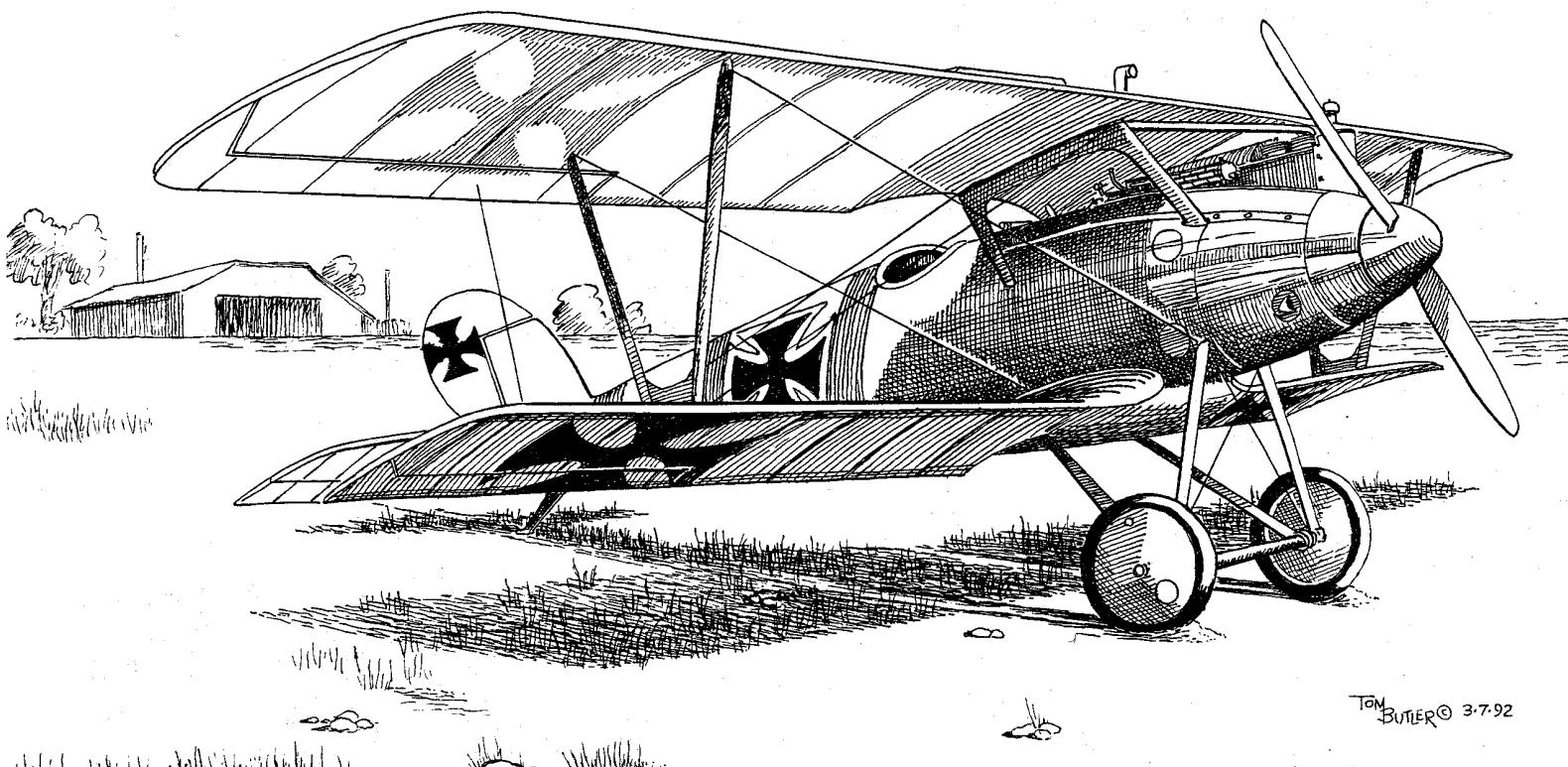


# FLYING ACES

## Club News

ISSUE #163-89  
May/June 1995



TON BUTLER © 3.7.92

MORE PAGES

# NEWS ON THE WING!

I would like to take this time to thank everyone who contributed to this issue. Without you we have no newsletter. Keep the good "stuff" coming.

Our plans in this issue we think will get your building juices flowing. We have an Embryo plan from Tom Nallen II, a DH Otter from Pres Bruning, a Curtiss Hawk that was purchased by Ernst Udet for evaluation and a Waco XJW-1 that was used by the United States Navy as dirigible hook-on trainers. Great looking plans!

Tom Hallman informs me that the cartoon that we ran in the last issue that was credited to him was in error. Tom doesn't know who drew it, he liked it and sent it in to GHQ.

Our friend , Alan Clarkson, from England, who attended the FAC Nats in 1994 is looking for video tapes of that contest. What Alan wants to do is to borrow any tapes and he will copy them and return to the sender. He is also willing to pay the postage both ways. If anyone wishes to help him out please contact him at this address; Alan Clarkson, White Cottage, Main Road, Holme next to Sea, Hunstanton, Norfolk PE366LA England.

Squadron Leaders, don't forget to send us your squadron history when you get time. I had some good comments on the GHQ Squadron history in the last issue and we hope that it will prod other squadrons to do likewise. It may even spur membership increases for you.

We still have lots of plan packs still available (see ad in this issue) but there are only five left of volume I, When these are gone there will be no more. However, plan packs 1 & 2 are in good supply.

I forgot to mention two names of our plans presenters above. Sorry, Clubsters. The Waco was done by Paul Boyanowski and the Udet Hawk was done by Doug Wilkey.

For those of you who may have missed it in the last issue we are reprinting the rules additions and the notes on the contest at Geneseo, NY this year. Remember we are staying at the Ontario Dorm while at Geneseo. We'll see you all there starting at 1:00 pm on July 14 for sign-in.

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Lt. Col. Lin Reichel, CinC-FAC

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## COVER STORY

THE PFALZ DIII  
by Tom Butler

This first original fighter designed by the Pfalz Company was introduced to front line Jastas in the summer of nineteen seventeen.

The neat little biplane was powered by a 160 HP Mercedes engine. The fuselage was beautifully streamlined, yet most of the engines cylinder block protruded above the nose section. The designers trying to help their streamline configuration enclosed that portion within a detachable metal cowling.

The raked wings were wooden spar and plywood rib construction, and were fabric covered. They were of unequal span and chord. The top wing had no dihedral, the bottom, two degrees.

The fuselage was monocoque construction, with a thin plywood, over wooden longerons and formers. The entire structure was then fabric covered and finished with varnish.

Most of the DIIIs had twin Spandau machine guns as standard armament. Some pilots specialized in balloon busting, mounting three machine guns, relying on the DIIIs diving strength and forward visibility. Some ran up impressive scores in this endeavor. However, its poor rate of climb and lack of maneuvering ability relegated it to the inexperienced or heavy handed pilots of the combat Jastas. Slow replacement with the new Fokker D-7 kept the Pfalz DIII on most units rosters well into the summer of 1918. By then allied pilots considered it an easy kill.

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.

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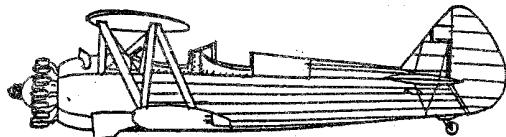
For all you FACers in the Chicago, Ill. area, here is another FAC Squadron you may want to check out. They are looking for more members and they have already had some contests.



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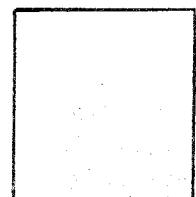
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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 per year. Six issues per year published 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.



In the model section we find a pretty nice Luscombe Phantom (sporting wheel pants, which I have never seen on a Phantom) rubber job by Avrum Zier with a span of 27 inches. A very flight worthy looking bus. A 6½ inch span all sheet stick model called the "Flying Aces Mosquito" designed by Julius Unrath is next on the flight line. Paul Stott, when a young lad built one of these minuscule mites. It did indeed fly!

Plans for a built up non-flying Kinner Bird biplane are given complete with color scheme. Loosa work here fellas, for she spans a mere 7 inches! In the Wartime Models section we find really excellent 3-view drawings (with cross sections) of the Camel and Fokker Triplane. They are well done considering their time, and are a credit to the drafting ability of George L. Lawrence. Five view drawings of Spandau and Vickers guns are included.

Now we come to those departments that had contact with the readers. "Airmail Pals" was a pen pal club with members ranging from kids who wanted to write to the fair sex, to pilots and mechanics both civil and Service. For instance, "David Winnick, says he is handsome. Wants pals from around the world." "Henri Triwush, Lives near 4 airports-enough said!" Then a letter from a fellow familiar to some of us, for his interest in aviation and the history of it never waned. Mauno Salo was willing to trade aviators goggles for a copy of "the Red Knight of Germany" and stamps for other stories on war aces and airplanes, as well as plans for the SPAD 13 and Pfalz D-3.

In "All Questions Answered" conducted by Arch Whitehouse "The Hawk" from Cleveland, Ohio wanted to know this about balloons, to which Arch answered, "So you're the Hawk, eh? Well, you should know more about aviation than that. You keep a balloon at a given height by releasing ballast, water or sand, to counteract the loss of gas by leakage." A little flak to the Hawk!

The Flying Aces Club of old was not the same as it is to-day. It was then a move by the publisher to boost subscriptions and circulation. It was a club of aviation fans of all ages and walks of life, but mostly for the kids who, as Clubster Bob Rogers once said, "were on the outside of the airport fence." The inscription on the FAC card of those times read, "He is a loyal and active supporter of aviation. He has ambitions to mount alone into the sky lanes. He has vowed to further the progress of flying, and should be accorded the welcoming hand of friendship and cooperation by fellow clubmen and all others connected with and interested in aeronautics."

One page was devoted to joining the Flying Aces Club. It had info on how to form an FAC squadron, coupons toward getting Pilots and cadets wings, how to order your own FAC stationery, a request for volunteers for "the inner circle of the FAC...G-2". A list of honorary members that included Wiley Post, Roscoe Turner, Capt. Eddie Rickenbacker, and on even to the President and First Lady of the Land, Mr. and Mrs Franklin D. Roosevelt!

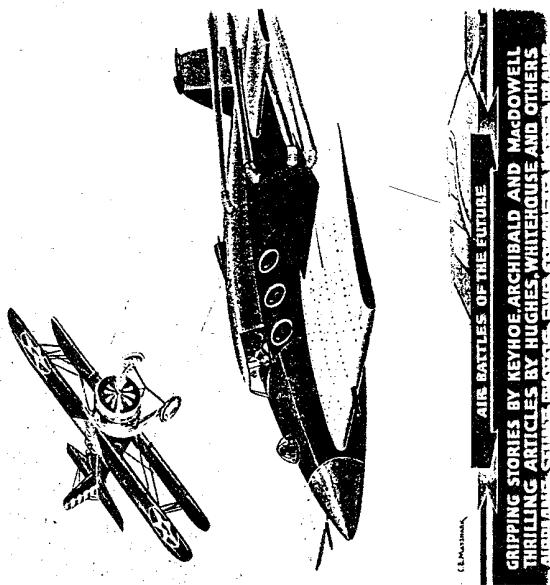
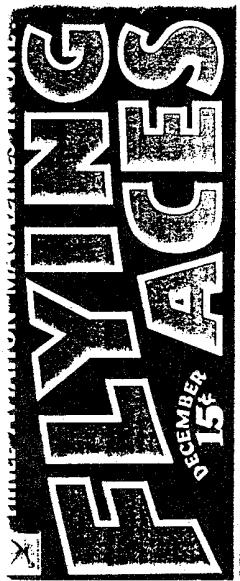
The Flying Aces Club News page shows us a photo of young stage and screen star, Frankie Thomas Jr., receiving his membership card from Clint Randall, National Adjutant. "Frankie is an enthusiastic model builder and reader of Flying Aces Magazine."

Down in the lower corner of the page is a secret coded message to G-2 members. Containing numerals and short words of aero significance such as "sky..gas..foe..map..rib..wing", to name a few. Any of you Clubsters want to try to crack this code? I will supply all the messages I can muster. In the text we learn that Colonel "Chuck" Davis, FAC divisional Commander in Bangor, Pa., is forming a motorcycle squadron! And that the Easton, Pa. squadron of the FAC has organized a glider flight at Easton Airport. How is that for action, guys?

# DOWN MEMORY'S RUNWAY

A LOOK BACK AT OUR INSPIRATION.  
By Dave Stott.

SEPTEMBER 1934



The "Rocket Raider" depicted on the cover by artist C.B. Mayshark is armed with cannon and machine guns and capable of speeds of 600 to 700 MPH! Alas, the "Boeing P-12E" is no match for this boiler plate terror, and our great country spread below is totally vulnerable! And you thought Italian Operas were the epitome of tragedy! Uncle Sam and the U.S. aero industry take heed!

Fiction stories a-plenty. "Unknown, unseen, the ghost of Philip Strange returns!" in "The Seven Shot Ace", by Donald Keyhoe. In "The Seven Shot Ace", by Orlando Rigoni "Tough Mug" Quayne learns that saving a life can be better than taking one. In "Armada from Asia", an "Amazing air story of the future", by Sy MacDowell an Asian Confederacy uses surprise as their principal weapon and "In fighting them, the U.S. Navy had only one battleground, the skies!" Rather prophetic, eh clubsters? Of course, Joe Archibald's "Phineas Pinkham" tops 'em all, chock full of pidgin German and laughs.

"With the Model Builders", a page of photos sent in by modelers shows a pair of airport scenes complete with airplanes, hangars, and other buildings. An excellent solid model Westland Wagtail by A. Gall, of Lilly, Pa. A very neat six foot biplane (looks like a Parks P-2) by Walt Juramic of Red Hook, N.Y. claims to be powered by a steam engine!!

Capt. Wayne Brubaker of Terre Hill, Pa. and his squadron are ready to move into their new clubhouse and model workshop with a program of model building lectures and instructions planned. His gang made a thirty inch propeller with "Flying Aces Club" printed tip to tip to adorn said clubhouse. Ah! To be a kid again! Bet they had a sign saying, "No girls allowed".

