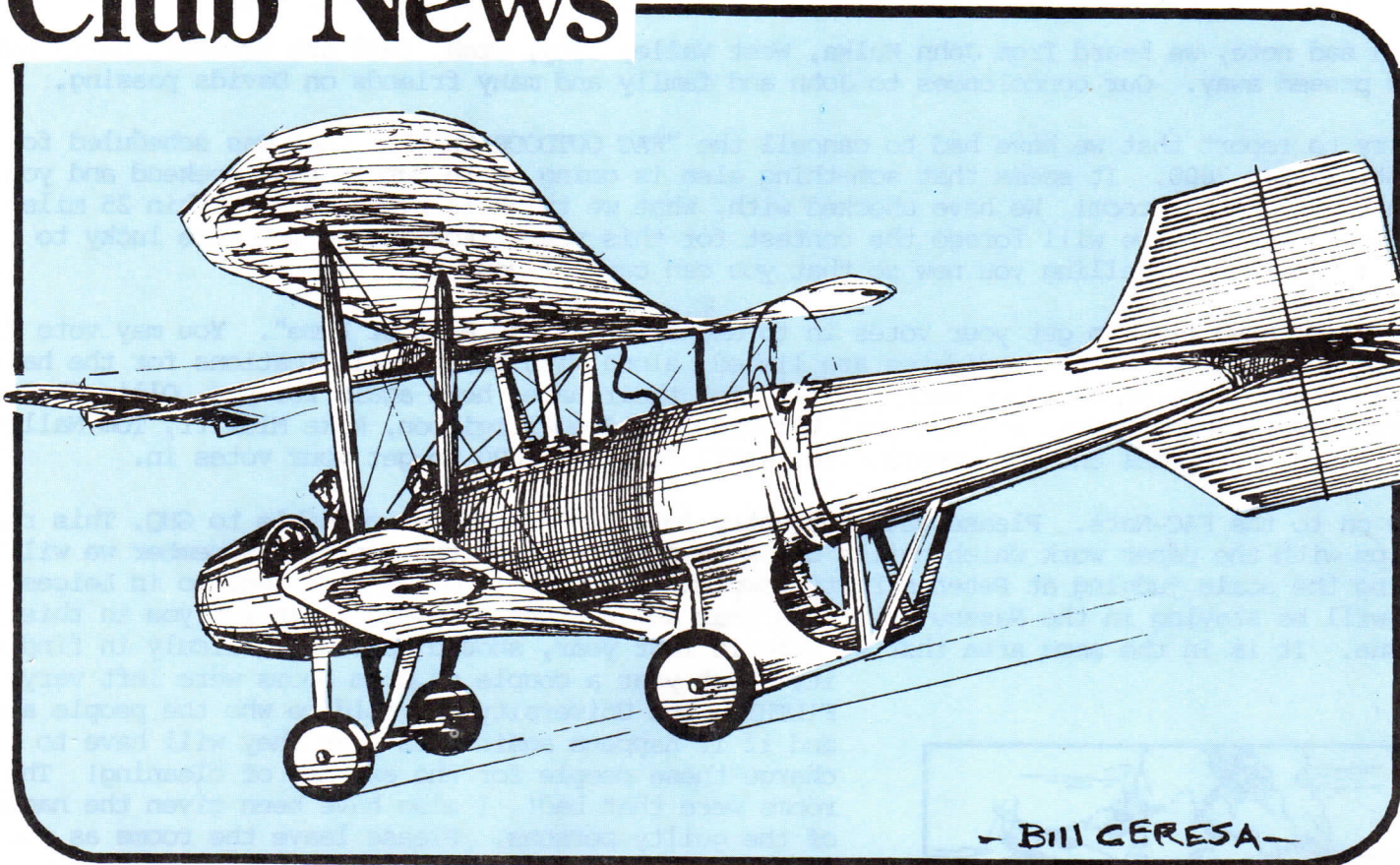


FLYING ACES

Club News

ISSUE #193-119 May/June 2000



COVER STORY

The Demonge/Buscaylet was an experimental aircraft of French design of 1918. It featured a fully articulated upper wing and was powered by a Dupredussin engine mounted in the center of the fuselage driving a propeller mounted behind the wings in the center section of the fuselage, like the American Gallaudet Seaplane. It is not known if this aircraft was ever flown.

NEWS ON THE WING!

Thanks go to Bill Ceresa once again for a neat cover for the newsletter. Also, many thanks to all who contributed to this issue. The Plans are from Bob McEllon (Curtiss SO3C-1) Nate Sturman (Kawasaki Ki-10), Ted Davis (Knoller 70.01), and Joe Fergusson (Beardmore WB-26. You will find the patterns for the Curtiss and the fuselage for the Beardmore in the newsletter. Had to do it this way because of lack of space. Ted Davis says that his plans are not flight tested and if anyone builds one of his designs to let him know how it went together and how successful were the flights. Ted's address is; Ted Davis, 205 Engel Rd., Loudon, Tn. 37774.

At the recent Empire State Indoor Champs Jim Buxton received his "Blue Max" medal for achieving the 16 victory mark in competition. Congratulations Jim! The results from that contest are in this issue. We had 55 entries and all had a very good time. Hope to see more of you next year, it's a great place to fly indoors.

If you haven't purchased your Fairchild 24 T-Shirt as yet, you better hurry, All we have left are size large and X-large, and only a few of them. Price is \$12.50 postpaid from GHQ.

On a sad note, we heard from John Hulka, West Valley City, Utah, that his brother, David Hulka had passed away. Our condolences to John and family and many friends on Davids passing.

Sorry to report that we have had to cancell the "FAC OUTDOOR CHAMPS" that was scheduled for Sept. 23-24, 2000. It seems that something else is going on in Muncie that weekend and you can't get a motel room! We have checked with, what we think is every motel within 25 miles with no luck! So we will forego the contest for this year. For anyone who were lucky to get a room we are telling you now so that you can cancell your reservations.

You still have time to get your votes in to GHQ for the "FAC Hall Of Fame". You may vote for up to 6 candidates. The Candidates are listed, along with their qualifications for the hall in the last issue of the newsletter. I'll list their names here again for you, Ollie Benton, Hurst Bowers, Russ Brown, Bob Clemens, Vic Didelot, Joe Fitzgibbon, Mike Midkiff, Tom Nallen Sr., Juanita Reichel and Bob Rogers. You until June 26, 2000 to get your votes in.

Now on to the FAC-Nats. Please get your entry forms in as soon as possible to GHQ. This really helps with the paper work which builds up as we get closer to the contest. Remember we will be doing the scale judging at Peter's Party Complex just a short drive from Geneseo in Leicester. We will be staying in the Nassau dorm this year and we have provided a map for you in this issue. It is in the same area that we were in last year, should have no difficulty in finding

it. Last year a couple of dorm rooms were left very FILTHY! The University has told me who the people are and if it happens again this year they will have to charge these people for the expense of cleaning! The rooms were that bad! I also have been given the names of the guilty persons. Please leave the rooms as you find them.

We are still looking for more sponsors for events and donations for the prize list. If you are interested contact GHQ as soon as possible.

You will find an up-dated copy of the rules for the Jet-X No-Cal event further on in this newsletter.

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

Lin

Lt. Col. Lin Reichel, CinC-FAC



"Ouch!" howled Jerry, holding up his hand.

CONTEST SCHEDULE

3.

The following contests contain mostly FAC events. To save space we will only list the contest director. For more details contact the CD.

July 20-21-22-23, Flying Aces Nats, Lin Reichel 3301 Cindy Lane, Erie, Pa. 16506. Ph. 814-833-0314.

June 10, July 8, Aug. 12, Sept. 9, Oct. 14, Nov. 11, The Calumet Escadrille, Country Club Hills, Ill. Chris Starleaf 815-786-6490

June 11, July 30, Aug. 13, Sept. 10, Oct. 1, Cleveland Free Flight Society, Lorain, Ohio. Russ Brown, 216-382-4821.

July 8-9, Aug. 12-13, Sept. 9-10, Miami Group, Doc Martin, 305-858-6363.

Aug. 5, Sept. 2, Oct. 7, Erie Model Aircraft Assn. Lin Reichel, see above.

Sept. 23-24, Brainbusters FF Contest, Petersburg, Va. Abram Van Dover, 757-596-6104

Sept. 30, Kudzu Flying Corps, Raeford, N.C. Dave rees 919-778-6653

JIM ALABACK
12366 NACIDO DRIVE
SAN DIEGO, CA 92128

21 February 2000

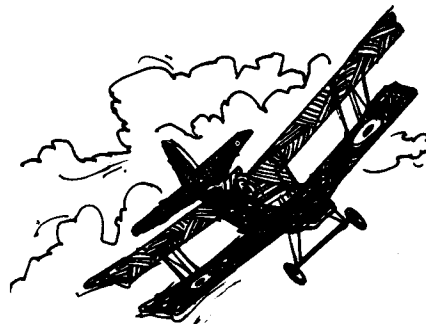
Dear Lin,

The San Diego Orbiteers, the winner of last year's Jimmie Allen North American Postal Championship, is managing this year's contest. It will run from June through Spetember again, and there are no rule changes from last year. However, the information packet has been updated to show changes in the Jimmie Allen kit and plan sources, so I am enclosing a copy of this for your information and use as you see fit in connection with FAC Jimmie Allen events this year.

The changes in the "Sources" list include the addition of two more designs, both by Geo. D. Wanner & Co., for Pure Oil: the 24" span "Bluebird" and the 24" span "Monsoon 800" racers. Plan sources for these designs are added. Also, Easy Built Models has been added to the souce list again now that they have resumed operation under new ownership.

For full information and entry blank for this year's Postal Championship, requests (with a business size S.A.S.E.) should be addressed to:

Robert Thompson
466 (#41) Broadway
Chula Vista, CA 91910

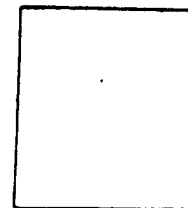


LATEST FAC PLAN PACK

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

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

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



FAC Postal Contests

Another postal contest has gone by and here are the final results. Congratulations to the winners. They will all get credit for a "Kanone" and advancement on the "Kanone" list. Well done Skysters!

OUTDOOR PEANUT

Pilot	Plane	Time
1. Scot Dobberfuhr	Farman 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. Frank Hirleman	Farman Mosquito	0:59
11. Tom Hallman	Martinsyde Buzzard	0:56
12. Jim Lehrman	Lacey M-10	0:44
13. Dave Stott	Lacey M-10	0:37
14. Steve McKeown	Great Lakes Trian.	0:26
15. Frank Hirleman	Cougar	0:26

INDOOR PEANUT

Pilot	Plane	Time
1. Jack McGillivray	P-51B Mustang	2:50
2. Gordon Roberts	Lacey M-10	1:53
3. Doc Martin	Ford 2AT	1:47
4. Sid Gilbert	Lacey M-10	1:45
5. Stu Weckerly	Stout 2AT	1:44
6. Newt Bollinger	Cougar	1:39
7. Scot Dobberfuhr	Santos-Dumont	1:32
8. Rich MacEntee	Lemberger	1:19
9. Rich MacEntee	Waco "E"	1:19
10. Randy Osborne	Found	1:18
11. Eric Osborne	Taylorcraft	1:15
12. John Barker	Piper J-3	0:52
13. Bob Shaw	Dayton-Wright	0:35
14. J. Polento	Ableson	0:32

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. Al Lawton	Fairey Firefly	1:31
5. Frank Hirleman	Jungmeister	1:15
6. Ed McQuaid	JU-87 Stuka	0:36
7. Steve McKeown	SM-55X	0:34

GEORGE BREDEHOFT JU-87 STUKA 5:30

INDOOR NO-CAL

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. Al Lawton	Mr. Smoothie	2:38
6. F. Kent LeMon	Maule M-5	2:11
7. Frank Hirleman	Maule M-5	2:10
8. F. Kent LeMon	Vought Corsair F4	1:21
9. David Duganne	Piper Vagabond	1:13
10. Dave Stott	Bleriot 110	1:09
11. Doc Martin	Dayton-Wright	1:09
12. Walt Leonhardt	Grumman Hellcat	0:44

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. Dave Stott	Great Lakes Train.	4:43	Comet
4. Scot Dobberfuhr	Corben Super Ace	2:13	Comet
5. Doc Martin	Caudron	2:04	??
6. Scot Dobberfuhr	Supermarine Sparrow	1:34	Psuedo
7. Frank Hirleman	Bellanca Skyrocket	1:28	Guillow
8. Dave Stott	Laird Limousine	1:15	Airdevil
9. Dave Stott	Aero Ind. Tec. Tr.	1:15	Airdevil
10. Dave Stott	Pitcairn Fleetwing	1:06	Airdevil
11. Tom Hallman	Fokker D-7	1:01	Comet
12. Dave Stott	Ryan Dragonfly	0:59	Megow
13. Dave Stott	Aeroneer	0:57	Comet
14. Dave Stott	Solar MS-1 Tran.	0:56	Airdevil
15. Scot Dobberfuhr	Messerschmitt 109	0:55	Comet
16. Dave Stott	Vought Kingfisher	0:53	Airdevil
17. Dave Stott	Luscombe 50	0:51	Comet
18. Dave Stott	Fairchild 24	0:46	Airdevil
19. Dave Stott	Fokker B-1	0:45	Airdevil
20. Dave Stott	Fairchild Pilgrim	0:44	Airdevil
21. Dave Stott	Morane Sauln. 325	0:40	Dallaire
22. Dave Stott	Stinson 105	0:35	Comet
23. Walt Leonhardt	Wiley Post "A"	0:33	Comet
24. Dave Stott	Aeronca Seaplane	0:30	Comet

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	??
6. F. Kent LeMon	Mr. Smoothie	0:57	??

