

FLYING ACES

Club News

ISSUE #144-70 Mar./April '92



The Challenge of Freeflight Scale

2.

NEWS ON THE WING!

Who amongst us has not experienced the scene on the cover at one time or another? If you say you haven't you are probably telling a fib. This drawing was done by Herschel Honeycutt and sent to us by Steve Kreitler, thanks Steve.

A thousand pardons to Ken Ketner and the Latex Rangers for not mentioning them as an FAC Squadron. I don't know how it happened but somehow they were by-passed in our listing of FAC Squadrons. If anyone lives in their area and would like to join them please write to: Squadron #25, Latex Rangers, Ken Ketner, 4305 93rd St., Lubbock, Tex. 79423.

We have to report the passing of two more FACers. Warren Weith from Brooklyn, N.Y. and Burr Stanton of Louisville, Ky. Burr was the editor of the INMARC Newsletter. Our sympathy goes to their families and friends. They will be missed by all.

Entries are coming in at a record breaking pace for the FAC-Nats, Mark VIII! At this time we have at least 30% of the seating capacity for the banquet already taken. So if you are going to be there we strongly urge you to get your entry in as soon as you can so as not to be disappointed. This will also help us out by reducing the work load later on when it really becomes hectic. An entry blank is on the back page for your use. We will have more info as to place of registration and housing in the next issue as well as a map of the college campus. If anyone plans to be a vendor please notify GHQ as soon as possible. The same set-up as the last time will be used, that is no vendors on the field on Friday, the first day of the contest, but we will give you a table for your wares on Friday night while the scale judging is going on. But you must let us know as soon as possible.

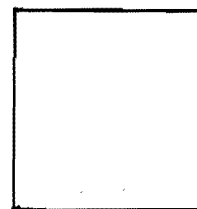
Don't forget to mark down the dates for the big FAC contest at the NFFS Outdoor Championships at Muncie, Ind. (the new AMA flying field) on Sept. 5-6. There will be more info in the next issue on this contest.

Someone from Canada sent in a postal time for the No-Cal event but did not say who he was nor did he have a return address on the envelope. So whoever you are, if your entry isn't listed in the current results list, you know why.

Are you or do you know anyone who might be eligible for our "Fun Medal" that we mentioned in the last issue? We would like to give some of these out at the FAC-Nats banquet so get your nominations in early.

Thanks very much to all of you who contributed to this issue of the newsletter. We really appreciate what you are doing to help further the success of not only the Flying Aces Club but scale modeling in general. Thanks again!

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



Some rules violations have been brought to my attention recently and it would be good for all of the members to see that it is stopped while we still have a successful program going. The biggest complaint seems to be that Contest Directors are allowing No-Cal models to be flown in competition when they do not conform to the rules. No rigging when necessary, no markings and the wrong color schemes. Come on CD's, it takes no longer to put the right colored tissue on your model than it does to put on the wrong colored tissue. Disqualify them. Also the subject of painted windows has come up. On a model such as a high wing cabin ship there should never be painted windows! PERIOD! Maybe on a model of a transport or such, then maybe the passenger windows could be painted on but that would have to be according to the size of the model. Lets use a little discretion here CDs.

We are trying to determine what if any effect different types of rubber lube have on the performance of the new tan rubber. It seems that this just might have an effect on breaking as well as power. let's have your comments on this for a future issue, it might be very interesting.

The Flying Aces Plan Packet is now ready for shipment. We are giving you 10 plans (16 pages, 11 X 17) that appeared in the early issues of the FAC Newsletter. By purchasing this plan packet you will be helping to keep the cost of the FAC membership where it now stands, at nine dollars per year, \$12.00 for overseas. Printing and postage costs have risen considerably over the past years and we are proud to say that we have never had to increase the price. So with your help we can continue to hold the line on prices. The packet contains plans by Dave Stott, Pres Bruning, Chet Bukowski, Tom Nallen, Jr. and Frank Scott. They range from peanut models to FAC type scale to Embryo and No-Cal. The price for the plan packet is \$8.00 plus \$2.00 for postage. Send your order + FAC Plan Packet, 3301 Cindy Lane, Erie, Pa. 16506.

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

WESTERN NEW YORK FREE FLIGHT SOCIETY
PRESENTS
- THE 1992 CAN-AM INDOOR CONTEST -
LOCATED AT THE ALUMNI ARENA
STATE UNIVERSITY OF NEW YORK AT BUFFALO
AMHERST CAMPUS, BUFFALO, NEW YORK
SUNDAY, MAY 24, 1992 (7:00 A.M. - 6:00 P.M.)
GYM SHOES REQUIRED!!!

EVENTS	
7:00 a.m. - 12:30 p.m.	12:30 p.m. - 6:00 p.m.
EZB	FAC Rubber Scale
Limited Penny Plane	FAC Peanut Scale (No High Wings)
Intermediate Stick	FAC Jumbo Scale (minimum span - 30" Bipes) (minimum span - 36" monoplanes)
No-Cal Scale, 5 grams and up	High Wing Peanut
No-Cal Scale, under 5 grams	Golden Age Scale (1919-1939)
Blatter 40	Bostonian
WWII No-Cal Mass Launch (no weight limit)	WWI Peanut Mass Launch (No Monoplanes)

ENTRY FEE:
FIRST EVENT - \$7.00, ADDITIONAL EVENT - \$2.00, MAXIMUM FEE - \$13.00
THIS IS AN AMA AA SANCTIONED, CATEGORY III CONTEST. AMA RULES WILL APPLY.
THE ARENA SIZE IS APPROXIMATELY 300 FEET X 220 FEET X 59 FEET HIGH.
AWARDS WILL BE GIVEN TO THIRD PLACE.
SCALE MODELS MUST BE PRESENTED IN TIME FOR ALL SCALE JUDGING TO BE COMPLETED BY 12:30 P.M. DON'T FORGET YOUR DOCUMENTATION.
RETRIEVAL OF MODELS BY CLIMBING GIRDERS IS STRICTLY FORBIDDEN. HELIUM AND BALLOONS WILL BE AVAILABLE FOR SUCH RETRIEVAL.
UNFORTUNATELY THERE WILL BE NO FOOD SERVICES AVAILABLE.
FOR FURTHER INFORMATION:

CONTEST DIRECTOR
VET THOMAS
970 CLARKSON PARMA ROAD
HILTON, NEW YORK 14468
(716) 392-5164
CANADIAN LIAISON
JACK MCGILLIVRAY
621 COSBURN AVENUE
TORONTO, ONTARIO M4C 2V2
(416) 421-1108

4.

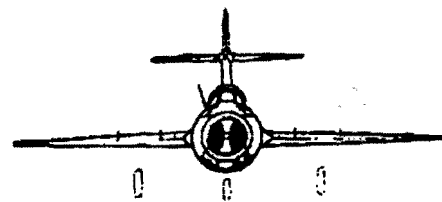
MIG-15 (Fagot)

Russian Jet

FAC Scale (17 Inch Span)

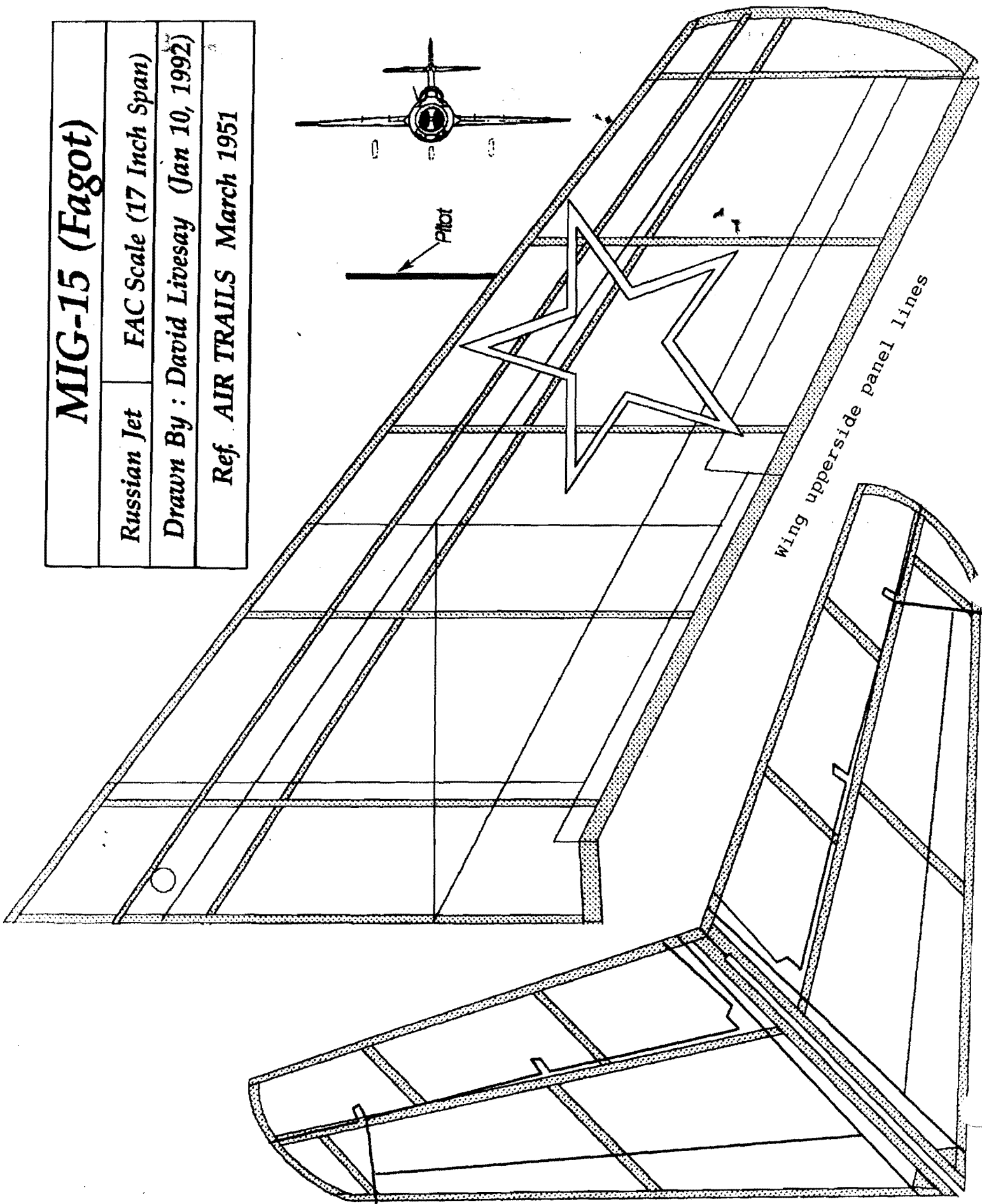
Drawn By : David Livesay (Jan 10, 1992)

