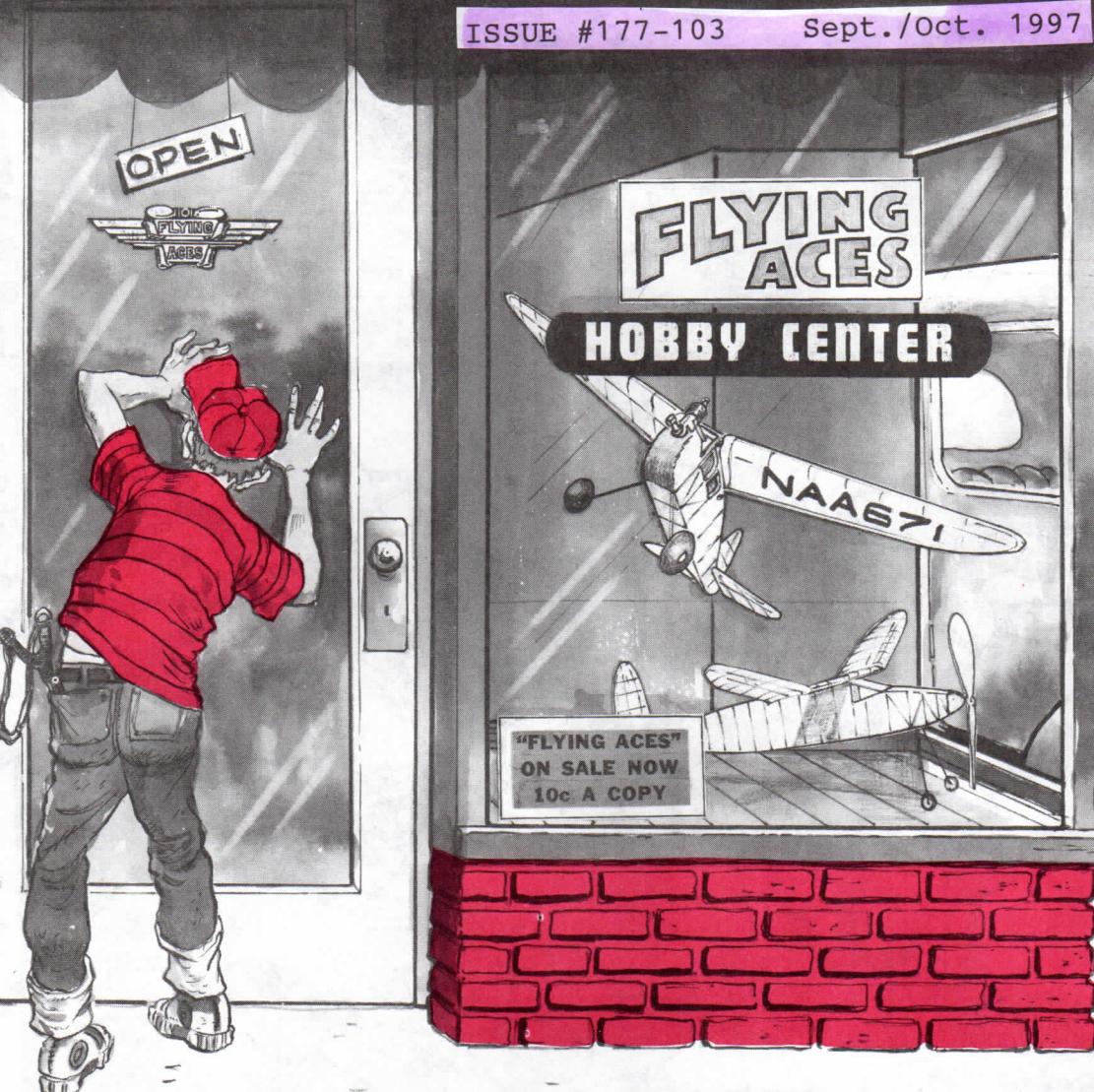


# FLYING ACES

Club News

ISSUE #177-103 Sept./Oct. 1997



HEY GUYS - REMEMBER HOW GREAT YOUR FIRST  
TRIP TO A HOBBY SHOP WAS BACK IN '40?

WELL - COME ON IN!



# NEWS ON THE WING!

3.

Hey Clubsters, how about that cover? Does that bring back memories? I remember the first time I went to our local hobby shop, I could have camped their for days. This cover was the work of our old friend, Bob Rogers. From his artwork you may have already guessed that. Thanks very much Bob for taking us back in time.

Thanks to everyone who contributed to this issue, especially to the plan contributors, Chris Starleaf for his Yak-3, Doug Wilkey for the Curtiss P-31 Swift, Luton Minor from Dave live-say and the Grumman Wildcatfish by several designers. The Grumman FF-1 is an old plan by the GE Model Supply Co.

Richard Ennis of Litchfield, Mi., a long time member of the FAC has Passed away. We wish to extend our sympathies to his family and friends who really miss him.

I have heard a couple of comments concerning the lack of an emergency squad on the field at the Geneseo contest held in July. I want to set the record straight on this important item. I contacted four different emergency squads in the Geneseo area and they all told me the same thing, they would like to be there in case we had an emergency but due to the fact that they are all volunteer outfits and the number of volunteers has dropped considerably in the past few years as well as July being vacation time for some of them that they could not be there for us. The Geneseo squad also said that they are only five minutes or less from the flying field and the response time wouldn't be that much different than if they were on the field. That's their word, not mine. I did all I could do.

Due to my recent illness I was unable to act as the CD at our recent contest at the AMA flying site in Muncie, Ind. I want to thank Vic Didelot, Ross and Dianne Mayo as well as the Detroit Cloudbusters who stepped in and ran a very successful contest. I am now on my way back to feeling good again and I want to thank everyone who sent cards and those who called to wish me the best. It was really appreciated and gave me a BIG lift when I needed it.

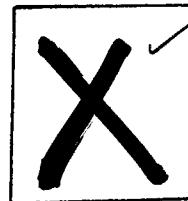
The Outdoor Champs was a huge success again as a record entry of 53 contestants were there. This contest continues to grow with each year and I think in a few more years, as more Clubsters find out how nice this flying field is, We may even get as many to attend as we do for our Geneseo contests. Herb Kothe wound up as the Grand Champion and received the Victor Didelot perpetual trophy. Herb entered five events and won all five! Nice going Herb. The contest results are in this issue for all to study. I want to thank all those who attended and hope they come back again next year and bring a Buddy with you.

Hannan's Runway has come out with another of their fine booklets. I am sure your'e going to want to add this one to your library. "Good Stuff", see ad in this issue.

Also, I have to tell you about a new video tape that has been put out by Bob Hunt on how to cover your models with tissue. I know, you've been doing it for years, but you will probably pick up a couple of things you never thought of from it. The tape is narrated and demonstrated by the well known modeler, Larry Kruse. Larry shows you how to tissue your model using

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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



## FAC Postal Contests

This years postal contest will be different than those in the past. This time we will be shooting for a target time. The time will be a secret until the contest is over but it will be somewhere between 30 seconds and two minutes. An independent member of GFO will pick the time and put it in a hermetically sealed envelope until the contest is over. The closest time to the target will be the winner.

There will be two divisions, Golden Age Civil and Modern Civil aircraft only. You may enter only one model per event and you can enter three flight times per model. The contest starts now and will end on October 31, 1997. Times postmarked after Nov. 2nd will be void. Send your name, the name of your model and the time to; FAC-GFO, 3301 Cindy Lane, Erie, Pa. 16501

### GOLDEN AGE CIVIL

Pilot	Plane	Times
Dave Livesay	Zlin 12	38-65-76
Rich Miller	Cessna 34	38-70-64
Dave niedzielski	Rearwin	59-57
Steve Griebling	Vega	73-46
Lin Reichel	Monocoupe	30-28-31
Gordon Roberts	Stinson 105	37-83-120
Bill Harding	Baby Ace	81
Mark Fineman	Monocoupe	120
Walt Farrell	Super Ace	49-69-82
Bruce Foster	Gadfly	120-38
Stu Weekley	Stout 2AT	120

### Lt. Col. Lin Reichel, CinC-FAC

Dear Lin,

I enjoyed the article on propellers in the May/June issue. I'm 15 years old and only have a couple of dozen peanut models under my belt (along with a couple of R.C.) and its good to see some stuff in the newsletter on the basics. I'm almost finished with my Focke-Wulf A-17 and am looking for good plans for the following peanuts; Boeing P-26, Hurel DuBois HD-10 and the northrop Gama.

Before I go, I also wanted to share the story of my most interesting maiden voyage since the Gee Bee R-1. The story begins with the completion of my Nolen Aero 1907 Wright Flyer. Because of the delicate nature of its construction I could not fly it outside like the rest of my models. I padded an old shoe and also attached an envelope containing super glue, spare balsa and some silk thread. It all fit fine in my size 15 box. I took my model to school and kept it in my locker until after school. After a couple of glides (to correct the balance) I was ready for a powered flight. I stacked some textbooks on my saxaphone case to hold the wings and wound each strand of rubber with a bent paper clip (having misplaced my winder). I tossed the Flyer, it mushed through the air and rolled sharply. I increased the propeller's pitch, then realized that I didn't have anything to cut the thread I was going to use to "washout" the wing tips. I went to the Band Hall to borrow some scissors. After I got them I sat out in the hall working on my toy and a group of girls coming from Drill Team tryouts. Just my luck, I'm a big football player sitting on the floor playing with a toy airplane and a bunch of girls are coming. I was surprised when instead of laughing they were amazed that a guy like me made something so cute.

I went back to the gym (not alone this time) and wound up my Flyer and said a short prayer asking God not to let me screw up while everyone was watching. I tossed my Flyer and it made a climbing turn up over the volleyball net. It puttered over to the far side of the gym and began to descend, just missing the basketball net! The propellers stopped and it glided down and landed perfectly on the floor coming to rest right in front of me! It was GREAT! I was the Hero of the day. Who says models are for Nerds?

Zach Reeder, Rt. 1 Box 138-100, Greenville, Tex. 75401

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This year's outdoor FAC Champs at Muncie got off to an inauspicious start with the unexpected illness of CD Lin Reichel about a week before the scheduled event. When it became apparent that Lin would be unable to preside, Vic Didelot was pressed into duty as substitute CD. Voluntary offering of help from the Cloudbusters of Detroit seemed to alleviate much of the concern of GHQ. Last minute offering of assistance by Ross Mayo and his lovely wife, Diane relieved the new CD of driving to Muncie alone with the accoutrements of the meet packed into his LeBaron.

Saturday dawned bright and sunny, and a fine flying day was anticipated and did indeed materialize. The Cloudbusters scale judging staff went to work and in short order completed their tasks. Flying continued most of the day, with a shift in wind direction requiring a change of venue from the Southeast corner of the field to due South. The flying hours were extended a half hour to make up for the moving time. Dave Livesay and Ross Mayo did yeoman duty as Mass Launch directors. Flying would have had to be seen to be appreciated. Herb Kothe, as usual, put up his usual string of maxes in OT Stick and in OT Rubber, as well as Embryo. He was hotly pursued by Stu Weckerly, Vic Nippert, and a host of others. Scale events were the usual array of the finest most detailed models anyone could hope to see, and flying was commensurate with appearance.

Sunday was a repeat of the previous day, with another wind shift making a move to a more Northwest location prudent. Contest extended again another half hour as before. Power Scale and Jumbo dominated the day, with no less than four contestants tying for first place in Power. Some modification of Power rules seem to be in order and will be addressed. Most spectacular crash of the day went to Pete Azure whose Jumbo folded a wing shortly after launch and did a vertical dive directly into the ground. Sorry, Pete! Once again, the Detroit bunch did their thing with the judging, and the success of this meet can in large measure be attributed to their willingness to pitch in and help. A very special tip of the CD's hat goes to Diane Mayo for her yeoman efforts at the score table, ably assisted from time to time by Doris Cox from Chicago. You gals are the best!

Finally, and certainly not least, is the generalship displayed by Ross Mayo throughout the two days of the meet. He really kept things moving and in order. The CD could not have asked for a more willing worker.

It was great to see all of you at this annual bash, and despite difficulties, it all went off as hoped. Thanks to you all for your cooperation and help.

Chicago Tribune, Monday, September 8, 1997

## BELGIUM

### WW II plane, bodies raised from swamp

BRUSSELS — A salvage team Sunday dredged up the wreck of a Canadian World War II bomber and the bodies of three of its crew from a Belgian swamp where they had been submerged for 53 years.

The Belgian-Canadian operation was the result of years of campaigning by the nephew of one of the sunken crew mem-

bers to give the men a dignified burial alongside five comrades pulled from the wreck before it sank.

Halifax LW682, call sign "M for Mother," set out from its base at Linton-on-Ouse in Yorkshire, England, on the night of May 12, 1944, as part of an Allied raid on rail marshaling yards in Leuven.

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Bill & Barbara Byrd

## FOAM SHEET MODELS

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## 6.

## OLD TIME RUBBER

Pilot	Plane	1st	2nd	3rd	Total
1. Herb Kothe	Miss Canada, Sr.120	120	120	120	360
2. George Lewis	Miss Canada, Sr.120	120	120	120	360
3. Tony Telford	Miss Canada, Sr.118	120	120	120	358

Don DeCook	'36 Struck	120	120	116	356
Bob Laybourne	Miss Canada, Sr. 54	67	77	198	
Roger Lane	Sparky	68	120	96	284
Randy Krystosek	Jabberwock	118	116	120	354
Tom Schmitt	Stahl Cabin	81	117	88	286
Ralph Kuenz	Sparky	104	120	--	224
Roger Moon	Miss Canada	120	85	97	302
Fred Wunsche	Miss Canada, Sr.120	120	99	99	339
Charles Schobloher	Miss Canada, Sr. 46	64	116	226	
Stu Weckerly	Phantom Fury	120	120	--	240
Gerry Paisley	Commander	120	120	65	305
Ron Hummel	"33 Lanzo	103	77	82	262
Ed Ruhland	Fury	36	39	40	115
Bert Phillips	Flyabout	50	--	--	50
Bob McLellon	Victory	120	102	--	222
Pete Azure	Hurricane	69	--	--	69

## GOLDEN AGE CIVIL

Pilot	Plane	1st	2nd	3rd	Total
1. Dave Rees	Nicholas Baez.	138	121	200	459
2. Stu Weckerly	Stout 2AT	159	123	98	380
3. Marie Rees	Lockheed Vega	75	115	139	329

Mike Midkiff	Cub	66	79	108	253
Bob Bojanowski	Fairchild 24	88	90	--	178
Bob McLellon	Stinson Reliant	58	120	62	240
Vic Nippert	Cranwell CLA-3	49	81	73	203
Dan Kane	Stinson 105	78	100	75	253
Chris Starleaf	Lincoln AL-5	134	92	82	308
Dave Livesay	Zlin 12	49	--	--	49
Bill Harding	Corben Baby Ace	35	--	--	35
Don Brimmer	Ford AT	70	29	--	99
Phil Cox	Luscombe Phantom	64	68	58	190
George Lewis	Rearwin Speedster	119	84	277	
Paul Boyanowski	Waco ZGC-7	92	85	88	265
Ted Dock	Fairchild 24	120	70	48	238
Dave Niedzielski	Focke Wulf A-17	134	57	30	221

## WORLD WAR II

Pilot	Plane
1. George Lewis	TA-152
2. Chris Starleaf	Yak-3
3. Bob McLellon	F4F Wildcat

Mike Midkiff	KI-61 Tony
Roger Moon	TA-152
Gerry Paisley	RE-2001
Dave Niedzielski	Curtiss Seagull
Les Burdsal	TA-152
Paul Boyanowski	KI-61 Tony
George Bredehoft	Mitsu. Raiden

## THOMPSON TROPHY RACE

Pilot	Plane
1. Chris Starleaf	Cessna CR-2
2. Paul Boyanowski	Cessna CR-3
3. Roger Moon	Mar.-Brom. R-3

## OLD TIME STICK

Pilot	Plane	1st	2nd	3rd	Total
1. Herb Kothe	Korda "C"	120	120	120	360
2. Vic Nippert	Thermalier	120	120	120	360
3. Roger Lane	Gollywock	68	118	76	262

Kothe won fly-off....229--Nippert...108.

## JIMMY ALLEN

Pilot	Plane	1st	2nd	3rd	Total
1. Herb Kothe	Sky Chief	120	120	120	360
2. Stu Weckerly	Bluebird	120	120	120	360
3. Don DeCook	BA Parasol	103	120	114	337

Kothe won fly-off....154--Weckerly...102

Tony Telford	BA Parasol	46	45	35	126
Bob McLellon	BA Parasol	120	43	56	219
Charles Hermanek	Skyraider	51	38	51	140
Bob Laybourne	Skokie	120	81	88	289
Charles Schobloher	Skokie	71	83	--	154
Ralph Kuenz	BA Parasol	64	120	62	246
Roger Lane	Yellow Jacket	58	49	65	172
Vic Nippert	Bluebird	106	120	110	336
Fred Wunsche	Skokie	63	--	--	63

## NO-CAL SCALE

Pilot	Plane	1st	2nd	3rd	Total
1. Don DeCook	Schlepp	130	455	--	585
2. Ted Dock	Schlepp	113	463	--	576
3. George Lewis	Gosling	128	360	76	564

Bill Harding	Aeronca Champ	114	64	102	280
Dan Kane	Schlepp	154	207	121	482
LaVon Kuehne	Chambermaid	63	--	--	63
Don Brimmer	Beechcraft	39	63	50	152
Ron Hummel	Floyd bean	40	51	--	91
Bob Bojanowski	Bolk. 3	114	99	--	213
Ron Hummel	Floyd Bean	62	--	--	62
George Bredehoft	Bell P-39	108	87	--	195

## POWER SCALE

Pilot	Plane	Flt.	Scale	Bonus	Total
1. Mike Midkiff	Sopwith Tripe	82.5	57	--	139.5
1. Dave Rees	Colibri	82.5	57	--	139.5
1. Les Burdsal	Stinson Reliant	82.5	57	--	139.5
1. Phil Cox	Luscombe Phantom	82.5	57	--	139.5
2. Pete Mathis	Tri-Ilander	82.5	54	--	136.5
3. Jack Moses	RWD-5	82.5	53	--	135.5
Vic Nippert	Bebe Jodel	82.5	49	--	131.5
Bob McLellon	Howard	82.5	48	--	130.5
Vic Nippert	Velie Monocoupe	52	52	--	104
George Lewis	Piper J-3	78	55	--	133
Dick Meixell	Macchi M-5	75.75	57	--	132.75
Bert Phillips	Stinson "A"	41	53	35	129

Duplicate awards for 1st place.

