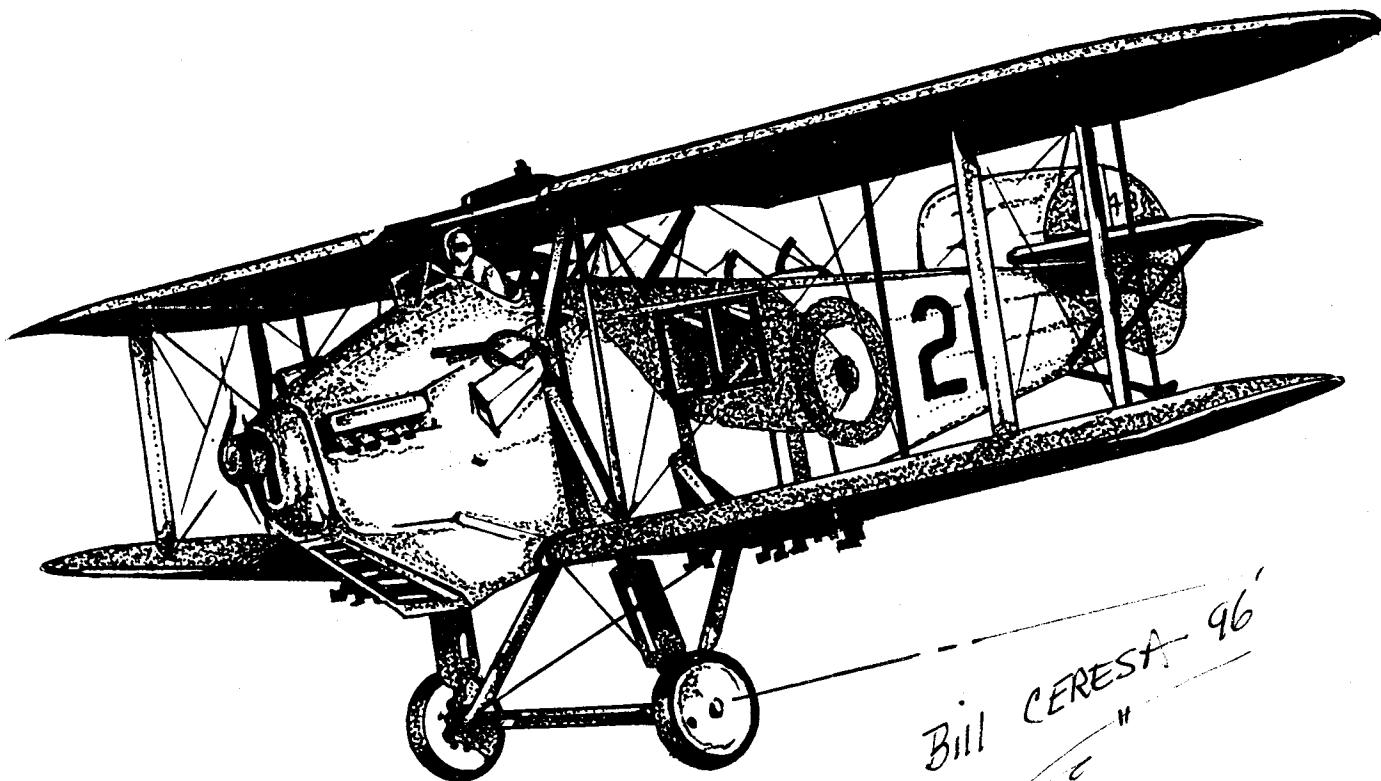


FLYING ACES

Club News

ISSUE #171-97

Sept./Oct. 1996



RESULTS -- FAC OUTDOOR CHAMPS

NEWS ON THE WING!

Bill Ceresa sent us his drawing of the Avro Bison for our cover this issue. Well done ,Bill! Bill also sent some other covers which we will be using from time to time.

Our plans in this issue are credited to, Florent Baecke for the Nieuport 17, Mark Fineman for the TsAGI SK, John Blagg for the Hawker Hind by Neveille Coldrick, Bob Marcus for the Fokker FII and then we tossed in a plan of the Aeronca C-70 by Burd Model Airplane Co. The Fokker and the Aeronca both qualify for the Dime Scale event. Thanks also to everyone else who contributed to this issue.

We have some more sad news to pass on to you again. This time we have lost Gerry Skrjanc of Micro-X Models. Our sympathy goes to his family and many friends. Fortunately Gerry's wife and son are going to continue the business.

We have awarded two more "Blue Max" medals to two more of our intrepid airmen, Ollie Benton and Jerry Porter have been accepted into the "Order of the Pour leMerite". Congratulations to both of these warriors of the skies!

To the Clubster who inquired about the reprints of the "Flying Aces" magazine, Vol. ?. You should be able to purchase this book from Hannan's Runway, see ad in this issue for address.

Some leftovers from the FAC-Nats, Mk. X; There were 256 models judged and there were 763 official flights made over the three days. Neither wind nor rain can stop the FACers from competeing! We have many comments on the use of the 15% rubber rule which we will leave for another time when we have a little more space in this old Rag.

If you didn't get to Muncie, Ind. over the Labor Day weekend then you missed a fantastic 2 days of flying weather. This was just the opposite of what we had at Geneseo in July! The temperature was in the low 80s both days and the wind was almost non-existent! It was almost like flying indoors except for the many thermals. Hung feasted on a few of the models too. Some of them disappeared straight up! The AMA was very helpful to us and even came out to see us several times both days to see if there was something we needed. Many thanks to Steve Kaluf and his AMA Headquarters staff. We have applied for the use of this site again for next year's Labor Day weekend so mark it on your calendars now and plan on being there with us.

We had 41 contestants who made 434 official flights during the two days of competition and there were 76 models judged by Vic Didelot, Don Srull and Tom Schmitt. My thanks go to all three of them for doing a great job.

Don Srull took the Victor Didelot Trophy home with him as the Grand Champion in a very close race for the honors. All of the Skysters there want to have more contests there but I don't know how I can fit any more meets in my schedule. Does anyone else want to step forward? I will certainly lend all the help I can if someone wants to do it.

For a really fine video, see Charlie Sauter's ad in this issue. It is of the 1995 FAC contest at Geneseo and it comes with a very nice narration along with appropriate sound tracks! You'll like it!

That's all till next time.....

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

Lt. Col. Lin Reichel, CinC-FAC

Airmail Pals

LOST AT THE FAC-NATS

1. A 16 to 1 Wilson winder with 3 brass tubes reinforcing shaft near hook.
Lost on the field.
2. Copy of McCombs, "Making Scale Model Airplanes Fly". Lost in dormitory.
Will pay postage, handling for return.
Dave Stott, 4304 Madison Ave.,
Trumbull, Ct. 06611

Found at the FAC-Nats

1. A pair of sunglasses.
2. An Umbrella.

If they are yours, you can have them by contacting GHQ and identifying them. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506

THE EAGLE SQUADRONS.

Lord hold them in thy mighty hand
Above the ocean and the land
Like wings of eagles mounting high
Along the pathways of the sky.

Immortal is the name they bear
And high the honour that they share
Until a thousand years have rolled
Their deeds of valour shall be told.

In dark of night and light of day
God speed and bless them on their way
And homeward safely guide each one
With glory gained and duty done.

There is nothing I can add to this only to thank you
for the Flying Aces Club. Thank you.

happy landings,

Tony Harper

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.

Dear Lin,

I am so thankful for the article by Joe Wagner, "Urgent Medical Alert".

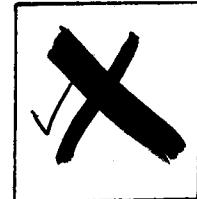
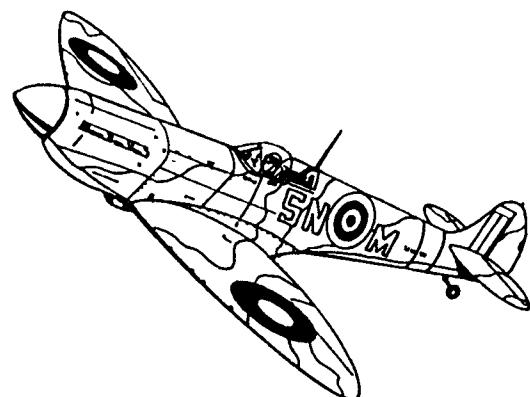
For the last couple of years I've been stiffer than a new broom, I've been treated for arthritis, rheumatism, gout. I asked my toe bender if it could be Lyme disease and he said it's doubtful, but took a blood test and Shazzam! I have it! Start next week on a drug therapy.

I have no idea where or when I got it.

Thank you for printing it in the newsletter and thanks to Mr. Wagner for alerting us.

Thank you again,

John H. Brown



FAC OUTDOOR CHAMPS RESULTS

~~FAC PEANUT SCALE~~

<u>Pilot</u>	<u>Plane</u>	<u>Scale</u>	<u>Flight</u>	<u>Bonus</u>	<u>Total</u>
1. Jim Miller	Voisin	53	82.5	30	165.5
2. Phil Cox	Isaacs Fury	59	72	15	146
3. Jack McGillivray	Voisin Hydro	57	54	30	141
Stu Weckerly	Waco E (floats)	56	54	20	130
Dave Livesay	Floyd Bean	52	66	5	123
Randy Krystosek	Huntington H-12	54	68.5	5	127.5
Ted Dock	Dayton-Wright	53	63	5	121
Gordon Roberts	Waco SRE	50	64.5	15	129.5
Ralph Kuenz	Curtiss P-40N	45	49	10	104
Jack Tisnai	Waco	56	32	15	103
Paul Boyanowski	Heinkel 112	58	63	10	131
Charlie Schoblicher	Heinkel 100	49	43	10	102

HI-WING PEANUT SCALE

<u>Pilot</u>	<u>Plane</u>	<u>Scale</u>	<u>Flight</u>	<u>Bonus</u>	<u>Total</u>
1. Jim Miller	Voisin	53	82.5	30	165.5
2. Stu Weckerly	Isaacs Fury	59	72	15	146
3. Ed Bojan	Voisin Hydro	57	54	30	141
Stu Weckerly	Waco E (floats)	56	54	20	130
Dave Livesay	Floyd Bean	52	66	5	123
Randy Krystosek	Huntington H-12	54	68.5	5	127.5
Ted Dock	Dayton-Wright	53	63	5	121
Gordon Roberts	Waco SRE	50	64.5	15	129.5
Ralph Kuenz	Curtiss P-40N	45	49	10	104
Jack Tisnai	Waco	56	32	15	103
Paul Boyanowski	Heinkel 112	58	63	10	131
Charlie Schoblicher	Heinkel 100	49	43	10	102

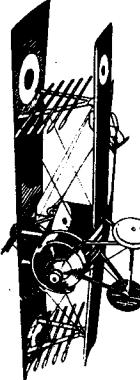
GOLDEN AGE SCALE--CIVIL

<u>Pilot</u>	<u>Plane</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Stu Weckerly	Stout	120	120	360	
2. Paul Boyanowski	Piper J-3	120	120	360	
3. Rich Miller	Cessna C-34	69	117	120	306
Ted Dock	Fairchild 24	61	47	76	184
Norm Becker	Rearwin	37	27	33	97
Jim Reichel	Baby Ace	25	23	28	76
Jim Miller	P.A.M.A.	120	--	--	120
Jack Moses	Dornier Merkur	49	56	54	159
Gordon Roberts	Rearwin Speedster	96	77	86	259
Bob McLellan	Moth	44	51	38	133
Les Burdsal	Fairchild 24	82	--	--	82
Charlie Schoblicher	Howard DGA	51	120	54	225
Ralph Kuenz	Curtiss Robin	112	33	102	247
Jack Tisnai	Watervan Gosling	53	--	--	53
Phil Cox	Fairchild 24	51	120	--	171
Dave Niedzielski	Rearwin Speedster	113	64	65	242

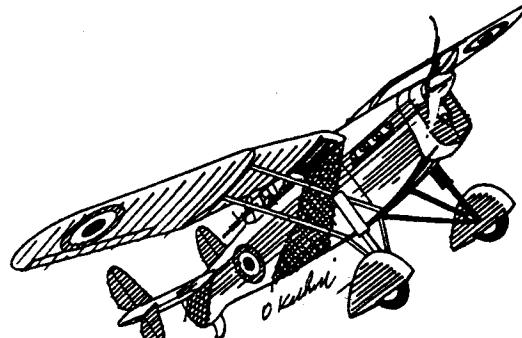
Stu Weckerly won the fly-off.

GOLDEN AGE MILITARY

<u>Pilot</u>	<u>Plane</u>
1. Don Srull	Mureaux
2. Dave Livesay	Bernard 260
3. Jim Miller	Martin MO-1
Paul Boyanowski	Hawker Fury
Chris Starleaf	IK-2
Dennis Norman	Boeing P-26



Nieuport Scout (Fr.)
with Prieur rockets.



George Bredehoff
Robert Butsch
Charlie Sauter
Dave Niedzielski
Bob McLellan
Dave Livesay
Chuck Schoblicher
Gordon Roberts
Jack Tisnai
Jim Miller
Roger Moon
Paul Boyanowski

Chief Oshkosh
Goon
Firecracker
Mr. Smoothie
Goon
Folkerts SK-3
Keith-Rider
Hosler Fury
Miles-Atwood
Goon
Caudron 460
Chambermaid

OLD TIME STICK

PAC SCALE	Plane	Scale	Bonus	Flight	Total	1st	2nd	3rd	Total
Pilot	Plane	Plane	Pilot	Plane	Pilot	1st	2nd	3rd	Total
1. Don Snell 2. Jim Miller 3. Jack McGillivray	Voisin Voisin SE-5	55.5 54.5 59	30 30 15	79.75 75.75 82.5	165.25 160.25 156.5	1. Jack Tisinal 2. Tom Schmitt 3. Bert Phillips	Ritz Korda Stick Korda Stick	Ritz Korda Stick Korda Stick	120 120 120 360 120 120 120 360 120 120 120 360
Dave Livesay Chris Starleaf Norm Becker A.J. DeCook Les Burdsal Jim Miller Dave Niedzielski Jack Moses Mel Roth Don Snell Bob McLellan Charlie Schobloher Dennis Norman George Bredehofft Phil Cox	Zlin DH Dash 8 Sopwith Triplane MIG-3 Yak-17 Wet Wot Mr. Smoothie Piper Vagabond BV-141 Cant Stinson Cessna C-34 A-26 Waco CW CW Coupe	50 52 51 52 46 50 50 49 56 56.5 49 43 43 55 46 55	10 20 20 10 10 5 5 0 25 35 0 0 25 15 10	77 45 117 60 47 44 55 55 147 72 43 92 50 67.5 67.5 65	137 101 122 103 103 99 125.5 104 163.5 93 93 147.5 128.5 130	Fred Wunsche Herb Kothe	Korda Stick Korda Stick	Korda Stick Korda Stick	110 88 100 298 62 -- -- 62
Jack Tisinal won the fly-off.									
NO-CAL SCALE									

Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
Missel Thrush	120	59	15	82.5	141.5	
Wateman Gosling	120	54.5	3	82.5	137	
SE-5a	94	56	15	79.75	135.75	
RWD-5	120	52	0	82.5	134.5	
Howard DGA-15	86	46.5	0	73	119.5	

POWER SCALE

Pilot	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Don Snell 2. Mel Roth 3. Ed Bojan	SE-5	120	59	15	82.5	141.5	
Jack Moses Bob McLellan	Martinsyde Buzzard Grain Kitten PV-7	94	56	15	79.75	135.75	
Stu Weckerly	DH-6	120	52	0	82.5	134.5	
Jack Tisinal Charlie Schobloher Dave Niedzielski Les Burdsal	Fokker D-VII Fokker D-VII Fokker D-VII Nieuport 12	86	46.5	0	73	119.5	

WORLD WAR ONE

Pilot	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Jack McGillivray 2. Gordon Roberts 3. Jim Miller	SE-5	120	59	15	82.5	141.5	
Stu Weckerly	CHARLES KINGSFORD SMITH	120	52	0	82.5	134.5	
Jack Tisinal Charlie Schobloher Dave Niedzielski Les Burdsal	CHARLES KINGSFORD SMITH	86	46.5	0	73	119.5	

Pilot	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Don Snell 2. Dave Livesay 3. Jim Miller	MIG-15	120	59	15	82.5	141.5	
Stu Weckerly	Vultee	120	52	0	82.5	134.5	
Jack Tisinal Charlie Schobloher Dave Niedzielski Les Burdsal	Supermarine 322	86	46.5	0	73	119.5	

MODERN CIVIL--SCALE	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Stu Weckerly	Stallion	120	59	15	82.5	141.5	
2. Paul Boyanowski	Schlepp	120	52	0	82.5	134.5	
3. Dave Livesay	Heinkel 100-D	86	46.5	0	73	119.5	

MODERN CIVIL--SCALE	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Stu Weckerly	Found	120	59	15	82.5	141.5	
2. Paul Boyanowski	Piper Pacer	120	52	0	82.5	134.5	
3. Dave Livesay	Zlin	86	46.5	0	73	119.5	

EMBRYO ENDURANCE	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Herb Kothe	Zoomer	120	59	15	82.5	141.5	
2. Rich Miller	Hornet	120	52	0	82.5	134.5	
3. Bob Bojanowski	Red Hawk II	86	46.5	0	73	119.5	

EMBRYO ENDURANCE	Plane	Flt.	Scale	Bonus	Adj.	Flt.	Total
1. Herb Kothe	Tomahawk	120	59	15	82.5	141.5	
2. Rich Miller	Debut 10	120	52	0	82.5	134.5	
3. Bob Bojanowski	Tomahawk	86	46.5	0	73	119.5	

** Junior entry.

5.

