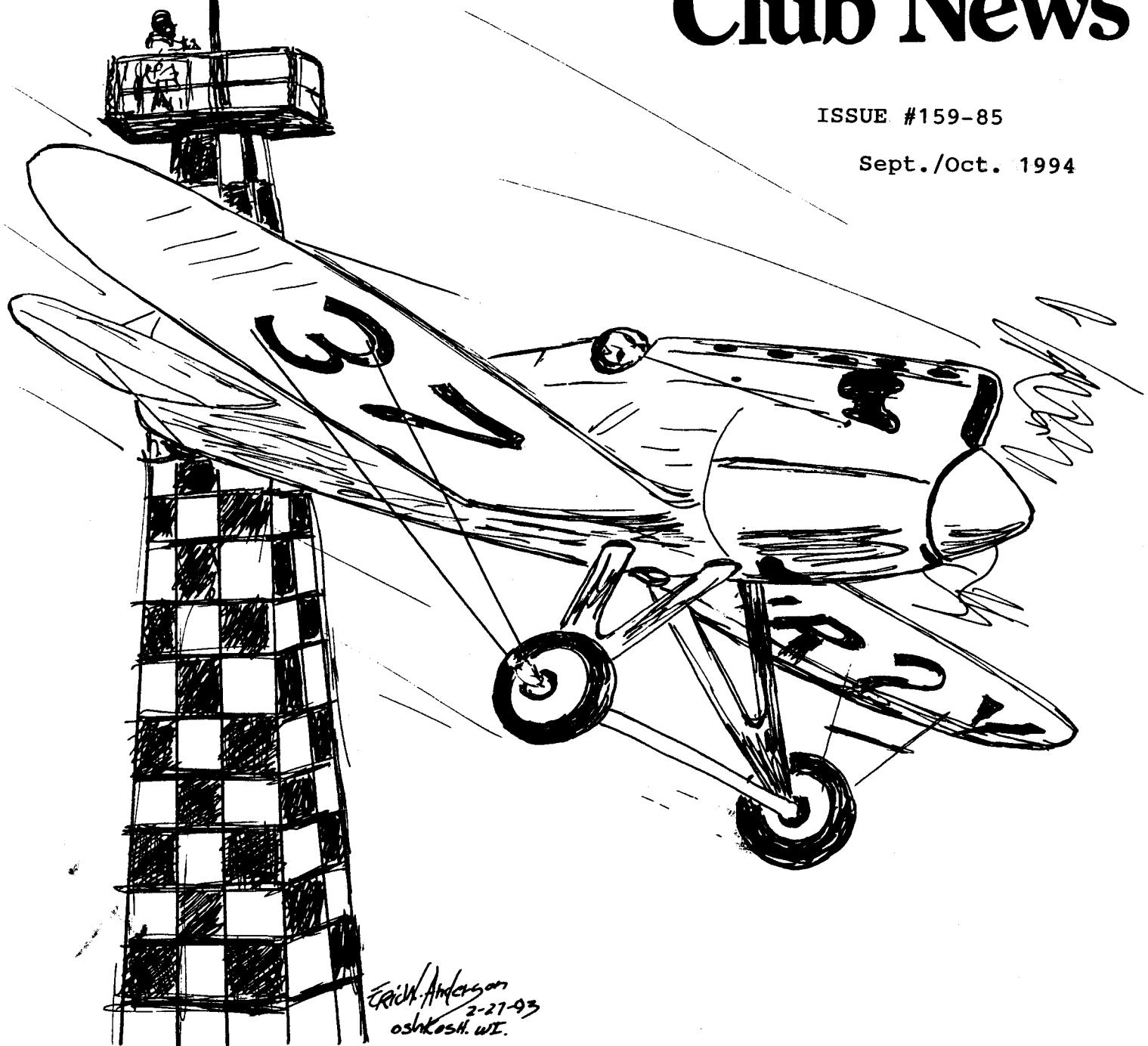


# FLYING ACES

## Club News

ISSUE #159-85

Sept./Oct. 1994



Erich Anderson  
2-27-93  
oshkosh, WI.

# NEWS ON THE WING!

On the cover! I can hear the roar of that Menasco engine as Benny Howard's "Pete" turns the pylon heading for the finish line. Thanks to Eric Anderson for this issue's cover and thanks to all who made this issue possible.

We have to start this issue with another piece of bad news. Vito Garofalo, along with his son, were both killed when their Vultee BT-13 crashed into an apartment building while returning from the air-show at Oshkosh, Wi. For those of you who did not know, Vito was the former owner of Tern Aero models and he also was responsible for bringing back a series of Hi-Flier kits a few years back. We also believe that he once drew plans for Comet kits while still only a teen-ager. He will be missed! Our sympathy to their families and friends.

For those of you who were unable to make the contest at Muncie this year, you really missed a great time. Although it was a bit windy it didn't stop any of our courageous FACers from putting in their flights. This is a great place to fly your models as I've said before. You should really try and make it to Muncie for next year's contest. Congratulations to all the winners and most of all to Stu Weckerly for winning the Vic Didelot trophy as Grand Champion. All of the results are in this issue.

Some of you have asked if there will be any rules changes for next year. We will be going over the rules very soon and we will have them in one of the next two issues.

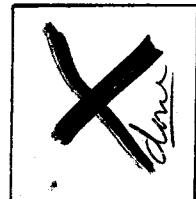
We now have clearance from all parties concerned for next year's "National Warplane Museum" FAC Contest at Geneseo, NY. The dates are July 15 and 16, 1995. More details as they become available. Here is a couple of items we would like to put forth to any of you who will be attending this contest. Would you like to have a banquet? If so, would you want it on Saturday or Sunday night? What events would you like to have us give you? Answers to these questions will help us give you what you want. Please respond as soon as possible.

We are giving you four plans in this issue. Two of which were award winning models at this year's FAC-Nats. Both are great flyers. We give you Chris Starleaf's Modern Military winning plan for his T-28 Trojan and the third place winner, Fairey Spearfish by Dave Livesay. Also a Bostonian "Cougar" by John Blair that should be a good performer for you and last but not least is our Comet plan for this issue, the Westland Wallace.

For those of you who have stayed at the college dorms while attending the FAC Nats you may be interested in knowing that the college has been selected as the number two college in the Northeast! Nothing but top-Notch for you Skysters!

At this time we must tell you of a dues increase coming in the very near future for members of the FAC. We don't like to do this but it is necessary if we are going to continue to give you the biggest and the best newsletter there is. The increase is yet to be determined. We are going to have another increase in postal rates as well as other costs right after the first of the year. We have a lot of material to use and we will also increase the size of the newsletter again. More pages means more for your dollars! Just because we have a lot of material on hand doesn't mean that you can stop sending in more! Keep it coming! If you get the BIG RED "X" this time you can escape the increase by renewing early.

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.



Bill Harding of Harding Productions is offering the video tape of the 1992 FAC Nats at the cost of \$24.95 plus \$2.50 postage. For every tape sold Bill is donating \$5.00 to the FAC. Send your order to Harding Productions, 4782 Unity Line Rd., New Waterford, Ohio 44445. This is a GREAT Tape!

Did you lose a shaving kit and a peanut kit of the SE-5a at the FAC Nats Mk. IX? Well, Peter Wallace, 97 Long Ave., Framingham, Ma. 01701 found it and the owner may have it back by contacting him at the above address.

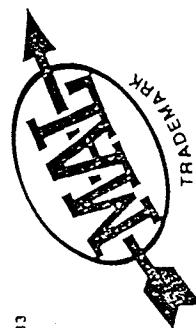
Till next time.....BUILD...FLY...WIN...EFF--AAA--CEEEE!!!!!!

3.

Lt. Col. Lin Reichel, CinC-FAC

\*\*\*\*\*

Looking for WW II 3-views in Computer Format? A S.A.S.E. and one dollar will get you a list from Phil Koopman, 2805 Hunt Club Lane, Orlando, Fla. 32826-3909.



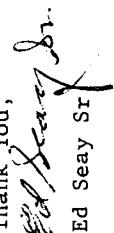
PHONE 214-438-9233  
EDGAR SEAY SR  
EDGAR SEAY JR

Dear Lin,

Here is the info. on our contest for 1995. I hope that I am in time for your Sept-Oct. issue. Inclosed is a set of the Ansaldo SVA 5, these are unfinished but they will give you a good idea of what we will have. These plans will have to be printed on both sides of the paper as they will show both wheel and float plane version. These kits will be offered for two kits for \$10.00 P.P. from Oct 1st to Jan.1st. The Contest will be a postal contest and a mass fly-in at McDill some time in the last of March 95. For prizes, all will be gift certificates, \$50, \$30 and \$20. I hope that more will send in their time this year as only three sent in their time on the Martin MO-1. We had ten fly at McDill. In all about 177 took advantage of our \$1.00 offer. I needed feedback on my new type kit and I got a lot of it fast. I found out that the MO-1 was being collected and not being built.

Last year due to the mix-up I shipped a number of kits for the one dollar after the cut off date. Any orders that come in after Jan.1st 95 will get only one kit. The price will be \$9.95 P.P.

Again we are looking forward to a good contest on this kit. Doc and I picked it out last march at McDill. That about covers it and if you have any suggestions let me know.

Thank You,  
  
Ed Seay Sr.

Copy to Doc Martin & Lin Reichel

## Airmail Pals

Dear Lin:

Thanks for publishing the picture of Tom Nallen, myself and Gene Smith. It really means a great deal to me to win my first Kanone and to feel as though I can compete with these great modelers, and great people. I can't tell you how much I enjoyed the competition aspect and the thrill of actually winning against so many fine models. I am well aware of the "luck" factor, but I did some things right as well. You may recall not that long ago that I suggested to you we create a novice class in order to give some of us a chance against all the expert model builders. Now I know I can compete at their level and I learned a lesson. Rather than looking to somehow lower the competition to make success easier, you can improve yourself more quickly and to a higher level if you strive to meet that higher level. It was the competition that forced me to find a new and better prop / rubber combination (and just 30 minutes before the end of qualifications) in order to make my R-4 fly 30% longer than it had ever flown before. I had one chance left to get a max or near max and, with a bit of luck, I qualified for the race.

Charlie Sauter

## SMALL SCALE CUSTOM SERVICES

FEATHERLIGHT ACCESSORIES VACFORMED IN ACETATE & STYRENE FOR THE DISCERNING FREE FLIGHT SCALE ENTHUSIAST. RANGE OF WHEELS, PILOTS & RADIAL ENGINES TO GIVE YOUR MODEL THE EXPERT TOUCH. AVAILABLE FROM STOCK. CUSTOM VACFORMING SERVICE AVAILABLE FOR THOSE AWKWARD PIECES.

iRC Coupon or \$1 for Price List to: SPRING MEADOW FYFIELD, ANDOVER, HAMPSHIRE SP11 8EL UK.

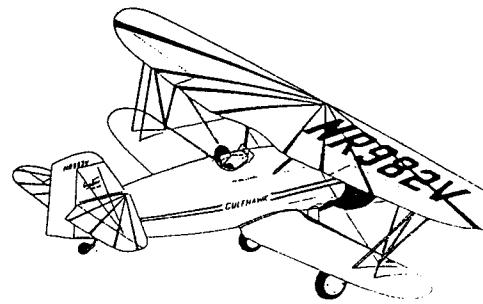
4.

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. 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

**STILL  
SEARCHING?**

FOR.....

**GERMAN LOZENGE TISSUE?**

We have it in two patterns, three scales,  
and both light and dark combinations.