GOLDEN AGE MILITARY

7.

GREVE RACE

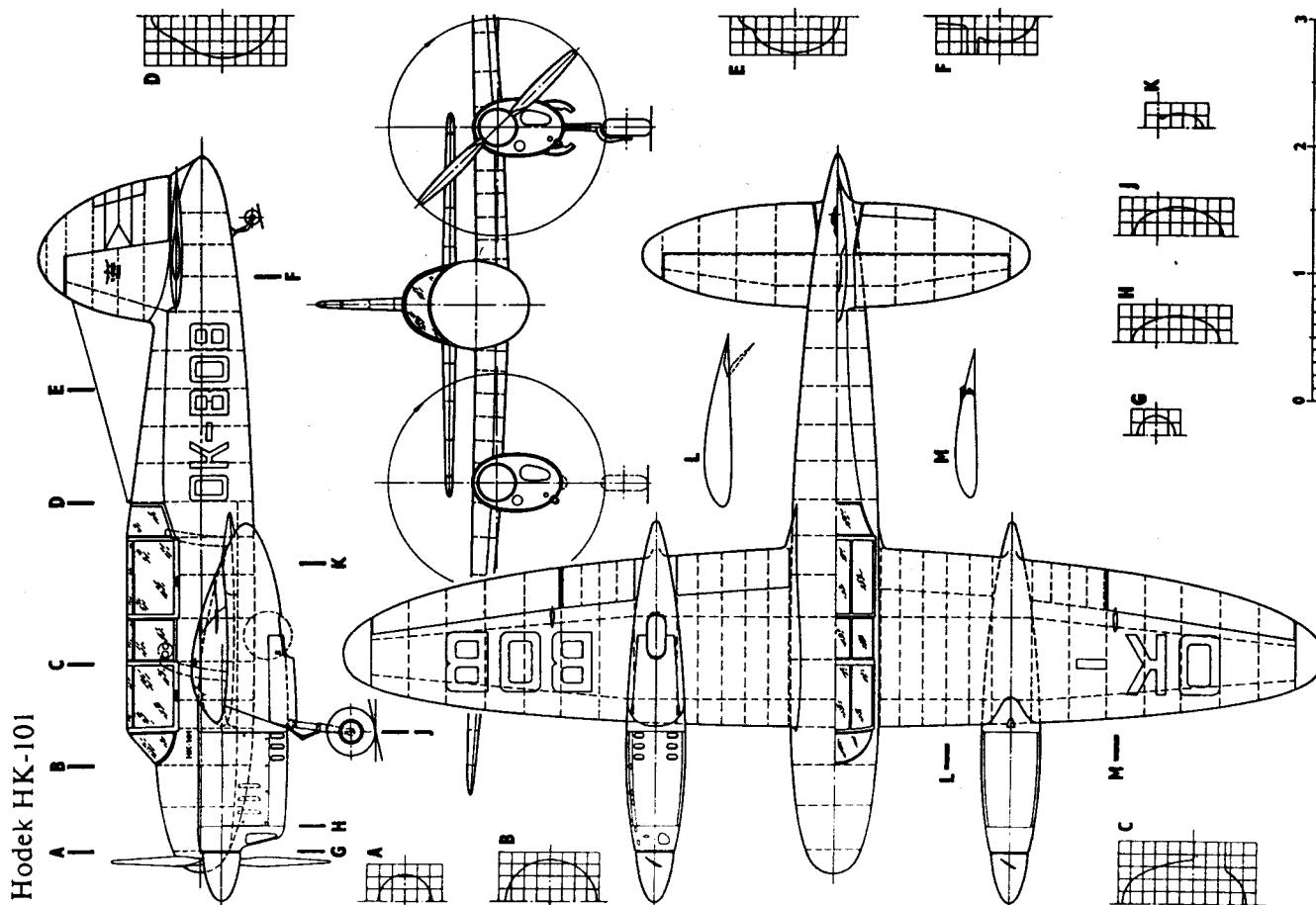
Pilot	Plane
1. Paul Boyanowski	Folkerts SK-4
2. Conrad Ruppert	Chambermaid
3. Dave Livesay	Floyd Bean
Vic Nippert	Chester Goon
Chris Starleaf	Chambermaid
Bob McLellon	Chester Goon
George Bredehoft	Keith-Ryder R-2
Charlie Sauter	Firecracker
Les Burdsal	Mr. Smoothie
Dave Niedzielski	Mr. Smoothie
Charles Schobloher	Jack Rabbit
Dave Rees	Howard Pete

Pilot	Plane
1. Herb Kothe	Taylorcraft O-57
2. Jim Miller	Martin MO-1
3. Chris Starleaf	Ikarus IK-2
Vic Nippert	Martin MO-1
Paul Boyanowski	Hawker Fury
Dennis Norman	Curtiss P6-E
George Lewis	Douglas O-43
Dave Livesay	Bernard 260
Ed Ruhland	Miles

WORLD WAR I

Pilot	Plane
1. Jim Miller	Grain Kitten
2. Dave Niedzielski	Fokker D-VII
3. Dave Rees	Martinsyde
Conrad Ruppert	Fokker D-VII
Charles Schobloher	Fokker D-VII
Mike Midkiff	Pfalz D-3
Pete Zbasnik	Fokker D-VII
Phil Cox	DH-6
Bob McLellon	Fokker D-VII
Don Brimmer	Ansaldo
Chris Starleaf	Fokker D-VII
Les Burdsal	Nieuport 12

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Submitted by Rick Dort

## EMBRYO ENDURANCE

## JUMBO SCALE

Pilot	Plane	1st	2nd	3rd	Bonus	Total
1. Herb Kothe	Go-Devil	120	120	120	9	369
2. Dave Livesay	Nit	104	120	120	9	353
3. Jack Bredehoff	Big Cat	101	90	120	6	317
Ron Hunnel LaVon Kuehne Ted Dock Phil Cox Les Burdsal Tony Telford Bob Boyanowski Stu Weckerly Bill Harding Paul Boyanowski Ed Ruhland Roger Moon	Eaglet Honey Bee Plane O Plane Tomahawk Honey Bee Pabst Special Red Hawk Tomahawk Tomahawk RCAF Cadet D-J Tomahawk	86	63	107	6	262
		50	53	57	9	169
		57	77	77	9	220
		108	120	--	9	237
		23	--	--	9	32
		95	120	83	9	307
		74	83	--	9	166
		96	76	96	9	277
		85	60	09	9	163
		78	69	100	9	256
		28	59	41	6	134
		58	52	58	9	177

## MODERN CIVIL

Pilot	Plane	1st	2nd	3rd	Total
1. Dave Rees	Citabria	168	364	127	659
2. Stu Weckerly	Found 100	132	111	106	349
3. Paul Boyanowski	Piper	85	106	116	307
George Bredehoff Don Brimmer Bob McLellon	Stallion Aeronca Stinson Voyager	119	79	94	292
		43	43	59	145
		47	39	60	146

## DIME SCALE

Pilot	Plane	1st	2nd	3rd	Total
1. Paul Boyanowski	Luscombe	58	120	112	290
2. Phil Cox	Cessna AW	93	58	112	263
3. Ted Dock	Curtiss Robin	71	120	--	191
Tony Telford LaVon Kuehne Jack Moses	Farmar Stratoplane Curtiss Robin Hurricane	38	50	55	143
	Rearwin Speedster	27	31	89	
	Cessna C-34	40	42	--	82
	Rearwin Speedster	30	45	30	105
	Rearwin Speedster	79	46	50	175
	Stinson 105	36	50	48	134
		63	56	63	182

## MODERN MILITARY

Pilot	Plane	1st	2nd	3rd	Total
1. Dave Rees	T-28 Trojan				
2. Dave Livesay	Vultee YA-41				
3. Chris Starleaf	BAC Lightning				
1. Herb Kothe	Go-Devil	120	120	120	9
2. Dave Livesay	Nit	104	120	120	9
3. Jack Bredehoff	Big Cat	101	90	120	6
Ron Hunnel LaVon Kuehne Ted Dock Phil Cox Les Burdsal Tony Telford Bob Boyanowski Stu Weckerly	Eaglet Honey Bee Plane O Plane Tomahawk Honey Bee Pabst Special Red Hawk Tomahawk Tomahawk RCAF Cadet D-J Tomahawk	86	63	107	6
		50	53	57	9
		57	77	77	9
		108	120	--	9
		23	--	--	9
		95	120	83	9
		74	83	--	9
		96	76	96	9
		85	60	09	9
		78	69	100	9
		28	59	41	6
		58	52	58	9

Pilot	Plane	1st	2nd	3rd	Total
1. George Bredehoff	Douglas A-26	75	58.5	25	158.5
2. Dave Rees	Hornet Moth	70.5	57	20	147.5
3. George Bredehoff	Stallion	82.5	52	--	134.5
Ed Bojan	Nesmith Cougar	66.5	55.5	--	122
Mike Midkiff	Pfalz D-3	60	59	15	134
Chris Starleaf	Waco Custom	82.5	54	15	151.5
Stu Weckerly	Found (Floats)	82.5	52.5	5	140
Tony Telford	Taylorcraft	82.5	44	--	126.5
Jack Moses	Hawker Hurricane	60	10	110	
Les Burdsal	Ant AN-2	57	51	18	126

Just found a mistake! Weckerly should have been 3rd, a duplicate award will be given to Stu.

## PEANUT SCALE

Pilot	Plane	1st	2nd	3rd	Total
1. Phil Cox	Gadfly	82.5	56	10	148.5
2. Chris Starleaf	Kawasaki	76.5	55	15	146.5
3. Dave Livesay	Floyd Bean	74.5	54	5	133.5
George Lewis	Nauboussin	70	42	15	127
Conrad Ruppert	Fike	56	39	--	95
Dave Rees	Corona Cougar	74.5	56	--	130.5
Ted Dock	Dayton-Wright	51	51	5	107
Ron Hummel	Monocoupe	61.5	40	--	101.5
Dave Niedzielski	Dixon Special	63	46	5	114
Stu Weckerly	Waco SRE(Floats)	62	51	20	133
Bill Harding	Stinson 125	82.5	34	--	116.5

## FAC SCALE

Pilot	Plane	1st	2nd	3rd	Total
1. Jim Miller	Voisin	82.5	57	30	169.5
2. Chris Starleaf	Piper Chiefton	65.5	59	30	154.5
3. Phil Cox	Gadfly	82.5	59	10	151.5
George Bredehoff	Keith-Rider R-2	69	46	10	125
Gerry Paisley	Reggiane 2001	76.5	38	10	124.5
Jack Moses	Curtiss SOC3	66.5	55	15	136.5
Dave Rees	DF Fox Moth	78.25	58	15	151.25
Mike Midkiff	Shinden	50	52	20	122
Chris Starleaf	DH Dash-8	66	59	20	145
Bob McLellon	Curtiss S93C	65.5	47	5	117.5
Vic Nippert	Bleriot 25	52	43	15	110
Paul Boyanowski	Waco XJW-1	61	53	15	129
Vic Nippert	Piper Super cub	32	51	--	83
Les Burdsal	Voisin Hydro	48	36	30	114
Dave Niedzielski	FW A-17	70.5	37	--	107.5
Don Brimmer	Cessna	58	51	--	109
George Lewis	Fairchild PT-19	60.5	56	10	126.5
George Bredehoff	Waco CEW	60	34	15	109

# LAIRD STORY

by Ray Payne

Pratt & Whitney did not take its racing lightly in the 1930s. And these two experts were a big factor in the company's success. Illustrative of this big company promotion program in the thirties was the saga of the Wasp Junior production engine No. 2, which came off the assembly line in the summer of 1930. It was a brand new design, and Pratt & Whitney wanted to get one into some heavy-duty use right away for competition. The company agreed to loan it to Matty Laird in Chicago for his new Solution racing biplane, which was then under construction for the first Thompson race coming up in September.

Piloted by Charles "Speed" Holman, the ship won the first Thompson Trophy race on September 1, 1930. The Laird was the only biplane to win this trophy. The engine was a 300 hp P & W "Wasp Jr." supered up to 470 hp. Engine cowls, fuselage, outboard interplane struts and landing gear were all black. Wings, rudder and stabilizer were gold.

The early 1931 version had some changes after Goodrich took delivery of the aircraft. Fuselage, landing gear and rudder were finished in white. Wings wings and stabilizer were still gold. It also had a shock strut landing gear with a semi-enclosed cockpit and more streamlined turtle deck. The Pratt & Whitney engine that had flown in the Thompson was returned and another P & W "Wasp Jr." was installed.

Famed race pilot Frank Hawks flew the Laird and considered purchasing it as a replacement for his "Texaco '13" Travelair "Mystery Ship" that had been damaged, but this was never finalized.

The Sweet-Kiss Tooth Paste Company bought the Laird and retained Lee Schoen-hair to fly it. Many changes were made to increase performance: The Pratt & Whitney 470 hp engine was returned to P & W, and a Wright "Whirlwind" J-6 having 575 hp was installed. A more tapered nose engine cowl with smaller air intake was installed. The landing gear was changed back to rigid struts and medium sized tear drop shaped wheel pants were installed. Fuselage, rudder, landing gear and outer interplane struts were all white. The wings remained gold. The "Sweet Kiss" logo and racing number 77 were mixed gold and lavender. Even though he had grazed a tree early in the Thompson and torn fabric from the bottom of his right wing and bent his propeller, Dale Jackson finished third, averaging 211 mph.

Art Knapp purchased the "Solution" sometime after 1931 and made several changes to it. He installed a long slimmer pointed nose engine cowl with large rocker-arm boxes (blisters), which no doubt called for an extension of the propeller shaft. He enclosed the landing gear struts with a skirt, and installed huge tear dropped shape wheel pants. All of these things added fin area ahead of the center of gravity and caused the ship to be very unstable. Jimmy Doolittle ran into this same problem with the "Solution's" sister ship the "Super Solution", but he knew what to do about it and had the rudder height extended 8 inches, which took care of the problem.

Knapp did not know what to do to cure his little white ship's instability and flew it only once, taking the entire length of the main runway at his airport to get it down. A friend asked him why he had not flown the ship again and he answered "Cause that dam thing wasn't going to kill me".

Old CAA records show that the ship was damaged in 1933, but I have not been able to determine if this damage occurred during Knapp's one flight or on the ground.

## MID THIRTIES

Robert Kauffman who I believe was an aircraft broker purchased the Laird April 14, 1936 and sold it to racepilot Joe Mackey on April 16, 1936 in damaged condition.

Mackey bought the wings from the "Super Solution" which had been in storage since 1933 and had them, or at least the low wings, installed on the "Solution". After major repairs and replacement of the wings (or wing) he applied for registration on March 19, 1937. I cannot find any record of Mackey entering the ship in any race, but do understand that he flew it in the summer air show circuit, doing speed runs with it much as Delmar Benjamin is doing with his replica of the "Gee Bee" R-2.

R.J. McManus purchased the ship from Mackey April 19, 1938, and had the registration changed from "Restricted" to N-10538. Merle F. Buck bought the Laird from McManus September 27, 1939 and had the registration changed to NX-10538 (experimental). Robert Heidel purchased the ship December 9, 1939 from Buck without an engine.

Al Whiteside of 125 Patten Road, Lookout Mountain, Tenn. bought the Laird without an engine from Heidel May 16, 1940 and had a 330 hp Wright "Whirlwind" J-6-9 installed in it. My old 1941 pictures of the ship show the registration on the wings as being R-10538, but on the rudder NX-10538. Hasson Callaway was working for Buck frame as an instructor at the time Whiteside owned the Laird and he tells me that it was a bit under-powered with the 330 hp engine, but was still a fast airplane by the standards of sport planes. Callaway flew a stripped Lockheed P-38 fighter in the 1946 cross country Bendix Trophy race finishing in fifth place. He is a retired airline pilot now living in Durwoody, Georgia. He flies a 1930's vintage Stinson tri-motor to Oshkosh every year. The last year the "Solution" flew in the Thompson it was powered by a 575 hp engine.

to be continued next issue.....

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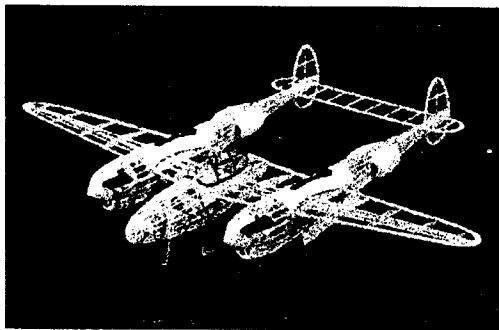
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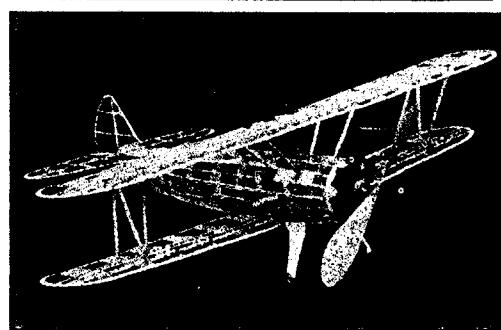
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## S.O.S.--S.O.S.

Wanted; Plans or copies of plans of: any Bowlus Albatross and Dragonfly kit models from the 1930's. Also, plan or copy of the Easybuilt Model Aeroplane Co., 50" Fairey Long Range Monoplane kit of the 1930's-40's. Peter Mann, 36 Sydenham St., Guelph, Ont. Canada N1H2W4.

