

FLYING ACES

Club News

ISSUE 82 NOV.-DEC. 1982
~~ISSUE 88 116~~





How do you like the cover clubsters? Bring back memories? All those models appeared in the model mags of yesteryear as full size working plans. Wouldn't it be great to see that again? I guess that it is only wishfull thinking these days though, I doubt that it will ever happen. Back to the cover, I don't know who to give credit to for this trip back in time. This cover was given to me by Dave Stott when he turned the program over to me and I do not know who did it. Will the responsible FACer stand up and be recognized?

How about the decals that are included with this issue? Joe Fitzgibbon of Golden Age Reproductions had them made for us at his expense to be sent to all club members. Thanks Joe, for a great contribution to the club, it is greatly appreciated. Joe says his new kits will be out very shortly, too.

Did you all see the coverage of the FAC Nats in the current issues of the model mags? Flying Models, Model Builder and Model Aviation all gave us good coverage. Flying Models gave us more pages than they gave to the AMA Nats, how about that! Maybe some people are finally begining to see where it's at in rubber scale, great. I want to thank the authors of those articles too, for the fine job. Fernando Ramos, Dave Rees, Gene Sellers and Bill Noonan, to you a job well done and may Hung always smile on you and your models.

As we begin our third year as your C.O. I want to thank everyone who sent in articles for the newsletter. We need all we can get to keep it going so keep-em coming. Also some of you whose subscriptions are due, please send in your renewals as soon as you can, it helps us a lot to know if you are going to stay with us for another year.

The next issue will have the rules updated for 1983. There will be some small changes that are needed as far as we here at GHQ can see. Don't expect anything drastic though.

The "Glue Guru" has turned a few clubsters toward Jumbo. Alan Schanzle for one. Alan has scaled up Earl Stahl's plan of the Fairchild PT-19 to 66" span. Good luck on this one Alan and let know of your progress.

The Postal Meet is on again ribslicers, details further on in the newsletter.

Everyone at GHQ wants to wish a happy Holiday Season to all clubsters all over the world and that starts with Thanksgiving Day. May Santa Claus bring you plenty of modeling supplies and good thermals for 1983.

Contest Directors, send in the dates of your meets for next year as soon as you can. The earlier we get them, the greater your turnout may be.

A new serial starts in this issue which is called "Phil Flange War-Sky Mystery". This is done by Jerry Bockius who tells me that Gordon and Chester will be back too. I am sure you will like the adventures of Phil Flange, stay tuned to us for his escapades.

Lt. Col. Lin Reichel C.O. FAC

LIVING IN THE EARLY DAYS OF AVIATION

By Adrian Comper

The Atlantic now separated Adrian from the Comper Aircraft Company while the effects of the Wall Street crash of October 1929 quickly led to shutdown of factory after factory.

In England, particularly among those with investments or direct business interests in the United States, the effects of the Great Depression was showing. The market in the British Isles for private aircraft was hard hit. Swift sales were declining and Nick, an enthusiastic participant at various European Air Races and Meetings, thought a specialized racer would revive sales - hence the "Streak".

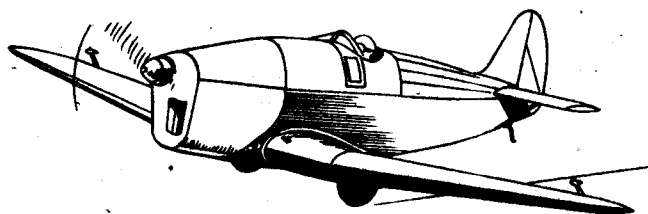
In contrast to the high untapered wing of the Swift, the Streak was a low-wing tapered cantilever monoplane, the wing and ailerons being plywood covered. The undercarriage was retractable and fitted with brakes. The fuel tanks (1050 miles range - some of the races were long range) were equipped with jettison valves in case of forced landing. Powered with a special deHavilland 150 hp Gipsy engine, on its first flight wing-flutter occurred when high speed was reached. Nick quickly throttled back and force landed - a nasty experience but the trouble was soon rectified, and the beautifully balanced aircraft was a joy to fly.

Many Swift parts were incorporated in the few Streaks built, but the early 'thirties saw the demise of single seaters for everyday transportation - private owners were denying themselves such luxuries like the Streak that barred participation by golf partners, wife or girl friend.

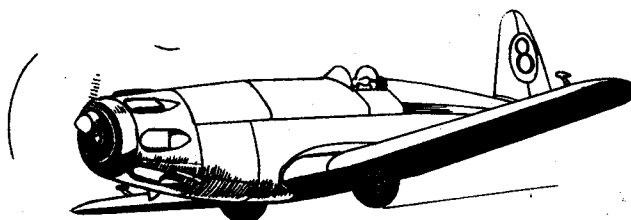
Among the two-seaters, including the ever popular deHavilland Moth, the pilot and passenger were entirely separated one behind the other in open cockpits. In spite of this, however, sales for two seaters were holding their own. And so, early in 1934 the Comper Kite made its appearance as the result of taking a Streak, substituting a 90 hp radial Pobjoy for the Gipsy six-cylinder in-line engine, and adding an extra cockpit for a passenger, one behind the other like the competition. The new attractively cowled and completely covered Pobjoy Niagara gave the kite a top speed of 155 mph v. the Streak's Gipsy powered 180 mph. An optional model had the front cockpit cleanly coverable to add speed for racing purposes.

Prior to the Streak and Kite, however, Nick and the company's directors looked back to 1925 and his prize-winning CLA2 the side-by-side two-seater powered by but 35 hp (Bristol Cherub). They decided that with the standard and reliable 130 hp deHavilland Gipsy an updated model had unlimited prospects. Thus the first "Mouse" was born and flew for the first time in the autumn of 1933 a few months before the Streak and Kites.

The delay in getting the three-seater Mouse (the cabin with transparent sliding roof and windows sat two in front with the additional passenger comfortably behind) in production was necessitated by the building of a new factory at Heston Airport near London with modern production facilities. The makeshift Hooton sheds near Liverpool lacked the means of producing the new and more elaborate sophisticated specifications of the Mouse which will appear in the next issue.



Comper Streak 140-hp D.H. Gipsy Major.



Comper Kite with 90-hp geared-down Pobjoy

Peanut & No-Cal Scale Postal Meet

All right clubsters, time to get those models out of mothballs, the ones that have been gathering dust since the good weather has left us. This years Postal Meet is about to get underway! We will have the usual events, that is, an Indoor Wing and an Outdoor Wing for both Peanut and No-Cal. Just send in your times to GHQ giving you name, rank, Name of your ship time of your flight, and the date of your flight on a postcard or letter. Everytime you better your time send them in also. The contest will run from the time you read this until March 17, 1983. There will be some prizes for the winners of each event.

BUILD--FLY--WIN--EF-AAAA-CEEEE!!



Contest Calendar

- Nov. 21 E.M.A.A. Indoor Meet at McComb Fieldhouse, Edinboro, Pa. Flyer in this issue.
- Dec. 31, Jan. 1 & 2 29th King Orange International, Embryo, FAC Scale, FAC Peanut, WWII Combat, FAC Races, C.D. Shirley Campbell
1785 64th Terrace S., West Palm Beach, Fla. 33406

INGENUITY?

"Doc" Patton, a member of the GHQ Squadron came up with this one at a recent meeting. It seems that this certain aircraft mfg. company had just designed a new fighter plane, and the test pilot took her up on her maiden flight to see what she could do. He put her through all the maneuvers and the little fighter performed superbly, now was the time to see what she would do in the dive test. Up she flew to an altitude of ten thousand feet, then he nosed her down into the dive. Faster and faster she went, when suddenly the wings tore off right at the wing root. The pilot bailed out and floated gently to earth. This had the engineers confused! It should not have happened. So they built another ship with stronger wings and the pilot took her up again. The same thing happened again! And again on the next ship. Finally the engineers were out of ideas as to how to make the wing strong enough so that it would not come off in the dive. So they asked all employees of the firm to put any suggestions they might have into the suggestion box. Only one idea was turned in and they decided to try it regardless of how stupid it sounded. The idea was to perforate the wing at the wing-root line. This they did and the test pilot once again took the little ship up for the dive test. As the ship gained speed in the dive the pilot expected the wings to go at any time, but the wing held fast and he pulled her out and landed perfectly. The engineers were at a loss for words and they asked the man who gave them the idea of the perforated wing root how he managed to come up with the idea and he answered, "That was easy, nothing ever tears on the perforation".

*****AVOIDING THE WEAK ROCK DESIGN*****
 The Glue Guru Mumbles On; Alas, He Can't Be Silenced

Salutations, disciples! Today we shall meditate on the weak rock design and means of avoiding same.

We have defined the weak rock design as one that flies like a rock and crumples like a kleenex. Unhappily, most Jumbo designs--kits and plans--are of this genre. To an extent, the prevalence of the weak rock syndrome is a testament to the difficulty of Jumbo design.

Yet another pertinent factor is the baseness of human nature. There are those among us who are not above vending kits comprised of what appears to be chain-sawn chunks of old railroad ties. That such wood is capable of floating appears dubious; to anticipate sustained flight from a collage of such materials passes beyond mere madness. May sick dogs befoul the graves of those who design and sell such kits.

Designs, even those from modelling greats, must be treated with scepticism until certain tests have been applied and passed. The mere fact that somebody once did six minutes with the design in question means little; after all, under the right conditions entire houses have been known to go out of sight.

To guard against the weak rock design, it is necessary to adapt the viewpoint of a French trial judge, namely that all defendants are guilty unless proven innocent. Within this framework we establish these test questions:

1. What is the wing loading of the design? Many plans or accompanying articles will supply the all up weight and wing area. If so, compute the ratio of weight (in grams at 29 grams to the ounce) to wing area (square inches). If the weight is not given, you may compute it by allowing 2 grams per cubic inch for average density balsa wood and an additional 20% for the glue. Japanese tissue weighs 1 gram per 90 square inches. Sig quarter inch rubber weighs 1.6 grams per linear foot. Music wire (one sixteenth) weighs 0.4 grams per linear inch.

When calculated, the wing loading will probably fall between 0.5 grams/square inch and 1.5 grams/square inch. At the lower level, you have a potential winner; at the upper level you have a rock. A good dividing line is 0.75 grams/square inch. Under no circumstances build anything approaching or exceeding 1.0 grams/square inch. Such models are hopeless.

2. What is the power loading of the design? In other words, what percent of the all up weight consists of rubber? A reasonable range is 7 to 20%. If above this value, the desperate designer, trying to compensate for deficiencies in wing loading or propeller diameter, has resorted to brute force in the attempt to gain duration. The resulting model will be of the skyrocket type--a quick up followed by a quicker down. Avoid it. If it is below 7%, you have an indoor model, genteel and kindly, but unlikely to prevail on a windy day. Avoid it.

