

FLYING ACES

ISSUE #165-91
Sept./Oct. 1995

Club News



2.

NEWS ON THE WING!

We just came across another cover drawing by Dave Linstrum and decided to use it on this issue, nice job, Dave.

Before we go too far here, I want to thank everyone who contributed to this issue, including those who sent the plans for this issue which includes the Honeybee by Mike Nassise, Old Ironsides by Terry Hreno, White Bronco by Newt Bollinger, Caudron 460 by John Blair, Caudron 714 by Ralph Kuenz, an old time plan of the Vought Corsair and the Boeing B & W-1, by Gary Griswold. The Boeing was a mystery model we had asked about in a previous issue.

Everyone should have been at the AMA flying field at Muncie, Ind. over the Labor Day Weekend. I have never seen two such great flying days back to back, weatherwise, as we had there. Temperature in the low eighties, moderate humidity and thermals galore. There must have been over a dozen models lost due to thermals. Most of them going straight up! We watched Chris Starleaf's Fairey Barracuda probably for about 15 minutes before it disappeared straight over our heads. Also the final Greve Race flight was very exciting as the final 6 models were launched together and five of them went into the same thermal. All five went out of sight, with three of them never to be seen again! You had to be there to believe it. Words just can't really describe it! The final results are in this issue. This is a GREAT place to fly and you should plan to be there for next year's contest. George Bredehoft was awarded the Blue Max medal at this contest for his 16 victories over the years.

In this issue you will find a flyer announcing the BIGGEST mass launch of all time! Here's what we are going to do. This was an idea that was conceived by David Smith of Columbia, S.C. and we thought it was great. On Oct. 14, 1995, everyone will go out to his local flying field at the appointed time and launch his full-scale model. Can you imagine maybe, hundreds and hundreds of models all over North America launching at the same time! All times are to be sent to David Smith. We will have a prize for the winner plus a Kanone as well. If you get some of your local group to join you, you can get a Kanone for your local group by sending the results of your local mass launch to Roy Courtney. Remember now, Times go to David Smith, Local winners go to Roy Courtney. Any full-scale model is eligible. You must have at least three (3) models in your local meet to warrant getting a Kanone.

On a sad note, we have lost two more our members. Fran Kastory passed recently. Fran was from the Pittsburgh, Pa. area and has been a close friend for a long, long time. Tom Brennan, the Leader of FAC Squadron #27 also passed away recently. They will be missed by both families and friends. Our sympathies to all.

The new leader of Squadron #27 is George Benson, 204 Benson Circle, Mill Valley, Ca. 94941.

We have been alerted about some new models on the market that you can buy already built up, stick and tissue and ready to fly! These models are not eligible for any FAC event and never will be! Buy if you like, but don't expect to enter them in an FAC Contest! The builder of the model rule will always prevail!

Radio Control in the Flying Aces? It has been suggested that we have a 1/2A Scale Texaco event added to the FAC Rules. This one we are leaving up to the membership. Should our organization go RC? Send your thoughts to FAC-GHQ so we can decide on this issue.

Rudy Kluiber of Lakewood, Ohio writes and wanted to know if I remember his F-82 Twin Mustang that he flew at one of the early contests put on by the Erie Model Aircraft Assn.? It was the winner of the first FAC event we ever had and was probably the first FAC winner outside of New England. This happened way back in the 1960's. Rudy says that that was the only good flight the model ever made and it is still hanging in his basement workshop. We sure do remember it Rudy, I can still see it flying, not great, but easily good enough to win!

BUILD...FLY...WIN!!!!!!

LT. COL. Lin Reichel, CinC-FAC

FOR SALE

FAC Nats plan of the Curtiss Gulfhawk, 22½" span, \$5.00 postpaid.

This year's Geneseo plan of the Boeing P-26, 18½" span., \$3.50 postpaid. There will be an event for models built from this plan at next year's FAC-Nats Mark X.

Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

NEW T-SHIRTS FOR THIS YEAR

This new T-shirt is definately the best and most colorful shirt we have ever offered. The subject is the Boeing P-26 done up in Five (5) colors. Words cannot describe it!

We have the following sizes, small, medium, large, X-large, XX-large XXX-large. They are only \$12.00 each postpaid. Send orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Contest Calendar

ALL CONTESTS LISTED CONTAIN FAC EVENTS.

- Oct. 13-14..Kudzoo 5th Annual Land and Lake Meet, Goldsboro, N.C. Raeford, N.C. CD, Dave Rees, (919) 778-6653.
- Oct. 14.....Alamo Escadrille, CD, Bill Teseny, 1410 Palo Duro Rd. Austin, Tex. 78757. (512) 451-1035.
- Oct. 15.....Merrimac Valley Air-Istocrats, Stealth Squadron, Amesbury, Ma. CD, Jim Fiorello, (508) 687-0024.
- Oct. 15.....Flint Balsa Termites, Stanley Broome Park, Flint, Mi. CD, Dave Livesay (810) 232-0354
- Nov. ?.....Pax River Indoor Contest. Patuxent, Md. CD's Claude Powell (301) 872-4105 or Tom Schmitt, (301) 530-0327.
- Nov. 4.....FAC at Chattanooga, Tn. CD, Ollie Benton, 409 Brady Pt. Rd., Signal Mt., Tn. 37377 (615) 886-1293.
- Nov. 5.....Same as Oct. 14th. See above.
- Nov. 11.....Same as Oct. 14th. See above.
- Nov. 18-19..Mosquito Squadron, Palm Bay, Fla. CD, Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119, (904) 788-7309.
- Dec. 2-3....Flightmasters Annual, Mile Square Park (near L.A., Ca.) CD's, Bill Warner (209) 782-9265 or Ernando Ramos (714) 637-6312.
- Dec. 9.....Alamo Escadrille, Same as Oct. 14th. See Above.
- Dec. 29-30-31...Palm Bay, Fla. FAC Winter Outdoor Champs. See Nov. 18-19 for CD.
- March 3, 1996...Cleveland Free Flight Society Indoor at Kent State University, Kent, Ohio. More details to follow soon.

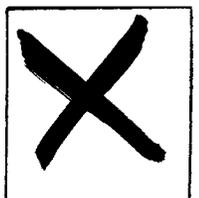
NOTICE:

John Fredriksen is compiling the next edition of his book, FLYING MODEL WARPLANES. He wants to keep abreast of developments abroad, he seeks to borrow foreign modeling magazines from Australia, England, France, Germany, Italy, Japan and Spain. Parties interested in helping will receive a free copy of the book. Contact John C. Fredriksen, 461 Loring Ave., Salem, Ma. 01970.

FAC SQUADRONS

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

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.

FLYING ACES

Dear FAC Squadrons and FAC Club News Subscribers,

I am writing you to tell you of a unique **NATIONAL MASS-LAUNCH** event, to be conducted Nation-Wide, including Canada, this October 14, 1995 !!! Imagine if you will, on the same day, at the same "time" all FAC Squadrons or interested FAC'ers launching their airplanes for a **NATIONAL MASS-LAUNCH!!**

This event does not have to be part of a contest but rather can be an individual thing where the flyer goes out to his/her local trim field and flies at the appointed "time"! What a beautiful, split-screen thought to imagine all over the US and Canada guys and gals launching and flying their airplanes at the same moment in one, big et all expression! This will be a great way of showcasing the FAC and we hope your squadron and friends will participate.

The key idea is for all flyers to launch simultaneously, on the hour, for their particular time zone.

Launch sequence will be: 4:00 Eastern Standard Time
3:00 Central Time
2:00 Mountain Time
1:00 Pacific Standard Time



Canadian Provinces launch according to corresponding US Time Zones.

There will be a Kanone given to the top finisher and plan prizes through fifth place.

RULES

- 1) On October 14, 1995 launch any size and type scale rubber-powered aircraft on the hour per your particular time zone. **No Profile/No-Cal models.**
- 2) Record the model's flight time in seconds.
- 3) Send to me the following:

- a) Your name
- b) Model type
- c) Flight duration in seconds
- d) Time Zone

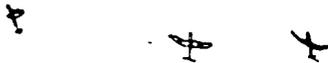


Example- Joe FAC
Piper Cub
78 seconds
4:00 EST



Please submit time, etc. to me no later than October 31, 1995. I will act as clearing house for all information and after compiling results will send to Lin Riechel at FAC GHQ for printing in FAC News. Good luck!

David G Smith
6715 Lake Arcadia Lane
Columbia, SC 29206
(803) 782-1710



" Common Sense"

There's a story about the golfer who walked into his house late and looking disheveled .

" How'd you do today ,Hon ?" asked his wife.

" Great ! " he answered . " Shot one of my best rounds ever! "

" Well ,how come you're so late and look so tired ?"

" I'll tell ya," he sez." We were all doin' great , hittin' par on all the holes , when we got to the fourth green and Harry fell over and died with a heart attack . After that it was hit the ball and drag Harry, hit the ball and drag Harry ,hit the ball"

I just returned from a meet where I spent over thirty minutes giving CPR to a fallen clubster . He didn't make it . Needless to say, there were a lot of guys who were shook up and after the fact we found out that quite a few of the competitors had already suffered angina , heart attacks ,or had undergone by-pass surgery! None of them were wearing any Medical I.D. tags or bracelets ,which would have been helpful had any of them collapsed .

There were a lot of factors that led to this modeler's demise and perhaps a little soul searching among our group is in order as most of us don't want to end our flying days before we say so .

The first day of competition was very hot and humid with full sun . Your typical, mid-summer, triple H day, **Hazy, Hot and Humid** . The temperature was in the **90's** by mid-day ,then a wind came up reducing the humidity, but making the chases much longer . And we were all chasing on foot . All the weather reports on the radio and television were warning people to stay cool and in the shade . Not us , we're tough !

Later that evening , when we gathered together after dinner, I had talked briefly to the gentleman in question and he was very subdued and **fatigued** , preferring to sit quietly and listen to the hanger flying around him . He was with the crowd until late that night ,**drinking beer** .

The next morning , he ate a large breakfast and complained of **indigestion** later. Someone gave him some anti-acid tablets and after awhile he felt better.

I am not sure how many events he flew or how far they went in the heat and high humidity of that day .Nor do we know if he was feeling any undue **stress** in that heat . He was **overweight** and was **62 years old** ,having retired a year ago.

His friend later said that as far as he knew there was no previous history of health problems .

O.K., what we have here is an accident waiting to happen . In fact, we were a bunch of accidents ready to keel over !

The **weather conditions** were against us . When I was an active road runner ,these were the kind of days that the experienced runners slowed down and walked and slugged down lots of fluids , before ,during a race, and after crossing the finish line. We all knew that heat kills and we needed lots of fluids to avoid heat exhaustion and to speed our recovery from the effects. Better to blow off a race than suffer prolonged recovery or collapse during the race . The same held true for training in the heat . I'd like to see the people who put on summer events use their discretion in high heat conditions and delay the start or postpone the event until there is a fair chance of more favorable conditions . Perhaps ,when weather people are putting out warnings,CDs could stop the flying during the hottest times of the day. The SAM people have an enforced lunch stop

during their meets and once you get used to it ,it seems like a civilized thing to do . During this weekend , people were perishing all over this quarter of the country . Chicago and New York City reported almost 600 people died during this weekend due to the heat.

Prolonged fatigue is a sure sign that you've overdone it in the heat . It also means that you need lots of fluids but, **alcoholic beverages** have a reverse effect on the body causing **increased urination** and **dehydration** so slugging down lots of beer is not a good idea Yeah ,I know it tastes good, but you need something that replaces electrolyte balance and water loss so choose among the many sports drinks that are on the market presently. If they make you a little nauseous , water them down or stick to plain ,cool water. And lots of it ! If you don't have the urge to piddle during the day , you ain't getting enough liquids !

Of course , getting under a tarp for **shade** or sitting in a car with the **AC** on is one way to cool down . Helps the models ,too .

Acclimitization to heat conditions is very important. Most of us work in air conditioned offices ,have air conditioning in our homes and drive around in air conditioned cars . If anyone suggested we go out and walk or jog in the noon day sun in July or August we'd call 'em crazy ! And yet that's what we do when we go to meets in mid-summer! You have to build up to that kind of effort because your heart is put under 20% more strain just trying to keep your body at normal temperature under summer conditions .Raise the humidity and your body systems have to work that much harder . Then add the strain of flying in a contest and jogging down wind to recover your model and our hearts are probably being asked to do **two** or even three times as much work as when we're sitting around . Check your heart rate the next time you get breathless when retrieving a model .

You can reduce that cardiac stress by slowly building up to some form of **Aerobic activity** . (I won't call it exercise 'cause some of you hate that word .)Go out and walk regularly during your lunch hour , bike for recreation or to and from work . Even (horrors) do some jogging . The key is to start easy and take breaks when you get breathless . And do it regularly . If you have some problems, have a good talk with a young physician , he'll be up on the latest recreational and sports medicine .

Hey guys , do you complain that when you lay down to watch television your belly gets in the way ? Guess what ? It ain't a watermelon seed that caused that . As we get older we tend to collect suet around our internal organs. Our skin can remain thin and you can pinch much less than an inch but our waist size is a sure sign of what's happening . When your waist size exceeds your butt size,you're getting beyond what is a good weight for your height . Don't go by some of those old height /weight charts. Some of those are way off . Increase activities a bit (go out and fly more!) , cut down on the beers and watch those fats in the diet . Oh yeah , it's hard to smoke and do active stuff at the same time so cut down or cut out that stuff .

One last thing , **Denial ain't a river in Africa** ! If you've been getting pains in your chest or down your arm or even in your jaw , if you've been getting short of breath just walkin' around ,**stop kiddin' yourself** ! It's time to see a saw bones and get an evaluation .

Don't be like Harry !

FLYING ACES OUTDOOR CHAMPS 1995

AMA SITE, MUNCIE, IND.

