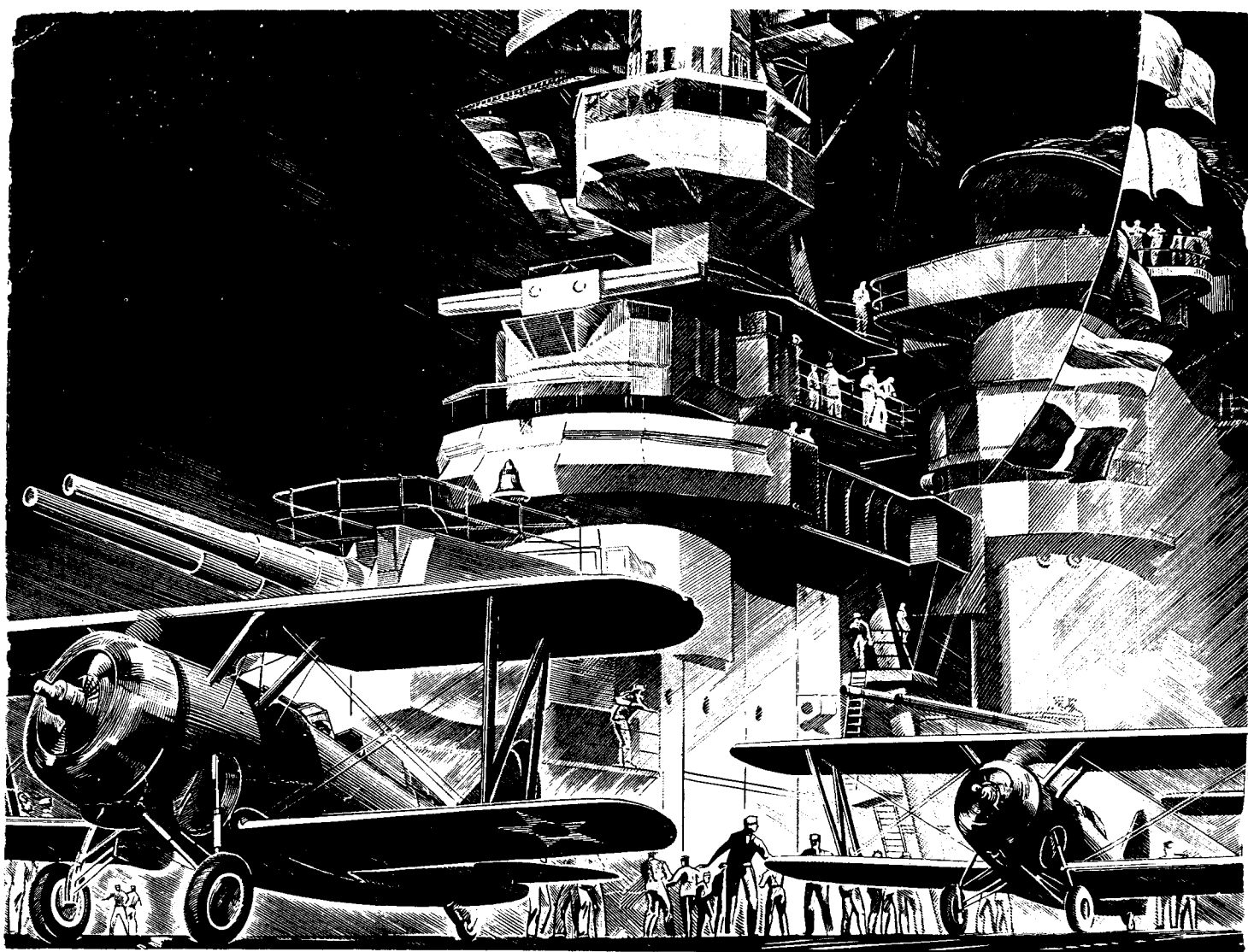


FLYING ACES

Club News

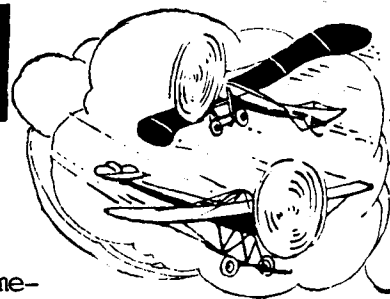
ISSUE #197-123 Jan./Feb. 2001



Wings for Defense

GRUMMAN F3F-2 FIGHTERS

NEWS ON THE WING!



Welcome to the year 2001 Clubsters! We want to wish good health and prosperity to all! And, good flying for the coming season.

Our cover for this issue comes from an ad in an old magazine from some-time back in the thirties. Thought it was pretty neat and decided to use it for something a little different.

Plans this issue comes from Fran Ptaszkiewicz (Grumman solid), Lloyd Willis (Currie Wot from Australia) and the Monocoupe and Vought Corsair comes from the GHQ files) We have been asked to put the plans in their proper catagories by a couple of newer members so here they are;

Vought Corsair--Old Time Kit Scale, Golden Age Military or Flying Aces Scale

Currie Wot--Flying Aces Scale. Monocoupe--Golden Age Civil and FAC Scale and O.T. Kit Scale.

At this time I want to thank all of you Clubsters who took the time to send a Christmas card to GHQ. They were really appreciated.

Ross Mayo, our "Keeper of the Kanones" has compiled an up-dated "Kanone" list that you will find elsewhere in the newsletter. No small job for Ross.

You will find an entry form for the FAC contest at Geneseo in this issue. You will find that the University of New York, Geneseo has had to raise the rates qhite a bit. We have no alternative than to passthis incease on to you. We hope that it will not deter you from attending. Please get your entries in early if possible so the paper work doesn't get too big of a problem as we get close to the contest. And don't forget the Monocoupe Marathon, you will find the rules further on in the newsletter.

Chris Starleaf has also sent us the entry form for the FAC Outdoor Champs to be held in September. Chris will be running this contest along with Ralph Kuenz. They would like to have your entries in as early as possible also.

New rule books are in the process of being worked on. If they are ready in time you will find one with this issue, otherwise you will get one in a sepearte mailing shortly.

In the Golden Age article you find mention of a plan for the Curtiss "Shrike" by Cleveland. We want to remind you that Diels Engineering has a nice kit for this aircraft. Write for one of their catalogs to Diels Engineering, Inc., Box 263, Amherst, Ohio 44001. Price \$2.00

Bob Rogers tells us his article "A Report On Positional



The FLYING ACES CLUB

is a society of unique individuals with a common interest that at times borders on a passion. It is our intent to preserve and promote the traditional building and flying of free flight stick and tissue model aircraft.

Although competitive at times, the sharing of innovations, assistance and camaraderie is second nature to all

who believe in the spirit
of the FAC.

BACK ISSUES

Back issues of the newsletter are available for the cost of \$2.50 each postpaid. If you are missing some issues here is your chance to fill in the gaps. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

July/Aug.	1997	176-102
Sept./Oct.	1997	177-103
Mar./April	1998	180-106
July/Aug.	1998	182-108
Sept./Oct.	1998	183-109
Mar./April	1999	186-112
May/June	1999	187-113
July/Aug.	1999	188-114
Sept./Oct.	1999	189-115
Nov./Dec.	1999	190-116
Jan./Feb.	2000	191-117
Mar./April	2000	192-118
May/June	2000	193-119
July/Aug.	2000	194-120
Sept./Oct.	2000	195-121
Nov./Dec.	2000	196-122

Disorientation" came about from an article in a Biz aviation journal. These are really the names applied to disorientation, but refer to vestibular and spatial confusions that afflict pilots in worst case scenarios.

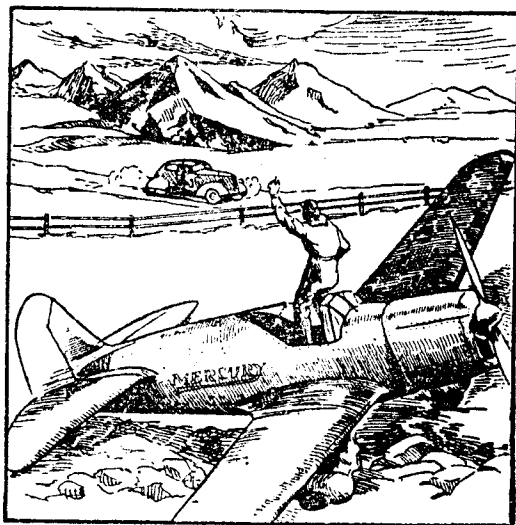
Naturally the defining data is warped all out of shape to fit the condition of a modeler's varying concepts of reality as affected by weather, too much to drink, whatever.

I've looked at the BMJR kit of the $\frac{1}{2}$ Pint for FAC Electric and want to tell you this should make a great entry for you in our O.T. Electric event. Really good materials in the kit. See their ad in a recent issue of the news or in Flying Models magazine.

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

Lin

Lt. Col. Lin Reichel, CinC, FAC



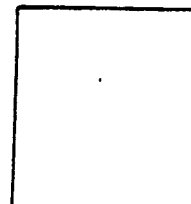
"Can you give me a lift back to town?"

LATEST FAC PLAN PACK

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

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

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



FLYING ACES CLUB

KANONES

as of 12/31/2000

AIR MARSHALL

460	ROBERTS, GORDON
236	WECKERLY, STU
217	MCGILLIVRAY, JACK
210	SRULL, DON
153	REES, DAVE
127	LIVESAY, DAVE
124	MILLER, JIM
116	NORMAN, DENNIS
110	MARTIN, DOC
103	MIDKIFF, MIKE
102	BRIEHL, DAN
97	COX, PHIL
97	GRIEBLING, STEVE
95	BOYANOWSKI, PAUL
89	STOTT, DAVE
87	FINEMAN, MARK
81	MACENTEE, RICH
79	ZAND, MIKE

AIR VICE MARSHAL

49 BUKOWSKI, CHET
48 BROCK, WAYNE
47 SMITH, DAVE (SC)
47 THOMAS, MIKE
46 ROWSOME, FRANK
45 BROWN, RUSS
45 EGGERT, WALT SR.

GENERAL

HOUCK, JOHN
PERES, VIC
WUNSCH, FRED

43	LOUCKA, LARRY
42	SCHOBLOWER, CHAR.
41	MOSES, JACK
41	STOTT, JOHN
40	GROENING, TOM
40	SMITH, GENE

LT. GENERAL

KOTHE, HERB
SCHLOSBERG, BOB
TRIVIN, WAYNE
SANFORD, CURT
BLAIR, JOHN
CHAPPELL, HOWARD
DELOACH, DON
GILBERT, VANCE
KOPTONACK, JOHN
LEWIS, GEORGE
NASSISE, MIKE
BENTON, OLIVER
DRISCOLL, DAN
SIEDENTOPF, BOB
STOTT, PAUL
TUDOR, JOHN

MAJOR GENERAL

34	DOCK, TED
34	LOEHLE, CARL
34	NIPPERT, VIC
33	DUNMIRE, DICK
33	KUENZ, RALPH
33	MEYERS, STEW
33	NUNEZ, GEORGE
33	OBARSKI, DICK
31	BEARRY, GLENN
31	DAILY, PAT
31	DECOOK, DON
31	SLUSARCZYK, DON
30	ARONSTEIN, DAVE
30	MCGINNIS, DEAN
30	PITTMAN, TERRY
30	SUGDEN, BOB

BRIGADER GENERAL

29 KLIENERT, RANDY
29 MARETT, JOHN
29 PEAVEY, LARRY
29 THOMPSON, BOB
28 BOJANOWSKI, BOB
28 KANE, DAN
28 MILLER, RICH
28 NALLEN, TOM SR.
27 PELATOWSKI, ED

26 BOLLINGER, NEWT
26 HENN, BILL
26 ISAACKS, BOB
26 WELLS, MILLARD
25 BACOM, STEVE
25 DALEY, JIM
25 KUTKUHN, JIM

COLONEL

24	BARLOW, PHIL
24	BRUNING, PRES
24	CLEMENS, BOB
24	ENGLERT, JEFF
<u>24</u>	JOSEPH, JOE
24	MATHIS, PETE
23	BOYLES, RED
23	CARSON, BUD
23	GILBERT, SIDNEY
23	LANDRUM, BILL
<u>22</u>	AZURE, PETE
22	BACKSTROM, AL
22	DELOACH, ED
22	HAWLEY, RICK
<u>22</u>	LANG, DON
22	MCDONALD, DAN

