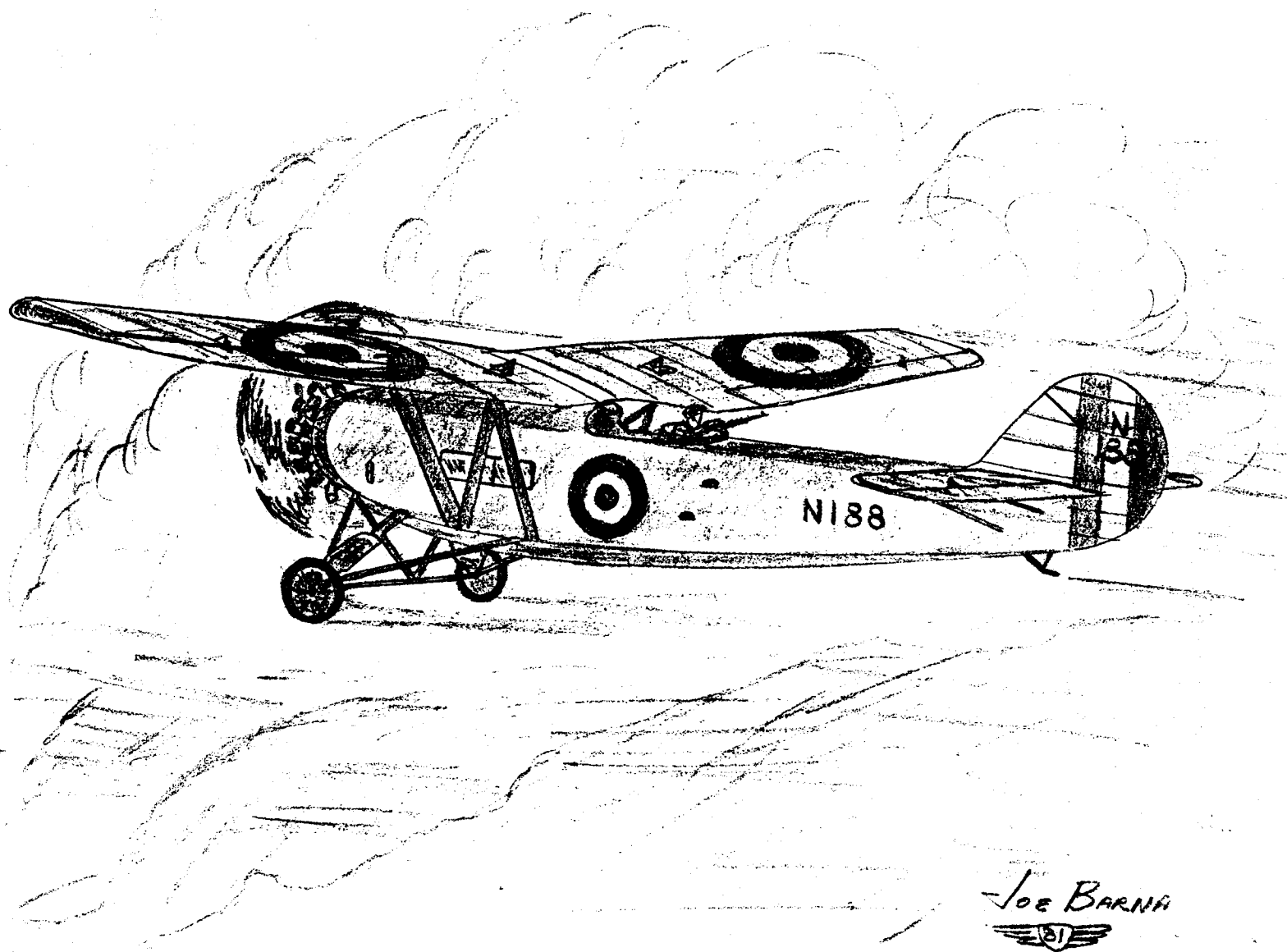


81

FLYING ACES

Issue ~~80~~ Mar.-April 1981

Club News



COVER STORY

BLACKBURN R-2 AIREDALE

The Blackburn R-2 Airedale was a three-seat reconnaissance monoplane powered by a 385 hp Armstrong-Siddeley Jaguar III radial engine. Armament consisted of a pilot's fixed .5-in. Vickers gun firing through the prop, a .303 Lewis gun was carried aft on a Scarf ring, and it could carry a bomb load on racks under the fuselage.

It never became operational because of the Air Ministry's long standing aversion to monoplanes. This killed the Airedale in this form and Major Bumpus, the original designer, redesigned it as a biplane. But by this time the Air Ministry had cancelled the requirement and the Airedale biplane remained only a project.

Contest Calendar

- April 5 5th Annual Snowbird Meet at McComb Fieldhouse, Edinboro State College, Edinboro, Pa. 10 to 12 AM ezr & HLG, 12 to 5 PM Peanut, FAC, No-Cal, Unlimited rubber built up & tissue covered. Jr. events to include unlimited rubber & Peanut.
- April 10-12 Toledo Weak Signals Show, Check in at Golden Age booth and say hello to GHQ.
- May 24 Dayton Buzzards FAC Meet at Wright Patterson Air Force Base.
- May 31 CFFS FAC Scale Scramble at Lorain Co. Comm. Collge, Elyria, Ohio. Full FAC Peanut, Walnut, FAC Scale, Oldtimer FAC, WWII FAC Combat, Embryo Endurance, Oldtimer CO-2 Replica, ROG Sp'l (jr) (sr), HLG.
- June 7 CFFS at Wrt. Pat. Air Base. Peanut, FAC Scale, Multi-motor FAC, Jumbo FAC, Embryo Endurance, Schneider Cup Racer 3/4 profile, Shell Speed Dash, Greve Trophy, Thompson Trophy, Hansen Hand-cap post war Dash, WWII Combat.
- June 14 FAC-GHQ Meet, Site and events will be in the next issue.
- June 21-23 AMA Indoor Nats at West Baden, Indiana.
- June 24-26 SNART at West Baden, Ind., some indoor scale.
- June 26-27 Peanut Grand Prix at West Baden, Ind. Write to Dr. John Martin 3327 Darwin St., Miami, Fla. 33133 for more details.
- July 11-19 Canadian Nationals at Centralia, Ontario.
- July 19 Erie Model Aircraft Assn. Great Lakes Rubber Scale Meet, site and events will be in the next issue.
- July 26 CFFS FAC Scramble at LCCC, Elyria, Ohio
- Aug. 2-9 AMA Nats at Sequin, Tex.
- Aug. 23 Dayton Buzzards FAC McCook Field Scramble at WPAFB.
- Aug. 30 Cloudbusters FF Scale meet at Detroit, Mich.
- Aug. 30 CFFS FAC Scramble at LCCC, Elyria, Ohio
- Sept. 13 Probable date for Canton, Ohio FAC Scale Contest.
- Sept. 20 CFFS & Detroiten Geschwader FAC at WPAFB, Dayton, Ohio.
- Oct. 4 Erie Model Aircraft meet, site and events in the next issue.
- Nov. 13 CFFS Indoor meet, more info later.

"Flying Aces Club News" of Jan.-Feb., 1981, saw the young Compers at a Flying Exhibition in London, England, during the summer of 1912.

Circa 1912 was a turning point in British Aviation. The Royal Corps of Engineers, although with a half dozen or so aeroplanes and pilots, were responsible for balloon aerial observation during troop maneuvers. But in 1912 the War Office reluctantly granted 320,000 pounds (\$1.6 million) for the development of an air arm to which King George V invested the title "Royal Flying Corps".

The new Corps, serving both the Army and Navy, started a Central Flying School at Uphaven on Salisbury Plains. It boasted 25 aeroplanes in which some 90 military and 40 naval officers were taught to fly.

Next in that crucial year came the Military Trials and the Nation received a shock - only one British entry passed the simple tests. It was the Cody "Cathedral" (a monster looking like one!), designed, built in England, and flown by the famed "Colonel" Sam Cody, the Anglo-American ex-cowboy from Fort Worth, Texas. King George V sent a congratulatory telegram addressed to Colonel Cody; and Cody, whose fictitious title he had earlier conferred upon himself, thereafter claimed the King himself confirmed the appointment! At anyrate, when he was later killed in an aeroplane accident, he was buried with full military honors. Incidentally, the Imperial German Air Force was only on paper at that time.

None of this, however, had touched the two boys at Hendon who were watching enviously the few in line who were risking a paid flight as a paying passenger. They noticed that their amiable host was conversing with great enthusiasm with one of the occupants of the adjacent box, a rather rotund foreigner, also impeccably attired with grey top hat, the famed Italian opera tenor, Enrico Caruso, a legend to this day. Caruso, a skilled caricaturist, was penning one of our schoolmaster on the back of his program. Our host was so pleased, he turned to us impulsively and said "How would you both like to fly?" And at the ticket booth, out came his purse!