**NO-CAL SEMI KITS??**

We have some of the most popular  
designs at affordable prices.

**RESEARCH HELP??**

Let us help!

.....and MORE !!

Send SASE for catalog to  
**WYCKOFF ASSOCIATES**  
83 FLYERS DRIVE  
NORWICH, CT 06360

Campbell's Custom Kits has relocated to; 4402 Weddel, Dearborn Hts., Mi. 48125.

Send two dollars for their latest catalog.

World's Best Glue Gun

Is of the same general design as the Bigge/Micro-X glue gun of several years ago with improvements in the seal where the "cleaning / micro drop delivery wire" enters the neck of the long narrow gauge delivery nozzle. It now has a curved pickup tube that is close to the side of the bottle. \$10.00 plus \$1.00 post will put one of these wonderful tools in yours hands. Send your \$11.00 to:

Harry G Geyer  
81 W Bruceton RD  
Pittsburgh PA 15236

MODELING TIP by Dick Hawes

This one may be original with me. At least I don't remember seeing it anywhere else. SANDBAGS! That's right, sandbags. Fill a sandwich bag with sand, put a twist tie on it, then put it in another baggie and tie it. Don't stuff it, just a loose handful is plenty. Why, you may ask? Why, to hold things down while the glue dries, to prop things in position while you are lining up the parts, all sorts of things that need a little pressure, or a spare hand. Don't use just one baggie, they tear too easy, gets sand all over your bench, which is bad if you use the dining room table to build on.

Flying Aces Nats Mark IX Video

Two hours of non-stop action at the FAC-Nats. Cost is \$22.50 and that includes postage. Make check or money order to; Charlie Sauter, 3372 Kirkham Rd., Columbus, Ohio 43221

FOR SALE

Berkeley 54" Musketeer kit--\$45.00 PP.  
Sterling Rubber Power Profile kits;  
Kit #R1-69 Piper J-3  
Kit #R2-69 Shoestring Racer  
Kit #R3-69 F6F Hellcat  
Kit #R4-69 F-51 Mustang (2)  
Kit #R5-69 P-40 Tigershark  
Joe Ott kit 22" span Curtiss P-40  
(look-a-like)

All for \$60.00 PP.

Complete set (MINT) of Time-Life "Epic of Flight" series of aviation books. 23 hard-bound copies, \$100.00 plus UPS postage.  
(all postage for USA)

Ken Wilson, 2324 East Florida St., Evansville, Ind. 47711-4812.



**TO MEASURE PITCH OF  
AN EXISTING PROP OR  
SET UP A NEW ONE:**

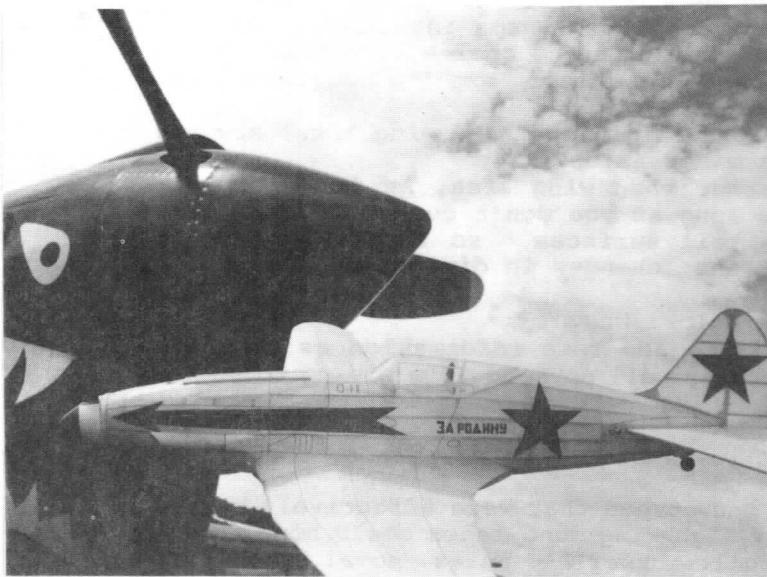
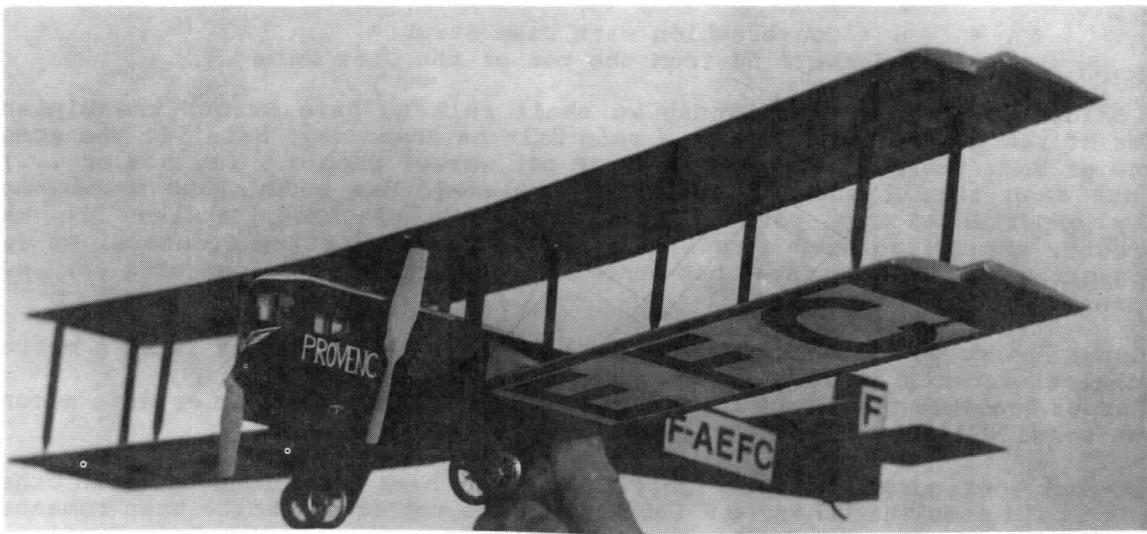
**PITCH OF PROPELLER  
EQUALS 5 TIMES THIS  
DISTANCE**

**EXAMPLE: IF TEMPLATE  
MATCHES BLADE ANGLE  
2 1/4 INCHES FROM SHAFT,  
PITCH IS  
2 1/4 X 5 = 11 1/4"**

GLUE TO CARDBOARD OR  
METAL SHEET AND CUT  
OUT ACCURATELY

PMC

5.



Top photo by Terry Pittman of his Farman Goliath, electric powered, winner of the Achievement Award. Flew great, too!

Middle row; left, Tom Hallmans photo of his high flying Mig-3 which flew O.O.S. and was later found under a car in downtown Geneseo! Unharmed!

Lindsey Smith preparing his "Goon" for flight while his lovely wife Jane holds for him. They came all the way from England to compete! Photo by Art Doten.

Bottom row; Art Doten's pic of Stu Weckerly eyeing his good flying Waco floatplane.

Classic launch of Embryo model by Chris Niedzielski. That's the way they should go Skysters! Photo by Daddy Dave.

6.  
\* \* Conversation with Dave Strut \* \*  
Mumbo Jumbo # 64 from the pen of the Glue Guru

Salutations, disciples! Today we shall talk to Dave Strut, the biplane builder of renown. Taking place at a rain halt on Jumbo day, Nats 94, the scene was one of some tension (Will it clear or get worse? Should I fly now or....). Dave has seen it all and was completely relaxed. His buddy, Bob Thumsome, equally experienced but perhaps lacking Dave's elegance, skulked in the background, struggling with a recalcitrant fly on ill-fitting trousers. As for the conversation, it's on tape, but a howling wind caused the loss of a word now and then...

Glue Guru: How do you pick a prototype suited for scale modeling? Is it a matter of technical aspects or straight romantic appeal?

Dave Strut: Probably the romantic aspects are first, the aesthetic aspects second and the model's likely flight traits, third.

GG: Yet your configurations invariably have a long nose and a long tail. In other words it would seem that there's a lot more to the matter of choice than romance.

DS: It's not all romance and some types appeal to me because of a long fuselage. Some of the airplanes I've built may even seem to be in violation of what I've said because I've built such uglies as the Blackburn (name inaudible). But the only crafty or sly design consideration I employ is the choice of a small jumbo span. In biplanes, the rules accept 30 inches as a minimum and I'm usually close.

GG: What about such practical considerations as dihedral and wing area? Are you concerned with such things or are they a minor aside?

DS: Wing loading is a consideration, rather than wing area. As for dihedral, under the FAC rules you can alter it, so long as you don't overdo it. The same thing applies to any enlargement of the tail surfaces - so long as you don't destroy the scale appearance of the airplane, changes in dimensions are OK.

GG: You're doing a series of articles on color. Why?

DS: I like civil airliners. My concern is to add some information as to their color. Military airplane color has been pretty well covered. I'm trying to do the same thing for civil types.

GG: What has the practical effect of FAC rules been with respect to the art of rubber scale?

DS: The rules have opened competition to many types that were effectively banned by the old rules. Under the old rules only high wing monoplanes could hope to win and so those were the only scale models built. Under FAC rules, novel types have a chance.

GG: But don't you think there has been a certain amount of watering down of true scale? There's a jumbo U-2 flying out there today using a plastic prop as a substitute for a jet engine - a curious scale model indeed. Some would call it a cop-out.

DS: I wouldn't. It's within the rules.

GG: Perhaps rules always lead to sneaky abominations. It might be a good thing to judge contests differently. I had a letter on this from Bob Meuser. He said we ought to drop all rules, timing and static judging. Instead he would have us put up an applause meter. We fly and the prize goes to the contestant with the loudest applause.

Bob Thumsome: Nah, it wouldn't work. Some wise guy would figure out a way to rig the meter.

DS: The rules protect against abominations. Of course, a hard nosed contest director is also required... (points to Bob Thumsome).

BT: Yeah!

The rain stopped, the wind dropped and we flew again.

HAVE I GOT A MOTOR FOR YOU!  
OPERATES ON 1-4 CELLS; WITH  
GEARS, IT SWINGS AN 8" PROP!  
Other stuff for micro/mini  
electrics. SASE for info.  
Dick Miller, 193 Huntzinger  
Road, Wernersville, PA 19565.

WANTED: Comet kit Y9:129 Douglas Skyray F4D or  
other issue of this kit. Have for trade Comet  
kit P11 Douglas Skystreak D558-1. Albert Locker  
2003 Ward St., Rosenberg, Tex. 77471-5216

# KIT/PLAN POSTAL CONTEST

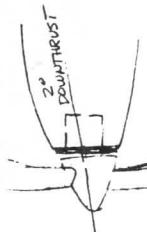
Everyone should be able to enter this contest! All you need is a model built from a kit or from a kit plan, either recent or from a kit from long ago. Time your flight and send it in to GHQ, along with your name, the name of your plane and the kit/plan you built it from. Everytime you better a flight 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.

7.