FLYING ACES SCALE

WORLD WAR TWO

PILOT

1. George Lewis
2. Les Burdsal
3. Don Srull

PLANE

- Focke-Wulf TA-152
- Focke-Wulf TA-152
- Caudron 714

PILOT

- Mel Roth
- Paul Boyanowski
- Oscar Smith

PLANE

- Focke-Wulf TA-152
- Heinkel 112B
- P-51-B Mustang

- Chris Starleaf
- Dave Livesay
- Dennis Norman
- Robert Butsch

- Fairy Barracuda
- Mitsubishi Claude
- Spitfire 14
- Kawasaki Ki-61

- Jack Moses
- Ollie Benton
- Chuck Schobloher
- Phil Cox

- B.P. Defiant
- Fairy Barracuda
- ME-109G
- Grueman Wildcat

THOMPSON RACE

PILOT

1. Don Srull
2. Jack Moses
3. Paul Boyanowski

PLANE

- Cessna CR-3
- Cessna CR-3
- Cessna CR-3

- Dave Livesay
- Ollie Benton
- Chris Starleaf

- Loose Racer
- Cessna CR-3
- Cessna CR-2

GREVE RACE

PILOT

1. Dave Livesay
2. Charlie Sauter
3. Robert Butsch

PLANE

- Floyd Bean Special
- Keith-Rider R-4
- Chester Goon

- Chri Starleaf
- Les Burdsal
- George Bredehopt

- Chambermaid
- Mr. Smoothie
- Hosler Fury

- Don Srull
- Fred Wunsche
- Chuck Schobloher
- Oscar Smith
- Ollie Benton

- Keith-Rider R-4
- Chester Goon
- Keith-Rider R-5
- Chester Goon
- Chambermaid

FLYING ACES SCALE

PILOT	PLANE	SCALE	BONUS	FLIGHT	TOTAL
1. Jim Miller	Voisin Hydro	57	35	75	167
2. Chris Starleaf	Piper Chieftan	58	30	76.75	164.75
3. Don Srull	Cant	54.5	35	58	147.5
4. Oscar Smith	Bucker Jungman	49.5	15	79.5	144
5. Phil Cox	Waco D	57.5	15	70	142.5
6. Mel Roth	BV-141B	51	25	65	141
7. George Lewis	Fairchild PT-19	54.5	10	75	139.5
8. Dave Livesay	Vultee XA-41	50	5	82.5	137.5
9. Jack Moses	Curtiss SBC-3	52	15	70	137
10. Paul Boyanowski	Waco XJM-1	57	15	64	136
11. Stu Weckerly	Found (floats)	49	10	77	136
12. Alan DeCook	Andreason BA4-B	50	15	61.5	126.5
13. Dennis Norman	Douglas A-26	57	25	44	126
14. George Bredehopt	Waco C8W	46	15	65	126
15. Juanita Reichel	Piper J-3	42	0	82.5	124.5
16. Ollie Benton	Chambermaid	51.5	5	64	120.5
17. Robert Butsch	Beech G-17	48	15	52	115
18. Chris Starleaf	Keith-Rider R-4	50.5	10	44	104.5
19. Bruce Barnett	Curtiss Hawk 1A	54	15	30	99
20. Chuck Schobloher	Lancair	50	10	36	96
21. Robert Butsch	Vultee V1A	49	10	30	89

FLYING ACES PEANUT

PILOT

1. Stu Weckerly
2. Jim Miller
3. George Bredehopt
4. Dave Livesay
5. Paul Boyanowski
6. Phil Cox
7. Ted Dock
8. Robert Butsch
9. Dennis Norman
10. Robert Butsch

PLANE

- Waco (floats)
- Andreason BA4-B
- Hosler Fury
- Floyd Bean Special
- Heinkel 112-B
- Isaac's Fury
- Dayton-Wright RB-1
- P-51B Mustang
- Hawker Hunter
- Beech G-17

FLYING ACES SCALE

PILOT	PLANE	SCALE	BONUS	FLIGHT	TOTAL
1. Stu Weckerly	Waco (floats)	56	25	63	144
2. Jim Miller	Andreason BA4-B	44	15	82.5	141.5
3. George Bredehopt	Hosler Fury	51	5	82.5	138.5
4. Dave Livesay	Floyd Bean Special	50	5	82.5	137.5
5. Paul Boyanowski	Heinkel 112-B	59	10	65	134
6. Phil Cox	Isaac's Fury	59	15	45	119
7. Ted Dock	Dayton-Wright RB-1	46	5	64	115
8. Robert Butsch	P-51B Mustang	47	10	42	99
9. Dennis Norman	Hawker Hunter	53	10	35	98
10. Robert Butsch	Beech G-17	44	15	24	83

JUMBO SCALE

PILOT

1. Don Srull
2. Ollie Benton
3. Jim Miller
4. Stu Weckerly
5. Jack Moses
6. Bob Bojanowski
7. Ed Bojan
8. George Bredehopt
9. Oscar Smith
10. Alan DeCook
11. Bob Bojanowski
12. George Lewis
13. Bert Phillips

PLANE

- Short Seaplane
- DH Hornet Moth
- Santos-Dumont 14bis
- Found (floats)
- Mig-3
- Fike
- Nesmith Cougar
- Helio Stallion
- Piper J-3
- Miles Mohawk
- Rearwin Speedster
- Curtiss Robin
- Monocoupe

FLYING ACES SCALE

PILOT	PLANE	SCALE	BONUS	FLIGHT	TOTAL
1. Don Srull	Short Seaplane	58	25	82.5	165.5
2. Ollie Benton	DH Hornet Moth	52	15	81	148
3. Jim Miller	Santos-Dumont 14bis	52	25	67	144
4. Stu Weckerly	Found (floats)	49	10	82.5	141.5
5. Jack Moses	Mig-3	46	10	81.5	137.5
6. Bob Bojanowski	Fike	51.5	0	82.5	134
7. Ed Bojan	Nesmith Cougar	52	0	81.75	133.75
8. George Bredehopt	Helio Stallion	49	0	82.5	131.5
9. Oscar Smith	Piper J-3	52.5	0	78.5	131
10. Alan DeCook	Miles Mohawk	49	10	64.5	123.5
11. Bob Bojanowski	Rearwin Speedster	55	0	67.5	122.5
12. George Lewis	Curtiss Robin	50.5	0	65.5	116
13. Bert Phillips	Monocoupe	45	0	48	93

FAC OLDTIME RUBBER

PILOT	PLANE	1st	2nd	3rd	TOTAL
1. Herb Kothe	Lanzo Cabin	120	120	120	360
2. Alan DeCook	Killer Diller	120	115	120	355
3. Don DeCook	Bebe	95	120	120	335*
4. Stu Weckerly	Skyrider	95	120	120	335
5. George Lewis	Jabberwock	108	74	120	302
6. Stu Weckerly	Korda Victory	120	56	120	296
7. Phil Cox	Phantom Fury	72	114	108	294
8. Juanita Reichel	Commander	92	60	71	223
9. Don Barnett	F.A. Moth	55	47	53	155
10. Al DeCook	Jabberwock	44	43	68	155
11. Don Srull	Crusader	120	---	---	120
12. Ted Dock	Norseman	70	---	---	70

FAC OLDTIME STICK

PILOT	PLANE	1st	2nd	3rd	TOTAL
1. Herb Kothe	Korda C Stick	120	120	120	360
2. Tom Schmitt	Korda C Stick	120	69	---	189
3. Bert Phillips	Korda C Stick	57	111	---	168

DIME SCALE

PILOT	PLANE	1st	2nd	3rd	TOTAL
1. Phil Cox	Cessna AW	48	70	82	200
2. Ted Dock	Taylorcraft	64	48	46	158
3. Stu Weckerly	Taylorcraft	120	---	---	120
4. Don DeCook	Monocoupe	37	53	---	90
5. Chris Starleaf	Polish Fighter	29	---	---	29

GOLDEN AGE SCALE

PILOT	PLANE	1st	2nd	3rd	TOTAL
1. Ralph Kuenz	Curtiss Robin	120	120	120	360
2. Don DeCook	Fairchild 24	116	90	120	326
3. Stu Weckerly	Stout 2AT	120	77	120	317
4. Dave Livesay	Short Satellite	114	90	78	282
5. George Lewis	Rearwin Speedster	78	96	90	264
6. Chuck Schobloher	Howard DGA	75	70	70	215
7. Les Burdsal	Fairchild 24	95	120	---	215
8. Oscar Smith	Piper J-3	61	44	63	173
9. Bruce Barnett	DH Leopard Moth	47	47	56	150
10. Phil Cox	Cessna AW	94	---	---	94
11. George Bredehoff	Waco C8W	67	---	---	67
12. Robert Butsch	Vultee V1A	22	---	---	22

John Caldwell wants to know if he glued his embroidered cloth FAC patch onto his jacket would it then be considered Ambroidered?

FAC POWER SCALE

PILOT	PLANE	SCALE	BONUS	FLIGHT	TOTAL
1. Don Srull	Missel Thrush	59	--	82.5	141.5
2. Phil Cox	Aeronca C-3 (floats)	58	--	82.5	140.5
3. Tom Scmitt	Beardmore WeeBee	51.5	--	82.5	134
4. Ollie Benton	Dayton-Wright RB-1	48.5	--	82.5	131
5. George Lewis	Fairchild 24	44	0	82.5	126.5
6. George Lewis	Short Cockle	55	35	34	124
7. Alan DeCook	Upton Baby Ace	51	3	45	99
8. Ollie Benton	Piper J-3	49	0	46	95

HI-WING PEANUT

PILOT	PLANE	SCALE	BLIGHT	TOTAL
1. Ed Bojan	Fike	48	82.5	130.5
2. George Bredehoff	Helio Stallion	46	78.25	124.25
3. Phil Cox	Wittman Buttercup	55	69	124
4. Ted Dock	Bede 4	54	58	112
5. Jim Miller	Fike	55	55	110
6. Robert Butsch	Lacey M-10	54	48	102
7. Oscar Smith	Nesmith Cougar	52	47	99
8. George Lewis	Piper J-3	46	47	93
9. Don DeCook	Wittman Tailwind	55	36	91

WORLD WAR ONE

PILOT	PLANE
1. Jim Miller	Grain Kitten
2. Ollie Benton	Fokker D-7
3. Don Srull	Fokker D-7
Oscar Smith	Fokker D-7
Chris Starleaf	DH-6
Phil Cox	DH-5
George Bredehoff	Albatros D-II
Stu Weckerly	DH-6
Robert Butsch	Fokker D-7
Dennis Norman	SE-5

GOLDEN AGE MILITARY

PILOT	PLANE
1. Don Srull	Mureaux 180
2. Jim Miller	Martin MO-1
3. Oscar Smith	Bucker Jungman
Paul Boyanowski	Hawker Fury
Les Burdsal	Avia BH-3
Chris Starleaf	Curtiss P-6E
George Lewis	Douglas Y10-43

BACKYARD MICROFLYERS
 PROFILE/SCALE - BUILT TO FLY OR DISPLAY
 Balsa Print Wood/Approx. 6-8 in. Wing Spans

-NEW TO SERIES-

- B-17C Flying Fortress • C-46A Commando
- B-24J Liberator • P-61B Black Widow
- B-26B Marauder • Lancaster MK.I

- Albatros DII • FGF Helicat
- Fokker DVII • FW-190A
- Fok Triplane • Haw. Hurricane
- S.E.5A • Heinkel He-111
- Sopwith F1 Camel • Junkers JU-88S
- SPAD S.XIII • ME-109
- FAF Wildcat • ME-262
- FAU-1A Corsair • Mitsubishi Zero
- TBF-3 Avenger

NEW MICROCHALLENGER
 "PTERODACTYLE"
 Outstanding Flyer



11-1/2" Wing Span
 Graceful Long Floating Glider

All Models Kits - \$2.00 ea.
 S&H \$3.00 (Any Qty.) - NO COD's
 Check or Money Order Only
 NYS residents add sales tax

Fantasy Flyers, Inc.
 P.O. Box 430
 Farmingville, NY 11738-0430

Scale Postal Meet

When you read this the Postal Meets will be on for this Winter's flying.

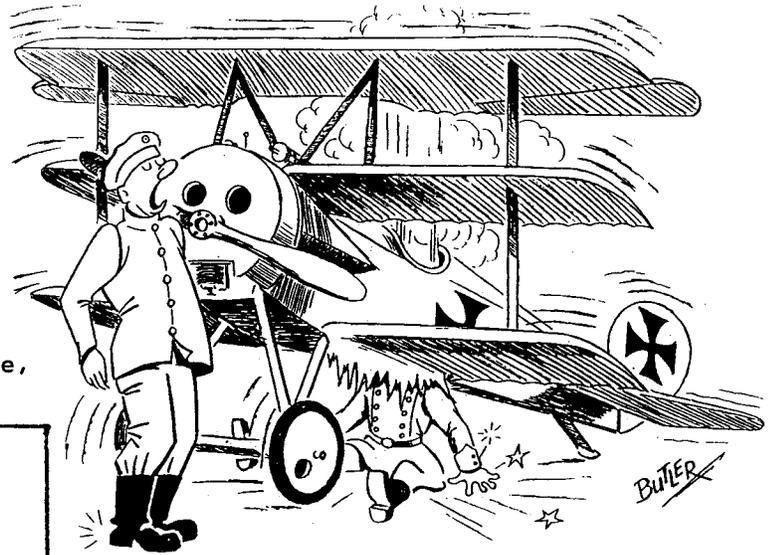
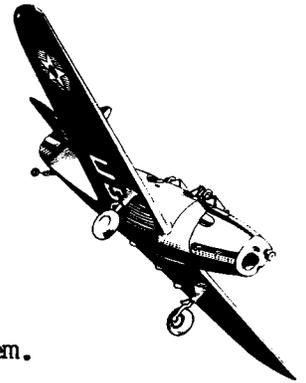
The contest starts now and continues until April 28, 1996. We will have the usual Four Wings, Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Enter as many models as you wish in each event. Every time you better a time with a particular model send it in. Include your name, name of the model, the event it flew in and the time in seconds it flew. Send all entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

WANTED: Plans, photos, or any information on the Tilbury Flash flown in the Greve Races. I am also looking for information on the early aircraft flown by Varig, Brazilian Airlines; to Jack Sarhage, 1530 Franklin Avenue - #R, Collinsville, IL 62234

NEW FAC SQUADRON

Squadron #52
Western Oregon FAC
Frank Hirleman
P.O. Box 268
Lincoln City, Or. 97367

Look them up, they'll be glad to have you join them.



PLANE	1st	2nd	3rd	TOTAL
Waterman Gosling	109	436	---	545
Hosler Fury	151	114	97	362
Schlepp	150	145	---	295
Monocoupe	68	78	95	241
Helio Stallion	34	19	56	109

PLANE	1st	2nd	3rd	BONUS	TOTAL
Go-Devil	120	120	120	9	369*
Tomahawk	120	120	120	9	369
Eaglet II	71	120	81	-	272
Tom Hawk	71	73	102	9	255
Cosmic Hare	72	109	---	5	186
Lead Sled	73	61	52	-	186
Tomahawk	120	---	---	9	129
Prairie Bird	120	---	---	-	120
Tomahawk	120	---	---	-	120
Boston Pup	54	49	---	5	108
O.D. 10	58	4	21	-	83
Tomahawk	77	---	---	-	77

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Prairie Bird	120	---	---	-	120
Tomahawk	120	---	---	-	120
Boston Pup	54	49	---	5	108
O.D. 10	58	4	21	-	83
Tomahawk	77	---	---	-	77

PILOT	1st	2nd	3rd	TOTAL
George Lewis	109	436	---	545
George Bredehoft	151	114	97	362
Ted Dock	150	145	---	295
Les Burdsal	68	78	95	241
Jack Bredehoft**	34	19	56	109

** Junior entry

EMBRYO ENDURANCE

PILOT	1st	2nd	3rd	TOTAL
Herb Kothe	120	120	120	369*
Stu Weckerly	120	120	120	369
Jim Miller	71	120	81	272
Fred Wunsche	71	73	102	255
Kathleen Kane**	72	109	---	186
Dennis Ruhland	73	61	52	186
Robert Butsch	120	---	---	129
Ed Bojan	120	---	---	120
Albert DeCook	120	---	---	120
Lin Reichel	54	49	---	108
Alan DeCook	58	4	21	83
Les Burdsal	77	---	---	77

* Herb Kothe won fly-off. ** Kathleen Kane, Junior entry.

PHOTO PAGE

All photos by Fred Wunsche taken at Geneseo this year.

