

FLYING ACES

Club News

ISSUE #164-90 JULY/AUG. 1995

STEVE WITTMAN 1904-1995



NEWS ON THE WING!

Another attendance record broken at Geneseo for our Off-Year contest! Ninety-two entries for this one Skysters! Soon this off-year contest will be rivaling the FAC-Nats for number of contestants. Lots of great looking and great flying models as usual were chewing up the ozone all weekend. The weather was about as hot and humid as anyone can imagine and I hope we never see again. However, it didn't stop too many Gumbanders from flying. All of the results are listed in this issue for you to peruse and maybe help you to select your next project to build.

This year's contest did not go without it's sad moments. During the Sunday afternoon flying, we lost Dick Shaw, who passed away from an apparent heart attack. We will miss Dick as he was at every FAC contest except as far as I can remember. But as someone said, "Dick went the way he would have wanted to, doing his thing with his friends". We want to extend our sympathies to his wife and family and to his many friends.

The dates have been cleared with the National Warplane Museum, the Historical Air Group and the University for next year's FAC-Nats Mark X. The dates are July 19-20-21, 1995. We will have more on this contest as time goes by. Stay tuned.

Thanks to everyone who contributed to this issue. Our plans were done by Dave Livesay, Pres Bruning, Rev. William (Padre) Anderson, George Nunez (we lifted this from Doc Martin's newsletter) and Bill Hannan gave us his permission to reprint his plan of Steve Wittman's Bonzo.

Where are all the squadron histories? When we printed the local squadron's history we were sure it would bring a great response from our other squadrons. Don't you Clubsters have a history, or maybe you don't want anyone to know of it? HAWWW...

All plan packs are now back in stock. We had decided not to run anymore of plan pack No. I, but your response for it since the last issue we decided to run another batch. So plan packs I, II, and III are all available. The cost is still the same, \$10.00 per plan pack, postpaid. Order directly from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

An entry form is included in this issue for the Flying Aces Outdoor Champs to be held at the AMA Flying Site in Muncie, Ind. on Labor Day weekend. We hope to see a large turnout of FACers there once again.

We have a camera lense cover that was found on the field at Geneseo, the owner can have it by requesting it from GHQ. No markings on it except on the back it has 48mm and Hong Kong.

Sorry I misled you on the theme issue idea in the last issue. I didn't mean that we would change our format of the newsletter. All I mean't, and I should have made it clear, was we were thinking of presenting an issue's plans that would be of a certain companies aircraft such as Curtiss or Lockheed, or maybe just of aircraft that were piloted by famous flyers such as Doolittle or Al Williams, etc.

We handed out to all the contestants at Geneseo this year a plan of the Boeing P-26 done for us by Doug Wilkey. At next year's FAC-Nats, Mark X we are going to have an event just for models built directly from this plan. If you were not there this year you can still get a copy of this plan for yourself. It is a beauty and probably the best looking plan of this aircraft to come along in both looks and flying ability. You can get one for \$3.50 postpaid from GHQ.

We are in need of the current addresses of 3 of our members who recently moved and left no forwarding address. We would like to pass on their newsletters to them if you can help us. Their names and former addresses are, Bob Langelius, 5451 Blossom Gardens Circle, San Jose, Ca. 95123, Ralph Offidani, 5 Griffin Lane, Willingboro, NJ 08046 and Pieter Visser, NR8 Villa Li, Smuts Ave., Somerset, West 7130, Republic of South Africa.

We welcome another new squadron to the ranks of our growing air force. If you live in their area join them, they'll be glad to have you.

Squadron #51
The Shreveport/Bossier 'Ceiling Seekers'
Steven Olson
104 Wilhelmina St.
Bossier City, La. 71111

We have some new products to tell you about. First off, Ed Seay, of Model Aircraft Labs has a couple of new kits on the market. The first one is a kit for a Legal Eagle Builders kit. There is only one set of plans but enough wood to build six (6) models. The price for this one is \$20.00 postpaid. The other new kit from Ed is a kit of the Curtiss Gulfhawk which spans 20 inches. All materials are good plus you get a vacuum formed cowl! Also included is a three view and a short history of the airplane. Plus you get as a bonus, a copy of the original plan

of the kit that was put out by the Golden Aircraft Model Co. back about 1935. This plan of the Gulfhawk in its original form spans 16 inches, no material for this one though. You can get your kit of this famous aircraft for \$30.00 postpaid. Send your orders for the kits we described to; Model Aircraft Labs, 108 South Lee St., Irving, Tex. 75060. Tell them GHQ sent you.

Bob Isaacks of canopy fame has come out with a real good deal for you. Bob is offering his plan of the Heinkel HE-100D plus a molded canopy for the price of only \$11.00 postpaid. To order this one send your order to; Bob Isaacks, 4335 Field Meadow, Katy, Tex. 77449.

The Bell Model Aircraft Co. still has kits available yet. Currently they have kits of the Hughes H-1 racer, Taylorcraft, Spitfire XIV, P-51 Mustang. They also have plans of other aircraft such as the P-80B, T-33, F-86D, F-4E, A-4E as well as many others. John is also developing a new line of kits to be announced soon. All of John's kits are sent postpaid to members of the FAC. We don't have prices on their kits but a S.A.S.E. will get you a list. The address is; Bell Model Aircraft Co., 650 Pine Crest Dr., Largo, Fla. 34640. OOPS! Just noticed these prices, The Taylorcraft sells for \$29.95 and the H-1, P-51 and the Spitfire are \$26.95.

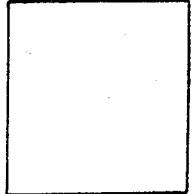
Charles Schultx has a new price list for his plan service. Send him a dollar for list #8. His address is; Charles Schultz, 910 Broadfields Dr., Louisville, Ky. 40207.

Yesteryear Plan Service also has a new listing, this one is #7. A dollar will get you this one too. Send to; Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.

Both of the above plan services offer clean, sharp copies of old-time plans. you can't go wrong with either one of them.

Since we raised the minimal requirement of scale points in the mass launch events to 50 from 40 we have received a couple of complaints that this increase was too high. Accually it is not! We have learned that some CDs have had these models judged the way you would in a regular scale event. This is not the way to do it. Mass launch models should not have to be judged except on the flight line. A good CD can look at a model and instantly tell whether it can compete or not! Let's take an example; Say you have a Spitfire for WW II, take color first, is it camouflaged in the proper colors? If yes, then it gets 20 points. Details, does it have radiators, guns, exhausts, etc.? Most of the details should be there at a glance, you should be able to give the entrant 25 points. Finally, workmanship. The contestant only has to come up with 5 points in workmanship. This is not hard to do. I have never given less than 8 workmanship points in scale judging in any event. If a modeler can't come up with at least 5 points he probably is in the wrong hobby! It may sound rough, but that is my honest

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.



4. 1994 GENESEO PHOTOS

You flew at Geneseo in '94 but didn't get a picture of your masterpiece in its natural habitat? I have 4x6 color photos taken by Plenny Bates for magazine coverage but not used in their layouts. If you recognize your baby from the description below, send me a SASE and the picture's number and I'll send photo pronto.

- | | |
|-------------------------------------|-------------------------------------|
| 1. Rd/wht Korda, blu rudder, Can? | 21. Sil/rd Luton G-AFIR |
| 2. Brn/grn/yel fightr lowing struts | 22. Yel radl racer #2 half wheels |
| 3. China Clpr X14714, CC shirt | 23. Rt/yel Tomah CMF cap |
| 4. Blu/yel Jabberwk, Illinois | 24. Rd/sil Schneider lowing racer |
| 5. Nazi D-ODLG, Windows! | 25. Rd/blu hydrobype G-APWT |
| 6. Camofl fightr rd/wht sq insig | 26. Sil Wrt-Dayton Fuddy duddy |
| 7. Sil/blu H-1, flying boat shirt | 27. Wht Shldrwng rcr NX95Y |
| 8. Curvy red lowing N3201 | 28. Brn/wht bipe boat pusher elec? |
| 9. Tri-motor monopin, ears on surf | 29. Yel/blu J. Allen birdies insig |
| 10. Rd/yel Cessna rcr NR57Y/12 | 30. Yel Kindakorda T/O card table |
| 11. Wht Russ fightr? rd stars arrow | 31. Burnelli wing X 15320 |
| 12. Rd/wht/blk hiwing Buchanan | 32. Yel Ham? hiwing JPR/F |
| 13. FW-TA rd/yel fuse stripes | 33. Mariner? R139 GeeBee shirt |
| 14. Vega/Storch etc Reese | 34. Wht/rd Porterfield? N47P |
| 15. Rd/yel Curtiss Jr elec? | 35. Sil hiwing front exhst engine |
| 16. Wht hydrobipe covrd struts | 36. Blu Zippy Red cap striped shrt |
| 17. Wht hydrobipe G-EAPZ see#56 | 37. Navy pursuit Zep hook ring cowl |
| 18. Jimmie Allen J. Low | 38. Sil/yel/gray PBY? diamonds rudd |
| 19. Blk/yel Davis? H. Bowers | 39. Rd/wht/blu Jabberwk strawhat |
| 20. Turbo P51? VAQ 35 | 40. Sil P51 Hello hat blu ck shirt |

Even a mother dodo recognizes her own chick!..

Paul McIlrath
1524 48 St. NE
Cedar Rapids, Iowa 52402

- | |
|-------------------------------------|
| 41. CEO Shoreline Avn Inc |
| 42. Yel/rd Tcraft NC48375 |
| 43. Corsair geardn 4 blade prop |
| 44. Old Navy Martin? A6655 |
| 45. Rd/wht navy T28 Wrld Crsr shirt |
| 46. Seversky P43 racer #13 |
| 47. Rd shldrwng NX94Y? |
| 48. Rd Korda blk window trim |
| 49. WW1 Neuprt winggun lots rndls |
| 50. WW1 Neuprt blk trim Hawes |
| 51. All-balsa pod/boom elecpylon |
| 52. Yel/blu elect crutch fuse |
| 53. Or? Trvlar?NC11338???????????? |
| 54. Flygboat yel surf sponsos |
| 55. Turbo 51? See#20 |
| 56. White hydrobipe G-EPZ radiator |
| 57. Wht trimotor bipeG-EBLF |
| 58. Trimtr Geebee chickn suit |

opinion on the matter. Of course in the case of a Junior or a first timer I would be a little lenient the first time. Also, another trouble spot may be in the builder of the model rule. There has been some infraction of the rules here. The models must be built by the modeler, him/her-self, period.

Jim Miller reports that the FAC contest indoors at Johnson City, Tn. was the best that he has seen there. Here are the top three places in each of the FAC events.

FAC Scale (15 entries)

Jim Miller	Voisin Hydro	Scale Score 87	Flight Score 73.5	= 160.5
Jack McGillivray	SE-5 Replica	" " 76.5	" " 82.5	= 159
Dave Rees	Nicholas Beasley	" " 66.5	" " 82.5	= 149

FAC High-Wing Monoplane (9 entries)

Mike Thompson	Lacey	Scale Score 56	Flight Score 82.5	= 138.5
Jim Miller	Hi-Max	" " 53	" " 82.5	= 135.5
Sidney Gilbert	Lacey	" " 54	" " 75	= 129

FAC Golden Age (11 entries)

Jack McGillivray	Cessna C-38	3 flight total 360	fly-off time 2:48
Stu Weckerly	Ford Stout 2AT	" " 360	" " 2:30
Dave Rees	Nicholas Beasley	" " 360	" " 2:20
Mike Thompson	Farman F450	" " 360	" " DNF

FAC Peanut Mass Launch (6 entries)

Jim Miller	Bleriot VII
John Martin	Gold Wing
Millard Wells	Ansaldo

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

Lt. Col. Lin Reichel, CinC-FAC

COVER STORY

PIONEERING AVIATOR, 91, DIES WITH HIS LOVES---HIS WIFE AND PLANE

by Steve Mills
Chicago Tribune

Chicago--It was a career that nearly spanned aviation itself, from the days after World War One when he got his first pilot's license signed by Orville Wright, to the present day, when a plane can fly so high a passenger can see the curve of the earth.

Steve Wittman, 91, was one of America's most daring and creative aviators for more than 70 years, a renowned designer, builder and barnstorming air racer who was so devoted to flying his homes -- in Oshkosh, Wis., and Ocala, Fla. -- were along airstrips.

So it was that Wittman died in an airplane, doing what he loved best--flying.

Officials said on Sunday that the bodies of Wittman and his wife, Paula, were found among the wreckage of an airplane that crashed Thursday April 27, 1995, on Sand Mountain, in northeastern Ala.

Wittman and his wife left their winter home in Ocala on Thursday in his yellow O-and-O Special, a high-wing two seat plane he designed and built. They were bound for Oshkosh, where they lived in a house at the airport he managed for 38 years, and which is named for him.

A neighbor in Ocala reported to friends in Oshkosh on Friday that he had not heard from Wittman, who had promised to call after he touched down in Wisconsin.

Search teams converged on Sand Mountain after officials received reports of a crash. The wreckage was found spread over 3 miles of the rugged mountains Sunday. Wittman's body was found about 50 yards from the fuselage: his wife's body was still in it.

The Federal Aviation Administration was on the scene to investigate the crash. Jackson County Sheriff Mike Wells and others said it appeared that the small plane tore apart in flight.

"Maybe he had some kind of physical problem that caused a loss of control," Paul Poberezny, one of Wittman's closest friends in Wis., said from the crash site, where he had flown Sunday. "But that was a very well-built aircraft. We just don't know."

Wittman, in fact was a remarkably vital 91 years old, according to friends, and they knew of no health condition that made flying a risk. Wittman flew regularly and he had taught his wife, who was 56, to fly about a year ago, the friend said.

Flying, they said, was all he cared about.

He learned to fly shortly after World War I and bought his first plane in 1924. Soon after, he was barnstorming across Wisconsin. Selling rides at county fairs and flying exhibitions. His daring and fondness for speed earned him a reputation that placed him alongside such great U.S. aviators as Jimmy Doolittle and Roscoe Turner. He also flew with them.

His racing career stretched from 1926 to 1984, and he was at his peak during racing's "Golden Age." in the 1930s, according to Tom Crouch of the National Air and Space Museum in Washington.

At the same time, he was designing and building planes--sport aircraft and race planes that earned him several key aeronautic patents. John Burton, a spokesman for the Experimental Aircraft Assn., said Wittman adapted to all the changes in aviation and that several of his innovations remained important.

As a designer and builder, he was extremely influential. Burton said. "He was sought out by anybody who was going to own or build an airplane. But it was in racing where he really got his popular recognition. He was a really great racer."

GENESEO CONTEST SPONSORS

5.

Listed below are the companies and individuals who contributed prizes to the contest at Geneseo.

National Warplane Museum
Flying Aces Club, GHQ
Easybuilt Models
John Bell Model Co.
Scientext
Hunt Plan Service
Hannan's Runway
Bob Isaacks Canopies
Model Aircraft Lab.
A.A. Lidberg Plans
Diels Engineering Co.
Micro-X
John Pond Plans
Herr Engineering Model Co.
HiLine Motors and Plans
Hobby Supply South
Scale Model Research
Sig kits and supplies
F.A.I. Tan II Rubber
Golden Age Reproductions
Charlie Sauter Videos
Harry Geyer Glue Guns
Air Devil Plan Books
Lone Star Models
Bay State Squadron #24
Lin Reichel
Ross Mayo
Vic Didelet
Len Weiczorek
Art Cangialosi
Joe Goldbach
Tom Nallen
John Low

Thanks go to all. These donations helped to make another successful contest. Please patronize the companies listed above when ordering kits, plans and supplies.

TRY KRYLON INSTEAD OF CLEAR DOPE.

Krylon Crystal Clear Acrylic comes in spray cans at Ace Hardware.

