

FLYING ACES

Club News

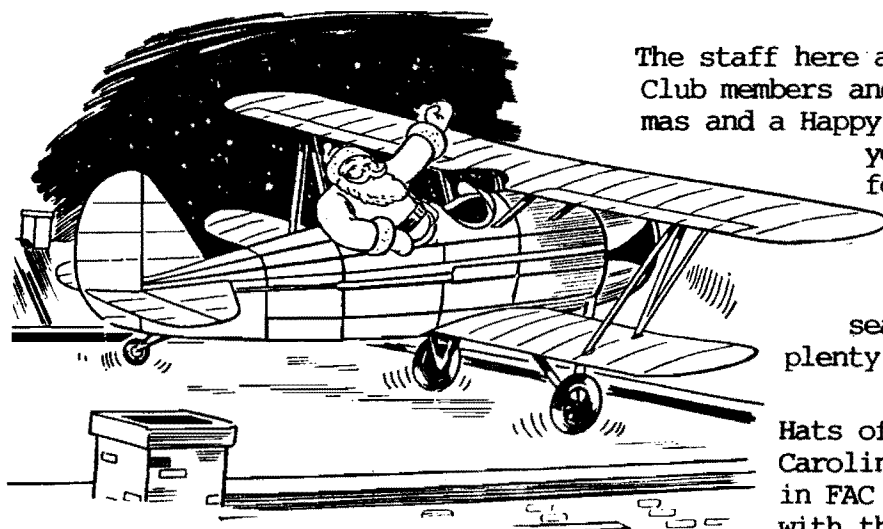
ISSUE #148-74 Nov./Dec. 1992



COVER STORY

Flying Aces Club members are a resourceful breed. The first contest was sanctioned before the airplane, as we know and love it, was even invented! We must thank C.C. Colby, oldtime Flying Aces artist, for calling attention to the Givaudan, Staekel, Ellehammer, and Dorand, among others. (As tastefully depicted in Flying Aces, February, 1936. (another fine cover by Bob Rogers)

NEWS ON THE WING!



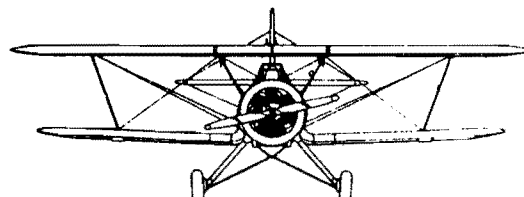
The staff here at GHQ wishes all of the Flying Aces Club members and their families a very Merry Christmas and a Happy New Year! May Santa Claus bring you that kit that you have been longing for or maybe a CO/2 motor or maybe one of those new electric motor outfits! Here's hoping for the best weather that Hung can provide for the flying season next year. Lots of thermals and plenty of "Kanones".

Hats off to David Smith, the one from South Carolina, for getting his sixteenth victory in FAC competition. We have awarded David with the "Blue Max Medal" for his achievement.

Two more Squadrons have been added to the rolls of the FAC. One of them is the very first squadron to be formed outside of North America. They will be flying the colors of Great Britain! Now all you Chaps who are members who live in England can join in the fun!

Squadron #35
71 Eagle Squadron
Lindsey Smith
Spring Meadow, Fyfield
Andover, Hants., SP118EL
England

Squadron #36
Possum Patrol
David Barfield
2000 Trophy Dr.
Marietta, Ga. 30062

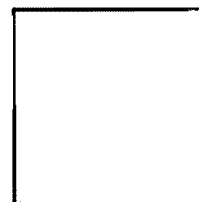


If any Clubsters live near these squadrons please give them a call, they will be glad to have you join them.

For a complete list of 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 the cost is \$15.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



There will be two big FAC contests for you Skysters in 1993 that will be put on by GHQ. One will be at Geneseo, New York on July 10 and 11 and one at the AMA flying site on the Labor Day weekend in Muncie, Indiana. We will have full particulars on both contests in the next issue of the newsletter. We do have the events finalized though and they are listed below. This early release should allow you plenty of time to get several models built so that you can get in on the action. We hope to see lots of models there at both contests. 3.

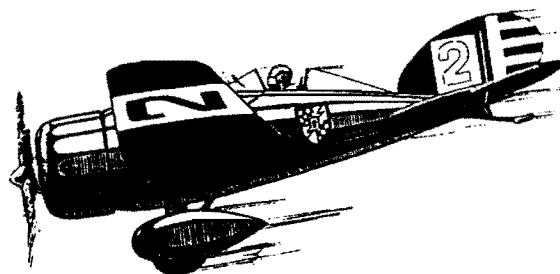
Events for the National Warbird Museum contest on July 10-11, 1993.

Saturday July 10

FAC Scale
FAC Peanut
Embryo
Pioneer Scale
Greve Race
World War One
Golden Age Military
FAC Old Time Rubber

Sunday July 11

Hi-Wing Peanut
Golden Age Scale
Jumbo Scale
FAC Power Scale
Thompson Race
World War Two
Multi-Engine Scale
FAC Old Time Rubber



The two race events, the two combat events, Golden Age Military and the Multi-Engine Scale events will be masslaunch events. You must show proof of scale to get past the 40 point scale rule. We are requiring this because there have been some models that were on the borderline. This way we can check them out if need be. FAC Old Time Rubber will be flown two flights each day and the best three of the four flights will be totaled for your score.

Because we don't know exactly what two days the meet at Muncie will be held we will just give you the events now so that you can get to the workbench and get busy.

The events are as follows; World War One, World War Two, Races (combined), Power Scale, FAC Scale, Embryo, Golden Age Military, FAC Old Time Rubber, Jumbo Scale, Pioneer Scale, Golden Age Scale, FAC Peanut and Hi-Wing Peanut. There you have it! Get those balsa chips flying!

The Flying Aces Plan Packet #2 is now ready Clubsters! The cost is the same as the first one, \$8.00 plus \$2.00 for postage. This plan Packet contains plans for 11 models on 16 sheets of 11 X 17 size paper printed on one side only so that you can build them right out of the packet. This Plan Packet #2 includes plans by Dave Stott, Pres Bruning, Tom Nallen, Jr., Hank O'Dwyer and Bill Miller. They range from Peanut models to FAC types to Embryo and No-Cal. By purchasing this plan packet it will help to keep the cost of membership down as well as letting us give you the larger amount of pages as you received in the Sept./Oct. issue. We still have Plan Packet #1 available if you haven't purchased one as yet, the price is the same as packet #2 listed above. Send your order to, FAC Plan Packet, 3301 Cindy Lane, Erie, Pa. 16506.

Don't forget that all contest results should be sent directly to Roy Courtney, 50 Woodside Dr. Elma, NY 14059 if you want your Kanones to be awarded to your event winners. Don't cheat them!

Two video tapes of the FAC-Nats Mark VIII will be available for purchase by the time you read this. More info further on the issue.

If anyone has a video tape of the FAC-Nats we will be happy to pay for copying it for GHQ. This is the only way we have of seeing what went on. Too busy to see much of the flying.

While on the subject of the FAC-Nats, we want to thank Bill Warner and Bob Clemens for the excellent coverage in Model Aviation and to the editor for the many pages allowed, thanks also to Earl Van Gorder and Bob Hunt of Flying Models for their great coverage and to Roy Courtney and the National Free Flight Digest for Roy's article. Also to Chris Weinreich for his coverage of the contest at Muncie in the NFFS Digest over the Labor Day weekend. GREAT!!

Thanks to all who contributed to this issue of the Flying Aces Club Newsletter. We can't do it without you. So please keep all that good "STUFF" coming in to GHQ.

Airmail Pals

Dear Lin,

I hope you will publish this letter to encourage some of the bench sitters out there. I just had a great experience that I would like to share. After fiddling around with rubber powered models on my own for the last four years, I finally joined a squadron and went to my first contest. At the urging of Dave Rees, to whom I had written for tips, I joined the closest squadron, the Calumet Escadrille, which flies at a site 170 miles from my home. Last week I went to my first meet and had a great time. Not only did I meet a great bunch of guys and have a lot of fun but I also won first place in the Golden Age event with one of my models that I thought was mediocre at best (Nicholas Beasley NE-3 from the Dave Rees plan). Both of the airplanes I flew performed better under contest conditions than at home, largely because of help, tips, and encouragement from the great bunch of guys in the squadron.

I went to the last two meets at Lawrenceville but just hung around watching and asking questions. I was sure nothing I built would be competitive. It was fun but I now know it was not nearly as much fun as participation. It was a thrill to win the first time out but that was just the frosting on the cake. The best part was just getting together with a group of guys who share the same interest. My thanks to Phil Cox and others in the Calumet Escadrille for the warm welcome and all the encouragement. Also thanks to Dave Rees and Larry Kruse who have helped and encouraged me by mail, Ed DeLoach who shared his expertise and enthusiasm with me at the last Lawrenceville meet, and to you, Lin and the other FAC Founders and staff. What a great organization and group of people.

To any other bench sitters out there: Join a squadron and enter those models that you think are a little too heavy or a little too warped or have some other imperfections making them unacceptable for public display. Like me, you probably don't know how to trim them either, but then, who knows? You may be pleasantly surprised. I guarantee you will have fun.

Mel Roth

(ed. note...the Calumet Escadrille is a typical FAC Squadron, they are all the same caliber, they'll help you in any way.)

CAPTAIN DeBRIS

and the

Handley Page P.O.Y. Water Bomber

CHAPTER FOUR

DeBris pushed up his goggles and leaned to the right of the windscreen. His handlebar moustache whipped in the slipstream. Then he realized he was about to make a fatal mistake. The field was a lawn covered with people. Captain DeBris was about to drop in on one of the "season's" most prestigious galas, Lord Simpering's annual garden party.

The Lion began to make its thrashing sounds again. The Water Bomber, throttle to the firewall, vibrated in a series of major and minor harmonics unheard of even in Covent Garden. Hundreds of Lord Simpering's guests screamed in panic. They ran, they fell, they pushed over tables, they pushed over each other. They trampled over Lord Simpering. Clothes were ripped, hats were flattened. DeBris was certain the airplane was on the verge of a stall and pulled the water jettison lever. His altitude was about fifteen feet and he leaned out of the cockpit to wave to several guests he recognized. Lord Frittering made the blunder of waving back to DeBris. He was immediately seized by three drenched guests who dragged him toward the trees. Someone shouted "Get a rope!" DeBris closed the water jettison valve. He barely cleared the hedge at the end of the field, then disappeared from sight and sound.

The washed-out garden party with thinned ranks slowly began to recover. Ambulances and medics arrived. A contingent of police arrived just in time to cut down Lord Frittering before proceedings passed the point of no return. He was quietly driven home in a police car. Three days later, he remembered he had taken Lady Frittering to the party. Lord Simpering called the survivors together and apologized for the inconvenience and threatened vengeance on the Dastardly bounder who had exhibited such a lack of manners. Hadn't seen such a rum show since he'd been strafed in the trenches in Wipers in '17.

While Lord Simpering's garden party re-assembled, two black saloon motorcars quietly arrived. One brought two Scotland Yard C.I.D. men. The other, a Bentley with a pretty blonde chauffeur, brought two Air Ministry representatives, complete with black bowlers, black umbrellas and sallow complexions. The two C.I.D. men questioned Lord Simpering. The two from the Air Ministry wandered into the party. The taller one had a military moustache and a perpetual expression of vague bewilderment and said little. The other was clean shaven and maintained a running commentary of testy complaints. They seemed interested mostly in cricket.

DeBris held the bomber at 300 feet and quickly reasoned the shortest route to Cricklewood was on a reciprocal heading. He eased the aircraft through a skidding 180 and lost only about 100 feet of altitude. The motor began to make groaning noises again. DeBris' chances of returning to Cricklewood were dim as the dining room of a Congo gopher hole.

Dead ahead was Lord Simpering's tree-lined lawns and posh but damp garden party. The Water Bomber was losing altitude. DeBris had to fly between the trees. Lord Simpering's guests milled about. Incipient panic developed at a rate commensurate with the Bomber's rate of decent. Many guests and his Lordship defiantly refused to run. DeBris remembered the water jettison lever and pulled it; he traded water for altitude and the Water Bomber was at the optimum height for maximum spray area. Lord Simpering's Garden party was washed out again.

continued next issue.....

SCIENTIFIC HI-FLYERS

Well Skysters, the first annual Scientific Hi-Flyer contest is over and the final standings are on the right. Although there were not as many entries as we had hoped for, we will do it again next year. We are telling you now so that you can get one of these neat flying models built. Phil Cox will get another "Kanone" for his victory as well as a plan prize. BUILD--FLY--WIN--EFF--AAA--CEEE!!