It should be noted that almost 70 years ago boys seldom got a ride in a motor car. Home radio was years away. Television- forget it! Bikes, if you were lucky enough to have one, superceded the usual mode of transport-walking.

So, with aeroplanes having superceded trains and passenger liners, no young American today can possibly conceive the effect that heart-stopping question "How would you both like to fly?" had on the two young kids. They moved from their box to the ticket booth like zombies; and, almost overwhelmed with excitement, they were ushered each to a waiting Farman to the security of a little wicker seat just behind, and almost touching the pilot. One was in a Henry Farman, the other in a Maurice Farman.

My pilot was a Frenchman, Louis Noel, and I often wondered what became of him during World War I which broke out two years later.

There were two aircraft magazines- The Aeroplane and Flight and both exist today. After our flight at Hendon, 600 feet high in the sky and a breathless 50 mph for maybe five minutes, the brothers subscribed to both journals. Most of the contents were the naval and military progressive movements, and the new emerging aircraft and seaplanes. They became household words, few of which are forgotten by the writer after these many years.

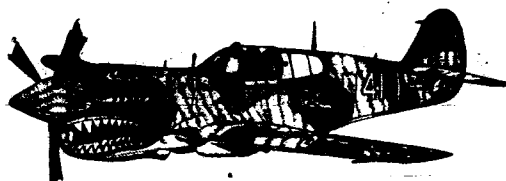
(To be continued)

Yes gang, another FAC Club has sprung up, in Indiana. Phil Cox has organized a group there and they call themselves the Calumet Escadrille. I'll let Phil tell you how they happened to get together, here are a few excerpts from his letter;

A few years ago about six of us broke away from a fairly large R.C. club, simply because we felt our interests weren't being accepted by the other members and we had the feeling that our models were looked upon as "rubber-powered toys" that you teathed yourself on prior to joining the ranks of the elite world of R.C. Boy do I wish I could have had some of those guys along with me at the FAC Nats. I'm sure they would have a different view of what this rubber thing is all about. Some of my best friends are R.Cers and in no way am I degrading their interests, it's just that I like to have mine respected too.

There are now about ten very active guys in the group and six of us attended the FAC Nats. We have no formal meetings, we have no elected officers, no dues to pay. We bring plans, planes, books, show slides, have coffee, discuss activities and just have a lot of fun.

Now that sounds like a great group to us here at GHQ. We just received the results of their first FAC contest and they are printed below. They only had a peanut event, but it looks like a great start for them. Next time, Phil, give us any contest dates in advance and we will announce it in the newsletter, maybe we can increase attendance for you. Yes, Phil, we can always use plans or anything else that you have to offer, never get enough, that goes for all you other skysters out there too.



Pilot	Plane	Scale+bonus	Flt. Pts.	Total
1. Bob Siedentopf	Dyke Delta	87.5	26	113
2. Glenn Goubeaux	Waterman	57	55	112
3. Marty Varney	Zero	57	48	105
4. Mark Peifer	Fike	39	58	97
5. Phil Cox	Wittman Racer	65	29	94
6. Brian Varney	Cougar	40	32	72
7. Rob Siedentopf	Fike	43	27	70
8. Mike Siedentopf	Fike	43	17	60

S.O.S. S.O.S. S.O.S. S.C.S.

An FACer is in need of help!!!! Steve Kastory needs info on the Heinkel HE-112. Steve wants to model this aircraft in Romanian wartime colors and markings. If any of you skysters out there can supply Steve with a three-view or other documentation he will be forever grateful. His address is; SSGT. Steve Kastory, 854 Bolling Drive, Goldsboro, No. Carolina, 27530

Peanut & No-Cal Scale Postal Meet News

5.

Well skysters, another postal meet is now history. Kanones have been awarded to the winners and their prizes have sent via the Pony Express, as it is probably the fastest way, seeing as how the Postal Service is having so much trouble. Even the old Douglas M-2 mailplanes are way behind schedule. Anyhow, congratulations to the winners who are listed below. We here at GHQ would once again like to thank Golden Age Reproductions for their contribution of plans as prizes.

If any of you guys are going to the big show in Toledo, Ohio on April 10,11,12, please stop by the Golden Age booth and say hello to Joe Fitzgibbon and your editor. We will be happy to see you.

No-Cal Outdoor

1. Mark Fineman	Pilatus Porter	256	sec.
2. Dave Smith	Howard DGA	142	"
3. Dave Stott	Boeing F4B-4	99	"
4. John Stott	Floyd Bean	62	"
5. Steve Kastory	Pilatus Porter	23	"

No-Cal Indoor

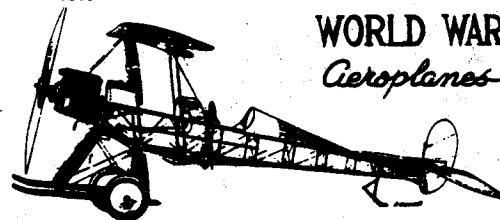
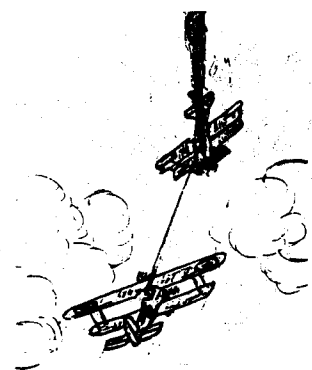
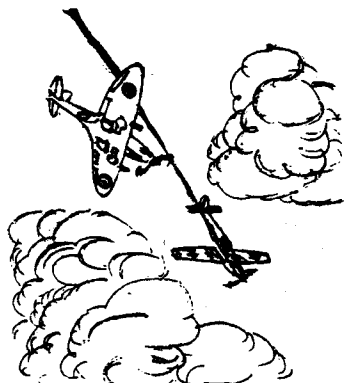
1. Don Srull	Shinden	133	sec.
2. John Stott	Floyd Bean	61	"
3. Al Lawton	Fairey Firefly	53	"
4. Steve Kastory	Pilatus Porter	42	"
5. Jim Miller	Fike "E"	41	"
6. Gene Sellers	Lacy M-10	31	"
7. S.Spangenberg	Luscombe Phantom	23	"

Peanut Indoor

1. Vic Peres	Cougar	78	sec.
2. Ed Heyn	Fike "E"	69	"
3. Gene Sellers	Ord-Hume	67	"
4. Jim Miller	Piper Vagabond	63	"
5. Steve Kastory	Volksplane	51	"
6. Gordon Roberts	Fike "E"	41	"
7. Mike Peres	Fike "E"	40	"
8. S.Spangenberg	Waco "E"	40	"
9. Rory Gehlein	Curt. seagull	22	"

Peanut Outdoor

1. Dave Smith	Fike "E"	93	sec.
2. Mike Midkiff	Piper J-3	86	"
3. Steve Kastory	Dayton Wrt.	78	"
4. Dave Stott	Pacific Std.	62	"
5. Mark Fineman	Dayton Wrt.	59	"



WORLD WAR 1 Aeroplanes

WORLD WAR 1 AEROPLANES, INC. is a tax-exempt non-profit organization founded in 1961 to bring together builders, restorers, scale-modellers, and historians of pre-1919 aeroplanes; and to make available to them information about parts, drawings, whole aircraft, and all the books and techniques which would be of use to them.

We work closely with museums, libraries, collectors, designers, historians, supply-houses, builders, pilots, and other aviation organizations and journals. We are the only organization to deal solely with the design and construction of these machines, WWI and pre-WWI as well.

To these ends we publish our journal, WORLD WAR 1 AEROPLANES, five times a year for some 800 members throughout the world, and conduct a substantial information service by mail and telephone; we maintain an up-to-date file of both original and reproduction aircraft all over the world (there are some 700 of the former and some 900 of the latter!);

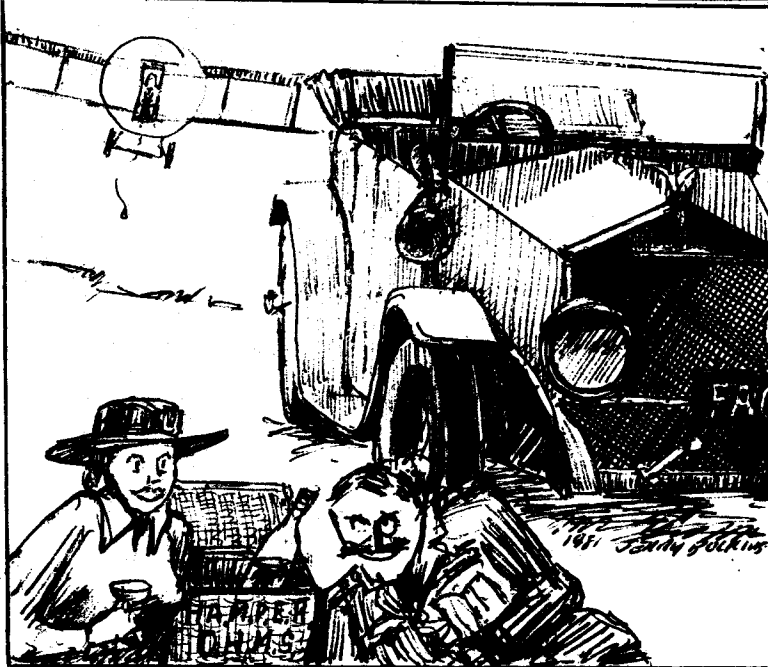
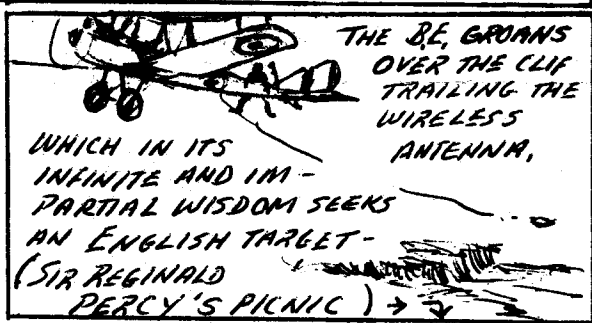
The organization has operated from the beginning on voluntary contributions for printing, postage, telephoning, photography, fees; and we sell back issues, xerox copies of early aircraft and engine manuals and working drawings, and appropriate advertising. Sample issue \$3.

