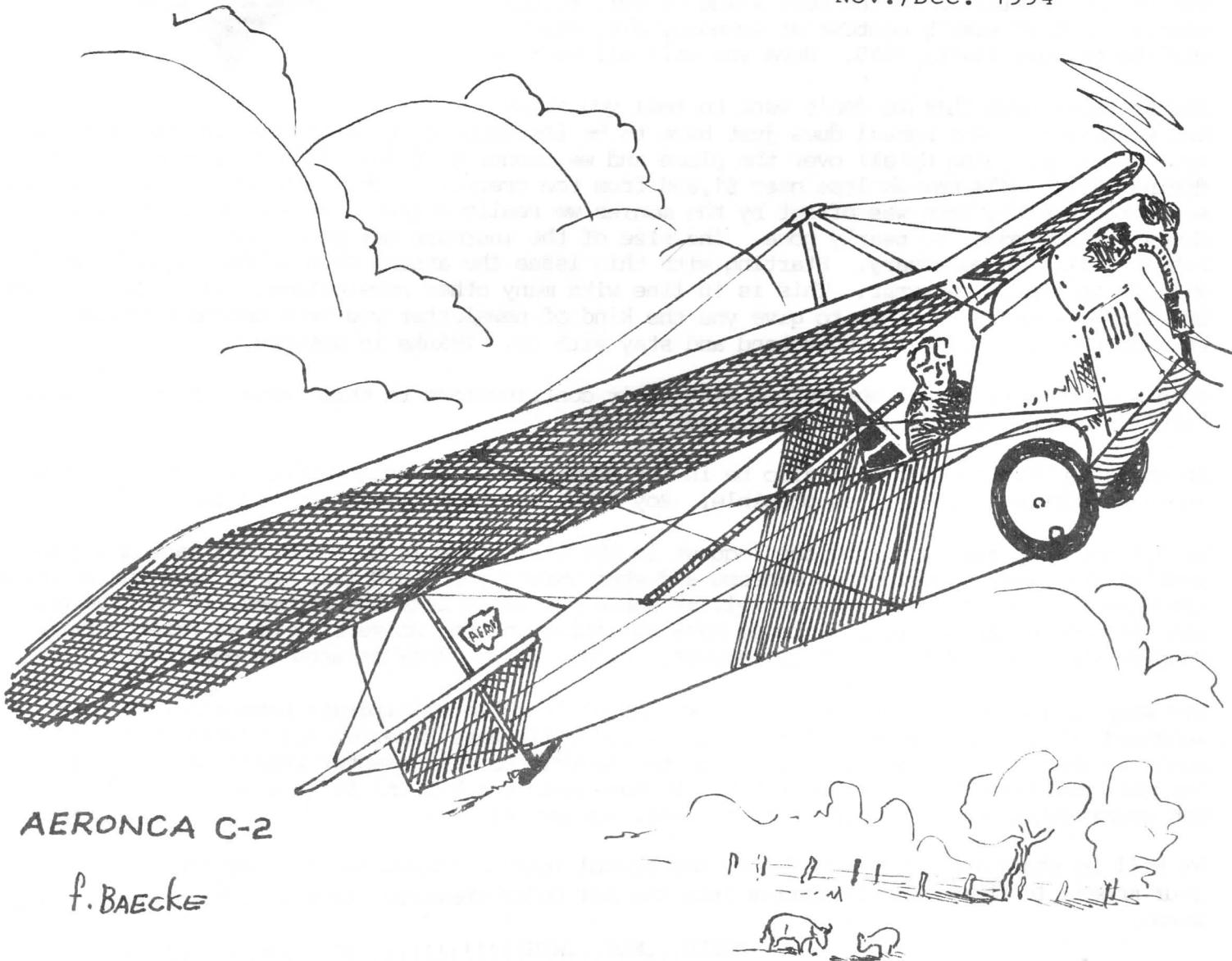


FLYING ACES

Club News

ISSUE #160-86

Nov./Dec. 1994



NEWS ON THE WING!

Do you like the cover on this issue? It is the work of Florent Baecke from down Texas way. Florent also contributed a neat little No-Cal plan of the Aeronca C-3 for this issue. We are also giving you the plans for a real cute little Embryo biplane, the Whimsy, by Curt Haskell, a nice plan of the Comper Swift by Mike Nassise, which we pilfered from the newsletter of the Bay State Squadron. Also on board for this issue is a plan of the DH-Vampire by Paul Boyanowski, which really flies up a storm, and Comet plan this time is a rather rare plan of the Percival Gull which should make a great addition to your Comet fleet of models.

We must tell you once again of the passing of more of our friends in the FAC. We have lost Leo Kelley, Russ Weeks and Dave Snider. Our condolences to their many friends and to their families. They will be missed.

The new rules will be in the next issue as well as the events for next year's contest at Geneseo, N.Y. which will be on July 15-16, 1995. Hope you will all be there.

Now for some news that we don't want to tell you about but we have to. Our annual dues just have to be increased as we mentioned in the last issue. Costs are going up all over the place and we cannot keep operating at a loss as we did during 1994. 1994 saw us lose over \$1,800 from the treasury! This was not as bad as it may sound because the loss was offset by the monies we realized from the sale of the plan packs. However, this money is nearly gone. The size of the increase may seem a lot to some of you but it really is necessary. Starting with this issue the annual dues in the Flying Aces Club will go to \$15.00 per year. This is in line with many other newsletters. With the increase we will be able to continue to give you the kind of newsletter you have become accustomed to. We hope that you will all understand and stay with us. Thanks in advance.

Thanks once again to all who helped with their contributions to this issue. Keep that good "stuff" coming. We editors can never get enough!

An up-dated "Kanone list will also be in the next issue. Be sure you get all contest results in to Roy Courtney as soon as possible. Roy's address is elsewhere in this issue.

We did get some response from the request in the last issue as to whether you wanted a banquet at this year's contest in Geneseo and what events you would like us to have but we could use more input on the subjects as well as where you would like the banquet, if we have one and on what night you would like to have it, either at the University or at Peter's Party Complex where we had the FAC Nats banquet. Please let me know as soon as possible.

How many of you took advantage of that kit offer from "Model Aircraft Laboratories" that appeared in the last Issue? If you didn't, you still have time. We are running their ad again in this issue so you can get in on the savings as well as enter their postal contest for this new kit of the Ansaldi SVA-5. WE have seen the kit and it is a very well done job. Get yours while you still can at this really low price!

We will be starting our annual Peanut and No-Cal Postal Contest as you read this, so get all your models in these two categories into the Air Ozone Chewers! Details further on in this issue.

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

Lt. Col. Lin Reichel, CinC-FAC



FLYING ACES MODEL LABORATORY

from Tony Peters

One of the many good things about the newsletters are the great tips and tricks, and since I've picked up so many good ideas, I'd like to contribute some. Actually there are lots of great techniques floating around that people take for granted when in actuality nobody else knows about them.

I often have a problem with rubber climbing the prop hook. Bending a non-climbing hook is beyond my mechanical skills even though I've seen countless descriptions of various methods and received a number of already bent hooks from friends to use as models. Recently I tried slipping a 1/4 inch collar of thin stiff tubing (heat-shrink tubing) over the end of the rubber just in back of the hook. That did the trick. I figured I had invented sliced bread. It turned out I had just re-invented sliced bread. When I described my idea to Dave Stott, he said that he'd used the method himself. Although I've watched Dave wind, and been his mechanic on mass launches, I've never noticed this particular trick. Anyway it's a neat way to beat the bunchies.

I've also worked out a way to make the delicate openwork of the WWI Spandau machine gun cooling jacket. I don't know whether this, too, is an old idea, but none of the models armed with Spandaus at the FAC NATS had anything like it. Actually it's simplicity itself and (if I do say so myself) they really look great on my new Pfaltz. I just took a clear plastic drinking straw, put thin strips of black Contact paper evenly spaced horizontally around the length of the jacket, and then drew staggered vertical lines with a felt tipped marker. With all those lines, you can't see the straw, just the busy "metal" work of the open jacket. If a straw isn't the right scale -- it was for my Pfaltz -- you could draw the lines on a piece of thin acetate, roll the acetate around a dowel and glue the ends together. The gun barrel will disguise the joint.

Looking Back At Canadian Aviation

Art Doten, MAAC 95L

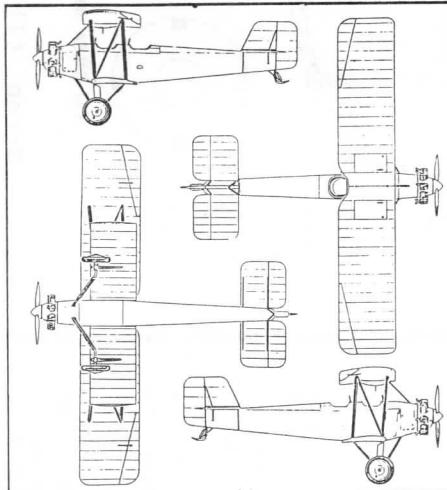
Vickers Vigil Sesquiplane

Wingspan: 35' 5 1/4" (upper)
16' 8" (lower)

Length: 27'

Engine: Armstrong Siddley Lynx IV
180 h.p.

Date: March 12, 1928. On this date the Vickers Vigil made its first flight at St. Hubert airport. This was the first time that a prototype made its first flight on skis in Canada. The aircraft was designed for use on wheels, skis or floats and was to be used as a forest patrol aircraft. Although it was never used as intended, it was briefly used for experimental air mail flights to the Maritime provinces.

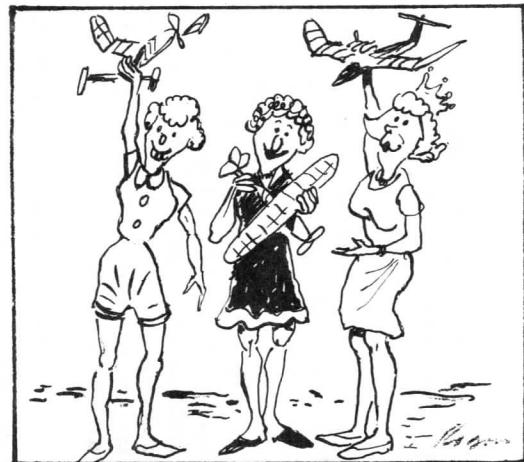


References: Canadian Aircraft Since 1909 by K.M. Molson and H.A. Taylor.

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. □

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 \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 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.

SOCIAL NOTES.
Dumb Dora wants to meet
The Hedral Sisters



Polly, Kath, and the famous
Princess Di

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

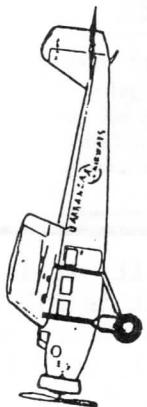
THE FLYING ACES SONG PLUS OTHER STUFF
90 minutes of nifty flying songs and
humour from "Come Josephine in my Flying
Machine" to Bill Warner's "Flying Aces
Song" from the 1994 FAC NATS. On audio
cassette only \$5.00 plus \$1.00 S/H. to
Bill Warner, 1370 Monache Av.,
Porterville, CA 93257. Double your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

4.

" CALLING BARRANCA "

by don. campbell

The year is 1938 and somewhere over South America , a big Hamilton H47 transport plane cruises blindly just above the jungle floor . The odor of rotting vegetation drifts upward on currents of warm , soggy air , and invades the cockpit . A lone airmail pilot sits at the controls and ponders his fate .



