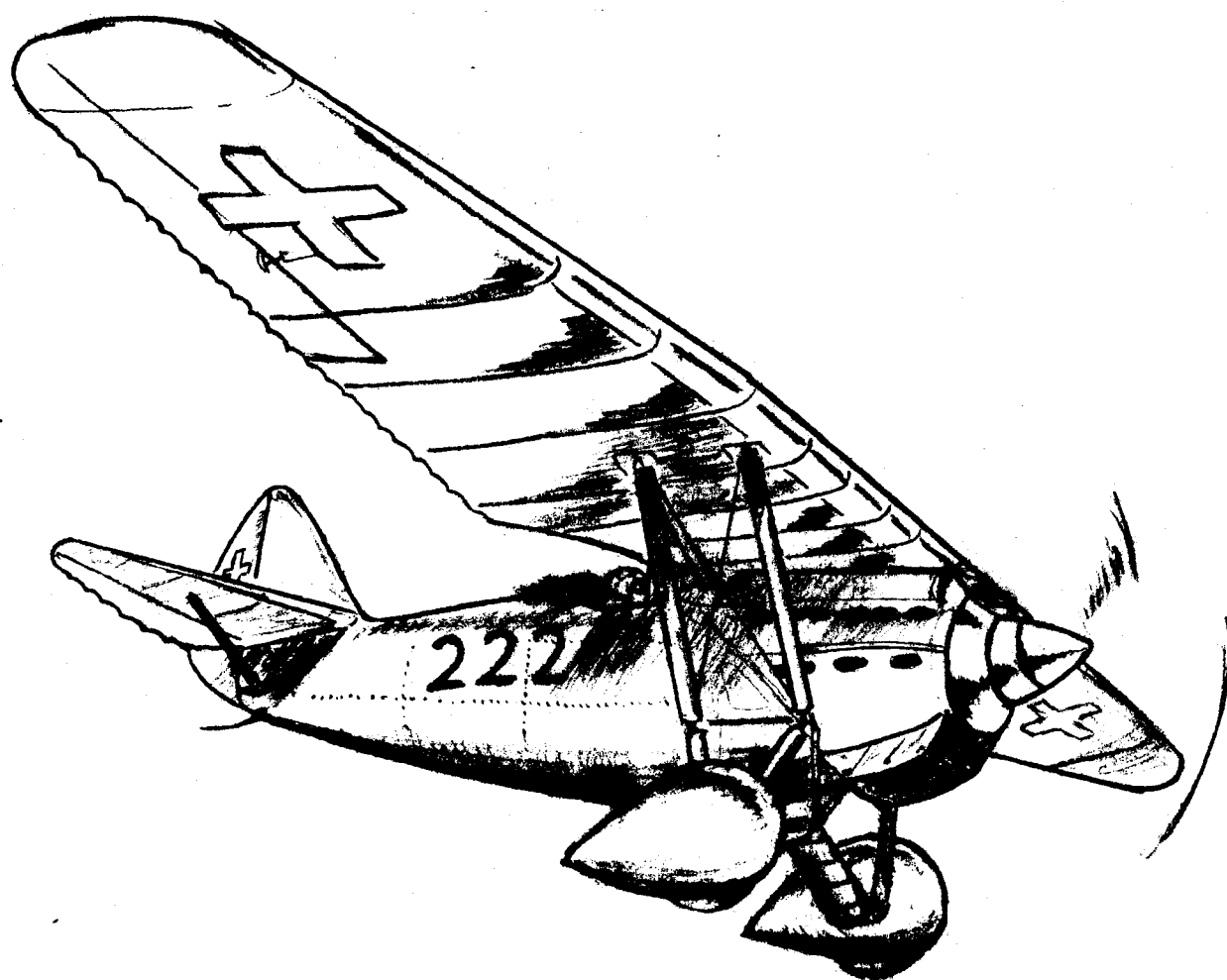


FLYING ACES

Club News

ISSUE ~~#80~~ 81

JULY-AUG. 1981



COVER STORY

THE DEWOITINE D-27 C1

Emile Dewoitine designed this neat little parasol fighter in 1928. The Swiss were to build 65 D-27's under his direction. He later moved his operation back to France where he planned to build 20 more. However, only six were finished and these were used for flying test beds. Top speed was a brisk 185 mph. She could chew ozone at 1,968 ft per min.

Well skysters, can't you just see the sun filtering through her silver wings as Hung looks her over! What are you waiting for?

Dave Smith, of the Cactus Squadron sent in the cover drawing as well as the description above, along with our feature peanut plan for this issue. Thank you Dave for another well done plan.

Contest Calendar

Aug. 9 10th Annual Great Lakes Scale Meet at Erie, Pa. Flyer in this issue.

Aug. 16 Flying Aces Meet at Durham, Conn. Bob Thompson CD. Flyer this issue.

Aug. 23 FAC at WPAFB Dayton, Ohio- Frank Scott CD.

Aug. 30 Cloudbusters FF Scale meet at Detroit, Mich. Flyer in this issue.

Sept. 6 CFFS FAC Scramble at LCCC, Elyria, Ohio. Flyer in this issue.

Sept. 12 D.C. Maxecuters. FAC rubber, Jumbo, FAC Power, Races, WWI, WWII, Golden Age, Embryo, HLG, Catapult. Allan Schanzle, 8311 Exodus Dr. Gaithersburg, Md. 20760

Sept. 13 Probable date for Canton, Ohio FAC Scale meet.

Sept. 20 CFFS & Detroiten Geschwader FAC at WPAFB Dayton, Ohio, flyer this iss.

Oct. 4 Erie Model Aircraft Assn. meet, site and events to be announced.

Nov. 3 Indoor Racer Cup, Flyer in this issue.

Nov. 13 CFFS Indoor meet, site and events to be announced.

S.O.S. S.O.S. S.O.S. S.O.S. S.O.S.

A couple FACers right here at GHQ need some help. Both Ross Mayo and your C.O. would like some real good scale data for the Reawin Speedster. What we need are some good three views and a color scheme.

If anyone can help, please send to GHQ and I will share the info with Ross.

We have been getting great help from you skysters out there on our requests for help for our members and GHQ wants to thank all of you for your concern of fellow modelers. That is the true spirit of the Flying Aces.



by
"Iron Mike" Midkiff

I just got back from the contest at Dallas and seen that the FAC news had arrived during my absence. I read with interest the blurb on twin engine stuff. As my B-25 shows lots of promise, I'll cough up some interesting notes about it. I decided on 8 inch contra rotating props and backed into the aircrafts size. Low and behold, a 36 inch span, practically half inch scale! It weighs in at approx. 4 to 5 oz., which seems reasonable, based on the results.

For me, contra rotating props, three bladed, solved two basic problems; (1) the mechanics of holding the two props with one hand just before launch became very simple, (2) I wanted to retain a lot of the B-25's characteristic outer wing panel droop. Therefore I decided the contra rotating props would help with roll stability which might have been poor with my dihedral set up. Apparently the contra rotating props have helped, for it seems very stable in this attitude.

Also another design criteria which may have helped is a lifting stab.

Under the power burst condition with contra rotating props I could picture this thing trying to climb straight up even with a lot of down thrust.

Apparently this seems to help, for she will climb at a 30% angle for about 5 seconds before starting into a wide right hand turn, rudder warps produced this! I can really vouch for Pres Bruning's differential down thrust, that is the outboard turning wing forward 2-3 degrees more than the inside wing.

I was really surprised at the amount of down thrust required, but as you look at your force arrangements it becomes apparent: the position of the props with respect to the wing is just like a monoplane with a short nose moment and a shoulder wing. Something like a Monocoupe or Mr. Mulligan.

So it looks like twin engines have a lot of nose moment, but be careful, this moment reacts from where the thrust is, not the front end of the fuselage. One obvious bonus though is the CG usually comes out quite close to the 30% range. This helps your overall weight problem since a very small amount seems to be all that is necessary on a B-25ish type anyhow.

Also as you should have guessed, long nacelles are a must, but make sure that you do everything to make the most out of the length you have. Mount the rear peg as far back as you can get it and keep the removable nose block thin and the prop shaft short thus maximising the internal length of the rubber.

Incidentally, you can use 2-2½ times the nacelle length in rubber motor and you don't have to braid it, since all this flops around very close to the models CG. Something to be said for not having a twin with tail booms.

One interesting feature came out during trimming; I used the scale size trim tabs cut into the trailing edge of the wing to get the pattern grooved into a right hand climbing turn and a transition into a right hand glide.

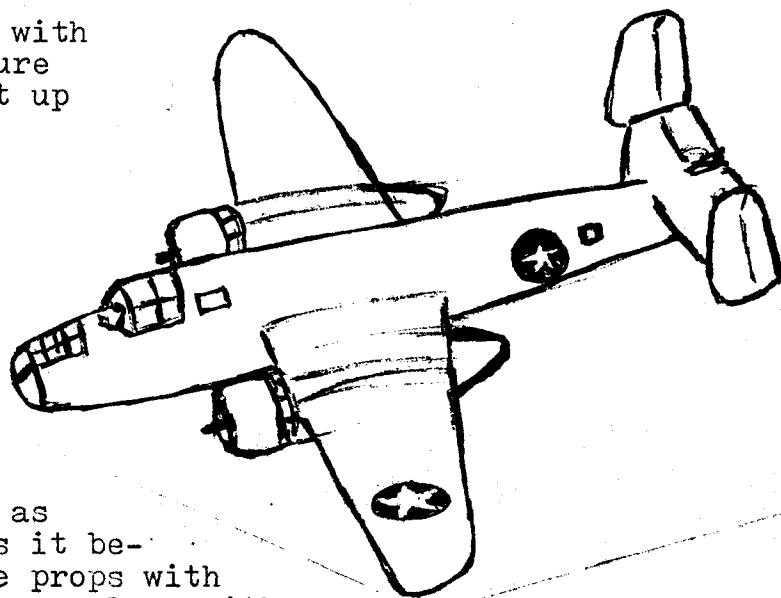
This has been by far my greatest thrill and challenge in trimming, but as you can imagine it has all been worth the time and effort.

