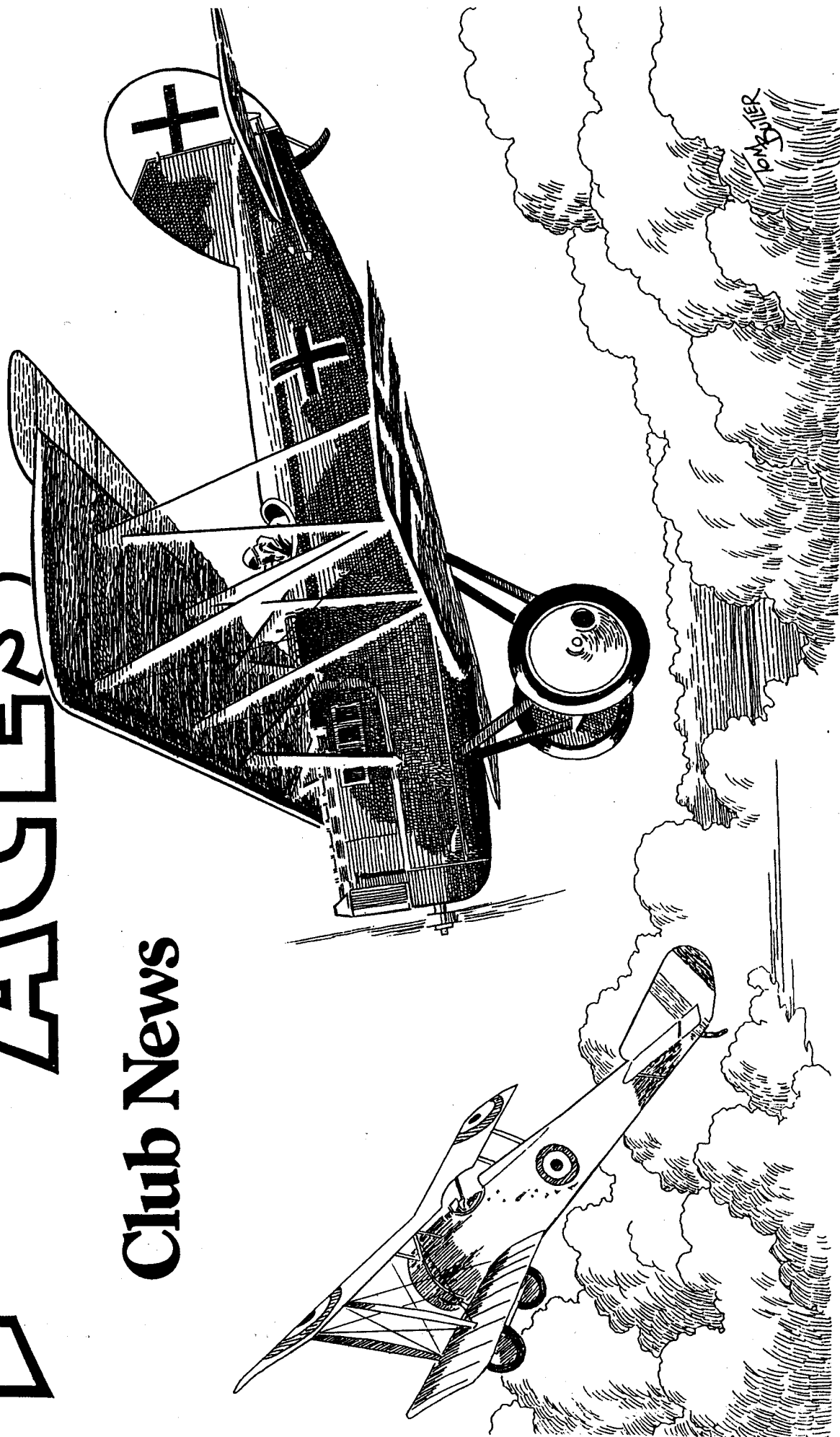


FLYING ACES

ISSUE #191-117 Jan./Feb. 2000

Club News



NEWS ON THE WING!

The "Hun" flying that Pfalz D-12 on the cover sure got the best of that Hanriot didn't he? Notice the line of bullet holes up the side of the ship and the slumped over pilot! Great drawing by Tom Butler.

Thanks to everyone who contributed to this issue. The plans are from Nate Sturman (Mitsubishi Claude), John Morrill (Taylor Cub E2), Pres Bruning (Gwinn Aircar), Rocky Russo (Avia S-199), Dick Leibfritz (Spitfire No-Cal) and the page with the article on the "Young Aviators Club" from Walt Forbach.

One of the "GIANTS" in modeling in the New England area has passed away. George Armstead died a short time ago. George was the Kingpin behind most of the model contests in and around the Glastonbury, Ct. area. He will be sadly missed by family and his legion of friends.

We have another squadron to add to our Air Force of FACers. This one is in the land "DOWN-UNDER", Australia. The squadron is #65 and will be named "The Small Scale Squadron". Their leader is Stephen Portelli, 9 Payten Ave., Roselands, N.S.W. 2196 Australia. To our members in Australia we say, "get in touch with Stephen, I am sure he will welcome you to participate in their activities". Welcome aboard!

Congratulations go to Don Lang, Bill Henn and Rich MacEntee for achieving that coveted and hard earned number of contest victories, 16. They are now entered in the "Society of the Pour le Merite", The Blue Max Medal holders. Great flying, Ozone Chewers!

We have a new T-Shirt for you at this time. It features the Fairchild "24" on it. Yellow aircraft on a white shirt and drawn by one of our premier designers, Bob Bojanowski. See ad in this issue. While on the subject of T-Shirts, I want to thank all of you who have been purchasing the shirts and the plans and plan packs. The profit from these items helps to defray our costs in getting the newsletter out to you. We haven't had a dues increase in a long time in spite of rising costs because of your purchases. Please continue to do so and I thank you in advance.

Hope to see you all at Geneseo in July for the REALLY BIG ONE!

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

Lin

Lt. Col. Lin Reichel, CinC-FAC



Tommy buckled on his parachute.

STEFAN GAŠPARÍN'S

CO2 MOTORS—Visit

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or write to: Blacksheep Squadron

21410 Nashville Street Chatsworth, CA 91311

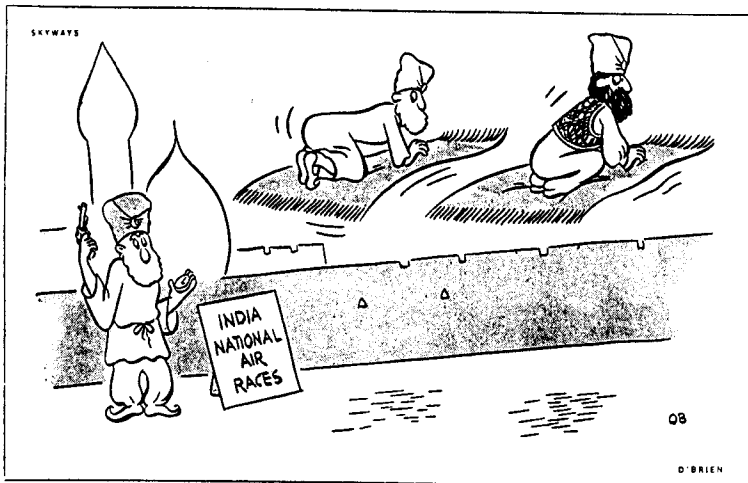
There will be no 15% rule in effect this time at the Nats in the mass launch events. The rule was a good one the first time we used it but now you contestants have found ways to still get your models to fly off the field! There have been other suggestions as to how to shorten the chase, but at this time none seem to be satisfactory to us here at GHQ. At our Muncie contests we have been eliminating more models each round and no one has to fly more than four times in a mass launch event. We will probably go that route.

If you notice on the registration form we have had to raise prices this time. The cost has gone up every year but we have been able to eat that but now we cannot take a chance. The raise is minimal, only two dollars, hope that won't keep any of you from attending. Haww!!

We expect to have a new up-dated rule book printed shortly. That one will be in effect at the nats. There will be no startling changes and shouldn't affect your present models. If for some reason we don't get the book ready, then the book you have now will be in effect.

Now for some notes on the rules for some special events before you ask! In the Fairchild 24 event, the model must be built as per the Guillow's kit/plan. You do not have to use the vacuum plastic parts, you can make them from balsa if you wish. All other structure must be as per plan including wood sizes. The AT-6 event models must use the outline of Dave Livesays plan, model must be in scale colors and the prop must be a 7 inch Peck prop. The 15% rule may be used here as this event is being sponsored by the Stealth Squadron and they will make the rules, more later on that. Two-Bit Old Time Rubber is an event for O.T. Endurance type models with a wingspan of no more than 25 inches. Must be built as per the regular O.T. Rubber rules. NO SCALING, must be built at its original size.

We are looking for event sponsors and/or donations to the prize list. If any manufacturer or individual is interested please contact FAC-GHQ as soon as possible. And, the cost is not as great to sponsor an event as you might think. Keep an eye on this space for future up-dates.

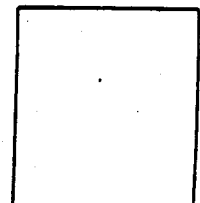


LATEST FAC PLAN PACK

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

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

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



FLYING ACES CLUB

KANONES

as of 12/31/99

AIR MARSHALL

ROBERTS, GORDON 435
WECKERLY, STU 209
SRULL, DON 207
MCGILLVRA, JACK 206
REES, DAVE 145
MILLER, JIM 119
LIVESAY, DAVE 117
NORMAN, DENNIS 110
MARTIN, DOC 103
MIDKIFF, MIKE 101
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BLAIR, JOHN 37
HOUCK, JOHN 37
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KOPTONACK, JOHN 36
STOTT, JOHN 36
WUNSCH, FRED 36
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TUDOR, JOHN 35

MAJOR GENERAL

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BEARRY, GLENN 30
MCGINNIS, DEAN 30
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SUGDEN, BOB 30

BRIGADIER GENERAL

KLIENERT, RANDY 29
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KUTKUHN, JIM 25

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REED, DON 21
ZBASNIK, PETE 21
ENGLERT, JEFF 20
EWING, FRED 20
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LEFFLER, GEORGE 20
PASSARELLI, BILL 20
ROPAR, NICK 20
SCHLOSBERG, JANE 20
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HINES, MIKE 19
PERRYMAN, GEORGE 19
REICHEL, LIN 19
SCHMITT, TOM 19
WEBB, JASON 19
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BOJAN, ED 18
BOLLINGER, NEWT 18
BURDSAL, LES 18
FIKE, JACK 18
HELMAN, PAUL 18
KLUBER, RUDY 18
LANGLEY, TED 18
MCGOWAN, MEGAN 18
MOORE, ROYALL 18
PAISLEY, JERRY 18

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KESHISHIAN, HARRY 17
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KACIAN, JACK 16
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BUXTON, JIM 15
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NALLEN, MICK 15
STRUCK, HENRY 15

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PELASTOWSKI, ED 14
ARMSTEAD, GEORGE 13
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DONOHUE, JERRY 13
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KAGEN, JOHN 9
MCGUIRE, JOE 9
NIED, TOM 9
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SCOTT, FRANK 9
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ARNOLD, TOM 7
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FEDOR, MIKE 7
FRAUTSCHY, H. 7
HARWOOD, DON 7
HUDSON, NEAL 7
KAMODY, RON 7
MILLER, DON 7
MORROW, MIKE 7
O'BRIEN, TOM 7
ORPHAN, WILLIAM 7
ALDERSON, LEN 6
BARFIELD, DAVID 6
FRANKS, DAVID 6
GALLO, GREGG 6
GARAFLOW, DON 6
GUNN, WADE 6
JACKSON, TIM 6
MILLER, WILLIAM 6
MORTON, GARY 6
PRISEL, DUDLEY 6
ROSS, LINCOLN 6
STEED, CHAS. 6
TAKAGI, FUDO 6
TISINAI, JACK 6
WHITING, JOE 6
BARNA, JOE 5
BATTERSON, REG 5
BOEHN, CHRIS 5

BUCHANAN, MIKE 5
BUCHER, TIM 5
COURTNEY, ROY 5
DRELA, MARK 5
HARDING, BILL 5
HARWOOD, ERNIE 5
HOPKINS, HARVEY 5
HOUCK, MARK 5
KOMP, HENRY 5
LANE, RANDY 5
LIKELY, AL 5
MCCONNELL, KEN 5
MOSKOW, MIKE 5
NUSZER, JOE 5
PHELPS, JACK 5
POLENTO, JOHN 5
PRICE, BRUCE 5
RICE, JACK 5
SANDOR, TOM 5
SCHICK, EARL 5
SHIRLEY, HERB 5
SOTICH, CHAS. 5
STEIN, HARRY 5
TOMCZUK, S. 5
VIGGIANO, LOU 5
WALLACE, PETE 5
WEISENBACH, WARREN 5
WOODS, JIM 5

LIEUTENANT

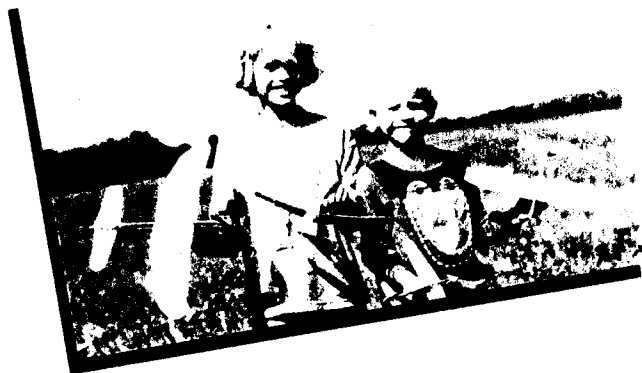
BARLOW, MARK 4
BRIEHL, JEFF 4
CERESA, BILL 4
COLLINS, DAVE 4
EGGERT, WALT, JR 4
FACTOR, R. 4
FARANDA, TONY 4
FINK, STAN 4
GARBER, LES 4
GUERRA, OMAR 4
HARLAN, DAVE 4
HASKELL, CURT 4
HAUGHT, DAVE 4
HUDSON, RALPH 4
HUNT, BOB 4
JOHNSON, KEN 4
KONEFES, ED 4
KRAMER, JOHN 4
LORIMER, HAL 4
MARCHESI, BOB 4
MASTERS, BOB 4
MCCOY, TOM 4
PALLERON, A.J. 4

