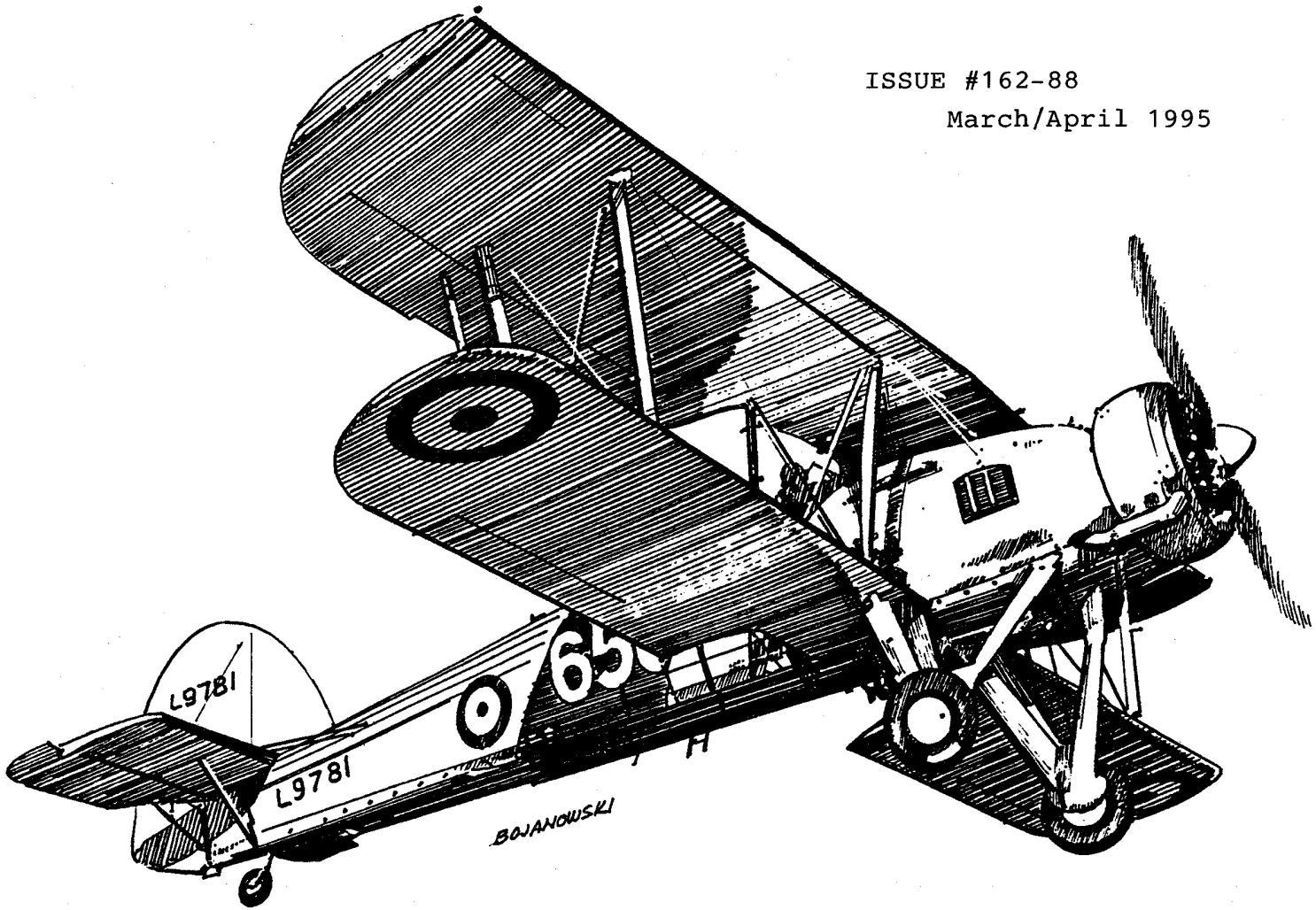


# FLYING ACES

ISSUE #162-88

March/April 1995



"Ol' Stringbag", the Fairey "Swordfish"

Another fine cover drawing by Bob Bojanowski.

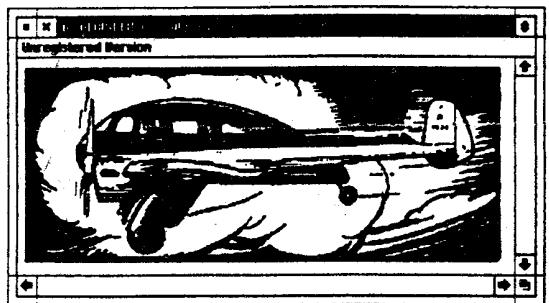
# NEWS ON THE WING!

## NEW SQUADRONS

Squadron #48  
 The Secret Squadron  
 Bill Warner  
 1370 Monache Ave.  
 Porterville, Ca. 93257

Squadron #49  
 Stealth Squadron  
 Angus MacShadenfreude  
 180 Hickory Hill Lane  
 No. Andover, Ma. 01845

If you live near these squadrons give them a call, they will be glad to have you join them anytime.



More sadness to report; Since our last issue we have lost the following members; Paul Kirk, Joe Wachter, Shoichi Uchida, Wallace Davis, Dave Dolson and Bert Majetic. We offer our sympathies to their families and friends. They will be sorely missed by us all.

Bill Harding says that he still has some copies left of his video tape of the FAC Nats, 1992. Bill has donated \$5.00 from every sale to the FAC, so you are helping us out here at GHQ by buying one, you won't be sorry, it's well done. Once these are gone, there will be no more. The price is \$24.95 postpaid. Send your order to Bill Harding, 4782 Unity Line Rd., New Waterford, Ohio 44445.

A slightly disgruntled FACer, and rightfully so, says that when someone requests information on an aircraft, the least he could do is send just a postcard thanking the individual who sent him the info. Just common courtesy, Clubsters. This FACer also would like those who request info to be a little more specific in what aircraft they are asking about. Some of them have more than one Model No. or designation. Let's get with it Skysters, this is not the first time we have heard this. Let us not forget the "Goose that laid the golden egg".

Are you interested in some of the articles and plans that appeared in the "Flying Aces" magazines from back in the 1930's? Well, they are now being re-published. See ad in this issue. I am sure many of you will want these.

Jason Webb tells us that the Palmetto Aeromodellers of Columbia, S.C. are going to have a new event at their June contest. This one will be for scale gliders and it will be run by the FAC Scale Rules, but with no bonus points. This will be a towline event. Sounds great! For more info on this event contact Jason Webb, 4669 Oakwood Rd., Columbia, S.C. 29206.

The plans in this issue are as follows; Peter Wank of Scientext has given us his Peanut plan of the Lockheed Vega which is designed for either rubber or electric, and as promised, Chris Starleaf has presented the plan of his Fairey Barracuda, Florent Baecke sent in his Embryo plan called Embryonica C-1 and Doug Wilkey has done a plan of the Lockheed Air Express which we here at GHQ have never seen a rubber powered plan of. Thanks much Skysters and to all of the other Clubsters who have contributed to this issue. Keep-em coming!

Would any of you Squadron Leaders like your squadron to be more well known? I am sure you would. Why don't you write up a little history of your local club and submit it to GHQ for publication in the newsletter. It just may help you to get more members too. We are going to start the ball rolling with the local club here at GHQ which is now Squadron #1. You will find their storied history in this volume.

Some up-dated and additional rules are presented in this issue also, so please add them to the rules that were in the last issue, #161-87, Jan./Feb. 1995. Also in this issue are the events we are going to have at our contest at the A.M.A. flying site on Sept. 2-3, this year. Plan on being there, This is aGREAT site to fly at,Ozone Chewers. Don't pass it up!

## Airmail Pals

Dear Editor,

I also was grieved by Vito Garofalo's death. About 1975 I made a number of trips to the Comet plant in Chicago to get some advice from Vito in designing an ME-109 kit for our line.

The line of rubber powered kits with step-by-step instructions was created by Vito. It was a unique approach to the problem of illiteracy in the schools. He was the chief designer for Comet during those years, about 1972 to 1978. He managed the model design and engineering department for Morrie Schamburg and Nate Coven. Those kits are still being produced and sold in discount stores and hobby shops nationwide. Sig also distributes the line.

Keep 'em flying,  
Larry Conover

Hi Lin,  
WOW! What a prize!!!

That FAC patch is something to pin or sew to your nightie! Put it on your night-cap and be able to THINK FAC all night! Thanks so much! Yep..."Be the first in your gang to....."

Gratefully,  
Bob Thompson

Dear Lin,

To all members of the Flying Aces whom I met at the Mk. IX Nats at Geneseo thank you for a memorable five days at THE modelling experience, in the flying, hospitality and friendship. I would like to thank especially the Canadian contingent who "adopted" me, (I think they thought I was not safe to be out on my own!) To them a special thank you. After experiencing the new found friendships of modellers, also, being introduced to legends of the modelling world, I am more than convinced that any British visitor who is lucky enough to attend future nats will be unwilling to leave such a great bunch of individuals. Also the awesome standard of models, as displayed on Friday evening--it was magic. Looking forward to seeing all my new found friends in two years time, at the Mecca of all F/F Scale Meetings.

Sincerely,  
Alan Clarkson, ENGLAND

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.

## VIDEO

### FAC NATS MARK IX

July 1994 • Geneseo, N. Y.

Runs 2 Full Hours

Cost is \$22.50 post paid

Canadian orders add \$1.50 • Overseas add \$7.50

Send your check or money order to:

Charlie Sauter  
3372 Kirkham Road  
Columbus, OH 43221

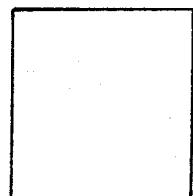
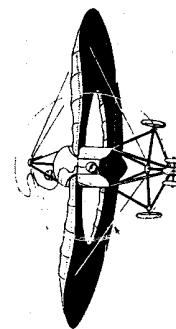
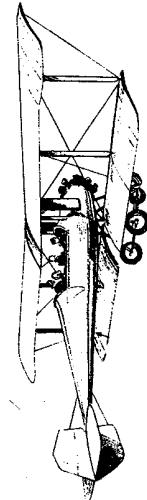
1993 Non Nats video (2 hrs) also  
available for \$22.50 or both for  
\$39.00 post paid

VHS Format only

CONTEST CALENDAR

FAC at the AMA Nats, Moscow, Idaho, July 15-16-17, Indoor.  
Contact; Ed Lamb, 15911 S.E. 42nd Pl., Bellevue, Wa. 98006.

Erie Model Aircraft Assn. FAC contests; April 23, May 13,  
June 10, Aug. 12, Sept. 16, Oct. 7. Contact; Vic Didelot  
(814) 8383263 or Joe Barna (814) 833-4985.



4.

WHAT COLOR WAS IT?  
Part 10, by Dave Stott.

In this part we shall list what few color schemes have surfaced since the last few parts were written. It is all that I have on hand at this time and will probably amount to the end of this series. I will keep whatever new material comes along and present it as addenda when it amounts to enough to fill a page.

**SAVOIA-MARCHETTI:** 125 HP Kinner, Balloon tires, blue leather upholstery, blue hull, silver wings. (This would be the American Savoia Amphibian, S-56B, see Juptner ATC book, vol 4.)

**SAVOIA-MARCHETTI:** New York City Police Dept. This would make it dark green and white. A photo of this model s-56 can be found in Juptner's Vol.3.

**DART:** Red.

Airwheels, sliding enclosure. Green and cream.

1939 Model F17D. 330 HP Jacobs. Black and green.

C-17-B, 285 Jacobs. All blue with yellow trim.

Cabin, Wright J-5. Stearman vermilion & cream.

Model 2000, OX-5. Blue and silver.

Junior, 45 HP Szekely. Blue and silver.

Bull Pup. 45 HP Szekely. Airwheels. Blue & yellow.

Bull Pup. 45 HP Szekely. Airwheels. Vermillion & yellow.

Bull Pup. 45 HP Szekely. Airwheels. Vermillion and cream.

Ten. OX-5. Stearman vermilion and cream.  
1932 UBF-2 NC12415. All cream with blue stripes outlined in gold pin stripe. Photo in Sport Aviation, Sept 1969

1932 QCF-2 NC11442. Purple and blue with silver wings.

Photo same source as above Waco.

Model K, land plane, Aeronca two cyl. engine. Loening yellow, with black trim.

Model KC land plane, Continental A-40 engine. Stinson green fuselage, loening yellow wing, stab. & trim. NC19747.

Model K seaplane, Aeronca two cyl. mtr. All loening yellow with black trim.

Customaire, Continental 85 HP. NC1612N Yellow, maroon trim.

Model B, Ford conversion. These ships were available in Blue with cream trim, Red with black trim, or yellow with blue trim.

Cruisemaster 230 HP Continental 0-470K. All these ships had a white fuselage. Wings, stabilizer and plates, and trim lines were available in yellow, red, or green.  
Model 95 397E In company colors with Boeing logo on fuselage. Fuselage Boeing Green with orange trim. Horizontal and vertical tail light grey. Wings also light grey with upper surface of top wing orange. Photo Skyways, No. 29

1936 SR-7B NC16123, later Icelandic TF-AZK. All black with international orange trim and wing panels. Photo Skyways No. 33.

Fledgling. NC238H Orange fuselage, Yellow wings and tail. Standard Curtiss scheme. Same source as above Stinson.

Ju 52/3m G-AHBP Used in England by Railway Air Services. Red, silver and green.

K-1 Aluminum parts unpainted, fabric areas beige (clear doped unbleached). All struts were either red, or sometimes black.

K-5 Aluminum varnish. Trim red or black. Skyways No. 24.



### FLYING DUTCHMAN Sport or Training

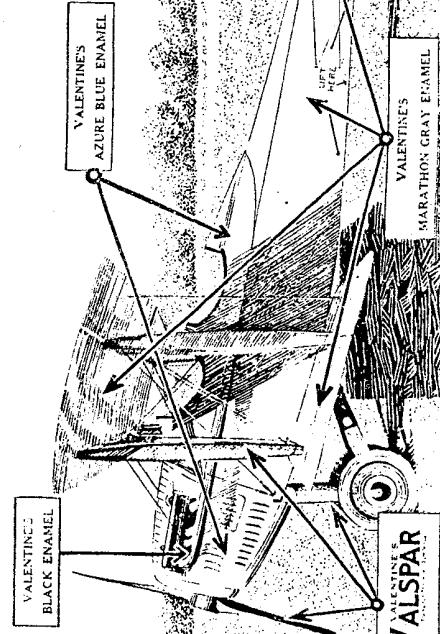
Model A, Flying Dutchman, single place, open cockpit, low-wing monoplanes:

Ship No.	Color No.	No. Hrs.
7	Maroon & Silver	20
10	Maroon & Gold	30
12	Black & White	45
13	Orange & Cream	5
14	Green & Cream	33 1/2
16	Green & Cream	14

On the left are some color schemes for a little air hopper that no one would probably want to model, but it does show how color schemes can be found by scanning old ads in magazines. You can just never tell when or what you will find. At the bottom of the page is yet another add depicting a military airplane in colors non-conforming to military airplanes of that time.