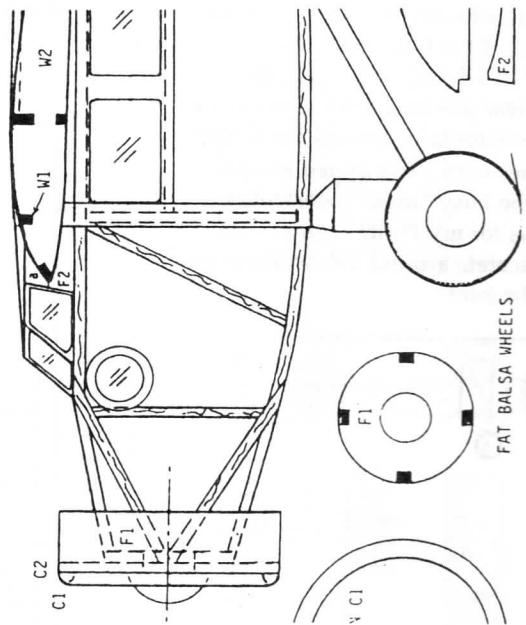
Flying thru a blanket of fog at 1,500 feet , the pilot is unable to locate any familiar landmarks . Barranca and safety are below him , hidden from sight by the mist . His decision is made . The pilot eases into a slow descent , hoping to locate his runway ahead .

Letting down through the gloom , the pilot (Noah Berry Jr.) makes an abortive attempt at landing , but is waved off by his ground crew . Determined to land , he swings the sturdy Hamilton around for one more try . This time , luck runs out and a fatal crash follows .

Does that story have a familiar ring to it ? It should . It's a scene from that classic movie " Only Angels Have Wings " . It's also the way we are introduced to the latest venture of FAC co-founder Dave Stott .

Dave has published a portfolio of " super " model airplane plans that he calls " The Airdevil Model Company Plan Book " . One of the featured airplanes is the " Hollywood

Hamilton" (aka) Hamilton H47 and your reporter has fallen in love with this 20 inch wingspanned beauty ! All portfolio plans are drawn in the style of 1930s ten cent (10¢) kits , and retain the charm of those earlier models . " Airdevil " plans are " True to Scale " not " Sort'a Scale " as some of the early kit designs had been .



All plans are full size on heavy paper stock . Actual strut lengths are given , where required , to help ease model construction . Cover sheets for each plan are an added feature of this stunning portfolio . They briefly describe the history of the full sized airplane , and offer technical data on the model to be built from the plans . Suggested propeller diameters ' rubber motor sizes ' test model weights and flying characteristics are provided .

Don't pass up the opportunity to add a copy of " The Airdevil Model Plane Company Plan Book " to your reference library .

Get yours by sending ten dollars (\$10.00) to Dave Stott 4304 Madison Ave. , Trumbull , CT 06611-2740 and ask for the " Airdevil Plan Book " . Price includes postage and handling . SUCH A DEAL !



WANTED:

Model Airplane News , Feb. 1978
Model Builder , Feb. 1975

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

AIRDEVIL MODEL CO.

HOLLYWOOD HAMILTON
WINGSPREAD- 20" PRICE- 10¢
DRAWN BY - *Joe Smitz*
TEST PILOT O.K. - *Noah Berry Jr.*

GENTLEMEN AT THE FAC-NATS MARK IX

BY

ROSS P. MAYO, ADJUTANT, GHQ

If you were at the FAC-NATS this past July, your experiences were terrific, except perhaps, for the two problems that GHQ still can't resolve: the weather and catching ALL the action. For those of you who missed it, here are the details of just one NATS story.
I wasn't prepared for Sunday's cool temperatures and brisk winds. As I walked up to the museum to purchase a sweatshirt, three Stearmen were flying overhead. They appeared to be making their final approach. Some one asked if they might be offering rides. As I was heading up that way, I said I'd find out.

Walking along our flight line, I'd occasionally stop to visit with friends I see only at the NATS. While visiting with some of the Connecticut contingent, Mark Fineman loaned me his jacket to ward off the chilly air. Mark is really a nice guy, but that's another story.

It didn't take long to pick out a really cool "Fuddy Duddy" sweatshirt at the museum. I asked the volunteer there if the Stearmen pilots would be offering rides. As the planes were privately owned and not part of the National Warplane Museum, he said I'd have to check with the pilots.

As I left the museum, the three biplanes were just taxiing up to their tie down spots. The first to shut down its big radial engine was painted all silver with a blue and white "star and bar" on the fuselage - just forward of the fin. The second plane in line was in the blue and yellow scheme of US NAVY, painted along her sides.

It was clear that the pilot of the Army trainer was going to be the first one to get out of his plane, so I approached him. As he climbed down from the rear cockpit, I noted that he wore an R.A.F. flight suit. With that in mind, it was still a pleasant surprise when he greeted me with an English accent.

After introducing myself, he introduced himself as "Mike". (I later learned that Mr. Michael Dale was born in England, flew for the R.A.F., is now president of Jaguar Sales, North America and lives in Winchester, Virginia. I once lived in Winchester, but that's another story too.)

I asked Mike if he would be offering rides to the public. He said he wasn't licensed to do that. (Later I learned that meant he couldn't offer rides for a fee.) Upon my glancing over to the first plane in line, he said politely, "That's Bob, he works for me so I know he won't be either, but perhaps Mike will." He was pointing over his shoulder to the pilot standing next to the Navy bird. (Mr. Mike Musielski, head of the A.P. desk in New York City.) As it was, another FAC'er was already talking to Mr. Musielski. Alas, he too would not be offering rides in his silver flyer. Somewhat disappointed, I was about to take my leave when the Englishmen asked as he gestured towards the flying field, "What's going on here?" Briefly, I explained the FAC and the NATS. Surprisingly, my audience showed a great deal of interest.

Mike told me that he used to build models back in England. Love of aviation dictated his choice of military service... remember, R.A.F. flying suit. He appeared relaxed and spoke freely about himself. He didn't seem in a hurry to excuse himself so I lingered, talking models, etc.

About then, Gordon Roberts (also from England for those of you who have never met our "Top Gun") must have been on his way to visit the museum. As he was nearby and thinking the two countrymen might enjoy meeting each other, I called Gordon over. The two lads got

along just splendidly. I even thought I overheard them say that they visited the same ballroom to meet young ladies, but that too is another story. (By press time, Mr. Roberts had clarified this "memory" as pure "fantasy" on the part of our author, however, if correct, it would have made an interesting story. Ed.)

Well, by now, I was missing a lot of FAC action. I was about to take my leave when Mike asked, "Why don't you offer a plane ride as a prize?" I explained how we had already raf-fled off a plane ride in a museum member's T-craft earlier that morning. (Thanks again to Mr. Bob Flesh.) "No," he interjected, "... a ride in my plane."

Within the hour, I'd be directing the W.W.I Peanut Combat event. How fitting I thought, for Mike's big biplane to take aloft the winner of our little biplane event. I accepted his splendid offer and then we worked out the details. The three pilots decided to go into town for lunch. They would try to be back in time to watch the winner earn his flight.

On the way back to H.Q., I decided to keep the prize flight "TOP SECRET", but of course, I had to notify the C.O. The Colonel gave a thumbs up and then dashed off to the back of his van. I'm sure I heard Lin asking himself about an SE-5A kit he had just bought that morning.

At the appointed time, I called to order the W.W.I Peanut Combat pilot's meeting. I deliberately stood with my back to the Stearmen. I could hardly contain myself knowing that all those flyers in front of me had no idea of what was about to transpire. I dragged out my usual instructions to heighten the tension that was building. I could see the combatants getting eager to start the event. It was then that I finally announced... "And the winner will also receive a ride in the big blue and yellow Stearmen you see behind me!" Some of the flyers were stunned. Some got really excited. A few didn't believe me. Chris Starleaf was a believer ... and he was the winner!

Now hold on tissue trimmers, there's more to this story. Unfortunately, Mike and his friends missed the mass launches, but they did return in time to see several fabulous flights. I met up with the trio out on the flying field to point out the various scale sizes, etc. Mike related to me that he had given up on model building after coming to the U.S.A. He had lost his desire to build until he happened to come across one of Bill Warner's columns. It appears that Bill had just the right touch to push all the right buttons to get Mike interested in building again. Because of that, Mike said, "Bill Warner is my hero."

Just then, as if on cue, Bill went scurrying by... hat flapping, cameras bouncing and an outstretched hand with his tape recorder at the ready for another interview. I asked Mike if he would like to meet Mr. Warner? I wish I could describe how Mike's face lit up in anticipation of meeting Bill.

I could hardly keep up with the excited Englishman as we strode to catch up to his hero. After introductions and a few minutes of conversation, I couldn't tell who had the widest smile. At one point Mike exclaimed, "This has made my whole year!" Thanks Bill. After a while, Mike said it was time to give our winning pilot his ride. Now if Hollywood had done this story, it would have ended with Mike and Chris flying off into a beautiful sunset ...but this is no Hollywood story!

Back at H.Q., I introduced Chris to the three pilots. (Chris, an air traffic controller at Chicago O'Hare, immediately recognized Bob as Robert "R.C." Tullius, Group I Jaguar race car driver.) And then Mike asked, "Who is your second place finisher?" Quickly, I got Allan Lawton over to our location. Mike announced that Bob would be giving Al a ride in his plane! Without hesitating, Al requested that the flight go to his fifteen year old grandson Adam. Of course, Adam was thrilled, excited, but under control... I, however, was not. "Gee," I blurted out, "I was hoping I could get a ride. The two Mikes discussed it for a moment and then it was all set, I too was going up!

We all walked over to the planes in anticipation of the ride of our lives. The pilots put their flying suits on, but as they weren't planning on taking us very high, we wouldn't be uncomfortable without one. Our briefing was just that—brief: "Look out the right side on take off and landing, be careful not to bump any of the controls and mind the stick upon landing... it will be pulled way back into your abdomen."

As the pilots planned their mini-air show, I pulled off the tarp that had been covering the cockpit of the "Navy" Stearmen. This made me feel like a regular crewman. When all was ready, Mr. Musielski instructed me on how to climb up onto the wing and then up to the front cockpit. There were handholds in the trailing edge of the upper wing to grasp as I stepped down onto the seat. Once I had lowered myself down onto the seat, I felt as if I had been swallowed whole by the big bird. I could see over the edge of the cockpit, but my feet didn't even come close to reaching the pedals. (I'm 5'3" tall... on a good day!) Mike helped me to buckle in. I felt very secure with all those wide belts holding me firmly in my seat. And then, (Move over Mr. Thompson!) I donned a flying helmet with goggles and radio headset! I'm not sure if anyone saw me at that time, but I sure felt like a "flying Ace"... even if I couldn't reach the pedals.

Mike settled into his seat and got himself ready. I watched him do this in a little round mirror above me that was attached to the underside of the top wing. After a quick radio check with the other pilots, he asked me to nod if I could hear him. After nodding, he said not to talk unnecessarily as we would be on an open channel.

And then he hit the starter... what a rush! Immediately a roar filled my ears, my whole body vibrated and I could feel heat filling the space between me and the fire wall. In one word... POWER! The needles in the gauges began to bounce about. The pedals moved opposite of each other. The stick slowly danced about its pivot point. Mike's image in the little mirror kept me from thinking about a phantom pilot about to take me up to Hung's Lair. Over the rumbling of the engine, I heard Mike's voice in my earphones, "Be careful not to bump the lever next to your right elbow, it is the carb heater."

The throttle started to advance, the RPM's increased and we started to roll. Through the prop disk, all I could see was empty sky. Looking at the other planes through the flying wires, I could see that we would go slightly left and then slightly right. We've all heard the term "tail dragging" and now I was doing it for real.