Wanted; Color scheme for the American Jet Hustler plus 3-views. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Wanted; Steve Maciag, 90 Sherman Ridge Rd., Wantage, NJ 07461 wants a kit of the 1936 Scientific Model Co's Waco Custom Cabin, wingspan 60". Will pay top dollar. Also, old kits, books and magazines.

## PHOTO PAGE

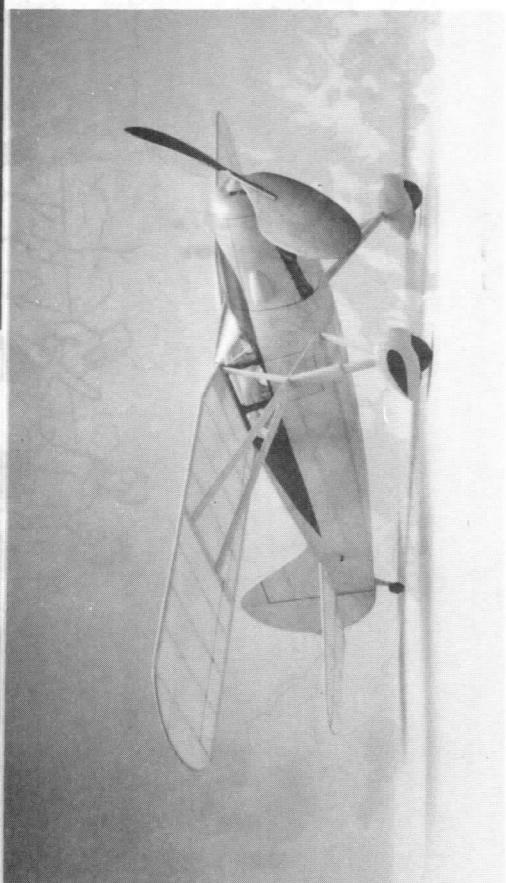
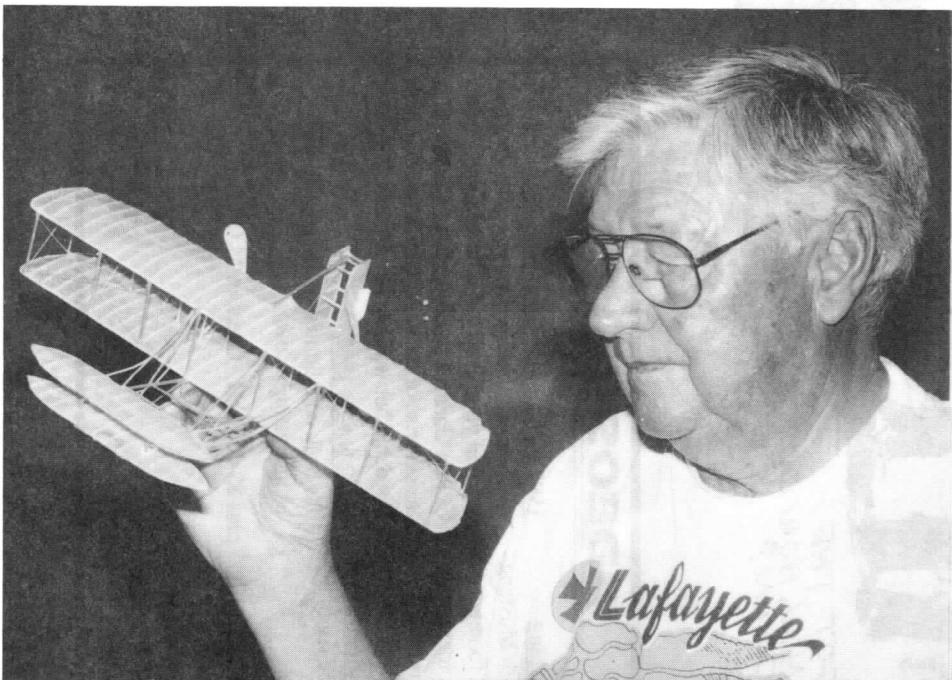
Left column; Bob Hanford sent this photo of Willard Kehr and his Wright Flyer #3.

Ray Paynes Howard Ike from a Peerless Plan. Very fast flyer! Ray's photo.

Electric powered Handley-Page O-400, model and photo by Mike Midkiff.

Right column; Two magnificent models by Jiro Sugimoto of Japan. The Fairchild 24 is a Peanut and the Boulton-Paul P-9 is a Pistachio.

11.



THE GOLDEN AGE  
by  
FRAN PTASZKIEWICZ

The Lockheed "Sirius" was specially designed for Col. Charles Lindbergh. This was the first low-wing Lockheed and it lowered the West-East nonstop transcontinental record to 14 hours, 45 minutes. Also, it was said that John K. Northrop, later of Northrop Aviation fame had originally inspired the first Sirius design.

The Lockheed "Sirius" needs no introduction, it having been one of the most popular aircraft in the air during the early years of the 1930's.

"The skillful and seasoned hand of Col. Lindbergh had guided the big "Sirius" on its travels to the Orient and was later to take him with its throbbing engine through the air over Europe", so said a news report.

Comparatively few "Sirius" aircraft had been built at that time and those that were flying had been giving an excellent account of themselves despite the fact that they were stock models from 1929.

Some models were powered with a nine-cylinder Wright "Cyclone" engine which developed in the neighborhood of 680 horsepower, while several models were powered with the Pratt & Whitney "Wasp" engines of the period.

F. BAERKE

The fuselage was round and with excellent streamlining the airplane was reported to have a top speed of about 185 MPH.

The wooden fuselages were formed from a 30 ton mold, first built in 1927 and from this mold also came the Vegas, Air Expresses, Explorers, Altairs and Orions---among the great airplanes of the Golden Age of Aviation.

Ultimately, 14 of the wooden Sirius' were built more or less along the same lines as Lindbergh's Model 8.

Twin Tandem open cockpits were featured on the original, however, the sliding canopies were added to the Lindbergh aircraft. After a trial period of a few months these canopies became a standard accessory in all Sirius models.

The aircraft depicted in the 3-view is that of Lindbergh and features the sliding canopies and twin Edo floats.

Lindbergh's attachment for the number 211 is unexplained in that his original "Spirit of St. Louis" was registered NX-211, while his Sirius was registered NR-211.

During 1934 this airplane was donated to what is now the Smithsonian and when Lindbergh then flew a Lambert D-145 Monocoupe, the sentimental attachment he had for the number 211 was then added to this his latest airplane.

Lockheed "Sirius" Model 8, Specifications: Wingspan 42' 9 $\frac{1}{2}$ "; Length 27' 6"; Powerplant: Pratt & Whitney "Wasp", 420 HP at 2,000 RPM.

Col. Lindbergh's original airplane was painted a deep red, the pontoons were silver and the lettering was gold or silver. However, following an accident in the Orient, the airplane was returned to the United States, repaired and repainted a dark blue which is the color of the airplane now on display in the Smithsonian. (Ed. note: Always thought it was black and **Orange**?)

It was christened "Tringmissatog", the man who flies like a bird", by an Eskimo boy during a stop in Greenland in 1933. This young Eskimo boy then painted the word on the Sirius fuselage and it is still there and is easily visible.



## VIDEOS

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### 1997 U.S. Indoor Championships

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### FAC NATS 1992

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# NEW FROM RUNWAY! Models & Modelers International

Compiled by Bill Hannan

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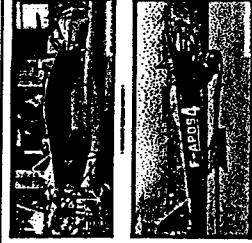
Another in our "ampersand" series of publications, this volume salutes the modelers, many of their creations, and their supporters, in various international locations.

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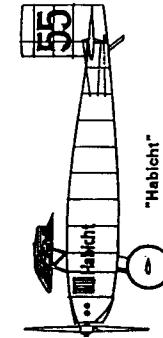
### MODEL CONSTRUCTION PLANS:

- 1913 "Aviette" Flying Bicycle by Tim Hayward-Brown
- 1936 Farman F.451 Peanut by Bill Hannan
- 1936 Farman F.451 Pistachio by Dr. David Aronstein



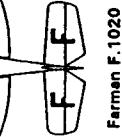
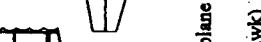
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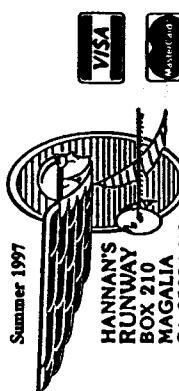


### DOCUMENTATION DRAWINGS:

- 1910 Nieuport "Swallowtail" monoplane by Bill Hannan
- 1924 Blume-Hentzen "Habicht" (Hawk) by Otto Kuhni
- 1934 Farman F.1020 "Flying Shovel" by Tim Hayward-Brown
- 1936 Farman F.451 "Mosquito" by Bill Hannan



Summer 1997



FORMAT: 8½" x 11", softbound, 26 pages,  
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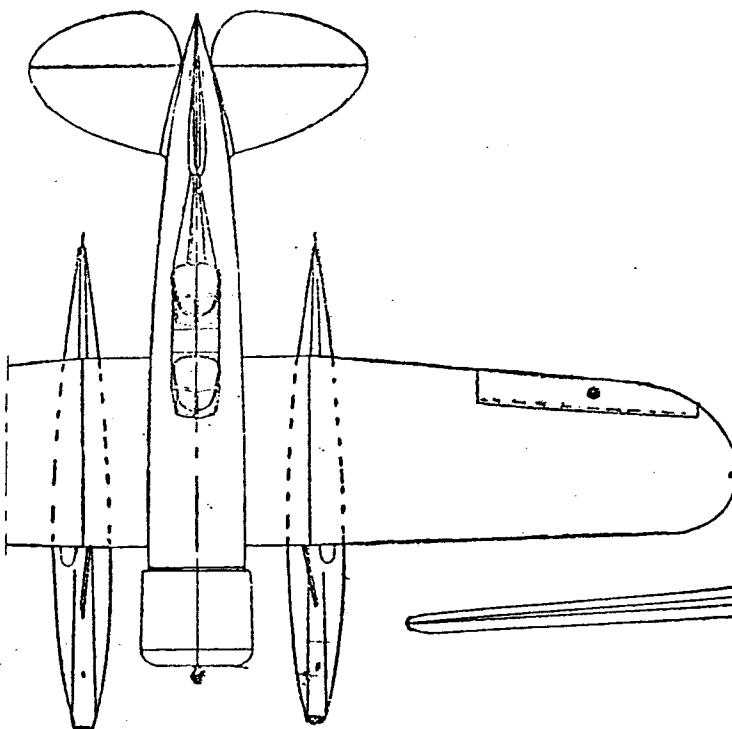
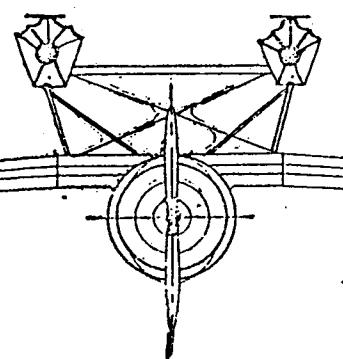
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## LOCKHEED "SIRIUS"



## REVISING BRAIDED MOTORS

Some time ago Rottensox presented an outstanding article on the fine art of braiding rubber motors. One of the wonderful results of doing this, with the "tube in a tube" front shaft bearing, was the strange helix that was left when the motor unwound, which left slight tension on the whole motor resulting in no shift of the center of gravity thus producing good glide patterns instead of the usual stalls or dives or complete detachment of the nose block and prop. There is no question about it, the braided motor is here to stay! The following article is a modification to the original method of the center of gravity thus producing good glide patterns instead of the usual stalls or dives or complete detachment of the nose block and prop. There is no question about it, the braided motor is here to stay! The following article is a modification to the original method which I feel has two distinct advantages.

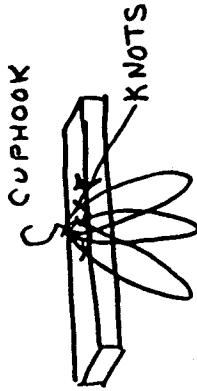
One, it makes it easier to put the motor peg through the back end of the motor and ---

Two, should you break a strand there is a definite possibility that the braid and other loops will capture the broken strand thus letting you get your flight in. Very important if it is the last round of a race or World War combat.

Now, here's the way to do it.

Let's say you want to make a six strand, 1/8" size, motor that is 30 inches long. To start, get the rubber out and cut 3 pieces 63-64 inches long. Make three loops out of this (hopefully using the 3-4 inches oversize to tie your knots.)

Lube all three loops using your favorite rubber lube. Take a piece of pine about 1" thick, 2" wide and 10-12" long, screw a cup hook into the top of the piece of wood and clamp the wood into your workbench vise. Put the three loops of motor with the knots in them over the cup hook and let them hang down. It should look like this:



winder hook and loop the end over one of your fingers on your left hand. Don't let it unwind.

Take the next loop and pull it out with just a little stretch and put 120 turns into it! Remove the loop from the winder (careful, don't let it unwind) and put it around another finger on your left hand.

You should have one loop, unwound, hanging from the cup hook and you should have two loops, each with 120 turns on it hooked to two fingers of your left hand.

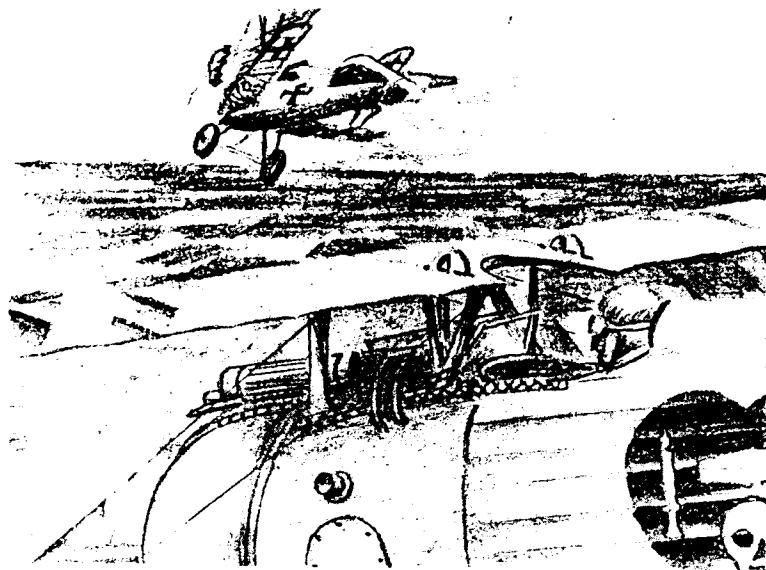
Take the last loop, hook it on the winder, stretch it a little and put 120 turns into it. Take one of the loops off your finger and put it on the winder hook. Don't let it unwind! Take the last loop off your finger and put it on the winder hook. Now, very carefully let the winder unwind the three loops of rubber which are all hooked on. They will form a perfect braid when they unwind.

Keeping the rubber on the winder, take an orthodontic rubber band (ask your dentist for these, he should give you a package for free if you are on his good side) and slip it over two fingers of your right hand. Then, holding the braided motor tightly about an inch from the hook, slip the loops off the winder. Now, slip the orthodontic band over the end, double it and then you can let go. It should hold the 3 loops tightly and not let the braid unwind. Now do the same thing at the other end, holding the braid tightly about 1 1/2" from the hook, slip it off the cup hook, slip the little rubber band over and double it. This will capture the braid and still give you three loops to use when loading the motor.

If in the whole process you lose control of the motor, just let it go, unwind the whole thing and start over. You will only lose a minute or so and the braid will then be correct. If your model glides well it will always glide well if you have braided the motor. It will not shift the center of gravity when it unwinds. Of course, if you make a four strand motor you only have two loops to braid and eight strands you have four and so forth, it works the same way. Go try it!

Note: No vise is shown since this is beyond the authors artistic ability.

Now, take one loop, hook it to your winder, pull it out straight with just a little stretch and put 120 turns into it. Stop and remove the loop from the

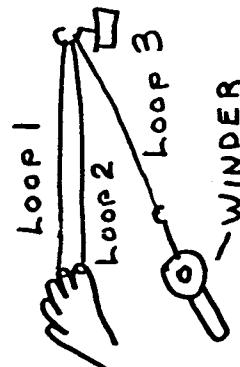


location of both knees, bullet wound in mouth and ear, stick in a crash, most of his teeth knocked out, damaged muscles and tendons in leg, dislocated wrist, ankle, and collar bone.

- That he was so often crippled he couldn't get into his aircraft without the help of crutches or cane; he insisted that he be carried and placed in his machine.
- That undaunted by unbelievably severe injuries and refusing to take proper hospitalization to recuperate from his miseries, he became France's third-ranking ace with 43 confirmed victories.
- That his name was *Capitaine Charles Eugène Jules Marie Nungesser of SPA 65* !