Ref. AIR TRAILS March 1951

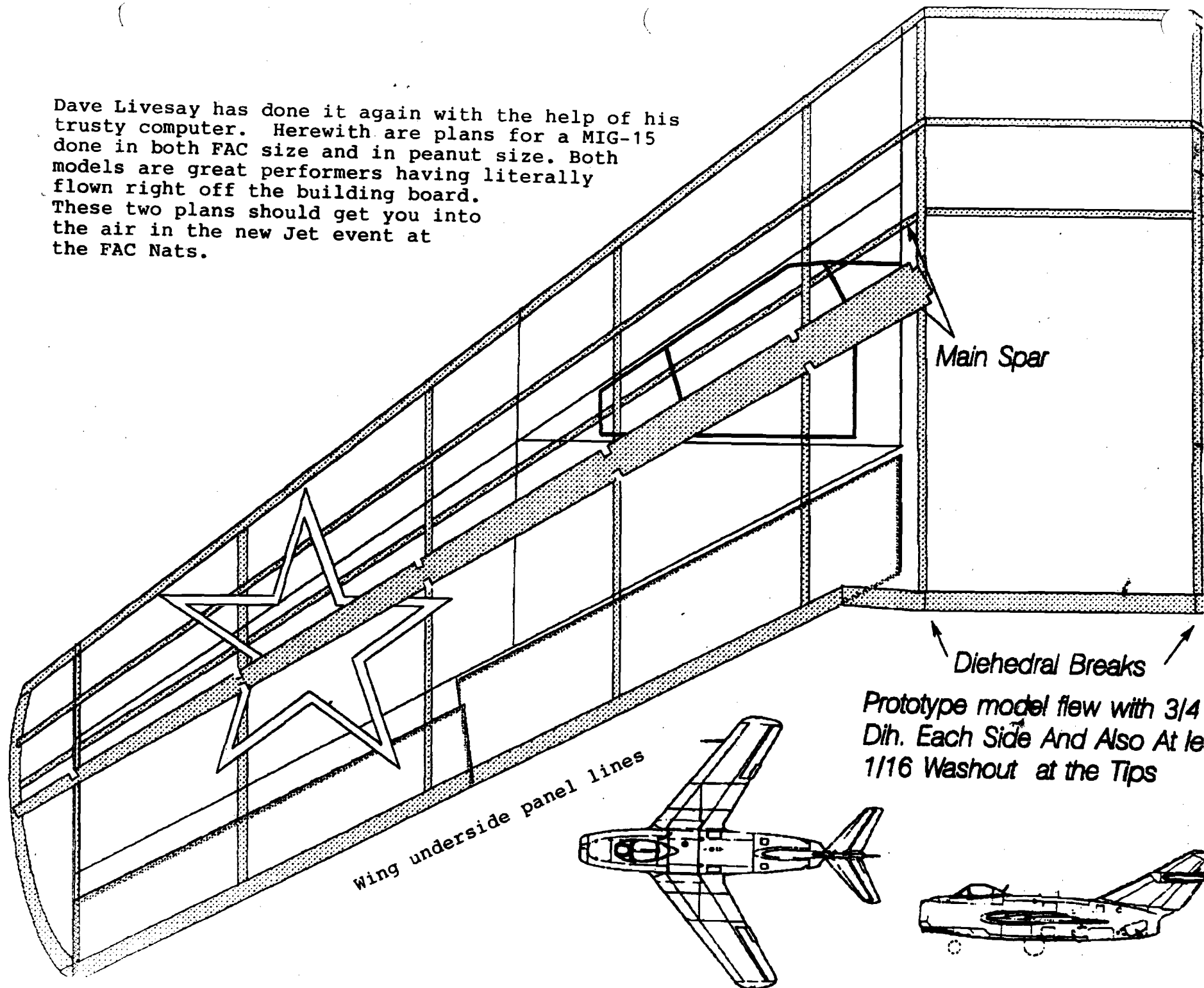


Pilot

Wing upperside panel lines



Dave Livesay has done it again with the help of his trusty computer. Herewith are plans for a MIG-15 done in both FAC size and in peanut size. Both models are great performers having literally flown right off the building board. These two plans should get you into the air in the new Jet event at the FAC Nats.



A LETTER TO MR. VINCE MANKOWSKI,
AMA EXECUTIVE DIRECTOR.

4111 West 98 St.
Overland Park KS 66207
5 Feb. 1992

Dear Mr. Mankowski:

This letter responds to your invitation for comments concerning the proposed AMA Competition License. I try to avoid being negative and my previous letters to AMA have emphasized what I found to be good about Model Aviation. However, I have some very negative thoughts about a Competition License because I believe it represents a continuation of AMA's discrimination against competition fliers, and because it raises some important and unanswered questions about AMA's basic purpose. The following paragraphs provide details of my thoughts and present some questions that I would like for you to answer.

My purpose in paying the annual AMA dues is to be able to participate in my local club's flying activities and in area contests. Thus, I believe that I already have a "competition license". Why are you proposing to raise my annual fees by \$5.00 so that I can continue activities now provided by the regular fee?

One of the main reasons for the founding of AMA was to encourage and to regulate competition. This founding principal seems to have been forgotten. Extra fees for competitors on top of what is an expensive annual membership is not the way to encourage competition. If I find a beginner that is interested in Easy B's, it is difficult to explain to this beginner that he, or she, will have to pay the AMA \$45.00 before being able to enter the next club contest.

Another small point that provides an insight about the attitude of AMA toward competition is found in the latest Membership Manual. On the back page are listings of "special interest groups" and "other related organizations". There are three important omissions from these listings. They are:

- o The Flying Aces Club, which has done more than any other group to encourage competition for rubber powered flying scale models.

- o The National Indoor Model Airplane Society, which has provided significant encouragement for domestic and international indoor model competition for at least 20 years.

- o The Model Engine Collectors Association, which is dedicated to the preservation and display of historic model airplane engines. Many of the desirable engines were former competition engines.

Perhaps you will tell me why these organizations were omitted from AMA's list.

You state that the \$5.00 extra fee will give me a rule book. Not so many years ago, a rule book was included as part of the regular dues. Aside from this, many of the events that I now fly are under FAI rules and not AMA rules. Thus, to me, the value of an AMA rule book has declined considerably. My club prints a copy of the AMA and FAI rules applicable to upcoming events in the monthly news letter. This provides the specific rule information for us without the need for all members to purchase books of all the flying rules.

You offer two free issues of the Cabane newsletter as an inducement to pay for a Competition License. I don't know what the newsletter is, therefore I can not assess its value. I have enjoyed the hobby for 50 years without the Cabane and perhaps can go a few more without it

Mention is made of the Competition License being possibly the "appropriate FAI sporting license". Will it, or will it not? Is your hesitation because the NAA has taken the FAI duties away from AMA? Why is there a split of the FAI model aircraft competition activities between AMA and NAA? Is it because AMA has recently reduced its support of FAI events?

When an organization raises its membership fees to an excessive level and/or makes decisions contrary to the membership's wishes, the membership will seek alternatives. A good example is the recent formation of the Sport Fliers Association. Here is a group seeking an alternative. Perhaps they did not wish to help pay for another new headquarters building, or a flying site located under the ILS approach to the Muncie airport, or an insurance program with significant potential liabilities, or simply, they wanted to choose their own magazines. I urge you to examine the reasons why this organization was created and take corrective actions regarding the remaining AMA membership.

I am providing copies of this letter to several of my friends who I believe will be interested in your answers to the above questions. I am looking forward to hearing from you.