PHOTO PAGE

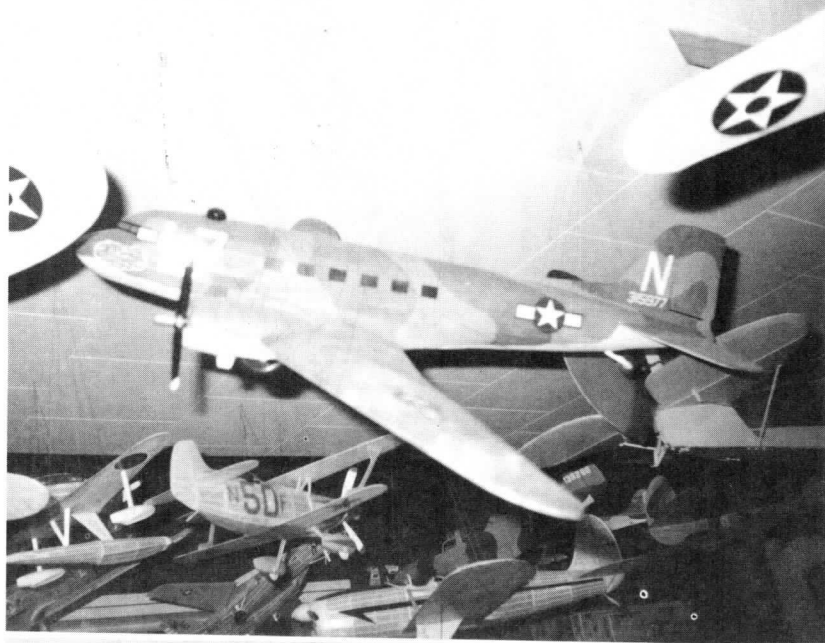
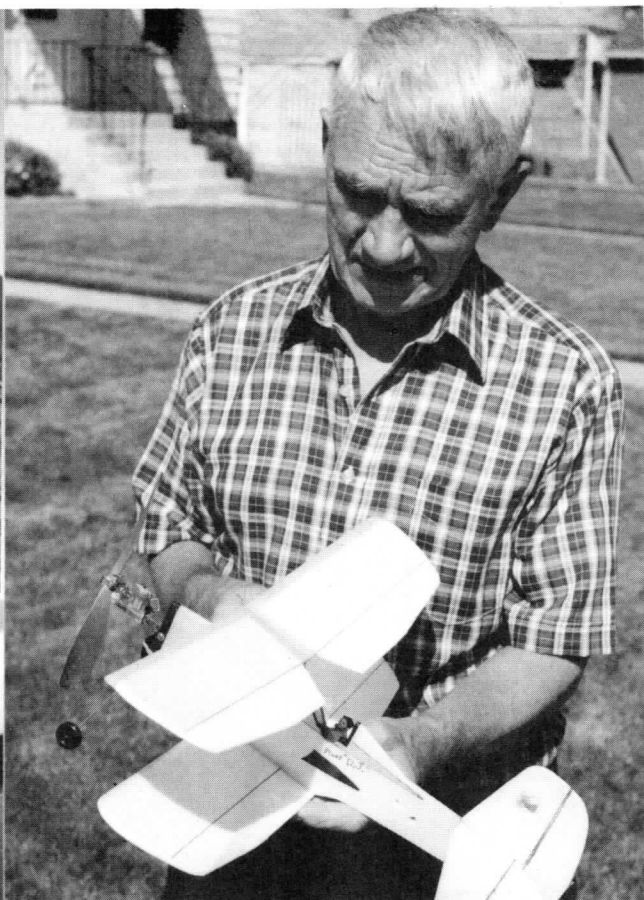
Left column; Herb Kothe's wife displaying Herb's new Jimmie Allen "Blue Flash". Should be another winner for Harb. His pic.

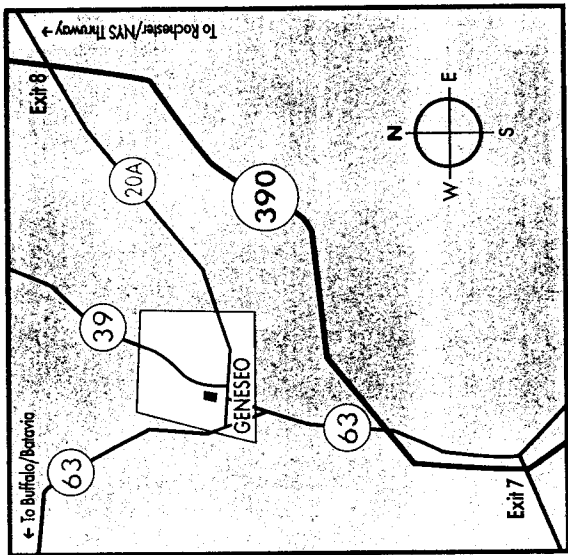
Bill Melvin is quite a prolific builder. Look at all those good looking models. Photo by Bill.

Here is our "Keeper" of the "Kanones", Ross Mayo with his Micro-X Farman Mosquito. Lin Reichel photo.

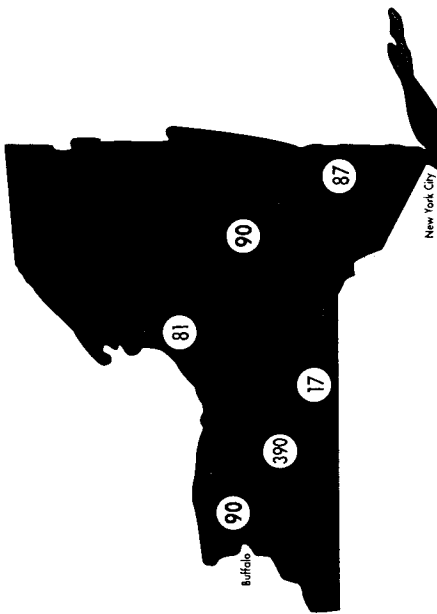
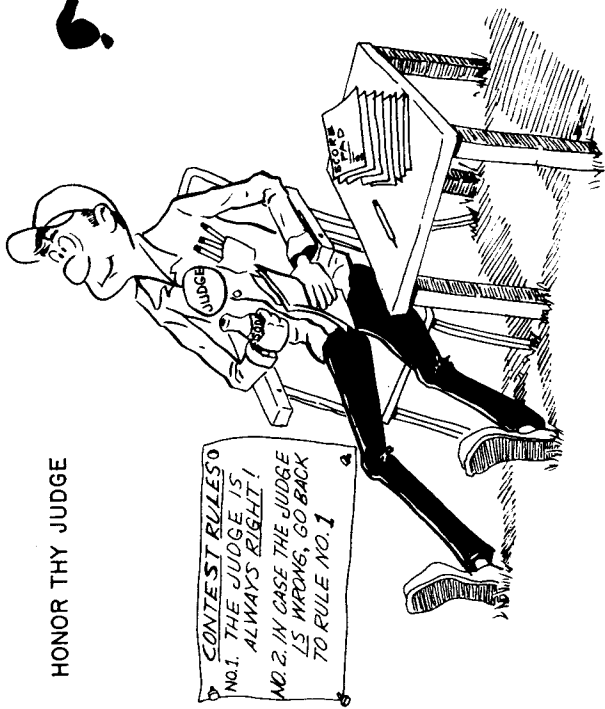
Right column; Dennis Ruhland sent this pic of his Father, Ed with his fine flying foam profile model.

Here is the late John Low preparing his Peanut Piper for another flight. Photo from Fred Wunsche.

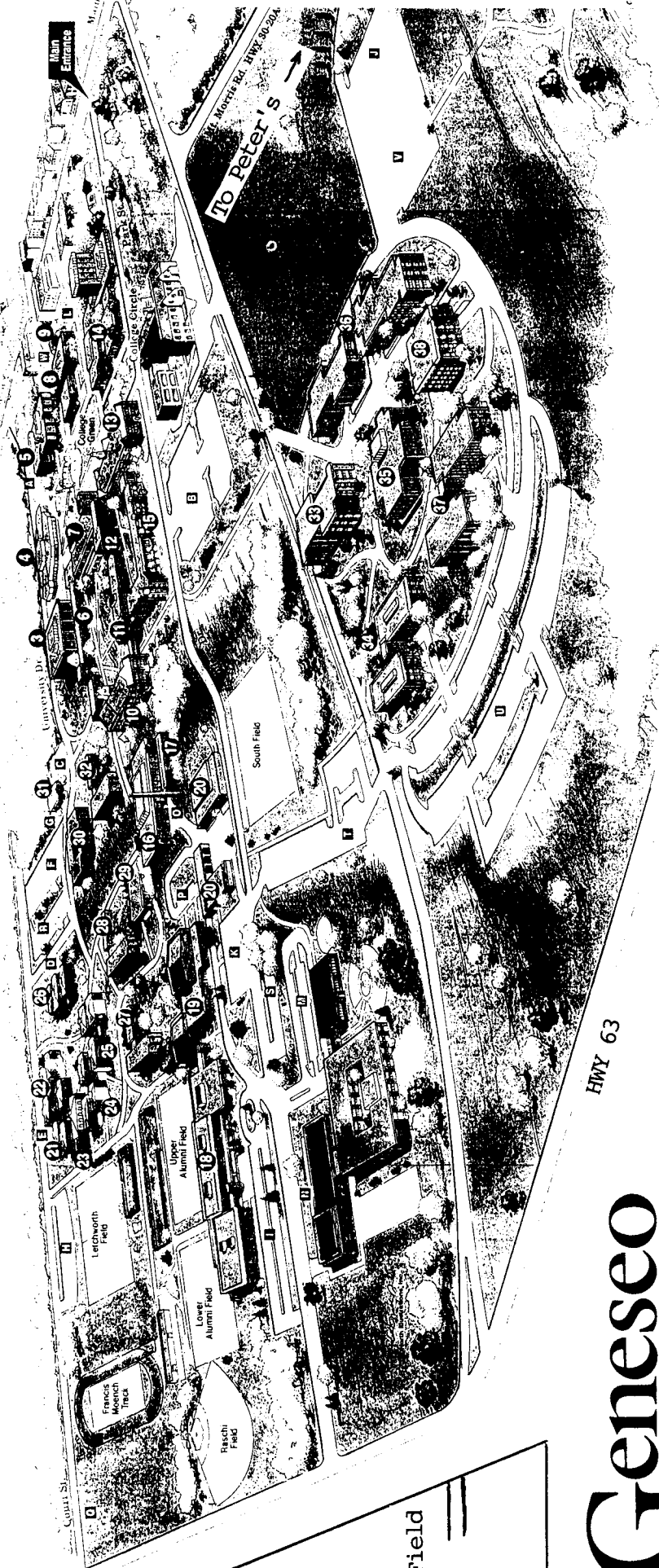




HONOR THY JUDGE



For those of you staying in the dorms, it is the Nassau Hall, #34 on the map.



HWY 63

Geneseo

Flying Field

Dayton Sector Skirmish

Sponsored by

McCook Field Squadron F.A.C.

Events

- 1 F.A.C. Scale
2. Peanut Scale
3. Embryo Endurance
4. Watson Unlimited Challenge
5. Electric O.T.
6. Power Scale
7. Jimmie Allen
8. Dime Scale
9. No-Cal
10. O.T. Rubber
11. Catapult Glider
12. W. W. I Dogfight
13. W.W. II Combat
14. ***And introducing Electric No-Cal ***



Located at Wright Field (Wright-Patterson A.F.B.)

Dayton Ohio

June 17, 2000

Entry Fee \$10.00 for one or all events. Juniors free. A.M.A. license required. Contestants please register with the C.D. by 1 June so you can gain admittance to the field.

C.D. Frank Scott
6633 LeFevre Rd
Casstown Ohio
45312

Phone 937-335-3057

CORRECTION!!!

Several issues ago we ran a plan for the Jones S-125 that was kitted by the Burd Model Co. This plan was enlarged from its original size which we were unaware of at the time. The correct size should be at 16" wingspan if you want to build it in the correct size.

* * Rubber Prop Pitch Change * *

Mumbo Jumbo # 96 from the pen of the Glue Guru

Salutations, disciples! Today we shall contemplate the results of a series of tests conducted with rubber prop pitch as a variable.

Long curious as to what difference prop pitch made to overall endurance, I prepared a ground adjustable variable-pitch prop, mounted it upon a favorite old Jumbo (De Havilland Moth Minor, 39 inch span)—one with well known flight times—and tested a wide range of pitch angles. To assure a comparative basis, all flights used motors wound to half the handbook value of permissible turns (roughly 30 seconds).

The reduced turns were intended to minimize thermal influence on the results and prevent rubber motor fatigue, permitting flight after flight without flyaway or a lessening of motor energy. Unhappily, winding to a more realistic 75 or 85 % does seem to entail a performance loss after about four flights; 50% does not. Every prop change was flown three times, with flight times averaged over the group of three.

The issue of re-trimming was handled with a compromise—no major changes were permitted, such as shifting ballast, or introducing washout. On the other hand, rudder and tail tabs (already present) could be tweaked and downthrust varied. Trimming flights weren't counted, but the extremely stable design (in-line engine, low wing monoplane, well streamlined, large tail, small rudder) required only a few.

What was learned? The range tested ran from 20 deg. of blade angle to 50, or the spread between plastic props (roughly 20+ to indoor (roughly 45+). At the 20 deg. end, climb was strong but of short duration, leaving the model poised at considerable altitude, ready to sample whatever buoyancy could be found. However, if the air was dead, the overall duration was lowest. The main value of 20 deg. is to produce good climb—even with reluctant, overweight models. Perhaps kit manufacturers like 20 because it enlivens those dull klunkers they seek to foist upon us. Aside from short overall duration, 20 required the most re-trimming to handle the output—a short burst of high thrust.

At 45, thrust is small but of long duration. Given truly dead air, this setting will yield the longest duration. Climb is low, perhaps only 10 feet, implying almost no glide, but the slowly turning prop goes on and on, piling on the seconds. The catch here is partly one of boredom—most of us prefer to see a sprightly climb—and partly of a thrust so small that any stray gust becomes a problem, contending for the right of way.

At 50 flight itself becomes problematical, even at launch when torque is a maximum. After several crashes at launch, I realized that launch technique must be altered to suit the slowly accelerating prop. Instead of the usual simultaneous heave-while-releasing-the-prop, it's necessary to let the prop come up to speed and then, seconds after first releasing the prop, to send the model off. All things considered—not recommended.

The best all around setting proved to be good old 30 deg., as given us by Earl Stahl and still advocated by current Wakefield fliers. A compromise setting, it offers a decent climb and so a chance to meet a thermal, along with a fairly long prop run, if one doesn't. As for the difference between an optimum blade setting and a mediocre one, extrapolated to full contest power (85% handbook turns) for a basic 60 second flier, the answer is about 12 seconds. In other words, the ability to change blade angle, through a variable pitch mechanism, will add significantly to flight time. As to whether it's worth the fuss, much depends on how badly you want to win...

3rd ANNUAL EMPIRE STATE INDOOR CHAMPS

NOVICE NO-CAL

Here are the results of the Empire State Indoor Champs sponsored by the Western New York Free Flight Society and the Flying Aces Club, GHQ. Fifty five Skysters were entered and had a great time flying in that marvelous facility, the Ralph C. Wilson, Jr. Fieldhouse, the home of the Buffalo Bills of the National Football League.

