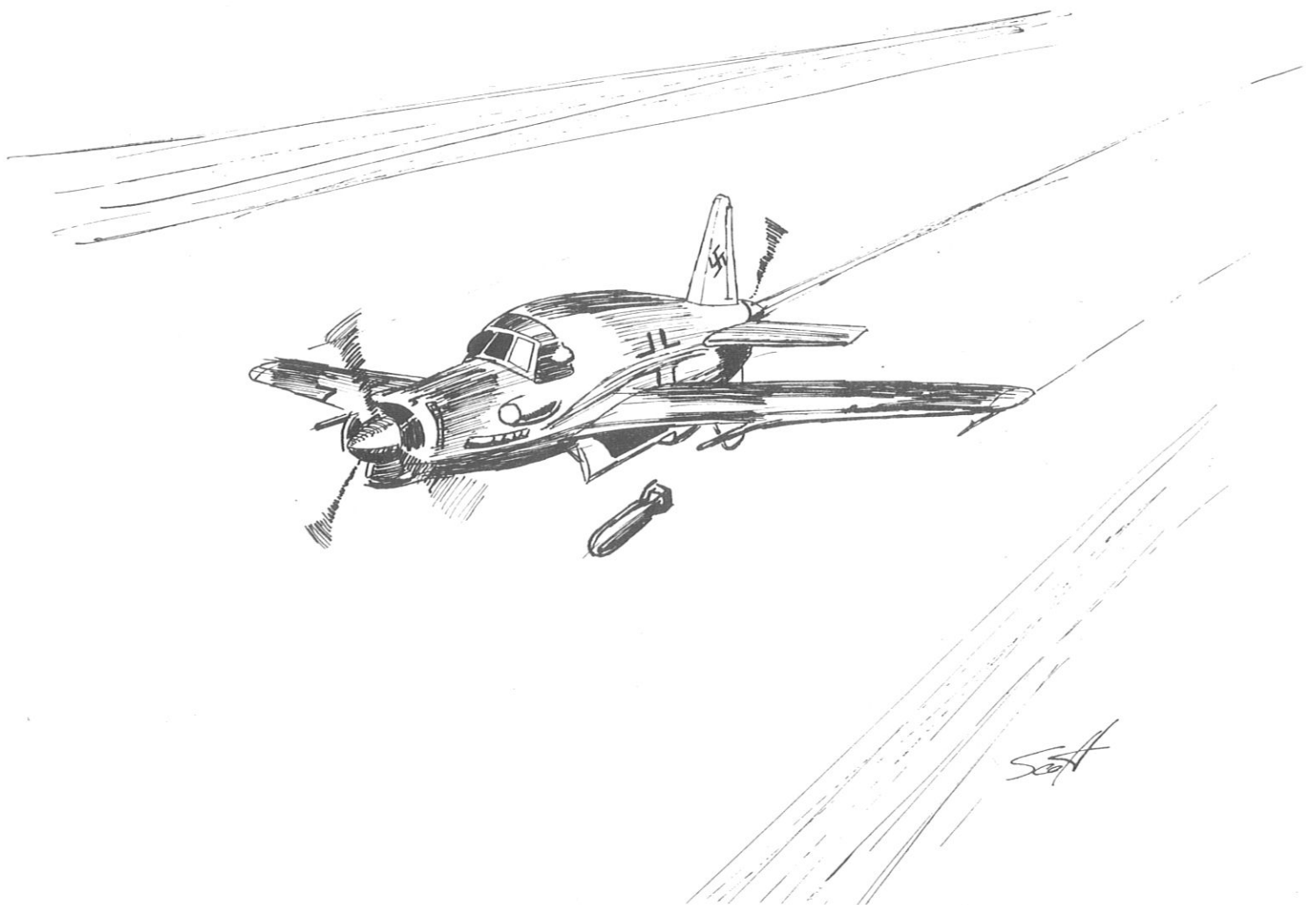


# FLYING ACES

Club News

No 19



## THE PLANE ON OUR COVER

Any of you World War II plane spotters recognize the ship on our cover? That's right, she is a Dornier Do 335 B "Pfeil", which is Hun for "Arrow". This novel ship sported many unusual features for her day.... or any other day for that matter. How about those "push-pull" powerplants? An enclosed bomb bay? Two wing-mounted 30 MM cannon? Trike gear? Yep, the Heinies put plenty of thought and performance into this Hitler-hellion, and it is lucky for our lads that due to over-emphasis on fighter production (on types like the Me 109 and FW 190) the Germans had precious little resources left over for development of such planes as this fighter, which could have been truly foridable if it ever had seen much production.

Then too, such a plane is a whale of a lot of plane and demands an expert pilot. How many squadrons full of expert peelots could the Fuhrer and his fat marsgall scrape together in the spring of 1945?

