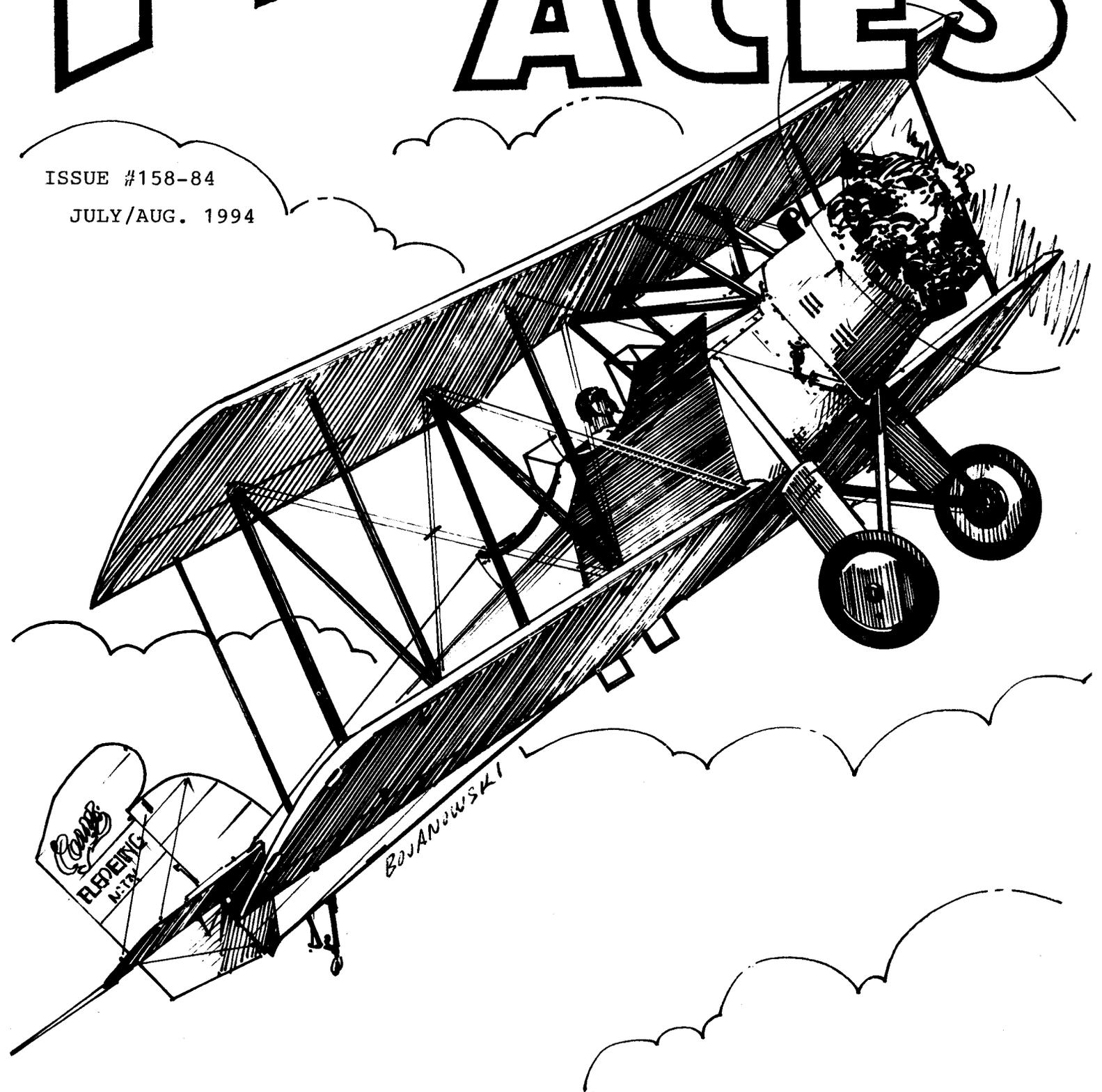


# FLYING ACES

ISSUE #158-84

JULY/AUG. 1994



# NEWS ON THE WING!

The cover of this issue was sent in by Bob Bojanowski. A fine rendition of the Curtiss Fledgling. Nice job, Bob!

Now, onto the FAC-Nats, Mark IX. What a time! And what a turnout! 157 Clubsters gathered at the National Warplane Museum on July 8-9-10. This number exceeded the previous record by 18! Thanks Skysters for making the event the success it was. The weather wasn't all to good though. We had a mixture of heat, high humidity and some strong winds, especially on Sunday the 10th. Anyway, we managed to get in three full days of flying in spite of it all, including a few brief rainy periods.

Approximately 234 models were judged and by using our new system everyone was back in their rooms by 11:30 pm. (or should have been! Haww) I want to thank the judges for a job well done!! Those who helped in the judging were Vic Didelot, Don Srull, Ross Mayo, Jack Moses, Fred Wunsche, Chuck Schobloher, Tom Nallen I, Tom Nallen II, Mickey Nallen, Paul Stott, Curt Haskell and Dave Livesay. Hope I didn't forget anyone.

The timers were kept very busy as there were approximately 1127 flights recorded!

At the awards banquet all the winners received their plaques through the top five places. Entertainment was provided by Vance Gilbert and Bill Warner who each sang a song for us to enjoy. Vance sang one from his new Compact Disc and Bill sang his new song about the FAC. Several other awards were also handed out to very deserving people. The Distinguished Service Medal went to Roy Courtney, Roy Biddle, Curt Haskell, Ollie Benton and Dave Rees for their contributions to the FAC and to the hobby in general, outstanding, Gentlemen! Also the coveted "Blue Max" medals were awarded for 16 victories in competition. They were Dick Dumire, Bob Siedentopf, John Houck, Tom Nallen I, Tom Nallen II, Tom Hallman, Ed Deloach, Frank Rowsome, Bud Carson, Doug Buchanan, and Rolfe Gregory. BUILD--FLY--WIN--Eff-AAA-CEEE!!

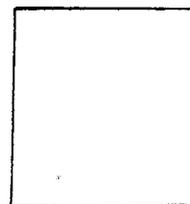
The special perpetual awards went to Terry Pittman for his model of the Farman Goliath, this one was the winner of the Achievement Award. Pres Bruning won the Walt Mooney award for the best peanut model with his Arado 198. The Earl Stahl award went to Joe Barish for his great model of the Martin Clipper. And once again Don Srull was declared the Grand Champion. Be careful next time Don, the voting was very close this time and the younger Skysters are gaining on us veterans.

Once again I would like to thank the sponsors of some of the events at this year's contest, namely, Dave and Marie Rees from Hi-Line who sponsored the ducted fan event, Bill Teseny who sponsored the Golden Age event, The Palmetto Aeromodelers for sponsoring the Modern Military event and to Dave Diels who sponsored our main event, the FAC Scale event. Thanks again to all of you. Your generosity is really appreciated!

Before we close our coverage of the FAC-Nats I want to thank Tom Nallen I for his drawing of the Curtiss "Gulphawk" that we used on our T-shirts and to Doug Wilkey and his wife Sandy for the excellent plan of the same aircraft. You will find an add in this issue if you wish to purchase the plan and/or T-shirt.

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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$10.00 per year in the United States and Canada. Overseas the cost is \$15.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



I want to thank all who contributed to this issue, we need your input as we continue to grow. Our membership list now stands at 1251!

Remember that reduced size plan we had in the last issue that we didn't have a name for? Both Jim Poche and myself couldn't believe how many of you archivists responded. It is the Boeing & Westervelt Model 1. Thanks to all who answered our plea. We hope to have the full size plan in a future issue.

There is an entry form for the next "Big Scrap" among the members of the FAC at Muncie, IND. at the AMA flying site on Sept. 3-4. If you plan to come please let us know as soon as possible. It will be another fun filled event, I'm sure. Hope to see you there!

BUILD....FLY....WIN....EFF--AAA--CEEE!!!!!!!

Lt. Col. Lin Reichel, CinC-FAC

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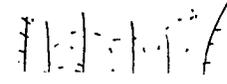
THE CHEETWELL CUP

This award, given at the FAC Nats deserves its own heading. Given for some extreme run of bad luck or bad judgement or something along those lines, this year was no exception.

It seems this year's recipient was braiding and winding a new rubber motor for his model. He had one loop already finished and had it around his one hand while working on the other loop. Then he realized it was done backwards and while trying to right the wrong the rubber came loose and proceeded to wipe out the bulkheads in the fuselage as well as rip up the tissue covering. After extensive repairs he had it all back together again and proceeded to install another motor. Lo and behold he did the very same thing again! Wiping out all the repairs. Eventually though, he did get it all repaired and managed to get it in the air!

Who was it, you ask, well, ask Grant Lovett about it, he's the one with the Cheetwell Cup until 1996. Have fun with it Grant, as we had fun giving it to you.

"What makes you think that I know who it is? Looks like it's from your side of the family."



1930's

BILL BARNES



PIN

2 1/2" \$12.00

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TIE CLASP



ORIGINAL SIZE \$10.00

CLUTCH BACK

TIE CLASP

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NEW PRODUCTS

Historical Photo-Copy Section, 70 pages (8 1/2 X 11) with over 175 pictures. Record breaking attempts, stunts, various old aviators like C. Lindberg, Amelia Earhart, dirigibles, inventions, crashes, many old military aircraft, etc. Price \$10.00

3-View Section, 25 pages (8 1/2 X 11) of WW I and WW II aircraft. Nice clear views, good for enlarging and reference or model making. Price \$5.00

Plans Section, 45 pages (8 1/2 X 11) of nice clear drawings by many well-known artists of primarily military aircraft. WW I and WW II. Plans are suitable for enlargement. Price \$8.00

WW I SKYBIRDS and FLYING ACES Section, 49 pages of rare drawings from old pulp magazines. Over 180 drawings. There are 3 to 5 WW I aircraft drawings per page. Price \$9.00

These prices include copying, packaging, postage and shipping. Please allow one week for delivery. Douglas Worthy, 1149 Pine Ave., Manhattan Beach, Ca. 90266.

Herr Engineering Co. (see ad in this issue) has a new kit on the market. It is of a model suitable for sport flying and especially good for the beginner. Simple-straight-forward building instructions. Materials in the kit are first-rate. This should be a GREAT flyer!

FAC SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Don Srull	Lippisch P-13	86	74	160
2. Hal Lorimer	DH Hornet Moth (floats)	83	76	159
3. Jack McGillivray	SE-5 Replica	76.5	79	155.5
4. Mark Fineman	No. American F-82	85	66.5	151.5
5. Tom Hallman	Nicholas Beazley	69	82.5	151.5
Vance Gilbert	Boeing 80-A	73	64	137
Gene Smith	Curtiss Robin	55.5	66	121.5
Juanita Reichel	Piper J-3	43.5	68.5	112
Dick Hawes	Nieuport 12C-2	66.5	28	94.5
Tom Hallman	Martinsyde	73.5	72	145.5
Jim Miller	Lockspeiser LDA-01	68	23	91
Stu Weckerly	Found Seaplane	68	80.25	148.25
Ollie Benton	Volkspplane VP-1	62	45	107
Oscar Smith	Piper J-3	55	65.5	120.5
Tim MacDonald	Taylorcraft	40.5	80	120.5
Dave Niedzielski	Focke-Wulf 190	66.5	67	133.5
Bill Bell	Great Lakes	67	23	90
Dave Niedzielski	Mr. Smoothie	56.5	75.75	132.25
Gordon Roberts	Waco SRE	58.5	62.5	121.5
Jack Noll	Kawasaki Ki-61	71	69	140
Jack Moses	Boulton/Paul Defiant	58	46	104
Chuck Schobloher	Lancair	63.5	36	99.5
Pres Bruning	Breguet 693	84.5	53	137.5
Bill Bell	Martin Mo-1	60	36	96
Dave Stott	Bristol Brandon	77	65	142
Mark Fineman	Nakajima Ki-84	66.5	69	135.5
Paul Boyanowski	Waco XJW-1	73.5	61.5	135
Ed Novak	Pegna PC-1	74	60.5	134.5
Tom Arnold	Turbo Mustang	62.5	36	98.5
Tom Sandor	Curtiss SBC-3	59.5	44	103.5
Bob Thompson	Polikarpov PR-5	68.5	36	104.5
Charles Kriete	Taylorcraft O-57	42.5	82.5	125
David Franks	Kawasaki Ki-61	64	61.5	125.5
Dave Rees	Colibri	69.5	72.5	142
Al Lawton	Curtiss S-3	78	68	146
Dave Stott	ANEK	73.5	68	141.5
Paul Stott	Laird Speedwing	69	41	110
Vance Gilbert	Avro	78.5	51	129.5
Paul Boyanowski	Short S-26 Flying Boat	100.5	23	123.5
Chris Starleaf	No. Am. T-28 Trojan	65	75.25	140.25
Chris Starleaf	Fokker D-7	--	55	55
Richard Zapf	Pilatus Porter	42.5	75.25	117.25
Bob Isaacks	Grunman F6-F	67	64	131
Bob Thompson	Polikarpov R-2	71.5	29	103.5
Richard Zapf	No. Am. T-28 Trojan	56.5	58	114.5
Bob Ramsey	Se5-A	65.5	41	106.5
Robert Butsch	Sopwith Pup	62.5	23	85.5
Mel Roth	Blohm/Voss BV-141	72.5	45	117.5
Les Burdshall	Yak 17	61.5	37	98.5
Henry Komp	Yak 15	62.5	51	113.5
Phil Cox	Waco "D"	76.5	53	129.5
Paul Helman	Gloster 4	82	43	125

JUMBO SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Tom Hallman	Gadfly	66	82.5	148.5
2. Don Srull	Short Seaplane	82	60	142
3. Vance Gilbert	Cant Z506	102	39	141
4. Stu Weckerly	Found Seaplane	61	79	140
5. Mark Fineman	S.M. 92	78	61.5	139.5
Richard Zapf	Northrop Gamma	50	68.5	118.5
Bob Thompson	DH-4 Mailplane	71.5	53	124.5
Mark Houck	Lockheed U-2	55	66	121
Bob Bojanowski	Fike	45	71	116
Ed Novak	Ant 25	53	38	91
Ed Novak	Beardmore Inflexible	40	43	83
Tom Arnold	Focke Wulf Ta-152	56	68	124
Dave Stott	DH-4A	71	46	117
Dave Stott	Hisso Standard	72	45	117
Bill Bell	Taylorcraft	29	29	58
Oscar Smith	Piper Cub Coupe	33	68	101
Paul Helman	Armstrong Whitworth	82	22	104
Jack Moses	Mig-3	59	34	93
Dave Rees	Fiesler Storch	55	46	101
Tom Nallien I	Halton Minus	47	74	121

DUCTED FAN SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Don Srull	Mig-15	48	82.5	130.5
2. Jack Noll	Mig-17	49	26	75

OLD TIMER MINI ELECTRIC

<u>PILOT</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Dick Miller	Half Pint	120	120	120	360
2. Vic Nippert	Kerswap	83	120	87	290
3. Bert Phillips	Air Trails Sportster	111	81	49	241
4. Tom Schmitt	Kerswap	120	120	--	240
5. Mark Fineman	Powerhouse	91	120	--	211
Dirk Kitzmiller	Kerswap	30	46	46	122
Jack Noll	New Ruler	50	42	--	92

AEROL TROPHY RACE

First Place---Gene Smith.....Keith-Rider R-4

FLYING HORDE

First Place---Frank Rowsome.....Grumman Wildcat

SHELL SPEED DASH

<u>PILOT</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>Total</u>
1. Conrad Ruppert	Chambermaid	120	120	240
2. Ollie Benton	Chambermaid	120	120	240
3. Chris Starleaf	Chambermaid	99	120	219
4. Jack McGillivray	Cessna CR-3	98	120	218
5. Mel Roth	Mr. Smoothie	94	120	214

( Ruppert and Benton flipped a coin for first place)

Mark Fineman	Cessna CR-3	47	44	91
Mark Fineman	Firecracker	46	50	96
Ken Evans	KR-R4	24	--	24
Dave Livesay	Chester Goon	80	118	198
Claude Powell	Chester Racer	24	39	63
Gene Smith	KR-R4	70	61	131
Earl Schick	Folkerts Toots	99	38	137
Paul Boyanowski	Floyd Bean Special	71	79	150
Dave Niedzielski	Mr. Smoothie	70	77	147
Eric Clutton	Hosler Fury	59	62	121
Chuck Schobloher	Marcoux Bromberg	--	--	--
Lindsey Smith	Chester Goon	51	47	98
Jack Moses	Brown B-2	39	44	83
John Houck	Chester Jeep	36	47	83
Richard Zapf	KR-R3	32	46	78
Jerry Markson	Mr. Smoothie	--	--	--
Paul Helman	Howard Ike	32	30	62
Gordon Roberts	Chambermaid	83	83	166
Dave Stott	Fundy Flash	42	25	67
Paul Stott	Laird LCDC	54	52	106
Tom Nallen II	Chester Goon	62	115	177
Tom Nallen II	Haines H-3	--	--	--
Tom Nallen I	Marcoux Bromberg	116	92	208
Mike Nassise	Cessna CR-3	40	64	104
Dave Stott	Laird Speedwing Jr.	62	34	96
Tom Nallen I	Jackrabbit	50	89	139
Dave Stott	Loose Special	27	33	60
Mike Nassise	Mr. Smoothie	54	42	96
Don Srull	Firecracker	77	--	77
Ross Mayo	Cessna CR-3	34	41	75
Mike Escalante	Gee Bee D	61	58	119
Oscar Smith	Chester Goon	53	41	94
Charlie Sauter	Keith Rider	63	116	179
Tim Lavender	Floyd Bean Special	46	39	85
Al Lawton	Hughes H-1	69	104	173
Jack Barker	Folkerts SK-2	53	20	73
Dick Hawes	Mr. Smoothie	43	39	82
Doug Buchanan	Firecracker	49	41	90
John Houck	Seversky	29	56	85
Paul Helman	Marcoux Bromberg	43	31	74
Vic Nippert	Chambermaid	108	86	194
Robert Butsch	Chester Goon	50	78	128
Dave Rees	Howard Pete	100	83	183
Al Lawton	Mr. Smoothie	40	76	116
Bob Thompson	Mr. Smoothie	51	38	89
Ollie Benton	Cessna CR-3	26	24	50
Dave Livesay	Time Flies	39	54	93
Dick Dunmire	Keith Rider	63	79	142
Richard Zapf	Firecracker	120	60	180
Tim MacDonald	Jackrabbit	40	61	101
Ray Rakow	Mr. Smoothie	40	64	104
Tom Hallman	Mr. Smoothie	95	79	174

THE CHEETWELL CUP

OK, Tissue Trimmers, lets get those Comet crates in the air and enter our postal contest. Open to any Comet kit/plan so long as it is scale. Time your flight and send it in to GHQ along with your name and the name of your model. Enter as many times as you want with as many models as you want. Every time you better a score with a model send it in. Contest times count too. The contest is on now and will end on Oct. 31, 1994. Entries postmarked after Nov. 1, 1994 will not be accepted.

