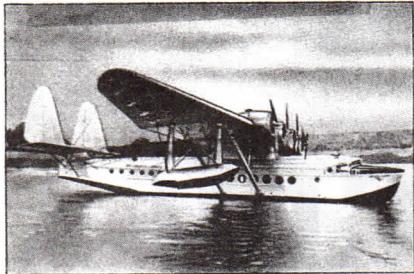


# FLYING ACES

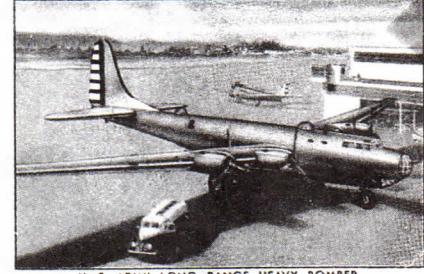
ISSUE #186-112 March/April 1999



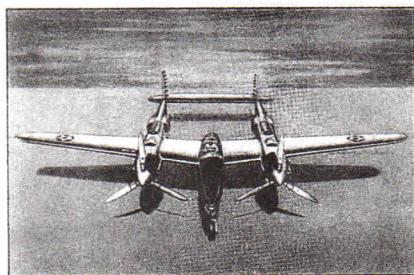
PAN AMERICAN "BERMUDA CLIPPER"



U. S. ARMY PRIMARY TRAINER  
OFFICIAL PHOTOGRAPH U. S. ARMY AIR CORPS



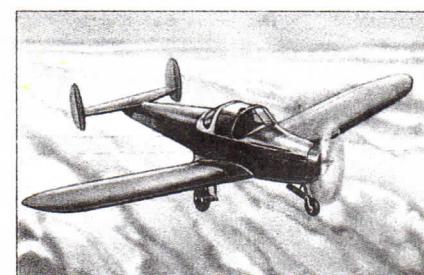
U. S. ARMY LONG RANGE HEAVY BOMBER



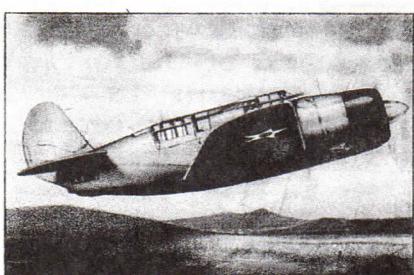
U. S. ARMY PURSUIT INTERCEPTOR  
OFFICIAL PHOTOGRAPH U. S. ARMY AIR CORPS



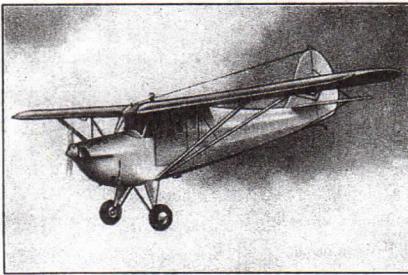
GRUMMAN "WIDGEON" AMPHIBIAN



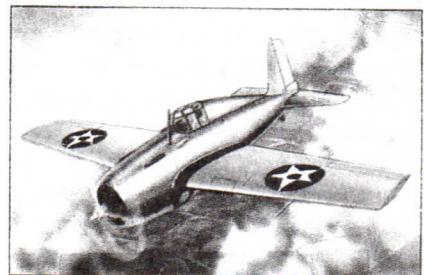
ERCOUPE MODEL 415C



U. S. NAVY DIVE BOMBER



AERONCA MODEL 1A



U. S. NAVY FIGHTER  
OFFICIAL PHOTOGRAPH U. S. NAVY



STINSON "RELIANT" SEAPLANE

of  
**DESTINY!**

STARTLING STORY BEHIND THE COVER!

Lt. Peirce, of the Brown & Williamson Tobacco Corp., prepares to deliver a Cub to a contest winner. One Piper craft is awarded every week.

Feb. 1941: This photo op clipped from FLYING ACES reveals how it was possible to win a Piper Cub, outfitted with snazzy wheel pants and delivered by a gent in a spiffy uniform. All one needed to do was write something or other in 25 words or less.

For the children of these hopeful contestants, each package of WINGS cigarettes contained an awe-inspiring color photo of a current airplane. These cards were carefully collected and traded by air-minded kids, many of whom would rise to the heights of life as members of the prestigious FLYING ACES CLUB!

## **NEWS ON THE WING!**

How many of you Old-Timers remember the airplane cards? Bob Rogers has brought back some fond memories of when we used to collect those cards as well as many other types that used to come in those bubble gum packets. Thanks Bob, for another great cover. We have also included an article on card collecting by Don Campbell that we found in an old issue of the Detroit Cloudbusters newsletter, great reading.

Thanks to all of the other Clubsters who contributed to this issue. The plans were sent in by Dave Stott (Dewoitine D-33), Florent Baecke (Home Made Props), Al Backstrom (B.A.T. Monoplane), the Boeing F4B-4, the Rearwin Speedster and the Fokker D-XVII came from our own files.

Since the last issue was mailed we have learned of the passing of three more of our members. Phil Koopman, John Low and Ed Packard. Phil we did not know personally. John Low has been a member of the club for many years. He was a fixture at all the contests at Geneseo and had drawn several plans for the contests there to be given as souvenirs to all of the participants, and they were excellent drawings. You all must have heard of Ed Packard! Ed was the founder and owner of Cleveland Models for over 70 years. Remember when you had to scrape enough money together to buy one of those magnificent kits? Seems like it took forever to get enough. Also did you know that Ed started his business right here in Erie, Pa.? Yes, that's right. Seems that Ed's Father moved the family here from over East somewhere to work in a war plant here in Erie during World War One. That is when he started to put kits together to sell to the neighborhood kids and eventually to some of the local stores. Upon the end of the war Ed's Father moved again, this time to Cleveland where Ed continued to produce kits and eventually expanded beyond his dreams. This info was told to me by Ed himself many years ago. Phil, John and Ed will be missed by their families and many friends.

Don't forget the big FAC contest at Geneseo, N.Y. on July 17-18. This is not the FAC-Nats, but there will be over 100 contestants there so it will be another great time. If you are coming please get your entry in as soon as possible so we can have it a little easier with the workload as the contest date approaches. It will be appreciated! The scale judging will be done at Peter's Party Complex in Leicester, N.Y. again, this location is only 4 miles from Geneseo. If any Clubster or manufacturer would like to sponsor an event please contact me here at GHQ for Particulars.

Another great contest is coming up on May 22, the Empire State Indoor Champs at the Ralph C. Wilson Fieldhouse, the home of the Buffalo Bills NFL football team. This contest is sponsored by the Western New York Free Flight Society and the Flying Aces Club, GHQ. See flyer this issue. This is a great site!

At the Geneseo contest we will have another new event. This one is sponsored by Spin Master Toys from Toronto, Ont. Canada. See notice in this issue. Should be fun.

John Bell from Bell Model Aircraft Co. informs us that he is no longer going to produce his kits. When the present stock is gone that will be it. If you would like to purchase any of John's kits before they are all gone contact him at; John Bell Model Aircraft Co., 650 Pinecrest Dr., Largo, Fla. 33770.

Dick Hawes would like us to know that the article on bending landing gear wire was done by him and it appeared the Nebraska Free-Fighters newsletter, the Winding Stooge.

We finally have the long awaited raceplane eligibility list for you. Through the efforts of Dave Stott it finally got done. We have wanted to do this for a long time but never seemed to get the time. Now you have it!

If you want to enter this year's Jimmie Allen Postal Contest you can get all of the info from Jerry Rocha, 3583 Ruston Lane, Napa, Ca. 94558. You need to send a S.A.S.E. for the info.

For the Earl Stahl event at Geneseo this year here are the rules. No scaling of original plan, no laminations and tail surfaces may be enlarged reasonably. That's all there is to it. And, I might add, Retract gear may be built with the gear up. Bring plan for proof.

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

Lt. Col. Lin Reichel, CinC-FAC

*Lin*

#### FAC T-SHIRT SALE

We must liquidate our stock of FAC T-shirts to make room for this year's stock. We are now offering a discount to get rid of what is left. All T-shirts are now priced at \$7.50 each plus \$2.50 postage each. Here is what we have left and some sizes are in very short supply.

Waco C-7; small [REDACTED] only.

Laird Solution; small, extra large, XX-large, [REDACTED]

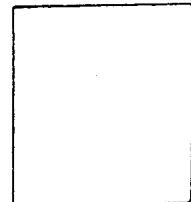
[REDACTED]  
GET 'em while you can! Send your check to  
FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506

#### LATEST FAC PLAN PACK

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

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

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.



AN EASY WEIGH OUT  
AN ACCURATE WAY TO FIND AREA OF ODD SHAPES.

By Dave Stott

How much time have you FAC model designers spent calculating the area of a wing or stabilizer of complex shape? Like the stabilizer on a Fairchild Pilgrim, or the fin and rudder on a Fokker Universal? You know what I'm talkin' about. We've all been there. And, after spending a good deal of time at, we all come away with that shadow of doubt. Well Wingsters, if you own a decent scale you can forget all you ever learned about geometry. You will need only that scale, some card stock, and a little math.

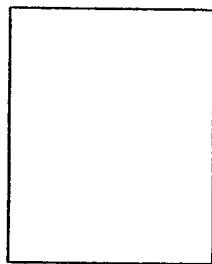


FIG. 1

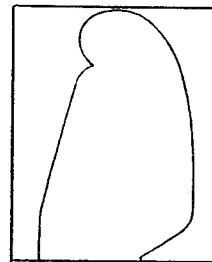


FIG. 2

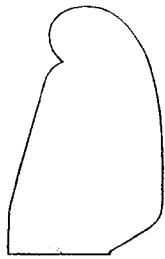


FIG. 3

Figure 1: This is a piece of 8" X 10" card stock. Weigh it. Let us suppose it weighs 9.4 Grams.

Figure 2: Trace the outline of the surface you need to find the area of onto the card stock and cut it out.

Figure 3: Weigh this. Let us say it weighs 6.6 Grams.

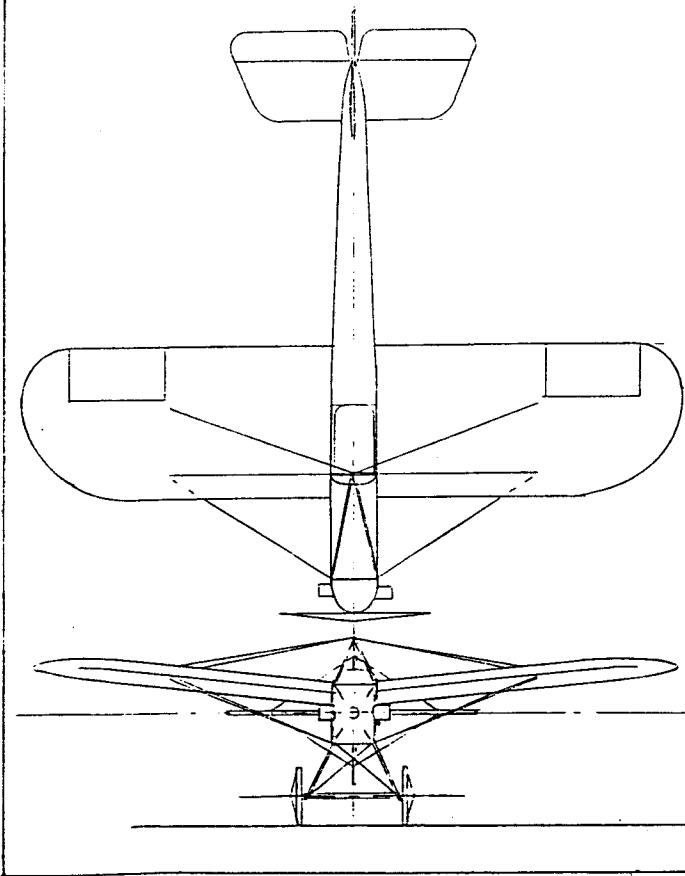
If we find the ratio of weight between the cut out shape and the whole card stock, the same ratio will apply to the area, because card stock is uniform stuff. So, we divide the weight of the cut out shape by the weight of the whole card stock.

$$9.4 \frac{.702}{6.6} \text{ which rounds out to .70 , or 70\%}$$

So, the cut out is 70% of the weight of the whole card stock. Then, it is also 70% of the area of the whole card stock. To find what that area is, all we do is multiply the area of the whole card stock by .70  $(8" \times 10" = 80 \text{ sq. in.}, \text{ area of the whole card stock})$

$$\frac{80 \text{ sq. in.}}{56 \text{ sq. in.}} = \text{the area of the cut out shape.}$$

This is a very accurate method, and can be done quickly. For less sensitive scales use heavier card stock.



**THE B. A. T. MONOPLANE  
[BRITISH AERIAL TORPEDO]**

A SPORT PLANE MODIFIED FROM THE FIRST BRITISH ATTEMPT TO DEVELOP A GUIDED MISSILE.

DIMENSIONS ETC.

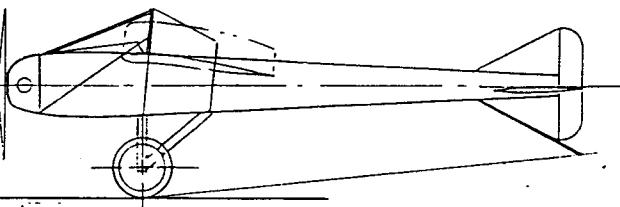
Span	22'
Length	20.3"
Engine	35 hp ABC Gnat
Missile Launch Wt.	500#
Missile Cruise Speed	90 mph

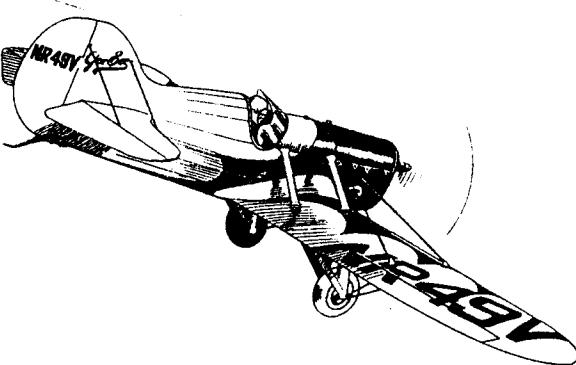
References:  
Aviation Modeler Int.  
WW 1 Aero

September 1996  
Issue 117 [Dec. 1987]

Note:  
Apparent sweep back due to dihedral and wing incidence angle not shown in top view

Al Backstrom 3/18/98





5.

*Spin Master  
Toys*  
Where the FUN begins

Spin Master Toys  
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Toronto, Ontario M5A 1J2 Canada  
Tel: 416-364-6002 ext.228  
Fax: 416-364-8005  
E-mail: [toys@spinmaster.com](mailto:toys@spinmaster.com)

### POWER SCALE COMMENTS

The Power Scale rules have always been a thorn in our side here at GHQ because of the numerous ties for first place. We have tried several different changes in the rules and nothing seemed to satisfy us. At last year's FAC Nats, Allan Schanzle, after a long discussion agreed to contact some of the participants in the event to come up with some ideas as to how we can solve this problem.

Allan corresponded with several of them, but only a few responded. The new rules are in the new rule book. Following are excerpts from some of the correspondence.

To: Bob Clemens, Dave Rees, Don Srull

Lads,

Many thanks to each of you for your input to my request for ideas about the FAC Power Scale rules. I've collected the results, made copies of each of your remarks (along with my original letter), compiled our opinions (summarized on the next two pages, accurately, I hope), and took the liberty to create a draft of a proposal for Lin to consider. Your comments on this latter item are requested. I would also like to note that my original letter presented only my initial ideas about what we could do, and I had hoped that you might come up with different suggestions for improvements, but your initial responses simply addressed approval or disapproval of my suggestions. After you review the next pages, put on your thinking caps and see if there are other ideas we might like to consider for a future proposal (not this go-around). As an example, I've included a previously unconsidered item in the draft proposal for your consideration.

