

FLYING ACES

Club News

ISSUE ~~100~~ MAR.-APRIL 1983



How about that action drawing on the cover this time fellas? This is how our master Illustrator Pres Bruning depicts the action over Tokyo in the last days of the "BIG SCRAP" in the Pacific. That Jap fighter is the Mitsubishi Raiden (Jack) which was most formidable but she came a little too late to do the "Son's of The Rising Sun" much good, for the tide had turned against them by then. Too bad that Pres has had to have one of our B-29s going down, but that was the way it was, and Pres likes to draw them as accurate as possible. Unfortunately, we did lose a few of our boys over there.

This cover first appeared on an old issue of the news from a number of years ago. Pres has now given us a peanut plan of this aircraft and we thought it would be appropriate to run the cover again. Pres continues to knock out the plans of seldom seen aircraft. We wonder what his next project will be? What ever it is, we are sure she will be interesting to build.

ANSWERS FOR THE QUIZ IN LAST ISSUE

- | | |
|-------------------|----------------------------|
| 1. Chet Macklin | 7. C.B. Mayskark |
| 2. O'Doul's Dew | 8. AH Im |
| 3. Beansie Bishop | 9. Your flying instructor |
| 4. Breda 65 | in an illustated series. |
| 5. April, 1934 | 10. Hale Helion |
| 6. Doug Allen | 11. Adolf August von Heinz |
| | 12. Phineas Pinkham's C.O. |

This quiz must have been too tough for you skysters, as no-one sent in a list of answers. Of course you would have to have had a lot of old issues of the Flying Aces magazine or a darn good memory to have known the answers. Maybe we can come up with a quiz that is a little easier next time.

The E.M.A.A. recently held its Twentyth Annual Banquet. Once again, all who participated shared good drinks, great food, and the best of F.A.C. camaraderie.

We were extremely honored to have two guest speakers: Mr. Adrian "Have I Got a Story For You" Comper, and Mr. Joe Terrett, former P-38 pilot (Vic has a full report on Joe elsewhere in this issue).

Adrian kept us all on the verge of a verticle stall as he related his early experiences as a flight test technician for DeHaviland. Lin "GHQ" Reichel then had Adrian almost speachless for the first time in several decades by bestowing upon Mr. Comper the honorary rank of Colonel, F.A.C., GHQ. So Colonel Comper could not be charged with being out of uniform, he was promptly awarded the Blue Max. Congratulations Adrian, ah - Sir!

Also receiving special recognition from GHQ was Gordon Roberts (who motored over from Blue Fox Base with Dennis Norman). Lin presented Gordon with a hardy well done and a beautiful plaque for outstanding achievement in the F.A.C. with 100 Konones. Display it proudly Gordon and once again congratulations.

And I say, "Well done" to all those who made this banquet a most enjoyable night to remember; especially this year's banquet chairman Bill Musolf.

Respectfully submitted, Major Ross P. Mayo, President, E.M.A.A.

We are sorry to report that Adrian Comper's story will not appear in this issue. Adrian had a nasty fall recently and was hospitalized for a while. Fortuneatly he suffered only fractured ribs. We wish Adrian a speedy recovery and we will have him back in the next issue.

AVRO AVERAGE
BLACKBURN BLAND
BRISTOL BULLHORN
DeHAVILAND DISCARD Mk II
SHORT SLATTERN

The spring of 1925 saw a flurry of unusual activity in the aeroplane constructors' workshops as the Royal Air Force urgently required replacements for the aging F2B and DH-9 aeroplanes still on hand from the Great War. Governmental vacillation, however, resulted in the release of one of the most indecisive specifications ever drawn, for which the following aeroplanes were built.

Due to the haste demanded by the official requirements, little development time was available in which to pursue innovations, and indeed the approach taken by the deHaviland drawing office was of stark simplicity - they did not design a new aeroplane at all! But rather assembled the only "Discard" from bits and pieces found lying about the shops and yards of the Hatfield works. The result was an uncommonly angular cantilever high-wing cabin aeroplane, the proportions of which seem unusually suited for aeromodelling. Being so built, the livery of the Discard was somewhat alarming: while the majority of the aeroplane was tastefully painted in silver and orange, the left main-plane and both elevators were of a purple colour. A hasty application of aluminium dope overall resulted in the Discard Mk. II. This machine should not, obviously, be confused with the equally unknown DeH "D'Isarde".

Bristol, too, took a keen interest in the contract competition, and when economic considerations compelled deHaviland to reduce their force of skilled welders, Bristol instantly hired them to produce the fuselage for their "Bullhorn". The basic fuselages, therefore, of both the "Discard" and "Bullhorn" were virtually identical, although the Discard Mk II was finished as a colonial bomber, and the Bullhorn as an airliner (certainly an unusual consequence of the specifications' vagueness).

Blackburn, well known for aeroplanes of unprepossessing appearance, truly out-did themselves in the hitherto unknown (and justifiably so) Blackburn "Bland". This aeroplane was totally lacking in distinction and, indeed, when displayed at the 1925 Paris air-show, the Bland went completely unnoticed. It is not known to this day if the Bland was ever flown at this showing, as no one ever looked at it at all.

Afterwards the Bland sat tied down on the LeBourget tarmac for some three years because the company forgot to send a pilot for it; even then no one saw the Bland fly away - it simply became apparent that another tie-down space was available.

No company records or photos exist of the Bland, and company officials and workers are strangely reluctant to discuss the aeroplane, all claiming not to remember. It is known, however, that the "Bland" was painted drab: no colour in particular, just drab.

The Avro "Average" was, we are told, submitted for the same contract as the previously discussed Discard, Bullhorn and Bland, but finished well in the middle of the pack, being without distinction in every respect. It is thought that this aeronautical mediocrity was a result of the unusual design philosophy in which design parameters were established by averaging known criteria of all competitive aircraft. The result was, of course, lacking utterly in imagination and was decidedly non-competitive.

This averaging technique worked further to Avro's disadvantage in that the Average was, on both occasions, displayed at Paris and Meddlesome Heath and mistaken for the Bland, an unfortunate occurrence heightened by the fact that no one could quite remember just what the Bland looked like (especially unfortunate as the Bland was at the time tied down immediately adjacent to the Average!)

In many respects, even worse was the infamous Short "Slattern" * generally described as a flashily-painted, dumpy-looking aeroplane possessing extraordinarily unpleasant qualities. Indeed, so vice-ridden was the Slattern that no pilot (not even Capt. DeBris) could ever be induced to fly it twice. No drawings or photos remain ; the aeroplane is not worthy of mention, and so shall not be included here. **

* Slattern, a variously described seabird of ill-repute, notorious for its untimely and disingenuous contributions to the nitrate trade.

** It was rumoured that the designer, Capt. Eric Sloven-Lee, filched the drawings and photos when he surreptitiously resigned from Shorts after the bottom fell out of his Jockey Fighter project. ("Smiley" Sloven-Lee next appeared - thanks to his brother-in-law - in the drawing office of Blackburn's. where he designed a smaller Naval version of the "Slattern", known as the "Tart". This aircraft was displayed at the New and Experimental Aircraft Park, Hendon, during the 1926 show. The immediate result was Blackburn's Board of Directors threatened to resign en-masse because of Sloven-Lee's brother-in-law's aptly humorous graffiti-like modification to the aircraft's name plate.)

The incredibly ill-defined official specification led to the development of these generally vague aeroplanes, which are today only barely remembered (the Bland not at all). While the fate of the Bland (if any) is not known, the Avro Average was sold to the Facist Italian government, where it served as an inspiration for their forthcoming series of bombers. The Bristol Bullhorn was used as a test-bed (Capt. DeBris slept in it on numerous occasions when his wife would not let him into the house), a company hack (until leased to the Smythe Bros. Cough Drop Co., Ltd.), and was finally sold to a Japanese airline (the president of which, it is said, mysteriously committed hari-kiri in his sleep). The DeHaviland Discard Mk II met the official requirements as well as anything could, but no use whatsoever could ever be found for it. The Discard was assigned to the aerodrome at Bhedsore, India, where it was eventually, indeed, discarded.

