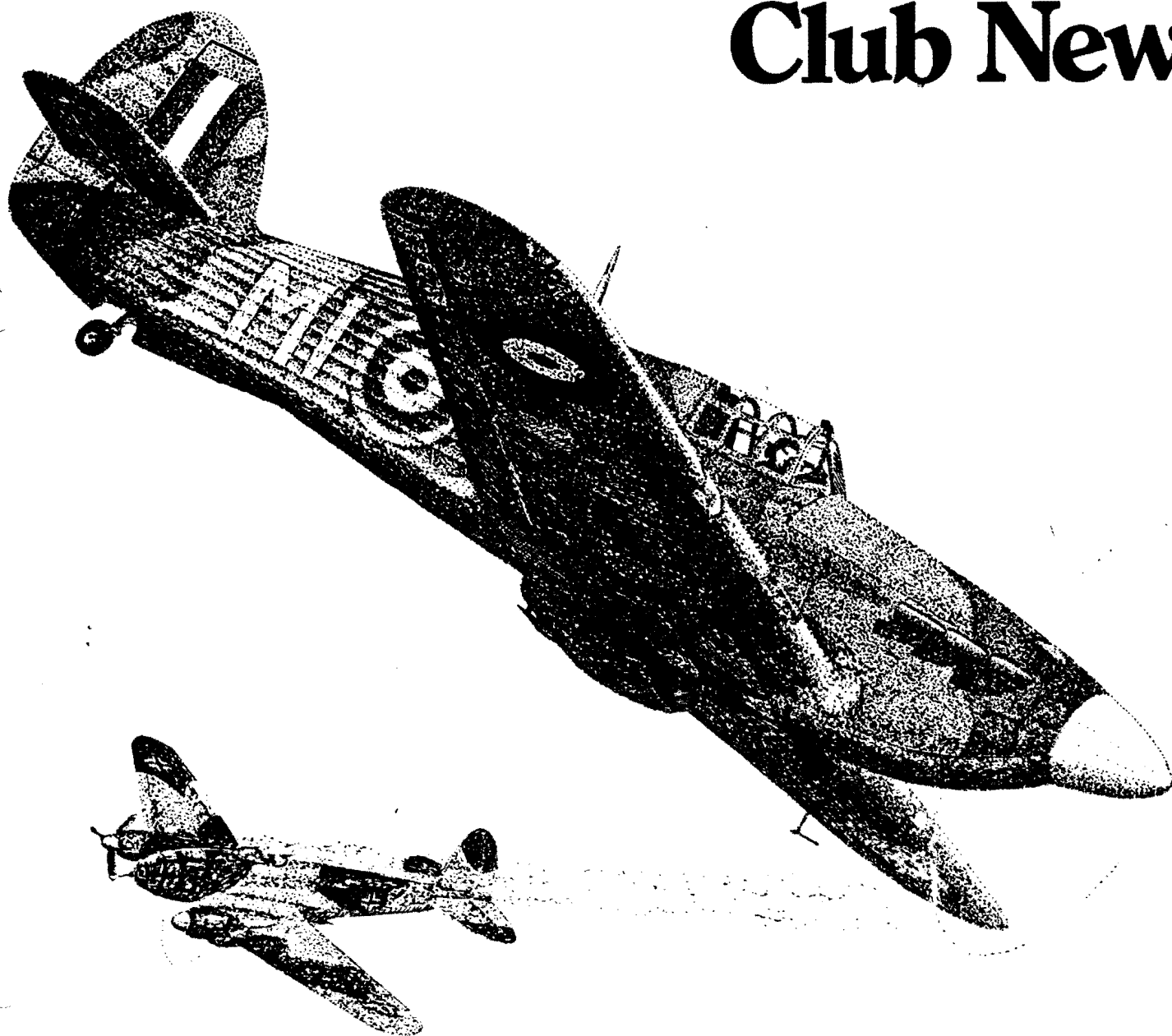


FLYING ACES

ISSUE #142-68 Nov./Dec. 1991

Club News



NEWS ON THE WING!

Do you like the cover on this issue? It was drawn by Steve Gardner. Steve has had some of his plans published in various magazines over the years and we are hoping for one soon for the newsletter, are you listening Steve? Anyway, it is a nice action drawing of one of our favorite aircraft, the Hawker "Hurricane". Thanks Steve.

This issue starts the 25th year of the "Flying Aces Club News". Dave Stott and Bob Thompson started this newsletter way back in 1967. After 13 years of working to bring back the "FUN" in scale modeling they decided that they had had enough. It was time to give it up. They were going to let the thing die. After all those years of work I couldn't let that happen and I asked if I could take it over which they heartily agreed to.

Little did they know that they had planted the "Seeds" for the resurgence of rubber-powered scale modeling. They put us on the road to success with the rules that they had devised that gives everyone a fair chance at winning in a contest, plus they instilled in us modelers that the whole idea of this was to just have FUN! At that time the only way you could get the newsletter was to enter one of their contests. At that time there were only about 100 newsletters sent out to members.

I decided at that time that this newsletter and the "Flying Aces" movement was just too good to be shared with just the current membership at that time. How to finance it was the only problem. A membership fee was the only answer and it would have to be offered to everyone. So we struggled through the first few issues until we built up enough funds to keep us in the black side of the ledger. As we enter our 12th year of leading the pack we are proud to say that we are now over 800 members! And still growing. Of course the big reason for the growth is the excellent plans, articles and other tid-bits that you Clubsters provided and we hope will continue to provide. Also the continued help of the columnists in the model magazines in promoting our organization was very instrumental in our growth as well and we hope they continue to do good things for us.

We have another squadron to list in our ever growing Air Force. Doug Hannay from out in Delta, B.C., Canada has formed up another group for the Flying Aces. Doug is no stranger to aircraft, even the full-sized kind. He has flown in 442 Squadron of the Auxiliary and has logged time in the following aircraft; Vampires, Mustangs, T-Birds, T-6s, And Sabres as well as pre-war Waco cabins, Fairchild 71s & 82s, PBV's Supermarine Stranraers, DC-3s, 4s, 6s, 737, 707, 767, Convair 640s and numerous others. Welcome to the Club "Skysters".

Squadron #28
S.O.G.I.S. Squadron
Doug Hannay
4823 - 13th Ave.
Delta, B.C.
Canada V4M2B7

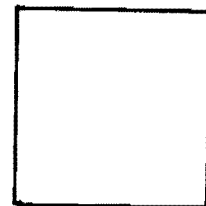
THIS AN' THAT---In this issue we present two really good potential flying model plans. One by that old "Impressario" Pres Bruning (Focke-Wulf FW-159V3) which would be a natural one to build for the Pres Bruning event at next years FAC-Nats. The other plan was done by Tom (the old one) Nallen on a computer! This one is also a natural for flying as Tom's prototype model flew out-of-sight in its first contest. Give them both a try, Ozone Climbers.

When contacting advertisers in the newsletter please mention you saw their ad here.

We all want to wish Bill Bell a speedy and successful recovery from his up-coming surgery. Bill flies with the DC Maxecuters.

When sending in your S.O.S.s it will help if you include what type of plane it is, such as military or civil, monoplane or biplane, etc. and what year it may have been built. This will help out our researchers.

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



Update on the FAC-Nats Mark VIII; July 10-11-12, 1992. We omitted the Pioneer scale class from the list of events in the last issue, so please insert it along with the events, Battle of Midway and the "Flying Hord". The midway event will be for aircraft that actually fought in the battle. The "Flying Hord" event will be a single mass launch by every contestant at the end of the contest. Can you imagine, over a hundred models in the air at the same time! The latter two events will not be official events but a "Kanone" will be recorded for the winners. We may have some kind of merchandise prizes as well. In the next issue we will have a complete schedule as to what events will be flown on each day. We will also have a registration blank for those of you who want to get your entry in early. You may want to get it in early because we will be limited in reservations for the banquet and I'm sure you won't want to miss this one as Mr. Cole Palen from the "Old Rhinebeck Aerodrome" has consented to be our speaker.

I have had several inquiries as to whether we will have a contest at Lawrenceville, IL. this coming season. The answer is no, but we will be having one at the new AMA field in Muncie, In. on Sept. 5-6, 1992. The Nat. Free Flight Assn. has graciously asked to once again participate in the NFFS Outdoor Championships. As of right now the events will be, FAC scale, FAC Peanut, Hi-Wing Peanut, Jumbo scale, WW I, WW II, Races, Pioneer scale, Golden Age scale, Embryo, OT FAC Rubber and Power scale. We will have more info as time goes by.

Our good friend and faithful adjutant, Emerson Elwell is recovering from some serious surgery and he would sure enjoy some get well wishes from all you Skysters. Let's deluge him with get well cards. His address is, Emerson Elwell, 3417 Harvard Rd., Erie, Pa. 16508.

We want to wish all of the Clubsters a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR from all of the staff here at GHQ.

The postal contests are now on Skysters. There will be the usual events, Indoor Peanut, Indoor No-Cal, Outdoor Peanut and Outdoor No-Cal. All you have to do to enter is time your flight and send it in to GHQ. Enter as many models as you wish and every time you better a flight with a particular model send it in. Contest scores count too. Contest starts now and will end on May 3, 1992. Entries postmarked after May 4, 1992 will not be accepted. Go Get 'em Gumbanders!

Skysters, your library will not be complete without John Fredriksen's new book. This publication is 304 pages and lists sources of plans that are available to all of us. There are almost 9,000 plans listed and about 90% of them are Free Flight, mostly rubber scale. It contains aircraft names, span, designer, last known price and the address of where to get it. See ad in this issue. GREAT reference book!!!

EMERSON F. ELWELL
DIED 12-9-91

BUILD--FLY--WIN!!!!!!! EFF--AAA--CEEEE!!!!
Lt. Col. Lin Reichel, CinC-FAC

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

GHQ needs the address for Ron Moulton who lives in England somewhere. Can any of our English Clubsters help us out?

John Walker, 160 Ivy Ridge Rd., Charlottesville, Va. 22901 has a lot of old magazines that he wants to trade, preferably, but will agree to sell if no trade offers are made. Drop him a line. The magazines go back as far as 1926!