Back in the "Radio Days" a popular ventriloquist and his dummy, Edgar Bergen and Charlie McCarthy, took to flying. The Cover of the Jan. 1941 issue of Flying and Popular Aviation pictured the pair of Flying Dutchman and Edgar's all yellow Stinson 105. Text inside described a logo on the Stinson door, but no photo, alas. Leonard Wieczorek came up with the photo on the following page that shows that logo very plainly, as well as the registration, NC26439! So now, after only 54 years, a unique Stinson 105 may be built! The inlet Grillwork was polished aluminum, as was the head of the fuselage stripe with "STINSON" in it. All trim color is black.

So there it all is, gang. It came from classified ads, captions of photos, factory brochures, word of mouth, letters, you name it. A tiny bit at a time, to be saved, then shared. My many thanks to those who have contributed to this effort. And should some computer pilot take it upon himself to organise it all alphabetically, my special thanks.



VOUGHT VE-7



**AERONCA:**

Model K, Loening yellow, maroon trim. NC19747.

Model K, Loening yellow, maroon trim. NC1781.

Customaire, Continental 85 HP. NC1612N Yellow, maroon trim.

Model B, Ford conversion. These ships were available in Blue with cream trim, Red with black trim, or yellow with blue trim.

BELLANCA:

Stinson 0-470K. All black with white fuselage. Wings, stabilizer and plates, and trim lines were available in yellow, red, or green.

Model 95 397E In company colors with Boeing logo on fuselage. Fuselage Boeing Green with orange trim. Horizontal and vertical tail light grey. Wings also light grey with upper surface of top wing orange. Photo Skyways, No. 29

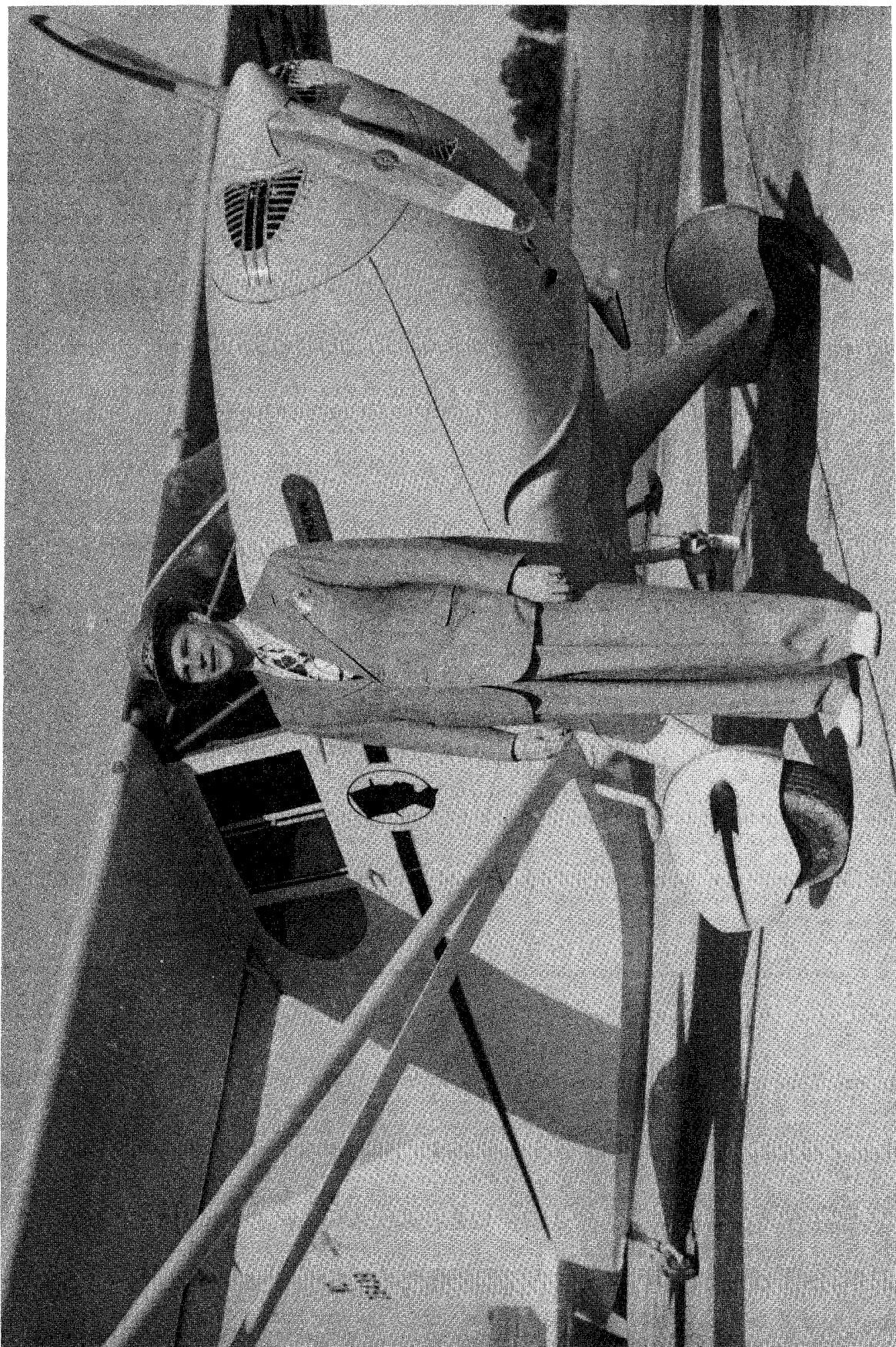
1936 SR-7B NC16123, later Icelandic TF-AZK. All black with international orange trim and wing panels. Photo Skyways No. 33.

Fledgling. NC238H Orange fuselage, Yellow wings and tail. Standard Curtiss scheme. Same source as above Stinson.

Ju 52/3m G-AHBP Used in England by Railway Air Services. Red, silver and green.

K-1 Aluminum parts unpainted, fabric areas beige (clear doped unbleached). All struts were either red, or sometimes black.

K-5 Aluminum varnish. Trim red or black. Skyways No. 24.



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FAC Squadrons

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

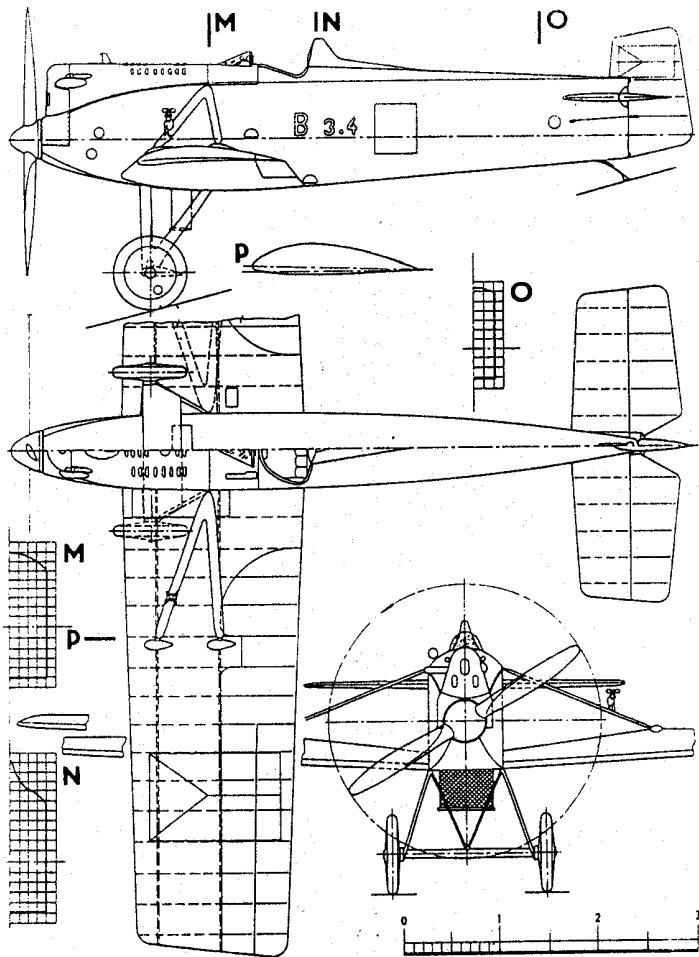
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Contest Results

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

6.

Avia BH-3



The above aircraft may be a good subject for the "Golden Age Military" event. Her colors are dark green for the fuselage and upper surfaces of the wing and stab. Bottom surfaces are light blue. The rudder is yellow. The insignia is standard Czech scheme of red, white and blue located on the top and bottom of both wings and on both sides of the rudder. Spinner and wheel discs are silver. Submitted by Rick Dort.

## 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.

### No-Cal Indoor

1. Barrie Taylor	Lacey M-10	366 sec.
2. Stu Weckerly	Stallion	321 "
3. Tom Nied	Ultimate Biplane	223 "
4. Steve Moskal, Sr.	Mitsubishi Zero	147 "
5. Alan Clarkson	L.A.S.A.	87 "
6. Ken Graham	Farman 190	78 "

### No-Cal Outdoor

1. Mark Fineman	Vultee XA-41	121 sec.
2. Bob Thompson	Aeronca Champ	116 "
3. Ron Hummel	Floyd Bean Special	74 "
4. Ron Hummel	Helio Courier	56 "

### Peanut Indoor

1. George Lewis	Maboussin "40"	107 sec.
2. George Lewis	Itoh Baglet	96 "
3. Jim Miller	P.A.M.A.	86 "
4. Barrie Taylor	Waterman Gosling	78 "
5. Stan Fink	Huntington H-12	68 "
6. Sam Burke	Nesmith Cougar	67 "
7. Lin Reichel	Huntington H-12	47 "

### Peanut Outdoor

1. Jim Miller	Voisin Hydro	645 sec.
2. Dave Stott	Curtiss OC-2	108 "
3. Dave Stott	Fairchild 24	86 "
4. Ron Hummel	Lemberger LD-20B	69 "
5. Dave Stott	Curt.-Reid Courier	57 "
6. Dave Stott	Short Seamew	48 "
7. Jeff Row	Beechcraft Skipper	38 "

### NEW PRODUCT NEWS

Hey Skysters, do you like that plan of the Lockheed Vega in this issue? Well, you can get a full set of decals, a prop and a set of wheels for that little tyke from Scientext for only \$8.95 plus \$2.00 shipping and handling. Send your order to; Scientext, 48 Whitney St., Westport, Ct. 06880. Also, be on the lookout for their new kit of the Douglas O-46A.

Robert Wells, One Rockingham Dr., Wilmington, De. 19803 has some lozenge tissue for sale that is simply gorgeous! My sample sheet is 13" long and contains 3 strips of tissue  $2\frac{1}{2}$ " wide, just right for a peanut WW I model. Other sizes and different colors are available. And, the price is only \$5.50 a sheet and it is postpaid!

The Best of Flying Aces, is the title of a new book that is now being published in England. It is 192 pages and contains the best of the Flying Aces mags of the 1930's. The first volume should be ready as you read this. The cost is \$19.00 postpaid. Please send cash as checks are too costly to process overseas. Send your order to; David Baker, 24 Pinetrees, Northampton, NN33ET, ENGLAND.

CURIOS, EH WOT?  
by Joe Wagner

## AIRDEVIL MODEL CO. Planbook

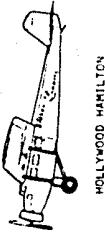
SIX FLYERS AND ONE SOLD  
IN THE 10¢ STYLE OF OLD.  
\$10.00 P.P. TO DAVE STOTT,  
4304 MADISON AVENUE,  
TRUMBULL, CT 06611



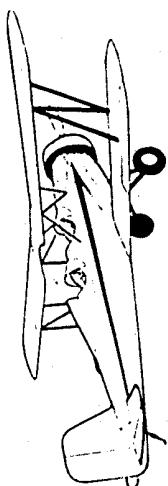
### MODELS IN THIS SERIES



NICHOLAS BEALEY



HOLLYWOOD HAMILTON



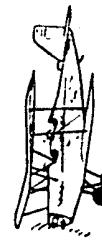
ALLIANCE ARGO



ONG CONTINENTAL



LINERPC ARCA



PITCAIRN FLEETWING II



STEAPMAN TRAINER

Here's one more weirdie, possibly the most startling of all: In the Smithsonian are proudly displayed two famed aircraft, one labeled as a great success and the other as a total failure. But the truth is that one -- the Wright Brother's "first airplane" has never been flown at all! -- while the second, Langley's "Aerodrome" HAS flown, and several times!!

Briefly, here's the story. After the Wright's flight at Kitty Hawk the airplane they used was damaged quite a bit from the final landing and a wind upset. This wreckage received further harm by being hastily packed into a boxcar and shipped back to Dayton, Ohio.

The Wright put their broken "Flyer" in the basement after removing the engine. In a flood the basement filled with water and the poor old original Wright airplane bore the brunt of that. (Among other things, the fabric got ruined.)

Later the Wrights loaned the original engine to somebody -- and never saw that again. Years later when the Smithsonian finally became aware of the Wrights' achievement and asked if they could have the original aircraft for the museum -- all the Wrights could do was build a replica of their first machine. Supposedly they were able to include a few struts and fittings from the original -- but that's all.

On the other hand, in an attempt to break the Wright patents, Glenn Curtiss was given Langley's original Aerodrome, which Curtiss successfully flew several times. True, he made some changes to accomplish that, such as adding pontoons to enable the craft to take off under its own power from Lake Keuka instead of having to be catapulted. But the fact remains that the actual Aerodrome in the Smithsonian HAS been airborne repeatedly, whereas the famous "Wright Flyer" on display has never flown at all.

PS,--Here is a new address for Randolph dope, Jim Correll, 2703 Knob View Dr., New Albany, Ind. 47150. Phone (812) 944-5557.

Just before Hazel Sig sold out (to Byron, I'm told), Dave Falkenhagen (former chief engineer at Sig) sent me some "new and improved" Sig dope. I tested it, and it WAS a bit better than the older stuff. But it still suffered from the problem of insufficiently opaque pigment.

Dave told me that the manufacturer of Sig dope uses automotive-type pigments as coloring agents. Most of these were developed for their translucency, because "depth of finish" is apparently important to car makers.

