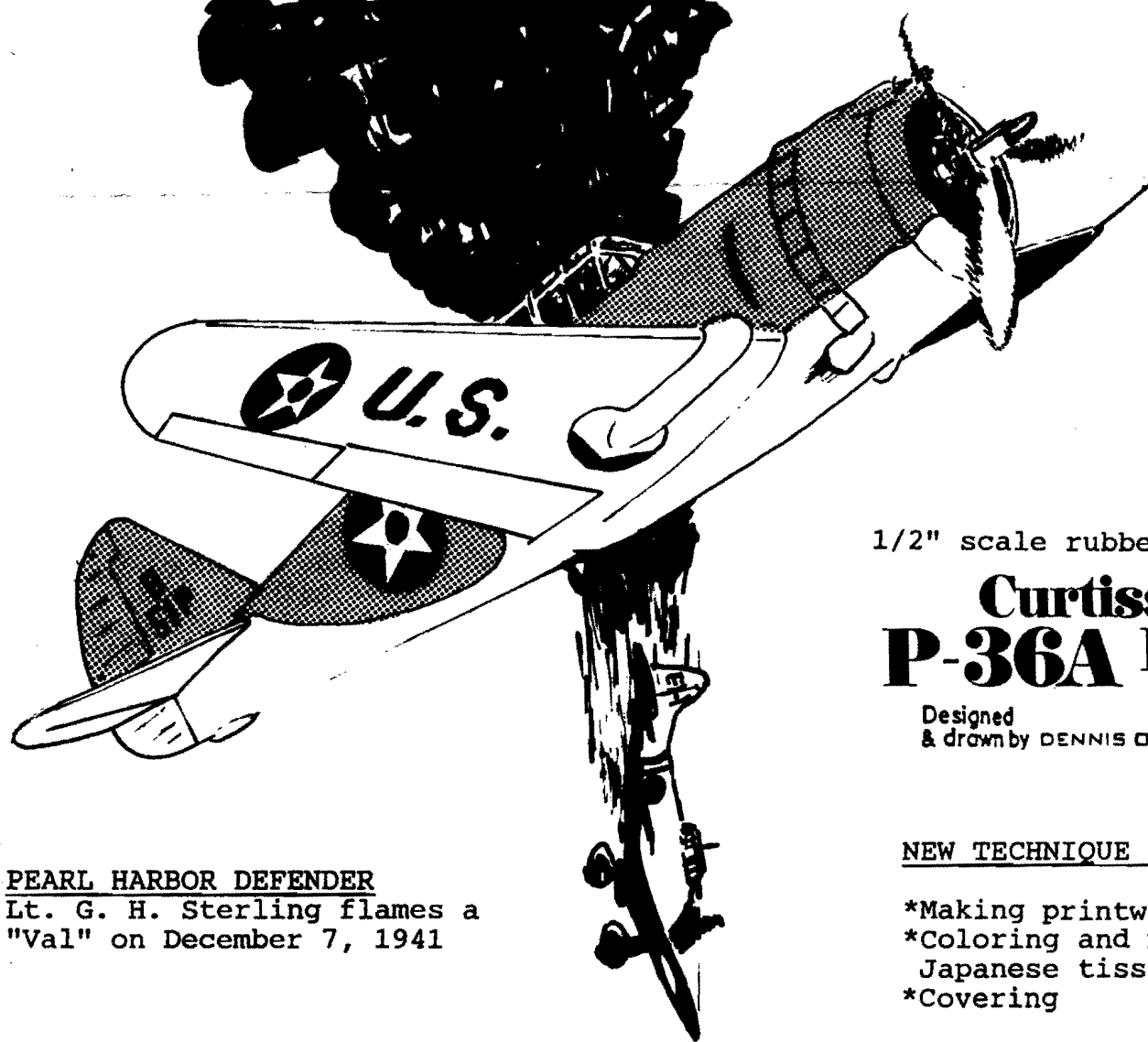


FLYING ACES

Club News

ISSUE #143-69 Jan./Feb. 1992



1/2" scale rubber powered

Curtiss P-36A Hawk

Designed
& drawn by DENNIS D. NORMAN

PEARL HARBOR DEFENDER

Lt. G. H. Sterling flames a
"Val" on December 7, 1941

NEW TECHNIQUE FOR:

- *Making printwood
- *Coloring and marking
Japanese tissue
- *Covering

2.

NEWS ON THE WING!

We want to thank Dennis Norman for most of this issue. Dennis not only drew the cover but has given us the feature plan with how he makes printwood, pre-colors his tissue, making insignia and how to cover your models. Dennis does a lot of experimenting and by reading this issue you will find that it really pays off. New ideas are what keeps this hobby going. I also want to thank Dave Livesay, Joe Wagner, Jerry Bockius and Leon Bennett for their contributions.

The Flying Aces rules are now ready for mailing. We did make a couple of small changes, mostly in wording. No big deal. Due to lack of space in the newsletter we had the rules printed separately. Unfortunately we will have to charge you for a copy of them. This will cover the cost of printing and mailing. The price is only \$2.00 per copy and you can get yours by sending the two bucks to GHQ. Sorry to have to do it this way, but with the shortness of space we had no alternative. Hope you understand.

On the last page you will find an entry blank for the Flying Aces Nats, Mark VIII. Please get your entries in as early as you can. With the large attendance at this contest you can help us out tremendously by registering early, it saves a lot of work later on when we will be busy with other aspects of the contest. We will have more info such as where we will be holding the check-in and the schedule for your meals, etc. in the next issue.

Don't forget the Flying Aces contest at the AMA's new flying site in Muncie, Ind. on Sept. 5-6, 1992. This will be part of the NFFS Outdoor Championships. We will have more info later on this contest, which has always been a big turnout, too. Plan to be there if you can. Should be another great time!

For the last several years we have been promising to make a plan book of the plans that were published in the older issues of the newsletter. The cost of printing a book is going to cost a little more than we want to pay, so we are going ahead with plan packets which will be a lot cheaper to you Clubsters. The first packet will be ready by the time you get the next issue of the newsletter (maybe two packets if we get time). Stay tuned.

We are most happy to add three more squadrons to our growing Air Force. This brings our squadron strength up to 31! If you live near any of these up-an-coming groups please get in touch with them, they will be glad to have you join them and participate in their activities. A complete list of squadrons can be had by sending a S.A.S.E. to GHQ. There may be one in your area and you do not know of it. Get in on the FUN! Or, start a squadron yourself.

Squadron #29
Wasatch Mountain Devil Dogs
Philip Barlow
4993 Regency St.
Salt Lake City, Utah 84117

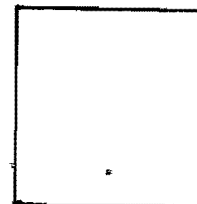
Squadron #30
Skyscalers
Bob Lundberg
3707 Hawthorne Dr.
Center Valley, Pa. 18034

Squadron #31
Kamikaze Squadron
Gene Smith, Jr. MD.
1401 N. Husband
Stillwater, Okla. 74075

Some time ago a Clubster from, I think Portland, Oregon, wrote to GHQ that he was interested in starting an FAC Squadron in that area. Well, I GOOFED!, I lost his letter before I could answer him. If that Clubster is reading this please write again and I'll promise to answer you by return mail.

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

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



Did you ever wish that you could photocopy onto balsa? Think how neat it would be if you could transfer a printwood drawing onto sheet balsa. Or how about instantly transferring a drawing of something like a canopy onto a block of balsa to insure an absolutely accurate start to your carving a mold from the block? Wouldn't it be neat to be able to instantly print details like lettering, numerals, control separation lines, panel lines, and even rivets directly onto Japanese tissue? How about being able to not only print such details, but to also permanently dye Japanese tissue with the correct color needed for your model - all at the same time? As long as we are dreaming, wouldn't it be neat to have a way to instantly print, in full color, complex camouflage patterns like the four and five color lozenge patterns seen on WWI German aircraft?

Those of us building and detailing rubber powered scale models know that techniques already exist for obtaining many of the above goals. Printwood may be transferred from a drawing to balsa sheet by the use of carbon paper, by applying a photocopy of the printwood itself onto sheet balsa using rubber cement, etc., or by the use of a hot iron. Each of these techniques works, but is either laborious or potentially harmful (if you get involved with hot irons, you can always get your fingers burned). It is well known that Japanese tissue may be colored by soaking it in dye or by spraying or brushing dye onto it. It is also known that it is possible, with great care, to actually run a sheet of Japanese tissue (usually attaching it, at its edges, to a piece of bond paper) through some photocopy machines without incident. Making complex color camouflage schemes on Japanese tissue has been achieved through the use of dyes and inks, but it is always time consuming and labor intensive.

In early 1991, I made a discovery which will help you instantly and accurately achieve all of the objectives mentioned above. My discovery was that a solvent in the artist's markers made by Chartpak will, upon contact with copies made using either Canon or Minolta copiers, cause the ink on the copies to "release" and permanently transfer to other surfaces such as Japanese tissue, balsa wood, etc. Printwood as sharp and clear as that in a good quality kit can be made by taking a photocopy, again made only with a Canon or Minolta copier, of the printwood and applying the photocopy, face down, against the sheet balsa to be used. By then, "coloring" the back of the photocopy with Chartpak "Blender" (a marker having only clear solvent in it) the toner from the photocopy is transferred to the balsa wood. Although making a clear, dark, sharp, print onto sheet balsa, the original photocopy also remains intact. It is somewhat grayer in appearance than originally.

To dye Japanese tissue to the color of your model and, at the same time print details such as rivets, panel lines, etc., first create a paper "master" of details which you wish to print. One of the easiest ways to do this is to photocopy a scale drawing, enlarged to the size of your model. Having done so, remove perimeter lines from the scale drawing (the shapes of the edges of the flying surfaces, etc), and you have a bond paper "master" which you can then rephotocopy as needed. Your Japanese tissue should be stretched and preshrunk with water on a frame.