When I received it, in absentia, in 1992, I learned of the Cheetwell's obscure and synocopated existance.

Although my name is the only one on it, another flying ace held it--before me. The Cheetwell Cup has changed my life! When I put it on the living room mantle, my wife said it could stay there, if I took vows of celibacy. So I put it in my office.

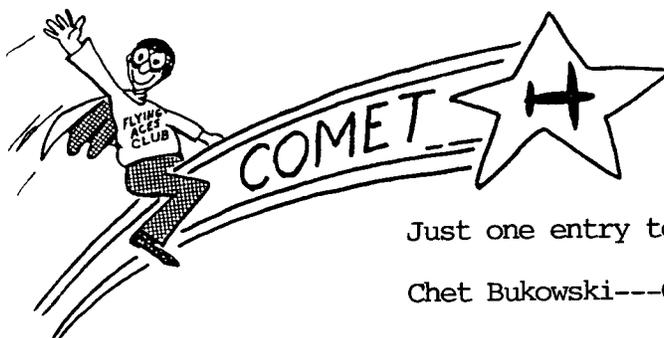
Then a sequence began that is still playing out.

A parishoner's step-aunt Matilda passed away in Florida during the January blizzard. Funeral director, Digger Swensen, needed an urn for the delayed memorial last week. My secretary gave him the one she saw in my office.

I'm really sorry for the mix-up. So, whoever gets it, please don't open it!

Padre Bill Anderson

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Just one entry to date;

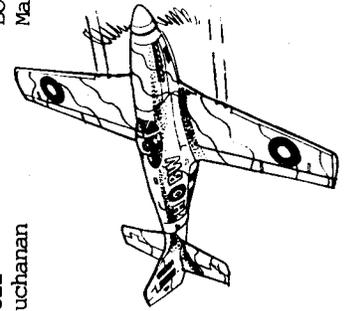
Chet Bukowski---Curtiss Robin---94 sec.

6.

FOR SALE---DIME SCALE PLANS

The Old Time Model Aeroplane Co. has three sets of Dime Scale plans available. This is a brand new company run by our old friend Chet Bukowski, a long-time FACer. Plan set #1 includes; Cessna C-34, Taylor Cub, Fleet Trainer, Curtiss Robin, and an Arrow. Set #2; Stinson 105, Rearwin Speedster, Bellanca Skyrocket, Fairchild 45 and a Swallow. Set #3; Ryan SC, Porterfield Zephyr, Curtiss Hawk, Monocoupe and a Mechanics Flyabout. The sets sell for \$7.00 per set plus \$1.50 per set for shipping. Why not send for all 3 sets? You won't be disappointed! The Old Time Model Aeroplane Co., Box 116, Wilmington, Ma. 01887.

Just added to the above; Endurance Pack, Guillow's Endurance Flyer, Fighter, Pursuit, Trainer, Sport, and Single Engine Transport. Great fun flyers!



WORLD WAR ONE PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Bonus</u>	<u>Total</u>
1. Stu Weckerly	Tomahawk	120	120	120	9	369
2. Bill Passarelli	Sunbird	115	120	120	9	364
3. Herb Kothe	Go-Devil	120	110	120	9	359
4. Rich Miller	Hornet	104	120	120	9	353
5. Grant Lovett	Cruiser	120	120	108	4	352
John Houck	Hornet	89	120	70	9	288
Dick Hawes	McCombs Special	96	103	83	9	291
Len Wleczorek	Snowflake	52	36	38	-	126
Frank Rowsome	EFT-2	120	2	-	9	131
Stephen Niedzielski	Misadventure	8	74	-	9	91
Bert Phillips	Blinger	67	61	61	-	189
Jack Moses	Fineman Special	70	-	-	-	70
Art Doten	Quest	110	120	-	8	238
Chris Niedzielski	Misadventure Mk. II	80	120	-	9	209
Bob Thompson	Stalin's Streak	35	42	69	9	155
Ted Wales	Great Expectations	31	29	36	8	104
Richard Zapf	Back Bay Bellanca	120	58	120	5	303
Jack Noll	E-22	25	37	46	-	108
Ken Lazarus	Tomahawk	5	-	-	5	10
Fred Wunsche	Matchsticks	59	75	120	9	263
Tim MacDonald	Pup	80	35	120	5	240
Chet Bukowski	Dover Meadowlark	120	120	62	9	311
Les Burdshall	Tomahawk	120	59	80	9	268
Tim Lavender	Green	120	68	-	9	197
Bob Leishman	Found	45	31	98	5	179
Ken Lazarus	Tomahawk	12	37	-	-	49
Mike Escalante	Nit	6	52	49	-	107
Robert Butsch	Tomahawk	72	67	69	9	217
Don DeCook	DeLoach Mod.	120	60	120	9	309
Don Hannam	Original	84	115	102	6	307
Vic Nippert	Twin Fin Terror	81	71	-	-	152
Ed Novak	Cruiser	35	-	-	-	35
Richard Moore	Korda Embryo	34	45	25	9	113
Dirk Kitzmiller	Prairie Bird	53	75	38	9	166
John Low	Tutor	41	54	49	9	153
Bill Harding	Tomahawk	91	65	71	9	236
Mickey Nallen	Sprint	13	-	-	-	13
Rich Blackham	Charred Bird	31	-	-	9	40
John Lewars	Square Bird	57	44	53	3	157
John Stott	Nit II	118	55	-	6	179
Richard Rowe	Cruiser	7	-	-	4	11
Gordon Roberts	Debut #9	120	91	99	9	319
Bob Bojanowski	Red Hawk	68	76	-	-	144
Elmer Mellender	Prairie Dog	26	2	34	9	71
Jack Barker	Hornet	110	7	35	9	161

(Stephen and Chris Niedzielski are both Juniors)

Because of a lack of time to get the news-letter to the printers, we have listed just the top five places in order in the standings. The rest are listed as they appeared on the scoreboard. Hope you all understand.

GOLDEN AGE MILITARY

<u>PILOT</u>	<u>PLANE</u>
1. Tom Nallen I	Martin MO-1
2. Ollie Benton	Martin MO-1
3. John Houck	Mureaux C-3
4. Paul Helman	Hawker Fury
5. Paul Stott	Spartan Fighter
Don Srull	Mureaux C-3
Chris Starleaf	Curtiss P6E
Oscar Smith	DH Tiger Moth
Bill Bell	Douglas V10-43
Bob Isaacks	Heinkel 1000
Jack McGillivray	Curtiss P1-B
Bob Thompson	Polikarpov R-2
Richard Zapf	PZL P-1
Mike Nassise	Martin MO-1
Terry Pittman	Aero A-18
Pat Daily	Curtiss OC-2
Jack Noll	Boeing F4B-4
Doug Buchanan	Martin MO-1

WORLD WAR TWO COMBATPILOT

1. Hal Lorimer
2. Al Lawton
3. David Franks
4. Tom Nallen I
5. Jack McGillivray

PLANE

Boulton-Paul Defiant  
 Kawasaki Ki-61  
 Kawasaki Ki-61  
 Grumman Wildcat  
 Fairey Barricuda  
 Yak 9D  
 Caudron 714  
 Focke-Wulf FW-190A  
 ME 109E  
 Hawker Typhoon  
 Focke-Wulf TA-152  
 Kawasaki Ki-61  
 Grumman Wildcat  
 Focke-Wulf TA-152  
 Brewster Buffalo  
 Yak 3  
 P-51 Mustang  
 Curtiss P-40C  
 Grumman Hellcat  
 Stormovik IL-2  
 MIG-3  
 Fairey Barricuda  
 P-51 Mustang  
 Fiat G-55  
 Grumman Wildcat  
 MIG-3  
 Stormovik IL-2  
 Grumman Wildcat  
 Focke-Wulf TA-152  
 P-51B Mustang  
 Grumman Wildcat

POWER\_SCALEPILOT

1. Joe Barish
2. Terry Pittman
3. Phil Cox
4. Tom Schmitt
5. Dave Rees

PLANE

Martin Clipper  
 Fairman Goliath  
 Aerona C-3  
 Beardmore Wee-Bee  
 Dornier DO-7  
 Poncelet Vivette  
 Albatros D-III  
 Sopwith Tabloid  
 Martin MO-1  
 DeLanne 20T  
 Vixen  
 Luton Minor  
 Volkspilane  
 ABC Robin  
 Poncelet Vivette

Scale Flight Total

56 82.5 138.5  
 52.5 82.5 135  
 50 82.5 132.5  
 49.5 82.5 132  
 42.5 82.5 125  
 39 66.5 105.5  
 48 88  
 37 46 83  
 36 76 112  
 48 82.5 130.5  
 48 75.25 123.25  
 51.5 31 82.5  
 40 82.5 122.5  
 24 40 64  
 37.5 82.5 120

GREVE RACEPILOT

1. Charlie Sauter
2. Chris Starleaf
3. Tom Nallen II
4. Mel Roth
5. Dave Livesay
6. Conrad Ruppert
7. Vic Nippert
8. Dave Rees
9. Richard Zapf
10. Ollie Benton

PLANE

Keith-Rider R-4  
 Chambermaid  
 Chester Gooch  
 Mr. Smoothie  
 Chester Gooch  
 Chambermaid  
 Chambermaid  
 Howard Pete  
 Keith-Rider R-4  
 Chambermaid

THOMPSON RACEPILOT

1. Tom Nallen I
2. Mark Fineman
3. Dave Livesay
4. John Houck
5. Al Lawton
6. Jack Moses
7. Richard Zapf
8. Mike Nassise
9. Jack McGillivray
10. Dave Stott

PLANE

Marcoux-Bromberg  
 Cessna CR-3  
 Time Flies  
 Seversky  
 Hughes H-1  
 Cessna CR-3  
 Marcoux-Bromberg  
 Cessna CR-3  
 Cessna CR-3  
 Laird Speedwing

MODERN MILITARYPILOT

1. Chris Starleaf
2. Don Srull
3. Dave Livesay
4. Tom Nallen I
5. Gene Smith

PLANE

No. Am. T-28 Trojan  
 MIG-15  
 Fairey Spearfish  
 Martin-Baker MB-5  
 Martin-Baker MB-5  
 MIG-15  
 No. Am. AJ-1 Savage  
 No. Am. T-28 Trojan  
 Lockheed U-2  
 Fiat G-59  
 Turbo Mustang

PAINT TIP by Ron Watts

When painting scale models it always helps to have a variety of paint colors. They are not always available in dope colors. A new source of paint is called Tulip Lite, (by Tulip Products) it's a water soluble paint made for textiles. It comes in many shades and colors including metallic, is reasonably priced and water proof. Many stores that deal in home crafts sell it.

GHQ would appreciate a few good photos of models taken at the Nats. Also we would like a copy of your video tapes. Will be glad to pay for copying, etc. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506

80.

GOLDEN AGE SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Gene Smith	Curtiss Robin	120	120	120	360	61	81	142
2. Dave Rees	Travelaire	120	120	120	360	69	72	141
3. David Franks	Gadfly	120	120	120	360	87	52	139
4. Tom Hallman	Gadfly	120	120	106	346	65	67.5	132.5
5. Jack McGillivray	Cessna C-38	111	120	114	345	57	75.5	132.5

(Flyoff--Smith, Rees, Franks in that order)

Hal Lorimer	Gadfly	118	52	80	250	63	45	108
Bob Isaacks	Taylorcraft	39	75	--	114	51	37	88
Mark Fineman	Monocoupe	71	120	82	273	52	24	86
Tim Lavender	Cessna	80	95	96	271	--	35	35
John Stott	Farman 400	67	120	120	307	70	46	116
Bob Bojanowski	Rearwin	111	78	104	293	66	65.5	131.5
Bill Bell	Monocoupe	31	45	38	114	50	46	96
John Houck	APK-5	52	118	77	247	64	54	118
Gerry Paisley	Cessna C-34	95	--	--	95	71	54	125
Chet Bukowski	Curtiss Robin	40	94	47	181	50	80.5	130.5
Vic Nippert	Cessna C-34	55	50	--	105	62	34	96
Dave Stott	Cunningham-Hall PT-6	45	45	42	132	72	32	104
Bob Thompson	Cessna C-37	45	41	61	147	52	49	101
Pat Daily	Avia BH-7B	49	54	--	103	53	49	102
Vic Nippert	Taylorcraft O-57	34	--	--	34	69	22	91
Earl Schick	Cessna Airmaster	53	77	44	174	60	43	103
Stu Weckerly	Stout 2-AT	120	105	97	322	64	63.5	127.5
Mike Nassise	Cessna C-37	41	46	37	124	67	36	103
Paul Helman	Gadfly	120	94	120	334	59	37	96
Don Srull	Stinson, Jr.	87	83	120	290	51	30	81
Paul Boyanowski	Fairchild 24	95	77	57	229			
Ted Dock	Rearwin Speedster	43	65	89	197			
Phil Cox	Cessna AW	102	175	--	277			
Vance Gilbert	Fairchild 45	34	--	--	34			
Oscar Smith	Cub Coupe	120	60	80	260			
Dave Niedzielski	Rearwin Speedster	27	--	--	27			
Claude Powell	Stinson 105	67	55	64	186			
Marty Schindler	Rearwin	33	37	37	107			
Ken Lazarus	Curtiss Robin	48	41	38	127			
Tom Nallen II	Halton HAC-1 Minus	120	103	120	343			
Paul Boyanowski	Lockheed Vega	57	60	--	117			
Jack Moses	Yellow Bird	37	40	47	124			
John Low	Cessna C-34	30	32	20	82			
Gordon Roberts	Rearwin Speedster	68	52	--	120			
Mel Roth	Mr. Mulligan	59	74	62	195			
Charlie Schobloher	Howard DGA	58	45	49	152			
Dan Driscoll	Howard DGA	101	65	50	216			

POWDER PUFF DERBY

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Juanita Reichel	Piper J-3	43.5	82.5	126
2. Marie Rees	Lockheed Vega	46.5	70	116.5

WORLD WAR ONE DOGFIGHT

<u>PILOT</u>	<u>PLANE</u>
1. Dan Driscoll	Bristol Scout
2. Jack McGillivray	SE-5
3. Tom Hallman	Martinsyde S-1
4. Al Lawton	Fokker D-VIII
5. Ollie Benton	Fokker D-VIII
Don Srull	Fokker D-7
Oscar Smith	Fokker D-7
Dick Hawes	Nieuport 12C-2
Chris Starleaf	Fokker D-7
John Houck	Junkers J-1
Roy Courtney	DH-6
Bruce Foster	SE-5
Bill Bell	Albatros Va
Paul Helman	Fokker D-7
Bob Isaacks	Sopwith 1 1/2
Vic Nippert	SE5-a
Bob Thompson	Nieuport XVII
Robert Butsch	Nieuport XVIIc
Richard Zapf	Fokker D-VIII
Mike Escalante	Albatros D-III
Bob Ramsey	SE-5
Dave Rees	Martinsyde Elephant
Hal Lorimer	Nieuport 12C-2
Gordon Roberts	SE-5a
Paul Boyanowski	Albatros DVA
Pres Bruning	Albatros DVA
Dave Niedzielski	Spad C-7

Wanted; 3-view/photos of the Cox-Klemen XS-1 Sub Scout on wheels and 3-view/photos of the Dornier "Libelle" flying boat. Al Backstrom, 1220 Yacht Club Rd., Little Elm, Tex. 75068.