OLD TIME RUBBER

<u>Pilot</u>	<u>Plane</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Herb Kothe	Lanzo	120	120	120	360
2. Juanita Reiche	Commander	120	120	120	360
3. Stu Weekerly	Sky Rider	99	120	110	329
Charlie Schoblocher	F.A. Moth	73	44	70	187
Gordon Roberts	F.A. Moth	98	—	—	98
Herb Kothe	Miss Canada	120	82	—	202
A.J. DeCook	Stahl Weight Rule	89	101	120	310
Tom Scmitt	Stahl Cabin	119	—	—	119
Fred Wunsche	Miss Canada	68	82	120	270
Phil Cox	Phantom Fury	103	71	95	269
Stu Weekerly	Korda Victory	26	—	—	26
Don DeCook	Henry Struck	113	120	—	233
Jack Tisnai	Wriston	85	88	—	173
Don Strull	Lanzo	120	—	—	120
Roger Moon	Miss Canada	67	71	62	200
Bob McLellon	Korda Victory	66	120	81	267
Ed Ruhland	Fury	33	113	43	189

Herb Kothe won the fly-off.

WORLD WAR TWO

<u>Pilot</u>	<u>Plane</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Richard Miller	P-51B Mustang				
2. Mel Roth	TA-152				
3. Paul Boyanowski	KI-61 Hein				
Dave Livesay	Judy				
Chris Starleaf	YAK-3				
Jim Miller	P-51B Mustang				
Gordon Roberts	Judy				
Dave Niedzielski	FAU Corsair				
Jack McGillivray	Barracuda				
Dennis Norman	A-26				
Bob McLellon	Mustang I				
Les Burdsal	TA-152				
Roger Moon	Tony				
Robert Butsch	KI-61 Hein				

THE AEROPLANE
by Gordon Boshell
Written after watching Battle
of Britain dogfights from the
streets of London.

<u>Pilot</u>	<u>Plane</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
1. Jack McGillivray	Arado 96	120	120	82	322
2. Gordon Roberts	Taylorcraft	120	35	92	247
3. Stu Weekerly	Stinson 105	59	55	120	234
Bert Phillips	Lockheed Vega	50	38	—	88
Les Burdsal	Corbin Ace	46	36	—	82
LaVon Kuehne	Curtiss Robin	21	20	32	73
Lin Reichel	Monocoupe	35	32	37	104
Jack Tisnai	Fokker D-7	32	49	79	160
Bob McLellon	Cessna C-34	23	46	46	115
Phil Cox	Cessna AW	83	61	54	198
Ted Dock	Ryan O-51	59	75	33	167
Jack Moses	Hawker Hurricane	34	42	43	119

THOMPSON TROPHY RACE

<u>Pilot</u>	<u>Plane</u>
1. Jack McGillivray	Cessna CR-3
2. Paul Boyanowski	Cessna CR-3
3. Chris Starleaf	Cessna CR-2
Don Strull	Cessna CR-3
Dave Livesay	Time Flies
Jack Tisnai	Super Solution
George Bredehoft	Wedell-Williams 45

BALTIMORE (AP) — Sir Frank Whittle, the British engineer who developed the jet engine for his country at the time a German was doing the same for his, has died late Thursday at his Columbia, Md. home. He was 89.

Whittle was one of two former World War II enemies who independently developed the jet airplane engine in the 1930s and '40s. The German Hans J.P. von Ohain is also credited with the invention, and it was a German jet that was the first to fly.

Whittle applied for his first jet propulsion patent in 1930, after his ideas had been turned down by the British Air Ministry as too impractical to develop.

The first British experimental jet didn't take off until 1941.

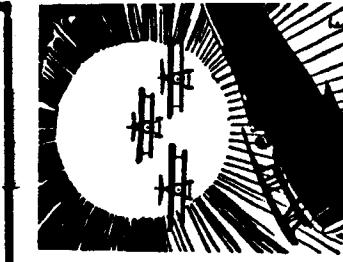
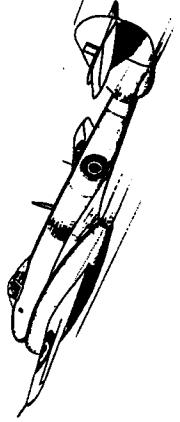
Later that year, plans for the engine were secretly taken to the United States, where General Electric Co. worked on an American version.

Meanwhile, in Germany, von Ohain designed a jet engine and was hired by a manufacturer to do more research.

Von Ohain's craft became the first jet-powered airplane to fly, on Aug. 27, 1939.

By 1944, both Germany and Britain had limited numbers of jet aircraft in action.

Whittle emigrated to the United States in 1976.



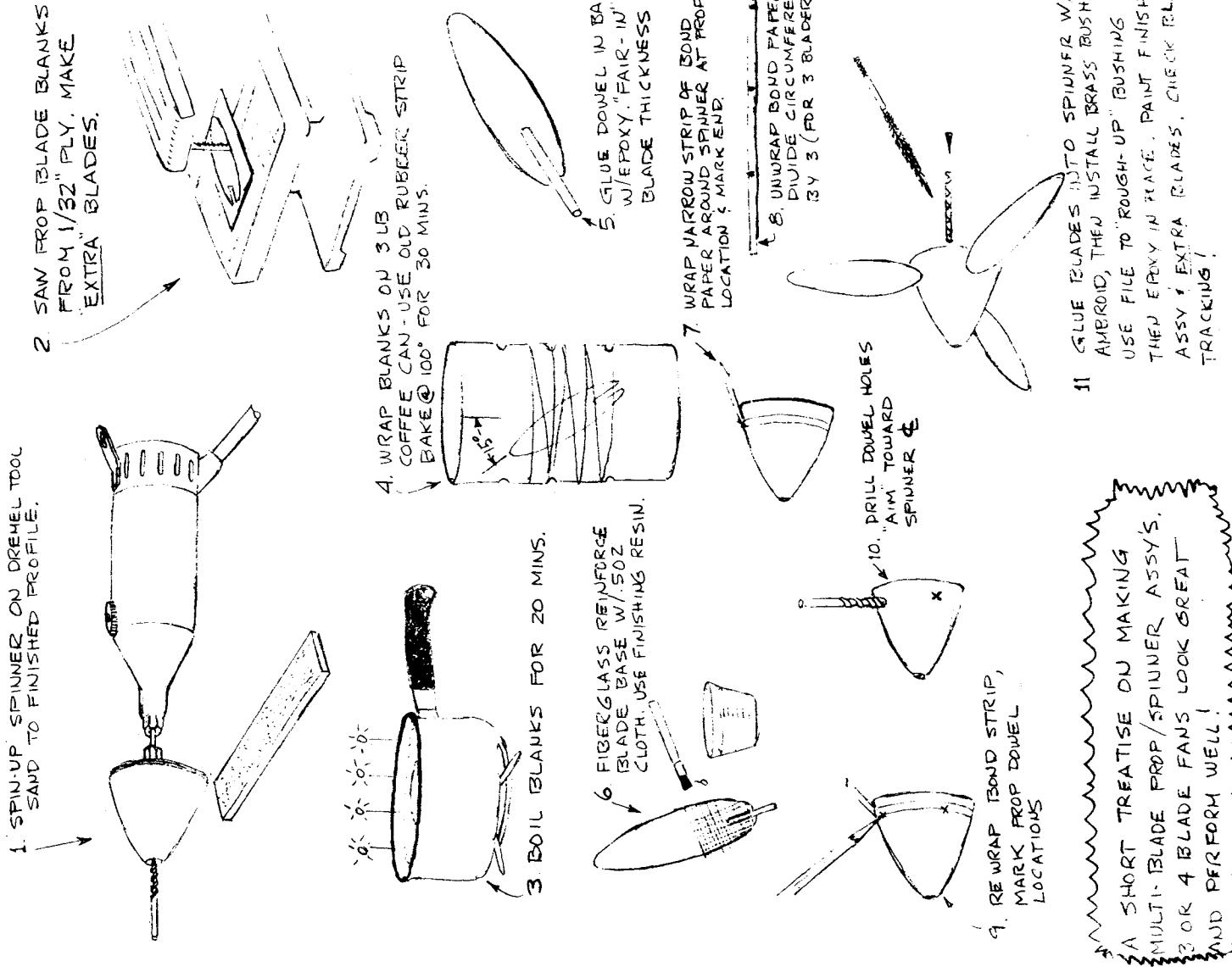
FAC-NATS POWER SCALE CORRECTION

?

We have found some errors in the scores for the power scale event at the FAC-Nats. Listed below are the correct scores and revised standings. All of you who placed will be given new awards to correct the mistakes. Sorry for any inconvenience to those affected.

FAC POWER SCALE---REVISED

<u>Pilot</u>	<u>Plane</u>	<u>Flt.</u>	<u>Scale</u>	<u>Bonus</u>	<u>Adj.</u>	<u>Flt.</u>	<u>Total</u>
1. Tom Nallen II	Junkers W-33	120	58	10	82.5	140.5	
2. Bob Clemens	Farman Jabiru	120	54	5	82.5	136.5	
3. Jack Moses	RWD-5	120	52	0	82.5	134.5	
4. Allan Schanzle	ME-262	120	49	12	82.5	131.5	
5. Dave Rees	B-36	29	60	50	69.5	129.5	
5. Charles Hill	Brandenberg W-29	120	47	15	82.5	129.5	
7. Joe Barish	ME-Gigant	31	59.5	45	68	127.5	
8. Mark Fineman	Grumman F4-F	120	42	5	82.5	124.5	
9. Terry Pittman	Farman Jabiru	27	58.25	40	63.5	121.75	
10. Ed Bojan	SE-5	84	42	15	77.25	119.25	
11. Terry Pittman	Bleriot	59	54.5	5	62	116.5	
12. John Lewars	DH Tiger Moth	48	47.5	15	61.5	109	
13. Mike Zand	Farman Sport	45	48	15	60	108	
14. George Lewis	Short Cockle	20	51.5	30	50	101.5	



Scale Postal Meet

This summer's postal contest is now on as you read this. It will be for Golden Age Civil aircraft and Golden Age Military aircraft, each in its own category. Enter as many times as you wish with as many models as you wish in each event. Send your name, the name of your model and the time to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Contest times also count. All entries must be postmarked no later than October 31, 1996. No size limit on models.

BUILD--FLY--WIN!!! Eff--AAA--CEEE!!!!

GOLDEN AGE CIVIL AIRCRAFT

Pilot	Plane	Time
1. Bill Schmidt	Aeronca TC	1631 sec.
2. Tom Hallman	Nicholas Beazley	263 "
3. Tom Hallman	Loose Special	228 "
4. Dave Linstrum	DH Puss Moth	185 "
5. Tom Hallman	Gadfly	171 "
6. Doc Martin	Dornier Komet	134 "
7. Ron Hummel	Farman 400	133 "
8. Doc Martin	Mechanics Flyabout	104 "
9. Frank Hirleman	American Eaglet	96 "
10. Juanita Reichel	Piper J-3	77 "
11. Les Burdsal	Fairchild 24	65 "
12. Frank Hirleman	Keane Ace	62 "
13. George Nunez, Jr.	Gipsy Moth (floats)	61 "
14. Darold Wilken	Leopard Moth	45 "
15. Jonathon Nunez	Bellanca Skyrocket	39 "
16. Walt Leonhardt	Mouboussin	36 "
17. Ed McQuaid	Comper Swift	35 "
18. George Nunez, Sr.	Ryan ST (floats)	30 "
19. George Nunez, Sr.	Stinson SR-5	30 "

GOLDEN AGE MILITARY

Pilot	Plane	Time
1. Les Burdsal	Avia BH-3	82 sec.
2. Bob Isaacks	Heinkel 100-D	65 "
3. Doc Martin	Beardmore Inflexible	57 "
4. Doc Martin	Dornier Falke (floats)	56 "
5. Walt Leonhardt	Mureaux C-1	30 "

PHOTO PAGE

Left column; Dave Niedzielski winds Mr. Smoothie for the Shell Speed Dash son Steve is holding model.

Real nice Fairey Fulmar about to be launched by David Franks.

Paul Boyanowski eagerly awaiting the flight of Cris Starleaf's Yak 3. Plan will be in the newsletter in the near future of the Yak 3.

Right Column; Carol Sandusky and her N.O.-Cal Lacey. Nice!

The winner and his model of the WW-II mass launch event. That's Gordon Roberts and his Japanese "Judy".

All photos by Russ Sandusky.

YESTERYEAR PLAN SERVICE

LIST #8

166 clean, sharp legible plans from new master transparencies, with all rib and former patterns. Send \$1.00 plus a 55¢ S.A.S.E. for your copy to; Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.

FLYING ACES CONTEST

Nov. 9, 1996; Chattanooga, Tn., Prairie Bird, WW-I, WW-II, Races, Embryo, O.T. Rubber, Golden Age Scale, FAC Scale, FAC Power Scale, Peanut Scale, Team Flying. Ollie Benton, 409 Brady Pt. Rd., Signal Mountain, Tn. 37377 Phone; (615) 886-1293.