Three loops of 1/8 rubber approx. 20 in. long in each nacelle provide more than adequate power when cranked to 600/700 turns.

Believe it or not, she has thermaled and really looks neat 100ft. in the air. Just for the Hell of it, guess what my next entry will be in WWII Combat?

BOMBS AWAY

Mike Midkiff



DISPATCH FROM THE WESTERN FRONT

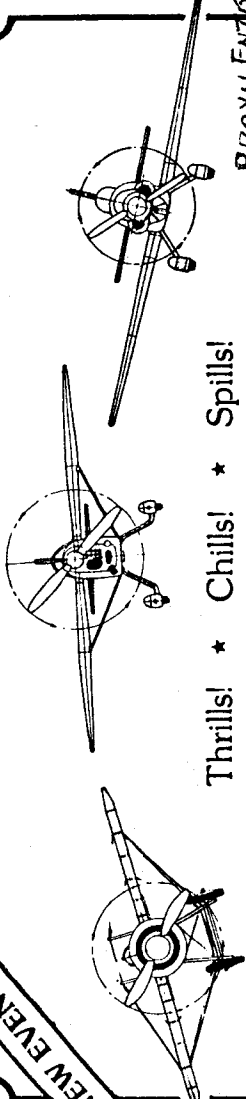
I noticed my name on the roster of Lt. of the FAC. "Noticed" may not be the proper word, my wife, Sharon, thought that one of the cats had got into my workshop from the shreik I made. I am very honored, to be included with such company, as all of you has got to be the zenith of my modelling oreer. I hope I can live up to the clubs fantastic reputation. I am sending 9 bucks for a sub. this will be a real savings to me as I travel 600 miles a month to Las Vegas just to read Bob Haight's newsletter.

W.R. Stroman (alias, Wilhelm von Strohiem)

Yes, Wilhelm, all victories count on the Kanone list where ever they are won. As long as it is an FAC event they count. So send the results of your FAC contests to GHQ as they happen. We are glad to hear that the boys on the Western Front are finally getting into the fun competition, keep us posted.

C.O. F.A.C.

NEW EVENT!



Thrills! ★ Chills! ★ Spills!

PROXY ENTRY
JIM ALGAR
PROFESSIONAL GRAVITY
7133 DARBY AVE
RESEDA, CA.
91335

The Flightmasters West present The First Annual Indoor Racer Cup

The Flightmasters West will present a new indoor event at their monthly meet at Paul Revere Junior High School on Sunday, November eighth, from 1 to 4:30 p.m.

Indoor Racers is an event for rubber-powered scale models of single-example or limited production racing planes* of any era. Racing planes are colorful, unique and an enjoyable challenge. This is not a mass-launch event but a one-flier-at-a-time contest in which placings will be determined in the following manner:

- 1. Scale points (30 max.)** plus **2. Best single flight time (60 max.)** plus **3. Two points per "lap"**

1. To keep this a "fun-type" event, scale points will not be broken down into "x points for rib spacing" and "x points for opaque finish" etc. Instead, points will be subjectively awarded by the judges across the range of models entered. A model that is "OK" might be from 1-10, "good" from 11-20, and "wow, nifty!" a 21-30. There should also be a "courage" factor operating in scale judging, so that a Gee-Bee R-1 scores a lot higher than a Mr. Mulligan, even though the Mulligan might actually be executed a little better as a model. Remember, race planes were fast but many of the designs were on the ragged edge aerodynamically, and a contestant choosing such a design deserves to be rewarded for his courage.

2. Flight score will consist simply of the time of the contestant's best single flight, up to a 60-second maximum, with unlimited attempts.

3. Which brings us to "laps". Two points will be awarded for each complete flight circle of the model on any one flight. This is to hopefully equalize the flying qualities of different racing designs. A light-weight Mr. Mulligan may easily score the 60-second max as it cruises slowly around. But notice the word *slowly*. Our example Gee-Bee R-1, on the other hand, will probably have to go like gangbusters just to keep aloft, tearing around in frantic circles just above the floor and just maybe tacking up a decent amount of lap points to augment its (probably) brief endurance. Notice that your best "time" flight and best "laps" flight might be two different ones. This is fine.

Now, about that * after racing planes. Non-"racing" but scale models will be allowed to participate as a "stock class" entry. After all, even full-sized Piper Cubs have been raced. However, their final score will be multiplied by a "stock" point factor of .70, and of course they would not be expected to score as high in scale judging as a true race plane. This handicap is not intended to make it impossible for a "stocker" to win — just unlikely. Remember, racing planes is what it's about! Any questions arising out of the admittedly fuzzy area of what is "limited production" racer and what is "stock" will be decided by the Contest Director at the time of entry.

So that's **Indoor Racers**. Keep in mind, race refers to the models, not the event. This is for fun, folks. The checkered flag goes up Sunday, November eighth, so start building now. Contest director (race director?) for the event will be Jim Algar, and we look forward to seeing you there.

Gentlemen, start your X-acto knives!

Sunday, November eighth, 1 - 4:30 p.m.
Paul Revere Junior High School, 1450 Allenford Avenue, L.A.
 (take Sunset Blvd. west from San Diego Freeway)
Peanut Scale and 14g. Bostonian will also be flown

The last issue (May-June, 1981) related how my term at AIRCO from 1917-1920 was momentarily interrupted by World War I's end at the time I was taking my physical for the RAF. So back to my job as a junior draftsman in deHavillands technical department I went.

Sir Geoffrey de Havilland, C.B.E., O.M., at that time 36 years old, was a modest, kindly and considerate man as were his principal aides- Charles C. Walker, his stress mathematician to whom I reported, and his brother-in-law, Frank Hearle, manager of the Experimental Department where all prototypes were built. I had been at the Aircraft Mfg. Co., where de Havilland was chief designer, for only a month or two after my seventeenth birthday when Walker drove me the short distance to the aerodrome. Once there, the chief test pilot B.C. Hucks- my idol, the famed aerobatic stuntman and first Englishman to loop the loop- was told that I would be recording the time of take-off under various loads. This simple procedure would be done by leaning over the side of the gunner's cockpit and, with stopwatch in hand, noting on a small clipboard the time it took from gunning the engine to the wheels leaving the grass. Then back to the tarmac fronting the sheds, mechanics would drop a 50 lb. sand bag at my feet, and off we'd go again.

The process was repeated until the last run heavily laden and owing to a shifting wind, Hucks sluggishly cleared the top of the sheds which brushed by a few feet beneath us. How dumb I must have been to think that exciting. Thus by practical experiment the "usefull load" of the aircraft was established. Ground instruments had, of course, measured the lengths of the take-offs.

So there I was, all dressed up in a big leather coat, helmet and goggles (unlike my first paid-for-flight in a Henry Farman, five years previously) with a mechanic helping me into the first deH 4's gunner's cockpit directly behind the pilot- none other than my long-time pre-war stunt hero- and off we went with the awesome power and noise of the mighty engine ahead of us, and I intent on doing my job for my salary of \$5 a week.

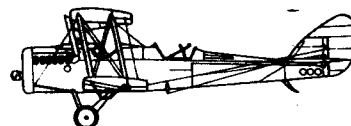
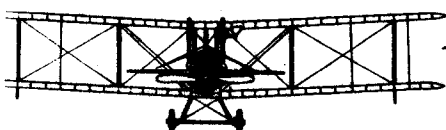
But before landing, Hucks started stunting! Loops, rolls, spins-the works, including the new Immelman turn. Centrifugal force kept me tightly on the gunner's seat- it was wonderful to see the earth flashing around in every direction until experiencing the first of what I learned later to be the Immelman turn when, seemingly floating in mid-air, I had to grab onto the sides to prevent falling out- whether a safety belt was attached to the seat, I do not recall. If there was one, nobody told me about it!

In retrospect, I think Hucks' sudden and violent display of aerobatics was first, to test the aerodynamics of the deH 4 (it eased out of a spin beautifully), and also its structural fitness- no parachutes except for observation balloons in those days to help out if the wings or tail disintegrated, and, secondly, with a touch of humor, how that 17 year old 6 ft. tall string bean in the back seat could take it. Take it? I could'n't get enough of it. Having since those days crossed the Atlantic by boat in all weathers thirteen times without getting seasick, I presume I had a cast iron stomach.

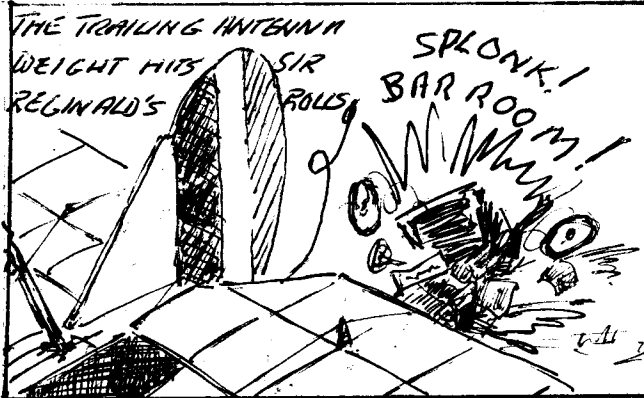
Outside of my baptism in aerobatics, four extraordinary incidents caused by wartime pressures occurred while I was assigned to my simple test duties, timing climb to each multiple of 1000 ft., for instance. On the deH 9 tests with the famed General Sir Sefton Branker of the Air Ministry on the tarmac watching with other bigwigs, nothing happened but noise when Hucks gunned for takeoff. The aircraft stood still, bucking a bit as the tailskid dug into the grass. The engine was the new BHP 200 HP six-in-line with righthand drive.

Our propeller designer (remembered for his white waistcoat worn winter and summer) was under the impression it was lefthand drive and calculated the propeller accordingly. So there was no test flight that morning much to my chagrin.

(The next issue will contain the three other incidents).

