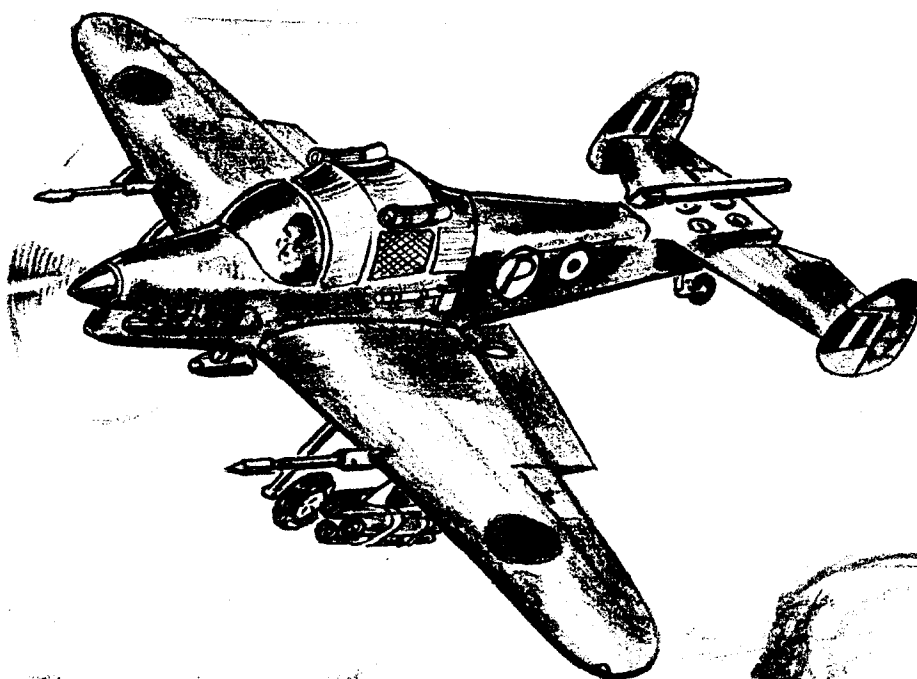


# FLYING ACES

Club News

ISSUE #  MAY-JUNE 1982

82



MILES MESSKITEER



We hope to see all you FACers at the FAC-NATS-MARK III on July 16-18. There should be a great Hanger Flying session on Friday evening. Bill Noonan will bring his movies of the previous FAC Nats and your Commander is going to bring slides. If any of you have not made motel reservations as yet and you find that the Warrington Motor Lodge is filled up, you can get in touch with Bill Kalb who will set you up with something at another motel. You can get in touch with Bill by calling him at 215-672-0787 from 9am--5pm or 215-672-0533 week-ends and after 6pm.

Also remember that your banquet reservations must be in to the Contest Director no later than July 10 to be sure that you have a place at the table. This should be a great evening, don't miss it! SEE YOU ALL THERE!!

\*\*\*\*\*

Joe Ed Pederson has formed another branch of the Flying Aces out in Nebraska. If any of you that are close to Joe and want to join in the fun please get in touch with him, they will be glad to have you. Write to; Joe Ed Pederson, 734 N. First St., Seward, Neb. 68434

\*\*\*\*\*

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

Does anyone have a three-view of the radial engine version of Swallow mailplane a single seat biplane that was used by Varney Air Lines? If you do, can you send a copy to Jerry Bockius, R.F.D.5, Colchester, Ct. 06415

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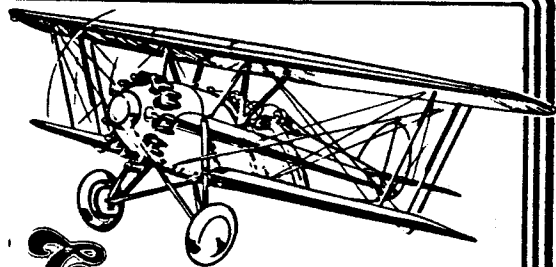
#### WE GOOFED UP AGAIN DEPARTMENT

With the busy schedule your editor has had over the last few months, he made a tremendous mistake. Somehow we lost a postal time and forgot to record it. Everything has been recorded and checked and we find that Dave Smith has won the No-Cal event, not Dick Kohfield as previously reported. My apologies to both Dave and Dick. However, since it was our mistake, Dick will still get credit for his Kanone. I still cannot figure out how I messed this one up, as Dave Smith's time with a profile Shinden was five minutes and twenty-five sec. Again, my apologies.

\*\*\*\*\*

Elsewhere in this newsletter you find an add for a painting of the GEE-BEE Model "Z". You can get a copy of this fine painting that measures 13"x17". It is done in full color and will look just great hanging on your workshop wall. Send as much money as you can spare, but they would like to have at least five dollars and it is tax deductible, too. Help this worthwhile project, please! You will not be disappointed.

\*\*\*\*\*



*Come & Fly  
With Us!*

HOSTED BY THE SCALE OLD TIMERS SOCIETY-"SOTS"  
FAC EAGLE SQD. BLACK FLIGHT, & U.S. NAVY

**SATERDAY JULY 17**

- FAC SCALE-RUBBER - WING SPAN OVER 13", & UNDER JUMBO SIZES.
- FAC SCALE-POWER - GAS, CO2, OR ELECTRIC POWERED.
- FAC PEANUT SCALE - WING SPAN 13" MAX.
- EMBRYO ENDURANCE - PER FAC RULES.
- \* FAC WW1 COMBAT - MULTI WING ONLY, OVER 13", & UNDER JUMBO.
- \* FAC WW2 COMBAT - NO LIAISON TYPES, OVER 13", & UNDER JUMBO.
- \* FAC GOLDEN AGE - ANY AIR CRAFT (CIV. OR MIL.) OF 1920 TO 1940 ERA WHICH DOES NOT QUALIFY FOR ANY OTHER MASS LAUNCH EVENT.

**SUNDAY JULY 18**

- FAC JUMBO SCALE - BIPLANE SPANS 30" MIN., MONO PLANE SPAN 36" MIN.
  - FAC GHQ PEANUT - PER SPECIAL FAC RULES.
  - \* FAC THOMPSON TROPHY - FOR RADIAL ENGINE TYPES ONLY.
  - \* FAC GREVE TROPHY - FOR INLINE ENGINE TYPES ONLY.
  - THOMPSON & GREVE TO FLY IN HEATS- NO SHELL DASH OR AEROL RACES.
  - \* FAC WW1 PEANUT COMBAT - MULTI WING ONLY, 13" MAX.
- NOTE: \* DENOTES THE MASS LAUNCH EVENTS; FLOWN IN ROUNDS OR HEATS.

**ENTRY FEES:** SR.-OPEN \$ 5.00 PER DAY - ANY OR ALL EVENTS.  
JUNIORS \$ 2.00 PER DAY - ANY OR ALL EVENTS.

**AWARDS:** TO THIRD PLACE ALL EVENTS, PLUS OTHER SPECIAL AWARDS.

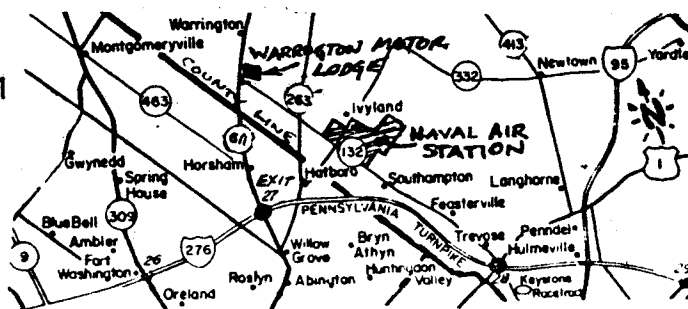
**FAC NATS H.Q.** - THE WARRINTON MOTOR LODGE  
ROUTES 611 & 132, WARRINTON, PENNA. 18976  
5 MILES NORTH OF WILLOW GROVE EXIT 27, PENNA. TURNPIKE.  
CONTACT LODGE FOR RESERVATION - 215 343-0373

FRIDAY EVENING JULY 16; THERE'S TO BE A GATHERING OF SQUADRONS AT THE LODGE FOR SOME HANGER FLYING. ALL ARE INVITED.

SATERDAY NITE JULY 17; FAC NATS BANQUET-HOT BUFFET-\$12.00 PER PERSON.  
ADVANCE BANQUET RESERVATIONS & PAYMENT REQUIERED!  
PLEASE FORWARD TO THE C.D. NO LATER THAN JULY 10 TH.

