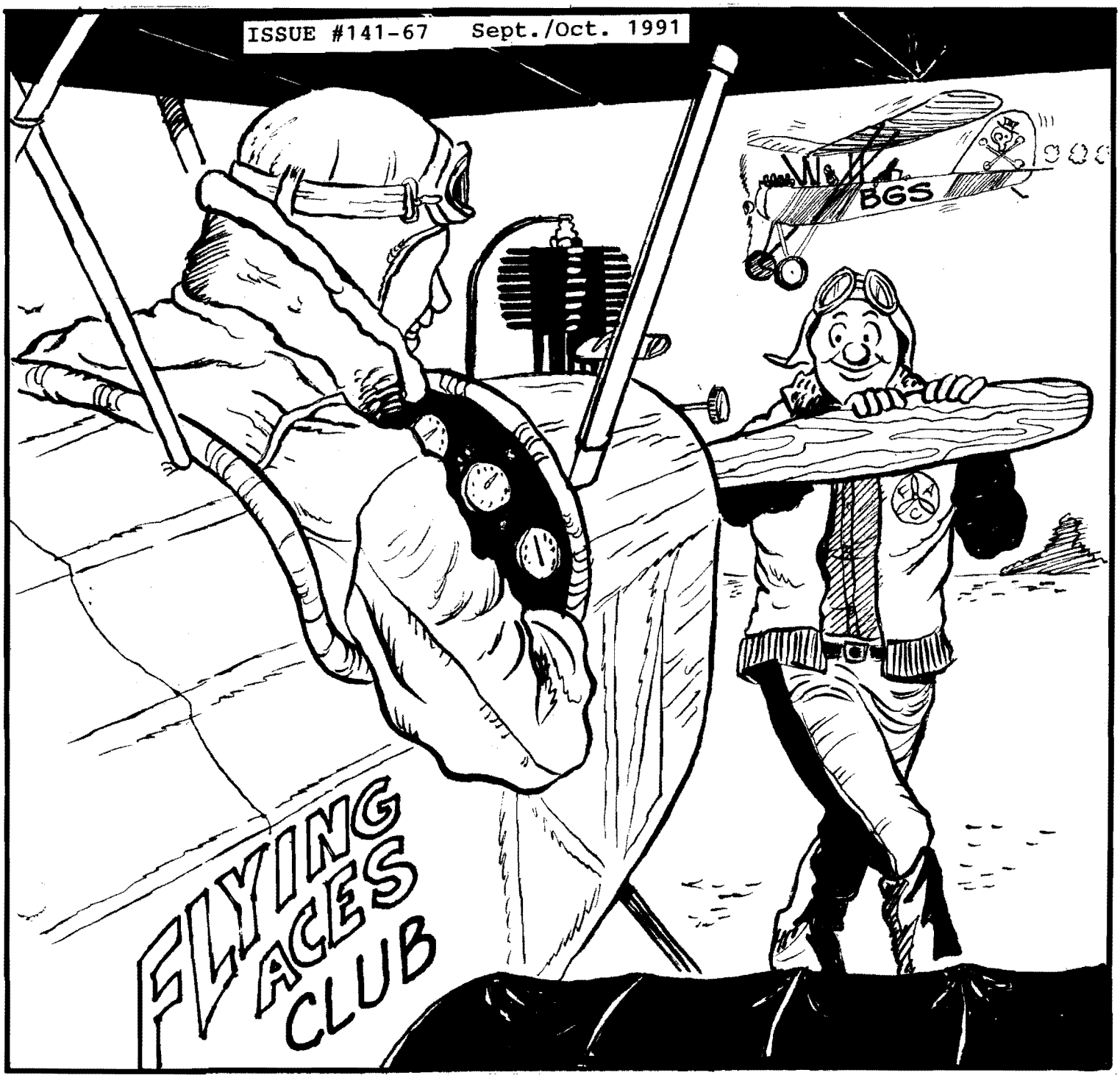
FLYING ACES

Club News

ISSUE #141-67 Sept./Oct. 1991



COVER STORY

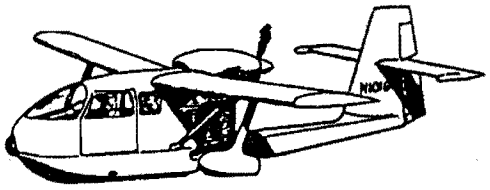
Story behind the cover: FANTASYTIME! C'mon--who among us has not imagined flying in our own model? But only Captain Downthrust has the resources to turn dreams into reality! Overhead, a sneaky "Bad Guys Squadron" spy ship is trying to find out how. (They will fail, as usual).

Thanks again to Bob Rogers for another great cover.

NEWS ON THE WING!

We welcome two more squadrons to the Flying Aces Air Force. We wish them many thermals and heavey participation in their endeavers. If any of you Clubsters live in their area they would welcome you to join their ranks.

Squadron #26
Alamo Escadrille
Joe Joseph
8311 Babe Ruth
San Antonio, Tex. 78240



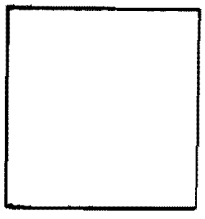
Squadron # 27
Marin Aero Club
Tom Brennan
21326 Via Colombard
Sonoma, Ca. 95476

We want to thank the following for their contribution to this issue of the newsletter, John Blair, Dave Stott, Leon Bennett, Jerry Bockius, Bob Howard, and Mike Midkiff. John Blairs Embryo plan, "Turbo-Embryo" is a great performer. This model has won the "King Orange" contest 3 times, the Georgia State Champs 2 times and was 2nd at Lawrenceville, Ill in 1989.

If you live within driving distance of the Cleveland, Ohio area and you are looking for a fine evenings entertainment, then you've just got to attend the annual banquet of the Cleveland Free Flight Society. The date is Sat. v. 23rd, at Dimitri's Restaurant in Parma, Ohio. The price is $16.00 per person. Coctails at 6:00 pm and dinner at 6:30 pm. Choice of Roast Veal or Breast of chicken. The speaker will be Mike Ditkovitsky who was a former fighter pilot in the BIG FUSS of 50 years ago. Mike flew both Mustangs and Thunderbolts. He is also an avid Wakefield man and also flies a little rubber scale. Make your reservations with Helen Roberts, 5539 Hilltop Oval, Parma, Ohio 44134. See you all there.

Here is an up-date on the Flying Aces Nats, Mark VIII. We now have all of the important matters firmed up. We have to charge a little more to participate in the Nats this time, not much, but a little more due to inflation (that word again!). The cost for the awards will mean an increase of 3 dollars to enter the contest, this means the entry fee will be at $18.00. Dormitory fees have risen just 2 dollars, so that fee will now be $163.00 per person for the package deal. Only 5 dollars more, I don't think or hope that will keep anyone from coming. We tried to keep the price down and I think we have succeeded. That is only a modest increase. We will have more info in the next issue as well as an entry blank so you can enter early if you wish. The dates are; July 10-11-12, 1992, mark it on your calendar.

If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is $9.00 per year in the United States and Canada. Overseas cost is $12.00. Six issues published every other month. This is your last issue under your old membership. Make checks payable to Flying Aces, send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



The events to be flown at the FAC Nats Mk VIII are as follows; Shell Speed Dash, WW-I, Embryo, No-Cal, Fac Peanut, Greve Race, WW-II, Golden Age, Hi-Wing Peanut, Jumbo, FAC Oldtimer, WW-I Peanut, Thompson Race, FAC Scale, FAC Power Scale Pres Bruning event and Jet Aircraft. We haven't decided what events will be flown on what days but this listing will give you time to get those ships built that you have been dreaming about.

Jet Aircraft event will be sponsored by Deils Engineering, Inc. The rules for this event are as follows; Open to any jet powered aircraft. All models to be powered by rubber. The prop may be either on the front or the rear of the model, however bonus points for pusher aircraft will not be given. A correction is in order for a line above, it should have said jet powered MILITARY aircraft. No size limit. Regular FAC judging and flying rules will apply.

The Pres Bruning event is open to any model built from a Pres Bruning plan. You may enlarge or reduce any of Pres' plans. No size limit. Must be rubber powered. Regular judging and fly ing rules will apply. Model must be built exactly as per plan with the exception of the location of the rear motor peg and the nose block assembly. Everyone has their own little favorite way of doing these. Regular scale documentation plus the plan you built it from.

(note: you will not have to compete against Pres in this event. We feel he would have an unfair advantage in this event. But he will be there to make the awards.)