The Do 335 had twin 1800 hp Daimler-Benz 603 engines for power, and her top speed was about 450 mph, along with great range and ceiling. She'd have been a tough opponent and we're glad we didn't see too many of them.

The drawing was done for us all by Frank Scott of Dayton, Ohio. You've probably all seen Frank's cartoons in the AAM, where he is a frequent contributor. 'Smatter of fact, he's got one in the new issue! Frank has promised us a few Peanut plans for the future, so keep your eyes peeled, peelots....there are some interesting and high-flying Peanuts headed your way.

Fellow clubster Ralph Kuenz of Detroit has even built a model of the Do 335!! Ralpf says she is a good, if "interesting" flyer. He has flown the model on both engines, but has had torque problems when running as a twin, and so usually flies the ship on the rear engine, where all that propwash is far behind, in her slipstream. One thing about those FACs... the'll tackle anything! And make it fly.

## GREAT NAME CONTEST WINNER

We had a tough, heart wrenching decision to make here, wingsters. We had a whole flock of entries from eager and correct readers and students of "airviation" history. Our cover artist, Frank Scott was right there, as were Ross Richardson and Ed Novak. But we had to give the nod to George Armstead of Glastonbury, Conn. because he had the most complete answers, often including a middle initial or middle name(s).

Here they are:

Donald Wills	<u>Douglas</u>
Clyde V.	<u>Cessna</u>
Giuseppi	<u>Bellanca</u>
Wilhelm	<u>Messerschmitt</u>
Louis	<u>Bleriot</u>
Frederick	<u>Handley-Page</u>
Sir Thomas	<u>Octave Murdock Sopwith</u> CBE (wow!)
Harry G.	<u>Hawker</u>
William	<u>Beardmore</u>
Frederick	<u>Koolhoven</u>

So, helmets off to George Armstead, FAC, and a big Certificate to



him, too. Yes, George, you now join that select group of individuals who hold a coveted FAC Certificate.... as well as those six WW II Dallaire Peanut plans. What a wealth is yours!

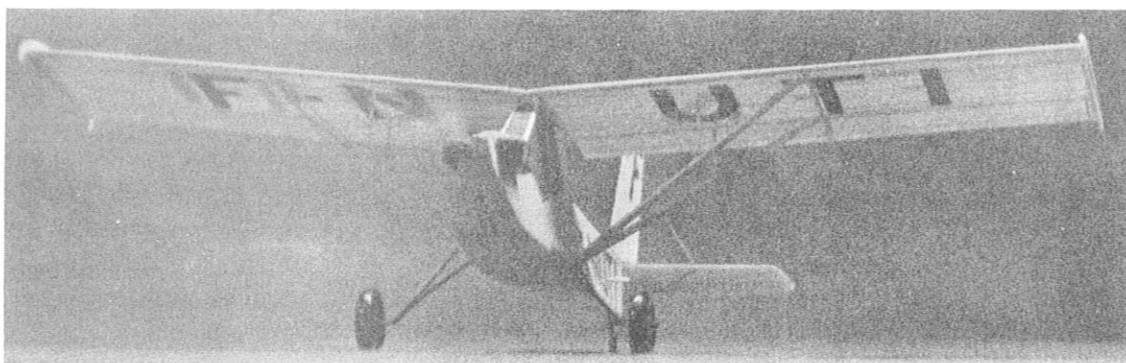
### ZLIN POZTZCRIPT

Do you zkysterz remember zat zleek and zlender Zlin we ran a three-view of a few izzues back? Well, according to some color information sent to GHQ by Jaroslav Zazvonil of Cerisice, Czechoslovakia, the ship was all-over white, and registered OK-BTL. The engine was an opposed type and there were no pin-stripes or other markings.

Now, doesn't that sound like an ideal indoor model color scheme, allowing the deft builder to shave another three or four hundredths of an ounce from his girder-girdling ship?

Oh yes.... that OK-BTL was in black! (nice of me to add that)

YEEEEK! Whatsis a-coming at me?



POULLIN J.P. 30

We don't know much about this one either, rib-slicers. Bill Warner sent her to us, and we guess he did himself plenty of research in the snail-eaters' archives to come up with this little squarerster! She may be only semi-scale, but she can fly like a gull, having defeated and humbled a whole acre of peanuts at the 1970 P S Annual at Las Vegas. She may be all-sheet, and thus be carrying a weight penalty of sorts, but her strength and the "pure" airfoil of that little wing more than make up for the difference. Plus the extra strength and rigidity of the sheetwood, which make her absolutely ideal for indoor meets. Why not knock this little airster together and let us know how she fares?

