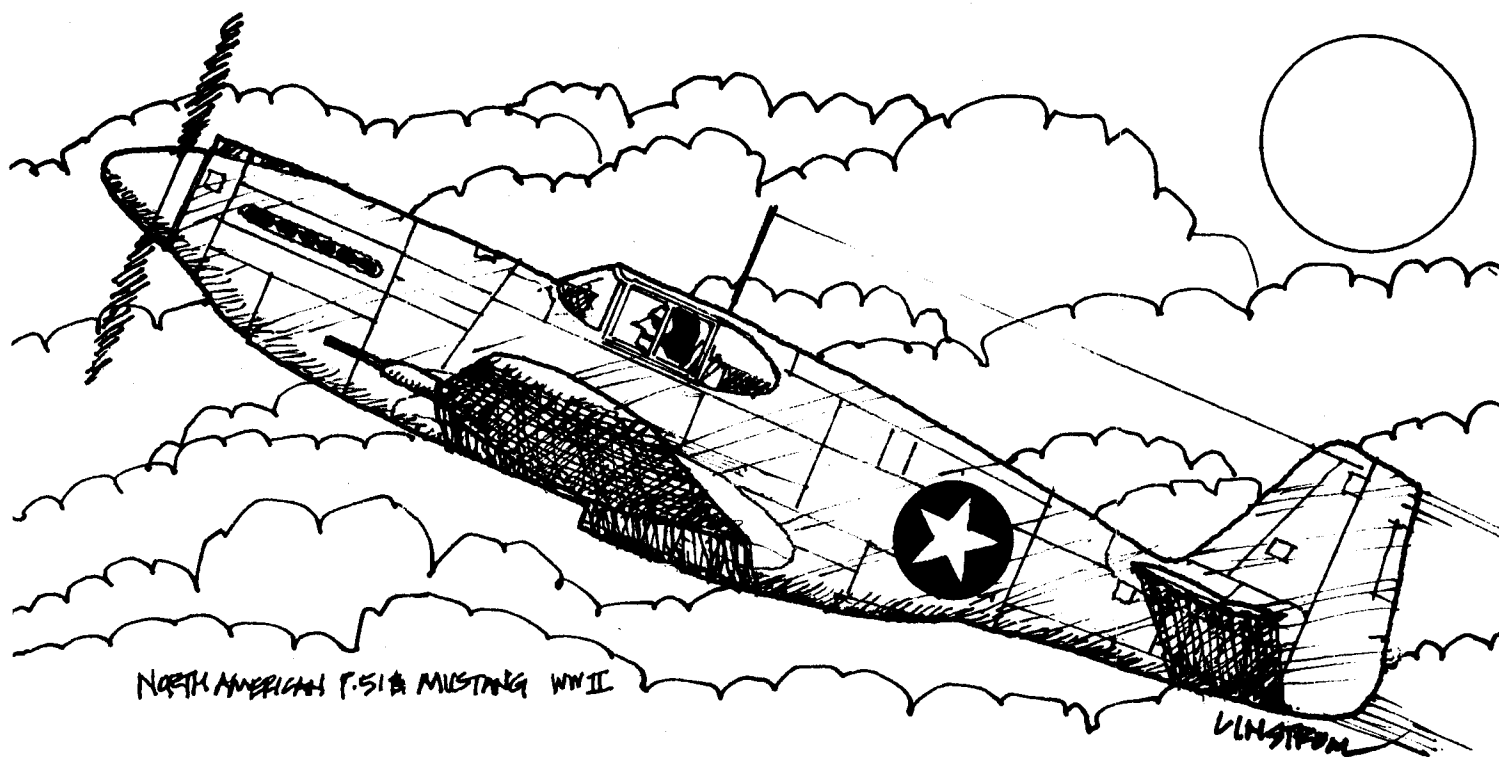


FLYING ACES

ISSUE #189-115 Sept./Oct. 1999

Club News



WE HAVEN'T HAD A COVER DRAWING BY DAVE LINSTRUM FOR
QUITE SOME TIME. NICE JOB, DAVE! WE WILL HAVE MORE
FROM DAVE ON FUTURE ISSUES.

NEWS ON THE WING!

Thanks to all who contributed to this issue. The plans were sent by Rocky Russo (Gee Bee D), Nate Sturman (Nakajima Type 94 Ki-4), Ted Davis (Fokker D-23) and John Morril by way of Ollie Benton (Curtiss Hawk 75).

We have lost three more Clubsters since our last newsletter, Jerry Bockius, Wally Simmers and Gordon Hastings. Obituaries for Jerry and Wally will be found elsewhere in this issue. Gordon was one of the best of the Detroit Cloudbusters. We wish to extend our sympathies to their families and many friends.

Here is a leftover from the Geneseo contest last July, someone lost a roll of tissue while at Peter's Party Complex for the scale judging. The owner can claim it by getting in touch with me here at GHQ and identifying it. Also, a model of the Supermarine Sparrow was found at the Muncie contest on September 18th. The owner can claim it by contacting Lee Campbell at Box 3104, Muncie, Ind. 47307.

I have been asked a couple of times if the embroidered FAC patches were still available, yes, they are. The cost is \$3.00 each postpaid from GHQ.

We are still extolling the joy of flying at the AMA's Muncie, Ind. flying site. This is a great field to fly in. If you haven't been there yet, then you should plan to try and make it to next year's FAC Outdoor Champs. This year we had 51 contestants. The weather man cooperated and thermals were at their best (or worst) as about 15 models were lost due to the thermal activity. Even leaves lying on the ground were rising up and being carried aloft! We all had a very good time on the field and after the flying was done each day we had dinner and then a bunch of us went to our favorite yogurt palace to top of the evening with some delightful concoctions. Chris Starleaf was crowned the Grand Champion in one of the closest contests we have ever had. Congratulations to Chris and to everyone who attended and helped to make this contest one of the best yet.

The results for the FAC Champs are in this issue, thanks to Dave Niedzielski for printing them out for the newsletter.

We want to announce that the Stealth Squadron of the FAC is going to sponsor an event for the North American AT-6 built from the plan by Dave Livesay that appeared in the newsletter. More on this later but in the meantime get started on yours. Oh, yes, this event will be held at next year's Flying Aces Nationals at Geneseo, N.Y. We will have the dates for you in the next newsletter.

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

Lin

Lt. Col. Lin Reichel, CinC-FAC

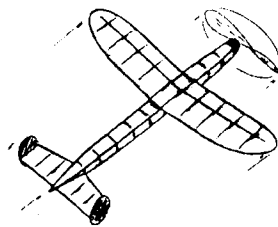


Stick and Tissue Modeler's Album

This new book by Tim Bucher includes removable full size plans and detailed construction articles for building 10 models ranging in wingspan from 13 to 17 inches. The models are all proven flyers and include eight sport types and two scale jobs. Propulsion systems include rubber and micro-electric. The book measures 8 1/2 x 11 inches, contains 80 pages, and features over 100 photographs and illustrations.

Send Check or Money Order for \$14.95 plus \$3.00 shipping to: Meteor Publishing, 1858 Twin Lake Drive, Gotha, FL. FL residents add 6% sales tax.

For more information, visit our website at <http://members.xoom.com/meteorpub/>



Mojave Marauder 16 inch span rubber "Stick" model.

The Blue Max

The following "Knights of the Air" were recently given the coveted "Blue Max" medal for thier accheiving their 16th victory in Flying Aces events.

They are; Dan Kane, Les Burdsal, Newt Bollinger, Gene Partin and Oscar Smith.

Also, Stu Weckerly has been awarded a plaque for his 200 win. Congratulations to all and continued success.

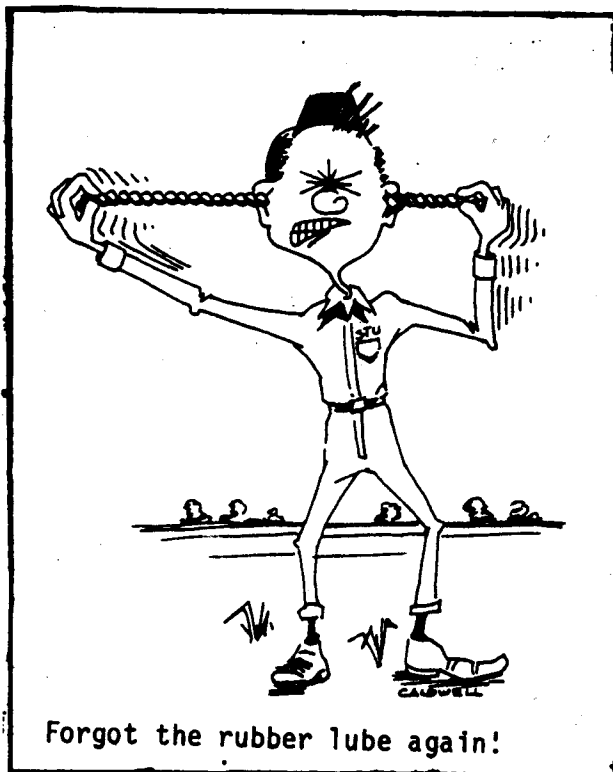
BUILD--FLY--WIN--EFF--AAA--CEE!!

SCALE PLANS

FAC-AMA

Trophy winners by a competition flyer. S.A.S.E. for list.

John Blair, 443 Henson Rd.,
Warne, N.C. 28909



Forgot the rubber lube again!

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.32oz. SUB MICRO with BALL BEARINGS \$19.00
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FOR CATALOG OF ACCESSORIES SEND A SASE
BALSA PRODUCTS 122 JANSEN AVE. ISELIN, N. J. 08830

SOUVENIER PLAN

This year's souvenir plan is of a Douglas O-43 from an old Megow kit. This is a rare plan that I cannot find on any plan list that I have. It was sent to us by Lindsey Smith from England. We immediately fell in love with it and decided that as long as it is not readily available to all we wecided to offer it as this year's plan. Thanks Lindsey!

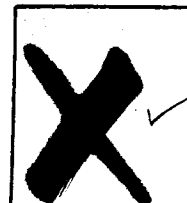
You can get a copy for only \$4.00 postpaid from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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 Hurrican 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.



4.

FAC PEANUT SCALE Muncie '99										
Position	Contestant	Entrant#	Plane	Flight Times			BEST	BONUS	SCALE	Total
1	Gordon Roberts	13	Waco SRE	120			82.5	15	49	146.5
2	Phil Cox	27	Isaac's Fury	76			68	15	59	142
3	Jack Tisinai	42	Lacey	120	81		82.5	0	53	135.5
4	Dave Rees	7	Corona Cougar	99	62	56	77.25	0	57	134.3
5	Phil Cox	27	Gadfly	69			64.5	10	59	133.5
6	Paul Boyanowski	32	Wittman Buster	76	79		69.5	5	57	131.5
7	Mike Zand	35	Lacey	99	68	46	77.25	0	47	124.3
8	Don Lang	17	SE5	52			52	15	55	122
9	Jack Tisinai	42	Laird Speedwing	57			57	15	49	121
10	Mike Zand	35	Andreason	35	30	62	61	15	40	116
11	George Bredehoff	40	Falcon Spl.	64	48		62	5	49	116
12	Ross Mayo	48	Farman	36	21	23	36	5	43	84

JUMBO SCALE Muncie '99										
Position	Contestant	Entrant#	Plane	Flight Times			BEST	BONUS	SCALE	Total
1	George Bredehoff	40	FW189	120			82.5	30	50	162.5
2	Dave Rees	7	Super Cruiser	120			82.5	0	57	139.5
3	Jack Moses	3	IS-4	120			82.5	5	50	137.5
4	Les Burdsal	11	AN-2	82	48	62	71	18	48	137
5	Stu Weckerly	15	Found 100	120			82.5	5	47	134.5
6	Pete Azure	36	BP Defiant	84	72	73	72	10	49	131
7	Mike Zand	35	Udet Flamingo	30			30	15	46	91

GOLDEN AGE CIVIL Muncie '99							
Position	Contestant	Entrant#	Plane	Flight Times			Total
1	Ralph Kuenz	29	Taylorcraft	120	120	120	360
2	Don Snull	5	Interstate Cadet	120	120	120	360
3	Stu Weckerly	15	Interstate Cadet	97	120	110	327
4	Jack Moses	3	Interstate Cadet	120	72	120	312
5	Chris Starleaf	4	Lincoln AP-K5	95	92	120	307
6	Phil Cox	27	Aeronca K	120	66	120	306
7	Stu Weckerly	15	Stout 2AT	105	92	93	290
8	Paul Boyanowski	32	Waco 2GC-7	91	83	88	262
9	Dave Niedzielski	47	Stinson Reliant	57	57	88	202
10	Bob Bojanowski	19	Fairchild 24	81	90		171
11	Dan Kranis	26	Cessna C-34	56	56	51	163
12	Mike Zand	35	Allied Sport	48	48	30	126
13	John Houck	24	Fairchild 24	120			120
14	Charlie Schobloher	20	Skyfarer	35	48	32	115
15	Mike Zand	35	Rearwin Speedster	31	36		67
16	Pete Azure	36	Waco SRE	44			44

MODERN CIVIL Muncie '99						
Position	Contestant	Entrant#	Plane	Flight Times		Total
1	Paul Boyanowski	32	Piper PA-20	120	120	360
2	John Reichel	10	Piper Clipper	57	115	247
3	Charlie Schobloher	20	Nesmith Cougar	103	94	247
4	Stu Weckerly	15	Found 100	120	113	233
5	Dave Rees	7	Citabria	120		120

Muncie '99				No-Cal			
Position	Contestant	Entrant#	Plane	Flight Times	Total	Position	Contestant
1	Les Burdsal	11	Mr. Smoothie	182	496	1	Les Burdsal
2	Ted Dock	16	Schlepp	73	355	2	Ted Dock
3	George Bredehoff	40	Stuka	264	342	3	George Bredehoff
4	Phil Cox	27	Helio Courier	184	318	4	Phil Cox
5	Jack Bredehoff	39	Fairey Baracuda	200	261	5	Jack Bredehoff
6	Don Lang	17	Mustang	73	164	6	Don Lang
7	Bill Harding	14	Aeronca Champ	146	146	7	Bill Harding
8	Dan Kane	51	FW190	67	67	8	Dan Kane

DIME SCALE				Muncie '99				
Position	Contestant	Entrant#	Plane	Flight Times			BONUS	Total
1	Gordon Roberts	13	Stinson 105	120	76	59	0	255
2	Phil Cox	27	Curtiss Robin	66	58	92	0	216
3	Paul Boyanowski	32	Luscombe	68	55	77	0	200
4	Robert Butch	30	Arado 96	71	50	35	30	186
5	Jack Tisinai	42	Fokker DVII	42	49	46	45	182
6	John Houck	24	Rearwin Speedster	64	49	56	0	169
7	Stu Weckerly	15	Fairchild 45	46	58	22	30	156
8	Pete Azure	36	Spitfire	73	47		30	150
9	Pete Azure	36	Rearwin Cloudster	62	44	35	0	141
10	Roger Moon	12	Puss Moth	60	61		0	121
11	Jim Miller	33	Martin MO-1	42			5	47

EMBRYO Muncie '99								
Position	Contestant	Entrant#	Plane	Flight Times			Bonus	Total
1	Gordon Roberts	13	Debut	120	120	118	9	367
2	Dave Livesay	31	RCAF	120	120	113	9	362
3	Robert Butsch	30	Tomahawk	111	112	120	5	348
4	Ted Dock	16	DogE III	80	62	116	9	267
5	Jack Tisinai	42	Heron	120	59	71	9	259
6	Dan Kane	51	Spritzer	65	109	70	8	252
7	John Houck	24	Hornet	57	62	109	9	237
8	Bill Harding	14	Tomahawk	73	82	73	9	237
9	Don Lang	17	Honeybee	71	47	94	9	221
10	Mike Zand	35	Debut	60	49	49	9	167
11	Dennis Rublend	45	Honebee	46	35	33	6	120
12	Chuck McLanis	49	Puma	42	42			84
13	Ross Mayo	48	MisAdventure	3	24	46	9	82

O.T. RUBBER Muncie '99							
Position	Contestant	Entrant#	Plane	Flight Times			Total
1	Stu Weckerly	15	Korda Victory	120	120	98	338
2	Roger Moon	21	Miss Canada	120	89	120	329
3	Jack Tisinai	42	Tulsa Rocket	114	120	93	327
4	Ed Vargo	50	Convertible	120	81	120	321
5	Dave Niedzielski	47	Scatterbrain	120	120		240
6	Bill Harding	14	Miss Canada	67	89	77	233
7	Mike Zand	35	Korda Victory	67	88	44	199
8	John Houck	24	Stahl Hurricane	59	120		179
9	Ed Ruhland	44	Fury	62	37	30	129
10	Les Burdsal	11	Jabberwock	85			85

JIMMIE ALLEN							
Position	Contestant	Entrant#	Plane	Flight Times			Total
1	John Houck	24	BA Cabin (Skokie)	63	117	53	233
2	Chuck McLanis	49	Reginald Denny Special	83	43	84	210
3	Roger Moon	21	Thunderbolt	78	61	63	202
4	Stu Weckerly	15	Bluebird	80	120		200
5	Jack Moses	3	BA Parasol	120			120
6	Norman Becker	34	Bluebird	42			42

MODERN MILITARY '99 Muncie		
Position	Contestant	Plane
1	Dave Rees	Skyraider
2	Chris Starleaf	Yak-11
3	John Houck	Bell P-59

Old Time Kit Scale - Muncie '99					
Position	Contestant	Entrant#	Plane	Flight Times	Best
1	Bob Phillips	41	Cessna	44	65
2	Gordon Roberts	13	Taylorcraft	89	79
3	Dave Niedzielski	47	Stinson Reliant	77	69
4	Mike Zand	35	Allied Sport	62	53
5	John Houck	24	Vickers Jockey	28	36

6.

THOMPSON RACE Muncie '99		
Position	Contestant	Plane
1	Don Lang	Marcoux Bromberg
2	Jack Moses	Cessna CR-3
3	Chris Starleaf	Cessna CR-2
	Paul Boyanowski	Cessna CR-3
	Jack Tisinai	Laird Super Solution
	Bob Bojanowski	Marcoux Bromberg
	Roger Moon	Marcoux Bromberg
	Dennis Norman	Mr. Mulligan
	Rich Weber	Mr. Mulligan
	Gordon Roberts	Seversky
	Mike Zand	Seversky
	John Houck	Wedell - Williams 45

PHOTO PAGE FROM GENESB - July '99

All photos by Carrie Ringland our resident photographer at the 1941 H.A.G. Museum.

Left column; John Houck and his beautiful Jumbo Waco Cabin.

Never ready Eddie Novak winding up his Taylorcraft for the Golden Age event.

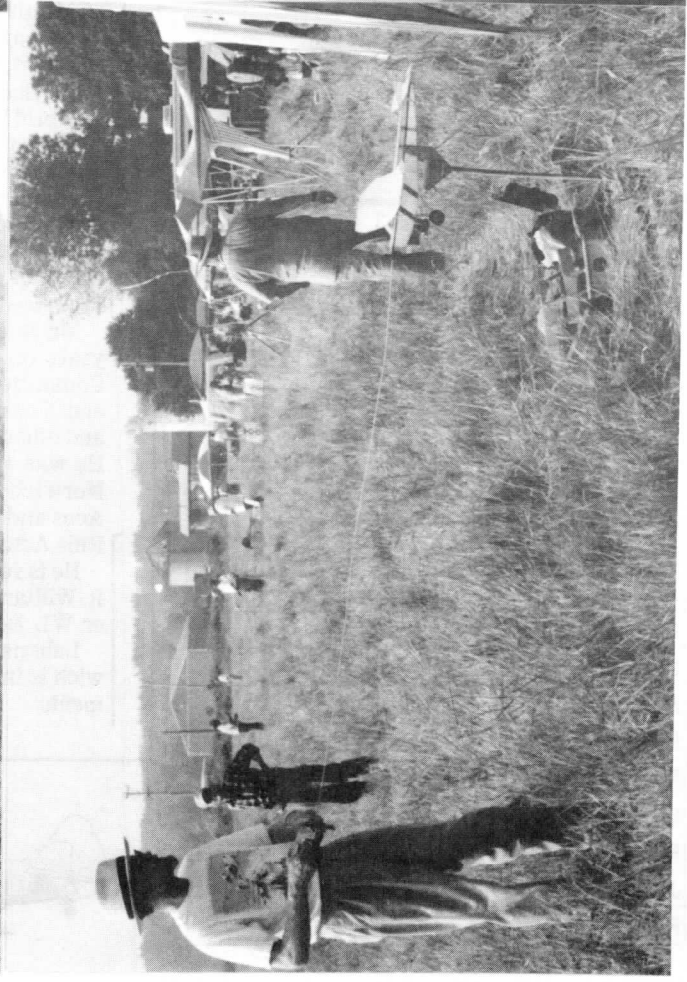
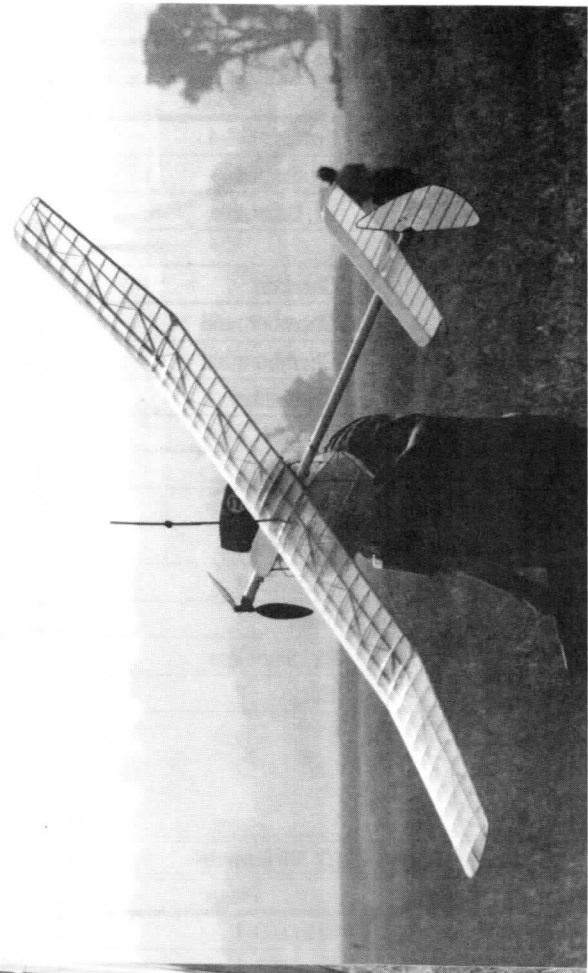
Right column; Never ready again, this time with his Giant Gossamer. Span is over 100 inches!

Farman 190 by Frank Rowsome, model flies great.

FAC SCALE Muncie '99										
Position	Contestant	Entrant#	Plane	Flight Times			BEST	BONUS	SCALE	Total
1	Dave Rees	7	Cant 1007	94			76	35	58	169
2	Don Snull	5	Cant	78	70		69	35	58	162
3	Phil Cox	27	Gadfly	103			78.25	10	57	145.3
4	Chris Starleaf	4	Dash-8	60	74		67	20	57	144
5	Mel Roth	22	Domier DO-335	39	79	69	69.5	20	52	141.5
6	Bob Bojanowski	19	Eindecker	97			76.75	5	58	139.8
7	Stu Weckerly	15	Waco CUC	75	45		67.5	20	48	135.5
8	Robert Butsch	30	Culver Cadet	83			71.5	10	53	134.5
9	Jim Miller	33	Currie Wot	41	63		61.5	20	53	134.5
10	John Houck	24	Seversky	42	50	83	71.5	10	50	131.5
11	Jack Moses	3	IS-4	84	92		75.5	5	49	129.5
12	Juanita Reichel	10	Piper Clipper	76	120		82.5	0	45	127.5
13	Jack Tisinai	42	Howard DGA-15	104			78.5	0	49	127.5
14	Dave Niedzielski	47	FW190	58			58	10	48	116
15	Pete Azure	36	PVA-2	43			43	20	50	113
16	Rich Weber	37	AT-6	41			41	10	54	105
17	Ross Mayo	48	Cessna CR-3	43			43	5	47	95

POWER SCALE Muncie '99										
Position	Contestant	Entrant#	Plane	Flight Times			BEST	BONUS	SCALE	Total
1	Chris Starleaf	4	Mig 15	120			82.5		58.5	141
2	Phil Cox	27	fokker F2	120			82.5		57	139.5
3	Dave Rees	7	Eaglerock Bullet	120			82.5		56.5	139
4	Chris Starleaf	4	DeHavland Dragon	120			82.5		54.5	137
5	Les Burdsal	11	Stinson Reliant	120			82.5		47	129.5
6	Richard Zeek	43	Piper Cub	20	47	92	75.5			75.5

O.T. STICK Muncie '99							
Position	Contestant	Entrant#	Plane	Flight Times			Total
1	Fred Wunsche	2	Gollywock	120	120	120	360
2	Ed Vargo	50	Gollywock	120	120	120	360
3	Mike Zand	35	Gollywock	68	79	120	267
4	Roger Moon	12	KORDA C	66	100	89	255



All photos by Fred Wunsche.

GREVE RACE		99 Muncie
Position	Contestant	Plane
1	Paul Boyanowski	Folkerts SK-4
2	Dave Niedzielski	Mr. Smoothie
3	Chris Starleaf	Mr. Smoothie
	Dave Livesay	Caudron
	Mel Roth	Chambermaid
	Norman Becker	Chambermaid
	Charlie Sauter	Firecracker
	Gordon Roberts	Goon
	Robert Butsch	Goon
	Chuck Schobloher	Jackrabbit
	Fred Wunsche	Jackrabbit
	Roger Moon	Jackrabbit
	John Houck	Jeep
	Don Lang	Mr. Smoothie
	Mike Zand	Suzy

Left column; Tom Nallen with his Gee Bee "E". Plan for this model is in FAC Plan Pack #5.

David Franks ready to go for it in the Greve Race with his Floyd Bean Special.

Peter Azure and The "MAN" Earl Stahl with Pete's rendition of Earl's B-P Defiant.

Right column; Fred Lemon and his Caudron racer all set for the Greve Race.

Another Cessna CR-3. This one by Steve Griebing. Can't hardly shoot these Cessnas down!

OBITUARIES

Gerard Bockius

Norwich — Gerard Bockius, 75, of 48 Division St., died Thursday at the Center for Optimum Care in Waterford.

He was born Nov. 5, 1923, in Perth Amboy, N.J., the son of Richard E. and Ruth Pratt Bockius.

He married Mary Cutler Bockius on May 1, 1971. She died Oct. 18, 1998.

Mr. Bockius was an Army veteran of World War II.

He last worked as a machine operator at Decorative Screen Printers of Norwich until his retirement. He also worked for 22 years as an insurance adjuster for Travelers Insurance Co., and taught at the Norwich Free Academy summer school.

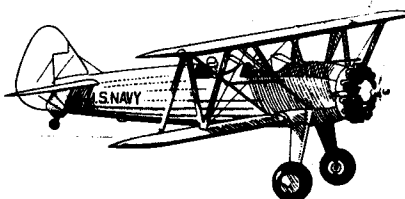
Mr. Bockius was active for many years on the Norwich Democratic Committee, served on the Southeastern Connecticut Water Authority and other Norwich City Committees. He was a founding member of the Norwich Squadron of the Flying Aces and a member of the National Rifle Association.

He is survived by a daughter, Hilda R. Williams of Norwich; and a brother, W.L. Bockius of Pound Ridge, N.Y.

Labenski Funeral Home of Norwich is in charge of private arrangements.

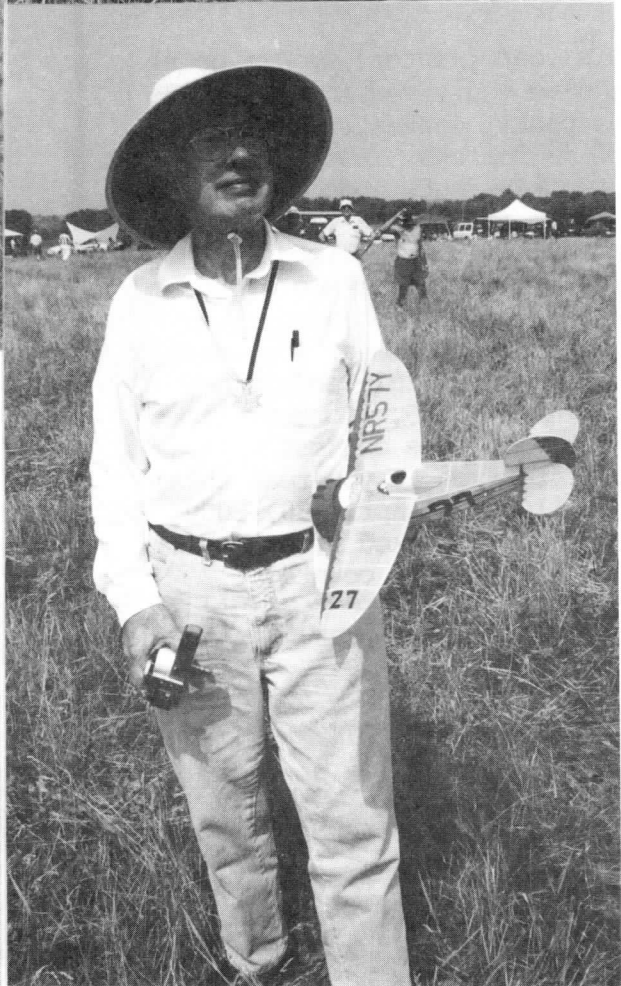
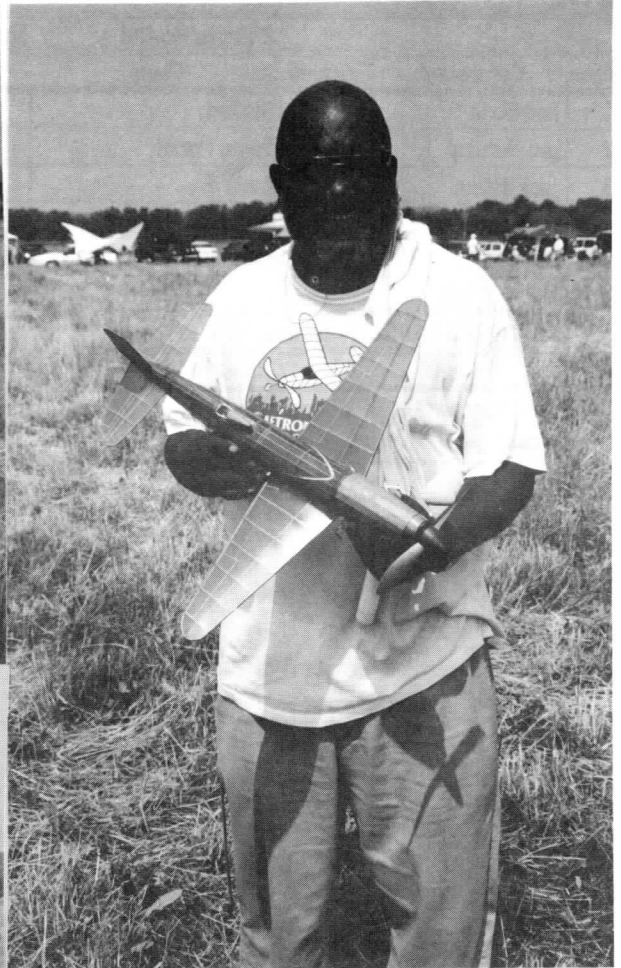
Wally M. Simmers

Wally M. Simmers, 81, who turned a childhood hobby of designing model airplanes into a business as an adult, died Monday in St. Joseph Hospital in Joliet from injuries he suffered in an accident. Mr. Simmers, of Lockport Township, grew up in New Lenox, attending grade school there. He graduated from Joliet High School and attended Joliet Junior College. He joined the Army, and served in the Pacific during World War II. For many years he made his home in Chicago, founding Midwest Model Aircraft, also known as K&S Engineering of Chicago, which distributed "free flight" model airplanes to hobby shop dealers, said his wife, Evelyn. Such planes were made of balsa wood and powered with the aid of a rubber band. He was president and co-founder of the Hobart, Ind.-based Midwest Products, which cut the balsa wood for the planes. He was inducted into the American Model Association Hall of Fame and was a long-time member of the Radio Controlled Hobby Trade Association. His interest in model airplanes stemmed from his childhood. "From the time he was a little boy, he loved building model airplanes," his wife said. Mr. Simmers also was a pilot, flying small aircraft. Visitation will be from 3 to 8 p.m. Thursday in the Anderson Memorial Chapel, 606 Townhall Drive, Romeoville. Funeral services will be held at 10 a.m. Friday in the chapel.



GOLDEN AGE MILITARY '99 Muncie		
Position	Contestant	Plane
1	Jack Moses	Martin MO-1
2	Chris Starleaf	Ikarus IK2
3	John Houck	Vickers Jockey

WWII MASS LAUNCH - '99 Muncie		
Position	Entrant	Plane
1	Chris Starleaf	Yak-3
2	Don Lang	Judy
3	Dan Kane	ME-109
	George Bredehoff	FW-189
	Bob Bojanowski	Mustang
	Dennis Norman	FW-190
	Gordon Roberts	Judy
	Stu Weckerly	Judy
	Dennis Ruhland	Mustang
	John Houck	Mustang P51A
	Chuck Schobloher	Hellcat
	Rich Weber	Aichi Grace
	Mike Zand	Hurricane
	Paul Boyanowski	Thunderbolt
	Dave Niedzielski	FW-190
	Les Burdsal	Wildcat
	Pete Azure	Defiant
	Jack Moses	Hurricane
	Roger Moon	TA-152



2 Times No-Cal				Muncie '99			
Position	Contestant	Entrant#	Plane	Flight Times			Total
1	Ted Dock	16	Stallion	143	103	160	406
2	Les Burdsal	11	Turbo Porter	121	58	117	296
3	Jack Tisinai	42	Bede 4	68	89	73	230
4	Ed Ruhland	44	Focke Wulf	81	84	52	217
5	Phil Cox	27	Monocoupe 110	59	49	87	195

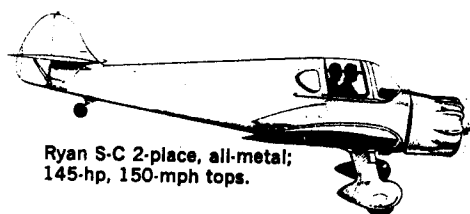
WWI MASS LAUNCH - Muncie '99		
Position	Entrant	Plane
1	Bob Bojanowski	Eindecker
2	Jack Tisinai	Nieuport 28
3	Don Lang	SE-5
	Gordon Roberts	Buzzard
	Chris Starleaf	Fokker DVII
	Chuck Schobloher	Fokker DVII
	Dave Niedzielski	Fokker DVII
	Mel Roth	Fokker DVII
	Mike Zand	Fokker DVII
	John Houck	Junker J-1

FAC Postal Contests

This year (winter) we are going to give you five FAC events in the postal contest. The events are as follows, Indoor Peanut, Outdoor Peanut, Indoor No-Cal, Outdoor No-Cal and we are adding Dime scale to the list. Fly your models, as many as you wish, send in your time, the event, your name and the name of your model to: FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Contest times count too. The contest will start for you as you read this! It will end on April 30, 2000. Entries postmarked after May 2, 2000 will not be counted.

DIME SCALE - INDOOR + OUTDOOR

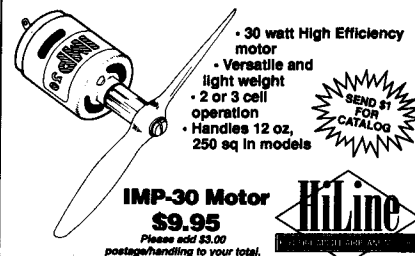
BUILD--FLY--WIN---EFF--AAA--CEE!!



Ryan S-C 2-place, all-metal;
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SPORT FREE FLIGHT OR SMALL RC

THE
IMP-30



- 30 watt High Efficiency motor
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- Handles 12 oz, 250 sq in models

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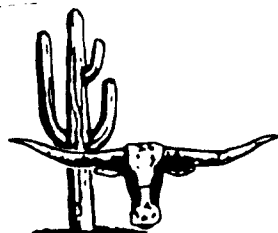
Please add \$3.00
postage/handling to your total.



PO BOX 11555, GOLDSBORO, NC 27532

WANTED:

Plans or 3-views for the Messerschmitt ME-208.
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A Nostalgia (NFFS)	B-C Nostalgia (NFFS)
020 Replica (SAM)	Old Time Gas Combo (SAM)
Mulvihill	P-30
Old Time Rubber (SAM)	Hand Launched Glider
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Rockland Russo
1425 Kensington Ave
Salt Lake City, UT
Hi

Enclosed please find my attempt at a plan for the NSL. I have built the enclosed with good results at the size shown, at peanut and at 26" for a double mooney contest.

Anyway, over the last few years, as people find out I am a buff for the GeeBee Sportsters, I keep getting asked the same questions about colors over and over. Given how few planes there were, I thought it would be simple to include a short bit on the sportsters:

1930:

serial #1
Model X: built for the-Cirrus Derby. Supercharged Cirrus 110hp. Color: Black scalloping over White with an orange cheat line, Orange ball on Fuselage side with a Black #8. Registration: NR49V, after Derby purchased by Lowell Bayles

Serial #2
Model X with Cirrus. Built for Harold Moon. Dark Brown scallop on light brown. Registration NR854Y

Serial #3
Model C, looks like an X, uses a Menasco C-4. Later converted to D specs with larger tail and faired LG/wheels to become the second D model for ATC certificate.. built for George Rand. Sold to Spain in the 30s and was flying in the 40s. Red Scallop over white. NC855Y

Serial #4
Model E with Warner. Initially has X tail and gear, later modified to D type tail and gear and ATC certified. Color: Blue scallop on Yellow, NC856Y. Famed "Cuban Racer" flown by Al Nott, later crashed by Zant. Granville

Serial #5
Model D with Menasco (as drawn on the Mooney plans and my Park Scale). First D, first with larger tail and faired LG. Granville owned and raced 30-31, sold 31 to Charlie Pain, sold 32 to Wm Rausch, sold 35 to C. Whittenback, sold 35 to S.H. Saunders, Sold 35 C. Seabury and R. McManus, crashed 36. NC11043, blue scallop over cream with either red or black cheat line (sources vary).

Serial #6.
Model E with radial for Skip Tibert, Red Scallop over white with white cowl ring. NC11044, crashed 2/31

Serial 7
Model E /radial; GeeBee Factory demonstrator, Green over Cream with cream cowl, NC46V. Sold to B. Sloan, then back to GeeBee for the Ford Air Tour of 1931. #62 then later #14 race numbers. Crashed in 32

Serial 8
Model E, built for Bill Sloan. Green on Yellow with Black cheat line: NC72V. Raced often. Sold to Jack Wyman, sold to Johnny Crowell, Sold to Bill Sweet and Don Waters and becomes "Miss Amoco" in Red over White with a blue cheat line. Sometimes flew without cowl ring.

There are 2 other reported sportsters, NC11041 and 858Y. As the first Y model is serial 9, and the second Y is serial 10, I am not sure where these two would fit. The Senior Sportsters, the model Ys seem to be a direct 20% enlargement of the model E. Before Kinkos! (really, a joke guys). Halfke declares them fictional.

Hope this is usable

Prof. Fate

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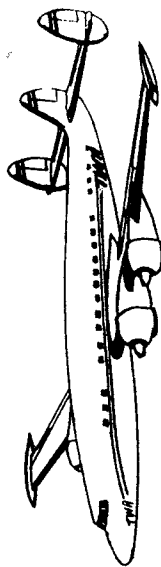
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"NEWS FLASH"

FANTASY FLYERS, P.O. Box 430, Farmingville, NY 11738-0430, has just introduced a set of rolled plans for a scale, "Lockheed Super Constellation" Model 1049. This was the last of the propeller driven, long range commercial passenger aircraft. The "Connie" as it was called, was thought of by many to be the most beautiful and graceful of all the airline propeller planes ever built. It is designed to be constructed from foam (dinner plate material), or balsa, with a 21" wing span using a penny for a nose weight. This is the same aircraft as the USAF C-121. The price is \$5.00 complete, including shipping and handling. If you would like a special bottle of foam glue (enough for approximately 25-30 airplanes) with the plans, the total price including shipping and handling is \$8.00 complete.

DAMN THOSE DIME KITS!

by *Don. Campbell*

In the past, your reporter has added his voice to the chorus of ancient (anyone born prior to 1935) modelers in recalling the charm of ten cent flying model kits of the 1930's. We've given high praise to Comet, Megow, Dallaire, Scientific and Peerless kits of the period, and have thanked them for their gifts of inexpensive, but totally practical designs. Mostly, we have described these early kits in warm, affectionate terms.

The regard we "oldsters" have for "dime kits" is pointed up by the very favorable reception given to Bill Hannan's recent series of articles on the subject entitled "Ten Cent Time Machines," which appear in *Flying Models Magazine*.