BUILD--FLY--WIN...EFF-AA-CEEE!! Lt. Col. LIN Reichel CinC-FAC

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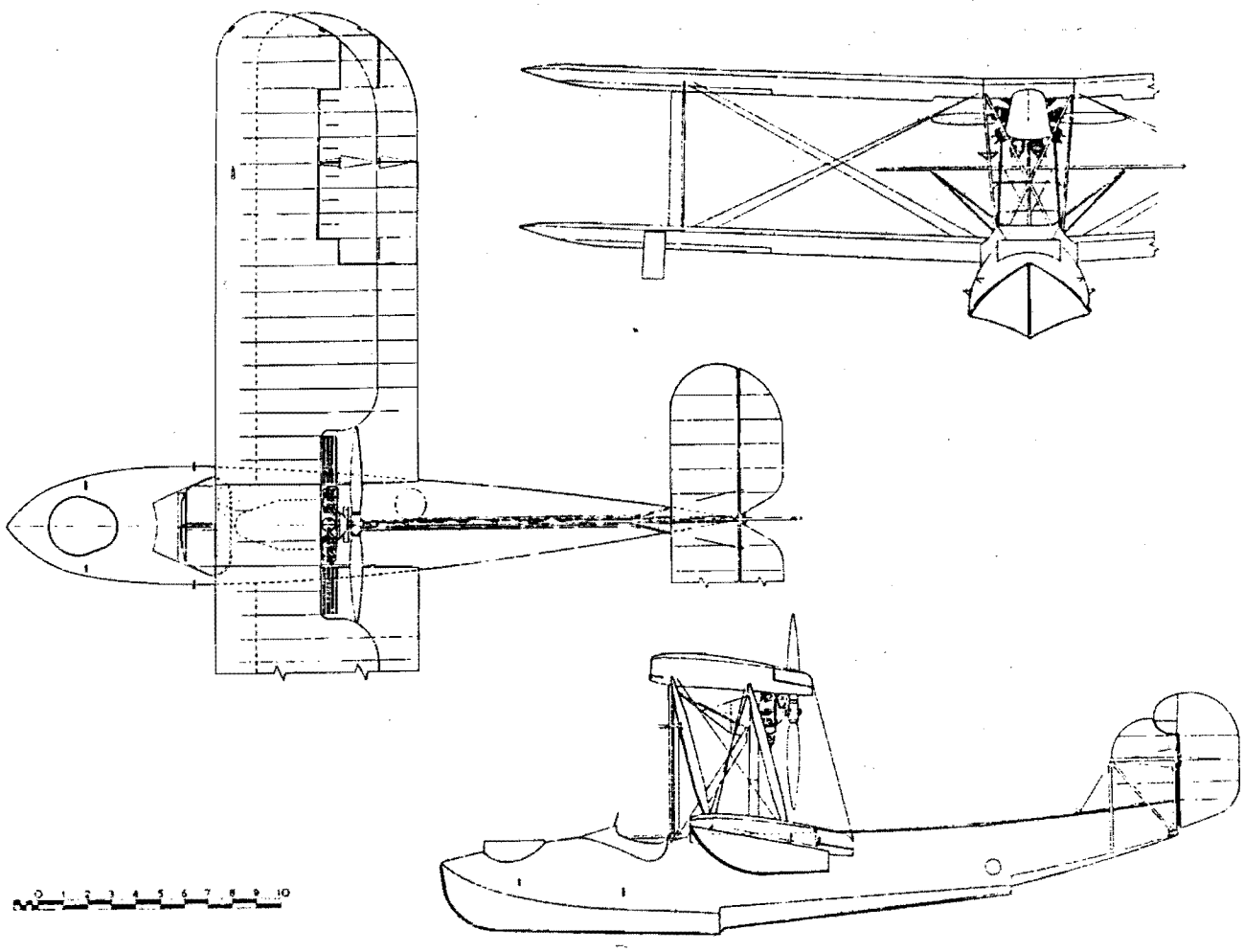
In November 1924, the prototype Canadian Vickers Vedette was test flown at Montreal, Quebec. Designed especially for forestry patrols, the Royal Canadian Air Force also made extensive use of the Vedette as a photographic aircraft during the 1920's and 30's. In the early days of WW-II it was used as an instructional machine at the seaplane school at Vancouver, BC. The first Vedettes were mainly of wood construction, while the later Mk VI version had a metal hull, and accomodations for a crew of 2 or 3. Wingspan 42 ft., length 32 ft. 10 in. engine 200 HP Wright J-4. Thanks to Art Doten for this one.



THE CURTISS S-3 SCOUT.

By Dave Stott.

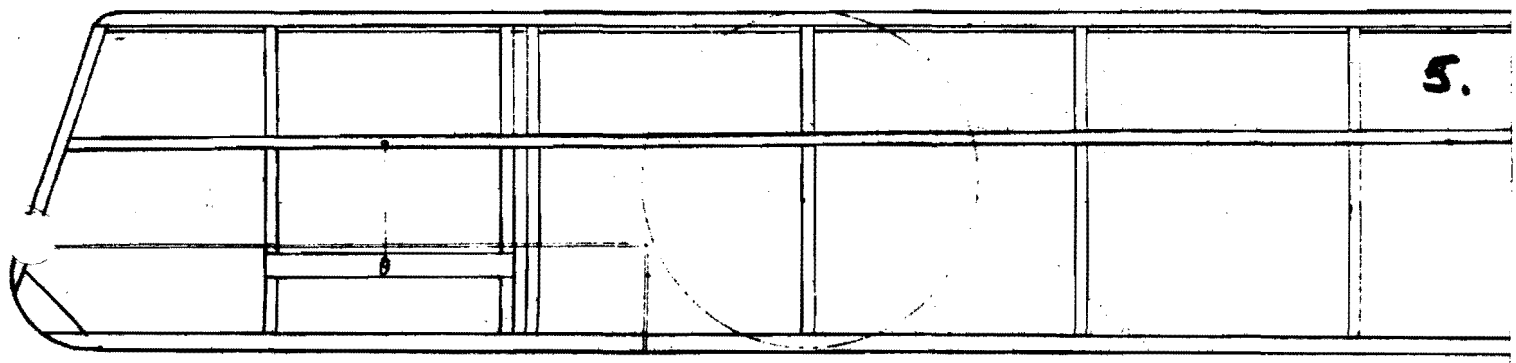
In 1916 the U.S.Army Signal Corps ordered four triplane scouts, model S-3, from the Curtiss Aeroplane and Motor Co. Delivery was made in 1917. This airplane has always been a bit of an enigma to me in that I have never until recently found a photo and 3-view that matched. Prior to this the many photos I had located did not agree with each other, and conflicted with all the 3-views I had found. And even these 3-views conflicted with one another, yet all were labeled "Curtiss S-3". At last a match was found in the 3-view in the Peter Bowers book, "Curtiss Aircraft, 1907-1947", and a photo in "The First War Planes", by William E. Barrett, a paper-back published by Fawcett in 1960. I can only conclude that the S-3 had many faces, probably no two being alike! Be this as it may, the model plan was drawn from the two sources mentioned above.

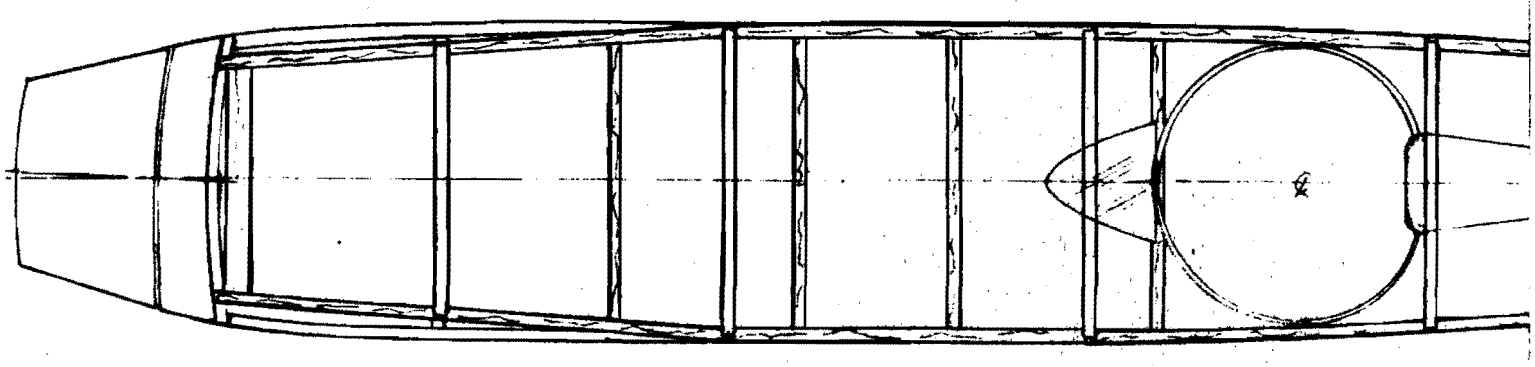
As usual, coloring was yet another mystery. Most Curtiss airplanes of the period were colored like the JN-4s....clear doped fabric with O.D. metal panels that sometimes aged to an earth brownish hue. The single photo of the S-3 which coincides with the 3-view shows dark fabric areas lacking the translucent characteristic of clear doped fabric even though the hard shadow beneath the airplane indicates the photo was taken on a bright day. The metal panels appear lighter than the fabric areas in this case, which is quite opposite to the norm. With these things in mind I decided to color the model an earth brown in the fabric areas, and light grey for metal panels and struts.

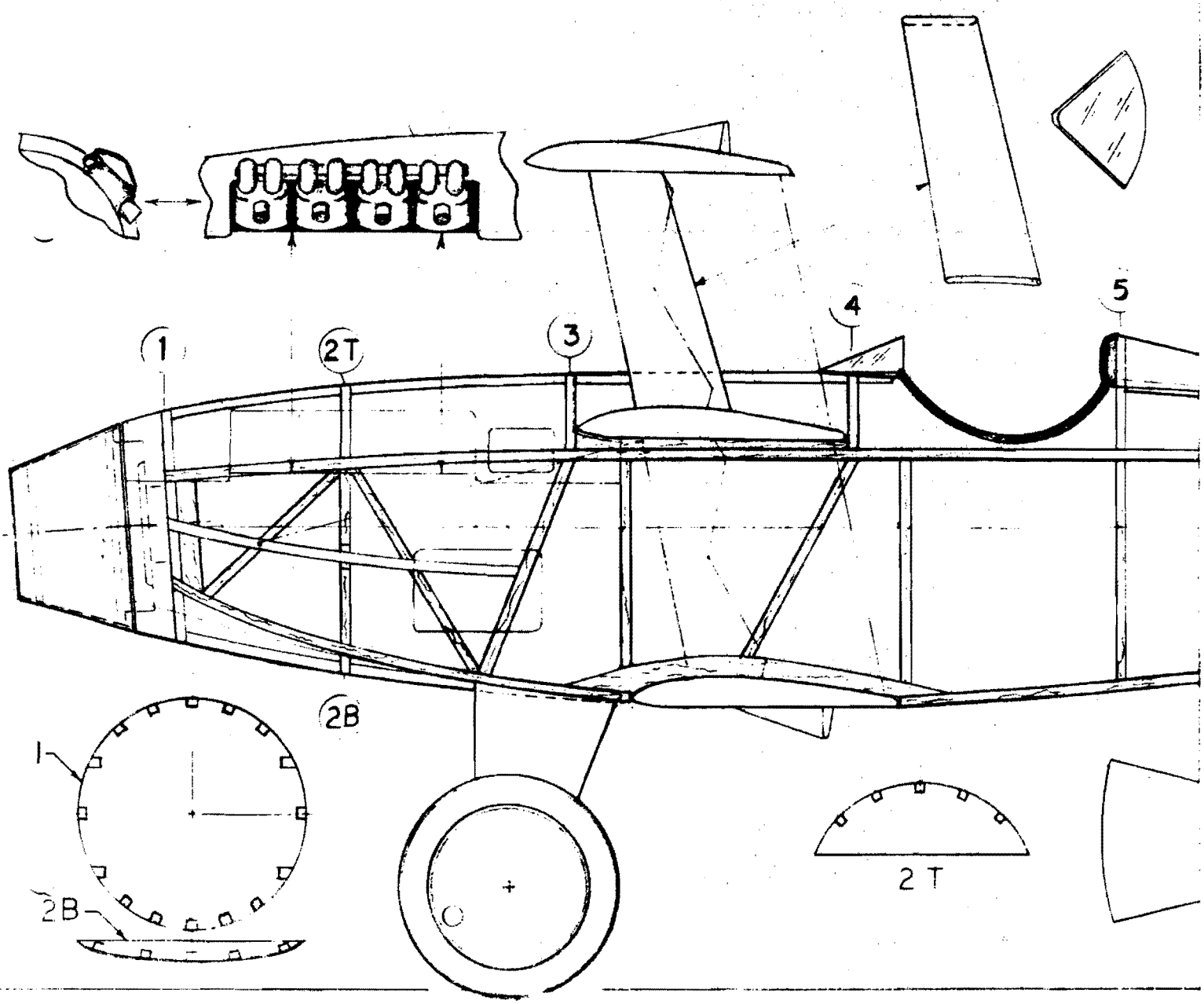
Although I have located with phantom lines on the plan, the positions of insignia shown in photos of the S-3 that has no matching 3-view, I put none on my model, for the photo of the S-3 I have drawn shows no markings of any sort.