3. What is the contest record? If there is no contest record, be on guard. Do not be swayed by poetic descriptions of flights seen only by the designer. Winning one contest won't do; anybody can get lucky. What is wanted is a consistent record over a number of contests.

4. Is it a multi-purpose design? If the claim is made that the design is suited not only for Jumbo, but also for control line, radio control, attic fan purposes, etc., forget it. The demands on Jumbo are so severe that there is little chance of a suitable design satisfying yet other purposes.

5. Is it scaled up from a Peanut or Walnut? Is it scaled down from a gas job? View such designs with a particularly beady eye. While scaling is not a sure recipe for disaster, it usually sets the stage for flunking all the previous questions. See the first article in this series for explanation.

6.

6. Does the author/designer imply that an energetic launch is necessary? If there is any suggestion or hint that running or a strong arm is involved, return to question one and re-calculate wing loading. If there is any suggestion that launching from a speeding car may prove useful, drive a stake through the C.G. before the damn thing kills us all.

Now, disciples, there will be a short quiz. Consider the following true-life example; a 56 inch-span Mr. Mulligan taken from the Oct 75 issue of Model Builder. The various "givens" are stated below. The question is whether you should build it. We've done the calculations--you supply the verdict.

1. Wing loading: the total weight is given as 13 ounces bare plus 16 strands of $\frac{1}{4}$ Pirelli some 30 inches long. Multiplying the 13 oz by 29 grams/oz we have 377 grams. The rubber will weigh 80 grams at 2 grams/ft. The total weight is 457 grams. By scaling the true wing area from the reduced plan we have 492 sq. in. Finally the wing loading is $457/492$ or .93 grams/sq. in.

2. Power loading: the power loading is $80/457$ or 17.5%.

3. Contest record: none. "We have no jumbo rubber scale contests in Wisconsin."

4. Multi-purpose: no. Designed specifically for Jumbo.

5. Scaled up or down: no.

6. Energetic launch: we will quote, "Break into a fast trot...heave--and I mean heave--the model..."

There you have it, disciples. Do you build it? Spend a few minutes looking over the six pieces of information given above and make your decision. The answer is given immediately below the dotted line. Do not peek--think it through on your own!

-- -- -- OK, disciples; the answer is NO. The wing loading of 0.93 grams/sq. in. is unacceptable. As supporting information, the launch story is a perfect fit. What we have here is a rock. Remember, the most critical number in Jumbo is wing loading. Do not build anything with a wing loading approaching 1 gram/sq. in. High wing-loading models offer short durations and a generally mean temperament. Avoid them.

At contests, modelers will frequently ask about the weight of a novel design. They are asking the wrong question. Again, what counts is wing loading, not weight. If the Mr. Mulligan somehow offered twice the wing area (Mr. Fike?), the one pound weight would be easily carried and we would have a potential winner. As it is, Mr. Mulligan is best avoided in Jumbo.

It is by now obvious that configuration choice has a great deal to do with success. We shall examine this and other issues in future meditations. To prepare, study the following glossary.

Glue Guru Glossary

Wakefield--Contest site where enthusiasts test unmuffled gas engines at night; for example, Taft.

rubber lube--A soapy white paint used to coat the inside of rubber model fuselages by means of a spattering process. Hides otherwise visible structural damage when the motor bursts, thereby reassuring the builder.

winding protector--A means of concentrating the blast effect of a bursting motor so as to blow off the tail end of the fuselage. Similar in concept to a shot gun.

blew max--Two minutes or more of officially timed suspension of scale model particles after a blown motor.

cracked lib construction--E.R.A.

Wily Messerschmidt--The 109 H, which offers substantially more wing area than the Emil or the George.

R.J. Mitchell--Early supporter of FAC rules, who designed the Spitfire with a particularly narrow tread and tiny tail to harrass AMA builders.

rear peg--A temporary anchoring device for a rubber motor, arranged to slip out when subject to vibration. Provides positive dethermaliser action after three seconds of flight.

Hangar Number One nearly blows away at Fall Meet

Yes, skysters, the big Hangar Number One Fall Meet was pretty much of a blow-out this year. The wind was cold, steady, and unpleasant all day, causing many skysters to keep their ships in their hangars rather than risk them to the blasts of Boreas. They were the wise ones, for it was little fun to fly in weather like this and those who did were rewarded only with a few moments of terror while the wind eddies swirled their ships around, perhaps to their doom. We can tell you one thing: on a day like this those brave souls who compete better have clean ships; don't come out with a nice biplane, all rigged up, with fixed landing gear and lots of other goodies hanging all over it. Planes like that just get shattered like an old Ford taillight dropped on a concrete floor. Actually, even the clean ships had their troubles on this turbulent day. They just had fewer.

On the night before the meet Dave Stott was talking with the CD and foresaw the way the weather would be. Dave wanted to try and cancel or postpone the meet, but the CD, Bob Thompson, didn't want to call it off owing to all the people who would be coming from afar, who had made their plans for this day, etc. Present AMA rules pretty much force you to have the meet on days like that, for they require winds of over 40 mph or a "natural disaster" to call it off. Or a vote of the participants present at the meet can postpone it, too. The problem is that with the kind of models we fly there is a grey area where it really isn't too bad to cancel or postpone the meet, but when the meet is held, it is effectively ruined by the winds. Since the outdoor contest season is now over, what say you tissue-tearers that we debate this in the pages of the News? What can we do? What should we do? Proceeding as we have in the past just doesn't work sometimes.

A quick glance over the scores will tell volumes about how bad the day was. Even worse was attendance, with only nineteen balsa-busters showing up. Lots of our regulars played smart this day and stayed in their warm hangars, putting another coat of wax on their wings, polishing their valve-covers, or some other useful pursuit.

Ed Pelatowski won the Shell Speed Dash with his slick-flying Chambermaid. Ed's score was 90 seconds only. Far behind him was Bill Miller with his Military, which is usually a frighteningly good flyer. Bill had 56 seconds, only one better than John Stott's tattered Chambermaid.

Mark Fineman won Scale with his Curtiss XP-55. The Ascender made a fine (for the day) flight of about 45 seconds, which together with Mark's usual high scale point score plus all those bonus points put him well over Fred Hamlen's veteran World War II drone. Bob Thompson was third with his accursed Fleet (the one which has spent so much time in trees). This time the model made one poor flight and utterly wrecked itself on "arrival".....you couldn't call that Chinese Three pointer a landing! Fineman's total score was 142, respectable but far below normal for him, but Second being 113 points, and Third 98?! That tells you about the day!

And the Embryo Endurance scores finish the tale. John Stott won "going away" with a mere 184. Second was Tony Faranda at 141, and Herb Shirley Third with 133.

It might not have been a day for Hung, but it was for Mark Fineman! He is piling up victories like Fred Hall and Chuck Drew did in the old days! Mark's peanut Nikitin-Shevchenko, being a

8.

cleanster like his XP-55, had a great advantage over all these World War One clunkers and "dirty" lightplanes, beating a gaggle of them. Mark's score was 147, barely beating out Royall Moore's fine flying DH-5 by a mere two points. John Stott was Third with his Texan.

The DC Maxcutters' World War II Challenge Trophy saw a real ding-dong battle in the air, with lots of the usual "goings on". Ed Pelatowski lost a wing on his Heinkel He 100 and still daringly entered the next heat, barely getting beat despite the "assymetrical life"! Then Mark Fineman's Nikitin Shevchenko, usually such a threat in this event, got a sudden case of indigestion and died in the skies, flopping down like a wounded bird to the howls of rage of Stalin's ghost. Bob Thompson was still alive with his Japanese Ann, but he "saved" too many "reserve" turns and came down. He was beaten by Al Lawton's Mustang and on the way back, Al allowed as he still had plenty of reserve turns left for his ship, too! He was going to need them, for all the while Leon Bennett was quietly flying his new Bell Airacobra, surviving each fly-off nicely, and staying alive. That Airacobra was some sight after this day. It had had a couple of nasty crashes and there was a whole of a lot of unplanned downthrust in the nose, along with some ugly wrinkles in the belly where those stringers had parted company, but the plane flew on, and on the final fly-off beat Lawton's Mustang. That's the Spirit of the Skies, Leon! Wiser heads might have gone back to the hangar, but you came to fly, you flew, and you won!

The Thompson Trophy had only four entrants: Bill Miller's Military, Dave Stott's Laird Solution, Mark Fineman's Cessna CR-3, and Royall Moore's Gee Bee Z. Right at the start disaster struck Bill Miller, for his motor slipped off the hook, Hungorilla-ing its way back to the tail. Could he somehow extract it in time to fly? No...time was up, but Bill launched his now wildly out of balance "glider" anyway. In he flopped, of course, but do you know.... he barely lost to Dave Stott, who blew his launch (easy in that wind!) and wound right in. That shows it pays to keep trying in these events. Dave's launch could have been a tiny bit worse, Bill might have beaten him, and then got enough time to get his motor straightened out and to continue flying, for remember, Bill had blown no strands and was making no repairs. So it was between Royall Moore, Dave, and Mark. Despite the CD trying to find "calm" places and times for launch, any "calm" was surely an illusion on that day, for even if it was calm on the ground for a few seconds, you know there were plenty of vicious eddies swirling around, about ten feet up. When they launched the next time, Royall Moore's Gee Bee got caught in one of those eddies, was immediately flipped on its back, and came right in, leaving Dave and Mark to battle it out. They launched, both planes got off to a good start and looked like they were going to make good flights, but this was going to be the Day of the Eddy....that is to say...who doesn't get the eddy has a chance, for suddenly Dave's plane was hit by a blast of CAT (clear air turbulence) and was blown out of the sky, while Mark's Cessna, which had been screwing in to the right, got a tiny bit of good air and so copped the win. Another for Fineman! (What's his rank now, Lin? Must be getting close to major general!)

The Greve Trophy had a much better "race" of it. There were five entries: John Stott's ancient Chambermaid, Herb Shirley's Howard Mike, Dave Stott's Fundy Flash, Ed Pelatowski's Chambermaid, and Bill Miller's veteran 8-Ball. Herb was first down, despite Dave's Flash throwing away a prop blade (just like in the Arch

Whitehouse stories!). At the next launch, despite the wild imbalance, Dave's ship didn't fly all that badly (there's something to be said for the light balsa prop there!), and he was just beaten by John Stott's Chambermaid. But remember, survival is the name of the game in air racing, and still "alive", John is away in the next launch, together with Bill Miller and Ed Pelatowski, who had thermaled a long way away in his last flight. Ed's the man to beat in this "race", no doubt about it! They launch and Bill Miller's ship climbs to a great height, WAY over everybody, but then he runs out of sky, air, or whatever it is you run out of on such a day, and is down. It is to be John Stott against Ed Pelatowski. Two Chambermaids fighting over a trophy and an FAC win...odd behavior for chambermaids but not for FACs. John and Ed launch. Ed's plane is struggling against the wind. It fights, stalls, climbs, stalls, recovers, climbs again, stalls one more time in the wind and then heads for the ozone. John Stott's ship makes a (for this day) fine flight, eking out 30 seconds, but that isn't good enough to beat Pelatowski. Ed wins going away, after all that trouble, making it look easy.

