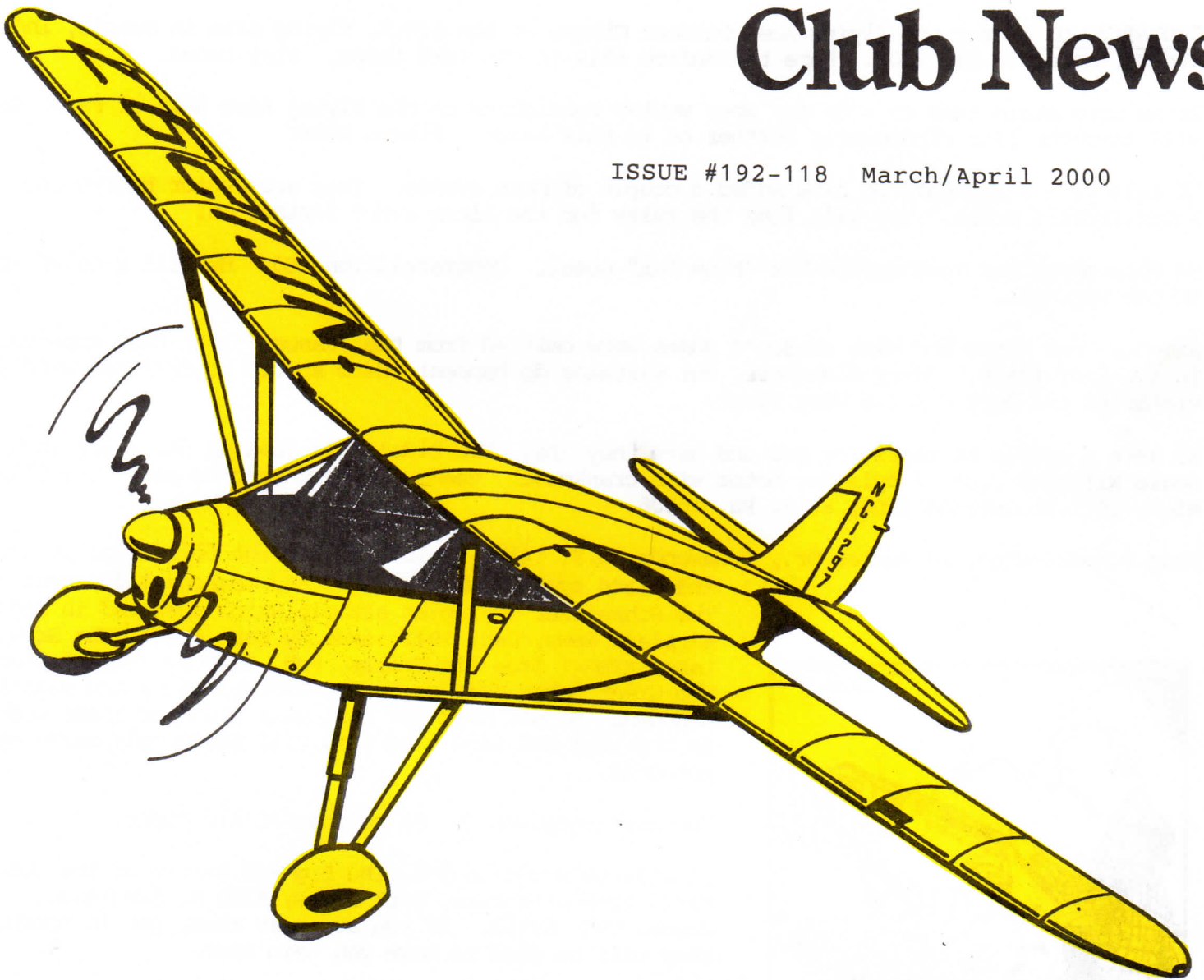


FLYING ACES

Club News

ISSUE #192-118 March/April 2000



GET ONE OF OUR MOST COLORFUL T-SHIRTS
WITH THE FAIRCHILD 24 ON IT. DESIGNED
BY BOB BOJANOWSKI. SEE INSIDE.

NEWS ON THE WING!

This issue's cover is another one done by Bob Bojanowski. Nice job. It is also the same drawing that is on our latest T-shirt. Look elsewhere in this issue as to how to order one.

The plans were supplied for this issue by the following, Nieuport 17C by John Morrill, the Nakajima Ki-84 "Frank" by Nate Sturman, The Breda 15 by Joe Fergusson and the Comet Fairchild PT-19 and the Comet Curtiss Hawk P-6E came from the files here at GHQ. Thanks to all.

We just learned of the passing of Bill Passarelli from Bethpage, Long Island. Bill was a personal friend of mine and I am sure most of you who regularly attend the contests at Geneseo knew Bill. He was an excellent builder and a tough competitor. Our sympathies to his family and friends. He will be missed!

We just received word that Guillow's, who had purchased the Comet Model Co. a while back has announced that they will soon be producing the Comet line of kits again. Good news!

TENTATIVE DATES for the Flying Aces Outdoor Champs at the A.M.A. flying site in Muncie, Ind. are September 23-24, 2000. Hope to confirm this in the next issue. Stay tuned.

It is once again time to vote for your worthy candidates to the Flying Aces Hall of Fame. You will find the list of nominees further on in this issue. Please VOTE!

At this year's FAC-Nats we have added a couple of more events. They are Junior Embryo and Jetex Profile Scale. You will find the rules for the Jetex event further on.

Ed Pelatowski has just earned his "Blue Max" meal. Congratulations Ed. He will receive it at the FAC-Nats.

Somehow Herb Kothe and Mark Rzacca's names were omitted from the "Kanone" list that appeared in the last issue. Sorry Clubsters, but mistakes do happen! Herb should be credited with 34 victories and Mark has his very first.

We have a couple of wants for you and here they are; Vic Didelot is looking for a 3/4 inch scale Williams Bros. 7 cylinder motor with crankcase. Seems they are hard to get! Vic Didelot, 2611 Breezewood Lane, Erie, Pa. 16506.

Fran Ptaszkiewicz, 23 Marlee Dr., Tonawanda, N.Y. 14150 is looking for the following; articles and plans by the authors named and sources indicated:
The Schweitzer TG-2 plan article which appeared in Model Airplane News, Dec. 1942 issue by Earl Stahl, The Great Lakes XTBG-1 from Air Trails, Feb. 1939 by Allan Booton, The Great Lakes Torpedo by Wm. Winter, issue and magazine unknown. Do not need the full size plans of these models, as the text and page size plan will adequately serve my purposes.

One more squadron to add to the FAC Air Force.

It will be Squadron #66, The Big Red Barons of the Nebraska Free Flyers, Dick Hawes, 9220 N. 52nd Ave., Omaha, Neb. 68152. If you are near then, get in touch, they will be glad to have you join them.

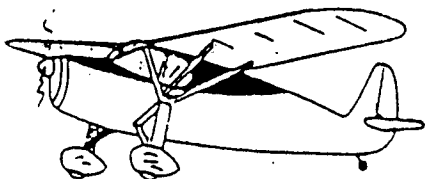
Get your FAC-Nats entries in Skysters, See you at Geneseo!

Build--Fly--Win....EFF--AAA--CEEE!!!!



Tommy reached out for a last handshake.




Lin



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

BREDA "15" color scheme by Joe Fergusson

The Breda "15" could not be more colored if it tried! The scheme carried the Italian flag colors, Red, Green and White in various places. Fuselage top half was green lined at the bottom with a red stripe to separate it from the white overall of the rest of the fuselage. The whole aircraft was basically white but all edges of the tail surfaces were again lined with red outlines. The mainplane carried red along the leading edges only. Even the wheels carried a green circle outer ring and red inner circle nearer the hub. These were on outer surfaces of the wheels only. In addition there was a black circle on both sides of the lower front fuselage panels carrying a half circle logo BREDA in the top half and 15 in the lower half. Registration of the Walter radial powered version was I-ADDE in black. See photos in this issue.

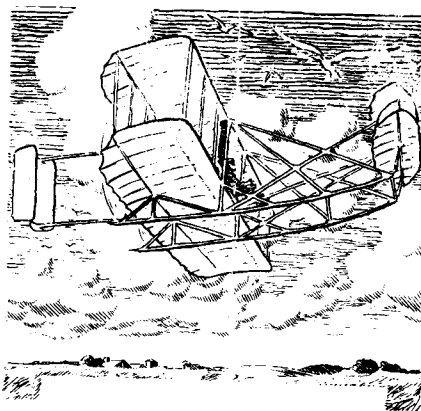
FAC-NATS WANTS

3.

We can still use event sponsors at this year's nats as well as donations for the prize list. We can also use some scale judges. If you can help in any of these areas please contact GHQ at; Flying Aces Club, 3301 Cindy Lane, Erie, Pa. 16506 as soon as possible. Thank you!

LOOKING FOR CLUBSTERS

New member is looking for Clubsters in his area. Dan Keegan, 309 Rawhide Way, Carson City, Nv. 89701. Phone (775) 884-1373

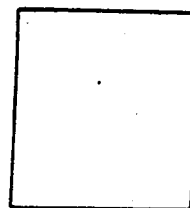


LATEST FAC PLAN PACK

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 HALL OF FAME

CURRENT MEMBERS OF THE FLYING ACES HALL OF FAME

CLASS OF 1996

Dave Stott
Lin Reichel
Bob Thompson
Earl Stahl
Ralph Kuenz
Don Snull

CLASS OF 1998

Bob Leishman
Pres Bruning
Dave Rees
Earl Van Gorder
Bill Warner
Bill Hannan

Because we here at GHQ are more aware of who serves our program beyond the norm, we decided to make the nominees for this year's induction into the "Hall". (The Commander has added a couple of names to the list, Rank has its privelages) Now you Clubsters can do the voting.

We know that there are many who deserve this honor and it was a difficult task to choose ten Skysters for this honor. But we think we have come up with the most deserving for this induction. The top six vote-getters will be inducted into the "Flying Aces Hall of Fame" at this year's FAC-Nats. Send your votes in to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506 by June 15, 2000. This is the highest honor that we can give these dedicated members of the "Flying Aces Club". PLEASE VOTE!

EFF--AAA--CEEE!!!!

Lin

Lt. Col. Lin Reichel, CinC-FAC

Here, listed in alphabetical order are this year's nominees.

1. Ollie Benton; Ollie was the first to organize Flying Aces contests around the Chattanooga, Tn. area. His contests have now become known as the "Mid-South Flying Aces Champs". Through Ollie's efforts this contest has become one of the premier contests each year. Also, his recruiting efforts has shown a large increase in new members to the Flying Aces Club.
2. Hurst Bowers; Hurst has long been an advocate of the FAC. He also has been a model designer with many of his plans being published that have that FAC "Flavor". Most of his designs in recent years lean toward the electric scale category. Hurst is also one of the leaders of the D.C. Maxecuters, one of our largest squadrons.
3. Russ Brown; Russ has been on the scene in the Cleveland, Ohio area for well over 30 years. Newsletter Editor, scale judge, contest director, and whatever else need to be done! Through Russ' efforts, the Cleveland Free Flight Society has grown to be one of the largest groups in modeling. Russ has also been a big promoter of the FLYING ACES in his area.
4. Bob Clemens; Rules, photographer, builder, competitor, designer, are some of Bob's credentials for induction into the "Hall". He has been the "Master of Ceremonies" at several of the FAC-Nats banquets and was instrumental in getting the Geneseo flying site for the Flying Aces Nats.

5. Vic Didelot; Vic has done an outstanding job as Adjutant to the Commander of the FAC. When setting policies and reviewing rules he has been a tremendous help. He has been a scale judge for many years, both locally and nationally. Don't know where we'd be without him!
6. Joe Fitzgibbon; (Posthumously) Joe was one of the first to see the need for new rubber powered scale model kits. He founded "Golden Age Reproduction Models". He also offered many plans of the 1930's kits that were no longer available. His kits were reproductions of some of those old kits. Through Joe's efforts, his contributions were instrumental in the resurgence of rubber scale. He was also a big booster of the FAC. Shortly before Joe died he sold the company to Jim Fiorello who still carries on that fine line of kits.
7. Mike Midkiff; Designer, builder, competitor! That's Mike! You have to have seen many of Mike's designs in the model magazines over the years, you've probably even built a couple of them. All of his designs are well engineered and geared to the FAC type of modeling. Mike is the owner of the "Ozark Plan Service".
8. Tom Nallen, Sr.; A long-time lover of rubber scale modeling, Tom has had many of his designs published in the various model magazines over the years. He also has donated many of his plans to the FAC newsletter as well as other newsletters. He also has given some of designs as "hand-out" plans at some of the FAC-Nats.
9. Juanita Reichel; A lot of you Clubsters know Juanita and the role she plays at the Geneseo and the Muncie contests. In addition, she has been the Treasurer of the FAC for 20 years. Plus she is one of our first women modelers to enter the FAC-Nats which has induced other women to follow. A tireless worker!
10. Bob Rogers; Bob has been the most prolific of our contributors to the newsletter. He has done 26 covers (we have a couple in the files yet) over the years. Also, too numerous to count are the cover stories, articles and cartoons. Such imagination this Clubster has! He has brought smiles to all of you, we are sure!

PLANS FOR SALE FROM FAC-GHQ

<u>Aircraft</u>	<u>Span</u>	<u>Designer</u>	<u>Price</u>
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	18½"	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

WANTED: SCALE AIRCRAFT PLANS, OF ALL TYPES. R/P, C/L, R/C, F/F, ELECTRIC, AND CO2 ALSO. LOOKING FOR ENYA, WEBRA, AND SOME O.S. MAX. I ESPECIALLY WANT DIESELS OF ALL TYPES AND SIZES. I WILL TRADE PLANS FOR PLANS, AND PLANS FOR ENGINES TOO. YOU MAY CALL ANY TIME, I'M RETIRED [1-402-332-4303] OR WRITE MR. DUANE B. BREHMER, 14720 SOUTH 234th ST. GRETN, NEBRASKA. 68028-6416 U.S.A.

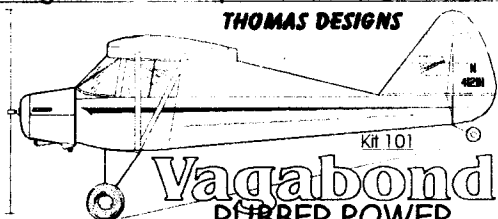
All plans sent postpaid. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

If you push the stick forward, the houses get bigger; if you pull the stick back they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)

6.