This nifty tripe was certainly ahead of it's time for 1916. A minimum of wing rigging, no rigging at all in the landing gear, bungee faired over, elevator control horns and cables enclosed within the fuselage, "K" wing struts, and a spinner forming an air duct for the radiator! Oh yes...a full cantilever tailplane, too. In spite of all of these refinements, the ships in Europe designed by the old experienced hands at the game of war were superior fighting machines.

But let's get on with the model. Make a good wing rib template of metal or thick mylar and knock out 47 of 'em. (Not quite as bad as the "Oiler" Quad, wot?)



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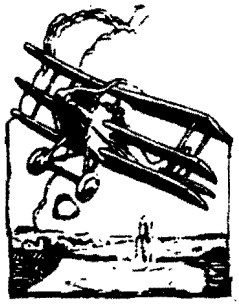
Some of the ribs will need extra notches for the false spar to support the aileron horns. Be sure you cant the twin ribs at the strut locations so the struts will be vertical after you add the dihedral. Also use a shim the same stock of balsa you intend making the struts of to space the twin ribs gap, as the struts must pass thru these spaces. All three wings are constructed one piece, and two bottom most pass thru the fuselage. This makes for a strong ship and easy alignment during final assembly.

All control horns are 1/64 plywood. They are painted black. The rudder horns are made one piece and pass thru a slot made with a #11 exacto. The aileron horns have a pointed extension on the bottom end and are stabbed into the wing false spars after making a slot for them ala the rudder horn. Do this after these flight surfaces have been covered and finished, but before final assembly.

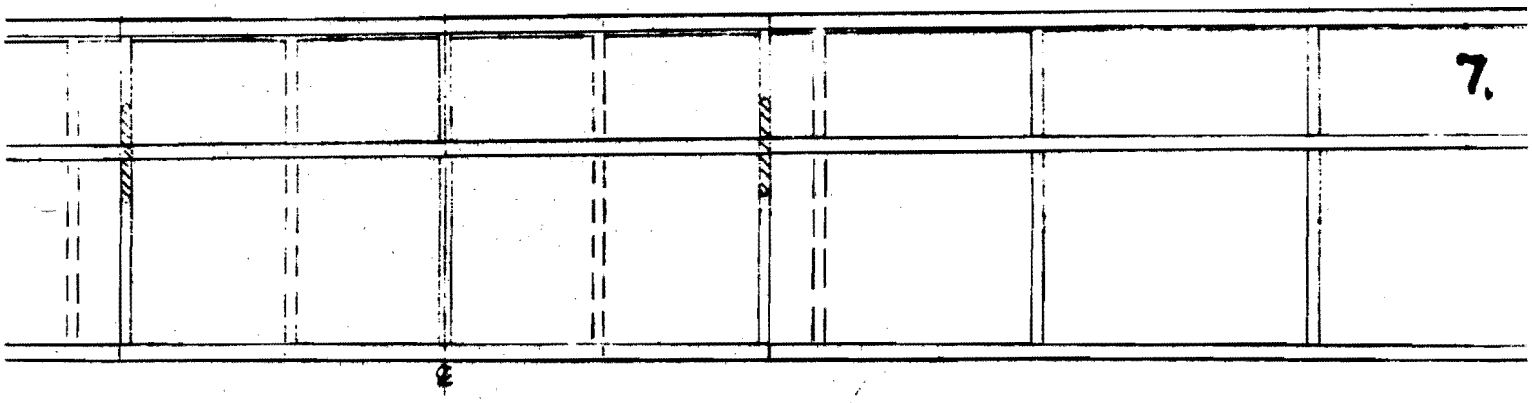
When building the fuselage sides take care to be accurate in the areas of the wing saddles. The center wing and bottom wing are both set at zero degrees of incidence. If you do your work well on the fuselage saddles these incidence angles will be formed automatically. The nose must be filled in with soft sheet balsa from former 1 to 3 across the top to a point at least 3/16 below the upper longeron to form a base upon which the dummy motor is mounted. Full size patterns are given for the cockpit, head rest, and windshield. Cowl panel outlines are put on with ink, or your favorite method. Fill in the belly near the stern post to have a solid area to mount the tail skid.

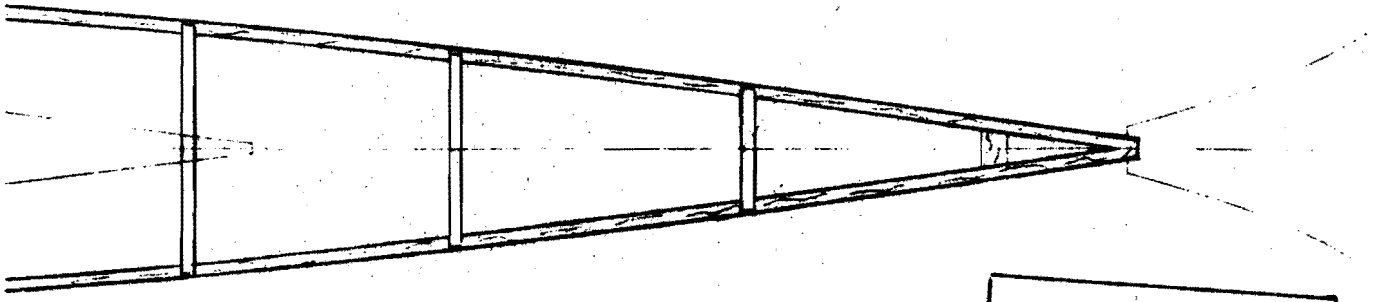


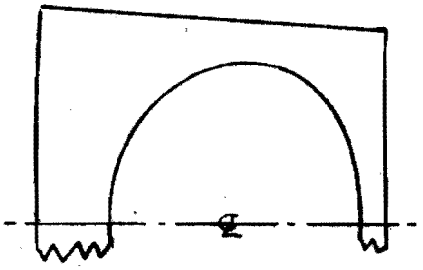
The landing gear legs are cut from 1/16 sheet using the flat pattern. The upper piece is beveled and glued to the lower piece as shown in the front view. A piano wire spindle is bent and glued to the inside of the bottom piece. A second bottom piece is cut and slotted to receive the cross axel, then glued in place over the back to capture the wire spindle and also form the bungee fairing. Each landing gear leg is then covered with silk on both sides to strengthen them.

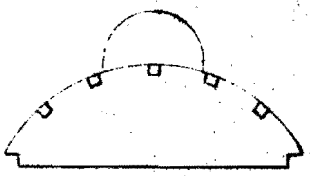
The nose block is two laminations of 1/8 sheet with the foremost being simply a ring to form a recess for the flat faced nose plug. Although the spinner is drawn as a built-up structure, I made mine of a solid balsa turning. A 7 inch Peck-Polymers plastic prop and free wheeling was used. This resulted in no nose ballast being neccessary.

The dummy OXX engine (100 HP) is built up of balsa. the cylinders were painted copper with aluminum valve









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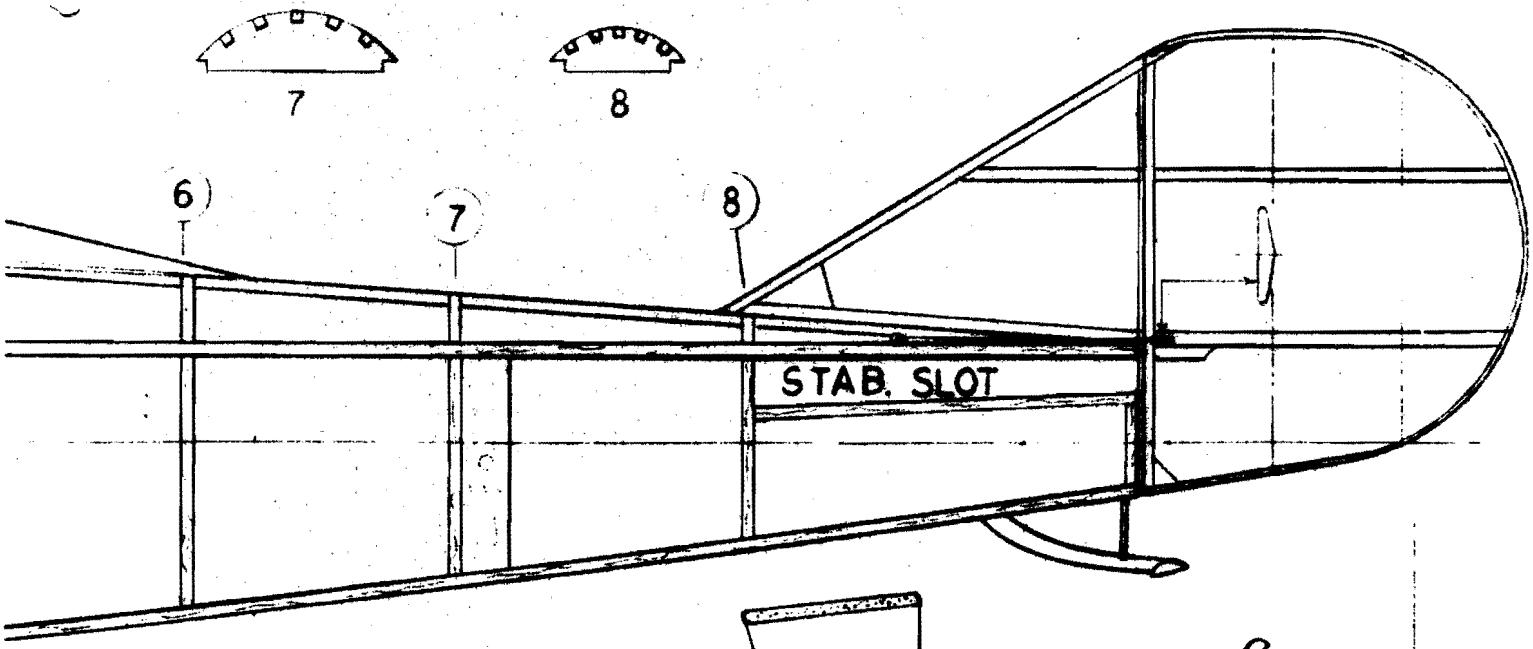

