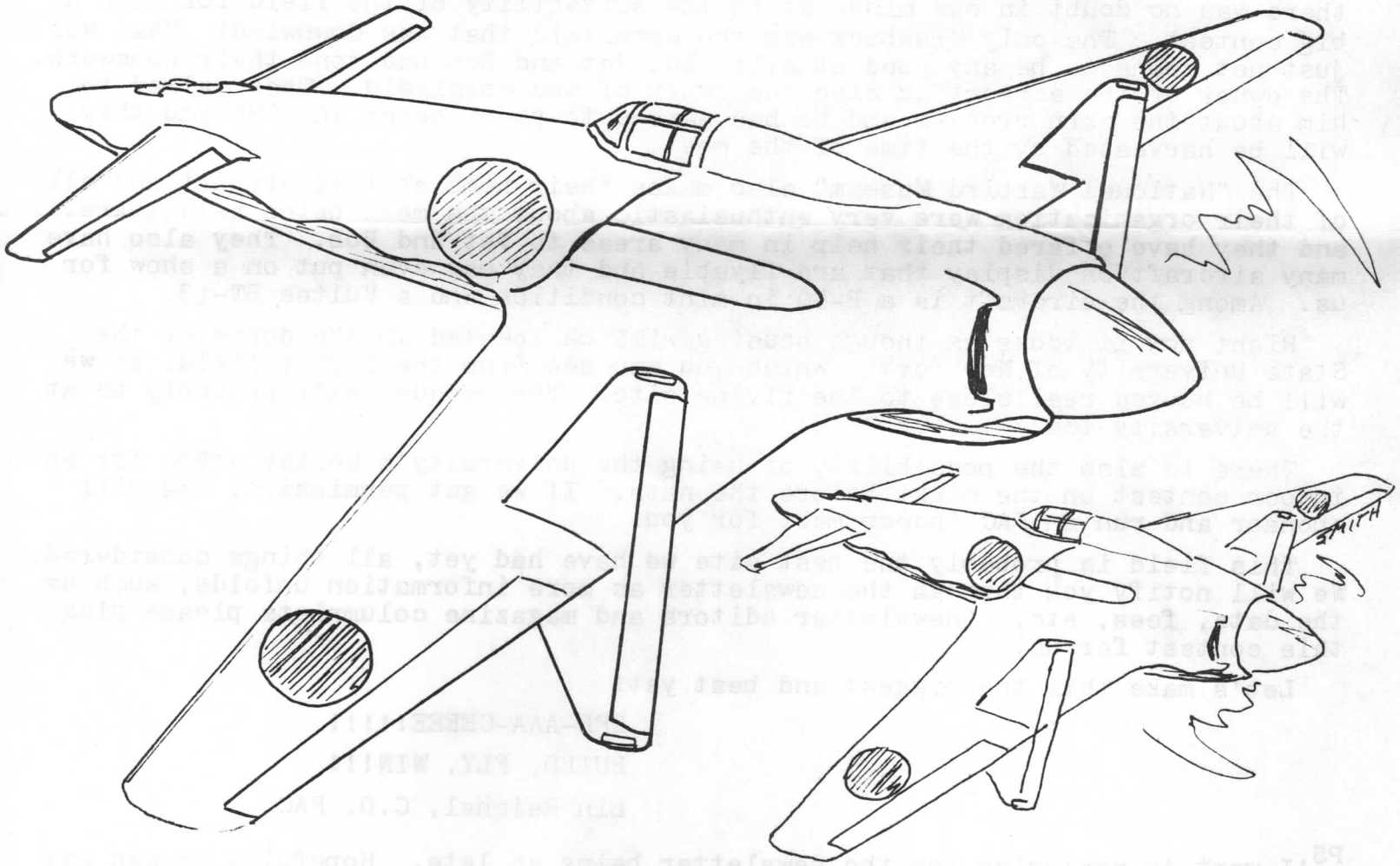
FLYING ACES

Club News

ISSUE #103-29 MAY-JUNE 1985



A scene as it could have been had the war lasted a little loger. Two "Shindens" head out in search of enemy aircraft. Fast and heavily armed, the Shinden could have been quite a match for our best fighters had they been put into production. Note the close similarity to the more modern composite home builts, such as Rutan's Long-eze and Vari-eze.

OK gang, the big news is here! Where is the FLYING ACES NATS MARK V going to be held in 1986? It will be in Geneseo, N.Y. Where is that you ask? Well, it is about 30 miles south of Rochester, N.Y., easily accessable by interstate highways.

Vet Thomas and Bob Clemens asked GHQ sometime ago to be allowed to put on this big bash for 1986. On August 25th, Vic Didelot and your C.O. met with Vet and Bob at the Geneseo Airport to inspect the site. As soon as we saw it there was no doubt in our minds as to the suitability of the field for such a big contest. The only drawback was the cornfield that was downwind! That was just not going to be any good at all! But Vet and Bob had done their homework. The owner of the airport is also the owner of the cornfield. They talked to him about the corn problem and he has agreed to plant beans in 1986 and they will be harvested by the time of the meet.

The "National Warbird Museum" also makes their home at this airport and all of their organization were very enthusiastic about the meet being held there, and they have offered their help in many areas to Vet and Bob. They also have many aircraft on display that are flyable and they may even put on a show for us. Among the aircraft is a P-40 in mint condition and a Vultee BT-13.

Right now it looks as though housing will be located in the dorms of the State University of New York., which you can see from the flying field, so we will be housed real close to the flying site. The banquet will probably be at the university too.

There is also the possibility of using the university's hockey arena for an indoor contest on the night before the nats. If we get permission, GHQ will sponsor and run an FAC indoor meet for you.

This field is probably the best site we have had yet, all things considered. We will notify you through the newsletter as more information unfolds, such as the date, fees, etc. (newsletter editors and magazine columnists please plug this contest for us)

Let's make this the biggest and best yet!

EFF-AAA-CEEEE!!!!!

BUILD, FLY, WIN!!!

Lin Reichel, C.O. FAC

PS, I want to apolagize for the newsletter being so late. Hopefully we can get caught up with the issues in the next month or so, although I can't promise it. Overtime on the job has really cut into my spare time. And as far as building models, forget it!

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CONTEST CALENDER

SEPT. 15...CFFS Fall FAC at LCCC Elyria, Ohio...GHQ Peanut, FAC scale, OT and HiFlier kit scale, No-Cal, Co/2 FAC scale, Thompson/Greve races, Post War Handicap race, Embryo. CD Dave Pishnery

Sept. 22...16th Annual Midwest Scale Meet at Prangmore Aerodrome, Erie, Pa. FAC scale, GHQ Peanut, Embryo, FAC Jumbo scale, FAC Power scale, WWII Combat, HLG, OT Comm. rubber, Golden Age scale, WWII Peanut Combat, CD Lin Reichel, 3301 Cindy Lane, Erie,Pa. 16506

Sept. 28...Three Rivers Airport, Three Rivers, Mich. All free flight gas events, OT 020 Replica, Rubber Stick and Cabin, Rubber scale, Twin Pusher, Compressed Air, Jimmie Allen. Joe Barrette, 5415 Mick SE, Kentwood, Mich. 49508

Sept. 29...Warminster, Pa. WWI, WWII, Golden Age, FAC Scale including Jumbo, FAC Peanut, FAC Power scale, Embryo, CD Bob Leishman, RD 4 Stoney Lane, Doylestown, Pa. 18901

Oct. 6.....Wright Feild, Dayton, Ohio...FAC Scale, Jumbo Scale, FAC Peanut, Embryo, WWI Dogfight, WWII Combat, JR/SR ROG, Plus any other FAC events for which 3 or more eager flyers are prepared to fly. Also, RTP Rubber Speed. CD Frank Scott, 4283 Honeybrook, Dayton, Ohio 45415

Nov. ?.....More on this later, waiting for a date from the college.

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

General arrangement drawings and color info is needed for the Parnall Pixie short wing version by Dean McGinnes, 5275 Wm. Clark Rd, Lakeland, Fla. 33805

Mervyn Rhys, 5216 Claycut Rd., Baton Rouge, La. 70806 would like a copy of the Flying Aces "KAYDET", it was published in the June 1939 issue of the Flying Aces Magazine. Surely some of you FACers can supply this for Mervyn.

****

HELP BEAT THE POSTAGE INCREASE

You can help defray the increase in postal rates by ordering one of the souviner plans that we have left over from the FAC Nats Mark IV. The plan is of the Northrop "Gama", it has a wingspan of 36inches and was drawn by none other than our own Pres Bruning. Which means that it is really a top notch plan and you can get one for just four bucks and that includes postage. Send your money to GHQ right away, be the first kid on your block to get one! Haww!

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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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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 in the U.S. and Canada. Overseas cost is Twelve Dollars. Six issues, published every other month. Send to;

