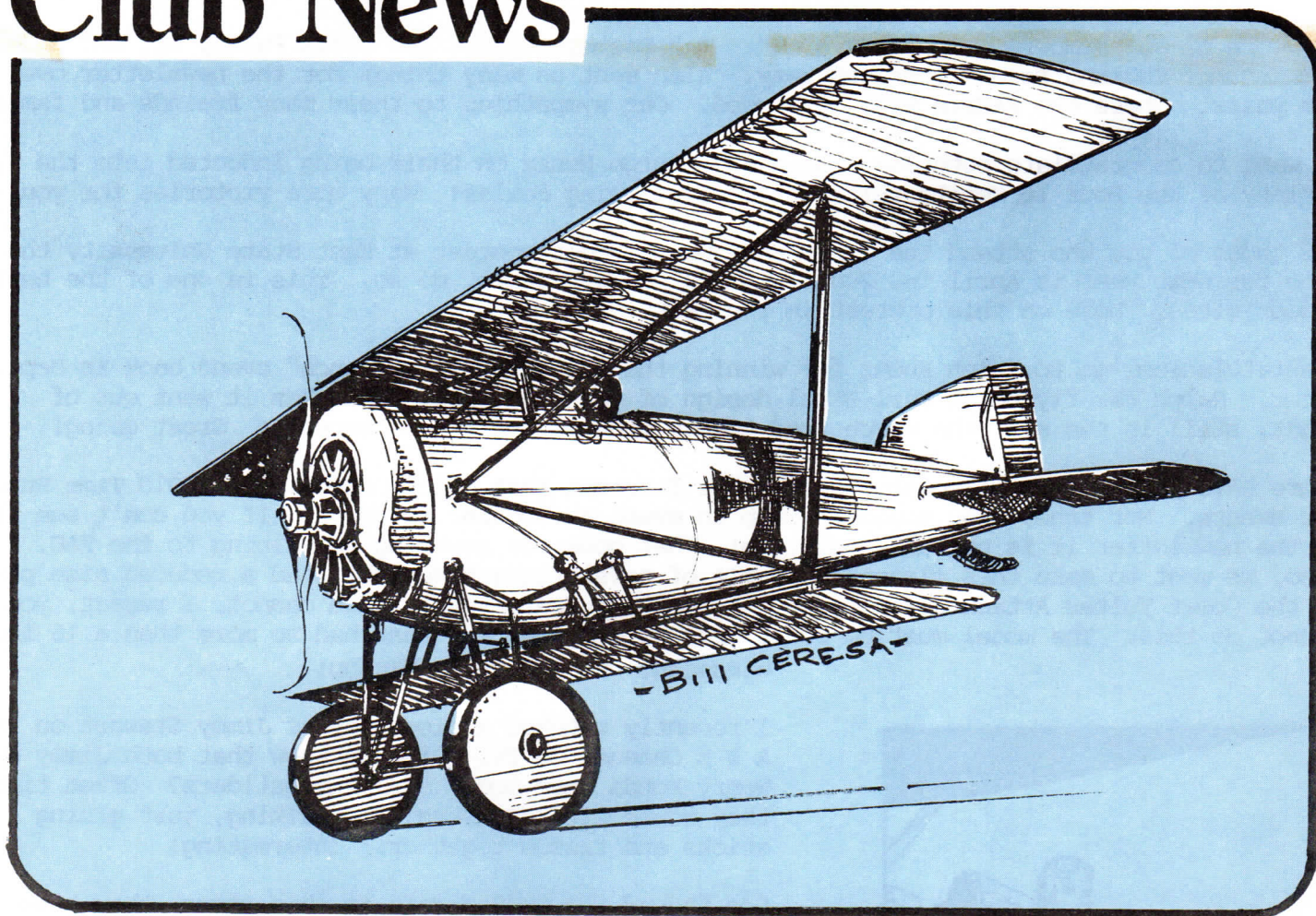


# FLYING ACES

## Club News

ISSUE #190-116 Nov./Dec. 1999



HAPPY HOLIDAYS FROM GHQ!!!

*Juanita Reichel*

*Vic Hidelot*

*John Barma*

*Jim Reichel*

*Mike Dittrich*

*Stephen, Chris  
& David McGilch*

*Ross P. Mayo*



# NEWS ON THE WING!

## COVER STORY

The Zaparka Fighter is of Austro-Hungarian origin and was designed by Eduard Zaparka in 1917. The lower wing was designed so that it could be rotated in flight to change its wing angle. It made several flights but was heavily damaged during landing and the project discontinued.

Thanks to all who contributed to this issue. Another fine cover drawing from Bill Ceresa and to those who sent in the plans this time, Dave Livesay (Loose Racer), Pres Bruning (Junkers D-9), Don Campbell (Baby Ace), Bob McLellon (Taylorcraft L-2) and Mike Ransom for the Pietenpol Aircamper. The "Sky Climbers of America" article comes from Walt Forbach. This came from back in the Thirties and was sponsored by the "Boys Division of Adam, Meldrom and Anderson Co.", Buffalo's largest, now defunct, department store. Oh, for the "Good ol' days!

Two more of our members have "Gone West". Bob Patterson from St. Croix Falls, Wi. and Alan Clarkson of England recently passed away. Alan sent us many things for the newsletter over the years. These two FACers will be missed. Our sympathies to their many freinds and families.

We want to congratulate both Joe Joseph and George Nunez on their being inducted into the Society of the Pour le Merite (Blue Max). Nice going Fellas! Many more victories for you!

For those of you who attend the Cleveland, Ohio indoor contest at Kent State University the date for next year is April 16, 2000. If you can get there, do so. This is one of the better indoor sites. More on this contest in the next issue.

Congratulations go to Ralph Kuenz for winning the "National Mass Launch" event back in September. Ralph was flying an Earl Stahl design of the Taylorcraft and when it went out of sight, still in the air, the watch read twenty minutes and twenty seconds! Great going!

There have been rumors going around over the Internet that GHQ is dropping the Old Time Rubber events. Not true! Why would we drop an event as popular as those? If you don't see it in the newsletter it is probably not true! That goes for anything pertaining to the FAC. Also, we want to make this clear; a couple of newsletters have published a reduced size plan of the Comet Vultee Attack aircraft to fit the Dime Scale rules. You cannot, I repeat, you cannot do this. The model must be built from an original kit that had no more than a 16 inch wingspan. NO SCALING! PERIOD!



"Happy landings, Betty Lou," he said.

I recently watched a biography of Jimmy Stewart on the A & E Channel on TV. Did you know that both Jimmy and Henry Fonda were model airplane builders? Often times they would sit for hours, not talking, just gluing sticks and tissue together. Interesting!

See the ad for BMJR Models in this issue, they have a new kit on the market of the O.T. Rambler for O.T. Electric with a 17 inch wingspan. Good kit.

Jim Norfolk has published a plan book of six warplanes called Thunder & Lightning. Not bad! See ad here-in.

Dates for the FAC-NATS--July 20 through 23rd next year. More next issue, events etc.

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

Lt. Col. Lin Reichel, Cinc-FAC

*Lin*

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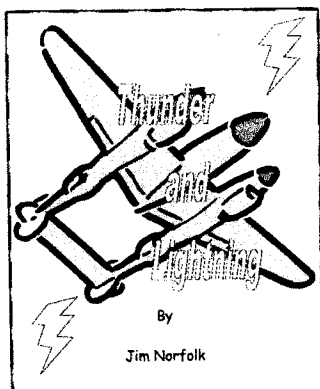
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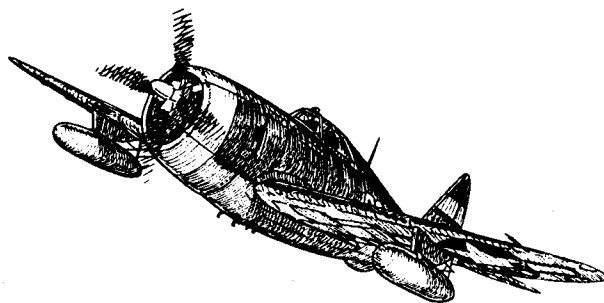
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#### SOUVENIER PLAN

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  
decided to offer it as this year's  
plan. Thanks Lindsey!

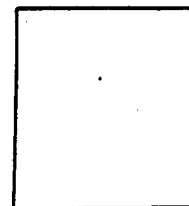
You can get a copy for only \$4.00  
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#### LATEST FAC PLAN PACK

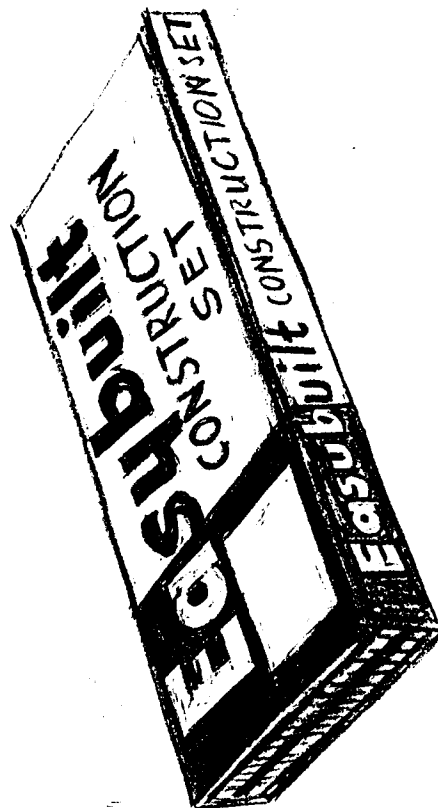
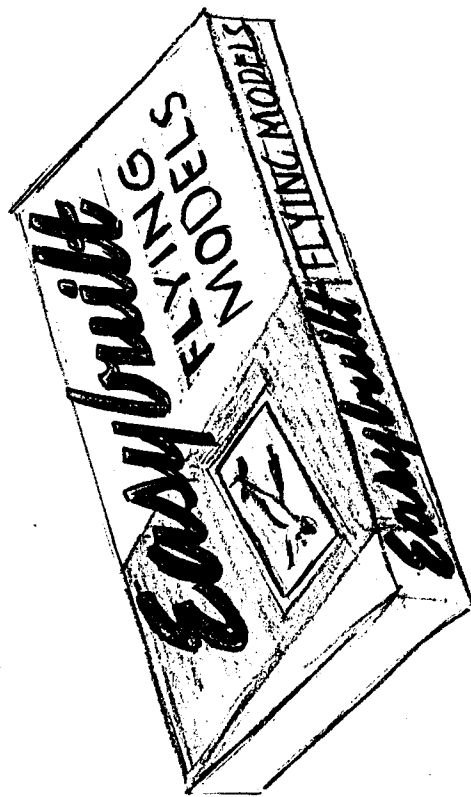
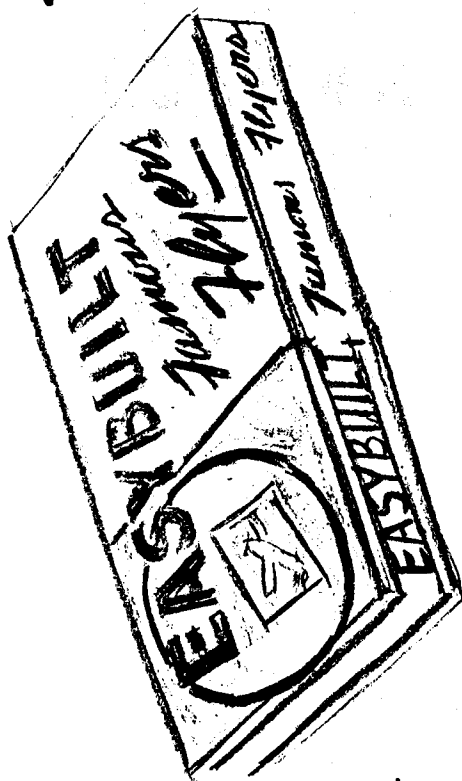
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Douglas A-1 Skyraider	19" span
Halton HAC-2 Minus	21 1/2" span
No. American P-51B Mustang	18 1/2" span
Hawker Hurricane I	20" span
Gee Bee Model "E"	18 7/8" span

If the box on the right has the dreaded RED "X" in it, it is time to renew  
your membership which includes the newsletter. Cost is \$15.00 per year in  
the United States and Canada. Overseas the cost is \$20.00 per year. Six  
issues per year published every other month. This is your last issue under  
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4.



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FF74 Bolton Paul Defiant	30"	\$12

## **Display Kits (build like rubber powered kits)**

D4 B-25 Mitchell Bomber	38"	\$42
D6 Westland Whirlwind	30"	\$14
D10 Wright Flyer 1	24"	\$12

## **Electric R/C Kits - call for availability**

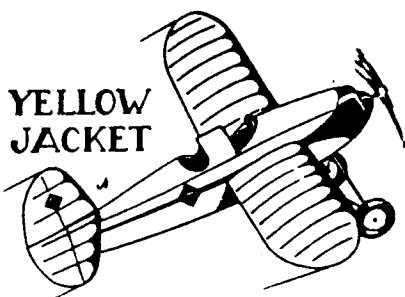
ERC19 Waco E	52"	\$72
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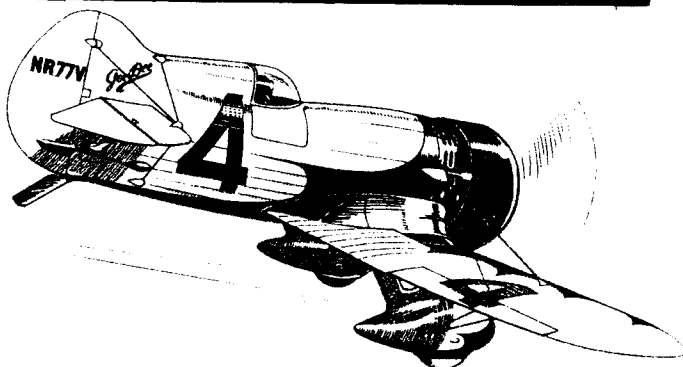
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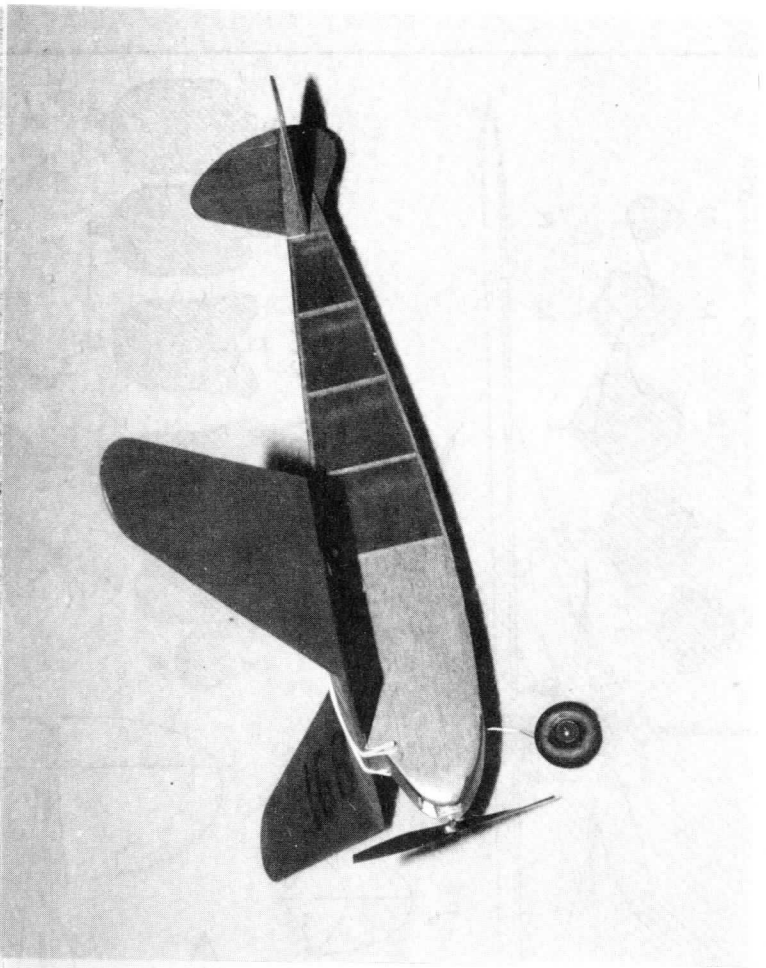
## **PHOTO PAGE**

Left column; Two new kits from Al Lidberg for the Electric Old Timer Replica event. The Strato Streak and the Skylark, both are Louis Garami designs. See ad in this issue.

Right column; The Rambler, another new kit on the market for the Electric Old Timer Replica event. This one by BMJR Co. See ad in this issue.

Dan Kranis and his Giant Scale entry, the Waco "E". We think it must be an enlarged version Earl Stahl's design.