In truth, not all was sweetness and light. Older boys (and girls) with building experience and some financial means, were able to produce attractive model airplanes, neatly covered and finished in doped colors. But, consider the plight of a typical 9-10 year old beginner to model building. Our little hero probably purchased his kit at one of the following places: five & dime; hardware store; bicycle or radio repair store. Each of these places doubled as a hobby supply store by carrying model airplane kits as a sideline. Kit selection by our young buyer was made on the basis of: #1 the picture on the kit box, #2 the popularity of a particular plane or #3 an airplane that had been flown by a famous aviator. Little consideration was given to ease of construction or flyability of the model. After all, the kit was being sold as a flying model, wasn't it?

Without competent advice from an adult or other model builders our little hero makes his choice and plunks down his dime. The deal is done! This approach is almost certain to doom the project to failure, and in a large percentage of the cases this proved to be true.

Actual construction begins after a span of time is spent dreaming over the plans and airplane art work on the kit box. The builder now has a "fix" on what his model should look like when completed. Various materials are spread out within easy reach and wax paper covers the plan to protect it from glue damage. We are ready to cut wood!

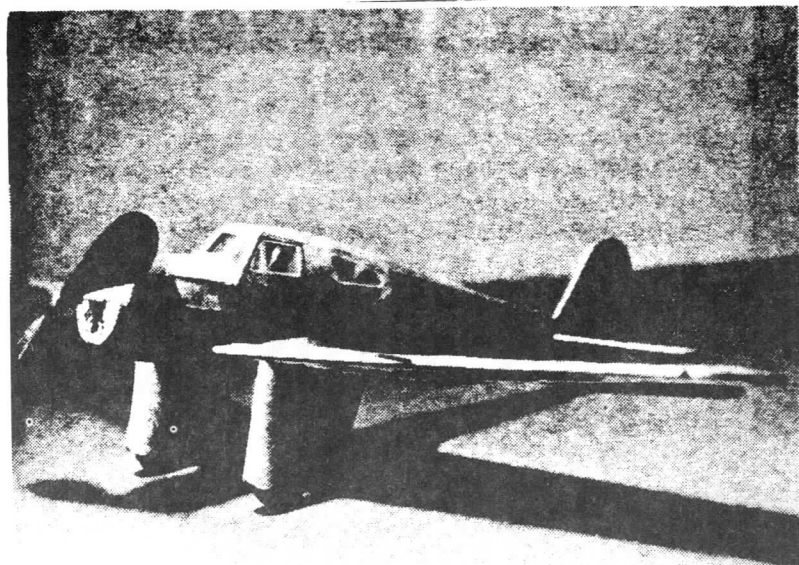
Our guy breaks one of dad's double edged razor blades into a wedge shape (per instructions on the plan) and starts to work. Good grief! The wood is hard and the parts are so small! Cutting curved pieces results in splitting and parts must be glued together before being joined to the rest. The problem is compounded by the fact that the blade becomes more dulled with each cut that is made. Frustration takes its toll as razor nicked fingers, covered with band aids, attempt to make reasonable facsimiles of the parts outlined on the printed wood. Tears fall as the feeling of defeat overtakes our little guy, but he is determined to see this thing through to the finish. After all, he has ten cents invested in the kit and another five cents invested in model airplane cement, and he really wants this model airplane!

This probably is the point, where the will to win overcomes lack of knowledge and separates those who will remain in the hobby from those who will drop out forever.

I remember in my own case (1936-37) how I labored over a Comet kit Curtiss Coupe model. There were enough tears shed to water shrink the paper covering, as piece after piece splintered and had to be glued together. The five cent bottle of Dalloide glue that I used in construction was almost as frustrating as the hard wood and dull blade. Acetone was the solvent used in the cement and evaporation began the moment the bottle cap was removed. It was impossible to cut and glue fast enough to stay ahead of the evaporation process, and in no time at all, the cement turned into a lump of celluloid at the bottom of the bottle. Users of epoxy glues will have no trouble recognizing the similarities.

Of course, we beginners didn't know that Acetone added to the cement would restore it to useable condition, or that cutting the small parts away from the printed lines and finishing with sanding sticks would solve the wood splitting problem. Tricks like these were yet to be learned. Lack of funds prevented the gathering of such neat things as; colored dopes, Acetone solvent, sand paper, Banana Liquid or additional razor blades. Surprisingly, the building went ahead without them.

In the case of my Curtiss Coupe, I can report a happy ending. The completed model was hung from a string in my bedroom ceiling, where it could be proudly viewed for a long, long time.



Paul Boyanowski's Comet Curtiss Coupe

Not all of the "dime kit" models were as demanding as we have described. Remember, the key was kit selection. A lucky choice such as: Comet's Phantom Flash would almost assure success in building and flying. Other choices might have been a Curtiss Robin, Wiley Post Model "A", Fleet Trainer or SE5-A WWI fighter. There were no complicated curves to cut and flat sides could be built with relative ease.

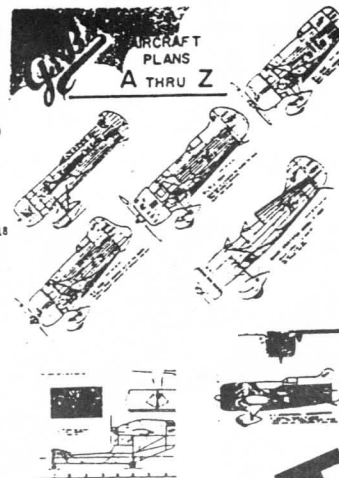
I wonder how many "drop outs" would have stayed in the hobby, if only, they had been fortunate enough to pick the right kit for their first (and last) attempt?

The love-hate relationship with "dime kits" and their more expensive brothers has endured in a lot of us over fifty "kids". Those "Damn" kits have supplied us with many of the tools we needed in making our way through life. We learned to think in abstract by making three dimensional models from flat three view drawings. Our hand and eye skills improved with each completed model and our craftsmanship became a thing of real pride. Above all, our patience was developed to a high degree as we encountered various problems that needed solving before we could proceed further.

Add to this, the ultimate thrill of seeing your model airplane fly (even a little) and you had more than enough reason to go out and purchase another one of those "Damn Dime Kits"!

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ALAN BOOTH - PLANS	4
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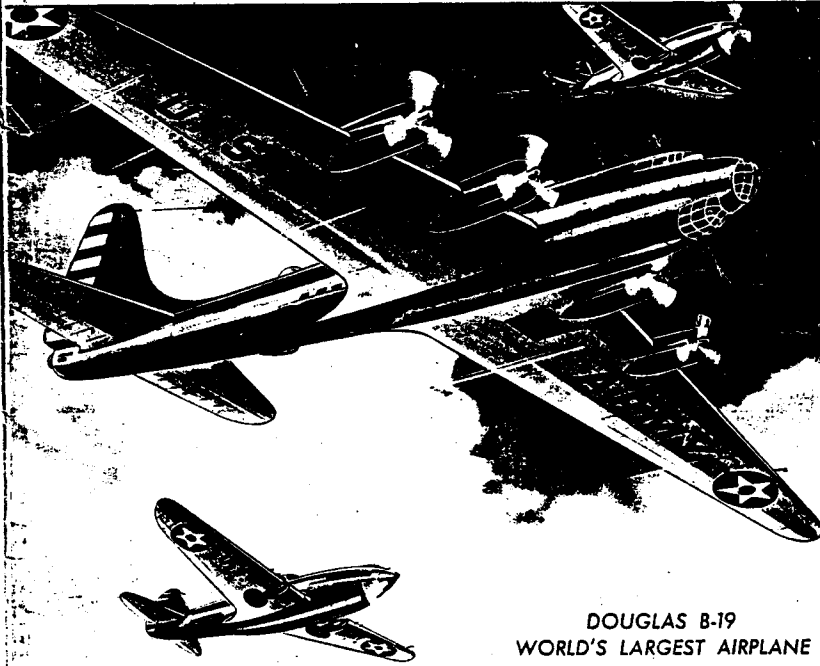
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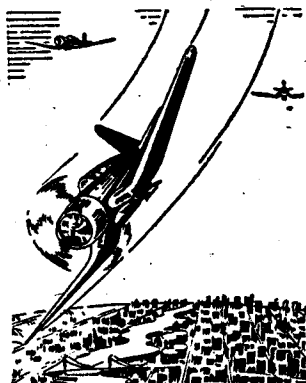
DOWN MEMORY'S RUNWAY

A LOOK BACK AT OUR INSPIRATION.

By Dave Stott.

AUGUST 1941

What an issue, Clubsters! On sale at news stands on June 26th, the old mag sported the new style of lettering first used in the Nov. 1940 copy. Gone were the old W.W.I "spots" of so many issues, being replaced by the up to date ones reproduced in this article. But, the price remained unchanged. You still got all the stuff to keep you busy for far more than a month when the next issue hit the stands. What a bargain! After a thorough going over of that cover drawing that fills us with national pride, let's flip it over and get inside.



The lead story by an anonymous author, titled, "Is Japan a Real Airpower?", tells us many "facts" and shows us photos of many obsolete airplanes. Even the oil embargo is mentioned. The article ends with the following statement, "The answer in all probability will not be determined once and for all until Japan is actually engaged in hostilities with some modern power." 'Nuf said.

"Flying Into Focus" presents photos of a B-24 in British camo and markings, Ryan's new PT-21, and Benny Howard's bid for a government contract in the form of the DGA 125 trainer.

"Snapshots of the War" having given way to "Down Memory's Runway", we find a photo of the beautiful Keystone Patrician trimotor transport ship, labeled an "Aerial Pullman". A shot of the Fokker Eindecker is called the "Granddaddy of all fighter", and deservedly at that. Of interest is a photo of an Army Vought Ve.9 with an exhaust pipe extending to the stern post, the numerals 513 on the fuselage side, and three vertical tail stripes. The caption says it was used "extensively for skywriting". Was this an ex-army job, or was it a service machine used for smoke screening?

Another article gives us an analysis on "Nazi Techniques" from a captured Me. 110. Another on a record parachute jump from 24,800 feet by a real spunky gal, Marie McMillen. "Across the 'Glades by Cub" tells us of the rather nerve wracking trip across Florida's croc infested swamp by a pair of young flyers who managed to get a photo of an Eastern Air Lines DC-3 that had gone down in the muck at some time.

Fiction stories was still a good part of F.A. even in '41. Donald Kehoe's Eric Trent was dashing around the sky in a Kellett autogyro, while Arch Whitehouse kept us up late reading about Crash Carringer and the new Hellbore Fighter. We saved "Nieuport News" featuring the misadventures of one Lt. Phineas Pinkham for last. Joe Archibald was not finished with W.W.I yet, and the readers of F.A. were glad of it!



On the Flying Aces Club News page we read of the visit of a pair of Scotsmen FACs to the editorial offices of F.A. while their ship, the H.M.S. Malaya was in New York harbor for repairs because "her sides were split open with laughter after an engagement with the Italian Fleet"! The monthly F.A. Distinguished Service Medal was awarded to one John Wright for the photo of his Stahl Hurrican model. (Plans in July, 1940) Now maybe John ran out of his supply of balsa, but his fuselage is a good six inches short! (We counted the fuselage bays in the photo and compared it to the plan to determine this)

The photos of the "With the Model Builders" page tells us we are now in the meat of the mag. Here we see Carl Goldberg and film star, Freddie Bartholomew checking out the new Zipper gas buggy in front of the equally famous Comet trailer Carl used on tour. Also we see a shot of noted scale flyer Bill Gough and his Northrop A-17. but, let's get on to the models!

First off we find a solid plan for the Curtiss C-20 "Sky Truck" that later became the C-46 "Commando" as Hump flyer "Greyhawk" lawton well knows. Designer Gilbert Shurman presents his "Twin-Tractor Stick" for some building on the lighter side. This as a twin engined job with a center pod ala P-38. A built-up version of this aerial trinket provided the author with the longest flight in his log book, 49 minutes and 49 seconds. Herbert Lozier provides us with a myriad of patterns to construct an Airspeed Envoy out of paper and thin card stock. Herb was the Yank counterpart of England's Rigby. Last, but not least, was the second time publication of the famous Flying Aces Moth, by Herb Spaats. The Moth was published yet again in Flying Models for April, 1978, as well as being kitted by Peck Polymers. Now Skysters, that has to be a record, wot? On the inside back cover, Scientific introduces three new gassies. The Varsity, Flagship, and Coronet. Selley is still selling die cast guns, bombs, engines, etc. for the solid modelers.

THE GOLDEN AGE
by
Fran Ptaszkiewicz

The Berliner-Joyce Aircraft Corporation was incorporated in 1929 and retaining the initials of the two founders, Henry Berliner and Temple Joyce, was then to be known as the B/J corp.

In 1930 the U. S. Navy requested bids for a new light-weight observation aircraft. The bids stipulated a convertible land/seaplane suitable for use on the new compressed-air-type catapults which were coming into use on the naval vessels of the time.

Two companies responded and were given contracts to build one experimental model each. The Keystone Company and the B/J Corp. After some testing and modification, a contract was finally awarded to the B/J Corp., for 18 of their design, which the Navy designated the OJ-2. The contract was awarded in October of 1931 with the first of these aircraft joining the fleet in June of 1932.

In view of the fact that funds for Naval Aviation were sparse, much was made in the press whenever a new aircraft design was announced as being ready for service.

Statements such as " the new B/J observation type of airplane, which in time of war will act as eyes for our battle fleet. " Also " considering the size and weight of this craft, the hot pace it is capable of setting across the sky, is a cause of satisfaction on the part of our Naval aviators."

In researching this article it was interesting to find items which indicated that not many years ago (late 20s) experts voiced the opinion that seaplanes would always be slower than land planes because of the air resistance of the pontoons. It was not long however, before all speed records were shattered by seaplanes.

It was pointed out that Al Williams, a star American speed pilot of the time had constructed an aircraft with a 24 cylinder X type design motor in an attempt to regain the speed record for the United States. At the time the aircraft would not lift off the water even at a speed approaching 100 miles per hour. It was pointed out that the float design was responsible for this and that the design of the pontoon on the new B/J helps destroy the suction which kept Williams airplane glued to the water. So to speak. We were beginning to learn of things such as surface tension.

The B/J was the type of aircraft which could take the impact of the terrific catapult launches, forces which would rip the airplane from a standstill to a speed of at least 60 miles per hour in the almost incomprehensible distance of 35 feet.

It took plenty of strength and stamina to stand such stress and this it must be remembered, was done day in and day out with a full load of fuel and armament.

The OJ-2 was of tubular metal construction throughout and fabric covered. It was powered by a 400-hp Pratt & Whitney Wasp Junior which gave it a top speed of over 153 mph.

To the uninitiated, it was pointed out that this airplane had but a single main pontoon, the smaller two which were located out near the wing tips of the lower wing, were necessary to facilitate stability while at rest on the water. An upward cut would be given to the rear of float which was called the step. This aided in breaking the surface tension of the water previously mentioned, when the airplane was moving rapidly across the water preparatory to take-off. 19.

In all only 39 OJ-2s were built by 1937 and many served in various roles until 1940. Considering the many and varied roles the airplane served, the record spoke well of the original design. This especially in view of the fact that in the days of fabric covered aircraft the useful military career of these machines seldom went beyond five or six years of service.

With the coming of the Curtiss SOC types and their folding wings which permitted easier stowage aboard ships, the B/Js eventually were returned to shore duty. Perhaps if the design had the folding wing capability, its shipboard career may have been lengthened.

In researching for this design comparatively little is available, although an excellent three view drawing by Paul Matt is in the older issues of the Historical Aviation Album may still be available.

Also the Hawk Model Airplane Company of many years ago had produced a solid scale model of this kit in 1935.

Specifications of the OJ-2 indicated an upper wingspan of 33'-8" while the span of the lower wing was 26'-5". Fuselage length was 26'-5". The length of the main float was 21'-6" with the step being located 11'-10" back from the nose of the pontoon. This dimension when compared with the fuselage overall length gives a good idea of how large a float length was required to support the airplanes gross weight of 3,629 lbs..

As with all observation aircraft, some defensive armament was carried. One fixed forward firing 30 caliber Colt Browning machine gun was located in the upper right wing, firing outside of the propeller arc. The observer / gunner was provided with a 30 caliber Colt Browning flexible machine gun mounted on a horseshoe gun mount which could be retracted into a recess in the fuselage.

The rear cockpit also featured an adjustable windshield that could be raised to provide wind deflection during gun operation or lowered to its normal position for cruise flight.

Bomb rack attachment fittings were provided for one bomb each on the lower surface of the bottom wing.

Color scheme was typical of naval aircraft of the period with all metal areas painted a light gray, while the fabric covered sections being painted silver. The notable exception was the painting of the top surface of the upper wing, this was chrome yellow and aided search parties should the aircraft be downed at sea for some reason.

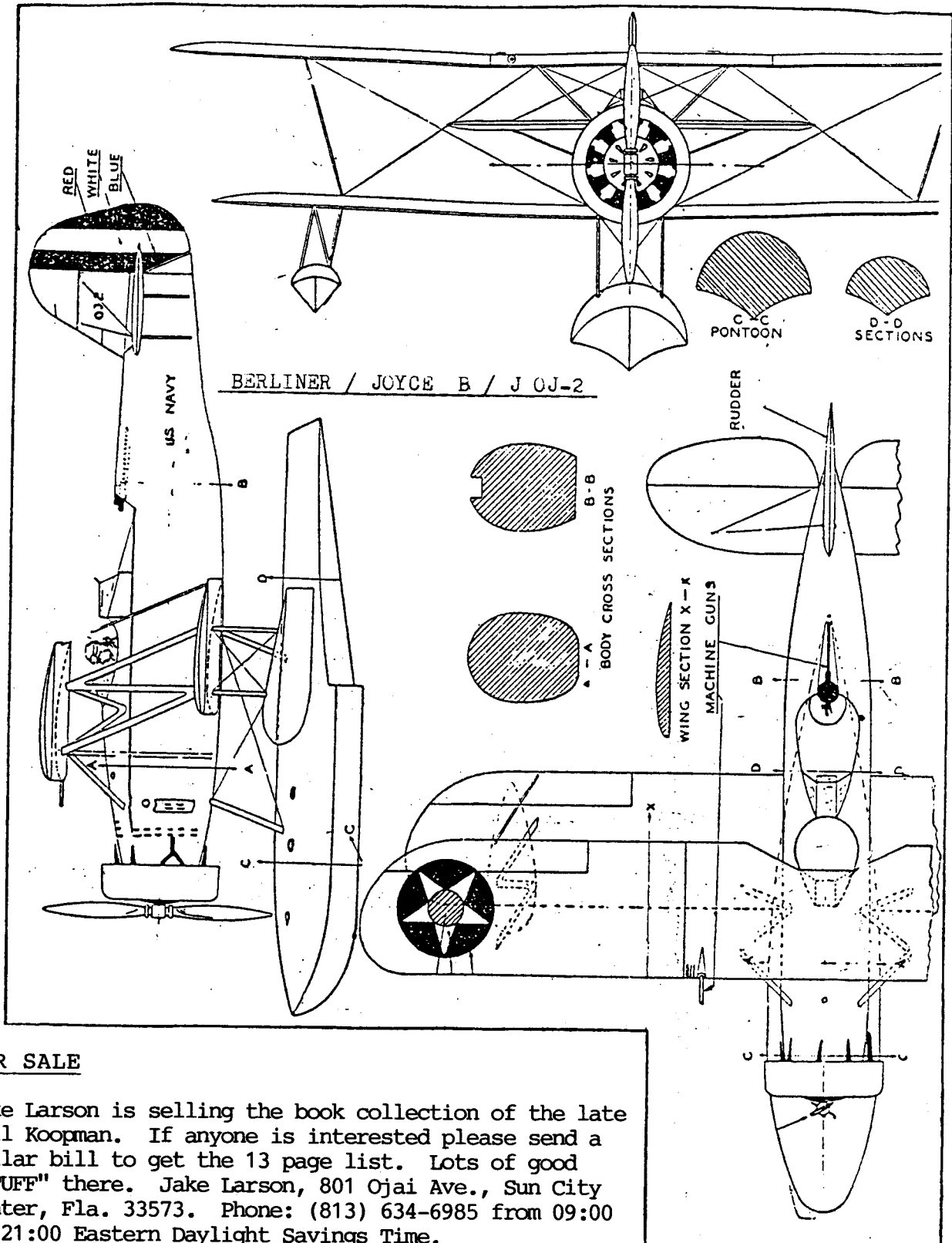
Unfortunately the naval aircraft involved in World War II were not afforded this potential rescue amenity.

The B/Js never did enjoy the popularity of other naval aircraft, perhaps because they were few in number or perhaps the role they were assigned was neither exciting nor glamorous, just routine yet valuable to the operation of the fleet.

20. In placing these aircraft on cruisers a new dimension was added to the navy in that targets or potential enemy ships could be located and tracked from a distance and thus giving our surface vessels time to prepare for an engagement should that have been required.

Eventually the term "eyes of the fleet" would become synonymous with aircraft designed for use in the scouting / observation role.

Although few in number the B/J's proved to be the right airplane for the right job.



FOR SALE

Jake Larson is selling the book collection of the late Phil Koopman. If anyone is interested please send a dollar bill to get the 13 page list. Lots of good "STUFF" there. Jake Larson, 801 Ojai Ave., Sun City Center, Fla. 33573. Phone: (813) 634-6985 from 09:00 to 21:00 Eastern Daylight Savings Time.

Salutations, disciples! Today we shall ponder the merits of a new covering material of the heat shrink variety, sold as Litespan or as LW Polyester.

Japanese tissue is still very much with us despite any number of competitive concepts, ranging from silkspan, through silk, and then the plastics, with mylar especially prominent. The mere arrival of one more covering material will obviously not change our world. Yet, one form of covering may suit your personality, or that of your model, much better than another, and so all are worth an occasional review.

Lowest in weight, aside from indoor-only coverings, are the tissues. Of these, consensus has it that the Japanese tissues remain the best all-round product. Weight can be held to about 1 gram per 100 sq. in. of area, *if lightly sealed*. For typical models, the percent of all-up weight taken by tissue can run as low as 5%--which isn't much at all. The catch comes when additional coats of sealant are piled on the tissue to produce a truly weather proof product, and then a nice paint job, to finish off the model. It's surprisingly easy to move from 1 to 3 grams per 100 sq. in., a shift with profound effects (bad) on performance. At the latter figure (3 grams) a great many coverings are competitive and just possibly more attractive than tissue.

One enormous disadvantage of tissue is low strength. Just about anything is stronger than tissue. Accidentally poking a finger through the tissue is a classic problem--who hasn't done it at some point? Treating a model and the subsequent removal can shred a covering job. Any respectable motor blast will clear-cut any and all fuselage tissue. The question arises: why do we put up with stuff unable to handle workaday problems? Mostly because the competition also has fearsome disadvantages.

Silkspan, strong and reasonably light before sealing, has an unholy thirst for sealant. To make silkspan weatherproof takes more weight than we can bear--and then it must be painted, for it comes in white only. Silk (no personal experience here) is rumored to require great skill and to induce fierce wars. Mylar (0.5 mil) comes in a "water clear" finish and requires an elaborate paint spraying setup to achieve a suitable finish. Like silk, Mylar shrinking tendency is powerful; unless great care is used, light structures will warp.

Truly light weight polyester-based heat shrink fabrics have been around for a few years. I've tried a couple and find them suited for the Jumbo/Giant class. At about 2-3 grams per 100 sq. in., depending on color, a pre-finished product is offered with a low shrink capability--it won't warp a reasonably sturdy wing. Strength is much greater than offered by any tissue--there is no possibility of poking a finger through the covering. Skill required is low. The price (mail order) is comparable to the best tissue, when finished with the best sealant--in short, a \$ amount neither cheap or expensive. Colors available include the usual red, orange, white, yellow, black and an especially convincing aluminum cloth. No sealant is used, ever. The glue (SIG "stix-it") is spread around the periphery, left to dry, whereupon the fabric is pressed down and then heat-shrunk with a special iron. That's it.

Drawbacks? Of course. Mylar is stronger. Tissue can be made lighter by going easy on the sealant. Because Polyester shrinking ability is limited, severe creases may never come out. Over the course of a winter in the usual over-heated bedroom, some slight loosening was evident; passing the iron over the covering was necessary. Still, on balance, the new coverings are good enough to pass--and I doubt that I'll ever return to tissue.

Looking Back At Canadian Aviation

Art Doten, MAAC 95L

Fairchild FC-2

Wingspan: 44'

Length: 30' 11 1/4"

Engine: 1-220 h.p. Wright J5

Maximum Speed: 119 m.p.h.

in the aft part of the fuselage. This earned them the name of "Razor Backs". The fuselage and tail surfaces were of welded steel tube, while the wings were of conventional wood construction. These earlier Fairchilds also had the wings that would fold for storage in smaller areas.

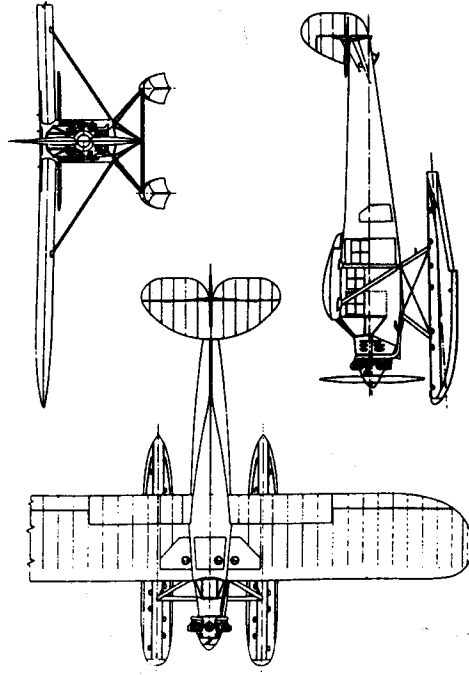
In later life the FC-2 were modified to the type 51 by replacing the original 220 h.p. Wright engine with the more powerful Wright Whirlwind J-6 300 h.p. At this time a four longeron "back fuselage" was included in the modifications. The FC-2 was the first of a long list of successful Fairchild aircraft.

References: *Canadian Aviation Since 1909* by K.M. Molson and H.A. Taylor. C.A.H.S. Journal, Vol. 3, #2, Summer 1965.

A model of this aircraft is one of many that can qualify for the Canadian Aviation Historical Society's Special Achievement Award, presented annually at the Canadian Nats. □

Date: February, 1927: Fairchild Aviation Ltd. at Grand'mère, Quebec, imported the Fairchild FC-2 (Fairchild Cabin #2) from the U.S. from this date. The success of the aircraft with the Canadian commercial operators and the R.C.A.F. led Canadian Vickers to obtain manufacturing rights. In Canadian service the FC-2 was used in bush operations, on floats, skis and wheels, depending on its base of operations. In the R.C.A.F. it was used for photography duties in Canada's undeveloped north, as well as a transport of personnel in the military.

The entire aircraft was fabric covered. The fuselage was unusual in that the early production aircraft had three longerons



LAST FLIGHTS OF THE CENTURY" CONTEST

PALMETTO AEROMODELERS

DATE: FRIDAY DECEMBER 31, 1999
TIME: 2:00 PM - 5:00 PM

PLACE: HORRELL HILL FIELD
CD JASON WEBB

To celebrate the end of the 20th Century, the century in which man's age old quest for flight was realized, I'm going to sponsor this "LAST FLIGHTS OF THE CENTURY" Contest.

The events are:

BIPLANE- Mass launch, Single sortie. Any biplane or triplane. RISE-OFF-GROUND- Bring documentation, Judged Event. Best of 3 official flights. Note: Tricycle gear models get an extra 3 points added to their flight score.

MID-LOW WING MONOPLANE - Mass launch, round by round elimination. **JET SCALE/HIGH START**- Models of jet or rocket aircraft, must have full fuselage, scale colors and markings, etc. May be stick and tissue construction, or may use sheet flying surfaces and planed fuselage, if desired. To be launched from 100' high start or catapult. Bring your own or use the one provided. Best of 3 official flights, (anything over 5 seconds). Bring your documentation, judged event. Note: 20" maximum wingspan for this event.

These events will allow maximum coverage of aviation history, everything from "Jennies to Jets", and size from Pistachios to Giant Scale. Mass Launch models must have the required 45 points per FAC. Judged models must have documentation.

Regarding the weather, We Fly! Even if it's raining, windy, sleeting or snow. You may want to bring old models if the weather is poor. If the weather is nice, we may run additional events if we have the required 3 models for another event.

SO PUT THIS ON YOUR CONTEST CALENDAR FOR 1999

Plan to take Friday Dec. 31, 1999 off if you don't have it off already.

SEE YOU AT THE END OF THE 20TH CENTURY!!!

Questions? Call Jason Webb 787-1519

WE WILL FLY AT THE WALLMART

FIELD AT MIDNIGHT DEC. 31 1999

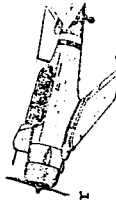
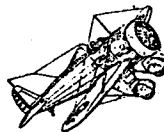
LAUNCH WILL BE AT 10 SECONDS

TO 12:00. WE WILL FLY OUT OF THE

20TH CENTURY INTO THE 21ST

CENTURY- DON'T MISS IT! ANY SCALE MODEL- BRING A FLASHLIGHT.

*PLUS



22.



Douglas B-18A, 214-mph;
pre-war heavy bomber.

BLACKSHEEP EXHIBITION SQUADRON

Club Phone:

21410 Nashville Street

Chatsworth, CA 91311

818-718-1685 and
leave a message

Office:

213-747-7514-ph
213-747-7724-fx

August 20, 1999

TO: ALL F.A.C. SQUADRONS

Gentlemen:

Our club is selling Stephan Gasparin's CO2 motors, made in the Czech Republic.

The G-10 is \$60.00 each. These will be in our inventory 9-15-99. These all are of the new 1999 design.

The G-24 is \$42.00 each. We have (17) in our inventory now. More are in stock at Prague.

The BMW-73 is \$75.00 each. We have (50) in our inventory, and there are none now in Prague.

The new BMW-73 Twin will be \$95.00 each. These will be in our stock Nov. 15th, 1999. On this motor only, a propeller is not included.

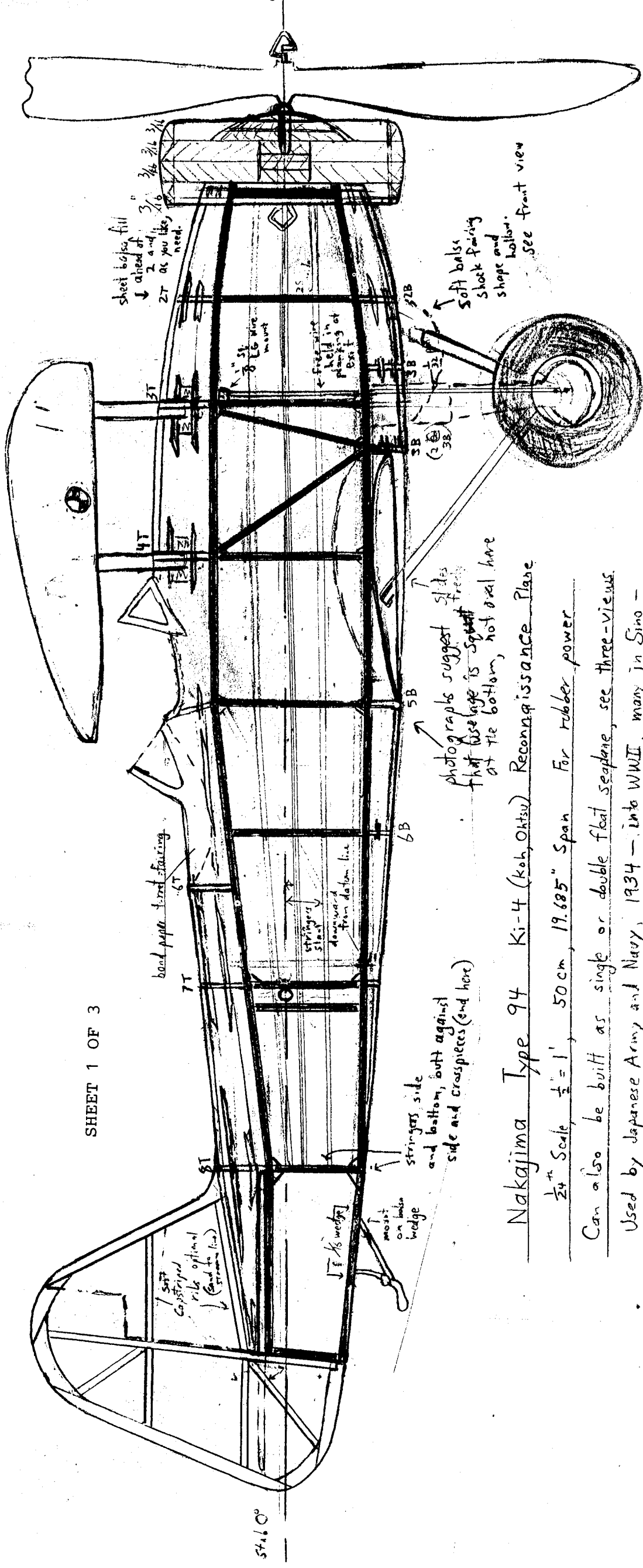
We will special order any Gasparin motor. He ships us via air the last Friday of each month (10 days transit time). We enclose a current price list.

Motors in our stock ship next day after receipt of your check. Others ship 3 days after our receipt from Prague.

Sincerely,

Roy Hanson, Jr.
Blacksheep Treasurer

NOTE: Shipping is pre-paid.



Nakajima Type 94 Ki-4 (Koh, Ohtsu) Reconnaissance Plane

1/4" Scale, 1" = 1', 50cm, 19.685" Span For rubber power

Can also be built as single or double float seaplane, see three-views

Used by Japanese Army and Navy, 1934 - into WWII, many in Sino -

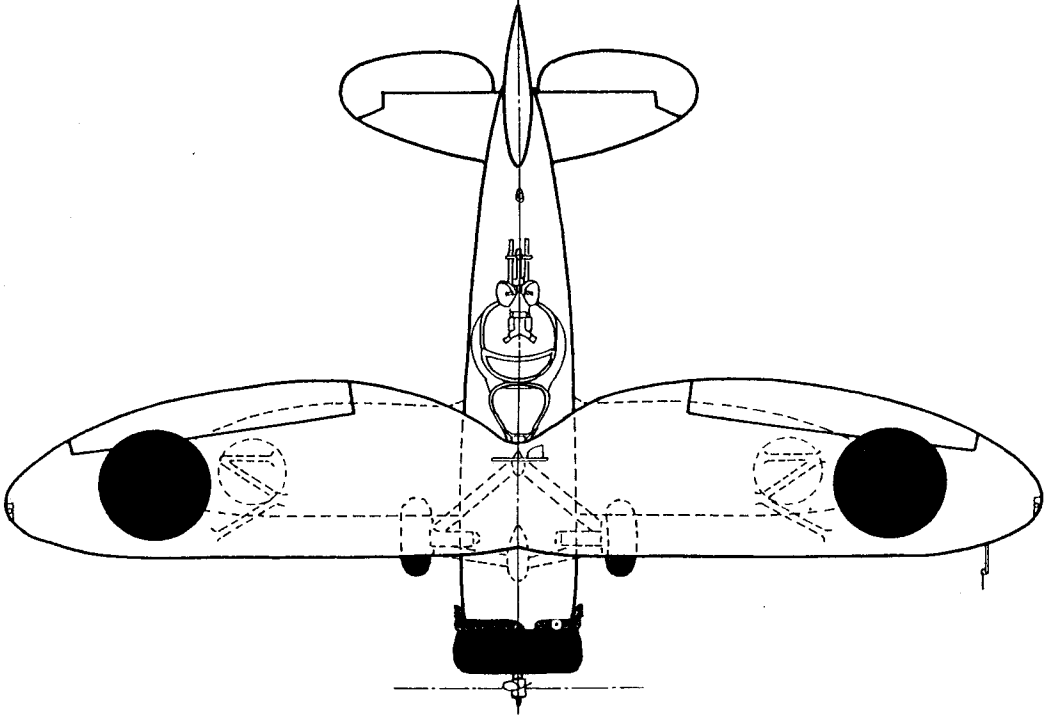
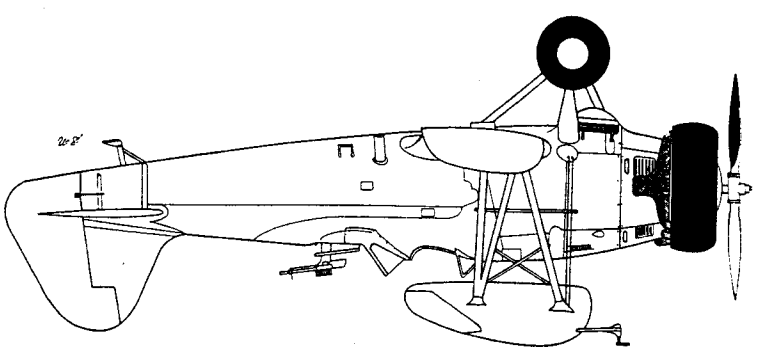
Japanese War Had two fixed 7.7 mm guns forward and either one or

two on the rear cockpit gunning. Highly maneuverable aircraft

with fine performance for its day. About 380 of this landplane

type were built for the Army, mostly by Tachikawa and Manchurian

Aeronautical Industries (Manbi)



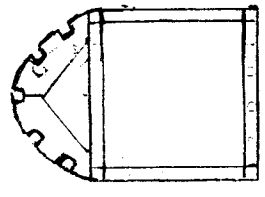
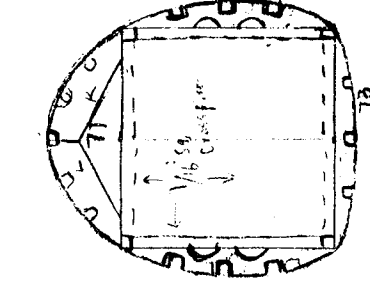
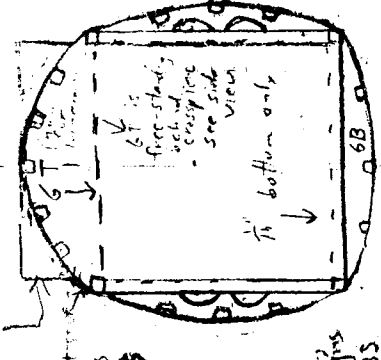
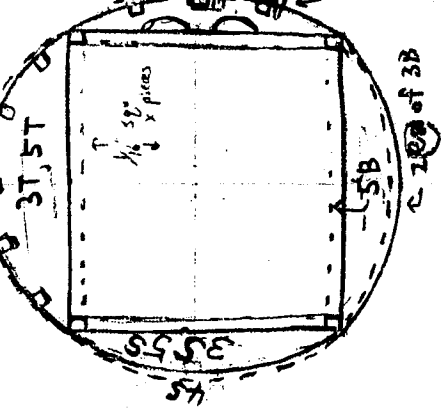
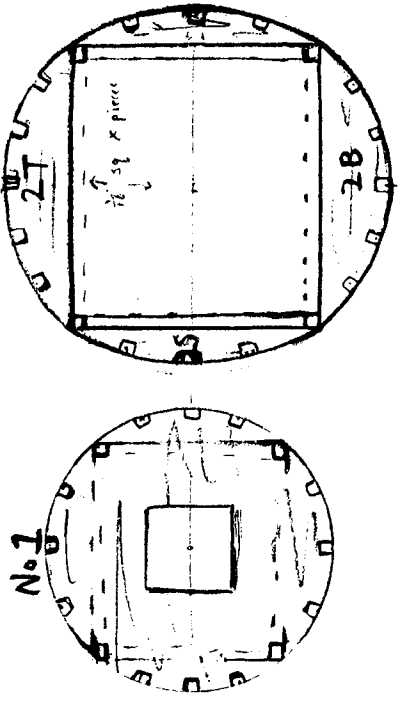
94 7" Port Prop

.933

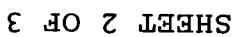


Fillet Pattern 64mm wing

No. 1



There is a slight downward slant to side stringers relative to fore/aft CL



7" Peck Prop Fly with 6 strands $\frac{1}{8}$ Al TAN II

Top wing $\frac{20}{16}$ cm
dihedral $(\frac{13}{16})$
each tip

cut nine inter-cylinder spaces
out of engine discs, then shape and
detail cylinders as desired.

