

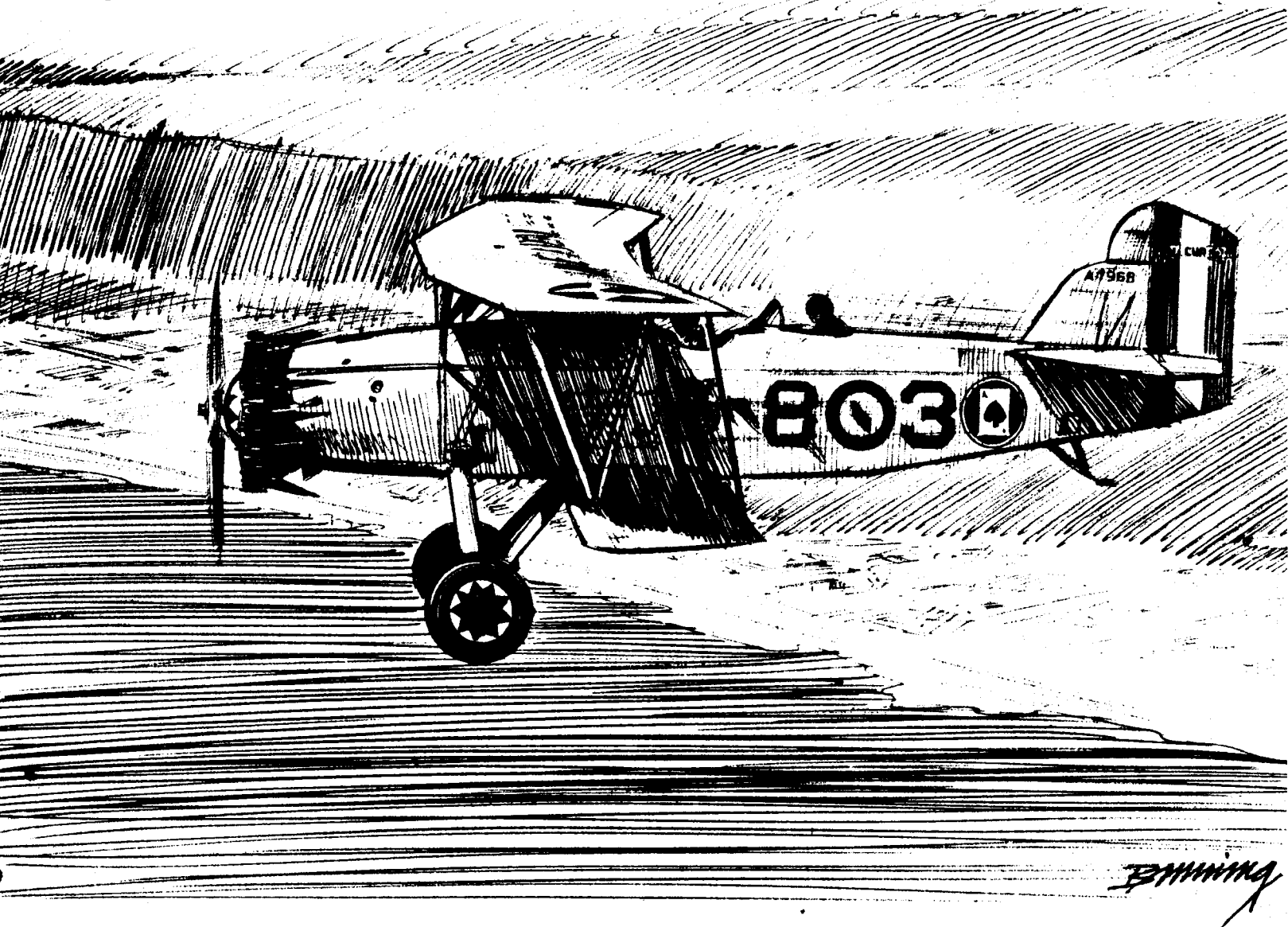
FLYING ACES

Club News

ISSUE ~~80-6~~
ISSUE - 80-6

SEPT.-OCT. 1981

SEPT-OCT 81



Two more interesting jewels for you FACers to oggle over and maybe even build. The first is from Mark Fineman who sends us his new plan of another Embryo Endurance model. Photos on last page. Mark says he thinks the "Times Two" is a very promising ship and a very different sort of Embryo. It has dark blue wings and pants with a silver tail. Wing Markings are white contact paper letters. Good going Mark, Your C.O. is going to give it a try as soon as the newsletter is sent out.

Our second plan comes once again from the Maestro of the drawing board, Pres Bruning. This time it is a peanut plan of the Curtiss OC-2. It looks like a pretty good subject to model, look at the generous nose on it. Pretty good for a biplane wouldn't you say skysters. Also I want to thank Pres for the beautiful cover drawings he always sends along with his plans, they are about as good a drawing that you will find anywhere, don't you clubsters agree?



Yes, skysters, it is time to start thinking about the FLYING ACES NATS, MARK III. Although it won't be held until the summer of 1982, it really isn't too early to start dreaming and building some special flying machines for this gala extravaganza.

For now, what we need is some club or group, or individual, who would like to host this great gettogether of modeldom. Anyone interested please inform G.H.Q. for details and we will be glad to consider your application.

There is one thing to take under consideration, that is, that this is a very big meet and will be a lot of work for whoever gets the job. But I am sure you will have real satisfaction when it is all over.

Please apply as soon as possible. After seeing the first two FAC NATS, there are a lot of areas that have to be tightened up.

Build--Fly--Win---EF-A-CEEEE!!!

Sincerely,

Lt.COLONEL Lin Reichel

Commanding Officer, FAC.

★BULLETIN★

3.

Well clubsters, this issue marks the end of our first year as your editor and Commanding Officer. Let me tell you that it has been a real experience and educational as well as being a lot of fun. I have really enjoyed being able to bring you whatever I can in the way of the good old spirit of the FLYING ACES CLUB. With your continued help I hope I can continue to carry on in the true spirit of the FAC.

We have some, I think, interesting ideas for the future of the newsletter that you will see as time goes by. One is that many of you have asked for plans that are bigger than peanut size. There are three such plans already been promised to GHQ, with more on the way. We will also continue to print peanut and any thing else that is of general interest to you skysters.

Many of you have asked for back copies of the Flying Aces News. This we cannot do. But, we are going to include the best of the old issues in future issues. That will hard to do, pick out the best, but we are going to try. In fact, shortly after the new year we hope to get out a bonus issue with a lot of stuff from old issues of the FAC News, also some new goodies will be included so you skysters that have been getting the newsletter all along will have something new to enjoy. How can we give you a bonus issue, you ask? Well the treasury at GHQ has shown a little bit of money left over from the first year and seeing as it is your money we must give it back to you in some way and this is going to be the first thing that we do with it. There will be more surprises for you later on.

For many of you this will be your last issue as your subscription will have run out. So, if you wish to continue getting the Flying Aces News you will have to send us some more of your greenbacks. Even though the cost of postage and printing is going to increase in the near future, we can still put out the newsletter at the same price as in the past, that is Nine Dollars per year. This will give you the six regular issues plus the bonus issue or more. I hope that you all will support the Flying Aces Movement as you did this past year.

In the box below will be a square that will have an "X" in it when your time is up. If your copy has that "X", please send in your renewal as soon as possible so that we can supply you without you having to miss a single issue.

Thanks again for your support and and I hope my mailbox is stuffed with money over the next couple of weeks. This will tell me how much you like our version of the FLYING ACES NEWS!

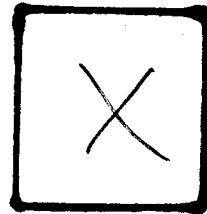
EFF-AAA-CEEEEEEE! and thermals to all.

Your Commanding Officer,

Lt.Col. Lin Reichel

If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE DOLLARS per year. Six issues, published every other month.

Send your money to; Flying Aces News
3301 Cindy Lane
Erie, Pa. 16506



TRIALS AND TRIBULATIONS WITH TWINS

by Gen. Dave Stott, FAC, Rtd.

Being as I have a few spare moments here at the Broken Wing Rest Home for Aged Aviators (I was grounded for buzzin' the Head Nurse with my new electric wheelchair) I thought I might pass on some of the limited experience I have had trying to get single engine performance out of twin engine rubber jobs. I will take each ship, one at a time, and tell you clubsters what I have learned from each. The first on the list I still have even though it is about 23 years old. I flew the bus last when it was an 18 year old. Designed by Hank Struck and published in Flying Aces for August 1938.....

The Handley Page O/400

Span- 24 inches

Props- 3 5/8 Dia. four blade carved balsa

Power- Not certain, but think it was 4 strands of 1/8 Pirelli on each side.

Hook-up- Attached to all sheet bottom stab of biplane empennage. Prop shaft of .020 wire passed through nacelle and strut immediately behind. Down thrust shim could be added by this means. Shaft simply flexed inside nacelle.

Flight- Stable. Props spun at a mad rate and provided little thrust. Little more was obtained than a stretched glide. Model was an over-build of Struck's design containing more structure and complete rigging. Ship too heavy and too much drag. Props too small for power required for flight.