Bill has sent this plan to AAM, but we don't know whether or not they've bought it. Why not steal a march on Bill Winter and build it now, before she goes (we hope) nationwide and everybody has one. Yes, "be the first in your gang to have-....." You won't be sorry you did.

Just turn the page and get going....



WING FORMER  
1/16" Balsa  
6 REQ'D

1/16" SQ. BALSA  
STIFFENER  
(UNDERSIDE)

WING  
1/32" SHEET  
LIGHT "C" GRAIN

PATTERN "A"  
FUSELAGE

 BEND LINE

UNDERSIDE,  
REAR

★ ALL  
FUSELAGE  
PARTS 1/32" BALSA  
SHEET - "C" GRAIN

DIHEDRAL  
1/2" PER SIDE

SIDE VIEW

BIND W/FINE  
WIRE & SOLDER

L.G.  
REAR

.032"  
MUSIC  
WIRE

L.G.  
FRONT

**POULLIN J.P. 30**

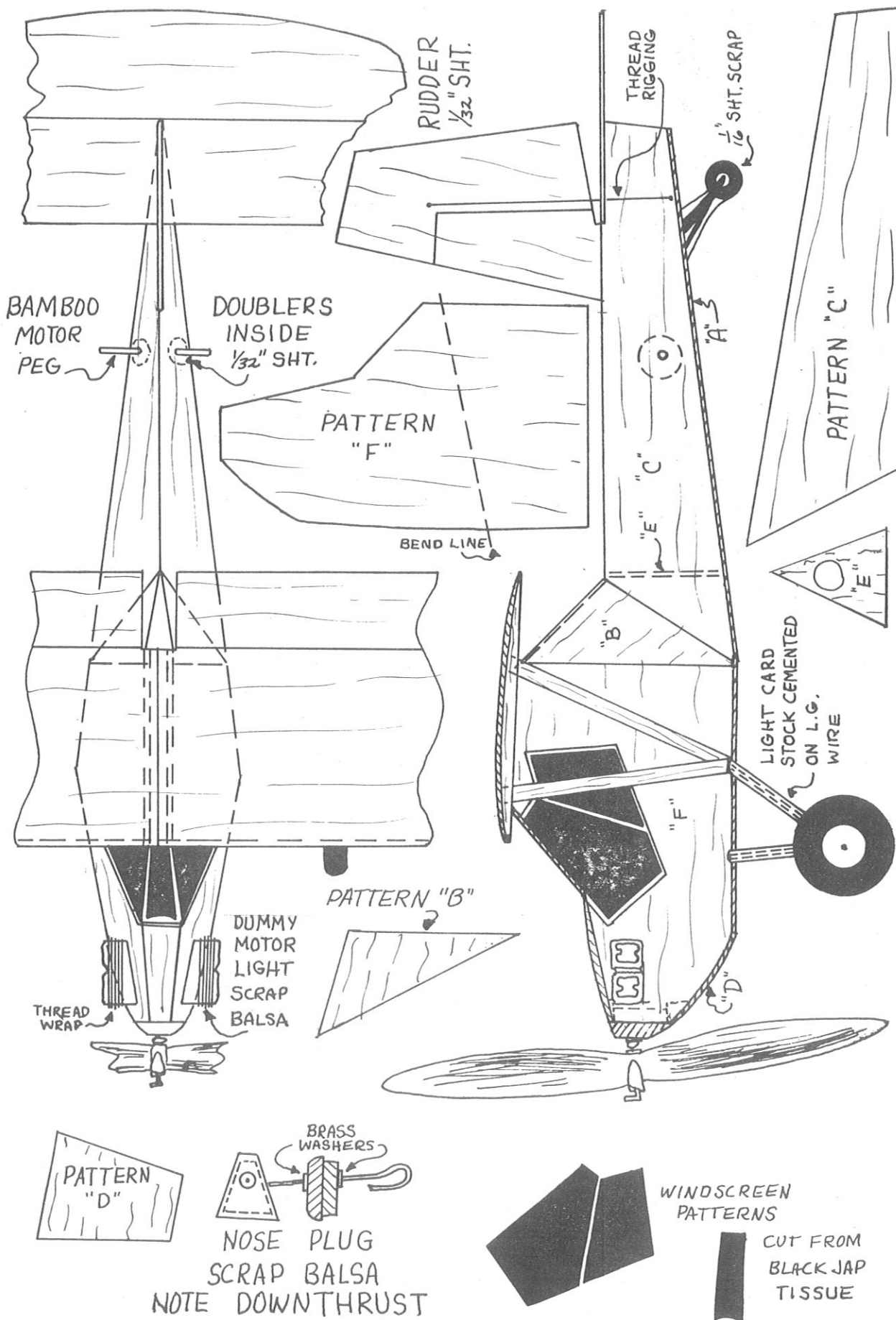
PEANUT SCALE (SEMI-SCALE)

BY BILL WARNER

FROM M. GARSVULT - LE MODÈLE REDUIT D'AVION  
MARCH 1959

POWER:  
ONE LOOP 8" LONG  
OF 1/16" PIRELLI (2mm)

WINNER 1970 LAS VEGAS PEANUT SCALE  
ANNUAL - BEST 3-FLIGHT AVG, 51 SECONDS.