Pilot	Plane	Bonus	Time	Total
1. Phil Cox	Curtiss Robin	0	81	81
2. Padre Anderson	Mr. Mulligan	0	69	69
3. Mike Hines	Curtiss Robin	0	65	65
4. Wayne Brock	Monocoupe	0	57	57
5. Walt Leonhardt	Fokker D-VII	15	37	52
6. Jim Kutkuhn	Piper J-4	0	20	20

* * Scale Judging WWII * *
Mumbo Jumbo #53 from the pen of the Glue Guru

Salutations, disciples! Today we shall savor the wisdom of Bob Thumbsome on the subject of models suited for the WWII event. In the past we have poked some fun at Mr. Thumbsome, suggesting that he lacked in acuity. Actually I have the greatest respect for his accomplishments, pitiful though they may seem to those of normal intelligence. In at least one respect he is a true savant: he knows WWII prototypes and has a certain gift for recognition. As a result, he has judged an extraordinary number of FAC WWII events. Below is an interview, dead straight, conducted at the 92 Nats.

Glue Guru: What is the most important aspect of any model judged for WWII combat?

Bob Thumbsome: Overall resemblance to the real airplane.

GG: Is more consideration given to a complex prototype?

BT: No. What does count are outlines for control surfaces and attributes such as air scoops, exhausts and canopies.

GG: What about employing 2 bladed props rather than 3?

: No penalty. We try to be realistic. Similarly, we don't ask for radio masts or antennas or aileron horns. Store bought decals are perfectly OK. Rivets are definitely not required.

GG: What else counts heavily?

BT: Windows, markings for flaps, landing gear doors, etc. Above all - is the color scheme correct?

GG: Is white an acceptable substitute for aluminum?

BT: No.

GG: What about gun barrels?

BT: They count only if the prototype had pronounced gun protrusions.

GG: What advice would you give modelers trying to pass inspection?

BT: Try for an uncluttered, clean model. If you can't get the detail right...well, make an attempt. The only way to get clobbered is not to try.

GG: What about those prototypes with a controversial service record? How do you stand?

BT: I accept the 100D, the SAAB and the Caudron Cyclone.

GG: Last words?

BT: In the end, this business is subjective. If you feel treated unfairly, remember: we're pursuing an art and art has nothing to do with fairness. In close decisions, especially on whether the model is a ghost or not, the contest director should be brought in to approve the verdict. Even so, somebody may end up pretty sore about the decision. That's the nature of the beast and we all have to accept it.

ED. NOTE... THE 100-D IS A NO-NO!



WANNA BE A PILOT???

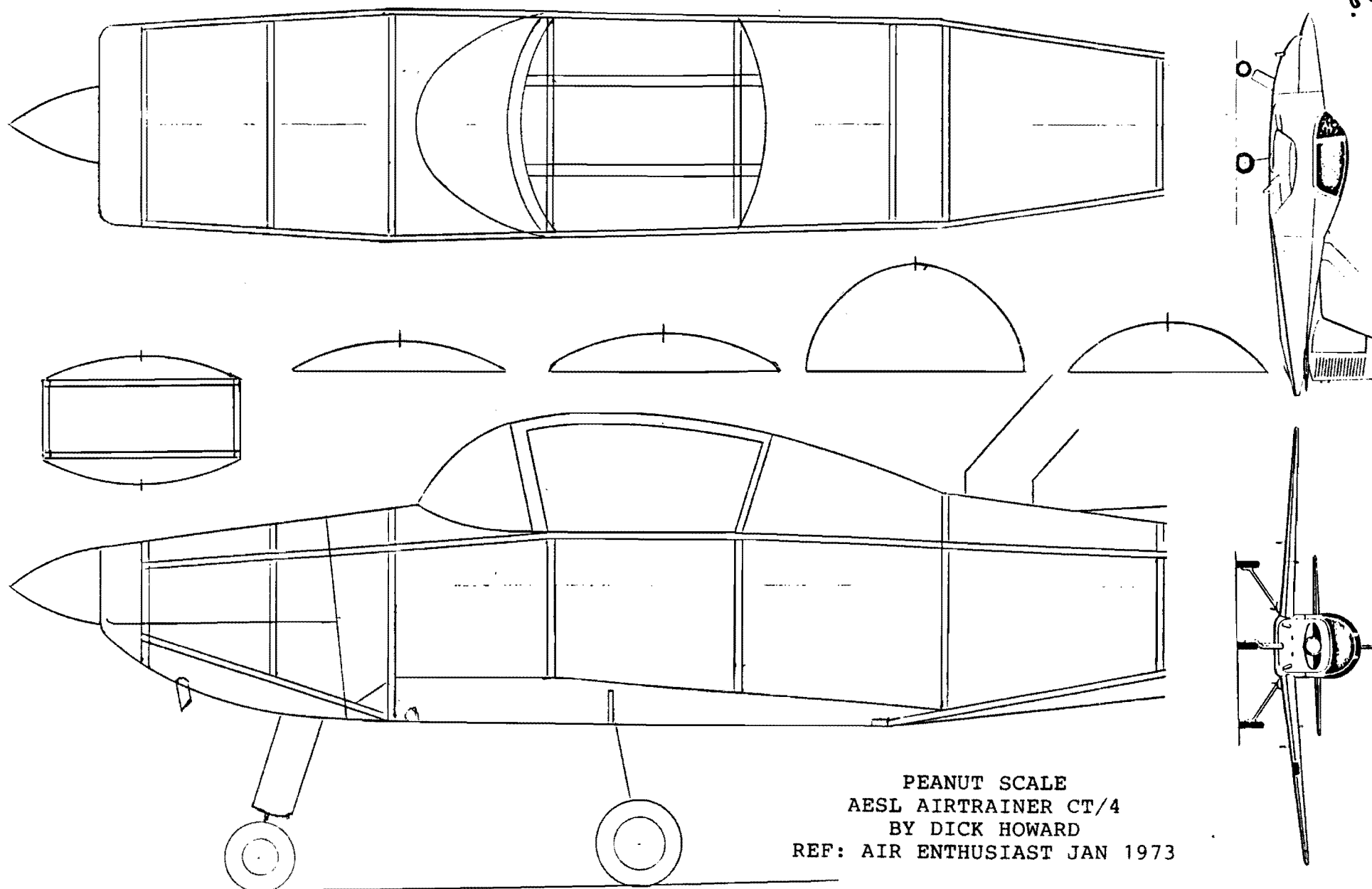
The following was written by a fifth grader who wanted to be a Navy Pilot:

"I want to be a Navy pilot when I grow up because it's fun and easy to do. Pilots don't need much school, they just have to learn numbers so they can read instruments. Pilots should be brave so they won't be scared if it's foggy. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous except pilots. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick because if I do, I couldn't be a pilot and would have to go to work."

Lifted from the National War-plane Museum newsletter.

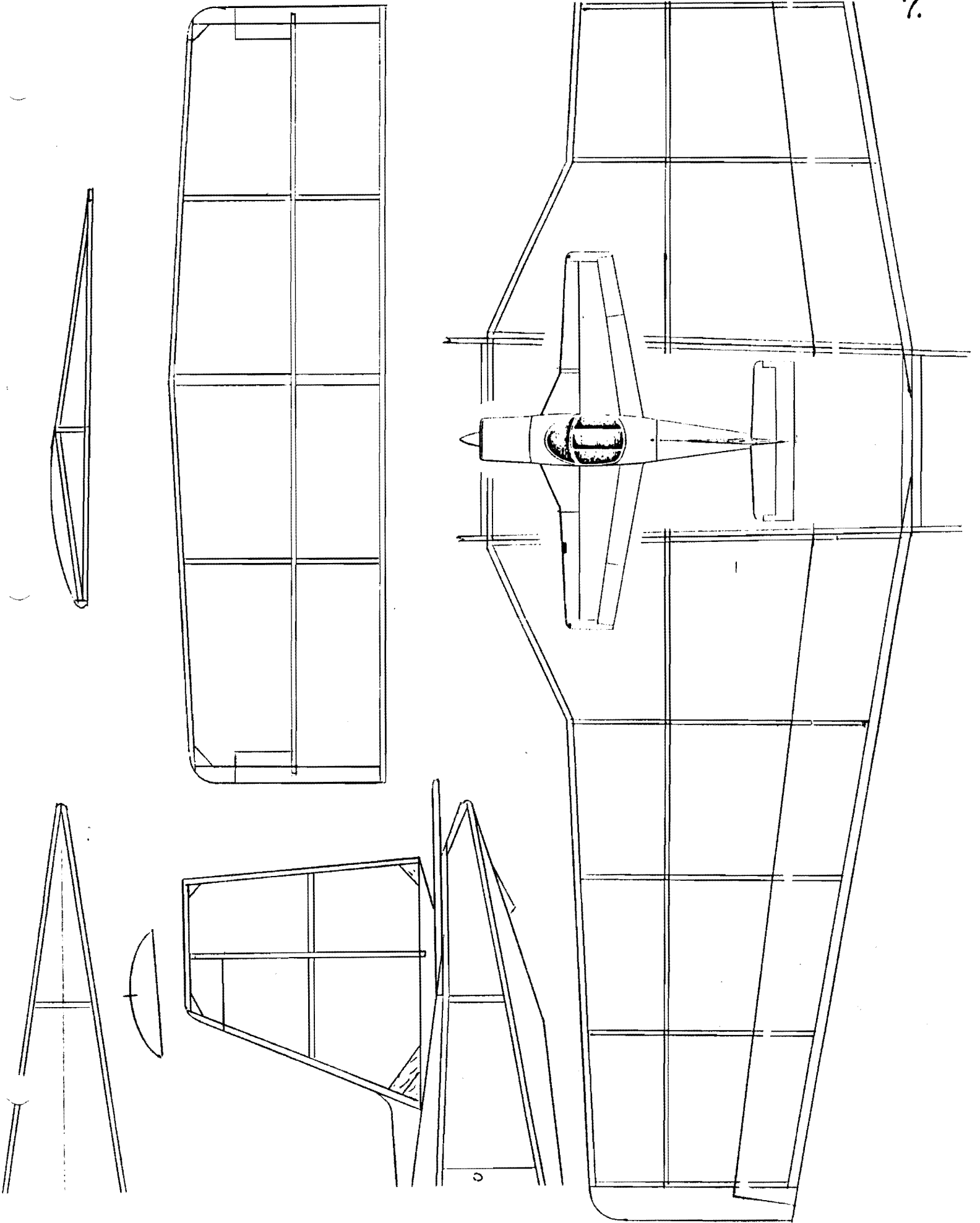
S.O.S.

Wanted to buy; Torque meter with front and rear clutch releases and has a hook up front to release wound motor. Sidney Gilbert, 955 Patterson Dr., Sarasota, Fla. 34234 Phone (813) 355-0554.



S.O.S.

Wanted; Scale documentation for these rare birds, 3-views, photos, specs, etc., 1) Farman Jabiru with 4 engines in tandem pairs at ends of winglets, 1924? 2) Bleriot 125 (1930), 3) Caudron C.641 Highspeed twin mailplane, 4) Loose Races, shoulder wing 1933 version.
 Bruce Holbrook, 106 Maypoint Rd., Apt 11, West Royalty, P.E.I., Canada C1E1T6



THE ZEN OF RUBBER-POWERED FLIGHT

By Dave Vanderlinde

Zen is an ancient Japanese philosophy that attempts to raise the level of confusion and frustration in its novice members to such a frenzied pitch that a sudden "enlightenment" or insight into reality is achieved. This brings to mind enormous parallels between this mysterious and esoteric pursuit and the building and flying of small rubber-powered aircraft. Let us imagine a scene in which the lowly novice nervously sits before his austere and serene master so that the master might judge his progress in "The Zen of Rubber-Powered Flight".

Master; So, Grasshopper, tell me, have you achieved true rubber-powered flight yet?

Student; Well, yes and no, master.

Master; Please explain yourself.

Student; Well, I get my plane to climb sort of okay but then instead of transitioning into a nice glide it goes into this hideous death spiral. The crashes are ghastly!

Master; And what have you done to correct this problem?

Student; I started tweaking and steaming this and that until my model was so bent it looked like a flying potato-chip!

Master; I see. Please continue.

Student; (growing more agitated) Finally, after hours of tweaking and changing the ballast, and the prop, and the rubber size, I got the damned thing to glide decently. But then it wouldn't climb! And when I fixed the climb then the glide went all to hell! Please Master, help me. I am losing my mind over this thing!

Master; What model were you given to build, Grasshopper?

Student; (nearly crying) That hideous Walt Mooney peanut scale Culver Dart.

Master; A low-wing?

Student; (sobbing) Yes Master. Truly a plane from Hell!

Master; Have you noticed, Grasshopper, that your attempts at trimming have been going in circles?

Student; (recovering his composure) Circles? Why, yes, now that you mention it I have been going around and around in my attempts to achieve trim.

Master; Have you also noticed that this airplane is like a complex knot in that each time you attempt to loosen the knot in one place by "tweaking", as you say, to improve the glide you tighten the knot in some other place, as is seen when this "tweaking" spoils the climb?