Cheap, quick, & light
Increased weight only
.2 of a gram on a 5.5
gram wing. 22" span

JUST DON'T SIT THERE DOING
NOTHING
BUILD!
BUILD!



Peanut & No-Cal Scale Postal Meet

INDOOR PEANUT

1. Mike Thompson	1. Mike Thompson
2. Mike Thompson	2. Mike Thompson
3. George Lewis	3. George Lewis
4. George Lewis	4. George Lewis
5. Jim Miller	5. Jim Miller
6. Stan Fink	6. Stan Fink
7. Stu Weckerly	7. Stu Weckerly
8. Barrie Taylor	8. Barrie Taylor
9. Stan Fink	9. Stan Fink
10. Sam Burke	10. Sam Burke
11. Bruce Holbrook	11. Bruce Holbrook
12. Don Steeb	12. Don Steeb
13. Andy Sulkowski	13. Andy Sulkowski
14. Andy Sulkowski	14. Andy Sulkowski
15. Lin Reichel	15. Lin Reichel
16. Bob Clemens	16. Bob Clemens
17. Len Seastone	17. Len Seastone
18. Don Leaf	18. Don Leaf
19. Len Seastone	19. Len Seastone
20. Bob Bender	20. Bob Bender
21. Fred Dippel	21. Fred Dippel
22. Peter Kalteris	22. Peter Kalteris
23. Gene Smith	23. Gene Smith
OUTDOOR NO-CAL	
1. Ron Hummel	1. Ron Hummel
2. Elmer Mellander	2. Elmer Mellander
3. George Armistead	3. George Armistead
4. Gene Smith	4. Gene Smith
5. Bob Clemens	5. Bob Clemens
6. Ron Hummel	6. Ron Hummel
7. Ken McConnell	7. Ken McConnell
8. Mark Fineman	8. Mark Fineman
9. Bob Thompson	9. Bob Thompson
10. Ron Hummel	10. Ron Hummel
11. Walt Forbach	11. Walt Forbach
OUTDOOR PEANUT	
1. Jim Miller	1. Jim Miller
2. Bob Clemens	2. Bob Clemens
3. Dave Stott	3. Dave Stott
4. Gene Smith	4. Gene Smith
5. Bob Isaacks	5. Bob Isaacks
6. Dave Stott	6. Dave Stott
7. Jim Kutkuhn	7. Jim Kutkuhn
8. Bob Isaacks	8. Bob Isaacks
9. Ron Hummel	9. Ron Hummel
10. Dave Stott	10. Dave Stott
11. Lin Reichel	11. Lin Reichel
12. Dave Stott	12. Dave Stott
13. Gene Smith	13. Gene Smith
14. Jeff Row	14. Jeff Row
15. Walt Forbach	15. Walt Forbach

Final standings in the four events of the postal contests are as listed below. Thanks for entering.

The results for the Indoor No-Cal event are not in order as there were many that arrived right at the close of the contest. The winner in this event is Chuck Slusarczyk.

No-Cal Indoor

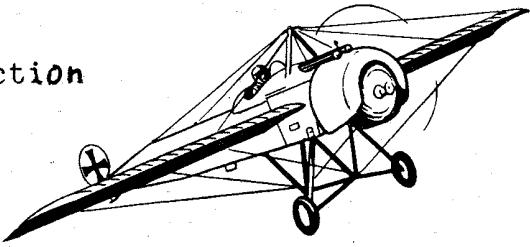
Chuck Slusarczyk	BD-4	473 sec.
Don Slusarczyk	BD-4	432 "
Barrie Taylor	Lacey M-10	366 "
Stu Weckerly	Stallion	407 "
John Kagen	F4F Wildcat	231 "
Tom Nied	Ultimate Biplane	223 "
Mike Morrow	P-63 Kingcobra	207 "
Mike Morrow	P-39Q Cobra II	203 "
Rob Romash	Huntington H-12	160 "
Don Steeb	Folkerts SK-3	157 "
Steve Moskal	Mitsubishi Zero	147 "
Bob Clemens	Tipsey Jr.	106 "
Steve Moskal	PO-J 16 Mosca	105 "
Tom Nied	Curtiss P-40	105 "
Alan Clarkson	L.A.S.A.	87 "
Ken Graham	Farman 190	78 "
F. Kent Le'Mon	Cessna	68 "
Alan Clarkson	D-H Tiger Moth	38 "
Gene Smith	Seafire	166 "
Andy Sulkowski	Piper J-3	145 "
Mike Morrow	P-39Q Aircobra	247 "
Carl Sandberg	P-63 Kingcobra	222 "
Roy Bourke	Cessna Centurian	390 "
John Maret	Cessna Centurian	269 "
Mike Thomas	Stormavick	216 "
John Maret	Fike	200 "
Jack McGillivray	RE-8	191 "
Greg Gallo	Firefly	185 "
Ken Wiberg	Courier	181 "
Ken Wiberg	P-47	178 "
Ray Marshall	Piper J-3	170 "
Chris Brownhill	Stormavick	161 "
Bill Henderson	Bristol Lab	152 "
Doug Wilkins	Taylorcraft	148 "
Chris Brownhill	GB-QED	143 "
Richard Miller	Piper J-3	141 "
Chris Brownhill	Pfalz D-3	134 "
Greg Gallo	Tempest	120 "
Andy Sulkowski	Piper L-4	117 "
Alex Pafiolis	Time Flies	112 "
Larry Thorne	Taylorcraft	103 "
Neil Vaughan	Wildcat	53 "
John McFayden	Kingfisher	50 "

Kanones and plan prizes will be sent to the Victors.

Can anyone provide copies of the following?

- 1) Fairey Fantome (Aeromodelle, 4/56, page 196)
- 2) Focke-Wulf FW-187 (AT, 11/43, page 56)
- 3) Grumman XF10F-1 (a small 3-view with cross-section appeared in (?) Air Progress in late 60s or early 70s.)

Thanks - Kenneth W. Race, 906 Liberty Ct,
Cupertino, CA 95014 (408) 996-0878



GENESEO FLYING ACES CONTEST

DIME SCALE

Pilot	Plane	1st	2nd	3rd	Total
1. Jack McGillivray	Arado 96	120	120	120	360
2. Richard Miller	Taylorcraft	103	120	120	343
3. Frank Rowsome	Gruuman F4F	120	102	120	342

Pilot	Plane	1st	2nd	3rd	Total
Mike Nassise	Cessna C-37	46	43	69	158
Tom Nallen I	Martin MO-1	57	64	---	121
Tom Nallen II	DH Puss Moth	85	---	---	85
Ralph Kuenz	ME-109B	28	22	---	50
Richard Zapf	Boeing P-26A	75	62	---	137
Al Lawton	Cessna AW	60	65	67	192
Vance Gilbert	Fairchild 45	22	28	26	76

Pilot	Plane	Scale	Flight	Total
1. Don Srull	Lippisch P-13	85	74	159
2. Jack McGillivray	SE-5 Replica	72	82.5	154.5
3. Dave Stott	Bristol Brandon	74.5	71	145.5

Pilot	Plane	Scale	Flight	Total
Vance Gilbert	Lockspeiser LDA-01	54	61	115
George Lewis	Fairchild PT-19	66	73.5	139.5
Pres Bruning	Breguet 693	83	61	144
Don Srull	Cant	91	52	143
Vance Gilbert	Avro 547	71.5	33	104.5
Jack Moses	Kari-Keen Coupe	56	37	93
Herb Kothe	Turbo Porter	42.5	82.5	125
Pres Bruning	P-47H	64	33	97
Jack Barker	Standard J	60.5	26	86.5
Bill Bell	Martin MO-1	59	45	104
Paul Boyanowski	Waco XJW-1	63.5	70	133.5
Len Seastone	Sperry Messenger	62	52	114
Dave Stott	Blackburn Blackburn	73	62.5	135.5
Ed Novak	Pegna PC-1	54	48	102
Bill Bell	P-51B	58.5	21	79.5
Frank Rowsome	Day1-C Judy	60	82.5	142.5
Dave Livesay	Vultee YA-41	50.5	38	88.5
Juanita Reichel	Piper J-3	40	70.5	110.5
Glenn Campbell	Piper J-3	47.5	30	77.5
Stew Weckerly	Found (floats)	56.5	77	133.5
Timm MacDonald	Taylorcraft	36	60.5	96.5
Richard Zapf	Laird Super Solution	59	63	122
Richard Zapf	Vultee Attack	58.5	41	99.5
David Franks	Miles Sparhawk	56	69	125
David Franks	Douglas Skyraider	56	79.5	135.5
Dave Livesay	Zlin ZII	59.5	66.5	126
Dennis Norman	P-51B	51	23	74
Jack Noll	Kawasaki Ki-61	62.5	61.5	124

Pilot	Plane	Scale	Flight	Total
1. Ed Novak	Beardmore Inflexable	62	82.5	144.5
2. Ed Bojanowski	Nesmith Cougar	55.5	79.5	135
3. Bob Bojanowski	Rearwin Speedster	57	77.5	134.5

Pilot	Plane	Scale	Flight	Total
Jack McGillivray	Westland Woodpigeon	63.5	64	127.5
Vic Nippert	Taylor Cub E-2	47.5	71	118.5
Bob Anderson	Douglas O-46	53	46	99

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Waco E (floats)	81.5	64	145.5	270
2. Richard Zapf	No. Am. F-86-D	53	69.5	122.5	245
3. Sam Burke	Jupiter	59.5	61	120.5	241

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Pacific Standard C-1	57.5	48	105.5	211
2. Richard Zapf	Floyd Bean Special	54	62.5	116.5	231
3. Sam Burke	Pegna PC-1	56	32	88	176

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Floyd Bean Special	57	63	120	240
2. Richard Zapf	Pegna PC-1	52	52	104	204
3. Sam Burke	Waterman Racer	59	31	90	180

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3. Sam Burke	Pegna PC-1	56	32	88	176

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Floyd Bean Special	57	63	120	240
2. Richard Zapf	Pegna PC-1	52	52	104	204
3. Sam Burke	Waterman Racer	59	31	90	180

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Waco E (floats)	81.5	64	145.5	270
2. Richard Zapf	No. Am. F-86-D	53	69.5	122.5	245
3. Sam Burke	Jupiter	59.5	61	120.5	241

Pilot	Plane	1st	2nd	3rd	Total
1. Stu Weckerly	Pacific Standard C-1	57.5	48	105.5	211
2. Richard Zapf	Floyd Bean Special	54	62.5	116.5	231
3. Sam Burke	Pegna PC-1	56	32	88	176

Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total
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Pilot	Plane	1st	2nd	3rd	Total

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FAC POWER SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Herb Kothe	Miss Canada	120	120	120
1. Bill Passarelli	Lanzo Cabin	120	120	120
3. David Seath	Miss Canada, Sr.	120	120	120
Vic Nippert	Sparky	95	106	120
George Lewis	Jabberwock	52	28	107
Einer Mellander	Sparky	116	55	113
Vet Thomas	Miss Canada	120	120	120
Chuck Schobloher	F.A. Moth	95	62	---
Stu Weckerly	Korda Victory	120	110	120
Rich Blackham	Cabinnaire	72	---	72
Jim Anderson	Yellow Bird N.Z.	120	101	120
Ed McQuaid	F.A. Moth	21	24	34
Vic Nippert	Miss Canada	99	120	98
Bob McClellon	Korda Victory	120	80	---
Rob Paisley	F.A. Moth	92	82	100
Mike Cervione	F.A. Moth	62	91	---
Mike Cervione	Bebe Special	58	---	58
Dick Shaw	F.A. Moth	53	---	53
Dan Driscoll	Ajax	120	120	---
Bill Bell	Fly-About	34	26	28
Tracy Noll	F.A. Moth	77	61	---
(4 way fly-off with Kothe and Passarelli losing their models and settling for a tie. Seath beat out Thomas for third place)				
<u>GOLDEN AGE SCALE</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
1. David Franks	Gadfly	120	120	113
2. Richard Miller	Cessna C-34	99	112	120
3. Stu Weckerly	Stout 2AT	120	99	101
Tom Nallen II	Halton Minus	92	64	91
Dave Livesay	Zlin XII	83	91	92
Jack Moses	Bernard Canary	22	54	33
John Low	Fairchild 24	28	29	32
Dave Stott	Hollywood Hamilton	76	96	51
Vic Nippert	Piper J-3	98	65	120
Don Campbell	Gadfly	83	44	53
Hal Lorimer	Gadfly	57	44	---
Gordon Hastings	Gadfly	30	29	32
Chuck Schobloher	Howard DGA	49	44	49
Ralph Kuenz	Curtiss Robin	57	75	108
Vic Nippert	Cranwell	68	70	77
Chet Bukowski	Curtiss Robin	67	108	120
Paul Bojanowski	Lockheed Vega	53	55	45
Dave Stott	Waco YKS	30	---	---
George Lewis	Rearwin Speedster	52	47	103
Dick Shaw	Corben Super Ace	52	42	37
Bill Bell	Martin MO-1	42	40	38
Richard Zapf	PZL P-1	62	60	64
Bob Bojanowski	Rearwin Speedster	66	82	64
Bob Clemens	Supermarine Sparrow	33	---	---
Tim MacDonald	Bellanca Skyscrot	59	53	56
(4 contestant fly-off)				
<u>FAC O.T. RUBBER</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
1. Tom Nallen II	Junkers W-33	61.5	82.5	144
2. Don Sruill	Missile Thrush	59	82.5	141.5
3. Joe Barish	Astra I	57.5	82.5	140
Don Sruill	MIG-15	49.5	82.5	132
Tom Schmitt	Beardmore WeeBee	52	82.5	134.5
Bob Clemens	Farmans Jabiru	53	78	131
Hurst Bowers	Heinkel HE-18	52.5	51	103.5
Vet Thomas	Sopwith Tabloid (floats)	46	82.5	128.5
George Lewis	Short Cockle	52	82.5	134.5
<u>FAC O.T. REPLICA POWER</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
1. Tom Nallen II	Trenton Terror	120	120	120
2. John Lewars	Fo-2-v-2	120	120	120
3. Don Sruill	Fo-2-u-2	120	120	120
Dick Miller	Half Pint	120	120	120
Jack Noll	New Ruler	120	75	77
Ralph Kuenz	Comet Clipper	87	84	120
Jack Moses	Brooklyn Dodger	93	120	120
(4 contestant fly-off)				
<u>NO-CAL SCALE</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
1. Chet Bukowski	Chambermaid	197	79	365
2. Greg Gallo	Fairey Firefly	249	242	29
3. George Lewis	Waterman Gosling	81	106	326
Vet Thomas	Pietenpol	44	---	44
Bob Clemens	Curtiss XF13C-1	124	110	151
Jack Barker	Lavochkin	45	61	51
Elmer Nallander	Ambrosini SAI-207	61	54	67
Vic Nippert	Aeronca L-4	116	76	46
Tom Nallen II	Piper Skycycle	87	142	63
Vic Nippert	Piper J-3	62	---	62
Ed Novak	No Am. OV-10A	46	36	37
Bruce Foster	Beech	75	58	---
Jack Noll	Heinkel HE-100D	49	106	---
<u>FAC O.T. STICK</u>	<u>PLANE</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
1. Bill Passarelli	Thermalier	120	120	120
2. Vic Nippert	Falcon	120	120	120
3. David Seath	Korda Stick	120	120	120
Dick Gorman	Gollywock	120	120	120
Bert Phillips	Korda "C"	120	---	120
Mike Cervione	G.L. Climber	105	72	78
(4 contestant fly-off)				

