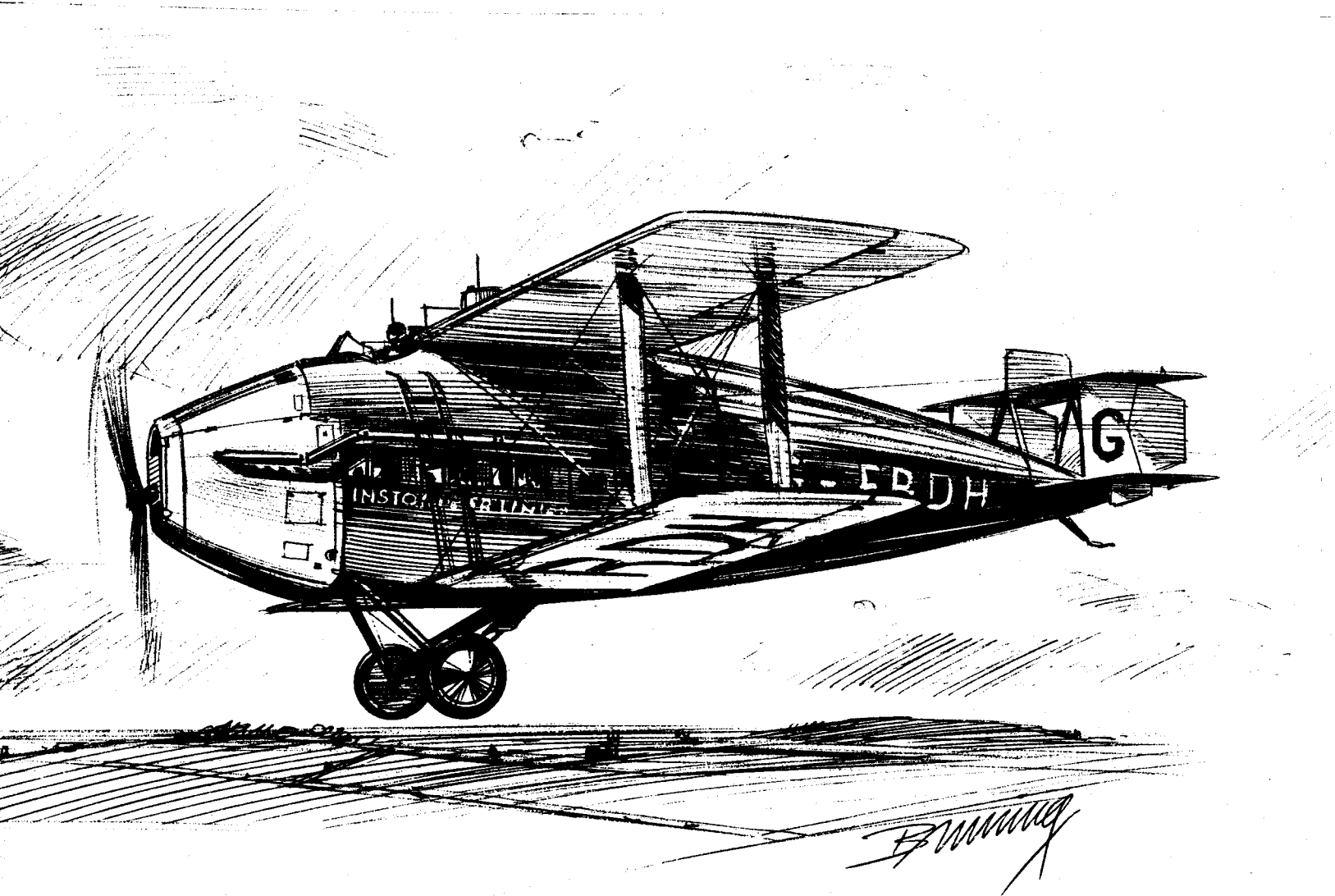


FLYING ACES

ISSUE # ~~81~~ JULY-AUG. 1982

Club News

(82)



2.



The Flying Aces Nats "Mark III" is now history. As suspected, it was a real aerial circus, with a good turnout of FACers from all over the country. The quality of the models and the ability of the contestants continues to improve every year and you wonder, how good can they get?

Hung smiled on us once again with good weather, although it was a bit too warm (95) with a slight breeze on Saturday. Sunday brought more of the same kind of temperature, but the wind had increased a bit and the pilots had to chase their models a little farther, pity the poor chaps in the mass launch events, they were really dragging at day's end. Hung decided to have his day too. Lots of risers both days and several models were lost. Hung even took two models at one time, both Ross Mayo and Andy Medovitch launched their Embryo models at about the same time and Hung gobbled them both up never to be seen again! Mark Fineman, among others, lost his beautiful Cessna CR-3 racer too. Incidentally, Mark says his plan for the Cessna will be published shortly in one of the model magazines.

Although the entries were down from the two previous nats, a good turnout did occur. This was probably due to the state of the economy we suspect. However the crowd of spectators probably outnumbered the contestants. If all had entered it might have been impossible to get everything in in the allotted time.

GHQ wants to congratulate Dave Rees on being named "Grand Champion" of the Flying Aces Nats "Mark III". Also to Dave Stott who was awarded the prize for the best scale model of the meet, which was awarded by the Erie Model Aircraft Assn. His winning model was a Handley Page W8-F. Dave may submit this plan to GHQ for the newsletter.

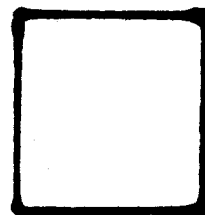
We here at GHQ would also like to offer our thanks to Bob Leishman, the CD, and all the members of the S.O.T.S. (Scale Old Timers Society) for the great job they did on hosting this great meet. Well done, Fellas! Problems, as usual did crop up, but they were minimal and they were handled very nicely. Thanks again gang for a job well done.

Hope to see you all again in 1984 plus a lot more of you who could not be there this time.

Lin Reichel
C.O. Flying Aces

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3301 Cindy Lane
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Contest Director Comments;

I feel it was a great and very pleasant privelege for me to C.D. our third nationals. We did as good a job as we could. We made some mistakes- but overall we enjoyed every enchanting minute of the whole affair. For those of you who were there until the end we have to make an apology for goofing up the Grand Champion points-- it seems we inadvertently transposed one point and awarded the trophy to the wrong man. However we did a lot of grovelling and apologising by phone to the involved protagonists and I must say they were both gentlemen in every sense of the word-- So publicly, Don Srull and Dave Rees, again I apologise!

Apart from weird Navy regulations tho, everything else went off well and the only thing I missed was the presence of a few hard core FACers-- Pat Daily, Bob Thompson, Mike Midkiff, George Leffler and Hurst Bowers-- to name a few. Be sure to make it next time guys, promise.

The spirit of FAC was very evident in many ways, some, like Bob Haight, Bill Stroman, Fernando Ramos, Bill Noonan and Ferrell Papic travelled great distances and really did nothing more notable than have a damn good time! To me, that's the name of the game. Many thanks to the FACers who took the trouble to seek me out or write me to comment on the meet. That makes it worth while. I salute you all and may Hung smile on your efforts---see you all in '84!

Bob Leishman, Director FAC Nats Mark III
Bar-le-Duc on the Delaware
July 1982

Following are the final results:

FAC Rubber Scale 55 Entries

	Pilot	Aircraft	Scale	Bonus	Flt.	total
1.	Roland Hoot	Santos DuMont 14Bis	83	15	82.5	180.5
2.	Don Srull	Santos DuMont 14Bis	92	15	63.5	170.5
3.	Dave Rees	Cuadron Simoun	62	10	82.5	154.5
4.	Mark Fineman	Curtiss XP-55	56	30	67.5	153.5
5.	Walt Eggert Sr.	SE-5	68	15	66.5	149.5
6.	Jack Moses	Chambermaid	59	5	78	142
7.	Fred Ewing	Curtiss XP-55	61	30	50	141
8.	Dave Stott	Handley-Page W8F	76	19	40	135
9.	George Meyers III	Curtiss SOC-3	56	15	63.5	134.5
10.	Walt Eggert Jr.	SE-5	58	15	60	133
11.	Bob Clemens	Cranwell CLA-3	62	0	70	132
12.	Gordon Roberts	Boulton-Paul Defiant	51	10	71	132
13.	Dudley Prisel	Heinkel He112-B-0	61	10	59	130
14.	Bill Passarelli	Nesmith Cougar	62	-5	71.5	128.5
15.	Tom Sandor	Vari-eze	80	5	43	128
16.	Rolfe Gregory	Itoh	53	5	64	122
17.	Henry O'Dwyer	D.H. Puss Moth	54	-5	69	118
18.	John Stott	Mabousin	53	10	52	115
19.	Ross Mayo	Heinkel He-100	45	10	57	112
20.	Ralph Kuenz	Fokker D-VII	59	15	35	109
21.	Glen Simpers	Grumman TBF-1	51	10	47	108
22.	Ed Heyn	Yak-3	46	10	49	105
23.	Jim Miller	Piper J-3	46	-5	61	102
24.	Chuck Schobloher	Sopwith Tabloid	44	15	41	100
25.	Henry Frautschy	Grumman F4F	52	10	36	98
26.	Ted Langley	Zlin 42	58	10	29	97
27.	Stu Meyers	1911 Caudron	49	5	43	97
28.	Ed Baltera	Focke-Wulf Ta 152	49	10	35	94
29.	Sal Alu	Heinkel He-100	61	10	20	91
30.	Dan Driscoll	Howard NH-1	51	-5	39	85
31.	Bill Bell	Spartan Cabin	56	-5	31	82

4. FAC Scale continued;
 Plus three "second entry" aircraft not tabulated, and six aircraft not presented for scale judging.

FAC Peanut Scale 48 Entries

	Pilot	Aircraft	Scale& Bonus	Flt.	Total
1.	Dave Rees	Corona Cougar	56	79.5	135.5
2.	Gordon Roberts	Folkerts SK3	64	57	121
3.	Ed Heyn	Koolhoven FK-55	60	60.5	120.5
4.	Mark Fineman	IS-4	56.5	64	120.5
5.	Bill Passarelli	Fike E	54	63.5	117.5
6.	Ross Mayo	Dayton Wright Racer	56.5	60.5	117
7.	Bob Clemens	Pacific Racer	65	50	115
8.	Tom Sandor	Chambermaid	50	61.5	111.5
9.	Dick Kohfeild	Davis	54	57	111
10.	Tad Jones	Contestor	62	48	110
11.	Jim Miller	Piper J-3	50	56	106
12.	Emerson Elwell	Dayton Wright Racer	57.5	47	104.5
13.	Ted Langley	Wittman Tailwind	53	50	103
14.	Walt Eggert Jr.	Farman Sort	58.5	44	102.5
15.	Henry Frautschy	Caudron Simoun	66	36	102
16.	Jack Moses	Folkerts "Toots"	59	43	102
17.	Mike Escalante	Bristol D	71	28	99
18.	Bill Noonan	Martinsyde Semiquaver	75	21	96
19.	Henry O'Dwyer	Piper Cub	46	47	93
20.	Dick Bennett	Regianne RE-2005	62	30	92
21.	Stu Meyers	Fokker E-III	65.5	28	91.5
22.	Ferrell Papic	1912 Blackburn	62	29	91
23.	Ed Baltera	JD-1	62	29	91
24.	P. Herman	Piper Cub	48	41	89
25.	Rolfe Gregory	Monocoupe	56	32	88
26.	Ralph Kuenz	Grey Ghost	59	26	85
27.	Dan Briehl	Wittman Tailwind	54	31	85
28.	Dan Driscoll	Comper Swift	49	26	75
29.	R. Kleinert	Lacey	47	26	73

Plus five "second entry" aircraft not tabulated and three aircraft not presented for scale judging.

