FLYING ACES Club News

ISSUE #[redacted] JULY-AUG. 1984

TREMENDOUS!! That's what you can say about the Flying Aces Nats-Mark IV. The Detroit Cloudbusters and the Geschwader did one heck of a job putting on this contest. this one was the best organized of all the FAC nats. I don't want to put down the people who ran the previous nats, they were all good, but we learn something from every one of them. I don't think there was anything overlooked during the whole weekend.

Hats off to the Detroit guys for a job well done! Special thanks go out to the Contest Director, Ralph Kuenz and to the ladies at the recording table, the scale judges, Bob Mosher and Josh Gitlin, and all the other individuals who helped to put on this show of shows. And last but not least, the Clubsters who came from far and near to make it the success that it was, for without you skysters we wouldn't have had a meet.

One clubster, Dave Diels, came just to observe, and after he had been there a few hours he said to me,"Lin, I have been to a lot of AMA contests, but this is the first FAC meet that I have ever been to and there seems to be something wrong! I haven't heard one single gripe or argument yet!" I told Dave,"Thats the way it is in the FAC, we are all here just to have fun!"

At the banquet we had the good fortune to hand out some awards to deserving clubsters. Ken Groves was awarded the "Blue Max"medal for his sixteenth victory. The "Distinguished Service Medal" was awarded to Bill Warner, Fernando Ramos, Mark Fineman, Leon "Glue Guru" Bennett, and Ralph Kuenz for their efforts in promoting the Flying Aces Club. Congratulations to you all!

I would like to single out one Clubster for special recognition. No medals or awards go with this, but it shows what FACers are made of. Henry Komp took third place in the Greve Race and sometime after the meet was over, Henry learned that you cannot make repairs in the mass launch events (which he did). So he disqualified himself, sent the trophy to GHQ and apologized for his error. The third place Greve Trophy is now in the hands of its rightful owner, Dave Rees. Thank you Henry for showing the real "SPIRIT of the FLYING ACES!!

Once again it was Don Srull who took home the "Grand Champion" trophy. This makes it the third time that Don has earned this award, but this time he had a terrific battle from Roland Hoot who finished a very close second. Don keeps on winning, but if you'll notice, he does it with different models everytime. Hats off to you,Don!

The Earl Stahl Trophy went to Pres Bruming's Fiat CR-42. This was afeature plan in the newsletter of Jan./Feb. 1984. This was a very difficult choice to make as there were many fine models that were worthy of this award. And it was sure an honor to this corner to be involved with Earl Stahl and Ralph Kuenz in selecting the winning model.

The Lancaster bomber of Dennis Norman was awarded the "Achievement" award.This award was for what we thought was the most challenging model at the Contest. Well done, Dennis.

While we are on the subject of newsletter plans, the winning Embryo model by Ken Groves was also in the newsletter. This was one of Ken's own designs.

At the banquet, Bill Warner presented in song an official FAC Anthem which you will find elsewhere in this issue. We are starting to really go first class. Very clever usage of the kit manufacturers, too. HooRay for Bill!

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COVER STORY

The cover was done once again by Pres Bruning and it is his version of some of the things that went on at the nats. Upper left we see Don Srull launching his Lippisch P-13 push-pull tail first, those types can get to you, Don. Under Don is Bill Noonan's Fokker being buzzed by an embryo ship, trying times, eh what! Upper right shows what it is like for a mass launch director. Better to be behind the line, fella. On the bottom we have the waiting line at the judge's tent. All hoping for a big score. The wind is taking the tent as Bob Mosher looks over a triplane and Josh Gittlen is stuffing some models into the trash barrel, not nice Josh! Last but not least were the guys who showed up just to watch, alright I guess, but you would have had more fun if you had gotten into the action fellas.

It's true that much of the enjoyment of a big event stems from the anticipation that preceeds it. In our case Skysters, the up front anticipation probably involved late hours spent over a building board, carefully constructing your dream ship or flying half finished models around the workshop with appropriate sputtering sound efects. Hawwww! Whatever your particular method, the crop of humdinger models that made it to the nats was super.

Well, the "Big Fuss" came and went, it came from the hearts and efforts of all those present, albeit some in spirit only, and went where most good things go, into the special place in our memories that raise a few goose bumps with recall..... The Red Hats of the Detroiten Geschwader and the prestigious Cloudbusters invited the whole bunch of us to come and play in their back yard. Seventy-four of us plus helpers and spectators took 'em up on it.

Friday the 13th!! No matter, the moon's in aquarius, the rain's in Spain, and the F.A.C. is about to do another nats. Friends gather in the hospitality room of the Midway Motor Lodge giving greetings all around. It's like a congenial pre-mission briefing room, a large bagatelle hangs bedecked with true and contrived insignia of the various squadrons. Contrived by the creator of Chester Cheetwell, Dudley Dowright and Captain Hardleigh Bryghte. F.A.C. is here!

DAWN--0700 Saturday C.A.V.U.

The trucks and lorries containing support equipment are momentarily grouped at the field entrance while access is re-confirmed with the sentry on duty (security guard). With the gates open the entourage drives onto the field. A nod of approval on most faces, a good place to do battle.

Soon the tents are up for registration and judging. A concession stand for intake and a Porta-Potti for outake. All systems in place at the appointed hour.

Then began a procession from car to field of finely crafted miniatures representative of every era of aviations glorious past. These, to meet the critical yet respectful scrutiny of the Red Hat Judges.

TIMER!

That magic "Lights--Camera--Action" word, and flying begins. Each contestant, ready for an official flight, stood with head in the clouds and feet firmly on the ground as with pounding heart casts a frail craft to the winds, raised with anticipation, weighed only with reality, and lifted skyward with the urgent coaxing of their creators.

Over the officials tent flew the very official F.A.C. Nats flag, updated since nats II at Dayton. Adjacent to this the kiosk had scores promptly posted, including static judging. (flight or no flight) Judging--WHEW! 84 models the first day and 52 on Sunday, not including those given the official nod to qualify for the mass launch events.

As expected, Golden Age was the most popular mass launch event, appropriately won by a model built from a Golden Age kit and proving there is a large contingent interested in flying the 'ol hi-wing cabin jobs.

Thus far I have chosen not to mention any names. This is because I chose to give a credit list at the end of this to those who helped at the nats, and also because as C.D. my vantage point and perspective were geared toward running the show and I really missed an awful lot of this detail. But here I must tell you all that the appearance on the scene of Earl Stahl added class (Amen! ed.) to the whole thing.

It was tough work selecting a winner for the initial awarding of the Earl Stahl Trophy. Earl said he wished we had ten of them to give away as he stood amidst the models.

The Saturday night banquet was attended by 130 contestants, and FAC fans. Looking out across the room at the best bunch of scale modelers ever assembled, I honestly couldn't imagine wanting to be anywhere else, it just don't get no better. (Amen to that too. ed.)

4. As stated earlier, I leave the details to the perfect memory of those who witnessed the meet and those who will write it much better than myself. But, I personally thank all who came to FLYING ACES NATS IV.

CREDITS:

Pres Bruning---Flugmeister Von Bruning
-Trophy logo
-T-shirt logo
-Kiosk
-Northrop Gama drawing
-Score cards

Jack Moses-----Storkmeister Von Moses
-Nats IV treasurer
-Planning committee
-Commisar of Porta-Potti

Chuck Schobloher-Flugmeister Von Schobloher
-Contestant kits
-Computerized mailing
-Planning committee host

Andy MacIsaac---'Sir Reginald Percy
-Planning committee
-Banquet invocation

Fred Wunsche----Feldwebel Von Wunsche
-Planning committee
-Officials tent
-Outside sign

Fred Gregg------"Herr Von Loopundstall"
-Concession stand
-Judges tent
-Nats IV badges
-Nats IV t-shirts
-Banquet arrangements
-Planning committee

Robert Mosher---"Schnapp Von Shotz"
-Planning committee
-Advisor/curmudgeon
-Judge
-Banquet arrangements

Joshua Gittlen--Judge

Barbara MacIsaac-"Lady Percy"
-Scorekeeping/tabulation
-Registration

Shirley Kuenz---"Frau Von Rottensox"
-Registration
-Compilation/results mailing

Diane Gregg-----"Frau Von Loopundstall"
-Concession

Juanita Reichel-Commandress
-Registration
-Scoekeeping/tabulation

Roland Hoot-----Contra-Prop gears talk

Jim Hyka--------Sales Aces movie

Mike Erard------Guest speaker

Lin Reichel-----Commander, FAC

Steve Wilson----Earl Stahl trophy

Vic Didelot-----Mass launch judge

Cloudbusters----Timing, event direction, hosts
George Lewis, Bill Lajack, Dave Brock, Dave Bubolz, Bill Gielow, Ed Konkol, Bob Shalda, Paul Jackson, Mike Welshans

GOD BLESS EM ALL!!!