Designed for the experienced model builder

THOMAS DESIGNS



Vagabond

RUBBER POWER

24 Inch wingspan

Price \$28.50 / Shipping \$4.00

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Phone 612-435-9527

Kit Features:

Balsa strip wood

Contest grade rubber

Nylon thrust buttons

Full size rolled plans

Detailed plan sheet

High grade, Esaki tissue

Laminated outlines

High quality print wood

Each kit hand built and serialized

Hand selected, application driven, balsa sheets and sticks

Plastic prop

One of the finest custom kits on the market. Catalog \$2.00

MODEL AIRPLANE
PUBLICATIONSHANNAN'S RUNWAY where FUN takes off!
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PHOTO PAGE

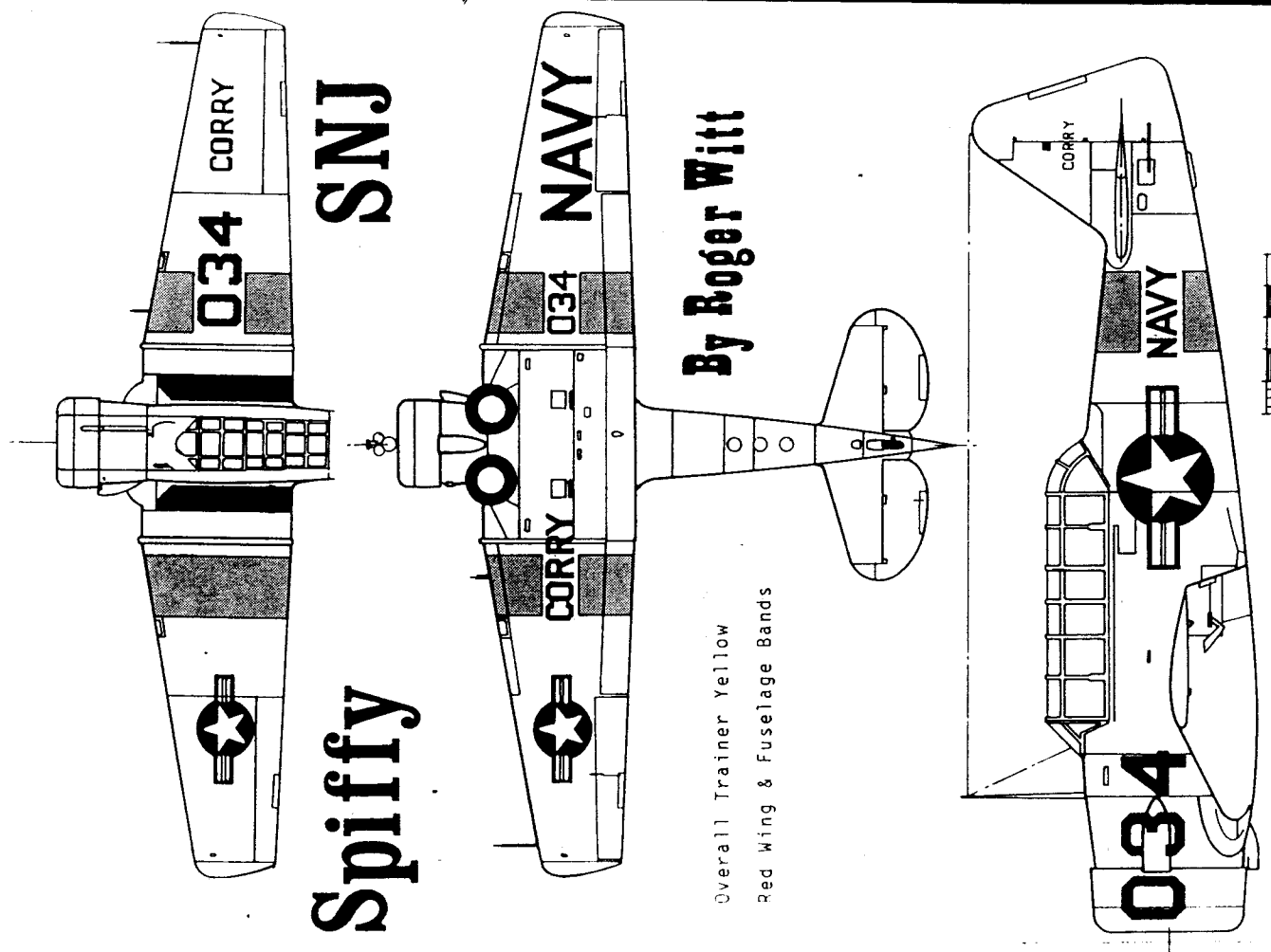
Left Column; A neat looking AT-6 by Richard Zapf, pic from Rich.

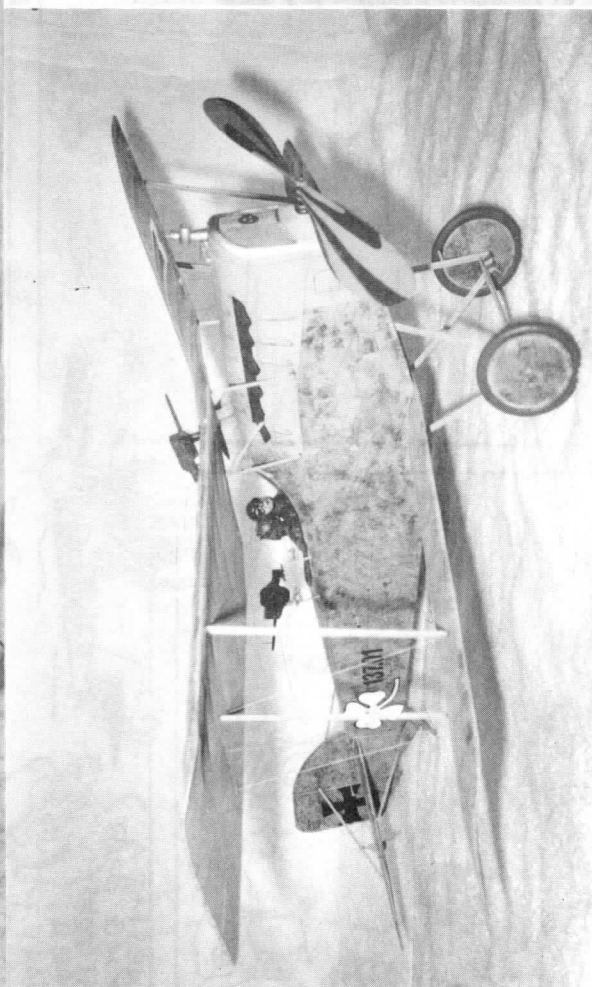
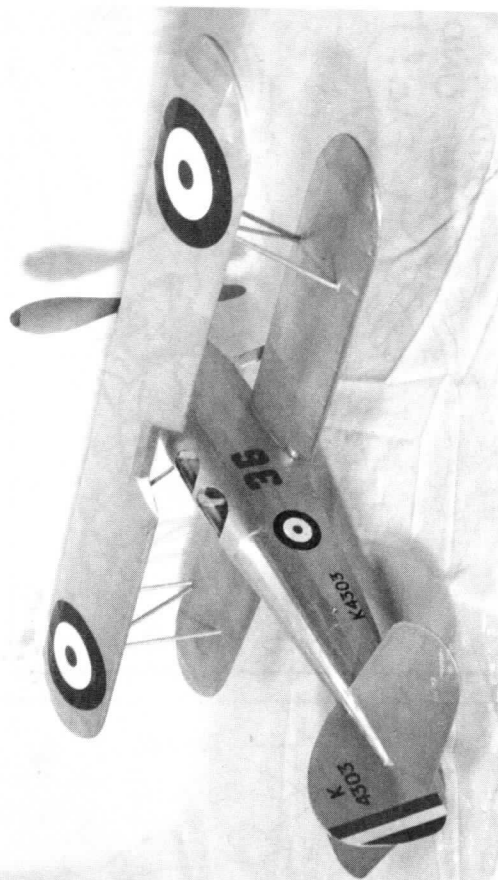
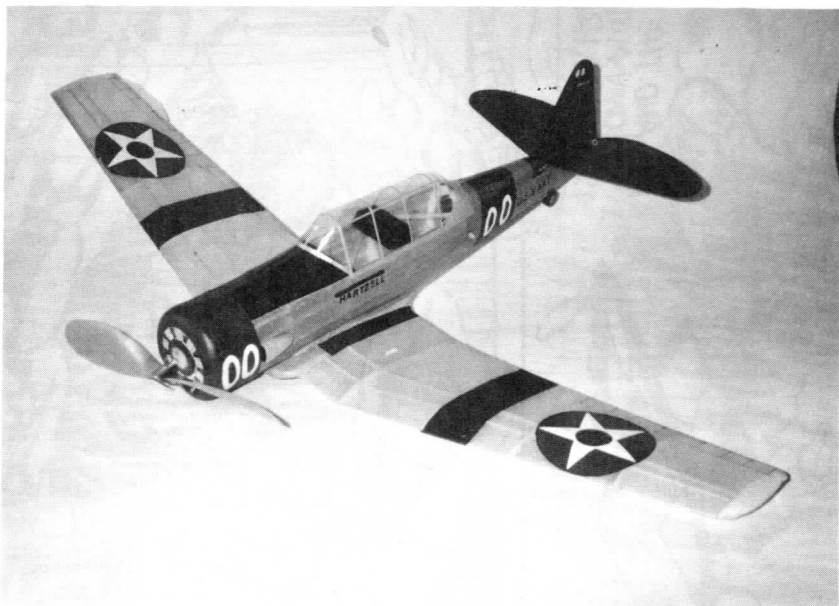
Chris Starleaf sent this pic of Allen DeCook and his Andreason biplane. She's a good flyer.

This one sent by David Franks is his Fiat G-59, a swell performer.

Right column; A lovely Hawker Hart, model and photo by George Lewis of the "Detroiten Geschwader".

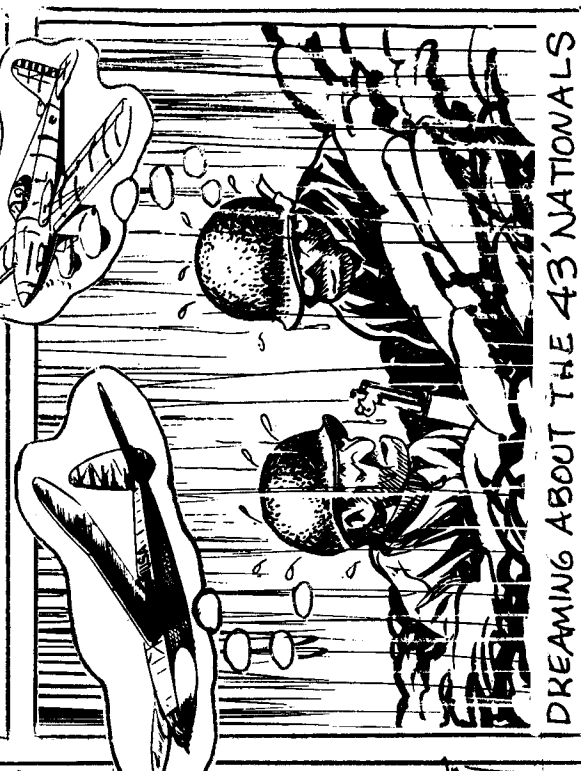
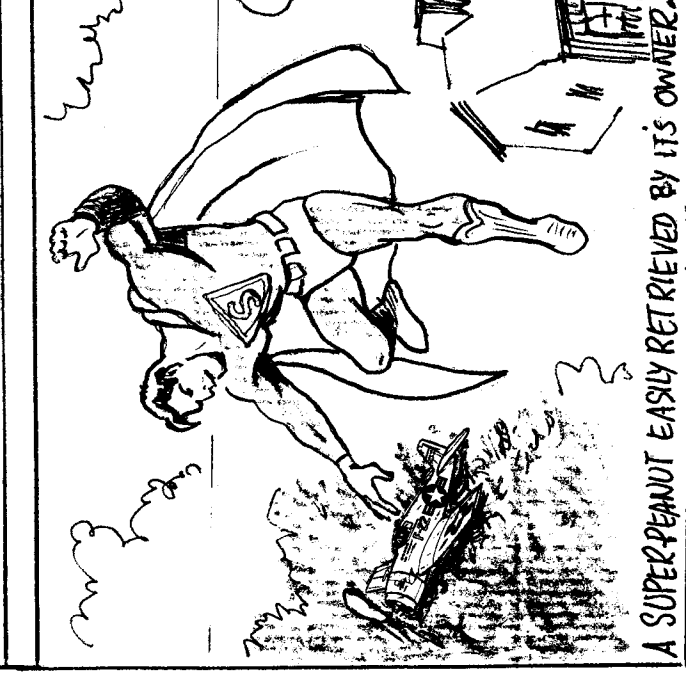
This photo, sent by David Franks does not do this model justice! You have to see the color of this incredible camouflage scheme! Just beautiful!







LITTLE KNOWN MEMBERS OF THE Flying Aces Club



DREAMING ABOUT THE 43 NATIONALS

indoor meet

APRIL 29, 2000

9AM - 5PM

The Western New York Free Flight Society and the Flying Aces Club GHQ will again co-sponsor the 3rd Annual Empire State Indoor Championships in the Ralph C. Wilson, Jr. Fieldhouse at Orchard Park, NY. This fabulous building, the practice facility of the Buffalo Bills football club, is an exceptional AMA Catatory IV indoor flying site with a 128 ft. arched ceiling and a floor area measuring 200 ft. by 400 ft. carpeted with artificial turf.

5 AMA indoor duration events and 8 Flying Aces events
plus several Special events.

ENTRY FEE \$20

We ask that both contestants and sport flyers pay this entry fee.

- **WNYFFS INDOOR ELECTRIC** endurance for electric powered free flight ships in compliance with the rules.
- **BUTTERFLY** endurance event which John Clapp of Indoor Model Supply sponsors, using the ready-to-fly Butterfly indoor rubber model.
- **NOVICE NO-CAL SCALE** 10 gm. min. for those who have never placed in any indoor event.

This helps defray the production costs of flying in this outstanding site. Sport flyers are welcome, but fee applies. Of course contributions are always appreciated.

AMA

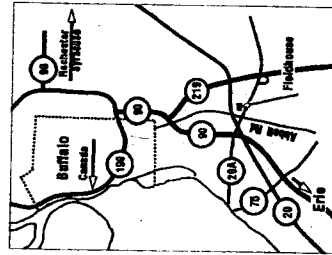
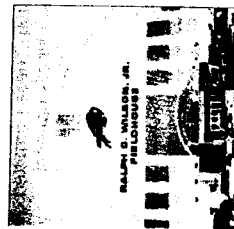
- Easy B
- Mini-Stock
- Limited Penny Plane
- Bostonian
- Catapult Glider

FAC

- **FAC Scale**
- **Power Scale**
- **No-Cal Scale**
- **Dime Scale**
- **Golden Age**
- **Mass Launch**
- **WW II**
- **Thompson/**
- **Greys Trophy**
- **receptacles**
- **(Combined)**

Peanut Scale models are not eligible to compete in the FAC Rubber Event. Does not include new FAC Oldtime Kit Scale event

- No food or beverages may be brought into this facility. No glass containers allowed.



The Ralph C. Wilson Fieldhouse is near the intersection of Abbott and Big Tree Rd (RT 20) in Orchard Park, NY.

From the West: Take the New York State Thruway (I-190) to Exit 57, Camp Rd (RT 75 N or W). Proceed to Southwestern Blvd (RT 20). Go right on RT 20 to Abbott Rd. Right on Abbott Rd to Ralph C. Wilson Fieldhouse.