Boeing B-9 Death Angel

Span- 29 inches (Cleveland plan)

Props- 6 inch dia. two blade carved balsa.

Power- six strands of 2mm Pirelli on each side.

Hook-up- Front hook inside nacelle just behind nose block. Motor passed thru nacelle, out hole in upper surface of wing, and attached to built up stab that had bottom surface covered with 1/64 sheet. Narrow fuselage was built per plan and tissue covered only. No extra bracing. No problem ever had hooking up one fully wound motor while winding the other. Don't let the stress wrinkles scare you!

Flight- Not reliably stable. A little longer than the O/400, but still only an extended glide. Once again props too small for power required. Thick wing probably caused as much drag as the cellule on the O/400

Lockheed P-38

Span- 34 inches (Comet kit, wood sizes reduced, L.G. up)

Props- 7 1/2 inch dia. three blade carved balsa.

Power- 5 strands of 4mm Pirelli each side

Hook-up- Normal

Flight- Eureka! As good as any single. Glide was good in spite of drag of two large free wheeling props, three fuselages, and only about 70 square inches of useful wing area!

Sikorsky S-40 Amphibian.

A twin in the fact that only the outboards of the four props were powered, the two inboards being scale diameter free wheelers.

Span- 34 inch (Own design)

Props- 8 or 8½ inch diameter (not certain which)

Power- Unrecorded and unremembered.

Hook-up- .025 wire shafts arcing through nacelle to emerge at an angle on the inboard side to allow motor to align with rear hook on tail boom just under stabilizer leading edge. Worked well. No problem with one motor full wind hook-up. Cross rigging between booms slacked and twanged, though! Strut mounted nacelle probably groaned too, but I did not listen.

Flight- Alas, not a stable bird. I have seen two models with a similar layout (though not scale jobs) suffer the same ills. Props on the S-40 were adequate for the power required. After a series of crashes everything loosened so badly she was retired.

North American B-25

Span- 22 inch (Joe Ott plan with mods)

Props- 5½ inch 3 blade carved balsa.

Power- two strands of 3/16 Sig each side.

Hook-up- Completely inside nacelles that were stretched only 1/4 in.

Flight- A bit touchy to trim....spiral instability cured by ruddering it to turn and giving less down thrust to the motor on the inboard side of the turn. Props handle power well, and duration is decent in spite of motor length being limited by short nacelles.

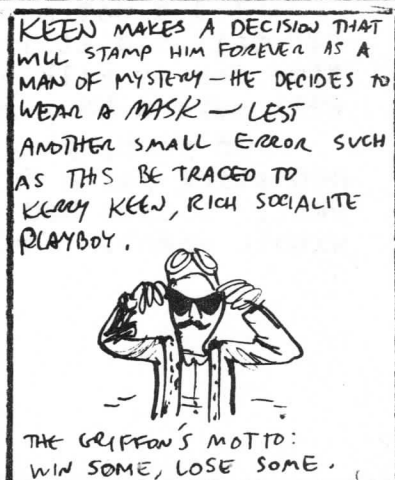
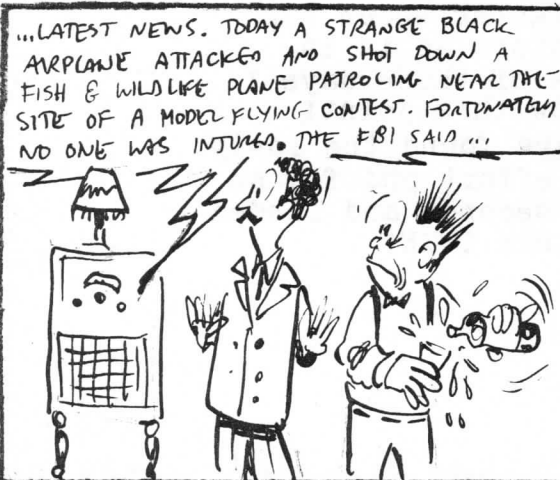
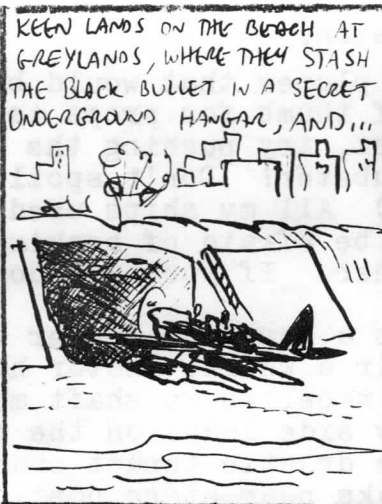
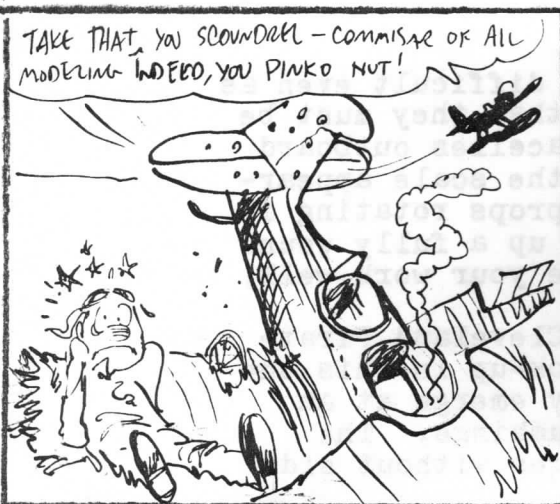
Conclusion.

Stay away from types of planes that would be difficult even as single engine jobs. Rule of thumb for props is that they must be 25% of the span. If you must, try pushing the nacelles outboard a bit. (Not so far there clubster! Don't spoil the scale appearance or Gnats will get ya!!) All my ships used props rotating in opposite directions. Don't be afraid of hooking up a fully wound motor while you wind the other. If you have done your work well, it will hold together.

Currently trying to get a Keystone Bomber (Cleveland Pirate with mods) to stay in the air a while. Motor hook-up in this one is a Moore drive inside the nacelles so shaft may emerge at an angle (ala S-40) without any side loads on the bushings. The Moore drive also allows more drastic thrust changes without side loads. Motors attach to hooks near stern post.

I did not mention the Peanut Convair Coin Fighter whose high "T" tail did it in, nor a couple of working trimotors as it is time for my milk and crackers and beddy-bye. One of these days I will make a hang-glider out of bed sheets and blow this joint!

Oh yeah, gang. One last thing. I have always found the lowly ROG stick job a Hungly relaxor. They are little effort and fly so well. I once had one that did 49 minutes and 49 seconds and landed within sight. Wouldn't ya know.....it was a 20 inch TWIN!



A new spectre is haunting the FAC. No, it is not an enraged Hung, battering our helpless little ships from his ethers in a broken state, it is a triumphant Hanger #1 Squadron, and in particular an awesome Mark Fineman. Let's get to the story of how things got this way.

As you all know, Hanger #1 closed down its presses last summer. The work load was becoming fierce, the meets were forever a party for somebody else, and we all wanted to have a little fun ourselves. So we decided to close the old operation down and try a new tack where we too would be able to do some of the flying.

The date of Aug. 16th was selected, deftly dovetailing our meet in with the schedules of the Old Timers and Glastonbury Modellers. The confusion in dates resulted from a drunken/late-at-night-tired letter to several other newsletters and we hope nobody was really inconvenienced. Surely nobody was more inconvenienced than the letter writer! He paid for his sins with many an explanation and was weasling words for weeks with confused FACers who wanted to know the real date.

Finally Aug. 16th dawned, and the FACers roused themselves out of bed to the sounds of thunder or drumming rain and horrid weather forecasts of showers and frontal storms, but loyal men of the skies that they are, they braved it to Durham town, there to see cloud broken by occasional gaps of sunshine. Good weather for thermals, and verily our Hung was present, flitting in and out of the clouds, occasionally taking a very close look at a ship or three, helping a modeller in need and generally answering prayers. The winds were light, but variable all day and the amount of sunshine increased all day untill the afternoon was perfect with bright sun dappled with beautiful clouds of distant thunderstorms but nary a drop on Durham. A perfect day for skysters.

The skies were filled with circling models, but never so full as during the races or the world war II trophy event. There was where the action was and we'll try to describe it all for you.

The Shell Speed Dash had thirteen entries. In variable air the flights were often of disappointing duration but remarkable consistency. Dave Stott's Laird Solution turned in two flights of 28 sec. even, and Mark Fineman's Jeep two flights of 34 and 35 sec. But you could see that most flyers were saving their motors and big efforts for the Big Events in the afternoon. Only Ed Pelatowski really cutting loose and getting maximum performance (unfortunately breaking his prop in the process and eliminating himself from the Greve for the afternoon. Ed won big in the Shell, nearly thirty sec. better than his nearest competitor, Bill Miller with his veteran 8-Ball. Third was Mark Fineman with his new Jeep.

