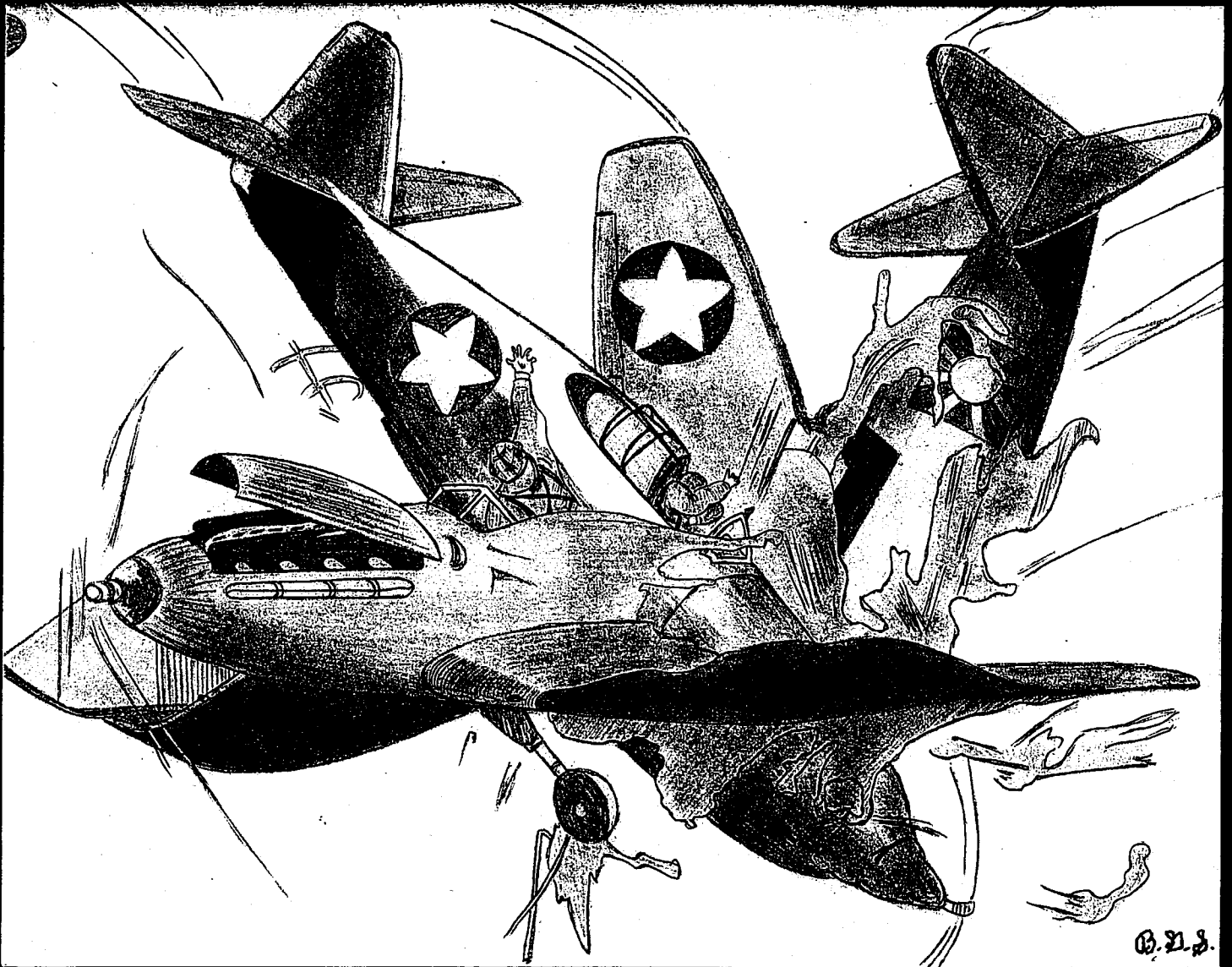


# FLYING ACES

Club News

ISSUE #195-121 Sept./Oct. 2000



# NEWS ON THE WING!

This issue brings to a close our twentieth year as your Commanding Officer. Where have all the years gone? Well, I must admit, it has been fun, with all the great friends we have made over the years and we don't regret doing this not even for a moment. It is with your support and cooperation that we have made the "Flying Aces Club" what it is today, "THE BIG EST AND BEST RUBBER POWERED MODEL AIRPLANE CLUB IN HISTORY!" Financially we are doing well and I don't expect a dues increase for anytime in the near future, that is good news for all of you, I am sure. Your continued purchases of T-shirts, plans and plan packs help to keep from raising the dues so please continue to make your purchases.

We want to thank everyone who has contributed to this issue. The plans were presented by Ted Davis (Brandenburg L-16), Mike Heinrich (Gee Bee "E"), Dave Livesay (Hurlburt Hurricane and the Curtiss Carrier Pigeon) and George Bredahoft (Legal Eagle Ultra-light).

Did you see the November issue of the "Flying Models" magazine? They gave us a six page coverage which was done by Dick Miller and Don Ross, Great job Clubsters! We also want to thank Frank Fanelli, the Editor, for allowing that many pages, we really appreciate it! We have also included a fine write-up on the nats that appeared in the "Nebraska Free Flyers" newsletter, the "Winding Stooze" which was written by Dick Hawes.

There are two fine videos of the FAC-Nats which we heartily endorse and you can purchase them at a very good price. (see ads in this issue)

I am not quite sure on the dates for next year's contest at Geneseo as yet. There are some details that still must be settled. We should have all things set for you in the next issue. One thing that I can tell you now is that we are going to have a "MONOCOUPÉ MARATHON". Details as to how we will run the event are not settled yet, but in the meantime get your Monocoupe models started. Also, the event for models built from the Erie Daily Times model plan will be flown. We had this event at Muncie and it went over big and we sold about a dozen copies of the plan. If you would like a copy of the plan send \$3.50 to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. This plan was published in 1936 so that makes eligible for the O.T. Rubber event as well.

The FAC Outdoor Champs was a success in spite of the uncertainty of it being called off and then re-instated and then the horrible weather the contestants had to endure. Cold, windy and rain were the order of the day! BOTH DAYS! But did that curtail the flying? No sirree! The Flying Aces Spirit was there in all of the Clubsters who showed up to do battle in the skies over Muncie, Ind. We want to thank the CD, Ralph Kuenz and the Detroit Cloudbusters as well as the Calumet Escadrille of Chicago, Ill. for a job well done. Next year Skysters from Chicago will be running this contest and they already have a tentative date which is September 22 and 23, 2001. Plan to be there. Great place to fly!



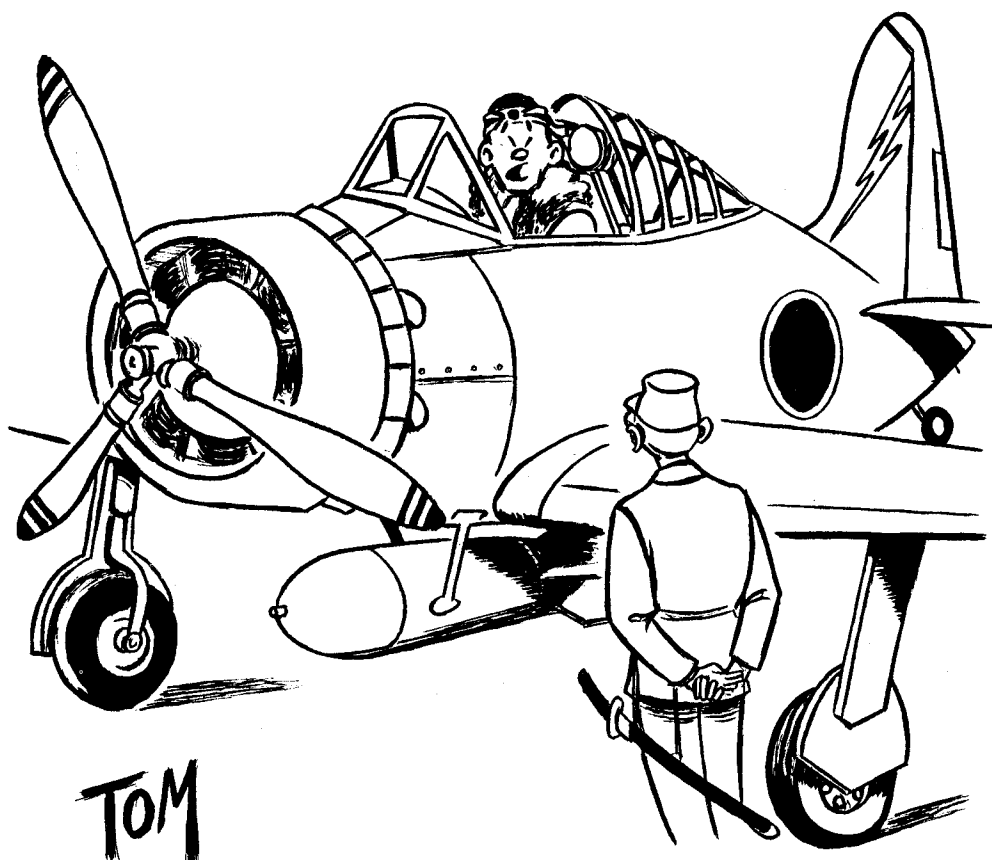
The Mercury began to whirl downward

We have a couple of Clubsters who seem to have moved and left no forwarding Address. Please help us to locate them. Here are their names and previous addresses. Ron Vanden Bossche, 346 NE 51st St., Seattle, Wa. 98105 and John Valls, 7600 Blanco Rd. #107, San Antonio, Tex. 78216.

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

*Lin*

Lt. Col. Lin Reichel, CinC-FAC



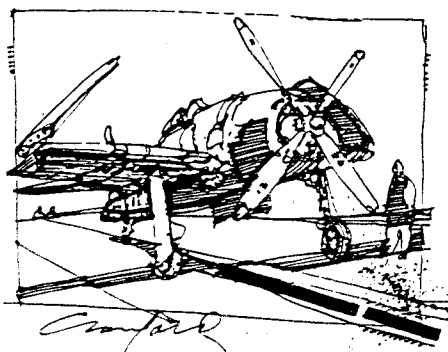
"HEY, HOW COME I ONLY HAVE A HALF TANK OF GAS AND NO PARACHUTE!"

### Race Gear

A saddle on a motor  
Burnin' dynamite for gas,  
As little liftin' surface  
As will hike it off the grass,  
A thousand roweled horses  
With a feather for a girth  
Three hundred miles an hour  
Fifty feet above the earth!

The breed o'man who rides 'em  
Is an optimistic guy  
With magic in his fingers  
And a telescopic eye,  
A throttle bendin' genius  
With 'is neck upon 'is nose,  
His nervous system sweetened  
With intestinal repose.

An autumn day of shadows  
With the wind across the lake,  
A bonus for a record  
And a fortune for a stake;  
But hell is in the makin'  
And the devil sets the pace  
When they tangle out at Cleveland  
In the Thompson Trophy Race!

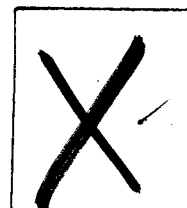


### PLANS FOR SALE FROM FAC-GHQ

<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

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

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 OUTDOOR CHAMPS

Lin,

Here are the results of the Flying Aces Outdoor Championships held in Muncie Indiana September 23/24.

The weather was a bit windy, and a bit wet. One might say that IFR flight rules were in effect. To this add a cold north wind on Sunday. However, none of these factors impinged on the success of the meet. The misty air between the thunder clouds was filled with the creations of the FAC faithful who would not be denied their flights and fun.

Thirty five (35) contestants flew 280 official flights (including mass launch).

Saturday's event managers were volunteers from the Cloudbusters and Sunday's event managers were volunteers from the Calumet Squadron. Registration, flight recording and posting was ably handled by Juanita Reichel, Lynn Lewis and Janet Lang.

I had the honor of presenting to the winners the superb trophy plaques created by our own Dave Livesay. Fred Wunsche presented a model kit as a special junior award to Dennis Ruhland.

May I boldly speak for every one in attendance and give hearty thanks to all who contributed to the success of another Flying Aces family gathering.

Sincerely, Ralph Kuenz

Erie Daily Time Junior Modelplane		flt #1	flt #2	flt #3	total	
C. Schobloher	EDT Jr. Modelplane	36	32		68	
D. Livesay	ditto	62	49	63	174	
J. Moses	ditto	41	70	72	183	
G. Lewis	ditto	61	73	62	196	3
S. Weckerly	ditto	101	71	34	206	2
R. Kuenz	ditto	76	62	71	209	1

No-Cal	Model	flt #1	flt #2	flt #3	total	place
L. Burdsal	Monocoupe	35	73	79	187	2
P. Cox	Helio-Stallion	133	68	87	288	1
J. Houck	Douglas TBD	53	20		73	
R. Hawes	Stearman Beta	27	46	39	112	3

Power Scale	Model	flt #1	flt #2	flt #3	best	scale	bonus	total	place
R. Kierna	Avro MK -4 triplane					60	20		
P. Cox	Stinson SR-8	108			79.5	61	0	140.5	2
M. Roth	Waterman	25	104		78.5	56	3	137.5	3
C. Starleaf	DH - 84 Dragon	76			68	62	25	144.5	1

Peanut Scale	Model	flt #1	flt #2	flt #3	best	scale	bonus	total	place
L. Burdsal	Whittman Bonzo	55			55	55.5	5	115.5	2
C. Starleaf	Kawasaki Fighter	32			32	60	0	92	
P. Bruning	Ayers Loadmaster	35	31		35	57.5	5	97.5	
L. Reichel	Huntington H - 12	24	29		29	55.5	5	89.5	
P. Boyanowski	Whittman Buster	77	93		75.85	59	5	139.85	1
P. Cox	Isaacs Fury	34			34	60.5	15	109.5	3
D.J. Ruhland	A6M-5 Zero	18	20	20	20	50	10	80	
D.J. Ruhland	Mustang					49	10		

Contestant	Model	flt #1	flt #2	flt #3	best flt	scale	bonus	total	place
<b>Golden Age</b>	<b>Civil</b>								
L. Reichel	Monocoupe	26						26	
Jack Moses	Interstate Cadet	82	75	62				219	2
P. Azure	Stinson Sta. Wagon	118	53	70				241	1
P. Cox	Cessna A. W.	53	65	70				188	
C. Schobloher	Gen'l Skyfarer	31	45	29				105	
G. Lewis	Rearwin Speedster	45	52	50				147	
S. Weckerly	Stout 2 AT	90						90	
P. Boyanowski	Waco C-7	48	82	81				211	3

**2X No-Cal**

P. Cox	Monocoupe	53	35	30				118	2
E. Ruhland	Focke-Wulf	37	43	51				131	1
J. Houck	SB2U-1	17						17	3

Old Time Stick	Model	flt #1	flt #2	flt #3				total	place
F. Wunsche	Gollywock	92	120					212	
H. Kothe	Korda "C"	120	120	120				360	1
E. Vargo	Gollywock	120	120	(0 fly-off)	after	close		240	3
G. Lewis	Gollywock	120	120	(120 fly-off)	after	close		240	2