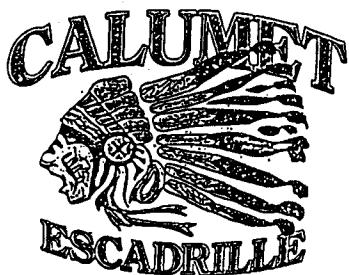
### UPDATES TO NEW POWER SCALE JUDGING

Page 9 of the ~~■~~ **FLYING ACES CLUB NEWS**, (Issue 180), modified the power scale rules for use at this years NATS in an attempt to break the relatively large number of ties that have been occurring in this event. After detailed examination of the modified rules, it was discovered that all models with bonus points would be seriously penalized using the proposed system. The following update to the new rules corrects this problem, and will be used at Geneseo this year. The new rule attempts to give a few extra points for a model's complexity, which in the interest of simplicity, is considered as being related to its bonus points.

## Genuine Calumet Escadrille T-shirts

4 color emblem on quality ash cotton

Small, med, large	\$14.00 ppd
X-large&2X	\$16.00 ppd



Contact: Les Burdsal  
552 N. Lindberg st  
Griffith, IN 46319  
219-924-1149

someplace. Right? The epic flight of *Charles A. Lindbergh* in 1927 vaulted the world into a passionate interest in aviation and lead to the so-called Golden Age with its record breaking pilots and airplanes. We have all been exposed to these historic accounts *ad nauseam*, but it was during this period that airplane collector cards became a commodity.

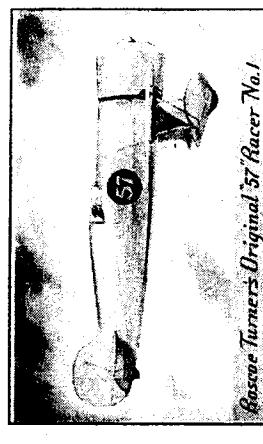
One of the earliest airplane card offerings came from the H.J. Heinz Company during its 1934 sponsorship of Roscoe Turner's Thompson Trophy racer. The Heinz 57 Varieties slogan became the inspiration for Turner's racing number.

The Heinz people used Turner's name and popularity to help introduce *air minded* families to their new line of breakfast cereals. Airplane picture cards were included with each box of rice or wheat cereals. Two sets of twenty five cards were offered along with an album in which to keep them. One set depicted famous aviators and the other pictured famous airplanes. The cards were full color renditions and covered a range of interesting subjects.

Your reporter can state with certainty the high quality of these very desirable cards.



Roscoe Turner's Original 37 Racer No. 1



Roscoe Turner's Model D 7m/12



The Great Autogiro 5-14

## IT WAS IN THE CARDS by Don Campbell

Are you a collector of sports cards? If so, I trust you are one of those fortunate people who have built their catalog of little pasteboards without being "ripped" by the artificially bloated prices now demanded by dealers.

Time was, when kids purchased those flat sheets of bubble gum for two cents each and saved the colorful cardstock pictures that doubled as package backing. The informal cult of juvenile collectors that developed, separated their cards into two major groupings known as *keepers* or *traders*. The keepers found their way into protective shoe boxes or secret compartments known only to their owner, while traders were bound in a stack with rubber bands and remained in their owner's hip pocket until a *deal* was made. Cards were graded by condition and content and the bartering process could become very emotional among the young traders. The picture of a popular figure on card in poor condition would maintain its value over several less popular figures on cards in new condition, and so it went.

A popular game of skill (and luck) called *card flipping* was responsible for a high volume exchange of gum cards in short periods of time. It was also an introduction to gambling, as the game imitated the one known as *picking pennies*. The objective was to flip a card toward a wall or designated line. The card falling closest to the target was declared the winner and all of the other cards were forfeited to the lucky flipper. Stacks of cards moved between players during school recess or after school. All wins were honored by the losers without complaint. Those were the rules!

Money was never a factor among the cult. This was a childhood activity without adult involvement to corrupt it. It was in the cards!

By the end of the 1930's a series of war cards hit the bubble gum market and carried shocking graphic images of man's inhumanity to man. Sadly we have learned little since then. The cards bore an appropriate title *War Atrocities*. These cards received the same treatment as the sports figures, including the value system.

Card collecting, like card models, had been many years prior to the 1930's. Your reporter claims no expertise on the subject, and offers only the lingering impression from years past and reference to a few printed records in his possession.

Players Cigarettes of England figures into the history of card collecting from around the turn of the century. Players products were packaged with small pasteboard inserts to keep cigarettes from being crushed in use. The cards were beautifully produced in full color and covered such subjects as: military uniforms, automobiles, trains, ships and dogs. Later issues would cover airplanes. Now we're getting

Hal Lorimer sent this little tid-bit in to GHQ. Guess where Hal is from?

Of the top eight British aces, one came from South Africa, one came from Australia and four from Canada: Billy Bishop, Raymond Collishaw, Donald MacLaren and William Barker. Of the other two, one was an Irishman, the other an Englishman. Born in British Columbia, Collishaw served with the Royal Naval Air Service from 1916 and scored 60 victories. Donald MacLaren originated in Ottawa, joined the RFC in November 1917 and rose to command of No. 46 Sqn, eventually scoring 54 victories. William Barker came from Manitoba and transferred from his regiment to the RFC late in 1915, scoring 53 victories.

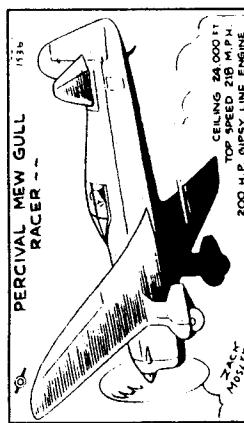
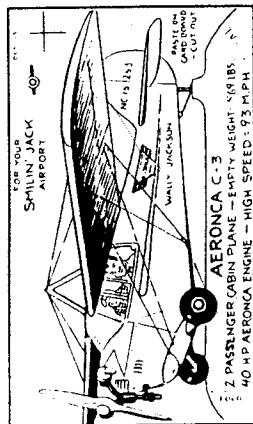
Not one of the Canadians was defeated in combat and two received the Victoria Cross. Nominated for No. 1 Squadron in the anticipated Canadian Air Force, Andrew McKeever was born in Ontario and arrived with the Canadian Expeditionary Force at the outbreak of war. He transferred to the RFC in December 1916, scored thirty victories in six months and spent the last ten months of the war as a flying instructor in England. He too survived until an automobile accident in 1919 inflicted injuries from which he died on Christmas Day.

In the official list of victory logs, the top seven British aces destroyed a total 423 aircraft, of which 239 (56%) were credited to the four Canadians.

were packed as stiffeners just as the previously mentioned Players Cigarette cards were packaged.



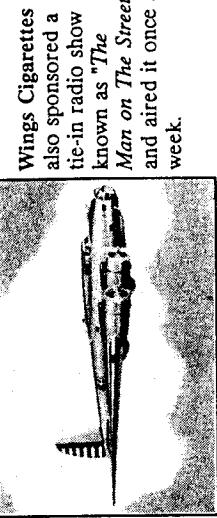
Comet Model Co. offered airplane picture cards in each of its kits during the early part of 1930 and also offered an album to collectors. Your reporter has never come across any samples but speculates that each card represented the airplane to be built from the kit. Other sources of airplane art were supplied by newspaper cartoon clip art such as featured in the "Smilin' Jack" strip by Zack Mosely. These do not qualify as card collectibles but were interesting items of the period.



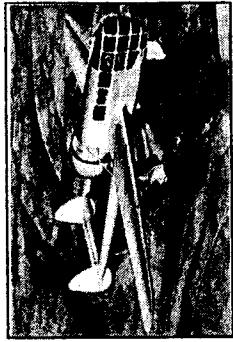
Cigarette card collecting was mostly an adult activity and the kids were left out in the cold unless a smoking member of the family passed these little cards on to the happy recipient.

Possibly the most successful airplane card campaign was conducted by Wings Cigarettes beginning around 1939 and continuing to the outbreak of WWII. (*Perhaps an interested reader can offer more accurate information.*) Four series of airplane cards were issued with fifty cards to a series. All of the subjects were "air brushed" full color reproductions of photographs taken from Flying/Popular Aviation Magazine publications. It was possible to collect two hundred different airplane photos and included private, commercial, military and exotic experimental designs.

The first series was unlettered (perhaps the series' popularity wasn't anticipated), however, subsequent series were lettered A, B and C. The cards



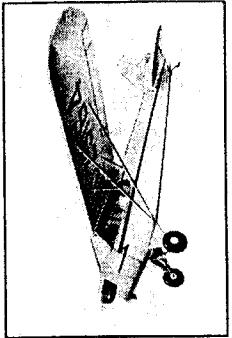
Unlettered Series #3 Boeing B-17



A-Series #43 Abrams Explorer

"Live" interviews of audience members made up the program content and covered a variety of 3 topics. One of the great "gimmicks" of all time was associated with the Wings program.

They actually offered a Piper J-3 "Cub" airplane to some lucky listener as a contest prize.



C-Series #25 Douglas B-19

Your reporter was just entering "puberty" at the time all of this was going on, but would have been happy to start smoking Wings Cigarettes in an attempt to win the airplane. Fate and lack of financial support kept that idea from bearing fruit.

We've managed to accumulate examples of the Wings and Heinz airplane cards through trading, gifts and outright purchase (when deemed necessary), and are pleased to share some of them with you. A special acknowledgement to Dave Livesay for his generous sharing of a stack of Wings cards. Holes in our collection were plugged and some of the tattered items were replaced. Thank you Dave.

**HACKER KITS**, made in the Czech Republic. Pre-cut parts, pre-laminated wing and tail plane curves, cowl, wheels, wire, tissue, great rolled plans, decals, and construction guide. All models are CO2 or rubber power.

**DH 82 TIGER MOTH**—23" span \$29.00

**DHC-2 BEAVER**—26" span \$25.00

**PIPER J-3C CUB**—28" span \$25.00

**SUPER DECATHLON**—26" span \$25.00

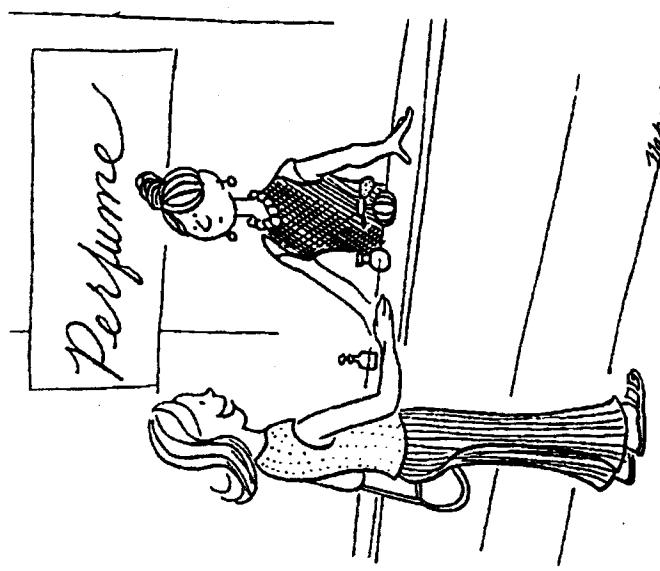
Shipping, any quantity, \$5.00 the lot.

and now

**GASPARIN GMW 73**

\$100.00 ea., postage paid.

Sales benefit the Black Sheep of Burbank, California 91311 or (818) 718-1685 and leave message.



Do you have one that smells like balsa wood?

?

## FAC Postal Contests

As you read this the Winter Postal Contest is underway. It will continue until May 15, 1999. We will once again have four events or wings. Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Fly as many times as you want with as many models as you want. Send in the times along with the name of your model and the date to GHQ. Contest times also count. Be sure to include the wing you are entering.

### INDOOR PEANUT

Pilot	Plane	Time
1. Steve Griebling	Lacey M-10	129 sec.
2. Dave Linstrum	Lacey M-10	73 "
3. Fred Lemon	Davis DA-2a	43 "

### OUTDOOR PEANUT

Pilot	Plane	Time
1. Steve Griebling	Stinson 125	420 sec.
2. Dave Stott	Kalinin K-4	106 "
3. Tom Hallman	Mart. Buzzard	78 "
4. Al Likely	Andeason BA4-B	60 "
5. Lin Reichel	Cougar	46 "

### INDOOR NO-CAL

Pilot	Plane	Time
1. Don Steeb	Mr. Smoothie	149 sec.
2. Bob Clemens	Oka Flying Bomb	125 "
3. Dave Linstrum	Cassutt Racer	121 "
4. Frank Hirleman	Hawker Hurricane	116 "
5. Dave Stott	Kalinin K-5	107 "
6. Fred Lemon	Maule M-5	77 "
7. Fred Lemon	Chester Goon	74 "
8. Fred Lemon	F4U Corsair	70 "

### OUTDOOR NO-CAL

Pilot	Plane	Time
1. Dave Stott	Kalinin K-5	1039 sec.
2. Tom Hallman	Hawker Typhoon	125 "
3. Ed McQuaid	Stinson L-5	25 "

## PHOTO PAGE

Top row; Bob Schlosberg's beautiful Beech Staggerwing built from a Megow plan with lots of detail added, 23" span.

Jack Barker preparing his B-A Parasol for another flight in the Jimmie Allen event.

Bottom row; Curtiss S-1 triplane by Ollie Benton from a Dave Stott plan. Ollie says she flew right off the building board!

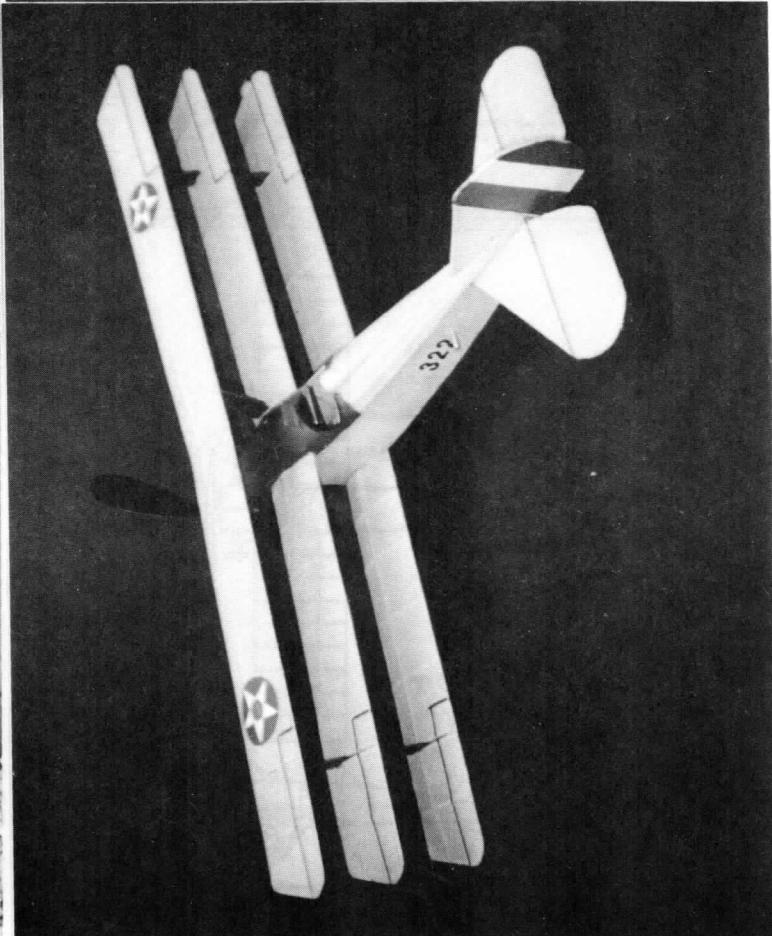
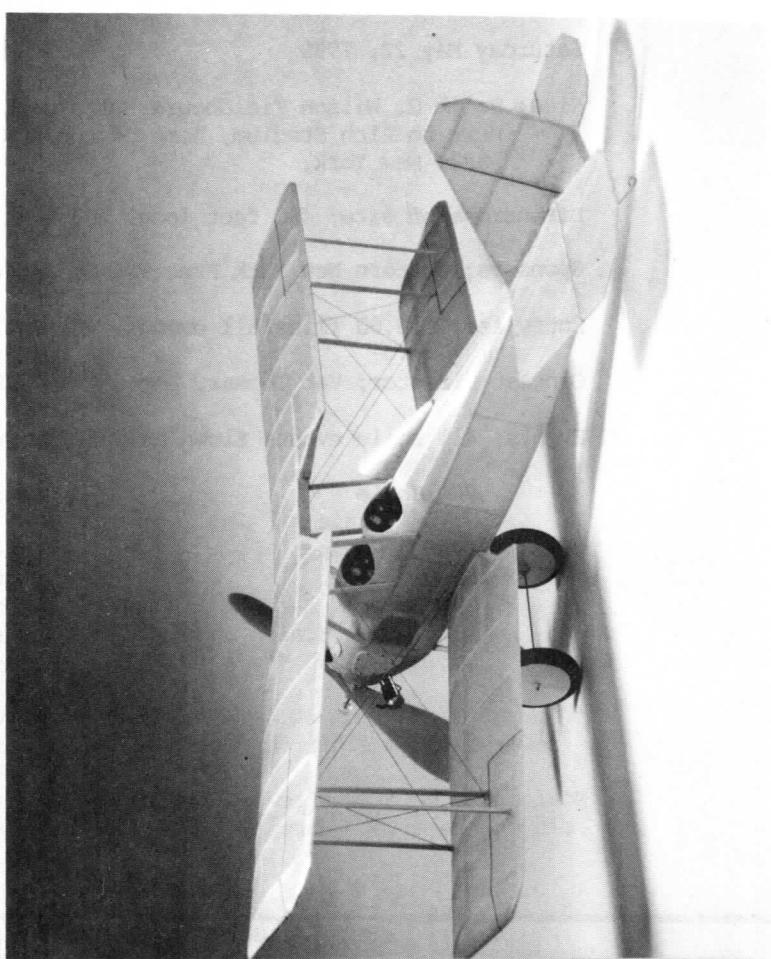
Kinner Canary by John Lewars, photo by Tom Hallman, a real beauty!