SOX

F.A.C. SCALE

SOX SAYS

HI SKYSTERS!

HERE ARE THE TALLY SHEETS FOR THE BIG FUSS RECENTLY HELD IN THE SKIES OVER THE MIDWESTERN FRONT.

THE RED HATS, ACTING BY CHOICE AND BY CHANGE IN THE CAPACITY OF GROUND OBSERVERS HAVE COMPILED THE FOLLOWING BATTLE STATISTICS.

THESE YOU MAY MULL OVER WITH GLEE OR GRUMP AS YOU NIBBLE GLUE FROM YOUR FINGERS. WOVEN INTO THESE FIGURES IS A COMPLICATED STORY WHOSE EARLY CHAPTERS ARE DRESSED WITH SCHEMES, ANTICIPATION, PLANNING, PLEADING, HARD WORK, SKILL AND LUCK. THENCE (THENCE?) A FORAGE OF GREAT DISTANCE TO MEET AT THE APPOINTED PLACE, GIVE GREETINGS ALL AROUND, AND SHARE THE EXPERIENCE OF GOD GIVEN SKILLS PUT TO GOOD USE.

THERE WERE 79 CONTESTANTS AND 130 PRESENT AT THE BANQUET WHICH MADE THE TWO DAY AFFAIR A PLEASANT SUCCESS.

THE DETROITEN GESCHWADER AND THE CLOUDBUSTERS WISH YOU ALL GOOD LUCK, 90 TURNS TO THE INCH, AND HAPPY LANDINGS.

SCHTIKS UND TIZZU UBER ALLES!

Hatteras

F.A.C. SCALE

			SCALE	FLIGHT	BONUS	TOT.
1	D. SRULL	LIPPISCH P-13	43	70	35	148
2	K. GROVES	SOPWITH TRIPE	45	78½	20	143½
3	E. SCHICK	ZIPPY SPORT	50	82½	0	132½
4	J. McGILLIVRAY	SEA HORNET	43	64	25	132
5	D. PRISEL	WACO SRE	48	68½	15	131½
6	G. MEYERS	BLERIOT CANARD	43	68	20	131
7	D. PRISEL	KI 61	50	71	10	131
8	R. MAYO	REARWIN SPEED.	37	82½	0	119½
9	C. ROBERTS	EPPS BIPLANE	39	65	15	119
10	PADRE ANDERSON	WHITTMAN "X"	40	78¾	0	118¾
11	J. MOSES	FOKKER D-7	45	57	15	117
12	C. MARKOS	J-4 CUB	46	70	0	116
13	D. REES	S03-C SEAGULL	48	52	15	115
14	PADRE ANDERSON	WEEDHOPPER	37	73½	3	113½
15	P. COX	GADFLY	51	52	10	113
16	L. WOOD	DAYTON 28-1	42	66	5	113
17	R. HOOT	CURTISS XP-71	39	27	45	111
18	D. NORMAN	F4F WILDCAT	43	62½	5	110½
19	G. HUNTER	WACO	44	49	15	108
20	P. BRUNING	FIAT CR 42	52	40	15	107
21	W. EGGERT JR.	FARMAN BIPE	52	39	15	106
22	M. FINEMAN	CURTISS XP55	36	43	25	104
23	W. EGGERT *	FARMAN BIPE	50	37	15	102
24	W. WARNER	WACO SRE	47	40	15	102
25	P. COX	CURTISS ROBIN	55	47	0	102
26	D. DRISCOLL	UDET FLAMINGO	44	39	15	98
27	D. REES	ROLAND C-2	47	35	15	97
28	P. HELMAN	CORBEN	36	56	3	95
29	M. MIDKIFF	SOP. 1½ STRUT	43	36	15	94
30	E. ANDERSON	CAUDRON "N"	48	41	5	94
31	G. SIMPERS	TAYLORCRAFT	41	53	0	94
32	A. MACISAAC	P-51	43	39	10	92
33	D. BRIEHL JR.	HE 100	38	43	10	91
34	J. MILLER	BLERIOT	25	46	20	91
35	M. MIDKIFF	MC 202.	48	30	10	88
36	P. HELMAN	BRISTOL	35	39	10	84
37	M. B. WELSHANS	AERONCA "L"	38	28	10	76
38	R. KUENZ	CURTISS OC-2	67			
39	T. ARNOLD	HE 219	66			
40	R. MIDKIFF	SOP 1½ STRUT	58			
41	D. NORMAN	P-51 D	57			
42	D BENNETT	RE 2005	55			
43	T. ARNOLD	P-63	52			
44	D BENNETT	DAVIS DIK	51			
45	V. THOMAS	P 40-E	46			
46	P. SPREIREGEN	FAIRCHILD 24	39			
47	T HUGHSTON	SOP TRIPE	31			

* HI-POINT JUNIOR

JUMBO SCALE

			SCALE	FLIGHT	BONUS	TOT
1	D. SRULL	LIPPISCH P-13	44	65	35	134
2	G. HUNTER	F-W TA-152	47	72.5	10	129.5
3	D. REES	GADFLY	46	69.5	10	125.5
4	J. McGILLIVRAY	SEA HORNET	47	48	30	125
5	J. MOSES	P-40	44	67	10	121
6	D. NORMAN	LANCASTER	54	30	35	119
7	E. SCHICK	BABY ACE	47	61	3	111
8	M. MIDKIFF	B-25	40	37	25	102
9	E. ELWELL	FOLKERTS "100"	45	42	5	92
10	P. COX	CURTISS JN4B	52	24	15	91
12	T. ARNOLD	HE-219	41	15	25	83
13	M. WELSHANS	TAYLORCRAFT	47	34	0	81
14	P. HELMAN	CORBEN	37	34	3	74
15	W. WARNER	PARNALL	51		15	
16	B. MITCHELL	GOTHA	48		15	
17	C. SCHOBLOHER	BEECHCRAFT	42		15	
18	H. KOMP	RYAN STA	42		10	
19	L. BENNETT	P-39	33		10	

GOLDEN AGE

R. HOOT	X		
P.B. ANDERSON			
M. WELSHANS			
D. BALUNEK			
A. SCHANZLE			
D. BRIEHL			
M. MIDKIFF		X	
D. DRISCOLL	X		
R. GORDON		X	
W. HUNTER			
R. MIDKIFF	X		
W. MITCHELL		O	
P. HELMAN			
H. KOMP		X	
R. MAYO			
D. REES			
D. PRISEL			
W.M. EGGERT	X		
M. FINEMAN			
G. ROBERTS			
T. SCHMITT			
J. STOTT			
P. SPREIREGEN		X	
G. SIMPERS	X		
W. WARNER			
D. SRULL	X		
E. ELWELL			
J. MILLER		X	
W. EGGERT			

P.B. ANDERSON	X		
M. WELSHANS		X	
D. BALUNEK	X		
A. SCHANZLE		X	
D. BRIEHL			
W. HUNTER		X	
P. HELMAN			
R. MAYO		X	
D. REES	X		
D. PRISEL		X	
M. FINEMAN			
G. ROBERTS			
T. SCHMITT		X	
J. STOTT			
W. WARNER		X	
E. ELWELL		X	
W EGGERT	■		