Yours truly
Roger J. Schroeder

cc:
Jack Koehlar
Plenny Bates
Dick Dwyer
Tim Dannels
Lin Richel
A. J. Italiano

COMMANDER'S COMMENT

As the Leader of the Flying Aces Club I urge all 877 members to write to their District AMA Vice President and protest against this proposed Competition License fee. I further urge all Squadron Leaders to write a petition and have it signed by all of your Squadron Members and by all contestants at your next contest and send it to your District AMA Vice President.

This proposal is nothing more than like adding a tax on a tax!
Let's do our part in getting this proposal dropped, RIGHT NOW!!!

Lt. Col. Lin Reichel, CinC-FAC

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

Wanted; 3-views and any other information on Jack Northrop's original Avion Flying Wing, NX-216H, a twin boom airplane, not a true flying wing, with a 33% airfoil at the root. Dick Padgham, 3954 Angus Dr., Ft. Worth, Tex. 76116

YESTERYEAR PLAN SERVICE

Yesteryear Plan Service policy is that we will not provide plans without rib and former patterns. Plans are either blue line or black line, your choice.

Plan list #6 is now ready. To obtain your copy just send a S.A.S.E. to Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.



SCALE FLIGHT MODEL CO.

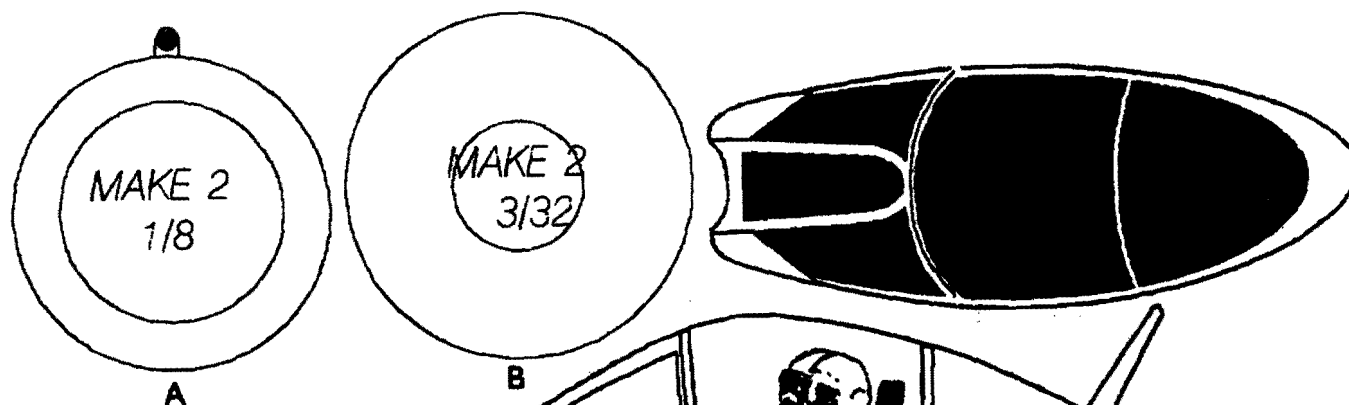
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1/16 Aluminum Tubing
Or Peck Bearing

Suggested C.G. →

8.

Airmail Pals

Dear Lin,

Today I was looking for a plan of a model to make for the April 6th meet at Glastonbury and I opted for Art Chester's Goon. As I cut the plan to fit together for assembly I noted on the back that someone was looking for a Guillow plan for a 16 inch Puss Moth. If this is the pre-war Guillow Puss Moth I have mixed memories of it.

I bought this kit in the five and dime and built it back then. I remember that I colored it all blue, probably not an authentic scheme, but a kid my age wasn't bothered by that. Standard procedure for me in those days, when I finished one of the ten cent bombs was to, even before test gliding, try a flight off of the kitchen table. Our kitchen was fifteen or so feet long so it did get to fly.

Well, I finished that cute Puss Moth about nine in the evening, put few winds in it and launched it into the air from the kitchen table and that's when this flight became different from all the others. It took off, veered right and flew directly over the gas range. Mother had taken the teakettle off to put some hot water in her tea and my Moth flew low, too low over that lit gas burner and the Moth burst into flames! It was just about completely consumed by the time it hit the floor. All except the rubber which stunk up the joint.

So at about nine-ten my Moth was history! Always wanted to build another, but never found anyone who heard of that kit and I began to believe that this experience never happened, but it did though!

By the way I built lots of those old dime store Guillow kits and many flew fairly well. If I remember correctly lots of 'em used bamboo for tips and that was the hardest part of the whole model, we never thought of laminating. But then we were only ten or so years old at the time and I'm amazed that at that age we ever finished any of those dime kits.

If you want to put a blip in the FAC News for me on getting the above plan I'll be forever grateful. I'll even try it off my kitchen table. I wonder if an electric range will do the same???

Sincerely,
Walt Leonhardt
733 Turnpike St. #233
Box 6700
North Andover, Ma. 01845

(ed. note: Can anyone help Walt out with this plan?)

Col. Lin Reichel,

The Jan./Feb. issue is certainly packed with good stuff. If I ever use half of it, it will have been worth the price of admission.

The P-36 plan and notes by Dennis Norman especially caught my attention and stirred my memory. As a small boy living on the campus of a boy's (now coed) boarding school in Delaware in the late 1930's, one of my heroes was a student there named George Welch. George built model airplanes that really looked like airplanes and they really flew. On Dec. 7, 1941 George was an Army Air Corps fighter pilot at Hickham Field in Hawaii. The news we received shortly after was that George was one of two American pilots that got off the ground to engage the Japanese planes and that he was credited with four kills that day. I had always understood that his plane was a P-40, but it may have been a P-36.

George went on to become an Ace in both the Pacific and European theatres and returned to the USA after the war with an Australian bride, unquestionably the most beautiful woman I had ever seen in my young life.

After the war George became a test pilot for North American Aviation and rose to chief test pilot, not, as he said, because he was the best flyer, but because he could write clear, concise and grammatical reports. I don't know the year, but George was killed in a plane crash while working as a test pilot. I believe, but am not certain, that he and his wife had a child.

The P-36 and P-40 are definite "must builds".

Thanks,
S. B. Pell

AMA Alert! AMA Alert
By: David livesay

AMA is thinking of imposing a additional fee or tax on the modelers who fly in competition in the guise of a competition license. Check page 92 of the April 1992 issue of Model Aviation. In The Executive Directors View From HQ second column, middle page "Competition License".

Read carefully the 13 lines and make your own decision whether this is a great idea on AMA's part. Or Just another plot to make us dig a little deeper into our pockets to enjoy our hobby. Think about what group of modelers this license would most affect. Would this help to get more modelers into flying in competition? I am really disgusted that AMA would do anything to make it more difficult for us to add to our ranks of competition flyers. The dedicated flyer will shell out the money for the license, but what about the modeler who flies in only one contest a year or thinks about entering but the cost of entering with the license fee and entry fee is just too much. I personally have already sent letters to Don Lowe, Dave Brown, Vince Mankowski and my District V Pete Waters stating my opinion about the license. I urge you, No! beg you, to also write and tell them what you think of the license idea. Do so today tomorrow may be to late.

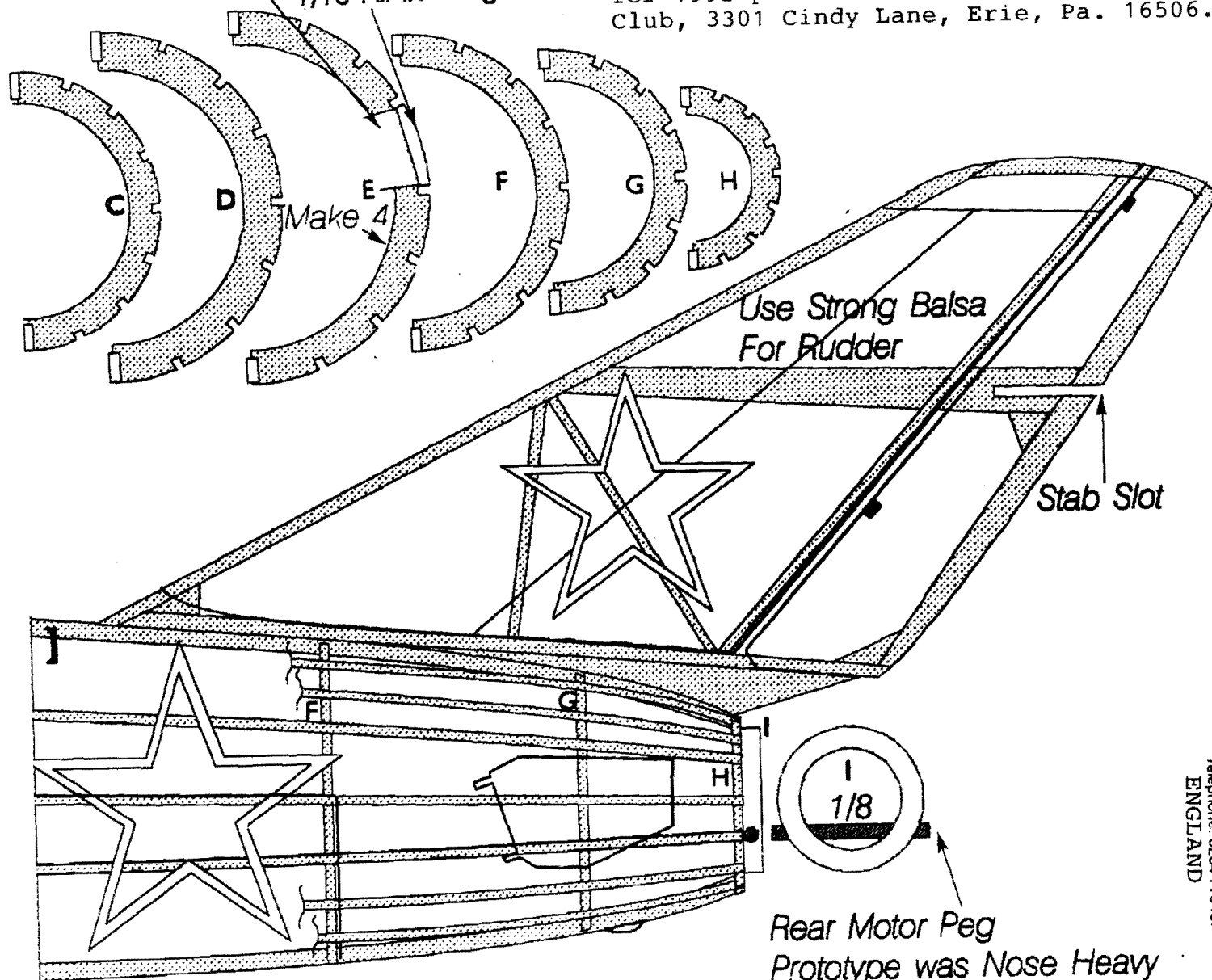
S.O.S.--S.O.S.