<u>PILOT</u>	<u>PLANE</u>	<u>KIT/PLAN</u>	<u>TIME</u>
1. Bob Isaacks	Taylorcraft	Bell Model Aircraft	327 sec.
2. Gene Smith	Curtiss Robin	Scientific	266 "
3. Mark Fineman	Kawasaki KI-61	Golden Age Repro.	221 "
4. Juanita Reichel	Piper J-3	Micro-X	186 "
5. Dave Stott	SE-5	Super Model Aircraft Co.	150 "
6. Chuck Kriete	Taylorcraft O-57	R/N Models	111 "
7. Darold Wilken	Grumman Wildcat	Easybuilt	66 "
8. Darold Wilken	Curtiss SB2-C	Easybuilt	62 "
9. Ron Hummel	SE-5	Super Model Aircraft Co.	59 "
10. Darold Wilken	DH Leopard Moth	Easybuilt	58 "
11. Darold Wilken	ME-109	Guillows	42 "
12. Darold Wilken	Fleet Canuck (floats)	Easybuilt	41 "
13. Darold Wilken	P-51 Mustang	Golden Age Repro.	40 "
14. Darold Wilken	Westland Lysander	Easybuilt	37 "



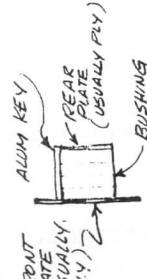
(1) LOW WING SHIPS  
UNIVER SALLY REQUIRE  
VARYING DEGREES OF  
SIDE & DOWN THRUST



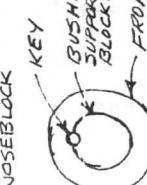
(1) LOW WING SHIPS  
UNIVER SALLY REQUIRE  
VARYING DEGREES OF  
SIDE & DOWN THRUST

(2) "BUILD-IN" THE  
THRUST OFFSETS  
ON YOUR NOSE  
BLOCK.

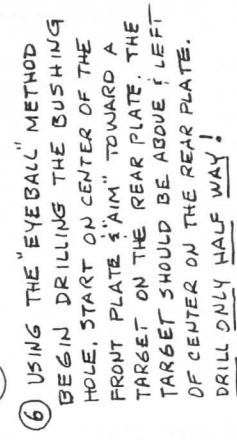
(3) SIDE "VIEW"



(4) END "VIEW OF  
NOSEBLOCK



(5) "SIDE" VIEW  
ALONG KEY  
FRONT PLATE  
(USUALLY 2" X 4")  
REAR PLATE  
(USUALLY PLATE)  
BUSHING SUPPORT  
BLOCKS (HARD BALSA)



(7) REVERSE THE NOSE BLOCK AND  
DRILL (FINISH) THE BUSHINGS HOLE.  
START AT THE "TARGET" AND DRILL  
TOWARD THE CENTER OF THE  
FRONT PLATE. DRILL ALL THE WAY  
THRU IN ORDER TO HAVE A CLEAN  
HOLE FOR THE BUSHING.



(9) THE FINISHED NOSEBLOCK WILL STAY PUT,  
THE MAJOR THRUST OFFSETS ARE BUILT-IN  
AND ONLY MINOR SHIMMING SHOULD BE  
NECESSARY TO GET YOUR MODEL "GROUNDING"  
UNDER THE VARYING THRUST CONDITIONS.  
NOT SHOWN ON THESE SKETCHES IS THE  
THRUST BEARING ON THE SHAFT BETWEEN  
THE FRONT PLATE & REAR OF THE PROP SHAFT.

A SHORT TREATISE ON PERMANENT THRUST ADJUSTMENTS; ONE OF THE CRITICAL REQUIREMENTS FOR RUBBER SCALE SUCCESS.

## Flighty response

In a nightclub one evening a very attractive young woman was wearing a thin chain around her neck from which hung a tiny golden airplane. Her escort stared at it for so long that she finally asked, "Do you like my little airplane?" "As a matter of fact," he replied, "I wasn't looking at it. I was really admiring the landing field."

Bob Isaacks  
Pilots Locos '94

THE FLYING ACES SONG - Bill Warner 1994

Flying Aces fly 'em high!  
 Flying Aces, in the sky!  
 We will fly through rain or sleet,  
 Flying Aces can't be beat!



1. Let me tell you all a story, About some guys I know.  
 They don't put away their models just because it starts to blow.  
 They have known the paths of glory and de agony of de feet,  
 But anyone will tell ya' Flying Aces can't be beat!
2. Once a stalwart band of fellows in New England's sunny clime  
 Began to fly old models and they had a jolly time.  
 The movement spread like lightning from sea to shining sea  
 We almost have more members than the old A.A.R.P.!
3. We have Lone Stars up from Texas, and a couple down from Maine  
 We even have Van Gorder who showed up without a plane.  
 The old MoTown Geschwader, Maxecuters from DC,  
 Nanook Squadron from Alaska and the Norwich F.A.C.
4. There is Reichel's Eerie Squadron, and Flightmasters drinking beer,  
 The Kamikaze Squadron and the Storks have made it here.  
 There's the Glastonbury fliers all the way from Hangar One.  
 And the Mid-South Signal Squadron stout-heart Aces every one!.
5. See the dentist from Miami and the SOTS all hanging loose,  
 See the guys down from Toronto demonstrate a Canadian goose,  
 See Kudzus with mint juleps and the Tailspin Squadron, too.  
 From the swamps comes Dean McGinnes with his camera aimed at you!
6. Out in Phoenix they sing praises of the Cactus FAC  
 We have Possums down in Georgia, and skysters 'cross the sea.  
 Out in Bellevue, Eagles offer up to Hung their balsa birds  
 I'd praise Pilotos Locos but I don't know no Spanish words!
7. By the Rio Grande Nic Ropar and his buddies burn the sky.  
 Flying in the dead of winter Brockville's Snowbirds do or die.  
 While the Wasatch Mountain Devil Dogs fly planes flown by Marines,  
 The Tigertown contingent and Old Rhinebeck steal the scenes.
8. See the Alamo defenders and the Bay State Squadron, too  
 There's the Blue Grass from Kentucky. There's the Red Pine Raiders too.  
 There's the Sunflow'r's in from Kansas where it never, ever rains.  
 And the San Diego Staffel with their duffels stuffed with planes!
9. In Penn's Woods the old Skyscalers dodge the tourists and the trees.  
 In Marin they fly in blue jeans which are torn and show their knees.  
 Latex Rangers work like trojans trying to beat Dayton's De Bris.  
 Mosquitos and Palmettos, Pinkham Fielders, you and me!
10. See the Calumet contingent battle SOGIS for first places  
 In the terrifying launches that distinguish Flying Aces.  
 See the Cleveland bunch do battle with Chicago's finest stuff  
 While Juanita takes a little break to fly the Powder Puff.
11. Hear the whirring of Blue Blasters! See the mighty DO-X!  
 See the new untested models and the battle-scarred old wrecks.  
 See the likes of Gilbert, Grey Hawk, Stottsky, Thompson, Earl Schick, too  
 Catch the thermal over Boyanowski's stogie; so can you!
12. Next time the Jolly Jumbucks from Australia may attend,  
 Or the Aardvark Aero Squadron, or the Tailstocks from South Bend.  
 Here they all will gather and will help us sing this tune  
 We'll have Flying Aces everywhere, and even on the Moon!
13. So Hail ye Flying Aces! May your flag forever wave  
 O'er the green fields and deep grasses, stirring hearts forever brave  
 Though our ranks are growing thinner, we get better every day.  
 So let's wind those little buggers and let's watch 'em fly away!
14. We have far too many squadrons, planes and heroes for this song.  
 If I tried to get 'em all in, it would come out way too long.  
 So for all the bold unmentioned we will give out famous cheers!  
 And I hope to see you all again in just a couple years!

BUILD! FLY! WIN! EFFFFF! AAAYYYYY! CEEEEEE! .

**THE FLYING ACES SONG PLUS OTHER STUFF**

Flying Aces fly 'em high!  
 Flying Aces, in the sky!  
 We will fly through rain or sleet,  
 Flying Aces can't be beat!



90 minutes of nifty flying songs and humour from "Come Josephine in my Flying Machine" to Bill Warner's "Flying Aces Song" from the 1994 FAC NATS. On audio cassette only \$5.00 plus \$1.00 S/H. to Bill Warner, 1370 Monache Av., Porterville, CA 93257. Double your \$ back if not delighted.

**WANTED:** 3-views or other info on the Pheasant H-10 Bi-Plane, Art Doten, 65 Speedvale Ave. W Apt. 1408, Guelph, Ont. Canada N1H1J7.

**WANTED:** Jim Miller, 107 Lorelei Dr., Fayetteville, Ohio 45118-9411 is looking for a 3-view and color info for the Helio Stallion.

## THE GINA-FACTOR By Curt Baskell

When Stu, Dave and I first started traveling to meets with the Boyanowski's we noticed that we never seemed to get on the road at the time we had planned. At first it was just a small discrepancy, a few minutes here and there, but it soon grew to mammoth proportions. It would take us an hour or more to leave their house. After careful mathematical analysis of all the factors involved in this discovery, we derived the formula that became known as the "Gina-Factor".

This was a major discovery, and we immediately applied for a patent (still pending). We had stumbled on a possible way to predict when a woman would be ready to leave the house! This could have far reaching ramifications for all mankind! On the next trip the equation was put into practice. We found that we could accurately tell when we would leave Paul and Gina's house. (within an hour or two anyway) The formula for this delicate scientific analysis is:  $dy/dx = \lim (x^2/(A+y)^4) + (1+z(x/y)^3/au)$

Where:  $x$  = The time you tell her when you want to leave.

$A$  = The actual travel time from point A to point B.

$Y$  = The time she thought you said you were leaving.

$Z$  = How much computer stuff she decides to take.

$u$  = Clothes changing and hair restyling.

The answer to this formula is the actual time you will leave the Boyanowski's house and hit the road. Now unfortunately this is not a linear equation. You must increase it by a factor of 1.324 each year. I haven't figured out the reason for this yet, and I'm not sure I want to know!

Pity poor Paul who must employ this equation daily, and just think what his life must have been like before we derived this important equation. It took years of trial and error to arrive at this formula but it has proved to be very inaccurate anyway. Have you ever tried to predict anything that has to do with a female? (I'm DEAD!)

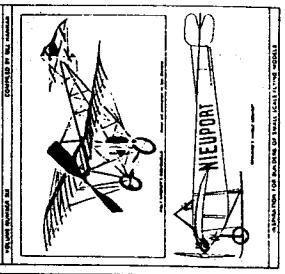
So there you have it guys. The next time you want to know what time to tell that precious woman in your life you need to leave for the contest, just use this nifty little number cruncher here and you should at least get the day right. (If you have any questions, you can forget about asking me, I'll be in hiding!)

P.S. If you want a copy of the mathematical proof of this equation, send a SASE to the President of the United States and request form XME-10y. He doesn't get enough mail anyway.

## NEW! PEANUTS & PISTACHIOS VI

COMPILED BY BILL HANNAN

### INTERNATIONAL Peanuts & Pistachios



New from Hannan's Runway, Volume 6 in our popular Peanuts & Pistachios series accentuates vintage aircraft. Featured are model construction plans, documentation, articles and a world-wide selection of fine photographs to inspire greater excellence in your own modeling!