**FAC NATS C.D.** ROBERT LEISHMAN  
STONY LANE RD4  
DOYLESTOWN, PA. 18901

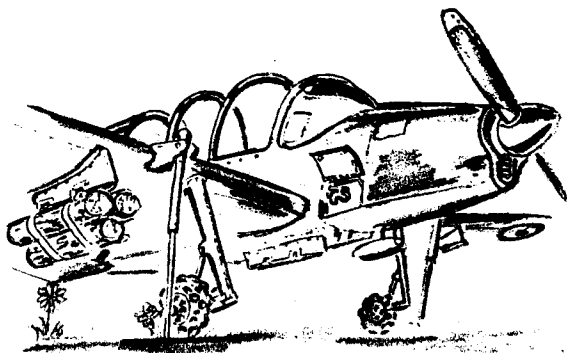
1982 FLYING ACES RULES AVAILABLE  
ON REQUEST FROM C.D.



## THE MILES -MESSKITEER-

With the end of the Second World War in sight, countless firms which had prospered under the impetus of war sought to convert their product lines to the needs of the coming civilian market, notable among these firms being the Draconian Motor Co. Ltd.'s "Dragon" (recognizable nowadays as a motor-home conversion of a half-track) and the remarkably imaginative efforts of the Powerburne Arsonnel to encourage the use of their 3-pdr. quick-firing light AA gun for household and sporting uses. The aircraft industry too, viewed the approaching end of the war with some apprehension, and some truly remarkable aeroplanes resulted; the subject of this dissertation being the hitherto unknown Miles "Messkiteer".

The Messkiteer, intended from the outset for week-end outings, Safaris, Scouting, and the like, bore a striking family resemblance to its distinguished forebears (many of whose components were to be found in the construction of the Messkiteer). Every convenience was provided to make "roughing it" as pleasurable as possible, and an outstanding example of Miles engineering being that the entire aircraft could be maintained using only a Scout knife (Air-scout, to be sure) and a hatchet. All creature comforts were carefully attended to, even to the extent of providing an exhaust driven water heater for showers, washing, and etc., this nose-mounted accessory being nicely balanced by the carefully faired-in, tail-mounted camp-stove- this four burner unit having a streamlined, folding smoke stack. The leading edge of each wing sported an ominous-looking, albeit entirely innocent, fixed tie-down assembly, the under-carrage was furnished



with all-terrain motorcycle tyres, and the typical Miles wing-flaps doubled as camp-seats. As indicated before, production economy was anticipated based upon the use of war-time tooling and parts, and as a result, the standard RAF fighter temperate land camouflage scheme was deemed especially suited for a camping aeroplane (as an aside; there seems to have been great stocks of such paint on hand, too).

The cabin, which could sleep four (only if very good friends) was fitted with a removable tarpaulin cover. Incidentally, reports that the front cockpit closely resembled a sleeping-bag are quite unfounded- it was the rear cockpit!

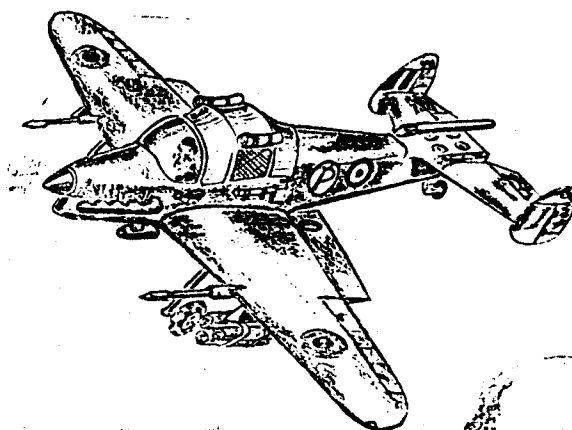
The three (fuselage centreline, and one each wing) Petard Mk XVII bomb-racks were modified to serve as knap-sack and/or fire-wood carriers. When fully loaded the Messkiteer could legally carry only some two gallons (2.5 gal. US, or 10 L.) of petrol. Fortunately the specially built Romany engine ran equally well on motor-spirits, coal-oil, turpentine, or Scotch, so that the aeroplane's 40 mile range proved not to be too much of an inconvenience.

First flown from the company's aerodrome at Motleigh by the well-known Capt. DeBris, the Messkiteer proved to be an instant sensation, even winning the Brush and Bracken magazine's coveted "Golden Nettle" award.

While seeming to offer every promise for post-war success, the career of the only Messkiteer proved to be lamentably brief; while on an early promotional flight about the English country-side, Capt. DeBris and his wife ( daughter of the Lord Mayor of Humpty ) camped the night in a likely field, and after mushrooming the next morning ( 31 April, 1946 ), they returned to their aeroplane only to find that it had been entirely eaten by cows !

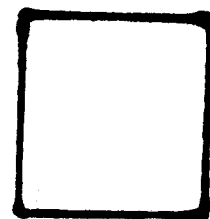
End

We are indebted to Sir Lionel Cheetwell, OBE, ( Chairman, Phlybie-Knight Financial Services, Swindle Hall, Chistling, Kent,) for furnishing the necessary historical background.



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



## What's Wrong With Our Model Aero Mags?

By Gen. Dave Stott, FAC.

Why is it, gang, that I feel as flat as a good glide angle after going through a spanking new issue of one of our current model aero magazines? I feel informed and entertained to a mild degree, but never inspired, and that is what I think every modeller looks for in any aero publication. I am not too sure what is lacking, but I know the old mags of the pre-war days always provide what I need. Lets start at the cover and see if we can find the C.G. of this problem.

In the latest issues of two of our most well known mags the cover format is very close to carbon copies of each other. A photo of a model, a girl, and a body of water. Now these covers have been the standard for years, and if it were not for the title, I would probably be confused as to the subject matter of this magazine. On the other hand, remember the great cover paintings on the old issues of Model Airplane News by Joe Kotula?? How about the lively action covers for Flying Aces done by August Schomburg? Somehow a painting seems much more appropriate for a magazine dealing with model building. The covers of Flying Aces always had a follow up story on them inside.....why not covers like this on to-day's mags in accurate coloring and marking to help our scale modelers??? Why Clubsters, I consider those old mag covers suitable for framing. Would you want one of to-days mag covers hanging over your workbench?? Why, the wife is apt to say, "Why have you got her picture hanging up here"?

At the risk of sounding like Andy Rooney, let us flip a page or two and get inside. Well, the way everything is departmentalized it is many more than a page or two that must be flipped befor arriving at the meager few that are down your runway. Remember "Air Ways" and "With the Model Builders" in M.A.N. and F.A. with all the photos of models and descriptions of them? All kinds of models.....scale, sport, rubber, gas, gliders, flying and solid. Now there are so many specialists, they have their own magazines. Well I for one have never built a plastic scale model, but I have been inspired to build flying jobs of some plastic models I have seen, and I would like to see more photos of 'em in our regular aero mags.

Probably the greatest inspiration to design and build a model stems from a three view drawing. Such a drawing is both inspiring (to the individual) and informative. The ground work is laid for the model design. The three view drawings in the current magazines are works of art in themselves. Loaded with accurate details never befor presented to the modeler. But how many are presented to us in an issue? At best, one ship every two issues. Let us pick at random, an old issue of our favorite mag, Flying Aces. June, 1939 has a 3-view of the Fairey Seafox with sections, color scheme, markings, and indicating fabric and metal covering with rivet patterns. The same issue has a like rendition on the Curtiss Wright CW-21, except for color scheme and markings.

## What's Wrong With Our Model Aero Mags, Cont'd

Sure, we know it has not the detailed drawings of Westburg and others like him, but do you really need all that detail to design and build a flying model??? You are durn tootin' you do! If you doubt it, just read those "Unified Scale Judging Rules" in your AMA rule book. Why a Wylam 3-view hardly scratches the surface of what data you will need to have a ghost of a chance with a scale job.

In short, Tissue trimmers, the rules have made such elaborate drawings a neccessity to the scale model designer of to-day. Oh, such drawings can be made by dedicated draftsmen, but the types drawn are usually those where info is available. This means plenty of info on more common types that have been modeled over and over again. It leaves the rare and interesting types like the Dietrich/Gobiet transport and other rare birds burried forever. Yet, there is enough info available on such types to draw up an accurate 3-view with enough meat to build a model from. But, it would never compare to the type required by our standards to-day, except in an FAC meet!

So, if our modern model aero mags don't present much variety in the way of 3-views, it is understandable, and lamentable.

There is a lot more to lament. Not only things in the past, like full size plans (of models larger than Peanuts), but also things that could be, if editors would get out of the rut. Why not color sketches of airplanes? If manufacturers can afford those thick glossy pages in color, why not devote a portion of their space therein to some color renditions of airplanes?? Why not cover paintings of airplanes in accurate shades and markings?? It would be to the benefit of all modelers, R/C, Plastic, and Free Flight. I say lets have those simple three views of the more rare ships, maybe it will inspire one or two of our ace draftsmen to dig a bit and who knows....??? An FAC will build it anyway! Lets get some life into these mags to-day. I don't know if anyone would bother to read the fantastic fiction stories as published in the old Flying Aces, but I will bet my last M&M air wheel not a single page of those stories went the way of some pages of Sears and Roebuck catalogs! Besides, authors with the savy for that writing are busy doing Sci-Fi these days.