LT, COLONEL

19	BOJAN, ED
19	DERBER, TOM
19	HEYN, ED
19	MCGOWAN, MEGAN
19	REICHEL, LIN
19	SCHMITT, TOM
19	SMITH, OSCAR
19	WEBB, JASON
18	BALUNSK, DEL
18	BURDSAL, LES

18	BUXTON, JIM
18	FIKE, JACK
18	HELMAN, PAUL
18	HURDLE, JOE
18	KACIAN, JACK
18	KLUIBER, RUDY
18	LANGLEY, TED
18	MOORE, ROYALL
18	STEEB, DON
17	BOURKE, ROY
17	BUCHANAN, DOUG
17	CANNON, HAROLD
17	GILLIS, RICH
17	PARTIN, GENE
17	PENNINGTON, BILLY
16	BARKER, JOHN
16	GREGORY, ROLFE
16	HIRLEMAN, FRANK
16	LINSTRUM, DAVE
16	PAISLEY, SCOTT
15	NALLEN, MICK
15	STRUCK, HENRY

MAJOR

14	DONOHUE, JERRY
14	MCLELLON, BOB
14	ORPHAN, WILLIAM
14	ROTH, MEL
14	STEVENS, HERB
13	ARMSTEAD, GEORGE
13	BRIMMER, DON
13	BROWNHILL, CHRIS
13	DECOOK, ALBERT
13	LIONBERGER, FRED
13	NOVAK, ED
12	CAMPBELL, DON
12	DECOOK, ALLAN
12	DIETZ, BILL
12	HUNTER, GARY
12	SERMAN, MIKE
12	MCGUIRE, JOE
11	O'LEARY, JACK
11	RUSSELL, TED
11	RUSSO, ROCKY
11	SILUSARCZYK, CHAR

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5	BUCHER, TIM
5	CLEAVE, AL
5	COURTNEY, ROY
5	DRELA, MARK
5	HARDING, BILL
5	HARWOOD, ERNIE
5	HOPKINS, HARVEY
5	HOUCK, MARK
5	HUDSON, RALPH
5	HUNT, BOB
5	KOMP, HENRY
5	KONEFES, ED
5	LANE, RANDY
5	MCCONNELL, KEN
5	MOSKOW, MIKE
5	NUSZER, JOE
5	PHELPS, JACK
5	POLENTO, JOHN
5	PRICE, BRUCE
5	REES, MARIE
5	ROBELEN, DAVE
5	SANDOR, TOM
5	SCHICK, EARL
5	SHIRLEY, HERB
5	SOTICH, CHARLIE
5	STEIN, HARRY
5	THOMAS, PHILIP
5	TOMCZUK, S.
5	VIGGIANO, LOU
5	WALLACE, PETE
5	WEISENBACH, WARREN
5	WOODS, JIM
	LIEUTENANT
4	BARLOW, MARK
4	BRIEHL, JEFF
4	CERESA, BILL
4	COLLINS, DAVE
4	EGGERT, WALT, JR.
4	FACTOR, R.
4	FRARANDA, TONY
4	FINK, STAN
4	GARBER, LES
4	GUERRA, OMAR
4	HARLAN, DAVE
4	HASKELL, CURT
4	HAUGHT, DAVE
4	HENDERSON, BILL
4	JOHNSON, KEN
4	KRAMER, JOHN
4	LAYCOCK, JOHN
4	LORIMER, HAL
4	MARCHESI, BOB
4	MASTERS, BOB
4	MCCOY, TOM

LIEUTENANT

BARLOW, MARK
BRIEHL, JEFF
CERESA, BILL
COLLINS, DAVE
EGGERT, WALT, JR.
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LAYCOCK, JOHN
LORIMER, HAL
MARCHESI, BOB
MASTERS, BOB
MCCOY, TOM

4 NEWELL, KEN
 4 PETERSON, AARON
 4 PETRINEC, BOB
 4 PHOENIX, ROCKY
 4 PLACHY, LAD
 4 REDDING, HERB
 4 SHIELDS, ALLEN
 4 TAYLOR, BARRIE
 4 THORNTON, JIM
 4 VOORHEES, JOHN
 3 ANDERSON, DICK
 3 ANDERSON, JAMES
 3 BAECKE, AL
 3 BAECKE, FLORENT
 3 BARBER, DOUG
 3 BARISH, JOE
 3 BAUGHMAN, GARY
 3 BIRD, LES
 3 BOEHM, PRESTON
 3 BROMM, KARL
 3 COFFEY, WENDELL
 3 DOCH, ZACH
 3 ELLIS, ART
 3 ENGLERT, PAULA
 3 HARDCHASTLE, DICK
 3 HERR, TOM
 3 HUGHSTON, TOM
 3 KNIGHT, MARION
 3 LEWARS, JOHN
 3 LOVETT, GRANT
 3 LUZZI, MICHAEL
 3 LYONS, BOB
 3 MCBRIDE, DUNCAN
 3 MILLS, DAVID
 3 NEFF, VERN
 3 NELSON, BOB
 3 ODOM, LOUIS
 3 OLM, ORVILLE
 3 ORZECH, HENRY
 3 OSBORNE, BOB
 3 PACK, CHARLES
 3 PAYNE, RAY
 3 RAKOW, RAY
 3 REICHEL, JUANITA
 3 SAVAGE, TOM
 3 SHAW, BOB
 3 SIEDENTOPF, MIKE
 3 STALEY, BILL
 3 TELFORD, TONY
 3 WEBER, RICH
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 2 ALLEN, DICK
 2 BALCER, WALT
 2 BARBER, LES
 2 BARRETT, KEVIN
 2 BELL, BILL
 2 BENNETT, LEON

2 TRITTLE, PAT
 2 VANDERLINDE, DAVE
 2 VON BUEREN, KARL
 2 WAGNER, JERRY
 2 WALES, TED
 2 WATTS, RON
 2 WOODS, FRANK
 2 WORMLEY, JOHN
 2 ALABACK, JIM
 2 ALLEN, TERRY
 2 ALLISON, MARK
 2 ALVIS, BUNNY
 2 ANDERSON, ART
 2 ANDERSON, WAYNE
 2 BAIRD, TEX
 2 BARNES, LOU
 2 BARR, BILL
 2 BAUMGARDNER, KEM.
 2 BAXTER, D.
 2 BENNER, DAN
 2 BETHEA, JIM
 2 BETJEMANN, ROBERT
 2 BETZ, PRISCILLA
 2 BRAKE, DICK
 2 BRAUER, SAM
 2 BRAUN, DAVE
 2 BRAUNLICH, MARK
 2 BROCKS, PETER
 2 BROMM, KARL
 2 BURNS, MICHAEL
 2 BERRY, CLAUDE
 2 CASGILL, WALDO
 2 CAVE, ED
 2 CAWTHORNE, JOHN
 2 CERVONE, MIKE
 2 CHAFE, WARREN
 2 CHRISTIE, DAVE
 2 CLUTTON, ERIC
 2 COLLINS, DAVID
 2 COLT, GILBERT
 2 COPEMAN, KEN
 2 CORLETT, NORM
 2 CORNELIUS, DALLAS
 2 COSLICK, LARRY
 2 DAVIS, CHARLOTTE
 2 DAVIS, GREG
 2 DEHAAS, BILL
 2 DOCK, DENNIS
 2 DODGE, DAVE
 2 DOTEN, ART
 2 ECKERSON, EARL
 2 ELLIS, D.
 2 ENGLERT, DOUG
 2 EPP, BRIAN
 2 ESPIL, JOE
 2 FEDOR, JEFF

2 FERGUSON, BOB
 2 FLETCHER, BARRY
 2 FOSTER, BRUCE
 2 FUGIKAWA, STEVE
 2 GARRISON, BOB
 2 GEARING, GEORGE
 2 GORMAN, DICK
 2 GREGGS, FRED
 1 GUMM, TERRY
 1 HAGEN, AL
 1 HAIGH, BOB
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 1 HALES, STEVE
 1 HANFORD, BOB
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 1 HARDING, HAROLD
 1 HASLAM, LIN
 1 HAYWOOD, TREVOR
 1 HENDERSON, JOHN
 1 HENDRICKSON, CHAR
 1 HENSEL, RICH
 1 HERBST, PAUL
 1 HINTON, BILLY
 1 IVES, DAVID
 1 JOHNSON, GARY
 1 KAITERIS, PETER
 1 KANE, KATHLEEN
 1 KEAR, KEN
 1 KEHR, WILLARD
 1 KELLY, WARREN
 1 KERZIE, MARK
 1 KING, LES
 1 KING, STAN
 1 KOHFELD, DICK
 1 KREMPETZ, KENNY
 1 KRUSH, JOE
 1 KURTENBACH, JOUR.
 1 LANDHUIS, ROBERT
 1 LANG, JOEL
 1 LANGEVIN, LEO
 1 LARSEN, TIM
 1 LEAH, DAVE
 1 LEHR, ROGER
 1 LELONG, HENRY
 1 LEMON, KENT
 1 LEONHARDT, WALT
 1 LIDBERG, AL
 1 LIGARSKI, STAN
 1 LINARDIC, VLADIMIR
 1 LOATES, FRANK
 1 LUZZI, KRISTINA
 1 MAGERS, CHARLES
 1 MANKOWSKI, JIM
 1 MARKSON, JERRY
 1 MCBRIDE, JIM
 1 MCDONALD, TIM

1 MCELVEEN, JACK
 1 MCKINNEY, MIKE
 1 MCMAHON, JIM
 1 MELLANDER, ELMER
 1 MIDGETT, RON
 1 MIDKIFF, RICK
 1 MINO, CHRIS
 1 MONTEATH, ALAN
 1 MOON, ROGER
 1 MUFFELMAN, BILL
 1 MUYERS, GREG
 1 NACIN, DICK
 1 NEARING, LARRY
 1 NEDS, GEORGE
 1 NOLL, JACK
 1 NUNEZ, JONATHAN
 1 ODOM, DOT
 1 ORTIZ, ELLIOT
 1 OSALZA, DON
 1 PAFIOLIS, ALEX
 1 PARK, JIM
 1 PASTEL, HARVEY
 1 PAVEK, BILL
 1 PAYNE, DOUG
 1 PEACOCK, DON
 1 PELATOWSKI, LARRY
 1 PENNY, WILL
 1 PHOENIX, GOEFF
 1 PIERCE, FRED
 1 PISHNERY, DAVE
 1 POLLARD, JIM
 1 POWELL, CHUCK
 1 RAMOS, FERNANDO
 1 REYNOLDS, BILL
 1 RHODES, BILL
 1 RICE, DAN
 1 ROAD, JOHN
 1 ROBERTS, MIKE
 1 ROSS, DON
 1 ROSS, RICHARD
 1 RUBRICH, CHRIS
 1 RUHLAND, D.J.
 1 RUPPERT, CONRAD
 1 RUSSO, GUY
 1 SANDERS, TOM
 1 SATTERTHWAITE, BAR.
 1 SCHUELER, CARL
 1 SEAVER, TED
 1 SEBASTIAN, JOE
 1 SENNET, BOB
 1 SHEPHERD, CHARLES
 1 SOLMONOFF, GEORGE
 1 SOUTH, STEPHEN
 1 SPIESS, MIKE
 1 SQUEGLIA, RALPH
 1 STEINMAN, ELVIN

1 STONE, RICHARD
 1 STONECIPHER, RICH
 1 STOTT, PAUL D.
 1 SYLVIA, ED
 1 TALACKO, RAY
 1 TARANGO, GLENNA
 1 TAYLOR, BILL
 1 TRACY, DAVID
 1 TROUTMAN, JIM
 1 VALLS, JOHN
 1 WARMONN, BOB
 1 WEBSTER, LEE
 1 WHITACRE, DON
 1 WIENKER, CLIVE
 1 WILLIAMS, JAY
 1 WOJTKIEWICZ, CHUCK
 1 WURMAN, BOB
 1 YANOSKY, TOM
 1 YODER, MARVIN
 1 ZUPOLSKI, ED

BOLD NAME =
 FIRST YEAR ON LIST

UNDERLINED COUNT =
 PROMOTED IN 2000

BOLD NAME & COUNT =
 BLUE MAX IN 2000

CONGRATULATIONS
 TO ALL!



2001 Eastern US Free Flight Champs
21-22 April, 2001, Ingelside, MD

Sanction Application was forwarded by District IV Contest Coordinator to AMA on 17 November, 2000 for the Eastern US FF Champs with the following events listed. This is a AAA Category III contest.