#### HIGHLIGHTS OF VOLUME SIX

##### MODEL CONSTRUCTION PLANS:

- 1909 Demoiselle, by the late Wally Batter (Canada)
- 1910 Demoiselle, from a ZFM magazine (Germany)
- 1912 Sopwith Monoplane, by J.F. Frugoli (France)
- 1911 Voisin Hydro-Canard I, by Beno Sabel (Germany)
- 1931 AVRO Cader, by Ken McDonough (England)
- 1939 Waco SRE, by Wally Mooney (USA)

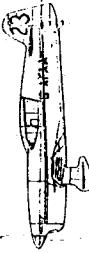
##### DOCUMENTATION DRAWINGS:

- 1909 Demoiselle, by the late Wally Batter (Canada)
- 1910 Demoiselle, from a ZFM magazine (Germany)
- 1912 Sopwith Monoplane, by J.F. Frugoli (France)
- 1911 Voisin Hydro-Canard I, by Beno Sabel (Germany)
- 1931 AVRO Cader, by Ken McDonough (England)
- 1938 New Gull, by Harry Robinson (England)
- 1939 Waco SRE, by Harry Pack (USA)

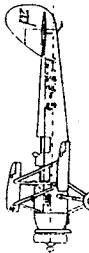
##### ARTICLES:

- Wally Mooney Remembered } compiled by Bill Hannan
- Delightful Demoiselles }
- Feedback from our readers (extracts from letters)
- Peanut's Modeling Methods }
- Peanut's & Pistachios People • The Peanut Gallery
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54 photos, 4 model plans, 7 documentation  
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Mew Gull



AVRO Cader

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Slick & Tissue Volume 1:	\$9.95
Slick & Tissue Volume 2:	\$9.95
Slick & Tissue Volume 3:	\$9.95

HEY! SKYSTERS! YOU JUST GOTTA HAVE THIS ONE IN YOUR LIBRARY! NUFF SAID.



LONE STAR SECTOR  
SKY  
FACE

9.

## Looking Back At Canadian Aviation

*Art Doten, MAAC 95L*

### Curtiss Canada

Wingspan: Upper 75' 10"

Lower 48'

Length 33' 4 3/4"

Engines: 2-90 h.p. Curtiss OX  
or 160 h.p. Curtiss VX

Maximum Speed: 70 m.p.h.  
(with 90 h.p.)

**D**ate: September 3, 1915: The first twin engine aircraft in Canada. The Curtiss Canada prototype was flight tested at Long Branch, near Toronto, Ontario by pilot Anthony H. Jannus. It was the first twin engine aircraft to be designed and/or built and/or flown in Canada.

This aircraft, although not well known to-day, is historically very important in the development of Canada's aircraft industry. Remember it was 1903 when the Wright brothers had flown at Kitty Hawk and the first Canadian aeroplane flew at Baddeck, Nova Scotia in 1909. Now in 1915, the Curtiss Canada had flown for the first time and it had an imposing number of Canadian firsts to its credit. This was during World War One!

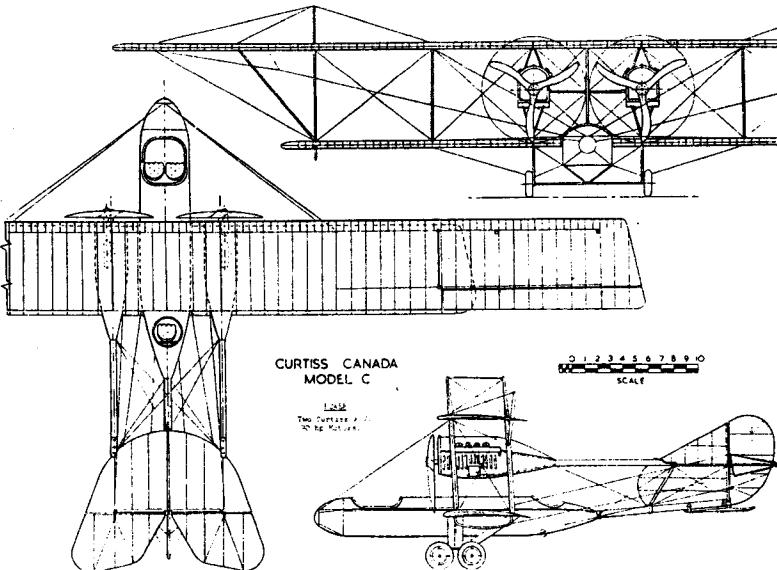
1. First twin engine aircraft to be designed, built and/or flown in Canada.
2. The first aircraft of Canadian design to go into production.
3. The first aircraft of Canadian design intended for military service.
4. The first bomber aircraft of Canadian design.

The prototype was an unequal span biplane and was to be powered by two engines of 160-170 h.p. However these new engines were not ready in time for

the first flight of the prototype. Instead two 90 h.p. Curtiss OX engines were used. The fuselage of the Canada carried a crew of two in a front cockpit, while the pilot sat to the rear of the wings in a rear cockpit. The tail surfaces were supported by three booms extending aft of the engine nacelles and fuselage. This design layout completely prevented any attempt to allow a rear gun for protection, due to a poor field of fire. The "Canada" was demonstrated to British officials in Canada, and was accepted after test flights, then shipped to England for further tests with more powerful engines. After further testing at Farnborough in England, an order for an additional eleven aircraft was placed for the Royal Flying Corps and the Royal Naval Air Service. These aircraft were built in Canada and shipped to England in early 1916. However, due to suitable engines not being available, these aircraft never flew.

Although the Curtiss Canada was unsatisfactory for the role it was intended, it nevertheless holds a secure place in Canadian aviation history as the first twin engine aircraft built or flown in Canada. **References:** *125 Years Of Canadian Aeronautics, A Chronology 1840-1965* by G.A. Fuller, J.A. Griffin and K.M. Molson. *Curtiss Canada, A Canadian First* by K.M. Molson, C.A.H.S. Journal, Vol. 5, No. 4, Winter 1967. *Canadian Aircraft Since 1909*, by K.M. Molson and H.A. Taylor.

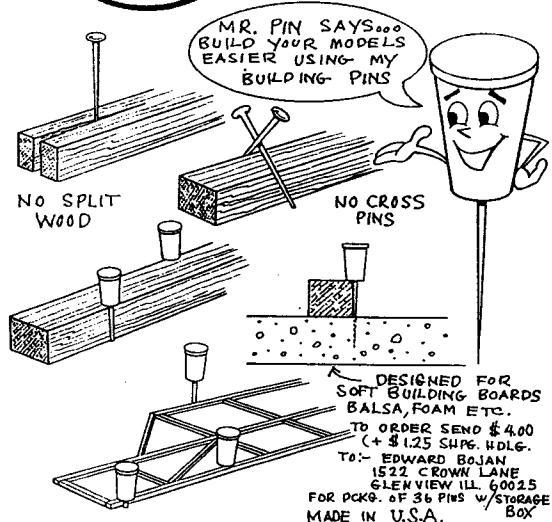
*A model of this aircraft is one of many that can qualify for the Canadian Aviation Historical Society's Special Achievement Award, presented annually at the Canadian Nats. □*



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## MODELERS BUILDING PINS



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- TIE CLASP



ORIGINAL SIZE

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- TIE CLASP

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FAC PEANUT SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Stu Weckerly	Waco "E" (Floats)	83	74	157	<u>PILOT</u>			
2. Ted Dock	Dayton-Wright RB-1	57	75.25	132.25				
3. Paul Boyanowski	Floyd Bean Special	60	67.5	127.5	1. Jim Miller			
4. Jim Miller	Andreason	68.5	58	126.5				
5. George Bredehoff	Pegna P.C.-1	66	58	124				
6. Jim Miller	Currie Wet Wot	82	34	116				
7. Stu Weckerly	Jodel D-9	57	57	114				
8. George Bredehoff	Hosler Fury	55	51	106	<u>PILOT</u>			
9. Jack Moses	Mr. Smoothie	51	38	89				
<u>JUMBO SCALE</u>								
<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Stu Weckerly	Found (floats)	65.5	82.5	148	<u>EMBRYO</u>			
2. Jack Moses	Mig-3	63.5	76	139.5	<u>PILOT</u>			
3. Chris Starleaf	Douglas A-26	80	55	135				
4. Paul Boyanowski	Lockheed Vega	57.5	72.5	130	1. Alan DeCook			
5. Bob Bojanowski	Rearwin Speedster	58	71.5	129.5	2. Jack Tisina			
6. Phil Cox	Martin MO-1	64	56	120	3. Albert DeCook			
7. Ed Bojan	Nesmith Cougar	53	66.5	119.5	4. Stu Weckerly			
8. Jack Tisina	Cessna C-37	47	61	108	5. Lin Reichel			
<u>HI-WING PEANUT</u>								
<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Phil Cox	Cessna Cardinal	57	74	131	<u>FAC OLDTIME RUBBER</u>			
2. Don DeCook	Wittman Tailwind	47.5	77	124.5	<u>PILOT</u>			
3. Jim Miller	Flik	54	70	124				
4. Bill Harding	Stinson 125	44	76.25	120.25	1. Don DeCook			
5. Ed Bojan	Flik	43	63	106	2. Phil Cox			
6. Juanita Reichel	Nesmith Cougar	47	54	101	3. Alan DeCook			
7. George Bredehoff	Monocoupe	46	27	73	4. Stu Weckerly			
<u>FLYING ACES SCALE</u>								
<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Mel Roth	Blohm/Voss BV-141	76.5	76.25	152.75	7. Mike Hines			
2. Jim Miller	Currie Wet Wot	80.5	68.5	149	8. Lin Reichel			
3. Mike Hines	Lippisch P-13	81	64.5	145.5	9. Juanita Reichel			
4. Dave Livesay	Zlin XII	64	80.25	144.25				
5. George Bradhoff	Waco (Menasco)	67.5	76	143.5				
6. Stu Weckerly	Found (floats)	63	79.75	142.75				
7. Chris Starleaf	T-28 Trojan	58	82.5	140.5	<u>NO-CAL SCALE</u>			
8. Paul Boyanowski	Waco XJW-1	74	65	139	<u>PILOT</u>			
9. Al DeCook	Andreason	68.5	65	133.5	1. Ted Dock			
10. Chris Starleaf	Bell P-39	65.5	67	132.5	2. Phil Cox			
11. Dave Livesay	Fairey Spearfish	51	80.25	131.25	3. Bill Harding			
12. Bob Bojanowski	Rearwin Speedster	51.5	71	122.5	4. Bob Petrinec			
13. Jack Tisina	Laird Super Solution	55.5	59	114.5	5. Don DeCook			
14. Juanita Reichel	Piper J-3	45.5	68.5	114	6. Jim Miller			
15. Jack Moses	Boulton/Paul Defiant	61.5	38	99.5	7. George Bredehoff			
16. Les Burdsal	Gee Bee "Y"	58.5	22	80.5				

PILOT	PLANE
1. Stu Weckerly	SE-5
2. Jim Miller	Grain Kitten PV-7
3. Chris Starleaf	DH-6
4. Paul Boyanowski	Albatros D-V
5. Phil Cox	DH-5

PILOT	PLANE
1. Mel Roth	Focke-Wulf TA-152
2. Chris Starleaf	Yak-3
3. Mike Hines	Kawasaki KI-61
4. Les Burdsal	Focke-Wulf TA-152
5. Jack Moses	Bolton Paul Defiant
6. Robert Butsch	Kawasaki KI-61
7. Dave Livesay	Yokasuka "Judy"