Pilot	Plane	Time
1. Jim McBride	Taylorcraft	199
2. Ron Bauer	Hellcat	161
3. Ron Bauer	PT-19	135

WORLD WAR II

Pilot	Plane
1. Jim Buxton	P-51A
2. Greg Gallo	Ki-61 Hein
3. Rich Miller	Spitfire
4. Ray Edgecomb	P-51B
5. Jim Detar	Barracuda
6. Jack McGillivray	P-51B

THOMPSON/GREVE RACE

Pilot	Plane
1. Jack McGillivray	Mr. Smoothie
2. Bob Fisher	Jack Rabbit
3. Jim Detar	Floyd Bean
4. Bob Clemens	Keith-Rider R-2
5. Greg Gallo	Floyd Bean

GOLDEN AGE SCALE

Pilot	Plane	Time
1. Jack McGillivray	DH Moth Minor	360
2. Jim Lee	Taylorcraft	360
3. Bill Henderson	FW-A17	336
4. John Marett	Leopard Moth	286
5. Don Steeb	Supermarine Spar.	283
6. Jim Detar	Taylorcraft	254

DIME SCALE

Pilot	Plane	Time
1. Rich Miller	B.A.T. Monoplane	363
2. Don Steeb	Wiley Post	338
3. Jim Detar	Natkinson Dingbat	254
4. Bob Clemens	Curtiss Falcon	247
5. Bill Henderson	Supermarine Spar.	200

NO-CAL SCALE

Pilot	Plane	Time
1. Chuck Slusarczyk	Cassutt	17:34
2. Don Slusarczyk	Cassutt	16:33
3. Don Steeb	Mr. Smoothie	16:31
4. Don Steeb	Folkerts	15:04
5. Bill Henderson	Hosler Fury	9:28
6. David Barker	Fike	5:00
7. Jack Barker	LaVochkin LA-5	4:09
8. Bill Henderson	Fury	3:17
9. Richard Wizemann	Fike	1:37

BOSTONIAN

Pilot	Time
1. Rich Miller	726.76
2. Bob Clemens	551.76
3. Greg Gallo	431.25

ELECTRIC DURATION

Pilot	Time
1. Jack McGillivray	20:50
2. Clarence Hurd	7:39
3. Anthony Nguyen	4:04
4. Jim McBride	3:43
5. Don Steeb	1:52
6. Bob Clemens	1:17

EASY "B"

Pilot	Time
1. Don Slusarczyk	23:32
2. Vladimer Liuarnc	20:41
3. Fred Tellier	19:32
4. John Marett	18:38
5. Ben Saks	15:18

MINI-STICK

Pilot	Time
1. Vernon Neff	11:05
2. Fred Tellier	10:21
3. Don Slusarczyk	10:14
4. P. Olshefsky	9:48
5. Ken Mark	9:23
6. Stu Weckerly	8:31
7. Underkofler	7:23
8. Jim Buxton	6:36
9. Smith	4:16
10. David Barker	3:50
11. Ray Harlan	3:31

CATAPULT GLIDER

Pilot	Time
1. John Marett	122.7
2. Stu Weckerly	118.6
3. Pete Olshefsky	108.8
4. Ray Harlan	107.9
5. Don Slusarczyk	106.4
6. Rich Miller	101.1

LIMITED PENNYPLANE

Pilot	Time
1. Vladimer Liuarnc	12:40
2. Stu Weckerly	12:36
3. John Kagan	12:28
4. Don Slusarczyk	11:36
5. Chuck Slusarczyk	11:31
6. Fred Tellier	11:22
7. Wayne Johnson	11:08
8. Pete Olshefsky	11:06
9. Brian Johnson	11:04
10. Alex Johnson	10:40
11. Ben Saks	10:00
12. Jack Archibald	9:34
13. Terry Jenkins	9:21
14. Steven Bard	8:35
15. Vern Hacker	7:25
16. J. Sonnenmeier	7:01
17. Andres Rodrigues	4:00

3rd ANNUAL EMPIRE STATE INDOOR CHAMPS

FAC PEANUT SCALE

Pilot	Plane	Flight	Scale	Bonus	Total
1. Bill Henderson	Bleriot VII	82.5	53	10	145.5
2. Jim Buxton	Miss Ashley	82.5	51	10	143.5
3. Rich Miller	Volksplane	76	49	10	135
4. Jim Lee	Lacey M-10	79.5	54	0	133.5
5. Greg Gallo	Cougar	75.5	52	0	127.5
6. Greg Gallo	Floyd Bean	75.25	46	5	126.25
7. Stu Weckerly	Stout 2AT	82.5	43.5	0	126
8. Don Steeb	Fike	63.5	56	0	119.5
9. Jim Detar	Floyd bean	62	52	5	119
10. Vernon Neff	Eindecker	63.5	50	5	118.5
11. Jim Detar	Fairey Barracuda	63.5	47	5	115.5
12. Bob Clemens	Currie Wot	52	--	15	67

FLYING ACES SCALE

Pilot	Plane	Flight	Scale	Bonus	Total
1. Jack McGillivray	SE-5 Replica	80	58	15	153
2. Jim Lee	Lacey M-10	82.5	53	0	135.5
3. Don Steeb	Skyrider	82.25	47	5	134.25
4. Bob Clemens	Farman Moustique	65.5	57.5	5	128
5. Jim Detar	Watkinson Dingbat	66	49	10	125
6. Jack Barker	Piper PA-16	70.5	49	0	119.5
7. Jim Detar	Westland Woodpigeon	32	48	15	95

FAC POWER SCALE

Pilot	Plane	Flight	Scale	Bonus	Total
1. Don Steeb	Waco SRE	82.5	58	0	140.5
2. Jack McGillivray	Aeronca Low-Wing	82.5	54.5	0	137
3. Bob Fisher	Lacey M-10	78	29	0	107

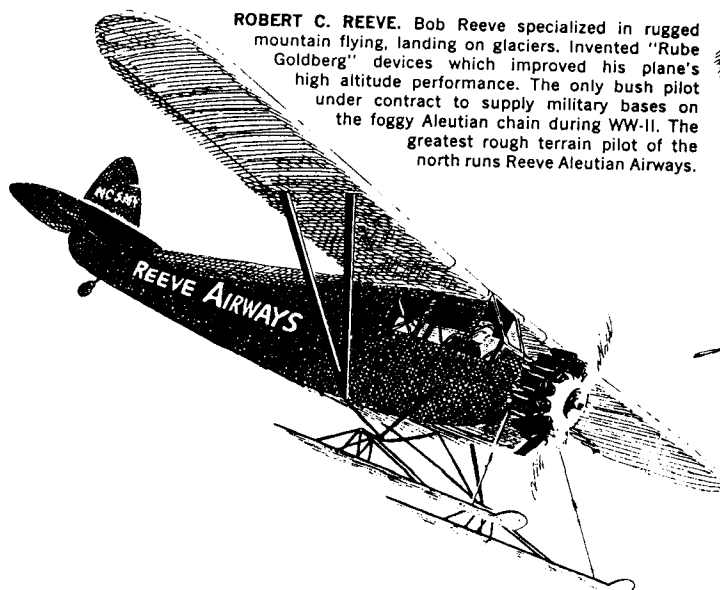
jetex No-Cal

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.
9. Must have cable/wire attaching motor to model or motor mount. (To comply with AMA safety code. Small metal fishing leads work great.)

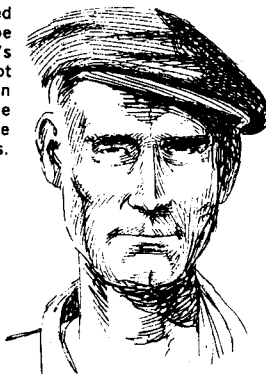
FAMOUS ALASKAN BUSH PILOTS

Refuting the old adage Alaska produced pilots who were both bold and old . . . they got that way because they were good at their job. Here are four outstanding examples.

By BILL FEENY



ROBERT C. REEVE. Bob Reeve specialized in rugged mountain flying, landing on glaciers. Invented "Rube Goldberg" devices which improved his plane's high altitude performance. The only bush pilot under contract to supply military bases on the foggy Aleutian chain during WW-II. The greatest rough terrain pilot of the north runs Reeve Aleutian Airways.



In his novel Valley of Thunder, Rex Beach described Reeve's red Fairchild 51 as having floorboards of old grocery crates (labels still on), gouged wood-work, latch repaired with baling wire, spring coils protruding from the torn leather seat, a piece of sandpaper tacked to the side to strike matches on, a tide table hanging from a peg. It would give today's FAA Inspector quite a shock. Five placer was powered by 300 hp Pratt & Whitney Wasp Junior.

12

TERRY

AND THE PEANUTS

MORE RELATIVELY UNKNOWN MEMBERS OF THE FLYING ACES CLUB

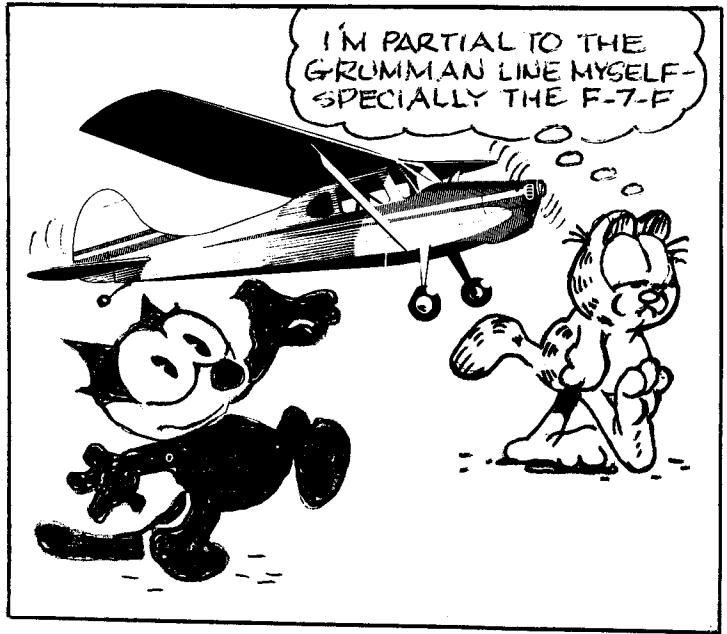


JEEZ, THESE COMET TEN-CENTERS PLANS ARE HARD TO UNDERSTAND-

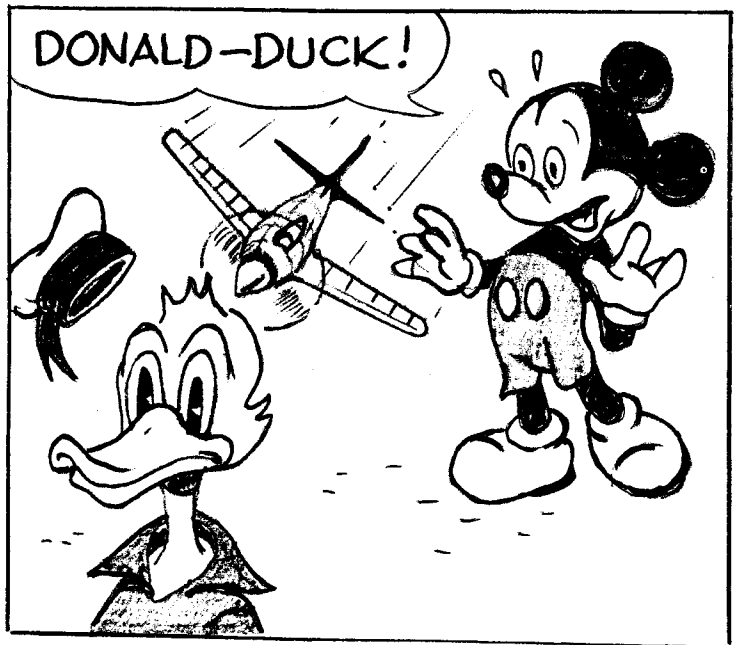


EFFEN' YO' WARNT SO LAZY, LIL ABNER, YO CUD ENJOY BUILDIN' A MODEL, TOO -

I'M ENJOYIN' YORE BUILD, DAISY MAE!



I'M PARTIAL TO THE GRUMMAN LINE MYSELF- SPECIALLY THE F-7-F

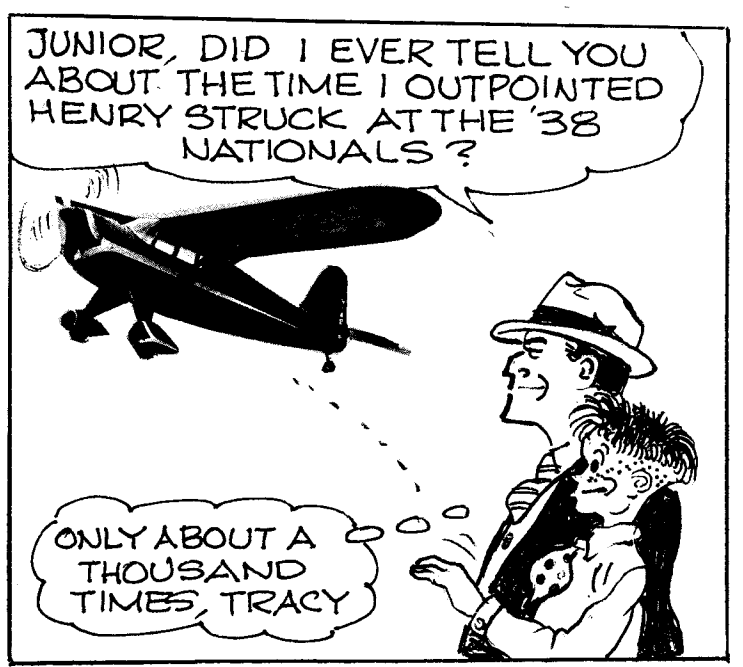


DONALD-DUCK!



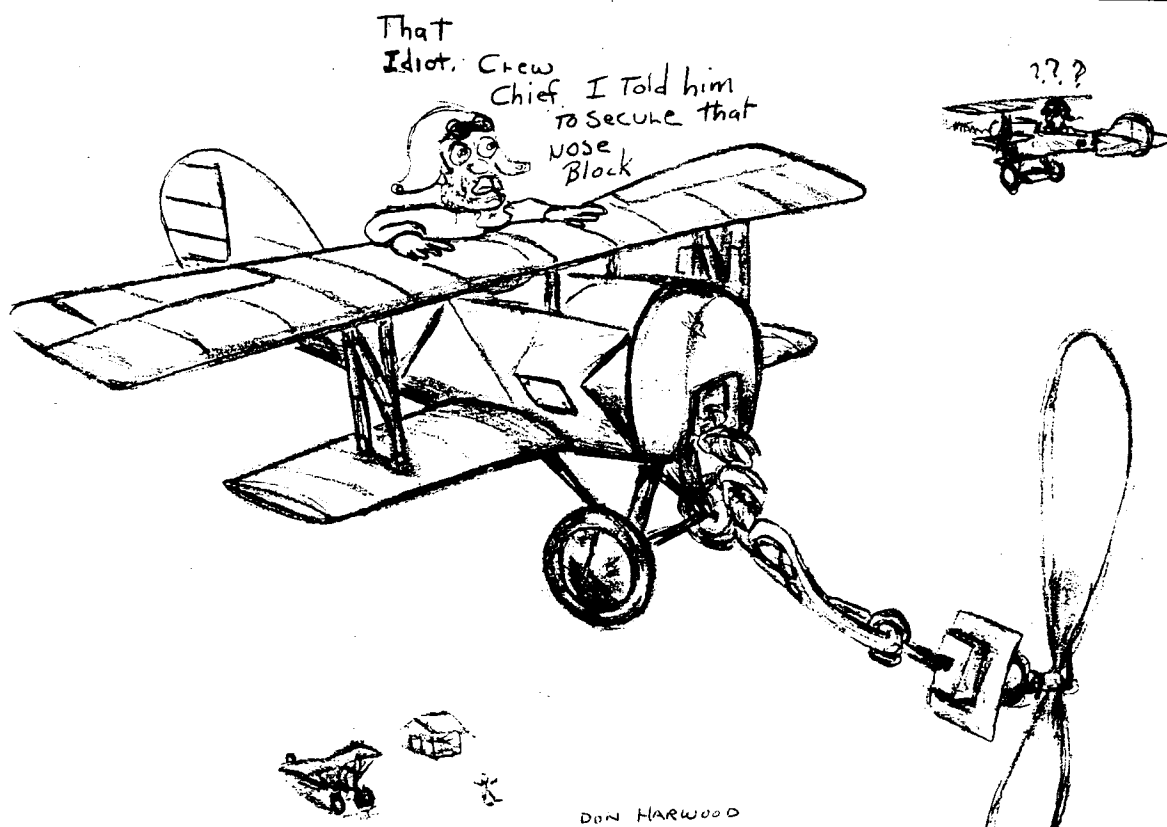
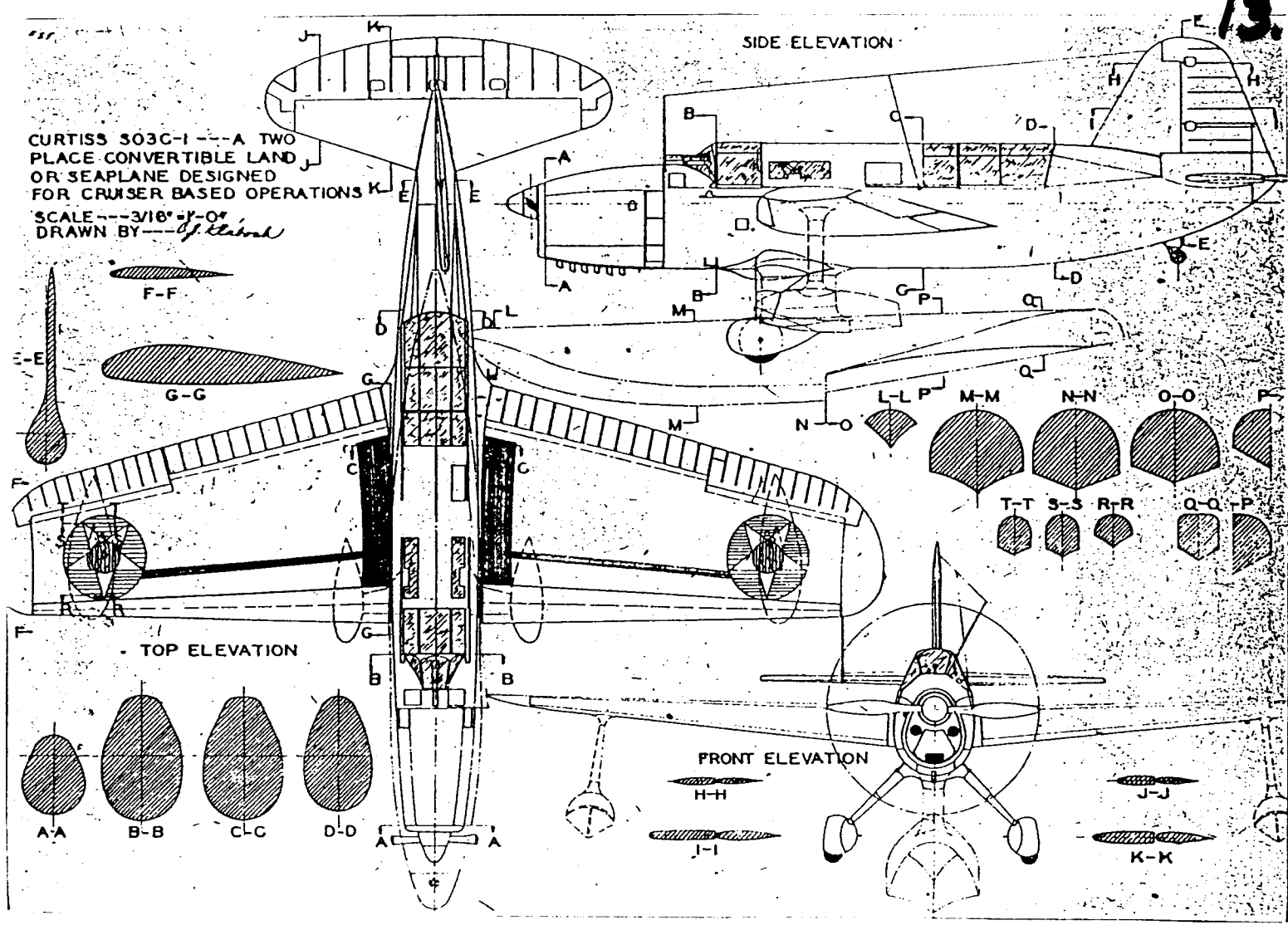
CEST LA GUERRE! KEEP ON SMILING, JACK