Student; Yes, yes. I am beginning to see what you mean. But tell me please Master, how will I ever achieve true trim!

Master; Such things are difficult to achieve, Grasshopper. Some say impossible!

Student; But Master, many before us have gone O.O.S. Surely perfect Trim was achieved by them!

Master; We all aspire to fly O.O.S., Grasshopper. That perhaps is our curse. But to achieve such things by "tweaking" or moving the C.G. around, or trying to discover some "magical" prop only takes us deeper into the dilemma.

Student; But how then are we to ever achieve trim?

Master; Do you remember when you first came here to our modeling monastery and we sent you out to look for "a field of tall grass" in which to practice your trimming skills?

Student; Oh yes, Master. It was like hunting for the proverbial snipe. The advanced students all had a good laugh as I searched in vain for this fictitious field. I felt humiliated.

Master; But this feeling of humility is the necessary first step in our odyssey in search of trim. Now that you have seen that all your tweaking efforts are in vain you are ready for the next step. You must continue your tweaking with utmost diligence and determination. Pursue perfect trim with everything you've got, as if your very life depended on it. But while in intense pursuit of trim you must keep this koan (some call it a "nonsense problem") in mind: "The wingless peanut flies O.O.S."

Building Tip

To make light compound-curved features easily, such as cabins, cockpit fairings and tailcones, carve the feature out of foam, coat it with aliphatic glue, sand and repeat until smooth. Now remove all the foam which is not bound by the glue, and you have a very light shell to which tissue can be attached with dope or thinned white glue, or which can be painted.

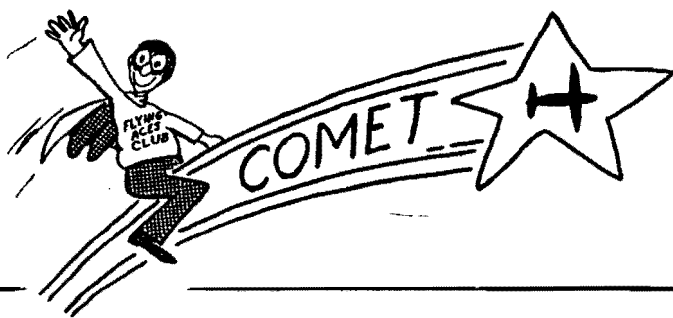
Bruce Holbrook

Student; What?! But... but that's ridiculous!

Master; Grasshopper, we here at the monastery are grown men who build and fly tiny wood and paper airplanes. Be careful who you call ridiculous!

Student; But Master...!!?

Master; That is all for today. Take up your balsa and tissue, and fly!

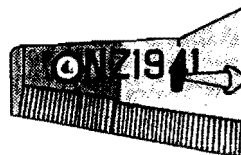
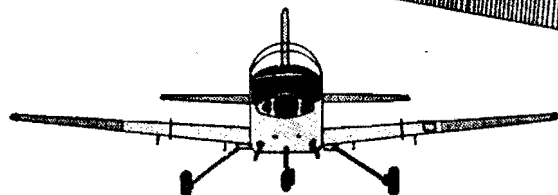
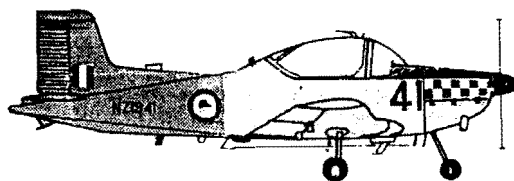
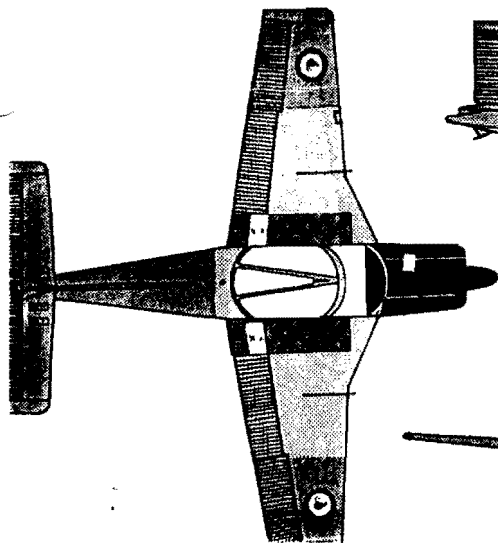
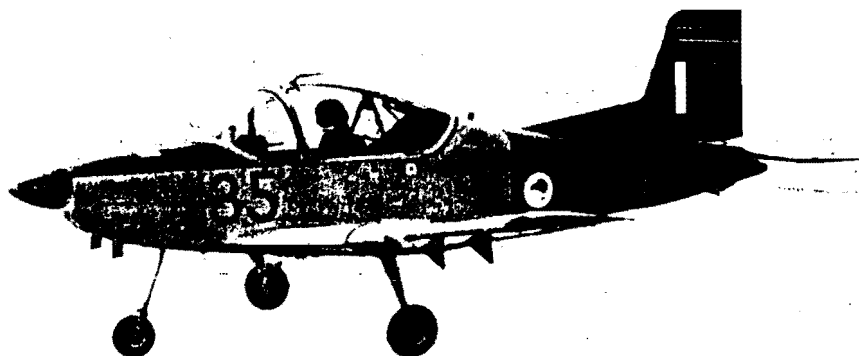


The Comet Postal Contest for 1992 is now closed out and the winner is Gordon Roberts. Although Gordon is the top winner in FAC competition we believe this is Gordon's first win in a postal contest. Gordon will get one more "Kanone" and a plan prize as well. Better hurry to the workbench and start building for next years Comet Postal contest Clubsters.

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

9.

CT/4B AIRTRAINER



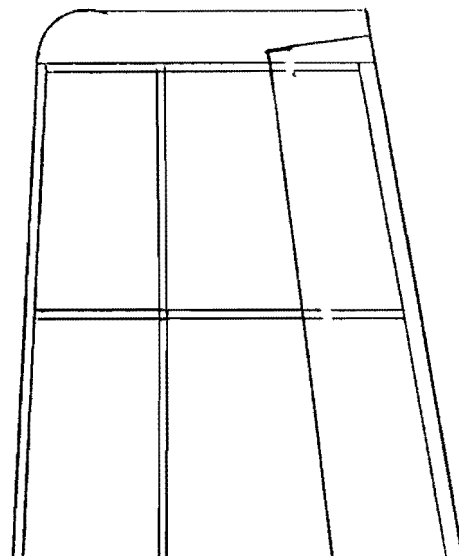
COLOR SCHEME FOR THE RNZAF CT-4

The CT-4 has had only one color scheme since delivery. The primary colors are light gray and orange. Light gray: forward fuselage, inner wing surfaces top and bottom, wing flaps top and bottom, canopy frame lines and main undercarriage legs. Orange: outer wing surfaces and ailerons top and bottom plus complete rear fuselage, tail and tailplane surfaces and propellor spinner.

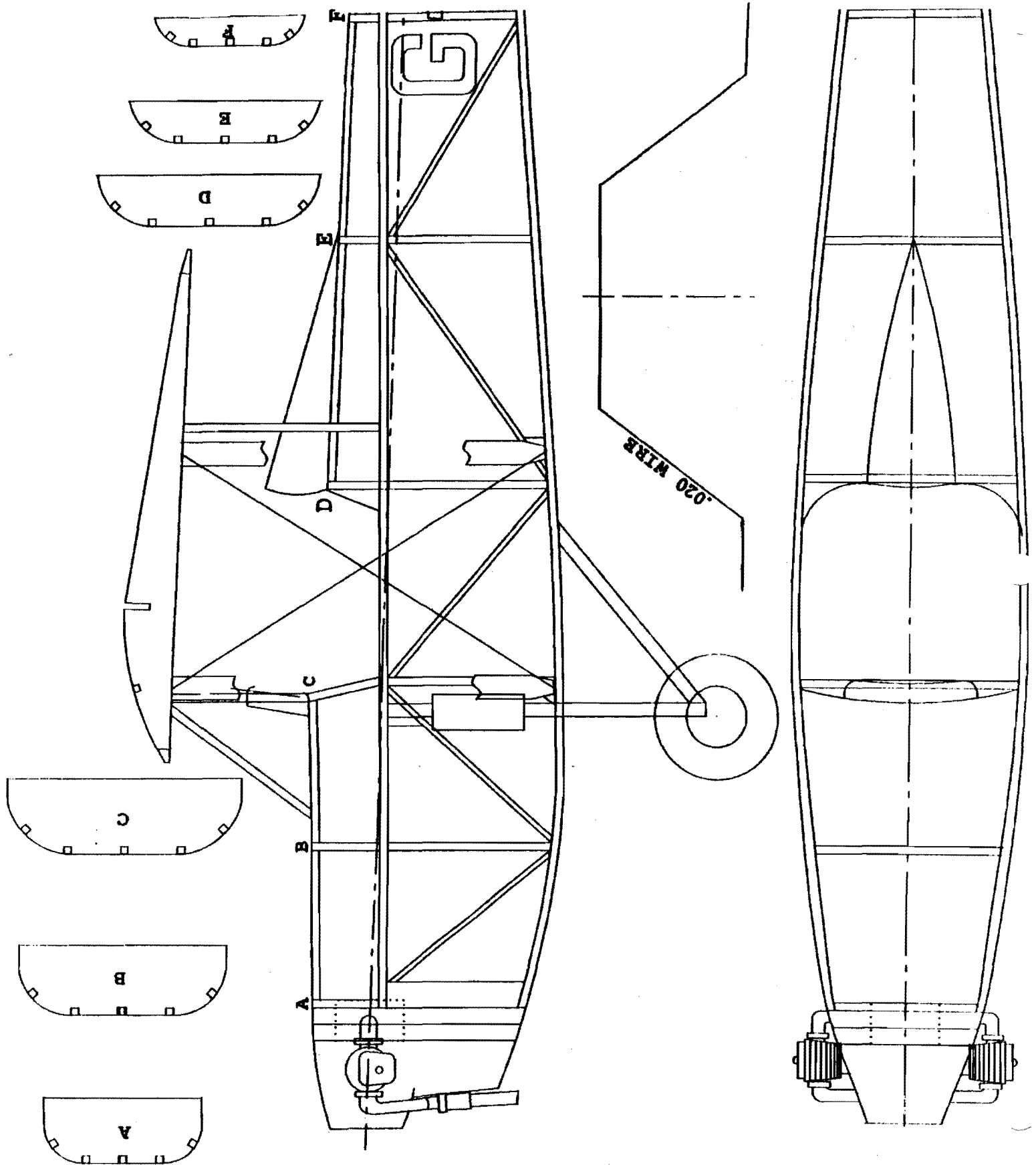
The fin flash is red white and blue, with red toward the leading edge. The roundel is blue and white with a red Kiwi bird in the center. The checkered panel on the fuselage was red and white and only used on aircraft of the aerobatic team. The basic paint scheme has never changed.

Plane	Bonus	Time	Total
Taylorcraft	0	330	330
Curtiss Robin	0	258	258
Curtiss Robin	0	137	137
Fairchild 24	0	125	125
Taylorcraft	0	104	104
Fokker D-VII	15	88	103
Grumman Avenger	5	92	97
Taylorcraft	0	86	86
Puss Moth	0	80	80
Piper Cub	0	64	64
Ercoupe	10	51	61
Hawker Hurricane	10	51	61
Stinson SR-7	0	60	60
Wiley Post "A"	15	29	44
Curtiss Robin	0	44	44
Allied Sport	10	31	41
Aeronca Seaplane	15	27	42
Grumman Avenger	5	35	40
Douglas A-26	25	13	38

Pilot	Rank
Gordon Roberts	1.
Dick Dunmire	2.
Mike Ransom	3.
Jim Kutkuhn	4.
Dan Briehl	5.
Dave Stott	6.
Gene Smith	7.
Mike Zand	8.
Gene Smith	9.
Darold Wilken	10.
John Koptonak	11.
Dave Stott	12.
Jack Phelps	13.
Walt Leonhardt	14.
Walt Leonhardt	15.
Walt Leonhardt	16.
Dave Stott	17.
Dave Linstrum	18.
Darold Wilken	19.



10.