On the other hand, Randolph dope uses opaque pigments, generally of the same composition as artist's paints contain. Thus it takes a LOT fewer coats of Randolph's Tennessee Red (e.g.) to get uniform coverage than it does of Sig's Tennessee Red. (Two of Randolph's versus six of Sig's on the project I tested "em on.

\*\*\*\*\*  
WANTED: Aircraft plans of all sizes, r/p, r/c, f/f. Mostly scale types. I will trade for scale plans I do not have in my collection, copies too. I have many sport plans to trade for your r/p, r/c scale plans of all types and sizes. German, Japanese aircraft especially. Duane Brehmer, 14720 South 234 St. Gretna, Neb. 68028-6416 (402) 332-4303 call anytime.

## THE GOLDEN AGE

by FRAN PTASSKIEWICZ

Here is a fast passenger plane, a new T.W.A. speeder, a headline in a local paper proclaimed, so many, many years ago.

The new at the time "Delta", a creation of the Northrop Co., and descending by the way of the famed "Gamma", created quite a sensation many years ago by toppling several speed and speed-load records of somewhat long standing.

This design was very similar in construction to that of Capt. Frank Hawk's Northrop "Gamma", Captain Hawk's being a noted speed flyer of the period. Unfortunately he was killed flying a less than speedy aircraft, when a Gwynn Aircar crashed on takeoff in East Aurora, N.Y., as he was doing a demo flight.

Although the "Gamma" was a much faster machine, the "Delta" was a more practical machine.

Carrying a useful load, which included eight passengers plus luggage, the "Delta" was reported to have had a cruise speed of 221 miles per hour.

Speed was not the only attainment the designers could boast about.

The load and lift capacities of this at the time new and unique airplane greatly surpassed those of similar power.

In construction this aircraft reflected the ever increasing tendency of the designers toward all metal skin and truss construction throughout.

For internal construction, stamped metal bulkheads were employed.

The complete outer covering of the "Delta" was of sheet dural, riveted and tapped at the joints.

This mode of covering provided the airplane with much of its excess strength and in effect acted as a continuous shell from wing tip to wing tip, so said the advertising.

Built into the lower wing surface were so-called speed reducing flaps, which covered the greater area of the lower surface of the wing.

The flaps then as now, were adjusted by the pilot to positions in which a controllable drag was created and thus by varying the pitch (angle) of the flaps, lower landing speeds would result.

It was also realized that lower landing speeds would not be the only benefit of the flaps, as they could also be used to shorten the takeoff runs.

One of the problems of the time, to which aviation engineers devoted much attention to was the landing speed of the airplane they were in the process of designing.

It is and was a fundamental premise that the lower the rate of descent, the greater the safety.

The less the lifting surface and the heavier the weight, the more rapidly would an aircraft glide to earth. So, the push for flaps.

An analogy used at the time, pointed out that racing aircraft similar to those used in the Schneider Cup contests, for the then world's seaplane Championships were reported to have alighted on the water while traveling at the speed of almost 100 miles per hour.

It was also pointed out that the large transports of that period had landing speeds of approximately 70 miles per hour, an item which at the time was cause for some concern.

As a result of the quest for lower landing speeds, a safety contest was conducted a few years before the "Delta" was built, with one of the requirements being a landing speed of 30 miles per hour or less.

The Curtiss "Tanager" won, however the design was never placed in production.

The "Tanager" had a low gliding speed of 37 miles per hour, said Mr. A.E. Lombard of the Curtiss Aeroplane and Motor Co., "but by hanging on the prop", which of course meant gliding the airplane with the engine turning over at its slowest, the minimum was dropped to 30 miles per hour.

Mr. Lombard attributed the low speed to the numerous flaps and the large wing area of the airplane.

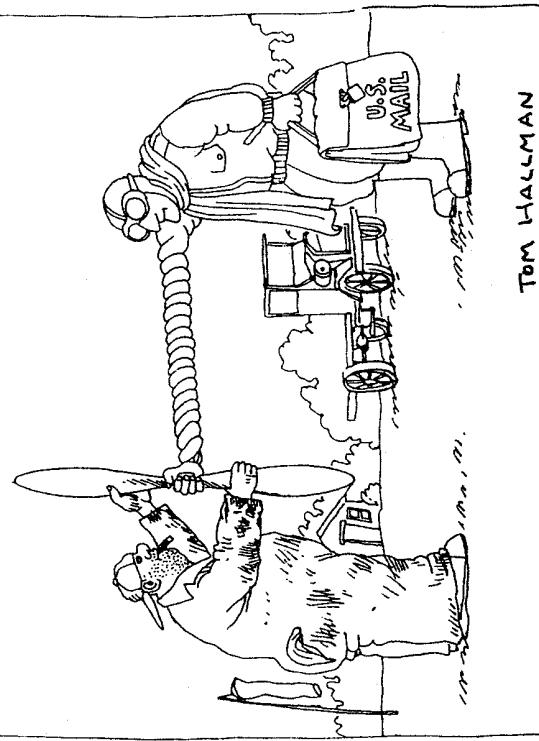
The Northrop "Delta" described herein made great use of flaps to reduce its landing speed.

At the time, it was not only the newest and latest transport, but considered to be the best addition to T.W.A.'s fleet of passenger carriers.

Its attempt at streamlining and cleaning up the design, extended even to the tailwheel which had a wheel pant as indicated by the enclosed three view.

### AIR MAIL

### THE EARLY YEARS



TOM HALLMAN

## CONTEST CALENDAR

FAC events in Canada; June 10-11, July 8-10,  
Aug. 9-10-11, Sept. 2-3. Contact David  
Seath, 304 Raglan St. N., Renfrew, Ont.  
Canada K7V1N9

JOHNSON CITY, TN. May 31-June 4.

FAC Events; Peanut Hi-Wing Monoplane (no Pylons),  
FAC Scale--no peanuts, Golden Age Scale (3 flight  
total) no span limit, Peanut mass launch--no Hi-  
Wing Monoplanes. Dime Scale. Legal Eagle. FAC  
rules will be used. Contact: Jim Miller, 107  
Lorelei Dr., Fayetteville, Ohio 45118 for more info.

### SQUADRON HISTORY

Squadron #1, FAC-GHQ-Erie Model Aircraft Assn.

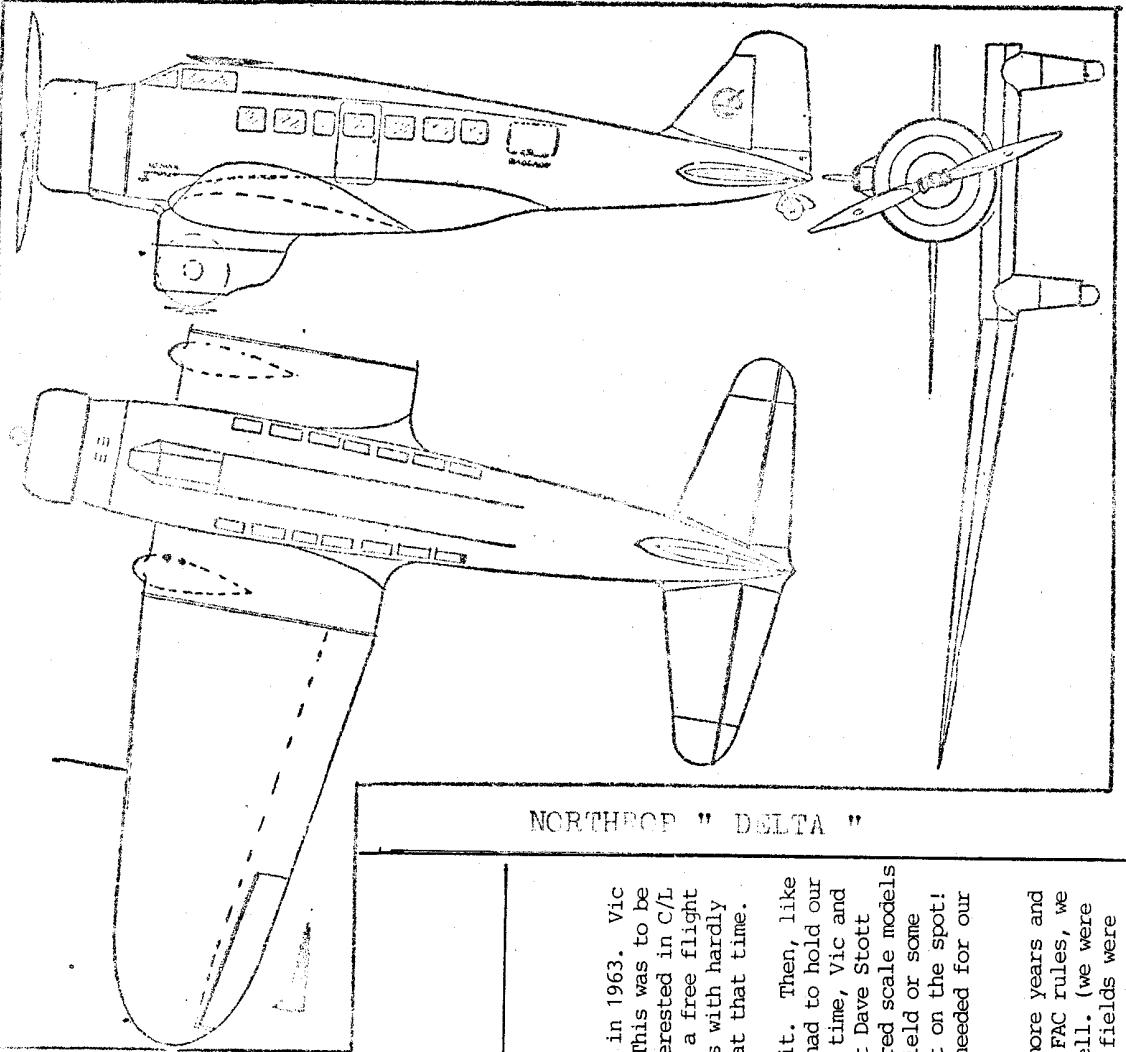
The Erie Model Aircraft Assn. was the brainchild of Vic Didelot way back in 1963. Vic posted a notice in the local hobby shop about a new club being formed. This was to be a club primarily interested in free flight although there were a few interested in C/L and R/C. But these few modelers soon dropped out and we became strictly a free flight club. Most all of our models were Old Time gas and rubber powered models with hardly any scale types, although we all built scale in our early years but not at that time.

We put on many contests in the early years and we were having a ball at it. Then, like other clubs, we had trouble finding and holding flying fields. We even had to hold our contests near Cleveland, Ohio, about 100 miles from home! At about this time, Vic and your editor went to a S.A.M. contest in Mystic, Connecticut, where we met Dave Stott and Bob Thompson. They, and some other modelers were flying rubber powered scale models by some strange rules, promoted by the "Flying Aces Club" from Pinkham Field or some such place. These rules really turned us on and we became converts right on the spot! Plus we could fly these types of models in a much smaller field than we needed for our gas Free flight models.

We continued to hold our contests at the Cleveland site for a couple of more years and then that site was also lost. After returning from Connecticut with the FAC rules, we started to add some FAC events to our contests and they went over very well. (we were the first club to hold FAC events outside of Connecticut) When the large fields were all gone, we dropped the gassies and completely to FAC events.

In 1980, Dave Stott and Bob Thompson, our Co-Founders, decided that they had had enough of publishing the newsletter, etc. and said that they were giving it up along with running the FAC. When I heard of this, I couldn't believe it, because the FAC type of modelling was really starting to catch on and the FAC Mania had swept to Cleveland and Detroit areas as well as others. So I asked Messers Stott and Thompson if I could take over the Flying Aces Club to try and keep it alive and they kindly consented to let me have it. Now there are over 1300 members in the FAC and 12 of them are active members of the Erie Model Aircraft Assn. If there are any FACERS close enough to become active club meeting members we would be glad to have you join us, just contact GHQ.

Lin ReitcheI



NORTHROP " DELTA "

FAC PLAN PACKETS for sale: Volumes 1, 2, and 3, each contains 16 pages (11 X 17 sheets) of plans published in the early issues of the FAC Newsletter. Only \$10.00 each postpaid. FAC Nats plan of the Curtiss Gulfhawk, 22½ inch span, \$5.00 postpaid. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. 9

\* \* \* Launch and Roll \* \* \*

Mumbo Jumbo #67 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder the unhappy tendency of models to roll into the ground upon launch. Why does this happen? What can be done about it?

At most every Nats mass launch contest some entrant will prove a victim - the dork phenomenon is real enough. The odd thing is that most victims are astounded; they've never experienced prior problems with roll. What has happened?

The most powerful roll factor is that of rubber torque, equal to the twist sensed at the rear peg. Many denounce the prop as the basic villain, but it really isn't - no modification of the prop will change torque. This point is important. Unfortunately, much faulty advice exists in this area, so let us repeat: torque is governed by rubber cross-section and turns; not by prop parameters.

How can that be? Isn't the rubber acting as a form of motor? Don't motors trade torque for RPM? Won't changing the prop speed (altering diameter or pitch) automatically change the torque?

For a well behaved motor, there is indeed some form of torque-RPM tradeoff at work. However, a rubber motor is not well behaved. It isn't even a motor. Instead, it's a spring: a torsion spring, and too primitive to offer any tradeoff characteristics.

Torsion springs don't care about speed. They care only about torque and what you put in is what you get out, minus a tax called hysteresis loss. For a given rubber cross-section and number of turns you can get a fast revving small prop or a slowly turning large prop - but the torque is fixed and independent of the prop size or pitch. In short, the prop speed is controlled by the torque, and the torque by the motor.

The point to be made is that if the model is incapable of handling launch torque, only a modification of the motor will help. Trauma at contests results from the competitive push for a few more turns. Those few last turns are high torque turns, outside our usual sport flying experience. The resultant model behavior usually reflects fresh, scary high torque territory, of which the flier knows little.

What can be done? (a) Make sure the motor is well lubed. Torque can be greatly reduced by a thorough coat of fresh lube. Soap type lubes dry out. Give some thought to castor oil, now available in a cheap odor-free form at any drug store. There are problems - it stains - but it's more resistant to drying out than SIG's soap lube. Don't use motor oil; it rots the rubber. (b) If desperate, try launching with the model initially rolled to the right. Assuming your model to be stable, the excess launch torque will go into restoring the model into an upright and level attitude. The process is not as hairy as it may seem. Again, the model must be stable in roll; if so, as much as 20 degrees is safe - I've been there. (c) Let the motor run for a second or two before launch. Yes, it costs duration, but it lowers launch torque and sets up a good prop blast over the fin/rudder, offering the possibility of generating a counter-torque. If your model is stable in roll, the necessary counter-torque apparatus is ready to go to work, needing only some prop blast to provide the impetus. The usual stopped-prop heave eliminates any chance of a counter-torque for the second or so until the revving prop can move enough air to impinge upon the vertical tail. At high torque, the saving counter-torque may be too late. Better to let the prop run a bit first. (d) Don't exceed your practice turns. Venturing into scary territory under contest conditions is not a great idea. Losing may be better than smashing your model - and losing.