From the East: Take the New York State Thruway (I-190) past Exit 56 to RT 219. Proceed on RT 219 to Big Tree Rd Exit (RT 20A). West on 20A to Abbott Rd, then right on Abbott to the Fieldhouse.

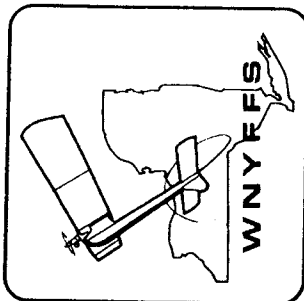
From Canada: Take the QEW to the Peace Bridge and onto US I-190. Then to New York State Thruway (I-190) and RT 219 to Big Tree Rd Exit (RT 20A). West on 20A to Abbott Rd, then right on Abbott to the Fieldhouse.

Staying over?

See other side for accommodations in the vicinity

FLYING ACES

AND



Vet Thomas, CD
970 Clarkson-Palma TL Rd
Hilton, NY 14468
716-392-5164

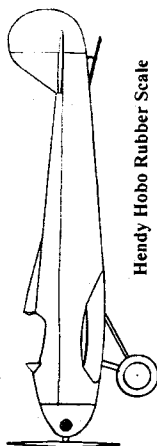
- No RC flying permitted.
- Awards will be made through three places in all events.
- There will be a raffle.

ON-SITE FAST FOOD AND BEVERAGES WILL BE AVAILABLE THROUGHOUT THE DAY

Tim Bucher's

Stick and Tissue Modeler's Album, Volume 2

Now Available



Handy Hobo Rubber Scale

Exciting New Models from Some of America's Top Designers!

This new book has articles for building eight stick and tissue free flight models. Models include Mike Midkiff's Nats winning electric 26" Sopwith Triplane, Dave Rees' Coconut Scale 36" 1912 Plage-Court Torpedo II, and Dennis Norman's Curtiss P-36A Peanut Scale. The remaining designs by Tim Bucher include: Curtiss Robin 58" SAM 1/2 A Texaco Scale, Handy Hobo 48" Rubber Scale, Sky Demon Electro-Sport 24" sport flier, Micro-Electrocute 14 1/2" Electric Cabin job, and the Russel light plane Peanut Scale. 64 glossy pages, color front and back covers, over 80 photos and illustrations, and four full size plans are included! Volume 1 is still available at the same low price.

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

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

WHAT EVER HAPPENED TO THE RUBBER BANDIT?

In 1996 George Heaven, in Southern California, spent some time dreaming and drawing sketches and plans of a rubber-powered model of a plane designed to take off and carry a full size man for about a mile and a half. The design has a Wingspan of 71' feet and a chord of 4.5 feet. The full size plane will be powered by 800 strands (90 lbs) of 1/4-inch FAI Tan rubber. Empty weight estimated to be 220 pounds plus a 180 lb. pilot.

The stick fuselage is a hollow carbon fiber and Kevlar tube. The enclosed motor drives an 18 foot tractor prop at about 550 rpm. The landing gear is a tail dragger with the pilot's seat on the axle. The controls are elevator and rudder only of the fly-by-wire type with a model radio control operated by the pilot. Calculations estimate that the plane and pilot will fly at 50 to 100 feet elevation at a speed of about 32 mph for a distance of one to one-and-a-half miles. The rubber motor will be wound by a power take-off from a tractor.

Test flights were made with a radio controlled model of 17 foot wing span. Flights were very satisfactory

A friend loaned Heaven and his construction crew a hangar at Van Nuys Airport. An unsubstantiated report indicated that a test of the full size rubber motor showed winding problems that required some redesign. Meantime the friend needed his hangar back and everything slowed to a stop. A test of the full-size plane has been delayed pending some serious redesign work.

SOME TIPS ON GETTING YOUR AT-6 FLYING BY RICHARD ZAPF

1. Dihedral in at least 1.5 to 1.75 per wing tip.
2. Wash out right wing 1/8" and left wing 1/16.
3. Incidence on the plan is perfect.
4. Down thrust should start about 4 degrees and slight right thrust.
5. 7" Peck prop with 5/32 Tan II about 20-22" for 15% motor. Other modelers have gone with a slightly thinner motor with reasonable effect.
6. Tight braid.
7. Motor peg at about station "F".
8. Plane should balance at leading edge of the wing tip. Over all weight on three models built so far is about 28 grams.
9. Stab should be about 0 degrees.
10. Dave Livesay's present plan has a larger stab than published in the "Flying Aces" newsletter and works fine. This may have been the problem all along.
11. Jim Fiorello of "Golden Age Kits" will make a canopy upon request for a nominal fee.

BASSWOOD BASSWOOD BASSWOOD

AS SEEN AT FAC GENESEE NY

Custom Cut

Stringer-Stick 1/64" & Up Lengths From 24" .010" Bass Strip-Sheet Lengths from 24"

Bass is Excellent for Laminations, Flat & Curved Forms Use in Conjunction With Balsa

Cuts-Bends-Shapes-Sands Very Well Please send \$1.00 & SASE for Flyer & Sample Material

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716-674-3174

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716-648-5700

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Orchard Park, NY 14127
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TWIN OAK MOTEL
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716-649-6617

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716-825-7530

RADISSON
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Cheektowaga, NY 14225
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Hamburg, NY 14075
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LEISURE LAND INN
Camp Rd
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716-649-8100

HILTON
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716-845-5100

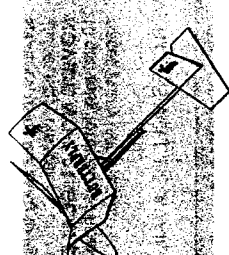
DAY'S INN
S-5220 Camp Rd
Hamburg, NY 14075
716-649-8100

MAPLE COURT MOTEL
3920 Southwestern Blvd
Orchard Park, NY 14127
716-648-5890

HYATT
2 Fountain Plaza
Buffalo, NY 14202
716-856-1234

REGISTRATION

To optimize your time here,
please register early to pick
up (and wear) your color
coded name badge.



TIME

The center will be open at 8 AM for
set-up. We ask that you clean up in
time to leave the field house by 8 PM.

LICENSE

AMA or MAAC License is manda-
tory for all flyers.

SPECIAL / NEW EVENTS

John Clapp of FAI Model Supply is
again sponsoring a special, separate
event for the ready-to-fly "Butterfly"
indoor "rubber" model. This is a mini-
stick size, tissue covered, indoor rubber
model that's literally ready to fly right
out of the box. Hand made in the Czech
Republic, it's easily capable of flights
of two minutes or more. It is indeed a
little gem.

BUTTERFLY

There will be 3 categories: — Under
10 yrs & 10 - 15 yrs (\$17) and Open
(\$20). A package including model,
rubber, winder, entry fee, and a \$1.00
AMA membership (if needed) will be
available at the contest. Open flyers will
owe the standard entry fee of \$20. If
they intend to fly in any other event that
day, they must already be AMA
members, or willing to join on site.

This event is primarily intended to
give newcomers and spectators an
opportunity to try out indoor model
flying at these special rates. (The
Butterfly normally sells by itself for
\$18.00). FAI Model Supply will furnish
assistance where needed. Trophies will
be awarded through third place in all
age groups. AMA indoor rules will apply.

NOVICE

The Novice event is intended to
encourage the also-rans (or
never-rans) among us to com-
pete—to level the playing field—
or just to lower the intimidat-
ion factor. The planes will be No-
Cal Scale with 10 gm minimum
weight.

CATAPULT GLIDER

An additional AMA event this
year is Standard Class Catapult
Glider. This requires a 12" span
X 3" chord wing (max) & a 50%
max stab area. Total of 2 best
times out of 9 flights takes it.
The specifics are in the AMA
Rule book. This event will have a
Designated Area for launching.

ELECTRIC

The premise of this event is to
keep things fun and low tech.
The Contest Director's decision
will be final regarding interpreting
both the rules and whether or
not a given model complies with
their spirit and intent.

WNYFFS INDOOR ELECTRIC RULES

1. Any free flight model powered by an electric motor is eligible to compete.
2. The model's airborne battery pack will be limited to two (2) nickel cadmium cells, no larger than 50 mah in capacity each. No method of in-flight recharging, such as the use of solar cells, is permitted.
3. No other electronic or mechanical devices will be allowed other than a gearbox on the motor, charging jack, and an on/off motor switch. These permitted devices are strictly optional.
4. Limited to a single, 2 bladed, fixed pitch, fixed diameter propeller. All pertinent AMA rules covering indoor rubber endurance will apply. Pertinent rules, scoring will be the highest single time of five official flights. Flights of 60 seconds or longer will be considered official.

Well, why not?!!

This list of nearby overnight accommodations is provided in the hope that you will be encouraged to make this great modeling experience one to remember as a leisurely and relaxing stay in the area as well.

Check 'em out!

Attention all Flying Aces !!

You are cordially invited to attend and fly in our 2nd annual:

"Celebration of Flight 2000"



Buffalo's largest "Indoor Airshow"

Being held July 8, 2000 at the International Agri-Center
5600 McKinley Parkway, Hamburg, NY 9am to 5pm

Bring your planes, bring your wives, even bring your mother-in-law. But most importantly, **bring yourself!**

This is your chance to show the public just what free flight is, and the great history and talent behind the "Flying Aces Club". A Huge 120' by 140' area will be designated for indoor flying only.

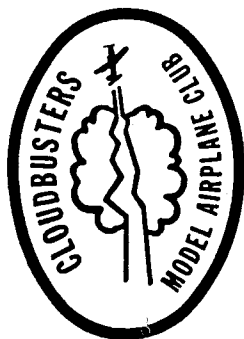
I have so much to tell you, but so little room. Please call me at 716-826-7420 or e-mail me at flintjer@buffnet.net so I can fill you in on all the good news.

See you on July 8, 2000!

Thanks! Dan Flintjer

THE 2000 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented by:

When: Sunday, May 7 from 8:00AM - 8:00PM

Where: "INSIDE SWING" Golf Dome, Flint, MI, A CATEGORY III SITE

Event Schedule:

8:00 AM - 9:45 AM.....HLG plus Standard and Unlimited
Class Catapult Glider Jr plus (Sr, Op comb.)

9:00 AM.....Bostonian Judging

9:45 AM - 5:00 PM.....7 Gram Bostonian (J,S,O), Limited Penny Plane (J,S,O)
EZB (J,S,O), Mini-Stick & Mini-Stick Mass Launch (J,S,O)
No-Cal Scale (J,S,O)
Blatter 40 / Jetco ROG(Fly either one) Jr plus (Sr, Op comb.)
Sci. Olympiad Airplanes, Jr. Hi & Sr Hi students
(no rubber motor restrictions)

11:00AM.....Scale Judging

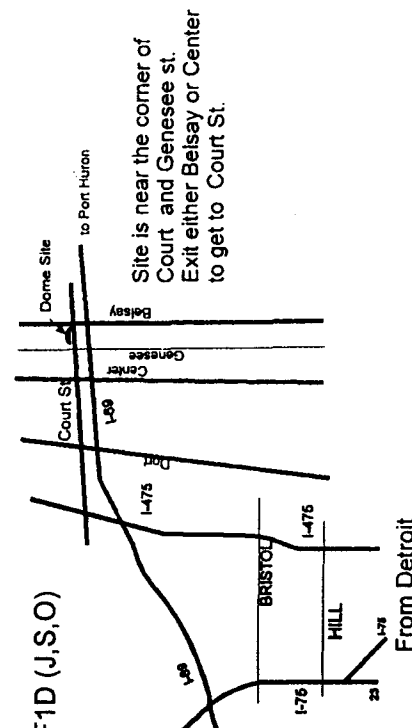
11:30 AM - 5:00 PM.....FAC Scale, FAC Peanut, Golden Age
Scale, WWI and WWII Mass Launches
(All events J.S.O)

5:00 PM - 8:00 PM.....F1D (J,S,O)

Entry Fee \$20.00
**\$1.00 for Jr & Sci Olympiad fliers

CONTEST DIRECTORS:

George Lewis (810) 329-6833
Dave Livesay (810) 232-0354
Don Lang (810) 751-3281



12.

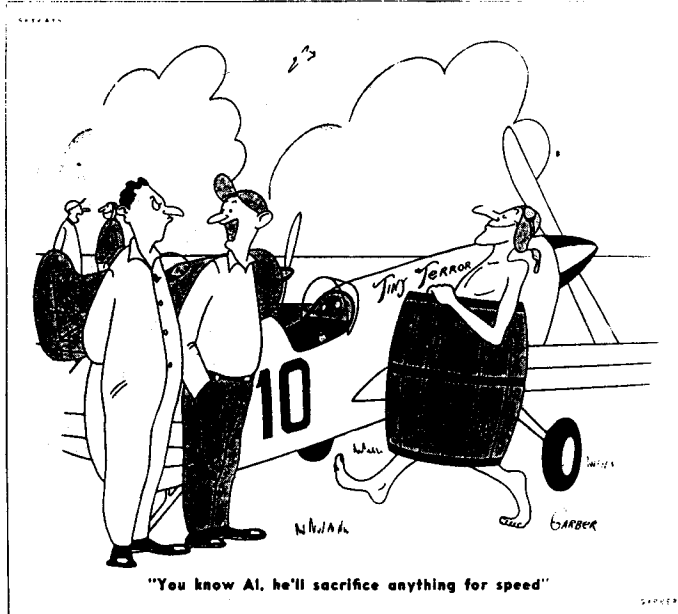


PHOTO PAGE

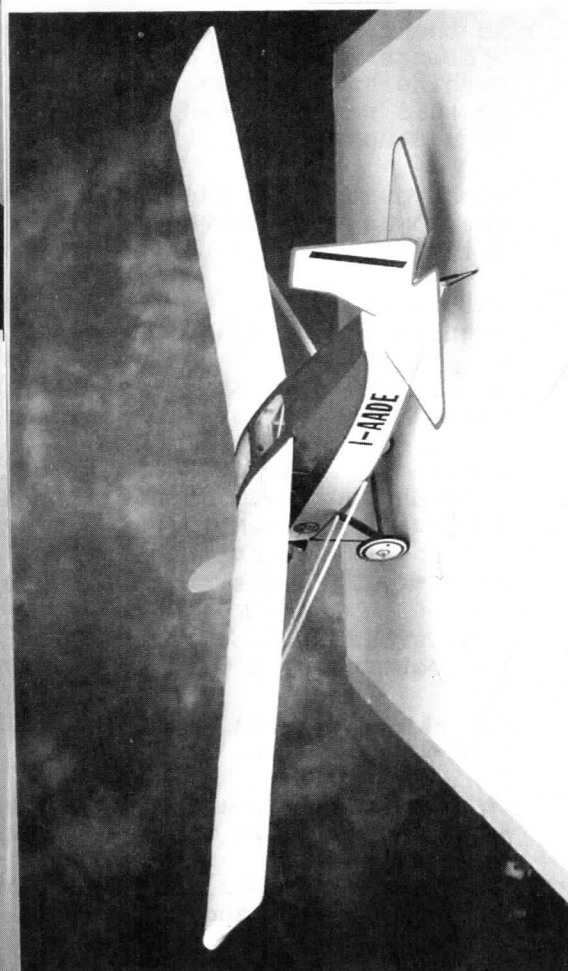
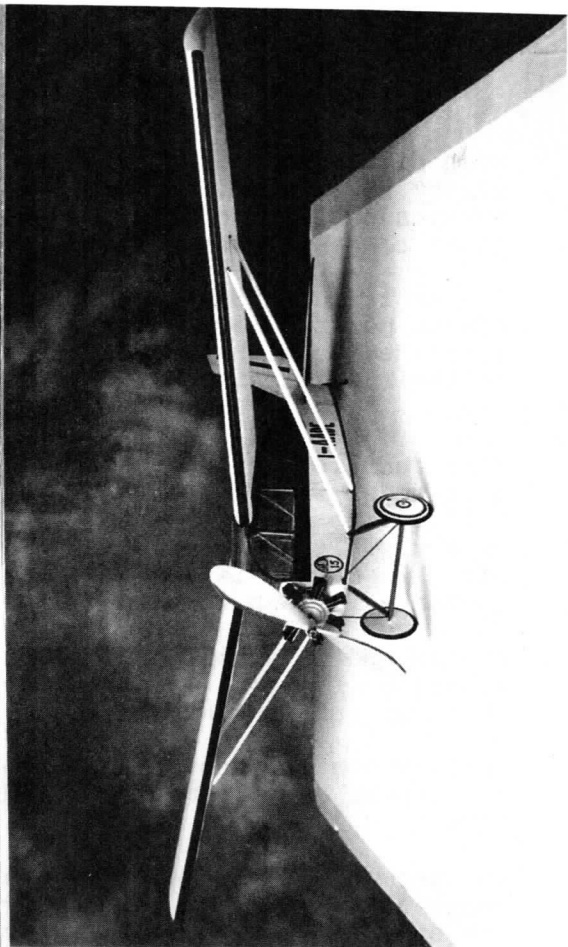
Left column; Orv Olm from Saskatoon up in Canada with his favorite models, all old time rubber.