Once again the throttle was advanced. Engine noise and RPM's increased. We started to roll again. As we gained speed, it got less bumpy. I couldn't tell when the tail wheel lifted. I worried for a moment that the stick would pin my camera against me, but take off wasn't bad at all. It was rather smooth, especially after the main gear lifted and Mike throttled back a bit. The roar of the big radial became a very respectable purr, the gauges settled down, and I fought back shouts of ecstasy. It really was that good.

The other planes formed up on us. I could see that Chris had taken his goggles off, so I too tried the wind in my face. It was great. (It also made it easier to take photos.) After several fly overs of the field, some lazy turns and a good tight quarter roll that took my breath away, we started our final approach. All to soon we were getting closer to the ground.

Touchdown was uneventful with my skilled pilot. The taxi time to the staging area was bitter sweet. It gave me the opportunity to really examine the craft I was in. I thought of all the maintenance it must require. I thought of those who had designed and built it so long ago. I thought of those who had learned to fly in it and what might have happened to them.

Once the engine was silent, Mike helped me unbuckle and I climbed out. My checks were aching from grinning. I thanked Mike, took some more pictures and then joined Chris and Adam. They also complained of aching cheeks. We compared notes and agreed unanimously... FANTASTIC!

Now this would make a great ending to this tale, but... that's right clubsters, there's more to this story.

The two silver Stearmen were preparing to make another flight. Mike was taking up a museum volunteer whom I had bumped for my ride. And sitting in the cockpit in front of "R.C." was none other than Adam's grandfather—Al!

Once they were up, we noted that one plane was doing loops while the other just cruised about. Then it started doing loops and hammerhead stalls. The first plane joined in doing stalls. Before long, the "anything you can do I can do" turned into what looked like a real dogfight!

When they finally landed, Al confirmed that indeed, the pilots were dogfighting. Bob had been reluctant at first to do aerobatics, but once he learned that Al was a pilot, they joined in on the high flying fun. (Al trained W.W.II pilots in PT 17's and PT 19's.) Although Mike and Bob had been rather quiet all afternoon, they were both very vocal in claiming "victory" over the other. They agreed that to settle the argument, they would have to go back up and battle once more. What a dilemma...

Before saying good-bye to our new friends, I made this trio of gentlemen honorary Flying Aces Club members and gave them FAC decals to remember us by. We certainly won't be forgetting them. End of story? Not quite. I asked Al as we walked back to our area if he had ever flown in a biplane? He said as a ten year old child, he flew in one... with his parents. He didn't think, however, that a flight in a Curtiss Condor was an equitable comparison!

...and then Al and I were stopped by Mark Fineman. He pinned to our chests, little yellow Stearmen biplane pins from the museum...

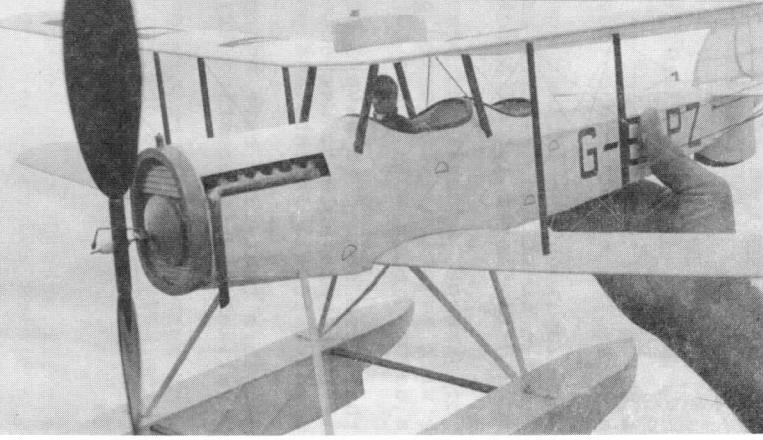
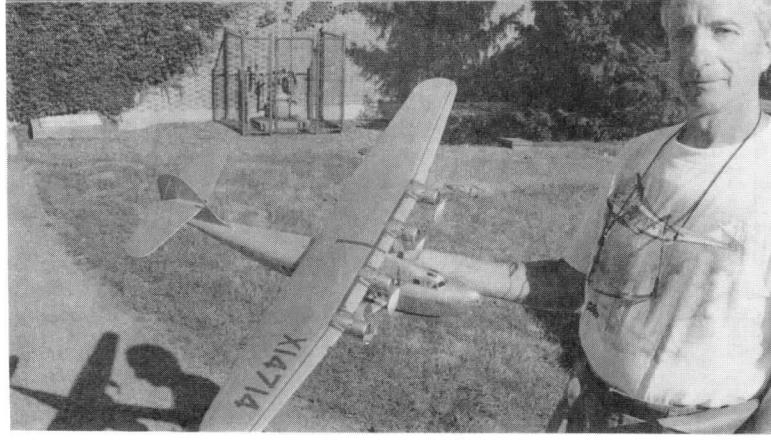
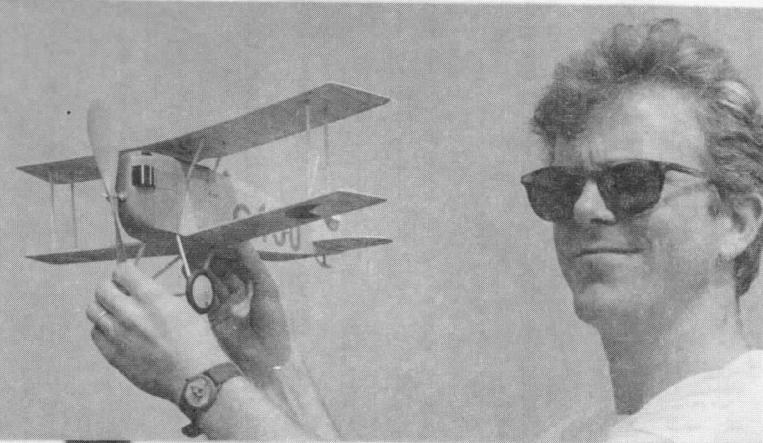
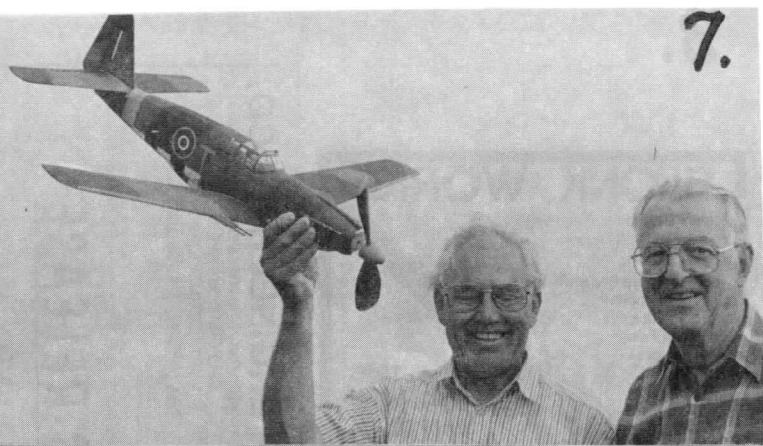
our "STEARMEN WINGS". I told you Mark is a nice guy. Thank—you Mark, you gave a wonderful experience a perfect ending. See you... see you all at the next NATS... were dreams become actual memories.

S.O.S.—S.O.S.—S.O.S.

Wanted: 3-views, photos or anything pertaining to the long wing version of the Alexander Eaglerock biplane on floats. Don DeLoach, 2819 Forestbend, Bryan, Tex. 77801. Ph. (409) 823-3027

Wanted; Parts patterns for the 30" span Piper Skycycle by Megow. Donn Linton, 4200 Briarcliffe Rd., Winston-Salem, N.C. 27106.

7.



All photos by Tom Schmitt. Left column; Twin Mustang by Mark Fineman, Bill Bell about to launch his 54" Taylorcraft, The Troubadour, Vance Gilbert and his Shorts 547, the Earl Stahl Award winning model of the Martin Clipper by Joe Barish, electric powered.

Right column; Lindsey Smith and Earl Stahl with Lindsey's model of Earl's P-51 design, Dave Rees and his ducted fan (electric) CF-100, Terry Pittman and his Aero A-18, Don Srull's Jumbo Short's seaplane.

THE GOLDEN AGE
by
Fran Ptaskiewicz

Your editor is going to try a new section for a few issues or so and depending on your response, we may continue indefinitely.

As the name above implies, the "Golden Age" will attempt to present models, articles, full scale items and anything related to that period which saw such a dramatic and fantastic set of aircraft.

It was a time of strange, unusual and practical designs, with it came a period of romance with aviation. It seemed people were more air minded then and newspapers devoted much more space to aviation activities.

The youth of that time seemed to have a better grasp of things aeronautical and fortunately they were able to use some of that knowledge in the war that was coming and which to all intents and purposes ended that wondrous era.

Attempts to recapture that time have not met with success, although there have been many valiant and interesting tries.

The resurgence of rubber powered models over the years and in particular groups such as the "Flying Aces Club", have helped modelers and interested parties recapture some of that old and wonderful nostalgia associated with "old" airplanes.

To that end we shall attempt to bring some of that period back via old Aviation stories, articles and drawings, both model and full scale.

In the first of those articles we are presenting a drawing of the Curtiss Gulfhawk flown by Major Al Williams and which was the predecessor of his more famous Gulfhawk aircraft produced by Grumman.

This article appeared in the Buffalo Times, which of course was a daily newspaper published in Buffalo at a time when this old city could support three daily papers. Now they support one at best.

Every Sunday in one of the supplements there was a page devoted to aviation, both model and with some full scale aviation type articles. The date of this particular page is some one Sunday in June, the year 1935.

So there we have it clubsters, an airplane built by Curtiss, piloted by Major Al Williams, who at that time was a major in the Marine Corps reserve. This was a time when oil companies were using aircraft as an advertising tool and Gulf, Shell Texaco and many others were all attempting to place their names on aircraft which were usually proven designs and could spread the companies name far and wide and prove the airplane was a dependable way to travel and that their particular fuels were the best suited to that purpose. It was an interesting way to advertise and did much to add to and further that period which we consider aviation's "Golden Age".

FOR TRADE: One Guillow Kit #105 (WW-6) Sopwith Camel (18" WS). Want any one of the following Guillow Kits--Albatros DSA (WW-1), Nieuport 28 (WW-2), Nieuport 27 (WW-8), Bristol Bullet (WW-7), Fokker D 7 (WW-4), Halberstadt CL II (WW-12). R. LONSETH, 5906 WAKEFIELD DRIVE, SYLVANIA, OHIO, 43560.