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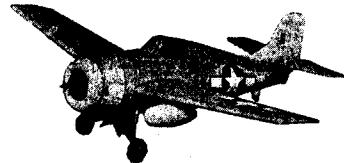


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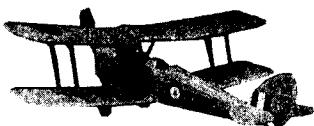
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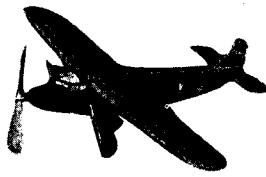
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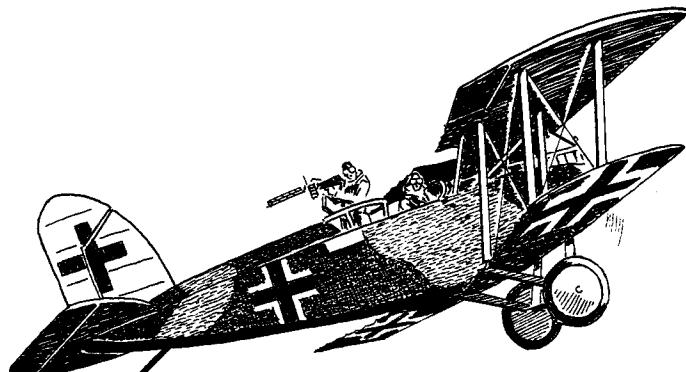
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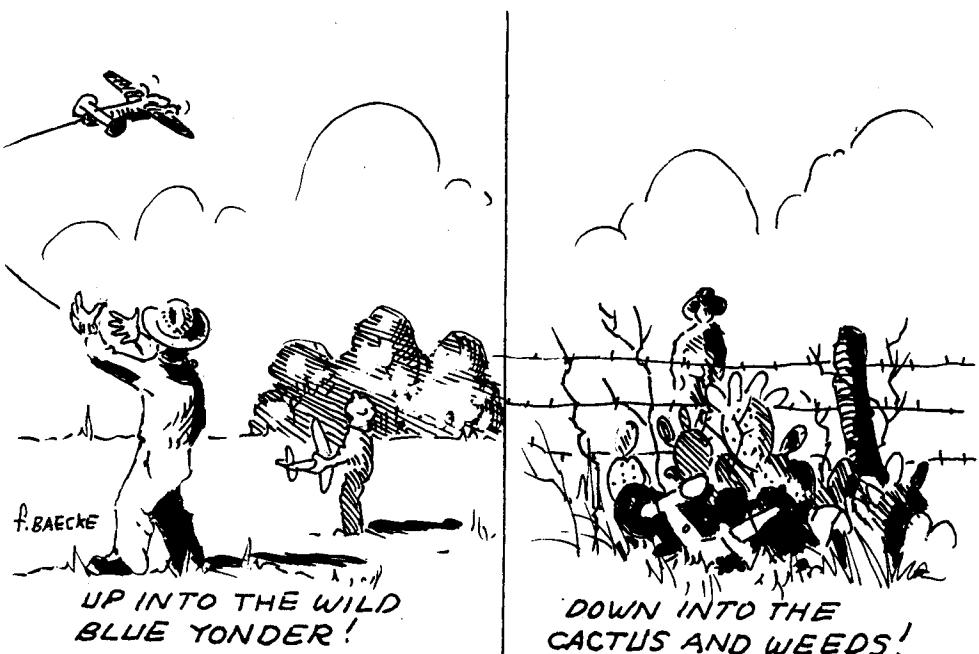


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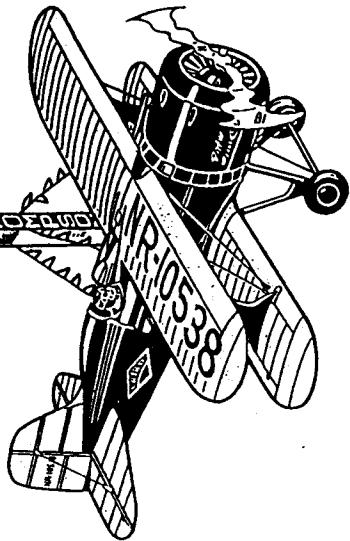
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# THE FLYING FAIR



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The plan this year is of the same aircraft and was drawn by Tom Nallen, Sr., another great plan by Tom! Price for the plan is \$4.00 postpaid. Be the first kid on your block to get these plans and T-Shirts.

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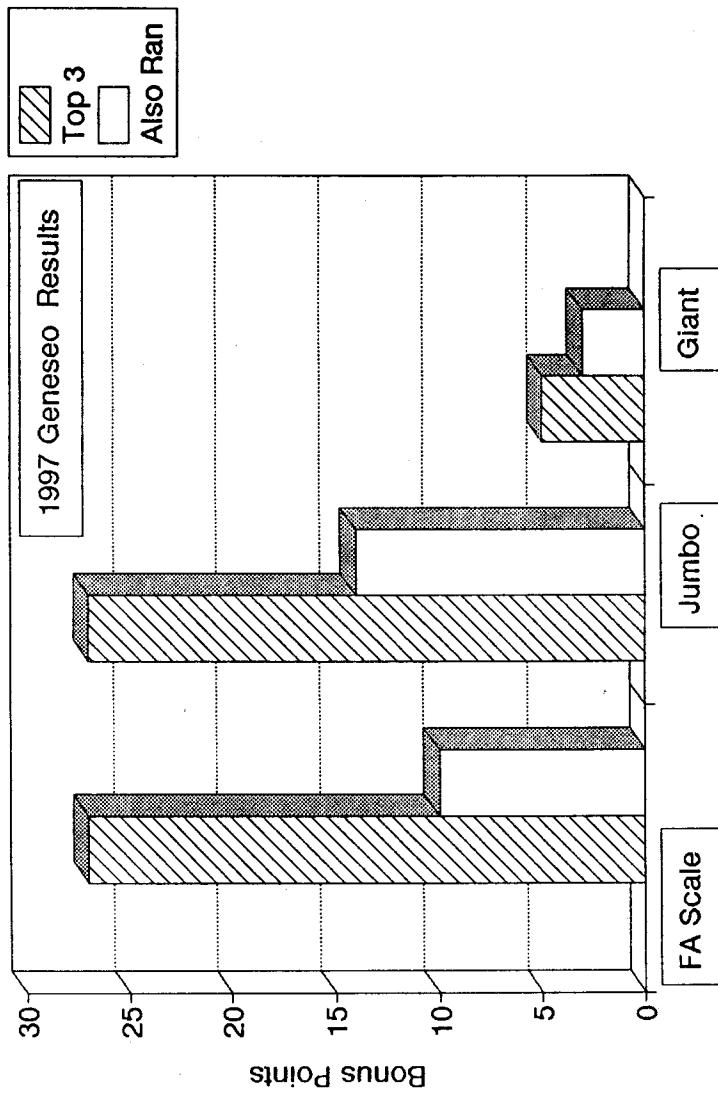
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### \* Bonus Points, Anyone? \*

Mumbo Jumbo #81 from the pen of the Glue Guru Salutations, disciples! Today we shall contemplate the virtues of high bonus point configurations. Do they really aid the cause of victory? Consider the chart below, a result of much arithmetic. Contest entrants in FA Scale, Jumbo and Giant events have been analyzed to determine the degree of association between bonus point number and victory. All models have been sorted into one of two categories - Top 3 winners (slanted line) or Also Rans (blank column).

The results show that FA Scale and Jumbo winners tend to garner twice the bonus points of the Also Rans; winning is associated with an average of 27 bonus points. In Giant, bonus points matter much less, if at all. We suspect the difficulty of Giant to inhibit bonus seekers; as the category becomes better known, it will likely go the way of FA Scale and Jumbo.

### Bonus Points and Victory Do Unconventional Designs Pay?



## HIGH GUMBANDERY

### The Horizontal Thermal

Chester Cheetwell, once said to his wife, "The other thing that makes a good day is hot syrup on my pancakes". This statement taken directly in context would seem to have little connection with the active sport of aeromodelling. However, let me continue, noting that the syrup is the stuff to which Chester sticks, (and don't we all).

Analogous to Chester's statement are the fervent words of the contest hopeful, Jack Moses, poised at the edge of the flying field saying, "The other thing that makes a good day is a hot thermal on my launches".

The condition hanging on the opposite side of the word "other" in both of the above statements has un-numbered possibilities. For our contest flyer let these range from the very personal fact of being there, (or anywhere), to the day-glo orange and green portable convenience facilities a thoughtful CD has provided on the field.

So we akin Chester's hot syrup on buckwheat to a puff of hot air on crabgrass to make our good day! Is this really what happens? Don't bet on it. When the thermals arrive, and you can feel them, the mylar ribbon signning the wind gets confused, a calm moment, short little warm and cool breaths on your cheek(s). (Note: the (s) is for those wearing shorts).

The signs say, "LAUNCH NOW"! ..... You do, and the model tears itself free from your grasp and gets smaller and smaller as it hurries away in flight. You realize that it's also getting harder to see it against the trees at the far end of the field. The model isn't going up, it's just going away. In the observing words of the astute Pres Bruning,  
*"Your airplane is trapped in a horizontal thermal."*

Driven by the energy of this vertically impaired column (row?) of air, a lateral vortex with a sidereal component exceeding the ambient drift, your model is going downwind faster than the *wind* is going downwind! I refrain from calling this sidewinder a "phenomenon" because they are a very regular occurrence, just recently put to good words.

I feel compelled to reveal certain information that can only be verified by those who are much better informed in the ways of Hung, and especially one of his cohorts, the one known as Aeolus, the God of wind. These devotees suspect that horizontal thermals don't quite make it out of the cave of the winds before first being bounced off a wall. There was considerable inbreeding in Aeolus' family. With it all he acquired an infrequent nervous twitch, and he's not always facing the mouth of the cave when he gets his wind up. They suspect his place is a mess. Thankfully we get the very least of it, a laid back thermal now and then.

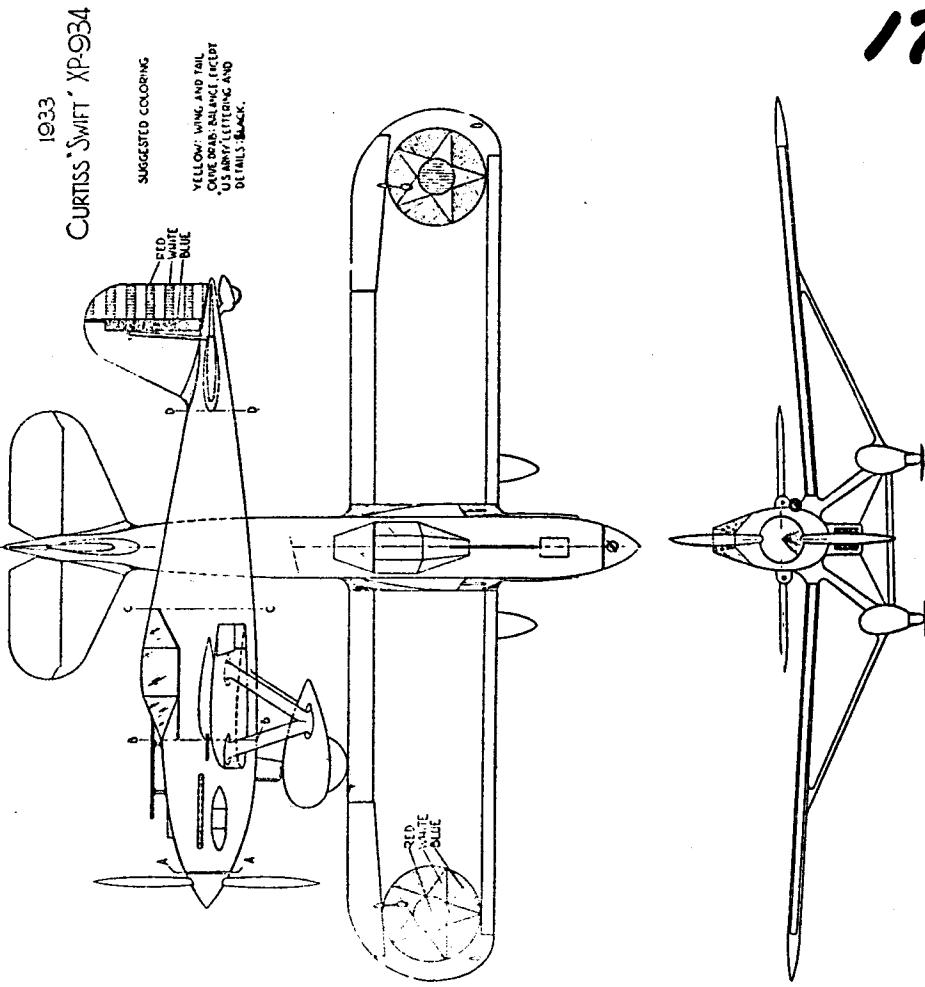
I feel the facts must be presented totally even though it would be best to play it safe and not include this nasty bit of mostly unconfirmed gossip in the column. We know that

Aeolus, Bacchus, and Hung, do a wild Saturday night in the summers over Olympus. Hung has a direct line on all this FAC stuff and he may use it to needle Aeolus at the first opportunity. So, we must be prepared to continue to expect HT's in the future, or at least until Aeolus is diverted again during the hurricane season.

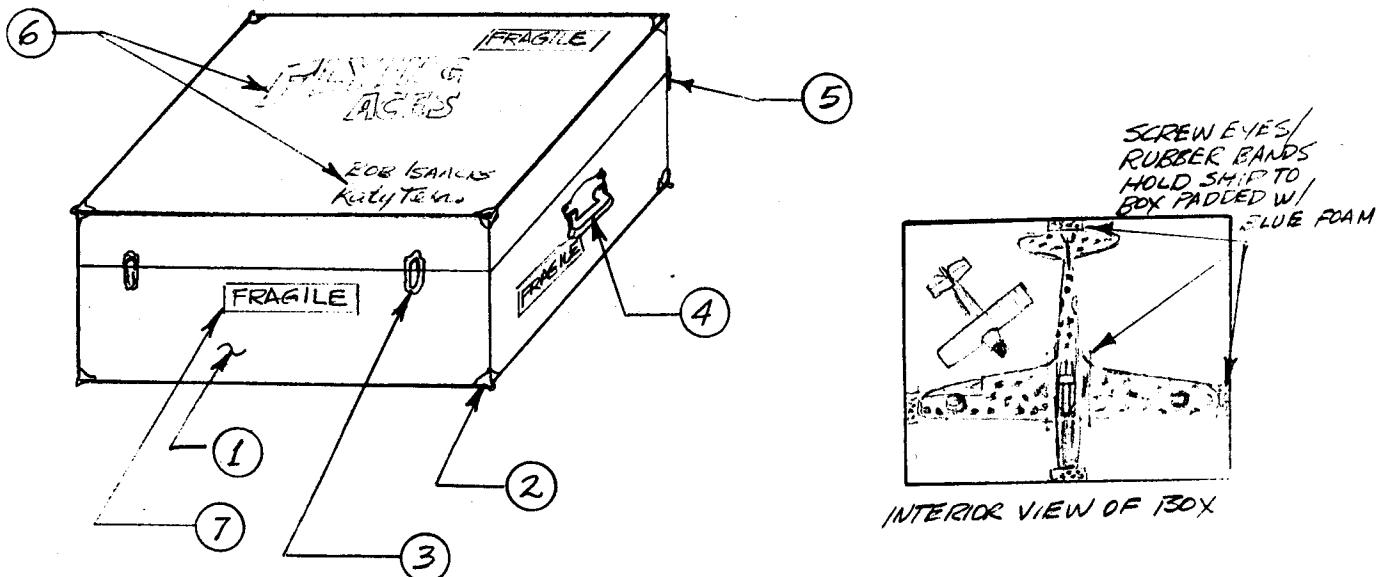
If the above is all conjecture and has no basis in fact, it may be time to do a study on the physiology of thermals. There may be much we have yet to learn about the genus "thermi". A Horizontal Thermal could be a regular thermal that had stumbled, or an adolescent thermal "laying waste" to reality, or an old thermal no longer able to climb. Perhaps we should be less critical until we understand more about these cousins of Mother Nature who play on the same fields where we fly our model airplanes.

We are not awarded flight points for distance, so a ride on an HT must just be taken as a low altitude recon flight across the field. On the walk back, think of the words of the great Walt Mooney who said, "Stop for a moment and take a look at the field of beautiful wild flowers around you, this is yet another wonderful benefit of flying model airplanes."

Rottensox



17

AN AIRLINE SHIPPING BOX "HOW-TO"

## FEATURES --

- ① BOX MATERIAL IS  $1\frac{1}{2}$ " BIRCH PLYWOOD  
INSIDE DIMENSIONS ARE MINIMUM OF 1" GREATER  
THAN WINGSPAN, FUSELAGE LENGTH & OVERALL HEIGHT
- ② SCREW-ON CORNER PROTECTORS
- ③ CABINET LATCHES - USE TIE-WRAPS TO SECURE
- ④ HEAVY DUTY FOLDING HANDLES
- ⑤ FULL LENGTH PIANO HINGE
- ⑥ FLYING ACES LOGO, NAME & ADDRESS PAINTED BY SIGN PAINTER  
(BOX WAS FINISHED W/ 3 COATS POLYURETHANE VARNISH)
- ⑦ FRAGILE STICKERS FURNISHED BY AIRLINE

MARCH-APRIL '93 FA<sup>TA</sup> HAD AN S.O.S. FROM TOM HALLMAN @ GHQ ON A SHIPPING BOX. SORRY ITS A LITTLE LATE FELLAS!

THE BOX SHOWN ABOVE 31"X 25" X 10" (INSIDE) WAS BUILT AT A COST OF \$1300 INCLUDING SIGN PAINTING.

I JUST RETURNED FROM GENESSEE (2500 MI ROUND TRIP) WHICH INCLUDED 2 PLANE CHANGES EACH WAY - THE BOX & PLANES ARRIVED WITHOUT A SCRATCH (SOUTHWEST AIR LINES)  
THANKS TO MIKE MIDKIFF & CHARLES HILL FOR THEIR INPUT ON THE DESIGN. JAKE LARSON TAKE NOTE!

BOB ISAACKS  
PILOTOS LOCOS '97

# Airmail Pals

400 Windward Passage  
Slidell, LA. 70458  
1 September 1997

Dear Mr. Sarhage,

In response to your ad in the July/August 1997 issue of **FLYING ACES**, I'd like to clarify a few points.

Of all the honors earned by Miss Harriet Quimby, none were ever "dubious". She was not the first woman to die in an airplane crash. If we take just the United States alone, the first US aviatix to die in an airplane crash was Miss Julia Clark who received her pilot's license on 19 May 1912. Miss Clark's aircraft, while flying in poor visibility, had a wing strike a tree limb on approach to landing and the plane crashed. She died on the way to the hospital.