WW II COMBAT- PHOOEY!



JUNIOR, DID I EVER TELL YOU ABOUT THE TIME I OUTPOINTED HENRY STRUCK AT THE '38 NATIONALS?

ONLY ABOUT A THOUSAND TIMES, TRACY



THE GOLDEN AGE
by
Fran Ptaszkiewicz

In the early 1930's information concerning the latest of military (export) observation attack airplanes was hard to come by. However it was said that the Curtiss "Falcon" was a high performance attack airplane then in use by most of the leading countries of Latin America and also used less extensively by our own United States Army Air Service.

The new "Export Falcon" showed a tremendous improvement over its predecessor which first appeared in 1924. The old designs were very popular and with good reason, for at that time it was reported this airplane would beat anything in the two-seater category for speed and utility. Proof of the prominent position which they held was attested to, by the fact that over 400 of them had been manufactured by the Curtiss company for use by the various branches of our military forces and also for several foreign governments.

The old Falcons, those built in 1924, were still in trustworthy flying condition and were largely responsible for carrying the mail in the U.S. governments new airmail policy. This policy created by the Contract Air Mail Act, also known as the Kelly Act which was passed in Feb. 1925.

The new "Falcon's" wing cellule's (as they were sometimes called) or lifting panels were of the single-bay biplane arrangement and had a pronounced swept-back upper wing. Structure of this unit being composite, being of both wood and metal, fabric covered.

The fuselage was constructed completely of duraluminum tubing built on what was called the Pratt and Warner twin type and having firmly riveted joints. An all-steel engine mount was held in position by four taper pins and could be easily and quickly detached from the main portion of the fuselage frame. Which led to easy servicing and engine change.

Power was supplied by the increasingly popular Wright "Cyclone" 700 h.p. radial air cooled engine. A Curtiss speed ring completely enclosed the engine and aided in forming a smoothly flowing fuselage throughout the full length of the airplane.

An effort had been made to provide comfort for the crew by the addition of what were then describe as ample windshields and side panels surrounding the cockpits. With the mail being carried by some of these new "Export Falcons" the flyers would appreciate the protection against the fierce cold of winter days and high altitudes, however they would envy the commercial pilots of the air mail system who travelled in luxurious comfort of steam-heated air line cabin planes

The new design was equiped with one synchronized forward firing machine gun, firing through the propeller disc and a flexible machine gun in the rear cockpit, which could be swung in a wide angle in focusing on an enemy aircraft. In time of war that large radius of action will be another comfort to the occupants, so said an old newspaper clipping.

Should the necessity arise the lower wings may be equipped with bomb-racks, in which case a wide range of bomb sizes and weights can be accomadated. Installation of the bomb racks would mean a sacrifice of some degree of speed, but would be useful in case an attack on some ground object would be necessary.

15.

Apparently with the thought in mind of being prepared for rather rough air field activities the designers of the new "Falcons" had designed an unusually stout landing gear. This large gear however, was excellently streamlined and well in proportion to the rest of the aircraft.

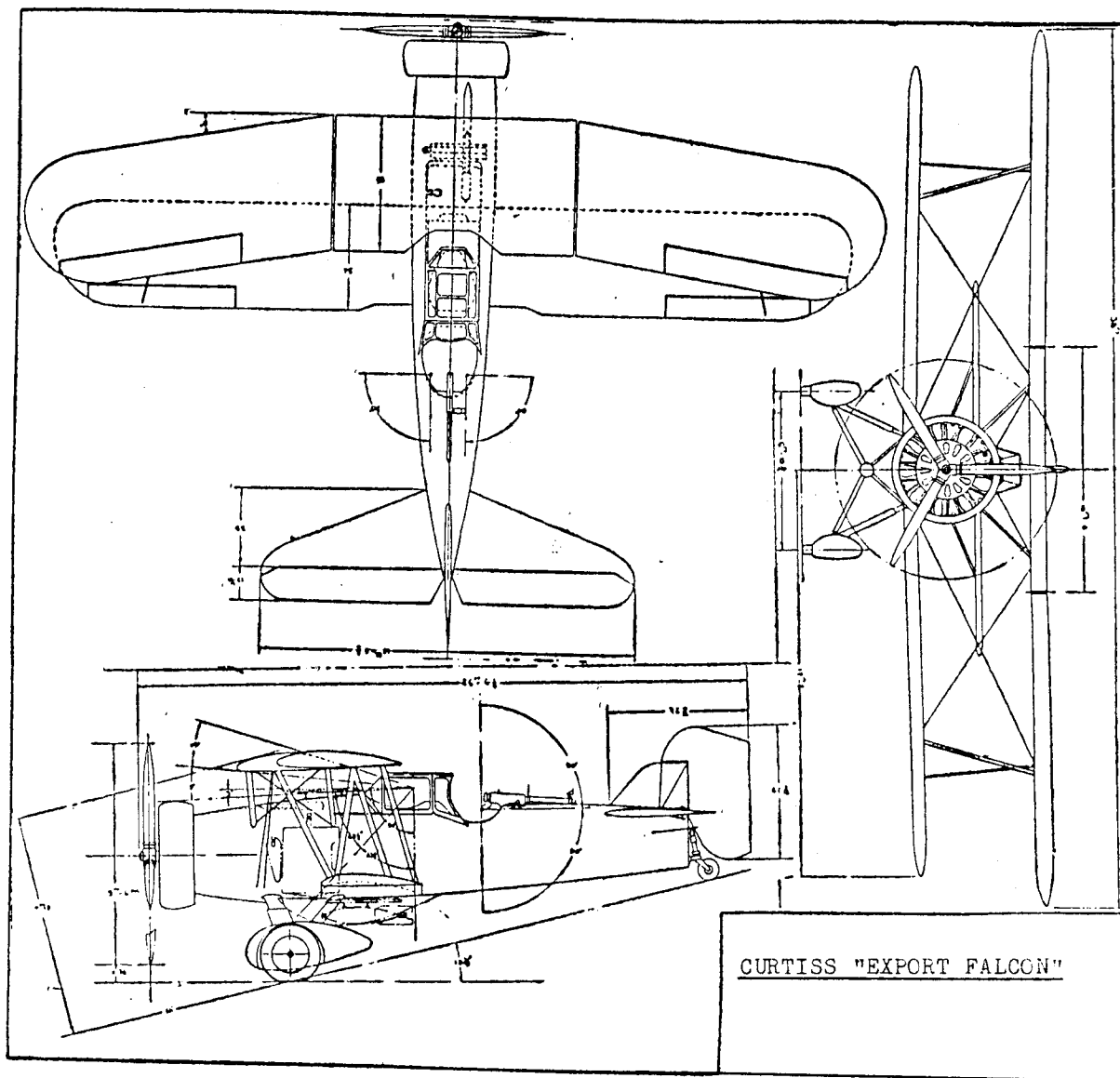
A set of twin floats could be installed for over water work with of course the loss of speed which the floats would set up.

The wingspan of the upper wing was 38 ft. and the fuselage length was 26 ft 6 in.

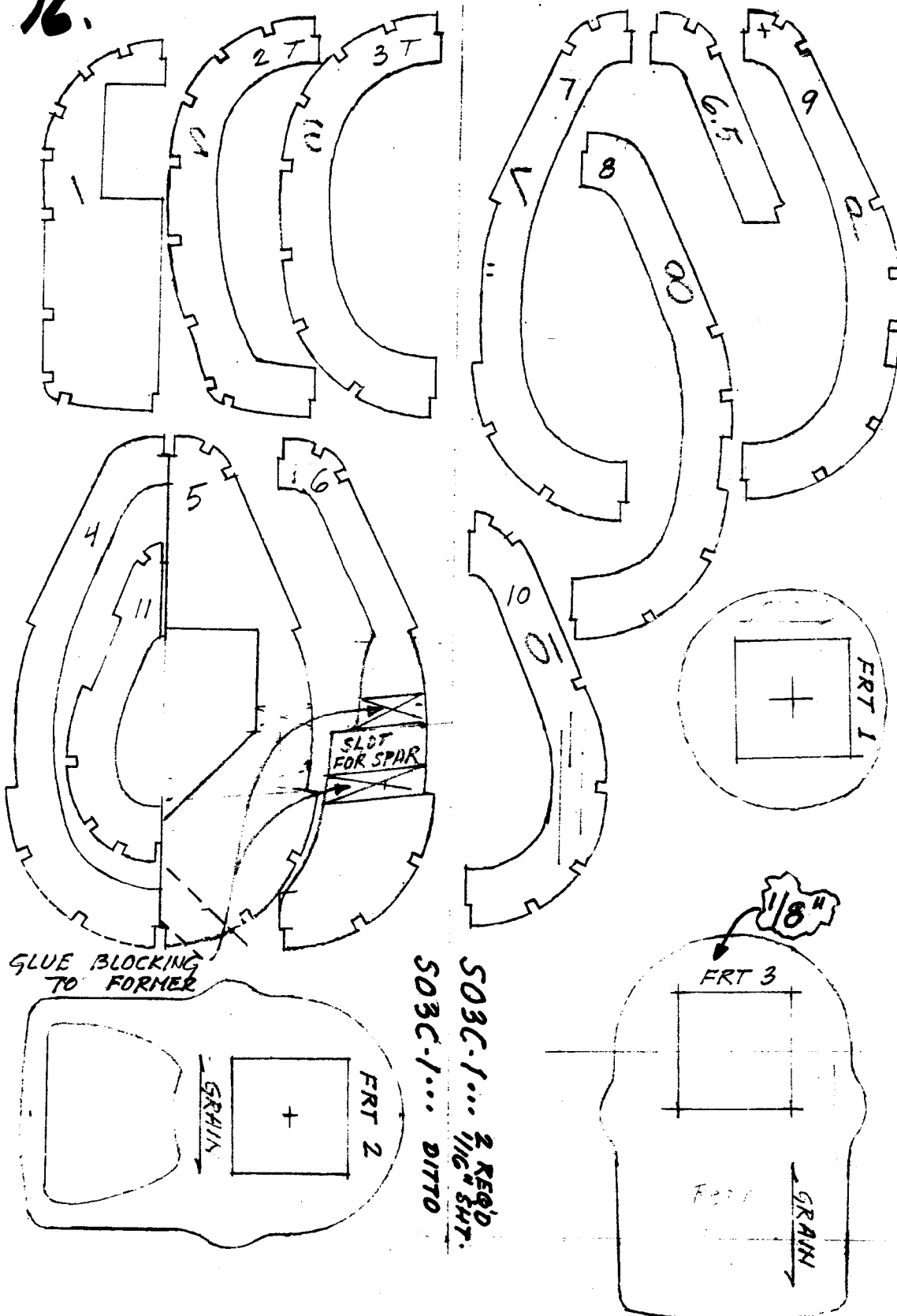
An excellent three view drawing may be found in an old copy of Wylams Scale models book.

Megow Models had a kit for a rubber powered model of 12 in span, Dime Scale.

Another good plan of the Curtiss Export Falcon is available from the Golden Age Plan service and is a copy of an old Dallaire Model Aircraft Company kit drawing.

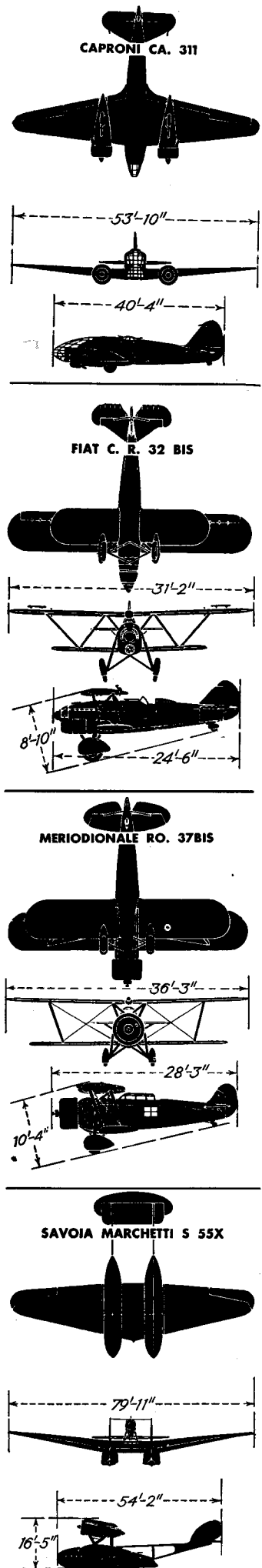


16.