Wanted; Article and three view of the Sikorsky S-42 that appeared in the Oct. 1934 issue of Universal Model Airplane News. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

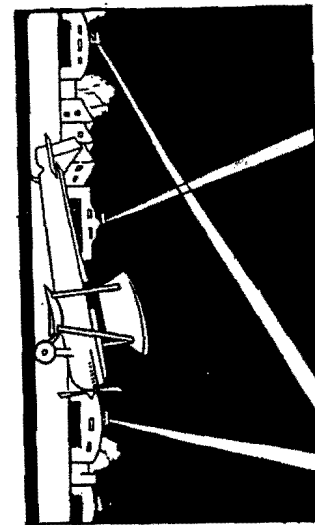
Cut Former E For Wing
Clearance After Assembly

1/16 Fill in Wing Area

For a copy of the FLYING ACES CLUB Rules
for 1992 please send \$2.00 to; Flying Aces
Club, 3301 Cindy Lane, Erie, Pa. 16506.



Color Scheme
All natural aluminum
Stars: red with white outline



SAE for price list to:
Spring Meadow, Fyfield, Andover, Hants., SP11 8EL
Telephone: 0264 773487
ENGLAND

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FROM STOCK. CUSTOM VACFORMING SERVICE
AVAILABLE FOR THOSE AWKWARD PIECES.

SMALL SCALE
CUSTOM SERVICES

The Erie Model Aircraft Assn. is holding its annual banquet and would like to invite all who would like join them.

The date....May 2, 1992
The place...Lee Kontis Charcoal Pit
The time....Happy Hour at 6:00 pm...Dinner at 6:30 pm.
Menu.....Stuffed pork chops or stuffed chicken breast.
Price.....\$12.50 per person.

For reservations and directions to restaurant contact Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 or phone (814) 838-3263 no later than April 27, 1992.

Guest speaker will be Ms. Natalie Stewart-Smith. She holds a BA in Political Science from Bellarmine College and a Masters degree in history from Washington State University. Her thesis on the Women Airforce Service Pilots (WASP) of World War Two is at the National Air and Space Museum Library of the Smithsonian Institution and in the libraries of all the military service academies. Her research papers are at the Air Force Academy Library. Scholars nationwide often call upon her WASP expertise.

She is a Viet-Nam era veteran of service in the US Army, having earned the rank of Captain. She served in the United States and in the Republic of Korea during her five and a half years of service. An historian at the US Army Center of Military History, Washington, DC, she currently serves as a representative of the Women in Military Service Memorial Foundation.

Also on hand will be "Old Van", that's Earl Van Gorder the editor of "Flying Things For Fledglings" column from the Flying Models magazine. Hope to see a lot of our GOOD friends there.

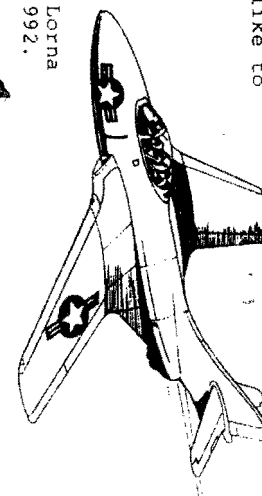
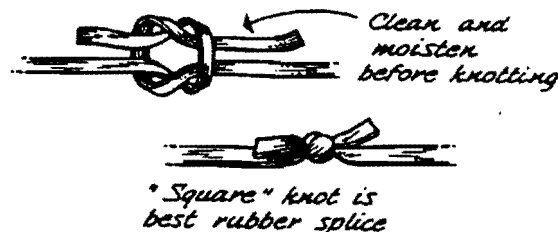
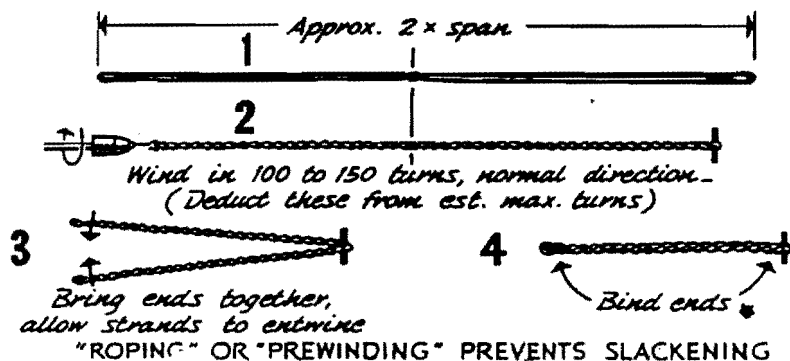
For those staying overnight; Park Plaza Motel,
2510 West 8 St. Erie, Pa. (814) 833-9841

"POP QUIZ ANSWERS"

Here are the answers for the quiz in the last issue.

1. Eddie Rickenbacker never held a pilot's license and seldom flew after WW I. The few times he did usually ended in a crack-up. (Source: Rickenbacker's autobiography.)
2. Laura Ingalls was convicted of spying for the Germans in WW II and imprisoned "for the duration". (Source: "Air Racers")
3. Jan Olieslagers, a Belgian with a pre-WW I career amazingly like Glenn Curtiss's, joined the Belgian Army August 1, 1914 -- and brought with him his own mechanics and airplanes! From then until Nov. 11, 1918 Olieslagers served without a single day's leave; and shot down numerous German aircraft without once being wounded. He never personally claimed any victories, but received credit for six, which were witnessed by squadron mates. Olieslagers often flew by himself on voluntary patrols behind enemy lines, returning with empty ammunition belts but making no victory claims. A most unassuming man, who lived until 1942, Jan Olieslagers just might have been WW I's finest pilot. (Source: Air Aces of the 1914-1918 War)
4. Beryl Markham, first woman to fly solo across the Atlantic east-to-west, was equally noted for her many lovers -- among them England's Prince of Wales and his brother Henry, Tom Campbell-Black (co-winner of the MacRobertson race), Jim Mollison, Antoine de Saint-Exupery, Ernest Hemingway, Leopold Stokowski, Frank Hawks, Hubert Broad (test pilot for DH), and Fred McMurray. (Source: Straight On "Til Morning", Markham's authorized biography. She died in 1986.)
5. Douglas "Wrong Way" Corrigan (still living in 1991) worked on the "Spirit of St. Louis", along with Hawley Bowlus (of sailplane fame) and Mel Anderson, the Super Cyclone, Anderson "Spitfire" and "Baby Spitfire" maker. (Source: Corrigan's autobiography, plus personal conversations with Bowlus and Mel Anderson -- both now deceased.)
6. Anthony Fokker died of an infection resulting from a plucked-out nostril hair!

We only had one entry (surprisingly, Too tough for you?) and that was Ron Moulton from England. Ron had only three right out of the six questions but because he was the only one to try for the prize we are going to send it to him.

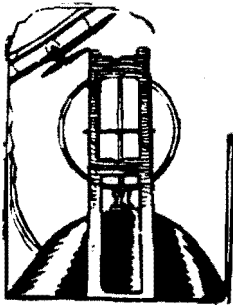


"LOOKIT ALL THAT FRIGGIN' RIGGIN'"

By Dave Strutzenwyre.

A comment like that above is sure to cause any biplane-building buzzard's FAC medals to set up a merry jangle as he heaves his chest out ever so proudly. When it comes to rigging those multi-winged crates the airplane modeler is just about in the same boat as his ship model building counterpart. And just like a three masted schooner, no biplane looks complete without it's maze of criss crossing threads. Like most tasks, this one is not as tough as it looks if you plan ahead.