It was a nice day, despite all the wind, and most of the wingsters had a nice time, even if they didn't fly as they'd have liked. Wise heads, like Dave Stott, stayed in their hangars or kept their best ships under wraps. No point in getting them destroyed by a random blast of wind. At the end of the meet all agreed that the date of 17 October was indeed too late in the year. Considering that the Durham Fair is usually in September some time, then it would be wisest to make the meets even earlier than that. So the old Hangar Number One gang will try to get a date in August. And to try to make up for the fiasco of this wind, maybe we'll try to have one in June, too. Like in the olden time. Won't that be nice?

One event we scheduled and didn't hold was the one for Scale Towline. Note we didn't say "glider", although they are allowed, too (!) That's right, sky-slicers, any ship can be flown towline, from a Schweizer TG-2 to a Dornier Do X. That's the idea of Scale Towline....get some of those "impossible" ships back into the ozone. Since only Dave Stott and ^Mark Fineman were there with T/L ships, they sportsmanlike decided not to fly but to wait until next spring, to see what aerial adventurers the rest of you tissue-trimmers can come up with over the winter.

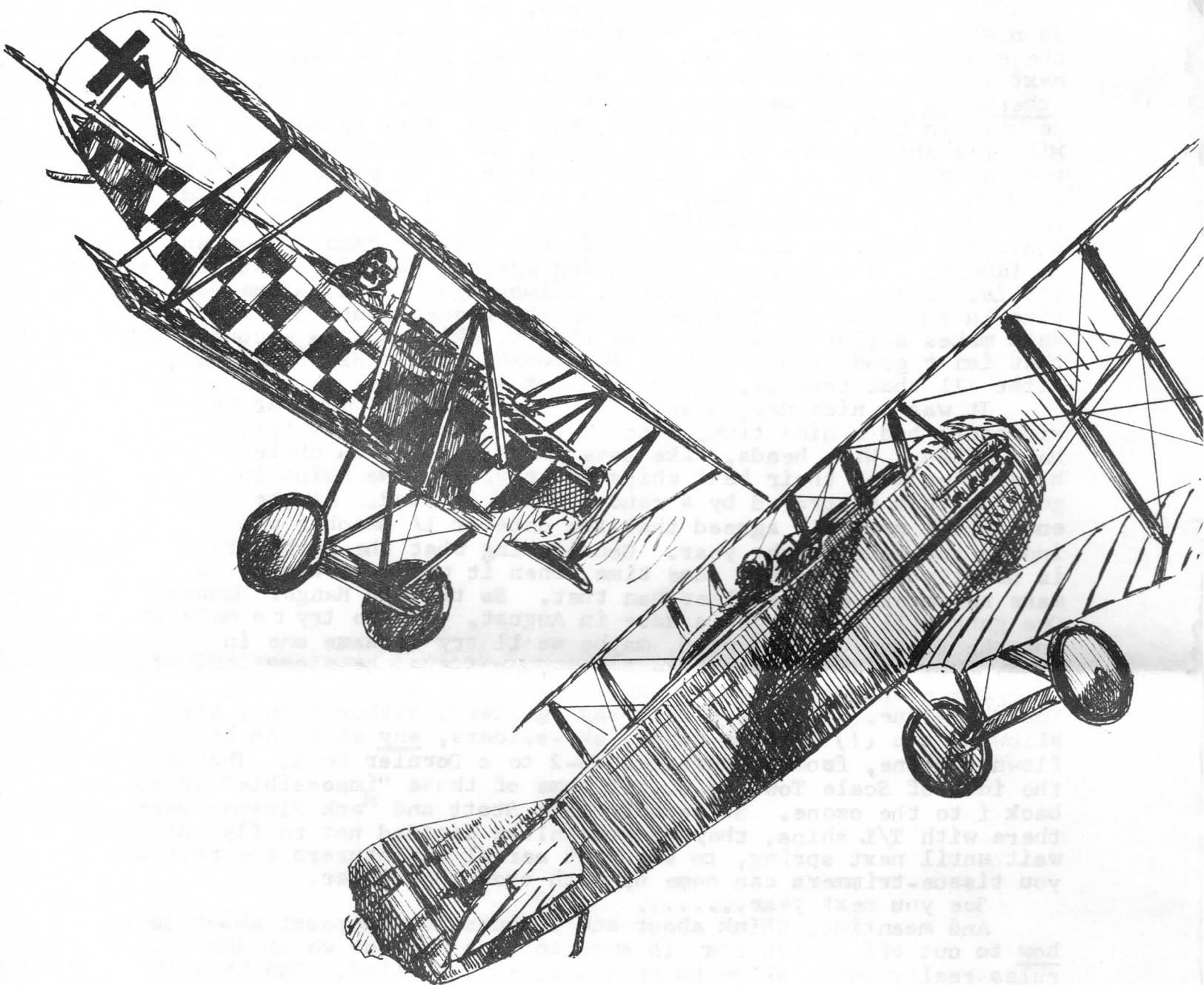
See you next year.....

And meantime, think about and discuss the proposal about just how to cut off a meet that is sure to be a dud but which AMA rules really won't allow to be postponed/cancelled. Can this be done fairly? Let's hear from you about this problem.

A last blast.....the coveted (?) Cheetwell Cup goes to Ted Langley. Ted flew a model, rock steady, through three trees without ever touching a branch, twig, or leaf. Some sort of magic had to be involved there, so Chester's shade, wherever it is, has awarded his namesake to Ted. Whoever got it last year..... Fork it over!

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

Another FACer needs help Skysters, what is needed is information on Loening aircraft, starting with the Loening-Martin M-8. Three-views and anything else that you have should be sent to; David Glassey, P.O. Box 32, Holtvre, Ontario, Canada POK-ICO. Lets fill the mailbox for this ribslicer from north of the border.



Von What's-His-Name viciously kicked his Fokker into a renversement and came at Flange with chattering Spandaus.

The GHQ 'drome at the front had vanished-seemingly from the very face of the earth! Even Captain Philip Flange's daring mission to Berlin, the General Staff and Herr Doktor von Bruning had failed to solve the riddle of the flaming coffins. And now on the heels of that fiendish horror came the scourge of the Purple Doom. There was only one clue-and that was in a swank cafe in Geneva- but Chaumont had ordered Phil Flange to the Front!

KANONE LIST AS OF NOV. 1, 1982

11.

As all you loyal FACers know, 1982 was a year of FACNATS III, held at Johnsville, Pa. NAS. The following list includes Kanones earned at the FACNATS as well as all those reported to FAC GHQ up to the time of printing of this newsletter. Once again, the FAC Adjutant appeals to all CD's of meets where FAC events are held to report results to GHQ for inclusion on this all-important list. We have had several instances in this past year where we have had to rely on the reports of event participants for results to be tabulated. Here we go, rib-slicers:

<u>RANK:</u>	<u>VICTORIES:</u>	<u>RANK:</u>	<u>VICTORIES:</u>
<u>Air Marshal:</u>		<u>Major (Cont'd.):</u>	
Gordon Roberts	99	Jack Moses	11
Dennis Norman	52	Bob Thompson	11
<u>Air Vice-Marshal:</u>		Ken Hannan	11
Dave Stott	45	Bill Wood	11
<u>General:</u>		Tom Nallen, Sr.	11
Chet Bukowski	42	Jack Russ	11
Mike Midkiff	40	<u>Captain:</u>	
Russ Brown	40	Butch Hadland	9
<u>Lt. General:</u>		Frank Scott	9
Don Srull	38	Doc Martin	9
<u>Major General:</u>		Del Balunek	9
None		Dave Smith	9
<u>Brigadier General:</u>		Blake Mayo	9
Fred Hall	29	Ted Langley	8
<u>Colonel:</u>		Hank O'Dwyer	8
Geo. Meyers III	24	Bill Warner	8
Chuck Drew	20	Tom Nallen, Jr.	8
<u>Lt. Colonel:</u>		Dave Rees	8
John Toth	19	Jack McGillivray	7
Lin Reichel	18	Tom O'Brien	7
Ralph Kuenz	18	Andy MacIsaac	7
Pres Bruning	17	Chris Scott	7
Clarence Mather	16	Geo. Leffler	6
Royall Moore	16	Tom Majestic	6
Mark Fineman	19 ■	G. Wagner	6
Henry Struck	15	Allen Schanzel	6
Bill Henn	15	Todd Allen	6
Rudy Kluiber	15	Bill Henn, Jr.	6
John Stott	16 ■	Don Assel	6
<u>Major:</u>		Wm. Miller	6
Ross Mayo	14	Ted Russell	6
Roland Hoot	13	Fred Wunsch	6
Vic Peres	13	Chas. Schobloher	6
Dan Briehl	13	Joe Whiting	6
Mike Zand	13	Don Garafalow	6
Mick Nallen	13	Fudo Takagi	6
Bill Hannan	13	Steve Hoyt	5
Bob Clemens	12	Herb Shirley	5
Jack Fike	12	Pat Dailey	5
Fred Ewing	12	Ed Pelatowski	7 ■
Ed Heyn	11	Dick Howard	5
		Jim Miller	5
		Ken Groves	5
		<u>Lt.:</u>	
		Phil Cox	4
		Dean McGinnes	4
		Mark Drela	4

Lt. (Cont'd.):

Rolf Gregory	4
Em Elwell	4
R. Bender	4
R. Woodward	4
Mike Norman	4
Ed Novak	4
Bob Masters	4
Geo. Armstead	3
Norm Poti	3
Norm Gatzlaff	3
Geo. Meyer	3
Mike Escalante	3
Bob Leishman	3
Paul Spreiregen	3
Bob Heywood	3
Andy Medovitch	3
Joe Barna	3
C. Sanford	3
Walt Van Gorder	3
John Blair	3
Scott Paisley	2
Joe Ed Pederson	2
Bill Musolf	2
Duncan McBride	2
Ferril Papic	2
Chuck Connover	2
Bob Siedentopf	2
Ed Marcello	2
Bill Caldwell	2
Warren Weisenbach	2
Walt Eggert, Sr.	2
Art Collard	2
Ed Vargo	2
H. Thomasian	2
Chris Schanzel	2
John Peck	2
Ted Wales	2
Juanita Reichel	2
Jeanette Scott	2
Walt Mooney	2
Gerry Skranjc	2
Rich Kastory	1
Bob Peck	1
Scott Oliviera	1
Bill Stroman	1
Bob Haigh	1
Don Osala	1
Ron Sears	1
Paul Herman	1

Lt. (Cont'd.):

Les King	1
Bill Kalb	1
Terry McDonald	1
Shirley Campbell	1
Chris Clemens	1
Jeff Chrisey	1
Paul Masters	11
Jim Dailey	1
Dan McDonald	1
Greg Gosky	1
John Grigsby	1
Phil Futo	1
Paul Cherubini	1
Mark Assel	1
Tony Faranda	1
Jerry Donohue	1
Al Bailey	1
Bob Haight	1
Lad Plachy	1
Amos Ponder	1
Guy Larsen	1
Betsy Majoros	1
Ed Baltera	1
Rory Gehrlein	1
John Sites	1
Mike Arak	1
Bob Wallace	1
Tom Sandor	1
Marion Beekman	1
Jim Hyka	1
Mike Peres	1
Hal Howard	1
Bob Curry	1
Marty Varney	1
Walt Eggert, Jr.	1
Mike Siedentopf	1
Priscilla Betz	1
Dick Kohfield	1
Greg Davis	1
Bill Bell	1
Randy Kleinert	1
Leon Bennett	2
Les Bird	2
Bill Reynolds	1
Louis Leifer	1
Gary Hunter	1
Dick Dunmire	1
Dudley Prisel	1

In re-checking the list, an important omission was made in the rank of Captain: We inadvertently omitted the name of Ed Morrison with 8 Victories. Our apologies Ed. You may paint us with a coat of your favorite butyrate dope for that one! We'll shrink forever!