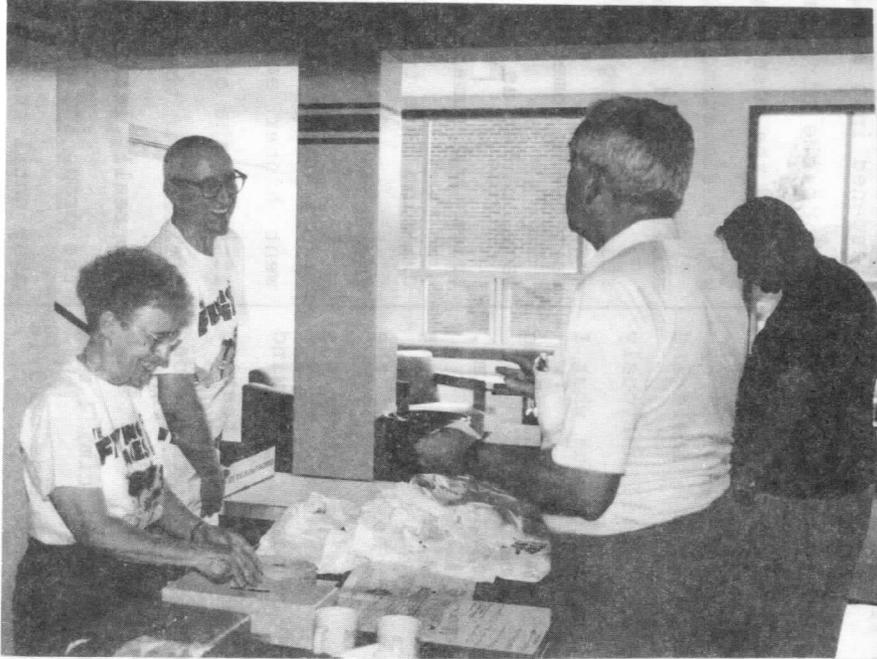
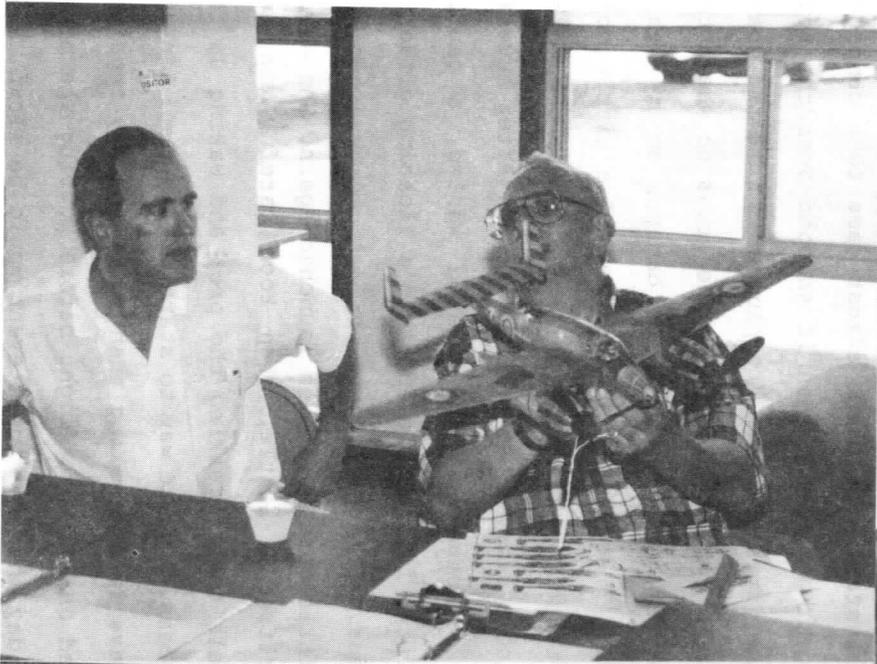
Top Left; John Rood and Mike Nassise giving the once-over to Pres Bruning's Bregeaut 693 during the judging session.

Top right; Don Campbell and his neat G.H. Gadfly.

Middle left; The Commander and Juanita trying to sell a T-Shirt to Bob Clemens while Larry Peavey pretends he doesn't know what's going on.

Bottom left; Jumbo MIG-3 by Jack Moses, Flies great.

Bottom right; ME-109 by Chuck Schobloher getting ready for World War Two mass launch event.



FIRST FLIGHT

By Curt Haskell

I've built model airplanes for many years, and about 5 years ago I decided I was ready to tackle what many modelers consider the ultimate challenge in free flight rubber scale modeling, the jumbo scale model. The airplane I chose to build a model of was a Waco SRE cabin biplane built in the early 40's. It took me over a year to build the model, and another year to get up the courage to fly it.

My friends Dave, Stu, Paul, Gina, and I went to a big national contest in Lawrenceville, Illinois, and I took the Waco, determined to fly it this time. The contest was a week long, but the events we were entered in weren't until Thursday and Friday. Thursday the wind was 50mph gusting to 60mph and all events were cancelled for that day. The contestants voted to hold Thursdays events on Saturday instead, so Friday morning I decided to trim the Waco.

It was just after 7:00 am when we arrived at the field and began to prepare our equipment for the days fun. As I nervously removed the parts of the Waco from its box I thought about what I hoped to accomplish, THE FIRST FLIGHT. This is always a thrilling and frightening event but even more so because of all the time, effort and thought that had gone into this balsa and tissue creation of mine. The sun was still low on the horizon of the airport we were using for this competition, but the runway was already beginning to shimmer from the heat. Fortunately, the wind wasn't awake yet and the air was very still, perfect for testing and trimming. As I finished assembling the model a man with a video camera came over and interviewed me. I answered his questions about myself and my model. After he moved on to the next victim, I made up the motor for the airplane, consisting of ten strands of 3/16

10.
rubber 5 feet long. I had never handled a motor this large and powerful before, and it was a daunting experience. I had picked a field of nice, soft, waist high grass off to one side of the main flight line to test in so the model could survive the inevitable prangs during the trimming process.

I hand wound about 200 turns into the motor and walked with the model into the middle of the field. I held the model over my head, fighting the torque of that huge motor trying to snatch the 16 inch handcarved propeller out of my hand. I let go of the prop, let it wind up to speed, then with a gentle push and a silent prayer I released the model. It left my hand for the first time and started a gentle climb, then the nose came up and the climb rapidly steepened into a full stall. The plane almost came to a complete stop in the air, as did my heart, then it snapped over the top, pointed the nose almost straight down and plummeted into the grass with a sickening wump. I stumbled through the grass to where the model was and picked it up. There was no damage, so my heart started beating again. I rewound the motor, added a little nose weight and some left rudder and tried again. The result was the same but not as bad this time. I was getting closer. After several tries and numerous adjustments I got what I wanted, a gentle climbing left turn for a full circle and then a floating glide to touchdown in the grass.

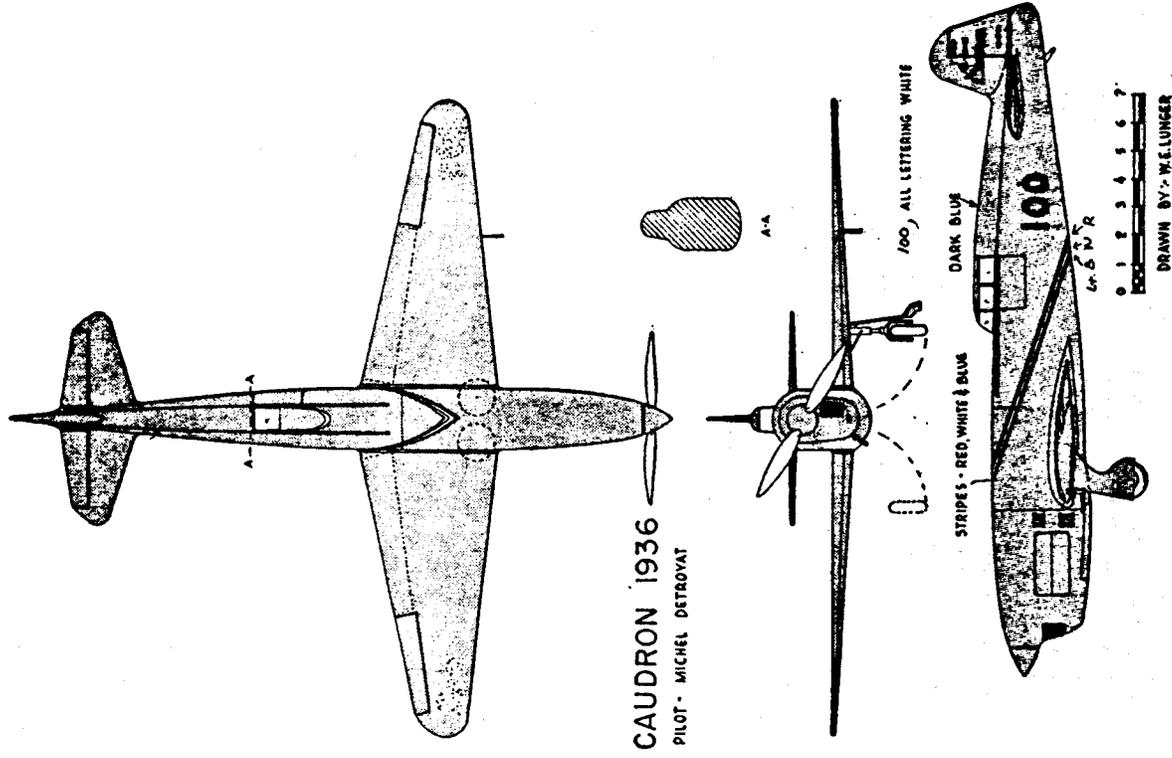
I wound in a little more power and launched again. The model went higher and drifted a little, then took careful aim and attacked the officials tent, breaking the prop and waking up the officials in the process. A great way to start the contest! Lin and Vic really let me have it for waking then up. I quickly repaired the prop, and decided on one more flight before putting the model away until the next day when the jumbo event would be flown. As I

handwound the 200 turns I wanted in the motor, which was only a quarter of the turns I would use in competition, the motor blew with a dull pop. All five loops had let go, shattering the structure and shredding the tissue covering along the left side and bottom of the model. I stared at the model in disbelief. There was a gaping hole in the side, through which hunks of the rubber motor hung out. That was NOT supposed to happen. Motors don't break with less than a quarter of their full turns in them. I slowly wandered out of the field, holding my wounded model in my hands. I disassembled it, put it in its box, and put the box in the car. I would assess the damage later when I was better able to handle it. I flew the rest of my events that day, having a good time flying and being with friends I only see at contests.

That night I went back to the motel, got the Waco out, and started the repair process. It was a long night of cutting away damaged sections of structure and splicing in new ones, then recovering the holes in the model.

The next morning though, I was ready. I made a couple of short trim flights to make sure everything was ok. At 9:00 am the contest was official. Paul held the model as I put in full winds for the first time and called for a timer. This was it, the first flight. Paul, Dave, and Stu stopped what they were doing and watched. Really fighting the torque of the motor now, I carried the model out to the flight line and stood facing the wind. My heart was slamming around in my chest, running into other parts of my anatomy as I waited for a calm spot, both in the wind and in me. I felt a lull in the wind and launched the model. She left my hand in a beautiful climbing left turn just like I'd taught her to do. YES! This moment made it all worthwhile. My friends were shouting and cheering, and I had to blink back the moisture. The flight lasted

45 sec. but it seemed hours to me, just watching my baby floating totally free. She was all grown up now and could fly on her own. There were other flights and other contests but this was the FIRST FLIGHT.



Salutations, disciples! Today we shall ponder the matter of torque again, yes torque, that issue of special concern to Prof Iva Zoreback and Mr. Bob Thumbsome. Our flying for the day done, Mr. Thumbsome held forth with his usual graciousness. "You know GG, you've got to hand it to that guy Zoreback. He may be just one more dumb intellectual but he sure knows his stuff!"

"What stuff, Mr. Thumbsome?"

"That stuff about torque where he says that torque is like an electric charge and it can be spent a bit at a time if you have a big prop, or all in one shot if you have a small prop. And if you spend it slow it won't change the flight path, but if you just blow it, well.."

"The analogy is intriguing, but it happens to be false. Torque is not a form of energy, to be saved up or divided or expended as desired. Torque is a more primitive factor, a mere force operating through an arm, and is no more capable of external manipulation than say, tension. Rubber prop torque is no more dependent on prop parameters than is rubber motor tension. All that matters in either case is the motor - not the prop."

"But changing the prop will change the flight path, so it must change the torque!"
"No, Mr. Thumbsome. Torque is merely a reflection of the motor size, history, turns remaining, and state of lubrication. Nothing else matters. As for trajectory, a great many factors enter in, of which torque is only one. Changing the prop can influence some or all of these. There may well be a speed change causing a Reynolds Number shift, altering the effectiveness of warps and control surfaces. There is also the possibility of gyroscopic effect and prop wash effect.."

"You mean you don't know!"

"In the sense of being certain which prop factor governs in a particular case, you're right - I don't know."

"What about that gyroscopic stuff?"

"It's certainly important in gas engine powered flight, but as concerns rubber flight the only work I've hit upon is a negative calculation effectively countered by a positive endorsement from a champion British performance flier (Wakefield, Coupe). This advocate claimed that gyroscopic factors not only matter in rubber powered flight, but supply the key to good climbout at launch. Unfortunately he offered no real proof..."

"Oh yeah, well you're not offering any real proof about prop torque either."

"One doesn't need specific proof in the torque case. The definition of torque is sufficient. That, plus Newton's third law."

"That's what you say! As for that guy Newton, if he was any good, why didn't he get that law of his right the first two times?"

"The first two laws refer to other matters. Once a particle is in motion..."

"It keeps right on going? I've heard that before. Baloney! The whole thing about models is that they don't keep right on going. The prop torque turns 'em! No wonder he had to do it over! I could have told that guy..."

"He's dead, Mr. Thumbsome".

"And good riddance! We don't need dumb intellectuals like that. We got you instead!"

"Thank you, Mr. Thumbsome."

Scale Postal Meet

This summer, Cloud Cruisers, you have the opportunity to compete in three postal contests run by GHO. 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-GHO 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!!!