Wanted; S.B. Pell, 697 Rosedale Rd., Princeton, N.J. 08540, is looking for a copy of the plan for the Ray Rocket which appeared in the mid-40's, powered by either Co/2 or Jetex.

HIGH WING PEANUT

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Gordon Roberts	Lacey M-10	51	82.5	133.5
2. Ed Bojan	Fike E	49	82.5	131.5
3. Jack McGallivray	Kalinnin K-4	58	73	131
4. Tim MacDonald	Nesmith Cougar	48	82.5	130.5
5. Jim Miller	Lacey M-10	47	76.5	123.5
Robert Butsch	Nesmith Cougar	49	23	72
Stu Weckerly	Stout 2-AT	47	75	122
Conrad Ruppert	Fike E	50	67	117
Gene Smith	Piper Colt	59	59	118
John Lewars	Nesmith Cougar	46	64.5	110.5
Vic Nippert	Fike E	51	62.5	113.5
Dan Driscoll	Eaves Cougar	59	64	123
Phil Cox	Fairchild 24	57	36	93
Tom Nallen I	Cessna Airmaster	49	53	102
Juanita Reichel	Nesmith Cougar	43	33	76
Bob Isaacks	Fike E	52	56	108
Mike Nassise	Monocoupe	48	36	84
Mark Fineman	Found	48	64	112
Dirk Kitzmiller	Lacey M-10	46	60	106

<u>PILOT</u>	<u>PLANE</u>	<u>Scale</u>	<u>Flight</u>	<u>Total</u>
1. Don Skull	Voisin Hydro	98	68.5	166.5
2. Tom Nallen II	Short	82	68	150
3. Paul Helman	Sopwith Schneider	73	51	124
4. Vic Nippert	Bleriot 25	56	4	100
5. Ed Novak	Bleriot VII	57	41	98
Tom Nallen II	Bleriot	44.5	58	102.5

<u>PILOT</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Tom Nallen II	Piper Skycycle	164	171	202	537
2. Richard Blackham	Gee Bee R-1	101	317	70	488
3. Ted Dock	Schlepp	221	133	130	484
4. Bob Petrinec	Schlepp	164	131	188	483
5. Phil Cox	Monocoupe (clipped wing)	136	160	175	471
Mark Fineman	XP-69	94	120	187	401
Jim Miller	Avi-205	85	58	71	214
John Stott	Floyd Bean	110	137	220	467
Elmer Mellender	Ambrosini SAI-207	58	42	42	142
Vet Thomas	Pietenpol	29	--	--	29
Mark Fineman	Sojka	65	60	79	204
Bob Thompson	Vought F2-G	61	62	41	164
Don DeCook	Pietenpol	82	55	33	170
Mike Nassise	Eaves Cougar	55	62	349	466
Henry Komp	Shinden	83	50	64	197
Les Burdsall	Monocoupe 110	45	--	--	45
Ed Novak	Waterman	69	32	--	101
Paul Helman	Farman Postale	40	40	90	170

FAC OLD TIMER RUBBER

<u>PILOT</u>	<u>PLANE</u>	<u>FLYOFF</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Herb Kothe	Miss Canada	180	49	34	--	83
2. David Seath	Miss Canada	154	110	69	--	179
3. Grant Lovett	Flying Cloud	111	103	57	53	213
4. Stu Weckerly	Korda Victory	105	23	44	--	67
5. Don DeCook	Bebe	104	32	43	--	75
Herb Kothe	Skygull	143	120	--	--	120
Frank Rowsome	Crusader	---	107	48	--	155
Bill Passarelli	Lanzo	---	106	120	--	226
Paul Stott	Flying Aces Kaydet	---	120	120	96	336
Doug Buchanan	Commander	---	71	81	--	152
Dave White	Jabberwock	---	71	112	--	217
Tracy Noll	Flying Aces Moth	---	71	62	73	206
Jack Barker	Flying Aces Moth	---	38	49	--	87
Tim Smarzo	Jimmy Allen	---	91	--	--	91
Gordon Roberts	Phantom Fury	---	120	120	120	360
Vance Gilbert	Flying Aces Moth	---	70	92	33	195
Bill Harding	Pacific Ace	---	45	32	--	77
Richard Moore	Hi-Climber	---	120	57	--	177
John Houck	Hi-Climber	---	75	76	--	151
Mike Nassise	Commander	---	68	76	--	144
John Low	Flying Aces Moth	---	120	120	120	360
Dan Driscoll	Jimmy Allen	---	57	57	46	160
Stu Weckerly	Ajax	---	120	120	69	309
Dick Mallow	Korda Victory	---	120	120	120	360
Bill Bell	Flying Aces Moth	---	120	120	120	360
Bert Phillips	Pacific Ace	---	120	120	120	360
Tom Schmitt	Flyabout	---	120	120	120	360
Mike Escalante	Pacific Ace	---	120	120	120	360
Grant Lovett	Jimmy Allen	---	120	120	120	360
Bill Penny	Flying Cloud	---	120	120	120	360
Bill Penny	Korda Conqueror	---	120	120	120	360
Herb Kothe	Flying Aces Moth	---	120	120	120	360
Don DeCook	Miss Canada	---	120	120	120	360
David Seath	Bebe	---	120	120	120	360
Herb Kothe	Miss Canada	---	120	120	120	360
Gerald Paisley	Skygull	---	120	120	120	360
Bill Passarelli	Commander	---	120	120	120	360
Bill Passarelli	Skygull	---	120	120	120	360
Bob McJellon	Lanzo	---	120	120	120	360
Vic Nippert	My Sparky	---	120	120	92	332
Richard Moore	Miss Canada	---	120	120	79	319
Vet Thomas	Miss Canada	---	120	91	--	211
Paul Stott	Miss Canada	---	120	102	70	292
Charles Kriete	Miss Canada	---	100	100	--	200
Jim Anderson	Flying Aces Snooky	---	120	100	--	240
Ed Novak	Jabberwock	---	95	--	--	95
Frank Rowsome	Lanzo	---	55	85	--	140
Martin Schindler	Hi-Climber	---	120	120	120	360
Dirk Kitzmiller	Crusader	---	54	52	47	153
Bill Bell	Flying Aces Moth	---	120	120	68	308
	Ol' Reliable	---	29	--	--	29

We were asked by several attendees at the Nats banquet to print the following:

FAC NATS MARK IX INVOCATION

Eternal Parent of us all:

- Creator of Earth and Sky and all the other heavens of space;
- Organizer of the seas and winds and weather and the harmonies of the universe.
- Initiator of all life and all consciousness;
- Innovator of the relationships between all that is created;
- Author of the rules that help guide us in those relationships;

We thank you for the life and consciousness in this room, and for the reasons we gather.

And for:

- The dynamics of flight and its discernible rules;
- The history of our conquest of the sky and its heroes and planes;
- The FAC, its founders and officers;
- The artists and suppliers who make our hobby more workable;
- The judges and the rules that make our competition fair;
- The stewards of the National Warplane Museum who make our Nationals possible;
- And those who serve us at table, tonight. We rejoice in this fellowship of builders and flyers, a fellowship that transcends this place and these moments --a fellowship that will certainly transcend us all.
- And we remember friends who have taken the longest flight since we last met:

- |               |                  |               |
|---------------|------------------|---------------|
| Don Lindley   | Paul Shaler      | Bill Gough    |
| Don Hunter    | Andrew Patterson | Wally Stevick |
| Cole Palen    | Claude Curry     | Charles Roth  |
| John Mienecke | Jack McReady     | Roland Hoot   |
| Lynn May      | Hoby Clay        | Bud Perry     |
| Dick Gates    |                  |               |

Bless them with the joy of a job well done. Minister to the families from which they have flown.

We gratefully acknowledge the presence of fledglings and of former Aces returned to our Squadron. Our work is fruitful!

Now, Lord, bless us through this food and this fellowship. Strengthen us in our pursuit of the miniature realities of our hobby. Help us find find those eternal verities that guide all who would mount up with wings as eagles.

In the name of Him who calmed the seas. Amen.

Reverend William Anderson

\*\*\*\*\*

**PRODUCTS**

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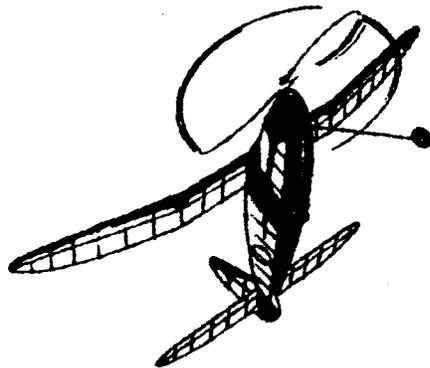
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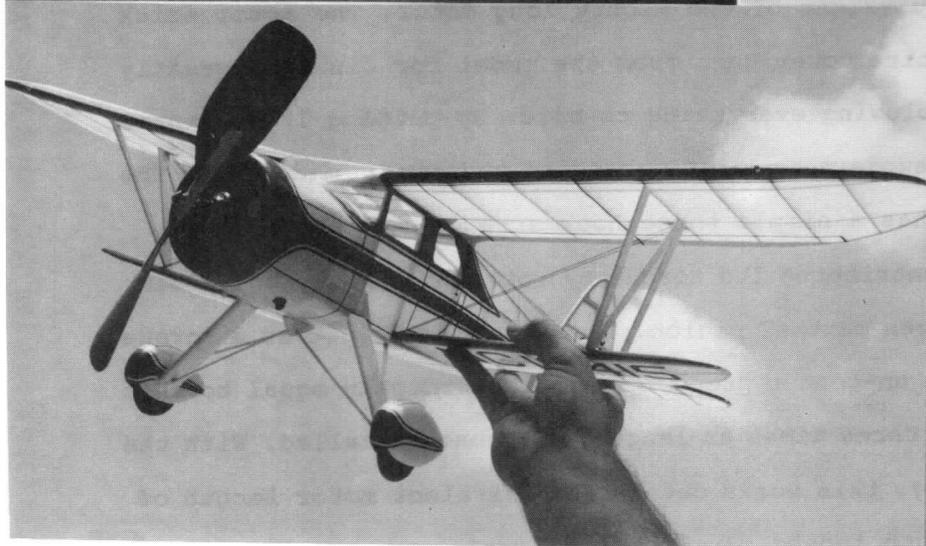
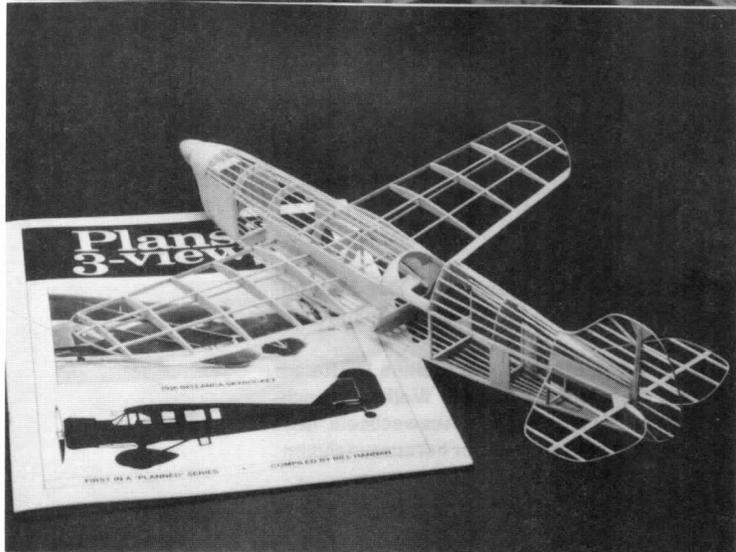
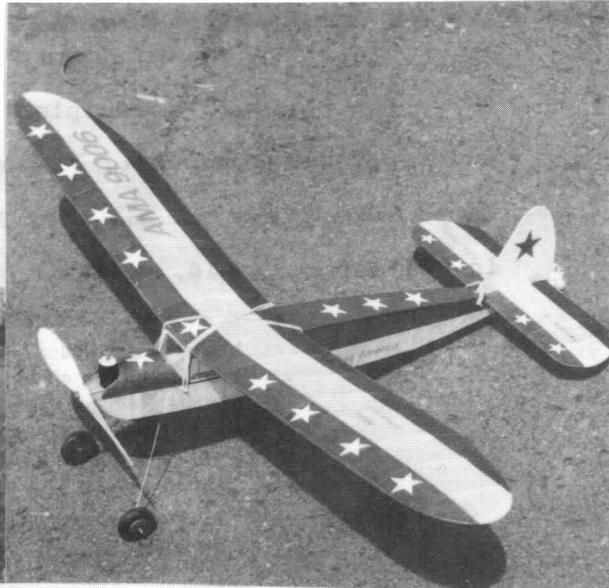
**FILE HANGAR PILOT**

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Dave Linstrum  
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Sarasota Fl 34231

Vol 4 + 5 To Follow



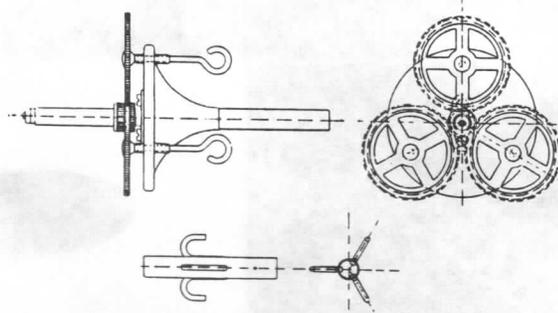
Top left; Gene Smith and his KR-R4, Tom Nallen and his Marcoux-Bromberg and Charlie Sauter and his Firecracker. They were the winners in the Aerol, the Thompson and the Greve races at the FAC-Nats. They were all designs by Tom Nallen!  
 Top right; Miss America, electric powered by Al Lidberg, see write-up this issue.  
 Middle left; Peanut Chester "Goon" by Jiro Sugimoto. Jiro says he'll help anyone with info on Japanese aircraft. Address; 2-36 Kitahata-Cho, Nakamura-Ku, Nagoya 453, Japan. Middle right; Bob Thompson's neat Polikarpov R-2 all done up in Spanish markings. Bottom left; A real fine Jumbo Waco SRE by Glenn Beary. Bottom right; That's Tim Lavender's P-51 flying over the Swiss Alps! It really is! Tim took it on vacation just for this photo.

Mumbo Jumbo # 63 from the pen of the Glue Guru

Salutations, disciples! Today we shall consider a surprisingly sophisticated gear unit, presented first in August 1914, at a time when 'the lamps were going out all over Europe'. The Multiplikator {below} was published in "Flugsport", #16, pg 706.

#### Der „R. B. F.“-Multiplikator,

besitzt 3 Zahnräder, in Verbindung mit 3 Gummizügen, die gemeinsam auf die Schraubenwelle einwirken. Dieselbe ist leicht aber doch fest gelagert, sodaß nur geringe Reibung entsteht. Zwischen dem Multiplikator und den Endhaken wird ein 70 cm langes Aluminiumrohr von 6 mm Durchmesser zum Einstecken, oder 9 mm zum Uberschieben angebracht. Den Schraubendurchmesser wähle man so, daß derselbe ca. 1800 Touren pro Minute macht. Als Gummifäden empfiehlt sich



Vierkantgummi, der 30-50 % zwischen den Haken angespannt ist. Der Multiplikator findet am besten Verwendung bei Modellen von 100-150 cm Spannweite und 25-40 cm Schraubendurchmesser.