When you are ready to color and print your tissue, place the tissue, stretched tight on the frame, against the printed side of the paper photocopy. Good quality Japanese tissue is usually smoother on one side and I have found it best to place the smooth side of the Japanese tissue against the photocopy for sharpest results. Next, before beginning to color the tissue, it is important that you support it firmly on a smooth surface. I take a piece of ceiling tile and "surface" it with a piece of smooth cardboard from a tablet back, etc. Supported in this fashion, the tissue will be able to withstand considerable pressure as you color it.

Next, using the Chartpak marker of the color that you let color the tissue, "dull" side up, with continuous, smooth, slightly overlapping, strokes of the marking pen. It is best to arrange the grain of the tissue so that it runs with the length of the piece being covered.

As for coloring the best effect is obtained by stroking in the direction which the air will flow over the piece applied to the model. It may take two or three "colorings" to obtain a solid saturation of the tissue. When the coloring is completed, peel the bond paper panel away and discard it (it will be soaked with dye). At that point, you should be looking at a solidly dyed, detailed, piece of tissue still stretched on your frame.

If you have stretched a large enough piece of tissue on your frame, you may want to proceed with the coloring of other paper panels until you have made use of all of the tissue that you can. At that point, and only at that point, should you "seal" the colored tissue by spraying it with one light coat of clear, flat, lacquer. To avoid attacking (or blurring) details printed on the tissue when you spray it, I suggest that the lacquer be sprayed on the back (dull) side of the tissue, or the same side of the tissue that you have originally colored with the markers. At this point, while the tissue is still stretched on the frame, I suggest that all markings for flying surfaces (wing and tail insignias, etc.) be applied.

Again, there are several approaches to insignia. Decals are nice, but scarce, and often brittle. Masking and spray painting is a possibility. A method which I have been using is to make the insignia from bond paper which is colored with markers of the appropriate color and then applied to the tissue, still stretched on the frame, using Titebond or similar aliphatic glue. Insignia applied in this way is properly positioned, clear, and drum tight before the covering ever reaches your model.

In contrast to what I have said about flying surfaces, I find it easier and more precise to apply insignia, etc. to fuselages only after the fuselages are covered.

Once your tissue on the frame is completely colored, marked, sealed, etc., then, and only then, should you begin removing the individual panels from the frame for application to your model. Because of the marking technique used, I do not recommend attaching the tissue to the model using any form of dope or solvent. Instead, I suggest that the tissue be applied with a glue stick which, though having low tack, will give you adequate working time to attach and "finger tighten" each piece in its place. Once each piece is secured to the model, then trim its edges with a sharp blade. The piece's edges are then permanently sealed by applying a light, narrow, bead of Titebond or similar aliphatic glue to the edges of the piece. This, in turn, is burnished down tight with a finger. The glue itself will dry flat and will not be noticeable. If there are small wrinkles in the tissue after it is applied to the model, they can be removed by lightly spraying or brushing water over the tissue which will then shrink in place.

Oh, yes, about printing that German pattern in full color, etc. To do this, take a full colored decal sheet (usually available in 1:72 or 1:48 scale) intended for plastic modelers and have it enlarged to scale of your model. Again, for economy, I suggest that you cut the strips of the colored decal sheet (manufactures of these decals usually print patterns in strips presumably of a scale comparable to that of the cloth applied to the actual aircraft). Arrange the strips into a "block" of pattern. Using a Canon laser color copier the "block" of pattern can be enlarged up to a dimension of 11"X 17" in one take. The Canon machines are very sophisticated and should be able to accurately duplicate the colors of the decal sheets.

Wing fillet
pattern

RSL

LSL

R-1

1/16"

FT-1

FT-2

M.P.

FB-2

F-7

F-6

F-5

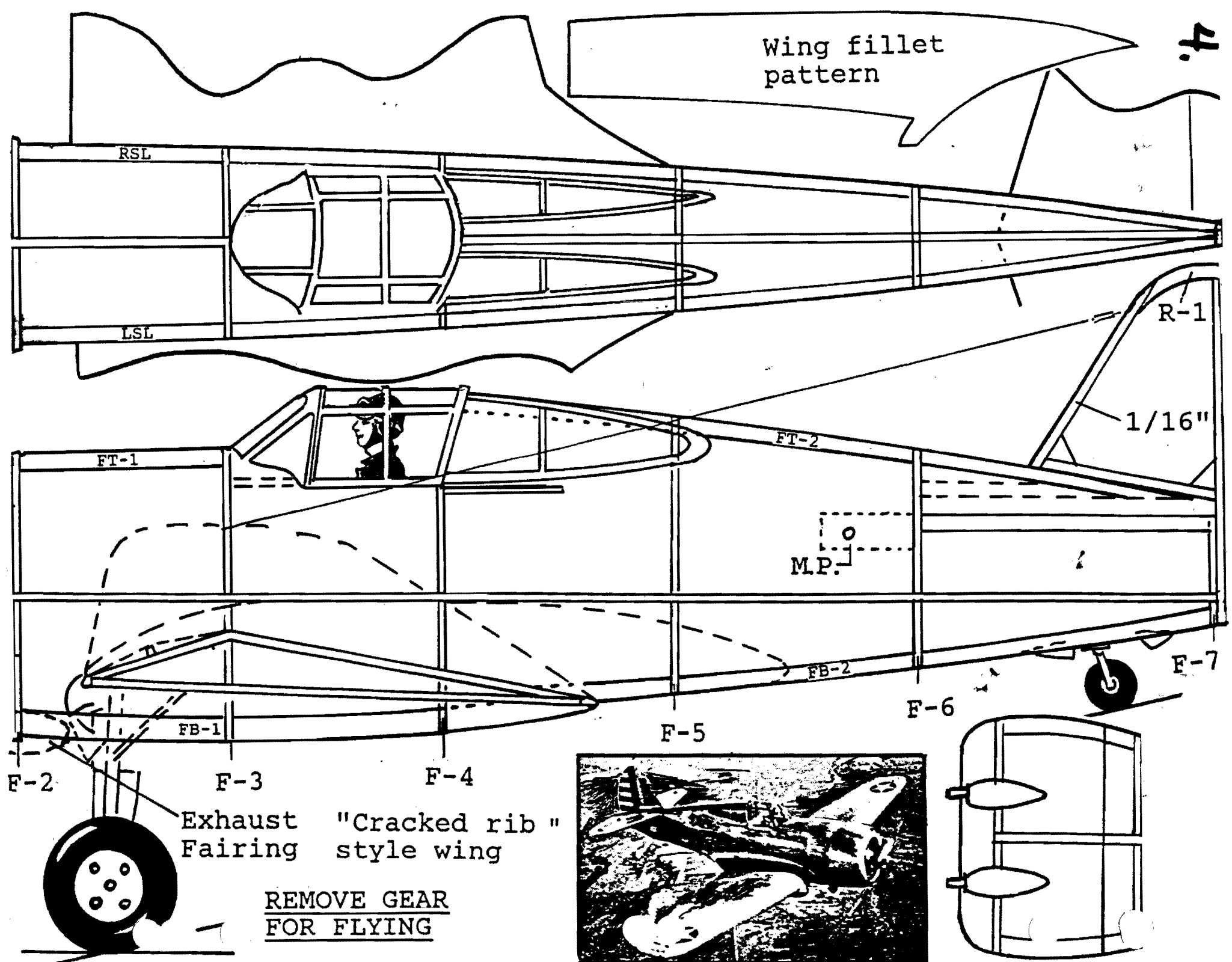
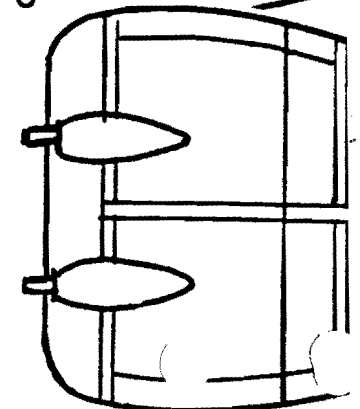
F-4

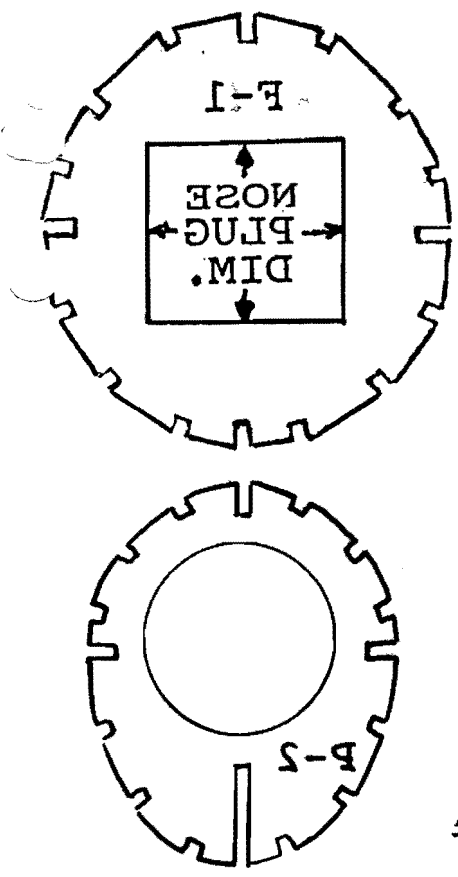
F-3

FB-1

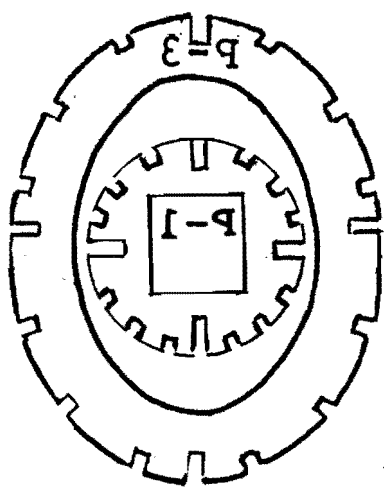
Exhaust "Cracked rib"
Fairing style wing