15 CRESCENT RD., DOUGHKEEPSIE, N.Y. 12601

THE ADVENTURES OF GORDON GOODCHAP & CHESTER SHEETWELL

381

EARLY IN 1916 THE "FOKKER SCOURGE" OUTRAILED PUBLIC OPINION. THERE WERE DEMANDS IN PARLIAMENT FOR A SEPARATE AIR MINISTRY TO ELIMINATE THE MIDDLE IN AIRCRAFT AND ENGINE PROCUREMENT. ON 15 FEB 16 A PERMANENT JOINT WAR AIR COMMITTEE WAS ESTABLISHED. THIS WAS REPLACED 11 MAY 16 BY THE AIR BOARD WITH LORD CURZON AS CHAIRMAN; HOWEVER, THIS WAS NOT A CURE-ALL FOR PROCUREMENT AND OPERATIONAL RIVALRY WHICH REACHED ITS NAUIR IN APRIL 1917. MARCH 1916 - THE NIEUPORT 17 BEGAN TO ARRIVE ON THE FRENCH FRONT. MAY 16 THE SPAD. VII IS TEST-FLYING (REST ASSURED - PIERRE DETERJENT WAS NOT INVOLVED - YET). R.N.A.S. SUB LTS. T.T. TREDWATER AND MAL DEMIER WERE ASSIGNED TO ALLSHOT AIR STATION, HANTS. 24 MAY - NO. 70 SQUADRON ARRIVED AT THE FRONT WITH FIRST OPERATIONAL SOPWITH 1 1/2 STRUTTERS. QVO FATA VOCANT



"OOO! SIR REGINALD! SUCH A REMOTE PLACE FOR A PICNIC"

"UM, AH, HAUMPH, AH, YES, MY DEAR, DELIGHTFUL, ISN'T IT?" ("NO ONE WILL FIND US HERE")

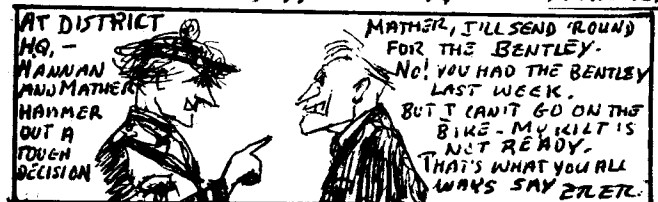
"OOO! SIR, REGINALD!, I HEAR AN AEROPLANE!"

"NEVER MIND THAT, MY DEAR, JUST CALL ME REGGIE"

"BUT REGGIE, WHY IS THE CHAUFFEUR LEAVING?"

"HE'S GOING TO RECONVOITRE!"

"OOO! (GIGGLE) IS THAT WHAT YOU CALL IT IN THE ARMY? NAUGHTY, NAUGHTY! REGGIE!"



HIS THROAT WAS CUT BY BRACING WIRE, THE TANKS HAD SMACKED HIS HEAD, AND SIPPING A SHOWER OF DENTAL WORK, THESE WERE THE WORDS HE SAID:...

REGRESSED TO HIS YOUTH THROUGH THE CHICANERY OF MESMERISM, THE GRIFFON RELIVES HIS FIRST UNBRIDLED ENTHUSIASM FOR MODEL AIRPLANES ?.



GEE, MR. POND - I DIDN'T HAVE ANY IDEA MODELS ACTUALLY FLY!



HEY! COME BACK WITH MY TWIN PUSHER

I'LL JUST TAKE THIS ONE!!



THE SENSITIVE KEEN IS DISTURBED BY HIS FIRST CONTACT WITH VIOLENT CRIME - THE THEFT OF A MODEL PLANE

CRIM-A-MENTUES!

BAH FFF



THEN - ANOTHER INCIDENT

BROOKLYN MODEL SHOP

STOP, THIEF - THAT'S A \$1.98 IDEAL 7-FOOTER!



WHICH GALVANIZES KEEN INTO A SELFLESS ACT OF HEROISM THAT WOULD MARK HIS CAREER IN SUCCEEDING YEARS



OH NO YOU DON'T, MY MAN!



OFF TO GAOL WIT YA'

YOUSE IS A GOOD BOY, KERRY!

FIRST TASTE OF GLORY



AT GRANADOS, THE YOUTHFUL KEEN MAKES A HEARTFURN RESOLVE

TODAY I DEVOTE MY LIFE TO THE PROTECTION OF INNOCENT AVIATION ENTHUSIASTS

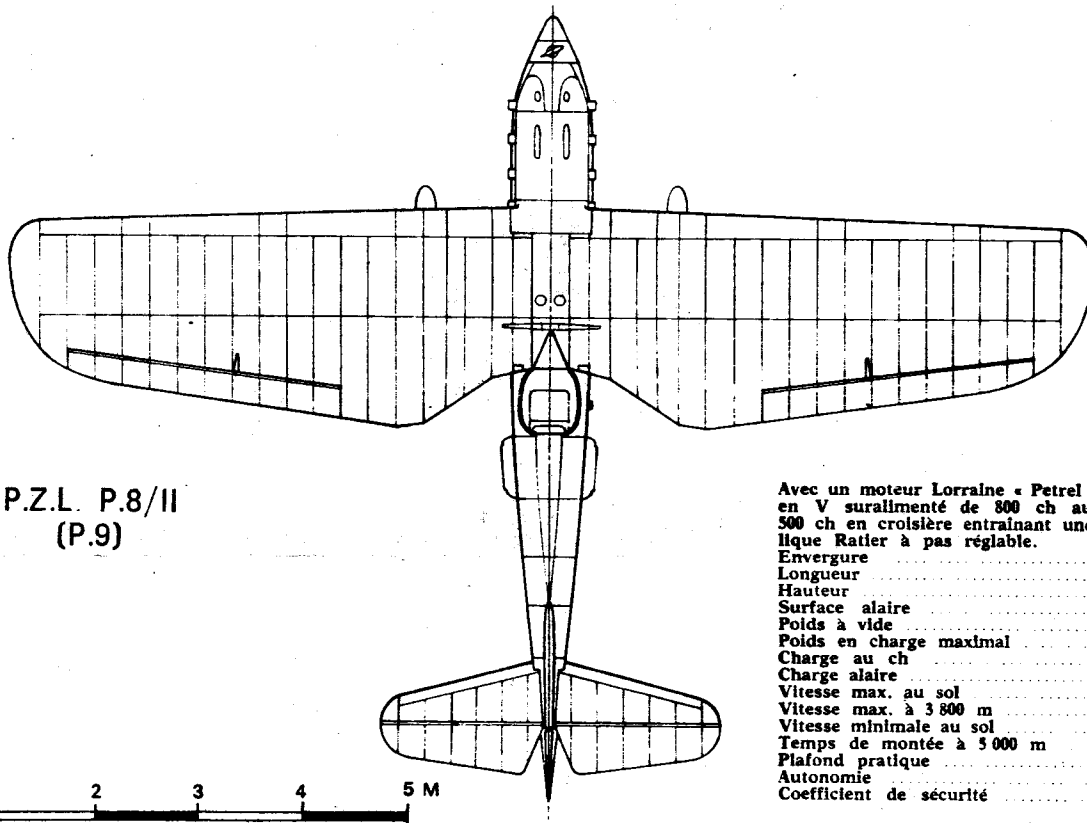
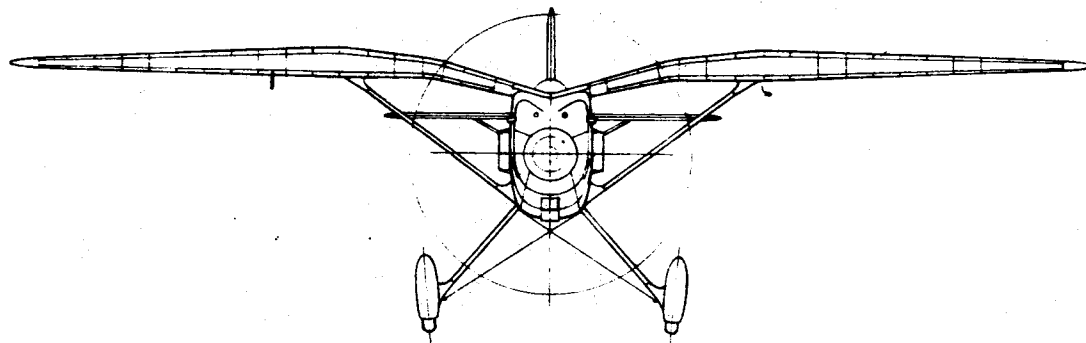


MEANWHILE - I'LL LEARN AS MUCH AS MUCH ABOUT THE SUBJECT AS POSSIBLE FROM THIS STARTLING NEW PUBLICATION!