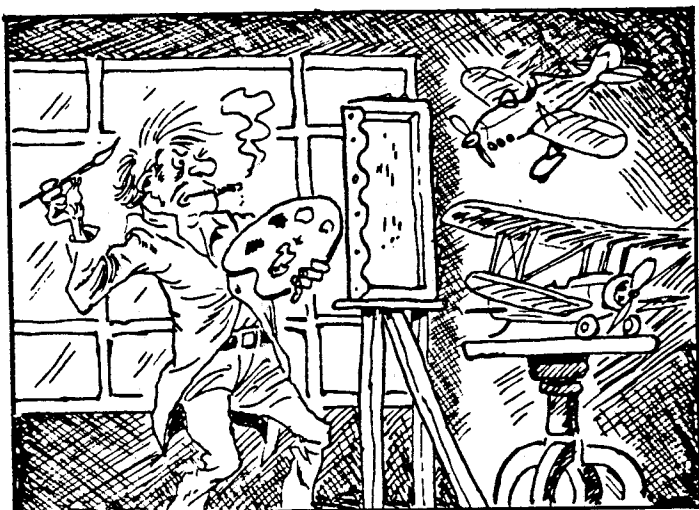




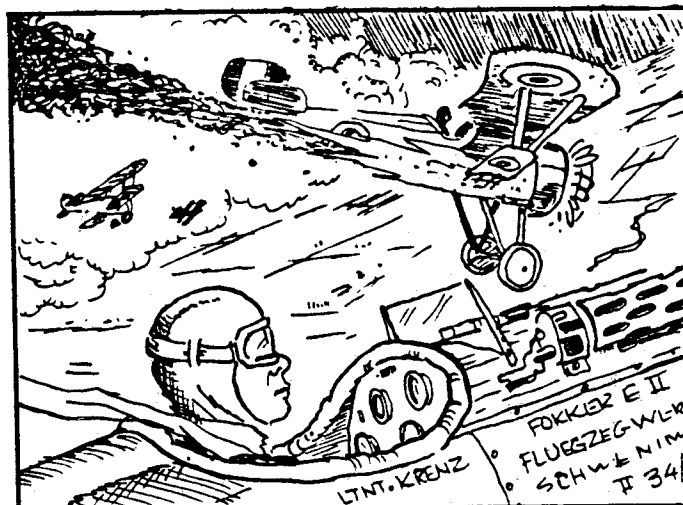
# They Had What It Takes

7.

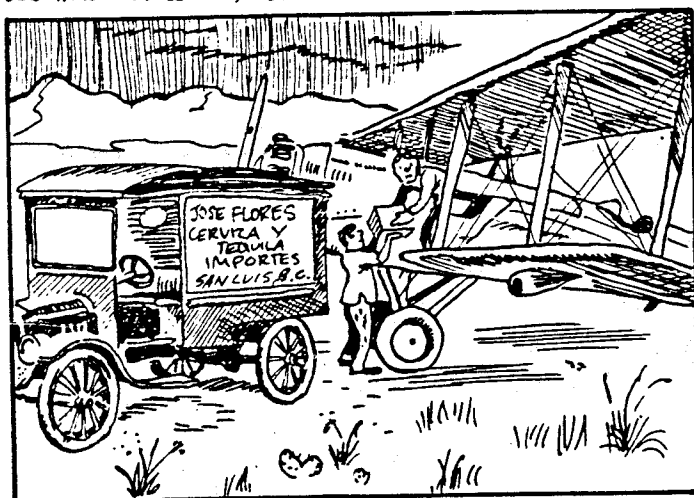
C.B. MAYFLY-F.A. CONTRIBUTOR AND FAMOUS ARTIST



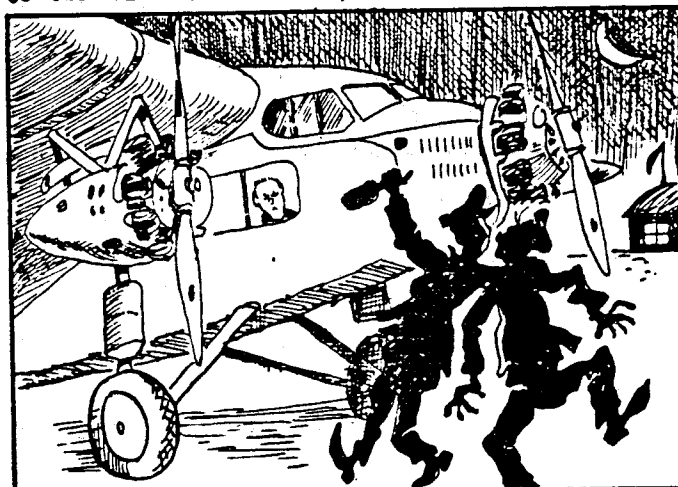
1- THIS RENOWNED AVANT-REALIST, WHO'S LANDSCAPES HANG IN EVERY MAJOR MUSEUM IN THE U.S., WAS ONE OF FLYING ACES' EARLIEST CONTRIBUTORS. OVER THE YEARS HE SUBMITTED 139 COVERS, ALL OF WHICH WERE REJECTED!



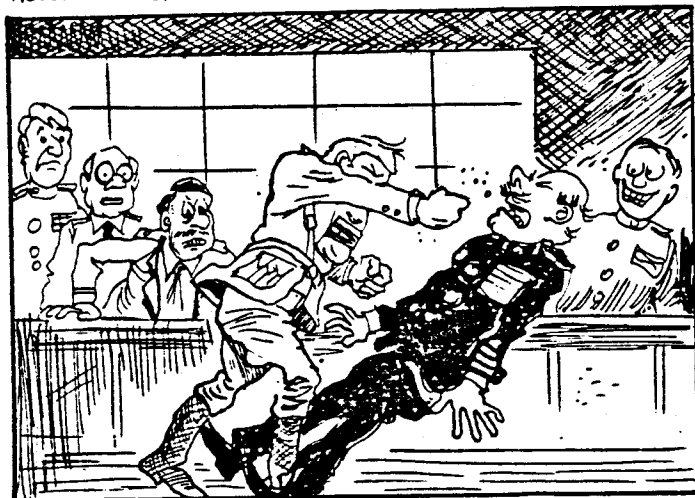
2- LET US SEE WHY. MAYFLY WAS DEVOTED TO FACT. THIS COVER EXPOSED A TRUTH MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW I. THE EDITORS APPLAUDED HIS HONESTY, BUT OBJECTED TO THE DIRTY HUN, WHO LOOKED TOO CLEAN.



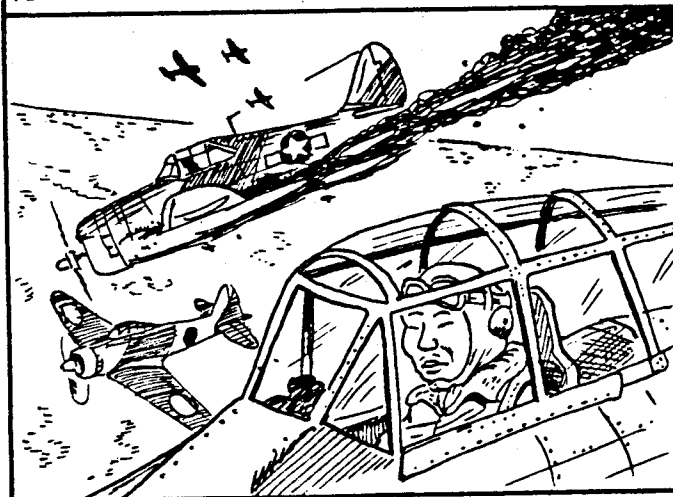
3- ANOTHER EXAMPLE OF C.B.'S DOCUMENTARY EYE WAS THIS ACCURATE PORTRAYAL OF BOOZE BEING LOADED UP FOR PROHIBITION-LOOKED U.S.A. THE EDITORS TURNED THIS DOWN BECAUSE OF THE STRIKING RESEMBLANCE OF THE PILOT TO THEIR OWN MAJOR FRED LORD ! ?!



4- CONTINUED TREATMENT OF PROHIBITION (WHICH APPARENTLY WEIGHED HEAVILY ON HIS MIND) WAS SHOWN IN THIS SHOT OF AIRLINE PILOTS FUELED ON BATHUB GIN. THE EDITOR'S CORRECTLY FELT THEIR JR. HIGH SCHOOL READERSHIP WOULDN'T UNDERSTAND..



5- THIS DEPICTION OF BILLY MITCHELL DECKING AN ADMIRAL DURING A CHIEFS OF STAFF MEETING WAS REJECTED, NOT BECAUSE THE EDITORS COULDN'T CONFIRM THE INCIDENT, BUT BECAUSE THERE WEREN'T ENOUGH AIRPLANES IN THE PICTURE.



6- HIS FINAL COVER EXPOSED A STARTLING FACT MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW II. THE EDITORS APPLAUDED HIS HONESTY BUT FELT THE DIRTY JAP LOOKED TOO CLEAN. HERE'S TO C.B. MAYFLY!



Salutations, disciples! Today we shall dwell upon the merits and woes of the too small propeller--an almost certain result of true scale design.

Rubber model props tend to be enormous--running to perhaps twice true scale. We accept this, for folk-lore suggesting that bigger is better has much supporting evidence. As a result, our models tend to look a bit silly. Especially awkward is the typical resulting landing gear. In order to give the prop sufficient clearance with respect to the ground, our landing gears are made long-legged, sometimes achieving giraffe-like proportions. When at rest, such models present a nose pointed upwards in a Praying Mantis attitude. The affect is to make any claim of "fidelity to scale" so much nonsense.

One legally acceptable solution is to leave off the landing gear, simulating a "gears-up" condition. Even when the prototype design permits this exit (no Piper Cubs allowed) the effect is to create a tripping hazard. Given a strong wind, a downwind landing, and the usual bald landing field, the model prop may hit hard enough to damage the prop or even force the model into a cartwheel, damaging the rudder.

What can be done? Why not a small prop? What exactly is wrong with it?

First is low efficiency. However, in FAC scale we are permitted unlimited rubber.

Surely one can make up for reduced efficiency with a bit more rubber.

Next, there is a difficult torque matchup. This one is a tougher issue. Rubber's natural tendency is to deliver power in the form: low RPM at high torque. The pattern is exactly opposite to that of an electric motor (high RPM at low torque). Just as electric motors have a natural liking for tiny props that require only a low driving torque, just so rubber motors are comfortable only with a great deal of back load and a low rotational speed--precisely the requirements of a large prop. While the low back load of a small prop can be increased by employing more blade width, or even more blades, there are limits here. Unless carefully done, the effect is to create another monster sized prop--this time too broad rather than too tall. If the matchup is poor, the usual result is a violent delivery of thrust over a short period of time; a pattern that is difficult to control.

Yet another disadvantage emerged in flying a giant Fournier equipped with the smallest prop I've ever attempted--only 16% wingspan (conventional wisdom calls for a minimum of 25%). In order to get a reasonable amount of thrust through a small diameter, the air transit velocity of particles crossing the disc must be high. In other words, prop blast velocity must be large. In turn, prop blast over the tail tends to dominate the tweaking or adjustment phase of powered flight. The usual prop blast control is achieved with some combination of tail setting and thrust line adjustments. It's something we all know how to do. Yet, I've rarely had as much trouble as with this model. The issue is not one of basic stability--the CG is well forward and the horizontal tail is enormous. Instead, the problem is one of dealing with an overwhelming amount of prop blast. Free flight gas modelers do this all the time, and their concept of steel shim washers solidly bolted down to a maple crutch supplies a rock solid means of retaining precise thrust line adjustments.

In rubber scale, we get along with tucked-in sheet balsa shims, hopefully held in place by a diminishing rubber motor tension. For small props, this won't do. I've learned that small props can yield solid performance, but *only if the model offers precise thrust line control*. Beware--either one has a rifle-like precision of thrust line setting--or a bag of crumbs.

Author : FFModeler@aol.com

First, hats off to Chuck Markos for reminding us that FF is also an adventure. Chuck's comments regarding RCDT were right on the money.

I find all this dialog regarding radio activated DT most distressing. Just because the technology has come into it's own and is available, doesn't mean it needs to be implemented. The minor added convenience comes at the expense of destroying the essence of Free Flight. Radio assisted FF is an oxymoron. Free means free of any human influence once the model is launched. If the FF model can be controlled in anyway by someone on the ground, then the model is not free. I fail to see any remarkable difference in dethermalizing a model down wind after a max with a timer or a radio. In either case, the model is still out there somewhere, and even those that fear gophers and stickers in their socks, will have to retrieve.

So, the RCDT controls when the flight ends. Will controlling where the flight ends be the next step? With all the whimpering about the rigors of model retrieval, future FF models could be directed back to the launch site.

No more stickers in the socks.

What's really needed is a FF Simulator CDRM. The control freaks could enjoy perfect FF as never before, and no chases.

On another subject: Who are all these modelers proxy flying some east european guys models? Well, that's what we used to call it.

Dave Parsons



These two articles recently appeared in the newsletter of the Southern California Ignition Flyers, the "Flightplug". We here at FAC-GHQ heartily agree! period!

## BOM Rule

Once again the 'Builder of the Model' rule is coming under attack. Is it the lack of talent or the lack of time or both that seem to generate this argument? The 'instant gratification' attitude seems rather pervasive now and it's really a shame to eliminate the few chances we have to do something creative in our spare time. You have no spare time? How about turning the 'Boob tube' off and doing something difficult and interesting for a change. Even if you just spend a 1/2 hour a day building a model, with proper planning, you can have something to fly in a month. Of course there is always the 'ARF', RTF manufacturers waiting to seduce you with beautifully finished products that, in most cases look good and fly well. But where is the sense of accomplishment? Visiting the R/C site at the basin is really a bummer now, with most of the models being ARF type things. In fact the old 'do it yourself' crowd seems to be missing now, probably at home, watching TV and listening to their arteries harden! The BOM rule has been in effect for many years, let's not lose it for the sake of a few non-creative individuals!

Art Swift

Building model airplanes is an art and skill that you can easily devote a lifetime to developing and perfecting.

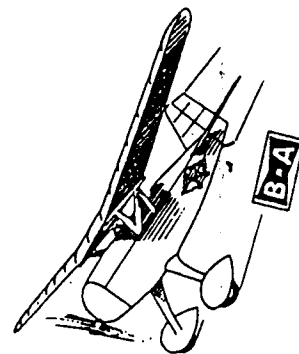
I can remember covering with tissue when I was in the third and fourth grade. Hopefully, I'm a little better at it now and I hope that I do not inhale as much of the fumes of the butyrate and nitrate dope as I did in the past. (Too late now, Doug! - ed.)

I have talked to several SCIF club members recently about the Builder of the Model (BOM) rule which continues to be a concern and a topic of press coverage in 'Flying Models' magazine. The SAM 'Official Rule Book' 1998-99 edition reads that "unless otherwise stated, the 'Builder of the Model rule' as defined by the AMA is in effect for all SAM free flight events. In talking with several SCIF members, I hear nothing to indicate that anyone is interested in flying a model in a contest that was built by someone else.

Ron Boots brought to my attention an article in 'Flying Models' written by Larry Kruse. Larry evidently took a survey among flyers (not defined) regarding their outlook on the BOM rule. The results as I interpreted them are as follows - 84.8% chose to keep the rule in effect, 10.8% thought it OK for others to build the model, but must fly in a separate class, 4.4% were in the middle and felt the BOM rule would be difficult to enforce, and 0% were interested in doing away with the rule! Yes, that is correct - 0%.

It appears to me that in the SAM movement, there is little chance of flyers flying other peoples building efforts in a competitive environment if this survey is actually representative of most SAM competition flyers. I've heard nothing from SCIF members which would indicate anything to the contrary.

Doug King

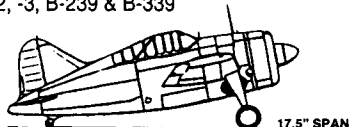


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THE GOLDEN AGE  
by  
Fran Ptaszkiewicz

### SAVOIA-MARCHETTI S.M. 55X

An Italian design, remarkable because of its unorthodox configuration, was the S.M. 55X, a twin-hulled flying boat with an open cockpit, very thick wings, twin engines installed back-to-back and canted at a striking angle, with the tailplane carried on wire-braced booms.

The S-55 was designed by Mr. Marchetti in both civil and military versions. Its special features were the commodious twin hulls, which were to make the aircraft especially seaworthy, besides providing cabin space for the crew, and the thick broad wing, in which was located the cockpit and flight deck. Supported above the wing were two strut-mounted tandem ISSOTA-FRASCHINI "ASSO" 18-cylinder in-line water cooled engines which gave a maximum output of about 500 horsepower each at 1,900 R.P.M..

Specifications were; Wingspan 79 feet-11 inches; Length 54 feet-2 inches; Wing Area 990 square feet.

Historically, in 1926 S-55s set up to fourteen world records for speed, altitude and distance with payload.