But of the Bland, nothing is known. Nothing at all -- zero, zilch -- and nobody cares!

This above-described unpleasant aeronautical affair, having been totally unnoticed by Lord Frittering (then Under Secretary of State for Air), and whose procrastinations were of international repute, came eventually under the close scrutiny of a Royal Commission chaired by the Second Baron Cheetwell. It was directly a result of these hearings by Sir Lionel Cheetwell that any information has come to light (although provisions of the Official Secrets Act were never invoked; the aeroplanes concerned being deemed unworthy of discussion, let alone secrecy).

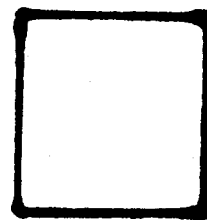
In the meantime, the vacillating public servant who wrote the unfortunate specifications was given a handsome promotion and placed in Whitehall in a position of considerable importance to strengthen the ties of the Empire.

Lt. Jerry Bockius
Felixstowe Flight

Capt. Frank Scott
McCook Field Sqdn.

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At the annual E.M.A.A. (FAC GHQ) banquet, we were honored to have as guests ex-Major Joe Terrett and his wife, Mar. The FAC Adjutant has known Joe for many years, and had been regaled with piecemeal tidbits of his experiences as a photo-recon pilot in the North African and Mediterranean theaters of operations during WW II. We prevailed upon Joe to be our featured speaker at our annual banquet, and all were delighted with his experiences.

From his early days in primary trainers (Stearmans and the ill-fated Vultee Vibrator!) to advanced training in an assortment of twin engined aircraft, including the B-25, to prepare him for his introduction to his permanent mount, the photo version of the P-38 (F-5). His first flight in the F-5 type nearly ended in disaster when the base from which he had taken off in Colorado was "socked in" with a violent dust-storm, and he was instructed to make for a more distant base that he had never before visited and had no idea of its location. Fortunately, other aircraft were also directed to that base, and Joe simply followed them down. Before landing, however, the storm abated at his home base and he was again instructed to come home, as all was forgiven!

The high point of his talk was the recounting of his experience as a volunteer to fly over Rumania and assess the damage done by our B-24 bombers on the Ploesti oil fields and installations in and around the capital of Bucharest, with this mission being at the extreme limit of the F-5s range. After several satisfactory photo runs over the targets assigned, Joe began to experience power failure in one engine, and decided to head back home to Italy. While flying at reduced speed to conserve not only fuel but the ailing Allison, Joe was spotted by a kette of FW-190s, who took up pursuit of the ailing photo-plane. Joe poured on the coal, and while unable to shake the snub-nosed prodigy of Kurt Tank, he managed to hold his own, with the FW-190s not making any appreciable progress toward gaining on him. Over the coast of Yugoslavia, the FWs and Joe's ailing engine both gave up, and he came back to Italy over the Adriatic on one engine. Joe had been given very specific instructions by the commanding general to buzz headquarters if he had been able to get the desired pictures, but with one engine out and fuel by now down to drops and dregs, Joe decided to simply put the ship down on his home field and let well enough be. When the star-bedecked general indignantly asked Joe why he had not buzzed headquarters as instructed, then-Lt. Terrett gave the "Old Man" a bit of Air Corps what for. Expecting to be court-martialed, he was instead awarded the Silver Star for his daring volunteer mission.

Joe rose to command his outfit by war's end, and had risen to the rank he had at discharge; Major in the USAAF. He was, post-war, in command of the Air Corps photo-recon school in the midwest until his separation from service in 1946.

One of the experiences which he did NOT relate at the banquet for lack of time, was the ferry flight from the U.S. to Africa of a group of six F-5s. Flying down to the east coast of South America, the six pilots in their Lockheeds were met by a B-25, complete with what all hoped was a competent navigator for the balance of the trip. The seven aircraft took off due East heading for Ascencion Island in the middle of the South Atlantic, where all would be re-fueled for the hop across to Africa. ETA at Ascencion came and went, with no sight of the island. Finally at ETA plus one hour, the B-25 leader abruptly made a 180 and headed West, followed by six startled F-5 pilots. He had miscalculated, and all seven aircraft landed eventually with no fuel left on the elusive British island. A few apprehensive and no less anxious moments before finally sighting Ascencion!

*****RUBBER POWER FOR JUMBO*****
 Mumbo Jumbo #4 from the Glue Guru

Rubber power is a subject that produces fear and trembling in all the various practitioners and justly so; for who among us has not experienced the explosive burst that transforms sweet and ordered construction into rubble? One suspects that countless shell-shocked survivors have departed the scene forever, freely scattering curses and lawsuits as they exit.

Today we shall meditate on state of the art rubber practise as applied to Jumbo. No panaceas are offered. My motors blow just as loudly as yours. Still there is something to be gained by comparing notes detailing our joint miseries. Perhaps there is some nugget contained herein that will help us to twitch less frequently.

The domain of Jumbo rubber extends from roughly 4 to 12 strands of 1/4 inch (or 6mm). The torque available from motors so constituted will power props in the range 9 1/2 to 17 1/2 inches diameter, which in turn will fly models in the 30 to 60 inch wing-span band.

Within this range of power, the following procedure has been worked up as an optimal solution. In no way is it perfect. Yet this procedure has worked effectively over a three-year period involving at least 100 "all out" flights. Not once did a motor blow, so long as the procedure was followed to the letter; any significant departure and POW!

1. Use 1/4 inch SIG rubber. It is the most forgiving of those available. While slightly less energetic than FAI or Pirrelli for a given weight of rubber, it is more reluctant to explode. Should a break occur with SIG, the failure will likely be confined to a single strand, and the resulting damage will be minor.

2. Use SIG lube or any dishwashing liquid soap as a lube. While it is true that liquid soap contains alcohol and will therefore attack the rubber chemically, the useable life time of a motor is so short that deterioration need not concern us. Don't worry about the layer of chalk dust that covers the rubber when purchased. While washing off the dust is perfectly OK, ignoring the white dust does no harm. Apply the lube the night before use and let the stuff air dry on the rubber while the whole mess is spread out on old newspapers. The runny, low viscosity components of the lube will dry off (they do no good anyway) and you will be left with the thick stuff that does the job. Don't perform the motor lube job too far in advance--more than a few days of air drying will result in a completely dried-out lube. This is especially true of liquid soap, which should be applied shortly (hours) before use. As concerns medical gels, silicone oil and vaseline; these elixirs do not work--avoid them.

3. Use any kind of knot to tie the rubber. Spittle as a knot-tying lube is, as advertised, the best. Get the knot tight and clip off protruding ends of rubber, leaving about 1/4 inch sticking out of the knot.

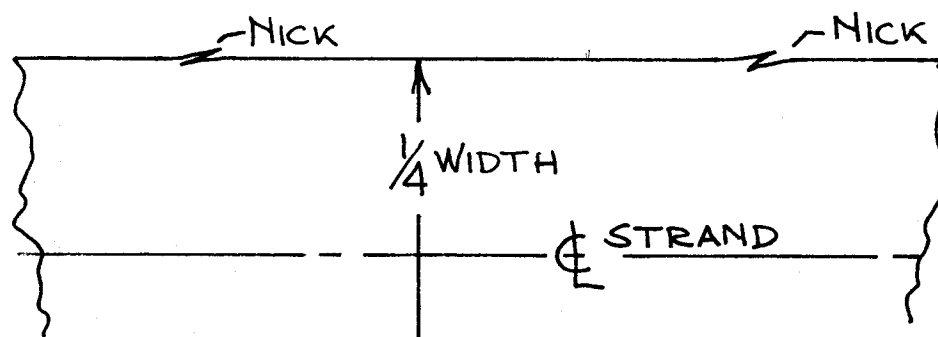
4. Pre-loading or break-in is necessary and best performed through test flights at reduced power. One flight at 50% and one at 66% handbook max values is a sufficient motor break-in.