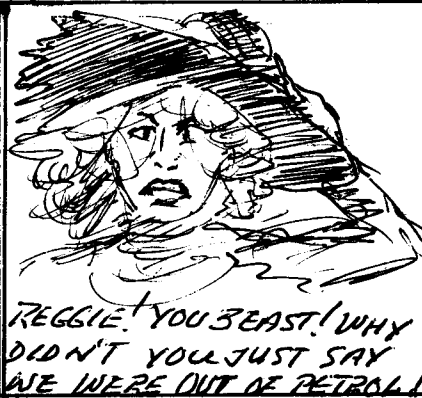


THE ADVENTURES OF GORDON GOODCHAP & CHESTER CHEETWELL



THE TRAILING ANTENNA
WEIGHT HITS SIR
REGINALD'S

SPLONK!
BAR ROOM!



REGGIE! YOU BEAST! WHY
DIDN'T YOU JUST SAY
WE WERE OUT OF PETROL! DUAR! AND



FROM THE SEA I LOOKED
LIKE THIS - MEYER
VON TOOT, ALWAYS ON
TOP OF THINGS CON-
CLUDES A STRAY SHELL
HAS HIT THE FUEL



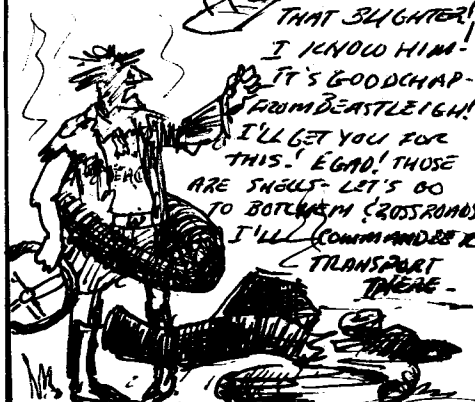
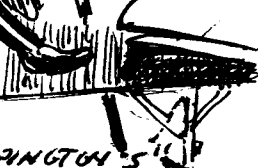
DU LIEBER! SCHMEL-
LING-SALZ SIGNAL
ALL SHIPS AT DOT
SCHMUCKE TO SHOOT!

GORDON FINDS HE
BY TWEAKING THE
DINERAL DOES
"I SAY, THAT CHAP
AND THE BURN -



OH, WELL - BACK TO DOORINGTON

CAN FLY THE RE-
EIMPENANCE WIRS
THE REST -
WITH THE GIRL
ING MOTOR
CAR LOOKS
FAMILIAR -
HE'S WHINING -



THAT SLIGHTER!
I KNOW HIM -
IT'S GOODCHAP -
FROM BEASTLEIGH!
I'LL GET YOU FOR
THIS! EGAD! THOSE
ARE SHELLS - LET'S GO
TO BOTHEM CROSSROADS
I'LL COMMANDER
TRANSPORT
THERE -

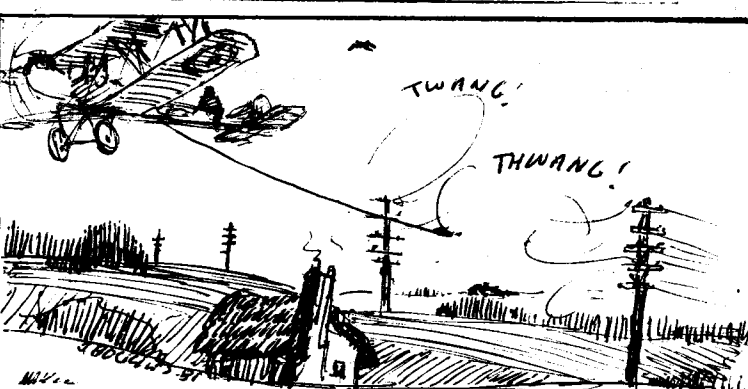


CONTEST
RESULTS
MATHIE
MATHIE
MATHIE
MATHIE

NOTICE

As SIR
REGINALD PERY
AND HIS EX-GIRLFRIEND
BEAT A HASTY RETREAT TO-
WARD BOTHEM CROSSROADS, AT DISTRICT HQ.
COL. MATHIE HAS ANOTHER PROBLEM - "SEE,
HERE, WRISLEY, WE HAVE TO COORDINATE THESE
TROOP MOVEMENTS - TWO INFANTRY DIVISIONS,
AN RASC COLUMN AND A BRIGADE OF THE
INDIAN ARMY - THEY'LL ALL COME THROUGH
BOTHEM CROSSROADS BY DIFFERENT ROUTES."

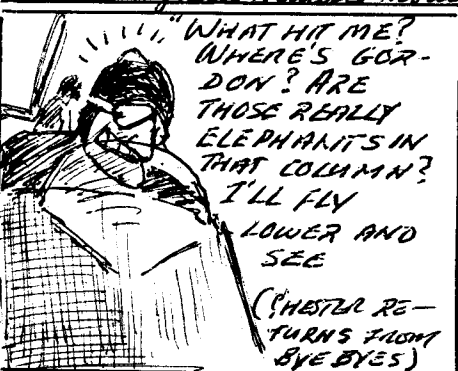
"OH I'M GOING TO A BETTER LAND -
THEY FLY THERE EVERY NIGHT;
THE COCKTAILS GROW ON BUSHES
SO EVERYONE STAYS TIGHT."
"THE HALLS OF MONTEZUMA" - A
STORY OF LIFE IN A SMALL MID-WESTERN TOWN.



TWANG!

THWANG!

THE TRAILING ANTENNA WIRES OUT
THE MAIN POWER AND COMMUNICATIONS
LINES - TWILIGHT AND NO LIGHTS TO
SILHOUETTE ANY TARGETS FOR MEYER VON
TOOT, WHO STOMPED ON HIS BRIDGE, AND ON
VON SCHMELLING-SALZ - AND SAID "DRAT!"



"WHAT HIT ME?
WHERE'S GOR-
DON? ARE
THOSE REALLY
ELEPHANTS IN
THAT COLUMN?
I'LL FLY
LOWER AND
SEE
(CHESTER RE-
TURNS FROM
BYE BYES)

WILL VON TOOT GET OUT
OF THE CHANNEL?
WILL SIR REGINALD
PERY MAKE DO IT TO
BOTHEM CROSSROADS?
WILL THE HALBERTHART
D-I FIT VON RUTEN-
SACKS? WILL HAWKINS
LEFT ARRIVE IN TIME?
WILL OSCAR GET ANOTH-
ER WHACK AT GORDON?
WILL MATHIE AND
WRISLEY SORT IT ALL
OUT AT BOTHEM CROSS-
ROADS? WILL PIERRE
DETERGENT FLY AGAIN?
FOR FRANCE? WILL
GORDON TOLD A JAY?

Dean McGinnes writes to tell us about the FAC events ever held in the sunny south. Following is Dean's letter plus a little description of the action in the mass launch WWII event.

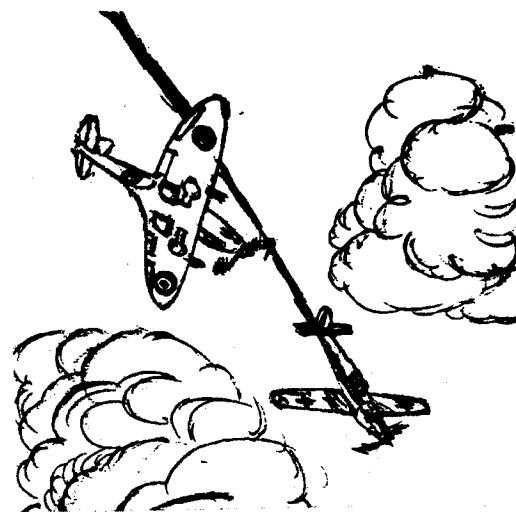
The mass launch event was an unqualified success! The whole free flight section dropped everything and watched every flight. A few RC guys even came over. One of them was heard to remark the night before, "An FAC event here? WOW!" My clunker of a Hellcat was much-modified from the Comet 24" kit. It weighed in at 45 grams and survived having it's wings ripped out by the roots the day before, (necessitating a marathon midnite repair session) and having it's leading edge crunched while gliding into a motorcycle $\frac{1}{2}$ hour before the 10:00 am start time. Clean living!

I cannot say how much I enjoy the FAC newsletter. I am planning to rule out further monthly magazine subscriptions as all 3 are falling all over themselves to include RC this and that. Between you and Crosswinds and Crazy Doc Martin I am at last affiliated with my kind of modelers. Anyway, keep up the good work. (Thanks for the kind words Dean, GHQ likes to hear praise).

HEADLINE: FAC REPELS ENEMY ATTACK IN THE SOUTH

"Somewhere on the Southern Front"

All was quiet at FAC South Aerodrome when the mid-morning peace was shattered by a hail of machine gun bullets and the thump of cannon shells! The traitorous Oberleutnant Duncan McBride (lured from his castle in Scotland by guarantees of a lifetime supply of precision thrust bearings) raked the length and breadth of FAC Field with murderous fire from the guns of his sleek long-nosed TA-152 fighter. Then, with the Daimler-Benz shrieking with power, he streaked for the thin air of high altitude where his long winged fighter worked best, to await his intended victims. Answering the challenge was Lts. Don "Gulphawk" Brimmer (Hawker Typhoon), "Grandpa" George Leffler (ancient P-51B), John "Hillbilly" Blair (P-39 Aircobra), and Dean "Whichway" McGinnes (F6F-2 Hellcat, he landed here yesterday asking directions to the South Pacific). The dastardly McBride took full advantage of high altitude maneuverability, twisting and turning, pouring steel and incendiary into all of his opponents who were struggling to keep from stalling in the thin air. Finally, Brimmer's Typhoon went down (after a minute in the air). However, McBride foolishly over-boosted the engine while chasing Brimmer and his engine proceeded to self-destruct. "Grandpa" Leffler promptly got on his tail and stitched him from spinner to rudderpost with 50 cal., sending the turncoat down in flames! Unfortunately an earlier cannon hit by McBride had weakened the crankshaft of his elderly Mustang and he lost his propeller. The prop-less Mustang began the long glide earthward, leaving only "Hillbilly" Blair and "Whichway" McGinnes to limp homeward, low on fuel, and badly mauled from the fight. The Allison in Blair's Aircobra finally ran out of gas within sight of the field and the silver fighter skidded to a halt just short of the runway, leaving McGinnes to sputter to a halt at Dispersal, still looking for anything which resembled a carrier.