In 1927 and 1928 they made long flights across the Atlantic ( both North and South ). In January 1931, 12, S-55s led by the Italian Air Minister, Marshall Italo Balbo made a flight in formation ( though three aircraft crashed during the voyage ), from Rome to Rio. In 1933 Balbo led a formation of 24, S-55s to Chicago for the World's Fair, making the journey of almost 6,000 miles in just under 49 hours.

The need for fast safe air service to Europe and the Orient was felt early in the 1930s; yet there were no land based aircraft capable of spanning the ocean. Man then turned to the flying boat as an alternative. In order to establish the routes of the flying boats, that the U.S.A. used to span the Atlantic in the later 1930s, much work was involved. Some of the design development was carried on by Americans and other sections of the work was being accomplished by European designers all working toward a similar goal. Crossing the oceans.

It was in 1933 at the Century of Progress Exhibition in Chicago, a memorable achievement was carried out by Italian Air Minister Italo Balbo with 25 Savio Marchetti 55 X flying boats.

Over a year of elaborate preparation preceded this flight.

Establishing various harborage, fuel and servicing facilities were problems which had to be solved.

On Sunday, July 2, 1933 the Savio Marchettis left Orbetello Air Base on the Tyrrhenian Sea, with General Balbo Leading the way.

After numerous stop-overs, mishaps and much bad weather which held up the flight for over a week, the group arrived in Chicago on Saturday, July 15, 1933.

11.

The flying time was 47 hours and 52 minutes for the 6,100 miles at an average speed of 130 miles an hour.

This flights noteworthiness was one of proof that flying boats with established basing facilities could accomplish the task of spanning an ocean.

The element of success which was generated by this flight would lead to regularly scheduled passenger flights between the Americas in 1930, and to routine vacation travel between the continents by the 1960's and beyond.

While being praised for the achievement of General Balbo and his men by many, the long range implications of mass flights across oceans were not lost by those who were soon to become involved in a total world war.

In the detail of the drawing is the placement of a rudder only without a fin located at the center line of the stabilizer between the fin and rudders mounted on each boom, this center rudder is supported by a strut from the stabilizer to the hinge post at the top of the rudder.

The coloring of the aircraft was that of the Italian Ensign, red, white and green, with white being the dominating color and red trimming the fuselage upper section and wing, the fuselage at the water line and below was finished in green.

Of interest was the fact that after completing their visit to Chicago, those ponderous flying boats winged passed Buffalo and Erie on their way home.

The final fate of General Balbo has been clouded by two conflicting stories.

One tells us that, General Balbo due to his aviation exploits, became quite famous and popular in Italy and was a close rival with Mussolini for the leadership of the country. This rivalry ended in 1940 when he was fatally shot accidentally in a hunting accident in Northern Italy. There was always some suspicion regarding this so-called accident.

Another story tells us that the colorful, personable Italian flyer was never to see the subsequent parade of airliners which have linked the continents as he had dreamed. Politics and jealousy interfered; Mussolini, envious of the fame of his subordinate, exiled Balbo to the post of Governor of the Italian colony of Libya. Not long after Italy went to war with England and France in June of 1940, Balbo was said to have been shot down over Tobruk or somewhere along the Mediterranean Sea near Egypt. More than one historian has blamed Mussolini, although nothing was ever proved otherwise.

The choice is left to the reader, accidents or on purpose, accidental.



There is but little doubt that Italo Balbo's greatest triumph led directly to his end, and almost immediately to the end of the government whose flag he carried from Rome to Chicago and on many other of his wonderous flights across many seas and oceans.

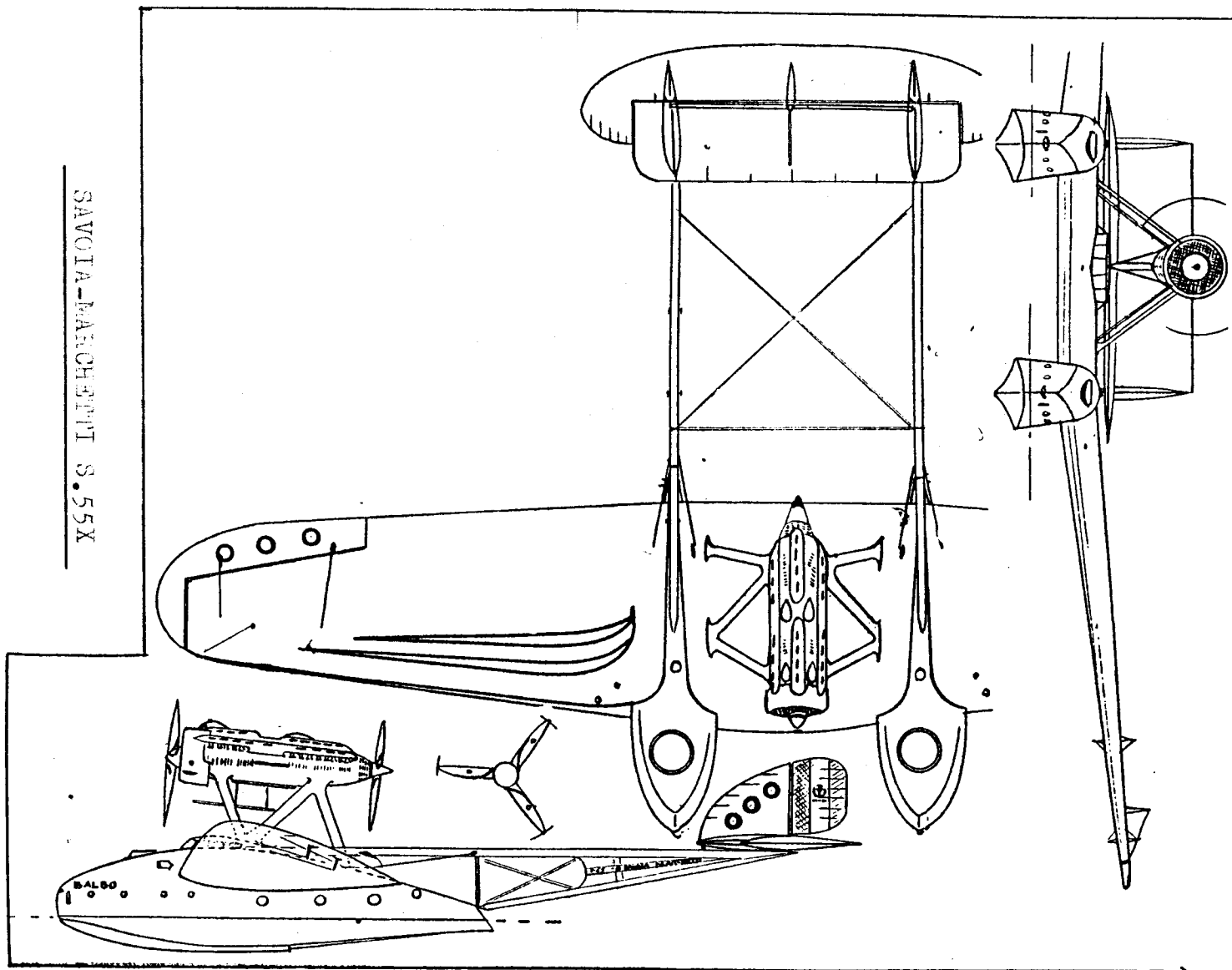
Would the world have been a different place under his leadership of Italy during the second World War?

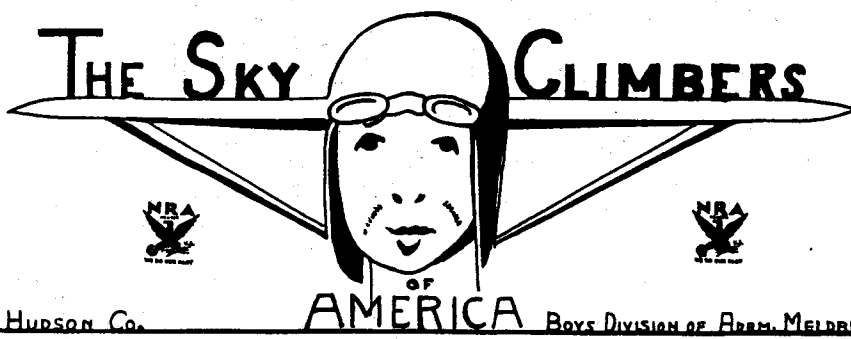
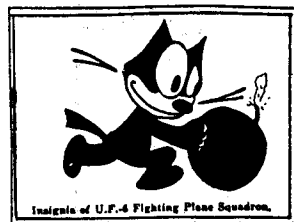
This is a question that unfortunately can never be answered by any historian who was knowledgeable about the events of the late 1940s.

Of course the new revisionists of those historical times will probably put their own twist to the story.

The Summer 1973 issue of National Aeronautics magazine features an excellent 3 view in color of the S.M. 55X done by bjorn Karlstrom.

In the September 1973 issue of Flying Models magazine there is a 3 view as part of an article for a Flying Scale Control Line version of this historic flying boat.





PUBLISHED MONTHLY BY THE J. L. HUDSON CO. AMERICA BOYS DIVISION OF ARTH. MELDRUM & ANDERSON CO.

# LOCKHEED ~ ISSUE

## KITS FOR CHRISTMAS GIFTS!

Whether it be for yourself or whether you are getting it for a boy friend, can you think of anything any better and anything you want more than a new model airplane kit for Christmas. Just think, now is your chance to get the "Big" one you have always wanted and boy oh boy, will it be swell to get up Christmas and see that grand old "Gee Bee" or "Howard Jacer" or "Commodore Boat" are one of the hundreds of other models that the Sky Climbers has ready for you. Our stock is "Chucked Full" of kits, big ones, little ones, solid models, flying models, and if you are a boat builder we can supply you with a wide and varied assortment of model boat kits.

To make it easy for you and also for Mother and Dad to pick out the models you want for Christmas we are enclosing this month a separate sheet showing most all the models we carry. Just mark your sheet with X on the kits you want for Christmas, hand it to Mother or Dad and say, "The next time you are downtown won't you please drop into Sky Climber Headquarters and get me my present?" Sure they will and be glad to do it. Look over the sheet well and don't forget the earlier they come up the better assortment and less chance of disappointment there will be.

### MERRY CHRISTMAS FROM HOWIE & BILL

Another year shot, fellers, and believe you us, it has been so mighty fine working with you boys, that we didn't even know Christmas was here (Oh - Yeah? Honest, we appreciate your business but more than that your friendship and we both hope we will be with you for many - a - more "Merry and Happy Christmas".



HOWIE

BILL

More! More!

Manager: "What's the idea of sitting out there absolutely silent for five minutes?"

Telephonist: "That was a request number."

The Record-Breaker

Hopeful: "Time me around the track, Coach!"

Coach: "Sure. Wait till I get my calendar."

## NEXT ISSUE

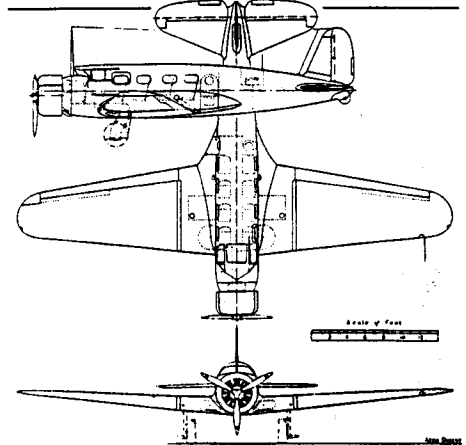
Watch for it, something brand new is going to be let loose, and what a swell surprise for you fellows its going to be.



### OPEN ALL DAY DURING HOLIDAYS!

Here is the place to spend your holidays, fellows, right up at your Club. Plenty doing, now, loads of new things coming in, new models to see, and it will give you a chance to meet your old School Chums who have been away to School. Everybody will be up here, so don't forget to pay Howie & Bill a visit.

#### Airplane Development Corporation MODEL V-1 TRANSPORT

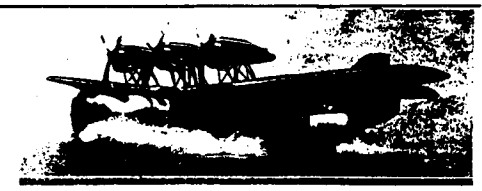


Outline drawings and views of the nine-place Model V-1 transport

### MAKE MODELS FOR CHRISTMAS PRESENTS



It isn't too late to knock off those models to give as Christmas Presents. If you get busy right away you have time for three or four any ways, and you know and we know the older folks go just as daffy over these Solid Scale Models. So that you make them look real professional like we had our manufacture make some dandy wood pedestals to mount your plane on. Boy Oh Boy they are swell and only a nickel a half a dime. Step on it and surprise the folks on Christmas Morning with a real "Big Shot" looking model made by yourself.



Japan's largest military flying boat, the tri-motored Hiro Type M-1

### PICTURE SHOW

Big Show, Saturday, December 16th, all day, in the Club Theatre. This is going to be some show, it is free, and you can stay as long as you like. Bring your friends along with you, whether they belong to the Club or not.

### DOUBLE CONTEST

Here it is, the Big Double Contest you have all been waiting for. The first division is for boys not over 12 years old, and the second is for boys over 12 years old. The rules are simple, build a solid scale model, any size, must be your own make and be built of balsa wood and bring it up to the club as soon as possible. The contest starts today, closes Saturday, December 30th and the sixteen prizes, eight in each division will be awarded Saturday afternoon at 3 P.M. January 6th. Planes will be judged by Floyd Kowalak, Buffalo Champion model builders. Get going, right away, and remember you can enter as many as you like.