FAC GHQ Peanut Scale 26 Entries

	Pilot	Aircraft	Scale	Flt.	Mult,	Total
1.	Dave Rees	Lacey	12	356	420	776
2.	Dennis Norman	Chester Goon	12	197	420	617
3.	Dan Briehl	Wittman Tailwind	9	275	315	590
4.	Bob Clemens	Farman Moustique	12	151	420	571
5.	Don Srull	Waterman Racer	9	228	315	543
6.	Henry Frautschy	Caudron Simoun	12	82	420	502
7.	Paul Herman	Piper Cub	9	178	315	493
8.	Ted Langley	Currie Wot	12	71	420	491
9.	Ross Mayo	Dayton Wright Racer	9	164	315	479
10.	Jim Miller	Piper Cub	9	149	215	464
11.	Henry O'Dwyer	Mr. Mulligan	9	125	315	440
12.	Gordon Roberts	Nesmith Cougar	9	100	315	415
13.	Tad Jones	Lacey	9	65	315	380
14.	Mike Escalante	Bristol D	9	31	315	346
15.	Ed Heyn	Koolhoven	6	136	210	346
16.	Richard Bielak	Luton Minor	9	27	315	342
17.	Dick Kohfeild	Davis	3	164	105	269
18.	Ed Morrison	Robin Tiara	3	128	105	233

FAC Jumbo Scale 24 Entries

	Pilot	Aircraft	Scale & Bonus	Flt.	Total
1.	Don Srull	Santo DuMont 14Bis	113	62.5	175.5
2.	Roland Hoot	Santo DuMont 14 Bis	110	54	164
3.	Dave Stott	White Trimotor	78	82.5	160.5
4.	Dave Rees	G.H. Gadfly	76	82.5	158.5
5.	Jack Moses	P-51	67	69	136
6.	Gordon Roberts	Chambermaid	52	79.5	131.5
7.	Scott Paisley	Albatross DV	70	52	122
8.	Ferrell Papic	Cardinal	36	82.5	118.5
9.	Bill Noonan	A.W. Ape	77.5	40	117.5
10.	Chuck Schobloher	Curtiss Demon	53	56	109
11.	Mark Fineman	Lockheed Vega	43	58	101
12.	Bob Haight	Samelot	47	31	78
13.	Bill Bell	Taylorcraft	26	40	66
14.	Bill Balcer	Curtiss Robin	17	21	38
Second aircraft,					
	Dave Stott	Dh4-A	76.5	64	140.5
	Jack Moses	Schlepp	56	57	113

Golden Age Mass Launch 28 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	John Stott	Curtiss Robin	13.	Tom Sandor	Ryan ST
2.	Ed Heyn	Curtiss Air Sedan	14.	Walt EggertSr.	Farman Bipe
3.	Dan Driscoll	Howard GA-1	15.	Gordon Roberts	Howard DGA
4.	Jim Miller	Piper J-3	16.	Mike Escalante	Stinson
5.	Roland Hoot	Farman Monoplane	17.	Glen Simpers	?
6.	Don Srull	Curtiss XF13C-1	18.	Greg Meyers	Taylor Cub E2
7.	Henry O'Dwyer	Piper Cub	19.	Bill Bell	Fairchild
8.	Ted Langley	Percival Gull	20.	Walt Eggert Jr.	Farman Bipe
9.	Dan Briehl	Stinson 105	21.	Bob Haight	Uniplane
10.	Dave Rees	Cuadron 325	22.	Ross Mayo	Rearwin
11.	Dudley Prisel	Ercoupe	23.	Rolfe Gregory	Corben Ace
12.	Leon Bennett	D.H. Moth			

Thompson Trophy Race 12 Entries

	Pilot	Aircraft
1.	Roland Hoot	Pesco Special
2.	Ralph Kuenz	Lockheed Altair
3.	Dave Stott	Lair Solution
4.	Dan Briehl	Cessna CR3
5.	George Meyers	Pesco Special
6.	Ed Heyn	Hughes Racer
7.	John Stott	Cessna CR3
8.	Gordon Roberts	Hughes Racer
9.	Bill Kalb	Hughes Racer
10.	Bob Haight	Laird Super Sol.
11.	Dick Bennett	Hall Bulldog
12.	Tom Nallen	Marcoux Broberg

Greve Trophy Race 11 Entries

	Pilot	Aircraft
1.	Gordon Roberts	Chambermaid
2.	Ed Heyn	Folkerts "Toots"
3.	Dave Stott	Tilbury Flash
4.	Dennis Norman	Goon
5.	Henry O'Dwyer	Suzy
6.	Mark Fineman	Jeep
7.	Rolfe Gregory	Suzy
8.	Roland Hoot	Suzy
9.	Jack Moses	Chambermaid

World War I Combat 17 Entries

	Pilot	Aircraft
1.	Walt Eggert Sr.	Se-5
2.	Don Srull	DH-6
3.	George Meyers	Euler D-1
4.	Dave Rees	Fokker DVII
5.	Gordon Roberts	Fokker DVII
6.	Scott Paisley	Albatross DIII
7.	Ed Heyn	Curtiss S-1

	Pilot	Aircraft
8.	Walt Eggert Jr.	Se-5
9.	Dave Stott	Martynsyde
10.	Roland Hoot	Albatross DIII
11.	Bob Haight	Pfalz D3A
12.	Rolfe Gregory	Nieuport 17

6. FAC Power Scale 23 Entries

	Pilot	Aircraft	Scale	Bonus	Flt.	Total
1.	Don Srull	Bleriot Canard	90.5	20	82.5	193
2.	Allan Schanzle	Fokker DR-1	56.5	30	82.5	169
3.	Ferrell Papic	1907 Bleriot	54	25	77	156
4.	Bob Clemens	Farman Jabiru	58	15	82.5	155.5
5.	Dave Rees	Bellanca Skyrocket	53	5	82.5	140.5
6.	Ralph Kuenz	Waterman Aerobile	88	5	44	137
7.	Mike Escalante	Sperry	51	0	82.5	133.5
8.	Walt Eggert Sr.	DH-60	59.5	15	38	112.5
9.	Walt Eggert Sr.	Fokker DR-1	60.5	20	21	101.5
10.	Ed Baltera	Bristol Brownie	55	20	21	96
11.	Sal Alu	Fokker DVII	59	10	20	89

Embryo Endurance 30 Entries

	Pilot	Aircraft	Time	Bonus	Total
1.	John Stott	Eaglet	304	0	304
2.	Chuck Schobloher	Will Power	281	9	290
3.	Roland Hoot	Rare Bird	240	8	248
4.	Dick Kohfield	?	236	0	236
5.	Dan Briehl	Debut	226	9	235
6.	Dave Stott	Ionosphere Intruder	220	9	229
7.	Ross Mayo	RR Special	223	0	223
8.	Tad Jones	Debut	212	9	221
9.	Don Srull	Twit 2	209	0	209
10.	Mark Fineman	X-2	199	9	208
11.	Gordon Roberts	Debut	204	0	204
12.	Scott Paisley	Zing	200	0	200
13.	Jack Moses	Eaglet	175	9	184
14.	Tom Nallen	Barley Duck	141	4	145
15.	Dan Briehl Jr.	Eaglet	134	5	139 Jr. high time
16.	Ed Baltera	Prairie Bird	114	9	123
17.	Andy Medovitch	Debut	120	0	120
18.	Bill Stroman	Prairie Bird	89	6	95
19.	Larry Fair	Eaglet	89	3	92
20.	Dennis Norman	Varney	74	0	74
21.	Ed Heyn	FAC Cabin	21	9	30

Pilots who did not receive bonus points apparently did not present aircraft to Embryo Director for review.

World War II Combat 27 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	George Meyers	Fairy Barracuda	12.	Dan Briehl	Nitikin-Shevenko
2.	Mike Escalante	Heinkel HE-100	13.	Ted Langley	Hawker Typhoon
3.	Fred Ewing	Heinkel HE-112	14.	Scott Paisley	Stormovik
4.	Mark Fineman	Nitikin-Shevenko	15.	Walt Eggert Jr.	P-47
5.	Bob Clemens	P-51B	16.	Walt Eggert Sr.	P-47
6.	Ross Mayo	Heinkel HE-100	17.	Dave Rees	PZL-24
7.	Gordon Roberts	B.P. Defiant	18.	H. Frautschey	F4F
8.	Dave Stott	B-25	19.	Rolfe Gregory	P-51
9.	Ed Heyn	Stormovik	20.	Roland Hoot	Vultee Vengeance
10.	Bill Kalb	Focke-Wulf TA-152	21.	Glen Simperts	TBF-1
11.	Stu Meyers	P-47	22.	Dennis Norman	BF-109

WW I Peanut Combat 17 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	George Meyers	SE-5	7.	Mike Escalante	Bristol Scout D
2.	Jim Miller	DH-6	8.	Ed Heyn	Graham White
3.	Bob Leishman	SE-5	9.	Bill Stroman	DH-10
4.	Dave Rees	Albatross	10.	Dick Bennett	S.S. DIII
5.	Rolfe Gregory	SE-5	11.	Ross Mayo	Avro 504
6.	Dennis Norman	Se-5			

Event Directors;

FAC Rubber Scale	Dick Mallow
FAC Power Scale	Bill Kalb
FAC Peanut Scale	Pat Ciambrello
FAC Jumbo Scale	Walt Eggert Sr.
FAC GHQ Peanut	Vic Didelot
Embryo Endurance	D.C. Maxecuters
WW I Combat	Fred Ewing
WW II Combat	Alan Mkitarian
WW I Peanut Combat	Roland Hoot
Thompson Trophy	Russ Brown
Greve Trophy	Bill Kalb
Golden Age	George Meyers

Additional Helpers

Prizes and awards Charles Danila
Bob Wedel

Awards designed and executed by Mark Fineman.

Registration and Tabulation Dorothy Danila
Evelyn Mallow, Juanita Reichel, Irene Leishman and Shirley Kalb.