NEW PLAN SOURCE

Dean is also offering a series of peanut plans for sale. Some are rarely seen modeled, among the most interesting are the Dornier DO-335, Breda Pensuti, Bede BD-5, Dornier DO 212, Grumman Mohawk AO-1, and many more. Drop him a request for a list. His address is; Dean McGinnes, 5275 William Clark Road, Lakeland, Florida 33805.



OFF'S FAC SCRAMBLE

RESCHEDULED TO:

SUNDAY SEPT. 6

10AM - 5PM AT

LCRAIN COUNTY C.C.

DETROIT CLOUDDEUSTER FAC

IS SUNDAY AUGUST 30. '81

EVENTS:

1. FULL FAC PT. PEANUT SCALE. FEATURE EVENT FOR GOLDEN AGE REPRODUCTION KIT PRIZE.

2. FAC RUBBER SCALE.

3. OLD TIMER KIT FAC. FOR GOLDEN AGE REPRODUCTIONS, HI-FLIER, FLY-ALIVE OLD TIMER KIDS. THREE FLIGHT TOTAL, NO BONUS POINTS. FAC RULES APPLY.

4. EMERYO ENDURANCE.

5. WW II PEANUT COMBAT.

6. WW II FAC COMBAT.

7. JET CATAPULT SCALE GLIDER.

8. OLD TIMER CO₂ REPLICA PRECISION. 50 second target flights (3).

9. HAND LAUNCH GLIDER (J)(S)(O). FEATURE EVENT FOR KEIL KRAFT KIT PRIZE.

10. 2L" R.O.G. STICK SPECIAL RUBBER. (J)(SO). R.O.G. OFF EMERYO TABLE. PLASTIC PROPS.

11. JR. ALL FLY (NO GAS POWER).

ENTRY 83. FIRST EVENT. \$1 ADDITIONAL EVENTS, \$6 MAX. JR., SR. FREE.

CD TOM MAJESTIC

3273 W. 129 St.

CLEVELAND, OH 44111

(216) 251-4176

INFO: RUSS ERWIN

4909 N. SLOCUM

LYNDHURST, OH 44124

PH 382-4821

APPROX. SUNDAY

EXIT 193

EXIT 193

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EXIT 193

THE GREATER STORVILLE AND DETROITENGESCHWADER FAC RHUBARB AT WPAFB, DAYTON OHIO
SUNDAY 20 SEPT. 1981 10AM- 5PM. ENTER MUSEUM FRONT GATE. OBSERVE TRAFFIC ROUTES.

1. PEANUT SCALE GHQ FACTORED POINTS X 0.1 BEST 3 FLIGHT TOTAL PLUS 3 FLIGHT TIMES.

2. FLYING ACES RUBBER SCALE.

3. FAC JUBBO RUBBER SCALE. OVER 30 INCH WINGSPAN WITH PILOT FIGURE.

4. FAC POWER SCALE FOR GAS, CO₂ PLUS 5 POINTS, OR ELECTRIC PLUS 10 POINTS.

5. MULTI-MOTOR FAC RUBBER SCALE.

6. EMERYO ENDURANCE

7. SHELL DASH . THREE FLIGHT RACE QUALIFIER.

8. GREYS. INLINE ENGINE PRE WAR RACE.

9. THOMPSON TROPHY PRE WAR RADIAL POWER RACE.

10. HANSEN HANDICAP POST WAR RACE FOR BIPLANE PLUS 10, FORMULA PLUS 5 FOR GEAR DOWN TYPE, OR UNLIMITED TYPES IN RACE FLOWN COLORS. BEST OF 3 FLIGHT FAC TIME POINTS.

11. WW I BIPLANE DOGFIGHT. FAC MASS LAUNCH.

12. WW II FAC COMBAT. MASS LAUNCH UNDER 30 INCH SPAN FAC COMBAT TYPES.

FLYING ACE CLUB RULES APPLY. FIRST PLACE PRIZES. '81 CARD.

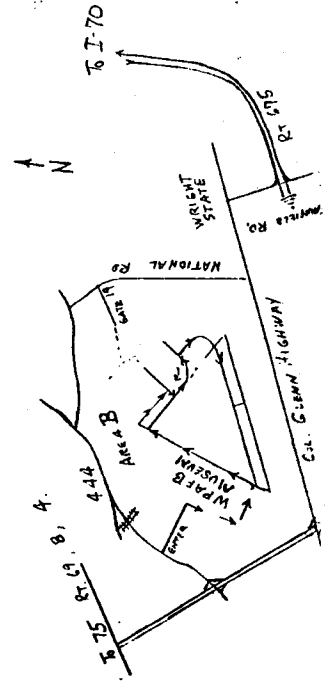
OPEN 83; \$1 EACH EVENT, \$6 MAX. MASS LAUNCH EVENTS BEGIN AT 2 PM.

CD DAVE PISHERY

29323 GRAND BLVD.

WICKLIFFE, OH 44092

(216) 943-2660



← Bueke →
LAKEHURST
AIRPORT

Rt. 2

Rt. 2

Rt. 2

Rt. 2

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CLEVELAND

LCRAIN

I-90
EXIT 8
ELYRIA, OHIO

THE GRIFFON, FULLY RECOVERED FROM HIS HYPNOTIC INDISPOSITION, GIVES SERIOUS THOUGHT TO THE NEXT CONFRONTATION BETWEEN THE FORCES OF GOOD (HIMSELF) AND THE FORCES OF EVIL (THE BAD GUYS SQUADRON, WHO ELSE?)



THEY HIT THE THRUSTBUTTON BOTIQUE LAST NIGHT. WHAT, BARNY, WOULD MOST LIKELY BE THEIR NEXT TARGET?



A POST-HYPNOTIC EFFECT OF THE WORD "ICE CREAM" JARS KEEN OUT OF REALITY & BACK INTO THE WORLD OF HIS PAST...



KEEN REVIEWS YET ANOTHER MILESTONE IN HIS EARLY CAREER

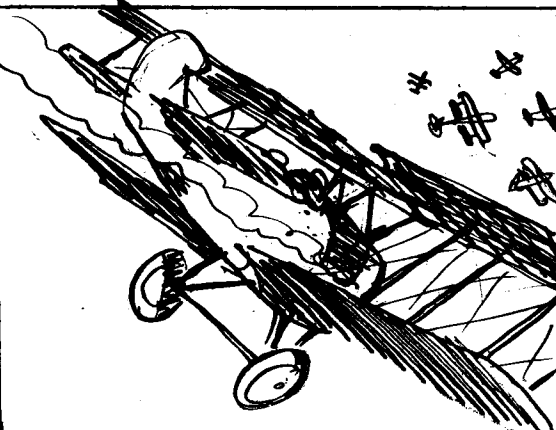
THIS MUST BE THE PLACE, BARN



THEY'RE OFF - A DOZEN VINTAGE FIGHTERS, VYING FOR ALTITUDE JUST LIKE THE OLD DAYS...



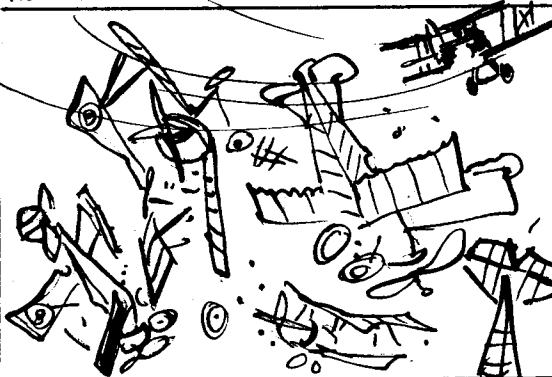
BUT WHAT'S THIS? FROM OUT OF THE SUN DIVES A BILIOUS GREEN PEALZ...



ALL THE MODERN AGES TRANSFIXED BY THE SPECTACLE OF A REAL PLANE ATTACKING MODELS!



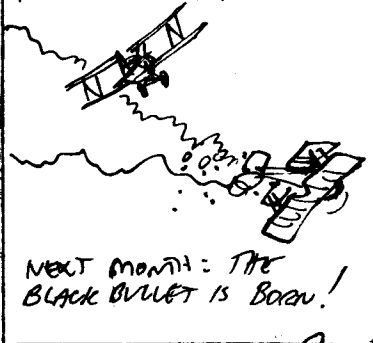
WITH AN OBSCURE ROAR THE EX-KRAUT FIGHTER PULLS UP AND DISORDERS THE MASS TAKEOFF WITH ITS FEROCIOUS PROP WASH