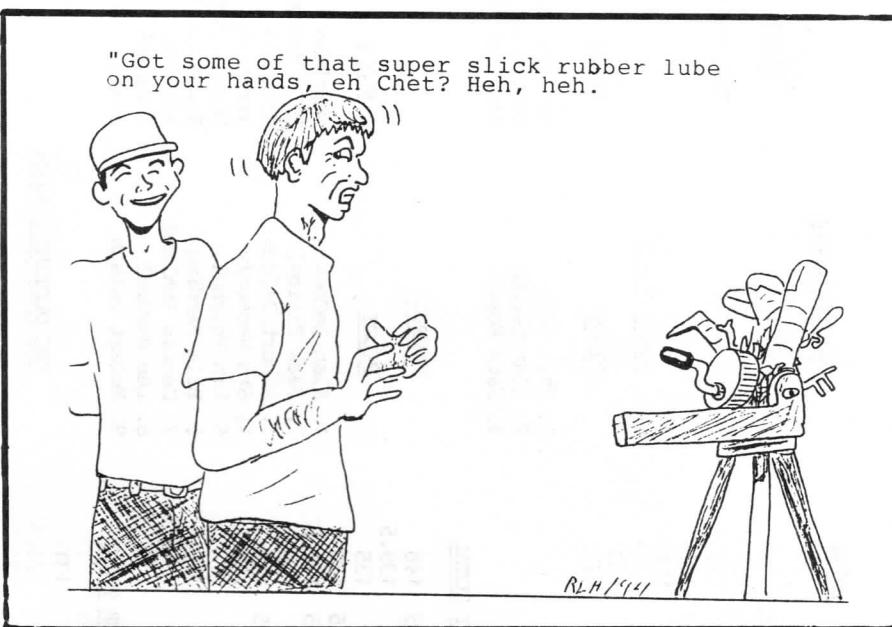
PILOT	PLANE
1. Chris Starleaf	Curtiss P-6E
2. George Bredehoft	Waco (Menasco)
3. Alan DeCook	Andreasen
4. Paul Boyanowski	Waco XJW-1
5. Stu Weckerly	Waco "E" (floats)
6. Jim Miller	Waco SRE
7. Jack Tisinai	Laird Super Solution

PILOT	PLANE
1. Dave Livesay	Floyd Bean Special
2. Chris Starleaf	Chambermaid
3. Mel Roth	Mr. Smoothie
4. George Bredehoft	Hosler Fury
5. Jack Moses	Cessna CR-3
6. Charlie Sauter	Keith-Rider R-4
7. Robert Butsch	Chester Goon
8. Jack Tisinai	Laird Super Solution
9. Paul Boyanowski	Floyd Bean Special

GOLDEN AGE SCALE			
PILOT	PLANE	1st	2nd
1. Stu Weckerly	Stout Transport	110	105
2. Chris Starleaf	Curtiss P6E	120	64
3. Bob Bojanowski	Rearwin Speedster	120	73
4. Dan Kane	Taylorcraft	62	62
5. Phil Cox	Cessna AW	79	79
6. Paul Boyanowski	Fairchild 24	58	85
7. Mel Roth	Mr. Mulligan	56	73
8. George Bredehoft	Waco (Menasco)	59	62
9. Albert DeCook	Piper J-3	54	42
10. Juanita Reichel	Piper J-3	36	35
11. Paul Boyanowski	Kinner B-2	46	57
12. Bruce Barnett	Leopard Moth	21	49
13. Dave Livesay	Zlin XII	64	24
		3rd	TOTAL
		--	

PILOT	PLANE	1st	2nd	3rd	TOTAL
1. Stu Weckerly	Stout Transport	110	105	120	335
2. Chris Starleaf	Curtiss P6E	120	64	75	259
3. Bob Bojanowski	Rearwin Speedster	120	73	64	257
4. Dan Kane	Taylorcraft	62	62	99	223
5. Phil Cox	Cessna AW	79	79	58	216
6. Paul Boyanowski	Fairchild 24	58	85	71	214
7. Mel Roth	Mr. Mulligan	56	73	58	187
8. George Bredehoft	Waco (Menasco)	59	62	64	185
9. Albert DeCook	Piper J-3	54	42	44	140
10. Juanita Reichel	Piper J-3	36	35	58	129
11. Paul Boyanowski	Kinner B-2	46	57	--	103
12. Bruce Barnett	Leopard Moth	21	49	20	90
13. Dave Livesay	Zlin XII	64	24	--	88

GRAND CHAMPION: STU WECKERLY



T-28 TROJAN

by CHRIS STARLEAF

This model was built specifically for the 1994 FAC Nats Modern Military mass launch event, then to be flown in local FAC Scale events (Calumet Escadrille). The model was drawn using the Squadron publications T-28 3-view and the Guillow plan enlarged. Modern performance construction was then adapted.

It was deliberately intended to be very simple and rugged. All strip wood is mostly medium to medium hard balsa (8-12 lb.), including the wing spar and saddles. I used Sig balsa found in most good hobby shops, yet the all-up weight is 38.7 grams. I used a carved balsa prop 10" diameter. But a Peck (9.5 plastic) prop would be very suitable.

Cover the Stab with pre-shrunk, pre-doped, Micro-X old world Japanese tissue. Apply the tissue by simply spraying both sides with 3-M spray adhesive, attach tissue and trim. Do nothing else, this is the best way to avoid warps in flat simple stabs (I've found). Cover the rest of the model your favorite way.

My model averages 85 second flights on four strands (2 loops) of 3/16 FAI Tan II, 25" long, 1600 turns. Make sure it flies left only under power, then slowly transitions into a shallow right turn in the glide.

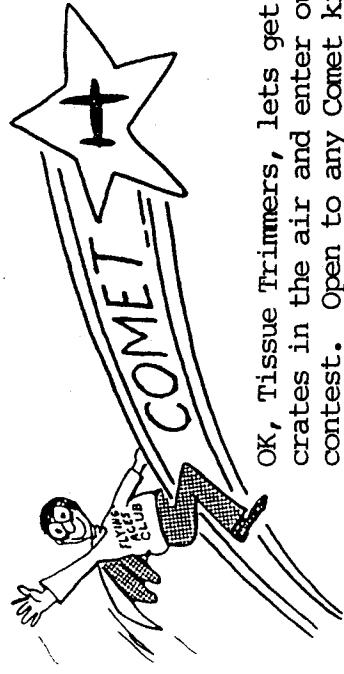
This model could easily be built much lighter than mine. If you do, a dethermalizer would be wise!!

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## Contest Calendar

ALL CONTESTS INCLUDE FAC EVENTS.

- Oct. 15...Calumet Escadrille, Chicago, Ill. Phil Cox (219) 838-2402
- Oct. 16 & 30...D.C. Maxecutters, Washington D.C. Terry Pittman, 7863 Colonial Village Row, Annandale, Va. 22003 for info.
- Oct. 15 & 16...Cactus Squadron, Az. Bob Schlosberg (602) 941-8778.
- Oct. 15 & 16...Texas Scale Champs, Dallas, Tex. Ed Deloach, 3428 Bryn Mawr, Dallas, Tex. 75225.
- Oct. 29...Palmetto Aeromodelers, Columbia, S.C. David Smith, 6715 Lake Arcadia Lane, Columbia, S.C. 29206.
- Oct. 29 & 30...Sunflower Annual, Kansas. Jim Kutkuhn, RR-5, Box 430, Augusta, Ks. 67010.
- Nov. ???...Pax River Indoor, call Claude Powell (301) 872-4105 for date.
- Nov. 5....Mid-South FAC Squadron. Ollie Benton, 409 Brady Point Rd., Signal Mountain, Tn. 37377 (615) 886-1293.
- Nov. 19 & 20...Mosquito Squadron, Florida. Steve Bacon, 836 Banbury Drive, Port Orange, Fla. 32119.



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.

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
1. Ron Hummel	Curtiss Robin	107 sec.
2. Ron Hummel	Farmar "400"	101 "
3. Chet Bukowski	Curtiss Robin	94 "
4. Darold Wilken	Piper J-4	51 "
5. Dave Stott	Fokker D-VII	48 "

### FLORIDA CONTESTS

- SEPT 17,18 PALM BAY Dist. V FF Champs-No FAC events-D.Piatt-407-724-2144 OCT 8,9 PENSACOLA Fall FF Contest-CD J.M. Bolton-904--478-0442
- OCTOBER 15,16 TAMPA-MacDill AFB 9 to 5 MIAMA STATE MEET #1 Mass Launch Saturday night-Awards Banquet-Officer's Club Golden Age
- OCT 22,23 PALM BAY AMOB's New Golden Age Flying Affair
- OCTOBER 29 (Tentative) FT. LAUDERDALE ARNORY- New site. MIAMA's 1st meet of local season. Bring 10¢ Scale and Pistachio, etc.
- NOV. 12 MIAMI. Miami Dade South College- 9 to 4-2nd MIAMA Local meet.
- NOV. 19,20 PALM BAY-SAM Old Timer Meet- FAC Events.Don Brimmer 813-525-6667
- NOV. 26,27 TAMPA-MacDill- MIAMA STATE MEET #2 FAC Mass Launch..Modern
- DECEMBER 10 MIAMI-DADE South College. Local Meet #3 10¢ Scale & Pistachio
- DECEMBER 30- Palm Bay- All KING ORANGE OUTDOOR FLYING ACES EVENTS.
- DECEMBER 31- JAN.1- TAMPA- DELTA AIRLINE,MIAMA KING ORANGE INDOOR MEET. Flying Aces Mass Launch-W W I..Bring your Ansaldos.
- JANUARY 14-15 DADE COUNTY YOUTH FAIR. RENUAL OF THE WORLD INTER-GNATS PISTACHIO POSTAL PROXY MEET. Mail us your Pistachio by Jan.7 1995.
- FEB. 11,12 TAMPA MIAMA STATE MEET #4 MacDill FAC Mass Launch-Raceplanes.
- FEB. 18, FT. LAUDERDALE ARNORY (Tentative according to how the meet goes on October 29..attendance, fee, enthusiasm, etc.)
- MARCH 25,26. TAMPA MACDILL.. MIAMA STATE INDOOR MEET # 5. Mass Launch WW II THE BIG MAL ED SEAY ANSALDO SVA-5 MASS LAUNCH EVENT ON SAT.
- APRIL 22,23 TAMPA MACDILL.. MIAMA STATE INDOOR MEET #6 Armed Forces Day TAMPA MACDILL..Last MIAMA STATE meet of 24th Indoor Season. Mass Launch BIPLANES

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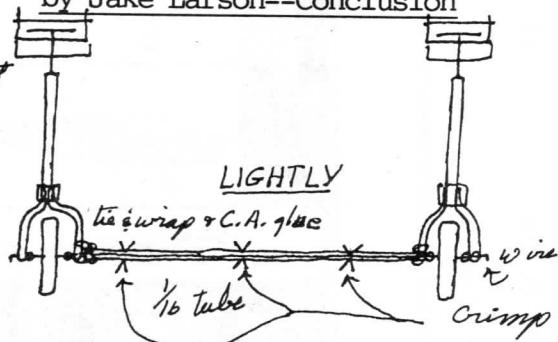
Call or write for yours today!  
Dealer inquiries welcome

14.