Spandau



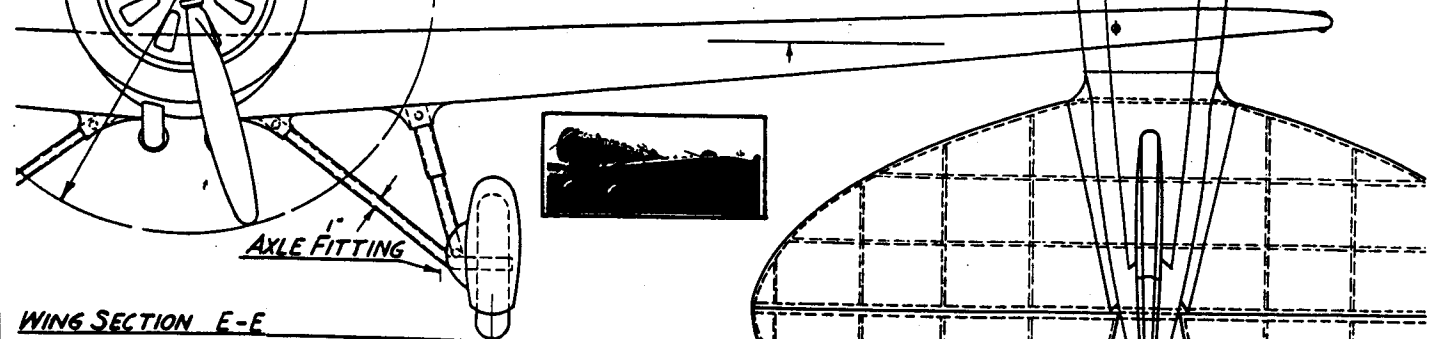
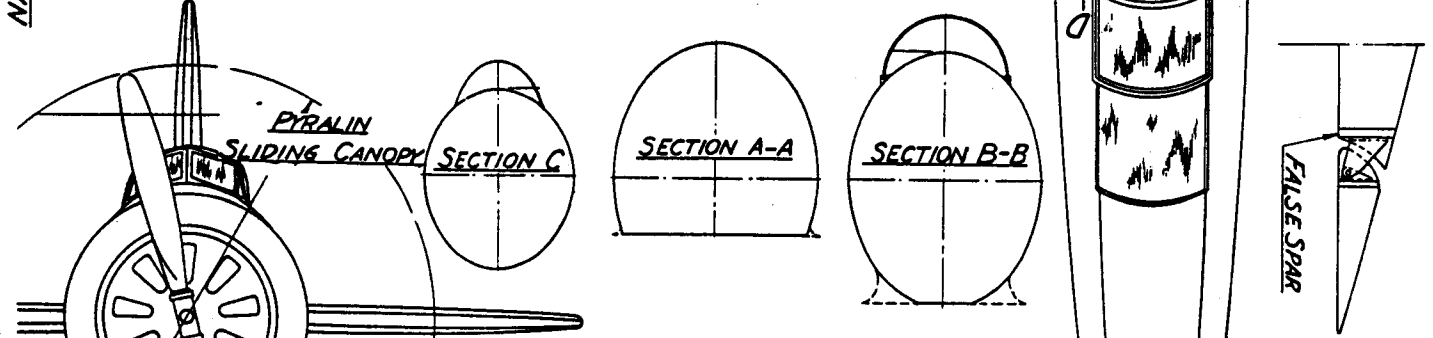
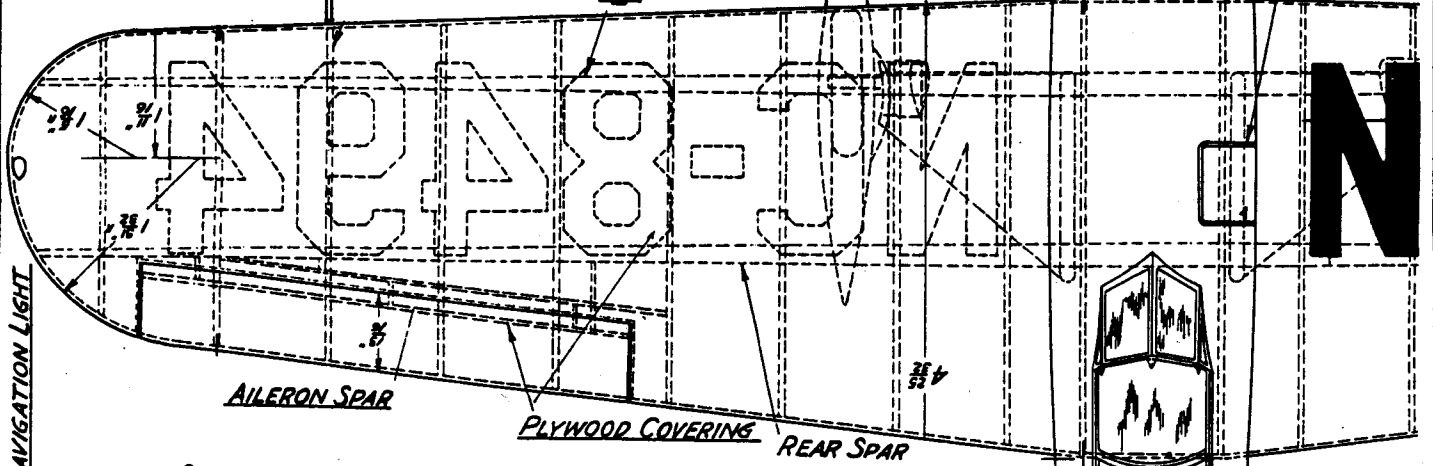
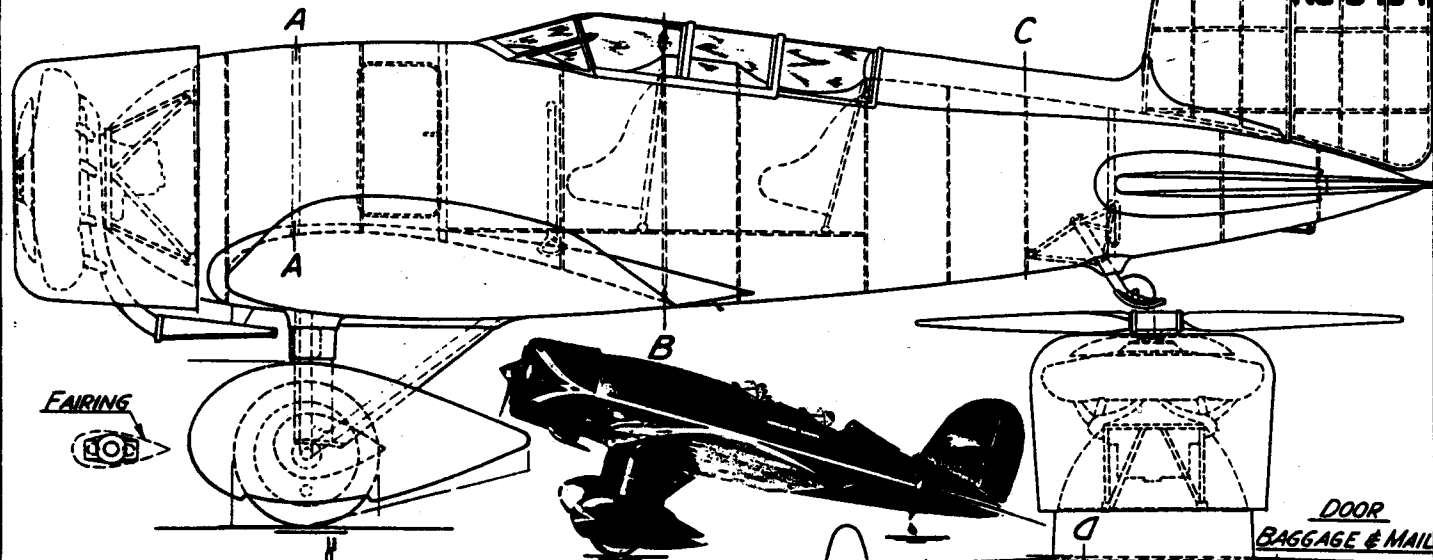
Slotted barrel

4.



# DETROIT AIRCRAFT LOCKHEED

NC-8494

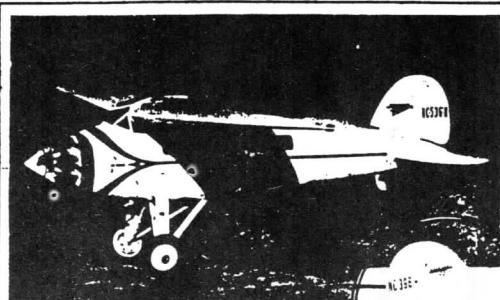




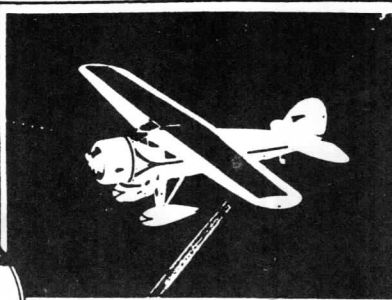
SPEED

# LOCKHEED

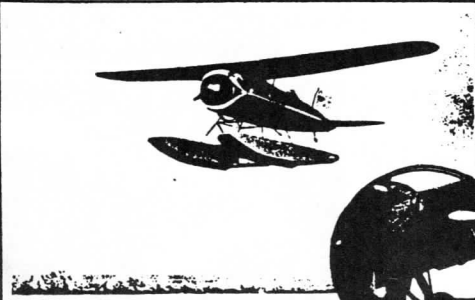
STAMINA



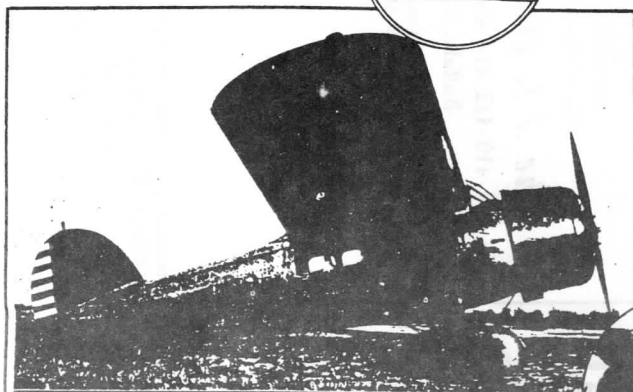
The LOCKHEED VEGA MONOPLANE—Powered by 425



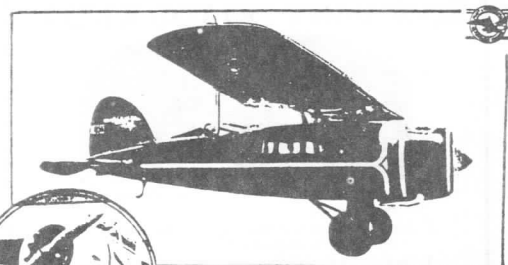
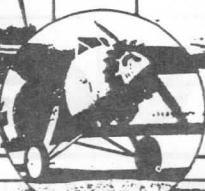
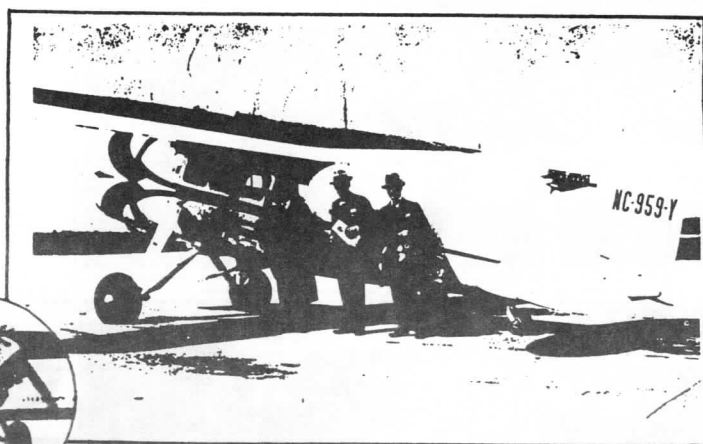
LOCKHEED EXECUTIVE—Powered with 425 H. P. Wasp Engine  
N. A. C. A. "Curling and 'Pants'"



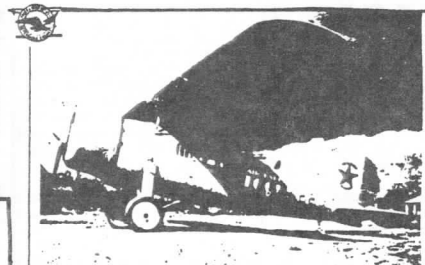
The AIR EXPRESS ON FLOATS



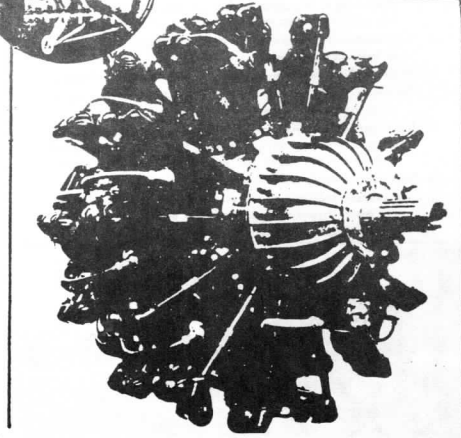
THE LATEST LOCKHEED—The new Detroit-Lockheed Vega monoplane (supercharged Pratt and Wasp engine) which has been built for the personal use of General Pecheur, Chief of the U.S. Army Air. It has a top speed of 215 m.p.h. and has a cruising range of 1,800 miles. The new wire-braced undercarriage.



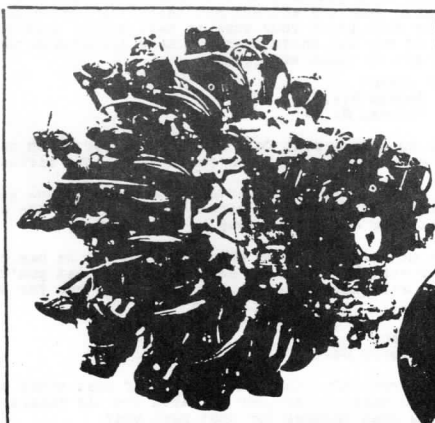
Twin Wasp Two-Row Radial  
Most Powerful



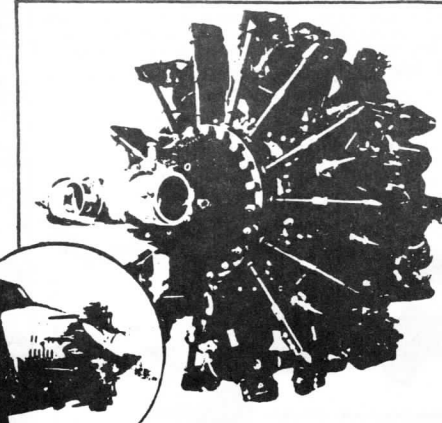
American Production Air-Cooled Engine



HARTFORD

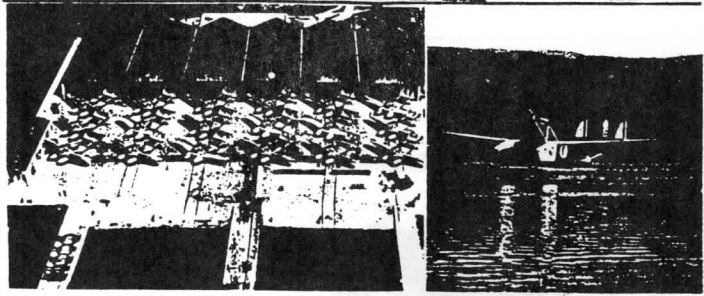


PRATT & WHITNEY AIRCRAFT CO.

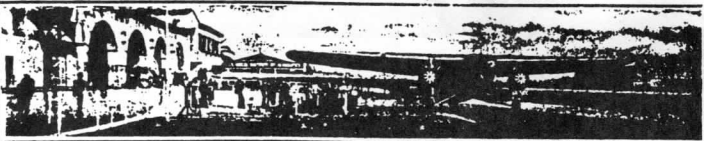


CONNECTICUT





General Balbo, his crew and some of the S-55X seaplanes of his aerial armada



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The Sky Climbers  
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410-412-414 Main Street  
Buffalo, N. Y.  
BOYS' DIVISION OF  
ADAM, MELDRUM & ANDERSON CO.

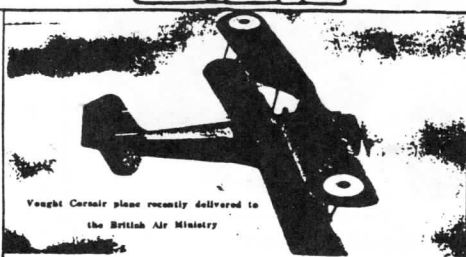
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notify sender on form 3547.  
Postage for notice guaranteed.

## CLUB NOTES

Have you noticed the big bunch of real good solid models the members are bringing in lately? One look through our cases in the Club Room will convince you that the boys of this city will take a back seat for no one when it comes to building planes. And this also goes for flying scale models. Keep it up boys, Headquarters is proud of you.

Do you know a good true story about flying or about some incident you think would be interesting to the other members? Why not write it out and mail it in to us? You never can tell, maybe by just a simple start like this you will turn out to be a great writer some day.

We think our Club Rooms are pretty complete when it comes to having about everything we know of for your enjoyment and help. Maybe some of you boys have an idea we should have, this - that - or what have you? Why not drop us a line and tell us in your own words just what you think is missing.



Vought Corsair plane recently delivered to the British Air Ministry

## WANT TO SWAP SOMETHING?



Last month we started a Swap Column for the members of the club and here are the names of some fellows who want to Swap something. If you have something that you think will interest them, get in touch with them right away and we bet you will make out O.K. As we said last month, this column is for your use. If you want to Swap something, simply write us a letter or postcard, or come up to the Club and let us know what you have to Swap and what you want. Put your name and address and telephone number down and we will print your dope in next month's magazine then if any one wants what you have advertised they will get in touch with you.

Frank Bryant  
2756 Seneca St.,  
West Seneca, N. Y.

Wants to swap a real full sized propeller which was used on a well known plane for a 22 calibre rifle.

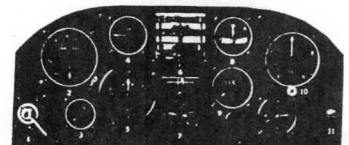
Bill Nicklis, (at Headquarters) had some guinea pigs he wanted to swap for a nice stuffed owl but the pigs got away and so the swap is off.

Hufus McGoofus wants to swap the bath tub he has home for what have you? He says no matter what you've got he will have more use for it than he has for the bathtub.

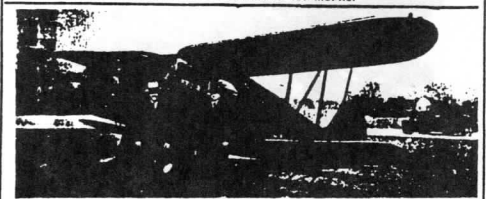
Al Bachman,  
410 W. Ferry St.

Has hundreds of actual photographs of most every plane ever made, modern, war and even the old timers. He will swap photoes for what have you?

## HOW MANY DO YOU KNOW



1. MAGNETO SWITCH—Controls the ignition of the engine. Shown in off position.
2. AIR SPEED INDICATOR—Shows speed of airplane in miles per hour relative to air at sea level.
3. OIL PRESSURE GAUGE—Shows pressure at which oil is circulated in engine in pounds per square inch.
4. CLIMB INDICATOR—Shows how fast airplane is ascending or descending in thousands of feet per minute. Operates from rate of change of air pressure, not from angle of climb.
5. TACHOMETER—Indicates speed of engine. Standard range, 0-2400 revolutions per minute.
6. MAGNETIC COMPASS—Shows direction in which airplane is headed.
7. THERMOMETER—For oil or water. Similar in use to a motorometer used on an automobile.
8. BANK AND TURN INDICATOR—Hand shows if airplane is flying straight or turning to right or left. Ball shows if airplane is level in straight flight and if properly banked on a turn.
9. FUEL GAUGE—Indicates the amount of fuel in tanks.
10. ALTITUDE—Indicates height in feet above sea level or starting point, depending upon setting of dial.
11. CHOKE—Similar to the choke on an automobile.