FLYING AEBZ

THUS THE GRIFFON, IN HIS HYPNOTIC STUPOR, REVIEWS THE GLORIOUS PAST. WILL HE OVERCOME THE TRANCE? WILL HE REMEMBER TO PICK UP A COPY OF THE HARTFORD COURANT?



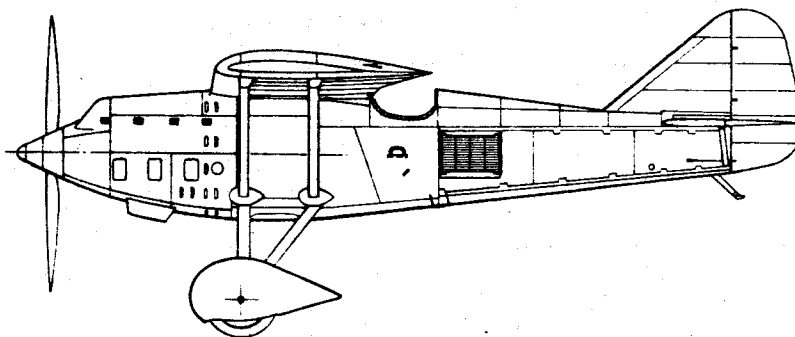


P.Z.L. P.8/II
(P.9)



Avec un moteur Lorraine « Petrel », 12 cylindres en V suralimenté de 800 ch au décollage et 500 ch en croisière entraînant une hélice métallique Ratier à pas réglable.

Envergure	10,50 m
Longueur	7,56 m
Hauteur	2,75 m
Surface alaire	18 m ²
Poids à vide	1102 kg
Poids en charge maximal	1573 kg
Charge au ch	2,62 kg
Charge alaire	87 kg/m ²
Vitesse max. au sol	350 km/h
Vitesse max. à 3 600 m	332 km/h
Vitesse minimale au sol	105 km/h
Temps de montée à 5 000 m	7'30"
Plafond pratique	9100 m
Autonomie	500 km
Coefficient de sécurité	16,0

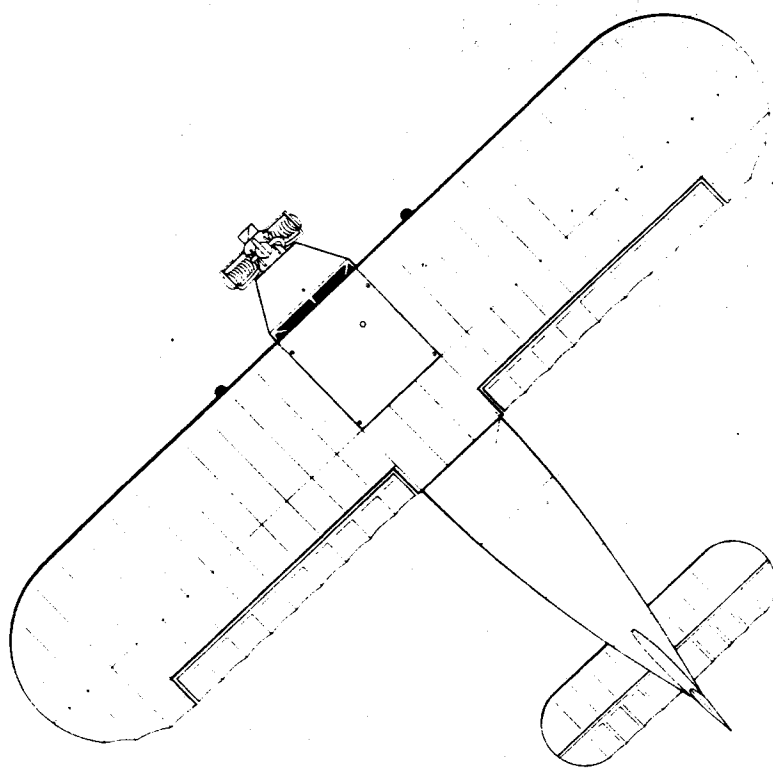
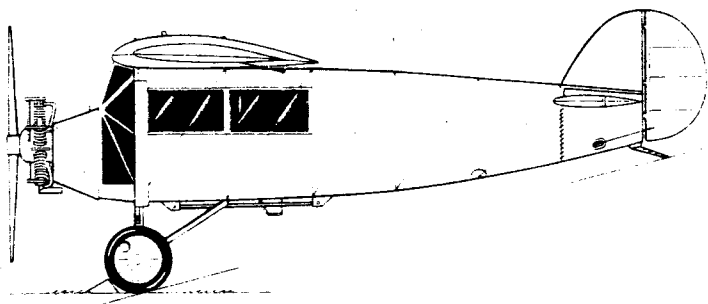


WBK 74

Plan de W.B. Klepacki

9.

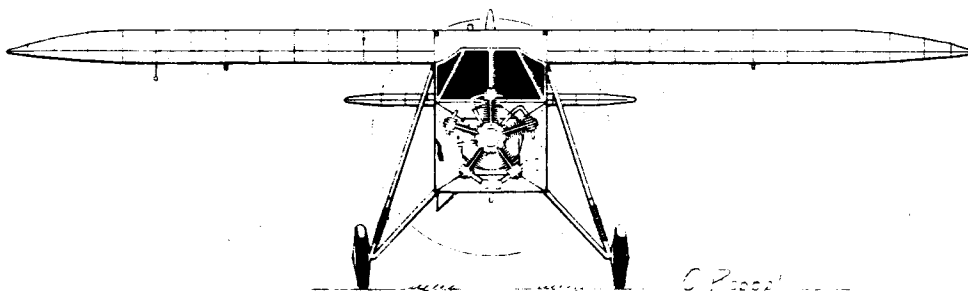
PLAN AU 1/72°



RENARD R. 17

Avec un moteur Renard de 100 ch à 1.600 tr/mn

Envergure	9.20 m
Longueur	6.60 m
Hauteur	2.40 m
Diamètre de l'hélice	2.25 m
Surface portante	17.90 m ²
Poids à vide	460 kg
Charge utile	320 kg (4 personnes)
Combustible	70 kg
Poids total	850 kg
Charge alaire	47.50 kg/m
Charge au ch	8.50 kg
Vitesse maximale au sol	165 km/h
Vitesse mini.	80 km/h
Montée à 2.000 m	12
Plafond	4.000 m



C. P. Popov

We have three plans for you skysters this time. The Blackburn R-2 Aire-dale is by Vic Larsen. Many of you may have seen this ship at the FAC Nats. Vic says his model is finished with lightly fogged Flo-Quill silver, mixed with clear nitrate dope. She flies to the right and his best time is around a minute, and she tips the scales at about 14.5 grams.

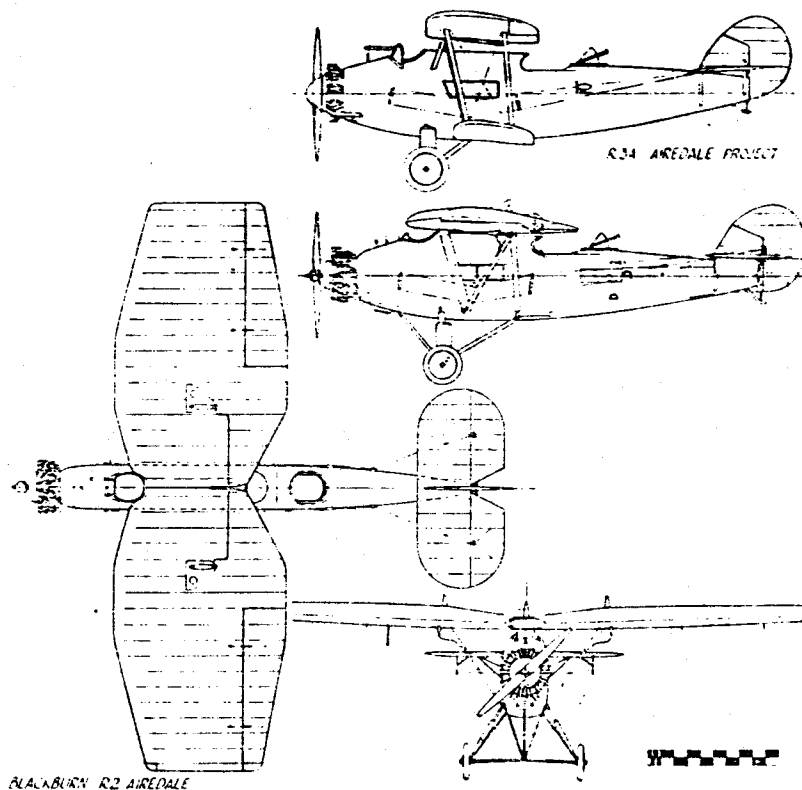
Mark Fineman sent us his plan of the Pilatus Porter that won our recently completed Postal No-Cal outdoor event. She turned in a time of 4min. 16 sec., if that don't get you ribslicers to the workbench, we don't know what will.