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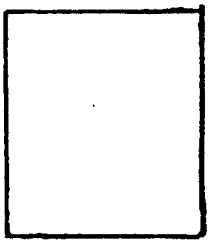
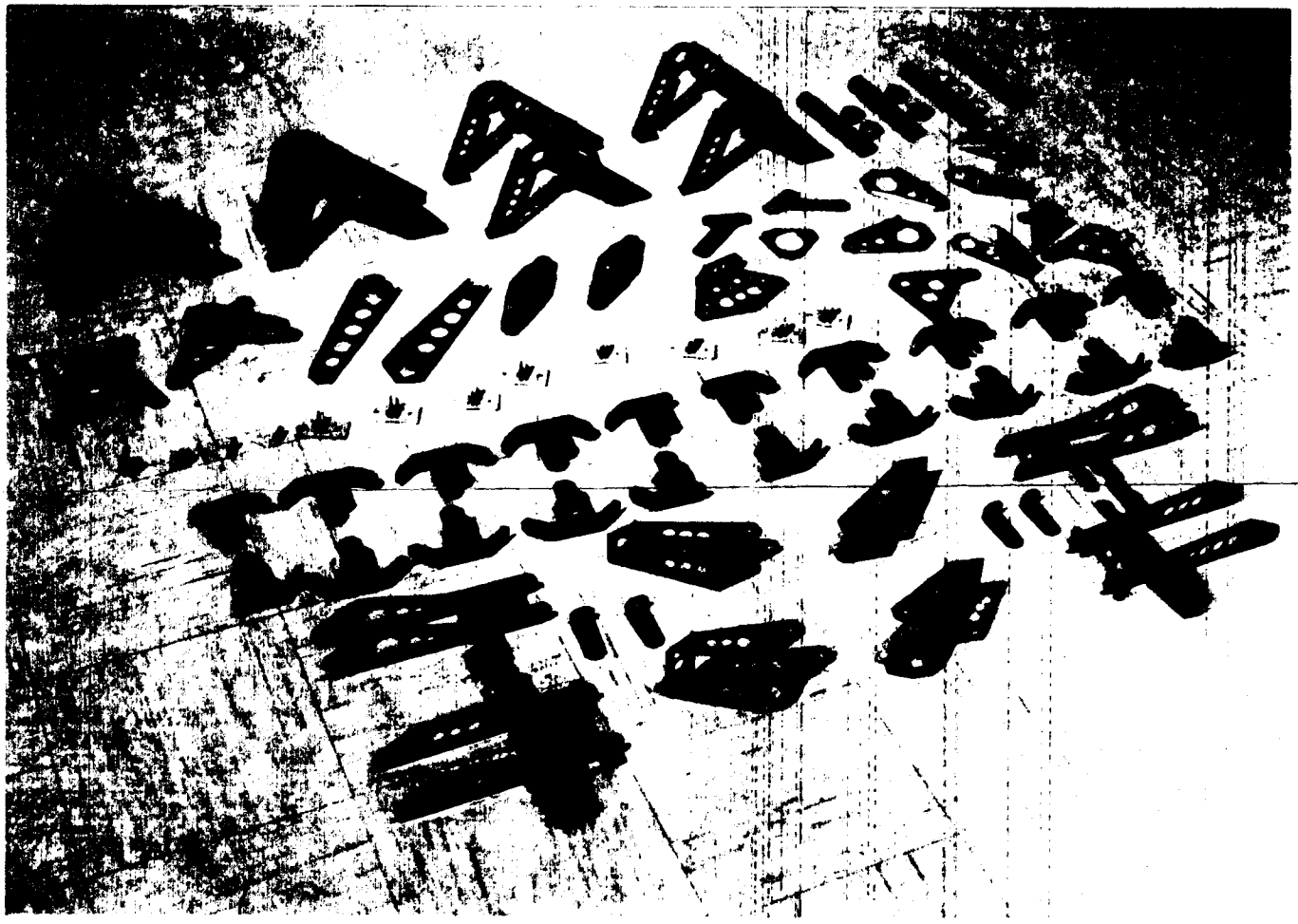


LIVING IN THE EARLY DAYS OF AVIATION
By Colonel (Hon) ADRIAN COMPER

Last month came the expected overnight visit of the 54 year old 747 Captain, John Greenland, who, as told in the last issue, is building a Swift from blueprints of the fifty year old 250 original drawings rescued from the defunct Comper Aircraft Co.

Making the metal fittings occupies his spare time in Zurich between his Swissair duties. The woodwork, wing and fuselage covering and doping, and final assembly await his retirement in England. So test flights are probably a few years away.



One year's sparetime work! Most of the metal fittings for the wing. The required SWG steel sheets, not available in Switzerland, were sent from England and, after cutting, were returned for CAA approved welding.

An original Swift feature - the usual need, before folding the wings, to disconnect the aileron controls was eliminated. Instead a system of bell-cranks and push rods at the rear spar hinges saved time and effort. Note the numerous lightening-holes - Nick sought every weight-saving device to favor performance while assuring superb structural strength to withstand the stresses imposed by the Swift's phenominal aerobatic capability.

To be cont.

NO CAL SHINDEN

Magnificent Lightning

OK skysters let's be off to the old building board to knock out a new bus for the new flying season. This NO CAL comes to us from the Cactus Squadrn FAC Southwest Sector.

Built as shown using light balsa she weighs in at a mere 11 grams. Use hard balsa for the motor stickto prevent changes in wing and canard alighnment when the rubber is wound tight. Hard balsa should also be used for the canard as this takes a lot of punishment while trimming. .025 music wire stiffners can be pocked through the fus. and glued to the leading and trailing edges.

Before flight trimming attach 3" x 5/8" clear plastic trim tabs at the trailing edge of each wing near the tips. Wash out the left tab and wash in the right tabslightly. Put in a fair amount of left thrust and a slight amount of down thrust. these adjustments will have to be increased substantually as power is increased.

If you find the 8" high pitch prop more than you can safely handle, either decrease blade size 1/4" at a time or use a lower pitch prop.

Motors used have ranged from 18"-22" of 1/8" FAI to 28" of 3/16" FAI with 1250 turns cranked in with the larger rubber she will average 1 minute 45 sec. to 1minute 55 sec. with no help from Hung.

Trimmed correctly this nifty NO CAL is capable of very respectable flight times, but work up to high power slowly or the zoom to doom will reach up and bite you.

Hope you enjoy the shinden as much as I do. If you build one and have any Questions of comments on flight performance write or aall me I'd like to hear from you.

Dave Smith, Cactus Squadron FAC
1041 E. Rawhide
Gilbert, Az. 85234

Phone 1-602-892-0935

P.S. my shinden was lost on the second flight at a contest with a time of 7min 32 sec. I would suggest that some type of DT be incorperated into the design either a pop up stab or a swinging nose weight.

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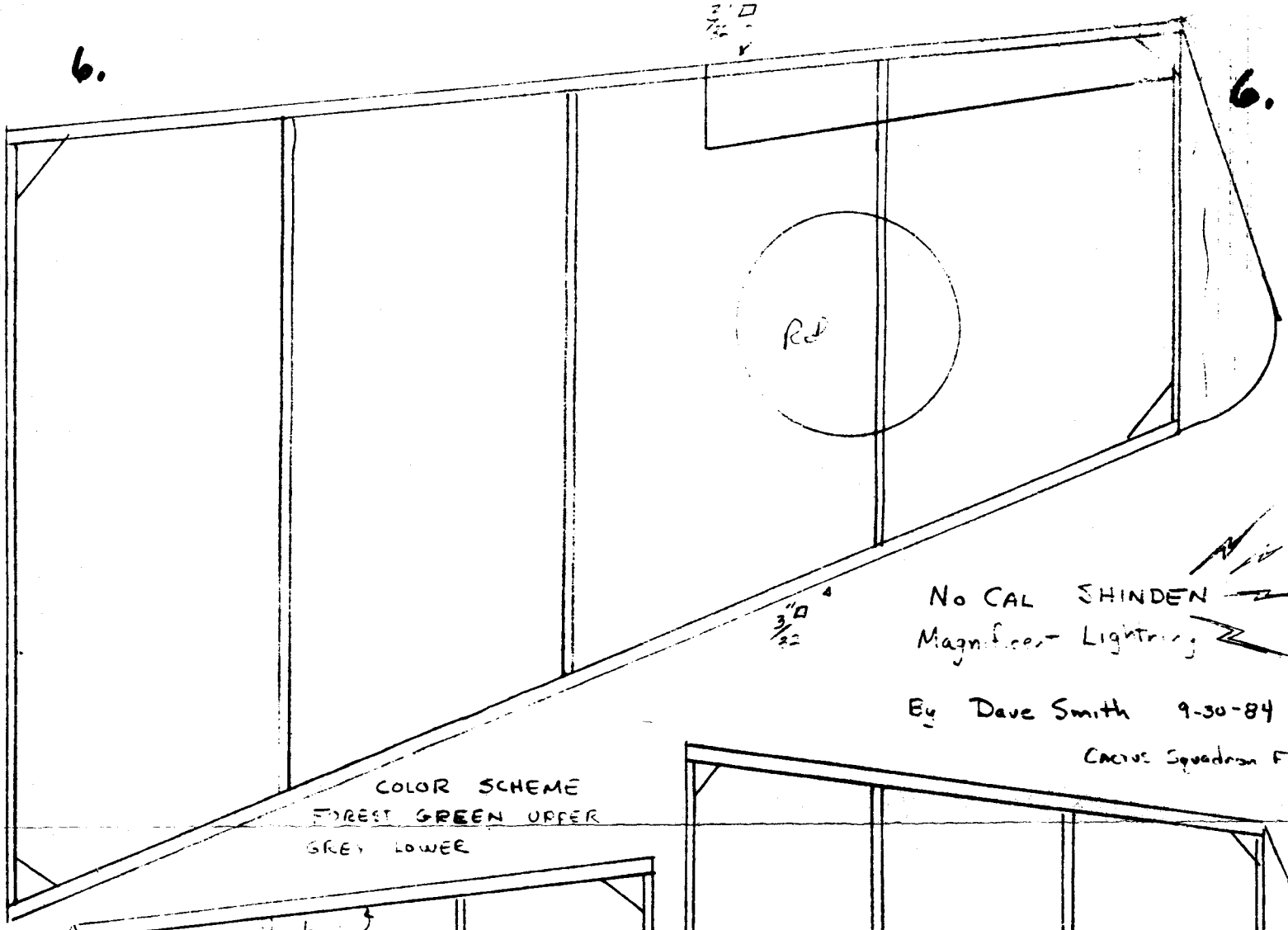
6.