AMA Outdoor Free Flight Events:

1/2A Gas Power	ABCD Gas Power, Combined	Payload
Mulvihill Rubber	Moffett Rubber	P-30
Hand Launch Glider	Hand Held Catapult Glider	F1A A2 Glider
F1B-Wakefield	F1C-Power	F1G-A1 Glider
F1H-Coupe d' Hiver	F1J-1/2 A-1cc Power	

AMA Scale Events

Peanut (Outdoor)	Flying Rubber (Outdoor)	Gas (Outdoor)
------------------	-------------------------	---------------

FAC Scale

WW I Mass Launch	WW II Mass Launch	Racers
Dime Scale	No-Cal	Golden Age
Embryo		

NFFS, Nostalgia

SLOP (Slow Power, any engine, any design but all surfaces fixed except DT)
ABC Nostalgia Gas Power Combined 1/2A Gas Power

Specials

Dakota, Target Time Pee Wee 30 .020 Replica

Contest Directors, Tom Kerr,
7733 Airy Hill Rd., Chester-
on, Md. 21620 410-778-4939.
Joe Wagner 410-778-3933

PHOTO PAGE

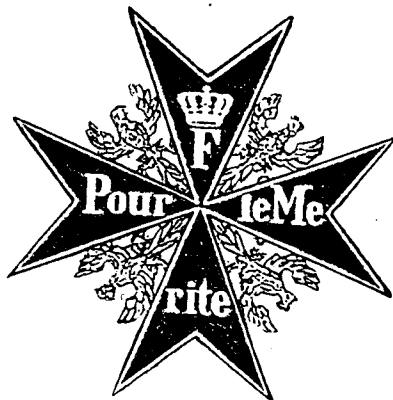
Left column; Wolfgang Perret, FAC member from Germany, sent us this photo of his 16" Howard DGA built from a Hi-Flier kit. NICE!

Model of the Breda built from plans that appeared in a previous FAC newsletter. Built by Tony Peters. Tony chose to build it from foam, says it is a good performer. Tony's pic.

Charles Schultz sends this pic of the Pasped Skylark he is building. Hopes to add the plan to his plan list.

Right column; Here is Ted Dock with his Jumbo Turbo-Porter. Looks good, Ted! Photo by Chris Starleaf.

Carrie Ringland, our resident photographer at the museum in Geneseo sent in this pic of Orv Olm preparing his Piper Clipper for flight.



We welcome four new members to the "ORDER OF THE POUR leMERITE". These Courageous airmen are, Tim Derber, Frank Hirleman, Wally Farrell and John Barker. These Skysters have reached the sixteen victory plateau and are awarded the coveted "Blue Max" medal for their efforts. Congratulations gentlemen and much more happy hunting in the skies!

We also want to mention that Danny Briehl has attained the total 100 victories! Nice going Dan.



The new MG1

For 3 to 6 cell operation

Already designed or specified for Evan's 2002 Flyer, Clancy's Yard Bee, Dave's Aircraft Works PF6 and PF7 and BMJR's Ugly-30!

Yup, the MG1 is now easier to assemble and now costs only \$13.95 plus \$3.20 postage!

Visit our web site at <http://www.empsinc.com>

SASE for FREE Catalog

EMPS, Inc., P.O. Box 134, Robesonia, PA 19551

DIELS ENGINEERING, INC.

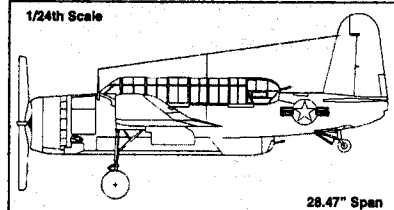
P.O. BOX 263
AMHERST, OHIO 44001

NEW KIT!

KIT #32 CONSOLIDATED TBV-2 SEAWOLF.

WW2 U.S. NAVY TORPEDO BOMBER

1/24th Scale



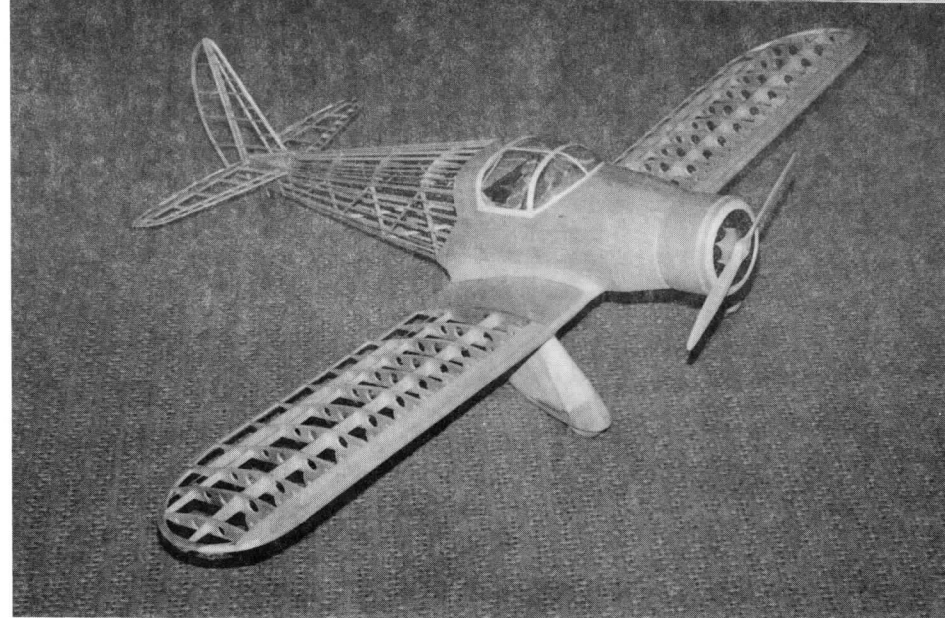
28.47" Span

The complete kit contains the usual high quality stuff including plans sheets with instructions, printwood, stripwood, plastic canopy, color decals, lightweight tissue, plastic prop, and hardware.

Price is \$29.95 for ea. kit plus \$5 ea. shipping.

Catalog \$2 or free with order.

E-mail: dielsengr@kellnet.com



THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest No. 01-0126

SUNDAY, March 25, 2001 Kent State University 8:00 a.m. to 4:30 p.m.

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

SCHEDULE OF EVENTS

8:00 a.m. -- Building opens

8:15-9:15 a.m. -- Standard Class Catapult Glider. AMA Rules

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

to

4:00 p.m.

2. Limited Penny Plane

3. Mini-Stick - Best flight of 5 officials. 20 second minimum. 2 attempts/Flight.

4. Seven Gram Bostonian A.M.A. rules.

9:00 a.m.

to

3:00 p.m.

5. Jetco R.O.G. - Club Rules - prop must be 5 1/2" max. May be cut down and have pitch altered.

4:00 p.m.

F.A.C. EVENTS

6. W.W.II Peanut Combat - Flown at 12:01 p.m.

to

4:00 p.m.

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

8. Hi-Wing Peanut (Production types).

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

10. W.W.I Peanut Biplane Combat - 4:05 p.m.

11. Golden Age Scale

12. Dime Scale

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

Minimum weight - 6.2 grams without motor.

14. No-Cal Profile Scale (total of three flights)

Minimum weight - 6.2 grams without motor.

15. Pioneer Scale - Bonus points will be added to the flight points. This event for all models (regardless of size) of aircraft produced before 1914.

For Your Information

1. All events are JSO combined. Events with three or more Junior participants will receive separate awards.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - Open - \$20.00 - Junior \$2.00 (includes AMA Lic.)
4. VERY IMPORTANT - You must provide your own table and chair.
5. KSU Fieldhouse is a non-smoking facility. Also, please wear athletic type shoes. Ample free parking outside the fieldhouse.

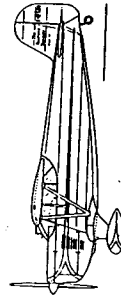
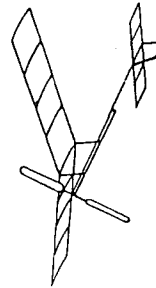
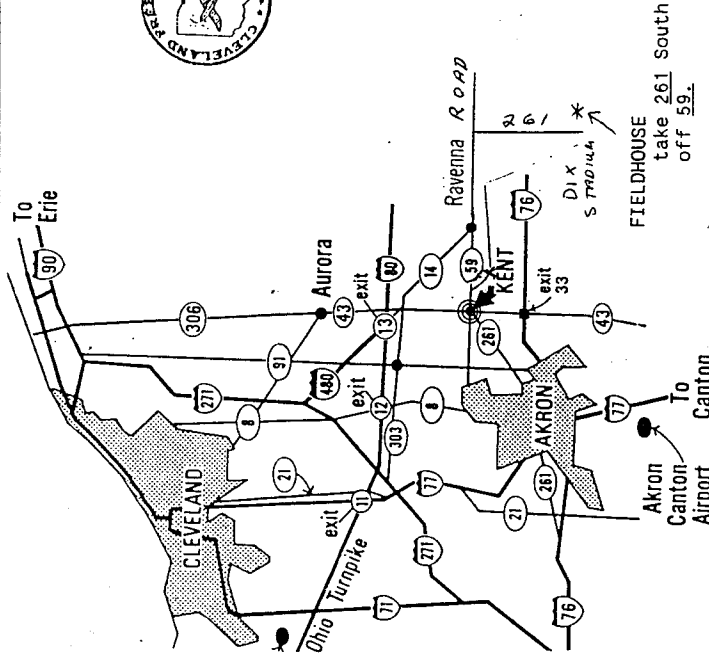
A Science Olympiad event will be scheduled if this activity does not conflict with regional or state S.O. competitions. S.O. flyers are encouraged to fly in any of the events at this contest.

AWARDS 1st through 3rd - All events except mass-launch.
W.W.I & II Peanut and No-Cal Combat
1st place award only.
2nd place - minimum of 7 entries in the event.
2nd and 3rd place - minimum of 10 entries in the event.

CONTEST DIRECTORS

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

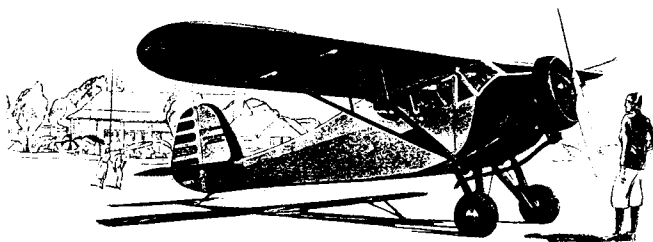
Larry Mzik
117 Sycamore Drive
Painesville, Oh 44077
440-357-7361



FAC PLANS

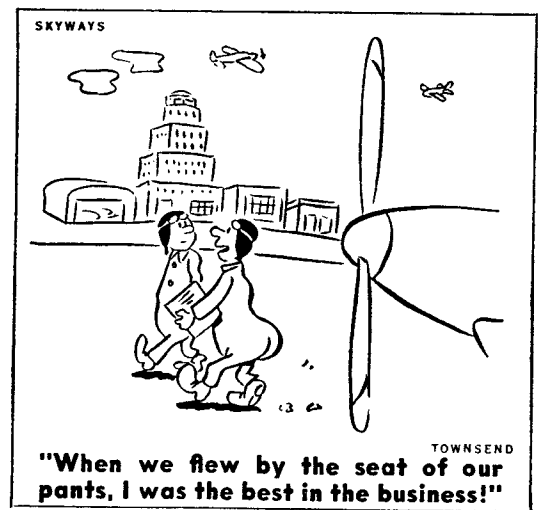
Aircraft	Span	Designer	Price
Northrop Gamma	36"	Pres Bruning	\$5.00
Fairchild PT-19	24"	John Low	4.00
Curtiss Gulfhawk	24"	Doug Wilkey	4.00
Boeing P-26	18"	Doug Wilkey	3.00
Waco C-7	22"	Paul Boyanowski	5.00
Laird Solution	14"	Tom Nallen, Sr.	4.00
Waco D	24"	Pres Bruning	4.00
Westland Lysander	25"	Studiette Models	4.00
Lockheed Orion	24"	Tom Nallen, Sr.	6.00

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



MONOCOUPÉ MARATHON

At this year's Geneseo contest we will have an event just for Monocoupes. You can enter as many models of Monocoupes as you wish but they must all be of different size. We will fly the event on both days. You may make 3 flights each day and we will take the total of the best 4 of the 6 flights for your score. If you enter more than one model then only the highest scoring model will be eligible for an award.