Miss FLYING ACES Cheryl Danila

Junior Awards

Top Jr. in Embryo Dan Briehl
Top Jr. in Scale Walt Eggert Jr.
Runner up in scale Greg Meyers

Grand Champion Award

1. Dave Rees	20 pts.
2. Don Srull	19 pts.
3. Roland Hoot	18 pts.
4. George Meyers	14 pts.



THE DISTINGUISHED SERVICE MEDAL

It was appropriate to award the Distinguished Service Medals at the Flying Aces Banquet during the Nats Mark III. This year we honored Bob Peck, of Peck-Polymers, Joe Fitzgibbon, of Golden Age Reproductions, Bob Leishman, and two Skyters from the GHQ Squadron who are a tremendous help in putting out your newsletter. These guys represent what the Flying Aces are all about. Undieing dedication for the fun part of scale modelling. A deserving award to all of them. May they continue to serve us in the future as they have done in the past.

We also had the privelage to award two Blue Max Medals at the banquet. These are given to the clubsters who have accumulated sixteen victories in battle that have been recorded by GHQ. The Warriors of the Sky who received the honor this time were George Meyers III and Ralph Kuenz. Both are valiant aviators and gentlemen. All CD's, please send in the results of your contests to GHQ as soon as possible so we can keep our records up to date. Several clubsters approached your C.O. at the Nats and wondered why they did not have more wins recorded on the Kanone List. I had to tell them that they would have to get after their Contest Directors to send them in, so let's get with it C.D.s.

Butch Hadland has found a source of elasticated "rigging wire" that is just great for using as rigging on your next ship. We just got a sample and it will do nicely as it is very light, now I've got to build that bipe I've been wanting to do. He will send you a good supply if you enclose a dollar bill to cover the postage. Send to; Butch Hadland, 26 Tithe Barn Dr., Windsor Rd. Bray, Berkshire SL6 2DG, England.

HOW DID YOU GET ALL THOSE LITTLE LETTERS ON YOUR AIRPLANE MISTER?

Almost everyone who saw my jumbo Vega at the Nats III (as Wiley Post's stratospheric research ship, "The Winnie Mae") had the same question, "How the heck did you do the lettering?" I would like to take credit for superior draftsmanship, but, alas, the answer is much less exotic: Decalon Instant Decal Medium.

This stuff actually lets you make real decals from virtually any printed matter. It comes packaged in the form of several good-sized sheets, each of which resembles contact adhesive paper, except that a sheet has two removable backing strips. One backing paper is removed and the decalon is stuck face down to the printed material. In the case of the Winnie Mae, this was a Xerox copy of the lettering taken from the plan. Then it is brayered or pressed firmly in place, the opposite backing sheet removed, and what's left is soaked in water for a half hour. The paper threads are carefully worked off with your fingertips, and this leaves a decal that looks much like a very thin vinyl membrane with the printing perfectly intact.

Large Decalon decals are difficult to work with because of their gossamer consistency. I have at least partially solved the problem by cutting out a slip of waxed paper, putting a few drops of very dilute white glue on it, and then carefully positioning the decal on the paper while it is still in the water and maneuverable. The decal can then be slipped off the waxed paper and on to the model in much the same fashion as any ordinary decal. Very large decals are still difficult to position and require both patience and practice.

Although I haven't tried it yet, I imagine that color Xerox and colored printed matter can also be made into Decalon decals. I'd be most interested to hear how others have made out.

Two very generous sheets cost me \$3.85 and were purchased at a well-stocked art supply store. You may find them in the crafts section of the store. Decalon is manufactured by Sangray Corporation, 2318 Lakeview, Pueblo, Colorado 81004. One package should last years.

THE R.O.G. CLIPPER

You stick job pilots will certainly appreciate this snappy little number: straight out of the pages of Flying Aces. And does it fly! Designer Jesse Davidson called it a "Three S" model - sleek, speedy, and sassy. With the full-sized patterns provided, you have no excuse to stay away from the building board, so go to it!

My little clipper, with a loop of 1/8 SIG, has already churned up the ozone at Pinkham Field to the tune of 6 minutes and 5 seconds. Just to rub the other fellows' noses in it, she came down just a short hop from the runway. There's no doubt now as to who should possess the coveted Pinkham Field Stick Trophy (gloat, gloat). You might say she "clipped" the trophy for her owner.

9. Here's the R.O.G. Clipper

"Take-off run—zero! Landing run—zero!" That's what Jesse Davidson jotted down in his flight book after putting his original R.O.G. Clipper through her maiden paces. She's what we call a "Three S" model—sleek, speedy, and sassy—and surely no more need be said to "sell" you on this natty stick job. So go to it—

• • •

By Jesse Davidson

WE'VE heard of some fellows who are so air-minded that they can't go around the street corner without banking. While you need not be one of those fellows, there is certainly something here that you can bank on—and that is the swell time you're going to have building and flying this little R.O.G. Clipper.

And does it clip? Take-off run—zero! Landing run—zero! Ceiling—clear and unlimited! And a three point landing guaranteed every time!

MOTOR STICK AND TAIL SURFACES

THE motor stick is shaped from a piece of hard balsa measuring $3/32$ by $3/16$ by $11\frac{1}{4}$ " to the design shown on our plans (see next page). A thrust bearing is cemented and wrapped with thread at the front end of the stick. The rear hook is attached in like manner. A can shaped out of No. 8 wire is cemented in position as shown on the side and top view drawings of the motor stick.

Both rudder and elevator surfaces are cut from $1/32$ " sheet balsa. The elevator is cemented on top of the stick while the rudder is attached to the side (see top and side view of stick).

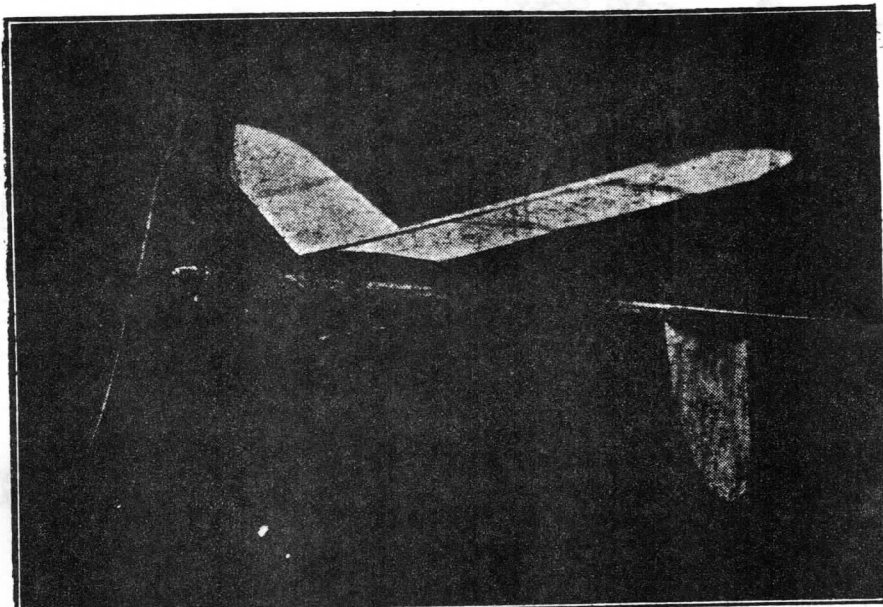
WING

FROM the measurements given on the plan make a full size drawing of the wing. The ribs are shown full size. After selecting and shaping the leading and trailing edge spars, pin them down on the plan and cement the ribs in their respective positions. Complete the frame by attaching the wing tips which are made from spliced bamboo of $1/32$ " thickness curved to shape with the aid of a candle flame.

Next, crack the wing very slightly in the center and raise the tips to obtain a dihedral angle measuring $1\frac{3}{4}$ " on each side. Apply cement over the cracked areas. Allow sufficient time for the cement to harden before attempting to cover the wing structure.

Cover the wing on the top side only with Jap tissue. Use banana oil for the adhesive. By pulling the paper tightly and carefully it will be unnecessary to water spray the wings.

The wing clips are bent to shape from No. 8 wire. The larger of the two is cemented underneath the leading edge while the other is placed directly behind under-



All ready to rev—and what could be neater? Yes, sir, the R.O.G. Clipper packs plenty of zip! In fact, if that prop was wound up, she'd lift right off that table before you could say "Immelmann"!

neath the trailing edge spar (see front view drawing).

PROP AND LANDING GEAR

THE prop, shaped from a hard balsa block measuring $9/16$ " by $13/16$ " by 7 ", is carved to the design shown by the dotted lines on the prop blank. Cut to a semi-finish and complete the rest with sanding. Bore a hole in the center, insert a pin, and check on its balance. If unbalanced, cut away on the blade which hangs heaviest. Shape the prop shaft also from No. 8 wire and insert. Apply a little cement around the face of the hub.

One piece of No. 8 wire is all that is needed to shape the landing gear. Balsa or celluloid wheels may be used. The outer tips are turned upward slightly to prevent the wheels from rolling off. Whether you attach the landing gear permanently or leave it free to be removed at will is up to you. For slightly longer flights, you should, of course, remove the gear.

FLYING THE CLIPPER

MOTIVE power consists of two strands of $1/16$ " flat rubber. Before attempting to fly the model under its own power, put it through its gliding tests. Always do that with any model whose wings can be shifted.