The Thompson Trophy was the first of the Main Events for the afternoon and the action was strenuous. The first running (five skysters) saw Herb Shirley's Travelair Mystery first down, Bill Miller's Military losing a wing to an auto antenna, and Ed Heyn "parting" a strand in his motor.... remember... no repairs allowed! Ed bravely continued, even though he knew his efforts would be doomed, so, saying a silent prayer to Hung, he launched against Dave Stott and Mark Fineman's Cessna CR-3, but it was to no avail. So it was up to Dave and Mark. They wound up, launched, and Dave's peelot decided to arrogantly stunt in front of the grandstand; he looped, did a hammerhead stall, a wing-over, and thereby threw away most of his power run. By the time the thrill of flying and its freedom were out of his blood he had virtually presented Mark Fineman with the race. Chalk up Fineman's first win for the day.

The Greve saw even more furious action. In the second launch Herb Shirley's Schoenfeld Firecracker made a direct run at the Fineman Family Jewels, barely missing making a soprano of Mark, then flew right into Ed Heyn's Folkerts' whirling prop blades, shearing off two thirds of his wing and putting him out of the race.

Third launch saw Ed Heyn's Folkerts behaving madly (what was some sinister type feeding our pilots? Could it be that the Bad Guy Squadron has slipped our men some insidious substance in their waters?), looping through the crowd of whirling racers, but this time missing them all. Surprisingly, Bill Miller was first down this time, and out.

continued next page----

8. Fourth launch had both Ed Heyn and Mark Fineman in the same mild thermal for a bit and this proved too much for Dave Stott's Tilbury Flash, which came down first.

Then it was between Ed Heyn and Mark Fineman, still chalk white from his close call with Herb Shirley's model, but Mark is made of stern stuff and ever ready to do battle in the skies. Launch, and both planes climb as if on rails, circling steadily and gaining altitude all the way. Will they ever come down? Their motors run out, they enter their glides, and Ooops... Ed Heyn's Folkerts is having trouble in the glide... it is descending like a brick, its motor all bunched up in the nose! And Fineman's Jeep is settling evenly, steadily, surely. You know the result of a bunched motor, skysters....lost time.

Another win for Fineman.

While the racers were glinting in the sky, the scalesters were polishing up their techniques. There were several new ships there, all of which were credits to their builders. Al Schanzle, the long distance champ of the day, had a fine flying Earl Stahl P-39 which he built to look like a P-400 in the New Guinea campaign. A beautiful job, Al! George Armstead also joins the ranks of the precision builders with his Earl Stahl Grumman Wildcat. That model has a finish that positively twinkles! Finest of all was Dave Stott's brand new DH-4 in the configuration and markings of Instone Air Lines. That model's loveliness, plus a flight of 101 seconds were enough to take the Big One for Dave. That's right, wingsters, he won with it, and well deserved was his victory. Right behind him, just missing a total sweep, was the dreaded Mark Fineman, one quarter of a point away! Mark's XP-55 Ascender is very consistent and smooth, needing only some help from Hung to win, help which he didn't get. Mark's high scale score, plus bonus points, (as well as his good flights, of course) took him so close, once again proving how the FAC rules tend to prettywell even out planes, bringing the difficult ones "up" to those supposedly easier to trim. Third was Ed Pelatowski with that Chambermaid, and fourth John Stott with his famous Mauboussin of so many years and meets.

Peanut Scale was a disappointment, there being only seven models. There were some fine flyers out there, but they disappointed their owners, or didn't get the needed help from Hung. Maybe, like the writer's SE-5, their free-wheelers malfunctioned, spinning hundreds of turns out in a trice, leading to a stall, and a ruined flight. Ted Langley's beautiful Wittman Tailwind swept all before it. Ted having reached the perfect balance between high scale score with his beautiful and precise rendering of details, and awesome consistency. Ted's flights were of 54, 49, and 55 seconds duration. With a little help from Hung he would have crushed all opposition to shame. As it was, he only beat them handily. It was nice to see Bob Haigh enter the circle of winners. His flight of 103 seconds was high Peanut time of the day and brought him into second. A few more details on that Cougar might have got him to tie or beat Ted. That's the thing at a contest... you never know what combination will win. Will it be great detailing or a fine flight score? But a hint here....so many of the details on planes like Ted Langley's or Dave Stott's or Al Schanzle's don't weigh all that much. Often, as in Al's case, they are drawn on and so weigh nothing. They so dress up a model and so add to its score! On your next job think of that: neatly rendered details add little weight and so much score and pride! Third was another master detailer; Royall Moore. His DH-5 had "everything" on it and is a fine flyer to boot.

Embryo Endurance Had the largest entry of the day, fifteen skysters ready for the draw at the card-table, but it was really all over before it began. By means of some divination or incantations, Bob Thompson had Hung well pleased and on his side, and as the ancients knew, when a god is on your side, it's all over for the others. It's fate, as the Greeks said. Bob got about the only two decent thermals of the day under his Pugnacious Pursuit, and those two maxes took him to the winners circle. Right behind was John Stott with his Struck Eaglet, and third was Royall Moore with his FAC Belligerent Bomber.

No-Cal also had a disappointing entry, there being only two; Mark Fineman and John Stott. Mark was looking good until he flew his Pilatus into the trees and lost it, but then Hung overruled us all anyway. He wafted John's Floyd Bean upward to a flight of over four minutes and dropped him right back on the

field. Like they say Mark, It's fate. Why don't more of you skysters build for No-Cal? It's an easy event, made to attract kids, the planes fly well, and (relatively) easy to trim and get to satisfactory performance. And the planes take no time or tissue! Let's not have a repeat of this low entry again, gang! Maybe we can't do anything about John Stott's friendship with Hung, but we can swell the entry rolls and give our Great God a better choice!

The last event of the day was the DC Maxcutters World War II Challenge Trophy, and here you saw some of the toughest action of the day, as is appropriate for an event commemorating the Second Big Scrap. There were nine entries many of whom met unusual fates in this greatest test of man and model. Al Schanle flew his fine new P-39 right into a tree, saying "I can't believe it" as his Bell bullied into the Hickory. Bob Thompson launched his KI-30, last years winner, right into the ground like a cloddish kid. Brian Knapp's Messerschmitt looped into the ground. Finally it came down to Bob Haigh and his Heinkel 113, Ed Heyn and his sweet Yak-3, Herb Shirley with a Messerschmitt 109, and Mark Fineman's Nikitin-Shevchenko. The Heinkel loops in, the Yak runs out of steam too soon, despite its railroad-like reliability; and it's now up again to Mark Fineman and Herb Shirley. They launch their planes, and off they go, winding this way and that, seeking the thermal that will give them the coveted DC Maxcutters Challenge Trophy, a tradition at FAC meets now. They climb up, up, not getting too high, but using every bit of the air they get, cruising and piling up the time. Wait...the Messerschmitt is losing power! It's coming down, but so is the Soviet starred standby of Fineman! The Nikitin seems to be higher, and the Messerschmitt is coming down faster now while the Russian maintains its poise, holding onto its altitude as well as you can, and sure enough, Stalin wins!

That makes three for Mark Fineman! I don't think we've seen another performance like this in several years, since the hayday of Fred Hall. And for the Hanger Number One Squadron it's a real field-day! Besides Mark, Dave Stott takes Scale, Bob Thompson, Embryo and John Stott No-Cal. Only Ted Langley and Ed Pelatowski were not from the old hanger. Like we said.... the old GHQ gang was triumphant. We wanted to have some parties for ourselves too, and we did. And we won a little too!

Thanks, gang. Thanks Hung. It was a perfect day, and to cap it off, the weather got windy and nasty JUST as the meet was ending. Here was the promised front, but after everybody had had a good day's fun, a good day's talking, a good day's sunning, a good day's contesting. There aren't many better ways to spend a day than among the FACs and Hung gave us a beaut!

FIRST OFFICIAL MULTI-MAX
or
HUNG DELIVERS A LOW BLOW

Yes, skysters, at the recent meet put on by the Erie Model Aircraft Assn. General Dennis Norman cranked up the motors on his twin-engined Grumman Tiger-cat and launched her into the wind. She pointed her nose skyward and haeded into the wild blue yonder, never to be seen again! When the timer could no longer see her, she had gone way over the two minute max!

Now about the low blow delivered by Hung, it was Dennis' first flight and the model had not been scale judged as yet, so Dennis could not be awarded the scale points which would have given him first place. To think that Hung would do such a thing to a multi-engined model is beyond our comprehension here at GHQ. We hope that he doesn't develope an appetite for multi engined models.

We know they must be delicious, but think of all the work and effort in trimming such a model. Come on Hung, give us a break, as we know there are going to be many more multIs in the air in the very near future.

By Adrian Comper

While I was occupied as an observer on test flights at London's Hendon Aerodrome, elder brother Nick was with No. 9 Squadron, RFC, in France piloting BE2c's on reconnaissance missions. His squadron was soon to be equipped with RE8's. Two of his observers (officers transferred from infantry regiments) were soon to become pilots and, as previously mentioned, married our sisters thus swelling the family interest in flying.