Well, fellas, there is plenty more I could yap about on this subject, but I think we all know the feeling. I just hope some mag editor might read this and consider it worth thinking about.

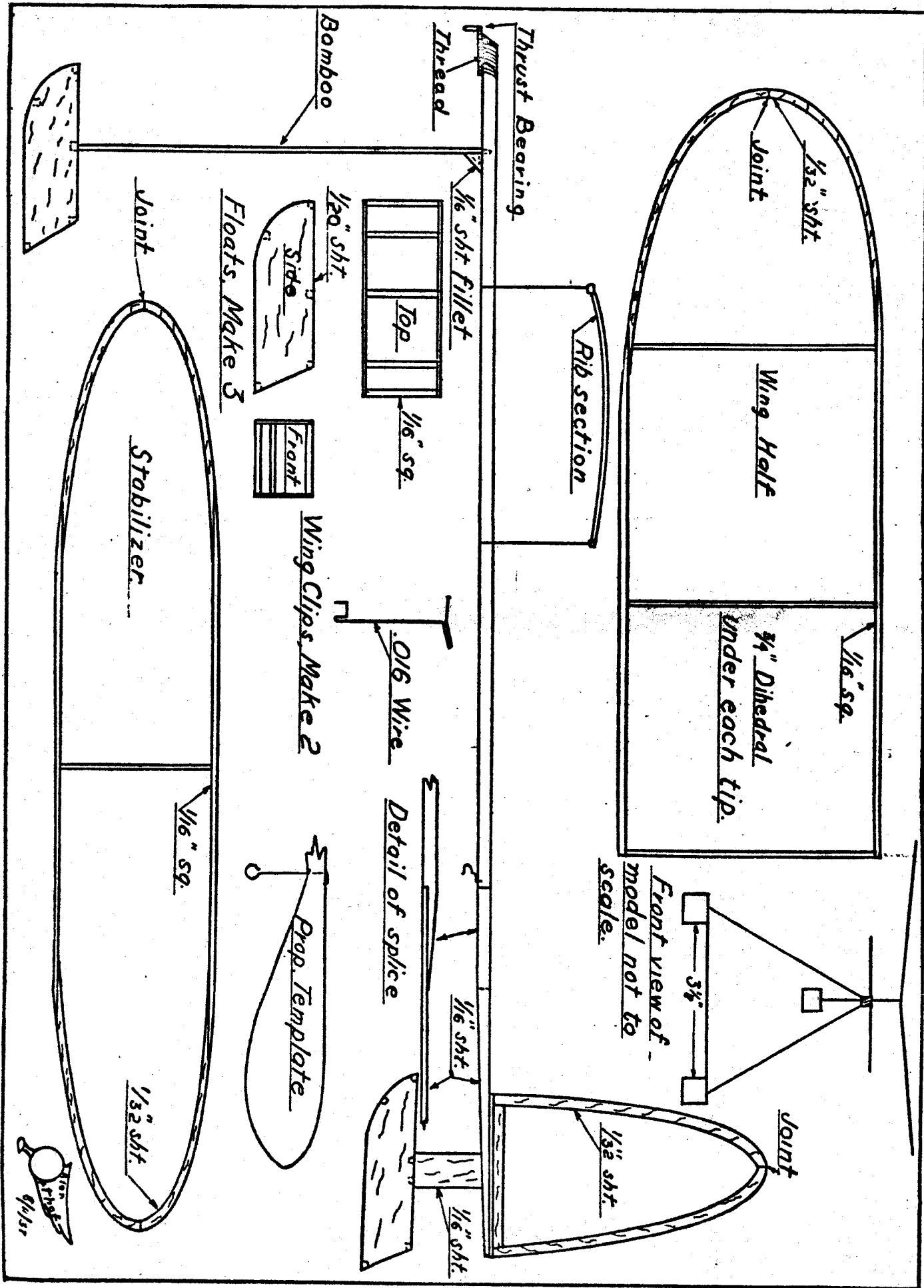
### AERIAL TRINKET TIME.

From Jan. 1938, Flying Aces.

#### THE PUDDLE JUMPER

Impossible though it may seem, some day the spring thaw will come and every FAC should be prepared to assist young ladies across puddles that would make Sir Walter Raleigh's method as obsolete as high button shoes. Just fly her over the murky H<sup>2</sup>O in this swell ROW designed by Alan Orthof & Louis Milowitz. She looks like a real sky-skirting water bug to us, Sticksters. Maybe with just a little larger prop she may set out on Lindy's course!!!

# 8. PRESENTING THE PUDDLE JUMPER





Flying Aces, GHQ

FLASH: Axis plot foiled by Combined Service Ops.

Dateline: Southern Pacific Command.

Oberleutnant Duncan McBride (Dachshund), notorious Scottish traitor flying with the tattered remnants of the Luftwaffe had escaped in the final days of the Reich. The result of the final payoff of a rend-rease agreement made during happier days, McBride and his new Focke-Wulf TA-152 were now in the service of the Imperial Japanese Army. What had been intended to be a trip demonstrating the capabilities of the new German high altitude interceptor became a semi-permanent arrangement when word came that there was no Reich to which he could return. "Just as well", he mused when asked to join a reconnaissance squadron. Mightily tired of ersatz schnapps, Daschund found the Japanese store of scotch captured at Singapore, most welcome. "I can while away the rest of the war and then desert to the Americans. They'd love to get their hands on this hardware."

But his mercenary plans were undone one fateful morning. Returning from a photographic mission, he spotted a lone Hellcat, gear down, far below. Foolishly squandering his precious altitude, he dove to blast the unsuspecting cripple from the sky. But as his first shells streamed into the doomed fighter (flown by Lt. Cliff Betz, limping back to his carrier after losing hydraulic pressure when hit by ground fire over Rotorutaire), it was the infamous Scot's turn to shrink behind his armour plate as his canopy erupted in a hail of fragments. "Och, Laddie, what have y'done?" he cried, racking his sleek fighter around to see of all things a decrepid Aircobra on his tail...

Flt. Lt. John "Hillbilly" Blair overheard the radio transmissions directing the Hellcat back to his carrier as he was flying a lone patrol, satisfying his chief mechanic that all was well with the aging P-39. He altered course to intercept the navy plane and provide an escort. "What a tank", he thought. "Here I am driving this hog when the 34th Squadron has had P-51's for six months. I guess the war will be over before... Oho, what's this?" His first thought was that the Hellcat already had some escort, but then the unmistakeable flicker of tracers about the lead fighter sent him into action. Not one to ponder the unreality of finding a German fighter in the South Pacific he instantly poured the coals to his P-39 and swung about to bring his 50-calibers to bear on the unsuspecting aggressor. Carefully he lined up the German fighter in his sights but the 50 foot span of the TA-152 caused him to misjudge the range and he opened fire too soon.

Say what you will about the traitorous mercenary, the Scotsman could fly. Cutting power power and pulling up sharply, he allowed the P-39 to dive past, then instantly rolled onto the old fighters tail. One long burst and he saw smoke trail from the aircobra, then pieces fall from the stricken fighter. But all was not well with the Scot's mount. He was losing oil and coolant pressure, and the engine refused to return to full power. McBride began a long glide to the beach at Rotorutaire, where the unlucky Betz had just ditched. Glancing back he saw the tattered P-39, still trailing smoke, heading over the mountains of the Ollie'n Stanley Range. "Curses, shot down by an antique", he raged. "Now I'll be lucky if the lousy Americans even believe I know what a Focke-Wulf is".

Coaxing his battered Aircobra to make the final climb over the mountains, "Hillbilly" Blair had to use every trick he knew. Familiar with the fierce winds around the Ollie'n Stanley Range, he managed to ride out a rising current that put him above the peaks and well able to glide to his home field on the other side. He watched the long-winged mystery plane ditch not far from where the Hellcat went in only moments before. "Not bad for an old tank," he thought, patting the P-39 affectionately on the panel. "They sure don't make them like they used to".

Well, it was something like that, anyway. In case it isn't clear, one well deserved Kanone should go to John Blair. Meanwhile, my sincere thanks for shining the light on rubber scale, modeler's modeling. Long live EFF-AY-CEEE!

Lt. Duncan McBride

IN THE CONFUSED AFTERMATH OF HIS F.D.R. DELUSION, BARNEY FEELS SURE KEEN HAS MYSTERIOUSLY DISAPPEARED

FOLLOWING THE TRAIL OF A BUSINESS CARD, O'DARE VISITS THE SHRINK WHO TAUGHT KERRY HOW TO HYPNOTIZE...