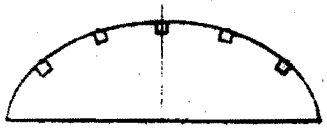

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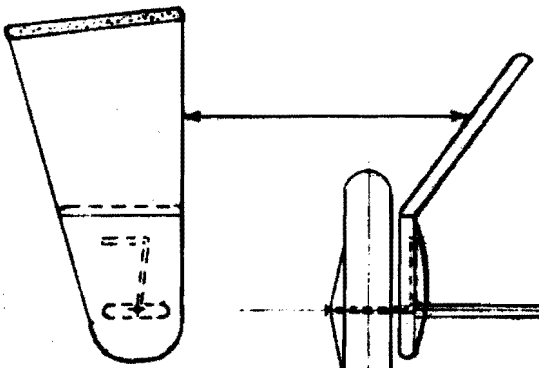
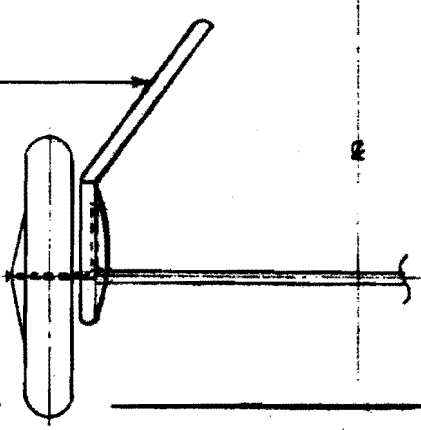




gear and blackened exhausts. The "hole" in the cowl that allows the engine to protrude is represented by a patch of black tissue. The cylinders are glued to this to produce the desired effect.

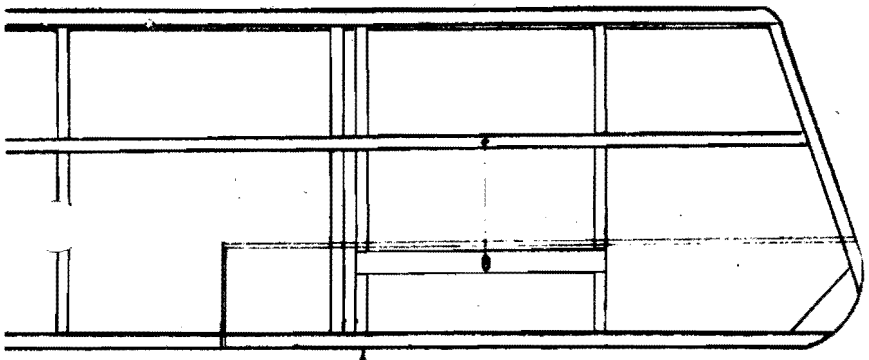
Now let's get on with final assembly, which is a very critical part in the building of any multi-plane model. As stated before, the zero angle of incidence for the two bottom most wings is formed automatically by the fact that they nest in saddles built into the fuselage. Begin by gluing them in place. It would be wise to check the angles of incidence with a level vial just to be sure they are alike.

The cabane strut is shown full size on the plan. The bottom end is glued to the root rib of the center wing. Mount the top wing so it has 1/32 inch incidence. Check it with a level vial. Try not to get any more , or less, than this 1/32 inch incidence. It is important to the performance of the model.

Now, if you are satisfied with what you have done in assembling the wings so far, cut the bay struts from the full size layout. Each strut is composed of a forward and aft section. They are painted grey, as the cabane and landing gear struts should be. Cut away the tissue on the wings between the ribs to allow the struts to pass thru. The forward section is inserted thru the bottom of the lower wing, on thru all three wings so the spars all nest on the steps protruding from this strut section. This automatically spaces the wing gap. Now is the time to once again check the incidence angles with your level to see if you need to twist them a bit to maintain the established angles all along the span. Once satisfied, zap the struts in place. The aft section of each strut may now be added.

The stabilizer is slid into place in the slot provided in the fuselage. Rest it's spar on the bottom of the slot and glue it there. The leading edge is packed up with balsa shims to a zero degree incidence angle, and left unglued until test flying determines it's final angle. This covers the important aspects of final assembly. All other parts need no detailed explanation.

The all-up weight of the completed model with a motor of four strands of 1/8 tan FAI 20 inches long is 1.25 ounces. No ballast is carried. Flight testing went smoothly with the down thrust increased by adding a 3/32 shim under the nose plug. A slight amount of additional right thrust picked up the left wings which had a tendency to hang low in the ship's open right turn under power. The glide was flat and to the right. The stabilizer incidence remained at zero. Flight times are close to one minute.



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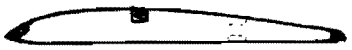

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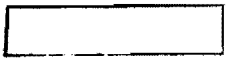

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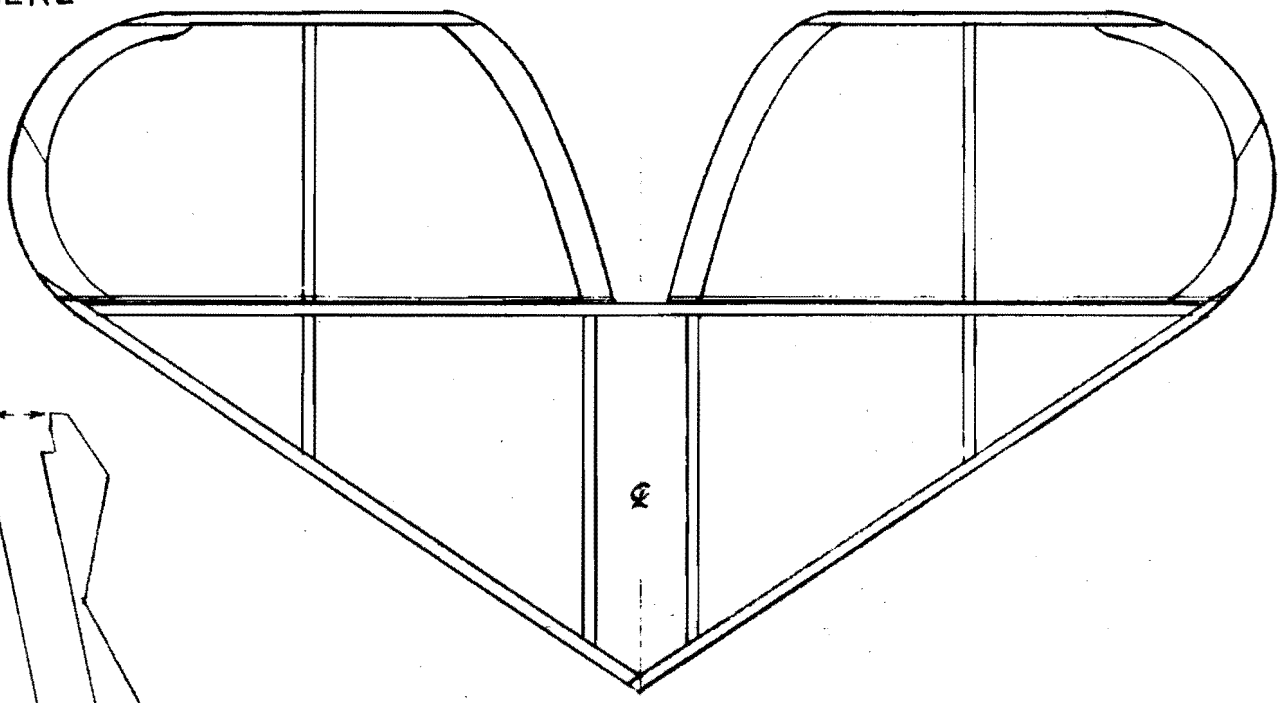
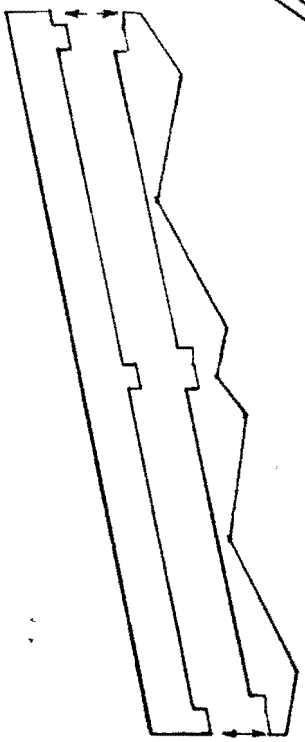
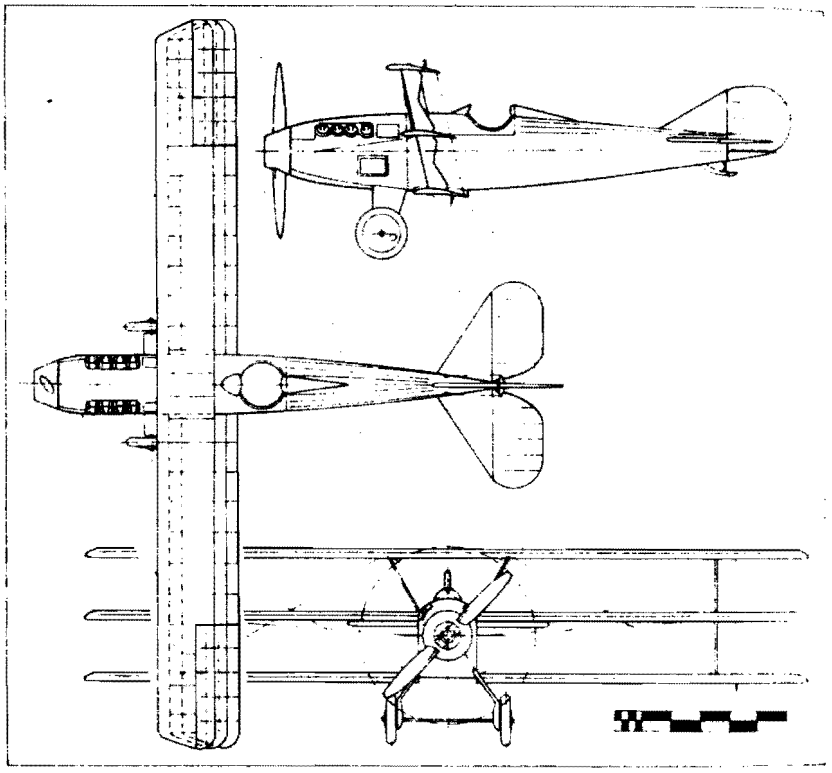




BAY STRUT ASSY.