Other photos by Schlosberg and Benton. Don't know where Jack's picture came from.

**WANTED:** Stuart Brohm, 9 Oakwood Ave., Lakewood, N.Y. 14750 is looking for the plans for XP-54 by Earl Stahl and the plan of the OV-10 Bronco by Tom Houle.

**WANTED:** Plans of the Bellanca 14-13-2, Waco UPF-7, Piper Apache PA-23 and the Cessna 310. Charlie Dusheck, 10103 Farralone Ave., Chatsworth, Ca. 91311.

**WANTED:** Plan of the Stearman Fighter Comet kit #E18, 25 inch span. Will pay for copy. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.



10.

## 2ND ANNUAL EMPIRE STATE INDOOR CHAMPS

Saturday May 22, 1999

Time 9:00 am till 5:00 pm

Site; Ralph C. Wilson Fieldhouse Buffalo Bills indoor training facility right next to Rich Stadium, home of the NFL Buffalo Bills. Route 20A, Orchard Park, New York.

Dimensions of site; 400 feet long, 200 feet wide and 128 feet high.

Sponsors; Western New York Free Flight Society and the Flying Aces Club, GHQ.

Entry fee; \$20.00 flies all events. Awards through three places in all events.

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FAC Scale  
No-Cal Scale \*  
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Golden Age Scale  
World War Two \*\*

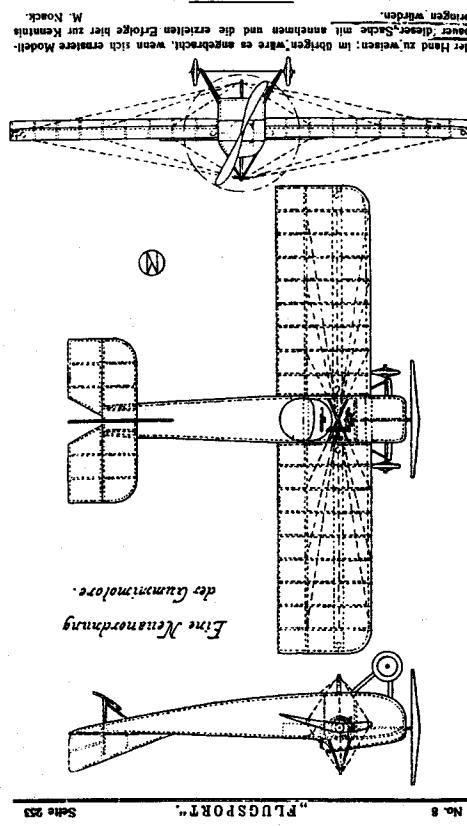
Greve/Thompson Race \*\*  
EZB  
Mini-Stick  
Limited Pennyplane  
Bostonian  
Intermediate Stick  
Open Electric Endurance \*\*\*

\* 6.2 grams minimum wt.----\*\* Mass launch events----\*\*\* Any free flight model powered by an electric motor.

No food or beverages to be brought in to the site. Refreshments will be available on the site. Hope to see all of our friends there.

- \* The Span-Wise Rubber Motor \*
- \* Mumbo Jumbo # 89 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder the strange configuration below; conventional enough except for the rubber arrangement: from side to side, rather than the usual fore and aft. Is there something here for us?



In April 1917, the USA declared war on Germany. To German modelers this event was a minor happening, for something far more awe inspiring loomed before them - Flugsport itself reported the successful flight of a model powered with a rubber motor carried within the wing pinions - from wingtip to wingtip! Implied was placement of the rubber at the CG; in turn meaning no nose weight to balance out excessive rubber length. By turning the power through a right angle with bevel or mitre gears, also at the CG, a small (true scale) prop could be used, all with decent efficiency. Certainly the notion is attractive - but can it really work? A superb concept - or just one more dumb idea?

I've never tried it, but three problems seem evident. First is the matter of stretch winding, not used then. Few nowadays would settle for the limited turns available through back winding the prop. Winding through a plug at each wingtip would work but would demand extra carpentry and fat wings. This could be done, but coming on top of the extra effort gear assembly requires, suggests a discouraging total work burden. Next is the matter of torsional deflection of the wing pinions under full winds - contributing a great deal of unwanted 'wash-in' or 'out' at launch. Currently, most of our torsion is taken by the covering, and very little by the structure. The covering minimizes deflection because of its location at a large 'moment arm' with respect to the motor. In the case of a thin wing, the 'moment arm' is small, and deflection will be large. Something can be done here with the newer structural materials, for example carbon fibre thread, by using same to stiffen the wing structure through diagonal placement. Employing a fat wing crosssection, covered with Mylar (extremely rigid) in addition to the reinforced structure may well control the deflection problem.

Finally, there is the matter of all that outboard rubber weight. Model behavior will be that of a twin motored affair, with the usual low lateral stability. The difficulty is one of a high moment of inertia in rolling - once a gust forces a rolling motion, it's difficult to stop and even more difficult to restore peace and quiet.

Is there a future for side to side motors? In summary: it can be done, but it won't be easy. I don't think it's worth the effort - but then, I once felt the same about color TV.



## WORLD WAR 1 Aeroplanes

15 Crescent Road, Poughkeepsie, NY 12601, USA (914) 473-3679

David Ostrowski, Editor

WORLD WAR 1

Dave Ostrowski #48  
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3/

by  
Fran Ptaszkieicz

Athlete, college graduate, lawyer, air hero, author, speed record holder, acrobatic flyer and successful business man, tells only a small part of the story.

All his life, then, Captain Al Williams had been going places and doing things. It was said, he was the kind of chap that once recognized, small boys would follow down the street and hero-worship from a distance.

For him every day carried a new thrill but it was not in the thrills that Capt. Williams had been interested. Instead, he had been vitally concerned in making good and doing the job at hand in the best possible manner whether it was studies, baseball, flying, salesmanship or law.

He had packed more action into the first ten years of his adult life than any of the knights of old experienced in a lifetime and he had done the very things that small boys -- and most men -- would dream about when thinking of what they would like to be or wish they might have been.

Long before he thought about the Navy and flying. Alford Joseph Williams was playing the games small boys enjoyed around New York City, where he was born on July 26, 1896. He attended public school and later graduated from Fordham High School and then Fordham University.

Rare baseball ability, developed while at Fordham University, landed Williams a position with the New York Giants of the National Baseball league as a pitcher. He played under John J. McGraw for about two years and then decided to enlist in the Navy in 1917 for the duration of the war, where he became a Naval Aviator.

Flying just for flying's sake did not interest the tall, athletic and rangy New Yorker. He began to take engines apart to see what made them go. In so doing he also began to look at them from the standpoint of why they could not be made to develop more speed.

He specialized in testing airplanes for the Navy Department and daily risked his life to learn new things about these new airplanes which were being designed for fleet use. He also began developing aerial acrobatics for the purposes of fighting in the air. It was his job and he was making the most of it.

Still Williams was not at all satisfied. He wanted to go further -- and he did. While still a Naval Aviator he was graduated from Georgetown University with a degree of Bachelor of Laws and was later admitted to the practise of law in the State of New York.

In 1926 he was married to Miss Florence Hawes Selby of Bainbridge, Ga. and for four years following, specialized in high speed research for the Navy. He held the American high speed record for airplanes for eight consecutive years, the result of his research and daring, another another shining example of what a purposeful ambition to get ahead will do.

On May 29, 1929 Lieut. Williams was one of twelve men in the United States who had been selected by the American Society of Mechanical Engineers in recognition of his services rendered to aeronautics. This selection was accompanied by a trophy for outstanding service in flight Research. Lieut. Williams was also credited with originating the plan for developing the expanses of land and air around Mitchell Field, Long Island, into what became known as Roosevelt Field. An airfield from which many trans-atlantic and other types of record-breaking events would be attempted. In this stead he acted as promoter and realtor for the consolidation of the real property interests involved and effected the sale of the same as the sole broker.

In 1930 Williams resigned from the Navy, but not until he had been awarded the Distinguished Flying Cross, a citation for which had been prepared personally by the Secretary of the Navy.

Al Williams civilian life supplied him with a great diversity of interest. He was one of the officers of the Delaware Chemical Engineering Co. of Wilmington, Delaware. He was a steady contributor to the Saturday Evening Post, Collier's Weekly, Liberty magazines and many other aeronautical journals on various aviation subjects. A lecturer of note he also attended to the practise of civil law in the State Of New York.

Holding a transport liscense unlimited category, he also owned a much modified, specially built and powered single seat fighter a Curtiss "Hawk" which would eventually be called the "Gulfhawk". The first of a series to bear this title.

On July 1, 1933 Williams entered the employ of the Gulf Oil Refining Co. in their legal department, then as manager of their newly formed Aviation Department. Gulf Oil was getting into the aviation business and they picked one of the best representatives of the air they could find. He still had his Curtiss "Hawk" and it would be refinished in the Gulf company color scheme and would then be known as "Gulfhawk I".

For the period Sept. 9, 1933 to Oct. 20, 1934, he was on the air each Saturday evening over the National Broadcasting System under the title, " Flying with Capt. Al Williams ". He wrote and delivered these broadcasts personally which covered the current happenings in the world of Aviation.

In 1935 Williams began a second career in the military when he joined the United States Marine Corps with the rank of Captain. His enlistment continued until 1940 when he resigned with the rank of Major.

Among all of his many activities, Williams found time to write a very informative book entitled " Air Power ". He also wrote a continuing column for the Scripps- Howard newspaper chain, where he became Chief of what was called the Scripps-Howard Junior Aviators. A young aviators club and thru the newspaper chain a nation-wide organization for air-minded youth.

The beginning of this Junior Aviator movement resulted from the success of a National Air Races Flying Model Contest held at Cleveland in conjunction with the then popular National Air Races which were headquartered at Cleveland for so many years. Here it was learned that

thousands of youngsters all across the country were not only intensely interested in aviation but were spending a great deal of time in constructing and flying models as well as non-flying models of all types of aircraft. It was felt that through this work the youth not only learned airplane construction but also had the opportunity to develop new designs and modifications to existing models to make them perform better.

The fact that aircraft companies had learned much from viewing the flights of the models was revealed at the air races, where experts were saying that models could be used to test out new designs and theories safely wherin test pilots would run a great risk in testing some new designs.

As head of this new group of aviation enthusiasts, Capt. Williams saw a new field of endeavor through which he could continue to work for progress in aviation. Upon being requested to head this group Capt. Williams had said, "I have thought about this sort of movement for five years and the manner in which the Scripps-Howard Group and many of the other newspapers have worked it out, marks it in my opinion as one of the greatest youth movements ever started. I am very happy to have a part in it".

The fact that the young people of those years were being given aviation direction and information would eventually impact on some or maybe many of us in the years to come. With this group, Williams was making people air-minded, something he felt might be needed as we headed toward the later years of the "Golden Age" and into the beginning of the "War Years" of aviation.

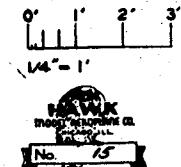
In addition to his new time demanding work of attempting to guide the nation's air-minded youth. The work of demonstrating the Gulf Oil Company products continued with appearances at many air shows and displays around the country and in Europe.

While doing a flight demonstration at an air display at Gatwick, England, Williams was invited to fly his new Grumman "Gulfhawk II" to Germany at the request of German air force Major General Ernst Udet whom Al had met at the 1931 National Air Races.

During his visit Udet permitted him to fly the new first line fighter of the emerging Luftwaffe, a Messerschmitt 109. He was the only pilot outside Germany to have flown this machine up until that time and for over thirty minutes flew the airplane trying to find a fault. None was found and Williams pronounced it a fine airplane. While reflecting on the state of our aircraft, he made a mental note of trying to alert the United States aviation community of what could be coming.

Following this flight Williams permitted Udet to fly his Gulfhawk, this would be the only person besides Williams to ever fly it. After a short trip to Italy, Williams returned home and continued to stress air power. This in an attempt to make our people more aware.