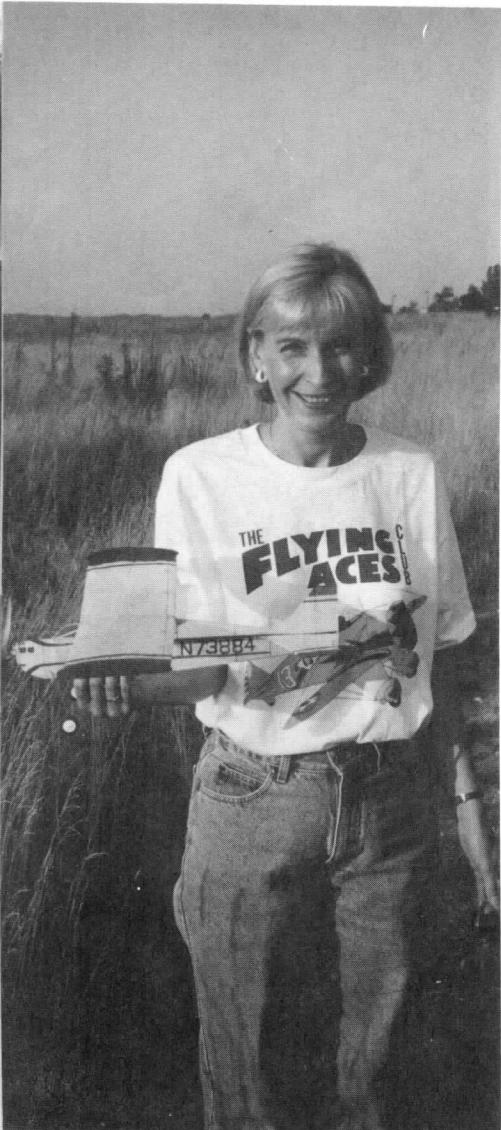
PLANS FOR SALE

Curtiss Gulfhawk, 22½" span, \$5.00 postpaid.

Boeing P-26, 18½" span, \$3.50 postpaid. There will be an event for models built from this plan at the FAC Nats, Mark X this coming July.

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





10.



PHOTO PAGE

Left column; Al Lidberg's line-up of models built from his new kits. The Cumulus, the Skyscraper and the Flea. Electric powered. See ad in this issue. Photo by Al. All other photos by Fred Wunsche. All photos in this issue are from this year's FAC Nats except Al's photo.

Herb Kothe prepares his Miss Canada for another max while Jack Fluehr assists.

Richard Zapf and his Laird Super Solution being scrutinized by Bill Warner.

Right column; One of our favorite couples, Paul and Gina Boyanowski. Bring her more often Paul!

This was Peter Azure's first Nats. Here he is with his Giant Taylorcraft. Come again Pete!

FLYING ACES T-SHIRTS

This year's T-Shirt features the Gloster Gladiator and is a very fine T-Shirt. It is a light blue shirt with the aircraft done in Pre-War RAF colors. You'll want one of these for sure. Sizes are; small, medium, large, X-large and XX-large. Price is \$12.50 postpaid. Send order to; FAC GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

LATEST FAC PLAN PACK

Five brand new, never before published plans by Tom Nallen. GREAT STUFF by one of modelings super designers and builders. Get yours for only \$15.00 postpaid from FAC GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Douglas A-1 Skyraider	19" span
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Peanut & No-Cal Scale Postal Meet

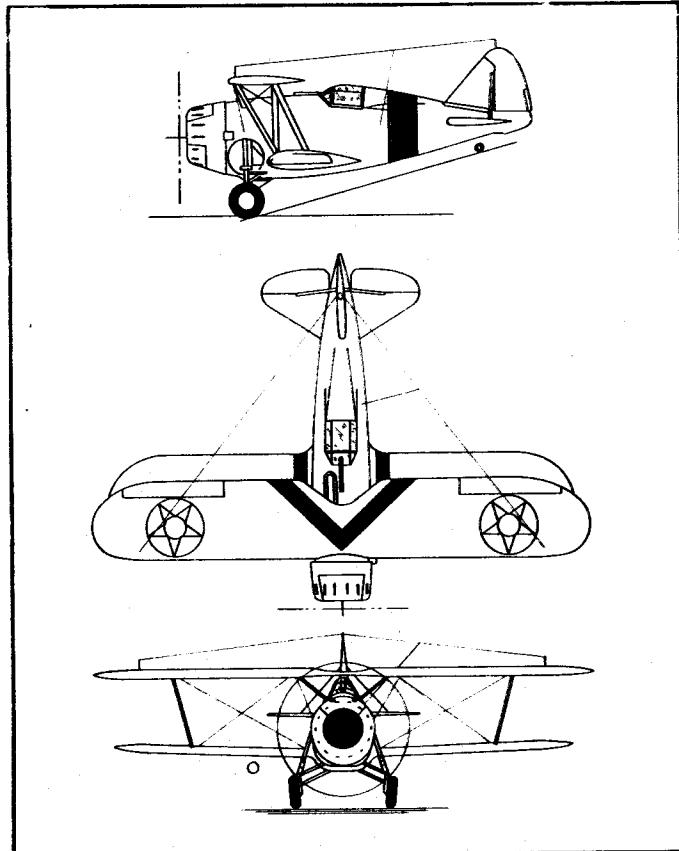
11.

Our annual winter postal contest will start on Nov. 1, 1996 and end on April 30, 1997. Entries postmarked after May 1, 1997 will not be accepted.

As usual there will be four classes, or wings. Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. All you have to do to enter is fly your model, time it, and send the name of your model, the flight time, what wing you flew it in and your name to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. You may enter as many models as you wish in any of the events. Every time you better a previous time with a particular model send the time in. Contest times also count.

BUILD--FLY--WIN--EFF--AAA--CEE

GRUMMAN F3F-1



THE GOLDEN AGE
by
Fran Ptasziewicz

CURTISS XP-31 "SWIFT"

Produced by Curtiss in 1931, this private, company sponsored venture was inspired by the XA-8 attack aircraft, which was a two seat, low-wing design, that eventually became the "Shrike".

The "Swift" was originally powered by a Wright R-1820 Cyclone engine of 700 horsepower and was given the designation XP-934 for the Wright Field test program.

Following the modification and installation of a Curtiss V-1570 "Conqueror" in-line engine, the design was then designated the XP-31.

The United States Army Air Corps bought the airplane in March 1933 and with the in-line engine, the flight tests proved satisfactory.

However, during this time the Boeing P-26A also in competition, was chosen to fill the Air Corps needs.

This Curtiss airplane was an all-metal low-wing monoplane, with external bracing wing-struts, an enclosed cockpit and a fixed landing gear, also being the first monoplane design by Curtiss.

The wing featured leading edge slots and trailing edge flaps.

The landing gear on the "Swift" was a little different in that it used an open face pant design similar to that used by Curtiss on its earlier F11C-4 "Goshawk" biplane fighter design.

The tail wheel also got its share of streamlining in that it featured a full wheel pant.

The Curtiss "Swift" in 1933 was the Buffalo Curtiss factory's latest contribution to the Army Experimental Division at Dayton, Ohio.

The airplane's construction was all-metal throughout, the wings and fuselage being covered with a metal skin which gave it a highly smooth surface when painted.

Absent were the large motor banks usually present on aircraft using V-type engines, as these were well faired.

Following the general trend of that period, toward the protection of the pilot from the so-called merciless elements, the "Swift" had gone a bit further, with the pilot being entirely covered by an enclosure, built integral to the fuselage structure.

An apparent lack of exterior flying wires was rather noticeable, the wing being supported by a large and very capable strut originating in the landing gear, just rearward of a very thin tired wheel.

The upper wing surface, being free of struts was expected to produce a good deal more lift than would be otherwise present with a wire braced wing, due to the anticipated elimination of turbulence caused by the drag of the wires.

Two machine guns were mounted on either side of the pilot and were actuated from a switch on the control stick.

These guns were concealed by a streamlined covering.

Two more machine guns within the fuselage, ran alongside the crankcase of the Conqueror engine and are visible outside the cowling immediately behind the prop.

There were no abrupt angles on this aircraft, as each fuselage section flowed easily into the other.

The top and sides of the glass enclosure of the cockpit were flat, however, just to the rear of this area, the fuselage formed an almost perfect oval.

A radiator was located underneath the fuselage to provide adequate cooling for the engine.

The slot marked (X) on the drawing was the location of a carburetor intake and the area marked (Y) was a gas valve.

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Airmail Pals

Dear Lin;

I want to thank all of the FAC members who took the time to talk to and help my Grandson while we were at Geneseo. His comment to me on Sunday afternoon tells it all, "It's getting boring being with so many nice people." My thanks to Jake Larson, Vance Gilbert, Earl Van Gorder, Mr. Fantasy Flyers(his name escapes me) and the many others that I don't know about. He had a great time and as a result so did I. Again my sincere thanks to all of you Skysters who spent time with the kid, you know who you are!

Sincerely,
Leon Robinson

The V-wing struts were of a streamlined cross-section, as was the landing gear cross strut located between the wheels.

The "Swift" was considered to be a very fast airplane with an estimated speed of better than 200 miles per hour.

It was said that this airplane was able to achieve these tremendous speeds only because of effective design and careful attention to streamlining and fairing of all surfaces, which gave the original airplane, what were considered to be well-balanced proportions.

Slower landing speeds were achieved through the use of slots on the leading edge of the wing and a speed reducing flap placed between the aileron and the fuselage.

Both were designed to operate as a single or complete unit, wherin, when the rear flap is down forming a natural "Air-break", the aircraft, as all aircraft do, tends to approach a stall and to reach that point at which it lacks sufficient air speed to maintain flight.

However, as the rear flap was lowered, the leading edge "slot" advanced from its position in the wings surface and checked the stalling tendency of the airplane by diverting the flow of air from the lower surface of the wing to the upper surface and thus increasing lift.

Although possibly sounding a bit involved, the similar slot and flap combinations were used on many aircraft during World War Two.

Also, I remember flying in a Boeing 707 when they first went into service, having a window seat at the trailing edge of the wing, gave me a good view of what was happening, between the slots or slats as a few people have called them and the landing flaps actuating in an orderly sequence, I had the impression that the whole wing was opening up.

Matter of fact, the runway concrete was visible if you looked just at the right angle.

The color scheme of the "Swift" was that which was in use by the pursuit aircraft of the period. Namely: Olive Green fuselage, landing gear, wheel pants, wheel hubs and what was then called visibility yellow on the wings and tail surfaces. The usual red, white and blue rudder and wing insignias completed the aircraft.

All in all it was a sleek looking machine.

A comparison of specifications between the Curtiss XP-31 and the Boeing P-26 may prove of interest.

XP-31: Wingspan 36 feet; Wing area 203 square feet; Length 26 feet 3 inches; Height 7 feet 9 inches.

P-26: Wingspan 27 feet 11 $\frac{1}{2}$ inches; Wing area 149 square feet; Length 23 feet 7 $\frac{1}{4}$ inches; Height 10 feet 1 inch.

Another more detailed and dimensioned 3-view will be found in the soft cover book published by Air Age, Inc. some time ago. Its title being "Scale Models By Wylam".

The October 1933 edition of "Model Craftsman" magazine contains an excellent drawing of a solid scale model by Joe Ott.

An 11 inch wingspan, Megow Models" plan for a rubber powered version is also a reference of sorts.

A 26 $\frac{1}{2}$ inch wingspan rubber model from a "Peerless Model Airplane Company" plan and a 12 inch wingspan design from "Dallaire Model Aircraft Company" are available from a few plan providers and also from the "Golden Age Reproduction" people.

(Ed.; we expect to have a plan of the XP-31 for the newsletter in the near future.)

Airmail Pals

Dear Lin;

I want to thank all of the FAC members who took the time to talk to and help my Grandson while we were at Geneseo. His comment to me on Sunday afternoon tells it all, "It's getting boring being with so many nice people." My thanks to Jake Larson, Vance Gilbert, Earl Van Gorder, Mr. Fantasy Flyers(his name escapes me) and the many others that I don't know about. He had a great time and as a result so did I. Again my sincere thanks to all of you Skysters who spent time with the kid, you know who you are!

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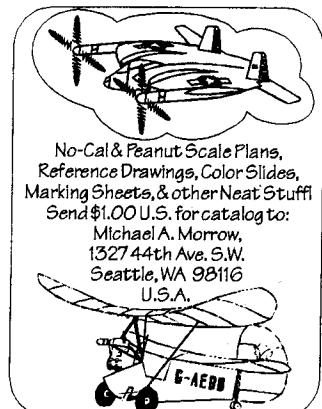


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Book Review by Dave VTO Linstrum

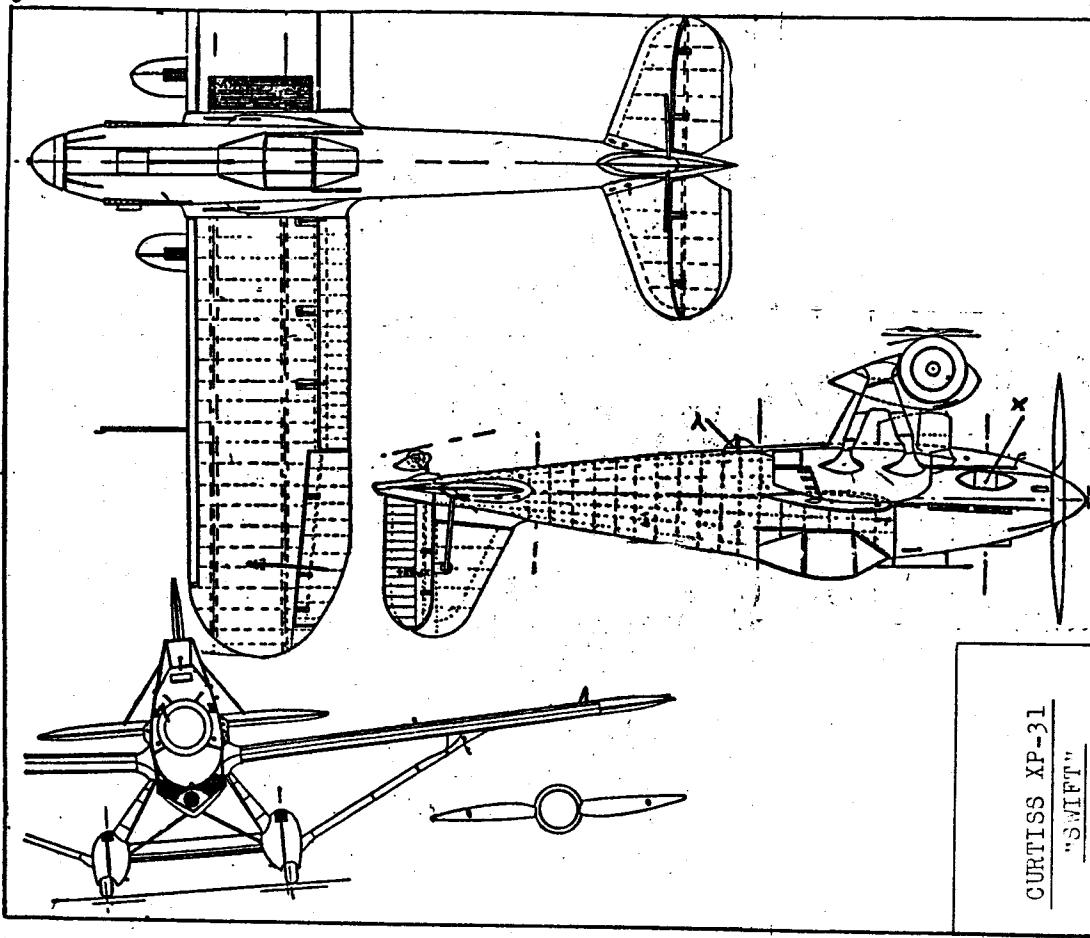
We can't figure out who is the greater autogyro/autogiro aficionado—Georges Chaulet of France or well-known William C. "Bill" Hannan in the USA? They seem equally avid—but perhaps Hannan is the more enamored of the odd & exotic whirlybird that is the "Missing Link" between fixed wing aircraft and helicopter. Upon their introduction to the USA in 1928, autogiros captured wide attention in the press, from the Wall Street Journal to The Saturday Evening Post. Now "Whirling Bill" features the type on the cover of his latest 26 page planbook. The elegant, yet curiously awkward (at rest) Avro-Cierva C.17 appears ready to take to the skies and amaze everyone. Inside, full size construction plans for the simple all-balsa GEORGYRO (an FM reprint) await your building pleasure. It protests "I am NOT a Helicopter" on one rotor blade! As you might expect, it was named by Hannan after his Ami Chaulet. Another balsa whirlybird is the Hannan FAKIR, which was taken to Europe and later published by Chaulet in the French Le Modele Reduit d'Avion mag. Both are flying models.