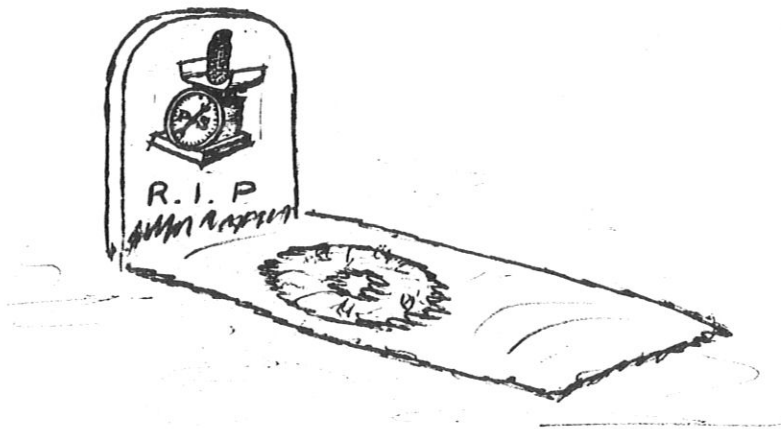




## EDITORIAL

Get out your black arm bands fellas, for according to Fernando Ramos, editor of the N.A.R. Flightmasters News and Views, we have a funeral to attend!

The following is a reprint of that editorial in full.

ON THE TARMAC

P-Nut Scale is Dead. At least it is in my opinion. Why do I make this statement? Easy. At our Flightmaster Annual, the most un-SCALE model of a Curtiss Robin (ultra-light construction, condenser paper covered, etc.) won with a three flight average of 60 seconds. One of the flights was near a minute and a half. I'm not blaming the builder of this particular model because he built a model to win the ENDURANCE event. It can hardly be called a SCALE event!

I realize that P-Nut scale started out as a fun event to build and fly, and as far as I'm concerned, it still is. I also realize that this is one excellent and inexpensive way to get Juniors started on a modeling career. But as soon as you interject the word SCALE into an event, it complicates matters. I feel as long as the WORD dangles in front of an event that it means to build a flying replica of the real thing otherwise one should be building a coupe or a Wakefield model.

Unfortunately, the way the present rules are for Indoor Flying Scale, they too permit non-scale types to win ahead of absolutely beautiful models. I saw this happen at the NATS this summer, and it is a real shame.

I don't pretend to have the solution, except to say that I still favor having the model judged for fidelity-to-scale (using 3-views, documentation, etc.), and eliminate any model which cannot earn at least 50% of the scale points possible. (I don't feel that this has to apply to Juniors!) Then the flight points, at one point per second up to, say, 60 seconds would then be added to the scale points. Any flight time over 60 seconds would only be worth about  $\frac{1}{2}$  point. The flight times could consist of either the average of three flights, the best one, etc.

Certainly, this isn't a new concept, but I do feel that it eliminates the pseudo-scale model from turning a SCALE event into an ENDURANCE one. Any suggestions from any of you out there with strong convictions one way or the other would be much appreciated.

Well Peanut Pilots, G.H.Q. doesn't feel that our event is ready for any last flights to that Great Hangar in the Sky. It is simply a case of growing pains, not rigor mortis. G'mon Clubsters, let's take a closer look at this "Death Certificate"!

We certainly agree that when the word scale is used in an event it DOES complicate matters. But we wonder if Mr. Ramos has noticed the other word as well? We mean PEANUT. Has that word been given equal consideration?

We could have used a more technical term to emphasize the small wing span limit, but we chose "Peanut" to try to convey the spirit of lighthearted fun in building and flying in today's competition that this

type model brought to the kids of the 1930s with their log kits.



Let us not burden Peanut Scale with sheet upon sheet of documentation, long periods of scoring for judges, or even R.O.G. requirements. If this be y our bag, enter the other scale events.

This may be difficult for some builders to understand, for according to Fernando, if you do not build a flying replica of the real thing, "one should be building a Coupe or Wakefield." Great Hung! And miss all the fun that falls between these two wonderfull extremes?

Now let us look at the "assassin". "----most unscale model of a Curtiss Robin,----condenser paper covered". Well, we don't know what rules were used at this meet, A.M.A. Indoor, or just the plain old "13 inch span limit, all prominent details must be in place" rule that worked swell for years until the current F.A.C. rules were evolved and tested to satisfy the crys for more definat rules that arose from, of all places, the Western Front!