COMET

Pilot	Plane	Time	Bonus	Total
1. Barrie Taylor	Spartan Cabin	268 sec.	0	268
2. Frank Rowsome	F4F Wildcat	167 "	5	172
3. Dick Dumire	Curtiss Robin	134 "	0	134
4. Ron Hummel	Farman 400	124 "	0	124
5. Walt Leonhardt	Wiley Post "A"	27 "	15	42
6. Walt Leonhardt	Allied Sport	31 "	10	41
7. Walt Leonhardt	Curtiss Robin	28 "	0	28

GOLDEN AGE CIVIL

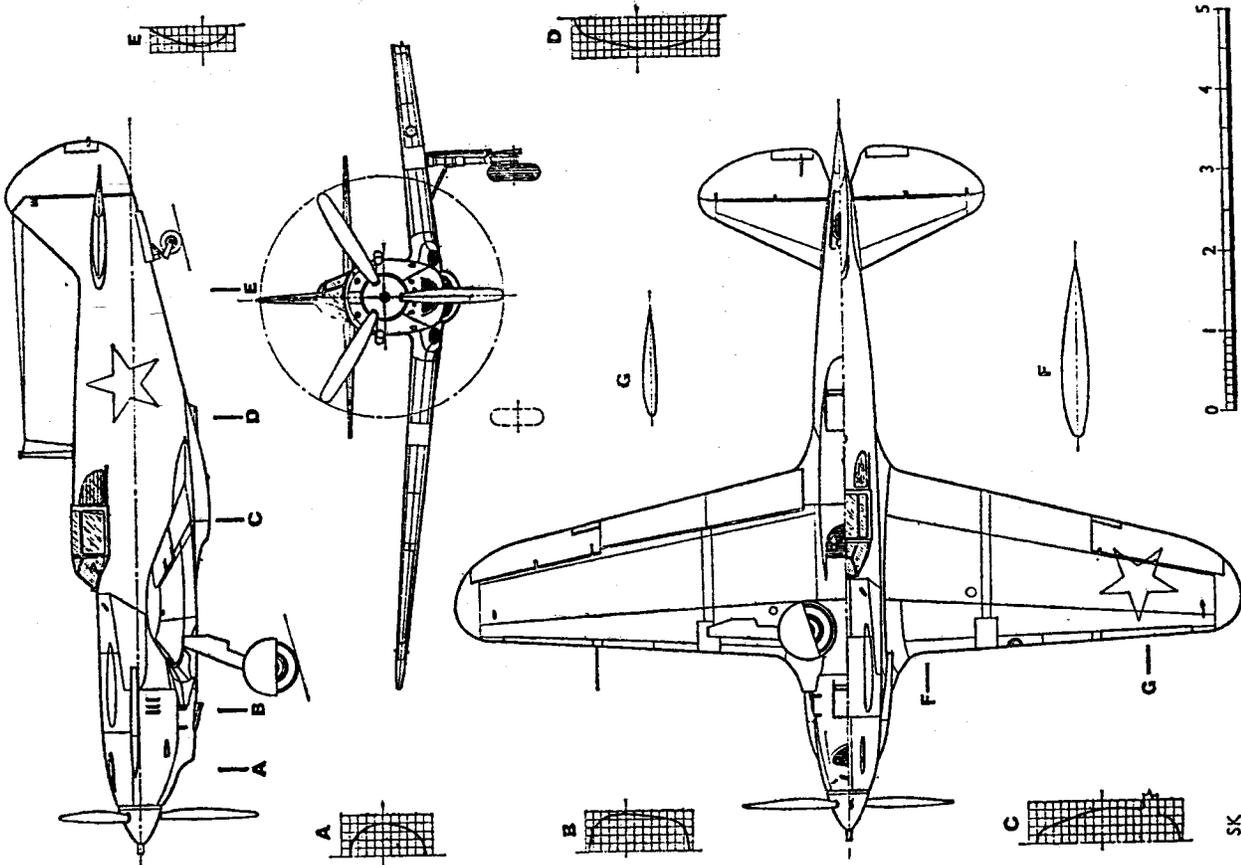
Pilot	Plane	Time
1. Don DeCook	Fairchild 24	546 sec.
2. Barrie Taylor	Spartan Cabin	221 "
3. Dave Stott	Ong Continental	136 "
4. Ron Hummel	Curtiss Robin	95 "
5. Darold Wilken	DH Leopard Moth	54 "
6. Dave Stott	Vance Flying Wing	52 "
7. Dave Stott	Fundy Flash	52 "
8. Darold Wilken	Fleet Canuck (floats)	35 "
9. Walt Leonhardt	DH Puss Moth	34 "
10. Walt Leonhardt	Cessna C-34	28 "
11. Walt Leonhardt	Piper E-2	24 "
12. Walt Leonhardt	Monocoupe	20 "

GOLDEN AGE MILITARY

Pilot	Plane	Time
1. Frank Rowsome	Mureaux C-1	95 sec.
2. Dave Stott	Blackburn Blackburn	87 "
3. Walt Leonhardt	Mureaux C-1	28 "

WANTED; Peanut Plans for Caudron 714, will pay postage and copying costs. Barrie Taylor
2 Thackeray Ave., Winnipeg, Manitoba, Canada R3K0H1.

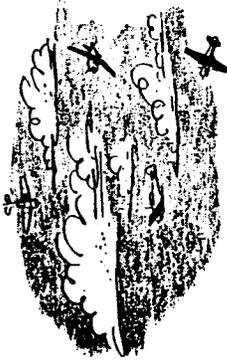
Lavočkin LaGG-3



A simple color scheme for this bird would be standard green on top sides with light blue or gray undersides, or, all white in the winter scheme.

Submitted by Rick Dort.

I sit on the roof of the truck, watching thunderheads for the source of engine noises high over the prairie hamlet as the hired man comes out of the grain elevator and shades his eyes to look up. Rising and falling sounds fill the wide cloud streets to the horizon but we see nothing. For a while we watch a stalled dust devil. Then it's up to the Rosebud Mercantile for a pop and some model airplane glue.



Coming out of the store, I see them! They're Harvards, doing aerobatics a mile overhead. One I can see in a vicious spin while two others are head-on, inverted. Sunlight flashes down from plexiglass and polished yellow wings. Any minute you'd expect the sudden halt of an engine and a flut-tering wing. (Or the far-off rattle of machine guns) I watch until I can't squint up anymore at the dogfight. The afternoon has turned muggy and I envy the pilots who must have canopies slid open.

I find it strange that nobody came out of the store to watch, there's only those two old guys snoozing in the shade.

We climb back in the truck and head for home, the straight-pipe exhaust roaring behind the cab....with another 600 H.P. the old Chev could maybe yank up out of the ruts and clear the telephone wires and pull back on the gear shift and climb up with the Harvards. I stick my hand out the window into the slipstream as we circle over a pasture full of star-tled cows....the windshield on the truck is a lot like the one on a B-17. Suddenly, the crackling exhaust has an urgent sound as we hit sticky mud. Throttles all the way forward to keep formation on only three engines, and there's the smell of hot oil. I glance out just in time to see the Harvards pass in neat formation, lifting up as one to clear a haystack.

In school the next day, I learn that the Harvards' buzz job made an impression at the store. The people inside all ran outside, and those outside got up and ran inside!

Wendell Hughes



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14.

The SOTS Chronicle
(or how a Section 8
begat Squadron Eight)

As told to Dick Mallow,
the current President of the
Scale Old Timers Society.

For openers let us have the origin of the SOTS from the Grand Old SOT himself, One Bob Wedel a.k.a. Robert Freiherr von Wedeln of Jamestown, N.C. (Let us note here that Wedeln is the German verb for "wag". This is most apt when considering the character of Freiherr von Wedeln, der schlau alt Hund that he is---but let us digress no further.)

On the way back from the AMA Nats at Lake Charles in 1974 I thought ---wouldn't it be nice to have a club devoted to flying scale models and would include everybody who enjoyed aviation---period. The club (or Really a fellowship) would include members of the Flying Bucks, Philadelphia Skypirates and anyone else from our area who would be interested in this type of a club. Emphasis would be FUN with aviation complete with adult beverages to meet once a month on a Friday night. And since I had a nice eight stool wet bar at my home this would be a fine meeting place. So therefore I called the first meeting for Spt. 6. 1974 (which happened to fall on my birthday).

On the way back I thought and thought of what to call our club which entailed the above tenets and came up with the "Scale Old Timers Society". As you can see I wanted to have the abbreviation describe our club---SOTS! A secondary reason for establishing this club would be to get old Rudy Stab (now deceased) out of his garage and back into circulation; it succeeded beyond my wildest imagination. Meetings, as you recall, lasted well into the wee hours since we all enjoyed each other's company, being interested in the same subject!

There it is in a nutshell. The idea was to relax after a tough week of work. As you recall, we put the fox in charge of the hen house, i.e. Rudy, was in charge of refreshments. We had no bylaws to bother with and informality was the key to enjoyment. As we old Krauts say: "Shpas mus der mensch haben!" Which translates to "You gotta have fun!"

Thus began Squadron Eight. And the worst was yet to come. At the 1969 AMA Nationals (Willow Grove N.A.S.) I fell into the kind of company my dear Mother warned me about: the Bridgeport MOB! Suspicious to say the least! (My attorney assures me that the statute of limitations has run out and that I may now reveal names without danger of incriminating myself.) Some of the names are undoubtedly familiar: Stott, Thompson, Chilmark, et al. They found a sweet, innocent 1/2A power and cabin rubber kid and led him down the prinrose path of FAC. What happened in 1969 was rendered permanent in 1974 when Robert Freiherr von Wedeln summoned me to his mountain abode in darkest Pennsylvania. (Some years later he departed, between days, to his present lair in the Confederacy.) At the first meeting of the SOTS, I assured my self a reserved place in a region the pious do not like to contemplate; I showed the membership the FAC rules. These had been cleverly inserted in my shirt pocket for dissemination. I plumped hard for them. The original Thirteen became unanimous quickly; they were hooked through the waffles. As I left that fateful conclave I remembered a 1916 Wright biplane soaring serenely above a small lot on the Willow Grove N.A.S. on a warm July evening in 1969; a two bay biplane with all rigging flying like no other rubber powered scale model I had ever seen fly. I, too, was hooked through the waffles....

The SOTS, though taking casualties, carries on (some say too much), we remain Squadron 8. In 1994 we celebrated our twentieth year mit das heiser Gelachter und das betrunken Gesang. "Shpas mus der Mensch haben!"

FAC has brought on the true Golden Age of free flight scale. As Dave Stott once eloquently said; "It's modeling as it was when we were kids". And the SOTS are part of it.

At present the membership has grown from the original thirteen to 40-odd, and it includes indoor as well as outdoor flyers. FAC indoor is coming! AMA, eat your heart out!

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.

BACK ISSUES AVAILABLE

Some back issues are still available at \$1.50 each post-paid. Some issues are in small quantities so order early.

# 122-48	#123-49	#145-71	#151-77	#153-79
#155-81	#156-82	#157-83	#158-84	#159-85
#161-87	#162-88	#163-89	#164-90	

THE GOLDEN AGE
by
FRAN PTASZKIEWICZ

In 1935, this high speed Stinson Model "A" airliner was the very newest thing in transport aircraft.

Not only was it the newest, but it was the only modern transport to have three engines. At that time the Curtiss "Condor", the Boeing 247 and the upcoming DC-1 only had two engines.

Although these aircraft were intended for use on short trips over land, they were according to all accounts, so ruggedly constructed, that it was felt they would be at home in any weather and over any terrain.

Their specialty it was proclaimed, was flying at night and in storms.

It was also stated that passengers traveling in them would hardly be conscious that they were flying, because of all the attention that has been given to heating, ventilation, comfort and stability.

With their nine cylinder engines and tapered wings, these aircraft were considered to be among the speediest built.

Production of these newest of transports was scheduled to begin in early spring of 1935, according to Stinson Aircraft officials, manufacturers of the Model A.

The prevailing thoughts of the designers at that time, were centered on an airplane to be used for frequent over land service on the smaller air lines.

The aim was for a sharp reduction in the initial cost of the airplane, for the single airline operator and which would fly on a less cost per mile basis.

The airplanes were supposedly intended for bad weather flying and were to be completely equipped for the most rigid demands which night flying would incur.

These aircraft would act more specifically as "parallel feeders" for the larger air lines, meaning the airplanes of the Model A Stinson type, could handle freight, passengers or mail and deliver them to the main lines and reduce the time and money cost now incurred from deviating the larger aircraft to smaller cities on the routes.

Reliable and fast service was then available from coast to coast, however few if any aircraft would stop at such out of line or off route cities as Dayton, Cincinnati, Rochester, Albany and other small but equally important cities.

In order to provide this same type of superior service to these cities, the task of these new Stinson type airplanes would be to collect passengers from the intermediate cities and deliver them to the main line carriers in time to board the through route transports.

It was anticipated that the new Model A would undoubtedly fill a much needed place not only for our national transport lines but for foreign airline demands as well!

Engines of the Model A were the latest Lycoming nine cylinder radials. Each developing 260 horsepower.

The general wing design was described as a low type, gulling deeply into the fuselage and being sharply tapered at the tips.

Conventional design and construction was used for the fuselage, the aft end flaring and neatly fitting into what might be called an exceptionally large rudder section.

An extreme degree of patience and care have been taken in the matter of passenger comfort.

All the small, but not to be neglected details, such as heating, ventilation, insulation and vision, had been concentrated upon in the interests of the air voyager.

So we see that the idea of smaller feeder aircraft flying into a hub or large terminals was in the minds of the designers and planners years ago and is something that happens now on an every day basis.

Although the design was small, carrying eight passengers and crew, it was able to cruise at 163 miles per hour, it provided that much needed services to the then smaller cities, as air transport was beginning to come of age.

GOLDEN AVIATION FILLERS

These fillers have been gleaned from old, very old newspapers of the 1930's.

A filler is that little blurb that newspapers use to complete the end of their news columns, should the reported story come up a few lines short, some make interesting reading, some, well you decide.

RETRACTABLE FLOATS

The German Dornier 26 has a retractable wing-tip float that will retract into a motor nacelle, where it is completely covered.

WOMEN LIKE TO FLY

It is reported that 33 percent of the coast-to-coast passenger trade on one major airline are women.

INCREASE SPEED

It is estimated that by retracting the landing gear on airplanes, the speed may be increased by about twenty-five miles per hour.

50 DAYS VS. 15 HOURS

In 1911, the first transcontinental flight was made by Calbraith Perry Rodgers, who made the trip across the country in 50 days. Today, 1938, modern airliners make the trip in 15 hours, with some speed type designs doing it in eight hr.

FLY LOWER THAN SUBS DIVE

It is possible for a plane to fly lower than a submarine has ever dived. By flying across the Dead Sea, which is approximately 1300 feet below sea level, a plane can go lower than the limit of a dive of a submarine which is about 300 feet below sea level. This is of course in 1938, things would change rapidly in the years to come.

PART TWO:

First, a clarification. In recommending a Tan-2 motor 1.16 times as thick as one's best Tan-1 motor for a plane, my intent was to select a Tan-2 motor with the same average torque as that Tan-1 motor's. Because Tan-2's torque-curve differs from Tan-1's, when average torque is the same, maximum torque is different. When wound to the same capacity for turns, Tan-2 of same average torque as Tan-1 has less torque at the outset, but, all-told, gives more prop-revs sufficient to ascending flight. You start to fly with less power, but obtain greater cruising altitude and because more turns may be put in, cruise longer at that altitude. That commutes two major advantages. First, less downthrust is needed to prevent zooming and/or power-stalling. Since downthrust needed only for flight at maximum torque-and-thrust decreases the wing's angle of attack, and so, the plane's buoyancy, under subsequent lower levels of thrust, there is great duration-advantage in beginning flight at less-than-Tan-1 power-level. Second, with the longer "cruise" (gently-ascending and then gently-descending phase of powered flight) there is simply more air-time. Much experience since I wrote the cited article showed Tan-2 to be even better than I had supposed on the basis of preliminary reports. At 1.16 times Tan-1 thickness (same average torque) and same weight of motor (.862 times as long), it takes 20% more turns. So it is "20% better"---just as Dick Obarski (cited in my article) found in his lab. (Nice work, Dick!)

Note the importance of getting the right relative thickness. If, for example, a Tan-2 motor 1.25 times as thick as a Tan-1 is selected (and wound by the same technique under the same conditions---see below), flight begins with same maximum torque and subsequent climbing will be at greater relative levels of torque. The result---as many have probably found by now---is often that what was a near-power-stall became one. It is easy to err with such fine differences, but in switching from "1" to "2" it's better to err downward than upward in thickness.