Orv's lovely wife Marcia with an array of her own models.

Orv's Stepson Quinn with his very own J.A. Bluebird. Quite a family! And word has it they will be at Geneseo.

Right column; Two pics of Joe fergusson's Breda 15 Italian aircraft. One of our feature plans in this issue.

Photos by Orv Olm and Joe Fergusson.



14.

THE GOLDEN AGE
by
Fran Ptaszkiewicz

"Even diving speeds of around 300 miles per hour do no damage to this mighty P-6-E Hawk. Wings remain secure and the fabric survives the ordeals untrorn." So said a local newspaper extolling the virtues of the local companies latest product.

The article continued, "...Expert model builders in many aviation company plants merit a large measure of credit for the ability of modern airplanes to withstand such terrific stresses and strains. This due to their skills in building accurate and exact models for wind tunnel use."

Wind tunnels were beginning to be an invaluable aid in finding the points on a model where air resistance was developing. A fork-like instrument held before various parts of a model produced air waves which were made visible on a screen suspended at one side of the model. If the air stream was distorted at any point a source of air resistance was indicated. Such were the early workings of wind tunnels.

At the end of a long and arduous series of inner changes which spanned a period of several years, there emerged an almost new airplane from what was once the Hawk P-1.

The new design, known as the P-6-E, was a great stride toward the betterment of streamlining techniques on stock service aircraft of the time.

The term stock service airplanes, meant those planes that were in constant use, either in military or commercial fields and have passed the stage of being called experimental.

In the new Hawk in place of the vertical network of external struts and bracings which the older Hawks had carried for a landing gear, the new machine had but one strut, well simplified and clean of design. To this was attached a pant, not of the usual oval form, but round and very stubby.

Also, just below the the fuselage bottom close to the leading edge of the lower wing there was slung a neat, compact radiator which was in quite contrast to the bulky proportions of its older brother airplane.

In the wings too, was noted a change, perhaps not as great as those seen in the fuselage but never the less apparent. Newer stronger ribs were contained in the wings, its braces were stouter and well faired and it was said that even the fabric covering had been well doped and rubbed to a glossy finish.

Quoting some early advertising literature, " Here then do we find a true thoroughbred, each well crafted unit co-operating to make for an invincible whole airplane. A design that can take headlong power dives for thousands and thousands of feet and emerge as solid and powerful as ever. This design surely deserves everyone attention."

The Curtiss P-6-E "Hawk" which was called Model 35 by the company, was powered by a Curtiss V- 1570-23 engine of 700 hp.

The wingspan (top wing) was 31 ft-6 in ; length 22 ft-7 in and it stood 8 ft-11 in high.

On July 8, 1931, an order was placed with the Curtiss plant for 46 aircraft with the first delivery being made on December 2, 1931.

In January of 1932, the first official performance test's were conducted at Wright Field and indicated a top speed of 193 mph at sea level, while at 10,000 ft the maximum indicated speed was reported to be 188 mph. Landing speed was 61 mph.

The airplane had some shortcomings however, it was a stable flying machine, too stable for the tight, violent turns required in dog-fighting and air to air combat. It was also considered by some to be lightly armed for its day with two 30 caliber machine guns, although some models reportedly did have one thirty caliber and one fifty caliber machine gun.

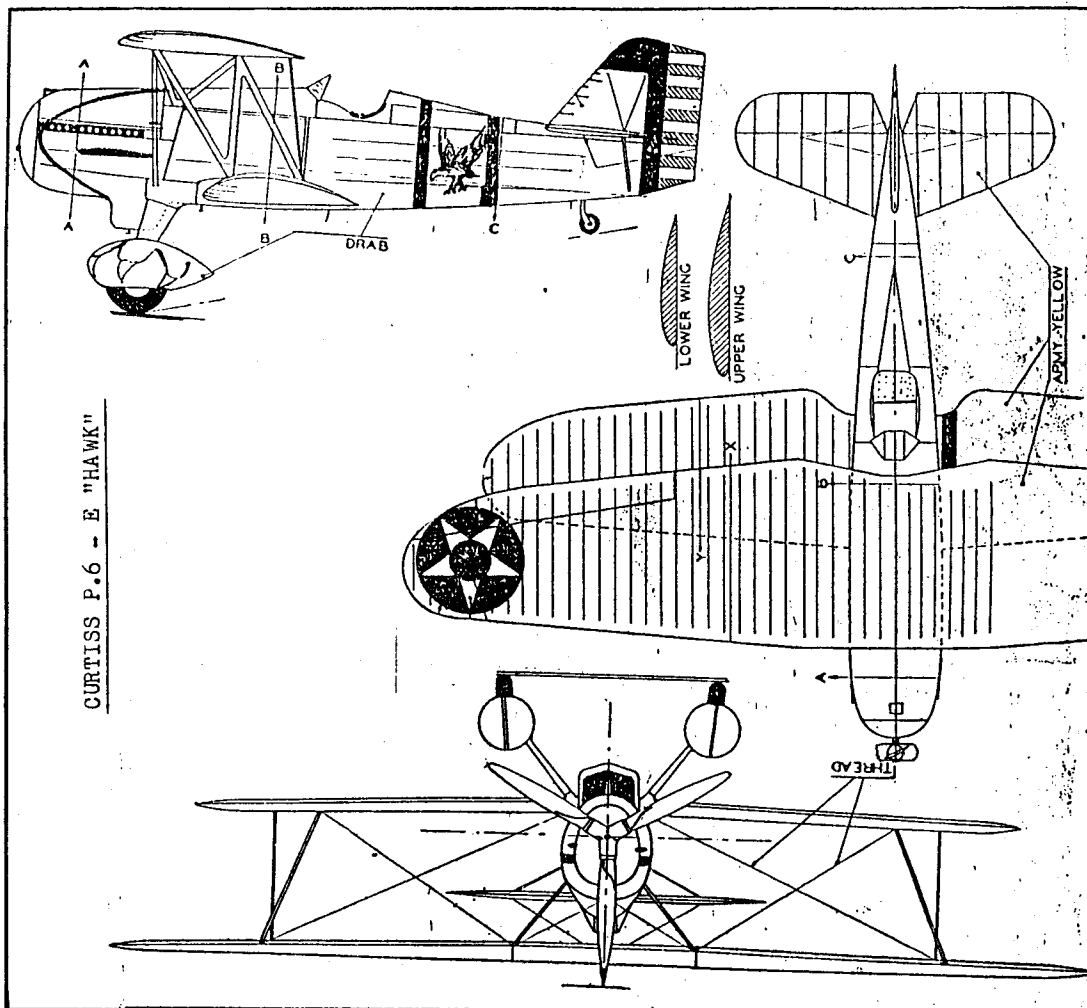
For unknown reasons a number of P-6-E's were lost while on routine training flights. Many of the crashes were never fully explained as to cause. This included a flight of four which crashed while performing for some newsreel camera's.

The famous 17th pursuit squadron was delivered 21 airplanes in 1932, unfortunately less than one half remained serviceable by the middle of 1933.

The 17th's brother squadron, the 94 th, fared not much better, having received 23 airplanes by early 1932, yet by the middle of that year, so many aircraft had been damaged that the unit never really did become fully operational.

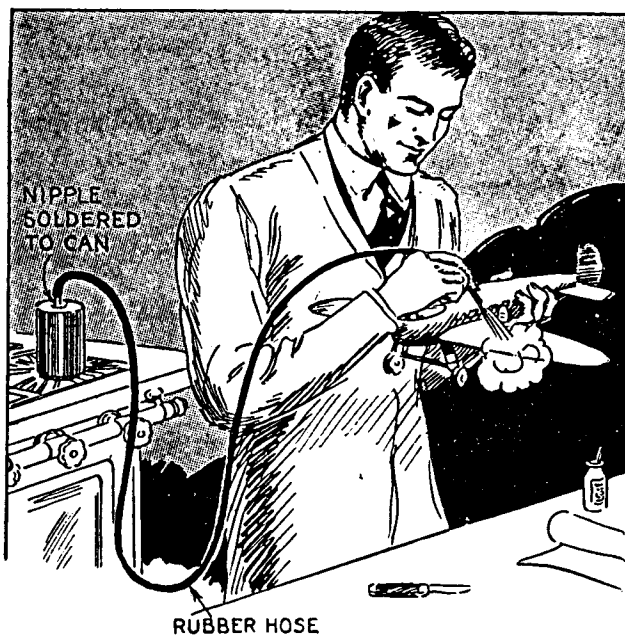
The legendary P-6-E, still reminds aviation buffs of an era long gone, when it was considered glamorous to see airplanes having open cockpits, two wings, singing flying wires and were regarded as the homes of very brave pilots.

The white Snow Owl of the 17th squadron stationed at Selfridge Field, which was applied to the fuselage in black and white along with the colorful paint scheme of these Hawk's also added some aura to that long ago time.



Steam 'Boiler' to Shrink Paper Covering on Model Airplane

Here's a timesaving method of steaming paper covering on a model airplane to shrink it so that it will be taut. A short nipple is soldered to the top of a closed can to take a 4 or 5-ft. length of small rubber tubing. The can, partly filled with water, is set over a low flame on a stove to supply steam from the open end of the hose. The steam, played over the paper, produces uniform shrinkage without soiling it. The entire surface of an average size model can be shrunk in a few minutes.



POPULAR MECHANICS
1938

* * Triplanes * *

Mumbo Jumbo #95 from the pen of the Glue Guru

Salutations, disciples! As soon as I cleared away the leftovers from Col. Run Likehell's gift holiday meal—the wilted lettuce was especially tasty if one avoided the rotten parts—I retired to peruse some lofty thoughts. Having long set aside a MIT report on triplane performance, the time had come at last to contemplate its juicy wind tunnel test data, curves and all. As I tend to suspect the new and trendy, the 1914 date of publication was most reassuring. One's first shot is usually the best, and if not quite the first learned shot at triplanes, this research report would do. Yes, wind tunnels have improved a mite, and more is known about wall corrections, but...

Mr. Bob Thumbsome burst in with his usual disregard for civility. "Triplanes! Hah! Those things are no good! The Red Baron himself was killed in one of those!"

"Perhaps he might have died even if his aircraft was a biplane."

"No way! The Fokker D-7 was a much better machine. He would have caught Lt. May easily if he had a D-7 and Brown never would have had a shot at him!"

"Yes, the D-7 was a faster machine, but its speed resulted from a much more powerful engine, and not the presence of two wings. Admittedly, MIT does say that three wings are inherently slower..."

"Aha! I told you so!"

"But the difference in engine power between the Dr-1 and D-7 was so great—perhaps 30%—as to swamp the minor difference in drag owing to three wings. MIT says clearly that the monoplane offered by far the lowest drag, with an equivalent biplane creating much more drag, and the triplane a bit more than the biplane. Here's the triplane vs biplane tradeoff in a nutshell: a bit more maneuverability was gained in exchange for a bit more drag."

"Yah, baloney! If triplane maneuverability was any good, how come Werner Voss was shot down by those Brits in SE5's?"

"That remains a mystery. However, there were five highly experienced pilots against a lone Voss and I suspect that no man had a hope against more than two skilled opponents, no matter what aircraft were used. Even so, Voss's triplane put bullets into every one of five opposing machines. Surely that says something about his maneuverability?"

"The only thing it says to me is that it wasn't good enough. If he had real maneuverability, he wouldn't have fought all those guys—he would've just gone home and had a good lunch. That Dr-1 triplane was not only a lemon, it cost the lives of at least two great guys, and all for what? What gave Fokker the idea that the triplane was any good, anyway? Was it that crummy MIT report?"

"No, the MIT triplane report was certainly discouraging to any fighter designer."

"Well, what then? Did he get the word from Reynolds himself? You know I finally got his number and got through to that clown, and I said: what looks good in airfoils today? And he didn't have a thing to say—he was stunned into silence. That's because he's ignorant."

"Perhaps you didn't reach the right Mr. Reynolds. I believe the fluid mechanics Reynolds to be long gone. In any event, he wasn't known for advice; instead, his work supplies a measure of the scale of fluid flow events. Small scale means low efficiency; large scale means high efficiency."

"And triplanes mean no efficiency at any scale—Peanut or Jumbo! Whether you're a tyro or the Red Baron himself, no triplane has ever made it big, or ever will!"

"Perhaps, Mr. Thumbsome, perhaps."

"That's the trouble with you GG, you always want the last word."

AN OPEN LETTER TO THE MEMBERSHIP
by **ROSS P. MAYO, KEEPER OF THE KANONES**

Recently I have spent a great deal of time trying to resolve problems of the Kanone List. Some have been technical mistakes on my part and I do apologize, but most are from lack of communication from you, the members of the FAC.

After two years of volunteering my time and energy to keep the list up to date, I find that nearly all problems could be eliminated if CD's would file a **COMPLETE** report in a timely manner.

In the past, GHQ suggested a form to be used by all CD's to include event, top finishers, models, flight times and bonus points. As of now, that information and more will be mandatory. Sorry clubsters, but we are just getting too big to keep things as informal and loose as we had been doing all these years.

On the reverse side of this page, you will find the new FAC Kanone Report form. Everyone should make copies and take them to the contests with you. Save enough for each event you participate in for your own records and give the rest to your regular CD's. They will appreciate not having to make hundreds of copies. If you are a "Lone Eagle" flying in a predominately AMA contest that has an FAC event - and you win it - you instantly become a mini-CD and YOU must report the Kanone appropriately.