Please note that we now have 175 names on the Kanone List! 175 FAC fliers have won at least one first place victory! That is truly something to be proud of. An increase of 19 in one year!

PROMOTIONS

Since the last promotions awards made at the FACNATS III banquet, we

PROMOTIONS (Cont'd.):

announce with pleasure the following promotions of FAC Kanone List fliers:

Dennis Norman from Air Vice-Marshal to Air Marshall
 Dave Stett from General to Air Vice-Marshal
 Russ Brown from Lt. General to General
 John Stett from Major to Lt. Colonel
 Rudy Kluiber from Major to Lt. Colonel
 Mark Fineman from Captain to Lt. Colonel
 Dan Briehl from Lieutenant to Major
 Mike Zand from Captain to Major
 Jack Moses from Captain to Major
 Roland Hoot from Lieutenant to Major
 Ken Groves from Lieutenant to Captain
 Ed Pelatowski from Lieutenant to Captain

Citations in honor of these promotions will be found included with this issue of the FAC Newsletter. A well deserved round of applause for these intrepid airmen! As usual, the GHQ Adjutant wishes all of you well and good luck in the coming year's competition in FAC events!

EFF-AAAA- CEEEE!

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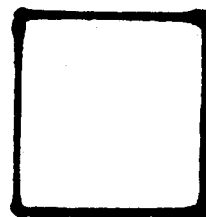
ORDER OF THE POUR le MERITE

Three more FACers have made the list of holders of the Blue Max Medal. GHQ is proud to award the medal to these intrepid airmen of the FAC skies. They are, Pres Bruning, Mark Fineman, and John Stott. Your medals will be arriving soon gentlemen, wear them proudly. One holder of the award told GHQ that he wore his to bed because he was so proud of it. Please do not do this, as he told me that his wife complained bitterly about it. We must not do anything (more) to antagonize our wives lest they put a damper on our model activities. We need all of you skysters out there.

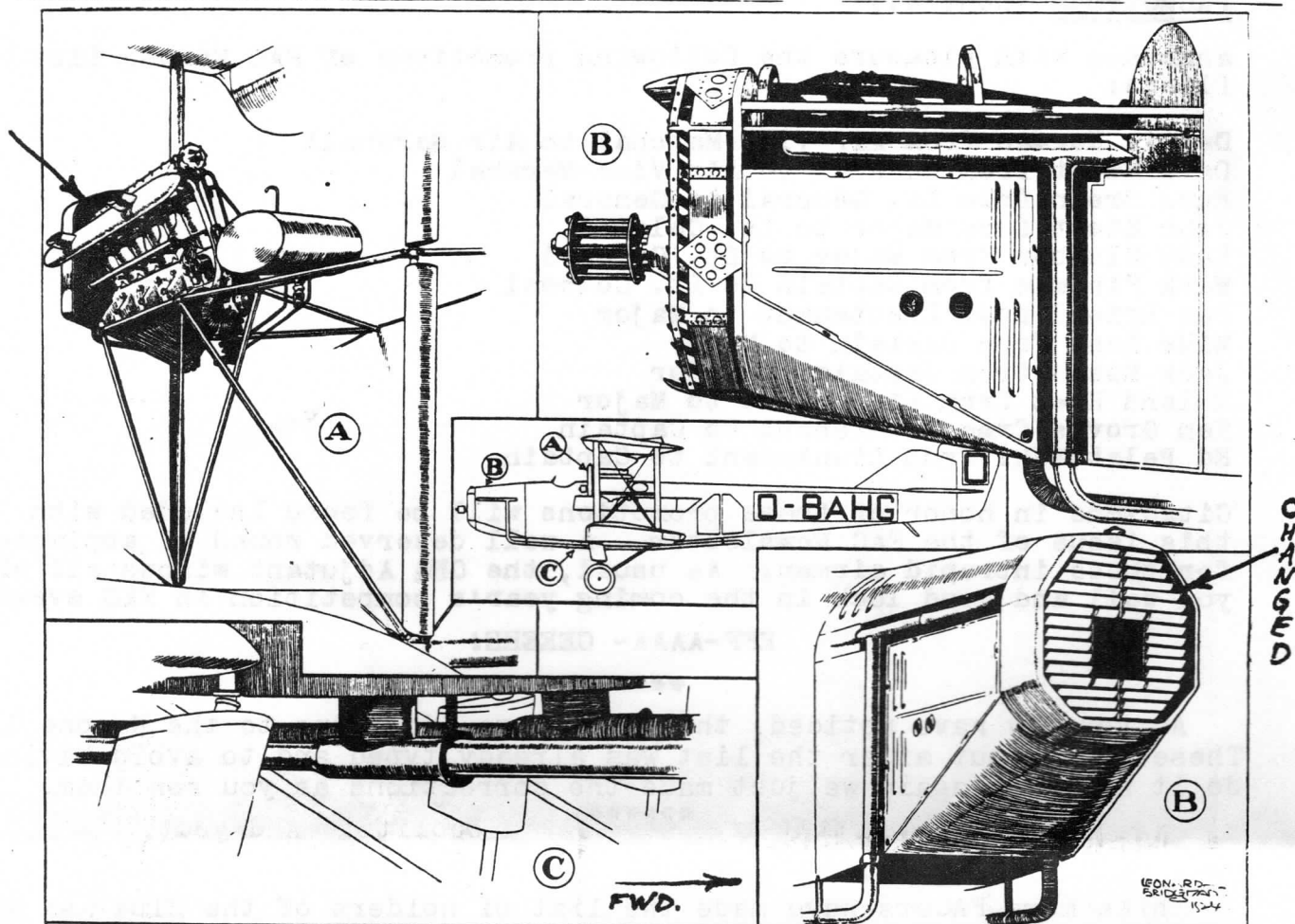
Flying Aces patches are still available from GHQ. Prices are \$2.00 each and they come in two different sizes. One is large enough to be sewn on the back of your shirt or jacket and the other one is suitable for the front of same. The small ones are left over from the FAC Nats Mark III. Order yours today, just send your money to GHQ and if you are only ordering one, please specify which size you want!

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



CHANGED



SOME DETAILS OF THE W.8.F.—(A) Port wing engine, mounting and oil tank. Note the canted engine. (B) The Rolls-Royce Eagle IX in the nose of fuselage. (C) Exhaust pipe muffs for warm air supply below cabin. The central sketch shows positions of the details.

HANDLEY PAGE ADDENDUM.

Well gang, here is a bit more info to help you along with your models of the crate Sir Frederick produced to replace the ageing civil variant of the faithful old O/400 bomber of the first Big Fuss. This was not included in the initial plans presentation because it contained some conflicting impressions. But, let us have a look at it all, and mention the differences between the sketches and the prototype machine, "O-BAHG".

Figure "A" is fine except that the radiator ended up being rectangular when viewed from the front, as depicted on the model plan. Figure "B", the one in the lower right corner, does not show the radiator shape as it ended up to be. It is, once again as is shown on the model plan. These changes were obvious when photos of the prototype were examined. Otherwise, the sketches seem to agree in all other aspects.

So, have at it, chaps...for God, country, and The Queen. And by jove, if that isn't enough to get you moving, how about Lady Di? There's a trim bird for you, eh wot??

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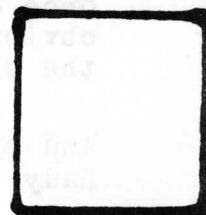
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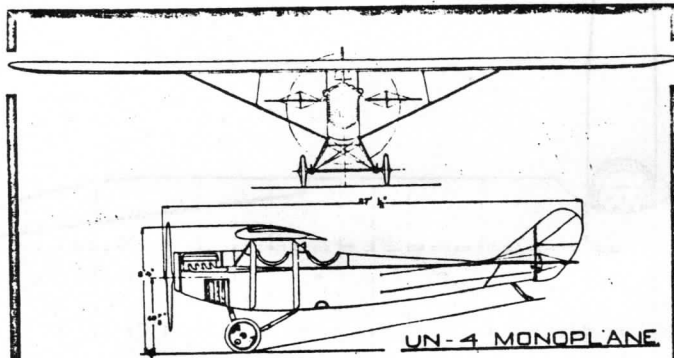
Send your money to; Flying Aces News
 3301 Cindy Lane
 Erie, Pa. 16506



Now that you have been deeply moved and building your H.P. transport with vigor, we will tell you of the latest changes in the model based here at Hangar #1, Pinkham Field.

The old bus has been fitted with a slightly smaller prop. From the 11 inch club, we have stepped down to 10 $\frac{1}{2}$ still using the same width and thickness, 1 X 1 $\frac{1}{2}$ inches.

The power has been stepped up by about 8%. From the use of 8 strands of 3/16 Sig we have gone to 6 strands of 3/16 and 4 strands of 1/8 Sig. This boost coupled with the smaller prop now has the bus following her nose in a nice steady climb with no skidding tendencies. Her pattern is right under power, and right glide. Gets a good bit higher, too.



**Make a MODERN,
HIGH SPEED, SLOW
LANDING PLANE of
your JN, Canuck, Standard
or Oriole!**

THE SIKORSKY UN₄ monoplane wing is built especially for quick, easy, installation on any of the above types of planes. Mounted on a JN₄D fuselage equipped with an OX₅ motor, it increases the speed to 90-95 m.p.h.; decreases landing speed to 36 m.p.h., affords greater visibility due to monoplane construction and gives you *more lift.*

Looks like a Hisso in this crate, rather than the old OX-5.