GLUE BLOCKING
TO FORMER

SO3C-1... 2 REQD.
SO3C-1... 1/16\"/>



MODEL WARPLANES!

Vol. 3-Axis
Vol. 5-Jet Age

4,000 plans and kits only \$1.00 ea.
and \$3.00 postage and handling.

John C. Fredriksen
461 Loring Ave.
Salem, MA 01970

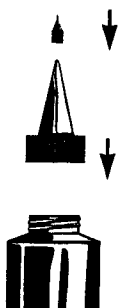


NOTES FROM THE WORKBENCH

By Dave Stott



One of the toughest tasks for the scale modeler has been to do lettering in white over a surface of dark doped or lacquered tissue. Pentel has put an end to it all with their new gel roller pen. White was tested over a color lacquered tissue surface with good results. It does not bead up, can be wiped away if you want to redo it, and is sealed by an overcoat of clear lacquer that can be sprayed or even brushed on in one quick pass.



Tip-Pen
Essentials

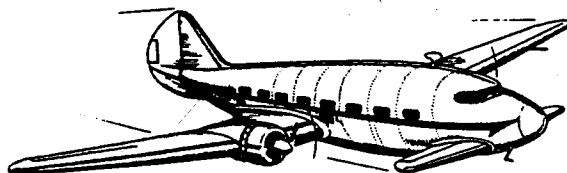
CONTAINS: 15mm extension cap fits most fabric paints, 1-1oz. and 1-4oz. bottles with extension caps, 4 metal tips (assorted sizes), 4 cleaning wires

Details of a good kit for dispensing glue are shown at the left. The bottles are made of that translucent milky white plastic that is impervious to acetone based glues. The inside diameters of the four glue tips are .036, .027, .022, and .016. Available in craft shops for about \$8.00 per kit. Indoor builders delight, I'd say.

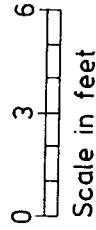
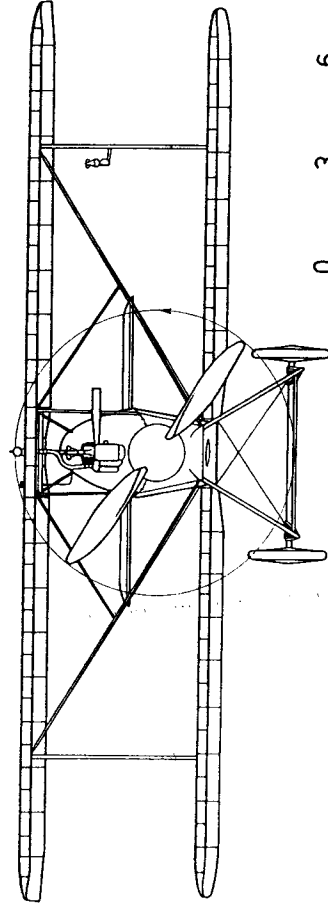
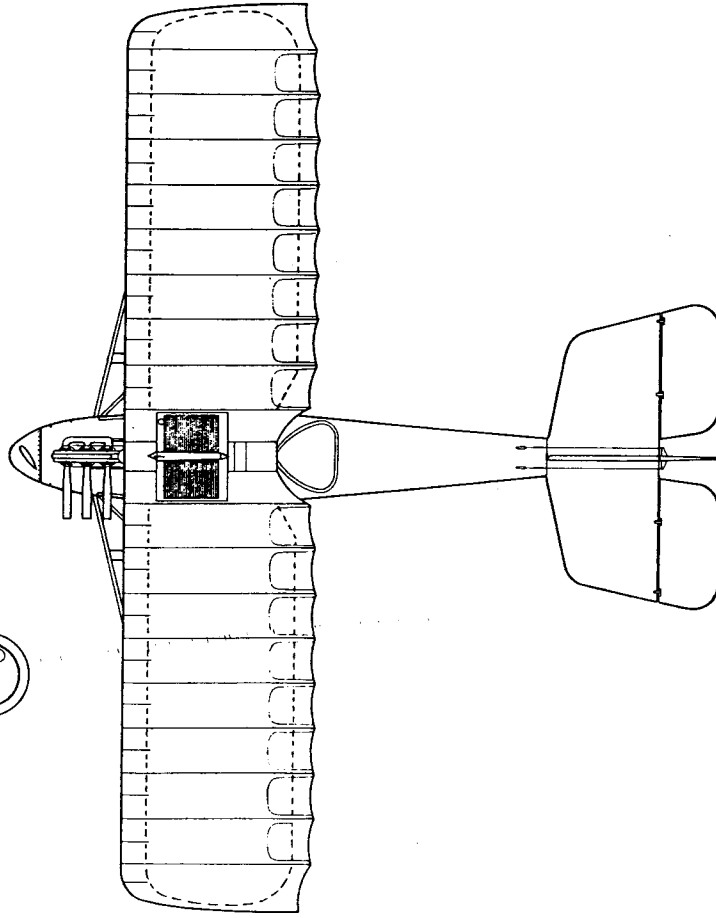
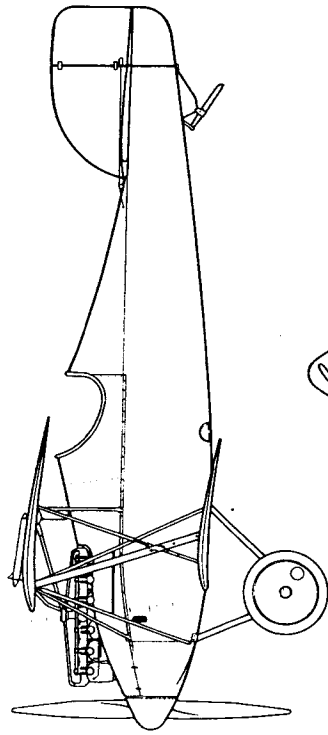


If you clean your brushes with dope thinner or acetone you have probably noticed the high rate of evaporation with screw top caps. Try a cork instead. The evaporation rate is reduced to about 1/3. Corks can be found in a wide variety of sizes at craft shops. You might even experiment with cork to serve as a nose plug. The initial fitting must be close, but the fit is maintained over a much longer period than wood. Probably less shrinkage.

If your local craft shop has no corks, you might try checking under the table of the flyer's mess pictured left. Wait 'til the "morning after", of course. We wouldn't think of interrupting a toast to the Red Barron, or President Wilson!



Lockheed Canard transport (US). Experimental design which never went beyond drawing stage because of war.



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 flintjier@buffnet.net so I can fill you in on all the good news.
See you on July 8, 2000!

Thanks! Dan Flintjier

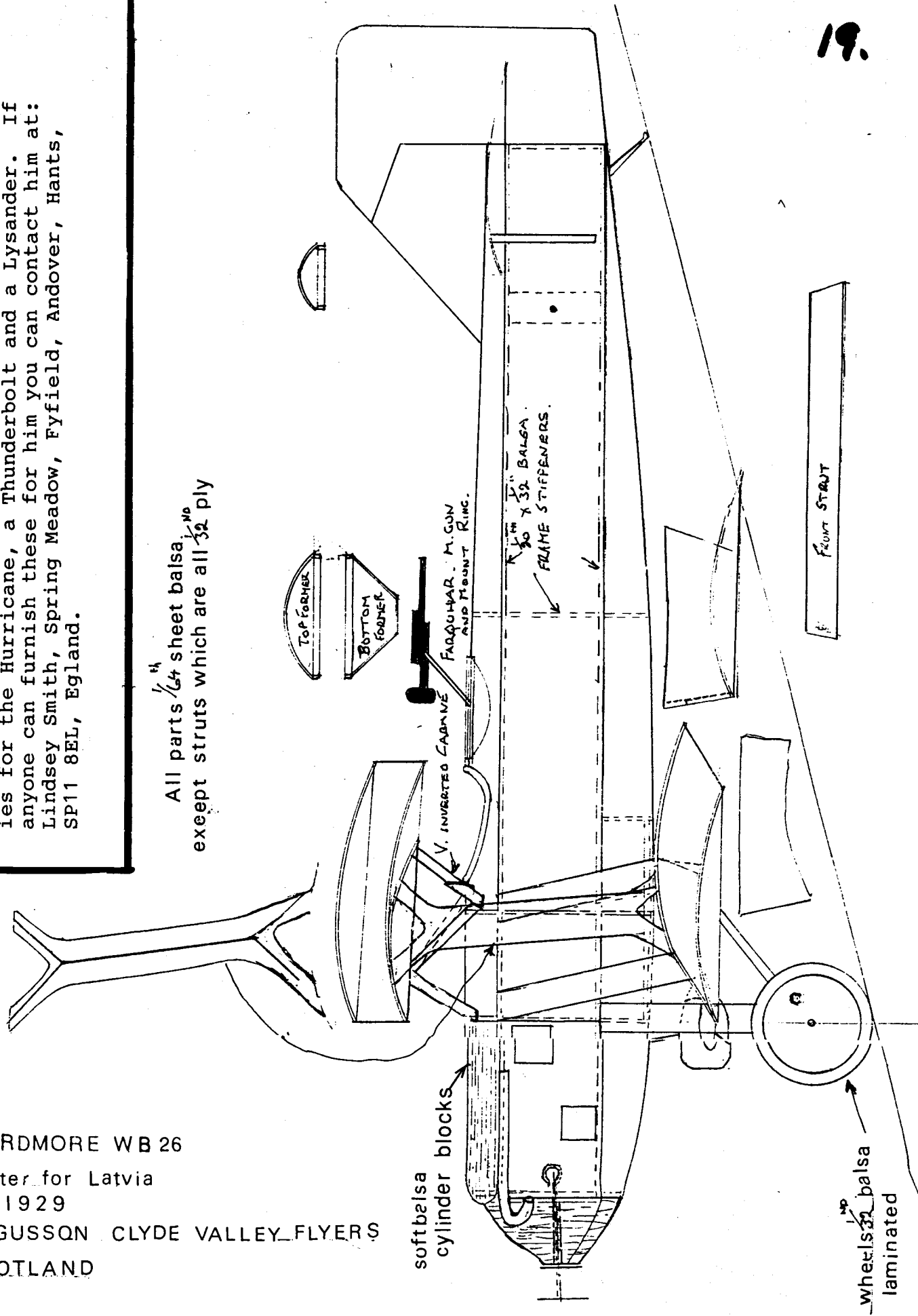
WANTED: Kiel-Kraft Model Co. of England produced a series of World War Two aircraft in the range of 27 inch wingspan. Lindsey Smith of England is looking for plans of that series for the Hurricane, a Thunderbolt and a Lysander. If anyone can furnish these for him you can contact him at: Lindsey Smith, Spring Meadow, Fyfield, Andover, Hants, SP11 8EL, England.

All parts $\frac{1}{16}$ sheet balsa, $\frac{1}{16}$ except struts which are all $\frac{1}{32}$ ply

BEARDMORE WB 26

Fighter for Latvia
1929

by JOE FERGUSSON CLYDE VALLEY FLYERS
SCOTLAND



FRONT STRUT

soft balsa
cylinder blocks

wheels $\frac{1}{32}$ balsa
laminated

19.

9th ANNUAL WORLDWIDE POSTAL COMPETITION

for OLDTIMER/VINTAGE RUBBER & GLIDER DESIGNS

The purpose of this postal competition is to encourage friendly participation between aeromodellers worldwide, with events for gliders and a wide variety of rubber powered designs, authenticated to have been flying outdoors prior to December 31st. 1950 even though plan publication may have been of a later date in any kit, commercial magazine, SAM publication, club newsletter or other source.

Flights may be made outdoors between **June 1st. 2000** and **January 14th. 2001**, inclusive; it is not mandatory that all flights in any event be made upon the same day but each is to be pre-nominated to a timekeeper as an official contest flight. The format is for three or more flights, as required, to a specified maximum; after three maximums then further flyoff flights will be made with the maximum increasing by 30 second increments until the model fails to reach the duration target for that flight. Final score will be the total of all flights, recorded in seconds. Flights exceeding 20 seconds are 'official', other than in Catapult Glider. The 20" OT/Vintage rubber class is to encourage the flying of small models which may not be usually considered competitive against larger designs and 'Vintage Catapult' is for models originally published as HLG's. Multiple entries with different models may be made in all classes but 'Lanzo Cabin' flights may not be "doubled up" with another event - separate flights, please.

1933 LANZO CABIN The Lanzo competition will be to three flights of 120 secs. maximum followed by 30 second increments thereafter.

20" VINTAGE/OLDTIMER For designs not exceeding 20"/51cm span as measured on plan. Three flights to be made to a 60 second maximum, followed by 30 second increments thereafter.

30" VINTAGE/OLDTIMER For designs with spans greater than 20"/51cm but not exceeding 30"/76cm span as measured on plan. Three flights will be made to a 90 second maximum, followed by 30 second increments.

42" VINTAGE/OLDTIMER For designs with spans greater than 30"/76cm but not exceeding 42"/107cm span as measured on plan. Three flights will be made to a 120 second maximum, followed by 30 second increments.

SMALL VINTAGE GLIDER For designs with spans not exceeding 40"/102cm as measured on plan. Three flights will be made to a 90 seconds maximum, followed by 30 sec. increments thereafter. Maximum towline length is 164 feet (50 metres); high-start or pulley launching systems are permissible if the unstretched, or usable, length does not exceed 164' (50 metres).

LARGE VINTAGE GLIDER For designs with spans greater than 40"/102cm. Three flights will be made to a 120 seconds maximum, followed by 30 sec. increments thereafter. Towline length, etc., as per 'Small Vintage'.

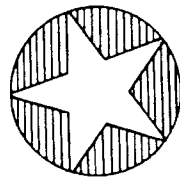
VINTAGE CATAPULT GLIDER Best six of nine flights to 90 second maximum; if six maximums are scored, 30 sec. increments thereafter. Catapult to be a 9" loop of 1" flat rubber attached to a 6" handle. No minimum 'attempt' flights. In this event only, multiple entries are permissible with the same model(s).

A full report will be mailed to each entrant; to assist in the compilation of same, a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted, as would small voluntary token donation towards postal expenses. Entries should be returned by January 31st. to:-

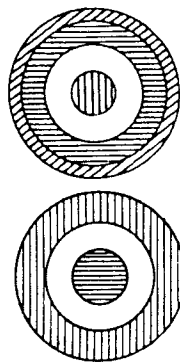
Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada
 Tony Roberts, 12 The Ridgeway, Caversham, Reading RG4 8NX, Berkshire, England.
 Myrtle Clarke, 227 Mill Road, Otaki 6471, New Zealand
 Sven-Olov Lindén, Hovstaven 15, 703-63 Örebro, Sweden.
 George Car, 4 John Street, Koorinjal, Wagga Wagga, NSW 2650, Australia

GOOD FLYING, GOOD LUCK - and HAVE FUN!

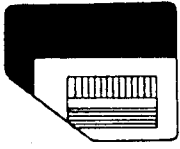
NATIONAL INSIGNIA OF PLANES



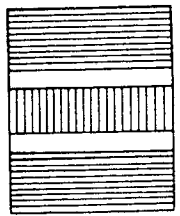
WING AND FUSELAGE
U.S.A.