Please note that Kanones will no longer be awarded to non-FAC contestants. The Blue Max medals are paid with your dues and is an award for FAC members only. One's Kanone count starts with membership. If you do not renew your membership, the count stops and I will no longer keep track of your victories.

So, how do you communicate? Firstly, send me complete reports in a timely manner. During the 1999 flying season, I received a contest report from February, 1998!

Please list your club name and squadron number. If your club doesn't have a squadron number yet, contact the C. in C. and he will issue you one. Your club gets to create it's own name. Also on the form I request the CD's e-mail address. If you aren't online, please send a SASE with your first Kanone Report. I'll keep it on file. Hopefully, it will never be needed.

There are spaces for five contestants per event. Supply the data for the top five finishers. If for any reason the winner is disqualified, a Kanone will be awarded, providing there are at least three qualified entrants remaining.

Please list contestants full first and last name and any nick name should be noted in the margin. I have received reports with just last names ... and misspelled at that! On the list between #1 Adams and #580 Zbasnik, there are multiple same name listings. Anderson, Englert, Miller, Smith and Stott are but five names, but represent 23 individuals! And did you know we have three Dave Smiths? There I could use a middle initial.

So please, everyone do your part. Fill out the forms completely and send them in ASAP. If you win an event, I strongly recommend you fill out your own contest report and keep it in your flight box for safe keeping. It may come in handy someday.

I will appreciate everyone's cooperation in this matter. Good luck, happy building and thermals to all.

PLEASE NOTE MY NEW ADDRESS ON THE FORM

FAC KANONE REPORT

FAC CLUB NAME _____

CONTEST DIRECTOR _____

SQUADRON # _____

CD's email address if applicable _____

CONTEST DATE ____/____/____

EVENT _____

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES			TOTAL OR BEST TIME	BONUS POINTS	SCALE POINTS	TOTAL	FAC MEMBER?	
		1	2	3					PLACE	YES NO

EVENT _____

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES			TOTAL OR BEST TIME	BONUS POINTS	SCALE POINTS	TOTAL	FAC MEMBER?	
		1	2	3					PLACE	YES NO

EVENT _____

CONTESTANT'S FULL NAME	MODEL	FLIGHT TIMES			TOTAL OR BEST TIME	BONUS POINTS	SCALE POINTS	TOTAL	FAC MEMBER?	
		1	2	3					PLACE	YES NO

SEND COMPLETED FORMS TO: ROSS P. MAYO, KEEPER OF KANONES, 2874 WILLOWOOD DR., ERIE, PA 16506

FAC Postal Contests

INDOOR NO-CAL

19.

This year we are giving you six postalevents 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!!!!!!!!

Pilot	Plane	Time
1. Dick Obarski	Mr. Smoothie	4:43
2. Rich MacEntee	Lacey M-10	3:58
3. Rich MacEntee	JP-350	3:14
4. Joe Nuszer	Hosler Fury	2:57
5. Frank Hirleman	Maule M-5	2:10
6. Kent LeMon	Vought Corsair F4U	1:21
7. David Duganne	Piper Vagabond	1:13
8. Dave Stott	Bleriot 110	1:09
9. Doc Martin	Dayton-Wright	1:09

OUTDOOR PEANUT

Pilot	Plane	Time
1. Scot Dobberfuhr	Farmen Moustique	7:15
2. Curt Sanford	Lacey M-10	2:43
3. Scot Dobberfuhr	TX-AIR Tx-1	2:07
4. Scot Dobberfuhr	Monocoupe	1:51
5. Dave Stott	Sonerai Racer	1:35
6. Al Likely	Found	1:26
7. Scot Dobberfuhr	Christmas Bullet	1:25
8. Dave Stott	Kalinin K-4	1:11
9. Al Lawton	Fokker D-7	1:09
10. Tom Hallman	Martinsyde Buzzard	0:56
11. Dave Stott	Lacey M-10	0:37

OUTDOOR DIME SCALE

Pilot	Plane	Time	Plan
1. Jim Miller	Martin MO-1	22:00	Psuedo
2. Al Likely	B.A.T. Monoplane	6:22	Psuedo
3. Scot Dobberfuhr	Corben Super Ace	2:13	Comet
4. Doc Martin	Caudron	2:04	?
5. Scot Dobberfuhr	Super marine Sprw.	1:34	Psuedo
6. Tom Hallman	Fokker D-7	1:01	Comet
7. Dave Stott	Ryan Dragonfly	0:59	Megow
8. Dave Stott	Aeroneer	0:57	Comet
9. Dave Stott	Pitcairn Fleetwing	0:57	Airdevil
10. Scot Dobberfuhr	Mess. BF-109	0:55	Comet
11. Dave Stott	Great Lakes Train.	0:53	Comet
12. Dave Stott	Vought Kingfisher	0:53	Airdevil
13. Dave Stott	Aero Ind. Tec. Tr.	0:47	Airdevil
14. Dave Stott	Fairchild 24	0:46	Airdevil
15. Dave Stott	Fairchild Pilgrim	0:44	Airdevil
16. Dave Stott	Laird Limousine	0:43	Airdevil
17. Dave Stott	Morane Saulnier 325	0:40	Dallaire
18. Dave Stott	Solar MS-1 Tran.	0:38	Airdevil
19. Dave Stott	Fokker B-1	0:37	Airdevil
20. Dave Stott	Stinson 105	0:35	Hi-Flier
21. Dave Stott	Luscombe 50	0:35	Comet
22. Dave Stott	Aeronca Seaplane	0:30	Comet

INDOOR PEANUT

Pilot	Plane	Time
1. Doc Martin	Ford 2AT	1:47
2. Sid Gilbert	Lacey M-10	1:45
3. Newt Bollinger	Cougar	1:39
4. Scot Dobberfuhr	Santos-Dumont	1:32
5. Rich MacEntee	Lemberger	1:19
6. Rich MacEntee	Waco "E"	1:19
7. Randy Osborne	Found	1:18
8. Eric Osborne	Taylorcraft	1:15
9. John Barker	Piper J-3	0:52
10. Bob Shaw	Dayton-Wright	0:35
11. J. Polento	Ableson	0:32

INDOOR DIME SCALE

Pilot	Plane	Time	Plan
1. Dick Hardcastle	Fokker D-7	2:15	Comet
2. Rich MacEntee	Fokker D-7	2:09	Comet
3. Dick Obarski	Fokker D-7	1:58	Comet
4. Doc Martin	Caudron	1:35	?
5. Newt Bollinger	Taylorcraft	1:35	?

OUTDOOR NO-CAL

Pilot	Plane	Time
1. Jim Miller	Chambermaid	9:43
2. Scot Dobberfuhr	Rare Bear	4:14
3. Tom Hallman	Hawker Typhoon	2:58
4. Ed McQuaid	JU-87 Stuka	0:36

Scale Postal Meet

This summer's postal contest will have two events. Modern Civil Production and Comet Kit/Plan. Any size wingspan. Fly as many models as you wish. Every time you better a score with a particular model send it in. Contest times count, too. Send your entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. The contest starts as you read this and will end on October 29, 2000. Entries postmarked after Oct. 31, 2000 will not be accepted.

BUILD--FLY--EFF--AAA--CEEE!!

FAIRCHILD 24 Rules:

Models must be built from the Guillows kit or plan (readily available). You can use your own wood if you prefer, but the structure and sizes must be accurate to the plans. The plastic parts may be substituted with wood, any prop can be used, and the motor peg may be relocated. All struts must be in place. You can create your own color scheme, but all panel lines and registration numbers must be on model. The event is a mass launch, no 15% rubber rule, and dethmalizers are not allowed.

AT-6 Rules:

Intent--The general intent of this class is to provide the following:

1. An interesting subject with a variety of possible color schemes.
2. Moderate challenge in trimming and flying.
3. Close competition indoors and out.
4. Limited but reasonable duration.

- Rules---1. Model must be built to the outline of Dave Livesay's plan as published in the Flying Aces newsletter. Any material may be used in construction (a later plan has an enlarged stab which is allowed). Dave has donated the plan and full size plans and a canopy may be ordered from Richard Zapf, 126 Elm St., Georgetown, Ma. 01833 for cost and shipping (\$3.00).
2. Model must appear in a scale color scheme. There are many from which to choose.
 3. Fifteen percent rubber power only.
 4. Prop must be a 7 inch Peck prop. It may be lightly shaved for balance and an alternate free wheel and bearing may be used. Pitch may be slightly altered to attain uniform pitch. Gross twisting of the prop to attain a more desirable P/D is a NO-NO!

Jetex No-Cal

1. Recognizable profile model of a manned jet or rocket powered aircraft. (No rockets.)
2. No wingspan limit.
3. Powered by one jetex-50 type motor. (Any of the commercially produced jetex 50 motors.)
4. Must have control outlines, registration numbers or letters, etc.
5. Model may be built up stick and tissue, all sheets, or any combination. (E.g. sheet fuselage with built up wings, etc. Built up scale models will be allowed but receive no extra bonus except the one given for the correct color scheme.)
6. No profile landing gear. Retractable gear may be built in the up position.
7. 10-second bonus for correct color scheme, (as opposed to bare balsa.)
8. Score is best time of three official attempts. Any flight of 20 seconds or more is an official.

Grant Lovett Jetex web site: <http://members.theglobe.com/jetex/models.html>
 26 Somerset Circle (not my site but full of helpful information.)
 Brownsburg, IN. 46112
lovettsinindy@hotmail.com

Penn Valley Hobby Center
 837 West Main Street
 Lansdale, Pennsylvania 19446
 Tel (215) 855-1268 ~ (215) 368-0770
 Fax (215) 855-3976
 E-mail: ["pvhc1268@fast.net"](mailto:pvhc1268@fast.net)
["http://www.pennvalleyhobbycenter.com"](http://www.pennvalleyhobbycenter.com)

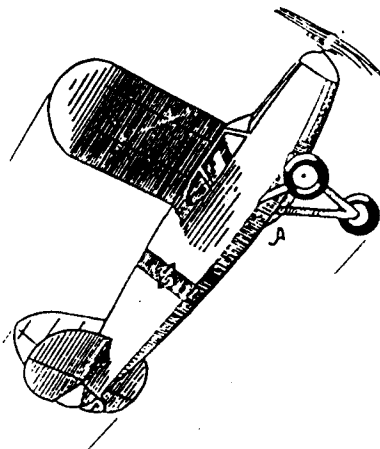
Davis Model Products
 P.O. Box 141
 Milford, Connecticut 06460
 Tel (203) 877-1670
 Fax (203) 876-2731

SOURCES FOR
JETEX SUPPLIES

Peck Polymers (619)-448-1818
 P.O. Box 710399 fax: (619)-448-1833
 Santee, CA. 92012 e-mail PPModels@aol.com
<http://www.peck-polymers.com/>

1999 Jimmie Allen Postal Results

1. San Diego Obiteers			12. Utah State Aeromodelers		
Fudo Takagi	Skyraider	360	Rocky Russo	Skokie	223
Charles Primbs	Blue Flash	360	Lin Haslam	Bluebird	175
John Laycock	Bluebird	360	George Swanson	Skokie	170
		1080			568
2. SAM 27 Napa, CA			13. Nebraska Free Flyers		
Jerry Rocha	Skokie	340	Ray Talacko	B-A Parasol	182
Jerry Long	Skokie	325	Dick Hawes	Bluebird	181
Gale Wagner	B-A Parasol	306	Jack Fluehr	Skokie	172
		971			535
3. SAM 1, Denver			14. San Diego Aeroneers		
Herb Kothe	Sky Chief	360	Bob Feruson	Bluebird	287
Jack Phelps	B-A Cabin	352	Bill Albright	Skokie	65
Phil Morrison	Bluebird	242			342
		954	15. Old Time Eagles, Monsey, NY		
4. SAM N-X-211, St. Louis			Chuck Zimmerman	Skokie	114
Steve Gardner	Spartan Bmbr	264	Victor Bock	Skokie	92
Bob Rother	Sky Raider	260	Dick Eimert	Thunderbolt	80
Conrad Ruppert	Skokie	233			288
		793	16. Hawkeye Aeroneers, Iowa		
5. Thermaleers, St. Louis			Paul McIlrath	?	270
Galen Trammel	Spartan Bmbr	300	Number and types of models flown:		
Howard Henderson	Skokie	246	20 Skokies		
Conrad Rupert	Bluebird	240	12 Bluebirds		
		750	3 Skyraiders		
6. Pensacola Free Flight Team			3 B-A Parasols		
Paul Grabski	Skokie	360	2 Blue Flashes		
Al Seither	Skokie	230	2 Spartan Bombers		
Vince Burton	Bluebird	156	1 Thunderbolt		
		746	1 Sky Chief		
7. SAM 21, San Jose, CA			270		
Henry Smith	B-A Cabin	263			
Frank Womack	B-A Cabin	214			
John Allen	Bluebird	179			
		656			
8. FAC Eagle Squadron, Seattle, WA					
Al Likely	Skokie	241			
Bob Hunt	Bluebird	239			
Fred Pierce	B-A Parasol	152			
		632			
9. Michigan Antique Modelers					
Ward Delano	Bluebird	225			
Ron Fritz	Bluebird	218			
Karl Spielmaker	Sky Raider	152			
		595			
10. FAC Tigertown Sqdn 40, Burlington, ONT					
Mike Thomas	Skokie	240			
Ted Toth	Skokie	183			
Bob Stewart	Blue Flash	169			
		592			
11. SAM 59, Louisiana					
Scott Cannon	Skokie	224			
Bob Gourdon	Skokie	197			
Vince Burton	Bluebird	152			
		573			



Bellanca Aircraft Corp., New Castle, Delaware

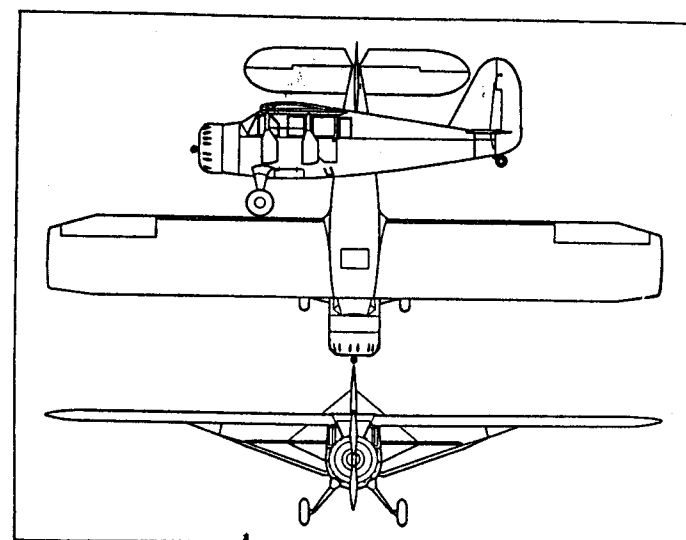
Senior Pacemaker—(Wright, 420 h.p.)