Major J.P. Tumulty, C.O. of Ohio Sqdn. No 1 held a model meet. Contests included precision landings of models, looping the model to a three point landing, distance flying, altitude, appearance of models, sideslips, and a dogfight between all contestants. Wow, Skysters! Even back in '34 FACs flew their models in very imaginative ways.

In yet another little block on this page is a query concerning FAC uniforms. They ask what type of uniform the members would be interested in and how much they would be willing to spend on it. If there is enough response, uniforms will be adopted. Boy! Won't some of those Lothario Pen Pals be pleased with that!

Advertisers in Flying Aces were not as numerous as in Model Airplane News. They were however, more diverse. Wittnau Watches, musical instrument instructions, schools of detective investigation, taxidermy, and aeronautics and piloting shared space with the model companies. Hawk Model Airplanes, famous solid model manufacturers took the inside back cover, while the Heathe Model Airplane Co. took the inside front cover. The Billon Co. of Oak Park, Ill. offered a model zeppelin kit. A five footer, no less! Christie Batlas offered completed and finished solid models with complete rigging, insignia, movable controls, rubber tired wheels, and raised, out-lined wing ribs. You can get a 7&3/4 inch F11C-2 for only \$2.35! Plus many more for as much or even less! Christie must have been a busy builder. One man's way of dealing with the Depression.

Hardly half the contents have been mentioned here. The 96 pages for 15¢ would keep a guy busy far longer than the month before a new issue was out.

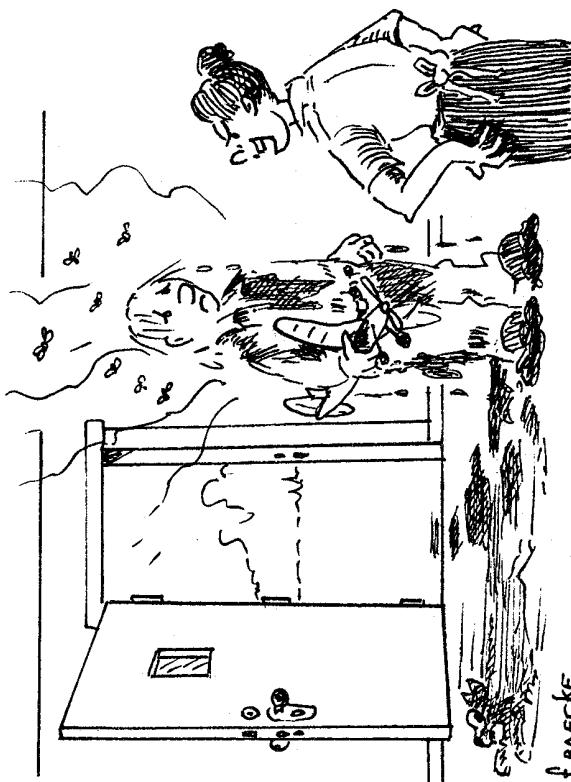
#### NOTED AERODYNAMICIST REFUTES CLAIMS OF BELOVED GLUE GURU.

Prof. Ahyav Zhorbach, expiscator of the Brick and Feather Theory of aerodynamics has refuted the claims of the exalted and adored Glue Guru. In an interview this morning Prof. Zhorbach referred to the latest Mumbo Jumbo #67, titled Launch and Roll, FAC News #162-88, as "Propwash"! When asked for details Prof. Zhorbach said he would expand his refutation in a paper to be submitted to the FAC News for publication.

\*\*\*\*\*  
THE AFFECT OF PROPELLER DESIGN ON STABILITY AROUND THE HORIZONTAL AXIS.  
By Prof. Ahyav Zhorbach, G.A.W., F.A.C.

Wound rubber motor is capacitor. Container of stored energy. Torque, or twisting moment is shared equally by motor retaining peg and propeller shaft. Once propeller is released and allowed to turn, leak of energy is happen. Torque still shared equally by peg and shaft. Question now is how much resistance does propeller encounter, for the greater the resistance, the more the reaction felt at motor peg. When I was student under great Prof. T.N. Bobrovsky, Supreme Aerial Wizard of Slobovian Polytechnik Inst ittoot, he always tell-it me to carry condition examined to extreme opposing ends for better understandink. So ve do dis now.....Put tiny liddle one inches tin propeller on fully wound motor in model. Release prop and launch model. Observe. Energy is quickly expended through rapid turning of tiny propeller because it offers very liddle resistance. Very liddle roll effect is exhibited by model, if any.. Now pudit huge propeller with high pitch, (let propeller diameter equal wingspan and P=2D). Release propeller and launch model...violent roll long before power is expended. This indicates propeller encountering much resistance and reaction to this resistance transmitted to motor peg resulting in roll. Simple old law...for every action, there is an equal und opposite reaction.

If you are still doubting Tomcat give propeller maximum resistance by hold it from turnink and release model...Model rolls from torque. To sum up , the greater resistance to turning encountered by propeller shaft because of propeller design, the greater the reaction on motor peg, and the longer the time it will be experienced.



YOU WERE RUNNING AFTER YOUR MODEL AND  
FELL IN A WHAT?  
f.BAECKE

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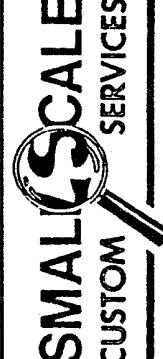
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The 1933 "Condor" may be seen at the Buffalo Airport, so stated the article in the Buffalo Times, an article which also made mention of the fact that "these trustworthy aircraft land at our airport in their attempt to maintain a near perfect schedule between the cities of New York, Buffalo and Cleveland."

It was doubtful whether anyone living in the city of Buffalo at that time, had failed to gasp at the latest Curtiss Condors as they sailed swiftly towards the airport. Many times flying at altitudes of less than a thousand feet. Having seen them coming over my house, they were indeed a rather impressive sight.

The American Airways, forerunner of American Airlines, managed to maintain an almost perfect flight schedule using these ponderous biplanes to safely convey passengers between New York City, Buffalo and Cleveland.

A more recent development of the older "Conqueror" powered transport and bombers designs. The 1933 Condors were able to increase their speed by 20 to 25 miles per hour.

This, it was said, was due to the newer aircraft being equipped with at that time, new geared Wright Cyclone engines, driving three bladed propellers.

It was felt at that time that these new propellers would eliminate much of the noise developed by the faster whirling propeller blades. Whether or not this was true I do not know as I never had the opportunity to fly in one of those machines.

Something which had caused many a futurist of the time to hold his breath, was the fact that the Condor had a complete fabric covering, a feature which was generally thought to be dropping out of existence on transport aircraft. However, the lack of modern tendencies in that direction was offset by other more important improvements which it was said greatly increased the airplanes popularity with both owner and passenger.

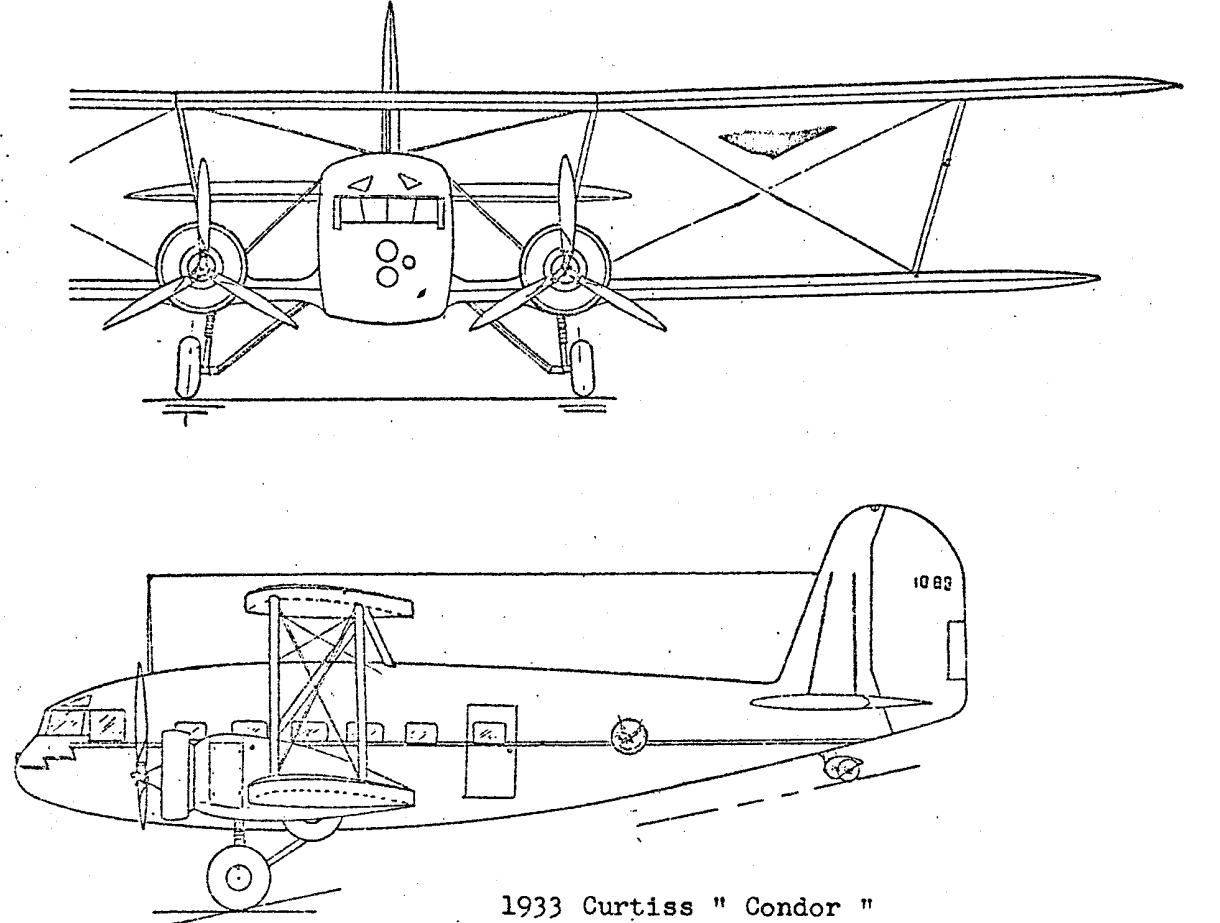
One modification from the original designs, was a single fin and rudder and a new stabilizer which had a length of 24 feet.

The rudder and elevator featured a somewhat new at the time innovation, in flight adjustable trim tabs. This feature did away with the practise of adjusting the stabilizer or fin based on each change of the planes loading. This, it was said, created a stronger and less mechanical tail unit.

In another attempt to clean up this big biplane, the tail wheel featured a wheel pant. This, along with a retractable landing gear, added to a small increase in speed over the older designs.

The colors of this bird were of interest and were typical of the American Airways color combination of the period. The wings and tail surfaces were painted a rich orange while the rest of the aircraft was royal blue. A color combination which was used in some way, shape, or manner until American decided to go with the now red, white and blue trim scheme.

I had one opportunity to see a Condor on the ground, and with its 12 foot propellers ticking over smoothly, this 82 foot wingspanned machine was a most impressive sight to behold!



1933 Curtiss "Condor"

by Jennifer Whitehorn

Living my life as the daughter of "Iron" Mike Midkiff, I have been exposed to model airplanes and their craftsmen for as long as I remember. However, it wasn't until a few months ago that I realized how much awe that fellow flyers held for my father. Here in Dallas, a group of such people held a flying meet in which my father attended. Realizing that this would be the only chance I had to visit him, I decided to go. It was my first flying meet as an adult and something odd happened - several people had introduced themselves to me with strange looks upon their faces. At first, I felt that maybe these people thought the idea of Mike Midkiff having a daughter was so profound that they just had to make sure I was who he

said I was. Then, these people began to say things that were utterly amusing to me, such as, "Your father is such a wonderful man," and "It's just amazing what he can do." These things struck me as funny because in all of my life I have thought my father to be a loon! It wasn't until I realized again where I was and saw the admiration in their faces that I knew what they were talking about. It was this same awe I have always felt. To the envy of my mother, I have always held a fascination for his processes of creating his masterpieces. Oh no, don't think for a second that I will ever enjoy building them - it was the end product, the "piece de resistance," that fascinated me. All the time spent, effort given, and weird contraptions my father made to get a plane flying was what I cared about. I'm sure that I could build one with all of his knowledge I absorbed over the years, but it wouldn't be the same amusement I felt from watching my father gather his research to presenting his new creations at the various flying meets. I have learned all you need to know to become a success in the flying world. So, for all of you out there who want to know how he does it, I will share with you my understanding of Mike Midkiff's methods.

Those looking for his secrets - stop reading for I'll never tell, but I'll give you a few of his unique techniques. From steaming balsa wood to launch procedures I watched every little quirk, and who knows, those little quirks may be what you need to get you started on

THE BUILDING STAGE. After the initial fascination I felt watching my father build his planes, my attention dwindled and was directed elsewhere. I began the lovely years of tattling on my siblings, vying for attention, beating up the boys in the neighborhood, and building forts in the woods (yes, I was a tomboy). That is when the whistling started. Not me, my dad. At first, I thought he was just breaking the silence and monotony of sanding.

Then, I wondered if he was developing a new language of whistle signals to use on his aide in the field (see Developing Your Aide). No explanation dawned on me. A few months went by and I came to an understanding that this was yet another new technique in his schedule of building. Wondering about my father's level of sanity, I decided that I must try to figure out what went on behind his closed doors. Unknown to him I have used every bit of espionage to gather the information I needed and now have narrowed down his building to six steps. First - You must listen to Wagner's "Flight of the Valkyries" while researching new plane development. Second - Designing your plane must be done to the big band music of Glen Miller and/or Benny Goodman. Third - Whistling during the cutting and sanding. Fourth - Constructing and periodically stopping to pickup the plane and move it through the air while imitating the airplane's pseudo engine's noises.