SHEET 3 OF 3

1.5 cm each
 $\pm \frac{5}{8}$ " tip

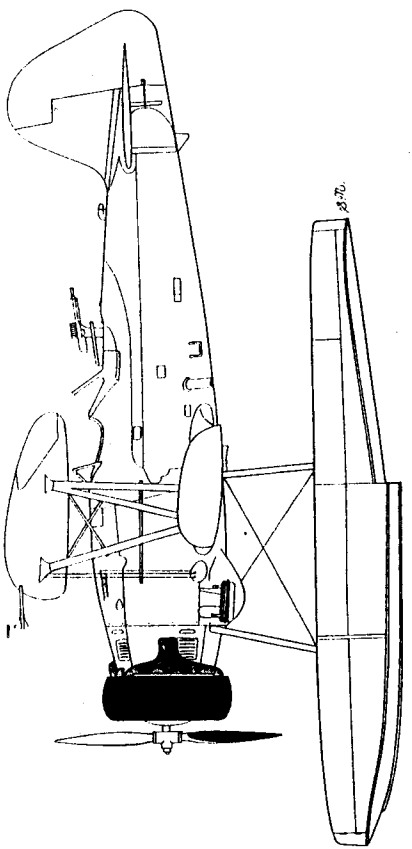
Top TC
Bot. TC

Scale
Shock absorber
fairing
(carve out
from soft balsa)
balloon tire
wheel is scale

stab w/6
here rides
on laggon

to sheet

Top LE
Bot. LE



landing gear main strut wire
 $\frac{1}{32}$ " steel wire

THIS PLAN NOT TO BE COPIED FOR RESALE

[illegible]

THIS PLAN NOT TO BE COPIED FOR RESALE

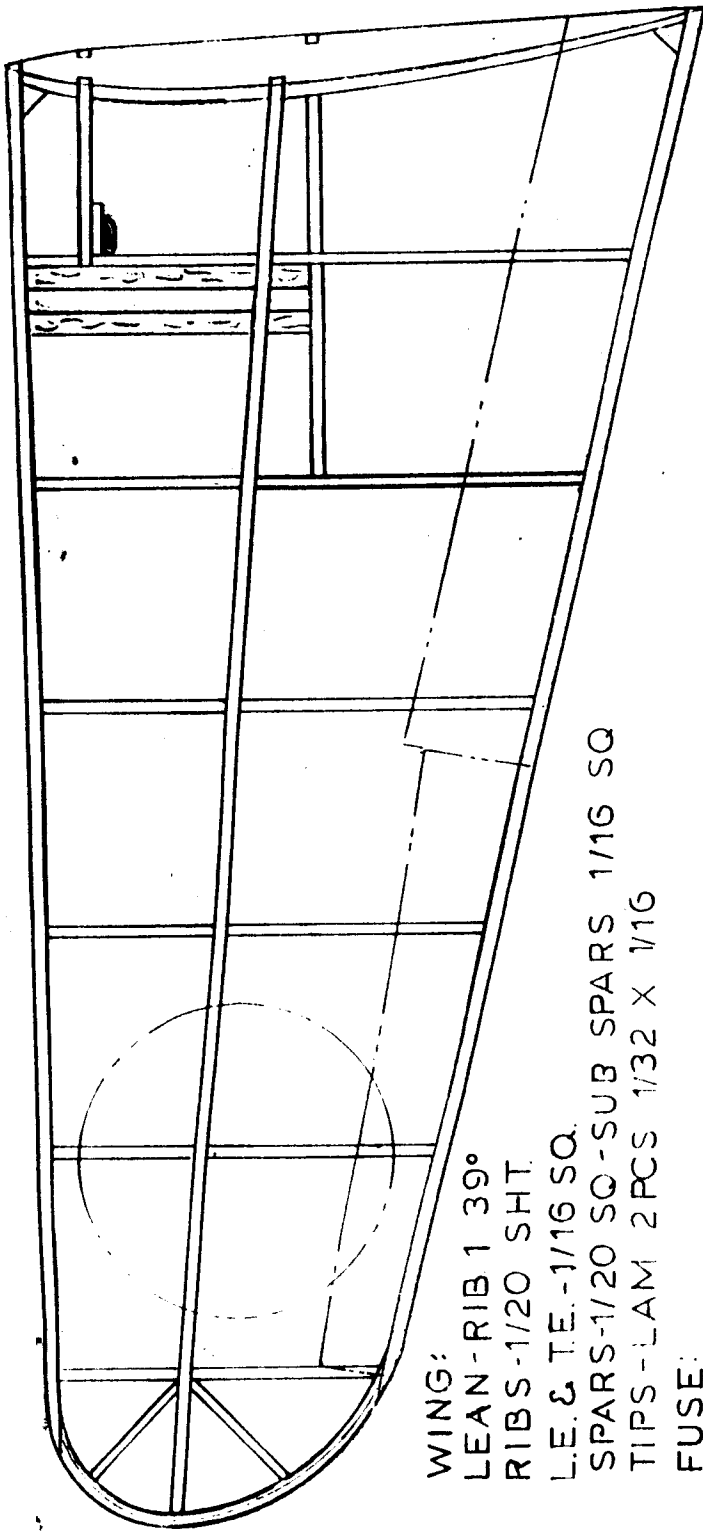
INCIDENCE: $1\frac{1}{2}^\circ$

FOKKER D-23
SPAN 28" WING AREA 95 in²
SCALE: 80 in = 1'-0" DWN:THD

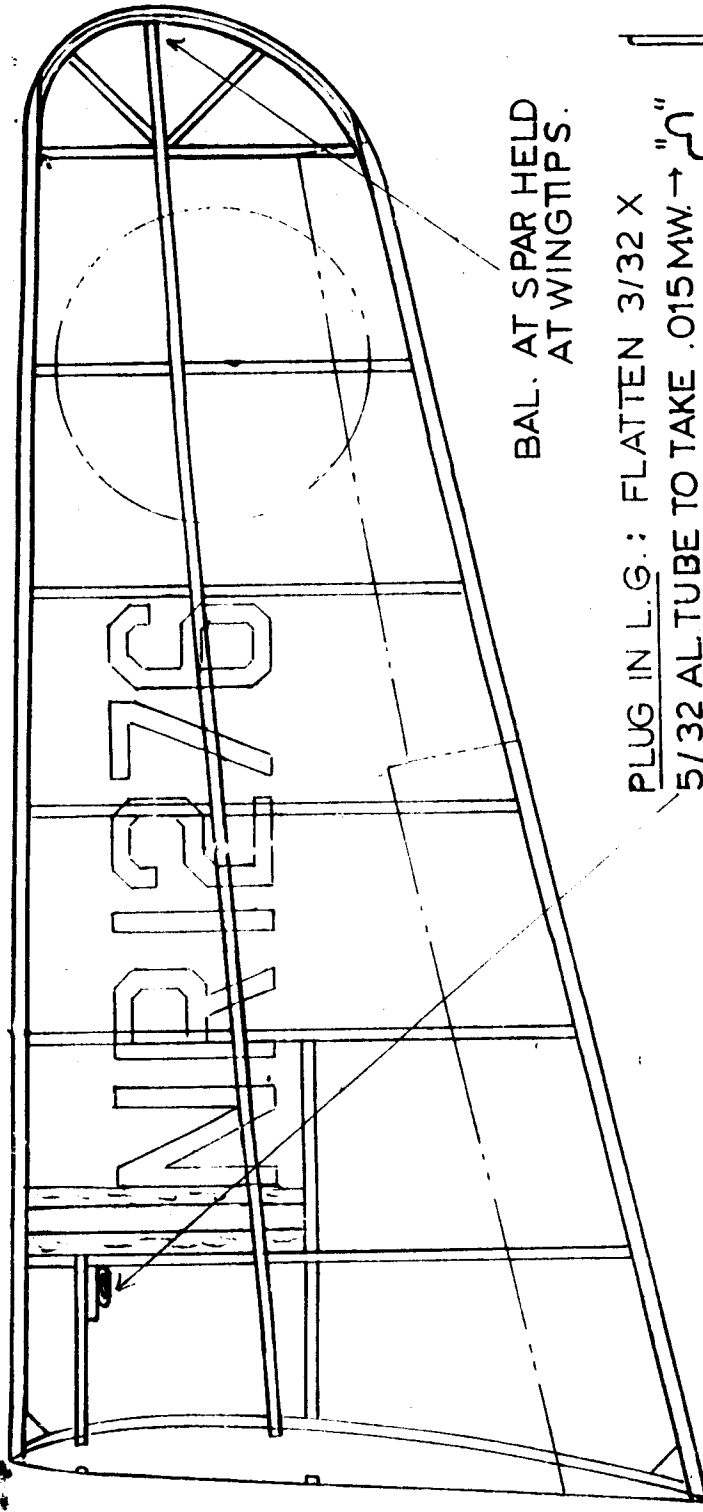
THIS PLAN HAS BEEN REDUCED BY 30%
FROM THE ORIGINAL PLAN

FILE 16772

5807-008 1999

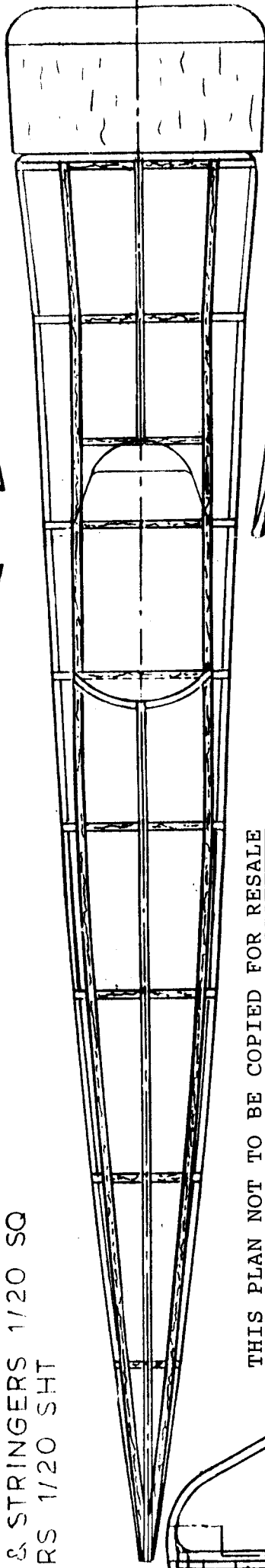


WING:
LEAN-RIB 1 39°
RIBS-1/20 SHT.
L.E. & T.E.-1/16 SQ.
SPARS-1/20 SQ-SUB SPARS 1/16 SQ
TIPS-LAM 2PCS 1/32 X 1/16
FUSE:
FRAME & STRINGERS 1/20 SQ
FORMERS 1/20 SHT

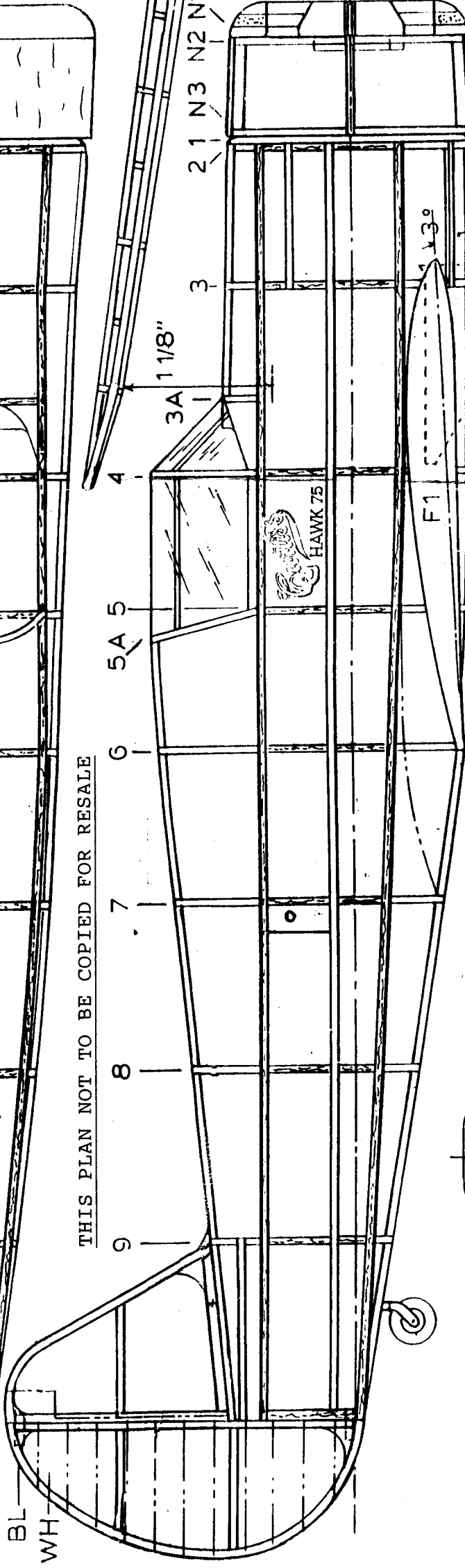


BAL. AT SPAR HELD
AT WINGTIPS.