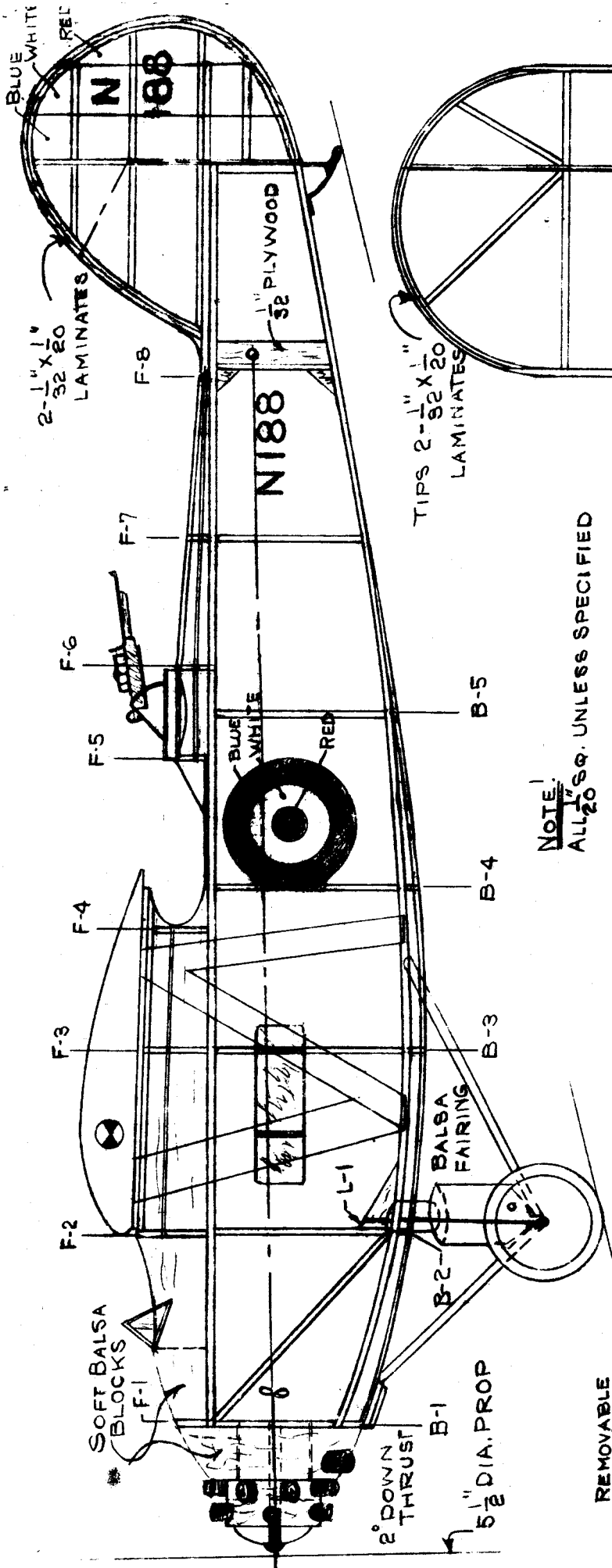
Our third plan is a real oldtimer, sent in by our highly esteemed, wine soaked,er, forget that last bit, retired Commander, General Dave Stott. Looks like it might be lots of fun, certainly a change of pace.

Thanks a lot fellas, keep them coming. That goes for the rest of you guys out there in FAC land too.

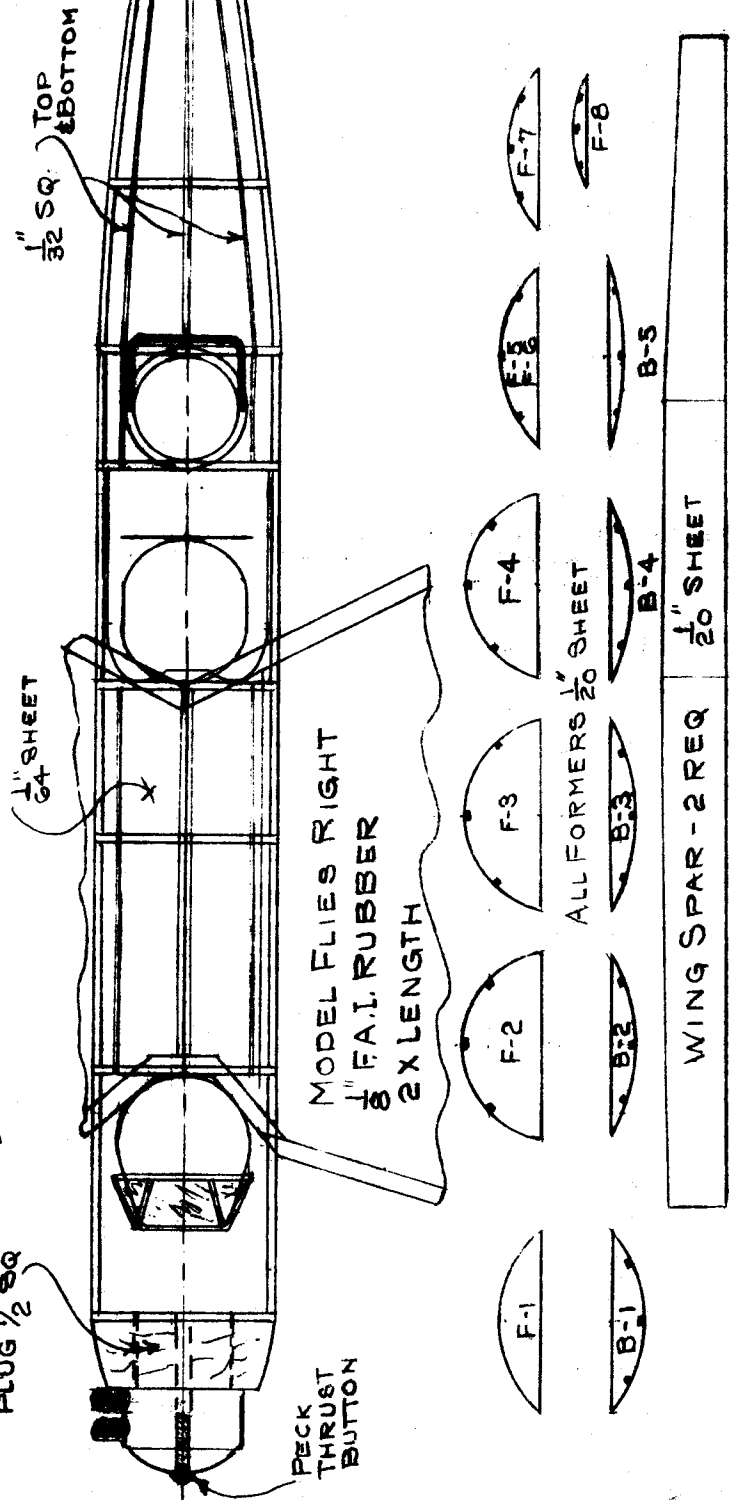
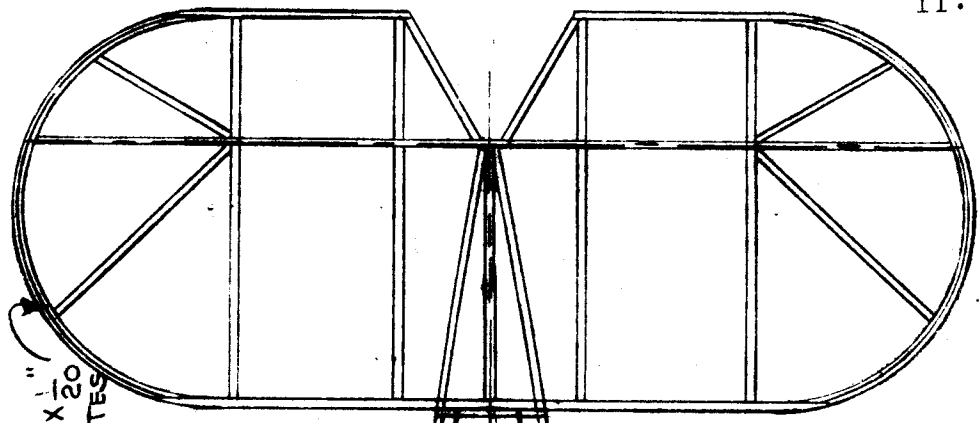
★ BULLETIN ★

Herb Clukey of Flyline Models informs GHQ that the plan for his Co-2 Funster is now available to all FACers at the special price of \$1.00 each, plus 50¢ postage. Regular price is \$2.00 plus postage. There is a good bargain for anyone who would like to get started in Co-2. We are sure it would be a good thing to get your feet wet, if you are thinking about building a Co-2 scale model. We think that maybe Herb might even come up with some scale plans for Co-2 use if there is enough interest.