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

**Wanted;** 3-views and photos of the 1911 Antoinette Latham Monobloc. Tom Hallman, 2553 Mill House Rd., Macungie, Pa. 18062.

**Wanted;** An original copy of Flying Aces magazine for Dec. 1937. Jim McPheat, 167 Chester St., East Hartford, Ct. 06108.

Dick Leibfritz, 3539 May Lane, San Jose, Ca. 95124 is looking for members of the graduating class 45-B of the Advanced B-25 training program. Also are there any members who work in or are retired from the model shop at Langley Field?

**EVENTS FOR MUNCIE; SEPT. 2-3, '95**

World War Two Combat	World War One Dogfight
Greve Race	Thompson Race
FAC Scale	FAC Power Scale
Embryo Endurance	Jumbo Scale
Golden Age Military	FAC Peanut Scale
Dime Scale	Golden Age Scale
Hi-Wing Peanut Scale	No-Cal Scale
FAC O.T. Rubber	FAC O.T. Stick Rubber

More info in the next issue.

32nd ANNIVERSARY BANQUET  
ERIE MODEL AIRCRAFT ASSN.

The Erie Model Aircraft Assn. is holding its annual banquet and would like to invite all who would like to attend to please join them.

The date....April 22, 1995  
The time....Happy hour 6:00 pm, Dinner 7:00 pm.

The menu...Beef Tips and Noodles or Baked Scrod.  
The price....\$15.00 per person.

For reservations; Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506,  
Phone (814) 838-3263 no later than April 17, 1995.

Guest speaker will be Mr. Gino Carlotti, World War Two Historian. Also in attendance will be our old (?) buddy, Earl Van Gorder, famous magazine columnist from "Flying Models" magazine. Come join us for a "REAL GOOD TIME". If you wish to stay overnight at the motel their phone number is (814) 825-3100. BE THERE!!!!

PART III

"Pure fantasy," some modern private airplane-owning pilot might say. Let's consider the nature of fantasy for a moment. To pilot a modern Cessna of which there are 10,000 exact copies and which was built by machines and people unknown to that pilot, and to call this machine "my airplane"--now, that's fantasy. To sit in a 747 cabin watching and hearing a movie, but no rush of air, and to call it "flying," is also fantasy. To fantasize is just to be a human being with an active mind. To fantasize with originality and good taste is to be an interesting human being with an active mind. To transform that fantasy into a real and performing object is to actualize yourself as a human being. And that is one of the powerful, hidden attractions of the (rapidly-growing and already much-grown) Flying Aces Club.

Crucial to the magic of F.A.C. World is miniaturization--and that leads us back to the particular virtue of the Peanut. Smallness is a basic dimension of F.A.C. World. That is mainly for practical reasons, of course, but given those reasons, there is a special effect of miniaturization, and it has naturally been developed. A full-scale replica, or reproduction, looks more like the real airplane on the dimension of size. But because it does, it is more a substitute for the real airplane than an object which makes it live again. I remember seeing the Gee Bee R-1 replica in the Windsor, Ct. Air Museum, next to the Marcoux-Bromberg and Laird "Solution" restored originals. The R-1 replica was beautifully executed and impressive. But--even taking into account that it wasn't quite complete at that time--nor was the "Solution"; in comparison to the two others, it lacked depth, excitement and character. In contrast, Dick Howard's Peanut @-1, which flies over 20 seconds and is probably the only one in the world which does; is, all told, more akin to the original; and, like the original, more exciting than the replica. Probably that is so because it has more in common at the level of creativity with the original, than does the replica. But beyond that, there is the magical effect of miniaturization.

There is a natural range of model, from full-scale reproduction to Pistachio. At full scale, no matter how faithful and detailed, there is ersatz substitution. In turn, as smallness increases, the effect of re-presenting, standing-for, recalling, increases. The smaller a model is, the more plainly it is not the real thing, so, the stronger its relationship with the real thing becomes. Whereas the bigger the model is, the less it represents and recalls the original, and the more, via an impression that here we have the original shrunk to half size, it is an unsatisfactory substitute for the original. This may not be "objective", but that doesn't matter. Modelling is both objective and subjective, and it is what happens in the imagination of the viewer which ultimately decides the quality and potency of a model, on both the static and the dynamic fronts. It follows that, to a point, the smaller a scale model is, the more effective a model it is. (Now, that's a real model airplane.)

In reducing size, it is right around Peanut Scale that we reach the natural limit where construction-materials allow for the precision, finesse, smoothness of line and opacity required to make a miniature true to the object that inspired it. This, I think, is why Peanuts are magical. They are the smallest, hence most effective, models which can be thoroughly true to the original airplanes. The Peanut stands there, or flies by, and declares, "I'm so small that it's obvious I'm a model, rather than a shrunken, or full-scale ersatz, version of the real airplane. I re-present that airplane. So, now you can see its form, colors and character through me. Here it is again, flying." The (faithfully-finely executed) Peanut is actually the most effective model. Peanut Power is real.

A good model makes the original airplane happen in your mind. It's somewhat like the difference between watching a video and reading. (To borrow an idea from Marshall MacLuhen) The images are "out there" in the video, but they are created by the reader. The images from the written words therefore more belong to the reader than do those from the video, and they therefore have more impact. When we view a small-scale model, we create the original it represents along the historical line of the scale relationship. We re-create the size, and so, the original image more belongs to us. The stronger the scale reduction, the more it turns us on to see the real airplane underlying it.

In his wonderful Building and Flying Indoor Model Airplanes, Ron Williams observes that given its slow speed, there is a distance at which a rubber-powered miniature airplane suddenly becomes a real one. It stands to reason that this distance varies from one scale to another as a relative function of speed-per-size. That's why low-powered free-flight scale is more realistic than (typically high-powered) R-C scale flying. This may also tell us why Peanuts, although they have a basic advantage as static scale models (when fully detailed), have a disadvantage as dynamic scale models. They tend to fly a bit faster per size than do larger models, especially outdoors, although they have lowest wing-loads. That's because their wings, in a medium to-scale as much like water as air, drag more per lifting, and because they need to try harder to penetrate ground-turbulence (which actually extends upward maximally to about 60 feet). This, also, partially explains why they are taken less seriously as fliers--both the relative instability in Hung's invisible rollers and breakers and the too-high speed. But when a Peanut is cruising at minimal power at 50 feet or doing a fly-by at 10 in quiescent air, its "got it all."

All I've said here, then, is by way of explaining why the ghost Farman 200 T-2 demanded that I give it a Peanut-sized body with which to exist again, why our Peanut display has that special aura, why Model Builder needs a Peanut center-fold--why Peanuts are magical.

The Peanut was created by the same inspired duo who created the (modern) F.A.C. The Peanut is as "F.A.C." as Dave Stott and Bob Thompson. So it behooves us FACERS to finely and fully appreciate the magical beasties. If any one type of model airplane could stand for the F.A.C., and its magic, the Peanut would be it. When I was at my first Nats, Lin Reichel "warned" me that the display would be overwhelming. At every scale, the models stunned, delighted and mesmerized me. None of the preceding is intended suggest that larger-than-Peanut models aren't terrific when done at the typical F.A.C. level of expertise and appreciation of the original. And underlying it all is the understanding that it was that whole display that taught me what a small-scale model can be. That has added a major dimension to my already considerable FUN with aeromodelling, for which I want to thank the numerous FACERS who, with their models and tips, enlightened me.

And--in lieu of the "great big 'Thank You'" Lin calls for in issue #157-83 and which unfortunately I can't say in person this year -- Dave and Bob: This one's for you.

**WANTED:** Leon Robinson, 1630 Kleinfeftersville Rd, Stevens, Pa. 17578 (717) 738-3077 is looking for the plans for the American Telasco Grumman F9F-8, 28" span. He has the kit minus the plans. Also, xerox copies of the printwood for the following Comet kits; Aerocca "K" kit #P-2 54", Howard DGA-9 kit #T-1 47½" and the Grumman Wildcat Kit #T-1 32". He will pay costs.

11.

# 12.

RULES ADDENDUM----Clip and attach to 1995 FAC rules.

Dime Scale;

All models will be judged by the plan they were built from. Model must have all details as presented on the plan. You may add more details to enhance the scale appearance of the model.

Color and markings may be changed to more resemble the real aircraft.

Tail surfaces may be reasonably enlarged.

Tail surfaces and wingtips may be laminated.

All other structure must be of the same size wood.

Nose plugs and nose area may be altered to facilitate winding of motor.

All surfaces must be double covered.

Plastic props are allowed.

Wingspan limit will be 20 inches. Model must be the size as the original plan. No enlarging of the original plan.

Only the top finishers will be judged to save time.  
(as many models as there are awards)

Two models may be entered by each contestant. Only the top scoring model is eligible for award.

Total of three official flights to determine winner.  
(20 seconds minimum, 2 minutes maximum)

Add to Old-Time Rubber Stick;

Change wingspan requirement from 36 inches to 150 square inches of wing area, maximum.

All fuselages must be built-up, no round tube fuselages.

## NOTES ON THE GENESEO CONTEST FOR 1995

Giant Scale models cannot fly in the Jumbo Scale event.

Pioneer Scale models will be flown in the Pioneer Scale event regardless of size.

Dime Scale models cannot fly in the Golden Age Scale event.

The only models to be judged on Friday July 14 will be in the following events; FAC Scale, FAC Peanut Scale, Hi-Wing Peanut Scale, Pioneer Scale and FAC Power Scale.

C/o<sub>2</sub> power may also be used in the Old Time Electric Gas Replica event.

## LYMPNE TRIALS:

This event is for models of aircraft that participated in the Lympne Trials for lightplanes in England in the 1920's.

No wingspan limit,

This is a mass launch event.

Bring plan and/or three-view for proof of scale.

We will use the 50 point scale rule in this event also.

Some examples of eligible aircraft;

Beardmore Wee Bee	Cranwell Series	A.N.E.C. I & IA
Bristol Brownie	Avro 560	English Electric Wren
D.H. 53 Hummingbird	H.P. Sayers Mono.	Parnell Pixie

There are many more, if you need a ruling on an aircraft ask us.

Please send your entry as soon as you can to save work later.

If any manufacturers, Squadrons, Clubs or individuals would like to sponsor an event or donate prizes for this contest please contact FAC-GHQ for particulars.

## CONTEST CALENDAR

April 23, Cactus Squadron Spring Kanone Quest, Lots of  
FAC events, Bob Schllosberg, 7420 E. Buena  
Terra Way, Scottsdale, Az. 85250.

May 13 and June 10; Calumet Escadrille FAC contests,  
Country Club Hills, Ill. Contact; Phil Cox,  
3351 Highway Ave., Highland, Ind. 46322.

July 23, McCook Field Squadron, FAC contest, contact  
Frank Scott, 6633 E. Lefevre Rd., Casstown,  
Ohio 45312-9750.

**SOUTHWEST REGIONAL & SUPER COLLECTOR**

**2ND ANNUAL OLT. WORTH, TEX SAT. JUNE 10, 1995**

UM 218-317 UNION HALL  
100 HURST BLVD. (HWY 10)  
HURST, TEXAS (EAST OF FT. WORTH)

PICTURE OF TABLES AVAILABLE  
RESERVE TABLES EARLY  
PRORATION: \$5.00 PER TABLE  
SAME PER VISITOR

ALSO IN CONJUNCTION WITH  
FT. WORTH PILOTSMAN  
TEXAS (C.G.) SHOOTOUT CONTEST  
SAT. JUNE 11, 1995 AT PYRAMID ACRES  
CONTACT: KAY C. VARSBOROUGH  
5967 FOX HILL LN  
BAKERSFIELD, CALIFORNIA 93302  
(209) 376-6192

DR STEVE BERNETT  
(214) 739-1732 296-9446 Work  
DR. ROB BAKER  
(214) 242-1049

## FAIREY BARRACUDA

By Chris Starleaf

This model was built to compete in WWII mass launch events. My original model was a super strong and stable flyer right off the board, but she was also "jinxed" and suffered many damaging accidents both on and off the field (due to my clumsiness). And on what should have been sight at the 94 Nats.

Anyway, I've since built a replacement airplane and it flies exactly as if it were never lost. Attention must be paid to the weights of the balsa used, this model has a lot of structure that's important to its scale appearance so keep it light. The stab is very vulnerable, so mount it positively but let it be knocked cleanly off in the event of a cart-wheel. I finished my models with green jap tissue on the top surfaces and white jap tissue on the bottom, then I sprayed a camouflage pattern with light gray primer (from a can) misted over torn news-paper masks. The results are very attractive and light.

My completed model weighs 41.5 grams without rubber, and flies with 4 strands (two loops) 3/16 FAI tan II @ 27 inches long 1500+ turns. I did not use any washout on the wing panels, but it never hurts. The flaps can be adjusted to fine tune the glide, but DO NOT try to use them to counter-act the effects of the torque (you'll "jinx" your plane too!) I use only down thrust and side thrust on this model to tame the torque, and she seems to fly better and better as the turns are cranked in. My center of gravity is about 1/2" aft of the spar, this is due to the lifting stab.

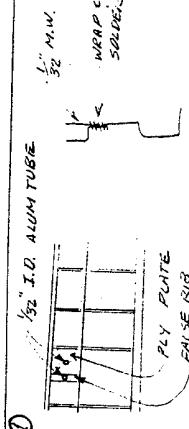
### References:

- The Concise Guide to British Aircraft of WWII  
Enzo Angelucci, pgs 104&105

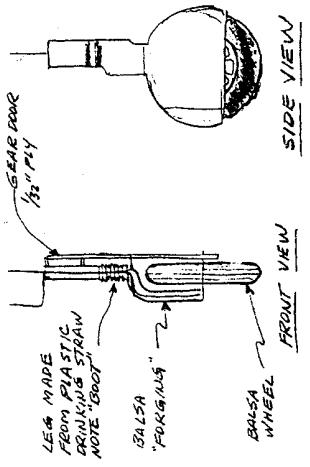
Rand McNally Ency. of Military Aircraft  
Enzo Angelucci, pgs 278&301

## LANDING GEAR TECHNIQUES....

NEXT TO COCKPIT DETAILING, LANDING GEARS ARE A FOCAL POINT TO IMPROVE SCALE APPEARANCE / SCORING, HERE ARE A FEW TIPS TO ADD TO YOUR NEXT PROJECT!