REMOVE GEAR
FOR FLYING

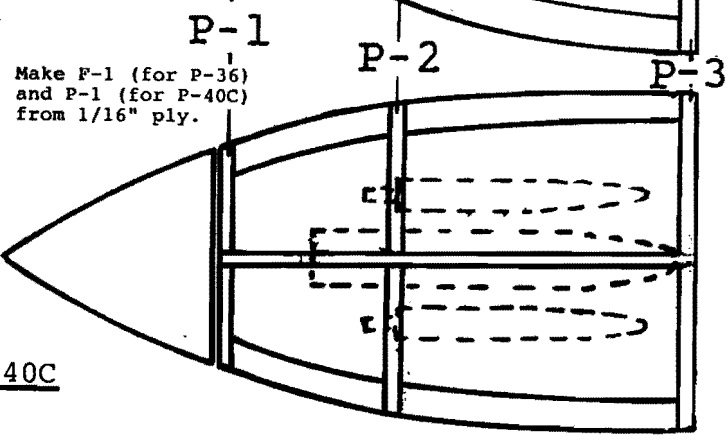




Printwood designs intentionally reversed to show correctly when transferred



P-3 replaces F-2 on P-36 fuselage.



Make F-1 (for P-36) and P-1 (for P-40C) from 1/16" ply.

ALTERNATE NOSE FOR P-40C

Once you have your color photocopy of the pattern, then apply the tissue, preshrunk and stretched on the frame as mentioned above (shiny side toward the color copy) and color the dull (back) side of the tissue using the Chartpak "Blender." The solvent will cause the pigment from the color copy to transfer permanently to your tissue. The color on the tissue will be much lighter than that of the color copy, but the effect, when applied to your model, will more closely approximate the look of the lozenge fabric as it appeared on WWI German types than it would if you had applied the color full strength to the model.

Now about the title of this piece. You now know some "new tricks." What about "the old dog?" Aside from the obvious pun about ourselves and our activities, I am referring to the subject which I have selected as an exercise using the techniques described.

The P-36 was, at its service debut, a fairly "hot" pursuit type reflecting some of the latest developments in the aviation technology of its day. However, by 1941, and certainly by the time that the United States entered WWII, the P-36 was generally regarded as "second class" and, yes, by many, as a "dog." Even so, P-36's saw extensive use by the United States, Great Britain, France, and several other nations. In fact, P-36's (known as Hawk 75's) captured by the Germans were refurbished and given to the Finns for use in their war with Russia.

It is little known, but P-36's were the first American aircraft to successfully engage the Japanese at Pearl Harbor. Lt. G. H. Sterling, flying a Curtis P-36A at 0855 hours on the morning of December 7, 1941, at Wheeler Field, scored the first American victory of the war when he shot down a Val. Moments later, Sterling's P-36A was attacked by Mitsubishi "Zeros" and Sterling, the first American pilot to score a victory over Pearl Harbor, then fell to the guns of his enemies.

Finally, the P-36 should be remembered as the design that gave birth to the far more successful P-40 series. That, of course, is a subject for another time.

Enjoy!

Dennis O. Norman
November 23, 1991



27th PURSUIT



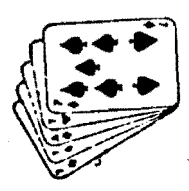
43rd PURSUIT



WRIGHT FIELD EMBLEM



77th PURSUIT



STEPS TO MAKING YOUR PRINTWOOD

- (1) Apply parts sheet copy (printed side down) against 1/16" balsa sheet
- (2) Firmly, but gently, apply Chartpak "Blender" P-0 (201) to BACK of parts sheet copy.
- (3) Burnish saturated back of parts sheet copy with a finger
- (4) Wait 30-45 seconds
- (5) Gently peel parts sheet copy back from sheet balsa

Curtiss P-36A Hawk

STEPS TO MAKING PRE-COLORED AND MARKED JAPANESE TISSUE COVERING

- (1) Use white or ivory colored fine (light) Japanese tissue.

- (2) Make a stretching frame for tissue from screen window framing channels, scrap wood, old picture frame, etc.

- (3) Tape tissue to frame made to size of tissue sheet (use Scotch 310 permanent tape, etc.) and secure all edges of tissue to frame.

- (4) Pre-shrink tissue on frame using water.

- (5) Cut bond paper panel part to be colored and marked (ie. top of stab. etc.) from printed sheet.

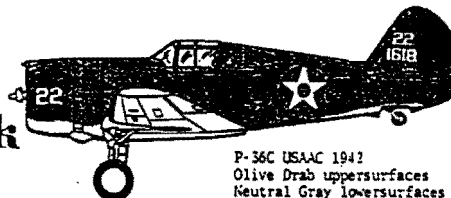
- (6) Lay bond paper panel part on a piece of cardboard (serves as a blotter).

- (7) Lay tissue on frame, shiny side toward (against) bond paper panel part (firm, flat, contact needed).

- (8) Color dull (back) side of tissue with Chartpak marker of appropriate color

- (a) apply marker chordwise to flying surfaces-in direction of air flow over panel part when applied to model
- (b) use straight strokes, slightly overlapping, move continuously until completely colored.
- (c) May need to recolor two or three times for maximum saturation of color.

NOTE: To make additional printwood, copy master parts sheet from plan using only a Canon or a Minolta copier. Transfer to sheet balsa using a Chartpak "Blender" as described.



- (9) Wait 30-45 seconds and gently peel bond paper panel part away from tissue.
- (10) Repeat steps (5) thru (9) for each bond panel part until all parts to cover model are colored.
- (11) Only after all parts to cover model have been colored, seal colored tissue (still stretched on frame) by spraying dull (back) side of tissue with Testors "Dull Cote" (1260) or similar flat clear lacquer (one light coat only).
- (12) While still stretched on frame apply bond paper insignia to wing at appropriate points using slightly thinned "Titebond" (or similar) aliphatic resin glue.
- (13) Darken flap and aileron separate lines using Pilot SC-UF ultra fine point permanent pen (or similar marker).
- (14) Remove colored parts, one at a time, as applied to model (see steps to covering) using sharp blade.

Designed
& drawn by DENNIS D. NORMAN
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STEPS TO MAKING BOND PAPER INSIGNIA

- (1) Draw red "dot" using appropriate size circle guide in middle of star (use fine tip red marker).

- (2) Color inside of red dot with red marker.

- (3) Use a fine black or dark blue pen or marker to "edge" stars (to prevent bleeding from a broader marker).

- (4) Fill in rest of blue field with Chartpak Prussian Blue (P6) marker.

- (5) Cut colored insignia from bond paper with scissors or razor, etc.

- (6) Coat back of bond paper insignia with slightly thinned Titebond (or similar) aliphatic resin glue.

- (7) Apply insignia to wing while tissue is still stretched on frame.

- (8) Apply insignia to fuselage after fuselage is covered.

INSIGNIA: Red "dot"
(Chartpak P80)
White Star
(Bond Paper)
Blue disc
(Chartpak P6)

STEPS TO COVERING MODEL

- (1) Select part of model to be covered (ie. stab. bottom, etc.)

- (2) Using sharp blade, cut covering for part from pre-colored tissue on frame.

- (3) Edge part of model to be colored with a Dennison (or similar) glue stick.

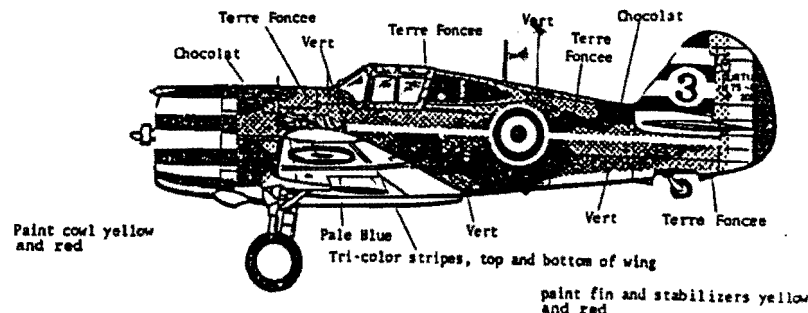
- (4) Apply colored tissue piece to part being covered.

- (5) Burnish edge of tissue to perimeter of piece being covered (pulling tissue down snug with fingers).

- (6) Trim excess tissue from perimeter of piece using sharp blade.

- (7) Permanently attach tissue by applying Titebond aliphatic glue to perimeter of tissue covering piece (glue will dry flat and clear).

- (8) Remove any wrinkles from covered piece by lightly brushing or spraying water on tissue when Titebond (permanent) glue is dry.



HAWK 75A-3
2nd Escadrille GC II/4
Dakar, Senegal 1942

Colors French Aircraft:
Humbrol or Pactra - Vert (Green) Terre Foncée (Earth)
Chocolat.