Die ganze Schraubenwelle ist nach dem Abschrauben der kleinen Platte am Boden zur Kontrolle leicht herauszunehmen. Der vordere Teil der Welle ist nochmals zum Abschrauben eingerichtet. Dadurch ist ein leichtes Auswechseln desselben möglich, ohne daß es notwendig ist, den ganzen Multiplikator herauszunehmen.

The idea was to combine a central motor stick with three separate motors, so geared as to yield the equivalent of one mighty long motor. The motor stick permits withdrawal of the entire power unit from the model for winding, greatly reducing the possibility of blowing everything to bits. By putting it on center the aluminum tube 'stick' is subject to limited bending and can be made thin. The back end of the motor stick has a simple three hook arrangement (lower dwg).

Up front, each motor contributes its torque by rotating a large bull gear, in turn meshed to a small driven central pinion. The effect is to act as a torque reducer, serving to drive the on-center prop with a torque roughly equal to that of a single rubber motor some three times as lengthy as those installed. With the 'stick' 28 inches long (70 Cm), this works out to an equivalent motor length of about 75 inches - a fine length indeed. Jumbo, mein Herr?

Dear Lin,

I have come across something that may be of interest to our members. My wife is extremely sensitive to sunlight due to a medication she takes. Recently, she discovered an outfit called: Frogskin Inc. P.O. Box 15161, Scottsdale, Az. 85267. They advertise they make "The world's first sun protection clothing". I have a hat with a neck protector and my wife has shirts, pants, etc. I thought this may be helpful to members who are also sensitive to the sun as they get older.

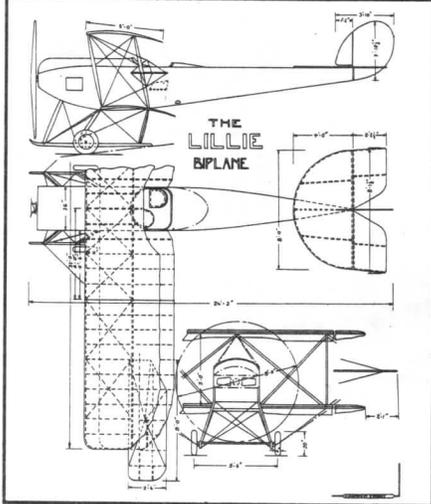
# Looking Back At Canadian Aviation

Art Doten, MAAC 95L

**Vought-Lille Tractor Biplane**  
Wingspan: 32' (36"2" including ailerons).

Length: 23'5"

Engine: 50 h.p. 7 cylinder Gnome



**D**ate: October 8, 1913. On this date the first commercial intercity and the first interprovincial flight was made in Canada, by William Curtis Robinson. His aircraft was a Vought-Lille tractor biplane powered by a 50 h.p. Gnome rotary engine. His cargo, copies of the first edition of the newspaper, the Montreal Daily Mail. The flight was from Montreal to Ottawa, the distance was 115 miles, the total flying time two hours, 55 minutes. The Vought-Lille biplane was designed by Chance M. Vought. This was his first design and the company was eventually to become the Chance Vought Corporation which in later years was responsible for several aircraft designed for the United States Navy. Max T. Lille was a Swedish born engineer, who built the aircraft near Chicago, Illinois. Thus the name the Vought-Lille tractor biplane.

References: *Montreal To Ottawa by Air 1913*, by K.M. Molson, CAHS Journal Winter 1973. *125 Years of Canadian Aeronautics, a Chronology 1840-1965*, by G.A. Fuller, J.A. Griffin, K.M. Molson.

A model of this aircraft is one of many that can qualify for the Canadian Aviation Historical Society's Special Achievement Award, presented annually at the Canadian Nats. □

WHAT COLOR WAS IT?  
Part 8. By Dave Stott.

Before hopping across the Atlantic to list the colors of the British civil jobs, let's tidy up some loose ends on this side.

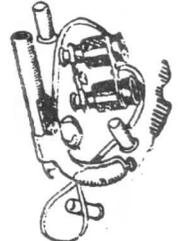
**FAIRCHILD:** 22 C7E 145 Warner. EC-VAV Andalucia Aero Club, Spain. All yellow, black trim.  
**LOCKHEED:** Sirius: X-BADA (Mexican) "ANAHUAC" All over white with red trim. Source for this and above Fairchild from "Aviacion Mundial en Espana", by Miranda and Mercado. Spanish publication.  
Vega: NC12282 Continental Oil Co. All red with green cowling extending to include a portion of the forward fuselage. Also a green fuselage stripe. All lettering white, all green edged in white, Conoco logo white and red. The red and green are on the dark side similar to Christmas decor.

CONOCO also owned a Curtiss Challenger Robin and a Travel Air 6000 painted in the Red and Green scheme. Cannot discern registration lettering.  
ZPF-6. Jacobs 285 HP. Texas Oil Co. NC17470  
All red with white trim, white registration on red (wings) and red registration on white (rudder).

Texaco logo on fuselage side is white disc outlined in black, red star with green "T" superimposed on it, "texaco" lettering in black. See pg.307, "U.S.Civil Aircraft", Vol. 6, by Juptner. A color photo of this Waco sent to me by FAC Stan Fink got the ball rolling. Also thanks to Clubster Bob Rogers for the CONOCO info.  
**BEN JONES:** S-125 Menasco. X1679 A model plan for this sleek sky slicer can be found in Flying Aces magazine for April, 1938. It lacks a color scheme, but that has been provided by Spike Harrod, who was there to photograph the real ship. (See "Skyways", issue No.29) Spike remembers the ship as being a dark red with black trim outlined with a thin white pin stripe. The ship was later repainted in a light color until washed out by an aviatrix. Light color unknown.

And now, on to Jolly auld England to see what the chaps were flying and their colours. Pip, pip, and off we go-----

As mentioned in part 7, all the info to be given here is taken from the Putnam publication, "British Racing and Record-Breaking Aircraft", by Peter Lewis. It is presented in such a way as to be a quick guide to looking it up in the book, giving page number and other data as well as the colors. I would say that any good library (public) might have the book, but any scale modeler should have one of his own. It is so full of inspirational history and photos.



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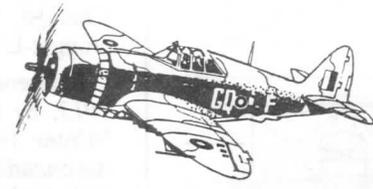
KIT/PLAN POSTAL CONTEST

Everyone should be able to enter this contest! All you need is a model built from a kit or from a kit plan, either recent or from a kit from long ago. Time your flight and send it in to GHQ, along with your name, the name of your plane and the kit/plan you built it from. Everytime you better a flight with a particular plane, send it in. Contest times count too. Contest will end on Oct. 31, 1994. Entries postmarked after Nov. 1, 1994 will not be accepted. You may enter as many models as you wish.

Entries to date;

1. Mark Fineman	Kawasaki Ki-61	Golden Age Repro.	221 sec.
2. Juanita Reichel	Piper J-3	Micro-X	186 "
3. Dave Stott	SE-5	Super Model Aircraft	150 "
4. Chuck Kriete	Taylorcraft O-57	R/N Models	111 "

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WHAT COLOR WAS IT ? Part 8 cont'd.

AIRCRAFT	MODEL/NAME	PHOTO PAGE	TEXT PAGE	REGISTRY	COLOUR
SHORT	S.538 Shamrock	(**)	95	N/A	White & khaki
MARTINSYDE	A The Raymor	95	95	N/A	Red fus., yellow wings
Gloucestershire	Mars I	118	118	G-EAXZ	All silver, red mking, trim.
Gloucestershire	Mars I/Bamel	121	120, 29G-EAXZ	G-EAXZ	Blue fus., white wings, tail.
Gloucestershire	Gloster I	132	132	G-EAXZ	Same colors, mod. fin shape.
(G-EAXZ is all the same ship with mods made to it from time to time.)					
BRISTOL	M.ID	125	120	G-EAVP	Red, blk nose, tail, wht. reg.
MARTINSYDE	F.6	125	129	G-EBDK	Yellow, blk edged wings, fus.
VICKERS	Type 61, Vulcan	131	131	G-EBFC	Silver, blk. reg.
S.E.	5a "The Sweep"	129	129	G-EBDU	All white
DeHaviland	D.H.51	139	139	G-EBIQ	Green & silver
SUPERMARINE	S.4	144	144	G-EBLP*	All wht., blue #4
(*G-EBLP never carried. At Baltimore Unio Jack on rudder. Interesting in that previous sources have given the S.4 color as being light grey.)					
SHORT-BRISTOW	Crusader N226	149	172	N/A	White and blue
BRISTOL	Type 84 Bloodhound	150	150	G-EBGG	Silver
BRISTOL	Badminton	151	153	G-EBMK	Silver
DE HAVILAND	D.H.60 Moth	151	151	G-EENO	Lt. blue & silver
DE HAVILAND	D.H.60 Moth	151	151	G-EBMO	Red & white
DE HAVILAND	D.H.60 Moth	151	151	G-EBLI	Brown & silver
DE HAVILAND	D.H.37A	*	151	G-EBDO	Red & silver
DE HAVILAND	D.H.60 Moth	151	151	G-EBME	Blue & silver
DE HAVILAND	D.H.60 Moth	151	151	G-EBLW	Green & silver
FARNALL	Plover	152	151	G-EBON	Silver
NIMBUS MARTINSYDE	none	152	154	G-EBOJ	Silver
VICKERS	Vixen III	153 *	153	G-EBIP	Silver
DE HAVILAND	D.H.60 Moth	154	154	G-EBKT	Pale blue
DE HAVILAND	D.H.60 Moth	154	154	G-EBOH	Lt & dark blue & silver
DE HAVILAND	D.H.60 Moth	156	155	G-EBNO	Peacock blue & silver
DE HAVILAND	D.H.53 Humming Bird	155	155	G-EBHZ	Silver
S.E.C.M. (French)	none	(*)	154	F-AIAQ	White/ blue stripes
SOPWITH	Grasshopper	(*)	154	G-EAIN	Khaki
SOPWITH	Swallow	(*)	154	G-EACZ	Silver
(*)Putnam's "Sopwith A/C 1912-1920 pictures both of these ships, but unfortunately, not in civil markings. One must look further.)					
S.E.	5a	*	154	G-EBPA	Silver
AVRO	504R Gosport	154	154	G-EBNE	Silver
HAWKER	Cygnat	154	154	G-EBJH	Silver & buff
ROYAL A/C ESTAB.	Hurricane	*	154	G-EBHS	Silver
FOKKER	F.VIIa "St Raphael"	*	168	G-EBTQ	Silver & black
FOKKER	F.VIIa "Princess Xenia"	*	168	G-EBTS	Blue fus., Nat.wings.
GLOSTER	IVA & IVB	173,4	174,5	N/A	Powder blue & bronz
( The three Gloster racers, N222,N223, N224 were all finished with powder blue fuselages and struts coupled with bronze wings, tail unit, head-rest and three cylinder fairings, copper radiators and anodised dural floats and spinner, with a polished dural prop. The rudders had blue, white and red stripes with black serial numbers.)					
SHORT	Singapore	180	179	G-EBUP	Silver and white
DE HAVILAND	D.H.65A Hound	182	181,2	G-EBNJ	Silver w/blk trim
BRISTOL	PTM	*	182	G-EBGA	Silver & black
ARMSTRONG WHITWORTH	Argosy	184	184	G-EBLF	Silver, dk. blue trim

(\*\*) Photo in "Planemakers:4, SHORTS", by Michael J.H.Taylor, Jane's Publication, 1984

# Peanut & No-Cal Scale Postal Meet

The Peanut and No-Cal Postal contests are over and here are some last minute scores we were unable to get in the last issue.

Indoor No-Cal; John Kramer--Bolchovitinov, 146 sec.  
 Jim Anderson (Mn.)--Topsy, Jr. 106 sec.  
 Jim Anderson--Piper J-3, 103 sec.

Outdoor No-Cal; Jim Anderson--Piper J-3, 241 sec.  
 Gene Smith--Val, 283 sec.

Indoor Peanut; Sidney Gilbert--Lacey M-10, 124 sec.  
 John Kramer--Piper Vagabond, 53 sec.

Outdoor Peanut; Gene Smith--Stinson 125, 112 sec.  
 Gene Smith--Piper Colt, 88 sec.  
 Gene Smith--Shinden, 41 sec.

The winners are; Indoor Peanut--Sidney Gilbert.  
 Outdoor Peanut--Dave Stott.  
 Indoor No-Cal--Roy Bourke.  
 Outdoor No-Cal--Ron Hummel.

\*\*\*\*\*

## WHAT COLOR WAS IT? Part 8, cont'd.

AIRCRAFT	MODEL/NAME	PHOTO PAGE	TEXT PAGE	REGIS.	COLOR
VICKERS	Vellore I	194	194	G-EBYX	Silver
DE HAVILLAND	D.H.60 Moth	196	196	G-EBPQ	Red
DE HAVILLAND	D.H.60G Coupe Moth	196	196	G-AACL	Blue/green
GLOSTER	VI (Schmidler racer)	200	199	N/A	All old gold w/rudder stripes, blk serials, N249, N250 on rudder.
DE HAVILLAND	D.H.60G "Mme. Elijah."	204	204	G-AAKK	Silver, blk letters
GLOSTER	AS.31. Survey	205	205	G-AADO	Silver
FOKKER	F.VIIa The Spider	206	206	G-EBTS	Ex-"Princess Xenia" now w/new fus. colored silver w/blue letters.
DE HAVILLAND	D.H.60G Moth	206	207	G-AAAH	Dk green fus & struts, silver wing, tail. Later became "JASON".
SPARTAN	Three-Seater I	214	214	G-ABAZ	Red
BLACKBURN	Bluebird IV	215	215	G-ABDS	Blue and silver
DE HAVILLAND	D.H.60G "JASON" III	217	217	G-ABDV	Red & white
LOCKHEED	Vega Sp1,	220	220	G-ABGK	All white, blk trim, letters
DE HAVILLAND	D.H.60M Moth	220	220	G-ABHY	Silver
VICKERS	Vivid, type 146	221 *	220	G-EBPY	Silver
DE HAVILLAND	D.H.60G Moth	222	222	G-AAJP	Red on one half, blk on other!
KLEMM	L26a-III	*	222	G-ABCI	Black & white
DE HAVILLAND	D.H.60G on floats	223	223	ZK-AKK	Silver (Mme. Elija)
GLOSTER	VI N249 & N250	228	228	N/A	Now repainted w/lt. blue fus., fin & struts, wings, stab old gold, top of floats white, polished brass radiators
DE HAVILLAND	D.H.80A Puss Moth	232	233	CF-APK	Silver fus & fin, red wing, stab
DE HAVILLAND	Puss Moth/Good Hope	234	234	G-ABEH	Navy blue.

\*Now, there are a good many to go on with here, but I should like to save them for part 9 in order to add the following sources of photos of the above listed A/C that can be found in A.J.Jackson's "British Civil A/C, 1919,59" 3 volume set, another Putnam publication. If there is an asterisk in the Photo Page column in the above list, look at this list to find it's location in the afore mentioned volumes.

SOPWITH	Grasshopper	309	G-EAIN	Volume number	3
SOPWITH	Scooter/Swallow	309	G-EACZ	" "	3
S.E.	5a	131	G-EBPA	" "	3
DE HAVILLAND	37A	465	G-EBDO	" "	1
FOKKER	"Princess Xenia"	370	G-EBTS	" "	2
KLEMM	L26a-III	378	G-ABCI	" "	3
VICKERS	Vixen III	353	G-EBIP	" "	3
VICKERS	Vivid,type 146	356	G-EBPY	" "	3
ROYAL A/C ESTAB.	Hurricane	285	G-EBHS	" "	3
BRISTOL	PTM (type 83D)	195	G-EBGA	" "	1

In this list so far are some very historic airplanes, such as Glen Kidston's Lockheed Vega, Bert Hinkler's Puss Moth, Two of Amy Johnson's "Jason" Moths, and the Gipsy Moth of Francis Chichester with both British and New Zealand registry, on and off floats. All good types to model.

In part 9 we will continue to present the mostly British airplanes that will be found in "British Racing and Record-Breaking Aircraft", and we will continue to search the three volumes of "British Civil Aircraft, 1919,59" for additional photos, or to fill the photo gap that might be in the primary publication.