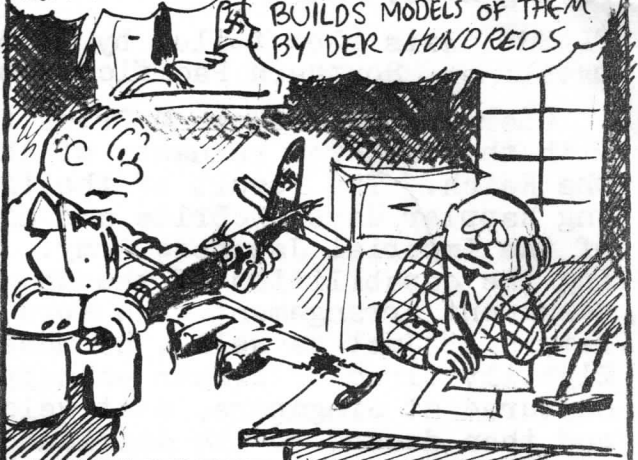
SAY DR. WAGES, ISN'T THAT...

YA, DOT IST MEINE FEUHRER!  
I MEAN, AN HISTORICAL PERSONALITY



WHAT KIND OF BOMBER IS THIS?

AN IMAGINARY CREATION. MEIN ONCLE BUILDS MODELS OF THEM BY DER HUNDREDS



HE IST A LITTLE... YOU KNOW



IN FACT, HERE HE IS NOW COMST DU IN, ONCLE!

ICH HÄTTE GOERING ZUHÖREN SOLLEN



ICH HÄTTE GOERING ZUHÖREN SOLLEN

WADDÉ SAY?

HE SAID, I SHOULD HAVE LISTENED TO GOERING. ITS ALL HE EVER SAYS...



EA COUPLE OF WACKOS!



MEANWHILE - IN DURANCE VILLE

THIS IS YOUR CAPTAIN SPEAKING. WE'LL BE CRUISING AT 34,000 FT.

MR. SIKORSKY, I HAVE AN IDEA FOR A MACHINE THAT RISES VERTICALLY



AND ON THE POLICE SCAN, BARN PICKS UP THE TRAIL HOLY HANRIOT BEECH! THE FUZZ HAS LONG-ARMED THE BOSS!



BARNEY VISITS THE BRIDGEPORT JAIL IN DISGUISE  
SORRY THOSE TWO LOONEYS GOT AWAY FROM US...



WE'LL KEEP EM' IN MAXIMUM SECURITY FOR A WHILE, YOUR HONOR



GENE AUTRY HAD SMILEY BURNETTE - ROY ROGERS HAD GABBY HAYES - DICK NIXON HAD JOHN DEAN.

AND THE GRIFFON HAS FAITHFUL OLD BARNEY O'DARE, ALWAYS THERE WHEN NEEDED!



By Ed Heyn

Like Adam, with his sliced ribs, everyone has to get his start somewhere. Glenn Curtiss, who was contemporary with the Wrights and other pioneers, began a long career of producing fighter aircraft with this little gem. In 1916 with the fledgeling "Yankee Flyboy" outfit rapidly expanding, Curtiss presented this his first single seat tractor scout plane to the Signal Corps for evaluation. The scout number 1 (S-1) was the smallest possible airframe that could be designed around the then new Curtiss OX-5, 90 HP water cooled eight cylinder engine. Although the S-1 was one of the fastest scouts of its day, the design was not accepted. Possibly because of the minimal wing area, and only the prototype was constructed. One modification, as shown in photos, was an extended upper wing braced by struts angling up from the base of the wing struts. Another version shows both wings longer and with a double bay of struts and larger tail surfaces. This version which has been referred to as the Curtiss Special was supposedly sold to Katherine Stinson for her acrobatic shows. No Markings show on any photo I have seen so it is bonus time for you.

The S-1 evolved into the S-2 called the "Wireless", for its use of metal wing strut bracing instead of cable rigging and then into the S-3 triplane which was the first Signal Corps pursuit plane to carry armament. Although I had so-so plans for the scout for many years in a book titled L'Aviazione (Milano, Italy, 1919) a better plan appearing in Air International, Dec. 1975 renewed my interest.

As biplanes go, the S-1 is a fairly simple ship to build but like all peanuts it must be kept light. My version has been flying for the past two seasons, mostly in outdoor WWI Combat events where it has quite often placed. Indoor combat was only tried a few times as even with lower power and a carved balsa prop it proved to be a wallbanger. Even so, my best indoor time was 54 sec.

The fuselage is a simple box structure of light 1/16 sq. balsa. Before separating the two sides drill through for the rear peg and for the lower wing trailing edge extensions. Add cross bracing and all formers of 1/32 sheet and the nose former of 1/16 sheet. Add 1/16 X 3/16 stiffeners on edge behind the nose opening to support the matching nose plug block. The noseblock is of two layers of 1/8 sheet, the forward one being cut to the size of the radiator opening. Add crankcase as shown and propshaft bearing of 1/16 O.D. alum. tube. A radiator grid may be added with a ball point pen. Paint the crankcase light gray and the noseblock bronze to represent the brass casing. Add the cylinder mount of 1/32 sheet between the nose and the first former. Paint light gray and add the eight cylinders of rounded 1/4 sq. balsa painted black. For additional details of the OX-5 engine refer to 3-view plans in the Feb. 1978 Model Aviation Magazine. Now add the bottom, sides and top cowling of bond paper. Note that the top piece is cut to allow the cylinders to extend through. Cover the fuselage with white tissue and shrink with alcohol. To represent the varnished plywood I colored the tissue aft of the bond paper with miniwax puritan pine wood stain then finished with two coats of clear thin nitrate dope. The bond paper areas are painted with Testoes Gloss black paint. Exhaust stacks were cut from file card stock and painted Floquil Rust. The landing gear of strip basswood may be added now or after the wings have been attached. Use the same wood stain to color the gear and all struts. My wheels as usual were heat molded over an old hardwood wheel which requires four pieces joined with plastic cement and a small tube potted in for the axle. Paint the centers tan and the tires Floquil grimy black.

My method of making the wings was to carve and sand a piece of soft pine to match the bottom undercamber of the wing section. Lay saran wrap over a tracing of the wing and build directly on the board. This will ensure the proper angle to the trailing edge and also provide a mold for the wingtips. Construct the top wing in two pieces and join with the proper dihedral. Let the leading and trailing edge of the lower wings project inboard about 3/32 to fit into the fuselage. Don't forget the top spars unless you desire elliptical dihedral. The tail surface outlines were laminated from three layers of .012 X 1/16 basswood. The structure is of balsa. The wings and tail surfaces were covered with Sig light weight white tissue which has a fairly shiny side as well as a dull side. Keep

the shiny side out and after shrinking with alcohol, apply one coat of clear brushing lacquer which has been thinned three to one. I found it easier to install the cabane struts first, then the lower wings, the upper wings and wing struts and then the tail surfaces. Gray silk thread was used for the rigging, but monofilament would do just as well.

12. Indoor flights and outdoor testing was done on one loop of 1/8 in. FAI rubber. Once trimmed outdoors switch to a loop of 3/16 in. about one and one half the fuselage length. Mine required no thrust offsets and flies straight out under torque and then works into a right turn.

\*\*\*\*\*

## LIVING IN THE EARLY DAYS OF AVIATION By Adrian Comper

In early 1929 Leslie Irving, the American parachute manufacturer, arrived in England with his family to establish and head a factory near London. A clause in his British Government contract called for his residing in England while equipping the entire Royal Air Force with the famous Irvin parachutes (for symmetry in the logo, the "g" in his name was omitted).

Living in London at that time, Adrian and his American wife became friends with the Irvings, and Nick had become interested in the American Velie radial engine of some 80 hp.

Readying the Pobjoy engine factory next door to the Comper Aircraft Co. at Hooton across the Mersey at Liverpool, and tooling for production was underway, but availability of the engine was still far away. Meanwhile Nick Comper was sorely in need for more hp and engine reliability for the Swift than the 35 hp 2-cylinder ABC engine.

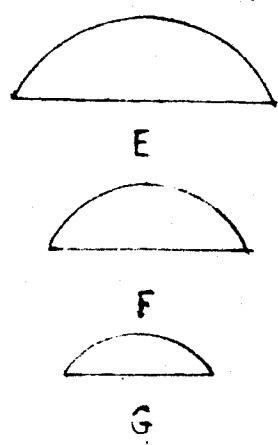
And so with letters of introduction from Leslie Irving, Adrian set out for the Detroit Aero Show to meet Mr. Velie. On arriving at the Cadillac Hotel in Detroit, Adrian was greeted by Mr. Luscombe, the Manufacturer of the Monocoupe airplane, with the news that Velie had just died, and that Sam Lambert (of the "Listerine" family) would take over.