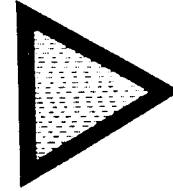
WING
FUSELAGE
GREAT BRITAIN



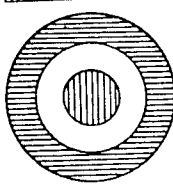
FIN



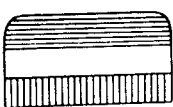
WING
NORWAY



FUSELAGE
NETHERLANDS



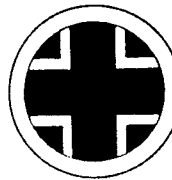
FUSELAGE & WING
FRANCE



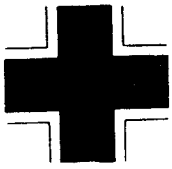
TAIL



TAIL
SPAIN



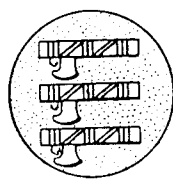
FUSELAGE
GERMANY



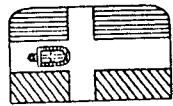
WING



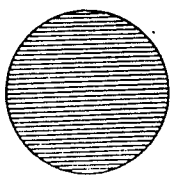
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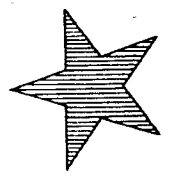
WING
ITALY



TAIL



WING
JAPAN



FUSELAGE & WING
U.S.S.R.



RED



BLUE



GREEN



GRAY



ORANGE



YELLOW

MY SMILING FRIEND By Warren Williams



In the late forties, while I was in charge of the Flight Line at Lockheed Burbank, I met Howard Hughes, the eccentric Billionaire, Industrialist owner of TWA and Movie Maker. Every Saturday morning he would call and ask me to help him with his weekly engine run.

He would drive his 1943 Chevy roadster into the plant and park next to his TWA four engine "Connie" Airliner. Each week he would arrive with a different beautiful young movie Starlet, she carrying a small overnight bag and he with a Flight engineers leather carrying case. It was like they were going on a trip. He looked like one of us except for a small mustache and a well worn dark felt hat.

We would exchange words and they would climb the entrance stairs up into the cabin of the plane and lock the door. The airplane was specially equipped with a bedroom, bar, kitchenette and about 2 dozen passenger seats. I figured they were spending time alone with all the facilities of a home. The engine run took about 20 minutes and a good hour and a half of love making, I assumed, as later in the day after they left, a male housekeeper would come and put fresh sheets on the bed.

I would ready the portable fire bottle and stand by with my ground headset and microphone connected to the nose of the aircraft, waiting patiently for Howard to start the engines.

Finally, he would call to say he was ready. After I gave him the OK to start, he would run the engines about twenty minutes and shut down. I was impressed with his ability to start and shut down the engines, just like an old pro.

When he finished the run, they would slowly come down the stairs, he with a big smile on his face and say, "I'll see you next week, Warren". I often wondered why he left with a smile on his face.

Now, I know why he smiled.

From the Oakland Cloudcluster's news.

SOURCES FOR JIMMIE ALLEN PLANS AND PARTS

The following designs have been identified as "Jimmie Allen" in the title block of the 1930s plans or other original source information:

Name/Date/Span/Prop.Dia.	Originally kitted By/For	Present Supplier*
Blue Flash/1933/24/10	CC Aero/Pure Oil***	JP, OTMS, BHP
Bluebird/1933/38/12	CC Aero/Skelly Oil	JP, OTMS, BHP**
Silver Streak/1935/32/11.5	CC Aero/Skelly Oil	JP, OTMS, BHP
Skyraider/1936/26/10	CC Aero/Skelly Oil	JP, OTMS, BHP
Spartan Bomber/1939/32/10(3)	CC Aero/Skelly Oil	JP, OTMS, BHP
Thunderbolt/1934/24/10	CC Aero/Skelly Oil	JP, OTMS, BHP
Yellow Jacket/1935/26/10	CC Aero/Skelly Oil	JP, OTMS, BHP
B-A Jimmie Allen(cabin)/1938/25/10	Easybuilt/B-A Oil	OTMS, BHP, EB
B-A Jimmie Allen(parasol)/1939/28/9.5	Ontario/B-A Oil	BHP, JP, EB
Jimmie Allen Special/??/20/7	Reginald Denny/??	JP
Thunderbolt/1935-6/22/7.31	Toledo/Hickok Oil	JP
Bluebird/1934/24/8	Wanner/Pure Oil***	JP, GAR
Monsoon 800/1934/24/8	Wanner/Pure Oil***	JP****

*Supplier Code:

-BHP: (PLANS & LASER-CUT SHEETWOOD:) Bob Holman Plans, P.O. Box 741, San Bernardino, CA 92402; (909) 885 3959, FAX 889 9307.

-EB: (FULL KITS:) Easy Built Models, 1851 Dutch Road, Fairview, PA 16415

-GAR: (PLANS:) Golden Age Reproductions, P.O.Box 1685, Andover, MA 01810

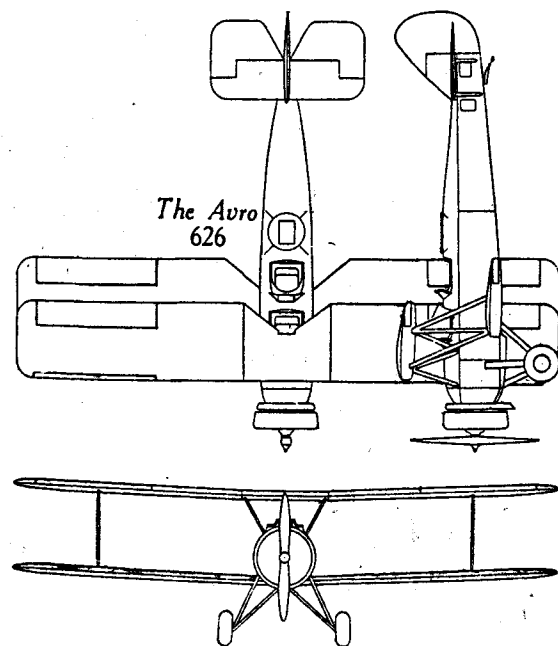
-JP: (PLANS:) John Pond Plan Service, P.O.Box 90310, San Jose, CA 95109

-OTMS: (PLANS:) Old Timer Model Supply, 17244 Darwin Ave. Unit H, Hesperia, CA 92345. (OTMS also carries Jimmie Allen wheels, prop blanks, etc.)

** The JP plan is a duplicate of the original, and authentic, but is half-size. The BHP and OTMS have been re-drawn full size but contain some design changes.

*** Pure Oil marketed in Ohio via Pocahontas Oil "Blue Flash" gas stations.

**** The Pond plan is reduced to 18" span according to his catalog; it must be enlarged to 24" wingspan to be the original size.



22.

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.

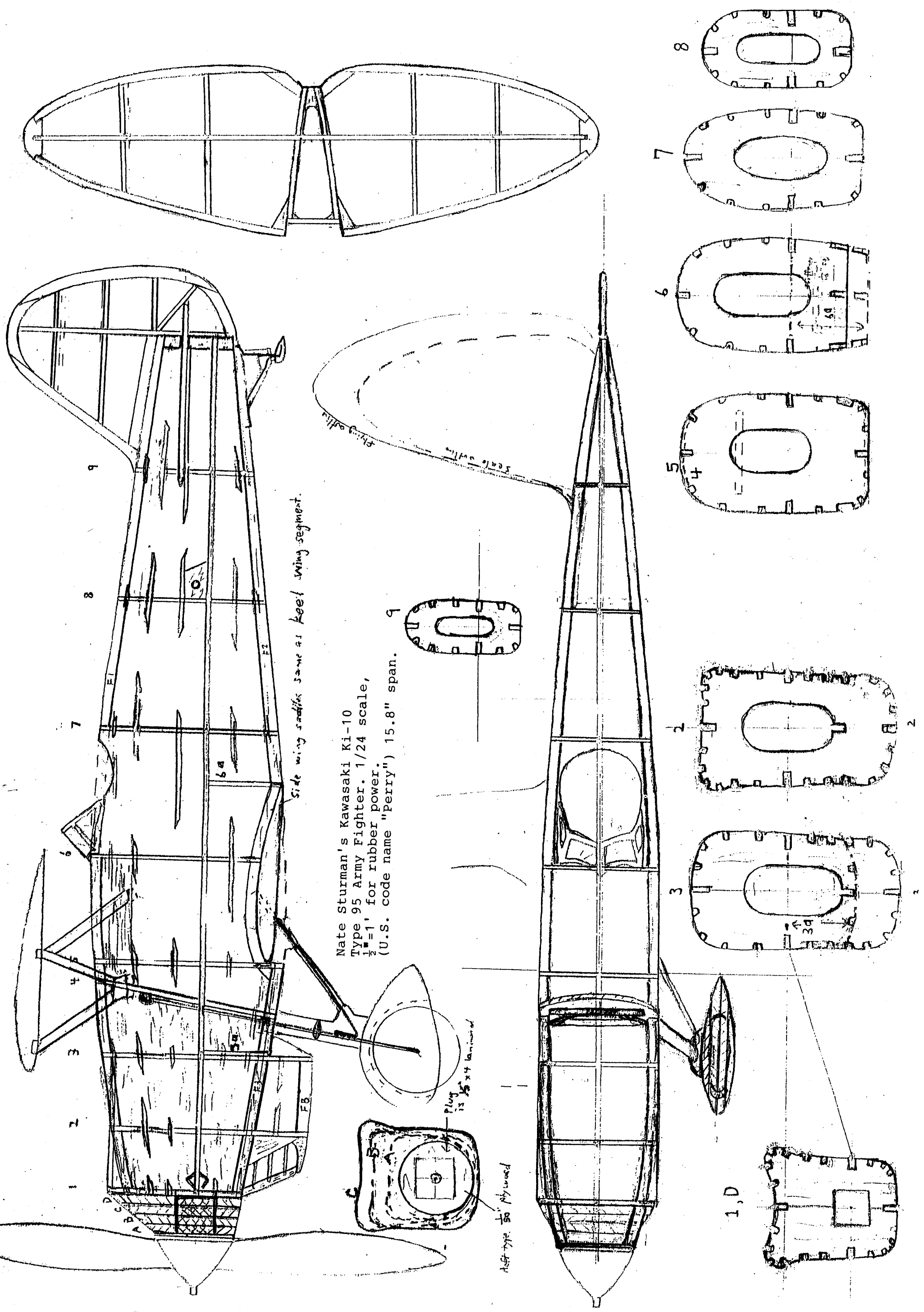
EVENT SCHEDULE FOR THE FAC NATS MARK XII

Friday July 21, 2000	Saturday July 22, 2000	Sunday July 23, 2000
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 neccessary, 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.

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



Hand-drawn plan view of a boat hull, oriented vertically. The hull is elongated with rounded ends. Internal structural members are shown as a grid of lines. Labels include:

- Top Right:** 21 53 11 111, 110groom
- Left Side (near bow):** For Top stringer
- Center (near bow):** Main Spar 16x3
- Right Side (near bow):** W2, Aft Top stringer
- Right Side (mid-hull):** W1
- Center (mid-hull):** W2
- Center (towards stern):** W3
- Left Side (near stern):** W4
- Center (near stern):** 7/8 5/8
- Right Side (near stern):** ← patches underneath
- Bottom Right:** laminate and stringer 1/2 strand

$$\frac{71}{18} \times \frac{1}{10}$$

37 65 44

laminare and shape

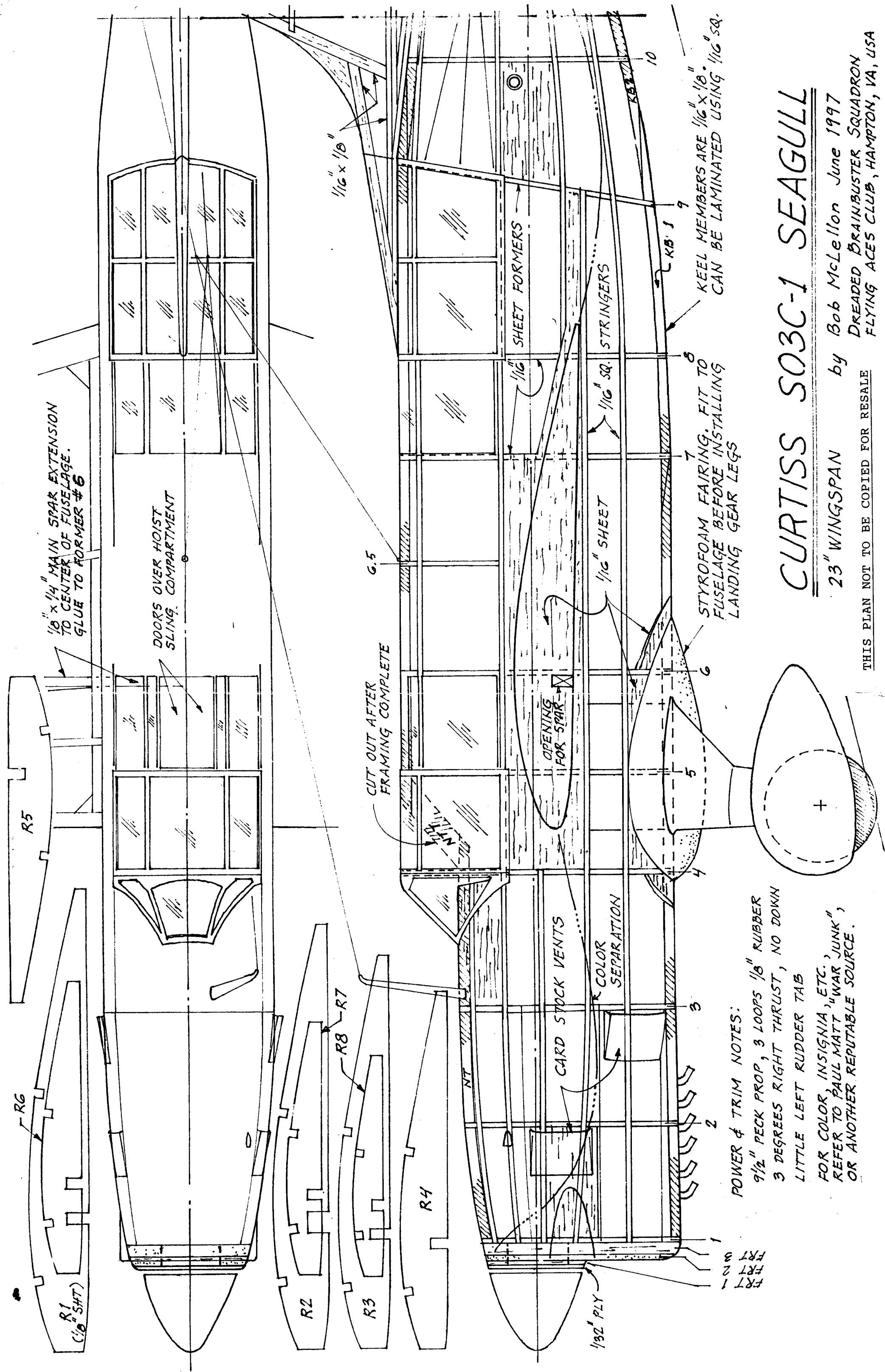
dihedral braces
4 @ $\frac{1}{16}$ in. st.

