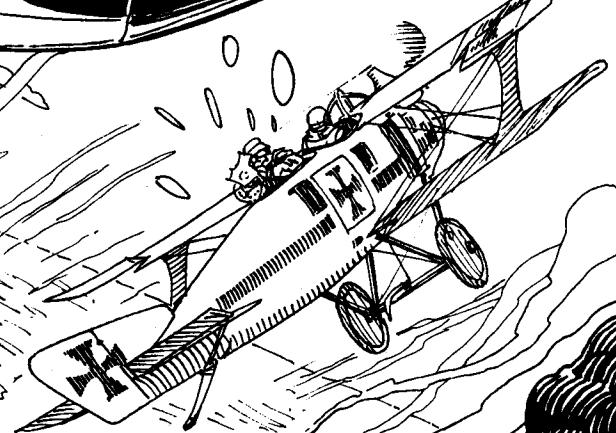
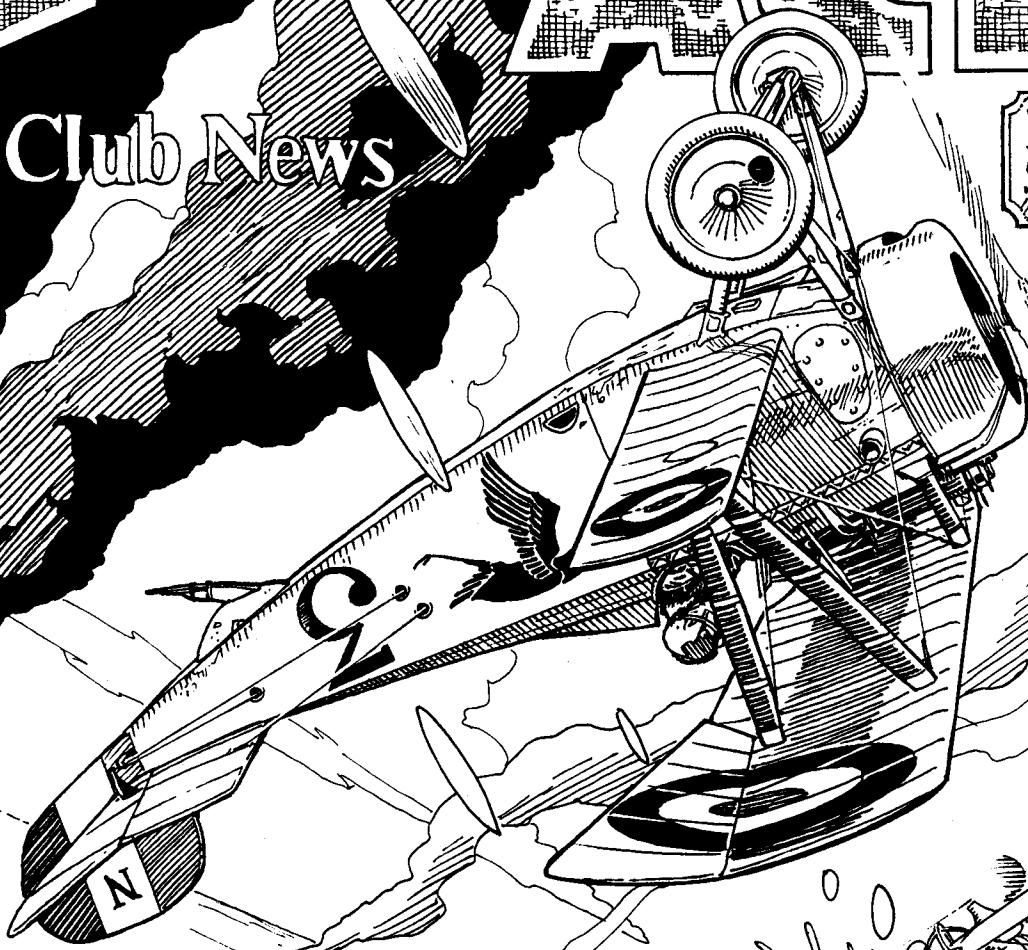


# BLAZING AERIAL COMBAT!

# FIGHTING FLYING

## Club News

Issue #183-109  
Sept-Oct 1998



CHUKW  
100



## NEWS ON THE WING!

Welcome to another issue of the "Flying Aces News", Skysters! How do you like the World War One action on the cover? Pretty neat, heh? It was drawn by Clubster Chuck Wojtkiewicz for us. I would have liked to have had this one colored but there are just too many colors to be cost wise. Chuck has also started a plan business. And you can be assured that his plans are well drawn by the talent he has shown with the cover drawing. He currently has two plans available, the Fokker Eindecker and the Roland Walfisch, both in the 20 to 22 inch span range. The Fokker is priced at \$7.00 and the Walfisch is \$8.00 and they are both postpaid. Send for your plans to; Triplane Studios, 4320 Dairyland Rd., Hillsborough, N.C. 27278.

Thanks to all who contributed to this issue. The plans came from Tom Nallen, Sr. (Gee Bee X) the Grumman Gulfhawk is an old Peerless plan from our files, as is the Curtiss Robin by Burd. Pres Bruning gives us the Henschel HS-122B, Barrie Taylor gave us the Heinkel 119 and the Nieuport 17 is an old plan by Joe Wherry. Ralph Hudson drew the Anec III.

Many of you have been asking for the list of race planes that are eligible for our race events. We are working on a new list and will probably have it in the next issue. However, the Goodyear and Formula One racers are too numerous to list so you are on your own here. A very good place to start looking for a good subject would be to purchase the two volume set of Goodyear and Formula One books from Hannan's Runway. They contain 3-views, color scheme and pictures for many, many aircraft. Speaking of Hannan's Runway, Bill Hannan has come out with another volume of "Models and International Modelers". Priced at only \$10.95 plus postage. Another good one from Bill, see ad in this issue for contents.

One of our long time members, John Low is seriously ill and could use some cheering up! John has drawn numerous plans for the FAC, among them were some of the give-away plans for the FAC Nats. If you can send John a card I am sure he would appreciate it. Write him at; John Low, 1000 East Ave., Rochester, NY 14607.

You should have been at the FAC Outdoor Champs at Muncie Skysters. It was almost a continuation of the weather that we had at Geneseo for the Nats. Although it did get a little bit breezy in the afternoon of the second day, but it was still a great meet! Fifty one contestants showed up to do battle in the skies over Muncie. The action was hot and heavy both days and when the smoke of battle was cleared Dave Rees was declared the Grand Champ and was awarded the "Vic Didelot" Trophy. Everyone should try to make it there sometime, as I've said before, this is an outstanding place to fly your models!.

While at Muncie we dropped off at the museum a Junior Birdman trophy that once belonged to Victor Bohsen who passed away a short time ago. His wife thought that there should be a place for such a handsome award and through the efforts of Bruce Foster we were able to deliver it to the AMA Museum where it will go on display.

Some more notes on the FAC-Nats. We still have some items that were lost there and haven't been claimed as yet. They include a torque meter, Winding tube, travelers checks, nose assembly with prop and we recently received from the University a mens shirt that has a pin attached over the pocket. If any of these items are yours just notify us here at GHQ and be able to identify your items and we'll send them to you.

In the last issue of the newsletter I asked for your comments on the FAC Nats. We did get a few which were mostly just congratulatory for which we are very thankful for. But we did get some that I would like to comment on. I for one, was very disappointed with the speaker at the banquet, as were most who attended. This man did not deliver what was supposed to be a very good line of stories from the Golden Age of aviation. I have the newspaper clippings of stories that he was going to give us, which never materialized. I can't fault anyone but the speaker for this and for the whole mess I apologize! Nuff' said on that! The reason for not having an emergency squad on the field is no one's fault! I have said this before and I'll say it again, Since the first time we had a squad there I have tried to get them to come every year but they will not do it! They claim that they have a man power shortage, which they do, it is vacation time for most of them and even those that are on call need the weekend time to be with their families and other things they have to do. It is not easy being a volunteer at anything! The biggest complaint we have is with the length of time it takes to run off some of the mass launch events. We have some thoughts on this right and some of you may not like them, but we will hold off on announcing them until we give it more study. The time it takes to judge all the models is also being taken under consideration and we hope to do something with that also.

If you are planning on being in Florida at the end of December you might want to take in the 4th Annual FAC Winter Outdoor Champs at Palm Bay, Fla. There will be at least 15 FAC events for you to participate in. For more info contact Steve Bacom, 836 Banbury Dr., Port Orange, Florida 32119 or call (904) 788-7309.

## FLYING ACES VIDEOS

From Geneseo, New York

Just Finished!!!

### 1997 FAC Non-Nats

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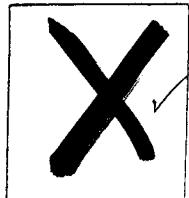
BUILD--FLY--WIN!!!! EFF--AAA--CEEEEE!!!!!!  
Lt. Col. Lin Reichel, CinC-FAC

### 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.

<b>Douglas A-1 Skyraider</b>	<b>19" span</b>
<b>Halton HAC-2 Minus</b>	<b>21 1/2" span</b>
<b>No. American P-51B Mustang</b>	<b>18 1/2" span</b>
<b>Hawker Hurricane I</b>	<b>20" span</b>
<b>Gee Bee Model "E"</b>	<b>18 7/8" span</b>

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



4.

## O.T.STICK

Position	Contestant	Entrant#	Plane	Flight Times			Total
1	MOON, ROGER	12	KORDA C	120	120	117	357
2	HAWES, DICK	19	GOLLYWOCK	114	120	120	354
3	TISINAI, JACK	31	RITZ	118	120	109	347
4	WUNSCHE, FRED	22	KORDA C	100	120	120	340
5	DeCOOK, DON	38	GOLLYWOCK	114	109	103	326
6	TELFORD, A.	1	GOLLYWOCK	95	89	120	304
7	MOON, ROGER	12	GOLLYWOCK	120	69	97	286
8	SCHMITT, TOM	44	KORDA	120	99		219

## WWI MASS LAUNCH

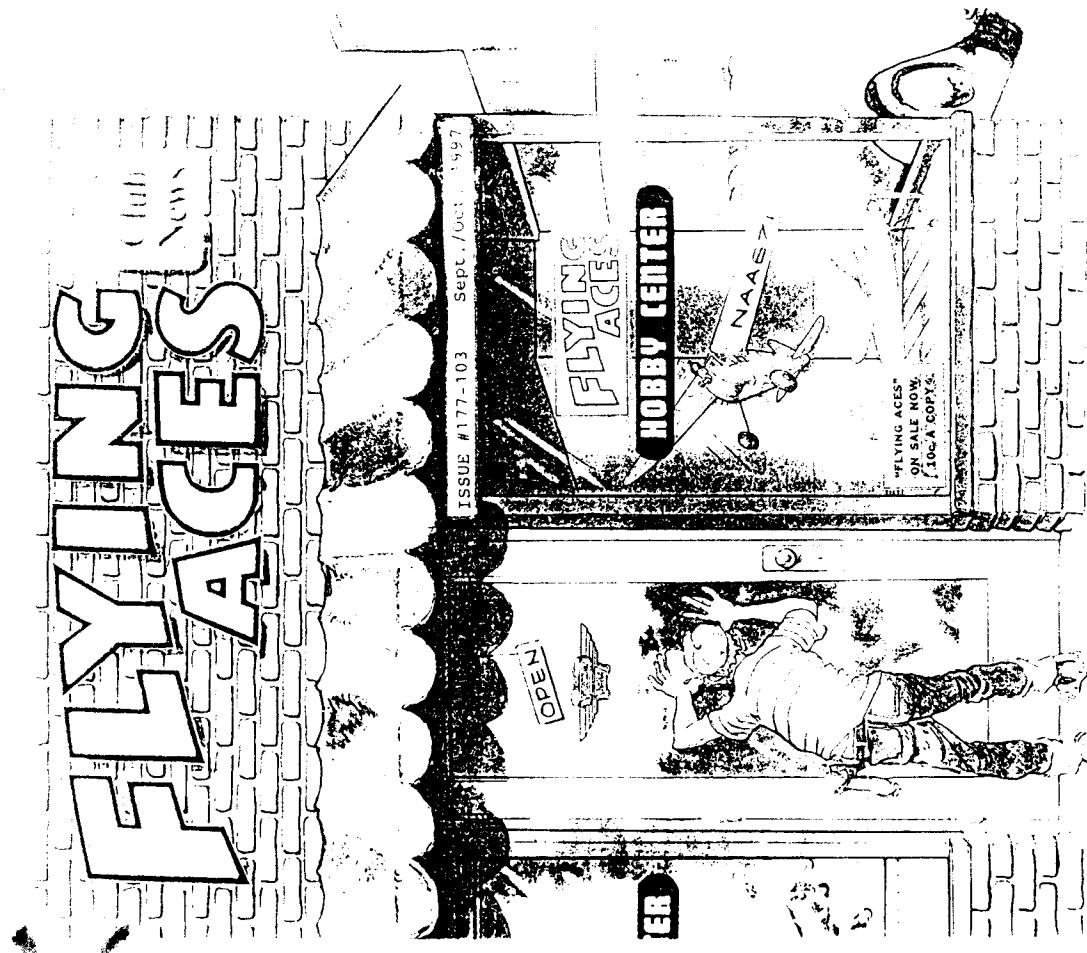
Position	Entrant	Plane
1	Lavender, Tim	Bristol F2B
2	Schobloher, Chuck	Fokker DVII
3	Snell, Don	Fokker DVII
4	Starleaf, Chris	Fokker DVII
5	Becker, Norman	Fokker DVII
6	Hawes, Dick	Nieuport 12
7	Bob McLellan	Fokker DVII
8	Miller, Jim	DH-6
9	Rees, Dave	Martinsyde Buzzard

## THOMPSON RACE

Position	Contestant	Plane
1	STARLEAF, CHRIS	CESSNA CR-3
2	LANG, DON	MARCOUX BROMBERG
3	BENTON, OLLIE	MARCOUX BROMBERG
4	TISINAI, JACK	LAIRD SUPER SOLUTION
5	BREDEHOFT, GEORGE	WEDELL WILLIAMS 45

## WATSON CHALLENGE

Position	Contestant	Entrant#	Plane	Flight Times	Total
1	Bredenhoff, George	32	Maule M-5	367	367
2	Dock, Ted	36	Helio Stallion	148	106
3	Barnett, K.	36	Rouge	46	35
4	Barnett, B.	37	Rouge	47	58
5	Miller, Jim	13	Twiggie	41	41



HEY! Clubsters! Remember this cover on the Sept/Oct '97 issue? Well, we have had numerous requests to have it made into a poster. We have done it! In five colors. Now all we need is for you to buy it! The size is 18" X 23" and has to be shipped in a tube. The price of the poster is \$3.00 plus \$1.70 for the tube and \$1.30 for shipping, a total of \$6.00 each. You'll love it!

**Jimmy Allen Decals:** For those who want them, we have 8 1/2 X 11 decal sheets with several color decal film stick ons for the different Jimmy Allen models available. If you are going to build a Jimmy Allen Model, you will want one of these decal sets. You can get one by sending \$2.00 to Ed Lamb, 15911 SE 42nd Place, Bellevue WA 98006-1815 or Dick Anderson, 16033-33rd NE, Seattle WA 98155.

# The ~~7~~ Air Mail

Dear Lin,

When World War II ended, I was on the Island of Shima off the coast of Okinawa. We were to go to Hokkaido for the occupation. We made up convoy in Buckner Bay. While doing so, a giant Typhoon arrived. We ran to sea to keep from being thrown against the rocks. The ship we were on was an old LST with a Coast Guard crew. They had been through seven invasions without being rotated. There was part of a Japanese plane in the superstructure. When one of our group leaned on the railing it gave way, nearly dumping him overboard, truly a rusty old tub. We nearly went down in the storm and limped back to Buckner Bay with a list of about 15 degrees, water in the cargo deck, a propeller packing gland leaking so badly the pumps could hardly keep up with water coming in. After emergency repairs were made, we proceeded to Japan at only 7 knots. The whole convoy had to proceed at our limping pace. This resulted in a long, boring voyage. Looking for something to do, I found a damaged life vest containing balsa wood blocks. I had a -1 TO. for the P-51D, which contained a 3-view drawing. I proceeded to make a solid scale model of the P-51D. Having no glue, I had to make tight joints to hold the wing, stabilizer and vertical fin. Having plenty of time, I did a fairly good job.

On Hokkaido we lived in a Japanese barracks. We had a Japanese Barracks boy, who, though only 15 or 16 years of age, had been a soldier. He spoke English fairly well and he and I became friends. When I saw him looking at my model I handed it to him. He showed considerable interest. Seeing this, I told him the model was his to keep. The appreciation he showed made me feel like Santa Claus. His bows embarrassed me, for I knew not how to accept them. Shortly thereafter I was sent home. I have always wondered what became of my Japanese friend, did he become a model builder, if he is still living?

If someone has that -1 T.O. with the 3-view drawing of the P-51D, I would like a copy so I may replicate my efforts of many years ago. Also, anyone who was a member of the 4th Fighter Commando, 3rd Air Commando Group during WW-II, please write to me.

Lyle Burt, 5212 Calistoga Way, Sacramento, Ca. 95841-2102. E-Mail, LBurt1@aol.com

PHOTO PAGE BY CHARLIE SAUTER

Left column; Chris Parent and his "HERR" RYAN ST. Model maxed at the FAC Nats.

Lil Gem being launched in the Midget Race by its builder Richard Zapf, took second.

Ed Novak holds as Al Lawton cranks in the turns for the World War Two event.

Right column; Stormovik for World War Two by Lindsey Smith, from a Golden Age Kit.

Dave Rees's Alexander Eaglerock for power scale. took 4th in single engine event.