HI-WING PEANUT SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Bill Passarelli	P.A.M.A.	56	82.5	138.5	1. Jack McGillivray	Fairey Barracuda	P-51D Mustang	1. Greg Gallo	Plane	Keith-Rider R-4	Floyd Bean Spec.	P-51D Mustang	1. Greg Gallo	Plane
2. Greg Gallo	Nesmith Cougar	54	82.5	136.5	2. Jack Noll	Kawasaki Ki-61	P-51B Mustang	2. Richard Zapf	Pilot	Keith-Rider R-4	Keith-Rider R-4	P-51B Mustang	2. Richard Zapf	Pilot
3. Dan Driscoll	Nesmith Cougar	55.5	75.5	131	3. Al Lawton	Kawasaki Ki-61	P-40	3. Don Snell	Plane			A-26	3. Don Snell	Plane
Dennis Norman	Mr. Mulligan	—	39	39	Peter Zbasnik	P-51D Mustang	P-51D Mustang	1. Tom Nallen II	Keith-Rider R-4	Keith-Rider R-4	Keith-Rider R-4	P-51B Mustang	1. Tom Nallen II	Keith-Rider R-4
John Low	Nesmith Cougar	48	37	85	Tim Macdonald	P-51D Mustang	P-51B Mustang	2. Dave Livesay	Goon	Goon	Goon	P-51B Mustang	2. Dave Livesay	Goon
Jack McGillivray	Kallinin K-4	56	57	113	Dennis Norman	Douglas A-26	P-51B Mustang	3. Peter Zbasnik	Floyd Bean Spec.	Mr. Smoothie	Floyd Bean Spec.	P-51B Mustang	3. Peter Zbasnik	Mr. Smoothie
Frank Rowsome	Piper J-3	49.5	78.75	128.25	Rich Miller	P-51B Mustang	Focke-Wulf TA-152	1. Jack Noll	Mr. Smoothie	Jackrabbit	Mr. Smoothie	Focke-Wulf TA-152	1. Jack Noll	Mr. Smoothie
Bob Clamens	Found Centennial	52	62	114	George Lewis	Curtiss P-40	Curtiss P-40	2. Al Lawton	Jackrabbit	Jackrabbit	Jackrabbit	Curtiss P-40	2. Al Lawton	Jackrabbit
Fred Dippel	Nesmith Cougar	41	43	84	Richard Zapf	Al Lawton	Al Lawton	3. Jerry Markson	Jack Barker	Folkerts Toots	Folkerts Toots	Al Lawton	3. Jerry Markson	Jack Barker
Mike Nassise	Ford 2AT	47.5	51	98.5	WORLD WAR ONE DOGFIGHT	Jerry Markson	Jerry Markson	1. Tim McDonald	Mr. Smoothie	Mr. Smoothie	Mr. Smoothie	Jerry Markson	1. Tim McDonald	Mr. Smoothie
Dave Stott	Fairchild 24	52	62	114	Pilot	Chuck Schobloher	Chuck Schobloher	2. Chuck Schobloher	Jackrabbit	Jackrabbit	Jackrabbit	Pilot	2. Chuck Schobloher	Jackrabbit
Richard Zapf	Pottier P100ts	42	65	107	WORLD WAR ONE DOGFIGHT	Tom Nallen I	Tom Nallen I	3. Paul Boyanowski	Keith-Rider 8 Ball	Keith-Rider 8 Ball	Keith-Rider 8 Ball	WORLD WAR ONE DOGFIGHT	3. Paul Boyanowski	Keith-Rider 8 Ball
Vet Thomas	Wittman Tailwind	46	42	88	Pilot	Paul Boyanowski	Paul Boyanowski	1. Jerry Markson	Dave Stott	Dave Stott	Dave Stott	Pilot	1. Jerry Markson	Dave Stott
George Lewis	Piper J-3	41	37	78	1. Dan Driscoll	Al Lawton	Al Lawton	2. Jerry Markson	Keith-Rider 8 Ball	Keith-Rider 8 Ball	Keith-Rider 8 Ball	1. Dan Driscoll	2. Jerry Markson	Keith-Rider 8 Ball
Tim MacDonald	Nesmith Cougar	44	82.5	126.5	3. Roy Courtney	Al Lawton	Al Lawton	4. Jerry Markson	Keith-Rider 8 Ball	Keith-Rider 8 Ball	Keith-Rider 8 Ball	3. Roy Courtney	4. Jerry Markson	Keith-Rider 8 Ball

PIONEER SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Don Snell	Voisin Hydro	57.5	82.5	140	1. Jack McGillivray	Curtiss-Reid Rambler	71.5	81.5	153	1. Tom Nallen I	Vultee XA-41	SE-5	1. Tom Nallen I	Plane
2. Tom Nallen II	Short T-5	57.5	82.5	140	2. Tom Nallen II	Lincoln Standard	75	76	151	2. Tom Nallen I	AD-1 Skyraider	D-7	2. Tom Nallen I	Plane
3. Tim MacDonald	Eastbourne Monoplane	50	76.25	126.25	3. Tom Nallen II	Short Seaplane	83	67	150	3. Tom Nallen I	MIG-15	D-8	3. Tom Nallen I	Plane
(Don Snell won the flyoff)														

JUMBO SCALE

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Jack McGillivray	Curtiss-Reid Rambler	59	64.5	123.5	1. Jack McGillivray	Curtiss-Robin	58	82.5	140.5	1. Al Lawton	Hughes Racer	SE-5	1. Al Lawton	Plane
2. Vance Gilbert	Lincoln Standard	75	76	151	2. Tom Nallen II	Monocoupe	54.5	77.75	132.25	2. Tom Nallen I	Cessna CR-3	D-7	2. Tom Nallen I	Plane
3. Don Snell	Short Seaplane	83	67	150	3. Tom Nallen II	Cranwell CT-A-3	46.5	50	96.5	3. Tom Nallen I	Cessna CR-3	D-8	3. Tom Nallen I	Plane
(Don Snell won the flyoff)						Douglas A-26	55	82.5	137.5					
Jack Moses	MIG-3	—	35	35		Curtiss R-4	—	35	35	Peter Zbasnik	Yak 17	SE-5	Peter Zbasnik	Plane
Stu Mecklerly	Found (floats)	75	76	151	Hisso Standard	75	52	127	127	Richard Zapf	No. Am. F-86	D-7	Richard Zapf	Plane
George Lewis	Curtiss Robin	54.5	77.75	132.25	Aeronca C-3	75	59	134	134	Jack Noll	No. Am. T-28	D-8	Jack Noll	Plane
Len Seastone	Monocoupe	46.5	50	96.5	Northrop Gamma	35	24	59	59	David Franks	AD-1 Skyraider	D-28	David Franks	Plane
Hal Lorimer	Cranwell CT-A-3	55	82.5	137.5	Monocoupe	60	68	128	128					
Dennis Norman	Douglas A-26	—	35	35	Westland Lysander	46.5	65	111.5	111.5					
Dave Stott	Curtiss R-4	75	52	127	1. Tom Nallen I	English Electric Wren	49	20	69	1. Tom Nallen I	Laird Solution	SE-5	1. Tom Nallen I	Plane
Dave Stott	Hisso Standard	75	59	134	2. Tom Nallen I	Cranwell CT-A-3	49	20	69	2. Tom Nallen I	Super Solution	D-7	2. Tom Nallen I	Plane
Elmer Mellander	Aeronca C-3	35	24	59	3. Tom Nallen I	Poncalet Vivette	49	20	69	3. Tom Nallen I	Time Flies	D-8	3. Tom Nallen I	Plane
Richard Zapf	Northrop Gamma	60	68	128										
Bert Phillips	Monocoupe	46.5	65	111.5										
Jack Noll	Westland Lysander	49	20	69										

LIMPNE TRIALS

<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>	<u>PILOT</u>	<u>PLANE</u>	<u>SCALE</u>	<u>FLIGHT</u>	<u>TOTAL</u>
1. Jack Moses	Short Satellite	1. Tom Nallen I	1. Tom Nallen I	1. Tom Nallen I	2. Tom Nallen I	Short Satellite	1. Tom Nallen I	1. Tom Nallen I	1. Tom Nallen I	3. Tom Nallen I	Short Satellite	1. Tom Nallen I	1. Tom Nallen I	1. Tom Nallen I
2. Vic Nippert	Cranwell CT-A-3	2. Tom Nallen I	2. Tom Nallen I	2. Tom Nallen I	3. Tom Nallen I	Cranwell CT-A-3	2. Tom Nallen I	2. Tom Nallen I	2. Tom Nallen I	3. Tom Nallen I	Cranwell CT-A-3	2. Tom Nallen I	2. Tom Nallen I	2. Tom Nallen I
3. Jack Noll	Poncalet Vivette	3. Tom Nallen I	3. Tom Nallen I	3. Tom Nallen I										
Dave Livesay	Short Satellite													
Hal Lorimer	Cranwell CT-A-3													
Jack McGillivray	Westland Woodpigeon													
Bob Clamens	Supermarine Sparrow													

9.

→ NEW WACO PEANUT PLAN PACKET RELEASED

"Nuthin' But Wacos" plan packet features six 2 page 11 X 17" detailed Peanut Waco Biplanes including 3-views, color data, insignia and references. All are original drawings by Stan Fink of Domeduster Publications. The models in the packet are: Waco Ten-OX5; ATO "Taperwing"; UKC "Pure Oil"; ZQC-6; Model D "Military" and the eye-popping red and white ZPF-6 "Texaco." The packet is \$12 ppd. checks payable to Stan Fink, 1810 Pine St., Phila., PA. 19103. → → → → → → → → →

10. DOWN MEMORY'S RUNWAY



RUNWAY

A LOOK BACK AT OUR INSPIRATION.

By Dave Stott.

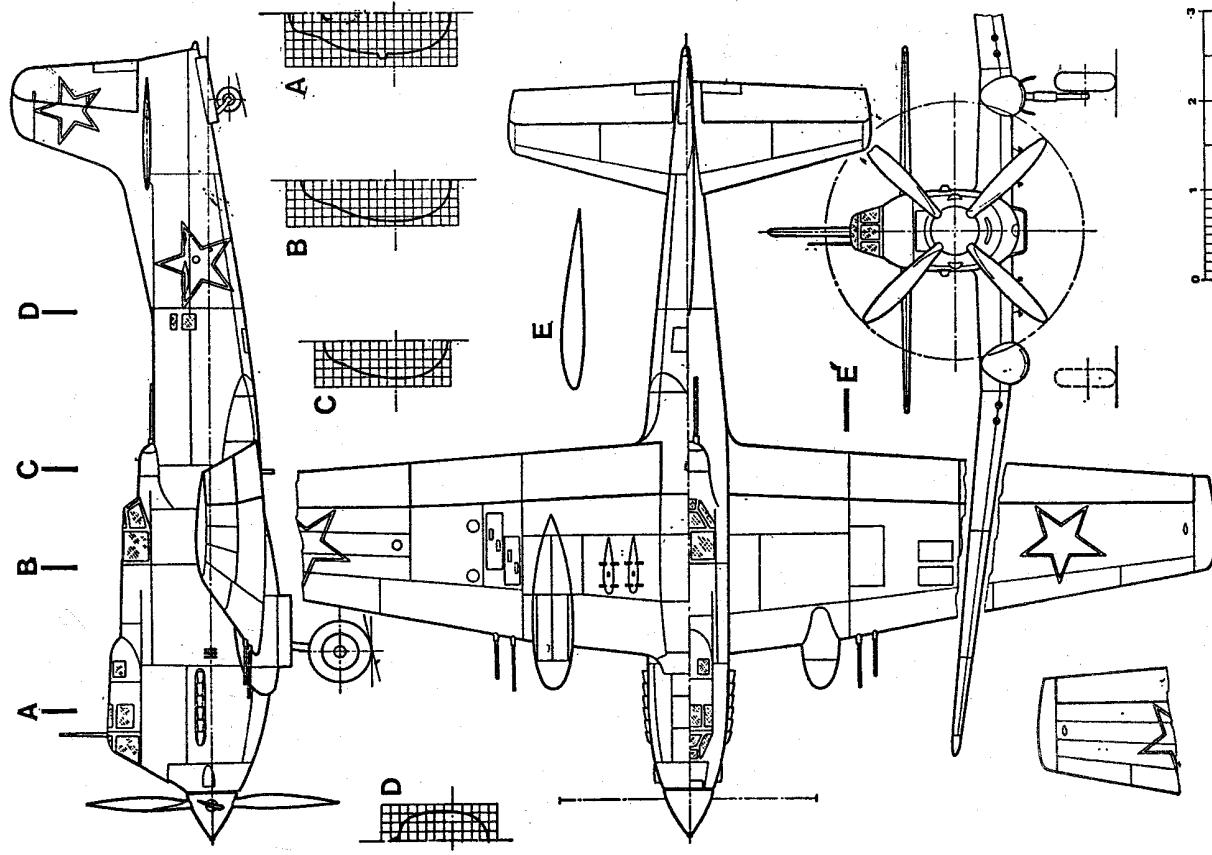
THRILLING STORIES BY KEYHOE, ARCHIBALD AND WHITEHOUSE
ARTICLES ON PURSUIT AVIATION TODAY AND TRANSATLANTIC AIR MAIL
MODEL PLANS OF NORTHROP XFT-1 AND HAS
R.O.G.A.

SEPTEMBER, 1935.

Well Clubsters, let's see what the editorial gang at 29 Worthington St., Springfield, Mass., has cooked up for all us kids in this issue of our good old aero magazine. This striking cover drawing by C.B. Mayshark depicts the rising sun of the Japanese Empire spreading its rays over China as a Chinese Douglas attempts to stave off the invading Nakajimas. China at this time of the Sino-Japanese War was a disorganized collection of provinces all ruled over by different Warlords who were more interested in personal gain than the preservation of China. This attitude was reflected in the motley array of imported aircraft expected to repel the invader. There were American Voughts and Wacos, British DeHavillands and Armstrong-Whitworths, as well as Italian Fiat's and German Junkers. Somehow this irregular band continued on, albeit with little effect, until the arrival of the Flying Tigers of General Chennault. It is too bad little or nothing has been handed down on the air battles of those soldiers of fortune who flew in the troubled skies of China in those colorful times.

Donald Keyhoe hands another Philip Strange story to us while Arch Whitehouse sends the crimson masked Griffon from the comfort of his Long Island mansion, Greylands, out over the night darkened Atlantic to foil the evil doings of the "Fox". "Fralz Teeth" is the title of Joe Archibald's latest Pinkham Yarn wherein our hero flies a Spad painted with big black dots so as it will be hard on the Kraut flyer's eyes. Precursor to shatter camouflage!

Ilyušin II-20 „Gorbač“



SUBMITTED BY RICK DORT

Here's an interesting subject! Good moments, ample wing area, and different! Color topside probably green with gray undersides.

"Snapshots of the War" takes up page 6 and shows us a photo of two captured British airmen, one with head bandaged, being entertained in the Officer's Mess of Von Richthofen's squadron. The Baron himself is not present, but his brother Lothar is in evidence. Another shot shows us the rare Naglo D-2 quadruplane rumored to have been tried out at the front for a month.

Current aviation is covered in an article on the German Dornier Wal flying boats spanning the South Atlantic carrying mail from Germany to Brazil by means of landing in mid ocean and towing up on a sea sled towed by the floating base ship, Westfalen. The Wal was then hoisted out of the water and placed on a catapult, serviced and refueled, and then blasted off to continue the journey to South America. No mean task. "Pursuit Aviation Today" tells how our P-12 Boeings and P-26s can handle an enemy, portrayed by some lumbering Keystone Bombers. All this worked pretty well until Glen Martin came out with the B-10 which could leave the P-26 bouncing in its slipstream as it outran our best pursuit! In "Pilotopics" we are told the Fokker monoplane, "Southern Cross" was fitted with cotton propellers! The props were made of chemically treated cotton canvas under compression. When tipped with brass they had been especially resistant to rain and water spray.

On the Flying Aces Club News page in this issue National Adjutant, Doug Allen takes us on a spin in their mythical Flying Aces Transport to visit PACs in the U.S.A. as well as far off lands. The U.S. tour ends up with a visit to Col. Paul Guerrero, Commander of the (State of) Washington Sqdn. No. 1, as well as head of the Phillipine squadrons. He tells Doug of the all girl squadron organized by Miss Ruby Adams bernardino out there in the Phillipine Islands. One wonders where all these air minded youths are now.