BACK ISSUES

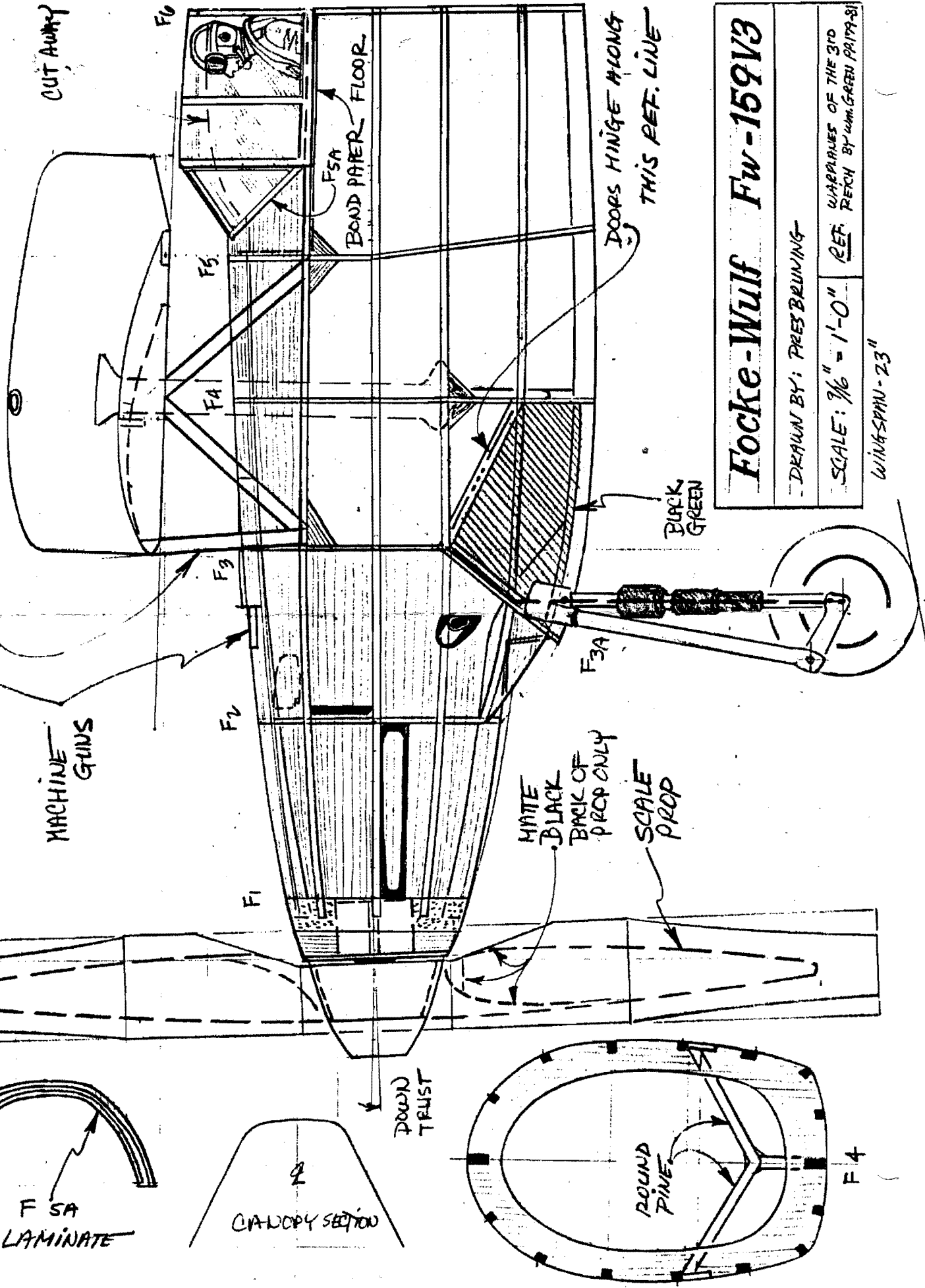
Here is the list of back issues that are still available. Some issues are in very short supply, one or two copies still left. So get your order in as soon as you can. Prices are \$1.50 per issue, postpaid. Send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa., 16506.

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

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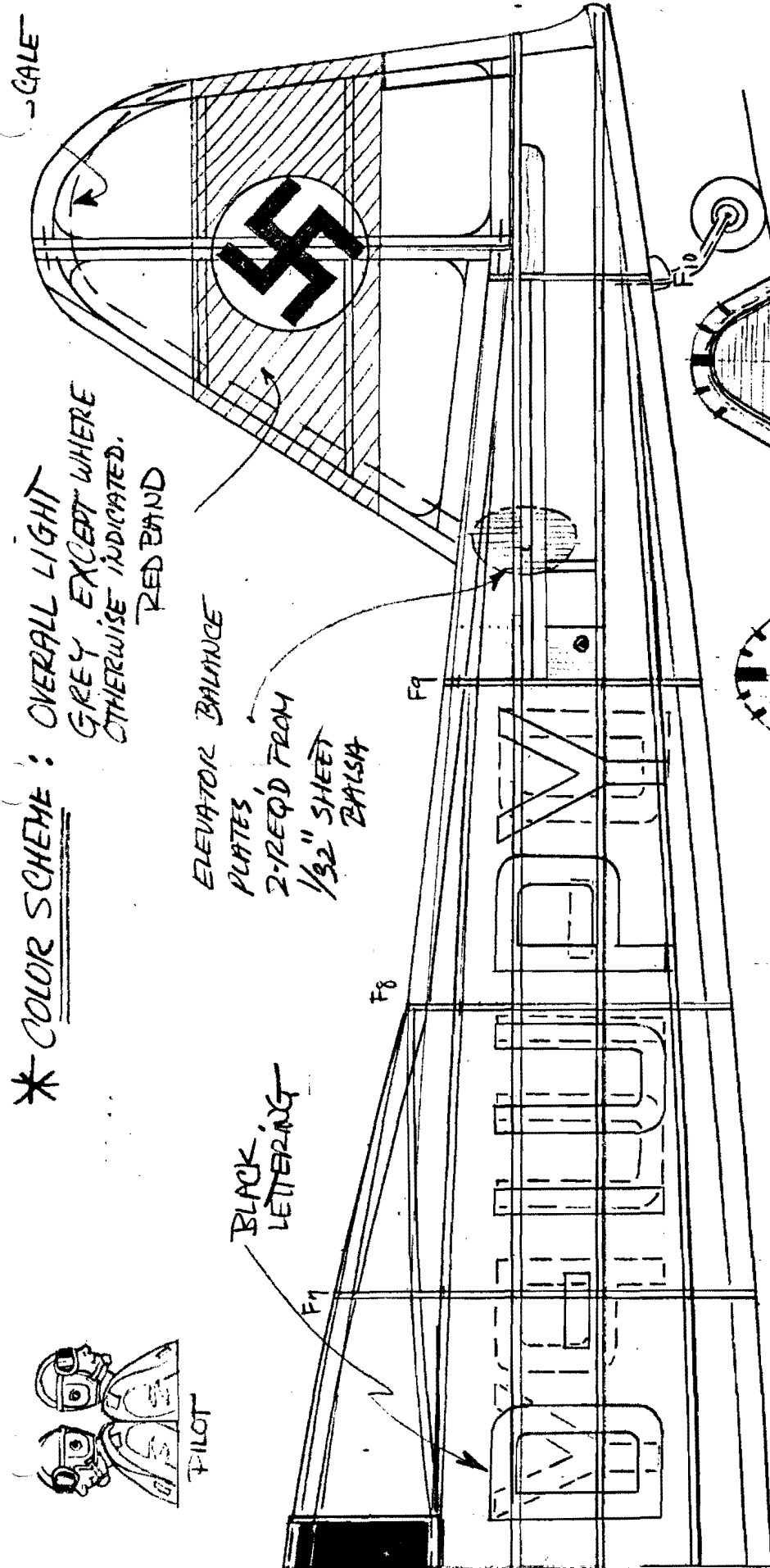
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CUT AWAY

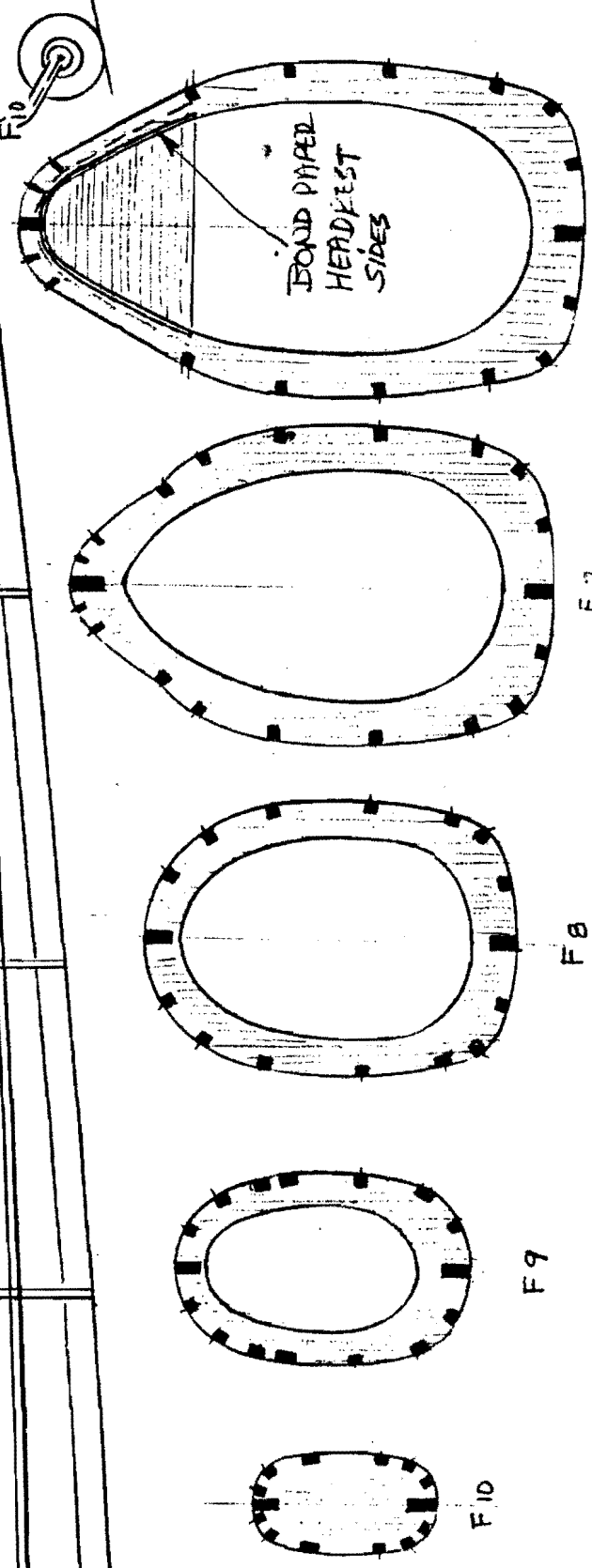


Focke-Wulf Fw-159V3	
DRAWN BY: PRES BRUNING	
SCALE: 3/16" = 1'-0"	REF. WINGPLANES OF THE 310 REF. PATCH BY Wm. GREEN PA19A-81

WING SPAN - 23"



*** COLOR SCHEME : OVERALL LIGHT GREY, EXCEPT WHERE OTHERWISE INDICATED. RED BAND**



BOND PAPER HEADREST SIDES

Al Lidberg has another plan available Clubsters. This one of the Romanian IAR 80A. At 34.5" wingspan she would make a great flying model. This particular model has a V-12 engine for a long nose moment. The plan comes with an 8½ X 11" color sheet bearing 6 of the cross/roundel insignia and other markings are included with the plan. These are to be cut out and attached with glue. Build this one with a radial engine and you will have a very formidable entry for your next WW II mass launch event. Get yours from, A.A. Lidberg Plans Service, 614 E. Fordham, Tempe, Az. 85283. Cost is \$9.00 for the IAR 80 plan, instructions, 3-views, and color insignia, plus a copy of the catalog. Catalog only (14 pages) with info and photos of all of the models for \$1.50.

New kit of the Hughes H-1 racer by Bell Model Aircraft. See ad in this issue. No POSTAGE for Flying Aces Club members. State this on your order.

Superior Props, see ad in this issue. We haven't tried them yet but they look GREAT!

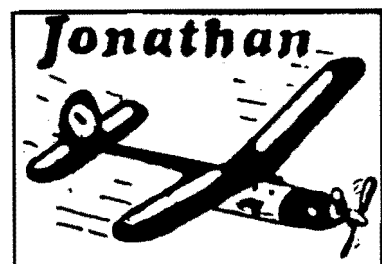
Looking for a certain plan or kit? See ad in this issue for John Fredriksen's new book!

Diels Engineering, Inc. Box 101, Woodville, Ohio 43469 has the kit of the North American F-100 Super Sabre Jet ready now. The price is \$20.00 each plus \$3.00 shipping. This kit is a real beauty, complete with all the "goodies" you've grown accustomed to in a Diels Kit, Such as a good grade of balsa wood, molded canopy, decals, etc.

Bill Hannan's new book, "Stick & Tissue International" "GREAT!" See ad in this issue.

The latest issue of Air-Wars is out and it continues to be among my favorite publications. This issue on the "Flying Tigers" and another on the Chinese/Japanese War from the Japanese side, very interesting. An article on the Taylor Cub E-2, with nice 3-views. Plans for a CO/2 powered model of the Stabiloplan flying wing. Lou Buffardi describes how he built his Curtiss CW-21 model from a Pres Bruning Plan. Photos of models, etc. Subscribe now, \$24.00 per year (4 issues) 1919-1939 Air Wars, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045.