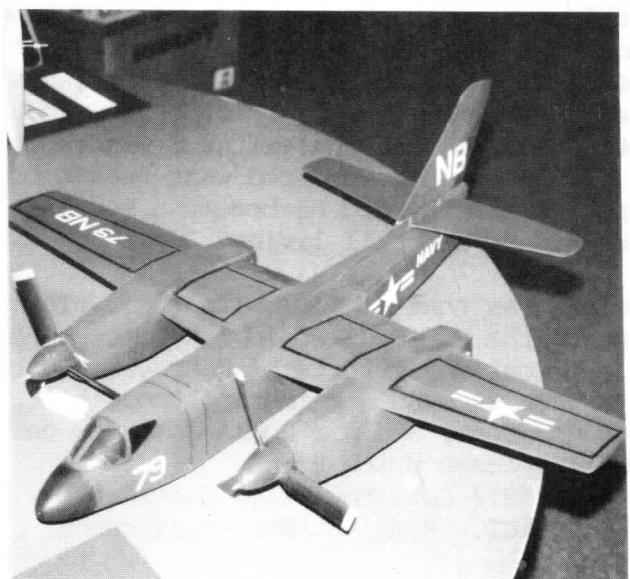
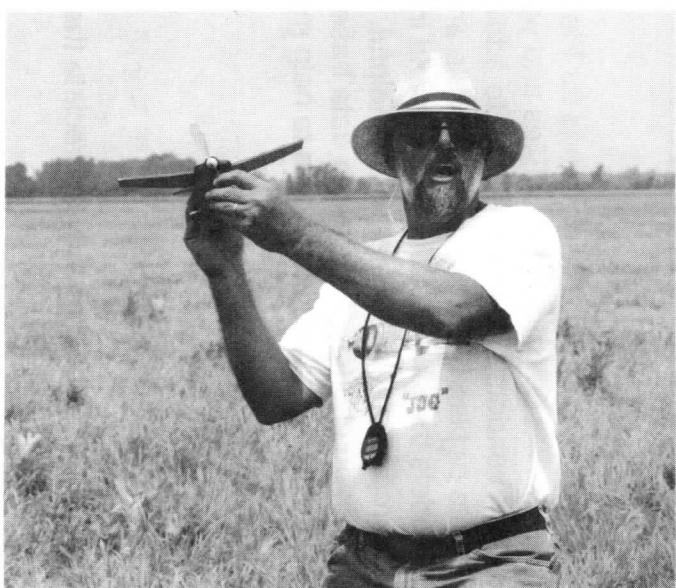
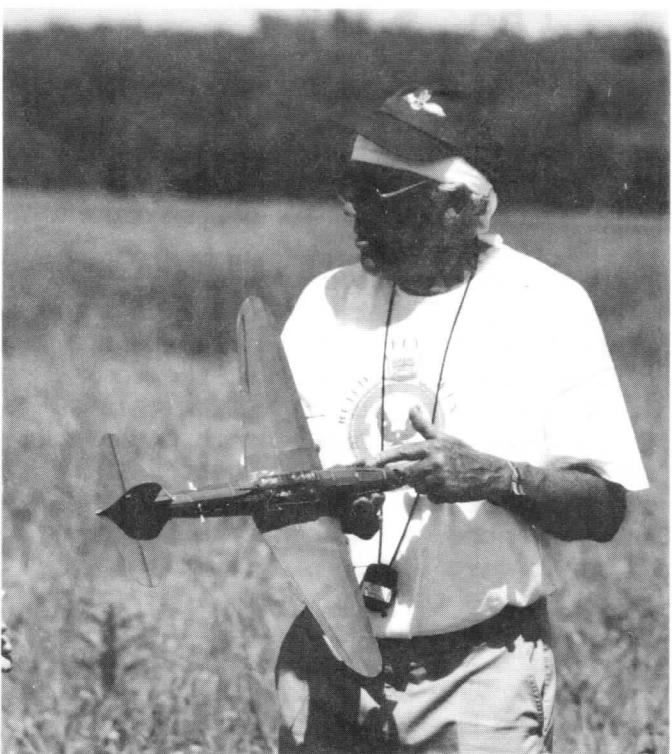
A great flying twin! Tom Arnold's No. Am. Super Savage.

As many of you know, I'll be writing the Earl Van Gorder "Flyin' Things for Fledglings" column in Flying Models from now on. The column will be called cRoss Files and will still include news and information from the field and the vendors. However, I want to add a new dimension that will cover actual use reports of kits or plan built models both scale and sport. I would like input from any members covering models they have built. Pictures and info on wood, plans, building problems, weight, area, power, prop and flight profile will be helpful. I will publish the data (either with or without attribution as you choose) and keep a data base for readers who inquire. I think this can be a great help to builders and will also serve to help manufacturers improve their products. Please contact me at:

38 Churchill Road  
Cresskill, New Jersey 07626  
ph: 201-568-5272 or msg line @ 5032

If you could include the above in a news letter, I would greatly appreciate the favor since any column is only as good as its input.

  
Don Ross



### SUMMER POSTAL CONTEST

This season we will have two postal events for you to enter. They will be Golden Age Civil and Modern Civil. Enter as many models as you wish in each event. Send in your times, name of your model and the event you flew it in to FAC-GHQ. Every time you better a time with a particular model send it in too. Contest closes on October 25, 1998. Entries postmarked after Oct. 27 will not be accepted. The contest starts NOW!

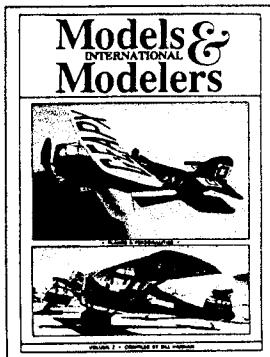
### GOLDEN AGE CIVIL

Pilot	Plane	Time
1. Barrie Taylor	Waco SRE	249 sec.
2. Mark Fineman	Interstate Cadet	248 "
3. Larry Kruse	Messerschmitt M-18	137 "
4. Lin Reichel	Monocoupe	48 "
5. Walt Leonhardt	Cessna C-34	43 "
6. Walt Leonhardt	Allied Sport	38 "
7. Walt Leonhardt	Wiley Post "A"	36 "

### MODERN CIVIL

Pilot	Plane	Time
1. Larry Kruse	Found Centennial	197 sec.
2. Juanita Reichel	Piper Clipper	95 "
3. Bill Stoutenburg	Jodel BD-9	49 "
4. Walt Leonhardt	Found Centennial	42 "
5. Zach Reeder	Piper Colt	32 "

### **NEW FROM RUNWAY! MODELS & MODELERS INTERNATIONAL, VOLUME 2**



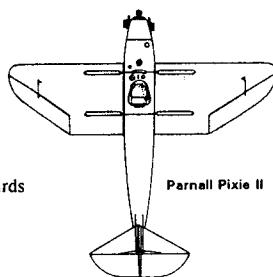
Second in the series, *Models & Modelers*, Volume 2 is similar in format to our popular *Peanuts & Pistachios* series, and features model plans, 3-views and photos, with the accent upon the builders as well as their models. This volume also pays tribute to two departed aviation personalities, their aircraft and achievements. Truly international in scope, *Models & Modelers* displays photographs from craftsmen in eight different countries, to inspire greater creativity and satisfaction in your own projects. And fun too!

Compiled by Bill Hannan

#### HIGHLIGHTS OF M & M, VOLUME 2:



Flying Flea



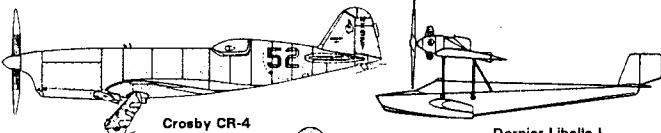
Parnall Pixie II

#### 3-VIEW DRAWINGS:

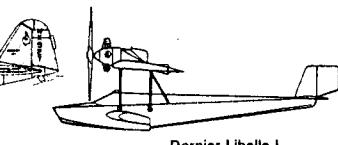
- 1920 Martinsyde Semiquaver
- 1921 Dornier Libelle I
- 1923 Parnall Pixie II
- 1923 Avro 560 ultralight
- 1928 Velie Monocoupe
- 1929/1931 Curtiss-Wright King Birds
- 1930 Ireland Privateer
- 1934 Curtiss-Courtney
- 1935 Mignet "Flying Flea"
- 1938 Crosby CR-4
- 1939 Miles M.18 Mk. II



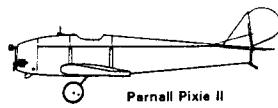
Avro 560



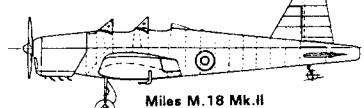
Crosby CR-4



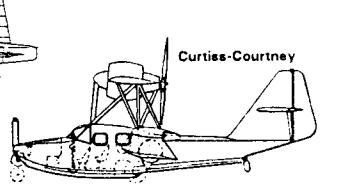
Dornier Libelle I



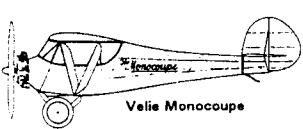
Parnall Pixie II



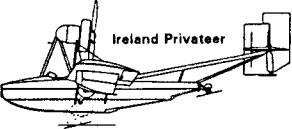
Miles M.18 Mk.II



Curtiss-Courtney



Velie Monocoupe



Ireland Privateer

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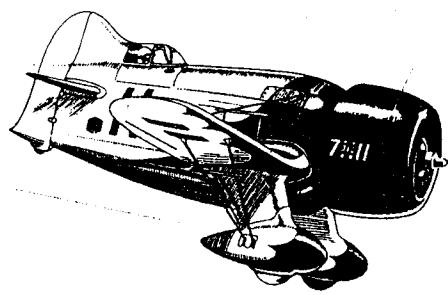
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#### WANTED--WANTED--WANTED

Copies of printwood for the Berkely kits of the Stinson Voyager and the Aeronca Sedan. Richard Tucciarone, 447 Prospect St., Brockton, Ma. 02401.

3-views and pics of the Northrop Beta and the Magni Vale Italian fighter. J.W. Kirk, 15750 Chandelle Pl., West Palm Beach, Fla. 33414.

A 3-view of the PARASOL version of the Bleriot XII. Scot Dobberfuhl, 12522 N. Granville Rd., Mequon, Wi. 53097.

Looking for drawings and color info on the Pacific Standard C-1. Barrie Taylor, 2 Thackeray Ave., Winnipeg, Manitoba, Canada R3K0H1



# BILL BARNES

## *Air Adventurer*

### THE BROOKLYN BOMBER

By Bud Overn

THE shrill, angry gasps of the special inter-com phone in the secret underground room at his Long Island airport, brought a scowl to the face of Bill Barnes, the famous aviator/designer.

Bill, and the wizened mechanical wizard, Scotty McCloskey, had been working on modifying, simplifying, and updating the 1936 Barnes Snorter in preparation for a bid for Army specifications. Their plan consisted of eliminating the amphibian gear in favor of inward land retracts; installing a single engine in place of the back to back twin engines driving contra-rotating props; eliminating the rear cockpit in favor of a more forward, faired canopy; also, with the elimination of the rear gunner and single float, the low profile vertical fin and rudder would be raised, and the "gulled" wings would be replaced with the straight tapered plan form of his defunct Silver Lancer. The end result would be a low winged, single seat, single engined, land based fighter.

"Tony, I thought I told you..."

"Sorry to interrupt, Bill," cut in Tony Lampert, head of communications at Barnes Field, "but there is a suspicious looking plane drifting towards the field."

..... it could be....

a flying bomb !

"Drifting?" queried Bill, in a manner both quizzical and annoyed.  
"Well," explained Tony, "although it's circling, it seems to be coming closer to the field with each turn. And it doesn't respond to radio requests to identify itself; nor can we pick it up on our sound detectors!"  
"Hmm..." mused Bill, annoyance turning to alarm and concern, "might be something like that silent fleet I encountered back in '36!"

"Or," interjected Tony, "another flying bomb, like that one in '38!"

With the memory of Barnes Field being attacked more than once in its history, Bill issued crackling orders. "O.K., Tony, alert Baxter in security, and tell Martin to have the Charger on the ready line for me, along with two Snorters for Shorty and Red. Oh-, and notify Sandy to be on alert."  
"Sounds like trouble's a'brewin', Laddie," commented Scotty in his brogue, when Bill hung up.

"It may be nothing, Scotty, but it's best to be prepared."

"Aye, we wouldn't have made it to 1940 if we hadn't been prepared." So saying, Bill and Scotty scuttled up the stairs, heading for the flight line.

IN a hanger on the flight line, the cadaverous head mechanic, Martin, was fussing, tinkering, and complaining about repairing bullet holes in the skin of the tri-colored Snorters.

"Bah!" grumbled Martin. "Yellow, red, and black. You war hot-shot pilots and your circus decorations and color schemes!"  
"Hey," replied Red Gleason, "don't blame us, Grease Monkey. The color schemes for Bill's planes were suggested by the ol' scribbler, Frank Tinsley---Bill's artist friend. Personally, I'd just as soon have all red, with black anti-glare panels on the cowl."

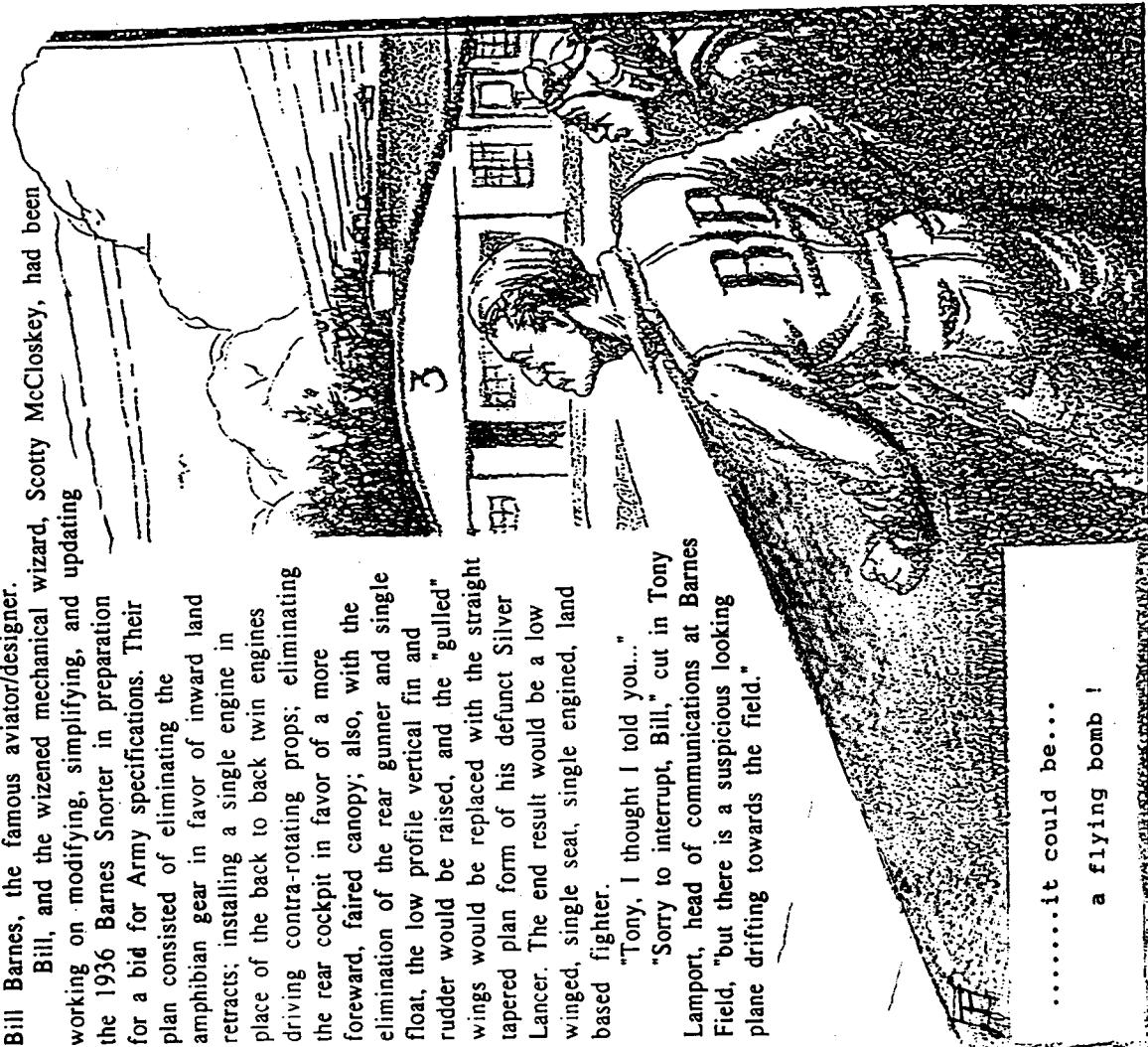
"Yeah, that would go with your red fuzz and black soul," ribbed Shorty Hassfurther, the pugnacious Chief of Staff and 1918 flying buddy of "Eric the Red."

"As for me," added the stocky pilot, moving to answer the phone, "I don't care what color it is, as long as it has wings and a pair of fifty calibers!"

WHEN the call to action came to Sandy Sanders' bungalow room, the young ward of Bill Barnes was trying to emulate Gene Krupa on the drums, as he accompanied a tune by Benny Goodman. Crazy about the big bands, Sandy could pick up the night time remotes of the bands on local New York radio stations. Today, however, he was spinning a 78 on his new record player. Dropping his sticks, Sandy dashed diagonally from the pilot's quarters toward the administration building.

ABSENT from all the excitement was pilot Bev Bates, the educated, well mannered Bostonian, who had always seemed like the "odd-man out" in the rough and tumble Barnes gang.