Neither have we seen this model, but from the description given it hardly looked like a Curtiss Robin, that even the youngest scale fledgling knows and loves. Why then, did the C.D. or P.S. judge allow this ENDURANCE MODEL to compete in a scale event???? Here is the weakness!

It seems our own country suffers from this same malady. Judges and lawyers heed more the WORDING of the law than the intent of it.

Fernando says he does not blame the builder of this model. WE DO! He has called his model a Curtiss Robin. If it does not look like a Curtiss Robin, it is not a model of a Curtiss Robin. It does not belong in any scale event. It is up to the C.D.s and judges to enforce the intent of the rules and preserve the spirit of the event.

While we are on this course there is another point we would like to bring up. That is the use of "an accurate 3-view --- from a reliable source, such as model or aviation magazines-----" (A.M.A. rulebook, scale rule 25.2.3) as the standard in judging scale models. Now, what in turbulence makes the draftsman of a 3-view God of Accuracy????



Most 3-views depict the prototype and are released by the manufacturer for publication before the prototype has been completed. Often the prototype undergoes changes before completion. Even more often, the production model differs in many obvious respects than the final version of the prototype.

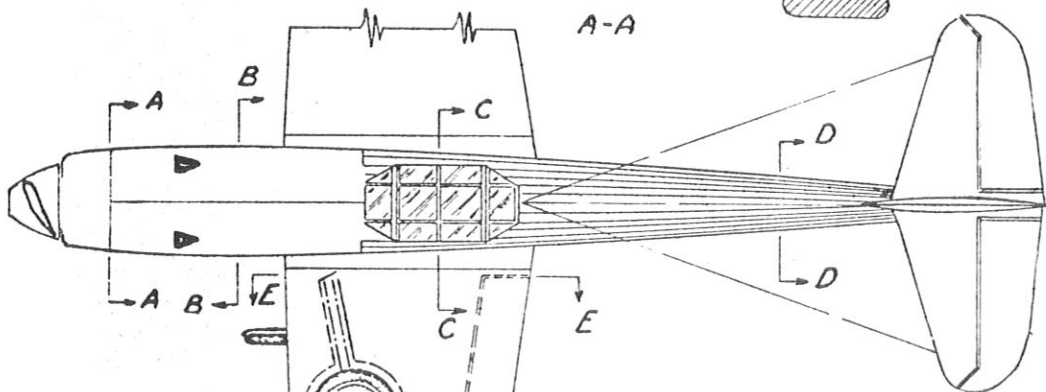
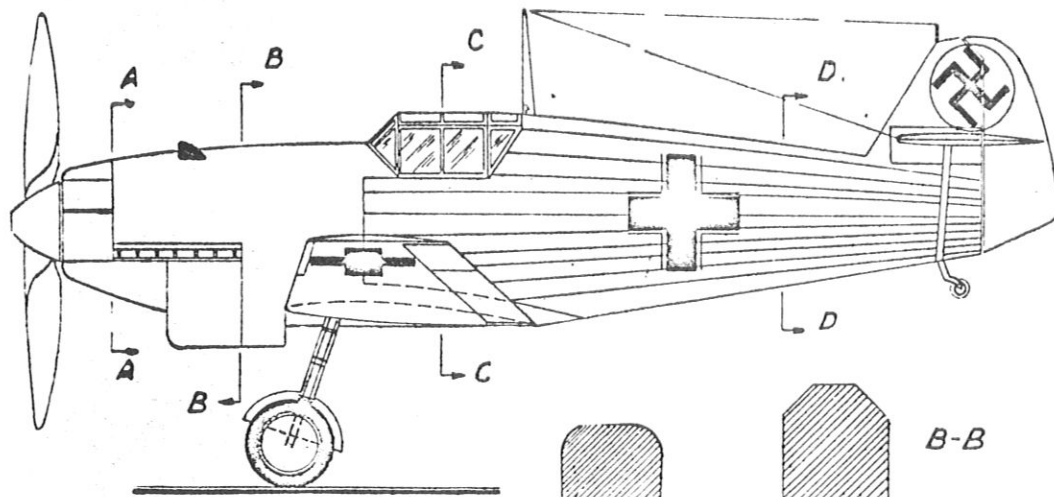
Elsewhere in this issue is a 3-view from a "reliable source"-- M.A.N. for Nov. 1938.

Even if it were to our aerodynamic advantage to build a scale model in the proportions of this three view. I doubt anyone here at G.H.O. would do so. Not that we might fear the judges would not accept it, but because it would not be in the spirit of things. It would not carry out the INTENT of rule 25.2.3. It would not LOOK like an Me. 109.