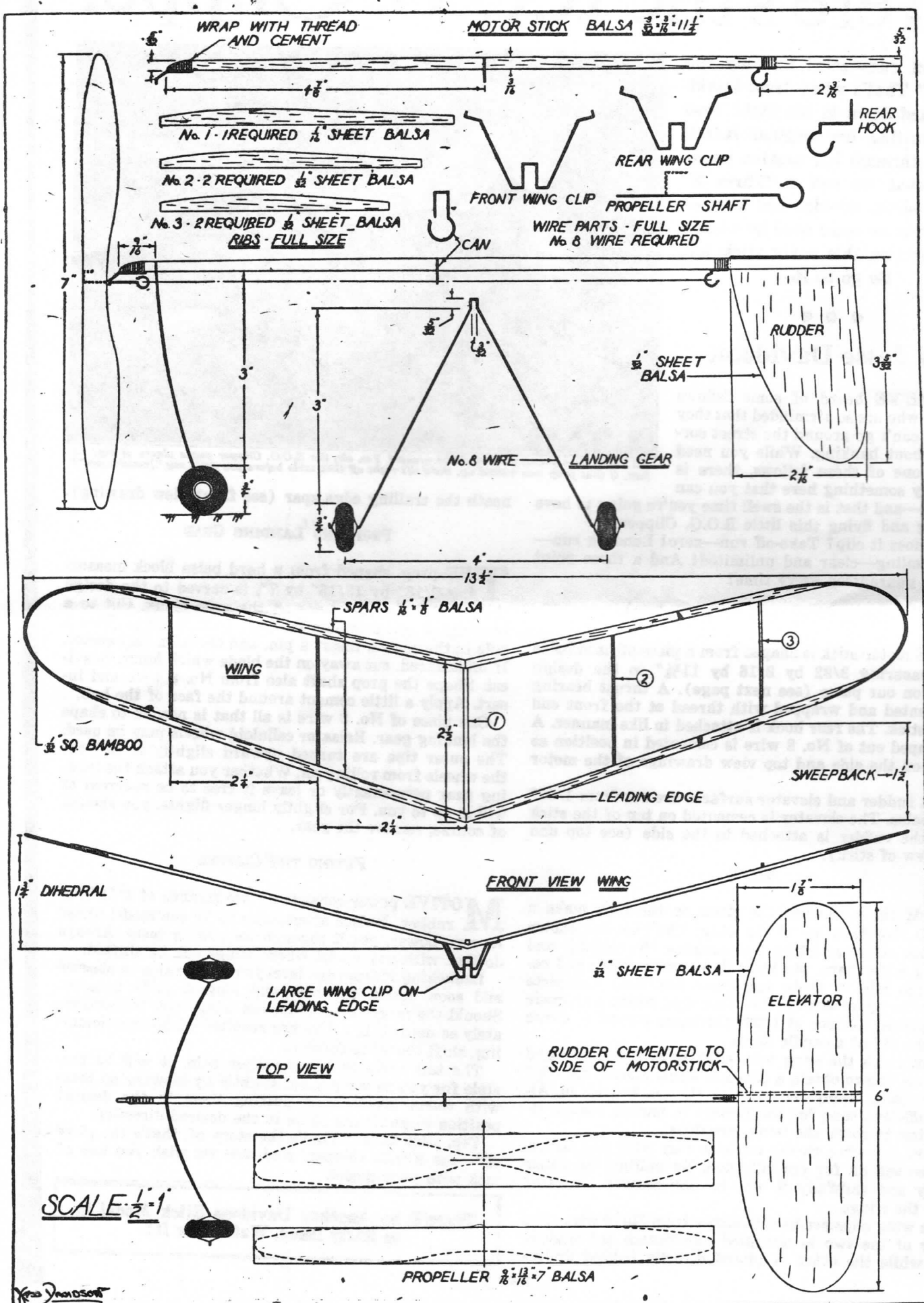
Launching it from eye level you will be able to observe and soon obtain the best and longest glide possible. Should the model stall, shift the wing back proportionately as needed. If a dive has resulted while experimenting, shift the wing forward.

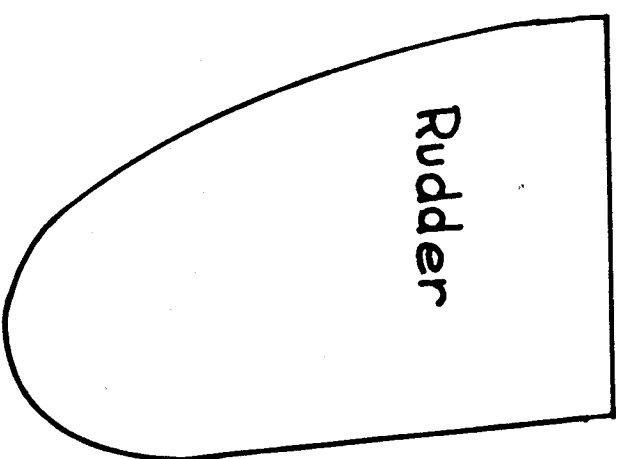
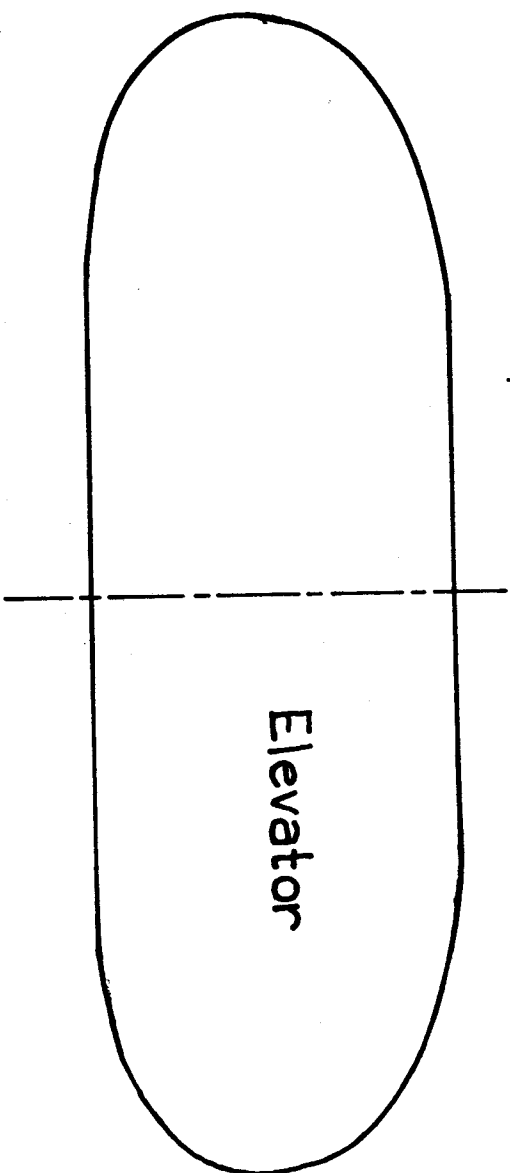
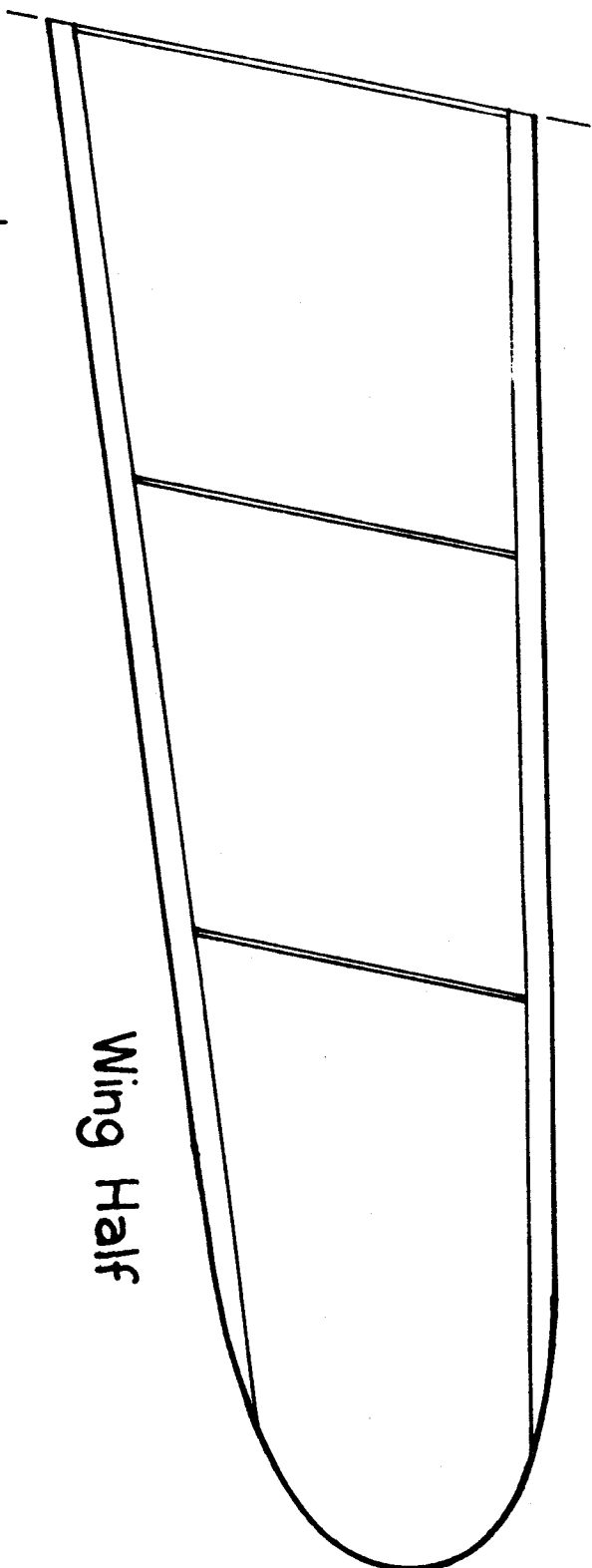
The tail surfaces being rather thin, it will be possible for you to warp them slightly by blowing on them with warm breath thus putting them in the desired position to guide the plane in the desired direction.

Yep, stick fans! "That's the story of, that's the glory of"—the R.O.G. Clipper. And now we wish you lots of luck with your model.

There'll be Another Davidson Stick Model in an Early Issue. Watch For It!

PLANS FOR THE R.O.G. CLIPPER





R.O.G. Clipper

Full-size Patterns

TM

The Centre Daily Times
State College, PA

Friday, Feb. 27, 1981

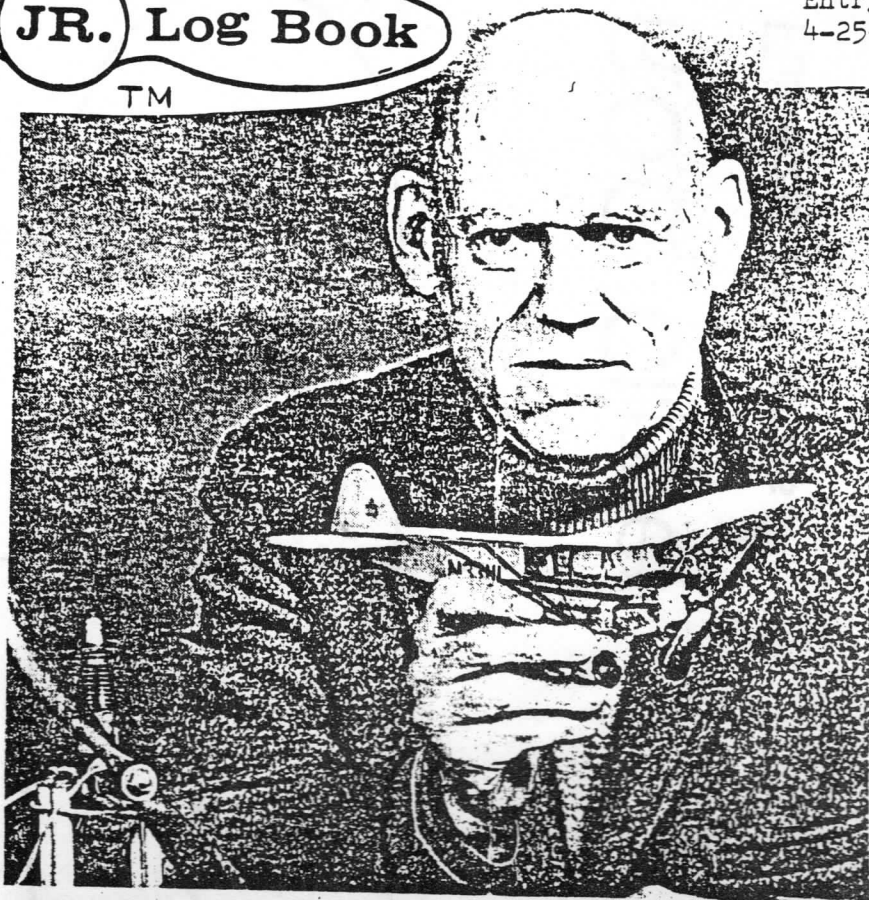
In September 1930 I was a junior in the Frankford High School, Philadelphia. At this time I received a special assignment. It was not from the teacher nor from even the principal, but from an Authority that I am just beginning to understand. The first time anyone put my picture in the newspaper was May 30, 1931. The column next to the write up about my first engine contains some advice from Philipians 4:8. It says that we should think about the good and honest things in life. I believe this was put there by the same Authority. This assignment was to change the course of my life, but I didn't realize what it was until I read that I had made the first successful gasoline engine for model airplanes.