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

Wanted; a plan of the Fleetwing Seabird. Any size will do. Also, a plan of the Cessna O2A observation plane. Dominic Sagolla, 1427B Millersville Pike, Lancaster, Pa. 17603-6627.

Wanted; Would like to contact someone in my area interested in model activity. Norm Lehocky, 1101 Alpine Lane, Woodstock, Ill. 60098-9726.

For Sale; Mattel Vac-U-Form \$50.00 + shipping. Mike Repko, 1081 Collar Price Rd., Brookfield, Ohio 44403.



Salutations, disciples! I was pondering the launch decision at a recent Durham CT. contest, hesitant to launch into a high wind containing powerful thermals. At such times caution is best, for a high point OOS flight score doesn't really compensate for a lost model. Even worse is a 30 second OOS flight, resulting when a high wind carries the model away before appreciable time is registered. On such days, those who fly early carry the day, for the closer to dawn, the lighter the wind. Yes, the lighter the thermal as well, but such is life.

Mr. Bob Thumbsome broke into my thoughts by flashing an olive drab compass. "Don't worry, GG, as soon as you launch, I'll get a sight on it! And once we know where it went, we can always work backwards to figure out where we were."

"I know where I am, Mr. Thumbsome. My concern is not with the model's line of departure, but with its location upon the ground."

"Well, for that you need electronics, and I don't hold with that stuff. What I get from this compass is good old fashioned line of sight geometry with triangles! It worked at Omaha Beach and that's good enough for me!"

"You flew a model in the midst of the invasion?"

"Well, I was going to but the weather reports were bad, so I scrubbed it. That guy Ike had his own weather man. They shouldn't allow that. It was just favoritism, that's what. If every contestant doesn't have the same information, it's not a fair contest."

"But it wasn't a model airplane contest, Mr. Thumbsome."

"It sure wasn't! After they called it, some guys got so sore, they shot the place up! Serves 'em right!"

I thought it best to move on. "Perhaps the best way to handle the problem of a disappearing model is with a high drag configuration, resulting in action rather like a built-in dethermalizer."

"Sure, that's why the Red Baron wanted a triplane. If his engine got shot out, all those wings made a lot of drag and he coasted in for a landing, no matter what. None of that OOS stuff like Guynemer and all those guys they never even found. That's why those E-III monoplanes and Nieuport sesquiplanes were no good. But with three wings, they sure found the Red Baron! That designer Fokker knew what he was doing!"

"Perhaps, Mr. Thumbsome, perhaps."

* * *

There were other, better reasons for Richthofen's endorsement of Fokker's Triplane. The Red Baron's strategy for winning the airwar, by using triplanes to implement Lanchester's game theory, is given in "Three Wings for the Red Baron" by Leon Bennett, published by White Mane.

Well over 200 illustrations, many fresh, and some classic, such as genuine 1917 three views of the Sopwith and Fokker Triplanes, describe Great War aerodynamics and ballistics in the usual Glue Guru format.

The book is carried by Amazon, Barnes & Noble and Borders, along with many local booksellers. Discounts of 20 % are being offered currently (end of December, 2000) by internet sellers.

It's really a decent book and even Mr. Bob Thumbsome says, "The only thing I've seen that was better was 'Tom Swift and his Flying Machine' but they threw in a lollipop with that one. Without the lollipop it's a do-over, like that election."

**KELLETT
AUTOGIRO**

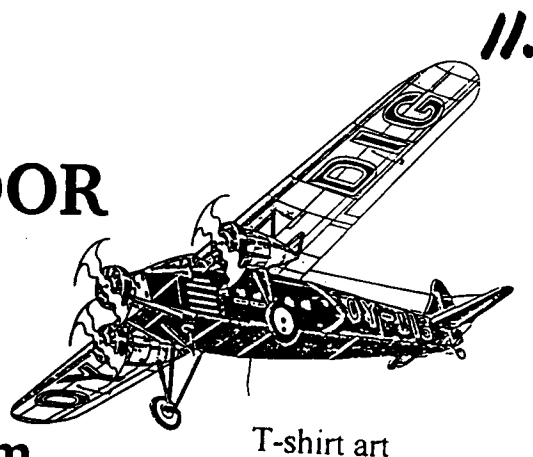


FLYING ACES OUTDOOR CHAMPS

SEPT 22-23 2001

Time; 8:30 am until 4:00 pm

AMA National flying site
Muncie, Ind.



T-shirt art

REGISTRATION FORM:

Name _____ AMA # _____
Street _____ T-shirt size; M L XL
City _____ State _____ Zip _____

Entry Fee \$25.00 Flies all events. **ALL Entrants receive FREE full color Contest T-shirt.** Please try to enter before Aug.15th. All entrants must be a member of AMA or MAAC. **AWARDS** through third place. Send Registration to:
Chris Starleaf 936 Lafayette N Sandwich, IL. 60548
There should not be a shortage of hotel rooms this year!

EVENTS:

Sat. Sept 22

World War one *
FAC Scale
FAC Peanut Scale
Thompson/Bendix*
Golden age Scale
Dime Scale
FAC Old Time rubber
Peanut Race Planes*
Embryo
Erie Daily times

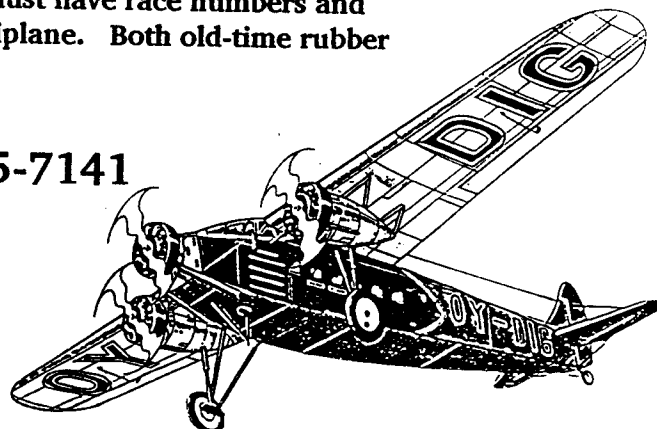
Sunday Sept. 23

World War two*
FAC Power Scale
FAC Jumbo Scale
Greve Racers*
Modern Civil
NoCal Scale
FAC Old Time stick
Biplane Mass Launch*
Jimmy allen
Double NoCal

* Mass Launch Events. - Dime Scale models can only fly in that event. - Peanut race plane mass Launch is for ANY Era/Category of race plane, must have race numbers and proper colors. - Biplane mass launch is open to any Scale biplane. Both old-time rubber events must have all flights turned in by 2:00 pm each day.

Questions/ Comments/Directions:

Ralph Kuenz, contest director 313-835-7141
or Chris Starleaf 815-786-6490



FAC T-SHIRTS

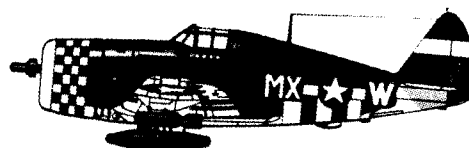
We are having a clearance sale on our remaining T-shirts that are left over from last years FAC-Nats. This is the shirt with the beautiful Lockheed Orion on it. We have to get rid of our inventory to make room for this year's shirt. We are offering this shirt for just the nominal fee of ten dollars (\$10.00). This means that we will pay the postage, a saving of \$2.50. Some sizes are in short supply so get yours quickly. Sizes in stock; 4 small, 1 medium, 1 XX-large and quite a few of large and X-large. Get 'em while you can. Send your order to; FAC-GHQ, 3301 Cindy Lane Erie, Pa. 16506. You may want to call first to see if your size is still in stock, (814) 833-0314.

Peanut & No-Cal Scale Postal Meet

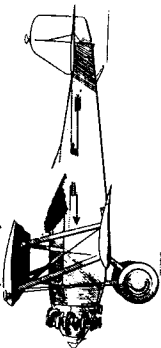
The first postal contest for 2001 is about to start. We will have four events/wings for you to participate in. They will consist of Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Enter as many models as you wish in each event and any time you better a score you may send that too. Contest times will also count.

The contest starts for you as you read this and will end on May 27, 2001. Entries postmarked after May 29, 2001 will not be accepted. Send your entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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



Pitcairn Mailwing (U.S.) 200-hp Wright. Most famous mailplane of era (Below).



----- Original Message ----- From: Douglas Gurneau
To: Don Miller
Sent: Tuesday, July 18, 2000 3:17 PM
Subject: THE WEST BOUND MAIL.doc
This poem was found in an old airport building in the Western United States wedged up in the corner. We don't know who the author was/is. Don't know if this is what you want for the News Letter, but thought you might enjoy it.

Don: you may see some words that look and are misspelled. We tried not to change anything this the way it was.-----

Doug

THE WEST BOUND MAIL

A drizzling rain was falling

A nearby clock tolled eight

They watched the sky with an eager eye

For the west bound mail was late

The rain beat down on the hanger floor

The station chief stood by

Then the drumming tone of a motor's roar

Came from the misty sky

The beacon sent it's welcome beam

To the rider of the night

'N he brought her down on the soggy ground

Up to the landing light

They swap the mail 'n shout "okay!"

Then she roars and lifts her tail

She's up again in the snow and rain

On with the west bound mail

The dim blurred lights of a city

Loom in the space below

Their work is done but the mail flies on

And on through the blinding snow

The rain is freezing on her wings

She seems to feel the weight

It'll soon be dawn but she staggers on

Hopin' she won't be late

The crystals stick on the windshield

'Formin' a silvery veil

Icy struts n' a man with guts

'N sacks of the west bound mail

Over the peak of a mountain now

Clear of the treacherous rim

Always up there in the cold night air

Just God n' the mail 'n him
His thoughts turn back to a summer night

'N a girl not so long ago

Who shook her head and firmly said

"As long as you're flyin', no!"

He tried to quit the bloomin' job

"N stick to the concrete trail

But the wish came back for the canvas sack

'N the feel of the west bound mail

The wind kept whisperin' secrets

It had heard the stars confide

So back he went to the big blue tent

Back to the long black ride

The sleet and snow were far behind

Before the night was gone

Out of the rain the gray dawn came

'N found him flying on

He tilted her stick and banked her in

She seemed to feel the gun

'N voiced her wrath at the cinder path

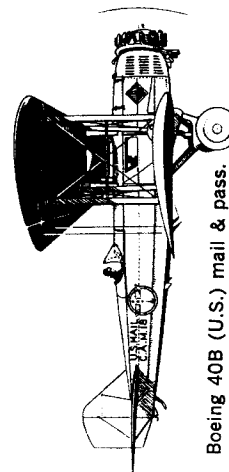
At the of a perfect run

Three points touched and she taxied on

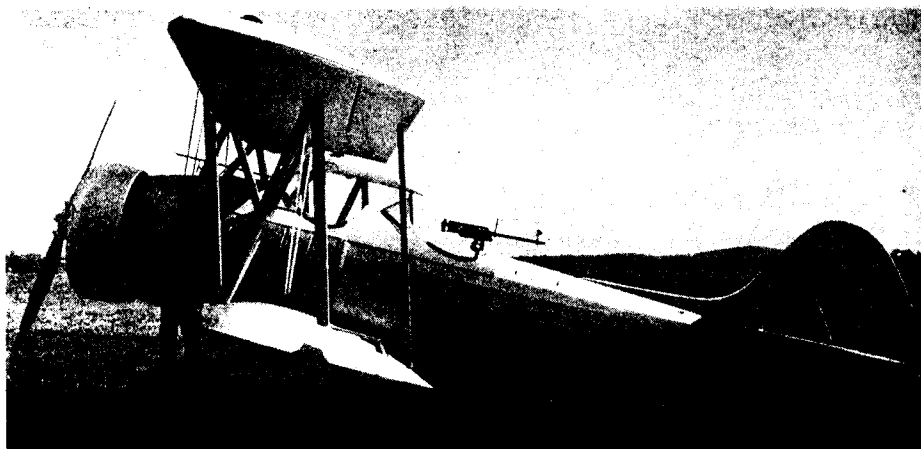
Up to the hanger rail

He stretched a grin as they checked him in

"On time" with the west bound mail



Boeing 40B (U.S.) mail & pass.