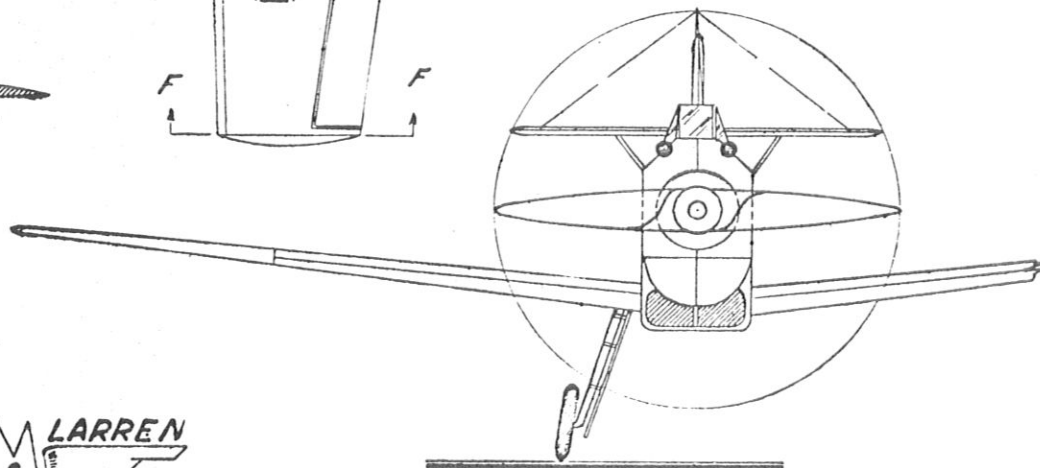
So we say to the C.D.s and Judges - Maintain the intent of the rules. Be "hard nosed" to those who would play upon the wording of the rules to their personal advantage. Exercise y our authority and maintain the dignity of your title as "Judge" or "C.D." by carrying out your responsibility to those modelers who display tthe sporting attitude that the hobby thrives on.

continued on page 9

# MESSIER SCHMITT BF-109



SCALE  
1/50TH FULL SIZE





## POSTAL PEANUT NACHRICHTEN (News to Yanks)

Ach, das Dafe Stott iss zdiill der Leader of der F A C Beanut Kontest....iss pedder den das Pingham I suppose aber.....Ja, der Dave hass godt a vlight of 20.2 Sekunden mit his Alco Sport. Das Thompson gibt him a scare mit der Nakajima 96 Bomber of Torpedoes, budt iss not enough yedt....und das Wetter ist so padt! So cold und windgg yedt....

How aboutt it, bropters...sendt us in a time. Indoor oder outdoor...it mage no difference to der Owl off der Ozone, hein.....Maybe das Nakajima will yedt...oder Cheff Chrissey's Kawasaki...oder.

Remember to send it in messach to old von Heinz...giff name & rank

Best flight time to date

date of flight

name of ship

Staffel...(indoor oder outdoor)

Remember...der offizier mit der best time gedt to pe "Staffelführer" und das ist gut ding to be.

We cannot haff der winner ass Yank oder Chap. Must be a Cherman!! Jäh! Hüter (mein pedt owl), gedt dae Beer for uns. Und be schnell!



## EDITORIAL cont'd from pg.7

To the builders we say-- Don't go through the rules like a criminal lawyer looking for loopholes. Try to capture the spirit of the event. That is where the real pleasure lies. And build from the heart. They come out better that way.

We cannot help but think that Fulton Hungerford came away from the Nats as inwardly pleased as any trophy bearer. His Ford trimotor has displayed new techniques. He has excited the minds and fired the ambition of his fellow modelers. Is he not a winner?????

One last thing to bear in mind. It seems we American modelers have a tendency to take an event and do as we please with it. Our free spirit, no doubt. For example, we fly "Coupe d'Hiver" any and all times of the year when it is a Winter event, as the name implies.

The same thing is happening with Peanut Scale. Peanut Scale is an OUTDOOR event. Popular opinion has it as an indoor event. I have even heard some modelers at the '69 Nats register surprise with a shade of doubt, when told Peanut was an outdoor event. "You mean these things will fly outside?"

At both the '69 and '70 Nats the unofficial Peanut event was flown indoors. This only strengthened the misconception. Take it from the horses mouth, Wingsters. Peanut Scale was conceived, born, and weened in the great outdoors under each and every whim of the Great God of Thermals, Hung. Tis where Peanuts truly belong. Not underground, at any rate.