Fifth - Apply the tissue paper and sing the tune of "Chim-chim-cheree" (from the movie "Clitty-clitty Bang-bang") and replacing the words with "Jim-Jim" (my nickname then and my nickname now - go figure). Sixth - the final touches including, but not limited to, weathering, carving the prop and pilot, affixing decals, trimming, and attaching whatever flying mechanism you deem necessary for your contraption. All of that to be done while listening to various classical music and mimicking more engine noises. Until you have mastered these steps, please allow your family to adjust. Slowly work your way into this technique, else your family will probably come to the same conclusion that I did, at first, which may lead to committal. And please, do attempt these alone.

**YOUR SURROUNDINGS** As with any type of hobby, may it be writing, painting, frog collecting, even airplane building, you must have the proper surroundings to help your skills develop. In every home we lived in, from Pennsylvania to Texas, my father has not only developed a work room, but the beginnings of a *shrine*. In Pennsylvania, his domain was the basement. Nothing so spectacular about that, but the mere idea that he had to have a "Place Of His Own" was just a precursor to the fact that this airplane building was becoming much more than a hobby. After our move to Texas, a period of hushed relief came over the rest of our family when we realized that Texas homes don't have basements. But, we spoke so soon. Dad got that glimmer in his eye when he surveyed our two car garage. Not two months had passed when we found his FAC Nats memorabilia pasted to the garage's walls claiming that sight as Dad's "Place Of His Own". Little did we know that in the coming years, my father would begin to develop franchises - the garage, then to both the garage and the spare bedroom (which also included his model airplane plans business). War memorabilia, trophies, posters, baseball caps (not with baseball team logos but with FAC Nats logos), and airplane pictures adorned all of the walls, sometimes the ceiling. I knew I should have put my foot down when he began to acquisition pieces of our furniture so that he may store his tools of the trade. There is no telling what this "disciple of the flying balsa" will develop in his new house in Arkansas. From what I've heard, he now has purchased more property adjacent to his house. Could this be the beginning of a new hobby shop? Lord only knows if the natives will be safe!

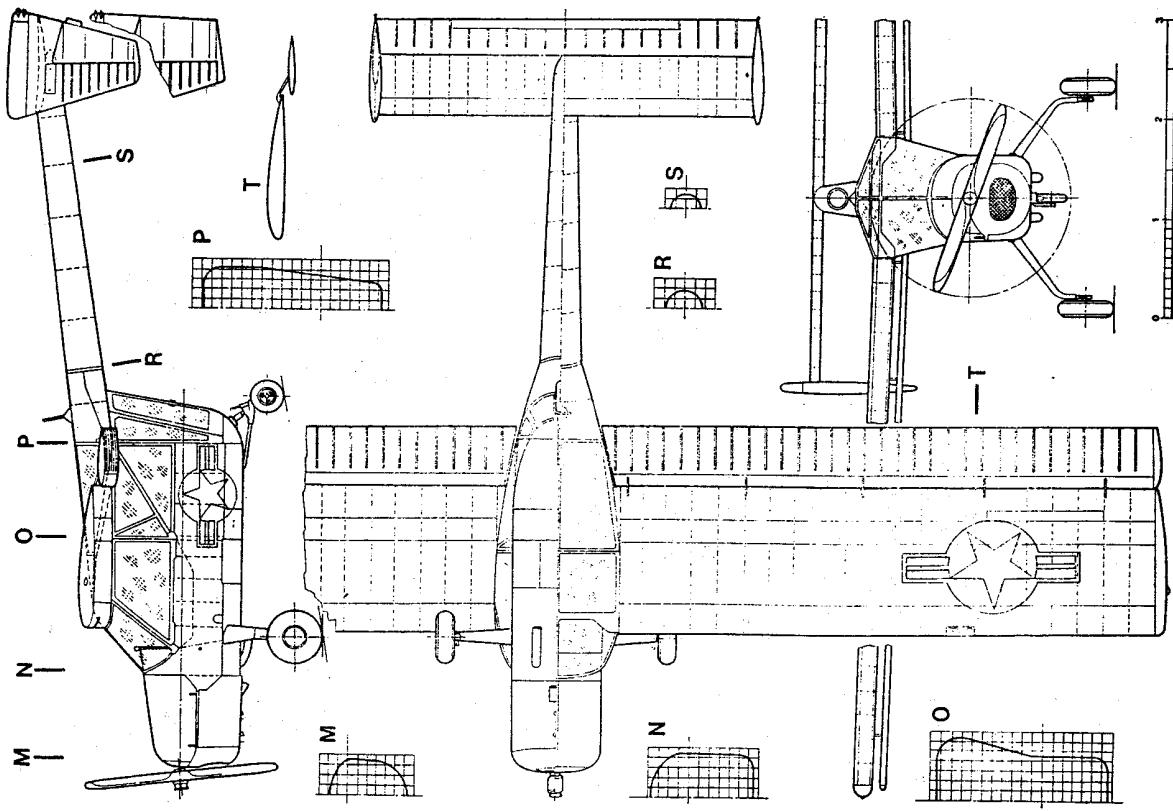
**DEVELOPING YOUR AIDE** Once you have the building directions and your surroundings down pat, you need one other thing - the aide, or the pedestal, poser, go-fer, and material supplier. All of these titles should fit the person you choose to be your assistant. This person should be with you from your very first step you put onto this balsa sanctuary. Start them off young, so that they may develop with you and their training will go more smoothly. Also, younger aides will be able to provide some of the necessary building materials you will need such as glue, pencils, erasers, modeling clay, and crayons.

Once you begin your flying, they must be sent to a bird dog school; but I'm sure you can train this person if you feel confident enough. To direct your aide to your exhausted plane, whistle signals tend to work best. Use basic signals, such as "left", "right", "straight ahead", and the most important "put-your-jacket-on-because-your-mother-is here." Do not use hand signals! Watching you and trying to find your plane could be cause for a rather stressful accident. As they grow with you they will make the perfect pedestal/poser for all the pictures you will be taking of your new found love. I'm sure that if you look at some of the old flying models magazines, you will see my hand, wrist, arm, and occasionally my shoulder captured forever in print. Just make sure you provide ample space to store your photographs. The best place is the family albums. Put those awful family pictures in boxes, or you may wish to place them strategically around your workroom, kitchen, and bathroom to help remember what your family looks like. This is more cost-effective than buying your own and will provide your aide something to do when you two are stuck at home on a rainy day.

**FLYING MEETS** As you begin to feel more confident about your airplanes, you will want to present your wares to your peers. And what place is better than the flying meets? Not only can you show off your talents in building and flying but also how your aide is so well trained. Now would be a good time to have them read up on the duties of a pack animal. Just be careful when other builders try and look at your aide's teeth. They may want to purchase your well-trained aeronautical technical assistant and you wouldn't be able to bear such a loss. Another problem my father faced preparing for a quick jaunt (best term to use to explain your absence to your spouse) is the transportation of your planes. Since today's cars are not equipped with enough room and you still need to provide a seat for your aide, the best is to do what my father did. Just take the back seat completely out of your vehicle and strap it firmly to the roof. I'm sure your aide will thoroughly enjoy the view and feel secure that his leader's planes will be safe.

**RECRUITING FOLLOWERS** At last, to honor the flying balsa deity, you must also recruit new disciples to ensure that your new hobby will not be met with ill will. In each

## Boeing YL-15 ,Scout“



state my father has lived in, he has spread his joy to both young and old. These followers have in turn recruited new followers, created flying clubs; excuse me, squadrons. All of them carrying on that initial awe I had so long ago (not that long). Of course, being in this position you may need to provide judging space and flying fields. However, research each possible area thoroughly. Don't make the same mistakes Dad did. While in Texas, he found the perfect field but ignored one simple factor. That field just happened to be the front lawn of a Texas State Penitentiary facility and right next door was the good ol' City Dump. Imagine chasing after your Japanese W.W.II B7A2 "Grace" through piles of waste and stumbling upon a posse of armed men. Needless to say, he lost the plane and almost found himself on a chain gang. The balsa deity must have blessed him that day and taught him a lesson. Also, if you plan on providing your home for judging, make sure your spouse is well abreast on the situation. When he/she asks how many people to plan for, be honest. You will be in a much better situation in the long run. Right, Dad?

Now that you have found your life blood, new love, or obsession; please be considerate and understanding of your family. While creating your squadrons you may want to consider providing a "Widow(er)s of the Balsa Deity" support group for your family members. But at least, make sure you close the door when you are applying epoxy or lacquer, keep the music down, and try not to embarrass them too much when they have visitors. After all, you may think it's perfectly fine to run around the house and make those engine noises, but remember that these people just don't have the same appreciation for your hobby as you do. You never know that when they use the phone to call a friend, they may be calling Bellevue.

All in all, I love my father very dearly, including his odd way of doing things but especially for his love of airplanes. Most of what you've read here is through the eyes of my mothers; except I am now in the same situation they were in since my husband has found this world of model airplanes. Please direct your applause not to me, but to my father for that one. Let's just pray my experiences with my dad will allow me to have enough patience with my husband and that my father's humor will outlast this article. Thanks Dad (I think)!

Another nice 3-view from Rick Dort. Color this one all silver with standard U.S.A. markings of the period. Should be a good subject for electric or C0/2.

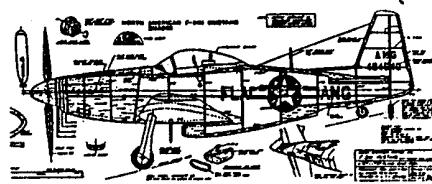
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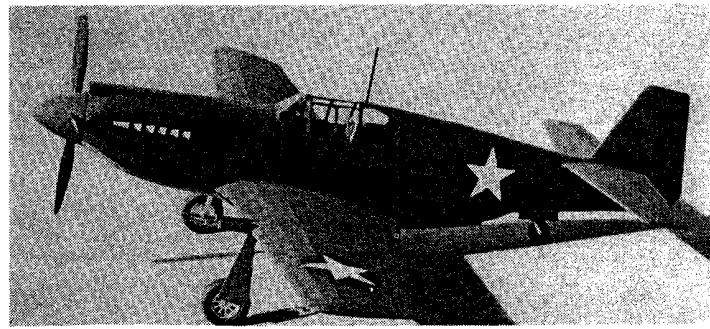
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\* \* \* Conversation with McGillicuddy \*

Mumbo Jumbo #68 from the pen of the Glue Guru  
McGillicuddy, long thought to be a creation of Aeromodeller's Jamieson, but quite real and alive at the 94 NATS; there to struggle with the driving rain and howling wind of Jumbo day. With a real airplane engine warming up in the background, our low-fi recording apparatus, little better than two tin cans connected with a waxed string, struggled mightily to capture Jack's concepts...

GG: How do you pick a prototype? Do you work on an artistic or technical basis?

JM: In picking a prototype, one of the things I look for is a long nose, like mine. It's useful in mounting a longer motor.  
GG: Would you turn down a short-nosed configuration if its other characteristics were good?

JM: Certainly not. I'm a sucker for a good looking airplane and I've competed with a lot of short-nosed models. However, if there is any chance of a long motor...

GG: Why the long nose emphasis? Is it a matter of duration or stability or what?

JM: I try to keep the weight down. The thing about a long nose is that it doesn't require much nose ballast and so the total weight can be held to a minimum.

GG: Then your concern isn't over stability?

JM: Not where noses are concerned. Most of my stability thoughts are centered on indoor experience and there, dihedral is the key issue.

GG: How much dihedral do you use? Do you have some rule of thumb, like one inch in seven or whatever?

JM: The only guide I use is that the wing must look proper, even if that means painfully little dihedral - like my Cessna C-38. The wing is almost flat, but if I jacked it up higher, wouldn't look right.

GG: What else is critical in prototype choice?

JM: I look for a long tail moment arm, like that Isaacs Fury over there. It's almost ideal - a biplane with both a long nose and a long tail moment arm. I know of no better biplane configuration. It would go well in Jumbo - not only is the layout good, but the lines are simple. In general, whatever keeps the weight down is good. A simplified fuselage with little fairing smacks of a winner. If a 'retractable' landing gear is allowed, it's worth pursuing; it keeps the weight down and never can be damaged.

GG: Are you flying a Jumbo today?

JM: I brought one, but the turbulence would be too much for it. I usually fly it indoors. It's a Curtiss-Reed Rambler and the airframe weight is about 42 grams, for a 30 inch biplane. Dihedral is scale - not enough for these turbulent conditions.

GG: Aside from more dihedral, what else is required to survive in today's weather?

JM: More power than I usually allow, to punch through ground turbulence.

\* \* \*

JM's strength is one of meticulous, low weight construction. His 42 gram biplane Jumbo would weigh twice that, if I were the designer/builder. His indoor background is obviously useful. The catch is inability to fly under rugged outdoor conditions, when only heavyweights survive. Such conditions are rare. On balance, JM's pursuit of the long-nosed, long tail moment arm, simple lines and low weight is a winning strategy.

## Peanut & No-Cal Scale Postal Meet

Here are the latest standings for our postal meets. Remember, all entries must be postmarked no later than May 30, 1995.

