

FLYING ACES

ISSUE #147-73 Sept./Oct. 1992

Club News



MORE PAGES

NEWS ON THE WING!

Our cover on this rag co-incides with one of our plans in this issue. We won't take the space to give you a story on it as it is familiar to all of you. We just took it from an old magazine because it looked good!

Lest I forget, I want to thank all those that contributed to this, our expanded newsletter. Yes, expanded again! Thanks to the number of members, which brings in extra revenue, and to the many Clubsters who have purchased the FAC Plan Pack we now can offer more pages to you. We had originally planned to raise the dues for the extra pages but now with the success of the plan pack and another due out in November we should have no trouble with the cost of more pages even though it means additional postage. We are also going to mail it to you in an envelope, maybe the Post Office will deliver them in a less beat-up condition!

Speaking of the numbers of members, we now have exactly 1000 members! GREAT! We want to thank everyone of you for staying with us, especially the ones who stayed through our tough times when we were so far behind in getting this newsletter out. The 1000th member is Norman Helwig from Racine, Wis. Hope you enjoy our little newsletter Norman and stay with us a long time.



Boo !! To the nominating committee and especially to the Chairman of same, Ed McCollough for not allowing District IV Vice President Howard Crispin to run for the office of President of the AMA. From what we can gather Howard Crispin is a qualified candidate and should have been allowed to run for the office of President. We really don't know what you have against Howard Crispin that would keep his name off of the ballot, but there is enough good things about him that says his name should have appeared on said ballot. After all, he is good enough to be a District Vice President he should be good enough to have his name entered in nomination! The rest should be left up to the members of the AMA. Howard Crispin is a candidate that has the interests of all modelers in mind and I urge a write-in vote by all members of the FAC to help elect Howard Crispin to the office of AMA President!

We need the address of Leslie Byrd, formerly of 4561 Ozias Rd., Eaton, Ohio. His last issue of the newsletter came back marked not known! If anyone can help us please do so. Les just might want his newsletter. Also, another issue came back without an address label on it (it didn't go out that way), so if you didn't get yours let us know and we'll get one to you.

We want to welcome three new squadrons to the FAC Air Force. Hats off to their Leaders and we wish you much success with your recruiting and activities. If you live near their area Clubsters, give them a call, they will be glad to have you join them.

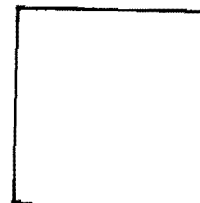
Squadron #32
Pilotos Locos Squadron
Mike Midkiff
20007 Pinehurst Trail Dr.
Humble, Tex. 77396

Squadron #33
Old Rhinebeck Squadron
Vic Nippert
28 Douglas Dr.
Lake Katrine, NY 12449

Squadron #34
Eagle Squadron
Edwin Lamb
15911 S.E. 42nd Place
Bellevue, Wa. 98006

For a complete list of FAC Squadrons send a S.A.S.E. to GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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



We received a letter from Angus Orchard of Australia and he tells us that his club, the Northern Area Contest Aeromodellers (NACA) is once again sponsoring a Flying Aces Moth Postal Contest. Entries are welcomed from all over the globe. Here are the rules; no entry fee, any recognized version of the FA Moth (wood or Plastic Prop), Total of three flights (ROG) with no max. Send your entries to; The Secretary, NACA, Box 168, Warners Bay, N.S.W. 2282 Australia. Entries postmarked after November 2, 1992 will not be accepted. Will anyone accept the Challenge and participate? Send us the results Angus, looks like a "Kanone" can be awarded for this. 3.

Chris Starleaf from Illinois writes to tell us to be aware of your models while you are in a restaurant or other facility even though the car doors are locked! Chris had left the car windows cracked just a bit so as not to let the heat build up in the car and locked the doors. When he came out the models that were setting on the rear seat were gone! Chris recommends you either cover the models or put them in the trunk. To make matters worse, they were two brand new models intended for competition at the FAC contest at Muncie. Thanks for the tip Chris.

There will be a video tape of the FAC Nats Mk VIII but no word yet on when it will be available or what the cost will be. Hope to have it for you in the next issue.

In various issues of WWI AERO over the last several years they have been pursuing the elusive goal of accuracy in drawing, especially as regards relatively undocumented aircraft. They are proud to report that a computerized solution has been found by one of their members for developing astoundingly accurate three-views from a single photograph. In their November issue, #13 #138, they will be printing an account of this method, with detailed drawings and they are going to be offering for sale copies of the computer program and its User's Manual. If you are not a subscriber to this great magazine on WWI aircraft we suggest you join now for only \$25.00 per Year or \$30.00 per year overseas. WWI Aero, Inc., 15 Crescent Rd. Poughkeepsie, NY 12601.

Don't forget that all contest results must be sent to Roy Courtney, 50 Woodside Dr. Elma, NY 14059 if you want your Kanones to be recorded. This is a big help to GHQ, thanks.

~~The Flying Aces Plan Packet #1 is still available and the cost is \$8.00 each plus \$2.00 for postage.~~ Ten plans, 16 sheets (11" X 17"), all from the early issues of the newsletter, some 25 years old, so you probably don't have them. There are also some plans left of the Waco "D" by Pres Bruning and the Fairchild PT-19 by John Low both at about 23 inch wingspan and the cost is \$5.00 each postpaid. Send your order to GHQ for all of the above.

Let's review the newest issue of 1919-1939 Air Wars which we received a short time ago. This issue has a great article on the Bellanca Airbus/Aircruiser/C-27A. This article covers 15 pages including a building plan for about a 20 inch span flying model. Lots of photos too. Also there is an article on the Culver Dart and Cadet with pictures. As always the column by Lou Buffardi on models is there with some nice photos and some other interesting "stuff" too. To subscribe to this magazine send \$24.00 US, \$30.00 Foreign to; 1919-1939 Air Wars, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045 USA.

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

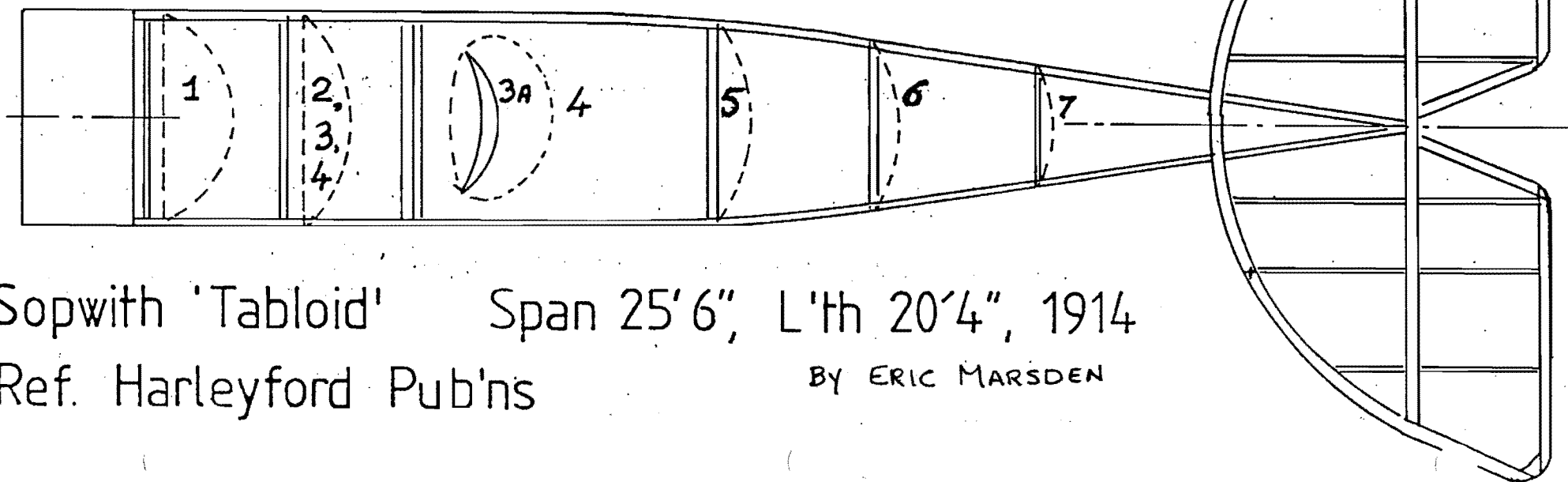
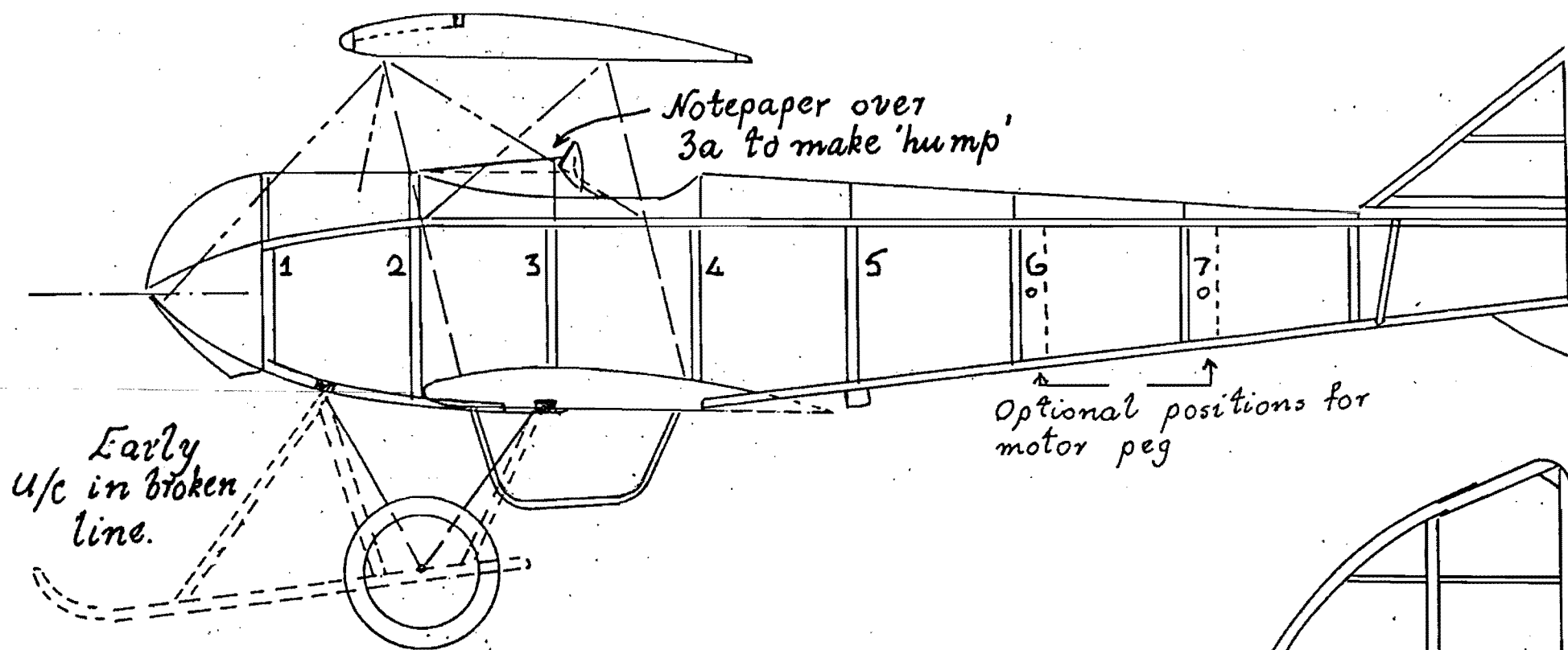
Lt. Col. Lin Reichel, CinC-FAC

Contest Calendar

Oct. 11...Mid-South Squadron FAC Contest. CD Ollie Benton, 409 Brady Point Rd., Signal Mountain, Tn. 37377 Ph. (615) 886-1293. Nine FAC events.

v. ???? Date not certain. D.C. Maxcutters at Patuxent Naval Base. Lots of FAC events plus others. Contact Claude Powell (301) 872-4105 or Tom Schmitt (301) 530-0327

Nov. 21-22...Mosquito Squadron FAC Contest. FAC Scale, Peanut scale, Golden Age scale, Jumbo scale, FAC Oldtime Rubber, No-Cal, FAC Power scale, CD Steve Bacom, 836 Banbury Dr. Port Orange, Fla. 32119.