PETERSON, AARON	4	BOWERS, HURST	2	VON BUEREN KARL	2	FLETCHER, BARRY	1	MELLANDER, ELMER	1	STEINMAN, ELVIN	1
PETRINEC, BOB	4	BRADLEY, PAUL	2	WAGNER, JERRY	2	FOSTER, BRUCE	1	MIDGETT, RON	1	STONE, RICHARD	1
PLACHY, LAD	4	BROCK, SAM	2	WALES, TED	2	GARRISON, BOB	1	MIDKIFF, CHRIS	1	STONECIPHER, RICH	1
REDDING, HERB	4	BURKE, SAM	2	WATTS, RON	2	GEARING, BOB	1	MINO, CHRIS	1	STOTT, PAUL D.	1
ROBELEN, DAVE	4	BUTCH, ROBERT	2	WOODS, FRANK	2	GREGGS, FRED	1	MONTEATH, ALAN	1	SYLVIA, ED	1
SMITH, DAN	4	CALDWELL, BILL	2	WORMLEY, JOHN	2	GUMM, TERRY	1	MOON, ROGER	1	TARANGO, GLENNA	1
TAYLOR, BARRIE	4	CAMPBELL, L.	2	ALABACK, JIM	2	HAGEN, AL	1	MUFFELMAN, BILL	1	TAYLOR, BILL	1
THOMAS, PHILIP	4	CLARKE, BILL	2	ALLEN, TERRY	2	HAIGH, BOB	1	MYERS, GREG	1	TRACY, DAVID	1
THORNTON, JIM	4	CLEAR, AL	2	ALLISON, MARK	2	HAIGHT, BOB	1	NACIN, DICK	1	TROUTMAN, JIM	1
VOORHEES, JOHN	4	DAILEY, JIM	2	ALVIS, BUNNY	2	HALES, STEVE	1	NEARING, LARRY	1	WEBER, RICH	1
ANDERSON, DICK	3	DERBER, DAN	2	ANDERSON, A	2	HANFORD, BOB	1	NEDS, GEORGE	1	WEBSTER, LEE	1
ANDERSON, JAMES	3	DITRICH, BRIAN	2	ANDERSON, WAYNE	2	HANFORD, RIP	1	NEWELL, KEN	1	WHITACRE, DON	1
BAECKE, AL	3	DITRICH, MIKE	2	BAIRD, TEX	2	HARDING, HAROLD	1	NOLL, JACK	1	WHITFORD, STEVE	1
BARBER, DOUG	3	DOBBERFUHL, SCOTT	2	BARNES, LOU	2	HASLAM, LIN	1	NUNEZ, JONATHAN	1	WIENKER, CLIVE	1
BEAL, PETE	3	EVERSON, WALT	2	BARR, BILL	2	HAYWOOD, TREVOR	1	ODOM, DOT	1	WILLIAMS, JAY	1
BIRD, LES	3	FLESHER, AL	2	BAUMGARDNER, KEMI	2	HENDERSON, JOHN	1	ORTIZ, ELLIOT	1	WOJTKIEWICZ, CHUCK	1
BROMM, KARL	3	HAAAKONSEN, ERIK	2	BAXTER, D.	2	HENDRICKSON, CHAR.	1	PAFIOLIS, ALWX	1	WURMAN, BOB	1
COFFEY, WENDELL	3	HARRIS, JIM	2	BENNER, DAN	2	HENSEL, RICH	1	PARENT, CHRIS	1	YANOSKY, TOM	1
DOCH, ZACH	3	HEDLEY, CARL	2	BETHEA, JIM	2	HERBST, PAUL	1	PARK, JIM	1	YODER, MARVIN	1
ELLIS, A	3	KING, GARY	2	BETJEMANN, BOB	2	HINTON, BILLY	1	PASTEL, HARVEY	1		
ENGLERT, PAULA	3	KNUTSEN, NEIL	2	BETZ, PRISCILLA	2	JAMISON, BOB	1	PAVEK, BILL	1	BOLD NAME =	
HENDERSON, BILL	3	LEIFER, LOUIS	2	BRAKE, DICK	2	JOHNSON, GARY	1	PAYNE, DOUG	1	FIRST YEAR ON LIST	
HERR, TOM	3	LOVETT, GRANT	2	BRAUER, SAM	2	KATERIS, PETER	1	PENNINGTON, BILLY	1	UNDERLINED COUNT =	
HUGHSTON, TOM	3	LUNDBERG, BOB	2	BRAUN, DAVE	2	KANE, KATHLEEN	1	PHILLIPS, JEFF	1	PROMOTED IN 1999	
KNIGHT, MARION	3	MARCELLO, ED	2	BRAUNLICH, MARK	2	KEAR, KEN	1	PHOENIX, GOEFF	1		
LAYCOCK, JOHN	3	MASTERS, RICHARD	2	BROCKS, PETER	2	KEHR, WILLARD	1	PIERCE, FRED	1	BOLD NAME & COUNT =	
LEWARS, JOHN	3	MCDANIEL, HAP	2	BURRY, CLAUDE	2	KERZIE, MARK	1	POLLARD, JIM	1	BLUE MAX IN 1999	
LYONS, BOB	3	MCDOW, BILL	2	CASGILL, WALDO	2	KING, LES	1	POWELL, CHUCK	1	CONGRATULATIONS	
MCBRIDE, DUNCAN	3	MILLER, DICK	2	CAVE, ED	2	KING, STAN	1	REYNOLDS, BILL	1	TO ALL	
NELSON, BOB	3	MILLS, DAVID	2	CAWTHORNE, JOHN	2	KOHFIELD, DICK	1	RHODES, BILL	1		
ODOM, LOUIS	3	MITCHELL, BILL	2	CERVONE, MIKE	2	KREMPETZ, KENNY	1	RICE, DAN	1		
OLM, ORVILLE	3	MOULTON, BOB	2	CHAFE, WARREN	2	KRUSH, JOE	1	ROAD, JOHN	1		
ORZECZ, HENRY	3	MUNN, DON	2	CHRISTIE, DAVE	2	KURTENBACH, J.	1	ROBERTS, MIKE	1		
PAYNE, RAY	3	NUNEZ, JORGE SR	2	CLUTTON, ERIC	2	LANDHUIS, ROBERT	1	RODEN, BOB	1		
PHOENIX, ROCKY	3	OSBORNE, BOB	2	COLLINS, DAVID	2	LANG, J.	1	ROSS, DON	1		
RAKOW, RAY	3	PACK, CHARLES	2	COLT, GILBERT	2	LARSEN, TIM	1	ROSS, RICHARD	1		
REES, MARIE	3	PAPIC, FERRIL	2	COPEMAN, KEN	2	LEAH, DAVE	1	RUBRICH, CHRIS	1		
REICHEL, JUANITA	3	PEDERSON, JOE ED	2	CORLETT, NORM	2	LEHR, ROGER	1	RUHLAND, D.J.	1		
SAVAGE, TOM	3	PORTER, CHUCK	2	CORNELIUS, DALLAS	2	LELONG, HENRY	1	RUPPERT, CONRAD	1		
SIEDENTOPF, MIKE	3	PROULX, T	2	COSLUCK, LARRY	2	LEMON, KENT	1	RUSSO, GUY	1		
STALEY, BILL	3	RECKER, GERD	2	DAVIS, CHARLOTTE	2	LEONHARDT, WALT	1	SANDERS, TOM	1		
TELFORD, TONY	3	REUTER, BILL	2	DAVIS, GREG	2	LIDBERG, AL	1	SATTERTHWAITE, BAF	1		
ADAMS, DICK	2	ROTH, BRIAN	2	DEHAAS, BILL	2	LIGARSKI, STAN	1	SAUTER, CHARLIE	1		
ALLEN, DICK	2	RUSSELL, BOB	2	DETAR, JAMES	2	LINARDIC, VLADIMIR	1	SCHUELER, CARL	1		
BAECKE, FLORENT	2	SAKS, DAVID	2	DOCK, DENNIS	2	LOATES, FRANK	1	SEEVER, TED	1		
BALCER, WALT	2	SEALS, LARRY	2	DODGE, DAVE	2	LUZZI, KRISTINA	1	SEBASTIAN, JOE	1		
BARBER, LES	2	SEATH, DAVE	2	DOTEN, ART	2	LUZZI, MICHAEL	1	SENNET, BOB	1		
BARISH, JOE	2	SHAW, D.	2	ECKERSON, EARL	2	MAGERS, CHAS.	1	SHAW, BOB	1		
BARRETT, KEVIN	2	SHIELDS, ALLEN	2	ELLIS, D	2	MANKOWSKI, JIM	1	SHEPHERD, CHAS.	1		
BAUGHMAN, GARY	2	SIEFRIED, DICK	2	ENGLERT, DOUG	2	MARKSON, JERRY	1	SIMPSON, BILL	1		
BELL, BILL	2	THOMASIAN, HARVEY	2	EPP, BRIAN	2	MCDONALD, TIM	1	SOLMONOFF, GEORGE	1		
BENNETT, LEON	2	TRITTLE, PAT	2	ESPIL, JOE	2	MCELVEEN, JACK	1	SOUTH, STEPHEN	1		
BLACKHAM, RICH	2	VALENTA, JOE	2	FEDOR, JEFF	2	MCKINNEY, MIKE	1	SPIESS, MIKE	1		
BLAIS, TIM	2	VANDERLINDE, DAVE	2	FINLEY, BRUCE	2	MCMAHON, JIM	1	SQUEGLIA, RALPH	1		



6.

2nd Annual Celebration of Flight 2000

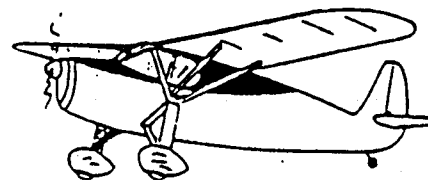


Come Join Us at the
International Agra-Center
Erie County Fairgrounds
5600 McKinley Pkwy.
Hamburg, NY 14075

Saturday
July 8, 2000
9AM - 5PM

Admission \$4.00
Children under 7 FREE!!

Golden Age Reproductions Catalog, 212
plans, 33 kits, canopies, decals, tissue,
\$3.00 P.O. Box 1685, Andover, MA 01810.



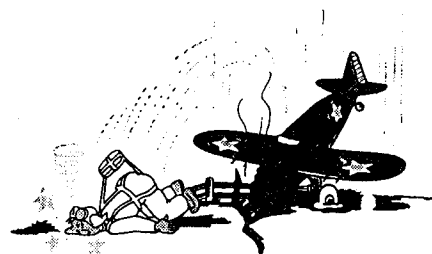
NEW T-SHIRT

Hey, Clubsters, and other T-shirt lovers, we have a new shirt ready for you. This one will appeal to the Fairchild 24 fans as well as Golden Age of Flight fans. The Fairchild 24 done in yellow and black on a white T-shirt makes for a real beauty! The artwork was done by Bob Bojanowski who has designed other shirts for us including the Waco and the Douglas O-43.

If you are entering the Fairchild event at this year's FAC-Nats I am sure you will want to wear this shirt during the event. We didn't order as many shirts as we normally do because it is mid-season, so if you want one of these beauties you better get your order in soon.

At this time all sizes are in stock---small, medium, large, X-large, XX-large and XXX-large. Price is \$12.50 postpaid. Send orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

He mistook ...



FOR FERDINAND FUTTS PLEASE LIGHT UP A CANDLE,
HE MISTOOK THE FLAP FOR THE LANDING GEAR HANDLE;
HE OVERSHOT, UPPED WHAT HE THOUGHT WAS THE GEAR,
BUT FOLDED HIS FLAPS AND FELL IN ON HIS EAR.

YESTERYEAR PLAN SERVICE

LIST #12

Over 200 clean, sharp legible plans from new master transparencies, with all rib and former patterns. 12 more plans just added. You must send \$1.00 plus a 55¢ S.A.S.E. for your copy to; Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.

1999 Free Flight Scale Masters

I think God likes Free Flight Scale (it's a purist thing). Nothing else can explain the unusually perfect weather that has been the enjoyed at the major Free Flight Scale events this year. Once again The Scale Masters was a great success, and a huge thank you must go out to Lawrie Kelsall, Lee and Joe Turci.

The variety of models was amazing and adventurous. The standards just keep getting better. Everything from a four (yes 4) engined, KAWANISHI H6K Mavis flying boat to an F4 Phantom. Some forty modelers enjoyed the weekend and Lawrie stopped counting at 78 aircraft!

The bloke with the most model award would have to go to Dave Putterill, who apart from the Mavis had such gems as the experimental Northrop twin, pusher, flying wing. (Yes it flies, but it looks like something from the X-files), to the most awesome rubber powered model I have ever seen, a BIG P47 "Razorback Jug". The weather was so beautiful on Sunday that Dave flew his indoor models, outdoors. His Sopwith Dolphin would not look out of place at a plastic model show but it flies, also his little Dornier twin flew incredibly well (22-inch span, 2xKP00's)

Don't think this event was dominated by electric's the diesel brigade, were definitely out in force. Sunday was "dawn patrol" time. The sky at one point had at least six biplanes droning overhead. (I've got to build a BE) The prettiest biplane of the event being, the Sopwith Dove of Gary Odgers.

The most fun per dollar class is definitely catapult jet. Nicely detailed / painted profile models of jets, launched by a bungee that doesn't quite take the models to mach 1 (but comes close). These things are great, in the air they look real and really grove along. The towline glider class was well contested with military machines being popular. Tim Hayward-Brown also flew his scale indoor towline gliders (they fly everything indoor in S.A), which really amazed me. The charm and performance of these small models combined with Tim's building skill was inspiring.

I can't hope to do this event justice with mere words and I was to busy flying to take all the pictures I should have. I hope these few images will give you guys a taste of what it was like, and hope that you build something to join in the fun of the **2000 Fly In Free Flight Scale Masters**, see you in Murray Bridge.

The Winners

Fly In Trophy :	Gary Sunderland - "Jeannin" Taube
Towline Glider :	Ray Melton - WACO CG-13
Catapult Jet :	Shane Durrant - F4 Phantom
K.K / Veron :	Tim Hayward-Brown - Fokker D8

PLANS FOR SALE FROM FAC-GHQ

Aircraft	Span	Designer	Price
Northrop Gamma	36"	Pres Bruning	\$5.00
Fairchild PT-19	24"	John Low	4.00
Curtiss Gulfhawk	24"	Doug Wilkey	4.00
Boeing P-26	18 1/2"	Doug Wilkey	3.00
Waco C-6	22"	Paul Boyanowski	5.00
Laird Solution	14"	Tom Nallen, Sr.	4.00
Waco "D"	24"	Pres Bruning	4.00
Westland Lysander	25"	Studiette Models	4.00

All plans sent postpaid. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

WANTED: The following plans, Frank Hodson,
11283 Chelsea Lane, Hampton, Ga. 30228.

SCIENTIFIC: Super Flyer Series

Bantam
Hornet
Major
Ranger
Royal
Windsor

SCIENTIFIC: Fleet of Champions Series

Air Raider
Blue Phantom
Doodle Bug
Little Rebel
Skipper
Wizard



See my New Web-Site at:
www.aeroaces.com

THE GOLDEN AGE

by
Fran Ptaszkiewicz

In doing the Golden Age column, a few people have asked where some of my interest or inspiration comes from. The sources are varied and in some cases my conversations with people, or finding an old 3-view drawing and the follow-up research required, produces the written word.

On occasion, meeting someone from that Golden Era provides the stimulus needed.

This was the case on a recent Sunday afternoon in November when, following the end-of-season disassembly and storage of our glider clubs sailplanes at our Cambria glider-port, our gang retreated to a local roadhouse for some food, drink and just plane aviation talk.

While there a gentleman came in to see Bill Smith the owner of the glider club field. He mentioned to Bill and all that he had just visited a man by the name of Joe Cannon. Joe was a years ago test pilot at Bell Aircraft and one of the pilots of the Bell XS-1 during its glide tests at the old Pinecastle Army Air Force Base in Florida during the mid to late 1940's.

When I was introduced to Bill's friend I found out his name was Matt Dybowski. Immediately my research brain lobes went into high gear and the name Dybowski rang a bell. Asking him if he knew or was related to anyone who worked on the Gwinn Aircar, he said sure that was my father. So, with pencil and paper in hand I listened as for some time he recalled and provided me with much information on his father Stanley's part in the Aircar. Here then was the background for another article.

The Gwinn Aircar was designed by an engineer named Joe Gwinn in 1935. Joe worked for Consolidated Aircraft when they were in Buffalo and when he left to form his own company he took an aviation mastercraftsman by the name of Stanley Dybowski with him.

Although only two models of the airplane were built it was Stanley who virtually handcrafted the both of them being responsible for completion of at least 90 % of the two airplanes.

Construction began in a rented building located in Buffalo, New York on September 3, 1935 and twenty one months later on June 11, 1937 the first Aircar was ready for flight.

The design was a short-coupled biplane and featured a tri-cycle landing gear. It was a two-seater and featured side-by-side seating.

The fuselage was of all metal construction consisting of seven sub-assemblies which were bolted together. The aft portion flared out to form a large vertical fin.

The four wing panels utilized solid spruce spars and stamped aluminum alloy ribs. The airfoil was of the NACA 4418 series. The wings were fabric covered and connected together by N-stuts and a compression strut.

There was no plan for a rudder, however after much discussion Stan convinced Gwinn to add a good sized tab, should any adjustment be necessary.

The stabilizer was of aluminum alloy while the elevator was of welded steel construction, both were fabric covered.

The first model completed, registration number NX 1271 was powered by a British made Pobjoy II engine having seven cylinders and rated at 90 hp.

The first public demonstration of the Aircar was at the 1937 National Air Races at Cleveland, where it created much interest. Lt. Commander Frank M. Hawks was the demonstration pilot. It was said that the potential of the Aircar caught the eye of Hawks who was also captivated by the airplanes ability. After a number of familiarization flights prior to the races, he readily signed up with the Gwinn company to demonstrate the ship across the country.

The second model, NX 16921 was fitted with the larger Pobjoy Niagara V engine which had 130 hp and swung a 7 ft 9 in propeller. Photographs show the airplane having both a two bladed and what appears to be a four bladed propeller. In actuality the four bladed looking prop when viewed from the right perspective was in reality two two-bladers mounted one behind the other. One of Gwinn's experiments at increasing efficiency and perhaps reducing some engine noise in the cabin. Both rotating in the same direction, clockwise, British style. With the larger engine the top speed went from 120 to 137 m.p.h. while the cruising speed increased from 109 to 123 m.p.h.. The engine exhaust came out of the top of the engine in the outside center of the wind-shield and over the top of the cabin.

The Model II was painted a bronze color and became the airplane which Frank Hawks chose as his 1938 demonstrator.

In late August 1938, while preparing the Model II for its demonstration at the Cleveland Air Races, the 130 hp engine let go. With no spare the decision was made to take the 90 hp engine out of Model I and install it in the Model II which had several refinements over the earlier model. When the second airplane returned from Cleveland the 130 hp engine would have been overhauled and be ready for further demonstration and sales tours.

What began as an everyman's safe and foolproof airplane turned into something which was totally unexpected. For on the evening of August 23rd Frank Hawks took the slightly underpowered but safe Model II on a demonstration flight landing at a polo field on an estate just south-east of the city of Buffalo.

While taking off on this demo flight the airplane hit some power and telephone lines and crashed. Frank Hawks died two hours later in a Buffalo hospital and with him the hopes for the Gwinn Aircar.

Aviation writers have always referred to the airplane as Frank Hawks death ship, and to Joe Gwinn as the man who designed it. Never once looking ahead or to the rear and try to realize the aviation accomplishments

the small airplane had made up to that time and could have provided with further development.

In most of the articles published since, the term Hawks Death Ship still appears even in the No-Cal model depicted in one of our issues of our FAC Newsletter. Not at all a fair designation.

Rather than face any more of that type of headlines the Gwinn Company quietly went out of business and Joe Gwinn went back to work for his old company Consolidated which by this time moved from Buffalo to California.

The surviving Aircar was moved to storage in Stanley's barn out in Hamburg, New York where it stayed until the end of World War II, when in late 1945 Joe Gwinn had it shipped to San Diego. The airplane was never heard of again.