If you get dizzy easily and prefer wings that don't whirl (maybe flex a bit) then you will love the other cover subject: Hannan's Boston Aristocrat, with so much Charisma it will blow away the competition. Compared to the current ugly but long flying wide-body Bostonians, it is a breath of fresh air. When Ed Whitten wrote the Indoor Bostonian Rules (and Walt Mooney modified them for Outdoor) they intended to create a contest class where models resembled full-scale craft.

The Hannan design is modeled after the General Aristocrat, a boxy, radial engine high wing monoplane of the Thirties. Full size centerfold plans for this 10g or 14g beauty (with the word GENERAL on wing, tip to tip!) will allow you to create your very own Charisma Point Collector. Wide Body Bostonians are a disgrace. Echh! If you admire innovation, you will dig the 1923 Gerhardt CYCLEPLANE, a "scientific curiosity" which reportedly flew on pedal power. Photos of this weird 7 wing craft, along with a Hannan 3-view, will absolutely astound you. Another truly Obscure Aircraft is the 1935 Curtiss-Wright Bunting I, which was once a Jimmy Allen kit. The one prototype was built by C-W Technical Institute students with a loaner 36hp engine, making only test flights 'til the engine was reclaimed by the Aeronca C-3 owner! The Bunting is a stylish, curvy ship—worth a look.

The more well-known 1935 Topsy S.2 sport monoplane and the 1930 Avro Avian biplane are rendered in Pnnt Plans by Germany's Siegfried Glockner (my Ace proxy flyer for Pistachios in Europe) and England's Ken McDonough. Both would be tough competitors in any Flying Aces Peanut Scale competition.

There is much more news of Florida's GeeBee replica, reader responses and yet another whirlybird: the 1932 KAY 32/1 GYROPLANE in its sheep pasture home. This book can find a home on your bookshelf / building board. Order it today from Hannan's Runway, Box 210, Magalia, CA 95954 USA Phone 916-873-6329. Send \$ 10.95 plus \$2.50 p&p First Class in USA or call with credit card info. Inquire for postage outside USA and info on other publications. Then sit back and wait to hear that strange whirling noise in your mailbox!!!



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* * Model Cement *

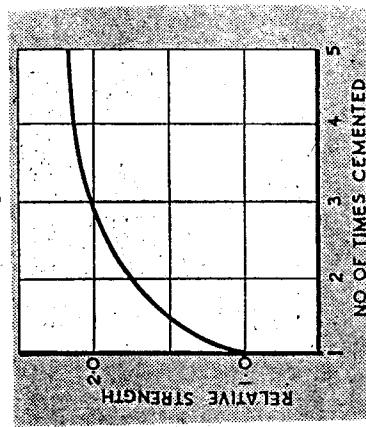
Mumbo Jumbo #76 from the pen of the Glue Guru

Salutations, disciples! Today we shall contemplate the virtues of model cement. Though long associated with balsa construction, model cement has faded somewhat today against competing epoxy and cyano products. Each has a place and it would be most unwise to dismiss model cement as 'old fashioned'.

Model cement is the one that smells like nail polish. It is currently sold by Ambroid, SIG, and Devcon. Of these, the last, under the Duco label, is available at most hardware/stationary stores at about \$2 for a toothpaste tube's worth of the stuff. In short, it's easily available and reasonably priced.

As for gluing properties, I suspect the results to be inferior in strength to either epoxy or cyano. However there are compensations. First, most of us use a light balsa, in itself quite weak. Properly bonded, cement glue joints are as strong or stronger than light balsa. Additional glue strength yields no bonus - once the wood itself breaks, the joints don't matter.

Next, cemented joints are much lighter than the epoxy equivalent, partly a matter of a lower density and mostly a reflection of the cement's ability to shrink as it dries. I suspect that more of the glue evaporates than remains, leaving a fine fillet behind. Though cyano is also light in weight, it is much more difficult to control and can be quite brittle to boot - especially when an accelerator is used.



AEROMODELLER
MARCH / APRIL 1947

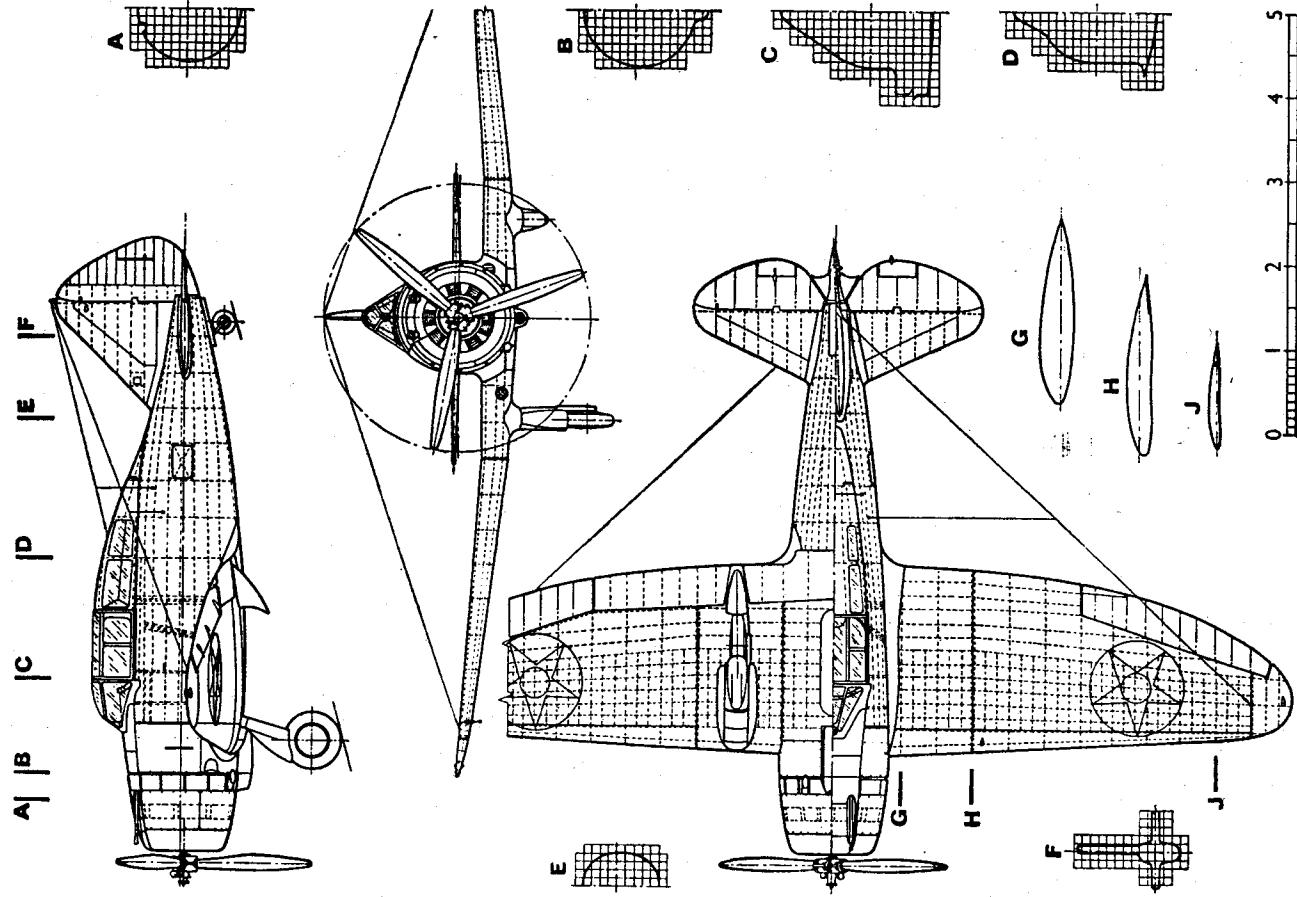
One of the nice things about cement is the ease of getting additional strength - simply put more glue on after the first coat dries. In doing a fuselage, when all 'done', I add a second fillet at every junction of lumber. True, the weight goes up, but as the graph shows, a second coat will add about 75% to the bond strength; I think it is worth the extra weight.

Another virtue is easy sandability. Of all glues, cement sands best. For complex contours, one can mix balsa dust with cement to make a putty of reasonable strength. When dried, the putty can be sanded and more layers added, for new cement always bonds readily to old.

There are drawbacks. The odor is bothersome to many and deep inhalation has been used as a means of inebriation. Attempts by manufacturers to fight abuse by incorporating a mustard odor have stopped; apparently the cure was worse than the disease. As with nail polish, abuse remains possible.

That said, and having tried all the glues, I've gone back to model cement as best.

Seversky P-35A



SUBMITTED BY RICK DORT

15

The McCook Field Squadron, FAC Once Again Presents:

"DeBris Against The Zeppelins"

or

"The Avro Avalanche, Gun-Ship"

The Great War was a time of desperate struggle, and perhaps very few felt it's tribulations more keenly than Captain Derick DeBris, RFC.

The Zeppelins continued to menace beleaguered Britain unabated despite the efforts of the Debris Fighting Balloons and the HMAS Whimsey, the world's only flying aircraft carrier, which was now capsized at her dock.

The A.V. Roe works were the talk of Prangmore aerodrome since word leaked out of their efforts to build a competitor to the Handley-Page 0/100. Drawing upon their success with the 504 prototype, Avro attempted to scale it up and fit the result with a number of Gangis-Green engines. Unfortunately war-time shortages had delayed shipments of draughting paper to the Avro works draughting office so that butcher-shops in neighboring villages found themselves patriotically unable to wrap their cuts of meat. Such delays so affected the project that Avro had no hope of winning a contract, and thus the vast machine sat idle after arriving at Prangmore.

The Admiralty had blundered in recently re-activating a group of soldiers' and sailor's from an old soldier's and sailor's home near Motleigh. Another blunder assigned them to the RNAS (who could not imagine a use for these bare-footed leftovers from the days of sail), and they were promptly transferred to the famed Prangmore aerodrome, full of the fighting spirit (albeit a bit disappointed that they would not be fighting the French this time). There was no objection offered when DeBris commandeered the huge Avro machine and the aforementioned sailors, although it must be recorded here that he never asked.

Machine-gun fire had been notoriously ineffective against the marauding airships, and bombs only somewhat better: Debris needed a cannon. Cannons, of course were needed elsewhere and none were to be had. However, four splendid naval long brass nine-pounders graced the lawn of the Soldier's and Sailor's Home; DeBris put his men to work. In remarkably short time the old men had refurbished the ancient

gun-trucks, burnished the long nines 'till they shone like gold, re-inforced the aeroplane's decking and cut gun-ports into her nose and sides, found an eighteen pound carronade, and renamed this new nemesis of the airships "Avalanche".

The Avro Avalanche was simply a huge edition of the 504, the engines being strut mounted between the wings, the nose abbreviated to accommodate the weight of the carronade and cockpit was moved well forward. The Avalanche was unique among it's Avro brethren in that it's rudder was not comma-shaped: it was more like a semi-colon. The aeroplane was painted with battleship grey (left over from the HMAS Whimsey) to better match the English skies. The machine flew well enough , albeit sluggishly, and apart from air pressures rendering it quite impossible to open the nose gun-port for the carronade while in flight (a fact which doubtless saved the lives of all on board during action) the armament appeared to be satisfactory during exercises on the ground.

Ever vigilant, a destroyer of the Royal Navy reported the approach of a German Army Zeppelin. Unbeknownst to the destroyer, the Zeppelin was ordered to work closely with a certain U-Boat in the area. As night fell, the only Avalanche in the world to go up, rose to meet the Zep. At the great aeroplanes controls our captain grimly scanned the twilight sky while Cpl. Watson in the engineer's station tended the needs of the throbbing meters, watched over the gun-crews clearing the decks, and then took his position in the magazine handing out powder bags to one fitter and rigger Simeon, who was serving as powder monkey.

On the calm sea the U-Boat ran on the surface, nicely keeping station with the Zeppelin, her lookouts watching the dramatic approach of the Avalanche and airship. DeBris ordered the long nines loaded with langrange and bar shot, and as the Avalanche drew near her enemy the gun-ports were opened and the starboard (only) battery ran out. Unknown to DeBris and Watson, the carronade crew (not wanting to miss this action) had contrived to add their gun to the starboard battery.

Though intending a broadside at the airship, the weight of the guns being run out careened the aeroplane over into a steep righthand turn, the apex of which was centered on the hither to un-noticed U-Boat below. With this unexpected lurch the gunner struck his head smartly on a bulkhead. In pain and disgust the gunner shouted "S---!" , and all on

the gun-deck thought he said "SHOOT!". Elderly gun-captains touched even older limstocks (on loan from the Tower - though the Tower didn't know that they were gone) to even more ancient vents; The side of the steeply turning "Avalanche" erupted in smoke and flame (old though the guns and crew might be, the powder was new) as sudden death sheeted down on the unsuspecting submarine. Aboard the Avalanche, the recoiling guns hurtled inboard against their tackles, and, with their weight returned to the aircraft's centre-line, the aeroplane righted itself as quickly as it had tipped over. It had thereby completed a tight turn, and was again quickly approaching the airship.

In the sea the U-Boat was in trouble: though no one was hurt, the balls from the double-shotted carronade had smashed rudder and screw, and expanding bar shot had carried away a hatch. In the Avro Avalanche above, the gun-crews were swiftly swabbing out to reload, and in the airship, the captain having seen the awesome effect of the broadside on the sub and seeing the approach of the Avro with open gun-ports quickly salvoed his bombs and ran for his base at Bad Strudel, all the while radioing the complete destruction of the docks in London's East End. Our gallant captain, appalled at the sudden loss (and as yet unexplained restoration) of control, ordered the guns secured, the gun-ports closed, and, with the indefatigable Watson now navigating, turned towards Prangmore.

Although hit by round and expanding bar shot, the submarine's woes continued: The bombs dropped by the fleeing Zeppelin, though dropped "safe", had made several glancing hits on the submarine thereby springing enough plates to leave her in a sinking condition. The crew were returned to their base after several days journey crowded in the hold of a fishing boat, and had acquired an animosity towards airmen which continues to this day.

Aloft, the Avalanche approached the famed Prangmore aerodrome. With practiced hands, DeBris turned on to a long final approach at minimum airspeed. Below the cockpit, on the gun-deck, the sweating cannoneer returned their piece to its position in the nose. At minimum airspeed the old sailors found that now the bow gun-port could be raised. Wanting to celebrate their victory over the U-Boat, the carronade was loaded with a blank charge, the gun port opened, and as the Avalanche's wheels touched Prangmore's turf, the gun was run out.

Alas, though DeBris strove mighty, it was to no avail. The heavy gun now over-balanced the great aeroplane which then slid to a stop on its nose.

The aircraft was damaged beyond economical repair and nothing more was ever heard of it, or the newly found technique of firing sideways at a surface target from a circling aeroplane.

Submitted By:

Capt. Frank Scott, FAC, DSC and

Capt. Chris Scott, FAC

OBITUARY

Frank B. Bushey, 86; longtime schoolteacher

Frank B. Bushey of Bloomfield, a teacher, school administrator and model airplane enthusiast, died Monday. He was 86.

Mr. Bushey began his career in education as a teaching principal, first in Fairlee, Vt., and later in Monroe.