All the preceding supposes that both types of rubber have been wound to the same percentage of maximum turns-capacity. Some reports indicate that many FACers, however, have wound Tan-2 to lesser relative capacity. So, let's "turn" to that matter---and stretch-winding technique.

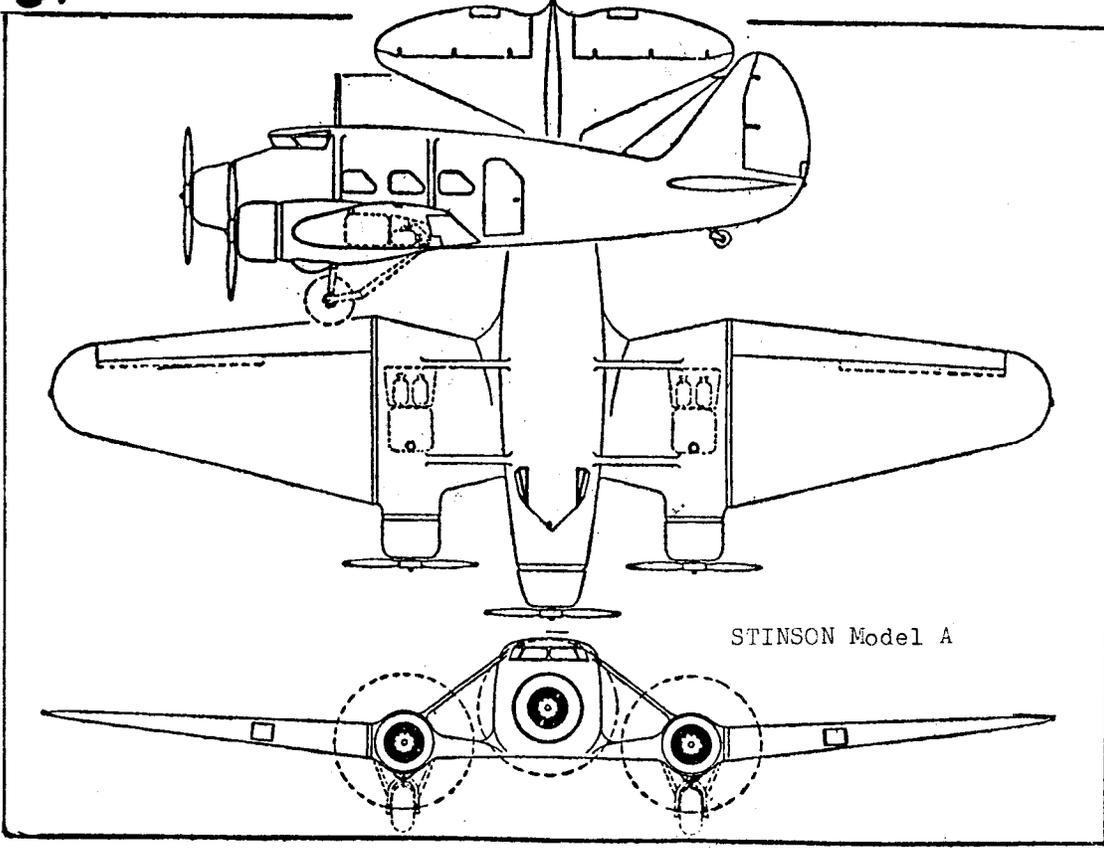
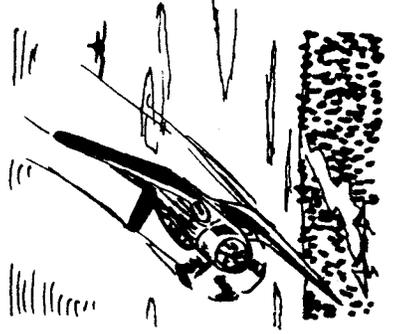
Here are my average results with Tan-2 motors at about 70 degrees Fahrenheit, projected to include the full range of battery-thicknesses (Pistachio to Jumbo) by using McCombs Formula #1 (see my previous article).

85% of Turns Per Inch At Which Tan-2 Breaks (for M.M.)
(single-strand loops, braided, 70°F, pinkish batch)

Width	Number of Turns
1.32"	217
1/16"	153
1/8" (avg. .089 gr.)	108
3/16"	87
1/4"	76

(2 to 4 strands)

3/8"	63
1/2"	54
3/4"	44
1"	38.5



STINSON Model A

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

Wanted; 3-views for the Stinson 10A Voyager, Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506.

Barrie Taylor, 2 Thackeray, Winnipeg, Manitoba, Canada R3K0H1 would like info for an Albatros DVA that was colored over all light blue with a white "U" on the fuselage, was #D7176/M-Udet's?

FAC Time Cheat Sheet

Seconds	Score
60	60
61	60.5
62	61
63	61.5
64	62
65	62.5
66	63
67	63.5
68	64
69	64.5
70	65
71	65.5
72	66
73	66.5
74	67
75	67.5
76	68
77	68.5
78	69
79	69.5
80	70
81	70.5
82	71
83	71.5
84	72
85	72.5
86	73
87	73.5
88	74
89	74.5
90	75
91	75.25
92	75.5
93	75.75
94	76
95	76.25
96	76.5
97	76.75
98	77
99	77.25
100	77.5
101	77.75
102	78
103	78.25
104	78.5

FAC Scale Flight Points

0-60	1 point per second
61-90	1/2 point per second
91-120	1/4 point per second



The number of turns a motor will take before snapping varies not only with temperature (more when hotter), but also with frequency of use (blows after less number of times wound), number of times used (more turns per inch but more likely to blow), nature of lubrication (kind, how much), batch, exposure-time to light and heat (the underworld God, Vulcan-izer, does not like them), and how you break-in and stretch-wind. Here's what I do--not a bad example to follow if your a beginner, but not necessarily the best for duration or for you. Only you can decide that.

With Ivory bar-soap in lukewarm water, wash a 40" strand of 1/8", and rinse. Tie one end to a music wire S-hook attached to a stable knob or handle, and braid in (wind in backwards) 200 turns from the end tied to your winder. Untie rear knot, hook motor at middle around S-hook, and tie the two ends together after taking the knot at the winder out. Hook the loop around the winder-hook and stretch a bit. Wind backwards or forward a bit until the loop is (to use Dick Howard's instructive term) "dis-entwined". Adjust rear hook location on the motor until each strand knots-up no more than the other when let go slack. Now wind forward about 100 turns and you have a perfectly "braided" motor. There should be 36" from one side of the knot to the other, as follows from using 2" of each end of the strand to tie the loop with. Cut that dual "tail" off to leave about 1/16" beyond knot.

We are not "into" Native-American lanyard-or-Cowboy lariat-tie-making here. We have done this to our strand to encourage it to bunch-up evenly for the glide that its non-sacrificial descendants, modelled after it, will take.

Shove the motor into a sandwich bag with enough (automotive) "Son of a Gun" at its bottom for the motor to swim in. Squeeze and roll from the outside of the bag (or eventually develop wierd tactile sensations in your fingers, and become one of the Toxic Crusaders). Take the motor out and let it dry, extended, on a paper towel.

Attach one end of the motor to a hook well-anchored, at the height of your belly when standing, at a place A) whence you can retreat 15 feet and B) where a furious coil of rubber will do no damage on impact at solar speed! No models near it-- or you at the other end. Shove a pencil through the free end's "braid"-loop and with your left hand grab it, with the motor between index and symbolically self-actualizing fingers. Walking backwards (rear-view mirror optional), stretch the loop, slowly and with decreasing backward velocity, toward about 12 feet from the anchoring rear hook (if Tan-1) or 15 feet (Tan-2).

When you have reached half that distance, stop. Grasp the motor between right hands thumb and first joint of index-finger and tug it about an inch toward the pencil. Remember the "feel" of it. That's safely taut." Repeat this, with increasing frequency, periodically as you approach pre-designated max stretch-length (12 or 15 feet). Whenever it feels as at half-stretch-length, keep going. Until its like rubber wire. No "give". Each time it gets wily like that, pause for a minute there. You are at max stretch when it stays wily after that pause. (Note that Tan-2 has a unique capacity for changing its mind about this, so don't push it much beyond 15 ft. Now hold the loop at that stretch-length for 3 minutes, then gradually walk it back in to slack length. You have just (in the quickest way) stretch-broken-in a motor. And your dog or cat has left the room.

concluded in the next issue.....

WANTED: World War Two Aircraft books
by William Green. Lin Reichel, 3301
Cindy Lane, Erie, Pa. 16506.

Submitted by Lynn Lewis.

FLYING ACES PLAN PACKS

PLAN PACK #1

1. Golden Eagle Monoplane by Dave Stott 26 " span.
2. Westland Dreadnaught by Dave Stott 23" span.
3. Fokker F-XX by Dave Stott 28" span.
4. PZL P23A "Karas" by Pres Bruning 18" span.
5. Bristol 138A by Pres Bruning 18" span.
6. Tractable Trainer Embryo by Dave Stott 24" span.
7. Luscombe "Phantom" No-Cal bt Tom Nallen, Jr. 14" span.
8. Piper J-3 Peanut by Chet Bukowski 13" span.
9. Blackburn Sidecar Peanut by Frank Scott 13" span.
10. Caudron C.620 Peanut by Pres Bruning 13" span.

PLAN PACK #2

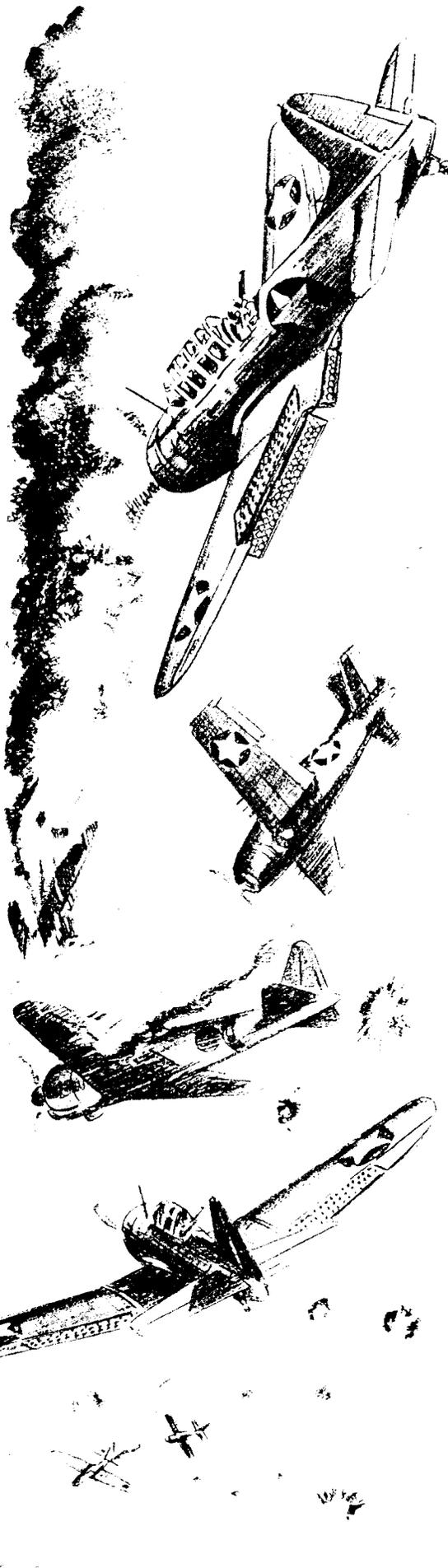
1. A.N.T. 14 "Pravda" by Dave Stott 27" span.
2. Boeing P-12E by Bill Miller 12½" span.
3. Ionosphere Intruder Embryo by Dave Stott 22" span.
4. Dornier "Falcke" No-Cal by Dave Stott 15" span.
5. PZL P-46 "Sum" by Pres Bruning 13" span.
6. Fairchild 24 by Hank O'Dwyer 12" span.
7. Martinsyde "Elephant" by Dave Stott 24" span.
8. The "Texan" by Tom Nallen, Jr. 13" span.
9. Vought OS2U-2 "Kingfisher" by Pres Bruning 12" span.
10. Rohrbach Roland by Dave Stott 27" span.
11. Vought SB2U-1 "Vindicator" by Pres Bruning.

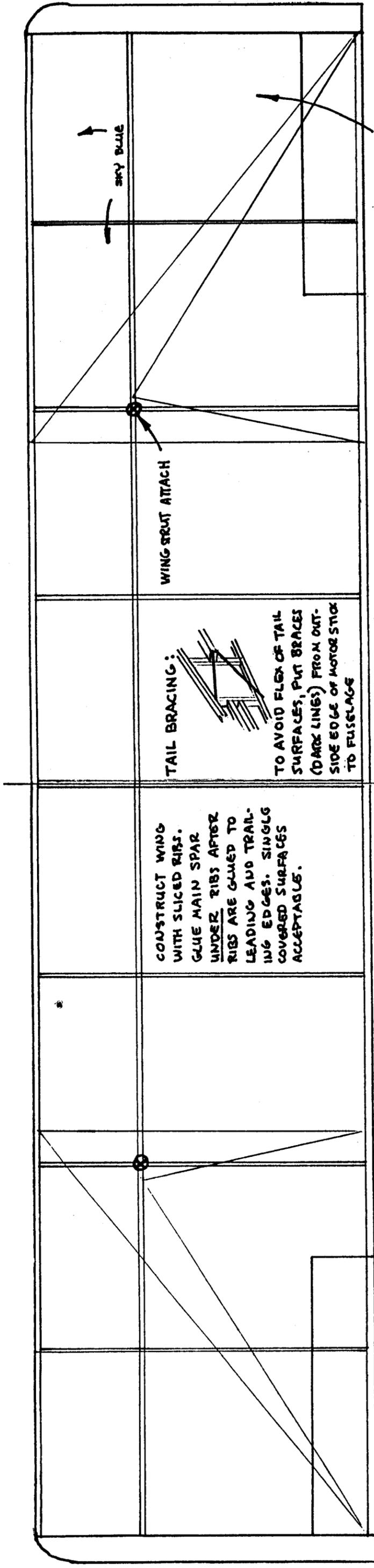
PLAN PACK #3

1. Mitsubishi J2M3 "Raiden" by Pres Bruning 13" span.
2. Alco Sportplane by Dave Stott 13" span.
3. Southern Martlet by J. Whatmore 12½" span.
4. Blackburn "Baby" (floats) by Dave Stott 12½" span.
5. Delgado "Flash" by Pres Bruning 13" span.
6. Bellanca CD by Dave Stott 21½" span.
7. Cranwell C.L.A.3 by Nick Peppiat 12½" span.
8. Fokker V-21--V-23 by Dave Smith 13" span.
9. Fiat CR-42 by Pres Bruning 20½" span.
10. Polish P.W.S-11 by Pres Bruning 13" span.

Plan Packs are \$10.00 each, postpaid. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Jeff Trenkler says that storm window plastic makes a great cutting surface for tissue, details, etc. Doesn't seem to dull his knife either. Has at least one good edge and it's free at most hardware stores if you ask for scraps. Usually 3-5" wide and up to 2 feet long.