LUTON MINOR

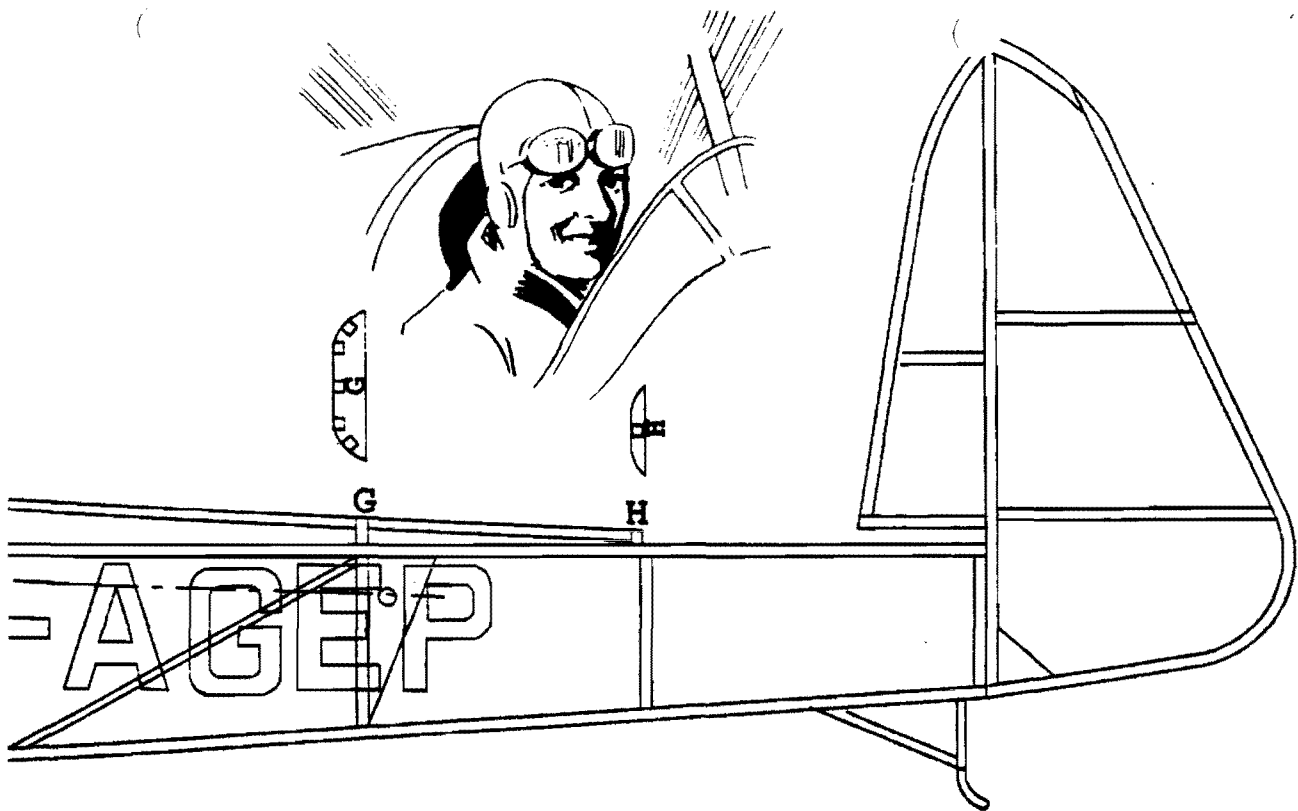
1936 BRITISH LIGHTPLANE

SCALE REFERENCES

AERO MODELLER - MAY, 1953

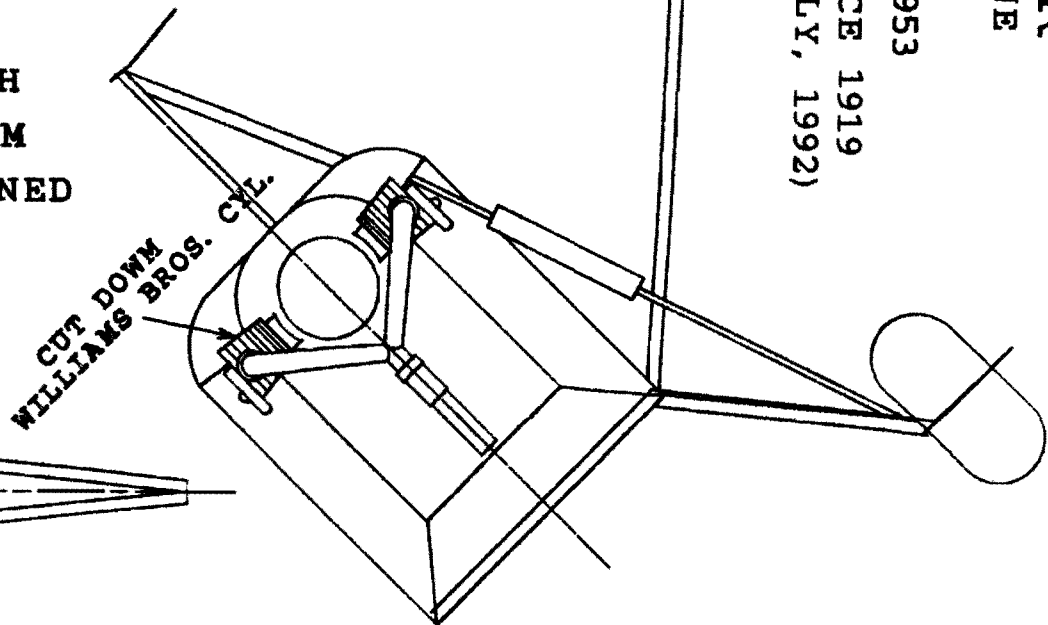
BRITISH CIVIL AIRCRAFT SINCE 1919

DRAWN BY: DAVID LIVESAY (JULY, 1992)

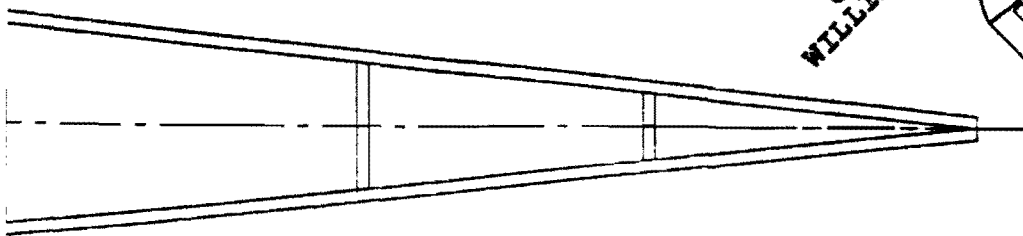


COLOR

G-AGEP HAS BLUE FUSELAGE WITH
WHITE LETTERS, REST IS ALUMINUM
DOPED WITH BLACK LETTERS OUTLINED
WITH WHITE ON WINGS



CUT DOWN
WILLIAMS BROS. C.L.



Airmail Pals

To; Lt. Col. Lin Reichel, CinC-FAC

Re; Flying Aces Club News.

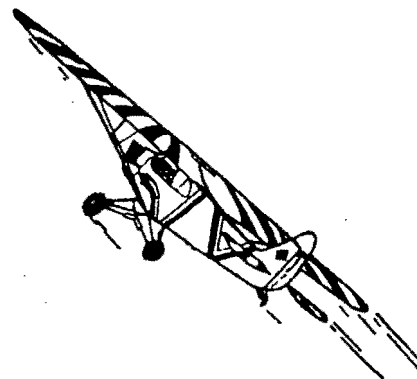
Here's nine bucks. Keep the FAC News coming. Been enjoying it for years now. Keeps me up on the news, has good plans, good humor and good informational articles.

As an example of useful information, Mumbo Jumbo #52 (Prop dia.) was quite timely. First, the problem. The GHQ Aeromarine Klemm plan calls for a "straight pitch" propeller - simply a pair of blades of 1/16 balsa stuck in a square hub at about a 30 degree angle. Quite typical of dime models. As an old prop carver who looked down his nose at such inefficient horrors, I always carved a helical pitch prop anyway. This time, for a change, I followed the plan and made a straight pitch prop, not expecting much. The good news (bad news?) is that the model flew as well as I would have expected with a proper prop. How to explain this? Looking in Jumbo Mumbo #52, it is stated that the inner 30% of the diameter is not useful, and the tip also, so most of the thrust comes from around 2/3 to 3/4 radius. Now, sighting across a helical blade at from 60% to 90% diameter, there isn't a great deal of twist. Could it be that the simple three piece propeller was a lot better than I thought? Well, I could carve a prop of the same pitch to compare. Um - what is the pitch of a straight pitch prop? Perhaps I should look further before deciding. Lockheed's "Vehicles of the Air" on page 241 states "A very curious development in propeller practise has been the highly successful use of propellers with "straight pitch" - that it, with blade angles not varying from hub to tip, thus defying most theories of propeller construction. It was with such a propeller, of uniform blade width, that Glenn Curtiss flew at Rheims, France, in August, 1909, on which occasion it was experimentally determined that a scientifically designed and perfectly constructed Chauviere Propeller...materially slowed Curtiss' biplane." That seemed a good hint not to try comparing, for perhaps the helical prop wouldn't show devastatingly better performance.

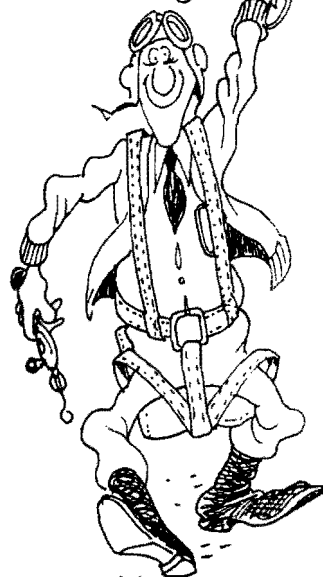
Typical of GHQ models. there are no more ribs than needed - nor most other parts either - but it has the Klemm lines, and flies slowly and realistically. The simple, and even more importantly, inexpensive, prop shows well.

In the end, the philosophy of the FAC prevailed. Don't get uptight about perfection - enjoy.

Regards, Vern McIntosh



Below is the clublogo of the Scale Oldtimers Society or better known as the SOTS (?) This is a very active group. If you live in their area give them a call or write. Tom Sanders, 9 Kern Drive, Perkasie, Pa. 18944.



DIELS ENGINEERING, INC.



P.O. BOX 263
AMHERST, OHIO 44001

WE HAVE MOVED!! SEE THE NEW ADDRESS SHOWN ABOVE

NEW KITS AVAILABLE IN FEBRUARY 1993
ORDER NOW FOR FEBRUARY DELIVERY
KIT #20 NORTH AMERICAN 0-47, 1/24 SCALE
PRICE EACH \$22 PLUS \$3.50 SHIPPING
KIT #21 ME-109E, 1/24 SCALE, PRICE EACH
\$20 PLUS \$3.50 SHIPPING
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TOTAL CATALOGS \$2 OR FREE WITH ANY ORDER

ELECTRIC FREE FLIGHT INTRODUCING!

THE **DUAL MINI-6 MOTOR**



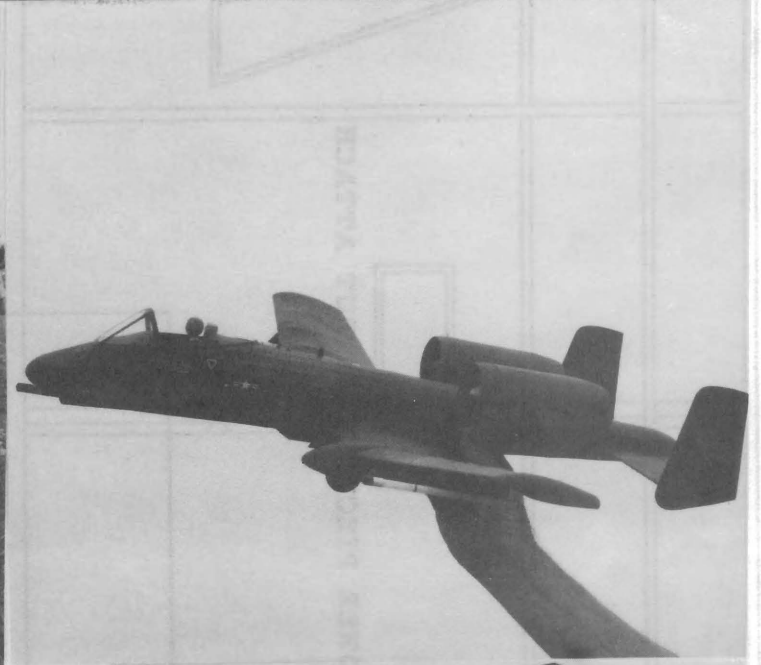
• Two 6 Watt Motors geared together
• Spins a 7" prop
• Powers 150-225 sq. in., 5-7 oz. models