### No-Cal Indoor

1. Chuck Slusarczyk	BD-4	473 sec.
2. Don Slusarczyk	BD-4	432 "
3. Barrie Taylor	Lacey M-10	366 "
4. Stu Weckerly	Stallion	321 "
5. John Kagen	F4F Wildcat	231 "
6. Tom Nied	Ultimate Biplane	223 "
7. Mike Morrow	P-63 Kingcobra	207 "
8. Mike Morrow	P-39Q Cobra II	203 "
9. Rob Romash	Huntington H-12	160 "
10. Don Steeb	Folkerts SK-3	157 "
11. Steve Moskal	Mitsubishi Zero	147 "
12. Bob Clemens	Tipsey Jr.	106 "
13. Steve Moskal	PO-I 16 Mosca	105 "
14. Tom Nied	Curtiss P-40	105 "
15. Alan Clarkson	L.A.S.A.	87 "
16. Ken Graham	Farman 190	78 "
17. F. Kent Le'Mon	Cessna	68 "
18. Alan Clarkson	D_H Tiger Moth	38 "

### No-Cal Outdoor

1. George Armstead	Aeronca Champ	225 sec.
2. Ron Hummel	Helio Courier	190 "
3. Mark Fineman	Vultee XA-41	121 "
4. Bob Thompson	Aeronca Champ	116 "
5. Ron Hummel	Floyd Bean Spec.	105 "
6. Ron Hummel	F7F Tigercat	29 "
7. Walt Forbach	Swee Pea	26 "

### Peanut Indoor

1. George Lewis	Maboussin "40"	107 sec.
2. George Lewis	Itoh Eaglet	96 "
3. Jim Miller	P.A.M.A.	86 "
4. Barrie Taylor	Waterman Gosling	83 "
5. Stan Fink	Huntington H-12	68 "
6. Sam Burke	Nesmith Cougar	67 "
7. Don Steeb	Lacey M-10	62 "
8. Lin Reichel	Huntington H-12	47 "
9. Bob Clemens	Found Centennial	45 "
10. Leonard Seastone	Farman Moustique	38 "
11. Don Leaf	Farman Moustique	35 "
12. Leonard Seastone	Piper Vagabond	35 "
13. Bob Bender	Farman Moustique	34 "
14. Fred Dippel	Nesmith Cougar	33 "
15. Peter Kaiteris	Lacey M-10	32 "

### Peanut Outdoor

1. Jim Miller	Voisin Hydro	645 sec.
2. Dave Stott	Curtiss OC-2	108 "
3. Dave Stott	Fairchild 24	86 "
4. Jim Kutkuhn	SE5-A	80 "
5. Ron Hummel	Lemberger LD-20B	69 "
6. Dave Stott	Curt. Reid Cour.	57 "
7. Lin Reichel	Nesmith Cougar	53 "
8. Dave Stott	Short Seamew	48 "
9. Jeff Row	Beech Skipper	38 "
10. Walt Forbach	Floyd Bean Spec.	37 "

### THEME ISSUES ????

Would you like us to devote our plans section to one particular type of aircraft? Like say, an issue of Curtiss biplanes or an issue of Lockheed or maybe one with plans of some of the aircraft Jimmy Doolittle flew? Give us your thoughts and send any scale info you may have on these aircraft. Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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### Contest Results

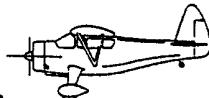
Please send all contest results directly to; Roy Courtney, Box 88, Elma, N.Y. 14059.

### 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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## 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.

Add to the Pioneer Scale event, Bonus points will be added to the flight points rather than the scale points.

## NOTES ON THE GENESSEO 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<sub>o</sub>2 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;

Boardmore Wee Bee	Cramwell Series	A.N.E.C. I & II
Bristol Brownie	Avro 560	English Electric Wren
D.H. 53 Hummingbird	H.P. Sayers Mono.	Parnall Pixie

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

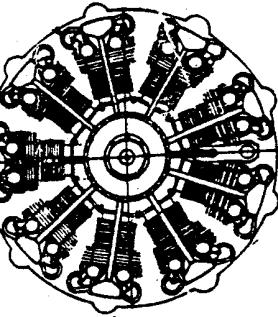
Please send your entry as soon as you can to save work later.

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.

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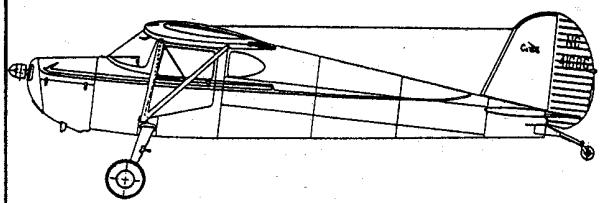
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## Scale Postal Meet

This summer, Cloud Cruisers, you have the opportunity to compete in three postal contests run by GHQ. First off will be our traditional Comet postal contest, and then we will also have the Golden Age event which will be split into two events this year. We will have Golden Age Civilian Scale and Golden Age Military Scale. We will add FAC bonus points to the models entered in the Comet event.

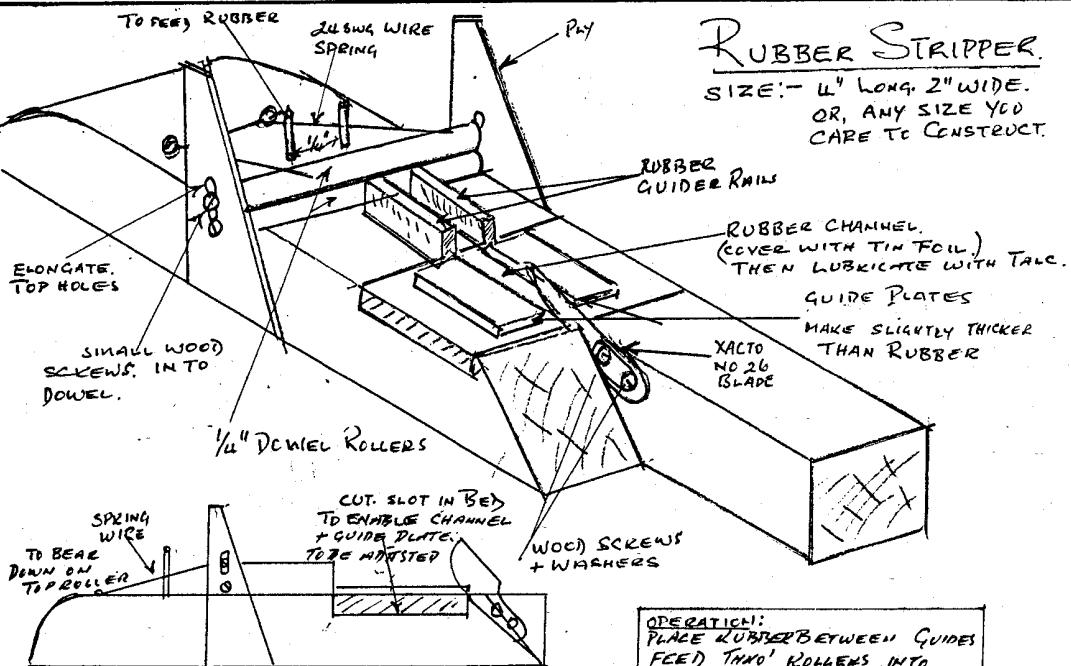
All you have to do to enter is fly your model and send the times to FAC-GHQ along with your name and the event you are entering. Contest times will also count. Comet designs can only be entered in the Comet event. The contest starts now and will end on Oct. 29, 1995. Entries postmarked after Oct. 30, 1995 will not be accepted.

OKAY SKYSTERS!!! Into the wild blue yonder!!!

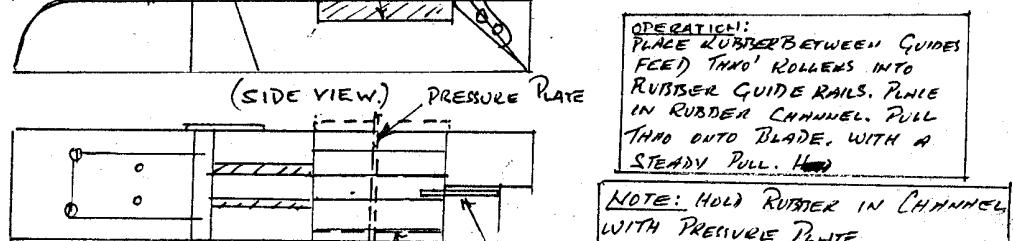


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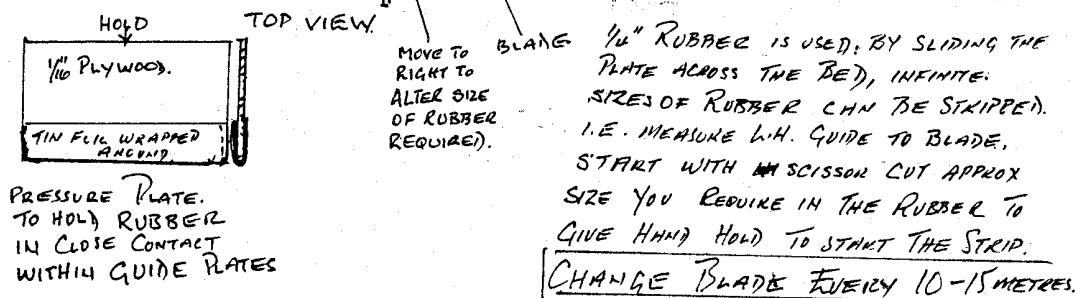


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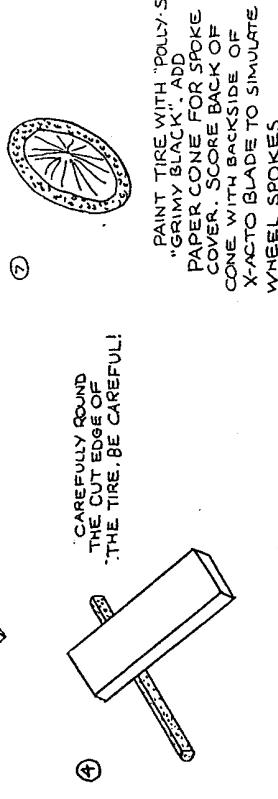
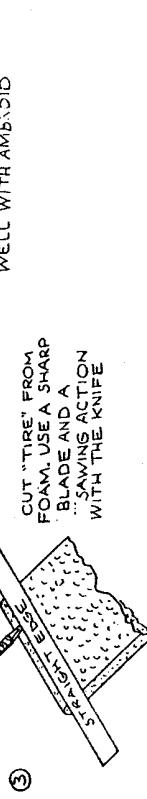
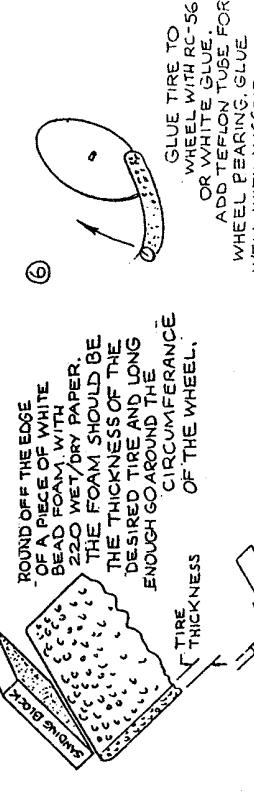
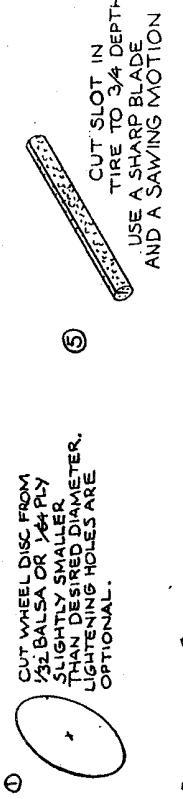
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## ALUMINUM DOPE: The Magic Finish

by Joe Wagner

As an addendum to Dave Stott's WHAT COLOR WAS IT series: Most 1911 - 1941 airplanes which look light-colored in black-and-white photos were probably finished with "aluminum dope".

There's an excellent reason for that. Unlike other paint pigments, which are finely-ground powders, aluminum pigment consists of tiny flat flakes. When aluminum dope's thinner evaporates, these miniature flakes slowly flatten out over their underlying surface and overlap one another like the scales of a fish. This action is what makes aluminum dope valuable as an airplane finish.

The first aircraft to take advantage of aluminum dope's unique properties were Zeppelins. The reason was to reduce heat buildup in their hydrogen gas cells from sunlight. (In 1908 the Luftschiff Zeppelin 4 [Lz4] had to be flown in a nose-down attitude because of excessive lift induced by the sun-heated gas.) But Zeppelin engineers noticed that the aluminum dope also seemed to make the covering fabric less brittle and longer-lasting. The opaque, reflective painted surface shielded the cloth from the detrimental effects of ultraviolet light.

Early airplane experimenters -- largely individualists whose primary concern was simply to get something with wings to carry them into the air (and safely back down again!) -- used widely-varying covering and finishing materials. But by 1910 several airplane makers had found out about the virtues of aluminum dope. In 1912 the British "Cellon" company commenced manufacturing it; from then on it rapidly became a world-wide standard for aircraft finishing.

Because of its high "hiding power", aluminum dope was often employed as an undercoat or primer on airplanes (e.g. SPAD 13C-1's and DeH Mosquito bombers) which carried a camouflaged final finish. But "between-the-wars" aircraft with aluminum-doped surfaces proliferated. After all, light weight has always been a vital criterion in aircraft of all kinds -- and there is no lighter opaque painted finish than aluminum dope can provide.

Wanted; 3-views, photos and/or color info on the Heath Mid-Wing. I also have a set of 8X10 B/W photos of the Dayton-Wright (Bauman RB-1) racer. Excellent prints. Any reasonable offer over \$35.00. Bob Clemens, 95 Shoreway Dr., Rochester, NY 14612 Phone (716) 392-3346.

Wanted; Scale info for the Elias Aircoupe, Stan Fink, 1810 Pine St., Phila., Pa. 19103.