No. 9 Squadron's function, sometimes with fighter escort, mostly not, was over the lines spotting troop movements, new trenches and gun emplacements and other intelligence work, besides monitoring the direction of British and French shell fire which involved advising by wireless in Morse code whether their range was short of or past the target. The observer, manning the Lewis Scarff-mounted machine gun, eyed the sky for German fighters, either alone or in formation-- a difficult task when flying home always in a westerly direction where enemy aircraft, virtually impossible to see against the sun, lurked for an easy kill. Because of censorship, Nick was generally unaware of Adrian's time spent in the air.

Back at Hendon Aerodrome in North London, the various de Havilland war-planes were being flight tested, and a senior engineer from the drawing office took over my job as the demand for more sophisticated test data became essential for design improvement. But there was still a place for me particularly on first flights of new types, and also current production aircraft but with alternative makes of engines.

The last installment of these experiences told of wartime pressure manifesting itself - our propellor expert mistakenly designing one for clockwise drive when the engine's propellor shaft actually turned anti-clockwise! The next awkward error came when the first deH9A powered by a BHP Atlantic V8 was to be tested. The large radiator, fronting the full depth and width of the fuselage, was equipped with wooden slats which the pilot could open or close as indicated by the water temperature gauge. I was in the gunner's cockpit while B.C. Hucks with the engine ticking over was readying for takeoff - moving ailerons, elevators, rudder and, of course, the new radiator shutters when splinters of varnished wood were suddenly hurled north, south, east and west in a vertical direction, fortunately without injury to any of the distinguished first-flight spectators. So no flight that day. Some harassed draughtsman (the entire Engineering Department headed by deHavilland consisted of 72 men!) had miscalculated the distance available between the surface of the radiator and the rear of the propellor blades while designing the slat-opening system; the resultant slats failed to clear the propellor when fully opened.

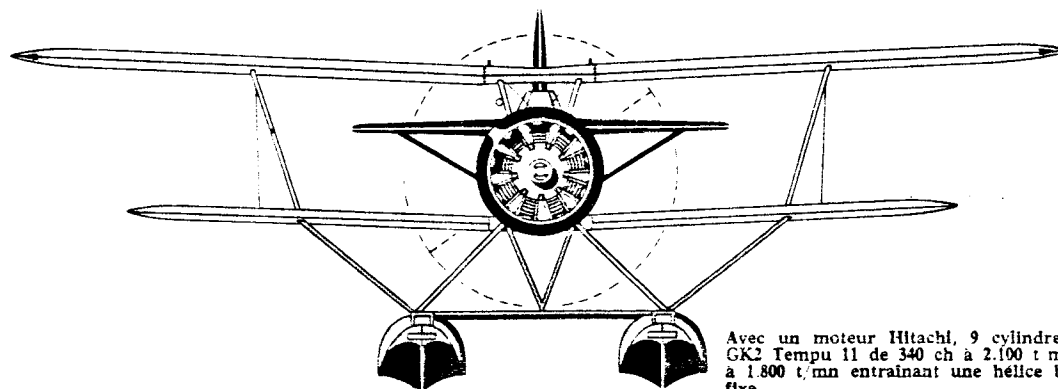
For readers agast at such stupidities, remember that early this century the infant aircraft industry was overburdened by demands for new designs overnight - a new era had arrived, war in the skies.

When testing the deH9, the 9A's predecessor, the engine refused to start. Some overworked mechanic emptied the standard 2-gal. cans into the petrol tank unaware that some empty cans were often filled with water for radiators. An off wind must have dispersed the usual tell-tale petrol fumes. At any rate, no test that day.

Finally another kind of situation. The deH10, a twin engine biplane, had completed tests, so deHavilland was allowed to fly it. The gunner's seat was in the nose ahead of the pilot situated just in front of the wings. Behind the wings was the second gunner cockpit with dual controls. deHavilland occupied it and I went along for the ride in front, Hucks piloting. Up we went to a questionable 18,000 ft. or so (no oxygen, of course) and quickly spiralled down over the aerodrome untill with nothing but plywood and some stringers in front of me we suddenly pulled up just before nosing into the ground! Once at the sheds with the engines off, Hucks turned to deHavilland "I thought you were flying it", he shouted. "No", yelled deHavilland "I thought you were!" Luckily for the three of us, Hucks had grabbed the controls at the crucial moment.

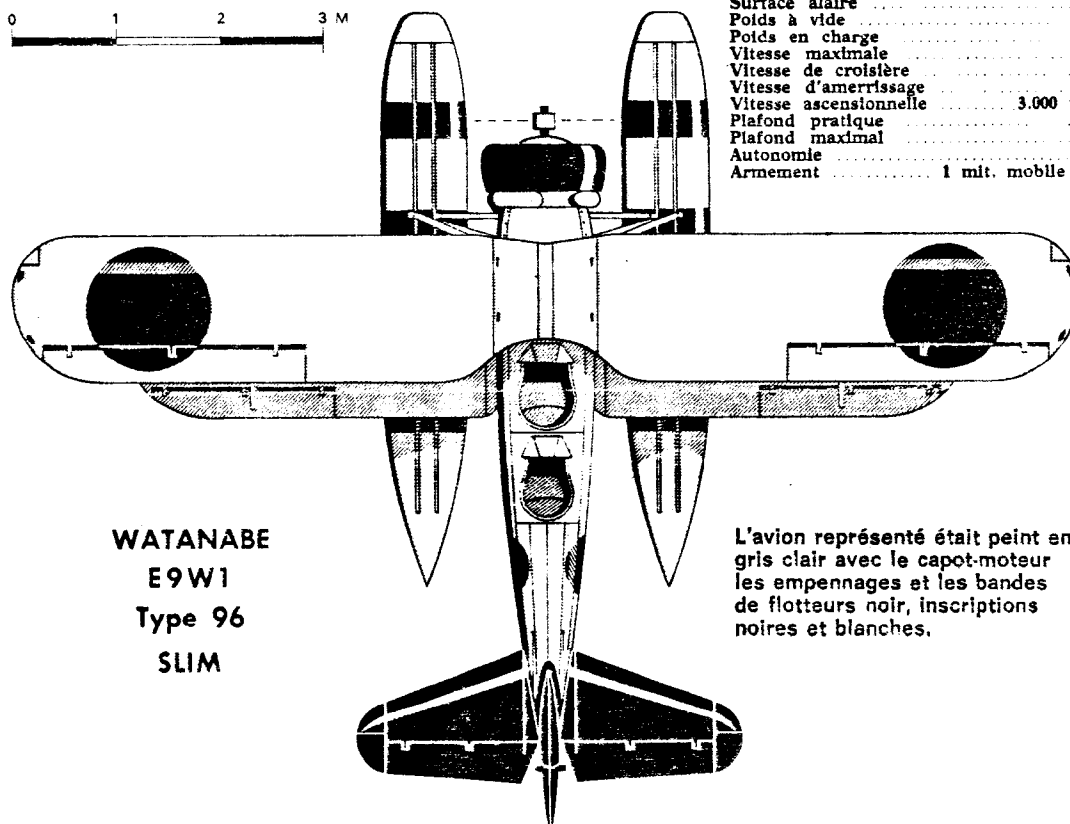
To be continued.

PLAN AU 1/72°



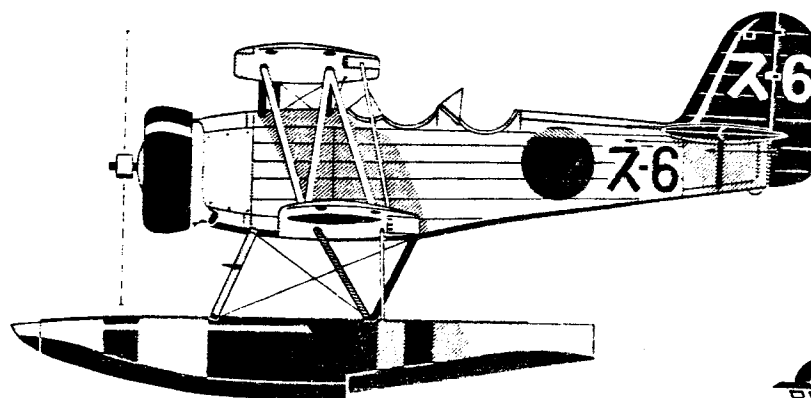
Avec un moteur Hitachi, 9 cylindres en étoile, GK2 Tempu II de 340 ch à 2.100 t/mn et 300 ch à 1.800 t/mn entraînant une hélice bipale à pas fixe

Envergure	10,00 m
Longueur	8,00 m
Hauteur	3,70 m
Surface alaire	23,5 m²
Poids à vide	880 kg
Poids en charge	1.250 kg
Vitesse maximale	232 km/h
Vitesse de croisière	148 km/h
Vitesse d'amerrissage	92 km/h
Vitesse ascensionnelle	3.000 m en 9'41"
Plafond pratique	4.640 m
Plafond maximal	6.740 m
Autonomie	730 km
Armement	1 mlt. mobile de 7,7 mm



WATANABE
E9W1
Type 96
SLIM

L'avion représenté était peint en gris clair avec le capot-moteur les empennages et les bandes de flotteurs noir, inscriptions noires et blanches.