After deciding he preferred classroom teaching to administration, Mr. Bushey spent many years teaching in the Hartford and West Hartford school systems. He also joined what was then New Britain State College, now Central Connecticut State University, as a training teacher at the Camp and Stanley schools.

Late in his career, intrigued by educational challenges in Hartford, Mr. Bushey returned to the city to teach gifted classes at the Brackett,

Rawson and Kennedy schools. Brackett School has since closed.

Mr. Bushey had an interest in model airplanes and began clubs in all the schools with which he was affiliated. He became model airplane editor for The Courant's "Parade of Youth." While associated with The Courant, he directed large model airplane meets at what is now Bradley International Airport.

Mr. Bushey became treasurer and President of the National Academy of Model Aeronautics. He was also a president of the Hartford Educational Association.

Mr. Bushey was born in Keene, N.H. He graduated from Keene State College, and had degrees from the University of Hartford and Columbia University.

BULLETIN *

38 Churchill Road
Cresskill, New Jersey 07626
201-568-5272

September 12, 1996

Lin Reichel
3301 Cindy Lane
Erie, PA. 16506

As you may know, we are fighting hard to keep Galeville Field in Ulster County, NY as a model flying site. Galeville is probably the last decent field in the NY. NJ. CT. area that can support free flight events.

The property is now in the hands of the GSA who will dispose of it. Our main competition seems to be the Walkill Fish & Wildlife Sanctuary who, as a branch of the Federal Fish & Wildlife Service, by statute would get first priority. We are pushing for a hearing to present our case but, if the F&W guys get the place, we have to prove that birds and model planes get along just fine together. We know of several clubs that fly on refuges or sanctuaries but we need more evidence.

Therefore, we're urgently requesting that you place a notice in your next news letter asking any clubs that fly on any sort of nature preserve to contact me at the above address or phone. We need the name and location of each sanctuary so we can create a body of evidence to help our case. Of course, this would also help all modelers looking for sites because we may be able to establish a precedent that can be followed.

We have help from the AMA attorneys as well as our local senator.

Please act as quickly as you can because this issue may be decided in the next two months.



Don Ross

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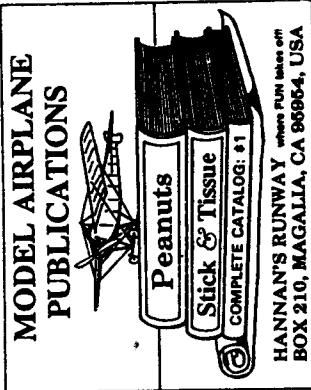
Please send all contest results directly to: Roy Courtney, Box 88, Elma, N.Y. 14059.



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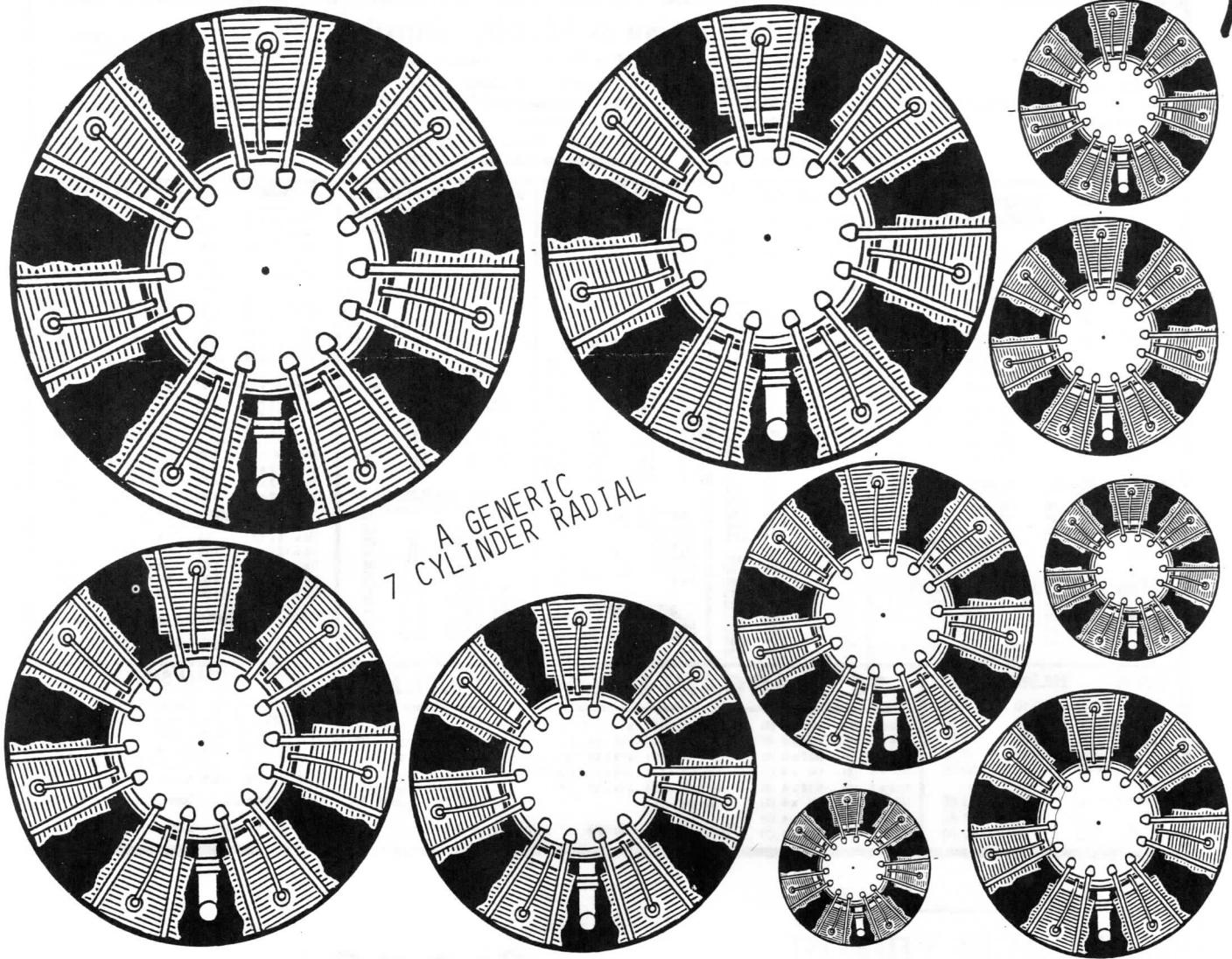
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7 SEP 96

Dear Lin,

AAL/mps is pleased to announce the introduction of our newest product, a set of 3 Mini-old timers in full kit form. The models are the Ben Shereshaw "CUMULUS", the Scientific "FLEA", and the Leon Shulman "SKYSCRAPER". All of these planes have a realistic, almost scale appearance with windshields. Each of the previous 12 Minis have been pre-WWII gas models, as are the CUMULUS and SKYSCRAPER. The FLEA, however, is a replica of a rubber powered model that was equipped with a noisemaker (card-flapping-on-spokes type) and a dummy gas engine.

In a departure from our usual plan or semi-kit offerings, the new **SERIES A Mini-Old Timers** are supplied as full kits, with detailed plans, esaki Japanese tissue, balsa and ply printwood, windshield plastic, strip wood, block balsa, wire for landing gear, and wheels. The price is \$35.00 postpaid in the US and Canada. For European shipment, add 20%, and for Pacific Rim mailing, add 30%.

Your readers may also want to know that an illustrated catalog that describes all of the plan models, semi-kits, scale documentation and the new full kits is available for just \$2.00.

Your support of AAL/mps is appreciated

Sincerely,
Al



20.

Superior Balsa & Hobby Supply

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PST - CA TIME
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UPS

Shipping (by weight) PLUS \$2.95 handling **US Mail Overseas & APO**, add \$6.00 PLUS postage (by weight)
\$15.00 Min. order We accept Visa, Mastercard, Checks **CA sales add 8.25% sales tax**
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05/96

SASE for complete price list Retail shop hours: 8:00AM to 3:00PM Mon. - Fri.

GRAIN & DENSITY
SELECTION
(50¢ SURCHARGE)

MFGRS & DEALERS
SEND FOR RESELLER
PROGRAM

Prices subject to change

BALSA STICKS**SPRUCE/BASS STICKS**
DOUBLE BALSA PRICES

	1/16 INCH	36" 48"	1/4 INCH	36" 48"
1/16 x 1/16	.09	—	1/4 x 1/4	.22 .30
1/16 x 3/32	.09	—	1/4 x 3/8	.27 .33
1/16 x 1/8	.10	.14	1/4 x 1/2	.29 .41
1/16 x 3/16	.11	.15	1/4 x 5/8	.37 .50
1/16 x 1/4	.12	.15	1/4 x 3/4	.42 .58
1/16 x 3/8	.13	.18		
1/16 x 1/2	.17	.21		
1/16 x 3/4	.22	.28		
3/16 INCH	36" 48"		5/16 INCH	36" 48"
3/16 x 1/16	.11	.12	5/16 x 5/16	.27 .35
3/16 x 3/32	.12	.14	5/16 x 3/8	.31 .39
3/16 x 1/8	.13	.16	5/16 x 1/2	.38 .48
3/16 x 1/4	.14	.18	5/16 x 5/8	.46 .62
3/16 x 3/8	.15	.19	5/16 x 3/4	.53 .70
3/16 x 1/2	.19	.24		
3/16 x 5/8	.20	.28		
3/16 x 3/4	.23	.32		
1/8 INCH	36" 48"		5/8 INCH	36" 48"
1/8 x 1/16	.11	.13	1/2 INCH	36" 48"
1/8 x 3/32	.13	.18	1/2 x 1/2	.49 .64
1/8 x 1/8	.14	.21	1/2 x 3/8	.50 .62
1/8 x 5/16	.15	.23	1/2 x 1/2	.50 .62
1/8 x 1/4	.21	.28	5/8 INCH	36" 48"
1/8 x 3/8	.23	.38	5/8 x 5/16	.60 .85
1/8 x 1/2	.24		5/8 x 3/8	.63 .88
1/8 x 5/8	.25		5/8 x 1	.93 .114
3/16 INCH	36" 48"		Other Fine Products	
3/16 x 3/16	.14	.23	NHP, West Systems, & Bob Smith Epoxy	
3/16 x 1/4	.18	.24	Tools, Supplies, Composites & Hardware	
3/16 x 3/8	.21	.25		
3/16 x 1/2	.24	.38		
3/16 x 3/4	.30	.45		

CAT'S**Bob Smith****Flash**

Thin.	1/2 oz	2.10	1.85
Gap, or	1 oz	3.49	3.00
Thick	2 oz	5.95	5.00
	8 oz	17.95	16.50
	16 oz	—	30.00
Odorless	1/2 oz	4.55	3.65
Thin.	1 oz	8.45	6.65
Gap, or	2 oz	14.95	12.00

36" BARGAIN BALSA BUNDLES *

1/32 x 3 (10)	1/32 x 4 (6)	1/8 x 16 (46)	3/16 x 3/16 (32)	1/4 x 1/4 (21)	3/8 x 3/8 (15)	1/2 x 1/2 (9)
1/16 x 3 (10)	1/16 x 4 (6)	1/8 x 3/16 (35)	3/16 x 1/4 (22)	1/4 x 3/8 (17)	3/8 x 1/2 (11)	1/2 x 3/4 (7)
3/32 x 3 (8)	3/32 x 4 (5)	1/8 x 1/4 (32)	3/16 x 3/8 (22)	1/4 x 1/2 (15)	3/8 x 3/4 (9)	
1/8 x 3 (8)	1/8 x 4 (4)	1/8 x 3/8 (30)	3/16 x 1/2 (18)	1/4 x 3/4 (10)		
3/16 x 3 (5)	3/16 x 4 (4)	1/8 x 1/2 (22)	3/16 x 3/4 (15)			

\$2.95 per Bundle

(1) Denotes qty per bundle * Some Stains, Wormholes, Irregulars

FLYING ACES VIDEOS

1995 FAC Nationals at Geneseo, NY

2 hours of free flight competition, static display, and interviews, plus narration, background music and sound effects.

\$29.00

Also Available:

1994 FAC Nats remastered with narration, music, and sound effects.

1 hour 50 minutes

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1993 Non Nats, 2 hours including some warbird action and 1993 FAC Outdoor Champs at Muncie, IN

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Order any two videos and take \$5.00 off, all three for \$67.00

Send your check payable to:

Charlie Sauter

3372 Kirkham Road

Columbus, OH 43221

All prices include postage and handling
Canadian orders add \$1.75**Contest Calendar.**

Oct. 27...1996 Peach State Fall Scale Meet;
WW-I, Races, WW-II, Black Bullet,
FAC Scale, Golden Age Scale, Peanut Scale, Jumbo Scale, Scale Cat. Jet, FAC O.T. Rubber, Embryo, ½A Starduster. C.D. David Barfield (770) 977-5517. Contest site; Gaines Farm, Cartersville, Georgia.

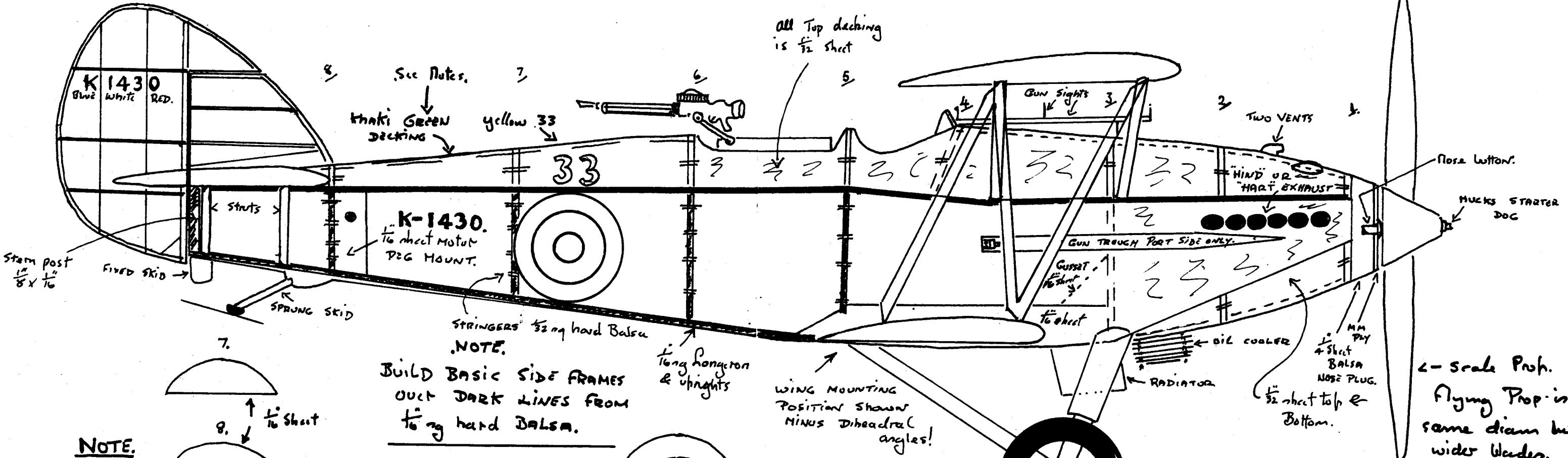
Dec. 28-29-30, 1996...2nd Annual FAC Winter Outdoor Champs, Races, FAC O.T. Electric Gas Replica, FAC O.T. Rubber, No-Cal, Embryo, FAC O.T. Stick, WW-I, Peanut, Jumbo, Gold-Age Scale, FAC Scale, FAC Power Scale, FAC Dime Scale, WW-II, FAC Giant Scale. Palm Bay, Fla. C.D. Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119.