Although I had received information relative to the airplane from a number of people, Following an SOS by our editor brought even more including some long sought after three views. I believe I now have almost all the information out there, thanks to our skysters.

A few years ago I had considered a control line scale model of this old bird, but a few other things got in the way. In an issue of Sport Aviation I did see a Radio Control version built and flown by Claude McCullough a noted Radio Control Scale master modeler.

A few specifications of the Aircar were; Wingspan of 24 ft; a length of 16 ft 3 in and a height of 6 ft 10 in.

Thus by the accidental meeting of the son of Stanley Dybowski did I think to consider this airplane which was well into the glory days of the Golden Age.

So, sometimes, somedays in the strangest of places, you meet the unexpected.

A thought put forth by almost all of us around that table was, it is interesting to speculate on what may have become of the Aircar had the accident not occurred.

8-in. span 10c • SOLIDS • 12-in. span 25c

New laminated construction method makes these models dead easy to build. Build one and you'll build all.

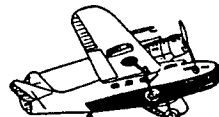
NEW EASY CONSTRUCTION



J1 China Clipper...25c



J2 Monocoupe 90-A. 25c
C1 Monocoupe 90-A. 10c



J3 Fairchild Amph. 25c
C2 Fairchild Amph. 10c



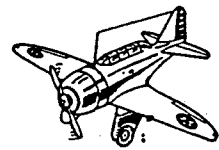
J4 Northrop Attack 25c
C3 Northrop Attack 10c



J5 Chester Racer...25c
C4 Chester Racer...10c



J6 Stinson SR-7...25c
C5 Stinson SR-7...10c



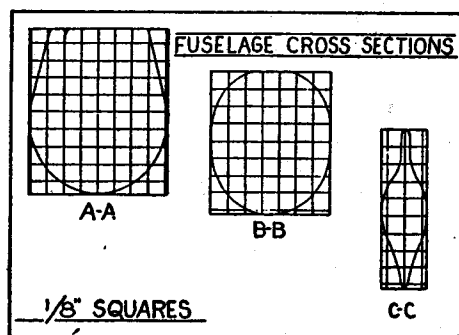
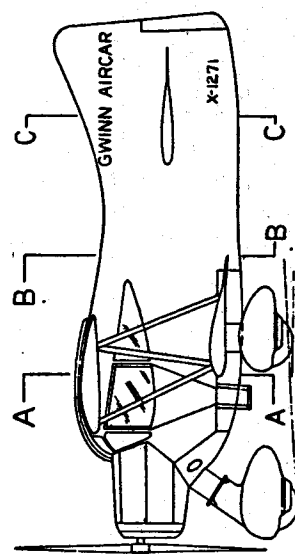
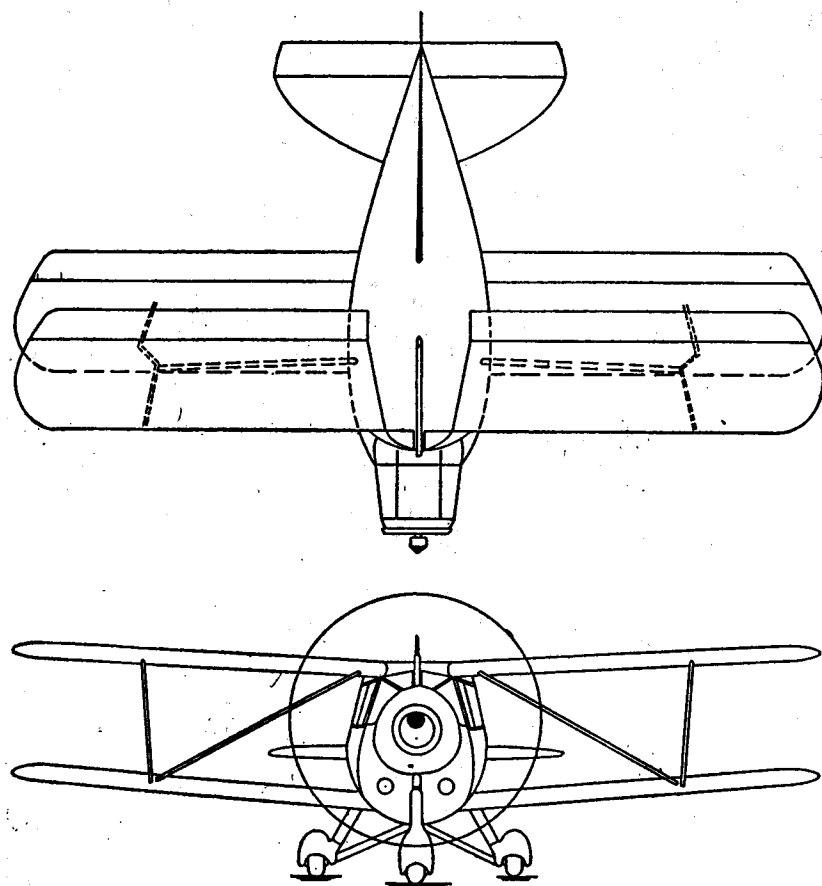
J7 Seversky BT-8...25c
C6 Seversky BT-8...10c

WANTED:

Can any FACer who has the June 1943 issue of Flying Aces magazine send me copies of the following pages? Pages 51 thru 56. Also, pages 43 and 44. Happy to reimburse. Dave Stott, 4304 Madison Ave., Trumbull, Ct. 06611.

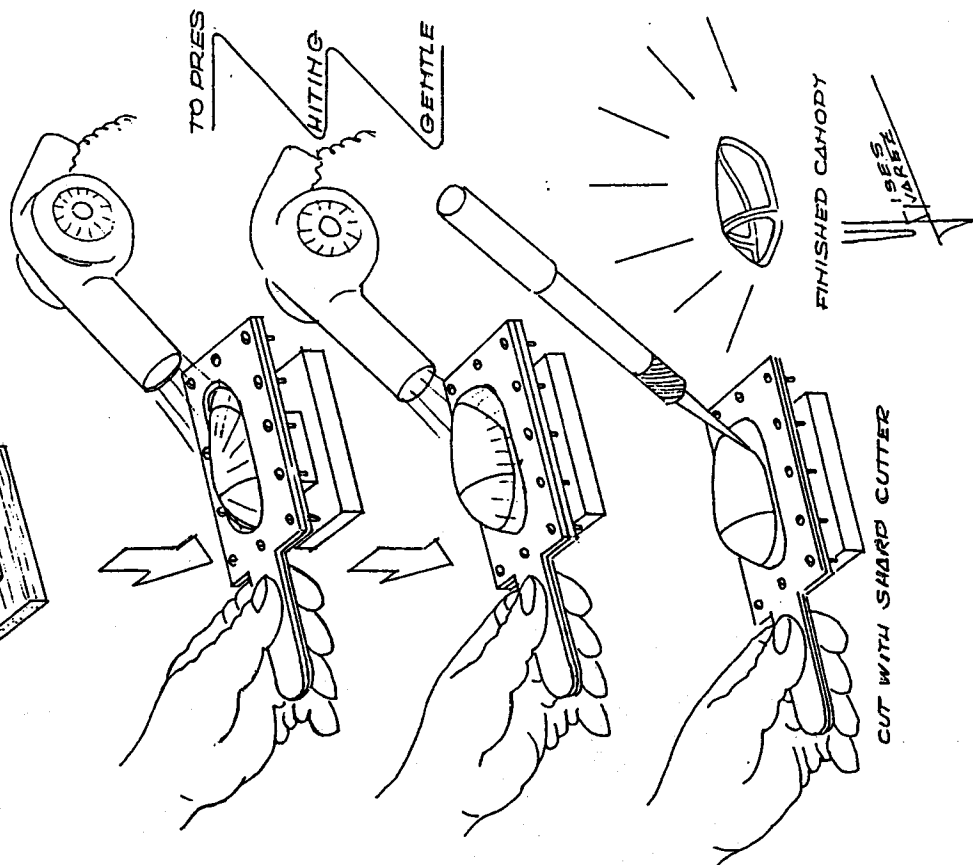
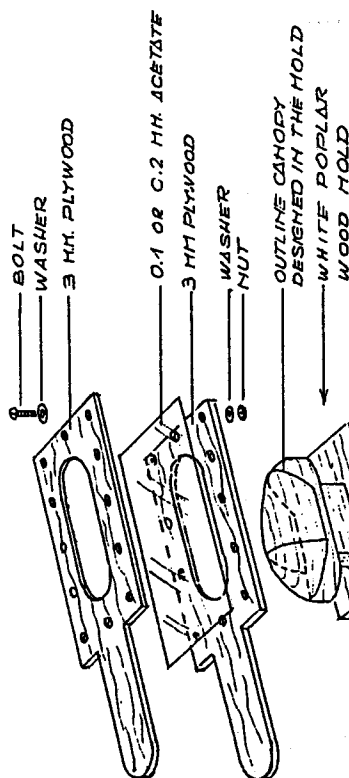
WANTED: Any or all of the above solid model plans by Comet. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

PRESENTING THE PLANS FOR THE GWINN "AIRCAR"



A FLYING ACES MAGAZINE PLAN

GENERAL INSTRUCTIONS TO MOLDING CANOPY -



Salutations, disciples! Today we shall consider those design steps useful in reducing crash damage. Perhaps crashes signify only that the gods are angry, but they are frequently so, and forethought may limit the damage.

What causes the damage? Kinetic energy, reflecting the product of model mass and velocity squared. Anything that can be done to reduce model mass will help greatly, short of chopping away essential structure. Ditto speed, only more so, because of the squaring factor. Actually mass and speed are related: reducing mass will automatically cut trimmed-out speed, resulting in a gain on both fronts. In short, piling down mass is the single most powerful step we can take to reduce crash trauma. However, if overdone, we have a scrawny model—one more four longeron Spitfire—a miserable fraud properly denounced by judges as a ghost model. Cutting mass without losing integrity is not simple. Perhaps brilliant design means an optimum solution to the confrontation between mass and true form.

When conducting this struggle, it's useful to take note of the two most likely forms of crash. These are: (a) stall and dive, impacting on the prop, and (b) spiral dive, impacting on a wing tip. In each case, something useful can be done to minimize damage.

Given case (a), our best defense is a plastic prop—not a commercial plastic prop, for these tend to be pitched at too low a blade angle (20 deg.)—but a home made prop fashioned of yoghurt container walls and pitched to about 30 deg. The difference in survivability between a well-carved balsa prop and a plastic prop is impressive; the plastic will outlast the balsa by many crashes. For a hub, use hard balsa. Buy and eat yoghurt. Cut the blades from container with exacto 11, allowing for half inch overlap (hub and blade). Bond with Weldwood contact cement (none of the usual model glues work). That's it. The result is inferior to a carved balsa prop in appearance, but isn't all that unsightly. I've used this approach on two models, have had the usual run of crashes, and have experienced no prop damage other than flaked-off paint.

Converting a prop to plastic costs little, if anything, in the form of weight, for most models need a bit of ballast up front anyway. As for thrust, I'm unable to detect any difference. Though I happen to like the prop carving process itself, the superiority of plastic props is so evident that I doubt that I'll ever return to balsa.

As for (b), though impact occurs at a wing tip, the usual failure takes place at some point along the wing closer to the fuselage. Though it's obvious that heavier wing construction would help—leading edge and stringers—it's equally clear that doubling the weight of wing members will increase the overall mass to a disturbing degree.

There are two classic solutions to (b), and while currently out of favor, they deserve some thought. First is a rubber-banding of the wing to the fuselage, so that the wing is able to move if struck. This one works, but is unquestionably ugly. Something can be done with open cockpit type aircraft by hiding the retaining rubber bands inside each cockpit, but in the more usual aircraft the rubber bands are right out in the open, destroying all hopes of scale fidelity.

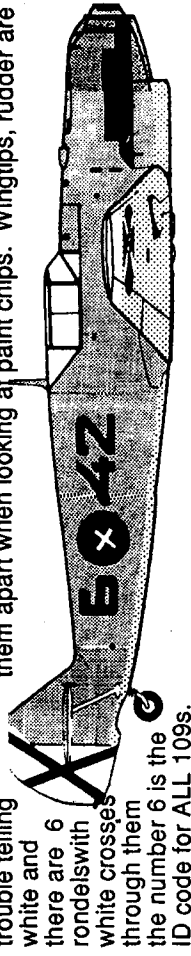
The alternative solution consists of a breakaway wing, with outer panels carpentered to move backwards freely when struck. Here much reliance is placed upon precise tongue and slot alignment, and while it works, so much precision is required that the concept has lost all its supporters.

Which is best: rubber bands, fancy carpentry or sullen acceptance of damage? Right now, we seem to favor sullen acceptance. Anyone for plastic wing connectors?

Me109s without Swastikas

There has been a bit of talk on the internet and by correspondence lately about 2 subjects, one the old Comet Dimer 109 being a fun and unusual Dimer to fly, and some folks declaring that they wish that there were 109s without Swastikas. Now, by definition, dimers aren't really scale, so I am not sure what the problem would be with doing a non scale scheme by just leaving off the nasty bent cross. As a personal note, I don't really get it. I love the look of 109s, but the machine has no idea about the atrocities of the nazis. If we could only build airplanes whose owners had committed no crimes, we would be hard put to try to find any innocent. Be that as it may, here are a few Scale Marking systems that don't involve Swastikas.

First: Bf 109B and Cs flown in Spain. These planes were a very light Grey on top, pale blue on the bottom. These colors are so pale, as to be near white, and I have trouble telling them apart when looking at paint chips. Wingtips, rudder are white and there are 6



rondels with white crosses through them the number 6 is the ID code for ALL 109s.

Cs and Ds were coded 6 x 1 through 96, Es were painted the same, coded 97 through 136. A few had personal markings under the canopy, in the case of one athlete, the olympic rings.

There were a few Racing versions of the airplane in use with interesting colors, but always with the Swastika on the tail.

As a further note; 13Heinkel HE 112s were used in Spain in exactly the same colors, coded 5X1 through 14

While the Dime 109 by Comet most resembles a B or C, most people want to do E models. With the E we have another interesting paint scheme Swiss: These Markings are bright Red and white over standard luftwaffe chamois of 7071/65(Black



green, dark green, pale light blue)

These were coded J-311 to J-390. In addition, 40 were sent to Hungary, 73 to Yugoslavia, 19 to Bulgaria, 16 to Slovakia. In every case, they were supplied in Standard Luftwaffe colors, with Local Markings overpainted on the German markings.

Several were supplied to Russia, a couple to Japan (this was assumed by the US to have entered service and code named "Mike"). But I don't have good enough information of these to talk about markings.

Further, Bf 109Fs and Gs were also supplied to a variety of users; Es and Gs also saw some post war use. If any of this interests the readers, tell me and I would be happy to supply more.

R. Russo
aka Prof. Fate



THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest for Free Flight model airplanes.

SUNDAY, April 16, 2000 Kent State University 8:00 a.m. to 4:30 p.m.

Flying Site - KSU Field House, Summit Road (near Dix Stadium)

SCHEDULE of EVENTS

8:00 a.m. -- Building opens

8:30 a.m. -- 1. **EZB** -- Scoring is the longest of five officials (30 seconds). Two attempts equals one official.

2. **Junior EZB PENNY PLANE COMBINED**

4:00 p.m. 3. **NOVICE PENNY PLANE**

4. **MINI-STICK** -- Best flight of 5 officials. 20 second minimum. 2 attempts/Flight.

9:30 a.m. 5. **SEVEN GRAM BOSTONIAN** A.M.A. Rules.

to 6. **JETCO R.O.G. (J,SO)** - Club Rules - prop must be 5 1/2" max. May be cut down and have pitch altered.

4:00 p.m.

10:00 a.m. to 4:00 p.m. **F.A.C. EVENTS**

7. **Hi-Wing Peanut** (Experimental ex. Lacey, Fike etc.)

8. **Hi-Wing Peanut** (Production types).

9. **Peanut Scale** (all others except pioneer models).

10. **W.W.I Peanut Biplane Combat** - 4:00 p.m.

11. **Golden Age Scale**

12. **Dime Scale**

13. **W.W.II No-Cal Combat**. Flown at 4:25 p.m.

14. **No-Cal Profile Scale** (total of three flights)
Minimum weight - 5 grams without motor.

For Your Information

1. Steering of Models: as per A.M.A. rulebook.
2. Entry Fees: - *Open* - \$20.00 - *Junior* \$2.00 (includes AMA Lic.)
3. **VERY IMPORTANT** - You must provide your own table and chair.
4. KSU Fieldhouse is a non-smoking facility. Also, please wear athletic type shoes. Ample free parking outside the fieldhouse.

Science Olympiad flyers are encouraged to fly in EZB/PP and Jetco ROG Events. There will be separate junior awards in these two categories.

AWARDS

1st through 3rd - All events except mass-launch.

W.W.I Peanut and No-Cal Combat

1st place award only.

2nd place - minimum of 7 entries in the event.

2nd and 3rd place - minimum of 10 entries in the event.