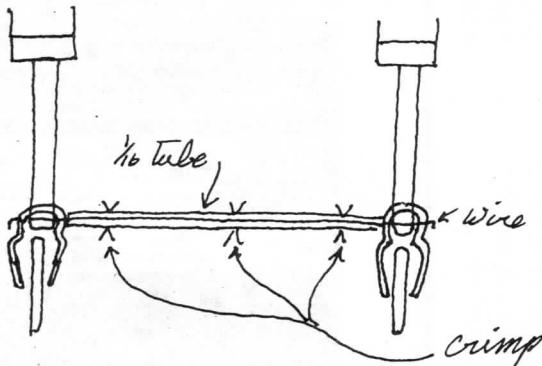
#9

Shock Absorbing Landing Gear

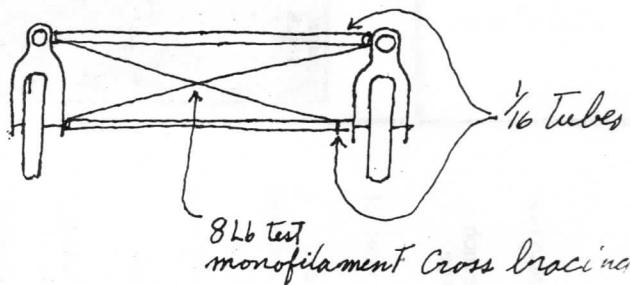
by Jake Larson--Conclusion

 $\frac{1}{8}$  strut not shown

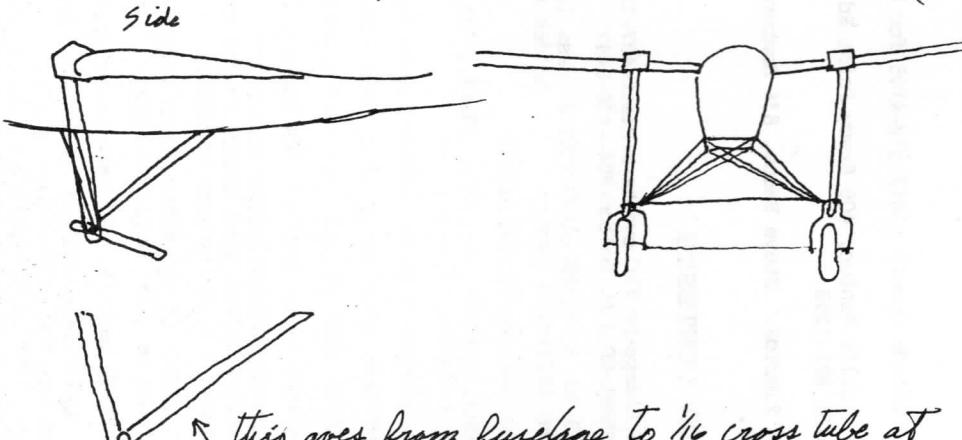
#10



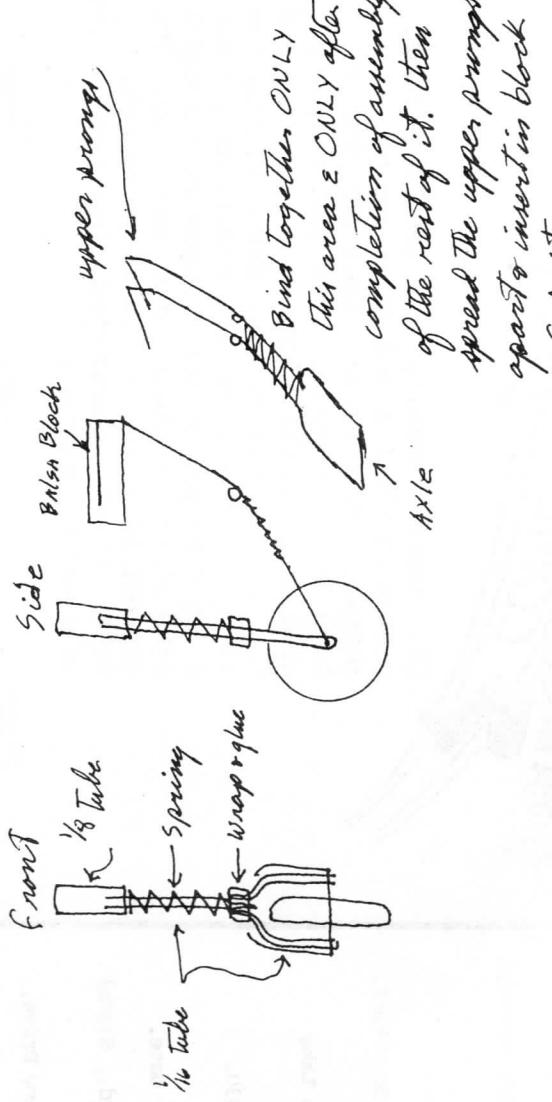
#11



#12



Wanted: 3-views and color info for the Aeronca Chief and the Pilatus Porter. Mike Midkiff, 420 Lake Shore Drive, Hot Springs, Ark. 71913.

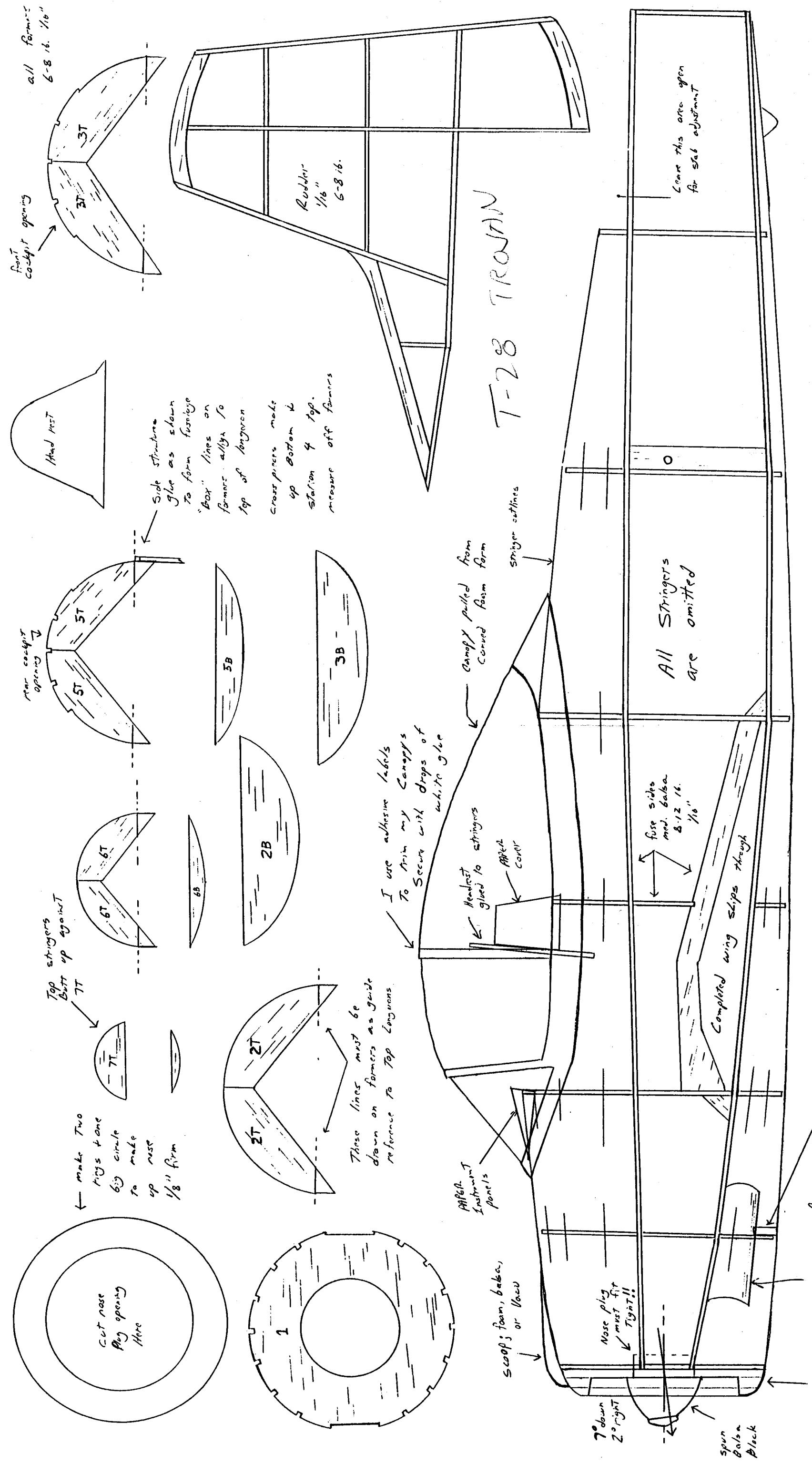
Contest Results

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.

Sort of Ryan ST Type under cart.



Three laminations  
1/8" from spin  
sand in drill  
Left side only  
Scoop; paper, foam,  
Vacs, or balloon  
Take for removable  
note gear  
plan, formers make up top of fus  
Crosspieces & formers make up  
bottom.

This plan has been reduced by 20% to fit in the newsletter. To get back to its original size go to your favorite copy center and enlarge it to 120%. Color and 3-views can be found in the Squadron Signal book, T-28 Trojan #89.

## Important

$3\frac{1}{16}$ " without right pedal

1/8" washout left place

Warp in after covering

L6 Mounted "On edge" as per customer

Can  
Read

The Filter  
Install only  
After Curing  
wing mounting

← Left wing  
Pistol align.  
base

This technical drawing illustrates a rectangular frame structure, likely for a canopy or cover, with the following key components and dimensions:

- Left Edge:** Labeled "132 Hard 2C mounted on edge as per cutaway".
- Top Edge:** Labeled "Requires good joining".
- Top Left Corner:** Labeled "1/8 st. Tissue Tissue anchors".
- Top Right Corner:** Labeled "1/8 st. wing tip Bailing Bailing helps optional".
- Bottom Left Corner:** Labeled "1/8" Gromets near grain".
- Bottom Right Corner:** Labeled "1/8" Gromets near grain".
- Front Center:** Labeled "1/8 x 1/8" Prod → Hard top & bottom base rails".
- Side Panels:** Labeled "reinforced spar joints".
- Side Panels:** Labeled "1/8" Panel optional reinforcement for removable C.G.". A callout also points to "Aluminum tubing".
- Right Edge:** Labeled "1 3/4"

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$$\frac{y_3 z}{y_2}$$

Full Size SPAR 1 1/8" Med. top Notched ends!  
rest upon lower ribs + glue in place

6

— 76:13 3/20 Plantula for 1/6" med.

A diagram showing a curved surface, possibly a cylinder or cone, with a coordinate system. A vertical axis labeled  $4\tau$  is shown, and a horizontal axis is indicated by dashed lines.