Curtiss

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The Electric Motor Rationale
Mumbo Jumbo #46 from the pen of the Glue Guru

Salutations, disciples! Today we shall hobnob with Mr. Tom Schmitt, the well known model photographer. More recently he has emerged as a purveyor of electric motors suited for flight through his position at HyLine, an activity shared with Mr. Don Srull.

Rubber motors have been successfully challenged by internal combustion, CO2 and now, electricity. Yet rubber survives despite the intense competition and despite certain well-known drawbacks: (a) a tendency to burst explosively, and (b) a tendency to spatter lubricant throughout the fuselage. Yes, who has not had models blown to bits through the treachery of rubber, despite the generous application of soothing elixers? Apparently such "lubricants" act largely to generate a permanent medicinal stench enveloping our fuselages.

Fortunately, rubber does have two enormous advantages: (a) it's dirt cheap, and (b) it has the ability to both store energy and then to serve as it's own motor in the release of such stored energy. The result is to make for an unusually light motor-battery combination. Indeed the cheap rubber-as-spring motor is roughly twice as effective (energy stored per gram of weight) as the most expensive of heat treated steels wound into a spring. These advantages assure rubber survival despite its self-destructive personality. Yet, here comes Tom Schmitt, offering us something else.

Glue Guru: Why electric power for free flight models?
Tom Schmitt: Why? Well, for one thing, it opens classes of models that are extremely difficult to do with rubber - twins for example, or to push the idea further, say a four engined model. In electric, matching any number of motors is simple and even automatic; in rubber, matching problems can be rough. But aside from the practical virtues of electic - they don't blow up for one thing - some people get into it because of the novelty. Here's something unusual, something many people haven't tried before, and there's a feeling of wanting to try it just for the heck of it. If you're tired of the same old stuff, think about electric. As for the cost, yes, electric is more expensive than rubber, at least in terms of start-up costs. However in the long run, electric isn't that bad and is certainly cheaper than CO2.

GG: How much know-how is required for electric power?
TS: You don't have to know anything about electricity, if you're willing to follow instructions. Unfortunately some people are scared off by electricity, but in time they realize that following our instructions is really a simple business - anybody that can build a model can do it.

GG: How many units have you sold?
TS: A total of about 2000 to 2500 units. The last full year, 1990, brought in about 800 orders. However in the last two months, we've sold about 300 units. It's definitely catching on.

GG: How much of an investment is required?
TS: Just under 30 dollars should do it, unless you have something special in mind, like that four engined bomber. Yes' it's more than rubber, but when you see them doing an ROG ever so neatly - it's worth it.

There you have it. The conversation was recorded at Geneseo, July 1991. There is no shocker in the above; the views of TS seem sensible, as befits the man. Only one question remains, is it for you?

From the standpoint of performance, rubber offers a higher "specific energy", that is, you can extract more energy from a gram of rubber than from any known commercial battery-motor combination (per gram). Thus a rubber powered clone will fly better than an electric powered original. However performance isn't everything, and such factors as novelty, multiple motors, and safety may be of greater importance in the long run.

Will rubber survive? Yes, and for the same reasons that permit Free Flight to survive in an R/C world. Rubber is simple, direct, cheap, low tech and light. There is something to be said for the pencil, even in the age of computers; similarly rubber appeals even in a time of electric motors. Indeed, if only the stuff didn't blow to bits...

It is said that tragedy builds character. If you have developed far too much character try electric.

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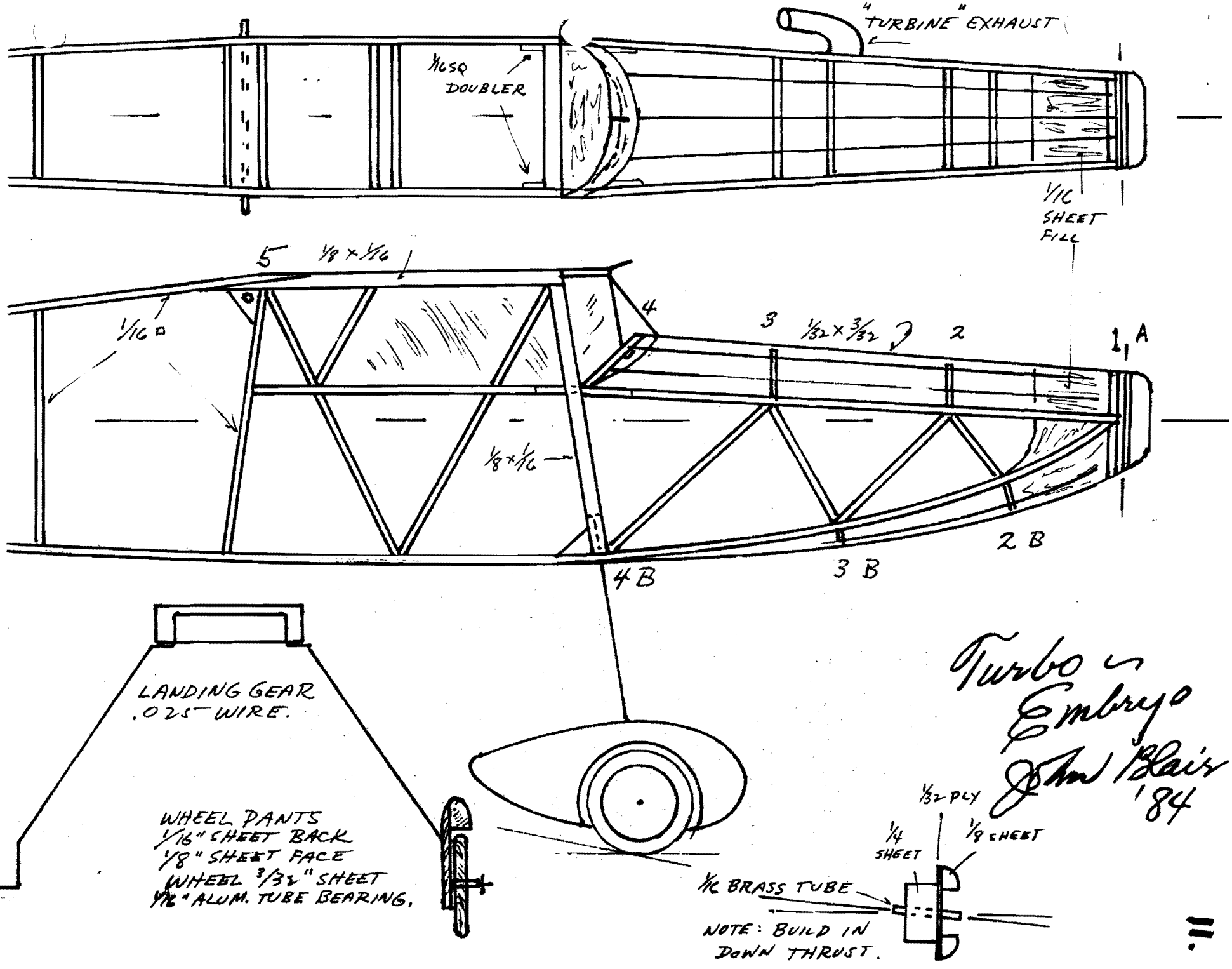


Turbo Embryo
Tom Blair
'84

PRODUCT REVIEW

We have a lot to review so let's get right into it. First let's cover the current issue of AeroPlans. All of you should be getting this great publication as well as its sister magazine, Air Wars - 1919/1939. No library should be without these two publications. Now back to AeroPlans #3. This issue features the following; six pages of drawings for the Boeing F4B-4 that you can take to your copying center and enlarge to any size you want, no guess work, everything is there on the drawing for you. Then we come to a plan for John Blair's Curtiss P1-A fighter plane in 5/8" scale, three-views of the PWS-10, Bellanca 28-90, Arado E-581-5 (a flying wing), Curtiss R3C-1, Hawker's Spanish Fury of 1936. Dick Gates has a reduced plan for the Mohawk Pinto and for those of you who have sent for the plan of the Curtiss A-8 "Shrike" from Model Builder magazine there is a 7 page detailed three-view to give you all the scale details you will ever need. This one from Chuck Hafner. All this plus other goodies, don't miss it. You can get it by sending $10.00 plus $2.00 postage to; AeroPlans, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045. You can also subscribe to 1919/1939 AirWars at the same address by sending $24.00 for a years worth. (this is a quarterly)

Al Lidberg has come out with a mini-series of replica old timer semi-kits. These models were originaly gas powered and Al has reduced them down to a size that is suitable for CO/2, electric or rubber power. The models that are ready now are the Mini-New Ruler, Mini-Sunduster and the Mini-Buzzard Bombshell. These semi-kits come with printwood and folded plan for $6.90 each, postpaid. As an introductory offer you may purchase all three semi-kits for $21.00 postpaid. This will include the printwood and the plans will be rolled in a box.You can also have their catalog (13 pages) for free with this offer if you request it with your order. Send to; A.A. Lidberg, Model Plan Service, 614 E. Fordham, Tempe, Az. 85283
Better give you the sizes for these semi-kits, they are, New Ruler 20" span, the Buzzard Bombshell 18" span and the span for the Sunduster is 19.5" span.

Yesteryear Plan Service looks like an up-and-coming source of scale plans for you Skysters. Their claim to fame is that they will not provide any plans without patterns. Plans are either blue line or black line prints (your choice) made from NEW master transparencies, legible and easy to work from. Our purpose is to preserve good renditions of specific aircraft, renditions of plans that are no longer generally available or available only as poor copies. We think you will be pleased with our service. For a copy of our current price list send an S.A.S.E. to; Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.