Since Bill Barnes was as tight lipped about his crew as he was about his own personal life, it was not known why the soft spoken Bates was absent on leave.



Rumors were rife in the flying community; it was thought that Bates had married the sister of a Harvard classmate. Since Harwood, Henderson, and Hawkins had lost their lives in Bill's service, married pilots were not granted flight duties on dangerous missions.

It was known that Bev's parents had wanted him to go into Medicine or Law, and were none too pleased with his early archaeological excursions into South America, and his later association with the Bill Barnes Air Adventurers, as they were sometimes called.

As Sandy reached the steps of the administration building, Bill and Tony were taking turns with a pair of binoculars. Scotty, whose vision was poor, did not ask for a turn, but started toward the hanger where the planes were being run out.

"Gosh Bill," exclaimed Sandy, "what's cookin'?"

"Not sure, kid," replied Bill, "but...just in case, be ready to man the back seat of the Charger. Or...would you rather go up with Shorty or Red?"

"You hadda ask," mumbled Sandy, thinking of the good-natured kidding he would have to endure from either of those kibitzers.

"Say," exclaimed Sandy, changing the subject, "let me take a look."

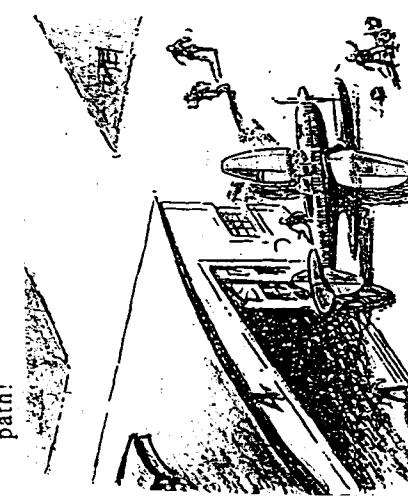
"O.K., eagle eyes," mocked Bill, "I guess us old guys should have Doc Humphries fit us with glasses."

Ignoring the crack, Sandy thumbed the focus knob and exclaimed, "Holy Smoke! Hah! I know what that is! It's a free-flight model plane in its glide path!"

So saying, Sandy tossed the glasses to Tony, dashed down the steps, and ran toward the spot he anticipated the plane would land.

As the youth sped past Scotty, the old vet exclaimed, "Careful, laddie, it might be a trick---a bomb!"

Descending rapidly now, the miniature aircraft circled once more and made a bumpy landing on one of the runways, rolling into a grassy area



The mysterious plane circled closer...

where it tipped momentarily before settling upright to a stop.

By the time the others had caught up, Sandy was already returning, with the plane in his arms.

"What is it, kid? Where did it come from? Any identification on it?" they all chorused.

"Yeah," replied Sandy, peering at a card affixed to the side of the fuselage, "there's a message here."

"Well come on, come on," they all goaded, "what does it say?"

"O.K., O.K.!" answered Sandy, "it has a Brooklyn address on it, and it says, 'IF LOST PLEASE NOTIFY---SAL TAIBI!'"

"Hmm," muttered the out of breath old gang. "Never heard of him!"

\*\*\*\*\*

As for the proposed single seat, single engined, land based Snorter with the straight tapered wings, Bill's hopes were dashed at the end of that year when a special delivery letter arrived from Sandy in California.

It seems that, four years earlier, while the Barnes crew was in Hollywood to assist in creating scenes for a movie depicting 1918 aerial dog fights, Sandy had befriended a cameraman. Returning now to Hollywood in late 1940, Sandy, always fascinated by the latest gadgets, convinced the photographer to use his long range telephoto lens to photograph a secret prototype plane out at North American Aviation. A somewhat fuzzy picture of this new plane fell out of Sandy's letter and landed next to a sketch of what Bill's proposed fighter would look like. The photo showed a single engined, single seat, low winged fighter with inward retracts. It was originally designated the NA-73X, but became known later as the P-51.

Well, despite making prototypes with some of the modifications, Bill's fighter plane didn't meet American or British specs. And so, the only W.W.II snorter was---a California Mustang.



# LAIRD STORY

Dear Lin

The two articles about Matty Laird and the one about Clem Whittenbeck are MUCH appreciated. The pictures of the Laird that he bought from Harry Porter are all that I needed to complete my paper on the "Speedwing Jr." transformation into the radial engine "Continental Special" which was then improved and renamed the "Continental Comet." There is no question that the ship that Whittenbeck rebuilt as described on pages 10, 11, & 12 of the July-August 1975 issue of VINTAGE AIRPLANE is the LC-DE "Continental Comet" that Harry had owned and I described in my paper. That is the one that I did such a miserable drawing of on the bottom picture on the cover.

I hate to ask you to do this, but if you will it will mean a lot to me and many older Chattanooga pilots who do not know what happened to the ship after Harry sold it. If you will take page 11 to a photocopy shop that has a high resolution copier (usually their color copier) and get me about 7 copies made of page 11 I will appreciate it. Insert one of these in the back of your copy of my report on the LC-DE. I would also like to have a high resolution copy of page 22 of the first article about Matty Laird, one of these will be enough.

One of these will be inserted in Harry Porter's scrap book in his office-museum at Lovell Field here in Chattanooga, and I will list you as the donor. Harry died about 1990 after being in aviation for over 75 years. One of our local pilots loaned Harry his P-51 Mustang to fly to Huntsville Alabama on his 85th birthday. Harry quit flying when he turned 90.

Another of the prints will go to Herman Schaub of the Society of Air Race Historians to be inserted in the back of my paper that I sent to them and they accepted as factual about the history of the "Speedwing Jr."

I know that high resolution copies are \$1.00 to \$1.50 each, so I am enclosing my blank check to cover the cost and some gas money for you and mailing.

I forgot to mention that Bob Hirsch will get one of the copies of page 11 and I will make him photocopies of 10 and 12 so he can complete his file on the "Comet".

I know of no other raceplane that changed it's appearance so many times and was so drastically altered from the original ship as this one was. I am going to Dunn Hirsch for pictures of the mid thirties "Continental Special" and try to get a line up of pictures of the same side of the various models of this ship that began flying in 1930 and was still going in 1947 after many make overs and several engines.

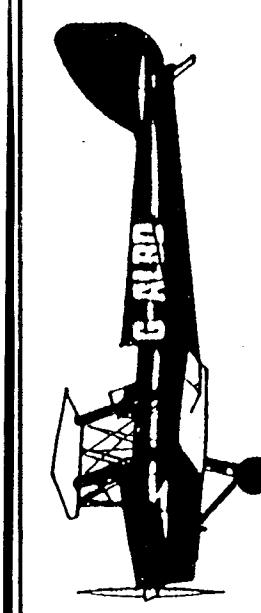
Although the article indicates that Whittenbeck came close, it is a tribute to Matty that none of his racers ever killed a pilot. I believe that when "Speed" Holman died in his Laird he was stunting in an air show and had done an unbelievable number of consecutive outside loops when as he pulled out of the last one his body was hanging out of the fuselage, no doubt indicating that his seat belt had failed, so that crash was clearly pilot error.

You have no idea how much the pictures of the "Comet" on page 11 mean to me. Harry Porter traded Ben Gunn out of it when I was a young teenager and I have admired it ever since and wondered what happened to it. The story of the crash from Bill Symmes who lives in Miami was all that I could get on my own. I had called him to beg for more pictures of his beautiful clip-wing Monocoupe 110 Special and in the conversation he told me that he had been an Eastern Pilot, flying thru Chattanooga and had got to know Harry Porter, and yes he remembered Harry's Laird. He said that Whittenbeck crashed the ship while performing in an air show at Tampa International in 1947, and that the ship was demolished but Clem survived the crash.

The next time you talk with Ollie ask him about his flying shoe. Last fall a group of us were flying at a local park when one of Ollie's models landed in a tree. He tried to shake it out with no success. The tree was just too high to climb, so he threw one of his shoes at it until he hit the limb and the model slid out of the tree, but Ollie's shoe caught on the limb with a branch wedged firmly into the shoe. He has had to endure all kinds of "shoo fly" jokes ever since.

Many, many thanks,

*Raymond Payne Jr.*  
Raymond Payne Jr.



**Hacker Kits**, made in the Czech Republic. Pre-cut parts, pre-laminated wing and tail plane curves, cowls, wheels, wire, tissue, great rolled plans, decals, and construction guide. Both models are of De Havilland Aircraft, for CO<sub>2</sub> or rubber power.

**DH 82 Tiger Moth—23"** span

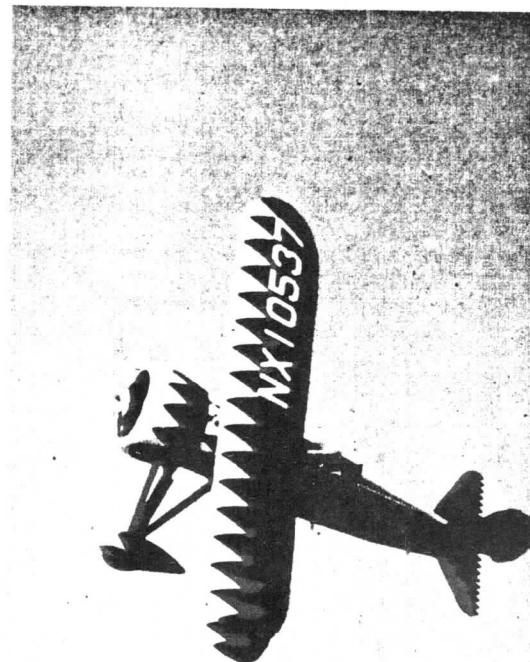
**DHC-2 Beaver—26"** span

Shipping, any quantity, \$5.00 the lot.

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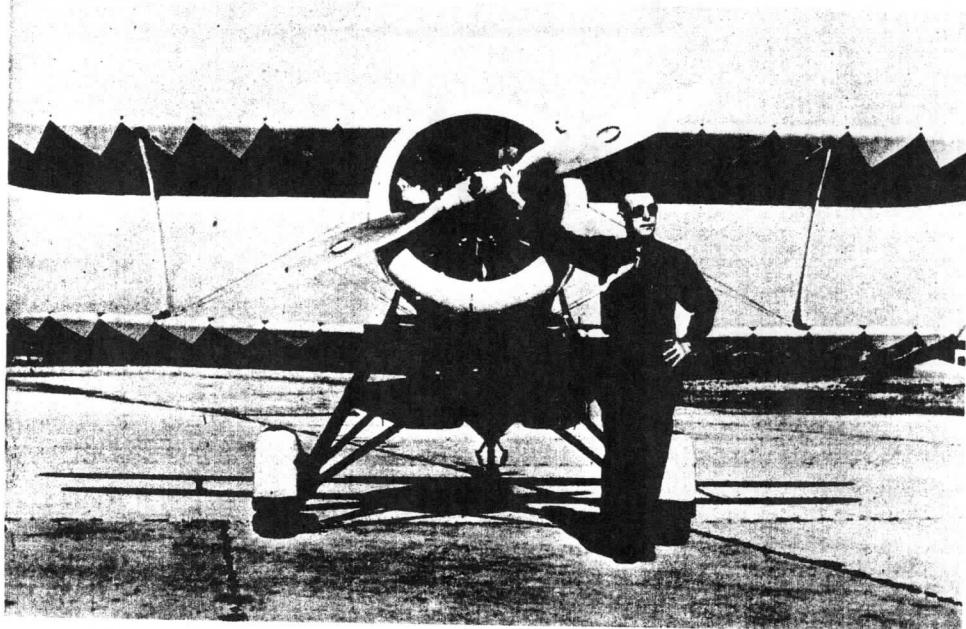
(Photo Courtesy of Clem Whittenbeck)

The Laird Jr. Speedwing, restored under the supervision of Clem Whittenbeck about 1947. Clem was invited to come out of retirement and after much thought of the amount of work necessary versus the pleasures of fishing on the Florida rivers near Tampa, he decided to make one more swing around the country seeing his old friends in the flying game. The Laird was a typical basket case when he found it up north, but after trucking it back to Florida serious restoration work made it blossom into the beautiful ship below.



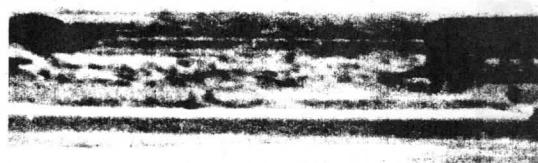
(Photo Courtesy Clem Whittenbeck)

Clem performs a low level high speed pylon turn in the Laird Jr. Speedwing.



(Photo Courtesy of Clem Whittenbeck)

This Laird Jr. Speedwing was just one registration number less than the Laird Solution. Matty Laird had been the first owner and pilot of the plane, as well as the designer, and it was flown in an Air Race in 1930 at Curtiss-Reynolds Airport. Clem stands proudly before the newly restored Laird at Tampa, Florida.



This page is from the Vintage Airplane magazine, reproduced here with their permission.

\* \* Glue \*

Mumbo Jumbo # 86 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder advances on the glue front. For some years the Others' journal ran a striking full page add depicting a toupee-clad Other clutching some miserable R/C model to his bosom while crying: "I can't believe that I built the whole thing out of eyeball-searing cyano glue!"

I, for one, believed it. The Others are capable of strange, misguided deeds - why not this peculiar deed? But even as I tossed the Other's lament aside, a residue of doubt remained - perhaps there was something useful buried somewhere in his madness. There is.

Every glue has some practical use for ourselves. Though special glues have only a limited application, each will earn its way when that special need arises. Fortunately most glues are cheap and easy to acquire. The reasonable thing to do is to experiment with every glue available. In short: if you are using only one glue to build an entire model - you're missing out.

Because much depends on individual reactions to particular smells, drying times and possible allergies, few rules can be prepared to govern glue suitability. Unlike say, aerodynamics, glue has much to do with the user. Still, some general findings apply.

Model airplane cement (Sig-ment or Duco) is our old favorite, the one we grew up with. Though likely the weakest, it's adequate for balsa to balsa joints and has the virtue of shrinking as it dries - transforming a blob into a neat fillet. 'Gap filling' is moderate and adhesion to metal is poor. Blob drying time can run to 30 minutes.

Current five minute epoxies are much stronger than model cement, stick readily to metal and are quite flexible, a feature useful in absorbing shock. The catch is a considerable weight penalty, as compared to any of its competitors. Because it does not shrink, what you put down is what you get. Result: any blobs are frozen in time, a sign of needless weight and wasteful modeling. One epoxy virtue is an easily controlled 'tack'. At times, as in gluing carbon fibres, great tackiness will aid the cause by preventing unraveling. Simply wait a few minutes after mixing until the desired tack is available. Epoxy gap filling characteristics are superb, but once again, it will cost you in weight. Finally 'two ton' type epoxy is likely the strongest glue around, approaching soft solder (5000 PSI) in strength. Less rubbery than the usual five minute version, and requiring many hours for hardening, it's especially useful for metal to metal connections.

Cyano has been much improved of late. If you have come to hate the stuff, give it a fresh try. If those 'old instant bond' claims seemed a fake, something very like it can be achieved with accelerators. Modern accelerators no longer produce that white, rock candy type of joint of yore - brittle, heavy and difficult to sand. With new glues, the joint is translucent, sandable, gap filling and reasonably flexible. The chemicals no longer sear one's eyeballs. If you are in a tremendous hurry, as in a field repair situation, cyano + accelerator offers much.

Yellow glue (Titebond II) is designed for hardwood. While it will bond balsa, it's both heavier and more difficult to sand than model cement. It dries slowly with a fair tack. White glue is subject to a special difficulty - it creeps; ie it slowly gives way when under a continuous load. The creep per day is small, but mighty annoying. I've actually had a model suffer disappearing dihedral owing to white glue. Over a full winter what had been a generous dihedral slowly became true scale - and unflyable. Not recommended.

### GOLDEN AGE MILITARY

Position	Contestant	Plane
1	MILLER, JIM	MARTIN MO-1
2	SRULL, DON	MUREAUX
3	STARLEAF, CHRIS	IKARUS
4	LEWIS, GEORGE	DOUGLAS Y10-43
5	BENTON, OLLIE	MARTIN MO-1

### MODERN MILITARY

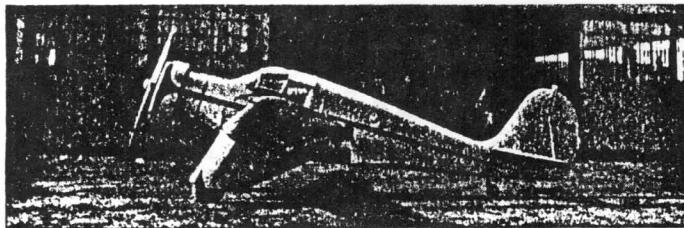
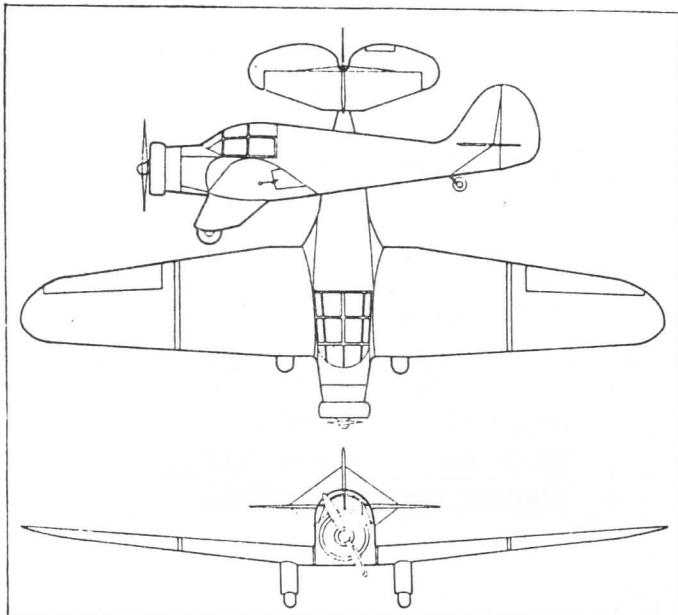
Position	Contestant	Plane
1	LIVESAY, DAVE	VULTEE XA-41
2	REES, DAVE	SKYRAIDER
3	MILLER, JIM	SUPERMARINE 322
4	STARLEAF, CHRIS	E.E.LIGHTNING

13.