Doug and the F.A. Transport visit Gary Cameron, Commander of Australia's first FAC squadron in Sydny who call themselves the "Curtiss Helldivers". After a visit to FAC Eric C. Mann in Geelong the Transport heads to England. A meeting there with Commander Harvey-Thorne of the First Middlesex Sqdn. informs us of the roster listing 33 members of which 20 are modelers.

After a stop in Hamilton Ontario to visit Commander Bert MacPherson, who organized the F.A.C. Radio Communications Corps, the Transport lands back at Springfield and FAC Headquarters. A rather tame report, but never the less showing the international state of the FAC of old, quite similar to today's F.A.C. And by the way, that FAC Transport must be quite a design. Doug never once mentioned refueling air servicing that bus!! And remember this "PAC Transport" theme, fellas. It becomes an issue for a model contest in later issues.

And speaking of models, let's have a look at the "With the Model Builders" photo page. The outstanding ships here are a beauty of a Boeing F4B-4 spanning 68 inches and gas powered by K.A. Pouch of New Brighton, N.Y., and an immaculate Boeing P-26 in the 95th Sqdn finish that is quite elaborate, as we well know. It is the work of John W. Smith, of Toledo, Ohio and may well have stemmed from a Cleveland kit. Joe Laberge, of Sudburg, Ontario shows off his Jenny-like biplane on skies posed in "Petrified Cloud dew", as snow has been referred to in those old pulp pages. There is a shot of a nicely done Fokker D VII sporting the markings of the D VII flown by Frank Clarke in "Hell's Angels". There also we find a picture of a flying Monocoupe model by Jasper Schirbeck, of Erie, Penn. Hey! Commander Reichel!! Why not get out your phone book and see if Jasper is still around!

In the model department we find an excellent 3-view of the Consolidated Fleetster of T.W.A. complete with color scheme by ace draftsman Willis Nye. For the sport flyer Julius Ubrath presents us with the Flying Aces HiClimb R.O.G. An all sheet job which has been modeled in built-up tissue covered form just recently by our own Bob Thompson. It is no slouch, skyusters. This baby can chew up the ozone!

"Snapshots of the War" takes up page 6 and shows us a photo of two captured experimental Navy fighter designed by thatewond rous pair, Alan D. Booton & Ralph Pickard. (Models designed by Booton and Pickard usually appeared in Air Trails, so this was indeed an exception for F.A. readers). A photo of the completed model has a dummy pilot climbing into the cockpit!! Hot stuff! The plan is well executed with many templates and flat patterns of tricky parts.

As the happy recipient, via Bo Robinson, of a stack of original sketches, preliminary drawings, and correspondence belonging to Alan D. Booton, this author can provide a bit of insight into the gathering of data for this XFR-1 model. Ralph Pickard, who lived in Hawthorne, California at the time was the half of this team that gathered the data from whatever source available to create sketches and then create 3-views of the latest new airplanes to try their wings or hit the headlines back then. In the case of the XFR-1 it was by sketching the actual airplane! No mean task for a brand new Navy fighter as the subject! His 3-view sent to Alan Booton is dated 6/8/34. It was followed by a sketch of some further details 4/9/35 with the following message written on the back of it.

Dear Alan:

Was I lucky! I managed to get this dope just as the ship was leaving for Anacostia. We can still have a "scoop" if you wish to use this additional data. Too darn bad I couldn't get it before you started construction as it would have saved a lot of trouble. Of course it is entirely up to you as to whether you care to use it or not, but I think it would be a good idea. You understand the necessity of keeping this drawing confidential. I will take the responsibility for this data.

It just happened that I couldn't work today so I went up to Inglewood. On the way home I happened to see the XFR-1 in the air. Boy! I tore right home and got the sketch book and went "hellin" for Mines Field. Couldn't get any closer than 75 feet, but that was close enough for me. No photos, of course, but got this detail from sketching. If there are any questions, shoot 'em to me and I'll do my best.

Sincerely,
Ralph.

Alan Booton lived in Ashville, N.C. at this time and all info exchanges had to be done by mail. Now all you PACs who want to create your own plan of a scale model and are lax in searching your own files, or making a trip to the library, or any other effort at research ought do well to remember what great trouble those before us went through to present an accurate and well detailed plan for the pleasure of their peers as well as themselves. Booton and Pickard, quite a dynamic duo! And yes, of course Booton included the latest data from his pal.

(We have tried to find Jasper but no success)

Interested in Jetex flying, plans, fuel and engines? Join the more than 300 some already receiving the only newsletter designed for the promotion and preserving of Jetex flying. Subscribers as far away as Saudi Arabia and Switzerland are receiving this rag. Issue number 9 started off with full size plans, and three views for those who'd like to create their own models. There's even a "technical" section and photo page of the readership's creations. Subscription is \$9.00 currently in the United States, \$10.00 for Canada; and \$12.00 if in Europe (\$14.00 - brown enveloped), surface \$11.00 and if Australian or Japanese subscription, \$14.00 (\$16.00 brown enveloped). Back issues are available. Currently, we are on issue #33 and each issue is "Theme" oriented. Send reply to Roger L. Wahlen Sr., P.O. Box 18251, Indianapolis, Indiana 46218. Phone 317-547-5963.

Individuals, teachers, youth groups and libraries. I have the following model aviation mags for sale: M.A.N., M.B., A.M., F.M., A.T., and M.A. No complete set will run more than \$5 except A.M., A.T., and M.B. Send large SASE (two stamps) to the above address.

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 SKYTERS!!! Into the wild blue yonder!!!

<u>COMET</u>			
<u>Pilot</u>	<u>Plane</u>	<u>Time</u>	<u>Bonus Total</u>
1. Ron Hummel	Farmen 400	124 sec.	124
2. Dick Dumire	Curtiss Robin	" 0	123
3. Barrie Taylor	Spartan Cabin	" 0	120
4. Walt Leonhardt	Curtiss Robin	28 " 0	28

<u>GOLDEN AGE CIVIL</u>			
<u>Pilot</u>	<u>Plane</u>	<u>Time</u>	<u></u>
1. Dave Stott	Ong Continental	136 sec.	
2. Ron Hummel	Curtiss Robin	" 95	
3. Darold Wilken	DH Leopard Moth	" 54	
4. Darold Wilken	'Fleet Canuck (floats)	" 35	
5. Walt Leonhardt	Cessna C-34	" 28	
6. Walt Leonhardt	Piper E-2	" 24	
7. Walt Leonhardt	Monocoupe	" 20	

<u>GOLDEN AGE MILITARY</u>			
<u>Pilot</u>	<u>Plane</u>	<u>Time</u>	<u></u>
1. Walt Leonhardt	Mureaux C-1	28 sec.	

All contests listed contain Flying Aces events.
Aug. 19...Calumet Escadrille, CD's, Phil Cox, (219) 838-2402 or Les Burdsal, (219) 924-1149.

Aug. 26-27...40th Annual Eastern Canada Open. No CD listed. Get help from Noel Kirby (613) 592-5740.

Aug. 26-27...Mid-South Champs, CD Ollie Benton, 409 Brady Point Rd., Signal Mountain, Tn.

37377 (615) 886-1293.

Sept. 2-3...FAC Outdoor Champs, Muncie, Ind. CD, Lin Reichel, See flyer this issue.

Sept. 9.....Rio Grande Squadron, CDs, Phil Thomas (505) 822-0654 or Bob Leishman, 90 Horizon Vista Blvd., Belen, NM 87002.

Sept. 9.....Alamo Escadrille, CD, Bill Teseny, 1410 Balo Duro Rd., Austin, Tex. 78757

(512) 451-1035.

Sept. 9-10...Glastonbury Modelers, Durham, Ct. CD, Ed Novak, 106 Cutlery Ave., So. Meriden, Ct. 06450 (203) 238-9066.

Sept. 16....Erie Model Aircraft Assn. Erie, Pa. 24th Annual Midwest Scale Meet, CD, Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506. (814) 833-4985.

Oct. 7.....5th E.M.A.A. Last Chance contest. CD, Ross Mayo, 3838 Woodcrest Ct., Erie, Pa. 16506 (814) 833-6855.

Oct. 7-8....10th Annual Cactus Squadron contest, Phoenix, Az. CD, Bob Schlossberg, (602)941-8778.

Oct. 14.....Alamo Escadrille, Same as Sept. 9.

Nov. 11.....Alamo Escadrille, Same as Sept. 9.

Nov 18-19...Mosquito Squadron, Palm Bay, Fla. CD, Steve Bacon, 836 Barbary Dr., Port Orange, Fla. 32119 (904) 788-7309

Dec. 9.....Alamo Escadrille, Same as Sept. 9.

Dec. 29-30-31..Palm Bay, Fla. FAC Winter Outdoor Champs, See Nov. 18-19 for CD.

Airmail Pals

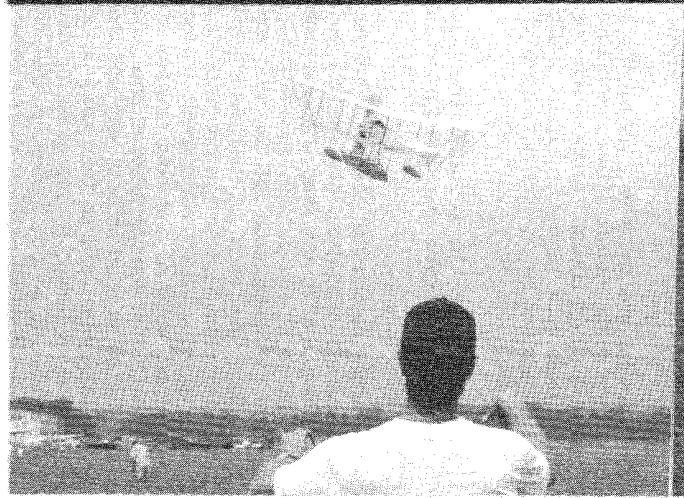
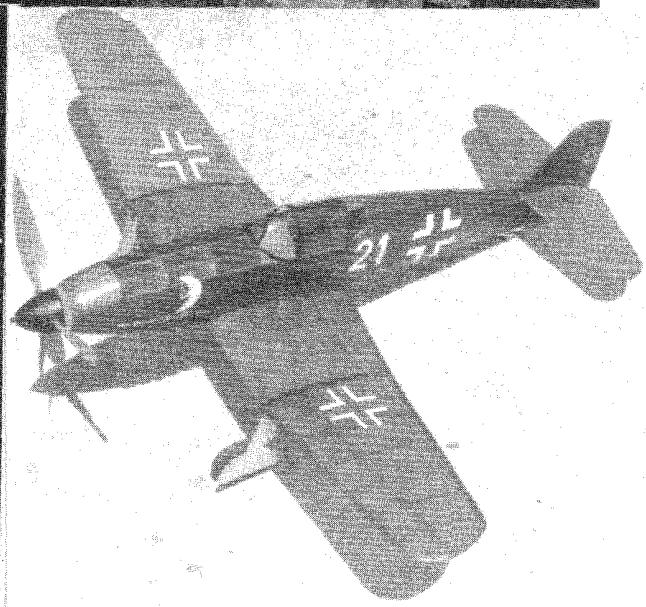
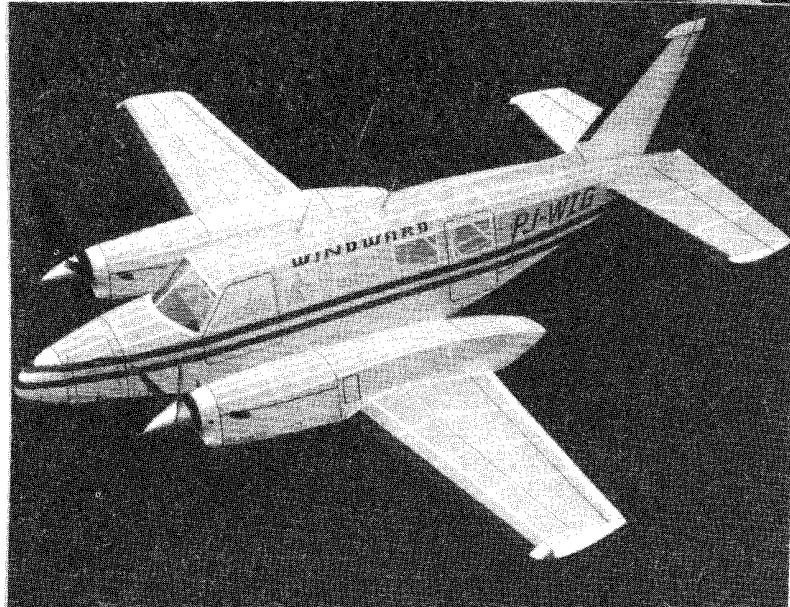
Gents;

The item "Noted Aerodynamicist Refutes" on page 5 of the May-June issue sort of irks me. Although written in cutsie fashion, it might lead to reader to believe that the Glue Guru's assertion--that the torque on the rear peg depends only on the rubber motor and not on the prop is not valid. Of course it is valid.

WANTED: 3-views of the 1922 Bee-line "Special" BR-2 Racer (racing #18-A6430). Stan Fink, 1810 Pine St. Philadelphia, Pa. 19103-6602.

KEEP THOSE TIMES COMING IN OZONE CHEWERS!

Yours truly
Bob Meuser



Top left; Another aviatrix with her own Rearwin Speedster, Megan McGowan. Right; Nice looking Comper Swift by Al Backstrom. Center left; Piper Chiefton by Chris Starleaf, flies great. Right; Heinkel HE-100 by Bob Isaacks, see deal elsewhere in this issue. Bottom left; Short T-5 by Tom Nallen II, another great flyer. Right; Hurst Bowers launching his electric Airmaster.

In or about the mid 1930s, the latest of the new main line transports, the Douglas DC-1, had already shown its merit in skyrocketing across the continent in less than 13 hours. Record breaking was a specialty of this new transport, yet its speed did not interfere with the comfort and safety of its passengers.

This latest transport was described as veritable "flying pullman" and could accommodate 14 passengers in reclining chairs, wherein they could rest comfortably during their flight.

A novel heating system for winter use was incorporated in the DC-1. This system circulated steam heat throughout the interior, while air for the ventilation of the cabin was drawn in through ports at the nose of the plane and released beyond the cabin after having completed its circulation throughout the interior.

These new transports were to be considered marvelous machines in their time and had what were a few amazing mechanical devices housed within.

The first DC-1s required a tremendous amount of work and posed a number of infinite difficulties in their assembly. Fortunately, these problems were resolved by the time the DC-3 and C-47s were required in great numbers for the second great war. We were fortunate we had the time.

A few of the main features of the structure itself, plus the addition of flaps and retracting gear created some interest in the aviation industry. The wing was built entirely of metal with an inner truss of light steel alloy, built in the multicellular form of structure. This was to support the tremendous loads which the airplane was to have been subjected to during flight.

Another great strength factor was achieved through the use of an entirely metal covered surface then called dural stress-skin covering which it was thought to be sufficiently tough enough to withstand hail, sleet and air density pressure. This skinned wing formed an almost unbroken surface from tip to tip, with the engine nacelles being firmly and neatly flared to aid in the reduction of air resistance.

The engineers did an excellent job in designing the ailerons wherein the hinge point gaps were snug and hardly broke the wing surface which had to contribute to good aileron effectiveness.