After two days at the aero show with Sam, a genuine and kindly man, they set off by train to the Velie Motor Car Co. in Moline, Illinois.

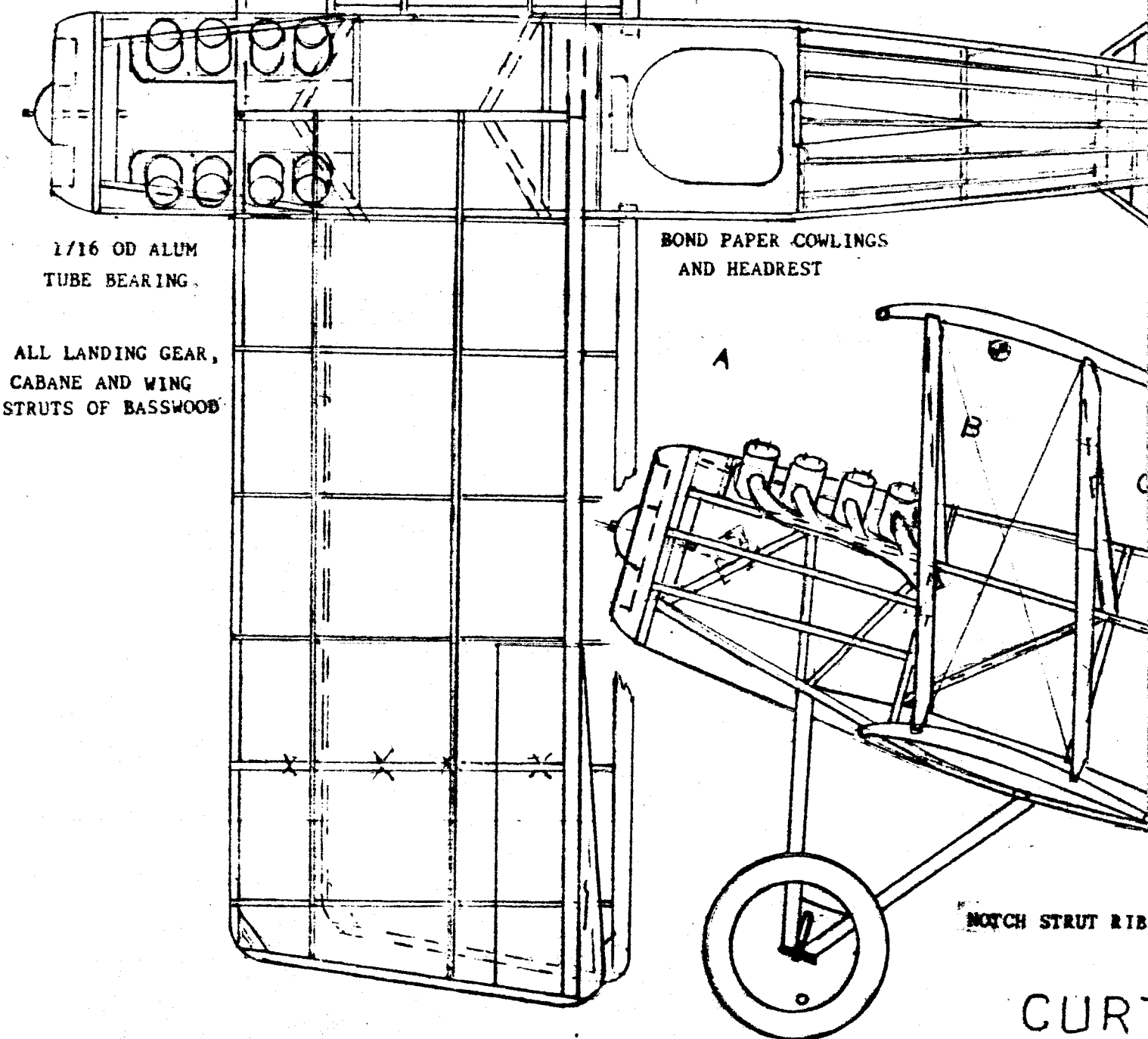
At that time there existed a difference in philosophy- the British aeroengine designers strove for low weight per hp. The Americans, in their genius, sought a solid, reliable, easily-maintained and comparatively inexpensive engine-their answer: an additional few square feet to the wing surface will compensate for the somewhat additional weight. At the Moline plant everything justified seeking the exclusive rights for the sale of Velies in the United Kingdom.

So Sam flew Adrian in a Velie powered two seater to St. Louis. He was met at the airport by admiring friends who congratulated him on his first cross country flight! He had arranged a meeting with John A. Love, Chairman of Allied Aviation, Inc, at his home; there he and Adrian found they had much in common. So Love called a meeting of his board at which Sam and Adrian were present. Allied Aviation was about to merge with Dewoitine, a French aeroplane company, and Love suggested a "mutuality of interests" with the Comper Aircraft Co. A very brief letter of intent was drawn up, and a month or two later Adrian greeted Love in London and introduced him to one or two influential people in aviation circles including the noted founder and editor of "The Aeroplane", C.G. Grey, who considered Nick to be a designer ahead of his time and who enthusiastically supported sound working arrangements between British and American firms as a means of bringing much needed capital into the newer companies struggling to get on their feet.

To be continued.

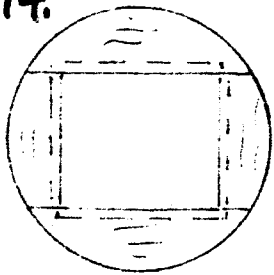


6" PLASTIC PROP

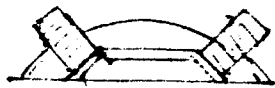




14.



A



B

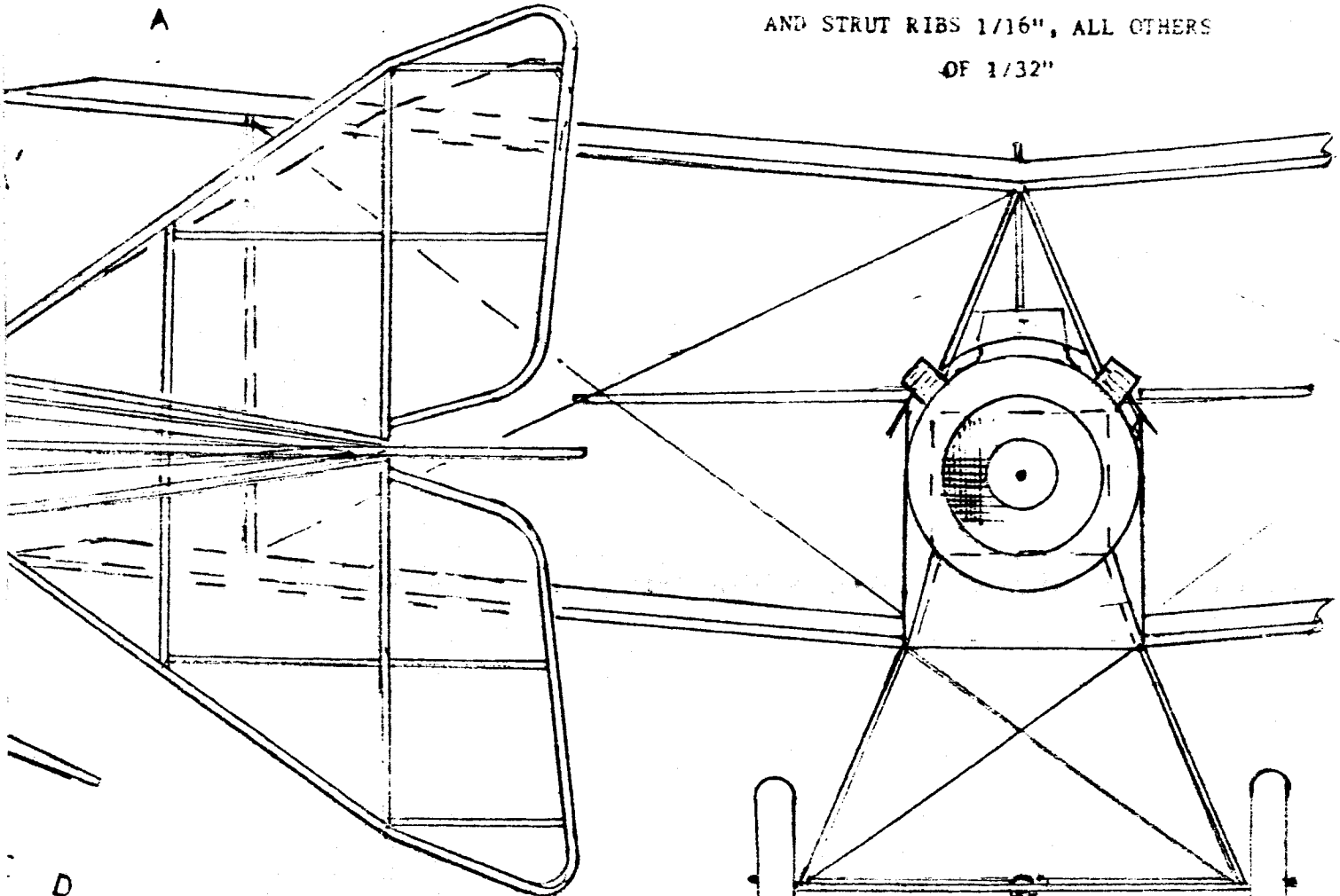


C



D

INNER LOWER WING, CENTER SECTION  
AND STRUT RIBS 1/16", ALL OTHERS  
OF 1/32"