No CAL SHINDEN

Magnificent Lightning

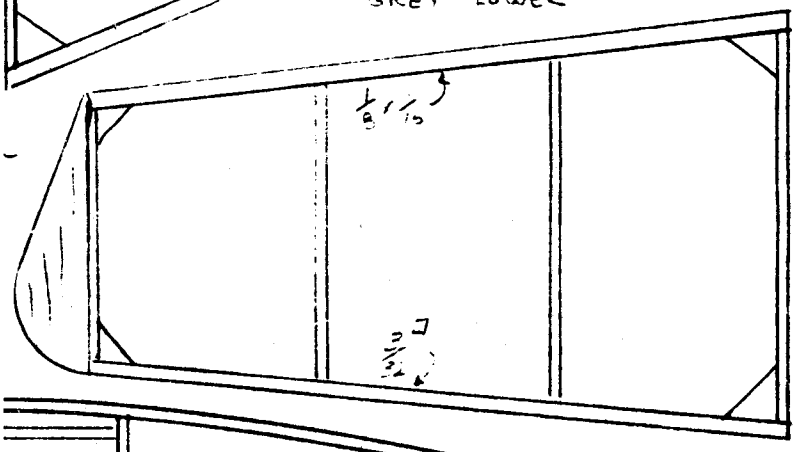
By Dave Smith 9-30-84

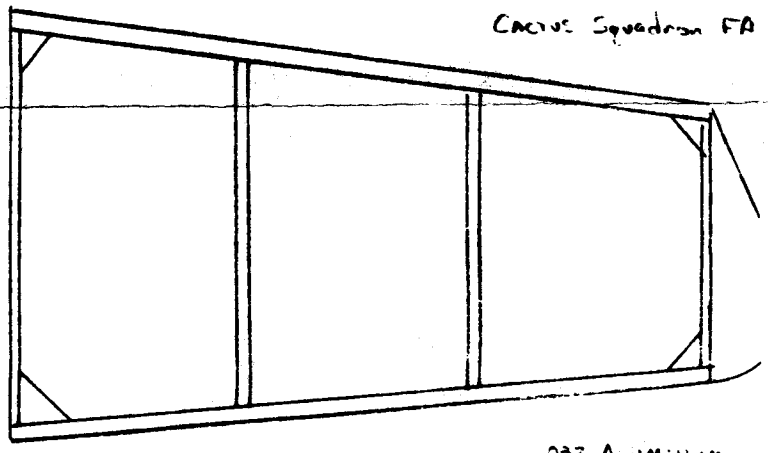
Cactus Squadron FA

COLOR SCHEME

FOREST GREEN UPPER

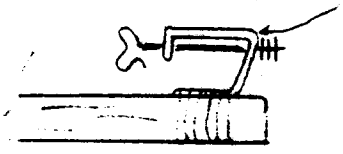
GREY LOWER



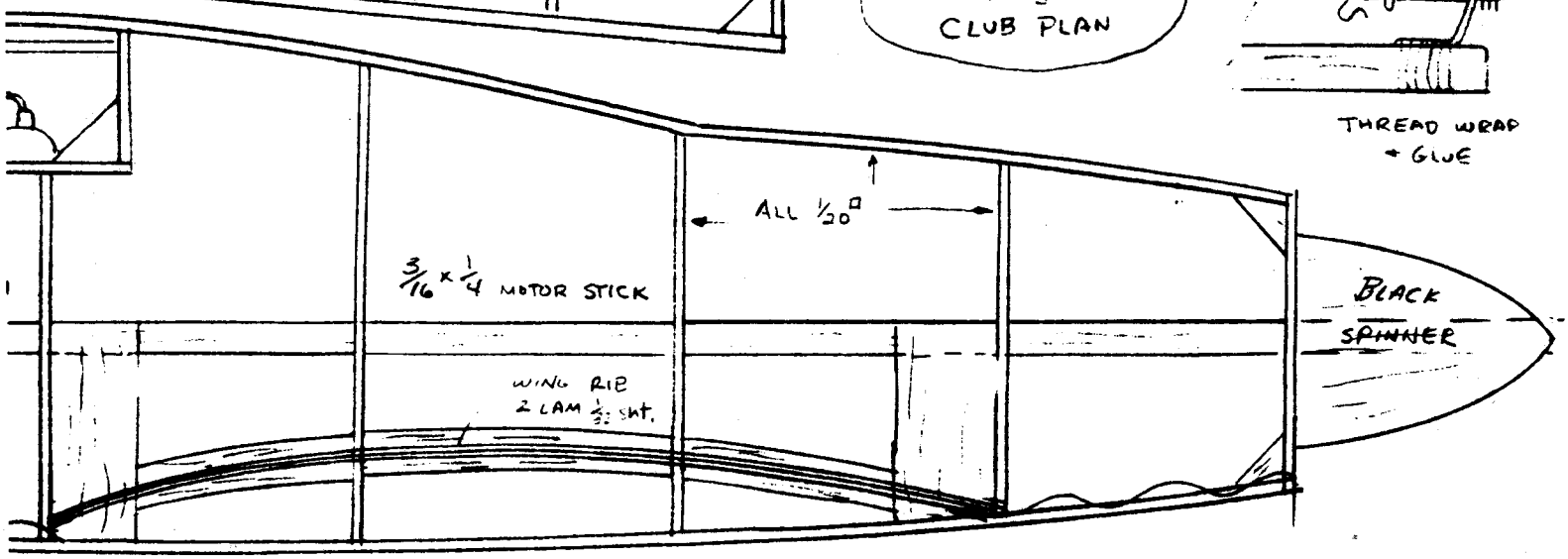


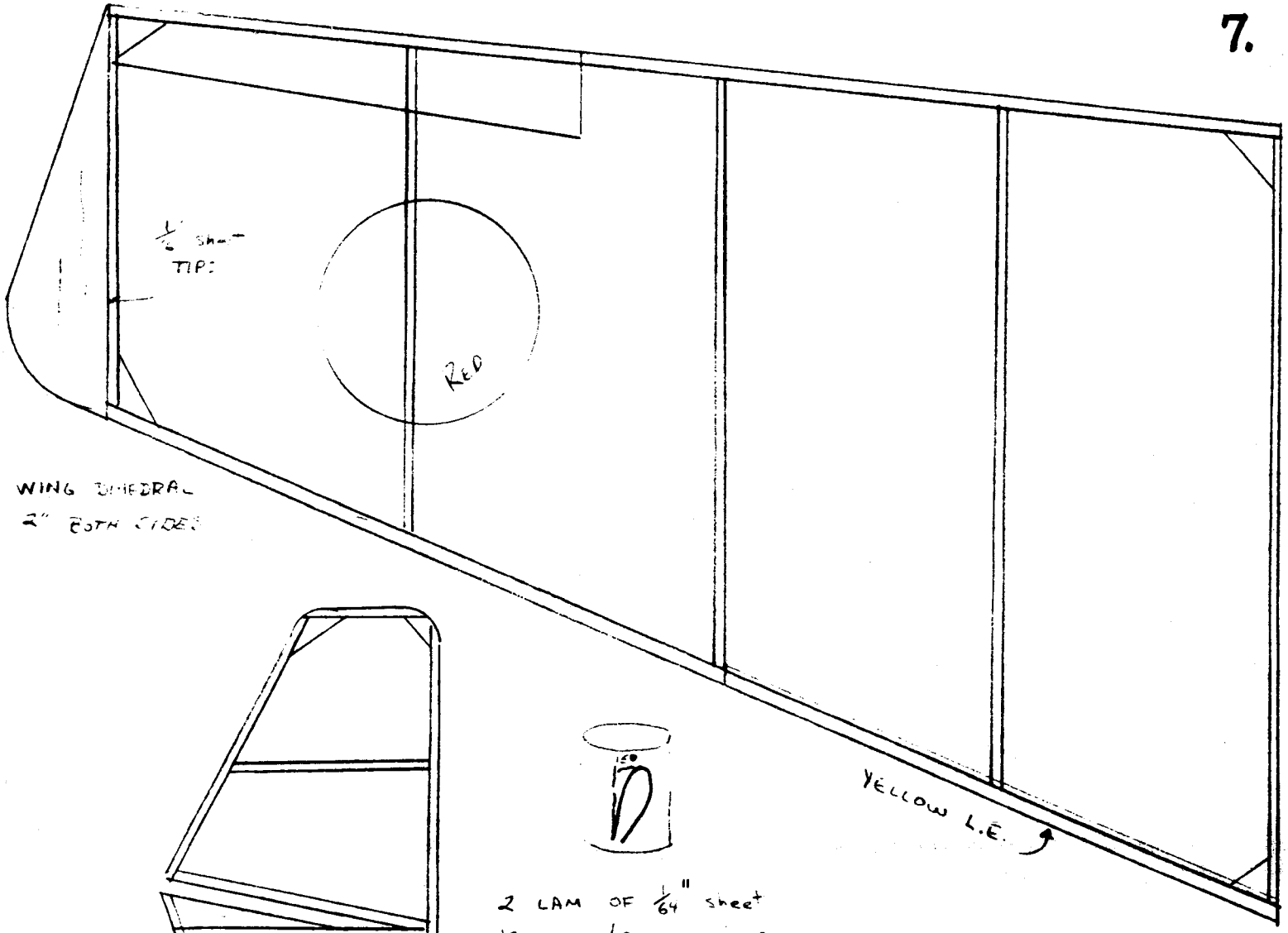
A Flying Aces Club Plan

.032 ALUMINUM

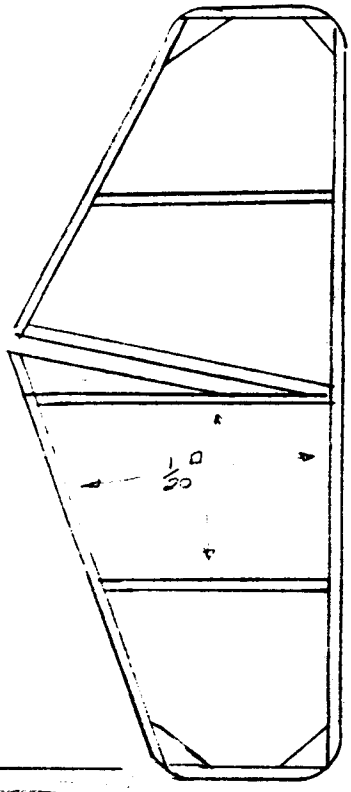


THREAD WRAP + GLUE





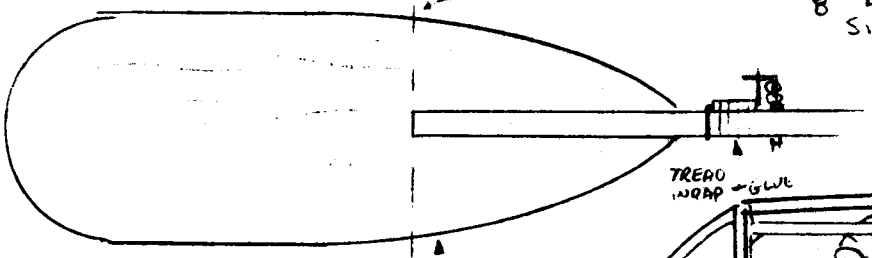
WING DIHEDRAL
2" BOTH SIDES



2 LAM OF 1/64" sheet
lam. or large glass
[illegible] Bottle 15° TO RIGHT

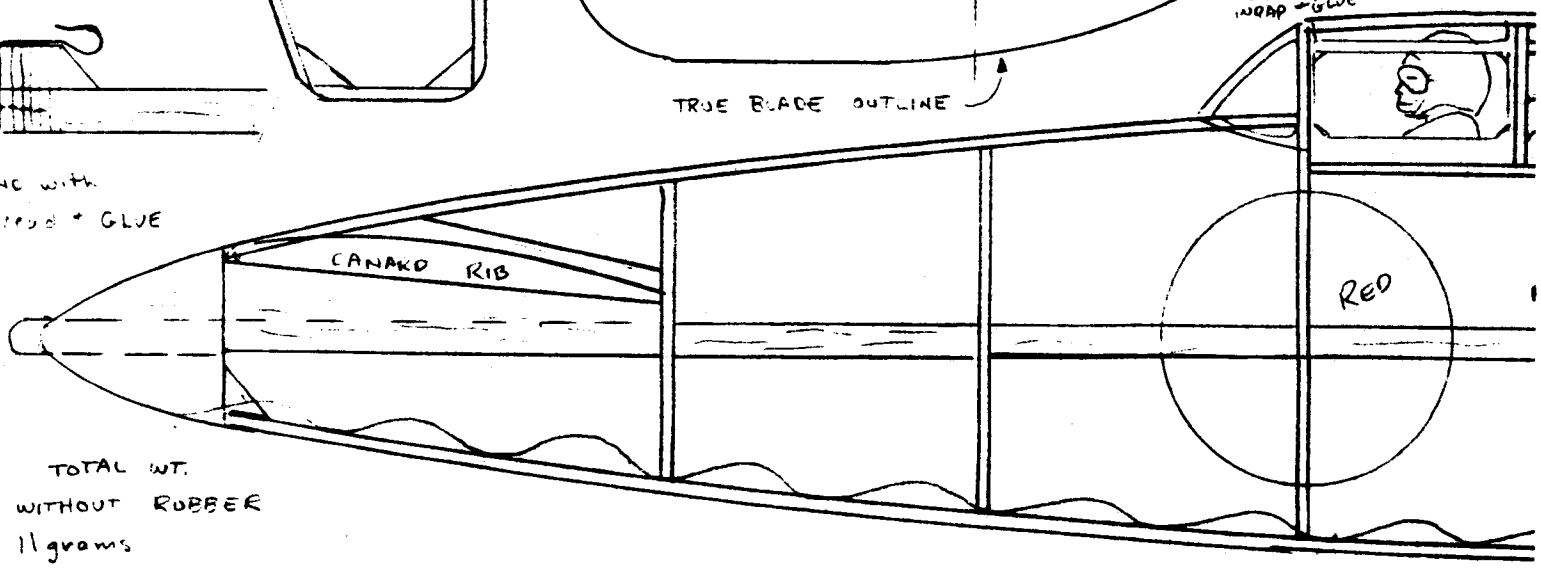
Set Blades
45° at trail edge

CANARD DIHEDRA
5/8" Both
SIDES



TRUE BLADE OUTLINE

Bind with
[illegible] + GLUE



TOTAL WT.
WITHOUT RUBBER
11 grams

* * MYLAR COVERING * * *

Mumbo Jumbo #17 from the Glue Guru aka Leon Bennett

Salutations, disciples! Today we shall consider the merits of mylar plastic as a covering for Jumbo. While most of the articles in this series are suited to rubber scale models of any size, today we are concerned with a material that is best suited for large models—mylar of half mil thickness.

In weighing the pros and cons, some of which are subjective and difficult to pin down, this reporter stresses that he is not a "new product" buff. Indeed, any article with the phrases "I was amazed to see..." or "tell them I sent you" or "try it, you'll like it!" sets off my tics. When, at rare intervals, I do try such an item, the only result is a confirmation of the ancient wisdom - "to appreciate the old, try the new."

With this background, I found the Aeromodeller Annual 1963-64 description of mylar-covering refreshing. It said the material offered no stabilizing stiffness of any kind; it warned the reader to build a torsionally rigid structure or go forever without adequate stiffness (their analysis is completely mistaken). Then there was the MA description about a dozen years ago of a painting system for the inside of the transparent mylar covering and attaching same with sprayed cement. This article was illustrated with some disgusting specimens of art work, which taken together with the hopeless bonding technique (never spray cement at a completed model—the more care and effort you put into masking, the less the likelihood of ever removing same) quickened my interest. Finally, there was the report that Southern California free flighters were abandoning the mylar coating in droves for reasons having to do with heat sensitivity—models left in a car trunk on a hot day lost all cover tension. (That one smacks of the truth.)

In short, the product seemed hopeless. I was intrigued. As all the highly touted items I try turn out to be rotten, perhaps this one, despised by all, well—who knows? Some 4 models and 5 years later, these are the results obtained with half-mil mylar covering. Before we get into the nitty-gritty (next article), let's try to answer the single most important question—is this stuff for you? The answer depends on the kind of modeling you do, the nature of your home field, and your attitude towards performance and contest trophy hunting. These are not simple matters. You will have to analyze your outlook to a considerable depth to arrive at a conclusion.

The perfect Mylar user:

1. Flies large models.
2. Has a severe tree problem—home field is lined with the blasted things
3. Flies under conditions of high humidity
4. Is not fussy about paint jobs.
5. Hates to fly when it's real hot.
6. Is not that interested in winning contests.
7. Is annoyed with warts resulting from tissue-lube reaction.

If most of these conditions apply to you, read on. If not—well, tissue is really pretty good. Now let's take up these matters in detail.

1. Weight—Mylar weighs 1.3 grams per 100 sq.in. as compared to colored tissue at about 1, when carrying two coats of thinned (50-50) dope. In other words the mylar (unpainted) weighs 30% more than tissue (clear doped, but unpainted). For a fair-sized Jumbo, the difference can run about 10 grams—which isn't much in Jumbo. However, we still have to paint the mylar, whereas colored tissue can frequently be chosen to minimize or even eliminate painting. The real weight difference is in the paint. Unfortunately, the paint can weigh almost as much as the mylar, if you like a truly opaque coat containing metallic particles, say aluminum. All the above leads to: if you have to paint it anyway, simply because tissue is not available in the desired color (say, olive drab), then finished mylar-covering weight can be competitive, although somewhat heavier than tissue. However, if tissue is easily available in the right color (say, for a Piper Cub), then you will pay a stiff performance price (all that paint) for using Mylar.