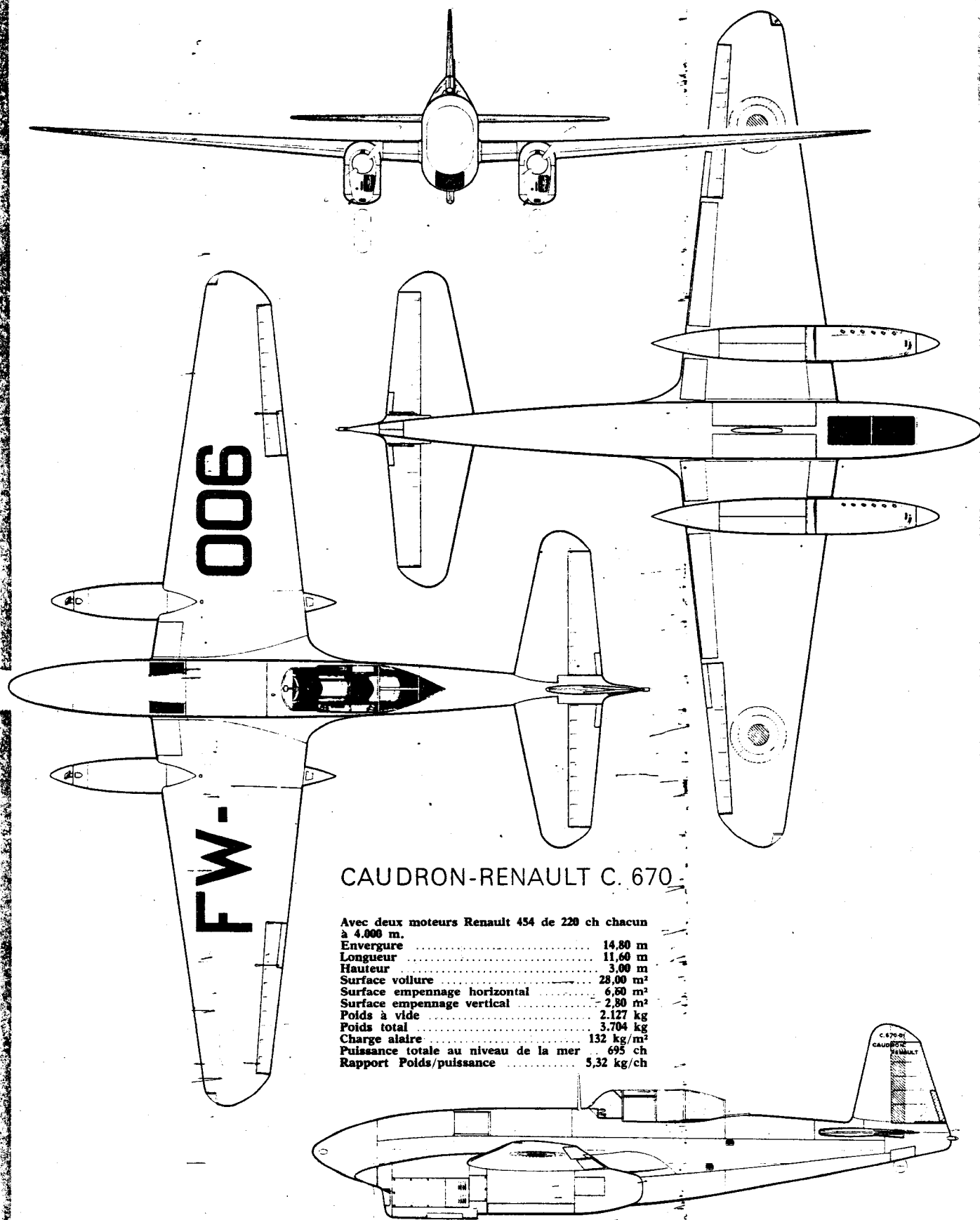


PERFECT SHOT! SOON NO ONE WILL HOLD CONTESTS WITHOUT MY PERMISSION - ONCE I AM ELECTED COMMISSAR OVER ALL MODEL FLYING! HAR HAR!!



FOR THE FIRST TIME, KEEN VISUALIZES HOW HIS FLYING-SKILLS CAN COMBAT THREAT FROM THE AIR





FLYING ACES MODEL LABORATORY

A couple of never seen models is what we offer you skysters in this issue. First of which is a nifty little WWI crate that will be a good challenge for you guys. We discovered the plan among some stuff that the former Commanding Officer (Dave Stott) sent to us. It has been laying around long enough, somebody should give it a try. Her name is de Havilland DH-5, and she was drawn by Sears McCarrison, but don't know when.

Our second plan comes from out in cactus country again, from Dave Smith. Dave has had several plans in the news recently and we hope he can continue to find time to supply us with more drawings. This time he sends us the cute little Dewoitine D27 C-1, she looks like an interesting subject. A fine flyer I'll bet.

S.O.S. S.O.S. S.O.S. S.O.S. S.O.S.

Another S.O.S. guys! Jim McPheat is looking for the December 1937 issue of Flying Aces magazine. In it are the plans for one of his "Rotorplanes". I don't know if he wants the magazine or just the plans, but you can get in touch with him at; Jim McPheat, 167 Chester St., East Hartford, Ct. 06108

CLOUDBUSTERS INC.

14TH

ANNUAL FREE FLIGHT SCALE MEET

AMA SANCTIONED

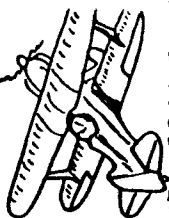
AUGUST 30, 1981 10 AM - 4 PM

11 MILE AND FRANKLIN RD. SOUTHFIELD, MICH

(S.W. OF I-696 AND TELEGRAPH RD.)

EVENTS (ALL J.S.O. COMBINED)

- 1) A.M.A. GAS SCALE - A.M.A. RULES (EX. ALL FLIGHTS HAND LAUNCHED)
- 2) WWI DOGFIGHT - MASS LAUNCH IN ROUNDS
MUST BE WWI BIPLANE
MUST BE IN PERIOD MARKINGS
- 3) WWII COMBAT - MASS LAUNCH IN ROUNDS
MUST BE WWII (1939-1945) FIGHTER
MUST BE IN PERIOD MARKINGS



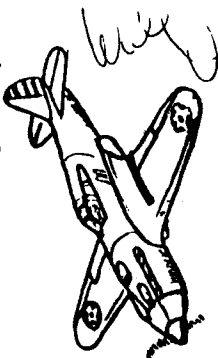
- 4) F.A.C. RUBBER SCALE -

- 5) PEANUT SCALE - F.A.C. FULL FACTOR RULES
EMBRYO ENDURANCE -
TROPHIES TO THIRD PLACE FOR: PEANUT SCALE
AMA GAS SCALE F.A.C. RUB. SCALE, EMBRYO
FIRST PLACE TROPHIES FOR MASS LAUNCH COMBAT EVEN.
SPECIAL JUNIOR AWARDS