### Aeronca LC—(Warner, 90 h.p.)

A.T.C. No. 614. Type: 2-place, cabin, land, monoplane.  
Dimensions: Length overall, 22 ft. 3½ in. Height overall, 7 ft. Span, 36 ft. Chord, 7½ in.  
Areas: Wing, front, taileron, 150 sq. ft. Ailerons, 17.6 sq. ft. Rudder, 10.6 sq. ft.



Aeronca LC

8.2 sq. ft. Fin, 6.4 sq. ft. Stabilizers, 13.66 sq. ft. Weights: Empty, 1034 lbs. Useful load, 646 lbs. Payload, 295 lbs. Gross weight loaded, 1680 lbs. Wing loading, 11.2 lbs. per sq. ft. Power loading, 18.66 lbs. per h.p.

Power Plant: Warner Scarab Jr., 90 h.p. radial. Rated 90 h.p. at 2025 r.p.m. Fuel capacity, 28 gals. Oil capacity, 3 gals. Fuel consumption, 5.6 gals. per hr. at 1900 r.p.m. Oil consumption, .025 lbs. per h.p. hr. at 1900 r.p.m.

Performance: High speed, 123 m.p.h. at 0 feet; cruising speed, 108 m.p.h. at sea level; landing speed, 48 m.p.h. Climb at sea level, 650 ft. 1st min. Service ceiling, 16,500 ft. Cruising range, 535 mi.

Construction: Wings, NACA2209-18 taper airfoil section. Center section-box spars. Tip section, solid spruce, spruce built-up ribs, fabric-covered. Fuselage, welded steel tube construction, fabric-covered. Empennage, welded steel tube, fabric. Landing gear, non-retractable, double Aeronca oleo, 18 x 8 tires, 3-in Goodyear wheels; Goodyear disc brakes; Aeronca dual oleo shock absorbers.

Rigging: Angle of incidence, 0 deg.; dihedral, 4 deg. top side. Standard Equipment: Flight instruments, Airspeed, altimeter, compass. Engine instruments, Tachometer, oil temp. and pressure gauges. Starter, Eclipse (extra). Propeller, wood-Sensenich Bros. Landing lights, Grimes (extra). Navigation lights, Grimes. Radio, RCA (extra). Radio shielding, extra. Radio bonding, extra. Speed cowl. Wheel pants. Air brake, extra. Elevator, adjustable in flight. Luggage compartment, 115 lbs. Other equipment, rug, walnut finish instrument board, door lock, ventilator. Price: \$3275 (at factory).

### Aeronca LCS—(Warner, 90 h.p.)

A.T.C. No. 614. Type: 2-place, cabin, sea, monoplane. Dimensions: Length overall, 23 ft. 9½ in. Height overall, 9 ft. Weights: Empty, 1193 lbs. Useful load, 659 lbs. Pay load, 298 lbs. Gross weight loaded, 1852 lbs. Wing loading, 12.35 lbs. per sq. ft. Power loading, 20.6 lbs. per h.p.

Performance: High speed, 116 m.p.h. at 0 feet; cruising speed, 100 m.p.h. at sea level; landing speed, 48 m.p.h. Climb at sea level, 500 ft. 1st min. Service ceiling, 16,500 ft. Cruising range, 450 mi.

Construction: Landing gear, Edo 47-1965 floats with Edo water rudder.

Standard Equipment: Starter, Eclipse. Remarks: Same as Aeronca LC except as noted above. Price: \$4325 (at factory).

### PHOTO PAGE BY RUSS SANDUSKY

Left column; Power Scale Short Sunderland by Eric Clutton. Didn't make a qualifying flight. Good looker!

Busy as a bee-hive--the FAC Headquarters tent, Operations Office.

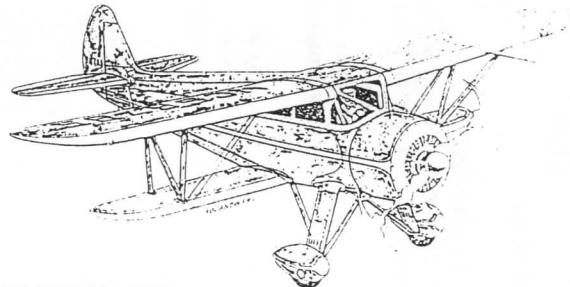
One of our judging teams. This one consists of members of the Detroit Geschwader. Left to right, Jack Moses, Fred Wunsche, Charlie Schobloher and Pres Brunning.

Right column; A Giant Scale Stinson SR-10 by Dan Flintjer. Model flies GOOD!

Tom Nallen II holds Tom Nallen I's Laird Solution as it's being wound for the Thompson Race.

Vance Gilbert's high flying Avro 547, Tri-plane. A beauty in the air!

## FLYING ACES

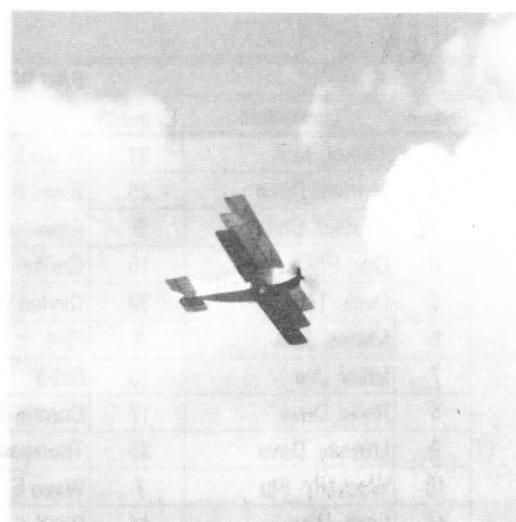
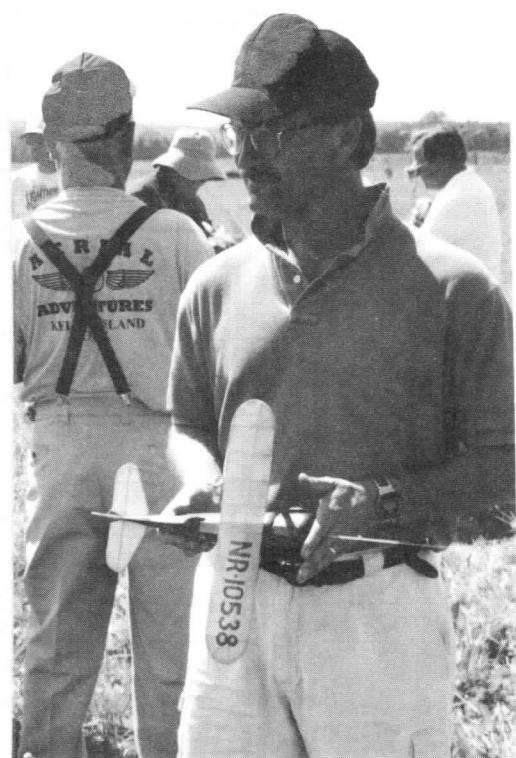
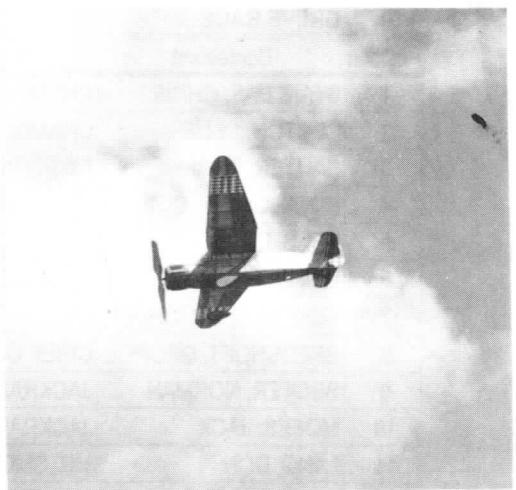
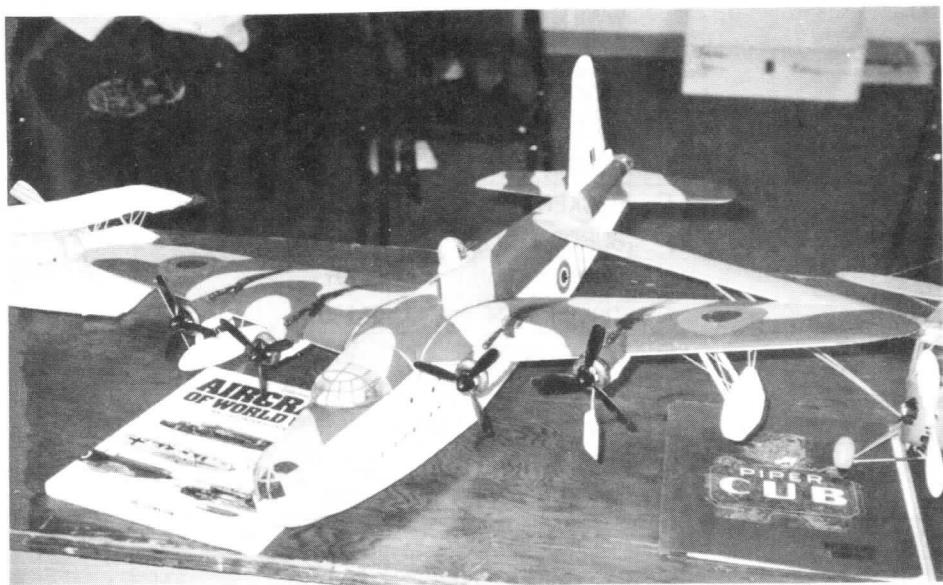


AVAILABLE NOW!

If you liked our other T-shirts then you will love this one! This years FAC-Nats shirt is adorned with the Waco Cabin biplane all done up in red with white trim. A real beauty! Bob Boyanowski did the artwork for it and he did a real bang-up job of it. They come in the usual sizes of small, medium, large, x-large, xx-large and xxx-large. Price is \$12.50 postpaid.

The Geneseo contest plan this year is of the Waco Model C-7 drawn and designed by Paul Boyanowski. The plans is 2 sheets 24 X 19 and the wingspan of the model is 22 inches. Price of the plan is \$5.00 postpaid.

To order either of the above items or both send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



16.

**GREVE RACE**

Position	Contestant	Plane
1	STARLEAF, CHRIS	CHAMBERMAID
2	BENTON, OLLIE	CHAMBERMAID
3	SAUTER, CHARLIE	FIRECRACKER
4	BOJANOWSKI, BOB	JACK RABBIT
5	REES, DAVE	PETE
6	WUNSCHE, FRED	JACKRABBIT
7	SCHOBLOHER, CHUCK	JACKRABBIT
8	BREDEHOFT, GEORGE	CHIEF OSHKOSH
9	BECKER, NORMAN	JACKRABBIT
10	MOSES, JACK	JACKRABBIT
11	LANG, DON	MR. SMOOTHIE
12	MOON, ROGER	JACKRABBIT
13	McLELLON, BOB	GOON
14	LIVESAY, DAVE	MR. SMOOTHIE
15	TISINAI, JACK	BONZO

**WWII MASS LAUNCH**

Position	Entrant	Plane
1	MIDKIFF, MIKE	KI-61 TONY
2	MCLELLON, BOB	CURTISS SEAGULL
3	MOSES, JACK	TA-152
4	BECKER, NORMAN	KI-84
5	BURDSALL, LES	HELLCAT
6	LIVESAY, DAVE	JUDY
7	TISINAI, JACK	P-51D
8	LEWIS, GEORGE	TA-152
9	BREDEHOFT, GEORGE	BARRACUDA
10	SCHOBLOHER, CHUCK	FW-190
11	BENTON, OLLIE	BARRACUDA
12	BOJANOWSKI, BOB	P-51B
13	MILLER, JIM	P-51B
14	WUNSCHE, FRED	S.A.I.
15	STARLEAF, CHRIS	MIG 3

**POWER SCALE**

Position	Contestant	Entrant#	Plane	Flight Times	BEST	BONUS	SCALE	Total	
1	REES, DAVID	17	ALEXANDER EAGLEROCK	BULLEY	120	82.5	10	57.5	150
2	MIDKIFF, MIKE	21	SOPWITH TRIPLANE		120	82.5	20	57	159.5
3	MATHIS, PETE	16	TRI ISLANDER		77	82.5		54	136.5
4	COX, PHIL	10	LUSCOMBE PHANTOM		120	82.5		56.5	139
5	SRULL, DON	41	MIG 15		120	82.5		50	132.5

**JUMBO SCALE**

Position	Contestant	Entrant#	Plane	Flight Times	BEST	BONUS	SCALE	Total	
1	Srull, Don	41	Voisin	41	86	73	25	57.5	155.5
2	Rees, Dave	17	General Aristocrat	120		82.5	0	57.5	140
3	Weckerly, Stu	7	Found Floats	120		82.5	5	48	135.5
4	Bredenhofst, George	32	Stallion	115		81.25	0	49	130.3
5	Cox, Phil	10	Cessna AW	68		64	0	56.5	120.5
6	Moses, Jack	3	Mig 3	36		36	10	52	98

**FAC PEANUT SCALE**

Position	Contestant	Entrant#	Plane	Flight Times	BEST	BONUS	SCALE	Total		
1	Tisinai, Jack	31	Waco E6C8	59	55	105	78.75	15	50	143.8
2	Livesay, Dave	25	Bean, Floyd	83	42	116	81.5	5	50	136.5
3	Starleaf, Chris	9	Kawasaki Fighter	53	78		69	15	51	135
4	Cox, Phil	10	Gadfly	59	74		67	10	57	134
5	Dock, Ted	39	Dayton Wright	86	72		73	5	50	128
6	Moses, Jack	3	IS-4	85	39	75	72.5	5	48	125.5
7	Miller, Jim	13	DH-6	28	65	55	62.5	15	47	124.5
8	Rees, Dave	17	Corona Cougar	71			65.5	0	53	118.5
9	Livesay, Dave	25	Thompson Balboni	61			60.5	5	48	113.5
10	Weckerly, Stu	7	Waco E	44			44	20	48	112
11	Lang, Don	14	Big X	34	35	37	37	0	47	84
12	Ruhland, Dennis	51	Zero	21	23	22	23	10	42	75

17.

**DIME SCALE**

Position	Contestant	Entrant#	Plane	Flight	Times	BONUS	Total
1	Kane, Dan	30	Taylorcraft	108	120	120	0 348
2	MJoses, Jack	3	Hawker Hurricane	96	62	120	30 308
3	Cox, Phil	10	Curtiss Robin	94	98	108	0 300
4	Miller, Jim	13	Martin MO-1	59	64	120	15 258
5	Weckerly, Stu	7	Great Lakes Special	55	47	43	45 190
6	Telford, Tony	1	Puss Moth	58	70	54	0 182
7	Dock, Ted	39	Curtiss robin	59	45	72	0 176
8	Rees, Dave	17	Vega	69	51	56	0 176
9	Tisinai, Jack	31	Fokker D-VII	44	30		30 104
10	Burdsal, Les	18	Cessna AW	95			0 95
11	Phillips, Bert	43	Monocoupe	29	21	25	0 75

**O.T. RUBBER**

Position	Contestant	Entrant#	Plane	Flight	Times	Total	
1	DeCOOK, DON	38	H.STRUCK 1936	120	120	82 322	
2	DeCOOK, DON	46	KILLER DILLER	120	84	79 283	
3	STULL, DON		LANZO 30	104	78	64 246	
4	PHILLIPS, BERT		FLYABOUT	85	65	96 246	
5	LEWIS, GEORGE	4	MISS CANADA	105	120		225
6	HAWES, DICK	19	VICTORIA PARKER	100	53		153
7	BARNETT, DON	40	F.A.MOTH	70	40	38 148	
8	TISINAI, JACK	31	MISS CANADA, SR.	120			120
9	WECKERLY, STU	7	PHANTOM FURY	120			120
10	MOON, ROGER	12	MISS CANADA, SR.	107			107
11	LIVESAY, DAVE	25	KING HARRIS	97			97
12	BARNETT, BRUCE	37	FRSHMAN	54			54

**GOLDEN AGE CIVIL**

Position	Contestant	Entrant#	Plane	Flight	Times	Total	
1	Starleaf, Chris	9	Lincoln AP-K5	120	120	113 353	
2	Burdsall, Les	18	Cessna Phantom	120	110	120 350	
3	Rees, Dave	17	Nicholas Beasley NB-3	120	120	109 349	
4	Weckerly, Stu	7	Stout	99	108	103 310	
5	Lewis, George	4	Rearwin	65	120	120 305	
6	Rees, Marie	49	Porterfield Collegiate	83	96	120 299	
7	Cox, Phil	10	Aeronca K	120	76	67 263	
8	Benton, Ollie	2	Sperry Mono	87	76	89 252	
9	Midkiff, Mike	21	Piper Cub	61	80	84 225	
10	Dock, Ted	39	Rearwin Speedster	60	48	49 157	
11	Tisinai, Jack	31	Howard DGA-15	49	54	52 155	
12	McLellan, Bob	42	Stinson SR-9	66	67		133
13	Livesay, Dave	25	Zlin	60	37		97
14	McLellan, Bob	42	Stinson SR-9	95			95
15	Reichel, Lin	23	Monocoupe	30	30		60

**No-Cal**

Position	Contestant	Entrant#	Plane	Flight	Times	Total	
1	Dock, Ted	39	Schlepp	99	88	145 332	
2	Bredhoff, George	32	Stuka	73	59	73 205	
3	Lewis, George	4	Gosling	42	43	83 168	
4	Cox, Phil	10	Cessna Centurian	68	98		166
5	Kane, Dan	30	Schlepp	34	77	42 153	
6	Hawes, Dick	19	Steaman Beta	39	48	52 139	
7	Bredhoff, Jack	33	Barracuda	62			62
8	Miller, Jim	13	He 100D		58		58
9	Lang, Don	14	Dauntless				36

18

THE GOLDEN AGE  
by  
**FRAN PTASZKIEWICZ**

heavy steel flying wires. From the front, this wire system was likened to a bridge truss.