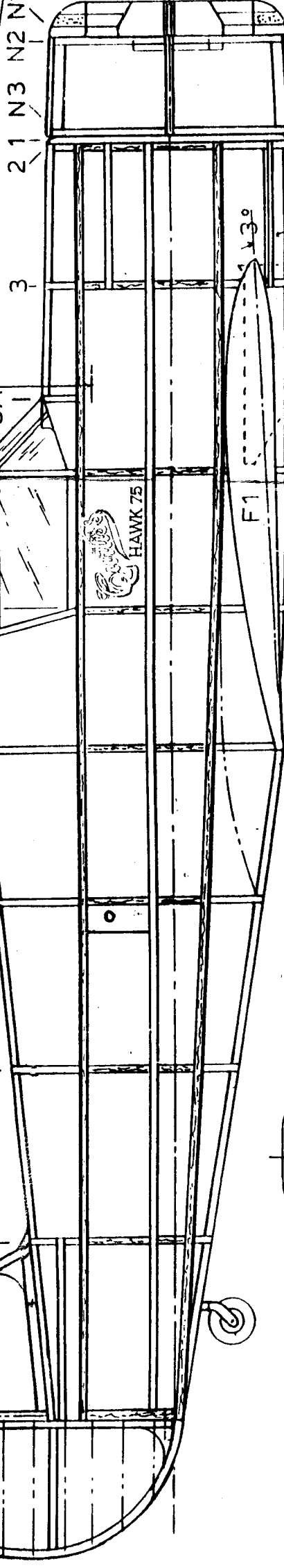
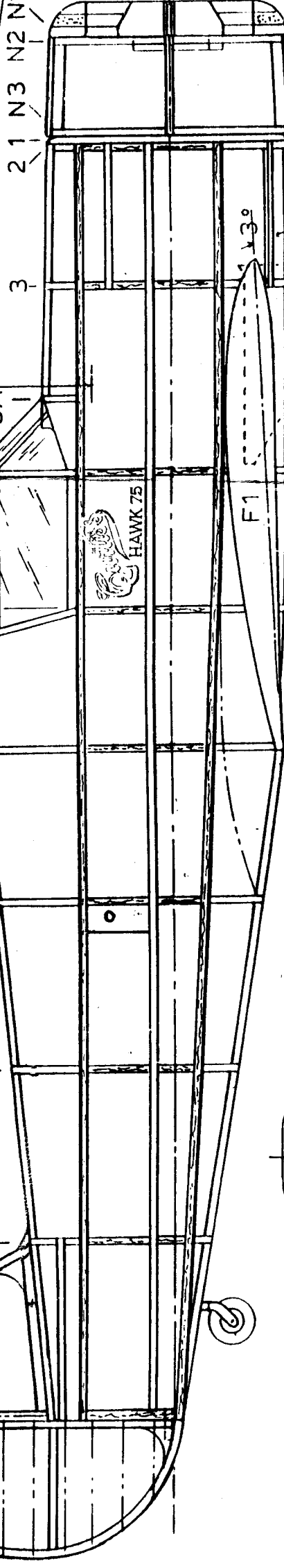
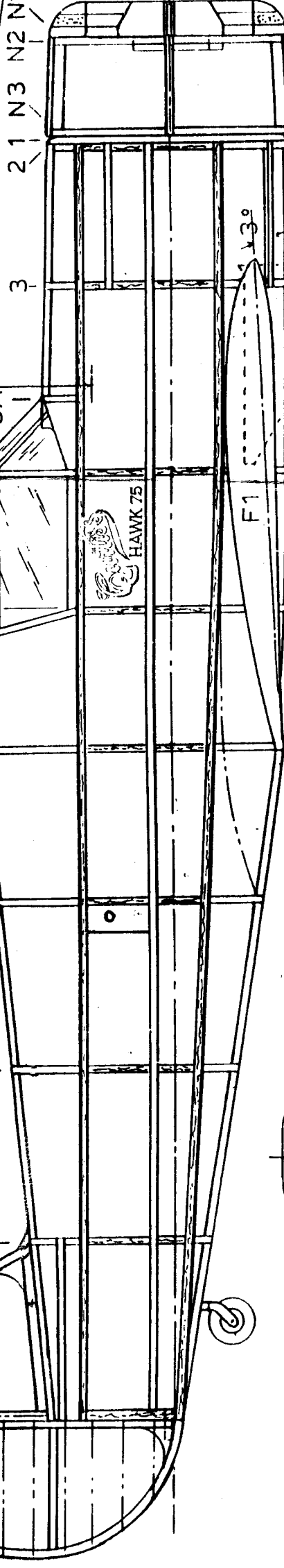
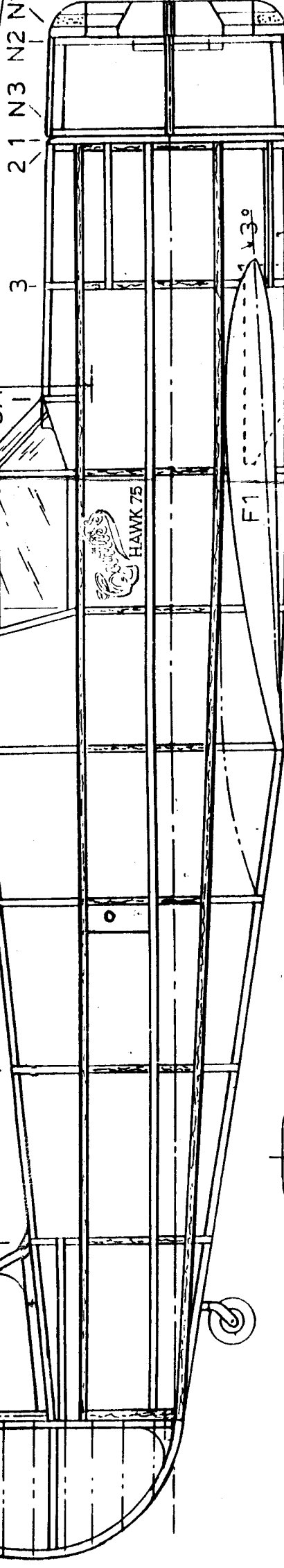
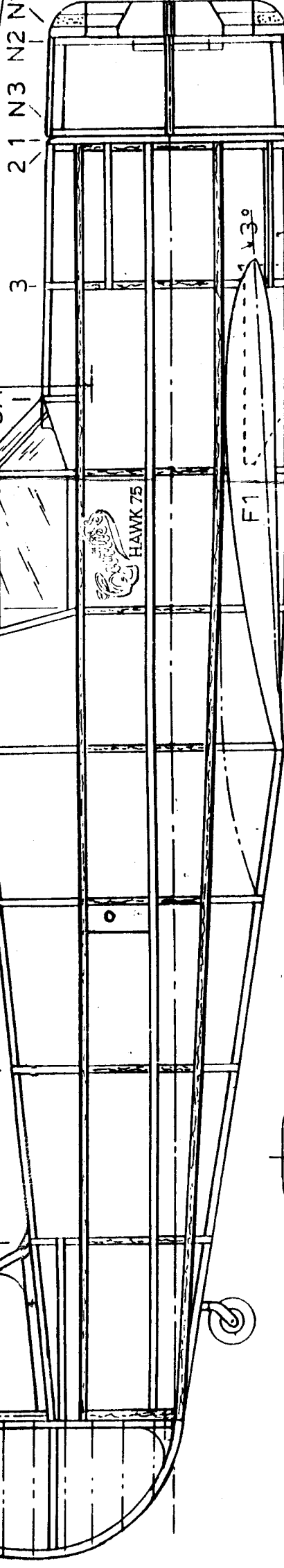
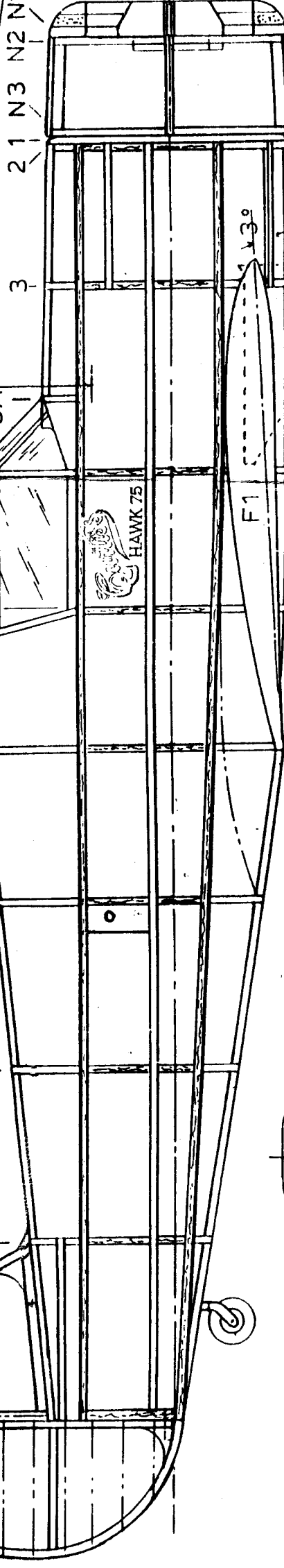
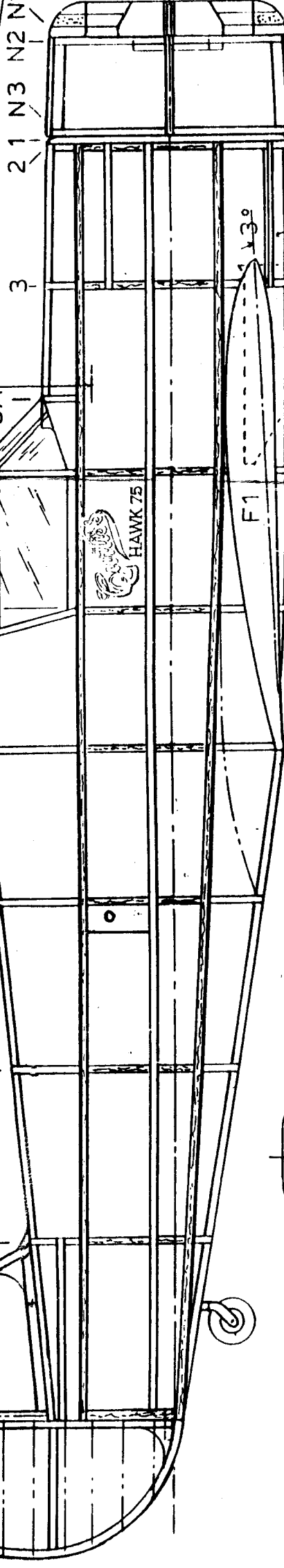
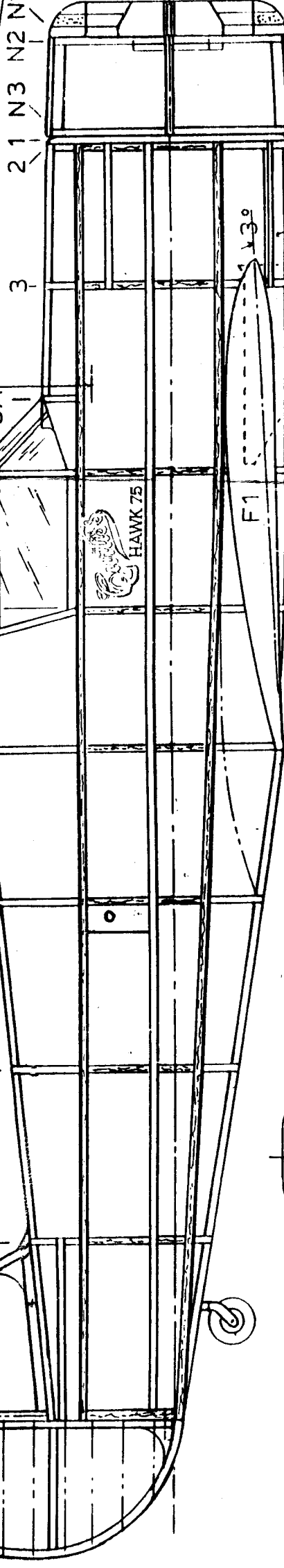
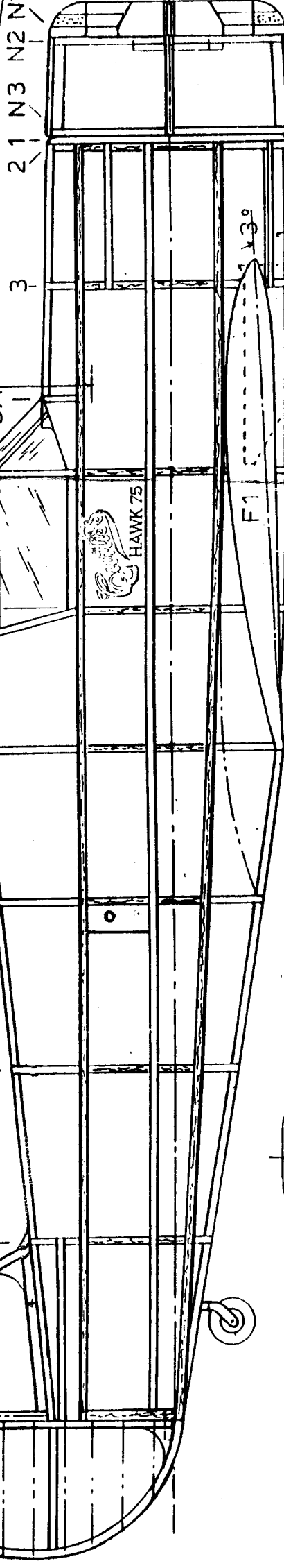
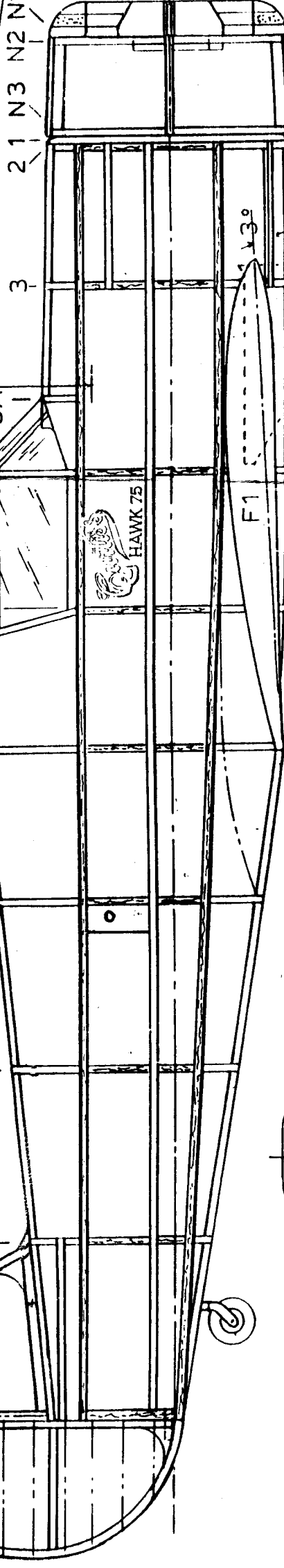
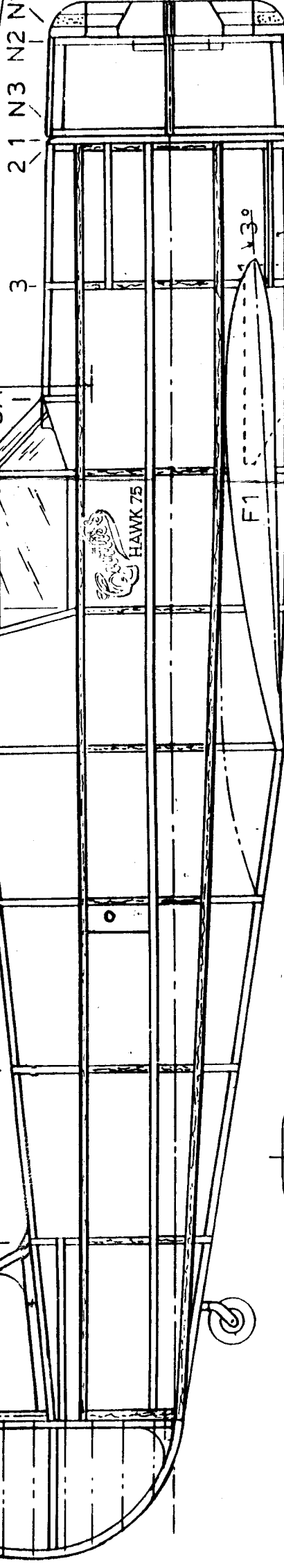
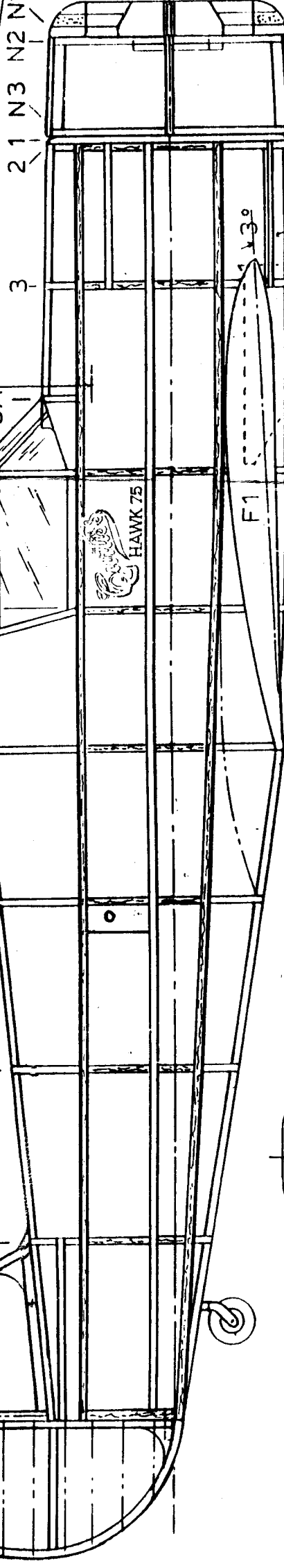
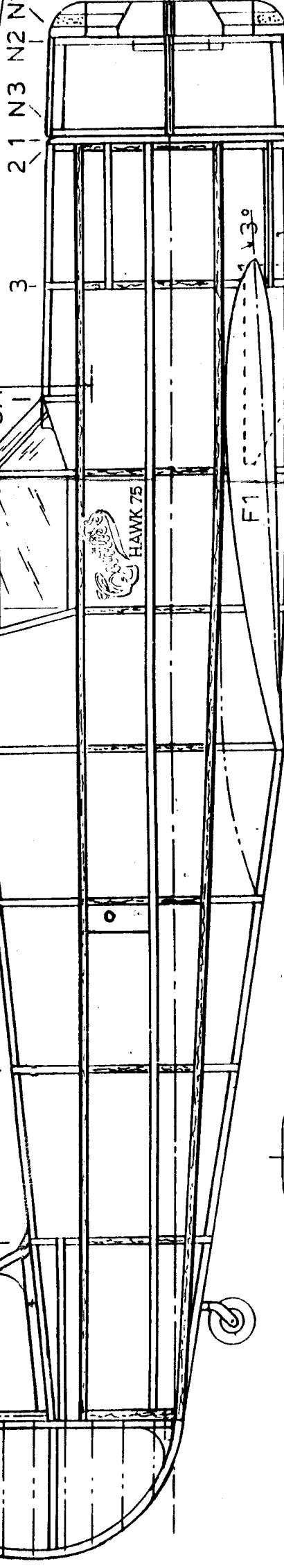
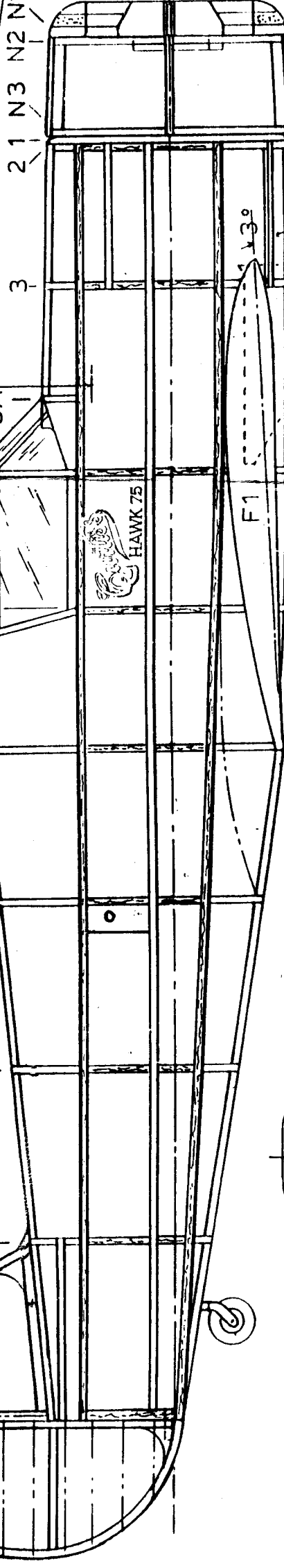
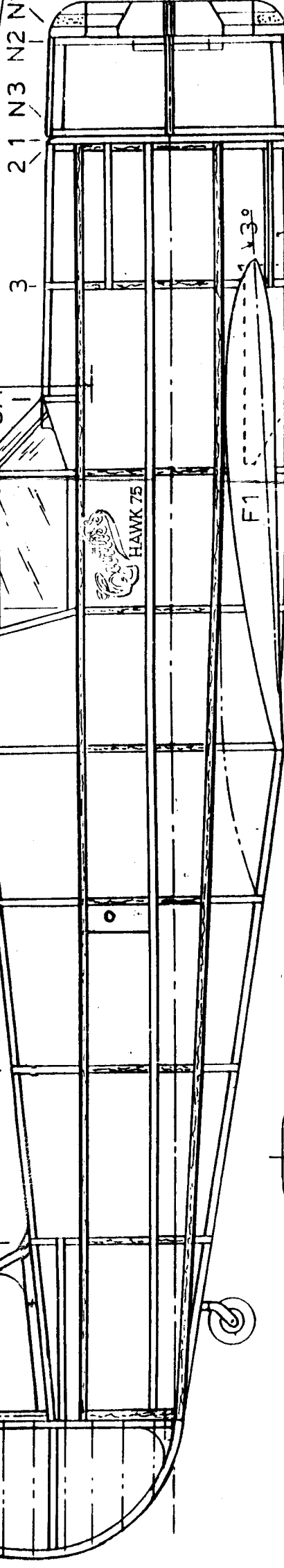
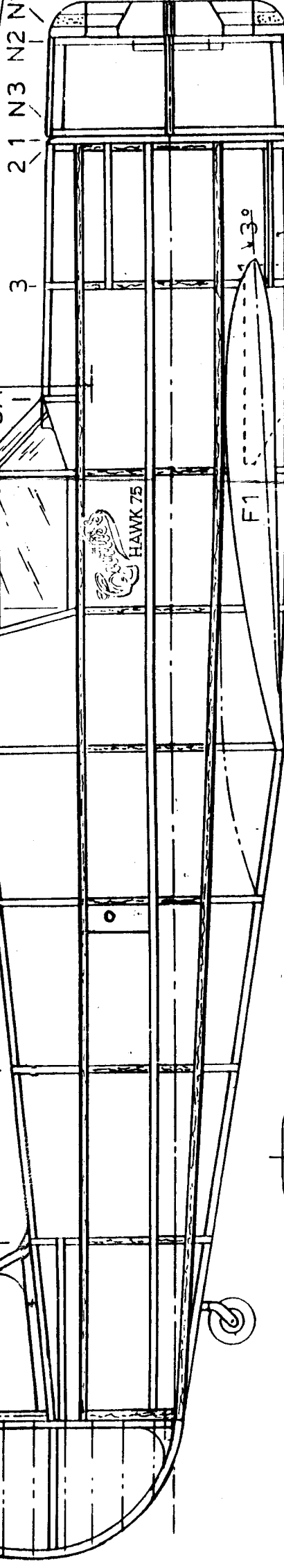
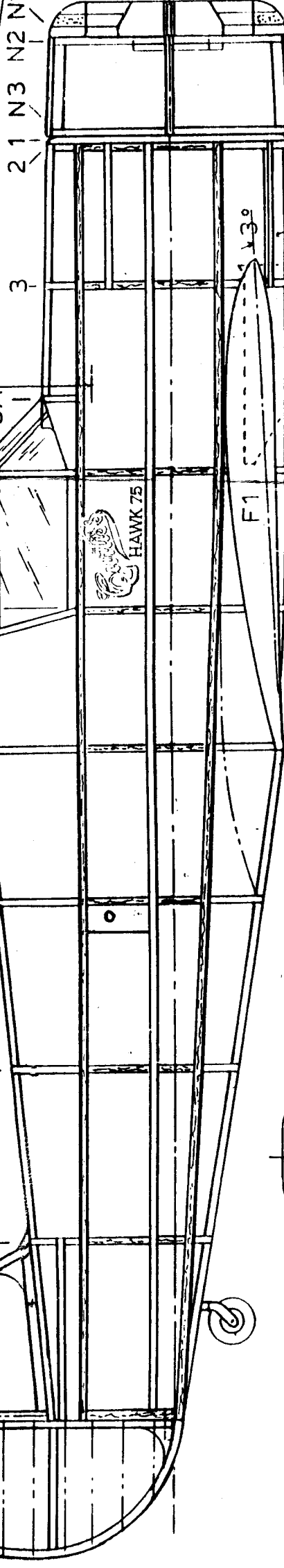
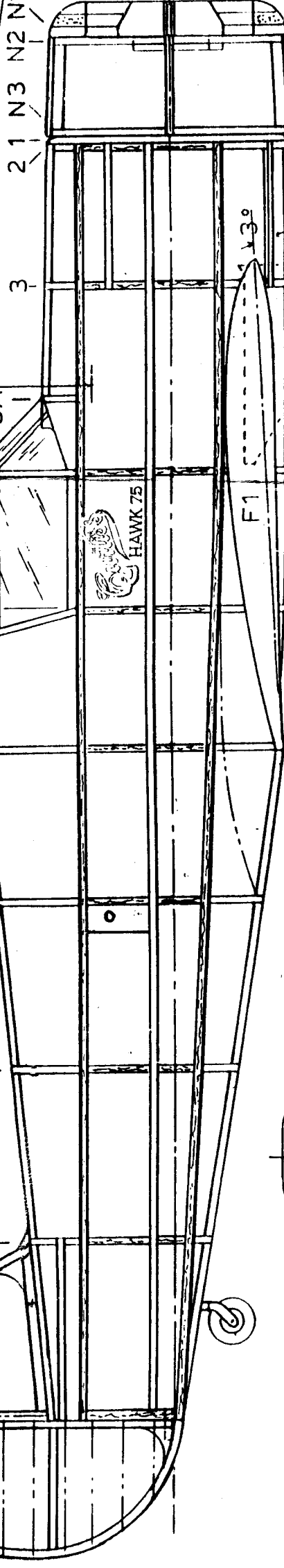
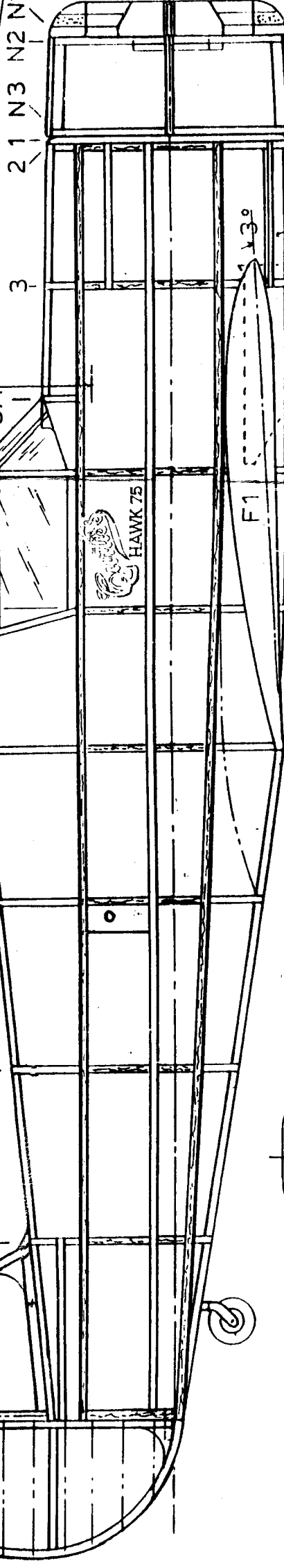
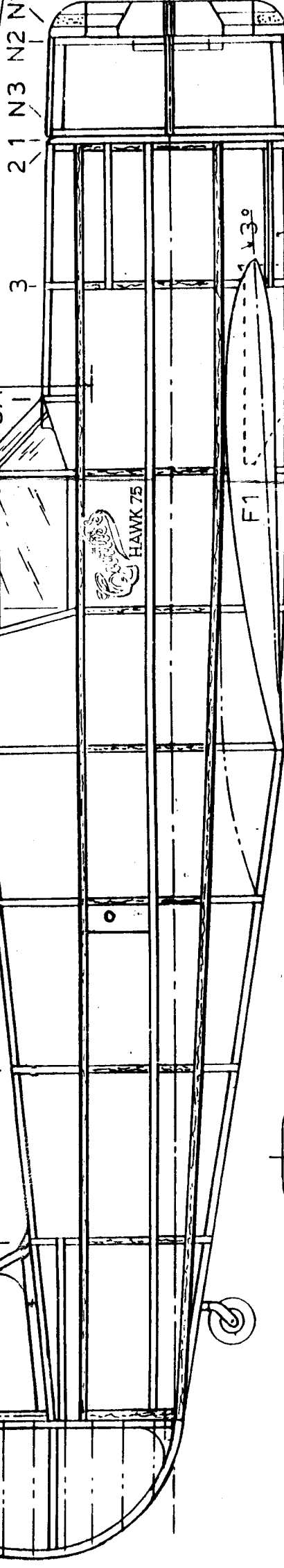
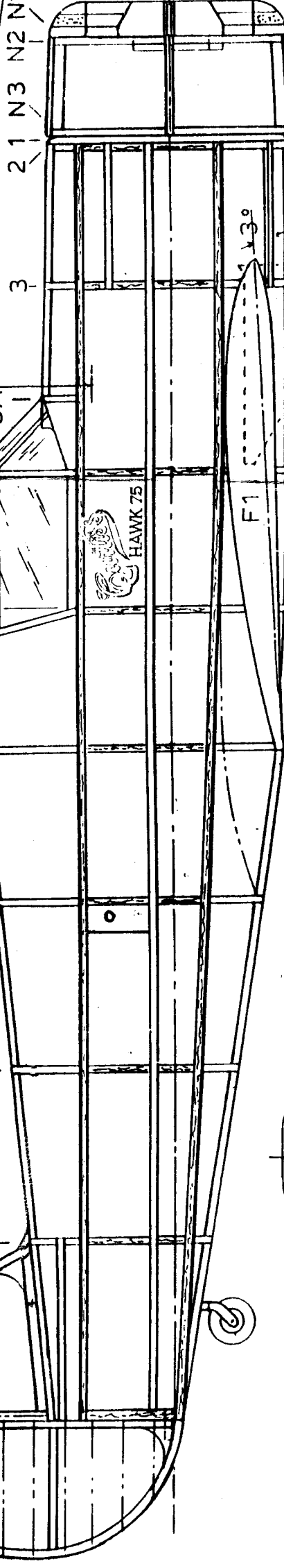
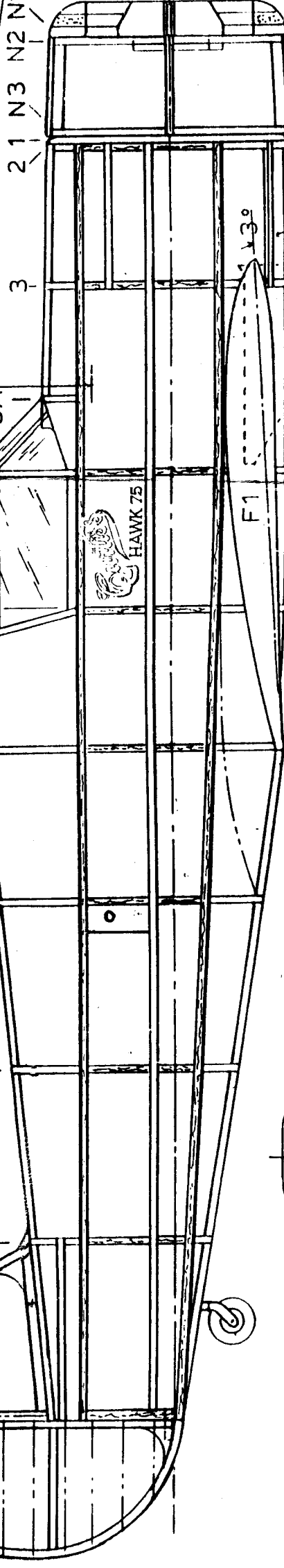
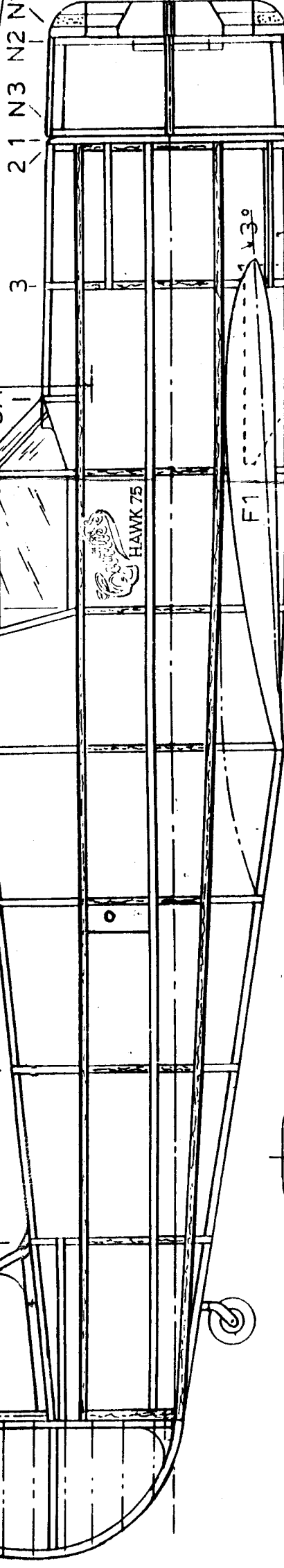
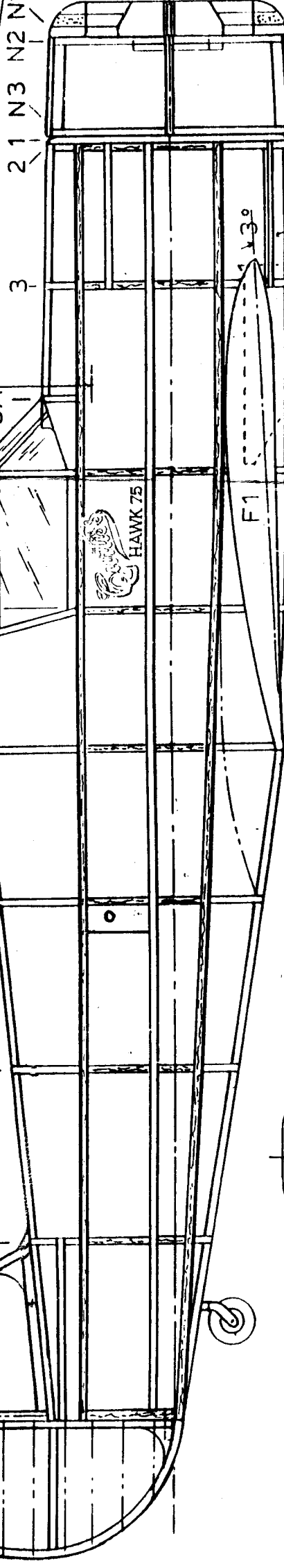
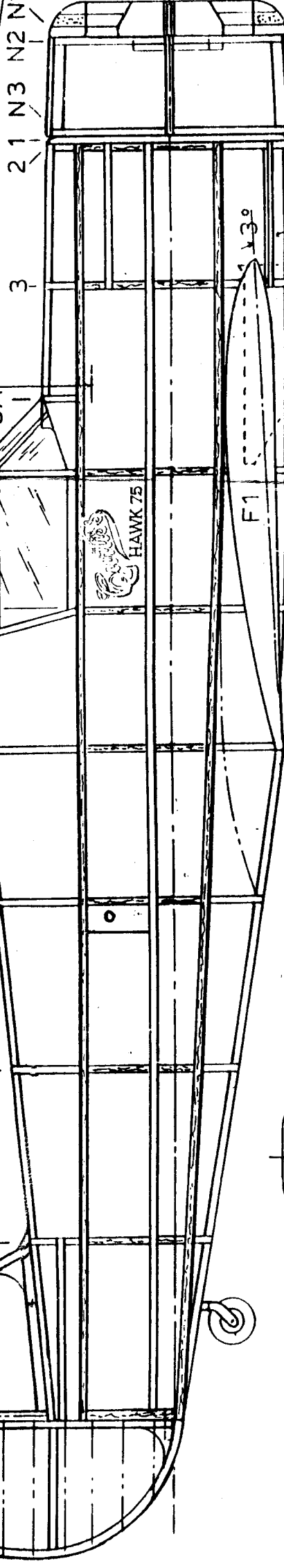
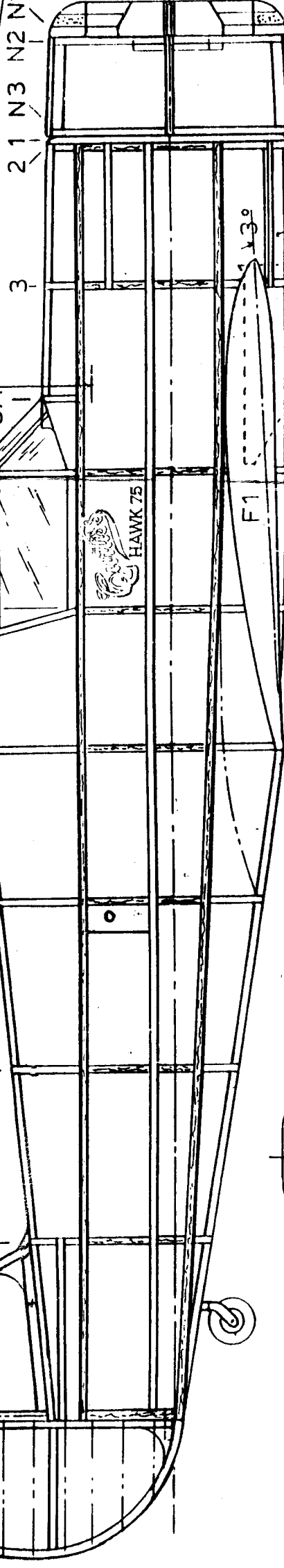
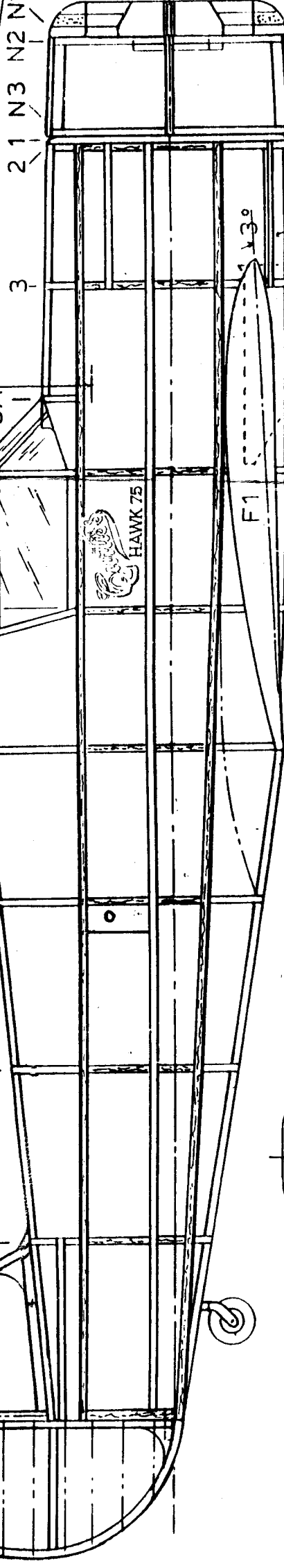
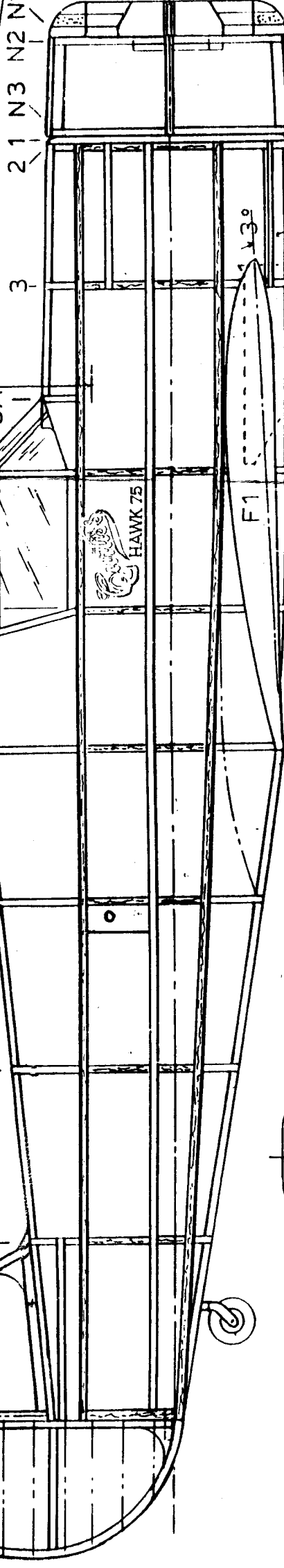
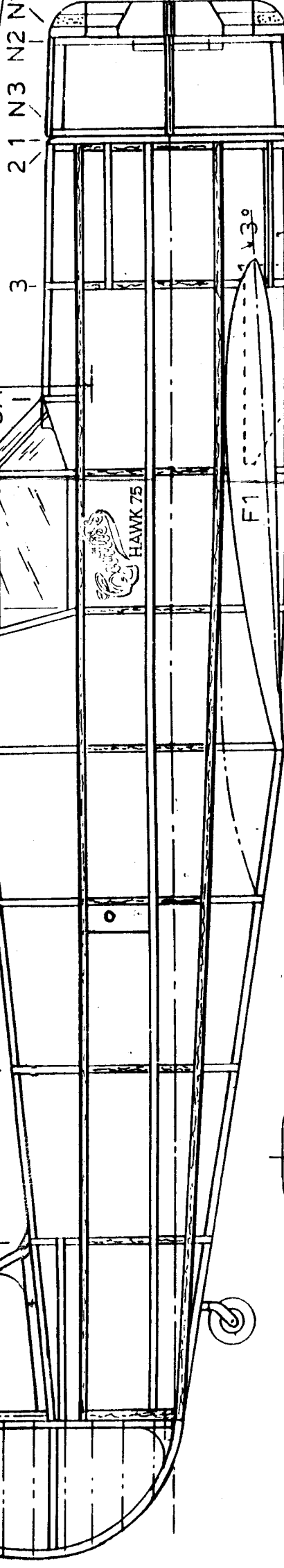
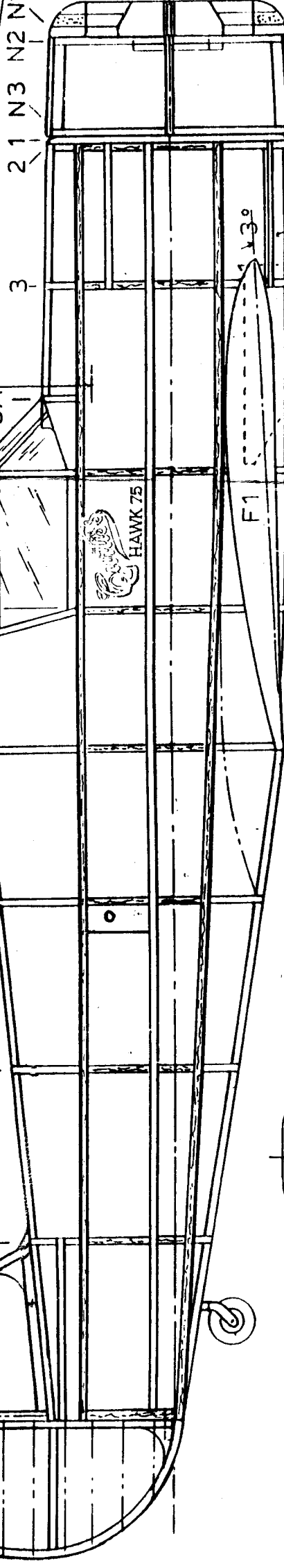
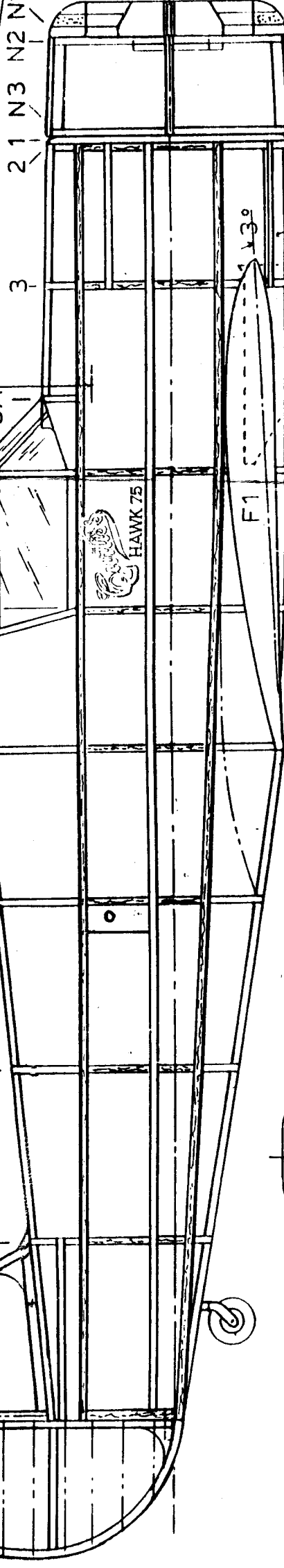
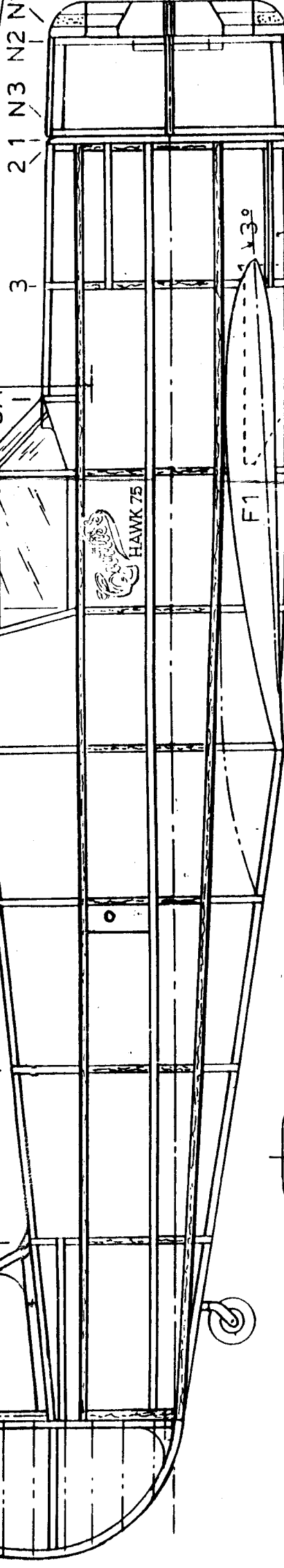
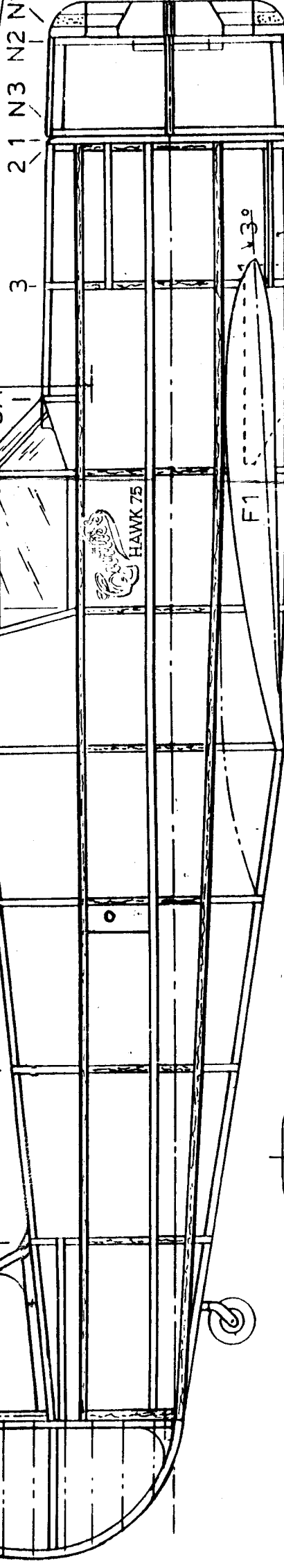
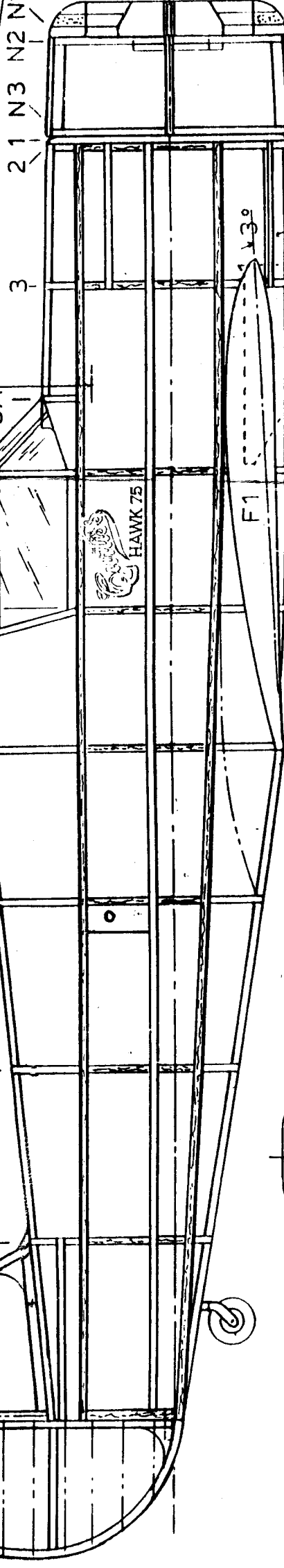
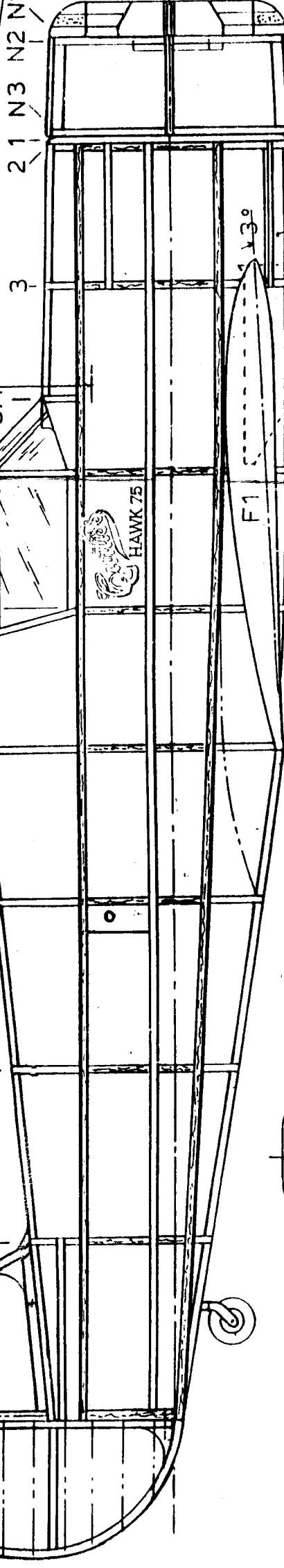
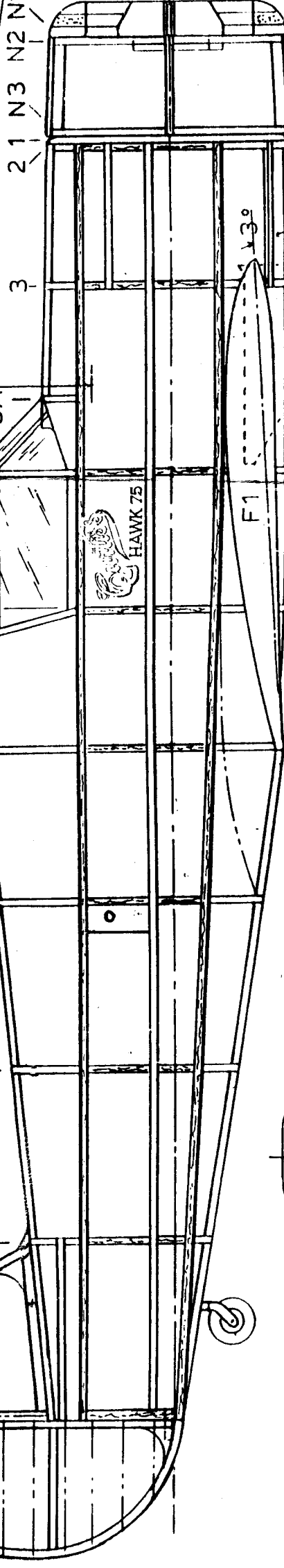
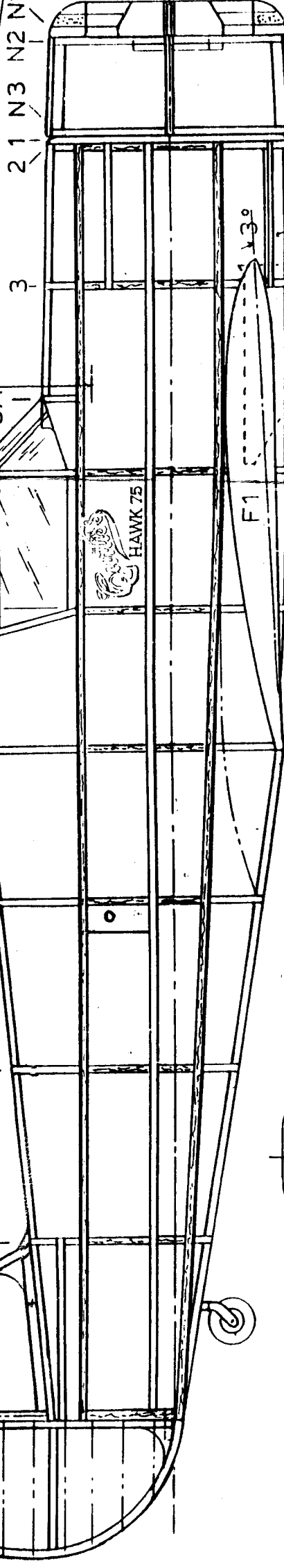
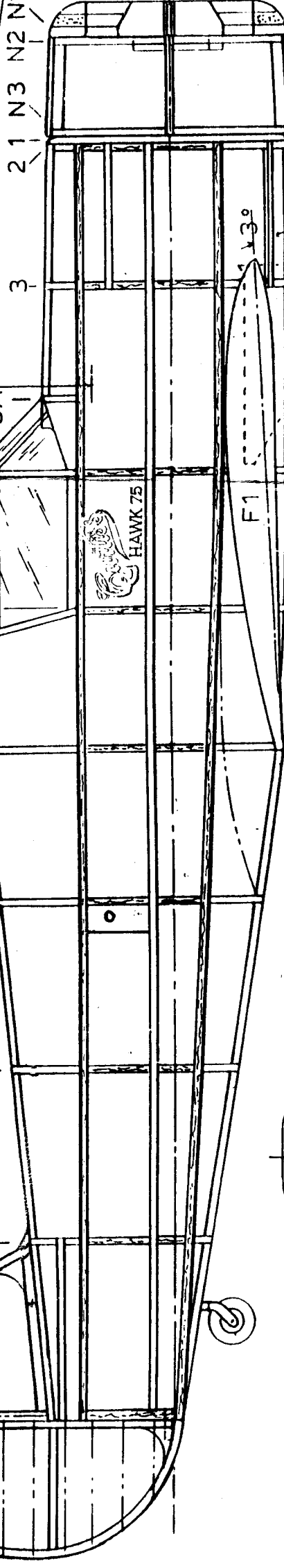
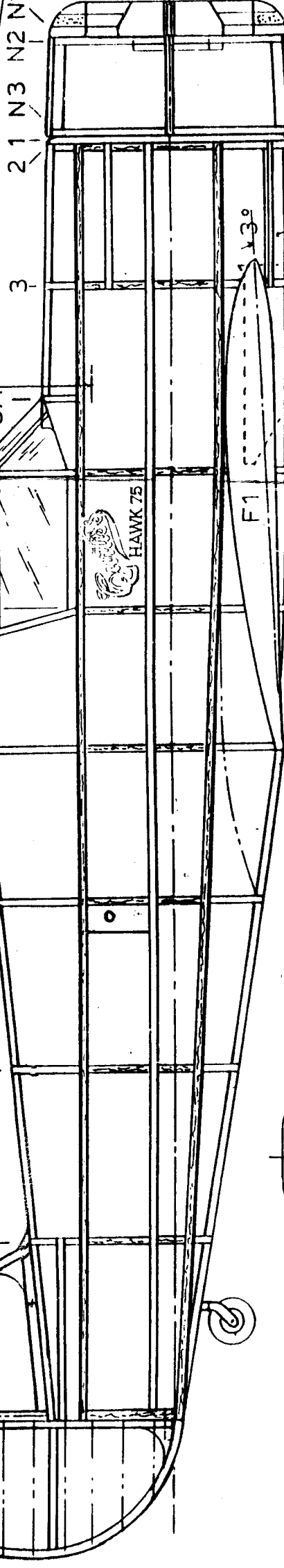
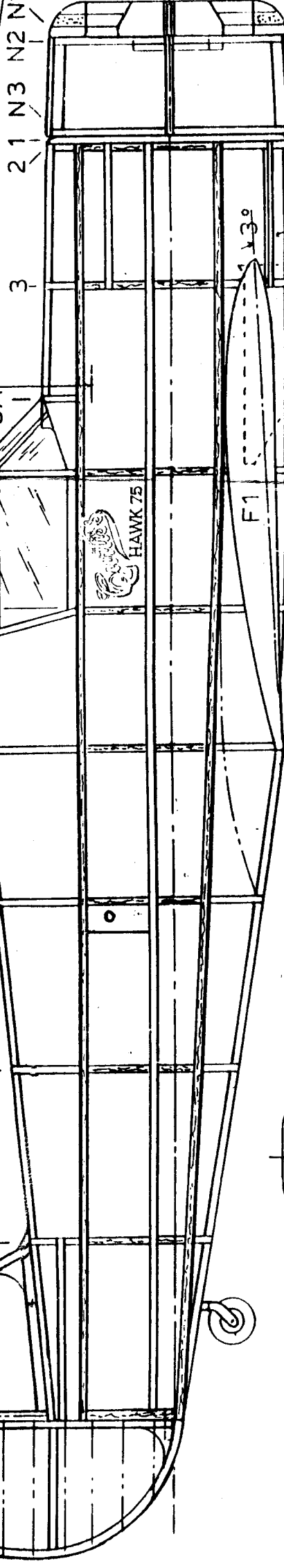