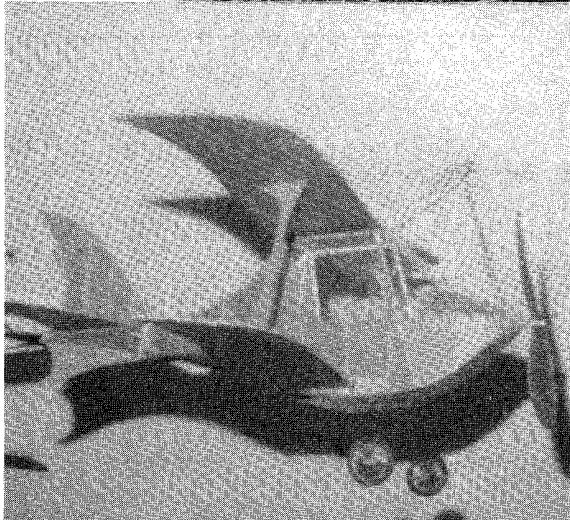
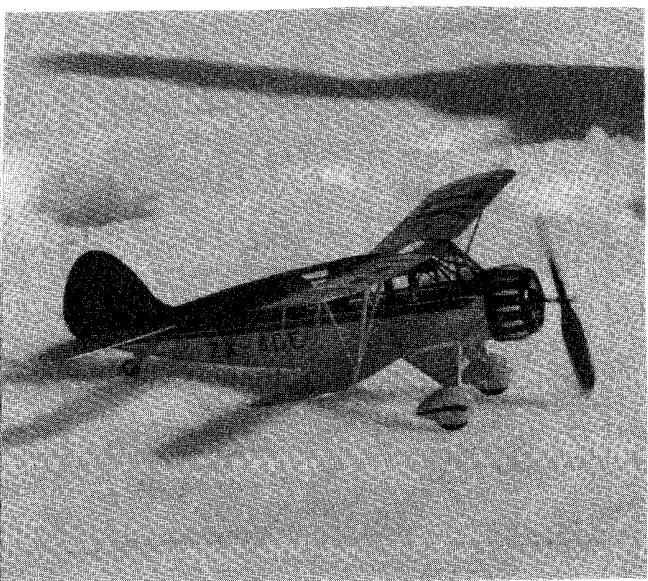
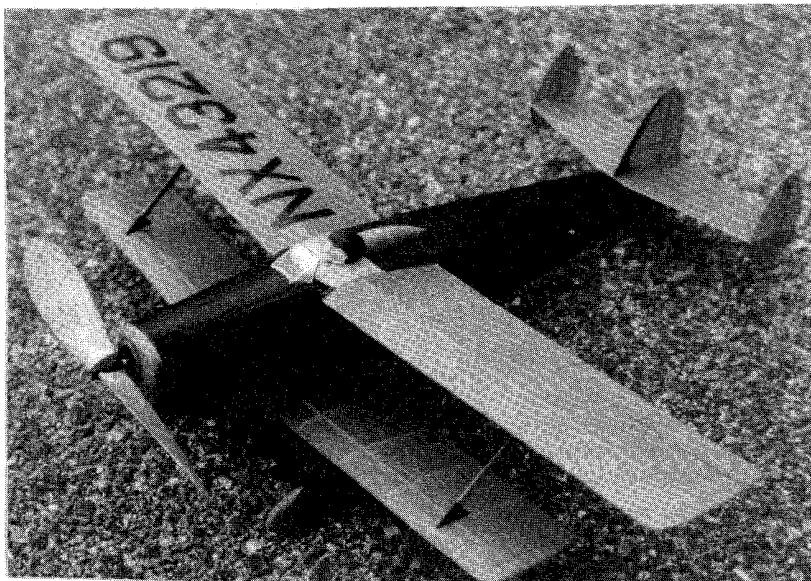
Wanted; I'm looking for any info on the Continental Models of Brooklyn, NY. Need for article. Harold Walters, 23 Wyoming Ave., Tunkhannock, Pa. 18657

Wanted; Drawings, pictures, etc. of the Sopwith Sparrow, Frank Scott, 6633 E. Lefevre Rd., Cassattown, Ohio

45312.

Wanted; Walter Forbach, 72 Cushing Place, Buffalo, NY, 14220 is looking for plans or 3-views of the Comet Gull.

Wanted; A good flying plan 18" to 30" of the Piper J-3. Also Ryan PT-22, Vultee BT-15 and Fairchild PT-19. Lee Truan, 4462 Madoc Way, San Jose, Ca. 95130.



Top row; One of this issue's feature plans, the embryo endurance model by Tom Nallen, II.  
A 20" Scientific Waco done by Dave Stott, as yet not flown.

Middle row; The "Wimsy" by Don Harwood right from the pages of the FAC News.

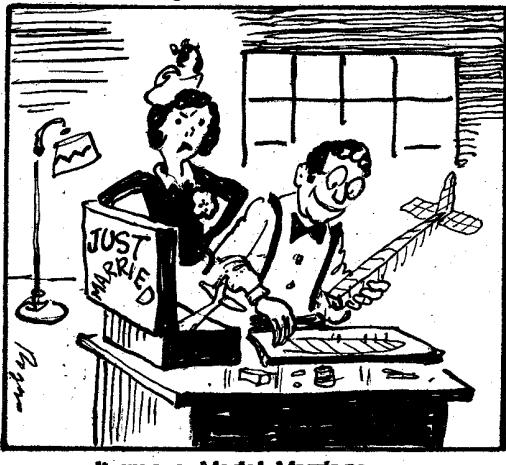
Another picture of this GREAT Rearwin Speedster by Bob Bojanowski. 73 inch span, WOW!!

Bottom Row; "Never Ready" Eddie Novak adjusting his neat Caudron from a plan by Henry Struck.

Beautiful Barb Harding with hubby Bill's Miss Canada which has survived a bout with a semi-tracter trailer on I-90 and still flies.

**FAC SOCIAL NOTES:**

C. Lanzo enjoyed a Honeymoon  
at Niagara



It was a Model Marriage

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

Entry fee \$22.00 flies all events. Please send before Aug. 15 if possible.

Send to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

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

ScheduleSaturday Sept. 2

World War Two \*  
 Thompson Race \*  
 FAC Scale  
 Golden Age Military \*  
 Dime Scale  
 Hi-Wing Peanut Scale  
 FAC Old-Time Rubber  
 Embryo Endurance

Sunday Sept. 3

World War One \*  
 Greve Race \*  
 FAC Power Scale  
 Jumbo Scale  
 FAC Peanut Scale  
 Golden Age Scale  
 FAC Old-Time Stick  
 No-Cal Scale

\* Mass launch events.

No Hi-Wing Peanuts in the FAC Peanut event and vice versa.

Dime Scale models can only fly in that event.

Golden Age Military must have gear down.

Both Old-Time Rubber events must have all flights turned in by 2:00 pm each day.  
This gives us ample time for fly-offs.**PLEASE BRING PROOF OF SCALE FOR ALL EVENTS!!!!**

Hope to see a record turnout there!!

## Contest Calendar

- June 10...Erie Model Aircraft Assn. 22nd Great Lakes Annual Scale contest.  
Mostly Flying Aces events. CD, Joe Barna, 3517 Kristie Dr., Erie,  
Pa. 16506 Phone (814) 833-4985.
- June 10-11..Gananoque, Ont., Free Flight Contest, some FAC events. CD, David  
Seath, (613) 432-0693.
- June 10...Calumet Escadrille All FAC events, CDs, Phil Cox (219) 838-2402 or  
Les Burdsal (219) 924-1149.
- June 25...C.F.F.S. at L.C.C.C. Lorain, Ohio. Many, many FAC events. CD, Jim  
Hyka, (216) 481-6525.

July 8-9-10..Canadian Nats., Borden, Ont. CD, Noel Kirby, (613) 592-574.

July 15...Calumet Escadrille, All FAC events, CDs, Phil Cox (219) 838-2402 or  
Les Burdsal (219) 924-1149.

July 15-16..FAC Geneseo, NY , see flyer in this issue.

July 15-16-17..AMA Indoor Scale Nats., some FAC events. CD, Ed Lamb, (206) 747-  
7806, site, Kibbe Dome, Moscow, Idaho.

July 23...Dayton Sector Skirmish, Dayton, Ohio. CD, Frank Scott, (513) 335-  
3057. Lots of FAC events.

July 30...C.F.F.S. FAC at L.C.C.C., Lorain, Ohio. CD Gordon Roberts, (216)  
749-4817. Lots of FAC events.

Aug. 6....C.F.F.S. same as above, CD Russ Brown, (216) 382-4821.

Aug. 12...Erie Picnic Meet, Erie, Pa. FAC events. CD, Vic Didelet (814)  
838-3263. Reservations will be appreciated.

Aug. 9-10-11..Great Grape Gathering, Gananoque, Ont. Free Flight contest,  
some FAC events, CD Noel Kirby, (613) 592-5740.

Aug. 19...Calumet Escadrille, All FAC events. CD, Phil Cox or Les Burdsal.  
See above.

Aug. 26-27..40th Annual Eastern Canada Open. No CD listed. See Gananoque,  
Ont. contests above, should be able to help.

Sept. 2-3..FAC Outdoor Champs at Muncie, Ind. See flyer this issue.

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  
Gullhawk, 22½ inch span, \$5.00 postpaid. Send your  
order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

THERE IS NO PLAN PACK #4 as yet. One magazine  
columnist erroneously misnumbered pack #3.

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*M E D U S A*  
*O n e r P a c k e t*  
*A Q u a t i c s*

## Nuthin' But... WACOS



### CONTENTS

This packet contains six 2-page original, detailed WACO  
Biplane Peanuts by Stan Fink. In addition to the plans,  
you'll find 3-views, color data, insignia, and research  
references for each aircraft.

1928 WACO TEN-OX5  
1929 WACO ATO "TAPER WING"  
1934 WACO UKC "PURE OIL"  
1934 WACO MODEL D "MILITARY"  
1936 WACO ZPF-6 "TEXACO"  
1936 WACO ZC-6

\$12.00 (incl. ph.)

Stan Fink, 1810 Pine St., Phila., Pa. 19103

17.

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.

Sample judging will be done in the dormitory lounge on Friday.

Scale judging will be done in the dormitory lounge on Friday July 14th from 7:00 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 \$

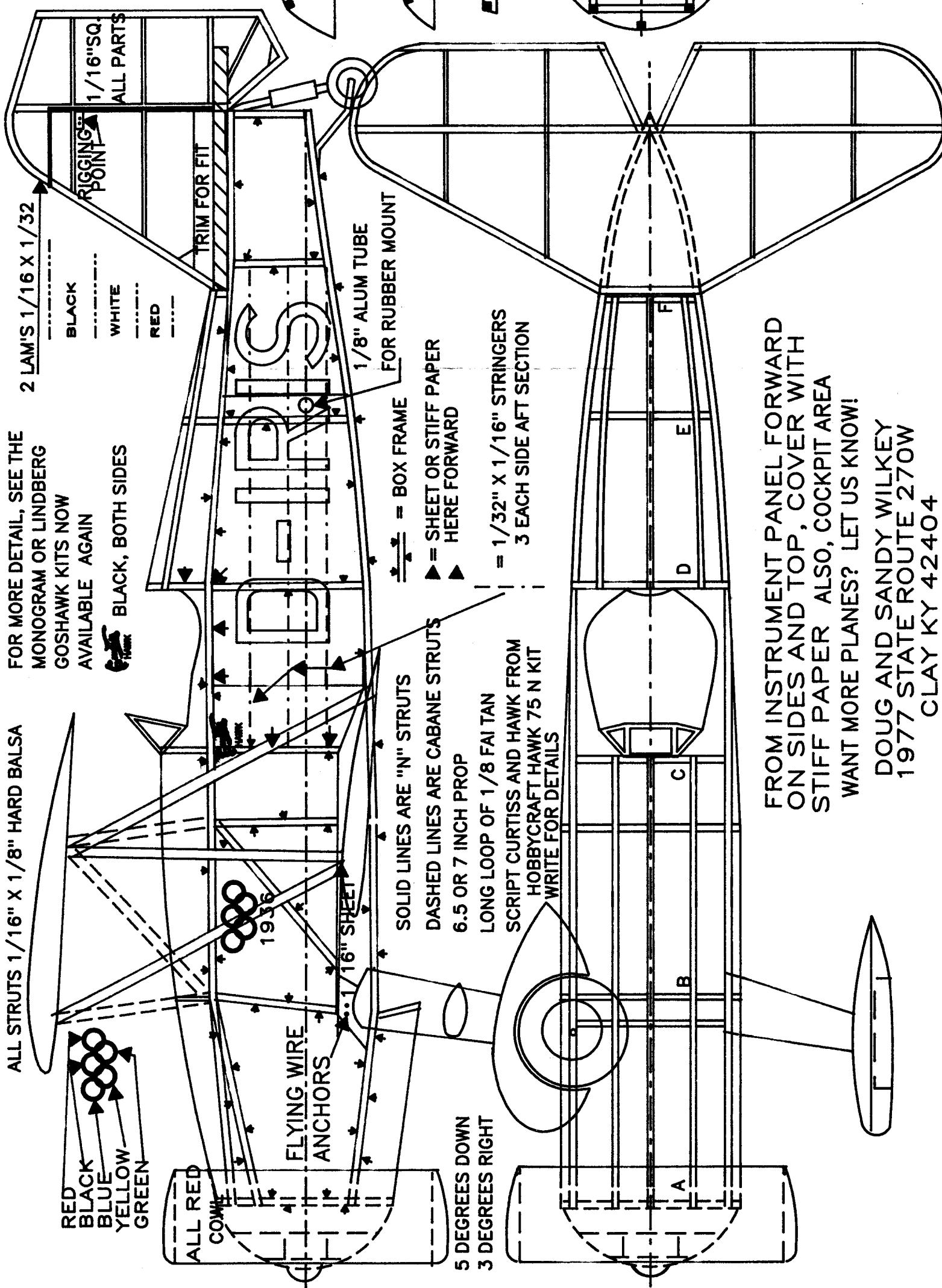
Please note, we will not be able to refund cancellations received after June 30, 1995. If you plan to share a room with someone, please indicate their name so we can direct the University to set up the proper room arrangements.

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--CEEEEEEE!!!!!!

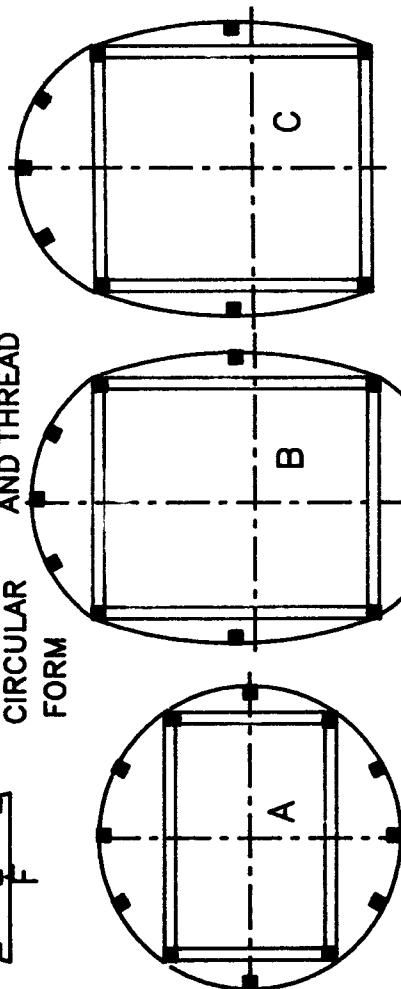
Contest Directors: Lin Reichel and Mike Nassise.