Christmas is coming!



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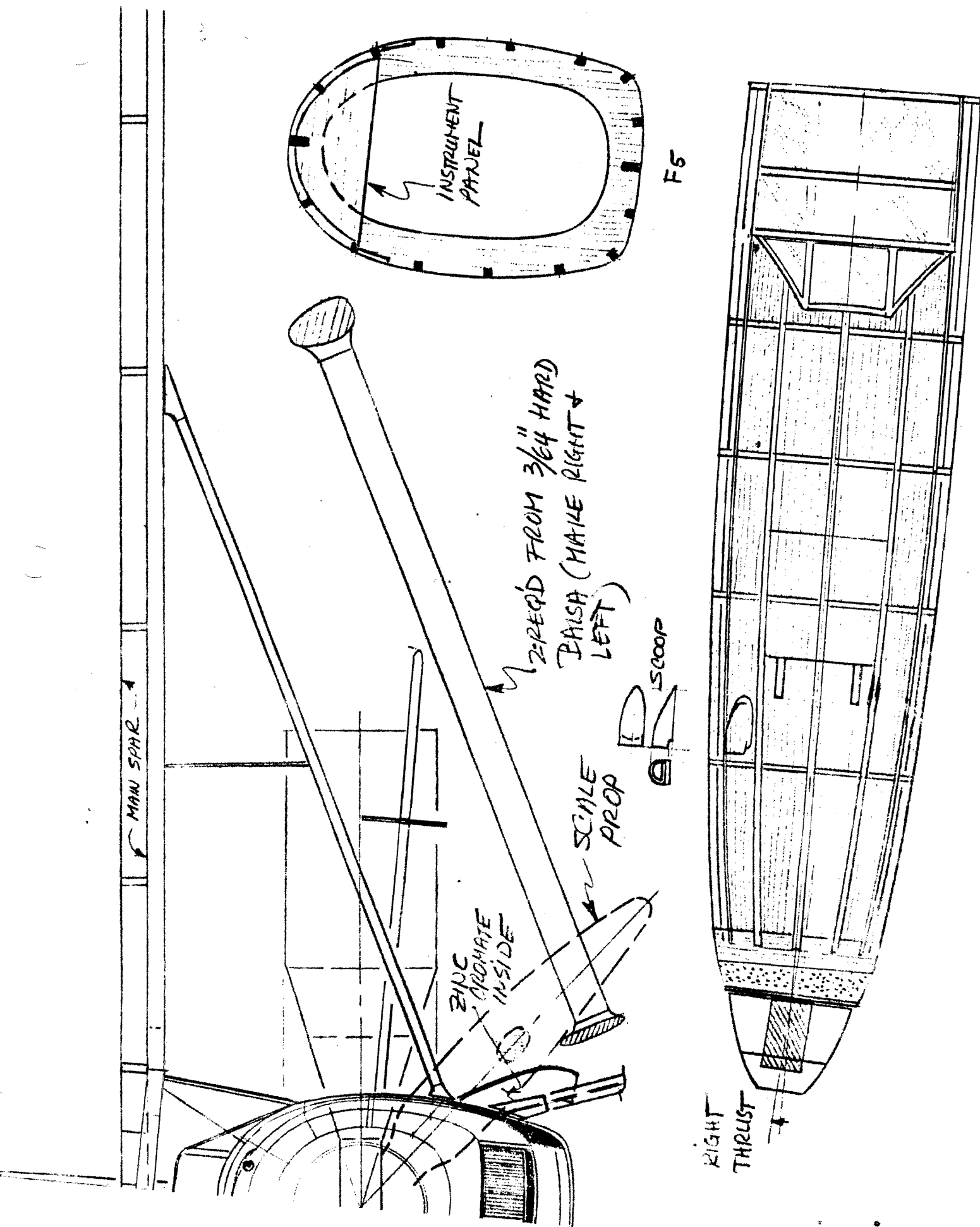
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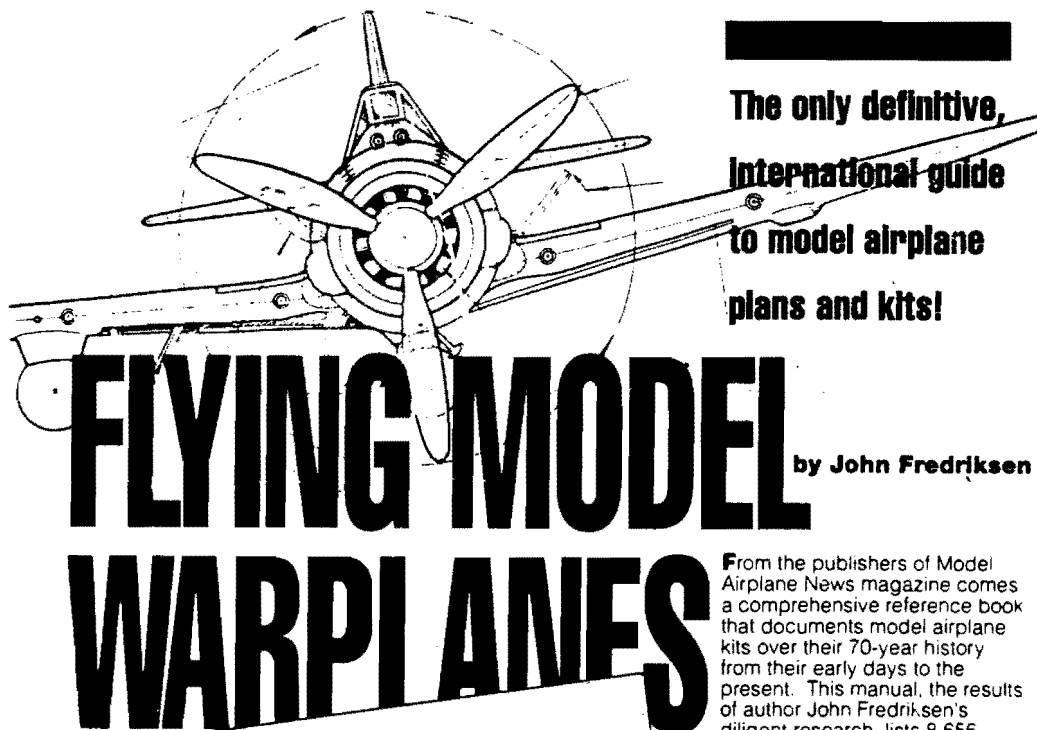


Dec. 28-29-30, 1991...King Orange Internats, Indoor. Lots of events including Some FAC events, contact; Doc Martin, 2180 Tigertail Ave., Miami, Fla. 33133.

Dec. 28-29-30, 1991...King Orange Outdoor FF Internats. Lots of FAC events as well as regular FF events, contact; Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119 Ph. (904) 788-7309.

March 29, 1992.....9th Annual CFFS Indoor Contest at Normandy High School, Parma, Ohio. Events are EZB, Intermediate Stick, Novice Penny Plane, No-Cal Scale, 4 Peanut events plus Peanut Grand Prix. CD Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio 44124 or Mike Zand, 7055 Seven Hills Blvd., SEVEN Hills, Ohio 44131.

May 3, 1992.....Erie Model Aircraft Assn. Indoor Contest at Edinboro, Pa. More info later.



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by John Fredriksen

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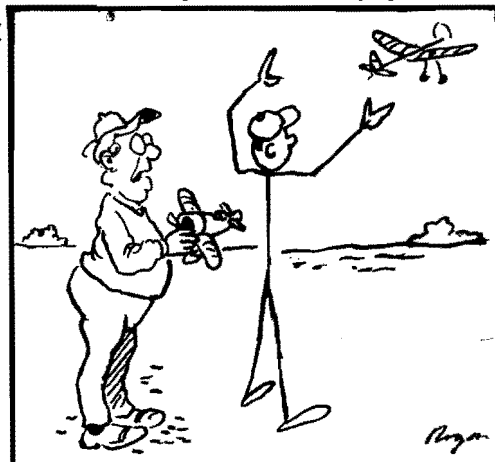
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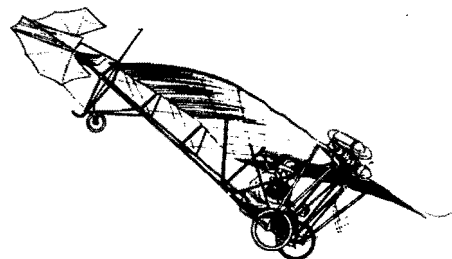
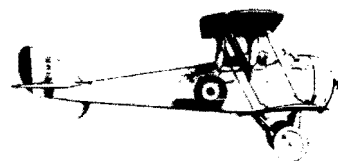
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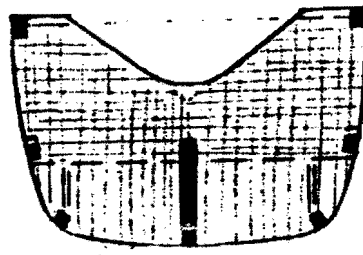
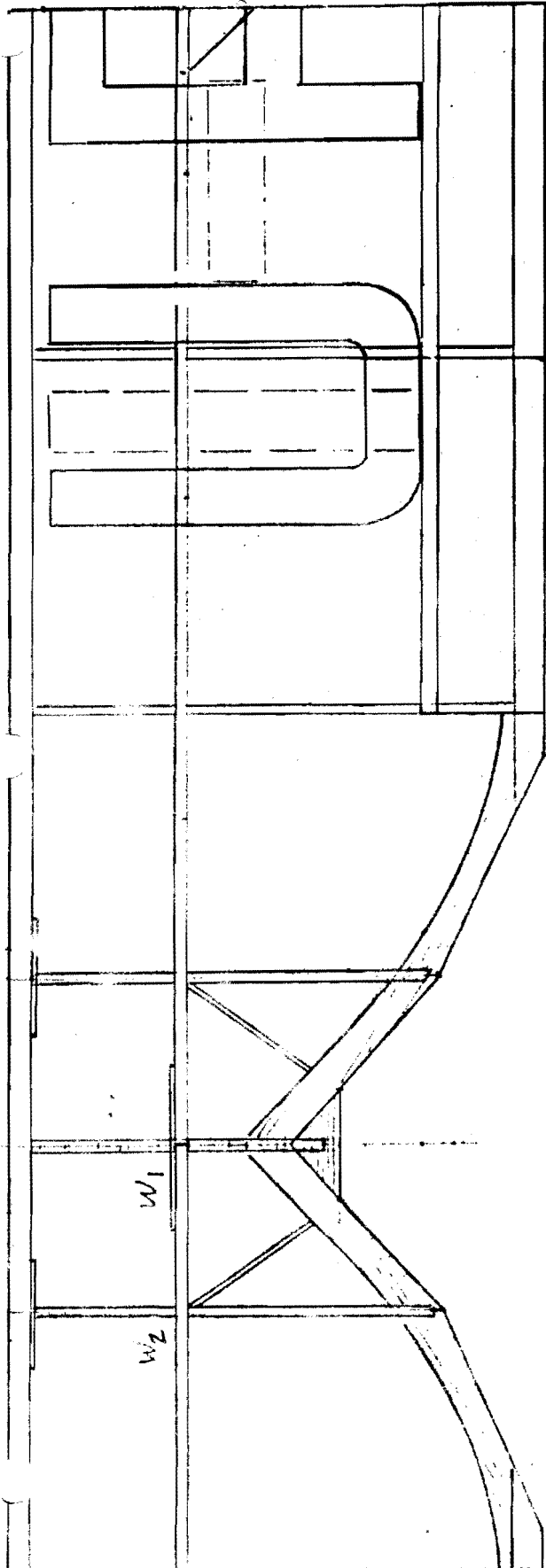
FAC SOCIAL NOTES:

Research shows people build models
reflecting their own body types

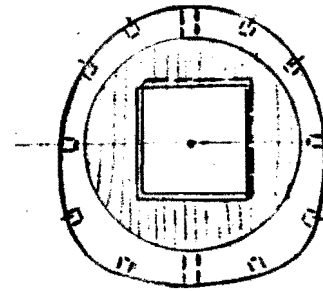


"Maybe you ought to try something
besides stick models, Rodney."