FOAM SHEETS

2" WHITE	1.0 lb. Density	12" x 24"	1.75
2" WHITE	1.0 lb. Density	24" x 48"	5.30
4" WHITE	1.0 lb. Density	12" x 24"	3.50
4" WHITE	1.0 lb. Density	24" x 48"	12.75
2" BLUE	1.6 lb. Density	12" x 24"	3.65
2" BLUE	1.6 lb. Density	24" x 48"	13.25

Nichrome Foam Cutting Wire - 8 feet - \$3.00

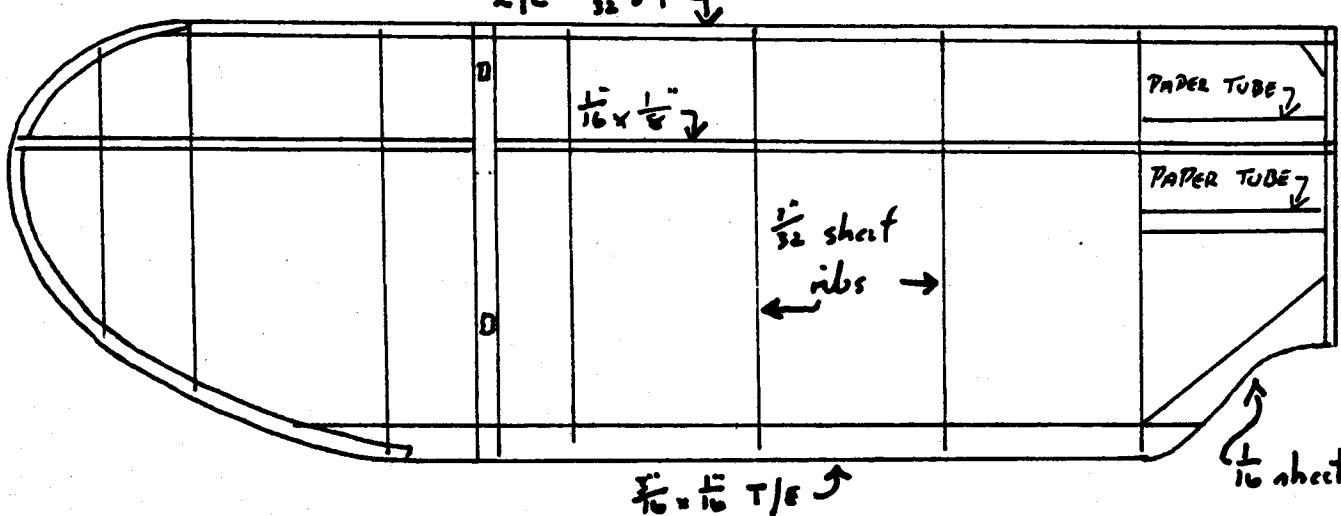
\$6.00 HAND'G + OVERSIZE SHIPG CHARGE



NOTE.
RADIATOR VARIED somewhat,
the large type shown on
side view may have been
for use in the Tropics, many
other HART & Hinds had a
smaller type fitted for home use!

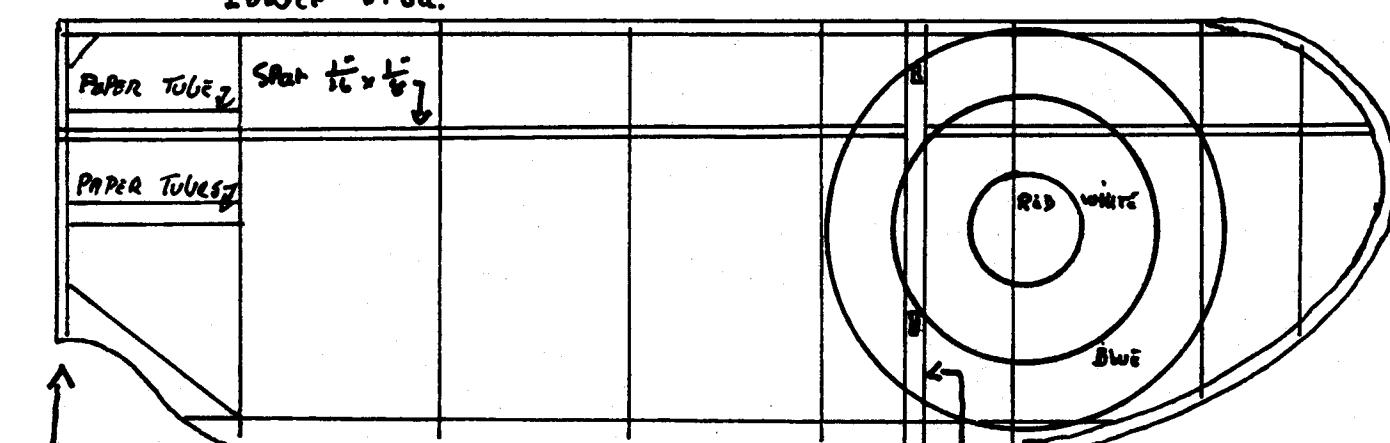
Photos show K-1430 had smaller type.

See front view.

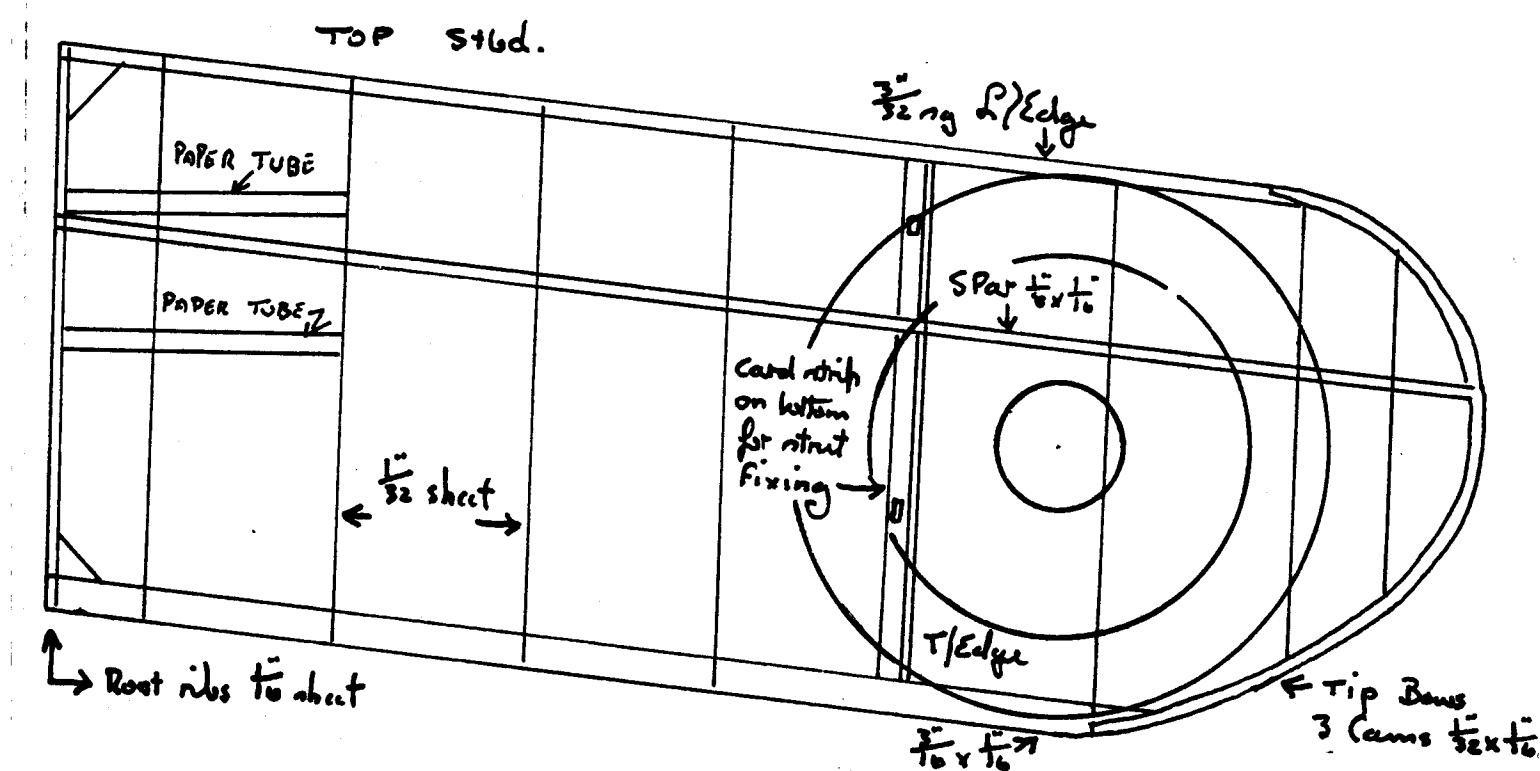
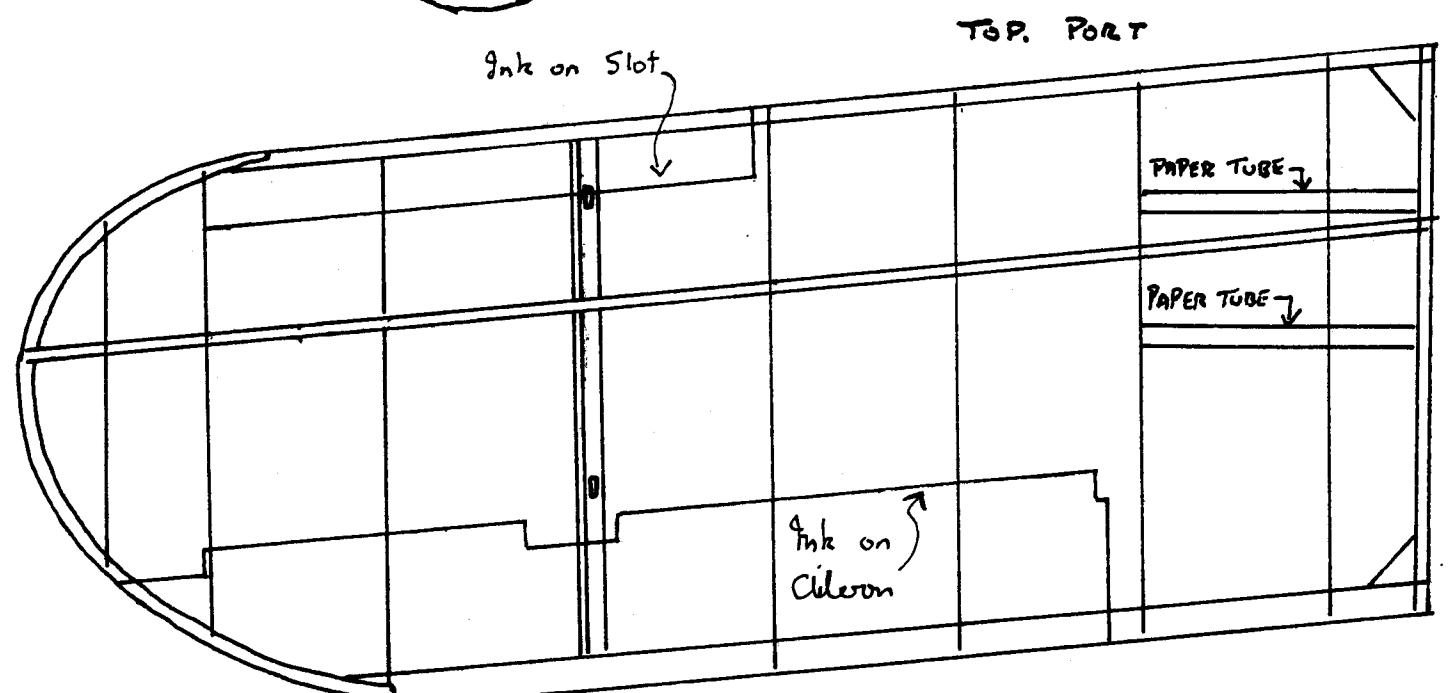
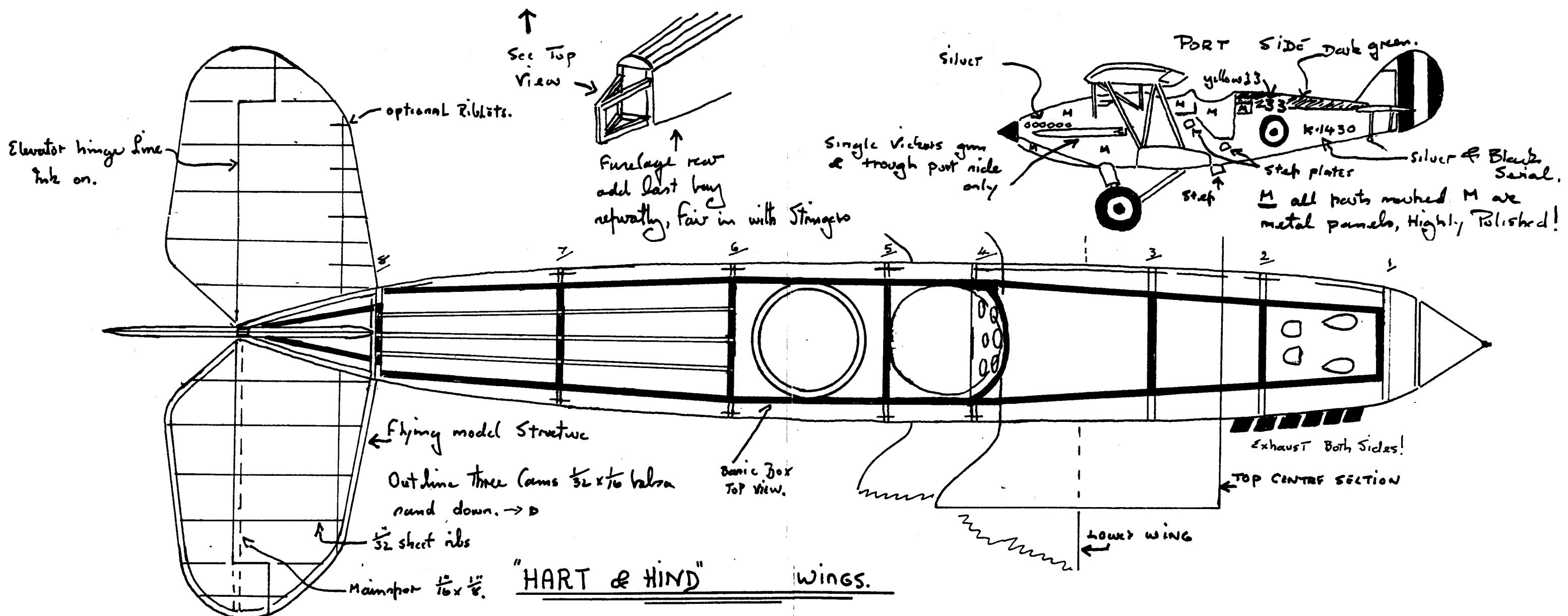


"HAWKER HIND & HART" LIGHT DAY BOMBER.

APPROX $\frac{1}{2}$ inch To 1 FT Scale.
MODEL DRAWN & DESIGNED
BY N S Coldrick Jan 85.