D. BRIEHL	0
P. HELMAN	2
M. FINEMAN	X
G. ROBERTS	1
J. STOTT	3

1 - REARWIN SPEEDSTER

2 - FAIRCHILD 24

3 CURTISS ROBIN

EMBRYO ENDURANCE

1	KEN GROVES	M. BRIO	120	120	120	9	369
2	D. BRIEHL	DEBUT	107	120	120	9	356
3	R. HOOT	RARIE	120	89	83	9	301
4	C. RUBRICH		64	120	100	9	293
5	J. HYKA	DEBUT	120	74	88	8	290
6	D. SRULL	TWIT	120	79	89		288
7	R. CLEMENS		96	104	58	9	267
8	K. GROVES	BEANTOWN	120	21	120	6	267
9	R. SENNETT	PRARIE BIRD	68	107	76	9	260
10	R. MAYO	MISSADVENTURE	120	63	37	9	229
11	T. SCHMITT	EAGLET	62	62	83	6	213
12	L. WOOD	CRUISER	73	54	73	9	209
13	P.B. ANDERSON	DEBUT	98	6	91	9	204
14	SHIRLEY ANDERSON	PRARIE BIRD	39	88	45	9	181
15	D. DRISCOLL	EAGLET	71	53	51	6	181
16	C. POWELL	PRARIE BIRD	49	68	51	9	177
17	P. JACKSON	PRARIE BIRD	35	38	82	9	164
18	G ROBERTS	DEBUT	120			9	129
19	T. DOCK	MOD. PRARIE	66	52		9	127
20	D. BRIEHL	EAGLET	36	38	32	5	111 *
21	C. SCHOBLOHER		85	2			87
22	H.W. WARNER	PRARIE BIRD	65				65
23	W. NOONAN		61				61
24	E ANDERSON	KRISTEPUE	41			9	50
25	V. DIDELOT		38			6	44

* HI-POINT JR. AWARD

WWI DOGFIGHT

C. SCHOBLOHER		X	G. MEYERS		G. MEYERS	3	EULER TYPE 2
P. HELMAN	X		M. MIDKIFF	X	W. M. EGGERT	X	
P. BRUNING	X		W.M. EGGERT		R. HOOT	X	
G. MEYERS			W. NOONAN	X	D. PRISEL	2	P.V. 6 KITTEN
M. MIDKIFF			R. HOOT		D. SRULL	1	P.V. 6 KITTEN
K. GROVES		X	D. PRISEL		W. EGGERT	X	
W. M. EGGERT			D. SRULL				
W. NOONAN			W. EGGERT				
			D. NORMAN	X			
D. REES		X					
R. HOOT							
D. PRISEL							
J. MOSES		X					
D. SRULL							
P. MIDKIFF	X						
W. EGGERT							
A. MACISAAC	X						
D. NORMAN							

THOMPSON TROPHY

R. MAYO		X	
D. BRIEHL		X	
P. HELMAN	X		
M. FINEMAN		1	CESSNA CR-3
D. BALUNEK	X		
W. STOTT	X		
G. MEYERS		X	
R. HOOT		3	PESCO SPL
M. MIDKIFF	X		
R. ICUENZ		2	LOCKHEED ALTAIR

FULL FACTOR PEANUT

FACTOR = 31

			RT 1	RT 2	RT 3	RT PTS	SPDS	S. PTS	TOT.
1	K. GROVES	FIKE	86	121	94	301	9	279	580
2	A. LAWTON	FOLKERTS	85	62	65	212	9	279	491
3	M. FINEMAN	IS-4	75	71	91	237	7	217	454
4	D. REES	LACEY	92	113	107	312	4	124	436
5	R. HOOT	COUGAR	49	60	86	195	7.5	232.5	427.5
6	J. MOSES	IS-4	115	81	50	246	5	155	401
7	G. ROBERTS	LACEY	119	56	72	247	4	124	371
8	W. EGGERT	P 47	46	49	46	141	6.5	201.5	342.5
9	W. EGGERT	THORP T-18	21	50	44	115	7	217	332
10	R. CLEMENS	FARMAN MOUS.	26			26	9.5	294.5	320.5
11	W.M. EGGERT	THORP T-18	28	38	37	103	7	217	320 *
12	D. SRULL	HE 100 V8	102			102	7	217	319
13	R. CLEMENS	PACIFIC STD C-1	45	47	40	132	6	186	318
14	R. MAYO	DAYTON 28-1	42	24	97	163	5	155	318
15	W.M. EGGERT	P-47	32	20	38	90	6.5	201.5	291.5
16	G. MEYERS	HE 112	58	35		93	6	186	279
17	D. BRIEHL	IS-4	35	35	44	114	5	155	269
18	L. REICHEL	HUNTINGTON	40	39	31	110	2	62	172
19	P. CIAMBRELLO	FOUND 100	45			45	4	124	169
20	E. ANDERSON	COUGAR	16	24	25	65	2	62	127

* HI POINT JR. AWARD

F.A.C. PEANUT

			SCALE	FLIGHT	BONUS	TOT
1	D. SKULL	VOISIN	43	75 1/4	40	158 1/4
2	R. HOOT	14 BIS	52	79 1/2	30	156 1/2
3	A. LAWTON	FOLKERTS SK-3	53	81	5	139
4	G. ROBERTS	ANDREASON	38	79 1/4	15	132 1/4
5	K. GROVES	SOP. TRIPE	45	63 1/2	20	128 1/2
6	J. MOSES	IS-4	37	81 1/4	5	123 1/4
7	A. LAWTON	FOKKER V23	40	66	5	111
8	G. MEYERS	HE 112	39	60	10	109
9	W. EGGERT JR	P-47D	38	60	10	108
10	D. BALUNEK	WACO SRE	35	55	15	105
11	R. MAYO	HALB. D-2	44	43	15	102
12	D. BRIEHL	IS-4	38	56	5	99
13	T. DOCK	TEXAN	38	61	0	99
14	D. REES	MONOCOUPE	52	45	0	97
15	C. MARKOS	TIGER MOTH	51	30	15	96
16	A. MEDOVITCH	WACO	41	38	15	94
17	R. CLEMENS	PACIFIC STDC	43	46	5	94
18	P. HELMAN	RWD 10	36	55	3	94
19	P. COX	MONOCOUPE	52	40	0	92
20	T. SCHMITT	TAUPIN	42	27	13	82
21	D. NORMAN	GOON	41	35	5	81
22	E. ANDERSON	FIKE	38	43	0	81
23	R. MAYO	DAYTON RB-1	41	21	5	67
24	D. BUBOLZ	STINSON 108	38	28	0	66
25	D. NORMAN	F-7-F	41		25	66
26	J. MILLER	WACO SRE	40		15	55
27	P. HELMAN	SOP. TRIPE	33		20	53
28	P. CIAMBRELLO	FARMAN MAIS	46		5	51
29	W. HUNTER	DRUINE THRB	39		10	49
30	K. GROVES	FIKE	48		0	48
31	W. HUNTER	J-3 CUB	46		0	46
32	W.M. EGGERT	P-47D	34		10	44
33	M. MIDKIFF	HERGT	37		5	42
34	B. ANDERSON	LACEY	41		0	41
35	J. MILLER	CLIPPED CUB	39		0	39
36	P. CIAMBRELLO	FOUND 100	35		0	35

GREVE RACE

FIRST HEAT (3 FLIGHTS)		SECOND HEAT (2 FLIGHTS)		THIRD HEAT		
D. BRIEHL	X	R. HOOT		R. HOOT	1	SUSY
R. HOOT		D. REES		D. REES	3	CROSBY CR-4
D. REES		C. RAKOW	X	T. SCHMITT	X	
C. RAKOW		L. REICHEL	X	M. FINEMAN	X	
		T. SCHMITT		G. MEYERS	2	KEITH RIDER
L. REICHEL				H. KOMP	*	FOLKERTS
T. SCHMITT		G. ROBERTS	X			
K. GROVES	X	A. LAWTON	X			
G. ROBERTS		M. FINEMAN				
		G. MEYERS				
A. LAWTON		H. KOMP				
M. FINEMAN						
P. HELMAN	X					
G. MEYERS						
H. KOMP						

* NOTE: H. KOMP, WHO WAS AWARDED 3RD PLACE AT THE MEET, DISQUALIFIED HIMSELF IN THE TRUE SPIRIT OF F.A.C. AFTER LEARNING THAT FIELD REPAIRS WERE NOT ALLOWED DURING THE RACE. —HOW ABOUT THAT SKYSTERS!!