2. Strength and Stiffness--Mylar is incomparably stronger than tissue and contributes at least an equal stiffening effect to any structure. However, there is some question about the practical value of that added strength. Structural failures usually take the form of buckling or bending. The extreme tensile strength of mylar may not do you much good in these failure modes. For example, given an all-out, high speed spiral dive into concrete, you will be left with a neat, closed plastic bag of balsa chips. While this makes for an elegant disposal process, the Mylar doesn't seem to do much else. In a sense, it's unfair to blame the Mylar for malingering--compression and buckling resistance are simply not its thing.

On the other hand, Mylar tensile characteristics are impressive. Consider this true-life anecdote. I fly in a tree-lined public park. To avoid crowds and thermals, I fly immediately after dawn, before beginning my daily meditations on Jumbo. One morning I succeeded in sticking the 91 inch Moth Minor into a weed tree at about the 12 foot level. Already late for meditating, I was completely exasperated--the tree was too skinny to climb, shaking did nothing, I had no pole, etc. I grabbed a broken branch and began to poke the model so as to free it. I knew this to be stupid—but so great was my sense of frustration, that I did it anyway, without even padding the

stick with my dhoti.

When sense and the model returned, I had 11 dents in the covering but only 2 breaks, and of these one was at a lapped joint. (The glue offers little strength as compared to the material.) In short, despite deliberate poking with a sharp stick, I but one true hole (small). To repair the model, I passed an iron over the dents, whereupon they all disappeared. The breaks were covered with ordinary Mylar tape (rather like Scotch tape) and hit with a touch of the spray can. That was all.

I regard this incident as highly significant. Trees have plagued me all through my tissue-covering days. Tissue is so easily penetrated that even tiny twigs break through to impale the model, making removal without serious structural damage unlikely. With Mylar this sort of thing doesn't happen - the model comes out whole, a tribute to the tremendous puncture resistance and tensile strength of the stuff.

3. Moisture and Heat— Mylar is impervious to moisture- both the external kind (high humidity, dampness, rain, coca-cola, etc.) and also the internal kind, including soap-based lube and castor oil. There is no cover slacking even if the model is flown in heavy rain. (This means that trim adjustments are preserved). Warts, easy to generate in tissue or silkspan by being stingy with dope in fuse areas splashed by lube, cannot develop in Mylar, painted or not.

Heat, though, is a problem. There is a definite slackening as the thermometer climbs into the 90's. If the model is exposed to direct noon sunlight on a scorching day, fresh wrinkles will develop. While these are easily removed (when back home), I suspect that real trim changes may result, either from the wrinkling process or the removal process. As a practical matter, I avoid noon-on-a-hot-day flights where possible. When there is no choice (contests), I try to keep the model out of the sun between flights (an old bed sheet seems to do some good).

Most of the wrinkling occurs where little or no initial shrinking was applied, i.e. where the covering happened to be a perfect fit. Those sections that are severely shrunk suffer few or no sun wrinkles; perhaps so much tension has been forced into the Mylar that even with some relaxation, there is still enough tension left to prevent wrinkles.

While the heat relaxation problem is very real and represents one of the major drawbacks to Mylar use, the problem should not be viewed as fatal. Mylar heat relaxation, at its worst, is nowhere near as bad as tissue relaxation on a rainy day. Mylar evidences <u>some</u> relaxation in heat; tissue, <u>total</u> in damp.