5. Limit turns to 75% of handbook values. While handbook tables usually include a modest safety factor, we have too much at stake to accept these performances-oriented values. Use of a 75% cut-off not only lessens the likelihood of an explosion, but it moves the model out of the extreme non-linear torque range where stability becomes questionable. If your model must have more torque, add strands--but stay below 75% of handbook table values.

6. After six flights, throw out the motor. You are permitted two break-in flights at reduced turns (50% and 66%) and then four "all out" flights at 75% handbook. No more. These limits were established by building a dummy fuselage of so large an internal cross-sectional dimension that no possible scraping contact was possible with any of a series of test motors. Examination of each test motor was accomplished by washing off the lube after a

8.

run and inspecting every inch of the motor with a low power microscope. After break-in and two 75% tests, damage is apparent. After three 75% tests, nicks on the edges of the strands appear, each equal in size to that of a human hair diameter. After four 75% tests you can see the nicks with the unaided eye, given good lighting. All nicks and damage appear at the edges and only at the edges; each has the appearance of a tiny knife cut, like so:



The moral is obvious--throw the stuff out after four 75% runs. Now these tests were run in a clean environment--no dust or grit was rubbed into the motor and as indicated, no scraping of any sort against the fuselage was possible. It follows that actual field conditions are considerably worse, and some thought should be given to reducing the number of permissible flights per motor when operating in poor conditions.

7. Never return a motor to a fuselage. Once out--throw it out. The process of insertion and removal of motors leads to dirt and balsa chip pick-up. You are greatly increasing the probability of explosion each time you remove and replace a motor.

And there you have it, disciples--the seven rules that will minimize rubber trauma in Jumbo. Much remains to be done in this area and if you have an experimental outlook, you might want to tackle the problem of strand size versus trauma. Noting that all nicks start at edges, we tend to conclude that the motor with the fewest edges, or the greatest cross-sectional area per strand, is optimal. There may be an error in logic here. It is indeed likely that the edges are the most highly stressed portion of the motor; however by going to more edges (a bunch of tiny indoor strands) to obtain a given total motor cross-section, we just might reduce the stress level experienced at any given edge. In other words it is possible that the heavy strand (1/4 SIG) contained in the seven rules is not really optimal and that many tiny strands are better. We simply do not know the answer to this and many other questions. Right now, it can only be said that the seven rules should be sufficient to diminish the general suffering to an acceptable level.

But what of those who must fly under conditions that violate the boundary conditions? What about mass launch, where five or more all-out flights are necessary without a motor change? Here the commonly observed strategy is sound; that is, start with the fewest turns that will keep you from elimination and work your way up. If possible, start with a fresh motor and fly the first couple of rounds on your break-in turns. Certainly one way to preserve your motor for the later rounds is to avoid "winning" the early rounds.

A second possible strategy is to use a motor that is overly powerful (too long, too many strands) at but a fraction of its maximum power. The best way to prevent fatigue is to operate at a small percentage of allowable turns. By deliberately not employing all the power available through a too powerful motor, one may have both long motor life and good endurance. There are two possible catches with this strategy. First there is the dead weight of the unused motor power, acting to lessen duration. Secondly there is the temptation to "go for broke" and utilize all that reserve power, thereby destroying both the strategy and your model. As it is written, those who live by rubber power shall die by rubber power.

HANDBOOK TURNS PER INCH

1/4 SIG - LUBED & STRETCH WOUND

		STRANDS				
		4	6	8	10	12
100%	42	38	33	30	27	<EXPLODES
75%	31	28	25	22	20	<ALL OUT
66%	28	25	22	20	18	<BREAK IN
50%	21	19	16	15	13	<BREAK IN

Given above is a standard set of permissible turn tables, adapted for 1/4 Sig. As an example, consider a Jumbo of 40 inch span with a 250 square inch wing area and a 12 inch prop. At 3/4 gram per square inch, the total weight should be about 190 grams. A typical rubber weight allowance is 15% of the overall weight, or about 28 grams. At 1.6 grams per foot, this is equivalent to 17.5 ft, or 210 inches, of 1/4 Sig. With a hook-to-rear peg-distance of say 14 inches, we can use a motor roughly 21 inches long (about 50% longer than the hook to rear peg) without bunching problems arising. Dividing 210 inches of rubber by 21 inches distance, we have 10 strands, which is more than adequate to swing a 12 inch prop. (Eight strands would probably do the job.) The 10-strand motor (see chart) should be given a break-in run of (15 x 21) or 315 turns, followed by a second break-in run of (20 x 21) or 420 turns, followed by an all-out run of (22 x 21) or 463 turns. After 4 all-out runs, throw out the motor. The motor and lube cost is roughly \$1.20; we have had six flights at twenty cents per flight.

Glue Guru Glossary

Washout-Reduced incidence at the wing tip, especially the left wing tip. Will produce a spiral dive under the initial power surge, spreading alarm and model parts among bystanders. Hence the cry--"Wash out!"

Two-bladed prop-Three-bladed prop in reduced circumstances. See "Washout."

Model airplane cement-An old-fashioned means of forming artificial scabs or warts on fingers. However, unable to join fingers.

Instant glue-A greatly improved modern cement, able to join fingers easily.

10 cent kit-A form of Peanut available in the 1930's. In terms of flying ability, vastly overpriced.

Pins-An experimental device used to prove that action equals reaction. As the pointy end is pushed into the building board, the blunt end is pushed into the thumb. Penetration is a function of thumb stiffness and sensitivity to pain. It is sometimes possible, given a stoic demeanor, to insert the pin several millimeters into the thumb. However, it is rarely possible to achieve so great a level of penetration into the building board.

C.D.-One who encourages others to smash their models.

E.T.-Movie about a trailing edge (T.E.) installed backwards.

MX missile-Mass launch entrant in pack density event.

Peanut & No-Cal Scale Postal Meet

Another Postal Contest has gone by the boards Skysters and it looks like Old-man Winter kept most of you grounded for the outdoor events, but there was some heated competition in the Indoor events. Just look at those close times turned in to GHQ in the indoor meets. We thought this might be the last year for the Postal Meet as last year the entries were really down, but with the number of entries I guess we have to keep this thing going. So next year we will certainly have this meet again.

All winners will receive their prizes of plans in the very near future and their names will be added to the "Kanone" list. Nice flying "Ozone Slicers"!

OUTDOOR PEANUT

Mark Fineman	Nitikin	182 sec.
Ken Groves	Fike	163 "
Dave Stott	Pac. Stand.	58 "

OUTDOOR NO-CAL

Dave Stott	Luscombe Phantom	6min17sec.
Mark Fineman	Pilatus Porter	108 "
Dick Kohfield	Howard Pete	82 "

INDOOR PEANUT

Jack McGillivray	Volksplane	110 sec.
Barry Fletcher	Lacy	95 "
Gary Hunter	Lacy	93 "
Ken Groves	Fike	84 "
Bob Gordon	Jodel	75 "
Vic Peres	Farman Sport	74 "
Chris Brownhill	Lacy	70 "

INDOOR NO-CAL

Ken Groves	Wittman Bonzo	165 sec.
Don Steeb	Found	164 "
Vic Peres	Farman Sport	154 "
Lou Leifer	Fike	144 "
Carl Schueler	Helio-Porter	142 "
Bob Clemens	Pilatus	140 "
Larry Loucka	Lacy	131 "
Mark Fineman	Shinden	93 "

We had one Jr. entry, that was, Mike Peres who entered a Farman Moustique in the peanut indoor event. Mike turned in a time of 90 seconds with his very nice model. See you all next season and EFF-A-Ceeeee.....