WWI PEANUT DOGFIGHT

D. NORMAN		D. NORMAN	X	
D. BRIEHL	X	J. MCGILLIVRAY	X	
D. DRISCOLL	X	K. GROVES	X	
J. MCGILLIVRAY		R. HOOT	X	⊛
K. GROVES		R. MAYO	3	HALBERSTADT D-II
G. ROBERTS		G. MEYERS	1	SE-5
		J. MILLER	2	DEHAVILLAND DH-6
R. HOOT		G. ROBERTS	X	
R. MAYO				
G. MEYERS				
P. CIAMBRELLO	X			
D. REES	X			
A. LAWTON	X			
J. MILLER				

NO-CAL SCALE

1	R. HOOT	SWEA PEA	76	88	154	318	
2	J. STOTT	FLOYD BEAN	105	93	115	313	
*	J. BRIEHL	PILATUS PC6	49	65	93	207	NI Point Jr.
3	D. BRIEHL	PILATUS PC6	49	68	54	171	
4	T. SCHMITT	XFL-1	64	42	40	146	
5	P.B. ANDERSON	LUSCOMBE	55	37	50	142	
6	P.B. ANDERSON	LEAR FAN	38	61	25	124	
7	H. KOMP	HOWARD PETE	32	34	35	101	
8	E. ANDERSON	CAP	27	26	20	73	

WW II COMBAT

R. HOOT	X		D. PRISEL	X	S. MEYERS	X		
D. PRISEL			S. MEYERS		D. REES	X		
P. BRUNING			D. REES		M. FINEMAN	X		
W. HUNTER	X		M. FINEMAN		D. BRIEHL	X		
W. EGGERT		X	D. BRIEHL		G. ROBERTS	1	B-1 DOWN	
S. MEYERS			W. M. EGGERT	X	M. MIDKIFF	3	"GRACE"	
C. MARKOS		X			G. MEYERS	2	"BARRACUDA"	
D. REES			A. SCHANZLE	X	A. LAWTON	X		
			G. ROBERTS					
P. B. ANDERSON	X		M. MIDKIFF					
M. FINEMAN			W. EGGERT	X				
BENNETT		X	G. MEYERS					
D. BRIEHL			A. LAWTON					
C. POWELL		X						
D. DRISCOLL	X							
W. M. EGGERT								
A. SCHANZLE								
G. ROBERTS								
M. MIDKIFF								
R. MIDKIFF	X							
D. SRULL		X	(X)					
R. CLEMENS	X							
G. MEYERS								
A. MACISAAC		X						
A. LAWTON								
P. CIAMBRELLO								

EARL STAHL
PERPETUAL AWARD
PRES BRUNING
- FIAT CR-42

F.A.C. POWER SCALE

			FLT PTS	SC PTS	BONUS	TOT
1	D. SRULL	14 B/S	82.5	48	30	160.5
2	R. HOOT	DUNNE D-8	76.5	41	40	157.5
3	W. EGGERT	FOKKER DR-1	82.5	50	20	152.5
4	R. CLEMENS	FARMAN JABIRU	82.5	51	5	138.5
5	M. MIDKIFF	P-26 A	62.5	43	10	115.5
6	W. NOONAN	MARTIN KITTEN	51	46	15	112
7	A. SCHANZLE	FOKKER DR-1	35	46	20	101
8	F. RAMOS	ARROW ACTIVE	32	52	15	99
9	P. COX	Ge. Lk. 2T-1A	26	51	15	92
10	D. DRISCOLL	ALCO SPORT	26	31	0	57
11	D. REES	HYPER BIPE		50	15	
12	C SCHOBLOHER	BEECHCRAFT		43	15	
13	T. DOCK	SOP 1/2 STRUT		41	15	
14	R. SENNETT	BABY ACE		41	3	

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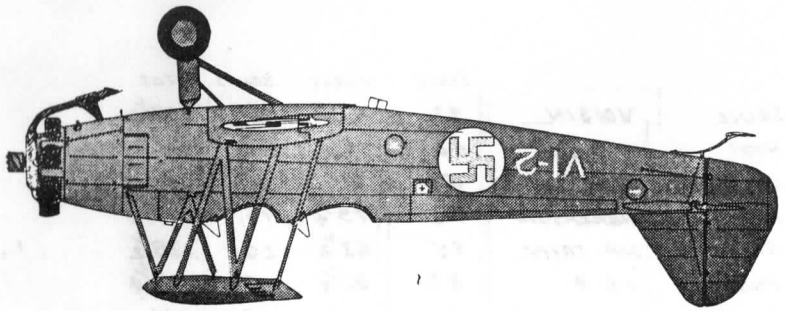

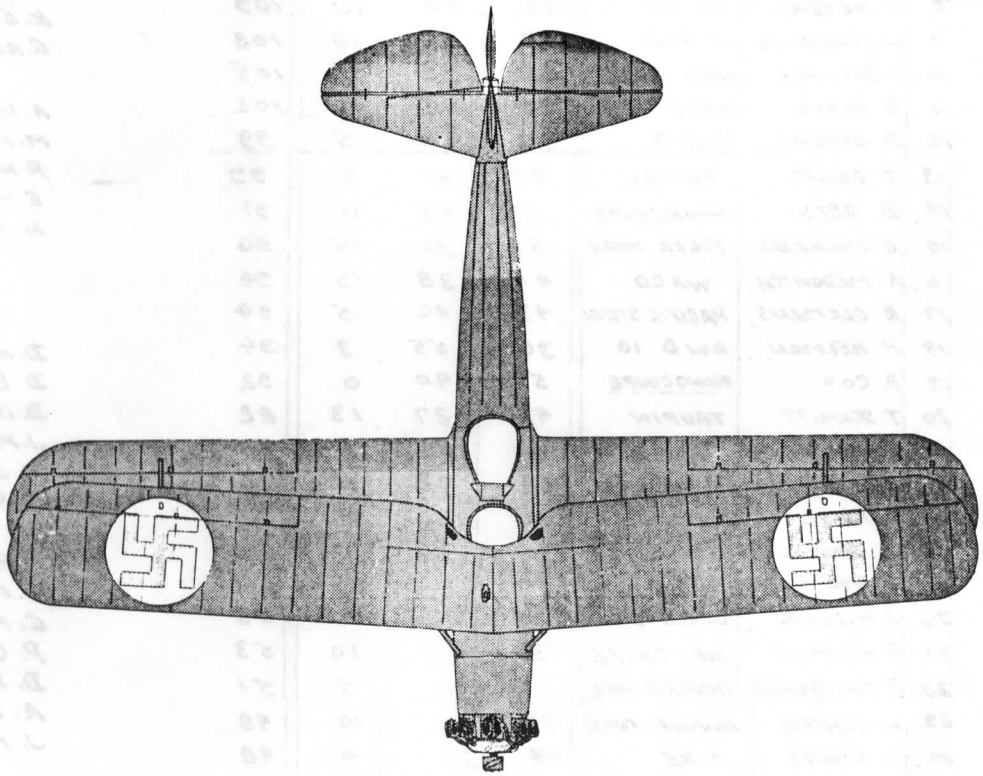

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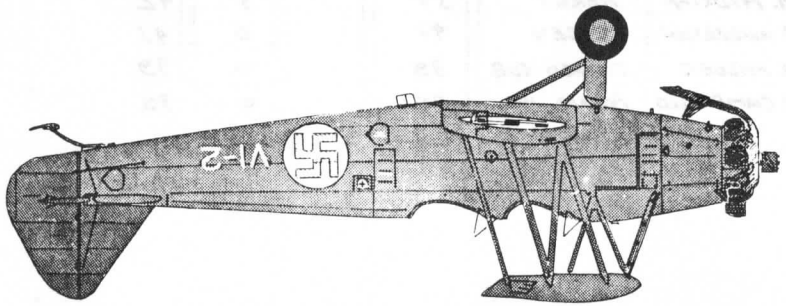
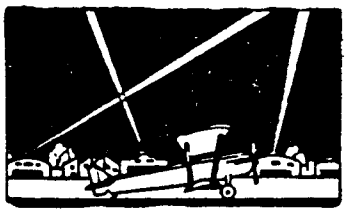


THE FLYING ACES HYMN by Count Alex Pisaña

Now,I'll tell you all a story about some lads I know.
They're called the Flying Aces and they put on quite a show.
They build with sticks and tissue,plastic models they abhor,
So ,"Up the Flying Aces Club!" ,the group we all adore!