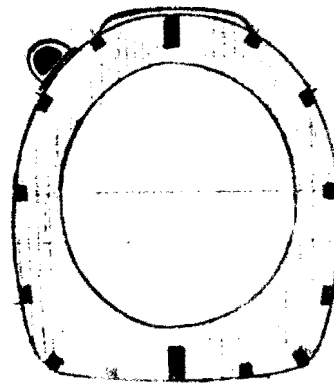




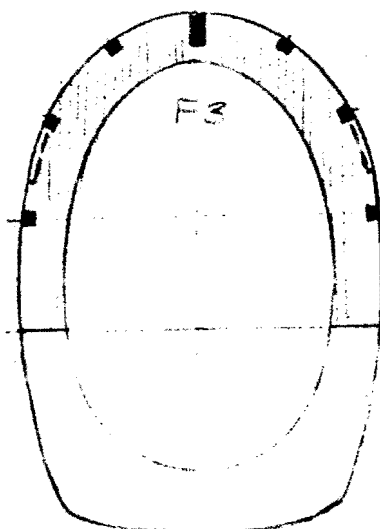
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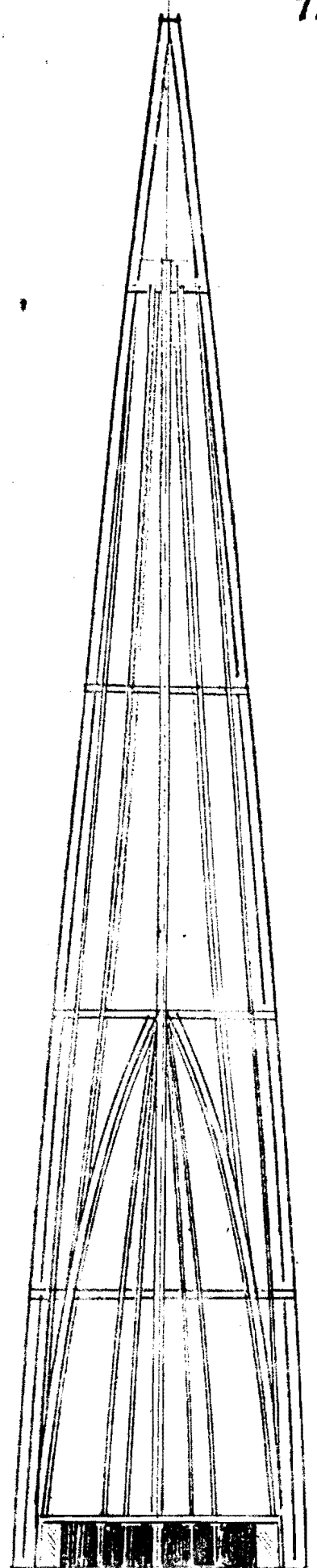
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F_2



F_3



The schedule for the model airplane club I had recently joined said that the meet set for Sunday was to include a contest for "old timer" model designs (pre-1940). That orange "Flying Aces Moth" of mine qualifies, as the design was initially published in 1937. So I decided to compete in my first contest. Then, too, my Moth was the one that impressed the club members with its near-vertical ascents, so I thought I might just have a chance of being competitive with the old hands.

The Moth's climbs had been fairly consistently good, but it was almost as quick to glide down after the rubber motor unwound, so I decided to go out Saturday night and Sunday morning to experiment with trimming the model to give a more gradual glide on power-off descent. I found I could diminish the rate-of-sink considerably by adjusting the angle of the wing and with modest movement of the center of gravity with small clay weights.

I went to the Comsat field a little earlier than usual Sunday afternoon. Still, half the attendees were already there. There were a dozen or more modelers ready to compete in the "Old Timer" contest, most qualifying for the title themselves. I tried the Moth once, with less than full winds ... just to verify that it would still climb straight up in a stable fashion. But I was uneasy about flying it too much. So many things could go wrong. It might be picked up by an updraft and be lost out of sight. The motor might break and damage the plane. It might crash. It might get stuck in a tree. So I resisted the temptation to make a lot of warmup flights.

In typical club fashion, the arrangements were rather casual. No one could recall if a Contest Director had been named, or who he was. Who would set the ground rules? Finally, it was decided that if no one acknowledging himself to be the CD arrived by 6:00 PM, one of our number would be drafted. A few, who assumed that some of the events would be based on flight times, began record flights asking other club members to stop-watch their flights. So I started to give the Moth motor a full number of winds to do the same.

While I was winding, one of Don Srull's bigger electric free flight models glided into one of the tie-down's on my winding stooge. It twisted the stooge, and damaged the motor anchor in the back of the Moth which I was winding at the time. I had to unwind the motor, remove it, and quickly glue a repair and brace for the motor pin.

Meanwhile the CD was drafted and he decided that the contest would be composed of four mass-launch events: 1) a one-design Flying Aces Moth event (there were four or five others like mine there), 2) any old timers with wingspan under 30 inches, 3) any old timers with wingspans over 30", and 4) a free-for-all: all the old timers at once. In each event, the last plane to land would be the winner, the next-to-last in second place, and its immediate predecessor in third. No fly-offs.

I could not finish the repairs in time to participate in the one-design Moth event. It was won by a marvelous three or four minute flight by a mean-looking black Moth flown by a gentlemanly old timer who has since become a friend, Rolf Gregory.

I had to install a new motor, but I did get everything ready for the second mass-launch, the one for old timer models of less than thirty inches. I got a fairly good launch, straight up, and quickly had the highest flying model among the eight or so flying. While mine was set to have a powerful, thirty second motor run and a glide from way up, all the others had weaker but longer motor runs lasting well over a minute. Mine got way up there, but when my motor ran down, the nose block popped out and ruining the balance and adding lots of drag. It sank fast, coming down well before the leaders. The battle was between Don Srull's "Whippet" and Rolf's evil black Moth. Srull's Whippet won. Later, they told me I was in third place! All but the two leaders had landed before mine! I had placed third in my first competition. I was delighted, but disbelieving. I had been too busy watching mine to track the landing of the others who came down ahead of mine.

I quickly rewound to check to see if the loss of my nose block was a fluke. It hadn't been a problem before. I waited for the over 30" planes to land -- some of which did very well -- and then launched mine. I gained a very good climb but the nose block fell out again at altitude.

For the final free-for-all, I determined to pin my nose block into the plane. I hadn't time to rebalance for the weight of the pin, or for the repair in the tail motor mount, for that matter. I risked the motor and the plane by packing in more winds than I ever had before. One of the other Moths had been turned to matchsticks and tissue shreds by a motor that burst while winding. The time for the launch approached, and about ten of us survivors lined up for the mass launch. The countdown, and the air was filled with graceful and stately birds. My Moth rose vertically twisted under the unaccustomed extra torque; started to wing over almost into a dive. It spiraled once -- burning off some of the motor run while gaining no altitude, and then resumed climbing. When the motor winds were expended mine was the highest model, but it had only climbed to about 200 feet, not the 300 it had done before. Others were still climbing as mine began to glide down.

I knew that the bad climb had cost me any chance of being competitive. But the pin held the nose block in position. It was descending quite slowly. Still, Srull's Whippet climbed past my orange model, as did the evil-looking black Moth. The others came down or were close to the ground. Three of us were still circling slowly. Maybe I could get third place. Then the gremlins that have been plaguing me struck the others. As the black Moth's motor run ended, its nose block popped out, dangling by the rubber motor -- as mine had done in its two previous flights -- dragging rapidly down. Srull's Whippet began to come down in a series of scallops -- dives followed by climbs to a stall; then another dive. His motor had bunched near the tail disturbing his ship's balance. Both of my surviving competitors were sinking faster than my Moth. There was still chance. I watched the silent, graceful dual unfold. Mine was the lowest, but sinking more slowly. Slowly, slowly the contest became more even. Only as all three were getting close to the ground did the outcome become apparent. I started running toward the point where my Moth would land. The black Moth was down. Srull's Whippet was down. And my Moth still glided gently for on last half circle, into a gentle landing in the grass. I had won!

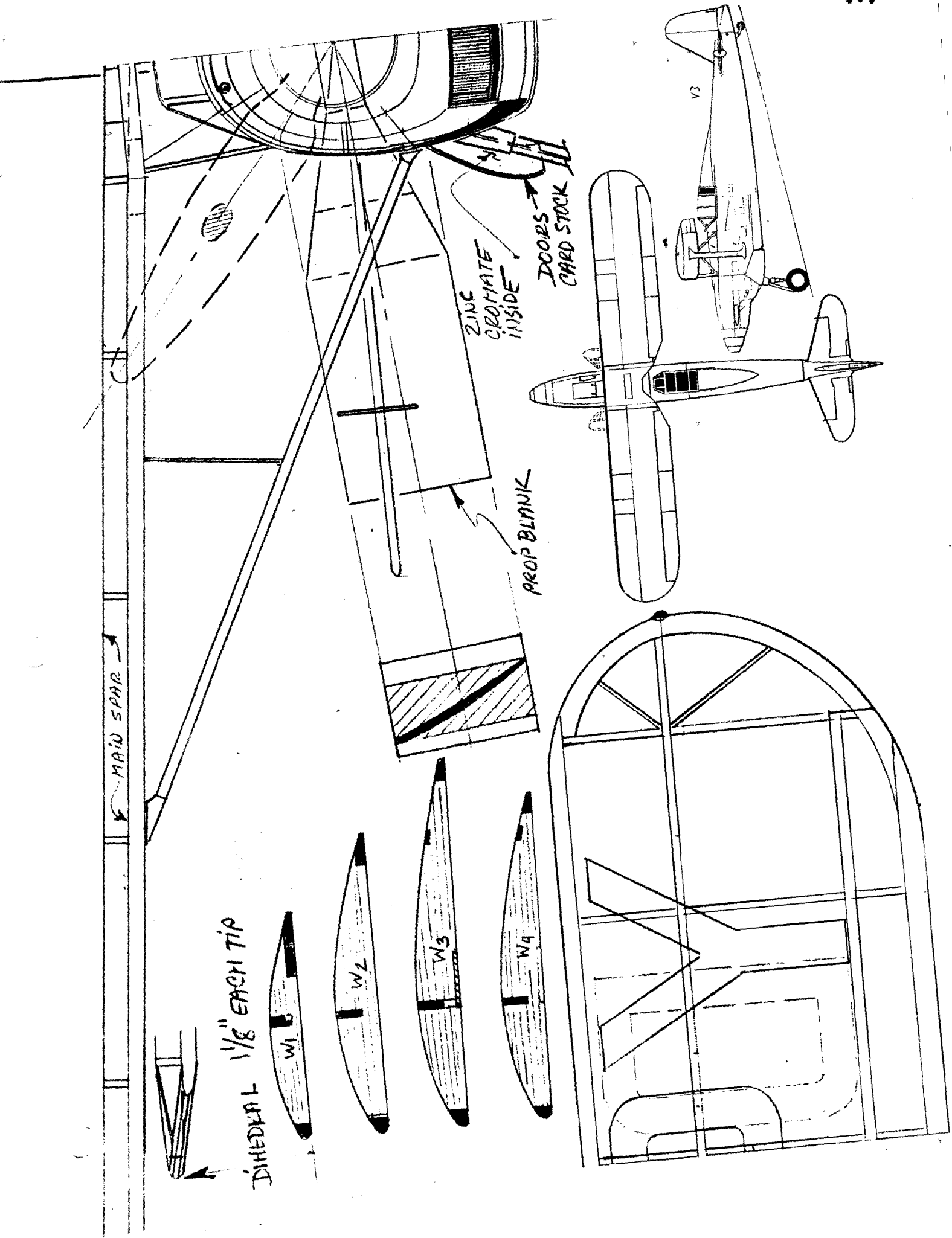
I had taken first place in the free-for-all event against all the surviving Old Timers, and third place in the under 30 inch class. Good sportsmen all, the animate old timers took it as a legitimate win and offered me their congratulations. Several remarked that it was good to see a new competitor in the club. A bunch of us had dinner together that evening. A good time was had by all.