Contest Calendar

- April 8-10 Toledo Weak Signals Trade Show
- April 16 Static Scale Contest at Millcreek Mall--Erie, Pa. Flyer this issue.
- April 24 Indoor meet at McComb Fieldhouse--Edinboro, Pa. Flyer this issue.
- May 15 Spring FAC Meet at Prangmore Aerodrome--Erie, Pa. Flyer this issue.
- May 22 CFFS FAC Meet at Lorain, Ohio--more info later.
- May 29 Dayton FAC at Wright Patterson AFB---Tentative.
- June 12 Great Lakes FAC Scale Meet at Erie, Pa. more info later.
- June 12/19 West Baden, Ind. Indoor Meet.
- June 25/26 One Design contest--Black Bullet rubber powered, at Galeville, N.Y. Contact; Don Ross, 38 Churchill Rd. Cresskill, N.J. 07626 for more details and partial kits.
- June 26 CFFS FAC at Lorain, Ohio
- July 3 CFFS FAC at Lorain, Ohio
- July 24/31 AMA Nats at Westover AFB--Springfield, Mass.
- July 29 FAC Meet at the AMA Nats.
- Aug. 6 FAC Meet at Prangmore Aerodrome--Erie, Pa. PICNIC DAY!!!!!!
- Aug. 14 CFFS FAC at Lorain, Ohio.
- Aug. 21 Dayton FAC at Wright Patterson AFB. Tentative.
- Aug. 28 Detroit FAC--Tentative.
- Aug. 28 36th Annual Eastern States Championships; at Johnsville, Pa. C.D. is James VanSant, 337 Parkview Ave., Penndel, Pa. 19047 There will be Controline, Radio Control and all types of FF events including FAC Scale.

BAUMANN RB-1 DAYTON-WRIGHT RACER By Ross Mayo

11.

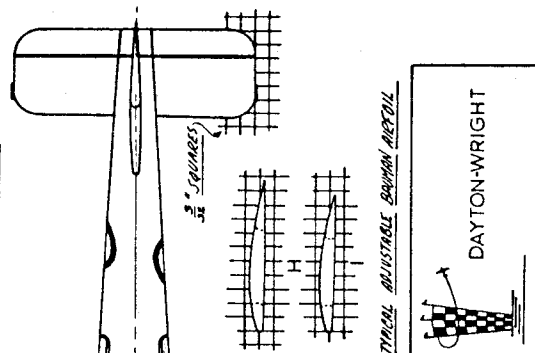
Milton C. Baumann designed the Dayton-Wright racer for the 1920 James Borden Bennett Cup Race. Built in Dayton, Ohio by the Dayton-Wright Co. it was years ahead of its time.

The entire aircraft was covered with plywood, linen and several coats of varnish. The cockpit was fully enclosed without forward visibility. Pilot Howard Rinehart could see forward by pressing his head against the flexible windows. The wing was made of solid balsa with sections cut out to reduce weight. The high lift undercambered airfoil used for take-off and landings could be changed manually in flight to a thin high speed racing airfoil by turning a crank on the instrument panel. The crank simultaneously raised and lowered the landing gear. When fully retracted, the wheels were flush fitting, however, the airfoil actuating arms located on top of the wings probably negated any gains in drag reduction.

Originally there were two actuating arms on each wing, but the plane was raced with only one per side. It's possible that the single actuating arm setup prevented Rinehart from fully retracting the wheels and obtaining the racing airfoil at the faster speeds of the race's start, forcing him to drop out. (The 250-HP Hall-Scott Special engine did 165 mph during practice at less than full throttle, top speed was reputed to be 200mph).

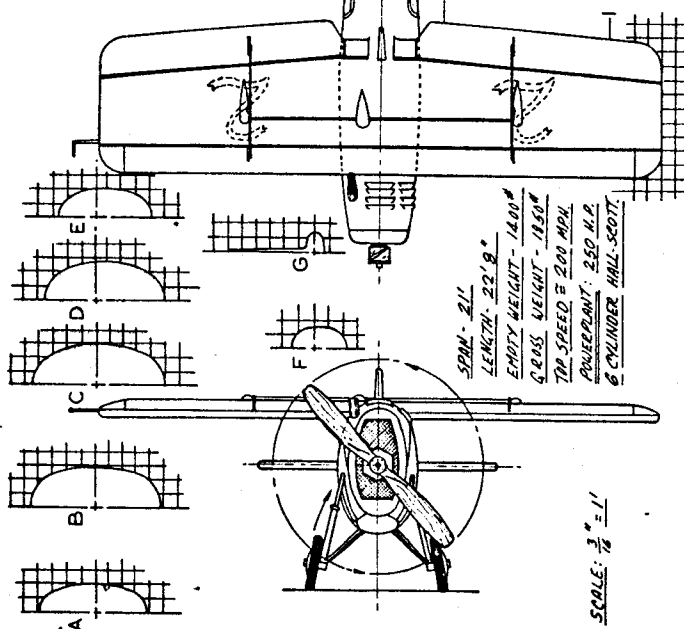
Aviation historians state several possible reasons why Rinehart dropped out of the race. We'll never know for sure. The plane was not flown again and hangs today in the Ford Museum at Dearborn, Mich. Personally, especially, after seeing the plane for myself, I think this advanced aircraft was just too much of a beast for one mere mortal to handle without the aid of hydraulics. My successful peanuts (one flew oos and the other won GHQ Peanut at the 1980 FAC Nats) inspired me to draw up plans for a larger ship to fly in FAC Scale. My plans came to a 16 in. span and I realized I also had a plan for No-Cal scale. I hope to have the full scale plan for the newsletter shortly.

FUSELAGE CONSTRUCTION: LIGHT 2000A
FRONT WOOD COVERED WITH PLYWOOD.
LINEN WAS THEN VARNISHED. GLUED
TO PLYWOOD FORMING STRONG SHAPED
WING CONSTRUCTION: WOOD SPARS AND RIBS
COVERED WITH PLYWOOD, THEN VARNISHED
FIBRE COVERED.
TAIL CONSTRUCTION: SAME AS WING
COLOR SCHEME: SILVER GRAY WITH
BLACK RACE NUMBERS.



TYPICAL ADJUSTABLE DAYTON-WRIGHT

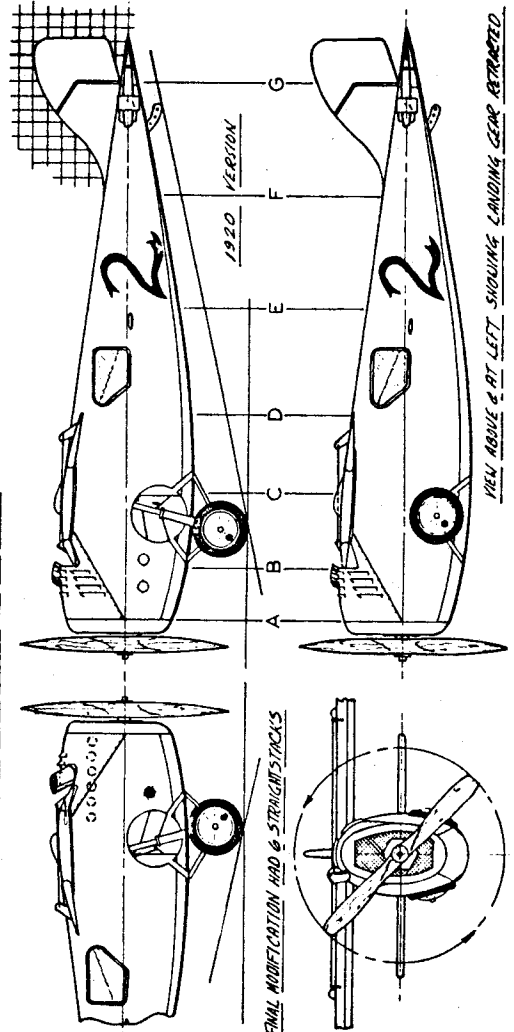
DAYTON-WRIGHT



SPAN - 21'
LENGTH - 22' 9"
EMPTY WEIGHT - 1400#
GROSS WEIGHT - 1850#
TOP SPEED - 200 MPH
POWERPLANT: 250 H.P.
6 CYLINDER HALL-SCOTT

SCALE: 1/16" = 1'

THE DAYTON-WRIGHT WAS DESIGNED BY MILTON C. BAUMANN AND ITS
OFFICIAL NAME WAS THE RB-1. WITH RETRACTABLE LANDING GEAR AND
INTERCONNECTED VARIABLE CAMBER WING FOR LOW SPEED LAND-
INGS, AIRCRAFT WAS MANY YEARS AHEAD OF ITS TIME.