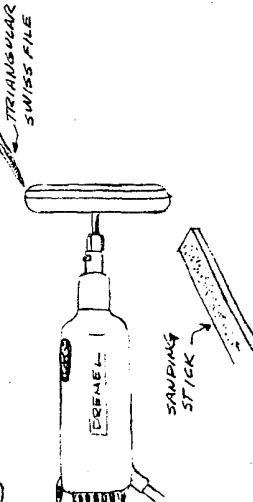
(1)



(2)

MAKE THE LANDING GEARS "PLUG-IN" FOR EASY REMOVAL - LIGHT WEIGHT = LONGER FLIGHTS. THE SYSTEM SHOWN USES A "FALSE" RIB AS A SUPPORT POINT FOR THE LANDING GEAR LEG

(3)

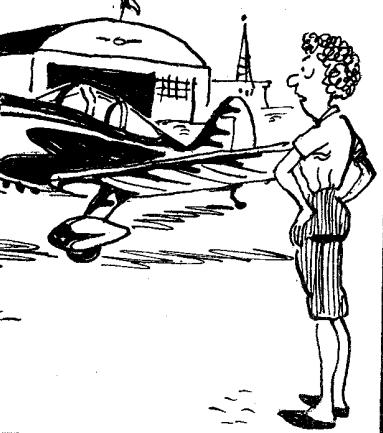


References:  
The Concise Guide to British Aircraft of WWII  
David Monday, pgs 104&105

Rand McNally Ency. of Military Aircraft  
Enzo Angelucci, pgs 278&301

SPIN THE BALSA WHEELS ON A DREMEL TOOL... SHAPE THE PROFILE WITH A SANDING STICK & ADD THE "TREAD" WITH A SMALL TRIANGULAR SWISS FILE

(4)



"BUSH" THE WHITES w/  
1/2" TO ALUM TUBE.

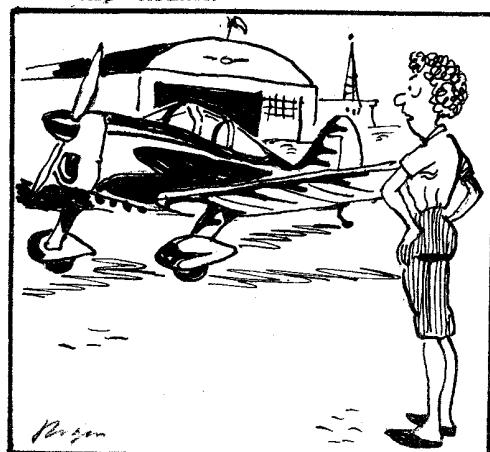
ADD SCISSORS FITTINGS ETC. - MAKE FROM PLASTIC SHEET, BASS WOOD OR BALSA

SPIN THE BALSA WHEELS ON A DREMEL TOOL... SHAPE THE PROFILE WITH A SANDING STICK & ADD THE "TREAD" WITH A SMALL TRIANGULAR SWISS FILE

"BUSH" THE WHITES w/  
1/2" TO ALUM TUBE.

USE THE SAME TECHNIQUES FOR TAIL WHEELS

**SOCIAL NOTES:**  
Dumb Dora thinks airplanes should be kept cleaner.



"... and change their pants more often."

BOB ISAACKS

- PILOTS LOCOS '95

13.

14.

## GENESEO, N.Y. FLYING ACES CONTEST

JULY 15-16, 1995

SPONSORED BY FAC, GHQ AND THE BAY STATE SQUADRON, FAC

Time 8:30 am until 5:00 pm

Geneseo, New York

## REGISTRATION FORM

Please Print

Name \_\_\_\_\_ AMA or MAAC No. \_\_\_\_\_

Street \_\_\_\_\_ Jr./Sr. \_\_\_\_\_ Open \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee \$22.00 flies all events. Please remit by June 30, 1995 to ease paper work later.  
 Mail entry fee to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place. All Contestants must be members of the AMA or the MAAC.

<u>Schedule</u>	<u>Saturday July 15</u>	<u>Sunday July 16</u>
	FAC Scale	Hi-Wing Peanut
	FAC Peanut	Golden Age Scale
	Embryo Endurance	Jumbo Scale
	Pioneer Scale	FAC Power Scale
	Greve Race *	Thompson Race *
	World War One *	World War Two *
	Lympne Race *	Modern Military *
	FAC Old Time Rubber	FAC Old Time Stick Rubber
	Giant Scale	No-Cal Scale
	Dime Scale	FAC Old Time Electric Gas Replica

\* These events are mass launch events.

All events are for rubber powered models except for Power Scale and O.T. Electric Gas Rep. You must show proof of scale to get past the 50 point rule in mass launch events.

All Pioneer Scale models will be flown in the Pioneer event only regardless of size.

Dime Scale models cannot fly in the Golden Age Scale event.

Scale judging will be done in the dormitory lounge on Friday July 14th from 1:00 pm until. If you are not staying in the dorms you will have to bring your models to the dorm to be judged. We will be staying in the Ontario Dormitory. This is the one we all like.

Giant Scale and Jumbo Scale models will be scale judged on the field the day of their event.

I wish to make the following advanced reservations for the contest.

\_\_\_\_\_ entry fees at \$22.00 each.....\$\_\_\_\_\_

\_\_\_\_\_ reservations for double occupancy with meals, \$120.00 per person.....\$\_\_\_\_\_

\_\_\_\_\_ reservations for single occupancy with meals, \$150.00 per person.....\$\_\_\_\_\_

Total \$\_\_\_\_\_

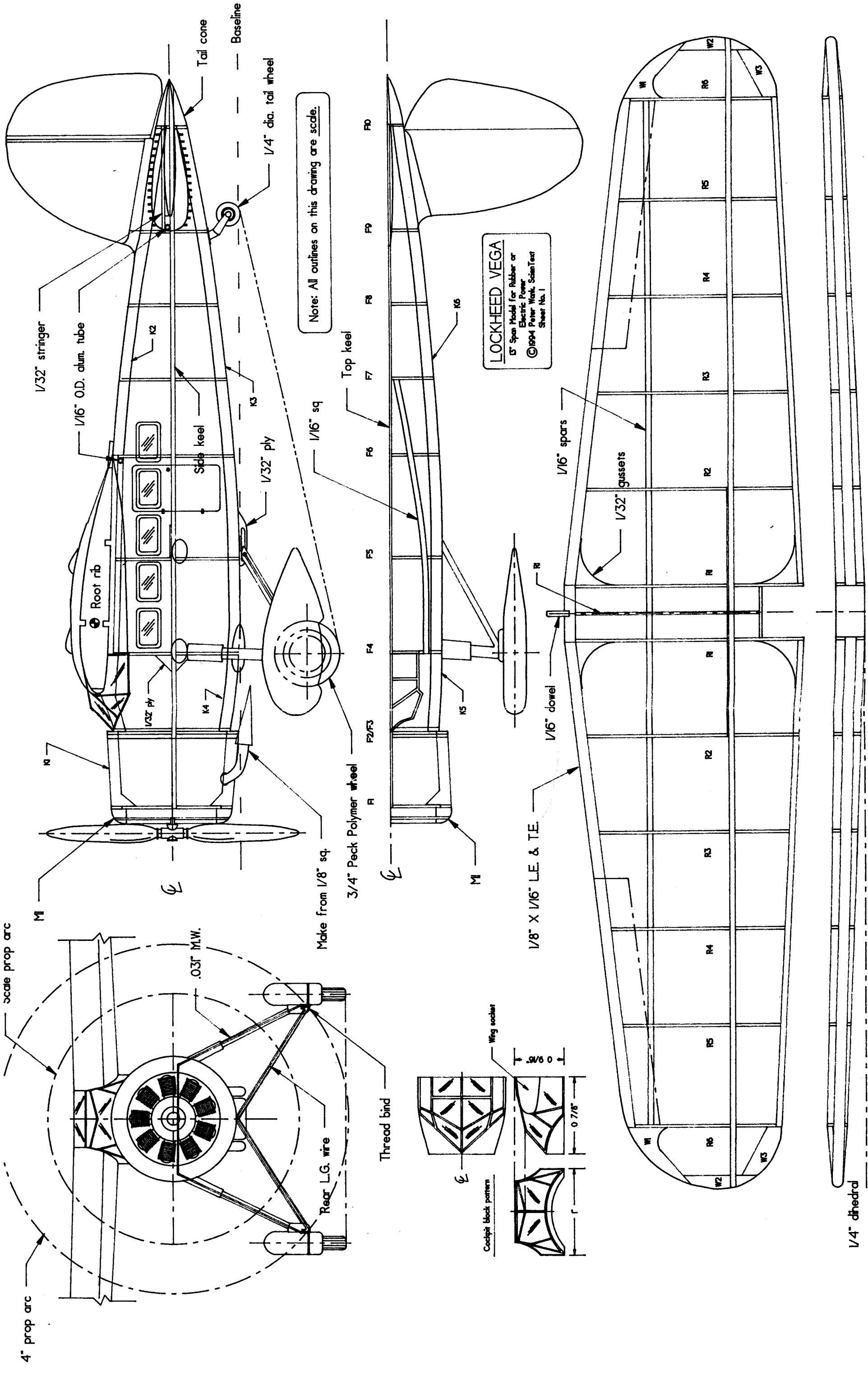
Please note, we will not be able to refund cancellations received after June 30, 1995.

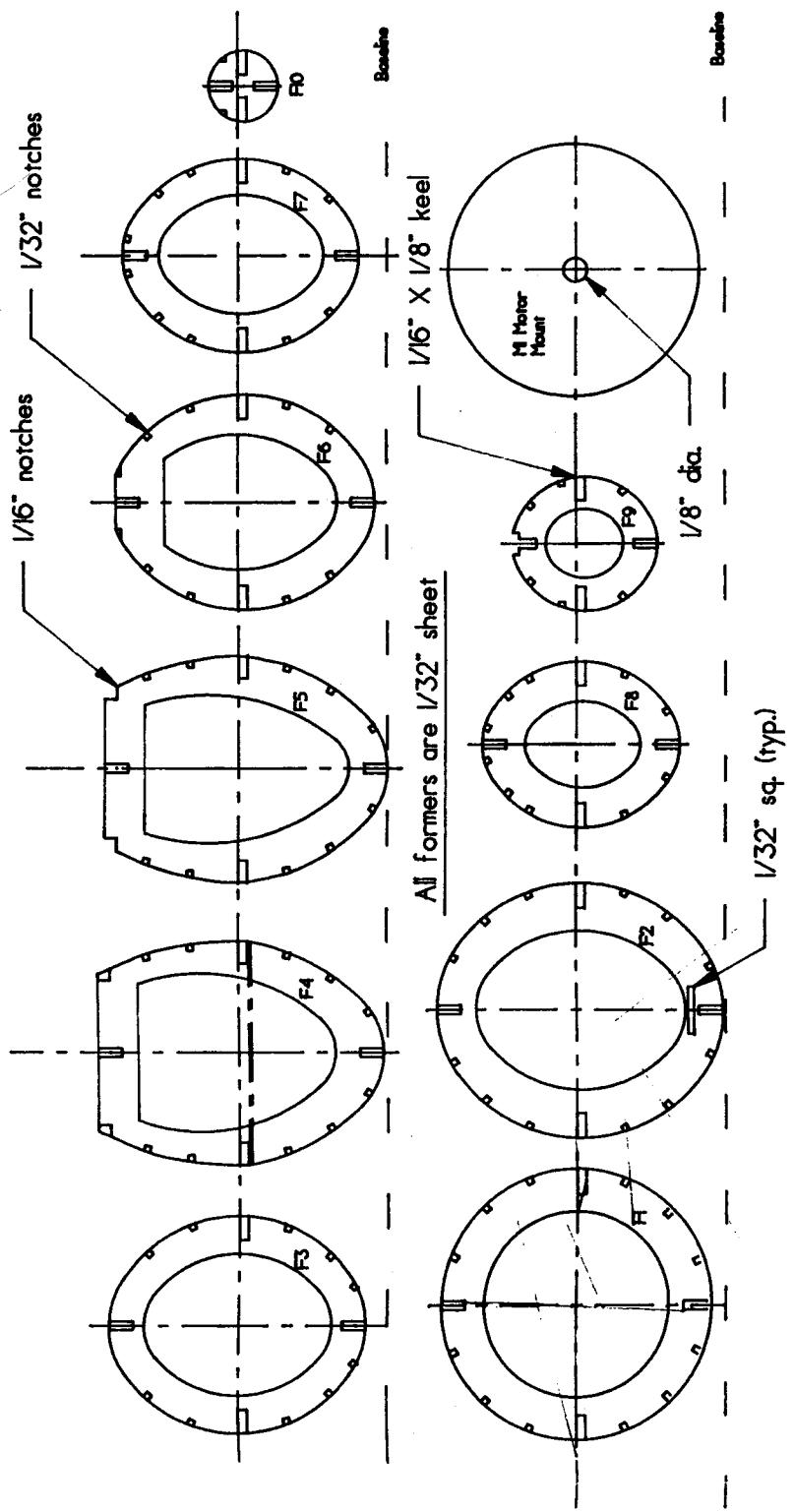
If you plan to share a room with someone, please indicate their name so we can direct the University to set up the proper room arrangements.

Your meals at the University will include dinner on Friday July 14th, Breakfast and dinner on Saturday July 15th, Breakfast and dinner on Sunday July 16th and Breakfast on Monday July 17th.