L. N. Bruma, vice president and treasurer, and Clayton J. Brunkner, president and general manager, of The Waco Aircraft Co. with the new Model C four-place cabin Waco they have been testing

# A LOCKHEED FOR COLONEL LINDBERGH



Last summer Colonel Lindbergh laid before Lockheed engineers specifications for the type of airplane which would meet his ideas and requirements. It should incorporate the latest development in aircraft engineering and design. It should be powered with a proven type of engine and, therefore, obtain efficiency through aerodynamic design rather than through additional power. It should have a maximum top speed, together with a large carrying capacity, and a landing speed which would permit the use of undeveloped airports far from organized airways.

Colonel Lindbergh recommended a low-winged monoplane with two open cockpits — and the Wasp-powered Sirius is Lockheed's answer.

According to the agreement between Colonel Lindbergh and the Lockheed Corporation, the plane was not to be paid for until its performance was satisfactory. In California last month Colonel Lindbergh took delivery of the first Lockheed Sirius and expressed his approval of the design. As a result of the performance tests of Colonel Lindbergh's plane, the Sirius has been made a standard model in the famous Lockheed line.



## DÉTROIT AIRCRAFT UNION TRUST BUILDING, DETROIT

Lockheed Aircraft Corporation  
Ryan Aircraft Corporation  
Parks Air College, Incorporated  
Parks Aircraft Corporation  
Eastman Aircraft Corporation

Blackburn Aircraft Corporation  
Marine Aircraft Corporation  
Grosse Ile Airport, Incorporated  
Gliders, Incorporated  
Aircraft Parts Company, Incorporated  
Aircraft Development Corporation





## 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!!**

### OUTDOOR PEANUT

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Dave Stott	Sonerai Racer	95 sec.

### INDOOR PEANUT

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Scot Dobberfuhl	Santos-Dumont	92 sec.

### OUTDOOR DIME SCALE

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Dave Stott	Aeroneer (Comet)	57 sec.

No times in the other events as yet.

### PHOTO PAGE

All photos by Chris Starleaf.

Left column; Mel Roth and his great flying Dornier "Arrow". Neat looker, too.

Chris's stable of Greve racers, Mr. Smoothie, Keith Rider "Firecracker" and a pair of Chambermaids.

Right column; Two pics of Bob Bojanowski's ten foot span rubber powered Ford tri-motor. All three props powered. Still in the trimming process.

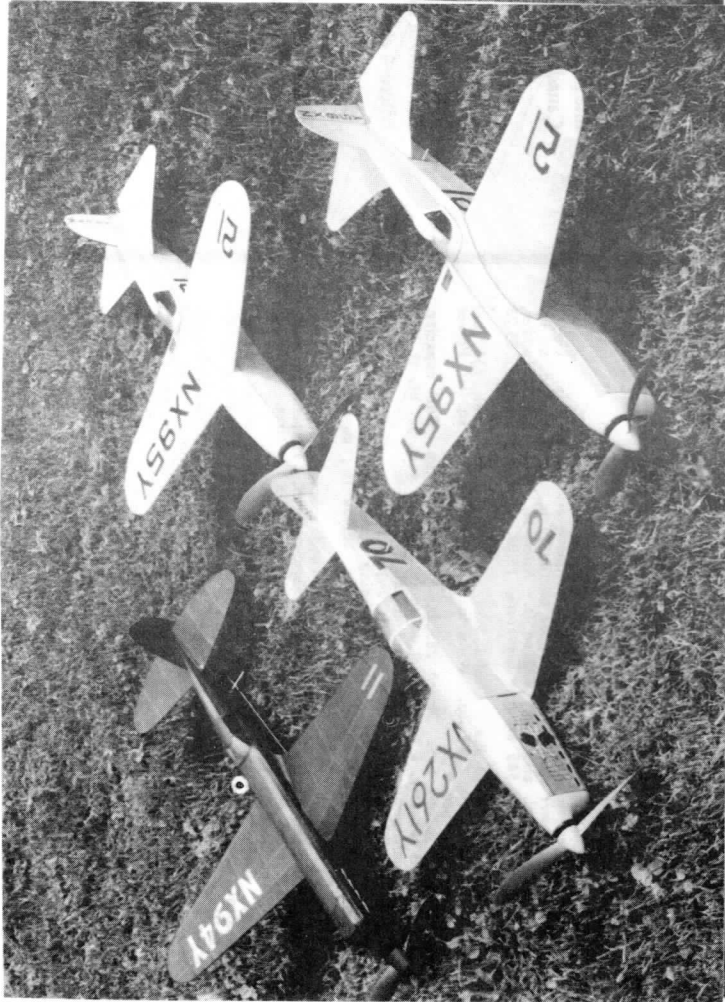


**FLASH! THIS JUST IN!** Jane Schlosberg has been declared "GRAND CHAMPION" at the Cactus Squadron's annual contest. Jane is our foremost Aviatrix. NICE GOING, GIRL!

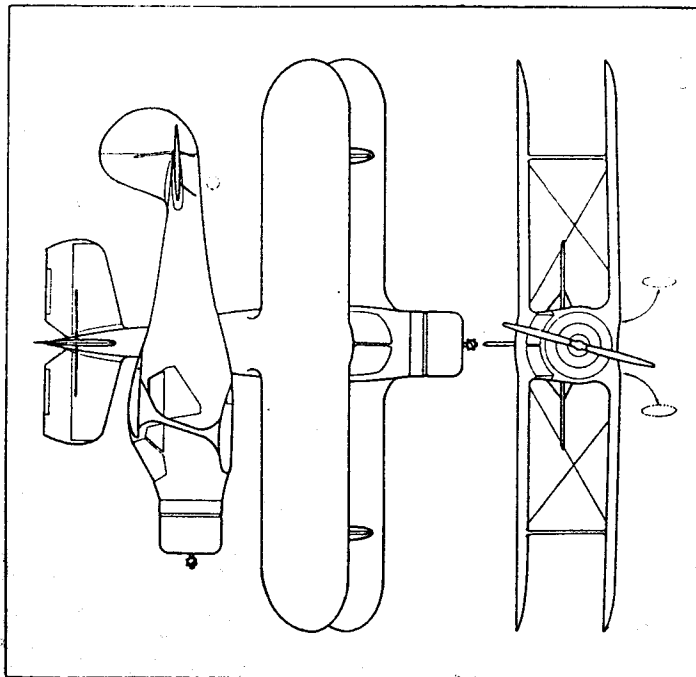
**WANTED:** Any information on the Remington-Burnelli RB-1 and RB-2. Ollie Benton, 409 Brady Pt. Rd., Signal Mountain, Tn. 37377.

**FLYING ACES T-SHIRTS;** All we have left are size X-large and one (1) XX-large. Price is \$12.50 postpaid. Send your orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

(this is the T-shirt with the Douglas YO-43 on it)



Beech Aircraft Corp., Wichita, Kans.  
Beechcraft C-17B—(Jacobs, 285 h.p.)



Beechcraft C-17B

A.T.C. No. 602. Type: 4 or 5-place, cabin, land, biplane.  
Dimensions: Length overall, 24 ft. 5 in. Height overall, 8 ft. 2 in. Upper span, 32 ft. Lower span, 32 ft. Upper chord, 60 in. Lower chord, 60 in. Area, 32 sq. ft. Wings (incl. ailerons), 273 sq. ft. Ailerons, 23.75 sq. ft. Rudder, 8.615 sq. ft. Fin, 5.545 sq. ft. Elevators, 15.07 sq. ft. Stabilizers, 23.75 sq. ft.  
Weights: Empty, 1850 lbs. Useful load, 1300 lbs. Pay load, 755 lbs. Gross weight loaded, 3150 lbs. Wing loading, 11.5 lbs. per sq. ft. Power Plant: Jacobs L-5. Rated 285 h.p. at 2000 r.p.m. Fuel capacity, 74 gals. Oil capacity, 5 gals. Fuel consumption, 17.5 gals. per hr. at 1900 r.p.m. Oil consumption, 2 pints per hour at 1900 r.p.m.  
Performance: High speed, 185 m.p.h. at 0 ft.; cruising speed, 165 m.p.h. at 0 ft. and 177 m.p.h. at 7200 ft.; landing speed, 45 m.p.h. Climb at sea level, 1200 ft. 1st min. Service ceiling, 18,000 ft.; absolute ceiling, 19,500 ft. Cruising range, 700 mi.  
Construction: Wings, CVH airfoil section, wood spars, wood ribs, fabric-covered. Fuselage, 4130 welded tubing, fabric-covered. Empennage, wood and 4130 steel. Landing gear, retractable, 7.50 x 10 tires. Autoland wheels, Autoland brakes, Beechcraft shock absorbers.  
Rigging: Angle of incidence, Upper wing, 1 deg.; lower wing, 1 deg.; Dihedral, upper wing, 1/4 deg.; lower wing, 1/4 deg.; stagger, 23 in. negative.  
Standard Equipment: Flight instruments, compass, altimeter, airspeed indicator, bank and turn, rate of climb, one moonlow instrument light. Engine instruments, oil pressure, oil temperature, ammeter, tachometer. Starter, Eclipse direct electric. Propeller, metal, not controllable. Landing lights, extra. Navigation lights, radio, extra. Radio shielding. Radio bonding, N.A.C.A. cowling. Wheel pants. Wing flaps. Elevator tab adjustable in flight. Dual controls. Tail wheel. Luggage compartment. Other equipment, generator, cabin heater, double firewall (stainless steel and aluminum), 3 cabin ventilators, electric retractable landing gear, fuel gauges, hand wobble pump.  
Price: \$9250 (at factory).

A. A. (AL) Lidberg model plan service  
1030 E. Baseline, Suite 105, No. 1074, Tempe, AZ 85283  
(602) 839-8154 evenings and weekends  
Email: aalmps@aol.com On-line catalog: <http://members.aol.com/aalmps>

25 SEP 99

Dear Lin,

I'm pleased to announce two new Mini-XL kits. Both of these designs were originated by Louis Garami, and both are scaled down from pre-WWII gas models.

The first is the Strato Streak, one of the better known pylon models. This one is distinctive with its 5 fins, but it is perhaps better known for its performance, especially as an .020 Replica free flight. The Mini-XL version, at 30" span, flies just as well and has demonstrated that it is competitive in the FAC Electric Replica free flight event. Equipped with a Hi-Line Mini-6 and 3 110mah cells, motor runs over one minute are normal and the altitude gained is significant.

The second is the Skylark, a lesser known Garami model. Most of his planes tended to be small, but this one was a bit bigger as an A - B gas model. Except for pylon models, many of the early gas models tended to try to look like full scale planes. In comparison, the Skylark has a gull wing, inspired by soaring planes or larger birds, plus a diamond shaped body. All of the Mini-XLs work fine as Electric free flight replicas, but the prototype Skylark model was set up as a small rc flyer, using the Hiteck Focus III system for rudder, elevator and motor throttle controls. In addition, a BEC/ESC set up allows use of a single battery pack for motor and rc to minimize the weight.

Both kits contain balsa and ply printwood, sticks, wire and 4 sheets of genuine ESAKI tissue in addition to black line plan prints from a CAD drawn original and separate instructions. Prices: Strato Streak \$24 postpaid in US & Canada; Skylark \$26 postpaid in US and Canada [please add 20% postage for shipments elsewhere].

It should be noted that the newer MINI-XL models are all about 30" wingspan with approximately 125 square inches, which is the maximum size specified for the FAC Electric Replica event. The earlier Series 1,2,3,4 and A, B,C mini-ot models are all about 20" span or slightly less; still qualifying for the FAC event, but using the smaller Micro-4 electric [or 100-120 size Brown/Gasparin/Telco CO<sub>2</sub> for sport flying] motors.

The printed AALmps catalog is available for \$2.00 to anywhere - the same information is available at the AALmps website catalog at <http://members.aol.com/aalmps> with photos of all of the kit and plan models.

Our big contest, the 50th Annual Southwest Regionals is coming on January 15-16-17, 2000. A plug for that will also be appreciated. SWR also has a website at <http://members.aol.com/allff> offering details of the 3 separate contests, the MECA Collecto and the dinner.

Sincerely,

AL

# 1999 NATIONAL MASS LAUNCH RESULTS SEPT 19, 1999

LOCATION	NAME	TIME	PLANE
1. Muncie.IN.....	Kuenz, Ralph.....	1220!!!!	Taylorcraft
2. Muncie.....	Weckerly, Stew.....	193.....	Found
3. Tampa FL.....	MacEntee, Rich.....	154.....	Consolidated YO-50.
4. Muncie.....	Roberts, Gorden.....	106.....	Taylorcraft
5. Tampa.....	Martin, Doc.....	88.....	Caudron Racer
6. Tampa.....	Noriega, Steve.....	86.....	Pilatus Porter
7. Georgia.....	Brock, Wayne.....	82.....	Piper PA-16
8. Muncie.....	Boyanowski, Paul.....	79.....	Wittman Buster
9. Tampa.....	Nuszer, Joe.....	76.....	Ford 2AT
10.Muncie.....	Moses, Jack.....	73.....	IS-4
11.Georgia.....	Perryman, George.....	72.....	Helio Stallion
12.Muncie.....	Houk, John.....	67.....	Bell P-59
13.Muncie.....	Azure, Pete.....	65.....	B. P. Defiant
14.Muncie.....	Burdsal, Les.....	60.....	Fairchild 24
15.Muncie.....	Bojanowski, Bob.....	60.....	P 51 Mustang
16.Muncie.....	Harding, Bill.....	57.....	Stinson 125
17.NY Central Park*.....	Peters, Tony.....	52.....	Latécoère 26-6
18.Muncie.....	Rees, Dave.....	45.....	AD-1 Skyraider
19.MaCungie PA.....	Hallman, Tom.....	45.....	Mig 15
20.MaCungie PA.....	Lundberg, Bob.....	43.....	Piper Cub
21.Tampa.....	Ozborne, Randy.....	38.....	Taylorcraft
22.Muncie.....	Zand, Mike.....	37.....	Lacy M 10
23.Muncie.....	Mayo, Ross.....	36.....	Moskito
24.Tampa.....	Ozborn, Buster.....	35.....	Fairchild 24
25.Wyomissing PA.....	McQuaid.....	30.....	Turbo- Porter
26.Muncie.....	Weber, Rich.....	29.....	Mr. Mulligan
27.Muncie.....	Cox, Phil.....	26.....	Isaac's Fury
28.NY. Campbell.....	McKeown.....	21.....	L-19
29.Georgia.....	Barfield, David.....	20.....	Claude
30.Tampa.....	Gilbert, Sidney.....	15.....	Lacy M 10
31.Muncie.....	Ruhland, Dennis Jr.....	10.....	P 51 Mustang
32.Georgia.....	Hodson, Frank.....	4.....	Jiddy Flash

\* Sheep Meadow, (Remember that for your next visit)

And then there were the true desperadoes who were so besieged by howling winds that they could not get the hanger door open and had to fly inside. Rumor has it that the wind got so crazy that a large beam was loosened in the hanger roof which fell down on Russ Sanduski and loosened some other things in his head. In his subsequent delirium he sent these times in anyway. So just for the record we have:

33. Maryland.....	Gillis, Rich.....	83.....	S-10 Sakota No Cal
34. Maryland.....	Sharbona, Kevin.....	55.....	Howard
35. Maryland.....	Sanduski, Russ.....	50.....	Frank Ki 84 No Cal
36. Maryland.....	Bisset, Bob.....	45.....	Lacy

This event takes 'land, lots of land' and it is rare to find in the East. Hopefully our West Coast clubsters will take advantage of their terrain and join in the fun next year. Don't forget the binocs! Special thanks to those with short flights but stout hearts in reporting in.

Respectfully submitted,

*Dave Franks*

Dave Franks

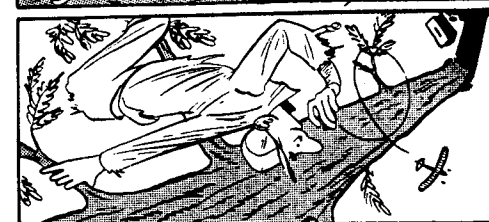
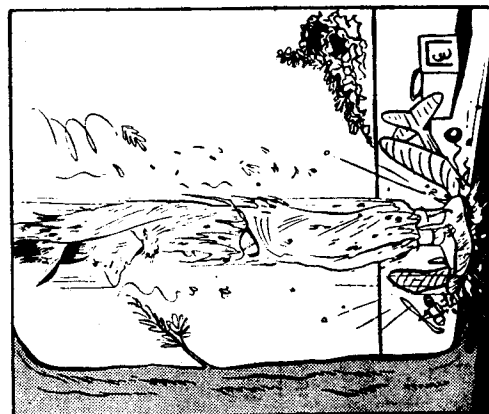


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## 22. FAC Postal Contests

Here are the final results for this year's postal contest. Somehow we lost the name of the Clubster who sent in times in the Modern Civil Wing, sorry about that!