ALL STRUTS 1/16" X 1/8" HARD BALSA  
 RED BLACK BLUE YELLOW GREEN  
 ALL RED COWLS  
 1936 FLYING WIRE ANCHORS  
 1/16" SHEET



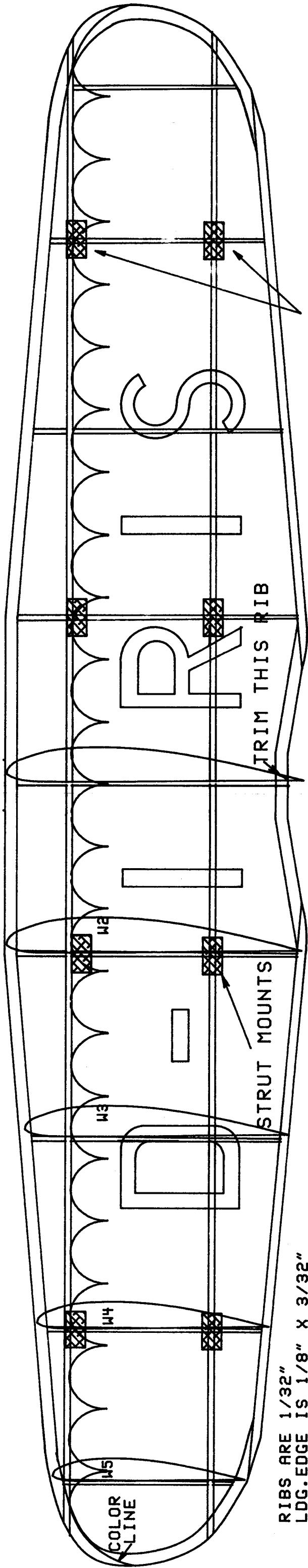
FUSELAGE AND ALL STRUTS ARE SILVER  
 D-IRIS IS BLACK. COWL AND HUB CAPS ARE RED  
 EARLY DAYS, THE RUDDER AND ELEVATOR WERE RED  
 LATER, RED, WHITE, AND BLACK STRIPES ON FIN  
 THEN 1936, BLACK SWASTIKA WAS ADDED  
 TO LEFT SIDE OF FIN IN WHITE CIRCLE  
 ON A RED FIELD, RIGHT SIDE UNCHANGED  
 5 OLYMPIC RINGS ALSO CARRIED ON FUSELAGE FRONT  
 DURING 1936. CURTISS HAWK UNDER COCKPIT ALWAYS

PLANE HAD STANDARD RIGGING FOR HAWKS  
 IT WAS UNARMED, BUT CARRIED TWO  
 SMALL BOMB RACKS  
 MAKE COWL CUT STRIPS  
 FROM WITH GRAIN  
 RUNNING FROM FRONT  
 TO REAR  
 CYL'S ARE  
 BALSA DOWEL  
 AND THREAD



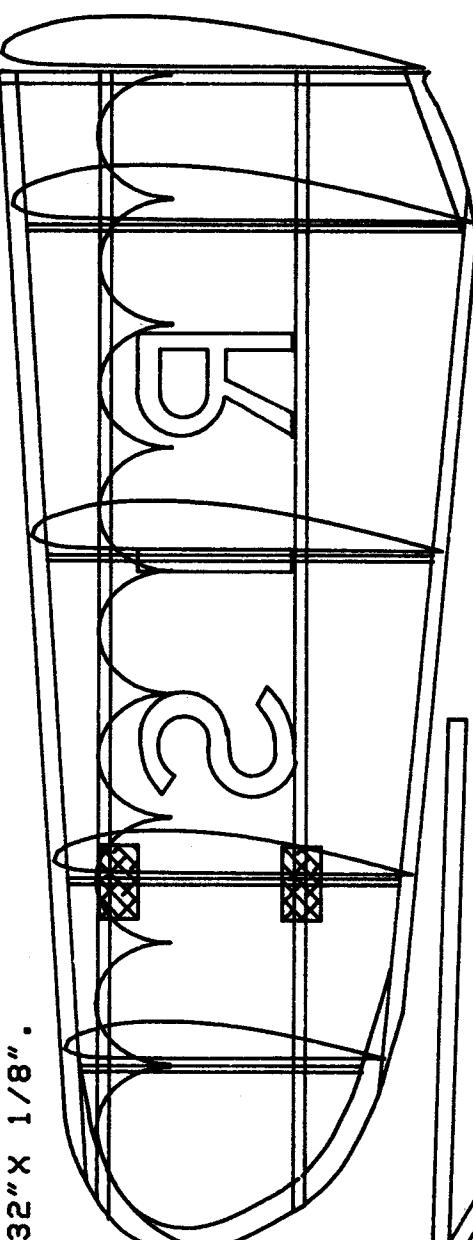
UDET'S HAWK ||  
 THERE ARE FEW PHOTOS OF THIS AIRPLANE  
 MANY THANKS TO THOSE WHO HELPED  
 DAVE STOTT, LIN REICHAL, & AS ALWAYS  
 RALPH KUENZ AND THE CLOUDBUSTERS  
 MANY THANKS, GANG.

ERNST UDET HAD TWO CURTISS HAWKS. D-ISS AND D-IRIS. FROM THE FEW (5) PHOTOGRAPHS SEEN IN OVER 40 YEARS, IT SEEMS THEY WERE IDENTICAL  
 EXCEPT FOR THE REGISTRATION SOME OF THE CHANGES IN THEIR APPEARANCES ARE LISTED ABOVE LEFT. THESE ARE THE ONES WE COULD IDENTIFY FROM THE VERY LIMITED PHOTOGRAPHS OF THE  
 TWO AIRCRAFT. IF YOU HAVE MORE INFORMATION AND WOULD LIKE TO SHARE IT, WE WOULD LIKE TO HEAR FROM YOU. WANT A FAVORITE AIRPLANE DRAWN, LET US KNOW.  
 THIS IS A RETIREMENT HOBBY, AND WE CAN'T DO THEM ALL, BUT WE INTEND TO TRY. PREFERABLY GOLDEN AGE OR 20'S & 30'S MILITARY. THANKS FOR YOUR COMMENTS.

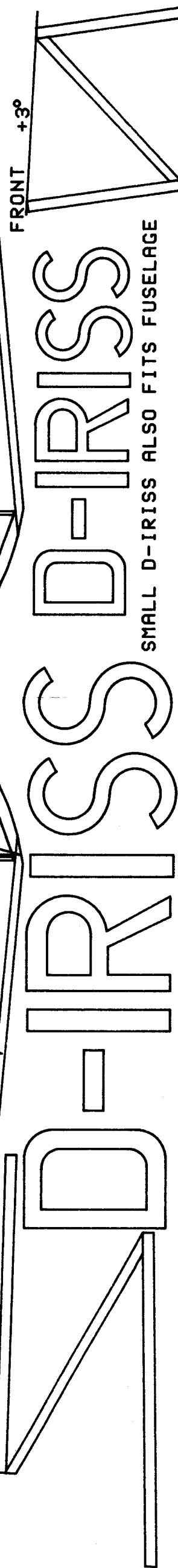
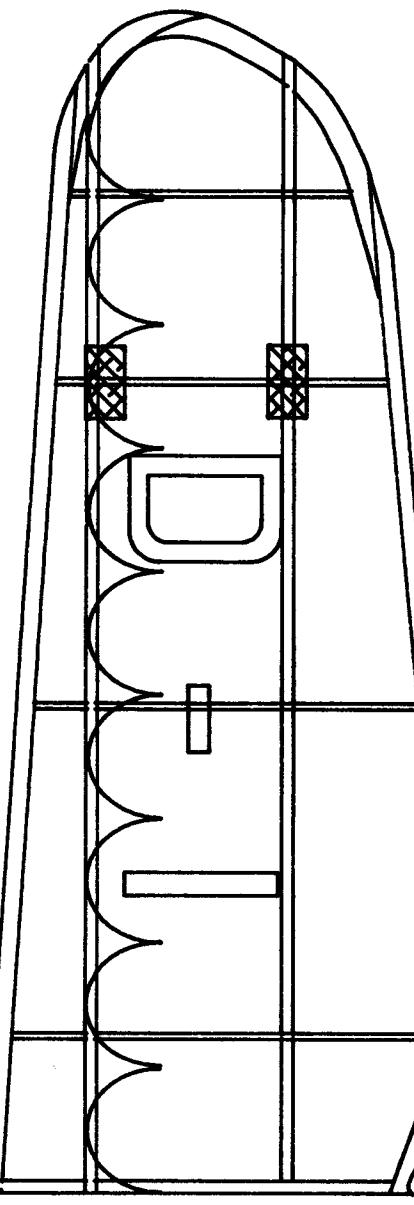


RIBS ARE 1/32"  
LDG. EDGE IS 1/16" X 3/32"  
TLG. EDGE IS 1/16" X 1/8"  
SPARS ARE 1/16" SQ.  
TIPS ARE LAMINATED  
FROM 1/32" X 1/8".

STRUT MOUNTS AND FLYING WIRE ANCHORS  
LOOKS LIKE STEEL TYP. TWO POSITION EACH WING  
IT IS AVAILABLE AT MOST SEWING GOODS STORES IT HEAT SHRINKS



BOTH  
WINGS  
HAVE 2  
FORWARD  
SPARS  
AND 1  
REAR  
SPAR



SMALL D-IRISS ALSO FITS FUSELAGE

REGISTRATION IS EITHER D-IRISS OR D-ISIS.  
EXTRA S IS FOR TISSUE TRIMMERS  
WINGS ARE SILVER WITH RED SCALLOPS TOP AND BOTTOM.

DOUG AND SANDY WILKEY  
1977 STATE ROUTE 270W  
CLAY KY 42404

IF YOU HAVE INFORMATION ON THIS AIRCRAFT, DROP US A NOTE  
WANT MORE SIMPLE AIRCRAFT, LET US KNOW  
MORE LOCKHEED AND CURTISS IN THE WORKS