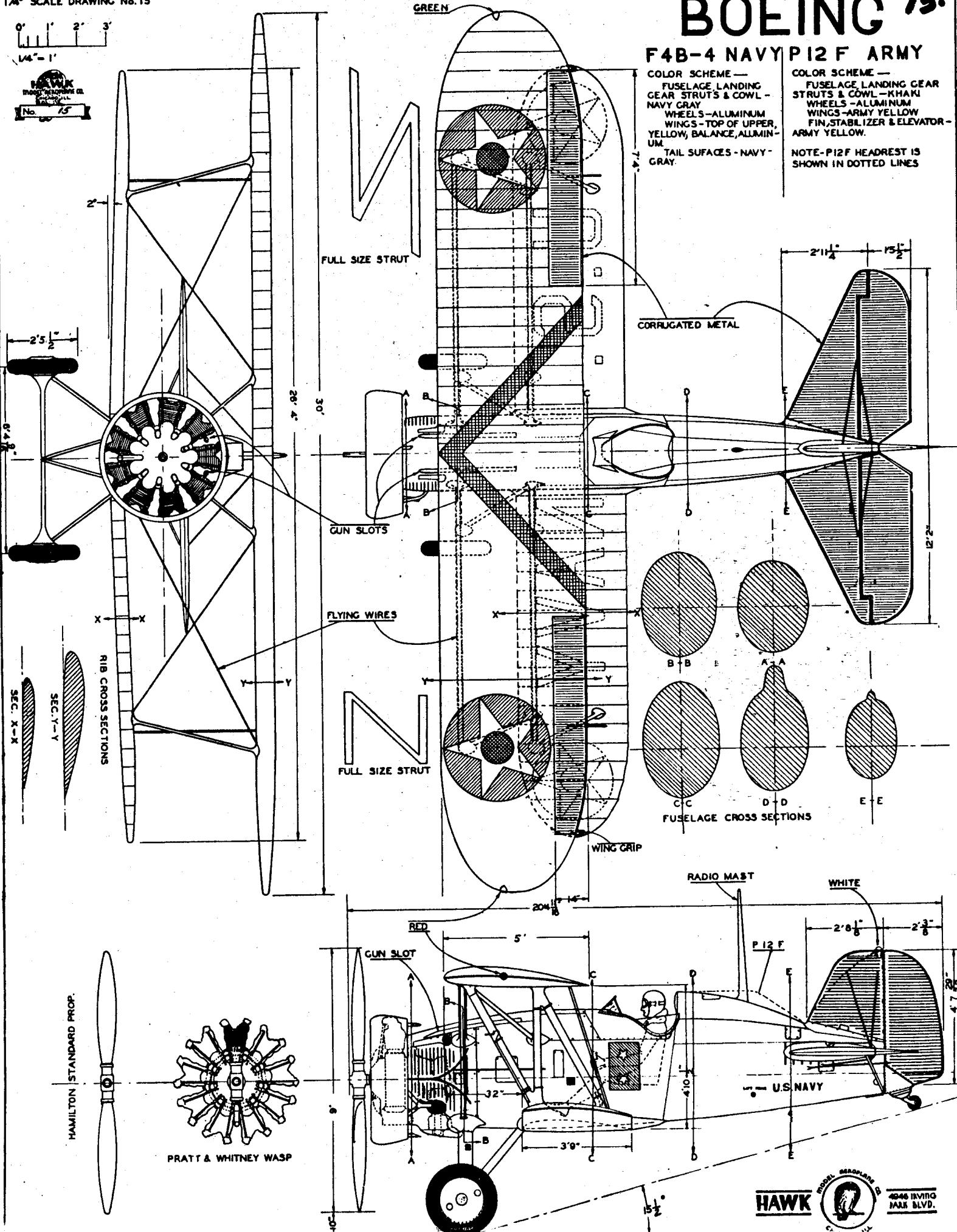
Although the Grumman made Gulfhawk was the Major's main steed, a Stinson 105 was added in 1940 and named Gulhawk Jr.



# BOEING 15.

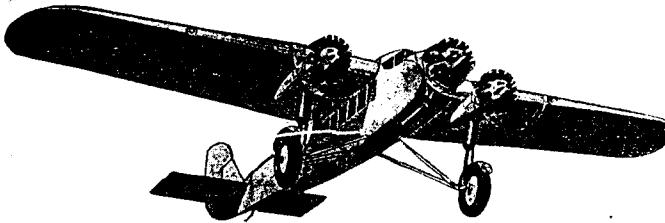
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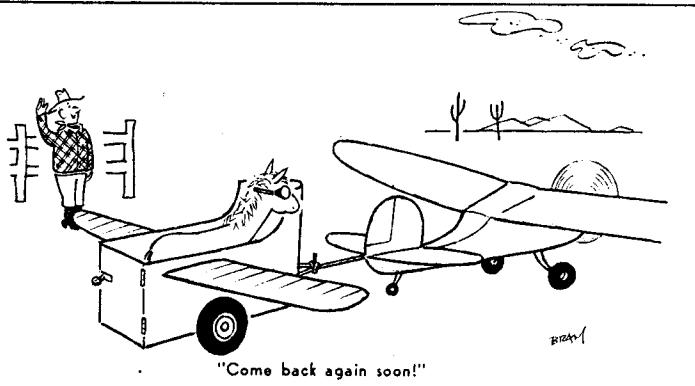
Left column; Rason Warrior, Peanut, by Florent baecke. Plan in the last issue. Photo by Florent.

Jake Larson's Cunningham-Hall, photo and model by Jake. Looks like a winner!

Jumbo Alexander Fly-a-bout by John Blair from his own plan. John's photo.

Right column; Joe Barna's Focke-Wulf Stosser from a Tom Nallen plan. Pic by Joe.

Two of our GREATEST, Vance Gilbert and Earl Stahl. Tom Hallman took this photo.



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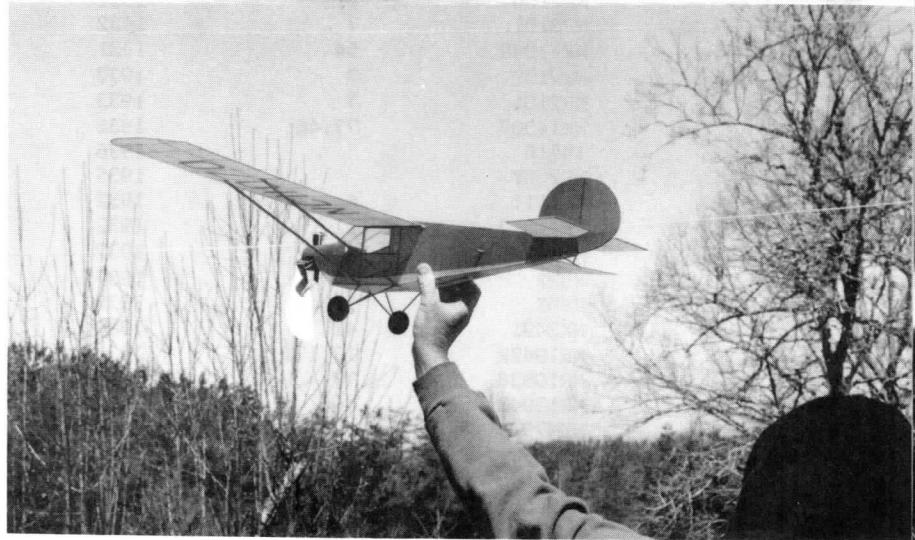
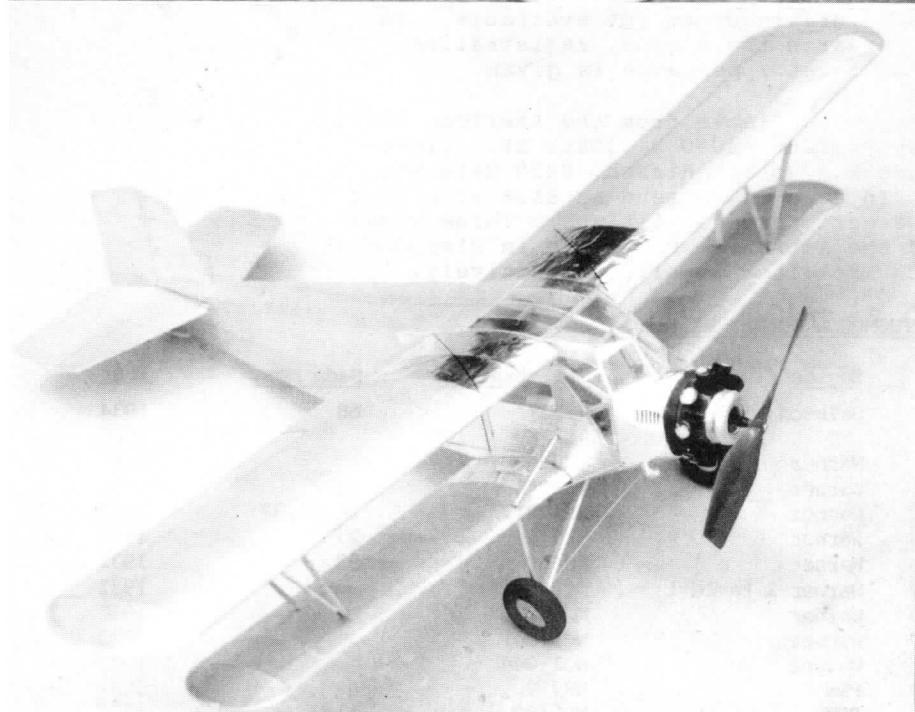
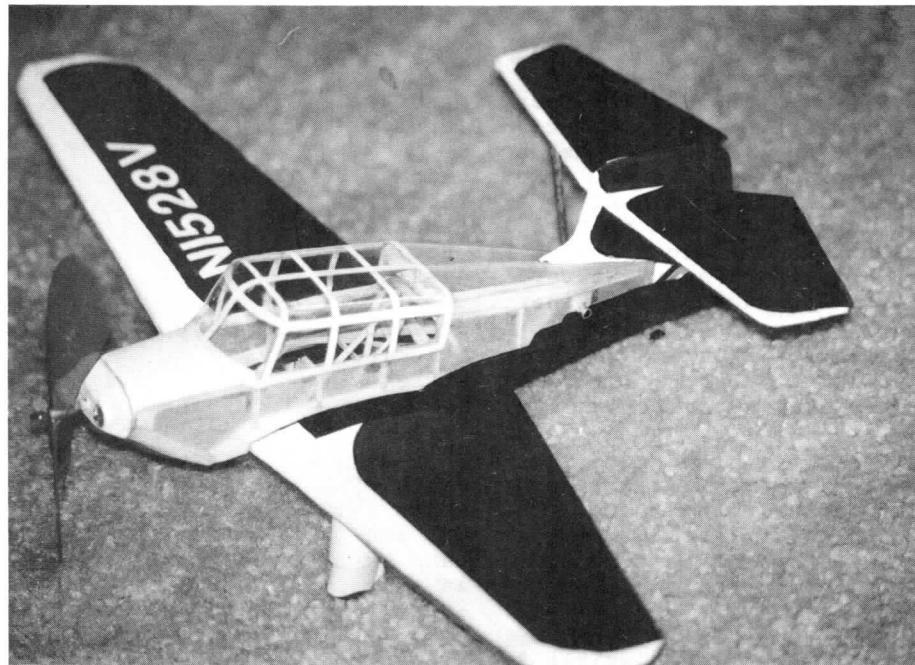
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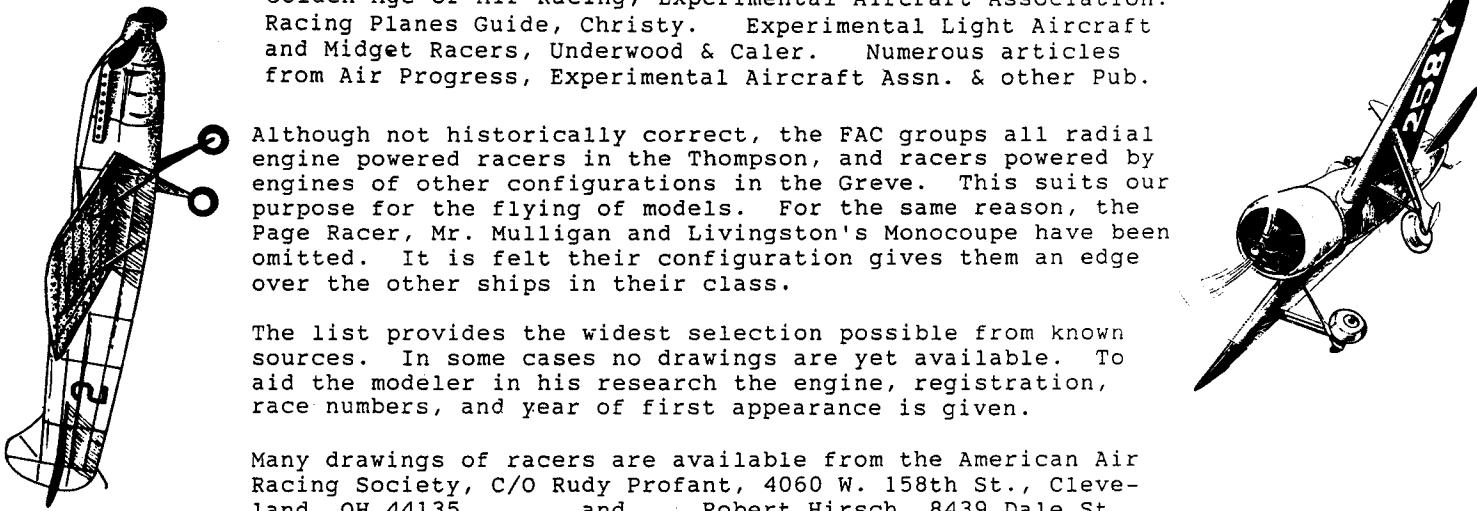


# FLYING ACES CLUB

## THOMPSON AND GREVE RACE PLANE ELIGIBILITY LIST COMPILED BY DAVE STOTT.

### BIBLIOGRAPHY

Skyways, Nos. 37, 38, 39, 41, 42. The Gee Bee Story, Mandrake. The Gee Bee Racers, Profile Pub. 62 Rare Racing Planes, "Pappy" Weaver. Sever The Sky, Edward T. Maloney. National Air Race Sketchbook, Floyd Clymer. Revolution in the Sky, Richard Sanders Allen. U.S.Civil Aircraft, Vol.4 and Vol.5, Joseph Juptner. List of Raceplane Scale Drawings, Robert S. Hirsch. The Golden Age of Air Racing, Vol.1, and Vol.2, Wes Schmid and "Pappy" Weaver. American Racing Planes and Historic Air Races, Reed Kinert. The Golden Age of Air Racing, Experimental Aircraft Association. Racing Planes Guide, Christy. Experimental Light Aircraft and Midget Racers, Underwood & Caler. Numerous articles from Air Progress, Experimental Aircraft Assn. & other Pub.



Although not historically correct, the FAC groups all radial engine powered racers in the Thompson, and racers powered by engines of other configurations in the Greve. This suits our purpose for the flying of models. For the same reason, the Page Racer, Mr. Mulligan and Livingston's Monocoupe have been omitted. It is felt their configuration gives them an edge over the other ships in their class.

The list provides the widest selection possible from known sources. In some cases no drawings are yet available. To aid the modeler in his research the engine, registration, race numbers, and year of first appearance is given.

Many drawings of racers are available from the American Air Racing Society, C/O Rudy Profant, 4060 W. 158th St., Cleveland, OH 44135 and Robert Hirsch, 8439 Dale St. Buena Park, CA 90620 In both cases send an SASE with your request. There may be a cost for the listings. Three views of the Linberg Spl. and the Ambrosini Racer are in Planbook of the Airdevil Model Co. Vol.1, and Vol.2 respectively.