Harriet Quimby was the first licensed woman aviator in the United States on 1 August 1911, receiving FAI certificate number 37. That was one of her well-earned honors. Without giving a history of this amazing young lady, briefly her other honors included

----First Woman to make a night flight

----First Woman to Fly Across The English Channel solo (two reasons no big parades over it included being overshadowed by the sinking of the Titanic with horrendous loss of life; and the press being biased against the suffragette movement and any great things done by women. Recent events have demonstrated how the irresponsible press can still hound a great lady to death, literally)

----First Woman to fly a passenger in an aircraft (Walter Bonner of Montana. It was while carrying a 190-lb passenger later, the manager of the Harvard-Boston Aviation meet, William A.P. Willard, that his moving about aft of the CG of the aircraft caused him to topple out, creating an unbalanced condition, causing Harriet's aircraft to flip her out as well. She fell to her death from about 1500 feet into Dorchester Bay on the afternoon of 1 July 1912, less than three months after her historic solo cross-channel flight on 16 April 1912.

She also had a permit from the Post Office. She would have been the first woman to fly the mail on July 7th as the closing act of the meet. Her death nullified that opportunity and it was to be a year before Marjorie Stinson was to earn that honor.

Harriet Quimby was also a writer, columnist, and talented as well as exquisitely beautiful and courageous. I once tried to fly my airplane over Chesapeake Bay and chickened out as soon as I saw I was leaving land behind me! And I wasn't flying an open-cockpit kite of a Bleriot with a 50-hp Gnome rotary spewing oil over my face and goggles over 22 miles of open, very cold and choppy water in mist and fog with only a watch and a compass!

She flew a 50-hp Bleriot across the channel, and bought her own 70-hp Gnome two-seat Bleriot which she shipped to the states and took to the fatal meet. She had flown this tricky aircraft several times, recovering from stalls, etc., and flew it solo with a sandbag behind her as ballast. Bleriot plans are available from John Pond, P.O. Box 90310, San Jose, CA. 95109-3310.

Besides the engine differences, her cross channel borrowed 50-hp Bleriot had a longitudinal flotation device extending from behind her seat to the horizontal tailplane. Her own 70-hp model did not have this device.

Photos are shown of her aircraft in the following works:

Holden, Henry M. Her Mentor Was An Albatross, 1993. Black Hawk Publishing,  
P.O. Box 24, Mt. Freedom, NJ 07970

Hall, Ed. Y. Harriet Quimby, America's First Lady of the Air, 1990,  
Honoribus Press, P.O. Box 4872, Spartanburg, SC 29305

Oakes, Claudia M. United States Women in Aviation through World War I,  
Smithsonian Studies in Air and Space, No. 2, 1985, with Harriet photo  
on front cover, Smithsonian Institution Press, Washington, DC

Time-Life Books, Women Aloft, The Epic of Flight Series, 1983, Time-Life Books,  
541 North Fairbanks Court, Chicago, Ill. 60611

I sincerely hope this has helped clear things up for the history of this wonderful young lady. A beautiful air mail stamp was issued in her honor in 1991. More information may be obtained from the International Women's Air and Space Museum in Centerville, Ohio. I know nothing of it but saw it advertised on the back of the Hall book along with an illustration of the stamp.

Good luck with your research and building.

All best wishes,

Lou Buffardi

The truly international newsletter for indoor fliers! Indoor News is published four times a year and covers all types of indoor models, from peanuts to microfilm.

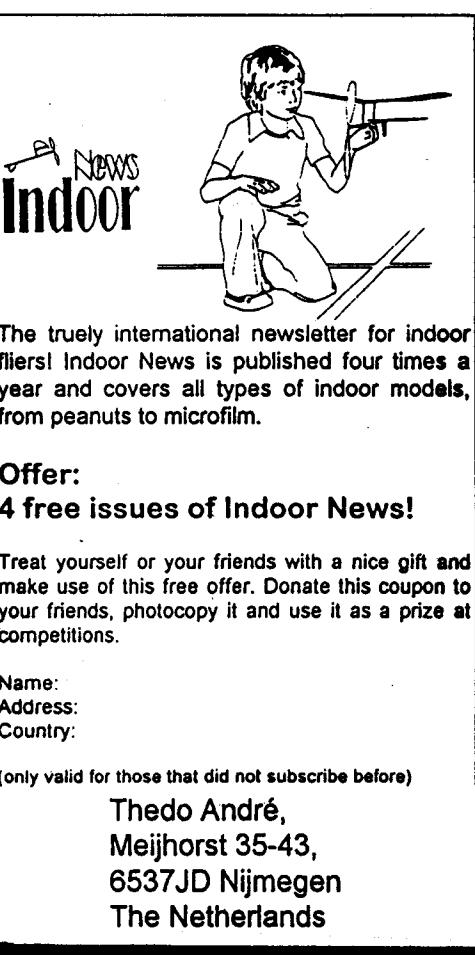
## Offer: 4 free issues of Indoor News!

Treat yourself or your friends with a nice gift and make use of this free offer. Donate this coupon to your friends, photocopy it and use it as a prize at competitions.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Country: \_\_\_\_\_

(only valid for those that did not subscribe before)

Thedo André,  
Meijhorst 35-43,  
6537JD Nijmegen  
The Netherlands



19.

LIFTED FROM THE SCALE  
STAFFEL NEWSLETTER

BY TOM ARNOLD

When I was a freshman in high school, my first football practice was a bit intimidating. Dragging home sore and tired, I confided to my dad that all I was good for was a blocking dummy and I'd never play. With a wisdom I didn't fully appreciate at the time he said, "Don't worry. Just show up. And keep showing up. You'll play." I don't know how it happened but he was right. By the end of the first week some of the hot shots stopped coming out. By the end of the first month there were a lot of missing football heroes and by mid season I was being grabbed by the coach at regular intervals and propelled into the game for some substitution. How my dad knew that, I'll never know but it happened every fall and because I kept showing up I was not only learning how to play defensive tackle but I actually stopped a few ball carriers and sacked a few quarterbacks.

I felt sort of like my initial football practice when I went to my first FAC NATS. That was the year Dennis Norman brought out his stunning rubber powered Lancaster and I saw a DT on twin engine DeHavilland Sea Hornet. "Jeez, Louise", I thought as my overweight, under propped P-63 barely qualified. "What am I doing here? Hope nobody sees my paper sack (ouch!) full of flying supplies." As I wandered around the field taking photos and marveling at what those guys could make model airplanes do I was inspired like never before. Stick & tissue & rubber could look absolutely beautiful and fly like a hawk--I had never seen those 2 traits so amazingly demonstrated before. I wanted to see more and maybe just maybe, I could soak up a few lessons. Up to this point my flying consisted of frantic circles before tumbling into the grass. So I showed up again and kept showing up. Always with an airplane or two whether they were dogs or not, I was there every two years. I noticed a lot of guys never did that. They had some great airplanes, I thought, but they never came back and I kept showing up. I found out something when you show up with some hardware to fly. You are accepted as a pilot and you are treated differently than the camera crew. The camera crew were great guys but they were spectators and no one listened to their stories of airplanes on workbenches. Those who showed up with aircraft were somehow "in". The flyers recognized each others status and that was where the serious discussions took place. That's where I started to learn stuff. The top flyers would share every secret they had and would loan you everything from props to rubber if you were fighting to get an old dog flying. All you had to do was keep showing up with some flying hardware. As the years rolled by my models began flying better and better, flying friends began to accumulate from all over the country and I kept showing up and learning. The more I learned the more I realized what a rookie I still was but, boy, what terrific satisfaction in flying with the big kids. And all it took was just showing up--my dad never even built model airplanes.

I still don't know how he knew.

Please enter this announcement in your next news letter publication.

NFFS request for technical proposals for 1998 Symposium

Send terse description of intended article to:  
Daniel J. Tracy, P.O. Box 244, Maple Valley, WA 98038 USA  
by January 15, 1998.

Accepted articles will be due at editor's no later than March 15, 1998.

Thank you,

Daniel J. Tracy

( Recommendations for the various models of the year are to be sent to:  
Bob Perkins, 2285 Pinewood Rd, Columbus, OH 43220 USA )

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PHOTO PAGE

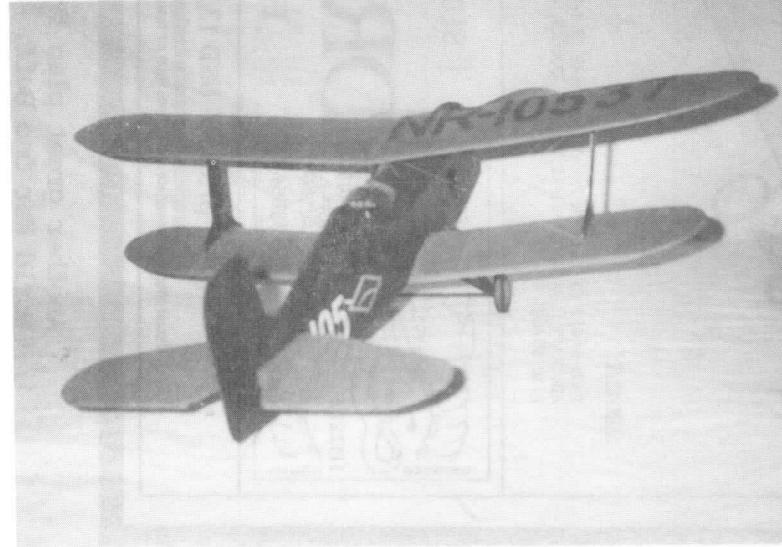
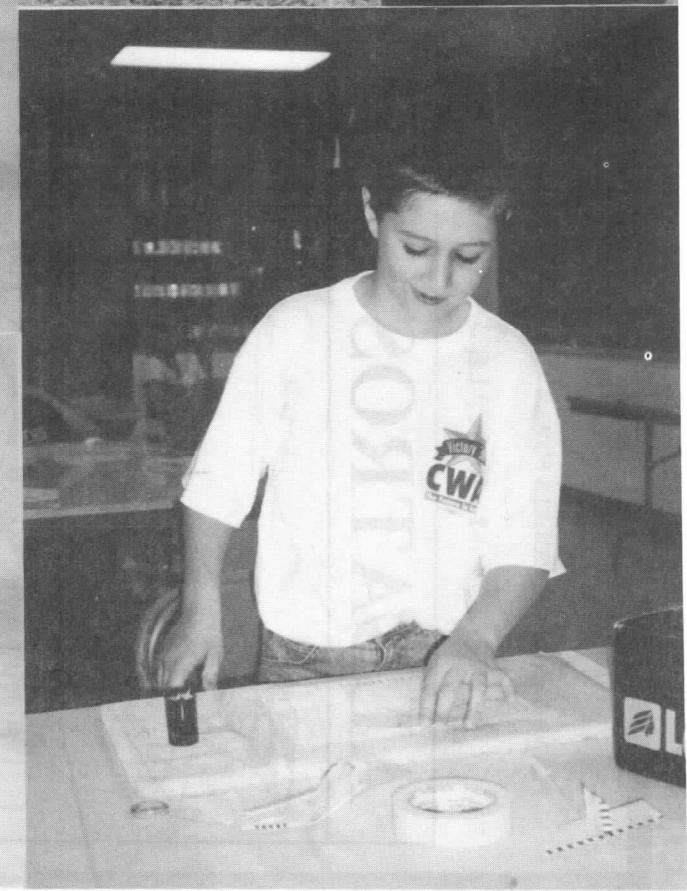
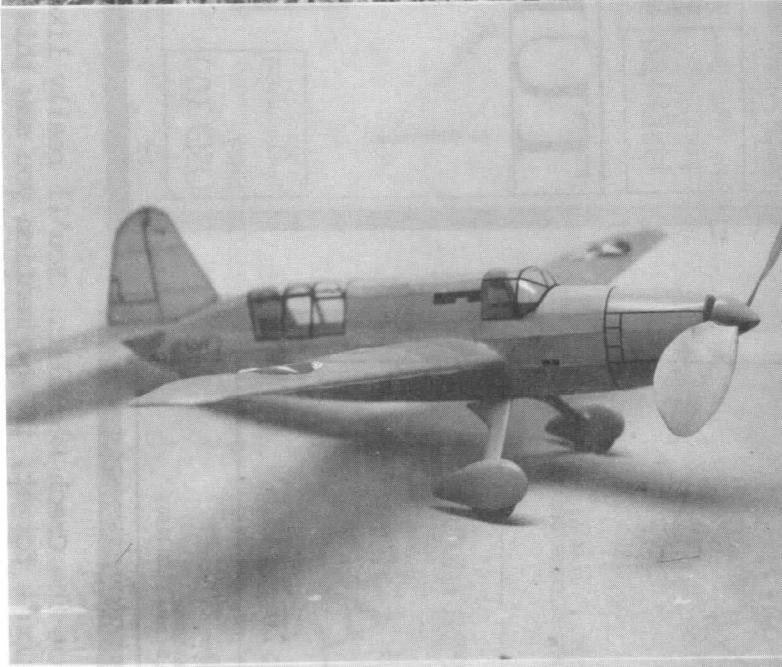
Left column; YAK-3, photo and model by Chris Starleaf. Great flyer! Plan in this issue.

Nice Curtiss SO3C-1 by George Lewis. A good flyer, photo by George.

Wayne Brock's photo of his Laird LC-DE. Mooney peanut plan enlarged to 26" span. Flew right off the board. After two test flights she went OOS after 14 minutes!

Right column; Roger Moon and his Miss Worlds Fair. Photo by Starleaf.

Photo by Bill Harding of one of his student model builders, Patrick Cox, building a new wing for his Peck ROG. Too many wall-bangers.



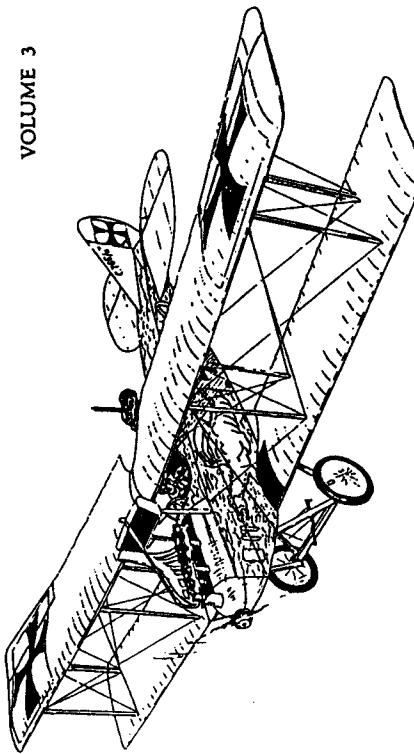
# NEWS!

PLANS OF RUBBER MODELS POWER AND CO<sub>2</sub> MOTORS POWER

1 : 20 SCALE

## ALBATROS C. III

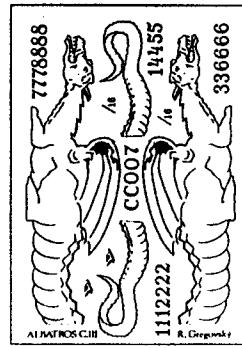
VOLUME 3



CONTENT:

TWO PAGES OF COLOUR PROFILES, PLANS OF MODEL 1 : 20 SCALE, PLANS REAL AIRCRAFT 1 : 48 SCALE, MARKING AND COLOUR DETAILS, SUPER DECALS DRAGON 1 : 20 SCALE.

### ! SUPER DECALS !



1 : 20 SCALE

price: USD 13.00

This price includes postal and packing charge.  
(Postal charge is for surface mail. If you want air mail, the price is USD 16.00.)

LIMITED ISSUE!