**F.A. Scale**

Contestant	Model	flt #1	flt #2	flt #3	best	scale	bonus	total	place
C. Schobloher	AT - 6	28	44	31	44	44	10	98	
J. Houck	Seversky	59	51		59	47	10	116	
J. Houck	AT- 6	48			48	48.5	10	106.5	
C. Starleaf	S-71 Trimotor	53			53	58.5	25	136.5	1
M. Roth	Dornier	39	52		52	37	20	109	
P. Bruning	Avenger	45	43	31	45	59	10	128	2
P. Cox	G. H. Gadfly	24	55		55	42.5	10	107.5	
D. Ruhland	PC - 6 Porter	18	23	20	23	18	0	41	
S. Weckerly	Waco CUC floats	34	55	74	67	40	20	127	3
E. Ruhland	Miles M - 18	27	27	30	30	43	10	83	
B. Bojanowski	AT- 6	43			43	58.5	10	111.5	
R. Kierna	Oscar					37	10		
R. Kierna	Wilcat					45.5	5		
R. Kierna	Junkers D - 9	34			34	10	40	84	
J. Moses	IS - 4	48			48	46	5	99	

Dime Scale	Model	flt #1	flt #2	flt #3				total	place
D. Kranis	Comet Arado	46	25					71	
C. Starleaf	Waco Cabin biplane	120	69	61				250	1
P. Azure	Comet Hurricane	88	68	70				226	2
P. Cox	Curtiss Robin	70	61	60				191	3

Embryo	Model	flt #1	flt #2	flt #3				bonus	total	place
L. Reichel	Hornet	38	3	40				9	90	
D. Lang	Honey Bee	42	66	58				9	175	3
J. Houck	Cruiser	93	77	99				9	278	2
D. Ruhland	Honey Bee	20	22	30				5	77	
H. Kothe	Go Devil	120	120	120				9	369	1
R. Hawes	Prairie Bird	79	0	0				9	88	

## WW-1

C. Schobloher	Fokker D-2	X	
S. Weckerly	Martinsyde		1
Mel Roth	Fokker D-7		3
C. Starleaf	Fokker D-7	X	
John Houck	Siemens	X	
Dick Hawes	Neiuport 72C-2		2

## Greve

B. Bojanowski	Jack Rabbit		3
Les Burdsal	Causron	X	
C. Schobloher	Jack Rabbit	X	
F. Wunsche		X	
J. Houck	Chester Jeep	X	
C. Starleaf	Mr. Smoothie		1
D. Livesay	Mr. Smoothie		2
D. Lang	Mr. Smoothie	X	
Roger Moon	Jack Rabbit	X	

## Modern Military

J. Houck	Bell P-57	X	
D. Livesay	Spearfish		2
C. Starleaf	Yak - 11		1
M. Roth	F8F Bearcat		3
L. Burdsal	Yak - 15		

## PHOTO PAGE

Left column; Mark Fineman (left) and Vance Gilbert with Vance's Aero A-38.

Pete Azure and his Giant Scale ME-109. HUGE! Didn't get to see it fly.

Here is a good GROUP! From Connecticut. Ed Novak, Dave Stott, Paul Stott and John Stott. GREAT FACers!

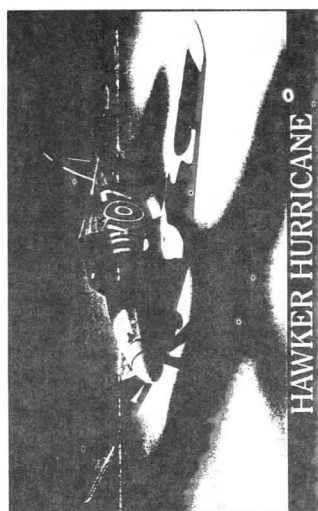
Right column; Neat Pilatus Porter with its builder, Lynne Lewis. First model and a good job.

Dave Livesay with his Hurlburt Hurricane Goodyear Racer. Plan in this issue.

All photos are by Fred Wunsche, THANKS Fred!

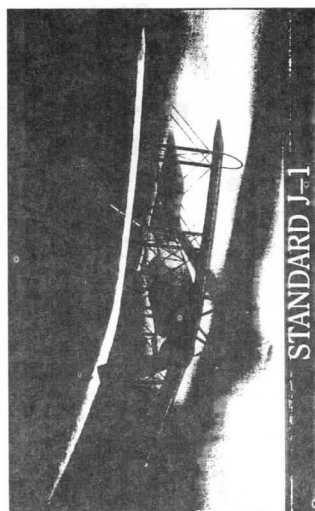
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8.

O.T. Cabin	Model	flt #1	flt #2	flt #3	total	
R. Hawes	Victoria Parker	49	100	120	269	
J. Houck	Convertible	89	120	93	302	2
F. Wunsche	Miss Canada	105	80	97	282	3
Juanita Reichel	F. A. Moth	62	83	67	212	
E. Vargo	Convertible	112	95	120	327	1
E. Ruhland	Fury	39	44	50	133	

Modern Civil	Model	flt #1	flt #2	flt #3	total	place
P. Cox	Piper PA - 20	41			41	
J. Moses	Piper Pacer	46	66	47	159	3
S. Weckerly	Found 100	65	105	89	259	1
Juanita Reichel	Piper Clipper	50	57	66	173	2

Jumbo Scale	Model	flt #1	flt #2	flt #3	best	scale bonus	total	place	
L. Burdsal	Antonov An - 2	72	61		61	55.5	18	139.5	1
P. Cox	Waco S - 6	35			35	61	15	111	2
J. Moses	IS - 4					58.5	5		
L. Burdsal	Hornet Moth					57.5	20		
P. Azure	Wildcat					57.5	5		
M. Roth	Pilatus Porter					56	0		

**Golden Age Mil**

J. Moses	Martin MO-1	2
C. Starleaf	Ikarus IK-1	1
D. Livesay	Martin MO-1	

**WW-2 (flown in 2 flights)****Flight "B"**

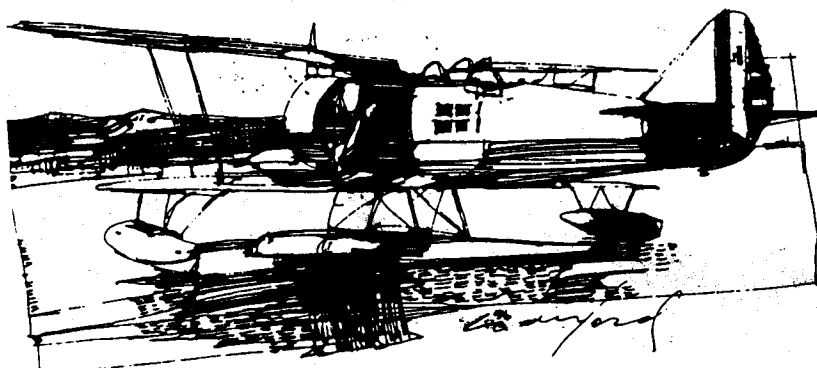
P. Bruning	Avenger	X	
S. Weckerly	Judy	X	
D. Lang	Judy	X	
G. Lewis	TA-152		3
L. Burdsal	Helicat	X	
P. Azure	Thunderbolt		X
D. Livesay	Judy		X

P. Boyanowski	Thunderbolt	X	
B. Bojanowski	Mustang	X	
<b>Flight "A"</b>	<b>combined round</b>	<b>#3</b>	

R. Moon	TA-152	X	
C. Starleaf	Baracuda		2
R. Kierna	Wildcat	X	
D. J. Ruhland	P-51B	X	
C. Schobloher	Helicat	X	
F. Wunsche	KI - 61	X	
Charlie Sauter	KI - 61		1
John Houck	Seversky	X	

**Thompson Race**

M. Roth	Mr. Mulligan		2
B. Bojanowski	Bromberg		3
D. Lang	Bromberg	X	
C. Starleaf	Super Solution		1
R. Moon	Bromberg	X	
C. Schobloher	Pesco Special	X	
J. Houck	Alanbaugh "A"	X	

**PHOTO PAGE**

Left column; New kit of the Grumman Avenger by Easy-Built Model Co. Good flyer by Dave Niedzielski. Dave is winding while son Chris holds. Photo from Dave.

Mike Heinrich sent this pic of his Gee-Bee "E" No-Cal. Model done 248 seconds and was lost at the FAC Nats. Plan in this issue. Pic by Mike.

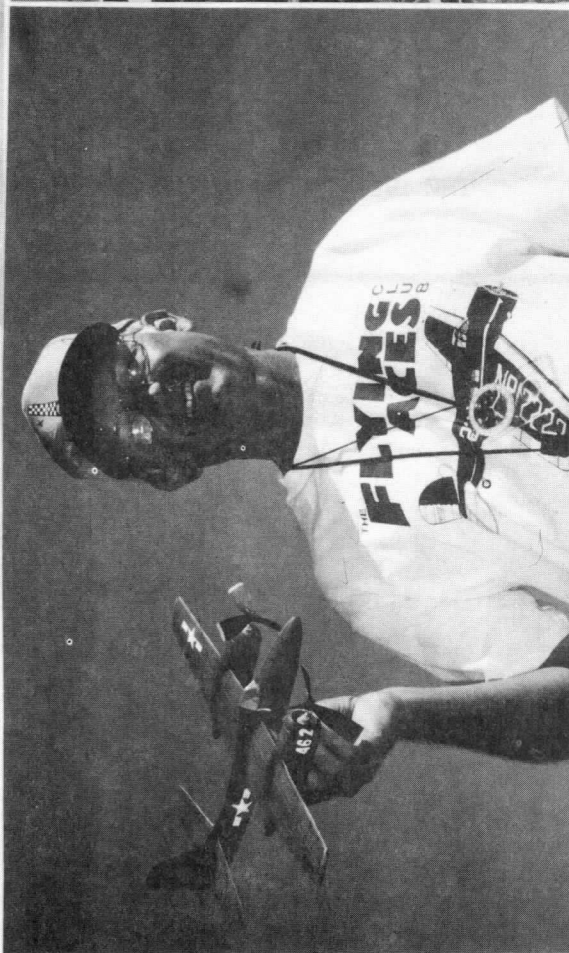
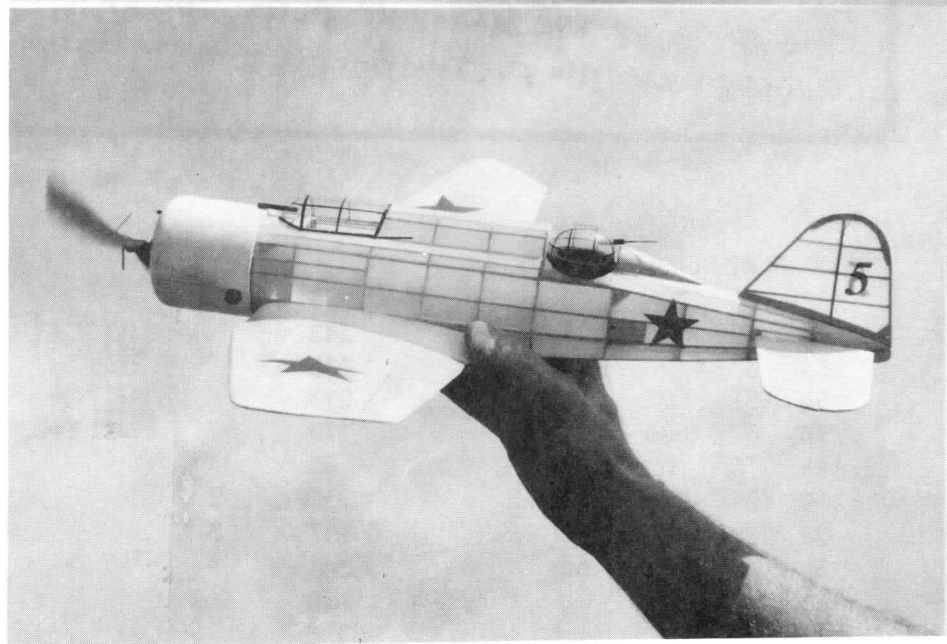
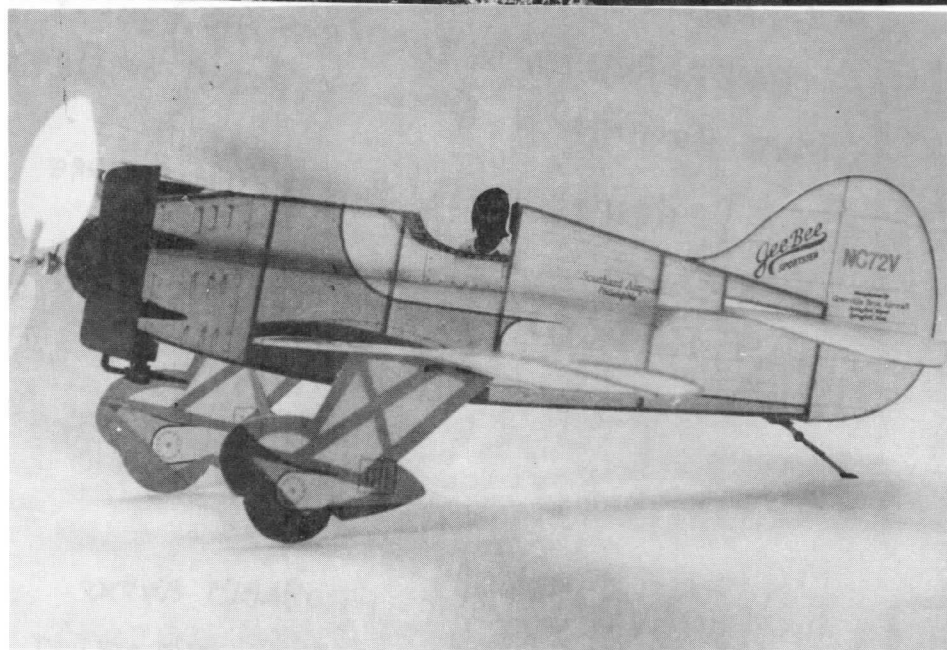
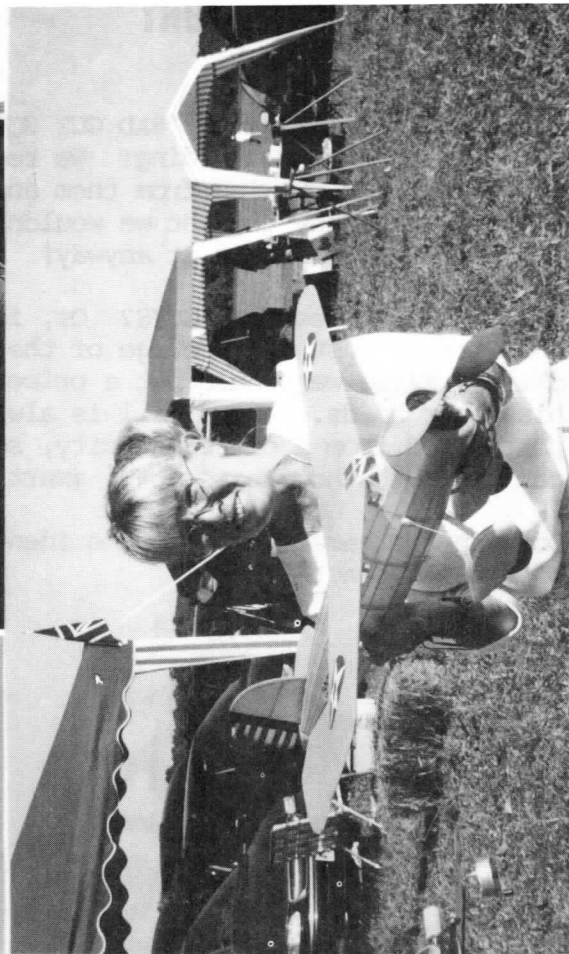
The winner in WW-II mass launch at the FAC-Nats was this Kharkov R-10 by Tom Nallen, Sr. This one may be kitted by Easybuilt soon. Pic by Tom.