Gee Bee "Super Sportster" Model R-1, one of the most famous aircraft in the history of air racing.

Quoting a small article in the aviation page of a local newspaper, circa 1932. "Aerial enthusiasts, here is an airplane which you will agree is like a glimpse into the future. It can be seen that the design is very near the ultimate of perfection in streamlining". "There are predictions of speeds approaching 1,000 miles per hour for aircraft traveling in the stratosphere, that thin atmospheric layer first reached by Professor Picard in a balloon, and it is certain that the airplane used will have all of the non-air resistant lines this plane has".

Thus, many people were already looking to the future in the air-minded America of that time.

This airplane broke a lot of conventions in the matter of its unusual design and it did break a lot of records in the matter of speed. It was said that silos might have flown solo in a Texas type windstorm, but here was a silo that could carry a man and a bunch of blue ribbons.

The famous Gee Bee Super Sportster powered with 300 untamed stampeding horses and supported by a set of wings that were just slightly larger than a washboard. (Hopefully, many of us can still remember what an old washboard looked like). The speed at which it traveled was then considered terrific and its appearance was described as that of an inordinate missile with wings and going places.

The first Gee Bee Model Z, placed its bid for supremacy of the air at Cleveland in 1931. Piloted by the intrepid Lowell Bayles, this first model broke several records of long standing and firmly established a new trend in aeronautical design. Winning the 1931 Thompson Trophy Race with a speed of 236.2 M.P.H.. A promising career for this airplane was cut short when in mid-summer this flashing new star of the skies came hurtling earthward, a crushed and twisted pyre.

In 1932 the S.A.R.A. (Springfield Air Racing Assn.) again produced and entered a pair of redesigned Gee Bee racers, the Model R-1 and the Model R-2, both of which until that time period, had been spared the fate of their predecessor. One of these two machines, Captain Jimmy Doolittle's No. NR-2100, had completely shattered all existing speed records by land planes and was being further streamlined for bigger and better things. We were told at that time, it was going places next year (1933) and we should keep our eyes and ears open for more records to fall.

When an observer jocularly dubbed this Gee Bee model a "flying silo", he was unknowingly expressing the thoughts of hundreds of others who had looked upon this design in the same way. The fuselage was round and unusually stubby with tiny wings branching from its mid-section. The cowling was made from duralumin as was the whole forward half of the airplane. Wings, tail and rudder were built of stiff plywood, fabric covered and smoothly finished in a white and red color scheme, which was characteristic of this pair of racers.

The landing gear had set the style for many succeeding racers. It consisted of a streamlined "boot" and balloon tyred wheels, supported by a wide monostruct or rudder-like proportions. The whole unit then being affixed directly to the wing, a new and different procedure, one without precedent. This form of landing gear was said to have strengthened the wings through a set of

Gee Bee airplane with its reduced wing area and stub nose gave one a first class example of the stringent economy in aircraft design.

As previously mentioned, the wing construction of the R-1 and R-2 consisted of wood spars and wood ribs which were covered with sheet plywood and then had a final covering of fabric, to which was applied 14 coats of dope. The Model R-1, which was flown to victory in the 1932 Thompson by Doolittle, used an 800 H.P. Pratt & Whitney Wasp Sr. R-1344 engine. Its winning speed was 252.7 M.P.H.. The Model R-2 which placed fifth in the same race with a speed of 222.1 M.P.H. and was piloted by Lee Gelbach had a 550 H.P. Pratt & Whitney Wasp Jr. R-585 for power.

Both aircraft featuring identical color schemes were identified as Model R-1, racing number 11, registration No. NR-2100. Model R-2, racing number 7, registration No. NR-2101.

The specifications of both aircraft were; Wingspan 25' 0"; length 17' 9"; wing area 85 square feet and the airplanes had a wing loading of 35 lbs. per square foot.

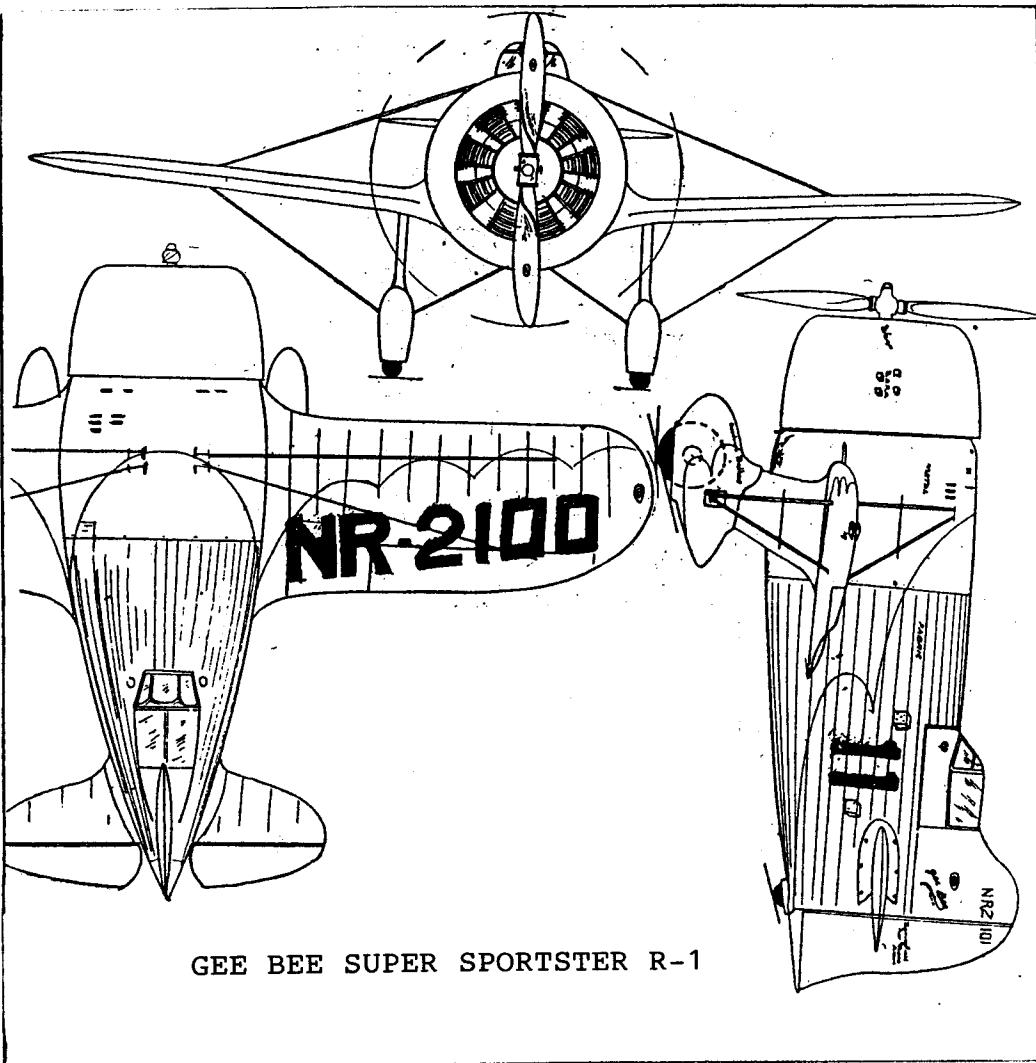
In retrospect, the Gee Bee racers of the 1932 and 1933 racing campaigns were not without their detractors, as are many aircraft, even today. Ranger talk, has probably fueled more discussions and comment both good and bad about all types of aircraft, racing, sport or otherwise. A lot of it without basic fact, usually by someone saying, "I heard it from, who heard it from, that such and such is one bad airplane".

A comment oft repeated about the R-1 was that here was an airplane you did not fly, you merely strapped it on and wore it and it would take you where it wanted to go no matter what you did. But a look at a recent reconstruction of the 1932 Gee Bee in recent years showed the airplane to be quite docile and capable of inverted flight, knife edge flight and generally good flying characteristics. The airplane has been flown many times and was seen at the E.A.A. convention in Oshkosh a few years ago as well as being re-introduced to the aerial enthusiasts at a Sun and Fun E.A.A. gathering in Florida the April before.

For an extremely good, well detailed 3-view drawing in authentic colors of the original machine, refer to the cover of the January 1969 issue of American Aircraft Modeler. The drawing was done by Bjorn Karlstrom and is very well done. In the May 1967 issue of American Modeler there is a full size plan by W.C. Hannan for the construction of an all sheet balsa rubber profile model of the R-1. (ed. note; Herr Engineering also has a fine kit of it)

**JIMMIE ALLEN**

Position	Contestant	Entrant#	Plane	Flight Times	Total
1	Weekerty, Stu	7	BLUEBIRD	120	120
2	DeCook, A.J.	46	SILVER STREAK	120	110
3	Hawes, Dick	19	BLUEBIRD	64	32
4	Barnett, Bruce	37	CANADIAN PACER	37	38
5	DeCook, Don	38	BARACER	46	46



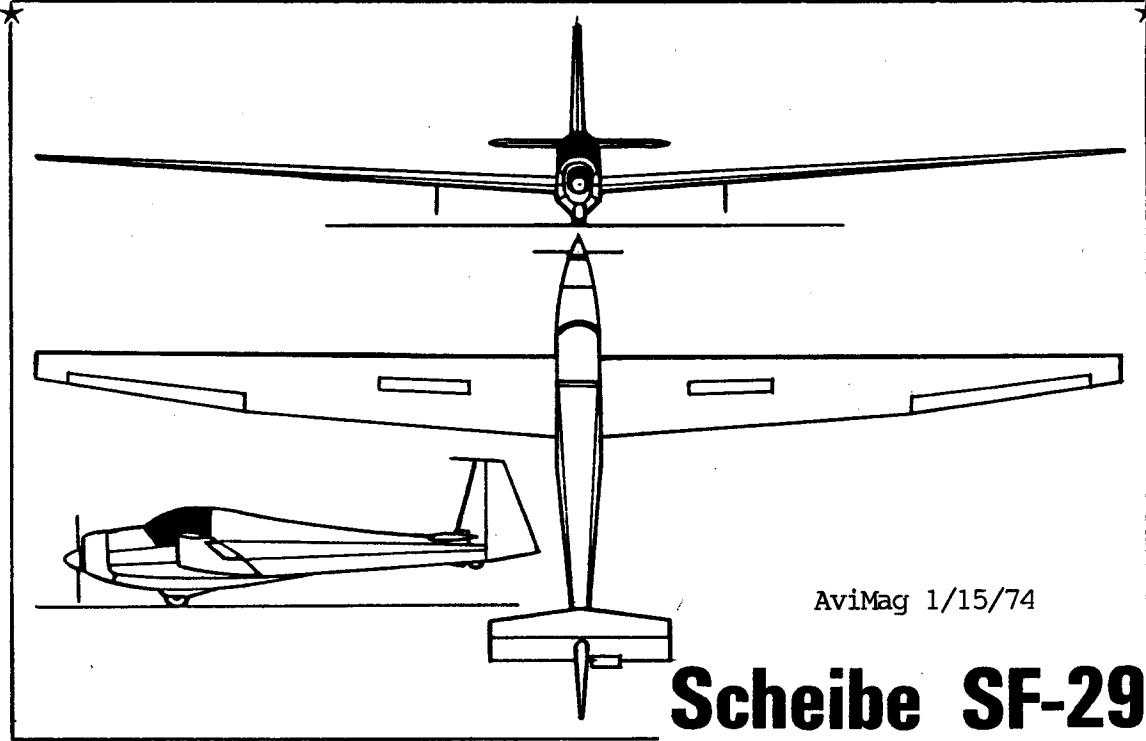
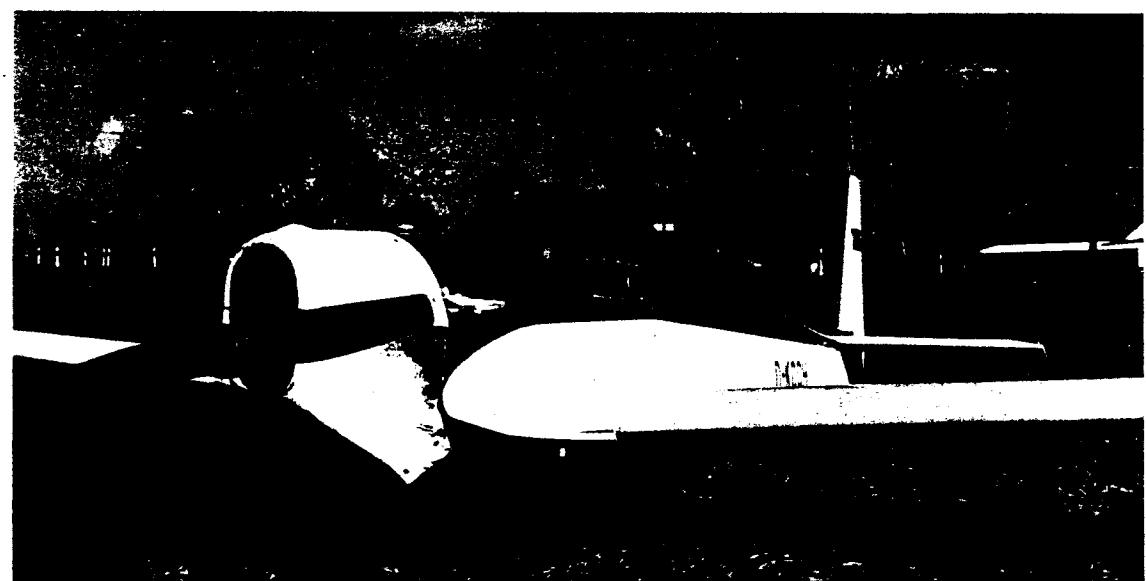
MODERN CIVIL							Total
Position	Contestant	Entrant#	Plane	Flight Times			
1	Weckerly, Stu	7	Found 100	111	120	120	351
2	Cox, Phil	10	Piper Pacer	72	76	59	207
3	Reichel, Juanita	24	Piper Clipper	65	62	78	205
4	Schobloher, Chuck	11	Piper Clipper	61	57	48	166
5	Burdall, Les	18	Piper Vagabond	75	64		139
6	Livesay, Dave	25	Zlin	51	72		123
7	Lewis, George	4	J-5A	39	39		78

FAC SCALE										
Position	Contestant	Entrant#	Plane	Flight Times			BEST	BONUS	SCALE	Total
1	SRULL, DON	41	CANT TRI-MOTOR	93	76	55	75.75	35	56	166.8
2	REES, DAVE	17	DH FOX MOTH	85	120		82.5	15	56	153.5
3	MILLER, JIM	12	WET WOT	35	68	120	82.5	20	50	152.5
4	COX, PHIL	10	GADFLY	114			81	10	60	151
5	WECKERLY, STU	7	WACO CUC	62	74	112	80.5	20	49	149.5
6	MIDKIFF, MIKE	21	KYUSHU SHINDEN	53	92		75.5	20	51.5	147
7	STARLEAF, CHRIS	9	DASH-8	65	64		62.5	20	59	141.5
8	BENTON, OLLIE	2	DH HORNET MOTH	61	60	77	68.5	15	53	136.5
9	DeCOOK, A.J.	46	ANDREASSON BA-4B	48	72	30	66	15	54.5	135.5
10	McLELLON, BOB	42	ME-109E	49	60		60	10	53	123
11	MOSES, JACK	3	MARCOUX BROMBERG	69			64.5	10	47	121.5
12	REICHEL, JUANITA	24	PIPER CLIPPER	84	55	40	72	0	46	118
13	LEWIS, GEORGE	4	PT-19	53	45		53	10	55	118
14	BENTON, OLLIE	2	DAYTON WRIGHT	48	68		64	5	46	115
15	McLELLON, BOB	42	N.A.A-36	23	31	47	47	10	55.5	112.5
16	BECKER, NORM	15	HE-100D	49	30	51	51	10	46	107
17	LEWIS, GEORGE	4	DOUGLAS Y10-43	37	36	36	37	3	57.5	97.5
18	HAWES, DICK	19	PIPER VAGABOND	41	21		41	0	54	95
19	MOSES, JACK	3	KR-3	41			41			41

# Rare Birds & Odd Ducks

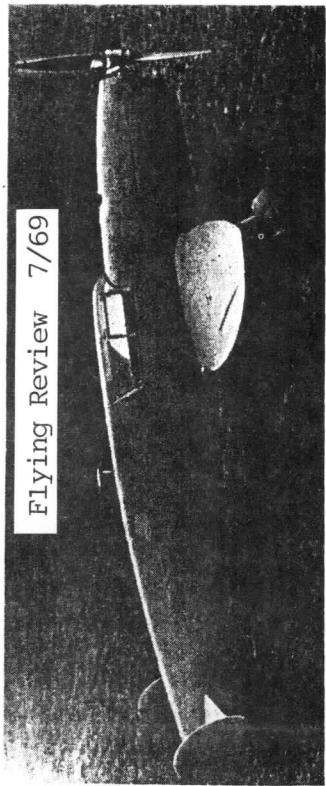
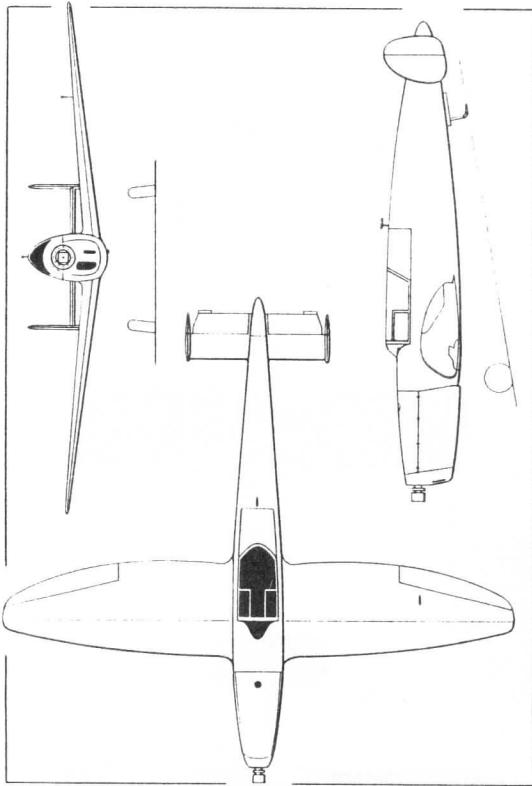
BY DAVE STOTT

Clubsters, here is a section of your good ol' FAC News designed to stop you dare-devils of the drafting boards dead in your tracks. Yep, just cast an orb over these 3-views and see what strikes your fancy. How about that long winged powered glider? One way to Giant Scale without having to use yards and yards of Tan II. Or that luscious Latvian just because it looks so good. Betcha never saw a floatplane like that peachy Percheron.