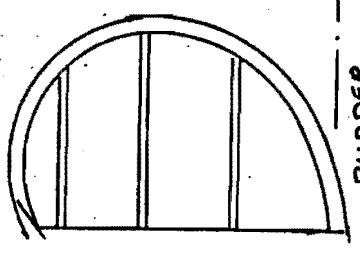


Sopwith 'Tabloid' Span 25' 6", L'th 20' 4", 1914

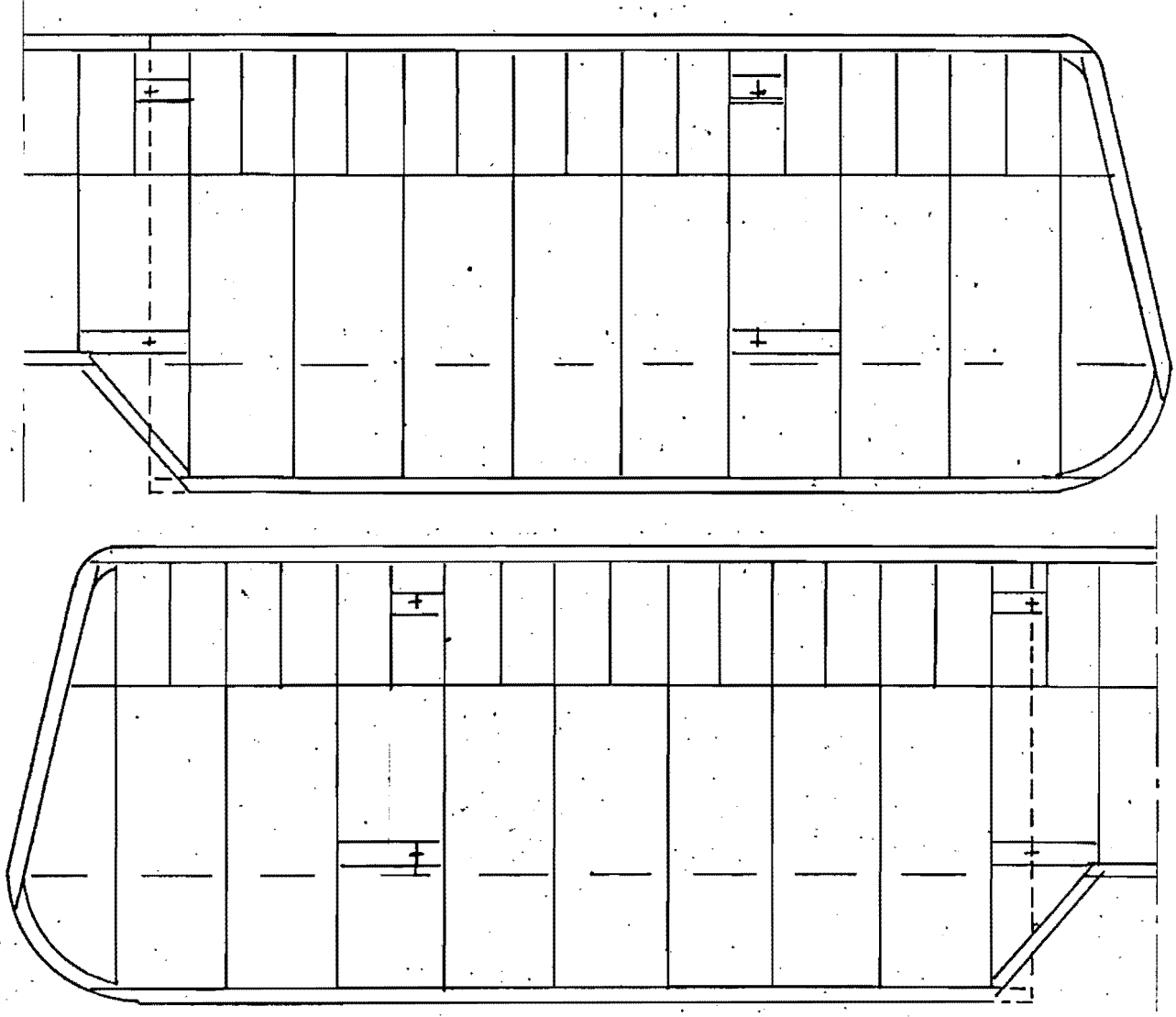
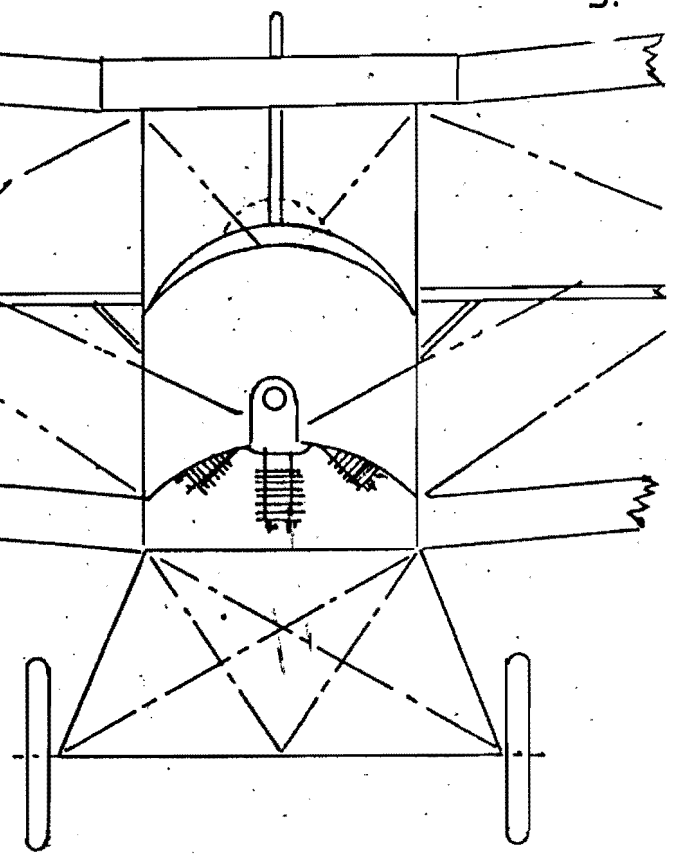
Ref. Harleyford Pub'ns

BY ERIC MARSDEN

Dihedral $\leftarrow \rightarrow$
 $\frac{1}{2}$ " ea. tip.



RUDDER



TOP AND BOTTOM WING ARE THE SAME
 BOTTOM WING DOTTED LINE

HATS OFF TO THE AMA

I never thought that I would ever be able to congratulate the officials of the Academy of Model Aeronautics, but I must do so now. Their selection and purchase of the flying site at Muncie, Indiana is excellent. Well done, guys. With a little more work that site could become the best in the land. We had the good fortune to be a part of the National Free Flight Society's Outdoor Championships held there over the Labor Day weekend and was delighted at what I saw. The main building should be adequate in size for a number of years and the actual flying field will be excellent next year when the crops are no longer planted there. There is ample room for free flight, control line and radio control to all use the field at the same time. The gang here at GHQ is looking forward to holding another contest there. Maybe next year. It was once again our pleasure to work with Tony Italiano who is the President of the NFFS and to meet and work with Phil Sullivan who was the overall Contest Director for the Outdoor Champs.

Following on this page and throughout the newsletter you will find the results of the Flying Aces portion of this great contest. To all the contestants I want to say thanks for coming and helping to make it as successful as it was.

NFFS OUTDOOR CHAMPSFAC EVENTS

We hope you had as much fun as we did and that you will come back next time.

World War One

Pilot	Plane
1. Jack McGillivray	Se-5
2. Richard Miller	Fokker D-7
3. Jim Miller	PV-7 Grain Kitten
4. Oliver Benton	Dornier D-I
5. Stu Weckerly	Se-5
6. Oscar Smith	Fokker D-7
7. Paul Boyanowski	Albatros DV-2
8. Dave Livesay	Euler

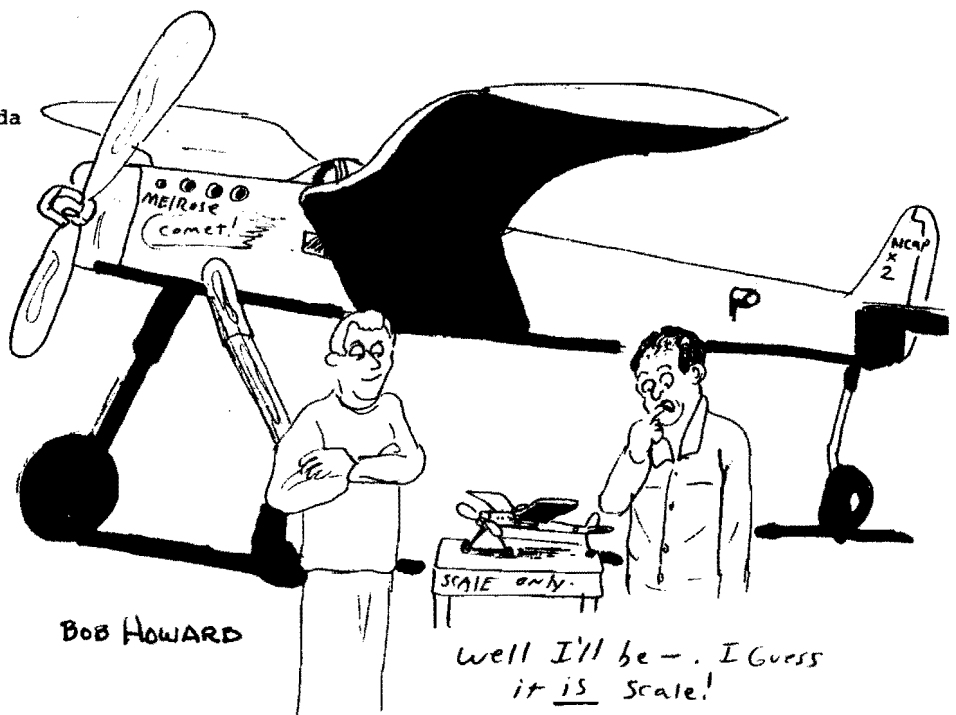
The NFFS presented a Walt Mooney award at the FAC contest to be awarded to the best Peanut model. This plaque was presented to Phil Cox for his model of the Glenly-Henderson Gadfly, a truly remarkable model which flew extremely well.

World War Two

Pilot	Plane
1. Jack McGillivray	Fairey Barracuda
2. Richard Miller	P-51B
3. Dave Livesay	D4Y Judy
4. Hal Lorimer	B-P Defiant
5. Oliver Benton	D4Y Judy
6. George Bredehoff	P-40F
7. Steve Gardner	P-51B
8. Chris Starleaf	P-51B
9. Dick Harker	Zero
10. Paul Boyanowski	Spitfire
11. Curt Haskell	Corsair

The Races

Pilot	Plane
1. Chris Starleaf	Chambermaid
2. Oscar Smith	Folkerts SK-3
3. Steve Gardner	Folkerts SK-3
4. George Bredehoff	Caudron C.460
5. Dave Livesay	Chester Goon
6. Jack McGillivray	Cessna CR-3
7. Jim Kutkuhn	Howard Mike
8. Phil Cox	Wee-Winc
9. Paul Boyanowski	Chester Goon
10. Oliver Benton	Chambermaid



Well I'll be - I Guess
it IS Scale!

FAC Power Scale

Pilot	Plane	Scale	Bonus	Flight	Total
1. Harvey Hopkins	Fokker D-7	56	15	120	138½
2. Phil Cox	Great Lakes	54½	15	53	122½
3. Steve Gardner	Cessna 195	9½	0	55	64½

POLISH FLYERS.

By Jerzy Mskyda.

The PZL 5,a was designed in 1929 as an inexpensive club type of aircraft. Like it's british counterpart, the DH-60, this machine used the Gipsy engine. You might think that Wladyslaw Kozlowski, designer of this ship, had the modeler in mind when he laid it out, for it is so well proportioned. But, to tell you the truth, as I look at the long nose and large empennage, I think he had my mother in law in mind!

"SP-AFF" was the fifth PZL 5,a to be built, and first of a production batch of 12. It was all over silver with a black registration. The PZL logo appeared on the fin, up high as shown by the circle on the 3-view. The type designation, "PZL5" with out the "a" appeared on the rudder in the place indicated on the 3-view. Wing and landing gear struts were a dark color, as was the wheel disc.

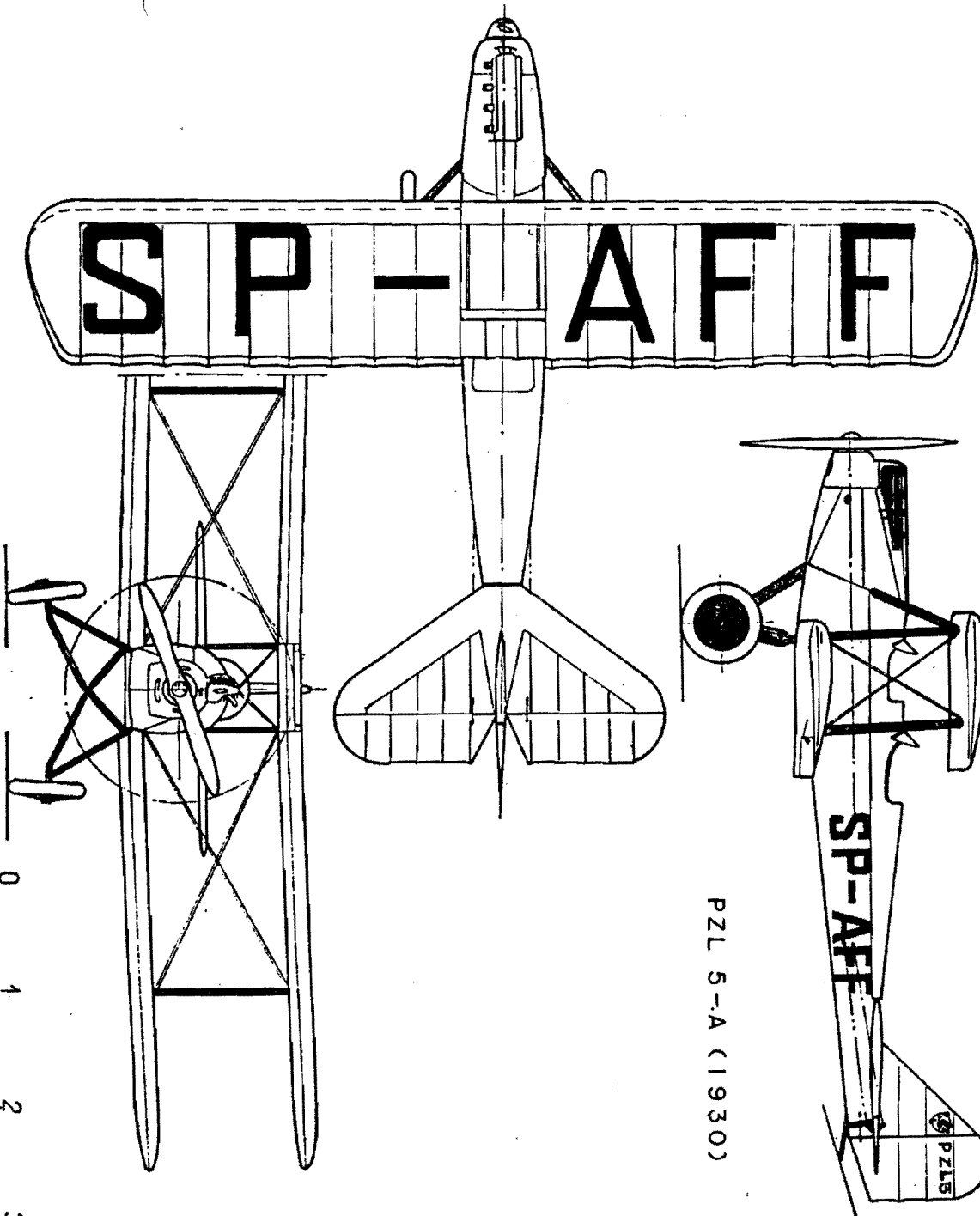
"SP-AFF" was also all over silver with black lettering and logo. The wing struts on this plane were brown. Landing gear struts were silver, as was the wheel disc. There was a thin brown longitudinal stripe on the fuselage sides. It began just at the end of the side cowl of the engine, and ran aft to the end of the rudder. It was on the same waterline as the datum line on the 3-view, and almost as wide as the hyphen in the registration.