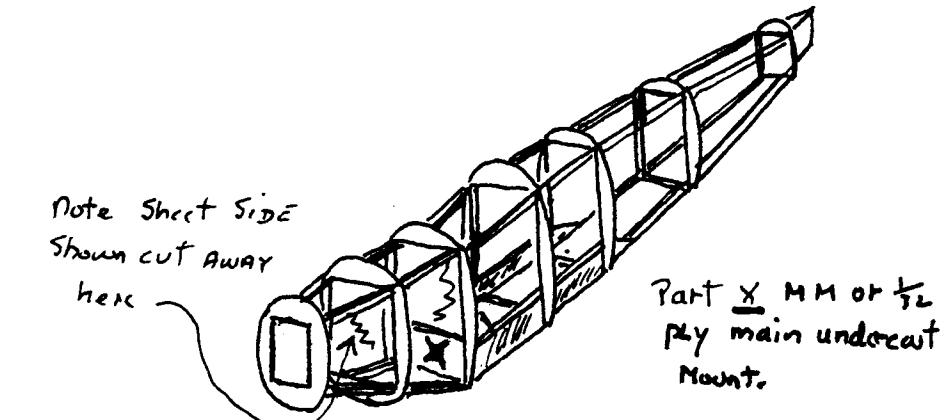
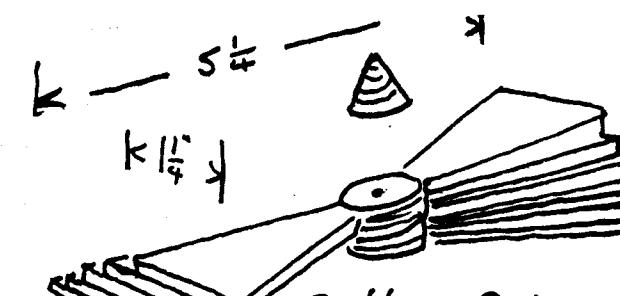
Leave strip on top for
rib support at strut attachment point.



NOTES. NO. 1. "HART."

HIND & HART VARIANTS,
Short Stub Exhausts on above TYPES,
SOME HINDS HAD TAIL WHEEL FITTED

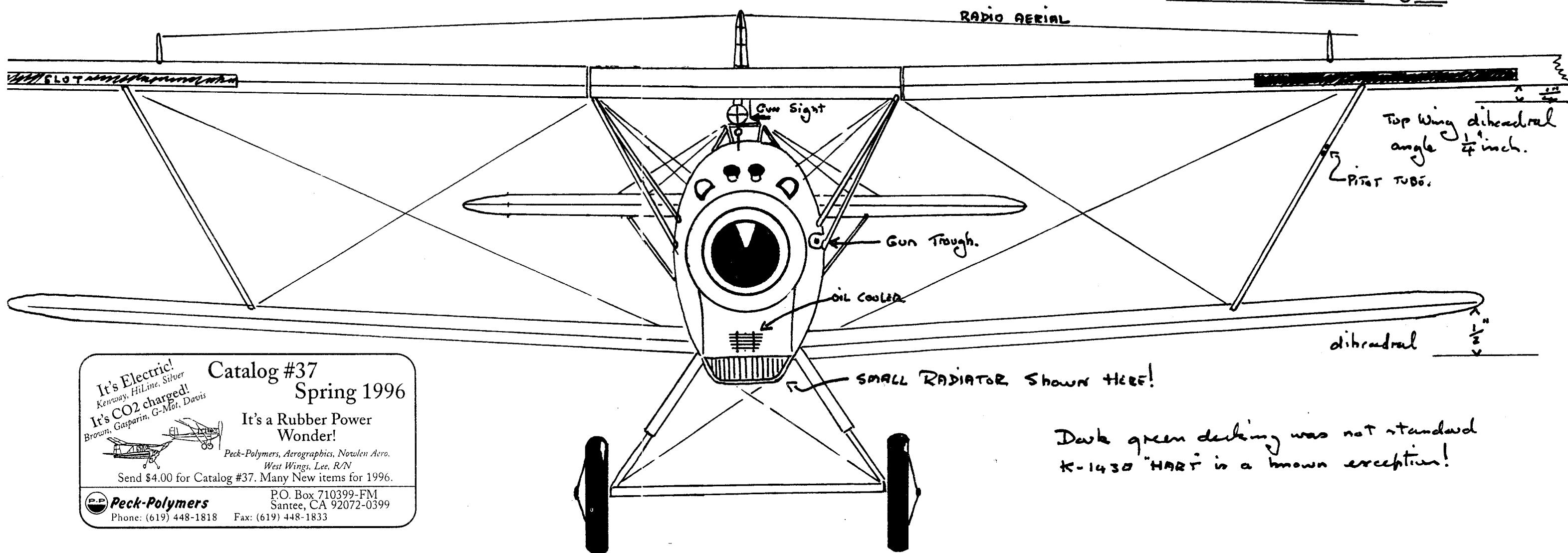
HART K 1430 SERIAL = 7° 33 Sqdn B FLIGHT
YELLOW wheel discs, yellow 33 over
TOP of FUSELAGE Roundel. Khaki
GREEN aft of GUN ring on Top of
FUSELAGE REST SILVER O/A with highly
Polished ENGINE COWL PANELS.



G/A of Basic Fuselage
len Stringers!

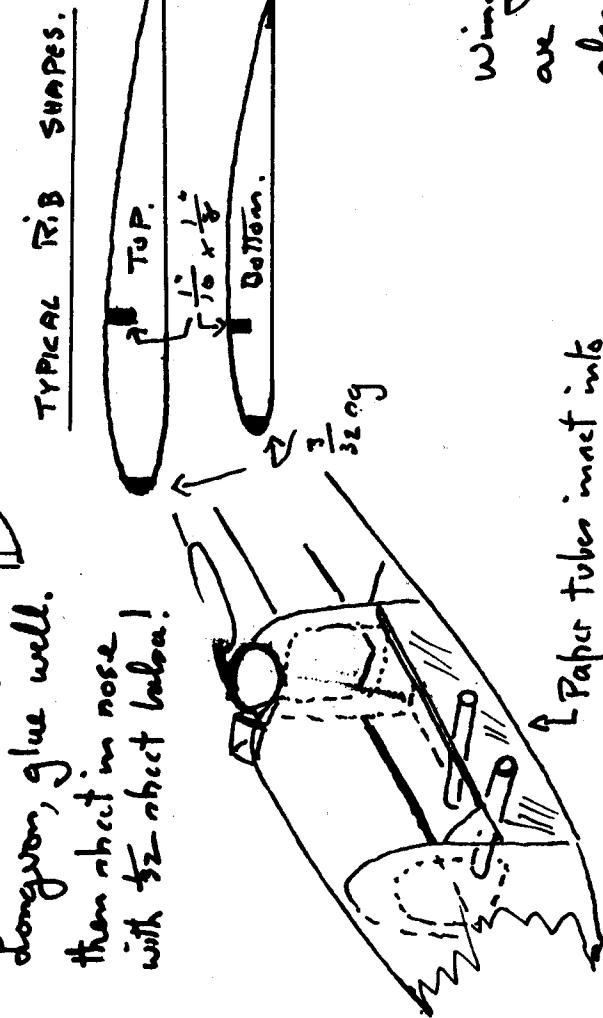
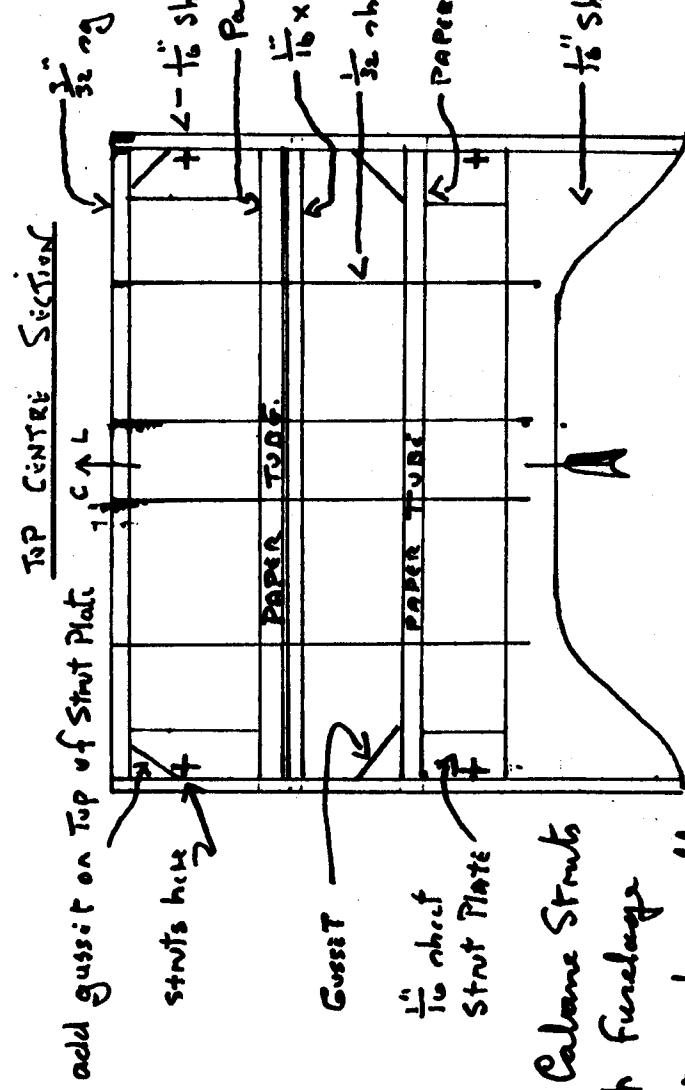
G/A -- FRONT VIEW
HART & HIND

NOTE
Dihedral angles shown are near enough
scale & should be ok for flying model.



Dark green decking was not standard
K-1430 "HART" is a known exception!

"HART & HIND"
Centre Section
etc.



then cut one more!
with $\frac{3}{32}$ width board!

→ to sheet nose ribs.
Paper tube. Paper tubes are made from white ground cardboard
Lubels rolled round a piece of te diam alum welding rod.

When in position on mould coat with White PVA glue.

$\frac{1}{16} \times \frac{1}{8}$
 $\frac{3}{32}$ sheet ribs.

PAPER TUBE

→ outer panel

Tubes

Alum dowels
to diam Welding rod

NOTE:

Wing mounting dowels are $\frac{1}{16}$ diam Alum Welding rods
also Calcareous Struts are made from this material. When all assembled rub over the lot until it glues the lot solid.

Paper tubes must ink
Sheet side parts of lower front
panel for bottom wing mounting.

then cut one more!
with $\frac{3}{32}$ width board!

→ to sheet nose ribs.
Paper tube. Paper tubes are made from white ground cardboard
Lubels rolled round a piece of te diam alum welding rod.

When in position on mould coat with White PVA glue.

$\frac{1}{16} \times \frac{1}{8}$
 $\frac{3}{32}$ sheet ribs.