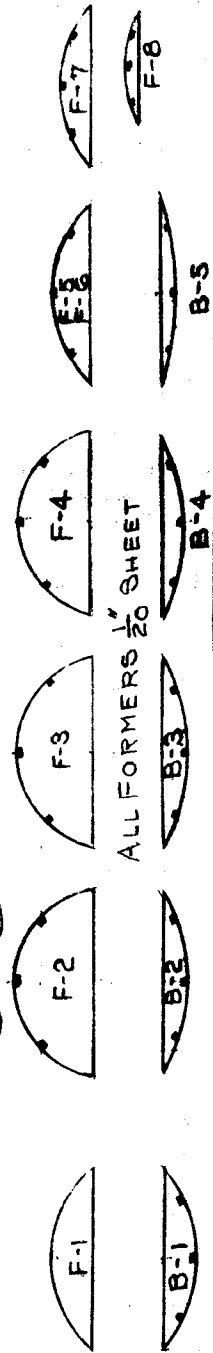




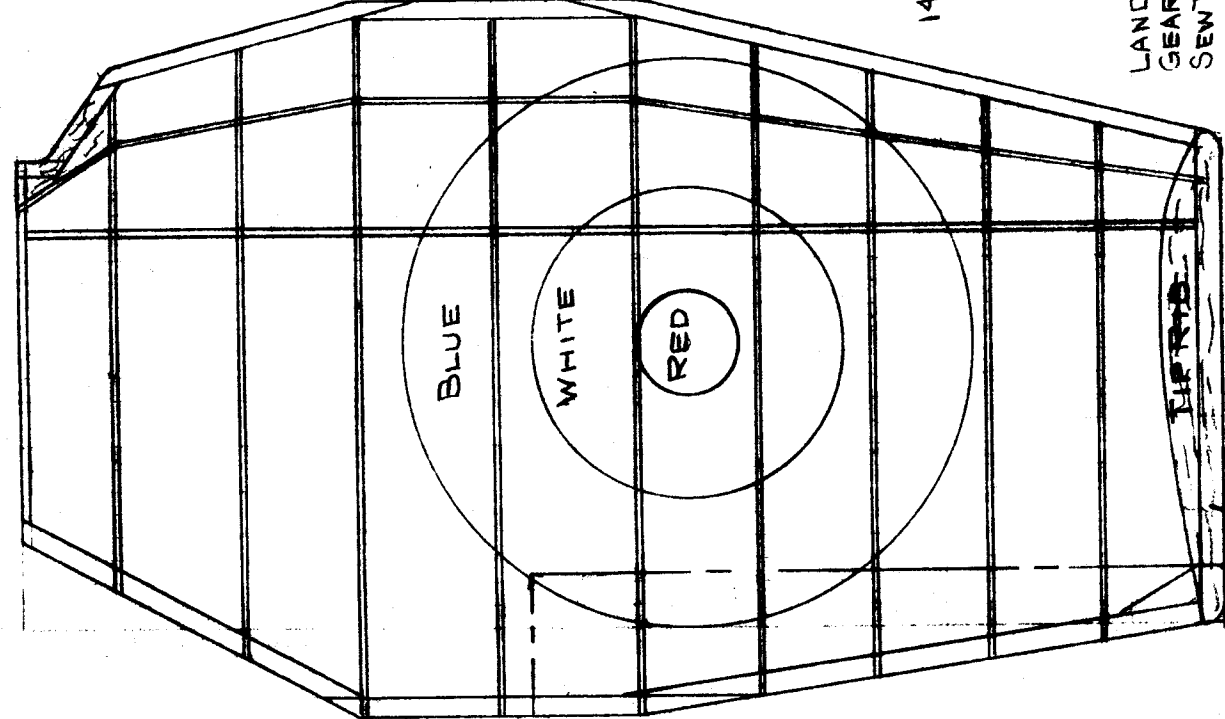
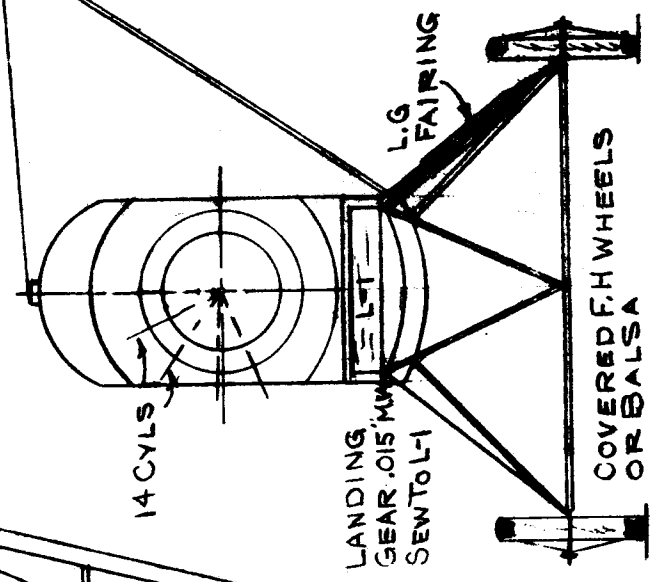
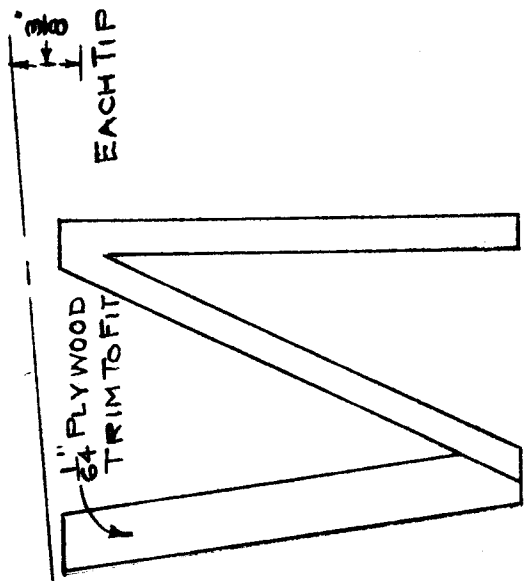
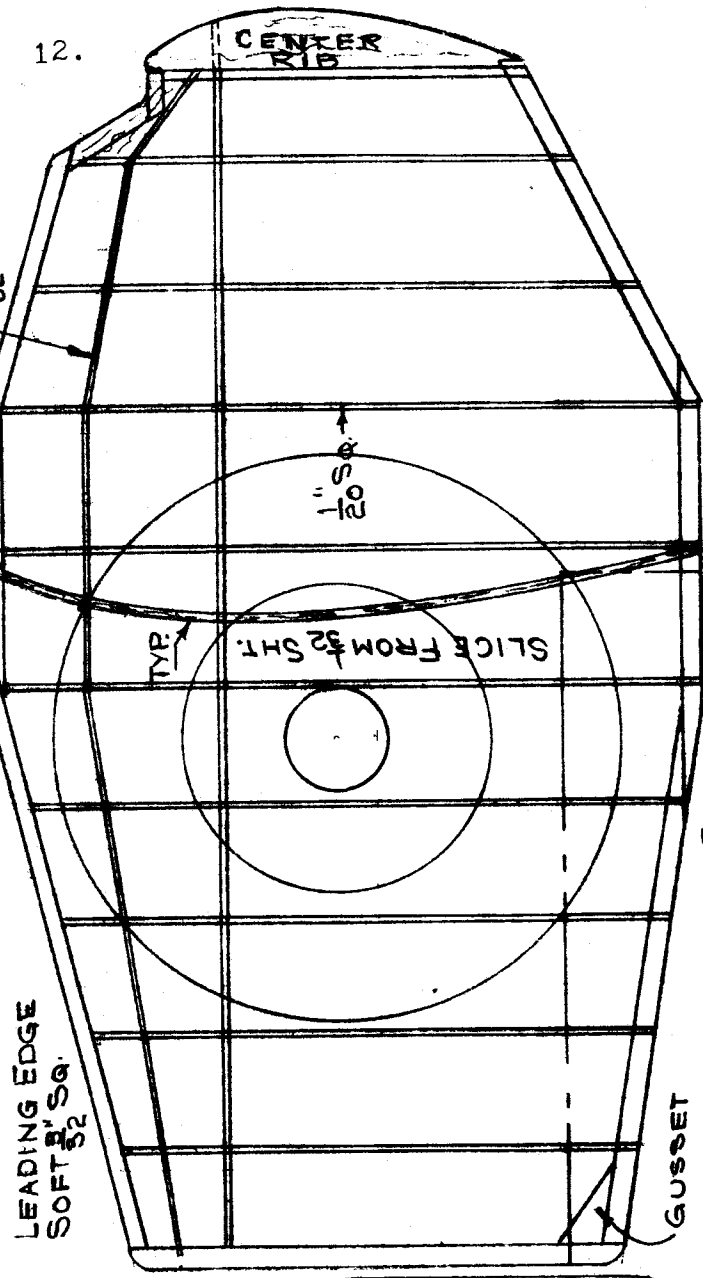
NOTE:
ALL 1/20 SQ. UNLESS SPECIFIED