## PHOTO - ETCHED BRASS PARTS

1 : 20 SCALE

	PARABELLUM price: USD 6.00
	SPANDAU price: USD 4.00

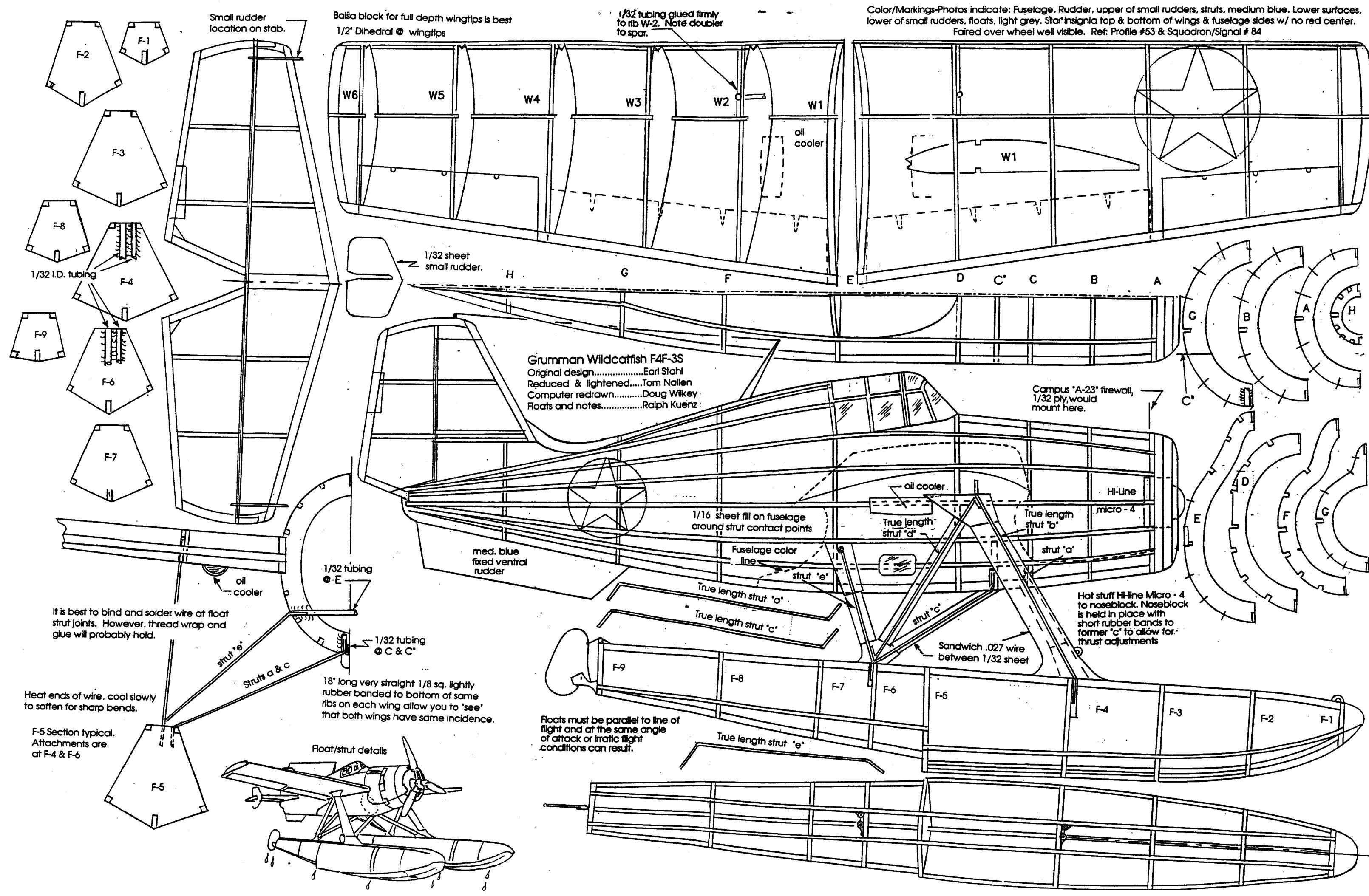
	SPANDAU MACHINE GUNS price: USD 4.00
--	--

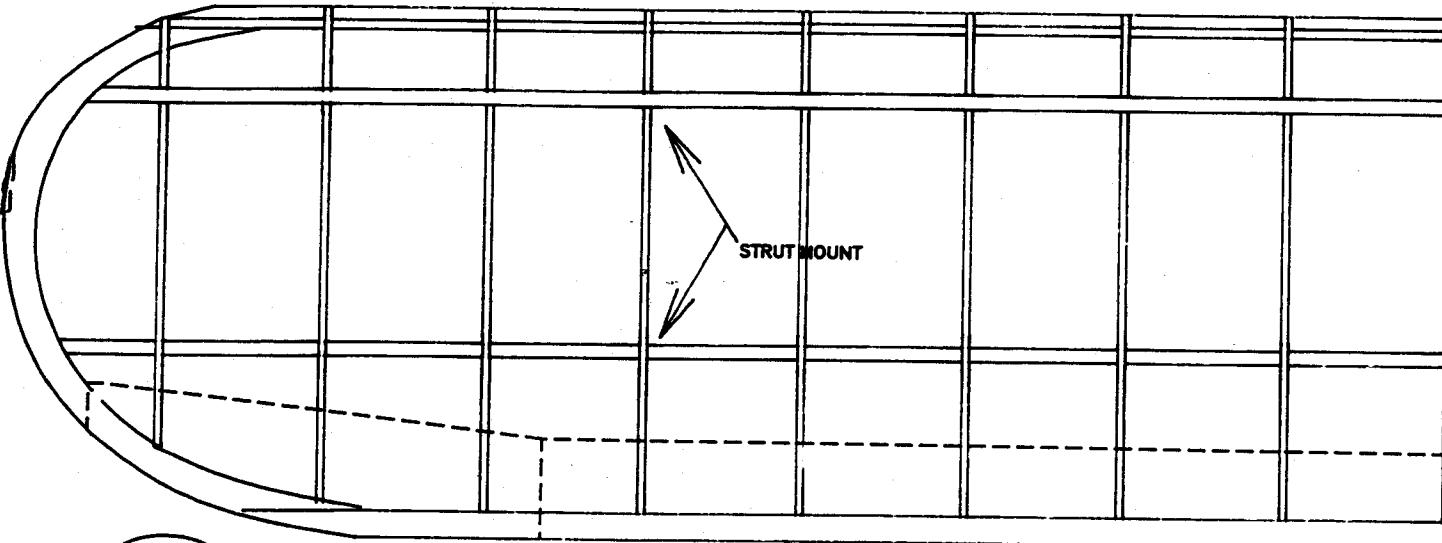
## TURNBUCKLES!

	Turnbuckles (50) price: USD 3.00
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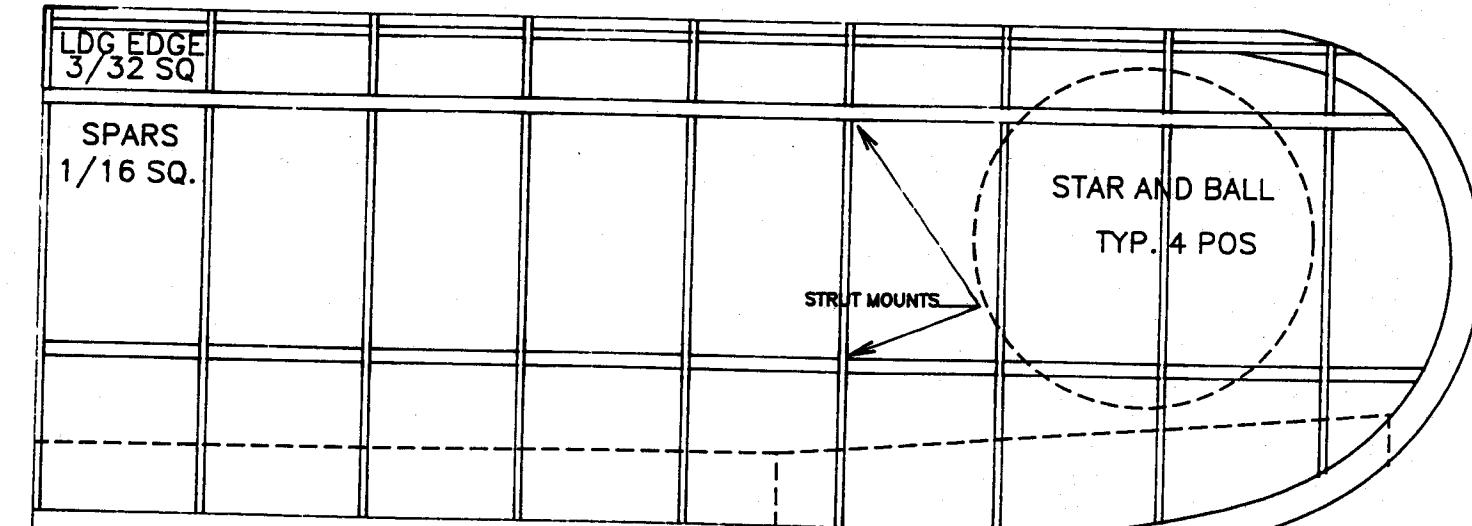
!!! This price includes postal and packing charge !!!

Another great plan from the Czech Republic. You'll really like this one if you are a World War One Buff. Don't forget, if you mention you saw this ad in the FAC Newsletter you get a 15% discount. Due to illness I can't give you that promised report on the Junkers D.1, maybe next time.





FILENAME = CLARKY  
A 4 PLY

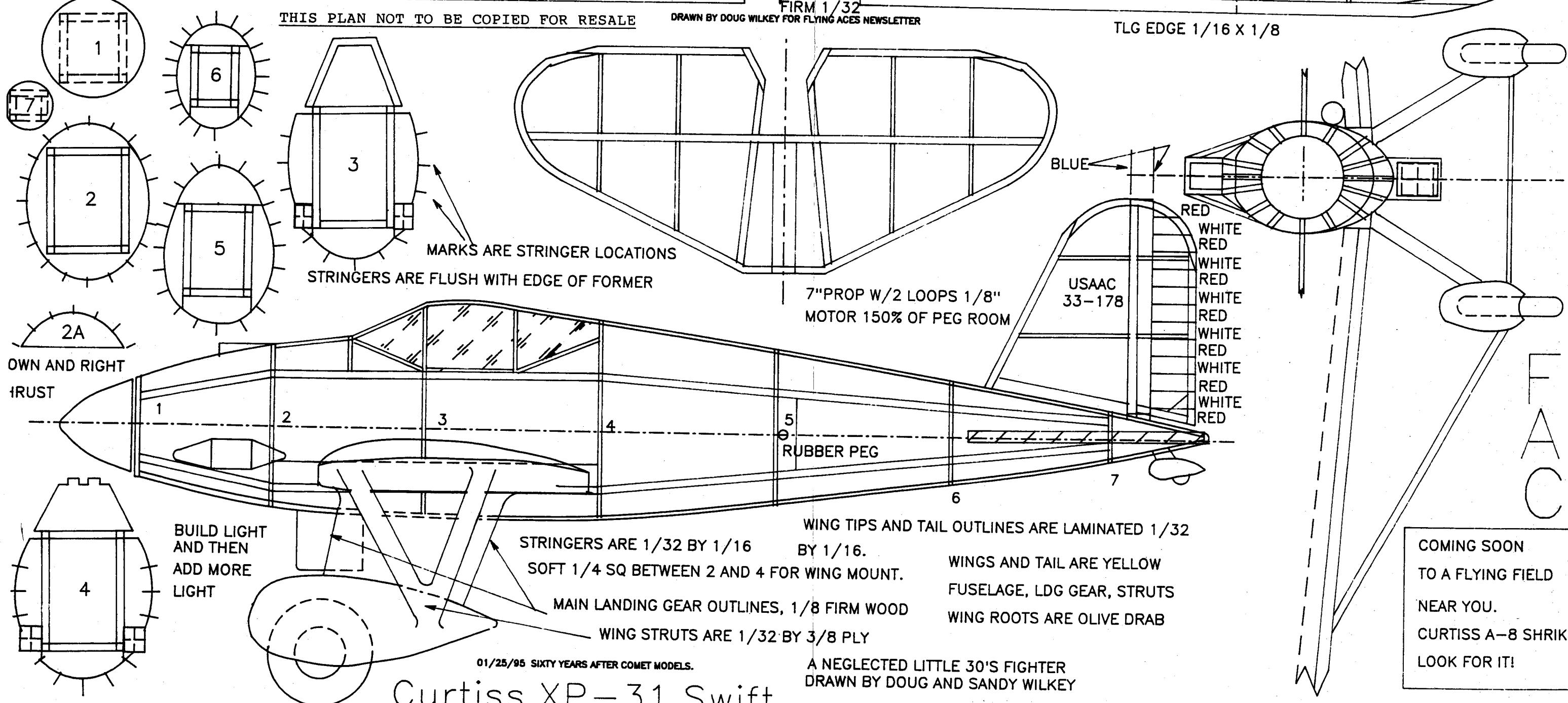


THIS PLAN NOT TO BE COPIED FOR RESALE

DRAWN BY DOUG WILKEY FOR FLYING ACES NEWSLETTER

RIBS  
FIRM 1/32

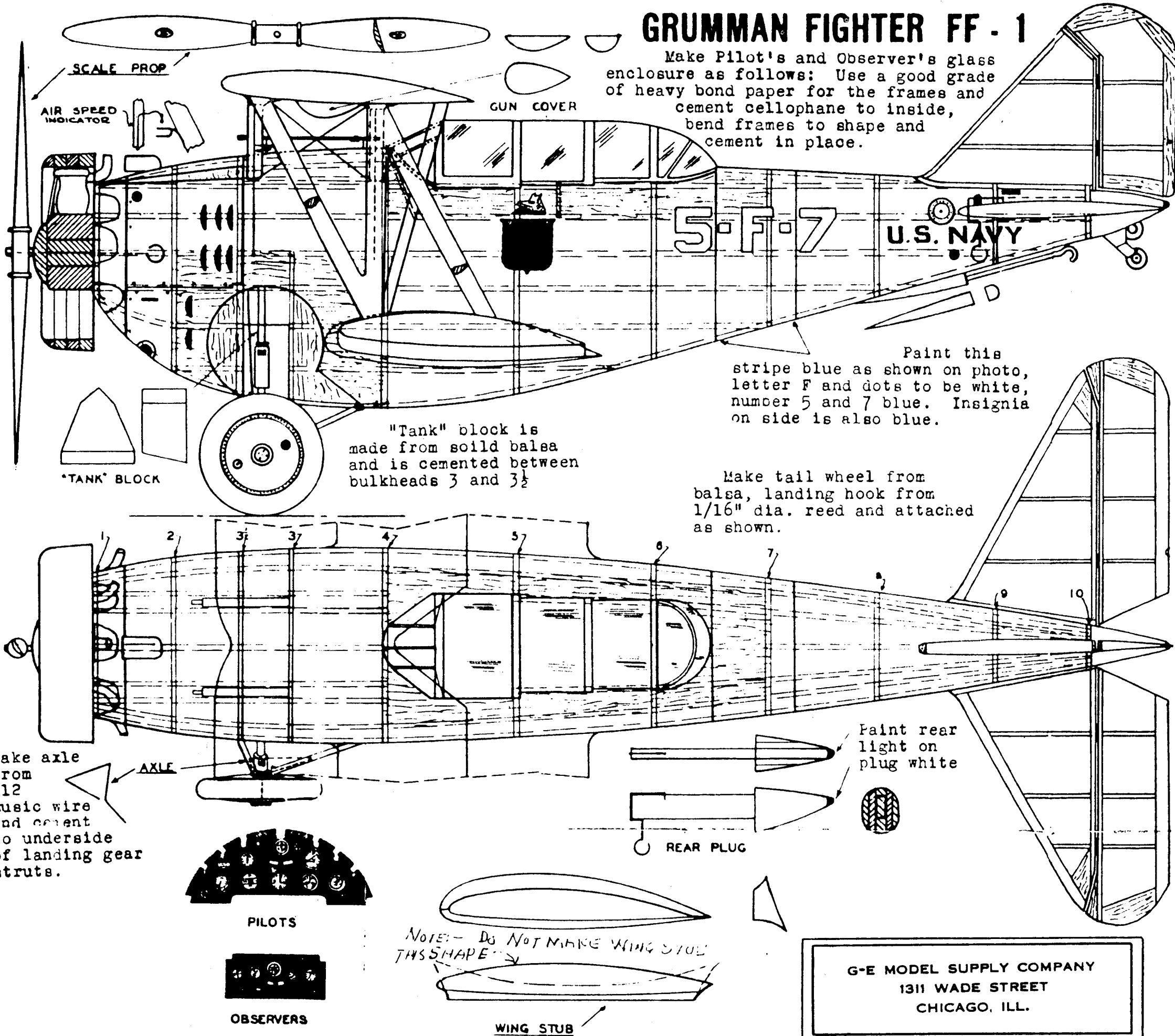
TLG EDGE 1/16 X 1/8



Curtiss XP-31 Swift

# **GRUMMAN FIGHTER FF - 1**

Make Pilot's and Observer's glass  
enclosure as follows: Use a good grade  
of heavy bond paper for the frames and  
cement cellophane to inside,  
bend frames to shape and  
cement in place.



## **FLYING ACES VIDEOS**

From Geneseo, New York

**1996 FAC Nats Mark X**

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

~~\$26.95~~

\* \* \* \* \* Also available\* \* \* \* \*

### **FAC Non Nats**

**\$24.95 (2 hours)**

## SAC Nats Mark IX

The 1995 and 1994 videos also include narration, music and sound effects.  
Order any two videos and take \$5.00 off all three for **\$65.95**

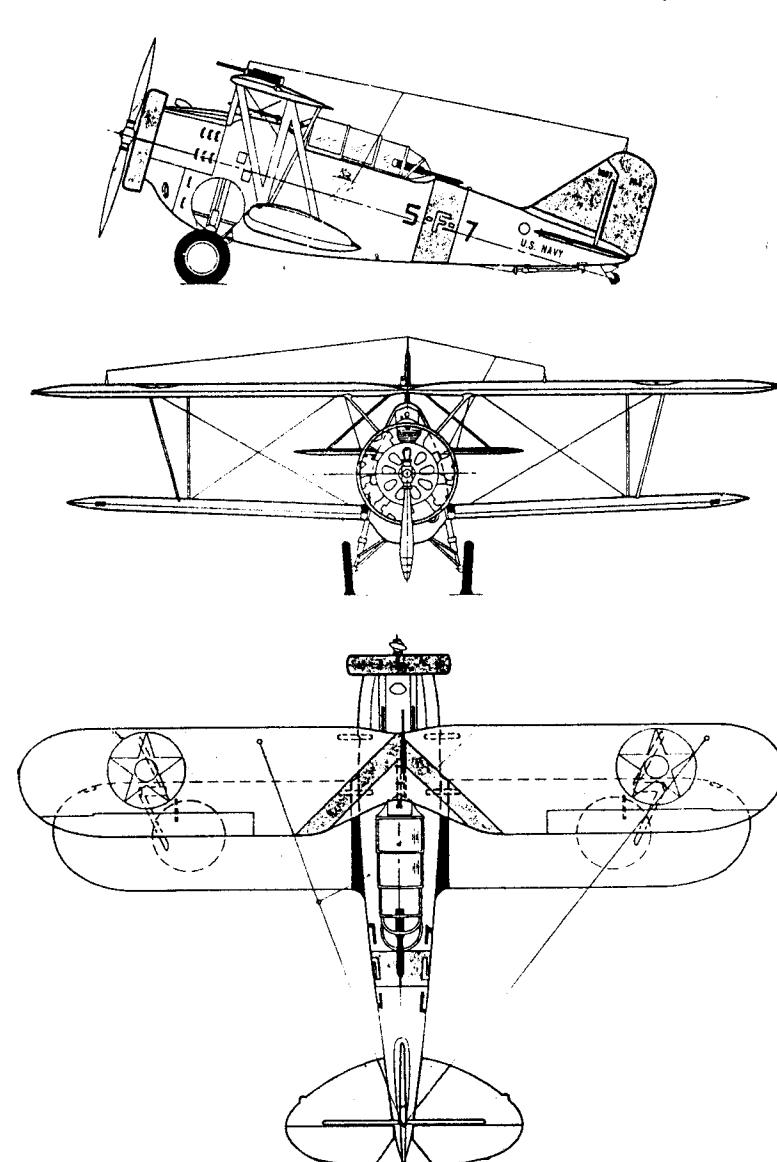
**Send your check payable to:**

John McEnroe

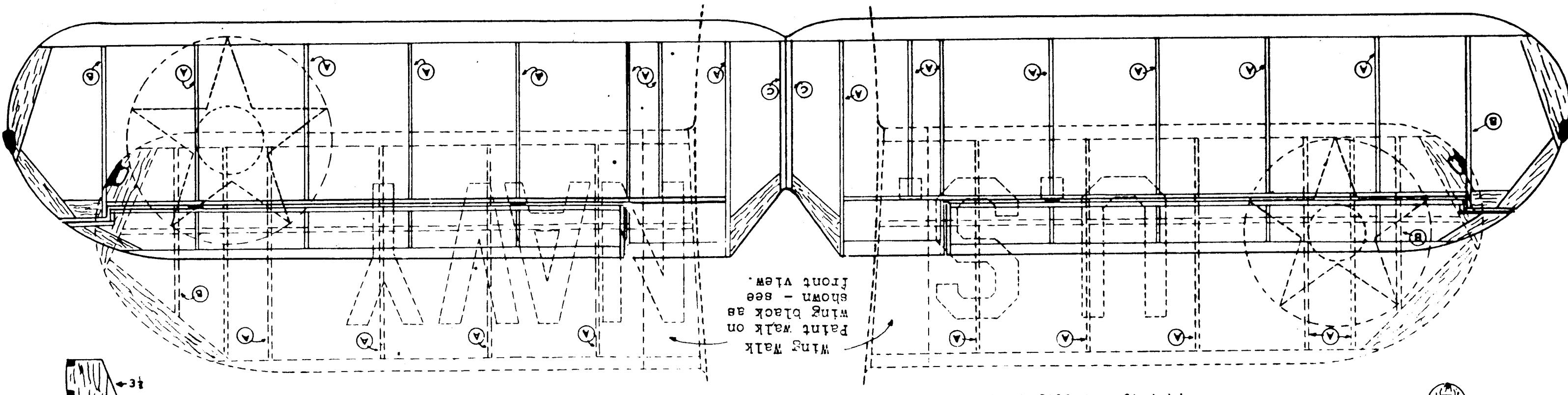
**3372 Kirkham Road**

**Columbus, OH 43221**

All prices include postage and handling  
Canadian orders add \$2.00 Overseas orders add \$10.00