Hand-drawn plan view of a boat hull, oriented vertically. The hull is elongated with a rounded bow at the top and a rounded stern at the bottom. The internal structure is defined by several longitudinal and transverse lines. Labels and annotations include:

- Top (Bow) Section:**
 - Two small rectangular structures on the transverse lines are labeled 70×8 and 70×8 with the word "spar" written below them.
 - A label 70×8 is also present near the centerline.
- Mid-Section:**
 - A label "Front up spar" is on the left side, pointing to a transverse line.
 - A label "Rear up spar" is on the right side, pointing to a transverse line.
 - On the left side, there is a label "← aft LG struts" with an arrow pointing to a transverse line, and below it, "slide into holes" with an arrow pointing to a slot.
 - On the right side, there are labels "WB1", "WB2", and "WB3" corresponding to different transverse sections.
- Bottom (Stern) Section:**
 - Two small rectangular structures on the transverse lines are labeled "WB4" and "WB5".
 - At the very bottom, there are labels "B12" and "B13" near the hull's edge.

3" die-dial each bottom panel

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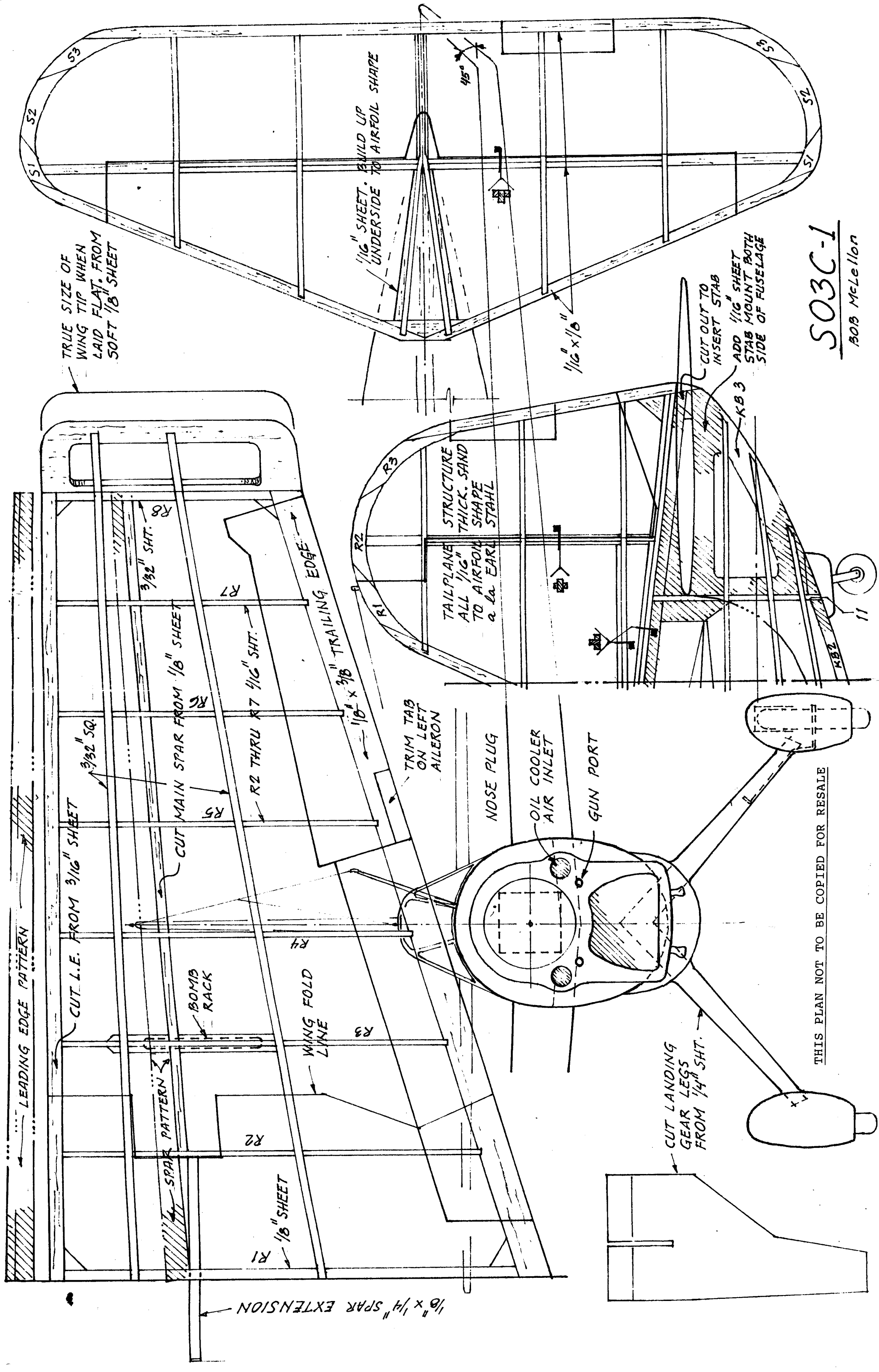


CURTISS SO3C-1 SEAGULL

23" WINGSPAN by Bob McLellon June 1997
DREADED BRAINBUSTER SQUADRON
FLYING ACES CLUB, HAMPTON, VA, USA

THIS PLAN NOT TO BE COPIED FOR RESALE

POWER & TRIM NOTES:
9 1/2" PECK PROP, 3 LOOPS 1/8" RUBBER
3 DEGREES RIGHT THRUST, NO DOWN
LITTLE LEFT RUDDER TAB
FOR COLOR, INSIGNIA, ETC.,
REFER TO PAUL MATT "WAR JUNK",
OR ANOTHER REPUTABLE SOURCE.



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S03C-1
BOB McLELLON

DIHEDRAL = 3°

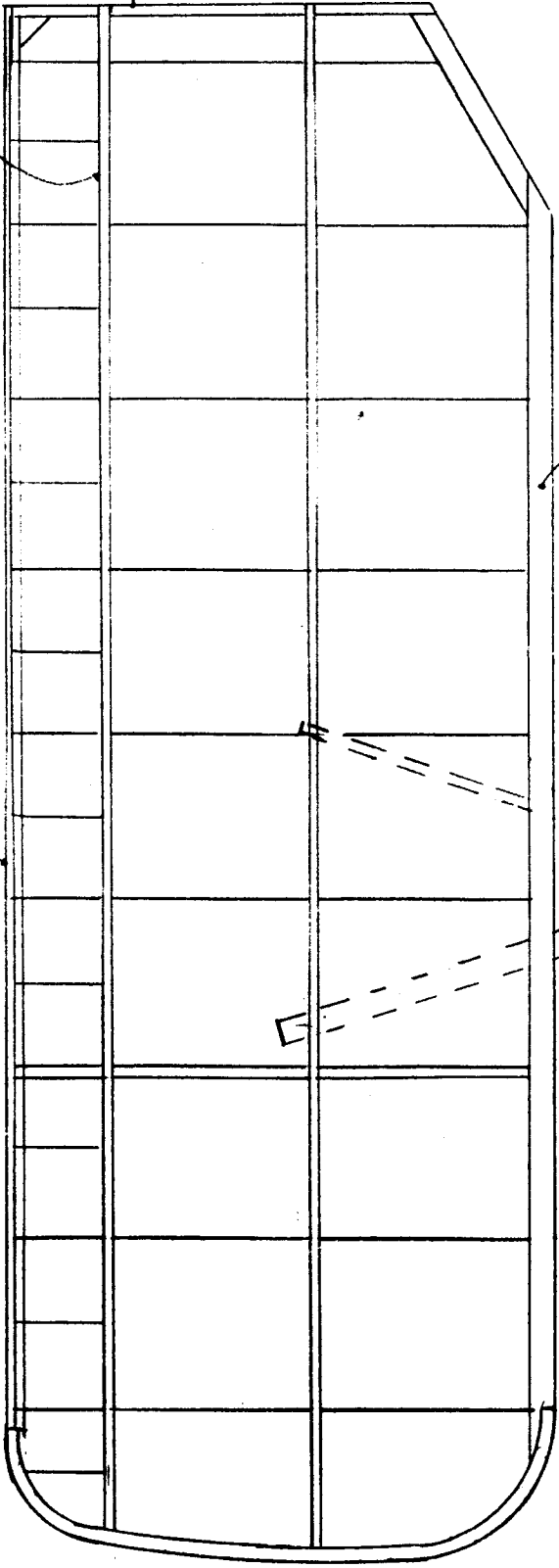
DIHEDRAL BREAK

1/32 Balsa
TYP.

1/16 x 1/8

L.E. 1/16 HARD Balsa SPARS ALL 1/16 SF Balsa
ON EDGE

SOFT Balsa T.E. 1/16 x 3/16 Balsa
"FILL"



1/8" WASHOUT ALL
WING PANELS

1/16 x 1/8

"HALF LAP" JOINT

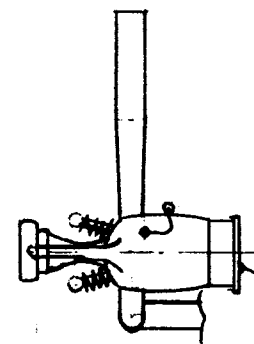
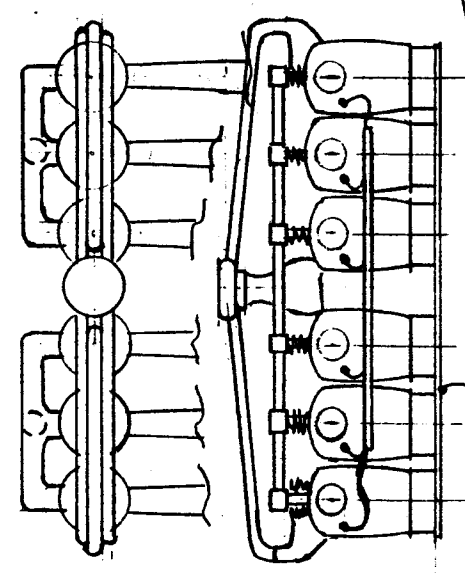
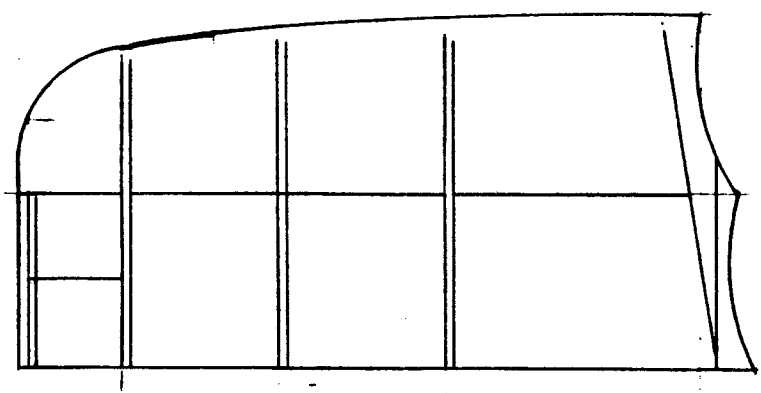
COLOR SCHEME
FUSELAGE: DARK VARNISHED
PLYWOOD
WINGS: STABILIZER FIN ~
BEIGE - DOPED LINEN
FUSELAGE FROM (2) FORWARD
AND TOP FROM (2) TO (6) ~
ALUMINUM ~ RUDDER WHITE

WING STRUT 1/16 BASSWOOD OR HARD Balsa

STILT 10 1/2° FOR 3° DIHEDRAL

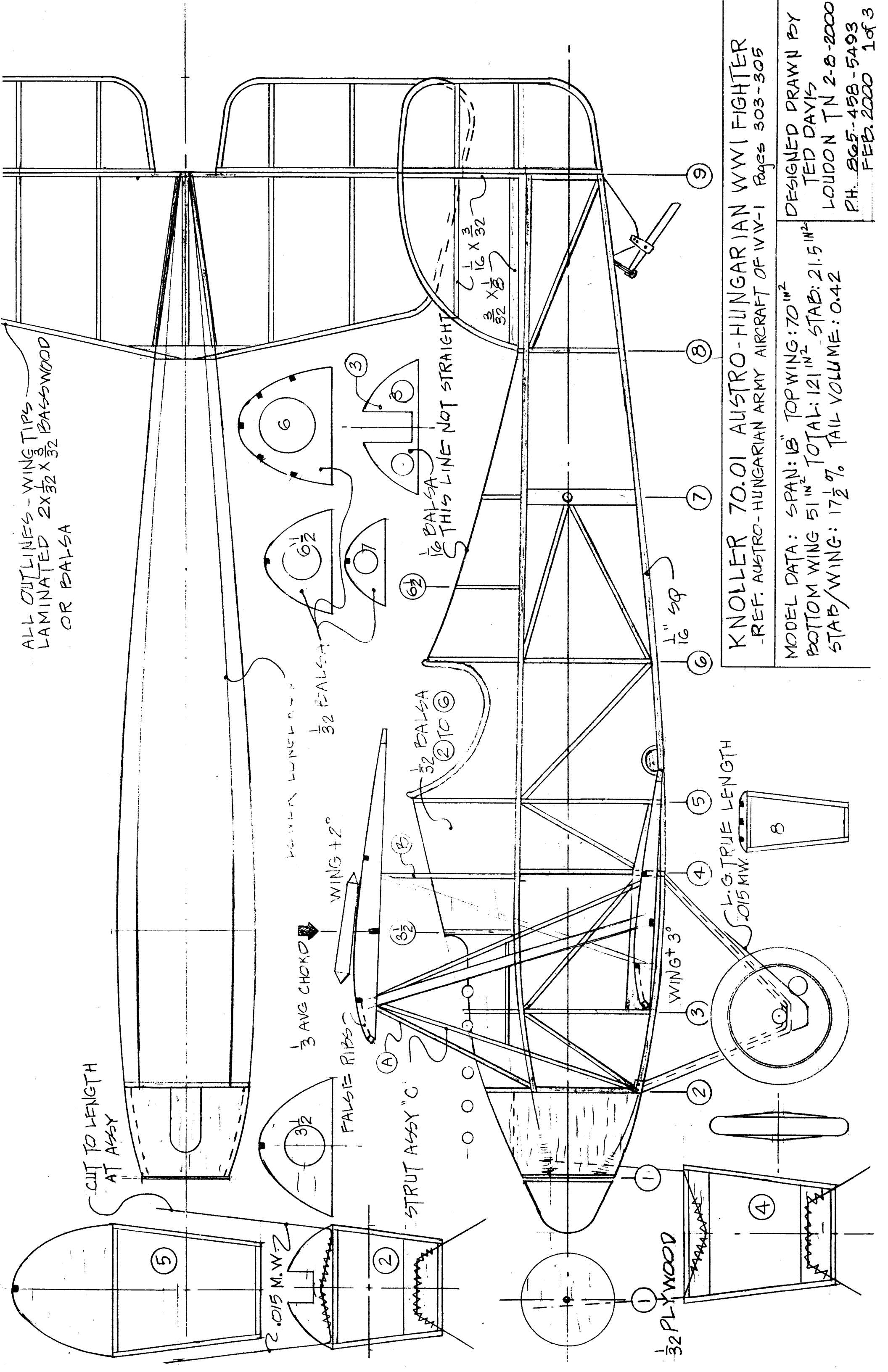
ROOT RIB- STRUT MOUNTS- 1/16 Balsa
10 1/2° ALL OTHER RIBS 1/32 Balsa
RIB SPACING 15 SCALE

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1/32 Balsa BASE
KNOLLER 70.01 2 of 3