A.T.C. No. 578. Type: 6-place, cabin, land, monoplane.
 Dimensions: Length overall, 27 ft. 11 in. Height overall, 8 ft. 6 in. Span, 50 ft. 6 in. Chord, 81 in.
 Areas: Wing (incl. ailerons), 359 sq. ft. Ailerons, 40.4 sq. ft. Rudder, 12.42 sq. ft. Fin, 16.18 sq. ft. Elevators, 23.40 sq. ft. Stabilizers, 38.60 sq. ft.
 Weights: Empty, 3250 lbs. Useful load, 2350 lbs. Pay load, 998 lbs. Gross weight loaded, 5600 lbs. Wing loading, 15.5 lbs. per sq. ft. Power loading, 13.3 lbs. per h.p.
 Power Plant: Wright R-975-E3. Rated 420 h.p. at 2150 r.p.m. Fuel capacity, 200 gals. Oil capacity, 12½ gals. Fuel consumption, 25.2 gals. per hr. at 75% full power r.p.m.
 Performance: High speed, 165 m.p.h. at 0 ft.; cruising speed, 145 m.p.h. at 0 ft.; landing speed, 64 m.p.h. Climb at sea level, 700 ft. 1st min. Service ceiling, 12,000 ft.; absolute ceiling 13,000 ft. Cruising range, 860 to 1100 mi.
 Construction: Wings, Bellanca airfoil section, solid spruce routed spars, built-up plywood and spruce ribs, fabric covered. Fuselage, welded steel tube, fabric-covered. Empennage, fin, rudder, elevators, welded tube; stabilizer built up spruce and plywood. Landing gear, fixed, full cantilever, 31-in. streamline tires, Autofan wheels and brakes, Cleveland oleo strut shock absorbers.
 Rigging: Angle of incidence, 1.5 deg.; Dihedral, 1 deg.
 Standard Equipment: Flight instruments, altimeter, magnetic compass, air-speed indicator, rate of climb, turn and bank, clock. Engine instruments, tachometer, oil pressure gauge, oil temperature gauge, gasoline level gauges, manifold pressure, engine head thermocouple. Starter, Eclipse. Propeller, Hamilton-Standard. Navigation lights. N.A.C.A. cowl. Dual wheel controls. Tail wheel. Luggage compartment.
 Remarks: Convertible to floats or skis. Automatic rocker arm lubrication and engine dynamic balancer available at extra cost.
 Price: \$19,975 (at factory).

Senior Pacemaker Freighter—(Wright, 420 h.p.)

A.T.C. No. 578. Type: 8-place, cabin, land, monoplane.
 Weights: Empty, 2950 lbs. Useful load, 2650 lbs. Pay load, 2000 lbs.
 Performance: Cruising range, 400 to 1180 mi.
 Remarks: Convertible to floats or skis. Same as Sr. Pacemaker, except where noted.
 Price: \$19,700 (at factory).

Senior Skyrocket—(Pratt & Whitney, 550 h.p.)



Senior Skyrocket

A.T.C. No. 565. Type: 6-place, cabin, land, monoplane.
 Weights: Empty, 3440 lbs. Useful load, 2160 lbs. Pay load, 976 lbs.
 Power loading, 10.2 lbs. per h.p.
 Power Plant: Pratt & Whitney "Wasp" S3H1. Rated 550 h.p. at 2200 r.p.m.
 Fuel consumption, 36.3 gals. per hr. at 75% power r.p.m.
 Performance: High speed, 190 m.p.h. at 5000 ft.; cruising speed, 180 m.p.h. at 12,000 ft. Climb at sea level, 1240 ft. 1st min. Service ceiling, 25,000 ft.; absolute ceiling, 26,000 ft. Cruising range, 600 to 1000 mi.
 Remarks: Convertible to floats or skis. Same as Sr. Pacemaker, except where noted (engine dynamic balancer not available, automatic rocker lubrication standard).
 Price: \$22,700, incl. wing flaps (at factory).

The San Diego Obiteers will conduct the year 2000 Jimmie Allen Postal Contest.

The rules are the same as last years. For a contest information package contact:

Robert Thompson
 466 (No. 31) Broadway
 Chula Vista, CA 91910

(Please inclose a self addressed envelope)

22.

REGISTRATION FORM---FAC-NATS MARK XII
GENESEO, NEW YORK JULY 21-22-23, 2000

Please print

Jr./Sr. _____ Open _____

Name _____ Address _____

City _____ State _____ Zip _____ AMA No. _____

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

_____ entry fees at \$25.00 each (flies all events).....\$ _____

_____ banquet tickets at \$18.00 each.....\$ _____
(with no dormitory reservations)

_____ reservations for double occupancy with meals and banquet at \$167.00 each \$ _____

_____ reservations for single occupancy with meals and banquet at \$212.00 each \$ _____

total enclosed \$ _____

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

Friday July 21, 2000

Shell Speed Dash
World War I *
Embryo Endurance
No-Cal Scale
Aerol Trophy Race *
Golden Age Scale Civil
FAC O.T. Rubber
FAC O.T. Stick
Golden Age Military *
Fairchild "24" (Guillow)
Giant Scale

If neccessary, flyoffs for both O.T. Rubber events will be Sun.

Saturday July 22, 2000

FAC Scale
High-Wing Peanut
Greve Race *
World War II *
Pioneer Scale
Powder Puff Scale **
FAC O.T. Rubber
FAC O.T. Stick
Dime Scale
Bendix Race *
No. American AT-6 *

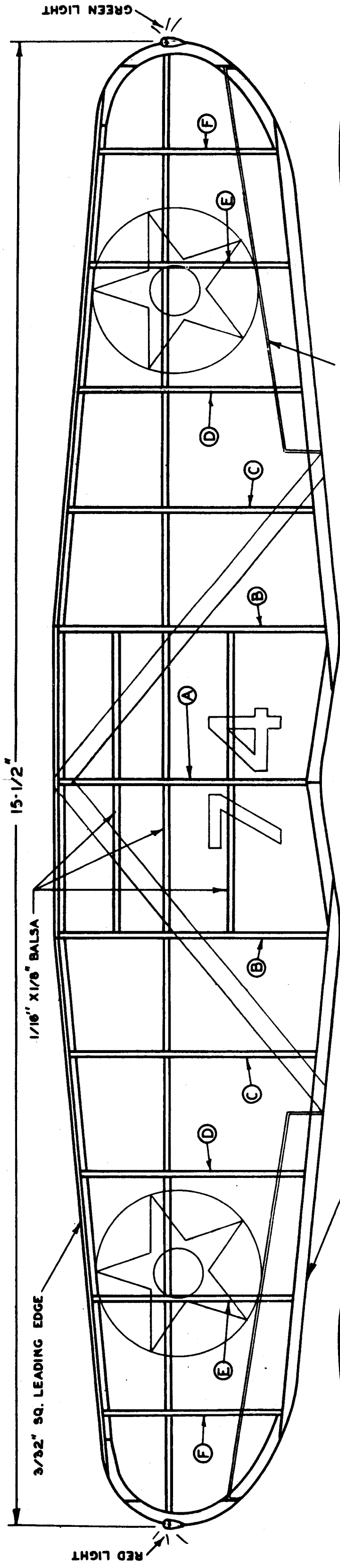
Sunday July 23, 2000

FAC Peanut (no high wings)
Thompson Race *
FAC Power Scale
Jumbo Scale
Electric O.T. Gas Replica
Flying Horde *
Modern Civil Production
Modern Military *
Jimmie Allen
Goodyear Race *
Old Time Kit Scale
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.

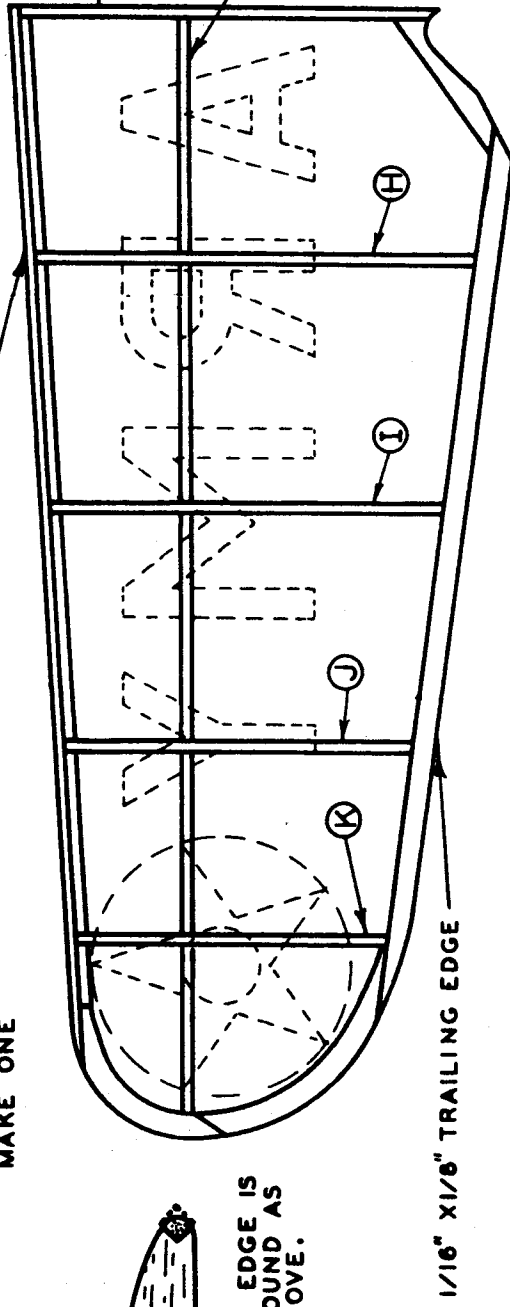
Add these two events for Friday,
Junior Embryo and Jetex No-Cal Scale.



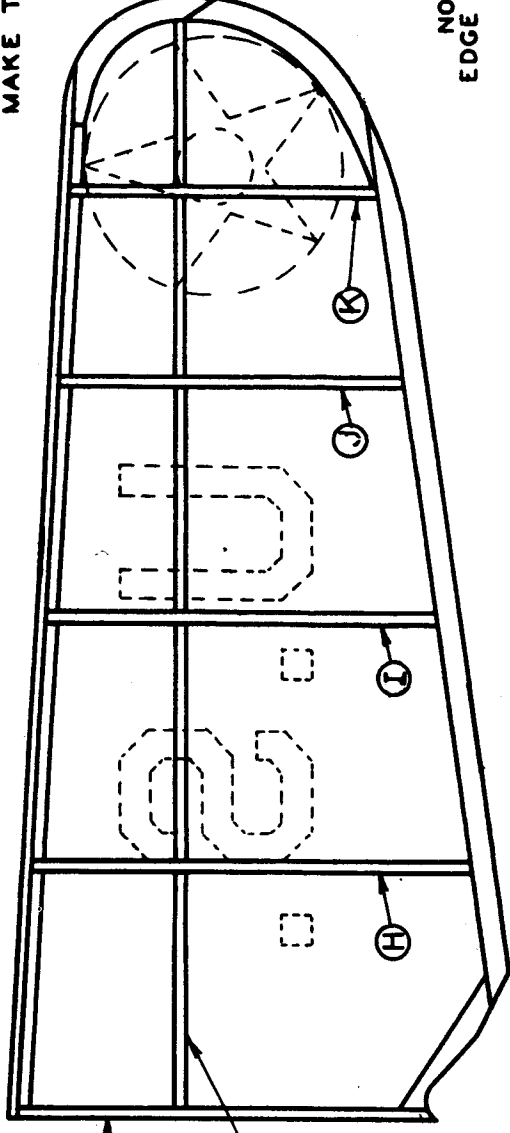
1/16" X 1/8" TRAILING EDGE
3/32" SQ. LEADING EDGE



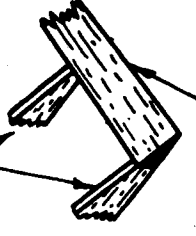
BANANA OIL A THIN STRIP OF
BLACK TISSUE HERE TO SHOW
UP AILERON.



LEADING EDGE IS
SANDERED ROUND AS
SHOWN ABOVE.

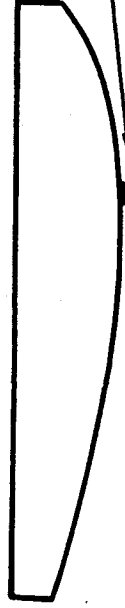


RIBS

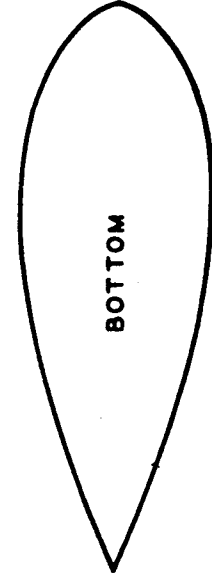
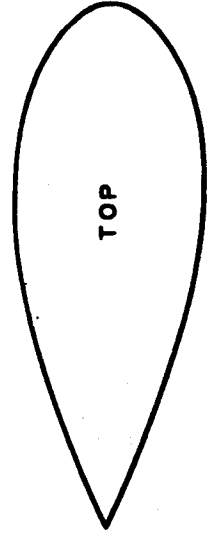


NOTE HOW TRAILING
EDGE IS TAPERED.

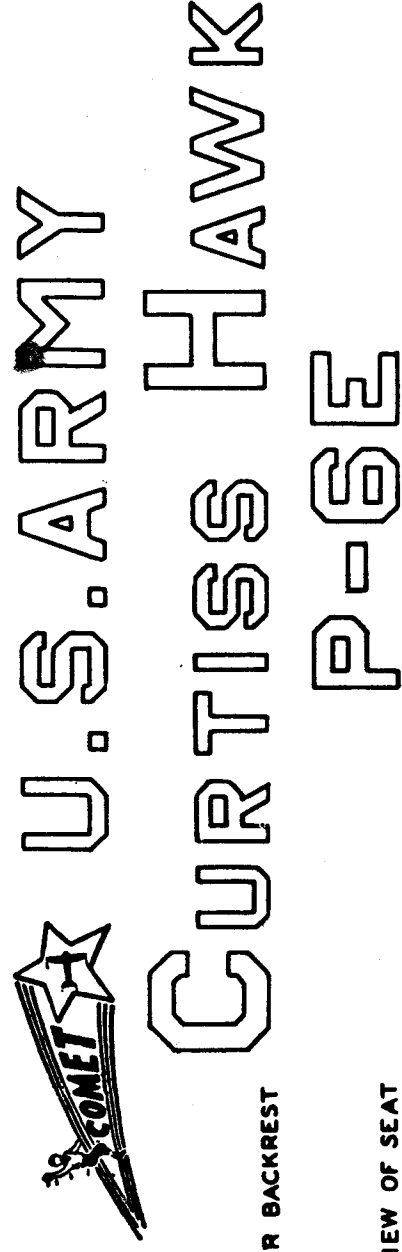
MAKE 2 SIDES OF 1/16" Balsa



CUT TWO SIDES FROM 1/16" SHEET Balsa.
NOW MOISTEN THEM AND BEND TO SHAPE BY
HOLDING AGAINST A LIGHTED ELECTRIC LIGHT
BULB.