PAPER TUBE

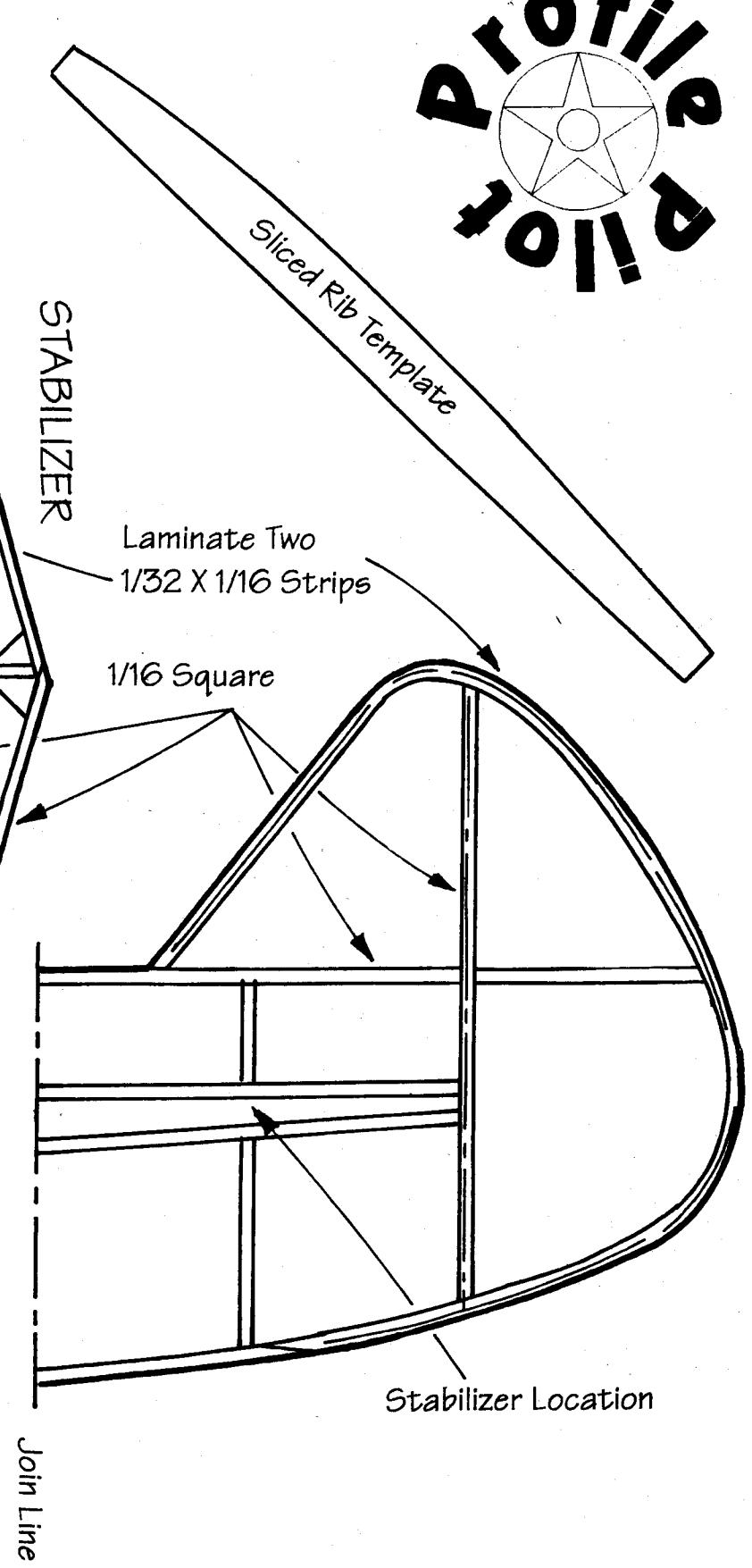
→ outer panel

Tubes

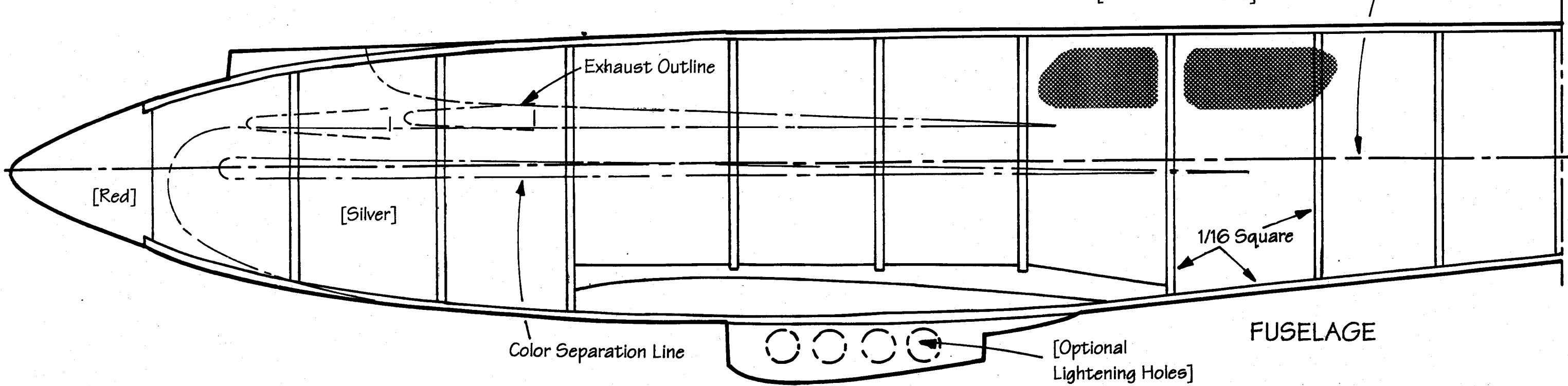
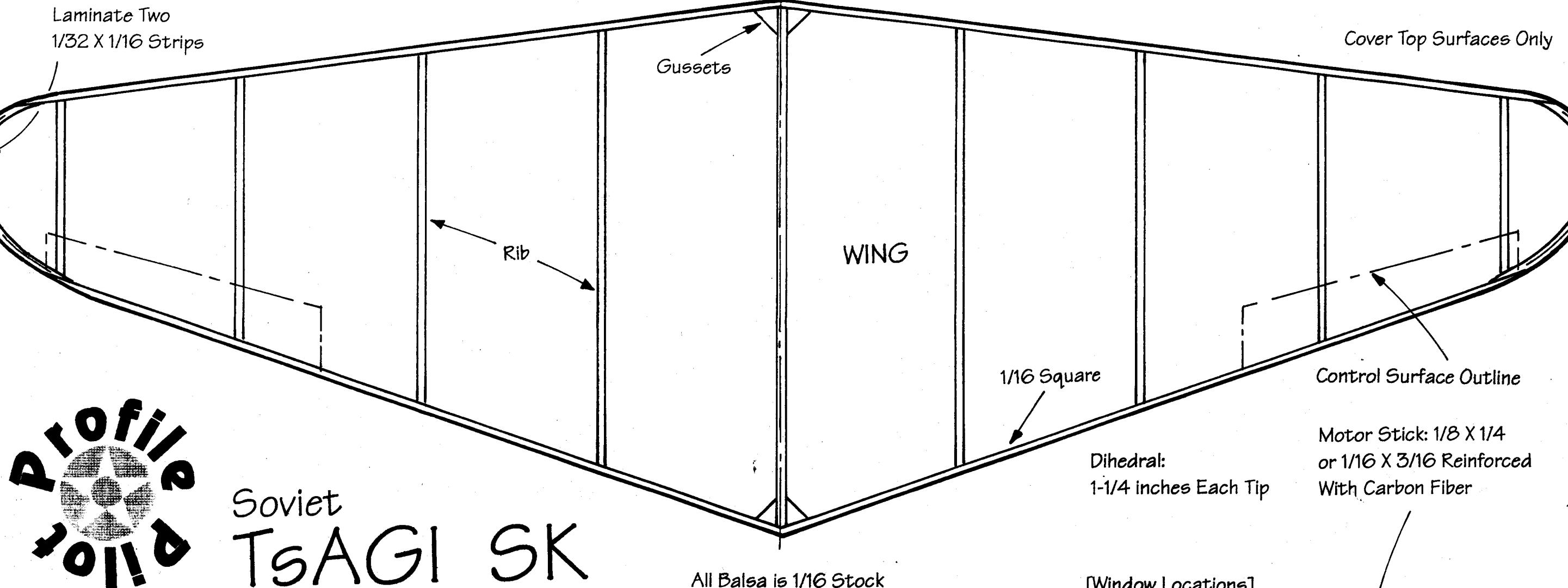
Alum dowels
to diam Welding rod

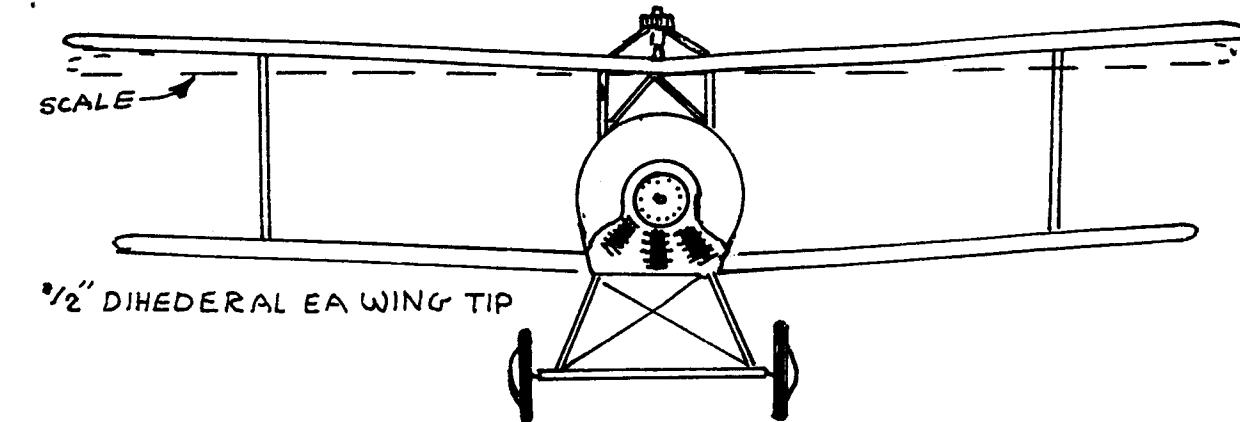
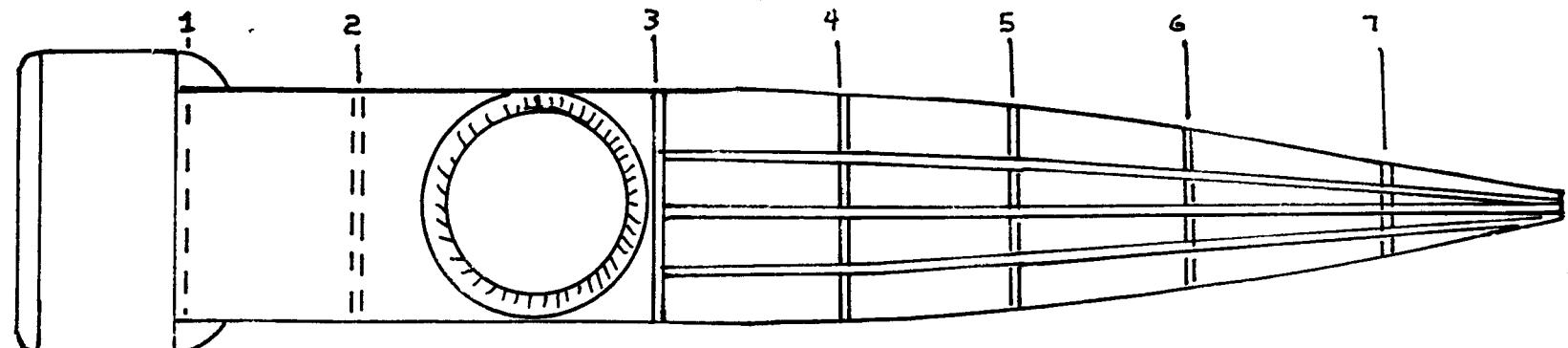
→ outer panel

[TsAGI SK - Continued]

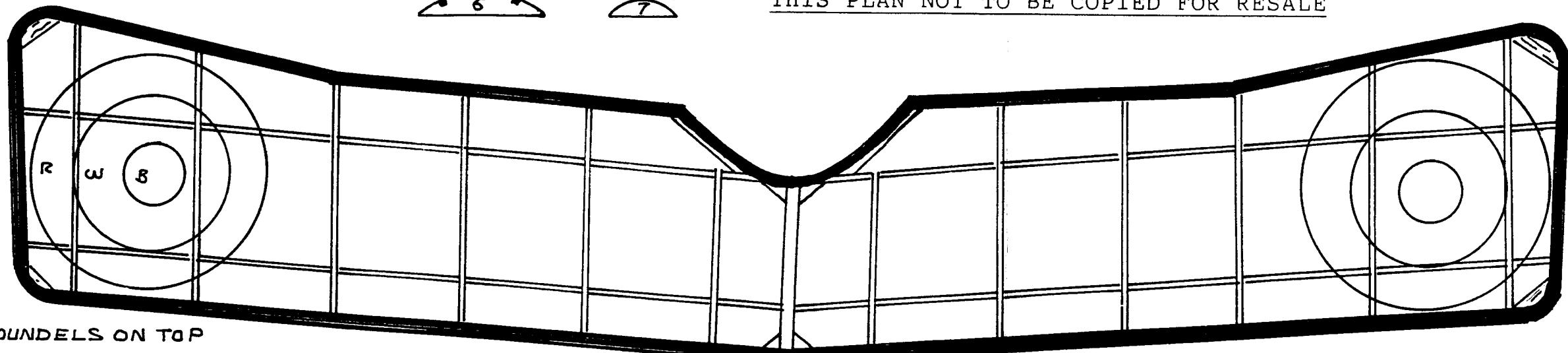


Profile Pilot





THIS PLAN NOT TO BE COPIED FOR RESALE



ROUNDELS ON TOP

1915 NEUPORT 11.C-1

SCALE: PEANUT

BY: F. BAECKE

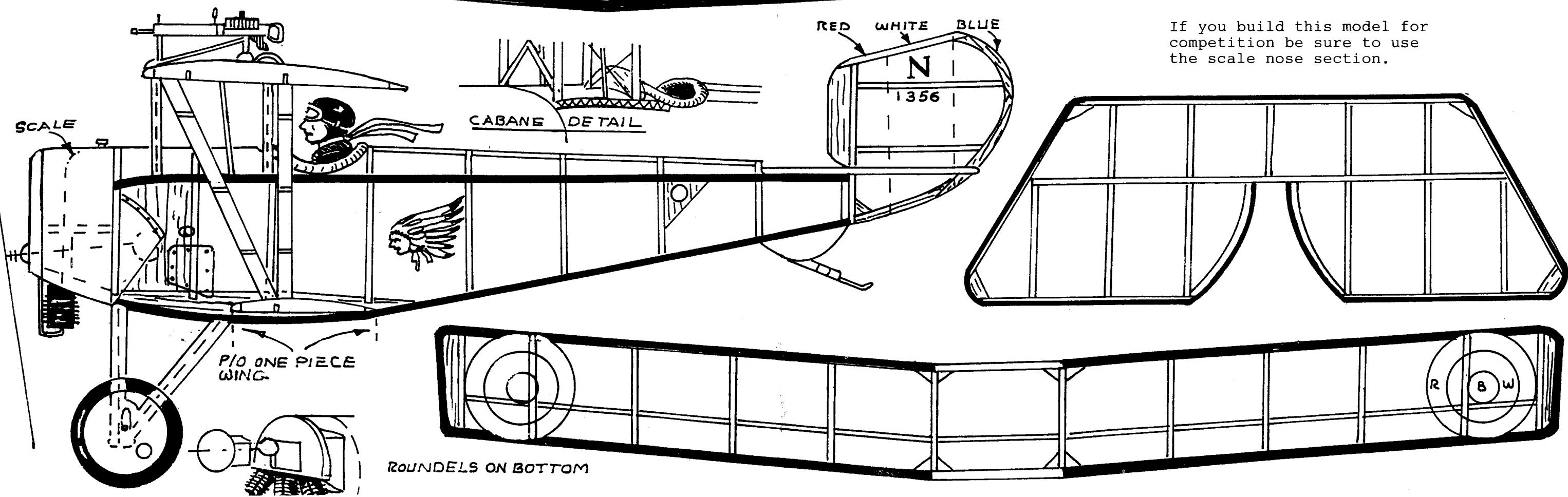
COLOR SCHEME

ALL SILVER, BLACK OUTLINE
SILVER CABANE, L.G. & WING
STRUTS NATURAL (CLEAR)

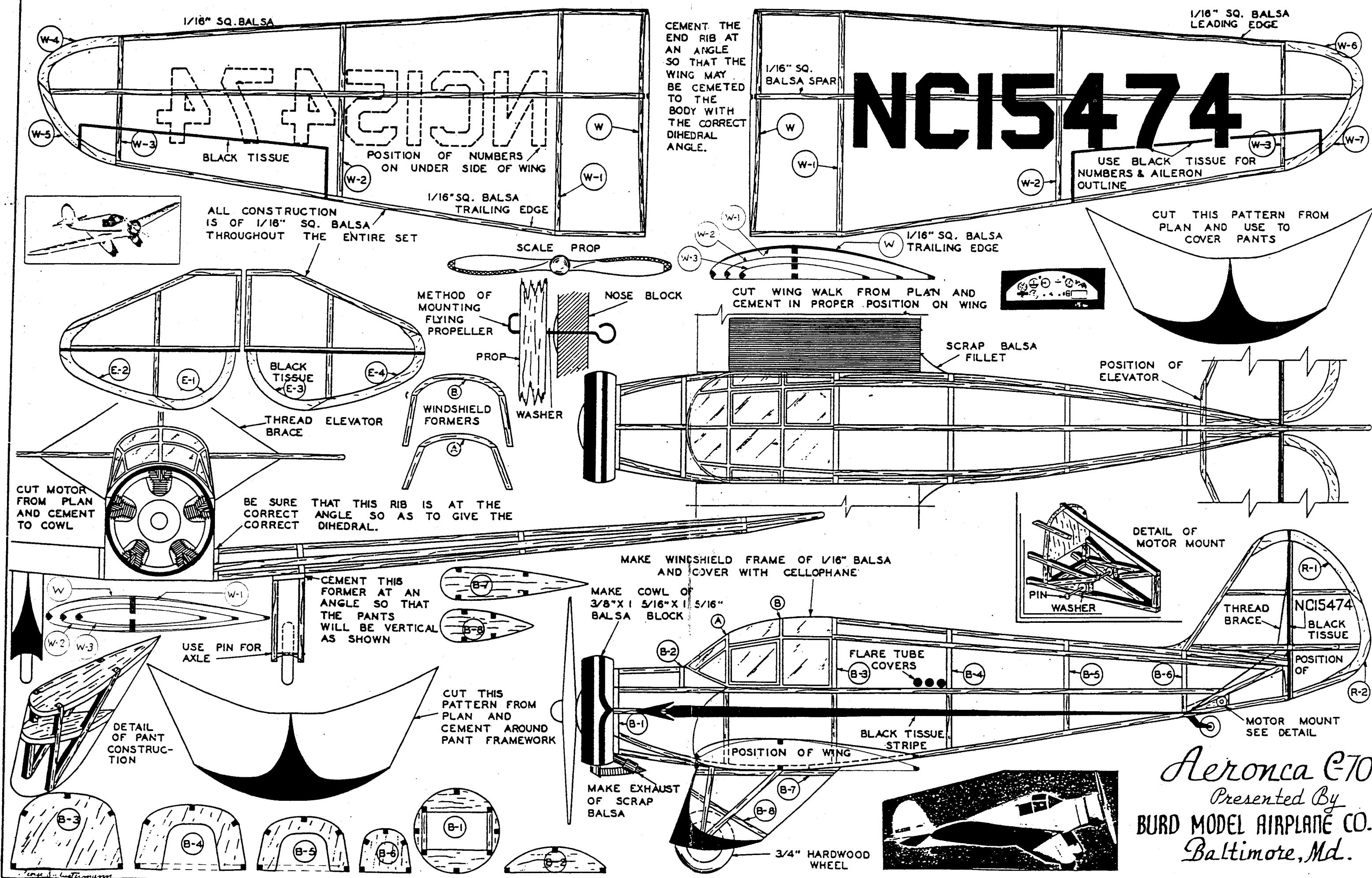
ESCADRILLE LA FAYETTE
MARKING - L. BLUE FEATHERS, RED
& YELLOW HEAD PIECE, BLACK HAIR
& TIP OF FEATHERS

SOURCE: DWG IN FEB/MAR 1965
AIR PROGRESS-KARL STROM

If you build this model for
competition be sure to use
the scale nose section.



ROUNDELS ON BOTTOM



Aeronca C-70
Presented By
BURD MODEL AIRPLANE CO.
Baltimore, Md.

Build it light!