SPONSORS - Parma Hobby (Junior Events)

CONTEST DIRECTORS

Michael C. Zand
5803 East Ash Road
Independence, OH 44131
216-524-3480

Larry Mzik
117 Sycamore Drive
Painesville, Oh 44077
440-357-7361

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

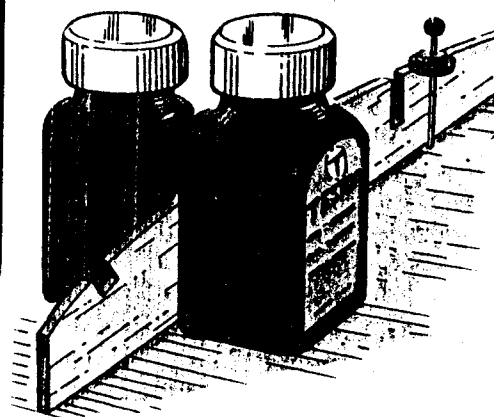
Modeler Defeats Static Cling!

by

Ted Russell

Do any of you balance plastic rubber power props by scraping the heavy blade with a knife? If you do, do you have trouble with static electricity when you finish scraping and try to balance the prop? Maybe I'm the only one with this problem, but I've found that wiping the prop after scraping with one of those Anti-static cling sheets for laundry use solves the problem.

Editor's note: I just tried this and it works. Makes my props smell nice too! I wonder if it has some use for that clinging covering I use for my indoor mini-sticks?



BOTTLED ACCURACY

Ask your friends who work with plastic models for their little enamel bottles when empty. Clean them out with hot water, fill with lead shot or sand, then use them to hold ribs square and upright.

Nick Zeidler, Wauwatosa, WI

FAC Postal Contests

This year we are giving you six postal events to enter. The events are as follows; Indoor Peanut, Outdoor Peanut, Indoor No-Cal, Outdoor No-Cal, Indoor Dime Scale and Outdoor Dime Scale. Fly your models, as many as you wish and send the times in to GHQ along with the name of the model, what event you are entering it in, and in the Dime Scale event, what plan you built it from. Contest times count too. The contest will end on April 30, 2000. Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Entries postmarked after May 2, 2000 will not be accepted.

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

INDOOR PEANUT

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Doc Martin	Ford 2AT	1:47
2. Sid Gilbert	Lacey M-10	1:45
3. Scot Dobberfuhl	Santos Dumont	1:32
4. Newt Bollinger	Cougar	1:29
5. Rich MacEntee	Lemberger	1:19
5. Rich MacEntee	Waco "E"	1:19
6. Randy Osborne	Found	1:18
7. Eric Osborne	Taylorcraft	1:15
8. John Barker	J-3 Cub	0:52
9. Bob Shaw	Dayton-Wright	0:35

OUTDOOR PEANUT

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Scot Dobberfuhl	Farman Moustique	7:15
2. Curt Sanford	Lacey M-10	2:43
3. Scot Dobberfuhl	TX-AIR TX-1	2:07
4. Scot Dobberfuhl	Monocoupe	1:51
5. Dave Stott	Sonerai Racer	1:35
6. Scot Dobberfuhl	Christmas Bullet	1:25
7. Dave Stott	Kalinin K-4	1:11
8. Al Lawton	Fokker D-VII	1:09
9. Dave Stott	Lacey M-10	0:37

OUTDOOR NO-CAL

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Ed McQuaid	JU-87 Stuka	0:36

INDOOR NO-CAL

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Dick Obarski	Mr. Smoothie	3:33
2. Rich MacEntee	JP-350	3:14
3. Joe Nuszer	Hosler Fury	2:57

PHOTO PAGE:

Left column; Three new models built by Bob Schlosberg, 1940 Baby Corsair 30 inch span and powered by mini-6 electric, Al Lidberg kit. Fabulous flyer!

36inch span Ace Whitman Albacross. Great flyer.

Rearwin Skyranger at 25 inch span. Power is Brown B-100 co/2 motor, 9cc tank. All 3 photos by Bob.

Right column; David Duganne sent this pic of his No-Cal model of the Maule M-5 from an Al Lidberg plan. Good flyer.

This photo of a Vultee V-1a was sent by Jim Gray from a previous Geneseo contest. Builder unknown but it may be Richard Zapf's model.

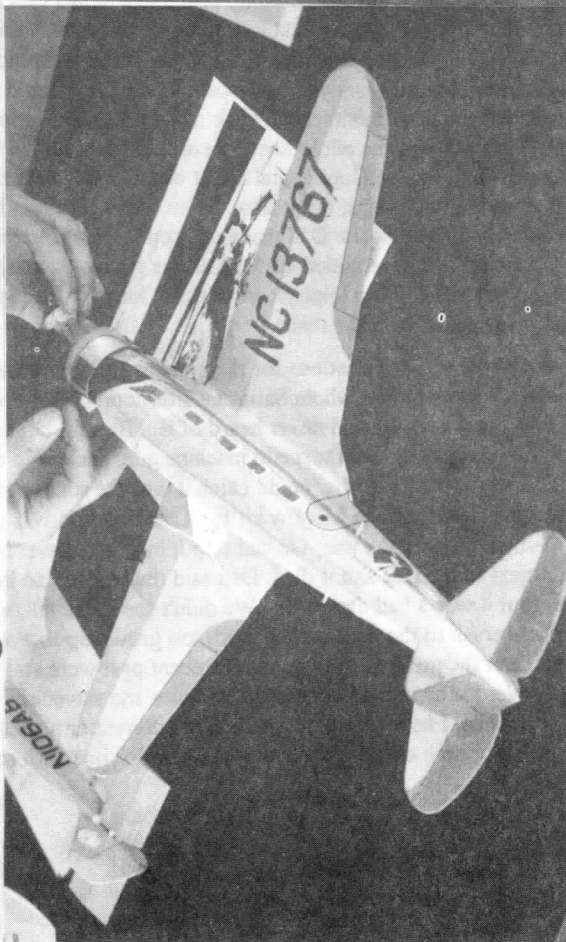
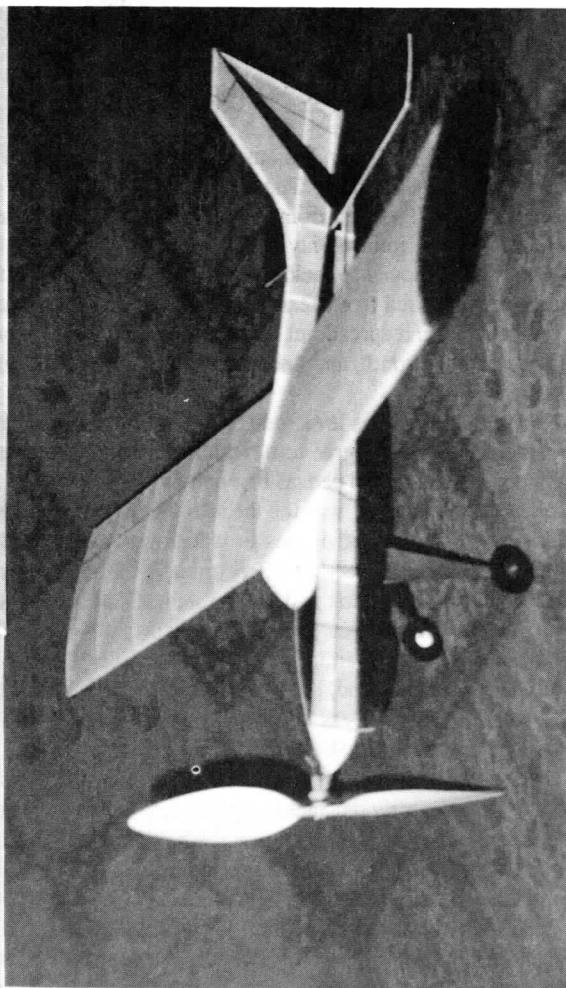
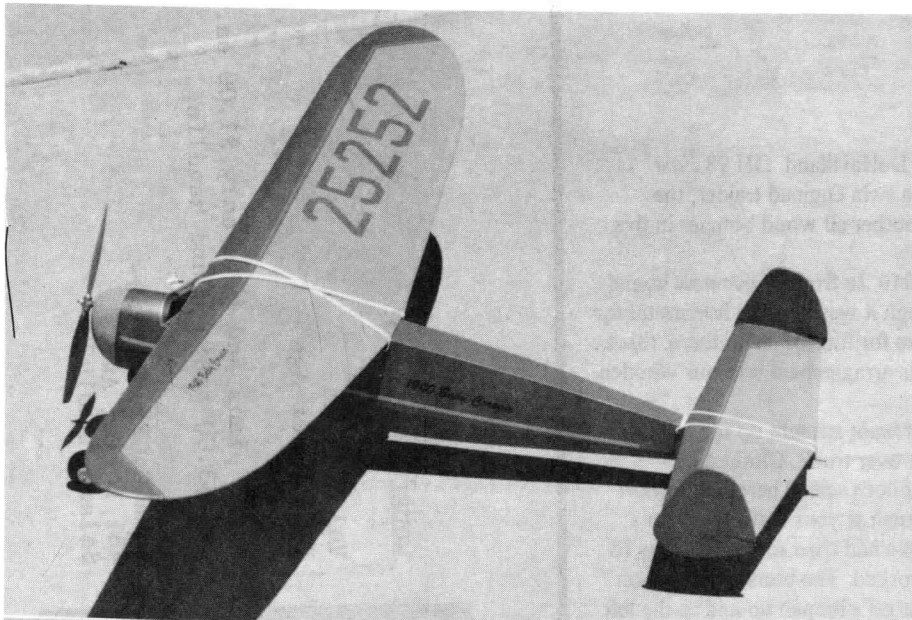
<u>Plan</u>	<u>Time</u>	<u>Plane</u>	<u>Time</u>	<u>Plane</u>	<u>Time</u>
Comet	1:58	Corben Super Ace	1:58	Fokker D-VII	2:15
Megow	0:59	Ryan Dragonfly	0:59	Fokker D-VII	2:09
Comet	0:57	Aeroneer	0:57	Fokker D-VII	1:58
Air Devil	0:43	Laird Limousine	0:43	Caudron	1:35
Air Devil	0:42	Fairchild Pilgrim	0:42	Taylorcraft	1:35
Air Devil	0:37	Fokker B-1	0:37		
Comet	0:35	Luscombe 50	0:35		
Comet	0:30	Aeronca Seaplane	0:30		

OUTDOOR DIME SCALE

<u>Pilot</u>	<u>Time</u>
1. Scot Dobberfuhl	
2. Dave Stott	
3. Dave Stott	
4. Dave Stott	
5. Dave Stott	
6. Dave Stott	
7. Dave Stott	
8. Dave Stott	

INDOOR DIME SCALE

<u>Pilot</u>	<u>Time</u>
1. Dick Hardcastle	
2. Rich MacEntee	
3. Dick Obarski	
4. Doc Martin	
4. Newt Bollinger	



HIGH GUMBANDERY

OUR WOODEN BOMBER

England's RAF had their famous "Wooden Wonder", the DeHavilland DH 98 *Fast Bomber*, the "Mosquito". The U.S. Army Air Force had a twin engined trainer, the Cessna UC-78 "Bamboo Bomber". There was however, another all wood bomber in this country that was known only to a select few.

Our family moved to Jackson, Michigan in the fall of 1940. In front of our new home was a very crooked tree. Bent over in an arc, at about 7' high it was actually horizontal for a few feet. Then it spread out it's branches. There was room for four of us up there, three facing generally south, and one north. Imagination built this arrangement into our wooden bomber.

Where the trunk was level, one branch a little to the right went straight up for four feet and then made a 90 degree turn right back toward the bent over trunk. Clothesline wrapped around an old canvas bag on this branch was the pilot's seat. There was a short broken off branch that was the throttle. Another lower branch at your feet served for rudder pedals. The control stick or wheel was imaginary. We had tried to figure a way to mount some kind of steering wheel up there but nothing worked. The bombardier sat on the level part of the trunk and the top gunner's position was on a branch up and to the left a bit. The three important positions could be supplemented with a tail gunner who sat back to back with the bombardier. With precious little to hold on to, and just where the tree trunk bent to the ground, this crewman frequently bailed out before the flight was considered over. The bark on this tree was polished smooth with the lost fibers of many corduroy pants as they shimmied up and down it's length.

No grass grew beneath this tree. This space was the parachute landing zone when the bomber was severely damaged on a mission. When we weren't flying our wooden bomber the bare ground under the tree was the battlefield for the line up of wartime "Tootsie Toys". Most were colored dark green, but I remember silver die cast metal airplanes with retractable landing gear that snapped up, and moving propellers.

Naturally there was contention for the pilot's seat. Sometimes there would be four or five of us lined up with model airplanes at a contrived contest to see who would get to be the pilot. I remember the Phantom Flash and a model called the "Endurance". I'm not sure, but I think it was a Continental kit. Some times we flew the printed paper airplane gliders from General Mills cereals that had a penny glued in the nose. We would usually stand on the little hill on our front yard and see how far they would fly into the street. The Endurance could sometimes get clear across the street into the facing neighbor's front yard. This got you the pilot's seat for sure. My first model to do this was of all things an ME-109 built from a Continental kit. It wasn't really very true to scale, it was just in white tissue with no markings, but it flew. Mom asked for it, and it rested on top of the china cabinet for several years. Dad made us promise never to tell her it was a German airplane.

Once we had determined crew positions we would conjure up a mission and take off, sometimes to save Randolph Scott of the "Gung Ho" troop, or to drop bombs on Tokyo (I think we spelled it Tokio then).

We wrote up specifications for the bomber and typed them out on Dad's typewriter. I think this effort took a whole Saturday afternoon of our time and some of the quality out of the typewriter. We had never heard of Bill Barnes, but he had nothing on us! It could land on mountains, had a torpedo machine gun, and could dive under water! I think that one of the few fighters that could catch it was the super neat Focke-Wulfe 198. Our buddy down the street had the Megow kit for it, and his dad was going to help him build it.

Sometime after the war, we had to put in a new sewer line. There was much digging right next to the tree and it died. Dad said the tree had to be removed. We were a bit older then, but it was a bad day for us. We didn't see a tree fall, we watched a wonderful airplane crash to the ground. We were too grown up to ever climb up there and "fly" again. But the good memories of that recent past were still alive in us. My younger brother went over to the mound of twisted branches and sawed off the throttle stick. He kept it for quite a while. I have flown in twenty five different airplanes and I can remember vivid moments in each of them, including the wooden one with roots.

Rottensocks

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B-A

JIMMIE ALLEN
MODELS

Illustrated by Jim Albeck

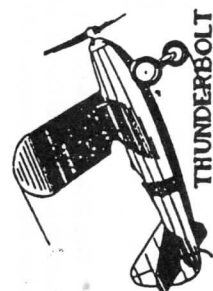


Scene from Jimmie Allen's Paramount Picture "The Sky Parade" MARCH 28, 1936

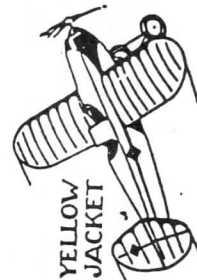
Jimmie Allen says HI-SPEED "Sol-venized" gas leads in performance because it leads in quality . . . it chases out carbont Boost for HI-SPEED, cadets!



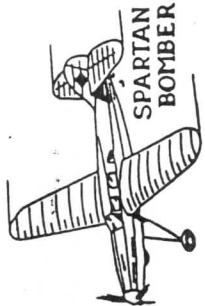
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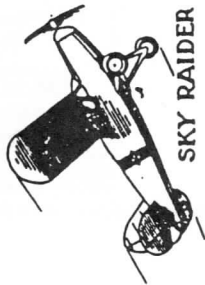
THUNDERBOLT



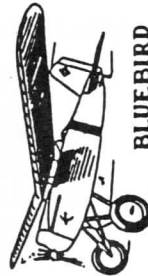
YELLOW JACKET



SPARTAN BOMBER



SKY RAIDER



BLUEBIRD

NEWS RELEASE

Bob Banka's AIRCRAFT DOCUMENTATION [SCALE MODEL RESEARCH], the World's Largest Commercial Collection of FULL-COLOR Aircraft Documentation FOTO-PAAKS and 3-view drawings has expanded their inventory again.

The 242 page, 2000 Issue of their Catalog and Resource Guide lists over 7,700 different FOTO-PAAKS (300 new this issue and almost 1/2 million photos in stock at all times), 35,000 3-view drawings, and includes 9 scale related articles written by some of the top competitors and authorities in the scale movement.

The FOTO-PAAK (studies) are full-color 3 1/2" x 5" pictures taken with the modeler in mind, to show details like paint scheme, markings, instruments, landing gear, etc. These PAAKS are sold on a satisfaction guaranteed basis, and because of the large inventory, orders are usually mailed within 24 hours.

Bob Banka, the owner/photographer, states that in his Catalog/Resource Guide, you will find different FOTO-PAAKS listed for approximately:

280 - Pre 1920's	335 - Sailplanes	350 - Helicopters	615 - Aerobatic
210 - Seaplanes	650 - Jets	1,600 - WW II Fighters/Tmr's	200 - Racing
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For example, this includes FOTO-PAAKS of:

240 - P-51's	200 - AT-6/SNJ's	40 - Staggerwings	15 - Jennys
65 - Citabria/Decathalons	100 - Stearmans	50 - Corsairs	50 - DC-3/C-47's
115 - Pitts	30 - Spitfires	35 - Tiger Moths	45 - F-86's
72 - Extras	50 - Sukhoi's	35 - C-45/D-18	50 - B-25's
40 - T-33's	55 - J-3 Cubs	30 - Monocoups	100 - Wacos
35 - P-40's	28 - P-38's	32 - P-47's	

Most FOTO-PAAKS have 3-view drawings available that will enable the modeler to have complete documentation for their project. The 3-views are either KOKU-FAN drawings, or copies of drawings gleaned from modeling and/or full-size aircraft magazines and other sources. Bob has more than 35,000 drawings in stock. Scale Model Research is the world's exclusive dealer for the KOKU-FAN 3-views, considered by many modelers to be the world's standard in accuracy and detail.