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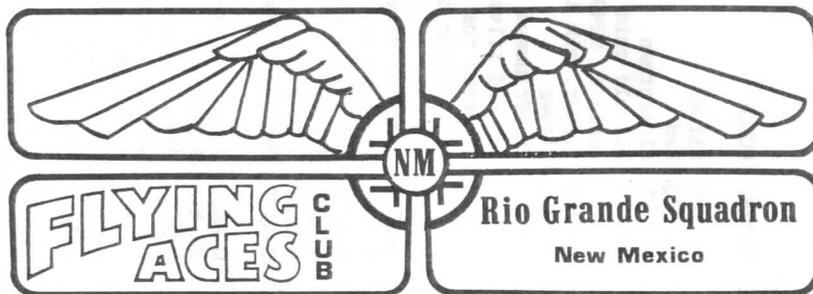
KITS WANTED: Guillow's "WW and 100 series" World War I kits with 18" wing span; Hawk Maircraft, Master Modelcraft, or other solid balsa wood kits; California Model Co kits; Sierra Nevada Models kits; Also interested in Megow, Cleveland, Ideal, Supreme, Guillow, Sterling, Ace-Whitman, Comet, Burd, Joe Ott, Springfield, Monogram Speedee-Bilts, Flyline, Capitol, or other discontinued balsa wood scale kits from the past; Newly interested in Hudson Miniatures "Old Timers" wooden car kits(1949 on box but plans may say 1950's); Builder/Collector will pay top prices.  
George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711. (209) 439-3363

### NEW PRODUCTS

Al Lidberg has some more of those fun flying Old Timer Mini-Gas model semi-kits Skysters. This time he is offering the Brooklyn Dodger, the Miss America and the Wedgy. All scaled down to about a 1/4 full size. Wing span 21" to 23", All suitable for small electric, CO/2 or rubber power. Al gives you the plans and printwood, you supply the rest. GREAT flyers! Each semi-kit is priced at \$6.00 each plus 20% postage=\$7.20. Or get all three semi-kits (rolled plans + text + printwood) shipped first class in a box, Special price \$21.00 PP.

A.A. Lidberg--MPS, 1008 E. Baseline Rd., Suite 1074, Tempe, Az. 85283.

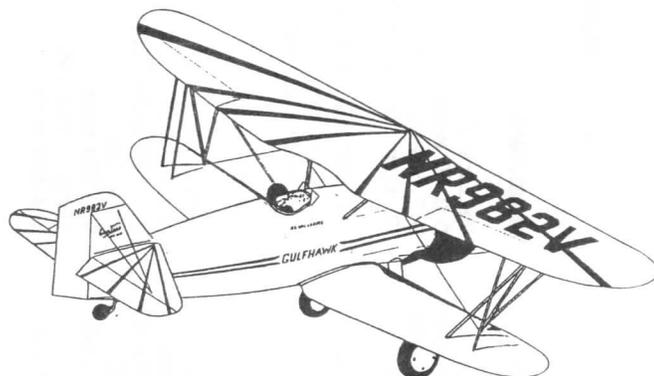
Send for Al's catalog, Great stuff! A dollar should get it to you.



LOGO OF SQUADRON #21--FAC

### FAC-NATS T-SHIRT AND PLAN

The plane sketch on the right was the theme for this year's Nats. It is of the Curtiss Gulfhawk, all done up in orange with the sunburst pattern in white with dark blue stripes. The T-shirts are gray and this is the first time we have had the aircraft in color. This is a limited run on these shirts so get your orders in early. Sizes: S,M,L,XL,XXL. Price is \$10.00 plus \$2.00 for postage.



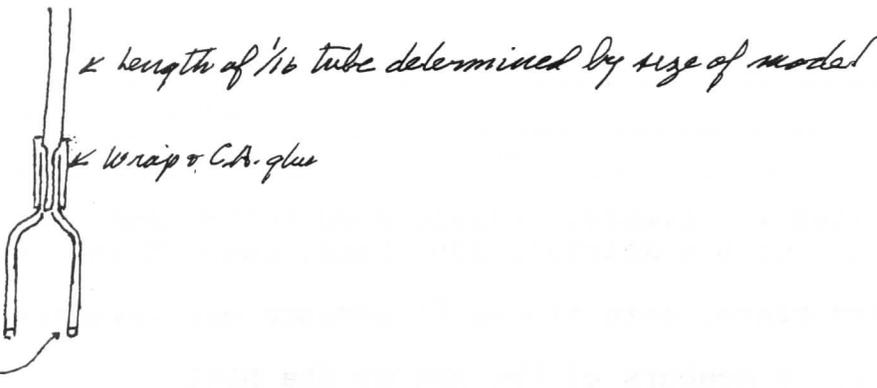
The Nats plan is of the same aircraft done in 3/4" to the foot for only \$5.00 postpaid.

Send your orders for the above to; FAC-GHQ,  
3301 Cindy Lane, Erie, Pa. 16506

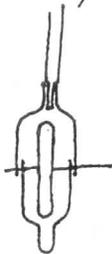
# Shock Absorbing Landing Gear

by Jake Larson--Part 11

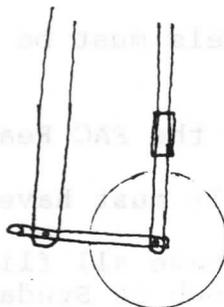
- #3 take length of  $\frac{1}{16}$  alum tube & 2 shock forks. Flatten end of tube & C.A. one fork part on ~~either~~ both sides. i.e:



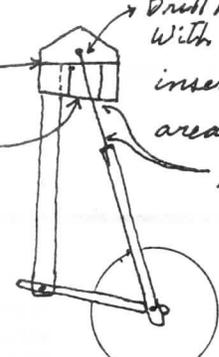
- #4 Insert wheel between knee fork, place shock fork so that each side is OUTSIDE of knee fork. Insert Axle wire through to hold unit together. Unit should look like this:



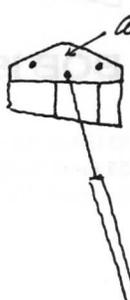
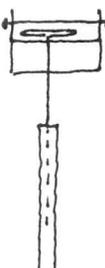
- #5 Now attach ~~the~~ knee fork to  $\frac{1}{8}$  tube. i.e:



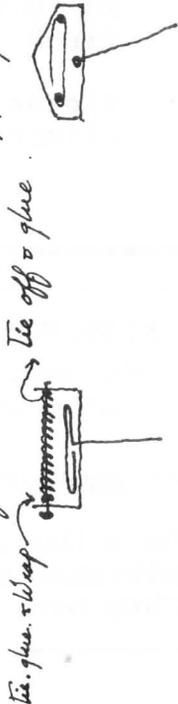
- #6 Drill hole for T pin & insert With ~~Beam~~ Cross Bar of T pin flat on area #2 insert T pin into  $\frac{1}{16}$  tube so  $\frac{1}{2}$  in is between area #5 and top of  $\frac{1}{16}$  tube. C.A. glue this  $\frac{1}{2}$  in



- #7 Area #3 Insert 2 straight pins through holes in areas #3



- #8 using elastic thread, tie thread to end of front pin & C.A. Now wrap thread around Both pins, keeping Cross Bar of T pin under the wrapping. DO NOT put tension on thread.



repeat for other side

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

Wanted: Any info, trivia, etc. on the "Jimmy Allen" contest models of the 1930's. Fred Ward, 749 Teaticket Hwy., East Falmouth, Ma. 02536-5845.  
Tom Derber, 1642 Harlan, Wichita, Ks. 67212 wants the color scheme for a Bellanca Skyrocket, particularly the one owned by 30's actress Ann Harding, registration was NC-778W.

18.

FLYING ACES OUTDOOR CHAMPS

Sept. 3-4, 1994

Time, 8:30 am until 4:00 pm. AMA National Flying Site, Muncie, Ind.

Registration Form

Please print

Name \_\_\_\_\_ AMA No. \_\_\_\_\_  
 Street \_\_\_\_\_ Jr/Sr \_\_\_\_\_ Open \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee \$20.00 flies all events. Please send before Aug. 15 if possible. Send to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place, more places if advance entries warrant it.

All contestants must be members of the AMA or the MAAC.

Schedule      Saturday Sept. 3                      Sunday Sept. 4

World War Two \*  
 FAC Scale  
 Embryo Endurance  
 Multi-Wing \*  
 Pioneer Scale  
 Hi-Wing Peanut  
 FAC O.T. Rubber

World War One \*  
 Greve/Thompson Race \*  
 FAC Power Scale  
 Jumbo Scale  
 FAC Peanut Scale  
 Golden Age Scale  
 No-Cal Scale

\* Mass launch events.

All Pioneer scale models must be flown in the Pioneer event only, regardless of size.

No Hi-Wing Peanuts in the FAC Peanut event.

Multi-Wing event models must have gear down. No World War One types.

FAC O.T. Rubber will have all flights on Saturday (3). Flyoffs to break ties will be flown on Sunday if necessary.

Please bring proof of scale for the mass launch events so we can eliminate the models that don't measure up.

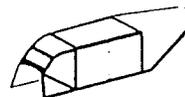
See you all there!

Contest Results

Please send all contest results directly to; Roy Courtney, Box 88, Elma, N.Y. 14059.

FAC Squadrons

For a list of all FAC Squadrons send a self-addressed, stamped envelope to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

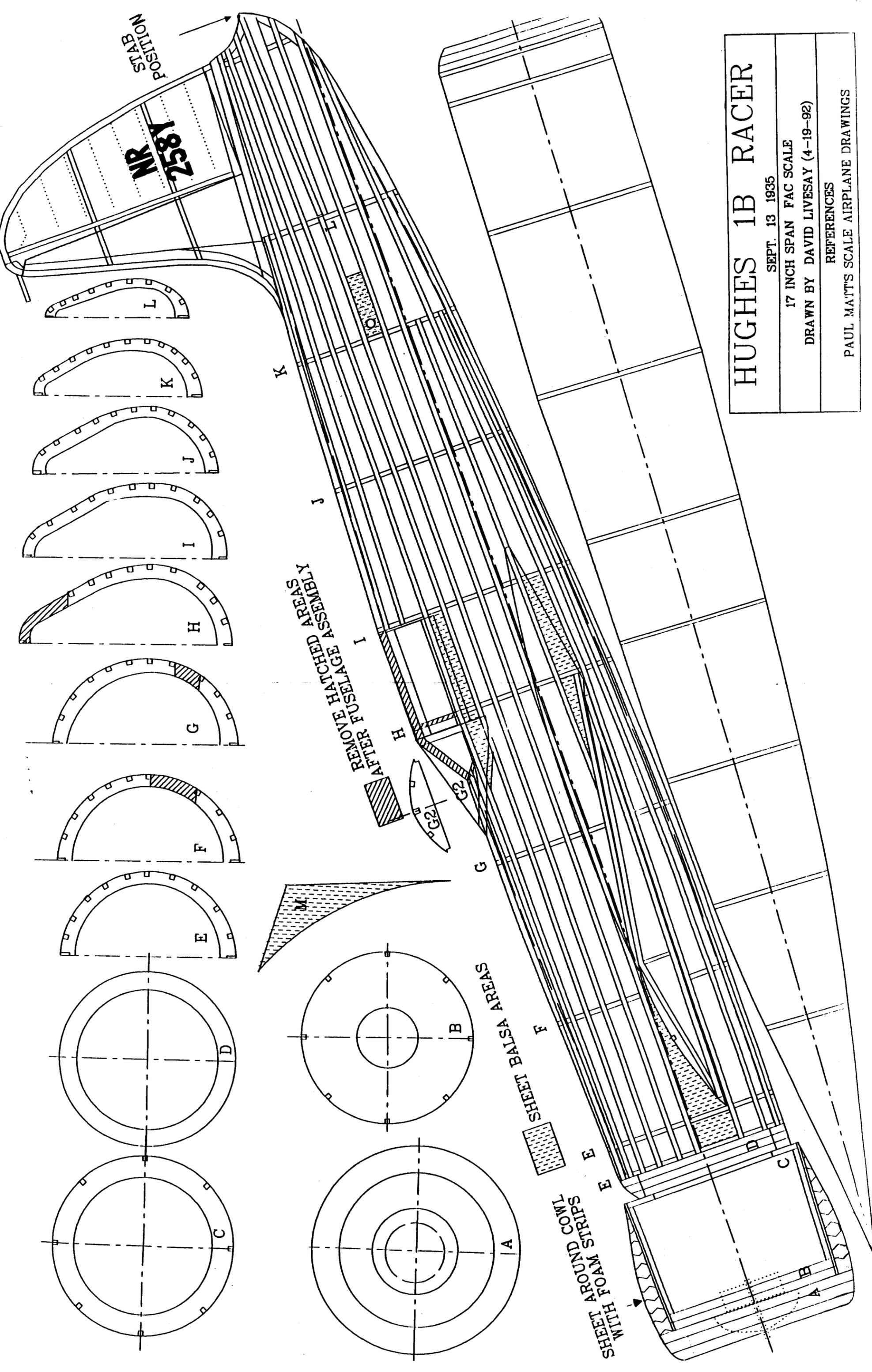


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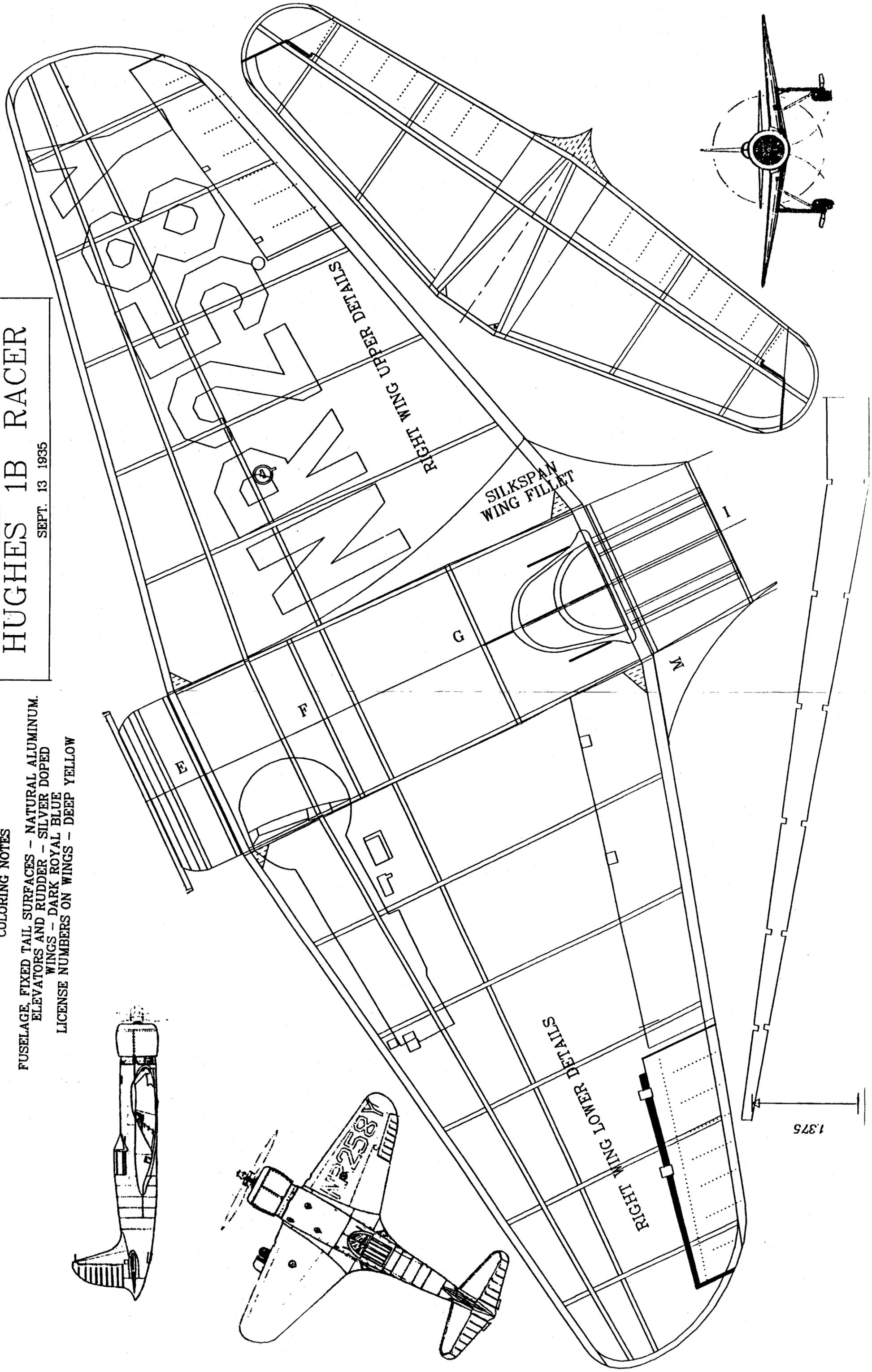
**HUGHES 1B RACER**  
 SEPT. 13 1935  
 17 INCH SPAN FAC SCALE  
 DRAWN BY DAVID LIVESAY (4-19-92)  
 REFERENCES  
 PAUL MATT'S SCALE AIRPLANE DRAWINGS