Right column; Cheryl White holding Mark Fineman's Consolidated Fleetster. Good flyer!

Tigercat by Gene Smith. This is a Peanut model twin and a GREAT flyer. Model came in 7th in peanut.

Both photos in this column are by Ross Mayo.





## COVER STORY

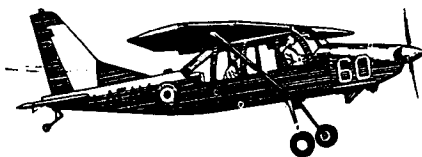
Well, it looks like the "BAD GUY SQUADRON" has come out of hiding! We received this cover drawing from them and I am sure that they thought we wouldn't use it! HAWWW! We did it anyway!

Just who are these BAD GUYS? Or, is it the work of just one Scourge of the Skies? Maybe we should put a price on his/their heads. Their mail is always postmarked from a different city, so we can't pin the home base down, smart guy.

Does anyone have a clue to the identity of these characters?



THE BAD GUY SQUADRON INSIGNIA



From The Desk of  
The Bad Guy Squad

To Lt. Colonel Reichel,

I copied this picture from the cover of an AIRPLANE PULP MAGAZINE IN THE VERY EARLY FORTIES (41/42). IT WAS DRAWN SHORTLY BEFORE MY GOING INTO THE ARMY. I LATER TRANSFERRED INTO THE ARMY AIR FORCE AND BECAME A RADIO OPERATOR ON B-24's.

I RESPECTFULLY SUBMIT THIS PICTURE AS A COVER FOR ONE OF OUR FUTURE FLYING ACES NEWS LETTER COVERS.

THANK YOU,

THE BAD GUYS  
WUZ HERE /

P.S. DAVE STOTT PROBABLY KNOWS THE NAME OF THE MAGAZINE PLUS THE ARTIST THAT DREW THE PICTURE - BUT WILL HE TELL.

		flt #1	flt #2	flt #3	flt #4	total	place
Jimmie Allen	Model						
S. Cummins	B.A. Cabin	120	76	120	99	339	1
S. Weckerly	Bluebird	82	67	86	75	243	
J. Moses	B. A. Parasol	59	57	112	64	235	
J. Houck	B. A. Cabin	64	57	62	87	213	
B. Bojanowski	Skokie	54	67	58	0	179	
Herb Kothe	B. A. Cabin	95	0	0	0	95	
Herb Kothe	Blue Flash	109	101	87	120	330	2
R. Hawes	Skokie	28	101	80	76	257	3
R. Kuenz	B.A. Parasol	48	44	31	54	146	
G. Lewis	B.A. Parasol	40	0	0	0	40	

Get the latest FAC T-Shirt from this year's nats. It features the Lockheed Orion as she appeared in the Bendix Races of the 30's. Red and white aircraft on a white shirt, GREAT! At the present time we have all sizes although some sizes are in short supply so order early. The Orion was drawn once again by Bob Bojanowski, getting to be a regular thing with Bob. He does nice work!

Sizes; small, medium, large, x-large, xx-large  
 orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Price is \$12.50 Postpaid. Send

This year's souvenir plan is also of the Orion and the price of this beauty is only \$6.00 post paid. This one was drawn by Tom Nallen, I. Send your payment to FAC-GHQ as above.  
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\* \* Flying in Severe Wind \* \*  
 Mumbo Jumbo # 98 from the pen of the Glue Guru

Salutations, disciples! Today we shall ponder the difficulties and techniques of flying in that awkward amount of wind—a wind not quite capable of blowing away the CD's tent, but enough to make it difficult to launch. We might define this wind strength as located in the 7 to 12 MPH neighborhood. At these speeds no event is ever canceled, yet we all face into this sort of breeze with the greatest of reluctance. We know too much about the results, with erratic launches sometimes resulting in a good model diving into the dust, or perhaps zooming into a vicious stall with the same dust-biting ending.

Yet, even as we struggle, the straight performance crowd quietly fly their usual corkscrew climb pattern as though the wind doesn't even exist. How can this be?

Performance models flaunt an enormous amount of thrust as compared to ours. At launch they are more helicopter than airplane, more dependant on that huge prop than on wings. They cut through ground turbulence with little model reaction because they need little wing lift at launch. Once into cruise, at 50 - 75 feet, matters change and they fly on their wing, just as we do. At this point they become vulnerable. However, at this altitude they are above most of the gusts and turbulence. Wind itself is not a problem, and so they thrive.

As for FAC models, they tend to have a feeble thrust, limiting their altitude to the turbulence belt close to earth. Life tends to be rough down here, with every tree putting out enough in the way of a frothy wake to confuse the stability system of our models. Next, our models tend to be lightly built, in turn implying a low flight speed, such that even a 10 MPH breeze is equal to our forward velocity. It follows that wind speed variations - gusts - some horizontal, some vertical, amount to a very large part of our forward speed. In turn, large momentary angle of attack changes follow from gusts. For an instant, there may be no lift, or perhaps too much, yielding a stall. If there is no lift at launch, the model simply goes in, biting the dust. If it stalls, recovery may take too long, with the same end result, a crash, this time following upon a zoom.

What is to be done? Conversations with some old hands at the 2000 Nats produced a variety of answers. Founder Dave Stott, pursuing a fatalistic philosophy, would change nothing when launching into a stiff wind. McGillvray, Canadian indoor champ, would change everything, moving the C.G. forward and replacing the motor with a shorter, more strands version offering the same weight at a higher torque. His goal is more stability plus more thrust. Hall of Famer Russ Brown backed this energetic approach. Museum director Col. Bowers noted the special problems of limber, high-aspect ratio models. In wind, these may twist to offer incidence angles incapable of generating useful lift. If there is a choice—go with a low aspect ratio wing. Frequent grand champ Rees would go the active route, trimming prop diameter to get a stronger push-off at launch. Grand all time scale designer Earl Stahl suggested a reduction of launch velocity as especially useful.

(Other interviews produced views similar to those above and so are not given)

The very variety of answers makes our uncertainty clear. What is the prudent flier to do? Much has to do with the model wing loading. At near-indoor loading, flight speed is very low and the model is especially sensitive to turbulence. Here, much is in the hands of the gods and the Stott brand of stoicism as good an approach as any. At wing loadings of 0.6 gm/sq in or more, revision has a chance. At an obese 1.0 gm/sq in, your model will ignore wind. However, the model will also ignore thermals and maxes, settling for 30 seconds or so...

Indoors, anyone?

# 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 also. 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 October 31, 2000 will not be eligible.

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

## COMET KIT/PLAN

Pilot	Aircraft	Time
1. Scot Dobberfuhl	Porterfield	564 sec.
2. Scot Dobberfuhl	Corben Super Ace	287 "
3. Scot Dobberfuhl	ME-109	163 "
4. Tony Telford	Taylorcraft	126 "
5. Frank Hirleman	Spartan Cabin	52 "
6. Steve McKeown	Curtiss P-40	39 "

## MODERN CIVIL PRODUCTION

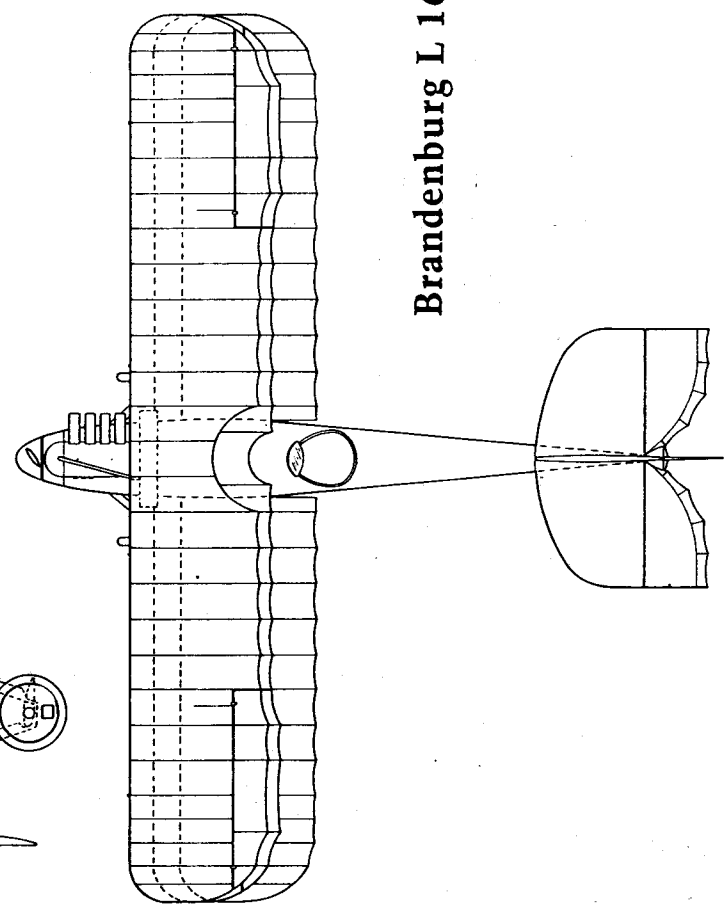
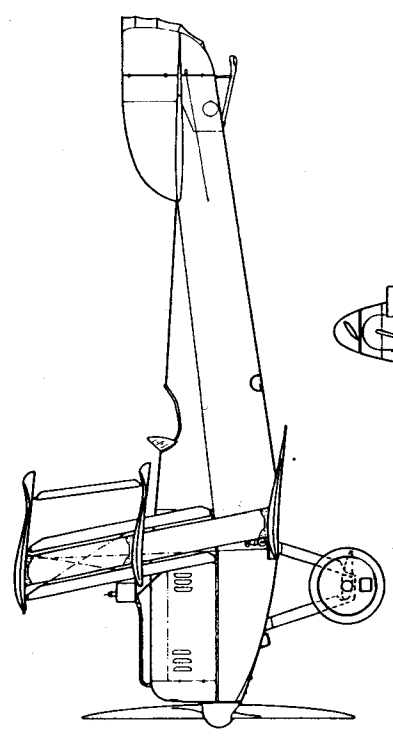
Pilot	Aircraft	Time
1. Scot Dobberfuhl	Piper Clipper	221 sec.
2. Elmer Mellander	Turbo-porter	210 "
3. Frank Hirleman	Taylorcraft BC-12	45 "

## FAC-NATS MARK XII 2000 VIDEO

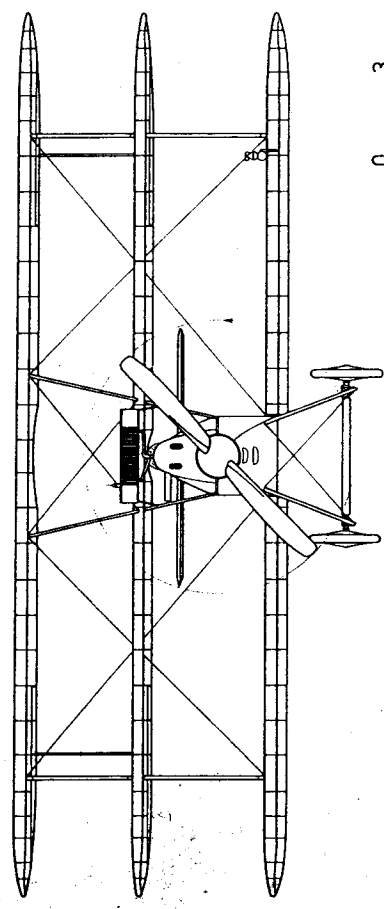
Get your video of the FAC-Nats for 2000. Very good footage of Bi-Planes, Multi-engine and Giant Scale models.

Only \$17.00 postpaid from; David Franks, 10130 Epsilon Rd., Richmond, Va. 23235.

Recommended by FAC-GHQ.



Brandenburg L 16



# Air Mail

Lt. Col. Lin Reichel, Commander in Chief, Flying Aces Club  
FAC - GHQ  
3301 Cindy Lane  
Erie, PA 16506

Colonel;

Having received the D.S.M. Citation and Medal, I feel greatly honored and somewhat humbled.

That our Flying Aces Club, Officer Corps had taken the time from there many Nationals organization and planning meetings to vote this award for me is deeply appreciated.

To be recognized for my meager contributions to our hobby is both pleasing and surprising, especially in view of the fact that I have approached the "Golden Age" column as a fun thing.

If these articles have provided information or assistance to my fellow clubsters, that is in itself a reward, particularly in view of the many positive discussions I had with many of our members at our recent National contest and all were positive and complimentary.

To answer one question I have had from some. Yes, it does take away some of my building and flying time, yet the effort spent in researching and putting the various articles together, is very enjoyable and time well spent, as many of our other newsletter contributors are aware.

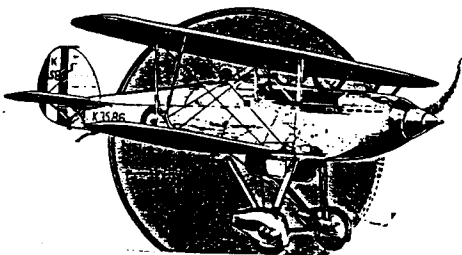
Actually, it is just another extension of our great hobby.

My personal hope is to continue providing material for our newsletter as long as our editor feels it is beneficial to the publication and thereby justify the award given to me.

My thanks to all concerned and one final point.... It is nice to have.

Sincerely yours,

*Fran Ptaszkewicz*  
Fran Ptaszkewicz... D.S.M.

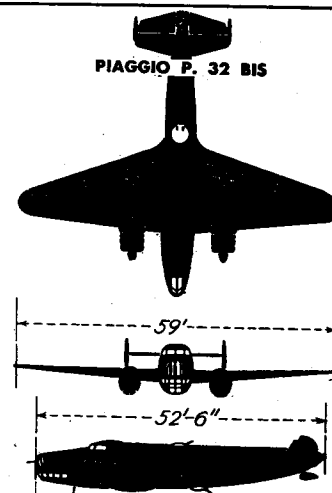
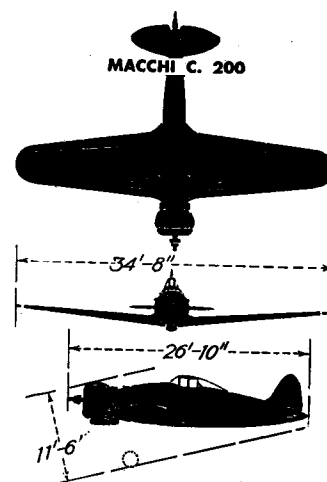


## LATEST FAC PLAN PACK

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

13.



## FOUND AT THE FAC-NATS

Glasses case with a pack of mono-filament line in it.

A pair of sunglasses.

A pair of glasses.

A camera lense cover.

A key on keyholder.

A model wheel with red pant on it.

A WW-I type wheel with light blue wheel cover.

A very nice camera.

All of these items are here at GHQ. If you can identify them further we will get them to you. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506 or phone (814) 833-0314.

### The Bendix

Stabbin' exhausts in the morning,  
Hangars at Burbank a'glow,  
Fog rollin' in from the ocean,  
Mechanics warmin' 'em slow,  
Everyone wishing each other  
Luck for the get-away climb,  
And this is the race o'races  
In speed and distance and time!

Spannin' the continent east'ard,  
A'raisin' the Jersey shore,  
Take all the gas you can carry,  
Wish you could carry some more,  
Ponder the tape for the latest  
Temperature, dew point and glass,  
Learnin' its instrument flyin',  
Wonderin' when it will pass!

Always there's weather to battle,  
Thunderheads crownin' the peaks,  
Satan presides in the cockpit,  
Static and headache and leaks,  
Wind changes no one can tell you,  
No place to land if she cuts,  
And what you need for the Bendix  
Is inexhaustible "guts!"