### FAC THOMPSON TROPHY RACE.

Aircraft	Engine	Registration	Race Nos.	Year
Allenbaugh Model A	Salmson	R256Y	66	1934
Buchanan Zipper		R12239		1935
Carr Spl.	Warner	12844		1936
Cessna GC-2	Warner	NR404W	44	1930
Cessna CR-2 & 2A	Warner	NR11717	34, 35, 37	1932
Cessna CR-3	Warner	NR57Y	27	1933
GEE BEE E	Warner	NC46V	52	1932
Gee Bee E	Warner & Lambert	NC72V		1932
Gee Bee E	Warner	NC656Y		1932
Gee Bee E	Warner	NC11041		1932
Gee Bee E	Warner	NC11044		1932
Gee Bee Z	P&W	NR77V	4	1931
Gee Bee R-1	P&W	NR2100	11	1932
Gee Bee R-2	P&W	NR2101	7	1932
Gee Bee Y	P&W	NR11049	54	1931
Gee Bee Y	Lyc. & Wright	NR718Y	7	1932
Gee Bee R-1/R-2 Hybrid	P&W	NR2101	7	1933
Gee Bee QED	P&W	NX14307	77, 46	1936
Haines H-2	Warner	14518		1936
Hughes H-1 (short wing)	P&W	NR258Y		1935
Hall Bulldog	P&W	NR2111	6	1932
Kodiak Speedster	Velie	NR11312	11	1932
Keith Rider (Marcoux Bromberg)	P&W	NX14215	4, 3, 2	1937
Flagg, L.A.D. Flaggschip	Pobjoy	R89Y		1937
Flagg, L.A.D. F-15	Pobjoy	R89Y	19	1938
Military A/C Corp. HM-1	P&W	NX2491	41	1938
Laird LC-DE Speedwing Jr.	Warner	NR10422	17, 171	1931
Laird LC-DW Solution	P&W	NR10538	77	1930
Laird LC-DW Super Solution	P&W	NR12048	400	1932
Linberg Spl.	Warner	NX479W		1938
Lockheed Altair (Ira Eaker)	P&W	NR119W	50	1931
Loose Spl.	Hybrid Original	NR10545	2	1933
Loose Spl.	Hybrid Original	R13686	11	1935
Nicholas Beazley Phantom I	Pobjoy	R1W	23, 111	1930

Rowinski TM-1 Miss Milwaukee	Wright	NR12094	36	1932
Rowinski	Continental Radial	NR12992	10	1933
Rasmussen Skippy	Original radial	NR13518	10	1934
Reece Rocket	LeBlond	NR12028		1931
Simplex	Wright	NR43M	71	1932
Seversky 1XP	P&W	R18Y	63	1937
Seversky SEV-2S (S2)	P&W	R70Y	23	1937
Seversky SEV-3 Amphibian	Wright	X2106		1935
Travel Air Mystery (Davis)	Wright	R614K	31	1929
Travel Air Mystery (Haizlip)	Wright	NR482N	26, 35	1930
Travel Air Mystery (Hawks)	Wright	NR1313	13	1930
Turner-Laird Pesco Spl., etc.	P&W	R263Y	29	1937
Wedell Williams We Winc	Wright	NR536V	92	1931
Wedell Williams (Wedell's)	P&W	NR278V	44	1931
Wedell Williams (Turner's)	P&W	NR61Y	121, 57, 2, 25	1932
Wedell Williams (Haizlip's)	P&W	NR536V	92	1932

FAC GREVE TROPHY RACERS

Aircraft	Engine	Registration	Race Nos.	Year
Alden Brown	Menasco	NR71Y	203	1932
Allenbaugh	Menasco	R256Y	66	1936
Armitage, or Armistead S-8	Sturdevant		50	1938
Ambrosini Spl.	Heath Henderson	13563		1935
Brown B-1 (Bushey)	Menasco	NR83Y	8	1934
Brown B-2 Miss Los Angeles	Menasco	NR255Y	33	1934
Buchanan Zipper	Miller straight 8	R12239	4	1937
Bushey-McGrew Spl.	Menasco	NX98Y	17	1938
Butz Spl.	Cirrus	R12040	8	1930
Burrows R-5	Martin 333	NR214Y		1934
Burrows R-6	Miller 4	NR214Y		1935
Caudron C460	Renault		100	1936
Carr Spl.	OX-5 or Hisso	NR12844	36	1932
Cessna GC-1	Cirrus	NR144V	89	1930
Chileen-Fitten	Church	12936		1933
Chambers Chambermaid	Menasco	NX95Y	21	1938
Church Spl.	Church	NR12050	100	1930
Commandair Little Rocket	Cirrus	10403	45	1930
Curtiss Wright Bunting	Aeronca twin	259Y		1936
Chester Jeep	Menasco	NR12930	15, 2, 3, 5	1932
Chester Goon	Menasco	NX93Y	5	1938
Crosby CR-3	Menasco	R260Y	52	1936
Crosby CR-4	Menasco	NX92Y	52	1937
Delgado Maid	Curtiss	NR65Y	6, 17	1935
Delgado Flash	Menasco	R68Y	9, 49	1934
Folkerts SK-1	Cirrus	NR500W	12, 4, 21	1933
Folkerts SK-2	Menasco	R283Y	1, 11	1936
Folkerts Sk-3	Menasco	R14899	301	1937
Folkerts SK-4	Menasco	NX288Y	15	1938
Floyd Bean Spl.	Menasco	NX97Y	22 (assigned)	1938
Gee Bee D	Menasco	NC11043	53	1931
Gee Bee D	Menasco	NC855Y		1931
Gee Bee D	Menasco	NC854Y		1931
Graham-Perrin	Wright Gypsy	13620		1930
Hansen Baby Bullet	Wright Morehouse	N11351		1931
Hansen Baby Bullet	Continental A-40	NR282W	44, 46	1932
Hansen Baby Bullet	Continental A-40	N84Y	14	1934
Heath Cannon Ball	Heath, Menasco	10372	3, 74	1930
Heath Cannon Ball	Martin 333	10372	102, 9	1931
Heath 115 Spl.	Continental A-40	NR12882	3, 44	1932
Heath Baby Bullet	Continental A-40	NR282W	18, 4	1933
Heath Baby Bullet Mono-wheel	Continental A-40	R6784	50	1932
Haines H-3	Menasco	R91Y	88	1937
Hosler Fury	Curtiss	NX14Y		1938
Howard Pete	Wright Gypsy	NR2Y	37	1931
Howard Ike	Menasco	NR56Y	39	1932
Howard Mike	Menasco	NR55Y	7, 38	1932
Hunt Spl.	Cirrus	NR10421	7, 16	1930
Israel Redhead	Menasco	NR111V	97	
JaMieson Speedwing	Curtiss			1933
Kamm Airdale	Globe			1932
Keith Rider B-1	Menasco	NR10216	123	1930
Keith Rider R-1 San Francisco I	Menasco	R51Y	131	1931
Keith Rider R-2 San Francisco II	Menasco	R52Y	132	1931
Keith Rider R-4 Firecracker	Menasco	NR261Y	70	1936
Keith Rider R-5 Elmendorf & Jackrabbit	Menasco	NX264Y	22	1936
Keith Rider R-6 Eightball	Menasco	NX96Y	8, 18	1938

20.

FAC GREVE 'TROPHY RACERS

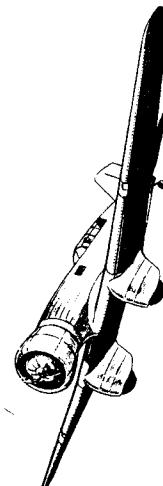
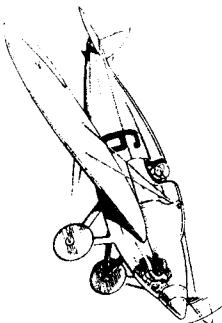
<u>Aircraft</u>	<u>Engine</u>	<u>Registration</u>	<u>Race Nos.</u>	<u>Year</u>
Laird LC-DE	Cirrus, Menasco	R10422	5, 74, 44	1930
Laird LC-DE	Ranger, Chevrolair	NR10537	105, 1	1930
Loose Sp1.	Lambert twin	10545	47, 64	1931
Mummert Mercury S-1	Cirrus	13223	23	1931
Miles and Atwood	Menasco	NR225Y	6, 1, 4, 44	1932
Neuman	Continental A-40	R11331		1932
Newhall DLX	Menasco		64	1936
Parker Winged Bullet	Cirrus	NR860W		
Pearson Williams Mr. Smoothie	Curtiss	NX94Y	11	1938
Rasmussin Skippy	Rasmussin 4 cyl.	NR13518		1933
Robbins	Hisso	NR11987		1934
Rowinski TM-1	Tank	12094	36	1932
Tilbury (& Fundy) Flash	Church	12931	7, 21, 71	1932
Travelair Mystery	Chevrolair	R613K	32	1930
Wedell Williams We Will	Hisso	NR278V	91	1930
Wedell Williams We Will Jr.	Cirrus	NR10337	17, 90	1930
Wedell Williams We Will Jr.	Cirrus	NR60Y		1930
Wedell Williams We Will Jr.	Menasco	NR60Y	54, 22	1933
Wedell Williams Model 22 (Delgado Fuselg)	Menasco	NR64Y	22	1936
Wittman Chief Oshkosh	Cirrus	12047	8, 21, 66, 101, 111	1931
Wittman Chief Oshkosh	Menasco	R14855	2, 111	1936
Wittman Bonzo	Curtiss	NR13688	101, 6, 2, 4	1934

FLYING ACES CLUB

## BENDIX RACE PLANE ELIGIBILITY LIST

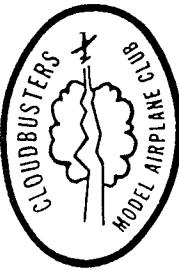
Compiled by Mike Nassise &amp; Dave Stott.

<u>Aircraft</u>	<u>Registration</u>	<u>Race No.</u>	<u>Year</u>
Beech C-17R Staggerwing	NC15835	62	1936
Beech D-17S Staggerwing	NX18562	13, 31	1937
Beech D-17S Staggerwing	NC18776	44	1938
Beech D-17S Staggerwing	NC20768	66	
Beech A-17 Staggerwing, fixed L.G.	NX(NR)1384	85	1937
Beech D-17W Staggerwing	R18562	33, 31, 13	1937
Bellanca 28-92 Trimotor	NX2433	99	1938
Douglas DC-2			1936
Gee Bee R-1	NR2100	11	1933
Gee Bee R-2	NR2101	7	1932
Gee Bee R-6H "QED"	NR(NX)14307	77, 61	1934
Howard DGA-6 "Mr." Mulligan	NR273Y	40	1935
Keith Rider R-3 Marcoux-Bromberg	NR14215	4	1937
Laird Super Solution	NR12048	400	1931
Lockheed Altair	NR119W	50	1931
Lockheed Electra	R16020	20	1936
Lockheed Orion	NR12222	9, 23	1938
Lockheed Orion	NR232Y	72	1935
Lockheed Vega	NR965Y	88	1933
Lockheed Vega	NR7954	62	1935
Northrop Delta	NC14220	27	1935
Northrop Gamma	NX13761	55	1935
Northrop Gamma	NR12265		1936
Northrop Gamma Bernarr McFadden's	NC2111		1935
Seversky SEV-S2	R70Y	23, 77	1937
Seversky 1XP	R(X)18Y	63	1937
Seversky AP-7	NX1384	13	1938
Spartan 7W Executive	NX 17815	72	1938
Spartan 7W Executive	NX17605	51	1939
Sundorf A-1	R2599	17	1937
Vance Flying Wing	NR12700	61	1932
Vultee V1-AD	NC14255		1936
Wedell-Williams	NR61Y	2, 57	1935
Wedell-Williams	NR61Y	25, 121	1932
Wedell-Williams (cantilever wing)	NR62Y	45	1934
Wedell-Williams	NR536V	92	1932
Wedell-Williams	NR278V	44	1932



## THE 1999 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented by

When: Sunday, May 2 from 8:00AM - 8:00PM  
Where: "INSIDE SWING" Golf Dome, Flint, MI

### A CATEGORY III SITE

#### Event Schedule:

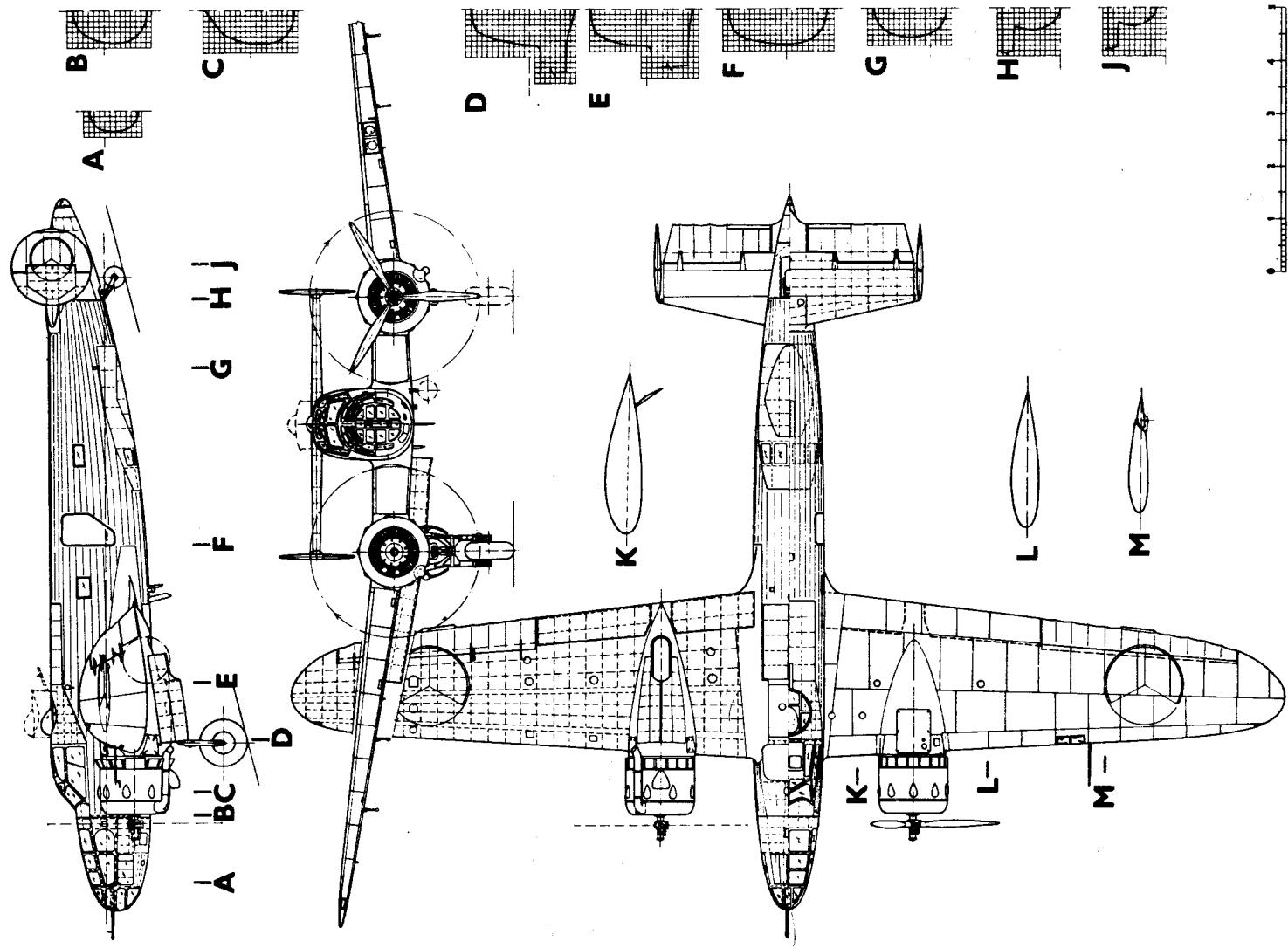
- |                    |  |
|--------------------|--|
| 8:00 AM - 9:45 AM  | HLG plus Standard and Unlimited Class Catapult Glider (J) (S,O)  |
| 9:00 AM            | Bostonian Judging  |
| 9:45 AM - 5:00 PM  | 7 Gram Bostonian (J,S,O), No-Cal Scale (J) (S,O), Jeico ROG (J) (S,O), Limited Penny Plane (J,S,O), EZB (J,S,O), Mini-Stick & Mini-Stick Mass Launch (J,S,O) |
| 11:00AM            | Scale Judging  |
| 11:30 AM - 5:00 PM | FAC Scale, FAC Peanut, Golden Age Scale, WWII and WWII Mass Launches (All events J.S.O)  |
| 5:00 PM - 8:00 PM  | F1D (J,S,O)  |

Entry Fee \$20.00

#### CONTEST DIRECTORS:

George Lewis (810) 329-6833  
Dave Livesay (810) 232-0354  
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Site is near the corner of Court and Genesee st.  
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22.

FAC NON-NATS, GENESEO, NEW YORK

July 17-18, 1999

Registration Form

Time 8:30 am till 5:00 pm

Please print

Name \_\_\_\_\_ AMA or MAAC No. \_\_\_\_\_ Jr./Sr. \_\_\_\_\_ Open \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee, \$25.00 flies all events. No fee for under 18 years of age. Please remit by June 30, 1999 to ease paper work later. Mail entry to Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place. All contestants must be members of the AMA or the MAAC.