4. Assorted Additional Catches and Drawbacks:

a. Mylar is so transparent that it's hard to see.

b. It's difficult to mark. Felt pen ink just balls up and refuses to wet the stuff. Pilot pens work somewhat; technical pens (using India ink) do a good job.

c. Static electricity is a real problem. Mylar tends to draw dust out of the air and is most unwilling to part with it. I usually become aware of the dust only after painting. Whether the various anti-static electricity elixirs would work - I don't know.

d. Scale judges tend not to like Mylar. When painted with a flat paint, the result is in no way "plasticky" - yet it obviously is not tissue. In one classic experiment, I tore off an old mangy tissue covering and recovered with a nice new Mylar coating - carefully disguising the plastic origin of the material with an absolutely opaque and flat paint job. Resubmitted to the same scale judge, the model dropped 7 points in Static Scale. We all have our prejudices and <u>scale judges like tissue</u>. If winning contests is very important to you, tissue is best.

e. Many paints do not adhere well to slick Mylar. In particular, colored dope in spray form tends to develop a feeble grip. One useful tip is to wait as long as possible (weeks) after painting before flying. In some mysterious way the adhesion improves with time. (Polyurethene paint seems to get a decent grip in a couple of days). I have not tried roughing up the surface prior to painting.

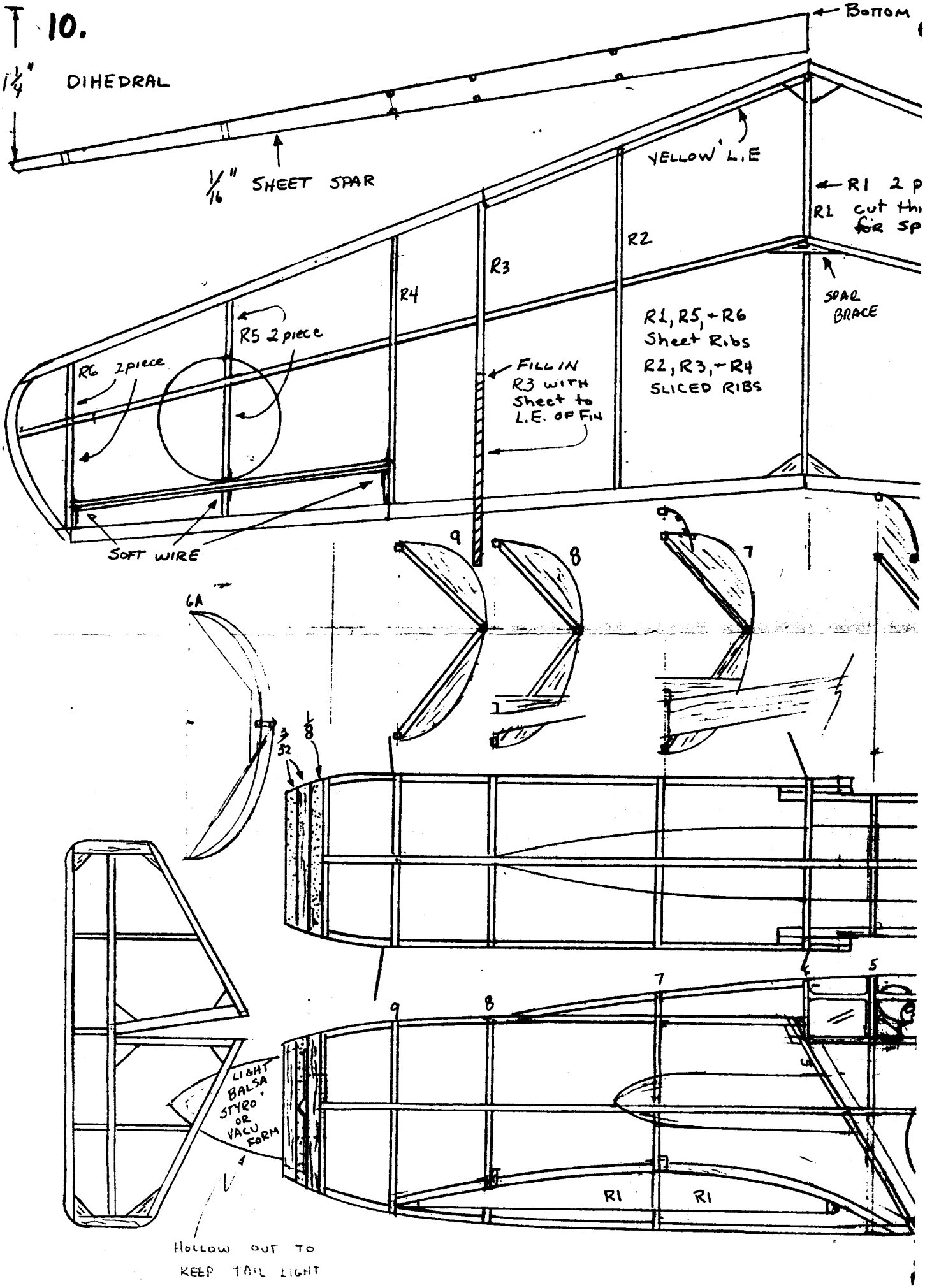
f. The contraction possible with Mylar is unlimited. While you can take out any wrinkle, you can severely distort the structure in so doing. If you build lightly, great care is necessary in the shrinking operation. I suspect that a Mylar-coated baseball bat can be turned into a plastic-wrapped toothpick by anyone with enough determination and a hot enough iron.

* * * * *

The purpose of all the above is to permit judgement on whether half mil Mylar is for you. Lest you become frightened by the lengthy list of disadvantages, I suspect that an even longer list could be prepared concerning the drawbacks of tissue and silkspan. As noted, the issue of whether Mylar is for you is not simple. Here is another true life anecdote to consider. The 91-inch Moth Minor carried more than a quarter pound of rubber. In two years of active contest work, I blew three such motors; never at max turns, but with enough turns to do considerable internal damage. You can well picture the sort of mess that resulted:kinked prop shaft, vaporized formers, etc. In each case I was through for the day and for some weeks thereafter. But in each instance the damage to the Mylar covering was minor. Nothing more severe than a single four inch tear ever happened to the covering. The resistance of Mylar to explosions is impressive indeed. I suspect, without proof, that had tissue been used, the entire fuselage would have vanished at each such explosion. In other words, I credit the Mylar with greatly reducing the overall damage level. This characteristic alone may warrant serious consideration in arriving at a tissue vs Mylar decision.

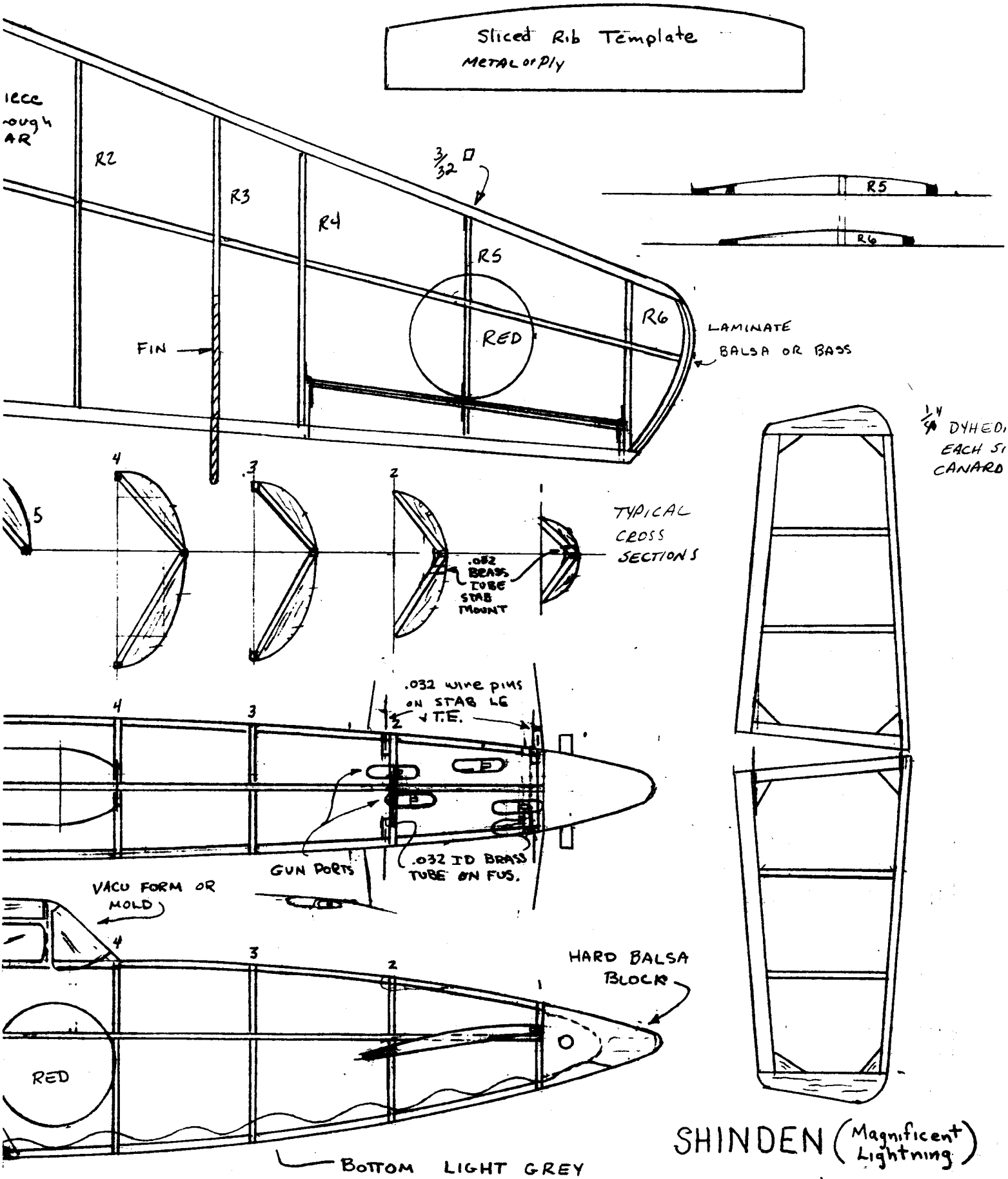
For those wishing to proceed with Mylar, full nitty-gritty instructions will be given in the next Mumbo Jumbo article.

T 10.