Chorus: And it's
Flying Aces,fly 'em high!
Flying Aces in the sky!
We will fly come rain or sleet!
Flying Aces can't be beat!

There are songs to Junior Birdmen that have now and then been sung.
Our voices ring out praises to the one and only Hung,
The great God of the Thermal who will get our planes one day...
The Flying Aces wouldn't have it any other way!

Flying Aces sing the praises of a Pinkham who once flew
With Gillis and with Garrity and others we once knew.
Outwitting Huns and brass-hats,Pinkham always had the luck!
"Carbuncle" was the nickname that he got at "Barley-Duck."

What magic lies in simple names recalling thrills of yore!
Philip Strange,Buzz Benson,Richard Knight and many more.
Coffin Kirk,The Griffon,Iron Mike and Kerry Keen.
And who brought 'em to us? Flying Aces Magazine!

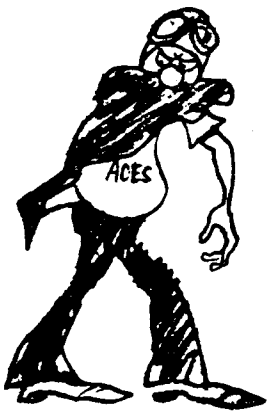
Now we OTT to live in CLEVELAND where the climate is IDEAL,
Mr.LAWRENCE MEGOW lives on HEATHE St.,which is out by LINDBERG Field.
SCIENTIFIC ACES,we make SELLY-TEXTURED BURDS!
Come join me in the chorus if you ain't forgot the words!

So us Aces get together for our every-two-year bash
To shout and cheer and drink some beer and watch each other crash.
Now here's the final chorus,sing it well and sing it loud:
Here's to Flying Aces flying high and standing proud!

Repeat chorus twice with feeling!

Note: This little ditty has not been adopted by, endorsed by,or otherwise taken seriously by the great

FLYING ACES



Tune stolen from a Max Boyce recording of "The Pontapool Front Row."

The Doom Raider

Homage to Arch Whitehouse

CHAPTER III: THE PACT IS SEALED

The two men descended into the gloom. From time-to-time the faint purring of machinery could be heard as equipment kicked on and off, as if a robot-like provenance were guiding the workings of the hangar complex.

"Well," Keen purred, "how do you like our little set-up? His grip momentarily tightened on the sleek automatic tucked into his waistband. He secretly hoped that the worst could be avoided, and was reassured by Goldman's manner, which had become suddenly relaxed. Perhaps it was a bit too relaxed, he thought.

"When do we start construction of the new Black Bullet, Mr. Kerry GRIFFON Keen?" Goldman brazenly demanded.

"What the deuce! B-b-but how the devil did you know?!" Keen cried out. SOMEHOW ERIC GOLDMAN HAD DONE WHAT NO ONE HAD EVER DONE BEFORE, UNMASKED THE GRIFFON! Not even Drury Lang had been able to penetrate the masquerade. He turned toward Goldman.

"The Griffon has been a passion of mine, Mr. Keen, from the moment that I set foot in America. He has been branded a flamboyant criminal by the press but I have always known better. The Griffon is a just man, a Robin Hood who has fought for that which is right, regardless of the penalties for doing so. And I, perhaps more than most people, understand justice and evil. That is why I have made finding the Griffon a private crusade, why I have spent every available moment making discrete inquiries about this Griffon, why I have spent hour upon hour reading and re-reading newspaper accounts, and wandering about this area of Long Island. So you see, it was not entirely an accident that I appeared at your front door yesterday. Call it fate if you wish, but there are far more pressing concerns: How may I help you?"

"Eric, your intuitions are uncanny. As you have correctly surmised, there is indeed to be a new Black Bullet, but only with your help." As the two men spoke, they walked on through the hangar complex, past the dimly illuminated workbenches and engine stands. Keen actuated a switch that caused yet another hidden motor to whine to life, and the two steel doors before them separated with a metallic groan. As they stepped across the threshold, the overhead lights switched on automatically and they both blinked uncomfortably in response to the sudden surge of light. The two of them spoke, with Keen doing most of the talking, trying to explain as rapidly as possible how the Griffon came into existence, Barney O'Dare's special place in the scheme of things, and the strange events on the Graylands beach of the night before.

"So you see, Eric, that fate has thrown these Airacobras into my midst but until now I have not had the means to fashion a sky fighter from them. I've considered mounting one of them on floats like the old Bullet, keeping the other ship in reserve, but, as I have explained, I lack the expertise to do the job. What do you

ANOTHER DRAMATIC GRIFFON MYSTERY

think?" he asked.

Goldman sat for a few silent moments on one end of the beaching gear and stared dreamily at the glistening fighters. Their olive skins were punctuated with prominent red stars on fuselage, wing, and rudder. They looked more like caged beasts of prey than machines meant to carry men about the sky.

"That's really not a bad idea, Kerry," he pondered aloud, resorting as he now sometimes did to Keen's first name. "But there may be an even more ingenious use to which these two craft might be applied. When I left Europe there were industry rumors that held that the performance of a mediocre fighter might be dramatically improved by linking two such aircraft together on a commmon wing. It was all quite theoretical, of course, but one of my former 'colleagues' at Messerschmidt A.G. was talking it up most enthusiastically. The Italians were also said to be at work on just such a project."

Kerry said nothing in response, but allowed a smile to play across his face as he too sat hypnotized by the sleek craft before them. For the first time in many days the oppressive tensions that had been his constant companions began to wane.

"You know something Eric? You just might have something there, you just might."

But while Keen and Goldman plotted within the tunneled recesses beneath Graylands, a sinister figure darted among the long shadows that attached themselves to the stately mansion.

****

CONTEST SCHEDULE

Sept. 23...15th Annual Midwest Scale Meet at Prangmore Aerodrome, McKean, Pa. FAC Scale, GHQ Peanut, Embryo, Jumbo scale, FAC Power Scale, WWII, HLG, .020 OT Replica, OT Commercial Rubber, OT Scale. CD Lin Reichel 3301 Cindy Lane, Erie, Pa. 16506 Ph. 814-833-0314

Sept. 23...Detroit Scale Meet...CD Ralph Kuenz,14645 Stahelin, Detroit, Mich. 48223

Oct. 7.....FAC Meet at Wright/Patterson Field, Dayton, Ohio, see flyer this iss.

Oct. 14....FAC MEET at Durham, Ct. FAC Scale,GHQ Peanut, Embryo, WWII Combat, Thompson/Greve Races,No-Cal Scale.Scale Towline Glider,Bob Thompson, Box 90, Roxbury, Ct. 06783

Nov.18.....Erie Model Airaft Assn. Indoor Meet at Edinboro, Pa. Info next issue.

Nov.11.....Texas FAC Meet..WWI,WWII, Embryo, All Type Fly, Mass Launch ROG Type. CD Doug Wilkey, 4223 Lurlene, Houston, Tex. 77017 Ph.713-641-2382

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12.

**********SPEED AND PHUGOID FOLLIES**********

Mumbo Jumbo #12 from the Glue Guru, aka Leon Bennett

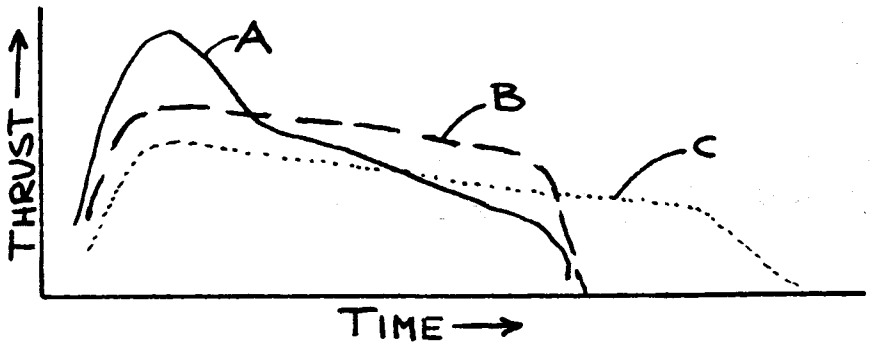
Salutations, disciples! Today we shall continue our meditations upon stability; specifically, we shall examine the phugoid menace from a fresh vantage point. Just as it is possible to spare ourselves from the ravages of VD by refraining from certain activities, is it not conceivable that we may avoid the zoom to doom by employing corresponding ascetic restraints?