NOSE PLUG

Piano wire hook shaft

Brass washers

Brass tube for hook shaft

Turned balsa

Paper front (cylinders)

1/16" ply stop

3/16" sheet plug

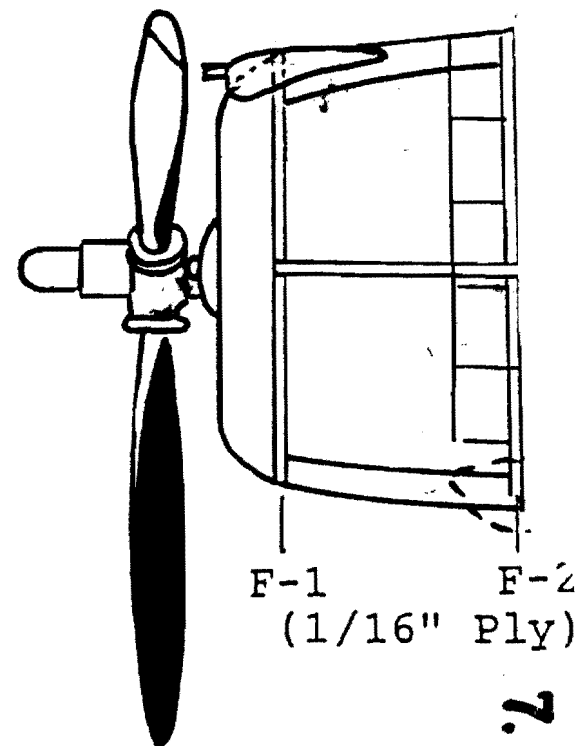
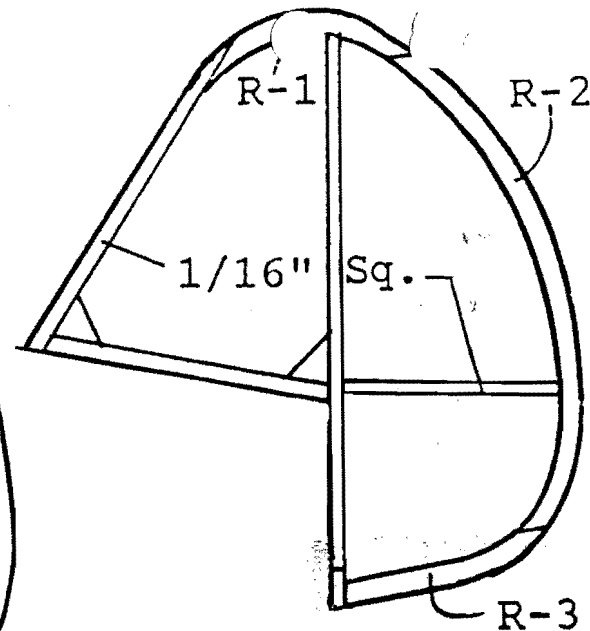
SIDE VIEW

Curtiss P-36A Hawk

1/16" ply stop
Paper front

Instrument panel
(Top of F-3)

Designed
& drawn by DENNIS D. NORMAN
COPYRIGHT, 1991



EMERSON F. ELWELL

1919--1991

Emerson F. Elwell, of GHQ Squadron, died Dec, 10, 1991 of complications from cancer. Em was a lifelong modeler; a devoted worker for the Flying Aces Club, a scale enthusiast in rubber power and power scale; holder of the Blue Max medal with 17 victories and a FAC Lt. Col. Em was an infantry officer, First Lt., in the 350th Infantry Battalion of the 88th Division in Italy during World War Two. His modeling prowess extended from the KG-2 to his never-to-be forgotten Jumbo Folkerts "FOO" which he flew in several FAC Nats. He is survived by his widow, Marcella Elwell, and his legion of friends in the FAC everywhere. Every GHQ member will wear one of Em's First Lt. silver bars on his flying cap/hat in future flying sessions and contests. GHQ is instituting a perpetual trophy in Em's name to be awarded for excellence in Power Scale at our local contests. Power Scale was his first love in scale work, so a trophy in his name is most appropriate. His Curtiss P-6E power Scale model Diesel powered, and his Anderson Spitfire powered KG-2 will be on display in the new AMA Museum at Muncie, Ind. His lanky frame and his intensity on the field will be sorely missed. We wish him tall grass, thermals, gentle breezes, and all the balsa and tissue he might want to continue his modeling forever. R.I.P.

Vic Didelot

We also have to report the passing of two more Flying Aces, much to our sorrow. Cy Hanzely and Herb Clukey have left us. Herb owned and operated Flyline Models and Cy was a member of the S.O.T.S. club in the Philadelphia, Pa. area. Herb was 66 years old and Cy was only 48. Our sincere sympathies go to their families and their many friends. They will be greatly missed by all. The poem below was written by Dennis Norman and we feel it is appropriate to reprint it at this time.

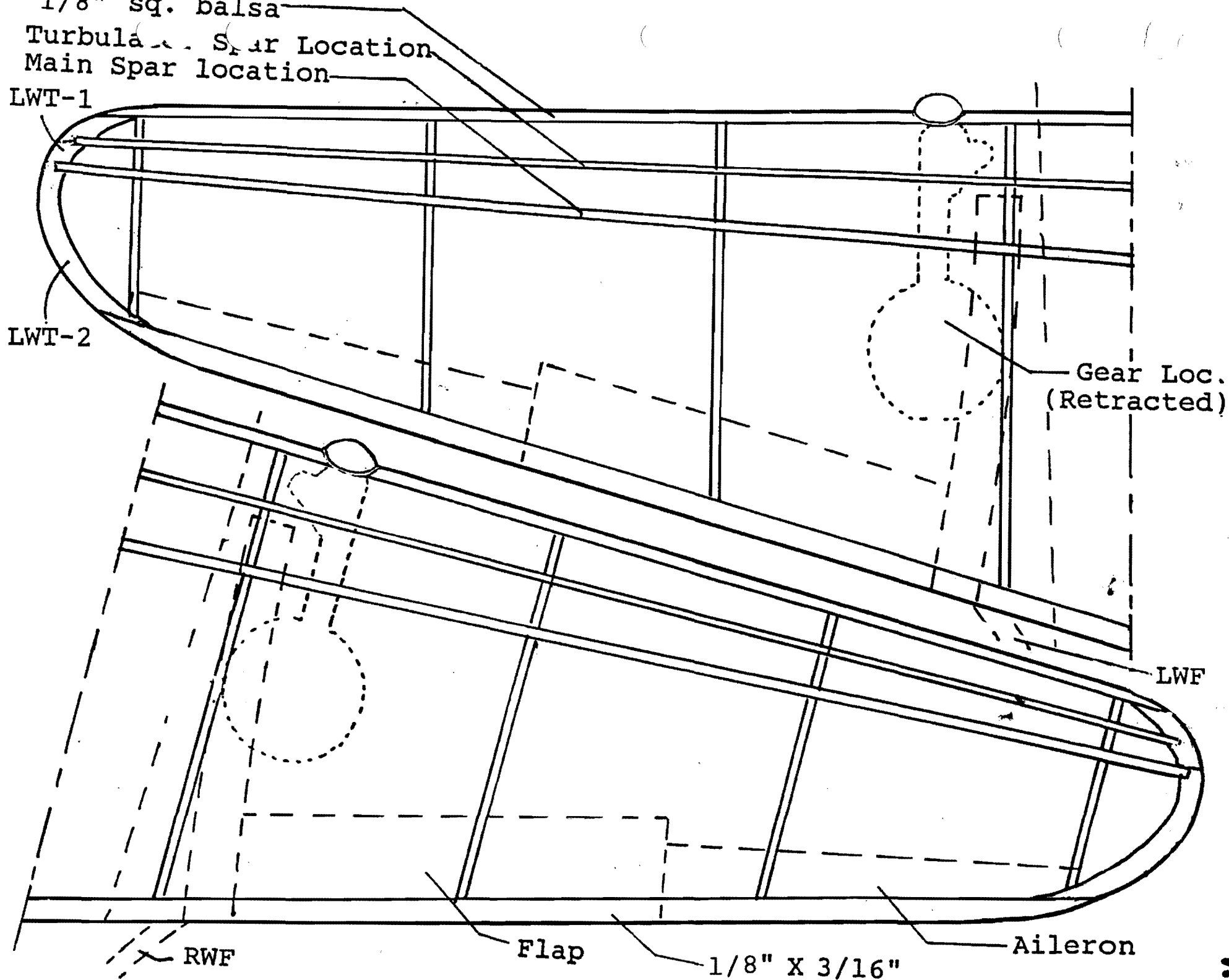
THE FLYING ACE

He saw the clear blue depth of summer sky;
And felt thermals in the lush warmth of their best;
And stood on meadows in grass waist high;
Dreamed, drew, built, and put to test.

From him fragile birds of sticks and tissue with
rubber hearts.
God's sun shown through them a stained glass
beauty bright;
That called out their colors and details of their
inner parts;
As high they soared overhead out of love
and sight.

His dreams have risen far from his touch,
But ever closer to the touch of his Maker.
Though he aged, the happy child in him
lived and did much
And gave, and got, a life of warmth and joy
that beats any taker.

Dennis O. Norman



WHERE ARE THEY NOW
by BILTMORE VEES

King of the Twin Pushers

EPILOGUE

"What happened to Senator Horne?" I asked Watson as we finished dinner with a good brandy.

"Well," replied Watson, "he was arrested for his xylophone junket."

"He was?"

"Yes," Watson continued, "he ran a stop sign and three red lights on Beauregard Boulevard with three police motorcycles and two police cars in hot pursuit. They threw that at him, too. Then he caused a nine car pile-up at the intersection of Beauregard and Calhoun Boulevards. The three motorcycles got bent out of shape, too. No one was hurt, but the insurance litigation continues to this day. After that there was a fad in LA for hopped-up xylophones and some kid tried to enter one in the Soap Box Derby. The Senator had a lot of explaining to do when he got home, particularly about the "Mystery Girl" on the platform."

"The 'Mystery Girl'", I said, "Oh, yes, ChooChoo Train."

"Photos all over the papers," grinned Watson, "Her agent was euphoric, and ChooChoo was quickly booked into the Big Time at a Memphis club. By the time she reached Chicago, she'd changed her name, but I won't tell you what it is now."