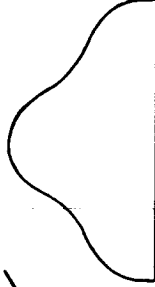


CUT FROM PLAN AND CEMENT TO THE TWO CURVED Balsa
SIDE PIECES.



U.S. ARMY CURTIS HAWK P-6E

Balsa SEAT



PAPER BACKREST



PAPER BACKREST

BREDA 15

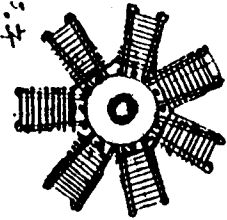
ITALY 1930
PSEUDO DIME SCALE

by
JOE FERGUSON
Clyde Valley Flyers
SCOTLAND

USE SLEEK STREAK
PROP CUT TO 4 1/2 DIA.

1/2 SHEET TIP CROSS GRAIN
CURVE AS SHOWN

NOSE WIRE
1/4" SHEET



7 CYL WALTER RADIAL 25 H.P.

WING BRACING
TO
STRUTS.

3/16" ALUM.

1/4" LEGS FROM
TO BASS. SPAN
TO RIGGING
+ AXLE.

1" 10/16"

7/8"

SHEET INFILL
ON BOTTOM ONLY.

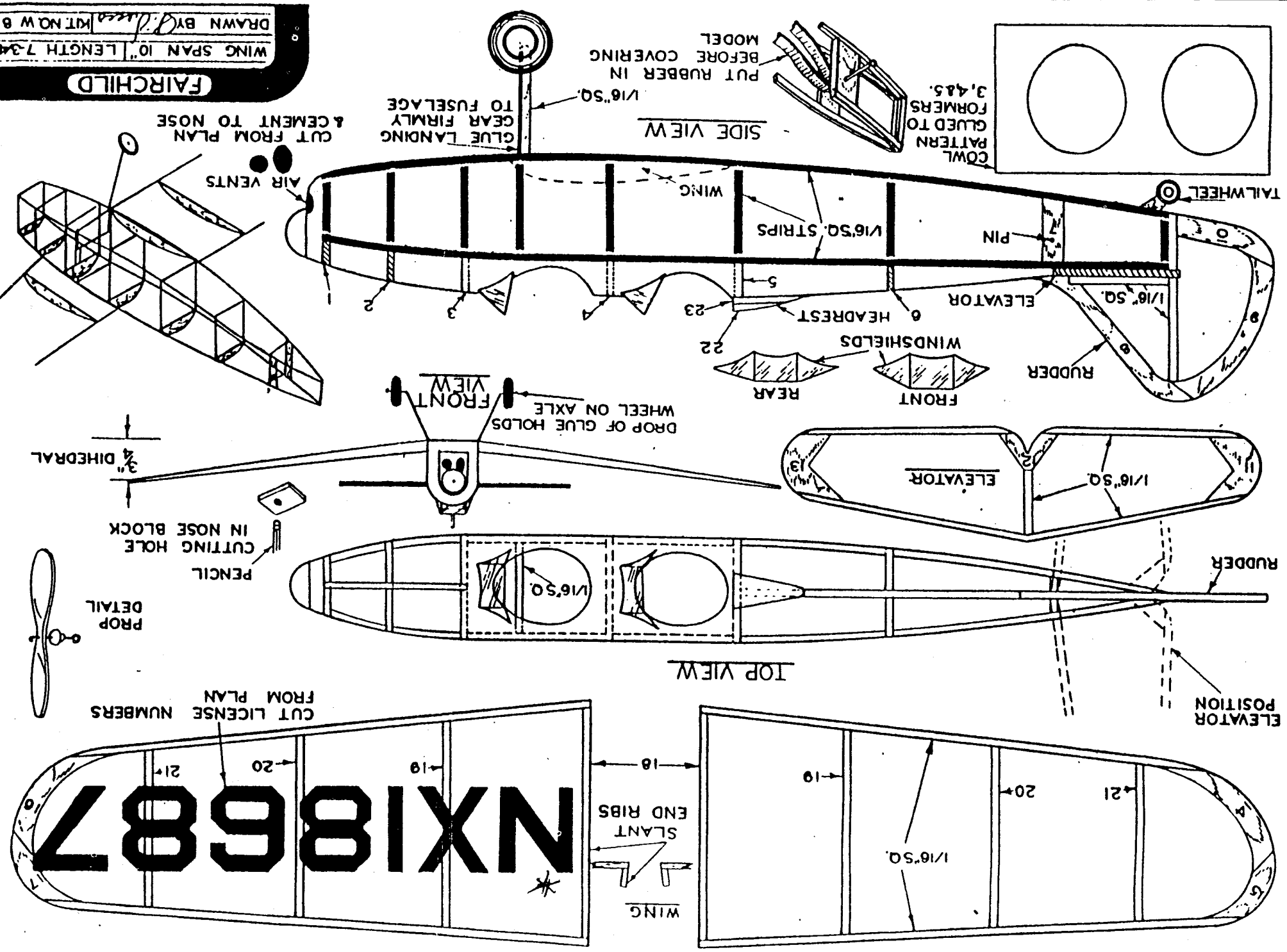
ALL STRUCTURE TO SO BALSA. WITH 1/16" SHEET TIPS TO RUDDER
AND STABILIZER. + NOSE INFILL WING TIPS 1/16" SHEET CROSS GRAIN

L. Edge

STRUT POSITIONS

FRONT VIEW TO SHOW DIHEDRAL.

WING STRUTS 4 OFF 1/8" X 1/16" HARD BALSA.



LIST OF RACEPLANES & SCALE DRAWINGS
BY **R.S. HIRSCH**
8439 Dale St.
Buena Park, CA. 90620

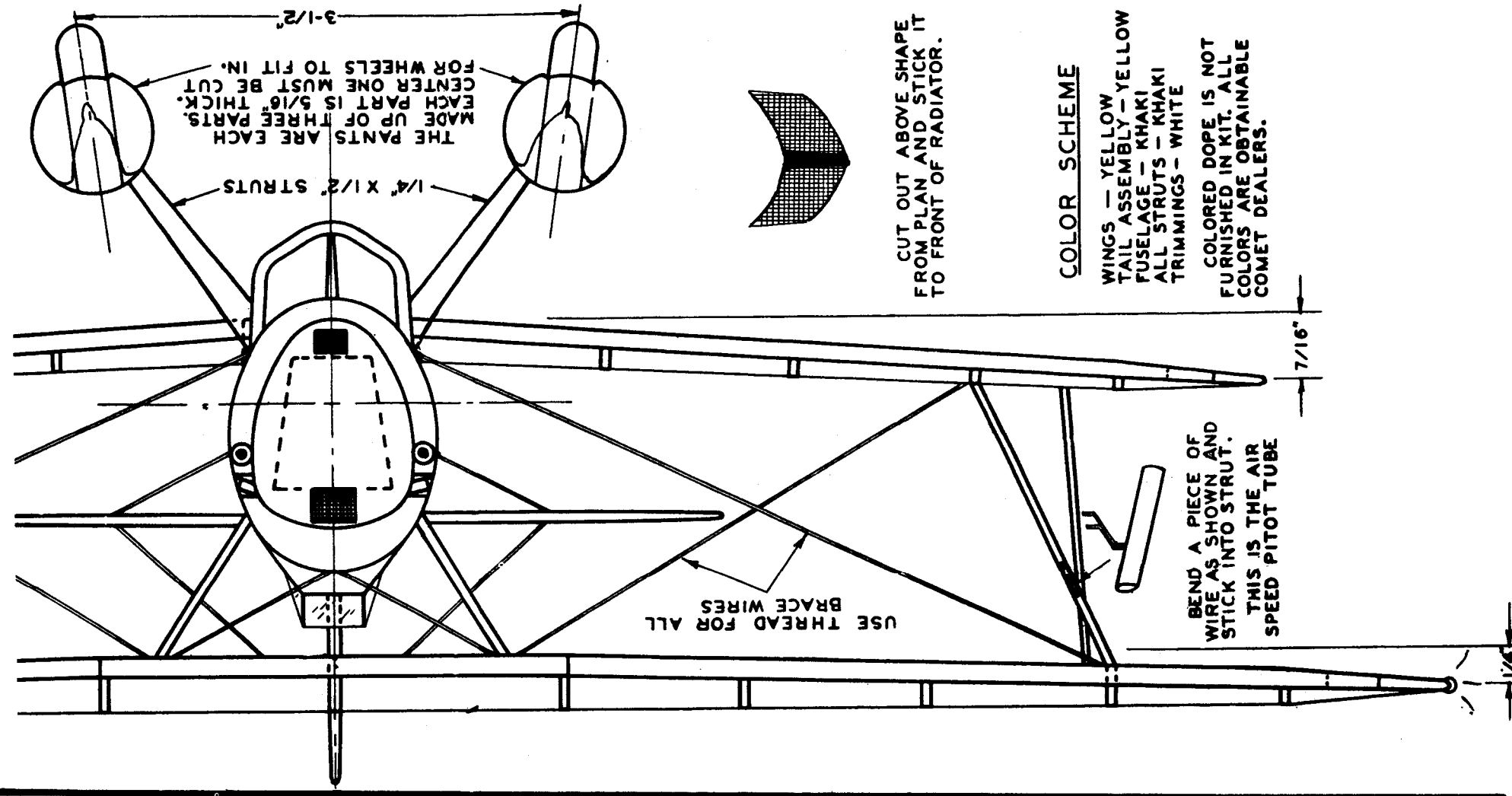
Scale drawings of 370 Raceplanes completed.
Quick easy reference brochure identifying over 800 Raceplanes. Send \$3.00 for Brochure

MICRO Box 1063 Lorain, Ohio 44055
Phone 440-282-8354

Big Flying Scale Kits Over Two Foot Span ★ Piper Cub \$18.95 ★ Stinson 125 \$19.95 ★ Piper PA-16 \$19.95 ★ Jodel \$19.95	Semi-Scale Kits CO2 or Rubber Power 22" Span ★ Taylorcraft \$12.95 ★ Stinson Voyager \$12.95 ★ PC-8 Porter \$12.95	Contest-Sport Kits ★ Hornet Embryo \$12.95 ★ Hornet P-30 \$17.95 ★ Pitts P-30 & Pee Wee Rules ★ NEW ★ Bostonian Knight \$12.95	Outdoor Peanut Scale Kits 13" Span ★ Cub \$10.95 ★ Stinson 125 \$10.95 ★ Vagabond \$10.95 ★ Farman \$10.95 ★ Jodel \$10.95 ★ Fike \$11.95
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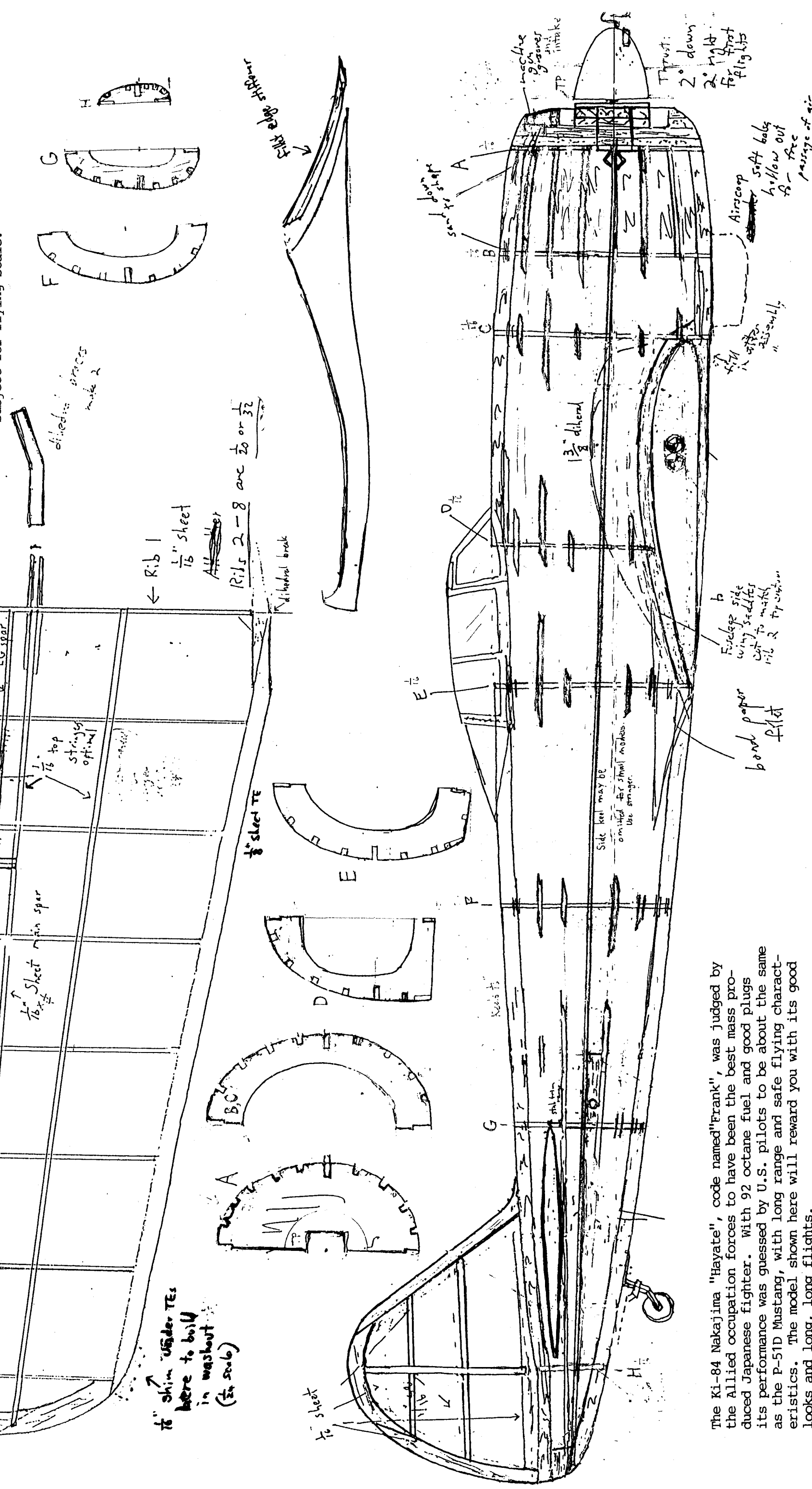
1/2 A R/C Gas or Electric Kits Fits Astro 035
Taylorcraft \$44.95 Stinson 125 \$44.95

HARD TO FIND ITEMS
Over 20 Sizes of Rubber Strip!
Japanese Tissue And Super Fine Balsa Sheets & Strips
Add 10% Shipping • \$5.00 Minimum Shipping
Catalog \$2.00