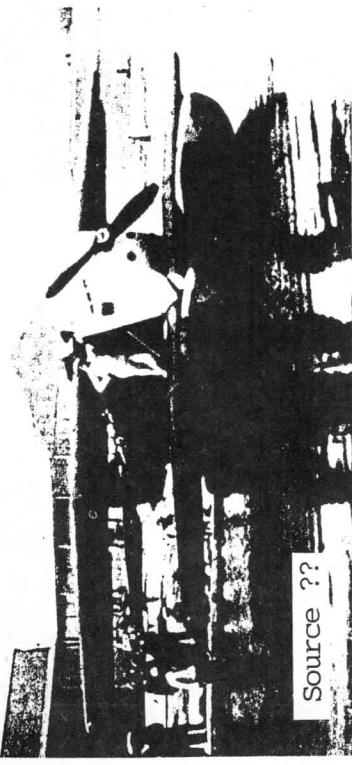
AviMag 1/15/74

**Scheibe SF-29**



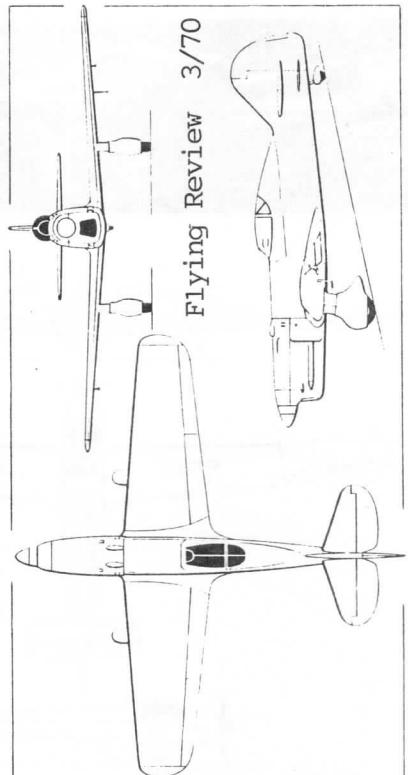
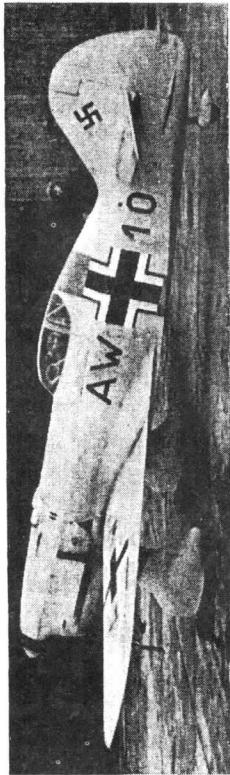
Flying Review 7/69

*Three-view and photograph of the Fieseler Fi 158*



Source ??

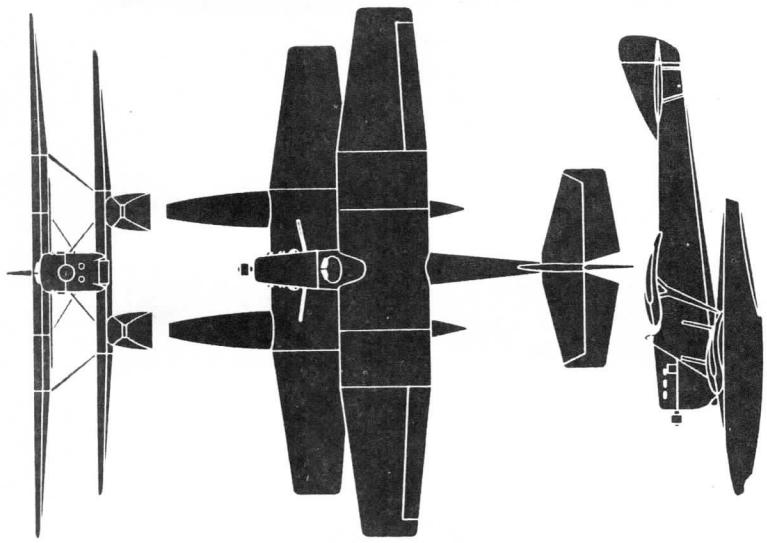
**PERCHERON H-1**  
**Hydravion expérimental (France)**



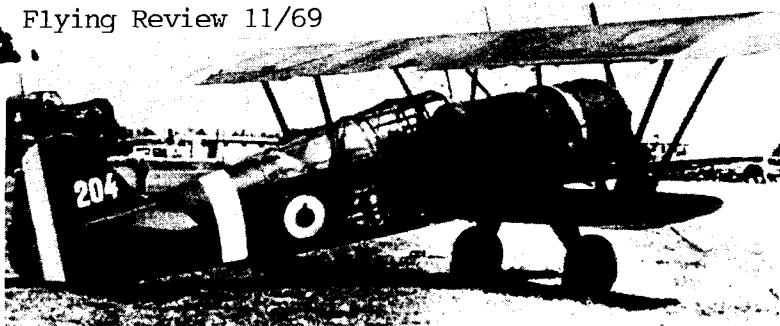
Flying Review 3/70

**Latvian lightweight**

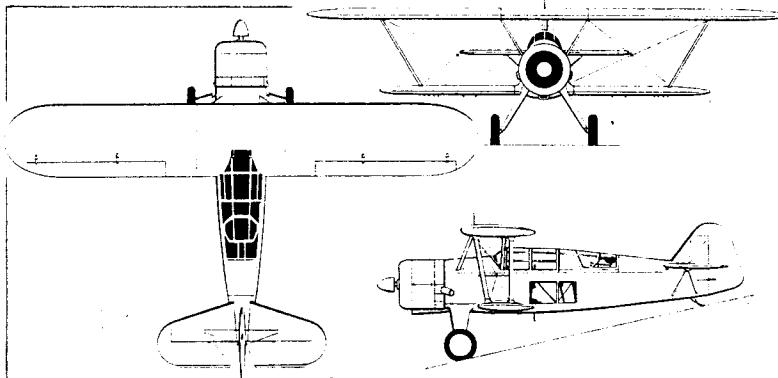
*The Irbīts-designed VEF I-16 fighter*



22.



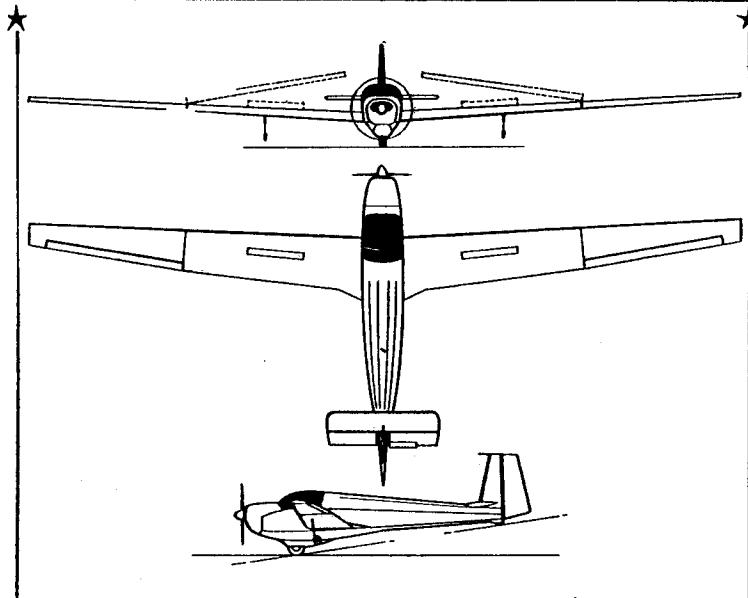
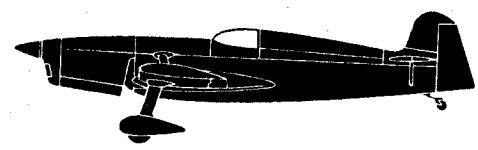
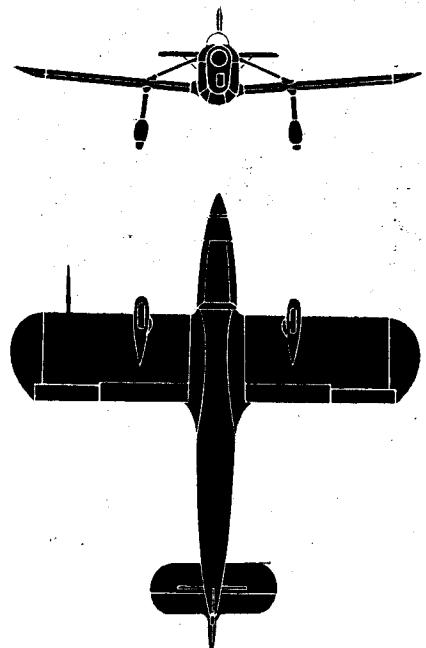
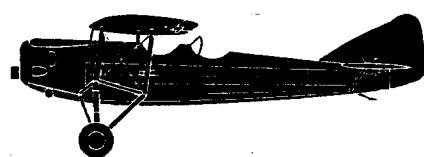
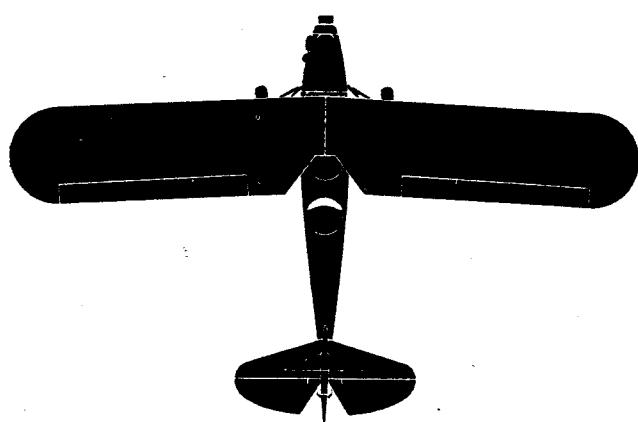
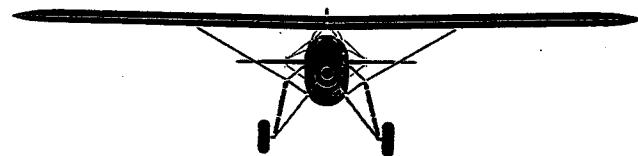
LEDUC RL-21 (France) Source??  
All polished aluminum



The I.A.R. 39, showing markings used after the armistice with the Soviet Union.

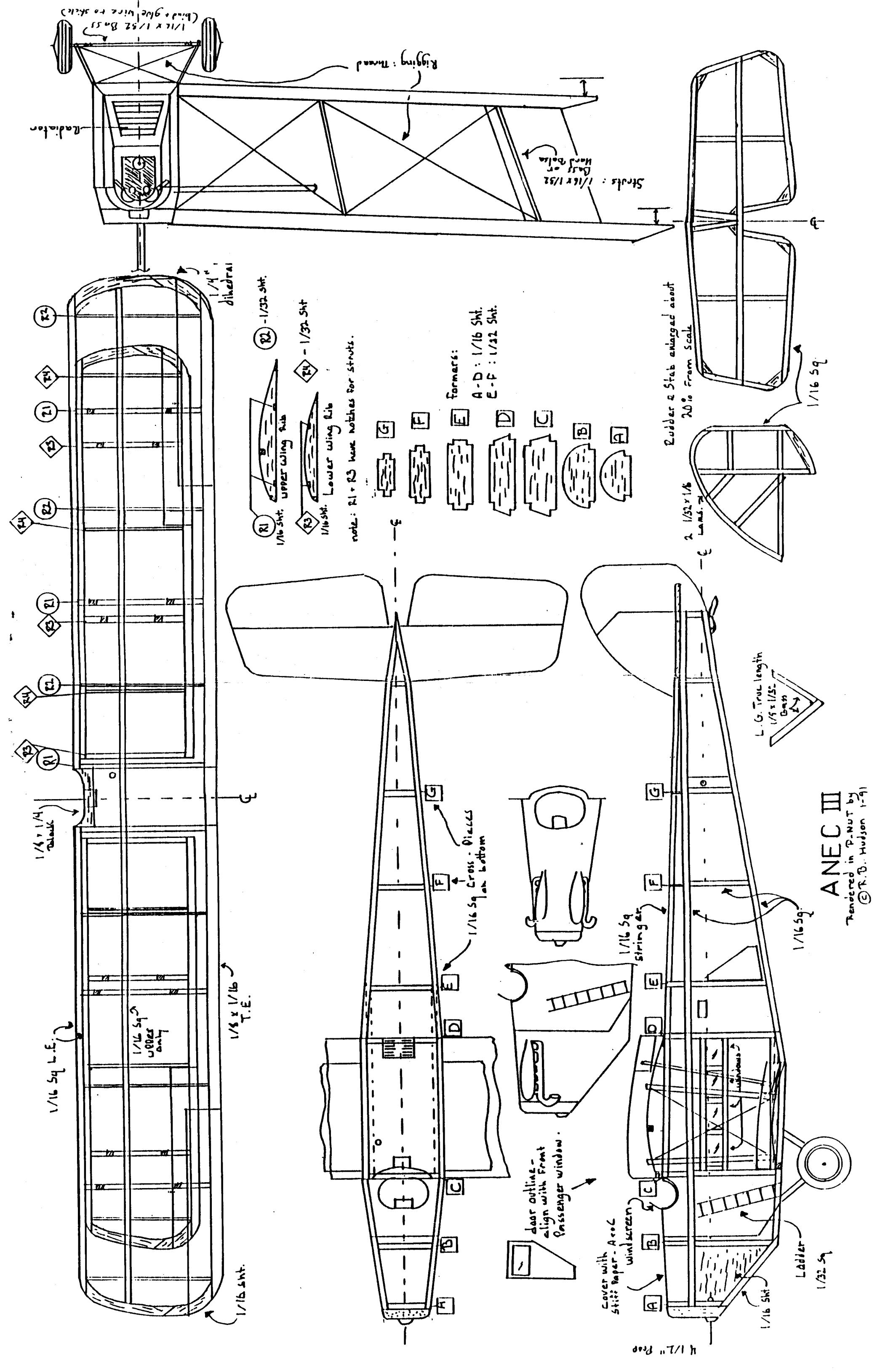


ABRAHAM AS-2 "IRIS" Source??