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

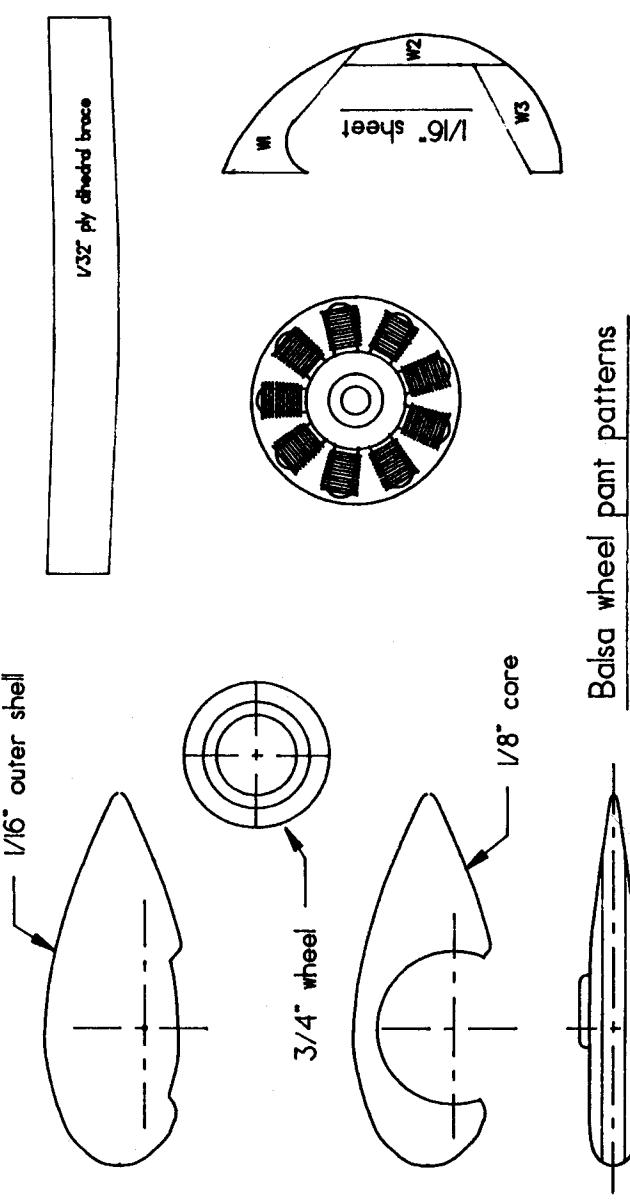
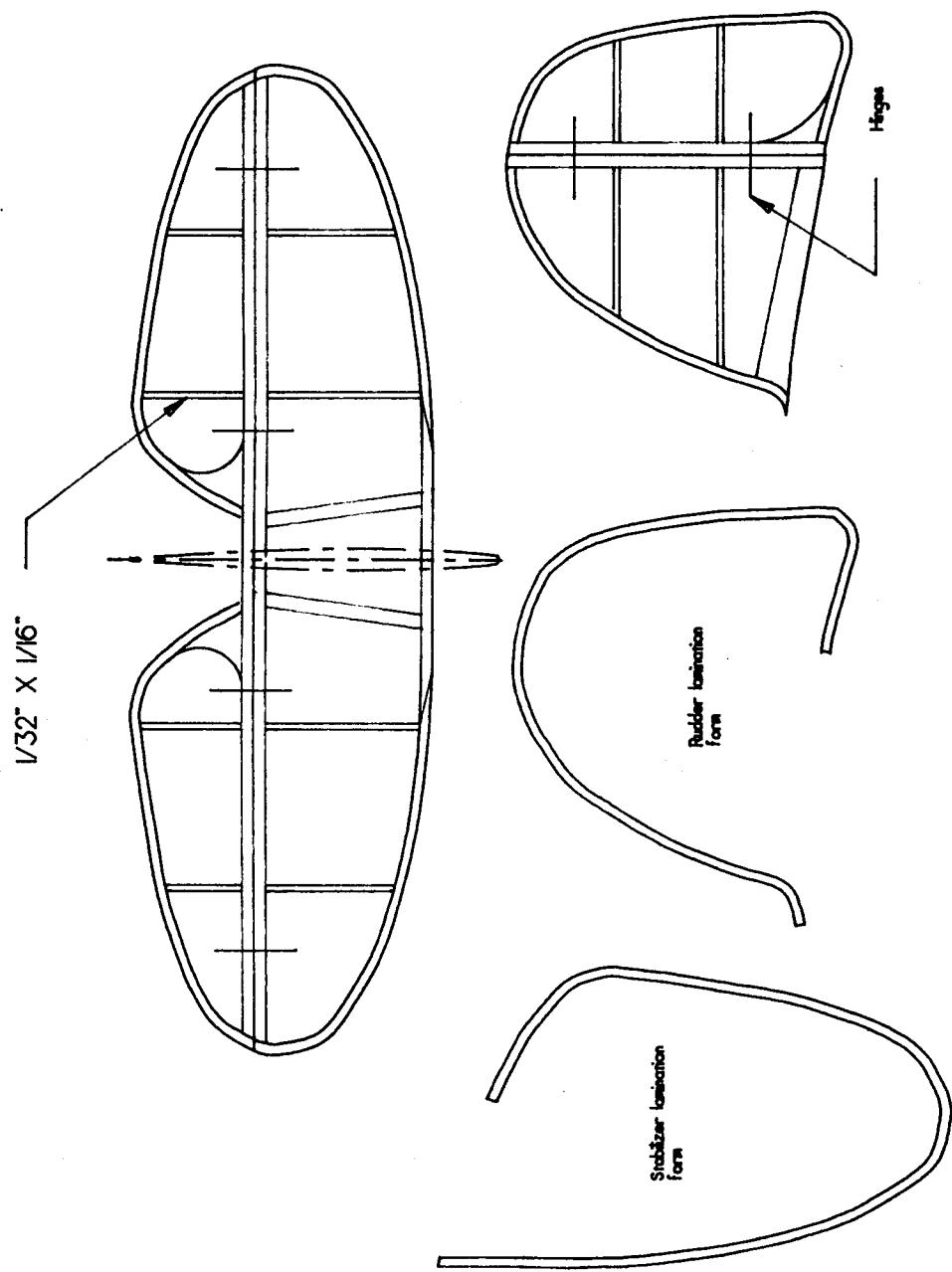
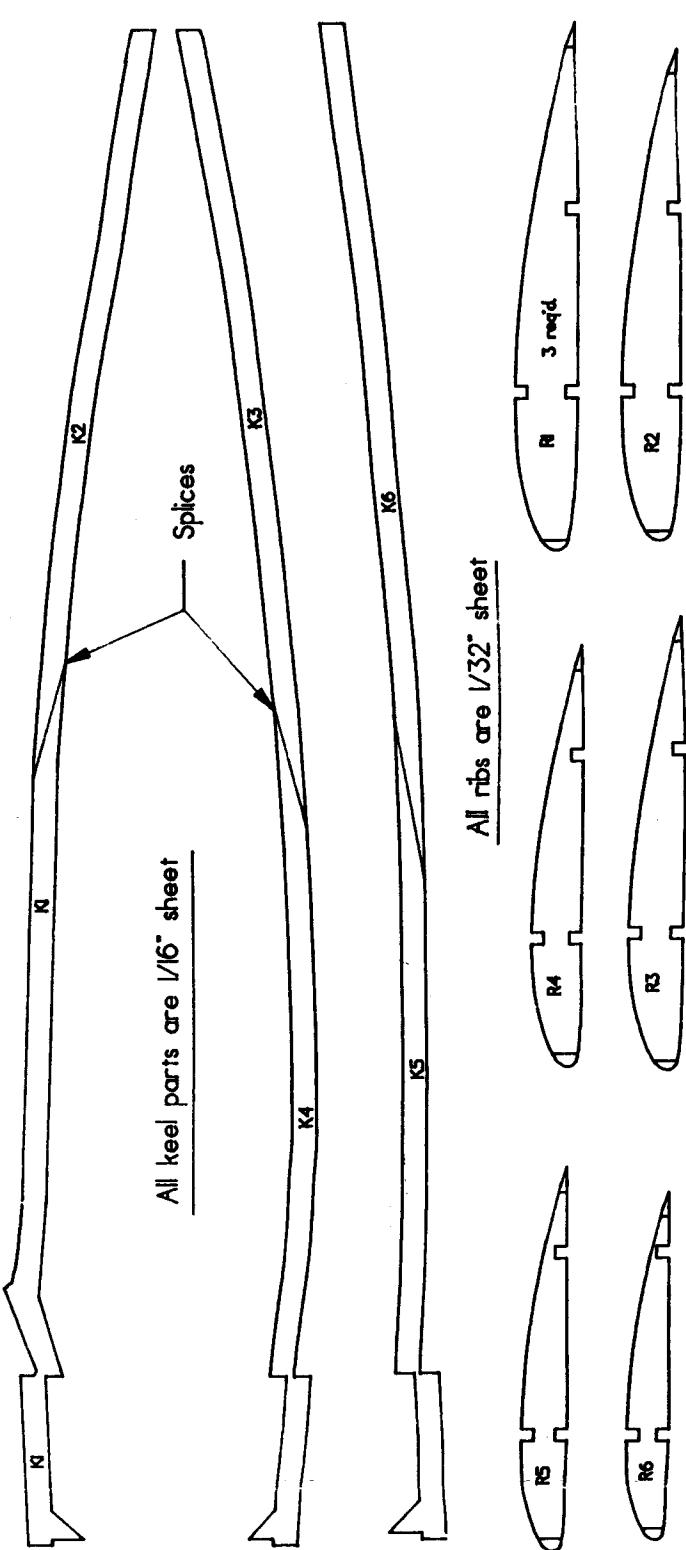
Contest Directors; Lin Reichel and Mike Nassise.



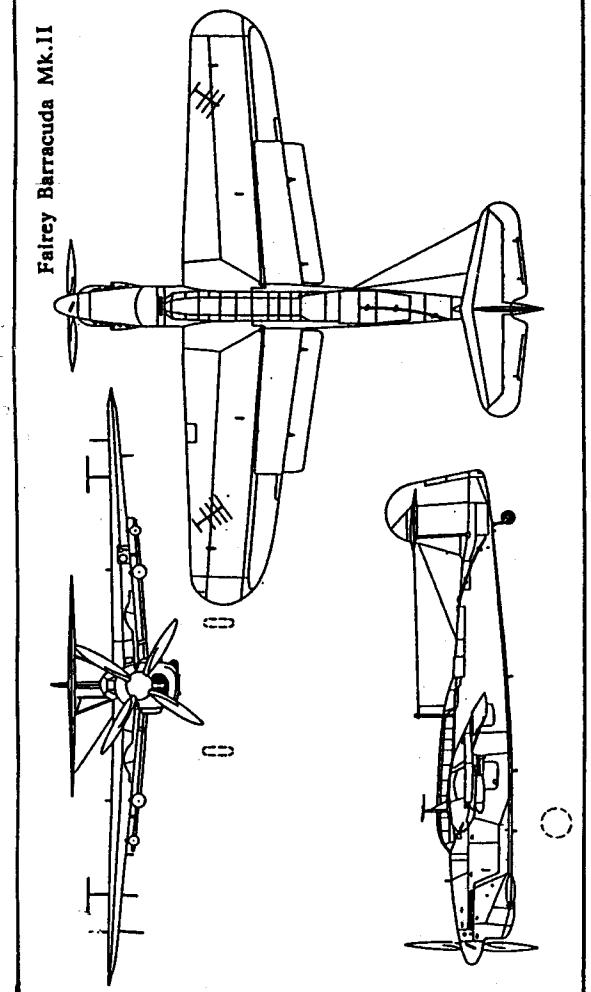
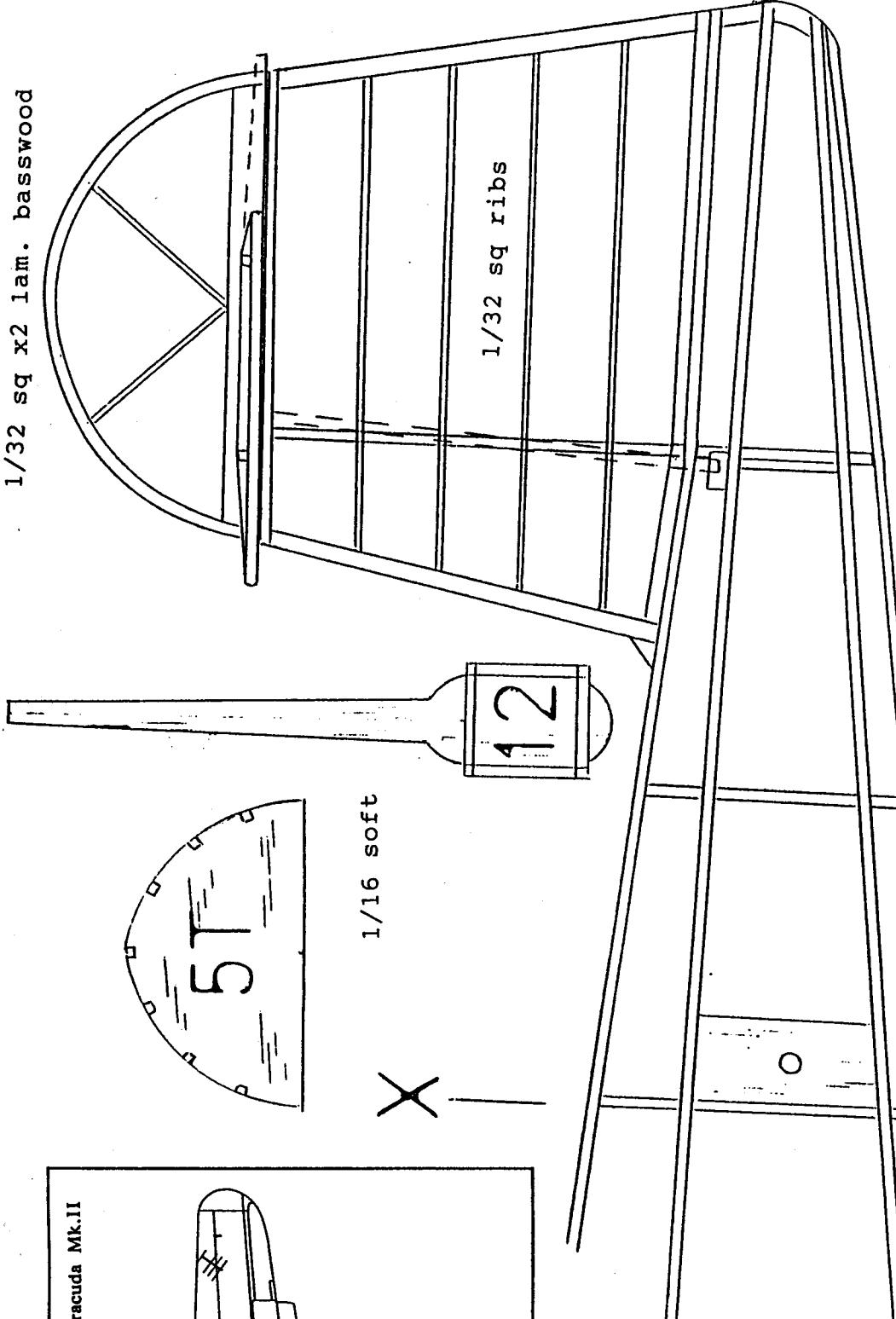