The Vought V-100 Corsair

● The V-100 Corsair Junior is a convertible two-place light military airplane similar to the standard V-90 Corsair in general appearance, type of construction, and flying qualities, but smaller in size and lighter in weight. It was particularly designed for light military operation by the Chance Vought Corp.

Useful load installations of the V-100 are patterned after similar installations in the standard two-seater Corsair, and this equipment may be readily installed or removed.

Structurally, the Corsair Junior is similar to, but simpler than, standard Corsair construction. A new type of removable fairing aft of the cockpits makes it possible to expose the entire fuselage for overhaul, after which the fairing is easily replaced. The landing gear is

of the split axle, Vee oleo-spring type used on the more recently produced Corsairs, and is interchangeable with a single-float seaplane gear. A standard swivelling oleo tail is used.

The engine is a Pratt & Whitney Wasp Junior, Model SB developing 400 h.p. at 2200 r.p.m. at 5000 ft. A Hamilton Standard metal propeller and Eclipse hand inertia starter are standard equipment, and the engine compartment is fitted with a Phister pressure-type fire extinguisher. Fuel and oil systems are patterned after standard Corsair installations, with capacity for 88 gallons of fuel in two main tanks mounted in cushioned supports. Oil is contained in a welded aluminum tank of 6.5 gallons capacity.

Complete dual engine controls, instruments, and surface controls are provided, with brakes on the front pedals only. Seat and rudder pedals are adjustable and the rear seat and rear control stick are removable. Cockpit installations are similar to those of the standard Corsairs.

For instrument flying, the airplane may be equipped with a hood over the front cockpit. Under usual conditions, the instruments furnished are sufficient for such flight, but a directional gyro and artificial horizon may also be installed in the front cockpit. For aerial photography, the airplane may be equipped with an electrically-operated Fairchild K-3B camera mounted aft of the rear cockpit for operation by the observer. A short-wave transmitting and receiving set, especially designed for the V-100 by the Western Electric Co., may also be installed. It is of 10-watt carrier power, transmitting on any pre-selected frequency between 45 and 100-meter wave length, and has a normal operating range of from 50 to 125 miles.

A new flexible gun mount (just developed by the Vought design staff) is of the combined post and track type, sim-

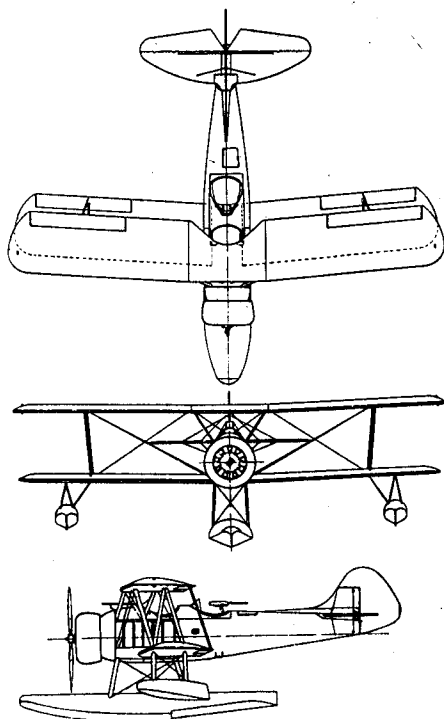
ple and rugged in design and permitting ready movement of the gun to any firing position. Its use in the V-100 Corsair Junior eliminates the Scarff ring, and makes possible cleaner and more compact rear cockpit design. With the rear control stick removed, and the rear seat replaced by a special gunner's seat which slides forward out of the way, the gunner has an unobstructed cockpit in which to stand and direct the fire of the Colt MG-40 flexible machine gun.

The plane is also equipped with a fixed machine gun (of the same type as the flexible gun) mounted in the fuselage, and synchronized to fire through the propeller. The gun is mechanically operated by a trigger on the front control stick, and an ammunition box for 500 rounds of ammunition and ejection chutes for the cartridges and links are provided aft of the fire wall. An open sight is installed on brackets above the fuselage forward of the pilot. The gun may be chambered for .30 cal., .303 cal., 6.50 mm., 7.00 mm., 7.65 mm. or 7.90 mm., ammunition.

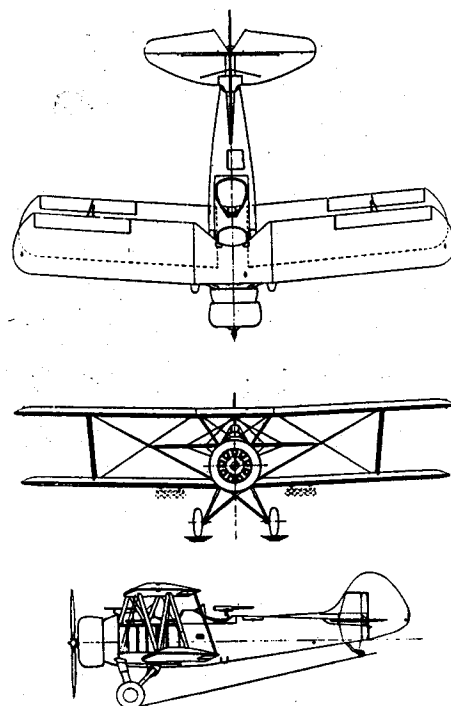
In addition, two A-3 bomb racks may be mounted under the lower wings. Release handles and an arming and safety handle are installed in the front cockpit.

Performance as a Landplane

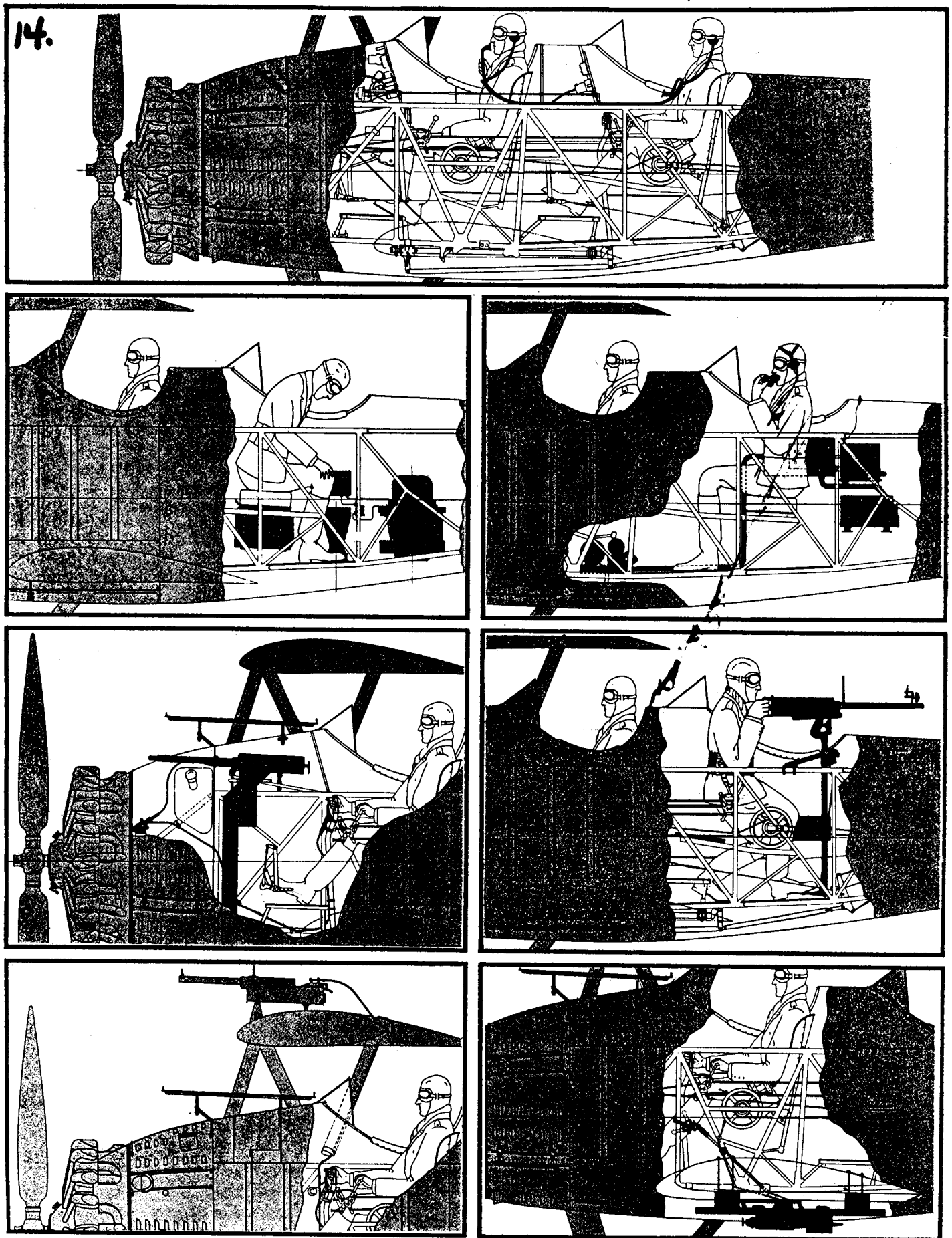
Maximum speed at 5000 feet	155 m.p.h.
Landing speed	54.3 miles per hour
Rate of climb	1030 feet per minute
Service ceiling	20,500 feet
Cruising range	564 miles
Weight empty	2405 pounds
Useful load	1154 pounds
Gross weight	3559 pounds



Vought V-100 as a seaplane



Vought V-100 as a landplane



Cut away diagram of the convertible Vought V-100 Corsair Junior, showing various arrangements of the cockpit and equipment, including interphone, camera, radio, fixed and flexible machine guns, camera gun and bombs

"BEFORE THE BREAK OF DAY"

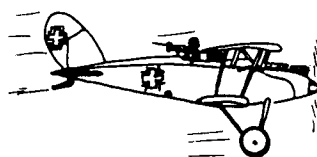
54 Squadron was famous for its songs during W.W.1., most of which were based upon actual events - like this one, sung to the tune of "So early in the morning".

The orderly bloke was asleep in bed,
He woke up with an awful head,
The telephone bell began to ring -
More "Hot Air" from the 80th. Wing!

Chorus: So early in the morning,
So early in the morning,
So early in the morning,
Before the break of day.

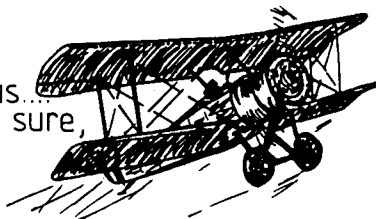
The orderly officer said "Who's that?"
The Wing replied "There's a Halberstadt
Over Albert, so they say -
Go and drive the beggar away!"

Chorus.....



Six unfortunate sleepy heads
Known as pilots, left their beds,
The Flight Commander wiped his eyes,
And led his formation into the skies.

Chorus.....



They'd only been gone five minutes, I'm sure,
When 80th. Wing rang up once more -
"It isn't a Hun, the patrol must stop -
It's only an old two-seater Sop!"

Chorus.....

The morning mists began to rise
Until they filled the wintry skies,
The patrol should have been back by nine -
At eleven o'clock there was no sign.

Chorus.....

Then old John Russell began to swear -
He said, "Chaps, oh dear, oh dear!,
What has happened, I want know?"
When a message came through for our C.O.

Chorus.....

"Oh, Oxo's down by Combles way -
Foster's crashed at Dieppe they say,
Nobby's on some French aerodrome,
None of the rest have yet got home.

Chorus.....

"Archie's down by Albert way,
Tommy's crashed in a field, they say,
As for the others, you can guess their plight,
It looks as though you've lost your Flight."

Chorus.....

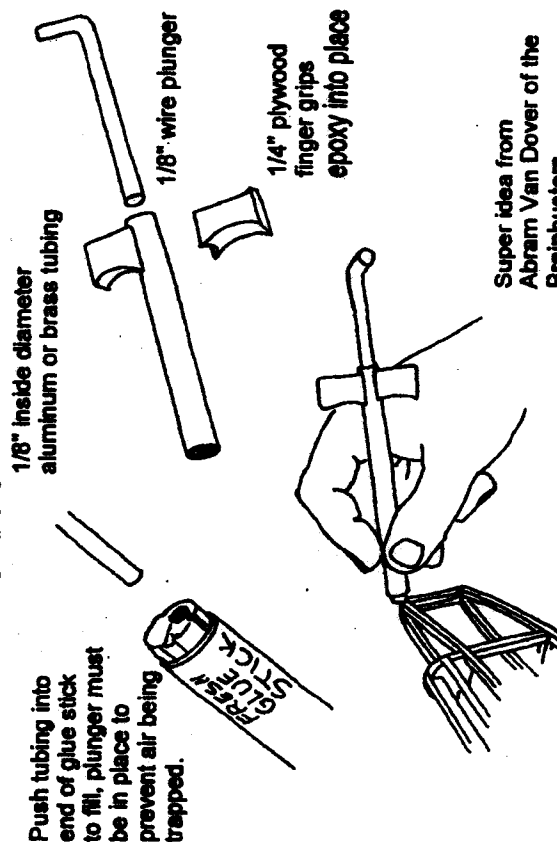
And now my story's nearly done,
And as you see, there was no Hun -
The moral of it's very clear,
We must have much less Hot Air!