How many of you are getting the publications WW-I Aero and Skyways? Here are two more magazines I can't do without. WW-I Aero covers aircraft from 1900 to 1919 and Skyways covers from 1920 to 1940. Just a quick review of the last issues of both magazines. WW-I Aero, article on Lilienthal, Wright 1905 Flyer drawings, drawings for the Aero-Torpille, WW-I engines, coloring of aircraft, plus other drawings and all kinds of good "stuff" if the early aircraft is your thing. Skyways features the Bugatti 100, Douglas O-2 series, Monocoupe, Boeing pursuits, Wibault aircraft, Skyways Gallery, just chocked full of the kind of coverage scale modellers love. To subscribe to these two publications here are the details. WW-I Aero, 15 Crescent Rd., Poughkeepsie, NY 12601. Suggested minimum contribution for one years subscription is $25.00, more if you care to. Same rate for Skyways, Same address. Sample copy of either magazine for $4.00 each.

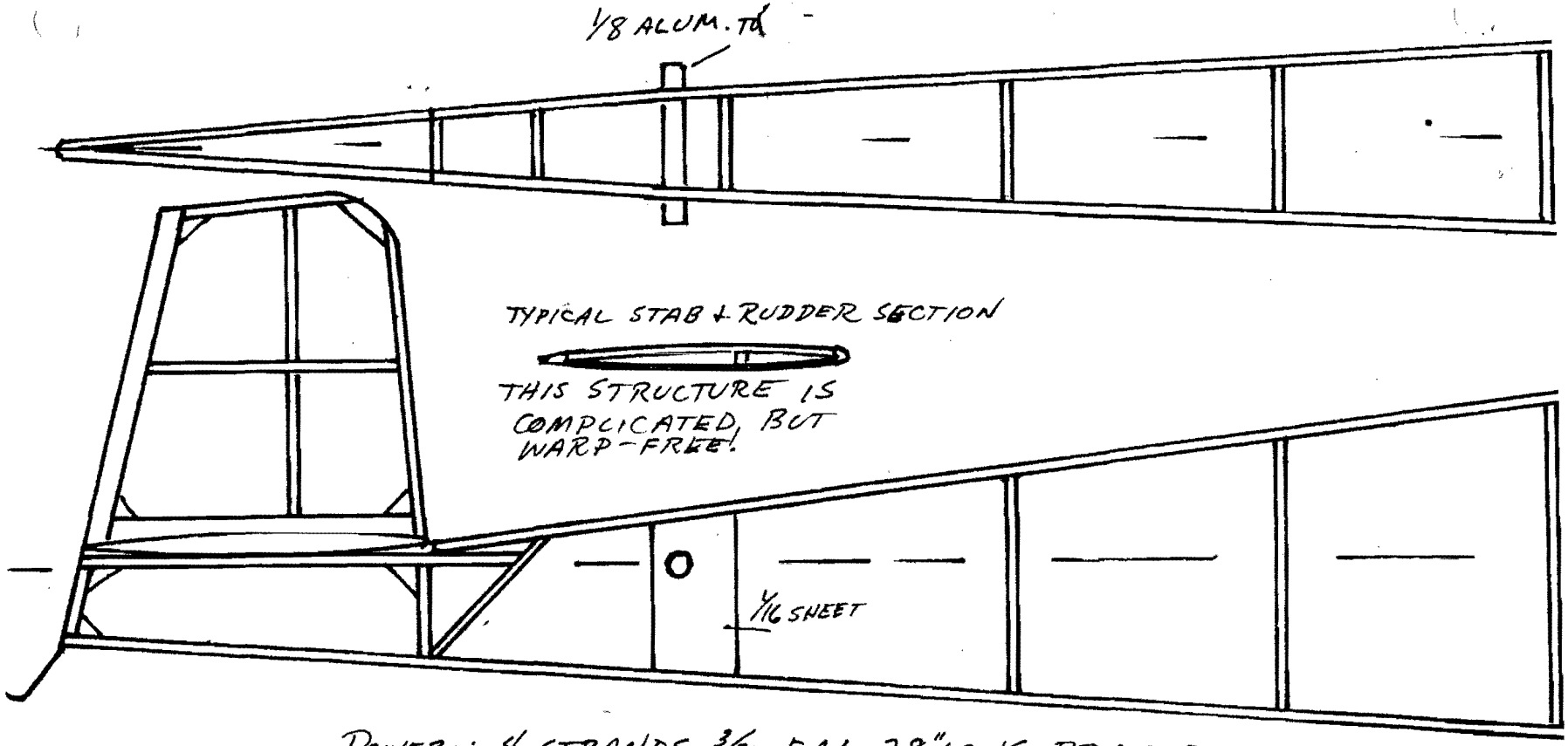
Another new plan source is B2 Streamlines, Box 976, Olalla, Wa. 98359. Besides other plans they carry a lot of plans by Eric Marsden, you might remember that Eric has given a lot of his plans to the FAC Newletter for publication. Catalog is $2.00 to the above address.

More plans; Allen Hunt has a new plan list ready. Over 2400 plans. See ad in this issue.

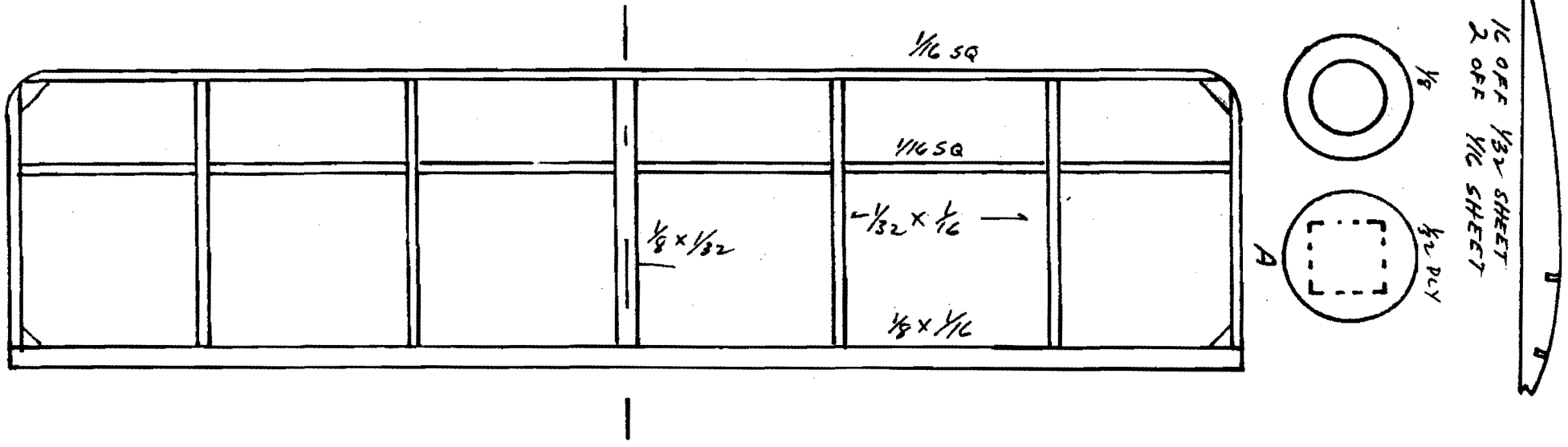
Lt. Col. Lin Reichel CinC-FAC

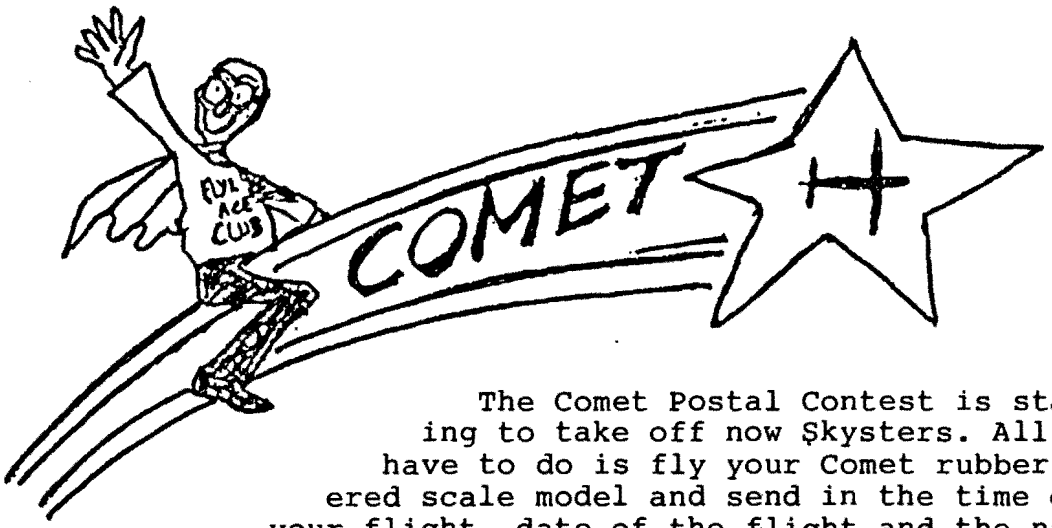
S.O.S.--S.O.S.--S.O.S.

Wanted; 3-view drawings of the Lockheed Constellation model 1649 with cross sections. Tom Verzy, 10422 Patricia Dr., Anaheim, Ca. 92804.



POWER: 4 STRANDS 3/32 FAI, 28" LONG, BRAIDED.
7" PECK-POLYMERS PROP USED

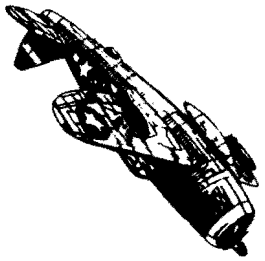


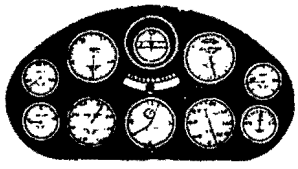


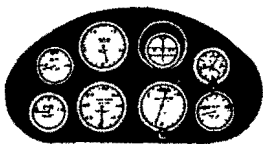
The Comet Postal Contest is starting to take off now Skysters. All you have to do is fly your Comet rubber powered scale model and send in the time of your flight, date of the flight and the name of the model to GHQ. Every time you better your time with that model, send in that time. You may enter as many models as you wish. Models must be built from a current Comet kit or from an old time Comet plan. Contest ends on October 31, 1991. Your flight times do not have to be from a contest. You may go out to fun-fly and take your Comet model along and time your flights for the Postal Contest.

BUILD--FLY--WIN!!!!!!!!!