Congratulations to the winners and all who entered. Kanones to the winners and thank you too the others. The "OTHERS" are the ones who keep these contests going.

GOLDEN AGE CIVIL

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Wayne Brock	Stinson	526 sec.
2. Nick Peppiatt	Rearwin Speedster 292 "	
3. Scot Dobberfuhl	Heath Midwing	250 "
4. David Franks	Gadfly	200 "
5. Tom Hallman	Gadfly	143 "
6. Scot Dobberfuhl	Corben Super Ace	137 "
7. Scot Dobberfuhl	Monocoupe	134 "
8. Scot Dobberfuhl	Porterfield	108 "
9. Frank Hirleman	Curtiss Robin	102 "
10. Frank Hirleman	Dewoitine D-33	101 "
11. Tom Hallman	Clipped wing Cub	84 "
12. Bob Clemens	Farman Mosquito	71 "
13. Steve McKeown	Aeronca "k"	52 "
14. Walt Leonhardt	Maubosin Hemp.	55 "
15. Darold Wilken	Leopard Moth	46 "
16. Steve McKeown	Bellanca	45 "
17. Darold Wilken	Fleet Canuck	36 "
18. Jim Lehrman	Piper J-3	29 "

## MODERN CIVIL

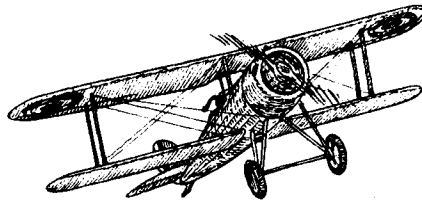
<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Frank Hirleman	Citabria	152 sec.
2. ?? ??	Jodel	56 "
3. Ed McQuaid	Turbo-Porter	54 "
4. ?? ??	Piper Vagabond	52 "
5. ?? ??	Stinson	50 "
6. Jim Lehrman	Citabria	30 "
7. Steve McKeown	D-H Chipmunk	28 "

## GOLDEN AGE MILITARY

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Tom Hallman	Mitsubishi 1-MF	70 sec.
2. Walt Leonhardt	Mureaux C-1	44 "

## MODERN MILITARY

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Tom Hallman	Mig-15	101 sec.



**KING ORANGE INTERNATIONAL 1999/FAC  
5th Annual Winter Outdoor Championships**

**PALM BAY, FLORIDA  
DEC. 29,30,31, 1999**

Once again the **Mosquito Squadron**, commanded by **Steve Bacon**, will conduct the 5th annual **FAC WINTER CHAMPIONSHIPS** in conjunction with the 46th annual **FMA KING ORANGE INTERNATIONALS**. There will be 15 **FAC** events in which prizes will be awarded through third place. A separate **FAC** high point trophy will also be awarded for overall point winner in **FAC** events. Flying will take place from 8AM to 5PM each day except on Dec. 31 when all flying ceases at 3PM. All mass launch events will be flown at noon each day. Scale model judging will be conducted at the Flying Field on Wednesday 29th of Dec. beginning at 8AM. You are urged to present all **FAC** Scale models as soon as possible to be judged. **NOTE: This is a correction from previous information.** The current **FAC** rules will apply to all events. Mass Launch will require proof of scale and minimum of 45 scale points. 15% rubber rule applies to Mass Launch also. Dime Scale not eligible for Golden Age.....**For further information contact Steve Bacon at 836 Banbury Dr., Port Orange, FL 32119, Phone (904) 788-7309**



## SCHEDULE OF EVENTS

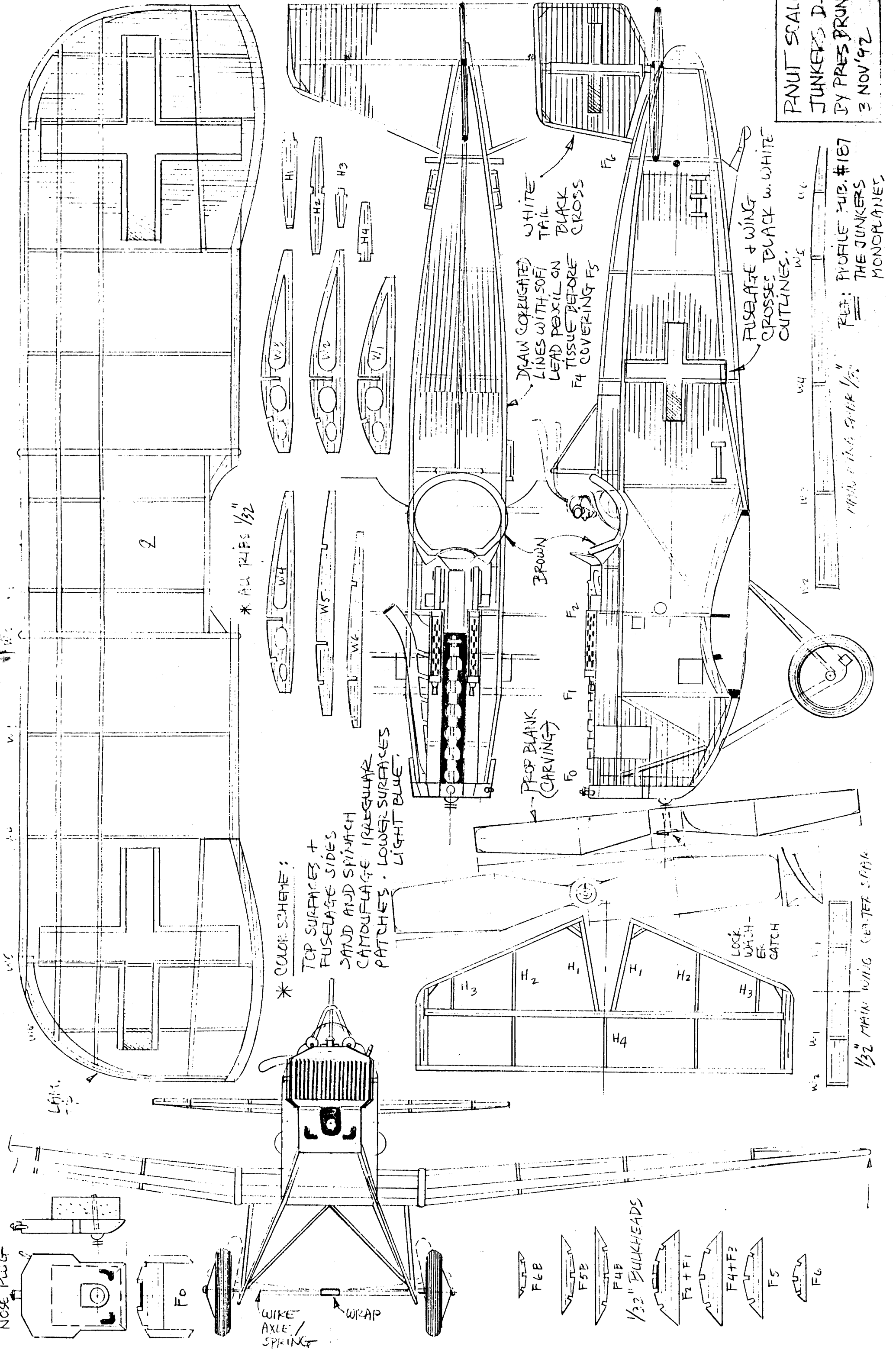
WEDNESDAY	THURSDAY	FRIDAY
Dec. 29th	Dec. 30th	Dec. 31st
Embryo Endurance	FAC Peanut Scale	FAC Rubber Scale
FAC No-Cal Scale	FAC Jumbo/Giant Scale	FAC Power Scale
FAC OT Gas (Eleo/CO2)	FAC Golden Age	FAC Dime Scale
Old Time Rubber	Old Time Stick	WWII Mass Launch
Greve/Thompson Trophy Race	WWI Mass Launch	Peanut High Wing

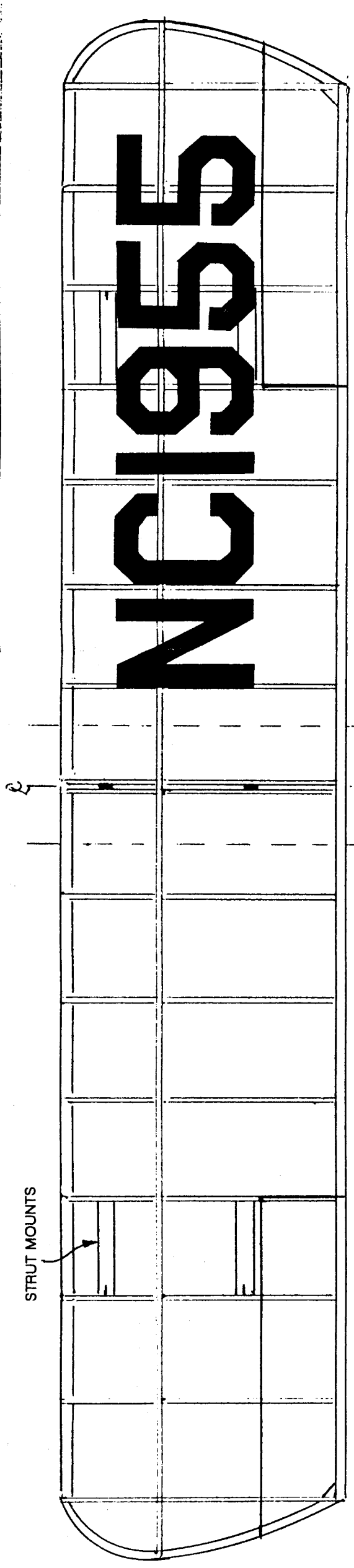
NAME \_\_\_\_\_ AMA \_\_\_\_\_  
STREET \_\_\_\_\_ JR/SR \_\_\_\_\_ OPEN \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

**"LET'S FLY FACCCCCCCCCCCeeeeeeeee"**

PAINT SCALE  
JUNKERS D-9  
BY PRES BRUNING-  
3 NOV '92

REF: PROFILE SUB. #187  
THE JUNKERS  
MONOPLANES

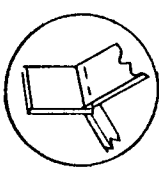




STRUT MOUNTS

2 STRIP LAMINATE WING TIPS, RUDDER & STAB. OUTLINES 1/20 X 1/20 STOCK

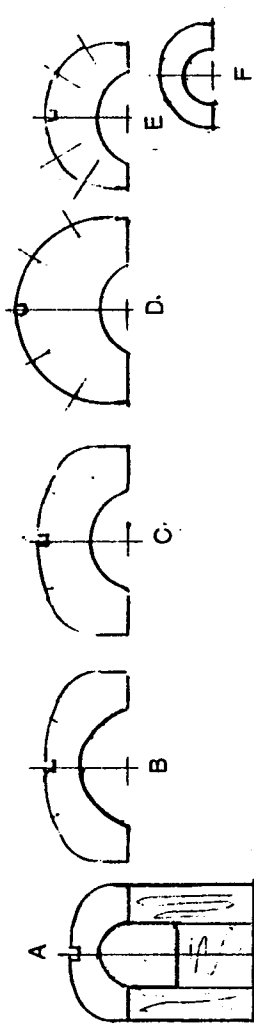
ADD STRINGERS --- AFTER CABANE VEES ARE MOUNTED IN PLACE



DETAIL "C"

FRONT CABANE VEE CLUSTER

REAR CABANE VEE

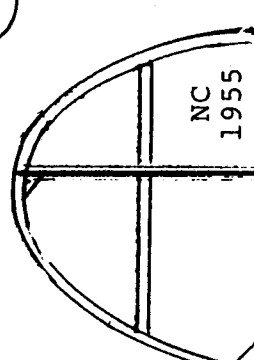


WINDSHIELD



INST. PANEL

TYPICAL GUSSET



DETAIL "C"

FRONT CABANE

REAR CABANE

Baby Ace

NC 1955

SCALE RIGGING WIRE LOC. ( - - - - - )