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PRESS RELEASE

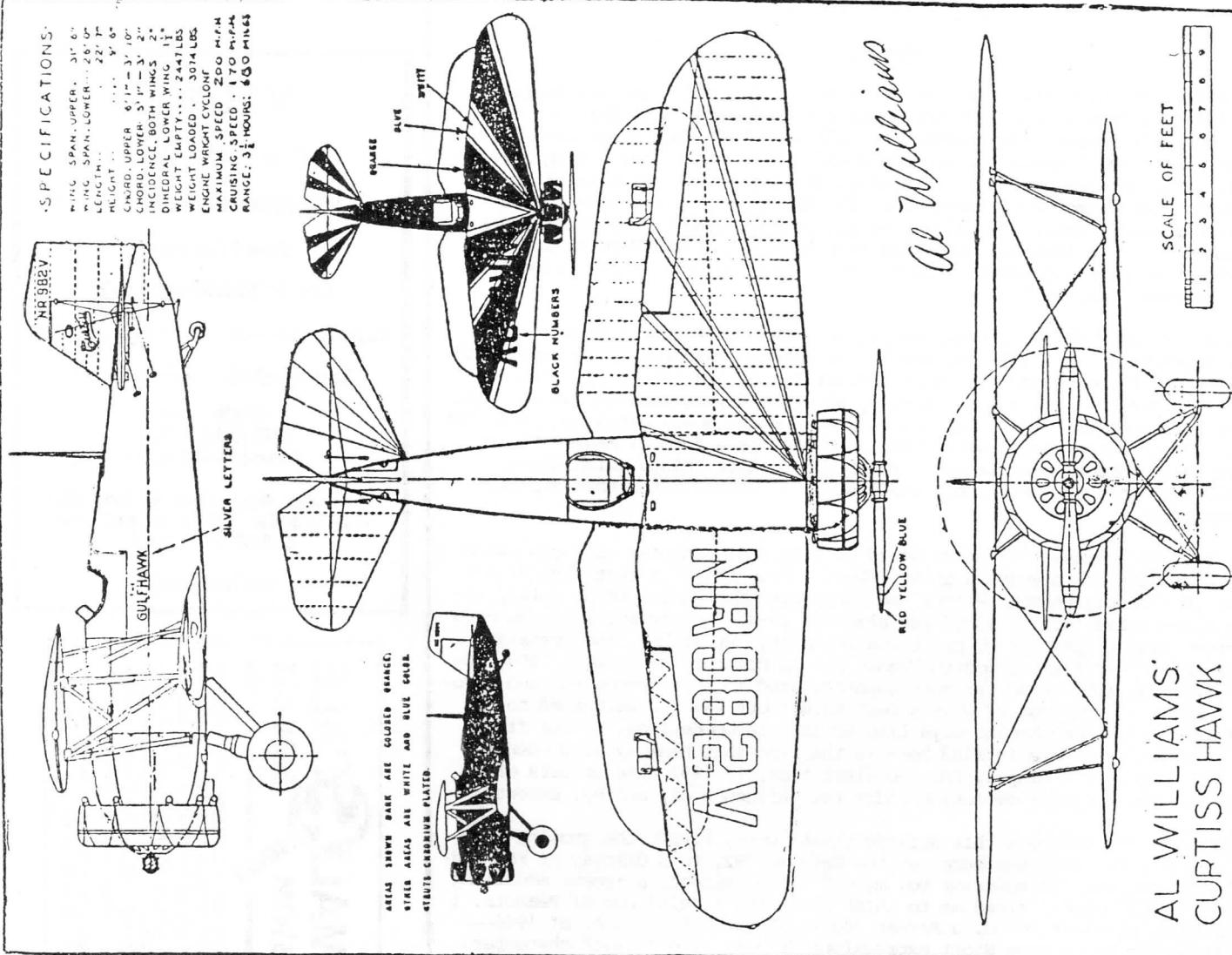
10-10-94

FOR IMMEDIATE RELEASE

Herr Engineering Co., The worlds leader in laser cut model aircraft technology, is proud to announce the release of their new 1/12th scale Piper J-3 Cub. This super scale rubber powered free flight kit is one of the finest Cub kits ever offered. This kit features over 130 Hi-Tech Laser Cut Parts and truly represents the state of the art in design and manufacturing technology.

This Piper J-3 Cub has a 36 1/2" wingspan. The simple light weight structure assembles quickly, and the built in stability and great flying characteristics are sure to make this model a winner. In addition to the superb laser cut parts the kit also includes two big computer drawn plan sheets, complete instructions, light weight tissue, complete hardware pack, contest rubber, decal sheet, scale engine detail and a super scale 3-view drawing.

This price of this high quality kit is only \$34.95 + \$3.00 Shipping and is available directly from Herr Engineering Co., 5648 Kingman Ave., Portage, IN. 46368. A full line catalog is available for \$2.00 but is free with each order.
CATALOG IS FREE TO ALL FAC MEMBERS.



AL WILLIAMS'
CURTISS HAWK

The white and orange colors on the wings should be reversed

**A SECRET!
BY CURT HASKELL**

I've just discovered one of the best kept secrets in aviation, and it's less than ten minutes from where I live!

It's the Ohio History of Flight Museum here in Columbia, at the Port Columbus Airport. I walked in on a Sunday afternoon, paid only two dollars for admission, and walked into the single building that makes up the museum itself. There before my wondering eyes in all their perfectly restored splendor were an Aeronca C-2, Taylor E-2 Cub, Culver Dart, Culver V, Waco 9, Waco 10, a two place Flybaby, a Hess Sportwing biplane and a Curtiss pusher from 1912. The C-2 and the Wacos I had never seen in the flesh and I thought I was in heaven! There were also numerous engines of all types on display, including several cutaways. One of which is an electric powered radial so you can watch the internal workings.

They have a lot of artifacts from aviation in Ohio along the walls and a video of the first Transcontinental flights. The building is well lit for photography and the planes are all in beautiful shape. The Hess Sportwing looks like a cross between a Great Lakes and a Rose Parakeet. It is the only known flyable example of this beautiful aircraft still in existence. It would make a great looking model. The aircraft are arranged in such a way that it is easy to view them, and to take photos for documentation. The Aeronca C-2 and the Taylor E-2 are hanging up, but they aren't very high so you can still see them OK. The C-2 even has the brakes, (a pair of gloves used when the plane was flown to the museum, sitting on the landing gear). They have a large Eddie Rickenbacker display, and photos from the Thompson Trophy Races. They also have a gift shop that carries books catering to general aviation and the usual assortment of souvenirs. The museum is open weekends and during the week. The hours are Monday thru Friday 9:00 AM to 4:00 PM, Saturday 1:00 to 4:00 PM. There are several volunteers to answer questions and provide any help you need. The museum is small but very well organized, and if you are ever in the Columbus, Ohio area I highly recommend that you take the time to visit this museum.

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.

THE MAGIC OF THE PEANUT

by Bruce Holbrook

PART I

Jumbos are majestic, Pistachios are exquisitely cute, and stick and tissue models 1.5 to 2 feet in span are the easiest to build and best for long duration. But only Peanuts are magical. We all know that, but do we know why? When you really think about it, it gets "deep". And interesting. Even surprising. Why, for example, does the Peanut display at the FAC Nats attract a disproportionate amount of attention? Why did Model Builder have to restore its classical Peanut centerfold, to get bought enough? Why did the Peanut Movement do more than anything else to make Rubber Scale popular again, worldwide? And what--in addition to the fact that they are an FAC invention --makes Peanuts "very FAC"?

There's a word that characterizes the Peanut. CHARM. It falls between the extreme cuteness of the Pistachio and the straightforward FUN which comes from the easiest of building and flying characteristic of the 18" to 24" model. "Charm" is magical. When we are charmed, we are made, or enabled, to see what we might not otherwise see. That's what a good model does: makes you (able to) see the real airplane that inspired it. And that is a form of magic--the manipulation and production of images. It is the smaller things which charm. Does this mean that the relatively small size of Peanuts makes them especially effective models?

I think so, and because I've never heard or read that--inssofar as I can remember--I think it's worth writing about. What I have heard is that they're easy to build (but models between Peanut and Jumbo are much easier to do well), relatively inexpensive (not at \$3.00 per blank of 1/64" C-grain and when you need an airbrush with compressor to paint realistically but light), and nostalgic (but all that a first-class modern Peanut has in common with a small '40s-'50s kitplane is its size, being far more sophisticated in scale execution and aerodynamic design). But most of what's been said about Peanuts pertained to the simplified models which hooked guys like me into aeromodelling, in the first place. The Peanut I have in mind here is the kind that blew my mind when I saw an FAC Nats static display for the first time, in 1992--the results of a quarter-century of Peanut evolution under the influence of, and by, experts.

What led me to the thoughts this article shares were, first, the growing effect of my first and only exposure, at the Nats in '92, to a display of FAC models (other than, and far superior to, my own): and, second, a recent modelling experience which simply forced me to think about the specialness of Peanuts. I was working on my first Jumbo, a Farman 200 T-2 Touring Monoplane, of 1924---one of those (to use a Dave Stott expression) "flying wing-fillet" character-planes from an age when aesthetic design in aviation was at its best and didn't derive solely from aerodynamic experimentation, but had a life of its own. I had finished the fuselage, and it was straight and light, with the view through its cabin windows to its instrument panel convincing. No problem there, time to do the wings. I started procrastinating. Something was wrong for me with this project, but I couldn't put my finger on it. After a week or two, suddenly an image of the Farman as a Peanut scale model flashed into my mind. And I really turned on! I dropped the Jumbo project for a time being, and now the Peanut is almost complete, with its twenty different (hollow) wing-ribs per panel visible, as on the real airplane, through its varnished linen-like covering. They took twice the work, in concentration and finesse, that the Jumbo's will. But I had no problem with continued motivation, and every time I enter my workroom and see the little beast, it makes me smile. Now let me backtrack and circle a bit.

A Peanut may be a thing somewhat different to those who developed it from the pre-Peanut kitplane, than it is to those who were brought into aeromodelling by Peanuts--of whom there are numerous FACers--me, among them. The men who created the modern FAC did so in part to revive at least the FUN, if not also the whole of, the Golden Age ('30s--'40s) of aeromodelling. The FAC, itself, is a model. A model of the Flying Aces Club, with its Flying Aces News, of that period. Likewise, the peanut, originally the central symbol of the modern FAC is, to the men who made it all happen, a model of a small kitplane from that Golden Age. But it is also--when it's a first class FAC Peanut--a true miniature model of the real airplane which inspired both models, Golden-Aged and modern. And that, the 10-cent Comet Bellanca Jr., its charm notwithstanding, was not.

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

Wanted; 3-views or other info on the Evans Evangel twin engined "bush" plane. Bob Garrison, Box 268, Port Townsend, Wa. 98368.

VIDEO

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Scale Postal Meet

KIT-PLAN POSTAL CONTEST--FINAL RESULTS

PILOT	PLANE	KIT/PLAN	TIME
1. Bob Isaacs	Taylorcraft	John Bell	327 sec.
2. Gene Smith	Curtiss Robin	Scientific	"
3. Mark Fineman	Kawasaki KI-61	Golden Age Repro.	266 "
4. Juanita Reichel	Piper J-3 Cub	Micro-X	221 "
5. Dave Stott	SE-5	Super Mod. Aircraft Co.	186 "
6. Dave Linstrum	Messerschmitt M-18	Aircraft in M/B	150 "
7. Chuck Kriete	Taylorcraft O-57	Linstrom R/N Models	113 "
8. Ron Hummel	SE-5	Super Mod. Aircraft Co.	111 "
9. Darold Wilken	Grumman Wildcat	Easybuilt	70 "
10. Darold Wilken	Curtiss SB2C	Easybuilt	66 "
11. Darold Wilken	Leopard Moth	Easybuilt	62 "
12. Walt Leonhardt	Cessna C-34	Gullow	58 "
13. Darold Wilken	ME-109	Gullow	47 "
14. Darold Wilken	Fleet Canuck (floats)	Easybuilt	42 "
15. Darold Wilken	'P-51 Mustang	Golden Age Repro.	41 "
16. Darold Wilken	Westland Lysander	Easybuilt	40 "
17. Walt Leonhardt	Mureaux C-1	Scientific	37 "
			22 "

COMET POSTAL CONTEST--FINAL RESULTS

PILOT	PLANE	TIME
1. Dick Dumire	Curtiss Robin	229 sec.
2. Ron Hummel	Curtiss Robin	228 "
3. Dave Linstrum	Puss Moth	115 "
4. Ron Hummel	Farman 400	101 "
5. Chet Bukiowski	Curtiss Robin	94 "
6. Padre Anderson	Fairchild 24	80 "
7. George Benson	Cessna (10' span)	63 "
8. Steve McKeown	Stinson Reliant	51 "
9. Darold Wilken	Piper J-4	51 "
10. Walt Leonhardt	Wiley Post	48 "
11. Dave Stott	Fokker D-7	48 "
12. Walt Leonhardt	Curtiss Robin	46 "
13. Walt Leonhardt	Allied Sport	29 "
14. Charles Meinhardt	Curtiss P-40	25 "
15. Ray Boldt	Cessna C-37	06 "

That difference may well mean something more to those who, like me, did build rubber-powered models as kids but only became avid aeromodellers and FACers in their middle age. We have in common with the architects of the (modern) FAC a love of airplanes of historical and design character, a desire to make them "live again" as flying models, and the sacred experience of pure, literally unadulterated joy at the sight of such ships in the sky, which for most originally occurred when we were kids -- before (to quote Dean McGinnes-video'd Clubster-Philosopher Bob Thompson) "the sex thing hit and ruined it."