A recent clipping shows the latest engine I have put into production. It is the A-23 for the peanut scale fans. Pictured with the latest engine is also the first that I made.

The Brown Junior Log Book, I hope, will help us to get to know each other better. I will try to get in new entries from time to time, about four times a year, maybe more.

If you would like a copy, I would like your name and address.

The rest of entry #1 will be various scrap book items.



INVENTOR OF the world's smallest airplane engine, Bill Brown of Pine Grove Mills, will conduct the first public test flight of his model J3 Piper Cub at Rec Hall on Sunday during the Centre Region Indoor Model Airplane Meet. On his left is another miniature engine that Mr. Brown built in 1930 that revolutionized model aviation.

Meet Ready for Take-off

The Centre Region Indoor Model Airplane Meet, sponsored by the State College Radio Control Club, Kentucky Fried Chicken and the Centre Region Parks and Recreation Department, will be held at Recreation Building on the University campus Sunday from 1 to 5 p.m.

Delta Dart model flight events are scheduled for 1-1:15, ages 13-18; 1:20-2, ages 10-12; 2:10-2:50, ages 8-9; 3-3:20, ages 7 and under.

Bill Brown of Pine Grove Mills will give a demonstration of CO2 powered models and special demonstration flights from 3:30 to 3:45. Advanced rubber powered models will fly from 3:45 to 4:45. Restricted area test flights will take place from 1 to 5; and model aircraft will be on display all afternoon.

The Delta Dart Grand Prize for the longest flight of the event will be a CO2 engine.

After the competition Mr. Brown of Brown Junior Motors will conduct the first public test flight of the world's smallest model aircraft engine which he himself invented.

The plane on which the engine in question is mounted on is a Peanut

scale Piper J3 Cub, made of balsa wood and paper. It has a 13-inch wingspan and weighs less than 1 ounce including the engine, which runs on carbon dioxide (CO2).

There are many models airplanes this size, said Mr. Brown, but they are powered instead by rubber bands that are wound tight and then released. Fifty years ago, while still in high school, Mr. Brown built a 14-ounce, one-cylinder engine for use on model planes. That engine revolutionized model aviation.

On Sunday, history may repeat itself. "I've only just finished the plane," said Mr. Brown, "and it hasn't flown yet. We'll have to wait and see."

More information on the model airplane program and-or, the State College Radio Control Club is available by telephoning the Recreation office at 234-7188, Monday through Friday from 8:30 a.m. to 5 p.m.

Sincerely,

Bill Brown



BROWN JUNIOR MOTORS, INC.

P.O. Box 77 - PINE GROVE MILLS, PA. 16868

- Model Aircraft Engines -

Dear Friend:

Thank you for your interest in Brown Junior CO₂ power. We are currently selling three models of CO₂ motors: the Campus Bee single cylinder, the MJ 140 twin cylinder, and the Campus A-23 for Peanut Scale models. Each motor is sold complete with a propeller (5½" diameter on the Campus Bee and MJ 140 and 4¼" diameter on the Campus A-23) and one fuel tank--ready to run. The standard tank supplied with each engine is as follows: the A-23 is equipped with a 3 c.c. fuel tank while the Campus Bee and MJ 140 are outfitted with a 6 c.c. tank. However, if you prefer a different tank size for your engine, all sizes of tanks have the same threads and will fit your engine. Also necessary for operation is a CO₂ charger. Brown Junior Motors manufactures three different types of CO₂ chargers: the Soda Charger, the Ansul Charger, and the Charger Nozzle. The Soda Charger uses standard soda syphon CO₂ cartridges. One may purchase Ansul CO₂ cartridges at fire extinguisher supply stores--consult your telephone directory for closest supplier. The Charger Nozzle fits one pound CO₂ tanks available from Cryo Dyne Specialty Gases, 445 State Street, North Haven, Conn. 06473. Telephone #'s: (203) 288-1440 and (203) 288-3518. Write or call Cryo Dyne for prices and ordering information.

Prices for the above and certain spare parts follow:

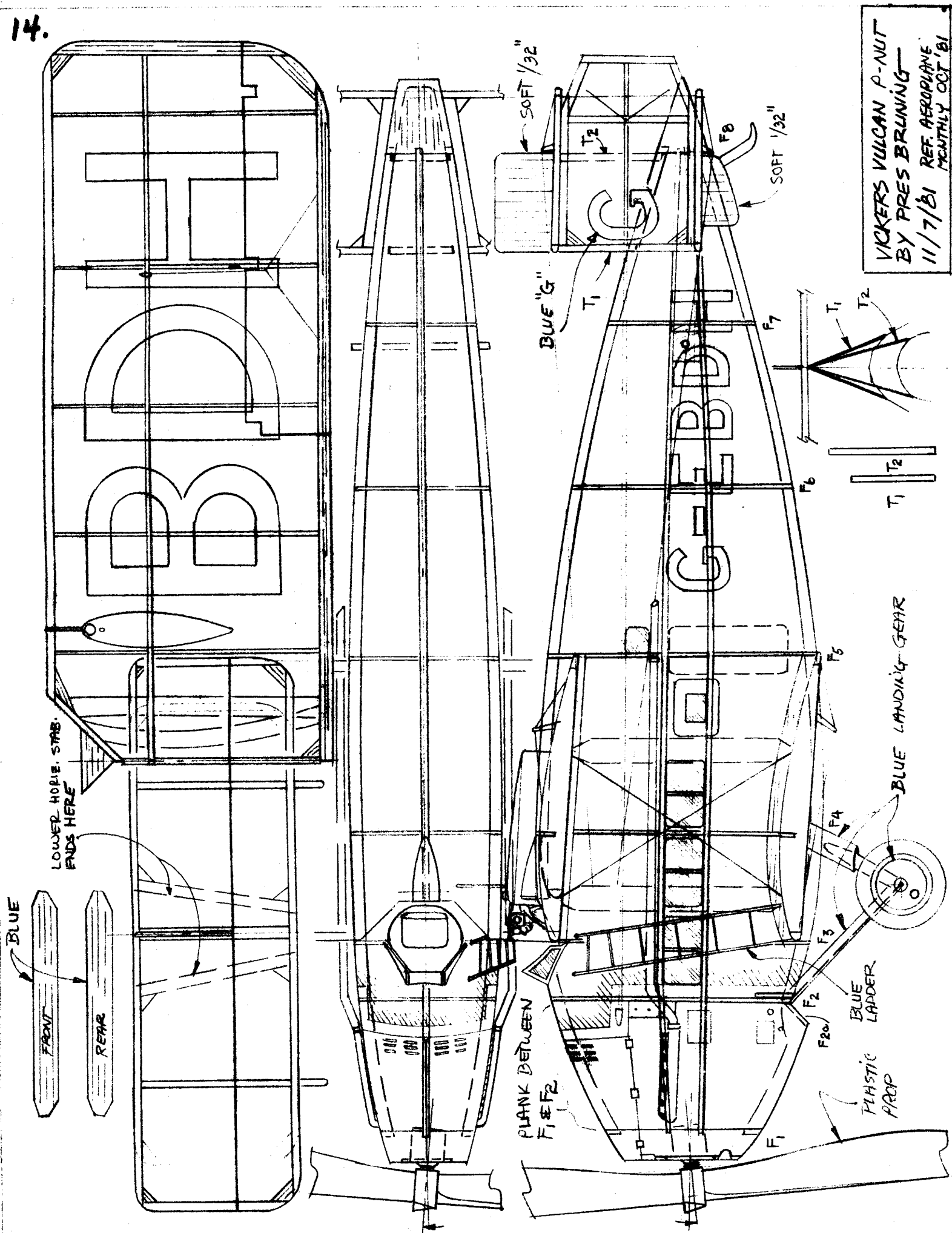
Campus A-23 (Peanut Engine)	\$34.95
Campus Bee (70 cubic millimeter displacement)	24.95
MJ 140 Twin Cylinder CO ₂ Motor	49.95
Soda Charger	8.95
Charger Nozzle	7.95
* Ansul Charger	18.95
2 c.c. Fuel Tank (includes lid & o-ring)	5.75
3 c.c. Fuel Tank "	5.95
6 c.c. Fuel Tank "	7.50
10 c.c. Fuel Tank "	9.75
20 c.c. Fuel Tank "	12.50
Filler Nozzle (specify Copper or Aluminum)	5.95
Copper Tubing, per foot	2.00
Aluminum Tubing, per foot	2.00
Aluminum Sleeve Tubing, per foot	2.00
Mounting Screws with Nuts for Campus A-23, pack of 3	2.95

* Limited supply of Ansul Chargers.

When ordering, please include \$3.00 for shipping and handling. Penna. residents should include 6% sales tax.