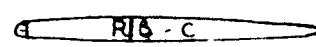
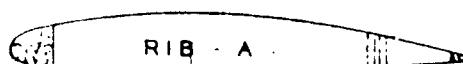
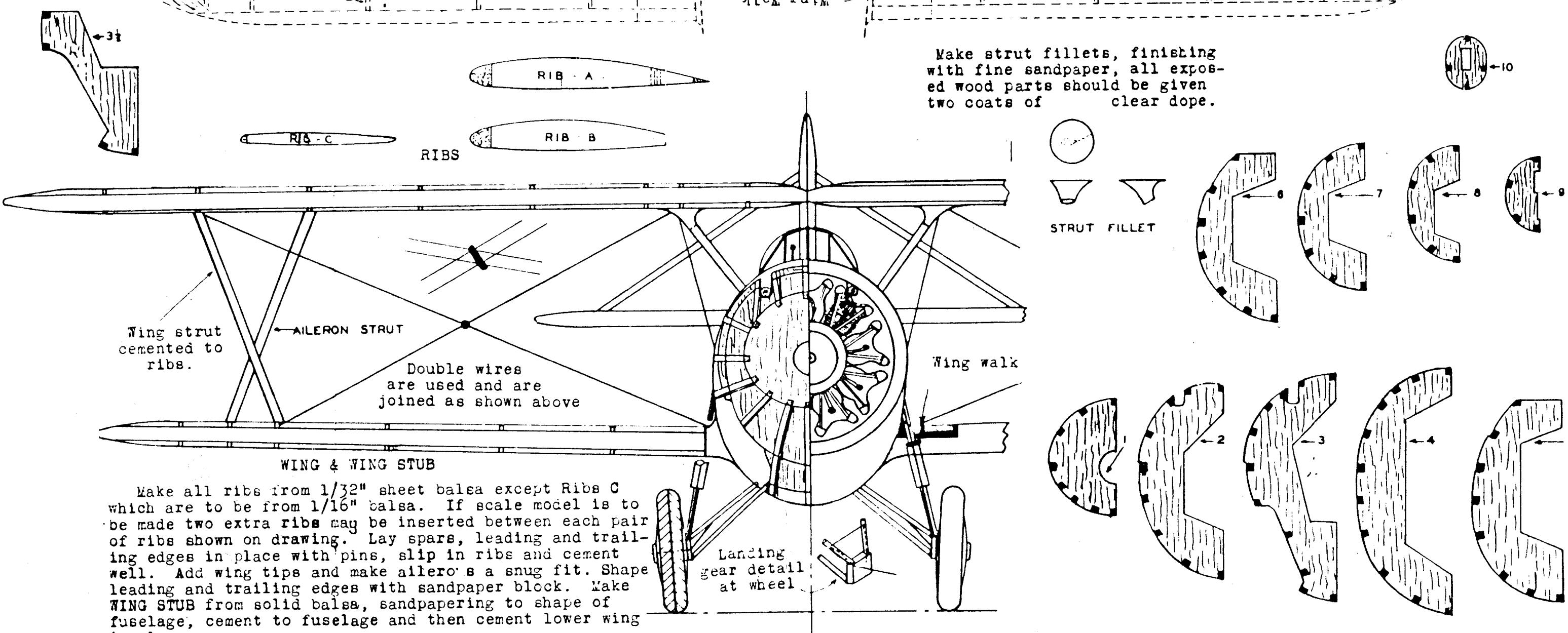


**G-E MODEL SUPPLY COMPANY  
1311 WADE STREET  
CHICAGO, ILL.**

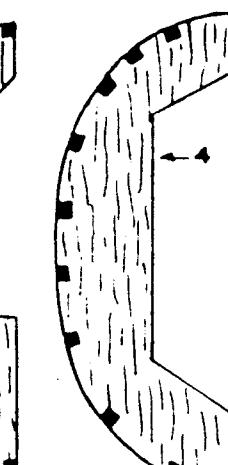
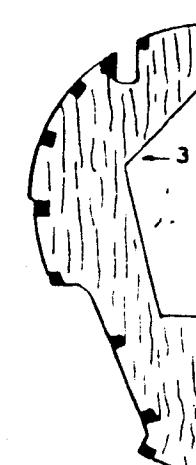
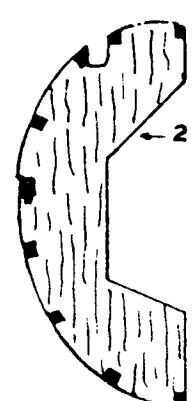
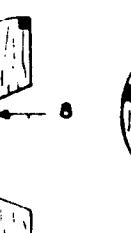


Wing walk  
Paint black on  
wing walk - see  
shown - see  
black as  
front view.

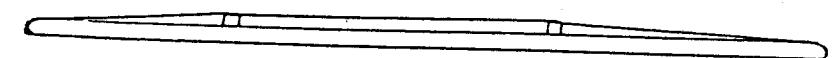
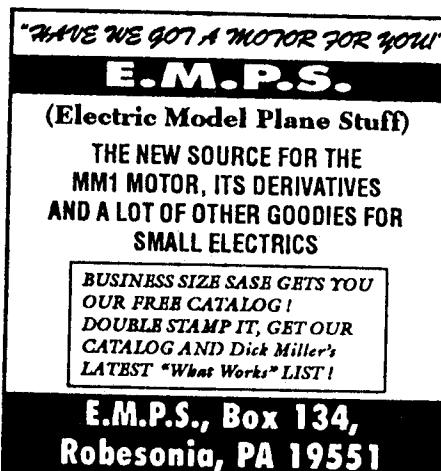
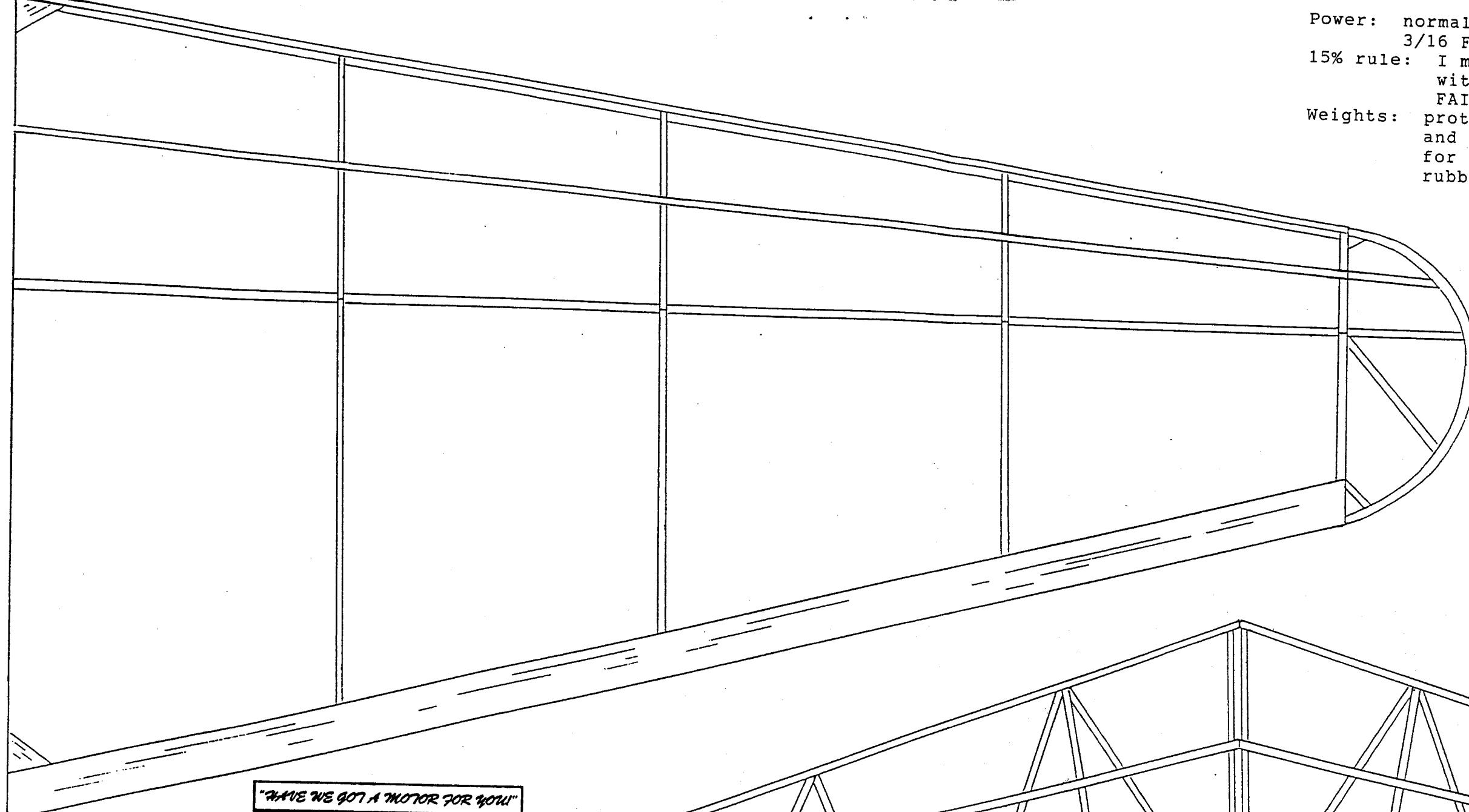
Make strut fillets, finishing  
with fine sandpaper, all exposed  
wood parts should be given  
two coats of clear dope.



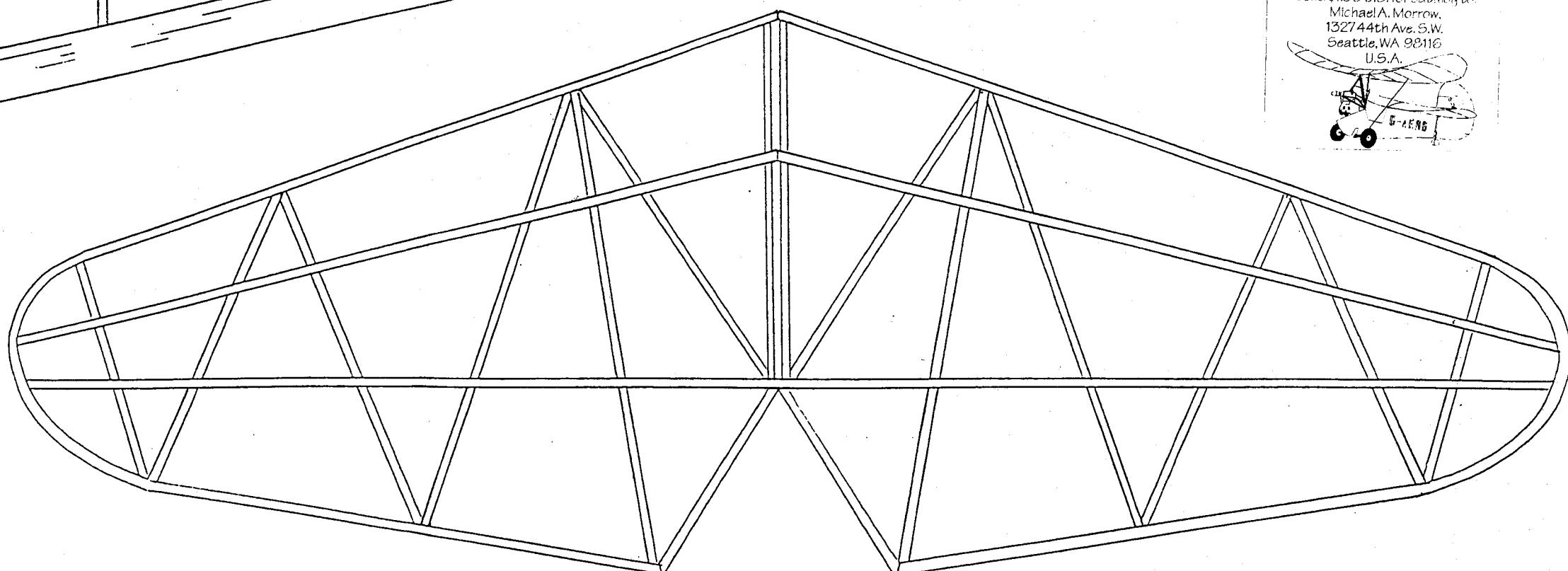
RIBS



**Power:** normally uses a peck 9.5" prop and 4 strands 3/16 FAI tan 2 about 26" long @1500 turns.  
**15% rule:** I made a separate nose block and spinner with a peck 8" prop, 4 strands of 1/8" FAI tan 2 about 19" long.  
**Weights:** prototype weighs 43.5 grams with large prop and no rubber. Fitted with the smaller prop for 15% rule she weighs 42.1 grams without rubber. No ballast was used or needed.



stab cutaway at base



THIS PLAN NOT TO BE COPIED FOR RESALE

rudder leading and trailing edges are 1/16 sq med. tips are 1/32sq basswood laminated. all other structure is light 4-6 lb wood

## **YAK-3**

### **27.3" span for WWII mass launch by Chris Starleaf**



No-Cal & Peanut Scale Plans,  
Reference Drawings, Color Slides,  
Marking Sheets, & other Neat Stuff.  
Send \$1.00 U.S. for catalog to:

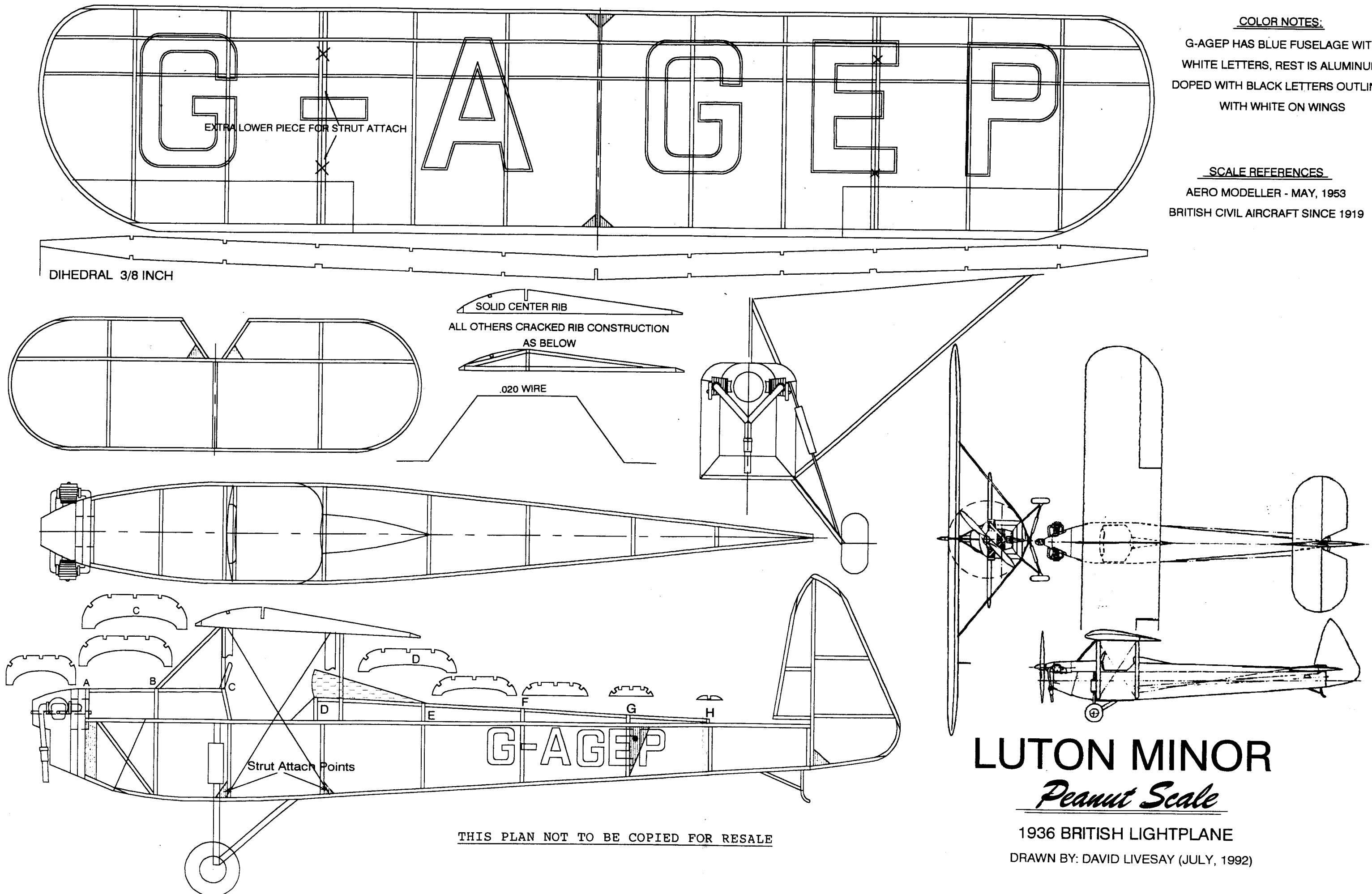
Michael A. Morrow,  
132744th Ave. S.W.  
Seattle, WA 98116  
U.S.A.