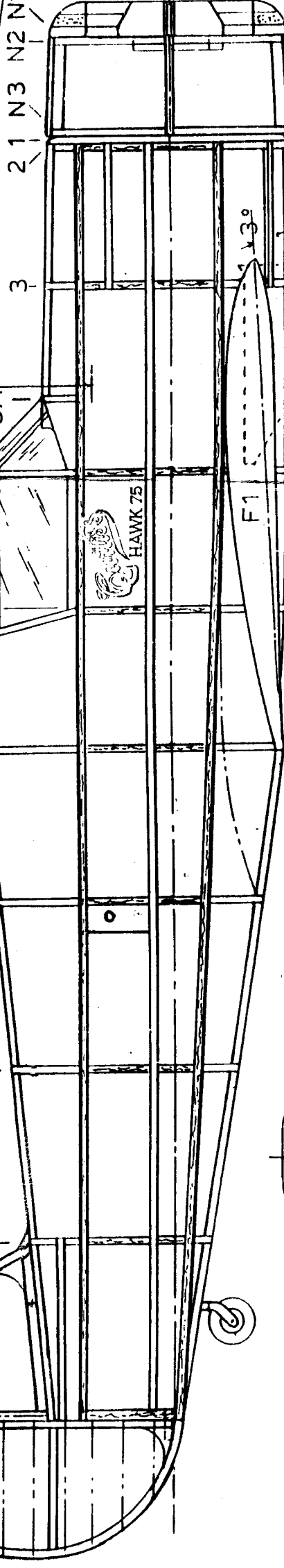
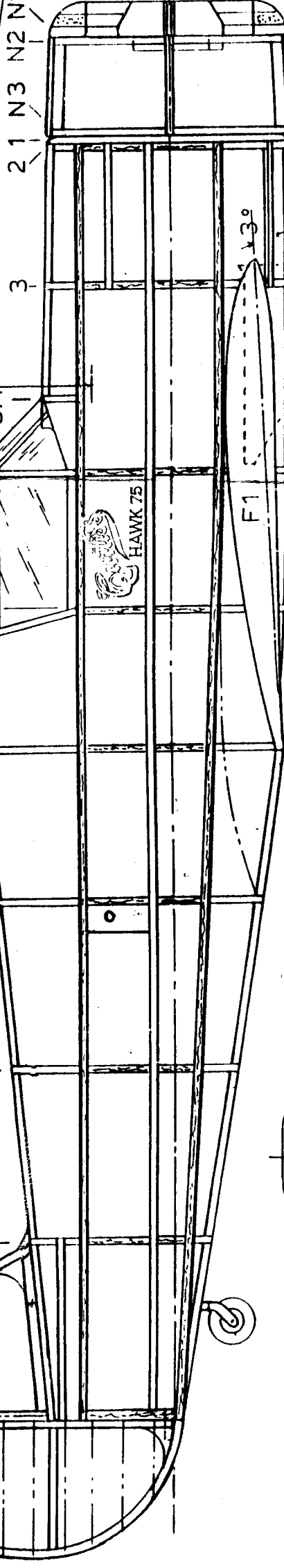
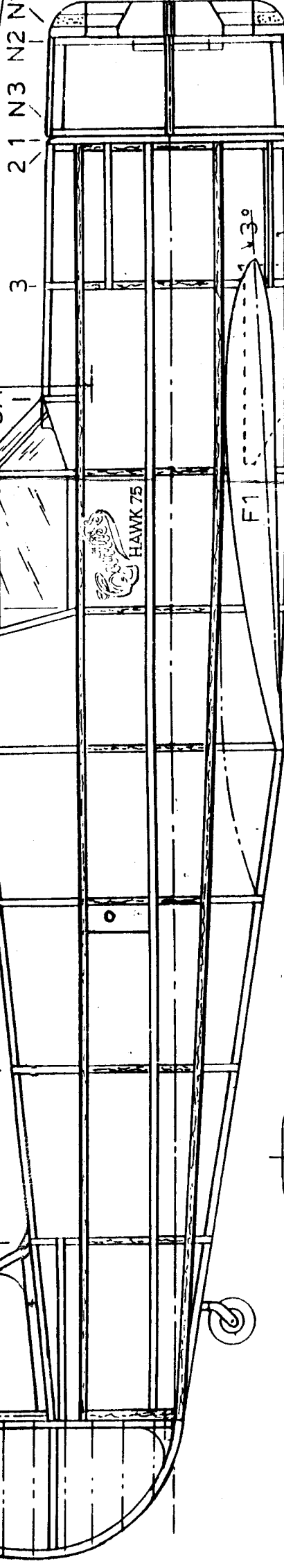
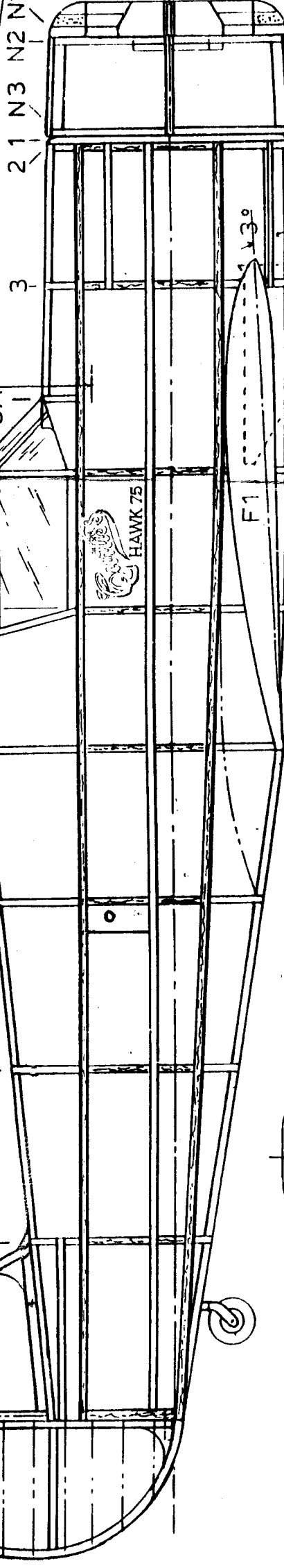
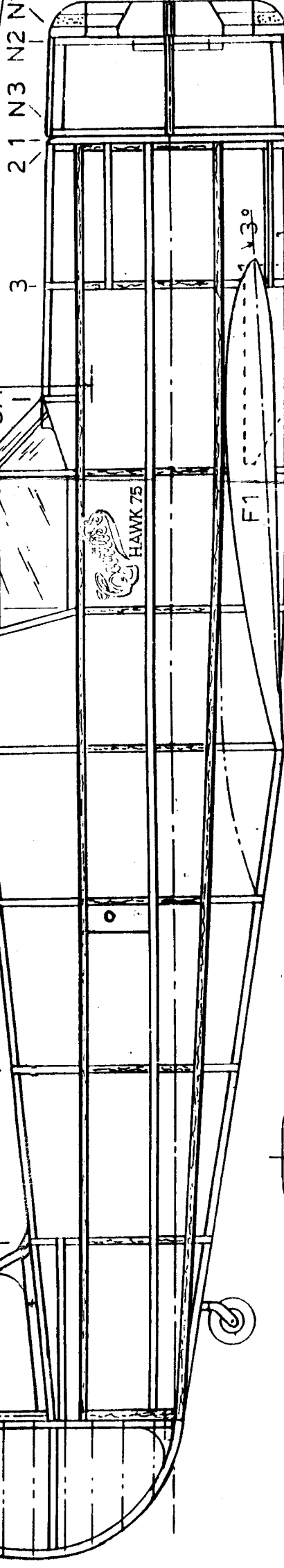
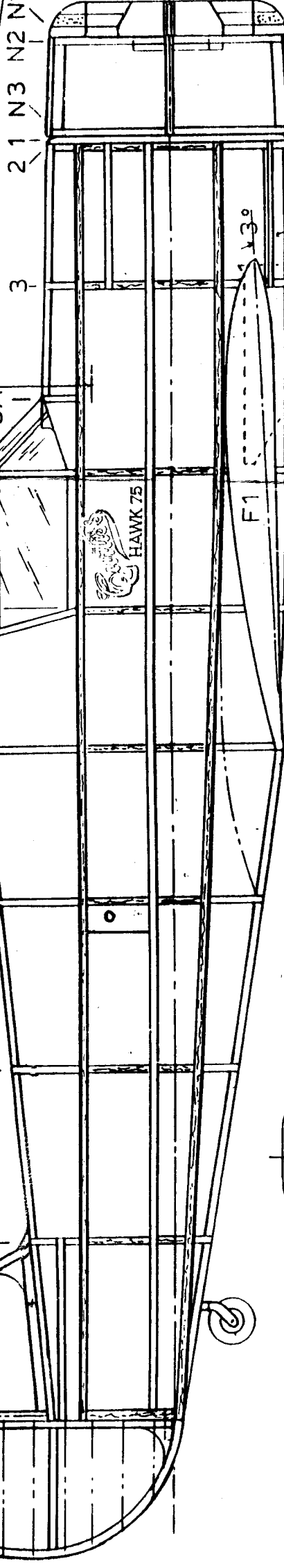
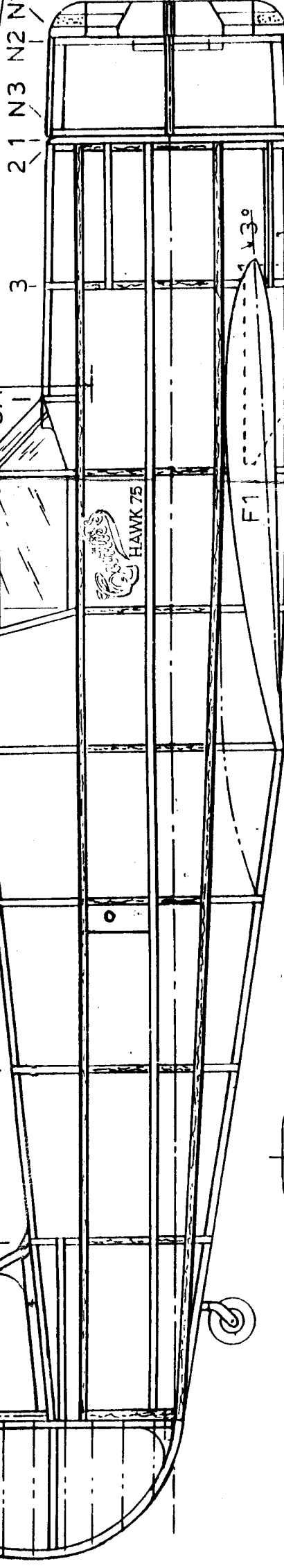
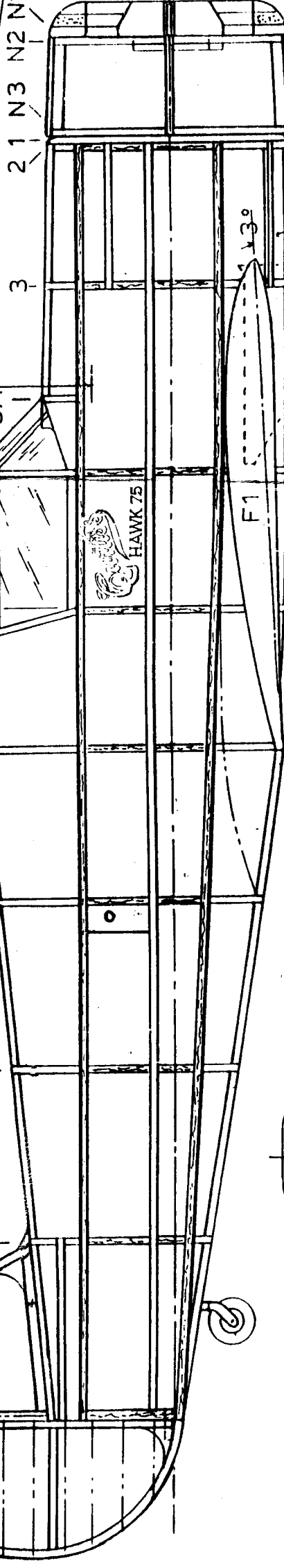
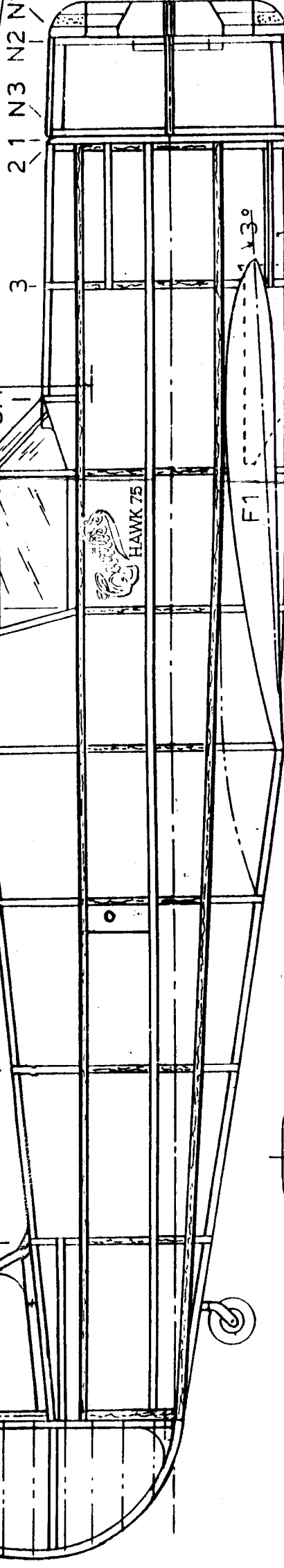
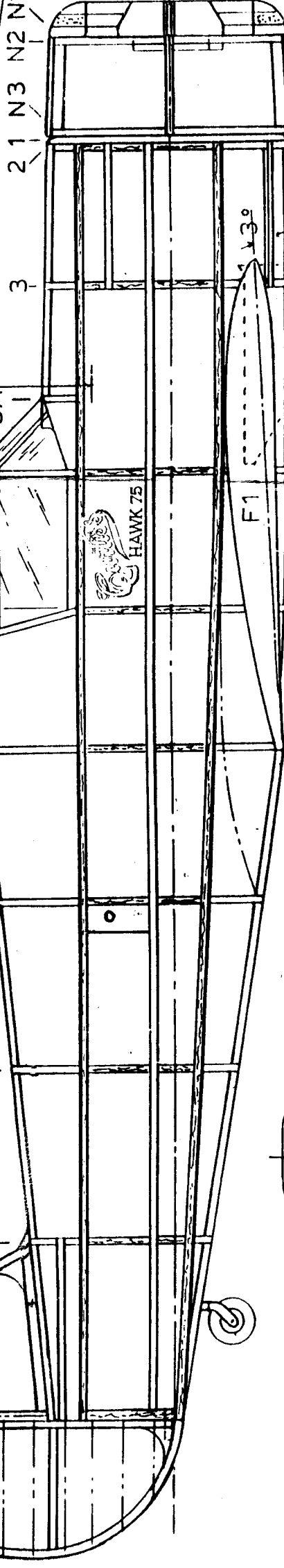
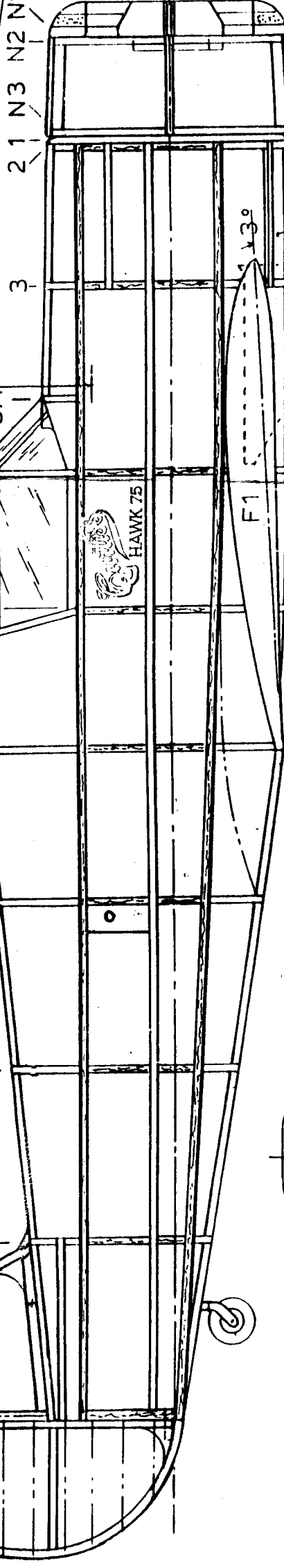
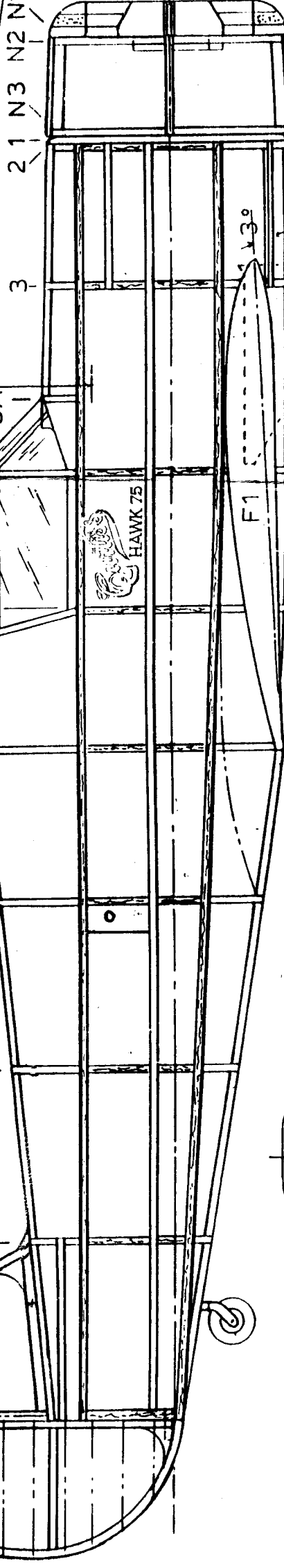
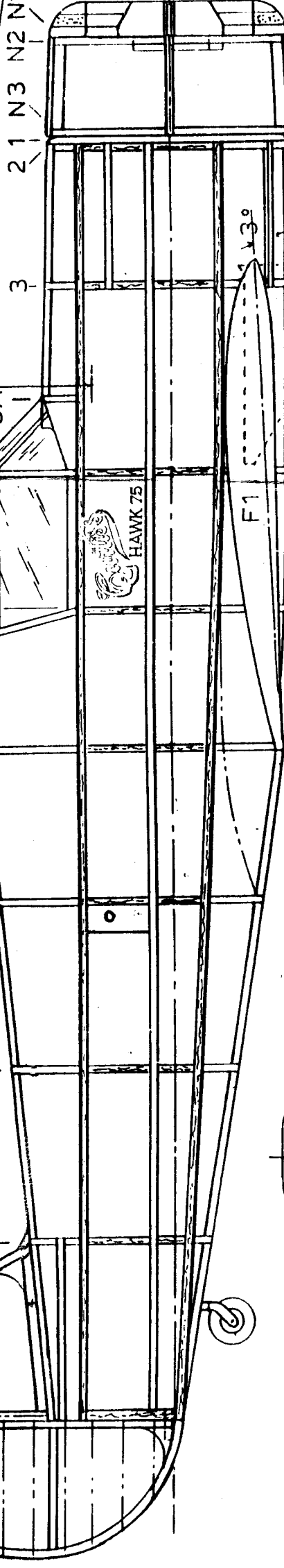
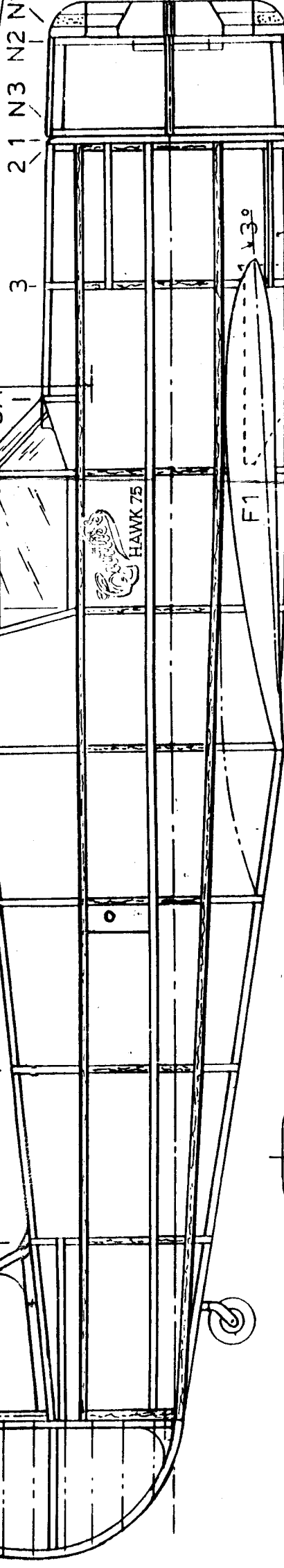
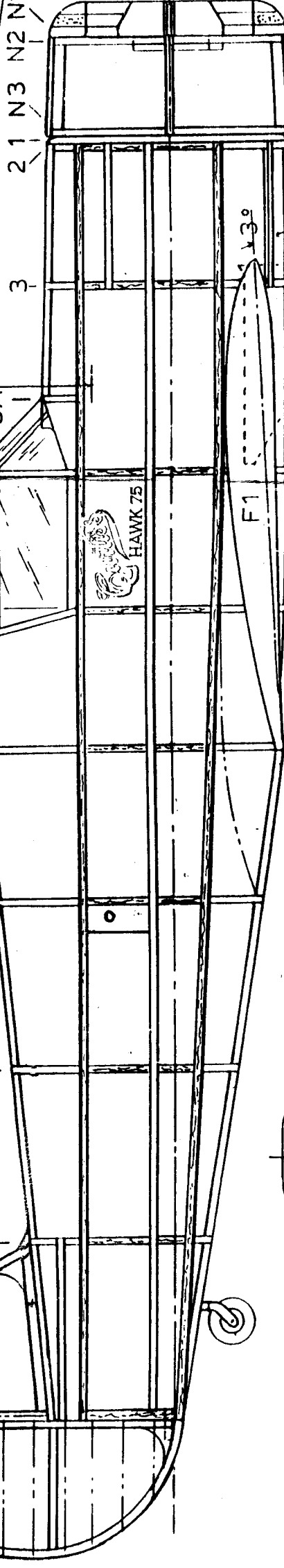
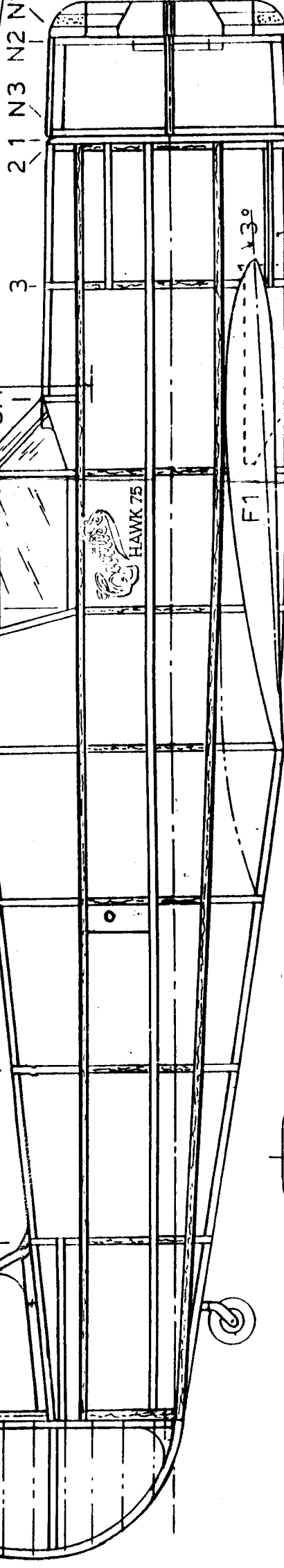
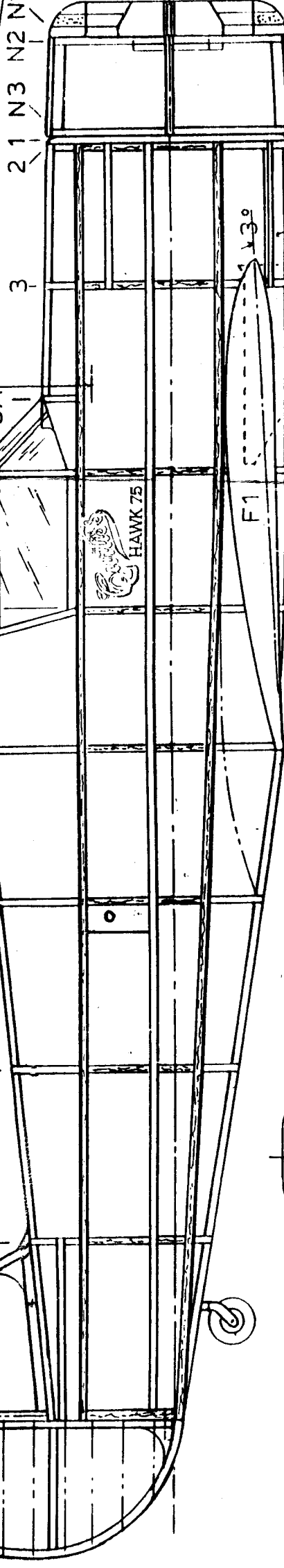
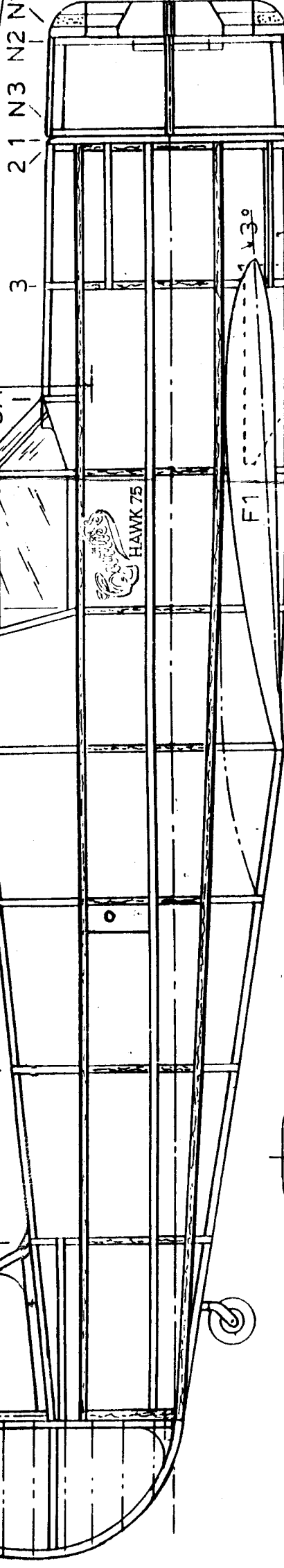
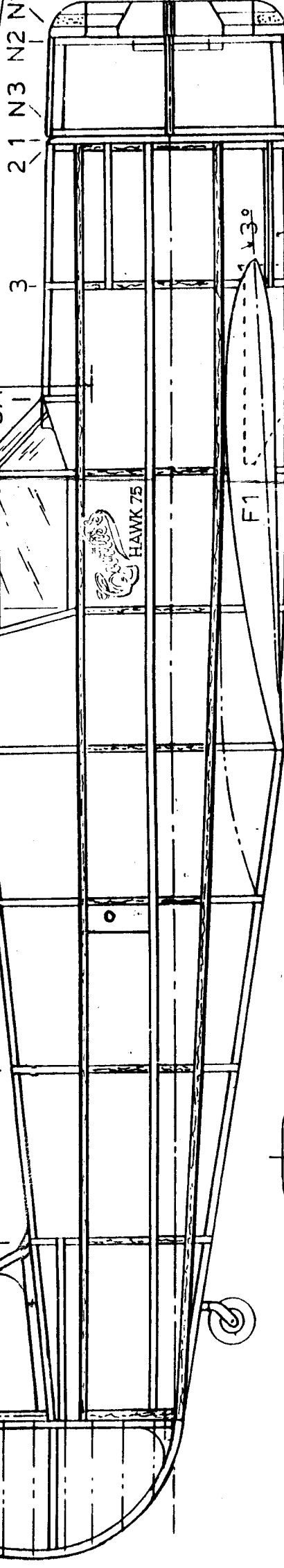
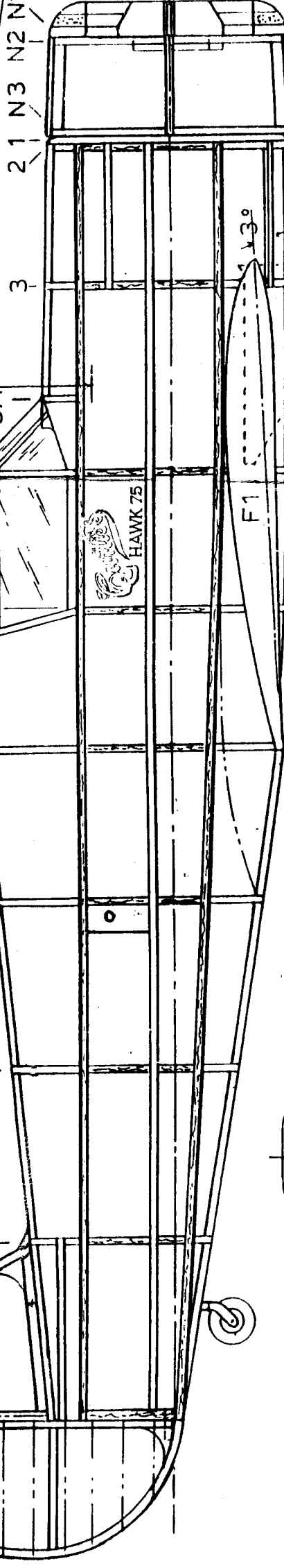
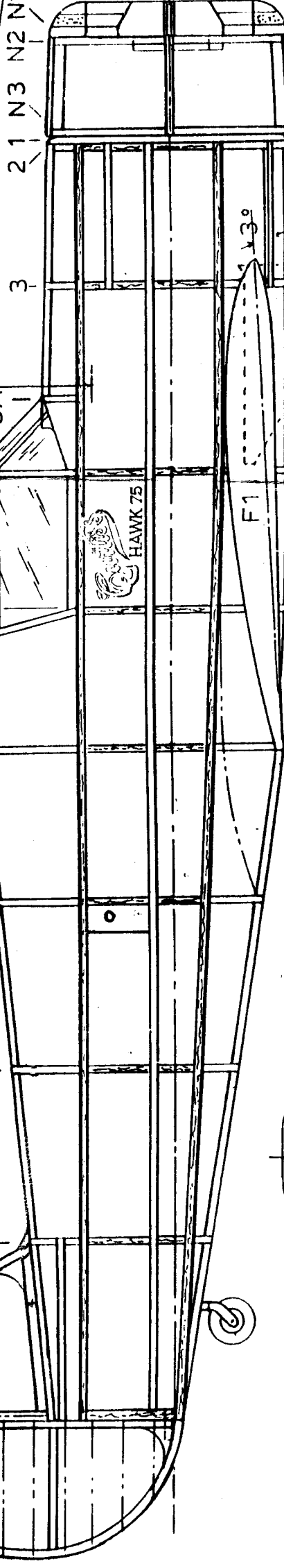
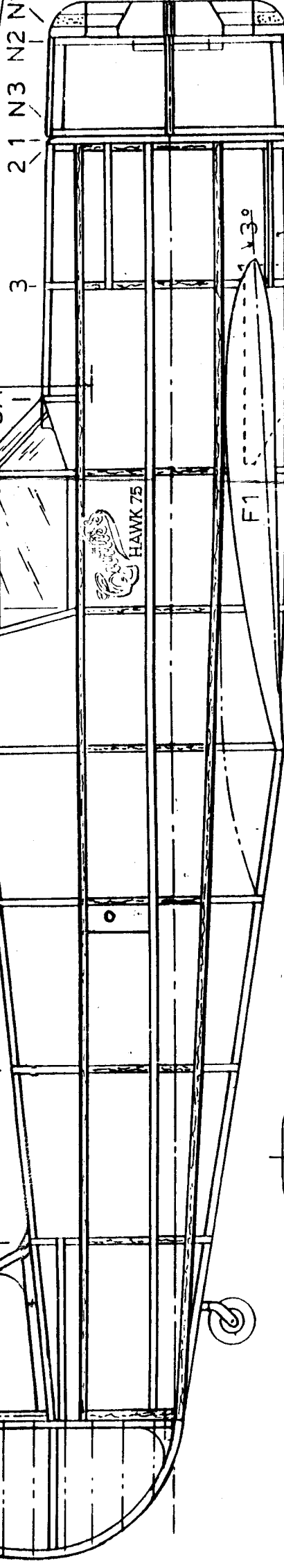
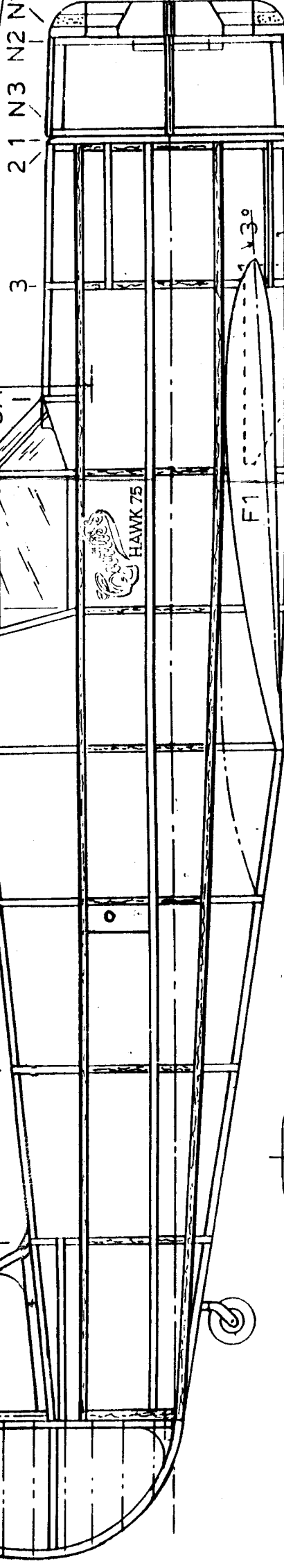
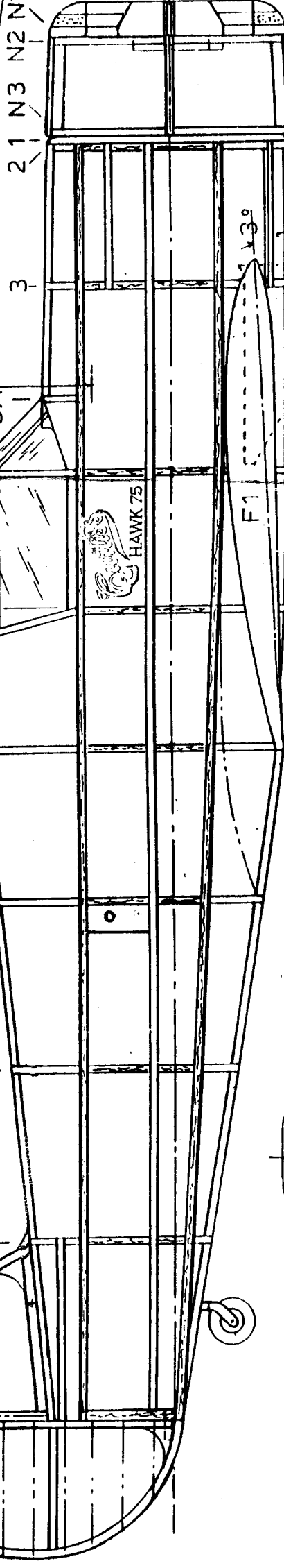
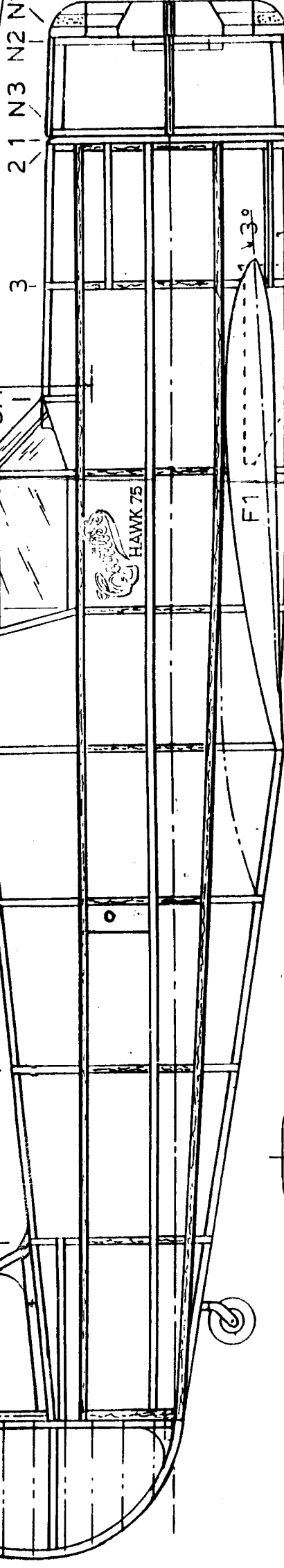
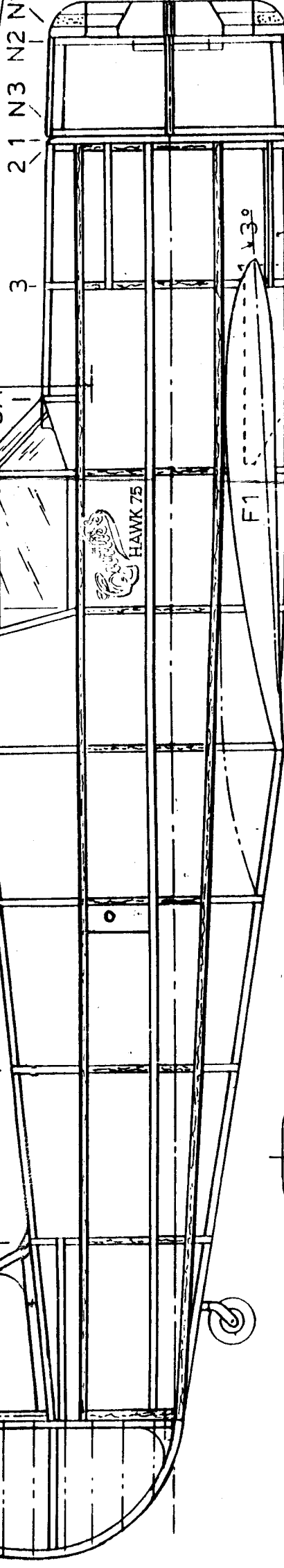
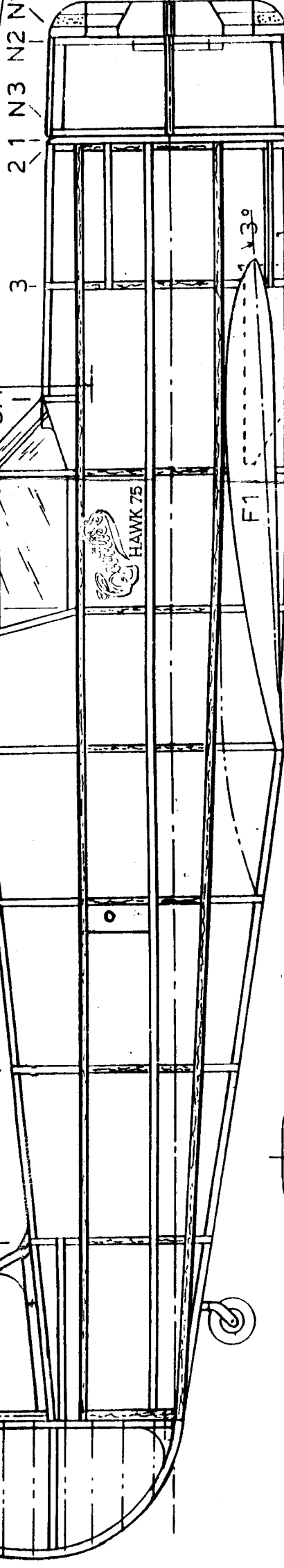
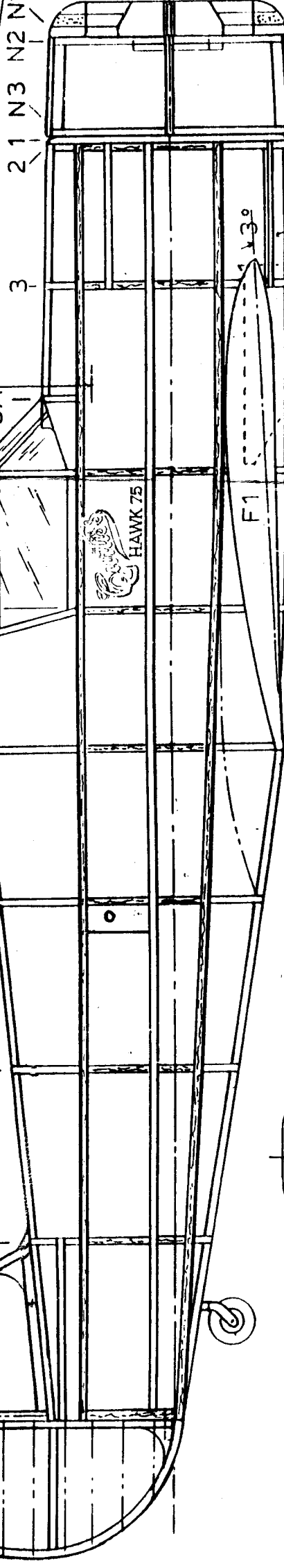
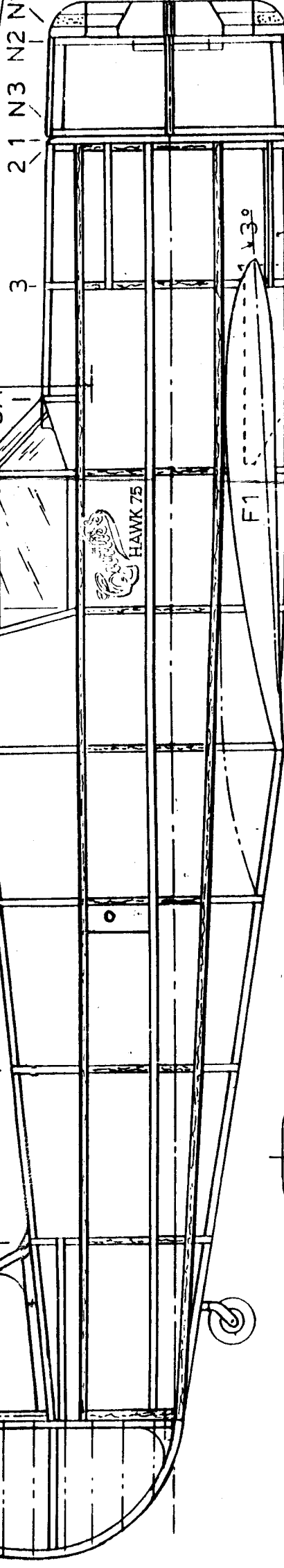
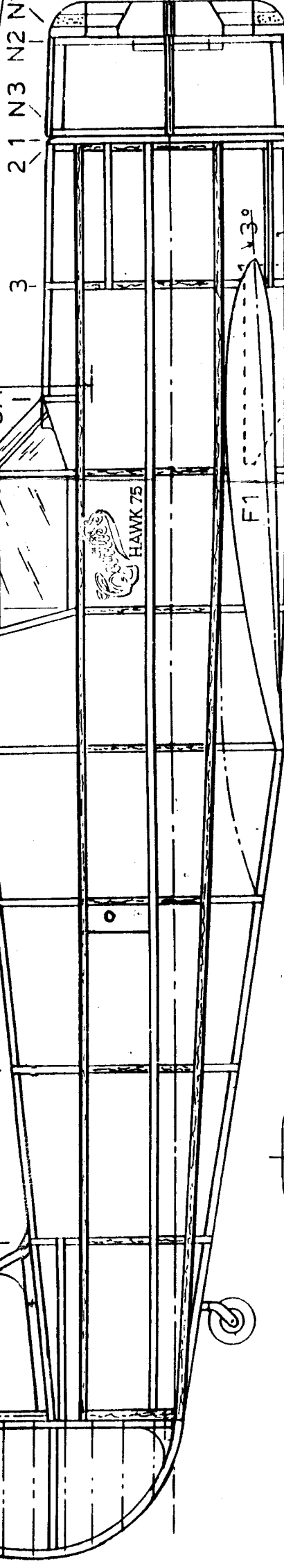
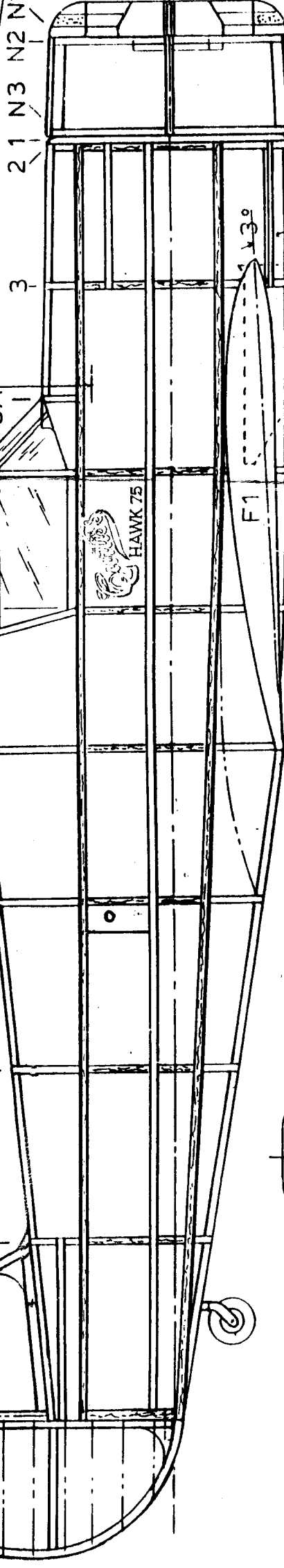
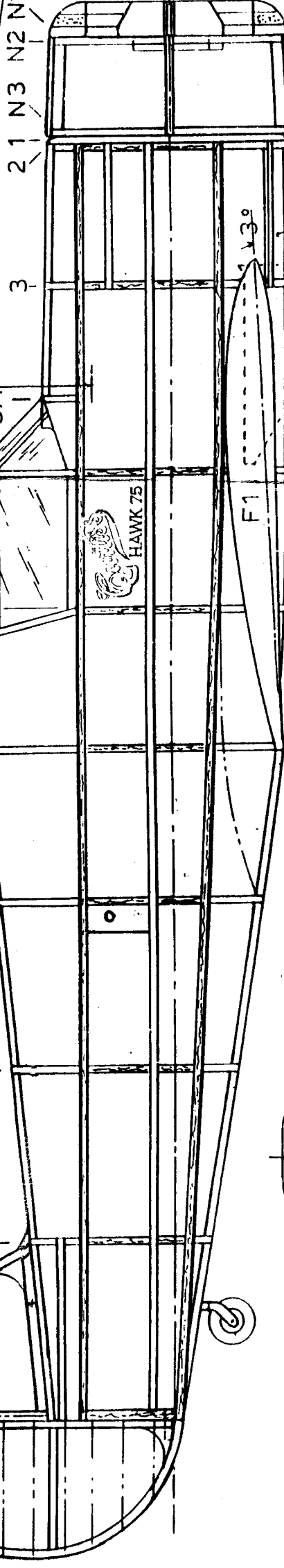
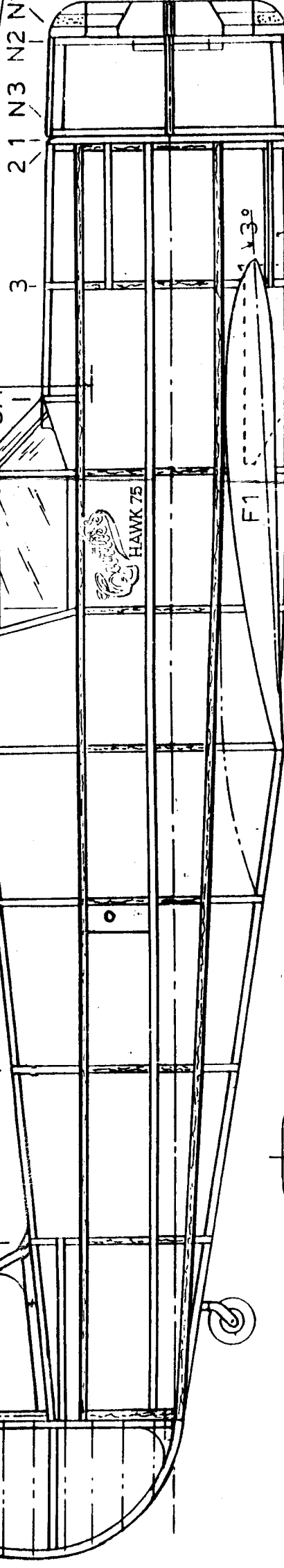
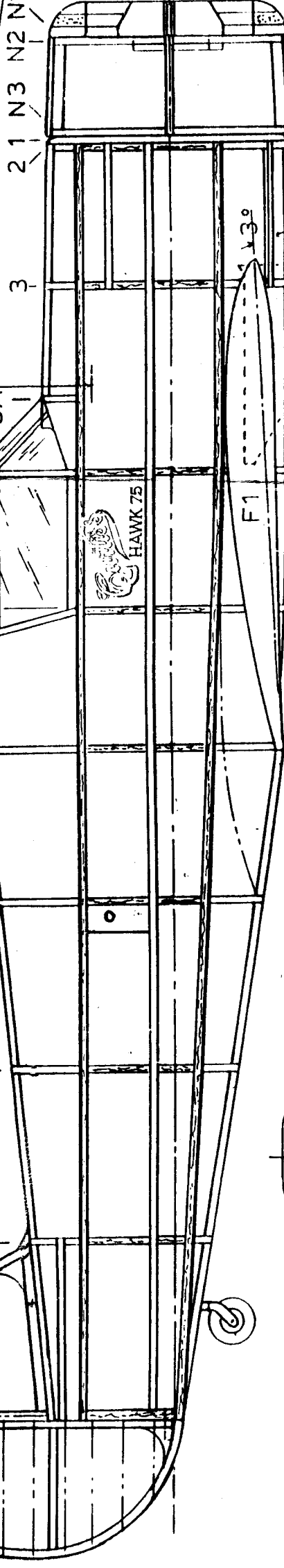
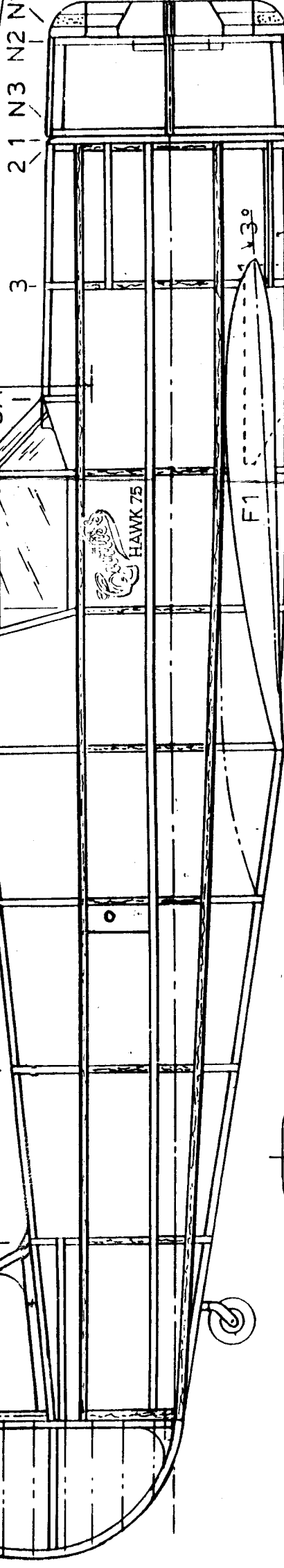
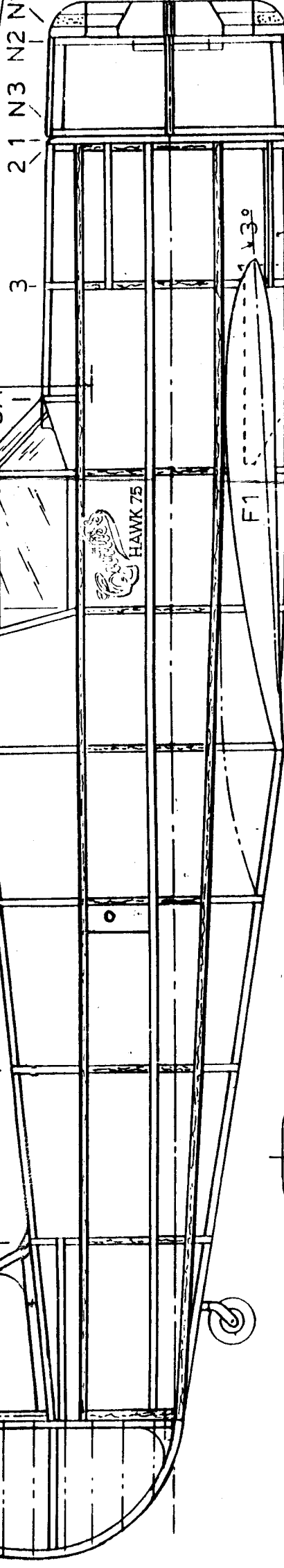
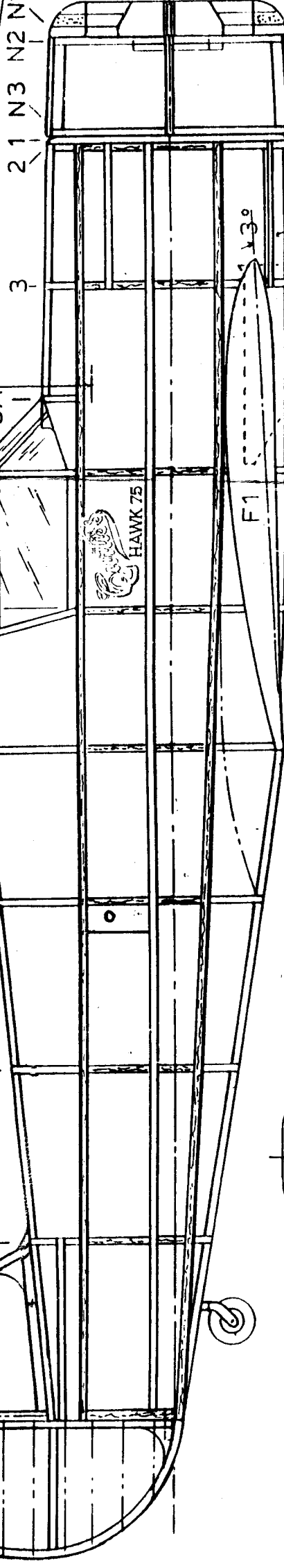
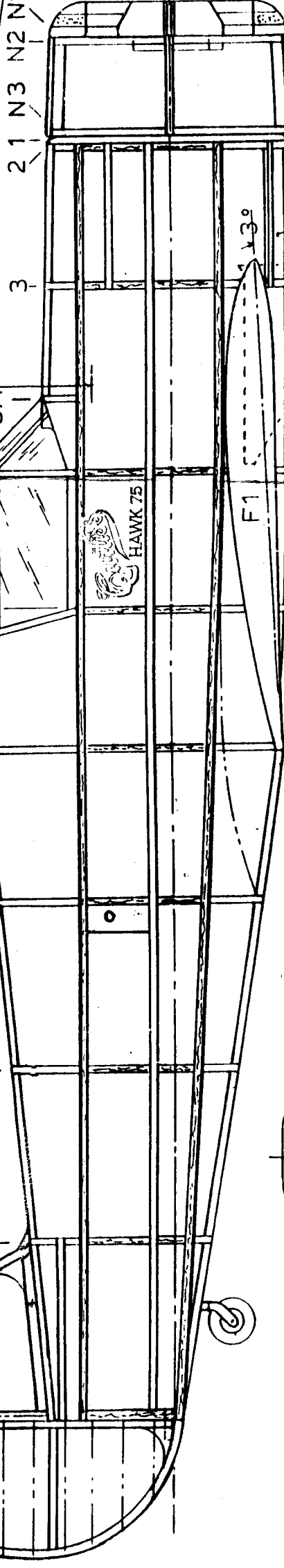
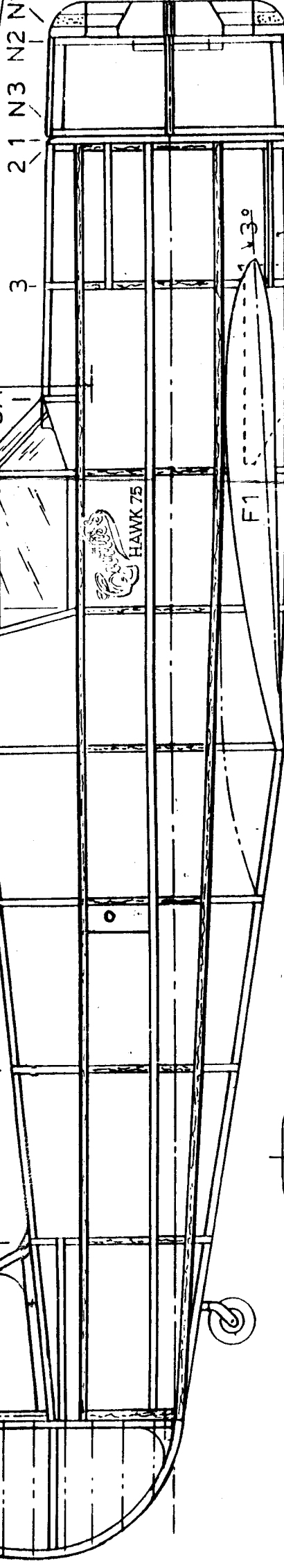
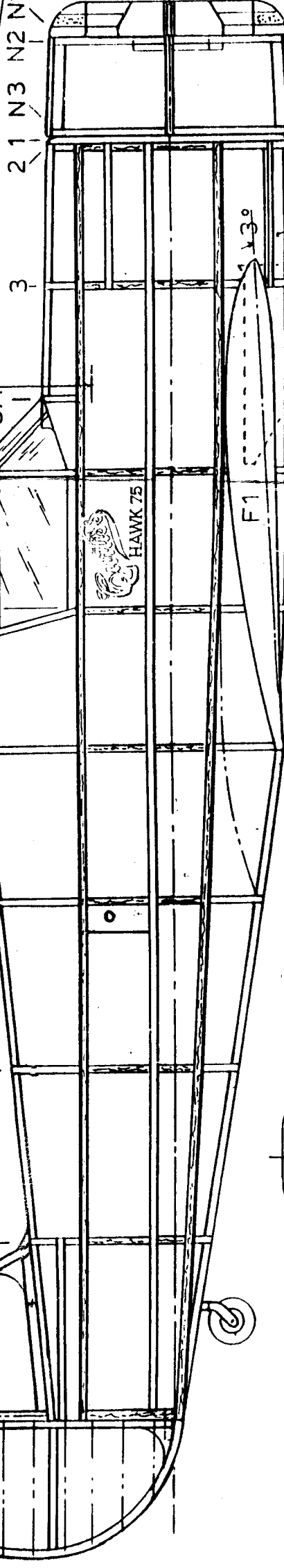