Assuming that our model is properly proportioned and trimmed to fly well at a low speed, phugoid follies result from a combination of three independent factors. These are (1) a high speed, (2) a large wing angle of attack and (3) a highly stable tail plane arrangement. Today we ask, why not design models lacking high speed? What is the catch?

Required for the full blossoming of the phugoid follies, high speed is the single worst villain in the picture. The full zoom to doom follows upon a velocity of 1.75 times the cruising speed (MJ #8). Why not simply hold down speed as a preventive measure?

Speed itself does not help endurance. Any speed beyond cruise burns more energy than necessary. As the available energy (rubber weight) is fixed, the faster the model, the shorter the flight.

Rubber powered models offer less and less thrust as the motor runs down. A typical plot of thrust putput with time would look something like curve A below:



A shows an initial large burst, a quick reduction of thrust to a cruising level and then a final dying away. The actual impulse imparted to the model is simply the area under the curve. For the same area (impulse) we might be better off with curve B, which supplies a smaller initial burst (i.e. a lower maximum model velocity) and may be still better off with curve C, which gives us a much longer motor run at a flight velocity just barely capable of sustaining flight.

If our well-trimmed and stable model is experiencing curve A, it will have a terrific climb, a short motor run and excellent chance of joining the phugoid follies. Curve C means little climb, a long motor run and absolute protection against the phugoid follies. The difference in duration (dead air), if any, will be small and will usually favor curve C as a winner. Why then are we addicted to curve A? Why not curve C? Certainly the indoor people tend to go with curve C--why don't the outdoor people? How do we achieve curve C, anyway?

A crude but simple formula that governs the manufacture of thrust has been given by Durand. For props of high pitch, such as rubber-powered props, operating in a thrust stand condition at low or no air speed--a situation corresponding to the ROG case at the instant of release--the static thrust T is:

$$T = 2\pi \frac{\text{TORQUE}}{\text{PITCH}}$$

The formula is backed by a great deal of experimental support and is simple enough to memorize. However, the static thrust condition is not quite what we want; we will water down this expression so as to suit any flight condition. Our rule of thumb version is: thrust depends on torque/pitch, among many other things.

While this rule of thumb is crude (diameter and blade area factors are not even considered), it is useful in giving us a handle on what counts most--torque and pitch.

The rule of thumb tells us that to move from curve A towards curve C, we must decrease the torque and/or increase the prop pitch in some combination. To decrease the torque we can switch to a motor with a thinner crossection. However duration depends on the total weight of rubber being used. If we are to reduce the motor crossection, we must compensate by increasing its overall length. The catch is that motor bunching problems arise when the motor is made longer than about 1.5 times the hook-to-peg distance. If you happen to have a short nose configuration, and most of us do, there are severe limitations on maximum allowable motor length before balance and bunching problems get out of hand. Now we all know that there are plucky flyers who use motors of two and even three times the hook-to-peg distance. My impression is that usually they get away with it, but sometimes they don't; what we have here is a kind of Russian roulette that occasionally leads to total disaster.

In other words, if you are a prudent flyer, there are real limitations (i.e., 1.5 times hook-to-peg) to lengthening the motor. While braiding and partial winds "the wrong way" to reduce free motor length have gotten a good press going all the way back to the 1930's, I can report only that in Jumbo, these notions haven't helped me one bit. Admittedly, these schemes have not been pushed to exhaustion; for example, my braiding makes teenage girls sneer. Still I rather doubt any miracles in these directions.

The only likely "long motor" miracle on the horizon will come from a practical gear box design. I've seen it done right but once. The model was the Gee Bee by Moore. While not a Jumbo, the model appeared to have the traditional Jumbo curse (large wing loading) on top of short tail coupling and rudder blanketing problems. In short, the model seemed hopeless. Goosing this sort of configuration with a curve A thrust output will usually lead to a wipeout. But Moore had the wisdom to arrange a set of gears to supply a curve C type output. The result was not only a slow, low altitude flight of long duration, but a remarkably docile and stable flight at that; a flight pattern that confounded our expectations of instant doom.

Alas, a good practical gear box for the masses is still not on the horizon. Grant is right in putting down the general run of gear drives; most models using gears succeed in spite of and not because of. Admittedly, the issue is far from dead--some genius may yet solve the gear problem in a practical fashion. Still we have been waiting since the 1930's and a certain impatience is beginning to creep in. Perhaps we should not bank on super long motors or gear systems to yield curve C.

The other way to generate curve C is by increasing the prop pitch. As noted previously, this is evident from the rule of thumb. The catch is that with our blade angles currently in the 30-45 degree range (at the 2/3 Radius station from the axis) we are already fairly close to blade stall. For most of us, there just isn't enough available blade angle left to push further in this direction without bumping into blade stall. However if you happen to be using an unusually low blade angle (say 20 degrees) switching to something like 40 degrees can be profitable in terms of moving towards curve C.

It is possible to move too far in the direction of curve C. In this case the prop turns over so slowly that insufficient thrust is generated to support flight. A useful check on the finished model, before flight, is to load the finished prop and motor into the real or dummy fuselage and apply half your intended field turns. Assuming that the motor represents roughly 20% of the flying weight of the entire model including rubber, the motor run time from release to freewheel should be in the neighborhood of 20-25 seconds. If much shorter (say 10 seconds) you are likely following a curve A path. If much longer (say 45 seconds) you are probably not developing enough thrust to support flight.

.14

Now this sort of information, while useful, comes a bit late in the day. After all, the damn thing is already built.

Is it possible to tell in advance that there are going to be phugoid problems by just eyeballing the design? After all, why bother with special blade angles, motor lengths, gears, etc,designed to prevent phugoids when there may be no problem anyway?

We cannot predict precisely the tendency of a given model to join the phugoid follies, but certain characteristics bear watching. Beware the model that is:

1. Clean
2. Overpowered--especially too much torque
3. Short nosed
4. Tail not within the prop breeze
5. Lacking in spiral stability (low dihedral)

The clean, overpowered model is the one that will accelerate readily to the high speed necessary for trouble. If short nosed, chances are the desperate designer has attempted to compensate for a short motor by employing a thick one--which means even more speed. If the tail is not within range of the prop breeze, downthrust control of zoom will likely be weak. If lacking in spiral stability, it will be impossible to bank the wing enough to dump some of the excess lift generate by high speed flight. With limited banking ability, every bit of excess lift goes into zoom, greatly worsening the phugoid situation.

To avoid the phugoid follies, seek out the design that offers:

1. High drag--biplane, triplane, etc
2. Underpowered--long motor, low torque
3. Long nosed
4. Prop blast right on the tail
5. Plenty of spiral stability (large dihedral)

In Jumbo, the pioneer crates offer the best anti-phugoid possibilities. Radial-engined race planes are the most likely entrants in the phugoid follies with WW II fighters not far behind.

Speed Virtues

So far we have treated high speed as somehow disgusting. It can be fairly argued that speed has certain advantages. We have all seen the model that flies reasonably well under power and yet, once on freewheel drops out of the sky like a stone. Isn't speed helpful in this case?

It sure is. But I suspect that speed is being used as a crutch to correct for some basic design flaw. One example of such a flaw is too small a tail or a tail that is blanketed by the fuse in a normal glide. Here the powerful breeze coming out of the prop is sometimes used to improve the tail action by increasing the ambient air velocity sensed at the tail and by preventing separation of air flowing over the tail. Once that powerful breeze stops there are problems aplenty.

Obviously if the only way to coax flight out of a model is through the application of high speed, then let us suffer high speed. Speed also offers advantages of wind penetration and some protection against wind turbulence upsets.

Yet, on balance, speed is a loser for most models. As it is written:

There once was a stunning quarter scale Piper Cub
Whose pathetic flight times proved to be the rub
It always placed last
By flying so damn fast
It melted that huge wing down to a mere stub.

PROFILE CITABRIA 7ECA

by

H.G. Frautschy

Okay clubsters, here's an aerobatic cutie that's destined for the air above your aerodrome. This aeroplane carries the paint scheme of a Citabria that I used to fly during my college days at Parks College. I learned more in 10 hours in this crate than in 50 hours in one of Wichita's finest!