SIKORSKY WING

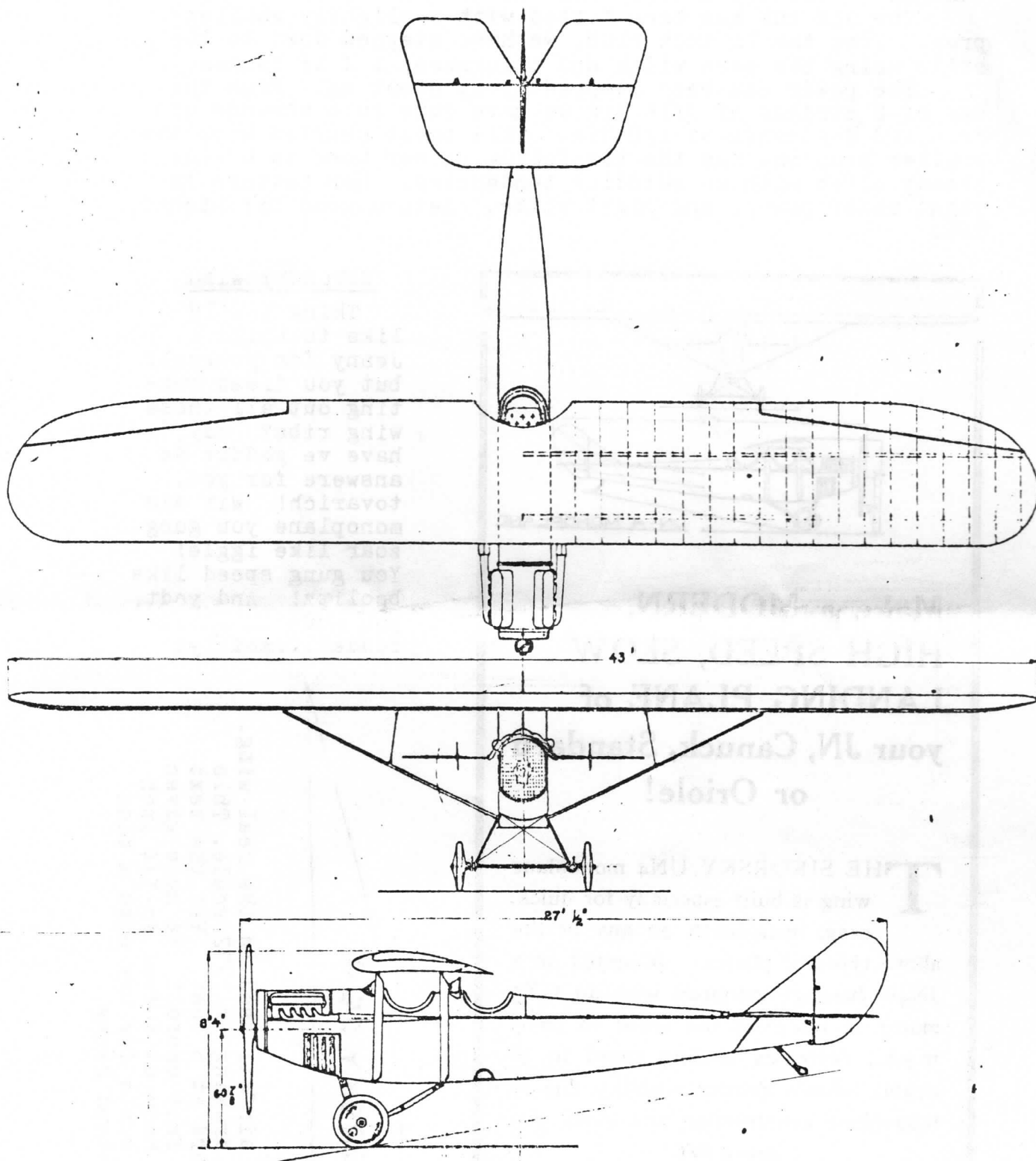
Think you'd like to build a Jenny for yourself but you dread cutting out all those wing ribs? Hoy, have ve goddit de answere for you, tovarich! Wit dis monoplane you gung zoar like iggle! You gung speed like boolitz! And yedt, you gung land like fedder...zofly!

SIKORSKY GS-1

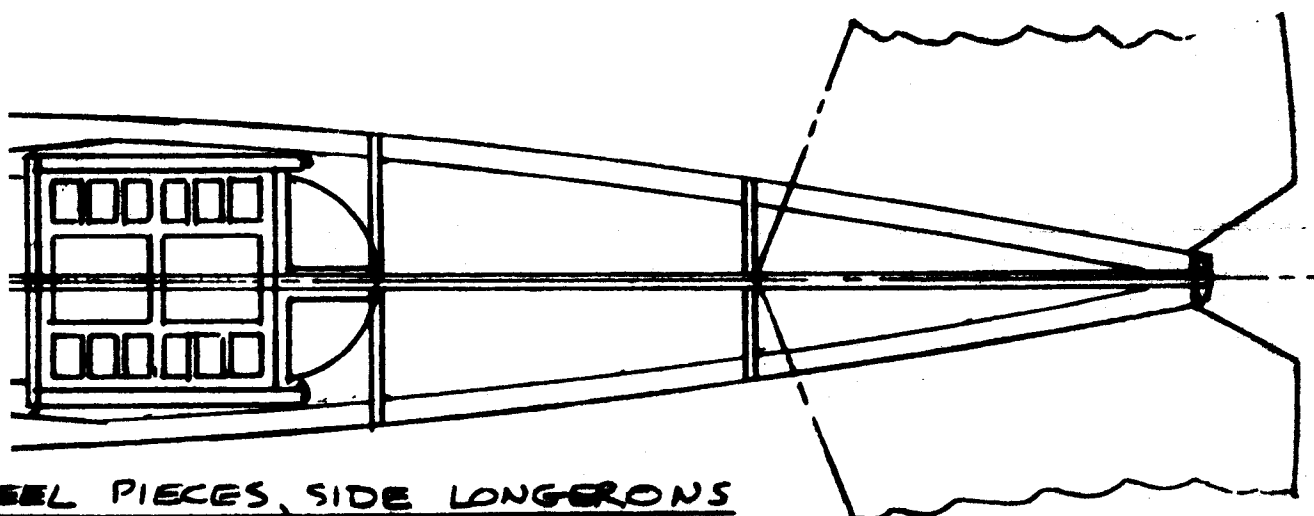
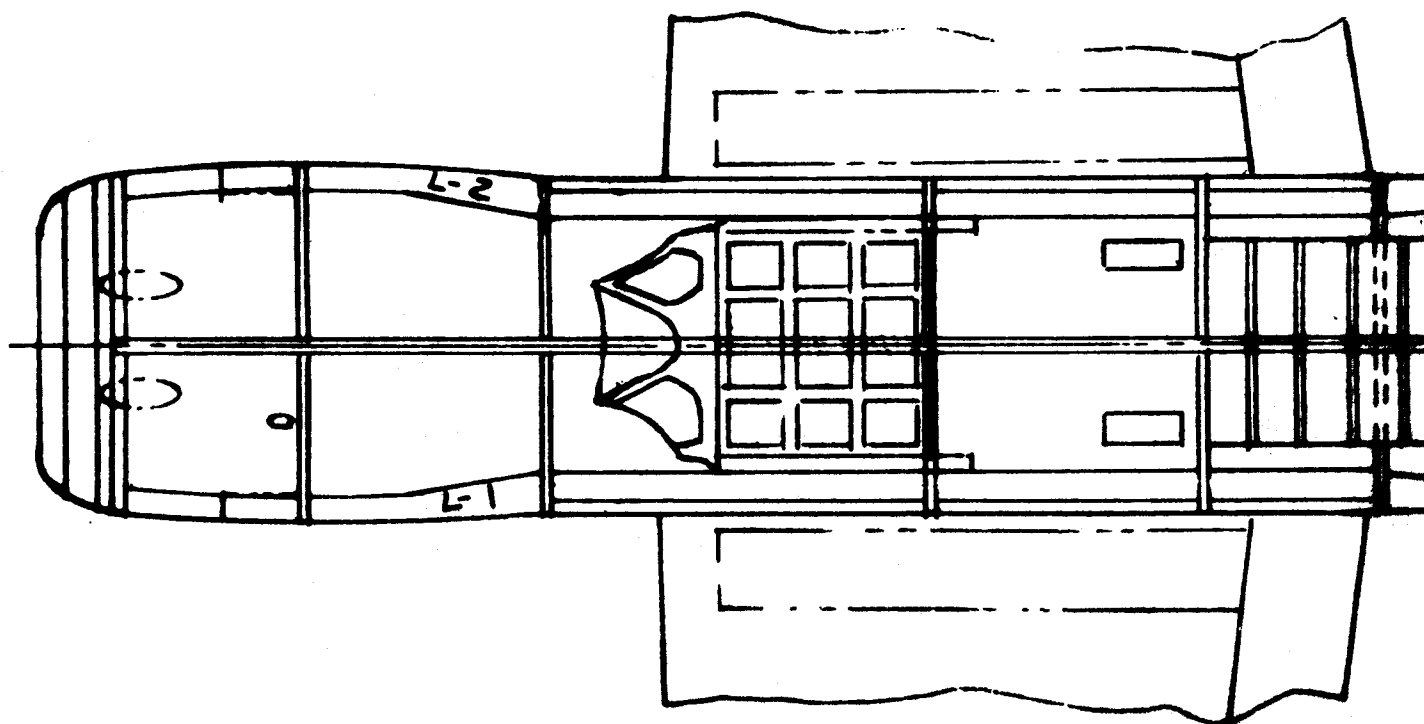
Here is the airfoil used in the real wing. The factory drawing is 1/72 scale. This puts the chord at 6 feet. Yet the text states a 7 $\frac{1}{2}$ foot chord! We have given the airfoil here at 6 feet in 3/4 inch to the foot scale for use with a plan of the Cleveland Jenny

16.

-UN-4 MONOPLANE-
SIKORSKY MFG. CORP.