Best Rubber Break-In Method?

via Wingtips, Scott Smith, Ed.

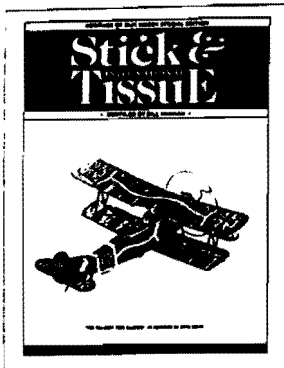
Another thing that affects the life of a rubber motor is the initial break-in of a new motor. For the past year or so your editor has been using a stretch method instead of the previously used technique of winding a new motor a few times at low turns and gradually building up. The stretch method has the advantage that the rubber is not being twisted and therefore, not fraying the edges of the strands. Also, I find the stretch method to be easier than the multiple-winding approach.

To break in a motor, put one end over a dowel held in a vise or over a doorknob, etc., and stretch it out to three times its relaxed length for two minutes. Let it rest for 10 or 15 minutes. Then stretch again, this time to about 4-1/2 times its relaxed length and hold for five minutes. That's all there is to it.



NEW! Stick & Tissue INTERNATIONAL NEW!

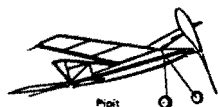
COMPILED BY BILL HANNAN



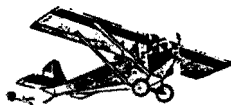
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Planophore



Pipit



Pieterpol

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- History in Models/Models in History"
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- How the hobby evolved, 1900s-1940. (condensed!)
- Parade of Golden Era Fokker D.VIIs
- Aviation's Greatest Bargain, by Phil Oestricher
- Models and Movies
- Making the Little Birds Fly, by the late Bob Peck
- Assorted nostalgic and historical tidbits

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- 1930 Pieterpol Air Camper by Bob Peck
- The "Boston Found" by Walt Mooney
- The "Robin Red Sox" by Don Campbell
- The "Basic Bostonian" by Carl Hedley

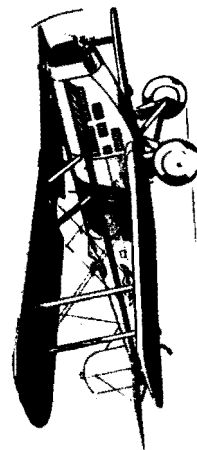
Bonus features include reader feedback (extracts from letters) and philosophical morsels to amuse and inspire.

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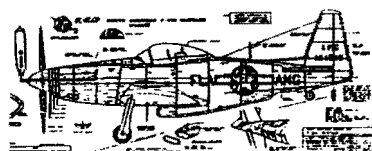
- PRINTED PLANS
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Lockheed Altair.....	37 in.	Spitfire XIV.....	26 in.
P-80B Shooting Star.....	24 in.	Curtis R3C-3 Racer.....	8 in.
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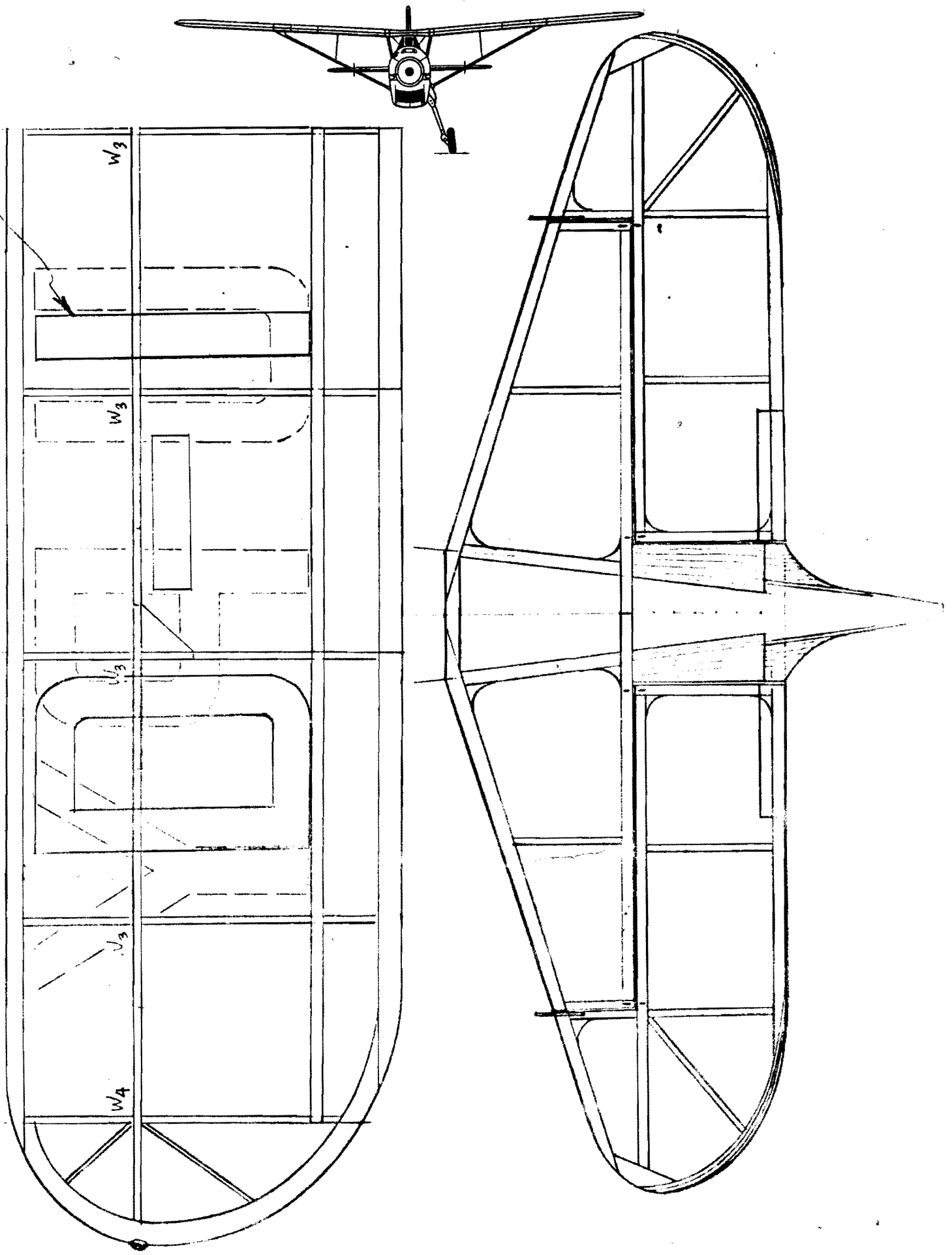
BELL MODEL AIRCRAFT CO.

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Plan list from Mike Midkiff, 20007 Pinehurst Trail Dr., Humble, Tex. 77396.
Mike has many new plans since we mentioned him last. S.A.S.E. will get you his latest list.

BLACK LEADING



Airmail Pals

Dear Lin,

I am writing this in between studies in my dorm room at Texas A & M University. I should not be taking the time to write (in light of my huge workload) but I felt a real need to let all the Clubsters out there know what's going on with me.

I am a freshman studying Aerospace Engineering. School is very demanding and I am not doing as well as I had hoped but nobody said it would be easy.

I want everyone out there in FAC Land to know that I have no intention of getting out of modelling, "taking a break", or anything of the like. It is true that I am away from my models a lot, only when I go home about every three weeks am I able to see them and perhaps work on them. Believe me when I say it is a very distressing situation!

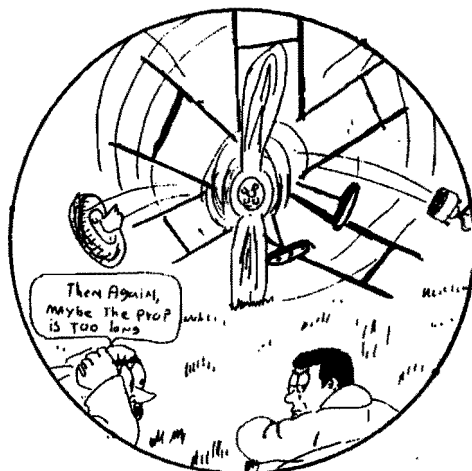
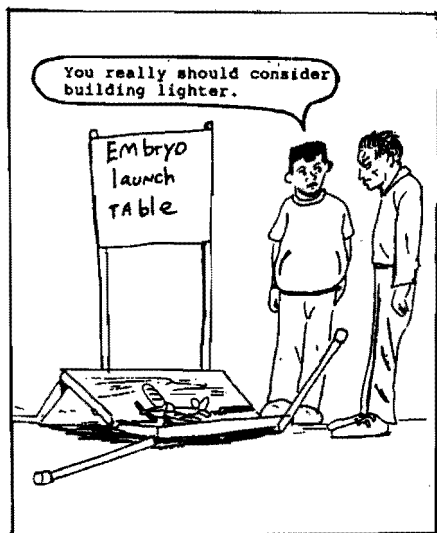
My modelling has meant so much to me in the last few years. I will never forget the FAC Nats in 1988, the wonderful, fun-filled meet held in Dallas, and the epic evenings of scale model solitude, when you can walk underneath your slowly circling craft as it soars beautifully through its element. These are images I will always hold dear and long to recapture soon.

I look forward to the summer and the freedom to once again work on and fly models as I wish. I look forward to the FAC Nats, I am setting aside enough money and that July weekend to make it somehow. I look forward to receiving my Blue Max Medal in front of all my Modelling friends. Believe me, I am counting the days, literally.

So to all you Clubsters out there, in the immortal words of the TERMINATOR himself, Arnold Schwarzenegger...I'll be back!!! Until then, thermals to you all and good flying!

Don DeLoach

(ed. note; we'll all be looking forward to seeing you again too Don and good luck with your studies. For anyone wishing to write to Don his address is; Don DeLoach, Box 1740, College Station, Tex. 77841. He will be glad to hear from you.)



Cartoons by Bob Howard

WW II Design and Preston Bruning

Mumbo Jumbo #47 from the Pen of the Glue Guru

* * * * *

Salutations, disciples! Today we shall ponder the mysteries of WW II design, aided in our search for understanding by the views of Preston Bruning. What is WW II? A class of rubber powered scale models of some size between peanut and jumbo, based upon a production warplane known to have fought at the time of WW II, mass launched on a successive round basis until the last one is down. The range of design choice is enormous, for any sort of fighting airplane - even multiple engine bombers - are permitted and at least one such, PB's B-26, has won such events against the more usual fighter types. True, some prototypes don't meet the rules - forget that Piper Cub in olive drab camouflage: it wasn't designed as a warplane. And there is great uncertainty surrounding the Heinkel fighter: perhaps it saw combat, perhaps not. But rather than weep over inadmissible designs, consider the embarrassing wealth of perfectly acceptable prototypes. Which is best?

To answer, we have summoned PB to our microphone. Here stands PB, contest winner and veteran of the model mag and plan wars.

Glue Guru: How do you go about picking a prototype?

PB: I look for a long nose, a simple form that can be transformed into a light model, plus large wing and tail areas. It's true that the rules permit enlarging the tail but it's better to pick one that already has a big tail to keep the feeling of the airplane. To position the CG properly, mid-wings are good.

GG: What are your views on ghost ships?

PB: It's all a matter of degree. A fuselage with flat sided construction can be made acceptable to the eye. With its low cost in weight and labor, there's a lot to be said for it.

GG: Then you believe in markings as more than identification?

PB: Yes, I do. Good markings capture the feeling of the airplane while permitting light construction.

GG: Which fighter planes are best?