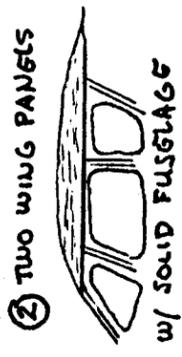
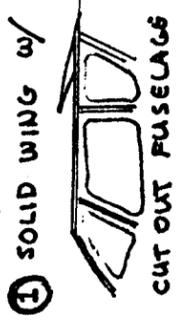
CONSTRUCT WING WITH SLICED RIBS. GLUE MAIN SPAR UNDER RIBS AFTER RIBS ARE GLUED TO LEADING AND TRAILING EDGES. SINGLE COVERED SURFACES ACCEPTABLE.

TAIL BRACING:



TO AVOID FLEX OF TAIL SURFACES, PUT BRACES (DARK LINES) FROM OUTSIDE EDGE OF MOTOR STICK TO FUSELAGE

WING MOUNT OPTIONS:



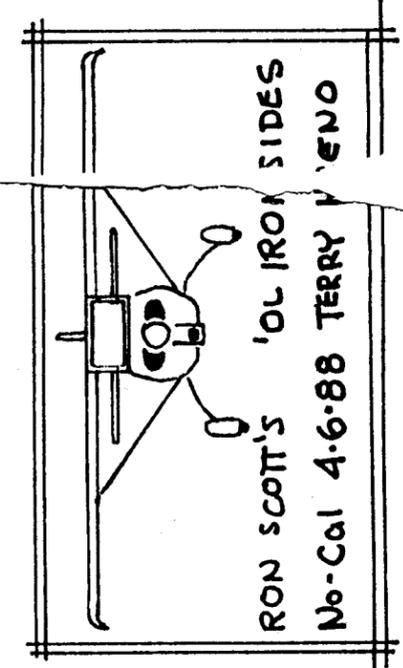
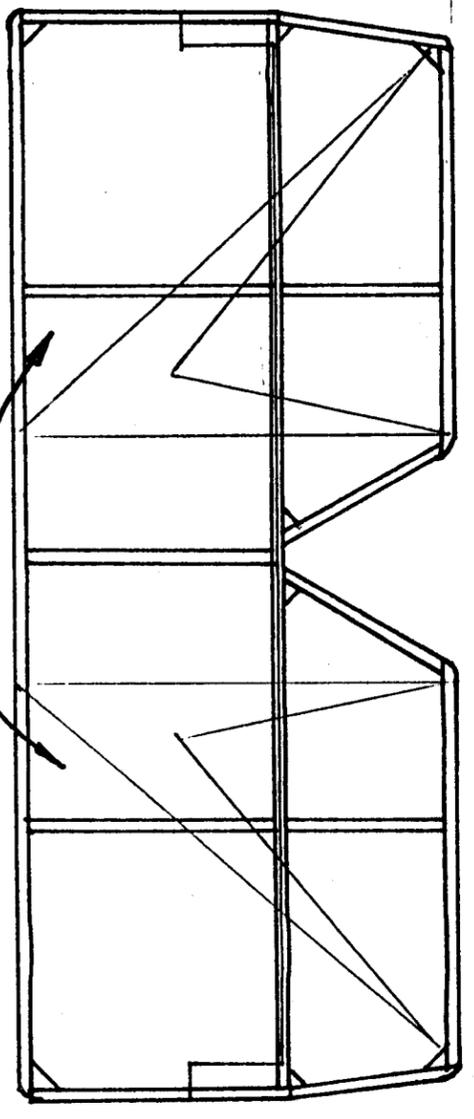
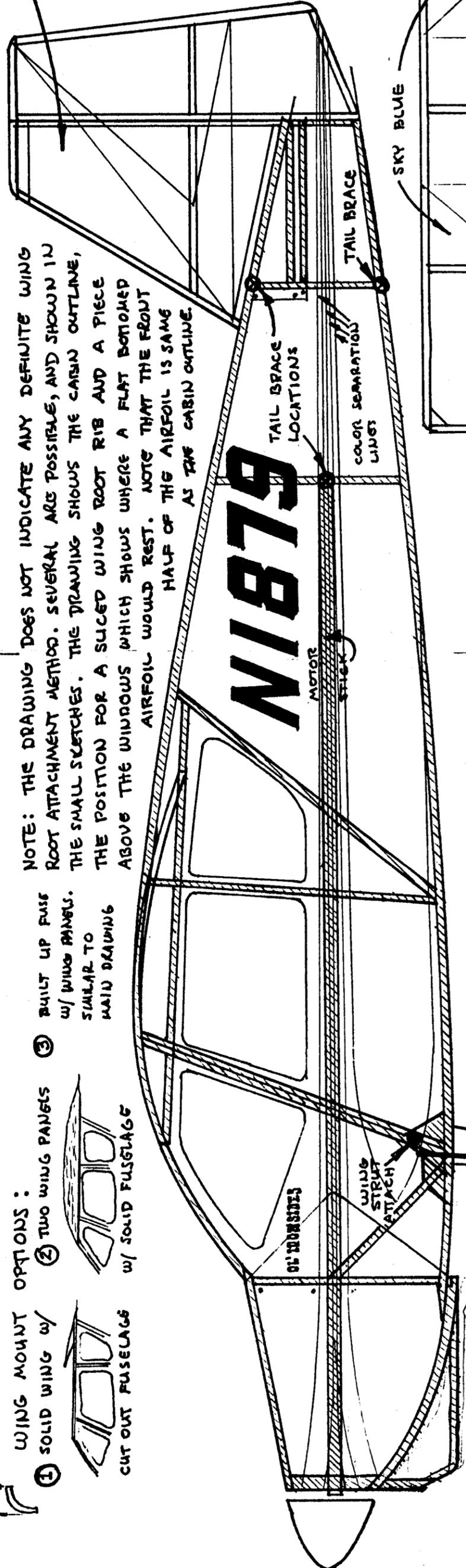
③ BUILT UP FUSE w/ WING PANELS. SIMILAR TO MAIN DRAWING

NOTE: THE DRAWING DOES NOT INDICATE ANY DEFINITE WING ROOT ATTACHMENT METHOD. SEVERAL ARE POSSIBLE, AND SHOWN IN THE SMALL SKETCHES. THE DRAWING SHOWS THE CABIN OUTLINE, THE POSITION FOR A SLICED WING ROOT RIB AND A PIECE ABOVE THE WINDOWS WHICH SHOWS WHERE A FLAT BOTTOMED AIRFOIL WOULD REST. NOTE THAT THE FRONT HALF OF THE AIRFOIL IS SAME AS THE CABIN OUTLINE.

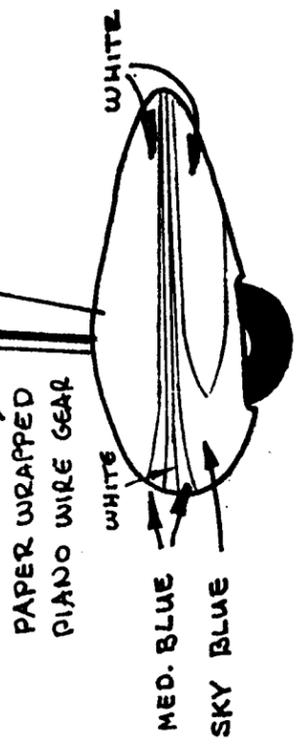
COLOR NOTE:
 COLOR SEPARATION LINES ON FUSELAGE MATCH THE PATTERN ON WHEEL PAINTS. MOST OF THE AIRCRAFT IS WHITE. "PARTS" ARE MEDIUM BLUE. AREA ON FLYING SURFACES OUTSIDE DART IS SKY BLUE. SILVER PROP & SPINNER, DARK BROWN LAUNDS GEAR LEGS.

SKY BLUE

N1879



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 No-Cal 4-6-88 TERRY VENO



1 1/2" DIHEDRAL EACH TIP

DIHEDRAL BREAK

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1/16" SQ. SPARS

1/16" x 1/8" T.E.

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WING RIBS 1/16" SHT

1/16" SHT FILL
TOP, SIDES, & BOTTOM

USE 7" PECK PROP

ALL STIFF 1/16" SQ.

COLOR SCHEME ON ORIGINAL
Black fuselage and fin. Yellow wing
and stabilizer

ALUMINUM TUBE
MOTOR PEG

1/16" SHT

ALL GUSSETS 1/16" SHT

A BAY STATE SQUADRON PLAN

LG MOUNT
2 LAMS 1/32" SHT

LEFT WING TIP

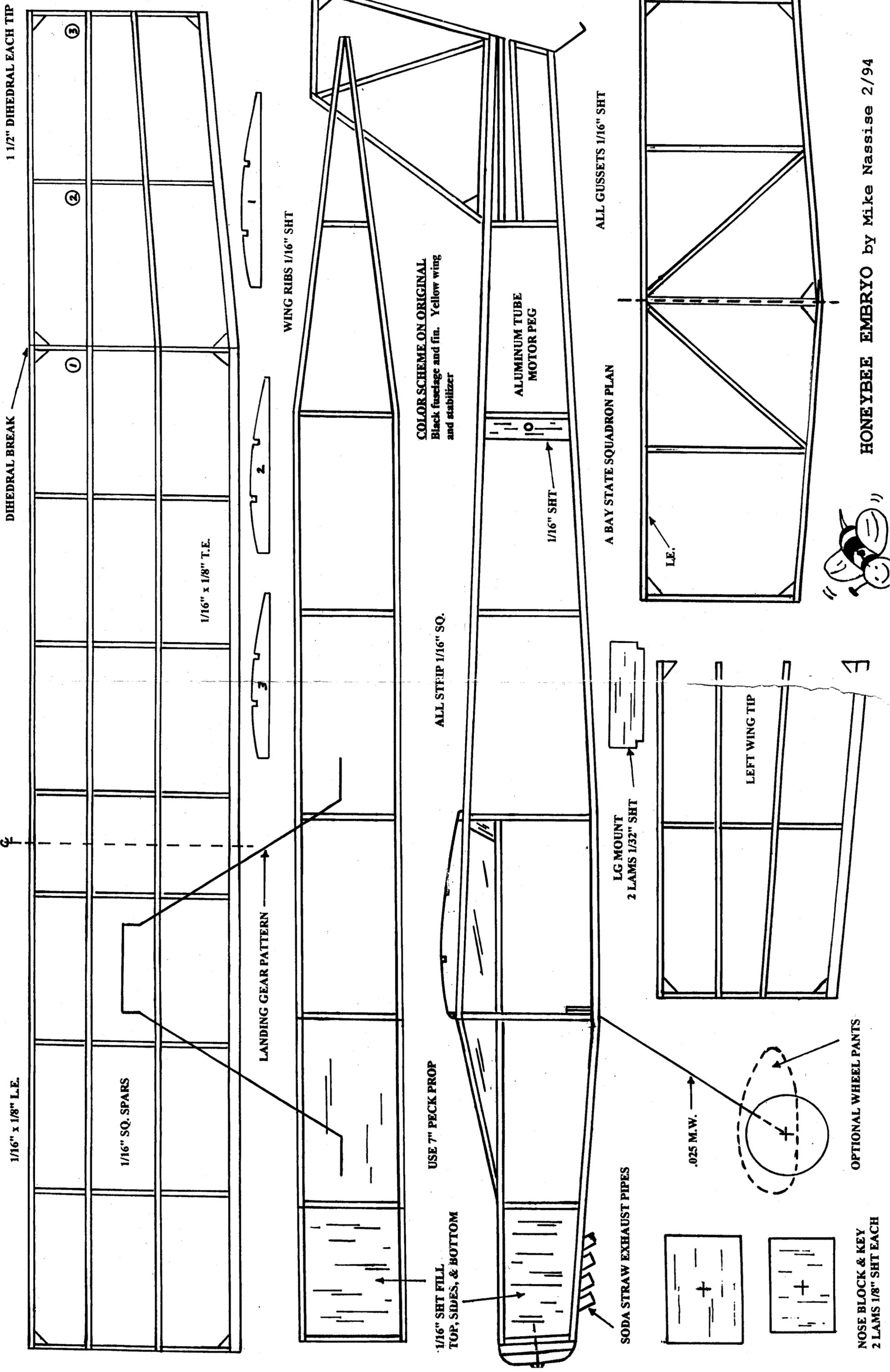
.025 M.W.

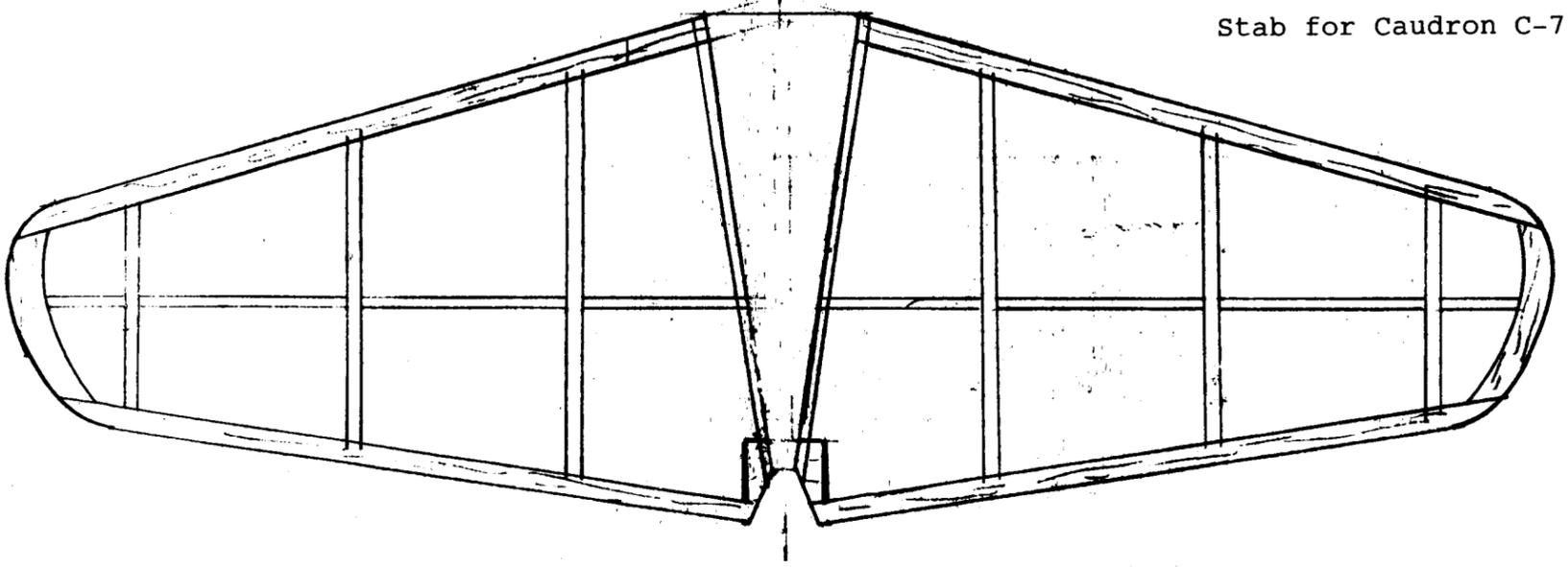
OPTIONAL WHEEL PANTS

NOSE BLOCK & KEY
2 LAMS 1/8" SHT EACH



HONEYBEE EMBRYO by Mike Nassise 2/94



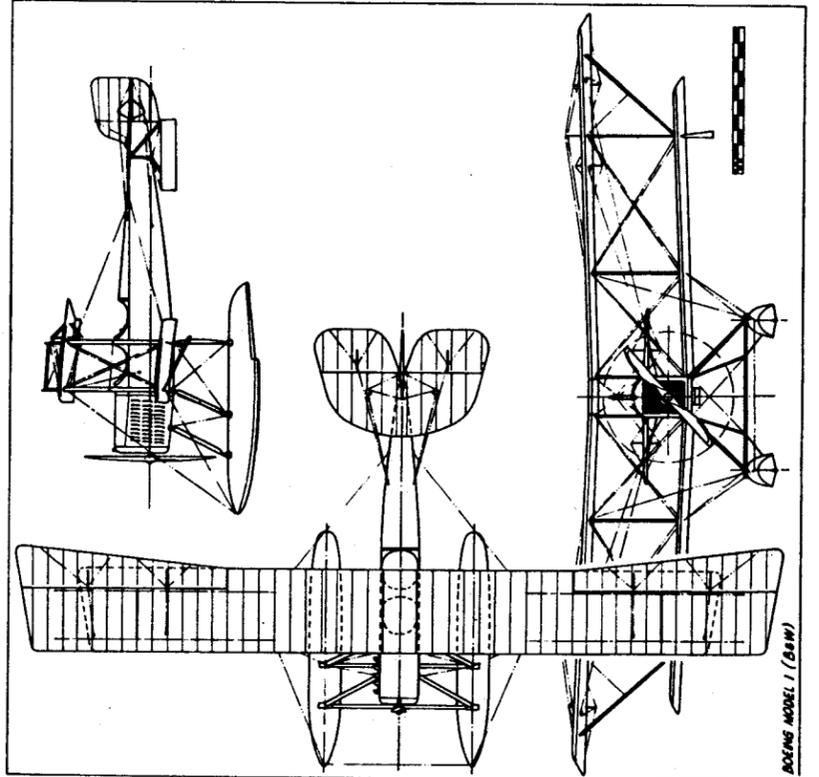


MODEL 1 (B & W)—The first Boeing aeroplane design was a joint venture of William E. Boeing and his assistants and Commander G. Conrad Westervelt of the U.S. Navy, who participated as a private individual while stationed in Seattle. The collaboration resulted in the designation of B & W for the two aeroplanes that were built to that initial design.