BM

Oct. 4, 1981

Site: Erie, Pa. just off I-90 (exit 5) on route 332

Time: 10:am. till 4:00 pm.

A.M.A. Sanctioned

- | | |
|-----------------------------|--------------------|
| Events: 1. FAC Rubber Scale | 5. WW I Combat |
| 2. GHQ Peanut Scale | 6. WW II Combat |
| 3. Embryo Endurance | 7. Old Timer Scale |
| 4. Hand launched Glider | 8. No-Cal Scale |

All events to be flown according to FAC rules.

No condenser paper covered models.

Prizes to be Kits & merchandise.

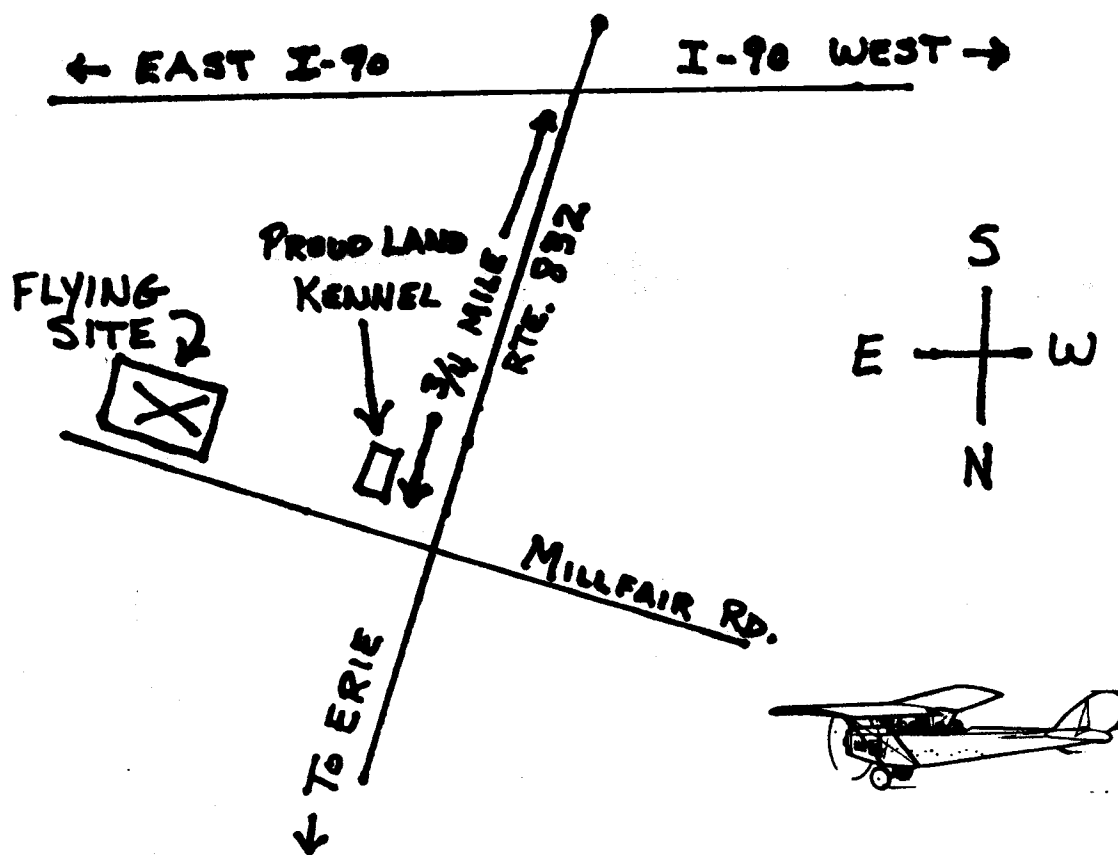
Prizes through third place except events #5 & 6, first place only.

Be sure to bring proof of scale.

Entry fee will be \$3.00 first event, \$1.00 each add. event, Max. fee \$6.00.

Jr. & Sr. \$2.00 flies everything.

Contest director; Lin Reichel 3301 Cindy Lane Erie, Pa. 16506 Ph. 814-833-0314



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

Another FACer in need of help! Bob Clemens needs proof of color for the Curtiss XS03C-1. Anyone that can help Bob get in touch with him at Bob Clemens, 95 Shoreway Drive Rochester, N.Y. 14612.

Also GHQ still needs some good 3-views of the Rearwin Speedster, can anyone help? Our request in the last issue brought us some fine color photos but no 3-views.

Sponsored by ERIE MODEL AIRCRAFT ASSN. A.M.A. SANCTIONED
Time-10:00A.M. till 5:00 P.M.

Date NOV. 8
1981

Site- McComb Fieldhouse, Edinboro State College, Edinboro, Pa.

EVENTS

- 1..Hand Launch Glider
 2. E-Z-B no film covering
- } 10:00 AM till 12:00 PM.

Following events from 12:00 PM. till 5:00 PM.

3. Unlimited Rubber- built up fuselage & must be covered with Jap tissue.
 4. No-Cal Profile Scale- must be recognizable, max. span 16" Jap tissue.
 5. F.A.C. rubber scale- as per F.A.C. rules
 6. Peanut Scale- as per F.A.C. rules
- models must be scale judged
before 3:00 PM.no condenser
paper.

Special Jr./Sr. events combined for events No. 3 and No. 6.

Prizes: Kits and/or merchandise through 3 places each event.

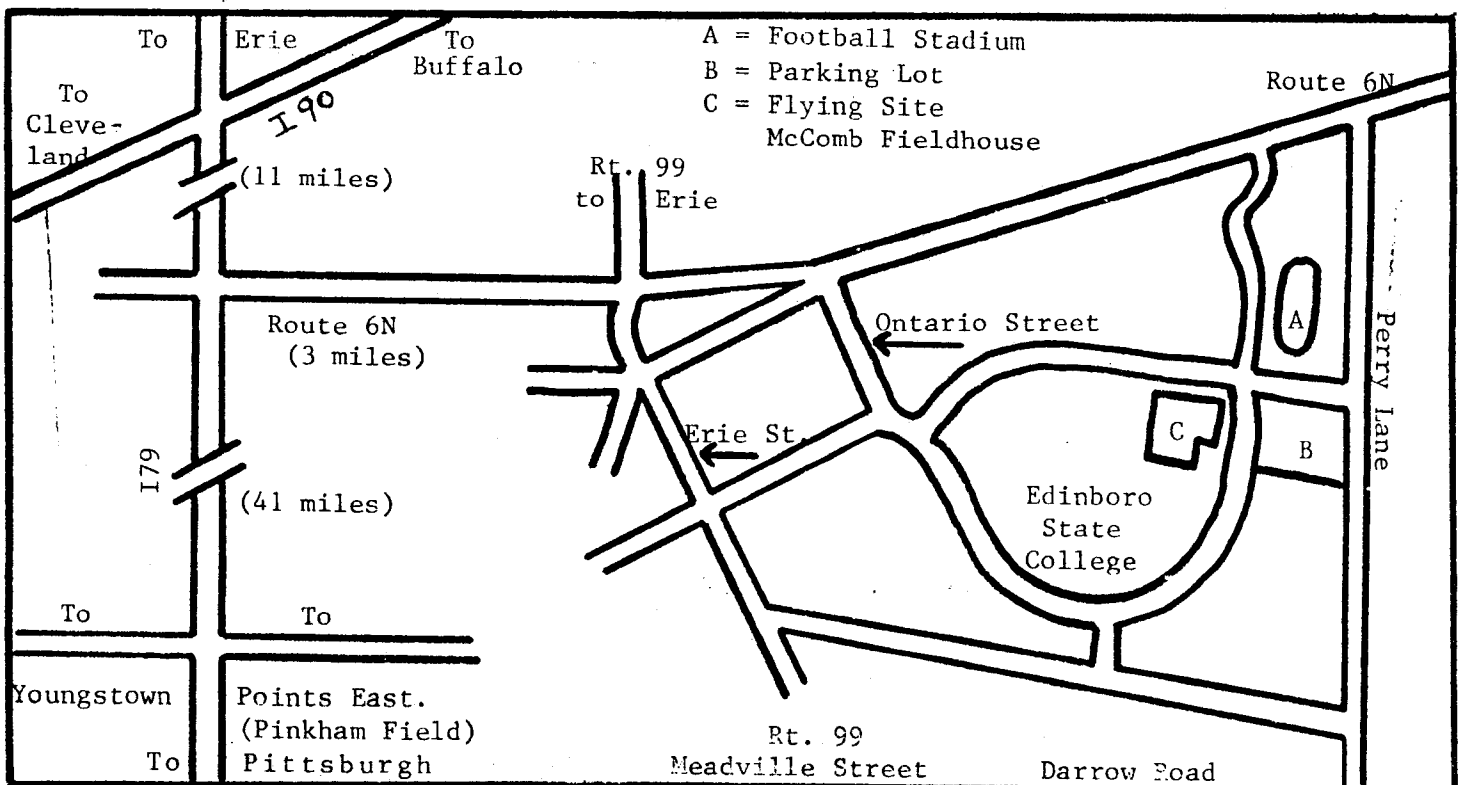
Entry Fee- \$3.00 first event, \$1.00 each add. event, Max. fee \$6.00.