In that period, device after device had been tried in an attempt to reduce the landing speed of the aircraft. To date, the nearest solution to accomplishing this had been the wing flap, which was used with extraordinary success on the Douglas DC-1. This flap, as it was called, was described as a hinged panel located at the center of the lower side of the wing and extended from this point to the trailing edge. In width, it covered the complete space from a point just beyond one engine nacelle to the opposite engine nacelle. This device was described as nothing more than a stout rectangular plate, which when lowered at the trailing edge of the wing creates a direct opposition to the passing air flow and in that manner reduces the landing speed of the airliner. The flaps could also be used effectively in creating lift for difficult take-offs at high altitudes, and in this case would materially aid lift. They would be controlled or actuated by the pilot or co-pilot through a system of motors as was the entire retracting system of the landing chassis, which folds itself into a pocket provided beneath each engine nacelle.

Another innovation at the time was the installation of direct two-way radio communication between the ground and airplane, with each airplane in Transcontinental and Western Airways fleet being supplied with this system as standard equipment. The co-pilot would generally be the radio operator as it was assumed the pilot would be too busy with the difficult task of handling what was said to be a big plane.

Structurally, the fuselage was described as having a similar type of construction as the wing, having smooth skin and bulkheads for truss and covering. Baggage was to be placed in a compartment specifically designed for and in a space provided for such storage. The hap-hazard placement of luggage was now becoming a safety concern.

Although the following may seem a little wasteful and strange in this day and age, I have found and read of this type of test in a number of old articles and reports. It seems a group of rather dubious and inquisitive engineers and flight officials had gathered at a Pacific coast airport to watch a test of their own design put into effect. A huge, shiny new Douglas was warming its Wright Cyclone engines in preparation for a flight. Inside, mechanics were placing bag after bag of sand, which was to act as ballast and provide the same affect as would be accomplished with a load of actual passengers but with much less risk. The airplane lifted easily into the air and the landing gear was retracted. Circling the airport a number of times, the aircraft headed for the ground. As it neared the runway the gear was still tucked safely in the wheel wells and there appeared no indication or any desire on anyone's part to extend the gear. It was no accident that held the gear in place, rather it was the group on the ground who were anxious to find out just what would happen if the landing gear would not extend and the pilot was forced to land wheels up!

The answer was forthcoming shortly, for in a few seconds the DC-1 settled to earth, at which time the assembled group rushed to the side of the aircraft. Quoting one report verbatim, "to everyone's surprise and amazement, they discovered not one thing wrong except for two bent propellers". It is hard to conceive that a test of this type was conducted, however given the time and circumstances, perhaps this may have been a justified test. Nothing wrong except two bent propellers it said, seems to me that would necessitate a lot of repair work.

Having been on a Beech Queen Air a number of years ago, when the gear partially collapsed as we approached the apron in front of the hangar. That Chinga-chinga ching sound which emanated from both propellers as they ground to an instant halt at engine shutdown, meant a lot of work for the companies engine mechanics. Besides the propeller damage, the engines had to be dis-assembled and the propeller shafts inspected for possible cracks and trueness before the airplane could fly again.

There was a design philosophy, that at one time dictated the wheels not being fully retracted even if there was room, ostensibly to prevent too much fuselage damage in the event of a wheels up landing. It was assumed that with the wheels sticking partly out of the wing or nacelles the wheels might absorb some of the ground damage and reduce repair time.

The DC-1 was shortly followed by the DC-2 and thereafter by the venerable DC-3, C-47, R3-D and had names such as Dakota, Skytrain, Goonie Bird and in later years used in Vietnam as Puff The Magic Dragon.

The DC-3 which was the final version of the Douglas machines, was to become one of the most remarkable airplanes in the world. During World War II alone, more than 10,000 were built, and it still serves as an airliner in many countries.

* * * Mr. Thumsome's Parachute Catcher * *

Mumbo Jumbo #69 from the pen of the Glue Guru Salutations, disciples! Today we shall ponder a strange gadget, shown below, straight from the pages of "Flugsport" December 1918, Appendix page 2. My reading matter is rarely drawn from so contemporary a source, for I prefer the relatively peaceful pre-war literature. However, in this case an avid Mr. Thumsome sought me out and thrust the clipping shown

Eine neue Fallschirmanslösung von Siuchinski.

(Nachbildung aus mit besonderer Erlaubnis restatet.)
Die praktischen Versuche mit der nachstehend beschriebenen Anfertigung grüne mit einem kleinen Sitz-Doppelsitzer ausgestattet, welcher demnächst elektrisch an die

evident as he shouted, "Just look at this, GG, I've got von Siuchinski's parachute catcher! The Baron's secret is mine!" Here he turned plaintive. "Well, actually it needs a bit more work. I can't quite figure it out. If you would help...I'll make it worth your while."

"Of course, Mr. Thumsome. My brain is at your disposal."

"Good...because with dumb intellectuals like you, you never know where you stand, if you know what I mean."

"Er...let us proceed to business. What is the difficulty?"

"Well, I can see how it works, but not why. The artist laid it out like a rocket countdown - 3, 2, 1. In 3, the chute is floating along real nice. Then in 2, the chute folds just in time to be snagged by this passing rubber job, like in 1, and the rubber tension keeps it real snug. Only I can't see why. Why, GG?"

I stared at the diagram for a few seconds. "Isn't it possible that the proper sequence of events is 1,2,3? Perhaps the chute is simply dropped when the rubber tension reaches..."

"Nah, it couldn't be. You got it wrong."

"And why do I have it wrong, Mr. Thumsome?"

"Because then it wouldn't be such a hot idea. It would be OK, but not a great idea, like FAC. It would be just ordinary stuff, say like food. The Baron wouldn't come up with just a good idea. That guy Siuchinski was a genius. That's why they made him a Baron. See, it's 'von' Siuchinski. That means he was a Baron."

"Not really; 'von' means 'from'. The word carries no connotation concerning royal or other rank."

"You mean like Joe from Kokomo?"

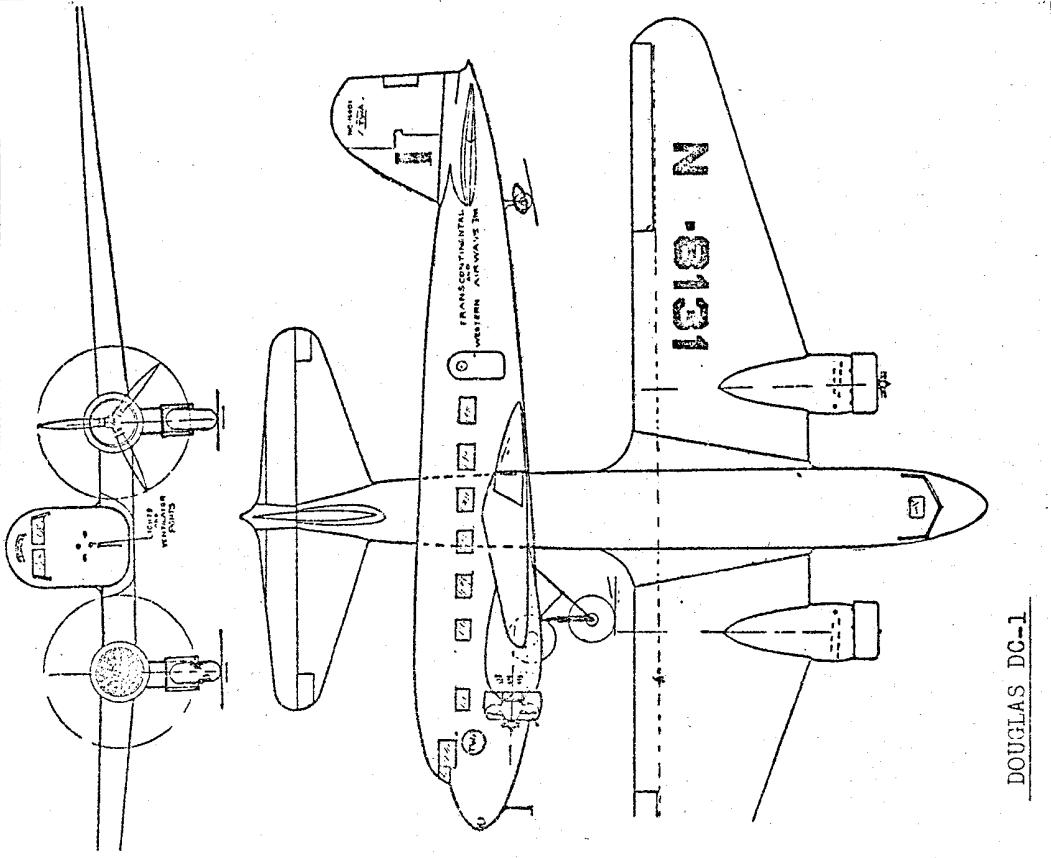
I nodded. Mr. Thumsome frowned. "That's the trouble with you dumb intellectuals, you take a great idea and just ruin it. I had this great catcher and now..."

"Now you have the truth, Mr. Thumsome. The truth shall set you free."

"Nah. I was better off when I had the catcher. You sure about the 1,2,3 stuff?"

"Regretably, I'm sure, Mr. Thumsome."

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.



DOUGLAS DC-1

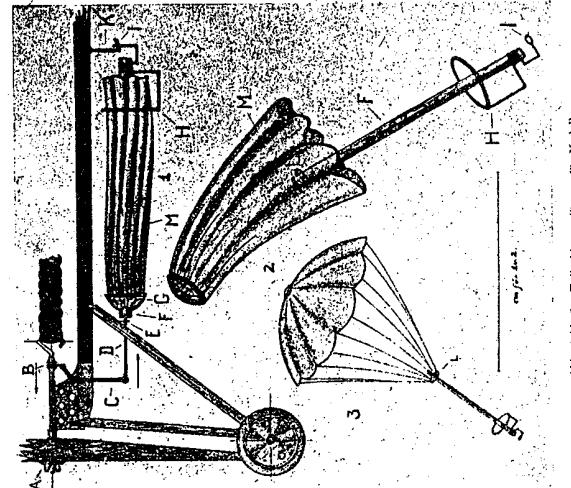


Abb. 1 bis 3. Fallschirmanslösung für Modelle.

KITS WANTED: Monogram; Speedee-Bilt "G" series kits and "H" series Bomber kits; Also, "T" series Superkits; Guillow: "WW and 100 series" World War I kits with 18" wing span or any spare parts such as cowls, wheels, decals, plans, die-cut sheets, etc.; Hawk, Maircraft, or other solid balsa kits; Also interested in Megow, Joe Ott, Comet, Berkeley, Ideal, Ace-Whitman, Sterling, Air-King, California Models, Guillow, Scientific, Sierra Nevada Models, Cleveland, Scientific, or other discontinued stick-and-tissue or solid balsa scale kits from the past; Contact George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711. (209) 439-3363.

SOURCES FOR SCALE DOCUMENTATION

by George Lewis

How and where do you obtain documentation for that Curtiss HS-1L that you saw a picture of in a magazine in the barber shop? Why do we see ads in newsletters pleading for information on Piper J-3 Cubs? What is the best way to obtain three-views, pictures, information on colors and markings and maybe even plans, for any aircraft that you absolutely must build for the next FAC Nationals or local contest?

The best way to start is to develop sources of aircraft information. One of my favorite sources is the Smithsonian Institution in Washington, D.C. Did you know that the Smithsonian Air and Space Museum has a list of aircraft three-views that they sell for very reasonable prices? Some of them are so good you could almost build directly from them. Just write them and they will send the current list direct to you, at no charge. (at least they didn't charge the last time I wrote.) Many of these exquisite drawings give color and markings so you don't have to look further for that information.

Have you thought, ever, of writing direct to the aircraft manufacturer? They are well aware that there are scale modelers in the world and usually can comply with your request with more than you expected. I built a Pilatus Porter PC-6C some time ago, and wrote to their manufacturing facility in Switzerland requesting a 3-view and got back some stunning photographs, a factory 3-view and a very nice letter inviting me to stop in and see them if I was ever in the area.

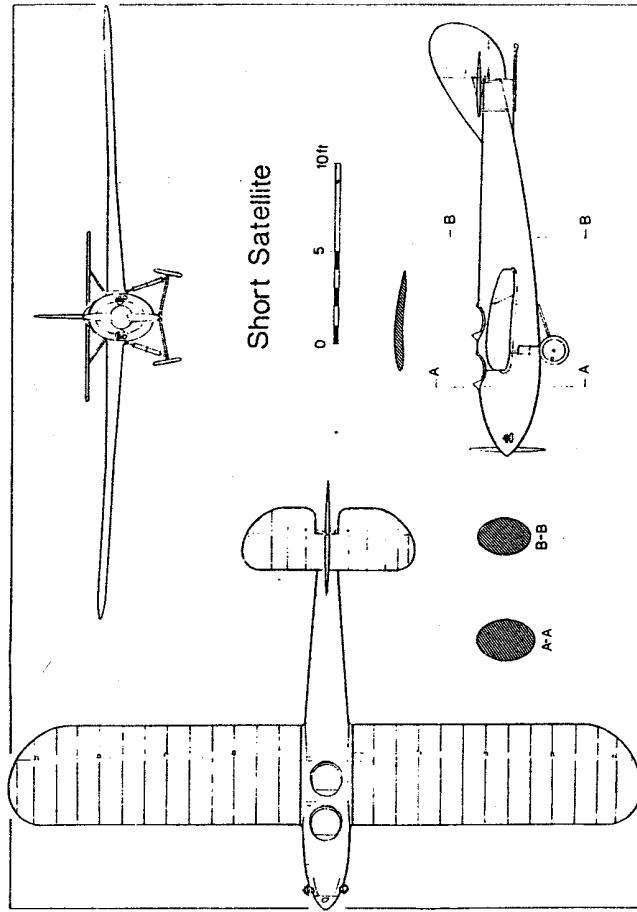
Have you visited your local library? I have and they didn't have much to offer. However, a chat with head librarian directed me to the main library in Detroit, where I spent a happy few hours making xerox copies of various pages in Jane's "All the World's Aircraft". That reference is printed by year so you have to know approximately what year the airplane was built to find what you are looking for. Jane's usually provides a very small three-view and maybe a picture. Libraries are wonderful places, and if you are lucky, they will have an aeronautical section. They may not have too many books on aircraft but you may find a biography of Glenn Curtiss with all kinds of pictures of the planes he designed. Used book stores are great places to buy aircraft books, but they all don't stock such things. You have to ask and if they don't have aircraft books they usually know a bookseller who does. Used book stores that specialize in military books normally have some aircraft books. Regular book stores like Barnes and Noble have aircraft sections, but they are limited. They do have bargain counters and you can sometimes pick up something like "Classics of the Air" for \$5-\$10 if your lucky. Does your local university or college have an engineering or technical library? Chances are that they do and chances are that they will let you browse and later use their copy machine. If it is a large university and they have a school of aeronautical engineering, then you are truly in heaven.

Don't forget your local airport. Go there and talk to the manager, tell him what you are doing and ask if he knows of anyone with the aircraft you are interested in. I was building a DeHavilland Tiger Moth DH-82A once and thought I had pretty good documentation until, when I was talking to our local airport manager and mentioned the Moth, he told me to go look at the west hangar and lo and behold there was a real DH-82A. What a treat! Check other small airports, especially if you are on a trip. You never know what you will find but you will find people very willing to talk to you about airplanes and let you look at their aircraft. For example; there is a Gipsy Moth in a hangar at the small airport in Camp Hill, Pennsylvania..

I started out talking about the Smithsonian Air and Space Museum but there are many many others throughout the country. Many museums (aircraft type) have bookstores too, that you can get lost in. Many have aircraft on display that are singular examples that may never be found elsewhere. The Paul F. Garber Restoration Facility in Silver Hill, Maryland has some marvelous aircraft such as the Caudron G-4 bomber, that they acquired in 1918 and have not yet restored. Tours may be arranged, by the way, through the Garber facility, by reservation only.