BOTTOM
1¼" DIHEDRAL
1/16" SHEET SPAR
YELLOW L.E
R1 2 p
R1 cut thi
for SP
R2
R3
R4
SPAR BRACE
R1, R5, -R6
Sheet Ribs
R2, R3, -R4
SLICED RIBS
R5 2 piece
R6 2piece
FILL IN R3 WITH Sheet to L.E. OF FIN
SOFT WIRE
9
8
7
6A
3/32
1/8
5
LIGHT BALSA STYRO OR VACU FORM
R1
R1
HOLLOW OUT TO KEEP TAIL LIGHT

OF WING

Sliced Rib Template
METAL or Ply



SHINDEN (Magnificent Lightning)

by

Dave Smith

12.

SPOKE WHEELS

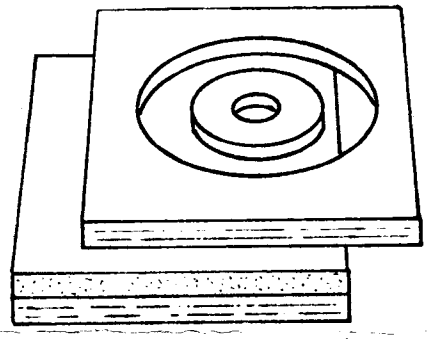
by

Paul Helman, MD.

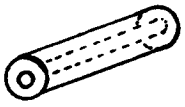
Paul sent in these instructions for creating scale-like spoke wheels using thread or monofiliment line. His instructions have been editorialized by the staff here at GHQ to aid the builders of average skill. We thank Paul for his article and encourage you other experts and novices alike to send in your how-to-do's so we may pass them along in the true spirit of the F.A.C.

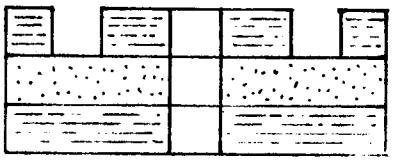
Before starting construction, determine several measurements of your desired wheels; the tires width and O.D., the rims I.D. and the hubs O.D. The latter may be a little difficult to determine, but as a guide, Paul uses 3/32 dowel on his $1\frac{1}{4}$ wheels. Remember also, that a true scale wheel has a rubber tire mounted on a metal rim. For practical reasons, our scale wheels will have the tire and rim constructed as a single unit. Near completion of the wheel, shaping and painting can be used to differentiate the two parts.

STEP ONE

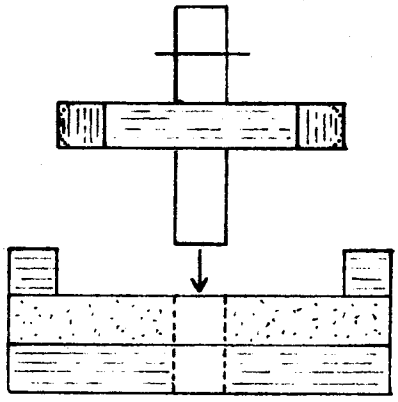


Prepare the jig (base plate, top plate and center disc) using pine, balsa or similar material the same thickness as the tires width, make three squares at least $\frac{1}{2}$" wider than the tires O.D. Glue two squares together to create the "base plate". Using a drill bit the same diameter as the hub, drill a "hub hole" through the center of the base plate. Make the "top plate" from the remaining square. Mark its center and then with a compass, draw two circles--one equal to the tires O.D. and the other, equal to the rims I.D. Carefully remove all material from between the two circles to complete the top plate and create the "center disc". To complete the disc, drill a hub hole through its center. At this point, you may want to put a light coating of wax on the inside edge of the top plate and the outer edge of the center disc. Tape the two plates together, but don't let any of the tape overlap into the well.

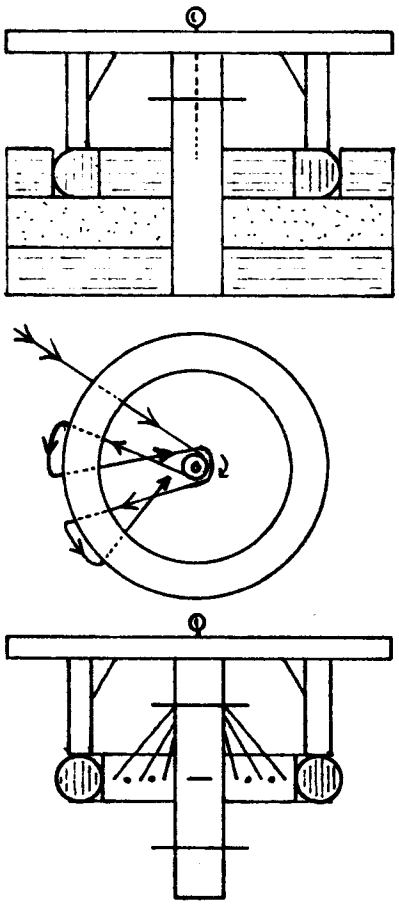




STEP TWO



Prepare the hub. From wooden dowel of the predetermined diameter, cut a length five times the width of the tires. (aluminum can be used, but overall, it is much harder to work with) Using a drill press or pin vice, drill a pin hole lengthwise through the center of the hub. A straight pin needs to fit snuggly into the hole later so don't make the hole too large. At any scale, the hole should never be much larger than the axle wire to be used. Determine the width of the true hub as best you can. At a minimum, it should be at least $1\frac{1}{2}$ times the width of the tire. Mark the dowel so its midpoint equals the midpoint of the hub. Be sure to mark the hub ends clearly. The excess at each end will be removed later. Gently press the hub halfway through the center disc. Place the hub/disc assembly into the jig. The hub should be flush with the bottom of the jig. The disc should be flush with the top of the base plate.



STEP THREE

Prepare the "tire material". Cut several thin strips of reed, balsa, or whatever, the same width as the tire. (This will be the same thickness as the top plate.) Soak these strips in your favorite laminating solution. Paul recommends a 27% ammonia and water solution. Be careful, as this is an iritating solution, so a well ventilated area is required.

STEP FOUR

Make the tire/rim unit. Remove a piece of tire material from the soaking solution. Squeeze out the excess solution by running your thumb and forefinger down its length. Coil the strips on edge within the well of the jig. Work toward the center disc using an additional piece of material if needed until the well is completely filled. Cut off the excess. When dry, place on drop of Hot Stuff or whatever, on the free ends. Be careful not to glue the coil to the jig if you didn't coat the edges with wax. At this point the tire/rim unit can be removed from the jig and center disc. Once free, you can reinforce the glue joints and do some preliminary shaping. Carefully remove all traces of wax if you used it.

STEP FIVE

Prepare the tire/rim unit for the spokes. The number of spokes per wheel varied with different manufacturers so check your documentation. As a general rule of thumb--English wheels had 64 spokes, while French and German had 40. Determine half as many spokes you need for each wheel. **Mark your tire** accordingly so spoke locations are evenly spaced. Drill tiny pin holes completelt through the tire/rim unit. Test that the thread you will be using will be able to pass through the holes. Replace the tire/rim unit back onto the center disc. Be sure that the disc is still centered on the hub. Put the hub and all back into the base plate. Make 4 small "hub washers" from 1/64 plywood. Glue one of these on the hub where you previously marked it for true length.

STEP SIX

Prepare a "hub brace". Construct a brace for the hub as pictured. Use balsa square stock or basswood right angle stock available from those people who are into trains and dollhouses. Insert a pin through the center of the cross piece into the hub. (Remember, this must be a snug fit!) Tack glue the brace to the tire/rim unit. Remove hub and all from the plate. Remove top plate from base plate. Carefully slide center disc off of the hub. Replace hub and all back into the base plate. The tire/rim should be flush with the top of the base plate.

STEP SEVEN

Make the spokes. Sew in the spokes as illustrated. Pass the thread through the tire/rim unit and then around the hub--just under the hub washer. Tack glue at each contact point. When completed, you need to drill a second set of holes midpoint between the first set of holes (determine if you and your equipment can do this with the partial wheel remaining in the base plate or if you need to remove it). Once the holes are drilled, the base plate must be removed. Glue a hub washer in place and sew in the spokes as you did earlier.

STEP EIGHT

Remove the pin and brace. Fill in any defects with wood filler and sand smooth. Remove excess hub material. Spray with silver paint. Paint the tire portion the appropriate color. Pre-WWI tire colors were often brown, tan or gray-not black-although the latter gives the best contast with the metalic rims and spokes.

A great project for an FACer! Good luck and let us know how you make out. Keep in mind that Paul's wheels weighed in at 0.35 grams each.

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GHQ wishes too thank Dave Smith from the "Cactus Squadron" in Arizona for this issues cover drawing and the plans for the Shinden in both No-Cal and peanut. Interesting projects, both. We also have too thank Dr. Paul Helman for his article on making spoke wheels, if any of you skysters try them, let GHQ know how they turn out.