But unlike the creators of the Hung-Cosmos, we were originally seduced into full, addictive participation in aeromodelling not by 10-cent Comet kits, but by Walt Mooney centerfolds, Model Builder and Flying Model ads, the sight of those more spiritually advanced than ourselves flying Peanuts in a park, Bill Hannan's Peanut Power, IMS, Peck, DuBois and Micro-X Peanut kits and plans for planes that looked like the real thing and flew pretty well. And, via Hannan's "Outreach Sheet" or information from those already entered into that best of all possible worlds, the modern FAC created by Dave Stott and Bob Thompson by direct inspiration from Hung, as represented by the FAC News of Lin Reichel and the videos of Dean McGinnes. To guys like me, although there is a definite relationship between the 10-cent kitplane and the modern Peanut, the latter is very definitely the primary object of affection, an object in its own right. It is a Hannan "Mosquito", Mooney Fokker F-II, Stott Farman "Jabiru", and Dick Howard Gee Bee R-1 (and B-25!). These are the Peanut-scale miniatures which changed for the best the lives of people like me: the newer "generation" of FA Clubsters. So in a way, they mean even more to us than they might to those who, inspired by their 10-cent kitplane predecessors, created and developed them.

It follows that what I'll say may be biased by the indicated personal history. But it may also follow that FACers such as this one have something new to say about the virtues of the peanut.

PART II in the next issue



Dwight D. Eisenhower was the first President to hold an airplane pilot's license. It was issued to him in 1939. He learned to fly when he was a lieutenant colonel on Gen. Douglas MacArthur's staff in the Philippines.

Another summer flying season of postal contests has come and gone Skysters. Here are the final standings. Kanones have been awarded and plan prizes have been sent to the winners. Hope you all try again next year.

* * Conversation with Elvance * *
Mumbo Jumbo # 65 from the pen of the Glue Guru

12.

Salutations, disciples! Today's interview, recorded at the recent NATS, is concerned with the views of Elvance, a New England modeler gifted with audacious design concepts and strong vocal cords. Ever a seeker of the novel, Elvance has somehow succeeded with a tri-motor on floats, a flying wing and a tiny triplane. Merely thinking of the problems inherent in these designs is capable of making strong men faint, and yet in his capable hands...

GG: Your configurations are certainly unconventional. How do you pick them?
Elv: First I must like the plane. There must be a sense of challenge; the aesthetics must be good. Then there is a matter of layout. Can it swing a large enough prop and not hit some obstacle? Can I run enough rubber going to the back to make a reasonable engine run? If I have to cheat a bit and stretch a dimension here or there, can I do it without destroying the looks of the plane? I'm not above doing a certain amount of cheating to make some aeronautic sense - the issue here is whether surgery will destroy the spirit of the plane.

GG: What about full scale givens, such as dihedral?

Elv: I'm willing to add some to make it fly, but in the case of say the Fokker Triplane, well I simply wouldn't build it, because to give it dihedral is to ruin the appearance of the model. I had a twin Short biplane some years back and I did add dihedral to that one, but there was so much going on in that model that you really didn't notice the additional dihedral - it was lost in the struts. In the end, increasing the dihedral is really a trade-off struggle between engineering and aesthetics. We've got to add some, because the model won't fly without it, but if you lose the spirit of the plane...

Elvance's reasonable words mask a determined psyche. I've watched him struggle with obviously hopeless concepts, occasionally scoring triumphs that left me speechless. There was a ratty looking P-47, launched with a javelin throw that had 'stall and crash' written all over it, and yet it usually settled into a nice circuit, having gained 15 feet of altitude in the launch process. There was a flying wing with more trim tabs than wing; tabs requiring endless fiddling, usually leading to a hapless three second flight. Yet, once in a while the gods smiled and the miserable thing really flew. There's more to 'our thing' than aerodynamics alone can ever explain. Determination is certainly part of the equation and no man offers more determination than Elvance...

Designers and Manufacturers of Model Airplane Kits and Supplies

PHONE 214-438-9233

EDGAR SEAY, SR
EDGAR SEAY, JR



Model Aircraft Laboratories

108 SOUTH LEE STREET

IRVING, TEX. 75060

Ang. 15, 1994

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

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

Wanted; Scale documentation for the Bluebird Racer.
Richard Zapf, 126 Elm St., Georgetown, Ma. 01833.
(ed., I don't think this was a real aircraft, does anyone know?)

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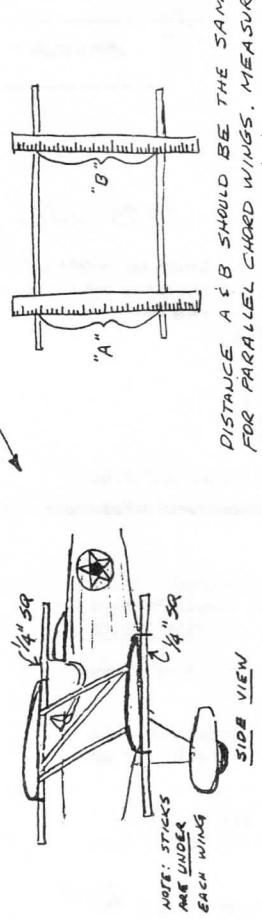
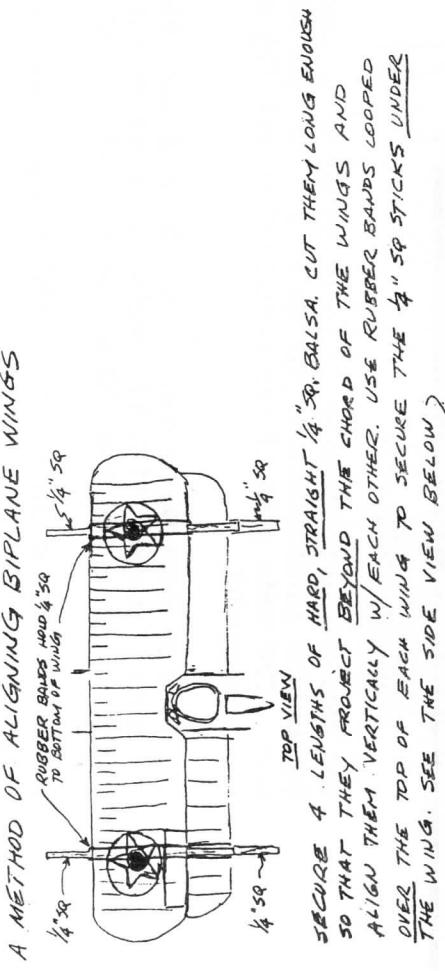
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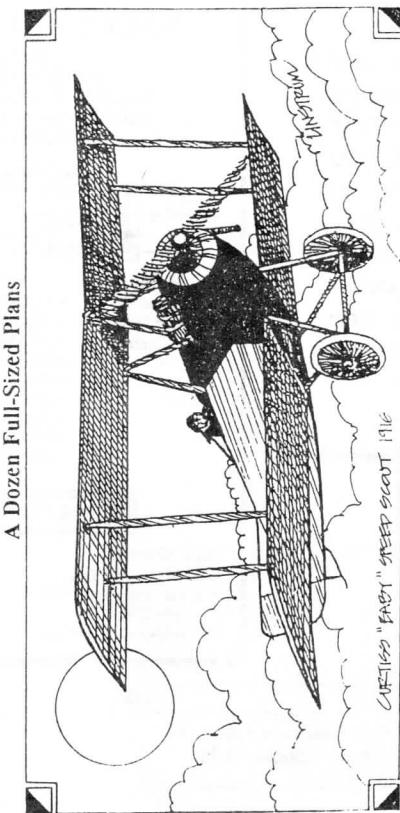
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MOST BIPLANES WILL EXHIBIT GREATER STABILITY IF LOWER WING HAS 1-1/2 DEGREES GREATER POSITIVE INCIDENCE THAN TOP WING (HENCE TOP WING IS STILL FLYING WHEN BOTTOM WING IS STALLED) CONSEQUENTLY, DISTANCE "A" SHOULD BE $\frac{1}{2}$ " - $\frac{1}{3}$ " LESS THAN DISTANCE "B".



"EYE BALL" THE 1/4" SQ STICKS FROM THE SIDE TO INSURE THAT LEFT AND RIGHT WING PANES ARE PARALLEL. ADJUST AS NECESSARY w/ RIGGING AND OR STRUTS



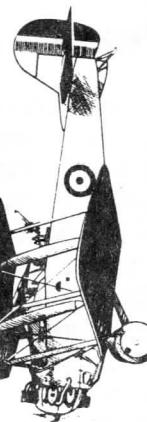
CONTRIBUTORS

John Barker	Tiddly-Wink II Ministick
Warren Williams	Twin-Fin Ministick
Wally Miller	Pro-20 Indoor Duration Model
John Koponuk	Low-Start Hand-Launched Glider
LeRoy Sautelie	No-Cal Piper Cub J-3
Bob Langelius	Chili-Bean R.O.G.
Pat March	Nesmith Cougar Peanut
Stan Fink	1916 Curtiss S-1 Peanut (B)
Stan Fink	1919 McMahon Homebuilt Peanut (B)
Stan Fink	1920 Loening Racer Peanut
Stan Fink	1921 Avia BH-3 Fighter Peanut
Stan Fink	1929 Poize French Transport Peanut

\$10.00 (incl p/h)

Bob Isaacs - Photos Locos '94

At an inventor's reunion, two old cronies were talking about their past successes. "You know, I helped invent the airplane," said the one. "I always believed that it would be possible for man to fly. I've



13.

always been an optimist." "Yes, I know," agreed the second. "But I've always been a pessimist. Which is why I helped invent the parachute."

14. Peanut & No-Cal Scale Postal Meet

When you read this our winter postal contests are underway. Once again we will have four contests, or wings. They will consist of No-Cal Indoor and No-Cal Outdoor as well as Indoor Peanut and Outdoor Peanut. All you have to do to enter is to fly your models and send in the times to F.A.C.-G.H.Q. 3301 Cindy Lane, Erie, Pa. 16506. Enter as many models as you want in each event. Every time you better a score with a particular model send it in. Make sure you specify what event you are entering for each model. Contest times count too. Contest will end on May 28, 1995. Entries postmarked after May 30, 1995 will not be accepted.