The basic design, built in Mr. Boeing's new boathouse/hangar on Lake Union, was derived from a Martin seaplane that Mr. Boeing owned. Construction was entirely conventional for the period, all structure being wood with wire bracing, fabric covered. Control was by the Deperdussin method, which used a wheel on the control column to operate the ailerons. Fore-and-aft movement on the column operated the elevators and a foot bar operated the rudder. The Hall-Scott engine was started by compressed air from a tank in the aft fuselage. The first B & W flew on June 29, 1916, and the second flew in November. Both B & Ws were eventually sold to the government of New Zealand.

TECHNICAL DATA—B & W

- Type: Utility seaplane
- Accommodation: 2 in tandem
- Power Plant: Hall-Scott A-5, 125 h.p.
- Span: 52 ft.
- Length: 31 ft. 2 in. overall
- Wing Area: 580 sq. ft.
- Empty Weight: 2,100 lb.
- Gross Weight: 2,800 lb.
- Max. Speed: 75 m.p.h.
- Cruising Speed: 67 m.p.h.
- Climb: 700 ft./min.
- Range: 320 miles
- C/Ns: 1, 2



BOEING MODEL 1 (B & W)

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KEY TO COLOURS	RED	BLUE	GREEN	PURPLE	YELLOW
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PARAGUAY	PERSIA	RUSSIA	SPAIN	SWITZERLAND	URUGUAY
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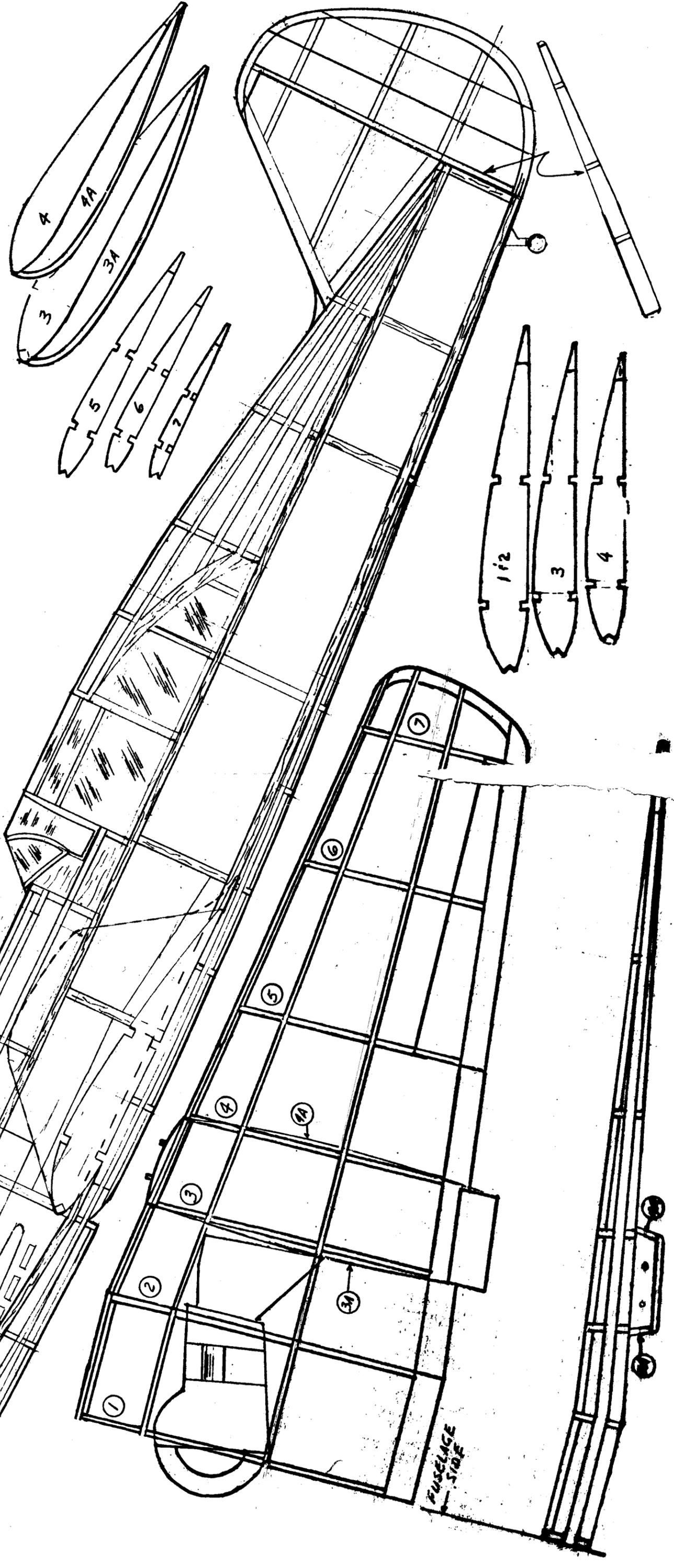
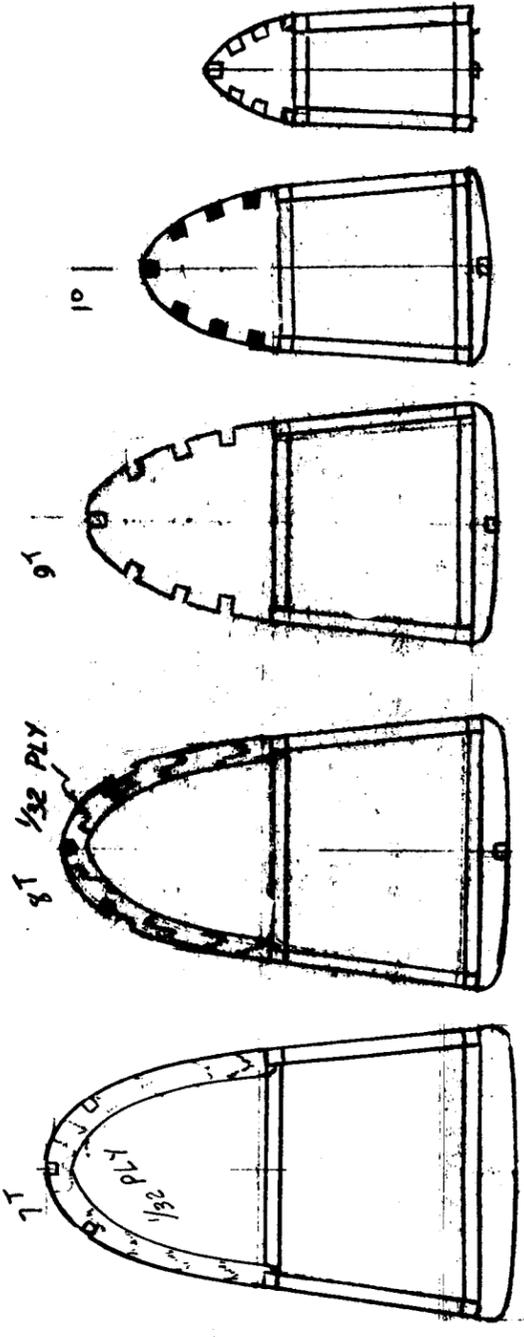
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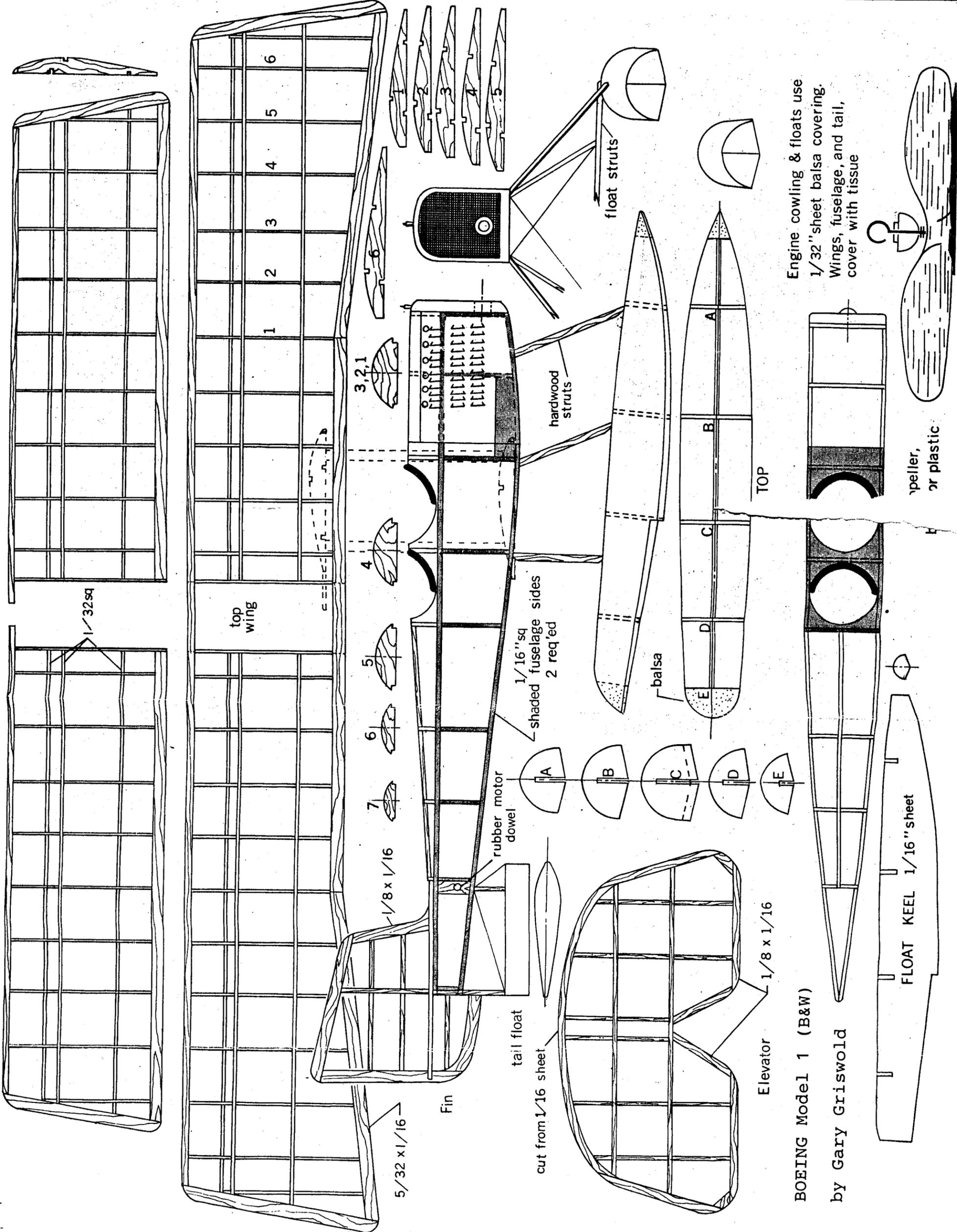
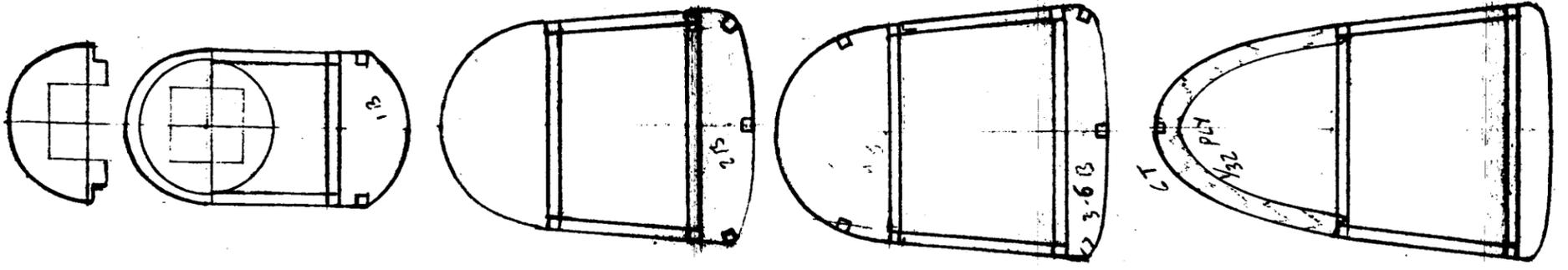
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BOEING Model 1 (B&W)
by Gary Griswold

MODEL AIRPLANE PUBLICATIONS

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Stick & Tissue
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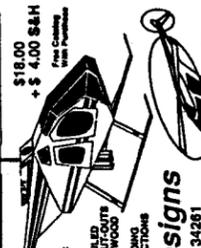
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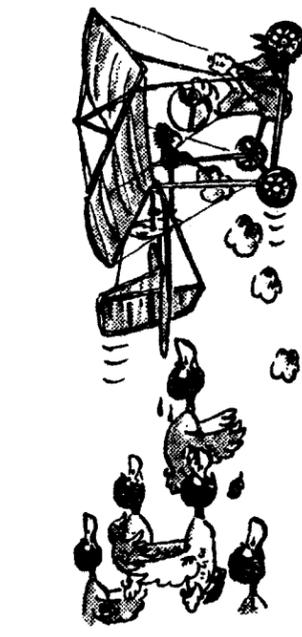