"Drat!" I choked, "You intelligence types are all alike."

"Swat Twaddle," Watson said, quickly changing the subject, "became a sort of counter-culture hero. That night he acquired the greatest number of traffic citations in the shortest period of time known to man. Some chap in Bombay tried to win the title in 1938 but failed. He's still in jail."

"One must concede," I mused, "that the Calhoun County M.A.C. made model building respectable again."

"Yes," Watson agreed, "and more than that. You remember the state troopers elbowed Biltmore into a big black sedan and he was taken away. That was the Governor's car. The Governor liked Biltmore's indoor twin pusher and what it did to quell the riot. He liked it so much he arranged several newspaper and radio interviews for Biltmore and got Scurvy and Glen out of jail so they could participate. Then he put up a cup for indoor twin pusher competition. It became known as the Governor's Cup. The event is still flown in Calhoun County, but for some obscure reason never became popular elsewhere and never became a world class fixture."

"Truly a sad oversight of world class proportions," I babbled. Let's have another brandy. Uh, waiter, make mine a double, please."

W. Summersuit Vaughn, 09/90

Editor's Note: Biltmore Vees eventually went on to bigger and better (?) things. He briefly appeared on the cutting edge of the ultra light movement. His flawless reasoning, (two motors are better than one) proportional dividers and an old copy of a Zaic Year Book put him into the air early on. He inadvertently set several unofficial straight-line distance records, primarily due to directional instability.

* * * World War II and Mike Midkiff * * *
Mumbo Jumbo #48 from the Pen of the Glue Guru
* * * * *

Salutations, disciples! Today we shall interview Mr. Midkiff with respect to his WWII design approach. Mike is an old hand with much innovative work registered in the Japanese fighter area. His B-25 twin rubber model is a Flying Models plans classic; indeed, rumor credits the sale of some 4000 FM plans sets to our guest...

GG: What qualities do you look for in choosing a prototype?

MM: I like a good deal of wing area, especially at the wing tip. I reason that a low taper wing makes for more effective employment of dihedral.

GG: What about dihedral itself? Do you prefer prototypes with lots of dihedral?

MM: No. Models require more than what full scale has to offer. Fortunately, we're permitted to use whatever is necessary anyway.

GG: How do you rate shoulder wing versus low wing?

MM: The difference is not crucial. If you're looking for key factors, one is nose length; the more the better. As for radial vs in-line, I have no preference. Sometimes fat planes go best, for example, the Hellcat. Actually, personality is the single most important element in choice - if we can't capture the plane's personality, justice hasn't been done. That's why ease of duplication of the color scheme is important. Sure, there are purely practical considerations, like ease of repair, but the basic choice has more to do with art and love than with sticks and glue.

GG: But don't you find it difficult to compete against a sneaky ghost model offering little art, at a flying weight approaching zero?

MM: If given enough time to trim properly - and it can take a year to do it right - it's possible to beat a ghost with an honest model.

GG: Which kits are good?

MM: I like Golden Age, Fly Line and John Bell in that order.

GG: Do you favor any one configuration?

MM: The Japanese Judy has been a consistent winner for me.

GG: Final advice on prototype choice?

MM: Go with the one that moves you and build it big.

The responses of Preston Bruning and Mike Midkiff were collected on a very hot contest field with no advance warning. In short, it is not surprising that little, in the way of a design consensus is apparent. Furthermore, choosing a wife is simple as compared to prototype choice. Yes, WWII is a many-sided game and we must expect differences in the attitudes of the players.

Still, with all that said, there are some basic differences in approach here that bear some analysis. Next time.

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

Scale documentation especially color scheme for the Culver "Cadet" wanted by Gary Johnson, 480 Beaver St. Beaver, Pa. 15009.

10.

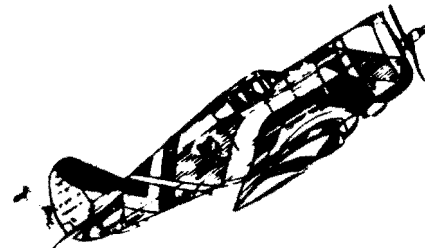
PEARL HARBOR POSTAL CONTEST

11.

The title of "Pearl Harbor Ace" goes to Eric Anderson! Eric flew a Curtiss P-40 built from a Dave Diels kit. Nice going Eric and thanks to all who entered. Eric will soon receive his "Pearl Harbor Commemorative" coin as his prize as well as another "Kanone".

FINAL STANDINGS;

PILOT	PLANE	TIME
1. Eric Anderson	Curtiss P-40	119 sec.
2. Darold Wilken	Grumman Wildcat	105 "
3. Dave Linstrum	Aichi "Val"	80 "
4. Gene Smith	Seversky P-35	68 "
5. Roy Guge	Grumman Wildcat	26 "
6. Walt Leonhardt	Seversky P-35	25 "



Peanut & No-Cal Scale Postal Meet News

Get those crates in the air Cloud Climbers and send the times in to GHQ! Don't forget, we have four events to fly in. Each event is called a "Wing". There are four Wings, Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Fly your models and send us the times along with the date, the name of the model, and the Wing you flew in. Simple, right! If you fly in a contest that time will also count. Enter as many times as you wish with as many models as you wish. Every time you better a score with a particular model send the time in. Contest will end on May 3, 1992. Entries postmarked after May 4, 1992 will not be accepted. Into the air.....

Standings to date:

INDOOR PEANUT

PILOT	PLANE	TIME
1. Padre Anderson	Weedhopper	67 sec.
2. Tommy Westlin	Lacey M-10	59 "

INDOOR NO-CAL

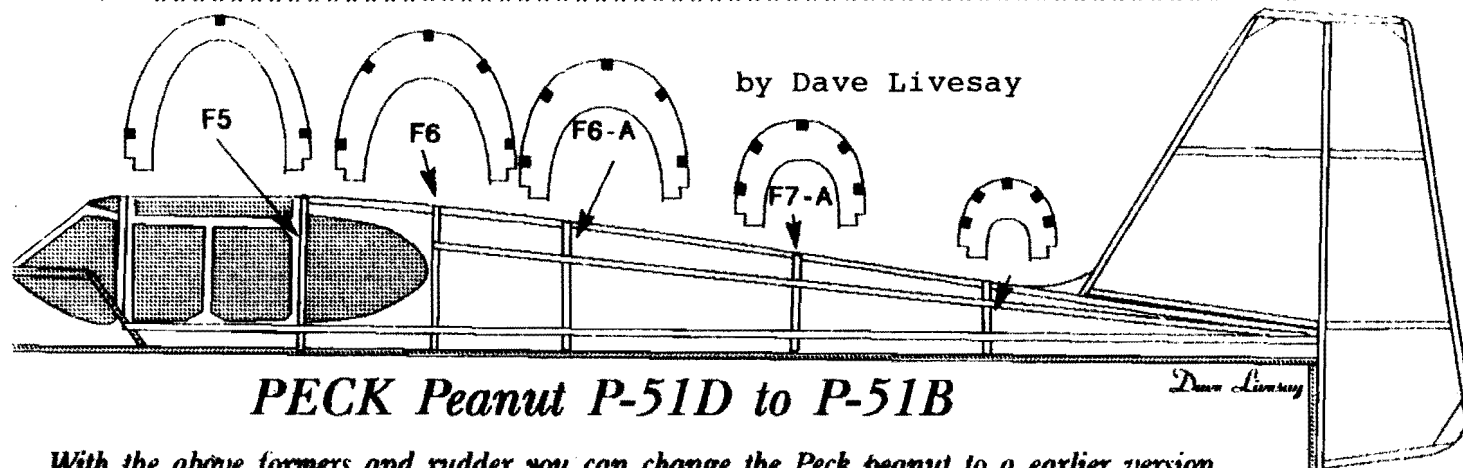
PILOT	PLANE	TIME
1. John Voorhees	Farman Sport	238 sec.
2. Dave Linstrum	Cassutt Racer	151 "
3. Dave Linstrum	Curtiss P-36	92 "

OUTDOOR PEANUT

PILOT	PLANE	TIME
1. Dave Stott	Fairchild 24	144 sec.
2. Darold Wilken	Nikitin IS-4	67 "
3. Paul Stott	Farman F-380	51 "
4. Padre Anderson	Wittman V-Witt	49 "
5. Walt Leonhardt	Alco Sport	27 "
6. Darold Wilken	Caudron C-460	17 "