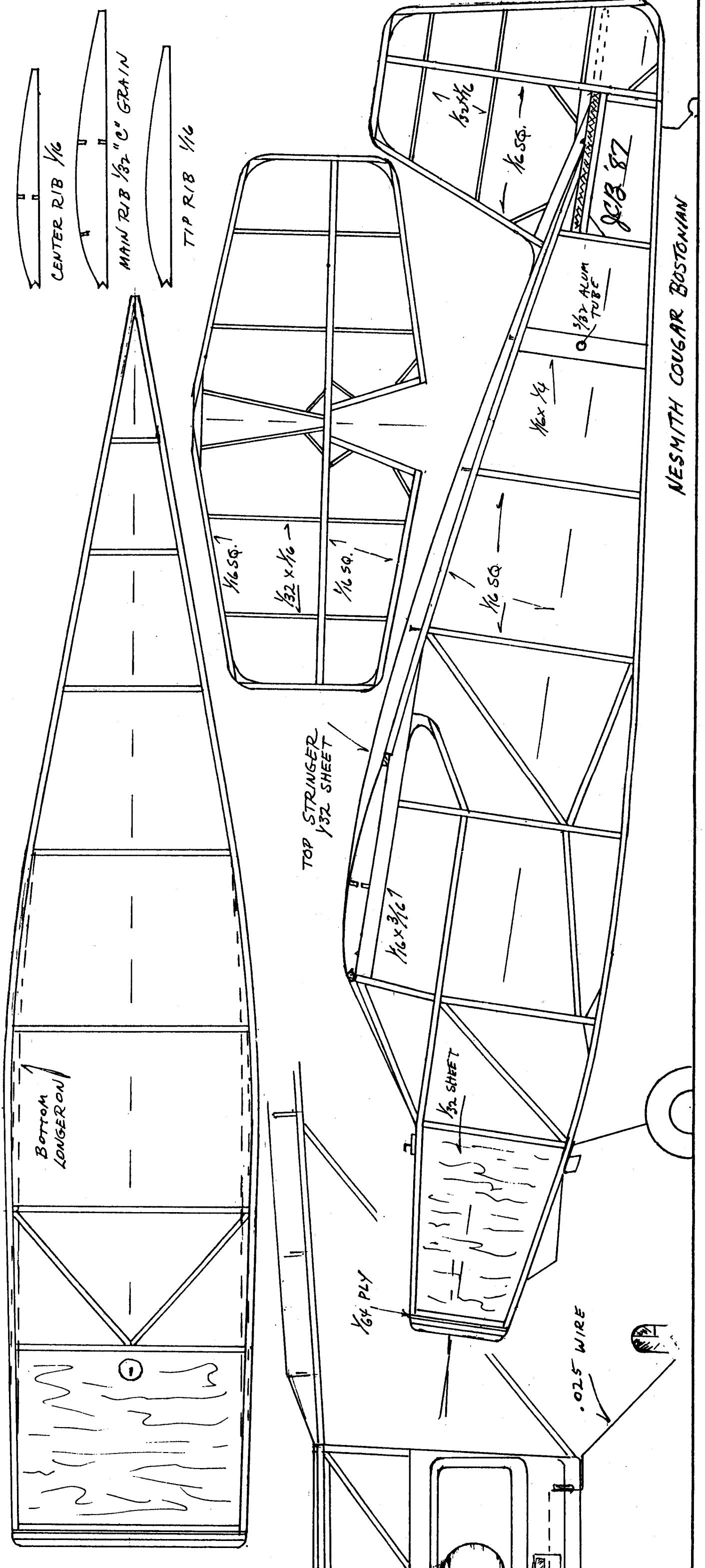
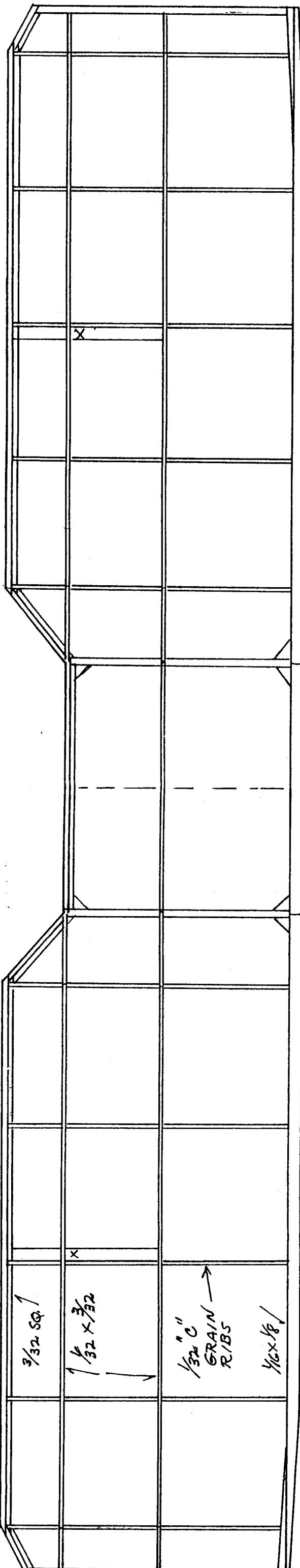
for our forest must be now  
of 5 days.

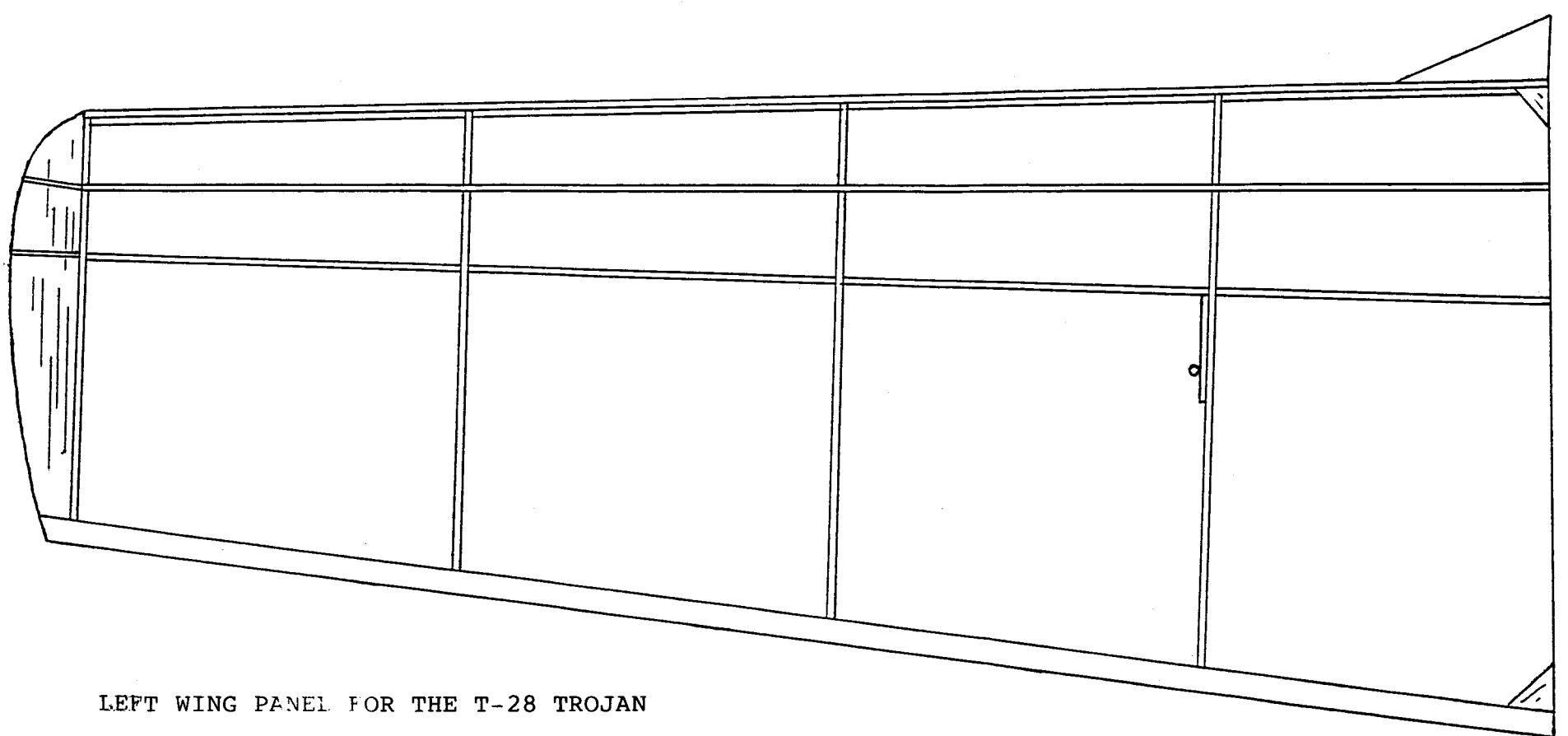
48

Nose gear pattern

Pattern for removable  
Canting Gear  
make two, left & right  
fire wire  
is bent  
tight to fit  
in channel  
holes

Stab is  
all 1/16"  
6-8 16.





LEFT WING PANEL FOR THE T-28 TROJAN

W-15

CENTER SPAR - MAKE 4

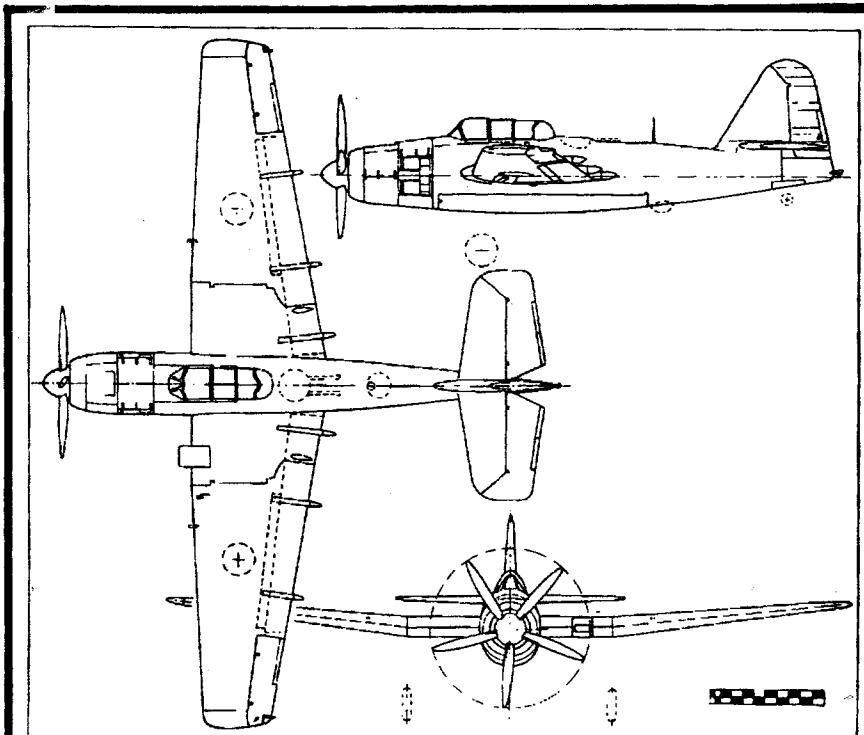
RED LIGHT

LETTERS CUT FROM  
GUMMED SHEET AND PUT  
ON THE BOTTOM OF  
THE LOWER WINGS.

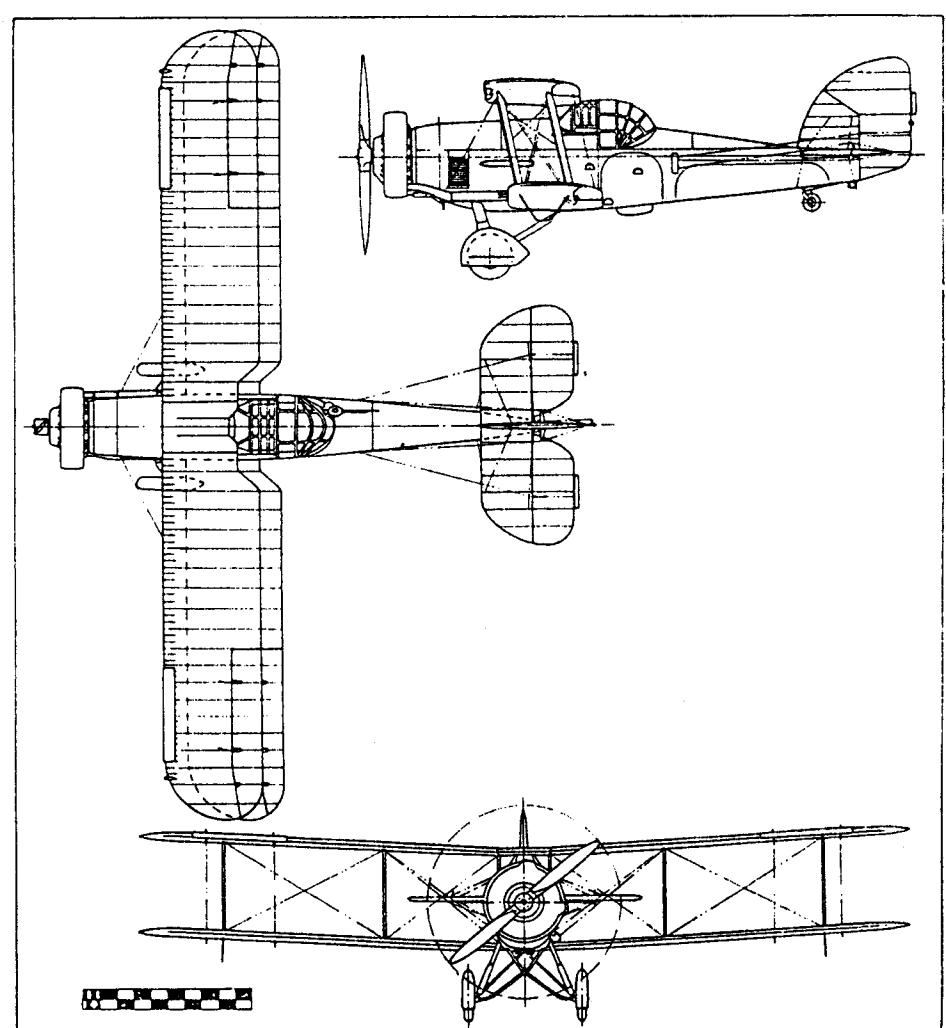
BLACK THREAD  
BANANA OILED TO  
WINGS TO SHOW  
UP AILERON.