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- Sopwith Camel
- SPAD

WWII

- F4F Wildcat
- F4U-1A Corsair
- F6F Hellcat
- FW-190A
- Haw. Hurricane
- Heinkel He-111
- Junkers Ju-88S
- ME-109
- ME-262

WWII

- Mitsubishi Zero
- P-38 Lightning
- P-39Q Airacobra
- P-40F Warhawk
- P-47D Thunderbolt
- P-51B Mustang
- PT-17 Stearman
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7:30 11:30 1:00 2:00 5:30 6:00 11:00

THURSDAY 6/1 7:00 AM to 12:00 PM	H.L. GLIDER STD. CAT. GLIDER UNLTD. CAT GLIDER UNLTD. RUBBER SPD	INT. STICK HEICOPTER DRONITHOPTER	No LAUNCH 1**	INT. STICK HEICOPTER DRONITHOPTER	F1D, H.L. STICK PRO 20, AUBOGYRO		
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7:30 11:30 1:00 1:45 5:15 6:30 12:

FRIDAY 6/02 7:00 AM to 6:00 PM	FAC: SCALE BOSTONIAN PISTACHIO F.A.C. HIGH WING	PENNY PLANE MANHATTAN	X *	PENNY PLANE MANHATTAN	BANQUET		
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BOSTONIAN MASS LAUNCH 11:30

SAT. 6/03 7:00 AM to 6:00 PM	COCONUT SCALE J.R.D.G. PEANUT SCALE F.A.C. GOLDEN AGE NO-CAL	LIMITED P.P.	X *	LIMITED P.P.	1995 USIC		
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COCONUT MASS LAUNCH 11:40

Golden Age models will be limited to models over 13" wingspan.

7:30 11:30 12:00 2:00 2:45 5:45

SUNDAY 6/04 7:00 AM to 6:30 PM	MINI STICK KIT PLAN AMA SCALE	EZB	X *	EZB	FLYING ACES P-X		
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MINI STICK MASS LAUNCH 11:45

* RETREIVAL STARTS WITH LAST AIRPLANE DOWN

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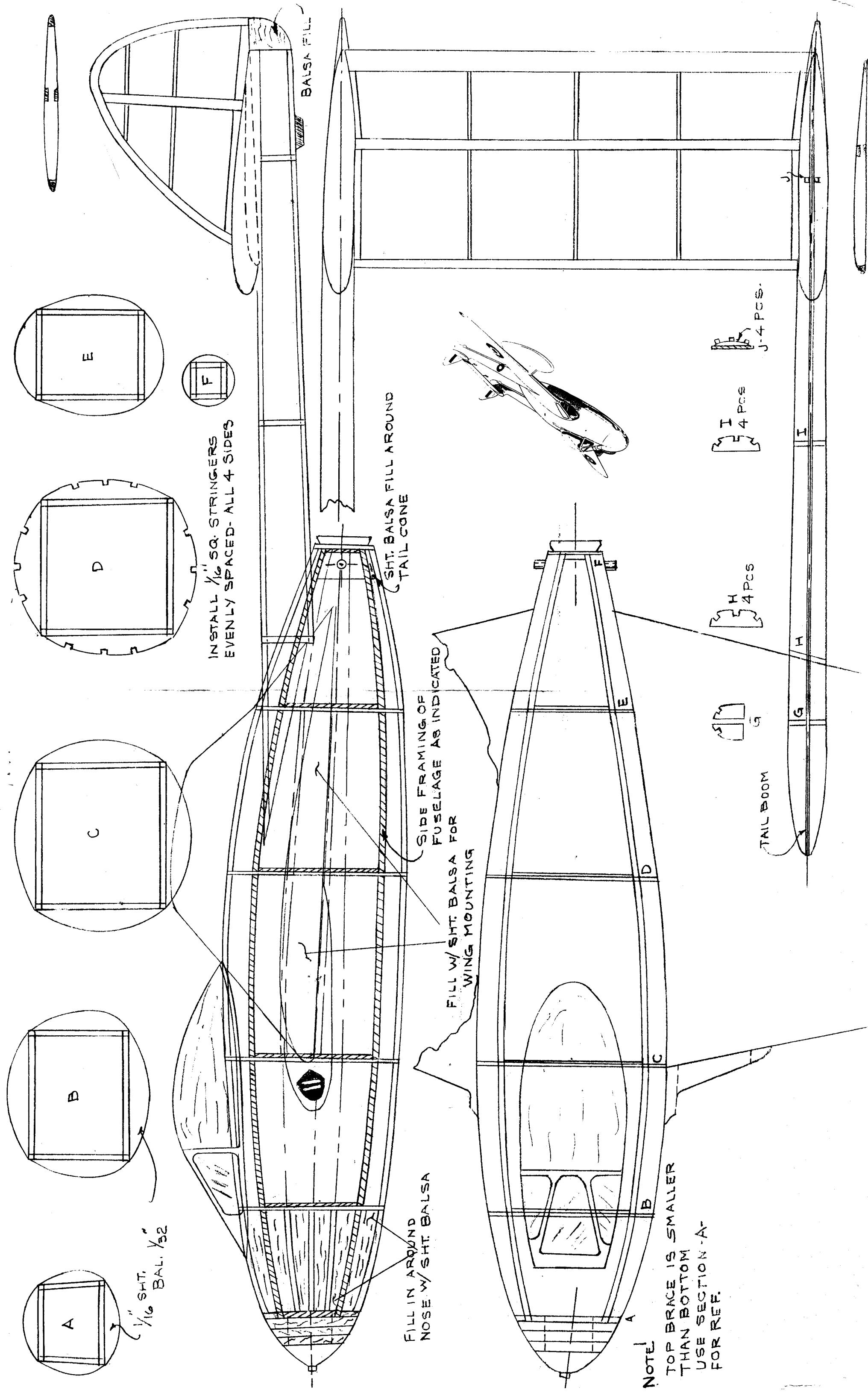
WW I SKYBIRDS and FLYING ACES Section, 49 pages of rare drawings from old pulp magazines. Over 180 drawings. There are 3 to 5 WW I aircraft drawings per page. Price \$9.00

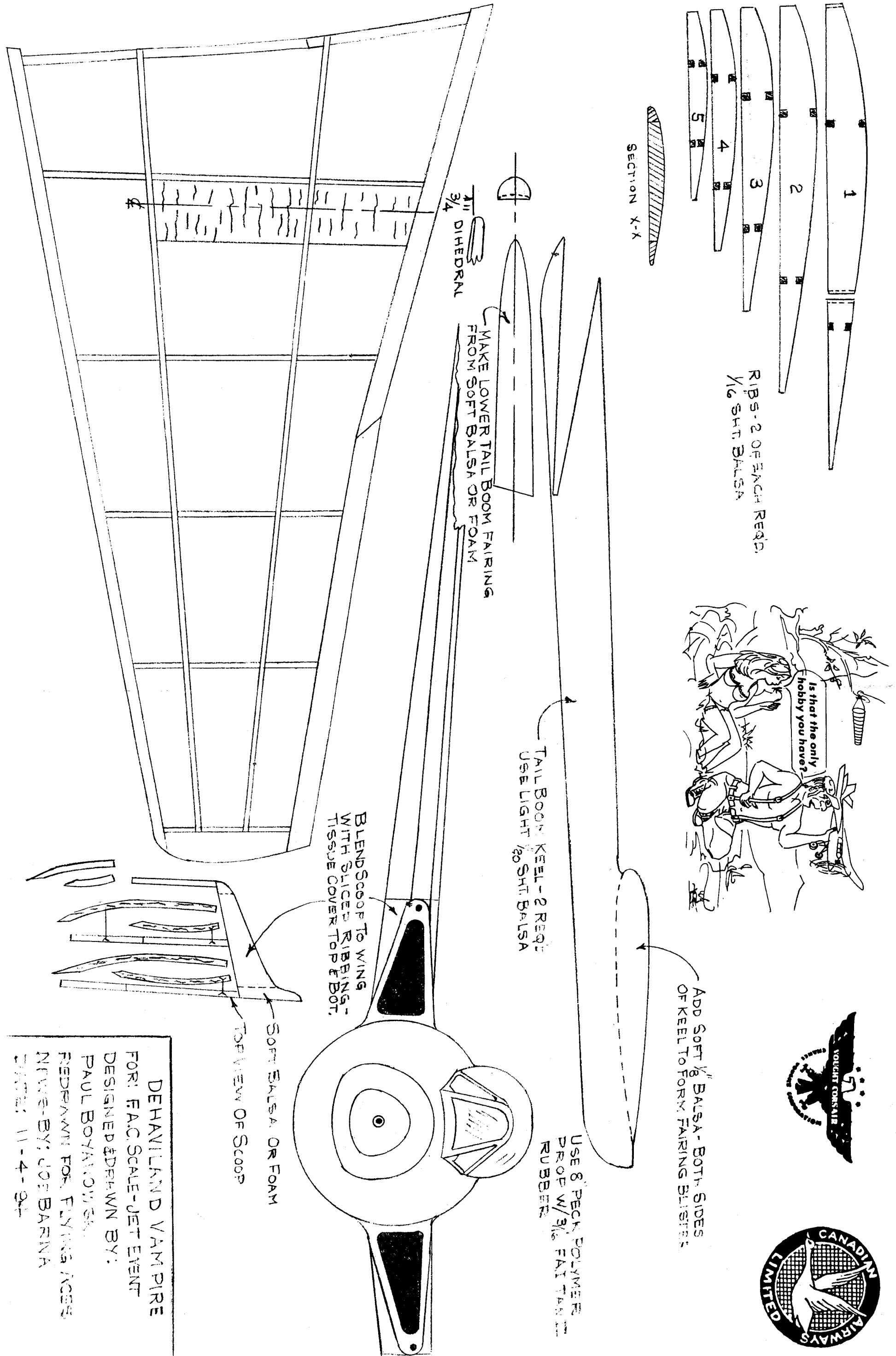
These prices include copying, packaging, postage and shipping. Please allow ~~one~~ ^{TWO} weeks for delivery. Douglas Worthy, 1149 Pine Ave., Manhattan Beach, Ca. 90266.