D

E

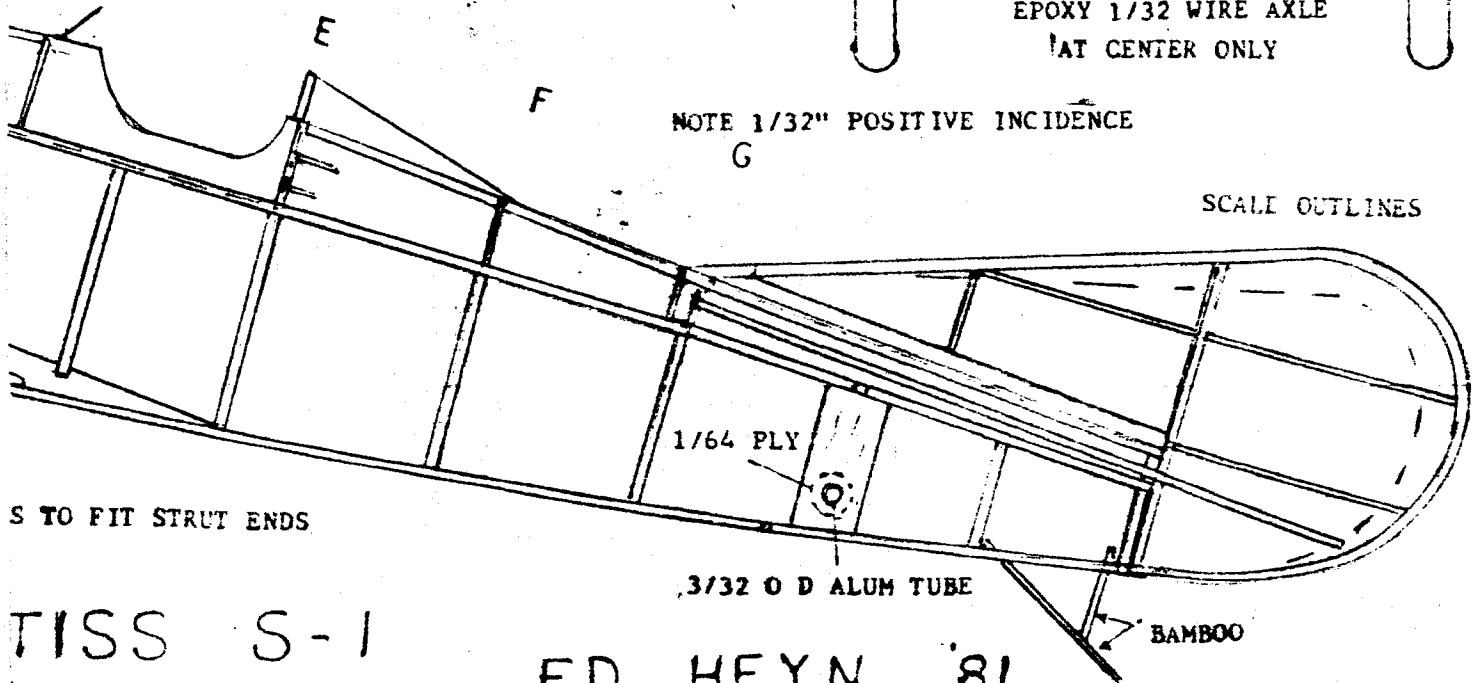
F

NOTE 1/32" POSITIVE INCIDENCE

G

EPOXY 1/32 WIRE AXLE  
AT CENTER ONLY

SCALE OUTLINES



S TO FIT STRUT ENDS

1/64 PLY

3/32 O D ALUM TUBE

BAMBOO

TISS S-1

ED HEYN '81

Lin;

Stop the presses!! Put your tissue trimming and/or typing finger tips at ease.... I need your full attention on this most urgent matter.

At the 20th Annual Banquet of the Erie Model Aircraft Assn. I enjoyed the pleasure and honor of being the Master of Ceremonies. For a few glorious hours I commanded the floor and temporarily pulled rank on the likes of you, Dennis Norman and Gordon Roberts.

I also enjoyed the great honor of introducing the enlightening Adrian Comper (early aviation adventurer, writer and gentleman to ladies of all ages). Adrian related the story of Leslie Irving (father of the parachute) from an upclose and personal viewpoint. It is a shame that all FACers could not witness Adrians colorfull documentation of Mr. Irving that evening.

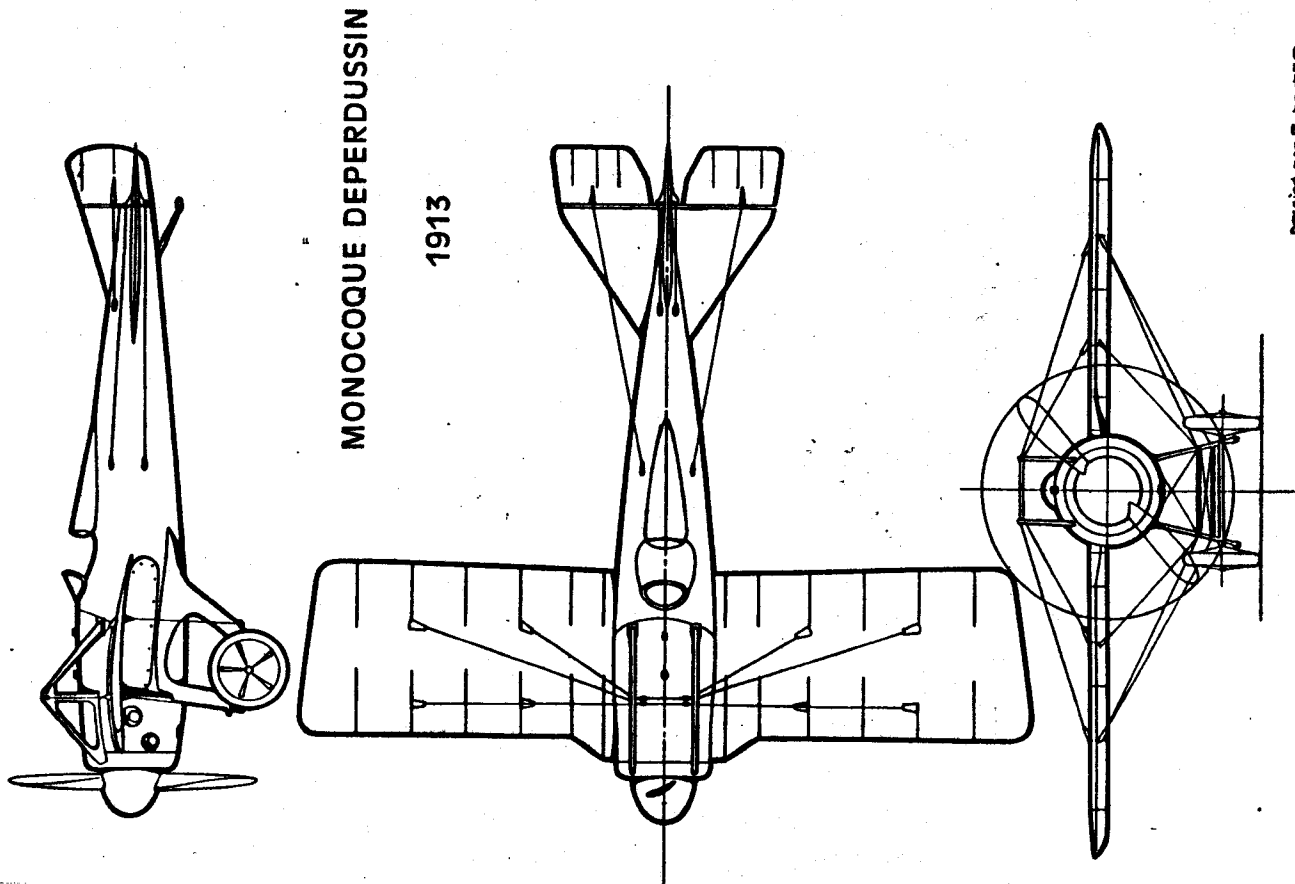
As Commanding Officer of the banquet tarmac, I spoke freely of my recent endeavors and victories. Of note was that I had just received official word that I had passed the Certified Registered Nurse Anesthetist qualifying exam. (That means a steady paycheck and more time to build!) I also related how my wife, Diane (some nine months pregnant) and I were bidding on a house located on Crosswinds Drive (eat your heart out, Hung.)