REMOVABLE NOSE BLOCK

DO NOT GLUE WIRE TO FAIRING

LANDING GEAR MOUNT

5/8" WHEELS BALLOON TYPE

L.G. WIRE OUTLINE

LANDING GEAR FAIRING

LANDING GEAR STRUTS & BUNGEE COVERS GLUED TO FAIRINGS

JURY STRUTS

PARALLEL WING STRUTS

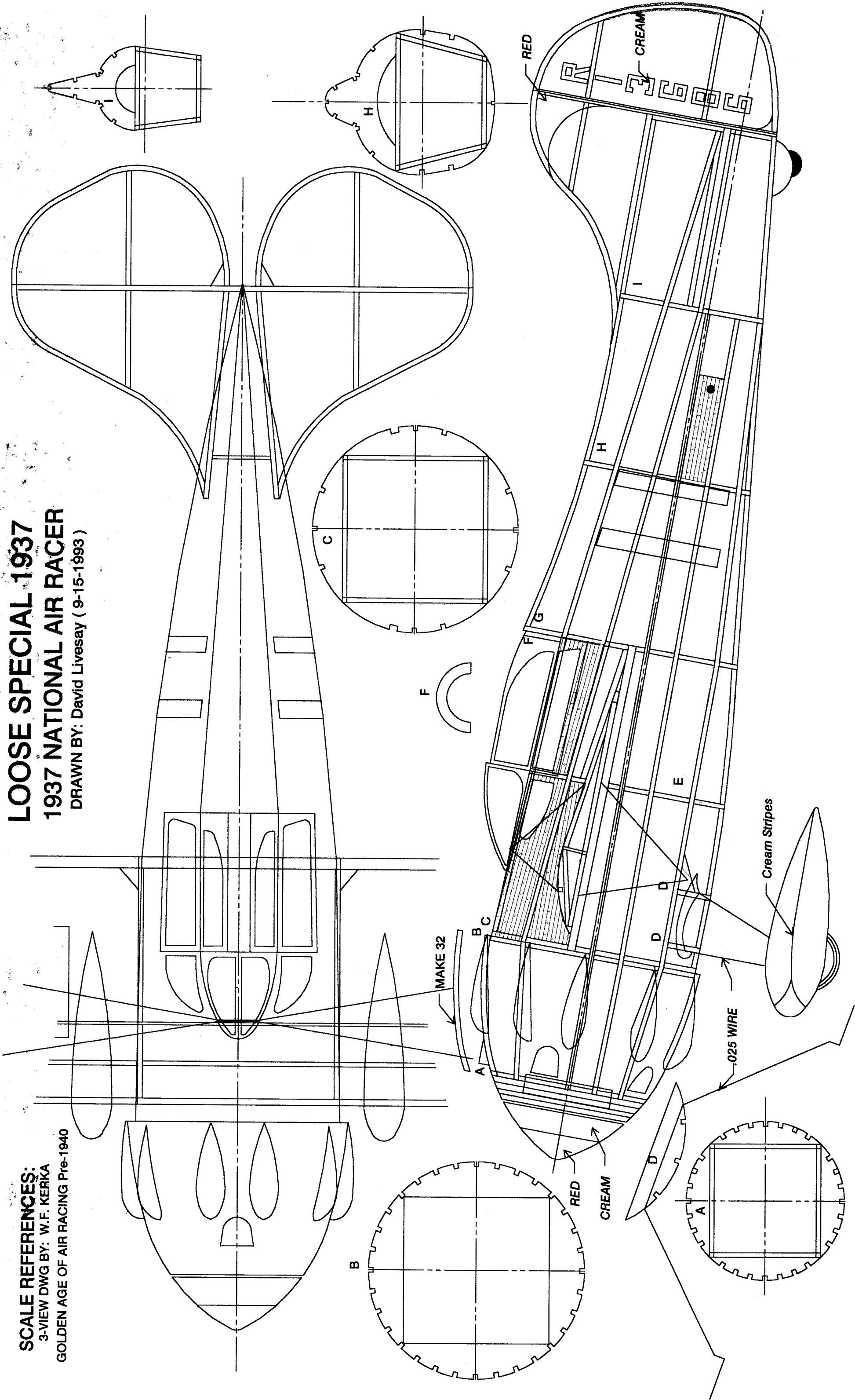
WING STRUTS MAKE 4

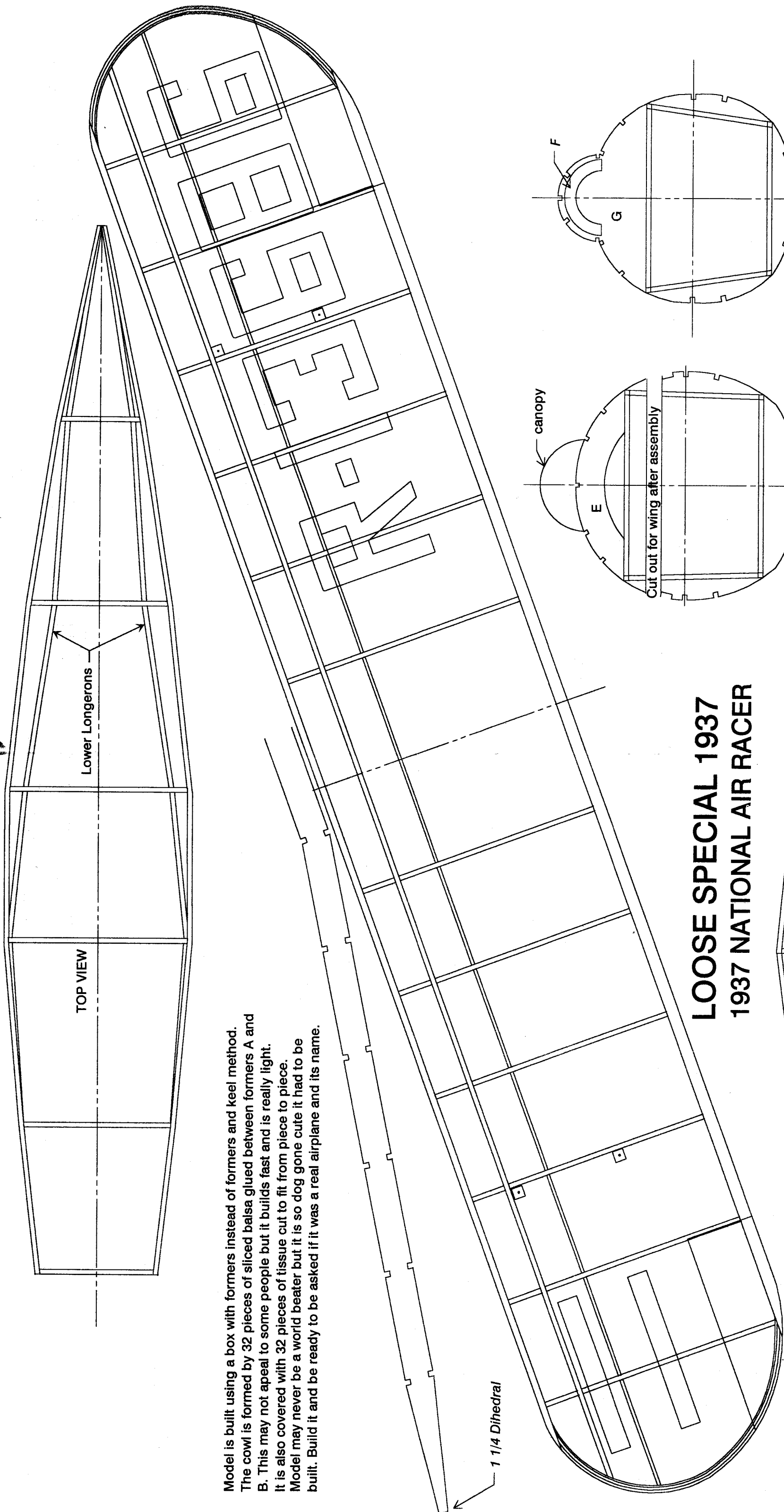
1. Construct cabane vees over plan.
  2. Mount vees on upper fuselage longerons at angles indicated.
  3. Add support struts to front cabane vee.
  4. Notch Formers A-B-C & lay stringers along inside edge of cabane vees.
  5. Glue cabane & stringers at their junction points.
  6. Cover upper fuselage with bond paper.
- Lengthwise sections will produce satisfactory results.

**EEA BABY ACE OF 1955**  
P-NUT SCALE BY DON. CAMPBELL 8-92  
13" WINGSPAN

**LOOSE SPECIAL 1937**  
**1937 NATIONAL AIR RACER**  
DRAWN BY: David Livesay ( 9-15-1993 )

**SCALE REFERENCES:**  
3-VIEW DWG BY: W.F. KERKA  
GOLDEN AGE OF AIR RACING Pre-1940





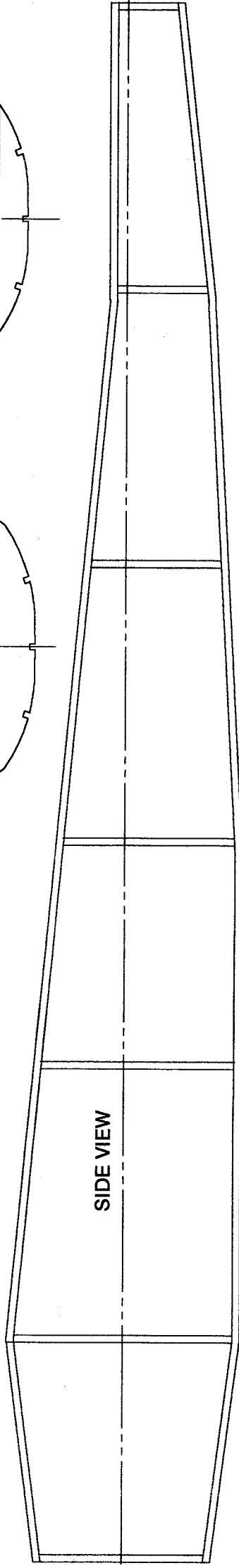
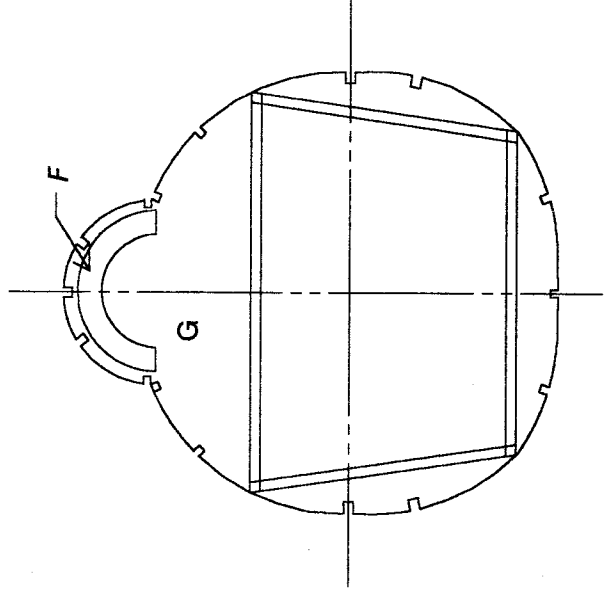
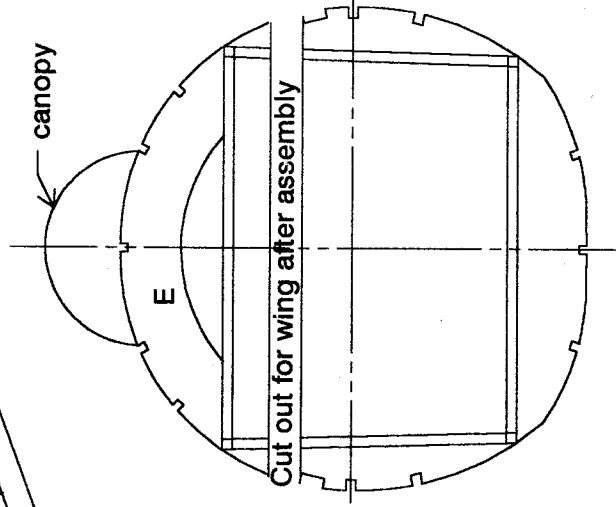
TOP VIEW

Lower Longerons

Model is built using a box with formers instead of formers and keel method. The cowl is formed by 32 pieces of sliced balsa glued between formers A and B. This may not appeal to some people but it builds fast and is really light. It is also covered with 32 pieces of tissue cut to fit from piece to piece. Model may never be a world beater but it is so dog gone cute it had to be built. Build it and be ready to be asked if it was a real airplane and its name.

1 1/4 Dihedral

# LOOSE SPECIAL 1937 1937 NATIONAL AIR RACER



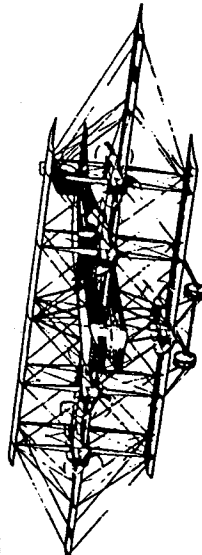
SIDE VIEW

**COLOR:**  
1937 Version  
Cream overall with Red Cowl  
Landing Gear and all lettering  
Except as noted on plan.  
Rear of Rudder Red with Cream Lettering



# FBI MODEL SUPPLY

⇨ **TAN II RUBBER** ⇨ NEW!  
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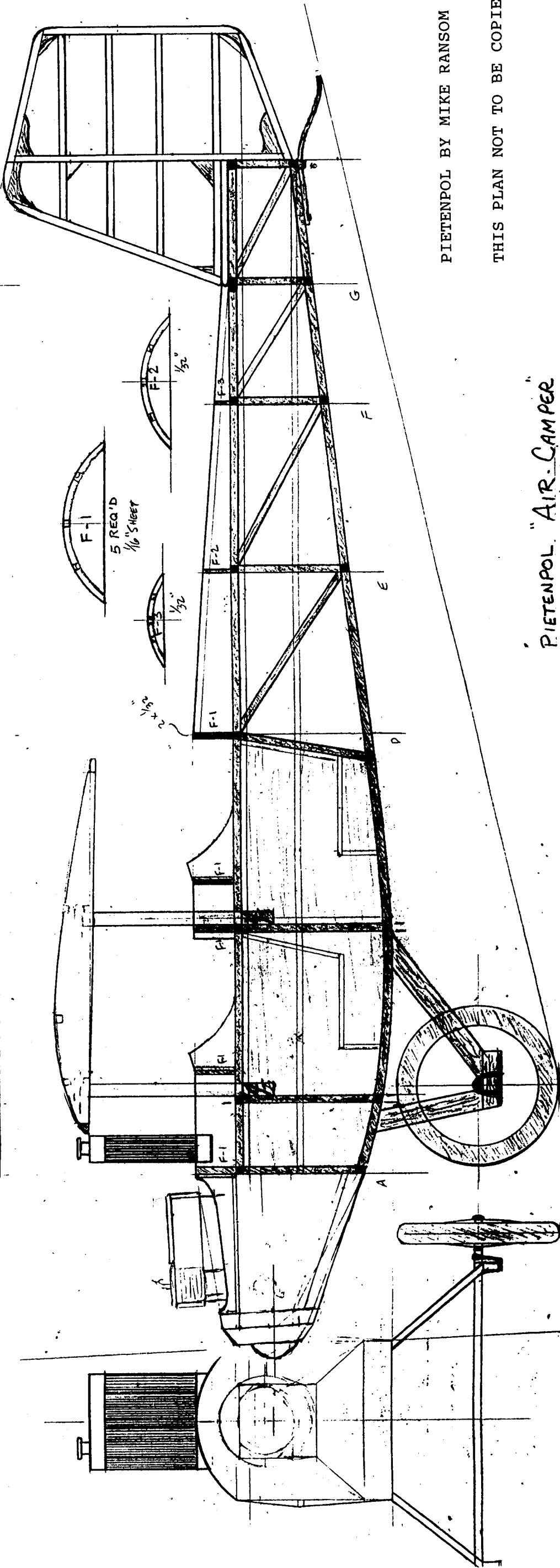
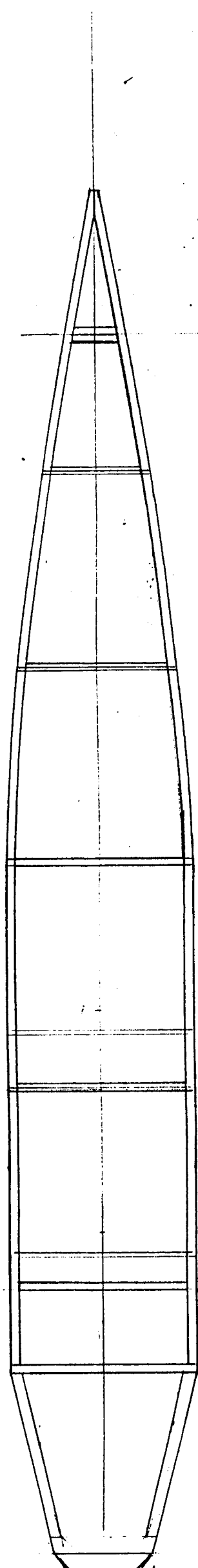
# VOLARÉ PRODUCTS

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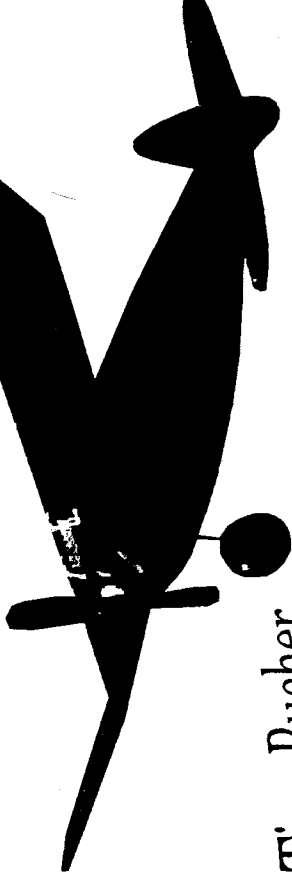
PIETENPOL "AIR-CAMPER"  
 Scale - 0.7" = 1'-0"

PIETENPOL BY MIKE RANSOM

THIS PLAN NOT TO BE COPIED FOR RESALE

# RAMBLER

MICRO ELECTRIC OLD TIMER



Tim Bucher  
Design

kit T-201 \$19.95

3/32" Sq. L.E.

- > 17" Wing Span > 40 Laser cut parts
- > Japanese Tissue> Complete Hardware Pack> Full size Plans

## "Stick and Tissue Modelers's Album"

Instructions & Plans from  
Volume Number Two

The Rambler is an old timer gas free flight designed by Gilbert Sherman and originally published in the September 1939 issue of *Flying Aces* magazine. The original design had a 68 inch wingspan and was powered by Brown Junior spark ignition engine. The model presented here is scaled down to a 17 inch wingspan and is powered by a Kenway KR1D (direct drive) motor using three 50 mAh cells and a 3.1 inch propeller. This miniaturized version features a simplified structure to reduce weight and uses a flat bottom airfoil instead of the undercambered one used on the original to simplify construction. The model has proven to be a good flyer and should be suitable for competing in the FAC electric old timer gas event.

Postage \$2.00 Fla. res. add 6% tax

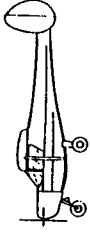
# BMJR

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### PLANS

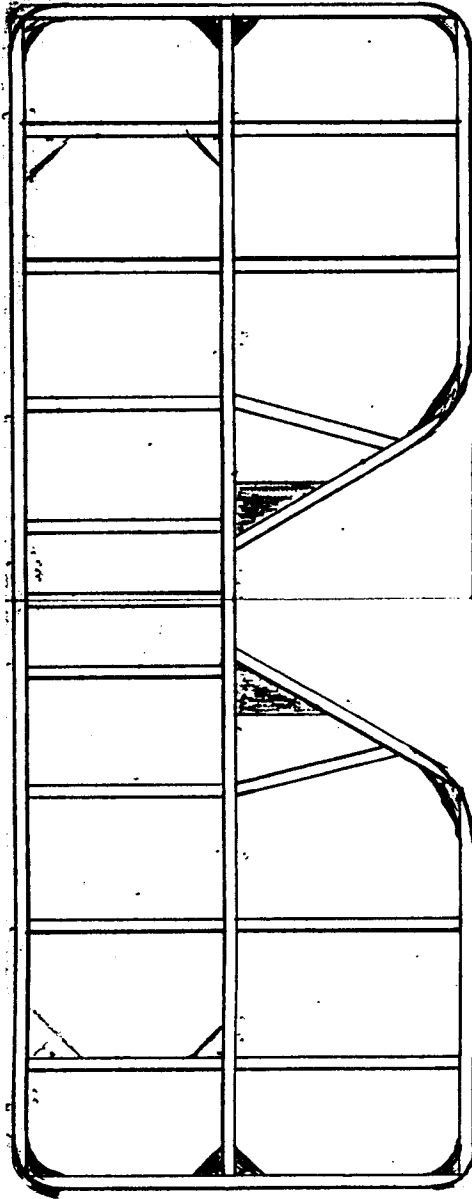
Rubber Scale. Old Timer  
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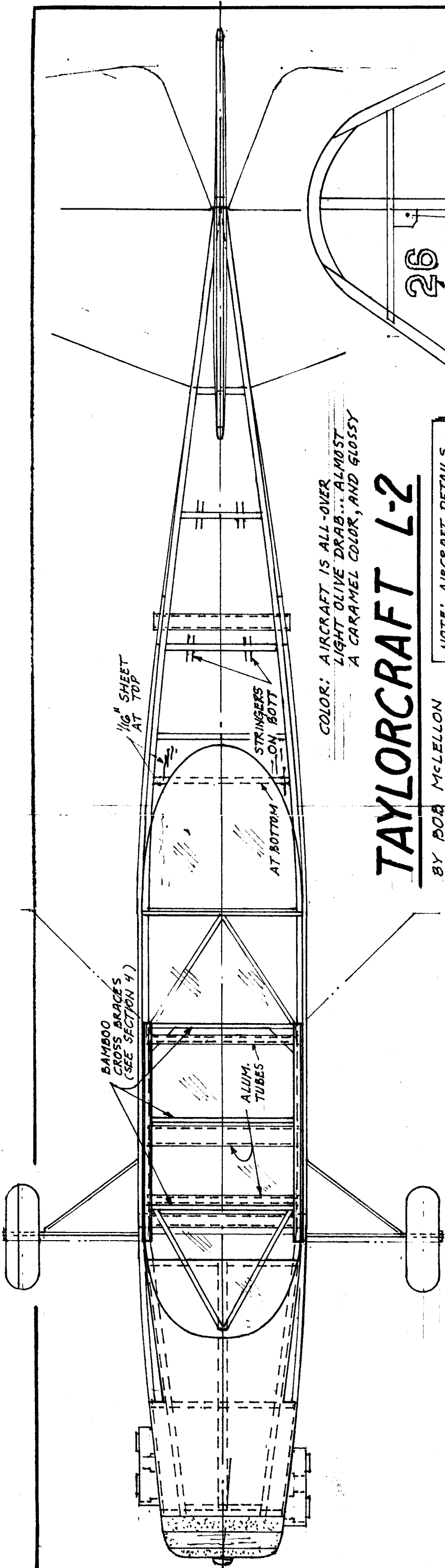
Cirrus Aviation  
PO Box 7093, Depot 4  
Victoria, BC V9B 4Z2  
Canada



1/16" x 1/8" T.E.