BY ERIC MARSDEN

WANTED: Full view photo showing the underside detail of the Piper Tri Pacer or any four view drawing showing this detail. Will purchase or trade. Thanks,

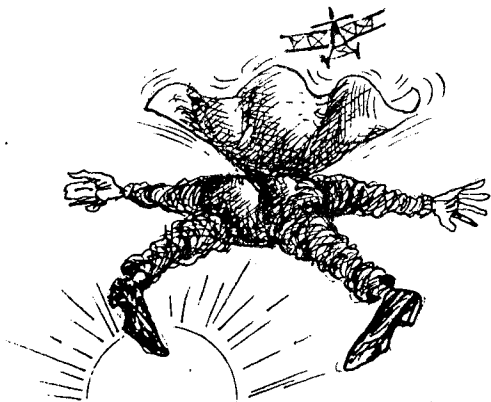
Ken Wilson
2324 East Florida Street
Evansville, IN 47711-4812
Ph. no. 1-812-477-7176
E-mail - idora@sigeom.net

Mini Glue Stick



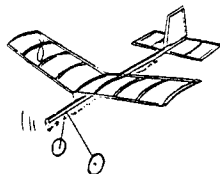
We have lost four of our faithful members since the last issue of the newsletter. Our sincere condolences to the families and many friends of our departed members. They will be missed more than we can say.

They are, Richard Padgham from Ft. Worth, Texas, Bob Uhl from Manlius, N.Y., Robert Grimes from Millington, Md. and a personal friend of all of us here at FAC-GHQ, Ed Ruhland from Chicago, Ill.



"MINNOW" R.O.G.

16" wingspan
laser cut parts
F.A.I. rubber



Writing for the Cross Files in Oct. 2000 Flying Models Henry Orzeck made the following comments - "it was one of the easiest kits he had ever built. The final weight of only 7.5 grams indicates very well selected balsa and a good design. With 400 turns the model R.O.G. ed in about eight inches and circled left in a slow stable almost majestic flight for more than thirty seconds. (800 turns will make one minute flights common)

Available in the U.S.A at \$8.00 from F.A.I. Model Supply
PO box 366, Sayre, PA 18840

In Canada contact Lloyd Shales Hobby Supplies
86 Fergus St. Kingston, Ontario, K7K 4L3
minnow@kingston.net

MAGAZINES FOR SALE

SCALE MODELER...assorted issues, Vol. 1 #1 Dec. 1965 through Vol. 14 #8 Aug. 1979. 42 issues \$30.00 PPD.

THE ILLUSTRATED ENCYCLOPEDIA OF AIRCRAFT...1982-1983, 23 issues \$25.00 PPD.

AIR INTERNATIONAL...assorted issues, Jan. 1975 to Oct. 1996. 30 issues \$25.00 PPD.

Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506
Phone (814) 833-0314

PHOTO PAGE

Left column; Phil Cox's DH-2 built from a Cleveland plan and powered by Co/2. Great looking model Phil. Photo by Chris Starleaf.

Enlarged to Jumbo size from an Earl Stahl plan is the Waco SRE by Dennis Osborne. Should be a winner for you Dennis. Photo from Dennis.

Another Earl Stahl plan enlarged. This one of the Fairchild PT-19 to 28" by Bob Schlosberg. This one is powered by a Cox .010 Converted to Co/2. Pic from Bob.

Right column; Still another Earl Stahl plan of the Waco SRE by Oscar Smith. Looks great heading for the ozone. These Wacos are sure fine flyers. Pic from Oscar.

Here is Otto Klein's electric powered Cabin Playboy. Looks neat Otto. Otto's photo.

--NEW INTRODUCTIONS--

FF90 Foker D8 (Scalecraft) 22" \$15

--MORE COMING--

Curtiss A75 Hawk, Turner's Meteor

**easy
built
models**

Books by Don Ross
Flying Models 19.95ppd
Rubber Powered
Models \$14.95 ppd

105 Old Time Rubber Powered Kits

FF11 Miss Canada Sr 36" \$15
FF12 Skokie BA Cabin 24" \$13
FF14 Baby Flea 24" \$12
FF30 Baby Commercial 24" \$11
FF31 Baby Hornet 30" \$12
FF68 Jimmie Allen BA Parasol 28" \$14
8 JETEX or Catapult scale kits \$12 ea.
JX02 Mig 15 16"
JX03 Grumman F9F Panther 19.5"
JX07 Supermarine Attacker 17.5"

WWII

FF64 Curtiss Tomahawk 24" \$11
FF65 Grumman Wildcat 25" \$13
FF66 P-51 Mustang 28" \$13
FF69 Grumman Avenger 28" \$15
FF70 Vought Corsair 28" \$13
FF71 P-47 Thunderbolt - Razor 28" \$13
FF72 Curtiss Helldiver 28" \$13
FF73 Curtiss Helcat 28" \$13

Golden Age Rubber

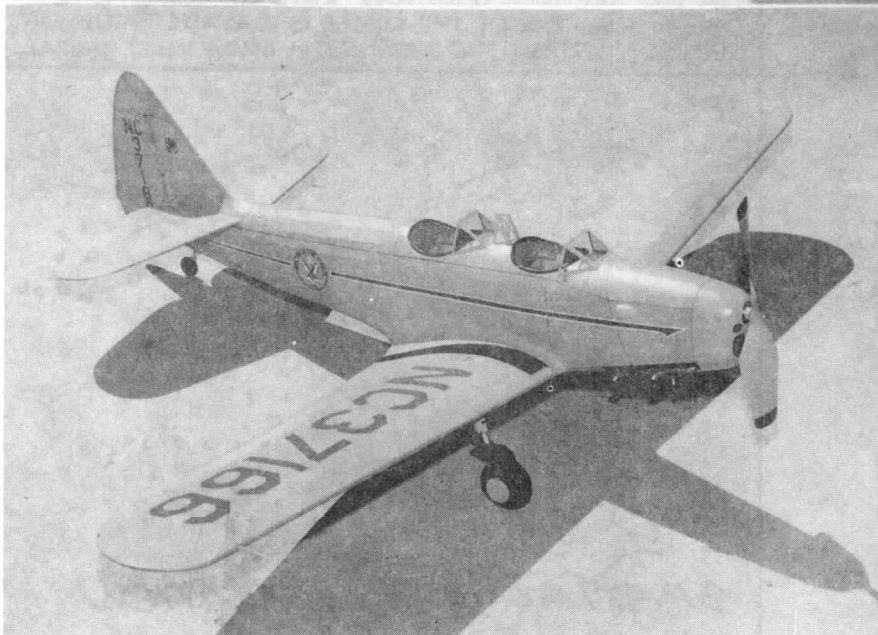
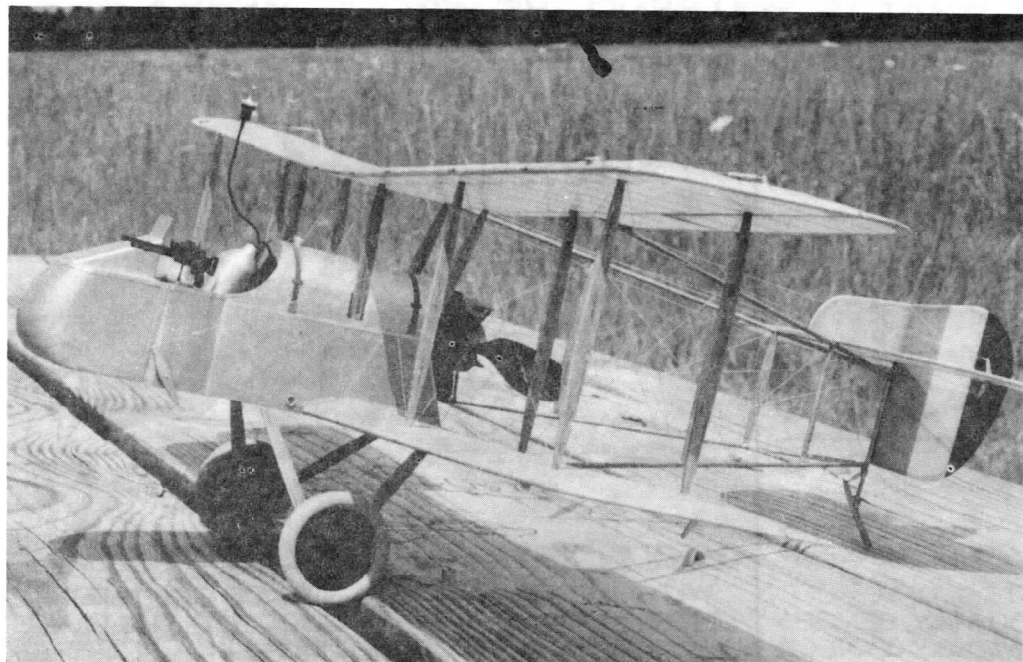
FF16 Stinson 105 20" \$9
FF17 Miles Mohawk 20" \$9
FF18 Ryan ST 20" \$9
FF23 Stinson Reliant 18" \$9
FF24 Leopard Moth 22" \$10
FF61 Tiger Moth 20" \$11
FF80 Rearwin Speedster 36" \$15
FF81 Monocoupe 90A 40" \$16
FF86 Freshman Embryo 18" \$9

Shipping \$5 per order Catalog \$2 ppd.
1851 Dutch Road, Fairview, PA 16415
ph. 814-474-9110, fax 814-474-9111

See our planes at

www.easybuiltmodels.com
or your nearest hobby shop

Dealers Welcomed - PA residents pay 6% tax



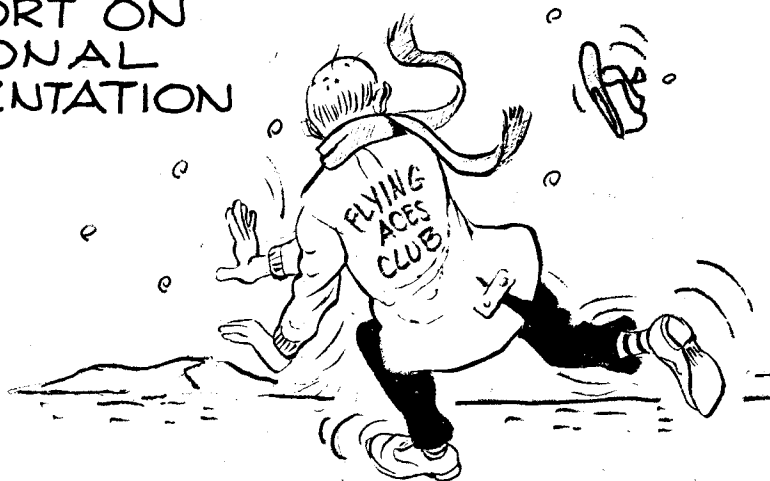
THE TRAGEDY OF BODY ENGLISH

OF COURSE A MODEL RESPONDS TO YOUR SIGNALS.
BUT WHAT IF YOU SEND THE WRONG MESSAGE?

18.



A REPORT ON POSITIONAL DISORIENTATION



OCULOGRAVIC ILLUSION

WHEN YOUR MODEL ACCELERATES, OR
DECELERATES IN LEVEL FLIGHT, YOU MAY SENSE
A NOSE UP OR DOWN ATTITUDE, AND WRONGLY CORRECT.

OCULOGYRAL ILLUSION

WITHOUT VISUAL REFERENCE TO THE
HORIZON, YOU MAY CORRECT THE PLANE
IN THE WRONG DIRECTION.



AUTO KINETIC ILLUSION

A PERCEPTION OF FALSE MOTION CAUSED BY
STARING AT A DISTANT OBJECT, CAUSING YOU TO
MISDIAGNOSE YOUR MODEL'S TRUE FLIGHT PATH.