First off we should look at some basic rules. Always wrap your rigging thread around each strut you attach to completely. This makes for a strong structure, for the rigging really helps to keep a ship together during rough landings. To help make the thread more supple for wrapping, wet it in that area. To attach the thread initially to each terminus use a tiny dab of glue, push the thread into the dab, and smear the dab around the thread. Hold it until reasonably dry. Then wet the portion to be wrapped around the strut and do so. Smear a bit more glue on it. Once the rigging job has been completed you can go back and hit all the wraps with a coat of thinned glue, thick lacquer, or Zap. You may want to finish off by painting the thread wraps the same color as the strut to make them less conspicuous.



Cotton thread works good for rigging. Silk is less fuzzy, but quite expensive. Grey, or "steel" are good colors to use. Useful special tools you might want to make are done by attaching a thin needle to a piece of 3/32 dowel for making holes. Another is made by attaching a small piece of broken double edge razor blade to another piece of dowel to cut off threads in between struts and other rigging. And of course, yet another piece of 3/32 dowel as a glue applicator for those tiny dabs. Needle nose pliers, tweezers, and a regular thin sewing needle will also serve your tool needs.

As was mentioned earlier, planning ahead is pretty important. Where rigging threads emanate from the fuselage near the root of the bottom wing, or from the upper part of the fuselage between the cabane struts are places to consider. Once the fuselage is completed and just before final assembly, the rigging threads should be installed in these places by making holes with a needle and sewing thread thru them. If your bottom wing mounts on a saddle, this is easy, otherwise the work must be accomplished thru any convenient opening.....nose, cockpit. Once these threads are in you can coil them up and tape them out of your way during final assembly. Of course, you must have built in any structure needed for hard points to attach these threads.....more of that planning ahead stuff.

Control horns and cables are also parts you may want to include on your model. Their position must be located and structure added to accomodate them. Horns are best made of 1/64 plywood, or thin bass wood. Where a horn protrudes thru both upper and lower surfaces it is best to make it one piece and push it thru a slot in the rib made with a # 11 exacto blade. Zap 'em in place.

The control cables need not have any structural back up where they enter a surface. There is no chance of any load being imparted to them during a hard landing. Simply make a hole in the covering with the needle-on-a-dowel tool where the control thread must enter. Put a bit

of glue on a finger tip and work it into the end of a piece of thread for a distance of about $\frac{1}{4}$ inch. This will stiffen the thread so as you can push it into that hole you made. Secure it with a quick dab of Zap, or clear lacquer. Once it is secured you can lead it back to the top of the horn and secure it there with a tiny dab. No need for wrapping here.

Some ships have an aileron tie cable connecting the upper wing ailerons with those on the bottom wing. Some times they are located at the trailing edge, and other times forward of the trailing edge a bit. Those at the trailing edge are simple. Just cut a tiny slot in each trailing edge, push the thread into it, glue it, (Zap, clear lacquer) and trim off the excess.

Where the tie cable is forward of the trailing edge, structure must be provided in the form of a rib segment, or false spar. Make a hole in the proper location with a needle. Then use the same method as used on the control cable threads to stiffen them where they enter a surface, only this time you do both ends of the thread. Insert one end and glue it. Trim the other end allowing some excess to go into the other hole. Push that end in and glue it.

I forgot to mention some other points on control horns. Where a horn is used on only the upper or lower surface they are best made by cutting a point on the bottom end to stick into a slot made in the rib on which it attaches. The other important point that should be brought out is NEVER make control horns out of plastic. They tend to break ever so easily, and the glue adheres to them so well you cannot remove them for replacement with a better one. Stay away from plastic!

In some instances a cable will pass completely thru a surface without being attached to it. The upper elevator control cable on the Fokker D VIII is an example of this. Another example is the flying and landing wires of the Sopwith tripe that pass completely thru the middle wing. Here is where your layout drafting will be taxed, for these points of intrusion must be laid out, located on the surface once it is built, and then hole poked in them.

Another method for tripes, at least, is to attach a temporary thread to the terminus on the upper wing of the assembled airplane, stretch it down in front of the leading edge of the middle wing, and attach it to the terminus of the bottom wing. Viewed from the front, this gives you a pretty good feel for the location spanwise that the holes in the middle wing will be at. Chordwise location is simply the average of the location of the upper and lower termini from the leading edge.

Now, if your hole punching did not come out as well as you had hoped and your thread goes thru a bit of a slot instead, not to worry. The real aircraft had reinforced areas around such cable intrusions in the form of a pinked edge fabric patch, or thin leather fairlead, some round, some rectangular. So placing one of these over your boo-boo will hide it forever, and add to your model's detailing and realism.

And speaking of leather patches...some aircraft control cables took a slight bend as they passed over the leading edge of a stabilizer, or they came mighty close to it. In these cases a leather chafe strip was taped and doped to that area.

Bear in mind. Any rigging will only be as tight as you pull it from terminus to terminus. It does not shrink later on. Don't try to tighten it so much as to knock your wings out of line. Just get it so there is no sag. They need not twang. Now as a last test, get a house fly and put him between your wings. If he escapes, you left out a wire somewhere!

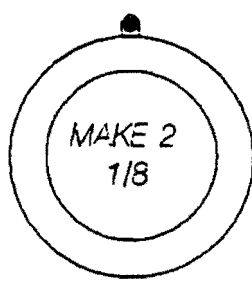
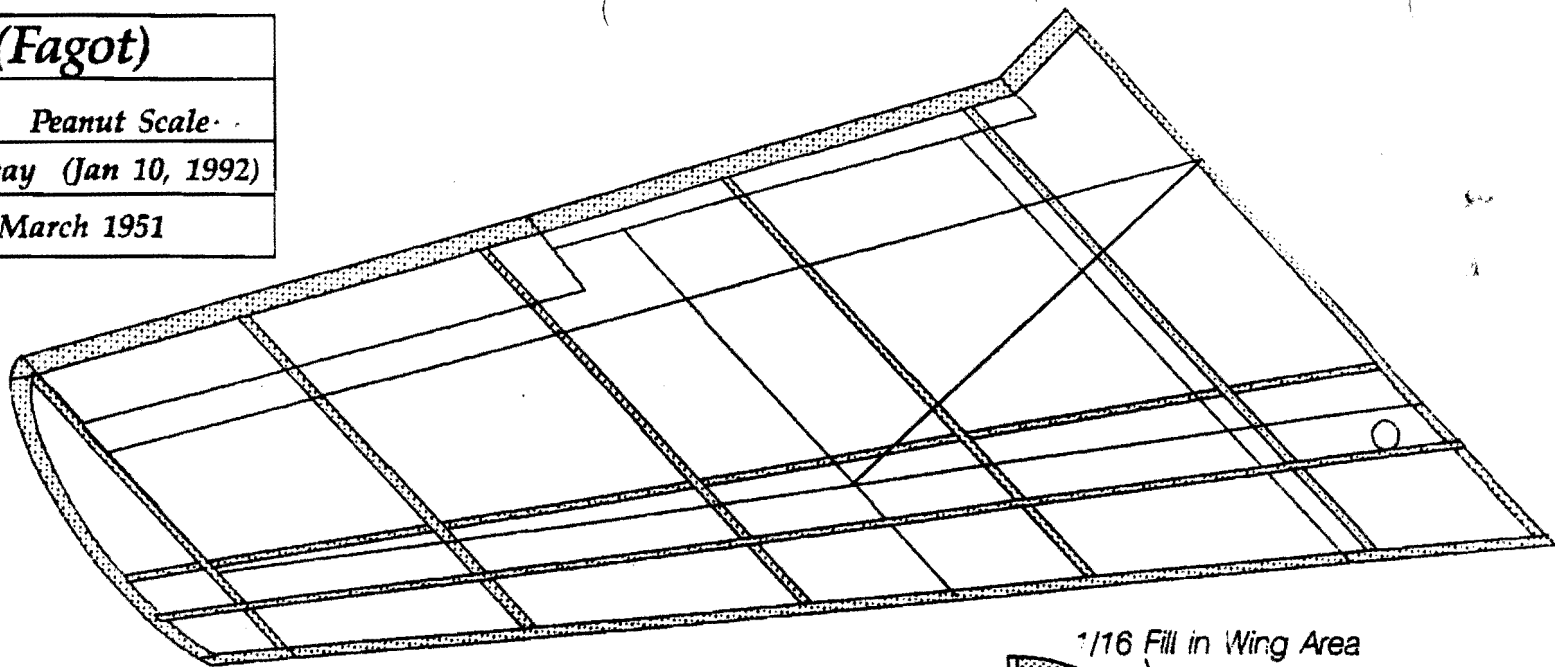
MIG-15 (Fagot)

Russian Jet Fighter

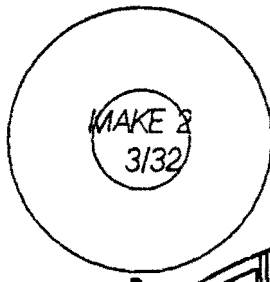
Peanut Scale

Drawn By : David Livesay (Jan 10, 1992)