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(714) 979-8058

Bob Banka, owner/photographer, has been involved in building model aircraft since 1948. He started out with hand launched gliders, then to rubber, towline, free-flight gas, U/C sport, combat, and finally tried R/C in 1957 with single channel escapement. Bob became more involved with scale R/C in the early 70's and has made this his major interest since.

Bob's Aircraft Documentation, is a full time business run from Bob's home/office and when not there, Bob is usually off shooting pictures at an airshow or museum or at a Model Trade Show or event. The best times to call are 7:30 a.m. to 10:00 a.m., or 12:00 noon to 7:00 p.m., all Pacific time, of course. He now accepts VISA and Master Card purchases with a \$20.00 minimum order.

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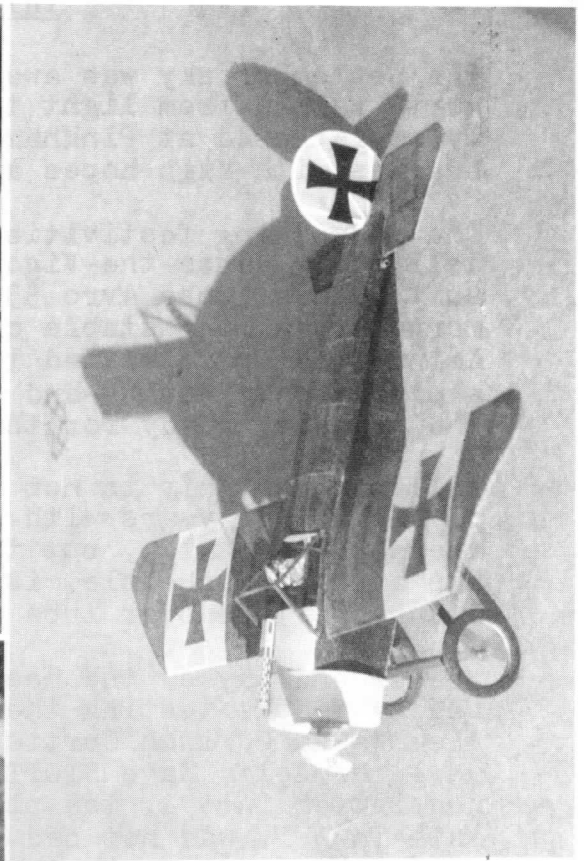
Left column; Chris Starleaf sent this pic of Herb Stevens and his neat "Sparky" old time rubber entry.

George Nunez, Sr. and his Herr kit of the Ryan ST on floats. Took second 2 years in a row at the "Great Fla. Keys R.O.W. contest. Photo by George Nunez Jr.

Tim Lavender took this photo of his Junior modelers from down in Smyrna, Tn., Back row, Marcus Conner, Stepheny Victory, Robert Stephens. Front row, Jenny Smith and Michel Boyd. Great group of kids and HATS OFF to Tim for keeping them going.

Right column; Wolfgang Perret from Wiesbaden, Germany sent us this photo of his Pistachio Hergt Monoplane.

Here is Mike Ransom and his Curt-iss Robin "Dime Scale" model. Mike gave us that nice Pietenpol plan in the last issue.



The September sky was awash in blue--truly CAVU. Wind out of the north varied from light to moderate--a nifty meet day for the air tyros gathered at Pinkham Field to fling their ozone prowling sky buggies with high hopes and realization of having fun.

The midmorning festivities were suddenly punctuated with howls of delight by Vance-the-Vigorous as he galloped merrily in hot pursuit of his jumbo Avro 539 which had climbed steeply at first then merged to a long stable cruise. Man/machine episodal Kodak moment. A minute later it wafted to ground. A well trimmed jumbo is always a pleasure to watch--and to add extra chocolate sauce to the sundae; the Avro is, ready for this? A TRIPLANE!!

Well perhaps this is not too surprising after all. Vance has been flying it for years with similar results. (We recall his having another tripe also, but trying to contact him for info on it, given his frenetic schedule, is like trying to corner a three year old smeared with rubber lube in a toy store)

The second day of the meet was again sunny and inviting. The morning saw models testing the clear air at frequent intervals. Among them was a 20 inch Curtiss Scout S-3 tripe, designed by the Air Devil himself, Dave STOTT. When I saw his nifty plan in an FAC newsletter in '91, the plane's relative cleanliness for its era---late in WWI, was not bad. Dave's prototype had already demonstrated flight duration in the one minute category. So it just asked to be built in spite of the venetian blind wings (wing chords like a Peanut's) On this day it notched a 1:16 flight and ended up in 2nd place out of 14 in FAC Scale. What??? Another good flying triplane???

Actually a succession of tripes has successfully coursed the friendly skies throughout the model history of the region. While this is not an attempt to provide every instance, several examples come to mind. In recent times, Kanones have been won by John Koptonak's Fokker DR-1 and the Curtiss Scout. Dave's Caproni CA-53 has placed as well. The ever-inovative Chet Bukowski also created a smooth flying Fokker DR-1. Years ago, Dave crafted a Mitsubishi Type 10 triplane--it even had a torpedo slung in position between landing gear struts and still flew well! (The chronicles do not record whether or not it had success against model warships----!)

What do these all have in common? Not much except three wings and a "get it done" attitude. There are small chords, large chords; short wing spans, large wing spans; short and medium schnozzes. No "killer" tripe models have surfaced such as the Fike, Chambermaid and Cessna CR-3 in their respective categories.

A recent article seems to have placed triplanes a distant third after monos and bipes in the model hierarchy. The tripes may not necessarily be a panacea--as is good apple pie (when suggested to my doctor that apple pie is quite possibly the world's closest thing to a perfect nutrient--all the food groups--he cast a baleful eye and secretively scribbled on my chart) However, tripes are competitive despite having more interplane interference, more rigging etc to contend with. But results can be rewarding. At the Genesis

of the FAC, Stott and Thompson devised the system of bonus points to encourage diversity. It wouldn't be nearly as much fun if we all built and flew only monos--of the high wing persuasion! Bob and Dave did their homework well. The 20 points assigned to the triple wings still stands. Pick a good subject and GO!! There is a scarcity of three views compared to available photos, probably because many were one-of-a-kind. Lots of good photos are contained in the following:

Triplanes by Bowers and McDowell, published by Motorbooks International
Air Progress Spring '62 Edition (over 60 planes)

For you bonus commandos out there, the Triplanes book contains a three-view and several photos of the Barling Bomber, NBLR-1 with six engines (two pushers in tandem with two of the tractors)--- something like 65 bonii !! (I don't count that high) But wait, before you rush off to the building board. The engines are suspended between the center and lower wings, the tail is four fins between biplane stabs, there are enough wires to keep AT&T happy and the landing gear is--well--best described as "incredible"! Only masochists need apply!

Fly first, chores second.



The Butch O'Hare Story

During the course of World War II, many people gained fame in one way or another. One man was Butch O'Hare. He was a fighter pilot assigned to an aircraft carrier in the Pacific. One time his entire squadron was assigned to fly a particular mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. Because of this, he would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to leave formation and return.

As he was returning to the mother ship, he could see a squadron of Japanese Zeroes heading toward the fleet to attack. And with all the fighter planes gone, the fleet was almost defenseless. His was the only opportunity to distract and divert them. Single-handedly, he dove into the formation of Japanese planes and attacked them. The American fighter planes were rigged with cameras, so that as they flew and fought, pictures were taken so pilots could learn more about the terrain, enemy maneuvers, etc. Butch dove at them and shot until all his ammunition was gone, then he would dive and try to clip off a wing or tail or anything that would make the enemy planes unfit to fly.

He did anything he could to keep them from reaching the American ships. Finally, the Japanese squadron took off in another direction, and Butch O'Hare and his fighter, both badly shot up, limped back to the carrier.

He told his story, but not until the film from the camera on his plane was developed, did they realize the extent he really went to, to protect his fleet. He was recognized as a hero and given one of the nations highest military honors. And as you know, the O'Hare Airport was also named after him.

Prior to this time in Chicago, there was a man named Easy Eddie. He was working for a man you've all heard about, Al Capone. Al Capone wasn't famous for anything heroic, but he was notorious for the murders he'd committed and the illegal things he'd done. Easy Eddie was Al Capone's lawyer and he was very good. In fact, because of his skill, he was able to keep Al Capone out of jail.

To show his appreciation, Al Capone paid him very well. He not only earned big money, he would get extra things, like a residence that filled an entire Chicago city block. The house was fenced, and he had live-in help and all of the conveniences of the day.

Easy Eddie had a son. He loved his son and gave him all the best things while he was growing up; clothes, cars, and a good education. And because he loved his son he tried to teach him right from wrong. But one thing he couldn't give his son was a good name, and a good example. Easy Eddie decided that this was much more important than all the riches he had given him. So, he went to the authorities in order to rectify the wrong he had done. In order to tell the truth, it meant he must testify against Al Capone, and he knew that Al Capone would do his best to have him killed. But he wanted most of all to try to be an example and to do the best he could to give back to his son, a good name. So he testified.

Within the year, he was shot and killed on a lonely street in Chicago.

This sounds like two unrelated stories. But Butch O'Hare was Easy Eddie's son.

Note: The story above was sent via e-mail by Ed Mosbrook; emosbrook@hotmail.com to share with our readers.

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I wish to make the following advanced reservations for the FAC Nats, Mark XII.

_____ entry fees at \$25.00 each (flies all events).....\$ _____
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 (with no dormitory reservations)
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No entry fee for contestants under 18 years of age. All contestants must be members of the A.M.A. or the M.A.A.C. Please remit entry fee by June 15, 2000 so as to ease paper work later on. Thanks Mail entries to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2000. If you plan to share a room with someone please indicate their name so we can direct the University to set up the proper arrangements.

Awards through five places in each event. Contest times are as follows; Friday July 21, 8:30 am till 5:00 pm, Saturday July 22, 8:30 am till 5:00 pm and Sunday July 23, 8:30 am till 4:00 pm.

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

SIGNATURE _____

Your meals at the University will include dinner on Thursday July 20th, breakfast and dinner on Friday July 21st, breakfast and dinner on Saturday July 22nd, breakfast and banquet on Sunday July 23rd and breakfast on Monday July 24th.

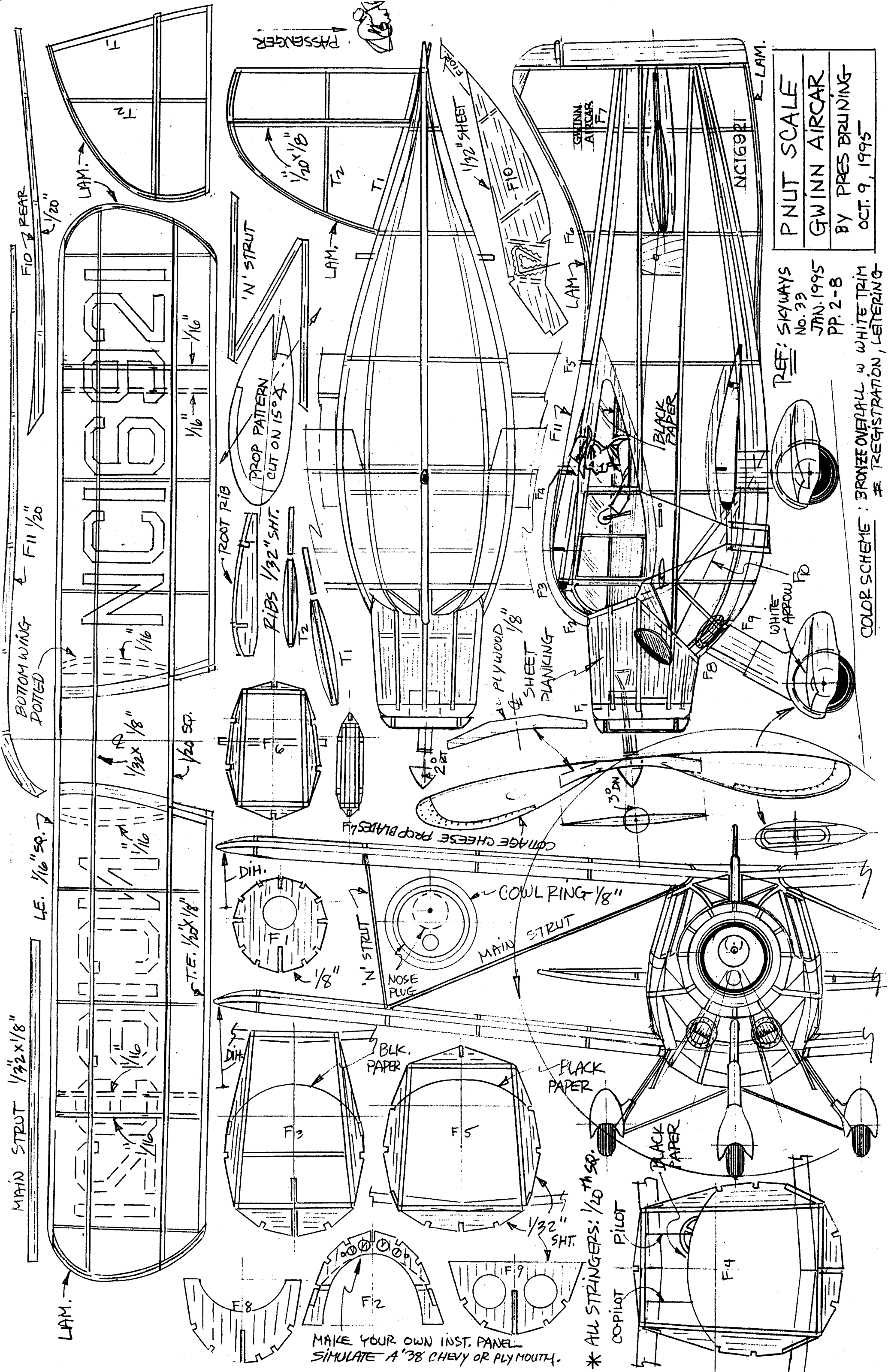
Scale judging will take place at Peter's Party Complex in Leicester, N.Y. on Thursday July 20th starting at 2:00 pm. Bring your models there to be scale judged. Giant and Jumbo models will be judged on the field on the day of their event. Food will be available at Peter's if you wish to eat there during the scale judging. This is the same place we have been doing the scale judging the last few years.

EVENT SCHEDULE FOR THE FAC NATS MARK XII

<u>Friday July 21, 2000</u>	<u>Saturday July 22, 2000</u>	<u>Sunday July 23, 2000</u>
Shell Speed Dash	FAC Scale	FAC Peanut (no high wings)
World War I *	High-Wing Peanut	Thompson Race *
Embryo Endurance	Greve Race *	FAC Power Scale
No-Cal Scale	World War II *	Jumbo Scale
Aerol Trophy Race *	Pioneer Scale	Electric O.T. Gas Replica
Golden Age Scale Civil	Powder Puff Scale **	Flying Horde *
FAC O.T. Rubber	FAC O.T. Rubber	Modern Civil Production
FAC O.T. Stick	FAC O.T. Stick	Modern Military *
Golden Age Military *	Dime Scale	Jimmie Allen
Fairchild "24" (Guillow)	Bendix Race *	Goodyear Race *
Giant Scale	No. American AT-6 *	Old Time Kit Scale
If necessary, flyoffs for both O.T. Rubber events will be Sun.		Two-Bit O.T. Rubber

Power Scale will be split into two events, single and multi engines. Giant Scale may be flown any day due to varying wind conditions. Plans must be presented in the Fairchild 24, Dime Scale, Old Time Kit Scale and the Two-Bit O.T. Rubber events. All events are for rubber powered models except for power Scale and O.T. Electric Gas Replica. Be sure to have your proof of scale for all mass launch events. All radial engined models in mass launch events must have at least a paper engine inside the cowl, no exceptions! All Pioneer scale models must fly in the Pioneer event only, regardless of size.

* Mass launch events. ** This event is for ladies only. Builder of the model rule applies.