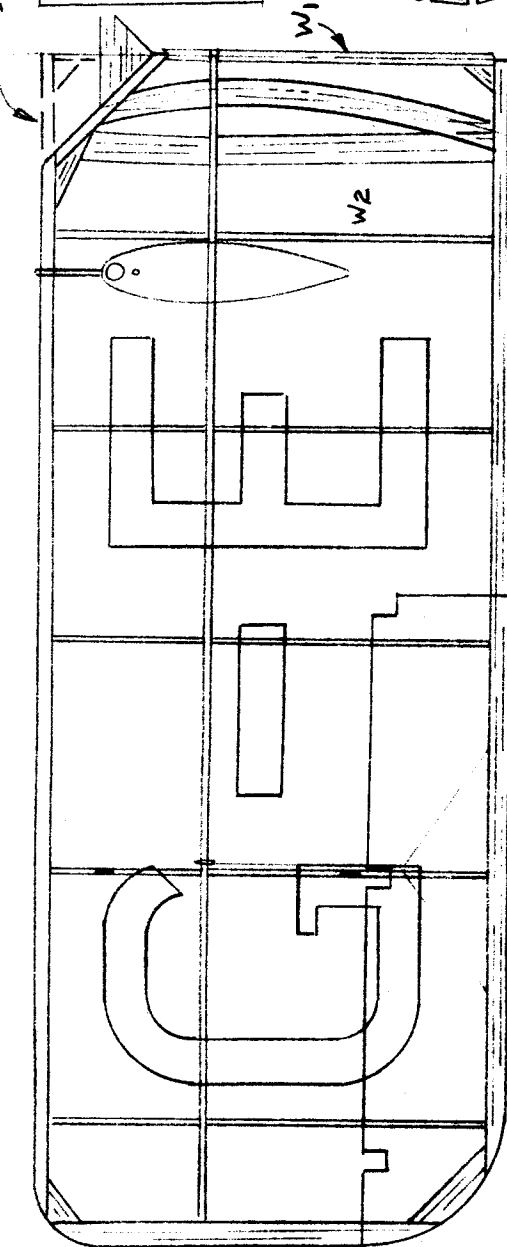
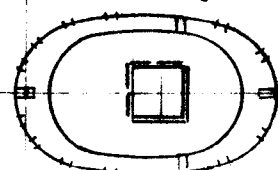
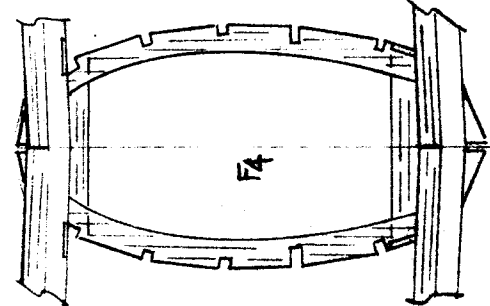
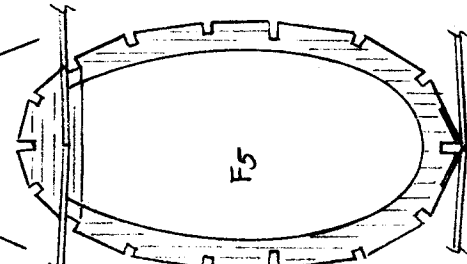
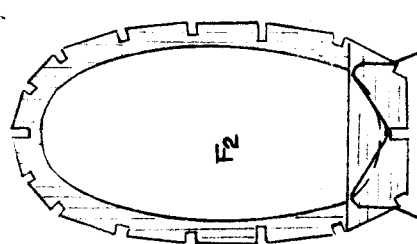
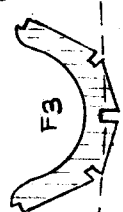
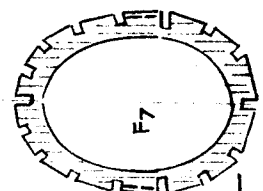
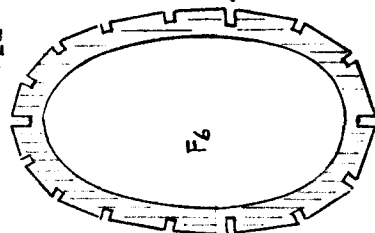
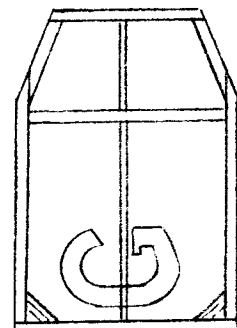
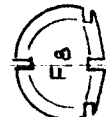
Sincerely,

O. Brown



VICKERS VULCAN P-NUT
 BY PRES BRUNING
 11/7/51 REF. AEROPHANE
 MONTHLY OCT '51

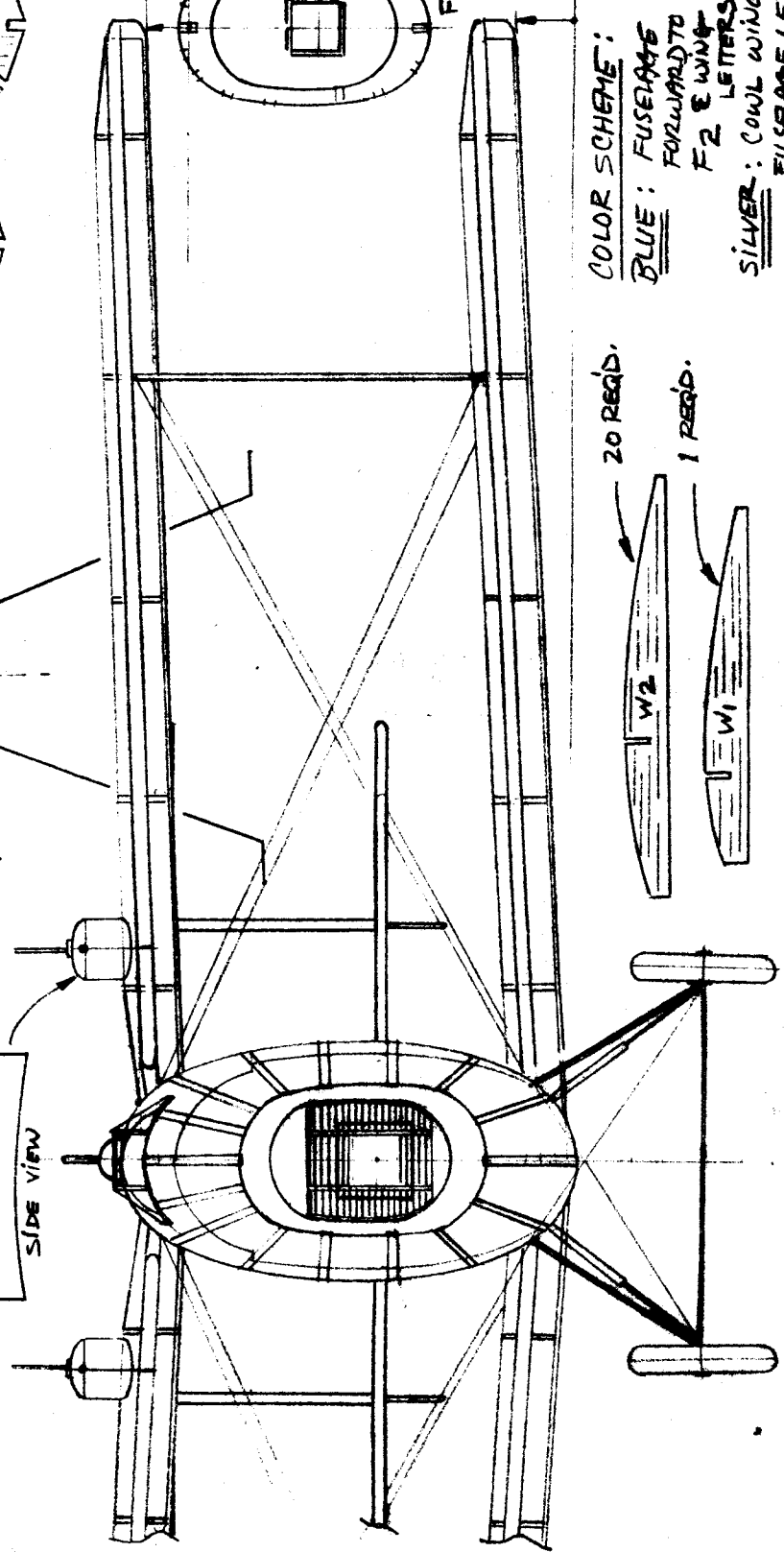
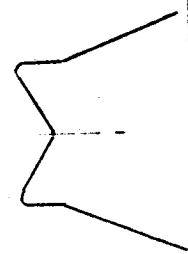
LOWER WING ONLY



"G-EBDH" SAME POSITION ON BOTTOM SURFACE OF LOWER WING

STYROFOAM OR
HOLLOWED OUT
SOFT Balsa

SIDE VIEW



COLOR SCHEME:

BLUE: FUSELAGE
FORWARD TO
F2 & WING
LETTERS

SILVER: COWL WINGS
FUSELAGE LETTERS

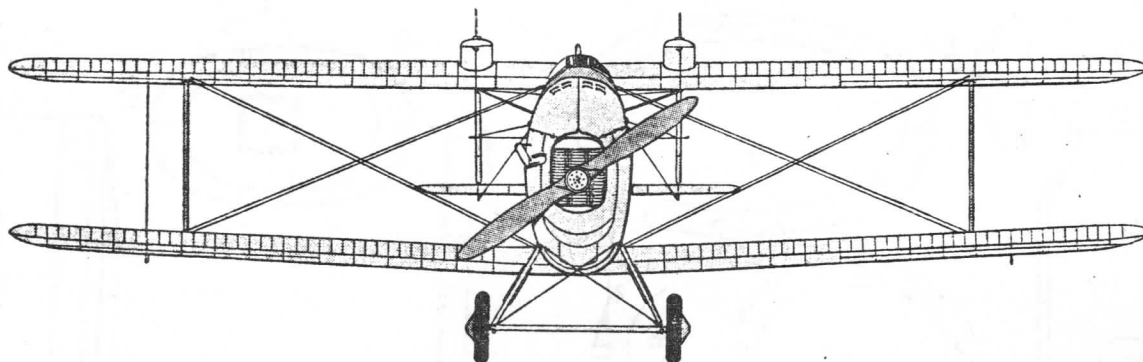
20 REQ'D.