Nobody's luck of a minute  
Can hurdle the nation's chest!  
Only by bringing together  
Elements worthy o'test,  
The pilot, ship and the motor,  
Radio, compass and fuel  
Blended to finish or perish  
Seeking the ultimate goal!

### FAC NATS XII

This issue is devoted to the FAC NATS. I went – again. It was great. You've gotta read this. Hopefully, it'll inspire you to go sometime. I hope for this to be a guide to the where, what, and how of the event to help any who have not attended and hope to, plus a reference for me when or if I go again. Note: I don't even buy green bananas any more.

The FAC NATS is not just another free flight contest. It's a convention, a three-ring circus, a family reunion, a trade show, a world's fair, an exhibition of the finest free-flight scale models in the world, and a three-day contest on a good site. I heard some refer to it as "Mecca", others said it was "Heaven". There is one problem though. If you want to fly in this contest – it doesn't leave enough time to watch everything else. While you're winding for your next flight, there's some guy walking by with a Gossamer Albatross with about a five foot wingspan. I never did get to see it fly. It's time for the

Thompson Trophy Mass-Launch! Gee, I'd love to watch that, but the conditions are ideal for an attempt with my Jimmie Allen entry. With 191 contestants (Largest entry ever), and probably 1000 planes or more, it's really hard to keep track of everything. This thing is growing! At the banquet, I was sitting next to the guy who was CD for the FF scale events at the AMA Nats. They had six contestants.

The event started Thursday evening with the scale judging at Peter's Party Complex in nearby Leicester. This is also where the closing banquet is held. It's a nice, air-conditioned place with a large room for displaying all the Scale entries, plus the vendors' booths and the registration table. There are mind-boggling scale models that belong in a museum. There are also planes like I make. More of the former than the latter. You'll see them in MA and FA magazines and the FAC news. New things in the vendors' booths include the Gizmo Geezer's combination free-wheeler/ rubber tensioner/anti-bunching device. I should've bought one, but didn't. I drooled over the KP geared electric motor small enough for Peanut Scale. If we all built the stuff we've got before we buy anything else, the industry would probably disappear. There was still time after leaving Leicester to check out the flying field and even to do a little testing. It was dead calm. I tried 3/16<sup>th</sup> rubber in the Nieuport. Wrong thing. Glad I tried it on Thursday.

Friday morning, arrived early. On the internet, Nate Sturman, from Gunma, Japan, said he was coming to Geneseo and he'd be the guy with the gray Nakajima 73 (I think). As we're pulling onto the field, here comes a gray Nakajima. I hit the brakes and the Nakajima lands about six inches in front of the left front wheel. That's how I met Nate. I met a lot of folks we encounter on the net or who subscribe to the Stooze, or edit the newsletters I buy or swap with. That's one of the really neat things about this event. I suggested to Lin that we all have name tags, but he said they tried it and by the second day the field was littered with them. Lin, how about offering the pin-on engraved plastic ones for sale by FAC? Friday was a fairly good day for flying. I flew WWI Mass-Launch with the old Nieuport. Lucky to finish fifth, good for a plaque, my first one from FAC NATS. I'd have done a place or two better if I hadn't outsmarted myself. More on that later. I started flying Old Time Rubber with the Victoria Parker and started out O.K. but then the free-wheeler solder joint on the prop shaft slipped. This was one of the KISS free wheelers. I'm not real good at silver soldering and maybe I'll go to a different type where you don't depend on a solder joint on music wire. I thought I was out of it, but then discovered that you're supposed to fly two officials Friday and two



on Saturday and use the best three of four. More on that later, too. I'd have flown no-cal, but I broke the motor stick on the Aeronca and the Messerschmitt didn't fly that good, and it was getting kind of windy. Besides, I wanted to see other people's stuff.

Saturday was chilly, cloudy, and windy. Lots of planes were going into the corn. There were gusts that blew down a couple of sun shades. I put in my last two flights on the Victoria Parker, with indifferent results. The free-wheeler hung up and the prop didn't free wheel on the first flight and a potential max went in the tank. Maybe another reason to switch to a different type. We'll see.

Sunday was the day we dream about! Temperature in the 70's, fleecy cumulus clouds, soft breezes about 5 mph, thermals if you could catch them. Flew Jimmie Allen. With fresh rubber, the Skokie is a legitimate two-minute airplane. With used rubber, it's a one-minute airplane. The Bluebird is a 90 second airplane. It's just too heavy. There were beautiful airplanes in the air everywhere you looked. This is the reason to attend! If you're the run-of-the-mill modeler like me, you're not going there to bring home a stack of plaques; you're going there to watch the world's greatest builders/fliers fly the world's best model airplanes and maybe learn a few things from them, because they'll share it all with you. This is a great bunch.

Sunday evening was the banquet at Peter's in Leicester. Do not pass up the banquet! This is where the trophies are awarded. Entertainment by Vance Gilbert and others. It's informal, but it's a cloth napkin affair and some wear ties but I don't recall seeing any coats.

### MEMORABLE STUFF

I was set up between Lee Campbell, of Campbell's Custom Kits, and Fred Ma--- (Rats, I forget) who had the bare bones of an ME 263 jet. He planned to use two Jet-X in it, but the consensus is, you can't be sure they will stop at the same time, so he's probably going to use a couple of Dave Rees's electric fan jets. I'm sure you'll see pictures of it in the slick paper magazines.

Herb Kothe had his two-bit model in the corn. He had his radio tracker in it and was getting close. "It's got to be right around here", he said. Then he stepped on it. He repaired it and, if I remember correctly, finished first or second.

Meeting Don Ross (Cross Files column in Flying Models), and having him say "Oh, I know you". Thanks Don (He gets the Stooze). We met in Geneseo six years ago, but I suspect you noticed the Nebraska Free Flyers Tee-shirt and clued in from that. Good for the ego.

Watching Marie Rees's white Lockheed Vega circling off into the blue. Granted, she has a highly skilled mentor, but she's the builder/flier.

Picked up a guy on the road into the field, after retrieving a plane. Turned out to be Chris Parent, developer of the tissue chalking process we printed last issue. He invited me to look at his planes. **Out-standing!** His Ryan ST won the scale achievement award (I think that was it), and it flew as good as it looked! You'll see it in the magazines, I'm sure, along with his Smithsonian quality Nieuport 17. The Nieuport is from a Thomas kit. These will be the Cleveland kits of the new century. Except they fly.

Having Tom Arnold of the San Diego Scale Staffel timing my Bluebird. Having Orville Orm, the Gizmo Geezer, as my "mechanic" for WWI.

Watching Herb Kothe's Jimmie Allen Blue Flash going up like an FAI Gas Job, and him making umpteen trips for trophies at the banquet. Way to go!

One of the Canadians had an unusual old-time rubber job. Deep belly like a Clodhopper, dihedrally twin fin stab. "What is it?" "A Ross Pace-maker" Had a box for it with the name on the lid. Had a couple of Embryos in a box labeled as such, all in the back-seat. Get to Customs at the border. Need I go on? He says you don't laugh when the lady wants to know what you're doing with the medical stuff.

### WHERE, WHAT, HOW

Geneseo is a town of about 8000, about 35 miles south of Rochester, in western New York, just west of the Finger Lakes region, six miles west of I-390 on 20-A. The old part of the town is Main Street, with shops and a family restaurant. On the east edge of town, on 20-A, is the typical new strip with the Wal-Mart, Radio Shack, fast food and a Day's Inn Motel next to Denny's. There is one other Mom & Pop motel, but I haven't seen it. The State University of New York is apparently the principal industry. The FAC arranges with the university to house and feed breakfast and supper to the bulk of the contestants. Staying in the dorm is by far the least expensive way to go. The food in the cafeteria is good, plentiful, and inexpensive. They're happy to let you ice you cooler for the field. However, if you decide to stay in the dorm, **a large fan is essential!** This year, the weather was pleasant. This is not usually the case! It can be unbearably hot and humid! This is from a Nebraskan who knows heat and humidity. There is no air conditioning in the dorms except in the lounge area. There are more small motels in nearby towns, ten miles or so away. Check with Lin Reichel or your travel agent about them. Be a good person and send a SASE when you ask Lin for info. My wife and I stayed on the south edge of Rochester, about 30 miles away. There are lots of

motels and restaurants there at the intersection of I-90, and I-390 or I-490.

If you decide to fly and rent a car there, compare fares to Buffalo vs. Rochester. I'm told Buffalo is a lot cheaper!

The Glenn Curtiss museum at Hammondsport is only about 60 miles south of Geneseo. Go see it.

The field is the Geneseo Airport, just west of the campus, but about a mile by car from the dorm. A hamburger/hot-dog/pop/coffee stand will be on the field. They serve good food at reasonable prices. There are several Porta-Pottys. There is no water on the field. There is corn on at least two sides. A Walston or similar locator is very helpful.

**Plan and practice** before you get there! If you want to see anything, you can't fly everything! And you'll want to see things. The vendors will be at the scale judging at Peter's on Thursday. That's a good time to look over their wares and buy stuff. They'll be on the field, too. The scale judging is a good time to look at the FAC scale models because they are displayed on tables, but the jumbo scale models are judged on the field. There are ten or twelve events flown per day. There's no way you can fly all of these. Mass launch events are at scheduled times, so you have to be there at that time, not off chasing another event.

Set up as close to the HQ. Tent as you can. The flight line is about a quarter of a mile long. All the times and schedules are posted at the HQ and you'll be doing enough walking without chasing a quarter mile to the HQ and back. If you're using a sun shade, know how to put it up before you get there. Not everyone did. Time wasted setting up is time you're not flying and it's probably the calmest air of the day. Geneseo is not the place to be testing your airplane, except maybe one short flight to be sure nothing has changed. **Practice at home!** Know your plane. Then practice. Arrange your equipment so you know where everything is, don't have a bunch of stuff in your flight box that you don't need, put everything back in the same place, and wind and launch the same way every time. Don't worry about "Saving your plane". If it flies O.K., you won't hurt it. If it's marginal, home is the place to sort it out and get it flying the best it can. It may need more or less rubber or a different prop or tweak the trim. It won't fly any better at Geneseo than it did at home! Well, actually, mine did, but a blind hog finds an occasional acorn.

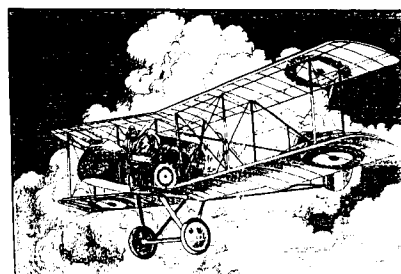
If you're flying in a mass-launch event, be there early. You'll need a "mechanic" to hold for you when you wind. No stooges or blast tubes. Your mechanic then stands by the "launch-meister" and calls out your name when your plane lands. Three of four planes are eliminated per round and you don't want

to be one of them. You have ten minutes to retrieve (On foot without a radio locator), and be ready to wind again. You'll have two minutes to wind and get lined up to launch again. Obviously, you don't want to land a mile away. No repairs or rubber changes between flights. Ross Mayo is the tyrant of the mass-launch. Since Tan II fatigues pretty fast, you don't want to go to maximum winds the first flight, so it's a guessing game as to how many it takes to keep from being eliminated and not wear out your rubber. The second round, you'll wind a little more. If you're good enough to make the third (usually final), round, the temptation is to wind as tight as you dare, further than you ever have before. I mean, **THIS IS IT!** Don't do it. Either stay with the winds you know it'll handle (Practice at home, remember?), or pull the old indoor trick and wind to the max and then back off a few to avoid the worst of the power burst. Ask me how I know. At max. torque, a well-behaved model can get real squirrely. A wingover before it starts climbing doesn't help.

In old-time rubber and stick, you fly two officials each day on Friday and Saturday and your score is the best three of the four. They don't tell you that in the rule-book. Likewise, in Jimmie Allen, you get the best three of four official flights and don't let them talk you out of it. I'd flown three when somebody says "You'd better check at HQ, I think maybe you get four". So, I did. An official sort of glares at me and says (Loudly), "**You get three! Read the rule-book! That's why we send you one every year!**" thoroughly chastened, I slunk back to my van and read the rule-book. It says best three out of four. **H-a-a-a-w-w-w-**. Also, in Jimmie Allen, you get to fly two airplanes, but only the best one counts. Two-bit models are a new category. They are for old timers with not more than 25 inch wingspan. Has nothing to do with the price of the kits as in dime scale.

Again, for your first trip to FAC NATS, if you're the average modeller, don't try to overdo it. Enter enough events to have fun, don't expect too much of yourself, and leave time for watching and listening. There is too much there to see to spend all of your time flying and chasing your own airplanes. I hope this will help make it a little more enjoyable for a first timer.

If only it wasn't so darned far!



## THE SOLID SCENE by Fran Ptaszkiewicz

The solid model, sometimes called a shelf model, has been with us a long time.

Although pretty much long gone, having been replaced by the plastic model with its greater degree of molded-in detail. The solid model provided many a beginning modeler with his first introduction to model airplane construction.

A drawing, some pieces of balsa wood, hardwood wheels and a thin sheet type stamped out metal propeller were the usual components of the ten-cent model.

With much work and some knicked fingers, it was possible to fashion a model closely resembling the plan and perhaps the sketch on the box. As the skills of the builder improved so did the quality of the finished model.

The solid/shelf models had their critics and their defenders who engaged in friendly banter regarding their choice of model.

The critics would be the modeler who had built a number of solids, had learned to handle tools and was now building rubber-powered models. He would be heard to say, "Hey, you build a solid model and all you can do is put it on a shelf and look at it while we can try to fly our rubber-powered ships".

The solid modeler would defend his choice by saying, "Sure, you can try to fly your model but if it crashes all you have is a bunch of broken sticks, while we can still enjoy looking at our model, after all a dime is a lot of money these days".

It is safe to say that many a devoted solid model builder eventually found his way into rubber models and thus enjoyed still another facet of the hobby.

When examining many of the old solid model plans, it is interesting to note the amount of detail which went into and was depicted on many of the plans. By studying the drawing a beginning model builder could find and identify the location of various parts and details thus eventually become quite knowledgeable regarding airplanes and their components.

That there are still a number of hobbyist's who by virtue of their many years of experience are still creating finely detailed model works of art. Your editor will present a solid plan or two from time to time to assist them and to further their endeavors.

As FACers, it will benefit the historian in all of us.

Some of the first model kits which I purchased were from the Comet and Megow Company's with other manufacturers later on.

Before there were finances for model airplane kits I learned to work with soft white pine and plans found in old used model magazines.

The three plans herewith presented are all from the Comet Company ten cent line of kits.

They are; Curtiss Interceptor Comet kit no. B-13  
Bell Pursuit Comet kit no. B-14  
Beechcraft Comet kit no. B-15

The Curtiss Interceptor was also known as the CW-21.  
The Bell Pursuit was known as the Bell P-39 "Aircobra".

These two plans were drawn by Ed Lidgard who many old-time modelers will remember as a designer of many of his own creations.

The Beechcraft was drawn by Sid Axelrod who is also well remembered.

By studying the title blocks of many old kits both flying and non-flying we find a lot of famous modelers earned their living working for the many model companies in existence way back when.

## FAC-NAT'S MARK XII 2000

### 1 hour 26 min. Video of the MK 2000

Video in three sections:

- Judging, free flight segments and Awards.....54 min.
- Ford Tri-motor assembly & fight.....22 min.
- War Birds; T-6, Japanese Bomber, Ant & F-4 Wildcat fly-by...10 min.