Reservations may be made by phone. A tour lasts four hours and six rolls of film! There is no charge. There is a Glenn Curtiss Museum in Hammondsport, New York which used to cost \$5 to tour. The EAA museum in Oshkosh, Wisconsin has one of the best restorations in the world of a Veltie Monocoupe. There is a museum in Anchorage, Alaska that has a Curtiss Robin on floats and a Travaleaire that looks like it just came out of the box. I could go on, but the point is to stop at these places, take some pictures and if you later decide to build one of these aircraft you know where it is and can write to the museum director for more information or maybe some photos. Most aircraft museums have a list of the aircraft that they display or have in storage. Write to them, enclosing a return envelope, and chances are you will get a list back. Make a folder of these lists and places (include your pictures) and you will have developed a resource that you can use for years to come.

What books make good resources and where to get them is another article which will be forthcoming.



THE ART and SCIENCE of STRETCH-WINDING

by "Maestro M."

Responses to my article on F.A.I. Tan-2 rubber (last issue of '93 and first of '94) have "sensitized" the Old Maestro to a need among some of us for more basic information on getting the best out of a rubber motor. That's a matter which has a formalizable, predictable, aspect, but also one that involves perception, sensing, "feel." And the "best" is defined by your flying goals, so it's also a personal matter. This article deals with all three aspects of "powering-up".

For starters, let's understand that a rubber motor is a motor in the sense that it causes the planes movement, but it is also--and basically--a battery. A battery made of organic material from southern rainforests, tree-sap, which stores energy from the body of the person who stretches it. The breeze from the prop which drives your model airplane through the air 100 feet overhead is nothing other than a transform of energy from your food and drink, catalyzed by oxygen from the air you breathe, moving the air your plane is flying in. Rubber power is the most direct and personal form of motive power. Accordingly, there is actually a great range variation in the amounts and the rates of energetic release from one man's rubber motor to another's. Likewise, one can considerably vary the way one's plane flies, on the same motor, from one flight to another. It all depends on how a person winds--and how well he knows the nature of the rubber he's using and the capacity of his particular motor.

Let me illustrate that with a real example of extremely-different ways of winding and flying. I locally fly with a fellow clubster, Wendell Hughes, indoors most of the year in our Great-White-Northern area. We have in common the desire to re-create Golden-Age aviation in miniature and taking great pleasure in watching graceful flights at scale speeds. Beyond that we could not be more opposite. I am always trying for maximum duration; he never times his flights. I always have a future contest in mind; he never goes to contests. Accordingly, whereas I put as much of myself as possible into winding, he pointedly uses our flying-sessions to "unwind".

I stretch-wind. He doesn't. Rather, he uses a battery-powered mechanical winder made from scrap, which grabs the prop with a fork-like extension--a bionic boy's index-finger. Prerequisite to that, his motors are short, with almost no slack, and wound entirely inside his planes. He sits, slouched, with the winder in one hand and the plane in the other, and the job gets done, start to finish in about ten seconds. In contrast, I stand several feet away from my plane in its winding stooge as I begin, and his plane has already landed before I can launch. Wendell is the ultimate relaxed fun-flyer; I am a duration maniac.

My planes fly much longer, on average 70 seconds to his 50. Indoors--where free of Hung's vacillating moods, we can clearly understand what our planes are doing of their own accord. Each of us flies optimally according to his goal, getting all the energy put into his organic battery out into the air before his plane lands. My planes fly longer but his fly much more frequently. Between the poles of that contrast flow numerous friendly insults (and mainly from him to me) informative suggestions. Certainly no pair of fliers could have better opportunity to learn about the differences between the two types of flying. Here, since it's the main interest of FACERS, I'll focus on duration as a function of stretch-winding.

was slack, I was using short motors for that low ceiling, so with a little hand-winding at first, we were able then to wind with my plane "in one piece". The plane--a Peanut Alco Sport--repeatedly did almost exactly 45 seconds when wound Wendell's way to my usual final level of tension. The implication, then, is that stretch-winding increases duration by 56%. Number of turns put in his way was 65% my usual, as implies that stretching--according to my technique (described below), at least--increases number of turns accepted by a rubber battery by 54%. It is plain, therefore, that the advantage of stretch-winding is due to increasing the battery's capacity to accept turns, as opposed to having a significant influence on its average torque.

Since stretch-winding techniques themselves can and do vary considerably, it stands to reason that even within the sphere of stretch-winding there is considerable variation in duration as a function of one's technique.

There are two basic factors in stretch-winding technique. One is the level of tension maintained during winding--just illustrated by the extreme contrast of stretching or not stretching at all. The other is the percentage of breaking-capacity to which one winds. The former concerns duration of prop-run. The latter concerns altitude--average "cruising" altitude and final, pre-glide, altitude.

As Wakefielders know best and have most written, most of the altitude obtained by a rubber-powered airplane comes from the last turns put in and the first turns to come out. If a rubber motor is wound to, say, 90% of its capacity to take turns before breaking, the plane it powers will gain most of its altitude during the time that about the first 20% of those turns become prop-revs. Accordingly, if a rubber battery is wound only to 80% of its maximum capacity for turns, much less--maybe 40% less--average-cruising and pre-glide altitude is obtained. Those figures vary as a function of the torque-curve characterizing the type of rubber used, and as a function of the "curve" ("A, B or C") in which one has elected to fly. In an A-curve, transition from ascending to level flight occurs when about 9% of total possible turns in have yet to become prop-revs. In a C-curve that transition happens when about 50% of turns are still in the battery. That is, the ratio of ascending to descending under power is far greater in an A than in a C curve, so winding to high capacity is even more crucial to obtaining adequate altitude in the latter case.

Conversely, a highly-wound C-level motor may give more average (and even pre-glide) altitude than a casually-wound A-level motor. It behooves us, therefore, to know the turn-capacities of batteries made of one or another type of rubber, and their torque-curves, very well. With that, a bit more on the differences between Tan-1 and Tan-2.

continued next issue.....

TRADE-A-PLAN, OR I WILL BUY YOUR SCALE PLANS, AND OTHER TYPE PLANS TO. [R/P, C/L, R/C, F/F, ELECTRIC TOO], PLEASE SEND YOUR PLAN LISTS, AND ANYTHING ELSE YOU HAVE FOR SALE OR TRADE. I AM LOOKING FOR USED LNIB, NIB ENVA, WEBRA, O.S.MAX & DIESEL ENGINES. CALL ME ANYTIME: [1-402-332-4303] I'M RETIRED, OR WRITE TO [MR. DUANE B. BREHMER, 14720 SOU. 234TH STREET, GRETNIA, NEBRASKA. 68028-6416 U.S.A.] GO FLY!

17.

18.

FLYING ACES embroidered cloth patches just like the originals of the 1930s. Only \$3.00 each plus a S.A.S.E. (32¢) FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

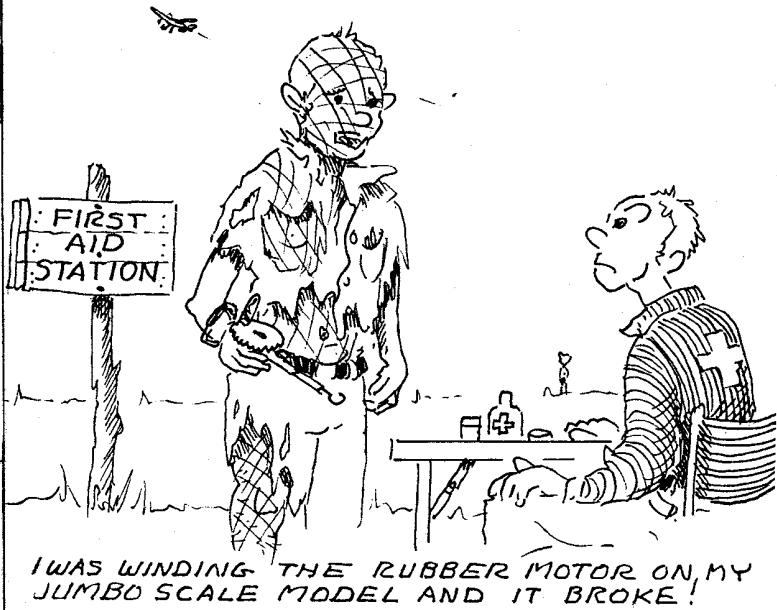
Contest Results

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.

FOR SALE: Model Builder magazines, 1976-1990. All good condition. S.A.S.E. for list. George Johnson, 121 Hebron St., Jamestown, New York 14701.



FLYING ACES OUTDOOR CHAMPS
Sept. 2-3, 1995

Time 8:30 am until 4:00pm.

AMA National Flying Site, Muncie, Ind.

REGISTRATION FORM

Please print

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.

Schedule

Saturday 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.

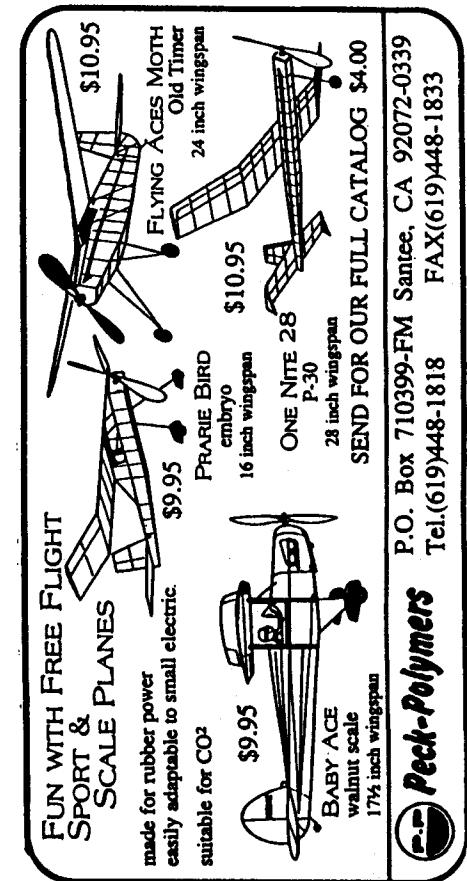
Golden Age Military must have gear down.

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!!

SKIN LINE ONLY - NO FORMERS



COVER TOP OF FUSELAGE AND ENGINE COWL WITH THIN TYPEWRITER PAPER

STABILIZER SUB-SPARS-
2 REQD- 1/16 SQ SPRUCE

PROP
BLOCK

MED.
BALSA

REAR MOTOR SUPPORT -
3/32 ALUM TUBE

F-1

OPENING

DIAGONAL TRUSS ON BOTTOM ONLY

ALUMINUM
COLOR

1/16 X 1/32 OUTLINE

NR

3

6800

1/32 RIBS

STEVE WHITMAN'S
"BONZO"

1938

SCALE - 3/4 "

WT - .3 OZ.