References; "Polish Aircraft 1893-1939", by Jerzy Cynk, "Samoloty PZL 1928-1978", by Andrzej Glass, and a booklet, "Barwa W Lotnictwie Polskim, #1", by Andrzej Glass and Krzysztof Cieslak, Logo traced from 1934/1935 company brochure.

Although the PZL S-1 looks like a 1930 design, it was in fact built in 1945. How a country decimated so severely during World War II could produce even a frying pan is quite amazing. It appears to have been designed for a military role, judging from it's being adorned with the Polish national insignia. But curiously, the insignia was not displayed on the upper surfaces of the wing. A soviet mandate, probably.

As near as I can ascertain, the 5 cylinder M-11D engine, cowl, and prop were lifted from a PZL built Polikarpov PO-2. We hope designer Eugeniusz Stankiewicz didn't get an all expense paid trip to Siberia for that maneuver.

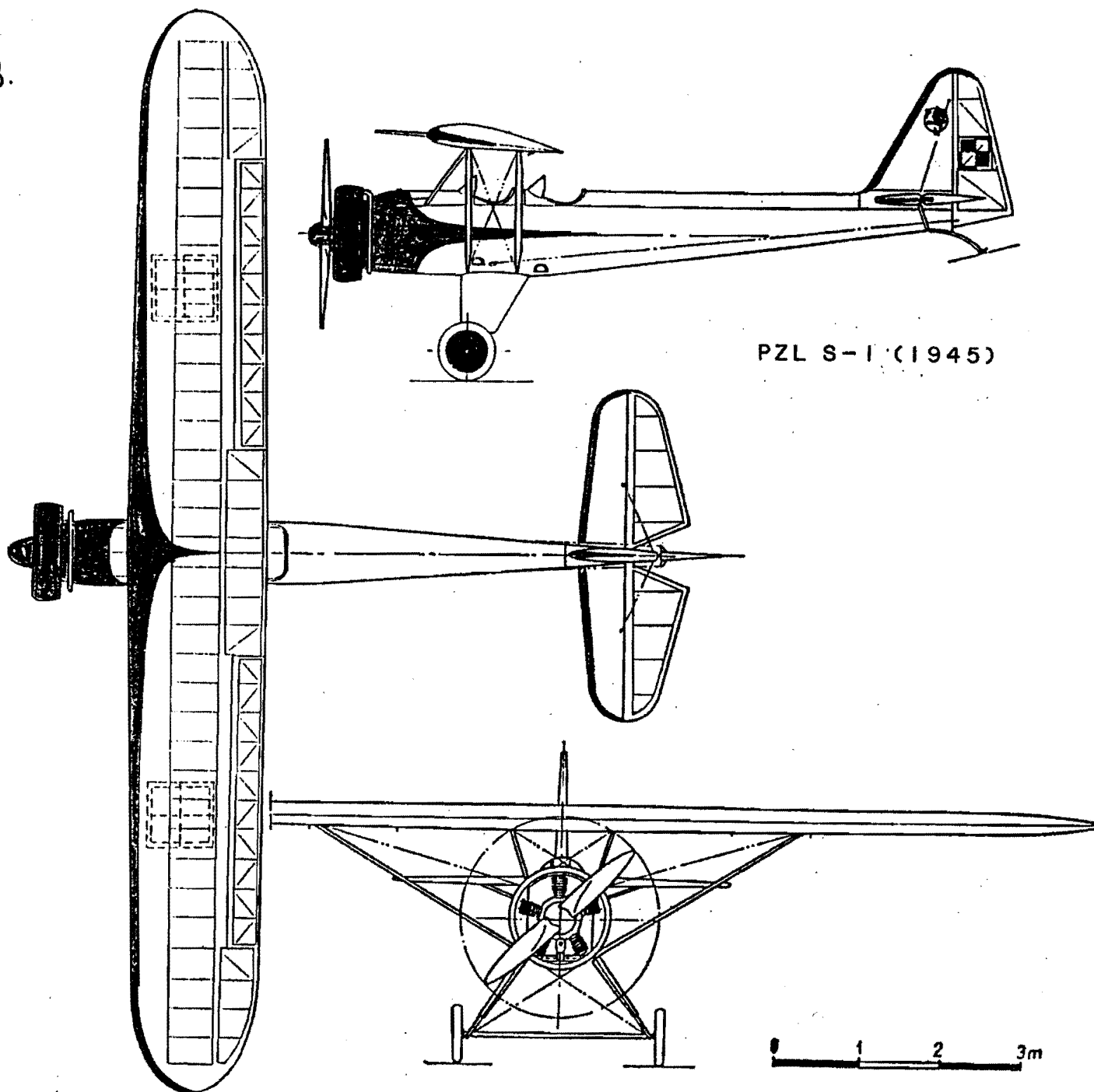
It is difficult to say what colors this ship may have sported. The single black and white photo has light and dark areas as shown on the 3-view. It may have been white with red trim, the Polish national colors, but the shaded areas appear darker than the insignia, which we know to be red and white. Perhaps yellow and black? Who knows, alas. One unusual point is that the tires appear to have white walls! At any rate she is a nice bus and one worth working up a model of. The very slight taper in the planform of the wing is interesting. Hardly seems worth the effort to make so many different ribs just for such a slight taper.



PZL 5-A (1930)



8.



S.O.S.

Wanting to buy or trade for a couple of Flyline Great Lakes Biplane kits; William Akers, 8870 Mosley Loop Rd., Morris, Ala. 35116 Phone (205) 647-2824.

Anyone willing to trade a 2-crank "gearless transmission", preferably a "Midget" rather than "Standard", for a 3-crank "gearless transmission"? (Patented 1931, advertised in Flying Aces magazine, recently sold by Slot & Wing Hobbies.) I'd be glad to pay the freight both ways. Bruce Holbrook, 106 Maypoint Rd., Apt. 11, West Royalty, P.E.I., CANADA C1E1T6

Need a copy of Ryan Aeronautical specification RA-100, Application of Protective Coatings, Finishes and Color of all the parts in a PT-22. Bill Mette, 1420 McBain Ave., Campbell, Ca. 95008 Ph. (408)377-0764 call collect.

Pilot	Plane	Flt.1	Flt.2	Flt.3	Total
1. Dave Seath	Miss Canada, Sr.	120	120	120	360
2. Stu Weckerly	Korda Victory	120	120	117	357
3. Alan DeCook	Stahl Weight Rule	115	81	118	314
4. Jim Kutkuhn	Orr's Pacemaker	103	83	120	306
5. Bob Bojanowski	Flying Aces Moth	72	105	67	244
6. Phil Cox	Phantom Fury	85	75	73	233
7. Richard Moore	Miss Canada, Sr.	97	120	--	217
8. Albert DeCook	Sparky	35	48	56	139

Jumbo Scale

Pilot	Plane	Scale	Bonus	Flight	Total
1. Stu Weckerly	Found Seaplane	50	15	82½	147½
2. Paul Boyanowski	Lockheed Vega	59	0	61½	120½
3. Oscar Smith	Piper J-3	49½	0	60½	110
4. Alan DeCook	Gee Bee "D"	48½	10	28	86½

Pioneer Scale

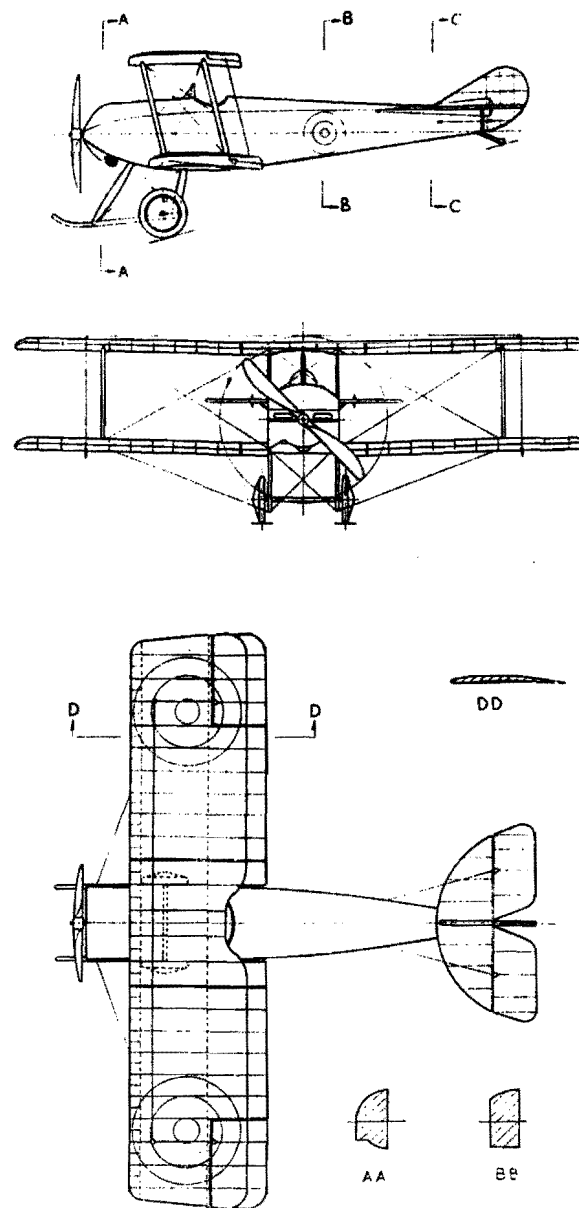
Pilot	Plane	Scale	Bonus	Flight	Total
1. Jim Miller	Voisin	58½	40	55	153½
2. Paul Boyanowski	Albatros Dopple Taube	57½	15	22	94½

FAC Peanut Scale

Pilot	Plane	Scale	Bonus	Flight	Total
1. Phil Cox	Glenny Henderson Gadfly	60	10	54	124
2. Curt Haskell	Knight Twister	53	15	48	116
3. Stu Weckerly	Jodel D-9	49	10	45	104
4. Paul Boyanowski	Curtiss Sparrowhawk	58	15	27	100
5. Jim Miller	Andreason	50	15	34	99
6. Oscar Smith	Folkerts SK-3	46½	5	44	95½
7. Dave Livesay	P-51B	44	10	35	89

Hi-Wing Peanut

Pilot	Plane	Scale	Bonus	Flight	Total
1. Jim Miller	Lacey M-10	51	0	82½	133½
2. Stu Weckerly	Stout 2AT	49½	0	82½	132
3. Ed Bojan	Fike	47½	0	82½	130
4. George Bredehoft	Monocoupe	46	0	62	108
5. Paul Boyanowski	Fokker F-32	59	8	40	107
6. Phil Cox	Cessna Cardinal	49	0	54	103
7. Oscar Smith	Piper J-3 (clipped wing)	49	0	38	87
8. Fred Wunsche	Wittman Big X	46	0	22	68

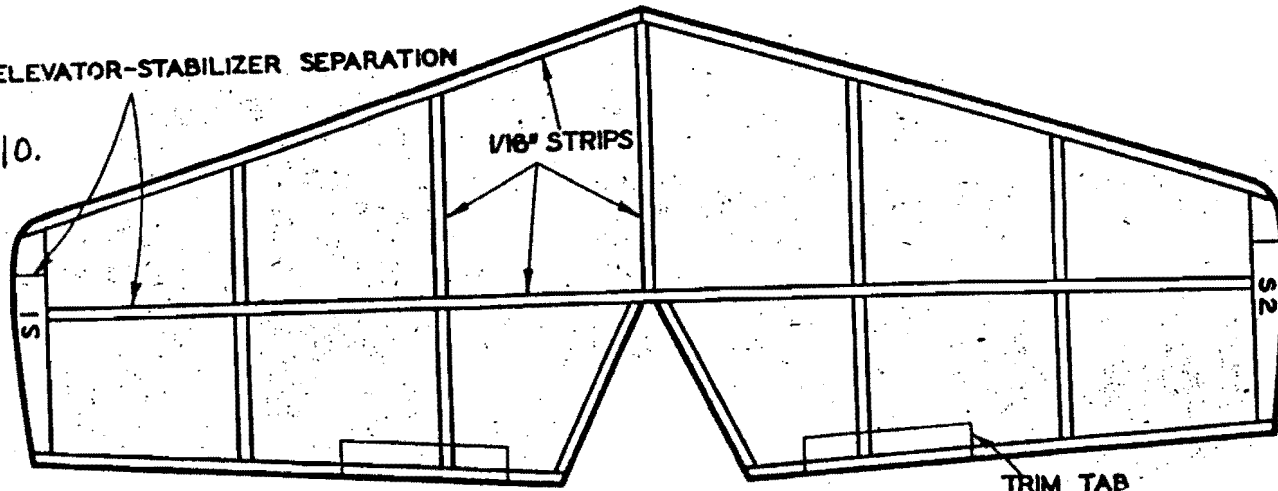


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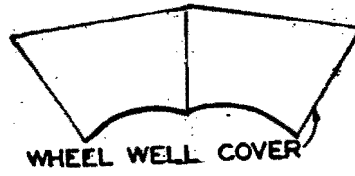
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ELEVATOR-STABILIZER SEPARATION