All tapes have a Hi-Fi Stereo audio sound track and copied from the master digital tape.

Tapes available in the following formats, plus 4.95 shipping / handling:  
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Super VHS	\$35.00 + \$4.95	\$39.95
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Mini-DV Digital	\$40.00 + \$4.95	\$44.95

### Ordering information contact:

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Lexington, KY 40509-1928

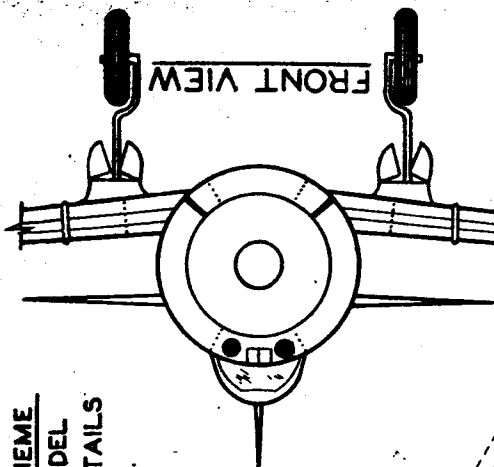
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Phone: (859) 263-2964

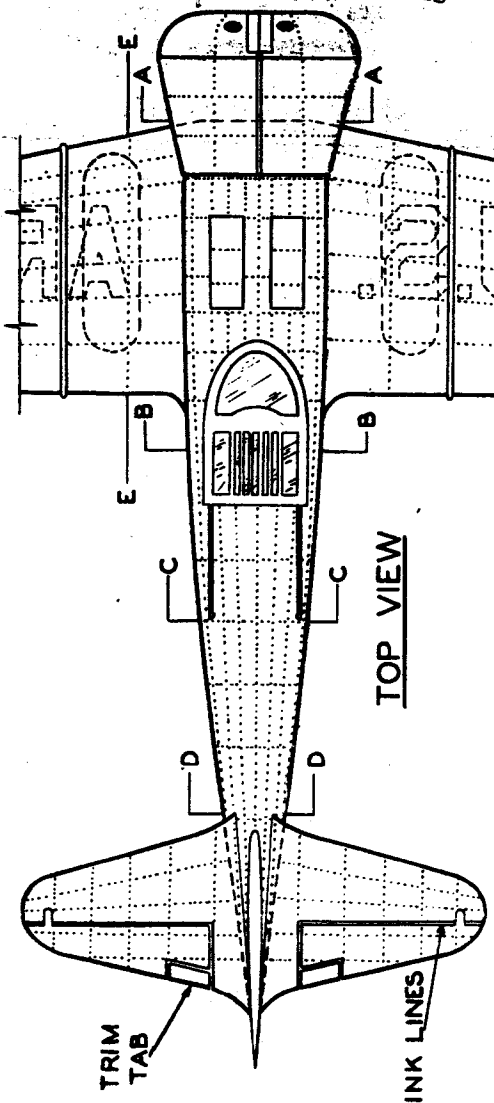
E-mail: [jfcagle@aol.com](mailto:jfcagle@aol.com)



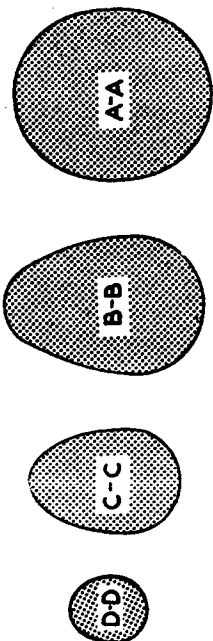
\* Satisfaction Guaranteed \*



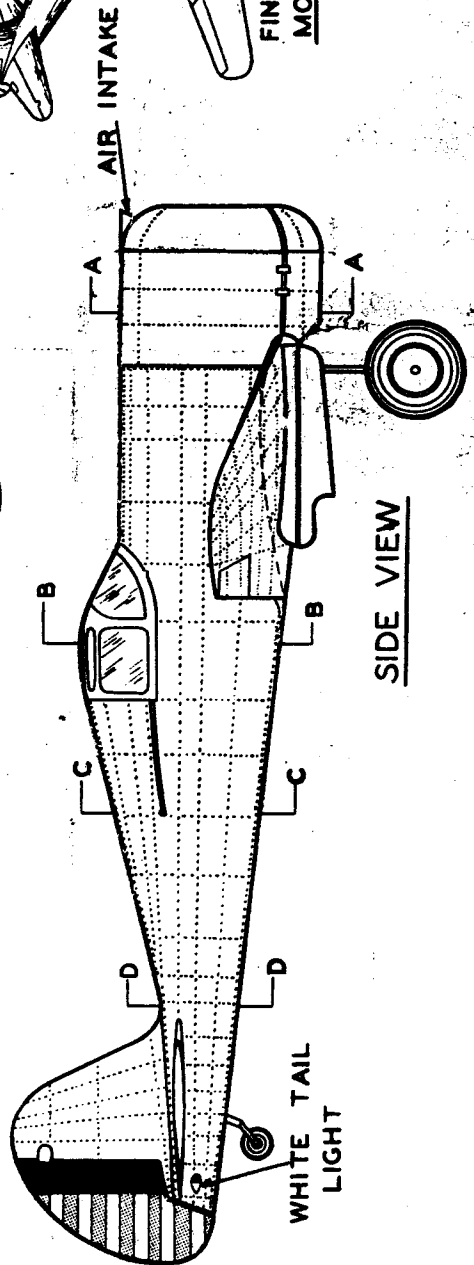
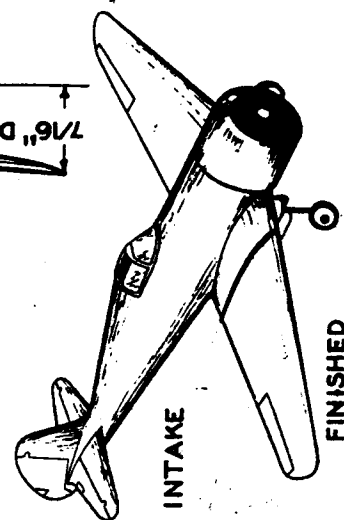
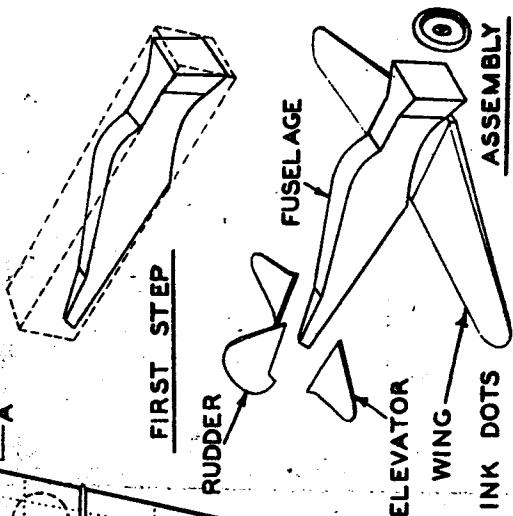
COLOR SCHEME  
ENTIRE MODEL  
SILVER, DETAILS  
BLACK.



BODY SECTIONS



WING SECTIONS



CURTIS INTERCEPTOR

WINGSPAN 7-1/2" LENGTH 6-1/2"

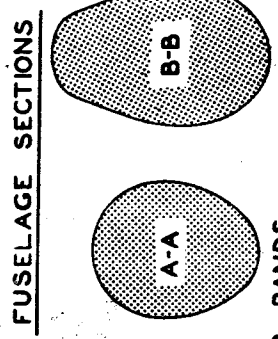
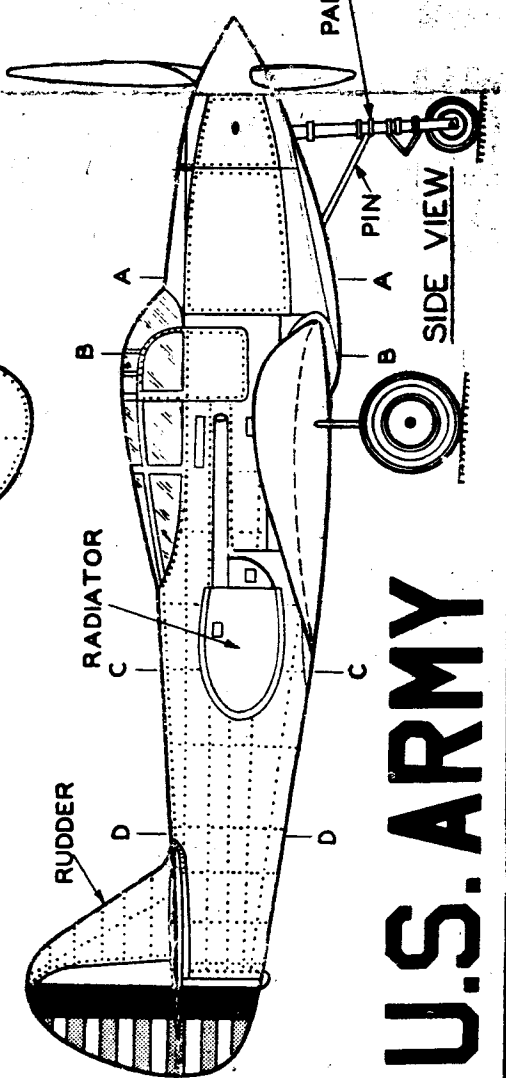
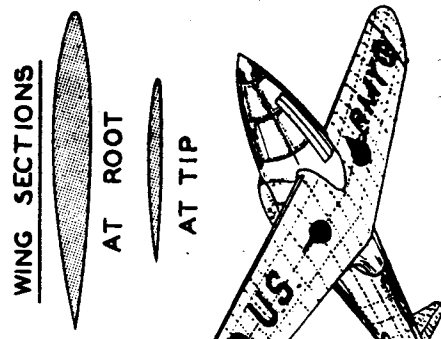
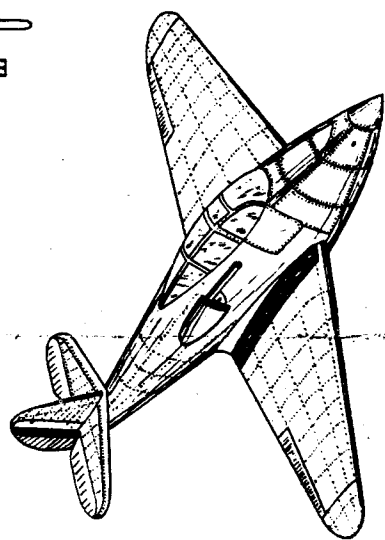
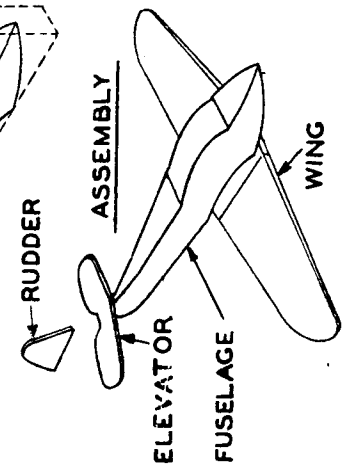
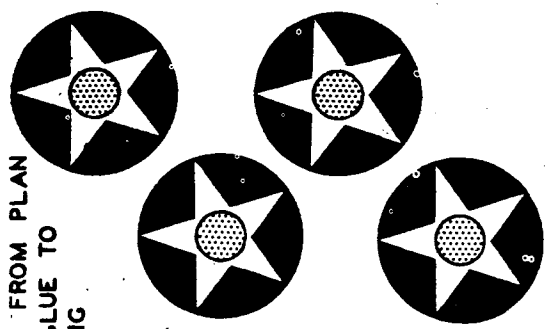
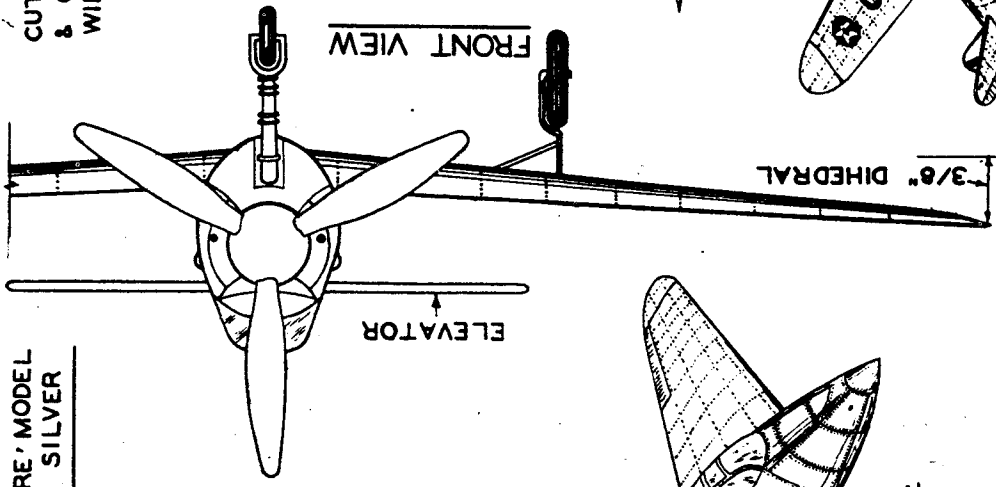
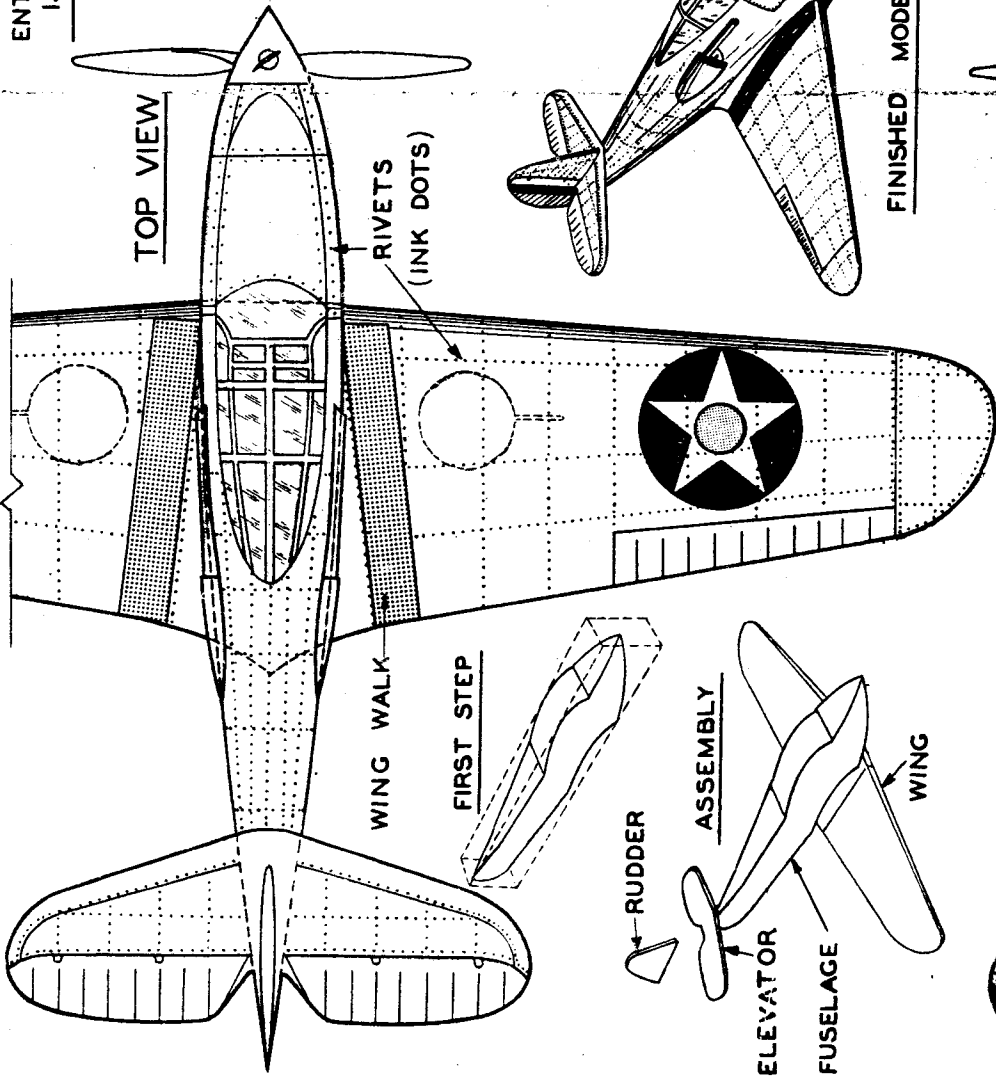
DRAWN BY *Cl. J. J. J.* KIT NO. B13

# U.S. ARMY

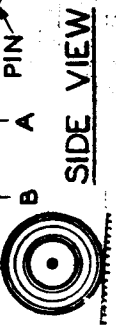
**BELL PURSUIT**

WINGSPAN 7-1/2" LENGTH 5-1/2"  
DRAWN BY *Ed Lyford* KIT NO. B4

19.