# HUGHES 1B RACER

SEPT. 13 1935

## COLORING NOTES

FUSELAGE, FIXED TAIL SURFACES - NATURAL ALUMINUM.  
ELEVATORS AND RUDDER - SILVER DOPED  
WINGS - DARK ROYAL BLUE  
LICENSE NUMBERS ON WINGS - DEEP YELLOW



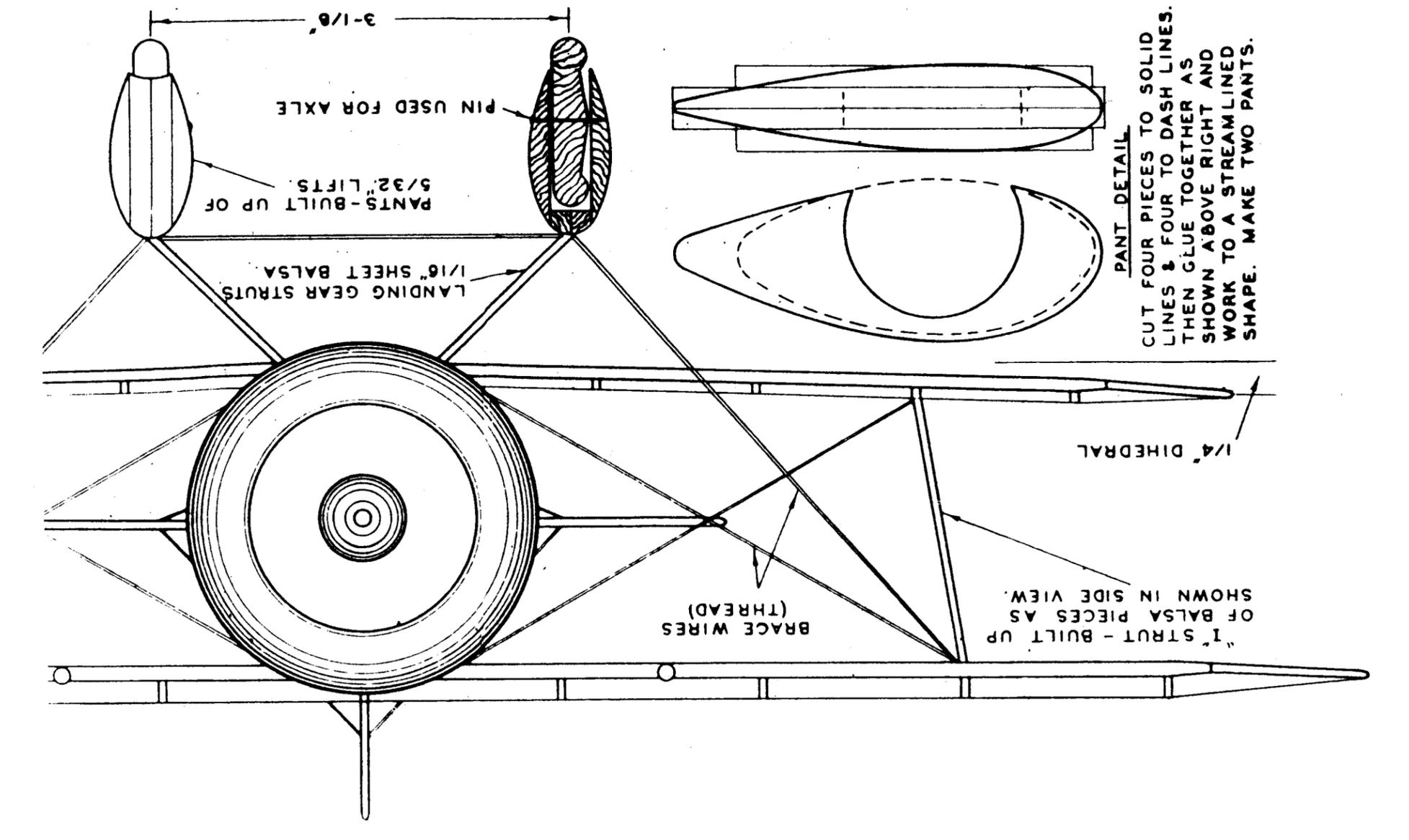
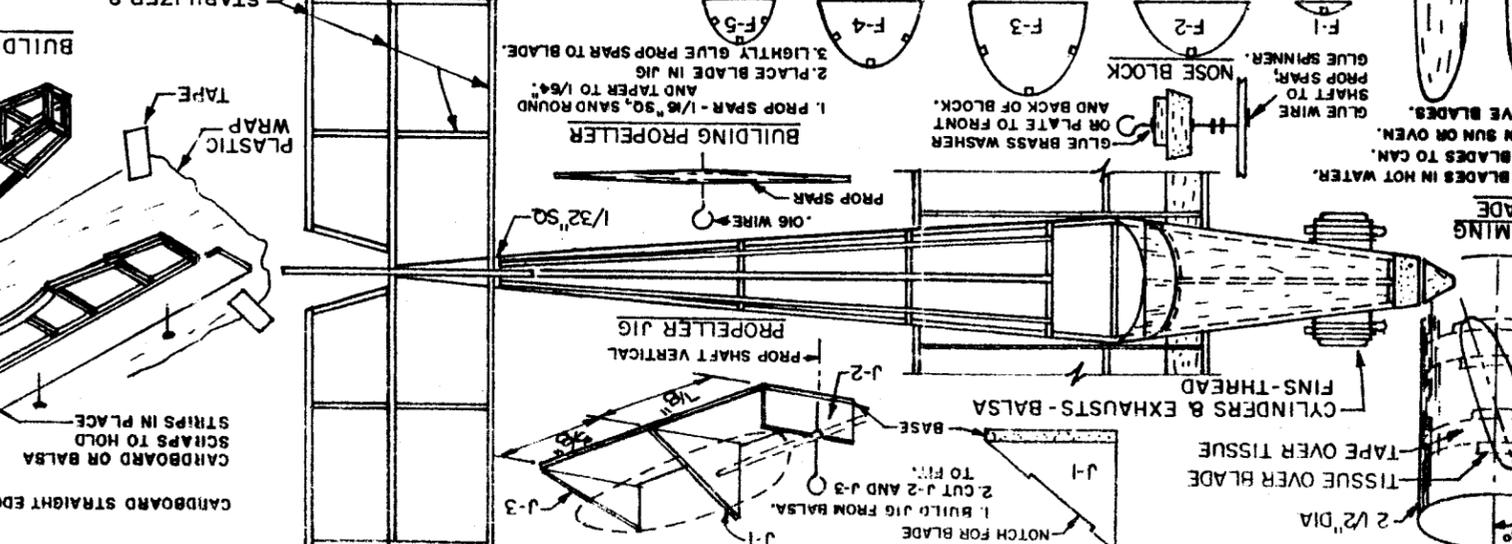
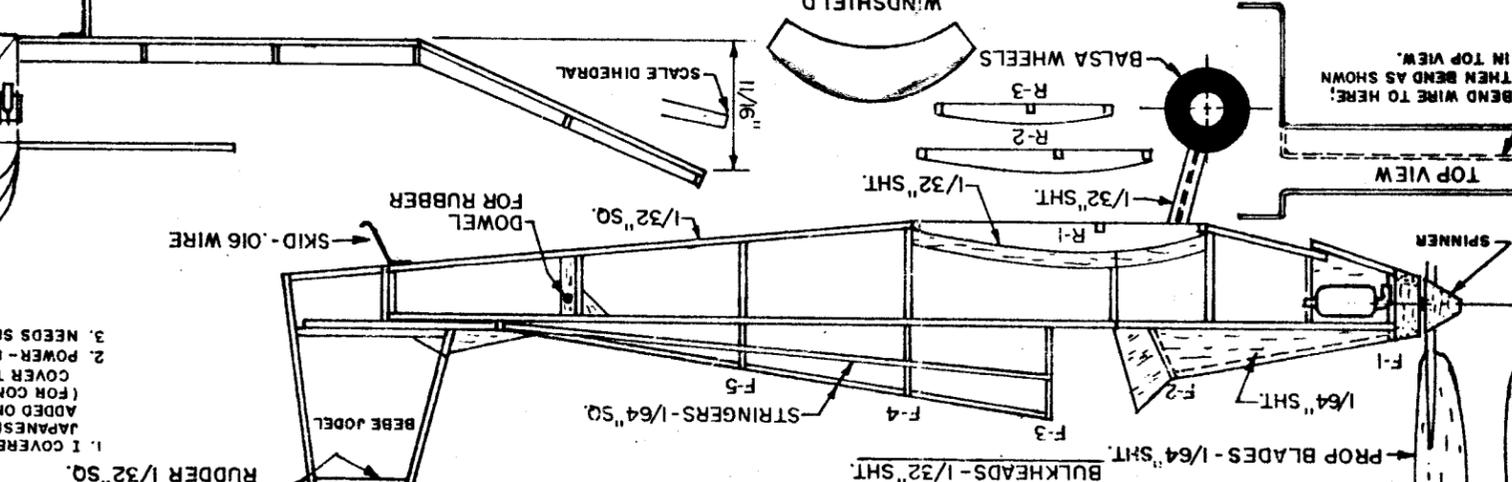
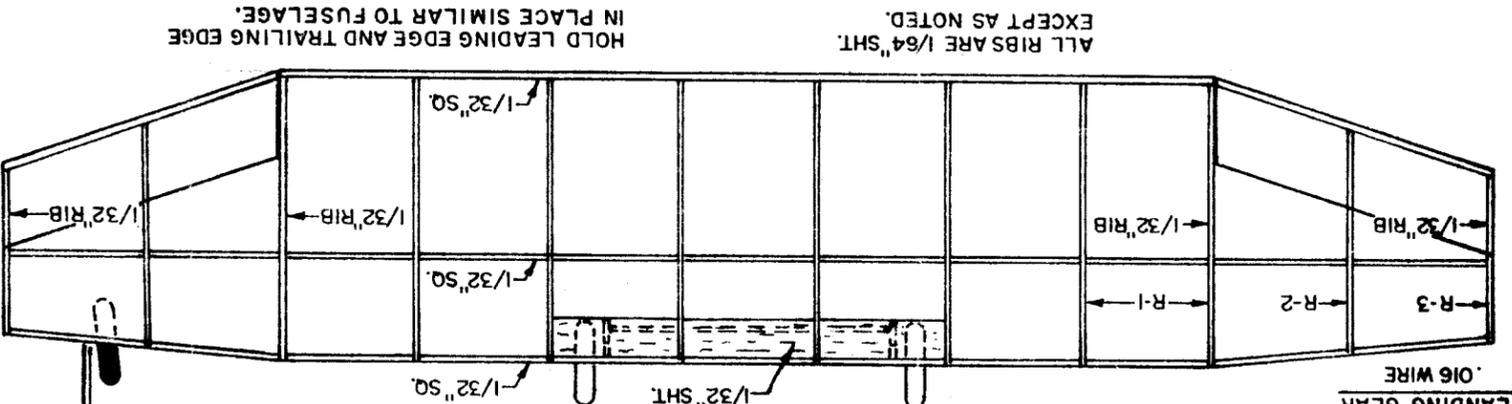
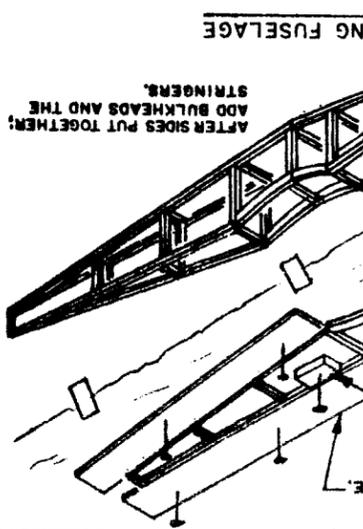
1.375

**BEBE JODEL**  
FRENCH HOME BUILT  
8" WING SPAN  
DESIGN BY DONALD F. MACE  
DRAWN BY DONALD F. MACE

OVER 500 OF THESE  
PLANES WERE BUILT.  
COLOR - YELLOW

**NOTES**

1. I COVERED BOTH SIDES OF SURFACES WITH LIGHT JAPANESE TISSUE, THEN ALCOHOL SHRUNK AND ADDED ONE VERY THIN COAT OF NITRATE DOPE. (FOR CONTEST PURPOSE YOU MAY JUST COVER TOP OF SURFACES)
2. POWER - 8" LOOP .030" RUBBER.
3. NEEDS SLIGHT DOWN AND RIGHT THRUST.

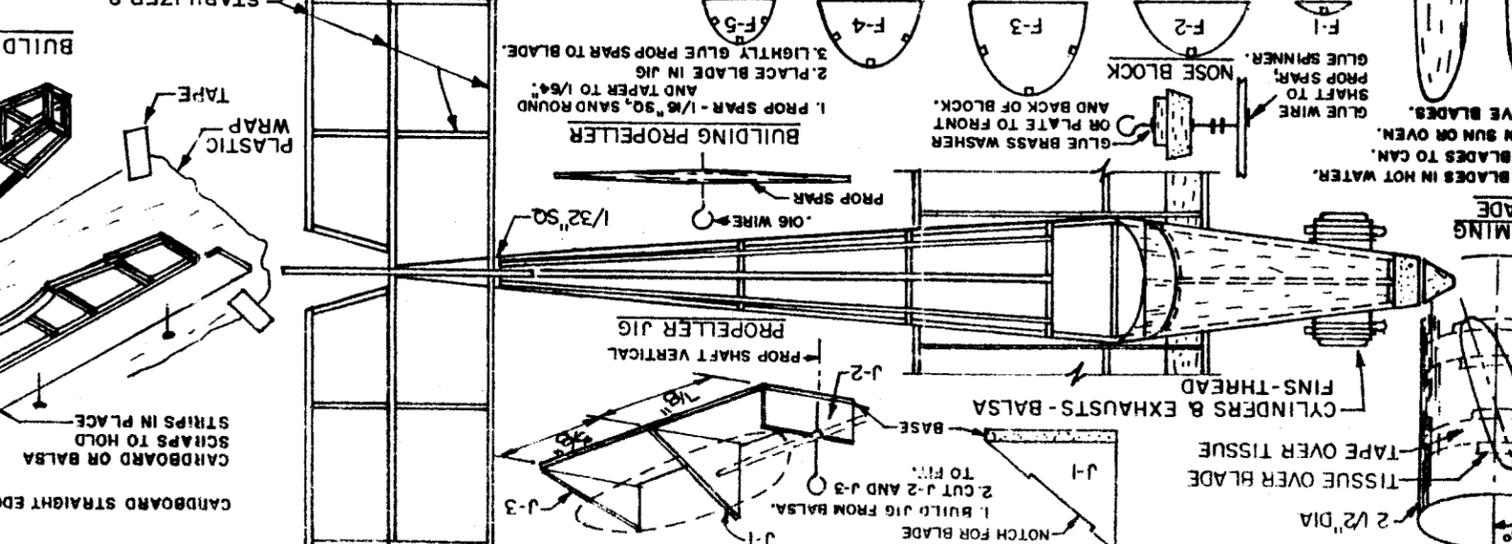
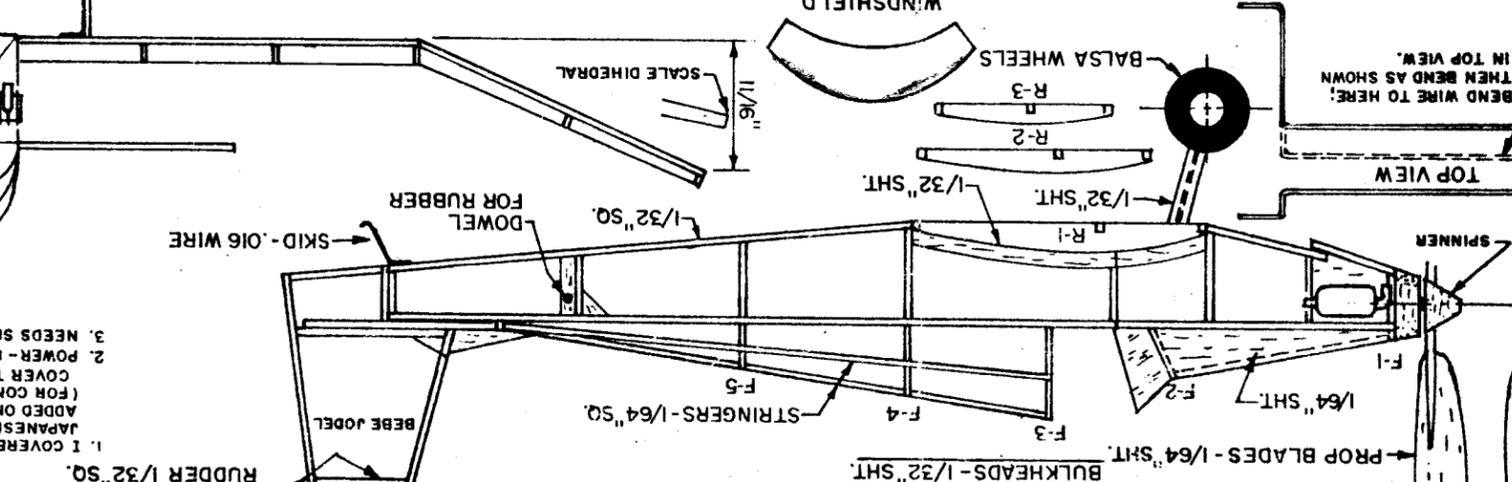
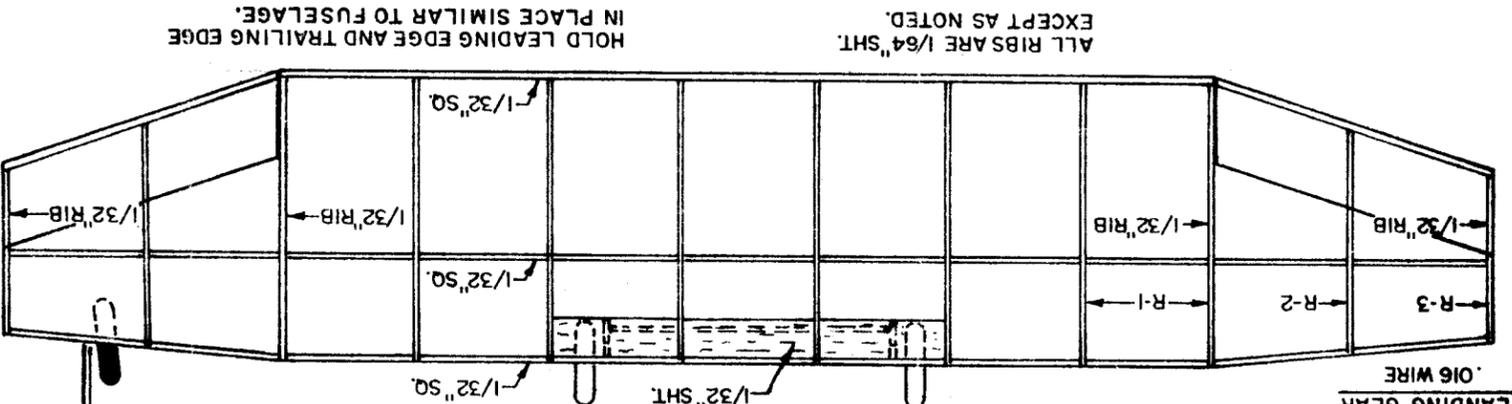
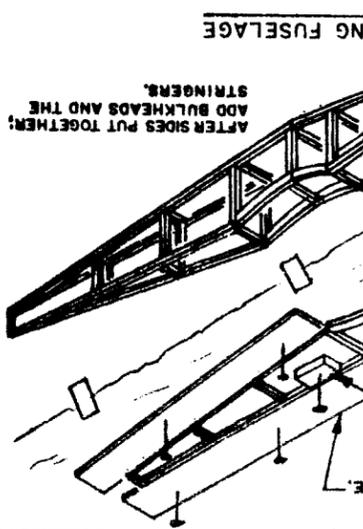