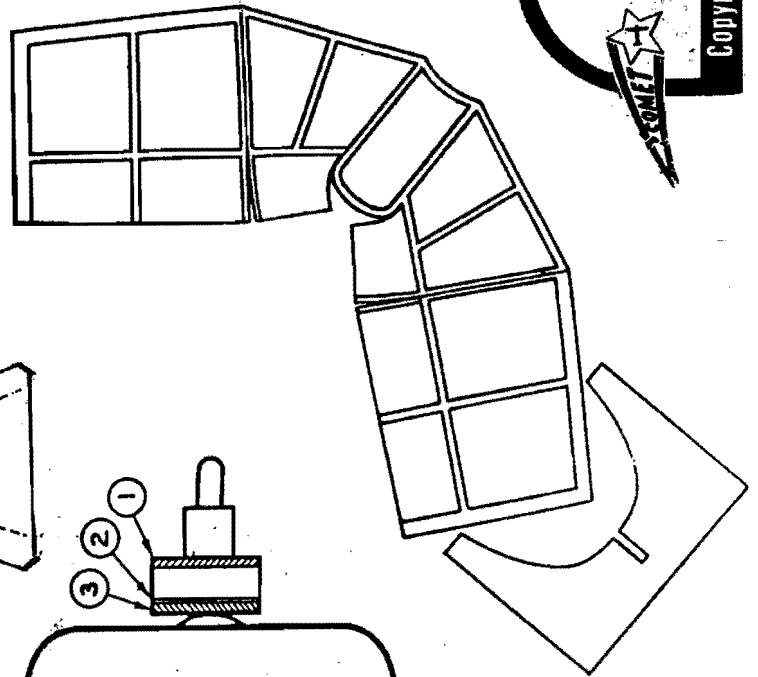
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TRIM TAB



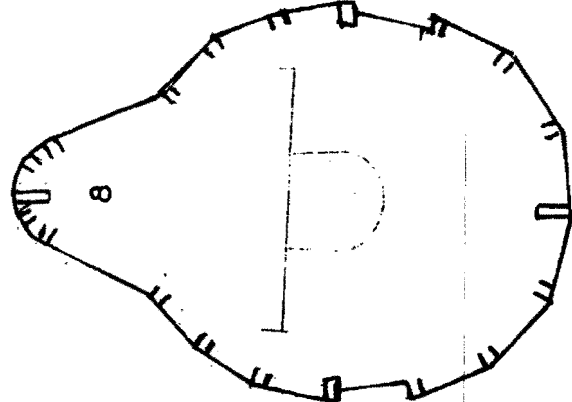
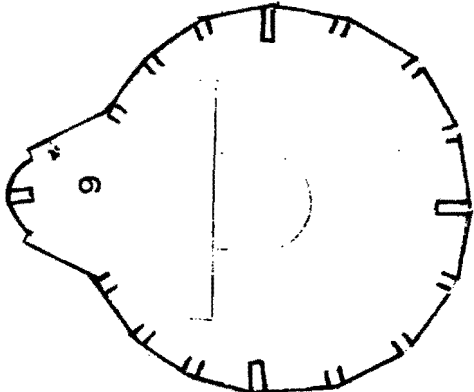
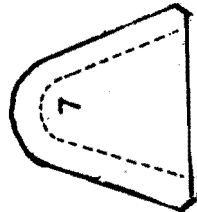
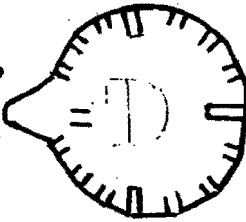
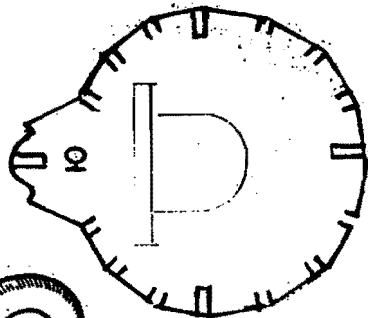
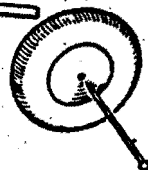
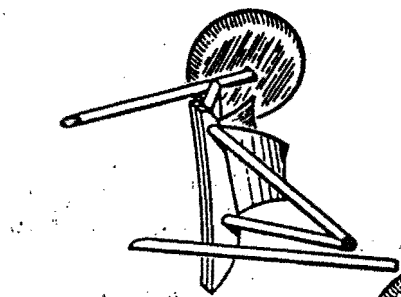
WHEEL WELL COVER



$\frac{1}{16}$ " SQ. STRIP

WHEEL WELL

LANDING GEAR STRUTS
(FULL SIZE)



GRUMMAN "WILDCAT" F4F-4

WINGSPAN - 18 INCHES

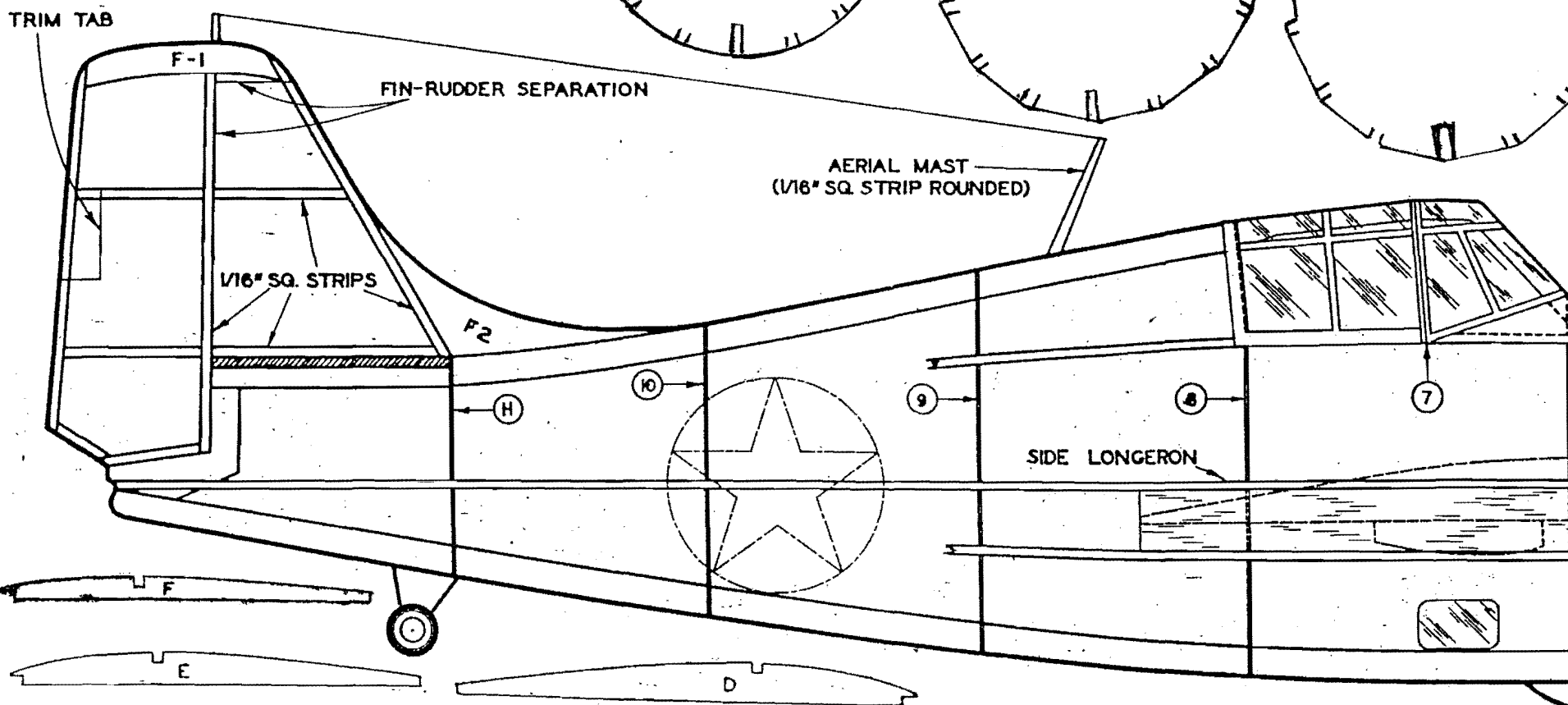
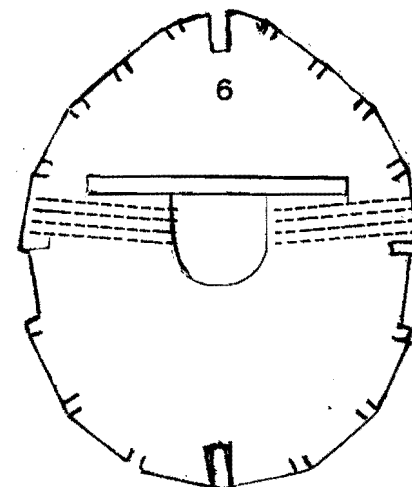
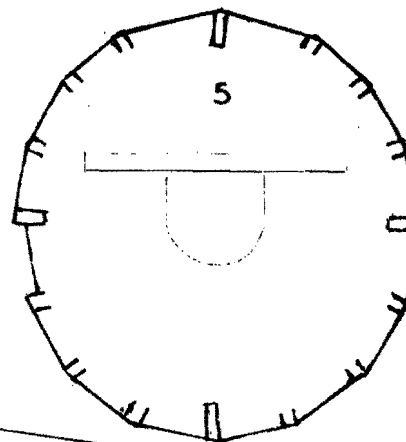
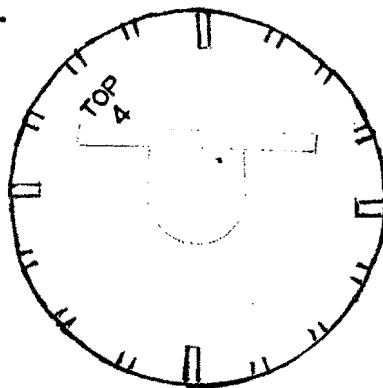
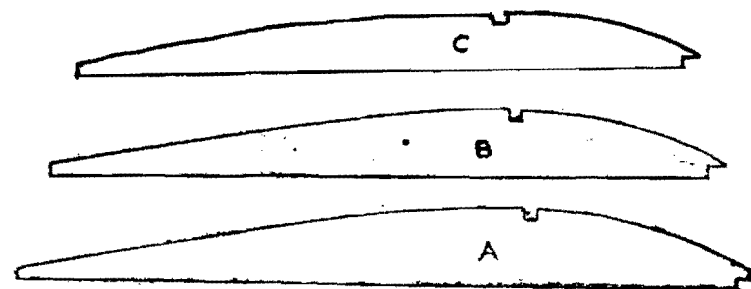
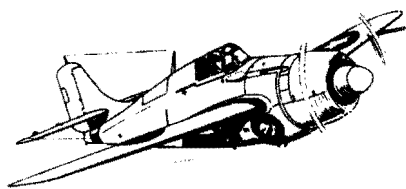
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KIT NO. E 2

DRAWN BY *Alvin H. Hild*

Copyright 1943 by COMET MODEL AIRPLANE & SUPPLY CO.

We had a few requests to reprint some of the old plans from kits and or magazines. We never had the space to do this before, but now with our expanded format we are now able to do this on occasion. We have chosen the Grumman Wildcat by Comet for our first try at this. If you want more of these plans from long ago please let us know. You may even have an old favorite you would like to see published once again. We won't be able to get them all in the newsletter but we will give you some. What do you say?



12. SCIENTIFIC HI-FLYERS

Hey! Skysters! A new postal contest for you to spice up your summer. We decided to go for the old Scientific kit plans for this one. Any model (scale) built from an old Scientific plan is eligible. Any size will do. Just as in our other postal contests fly your model and send the times to CHQ. Fly as many times as you want with as many different models as you wish. Every time you better a time with a particular model send that time. Contest times also count. The contest starts now and will end on Oct. 31, 1992. Entries postmarked after Nov. 1, 1992 will not be accepted. BUILD--FLY--WIN--FAC!!!!