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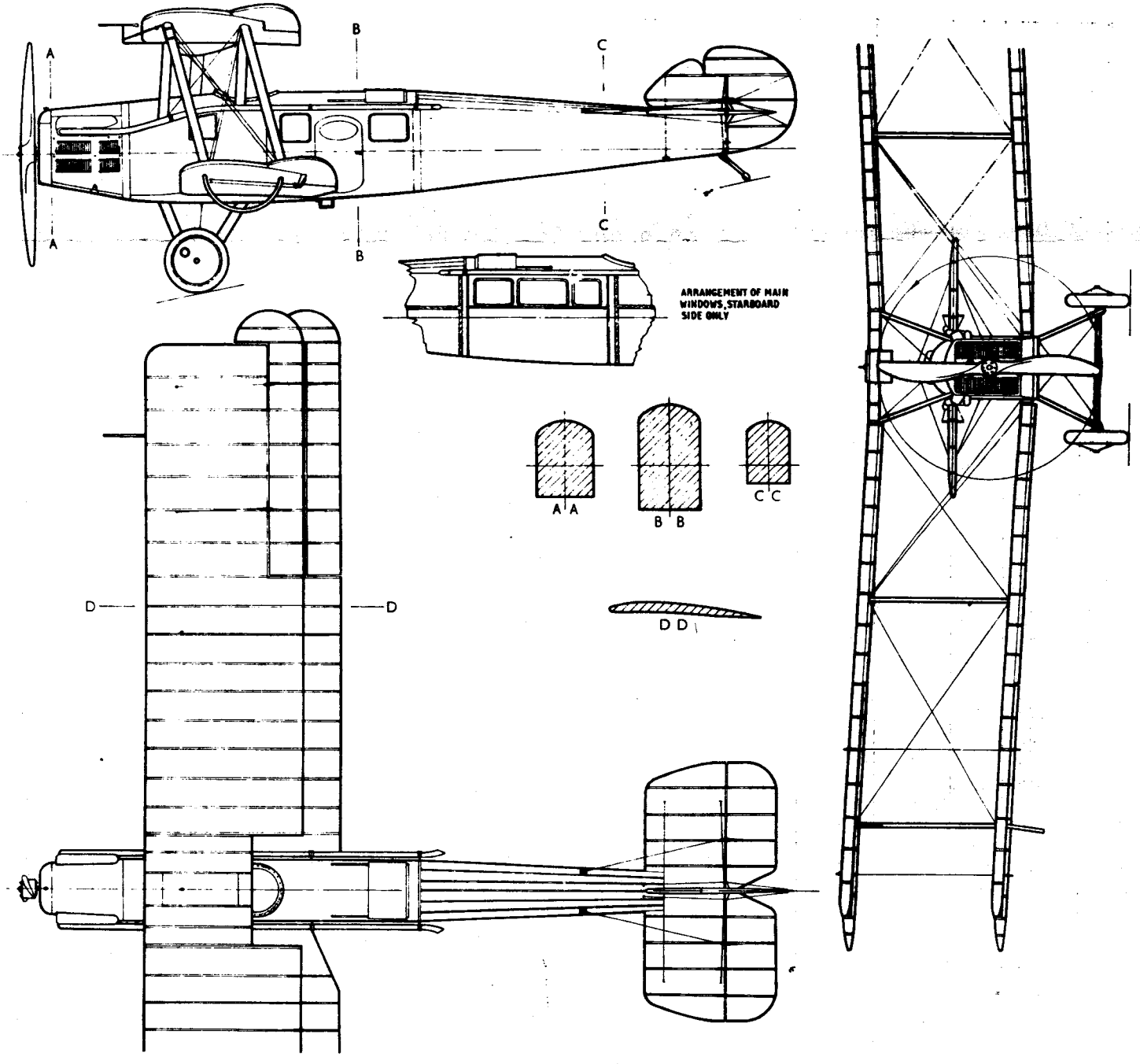
Antelope



E.M.A.A. THIRD ANNUAL PICNIC MEET

A REPORT BY ROSS P. MAYO, C.D.

August 18, 1985. I awoke at 6:00 a.m. It was dark and windy...I hated to wake to contest days that were dark and windy...I went back to bed.

At 7:45 I was awakened by my 3½ year old peanut Erin. For two weeks (I was on vacation) she wanted pancakes for breakfast while mommy slept. By special request, we had pancakes once more. I could tell then it was going to be one of those days.

At 8:45 the sun was up with southerly winds at 10 to 15 mph. Still in P.J.'s and slippers, I finished packing the car. With Prangmore less than 15 minutes down the road, I spent a few quiet moments in the bathroom with the Sunday paper. The headlines warned of thunder storms. When finished, I found that Erin had fallen asleep on the floor watching cartoons. I picked her up and put her in bed with her mom.

It was 9:25 and I was really getting excited about the contest. I dressed dreaming of thermals and kanones. I couldn't find my lucky sneakers as Erin had worn them around the house as I made those ¢°£ç¥º¶ pancakes. Finally the shoes were found. I quietly tiptoed into the bedroom so I would not disturb you-know-who. Gently I woke the sleeping beauty, "Erin, what did you do with my shoe laces?"

I arrived at Prangmore just a few minutes late. Reichel had yet to report in. Canadian Ken Groves, sans sidekick Jack McGillivray, was already primed for the day's events. He looked terrible, however, as if he had slept in his car all night. I was going to query Ken just as Lin arrived. The C.O. demanded an explination for Grove's appearence. "Well sir," he replied, "I got in very late last night...there weren't any hotel rooms available, so I parked on the field and slept in my car." Reichel thought Ken was rather dedicated and an inspiration for all us FACers. Lin continued, "Sorry I'm late...had to wait 20 minutes at one of those slow fast food franchises...I should have stayed home and had pancakes. Hey Mayo, how come you suddenly look worse than Mr. Groves?"

Once on the field, a few test flights made it evident that the "max" had better be set at 60 seconds. As it turned out, 70 seconds put our birds in the bourdering trees and 90 seconds planted our ships in the surrounding corn.

Embryo was the most popular event of the day with 13 contestants. Even the "rusty" Russ Brown gave it a go. Three FACers maxed all three flights: the Reverend William Anderson of Mercer, Pa., the "Crazy Canadian" and the "Top Kanone Kid"...Gordon Roberts. All three maxed the first fly off with the "Padre's" plane so far off the field that he finally gave it up as lost to Hung's earthly sister..."Slung." In the second go, Ken's craft just missed maxing as Gordon put up his fifth 60 second plus flight of the day. Congratulations "TK².

FAC Scale had 12 entries. TK² took third. Second place went to none other than our very own C.O. Run Likehell (which he did!). First went to Prangmore's ground keeper and grass grower Vic Peres.

FAC Peanut Scale was third most popular with 11 planes entered. And speaking of third...taking third place in only his second contest was our newest FAC nut Brian Mayo. Brother Brian built his beautiful black and yellow Waco at work during lunch breaks. Until it was completed, he stored it in his desk drawer. I bet the "Others" can't do that! And winning was TK² flying a super SE-5a.

Winning Old Time Commercial Rubber in grand style (3 maxes) was the aging Mr. Peres with his aging Korda Victory. Vic wanted to thank Mr. Bob Wilder for the wonderful winder that made it all possible. Actually, it was Mr. Honda and his 3-wheeler that allowed Vic to retrieve each fabulous flight without fatiguing the faintest amount.

Bob Russell won HLG. Bob is the son of the famous and/or infamous Ted Russell. It was heart warming to see some father and son interaction: Ted would coach and time while Bob would chuck and run...and run... and run some more. Nice going to both the Russells.

Mike "CO^2" Zand easily won the power event. He flys a big Coast Guard Waco that he converted over from rubber power. Now I know what to do with my old, heavy ships.

Winning his first kanone at Prangmore in the Golden Age event was Mark Schnieder. He really had his Cessna trimmed just right for the wind that Hung was blowing our way. Congratulations Mark!

W.W.I Combat started at 3:00 pm with Zand A.W.O.L. as he hunted for his maxed out Jabberwock. Brian lined us up: Ken with his Sopwith Triplane, TK^2 and Dennis Norman with S.E. 5A's, and from the "other" side... Mark with a very colorful Fokker D VII and myself with the trusty, rusty, old Halberstadt DII.

It has been a long time since we witnessed combat like we did on that first encounter... it was so real...so exciting... how well I recall... so well... how... I... I was... I was patrolling in my aging Halberstadt with Herr Schnieder Von Rookie in his new Fokker D VII. Suddenly we were jumped by a pair of S.E. 5A's! Von Rookie went right... I went left. I could not shake the chap off my tail. (Many years later I learned that the pilot, an Irish law student, would become a famous bomber pilot of W.W.II... Dennis O'Norman.) His bullets torn into my frail little fighter. Perhaps if I had more **speed... I pushed the stick forward. Mein Gott!...there was a Sopwith Triplane dead ahead! I pulled back on the stick as hard as I could! Too late...my custom four bladed prop cut into the fabric of the Tripe. The trailing edge of his top wing cut clean as if made of balsa wood. A mysterious force held our ships together as we started to fall. My prop continued to slash at the Tripe. Eventually it chewed through ribs, rigging, and the leading edge. The** punishing prop finally spit out the doomed craft... it looked like the victim of a shark attack! The pilot bailed out. The (now) Sopwith 2½ quickly spun in. The amputated wing slowly fluttered down in its wake. I could see the pilot jerk as his parachute opened. By the Muck-Lucks on his feet, he must have been Canadian. But so much for chivalry... my own ship was about to come unglued. There were broken struts and cabane wires all over the place! And I was only meters away from meeting the same sick fate of the Sopwith. Again I pulled back on the stick... the little DII responded! I began to climb! Luckily, the S.E. 5 was nowhere in sight. I nursed my wounded craft back towards the airfield. The C.O. would probably make me fly again before I could make permanent repairs. That reminds me of an F.A.C. event I know...HOLY TOLEDO! ! ! I was nearly trapped in a Hungorilla Time Warp! Back to reality...

Round number 2 of combat saw the Halberstadt come down quickly. Winding for round 3, Mark lost the cam on his prop creating an instant final. "Stormin" Norman added too many winds... his ship couldn't handle the extra torque... TK^2 won easily.

. The T/G Race started at 4:00 o'clock with other brother Blake controlling the flag. (Good to see ya' back on the flying field.) Here's how they lined up: TK^2 with his consistent Chambermaid, Norman with his going Goon, Zand flying the so-so Suzy, myself flying that crazy CR-3, and Reichel...trying once more with the "Connecticut Bridesmaid." (His Chambermaid was taken runner-up honors at the Connecticut Fall Meet for the past two years!)

Blake dropped the flag for heat number one and the Goon was doomed... down and out first. Round 2; both Chambermaids are in difficulty... Roberts lands first! Round 3. A bad launch by yours truly caused the

big Cessna to bite the dust prematurely. Meanwhile, the Suzy was having another so-so flight and the Bridesmaid was about to sniff the flowers once more.

And now tissue trimmers... through the magic of "P.V." (Printed Video"), let the F.A.C. Newsteam take you back for another "FACtastic Finish!"

"OK race fans, we're about ready for today's final race. The tension here is as thick as old Ambroid, but perhaps I can get a word or two from our reckless racers. Mike! Mike Zand...how is Suzy? 'Well, she looks good... feels good too, but you know how women are...' Mr. Run Likehell! '...that's SIR to you Mr. Media...' Sir Run Likehell, they say you can't win a honeymoon... any comment? 'Well, if your're refering to Connecticut, remember, that was long ago and far away... now if I could only remember if I changed the motor since then...' Thank-you gentlemen, and good luck!"