PILOT	PLANE	TIME
1.Dick Dunmire	Curtiss Robin	463 sec.
2.Padre Anderson	Fairchild 24	267 "
3.John Blair	Rearwin Speedster	186 "
4.Jim Kutkuhn	Fairchild 24	153 "
5.Gene Smith	Grumman Avenger	150 "
6.Mike Nassise	Corben Super Ace	119 "
7.Darold Wilken	Piper Cub	90 "
8.Dave Linstrum	Curtiss Robin	85 "
9.Claude Powell	DH Puss Moth	84 "
10.Charles Roth	Chester Jeep	71 "
11.Paul Boyanowski	Spitfire	68 "
12.Dave Stott	Fokker D-VII	61 "
13.Gordon Roberts	Seversky P-35	49 "
14.Paul Stott	Spartan Fighter	48 "
15.Dave Stott	Hawker Hurricane	42 "
16.Dave Livesay	P-51 Mustang	41 "
17.Dan McDonald	Piper Cub	40 "
18.Walt Leonhardt	Curtiss Robin	35 "
19.Mike Zand	Taylorcraft	33 "
20.Roy Guge	Corben Super Ace	33 "
21.Walt Leonhardt	Corben Super Ace	33 "
22.Walt Leonhardt	Wiley Post	28 "
23.Dave Stott	Aeronca C-2 Floatplane	24 "







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BACK ISSUES

Here is the list of back issues that are still available. Some issues are in very short supply, one or two copies still left. So get your order in as soon as you can. Prices are $1.50 per issue, postpaid. Send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa., 16506.

109-35 112-38 115-41 118-44 119-45 121-47 122-48 123-49 124-50 125-51
127-53 128-54 129-55 130-56 132-58 133-59 134-60 135-61 139-65

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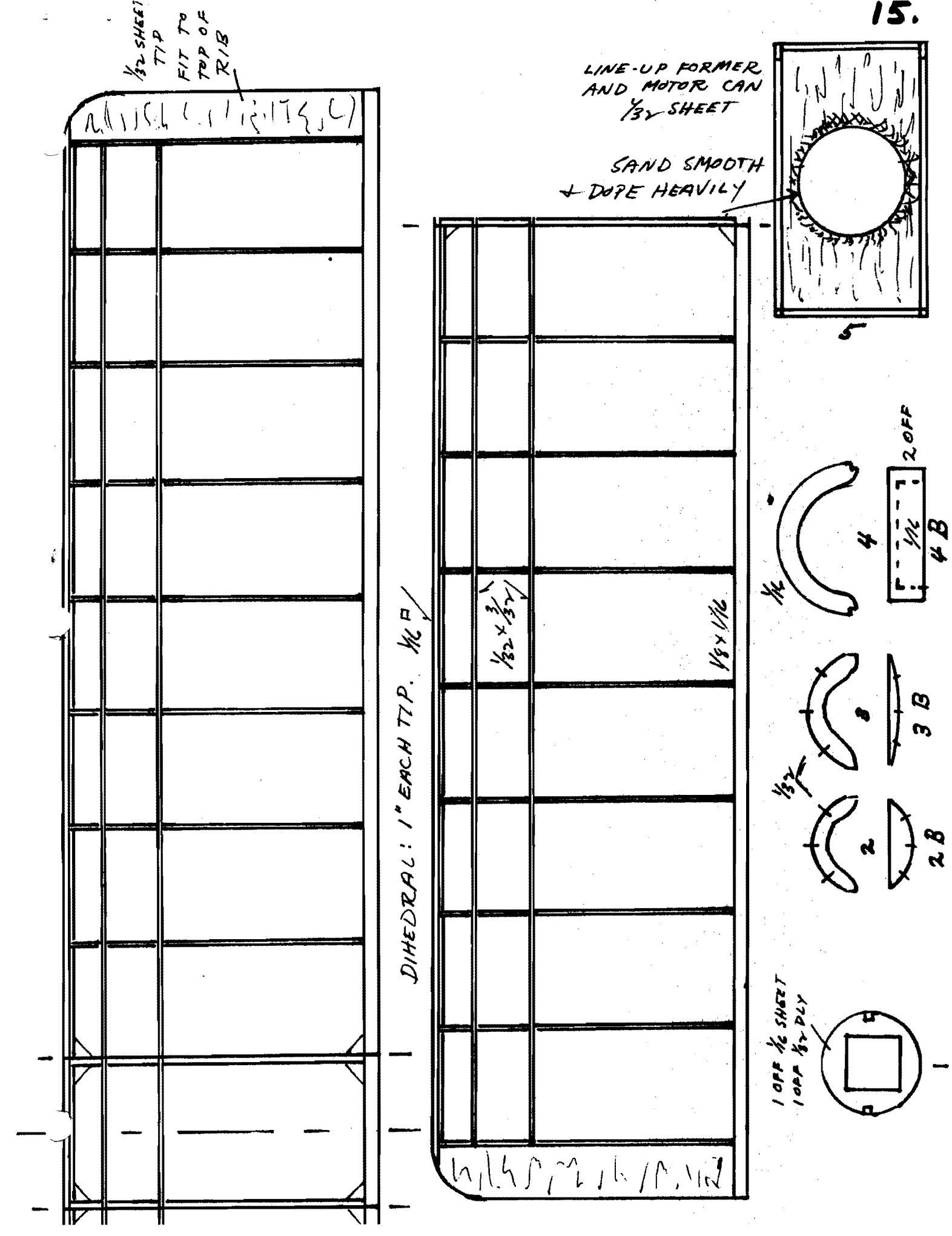
1/32 SHEET TYP FIT TO TOP OF RIB
LINE-UP FORMER AND MOTOR CAN 1/32 SHEET
SAND SMOOTH + DOPE HEAVILY
DIHEDRAL: 1" EACH TYP. 1/16
1/32 x 3/32
VERT 1/16
1/16
4
2 OFF
4B
1/32
3
3B
2
2B
1 OFF 1/16 SHEET
1 OFF 1/32 PLY

Airmail Pals

Dear Vic,

Thanks for an outstanding meet at Geneseo. The memories will last a lifetime. It's simply not possible to have a better time. The accomodations at the University are the best. I can not say enough about the meals they provided us. I don't know of too many places where can eat all you want of such delicious food, at such a reasonable price. The deserts were freshly baked each day, and they were done to perfection. After being on the field all day, it was nice to have a fine meal to look forward to. The University made us feel very welcome, as of course did the National Warplane Museum. If there was one great milestone in the history of model aviation, this association of the Flying Aces Club, the National Warplane Museum and the State University of New York (Geneseo) would be it. There could not be a better blend of facilities, people and machines. Lin and yourself deserve much praise in maintaining this relationship for the benefit of us all.

Sincerely,
Paul Boyanowski

(Ed. note...We did not print this letter to beat our own drum, but to try to impress upon the Clubsters who have never been to Geneseo for a contest just what a great time can be had there. In spite of all those ingredients mentioned by Paul let us not forget the GREAT bunch of FACers that make the actual contest GREAT! Hats off to them all!!!)

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Dear Lin,

Enclosed is my check for renewal of the newsletter. Keep up the good work. I really enjoy the FAC events much more than AMA Scale. Flying is where it's at and FAC's first name is FLYING!

Eff, Aaaa, Ceee!
Gene Smith, MD.

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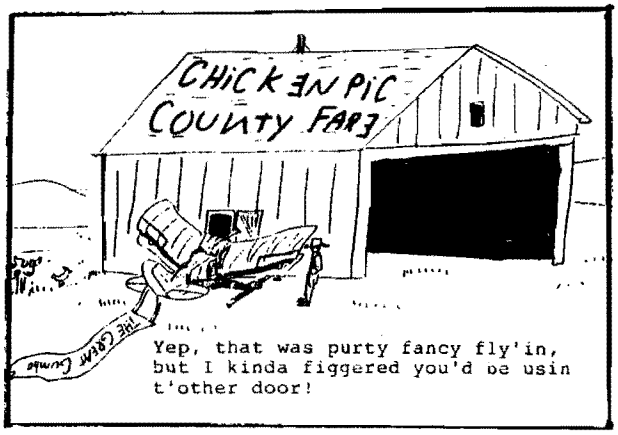
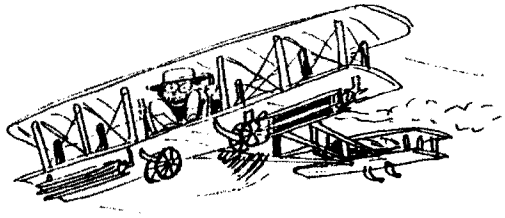
Cartoons by BOB HOWARD



Yep, that was purty fancy fly'in, but I kinda figgered you'd be usin t'other door!



THE HAYSEED 500 AERO-HARVESTER (1909)
First Flown June 2nd 1909, but had a collision with a hay baler. Pilot baled out.

FLIGHT TRIMMING SCALE MODELS

by

Mike Midkiff

This technique has worked well for me through the years. Regardless of model size or type. Before actual flight trimming can begin do a quick review of the model to assure that your efforts toward achieving good flights are not in vain! Look at;

Weight: Is the model too heavy?

Decalage: Is there wing incidence with respect to the stabilizer?

Warps: No warps! Only a small amount of washout.

Rudder: Straight!

Nose block: Removable, but snug enough to hold thrust line adjustments.

Dihedral: Enough to prevent spiral instability.

Now on to actual trimming.

Test glide the model without prop or motor assembled. Using only clay for ballast. Test glide repeatedly untill a gentle glide results. Identify where the model's C/G is (balance point). Assemble the prop and flight motor and recheck the model's balance point. Add or take away clay to re-establish the previous C/G found during test glides.

Put in approximitly 2-3 degrees of down and right thrust making sure the noseblock is snug and will not come out when flying.

Wind in approximitly 150 turns in the motor and gently launch straight ahead into the prevailing breeze. Your model should fly straight, slowly descending. If the model stalls, even slightly, add more down thrust. If she turns too tightly to one side or the other counteract with side thrust.

Priorities: Always deal with the stall first. A turn resulting from a stall is not a turn! Add a few more winds, 200, and repeat. If she doesn't stall observe the turn tendency. If it is gentle, leave it alone. If too tight, 20'-30' diameter, add side thrust to open up the turn.I.E. if the model turns tight left add a shim to give more right thrust. Turn diameter should be more than 50'. Put in more turns, 250-300, and launch , again looking for stalling or tight turn tendency. Add shims to further adjust the thrust line if either persists.

Ideally an outdoor scale model should climb out fairly straight ahead at a reasonable angle, say 15 degrees, through most of its power burst, 10-15 seconds. Only then should it start to turn. A model turning downwind still in the power burst phase will seldom be climbing!