ScheduleSaturday July 17

FAC Scale  
 FAC Peanut Scale  
 Embryo Endurance  
 Pioneer Scale  
 Greve Race 15% \*  
 World War One Dogfight \* (\*\*\*\*)  
 Giant Scale  
 Modern Military 15% \*  
 FAC Old Time Gas Replica  
 FAC Old Time Rubber  
 Old Time Kit Scale  
 Air Hog Power

Sunday July 18

Hi-Wing Peanut  
 Golden Age Scale  
 Jumbo Scale  
 FAC Power Scale \*\*  
 Thompson Race 15% \*  
 World War Two Combat 15% \*  
 Dime Scale  
 Jimmie Allen  
 Earl Stahl Scale \*\*\*  
 Goodyear Midget Race \*  
 FAC Old Time Stick  
 No-Cal Scale

\* These events are mass launch events. \*\* Power Scale will be divided into single and multi-engined model aircraft. \*\*\* Earl Stahl event will be divided into high wing and all other configurations. \*\*\*\* World War One will be for multi-wing model aircraft only. The AIR-HOG event will be for any built-up stick and tissue model powered by the AIR-HOG power unit.

All events are for rubber powered models except for Power Scale, O.T. Electric Gas Replica and the Air-Hog Power event. Co/2 is OK for O.T. Gas. You must show proof of scale to get past the 45 point rule in mass launch events. Pioneer Scale models must be flown in the Pioneer event regardless of size. Giant Scale may be flown either day. Both O.T. Rubber events must have their flights in no later than two o'clock P.M. so we have time for fly-offs, the same is true for O.T. Gas Replica.

I wish to make the following advanced reservations for the contest.

\_\_\_\_ entry fees at \$25.00 each \_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_ reservations for double occupancy with meals, \$130.00 per person \_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_ reservations for single occupancy with meals, \$160.00 per person \_\_\_\_\_ \$ \_\_\_\_\_

Total    \$ \_\_\_\_\_

Please note, we will not be able to refund cancellations after June 30, 1999. If you plan to share a room with someone, please indicate their name so we can direct the University to set up the proper room arrangements. Your meals at the university will include dinner on Friday July 16, breakfast and dinner on Saturday July 17, breakfast and dinner on Sunday July 18 and breakfast on Monday July 19.

Scale judging will take place at Peter's Party Complex in Leicester, NY on Friday July 16 starting at 2:00 pm. Bring your models there to be scale judged. Giant and Jumbo models will be judged on the field. Giant Scale models may be flown either day.

**WAIVER:** I (we) hereby release the Historical Air Group, Inc., The National Warplane Museum, The State University of New York (Geneseo), The Flying Aces Club and all other persons connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I (we) also agree to abide by all flying and field rules in force at this contest.

SIGNATURE \_\_\_\_\_

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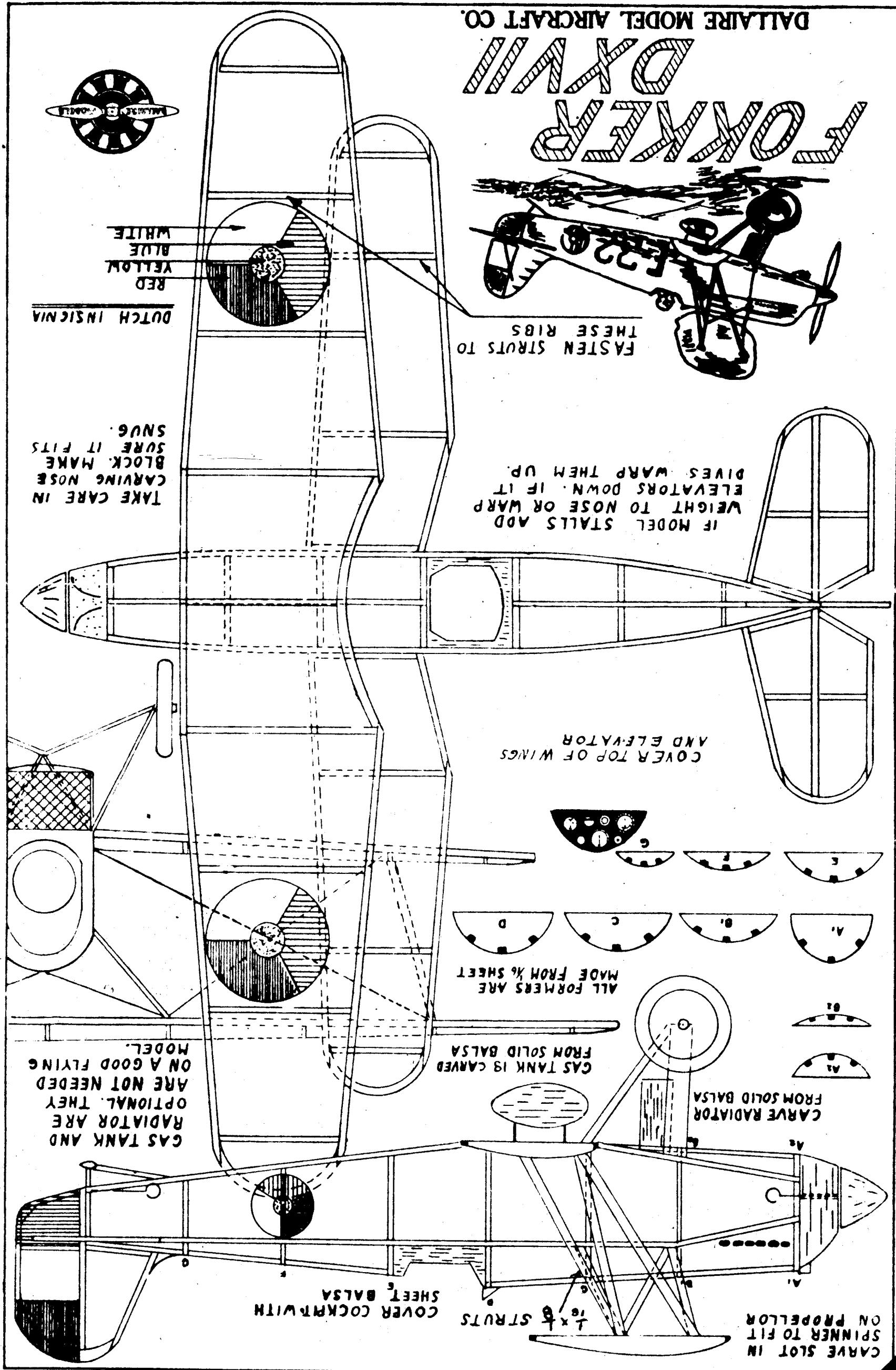
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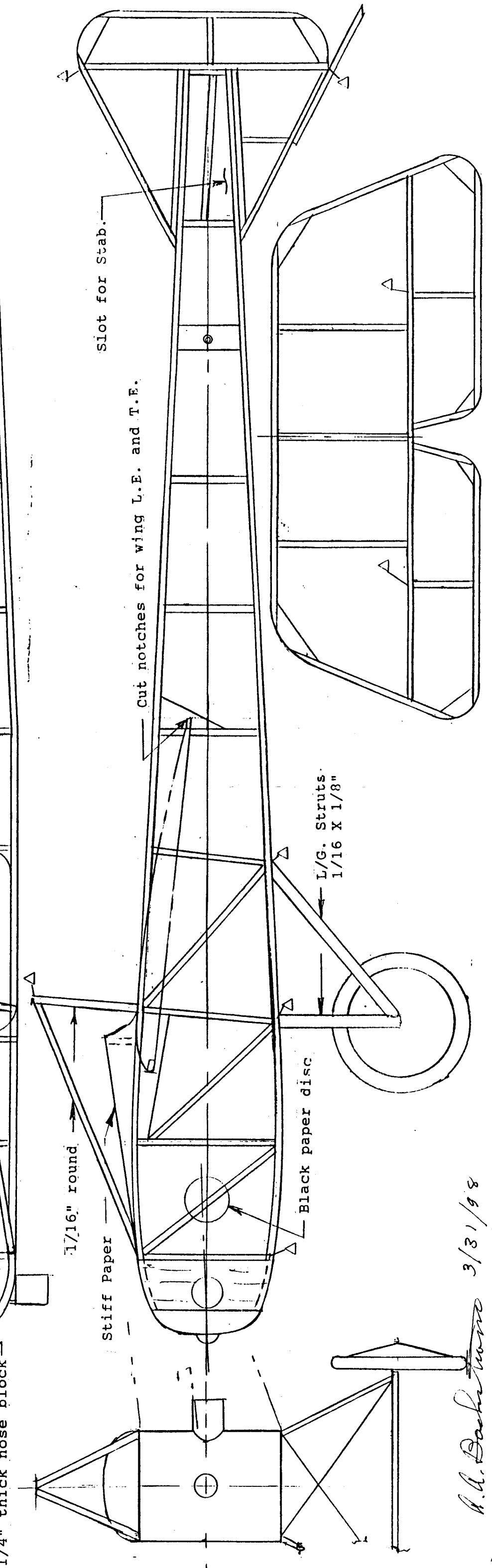
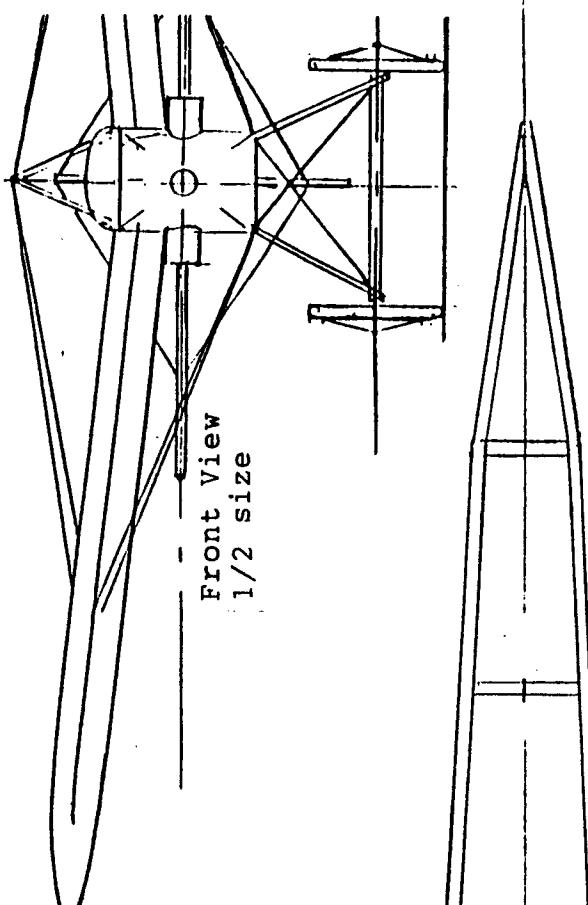
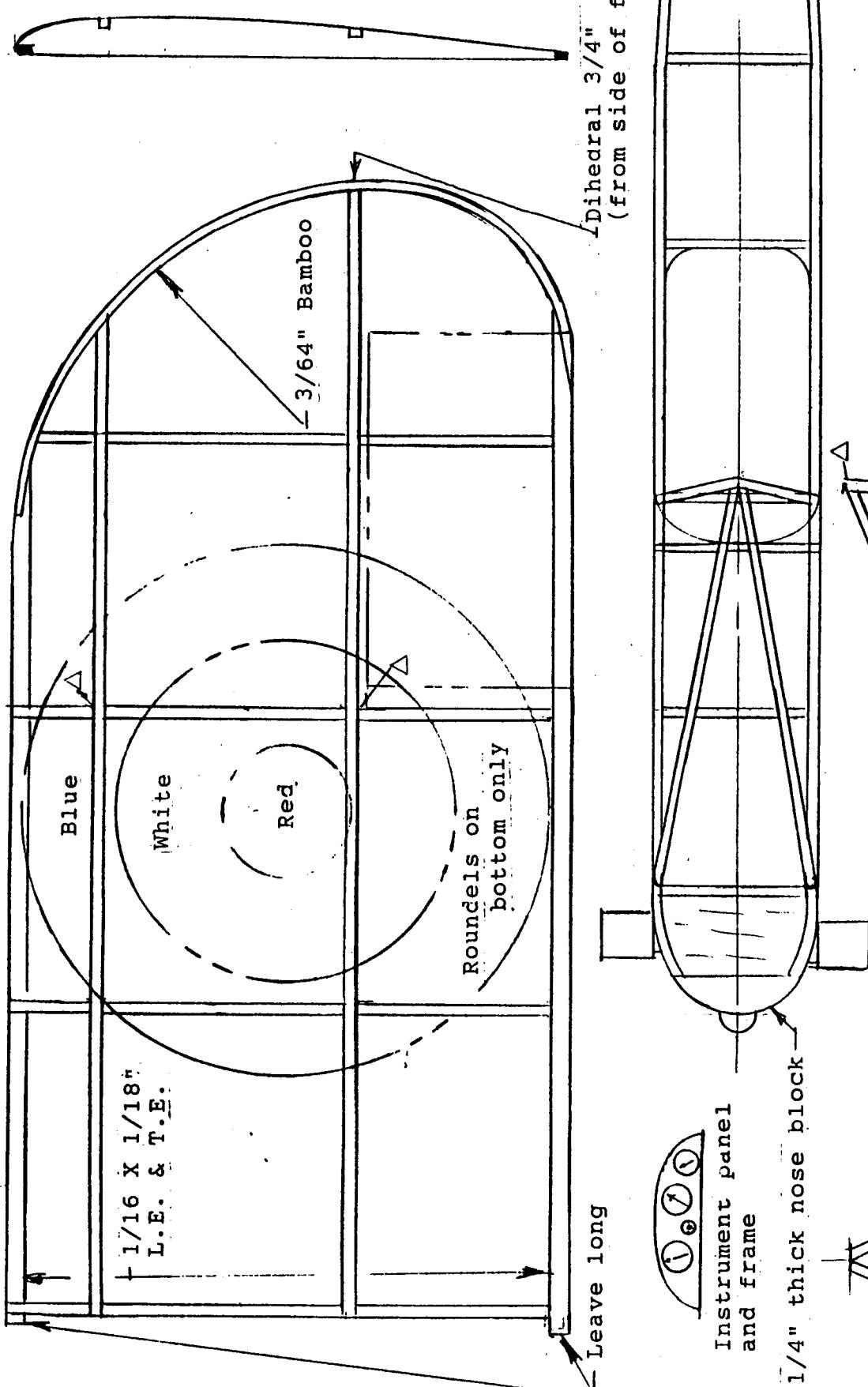
HIGHEST QUALITY SERVICES



B.A.T. MONOPLANE NEO DIME SCALE

Notes:

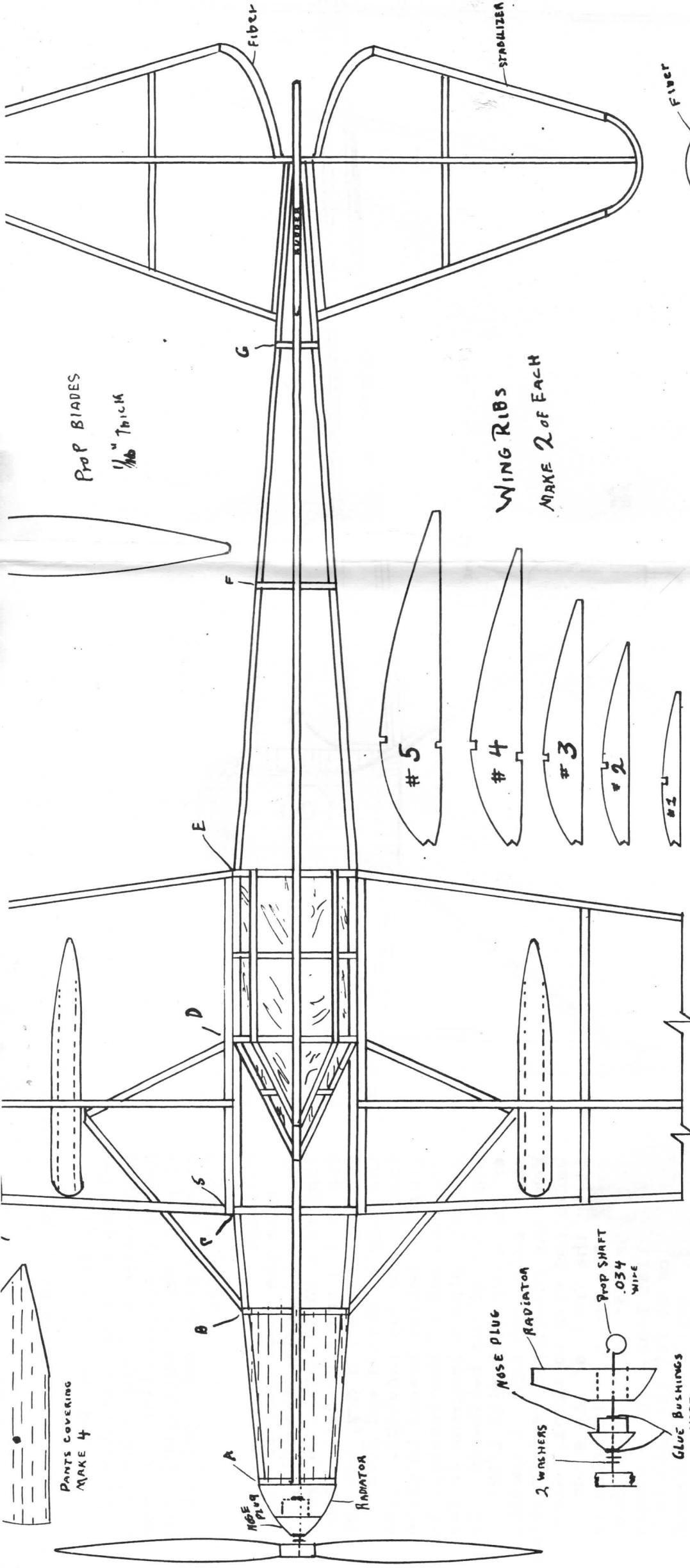
1. All material is  $1/16"$  square or sheet balsa unless noted.
2.  $\triangle$  indicates thread rigging attach points.
3. Make dummy cylinders from balsa dowel, wrap with thread to simulate cylinder fins.
4. Make wheels from  $1/16"$  cross grain with bond paper disc inboard and bond paper cone outboard side of wheel.
5. Color of original aircraft probably silver doped, bare aluminium engine cowling, varnished wood landing gear and King Post struts. Use white tissue to simulate fabric color on dime scale model.



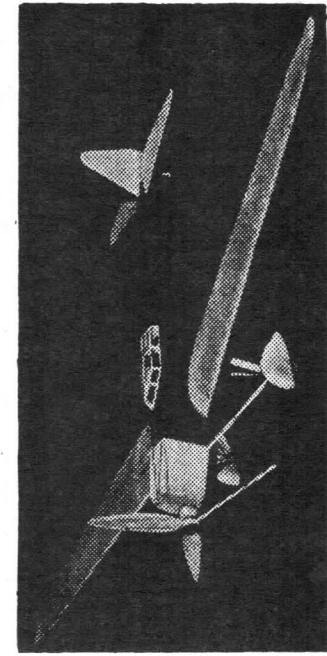
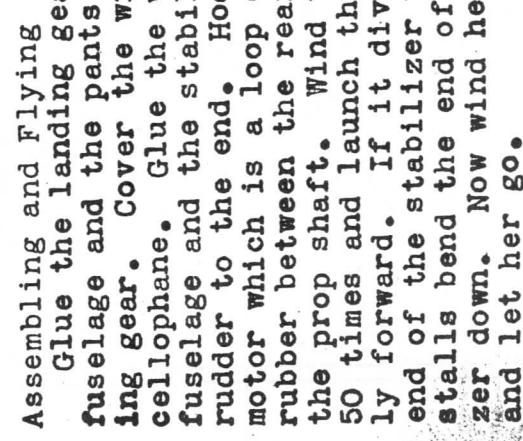
the trailing edge. The tips are bent out of fiber and glued to the end of the wing. Cover the wing with orange tissue and spray with water to remove all

Rudder and Stabilizer

The stabilizer is of 1/16" square construction. Lay these strips cut to size on the plans and glue together. The curves are made from bamboo bent to shape and glued into place. The rudder is constructed in the same way as the stabilizer.



**Wheel Pants.** Cut two cores and cover with 1/16" sheet balsa. Sand the top round and taper the end to a point. Insert the wheels in the pants and using a pin for an axle push it through the covering in the pants so that the wheel spins freely.



DE WOITINE - D-33  
20" FLYING-SCALE  
MADISON-MODEL AIRPLANE CO.  
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ALSO STAMPED 2 FOR \$1.00

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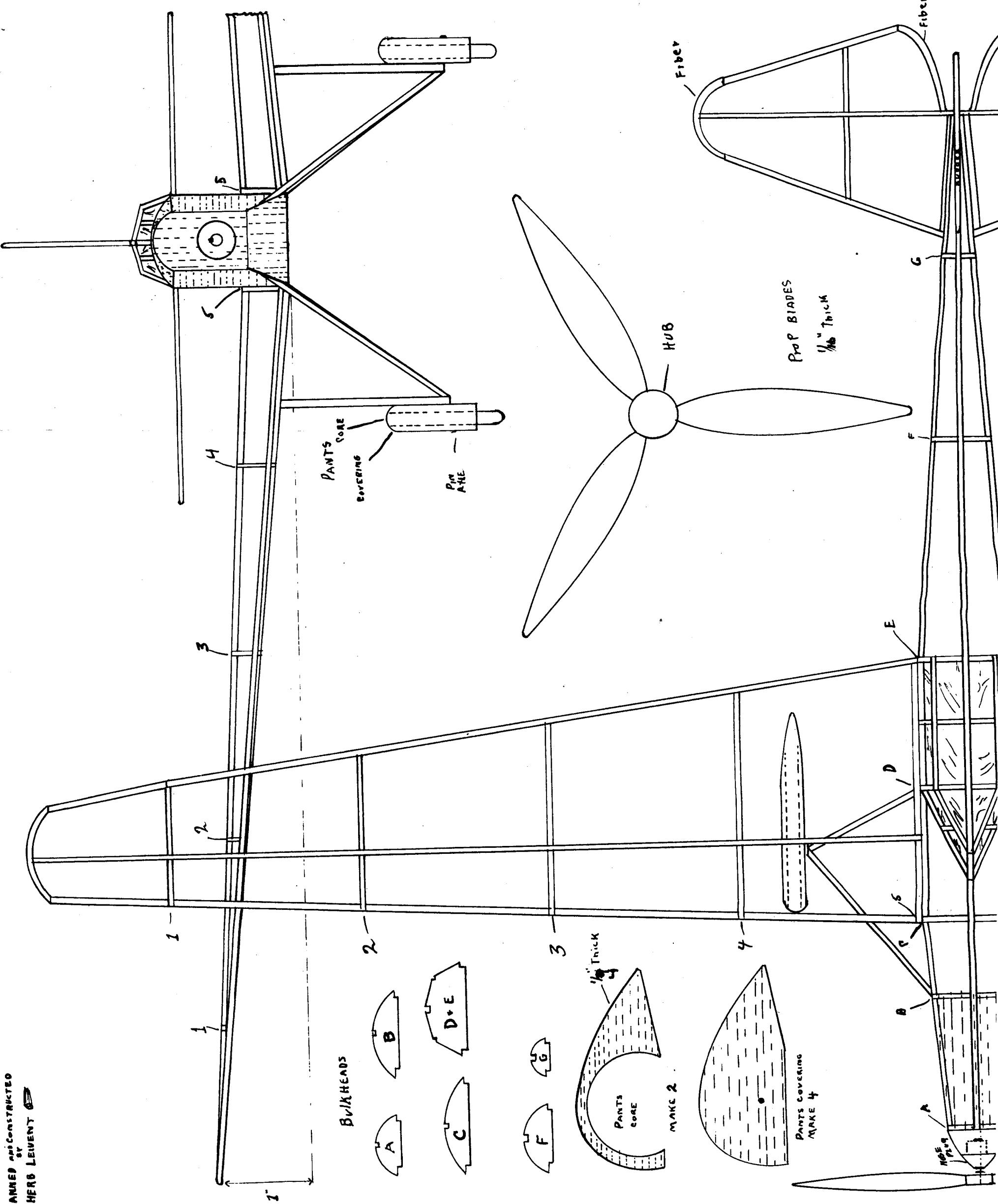
This famous plane was developed in France recently for long distance flying. The tools needed in constructing this model are: medium sandpaper, sharp razor, 50 pins, and a pair of round pliers.

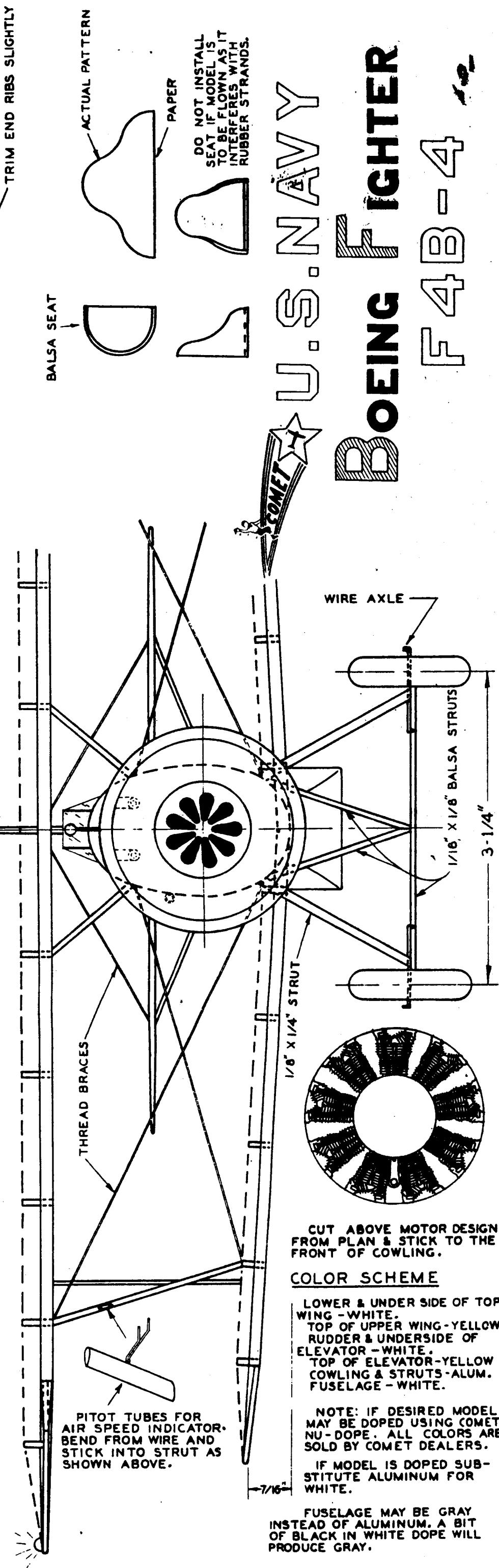
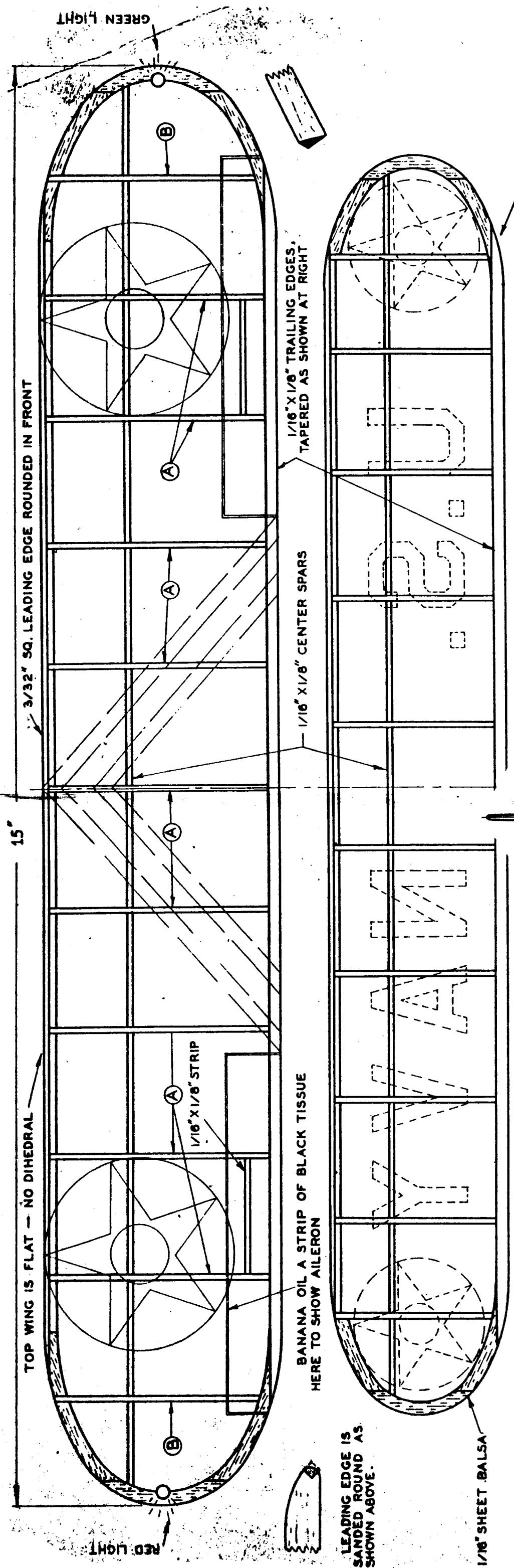
#### Fuselage