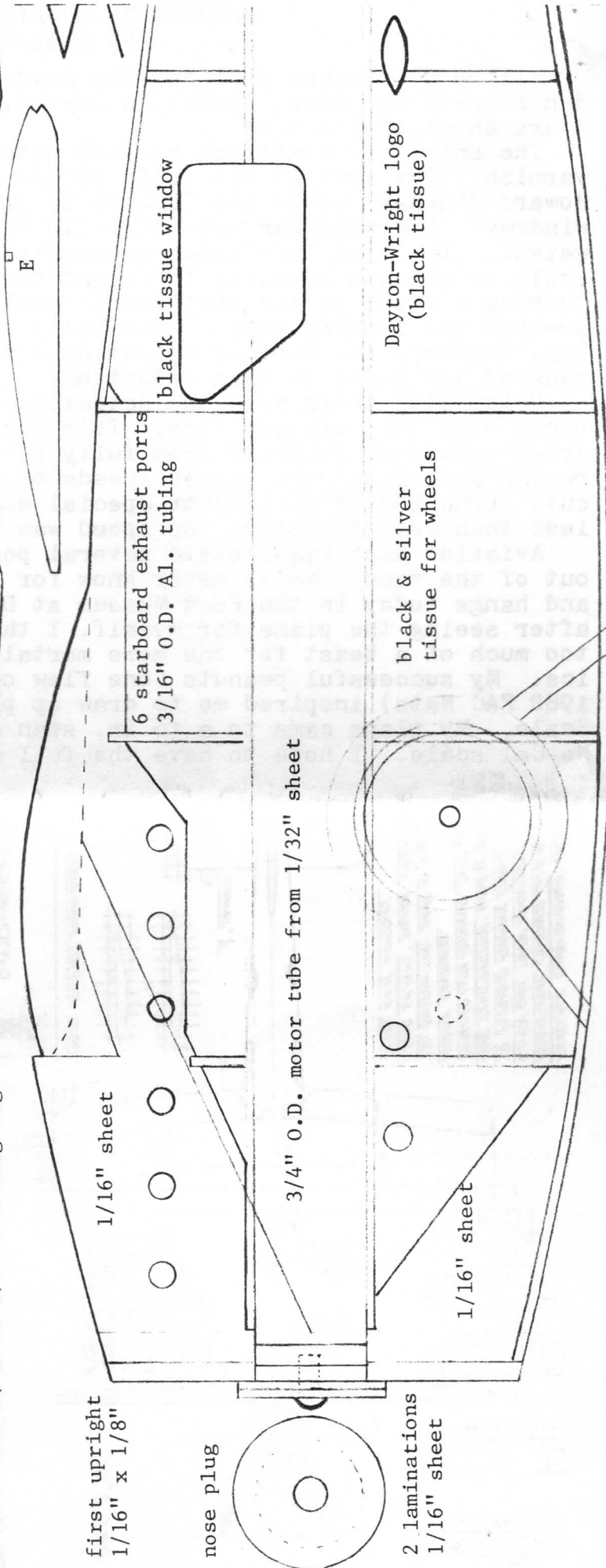
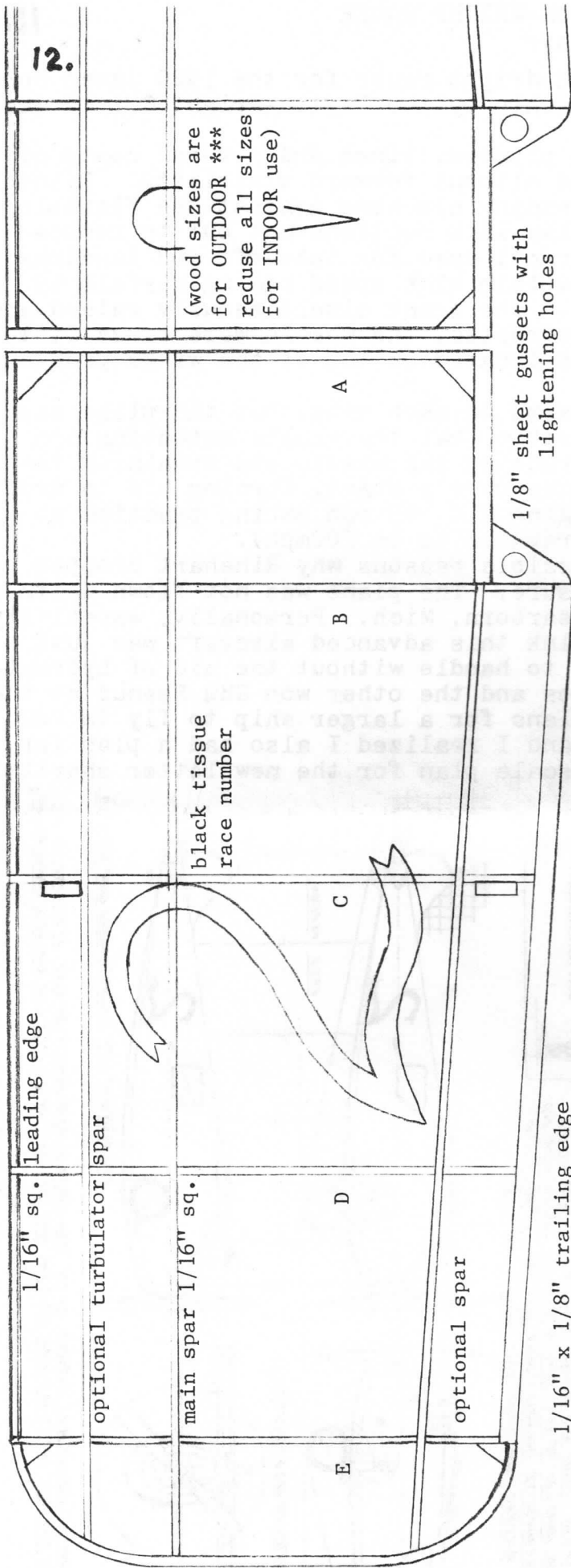


VIEW ABOVE & AT LEFT SHOWING LANDING GEAR RETRACTED

FINAL MODIFICATION HAD 6 STRAIGHT STACKS

THE DAYTON-WRIGHT WAS ENTERED IN THE 1920 JAMES BORDEN BENNETT CUP RACE. IT WAS PILOTED BY
HOWARD RINEHART. DUE TO MECHANICAL PROBLEMS, SHIP LEFT RACE AFTER FIRST LAP AND WAS AT FINISH FRAME 8.