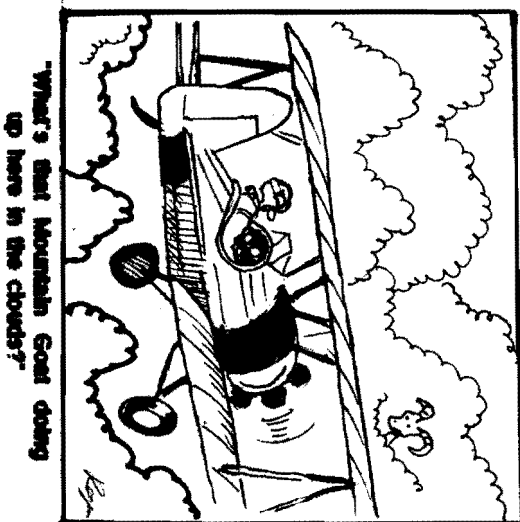
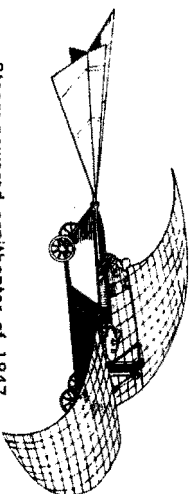
Pilot	Plane	Bonus	Time	Total
1. Mike Hines	Curtiss Robin	0	65	65
2. Walt Leonhardt	Fokker D-VII	15	37	52

Pilot	Plane	Scale	Bonus	Flight	Total
1. Stu Weckerly	Found Seaplane	54½	15	71	140½
2. Chris Starleaf	Chambermaid	55	5	72½	132½
3. Phil Cox	Waco "D"	59	15	55	129
4. George Bredehoft	Caudron C.460	49	10	65½	124½
5. Paul Boyanowski	DH Vampire	58½	5	60½	124
6. Jim Miller	Wet-Wot	52½	30	40	122½
7. Phil Cox	Aeronca "K" Seaplane	56½	15	48	119½
8. Dave Livesay	Luton Minor	53	3	54	110
9. Dave Livesay	Keith-Ryder R4	49½	10	49	108½
10. Oliver Benton	Maubousin Hempitere	49½	15	33	97½
11. Oscar Smith	Taylorcraft	47½	0	35	82½

Pilot	Plane	Flt.1	Flt.2	Flt.3	Bonus	Total
1. Jim Miller	Eaglet II	93	120	120	9	342
2. Tony Telford	Original	100	120	90	9	319
3. Richard Miller	Hornet	120	54	120	9	303
4. Stu Weckerly	Tomahawk	99	85	91	9	284
5. Bob Bojanowski	2 X 4	80	120	63	9	272
6. Dick Harker	Turbo	80	62	120	9	271
7. Don Kugler	Original	6	99	120	9	234
8. Fred Wunsche	Matchsticks	88	62	57	6	213
9. Curt Haskell	Turbo	55	79	60	9	203
10. Alan DeCook	#8	42	61	60	9	172
11. Oliver Benton	Eaglet	72	93	--	5	170
12. Dave Seath	Good Tern	45	51	47	9	152
13. Albert DeCook	Prairie Bird	50	43	42	9	144
14. Jim Anderson	Embryomatic	54	79	--	--	133
15. Ed Bojan	Prairie Bird	82	--	--	9	91
16. Jim Kutkuhn	Turbo II	50	--	--	9	59
17. Bill Rogers	Original	7	--	--	9	16

Pilot	Plane	Flt.1	Flt.2	Flt.3	Total
1. Phil Cox	Cessna AW	120	46	74	240
2. Stu Weckerly	Stout AT-2	111	83	34	228
3. Chris Starleaf	Curtiss Helldiver	39	51	63	153
4. George Bredehoft	Comte AC-12E	35	42	60	137
5. Alan DeCook	Udet Flamingo	44	42	50	136
6. Dave Livesay	Pietenpol	37	48	48	133
7. Oscar Smith	Taylorcraft	48	34	50	132
8. Harvey Hopkins	Cessna	34	30	60	124
9. Bob Bojanowski	Rearwin Speedster	61	62	--	123
10. Jack McGillivray	Cessna C-38	120	--	--	120
11. Oliver Benton	Maubousin Hempitere	37	38	35	110
12. Jim Miller	Waco SRE	54	52	--	106
13. Oscar Smith	DH Tiger Moth	35	36	34	105
14. Albert DeCook	Piper J-3	35	35	--	70
15. Jim Kutkuhn	Fairchild 24	35	--	--	35

Steam-powered ornithopter of 1847
Proposed by Werner Siemens (Ger.).



"What's that Mountain Goat doing up here in the clouds?"

JAG SOCIAL NOTES:
Former Bad Guys Squadron member gets flying job

1/16" X 1/8" STRIP.

PITOT TUBE

MACHINE GUNS

1/16" SQ. SPARS

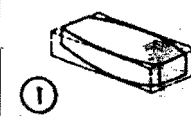
RIB (A)

ATTACH SCOOP
TO BOTTOM OF
WING.

AILERON SEPARATION

FLAP SEPARATION
ON BOTTOM ONLY

1/16" X 1/8" LEADING EDGE



①



②

SCOOP DETAIL

RIB (A)

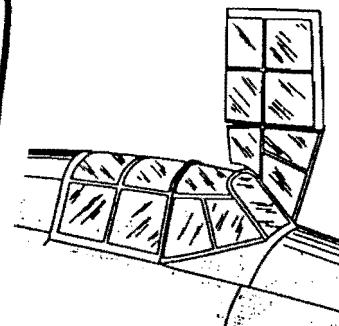
(B)

(C)

(D)

(E)

(F)



CABIN DETAIL

Salutations, disciples! Today we shall consider the sizing of rubber scale props. Let's start with that most basic of dimensions: diameter.

Efficiency of thrust production suggests that we make our props as large as possible, as does the ease of matching torque requirements to the output of rubber motors. In short, bigger is better. However, 'diminishing returns' sets in early; if one has a well-performing prop, doubling the diameter will improve matters only slightly. On the other hand, if you are attempting to fly a Jumbo with a 2" prop, well...look into a diameter increase.

How much? Beyond 20% of wingspan, most props begin to look badly out of scale and though our rules offer no restraint, appearance is at the heart of the game. Unless it's a fighter, it's usually best to hold prop diameter down to a compromise figure equal to 30% of wingspan. Below this value, efficiency falls off. Above it, appearance suffers and prop breakage owing to tripping upon landing becomes a problem. If a landing gear must be lengthened to permit prop tip to ground clearance, all the more reason to hold prop diameter to a minimum size: 25% wingspan (no gears) or 20% wingspan (gears). No defense is offered for these numbers except experience - in the Walnut through Jumbo range, they work.

With diameter set, let's contemplate a curious aspect of diameter: nothing useful happens near the hub or near the tips. At the hub, through air flow is nearly zero. It follows that concern over blocking aspects of the fuselage are pointless - there is little moving air to block. Thus there is no gain in employing airfoil shaped sections near the hub. Indeed, grim reality suggests that we write off the innermost 30% of prop diameter as useless and settle for a sturdy, low drag crosssection as best suited there.

As concerns tips, this locale is also hopeless. Most tips actually experience a back flow, contributing a bit of thrust in the wrong direction. Trying to do something useful with a backflow is not easy; those jazzy scimitar prop tips in evidence recently would seem to be a leg pull, executed by a good old Southern country boy. George is an aeronautical engineer and an expert modeler, but there is no more reason to copy his prop tips than his polka dot coverings - both seem so much voodoo, offered up to test the gullibility of his fellow man.

What should a good tip look like? Most of the useful prop action takes place in the neighborhood of the 2/3 to 3/4 radius position. Moving outwards, towards the tip, enough chord is wanted to sustain a pressure difference. In other words, reduce the chord slowly. Pointy tips merely move the true aerodynamic prop end inwards, effectively reducing the diameter. Conversely, blunt or shovel tips contribute extra drag without any compensating increase of thrust. In going with a gently rounded off, conventional tip, we are likely pursuing an optimum solution. Yes, there are times when tried and true is really best.

(There is much more to come, but first some NATS interviews of FAC experts. Next: Bob Thumbsome on scale judging WW2)

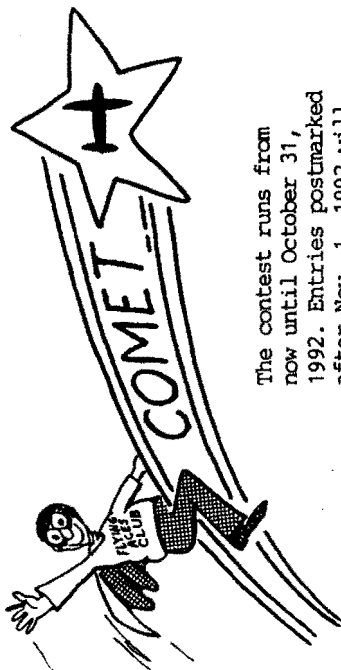
Peanut & No-Cal Scale Postal Meet

The Peanut and No-Cal Postal Contest is taking off as you read this so get your crates into the ozone, Skysters! There will be the usual Four Wings, Peanut Indoor and Outdoor and No-Cal Indoor and Outdoor. To participate all you have to do is fly your model, record the times and send it in to GHQ along with the name of the model, the date you flew and the Wing you are entering it in. Enter your model as many times as you wish, everytime you better a score send it in. Enter as many models as you want too, there is no limit on entries. Contest times count too. The contest starts now and will end on May 30, 1993. Entries postmarked after May 31, 1993 will not be accepted.

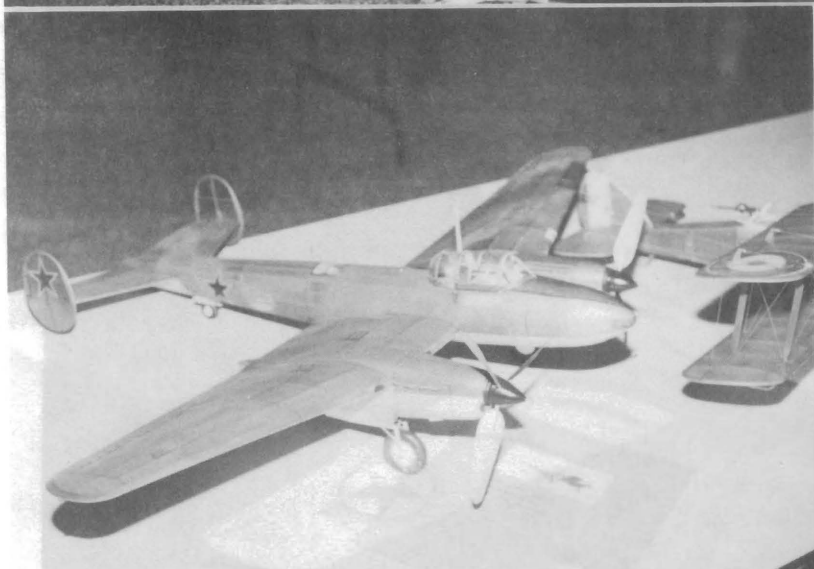
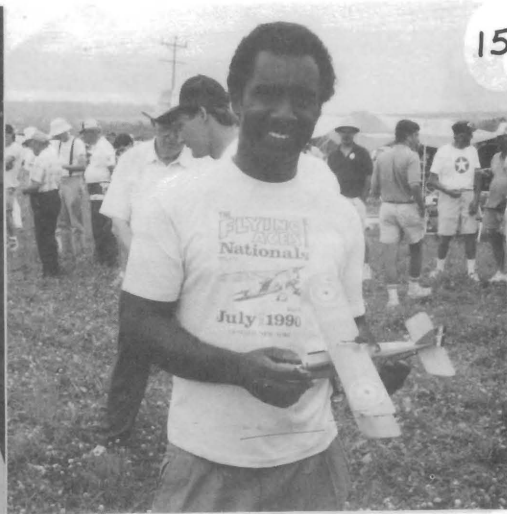
BUILD--FLY--WIN--EFF--AAA--CEEE!!!!

Pilot	Plane	Bonus	Time	Total
1. Gordon Roberts	Taylorcraft	0	330	330
2. Dick Dunmire	Curtiss Robin	0	258	258
3. Mike Ransom	Curtiss Robin	0	137	137
4. Jim Kutkuhn	Fairchild 24	0	125	125
5. Dan Briehl	Taylorcraft	0	104	104
6. Dave Stott	Fokker D-VII	15	88	103
7. Gene Smith	Grumman Avenger	5	92	97
8. Mike Zand	Taylorcraft	0	86	86
9. Gene Smith	Puss Moth	0	80	80
10. Darold Wilken	Piper Cub	0	64	64
11. John Koptonak	Ercoupe	10	51	61
12. Dave Stott	Hawker Hurricane	10	46	56
13. Walt Leonhardt	Curtiss Robin	0	44	44
14. Walt Leonhardt	Allied Sport	10	31	41
15. Dave Stott	Aeronca Seaplane	15	27	42
16. Dave Linstrum	Grumman Avenger	5	35	40
17. Walt Leonhardt	Wiley Post	15	20	35

Get out those "Comet" crates and get them into the ozone, Gum-banders! It's time for another Comet Postal Contest. To enter all you have to do is fly your model that you built from a Comet kit or plan. Send in the time to GHQ, along with your name and the name of your model. This is for scale models only. Fly as many times as you want with as many different models as you can build. Everytime you better a score with a particular model send it in. Contest times will be good too.



The contest runs from now until October 31, 1992. Entries postmarked after Nov. 1, 1992 will not be accepted.



All photos by Russ Sandusky from the FAC Nats, Mk. VIII. Top row; Giant 73" span Ant-25 by Ed Novak, it flew too. Harvey Hopkins and his neat Peanut Se-5. Middle row; Good flying PE-2 Jumbo, span 41" by Mike Midkiff. Mark Fineman and his Ki-84 "Frank" looking for a scrap! Bottom row; The Commander holding for Pres Bruning in the Battle of Midway event. Cole Palen builds models too! Here he is ready to launch during WWI as Russ Brown gets ready to record.



Top row; Phylliss Warner and Sandy Peck with their merchandise, came all the way from California. John Low holding his fine Waco biplane. John did the souvenir plan for the FAC-Nats, a PT-19 Middle row; A DH-6 being launched by Don Srull off on another fine flight. Beautiful Mig-15 by Jack Noll. Flew right out of the pages of the FAC News! Bottom row; Vance Gilbert adjusting his Jumbo Vickers 432, nice looking model. Fairey Barracuda by Jack McGillivray another great flyer by Jack.

Airmail Pals

17.

Dear Lin,
The FAC Nats was SUPER! My first time. Learned that the names like Vic Nippert, Don Strull, etc. were not simply figments of your imagination. These people REALLY do exist---they're real live folks. I always suspected that your "Win" lists were just made up after a fifth of scotch (ed. note..I can't drink a whole fifth). And I've never seen so many rubber airplanes fly so far and so high!

Love and kisses, Otto Klein

Dear Lin,
I want you to know that I and my wife Nessya, had the time of our lives at the FAC Nats, even though my 3-minute peanut self destructed before I had it tweaked out for a flight at full wind capacity.

The FACers are the best group of people we have ever had the privilege to be among, and their modelling and flying accomplishments are amazing and inspiring. I can't wait to get back to Genesee in '93! and to the 94 Nats, when I'll be bettered prepared and, thanks to this year's Nats for starters, far more educated about the things that count.