Jr/Sr fee, \$2.00 flies everything.

Be sure to bring proof of scale with you. Scale points cannot be awarded without it, don't cheat yourself.

Contest Director; Vic Didelot 4410 Lorna Lane Erie, Pa. 16506 814-8383263

GYM SHOES ONLY



The Cleveland Free Flight Society
Presents

An A.M.A. sanctioned contest for free flight model airplanes (sanction #1449)
Friday, November 13, 1981 Brookpark Armory 6:30 P.M. to 10:30 P.M.
All events (J.S.O.)

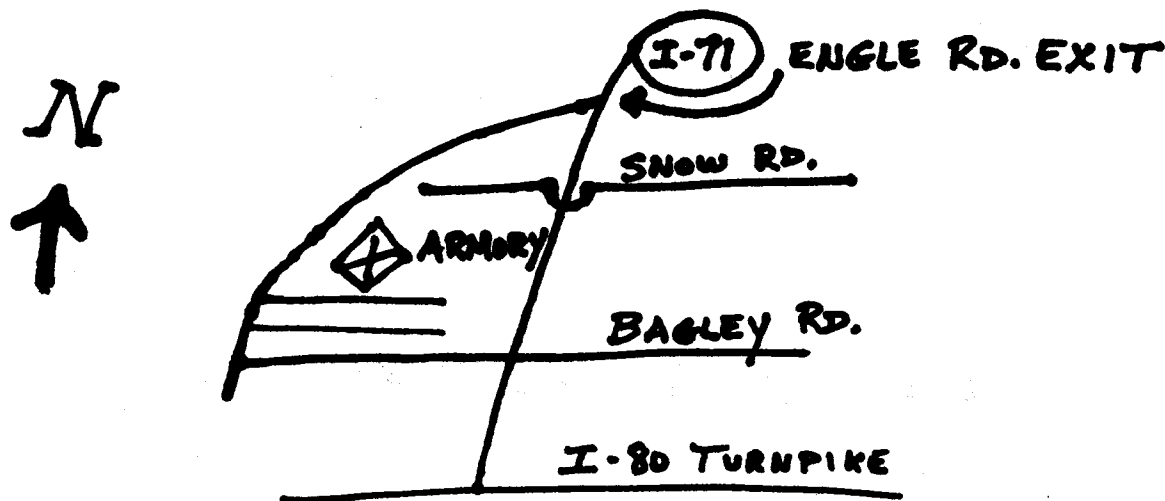
- EVENTS:
- | | |
|------------------------|--|
| 1. EZB/Pennyplane | 5. F.A.C. Peanut Scale Monoplanes |
| 2. Scraps | 6. F.A.C. Peanut Scale Biplane, Multi- |
| 3. Jetco R.O.C. | wing, and Pioneer class comb. |
| 4. A.M.A. Peanut Scale | 7. Jr. F.A.C. Peanut |

Entry Fee, Open \$3.00 first event, \$1.00 each add. event. Max. \$5.00
Jr. and Sr. \$1.00 flies everything.

Prizes, Prizes through third place all events.

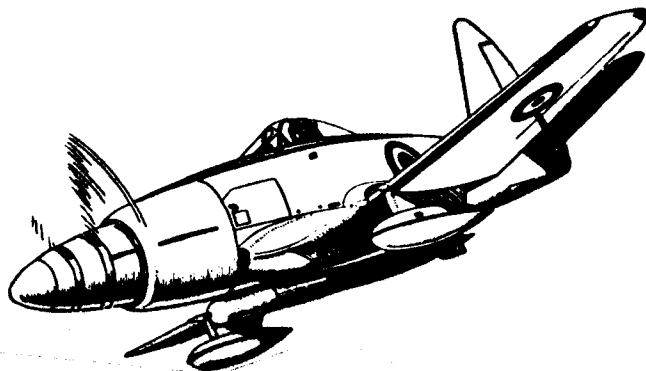
Contest Director; Mike Zand
7055 Seven Hills Blvd.
Seven Hills, Ohio 44131
Ph. 216-524-3480

Add. info; Gordon Roberts
5539 Hilltop Oval
Parma, Ohio 44134
Ph. 216-661-5210



Contest Calendar

- Oct. 4 Erie Model Aircraft Assn. meet, flyer in this issue.
Nov. 8 Erie model Aircraft Assn. Indoor meet, flyer in this issue.
Nov. 13 CFFS Indoor meet, flyer in this issue.
March 7, 1982 Erie Snowbird Indoor Meet, More info later



(TIPS: SOFT BLOCK)

L.E.: $\frac{1}{16} \times \frac{1}{8}$

STICK

POB

SPAR:
 $\frac{1}{16} \times \frac{3}{32}$
FIRM

$\frac{1}{16}$ STICK
SUPPORT

GUSSET

DIHEDRAL BRK.

T.E.: $\frac{1}{16} \times \frac{1}{8}$

DIHEDRAL: $1 \frac{3}{4}$ IN. EACH OUTER PANEL

CENTER SECTION IS FLAT!

RIBS: $\frac{1}{16}$ C-GRAIN (MAKE 15)

(SEE JULY '81 MD FOR PROP
HANGER DETAILS)

WING MOUNT: $\frac{1}{8}$ STOCK

GLUE POB TO BOTTOM OF WING

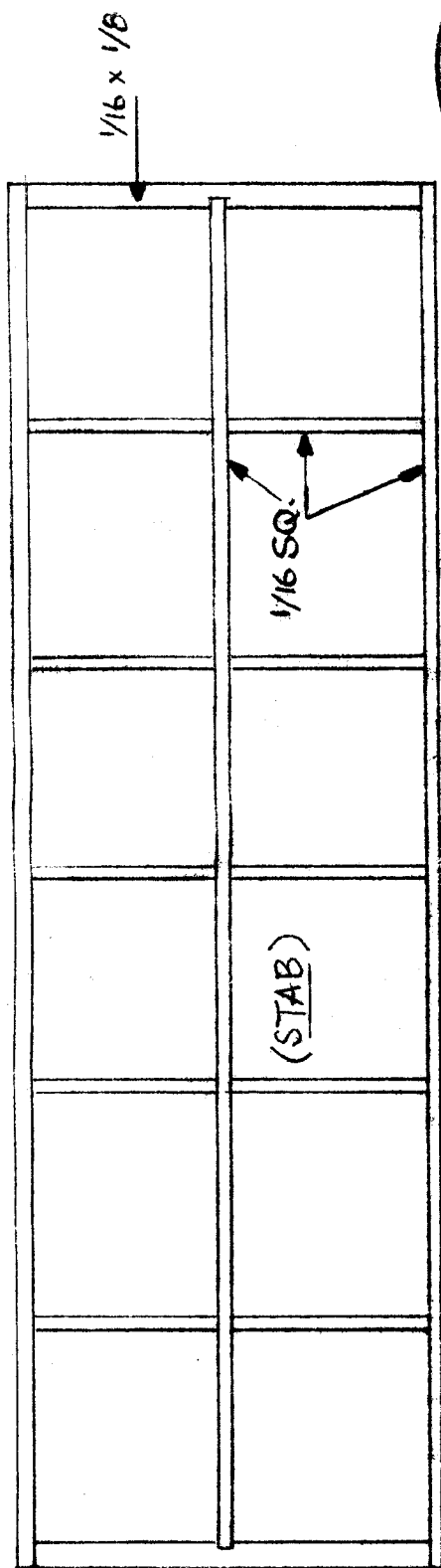
MOTOR STICK: $\frac{1}{4} \times \frac{1}{8} \times 15$ FIRM (2 REQUIRED!)



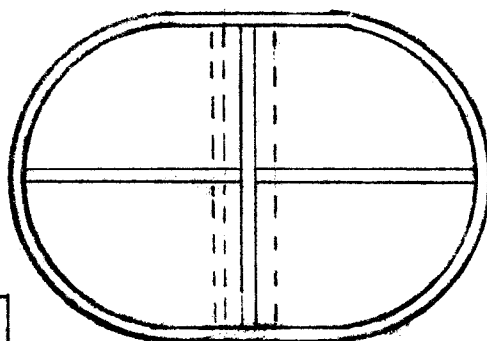
X-2 'TIMES TWO'

A TWIN-ENGINE EMBRYO ENDURANCE MODEL
BY MARK FINEMAN. BEST TIME TO DATE: 95 SEC.
AUGUST 1981.