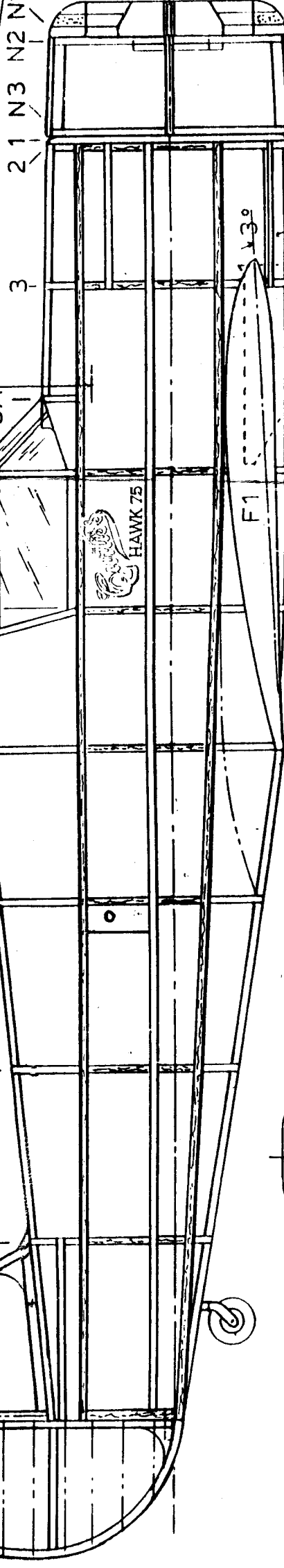
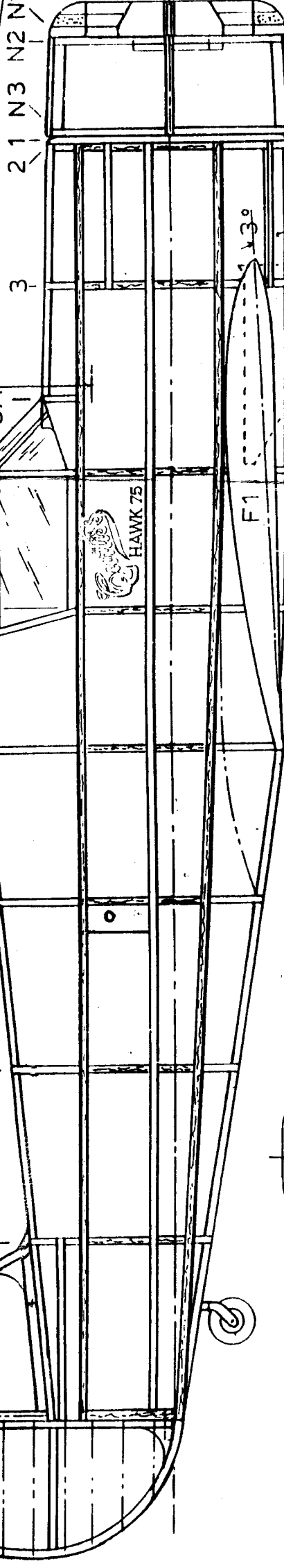
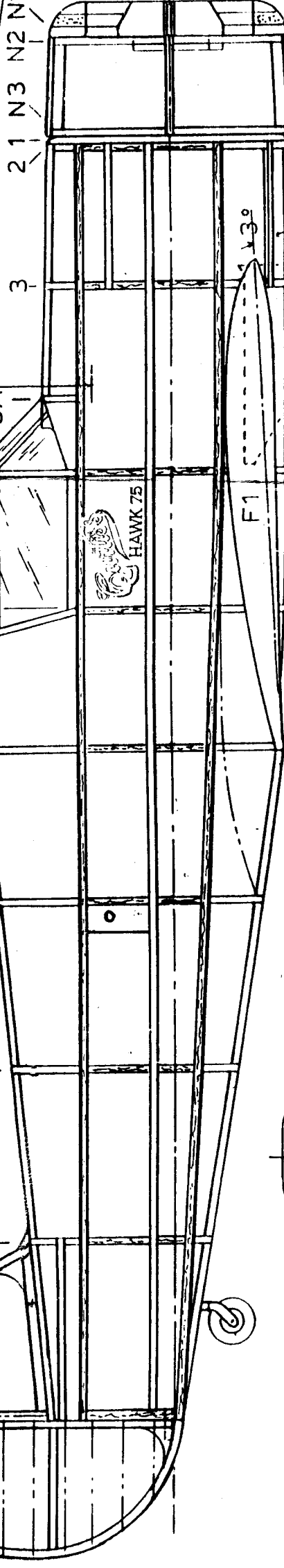
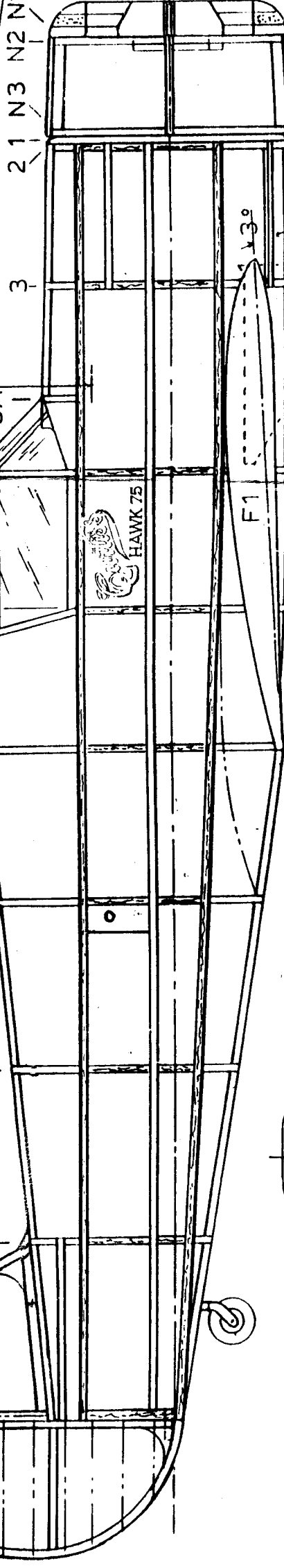
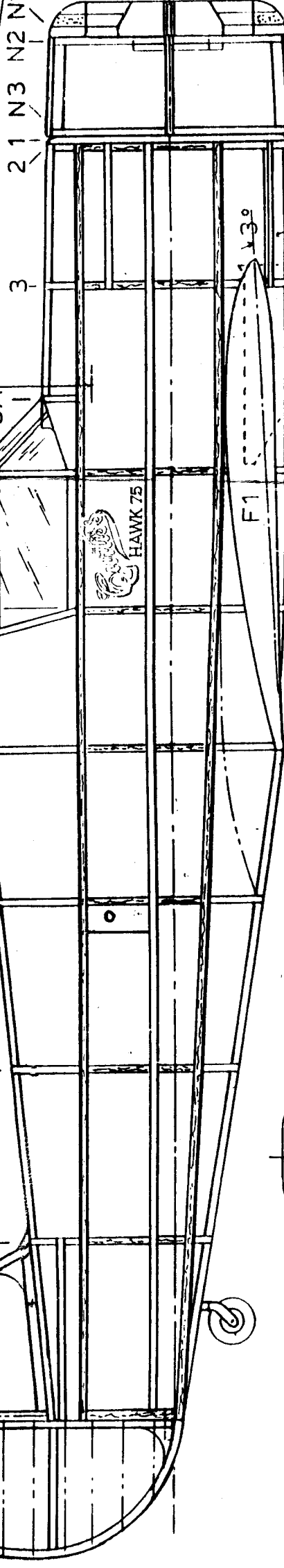
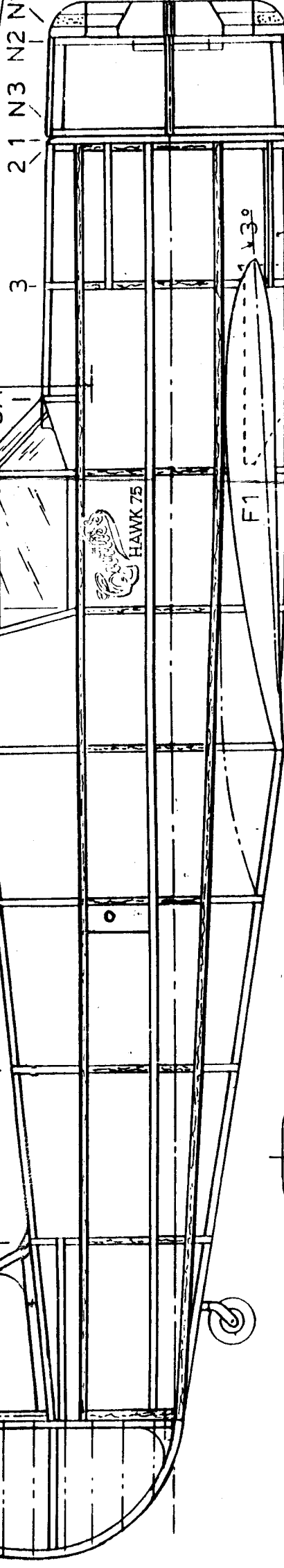
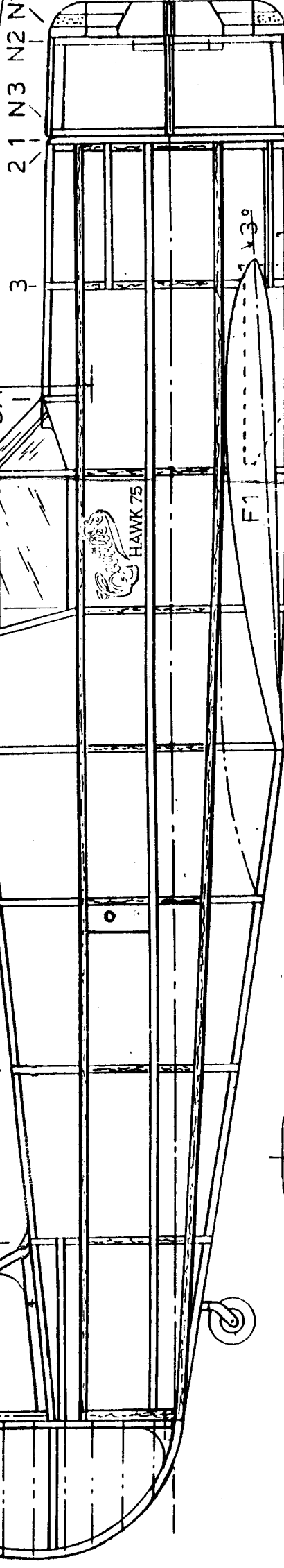
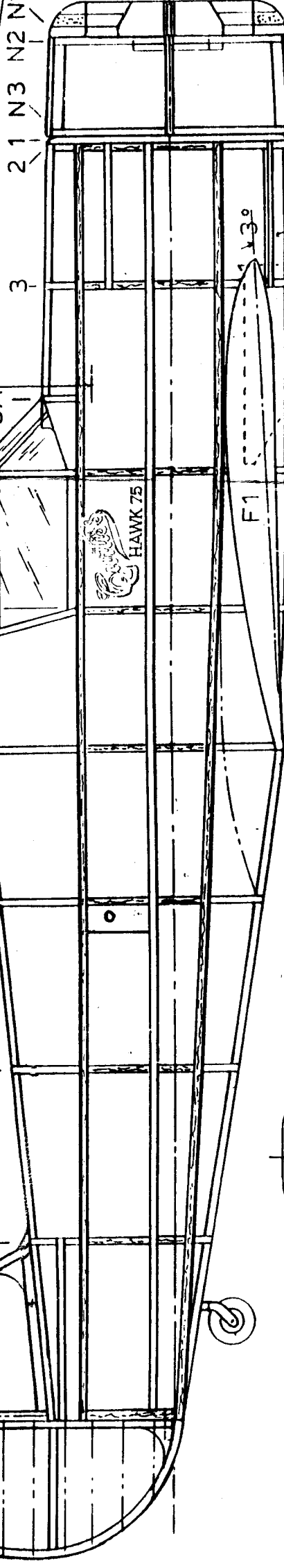
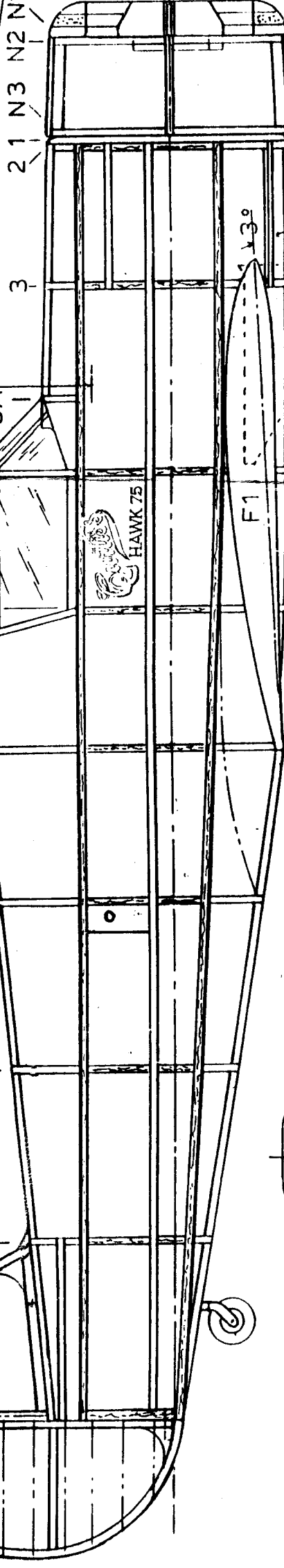
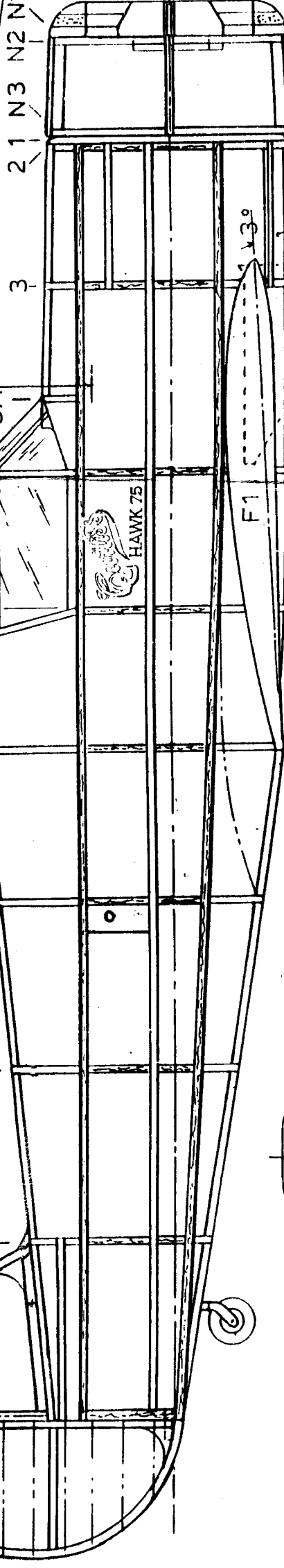
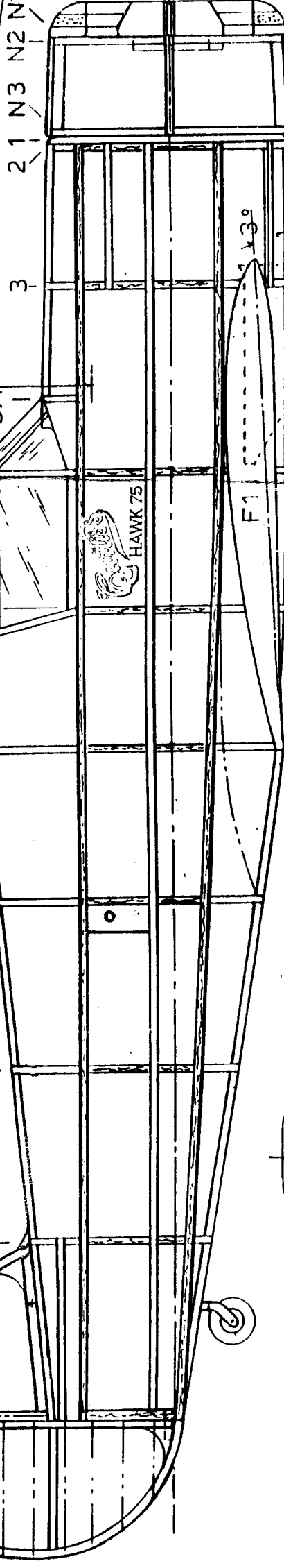
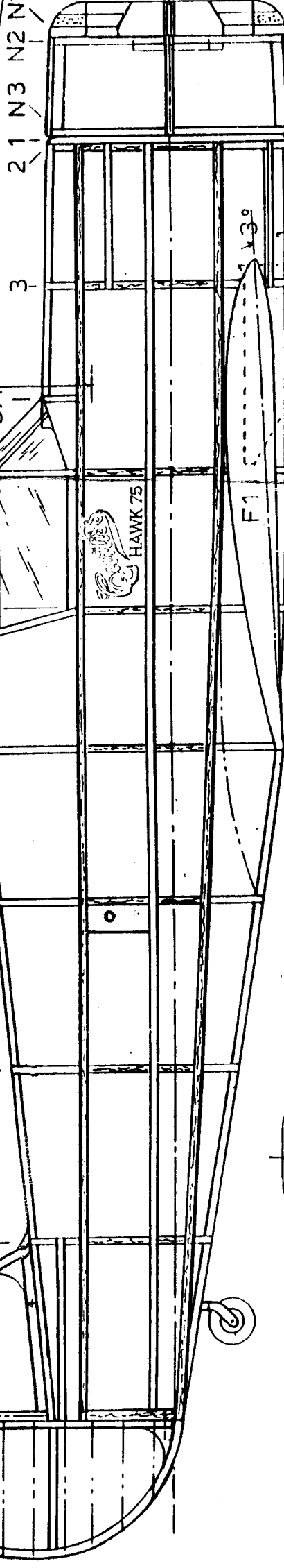
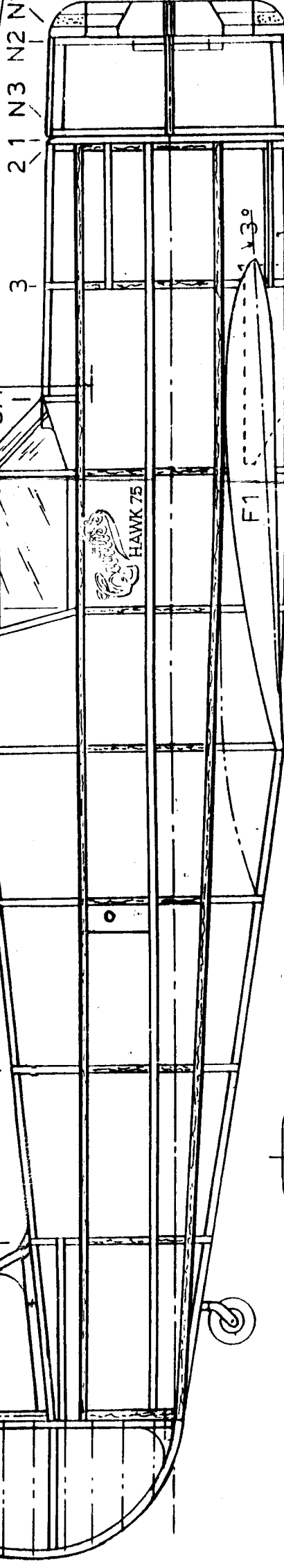
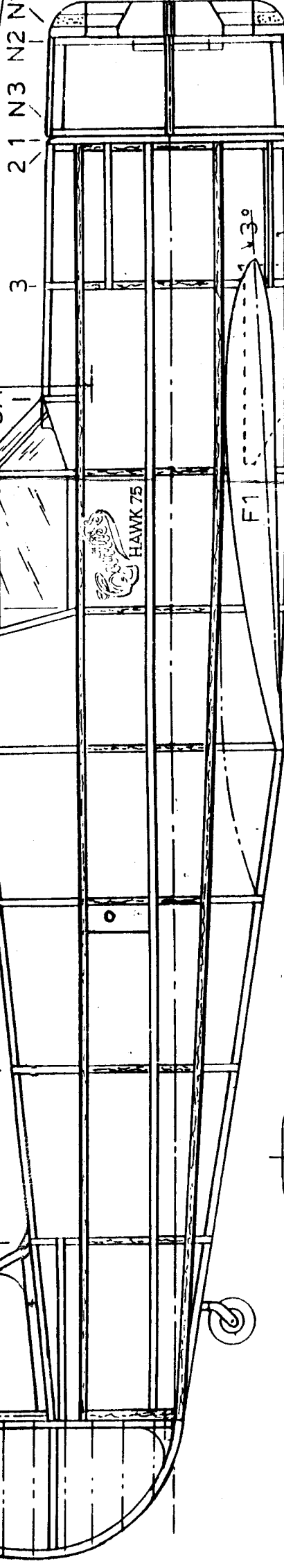
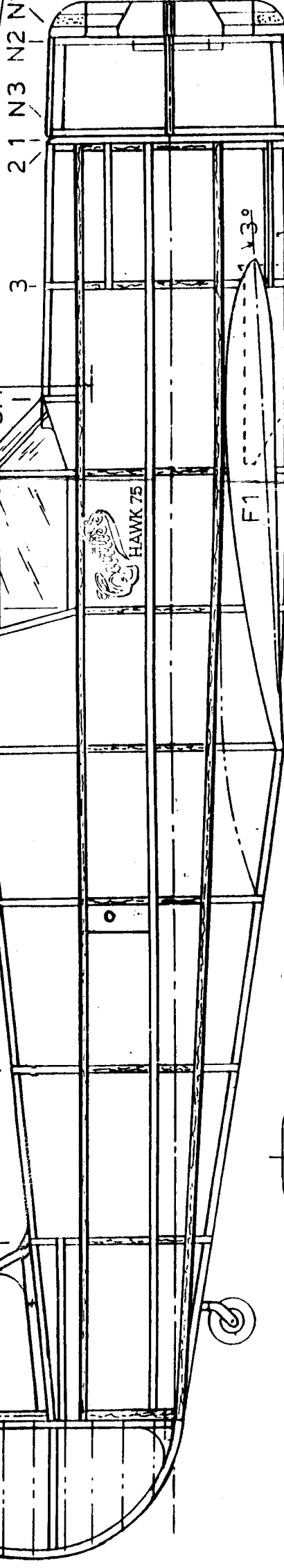
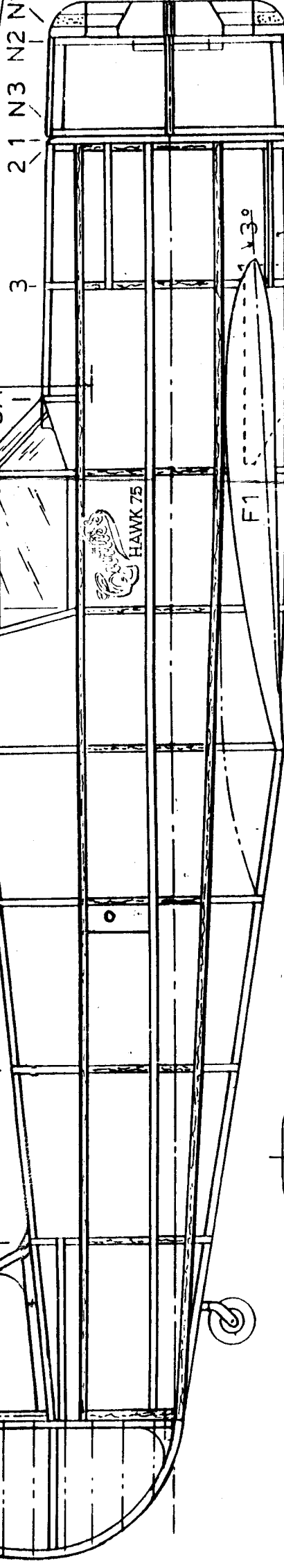
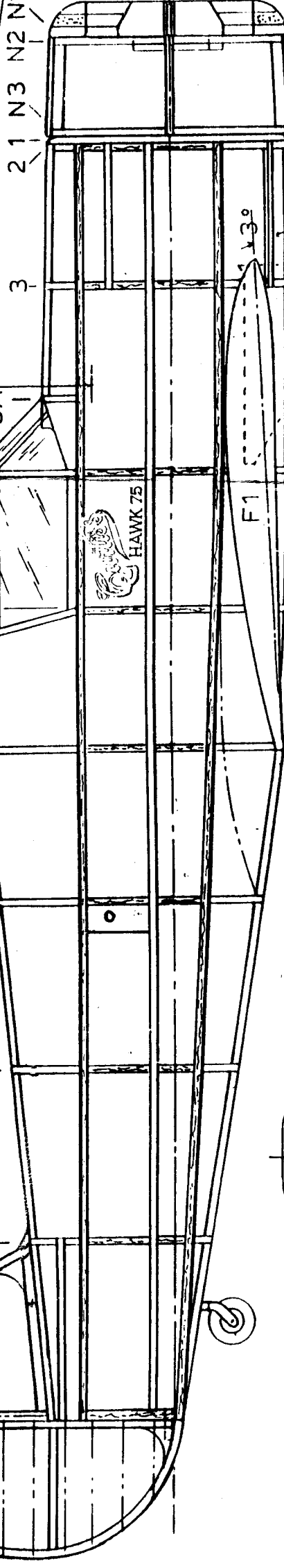
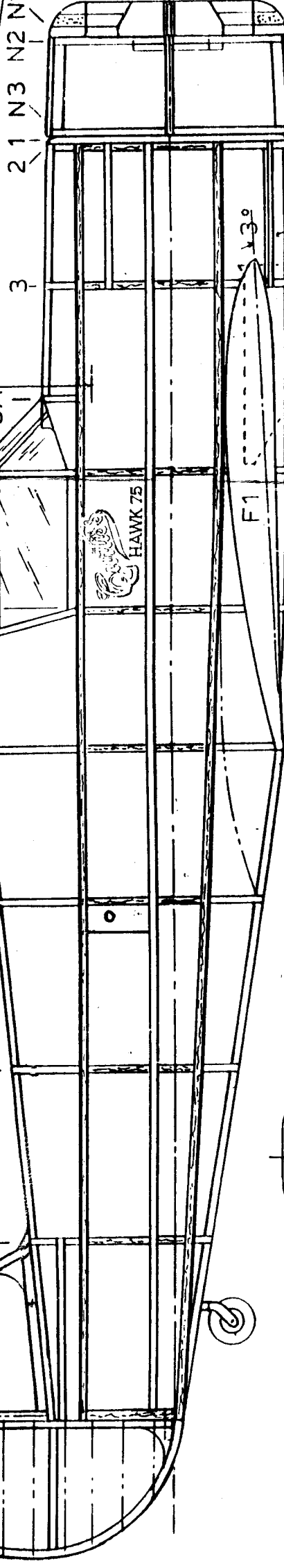
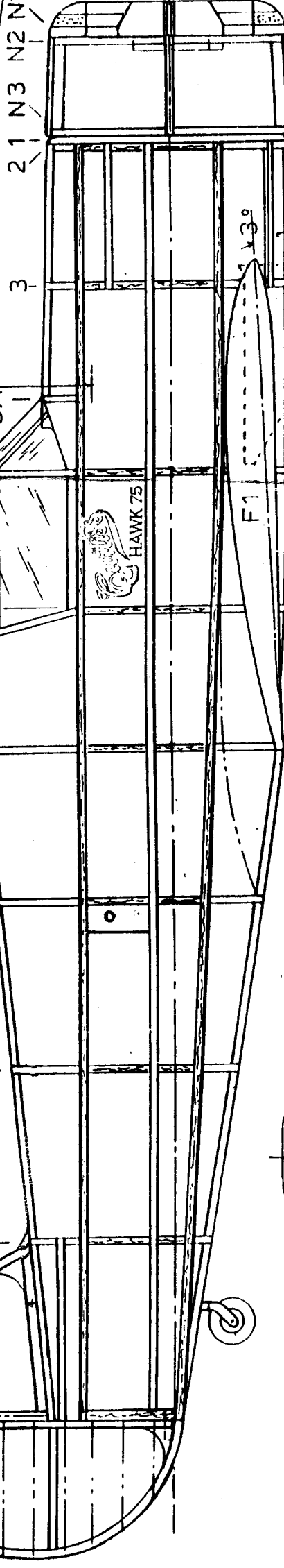
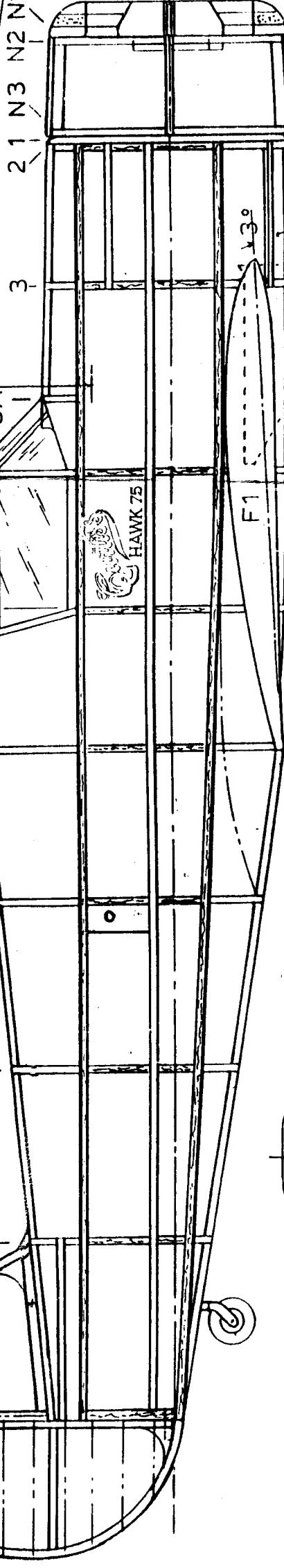
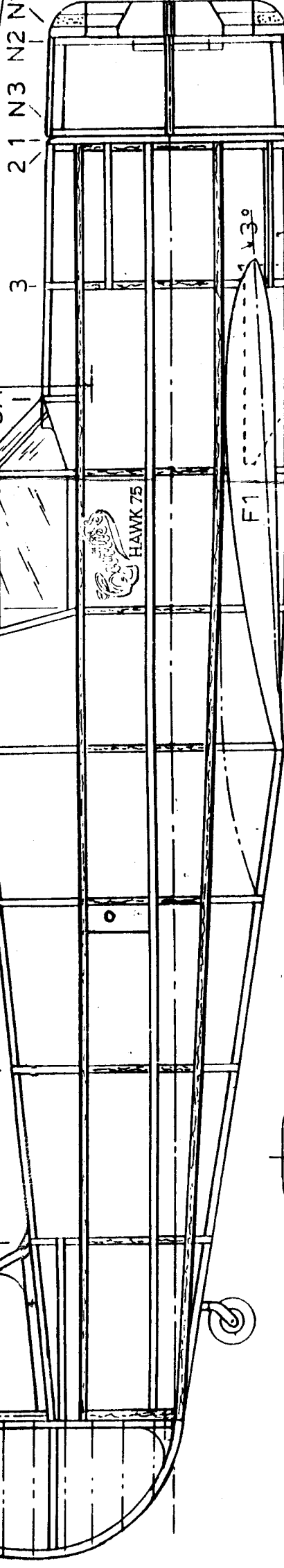
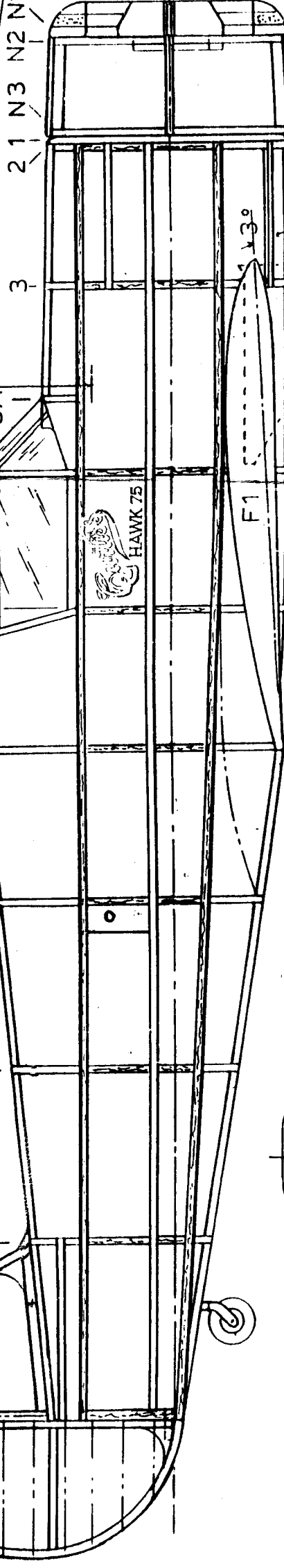
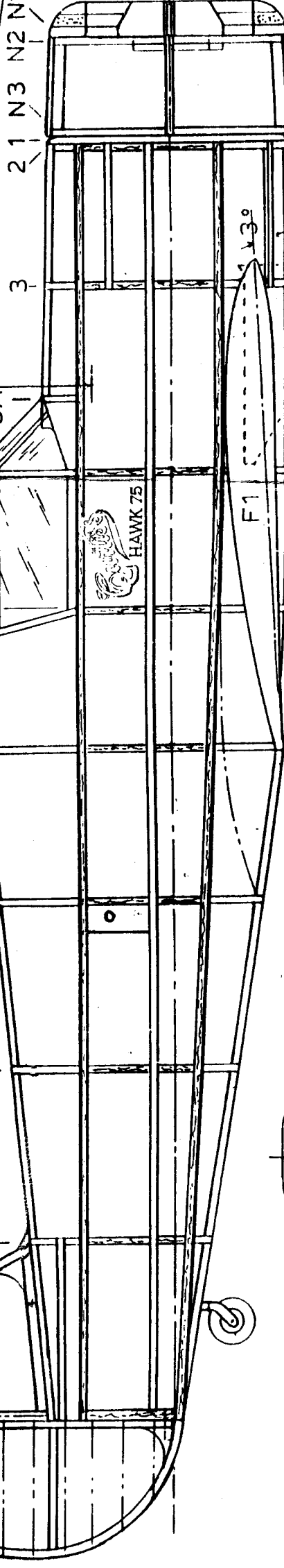
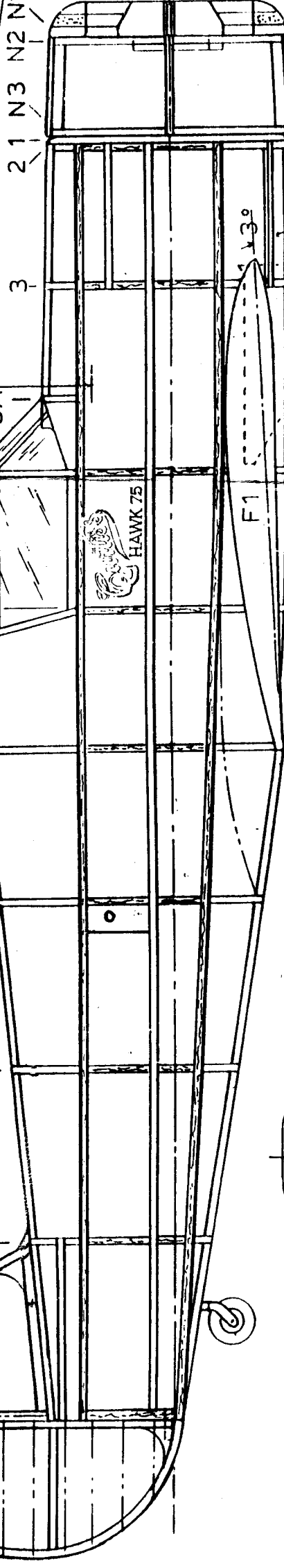
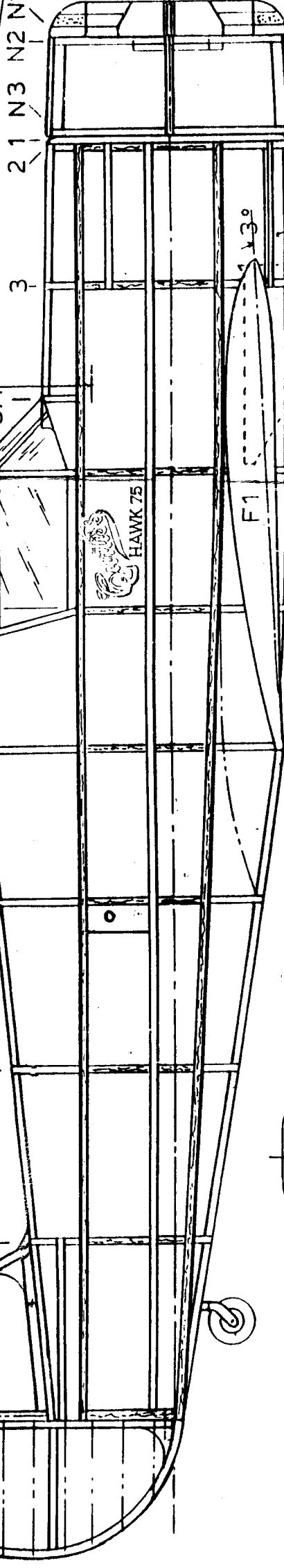
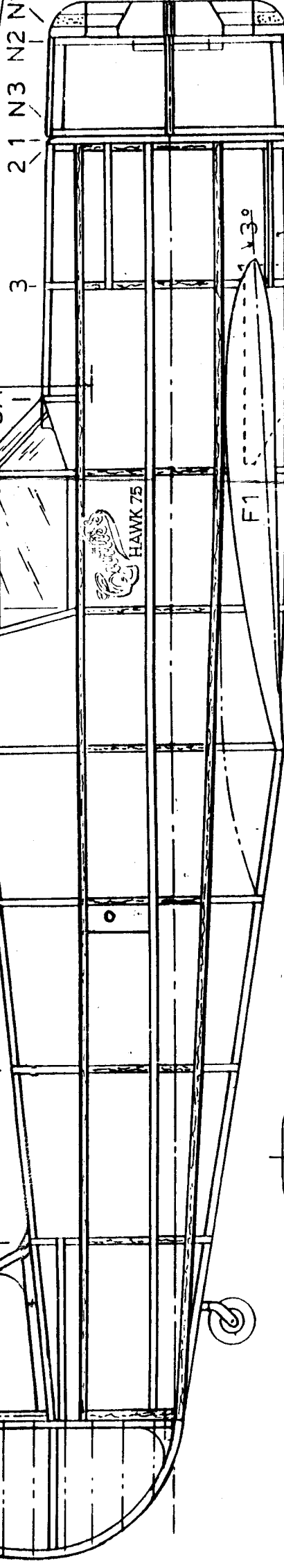
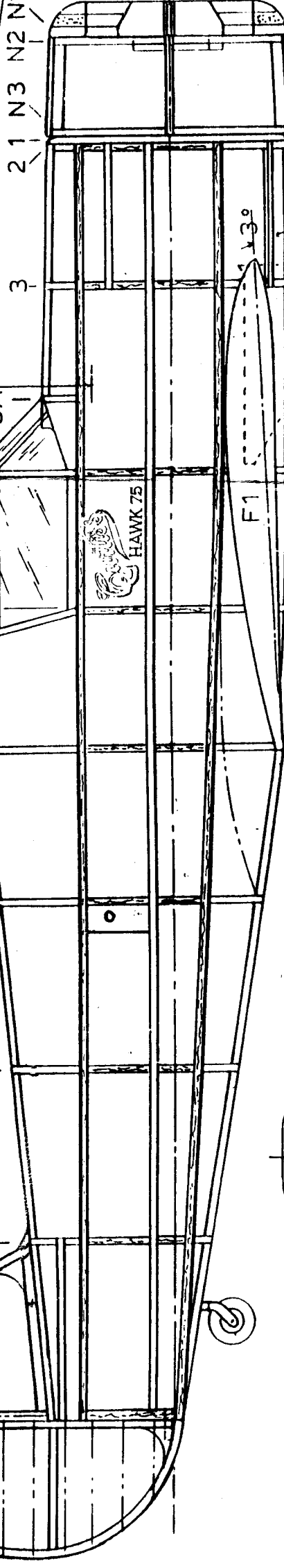
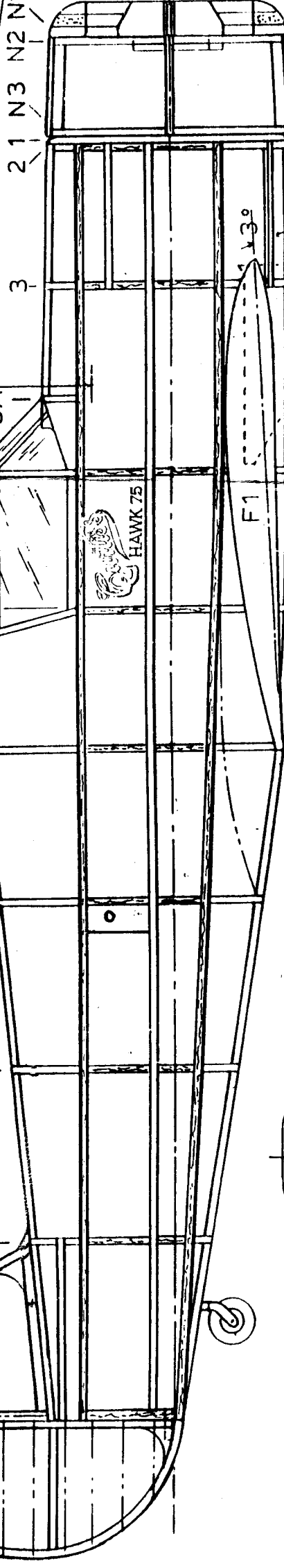
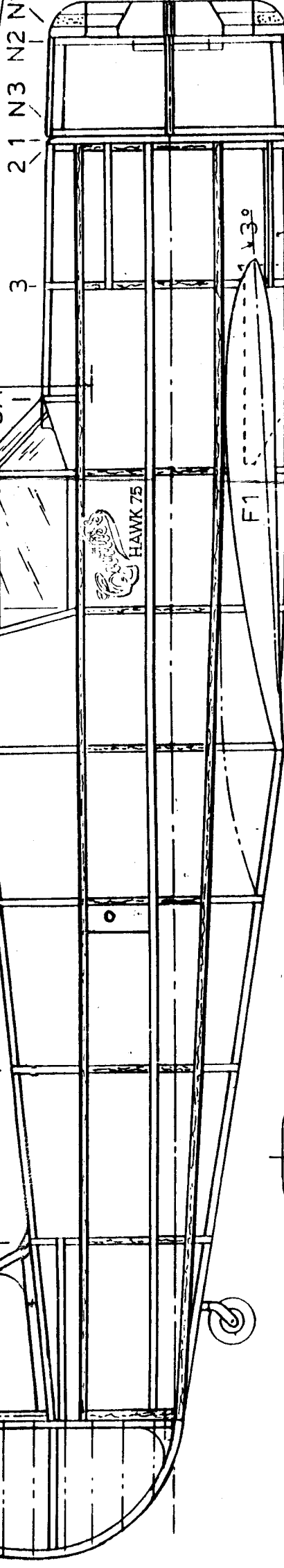
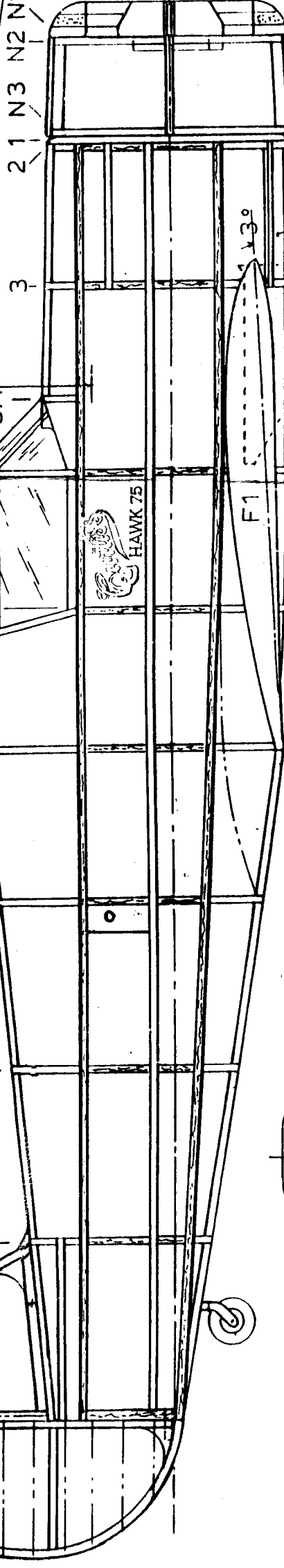
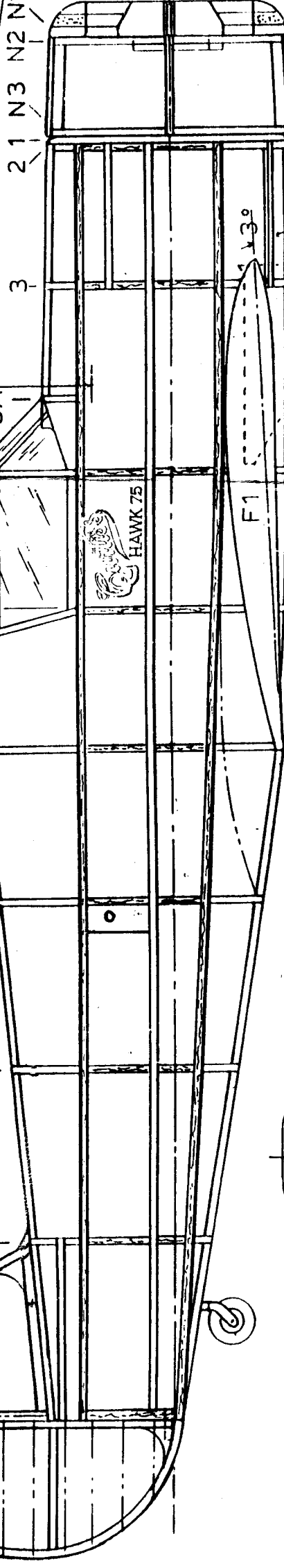
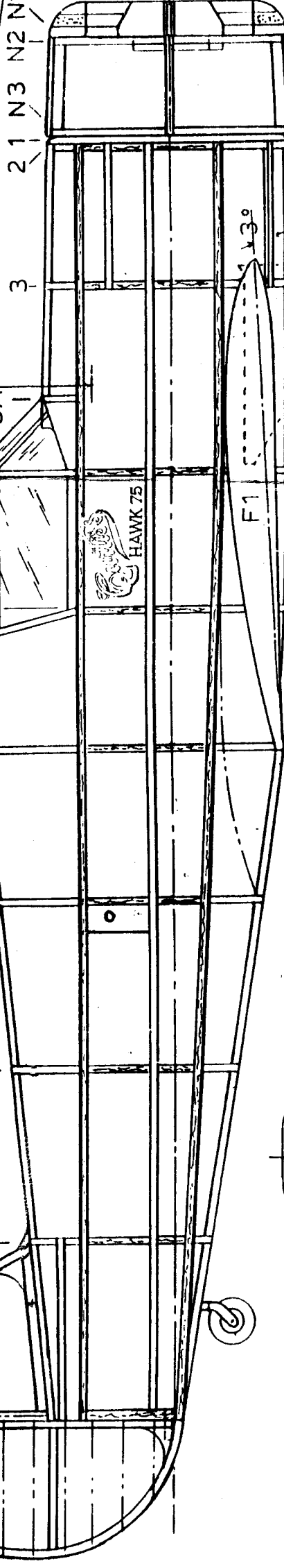
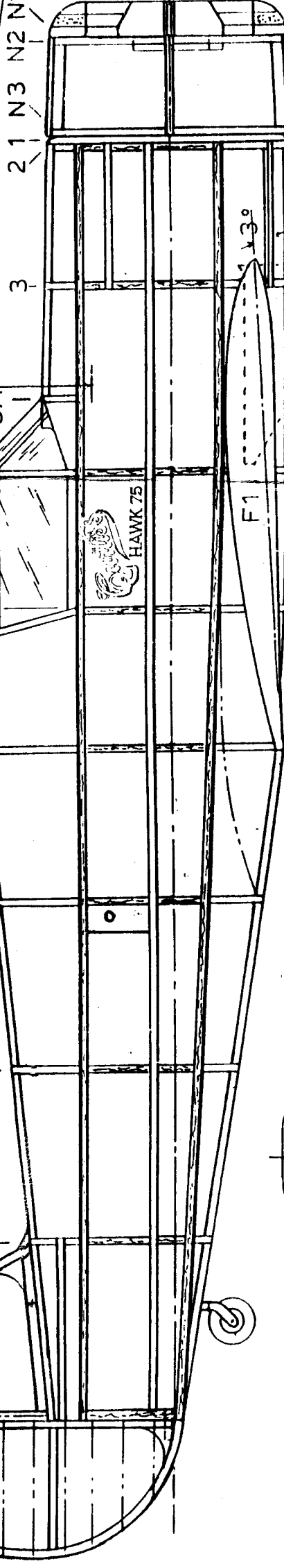
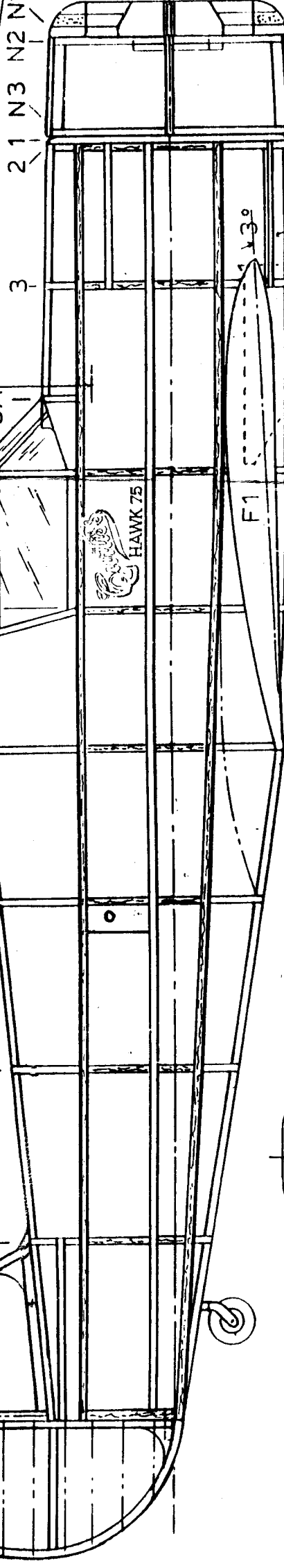
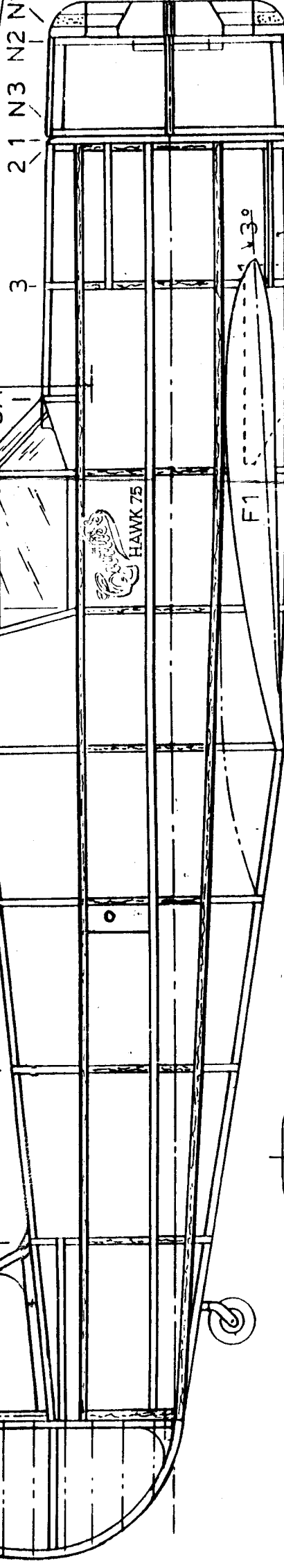
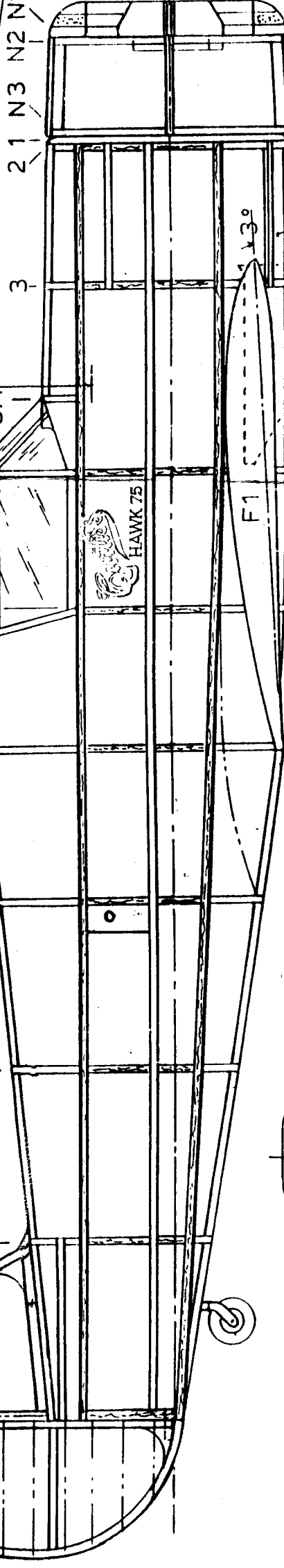
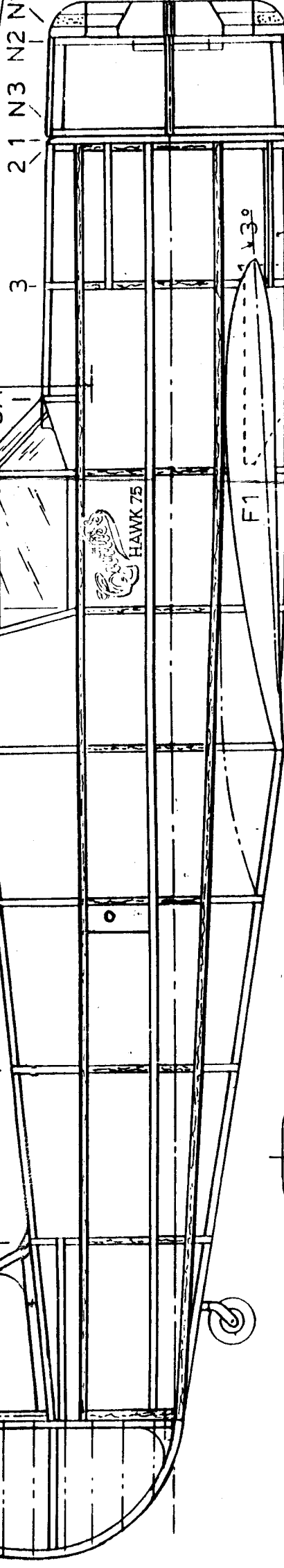
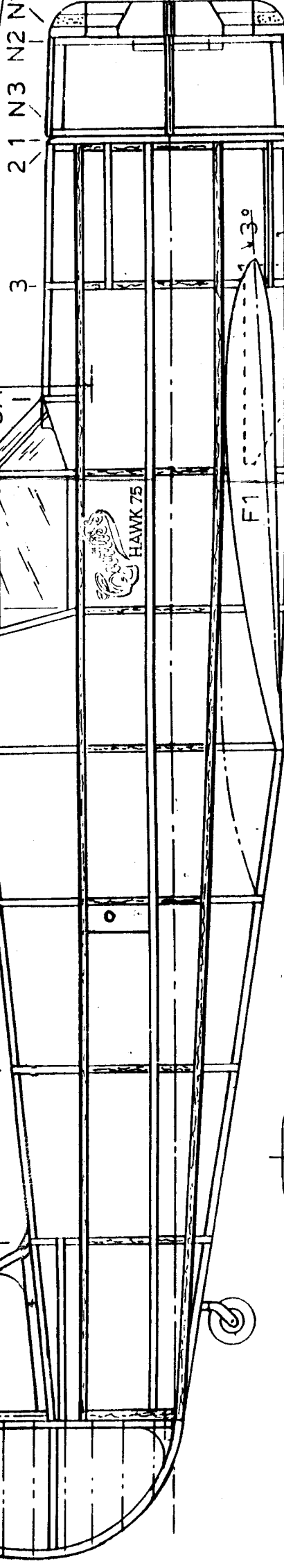
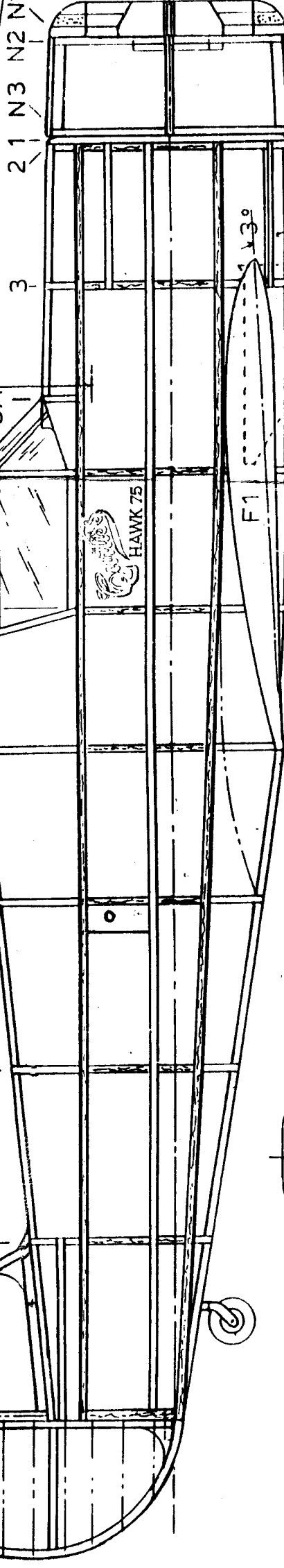