12.




wing tips can be made
from sheet material or
from 2 laminations of
1/32" x 1/16" hard balsa

root ribs 1/16" sheet
all other ribs are
1/32" sheet

1/4" dihedral
at wing tip

1/16" x 1/8" here & T.E.

motor peg
1/8" O.D. 
Al. tube

fuselage frame
from 1/16" sq.

rudder base and
rear upright
1/16" x 1/8"

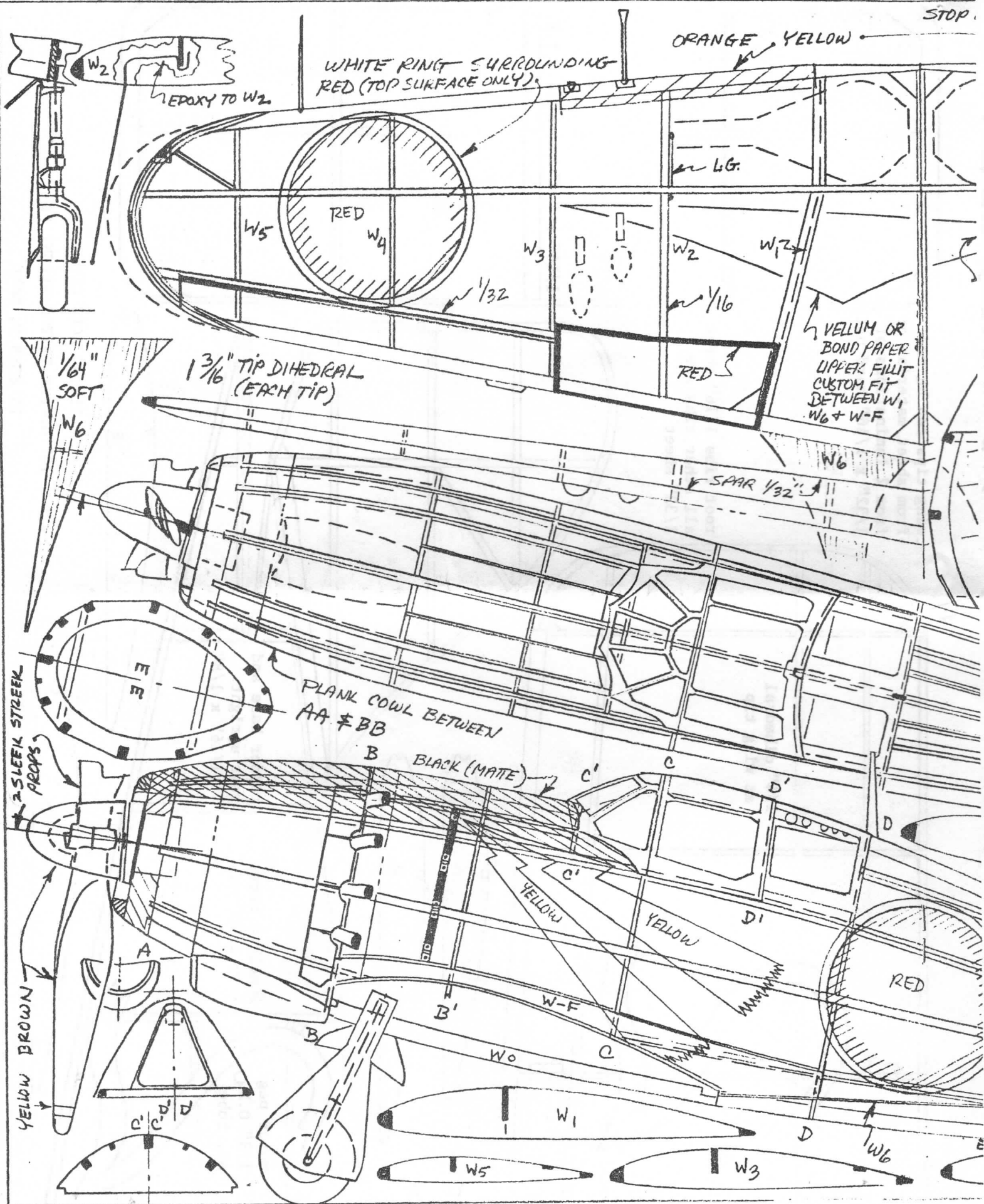
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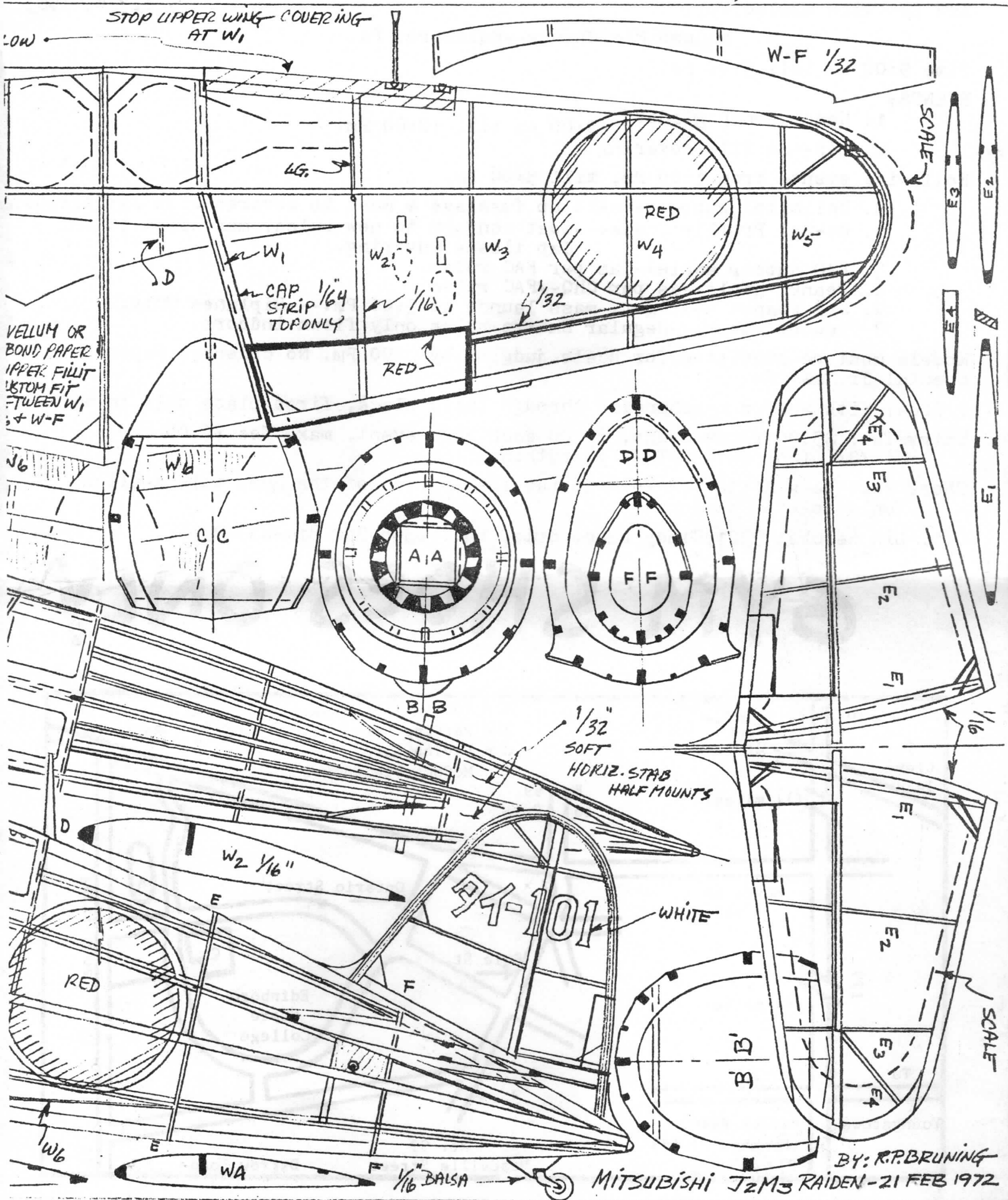
C

FLYING ACES CLUB

16" NO-CAL DAYTON-WRIGHT RB-1

BY ROSS P. MAYO





16.

SEVENTH ANNUAL SNOWBIRD
INDOOR MEET

16.

AMA Sanction applled for.

April 24, 1983

McComb Fieldhouse--Edinboro, Pa.

Time 9:00 Am till 5:00 Pm.

EVENTS;

1. Hand launch glider 9:00 Am till 12:00 Pm.
2. EZB--no film covering

Following events from 1:00 Pm. till 5:00 Pm.

3. Unlimited rubber--built up fuselage & must be covered with Jap tissue.
4. No-Cal Profile Scale---must conform to new rules, max. span 16 in.
Jap tissue covering.
5. FAC Rubber scale-- as per FAC rules.
6. Peanut scale--as per GHQ--FAC rules.
7. WWI Peanut Dodfight, mass launch at 3:00 Pm.---Biplanes Only.
8. Indoor Embryo--Regular Embryo rules only flown indoors.

Models must be submitted for scale judging by 3:00 Pm. No codenser Paper.
Special Jr. awards.