L.E : $3/32 \times 1/16$

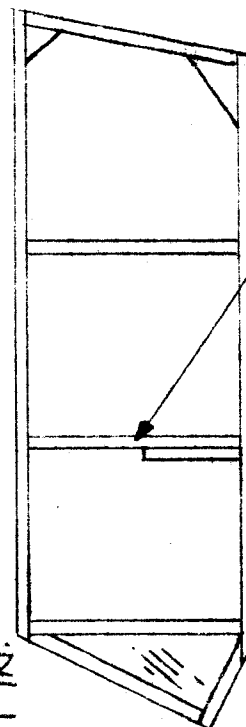


PROPS : 6 IN. HAND-CARVED; FIN : LAMINATED Balsa OR
 COUNTER-ROTATING HANOKI WOOD
POWER : 1 LOOP FAI, $1/8 \times 17 \text{ IN.}$, EACH STICK



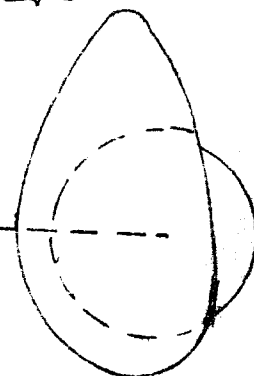
STAB POSITION

POD CROSSMEMBERS ARE $1-3/8 \text{ IN.}$, EXCEPT FRONT, WHICH IS 1 IN.
 TAPER STICK AFT OF HOOK TO
 SAVE WEIGHT, IF NEED BE.



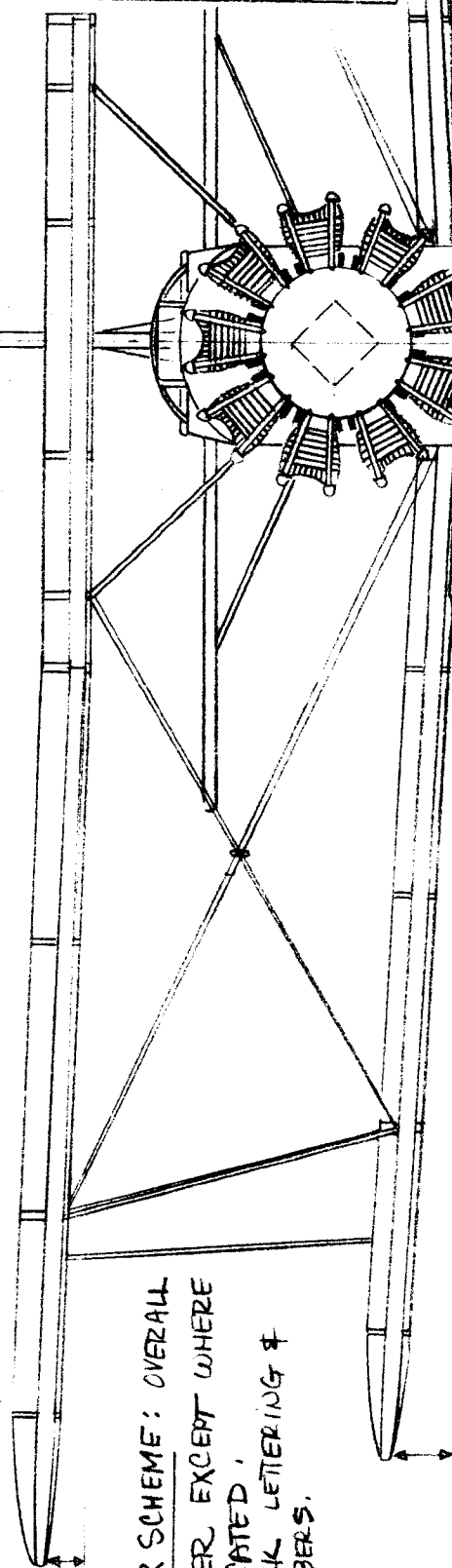
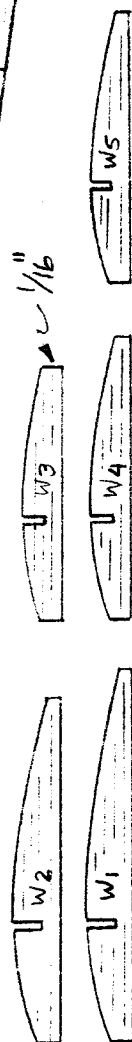
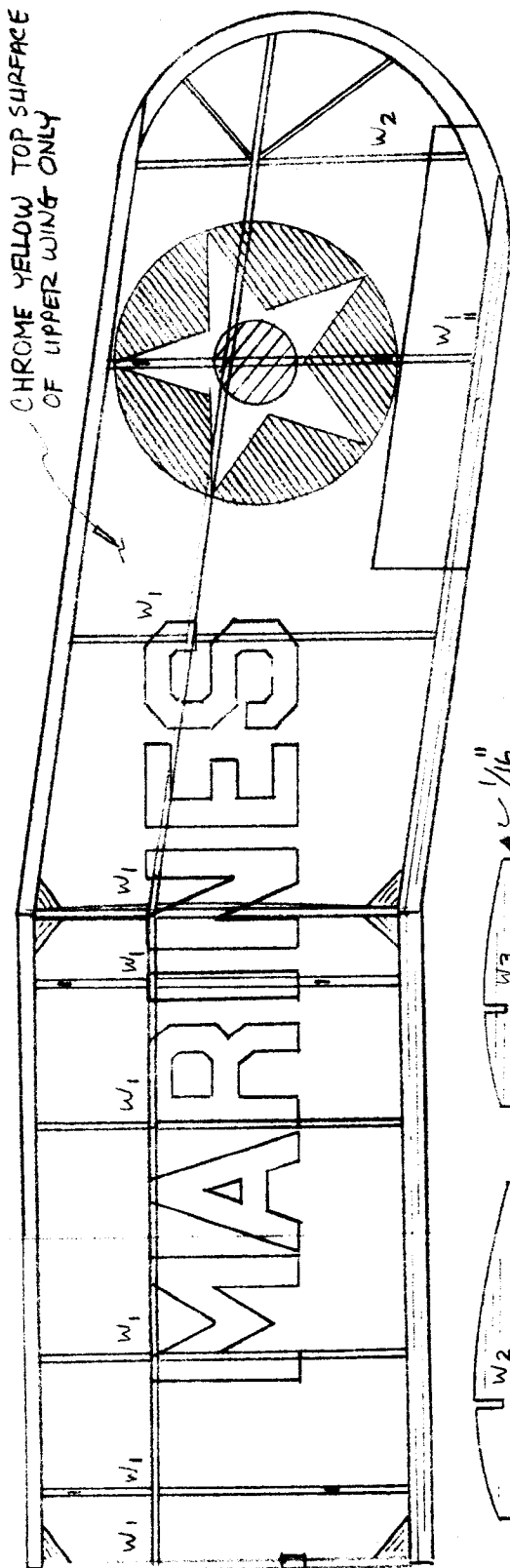
INSERT $13/8 \times 1/8 \times 1/16 \text{ SHEET HERE}$

{ $3/32 \text{ SHEET CORE}$
 $1/16 \text{ SHEET SIDES}$
 1 IN. DIA. , $\times 1/32 \text{ PLY-}$
 WOOD WHEELS



GEAR
 HALF

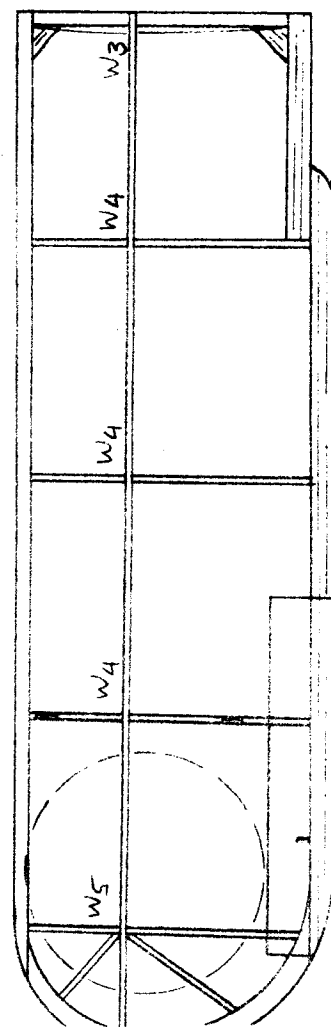
CHROME YELLOW TOP SURFACE
OF UPPER WING ONLY