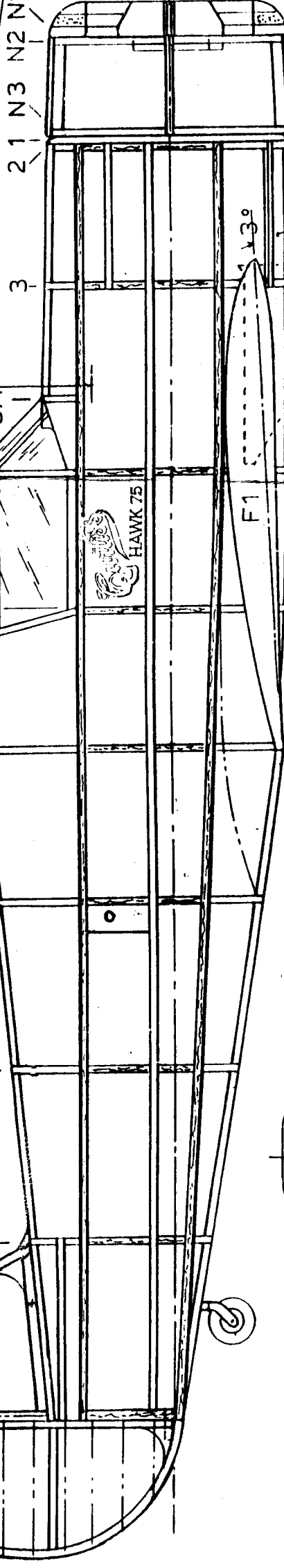
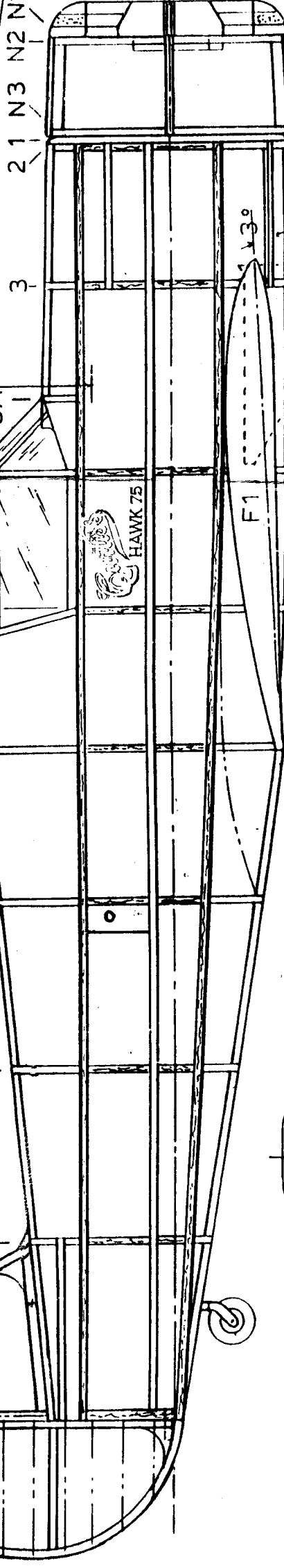
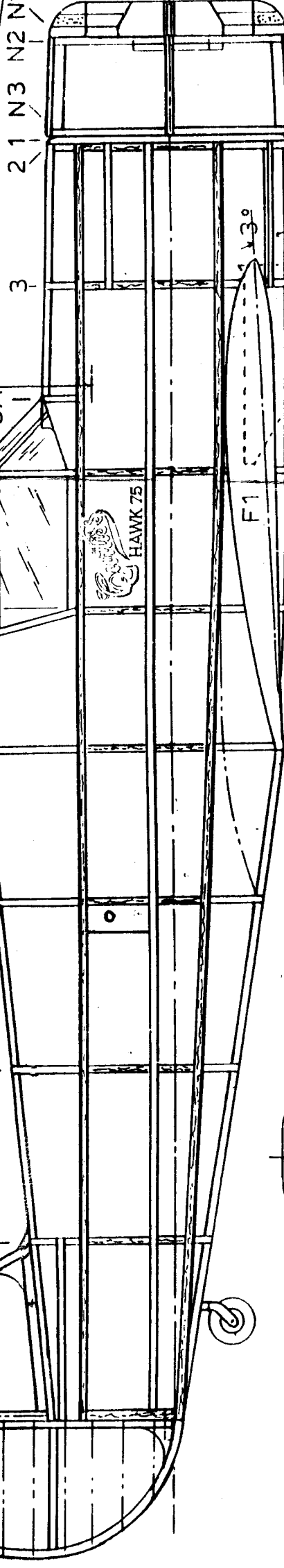
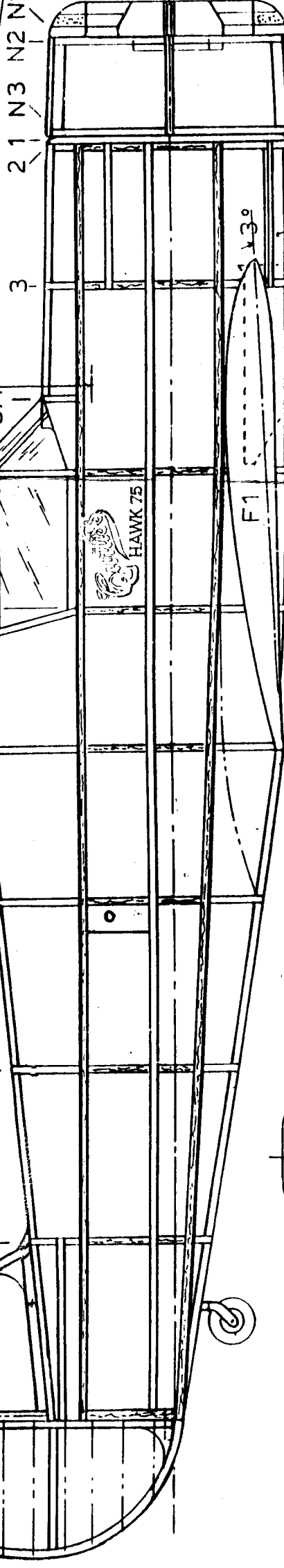
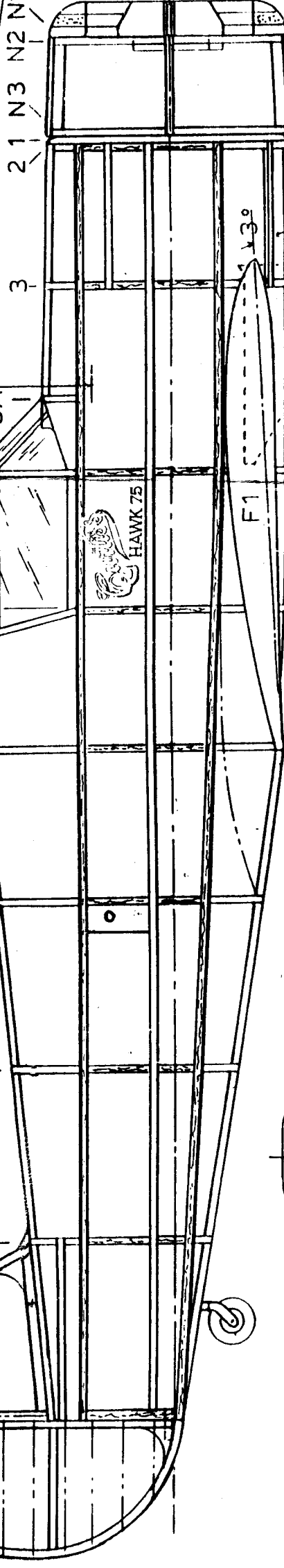
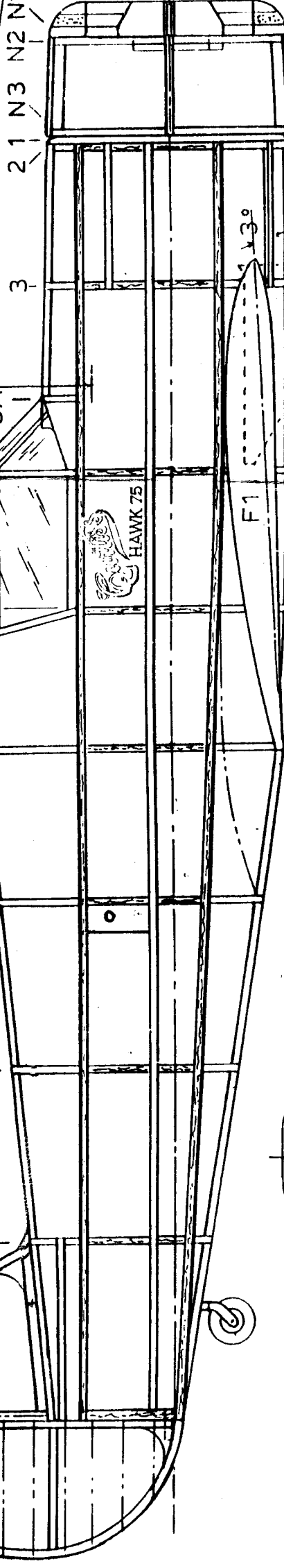
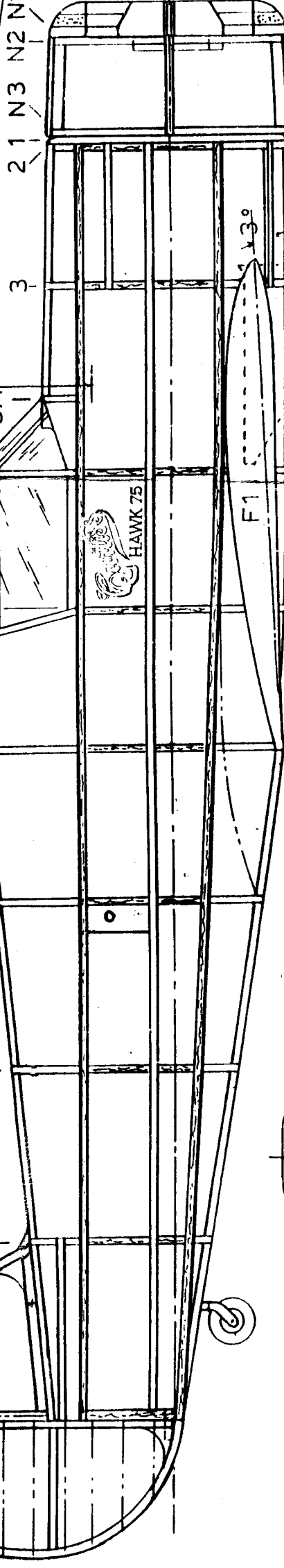
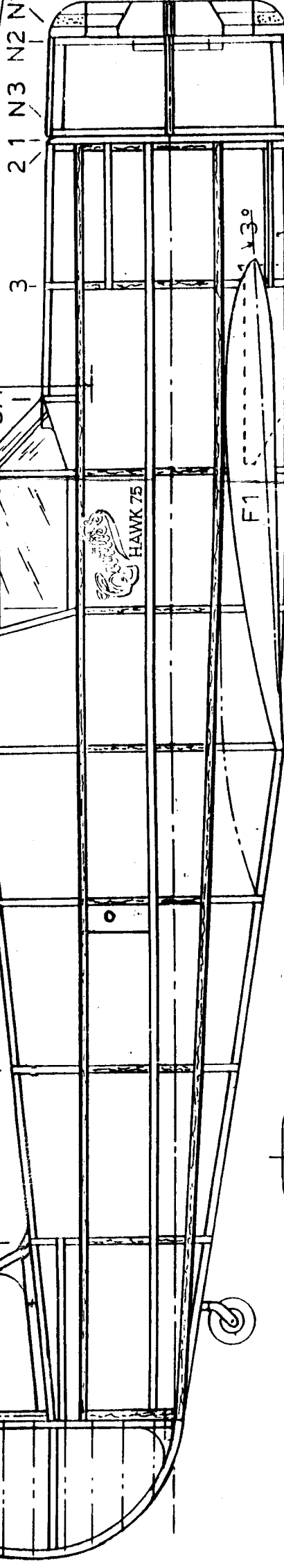
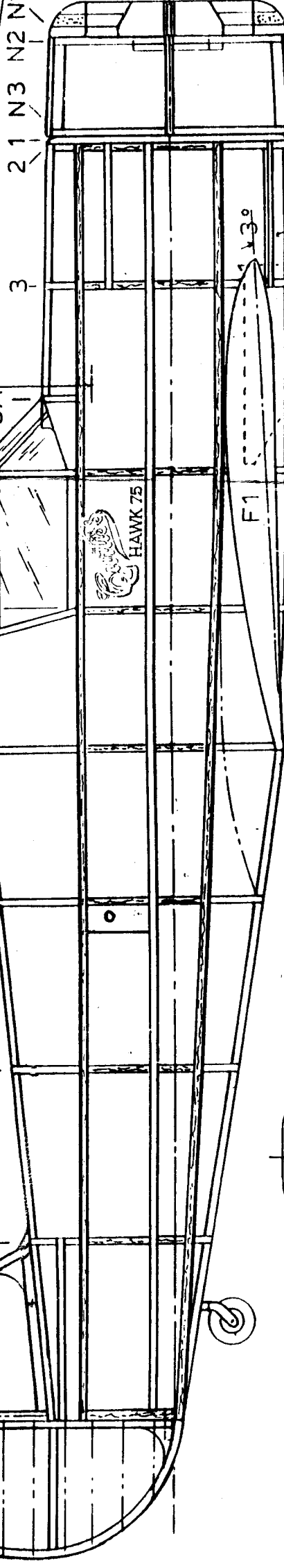
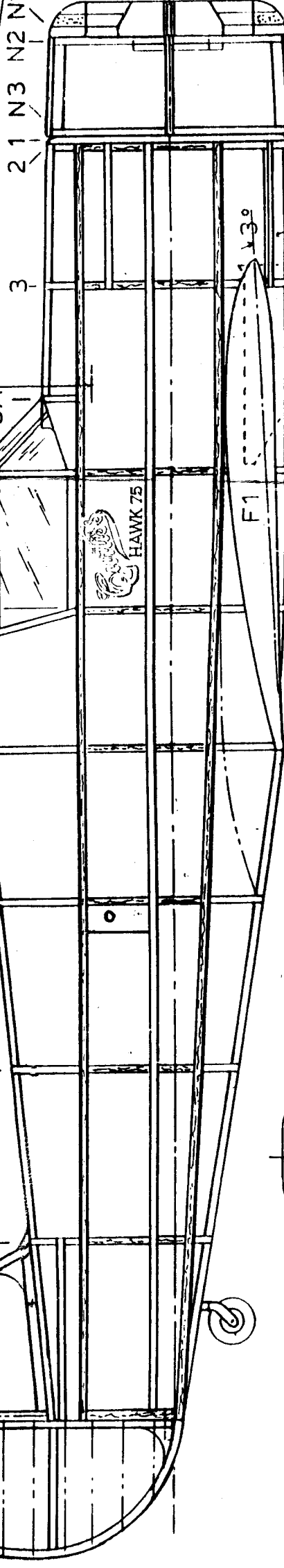
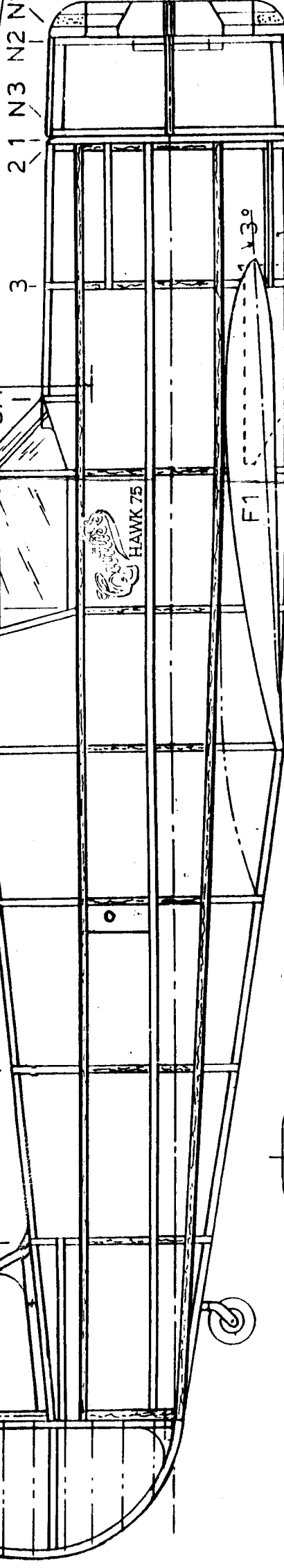
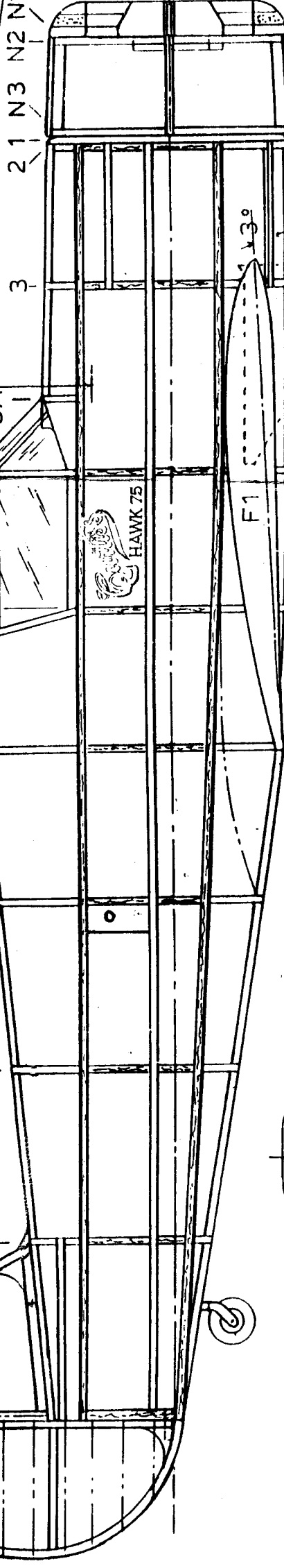
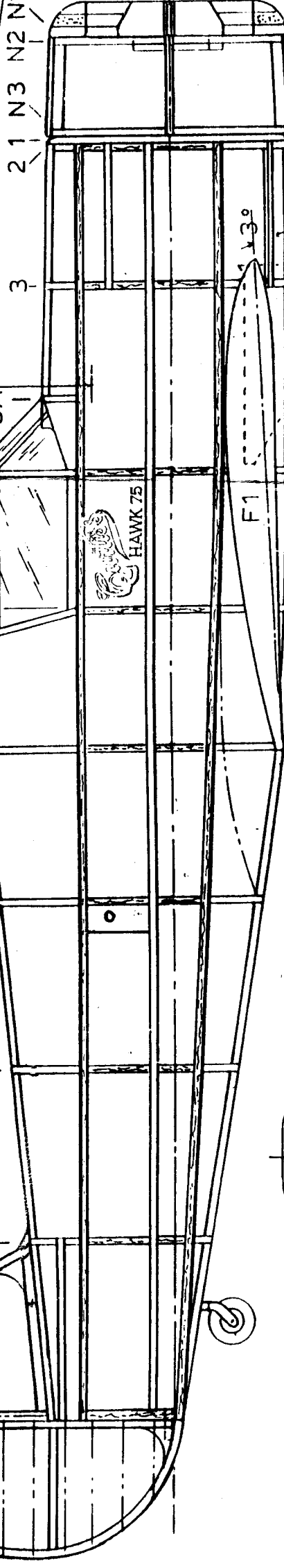
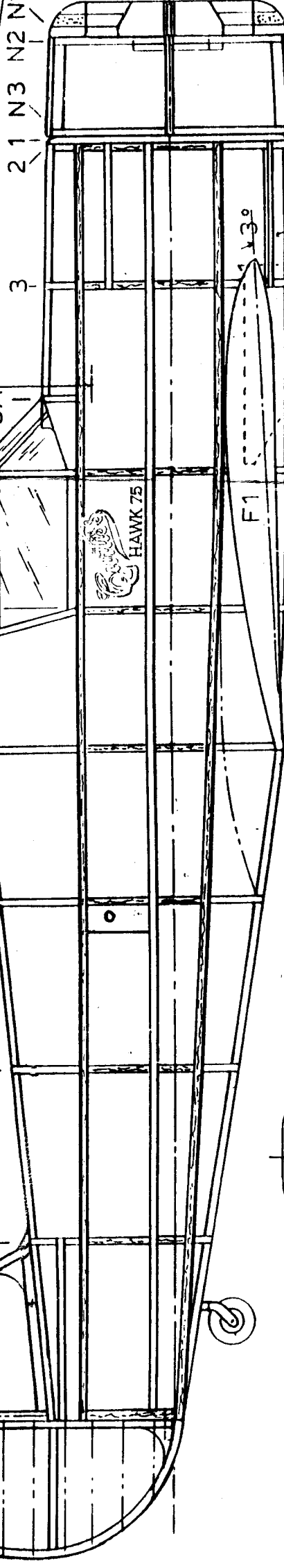
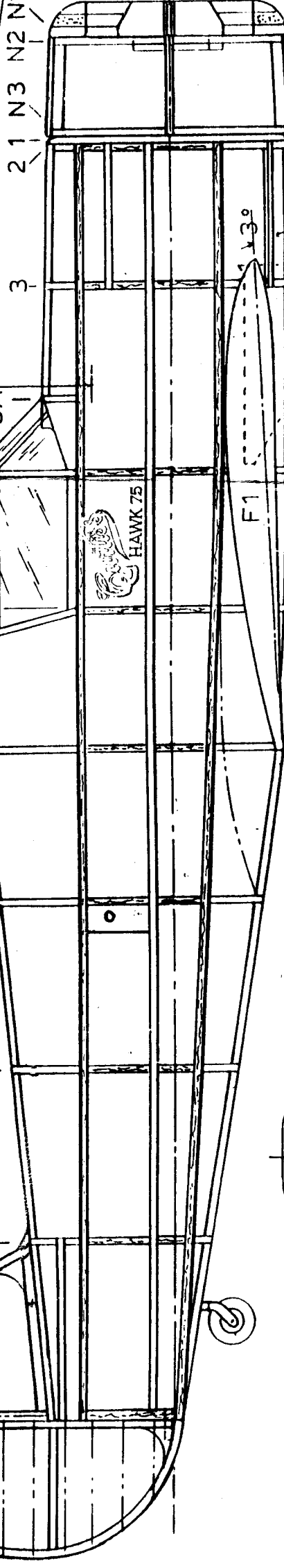
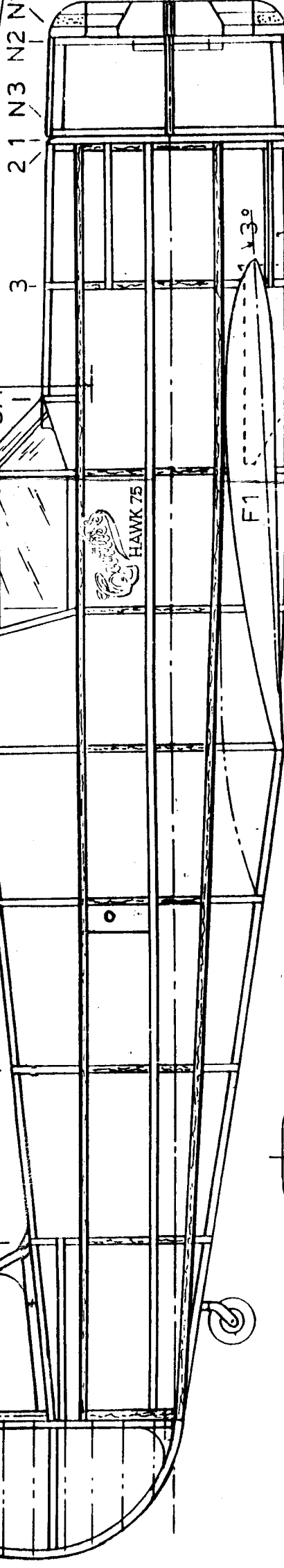
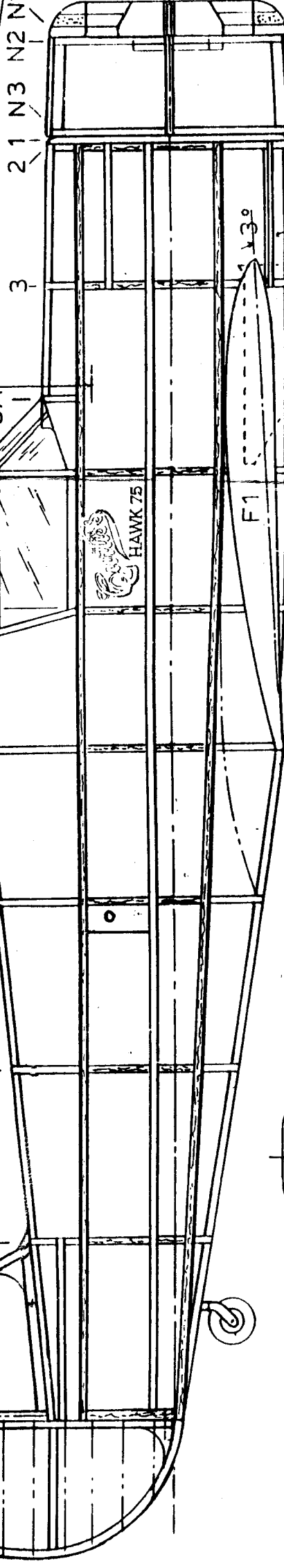
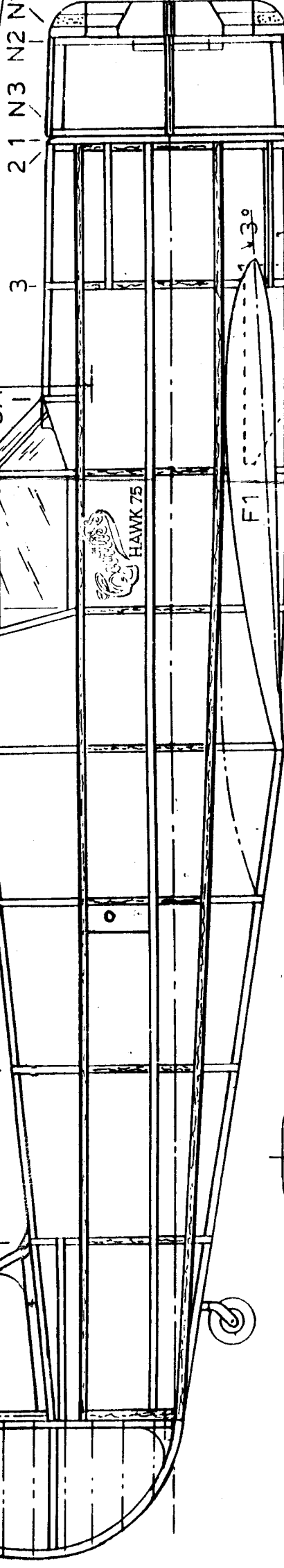
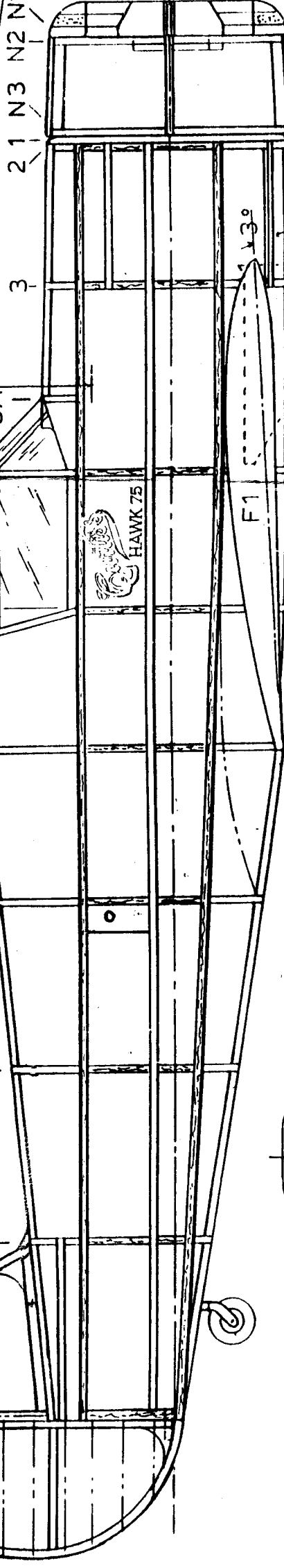
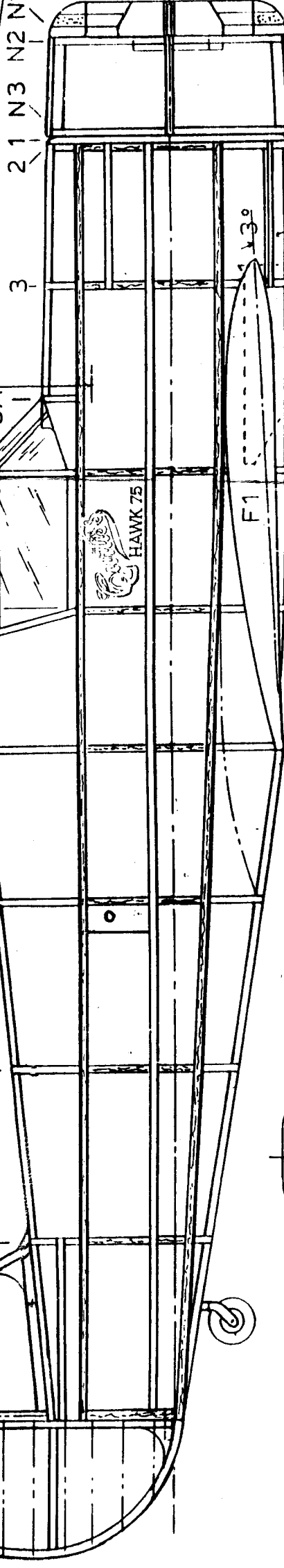
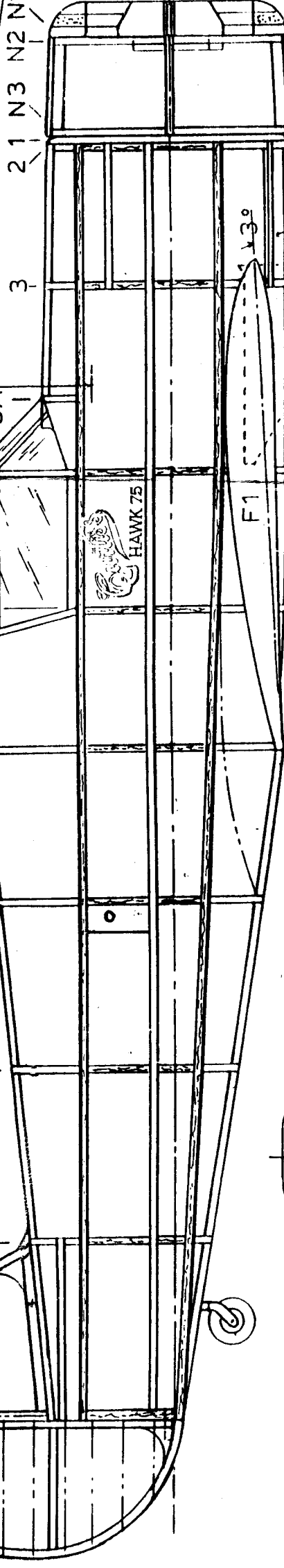
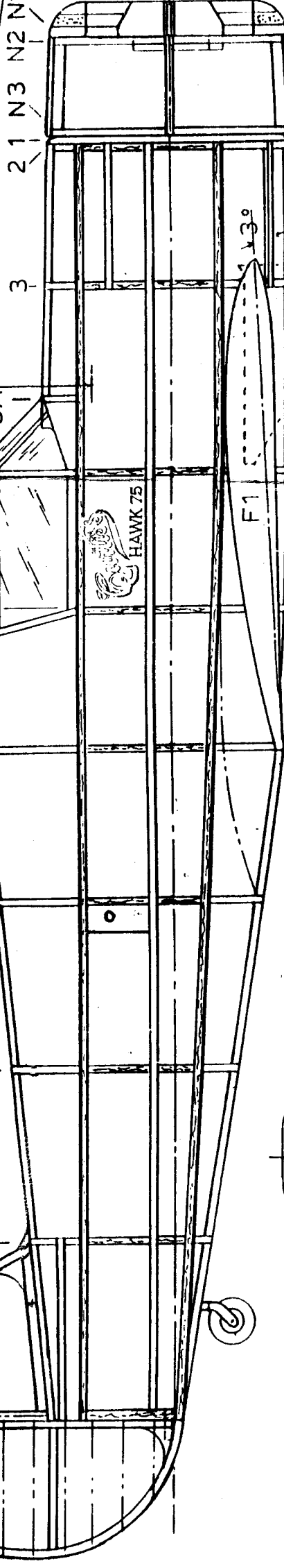
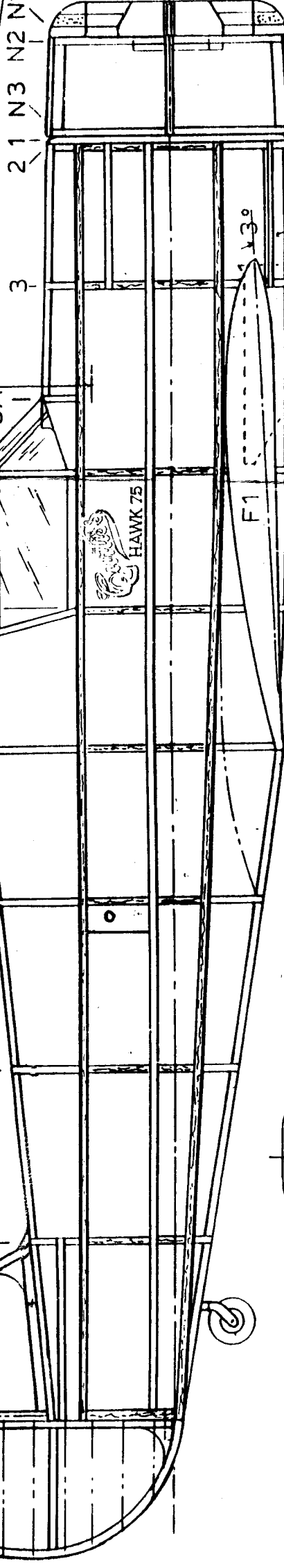
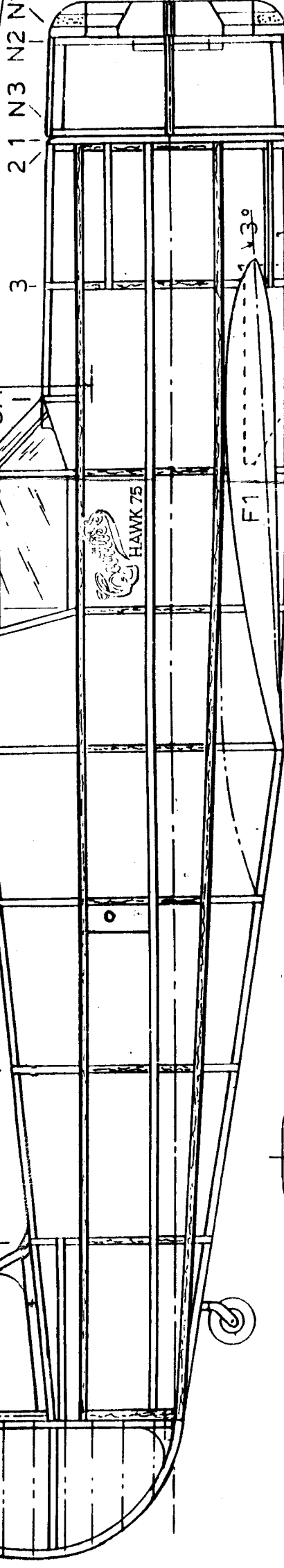
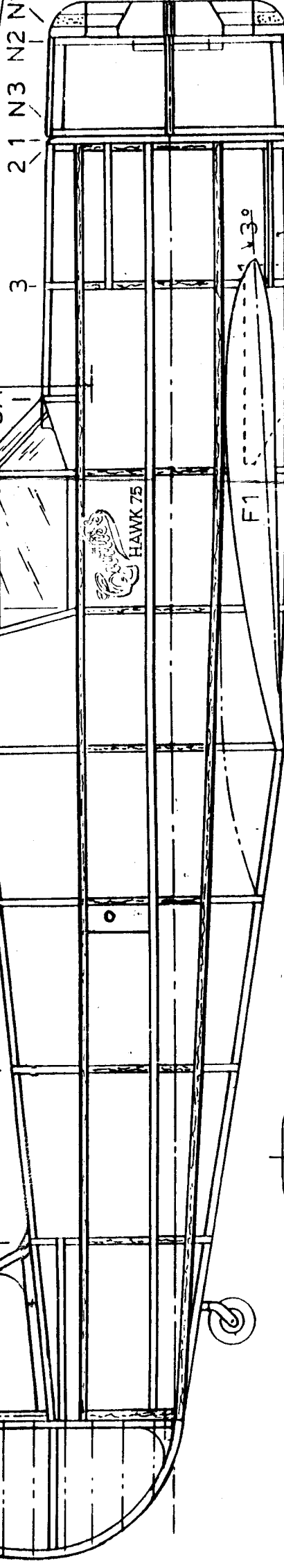
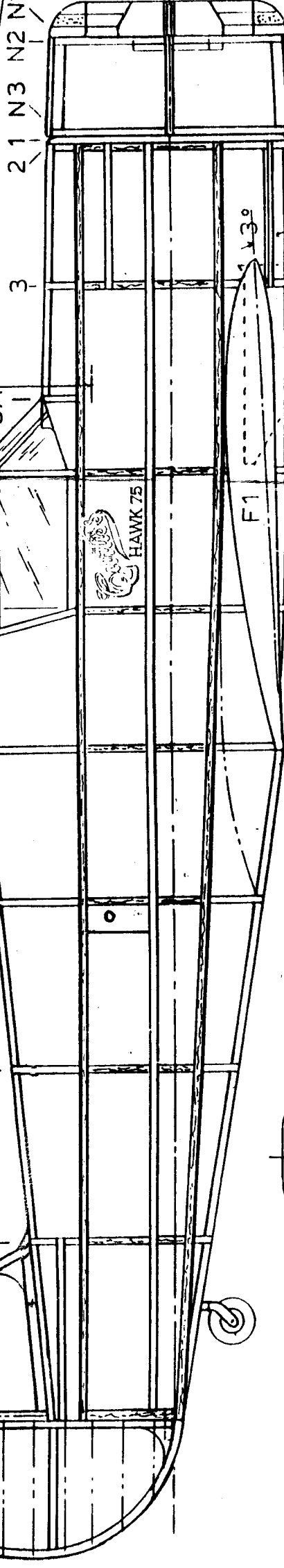
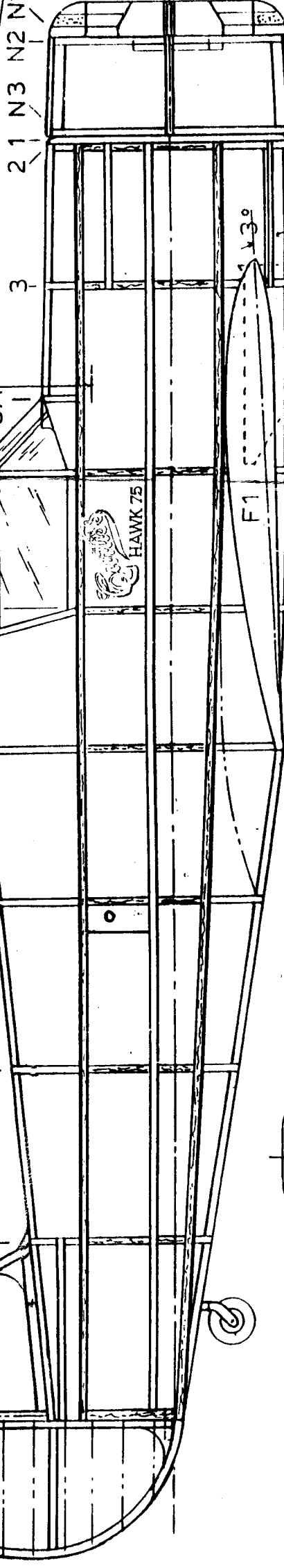
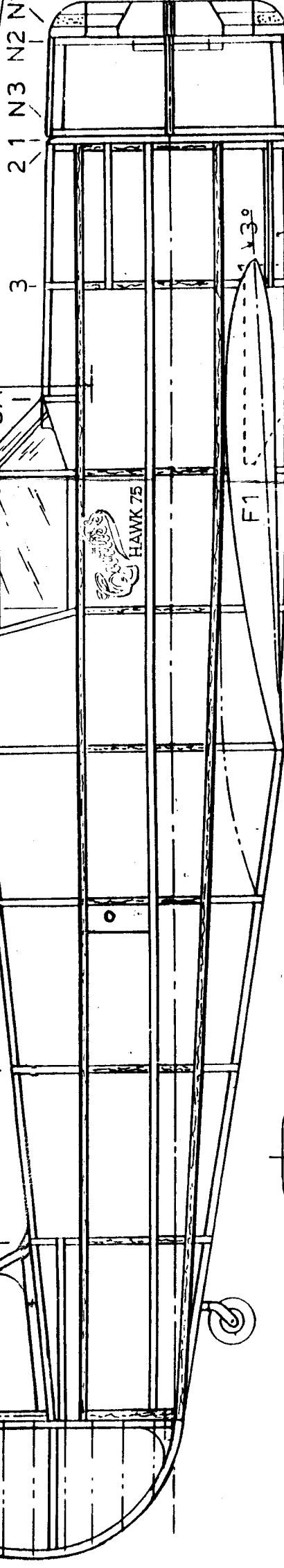
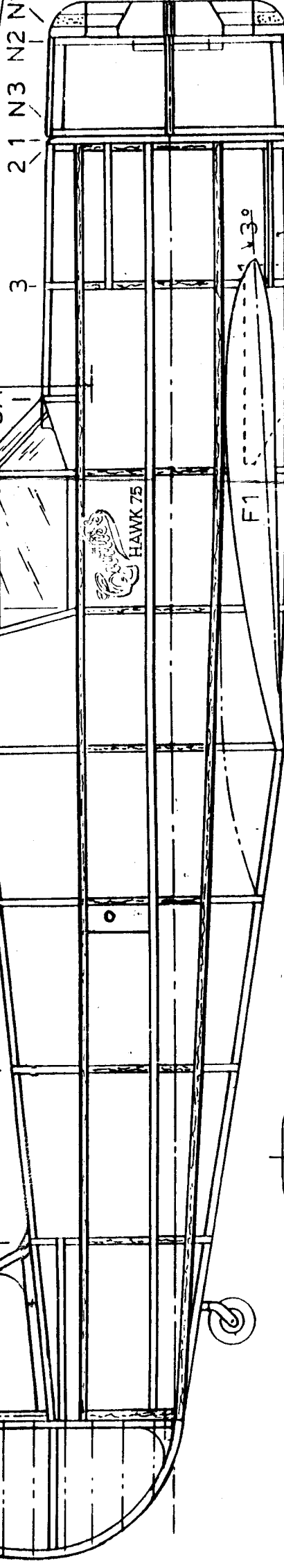
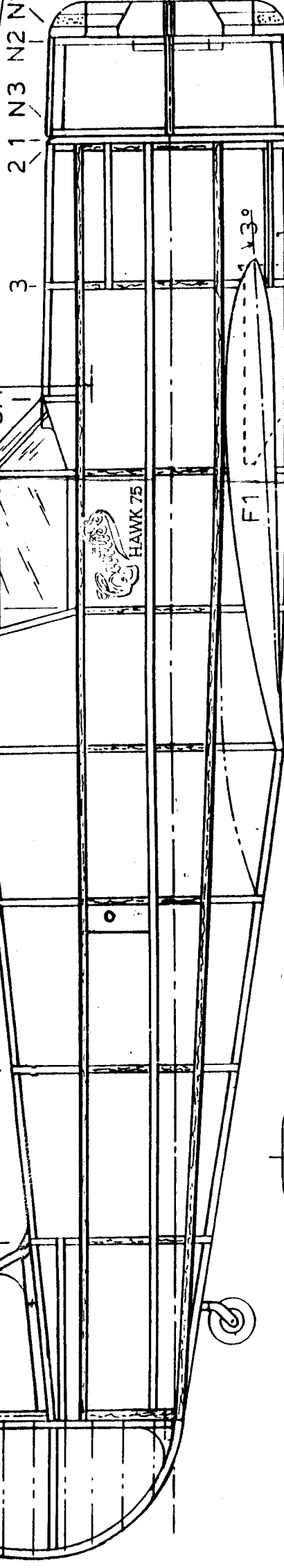
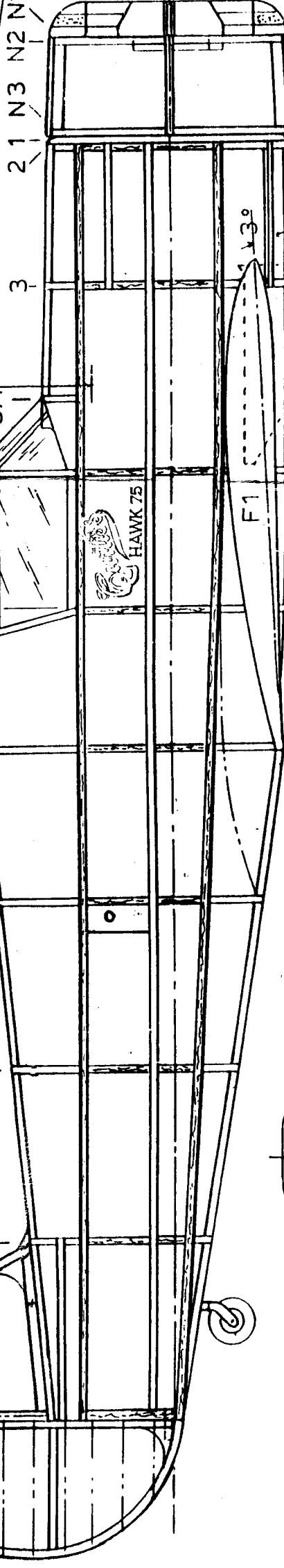
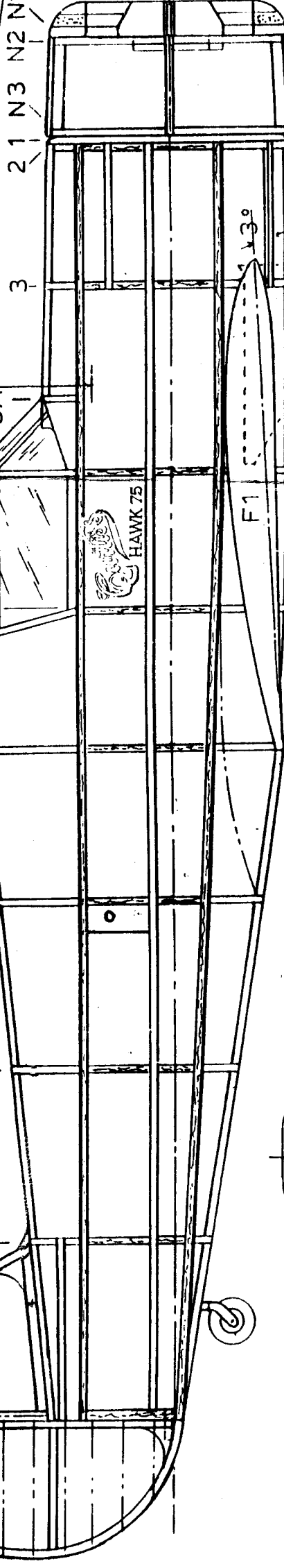
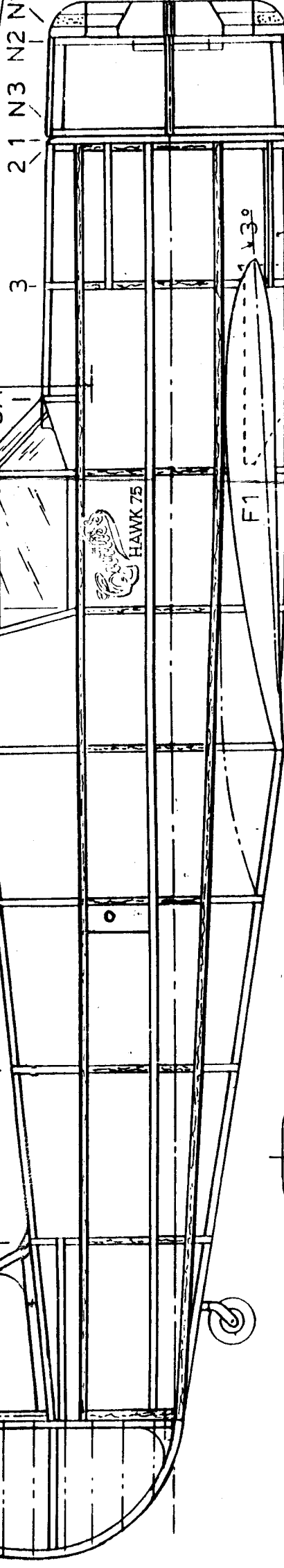
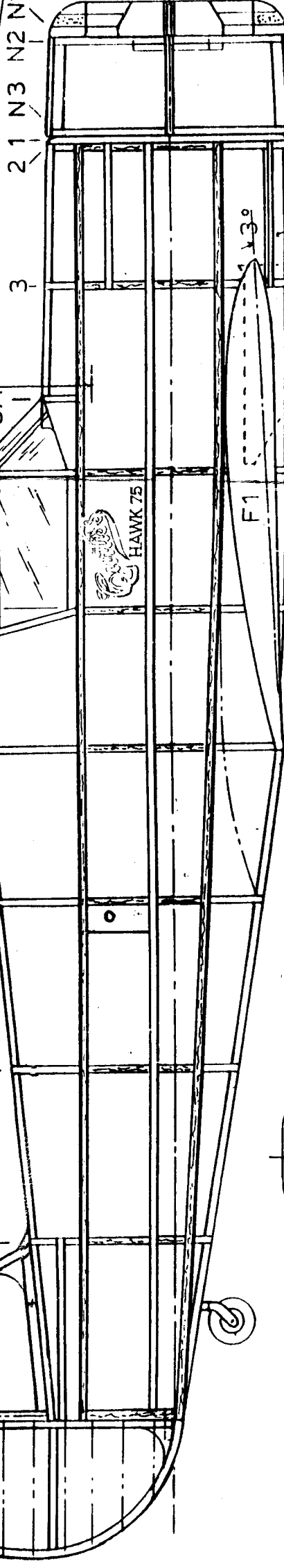
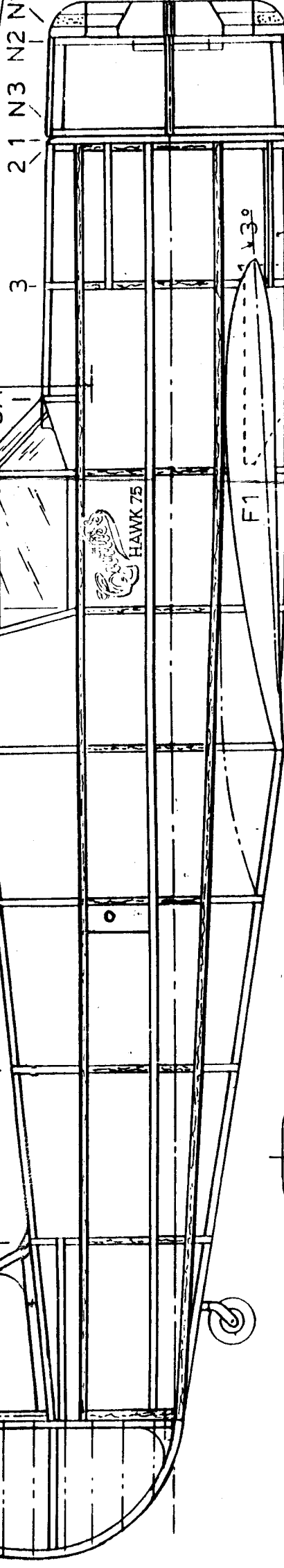
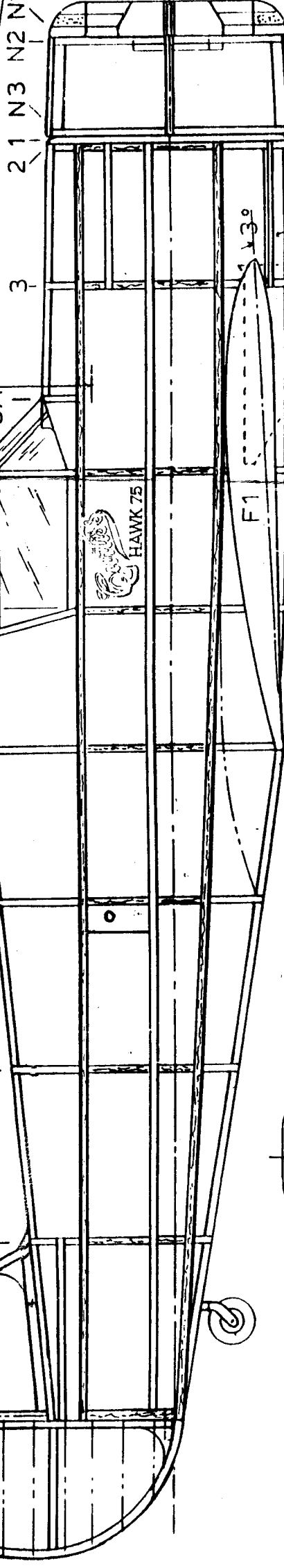
PLUG IN L.G.: FLATTEN 3/32 X
5/32 AL TUBE TO TAKE .015MW → "N"
GLUE TO 1/20 SHT WEB THAT IS
GLUED TO REAR OF STUB SPARS
L.G. WILL FLEX INTO SLOTS IN
BOTTOM OF WINGS.