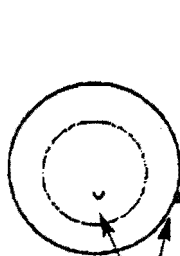
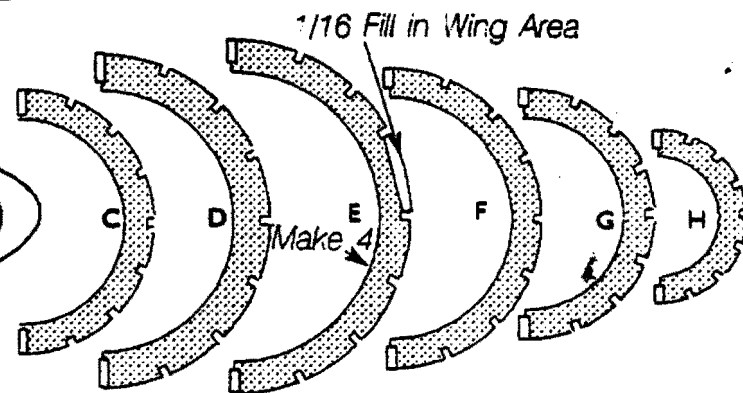
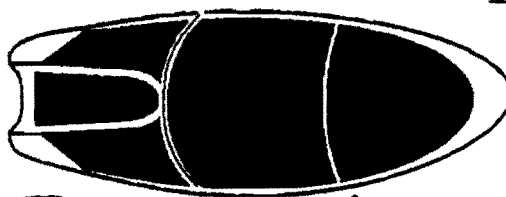
Ref. AIR TRAILS March 1951



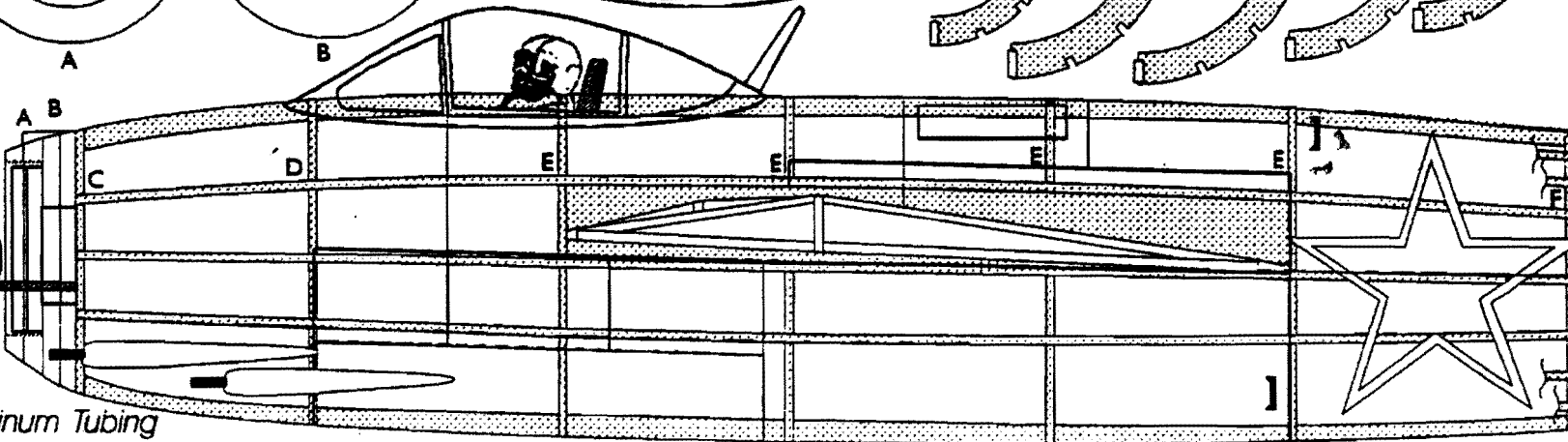
A



B



1/16 Aluminum Tubing
Or Peck Bearing



Suggested C.G. →

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

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Larry Kruse	S.D. 14bis	93 sec.
2. Gene Smith	Stinson 125	86 "
3. Mike Ransom	Cougar	71 "
4. Padre Anderson	Weedhopper	67 "
5. Tommy Westlin	Lacey M-10	59 "
6. Jack Tisinai	Waterman Racer	49 "
7. Walt Leonhardt	Farman 190	40 "
8. Jack Tisinai	SE-5	33 "

INDOOR NO-CAL

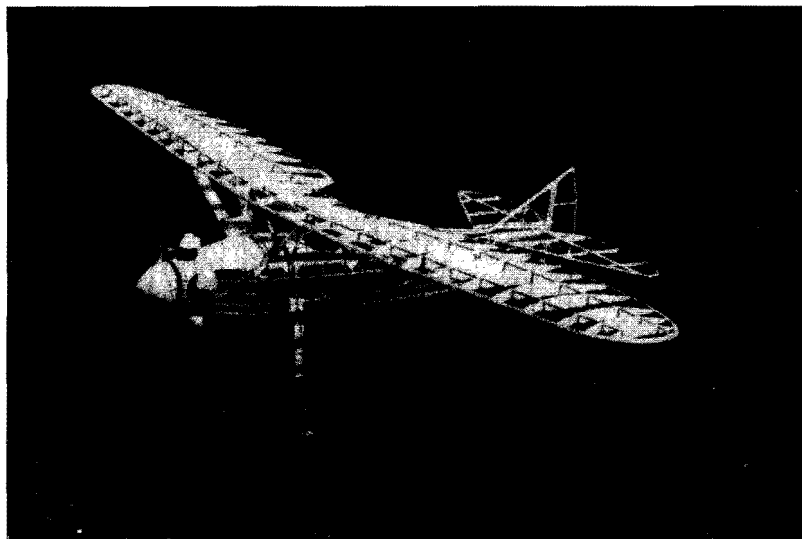
<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. John Voorhees	Farman Sport	238 sec.
2. Wendell Coffey	Maule Rocket	180 "
3. Larry Kruse	Cassutt Racer	174 "
4. Gene Smith	Aichi Val	160 "
5. Dave Linstrum	Cassutt Racer	151 "
6. Al Lawton	Mr. Smoothie	149 "
7. Walt Farrell	Ballerina	139 "
8. Mike Ransom	F4U Corsair	135 "
9. Dave Linstrum	Curtiss P-36	92 "
10. Kristina Luzzi	Piper Cub	78 "
11. Graham McAllister	Grum. Avenger	26 "

OUTDOOR PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Dave Stott	Fairchild 24	144 sec.
2. Gene Smith	Stinson 125	110 "
3. Paul Herbst	Wittman Big X	84 "
4. Darold Wilken	Nikitin IS-4	67 "
5. Paul Stott	Farman F380	51 "
6. Padre Anderson	Wittman V-Witt	49 "
7. Walt Leonhardt	Alco Sport	27 "
8. Darold Wilken	Caudron C-460	23 "