ENTRY FEE: \$3.00 FIRST EVENT

\$1.00 EA. ADD'L EVENT OR RE-ENTRY

\$5.00 MAX EVENT FEE EXCLUDING RE-ENTRY



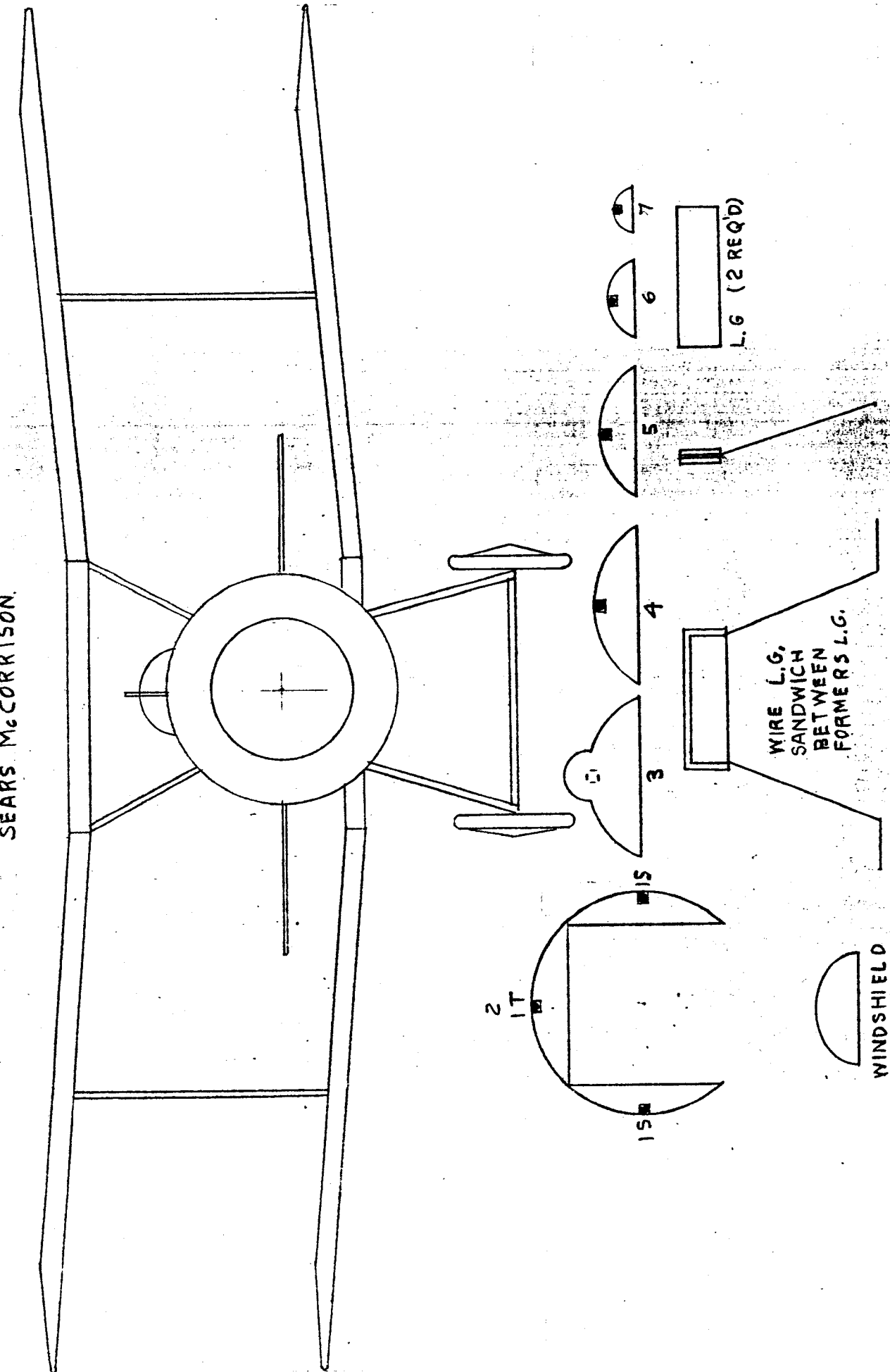
C.D. RALPH D. KUENZ
14645 STAHELIN

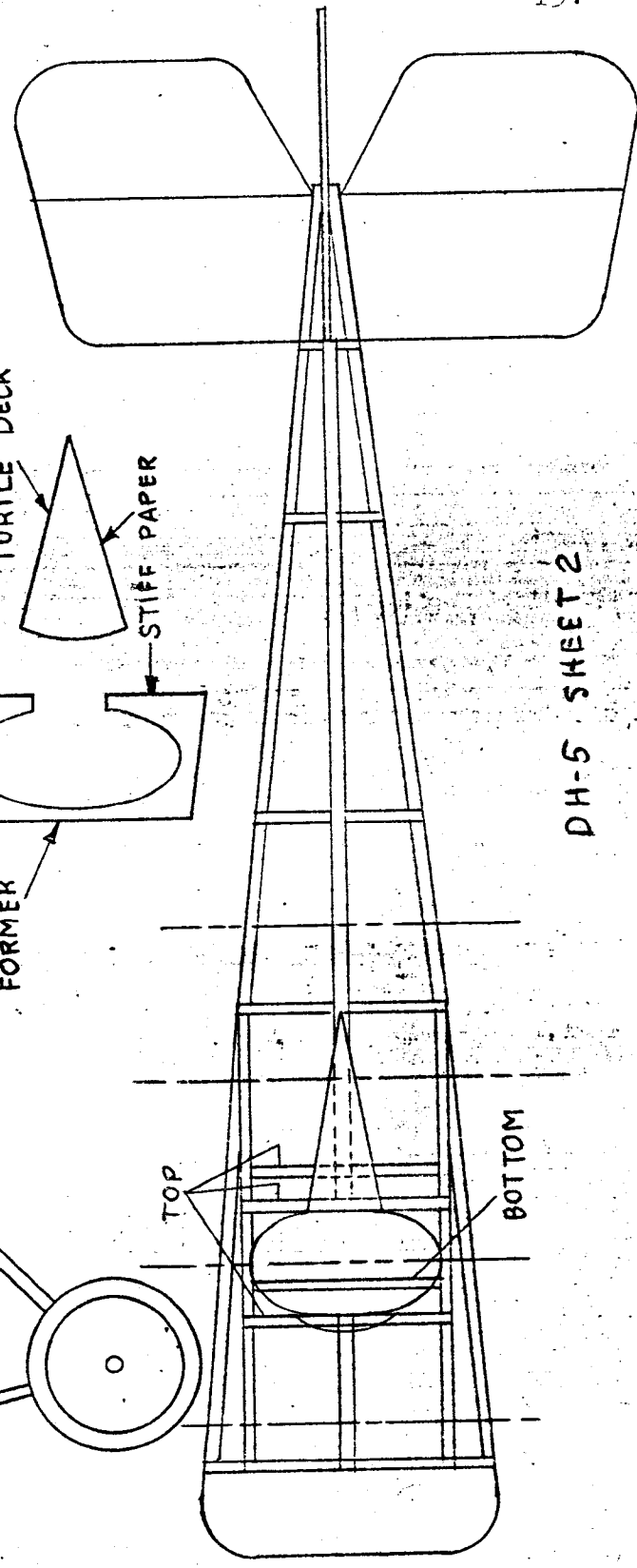
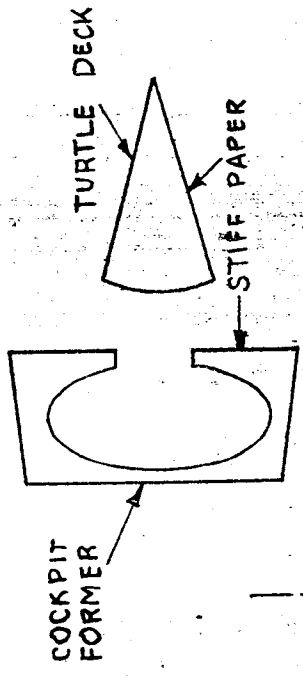
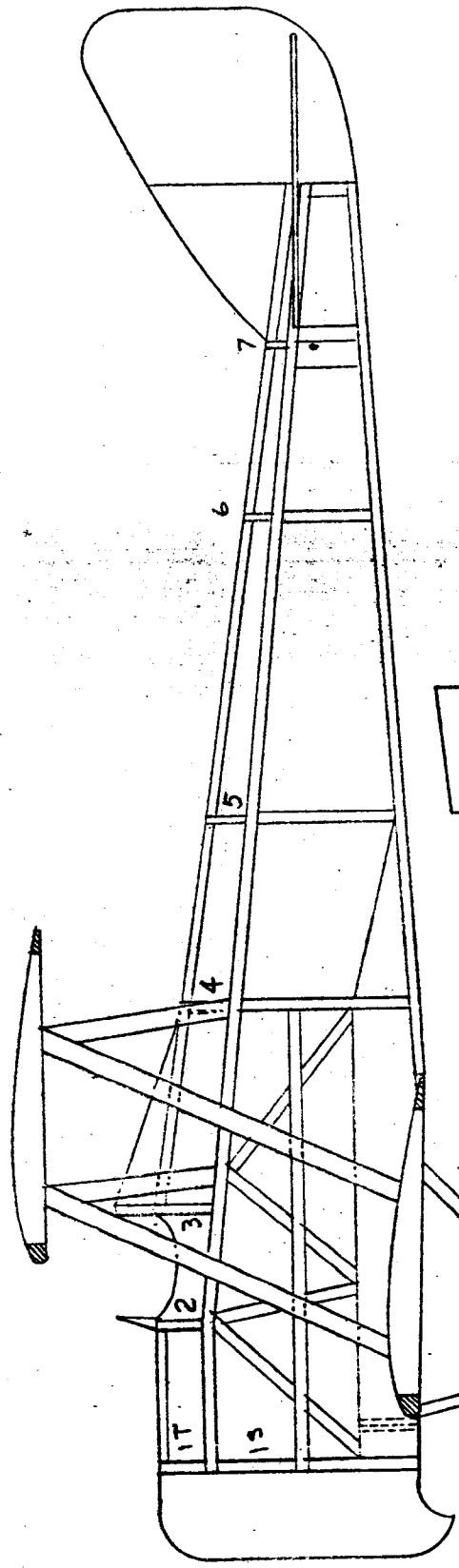
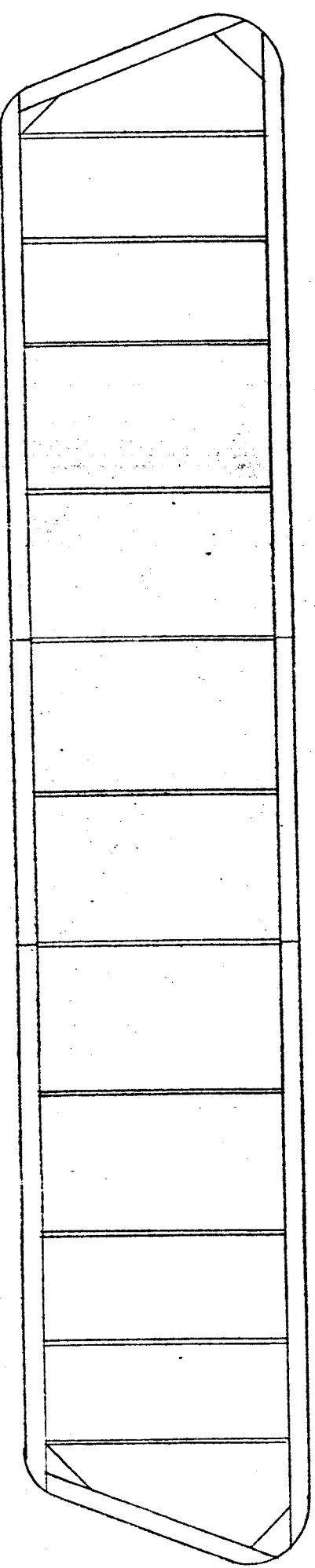
DETROIT MI. 48223