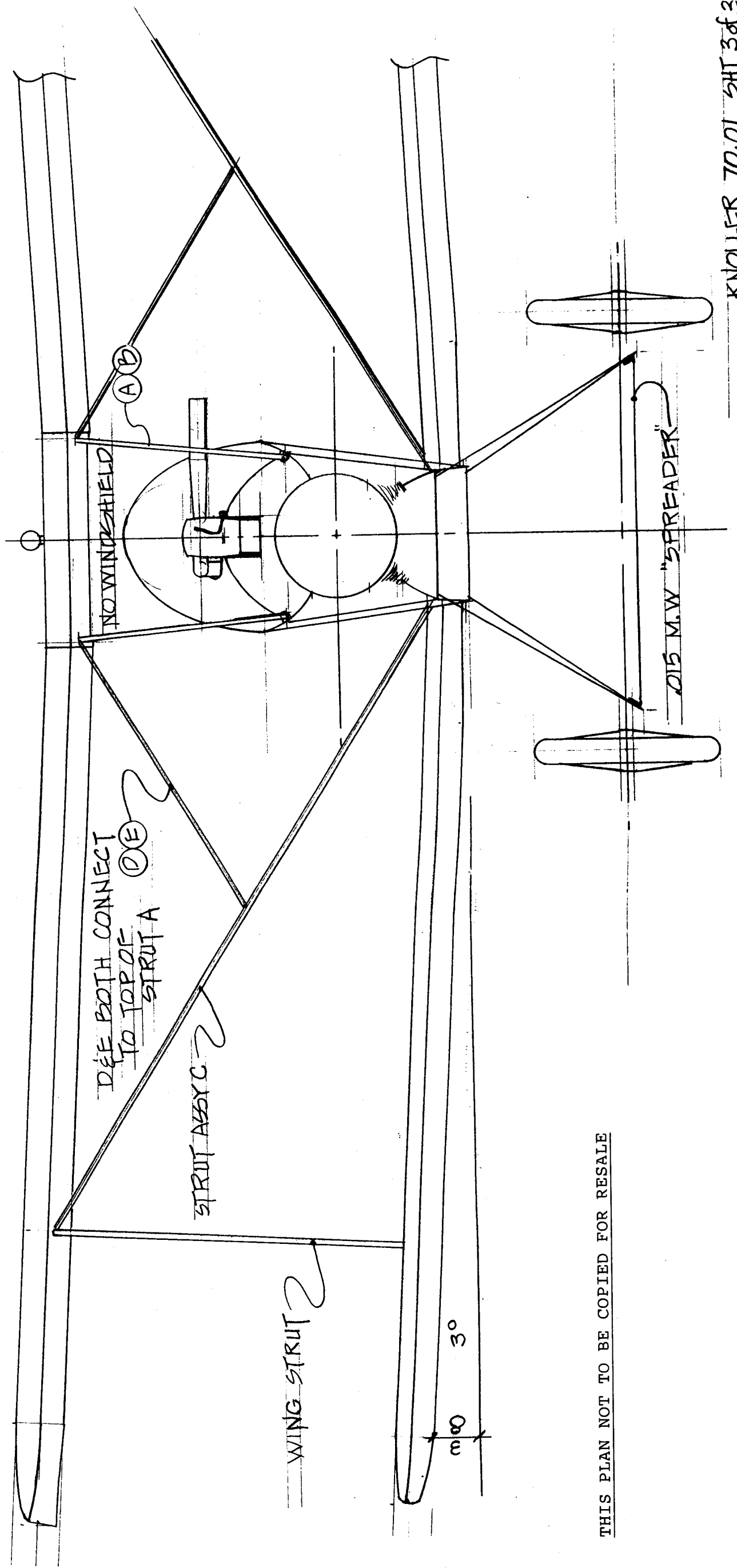
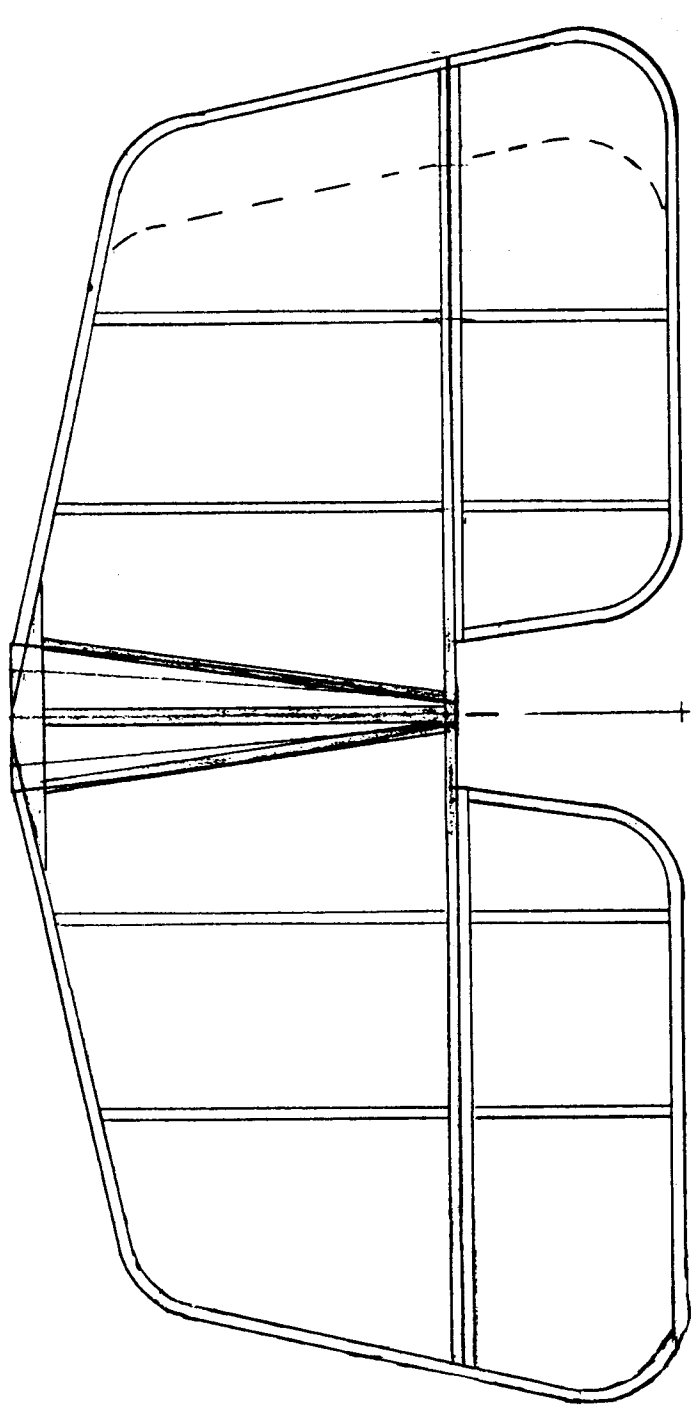
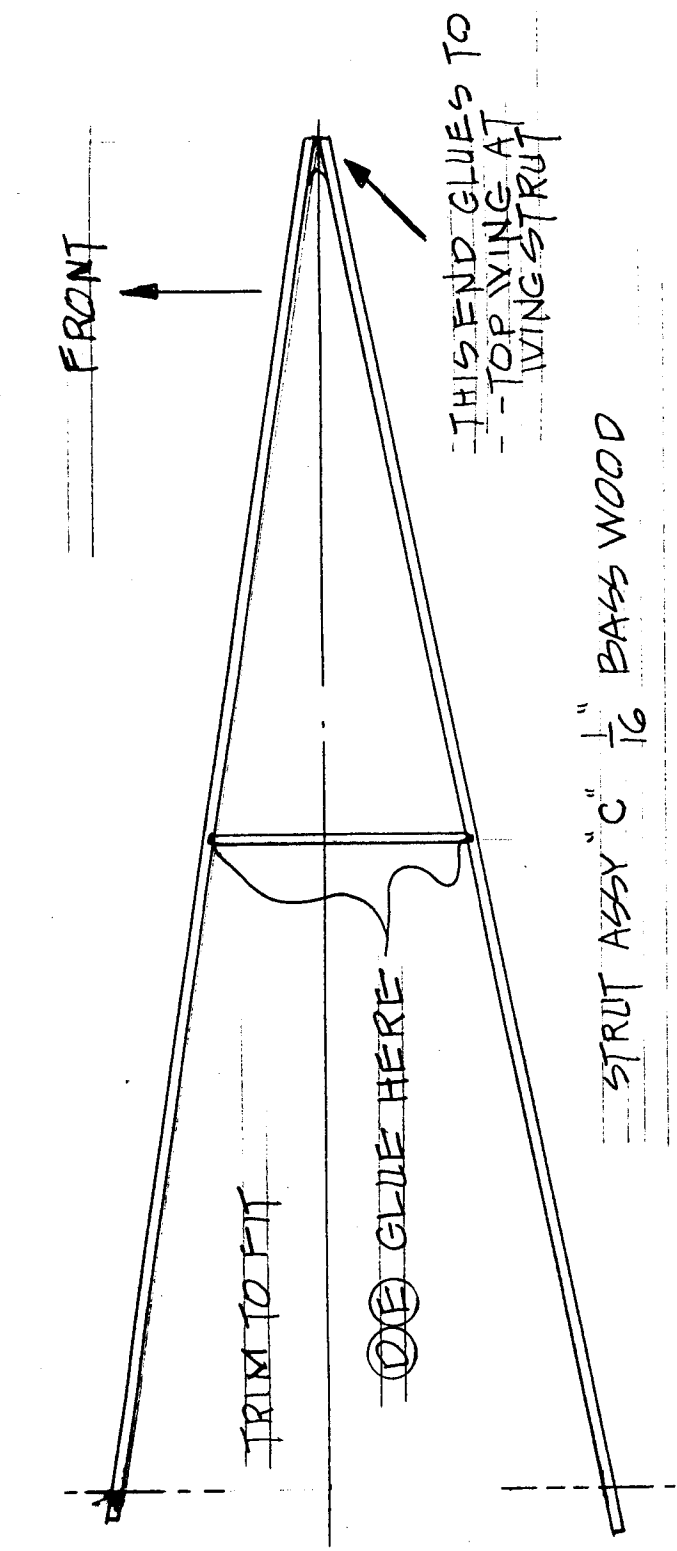
ALL OUTLINES - WING TIPS
LAMINATED $2 \times \frac{1}{32} \times \frac{3}{32}$ BASSWOOD
OR Balsa



KNOLLER 70.01 AUSTRIO-HUNGARIAN WWI FIGHTER
- REF: AUSTRIO-HUNGARIAN ARMY AIRCRAFT OF WW-1 Pages 303-305

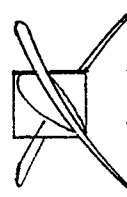
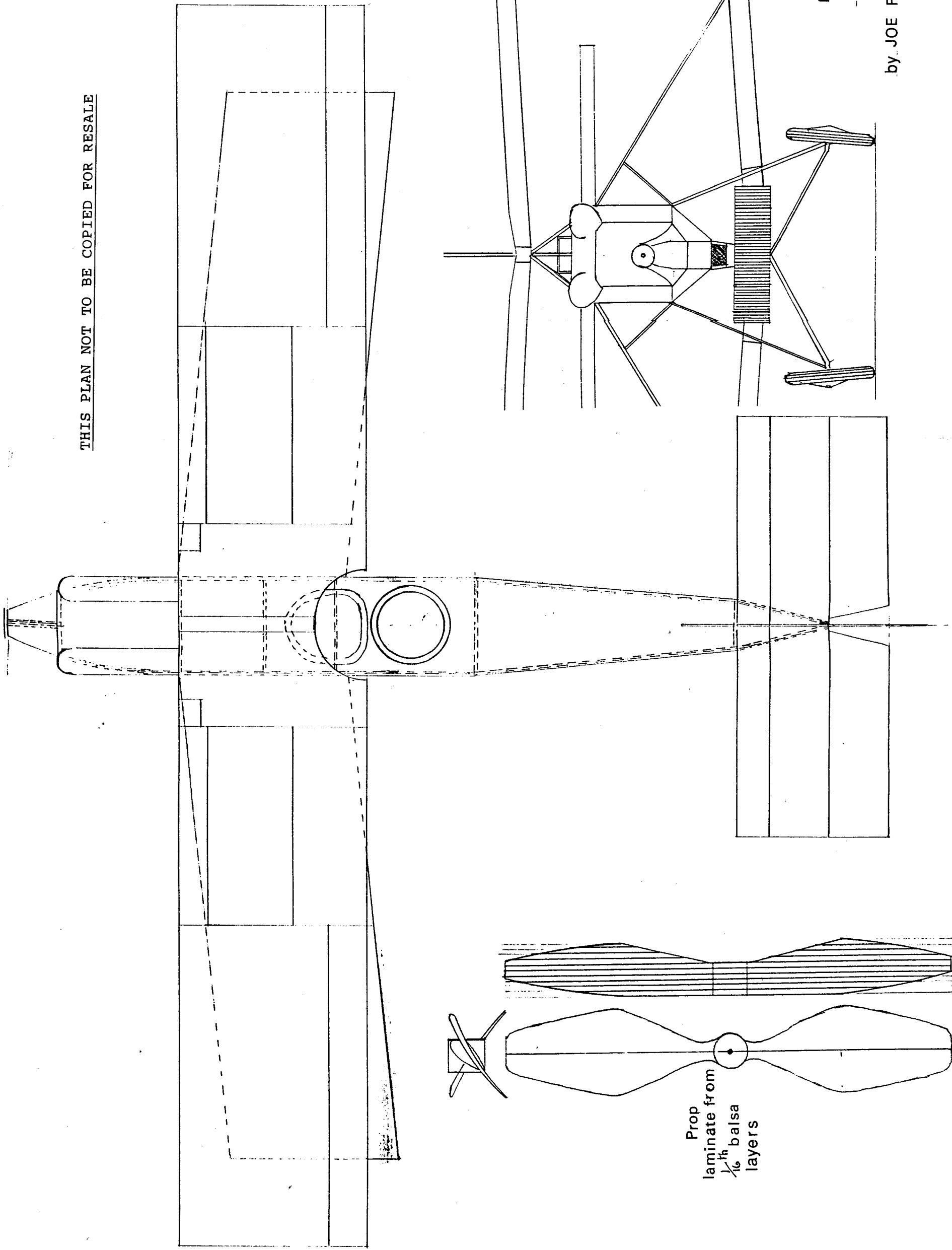
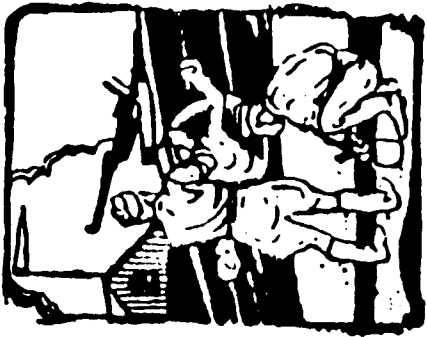
MODEL DATA: SPAN: 18" TOP WING: 70 IN²
BOTTOM WING 51 IN² TOTAL: 121 IN² STAB: 21.5 IN²
STAB/WING: 17 1/2% TAIL VOLUME: 0.42

DESIGNED DRAWN BY
TED DAVIS
LOUDON TN 2-8-2000
PH. 865-458-5493
FEB. 2000 1 of 3



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THIS PLAN NOT TO BE COPIED FOR RESALE



Prop
laminated from
 $\frac{1}{16}$ " balsa
layers



$\frac{1}{16}$ " washout on
both upper tips

BEARDMORE WB 26

Fighter for Latvia
1929

by JOE FERGUSON CLYDE VALLEY FLYERS
SCOTLAND