PLANS

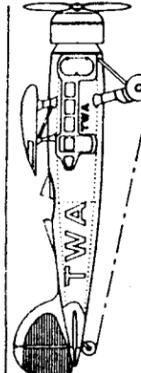
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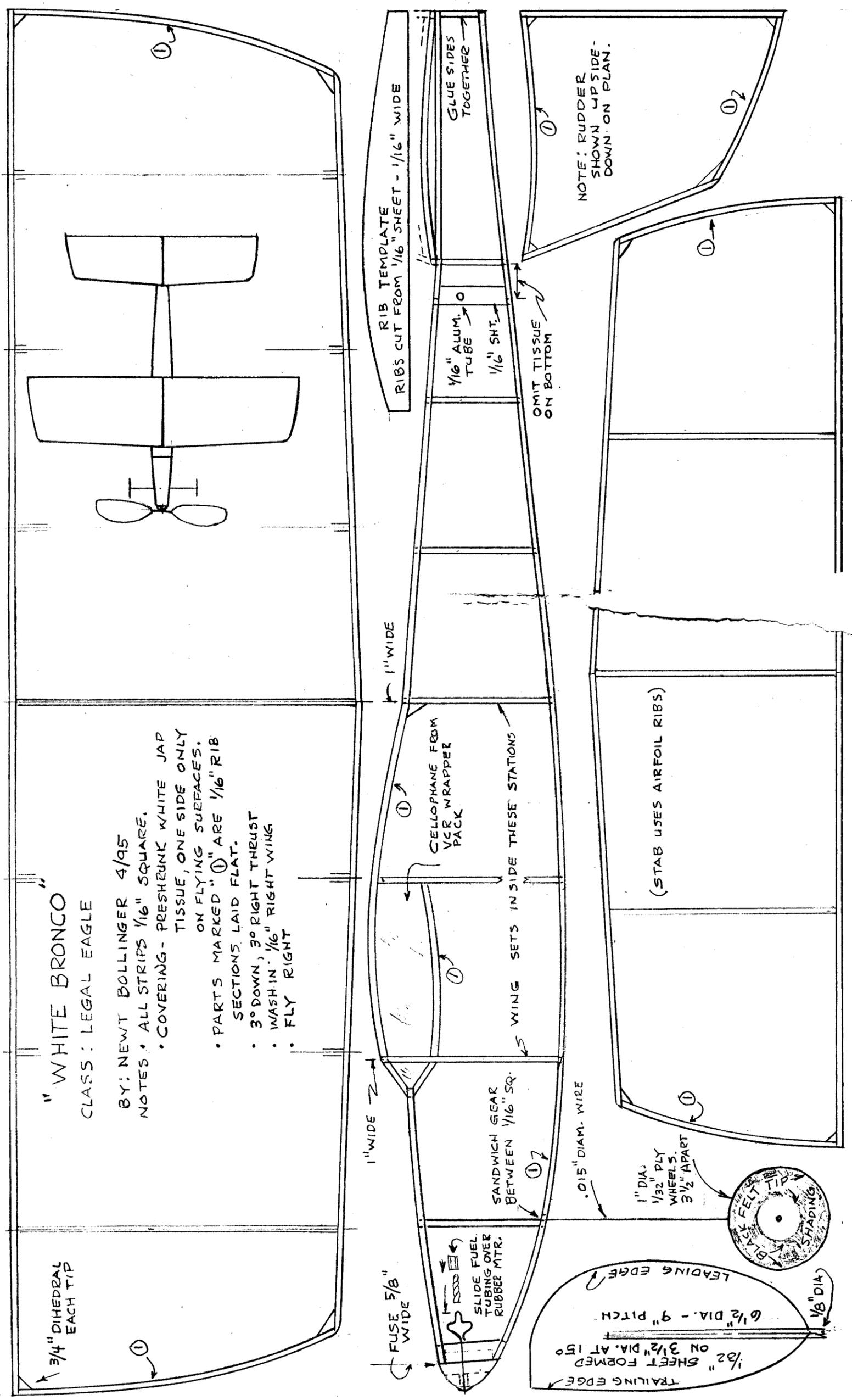
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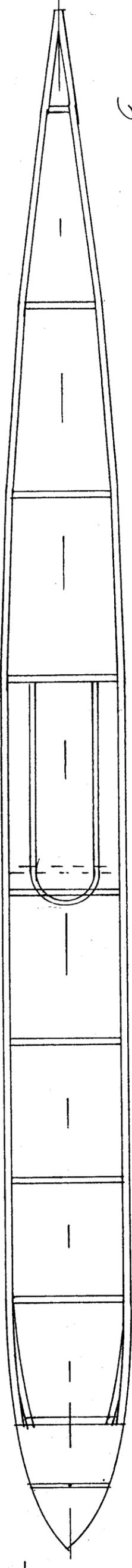
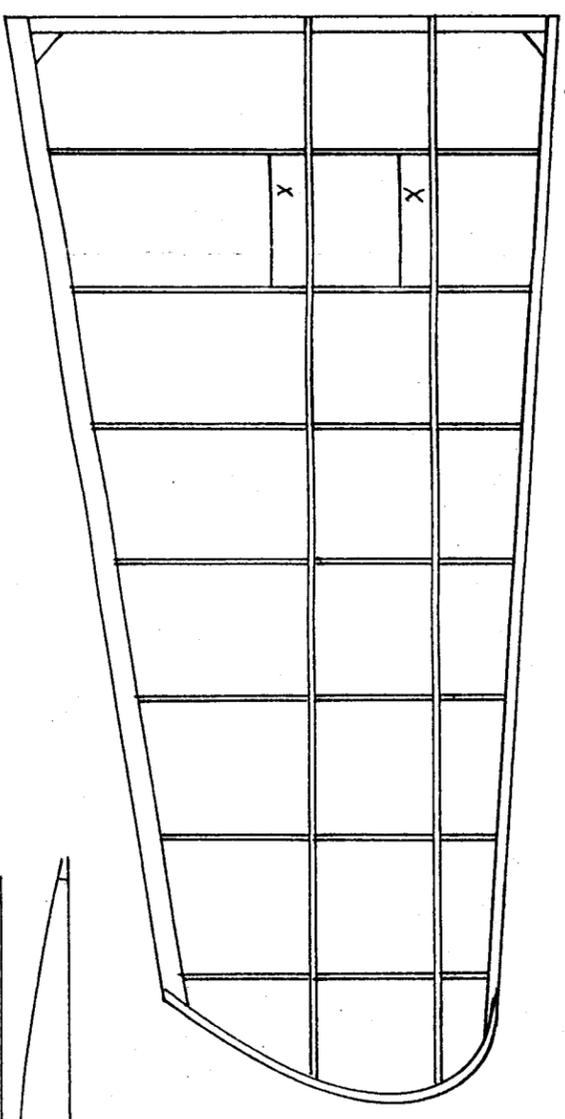
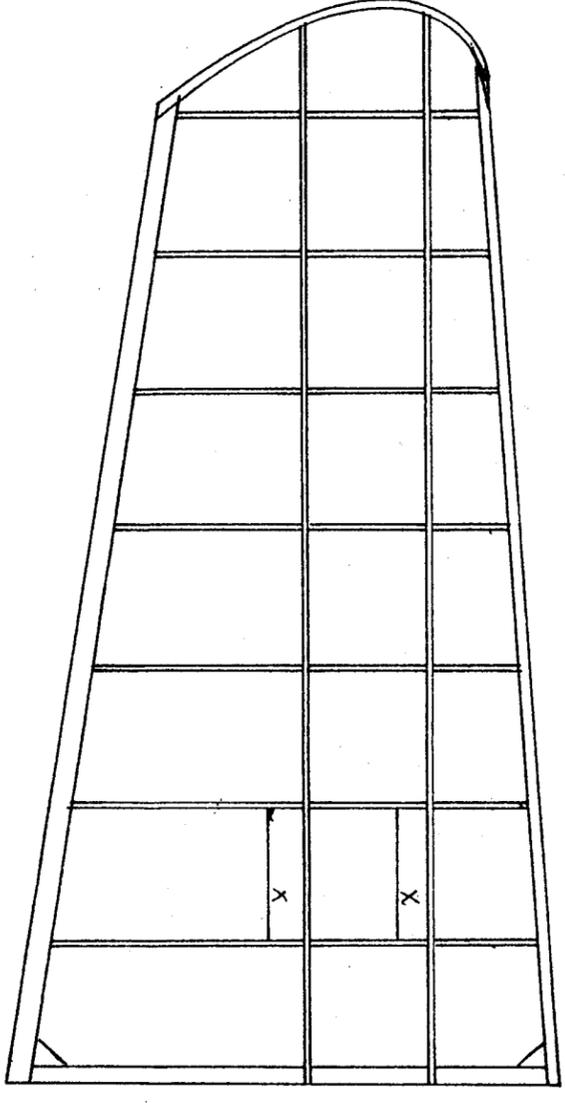
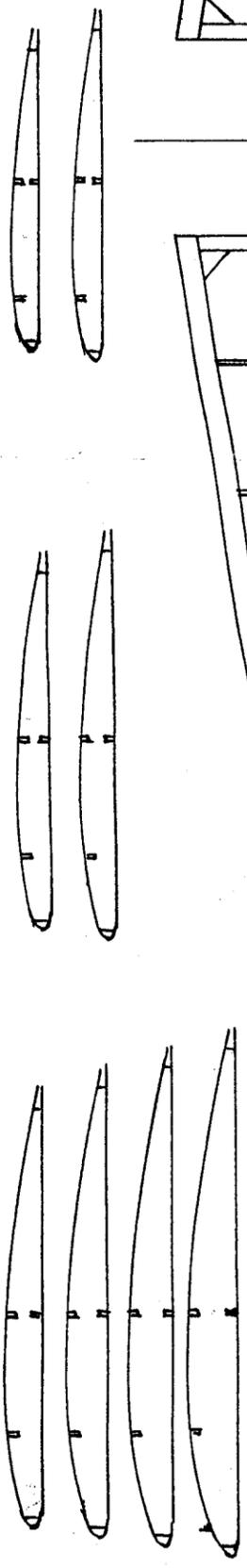
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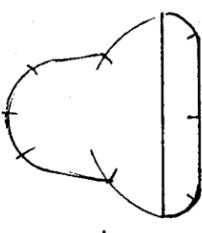
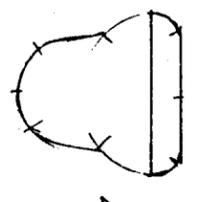
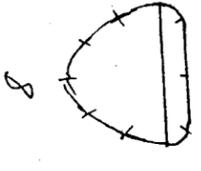
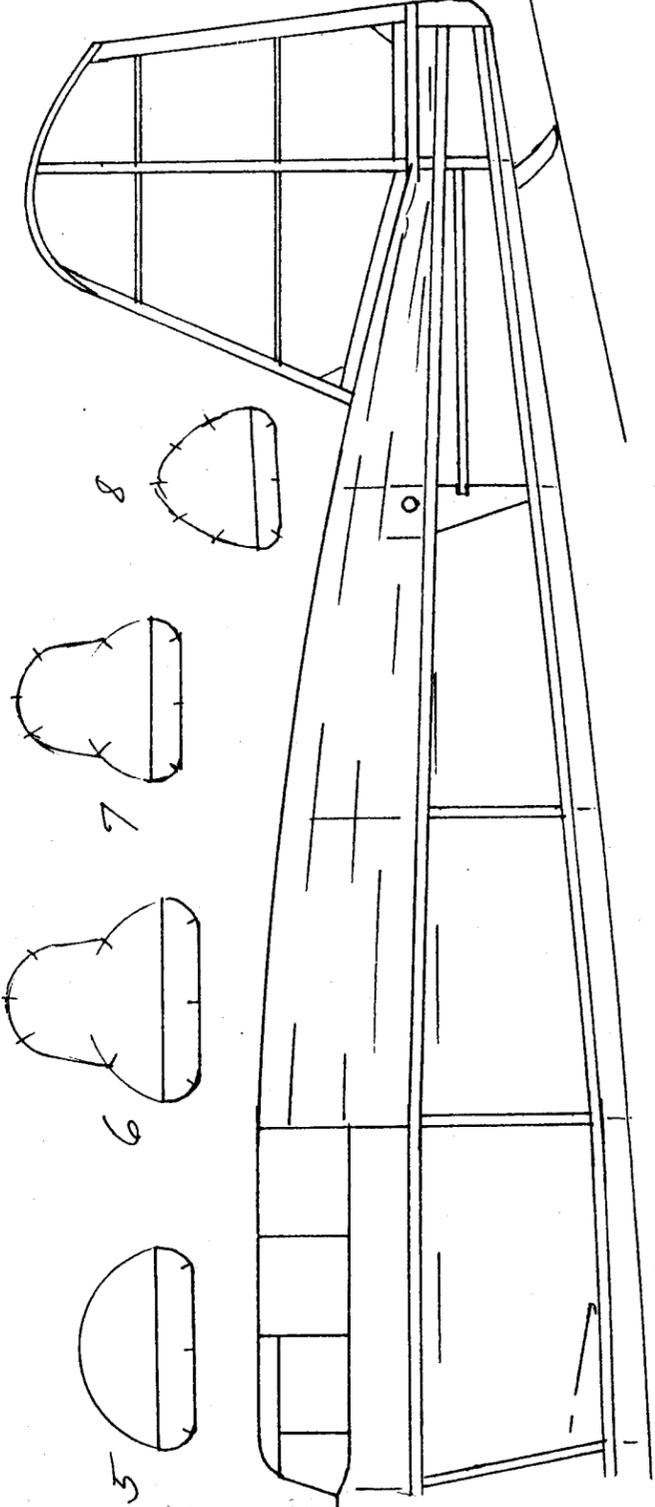
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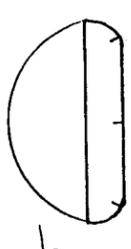
JOHN BLAIR



9

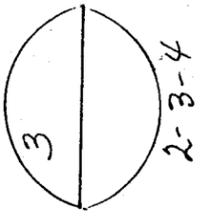


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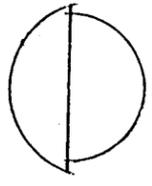
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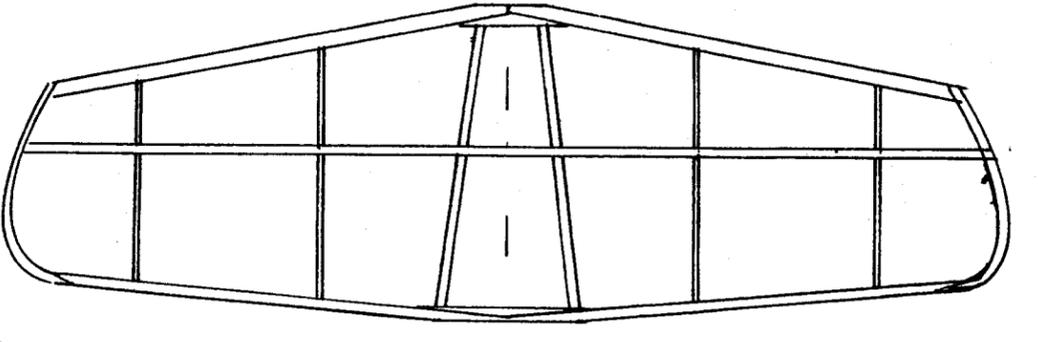


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1



913 P-NUT

CAUDRON C-460