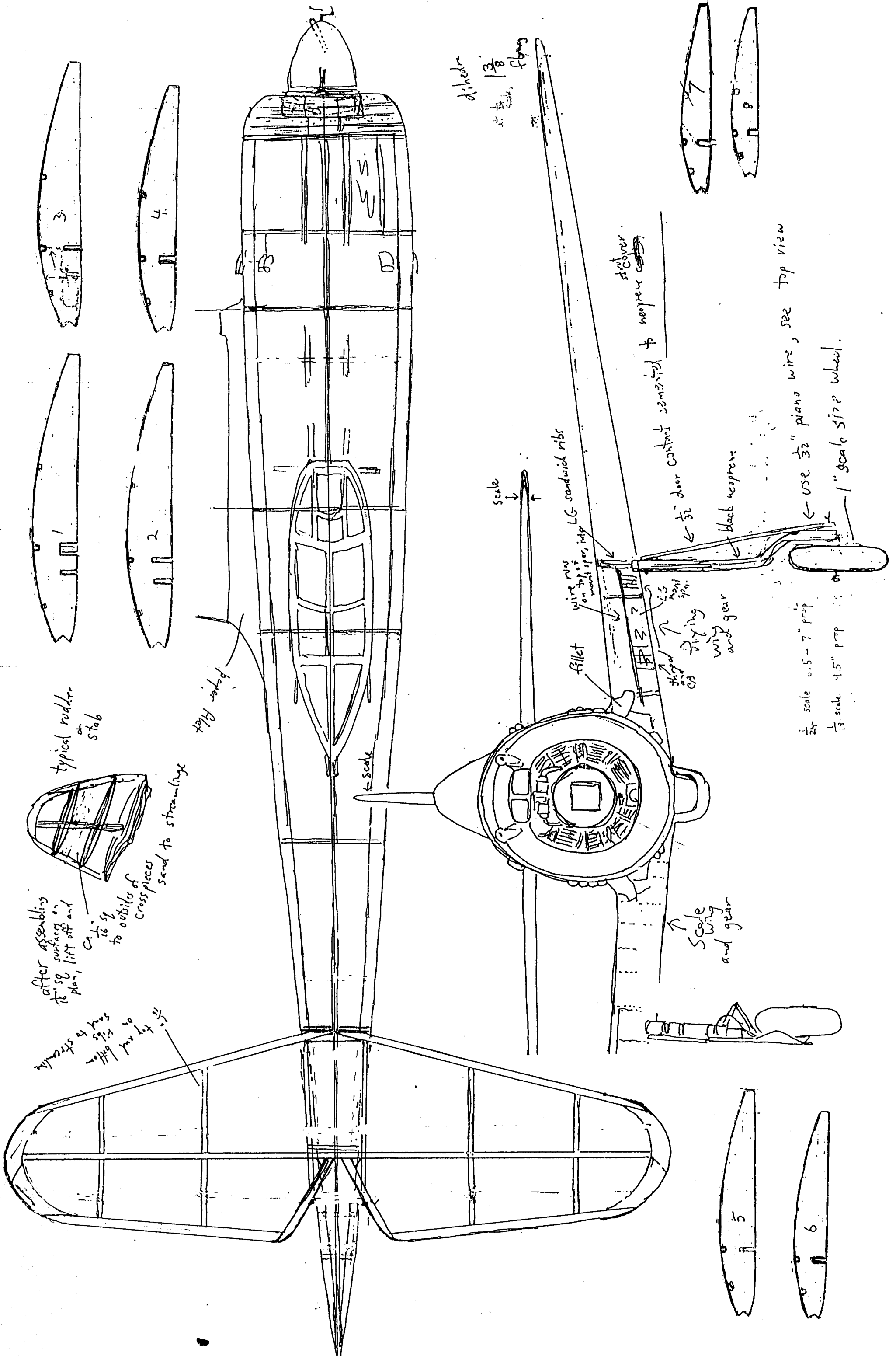


$\frac{1}{16}$ ribs LG 4 regular

$\frac{1}{16}$ " Shim Under TE's
↑ here to build
in washout
($\frac{1}{2}$ sec)



The Ki-84 Nakajima "Hayate", code named "Frank", was judged by the Allied occupation forces to have been the best mass produced Japanese fighter. With 92 octane fuel and good plugs its performance was guessed by U.S. pilots to be about the same as the P-51D Mustang, with long range and safe flying characteristics. The model shown here will reward you with its good looks and long, long flights.



ONN MONTIC

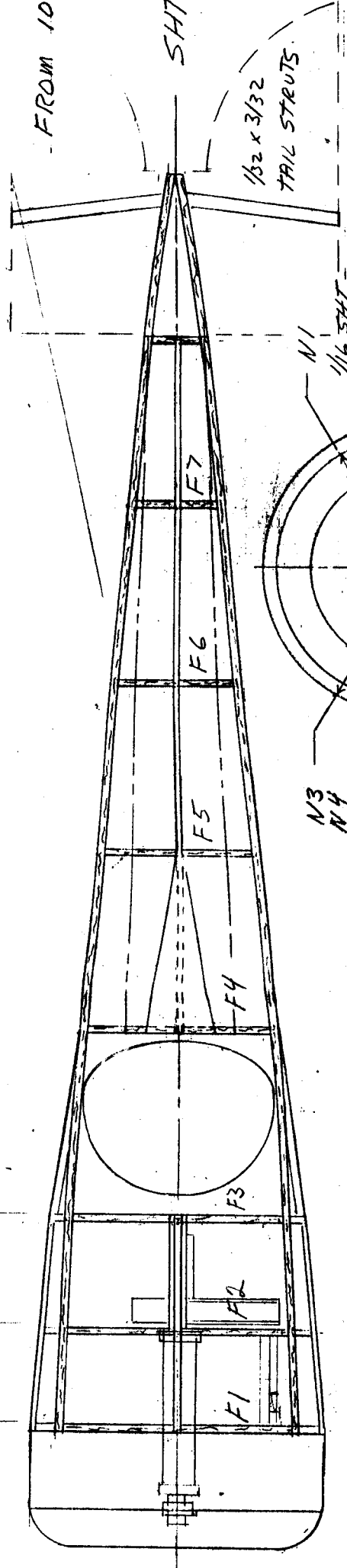
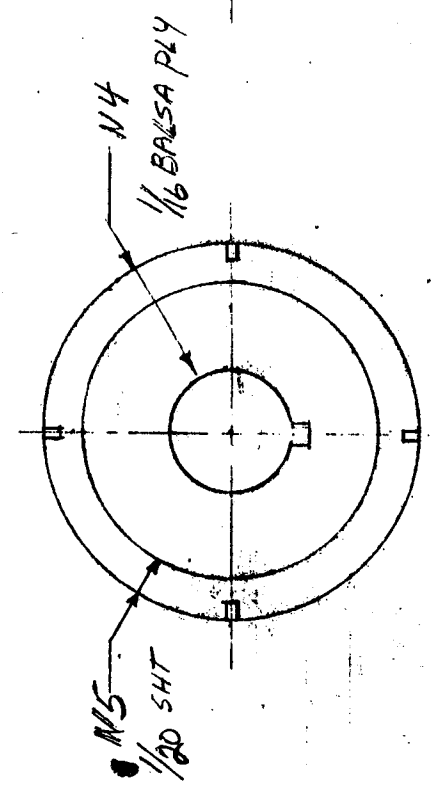
NEUPORT 17C 16" U.S.

FROM 10th MEGOW KIT

JUL 96

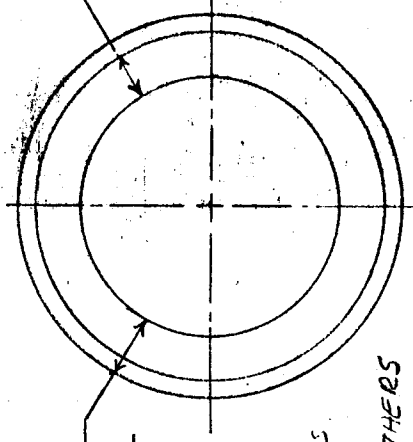
SHT 1 OF 2

S1 S2 S3

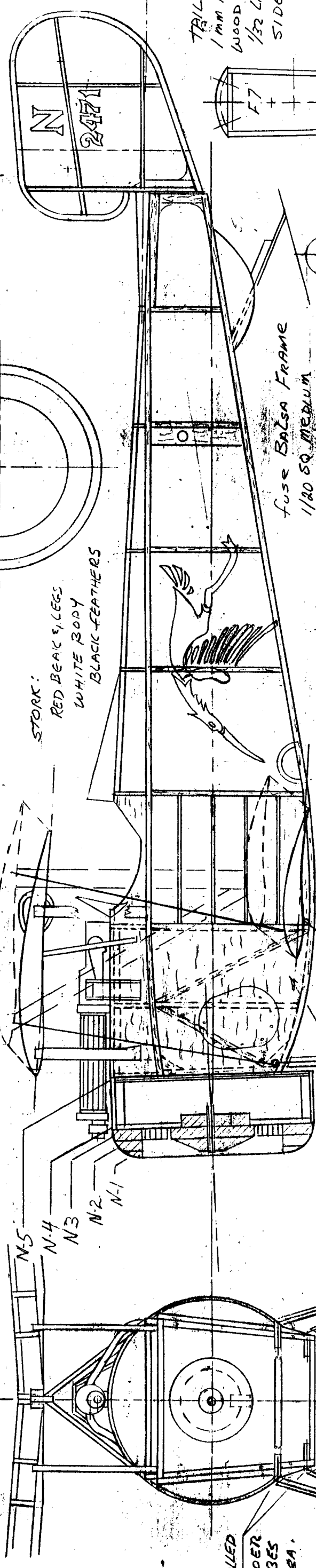


AIRCRAFT - SILVER DOPE
ALL OVER

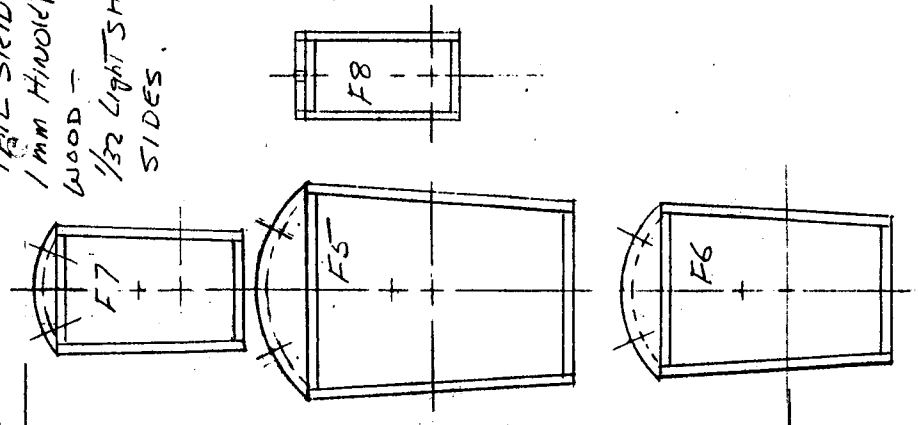
STORK:
RED BEAK & LEGS
WHITE BODY
BLACK FEATHERS



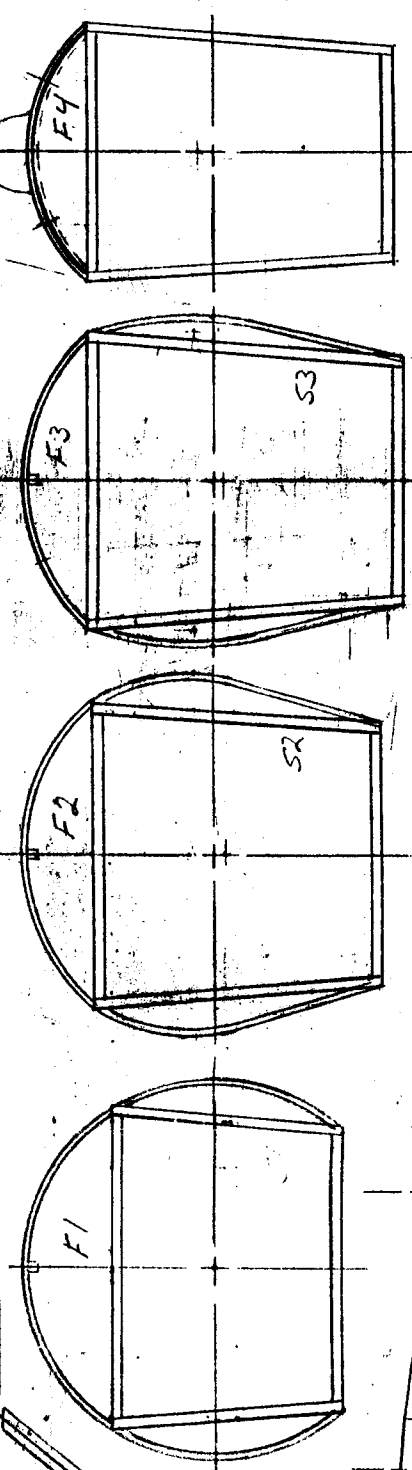
RED WHITE BLUE



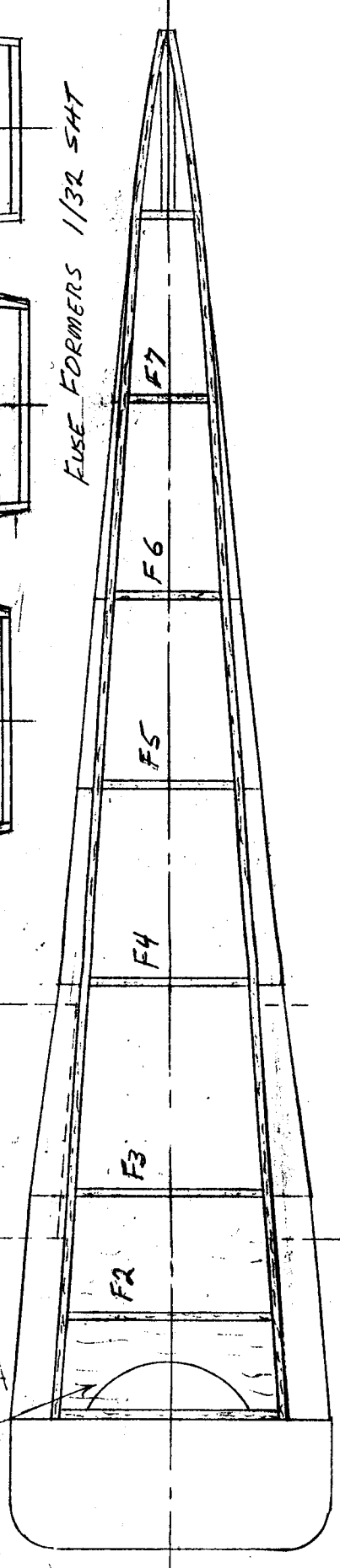
TAIL SKID
1mm HINDOIL
WOOD -
1/32 LIGHT SHT
SIDES.



FUSE Balsa FRAME
1/20 SQ MEDIUM



FUSE FORMERS 1/32 SHT



6 LIGHT
1/32 SHT

LG AXLE
STOP
1/16 PLY

.020 MW AXLE
BIND AT CENTER W
THREAD.

ROLLED
PAPER
TUBES
4 BA.

LG .015 MW.
SANDWICH BETWEEN
1/32 x 3/32 Balsa
SPREADER BAR
1/20 x 1/8 HARD Balsa