HiLine
ELECTRIC MODEL AIRPLANE MOTORS

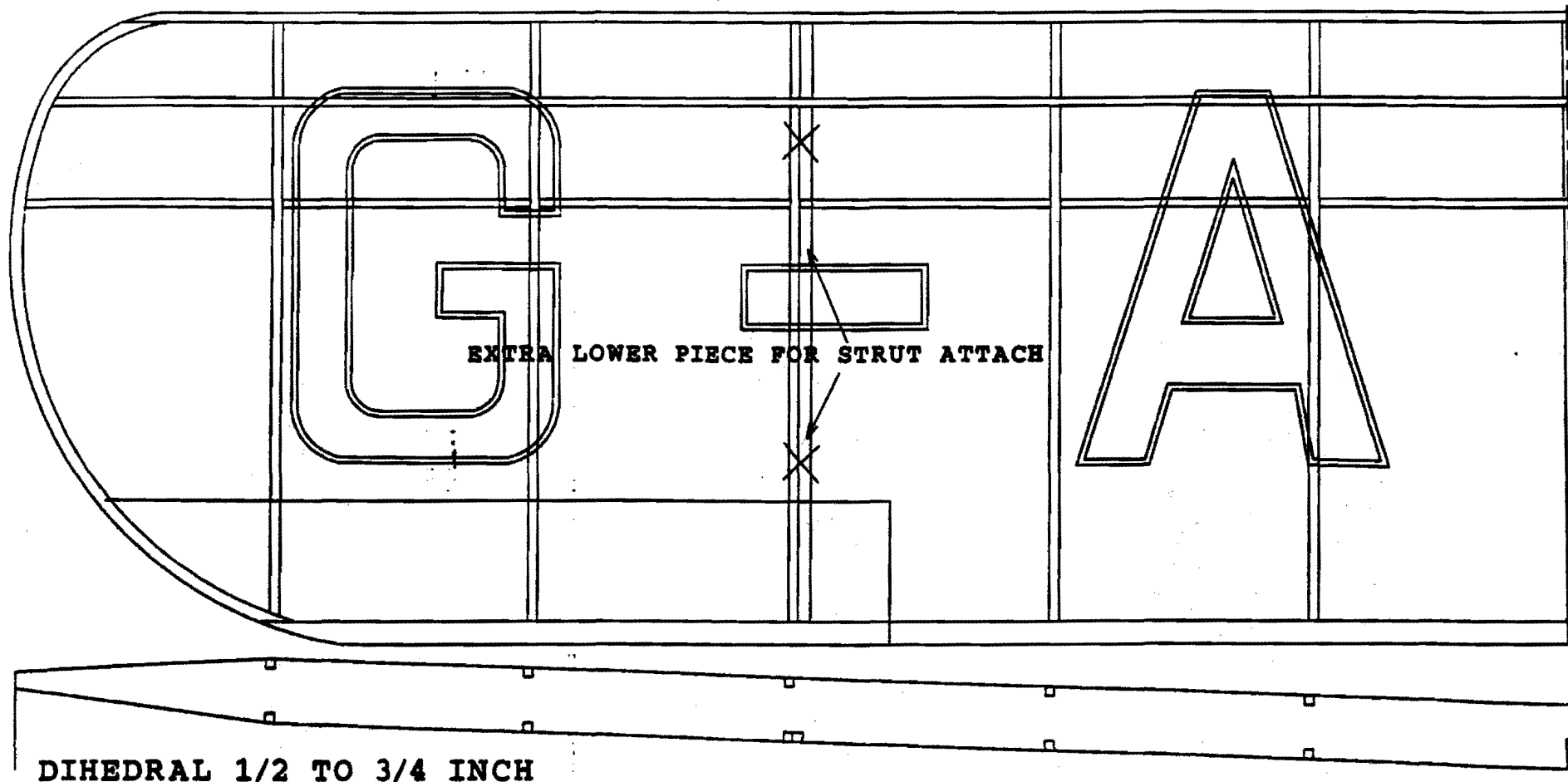
Assembled motor, prop, and wiring harness.....	\$29.95
NiCd battery 3 x 150 mAh.....	\$12.95
NiCd Battery 4 x 150 mAh.....	\$17.95

Please add \$2.50 postage/handling to your total

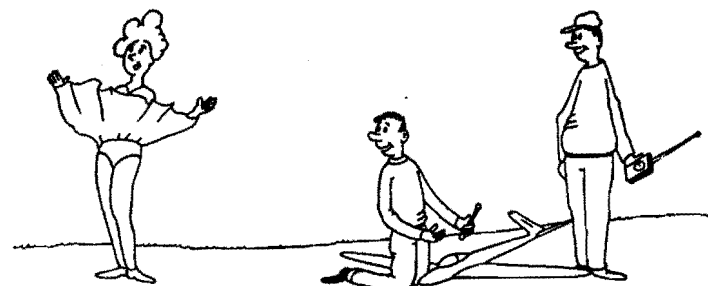
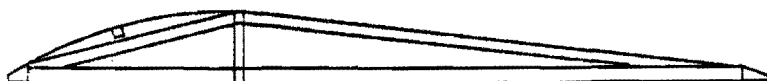
PO BOX 1155B, GOLDSBORO, NC 27532



All photos by Roy Courtney. Top row; Joe Barish with his electric powered Mabousin, nice flyer. Real nice looking AT-6 by Chris Starleaf, Chris is a great builder. Middle row; Mike Midkiff preparing his Grumman Wildcat for the Battle of Midway event, came in second. Achievement award winner, Dave Rees' AT-10 Warthog, twin ducted fan electric. Bottom row Another neat model by Pres Bruning, this time a peanut of the Arado 198, you have to see it to believe it! Mike Nassise and his own design of the Farman 400, pretty good flyer.



ALL OTHERS CRACKED RIB CONSTRUCTION
AS BELOW

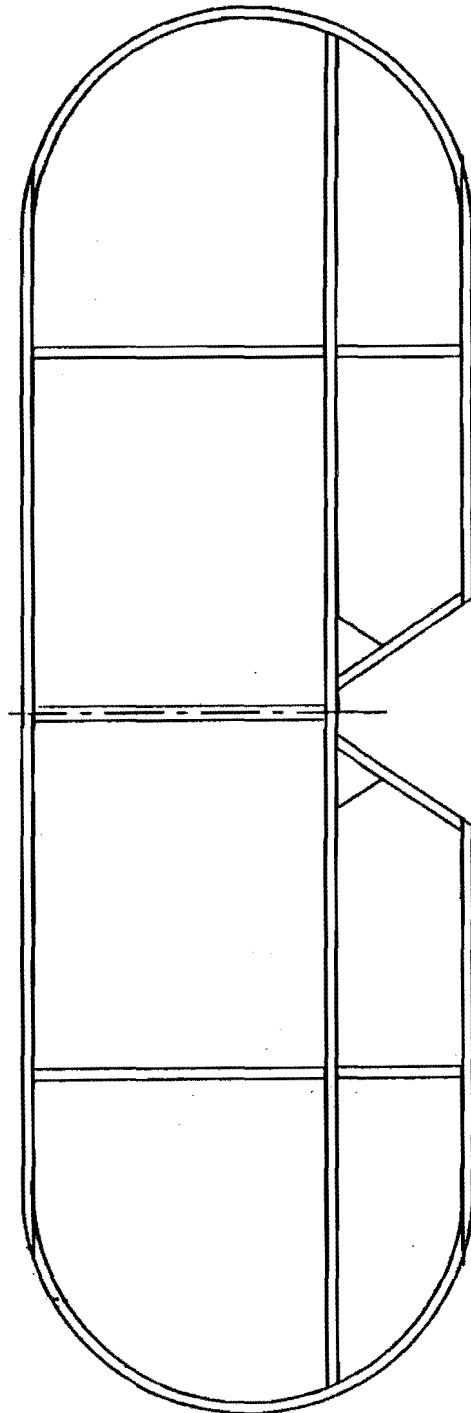
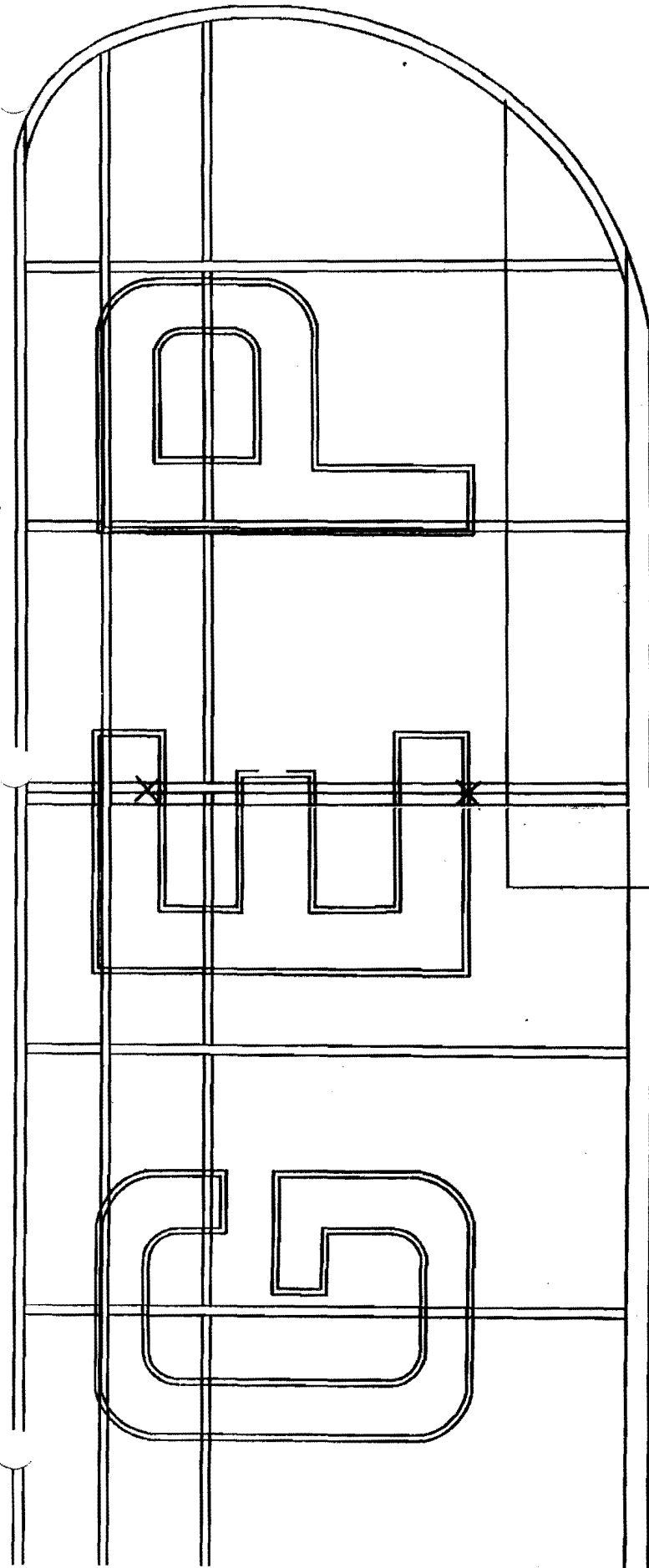


Looks like some strong thermals
today, Joe!

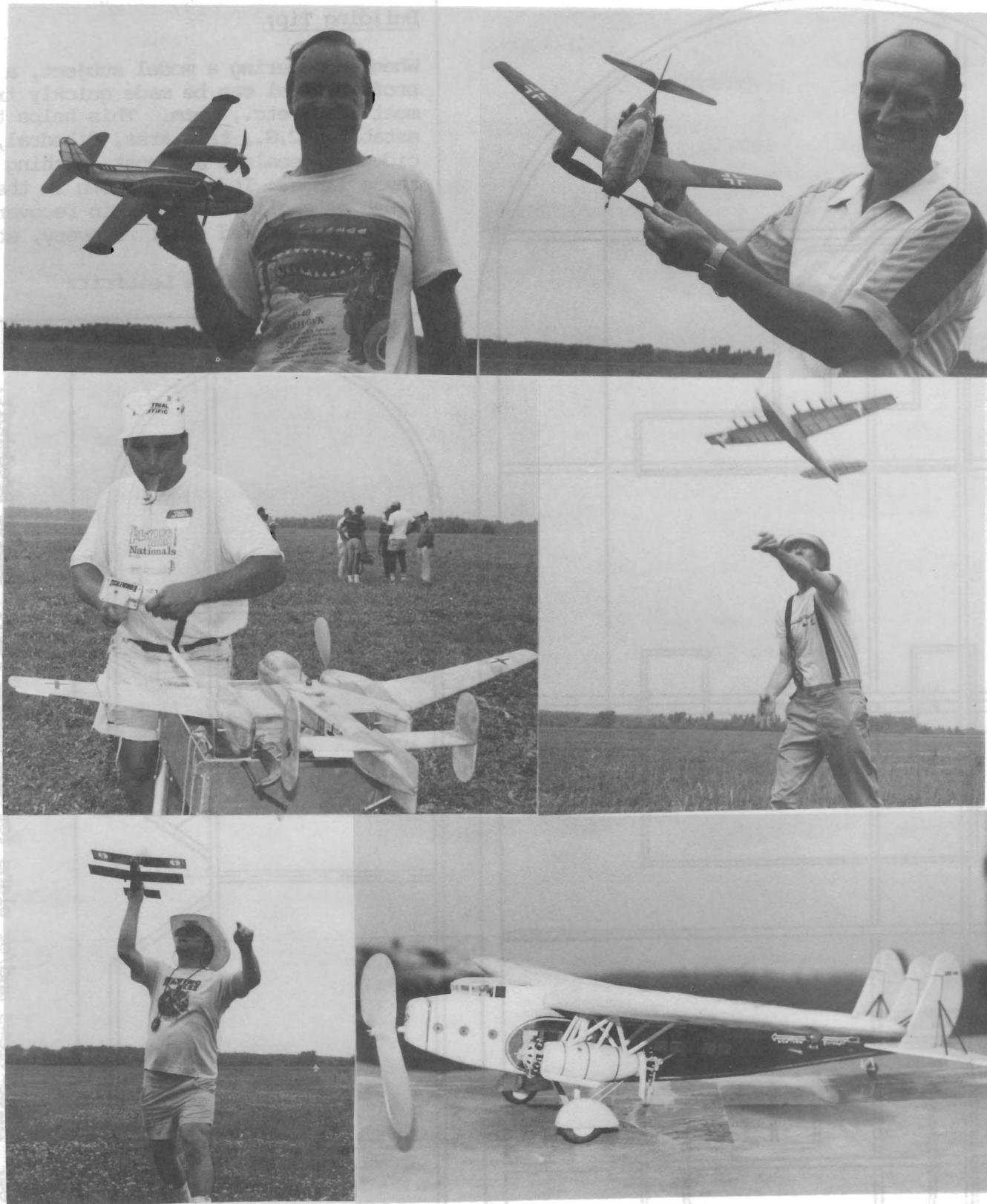
Building Tip;

When considering a model subject, a small profile model can be made quickly from meat tray, etc., foam. This helps to establish C.G., tail area, dihedral, incidence, decalage and most anything along these lines. It can be flown in the house as a glider. Try spin recovery, turn and bank and stall recovery, etc.