P NUT SCALE
 GWINN AIRCAR
 BY PRES BRUNING
 OCT. 9, 1995

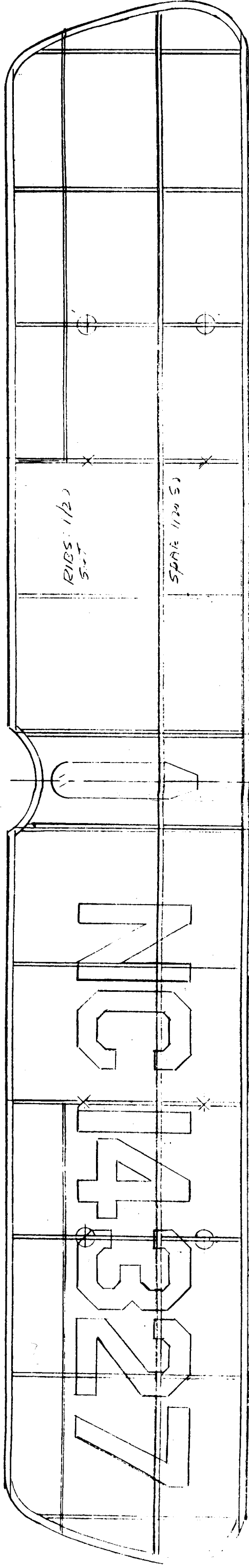
REF: SKYWAYS
 No. 33
 JAN. 1995
 PP. 2-8

COLOR SCHEME: BRONZE OVERALL w WHITE TRIM
 & REGISTRATION, LETTERING

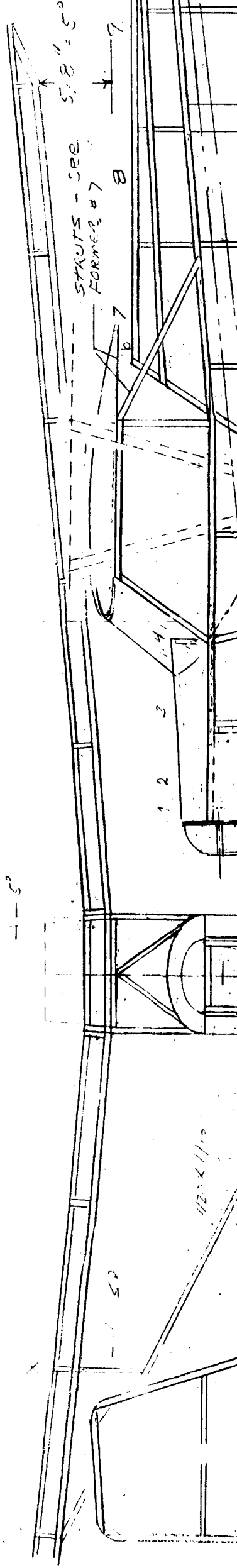
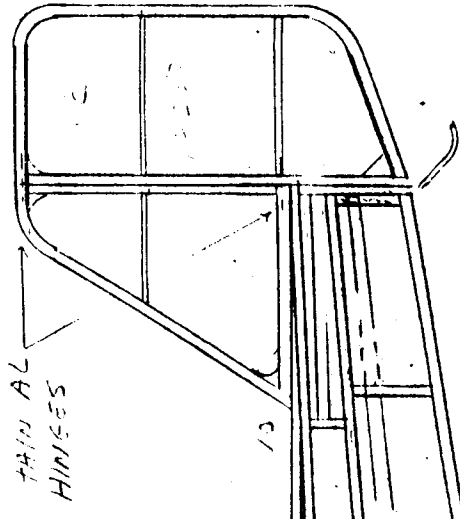
MAKE YOUR OWN INST. PANEL
 SIMULATE A '38 CHEVY OR PLYMOUTH.

* ALL STRINGERS: 1/20" SQ.

1/16 56 TE



1/16 56 60

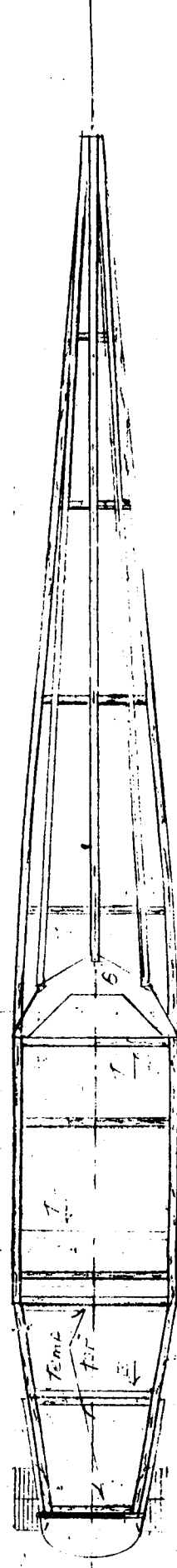


FUSE FORMER 1/20 50

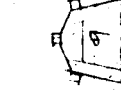
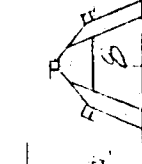
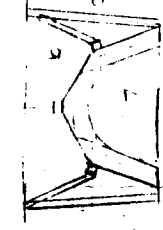
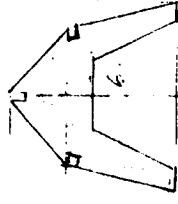
NOSE 1/16 56 1/2 5-1
L.S. ONE MAN
PLUG IN

TISSIE HINGE
TUBES

COLOR: RED NOSE, STRIPE, RUDDER AND
WING REG. REST--WHITE.

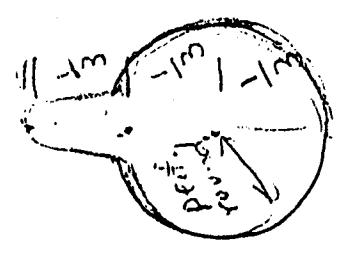
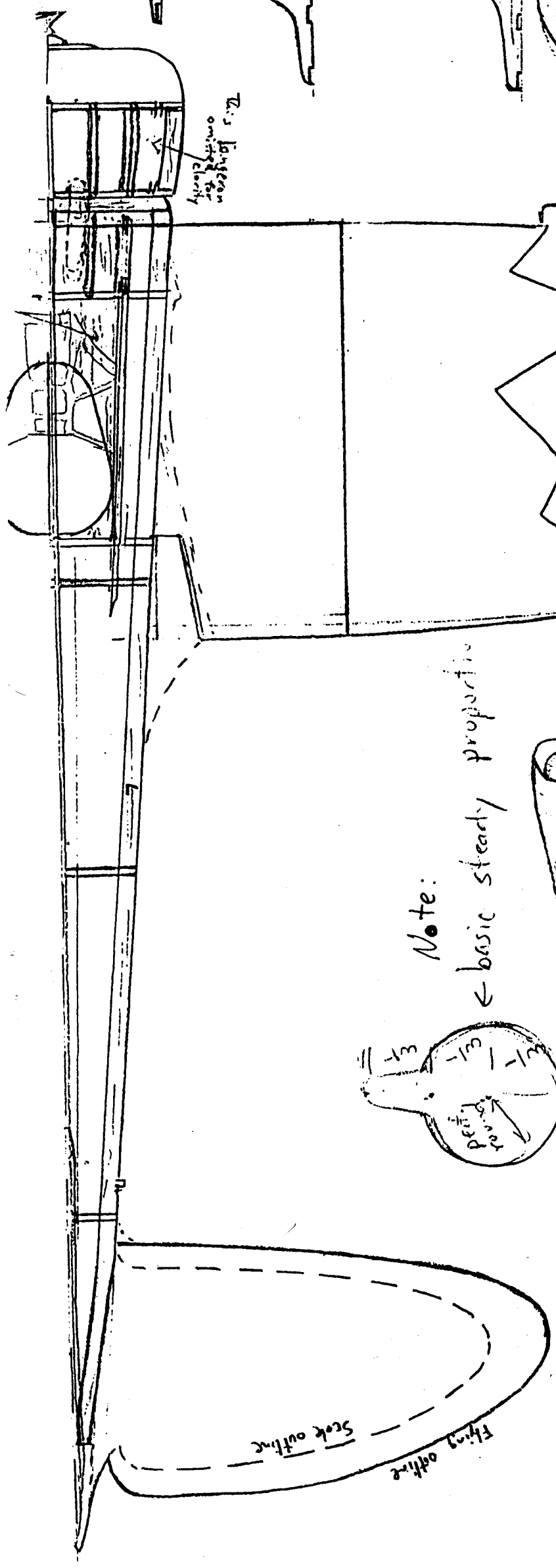


1/16 56 1/2 5-1



1931 TAYLOR "CUB" E2 AIC #455

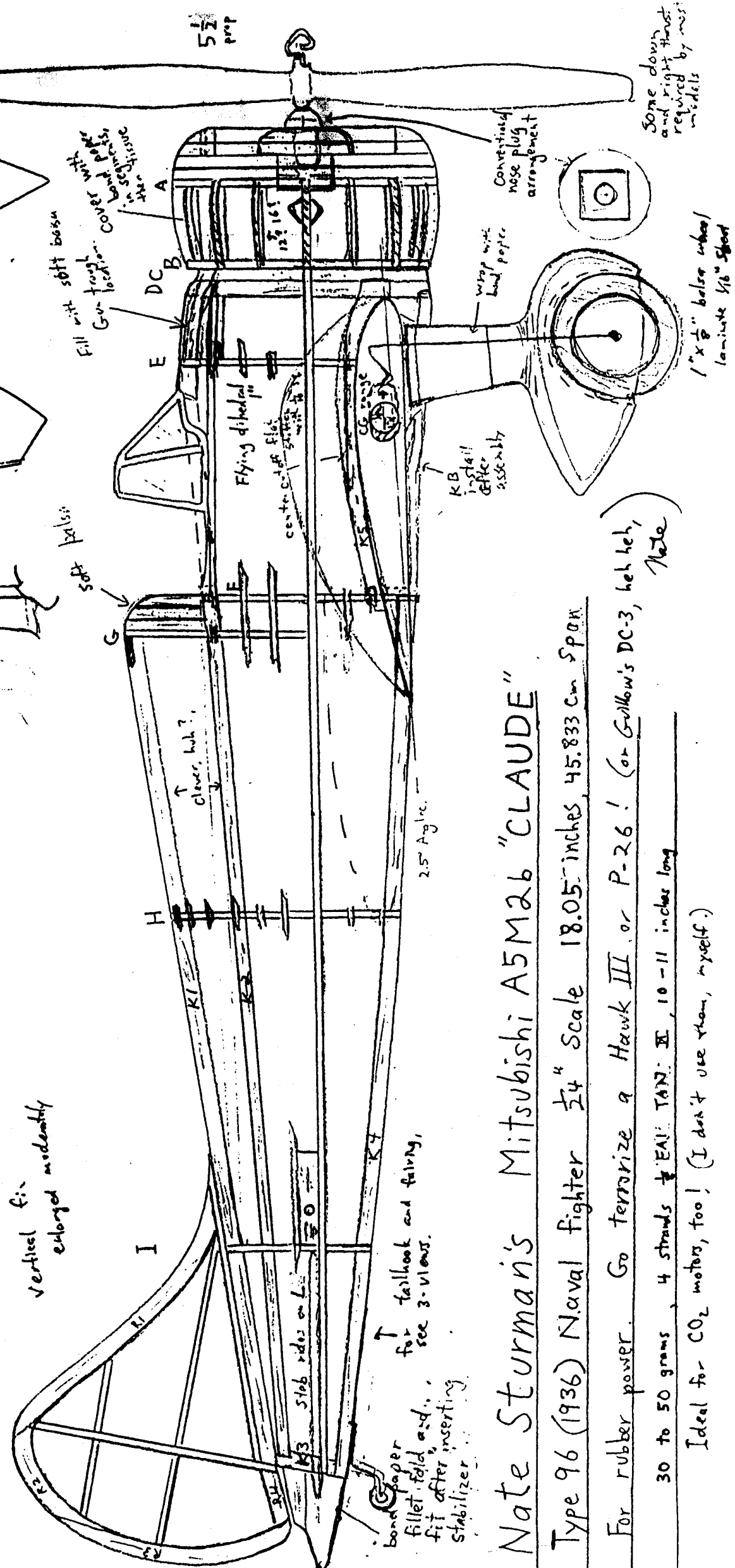
JM JOHN MORRIS OCT 95



Note:
← basic steady proportion



vertical fin
enlarged moderately

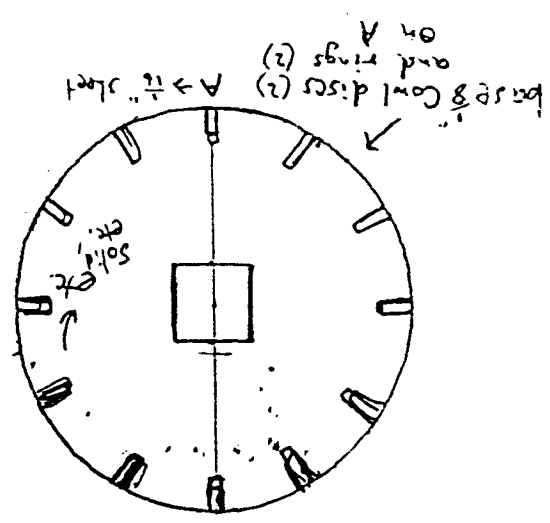


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Type 96 (1936) Naval Fighter 1/4" Scale 18.05 inches 45.833 cm Span

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30 to 50 grams, 4 strands #EAL TAN: II, 10-11 inches long
Ideal for CO₂ motors, too! (I don't use them, myself.)