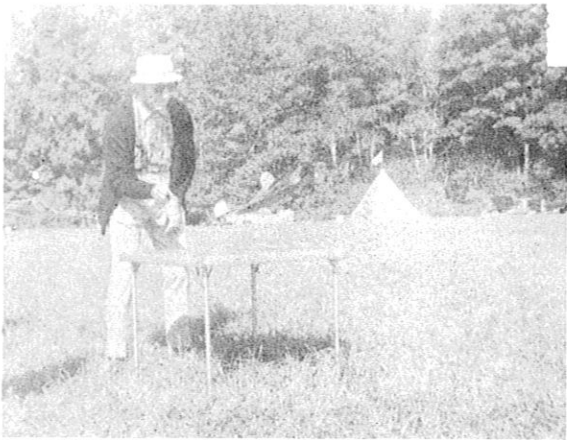
The event is there. It has been offered. It's history and evolution given. We have tried to convey the spirit of it, the inner thing that we felt as we built and flew our first Peanuts. We feel we can do no more. It is now up to the rest of the modelers.

Happy landings,

Lt. Bob Thompson & Capt. Dave Stott.

## WITH THE MODEL BUILDERS

Herewith you willbut find, exalted skysters, photographs of some of you rib slicers and former-notchers out there. Why not, forsooth, send us some more photogs of yourselves add your latest creations.....cause if you DON'T, then we'll be forced (hah!) to print many a photo of ourselves and our projects. Sime we already know about our models, they don't interest us as much as yours do. Please send us yours.



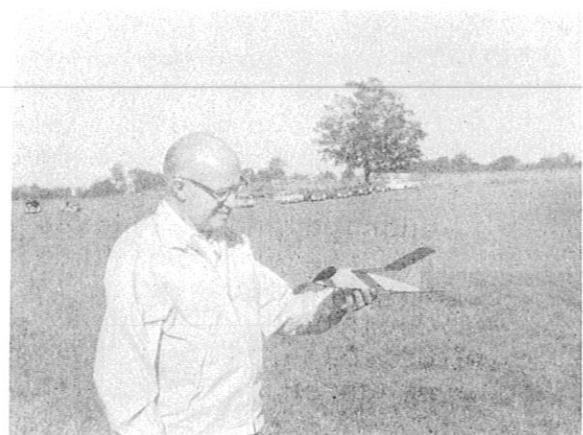
Here's ED Beshar, the old Syrian endurance flyer letting his Embryo ship leap into her natural element...the sky. Ed, as usual, likes the odder types and here has built himself a real cloud-chewing canard. Let her rip! Duck, Hung!



These are the building Baileys. That's Al of Buzzard Bombshell fame on the left. His PT 19 is an ever-dangerous performer, too.



Grinning at you is Hank O'Dwyer, of the Wicked Waco Peanut. That's a Guillow Fairchild 24 he's got there.



Those who remember the REAL golden age of modeldom, the Thirties, ought to remember Frank Tataglia. The FAC has brought Frank out of "retirement" and back to the building board. Here he is with his Embryo Endurance ship.

Here you go, rib selectors and slicers....here's that noble old modelsters' stand-by, the Clark Y. For a flat-bottomed wing she's still probably the best that's ever been done. There are plenty of sizes here, so use what you need for your next ship. You'll never be sorry with this one....and she's so easy to cover on the underside! Just like those Comet kits we built years back!