COLOR - RED - DETAILS AS

SHOWN

POWER - 1 LOCP - 3 MM. PIRELLI

16 INCHES LONG

BAKING IS MIN AT 24°

NOTE -

FAIR LANDING GEAR

FORM EMPPENNAE OUTLINES AND

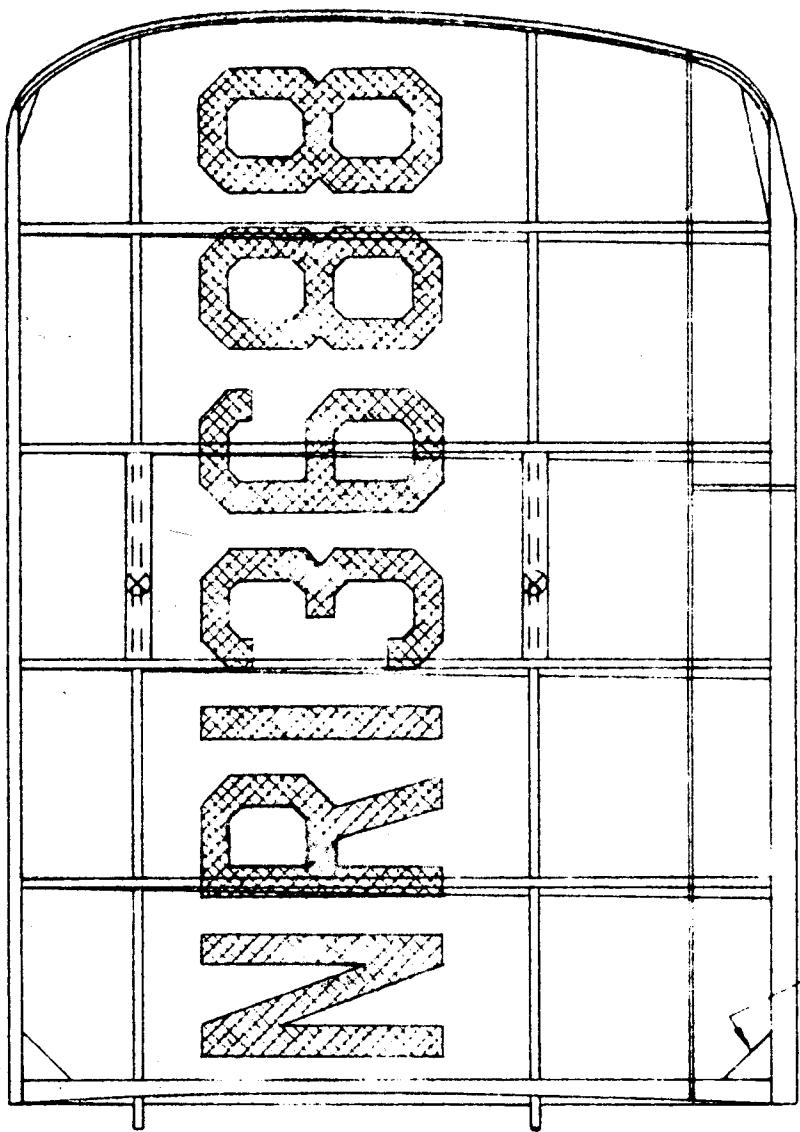
W 1/32 SHEET AND

WING TIPS BY WRAPPING BOILED

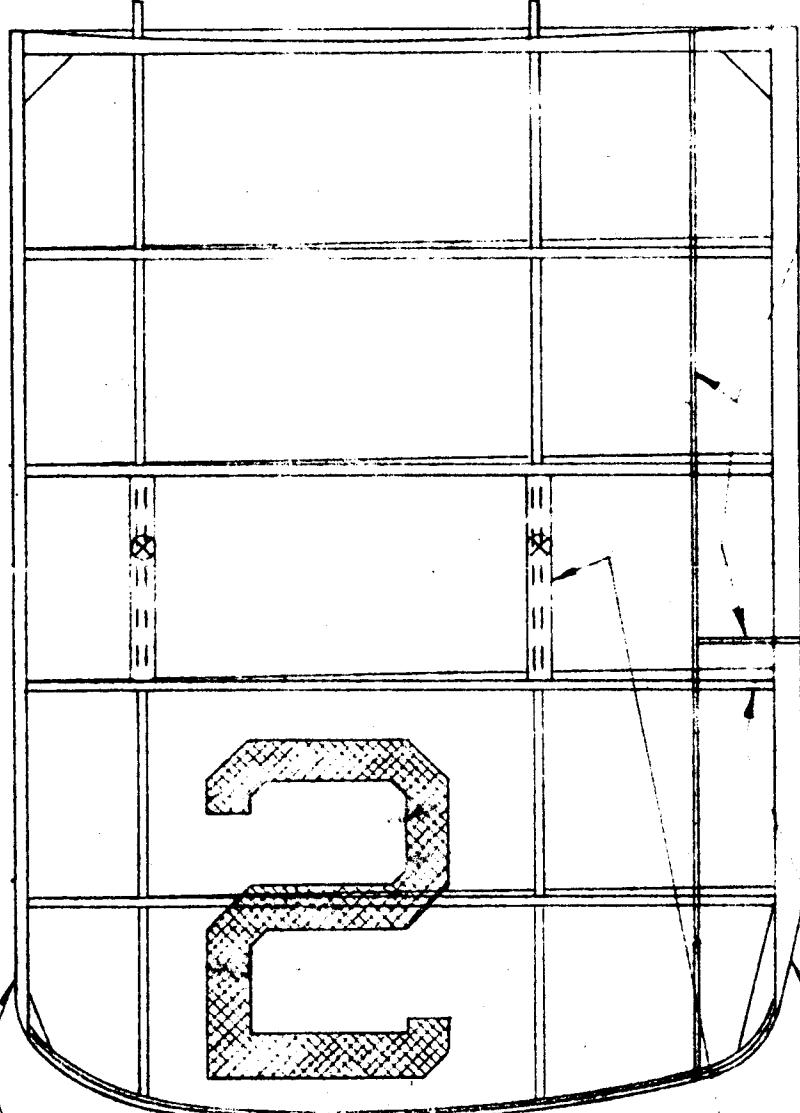
TISSUE

STRAPS ON BALSA FORMS AND

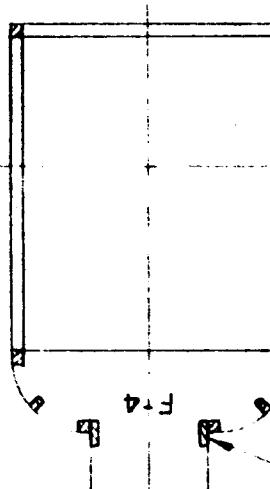
BAKING IS MIN AT 24°



TOP RIB - 8 FROM 1/32 - 2 FROM 1/8 - BOTTOM ALSO
UPRIGHT - 1/32 SQ

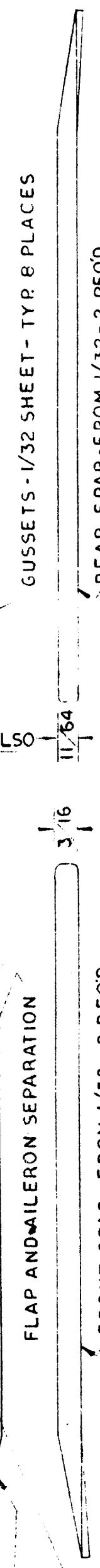


TIP - 2 LAMINATIONS
1/16 X 1/32 -



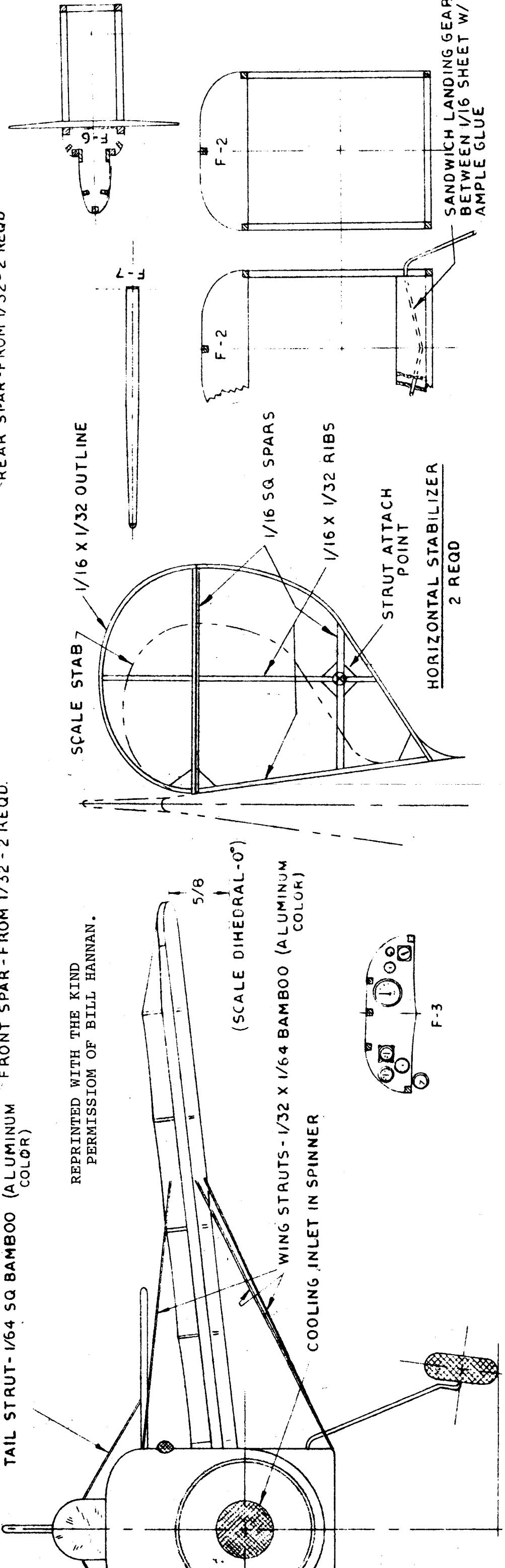
1/16 X 1/8 STRUT PADS
TYPICAL - 8 PLACES

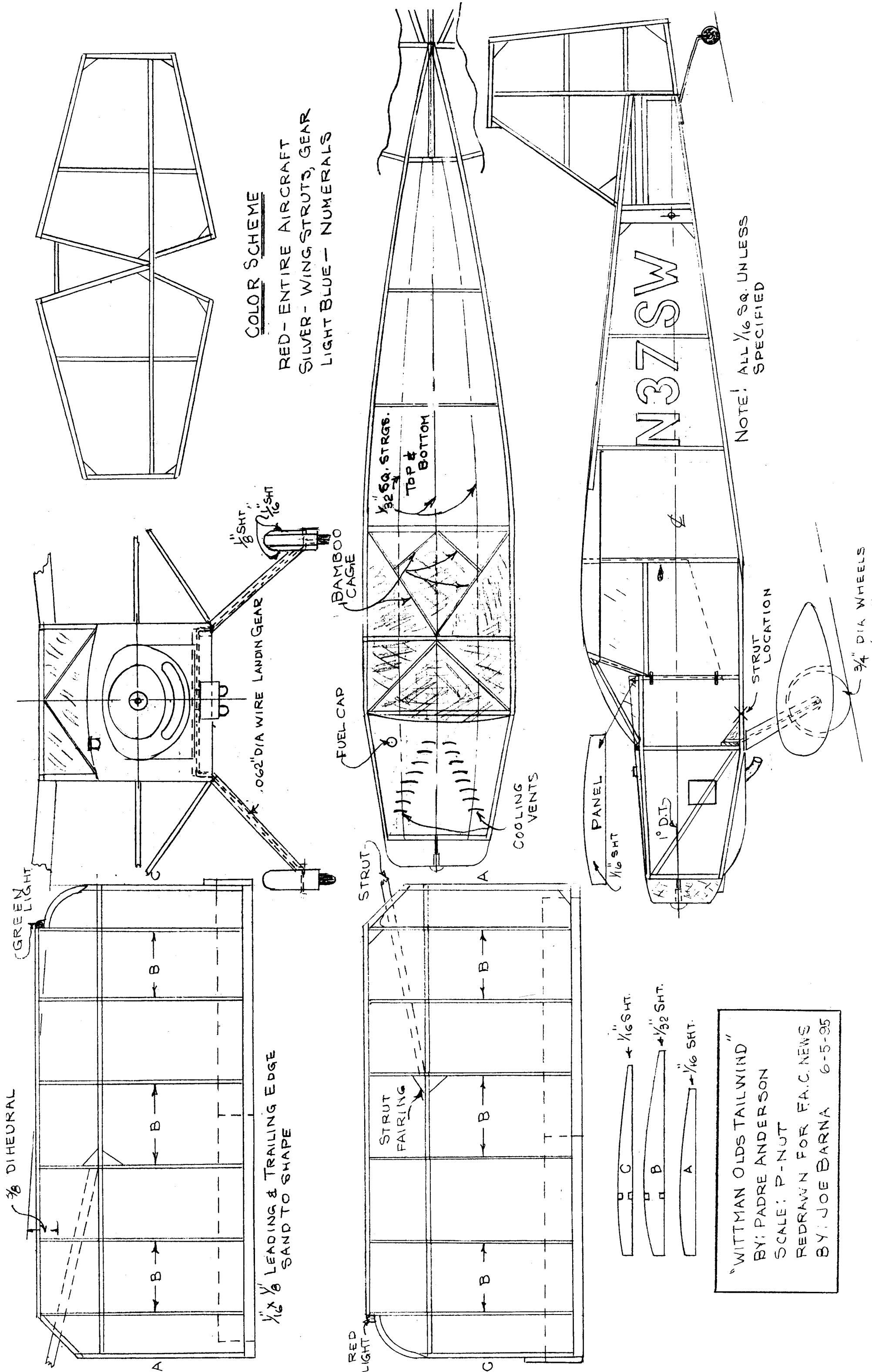
**NOTE RIB OVERLAP AT
TRAILING EDGE**



GUSSETS - 1/32 SHEET - TYPE 8 PLACES

- REAR SPAR - FROM V32-2 REQ'D





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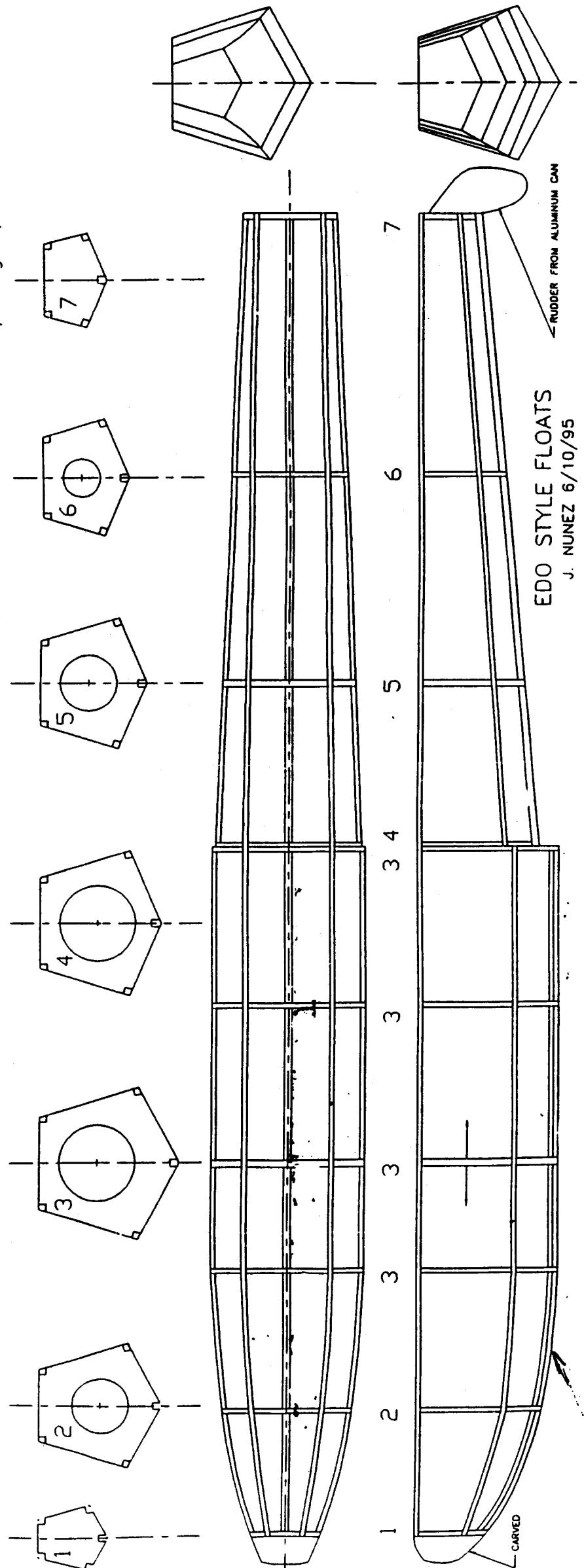
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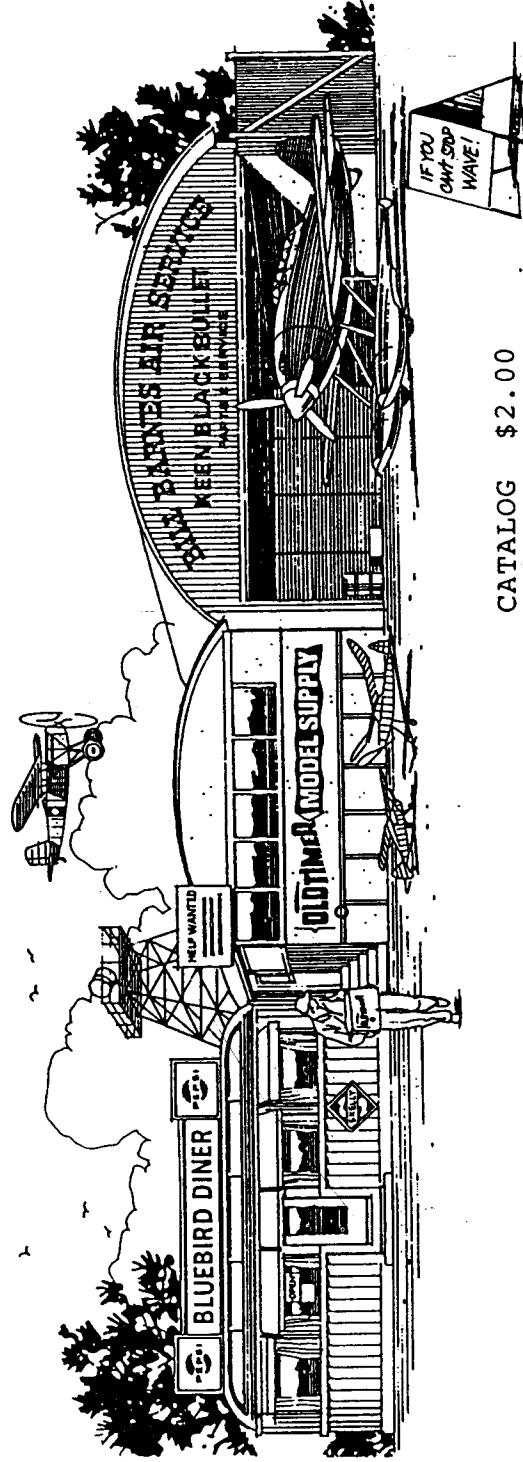
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1. Lifted from the pages of THE "HANGAR PILOT".
2. Place float step at models wing LE or in front of the CG.
3. Angle float tip downwards about 4 or 5 degrees. from the models normal flying attitude.
4. Adjust placement of thick bulkhead 3 to suit.
5. Build upside-down over top view.
6. Sheet the bottoms only as far back as the step.
7. Floats create a nose down effect from their drag, so don't be surprised if your model ends up requiring up-thrust.