THIS PLAN NOT TO BE COPIED FOR RESALE



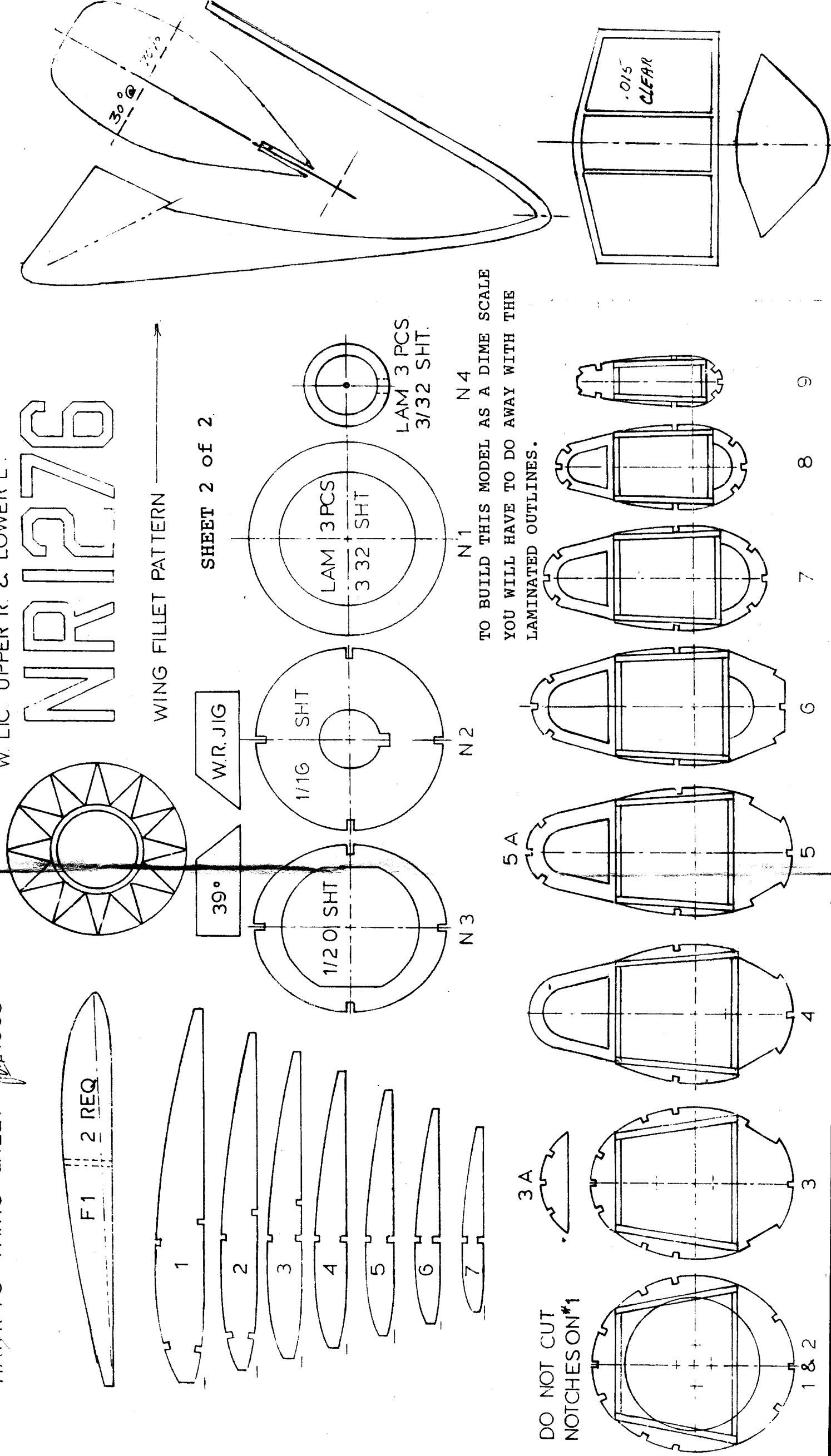
NOTE: GLUE 1/20 SQ PCS 1/2 WAY
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WING FILLET PATTERN

SHEET 2 of 2



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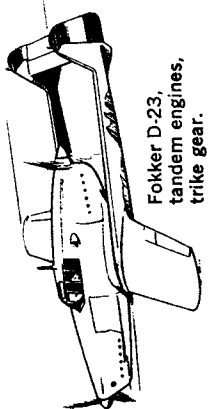
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