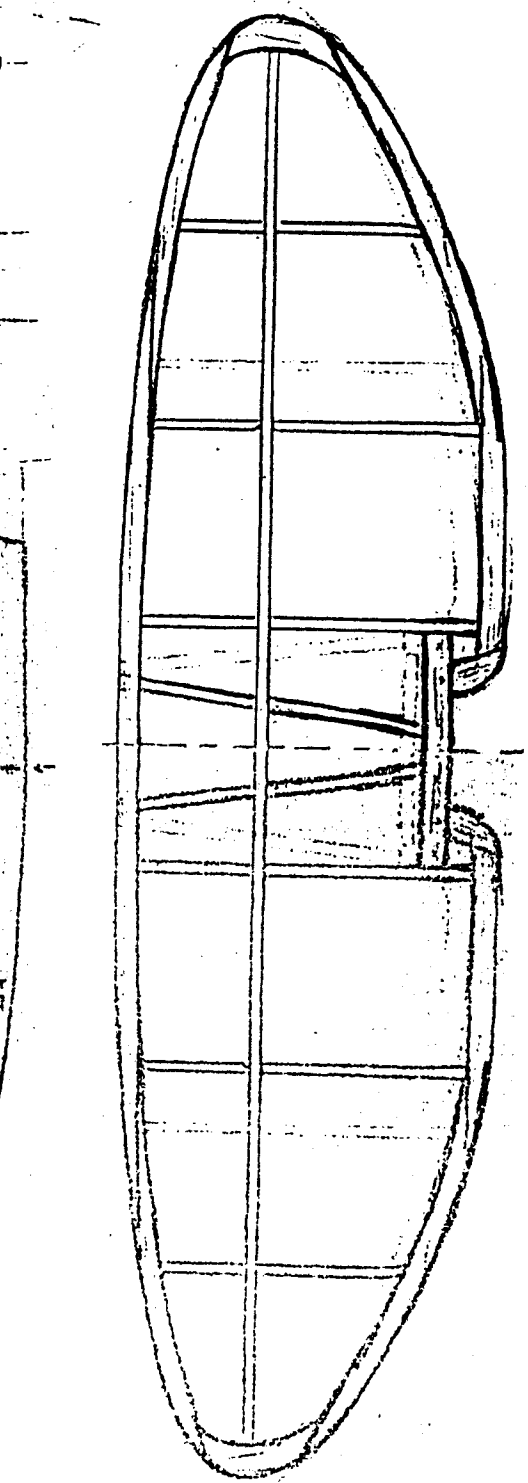
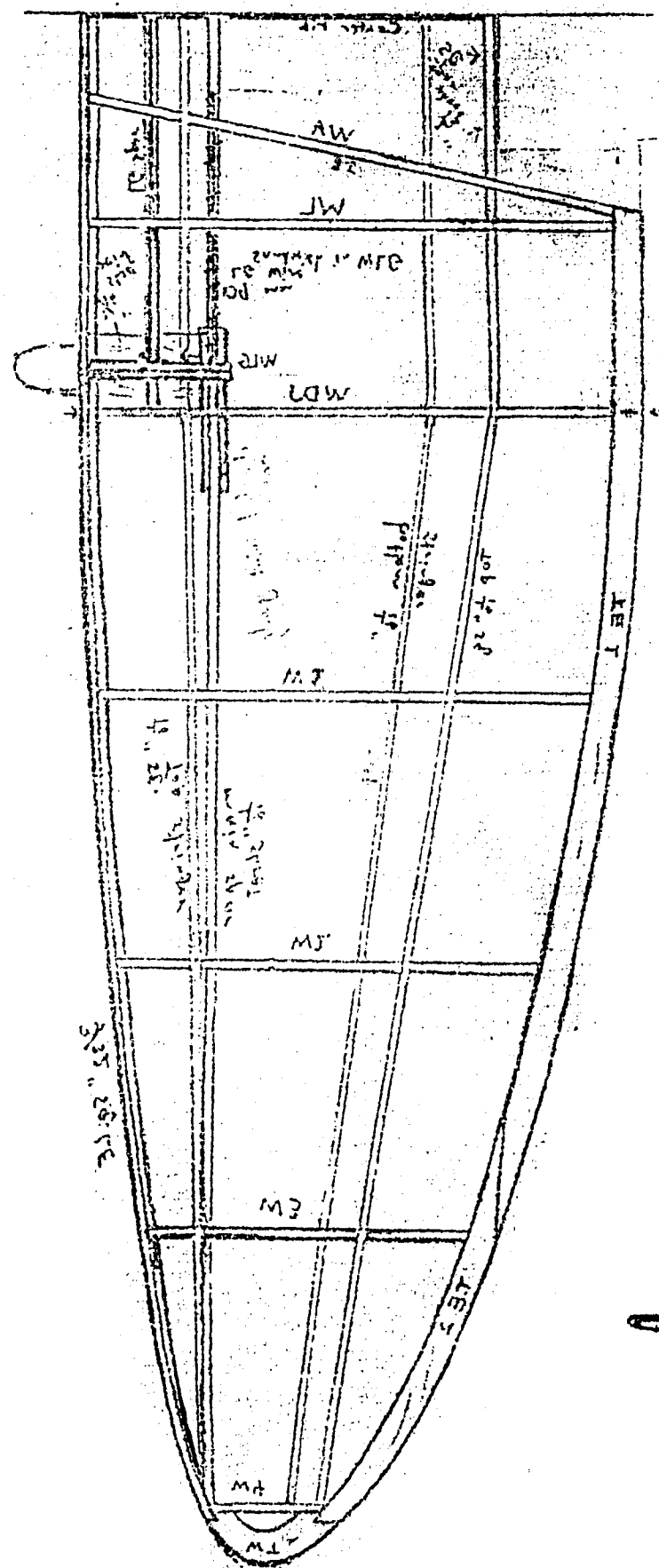
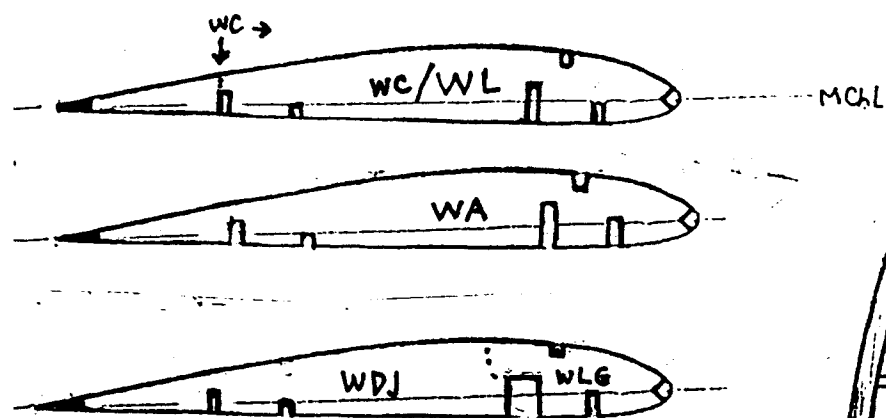
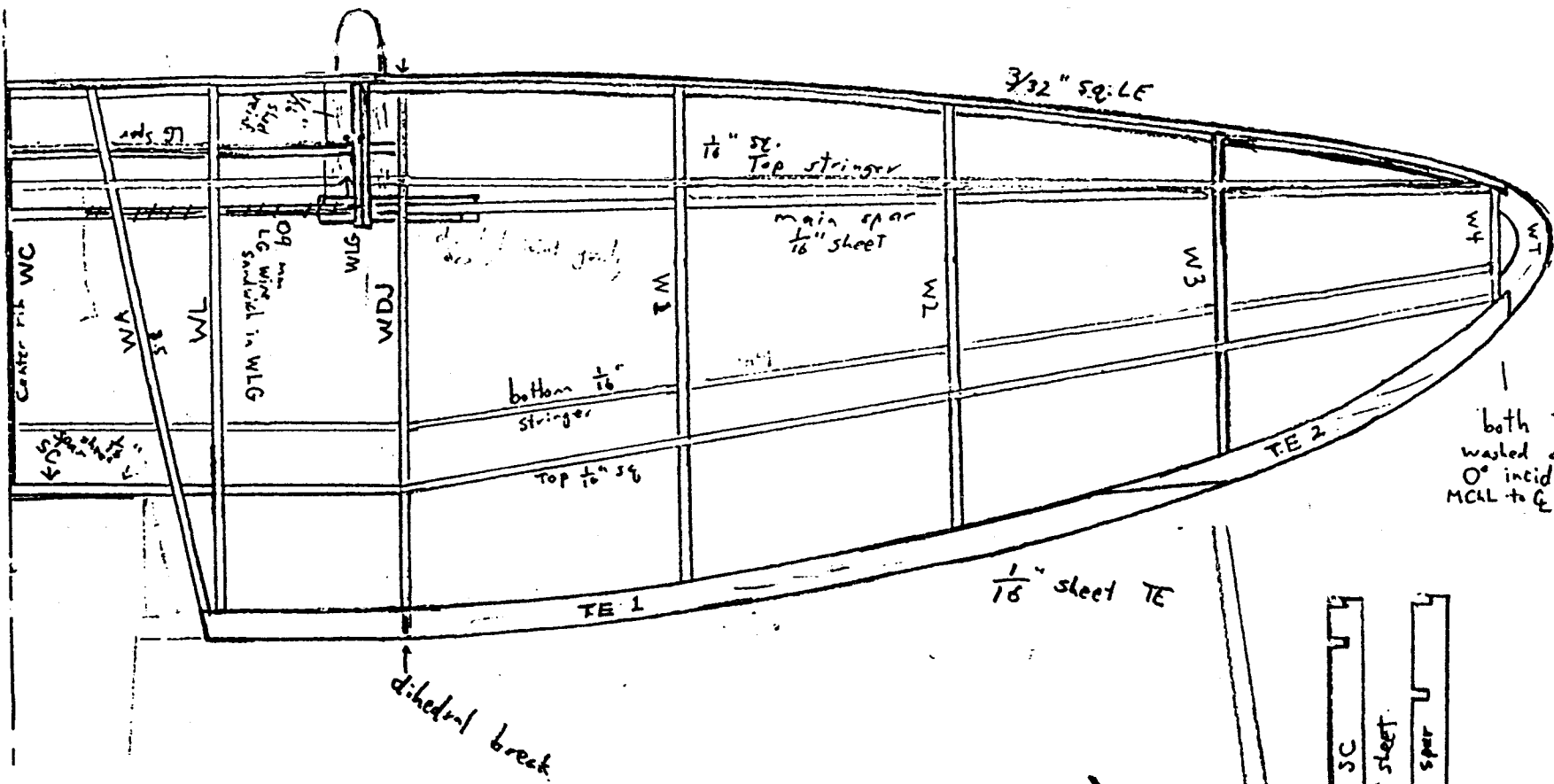
B 1/2" sheet
C and D are identical except
of 8" sheet
notching



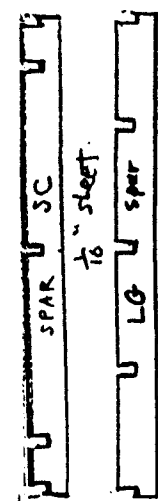
Some down
and right thrust
required by
models

1" x 1/8" below wheel
laminate 1/16" sheet

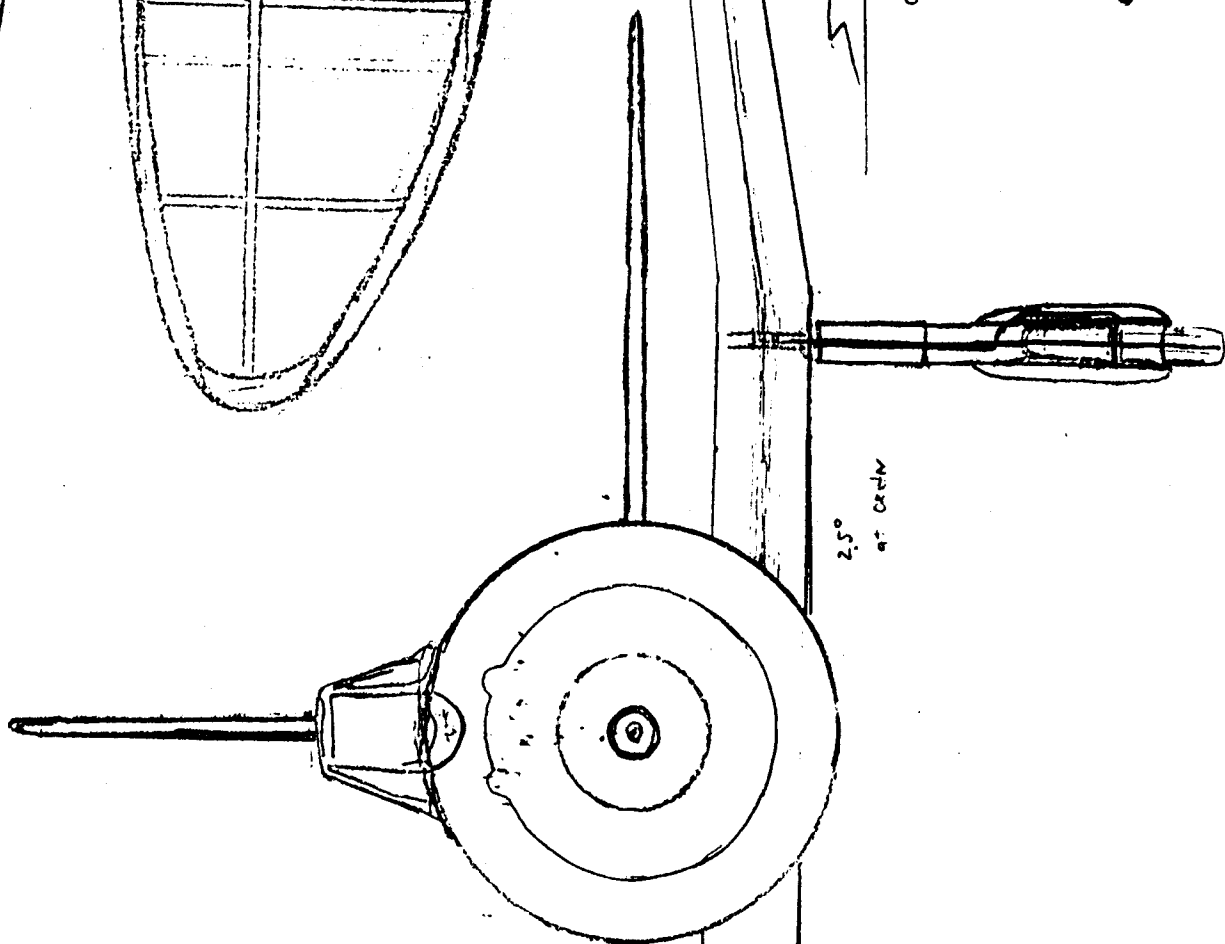
↑
bond paper
fillet fold and...
fit after inserting
stabilizer
for tailhook and fairing,
see 3-views.

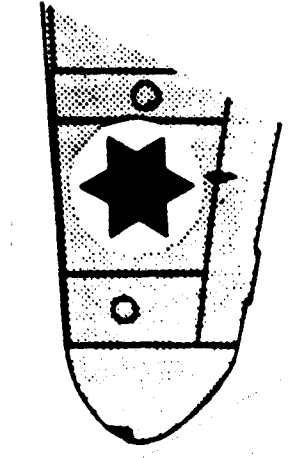
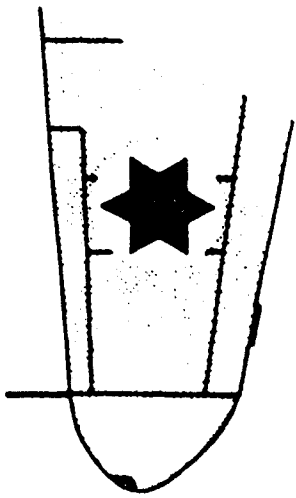


note 0° inc. at tip
tip 7.5° (mid)
scale 7° 38"

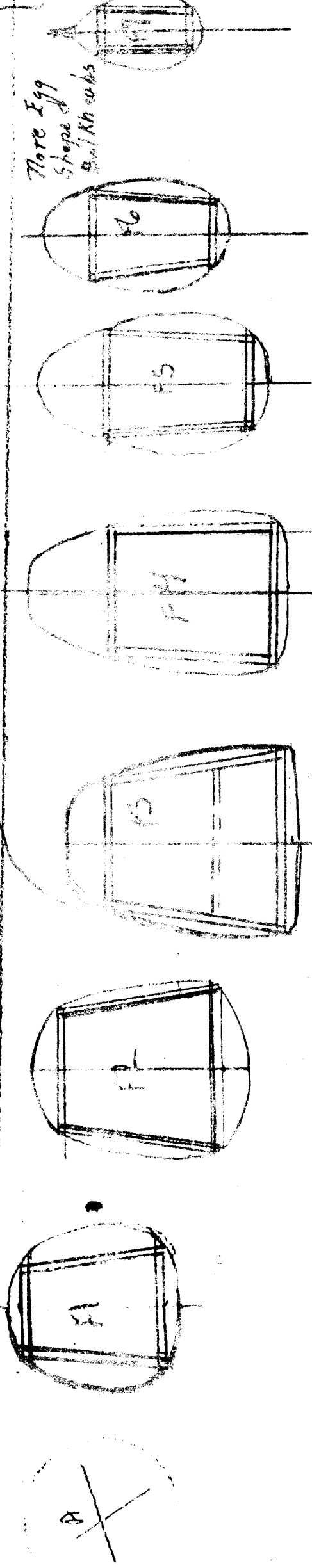
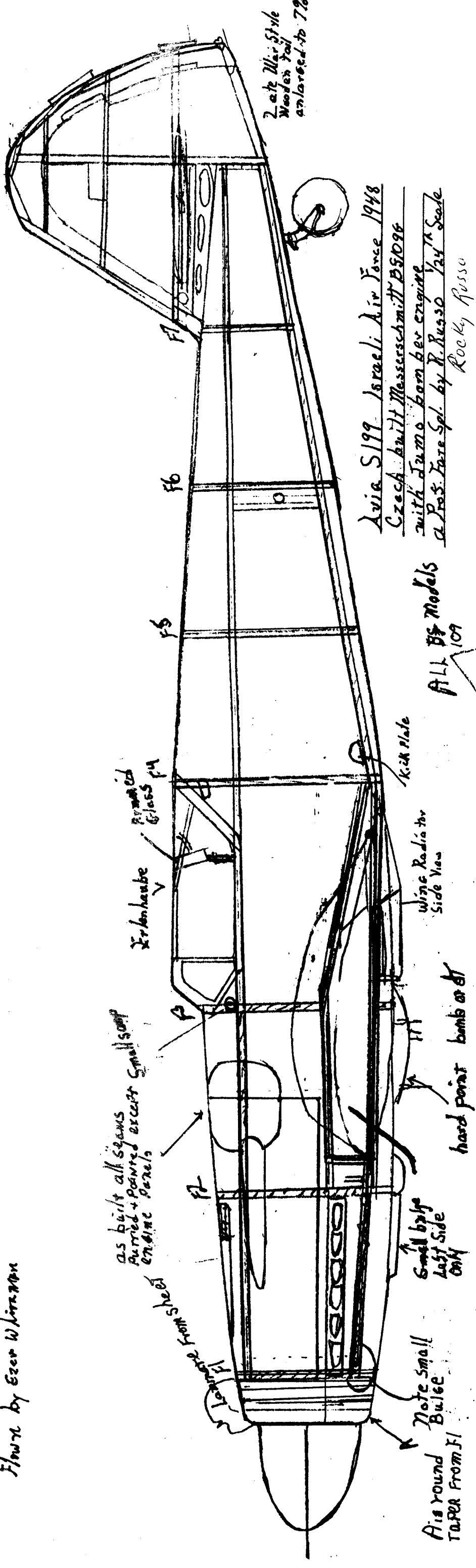
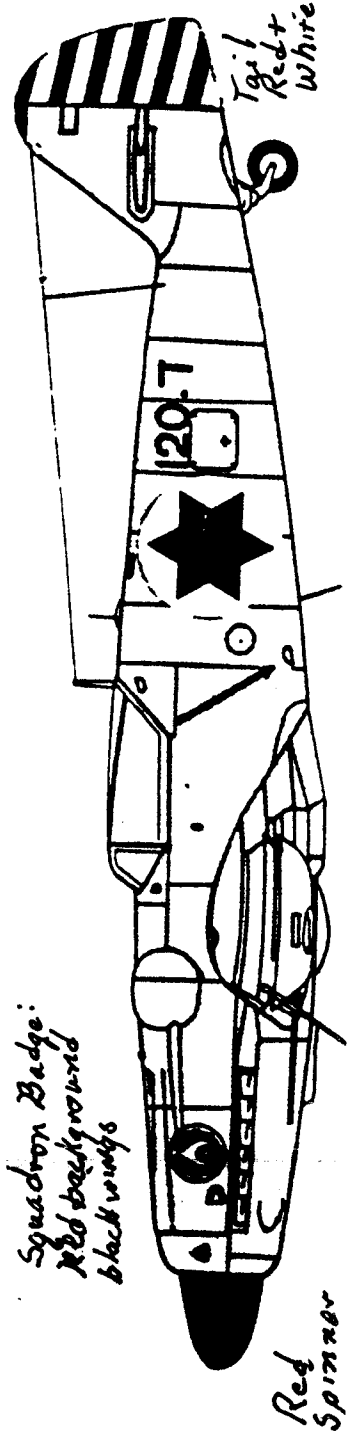