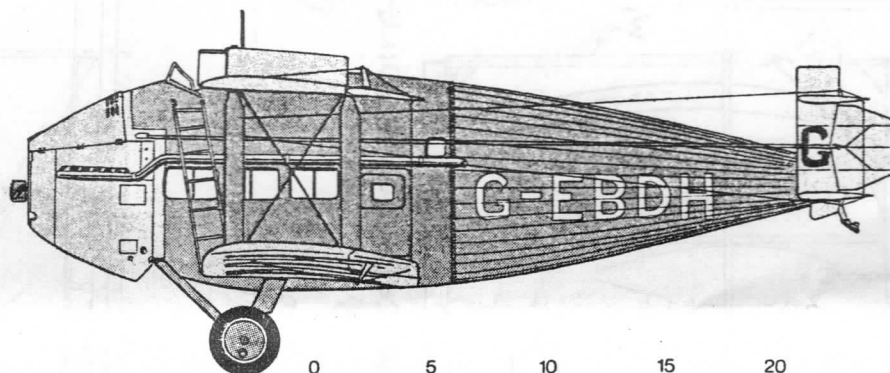
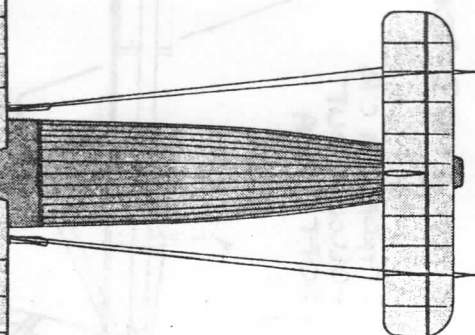
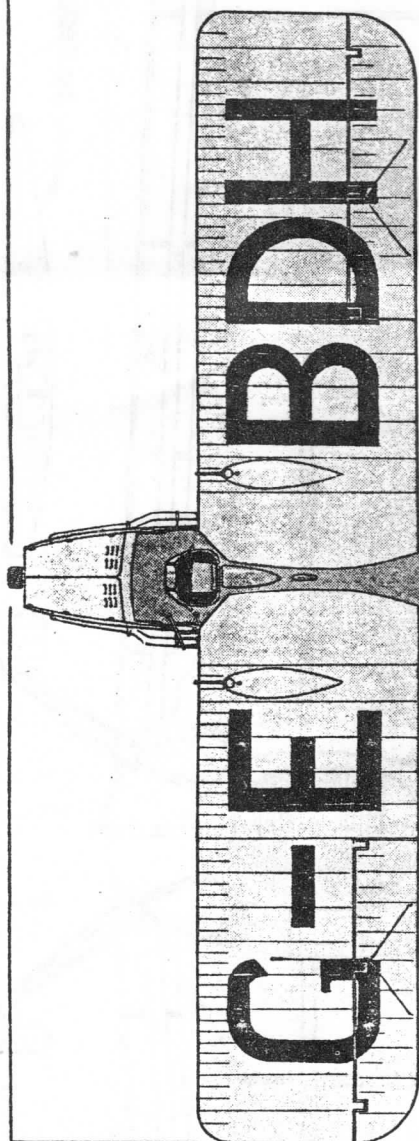
1 REQ'D.



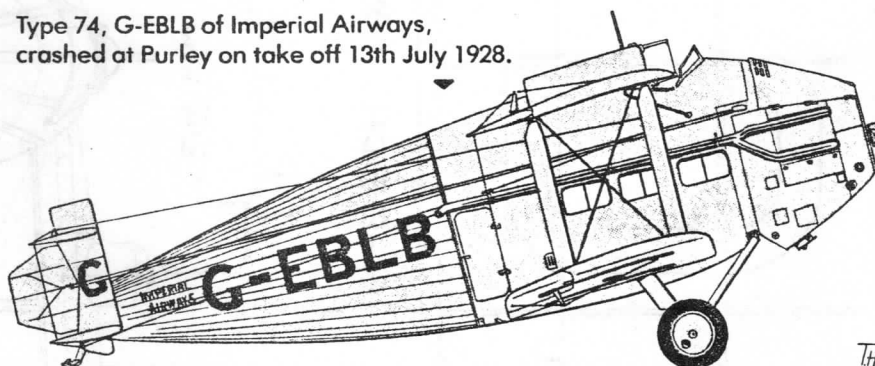
VICKERS VULCAN



Type 61, G-EBDH of Instone Airline Ltd.

Aeroplane
COPYRIGHT0 5 10 15 20
ft

Instone Airline Ltd.

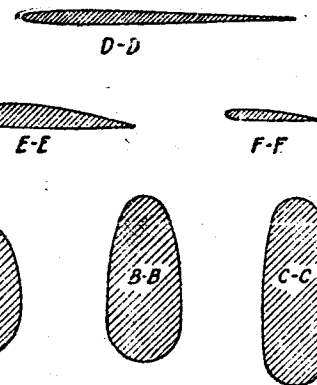
Type 74, G-EBLB of Imperial Airways,
crashed at Purley on take off 13th July 1928.

Tt

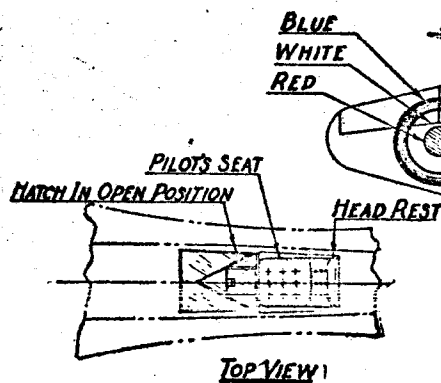
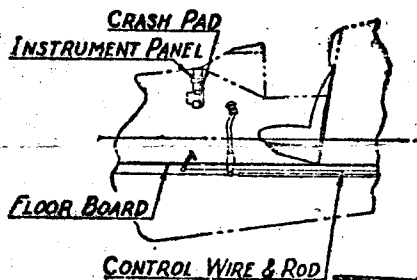
FRANCE'S MYSTERY "FLECHAIR" FIGHTER

PAYEN PA 112-C.1FLECHAIRSPECIFICATIONS

SPAN 13'-7 $\frac{11}{16}$ "
 LENGTH 27'-2 $\frac{27}{32}$ "
 HEIGHT 6'-8 $\frac{3}{32}$ "
 TOP SPEED 285 M.P.H.
 POWER - 2-100 H.P. SALMSON
 ENGINES SET IN TANDEM

WING AND BODY
CROSS SECTIONS

NOTE
 FILLETS NOT INCLUDED

TOP VIEW

SIDE VIEW
(COCKPIT DETAIL)

20 OR 23 M.M.
 CANNON

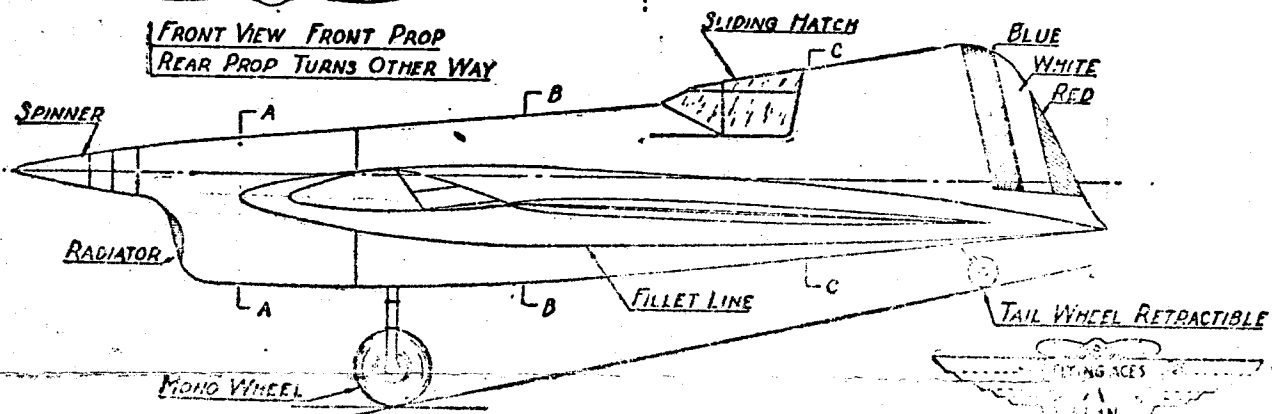
LANDING GEAR
 DETAIL

ONLY ONE L.G.
 WHEEL - SKIDS
 ON WING TIPS

COLOR

FUSELAGE & WINGS - SILVER
 DETAILS - BLACK
 INSIGNIA - FRENCH

FRONT VIEW FRONT PROP
 REAR PROP TURNS OTHER WAY



BY - LEONARD WIECZOREK

18.

S.O.S.--S.O.S.--s.o.s.

Jim Broad, our man in West Germany, would like to obtain a three-view of the Cessna AW. If any of you clubsters can supply him, please send to Jim Broad, Kapellen Weg 7, 4030 Ratingen, West Germany.

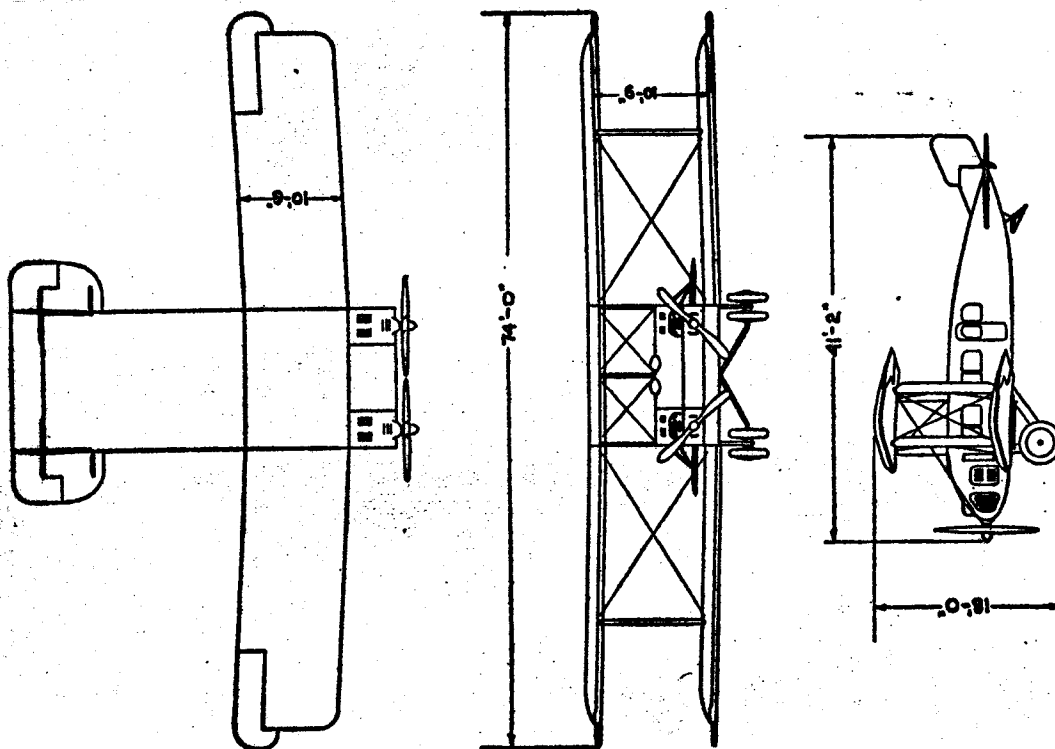
- Aug. 15 CFFS Scale Scramble at LCCC, Lorain, Ohio; Peanut scale, No-Cal and 3/4" Schneider Cup profile, FAC Scale, Oldtimer Scale, Co2 OT Replica, Greve Race, Thompson Race, WWII Peanut Combat, WWII Combat, All Fly for Jrs., C.D. Tom Majestic, 3273 West 129 St., Cleveland, Ohio 44111
- Aug. 29 Detroit FAC, C.D. Ralph Kuenz, 14645 Stahelin, Detroit, Mich. 48223
- Sept. 11 D.C. Maxcutters Fun Fly; FAC Scale, Earl Stahl Comm., FAC Co2 Scale, Mass Launch Races, WWI, WWII, Golden Age, Embryo, Trans Comsat, HLG, Catapult Glider. C.D. Allan Schanzle, 8311 Exodus Dr. Gaithersburg, Md. 20760
- Sept. 12 CFFS at Lorain, Ohio
- Sept. 19 Flyer in this issue.
- Sept. 26 13th Annual Midwest Scale Meet at Erie, Pa. FAC Scale, Peanut Scale, Embryo, Jumbo Scale, Thompson/Greve Race, Oldtimer Scale, Old Time Rubber, HLG. C.D. Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 Ph. 814-838-3263
- Oct. 17 FAC at Durham, Conn. More info next issue.