COLOR NOTES:

G-AGEP HAS BLUE FUSELAGE WITH  
WHITE LETTERS, REST IS ALUMINUM  
DOPED WITH BLACK LETTERS OUTLINE  
WITH WHITE ON WINGS

SCALE REFERENCES:

AERO MODELLER - MAY, 1953  
BRITISH CIVIL AIRCRAFT SINCE 1919

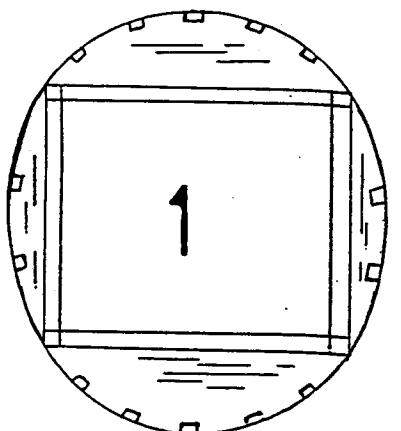


# LUTON MINOR

*Peanut Scale*

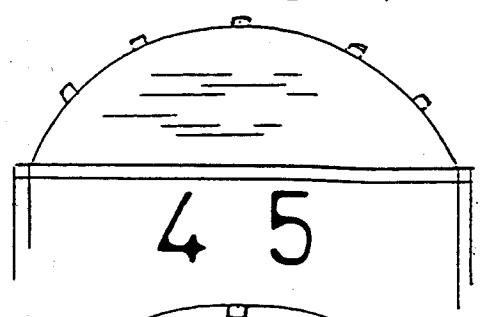
1936 BRITISH LIGHTPLANE

DRAWN BY: DAVID LIVESAY (JULY, 1992)



1

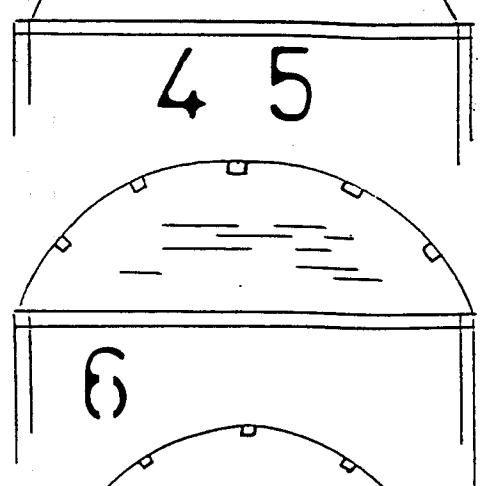
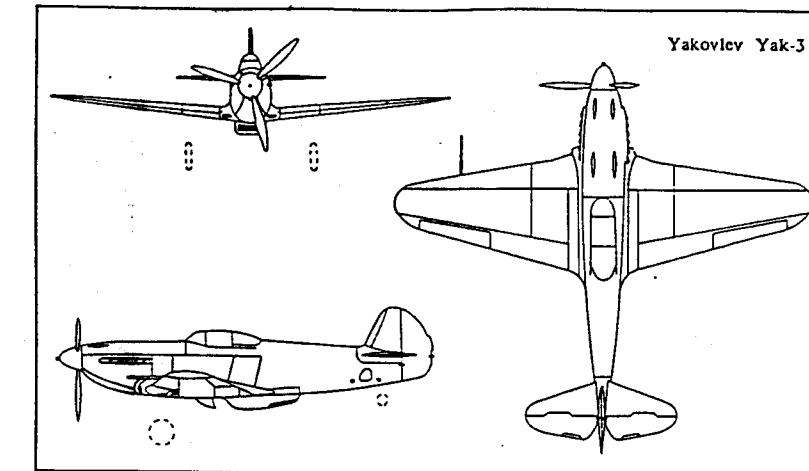
all formers light 1/16"



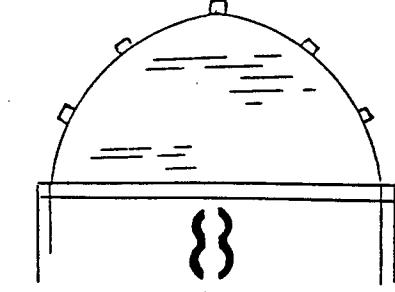
2

I used a new  
sharp hole punch  
to lighten formers

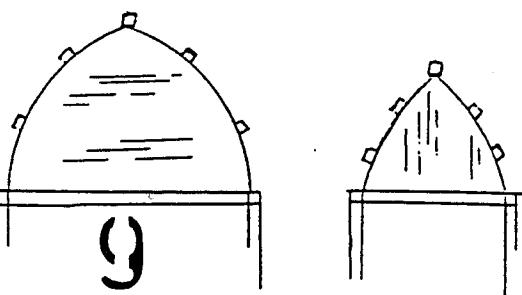
3



4 5

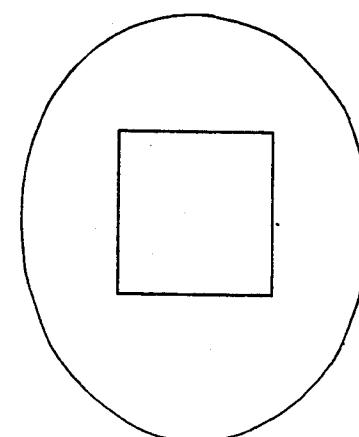


6

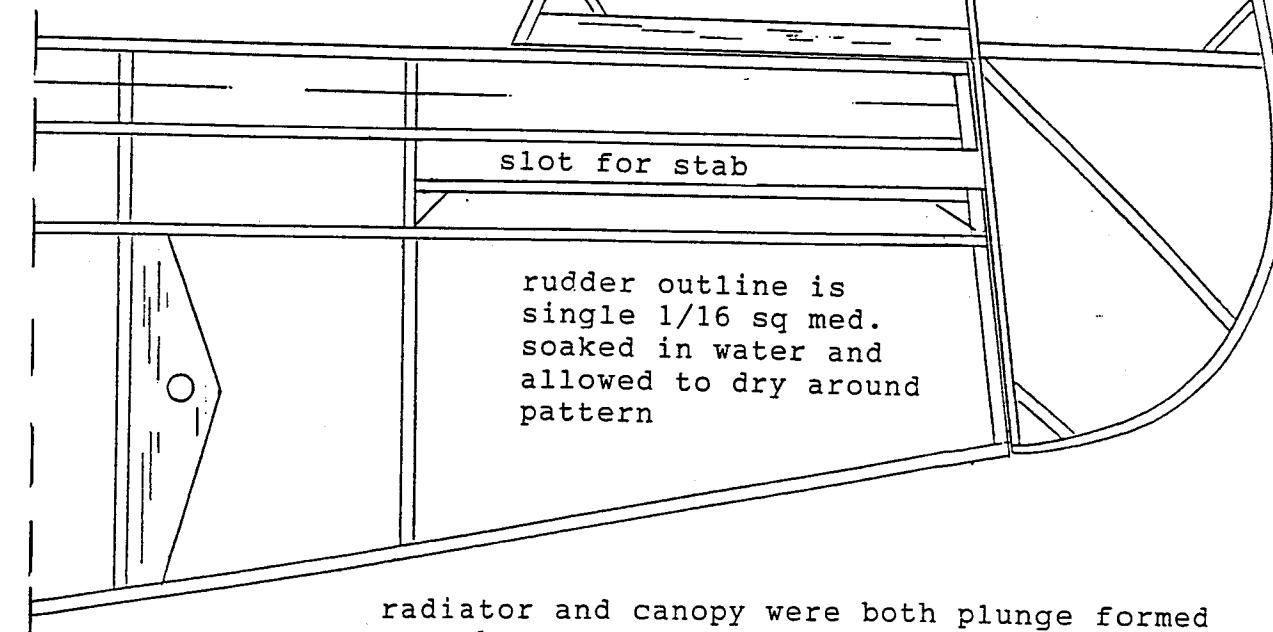


7

8



pattern for 3/8  
balsa nose, use  
6-8 1b wood

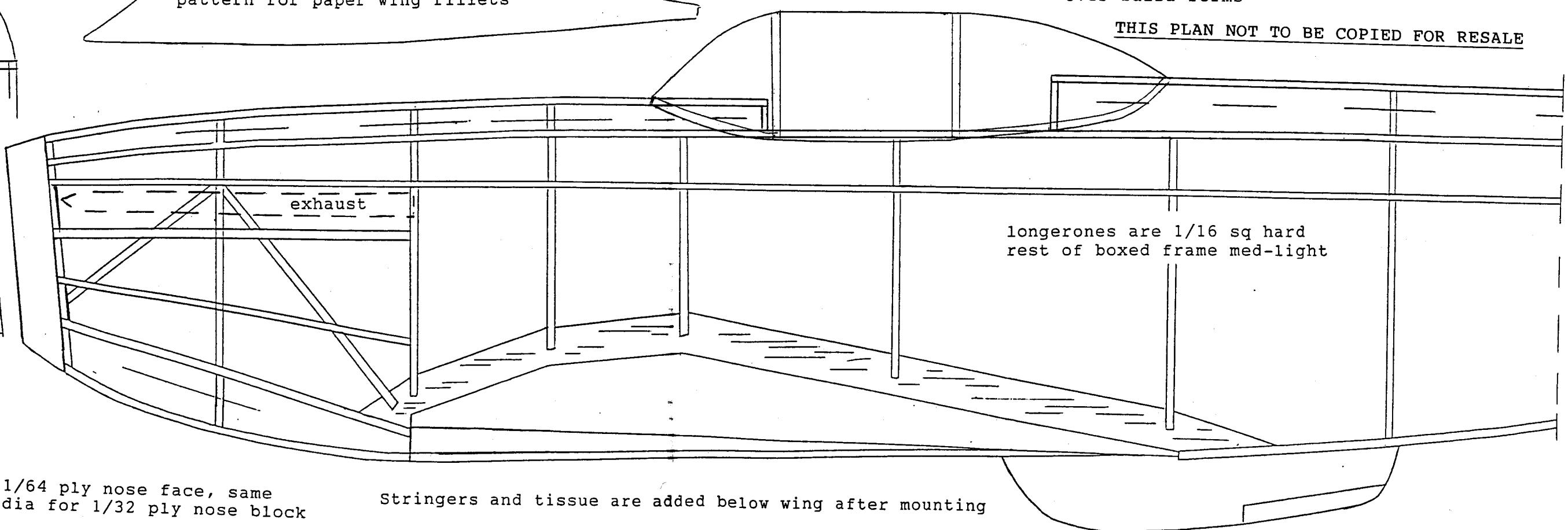


slot for stab

rudder outline is  
single 1/16 sq med.  
soaked in water and  
allowed to dry around  
pattern

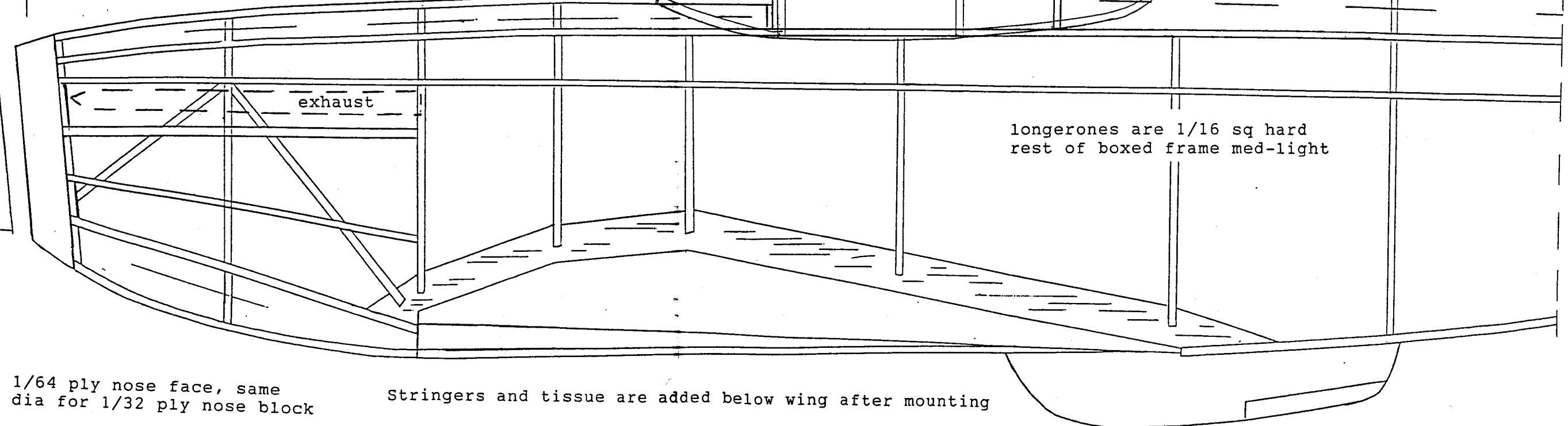
radiator and canopy were both plunge formed  
over balsa forms

THIS PLAN NOT TO BE COPIED FOR RESALE



pattern for paper wing fillets

spinner spun balsa  
grain is lengthwise

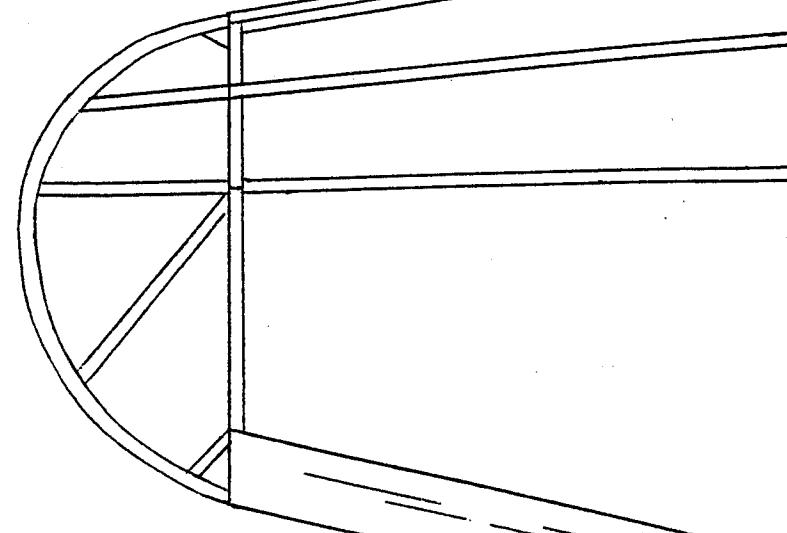


1/64 ply nose face, same  
dia for 1/32 ply nose block

Stringers and tissue are added below wing after mounting

2 3/8" diah. on each  
wing tip  
1/8" washout each tip

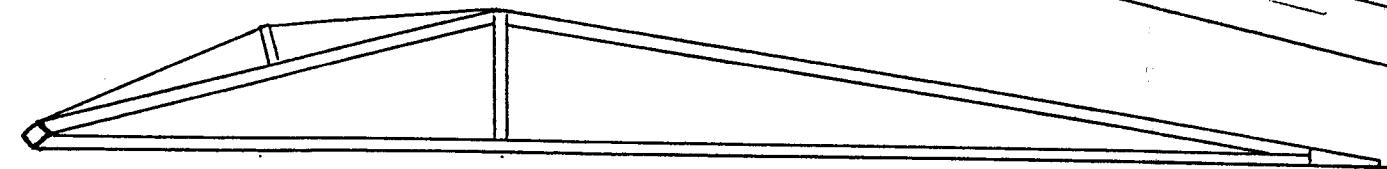
Leading edge 3/32 sq hard balsa



wing tips 1/16 x 1/32  
x2 laminated basswood

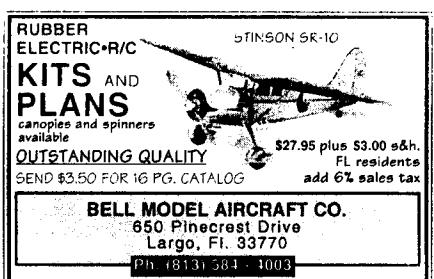
1/16 sheet  
spar doublers  
at joints

root ribs are made  
from 1/8 x 1/16  
hard balsa, this  
is to prevent the  
shrinkage tissue  
from distorting  
the shape.



Root rib cutaway

trailing edge tapers to sharp edge



THIS PLAN NOT TO BE COPIED FOR RESALE

5"

6"

Full size spar top notched only med balsa

full size turbulator