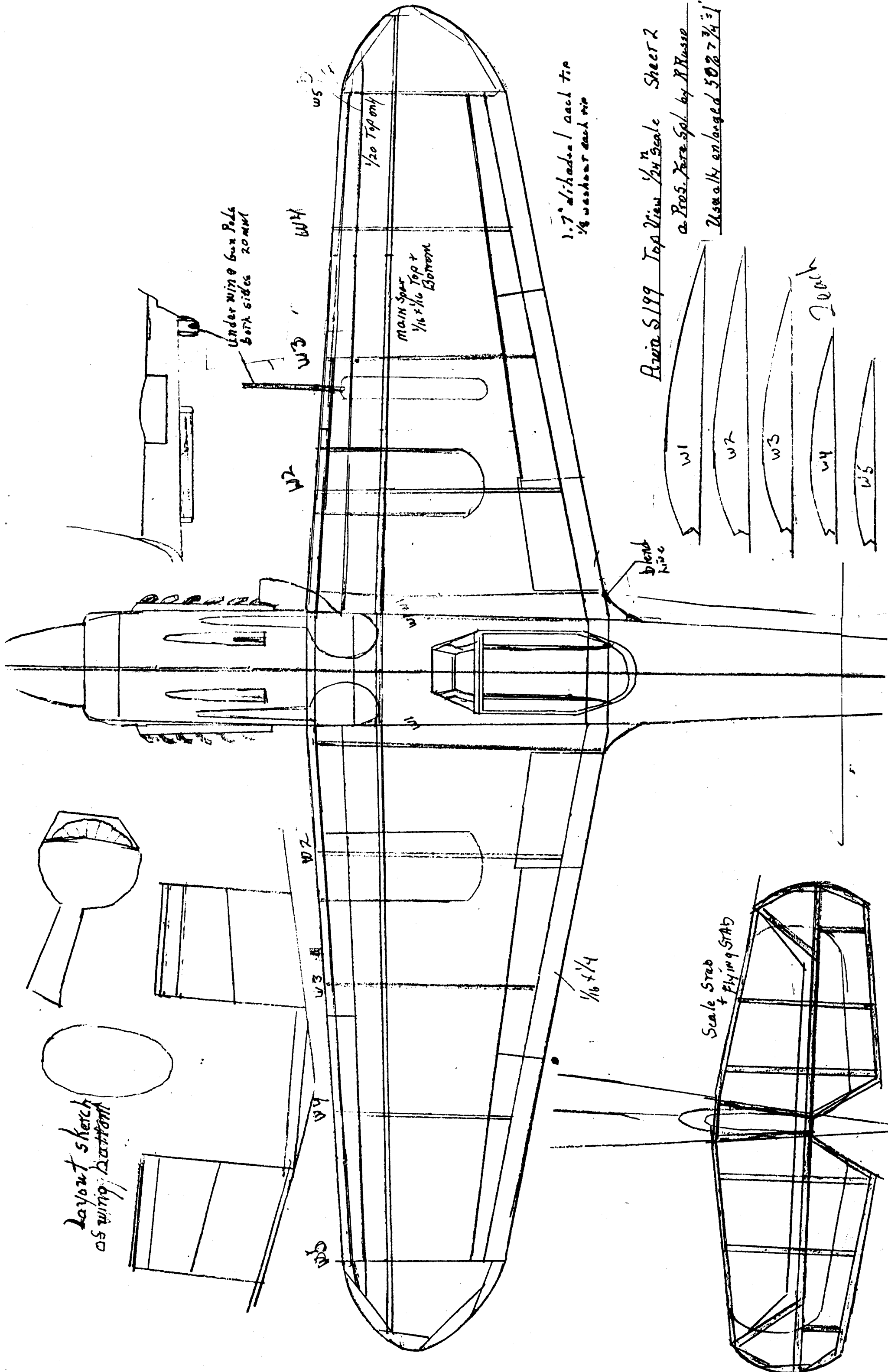
main spar $\frac{1}{16}$ " sheet





Light Blue-grey overall
STAR OF DAVID GREENISH DARK BLUE ON WHITE
Flown by Ezer Weizman



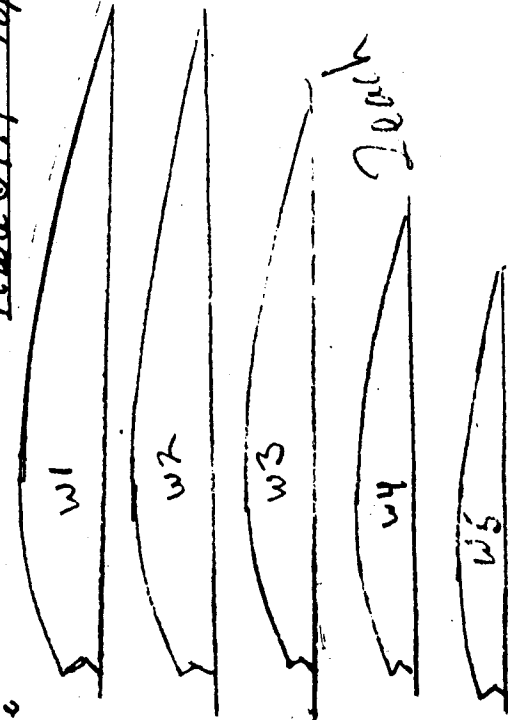


Rev. 5/199 Top View 1/24 Scale Sheet 2

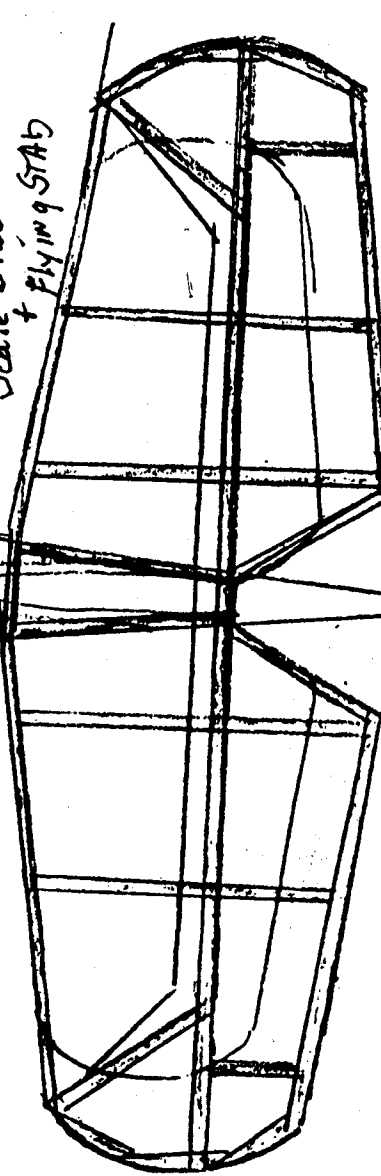
a Prop. Here Spl. by R. H. H. H.

Usualy enlarged 50% 7 3/4"

1.7" dihedral each tip
1/8 washout each tip



Scale Stab
& Flying STAB



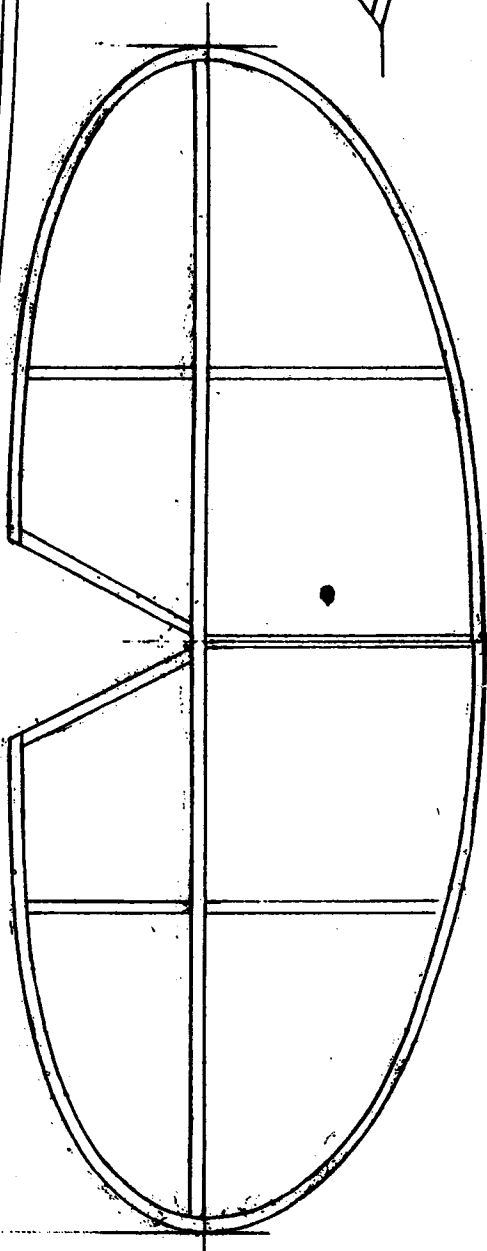
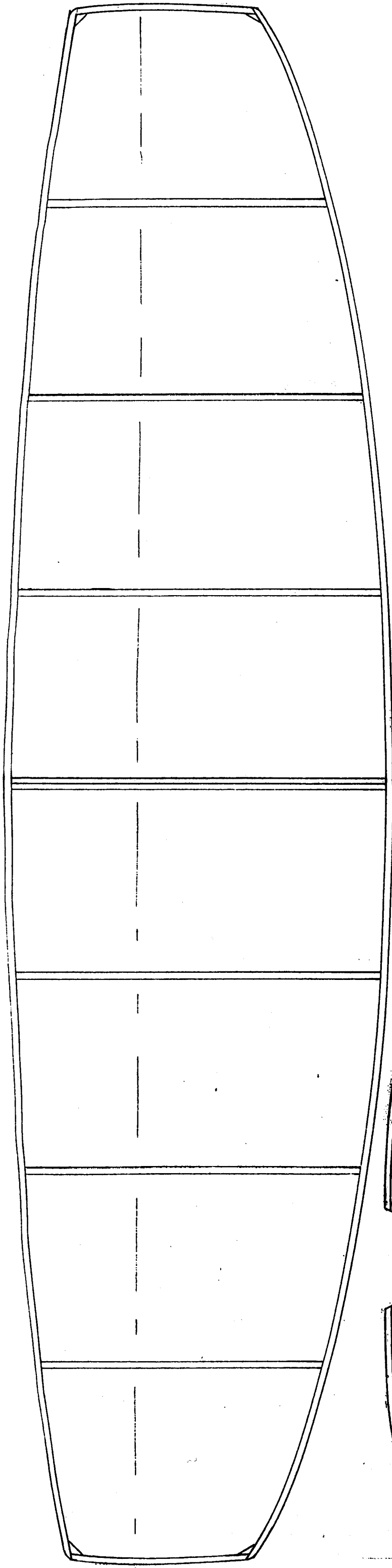
Layout sketch
of wing pattern

MAIN Spar
1/16 x 1/16 Top &
Bottom

Under wing box Poles
both sides 20mm

blend
into

each



WING TIP
TRIM TO FIT



OVERLAY SPINNER
WITH 1/2 SHEET



1/2 SHEET

SPITFIRE LFXIVE

DICK LEIBFRITZ 07-06-99



RADIATOR

Junior Aviators Forming New Club

Buffalo Joins Nation-Wide Organization for Air-Minded Youths

Young Aviators' Club
Organization for Boys Inter-
ested in Planes

Two pages of Junior Avia-
tion news!

Today The Times presents
these pages and, in addition,
news of a new club which
promises so much to the many
thousands of boys and girls
who are finding pleasure in
building model airplanes of
their own.

You boys and girls are going
to be known as Junior Avia-
tors, not simply model build-
ers, and you are being given
the opportunity to join The
Times Junior Aviator Club, a
unit of the national Scripps-
Howard Junior Aviator Move-
ment, sponsored in Buffalo by

the Merry Times.

ORGANIZATION of a Scripps-
Howard Junior Aviator move-
ment results from the success last
year of the National Air Races Fly-
ing Model contest at Cleveland.

It was learned that thousands of
youngsters the country over not only
are intensely interested in aviation
but are spending a great deal of
time in constructing flying and non-
flying models of all types of planes.

Through this work the youth not
only learns airplane construction,
but he also has an opportunity to
develop new talents. The fact that
plane building concerns have learned
much from flying models was re-
vealed at the air races, experts say-
ing that models could be used to
test out theories when test pilots
would run too great a risk.

The Buffalo Times will conduct a
Junior Aviator service which every
Sunday will carry plans and spec-
ifications for construction of model
planes, aviation news and facts about
flying both interesting and in-
structive.

In addition to the Sunday pages
Capt. Al Williams' story and news
of local club activities will appear
every day in The Times.

At the same time, air-minded boys
and girls will be accepted as mem-
bers of the Times Squadron, a local
division of the national organization.

Life time. And he has done the very
best thing that small boys—and most
men—dream about when thinking
of the consolidation of the real
property interests involved and ef-
fecting the sale of same as the sole
broker.

He is one of the officers of the
Delaware Chemical Engineering Co.
of Wilmington, Del. He is a steady
contributor to the Saturday Evening
Post, Collier's Weekly, Liberty and
Main St.

cards are available at The Times, 195
Main St.

If you wish to become a Junior Aviator,
fill out this coupon. The age limit is
10 to 18 for both girls and boys. Send
or bring this coupon to the Junior Avia-
tion Editor of The Times. Membership

cards are available at The Times, 195
Main St.

If you are not a member of the Merry Times Club and
want to join it, place a check here.....

NAME.....
SCHOOL.....
ADDRESS.....

Have you ever built model planes? Yes..... No.....

Want to join it, place a check here.....

TOOTHPICKS MAKE excellent
cementing sticks.

AN ORDINARY fruit jar painted
black makes an excellent container
for preserving rubber motors when
not in use. This keeps the rubber
free from light and air.

TOOTHPICKS MAKE excellent
cementing sticks.



Capt. Al Williams, national commander of Junior Aviator, and a scene as he staged acrobatics at races.



Capt. Al Williams, national commander of Junior Aviator, and a scene as he staged acrobatics at races.

CAPT. AL WILLIAMS, FLYING CHAMPION,

HEADS BUFFALO TIMES JUNIOR AVIATORS

Famous Acrobatic Flier, Speed Record Holder, Navy Man Leads Boys and Girls Seeking Knowledge of Planes; Awarded Distinguished Flying Cross

ON July 1, 1933, he entered the em-
ploy of the Gulf Refining Co. as
manager of the aviation department.
For the period Sept. 9, 1933, to
Oct. 20, 1934, he was on the staff
Saturday evening, over the National
Broadcasting system, under the title
"Flying With Capt. Al Williams."

He is a lecturer of note and at-
tends to the practice of civil law in
the state of New York.

He owns a specially built and pow-
erful Curtiss Hawk single-seater
lighting airplane and holds a trans-
port license unlimited.

He held the American high speed
record for airplanes for eight con-
secutive years, the result of his
lighting airplane and holds a trans-
port license unlimited.

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the state of New York.

Chief of Junior Air
Service Talks to
His Fliers

By CAPT. AL WILLIAMS

I ONCE made the remark: "Within
10 years we will see millions of
privately owned planes flying around
the country."

That prediction was immediately
seized upon and I was asked to state
the basis for such a prophecy.

Why? Simply because there are
millions of young people today who
are determined to fly as soon as they
get a chance. Ask any youngster
what he is going to do when he
grows up... the chances are he
will tell you he is going to be a
pilot.

And don't make the mistake of
thinking the lads are merely equipped
with enthusiasm. They have facts,
streamline, drag, propeller slip and
so on.

A MAN once voiced a faint objec-
tion about a submitted article
written for young people and con-
taining semi-technical aviation ex-
pressions. He was afraid they
wouldn't be understood.

Prior to entering this man's office
I had autographed a model plane

Every day The Buffalo
Times will carry stories of real
interest to Junior Aviators, be-
sides printing once each week
instructions and plans for
building models.

These construction articles
will start with simple gliders
and go through to complicated
commercial models with built-
up wings and framework fuse-

lage construction.

A scrap book of these ar-
ticles will make a splendid
model reference library besides
aiding you immensely in de-
signing your own models later.

It isn't necessary to buy a
special book, either.

Just take any magazine, a
large one preferred, and paste
in plain white paper on the cover
pages. Print a title on the
front and illustrate it with
aviation pictures clipped from
other magazines. Paste the
daily Junior Aviator stories on
the inside pages covering the
printed magazine material.

It's easy! Start yours now.

made by his office boy. "Call in your
office boy," I said.

In March the boy carrying his
little ship. I asked him what type
of wing curve had been named in
his specifications.

"Clark Y 37," he answered.

"How much dihedral?" I con-
tinued.

"Zero on the bottom wing and a
degree and a half on top."

"And stagger?" I asked.

"Oh, 29 per cent of the mean
chord," was the reply.

I thanked the boy, dismissed him,
turned to his boss.

"Did you know what your office
boy was talking about?"

"These little fellows can be met on
any aerodrome, any street corner, in
any home. They fairly bubble over
with technical information. It is
amazing.

Are these youngsters going to fly
when they grow up? Or need I ask!

QUESTION: How long is a course
a transport pilot? What is the salary
of such a pilot?

The average length of time to train
at an aviation school runs about a
year. The cost is near \$1500. The
average salary of a transport pilot is
around \$300.

Want to join it, place a check here.....

If you are not a member of the Merry Times Club and
want to join it, place a check here.....

NAME.....
SCHOOL.....
ADDRESS.....

Have you ever built model planes? Yes..... No.....

Want to join it, place a check here.....