**LOCKHEED VEGA**

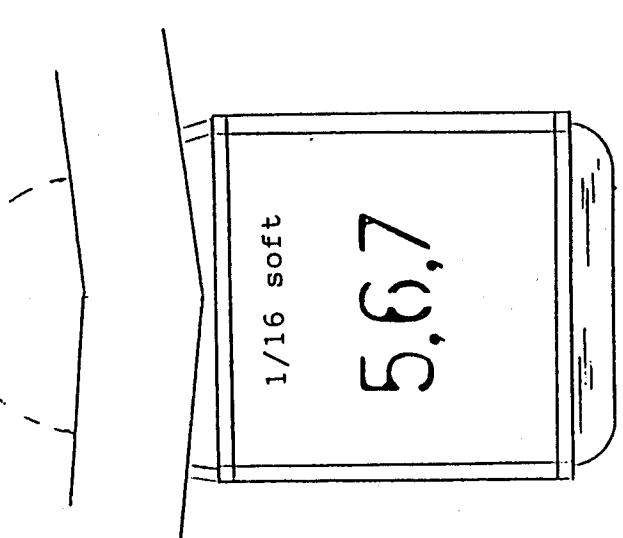
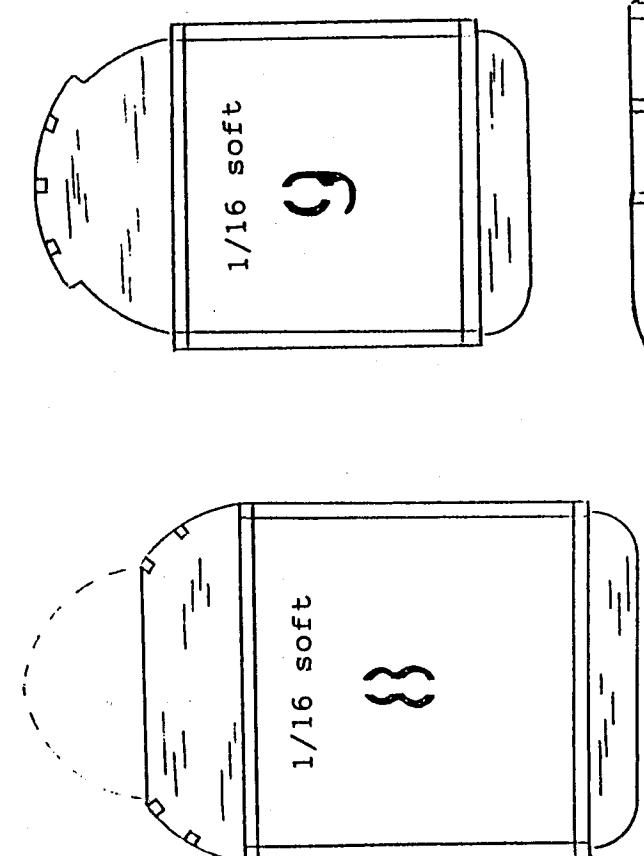
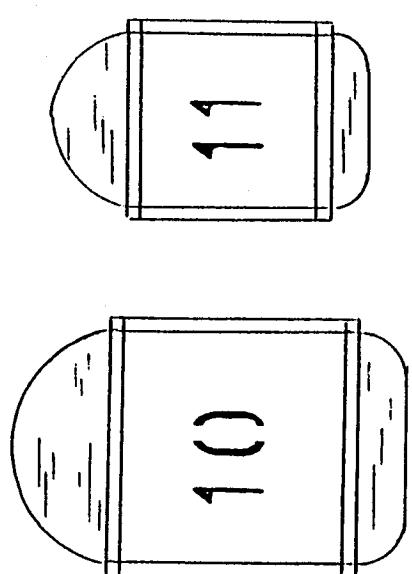
15" Span Model for Rubber or  
Electric Power  
©1994 Peter Wink, ScienTech  
Sheet No. 2