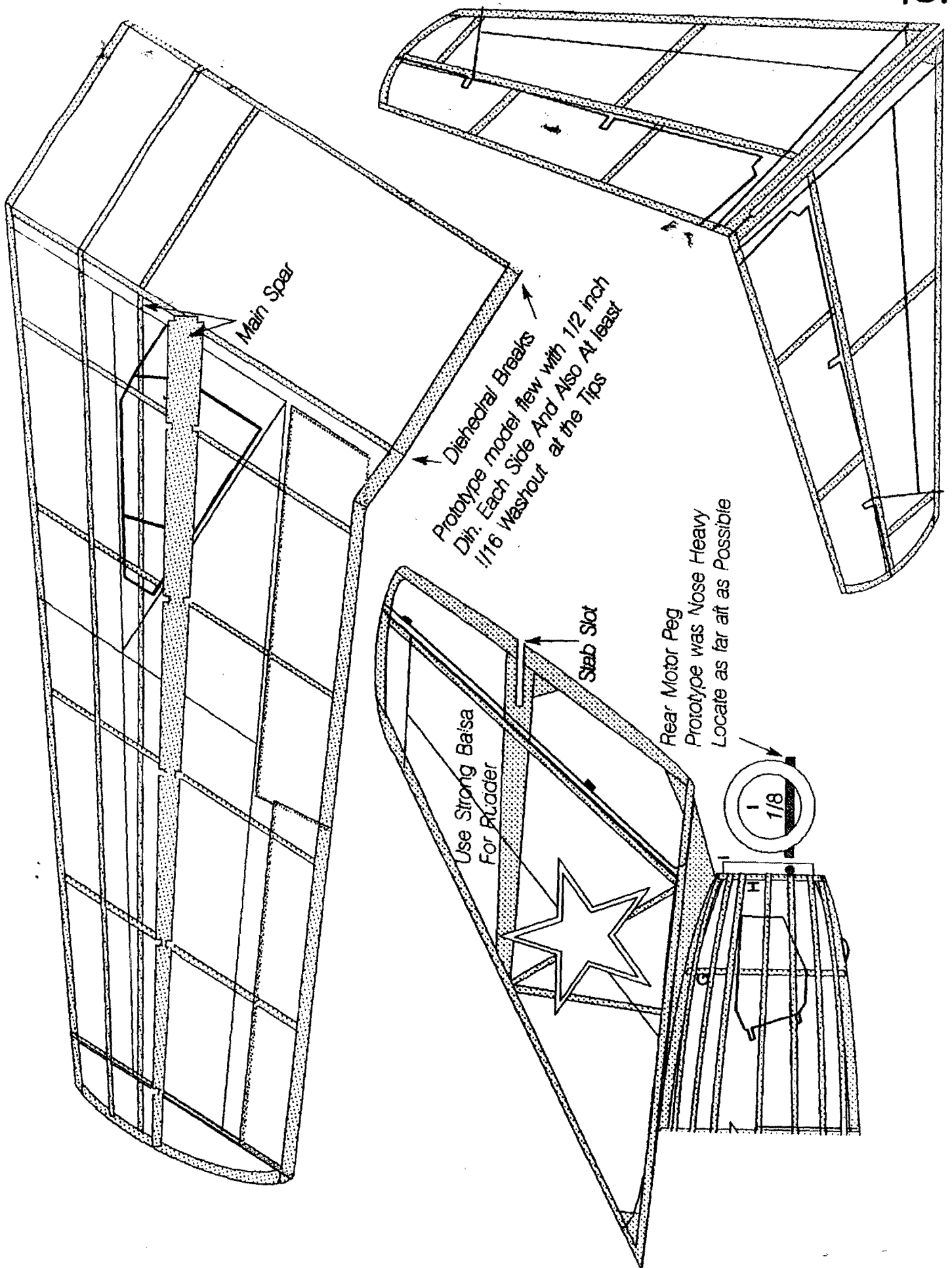
OUTDOOR NO-CAL

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Gene Smith	Grum. Bearcat	405 sec.
2. John Stott	Floyd Bean Spec.	217 "
3. Padre Anderson	Olds Tailwind	191 "
4. Paul Herbst	Mitsu. Zero	132 "
5. Dave Stott	Nieu. DeLage	122 "
6. Walt Leonhardt	Farman F-190	31 "



VULCAN AMERICAN MOTH

Al Lidberg has come up with another plan for an obscure aircraft Skysters. This time the Vulcan American Moth. You can get your copy from Al by sending \$7.00 (postpaid) to Al. If you want his catalog just include another Buck. The plan comes with a 3-view, a xerox pic of the full size plane and the comprehensive instructions. Send your order to; A.A. Lidberg Model Plan Service, 614 E. Fordham, Tempe, Az. 85283



* * * Reprise of WWII Design Philosophy * * *
Mumbo Jumbo #49 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder the contrasting design approaches of Preston Bruning and Mike Midkiff, presented in the last two issues of FA. Which is best for you?

WWII is a blend of unforgiving numbers and sly craft. National competition demands 70 seconds of us, dead air, merely to be accepted as serious. In turn, wing loading ready-to-fly, had better not exceed 0.5 grams per square inch of wing area. To get something together at so low a figure, it is almost mandatory to dump the landing gear and a good many of the stringers that might have gone into a fleshed-out fuselage. The usual result: the ghost job; a 4 longeron box of a fuselage sitting upon a hideously warped wing whose tips are raised in surrender; miserable things owing nothing to WWII except the category name. To see one is to weep.

Enter PB. He has the rare ability to employ the least lumber consistent with a respectable appearance. He's especially good at creating bits of art work capable of fooling the eye into seeing non-existent rounded contours. PB works at the border between the useful and the pitiful - a difficult terrain at best, and yet he manages to do good things there.

And Midkiff? His approach stresses a "can do" aspect rather than PB's trompe d'oeul. Of the two, Midkiff's contours seem more painfully honest - whatever is supposed to be rounded is likely rounded, canopies contain internal structure and despite the sacrifice, he frequently employs landing gears, even when not strictly necessary. How does he hope to compete when cursed with all that extra weight?

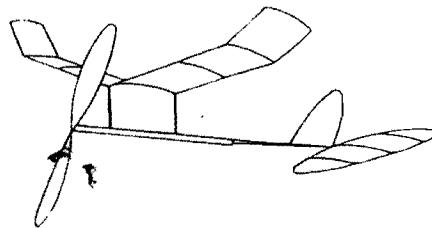
Midkiff's models usually are equipped with more rubber. The strategy is to supply more fuel and so compensate for the extra weight. The catch can be a twitchier model, especially in the earlier phases of flight, when delivered power is at a maximum. Hence Midkiff's stress upon careful trim adjustments and his tendency to spend much time in seeking same.

Which is best for you? Much depends on your talents and personality. Midkiff himself registers as a most determined sort, willing to hang in there long after most of us have deserted the field to drown our sorrows in a cold beer. PB has a deft touch with an air brush or anything else for that matter; few of us have the innate delicacy of touch required to follow his lead. Regrettably, there are no simple answers here.

For the pure of heart, there is an additional burden to be shouldered, contained within this injunction from Earl Stahl, noted down on a hot day at Geneseo: "Models ought to have landing gears and wheels." They should indeed. But who will pay the price for nobility of intent?

In the end, WWII represents a contest between what looks right and the ghost job. Midkiff and PB have demonstrated methods by which the ghost job can be fought, either with more power or with more art. In our valley of tears, this is no small accomplishment. Hats off to these stalwart gentlemen!

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OTTO KUHN 213-872-0882

The above ad was sent in by Paul Avery. This group is trying to generate further interest in indoor flying. If you live in their area you might want to give them a call and get in on the fun. (ed. note; Paul, do you fly FAC? FAC events bring out modelers everywhere!)



SO!, it is you Roland Gartos! And to think
I suspected the milk man!

BY BOB HOWARD



WW1 AERO (1900-1919) and SKYWAYS (1920-1940)

For the restorer, builder, & serious modeller of early aircraft

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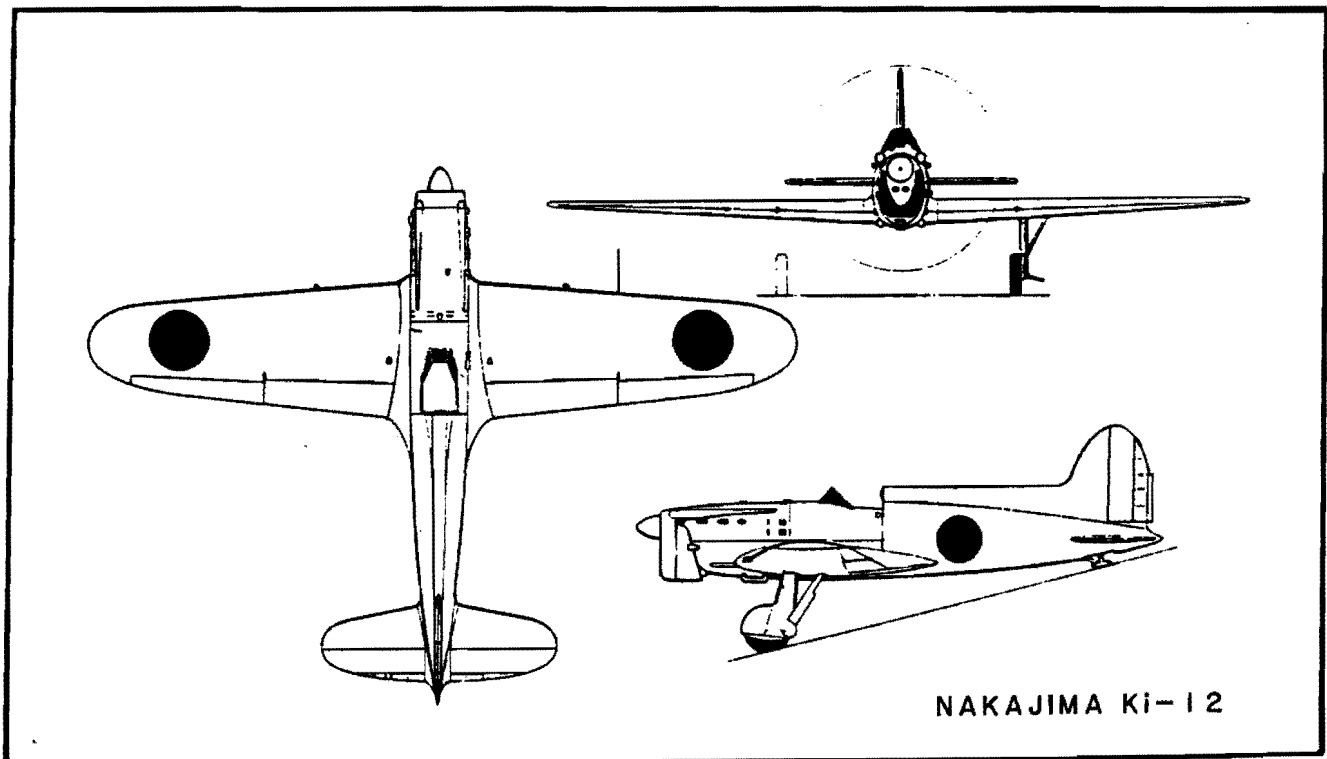
Published by: **WORLD WAR 1 Aeroplanes, INC.**

15 Crescent Road, Poughkeepsie, NY 12601 USA (914) 473-3679

NIMBLE NIP NIMBUS NUDGER.

By Myize Shuritchi.