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



CLARK Y



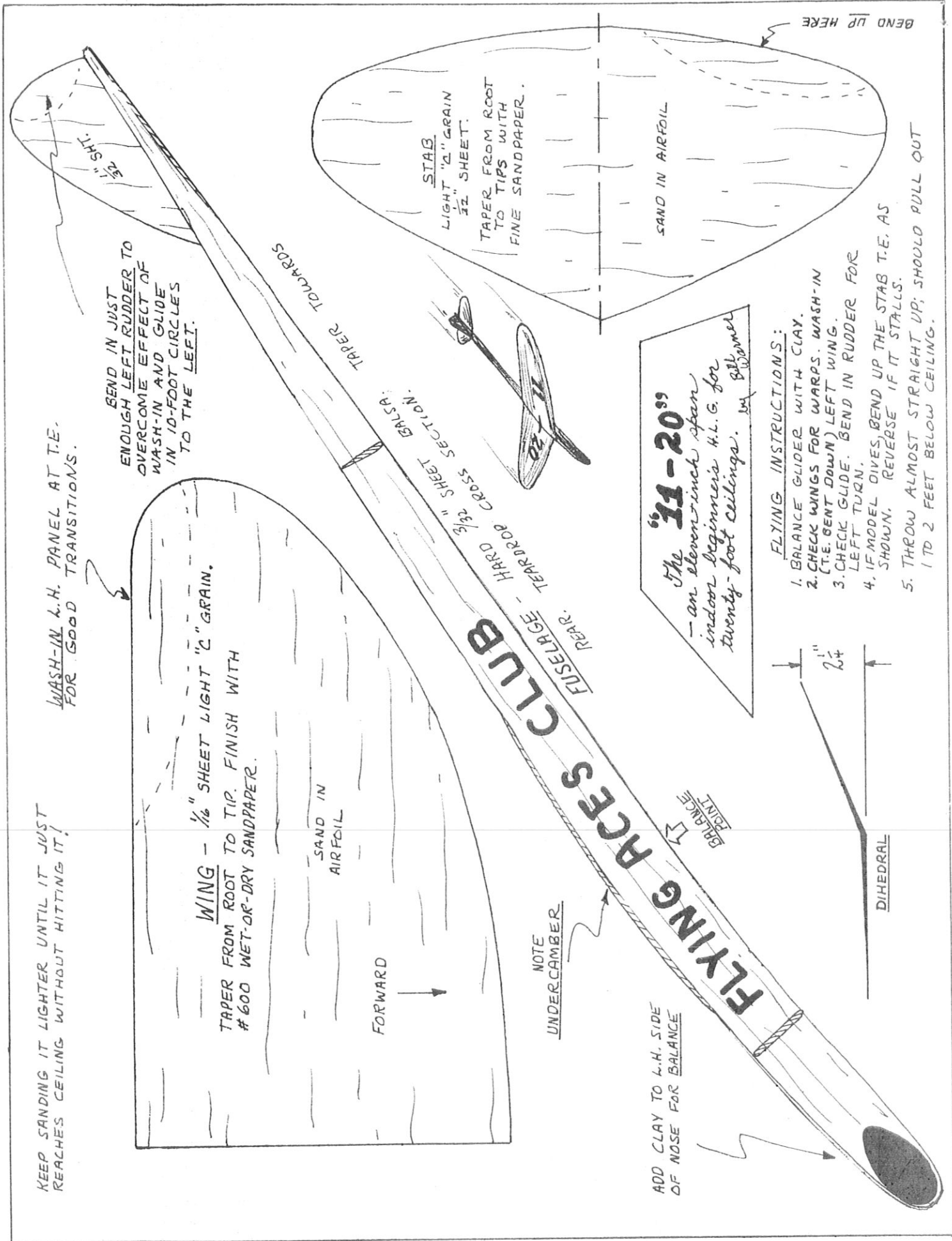
CLARK Y



CLARK Y



CLARK Y



Here is a proposal, and one which deserves the support of all of us, put forth by Ralph Kuenz, alias "Hauptmann Von Rottensocks" of der Detroiten Geschwader, F.A.C. This rule change would eliminate much of the present controversy in the A.M.A. indoor scale event. We urge you to read it over and if you are in favor of it, just sign your name and A.M.A. number at the bottom of the page and mail it to-

Ralph D Kuenz

14645 Stahelin

Detroit, Michigan. 48223

This can help make scale better, and the AMA better... thus it can make it better for us all. Don't waste time, fellas, get this all important message on board that Lockheed Air Express right away!!!

December 8, 1970

#### INDOOR FLYING SCALE

Subject: Rules Change Proposal

The A.M.A. rules governing indoor flying scale do not promote participation in this event. This I am sure is a strong statement to be made by one who directed this event at the 1970 nationals. To be sure, participation was high, with entries. Many of whom support the event in spite of the rules they must fly under. People who labored in many instances for hundreds of hours to construct truly remarkable scale models, complete in every conceivable detail. Detail which meant they could not hope to obtain a winning place in the present endurance event.

Many of these contestants will appear at next year's NATS with their latest scale creation. Some will not, as voiced to me personally both at the NATS and in subsequent conversation and letters. Why? Because the rules dictate they must not build to their best ability a flying scale model, rather an endurance model that meets the minimum scale requirements to qualify for the event.

Every other indoor event is aimed at achieving duration. The scale event should provide the incentive to create a scale model that flies well, not an easy task in itself.

The question arises, should the model fly or should it be a scale model. The answer is of course, both - to an equal degree.

This can be accomplished by amending paragraph (7) seven of the rules to read as follows:

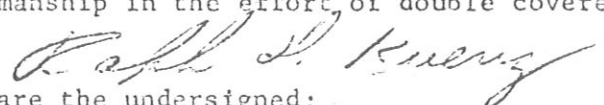
7. There shall be 100 scale points \*(see judging sheet), plus flying points to be awarded at (1) one point per second to a maximum of the scale points awarded.

It was also the opinion of the judges that the basic points and added points should be carried under one heading and shown as maximum points in every case. This would allow for a degree of workmanship in the effort of double covered surfaces.

In support of the following proposal are the undersigned:

Name:

AMA#:





It is a very common mistake to think that the only way to get a good result is to use a lot of force. In fact, the best results are often obtained by using a moderate amount of force and a great deal of patience.

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