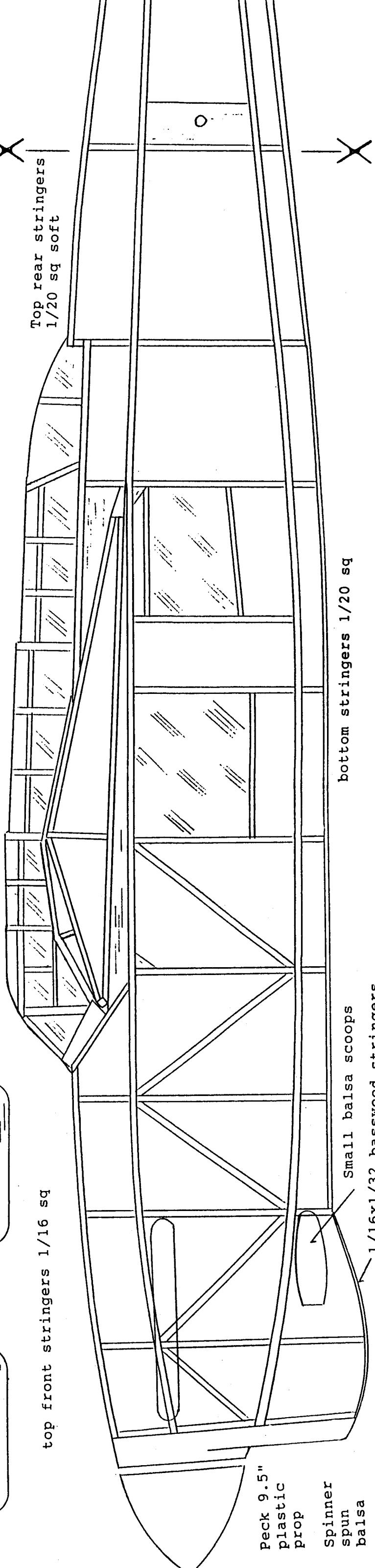
1/32 sq x2 lam. basswood



1/16 soft



top front stringers 1/16 sq

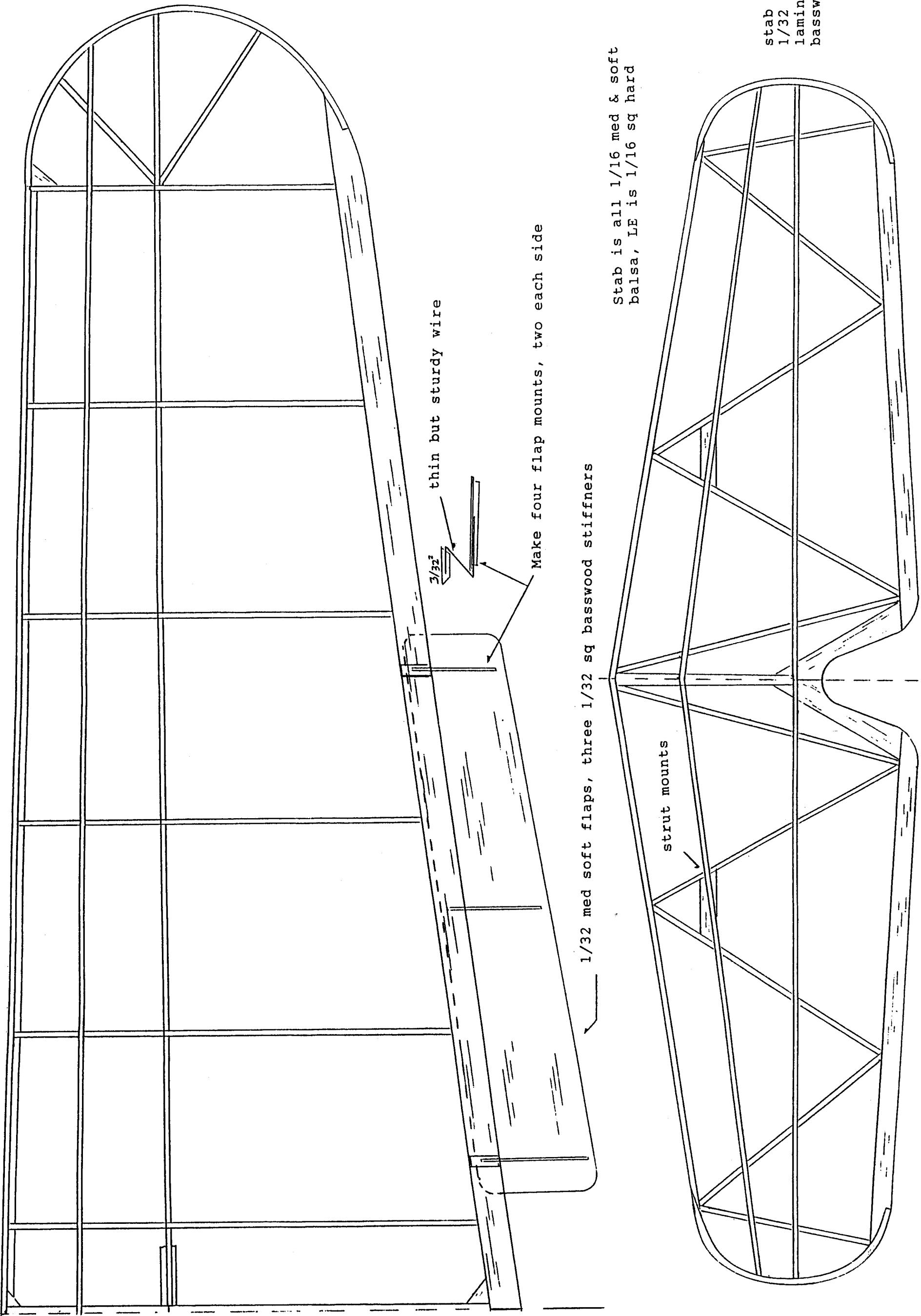


bottom stringers 1/20 sq

Small balsa scoops  
1/16x1/32 basswood stringers

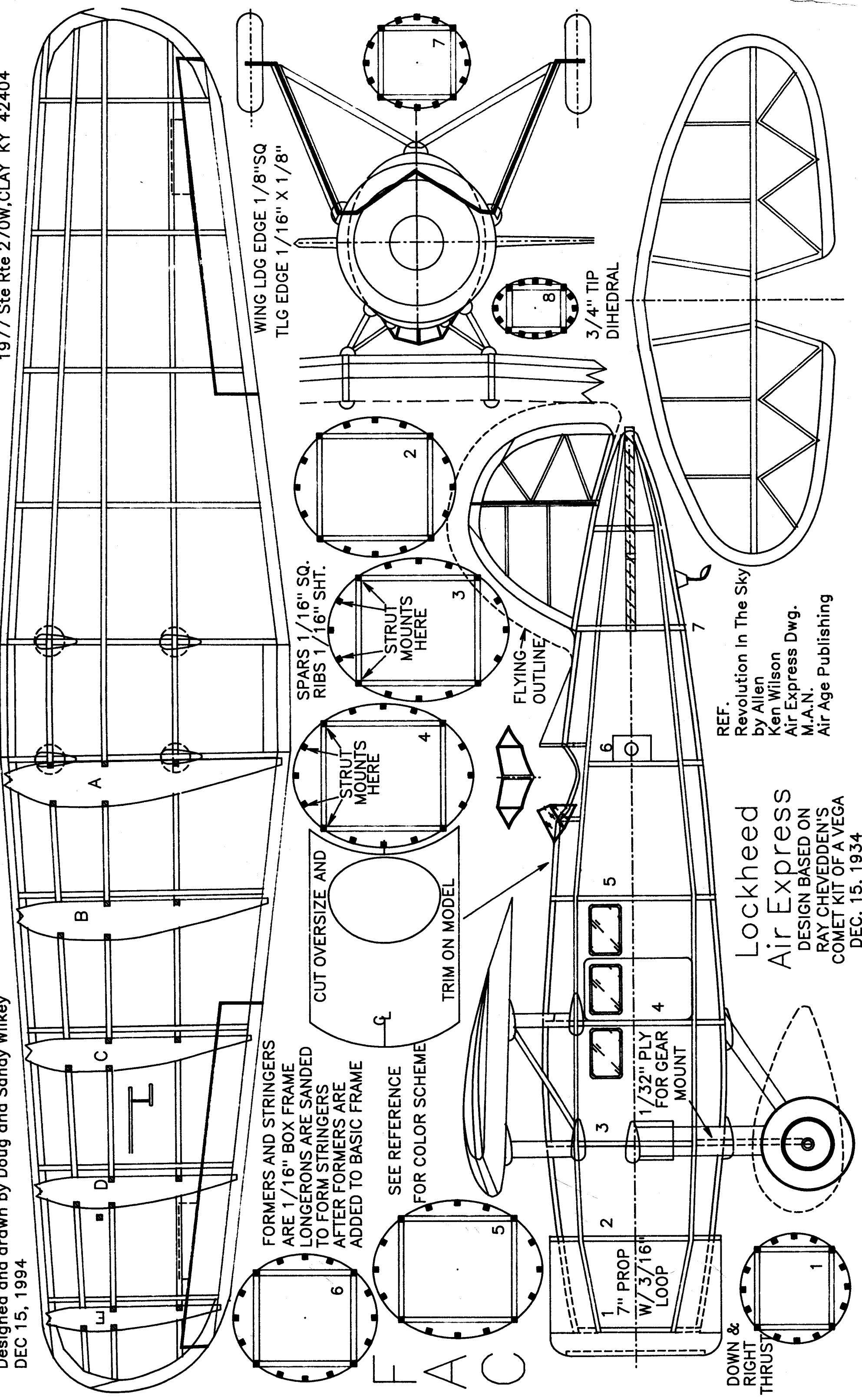
Spinner  
spun  
balsa

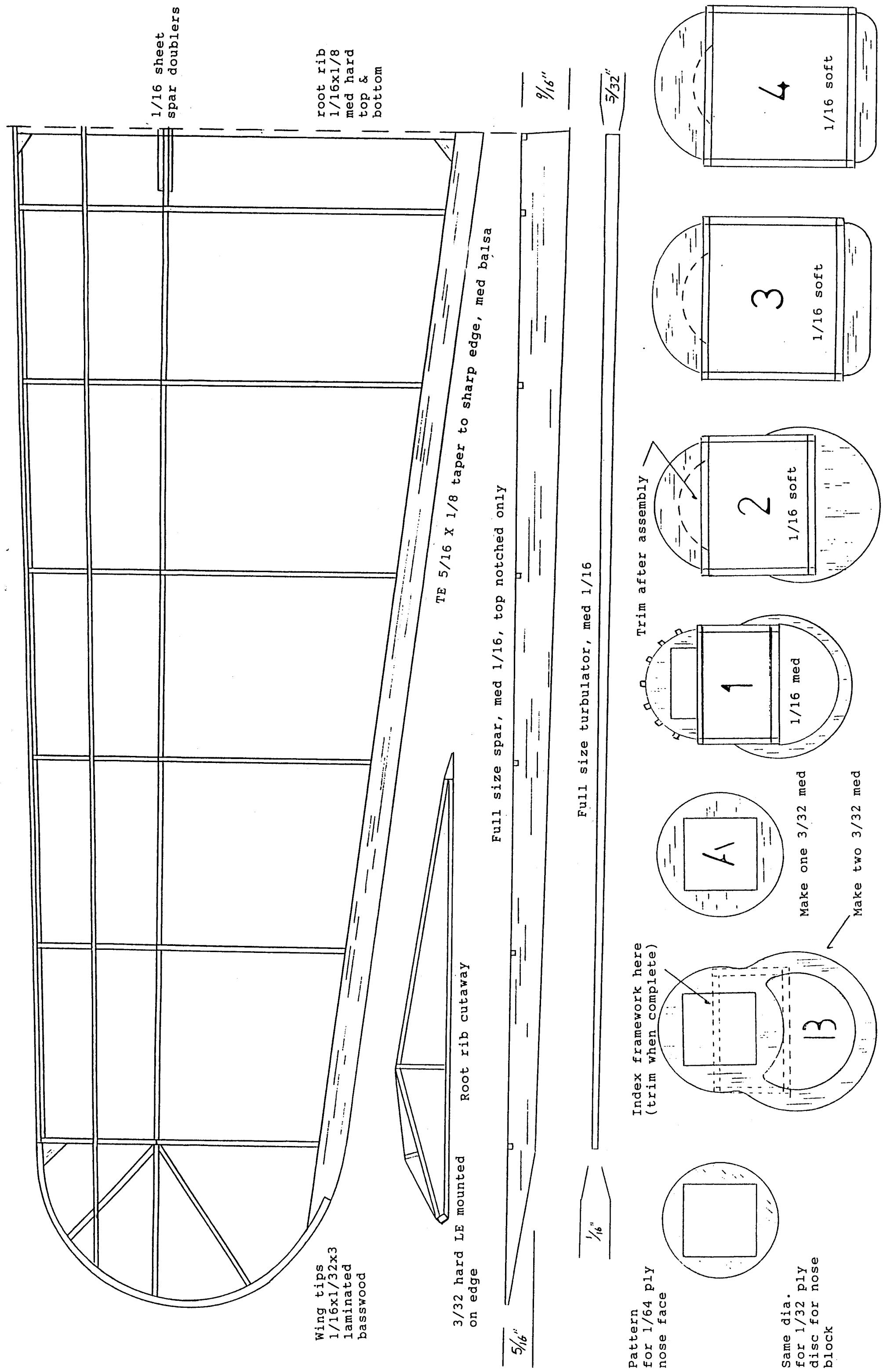
OAK/S  
STRENGTH



Designed and drawn by Doug and Sandy Wilkey  
DEC 15, 1994

1977 Ste Rte 270W, CLAY KY 42404

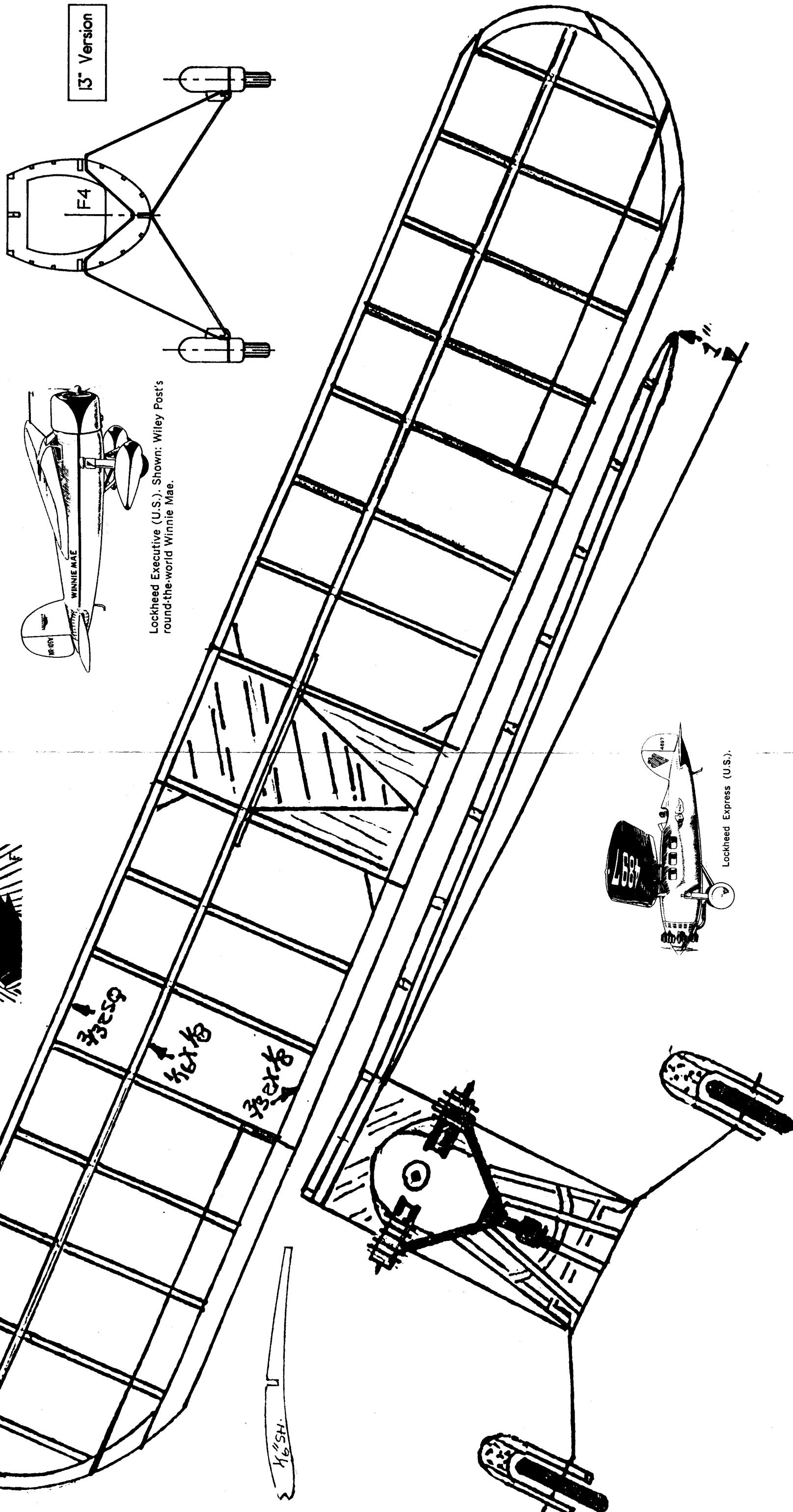


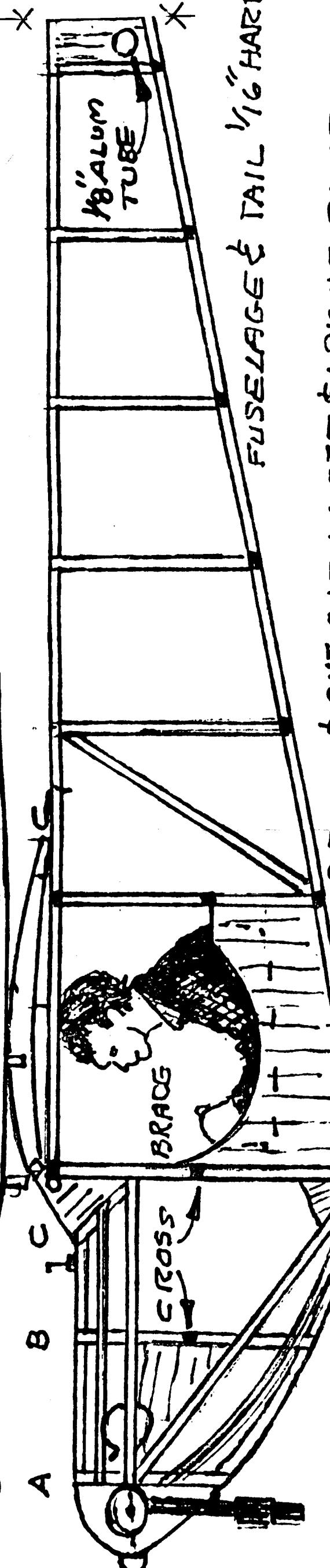
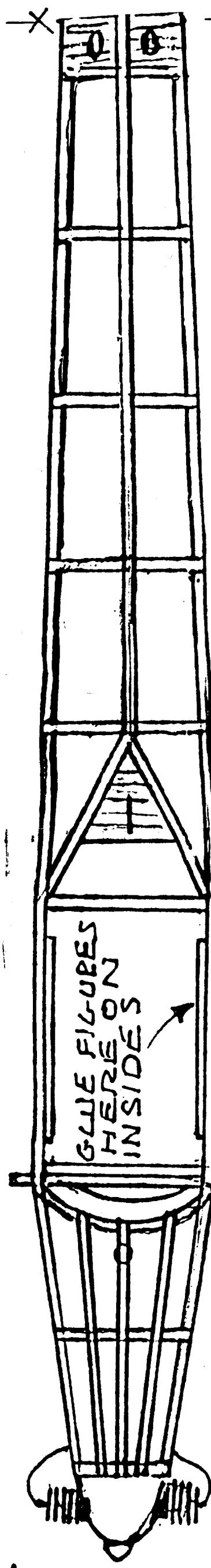


### Lockheed Vega - Landing Gear Modifications

For rubber power only, ignore the instructions given in the Manual regarding position of the upper bend in the landing gear wire, and instead, use the sketches shown below (full size). This configuration will preserve the scale position of the gear, and will provide clearance for the rubber motor, while still giving maximum shock-absorbing capability. Cut F4 to the pattern shown below, to give a bit of added "meat" at the bottom.

You may also want to move the rear motor aluminum tubing forward to F8, thereby giving a little more leeway for your winding stooge. (We are grateful to Earl Vangorder, and to Jake Larson, for pointing out the above errors).





HOLLOW SOFT Balsa  
MAY BE SUB: FOR  
NOSE SECTION

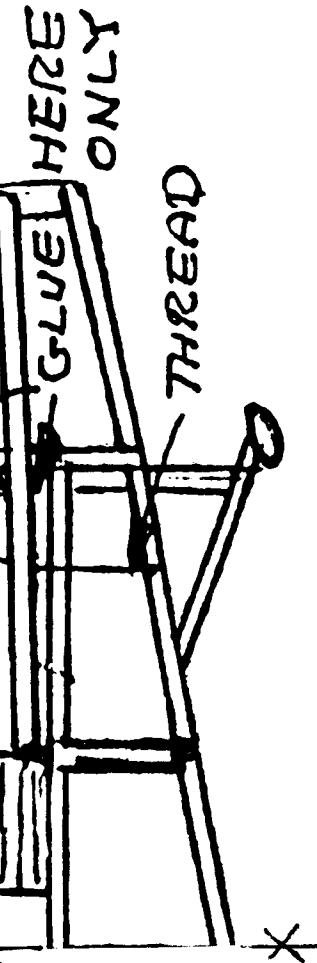
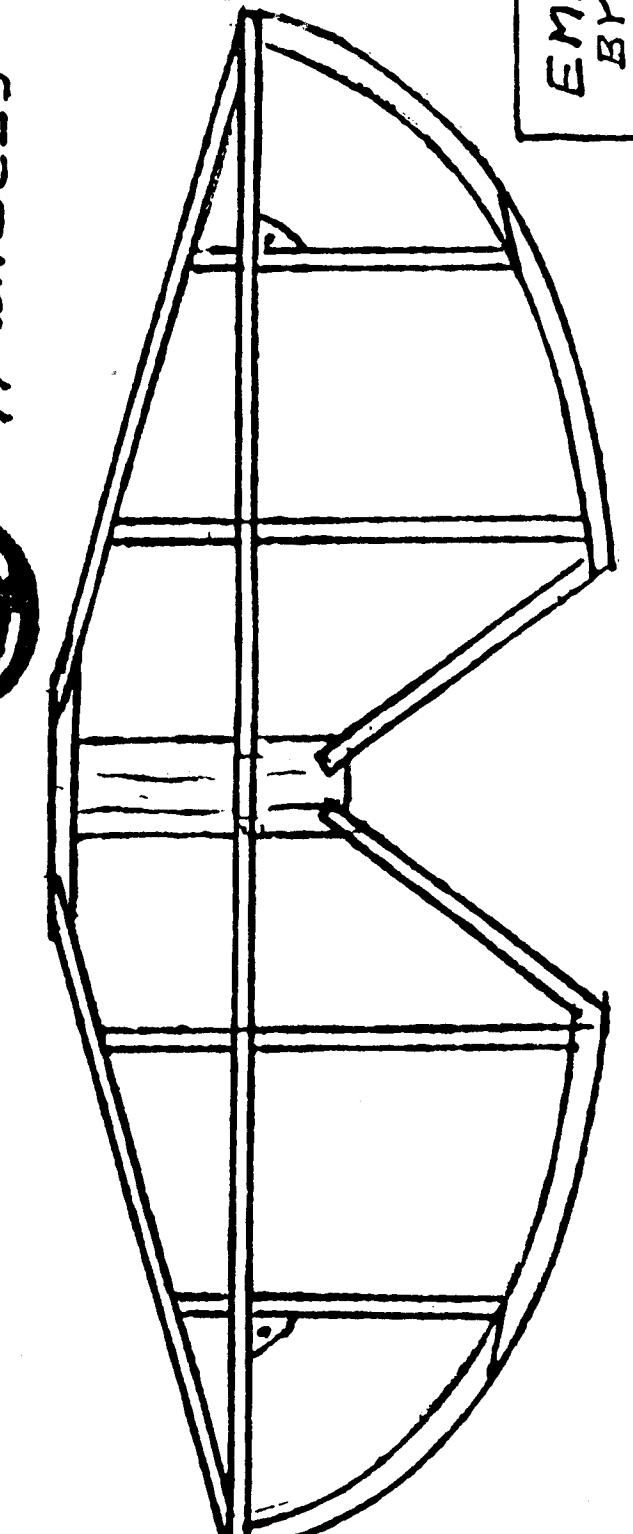
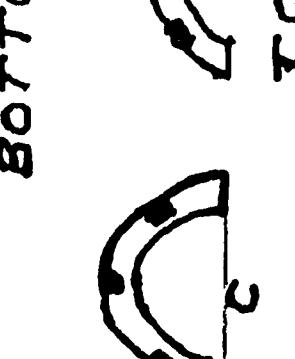
DRAW & CUT OUT LEFT & RIGHT PILOT  
FIGURE PASTE ON  $\frac{1}{3}$  25H Balsa & GLUE ONTO  
INSIDE OF FUSELAGE AS SHOWN.

A

B

2 PLY  $\frac{1}{3}$ "  
BOTTOM - Balsa

3/4" WHEELS



EMBRYONICA C-1  
BY F. BAECKE SEP 94  
WING SPAN - 17" x 3"  
WING AREA: APPROX 49 SQ IN.