PAPER BANDS







## S.O.S. -- S.O.S. -- S.O.S.

Paul McKiernan, 3868 Thousand Oaks Dr., San Jose, Ca. 95136 needs 3-views, color and all other info he can get for the Loire 46 aircraft.

Joe's Models Hobby Shop, 19 Valley View Rd., Verona, NJ 07044 is looking for FAC members who live in North New Jersey and others in nearby locations.

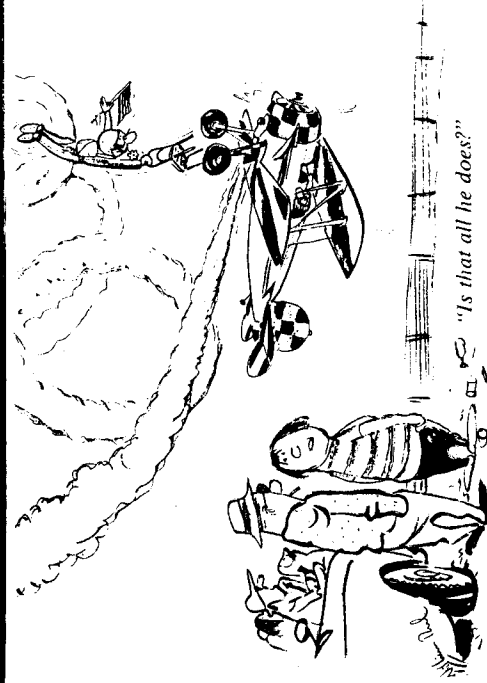
Wanted; Bulkhead and rib shapes, details of insignias on wings and fuselage, plus wind shield shape. Jim Kirk, 15750 Chandelley Pl., West Palm Beach, Fla. 33414.

Steven White is looking to form an FAC Squadron in the greater Indianapolis, Ind. area. There are several members in the area. Please contact Steven White, 6405 West 15th St., Indianapolis, In. 46214.

Wanted; Plans for the Ryan Fireball, Cleveland Kit #IT-92, 30" wingspan. Paul LaChat, 228 Holabird Ave., Winsted, Ct. 06098.

Wanted; Mike Ransom, 701 N. Grand, Okmulgee, Ok. 74447 a Holland Hornet .049/.051 engine. No tank/timer needed.

Wanted; 3-views and color scheme plus registration for the German Homebuilt aircraft "Der Cricket". Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.



## Half Pint



**Kit B-112 \$31.75**

**Wing Span 30", Wing Area 202" sq.  
.020/Gas/ Speed 280 Electric Power**

◇ 58 *Laser Cut* Parts ◇ Full Size Plans

Published in the July 1940 Air Trails, the Half Pint was designed by Lew Garami to see how small a gas model could be built and still give satisfactory performance. Originally with a 24 inch wingspan and an Atom ignition engine, it was not entered in competition because it did not meet the minimum weight requirement based on engine displacement of the 1940 rules.

The BMJR Half-Pint has been scaled up 125% to 30-inch wingspan, with an area of 202 sq. in. and today is very competitive in both FAC Old Time Gas Electric, with an EMPS MMI electric motor and three 100mAh cells, or in SAM 02 Replica with a TD 02.

BMJR Model Products

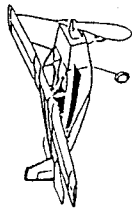
P.O.Box 1210

Sharpes, FL. 32959-1210

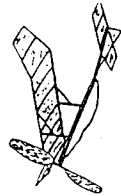
321-537-1159 [www.bmjrmmodels.com](http://www.bmjrmmodels.com)

# BMJR

21.



## "A Well Kept Secret"



### — INDOOR FREEFLIGHT —

**Come fly with us, (or just observe and see what it is all about)!**

For 29 consecutive years, M.I.A.M.A. (Miami Indoor Aircraft Model Association) has been holding indoor model airplane contests in Florida. Currently, the Association sponsors about 7 two-day contests in the Tampa Bay Area each year. They are held in various locations such as the aircraft hangars at the U.S. Coast Guard, Clearwater and Delta Maintenance, Tampa and other sites such as Homer Hesterly Armory, Tampa and State Fairgrounds, Tampa.

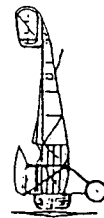
If you are an old "stick and tissue" modeler or a just a beginner, you might find something of interest for you in the many classes of models flown. Detailed scale models from the 8" Pistachio class to the 36" Coconut class are flown in addition to the feather weight endurance models weighing less than a gram. Many AMA National Indoor records have been set at these contests. However, you will find lots of friendly help for newcomers.

For more information on these activities and future contest schedules, you can contact:

Hillsborough County - Newt Bollinger 813 685-4164  
Pinellas County - Don Brimmer 727 525-6667  
Sun City Center - Dick Obariski 813 634-8683  
Manatee County - Rich MacEntee 941 723-0764  
Sarasota - Sidney Gilbert 941 355-0554

or write to: "THE HANGAR PILOT" Editor: Dr. John Martin, Jr.  
(Or subscribe- 1yr. \$12.50 - lots of plans, 2180 Tigertail Ave.  
tips, 3-views, articles, contest information) Miami, FL 33133

Think about it - Wind or rain is never a problem and no one yet has suffered a sunburn. Check It Out !!!!!



## Application for Membership

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Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Membership entitles you to *The Rootstock* for the year, window sticker and membership card.

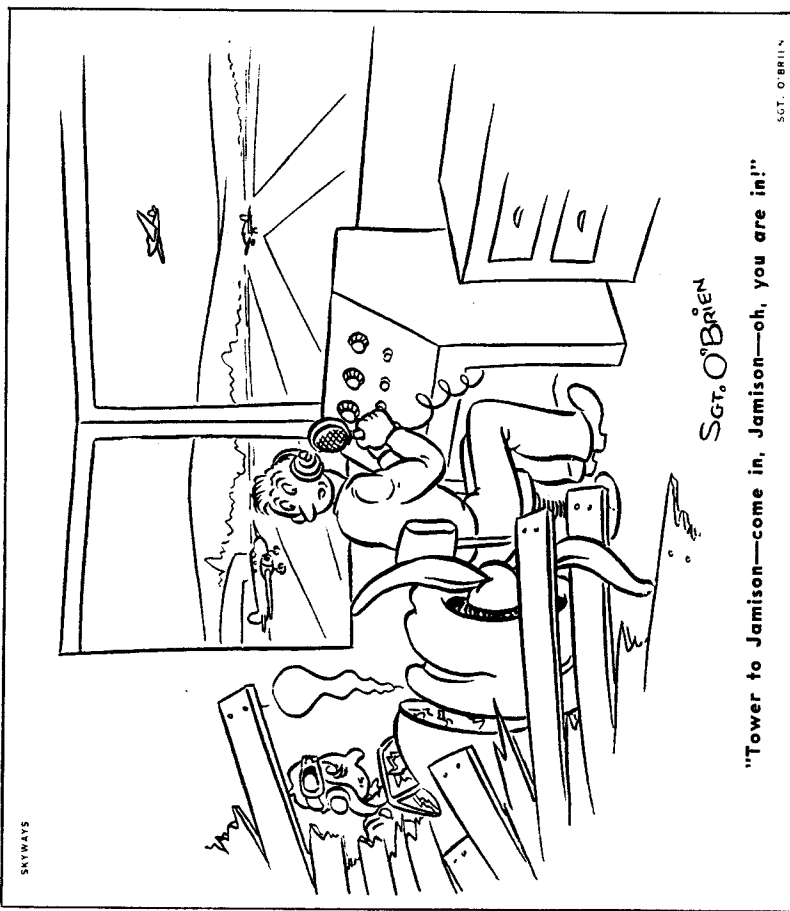
Type of Membership: \_\_\_\_\_ Regular \$30  
\_\_\_\_\_ Senior Citizen \$25  
\_\_\_\_\_ Junior \$10

Mail this application (or a photocopy) with your check to:

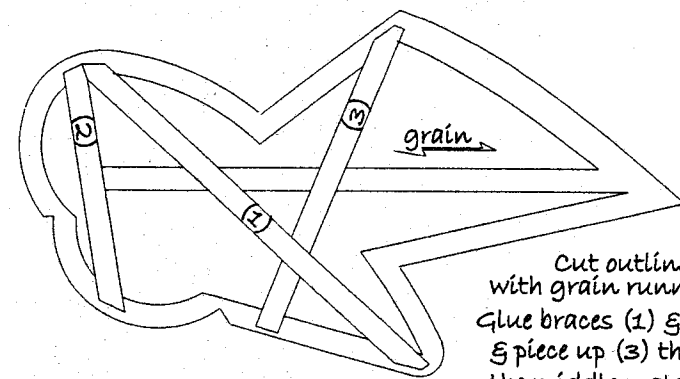
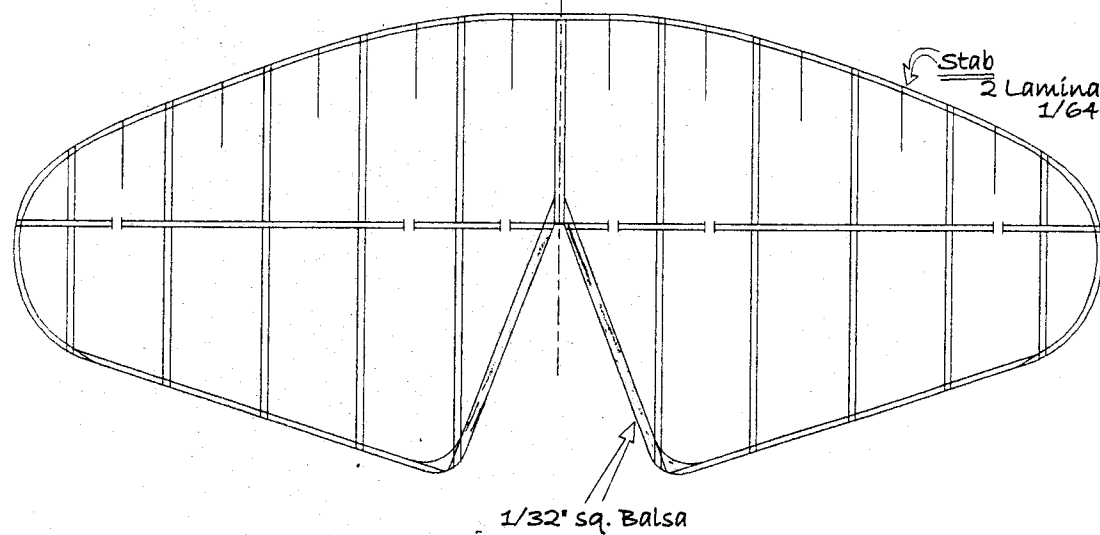
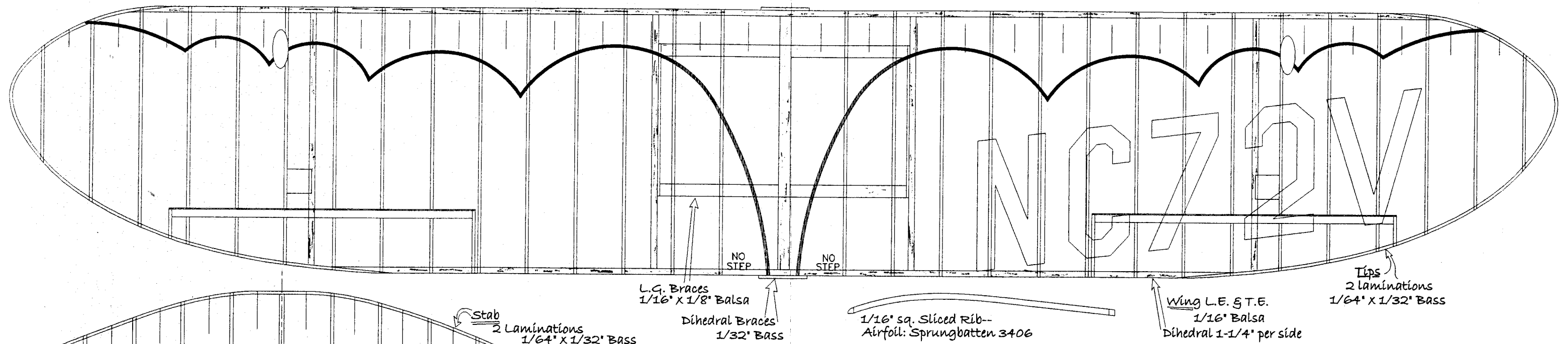
1941 Aircraft Group  
P.O. Box 185  
Geneseo, NY 14454



SKYWAYS



SGT. O'BRIEN



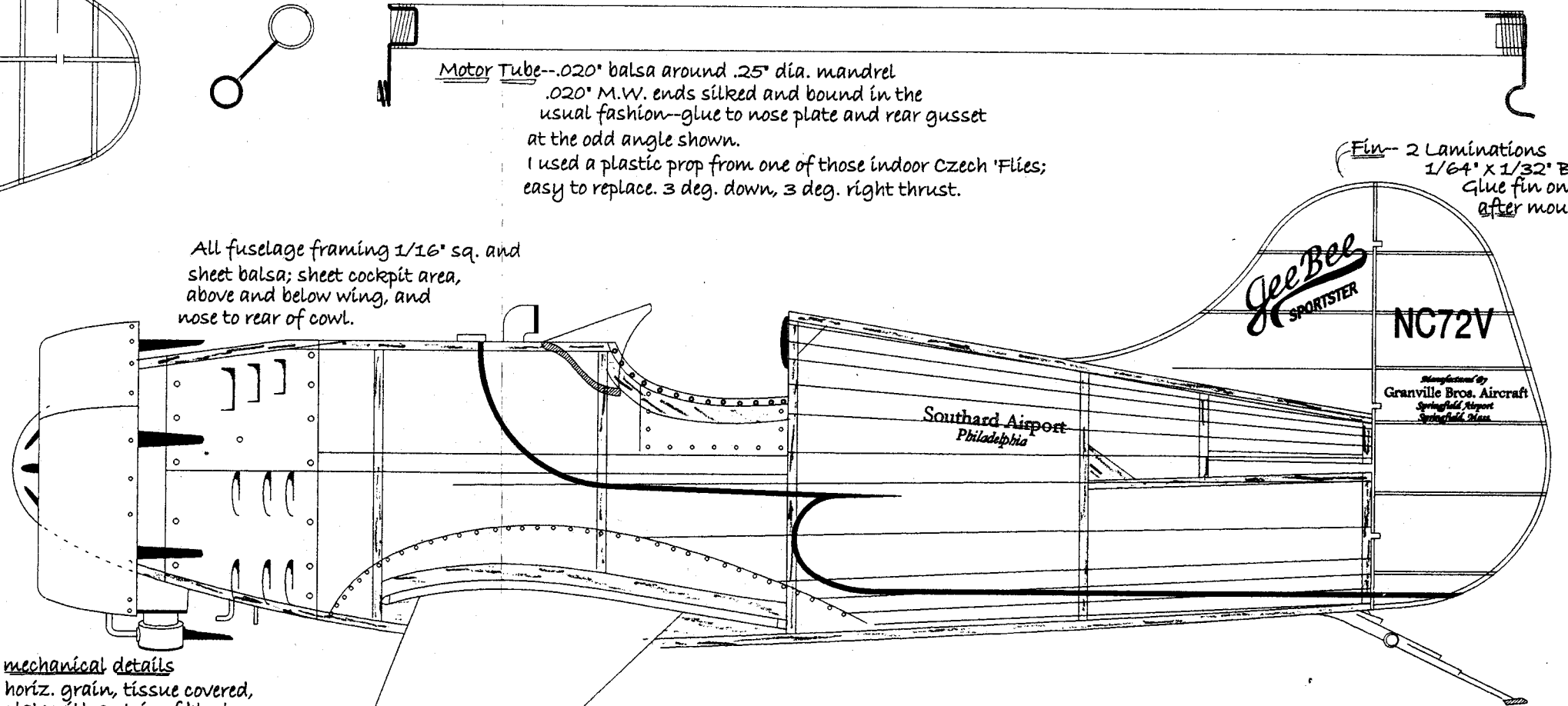
**Wheel Pants:**  
Cut outline from .020" bass  
with grain running as shown.  
Glue braces (1) & (2) down  
& piece up (3) then cut away  
the middle material.