OUTDOOR NO-CAL

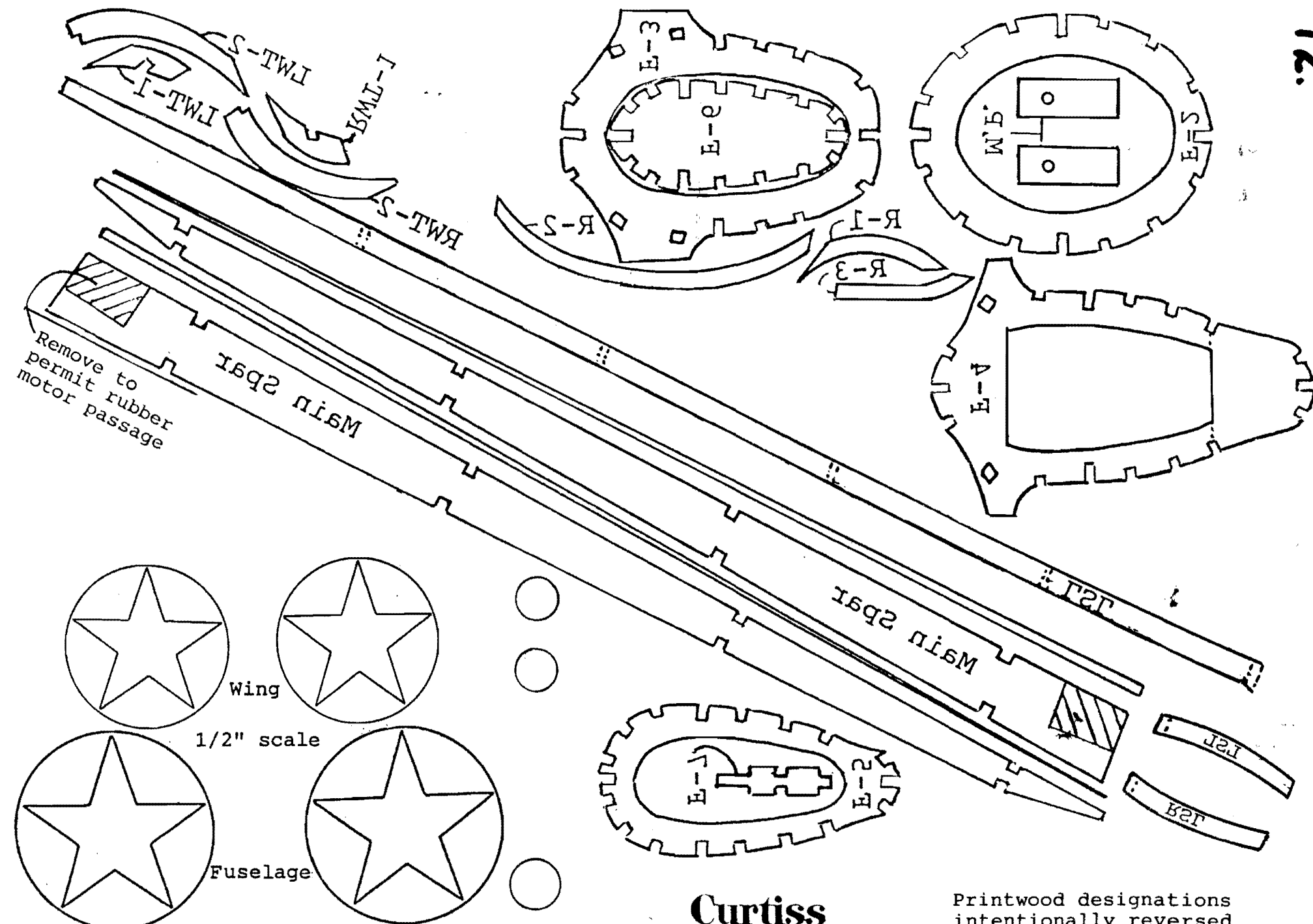
PILOT	PLANE	TIME
1. Padre Anderson	Olds Tailwind	191 sec.
2. Dave Stott	Nieuport DeLage	122 "
3. Paul Herbst	Mitsu. Zero	119 "
4. Walt Leonhardt	Farman F-190	31 "



PECK Peanut P-51D to P-51B

With the above formers and rudder you can change the Peck peanut to a earlier version.

A new canopy will also have to be formed also. Build both versions peanuts are easy to build and cheap.



Curtiss P-36A Hawk

The following quiz was sent in by Joe Wagner. The answers contain 8 names. Everyone who sends in at least 7 correct names will win a prize plan. Entries must be postmarked by Mar. 15, 1992. Go to your archives, Clubsters!

Send your answers to GHQ.

1. What famous WW I Ace never held a pilot's license, and though he lived a long and adventurous life after the Great War, seldom flew -- and when he did he usually cracked up?
2. What renowned prewar race pilot was imprisoned during WW I as a German spy?
3. Of all the WW I Aces, only one served as a pilot from the first day of the war through the last. Name him.
4. A record-setting woman pilot of the 1930's was also noted for her many love affairs with several world-famous flyers; with Hollywood stars; best-selling writers; and even with royalty. She died recently -- who was she?
5. The crew that built Lindbergh's "Spirit of St. Louis" included men who later achieved their own renown. One became a trans-Atlantic flyer, another is still remembered world-wide as a pilot and designer, and a third contributed heavily to the model airplane hobby. One is still living: who were they?
6. What world-famous aviation personality died as a result of pulling a hair out of his nostril?



Airmail Pals

Dear Lin:

While watching once again the video of the 1990 FAC Nats., and the presentations after the banquet, it seems to me that there could also be fun medals.

During the war, there was a monthly magazine called Tee Emm, (Training Memorandum). Some section of the R.A.F., I suppose, although it regularly showed up on R.C.A.F. stations. It had good articles, some with tongue-in-cheek, 'Electric Propellers--for those who can understand them. Are you a thrower off of bombs? There were always a few cartoons, with the star being a Pilot Officer Prune, a rather vapid looking type with a polka dot scarf over his tunic and that 40 mission look to his hat. P/O Prune frequently was decorated with a "gong" called The Most Highly Derogatory Order of The Irremovable Finger, O.I.F. for short. When you pulled a second boo-boo, a 'Joint' was added to the medal. The symbol was a simplified drawing of a closed hand holding the index finger vertically, with a strip of cloth bound around it to resemble a bandage.

Maybe without naming names, when something amusing happens, it could be reported in the club news?

Granville Miller

(editors note; This sounds like a good fun idea! We can give out some kind of an award to worthy candidates. Only we would give their names! How about it Skysters, anyone have a candidate? Let us know.)

14.

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

Wanted: Source for perforated plastic for Mattel Vacuform. Reply to Ollie Benton, 409 Brady Pt. Rd., Signal Mountain, Tn. 37377. Also send info to GHQ.

Lou Buffardi is looking for info on the Curtiss-Wright CW-1,2,3 Junior and Junior Amphibian and the General Aircraft Corp. "Skyfarer". Lou's address is 400 Winward Passage, Slidell, La. 70458.

Does anyone have any Guillow WW-I 18 inch span kits to sell or trade? Contact; Clarence Chapman, 2628 N. Central Park, Chicago, Ill. 60647.

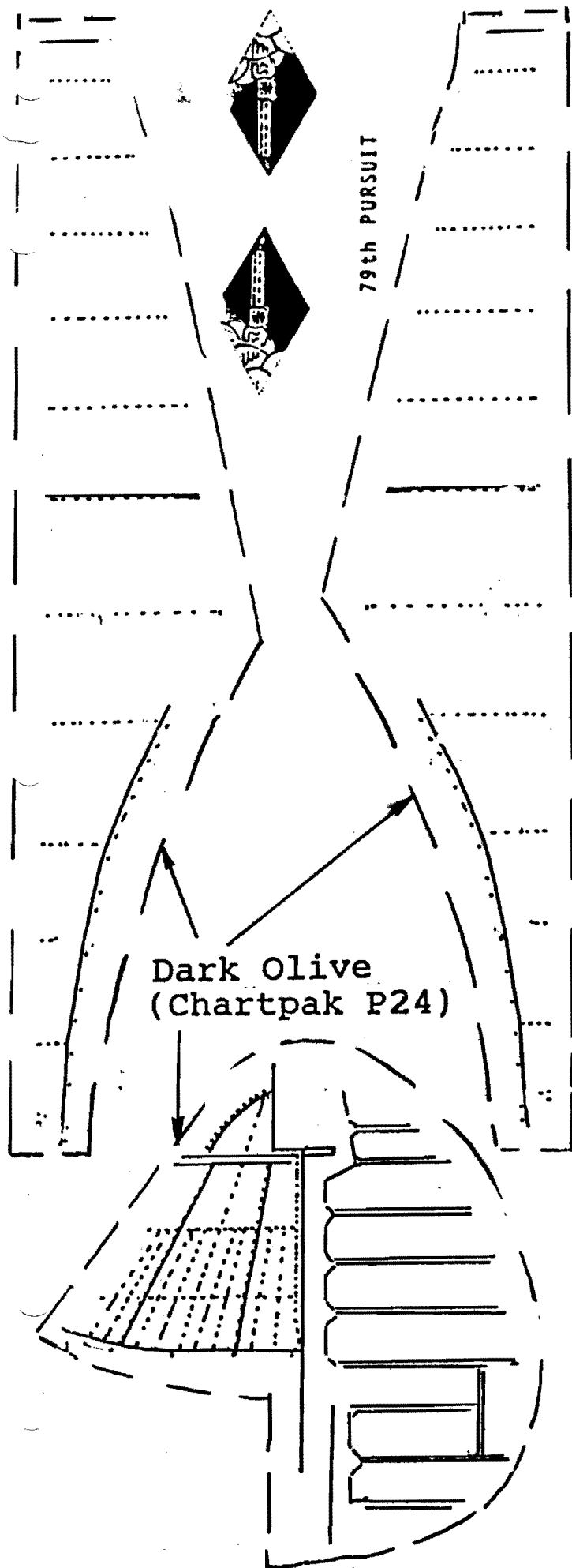
Ryan Anderson, 595 East 43rd St., Eugene, Or. 97405 is looking for plans for a winding stooge that will accomodate models from Peanut size to Jumbo.

FOR TRADE

Rev. William Anderson has his original plans for the Wittman O-O Special that he would like to trade for plans of Civil Aircraft. Anyone interested can reach him at this address, 209 Fourth St. Monessen Pa. 15062

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

Harvey Pastel, MD. One Heritage Place Suite 105, Manchester, Ct. 06040 is looking for info on the Blackburn Blackbird. He has the info from Aeroplane Monthly and from the Blackburn book by Putnam. Does anyone have anything else?



94th PURSUIT

P-36 BOND PAPER PANEL PARTS

NOTES:

- (1) See steps to making pre-covered and marked Japanese tissue covering.
- (2) Arrange bond paper panel parts with long dimensions parallel to tissue's grain.
- (3) Color up to dotted lines.
- (4) Cut out finished tissue parts on dotted lines (will be oversized).
- (5) Align panel lines, rivets, control separation lines with frame structures being covered.