The original 14" version of this beauty was lost in a 15 minute flight, during which it took up a heading for Canada and departed the Wilton, Ct area for the clear air in the far north.

Start your 16" Citabria by building your favorite part- I like to start with the fuselage. The outline of the fuse is built up with 1/16 x 1/8, 1/16 sq. and 1/16 sheet. Use scrap 1/32 x 1/16 for the rear window frame. The motor stick is "a la Fineman", with the terrific wire and tube prop hanger. Use hard balsa for the stick and glue in place on the fuselage before you cover (helps keep things straight).

Nothing special about the wings, except for the tips. My local Brigadier, Dave Stott, taught me how to use the ancient and honorable material, bamboo. To form it, use your soldering iron,(plug it in first ace!) and without actually touching it, warm the bamboo and bend it as you move it back and forth. With practice you can form any wingtips, tailskids, etc.. I have also used the stove for forming, but do be careful! It takes nimble fingers to keep the bamboo from getting toowarm and burning and becoming brittle. Of course, you may want to simply laminate the tips or (yeech!) you can make them out of sheet.

Do not forget the 1/16 sheet gussets. They help prevent those unsightly wrinkles.

The covering is superfine Jap tissue, shrunk on a frame and lightly doped twice with thinned (50-50) nitrate dope. After drying (read "at least overnight") cut out a piece large enough to cover the stabilizer and tape it down over the plan. Using a soft pencil, mark the scallops between the red and white colors. Then, using a permanent felt-tip pen, add the elevator and trim tab markings. The wings and fuselage are done in a similar manner, except that the markings over the red must be added after the color is applied.

You have two choices in coloring your Citabria- permanent felt markers and paint. I've done both on this model, and the paint came out the best. I used Floquil model railroad paint for the red only. Needless to say, the paint was very thinned out. I simply taped the doped tissue down and painted the red areas. Since I used superfine tissue, it did not bleed at all. After painting, all the felt-tip work was done, then the components were covered and assembled.

Form the landing gear and glue in place using epoxy or super glue. The fairings are bond paper glued in place. Use your favorite balsa wheels. The new plastic wheels from Peck-Polymers would do nicely also.

Form the tail wheel and glue in place. Use silk thread for the rigging on the tail surfaces.

The wing struts are 1/16 x 1/8 balsa, with the forward strut 5 9/16" long. Install the aft strut after you trim her out.

I used a 5½" long wood prop on mine, but any good plastic one would do- but what the heck, go for the adventure and carve a wood one!

My thanks to Bill Hannan for his inspiration for my Citabria, dating back to 1969 with his "Caricature Citabria" in American Aircraft Modeler. I sure have had fun with both! A doff of the old Leather Helmet to my compadres here in Conn.- Mark Fineman, Dave Stott, Tony Faranda and Bill Miller. Without their help and guidance, many of this lowly lieutenant's crates would not even leave the winding stooge! HAVE FUN,SKYSTERS!

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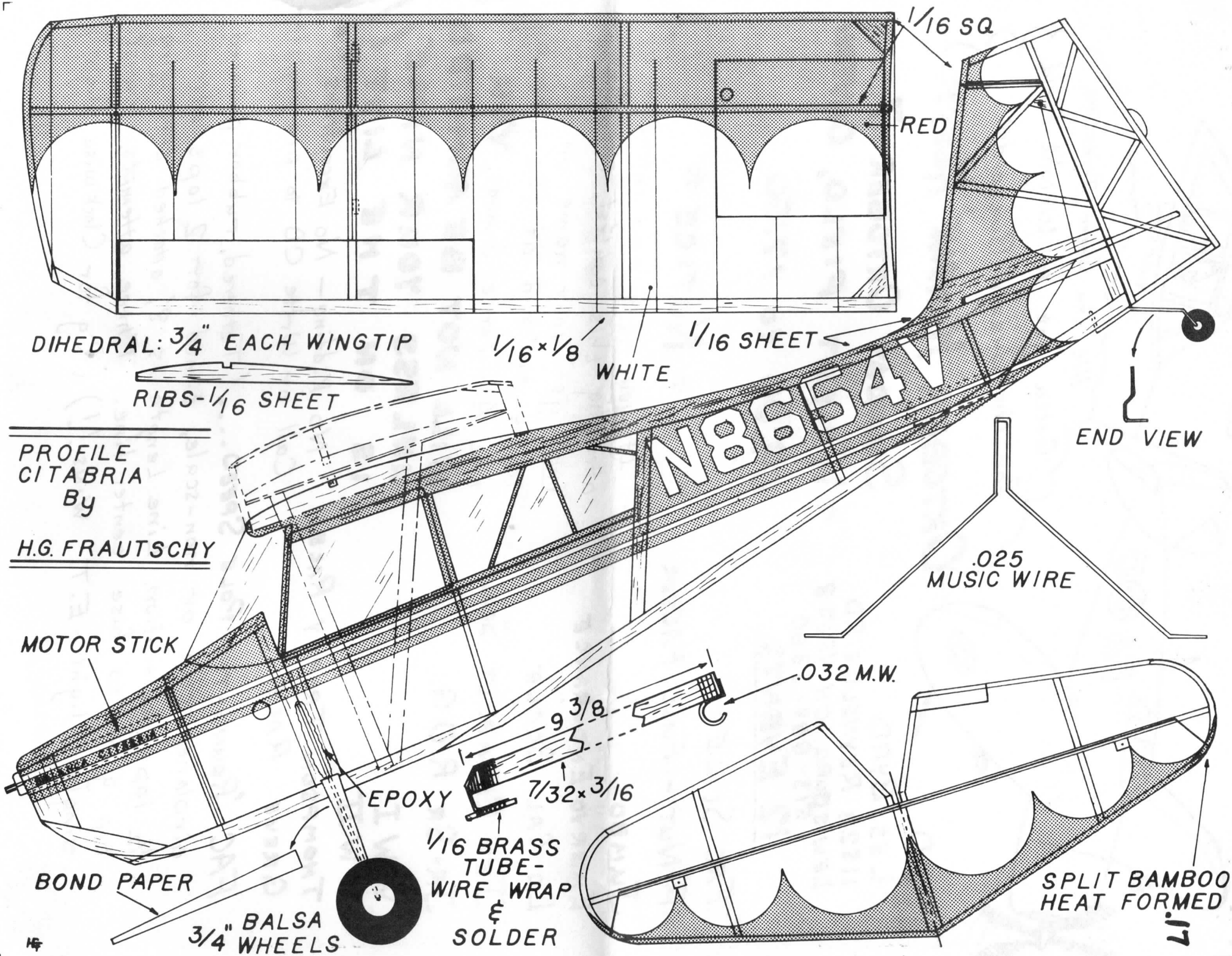
1/16 SQ
RED
DIHEDRAL: 3/4" EACH WINGTIP
1/16 × 1/8
WHITE
1/16 SHEET
RIBS-1/16 SHEET
END VIEW
PROFILE
CITABRIA
By
H.G. FRAUTSCHY
N8654V
.025
MUSIC WIRE
MOTOR STICK
.032 M.W.
9 3/8
EPOXY
7/32 × 3/16
1/16 BRASS
TUBE-
WIRE WRAP
&
SOLDER
BOND PAPER
3/4" BALSA
WHEELS
SPLIT BAMBOO-
HEAT FORMED

Hit the Water Injection,
Gotta get to Wright Field
for the Buzzin' Buzzards'

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12 EVENTS

FAC SCALE
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EMBRYO ENDURANCE
LO-CAL SCALE
JET CATAPULT SCALE
JR-SR R.O.G.
WWI
WWII
THOMPSON TROPHY RACE
GREVE RACE

* NOTICE *

If you have any intention of attending this contest, the CD must get your name on a list to be checked at the gate by the Air Force Guards. **YOU WILL NOT BE ADMITTED UNLESS YOUR NAME IS ON THE LIST!!**

No Kidding — No Exceptions
Call or Write CD to pre-register

FAC 'ROUND-THE-POLE SPEED.... (Tethered, rubber powered airplane, scale or non-scale, timed for 2 laps after ½ lap acceleration. Line Length is 8', attached thru wing tip guide to fuse center line. Three attempts, lowest single flight E.T. WINS!!) (Rig for Clockwise flight)

LIVING IN THE EARLY DAYS OF AVIATION

By Colonel (Hon) Adrian Comper.