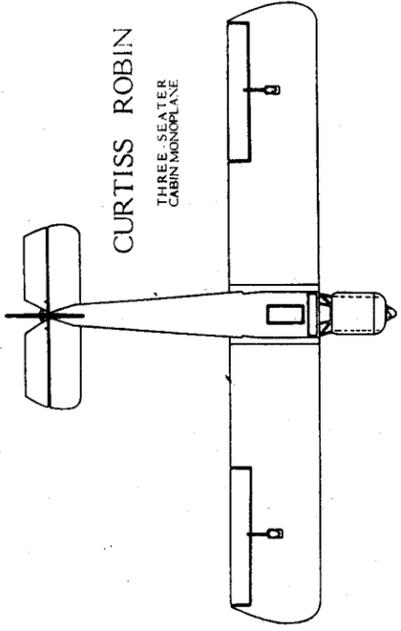
**BEBE JODEL**  
FRENCH HOME BUILT  
8" WING SPAN  
DESIGN BY DONALD F. MACE  
DRAWN BY DONALD F. MACE

OVER 500 OF THESE  
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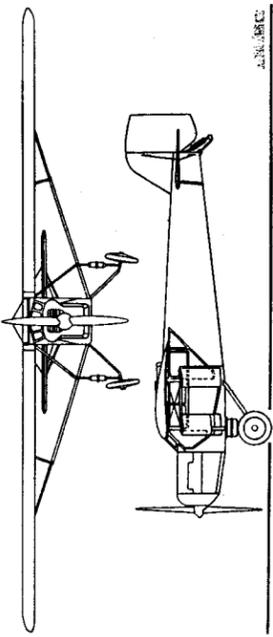
**NOTES**

1. I COVERED BOTH SIDES OF SURFACES WITH LIGHT JAPANESE TISSUE, THEN ALCOHOL SHRUNK AND ADDED ONE VERY THIN COAT OF NITRATE DOPE. (FOR CONTEST PURPOSE YOU MAY JUST COVER TOP OF SURFACES)
2. POWER - 8" LOOP .030" RUBBER.
3. NEEDS SLIGHT DOWN AND RIGHT THRUST.





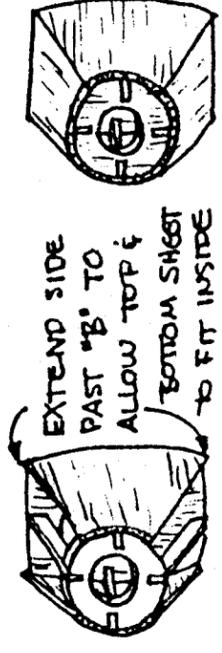
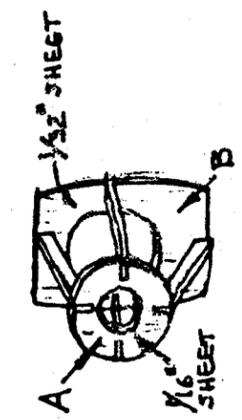
CURTISS ROBIN  
THREE SEATER  
CABIN MONOPLANE



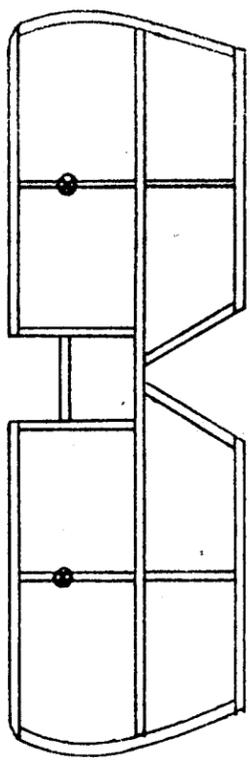
Outline drawings of the production type OX5 engine Curtiss Robin monoplane.

# "Wrong Way" Corrigan's CURTISS ROBIN

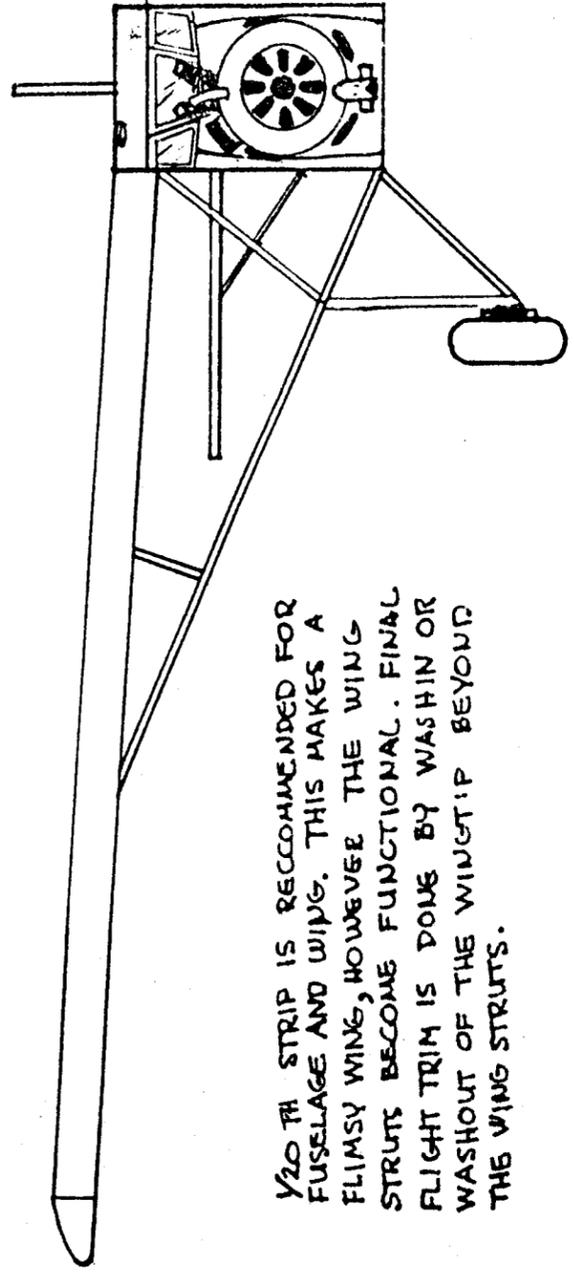
BY T. HRENO



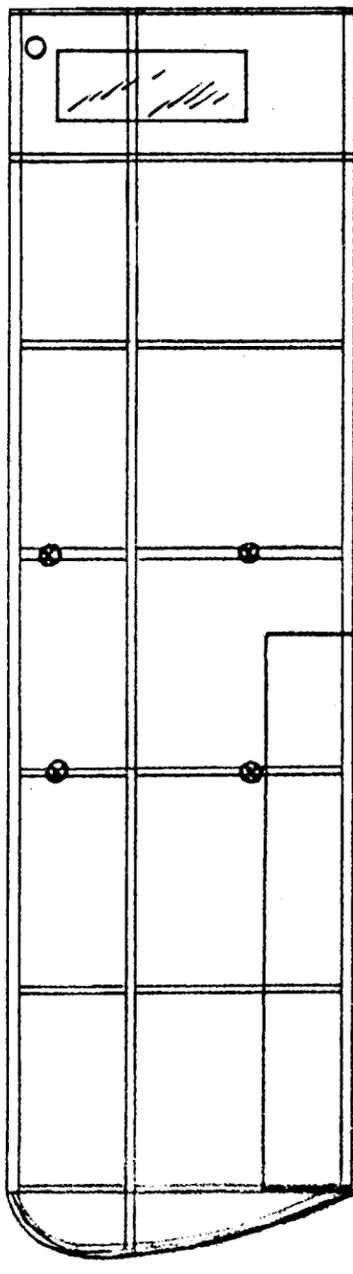
in the A. former  
should be square  
not round to keep  
the nose plug  
fitting.



ONLY ONE CLIPPER  
SHOWN ON DRAWINGS.  
EXHAUST RING IS NOSE  
PLUG. EXHAUST PIPES  
ARE ATTACHED TO NOSE  
PLUG.

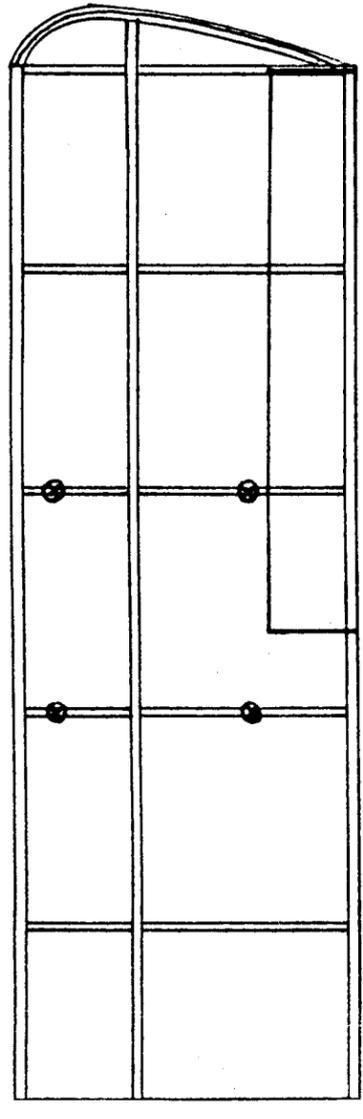


1/20 TH STRIP IS RECOMMENDED FOR  
FUSELAGE AND WING. THIS MAKES A  
FLIMSY WING, HOWEVER THE WING  
STRUTS BECOME FUNCTIONAL. FINAL  
FLIGHT TRIM IS DONE BY WASHIN OR  
WASHOUT OF THE WING TIP BEYOND  
THE WING STRUTS.

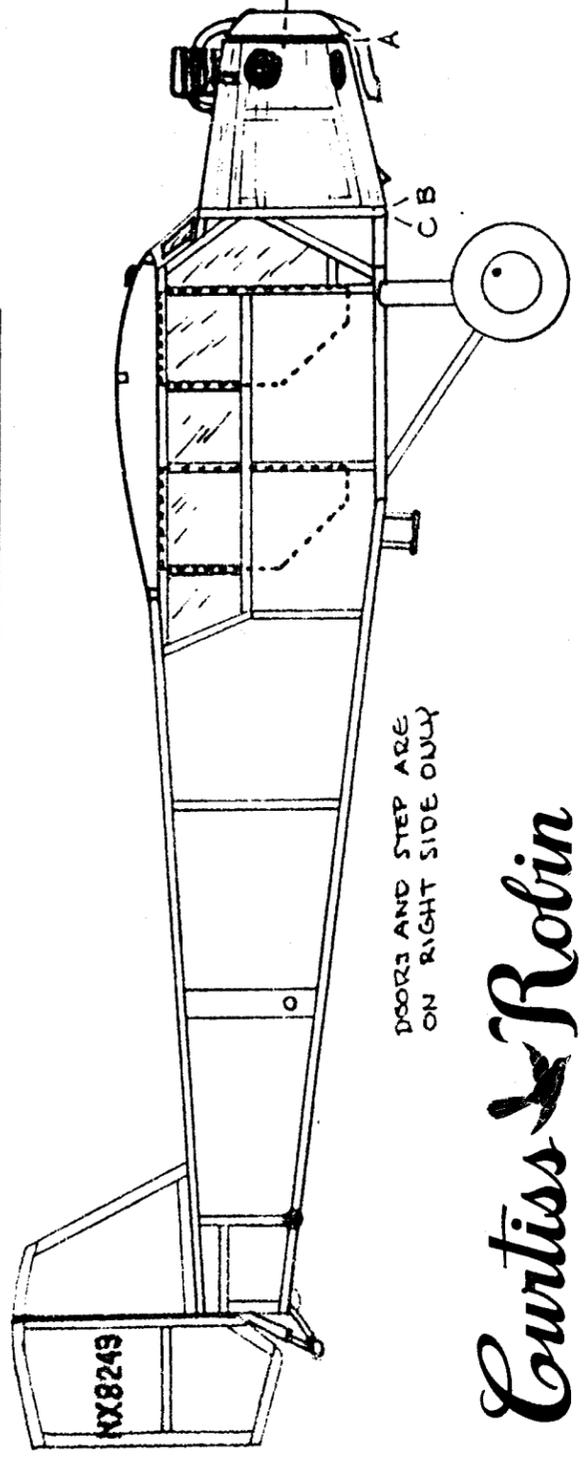
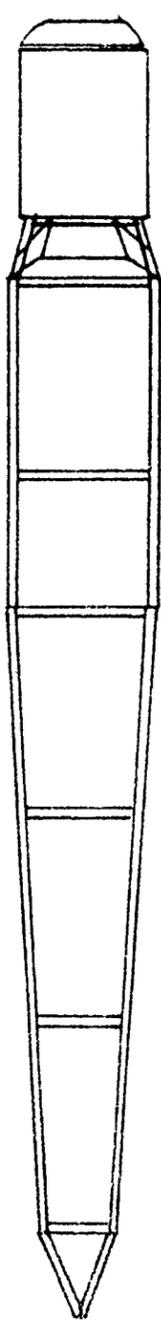
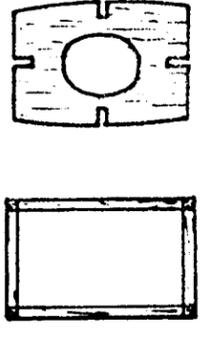