PB: Anything in the P-51 line is good. Also the P-39 and Stormavik are likely winners. Stay away from radial engines - too much lumber.

GG: If so, why twin engines?

PB: The B-26? It's a lot better than a radial engine configuration. (Regrettably, GG did not follow up on this...why, PB?)

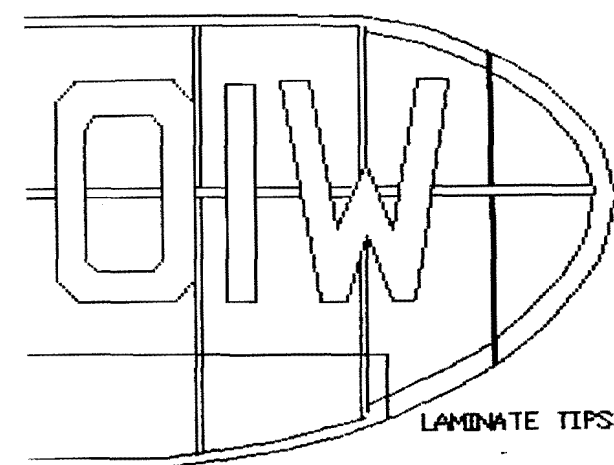
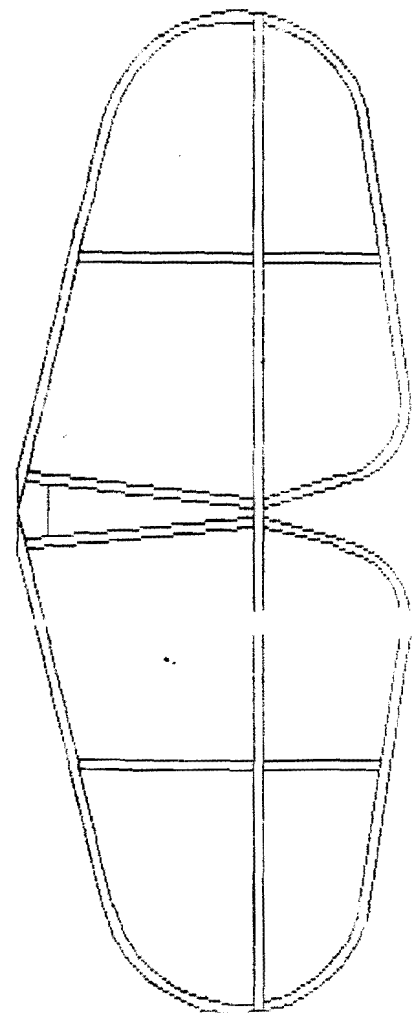
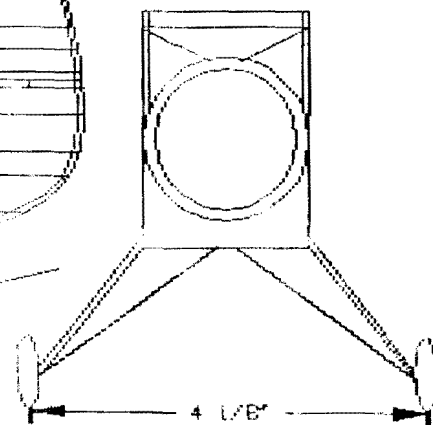
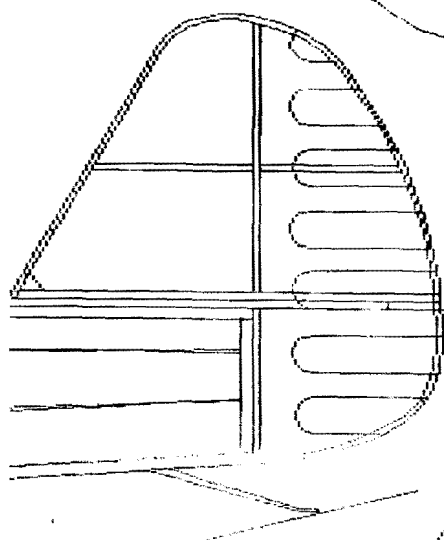
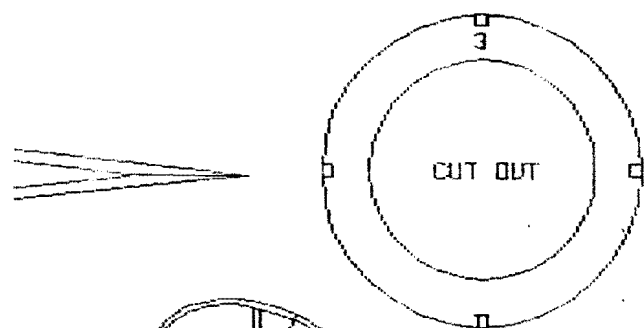
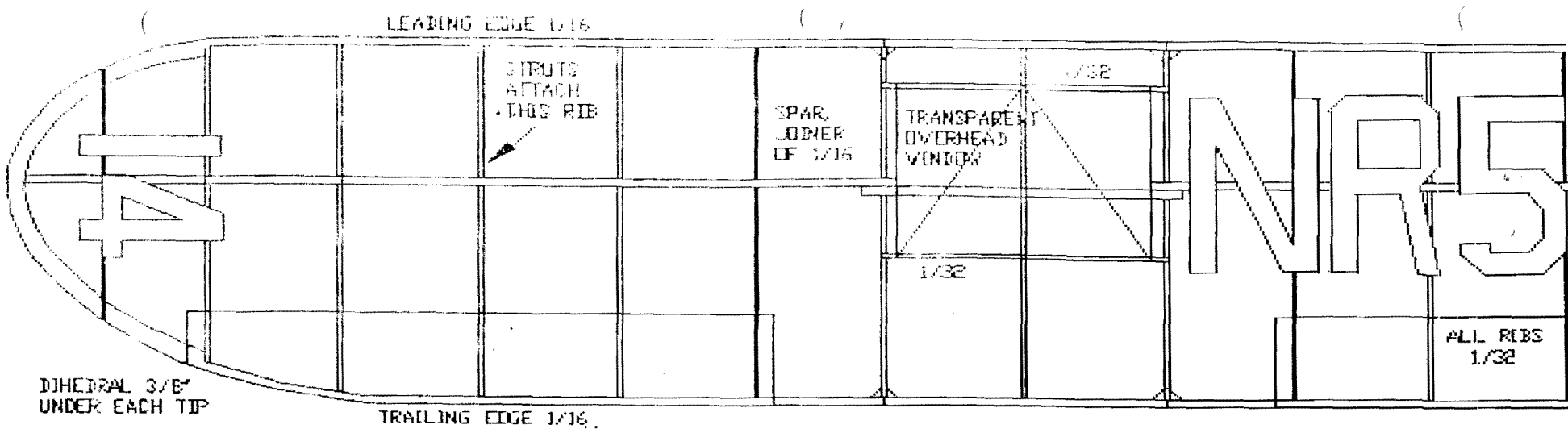
GG: If you had to chose one WW II commercial kit, which?

PB: Peck Polymer's Mustang.

GG: And what about plans?

PB: Some of mine aren't too bad. You might try the Cloudbuster Plan Book from Bill Hannan.

There you have it. For a differing view - Mike Midkiff, next time.



JOHN LIVINGSTON'S
SMOOTH COWL
CLIPPED WING MONOCOQUE
EARLY 1932
TON NALLEN 11/90

King of the Twin Pushers

Chapter V

The Calhoun County M.A.C. huddled together in front of the platform. Scurvy wound and hand-launched his ROG. It began to circle toward the ceiling.

On the platform the Governor rasped, "Horne, you got to make a speech."

The Senator yipped, "But, but, you are the Governor, an' . . ."

The blonde smiled and wiggled and said, "Oooh, Clacky, a speech. How wunnerful!"

Horne gulped and, with a sickly smile, ground out "Ixnay on the Clacky, Snookums."

"Wha, wuh, 'Clacky?' 'Snookums?' What is this?" the Governor snapped.

Horne fumbled, "Ah, uh, we, this is ChooChoo."

The Governor sputtered, "Ah suppose you're gonna tell me her last name is Train, you, you . . ."

Pleased ta meetcha," ChooChoo smiled.

"Why are all those press photographers crowdin' around, all them flash bulbs goin' off?" Horne flung out.

The Governor smiled, "Ah'm pleased to meet you, too, Miss . . .?"

"Train," said ChooChoo.

"Ah just knew it, Ah just knew it," the Governor groaned and twisted away.

Horne queried, "What'll Ah say?"

"Good bye would be great, knothead," the Governor cracked, "but we're stuck with you, so start makin' a speech."

"Oooh, Clacky, a speech," ChooChoo giggled.

Horne yipped, "But, but, but, what'll Ah talk about?"

"Don't stand there makin' a noise like an outboard motor," the Governor rasped, "Give 'em one of your stock speeches. Try the shipyard workers number."

"But," yelled Horne, "they're model builders an' basketball fans . . ."

"They won't care," the Governor chortled, "Just start talkin'."

Scurvy's ROG was free-wheeling in the glide, circling over Senator Horne. Then Horne began to talk. The ROG levelled off and circled again. The Senator harangued and the ROG began to climb.

Horne turned toward the Governor and griped, "Ah don't think this shipyard speech is goin' down too well, Ah'd better try somethin' else."

The ROG began to descend.

Horne launched into another subject, and the ROG began to climb again. The gym was silent except for the Senator's blustering. All eyes were on the ROG and, in about five minutes, it was near the rafters. Then . . .

"You are givin' them the 'Run the rascals out' speech," the Governor fumed. "You crackpot, we are the rascals who are in. Try somethin' else."

On the floor in front of the platform, Swat Twaddle took his winder from his tool box and sloppily oiled it. It was a large hand drill with a two-foot extension welded to the gearwheel handle and a large spade grip welded to the frame. Next, he produced a rubber motor the size of an aged python and proceeded to lube it with a gallon garden watering can.

Biltmore tossed out, "Scurvy, you're gonna set a new record."

The ROG began to descend again.

"Maybe Ah'd just better introduce you," Senator Horne snapped at the Governor.

ChooChoo smiled and wiggled at the Senator and said, "Clacky, I could do my dancin' act . . ."

Horne choked, "Shut up."

A thin sheen of oil and rubber lube spread across the floor. Biltmore began to unpack his microfilm-covered stick ship. Scurvy watched his ROG. Glen made some comment about timing it with a calendar. Swat stuffed the python-sized motor into his ship. Senator Horne began to bluster again. Swat began to pack in the turns; Nob Noster held the model. This could have been difficult on the slippery floor, but Nob was prepared - he wore baseball shoes. ****

Biltmore said to Scurvy, "You got anythin' else to fly?"

"No," grunted Scurvy, "You better fly your ship next."

"Swat is about ready to fly his," Biltmore replied.

**** The divots this produced never entirely disappeared until the gym was rebuilt in 1975.

"But," yelled Scurvy, "Swat only flies speed ships!"

"Ah know," ground out Biltmore, "but except for my stick job, that's all we got left."