REDUCE ON XEROX FOR SCRIPT CURTISS

*Scout's Hawk*

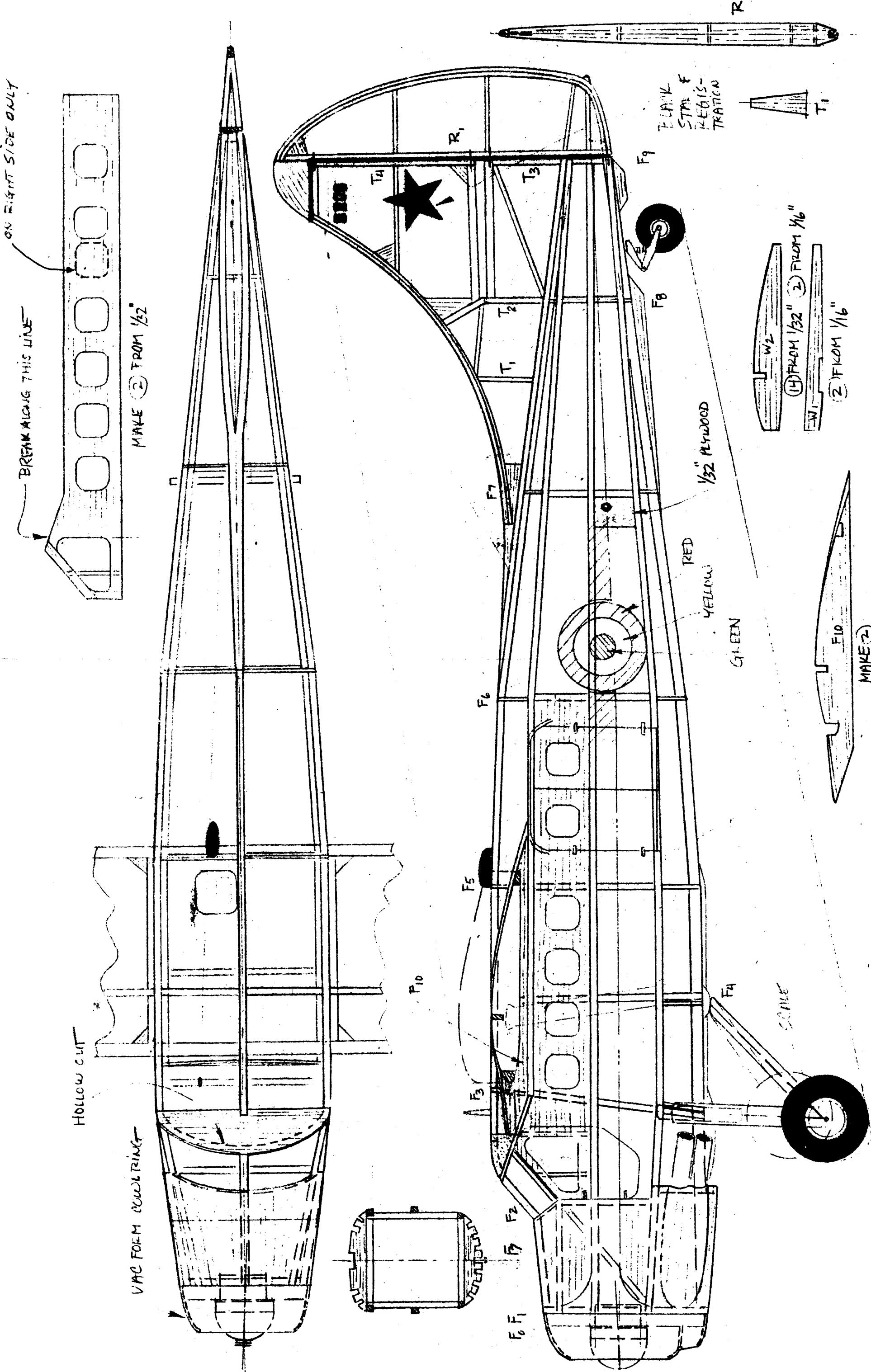
ON RIGHT SIDE ONLY

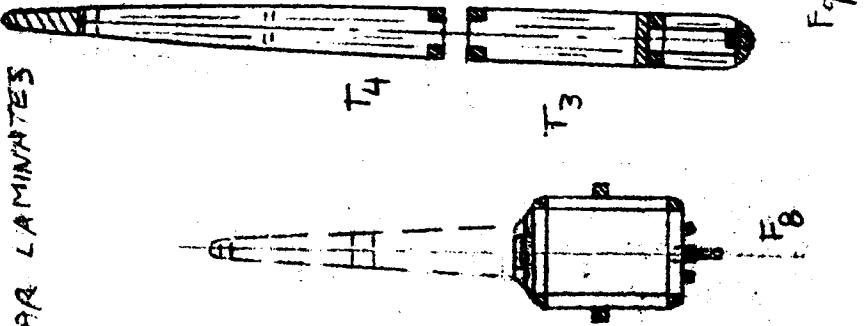
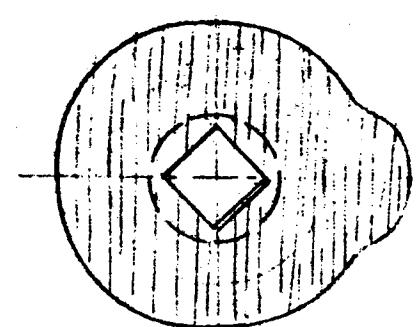
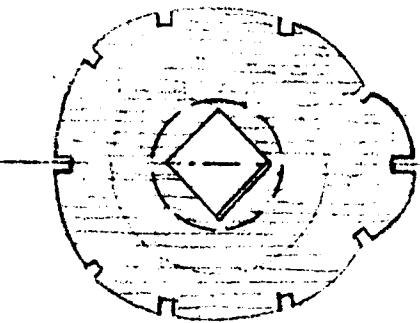
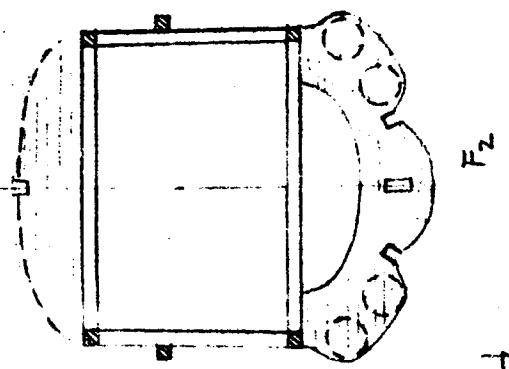
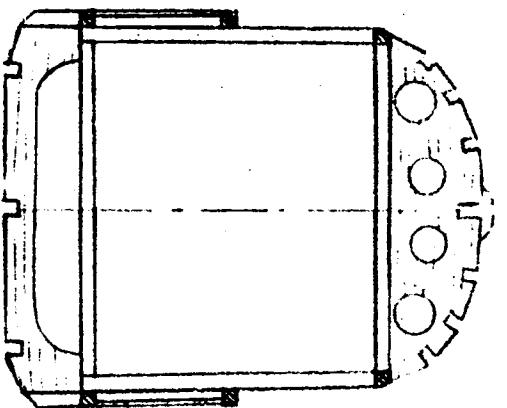
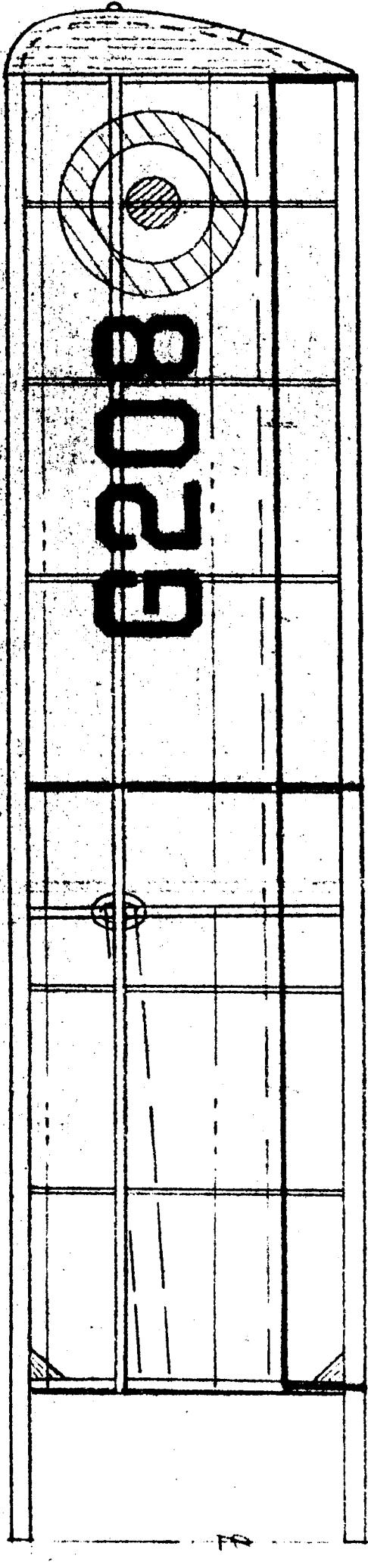
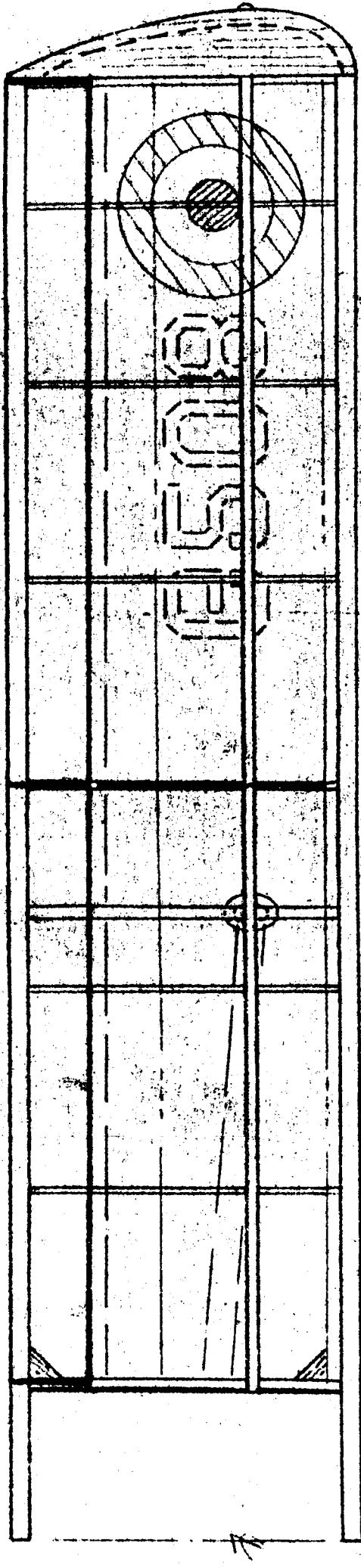
BREAK ALONG THIS LINE

MAKE (2) FROM  $\frac{1}{2}$ "

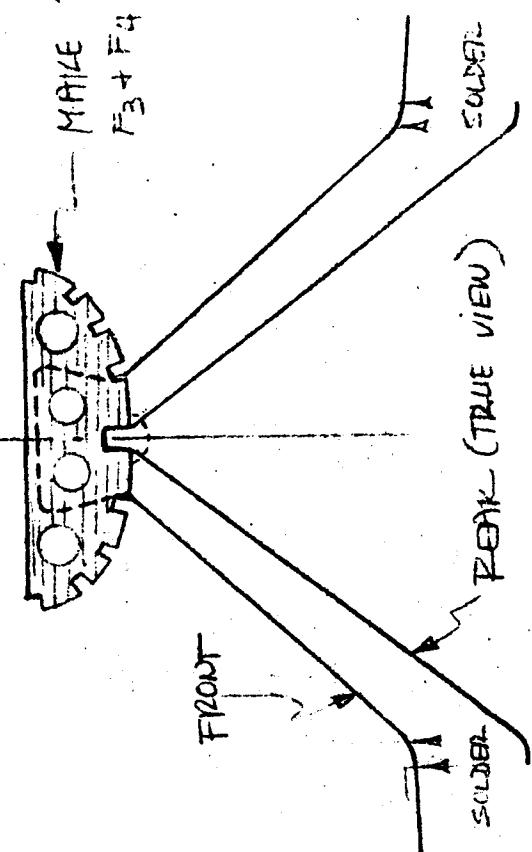
Hollow cut

VAC FORM BACK RING





MAKE 2 PIECES  $\frac{1}{32}$ "  
F<sub>3</sub> + F<sub>4</sub> BOTTOM GEAR LAMINATES



SCALE:  $\frac{3}{8}$ " = 1' 0"  
1 2 3 4 5 6 FEET

DE HAVILLAND "OTTER"  
IN GHANA AIR FORCE MARKINGS  
BY KEN BRUNING - 4 NOV. '74

### SEVERSKY P-35 KIT NO. R-70



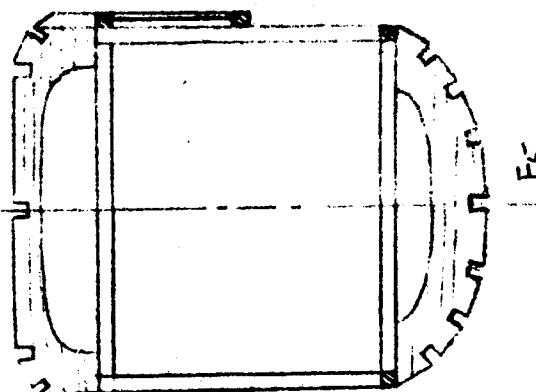
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**Taylorcraft**

**Hornet P-30**

**Farman Mosquito**

**Outdoor Peanut Scale Kits**

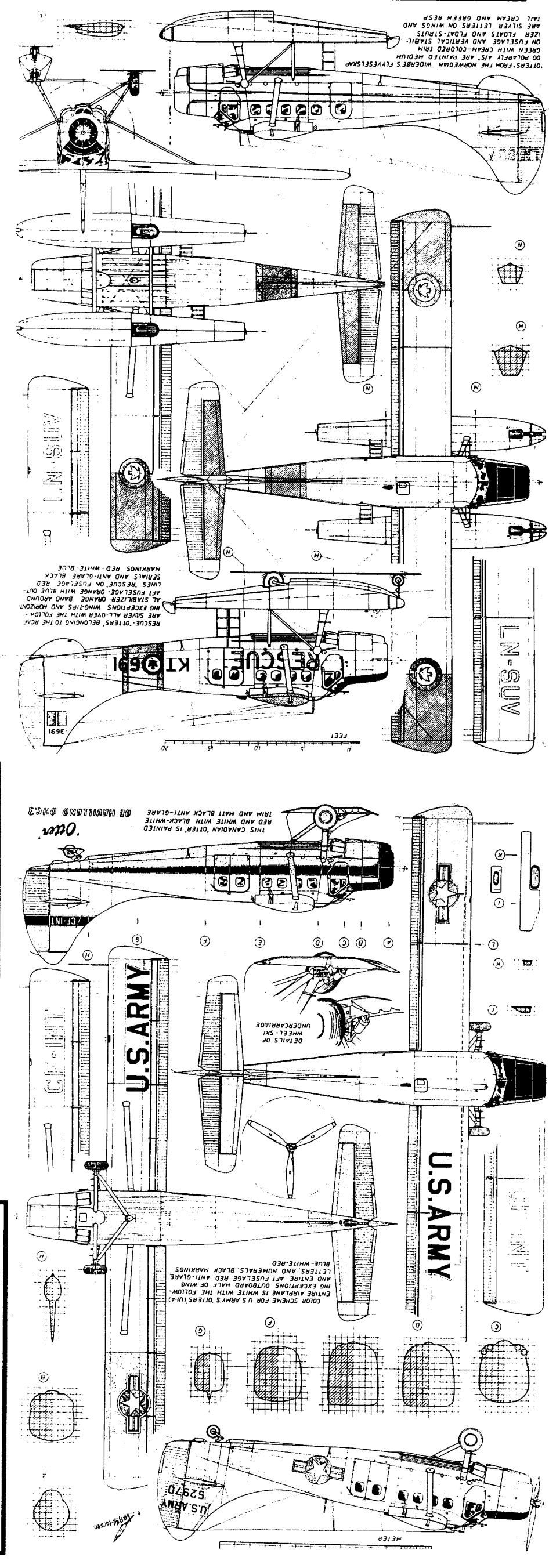
13" Span	
* Cub.....	9.95
* Slinson 125.....	9.95
* Vagabond.....	9.95
* Farmen.....	9.95
* Joel.....	9.95
* Fite.....	10.95