1/16" RIB  
ALL OTHERS 1/32"





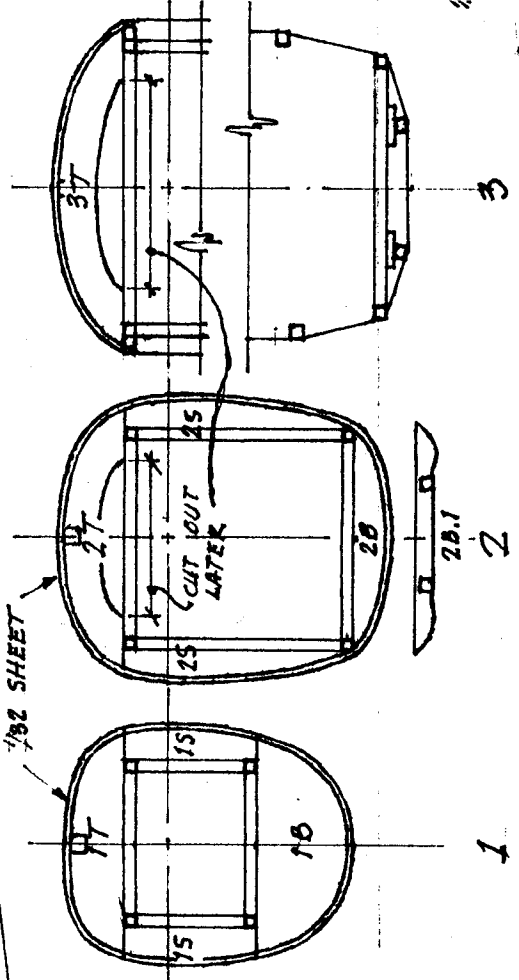
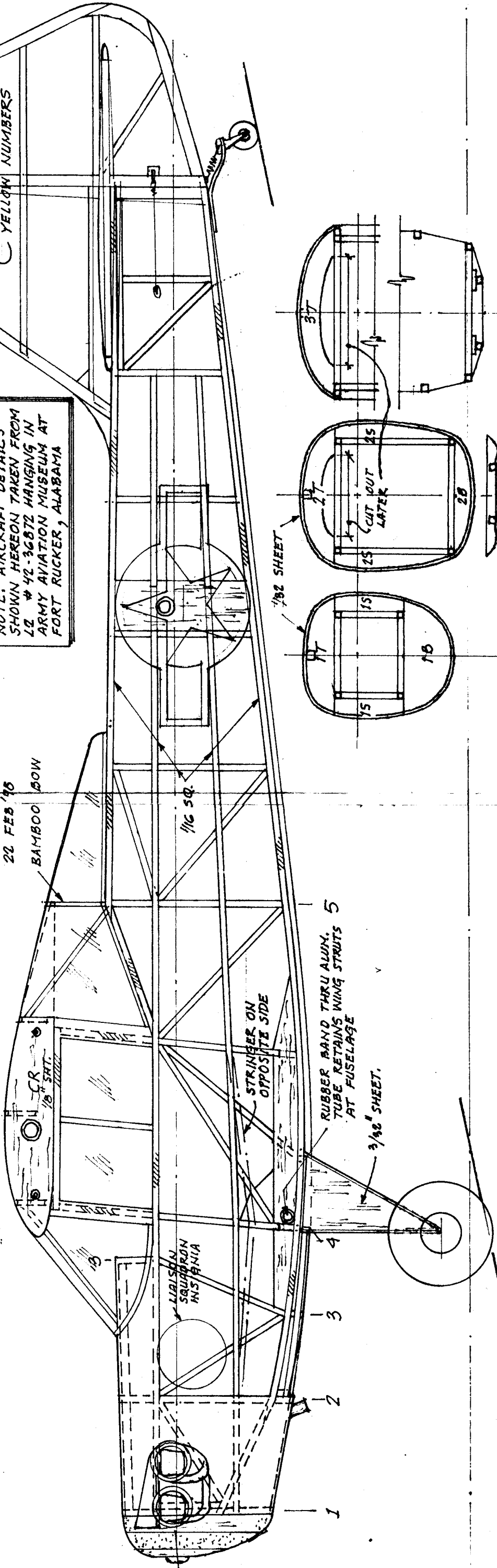
COLOR: AIRCRAFT IS ALL-OVER  
LIGHT OLIVE DRAB... ALMOST  
A CAMEL COLOR, AND GLOSSY

# **TAYLORCRAFT L-2**

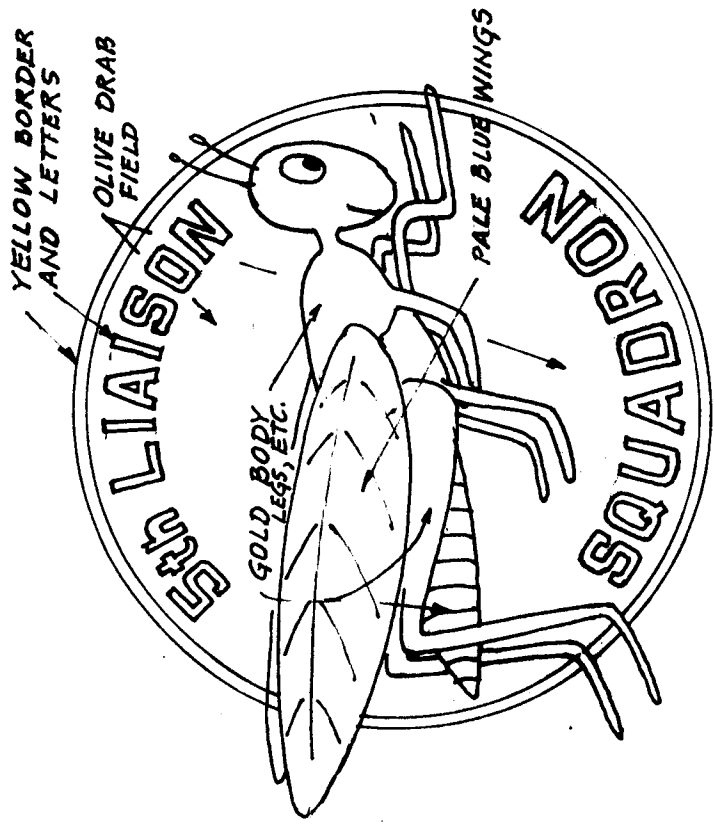
BY BOB McLELLON  
22 FEB '96

BAMBOO BOW

NOTE: AIRCRAFT DETAILS  
SHOWN HEREON TAKEN FROM  
L2 #42-36872 HANGING IN  
ARMY AVIATION MUSEUM AT  
FORT RUCKER, ALABAMA



(WITH APOLOGIES TO THE OLD MASTER 0000)  
A RE-WORKED EARL STAHL PLAN - 22" WINGSPAN



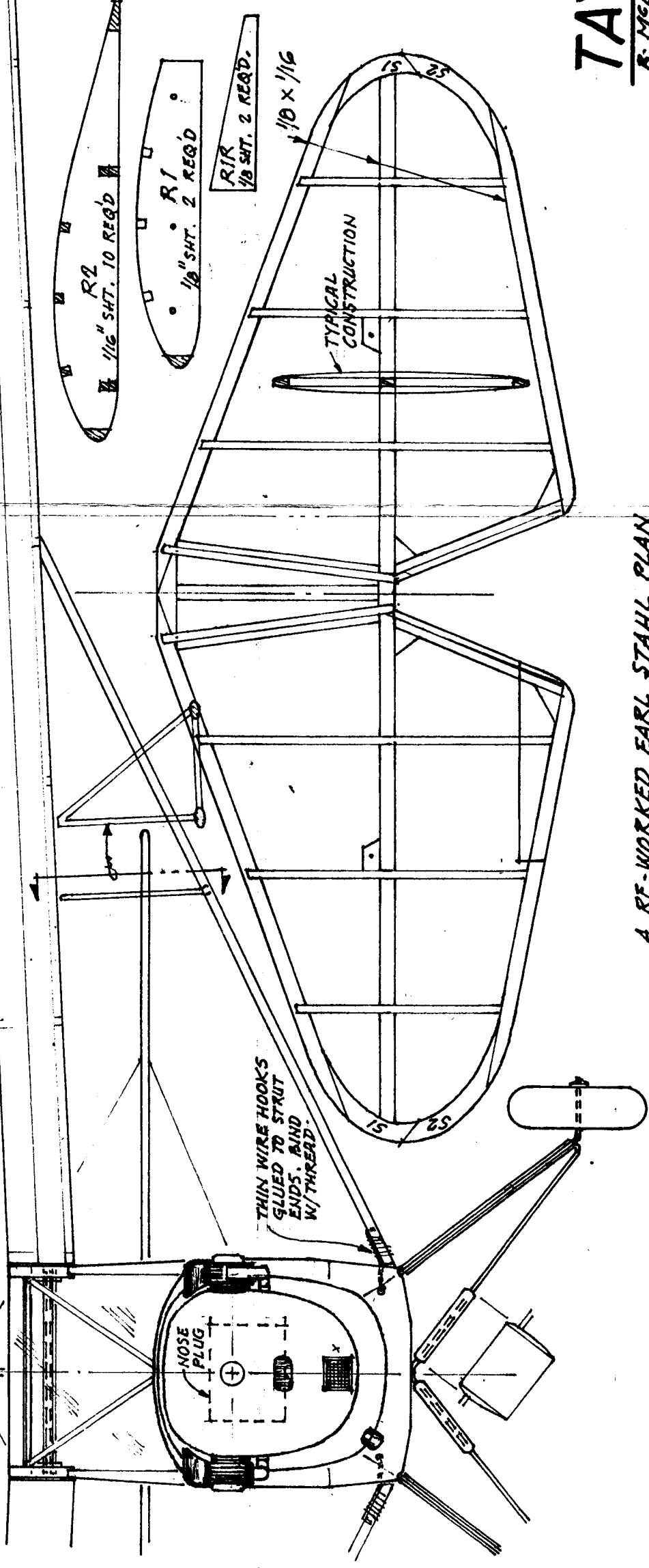
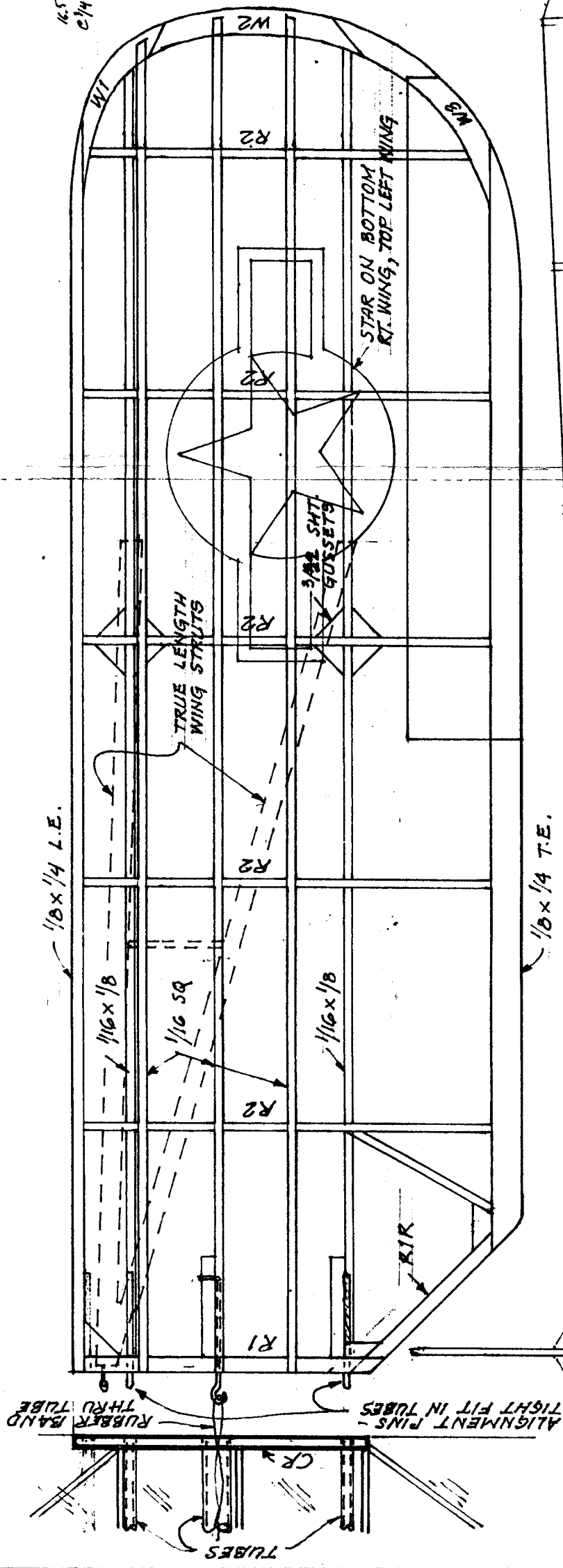
LIAISON INSIGNIA

# TAYLORCRAFT L-2

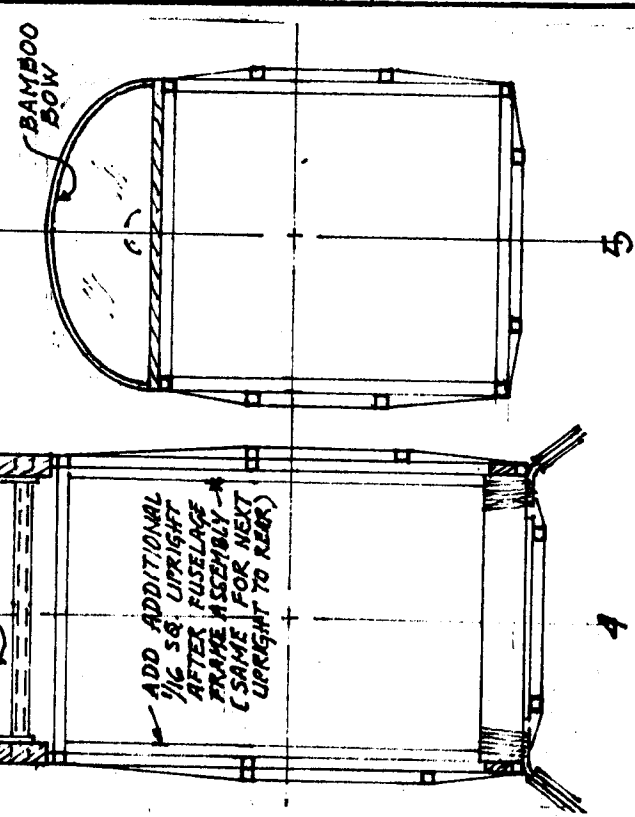
A RE-WORKED EARL STAHL PLAN

R. McLELLON

22 FEB 78



BAMBOO CROSS BRACE



ADD ADDITIONAL 1/16 S8 UPRIGHT AFTER FUSELAGE FRAME ASSEMBLY (SAME FOR NEXT UPRIGHT TO REAR)