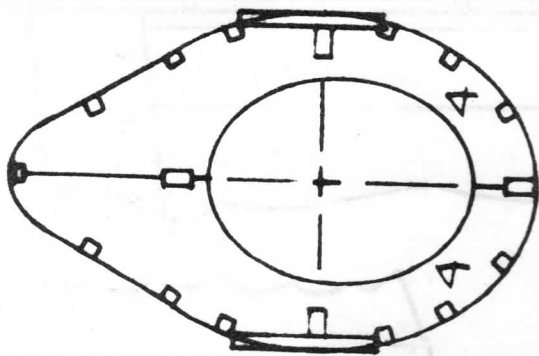
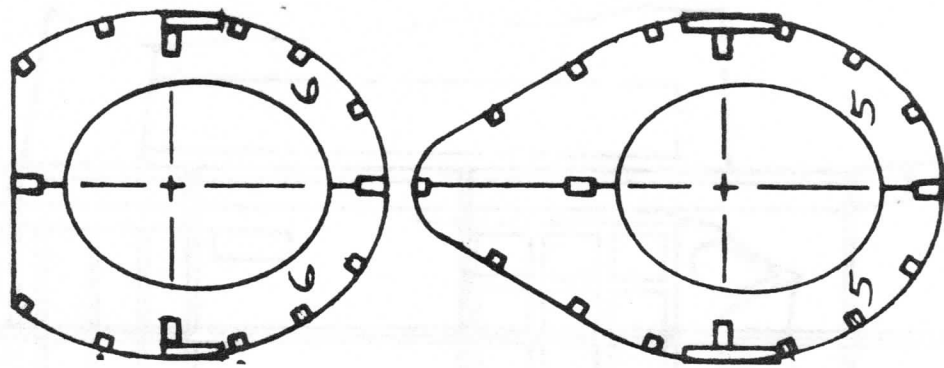
UN-4	SCALE	1/40		
G 51	DATE	JAN 28 1937		
	DRAWN	T.H.		
SIKORSKY MANUFACTURING CORPORATION				



KEEL PIECES, SIDE LONGERONS
AND WING ROOT $\frac{1}{16}$ BALSA

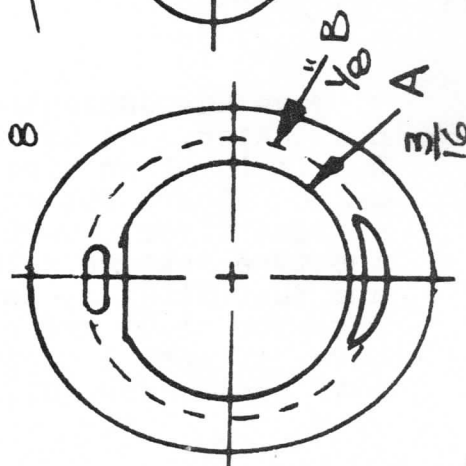
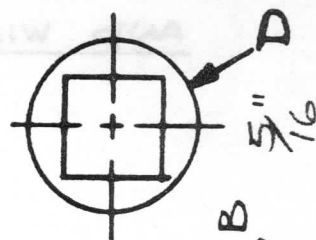
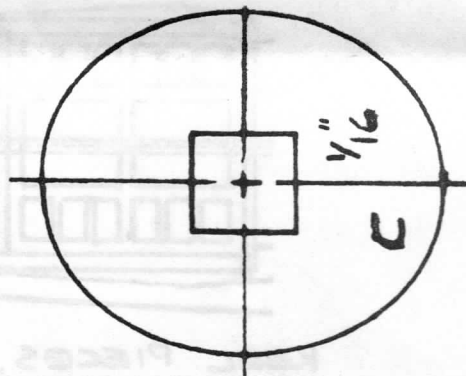
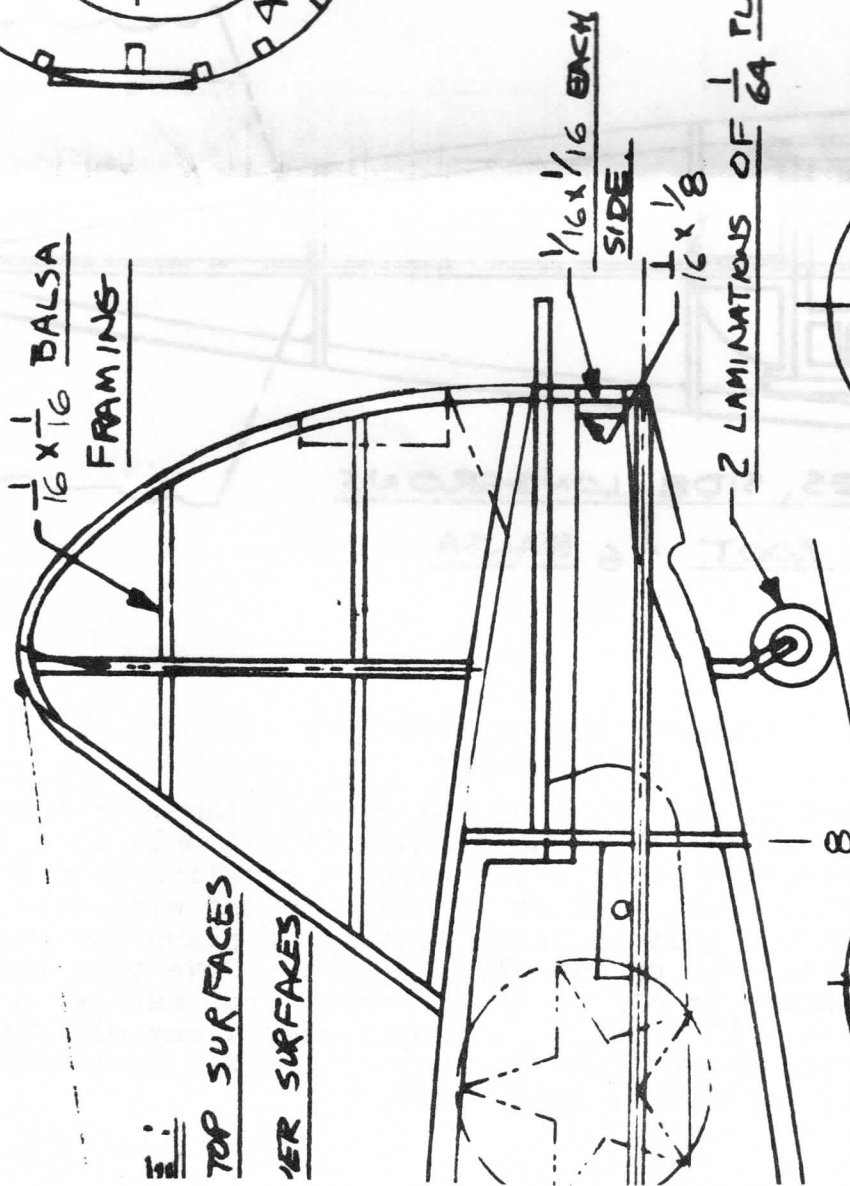
Brewster SB2A-2 Buccaneer
 by Dave Diels

Dave has consented to our printing one of his plans for publication in the newsletter. We have chosen this one because it not only is a fine drawing, but it is of an aircraft that is never seen in modeling form and your editor cannot figure out why. Just look at the moments and wing area. She should be a great flyer. Dave has quite a large listing of plans now ready that are of the type that we seldom see on the flying field. Dave also builds the model and test flies it before he offers it for sale. You can get a price list from Dave for \$1.00 and he will send you a sample plan along with it too. He must have at least a couple dozen plans on that list now. Just send your buck to, Dave Diels, Box 101, Woodville, Ohio 43469.

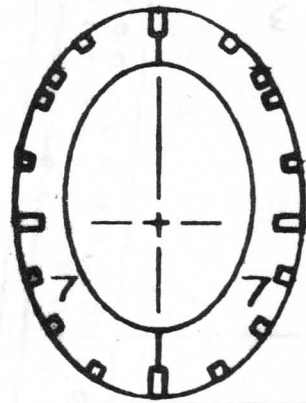
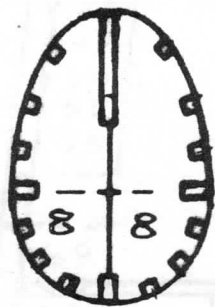
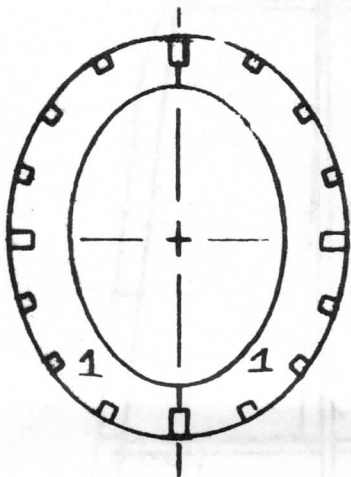
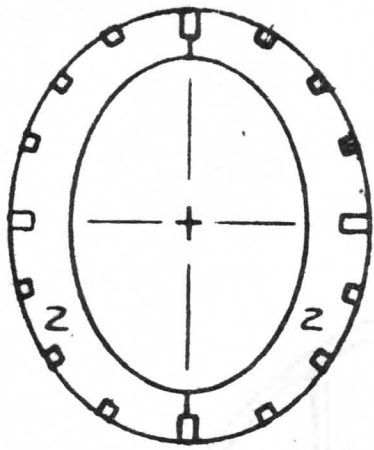


$\frac{1}{16} \times \frac{1}{16}$ Balsa
FRAMING

TOP SURFACES
UNDER SURFACES



BREWSTER SB2A-2 "BUCCANEER"		
WALNUT SCALE	SPAN 18"	SCALE $\frac{25}{64}'' = 1'$
DAVID G. DIELS, WOODVILLE, OHIO 9-81		
<i>David G. Diels</i>		