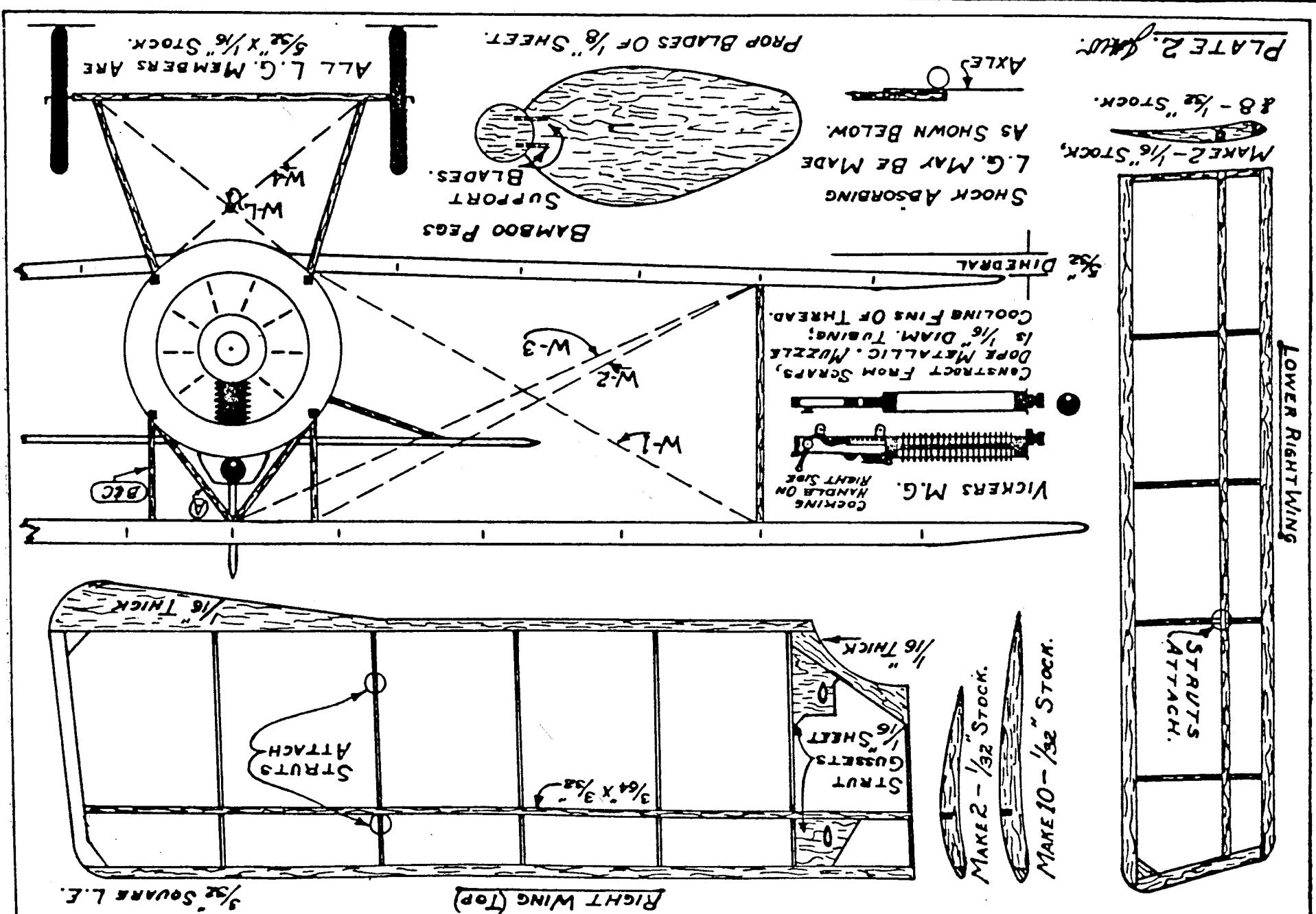
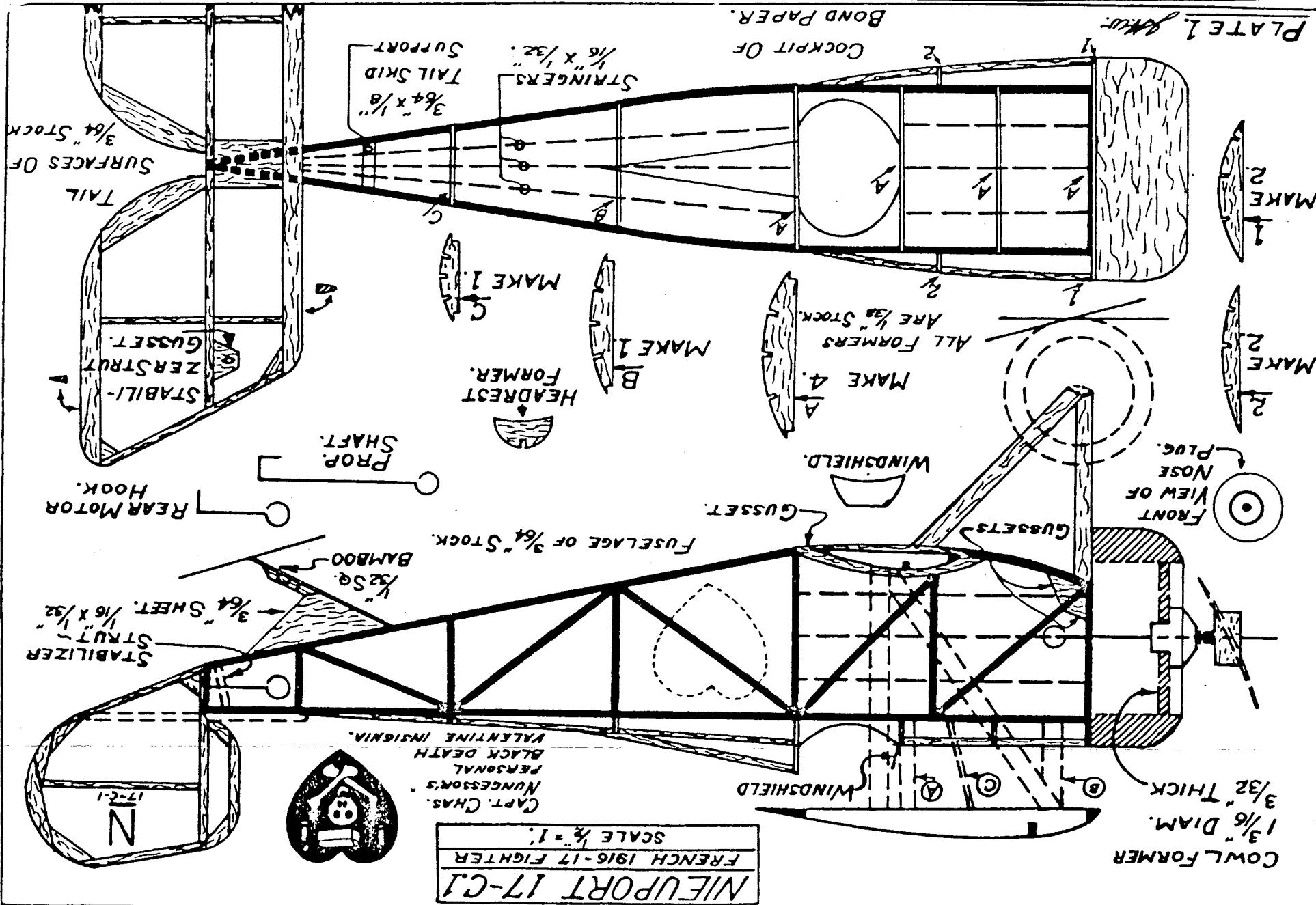
**ANE C III**

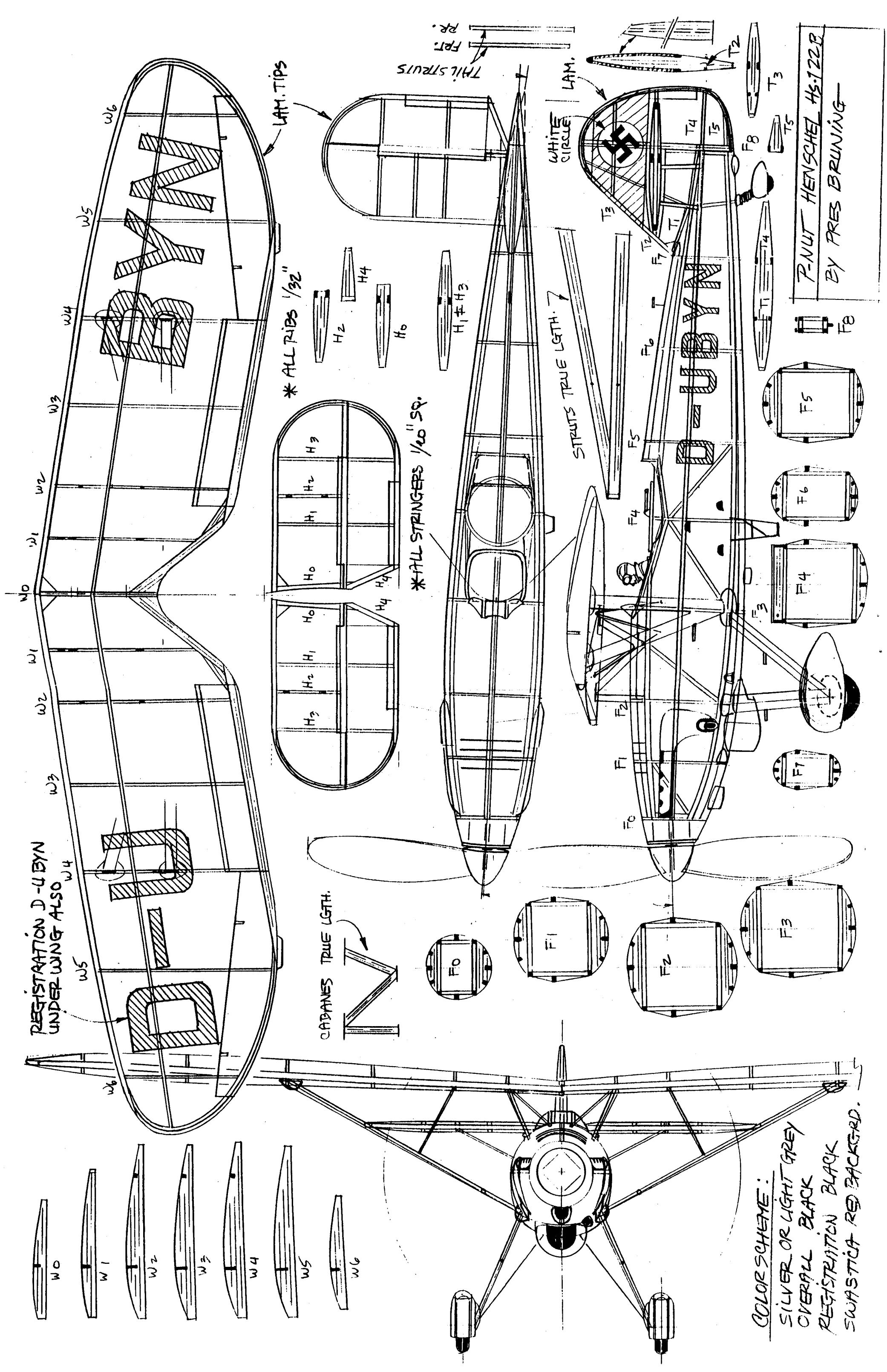
Rendered in P-NUT by  
© R.B. Hudson 1-91

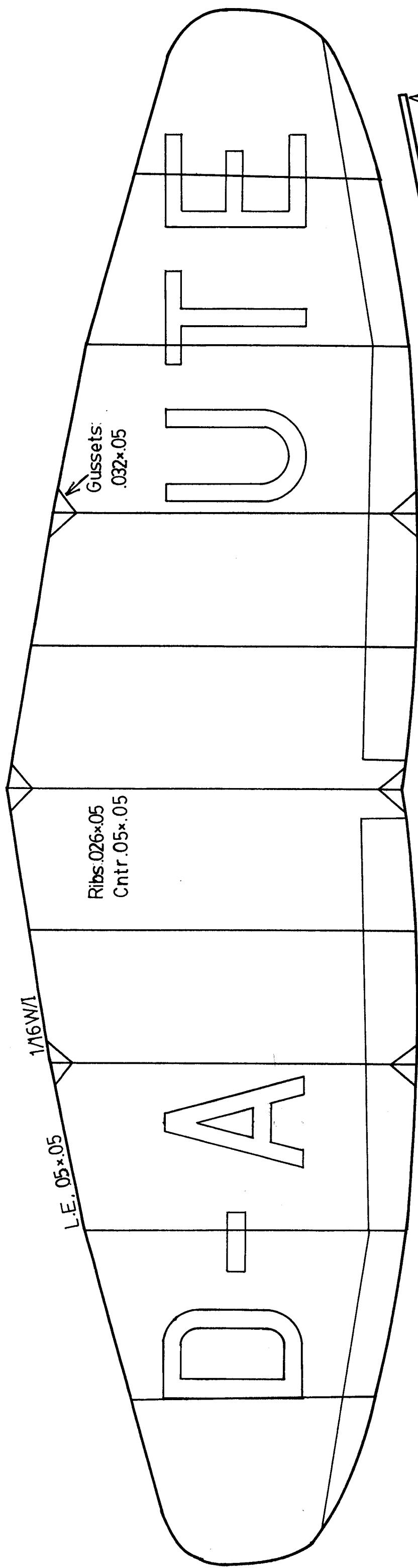


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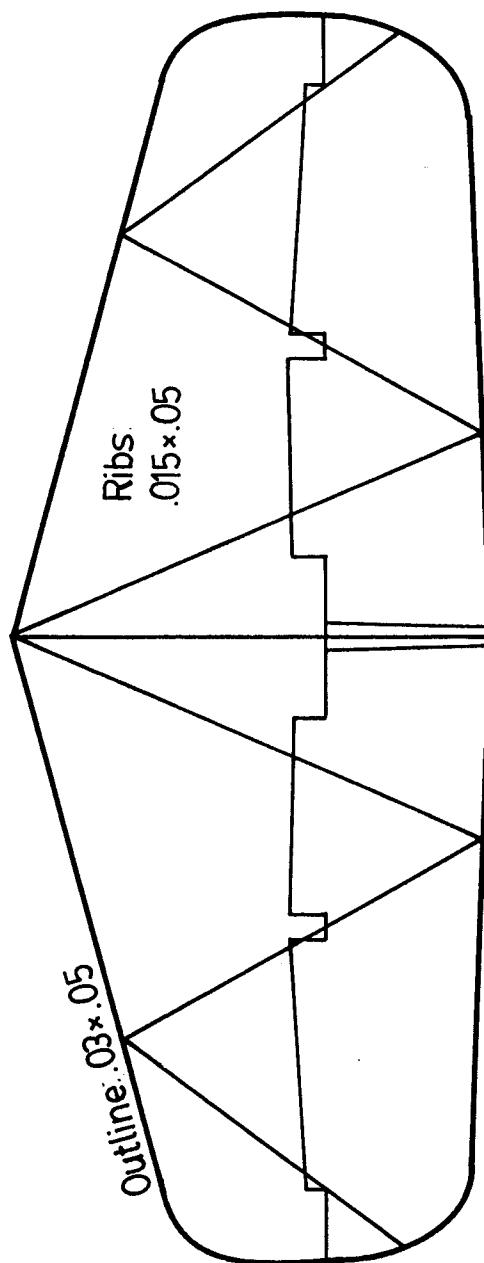


T.E. 2x.025x.05  
Dihedral  
3/16

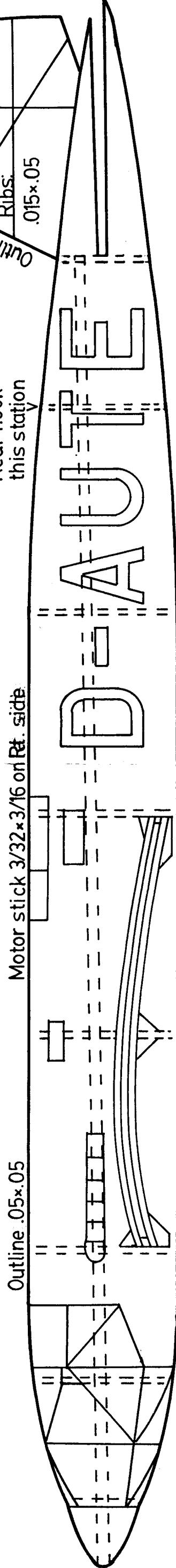
## HEINKEL 119-V6

Unlimited Nocal

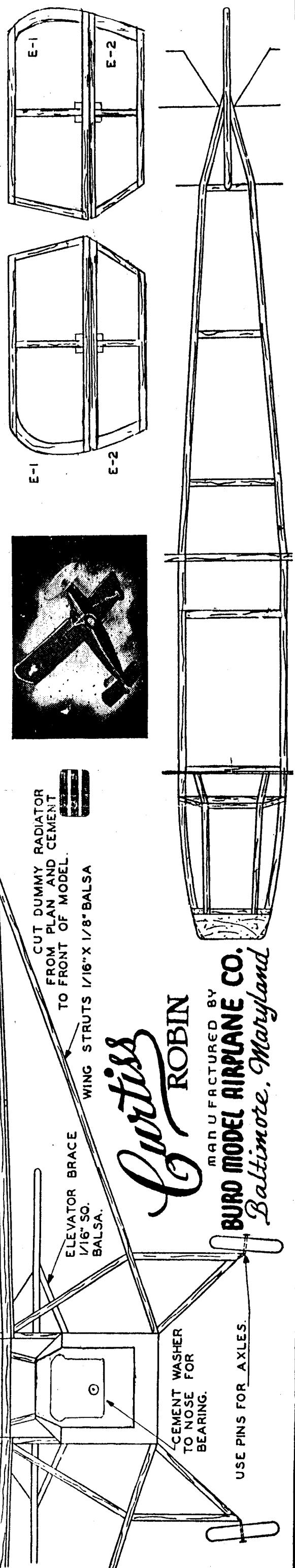
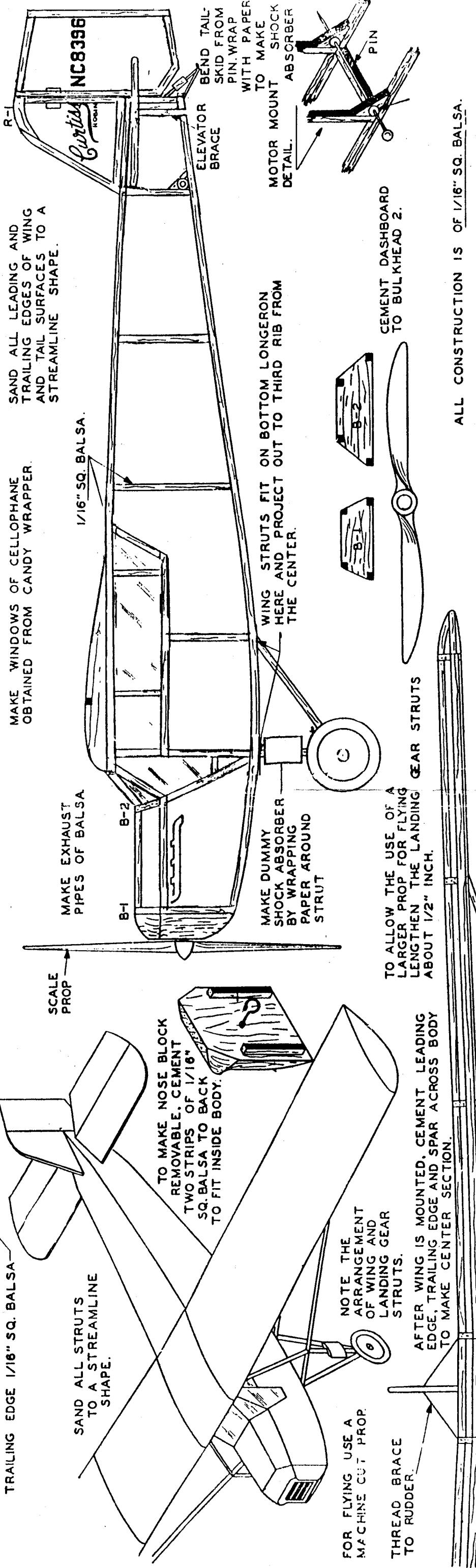
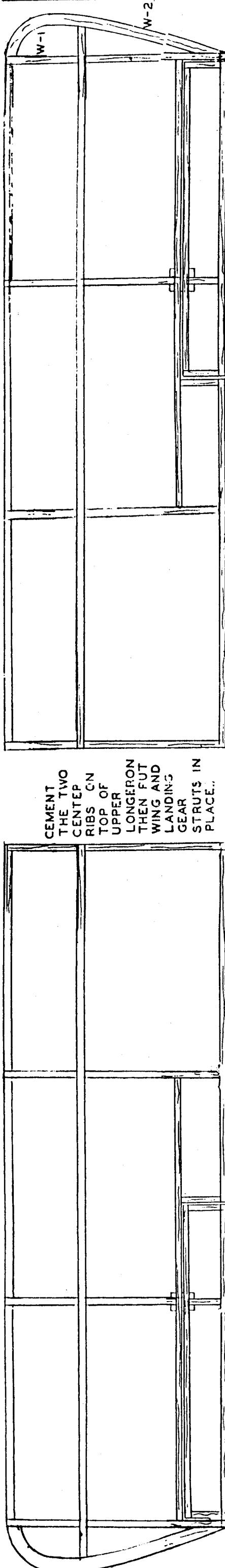
by  
Barrie Taylor  
Colors: Overall natural metal  
Black: Letters and swastika  
Red: Rudder band White: Circle