1919-1939

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P.O. Box 2. Sheboygan Falls, WI 53085

FOR SALE; Doug Wendt has a bundle of old magazines for sale dating back to 1936. If interested contact him at 910 Kuhns Rd. Whitefish, Mt. 59937.

Contest Calendar

- March 7-8...Palm Bay Spring Opener. Outdoor Free Flight and FAC events.
Contact; Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119
- March 15...Cloudbuster's Scales of March indoor contest, Flint, Michigan. Pennyplane, HLG, Blatter 40, Mini-stick, Peanut No-Cal, FAC Scale, FAC Peanut, FAC Hi-Wing Peanut, Pistachio Scale, Bostonian (7 gram), WW-I mass launch (any WW-I plane), WW-II mass launch. Dave Livesay, 1911 Carmanbrook Pkwy., Flint, Mi. 48507

Date not set but will be on March 14, 21 or 28 for the Maxecuter's Indoor Contest at Patuxent NAS, Lexington Park, Md. Lots of FAC events as well as other indoor events. Contact; Claude Powell 1 (301 872-4105 or Tom Schmitt 1 (301) 530-0327. You must contact one of them at least one week before the contest to be admitted to the base.

Mar. 21-22. MacDill AFB, Tampa, Fla. Indoor and FAC events, Contact Doc Martin, 2180 Tigertail Ave., Miami, Fla. 33133

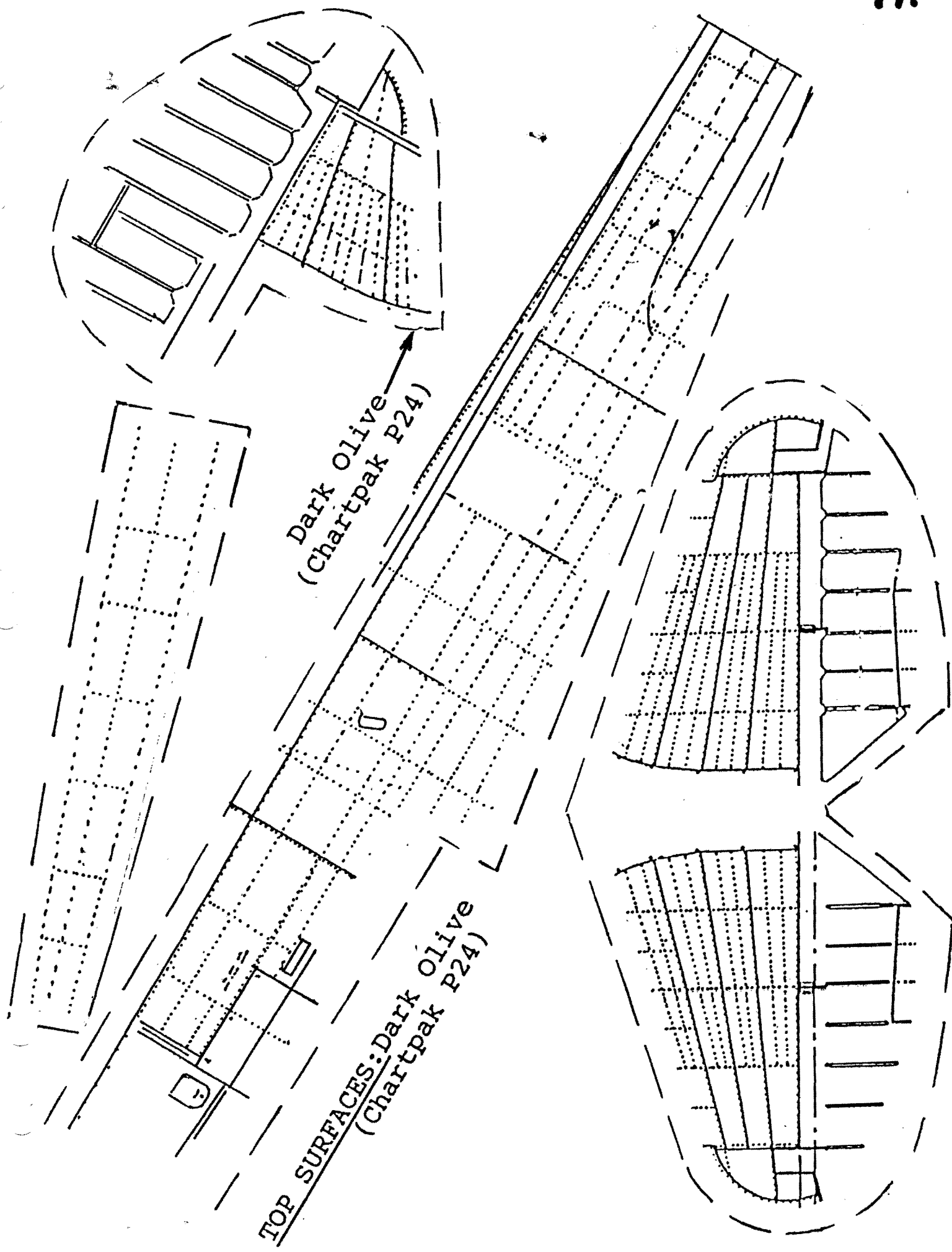
Mar. 29....Cleveland Free Flt. Soc. Indoor at Normandy High School, Parma, Ohio. EZB, Intermediate Stick, Novice Penny Plane, No-Cal Scale Peanut Grand Prix, High-Wing--Parosol Peanut, other Peanuts, WW II Peanut, WW I Peanut, WW-II No-Cal Combat, Bostonian (7gram) Jetco ROG. Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio 44124

April 5....Glastonbury Modelers Indoor Contest. EZB, HLG, Bostonian, FAC Peanut, FAC Scale, No-Cal, WW-I Peanut, WW-II Combat, 46-50 Race for Thompson. Ed Novak, 106 Cutlery Ave., So. Meriden, Ct. 064