You have two more members who will be there for life.

Bruce and Nessya Holbrook

They walked over to the Water Bomber and it was explained to DeBris. Porcellano Urinale was installed in the wash room.** He did not like to watch test flights. Two Air Mechanics held a ladder for DeBris to climb into the cockpit. He eased himself into the seat belt, then noticed a placard hanging from the spigot of the tea urn. It read "OUT OF ORDER". Definately an ominous omen, thought DeBris.

With suitable ministrations and appropriate language, the Lion was cajoled into action and its smoking protests gave way to an uneven rumble. DeBris looked at the windsock, then at the Handley Page Works. The tarmac was lined with people and an ambulance with the motor running. Sitting next to the driver was Captain Lance Boyle, RAMC.*** "Another omen of impending disaster of monumental magnitude," thought DeBris. For an instant his mind unravelled itself backward and, with kaleidoscopic accuracy he recalled myriad crashes and other disagreeable airplane happenings, always with Captain Lance Boyle at hand. Porcellano Urinale could be seen through the washroom window.

DeBris ran up the Lion. The mags checked out only a few hundred revs under specs. He wondered if test pilots had an oath like physicians. He brought the engine back to tick-over and waved his left hand. The wheel chocks were pulled away. He eased the throttle forward, and the wing walkers guided the Water Bomber to the edge of the tarmac. DeBris waved again, gunned the engine and the Water Bomber began its take-off into the secret history of aviation.

The Napier "Lion" roared and fumed, but dragged all that boiler plate into the air. DeBris just cleared the fence and headed west over suburban London. The airplane was not climbing very much, so DeBris eased back the stick and the engine note changed. It was not an improvement. Now his airspeed dropped and he could see he was slowly climbing away from all those suburban gardens, but the Lion was now making awful thrashing noises. The Test Pilots' oath he had thought about readily came to mind, then to mouth. He eased the stick forward and the engine's pained roar changed to a protesting rumble. He noticed the upturned faces below. His course paralleled a road and he could see people running into this roadway brandishing shovels, rakes and other portable gardening tools. Traffic careened to a halt. Fenders were bent. Altercations ensued.

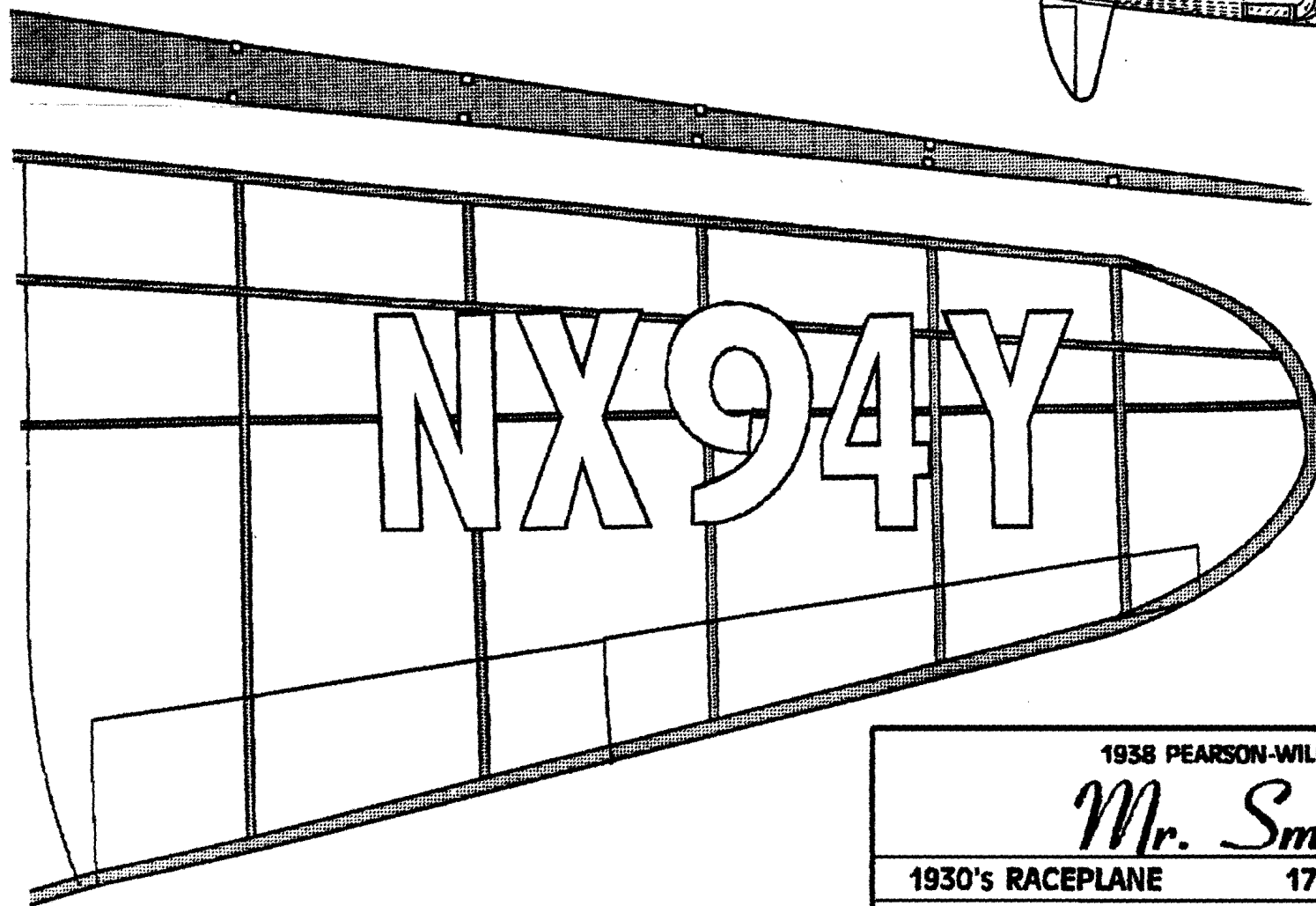
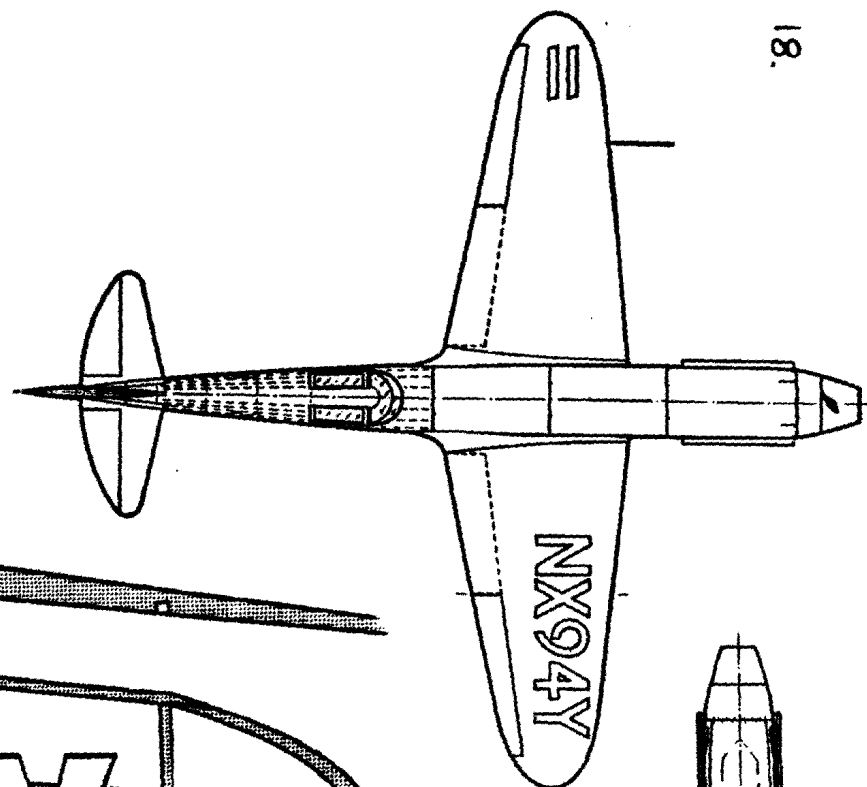
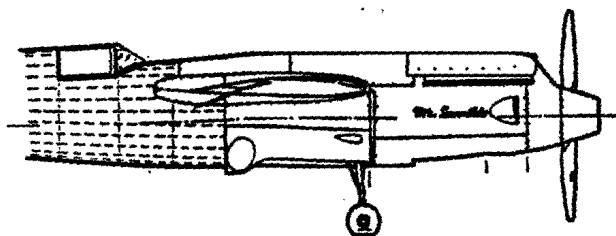
DeBris nursed the airplane up toward 200 feet, then the Lion really became cranky. He watched the tach as revs dropped, and quickly tried different throttle and mixture settings. Altitude dropped with the revs. Rooftops and Chimneys appeared larger. He used the manual fuel pressure pump and rude language. Nothing worked. He dared not to try to turn back to the field. The road to his left was too narrow, too much stalled traffic to attempt a landing.

There was a horrible bump and thwanging sound, and DeBris realized he had bounced the Water Bomber off a roof. Chimney pots and slates were cascading below like sticks of bombs. The airplane lurched, then banged off another rooftop. Slates crashed through the glass roof of the solarium of the adjacent house. Again the crump, thwang and clay and slate and brick missiles scattered havoc below. Enraged householders ran screaming into the road. Others screamed into telephones and demanded police action. There was one huge crump, rumble, thwang and the engine revs increased. The controls stiffened. The Water Bomber was flying again.

The houses below now seemed larger, further apart, more lawns. DeBris did not want to try a turn at that altitude. He flew on. Then ahead, between two magnificent stands of trees and near a great house, there was a large green flat field. He lined up on this greensward and, to use the term loosely, began a power-on approach. "Drat!" he bellowed.

**In that era, it was referred to as "the gent's loo".

***RAMC - Royal Army Medical Corps.



1938 PEARSON-WILLIAMS

Mr. Smoothie

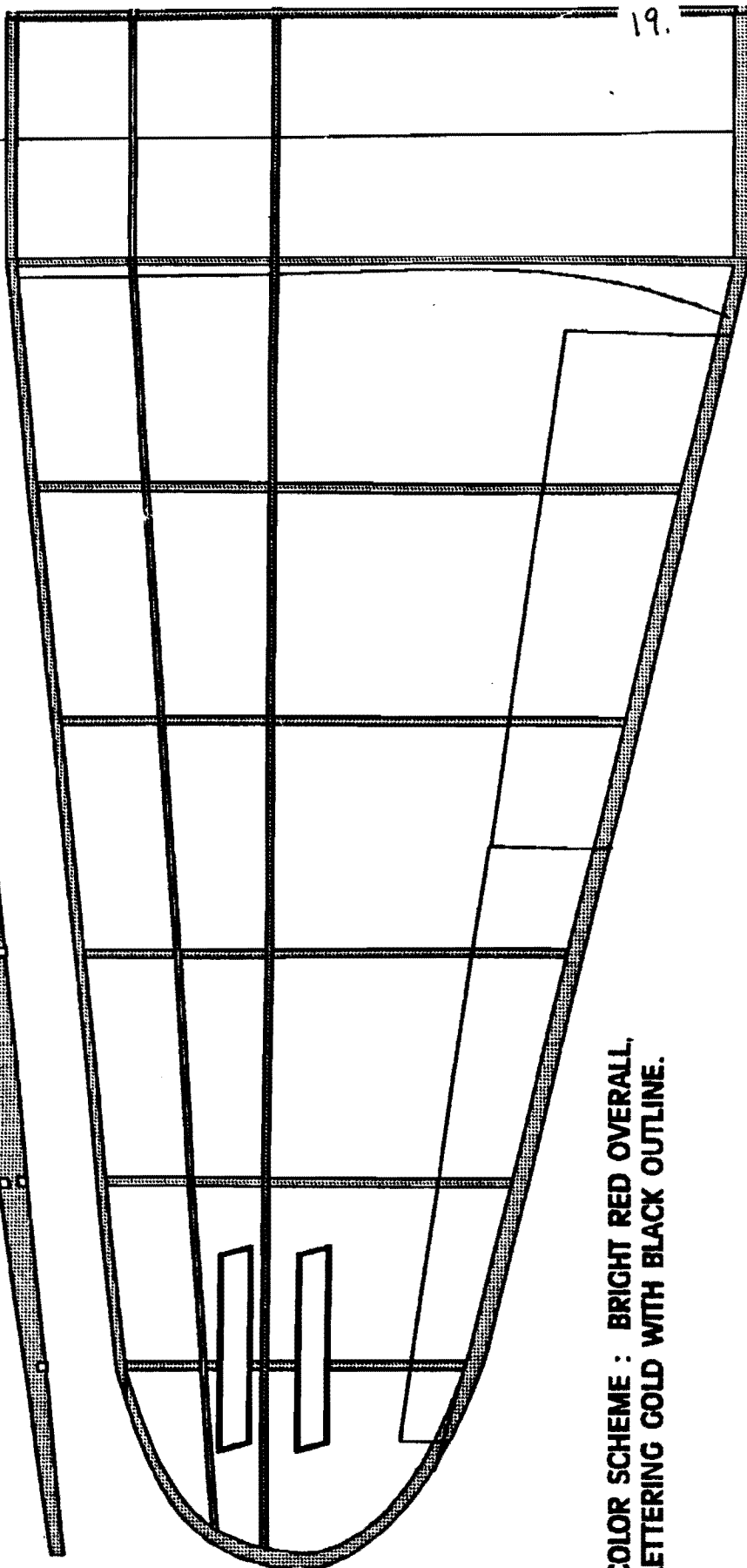
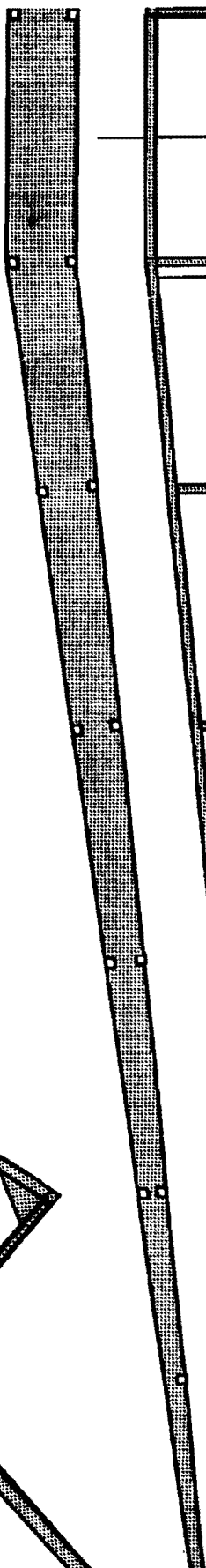
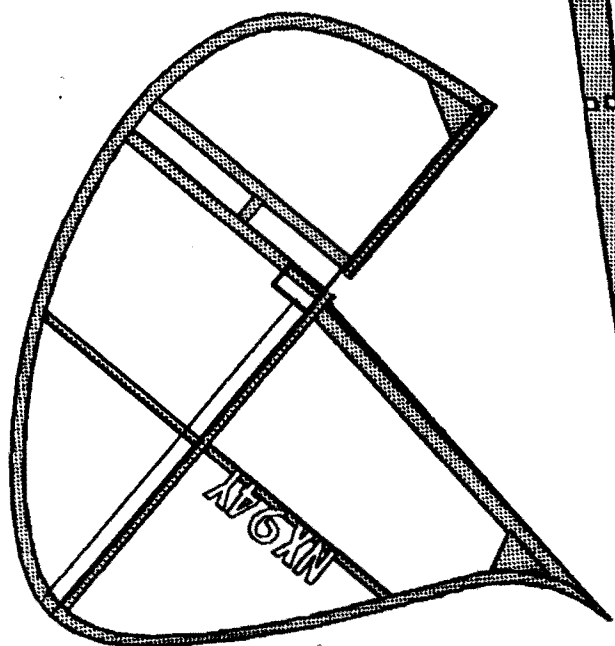
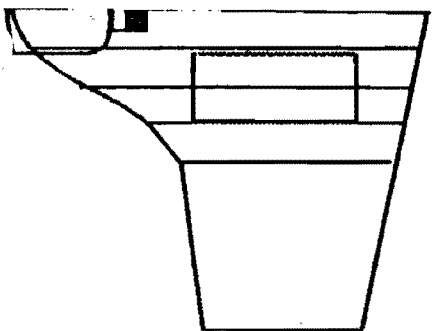
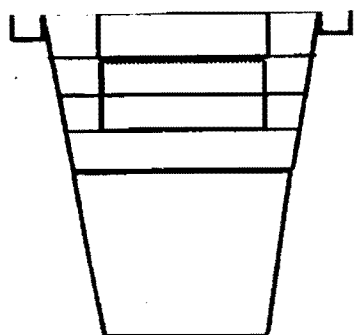
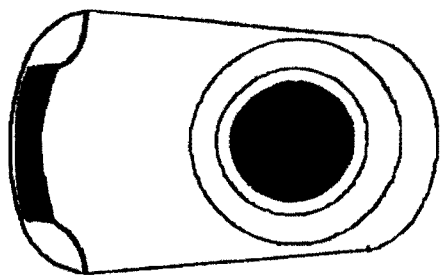
1930's RACEPLANE