Well, I want everyone to know that in a matter of a few days, we got the house and a daughter! Erin Renee' is somewhat large for a peanut and a bit heavy--5 lbs 13½ oz. and 18 inches in length, but at 1:1 scale, she is complete in everyway for maximum detail points. She doesn't ROG as of yet, but for an Embryo just out of Mother Nature's hanger, she has us thermaling in the clouds.

It is traditional for the proud father to pass out cigars to all his friends on this occasion, as it is impossible to see you all personally I hereby grant to all FACers a Kanone! Lin, see that this order is carried out as I've got to go change Erin's tissue.... I mean diaper!

Captain Ross Mayo

\*\*\*\*\*





## Help Bring "The City of Springfield" Home

Your tax free contribution will help bring the world's only replica of the 1931 Thompson Trophy Winner "The City of Springfield", famous GEE BEE Flyer, back to Springfield, Massachusetts where it all began. A permanent home is waiting at the Springfield Museum of Natural Science. Contributions may be sent to:

**THE GEE BEE MEMORIAL FUND**  
Multibank  
P. O. Box 1489  
Springfield, Massachusetts 01101



SECOND ANNUAL FAC SCALE MEET

17.

August 8, 1982

Time 10:00 Am. Till 5:00 Pm.

Site; Thermal "G" Glider Port, Erie, Pa.

AMA Sanctioned.

Events;

1. FAC Scale
2. Peanut Scale
3. Embryo
4. HLG
5. No-Cal Profile Scale
6. Oldtimer Scale
7. WWI Dogfight (one prize only)

All events to be flown according to FAC rules.

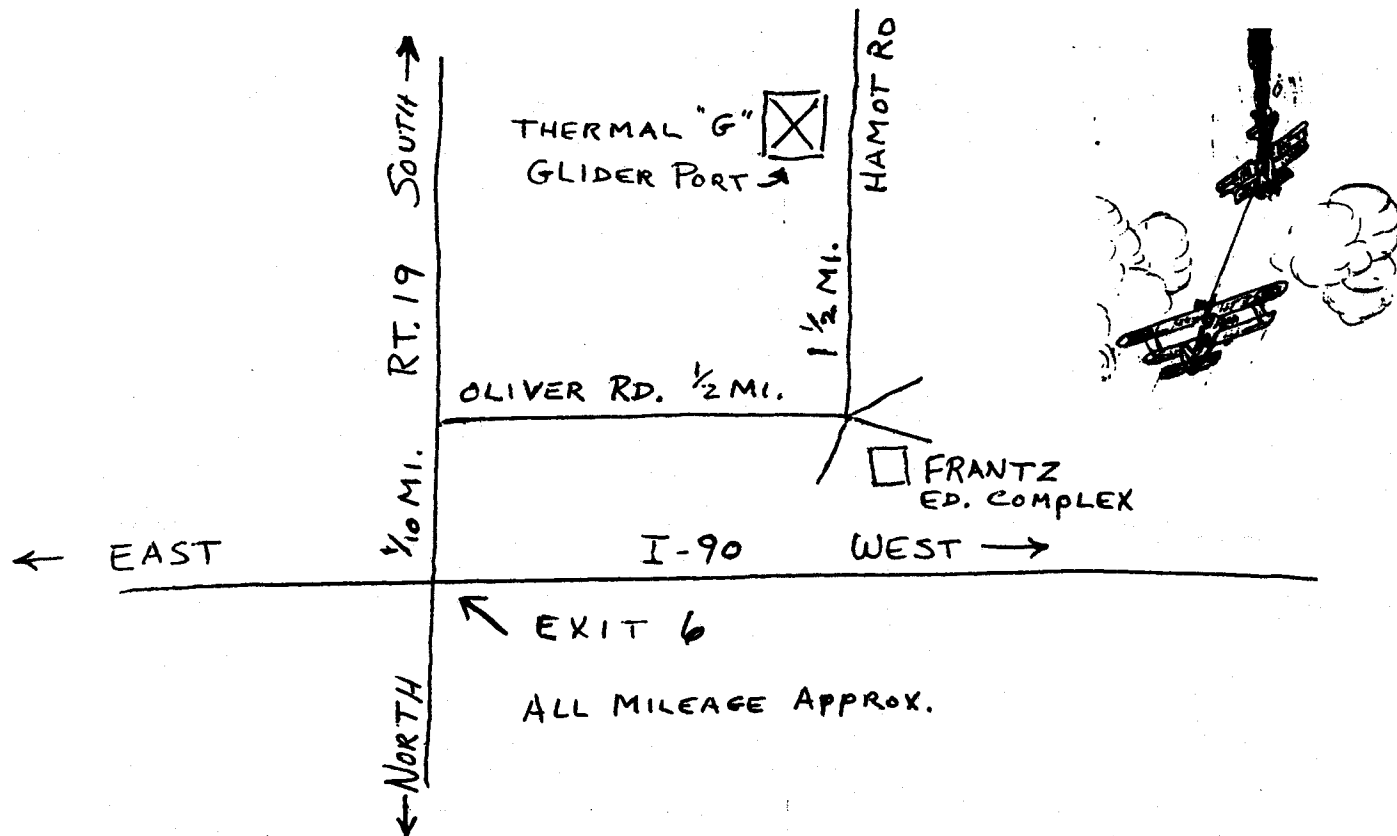
No condenser paper covered models.

Prizes through third place.

Be sure to bring proof of scale.

Entry fee, \$3.00 first event, \$1.00 each add. event, max. fee \$6.00  
Jr. & Sr. \$2.00 flies everything.

CD. Joe Barna  
1428 West 32 St.  
Erie, Pa. 16508  
Ph. 814-864-6933



ALL MILEAGE APPROX.

## CONTEST CALENDAR

- July 17 & 18 Flying Aces Nats Mark III at Johnsville Naval Air Station, Warminster, Pa. Flyer in this issue.
- July 25 CFFS Scale Scramble at LCCC, Lorain, Ohio. GHQ Peanut, FAC Scale, Old Timer Scale, Co2 OT Replica, Greve Race, Thompson Race, Embryo, WWI Biplane Dogfight, WWII Peanut Combat, WWII Combat, CD Jim Hyka, 1604 West Royalton, #6, Broadview Hts., Ohio 44147
- Aug. 8 Second Annual FAC SCALE meet at Erie, Pa. FAC Scale, Peanut, Embryo, HLG, NO-Cal Profile Scale, WWI Combat, Oldtimer Scale. Flyer this issue. CD Joe Barna, 1428 West 32 St., Erie, Pa. 16508
- Aug. 15 CFFS Scale Scramble at LCCC, Lorain, Ohio. Peanut Scale, No-Cal and 3/4" Schnieder Cup Profile, FAC Scale, Oldtimer Scale, Co2 OT Replica Greve Race, Thompson Race, WWII Peanut Combat, WWII Combat, All Fly for Jrs. CD Tom Majestic, 3273 West 129 St. Cleveland, Ohio 44111
- Aug. 29 Detroit FAC more info later.
- Sept. 11 D.C. Maxcutters Fun Fly FAC Scale, Earl Stahl Commemorative, FAC Co2 Scale, Mass launch races, WWI WWII and Golden Age, Embryo, Trans Comsat, HLG, Catapult Glider. CD Allan Schanzle, 8311 Exodus Dr., Gaithersburg, Md. 20760
- Sept. 12 CFFS at Lorain, Ohio, more info later.
- Sept. 19 Canton FAC at Canton, Ohio, more info later.
- Sept. 26 13th Annual Midwest Scale Meet at Erie, Pa. More info later.
- Sept. 5 National Air Races 1929 to 1939 24 inch max. wingspan.
- Oct. 24 Peanut Scale, Multi-engine, Embryo. For more info on this contest and the one on Sept. 5 contact Tom Brennan, 588 Cedarberry Lane, San Rafael, Ca. 94903

## MEMO/ Bob Clemens

Dear Lin,

I figured the enclosed photograph would be of interest to readers of the FAC News.

