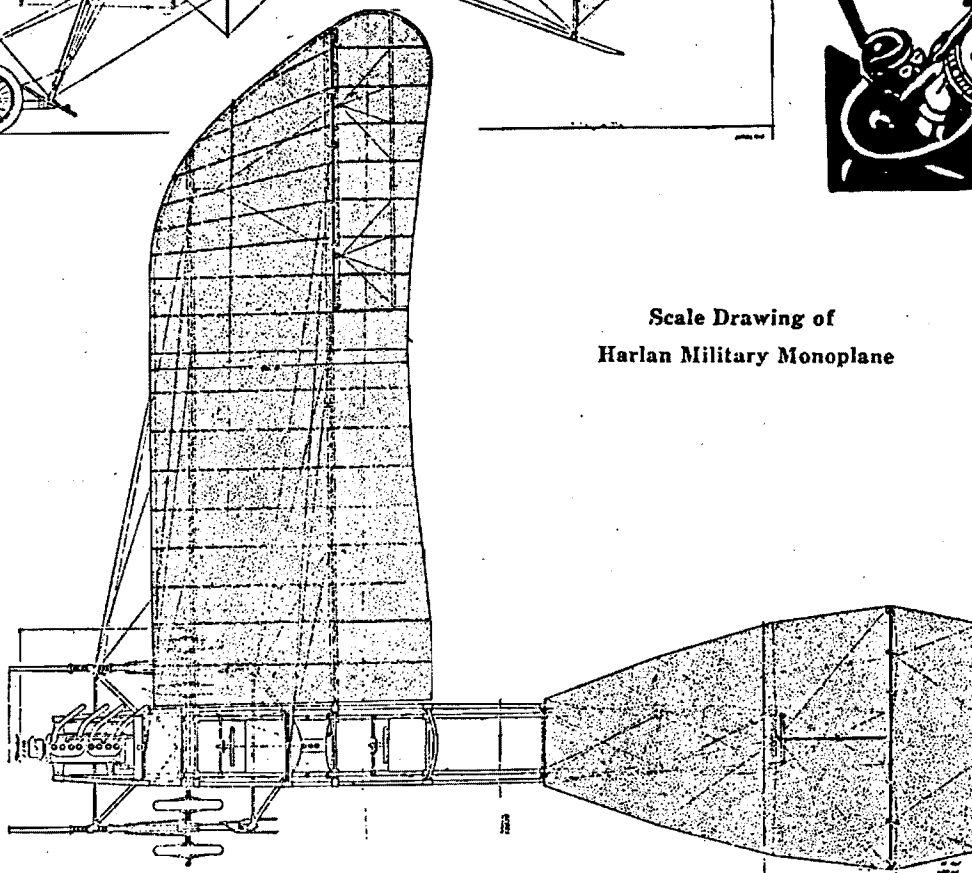
Middle right; All you Old-timers should remember Bill Cough. Well he's still at it. Here he is with a Twin-Pusher. Good to see those old-time models, to say nothing about the old-timers still building.

Bottom photo; Russ Timmons sent in this photo taken at a recent contest down in Alabama. WW I enthusiasts are, left, Eric Clutton with an Albatross, John Blair and his good flying Spad and Mike Hines and a Fokker D-7.

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Scale Drawing of  
Harlan Military Monoplane





CGV22