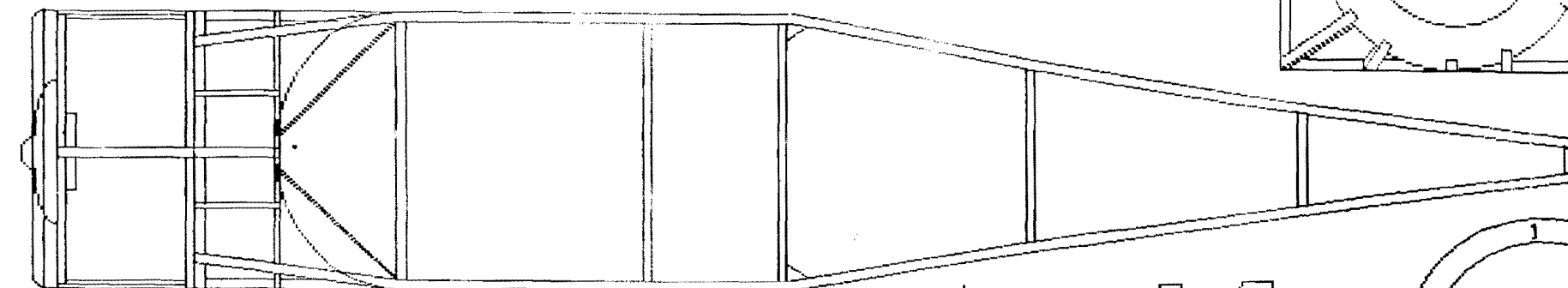
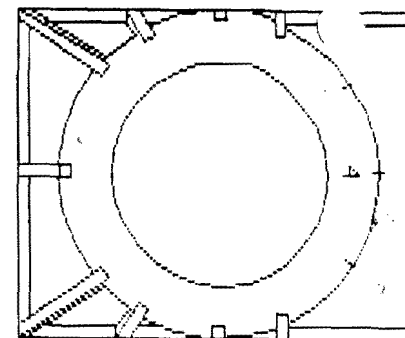
"There's no room here to ROG," Swat yelled, "an' Ah can't hold this prop much longer. Ah'll have to hand launch 'er."

"No!" Scurvy yelled. "Wait!"

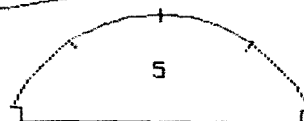
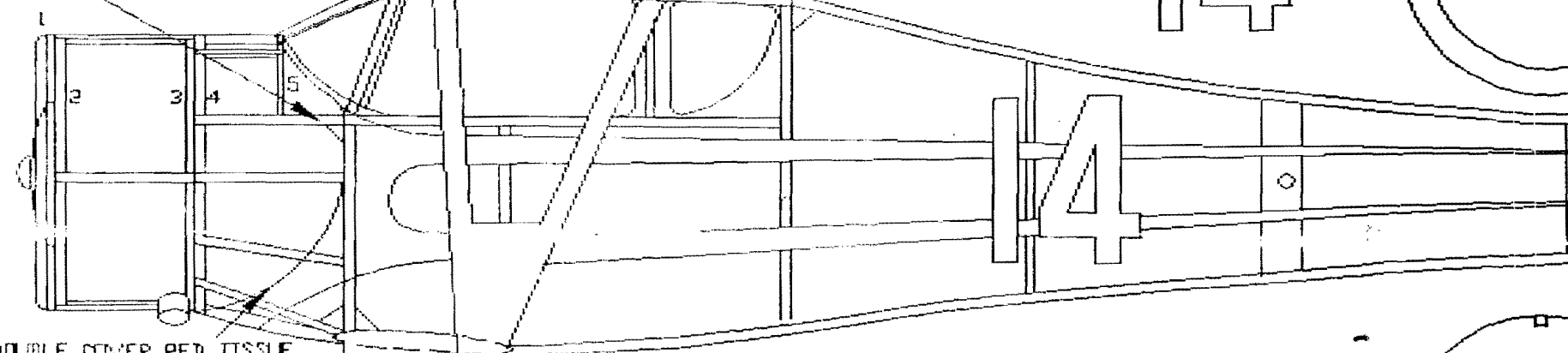
FORMERS 1/16, EXCEPT 5, OF 1/32

4

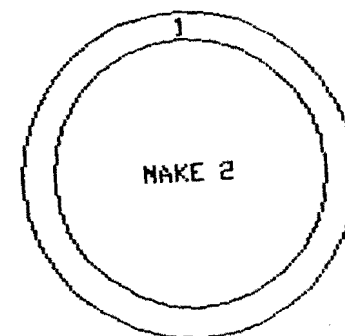
COLOR: YELLOW OVERALL,
NUMERALS AND TRIM RED.
REF: GOLDEN AGE OF AIR
RACING, EAA



CRACK UPPER, LOWER
LONGERONS TO FIT INTO
FORMER #5, GUSSET



14



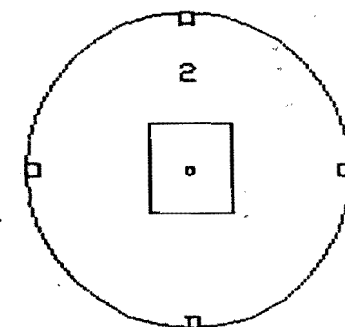
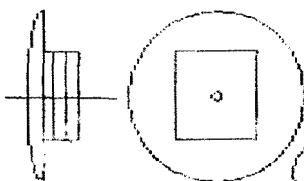
14

DOUBLE COVER RED TISSUE
OVER YELLOW TO COVL
EXTENSION LINE

WING STRUTS 1/32, TISSUE COVER

LANDING GEAR LEGS, WHEEL PANTS 1/16 SHEET

WHEELS 1/32 PLY



NR501W

It was too late. Swat's javelin launch was completed. His overwound speed ship quickly accelerated into a shallow left hand circle and probably passed 60 MPH when it nudged the back of Senator Horne's noggin. The Senator made a sloppy swan dive into the glockenspiel. There were chimes and then cheers from the crowd. The Senator was fun, model airplanes were fun.

The glockenspiel player was quickly bereft of a sense of humor. He was a large, no-nonsense fullback type and dropkicked the Senator toward some mythical goal posts on the horizon.

Without the Senator's vocal thermalizing, Scurvy's ROG glided to the floor.

Claxton Horne's mental assembly skidded into reverse, but he skidded across the slippery floor and fell face down on the xylophone. The large castoring wheels were aimed toward the door and the xylophone streaked away with Horne sprawled lengthwise on it.

An irate and overweight Mrs. Claxton Horne marched up to the gym door and angrily threw it open. Xylophone with Senator shot through the open door and through the parking lot out into the night and into the traffic on Beauregard Boulevard. From there on it was all downhill - more or less. Several police motorcycles with sirens screaming gave chase. The Senator had run a 'Stop' sign at the Boulevard.

Mrs. Claxton Horne churned her way through the milling crowd and popping flashbulbs toward the well-lubed part of the floor. "Ah knew it!" she bellowed. "That bum lit out on his kiddie car an' didn't even say good bye!"

ChooChoo said to the Governor, "Who is that lady comin' this way an' bellowin'?"

"That's no lady, that's Mrs. Clacky."

"Mrs. Clacky?" gulped ChooChoo, "you mean . . .?"

"Yes!"

"Oh dear me, Ah think Ah'd better leave."

"Ah think we all had better leave," the Governor replied.

Just then the Calhoun City High School basketball team, pumped up by the halftime pep talk, ran into the gym. The Beauregard High band started to play their fight song and the Beauregard High basketball baddies swaggered their way onto the court. The two basketball teams skidded into each other on the rubber lubed floor and the fight was on.

General Byrd Brayne Stule stumbled from the platform to lead a hasty retreat from what looked like an ugly mess, but skidded across the floor through the milling basketballers and into the band. His Guard Company misinterpreted this move as a signal to charge into the rioters, and piled into the basketball teams and band. Three bands, two basketball teams and one National Guard Company threw insults and then punches. The Governor's State Police escort, supported by the locals, piled on.

Glen was holding Biltmore's mike job while Biltmore finished winding with his eggbeater winder. Biltmore looked up at the unfolding chaos and decided discretion was the better part of flying. He was about to turn and run when he was belted in the back by battling basketballers. The only way he could save himself was to let go of his model.

Scurvy and Glen fought their way out of the gym. They were apprehended as they tried to enter Swat's car. They gloomily watched the police march two basketball teams, two coaches and one high school principal into the commandeered Beauregard High busses. The first and last stop was the Calhoun City jail. They watched four hulking State Police troopers elbow Biltmore into a big black sedan which quietly moved out of the parking lot into the night. Biltmore looked as happy as a Harvard man selling Yale locks.

"Good bye, Biltmore," Scurvy sniffed, "it looks like the end of the line for the Calhoun County M.A.C."

The next morning, screaming newspaper headlines informed the world of the riot at Calhoun City High. Lurid prose described the chaos caused by basketball teams; General Byrd Brayne Stule leads charge against rioters; Police and National Guard outnumbered; Band plays Dixie as high school principal arrested; rioters threaten destruction of school; riot quelled by model airplane flown by Biltmore Vees, a leading member of the Calhoun County M.A.C.; rioters stop fighting to watch microfilm-covered twin pusher fly overhead; Governor Stule proclaims Biltmore Vees and model builders heroes.

Scurvy and Glen were unaware of all this. They were in jail . . . again.

continued in the next issue.....

Salvatore Alu, Jr.

Model aviation enthusiasts are often derided as overgrown boys still playing with children's toys. No one could ever say that about Sal's work. Whatever Sal built, it was his very best work. He set new standards for determined, creative construction. To look closely at one of his flying scale rubber-powered models was to risk losing one's sense of perspective, so detailed and finely constructed were they. His frameworks were as miniaturized full-scale aircraft, the parts of his smaller examples seeming to have been cut from crystallized spider webs. His use of tissue covering was flawless, while his skill in finishing, whether with tissue or decalcomanias or a fine paint brush in his own hand, mocked reality. Sal lifted model airplane building to the level of a fine art, exciting wonder and admiration in all who saw his airplanes, inspiring some of his colleagues, demoralizing others. The stable, circling flight of his peanut Maco cabin biplane, the majesty of his wonderful Rearvin Speedster describing huge circles under the dome at Canticague, will live on forever in my memory.

Fred H. Dippel, 10-1-91

by Paul Helman

BASIC MATERIAL;

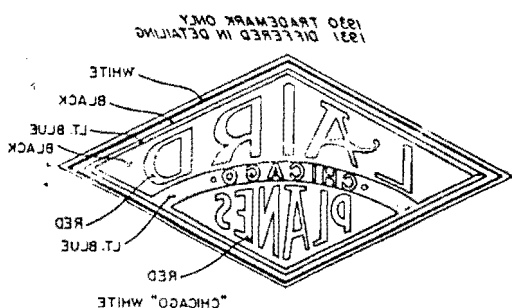
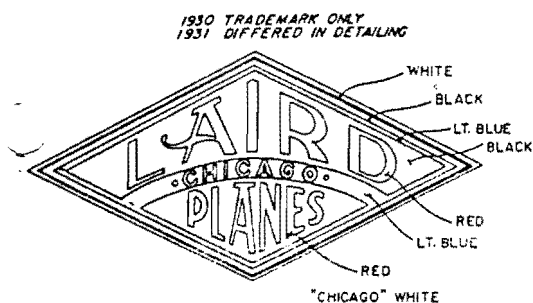
Decal paper---This is basic glue-coated paper, sold through graphic arts supply houses. It is not clear decal paper available through various sources which is precoated with clear laquer and generally much more costly. For about \$40.00 I obtained a rather large supply at a fraction of the cost of "clear decal". Aside from cost, the builder can decide for himself (herself) what the base coat should be. i.e. nitrate, butyrate, auto laquer, etc. Advance sells a "clean coat" which I have tried, it is quite flexible but I don't see any advantage for our purposes over using dope.

Other materials---are simply colored paints. I have used anything from "Liquitex Acrylic" to auto enamel, to spray enamel or dope.

Heat gun---very usefull on low heat for drying the decals in a hurry, especially for multi color work, or repeated light sprays when using stencils.

Example---I am building a 1930 Laird Solution. PROBLEMS---unusual lettering/numerals and company logo. Need to apply numerals to gold sprayed wings. Which, using usual black tissue numerals results in "bleed through" of the gold pigment. Herefore decal preferred. I simply drew the numbers on graph paper then rubbed the paper with wax to lightly water/paint proof, then cut them out. Using spray (3M Light Tac) I adhere stencil evenly to nitrate coated decal paper, then coat with just a few light passes from a black enamel spray can of paint, lightly drying between coats with heat gun. Literally takes just seconds to dry. Then peel off stencil and numerals are ready. Occasional fuzzy edges can be eliminated when cutting out decal prior to soaking in water.