LOWER WING BUILT IN THE SAME WAY AS THE UPPER WING.

LEFT WING-TIP PANEL AND MAIN WING  
SPAR FOR THE WESTLAND WALLACE



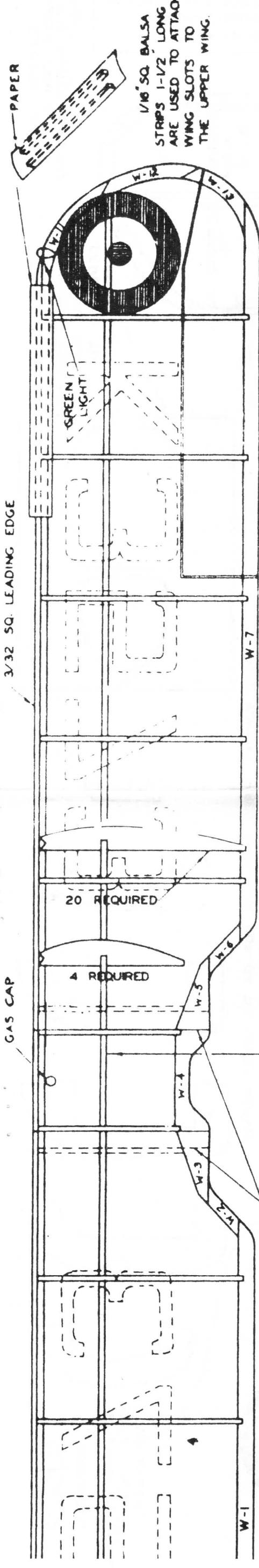
Spearfish



Westland Wallace Mk. II



3/32 SQ. LEADING EDGE



MACHINE GUN MOUNTING

THE UPPER SCARF RING IS PLACED ON TOP OF THE LOWER RING. THE FOUR SMALL TABS ON THE UPPER RING ARE THEN BENT AROUND AND UNDER THE LOWER RING SO THE UPPER RING CAN SWIVEL EASILY ON THE LOWER ONE. THE TWO LONG TABS ON THE UPPER RING ARE BENT UP AFTER Holes ARE MADE IN THE ENDS OF THEM WITH A PIN.

MAGAZINE - 1/16 SHEET BALSA

1/16 SQ. BALSA

3/32" SHEET BALSA

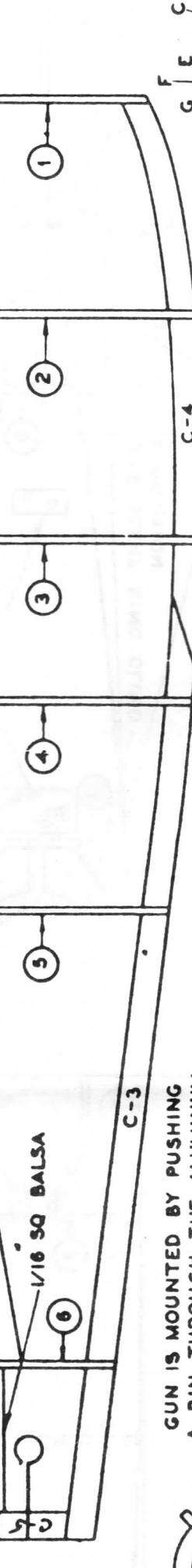
PIN

PINS

PIN HEADS

PIN HEADS

PIN



WING SLOT

STIFF PAPER

1/16 SQ. BALSA

BLACK COLOR LINE

CUN SIGHTS MADE FROM

LINS AND SCRAP BALSA.

WIRE WING SKID

1/16 X 1/8" STRUT

1/16 SQ. SANDED

SOMEWHAT TRIANGULAR.

REED EXHAUST PIPES

FIVE PAPER COOLING

FINS WITH TWO PINS

PUSHED THROUGH THEM

ARE USED TO REPRESENT

THE RADIATOR.

1 IN. DIA. WHEELS

REAR HOOK

STIFF PAPER BANANA OILED

TO FUSELAGE.

3/16 X 1/4 X 9/10

BLOCK TO WHICH PIN

IS ATTACHED TO SERVE

AS MACHINE GUN.

BLACK THREAD IS BANANA OILED

TO FUSELAGE TO SHOW INSPECTION

COMPARTMENTS.

GUN TROUGH IS SHAPED

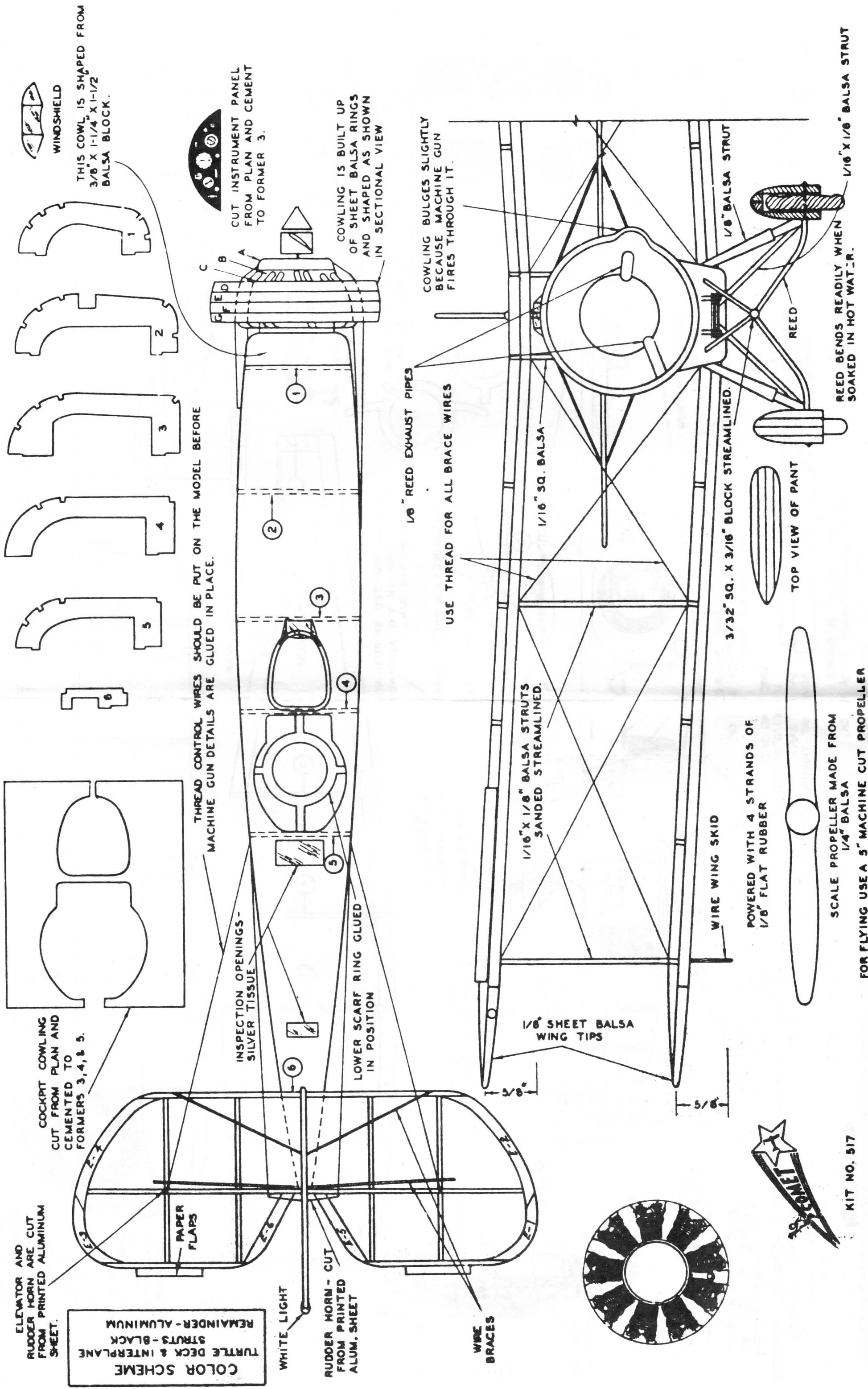
FROM 3/16 X 1/4 X 1-3/16 BALSA BLOCK.

# WESTLAND WALLACE

BRITISH GENERAL PURPOSE  
MILITARY PLANE.

WING SPAN - 16 IN.  
LENGTH - 13 IN.

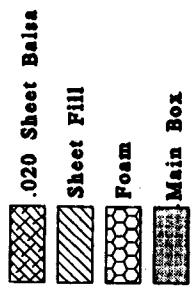
THE COMFET MODEL AIRPLANE and SUPPLY CO., INC. Chicago



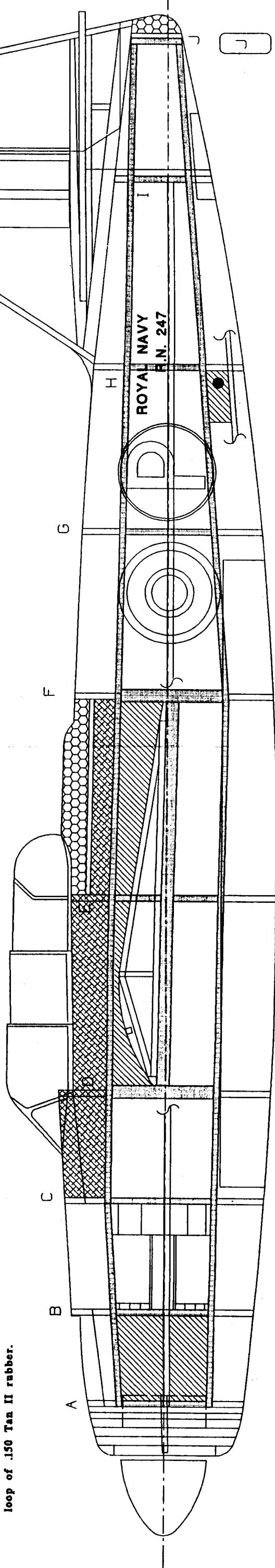
# Fairey Spearfish

Post WWII Military Prototype

Drawn By: Dave Livesay (7-17-94)



Prototype model needed slight down and left  
thrust. 7 inch Peck plastic prop and a 24 inch  
loop of .150 Tan II rubber.



# Fairey Spearfish

Color  
Overall Natural Aluminum  
Markings as noted on Plan