**Cowl and mechanical details**  
1/64" bass, horiz. grain, tissue covered,  
glued to nose plate with a strip of black  
condenser paper (my NoCal equivalent  
of FAC-requisite dummy radial engine)

All fuselage framing 1/16" sq. and  
sheet balsa; sheet cockpit area,  
above and below wing, and  
nose to rear of cowl.

**Motor Tube**-.020" balsa around .25" dia. mandrel  
.020" M.W. ends silked and bound in the  
usual fashion--glue to nose plate and rear gusset  
at the odd angle shown.  
I used a plastic prop from one of those indoor Czech 'Flies';  
easy to replace. 3 deg. down, 3 deg. right thrust.

**Fin**-- 2 Laminations  
1/64" x 1/32" Bass  
Glue fin on and cover  
after mounting stab



My Plane is green on yellow Esaki  
per Professor Fate's comments in Sept/Oct 99 FAC News;  
lettering, cheat line, and registration numbers black.  
Wire and brace points are shown on the drawing;  
the plane flies well without them. However, as this  
model is meant to raise smiles more than to battle  
Mr. Smoothie, it might be fun to include them.  
A small twig of a panic brace, running from  
the fuse to the right wing T.E., was necessary  
to control flopping about.

**NoCal  
Gee Bee  
Mod. E**

Des. & Dr. Michael J. Heinrich  
After Bob Hirsch & Rocky Russo  
Thanx to Flying Aces

85 X14

34 sq inches

NX1223 000

Technical drawing of a fuselage section, showing internal structure, including ribs, stringers, and a tailwheel assembly. The drawing includes a centerline and a 3/4 inch scale bar.

**85**

HURLBURT HURRICANE

NX 1223

1 2 3 4 5 6 7

a b c d e f g

1 2 3-4-5 3 only

6 7

COLOR:  
All white with  
black lettering

**Hurlburt Hurricane**

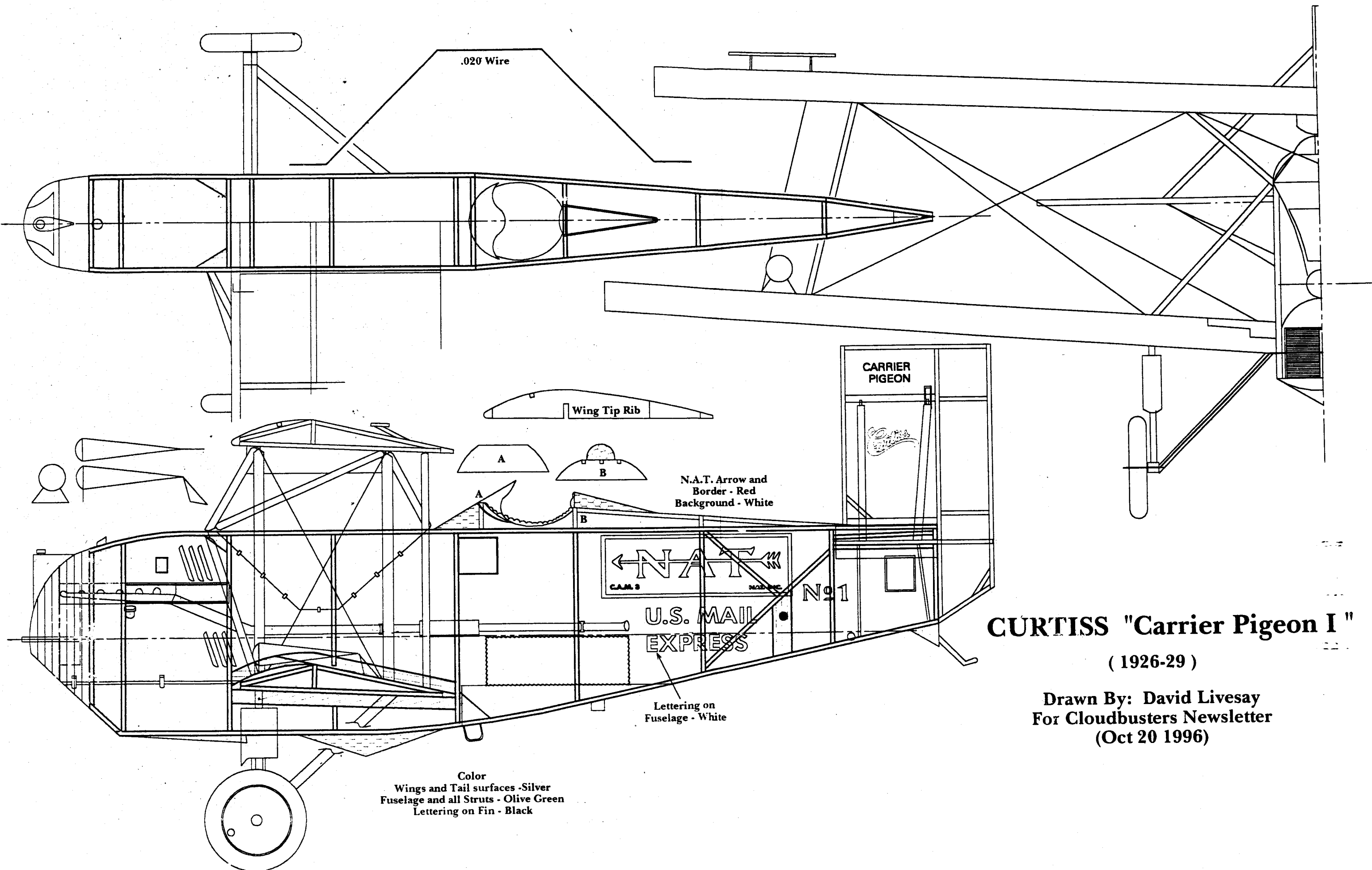
1947-48 Goodyear Racer

**Peanut Scale**

David Livesay 02-01-2000

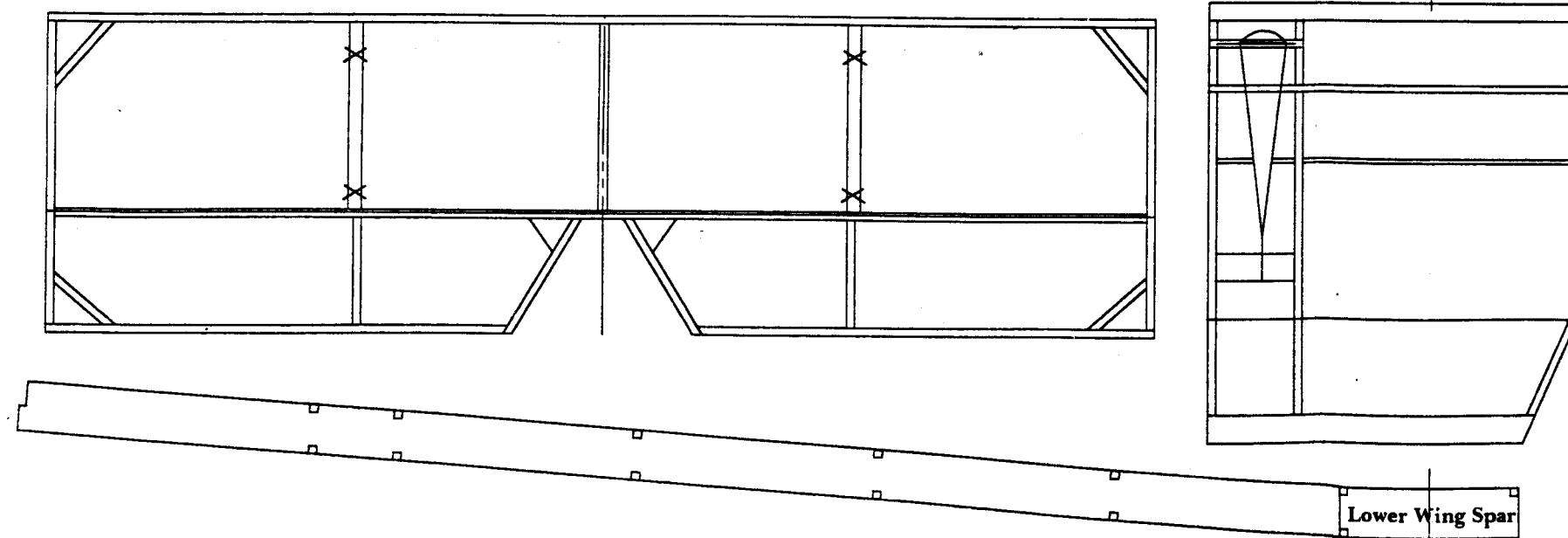
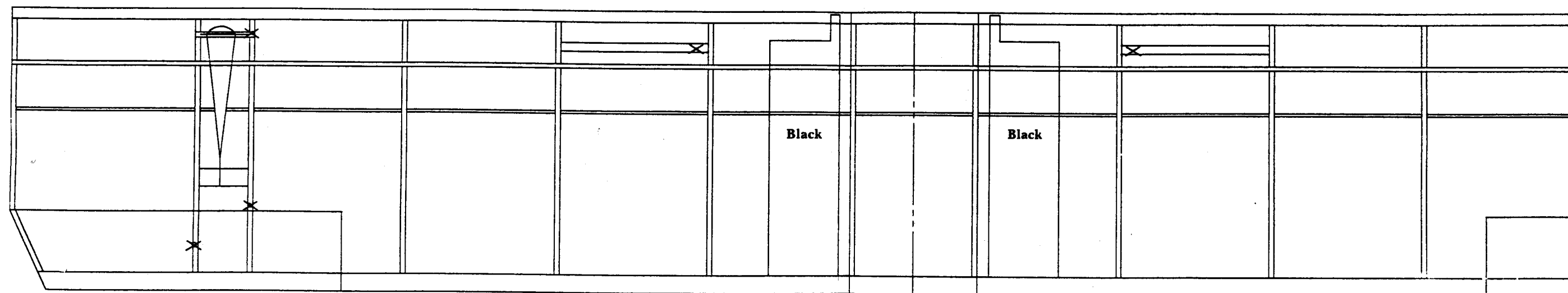
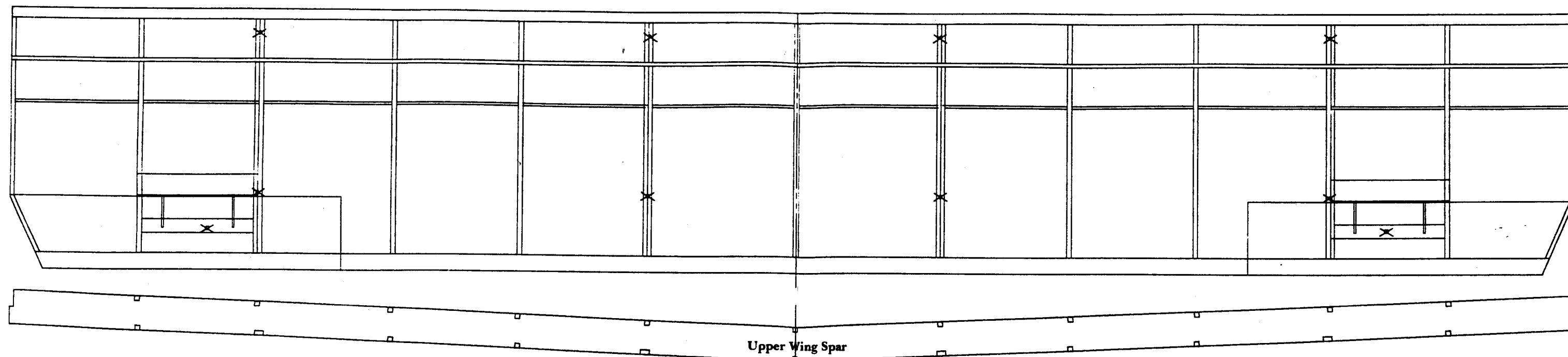
David Livesay 02-01-2000

**COLOR:**  
All white with  
black lettering



**CURTISS "Carrier Pigeon I"**  
( 1926-29 )

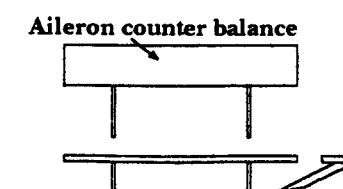
**Drawn By: David Livesay**  
**For Cloudbusters Newsletter**  
**(Oct 20 1996)**