Looking more french than japanese, this bid for a sky fighter for the sons of the rising sun first left the soil of the Emperor in 1936. She sure is a sweet looking bus, eh gang? She was intended for use by the Japanese Army Air Force, but never got past the single prototype stage. The one black and white photo accompanying this 3-view, shows a light color all over with no other markings than the meat ball insignia as shown on the drawing. This, as well as the fact that it was a 1936 Army plane would indicate it was probably all over light grey as were other army fighters in that period. If you have the little "Fighters Between the Wars", by Kenneth Munson, check the other Jap fighters rendered there for the shades of grey used. Source of 3-view; Letectiv & Kosmonautica, #20, 1983. (A Czech publication).

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

- Wanted; Drawings from the old Miniature Aircraft Co's. designs. Wayne Love, 108 Bush Gardens, Alden, NY 14004.
- Wanted; Guillow's Pfalz D-3 18" wingspan WW-I series model kit if anyone has one for sale or trade. Also always on the lookout for old balsa scale flying kits--Cleveland, Berkeley, etc. Lou Buffardi, 400 Windward Passage, Slidell, La. 70458.
- Wanted; An FAC Pen Pal, Graham McAllister, 60 School Rd., Wales, NR. Shffield, England S318QJ.

DIELS ENGINEERING, INC.

P.O. BOX 101
WOODVILLE, OHIO 43469

ANNOUNCING!!

2 NEW KITS

FOCKE-WULF TA-152H

AND

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1/24 SCALE RUBBER POWERED

FREE FLIGHT. COMPLETE KITS

\$20 EACH PLUS \$3 EACH FOR

SHIPPING OR \$4 IF BOTH ARE

ORDERED. \$2 FOR CATALOG OR

FREE WITH ORDER.

Dave Diels has just announced two new kits. One is the Mitsubishi Zero and the other is of the Focke-Wulf TA-152, both in $\frac{1}{2}$ inch to the foot scale. Both come with the usual fine balsa printwood, molded canopies, tissue, great decals, etc. These two kits just might be the best kits they have come out with.

There catalog #14 is now ready and you can get it for \$2.00 or \$1.00 and an S.A.S.E. (#10 with two stamps), or free with any order if you ask for it. For orders of \$20.00 or more they will pay the postage for members of the Flying Aces Club.

SEE AD TO THE LEFT

1919-1939 AIR WARS

Issue #27 is another great issue of this fine magazine. In it you will find a story on the Beechcraft D-17 that tells of some very interesting aerial activities of this aircraft in French Morocco, along with some great pictures of it and a 3-view as well.

Another article is Part Two of the "First of the Falcons". This tells about the Curtiss aircraft at McCook Field in 1924. Some very good 3-view drawings by Chuck Hafner (7 pages) are included with this one.

The Taylorcraft Grasshoppers are covered in still another article along with a nice 3-view, plus notes on a model designed by Earl Stahl and built by Jim Alaback. Lou Buffardi's Column is interesting as usual and contains pictures and text of model activities. There is even a plan for a peanut model for you.

You can subscribe to this fine publication for \$24.00 per year (4 issues), well worth the price! Send to: 1919-1939 AIR WARS, 8931 Kittyhawk Ave. Los Angeles, California 90045.

*****ss

Contest Calendar

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 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, McKeesport, 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

Add Comet "Phantom Flash" ROG to all Erie Contests for 1992.

TO: MODEL AVIATION PRESS - IMPORTANT NEWS

The Voice of the National Indoor Model Airplane Society, Indoor News And Views (INAV), has a new editor. Plenny J Bates of Cedar Rapids Iowa ~~USA~~ was hand picked for the job by Tony Itallano president of the National Free Flight Society. Itallano said "Bates has a proven record and Cedar Rapids is at the center of world indoor activity." Bates admitted nothing but Cedar Rapids authorities confirmed he has a "record" and boasted that their town is "the center of Eastern Iowa."

THE PLAN: Distribute the last issue started by Frank Kieser who suffered a recent stroke and then start a new year. Subscriptions to be on an annual basis with four nine page issues per year. Mid year subscribers to receive back issues to fill year. Folded 11x17 format will permit uncut plans.

SUBSCRIPTIONS: Check or M.O. \$ 8.00 U.S. funds to INAV (U.S. and Canada). Great Britain add \$ 1.00 for first class air.

SEND TO: Plenny J Bates
INAV
2505 White Eagle TRL SE
Cedar Rapids IA 52403

CONTENT: Will be a copy-right publication - will copy anything and hope to get it right. Will print indoor news, contest results, tips, hints and plans. What comes in will control what goes out. CONTRIBUTIONS ARE ENCOURAGED. Have a 1.5 issue buffer of material but would like to hold that in reserve.

PLEASE GIVE INAV A PLUG IN YOUR COLUMN OR NEWS LETTER.

Thanks,

Plenny J Bates
Plenny J Bates, M.D.

Phone: 319-362-2969

FREE SOCIAL NOTES:
In the heat of competition,
Stott overwound.

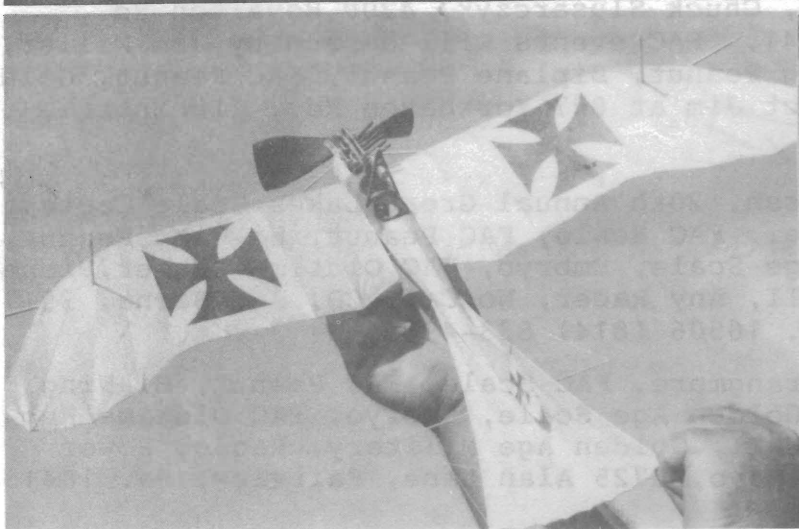
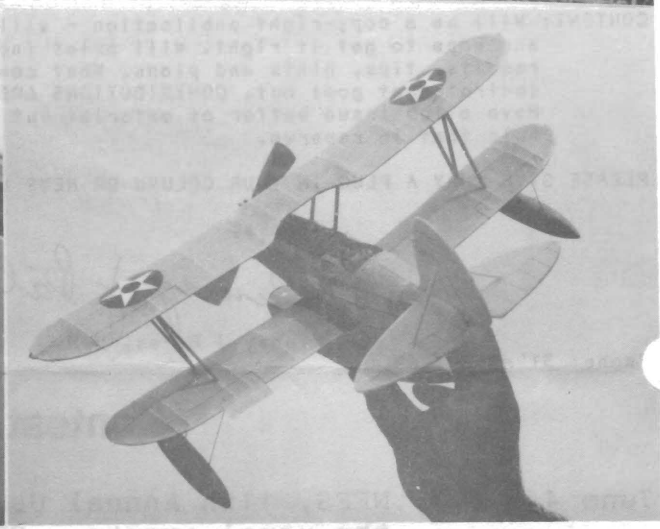
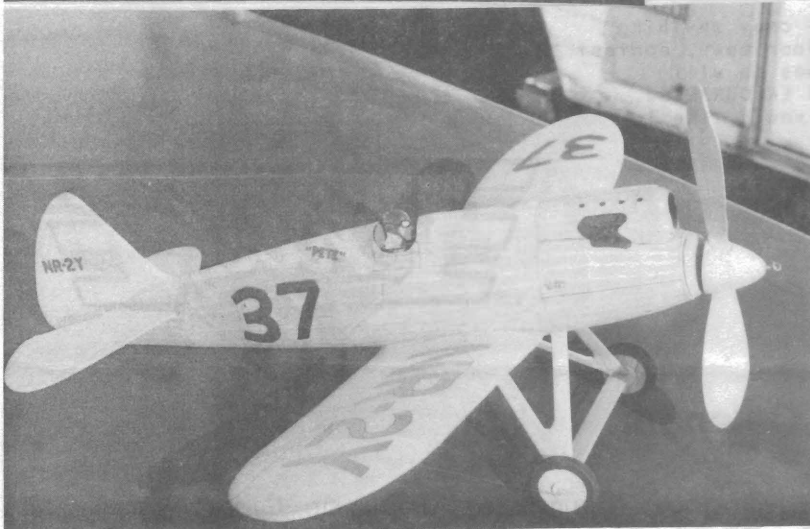


"It's O.K. Dave—the ship
wasn't scratchin'!"



Contest Calendar

- 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
- 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 left; Photo by Henry LeLong of John Tudor and his electric powered Corben Super Ace. GOOD FLYER! Top right; Great looking DH Dragon Rapide by Paul Boyanowski. Model is twir rubber powered with the use of motor sticks! Middle left; A nice looking Howard Pete by Lyn May. Middle right; Jake Larsen's N3N-1 Yellow Peril modified from a Scale Flight kit of the Stearman 76. Bottom left; Another model by Jake Larsen, this one a Rumpler Taube of 24" span. Bottom right; One more beautiful model by that Aviatrix from the Cactus Squadron, Jane Schlosberg. It is an Aeronca "K".

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 Clodbusters 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