Company logo---as it appears in an article on the aircraft I was using to build the model.



After copying original to size required, make a copy on clear acetate copier stock (such as used to make transparencies. Make a reverse copy by copying the transparency. Lay this copy on your coated decal paper and very lightly rub with a cloth, wetted very slightly with a copier ink solvent, such as Xylol, which will not attack the laquer coating of your decal. This results in a "positive image" on the decal. Paint in the letters/lines, etc. I used Liquitex Acrylic slightly water thinned and a linesman's pen, a very inexpensive and useful drafting instrument. Any mistake can be quickly wiped away with water. Use the heat gun to dry each color as it is completed. In the case of the logo I was able to leave the areas marked black clear since it was being applied to a black fuselage.

Top the decal with a few light coats of laquer(dope etc.) and that's it. This is a very easy and rapid technique. It took me about 15-20 minutes for each decal. If anyone has any questions on this procedure feel free to contact Paul at this address, 1411 Judson Evanston, Ill. 60201

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

Wanted; Any scale documentation on the Rumpler Taube. Robert Johnson, 3515 NE 64th, Portland, Or. 97213

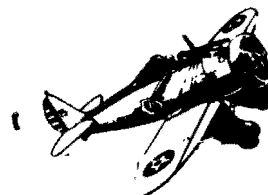
Wanted; What magazine and month of year of publication construction article were printed for Earl Stahl's 1937 Outdoor Cabin and Louis Garami's Wingless Autogyro. Paul Grabski, 5004 Saufley Field Rd., Pensacola, Fla. 32526

COMET POSTAL CONTEST

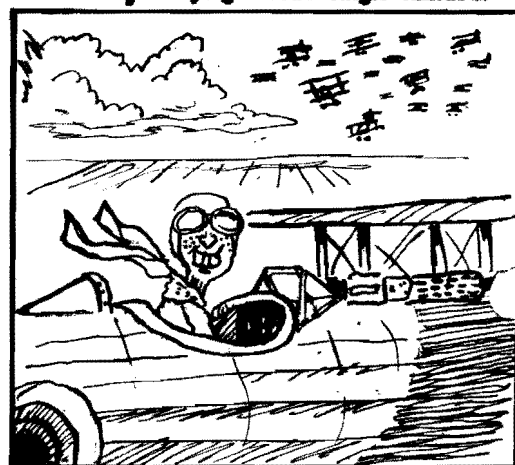
Here are the final standings of another Comet Postal Contest. Some great times were had and we want to thank all of you who participated. We'll do it again next year. Our Congratulations go out to Jim Kutkuhn for his victory. Jim will get another notch on the Kanone List as well as a plan as a prize. Thanks again to all who entered.

PILOTPLANETIME

1. Jim Kutkuhn	Fairchild 24	507 sec.
2. John Blair	Rearwin Speedster	496 "
3. Dick Dunmire	Curtiss Robin	463 "
4. Padre Anderson	Fairchild 24	267 "
5. Gene Smith	Grumman Avenger	150 "
6. Mike Nassise	Corben Super Ace	119 "
7. John Blair	Curtiss Robin	91 "
8. Darold Wilken	Piper Cub	90 "
9. Dave Linstrum	Curtiss Robin	85 "
10. Claude Powell	DH Puss Moth	84 "
11. Charles Roth	Chester Jeep	71 "
12. Paul Boyanowski	Spitfire	68 "
13. John Blair	Great Lakes Trainer	64 "
14. Dave Stott	Fokker D-VII	61 "
15. Gordon Roberts	Seversky P-35	49 "
16. Bruce Foster	Ercoupe	49 "
17. Jack Tisinai	Rearwin Speedster	49 "
18. Paul Stott	Spartan Fighter	48 "
19. Dave Stott	Hawker Hurricane	42 "
20. Dave Livesay	P-51 Mustang	41 "
21. Dan McDonald	Piper Cub	40 "
22. Walt Leonhardt	Curtiss Robin	35 "
23. Jack Tisinai	Piper Cub	35 "
24. Mike Zand	Taylorcraft	33 "
25. Roy Guge	Corben Super Ace	33 "
26. Walt Leonhardt	Corben Super Ace	33 "
27. Jack Tisinai	American Eaglet	29 "
28. Walt Leonhardt	Wiley Post	28 "
29. Dave Stott	Aeronca C-2 Floatplane	24 "

PAC SOCIAL NOTES:

Phineas plans to take on the entire Flying Circus single handed.



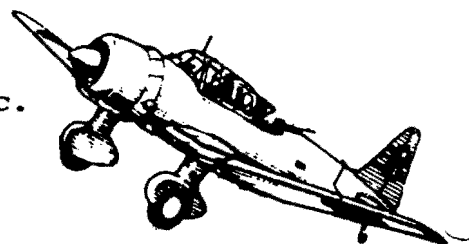
"HAWWI! It's all I need to tie the Richenbacher's record!"

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.

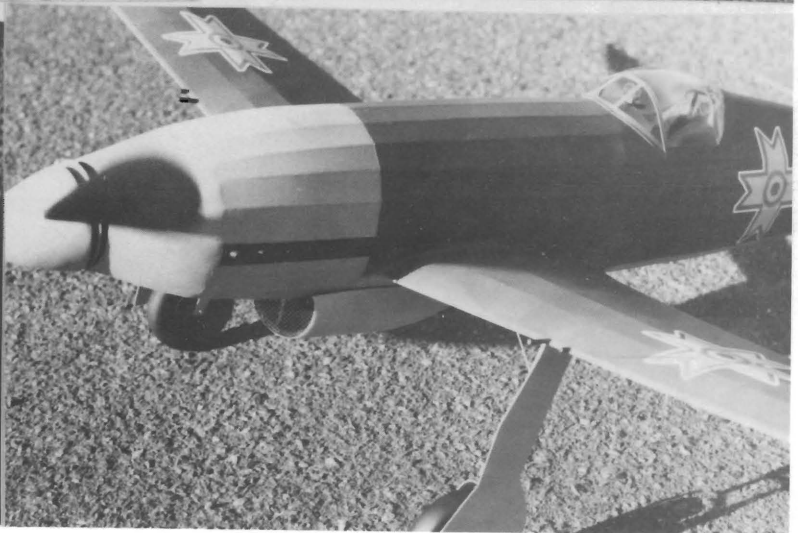
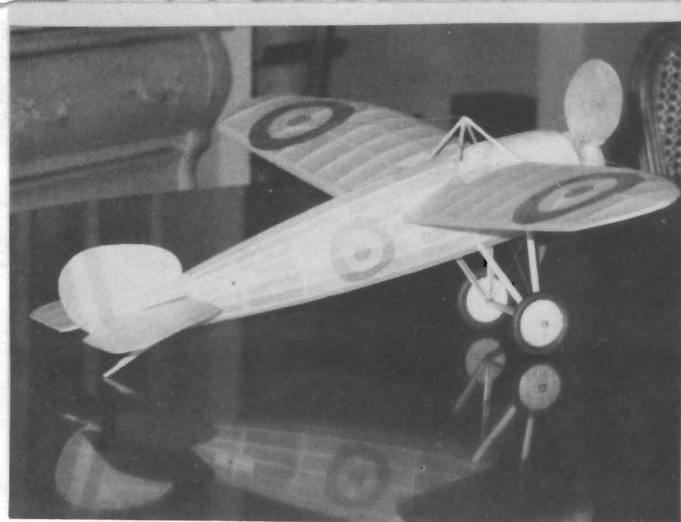
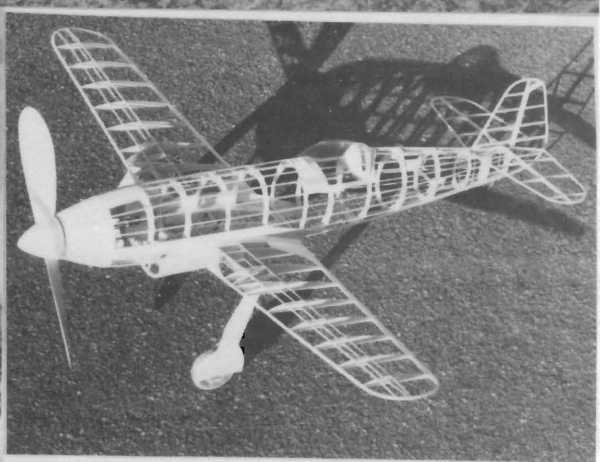
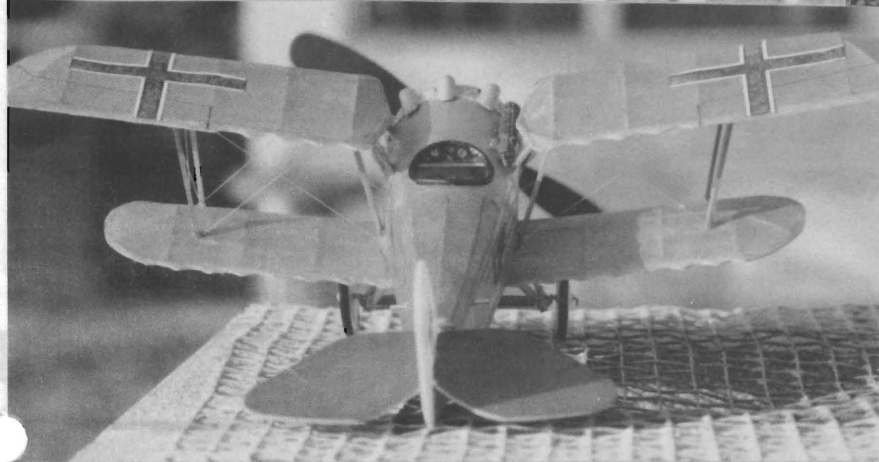
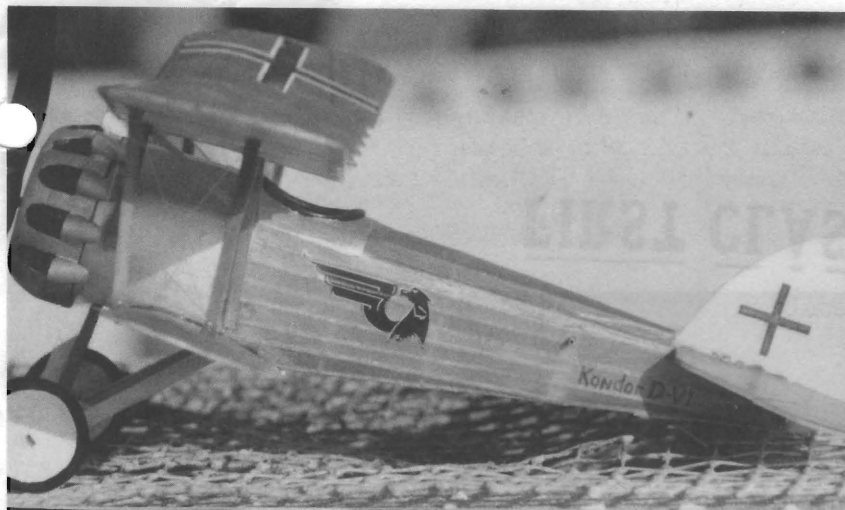
PILOTPLANETIME

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 "



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

Wanted; 3-view, color scheme and any other info on the Taylor "Chummy", Jerry Porter, 3920 Towngate, Garland, Tex. 75091.



Left column; top and middle photos of Jake Larsen's Kondor VI peanut. Built from plans in July/Aug. 1991 issue of the FAC News. Photos by Jake. Nice looking job!

Bottom; Charles Roth's Bristol MI-C. Should be a good flyer. Photo by Charlie.

Right column; top photo by Ed Novak of his 73" span rubber powered Ant 25! Can't wait to see this one at the next FAC Nats.

Middle and bottom photos are of Al Lidberg's latest model, the I.A.R.-80. More on this in the product review in this issue.