17 INCH FAC RUBBER SCALE

DRAWN BY DAVID LIVESAY

2-21-1992

REFERENCE : AERO MODELLER JULY 1960



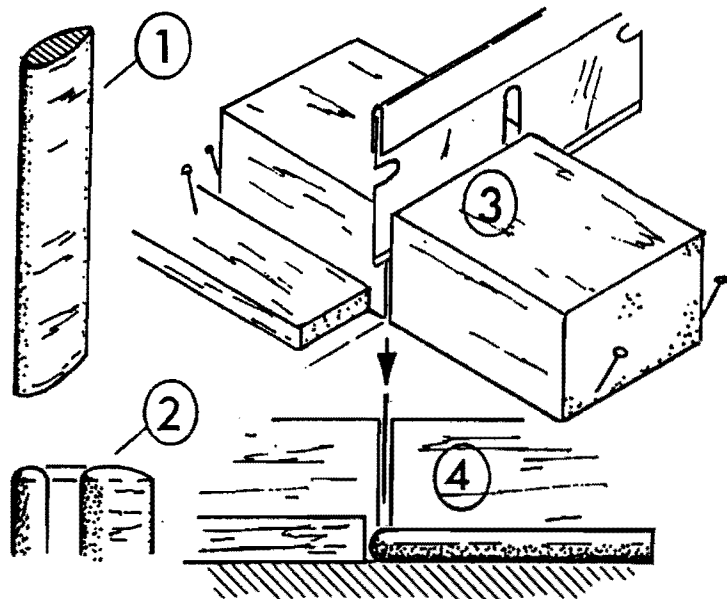
COLOR SCHEME : BRIGHT RED OVERALL,
LETTERING GOLD WITH BLACK OUTLINE.

MAKING COWL BUMPS

Making 14 or 18 matching cowl bumps (some people call them rocker box cover fairings) is a job that definitely calls for assembly line methods. The system illustrated here makes nice uniform bumps with minimum effort.

1. Carve, saw, or sand a long blank to the required teardrop shape. Foam or soft balsa can be used, but foam works much easier. If you use balsa, the grain must run in the direction shown. Make the blank long enough for 30 or 40 bumps.

2. Round one end of the blank to the required profile shape with a sandpaper block.



3. A temporary guillotine is used to slice the individual bumps from the end of the blank. Glue two scrap balsa blocks to a building board to form a precise guide for a stiff backed razor blade and the bump blank. A third piece of scrap makes an end stop to position the blank.

4. When the end of the blank has been nicely rounded, hold it against the stops and slice. Adjust the end stop as required. If you goof up a bump, just slice it off and try again.

I've used this system three times: once with balsa and twice with foam. The last time, I needed 18 (for a 16" Mister Mulligan) so I made a pile of 25 or so, thinking I would have to throw away some irregulars. Incredibly, the parts were so uniform, that I used the first 18 I picked up from the pile.

IF YOU HAVEN'T TRIED FOAM, TRY IT!

Paul McIlrath

From Jim Miller comes this handy little tip. I have been using some hairclips my wife uses for her hair and I find they are excellent for use as a small clip. When I break a longeron I put another piece of 1/16 balsa or a smaller piece of basswood behind the break with a coat of glue. The clips hold the brace and the broken piece together with just enough force not to squeeze the balsa. Different companies make these clips. I have one that has GOODY on it. One had Lady Ellen on it. They really come in handy and I always have 6 or 7 close by.

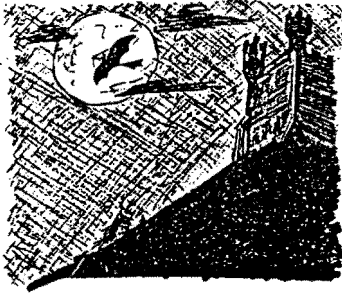
The other item I want to bring to your attention is some scalpel blades and handles sold by Hobby Craft Instruments, 9279 Cody, Overland Park, Ks. 66214. The scalpel handles are flat and will not roll off of your building board. They also have a heavy duty carving knife. Big handle and five blades (very sharp) for \$8.00 plus \$4.00 shipping. The best news is that it is the best knife I own for carving props. For anyone who carves his own props this knife SUPER! There are other neat pieces of equipment useful to the model builder such as forceps, hemostats, scissors, micro gluing tips, razor blades, etc. Write for their catalog.

THE VLAD BAT WING

AN HYSTERICAL HYSTORY EPIC
by Frank Scott, Captain, FAC

Though long stored in the vaults of the famed Motleigh Military Museum in Humpty, the findings of the little known archaeologist, Prof. Potsherd, have only recently, and accidentally, been revealed. Learned men have long heaped scorn and derision upon the head and reputation of poor Prof. Potsherd, while at the same time labeling his discoveries and conclusions as being, in every respect, absolutely authentic. The following is a summary of his researches, made in the company of RAF Captain DeBris, (1) during a Romanian grave-robbing expedition.

In their efforts to break the age old bondage of gravity (the existence of which



as all scholars of aeronautics well know, was later suspected by Sir Isaac Newton) (2), early experimenters conducted their researches with sticks, banana leaves, wax and feathers. However, only the latter two materials met with any success. (3), though some might tend to dispute even this modest achievement (4).

During the middle ages, the frequent intramural activities between Moslem and Christian soldiers (5) demonstrated only too well the need for aerial reconnaissance, as witnessed by the gallant charge of King Glutinous the Obtuse during the desparate Battle of the Gherkin, in which the king and his

Gadroons rode in and routed his own infantry who were, until then, on the verge of winning this day. The dying words of King Glutinous (6) were "Annon edhellen, edro hi ammen!" Words such as these were not lost to the perceptive (7) Transylvanian Count Vlad who desperately wished to improve warfare for the betterment of mankind (8).

Count Vlad (of the Knightly Order of Dracule) carefully researched all available works on aviation (9). To his disappointment he found that Angels (especially in his case) could not be relied upon, and that teams of trained and harnessed birds (at first glance the most promising notion) tended to deposit an unwholesome amount of guard upon the aviator suspended beneath (10). The earlier work of Daedaleus had reached a dead end (11) and a fresh approach was required, new blood, so to speak (12).

One evening while idly watching the unusually sleek and well fed vultures (13) circling over his cared for battleground, the Count's fiendishly clever mind hit upon the solution to the problem of manned flight.

As with all of the Count's projects, the strangely pale artisans of the area worked at a frantic pace to complete his design (14).

The newly finished Bat-Wing (15) was hoisted atop the highest battlement of the old Count's castle for launching and then took his place at the controls while tastefully attired in his famous all black flying suit. Alas, for the Count, the townspeople had hastened too much in their preparations of the aircraft and the invention of the pre-flight check list was still several centuries in the future, instead of covering the light framework with bat-skins, the machine was covered with thousands of live bats, each securely fastened in place with

masking tape. The craft was pushed from the tower at dawn (16) but, instead of being borne gently aloft on zepthers warmed by the rising sun, each of the myriad bats was driven by the frenzied desire to seek cover from the light.

Not upward did the Count's machine fly, but downward it plunged, until the delicate frame was smashed against the great belfry at the Cathedral of St. Petard, patron of munition makers, as the bats tried to fly under the eaves.

Count Vlad, unwitting inventor of the night fighter, was hurled from the wreckage and fell to his death far below, where he was impaled upon a tomato stake (17).

FOOTNOTES;

1. The presence of Capt. DeBis has never been adequately explained, anywhere.
2. Best known for his invention of the fig.
3. See Rise and Fall, the autobiography of Icarus of Crete, Immerious Press. See Feathers From The Sky, Kerr Von Plunk, Wetmore Printers.
4. This role has in recent years, been usurped by Israel.
6. He fell mortally wounded when his swprd, Erratum, went off as he was cleaning it.
7. And somewhat ghoulish, for he dated on dying words.
8. (?)!!!
9. There were none at all, not any, none.
10. The Count was, if nothing else, fastidious.