The model is a Peanut twin... you don't see too many of them. It's the Yugoslavian State Aircraft Works Type 45T prone pilot research ship; the 3-view appeared on p. 10 of the Feb. 1982 FAC News.

The builder is Jack McGillivray of Toronto, Canada, and he has indeed created a gem:

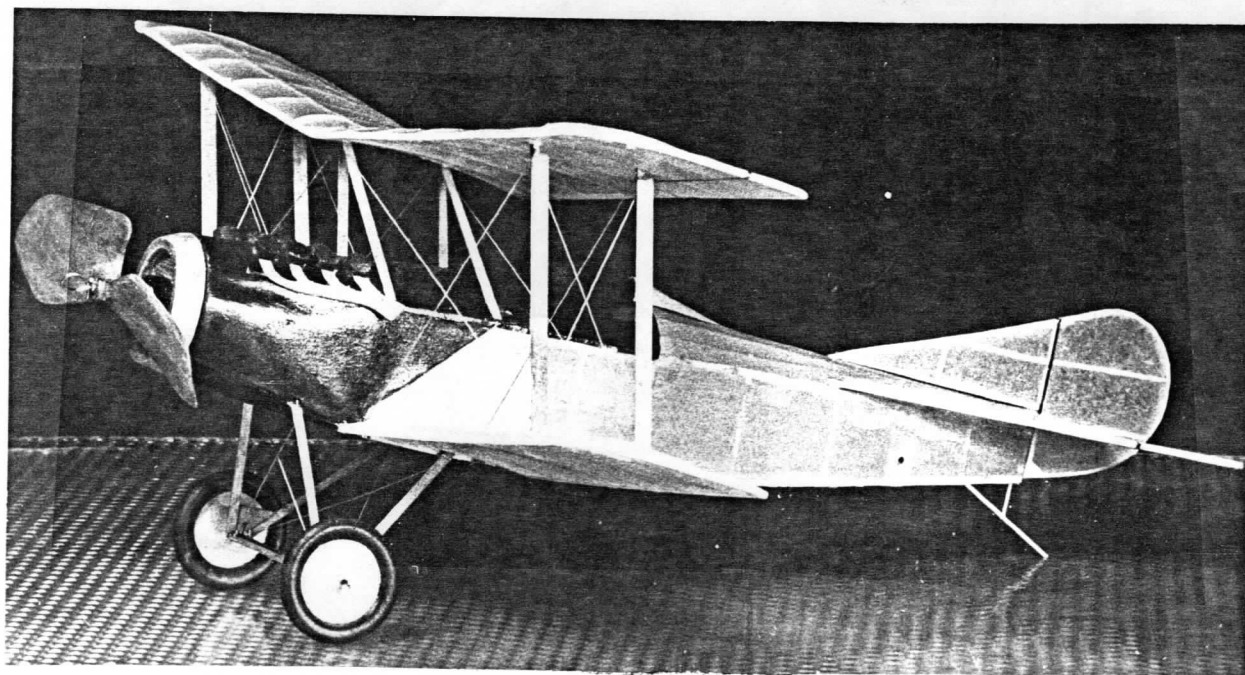
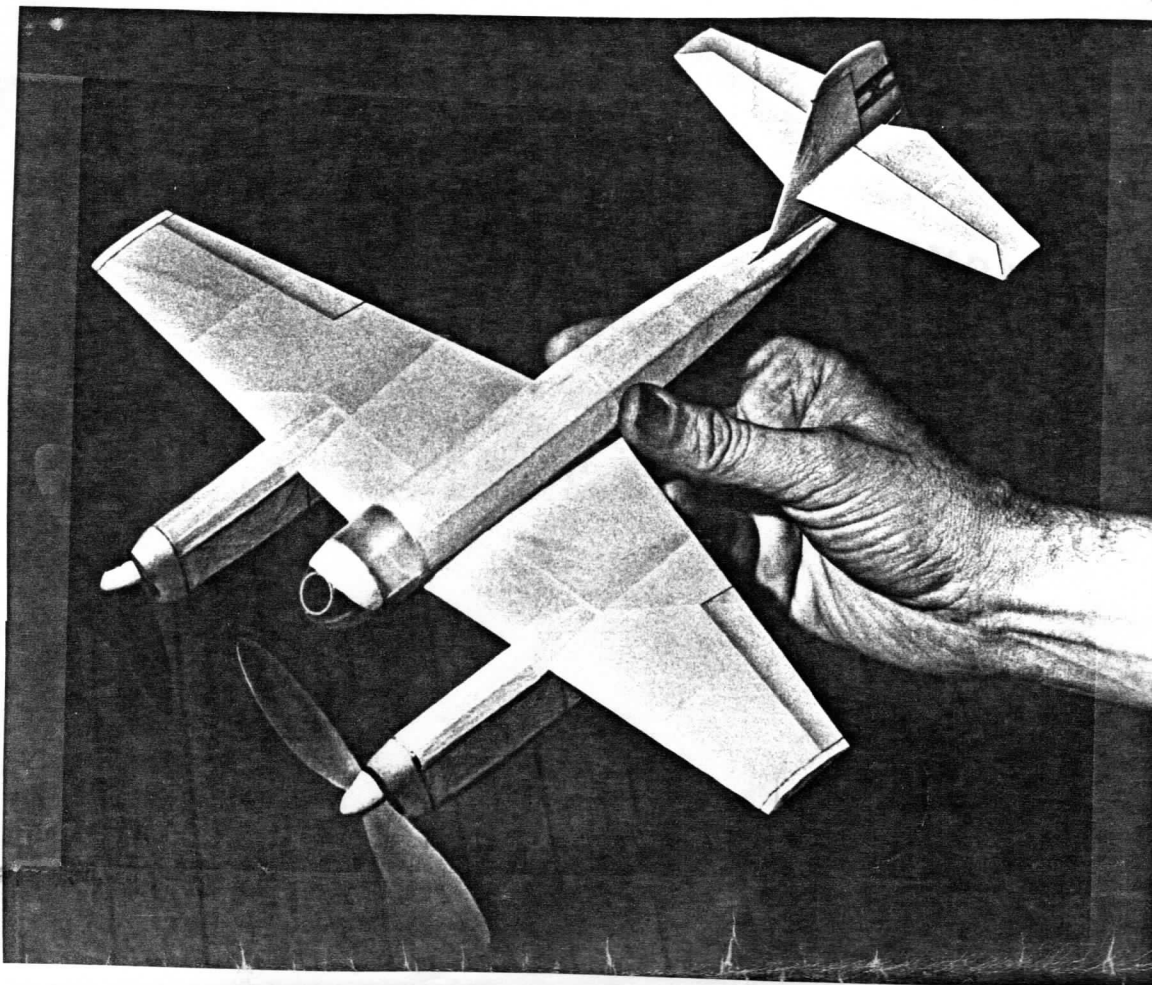
Weight: 5.3 grams! It has a lightly sprayed gray finish, with some extra airbrush work to set off the control surfaces. Power comes from two loops of 13 1/2" .038" rubber (one loop per nacelle). Now get this: On 1,600 turns at our May 2 Kodak indoor contest, this ship did 90 seconds. Our ceiling is only 26', so you know how well it floats. And stable- it looks like its on rails. Flies a left circle.

The props are contra-rotating, carved very thin from bass-wood. Rotation originally was inward (as viewed from the front), but downwash on stab caused stalling problems. Jack switched props so rotation was outward, resulting in one of the sweetest fliers you'll ever see. He'll be a sensation a West Baden, and I'm certain you'll see the model at Erie this fall; maybe at the FAC Nats too.

Regards,

Bob

Jack McGillivray entered this model of the YSAW type 45T in the recent outdoor meet at Erie, Pa. This model is something else! She did an O.O.S. flight of over five minutes! Fortunately Jack got it back with only minor damage. Thanks to Dave Stott for providing us with the 3-view (some FACers do use the drawing from the newsletter, makes us feel good!) If any of you other Skysters use our stuff, please let us know, so we can let the rest of the rib-slicers know about your successes. We try to give you the best!



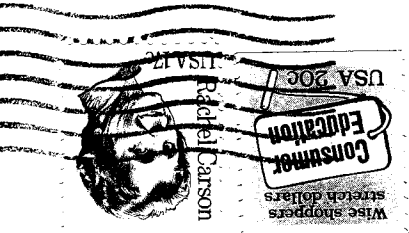
This months plan subject, Ed Heyn's Curtiss S-1. She sure looks like a winner, doesn't she mates.

Has anyone built any models from the plans that have appeared in the good old FAC Newsletter? If you have will you please let us know! It would be interesting to know if these plans are being used and to know just how well they perform. I am also sure that the draftsmen who create them would want to know even more about this than we here at GHQ.

FIRST CLASS

FIRST CLASS

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



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