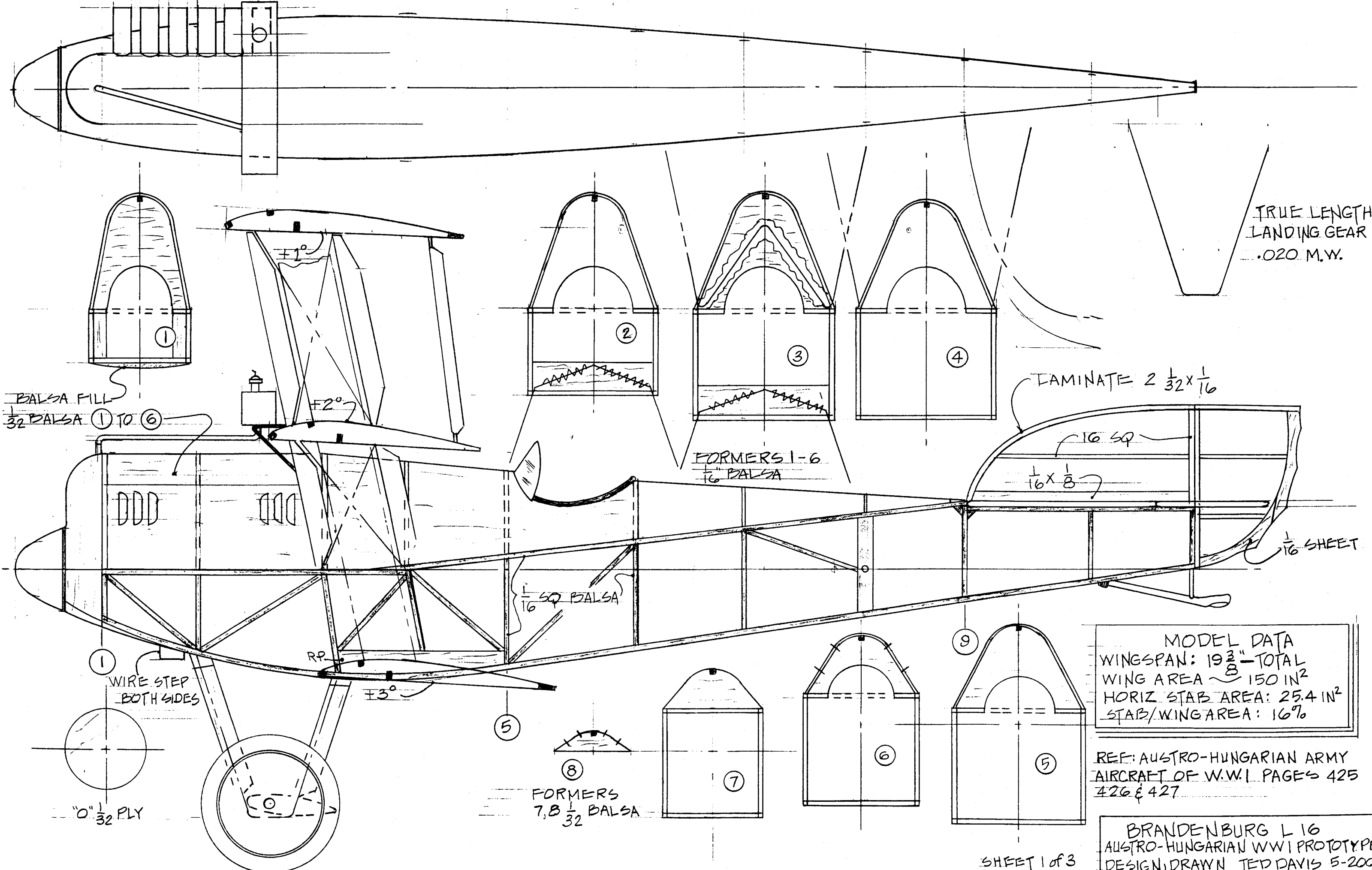
# CURTISS "Carrier Pigeon I "

( 1926-29 )

Scale References  
Paul Matts  
Scale Airplane drawings  
Volume 1





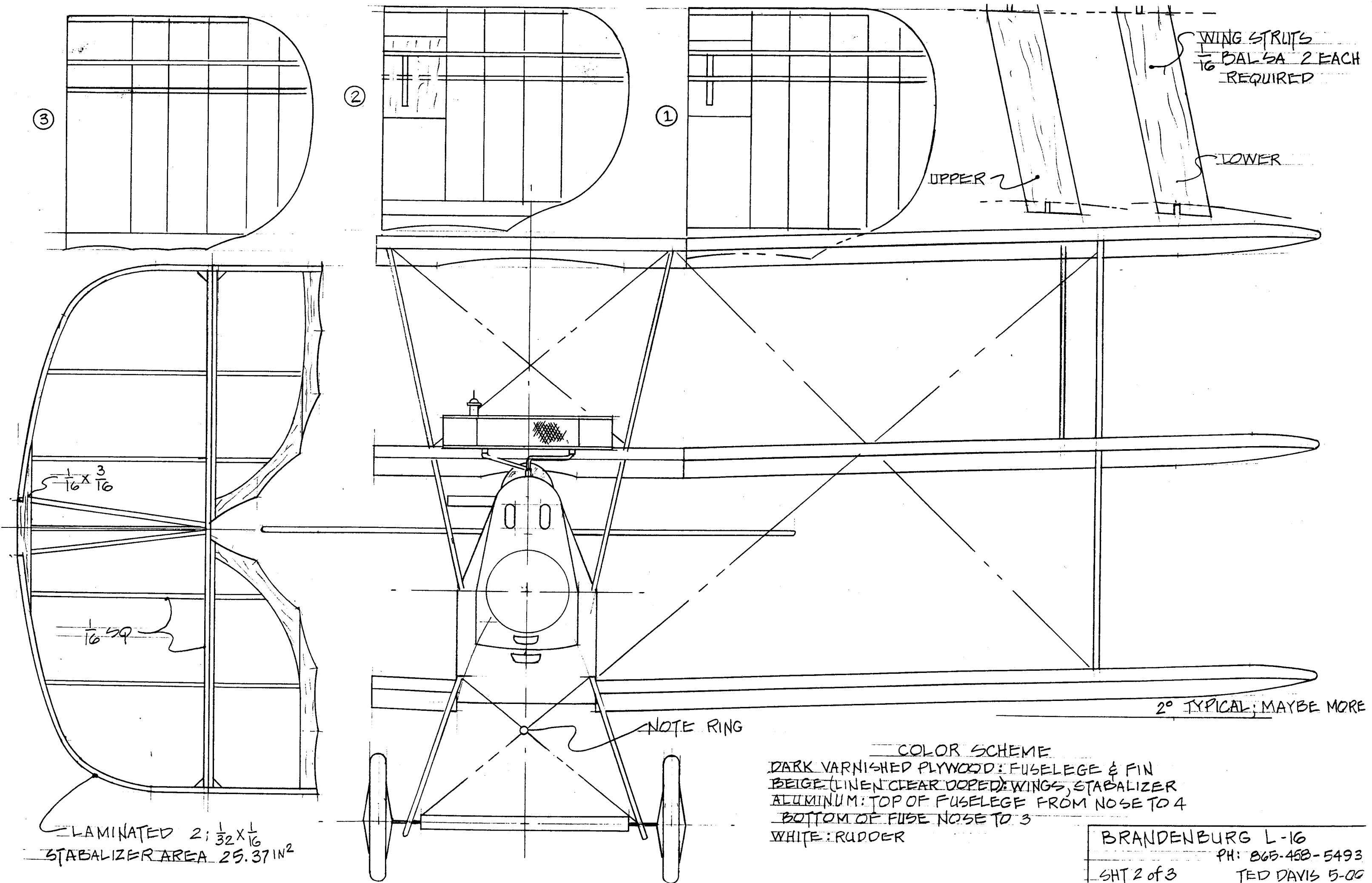


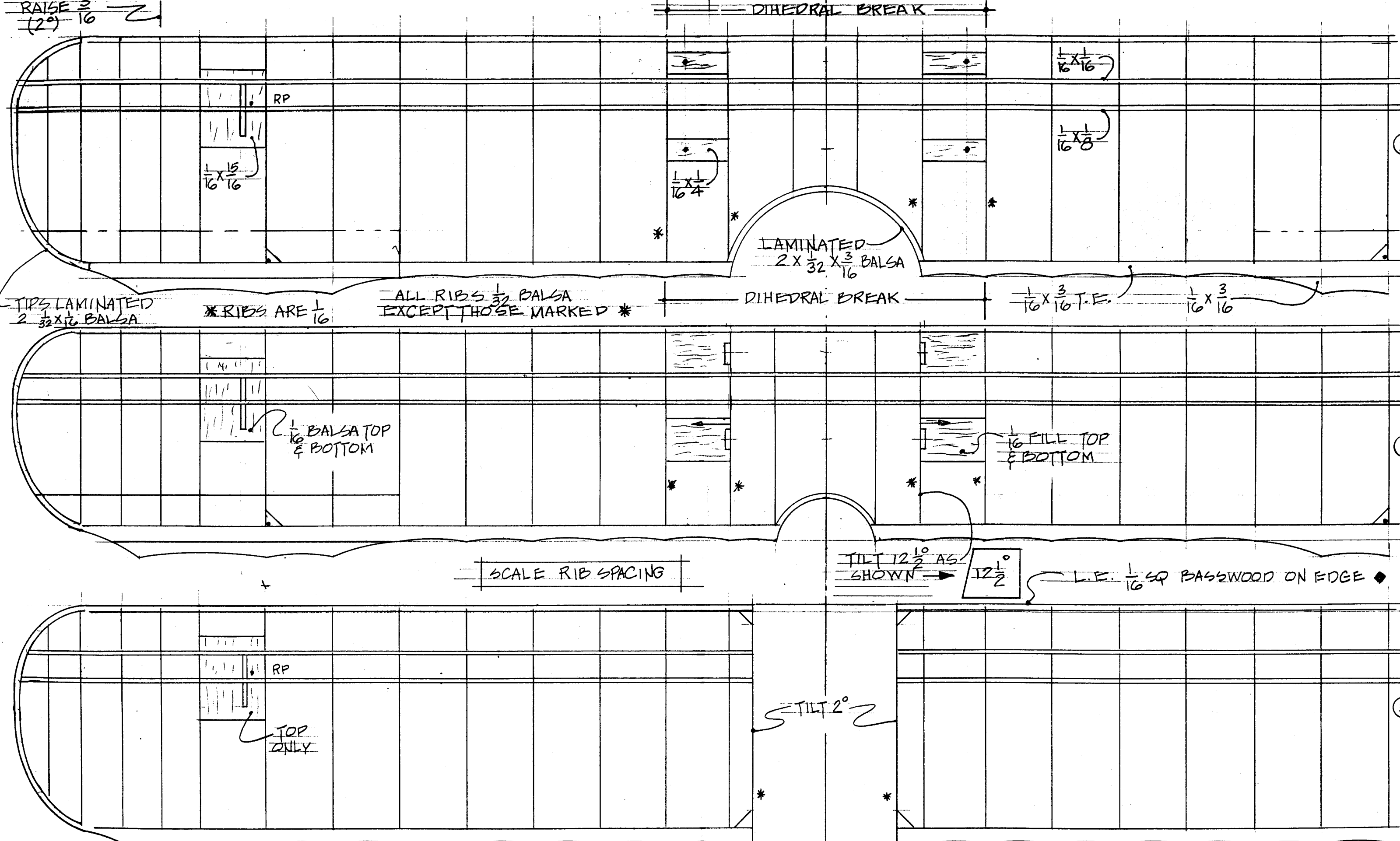
MODEL DATA  
 WINGSPAN:  $19\frac{3}{8}$ " - TOTAL  
 WING AREA  $\sim 150$  IN<sup>2</sup>  
 HORIZ STAB AREA: 25.4 IN<sup>2</sup>  
 STAB/WING AREA: 16%

REF: AUSTRO-HUNGARIAN ARMY  
 AIRCRAFT OF W.W.I. PAGES 425  
 426 & 427

BRANDENBURG L16  
 AUSTRO-HUNGARIAN WWI PROTOTYPE  
 DESIGN, DRAWN TED DAVIS 5-200

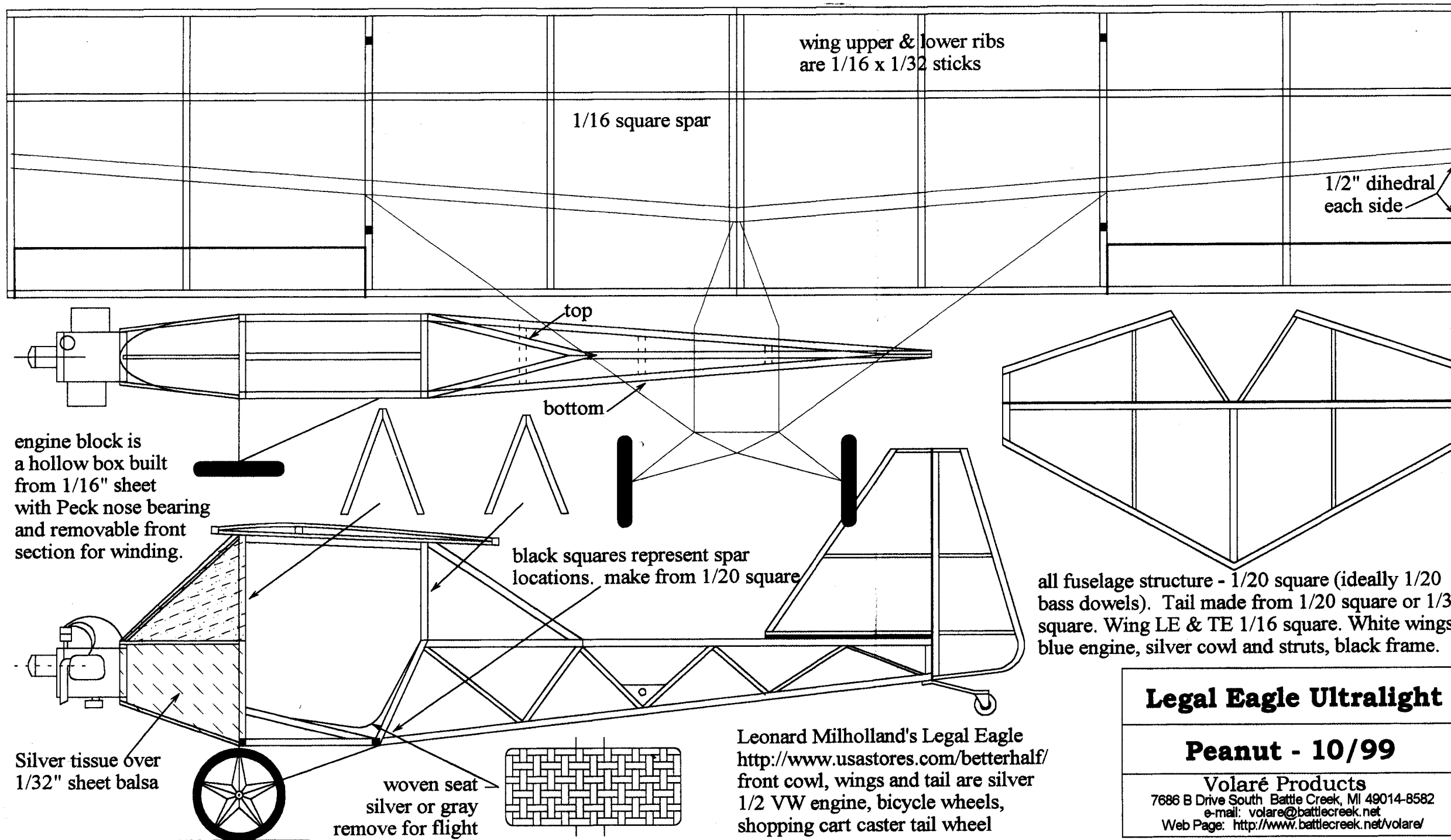
SHEET 1 of 3





$\frac{1}{8}$ " WASHOUT  $\rightarrow$  CONSTRUCTION FOR ALL WINGS IS IDENTICAL EXCEPT AS NOTED

2°



Leonard Milholland's Legal Eagle  
<http://www.usastores.com/betterhalf/>  
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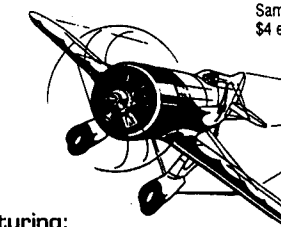
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