MODEL FLIES RIGHT
1/8" F.A.I. RUBBER
2 X LENGTH



WING SPAR - 2 REQ	1/20 SHEET
-------------------	------------



1923 BLACKBURN - R2 "AIREDALE"
SHIPBOARD RECON. & FIGHTER
ALL SILVER WITH BLACK NUMBERS
VIC LARSEN ~ 1980
REDRAWN: JOE BARNA ~ 1981

SCALE DATA:
BLACKBURN AIRCRAFT
SINCE 1909
A.J. JACKSON
PUTNAM PUBLISHERS

PROP: 7 INCH
HANDCARVED

M.W.
GEAR AT-
TACHES TO
STICK

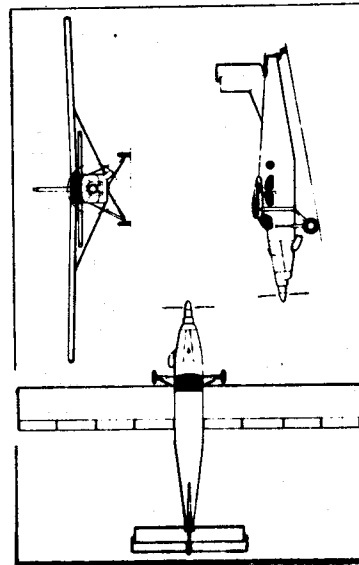
ALL WOOD
IS 1/16, EXCEPT
STICK.

Pilatus Turbo-Porter

NO-CAL JOB BY MARK FINEMAN
-3RD PLACE, FAC NATS II
-FLEW O.O.S. JAN '81 AFTER
4 MINUTES, 16 SECONDS!
(NOTE - THIS PLAN MAY NOT BE USED
FOR PROFIT-MAKING PURPOSES).

FOR COLOR SCHEME SEE

JANE'S OR MUNSON
-APPLY COLOR,
NUMBERS, ETC.
WITH
MARKERS.



DIMEDRAL:
1-3/8 INCH,
EACH TIP.

RIB

POWER: 1 LOOP 3/32
FAI, 12 TO 15 INCHES
LONG.

STAB
POSITION

1/2" x 1/8"

(LEADING EDGE)

COVER TOP
ONLY.

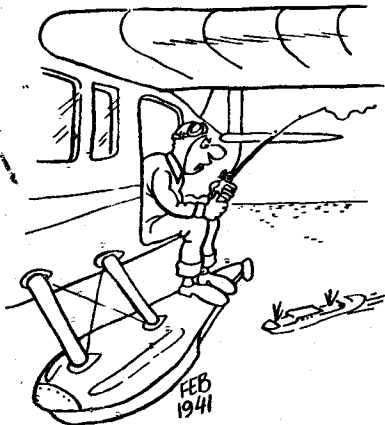
(LEADING EDGE)

COVER TOP OF
WING ONLY.

OPTIONAL 1/16 SQ.
SPAR

(WING HALF)