VACU-FORM CANOPY

FROM .003 TO .005

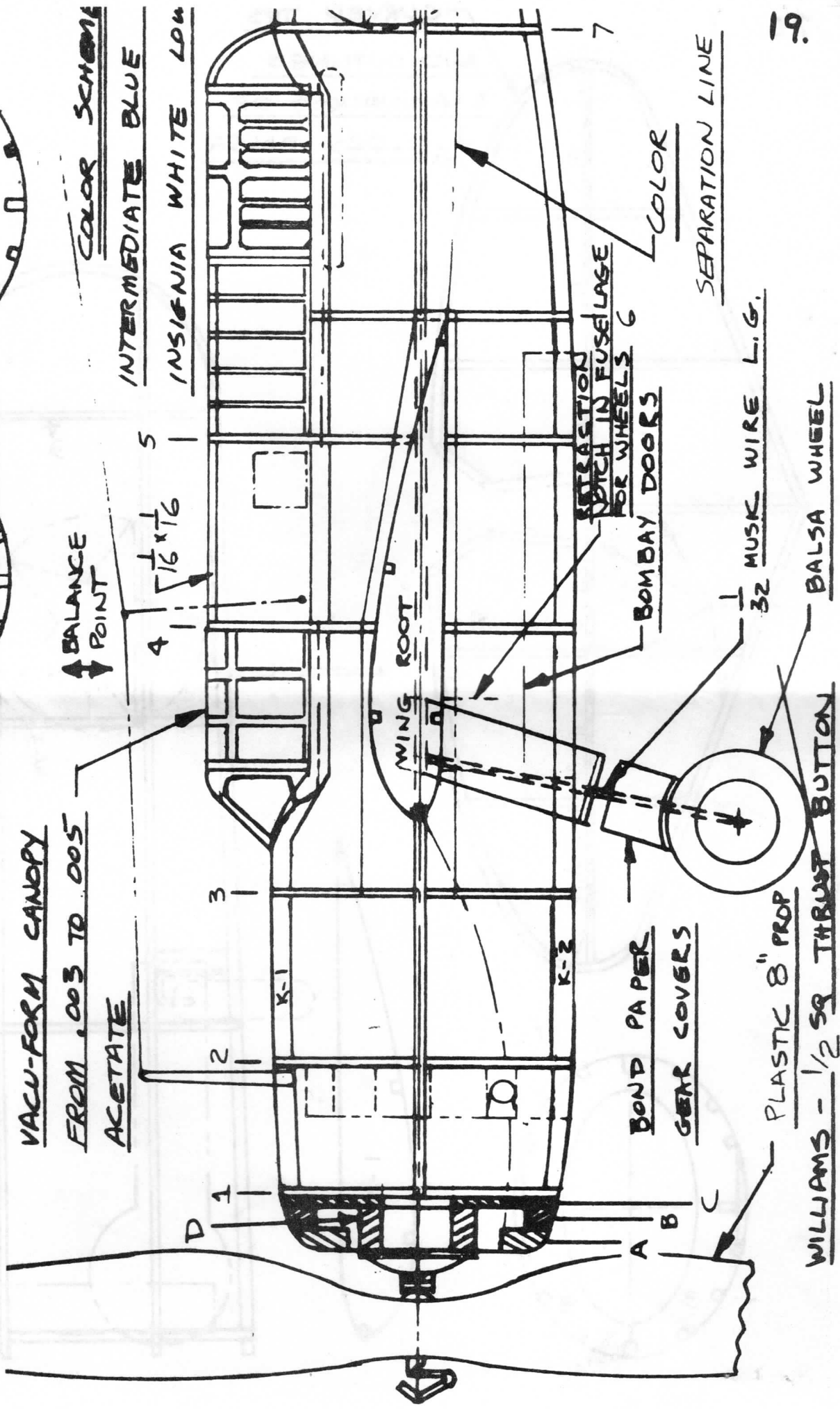
ACETATE

↑ BALANCE POINT

COLOR SCHEME

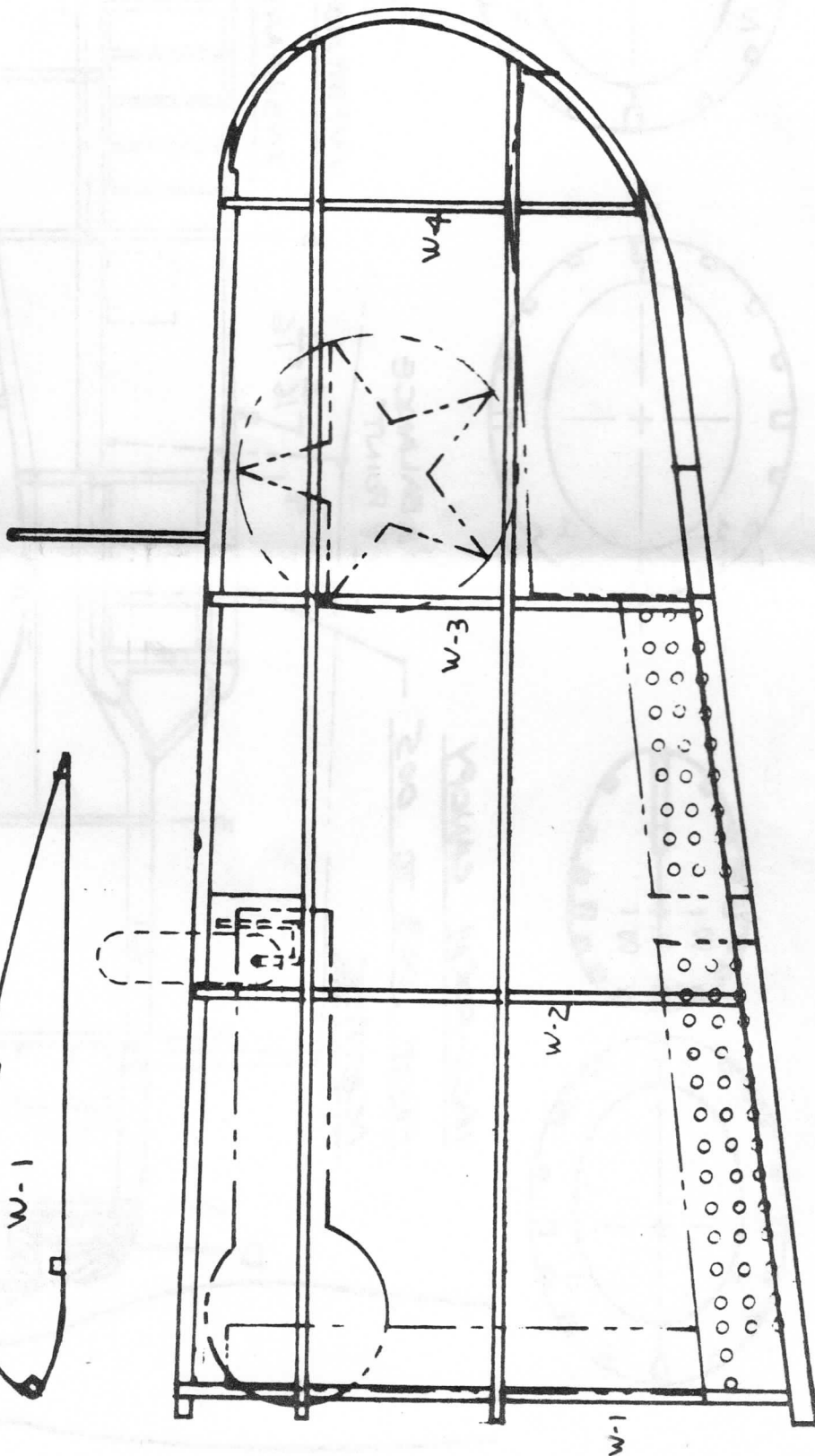
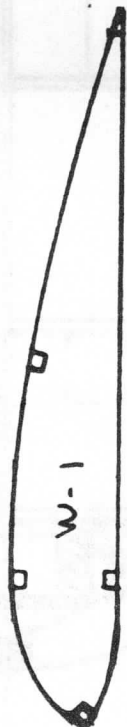
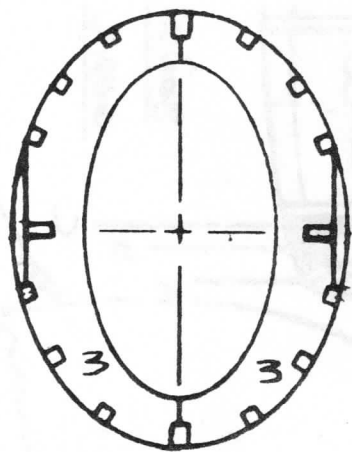
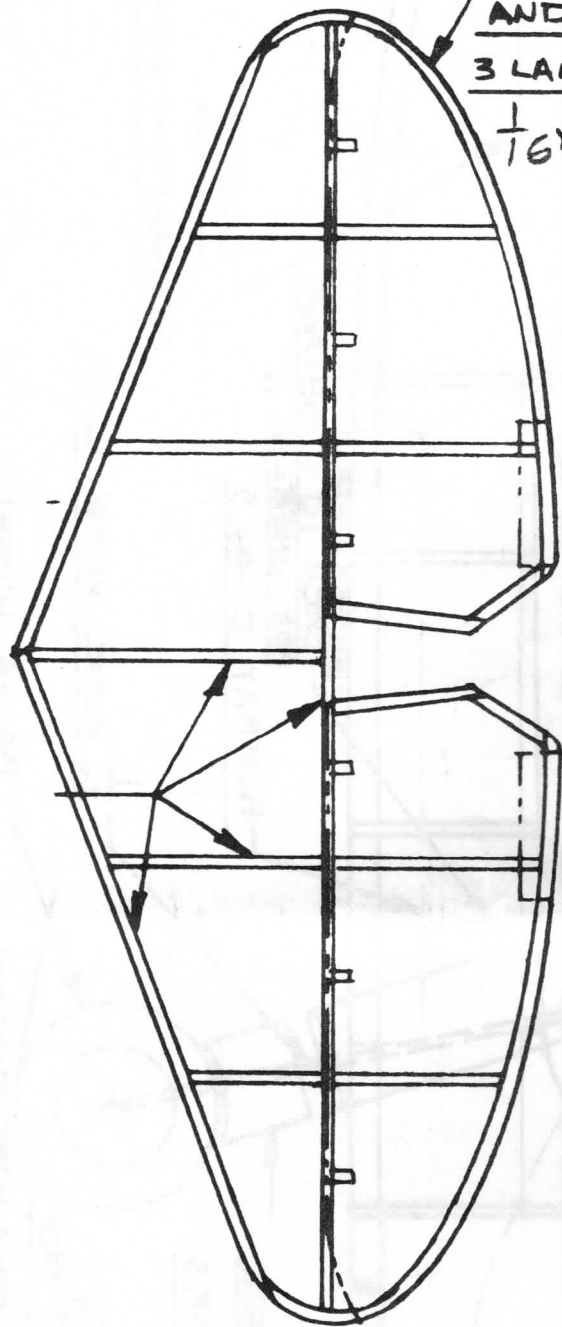
INTERMEDIATE BLUE