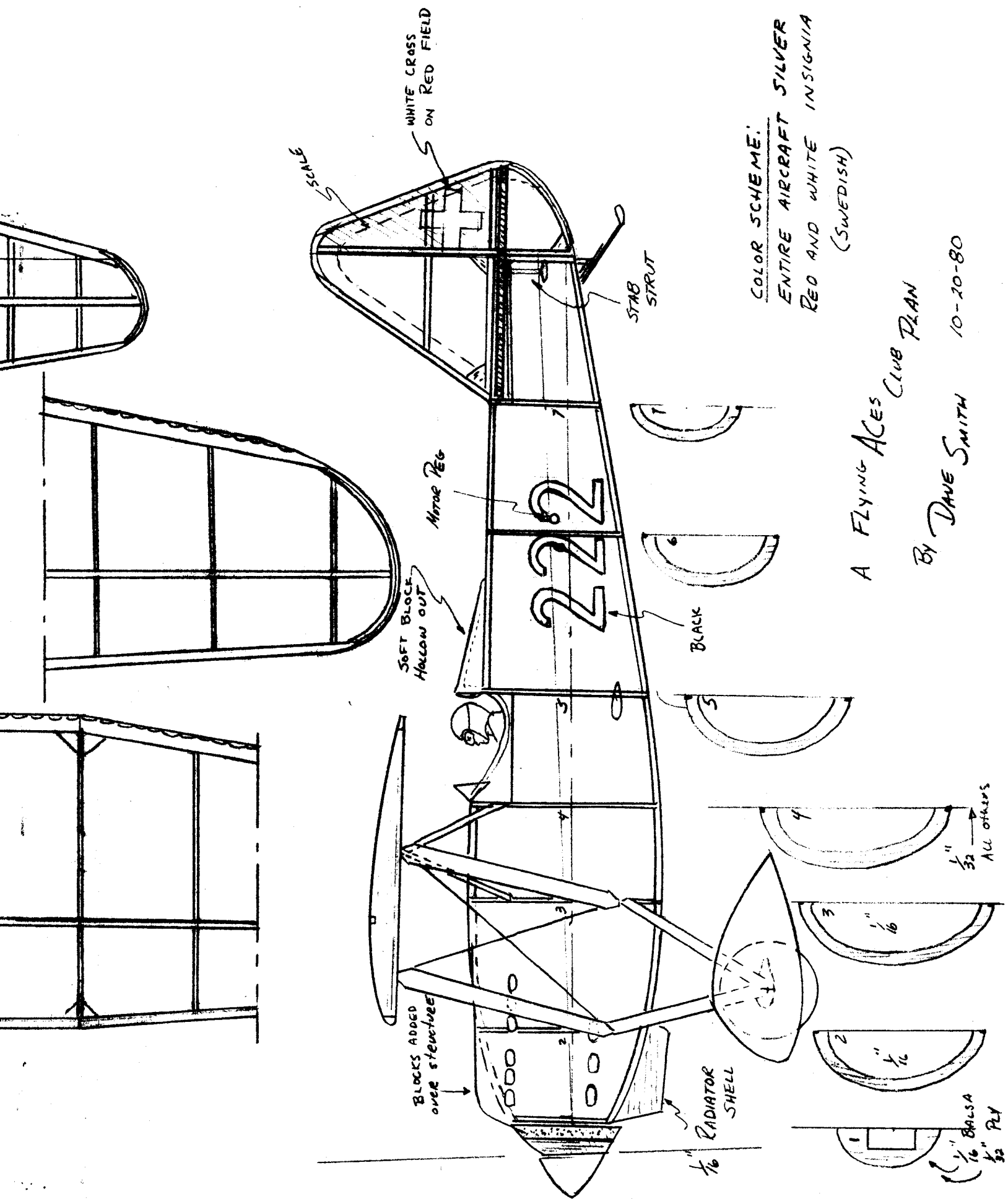
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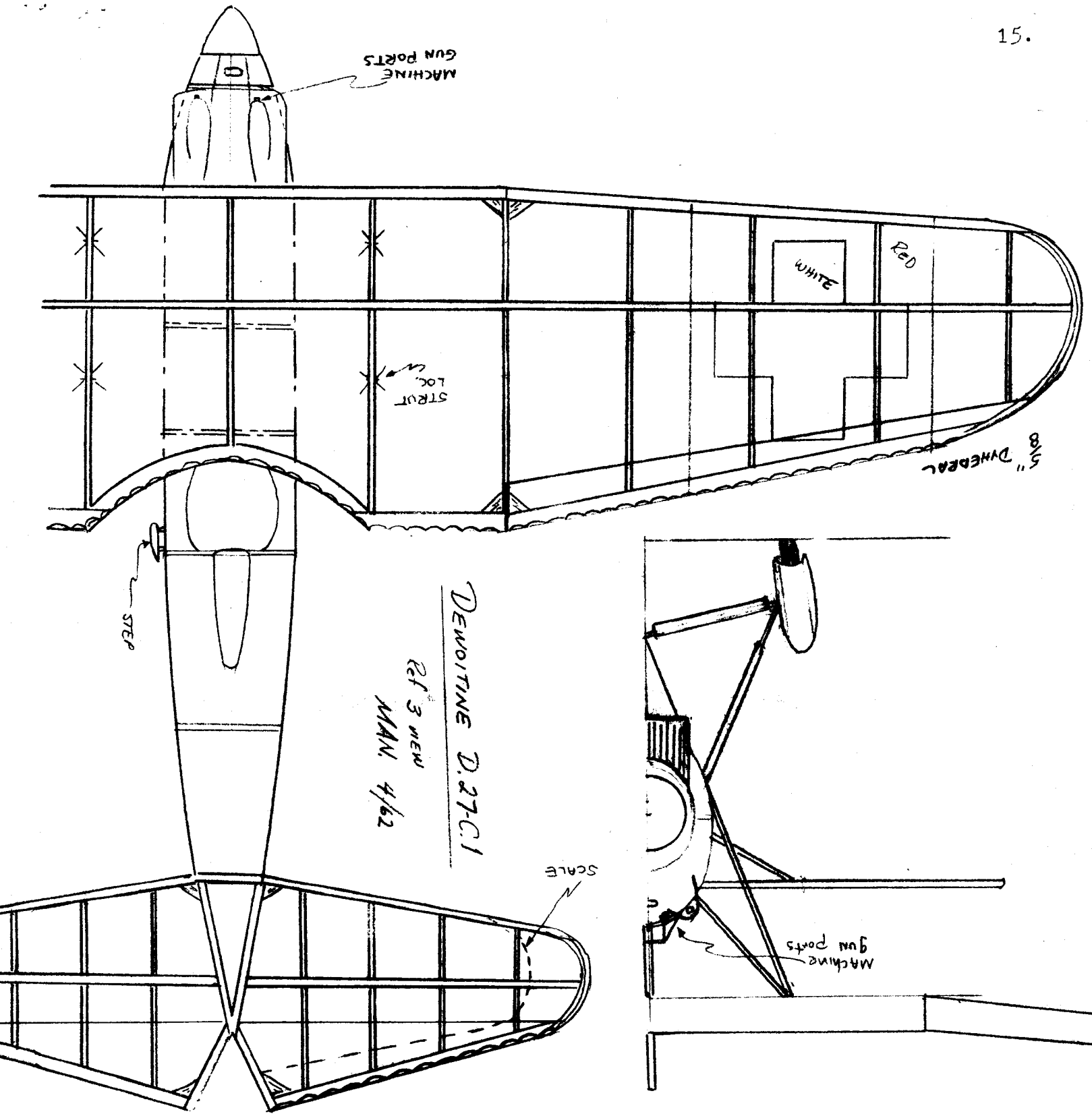


DEHAVILAND DH-5 SEARS McCORRISON.









16.

TENTH ANNUAL GREAT LAKES SCALE MEET

AUGUST 9, 1981 TIME: 10:00 am till 5:00 pm.

SITE: Thermal "G" Glider Port, Erie, Pa.

A.M.A. Sanction applied for.

Events;

1. FAC rubber scale
2. FAC peanut scale
3. Embryo Endurance
4. Hand launch glider
5. No-Cal profile scale
6. WWI Combat
7. WWII Combat

All events to be flown according to FAC rules.

No condenser paper covered models.

Prizes through third place, kits/merch.

Be sure to bring proof of scale.

Prize for first place only in mass launch

Entry fee; \$3.00 first event, \$1.00 each add. event, max. fee \$6.00

Jr. & Sr. \$2.00 flies everything.

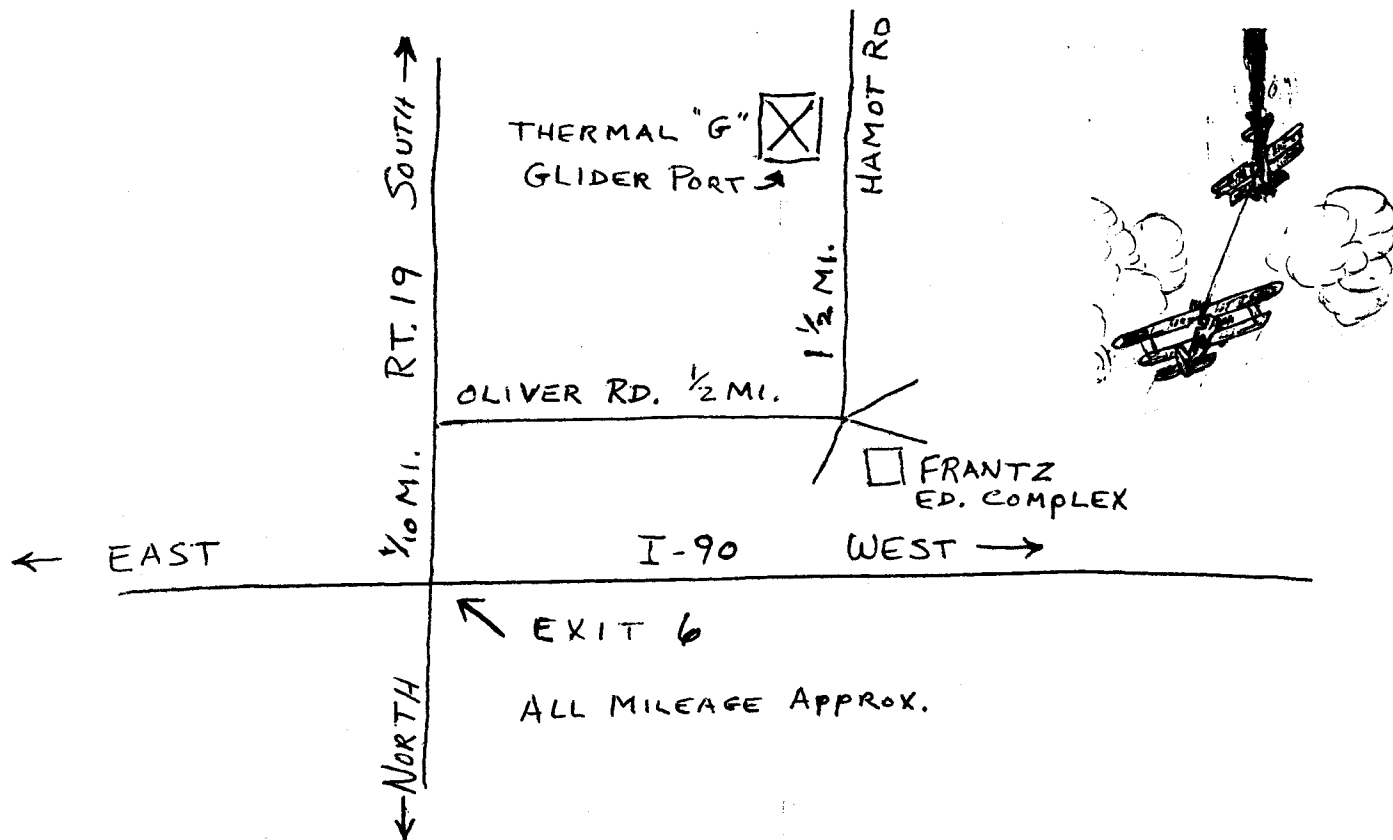
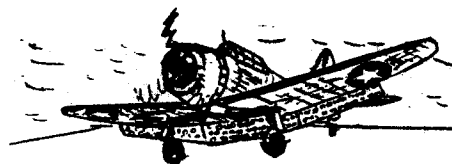
Contest Director;

Joe Barna

1428 West 32 St.

Erie, Pa. 16508 Ph. 814-864-6933

Aviation Museum and Hobby shop on site. May be hot air balloon demonstration after the meet, weather permitting.