Dick Leibfritz



S.O.S. Wanted; Three-views and/or plans for the Hosler Fury. George Bredehoft,
815 Licking View Dr., Heath, Ohio 43056.



Top row; Pres Bruning and his brand new Grumman Turbo Goose, shows lots of potential. A great flying ME-262 by Allan Schanzle, and we do mean GREAT! CO/2 powered, Maxes easy. GHQ's own Terror of the Skies, Dave Niedzielski with his Arado 240, Dave was KO'd by his own model. Grayhawk, AKA Al Lawton launching his Jumbo Hughes "Spruce Goose", won Jumbo. Bottom row; Dave Smith (Az.) launching the DH-6 in WWI combat, good subject. Fokker F-32 peanut by Paul Boyanowski, model won the Walt Mooney award for outstanding peanut model. Plans to appear in the newsletter soon. Both photo pages are from the FAC Nats, Mk-VIII.

HOBBY COUNTER

"Iron" Mike Midkiff has two new plans for sale, the first is the RAF FE2-B at 36 inch span for electric power and a very nice version of the Sopwith Schneider floatplane at 26 inches for rubber power. Both plans are Mike's usual easy-to-follow type and should be excellent flyers. Price is \$6.00 each postpaid. Send to; Gulf Coast Models, 2007 Pinehurst Trail Dr., Humble, Tex. 77346. A S.A.S.E. will get you a complete list of plans available.

Al Lidberg has come out with some more of those Mini semi-kits for Old Timer models. This time he has the Playboy Senior, the Trenton Terror and the Record Breaker. All are about 1/4 scale and are designed to be flown with rubber, CO/2 or electric. All have awingspan of about 22 inches. They come with a complete sheet of building instructions, fine balsa printwood and the plan. All you have to supply is the strip wood, tissue and whatever power you want to use. The price is (for FAC members) \$6.00 each plus 20% postage for a total of \$7.20 for one. If you would like to order all three then the price will be (all 3)

rolled in a tube, \$21.00 postpaid. A sixteen page catalog can be had for \$1.50 extra. Send your order to; A.A. Lidberg, Model Plan Service, 614 E. Fordham, Tempe, Az. 85283.

Harding Productions, 4782 Unity Line Rd., New Waterford, Ohio 44445 has produced a video of the FAC-Nats MK VIII. They are offering for sale for \$24.95 which includes shipping. The tape should be available December 1, 1992. Almost forgot, Ohio residents must include \$1.50 tax. We haven't seen the tape as yet, but his previous tapes that we have seen are excellent.

The ULTIMATE INDOOR FILM...This is the thinnest mylar film produced to date. Compared to ultra film it is, on the average, 25% thinner and 23% lighter. It is easy to handle and does not display much static cling. \$20.00 for 12" X 20' plus \$2.50 shipping anywhere in the U.S. Make checks payable to: Wayne Trivin, 7408 W. Hanna Ave., Tampa, Fla. 33615.

"NOT SOLD IN STORES!!"
OFFICIAL AUTHORIZED -BY- GHQ

17.

1992 FAC NATS!

The Video

The Official Video record of the worlds' Premier Free-Flight Flying Scale event. held at the National Warplane Museum, Geneseo, New York.

Exciting highlights! West Coast Luminaries square off against the Eastern Experts while the Kudzu Korps, Texas Terrors, and Dreaded Detroiten Geschwader and other squadrons give battle in the skies! Meet world class modelers and see them display and fly their incredible model aircraft. See the new electrics and ducted fans as well as unbelievable multi-engined bombers and other wonders.

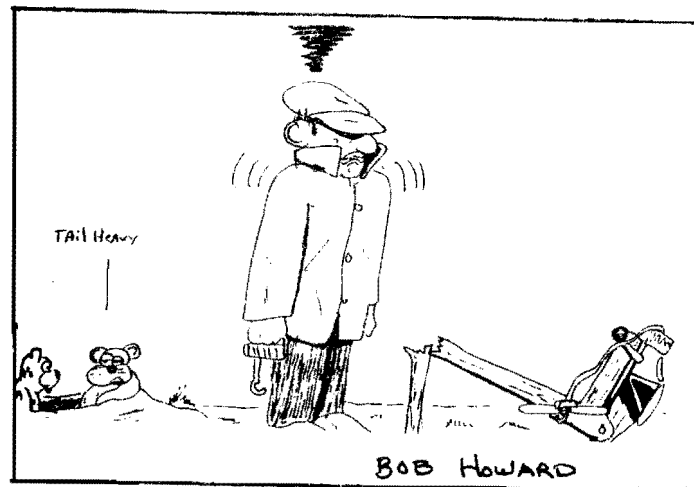
To order, send Check, or Money Order to:
Swamp Squadron, FAC, 1503 Clairdale Lane, Lakeland, FL 33801 USA
Please Type or Print Legibly

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USA-VHS Only.
Cost per Cassette
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Canada, add \$1.75 for postage. Overseas orders, please add \$10.00.

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☐ 1990 FAC Nats ☐ HANGER FLYING With the Flying Aces
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JOURNAL

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18.

COWLING AIR BYPASS



MAKE ONE LEFT AND ONE RIGHT.



FOCKE WULF FW-190

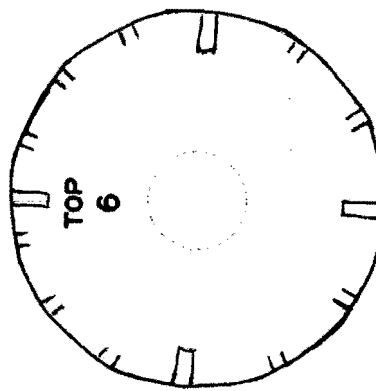
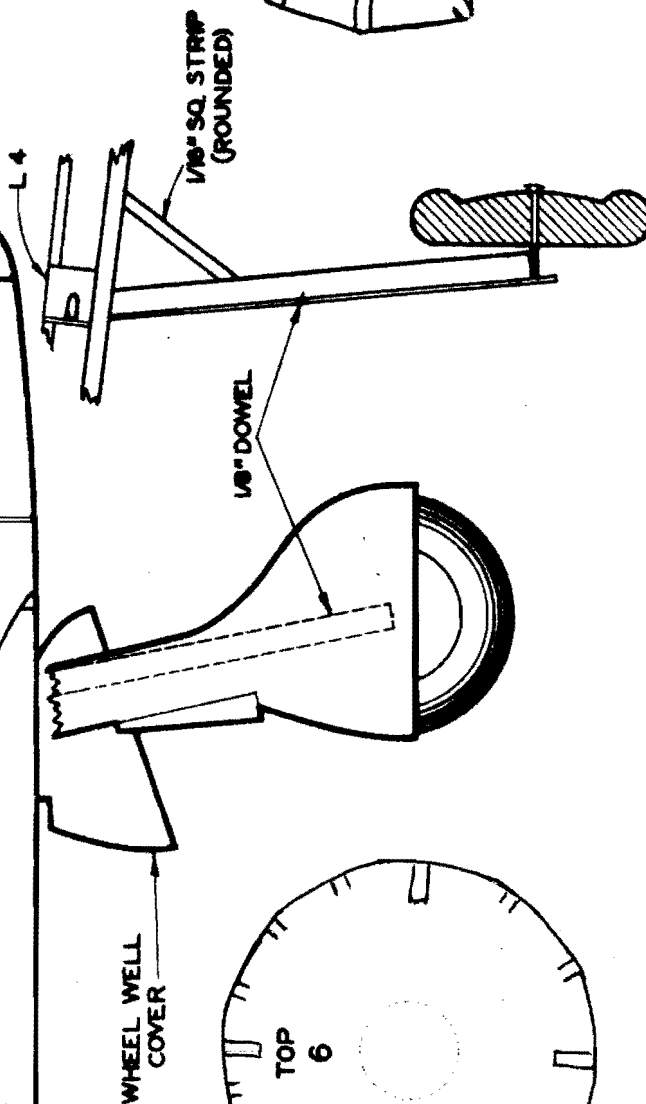
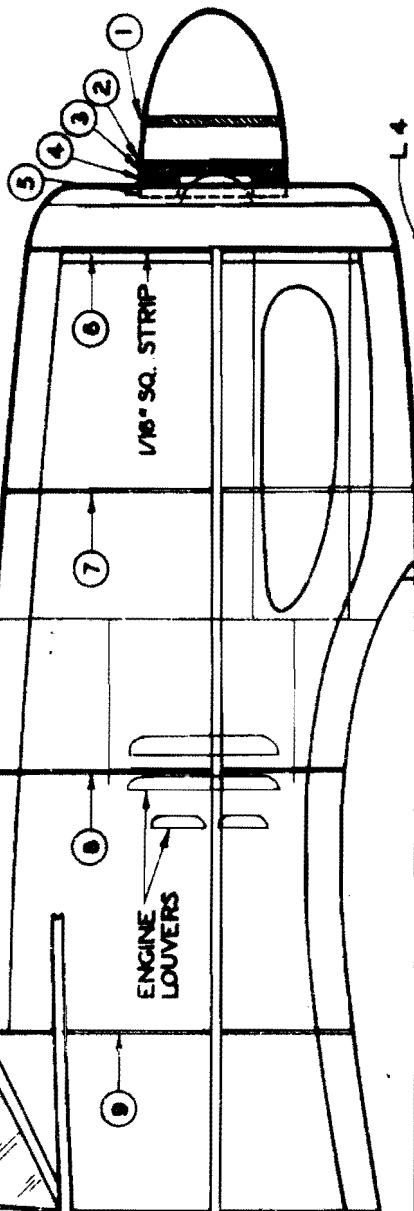
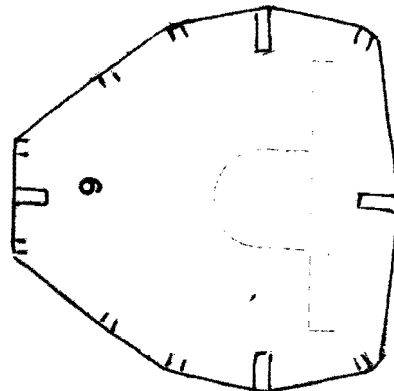
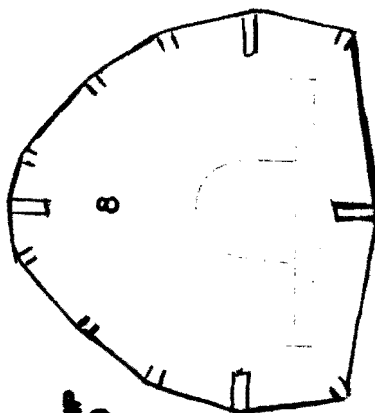
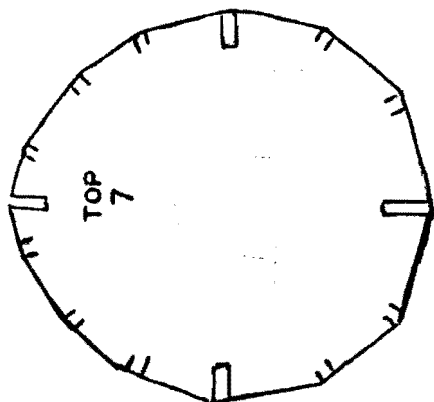
WINGSPAN 18 INCHES