Several issues back, it was seen that the Comper Aircraft Co folded in 1934 and all its hopes for the future with it. While in the RAF Nick had found that the urge to build more aircraft became more and more pressing and, encouraged by admirers of his innovative design capability, he had left the Service in 1928 to head the small company bearing his name.

Nick had many friends. Among them, however, were one or two who pointed out the pitfalls that could plague a small manufacturing company in an already overcrowded aircraft industry with a limited civilian market. Especially vulnerable was a venture lacking a seasoned man on its board of directors or, more important, an experienced supervisor responsible for daily operations. But that was not to be.

Thus Nick, forced out of his company and its name changed by a take-over concern which too soon failed, joined the ranks of the unemployed. In retrospect this, I believe, was solely due to his love of designing different types of sporting single-seaters and himself racing them at international competions both in England and abroad.

But at last his staff succeeded in persuading him to turn his creative power to where the real market lay - the two-seater. The highly successful but unglamorous de Havilland Moth had literally captured that lucrative market.

So in 1934 the competitive two-seater Comper Kite, a low-wing monoplane with its completely cowled Pobloy engine (a thing of beauty described and illustrated in Nov-Dec 1982 issue) and later the Mouse arrived but too late to rescue the company.

As will be seen from the above, Nick was not born to work in harness. Like his father, Sir Ninian Comper, the noted church architect, he worked alone disregarding his peers. I understand that, as what was to be expected, some of the larger and well-established aircraft manufacturers sought his services. Nevertheless, he chose to go it alone as a designer for clients who had their own specified requirements, building to be farmed out to a willing aircraft manufacturer. What a venture in an international depression!

The specifications of one client, The College of Air Training, resulted in the most un-Comperish aircraft ever created. It will be illustrated and described in the next issue.

Going back to the de H Moth era, the Comper Kite (also passenger and pilot in tandem), a sleek-looking monoplane, completely outclassed the Moth in speed and appearance. Both aircraft, equal in hp, had the two best known engines for proven reliability - the de H Gipsy and Pobjoy radial.

Assuming equality in handling for the amateur pilot, the Comper tradition of low landing speed and short take-off, the superior visability in a low-wing monoplane, and ease of maintenance compared with rigging a byplane with its struts and wires, might well cause the prospective buyer to favor the "new look" rivaling the clumsy biplane. Further, the buyer, though aware of the reputation of the famed and long-established de Havillands could already have been impressed with the outstanding reputation for performance, quality and safety of the widely known Comper Swift.

The Kite, convertible by optional passenger seat cover to a 160 mph single-seater, also appealed to the two-seater customer for his participation in the then popular racing events. All in all, Comper would have attracted a volume of buyers; and though another low-wing monoplane - the de H 94 Moth apeared later and sold well, production of ubiguitous Moth biplanes continued to flourish for many years.

To be continued.

SWAP SHOP

NEW KITS; Republic P-47, both bubble canopy and razorback versions in one kit. Bell P-39 Airacobra and Airbonita in one kit, and the P-51 mustang in three versions including a racing type. Kits are complete with decals and canopies. Price $10.00 each, plus $1.50 postage. Great kits! Golden Age Reproductions, Box 13, Braintree, Mass. 02184.

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PLANS BY MIKE MIDKIFF; 3/4 scale Jap Grace and Judy, $5.00 each, Mike Midkiff, 7611 Cypress, Humble, Tex. 77396

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PLANS BY DIELS; SAE for plan list, many fine peanut and other rubber powered scale plans. Dave Diels, Box 101, Woodville, Ohio, 43469

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FLYING ACES PATCHES AND RIGGING THREAD; FAC patch 4x8 inches $2.00 each, rigging thread (elastic) $1.00 for 100 feet. FAC-GHQ, 3301 Cindy Lane, Erie, Pa.16506

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OLD TIME 10 CENT KIT PLANS AND PRINTWOOD; Many plans and printwood, $1.50 each plan, $1.50 for printwood, good wood too. Jack Fike, 630 Fairway Lane, Bloomington, Ind. 47401

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PROFILES; If anyone has any of the Profile Publications that he wants to dispose of or if you know were to get them please contact Vic Peres, 7440 W Millfair Rd, McKean, Pa. 16426.

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PHOTO PAGE

All photos by Russ Brown, Thanks Russ.
Top row;
Winner of Earl Stahl trophy, Fiat CR-42 by Pres Bruning, well deserved, you could just sense it would win!
Neat Farman bipe by Walt Eggert (maybe Jr.)
Fokker Tripe in background by Walt Sr.
Middle row;
Tom Arnold's Heinkel He-219 twin Jumbo, left hand prop on right nacelle!
Beautiful red Bonzo by Ken Groves for the Greve Race.
Bottom;
Chris, Linda and Dennis Norman with Dennis' Jumbo Lancaster Bomber, she made a qualifying flight too, of 30 some seconds. Took the Acheivement Award at the FAC Nats IV. Looks great in the air.

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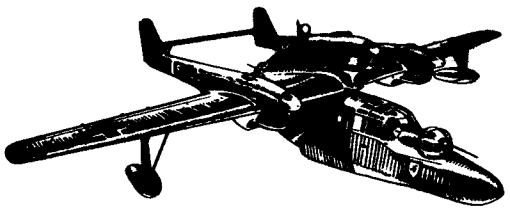
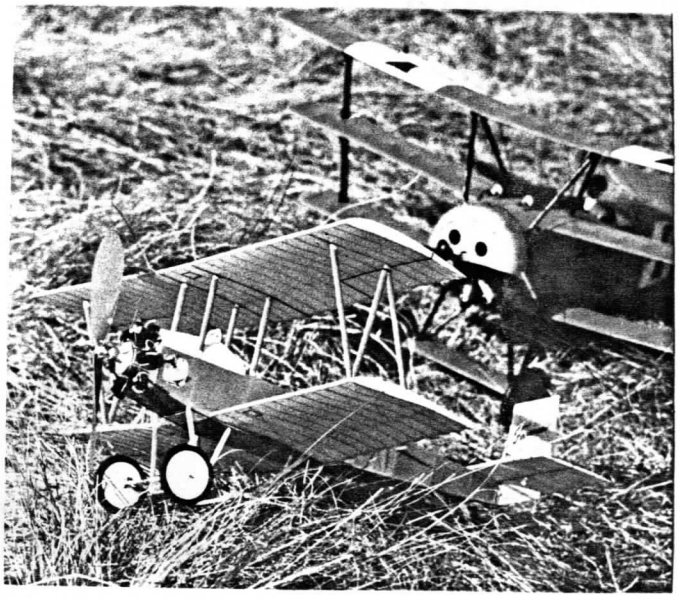
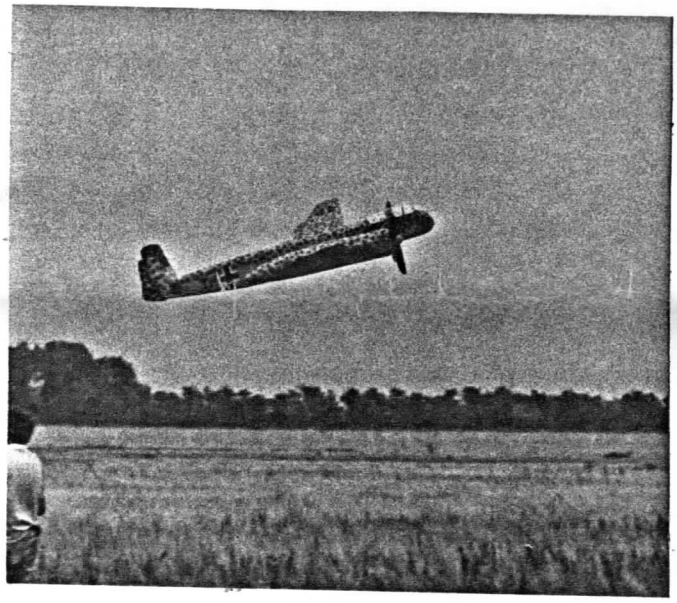
Some of you may have a May/June issue with the plan of the Chester Goon of which the pages do not match, somehow, some of them are oversize. If you have one like this and want to build the model, let us know and we will send you a good copy of the plan. Sorry, but the printer goofed somehow.





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