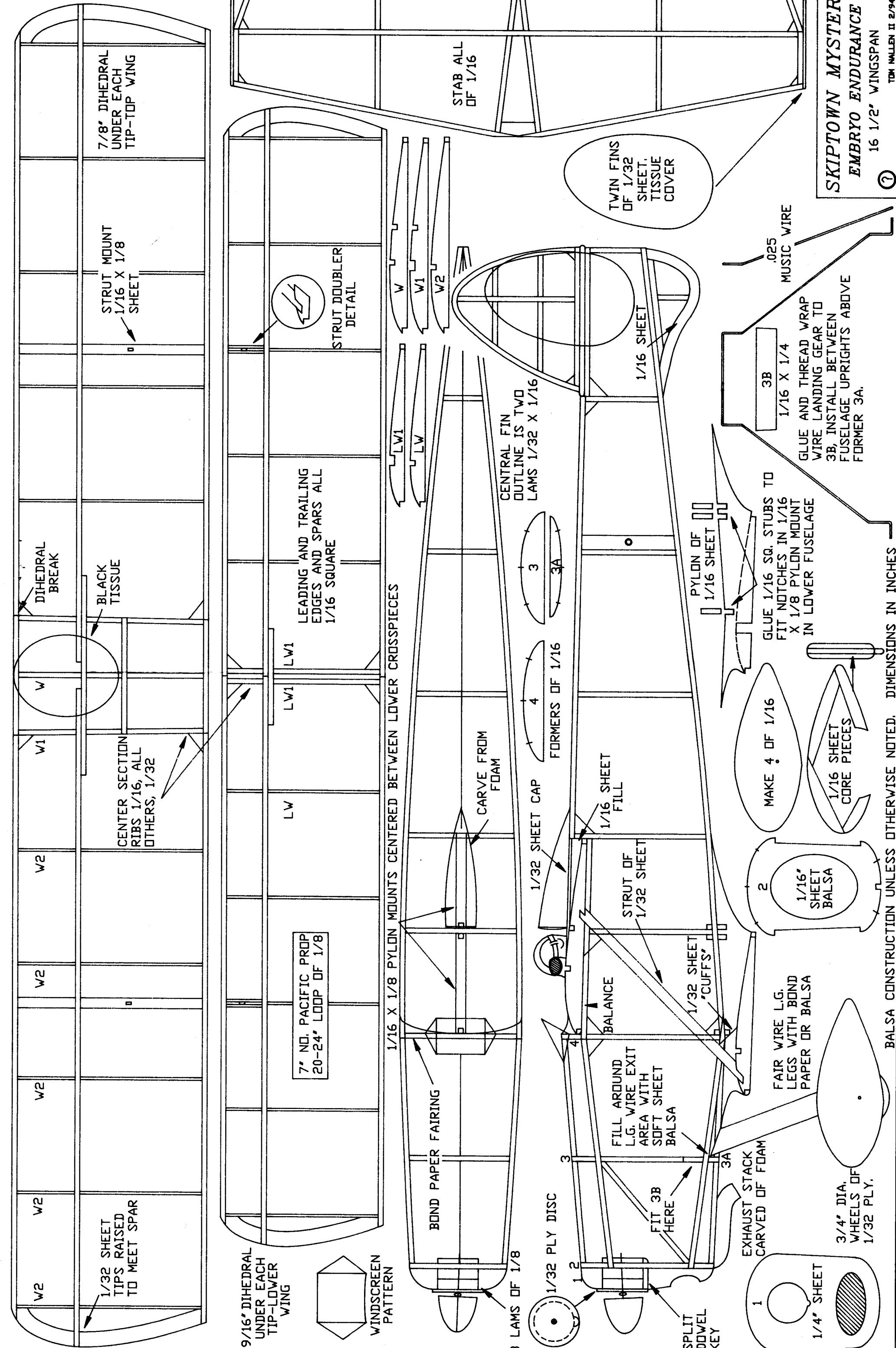
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Fits Astro 035  
Taylorcraft..... 39.95      Slinson 125..... 39.95

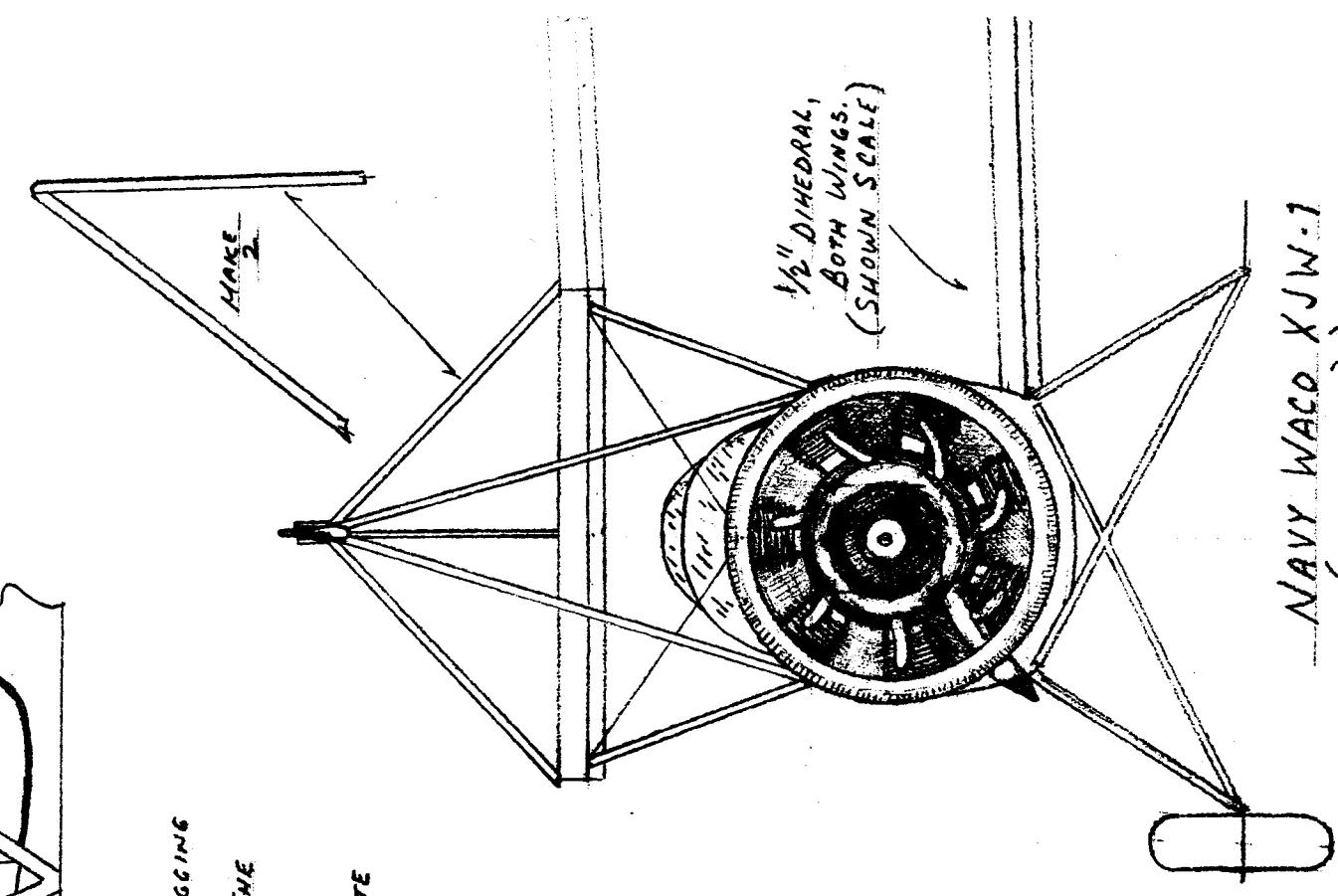
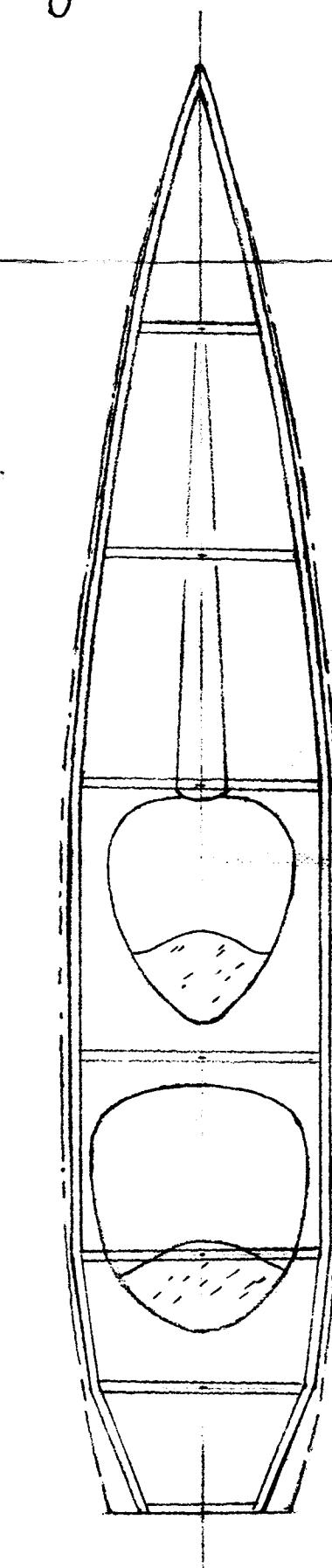
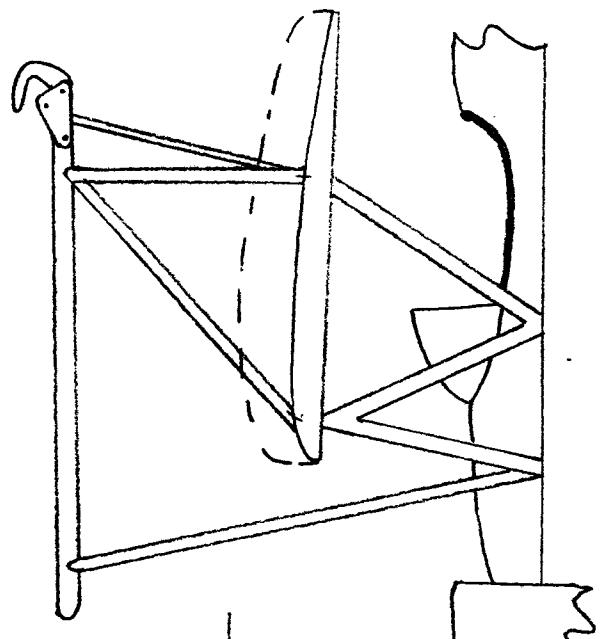
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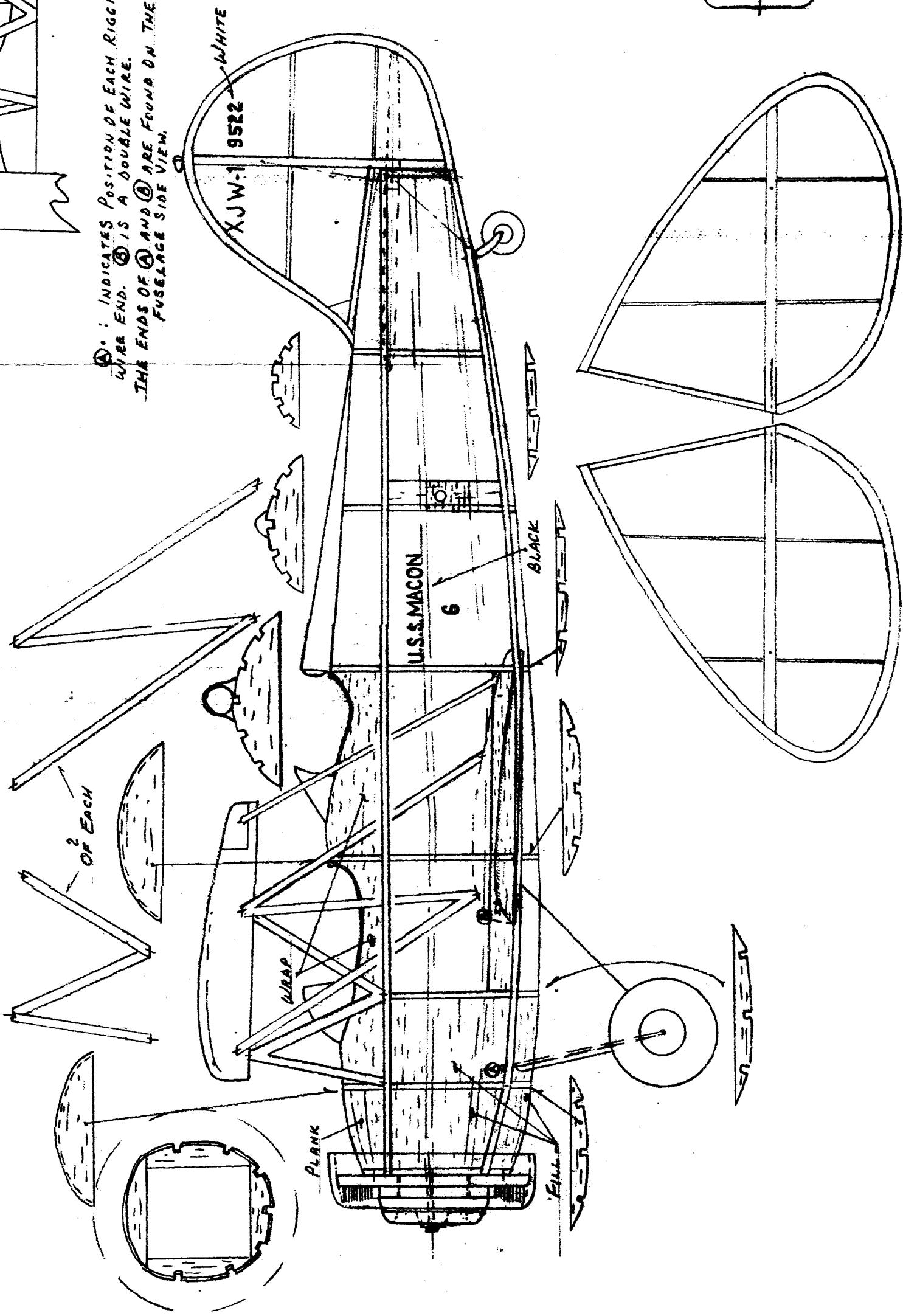




COLOURING NOTES  
TOP OF UPPER WING: YELLOW.  
BOTTOM OF UPPER WING: SILVER.  
LOWER WING: SILVER.  
FUSELAGE: FABRIC; SILVER.  
STRUCTURE: GREY.  
STRUTS: GREY.  
COCKPIT COUPLING: NAVY BLUE.  
TAIL: BLACK.



Ⓐ : INDICATES POSITION OF EACH RIGGING WIRE END. Ⓛ IS A DOUBLE WIRE.  
THE ENDS OF Ⓛ AND Ⓜ ARE FOUND ON THE FUSELAGE SIDE VIEW.



drawn by:  
PAUL BOZAKOWSKI

**MODEL UBF**  
The Waco Aircraft Company  
Troy, Ohio