LENGTH 15-5/8 INCHES

KIT NO. E 7

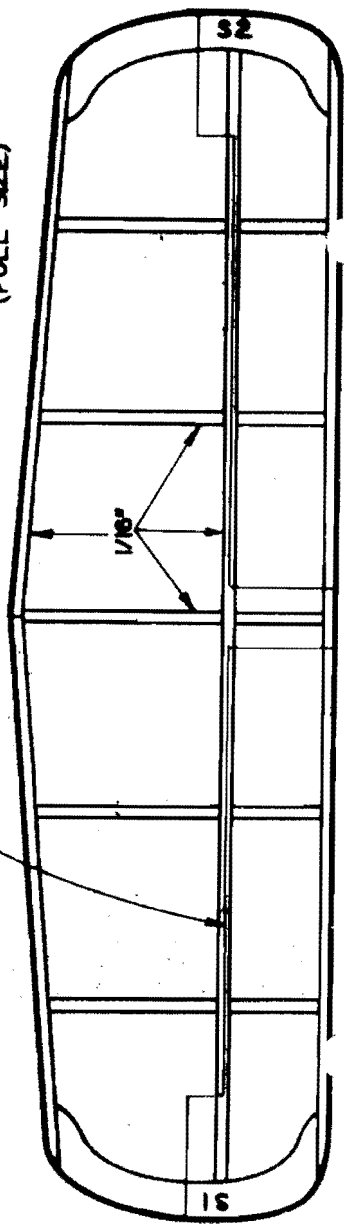
DRAWN BY *Hollis Freeman*

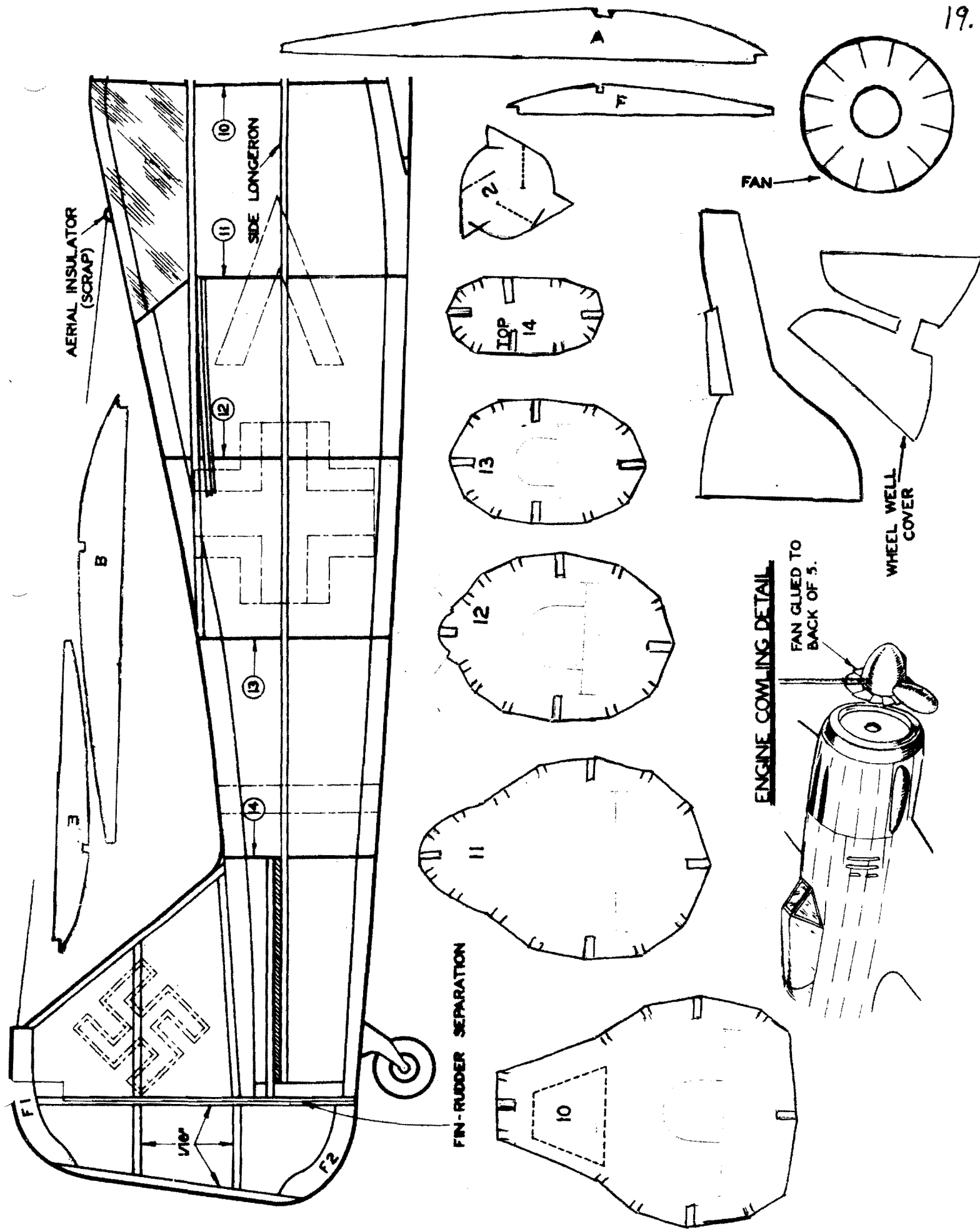
Copyright 1943 by COMET MODEL AIRPLANE & SUPPLY CO



LANDING GEAR
(FULL SIZE)

STABILIZER - ELEVATOR SEPARATION





SHOCK ABSORBING LANDING GEAR

by Jake Larson

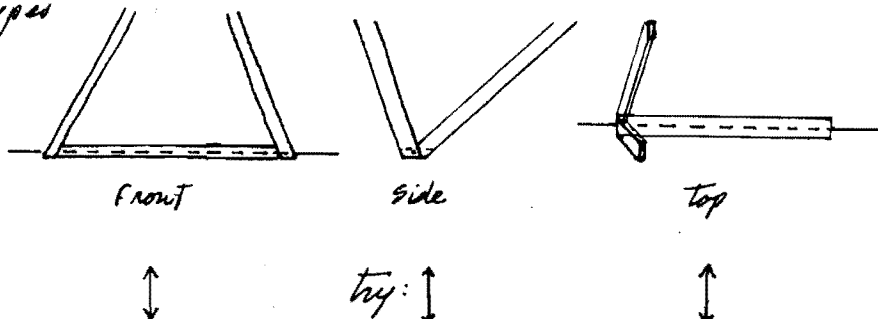
Part One

Whuzzat Buzzo, you say you just blew a wad on a kit (or a set of plans)? You say you followed directions and used a bent pin to attach the wheels? You say you wiped out the landing gear on the first ever flight? Even in tall grass? Pay attention Bunky, I'm pitching and you ain't catching!!

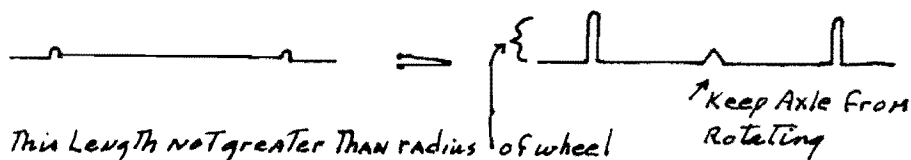
This is about shock absorbing landing gear for rubber powered scale FF - Pistachios, Peanut, Walnut, Coconut scale, ie: 8 to 30 inch span, often flown indoors but good for outdoor FF too. If your the type that can make a 30 inch span SCALE P-38 or Black Widow and keep it under 5 grams this isn't for you. None of these ideas are original, not by me.

WWI types

"Looser"

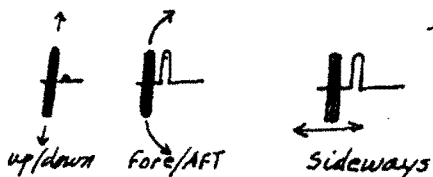


1



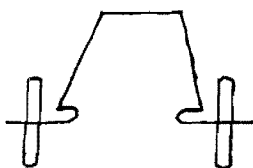
up/down - fore/aft

Pros: Good for up/down shock & sideways shock.

Cons: Weight of the extra wire. Not SCALE. Can't hide extra hard landing may still break the struts

KNOWN AS: "Doc" Martin's Miraculously Magical Motion Moderator

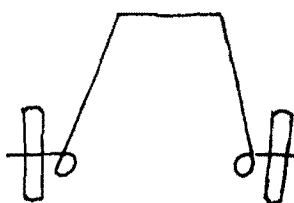
2



Pros: Good for up/down shock. Fair for fore/aft shock. Easier to hide

Cons: Poor for sideways shock. May break off at sharp bend

3

Pros: Good for up/down. Fair for AFT & SIDE shock. Fairly hideable. Stronger than #2

Cons: Poor for forward shock unless the axle is in front and then it will be poor for AFT shock loads

WANTED: I have copies of two plans produced by "Scrambled Eggs, Inc." One is a Corben Super Ace., the other a Boeing XF6B-1. Does anyone know how what appears to be a food company got involved in model airplanes? Were these just plans or were they kits? Were there other models in their line, and if so, what were they? The address of Scrambled Eggs, Inc. was given on the plan as 308 West Randolph St., Chicago, Ill.

Dave Stott, 4304 Madison Ave.,

Trumbull, Ct. 06611

Peanut & No-Cal Scale Postal Meet

The Peanut and No-Cal Postal Contest is now on Clubsters. Let's see what your crates can do! There are the usual four wings, Peanut Indoor, Peanut Outdoor, No-Cal Indoor and No-Cal 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 your score send it in. Enter as many models as you wish also. There is no limit on entries. Contest times count too. The contest will end on May 30, 1993. Entries postmarked after May 31, 1993 will not be accepted.

Below are the scores as we have them to date. BUILD...FLY...WIN!!!!

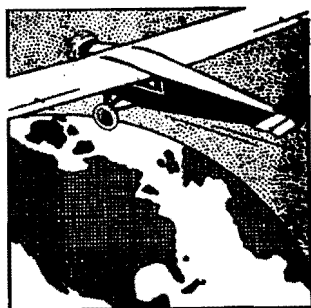
Indoor Peanut....No scores submitted as yet. Same for Indoor No-Cal.

OUTDOOR PEANUT

Pilot	Aircraft	Time
1. Padre Anderson	Weedhopper	61 sec.
2. George Bredehoff	Livingstone Monocoupe	55 "
3. Dave Stott	Fairchild 24	51 "
4. Walt Farrell	Monocoupe 110	40 "
5. Walt Leonhardt	Nesmith Cougar	40 "

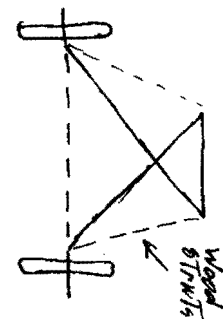
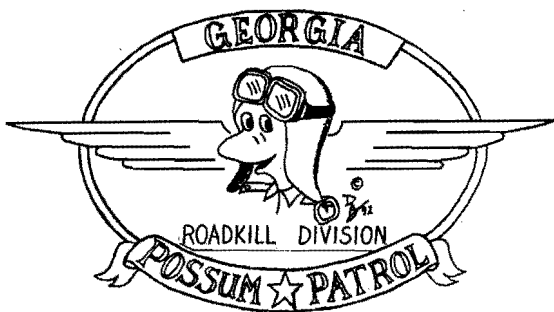
OUTDOOR NO-CAL

Pilot	Aircraft	Time
1. George Bredehoff	T.E.A.M. Hi-Max	206 sec.
2. Walt Leonhardt	Farman F-190	60 "
3. Walt Leonhardt	Lacey M-10	43 "
4. Dave Stott	Gwinn Aircar	35 "
5. George Bredehoff	PBY Catalina	32 "



To the left is the logo of the Georgia Possum Patrol, Squadron # 36, FAC. To get your squadrons logo presented in the newsletter please send it in to GHQ.