"They're approaching the starting line. The Bridesmaid appears to be the sentimental favorite here today. Let's watch and listen to the start... '...3-2-1 launch!' The Suzy is off and climbing quickly as the Bri...say! what's this?? Run Likehell hasn't moved a muscle! He appears to be receiving a telepathic message... perhaps from the Guru himself! Now he's ready... there!... he's launched! I think it's a little too late... the fans are cheering for the lady in blue! Zand looks cool and confident... in control. And look here! The Bridesmaid is dangerously low. I can't see how she can... down! So much for 'Sir Alsoran.' And Zand is loosing it! He's loosing his cool! Mike is jumping up and down, he can't believe it, he's thrilled, he's elated... he's a WINNER with the Oh So Suzy!"

Well, there you have balsa buddies, another in our continuing series of "FACtastic Finishes."

After the contest everyone enjoyed a great picnic. Thanks Hung for blowing the rain clouds away. A "well done" goes out to Ebby Shores who ran the desk so I could get some flights in. And a very special thank-you to Cindy and Vic Peres for their hospitality..."above and beyond the call of duty!" ...and that's what the F.A.C. is all about.

If some of the facts in this report are a little warped, it's because of the dope fumes... but that's another story!

CONTEST RESULTS

THOMPSON/GREVE RACE

PILOT	PLANE	ROUND ELIMINATED 1st	2nd	3rd	4th
Ross Mayo	Cessna CR-3			X	
Lin Reichel	Chambermaid				X
G. Roberts	Chambermaid		X		
Mike Zand	Suzy				WINNER!!
D. Norman	Goon	X			

WWI DOGFIGHT

PILOT	PLANE	ROUND ELIMINATED 1st	2nd	3rd	4th
Ross Mayo	Halberstadt		X		
Ken Groves	Sop. Triplane	X			
G. Roberts	Se5a				WINNER!!
M. Schneider	Fokker D-7			X	
D. Norman	Se5a				X

FAC PEANUT

PILOT	PLANE	1st	2nd	3rd	static	flt.	total	place
Ross Mayo	Halberstadt	21	--	--	68	21	89	6
Lin Reichel	Huntington	35	40	24	55	40	95	4
Brian Mayo	Waco "E"	34	20	27	66	34	100	3
Ken Groves	Fike	47	21	--	58	47	105	2
G. Roberts	Se5a	66½	--	--	70½	66½	137	1
Mike Zand	Day. Wright	26	32	26	61½	32	93½	5
A. Medovitch	Lacy	26	--	--	52½	26	78½	7

FAC SCALE

PILOT	PLANE	1st	2nd	3rd	static	flt.	total	place
Ross Mayo	Heinkel 100	25	28	33	63	33	96	5
Lin Reichel	Aeroneer	47	34	--	58	47	105	2
G. Roberts	Fleet	32	--	--	69	32	101	3
Ross Mayo	Stahlwerk	38	--	--	56	38	94	6
Vic Peres	Fairy Battle	69	43	--	62½	64½	127	1
Wm. Anderson	Big "X"	39	29	--	52½	39	91½	7
D. Norman	Wildcat	36	--	--	58	36	94	6
Roy Biddle	Tailwind	44	43	--	54½	44	98½	4

EMBRYO

PILOT	PLANE	1st	2nd	3rd	bonus	total	place	
Ross Mayo	Misadventure	58	55	51	9	173	4	
Ted Russell	Swallow II	51	58	04	9	122	6	
Brian Mayo	M-Brio	16	--	--	6	22	11	
D. McDonald	?	44	60	41	9	154	5	
Ken Groves	M-Brio	60	60	60	9	189	2	
G. Roberts	Debut	60	60	60	9	189	1	won flyoff
Vic Peres	Beanwind	5	59	--	0	64	8	
Mike Zand	Prairie Bird	26	--	--	9	35	10	
Wm. Anderson	Debut	60	60	60	9	189	3	
D. Norman	Lovely Lynn	42	--	--	0	42	9	
Russ Brown	Turbopotty	29	6	51	9	95	7	

O.T. COM. RUBBER

PILOT	PLANE	1st	2nd	3rd	total	place
Ted Russell	Black Bullet	57	40	41	131	5
Ken Groves	Baby Hornet	35	60	60	155	2
Mike Zand	Jabberwock	46	60	--	106	7
M. Schneider	Pacific Ace	33	56	39	128	6
Wm. Anderson	Korda Victory	60	60	32	152	3
Vic Peres	Korda Victory	60	60	60	180	1
M. Schneider	Thermal Hunter	53	38	56	147	4

GOLDEN AGE SCALE

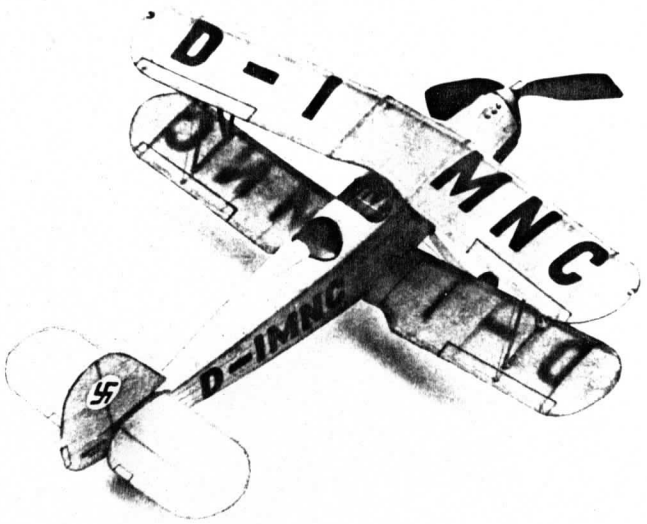
PILOT	PLANE	1st	2nd	3rd	total	place
Lin Reichel	Aeroneer	25	52	26	103	4
D. McDonald	Bellanca	24	44	46	114	3
Mike Zand	Rearwin	40	50	29	119	2
M. Schneider	Cessna C-34	35	45	42	122	1
D. Norman	P6e	30	--	--	30	5

HAND LAUCH GLIDER

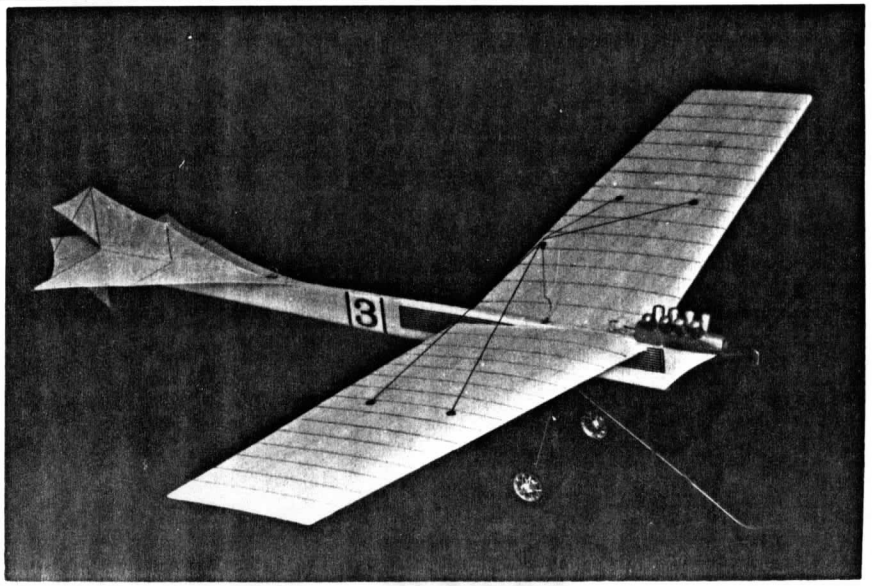
PILOT	1st	2nd	3rd	total	place
Bob Russell	27	30	56	113	1
D. McDonald	22	21	21	64	3
Vic Peres	23	20	41	84	2

FAC POWER SCALE

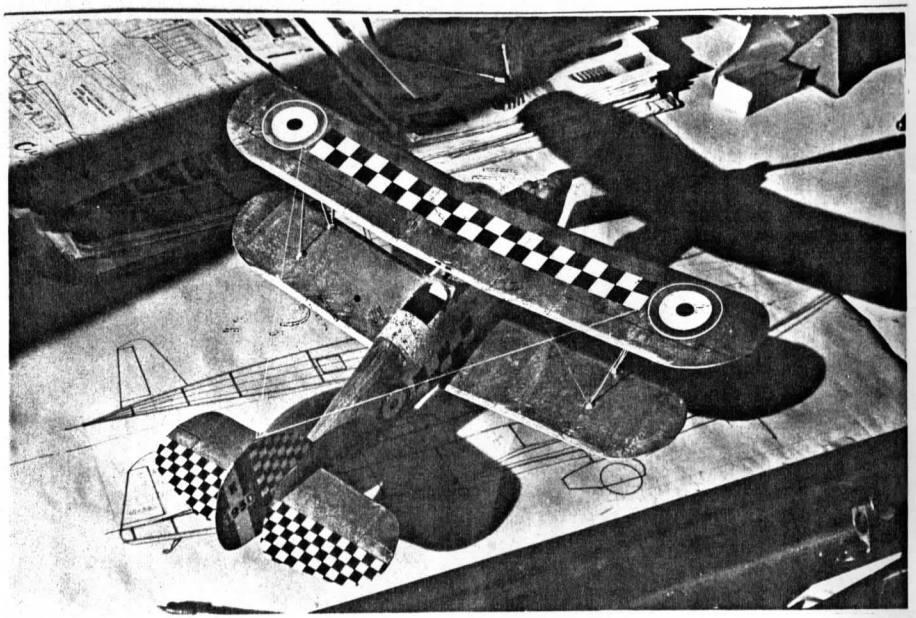
PILOT	PLANE	1st	2nd	3rd	static	flt.	total	place
G. Roberts	Howard DGA15	26	--	--	54	26	80	2
Mike Zand	Waco C.G.	20	36	35	72	36	108	1
Mike Zand	Farman Moust.	32	--	--	64½	32	96½	3



Gotha Go145 peanut by E. Fillon from France.



Bill Hannan's No-Cal Antoinette. All photos on this page from Bill.



E. Fillon's nice Hawker Fury.

Mireille Aime holding Hannan's General Aristocrat Bostonian model. Mireille is from France, Roger's wife.