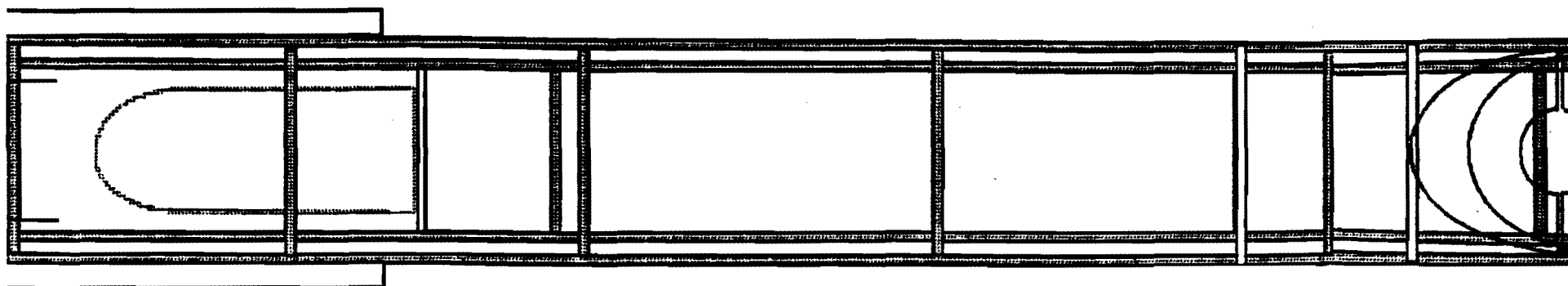
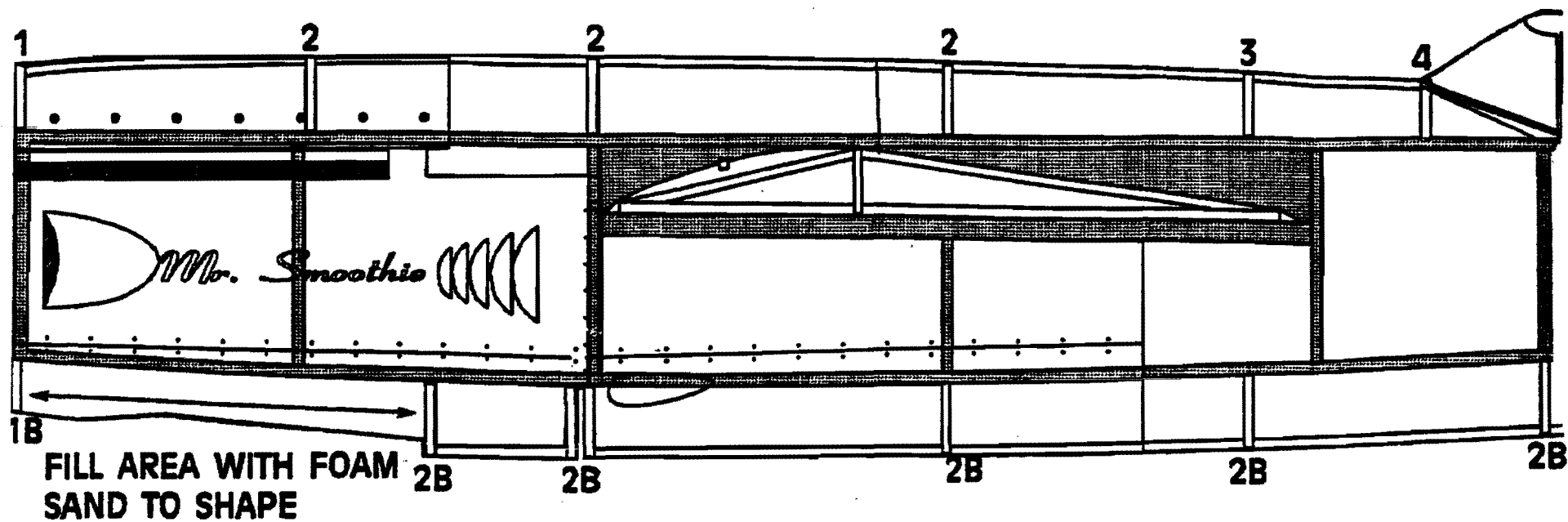
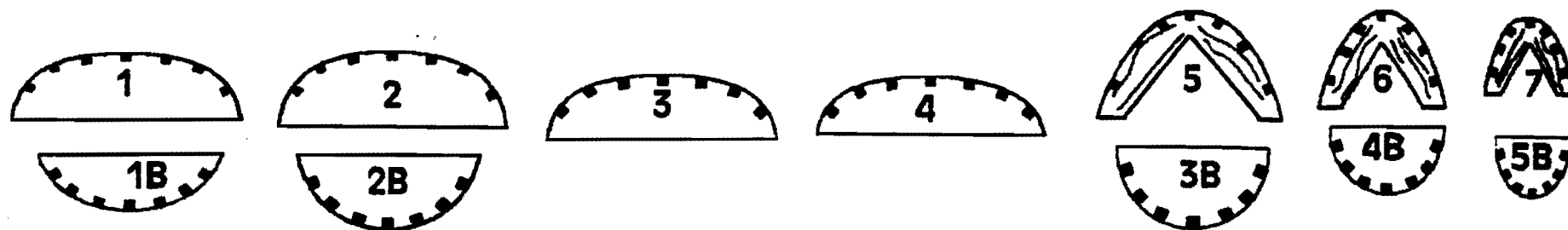
S.O.S.--S.O.S.

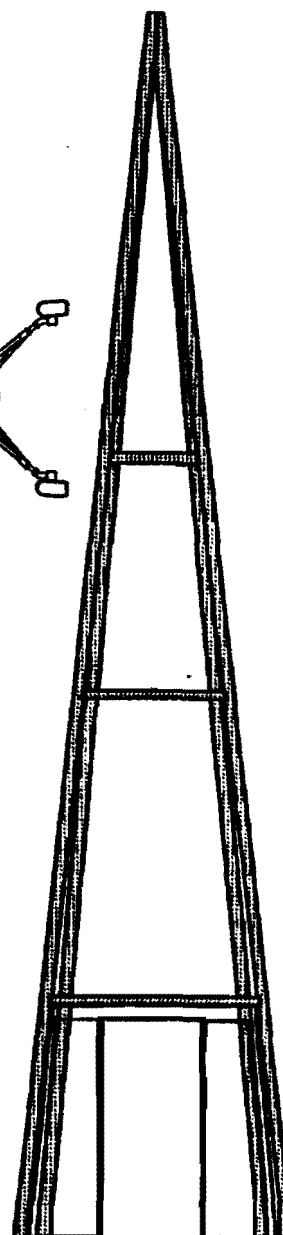
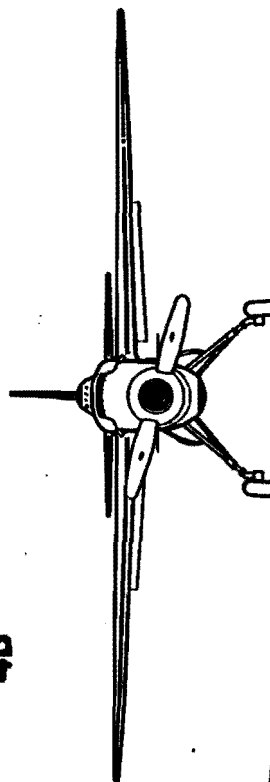
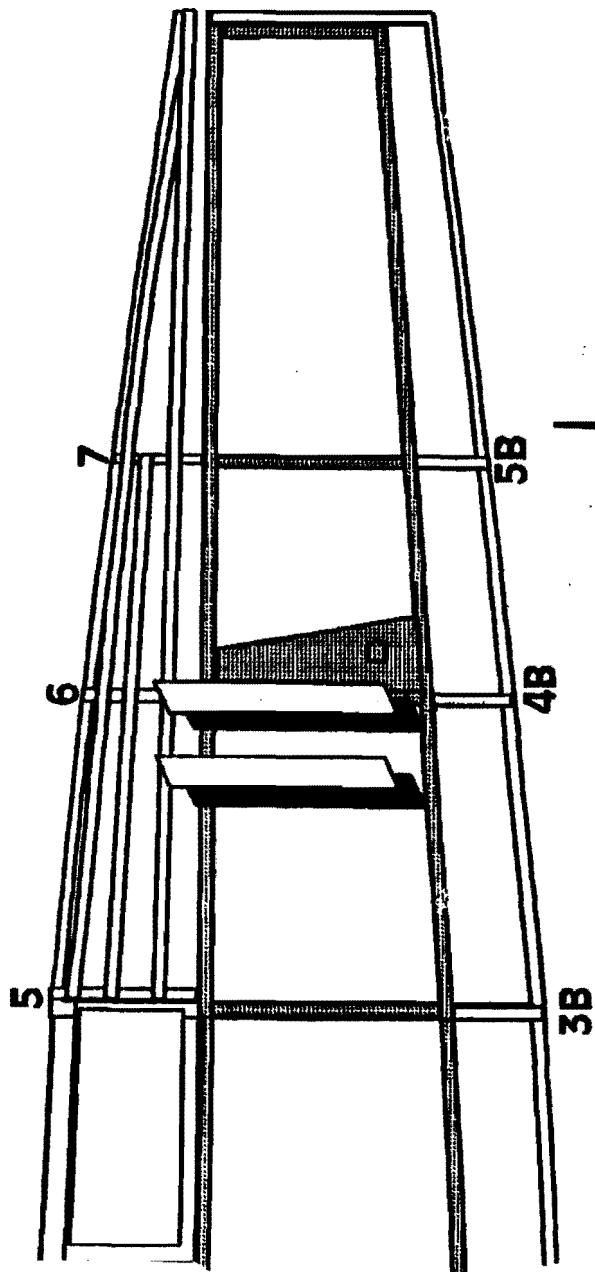
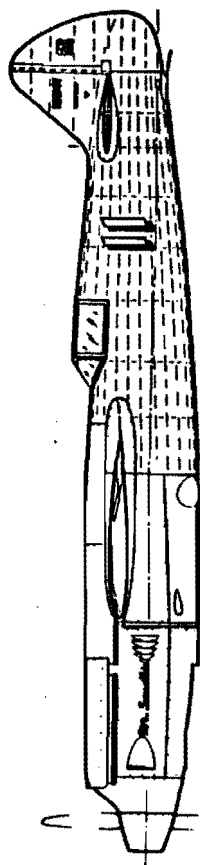
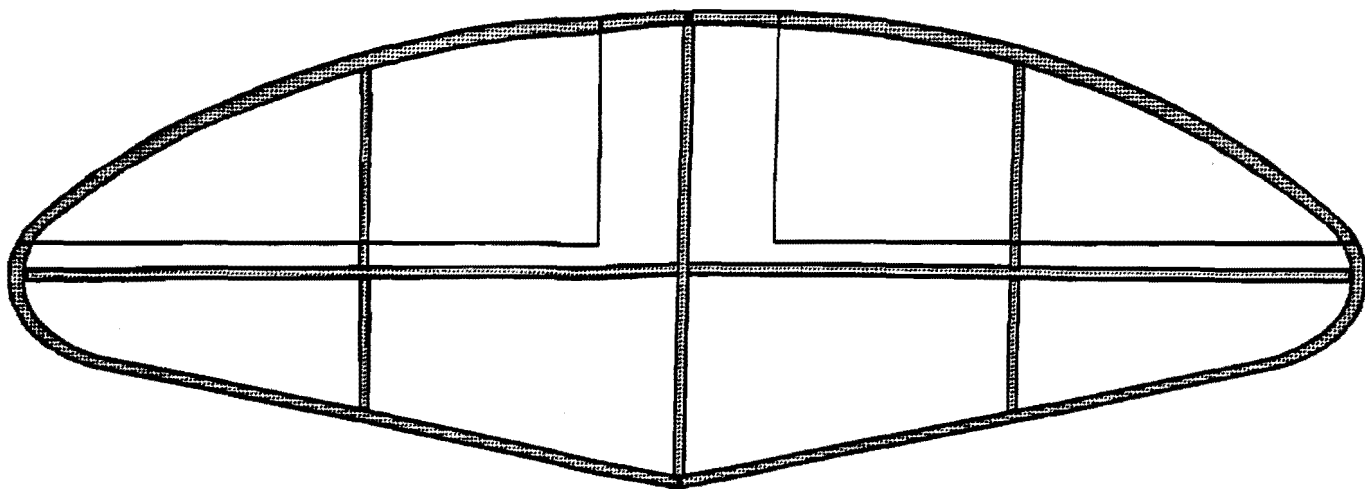
Wanted: Three views and/or any other info on the Loose Racer of 1935-36. Radial engined. Dave Smith, 1041 E. Rawhide, Gilbert, Az. 85234.



11. Right on!
12. The Count was type O positive.
13. The national bird of Transylvania, and of Hinkley, Ohio.
14. Lest the Count have designs upon them.
15. So named because it was to be covered with bat skin.
16. Tony Orlando was not available for this occasion.
17. It is thought that the author, Bran Stoker, may have been inspired by those historical findings to write his obscure, and very improbable novel!

This little epic is reprinted from the issue #78-4 May/June 1981 just for you Halloween lovers. However it will be new to most of you.





Listed below are the manufacturers and others who contributed merchandise to be used as prizes at the Flying Aces Nats Mk. VIII. We urge you to consider them when ordering plans, supplies, etc., Thanks to all of them for their contributions.

Easybuilt Models
Box 1059
Beamsville, Ont.
Canada L0R1B0

Watts-Up
120 Laura Rd.
Hamden, Ct. 06514

HiLine
Box 11558
Goldsboro, NC 27532

Wisconsin Plan Service
814 No. 36 St.
Sheboygan, Wi. 53081

1919-1939 Air Wars
8931 Kittyhawk Ave.
Los Angeles, Ca. 90045

John Grega Plan Service
355 Grand Blvd.
Bedford, Ohio 44146

Gulf Coast Model Plans
20007 Pinehurst Trail Dr.
Humble, Tex. 77396

Skyways
15 Crescent Rd.
Poughkeepsie, NY 12601

Old Timer Model Supply
6716 Noble
Van Nuys, Ca. 91405

Hannan's Hanger
Box 860
Magalia, Ca. 95954

Flying Aces Model Co.
1564A Fitzgerald Dr.
Suite 118
Pinole, Ca. 94564

Sig Manufacturing Co.
Montezuma, Ia. 50171

Lone Star Models
1623 57th St.
Lubbock, Tex. 79412

F.A.I. Model Supply
Box 3957
Torrance, Ca. 90510

Tom Nallen
17 Peter St.
Chicopee, Ma. 01020

Diels Engineering Co.
3769 County Rd. 93
Woodville, Ohio 43469

Gene DuBois
Box 30053
Acushnet, Ma. 02743

Scientext
48 Whitney St.
Westport, Ct. 06880



Above is the logo for the FAC Squadron #29, the Wasatch Mountain Devil Dogs. To join this squadron contact Phil Barlow, 4993 Regency St., Salt Lake City, Utah 84117.

If your squadron has a logo and you would like to see it displayed in the newsletter just send us a nice clear copy of it and we'll print it.

Contest Calendar

The Metropolitan Sports Squadron in cooperation with the National Park Service's Gateway National Recreation Area at Floyd Bennett Field in Brooklyn, is arranging for a yearly cycle of flying meets inside the huge Blue Nose Hangar. We plan to have a regular series of four week-end meets each year. We have two definite dates for this fall: Saturday and Sunday, October 24th and 25th, and Saturday and Sunday, November 14th and 15th. We have tentative dates for next year: the week ends of March 20th and 21st and April 17th and 18th, 1993.

Flying will start at 9:00 A.M. and continue into the evening. If there is enough interest, we can fly all night Saturday (the last modeler standing, wins).

The September 1992 issue of FLYING MODELS had a big photo spread covering our last meet, showing the wide variety of models -- including large rubber and electric scale -- that can be accommodated. This hangar is one of the best indoor sites in the east, measuring 450 X 150 feet, with 45 feet to the rafters and almost no drift. The building is well lit, but not heated, so we may be cold in November.

The October meet will be a fun fly and on Sunday we will have an organizational meeting to decide on the events, programs, and responsibilities for our future flying sessions.

For directions and details call or write:

Don Ross
38 Churchill Road
Cresskill, N.J. 07626
(201) 568-5272