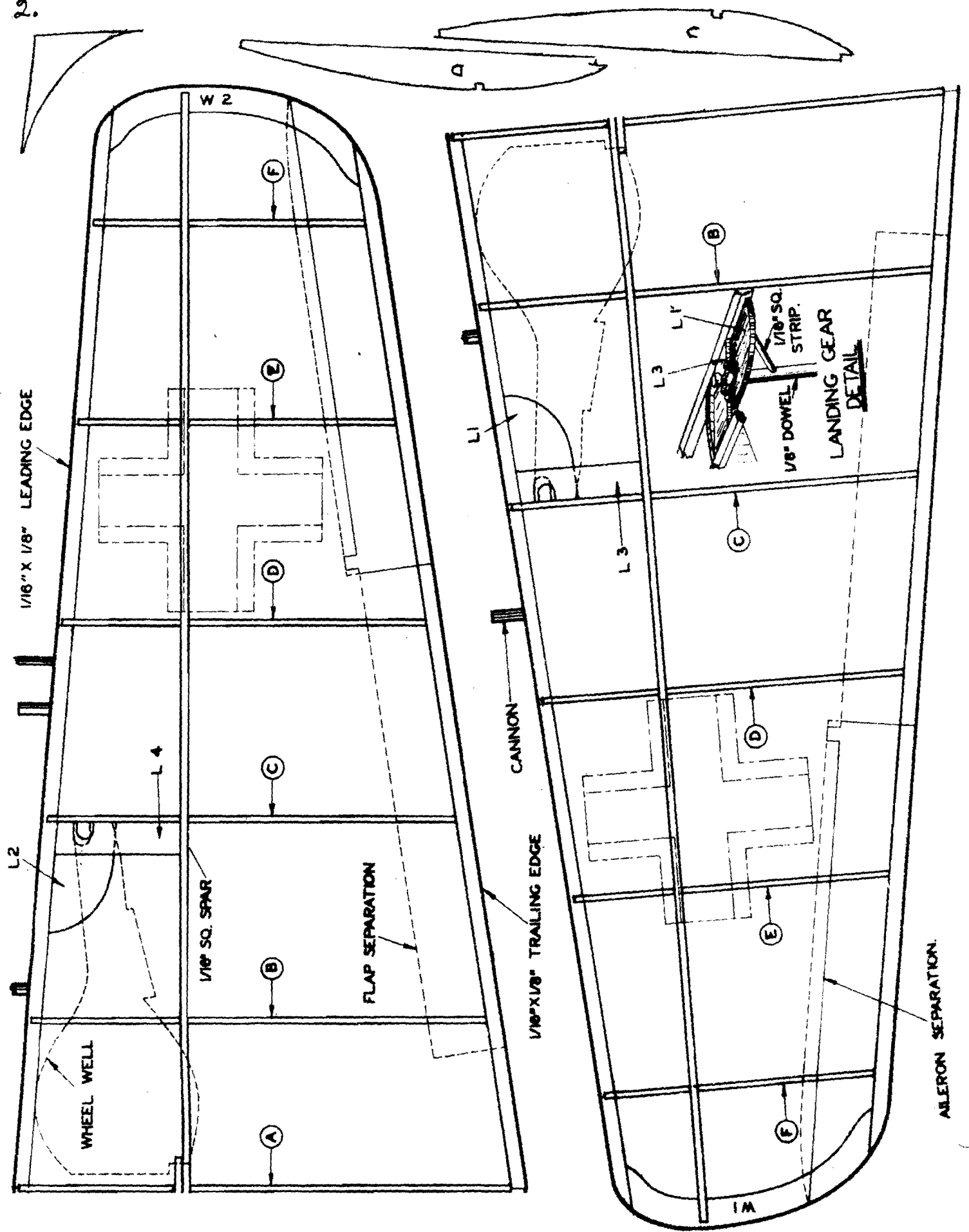
If you don't belong to a squadron...join one, NOW! For a complete list of squadrons a S.A.S.E. to GHQ will get you one, PRONTO!



Part: Fair up/down, Good sideways
 Fair low/alt. EASY to hide as
 it looks like conventional
 corn: Can't be glued to wood that
 therefore a hard landing may
 cause enough flex that it will
 shake may hit ground's got
 torn off

He thinks (except maybe the rear ones) won't break
 same part's come as #1 BUT

WANTED: Comet Models had a series of 5¢ flyers. There were twelve kits in the series. If you happen to have a copy of plan #W-5 of the Cessna please send a copy to; Bob Lonseth, 5906 Wakefield Dr., Sylvania, Ohio 43560.



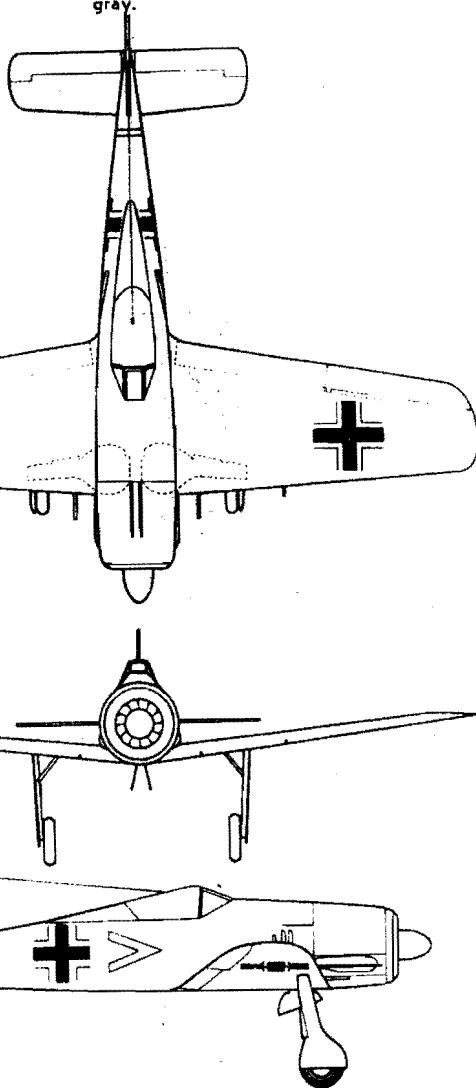
November 5, 1992

FOCKE WULF FW-190

One of Germany's latest high altitude fighters, the FW-190 is a clean design having a small frontal area for a radial-engine powered plane. Engine is a 14 cylinder two-row B.M.W. air-cooled radial, of about 1600 H.P. Of interest is a fan just inside the face of the cowl which forces air around the cylinders for cooling. Speed is about 375 M.P.H. at 18,000 feet. Rate of climb is reported to be about 3,000 feet per minute at 4,000 feet.

Armament is four 20 mm. cannon, and two 7.92 mm. machine guns. Span is 34 ft. 5 in. and length 30 ft.

All top and side surfaces of the FW-190 are dark green and the bottom surfaces gray.



Sadly, I must tell you that our friend Marv Yoder has passed on. He died on Thursday, October 28th, apparently as a result of a long battle against heart disease. He was only 62.

It's quite a shock to realize that a friend will no longer share the sky and green fields with his free flight companions. Marvelous Marv, as you called him on your last video, was a character, an enthusiastic flyer, and also a friend. The rest of the Skyscalers and I will miss him.

I'm glad you were able to video alot of his flying at Comsat in September. His birds were flying quite well that day. I feel fortunate to have shared the occassion of his first official kanone at the S.O.T.S. contest in New Jersey this past August. He took first in embryo, and placed second in FAC Scale with his favorite, the P-47 "Big Ass Bird II". Marv was full of F/F folk lore. He always had a story to tell. Truth or fiction...who cared? Following a particularly eventful contest back in '89, Marv wrote to me and began with this: "It sounds like the gusts of Galeville further fanned the flying fever which is the hallmark of the joyful Icarian obsession our tiny minority shares!..."

Bob Lundberg and I went to the funeral, along with a few other club members. Afterwards, we went to his old farmhouse in Oley, Pa., where his family had gathered. He lived in farm country, on a hundred acres of land that the Yoders have owned for generations. I felt the need to do something...something symbolic that would let Marv know how we felt, and that all of this was about something more than just simple models. It was about touching the earth and sky, needing to feel the comfort of accomplishment, watching our birds soar, and sharing a kinship with others who desire the same..... It was about friends.

Well, back at the Yoder farmhouse, Bob and I decided to take a walk toward the middle of a large field, lined with golden maples and pines. The sky was as blue as I've ever seen, with just a hint of a breeze in the mid afternoon light. I had brought along in my pocket, a simple black plastic prop, with a wooden nose button and prop shaft. I don't know why, I just brought it. Bob suggested giving it a toss in honor of Marv. What happened next will have me pondering the mysteries of the after-life forever.

Amazingly, at that moment, a hawk with golden brown feathers and a white under-belly, launched itself from the top of a maple, about 200 yards north of us. It flew in lazy circles to the right, flowing down the tree line, about 100 feet above the ground. On about the third circle, the hawk gave out its classic cry, as if Marv had just pulled on its leg. We stood watching in a trance....it was almost a dream. The bird continued to ride the soft thermal, circling 5 or 6 more times until it passed us and reached the end of the field. With the sun low in the sky, the hawk straightened his flight and flew on past the farmhouse, toward the woods. I looked at Bob, paused a few seconds...and tossed the propeller skyward.

Fly on forever, Marv. So long.

Tom
Tom Hallman

24.



39TH KING ORANGE INTERNATIONAL

JAN. 1 THRU JAN. 3, 1993
PALM BAY FLORIDA

CONTEST DIRECTOR: R.W. JUNK
984 WILLIAMS DITCH RD.
CANTONMENT, FL. 32533
PH. 904-968-9619

SPONSORED BY THE FLORIDA MODELERS ASSOCIATION

ESL JAN. 1 2 A.M. - 5 P.M.

HIGH-POINT CHAMPIONSHIP (C)

HLG J/50
A1 J/50
RUBBER CABIN (SMALL)
A GAS
D GAS
A/B NOSTALGIA
.020 REPLICA PYLON/CABIN
O/T A FUSELAGE/PYLON
FAC EMBRYO ENDURANCE
FAC PEANUT SCALE
FAC GREVE/THOMPSON
FAC JUMBO RUBBER SCALE
FAC POWER (1)
FAC WAKE (1)
FAC A2 J/50 (1)
SLOW OPEN POWER
SPECIAL HLG JR. (12 PM)
R. O. W. RUBBER (2)

SAL JAN 21 2 A.M. - 5 P.M.

DAWN UNLIMITED RBR (3)
CATAPULT GLIDER
COUPE 4-WHEELER
COMMERCIAL RUBBER
RUBBER CABIN (LARGE)
C GAS
1/2A NOSTALGIA
O/T B FUSELAGE/PYLON
FAC RUBBER SCALE
FAC GOLDEN AGE
FAC WWII MASS LAUNCH
FAC OLDTIMER RUBBER
O/T 1/2A TEXACO RC
FAC POWER
FAC WAKE
FAC A2 J/50
SPECIAL HLG JR. (12 PM)

SUN JAN 21 2 A.M. - 5 P.M.

O/T HLG
P30 J/50
MULVHILL
1/2A GAS
B GAS
C/D NOSTALGIA
O/T C FUSELAGE/PYLON
FAC POWER SCALE
FAC WWI BIPLANE MASS LAUNCH
FAC NO-CAL RUBBER SPECIAL
SPECIAL HLG JR. (12 PM)
DAWN UNLIMITED GLIDER (3)

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SPECIAL EVENTS:

F.M.A. ANNUAL MEETING FRIDAY 8 P.M. DAYS INN RESTAURANT.

FREE COLLECTO SATURDAY 8 P.M. DAYS INN RESTAURANT.

12 NOON EACH DAY! CONTESTANT NUMBERS PUT IN HAT: DRAWING FOR \$50.00

FOR FAC EVENTS CONTACT STEVE BACOM
936 BANCURY DR
PORT ORANGE, FL 32119
PH 904-788-7309

Cleveland Free Flight Society Indoor Contest....Saturday March 13, 1993.
Site; Cleveland State University, Intramural Sports Center Dome.
East 24th and Chester Ave., Cleveland, Ohio
Events; EZB, Intermediate Stick, Novice Penny Plane, Mini-Stick, No-Cal
Scale, Hi-Wing/Parasol Peanut, FAC Peanut, WW I Peanut Biplane Combat,
Seven Gram Bostonian, Jetco ROG WW II No-Cal Combat. CD's, Russ Brown
Ph. (216) 382-4821, Mike Zand Ph, (216) 524-3480, Larry Mzik Ph. (216)
357-7361. More on this big indoor contest in the next issue. PREPARE!

BEGINNER'S RUBBER KITS

A great way to get the wee folk started in modeling is with one of the six new "Success Series" profile rubber powered models just announced by Midwest Products. (not bad for experts too). Three all balsa sheet designs, Piper Cub, Mustang and Spirit of St. Louis, all priced at \$11.95 each, and the Cessna Bird Dog, F4F Wildcat and Japanese Zero are stick and tissue, priced at \$12.95 each. All six are 16 inch span to fit the No-Cal rules. All material to build a first class model except the glue. A 12 page construction manual is also included. Our sample copies here at GHQ look very good! Available only through hobby dealers. Produced by Midwest Products, 400 S. Indiana St., Box 564, Hobart, Ind. 46342.





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Peanut Scale
✕

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355 Grand Blvd., Bedford, OH 44146



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