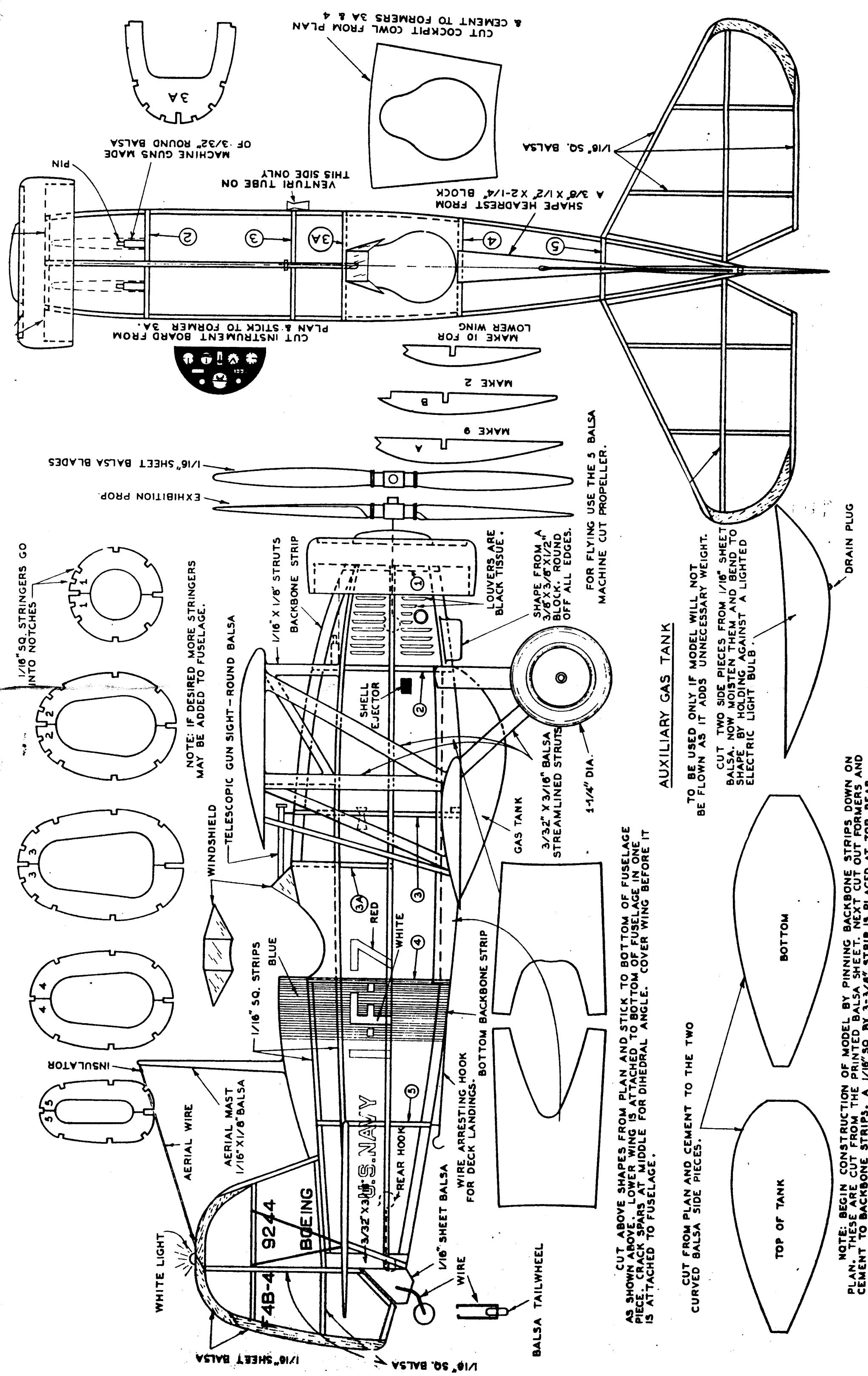
Make the lower half of the fuselage by laying the  $1\frac{1}{16}$ " sq. longerons on the plans and gluing in the cross braces. When the two halves are dry, cut out the body bulkheads and glue them to the top fuselage. Then glue the bottom braces in place. Glue one end of the fuselage together. Glue a longeron in the top notch of the bulkheads. Cover the motor cowl with  $1\frac{1}{32}$ " sheet balsa and sand it smooth. Make the radiator from  $1\frac{1}{4}$ " sheet balsa and sand to shape. Glue it to the front of the motor cow. The front of the plug is cut from  $1\frac{1}{4}$ " balsa and sanded smooth. Cut a square bullet head. Cut a square block to fit the hole in the center. Drill a hole through the center and glue a washer at each end of it. Cover the fuselage with blue tissue and spray it with water to remove all the wrinkles. A  $\frac{1}{4}$  washer is the tail wheel.

**Wing**  
Cut out all the ribs and glue them to the center spar. The wing is made in two halves. Round off one corner of a  $1\frac{1}{16}$ " square and glue it into the front notch of the ribs. Then glue on the trailing edge. The tips are bent out of fiber and glued to the end of the wing. Cover the wing with orange tissue and spray with water to remove all wrinkles.

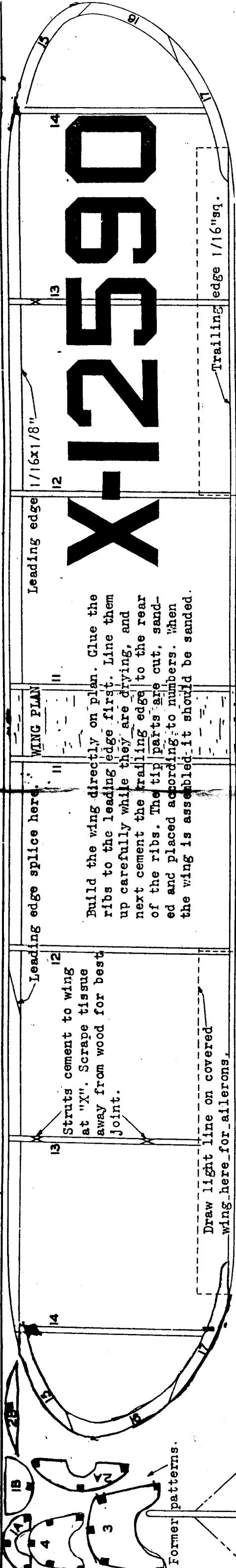
**Rudder and Stabilizer**  
The stabilizer is of  $1\frac{1}{16}$ " square: construction: Lay these strips cut to size on the plans and glue together. The curves are made from bamboo bent to shape and glued into place. The rudder is constructed in the same way as the stabilizer.





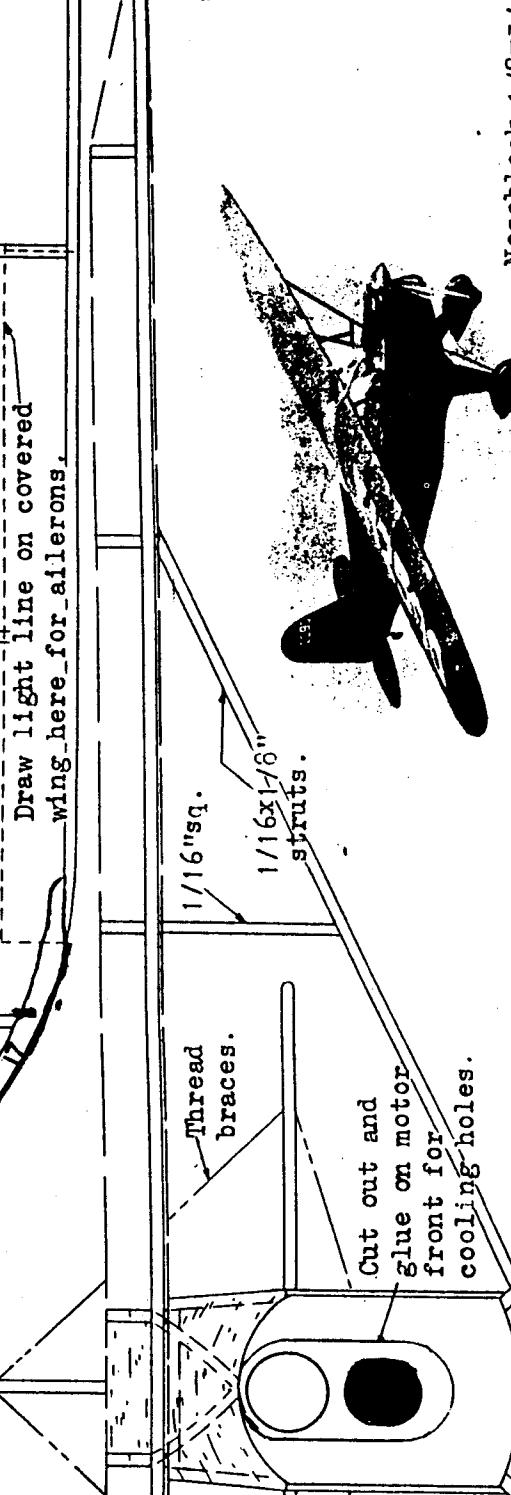


NOTE: BEGIN CONSTRUCTION OF MODEL BY PINNING BACKBONE STRIPS DOWN ON PLAN. THESE ARE CUT FROM THE PRINTED BALSA SHEET. NEXT CUT OUT FORMERS AND CEMENT TO BACKBONE STRIPS. A  $1/16$ " SQ. BY  $3-3/8"$  STRIP IS PLACED AT TOP REAR.



# X-12590

Note rounded  
wing tips.



**19** GENERAL INSTRUCTIONS. All parts are shown full size. Follow all instructions carefully. BUILD THE FUSELAGE FIRST. Use the notes at the bottom of this sheet. Make the two fuselage sides with care - your model will fly better. When finished, sand the fuselage all over to even up all joints. This allows the paper to lay on better. Nose建 the tail group last, using the shorter pieces of wood left over. Sand the outside edges round to make a better looking model.

Build the wing next. Notes on this are on the wing plan. Make the tail tip to tail on the wing and from nose to tail on the fuselage. Use small pieces of paper as they are easier to handle. The wing may be covered using a single sheet from #11 to #14. From #14 to the tail tip use another piece. The under side of the wing can be covered with a single sheet of paper for each panel, right and left. Cover the fuselage with a single sheet only on the flat sides. On the bottom in the front and on the top, use separate pieces between each former. When covered spray the model lightly with water to tighten the paper.

FLYING NOTES. Sandpaper the propeller, thinning the blades. Measure from the ends and mark the center. Push a pin thru there, making a hole for the rubber hook from music wire, making it just as shown in the plan. Bend the straight end of the hook back into a square hook as shown in the dotted lines on the propeller drawing, and cement it into the prop. Sling the rubber between the front hook and the rear pin. When the model is completed, test it for balance by gliding from a low altitude. If the model stalls or noses up, small weights may be added behind the nose. Wind about 100 turns and again test. Make minor adjustments to wings and tail by breathing on the tissue and bending the part slightly. All flights in a large field on a calm day, and your plane will not be damaged.

Trailing edge 1/16"sq.

# X-12590

Leading edge splice here.  
Struts cement to wing at "X". Scrape tissue away from wood for best joint.  
Draw light line on covered wing here for ailerons.

Leading edge 1/16x1/8"

Cut numbers from plan and cement in the order given to the upper side of the right wing (where shown) and lower side of left wing.

Stabilizer.

Make two like this directly on plan. Turn one over for left half.

Pin thru here holds rear of rubber.

Position of rudder  
Scrap piece  
1/16"sq.

Position of rudder  
Cut out and glue to rudder  
1/16"sq.

Position of rudder  
Pin thru here holds rubber in place.  
Leave open on bottom for rubber.  
1/16"sq.

SIDE VIEW  
Crossbraces at "X".  
Heavy outline.  
Stringers

# REARWIN SPEEDSTER EXACT SCALE

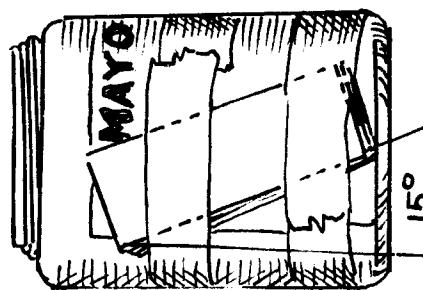
FLYING MODEL

Copyright 1937 by

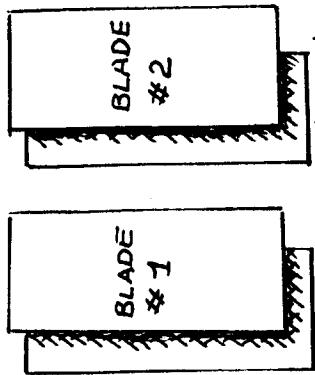
THE PEERLESS MODEL AIRPLANE COMPANY CLEVELAND, OHIO

U.S.A.  
Construct the fuselage by making two flat sides built within the heavy outline shown above. All material is 1/16"sq. Connect these side pieces with formers according to numbers and with cross braces measured from top view. Add stringers, placed in notches in formers, indicated by the black squares. When complete the entire fuselage should be sanded.

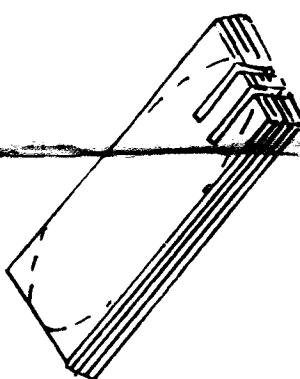
# HOME MADE PROPELLERS



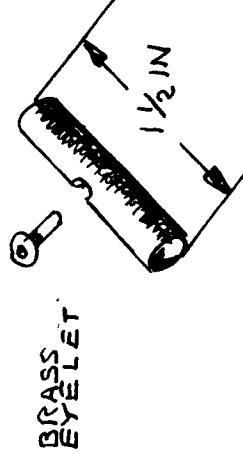
FOUR SHEETS  $\frac{1}{2} \times 3\frac{1}{2} \times 1\frac{1}{2}$  WIDE  
BALSA. USE CARPENTER'S GLUE  
TO MAKE TWO BLADES OF 2 PLY EA.  
BEFORE THE GLUE DRIES TAPE TO  
A ROUND QUART JAR, ONE ON TOP  
OF THE OTHER AT A 15° ANGLE



ALLOW TO DRY OVER NIGHT,  
REMOVE BLADE BLANKS FROM  
JAR AND TURN TO SHAPE  
CUT TWO  $\frac{1}{2} \times \frac{1}{4}$ " SLOTS  
IN EA BLADE  $\frac{1}{4}$ " APART.

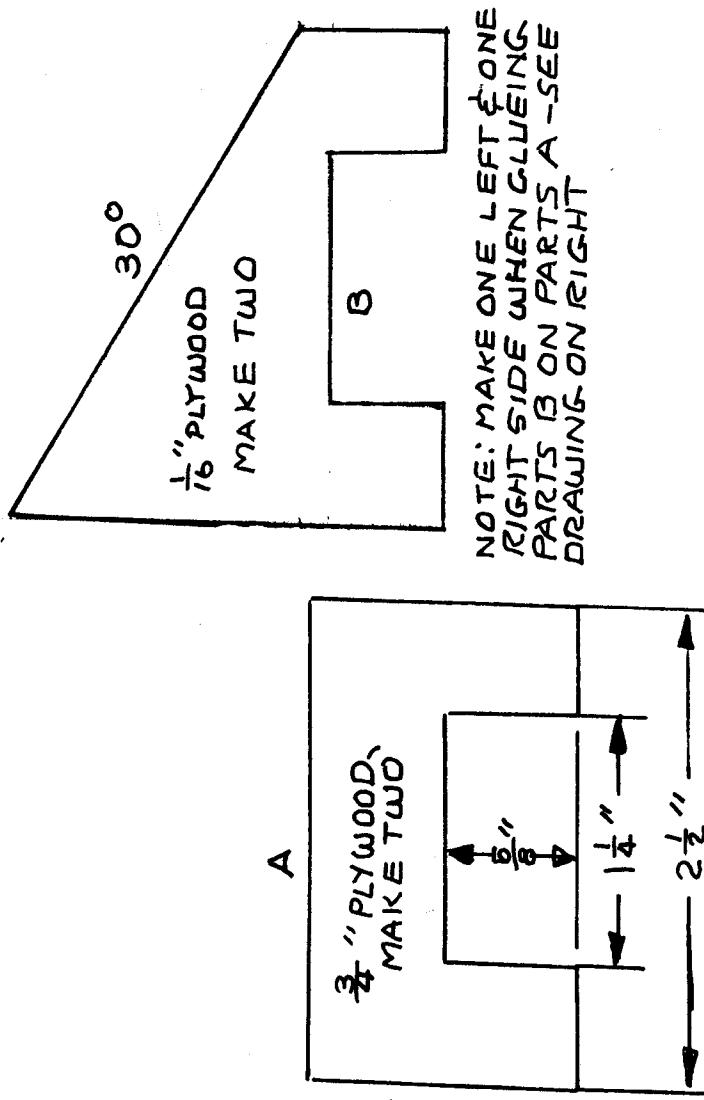


CUT A PIECE OF  $\frac{1}{4}$  IN.O.D.  
ALUMINUM TO SIZE &  
DRILL A  $\frac{3}{8}$ " IN THE CENTER.  
INSERT A  $\frac{3}{8} \times \frac{1}{4}$ " LONG EYELET.  
GLUE IN PLACE WITH CA  
(YES, IT'LL HOLD)



ATTACH BLADES ON HUB  
BUT DON'T APPLY ANY  
GLUE YET.  
PUT ON PITCH GAUGE WITH  
A PIECE OF WIRE THROUGH  
THE EYELET

(YES, IT'LL HOLD)



BY: FLORENT BAECKE

20	18	16	14	12	10	8	6	5	4	3	2	1	0
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CUT FROM PLATE & GLUE TO A PIECE OF WOOD  $\frac{3}{4} \times 1\frac{1}{4} \times 11\frac{3}{8}$ " LONG. COAT WITH CLEAR FINISH