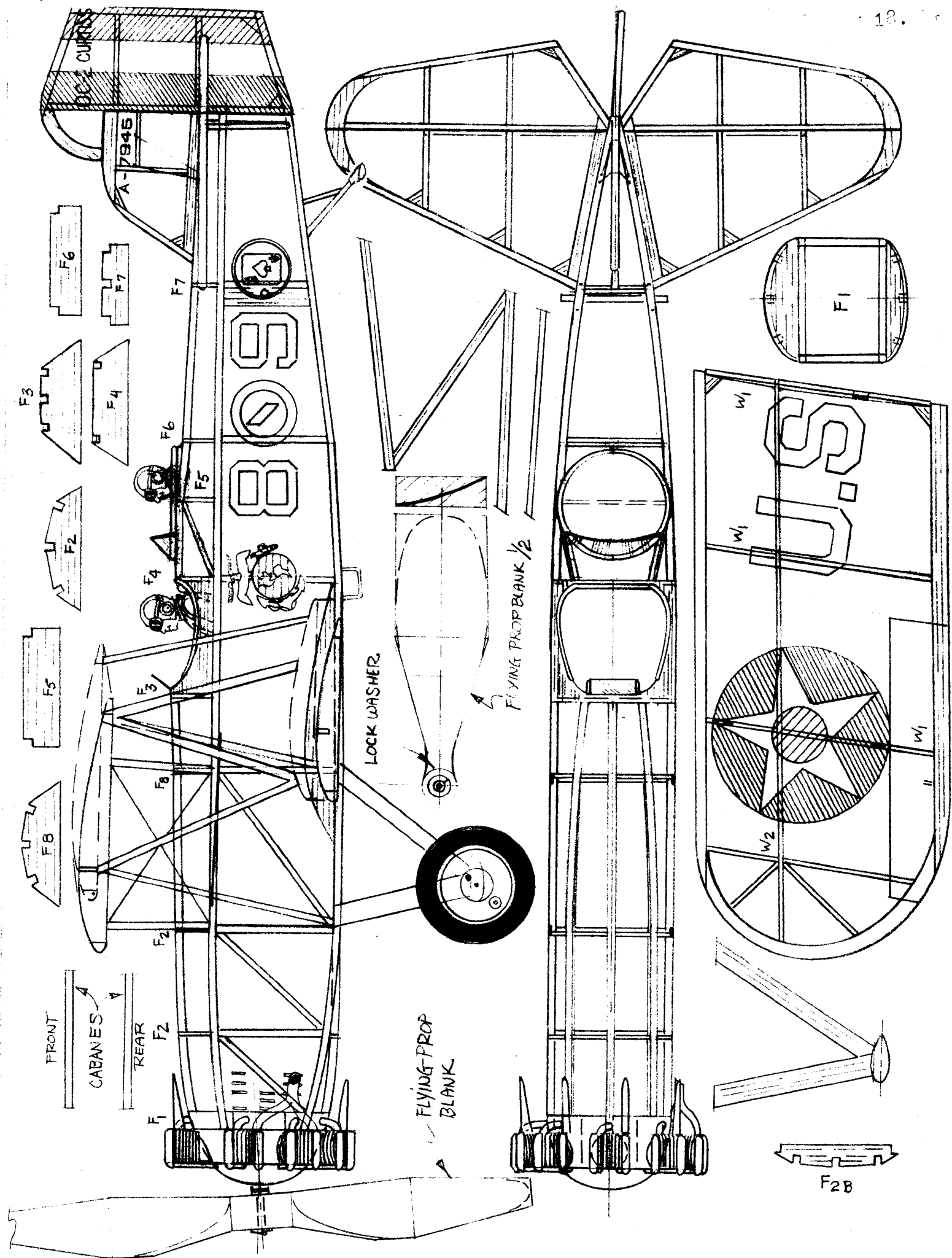


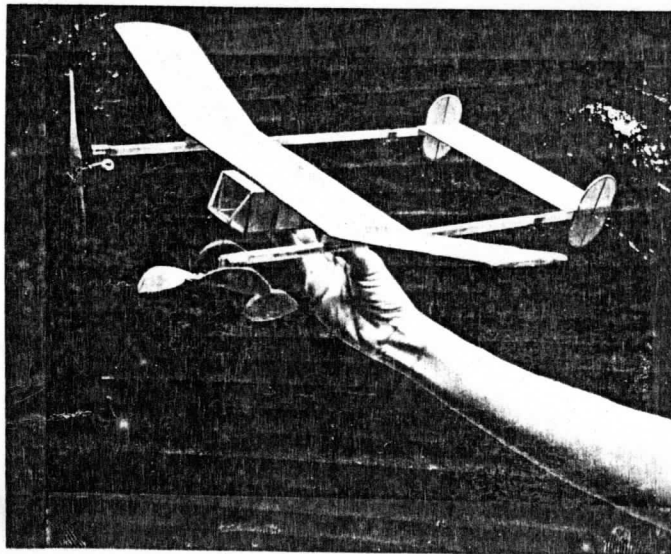
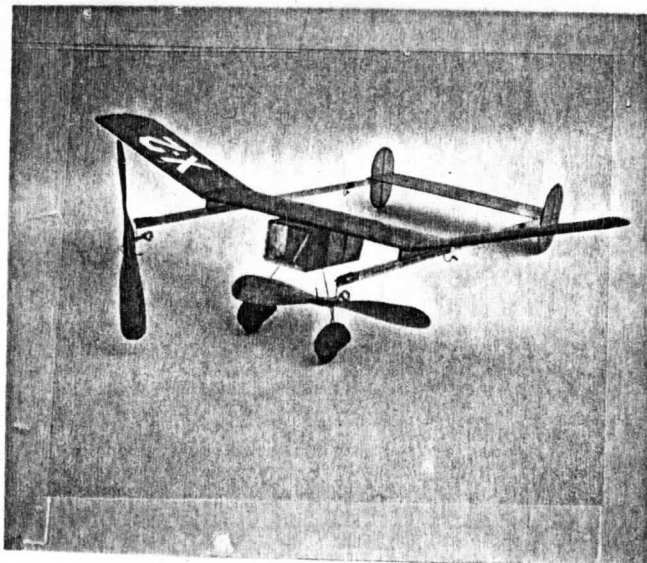
COLOR SCHEME: OVERALL
SILVER EXCEPT WHERE
INDICATED.
BLACK LETTERING &
NUMBERS.

REFERENCE: UNITED
STATES NAVY AIRCRAFT
SINCE 1911 - by SWAN-
BOROUGH & BOWERS, pp. 131-2

CURTISS OC-2
PEANUT SCALE
BY PRES BRUNING-
1 APRIL 1981







Two pics of Mark Fineman's unique Embryo X-2 (X stands for Times)
Plans in this issue.

TECHNICAL DATA (OC-2)

Manufacturer: Curtiss Aeroplane and Motor Co, Inc, Buffalo, NY.

Type: Fighter-bomber and observation biplane.

Accommodation: Pilot and observer/gunner.

Power plant: One 432 hp Pratt & Whitney R-1340.

Dimensions: Span, 38 ft; length, 27 ft 11 in; height, 11 ft 8 in; wing area, 350 sq ft.

Weights: Empty, 2,515 lb; gross, 4,191 lb.

Performance: Max speed, 144 mph at sea level; initial climb, 1,010 ft/min; service ceiling, 16,130 ft; range, 650 st miles.

Armament: Two fixed forward-firing 0-30-in guns; one 0-30-in gun on Scarff ring in rear cockpit.

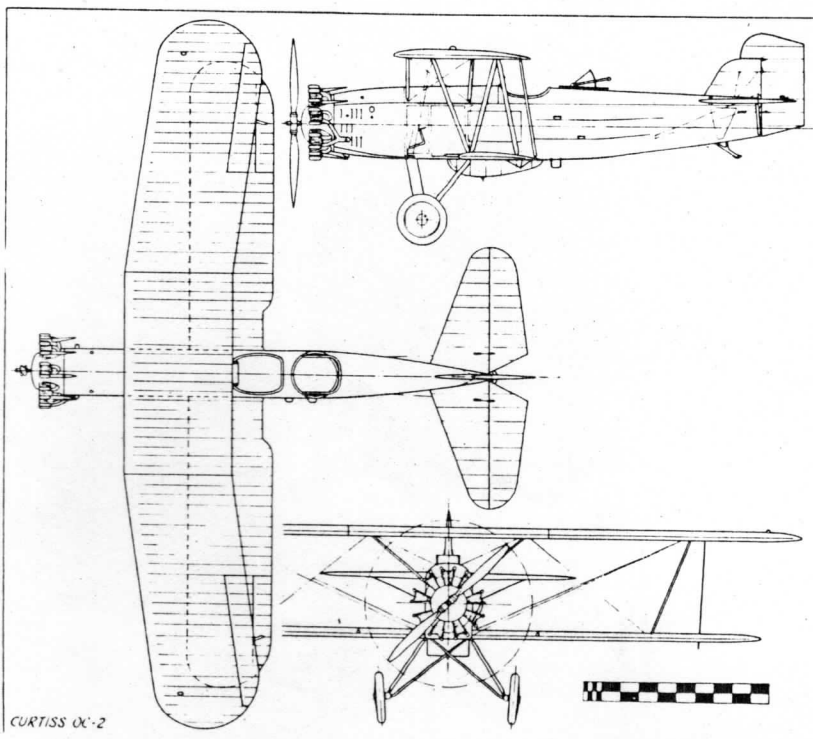
Serial numbers:

XF8C-1: A7671-A7672.

XOC-3: A7672.

F8C-1 (OC-1): A7945-A7948.

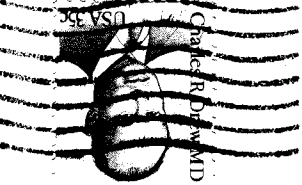
F8C-3 (OC-2): A7949-A7969.



FIRST CLASS MAIL

FIRST CLASS MAIL

Claude Powell
P.O. Box 454
Bridge, Md. 20680



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