B² Breezelines

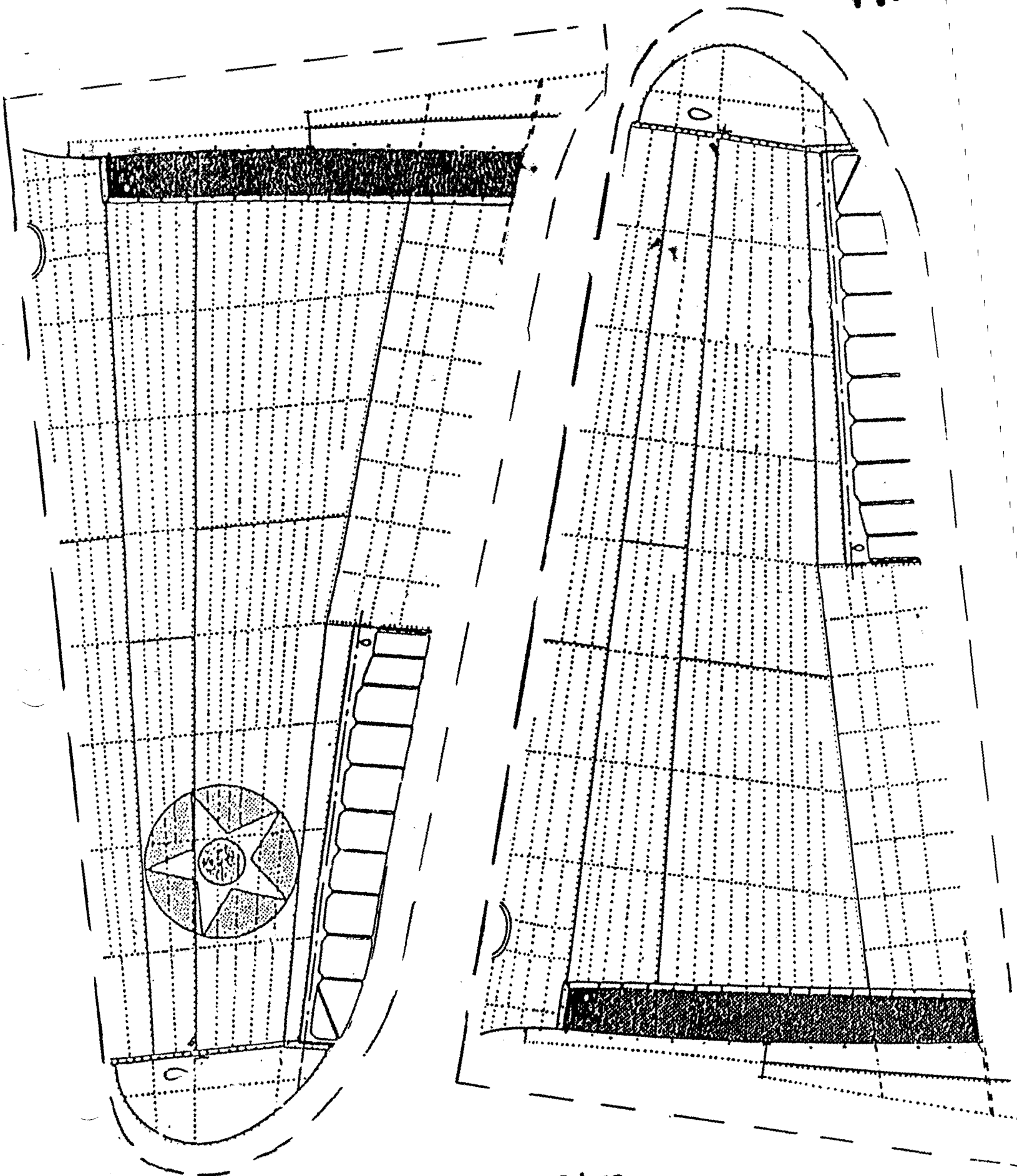
P.O. Box 976 • Olalla, WA 98359-0976

PLANS CATALOG \$2.00

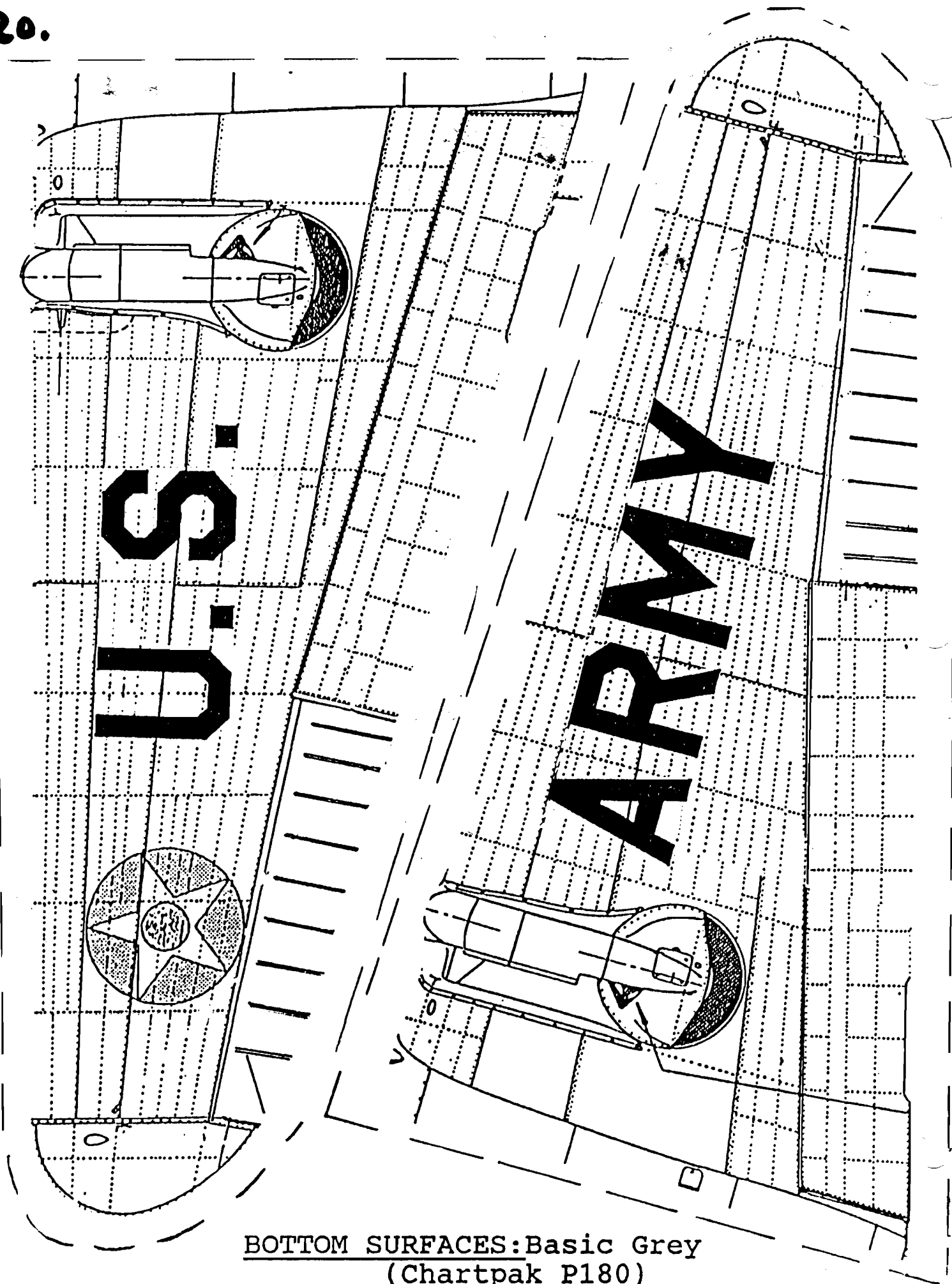


Contest Calendar

- April 11-12...Floyd Bennett Indoor Contest. Manhattan, Limited Pennyplane, E Bostonian, Peanut, HLG, Metro Sport Scale. Contact; Don Ross, 38 Churchill Rd., Cresskill, NJ 07626
- April 25-26...Palm Bay, Fla. SAM 46 O.T. Meet with FAC events. Contact Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119
- May 2.....29th Anniversary Banquet of the Erie Model Aircraft Assn. More info next issue.
- May 3.....16th Annual Snowbird Indoor Meet at McComb Fieldhouse, Edinboro, Pa. Sponsor, Erie Model Aircraft Assn. FAC Scale, FAC Peanut, Hi-Wing Peanut, Blatter 40, Bostonian (Min. 7 grams), A-6, WW-I Peanut, No-Cal 5 grams, No-Cal under 5 grams, Golden Age Scale. CD, Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 (814) 838-3263
- May 9-10.....Tampa, Fla. MacDill AFB. Indoor events and FAC. Doc Martin, 2180 Tigertail Ave., Miami, Fla. 33133
- May 17.....Erie Model Aircraft Assn. FAC Meet at Prangmore Aerodrome, McKean Pa. FAC Scale, FAC Peanut, Hi-Wing Peanut, Jumbo Scale, Golden Age Scale, Embryo, FAC Oldtime Rubber, Pioneer Scale, WW-II Combat, Golden Age Military, Races, HLG. CD Ross Mayo, 6725 Alan Lane Fairview, Pa. 16415 (814) 474-5229
- May 24.....Western New York Free Flt. Soc. Indoor Meet at State University of New York, Buffalo, NY, Amherst Campus, Alumni Arena. This is GREAT SITE! Don't miss it! EZB, Limited Penny Plane, Intermediate Stick, FAC Scale, FAC Peanut, Hi-Wing Peanut, Jumbo Scale, Golden Age Scale, No-Cal 5 gram min., No-Cal under 5 grams, Bostonian, Blatter 40, No-Cal WW-II WW-I Peanut. Contact Vet Thomas 970 Clarkson-Parma Town Line Rd., Hilton, NY 14468. Site measures 300' X 220' X 59' high.
- June 4,5,6,7,.NFFS, 11th Annual U.S. Indoor Champs at Johnson City, Tenn. All the usual events. CD, Chuck Slusarczyk, 4200 Royalton Rd., Brecksville, Ohio 44141. FAC events will be run by Jim Miller, events will be Hi-Wing Peanut, Biplane Peanut, FAC Peanut, Golden Age Peanut. Contact Jim at 827 Yorkhaven Rd., Cincinnati, Ohio 45240.
- June 13.....Erie Model Aircraft Assn. 20th Annual Great Lakes Scale Contest at Prangmore Aerodrome. FAC Scale, FAC Peanut, Hi-Wing Peanut, Jumbo Scale, Golden Age Scale, Embryo, FAC Oldtime Rubber, Pioneer Scale, WW-I, Post WW-II, Any Racer, No-Cal. CD, Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506 (814) 833-4985
- July 10-11-12.See form in this issue.
- Aug. 8.....Erie Picnic Meet at Prangmore. FAC Scale, FAC Peanut, Hi-Wing Peanut, Jumbo Scale, Golden Age Scale, Embryo, FAC Oldtime Rubber, Pioneer Scale, WW-II, Golden Age Military, Races, Power Scale, HLG. CD, Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415
- Aug. 12-13-14.Great Grape Gathering at Gananoque, Ontario. More info later.
- Sept. 5-6.....FAC at U.S. Outdoor Champs, NFFS, AMA Flying Site, Muncie, Ind. FAC Scale, FAC Peanut, Hi-Wing Peanut, Jumbo Scale, WW-I, WW-II, Races, Pioneer Scale, Golden Age Scale, Embryo, Power Scale and FAC Oldtime Rubber, CD, Lin Reichel, (814) 833-0314.



TOP SURFACES: Dark Olive
(Chartpak P24)



BOTTOM SURFACES:Basic Grey
(Chartpak P180)

REGISTRATION FORM
FAC NATS MARK VIII

MAIL TO:

Lin Reichel
3301 Cindy Lane
Erie, Pa. 16506

Name _____ Address _____

City _____ State _____ Zip _____ AMA No. _____

I wish to make the following advanced reservations for the FAC Nats Mk. VIII.

_____ entry fees at \$18.00 each.....\$_____

_____ banquet tickets at \$18.00 each
(with no dormitory reservations).....\$_____

_____ reservations for double occupancy with meals
and banquet at \$163.00 each.....\$_____

_____ reservations for single occupancy with meals
and banquet at \$206.00 each.....\$_____

Total enclosed.....\$_____

Please note that we are unable to refund cancellations after June 15, 1992.
If you plan to share a double occupancy with someone else, please indicate
their name so we can direct the University to set up the proper room arrangements.

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

SIGNATURE _____

(parent/guardian if under 21 years old)

EVENT SCHEDULE FOR THE FAC NATS MARK VIII

<u>Friday July 10, 1992</u>	<u>Saturday July 11, 1992</u>	<u>Sunday July 12, 1992</u>
Shell Speed Dash	FAC Scale	FAC Peanut
WW I Dogfight	Hi-Wing Peanut	Thompson Race
Embryo Endurance	Greve Race	WW I Peanut Dogfight
No-Cal Scale	WW II Combat	FAC Power Scale
Aerol Trophy Race	Pioneer Scale	Jumbo Scale
Golden Age Scale	Pres Bruning Scale	Jet Aircraft Scale
Battle of Midway	FAC Old-Timer Rubber	FAC Old-Timer Rubber
FAC Old-Timer Rubber		Flying Horde

Daily contest directors;

Friday July 10...Ed Novak

Saturday July 11....Dave Livesay

Sunday July 12....Vic Didelot