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COLOR:

Overall Silver Doped
Black Numerals
on White Panel
Black Cockpit Trim

.020 Balsa Sheet in
Cockpit Area

D

E

1/16 Sheet

F

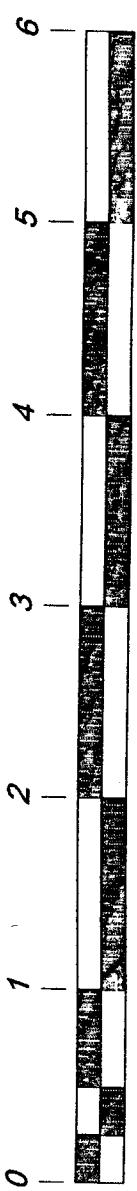
G

H

I

J

K



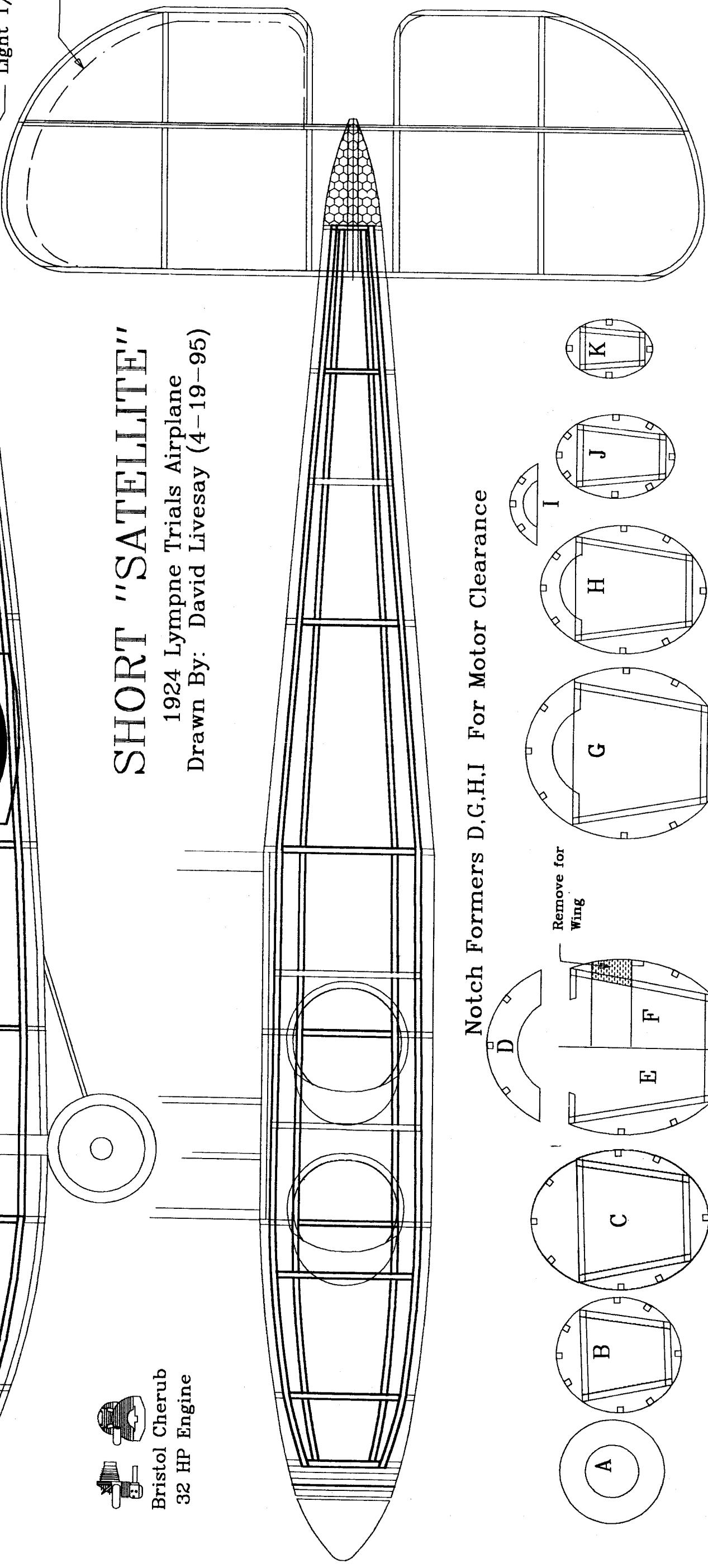
Scale Stab



Bristol Cherub
32 HP Engine

SHORT "SATELLITE"

1924 Lympne Trials Airplane
Drawn By: David Livesay (4-19-95)



Notch Formers D,G,H,I For Motor Clearance



D



E



F



G



H



I

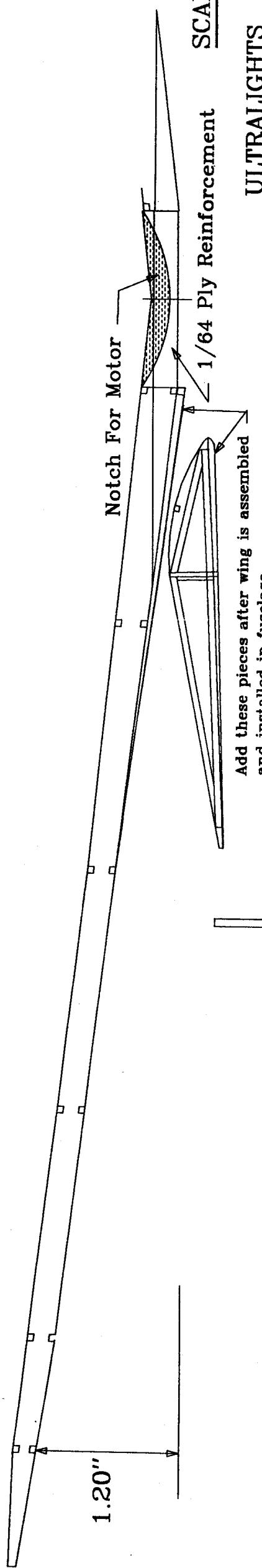
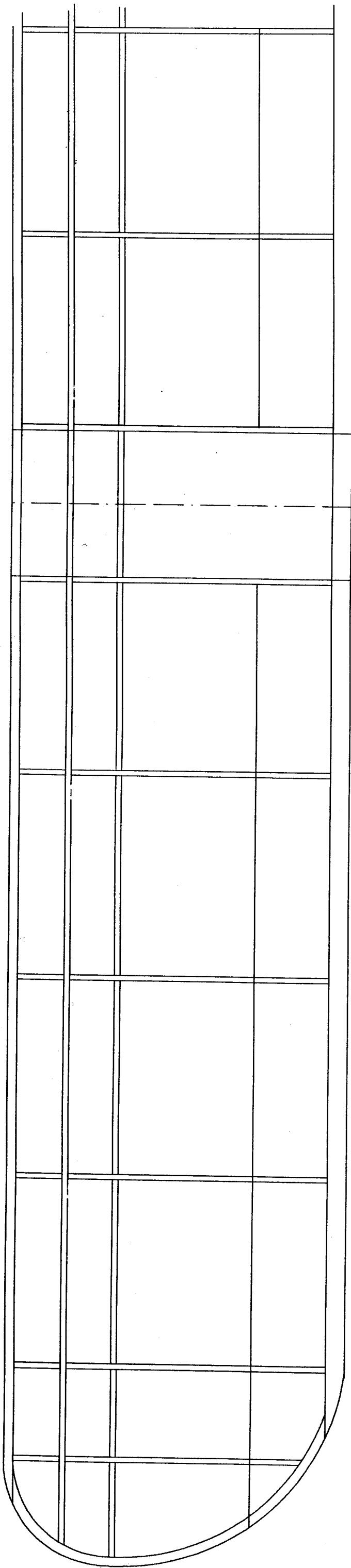


J



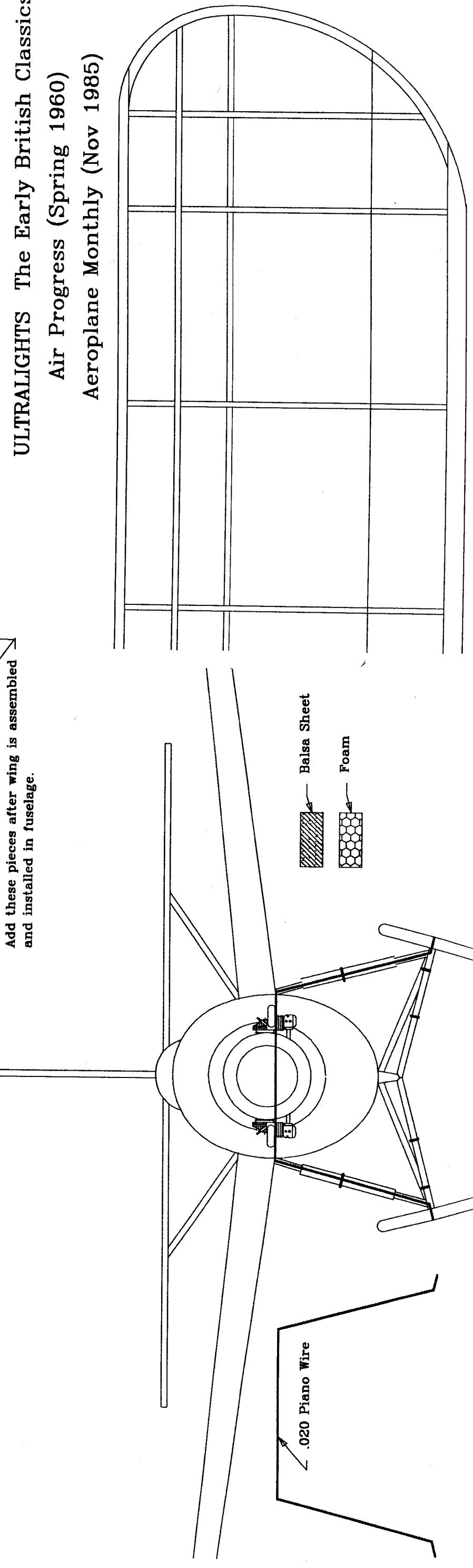
K

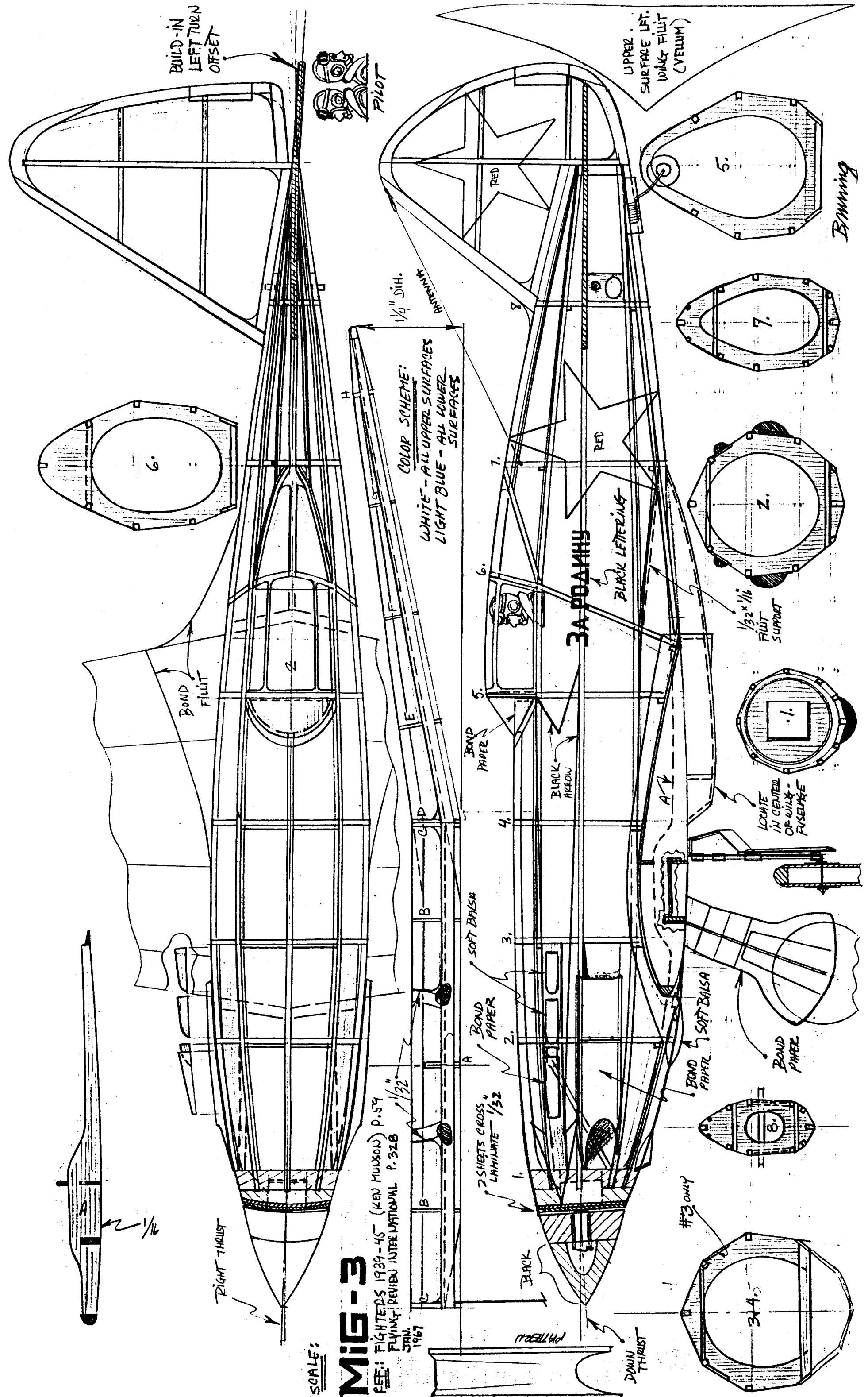
Remove for
Wing

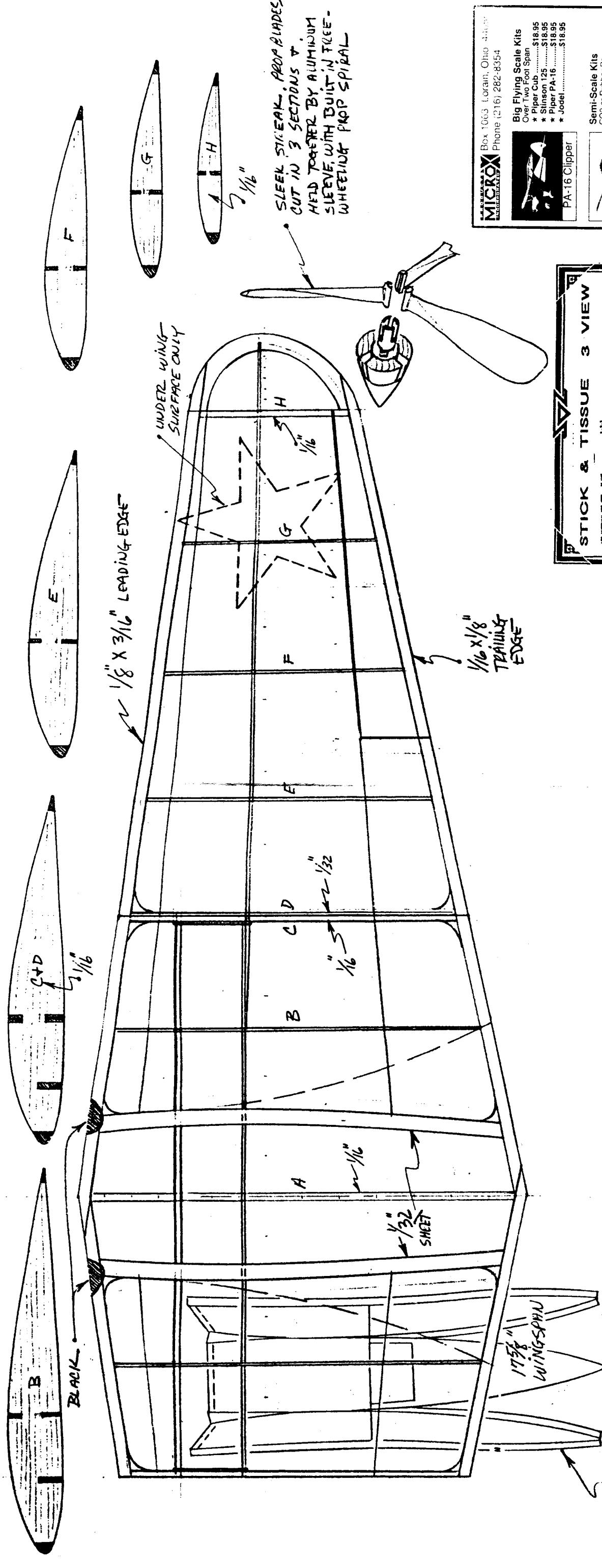


SCALE REFERENCES:

ULTRALIGHTS The Early British Classics
Air Progress (Spring 1960)
Aeroplane Monthly (Nov 1985)







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