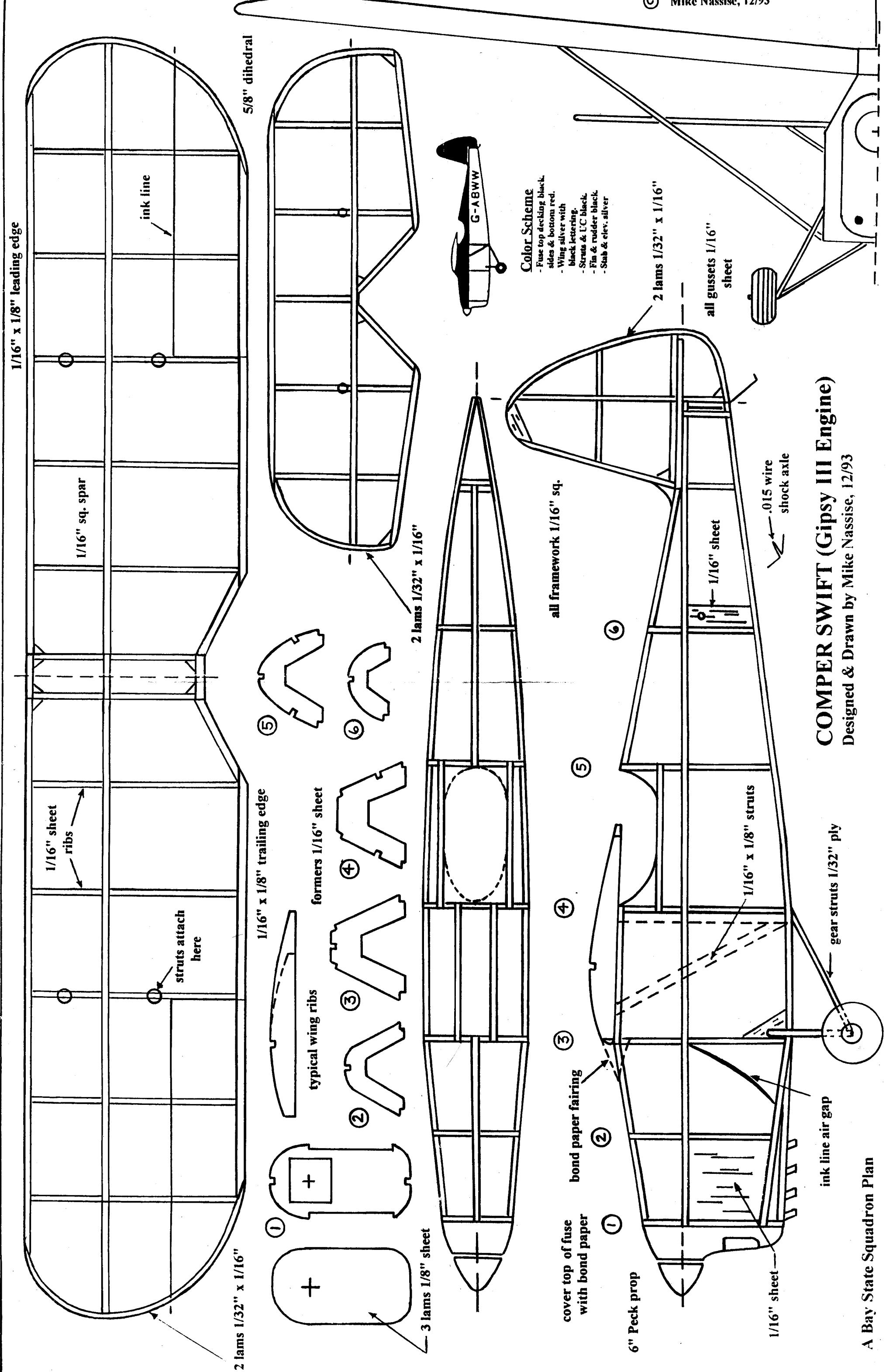
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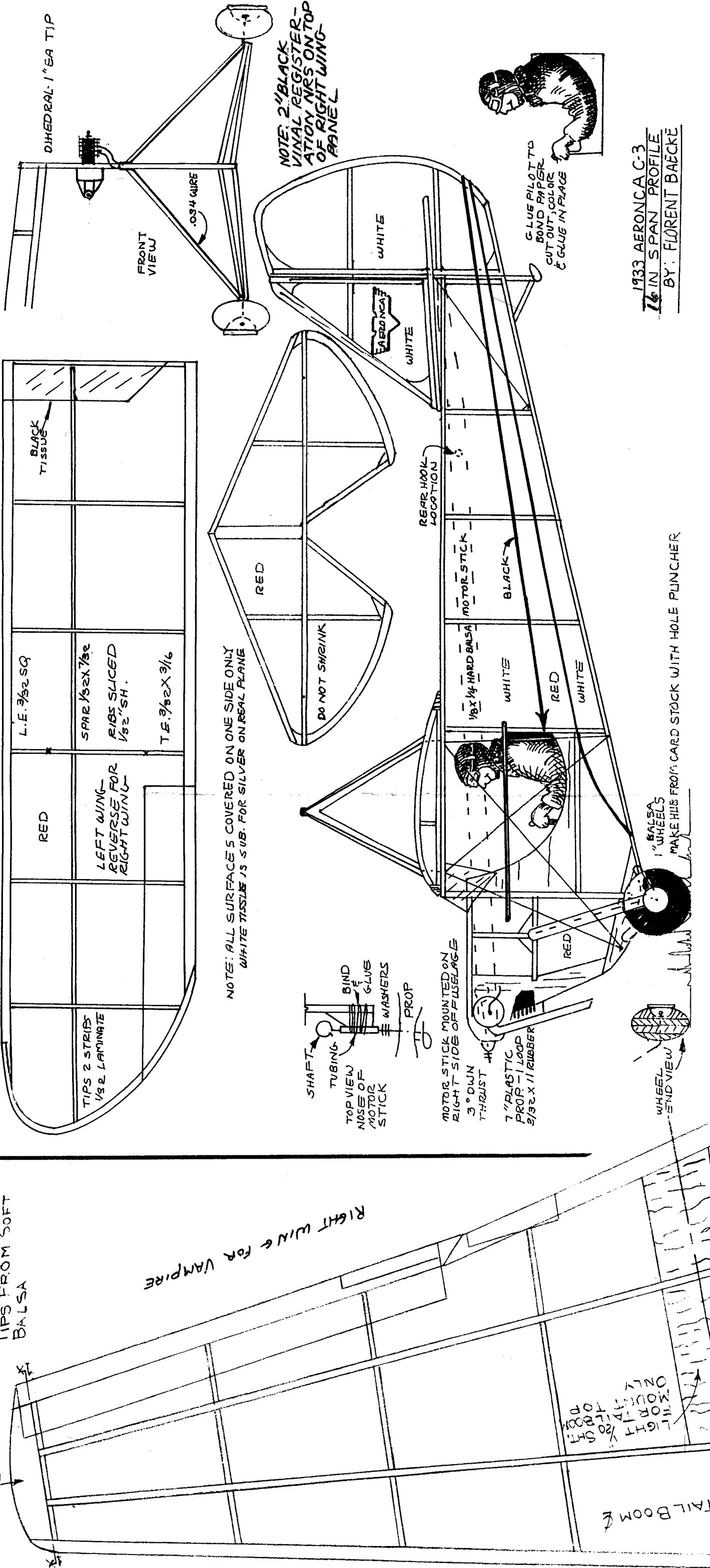
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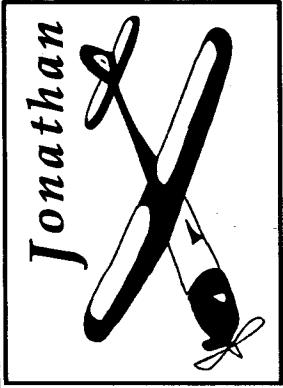
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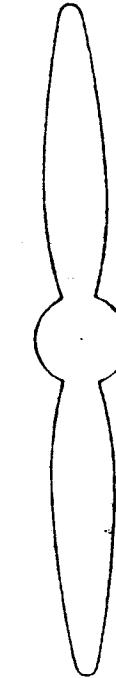
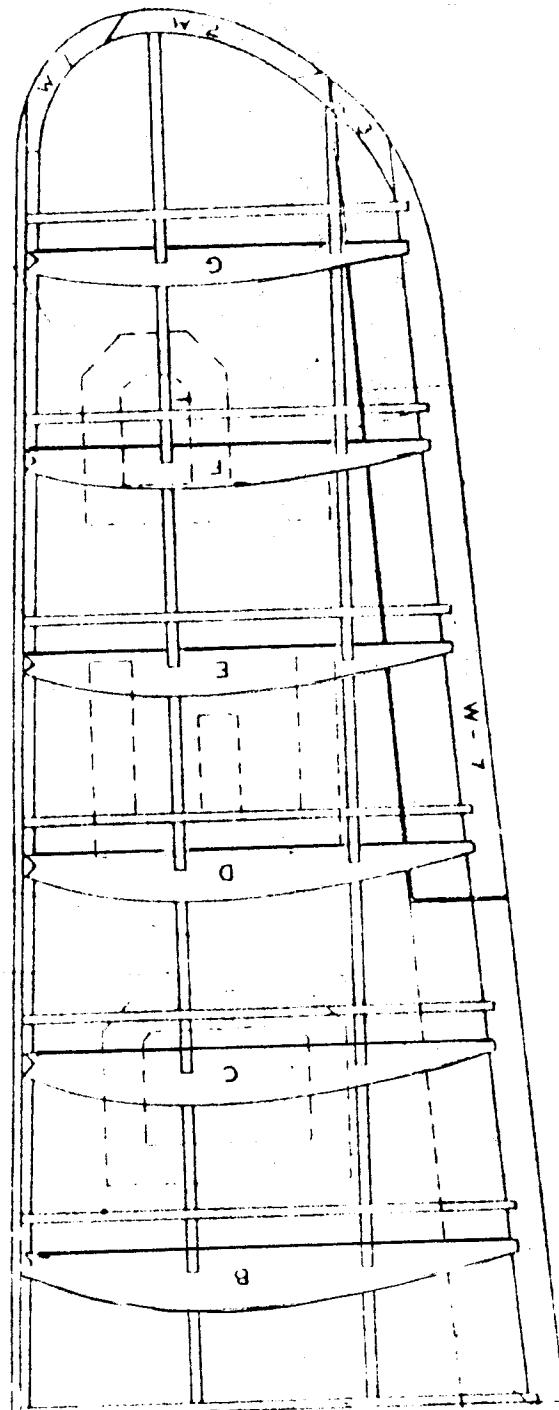
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No 8. Big plan of model for Italian power plant as above which Tom Nallen flew at Geneseo NY Flying Aces meet. A great flier! Fully detailed - only \$4.95

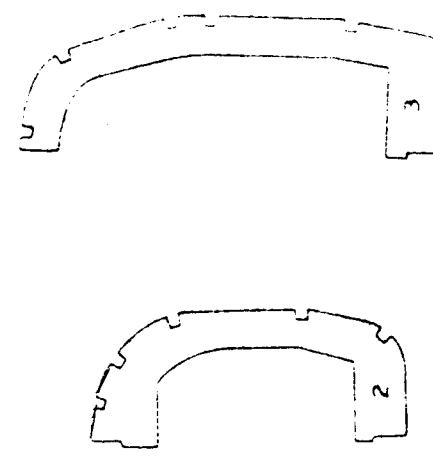
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MA 01106.