Fly left circles



BAT 97  
Uprights: .05x.05  
Sheetwood+Gussets: .05



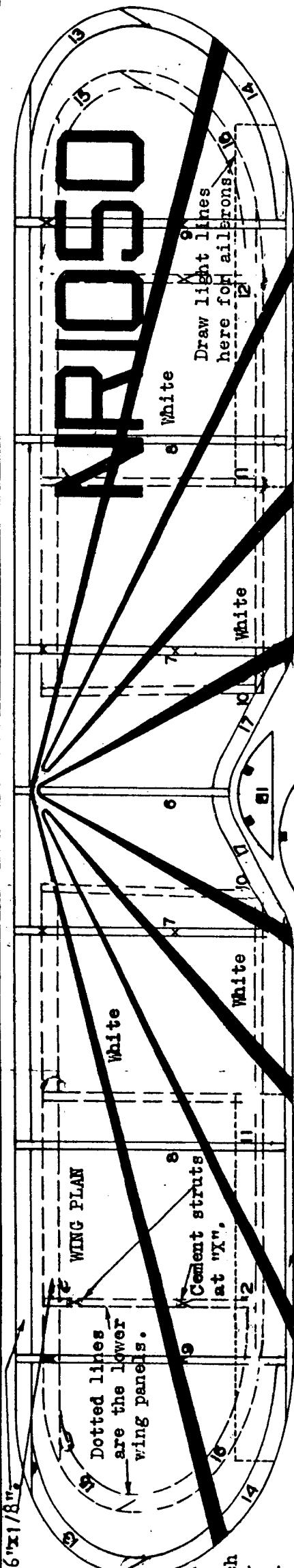
Leading edge 1/16"x1/8".

#### GENERAL INSTRUCTIONS.

Construct the fuselage first followed by the wings, then the tail surfaces. These may all be constructed directly over the plan using a piece of wax paper or cellophane to protect the drawings. Sand the parts smooth at all joints so as to enable you to get a smooth good looking job when covering the model with the tissue. The tissue is applied with the grain running from nose to tail of the fuselage and from tip to tip on the wing. Single pieces may be used for each side of the wings and tail surfaces. A better job may be done on the fuselage if it is covered with several pieces. When applying tissue remove as many wrinkles as possible. Other wrinkles may be taken out by lightly spraying the covered parts with water. Control lines, decorations, etc., are added next and the model can be assembled.

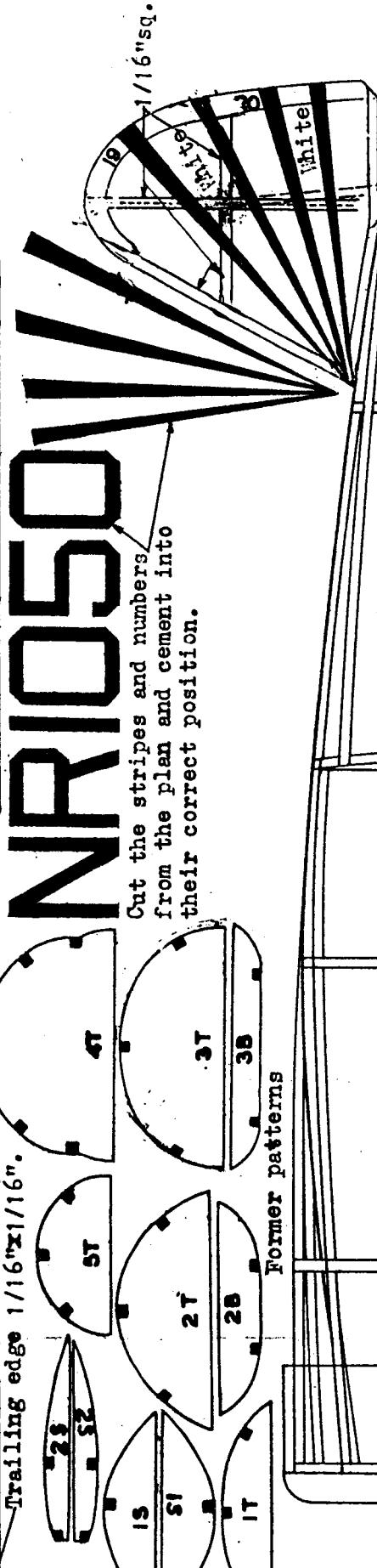
#### FLYING NOTES.

Sand the propeller and assemble it as shown in the side view drawing. Sling the rubber furnished in the kit between the prop. hook and the rear rubber pin. Test the model by gliding. If it stalls, add a little weight to the nose. If it dives, add a little weight to the tail. Test the model until a smooth straight glide is obtained. Wind the model a little and if it still flies straight it is ready for flight.

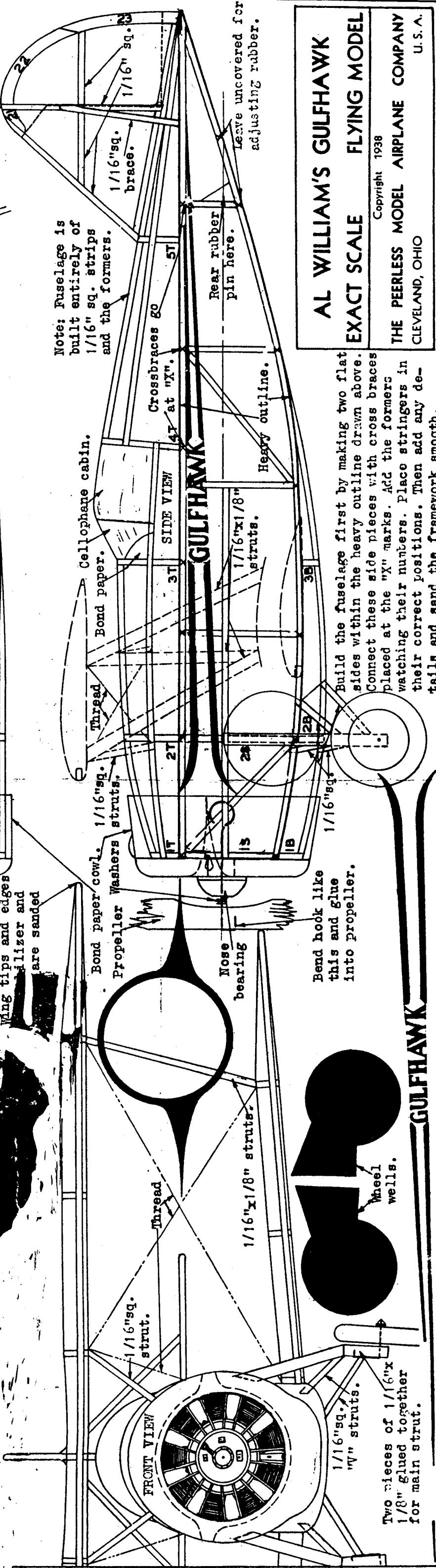


#### COLOR SCHEME.

Cover the entire model with orange tissue.  
Cover the white parts with bond paper. Tires and stripes are black.



Make push rod fairings from scrap.  
Wing tips and edges fertilizer and are sanded



#### AL WILLIAM'S GULFHAWK EXACT SCALE FLYING MODEL

Copyright 1938

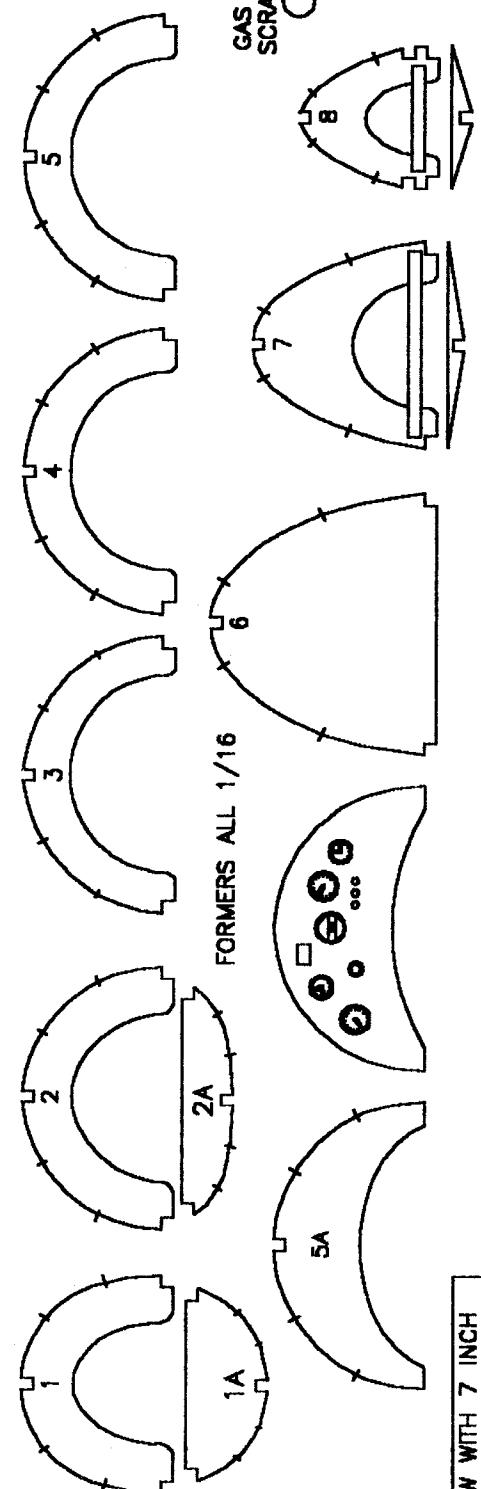
THE PEERLESS MODEL AIRPLANE COMPANY  
CLEVELAND, OHIO  
U. S. A.

GULFHAWK

THE PEERLESS MODEL AIRPLANE COMPANY  
CLEVELAND, OHIO  
U. S. A.

Build the fuselage first by making two flat sides within the heavy outline drawn above. Connect these side pieces with cross braces placed at the "X" marks. Add the formers watching their numbers. Place stringers in their correct positions. Then add any details and sand the framework smooth.

GAS CAP OF  
SCRAP BALSA

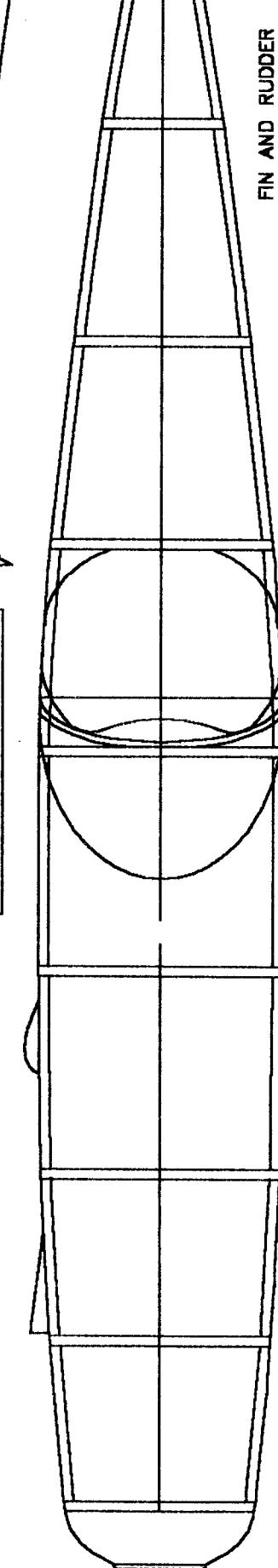


## NR-49V

*Joe Bee*  
SPORTSTER

PROTO FLEW WITH 7 INCH  
NORTH PACIFIC PROP AND  
2 LOOPS OF 3/32 INCH  
TAN II RUBBER. A LITTLE  
DOWN AND RIGHT THRUST  
OFFSET. FLY TO LEFT  
UNDER POWER. BEST FLIGHT  
TO DATE : 60 SECONDS.

TAIL POST 1/16 X 1/8.  
CUT AWAY TO ACCEPT  
STABILIZER AFTER ALL  
UPPER FUSELAGE STRINGERS  
ARE IN PLACE

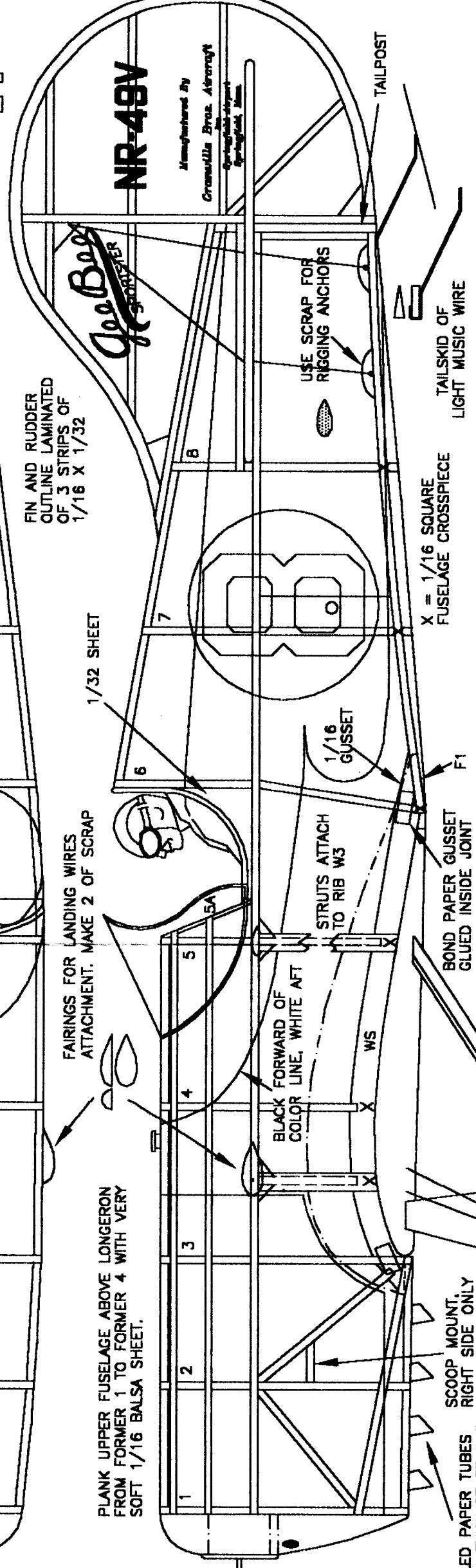


WING STRUTS 1/16 X 1/8  
MADE TO STREAMLINE SECTION  
MAKE 4

PLANK UPPER FUSELAGE ABOVE LONGERON  
FROM FORMER 1 TO FORMER 4 WITH VERY  
SOFT 1/16 BALSA SHEET.

FIN AND RUDDER  
OUTLINE LAMINATED  
OF 3 STRIPS OF  
1/16 X 1/32

FAIRINGS FOR LANDING WIRES  
ATTACHMENT. MAKE 2 OF SCRAP  
1/32 SHEET



REF: HAFFKE - GEE BEE, THE REAL STORY

## 1930 — GEE BEE MODEL X

ALL AMERICAN/CIRRUS DERBY  
18 7/8 INCH WINGSpan

Maintained by  
Granville Bros. Aircraft  
Sportster Series  
Sportster Series  
Sportster Series

THE GEE BEE MODEL X WAS THE FIRST  
LOW WING AIRCRAFT PRODUCED BY GRANVILLE  
BROTHERS AIRCRAFT OF SPRINGFIELD, MASS.  
THE CRAFT WAS BLACK AND WHITE OVERALL  
WITH ORANGE PINSTRIPE, AN ORANGE EIGHT-  
BALL ADORNED THE FUSELAGE SIDE.