ALL RIBS ARE 1/8"

⊙ INDICATES STRUT ATTACHMENT POINT

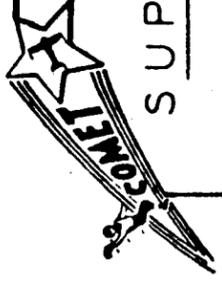


C B



DOORS AND STEP ARE  
ON RIGHT SIDE ONLY

Curtiss & Robin



# LAIRD

## SUPER - SOLUTION "400"

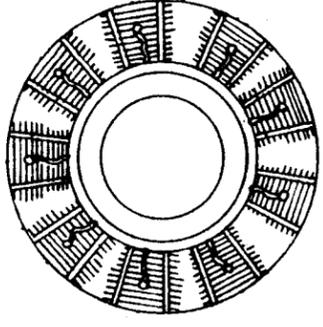
PILOTED BY JIMMIE DOOLITTLE

SPAN - 15" LC - DW 500

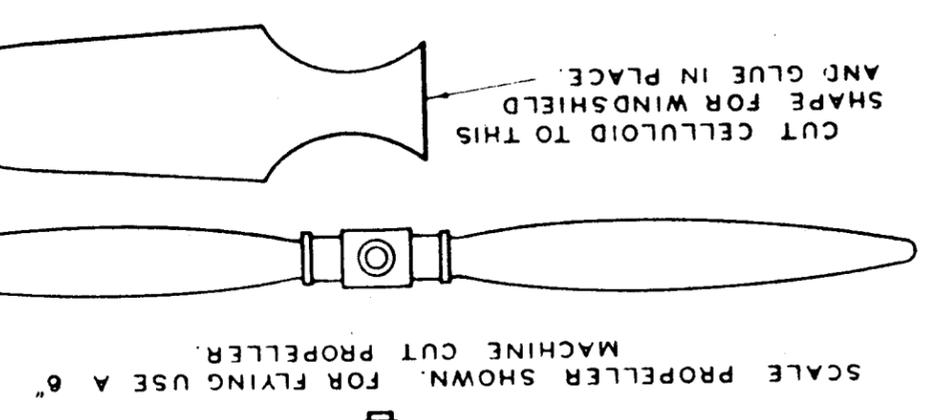
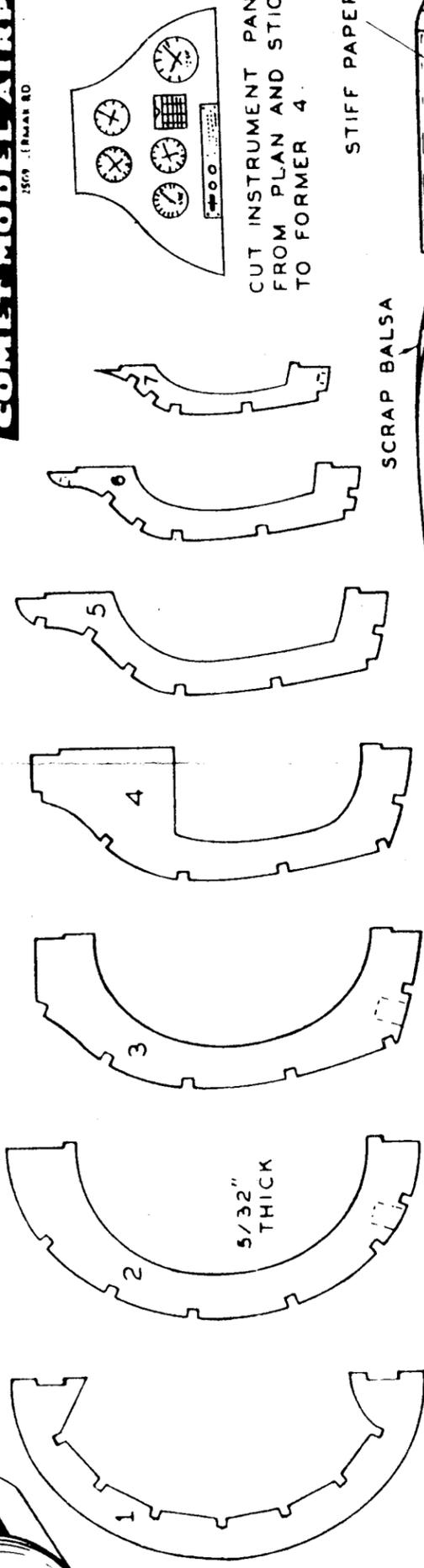
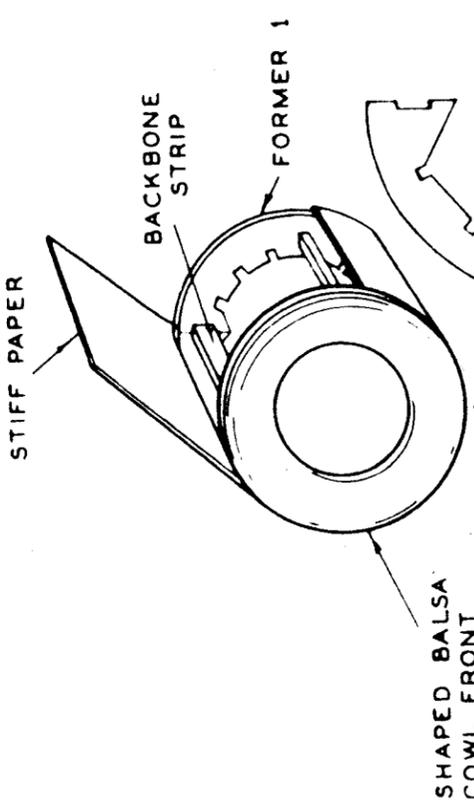
LENGTH - 13"

COMET MODEL AIRPLANE and SUPPLY CO.

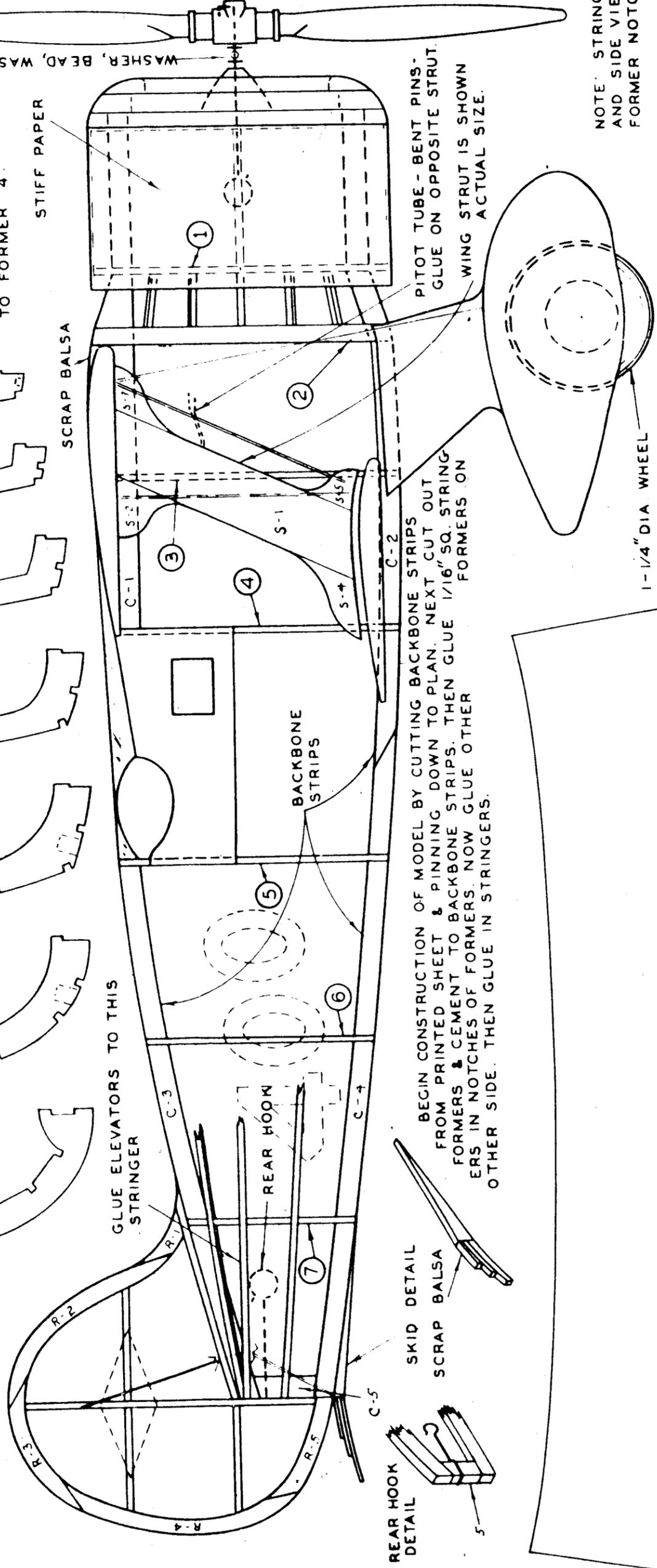
1507 - (EMAR 80) CHICAGO, ILLINOIS.



COLOR SCHEME  
WINGS & ELEVATORS -  
YELLOW  
REMAINDER - GREEN



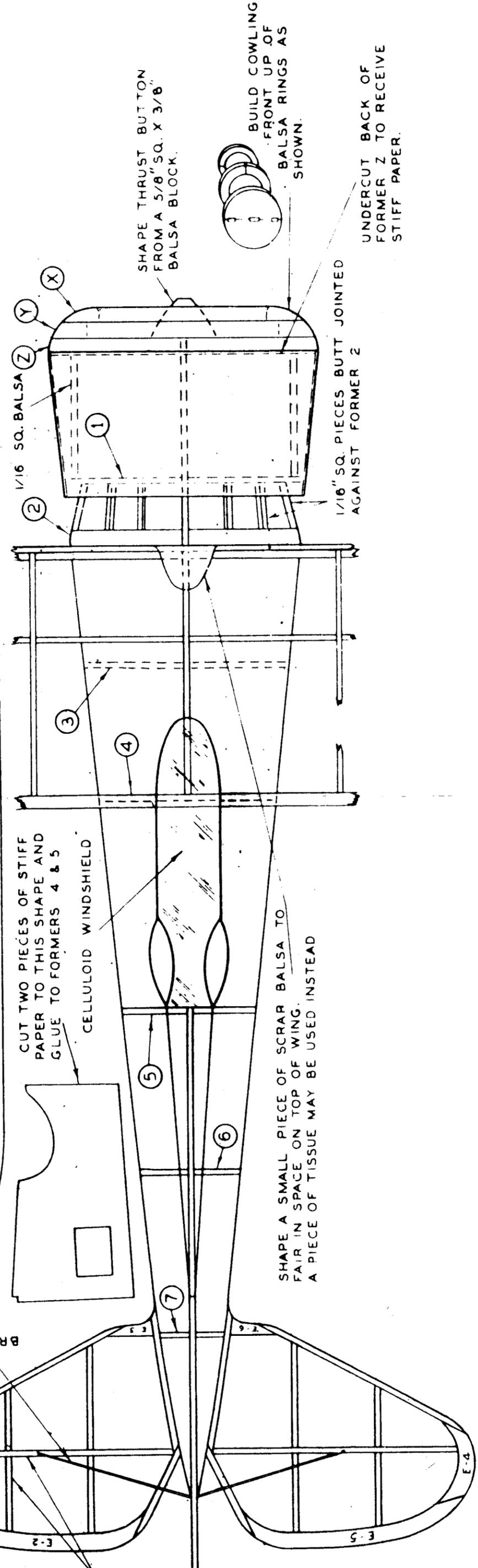
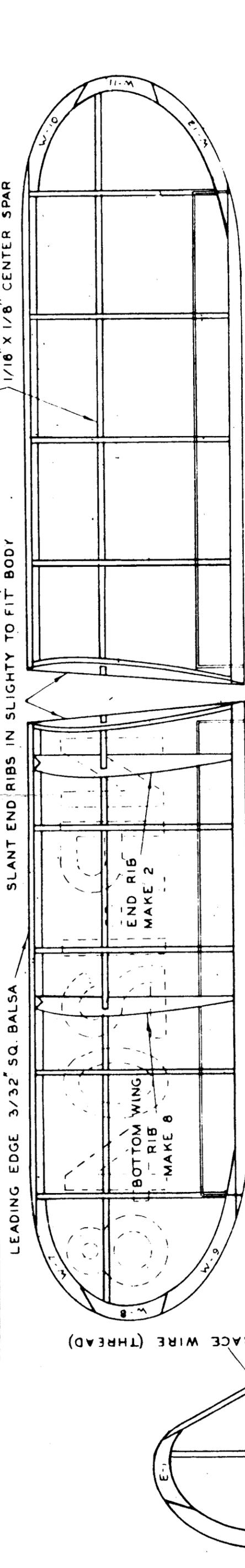
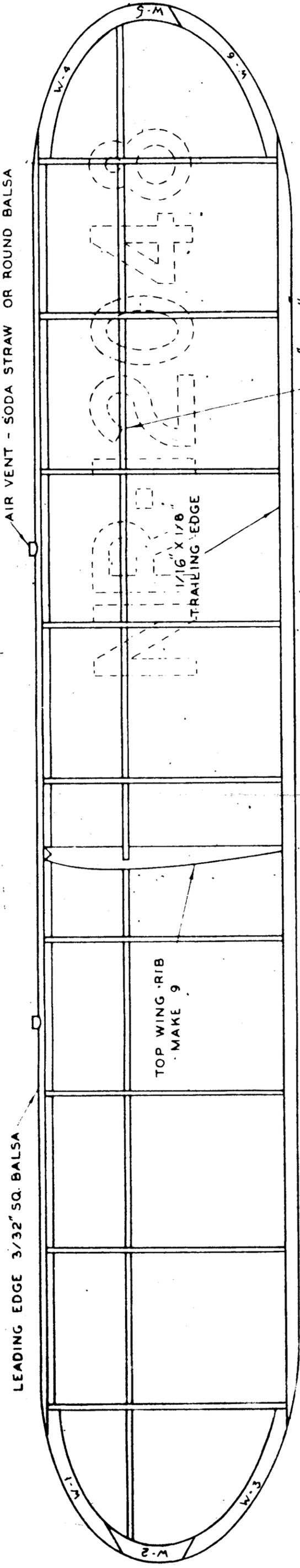
SCALE PROPPELLER SHOWN FOR FLYING USE A 6" MACHINE CUT PROPPELLER.



BEGIN CONSTRUCTION OF MODEL BY CUTTING BACKBONE STRIPS FROM PRINTED SHEET & PINNING DOWN TO PLAN. NEXT CUT OUT FORMERS & CEMENT TO BACKBONE STRIPS. THEN GLUE 1/16" SQ. STRINGERS IN NOTCHES OF FORMERS. NOW GLUE OTHER OTHER SIDE. THEN GLUE IN STRINGERS.

NOTE: STRINGERS NOT SHOWN IN TOP AND SIDE VIEW TO AVOID CONFUSION. FORMER NOTCHES SHOW POSITIONS. KIT NO. 58

1 - 1/4" DIA WHEEL



AIR VENT - SODA STRAW OR ROUND BALS

TOP WING RIB  
MAKE 9

END RIB  
MAKE 2

BOTTOM WING  
RIB  
MAKE 8

SLANT END RIBS IN SLIGHTLY TO FIT BODY

LEADING EDGE 3/32" SQ. BALS

1/16" X 1/8" CENTER SPAR

CUT TWO PIECES OF STIFF  
PAPER TO THIS SHAPE AND  
GLUE TO FORMERS 4 & 5

CELLULOID WINDSHIELD

SHAPE A SMALL PIECE OF SCRAP BALS TO  
FAIR IN SPACE ON TOP OF WING.  
A PIECE OF TISSUE MAY BE USED INSTEAD

SHAPE THRUST BUTTON  
FROM A 5/8" SQ. X 3/8"  
BALS BLOCK.

BUILD COWLING  
FRONT UP OF  
BALS RINGS AS  
SHOWN.

1/16" SQ. PIECES BUTT JOINTED  
AGAINST FORMER 2

UNDERCUT BACK OF  
FORMER 2 TO RECEIVE  
STIFF PAPER.

LEADING EDGE 3/32" SQ. BALS

1/16" SQ. BALS