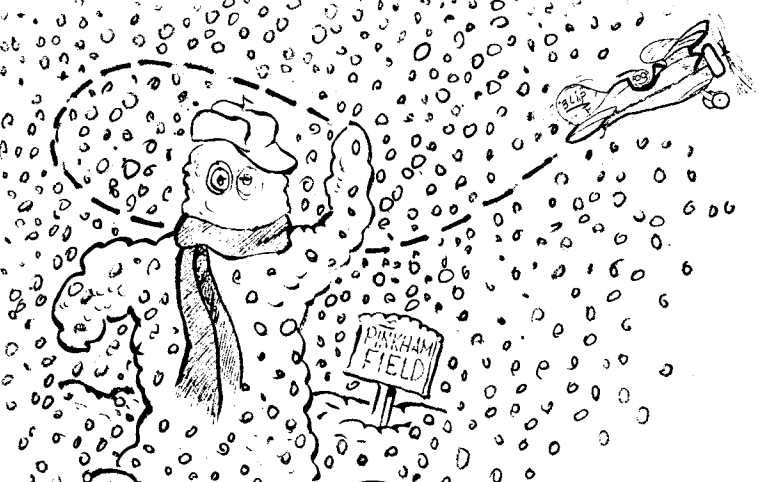
ROTATIONAL ILLUSION

IF YOU ARE IN A CONSTANT RATE OF TURN, YOUR
BRAIN MAY FORGET THE MODEL IS ALREADY TURNING—
SO YOU TIGHTEN THE TURN INTO A GRAVEYARD SPIRAL!



VISUAL ILLUSION

POOR VISIBILITY DISTURBS DEPTH PERCEPTION,
INTERFERING WITH VISUAL CLUES—LIGHT REFRACTION
MAY CAUSE PANIC—SUCH AS PREMATURE O.O.S. IMPRESSIONS.



SPATIAL DISORIENTATION

YOU ARE MOTIONLESS—BUT MOVING OBJECTS,
SUCH AS SNOWFLAKES, MAY GIVE YOU THE
FEELING OF A GUT-WRENCHING STALL. VERTIGO!

Curtiss "SHRIKE" Models XA-8; A-8; A-10; A-12; XS2C-1

In 1929, the U.S. Army recognized the need for a high speed monoplane attack bomber and in preference to the Atlantic Fokker XA-7, the Army selected the Curtiss XA-8.

This aircraft had the same configuration and engine as it's rival. However, it was a more modern design, having a smooth stressed metal skin, full span slots and wing flaps. The pilot and gunner were far apart with each cockpit having it's own sliding canopy.

Orders were placed for five Model YA-8's and eight Y1A-8's. When these aircraft entered service with the 3rd Attack Group at Fort Crockett, they were by far the most advanced and modern machines in the Air Corps. A further 46 production A-8B's had been ordered, these with open pilot cockpits.

In the meantime, tests with a "Hornet" engined YA-10 showed the superiority of radial engines and the production machines accordingly became "Cyclone" powered A-12's. These had the gunner's cockpit relocated closer to the pilot's cockpit. Resplendent in it's chrome yellow and blue color scheme, the A-12 "Shrike" was a pretty airplane.

Many served with the 3rd Group at Hickam Field, Hawaii, this field being named for the Group's Commanding Officer, Lt. Colonel Horace W. Hickam who was tragically killed in an A-12. Nine of these aircraft were still there and operational on December 1941.

History wise the XA-8 first flew in June 1931 and then entered service in April 1932 and so had a fairly long career.

The original A-8 utilized a 600 horse power Curtiss "Conqueror" V-12 liquid cooled engine while the Model A-12's used a 690 horse power Wright "Cyclone Hornet" 9 cylinder radial engine which proved decisively superior to the Curtiss liquid cooled V-12.

This low-wing machine which was sometimes called the Grandfather of all modern attack airplanes, represented the latest design trend in the middle 1930's.

As mentioned the construction was all metal, the wing used a C-80 racing airfoil section and the wing slot's were automatic in operation. Unusual was the mounting of forward armament which consisted of four .30 caliber machine guns in the landing gear fairings. A single flexible .30 caliber machine gun in the rear cockpit completed the armament.

An excerpt from a local paper of long ago featured this piece of information. "Within a few months, 46 high speed, light attack planes are to be launched into the skies to begin their career of flying under the insignia of the U.S. Navy".

These were to be the Buffalo-built, Curtiss A-10 Model "Shrikes" which were at that time described as a recent adaptation of the Army Air Corps well known Model A-8, which was powered with a "Conqueror" engine, also built by the Curtiss Company. The newly designed "Twin- Wright" 14 cylinder radial engine was to be used to full advantage in the Navy

machines. The Navy having always had a preference for the air-cooled type engines. Described as being low of wing and slender in fuselage, it was said that the A-10 could strike swiftly, diving to gain a speed of 300 m.p.h. and breaking loose with all 5 guns blazing to deal her death sting to the enemy. It was anticipated that our Naval forces would find this airplane almost indispensable in both fleet operations and coastal defense duties.

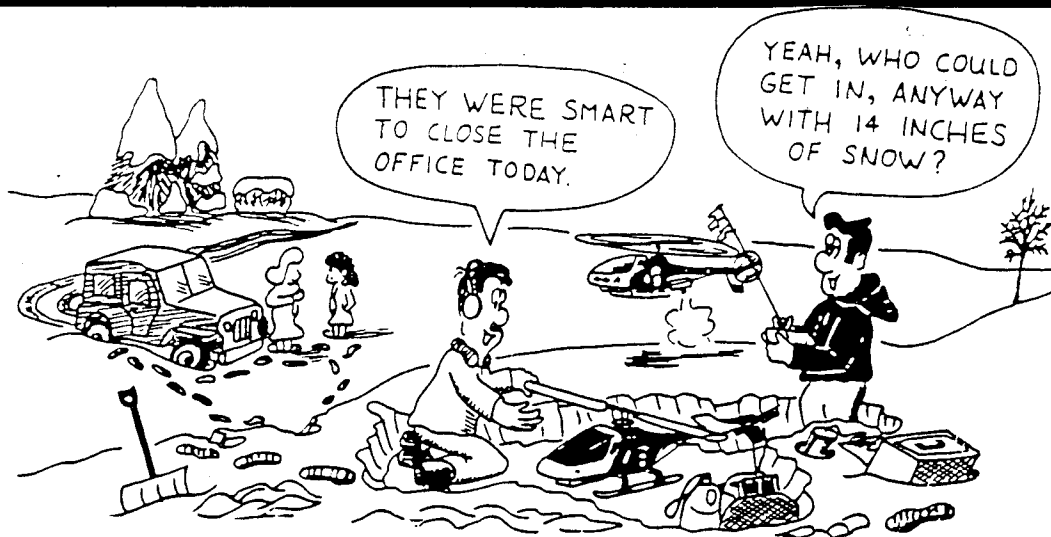
One small point in some old advertising copy had pointed out that the A-10 had "gone modern", the tail support being a wheel covered with a dural pant instead of the old familiar "skid". Also an item pointed out that, those who have seen the newer airplanes or have taken close notice of the pictures of same, will see that the wings and tail surfaces are no longer fixed to the fuselage with a square joint which allowed all of the joining fittings and hardware to "air" themselves. They are now "faired", that is, at the intersection of the fuselage and tail and wing surfaces, there is a rounded fillet, generally of sheet dural which straightens or evens off the flow of air passing over these joints, thus providing for greater speeds. The advantages of clean designs were beginning to appear and the use of fillets was to be seen on almost all aircraft thereafter.

The Navy "Shrikes" were to be painted in the then typical Naval aircraft color scheme. Fuselage, lower surfaces of the wing, stabilizer and landing gear, were to be gray while the upper wing and stabilizer areas were to be yellow. Star markings would be on the wings while the rudder would feature the then used tri-stripe insignia.

How many of these Navy "Shrikes" actually saw service or whether the entire order was completed has been difficult to document. It is known that the Navy did have at least an interest in the design as a few aircraft under going full land and sea trials, were given the Navy designation XS2C-1.

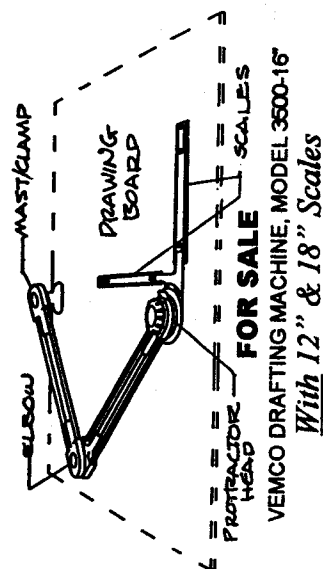
As an Army machine it served it's peacetime roll well and was a pretty airplane in all it's variants.

More detailed three views can be found in the book, Scale Models by Wylam. Page 46 depicts the A-12 version. Another set of good three views is to be found in the July issue of Young Men, the year 1956. Also Air Progress for 1956 / 1957 features the same three views which were done by Walter M. Jefferies Jr. These are also of the Model A-12. There is also a great rubber powered model plan by the Cleveland Model people. I believe copies of this plan may still be available.

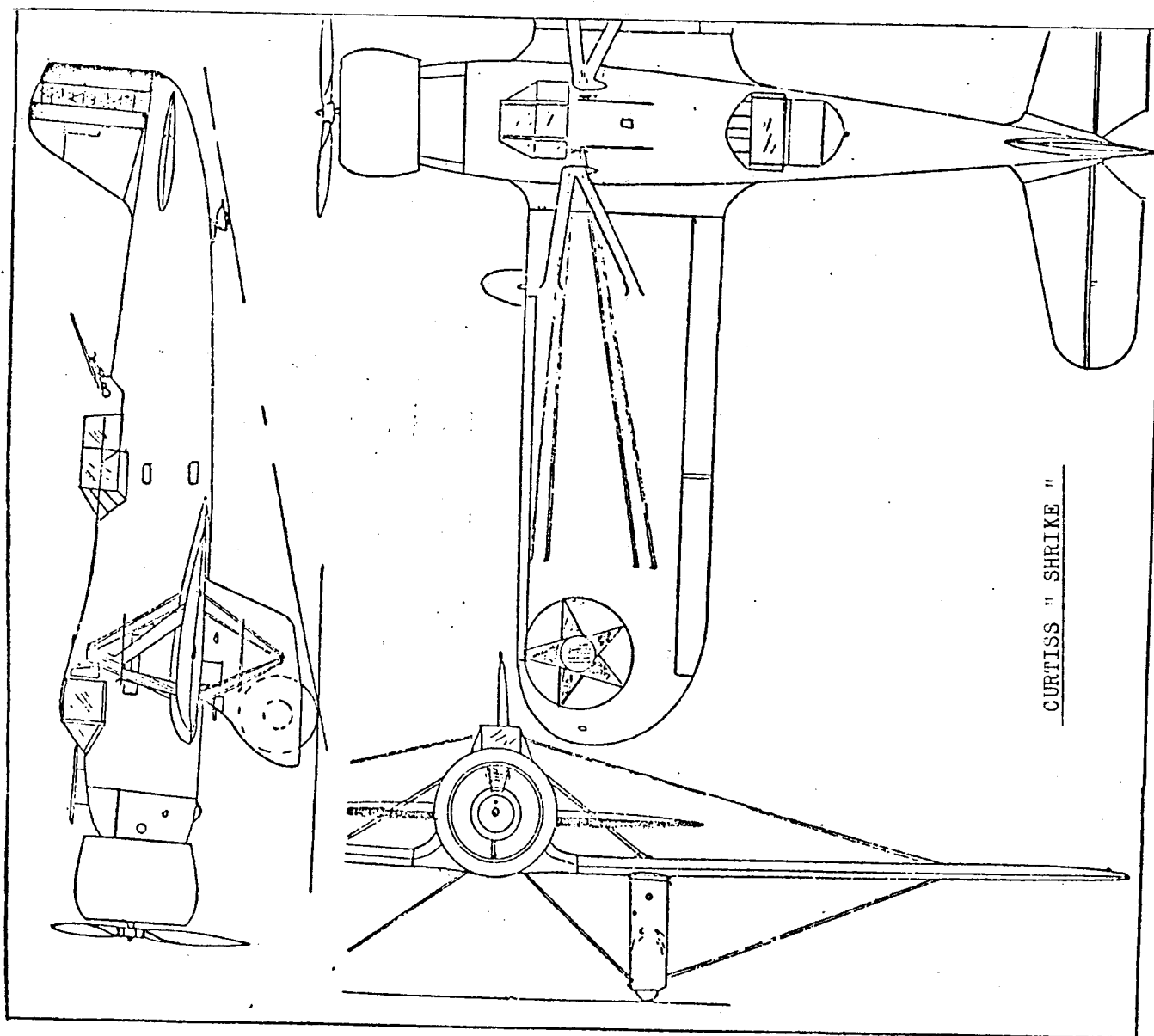


12 Rules of Model Aviation

1. Perfection in model building is a desirable goal, unless completion of the airplane within your lifetime is important.
2. Airspeed is life to your model, altitude is life insurance. No airplane ever collided with the sky.
3. Always fly your airplane with your head, not just your hands. Never let your model go somewhere your brain didn't get to five seconds earlier.
4. The probability of model survival is equal to the angle of arrival.
5. Flying a model airplane is not dangerous; crashing it is dangerous.
6. Good judgement comes from experience and experience comes from bad judgement.
7. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
8. It's a good landing if you can still bend the landing gear back to its normal position.
9. A fool and his money are soon flying a more aerobatic model than he can handle.
10. The nicer an airplane looks, the more likely it is to crash.
11. A model airplane may disappoint a good pilot, but it won't surprise him.
12. If God meant for man to fly model jets, He'd have given him more money.