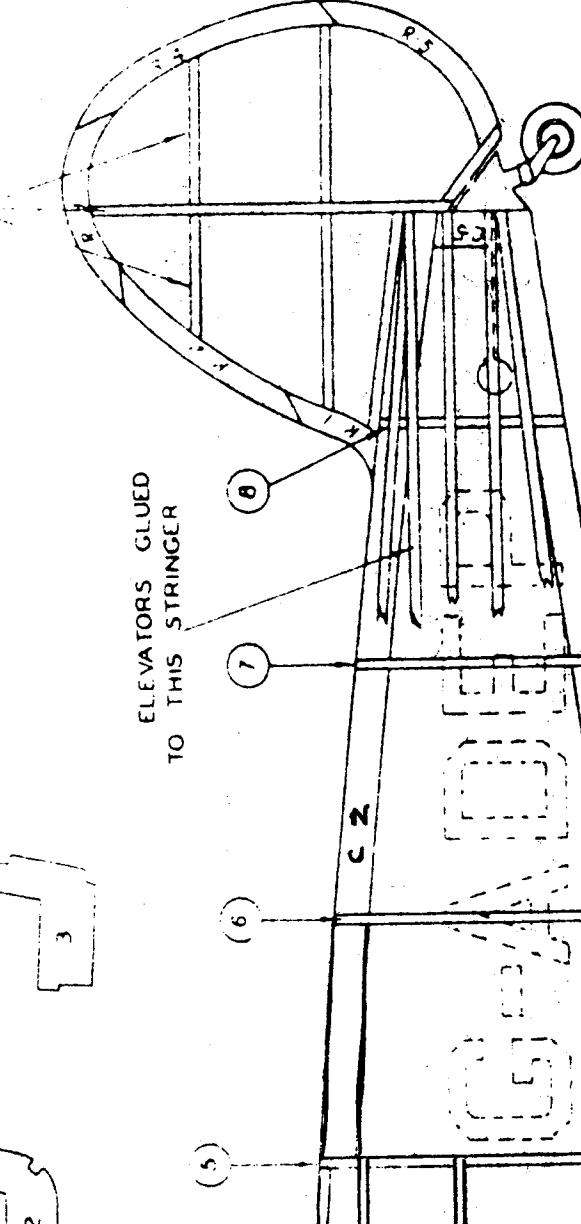
05/22 LEADNE EDGE



SCALE PROPELLER

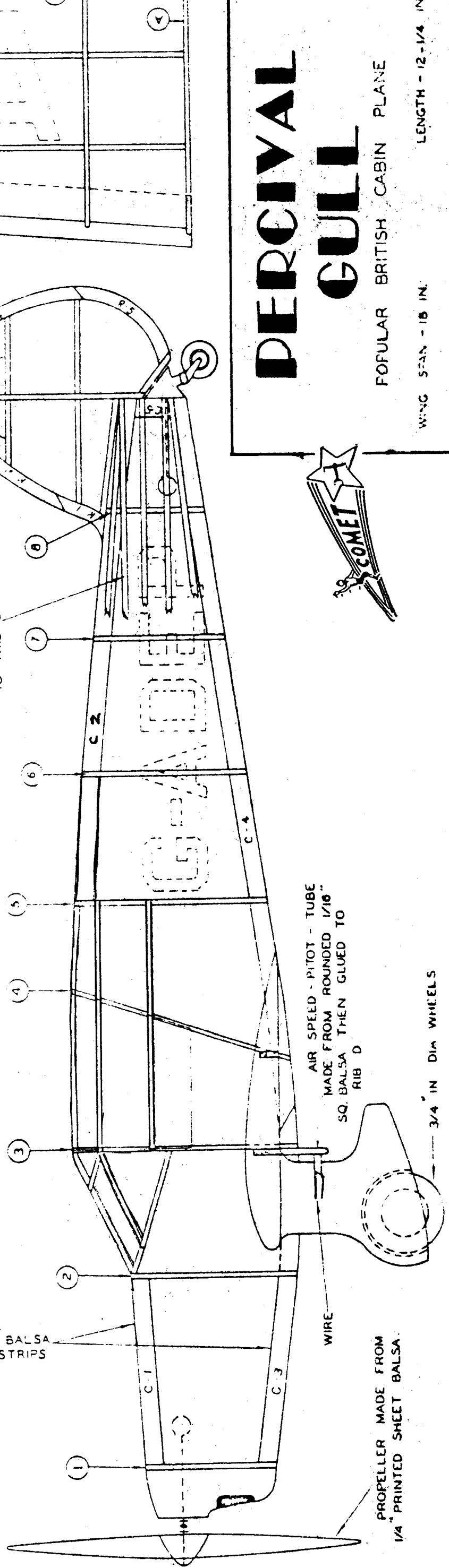


1/16 SQ BALSA

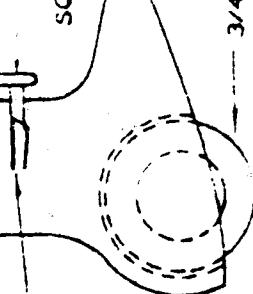


ELEVATORS GLUED
TO THIS STRINGER

1/16 X 3/16 BALSA
BACKBONE STRIPS



AIR SPEED - PILOT - TUBE
MADE FROM ROUNDED 1/16
SQ. BALSA THEN GLUED TO
RIB D



PROPELLER MADE FROM
1/4 PRINTED SHEET BALSA.

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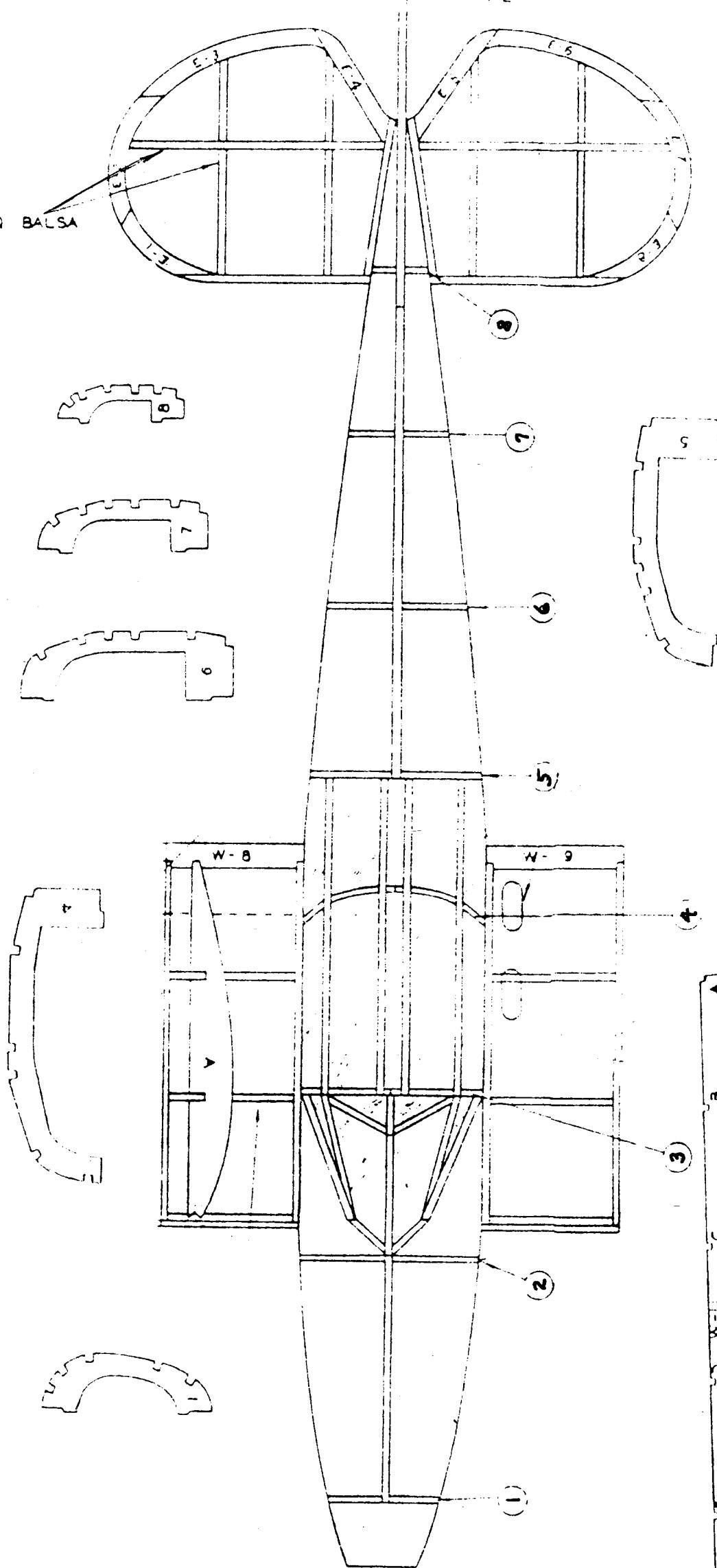
New member Renewal Address change

Current expiration date: Mo. Yr.

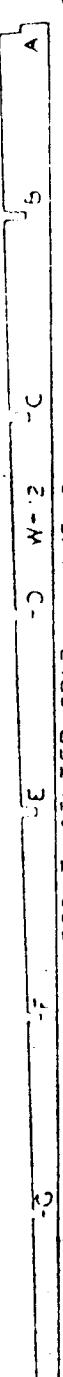
Name _____

Address _____

City, State _____ Zip _____



REAR CENTER SPAR - MAKE 2



REAR CENTER SPAR - MAKE 2
 FRONT CENTER SECTION SPAR
 MAKE 1

IS SLOPED
TO FIT SHAPE OF
FUSELAGE

AIRSCOOP MAY BE CUT FROM

GUMMED SHEET AND STUCK TO NDEESE

OR MAY BE DRAWN ON WITH BLACK INK

1/16 SQ ROUNDED USED TO
BRACE THE LANDING GEAR

WING TIPS CUT FROM
1/16" SHEET BALSA.

DIRECTIONAL ANGLE GIVES
MODEL LATERAL STABILITY IN FLIGHT

COLOR SCHEME: FUSELAGE - BLUE
WING AND TAIL ASSEMBLY - ORANGE

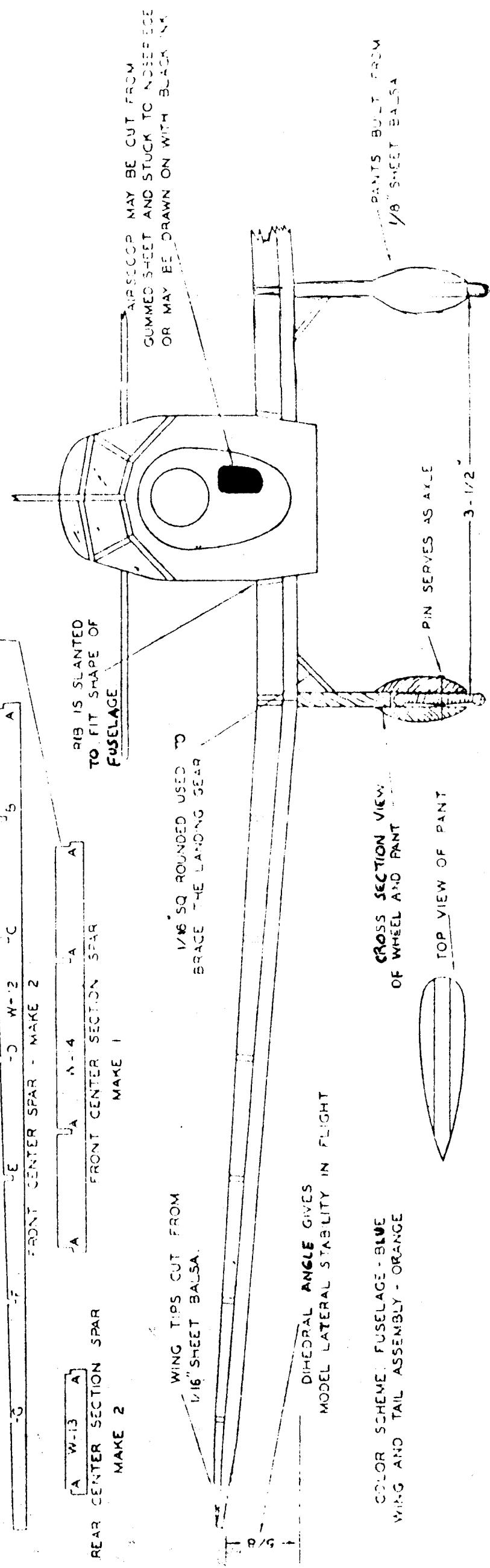
CROSS SECTION VIEW
OF WHEEL AND PANT

PAINTS BUILT UP
1/8" SHEET BALSA

TOP VIEW OF PANT



3 - 1/2



3 - 1/2

NOTE!

ROOT RIBS $\frac{1}{16}$ SHT - ALL OTHERS $\frac{1}{32}$ SHT.
TOP & BOTTOM WINGS

FUSE LAGE
ALL $\frac{1}{16}$ SQ
OR LAM. CURVES
 $\frac{1}{32} \times \frac{1}{16}$

"WHIMSY"
BY: CURT HASKELL
RE-DRAWN FOR F.A.C.
BY: JOE BARNA
8-21-93