INSIGNIA WHITE LON

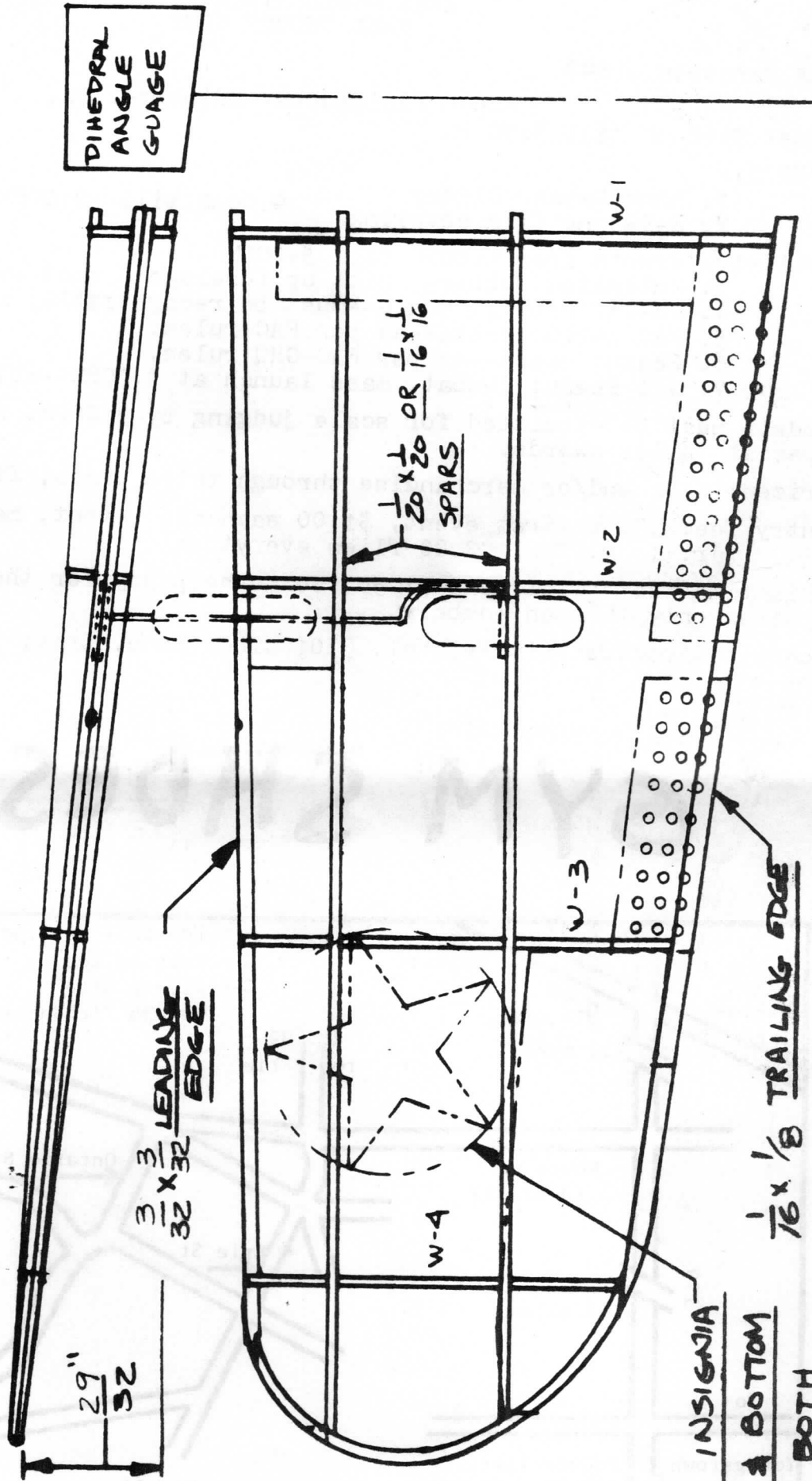
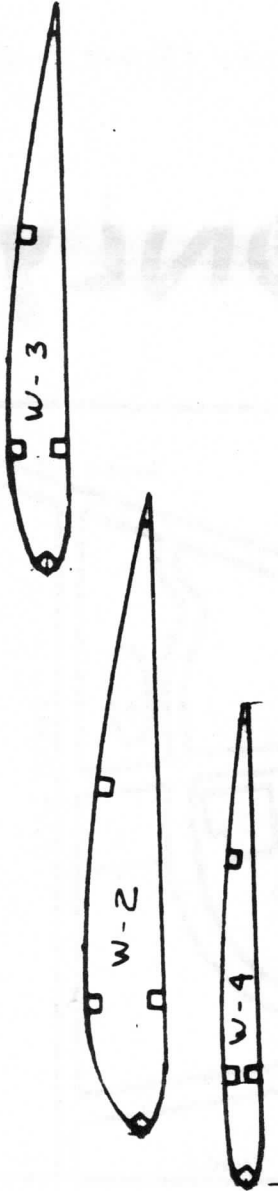


20.

CURVED TIPS
AND OUTLINES
3 LAMINATIONS OF
 $\frac{1}{16} \times .025$ BALSA



ALL PARTS $\frac{1}{16}$ OR $\frac{1}{20}$ SHEET
BALSA EXCEPT AS NOTED
 $\frac{1}{20} \times \frac{1}{20}$ OR $\frac{1}{16} \times \frac{1}{16}$ STRINGERS



US INSIGNIA
TOP & BOTTOM
OF BOTH
WINGS - NO RED DOT

22.

ERIE MODEL AIRCRAFT ASSN.
FALL INDOOR MEET

AMA Sanction #1647

November 21, 1982

McComb Fieldhouse--Edinboro, Pa.

Time: 9:00 AM till 5:00 PM

EVENTS:

1. Hand Launch Glider
 2. E-Z-B no film covering
- 9:00AM till 12:00PM

Following events from 1:00PM till 5:00PM

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. FAC Rubber scale--as per FAC rules.
6. Peanut scale--as per FAC-GHQ rules.
7. JMI Peanut Combat, mass launch at 3:00PM---Biplanes only.

Models must be submitted for scale judging by 3:00PM, no condenser paper.
Special Junior Awards.

Prizes: Kits and/or merchandise through third place, first place only in combat.

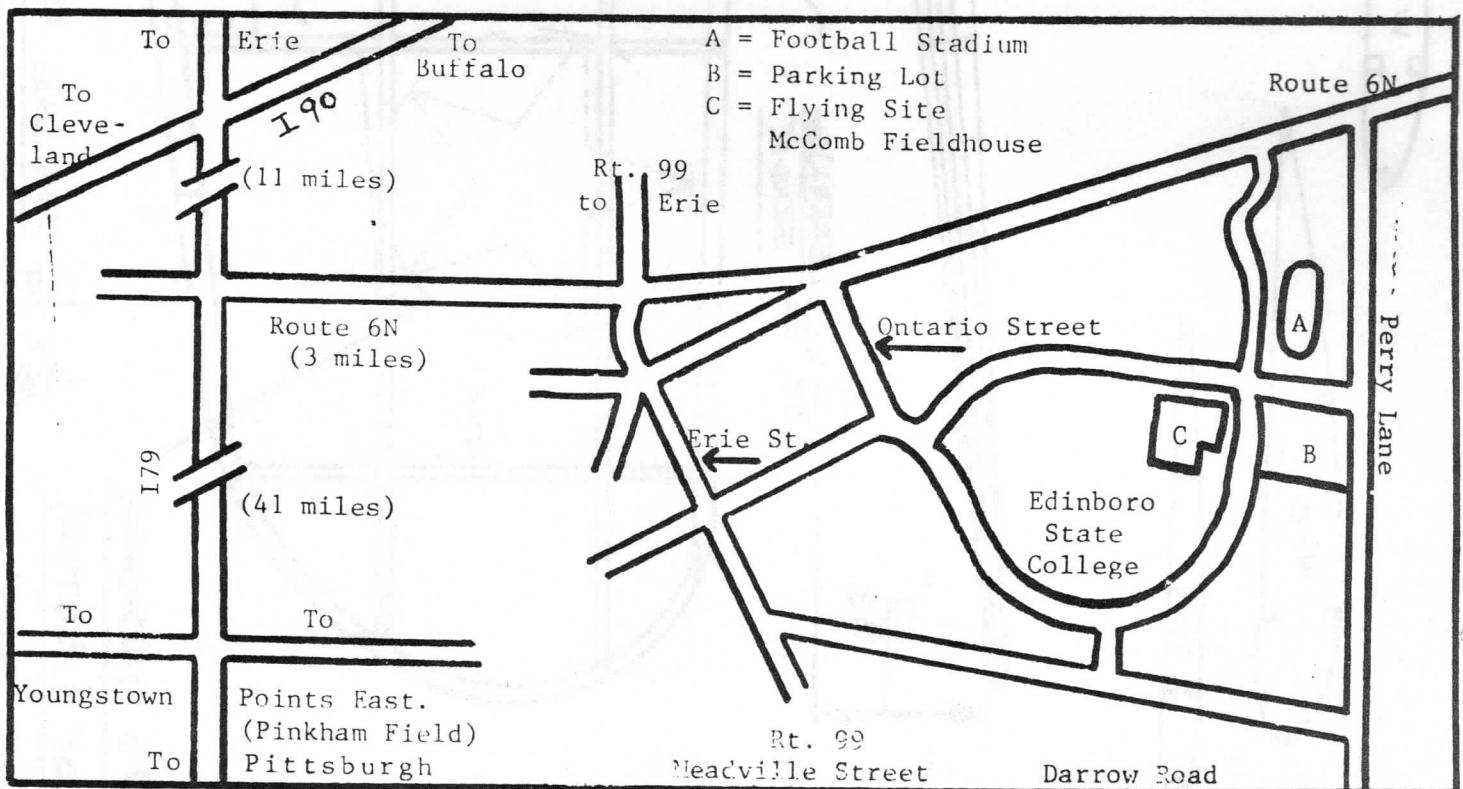
Entry fee: \$3.00 first event, \$1.00 each add. event, max. fee \$6.00.

Jr. & Sr. fee, \$2.00 flies everything.

This time there will be a \$1.50 fee to help pay for the use of the gym, this applies only to open members.

Contest Director; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. (814-833-0314)

GYM SHOES ONLY





NICE FLYING ERCOUP BY
DUDLEY PRISEL.



ED HEYN'S NICE CURTISS
AIR SEDAN.



RALPH KUENZ AND CHUCK
SHOBLOWER HAD THEIR OWN
WWI COMBAT DUEL.



AND THEN THE MOTOR BROKE.
HOW BIG WILL THE MOTH BE
IN 1984 LEON?



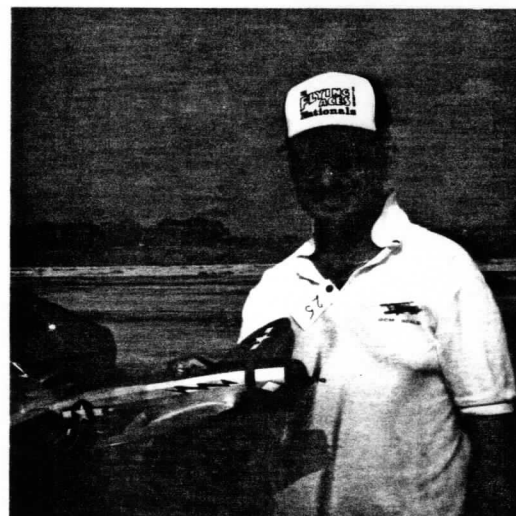
BILL STROMAN'S DH-6 LOOKED
GREAT. HAD FLIGHT PROBLEMS.



FERNANDO RAMOS WITH
HIS SOPWITH. SNIPE.

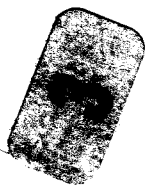


FITZGIBBON'S GOLDEN AGE REPRODUCTION
VAN WAS LIKE AN AIRPLANE MUSEUM INSIDE.



DC MAXCUTTER STEWART MEYERS WAS
VERY PLEASED WITH HIS P47.
MODIFIED CLEVE. KIT.

FIRST CLASS



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



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