The cruise and glide portion of the model's flight is more or less controlled by rudder. If your model has an inherent, reasonable turn to either side, leave it alone. If she flies straight away after the initial power burst, off set the rudder slightly, 1/16" to the side with the lesser amount of wing washout. However, since you moved the rudder you must compensate with side thrust or the climb out is out of trim. Shim the thrust line away from the turn induced by the rudder off set. I.E. left rudder, more right side thrust.

Once you feel that your model's trim is reasonable add a fresh motor. Immediately go to max winds. This is the acid test! How does your pride and joy handle full power on an unused motor?

continued next page...

 Remember, cure unstable stalls or turns with thrust line off sets only! There you have it, trimming a scale model takes patience and logical thinking. But what else will make a scale model really scale than 100 feet up in its element.

BASICS TO KEEP IN MIND

The model must be stable for successful flight trimming.

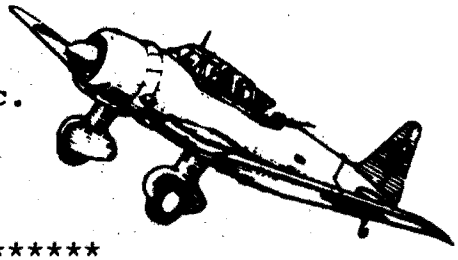
Most adjustments for control of power, stalls and turns are with thrust line adjustments only.

A model that is too heavy does not stand a chance.

PEARL HARBOR POSTAL CONTEST

What you need to enter is a model of any military aircraft that was on station in the Pacific area from any country on Dec. 7, 1941. Responsibility for proof is with you if you are questioned about the eligibility of your model. Enter as many times as you wish, with as many models as you wish and everytime you better a score with a particular model send it in. Contest scores count too. Contest will end on Dec. 7, 1991. Entries postmarked after Dec. 8, 1991 will not be accepted. BUILD--FLY--WIN--EFF-A-CEE.

PILOT	PLANE	TIME
1.Darold Wilken	Grumman Wildcat	105 sec.
2.Gene Smith	Seversky P-35	68 "
3.Roy Guge	Grumman Wildcat	26 "
4.Walt Leonhardt	Seversky P-35	25 "



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FAC SOCIAL NOTES:

A local builder invented a self-winding model

It's back to the drawing board for this one.

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

Ed Novak, 106 Cutlery Ave., So. Meriden, Ct. 06450 is in need of the former patterns for the fuselage of the No. American F-86 from the Comet kit. Can anyone help?

George Stanley, 521 N. 3rd Ave., Sauk Rapids, Mn. 56379 has over 4,000 magazines for sale ost are from the 40's to date, some rare. He also trades kits and plans. If your looking for a particular magazine, this could be the place.

WHERE ARE THEY NOW

Biltmore Vees
King of the Twin Pushers
Chapter Four

Early one evening several weeks later, Scurvy Wentworth and Glen Lamanowitz, III, sat at the counter in the Down Town Diner. They discussed the merits of the Eiffel 400 versus the RAF 32. They were interupted by the sirens of twelve State Police motorcycles. This was Governor Stule's motorcycle escort, and behind it was the Governor in a big black sedan followed by a battalion of the National Guard, the press and newsreel people and the 100 piece brass band smartly marching to "Dixie". Next was Senator Horne in a smaller big black sedan. Astute parade watchers thought they saw a young lady with the Senator. A large motorcade of relatives and other hangers-on completed this motorized extravaganza.

"Ah guess the Governor is having another parade," mused Scurvy.

"Wonder what the occasion is this time," said Glen.

The door was bashed open and in rushed Biltmore Vees, shouting and waving letter copies. He gasped, "We gotta do somethin'. Look at these here letter copies to the Governor and Senator Horne. The letters invitin' them to the indoor demo."

"Well," drawled Glen, "that's for tomorrow night, an' . . ."

"But it ain't," Biltmore shrieked, "Ah checked all them letters, an' the ones to the Governor and Senator say it's tonight!"

"Help me get Scurvy off the floor," Glen stammered.

"We gotta do somethin', Glen," Biltmore pleaded.

"The last train out of town left an hour ago," Glen gulped.

Scurvy slumped to the floor again.

Outside there was an awfull screeching of brakes and resonant backfires, then Nob Noster ran into the diner and shouted "Wegotta do somethin"! The Governor's parade is headin' for th high school! Scurvy, what are you doin' on the floor?"

Scurvy was hauled upright again. He gurgled, "Ah got a baby ROG at home."

Biltmore blurted, "My mike job is ready to go, and Swat has a ship in his car outside."

"Then we'll have to go to the high school and fly 'em." Nob yelped.

"Everybody into Swat's car!" Glen yelled.

There was a rush for the door as Scurvy folded up again. They all stumbled back and then rushed for the door again, hauling Scurvy with them. He was pushed into Swat's car and they all piled in behind him. Swat barreled toward the high school, via Scurvy's house to pick up his ROG, then on to Biltmore's to get his mike job. Time was of the essence, and traffic signs, lights and directions were considered as opinions from some remote source. The following police car sirens were lost in the Governor's screaming motorcade. Swat would have more tickets than a scalper on opening night.

Swat tooled his sedan into the crowded parking lot of the high school. There were two large buses with banners on their sides advertising Beauregard High, Calhoun City High's arch rivals. From the gym came great shouting and cheering.

"There's a basketball game here tonight!" Biltmore howled.

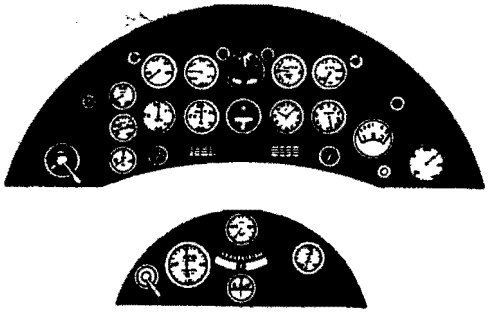
Scurvy slumped to the floor in the back seat.

No one noticed the police cars that charged into the parking lot. They were caught up in the Governor's parade, the lead elements of which blustered their way into the gym followed by the 100 piece brass band playing "Dixie".

It was almost half time, and Calhoun City High was on the short end of a 72 to 12 score. They happily retreated to the locker room while the Governor's organization set up his portab platform near the wall opposite the bleachers. The 100 piece band formed up on the court and raced the platform, glockenspiel and xylophone in front.

The Calhoun County M.A.C. was jostled into the gym along with the Governor's relatives, hangers-on and most of the National Guard outfit. The Governor mounted the platform. He was followed by his aide, Ward Heeler, General Byrd Brayne Stule, National Guard GOC, several cousins and Senator Horne who escorted a very blonde young lady whose talents were only too obvious.

continued in the next issue.....



Contest Calendar

Oct. 26/27...Cactus Squad. Annual. WW-I, WW-II Races, FAC Scale, Peanut, Embryo, Catapult, Jumbo Multi-engine, Golden Age, Dime Scale, CD Dave Smith, 1041 E. Rawhide, Gilbert, Az. 85234.

Oct. 26/27...MIAMA Indoor Meet, Some FAC "Stuff" as well as their usual events. CD "Doc" Martin, 2180 Tigertail Ave., Miamai, Fla. 33133

Nov. 23/24...SAM 46 FAC at Palm Bay, Fla. CD Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119. Events, FAC Scale, Golden Age, Peanut, FAC Oldtimer Rubber, No-Cal Scale.

Nov. 16.....2nd Annual Rio Grande Squad. FAC contest in Albuquerque, NM. Races, WW-II, Golden Age, Bostonian, Sport Rubber. CD Bob Leishman, 90 Horizon Vista Blvd., Belen, NM 87002.

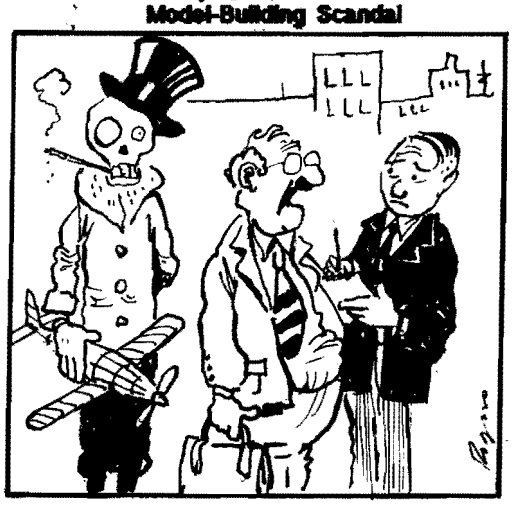
Nov. 16.....Maxecuter's Indoor Contest at Patuxent River NAS, Lexington Park, Md., Old Time Scal Scale, WW-I, Navy Scale, Peanut, Golden Age, FAC Scale, Coconut Scale, Bogus Scale Bostonian, FAC Power, Walt Mooney Bostonian, Novice Pennyplane, No-Cal Scale. If you are going to attend this contest you must let Claude Powell know by Nov. 9 so your name can be put on the list or you will be denied entrance to the facility. Everyone coming with you must also be listed. CD Claude Powell, Box 454, Ridge, Md. 20680, (301) 872-41

Dec. 28,29,30...King Orange Outdoor FF. Tampa, Fla. "Doc" Martin, address above.

March 29, 1992...9th Annual CFFS Indoor Contest Normandy High School, Parma, Ohio. EZB, Intermediate Stick, Novice Penny Plane, No-Cal Scale, 4 Peanut events plus Peanut Grand Prix. More info on this meet later. The date is firm! Plan on it!

FAC ***SOCIAL NOTES***

"Not Guilty" pled in Model-Building Scandal



"My client is innocent as the Wind-Driven Snow"

Top left; Curtiss S-3 Scout, photo and plan by Dave Stott. Great flyer! Naturally.

Remaining photos by Lin Reichel from the FAC contest at Geneseo this past July. Top right; Dick Shaw about to launch his Jumbo Jodel. Nice model and a good flyer.

Middle left; Bob Anderson holding as Vet Thomas winds up his Stampe to do battle in the Military Bi-plane mass launch event. Model did well.

Middle right; Huge Jumbo model of the Chester Goon by Dave Livesay. Dave had a smaller version in the last issue of the news. Not quite trimmed out yet.

Bottom left; Farman Bipe by Harvey Pastel, real neat job, Harvey.

Bottom right; Doug Buchanan taking five between flights. Holding an HL-2 on his lap.