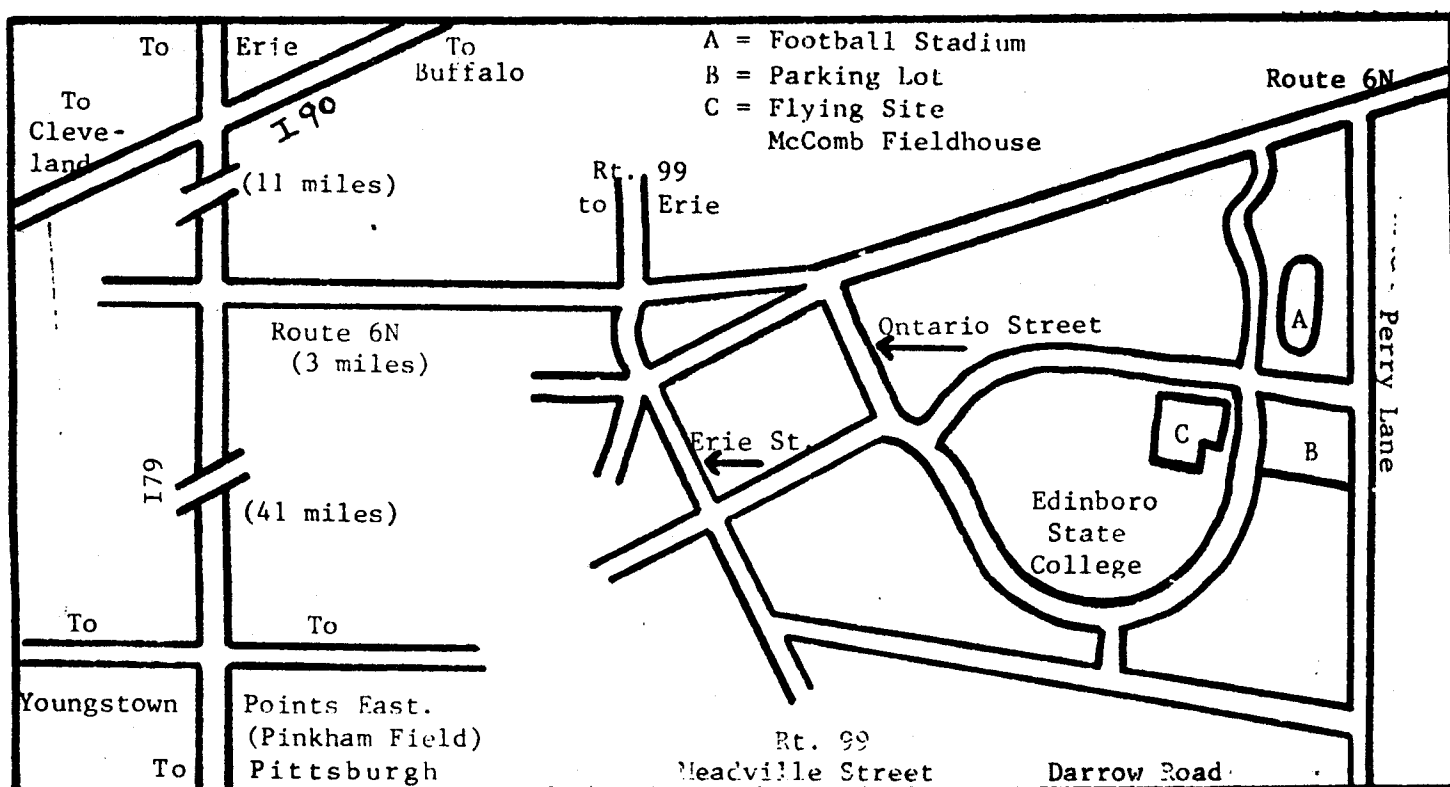
Prizes; Kits and/or merchandise through third place, first place only in WWI.

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

There will be a \$1:50 fee to help pay for the use of the gym, this applies
only to open members.

C.D. Lin Reichel 3301 Cindy Lane, Erie, Pa. 16506 Ph. 814-833-0314.

GYM SHOES ONLY



MILLCREEK MALL STATIC CONTEST

April 16, 1983

Time 10:00 -- 6:00
am. pm.

Events;

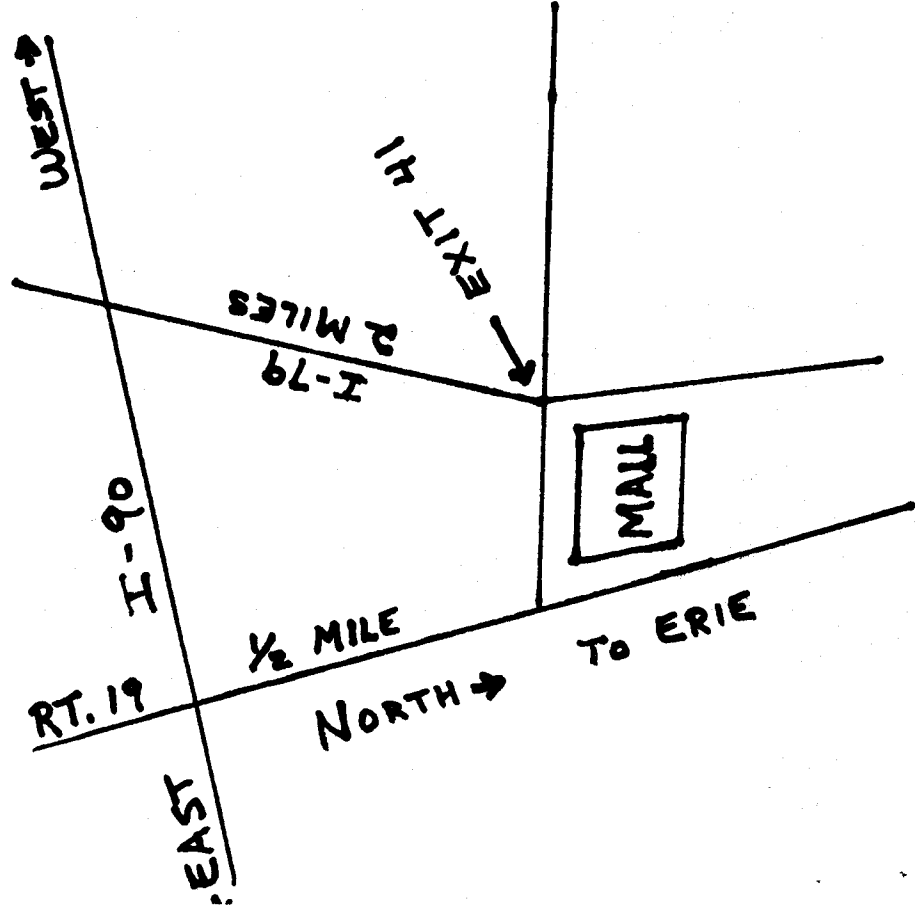
- Peanut scale
- Rubber scale
- Radio Control--scale and sport
- Rubber sport

Entry fee, \$1.00 per model. Models must be entered by 3:00 pm. for judging.

Radio controlled blimp exhibition all day.

Awards; trophies, through third place.

Come join the fun and bring your wife to visit the finest shopping mall in the Erie area.



SPRING FAC MEET

May 15, 1983

Prangmore Aerodrome
Time; 10:am till 5:pm.

AMA Sanction applied for.