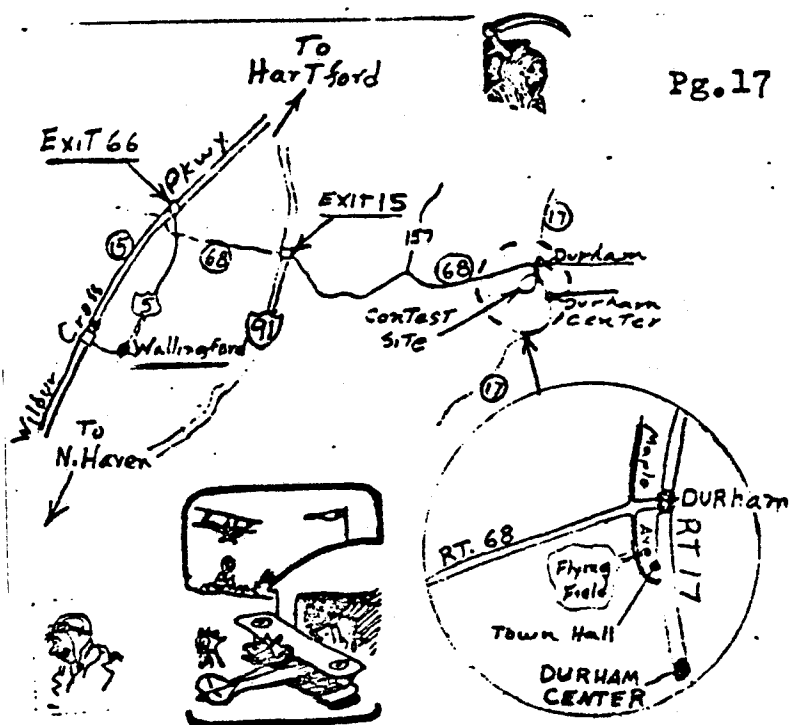


FLYING ACES

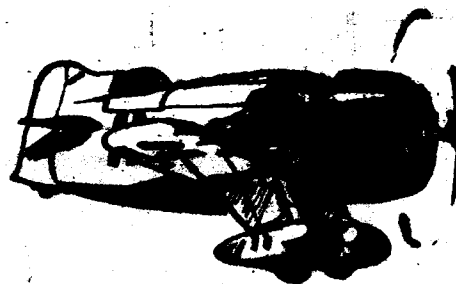
Yes, skysters, Bob Thompson is having a FAC meet back at Durham, Conn. on Aug. 16, 1981.

All you old line regulars can once again fly in your favorite events as Bob has lined up a real FAC bash for you, as well as any newcomers.

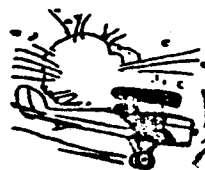
Now lets give Bob all the support you can in the true spirit of the EFF-AY-CEEEEE!

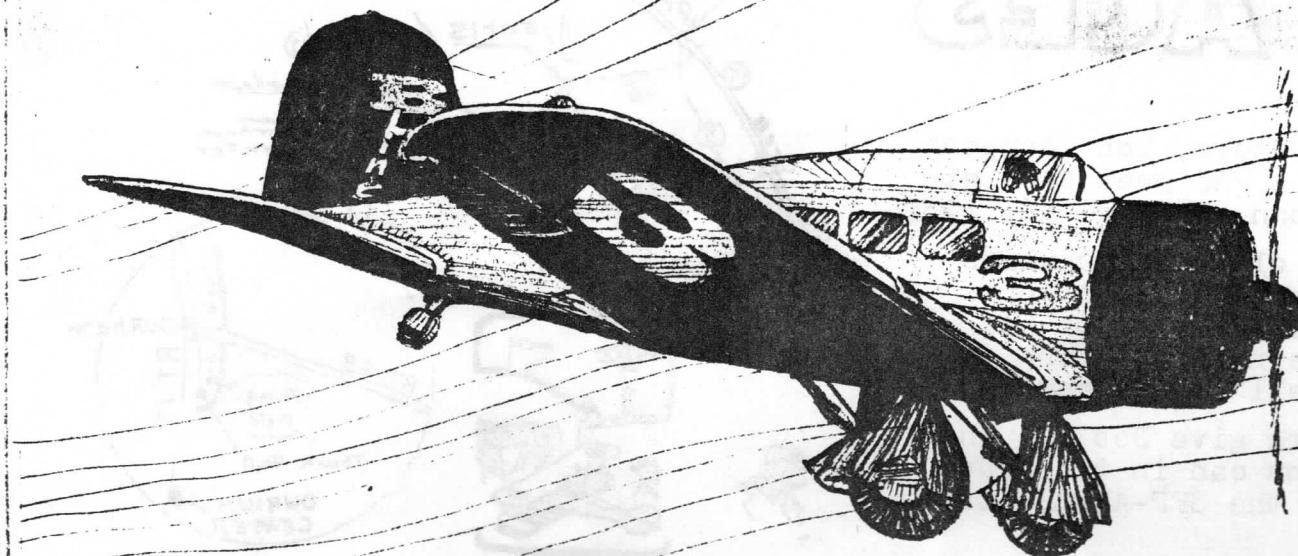


- EVENTS:
1. FAC Scale
 2. Peanut Scale
 3. Embryo Endurance
 4. No-Cal Scale
 5. Thompson Trophy
 6. Greve Trophy
 7. Aerol Trophy (if needed)
 8. The DC Maxcutters WWII Challenge Trophy.
(WWII Combat)



Looks like a busy day ahead for any stringer bendin' modeler of the good old stick and tissue cloud cuddlers so popular in the years before Hitler started his big fuss. You'll find flying with the FAC a blend of fun, adventure, and nostalgia. Active participation in an FAC meet entitles you to a year's subscription to the coveted FAC News, to keep the adrenalin flowing to your model building ticker! See you there at "Pinkham Field" bright and early to await Hung's favor!!!!





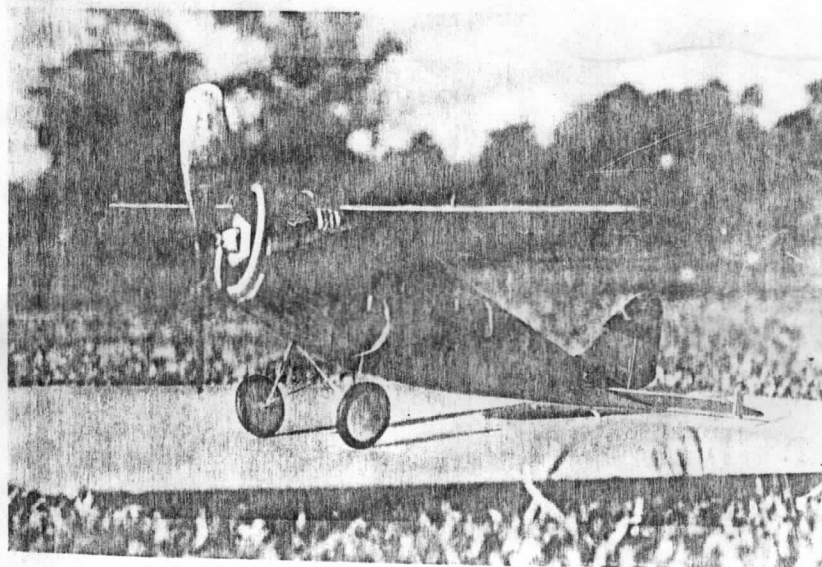
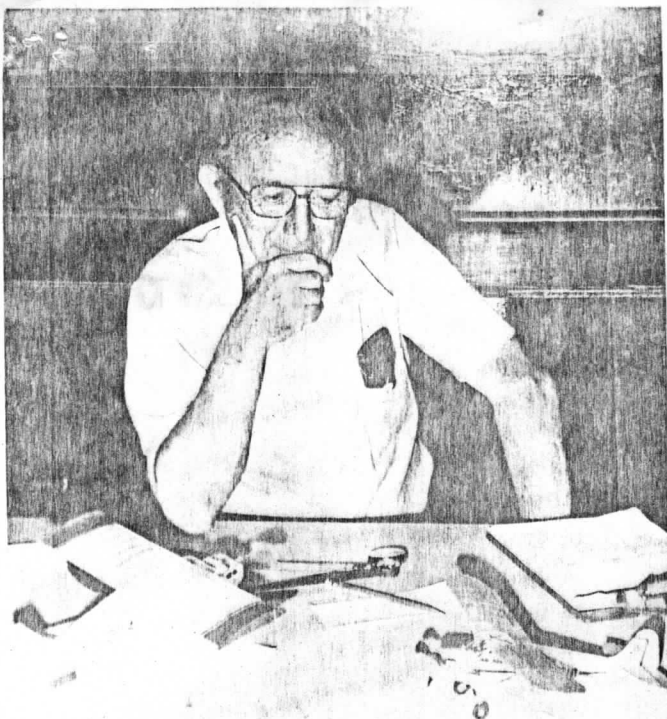
LOCKHEED ORION 1930

Lockheed Orion sketch sent in by Dave "vto" Linstrum. Original drawing hangs in "Doc" Martin's office. We have reduced it in size to fit on our pages. Nice work Dave!

PHOTO PAGE

All photos sent in by Dean McGinnes.

- Pic.1 Graham Gates, scale judge par excellence, sitting in judgement.
- Pic.2 Randy Solomon, age 13, first peanut, first contest. Placed third.
- Pic.3 George Leffler's Fike floats under ceiling.
- Pic.4 Dean McGinnes' Dayton Wright racer.
- Pic.5 Neat trophy for FAC WWII Combat.
- Pic.6 First combat flyers in Florida. Left to right, George Leffler & P-51, Don Brimmer & Hawker Typhoon, John Blair & P-39, Duncan McBride & TA-152, and Dean McGinnes with his winning Hellcat.

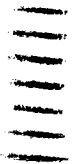
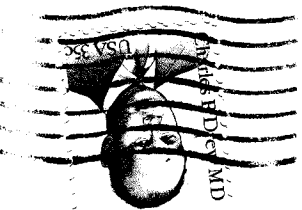




FIRST CLASS MAIL

CLAUDE POWELL
P.O. Box 454
Ridge, MD 20680

Flying Aces Club G. H. Q.
3301 Cindy Lane
Erie, PA 16506



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