Photo Pages

Don Assel was in attendance at the FAC Nats, Mark III and took many photos. We are indebted to Don for not only sending them to GHQ, but for also copying them for the Newsletter. Thanks a Heap, Don.

FAC Patches

We still have a good supply of Patches that are large enough to be worn on the back of your shirt or jacket. Cost is only two bucks from GHQ, 3301 Cindy Lane, Erie, Pa. 16506



REMINGTON-BURNELLI COMPANY
AMITYVILLE, L.I., N.Y.

TYPE: COMMERCIAL
REMARKS: REMINGTON-BURNELLI AIRLINER
ENGINES: TWO 600 H.P. EACH SPEED: 50-100 M.P.H. CLIMB: 900 FT. PER MIN.



LEON BENNET OF NEW YORK CITY ALLOWED
HIS MOUTH MINOR TO GROW UP SINCE 1980
DAYTON. 91" SPAN. FLEW MAJESTICALLY.



BOB HAIGHT FROM LAS VEGAS HAD PROBLEMS
WITH HIS LAIRD-DOOLITTLE 1932 THOMPSON
TROPHY RACER.



THE MASS LAUNCH EVENTS ARE ALWAYS
EXCITING. ROSCOE TURNER WOULD BE
PROUD. A PESCO WON THOMPSON THIS
YEAR.



CURTISS S-1 BY ED HEYN FLEW
WELL IN WWI COMBAT. P-NUT S-1
PLAN IN MAY-JUNE F.A.C. NEWS.



BILL BROWN IS MARKETING
A NEW CO-2 ENGINE. IT'S
JUST A LITTLE BIGGER THAN
HIS P-NUT ENGINE.

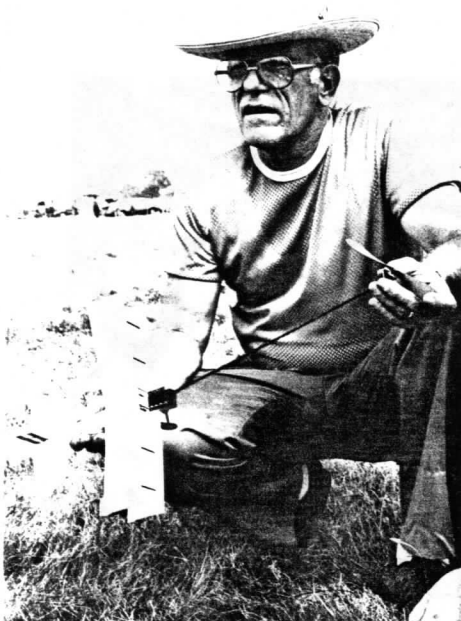


DAVE STOTT KEYSTONE OF THE F.A.C. FROM
BRIDGEPORT CONN. B-25 DID SURPRISINGLY
WELL IN WW II COMBAT.



DON SRULL DID IT AGAIN IN 1982 --- WON
LOTS OF HARDWARE AND THE CHAMPIONSHIP TROPHY





JIM MILLER FROM CINCINNATI OHIO FLEW THIS FINE DH-6 IN WW I P-NUT COMBAT.



JOHN STOTT AND CREW WINDING HIS CESSNA CR-3 FOR THE THOMPSON RACE. JOHN DID NOT MANAGE TO REPEAT HIS 1980 THOMPSON WIN.



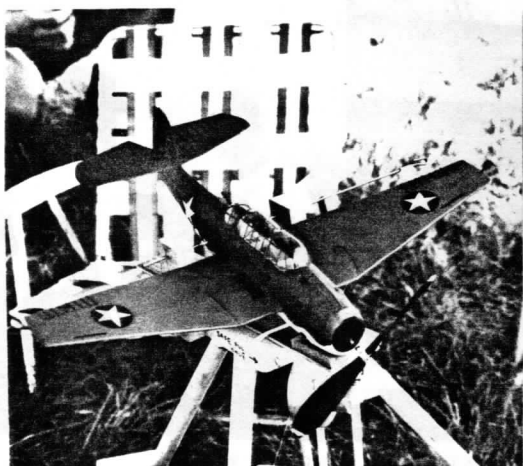
MARCOUX-BROMBERG RACER BY TOM NALLON WAS ELIMINATED EARLY FROM THE THOMPSON TROPHY RACE.



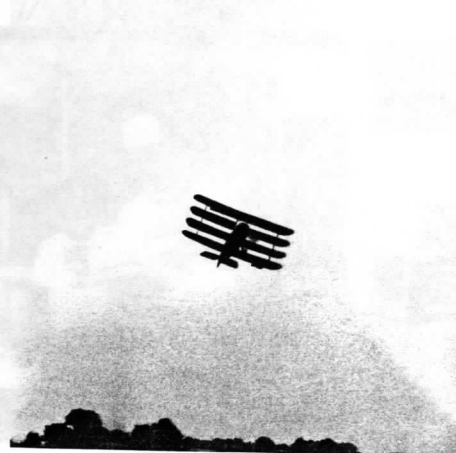
CHUCK SHOBLLOWER HOLDS WHILE WALT EGGERT PACKS TURNS IN HIS SE-5. WALT'S SE-5 NOSED OUT DON SRULL'S DH-6 TO WIN WWI COMBAT.



VARIEZE BY TOM SANDOR FROM CLIFFTON NJ. ALL OF THE CANARDS FLEW WELL.



TBF-1 AVENGER MODIFIED COMET KIT BY GLEN SIMPERS FROM DC MAXCUTTERS



ARMSTRONG-WHITWORTH QUAD FROM CLEVELAND SCLE PLAN. VERY STABLE FLIER BY MARK OLARSCH A JUNIOR.

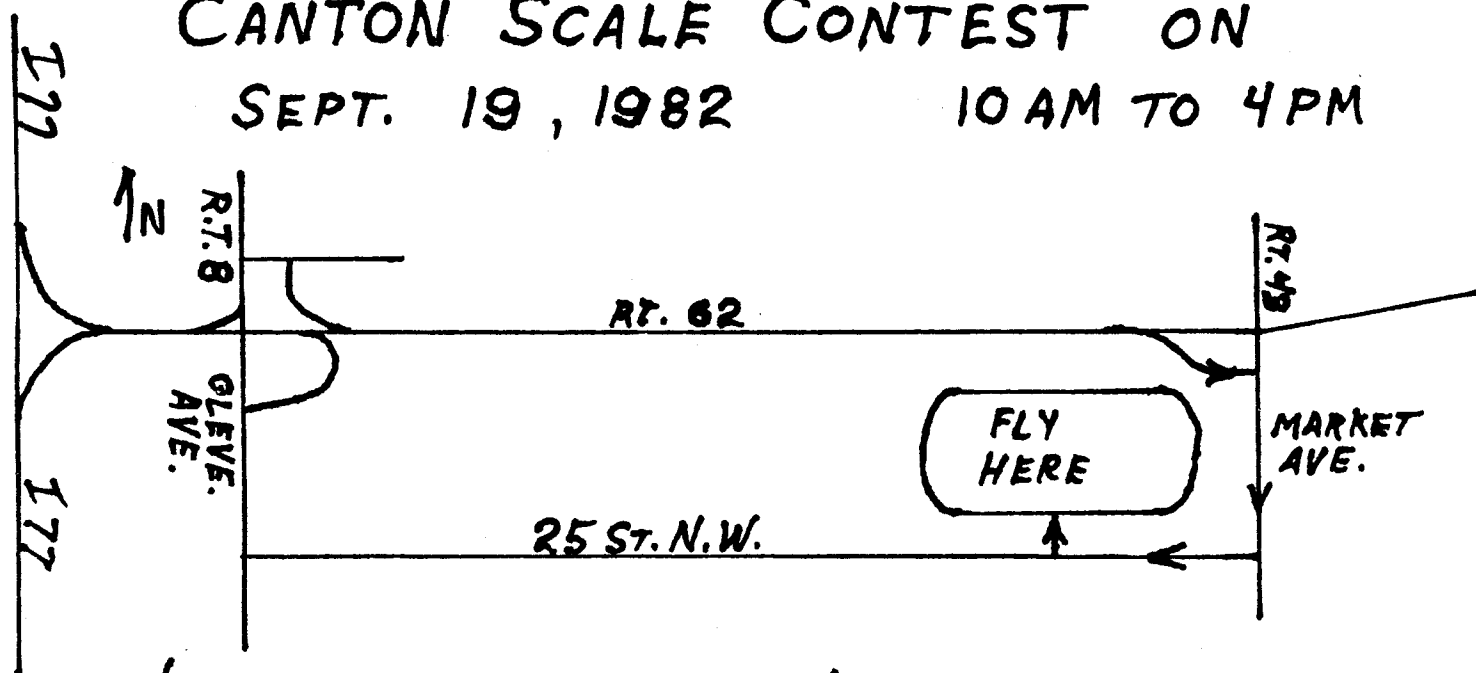


MARK FINEMAN'S CR-3 WAS SACRIFICED TO "HUNG" ON IT'S FIRST THOMPSON TROPHY FLIGHT. CLIMB WAS SENSATIONAL.

A.M.A. SANCTION NO. 1197
CANTON SCALE CONTEST ON

SEPT. 19, 1982

10 AM TO 4 PM



\$3 FOR FIRST EVENT \$1 FOR ALL OTHERS
\$6 MAX — SHOW CURRENT A.M.A. LICENSE
TROPHIES + PRIZES TO THIRD PLACE

1. P-NUT SCALE — F.A.C. PTS. PLUS TOTAL OF
3 FLIGHTS + 5 PTS. PER FLIGHT FOR R.O.G.
2. F.A.C. RUBBER SCALE + 5 PTS. FOR RACERS
+ 5 PTS. FOR R.O.G.
3. CATAPULT JET SCALE
4. W.W. II P-NUT — 3 OR MORE ENTER OR FLY
WITH W.W. II
5. W.W. II COMBAT NO HIGH WINGERS 1 P.M.
6. THOMPSON TR. RACE — 3 OR MORE FLY OR FLY
WITH GREVE RACE
7. GREVE TR. RACE — FLY AT 3 P.M.

C.D. DON ASSEL
1012 MILFORD ST. N.E.
CANTON OHIO 44714
PH. 454. 4308

BOB HOWARD
316 VICTORIA
CANTON, OHIO 44708

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