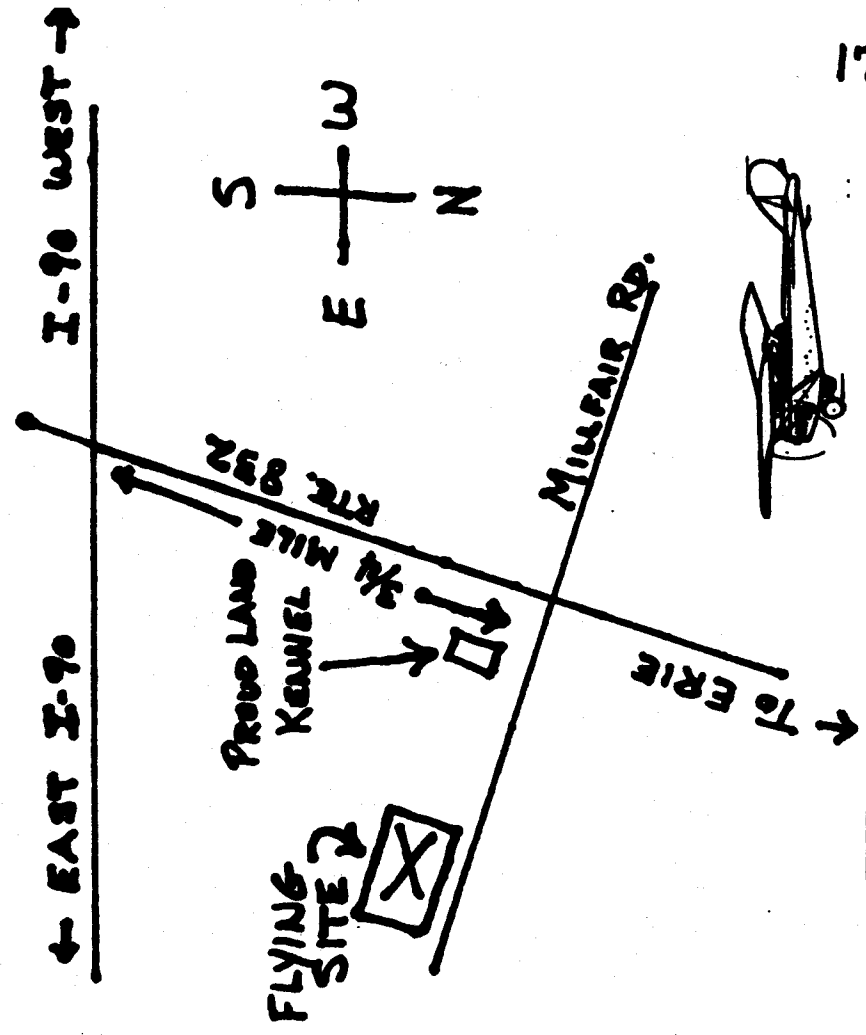
Events;

1. FAC Scale
2. Peanut Scale FAC
3. Embryo Endurance
4. Thompson/Greve Race
5. WW I Combat
6. Hand Launch Glider
7. Old-Time Scale--kit or plan.

Prizes to be kits/merchandise.

Entry fee; \$3.00 first event, \$1:00 each add.
max fee \$6.00 Jr/Sr. \$2.00 flies all.

Contest Director, Joe Barna 1428 West 32 St, Erie,
Pa. 16508 ph. 814-864-6932



SWAP SHOP

FOR SALE--164 issues of M.A.N. from April 1951--1964 complete, no single copy sales. Lot, \$100.00 + shipping. Bob Leishman, RD 4 Stony Lane, Doylestown, Pa.

WANTED--Flying Aces News, issues #1,2,3,4,7,8,37,38,39,40,41,62, thru 74. Would like to buy, borrow to copy, or swap copies from other old mags for these to complete my file of FAC News. Ross Richardson, 82 Pardo Ave. Pte. Claire, Quebec, Canada H9R 3H3

NEW KITS; Golden Age Reproductions has announced the addition of two new kits to their line of quality products. They are the Albatross D-5 and the Boeing F4B-4. Both are in the 24 inch span area and feature molded parts and fine decals as well as choice balsa wood. Both kits sell for \$8.50 ea. plus \$1.50 postage for each kit. Golden Age Reproductions, Box 13, Braintree, Mass. 02184

PLANS BY DIELS; SAE for plan list, many fine peanut and 1/2 inch scale plans. latest plans are; Swedish F. F. V.S. J22B and Fairchild XC-31 at \$2.50 each postpaid. David Diels, Box 101, Woodville, Ohio 43469

ENLARGING; Want your favorite peanut plan (or Other) enlarged? Send to David Diels for information. Same address as Plans By Diels (see Above).

FOR SALE; Ignition model airplane engine parts. Send SASE for list to Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506

RACE PLANS; 21" span Laird Super Solution and 24" span Travel Air "Mystery Ship" Texaco 13. Plans and patterns \$3.00 the set + postage. Both sets for \$5.00 + postage. Rolled +\$2.00 Postage \$.75 the set. Gulf Coast Model Engineering, Ltd. #251, 9901 Club Creek Drive, Houston, Tex. 77036

FLYING ACES PATCHES; Large patch 4x8 inches, small patch FAC Nats 2 1/2 x 4 inches. Each patch \$2.00, specify size when ordering. Flying Aces GHQ, 3301 Cindy Lane, Erie, Pa. 16506

RIGGING THREAD; Butch Hadland (from England) has sent his supply of elastic rigging thread to GHQ. It was just not economically possible to send orders directly from overseas so Butch has sent it to GHQ. Profits will go into the General Fund at GHQ. Cost is \$1.00 for 100 feet, postpaid, a real bargain. Send your order to; GHQ, same address as for patches--see above.

WANTED--3 views for the Clipped wing Monocoupe, Vet Thomas, 11A Beaman Rd. Rochester, N.Y. 14624

WANTED--Holland Hornet and Fox FAI .049 engines, will buy or trade, Rudy Kluiber 2021 Lakeland Ave. Lakewood, Ohio 44107

Wanted--Decalon decal sheets. R.F. Watson 302 S.E. Payton Ave. Des Moines, Iowa 50315

Both Ross Mayo and Lin Reichel want to thank all you Skysters who sent them the three views and other scale data that they requested in the last issue.

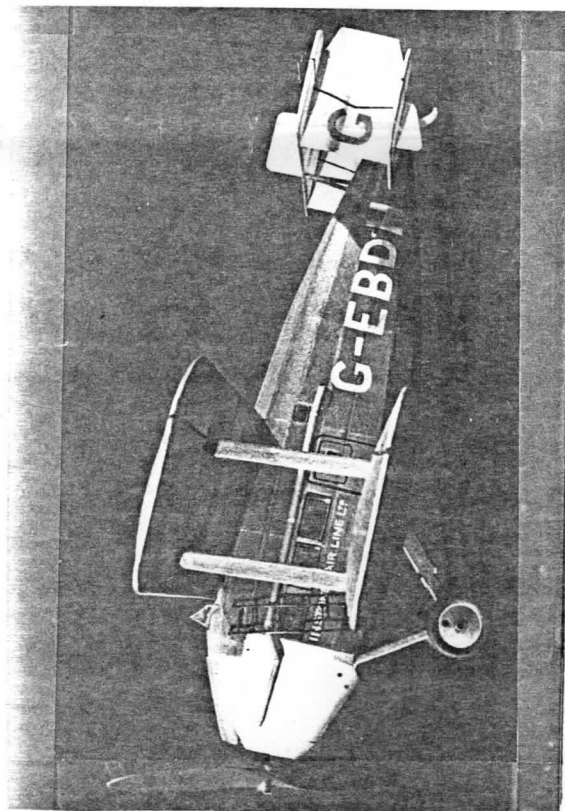
The response was real good, guys, so if you are looking for something for your next project, send your wants to GHQ. Chances are that someone out there in FAC-Land has it.



Jack McGillivray and his nice flying Heinkel He-100.
Photo; Roy Biddle.



Three sizes of Chambermaids, one peanut by Lin Reichel, A Greve Race size and a jumbo, both by Gordon Roberts. Photo; Roy Biddle.



Vickers Vulcan peanut by Pres Bruning that appeared in the "News" in plan form. Pic by Bruning.



Jumbo Mitsubishi A5M by Del Balunek. How about the Shirt guys? And where is your headband Del?

FIRST CLASS

Claude Powell
P. O. Box 454
Ridge, MD 20680
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Flying Aces Club G. H. Q.
3301 Cindy Lane
Erie, PA 16506