WISCRACK-UPS

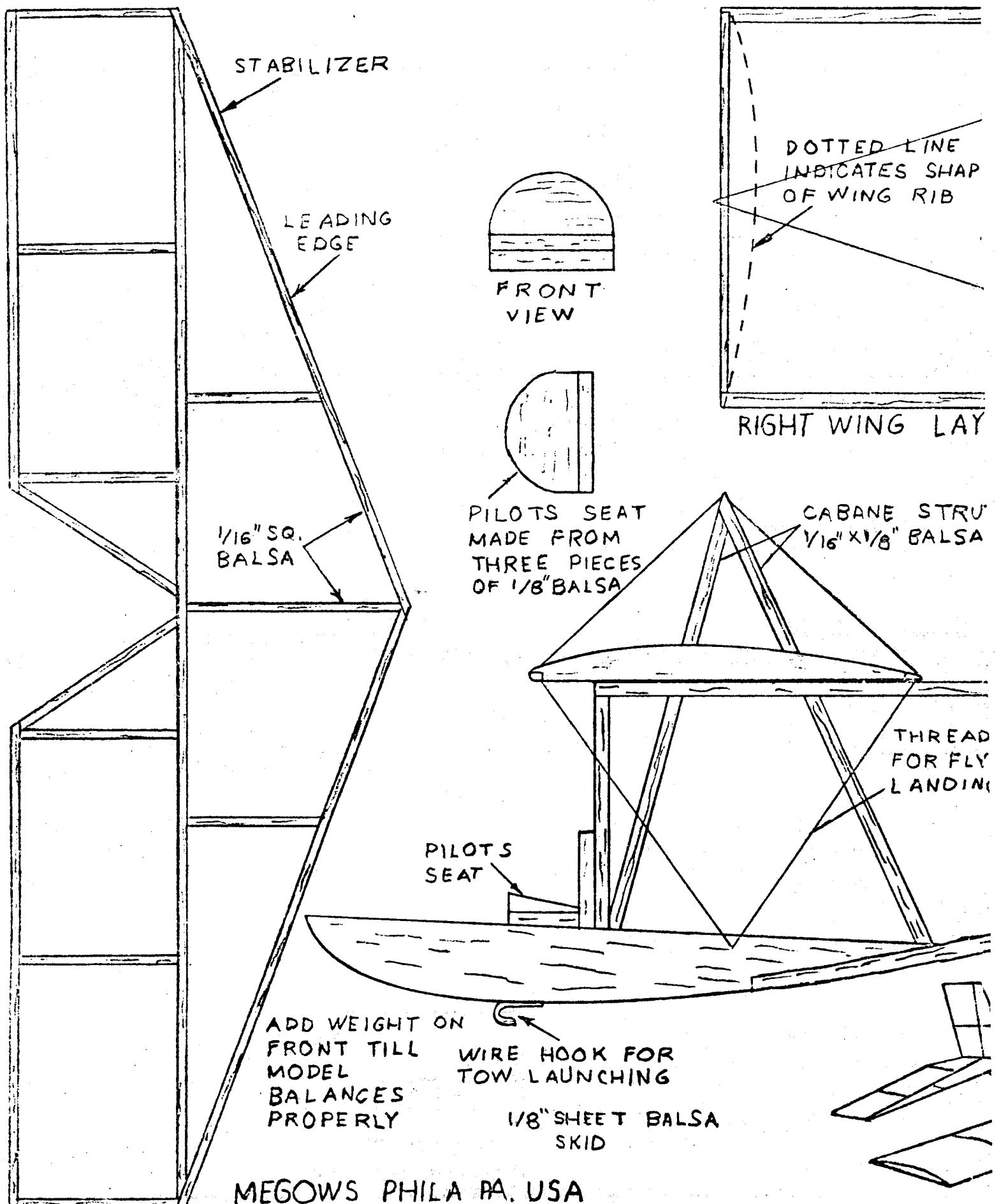


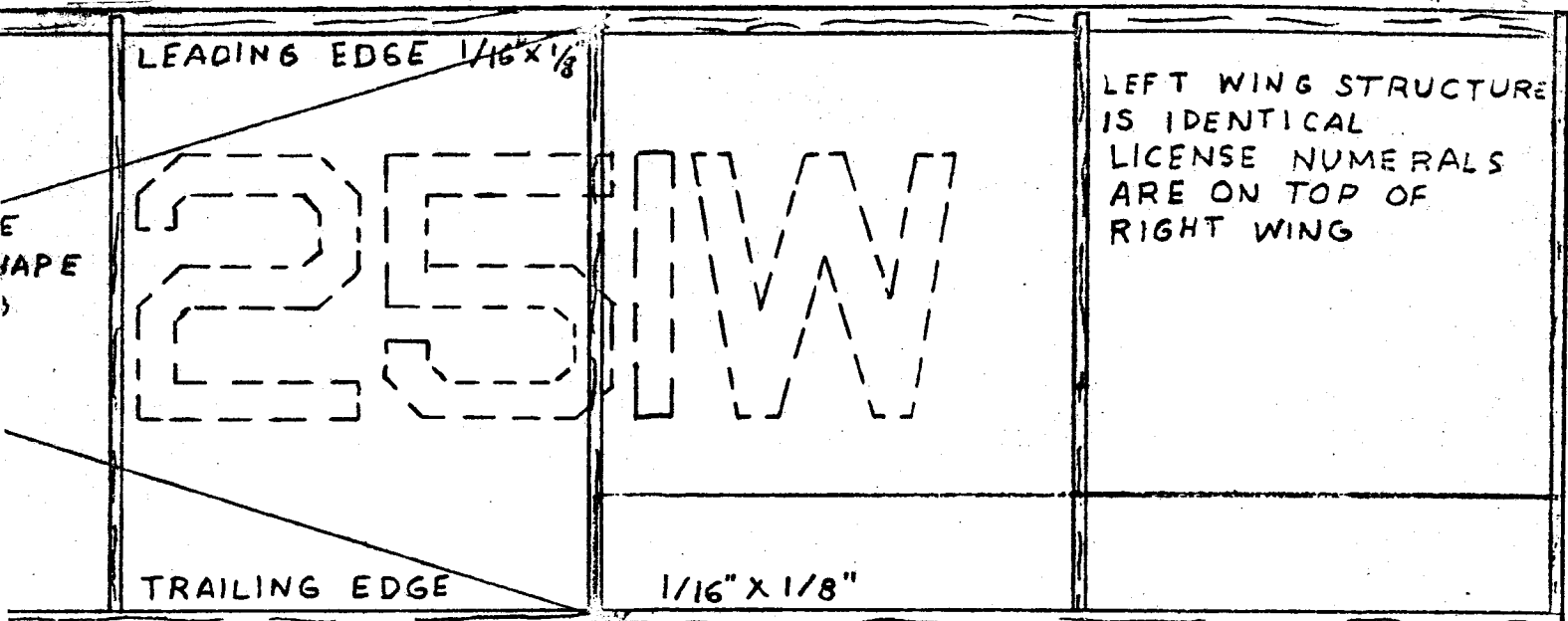
"FLYIN' FISH-PHOOEY!"



"I'VE BEEN HAVIN' TROUBLE WITH PROP TORQUE,
SO I WASHED OUT THE WING"







LAYOUT

ROUT SA

OUTLINE ALL CONTROL SURFACES WITH THIN STRIPS OF DARK TISSUE

WING IS BUILT WITH 1 1/4" DIHEDRAL AT EACH WING TIP

SIDE VIEW

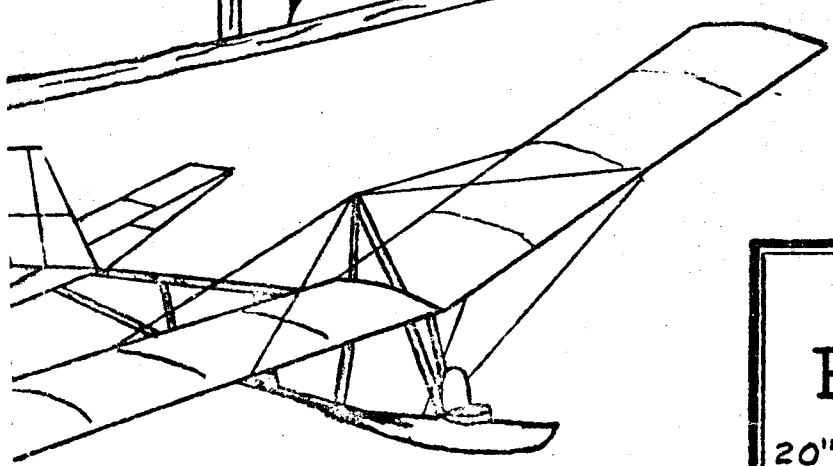
STABILIZER


RUDDER

1/16" SQ BALSA

AD IS USED
LYING &
ING WIRES

1/8" SQ BALSA

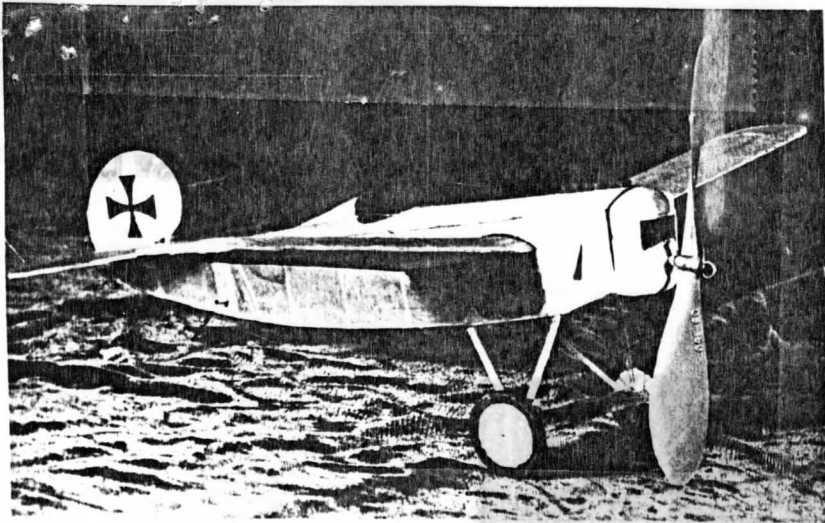


MEGOW'S  MODELS

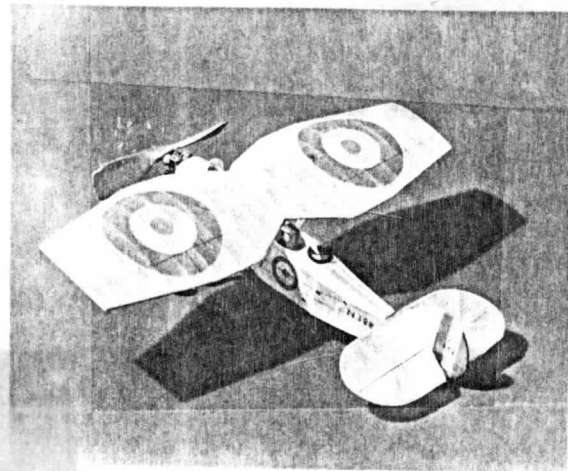
PRIMARY GLIDER

20" WING SPAN DRAWING FULL SIZE

KIT NUMBER F30



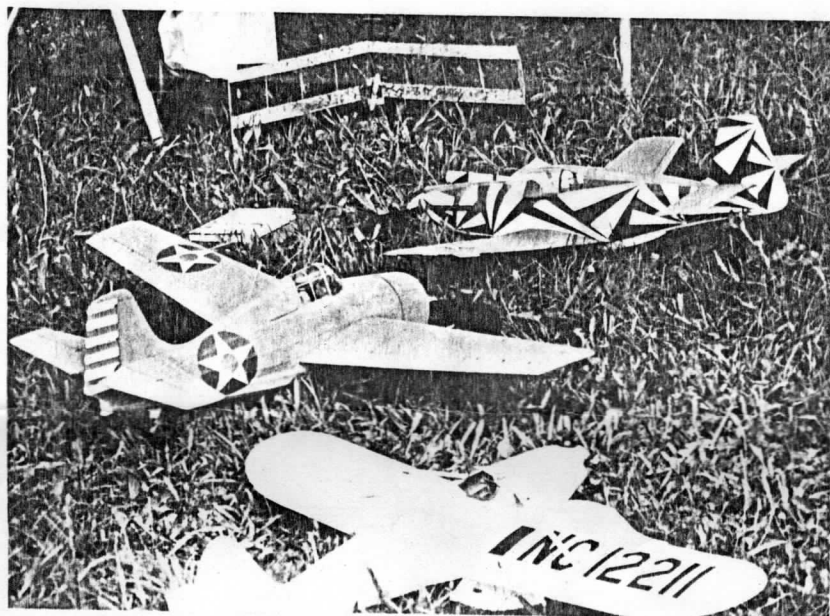
Ed Heyn's nice flying Fokker V-21
photo by Ed.



Blackburn Airdale by Vic Larsen
Plan in this issue. photo by Vic.



Dennis Norman with his Ki-61
Hein. photo by Pres Bruning.



Jumbos at FAC Nats. Ramos' Kinner, Midkiff's
Wildcat, Moses' P-51 and Kluiber's Burgess
Dunne. photo by Bruning.



Bob Thompson and Dave Stott plotting skull-
dudgery on awarding the coveted Cheetwell
Cup. photo by Tony Faranda.



Jack Moses and his
Heinkel He-100.
photo by Bruning.

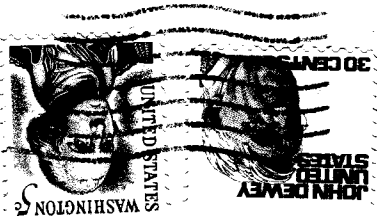
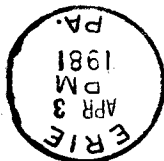
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3301 Cindy Lane
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