Mint condition - Used briefly - Does not fill my layout needs in doing children's books, but perfect for anyone doing plans. Cost \$346 - Sell for \$200 - I pay shipping. Robert Lopshire, 3635 N.W. 24th Place, Gainesville, FL 32605// kidspot@bellsouth.net



22.

FAC NON-NATS, GENES20, NEW YORK

July 21-22, 2001

Registration Form

Time 8:30 am till 5:00 pm

Please print

Name _____ AMA or MAAC No. _____ Jr./Sr. _____ Open _____

Street _____ City _____ State _____ Zip _____

Entry fee, \$25.00 flies all events. No fee for under 18 years of age. Please remit by June 30, 2001 to ease paper work later. Mail entry to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place. All contestants must be members of the AMA or the MAAC.

ScheduleSaturday July 21

FAC Scale
FAC Peanut
Embryo
Pioneer
Greve Race *
World War One * (Multi-wings)
Giant Scale
Modern Military *
Old Time Gas Replica (Electric)
Old Time Rubber
Old Time Kit Scale
Golden Age Scale
Monocoupe Marathon

Sunday July 22

Hi-Wing Peanut
Golden Age Military
Jumbo Scale
Power Scale
Thompson Race *
World War Two *
Dime Scale
Jimmie Allen
Modern Civil
Goodyear Race *
Old Time Stick Rubber
No-Cal Scale
Monocoupe Marathon

*These events are mass launch events. Power Scale will be divided into single and multi engined models.

All events are for rubber powered models except for Power Scale, Old Time Electric gas Replica. Co/2 is OK for Old Time Gas Replica. You must show proof of scale to get past the 45 point rule in mass launch events.

Pioneer Scale models must be flown in the Pioneer event regardless of size. Giant Scale may be flown either day. Both Old Time Rubber events must have their flights in no later than two o'clock pm so we have time for fly-offs. The same holds true for O.T. Gas Replica.

I wish to make the following advanced reservations for the contest.

_____ entry fees at \$25.00 each _____ \$ _____

_____ reservations for double occupancy with meals, \$162.00 per person _____ \$ _____

_____ reservations for single occupancy with meals, \$205.00 per person _____ \$ _____

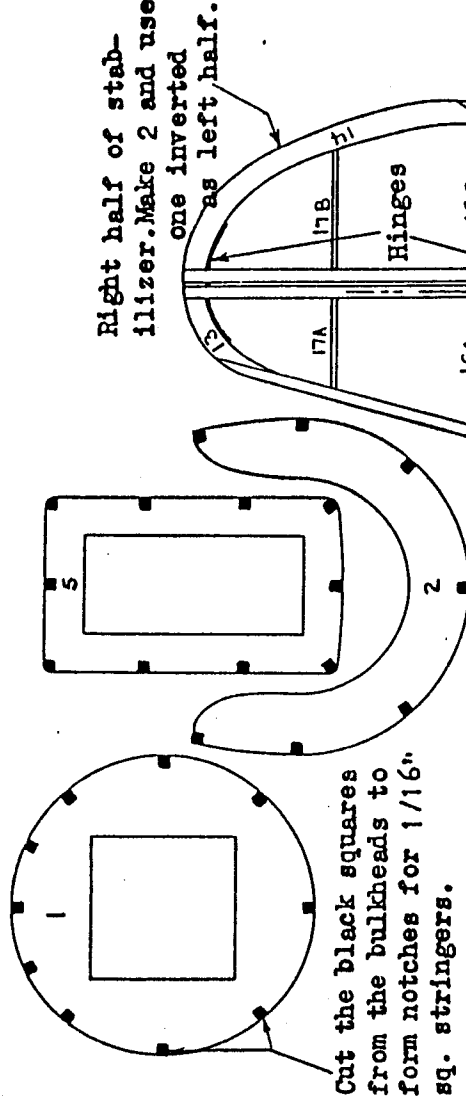
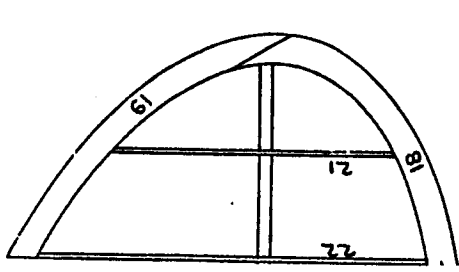
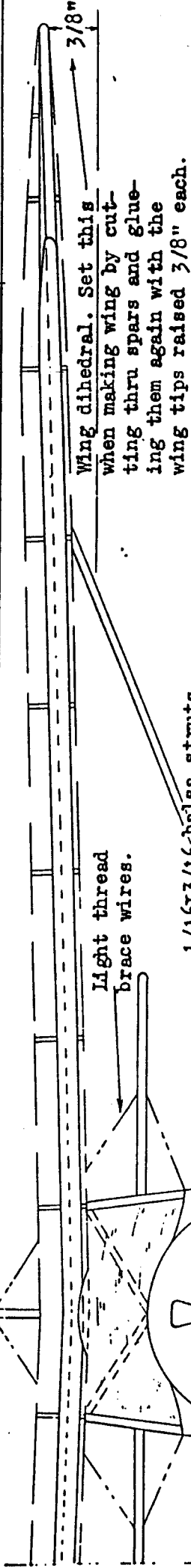
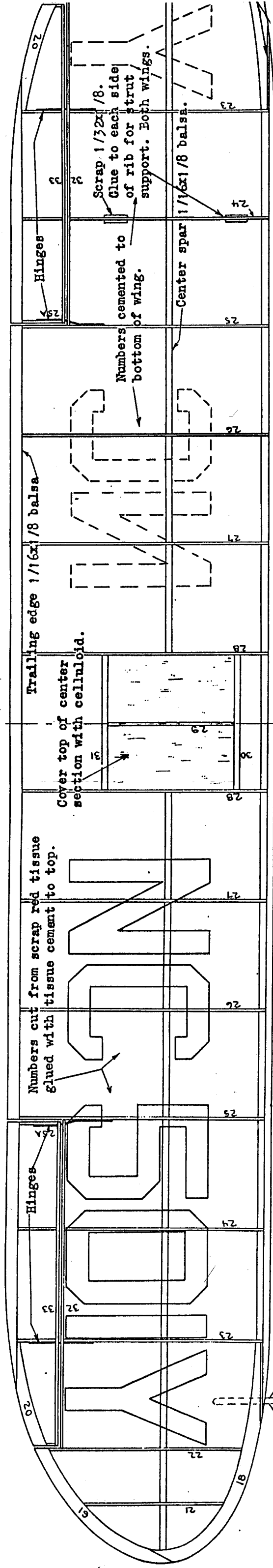
Total \$ _____

Please note, we will not be able to refund cancellations after June 30, 2001. If you plan to share a room with someone, please indicate their name so we can direct the University to set up the proper room arrangements. Your meals at the University will include dinner on Friday July 20, breakfast and dinner on Saturday July 21, breakfast and dinner on Sunday July 22 and breakfast on Monday July 23.

Scale judging will take place at Peter's Party Complex in Leicester, NY on Friday July 20 starting at 2:00 pm. Bring your models there to be scale judged. Giant and Jumbo models will be judged on the field. Giant Scale models may be flown either day.

Waiver: I (we) hereby release the 1941 Historical Air Group, Inc., The State University of New York (Geneseo), The Flying Aces Club and all other persons 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 contest.

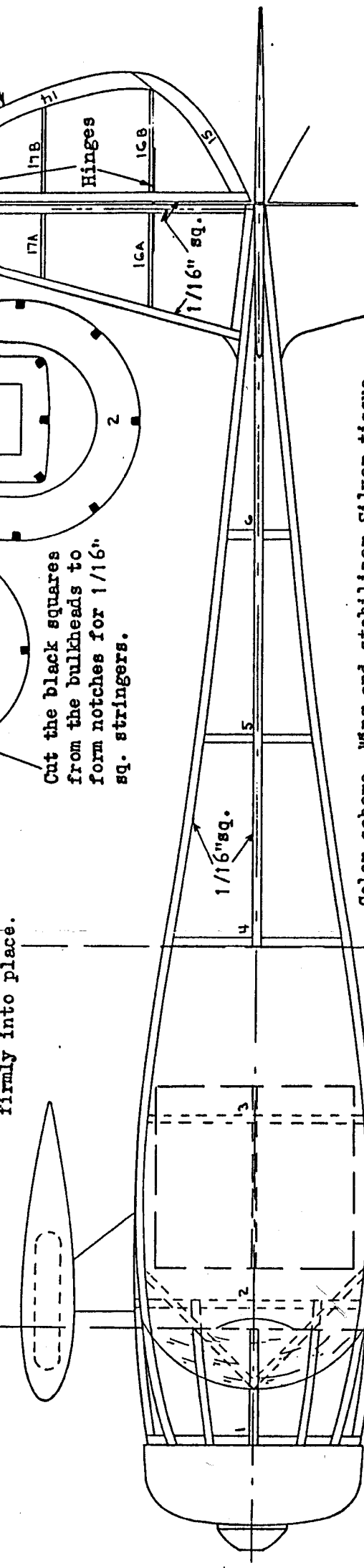
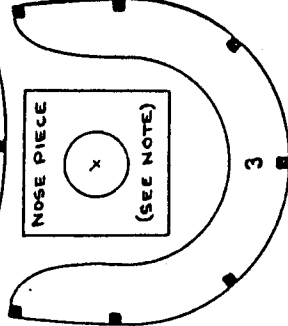
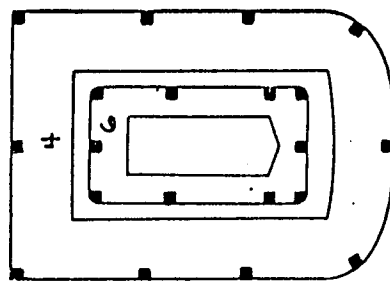
SIGNATURE _____



Curve of #2

Put plenty of cement here for extra strength.

Bend music wire as shown by heavy lines and cement to rear of #2.



Color scheme. Wing and stabilizer Silver tissue. Fuselage, rudder, cowl, pants and struts, and wing numbers Red tissue. Rudder numbers silver.

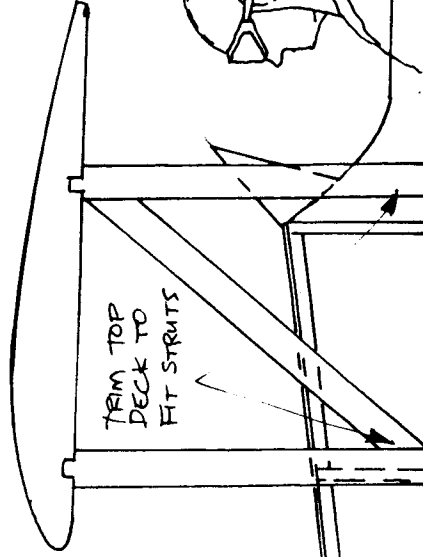
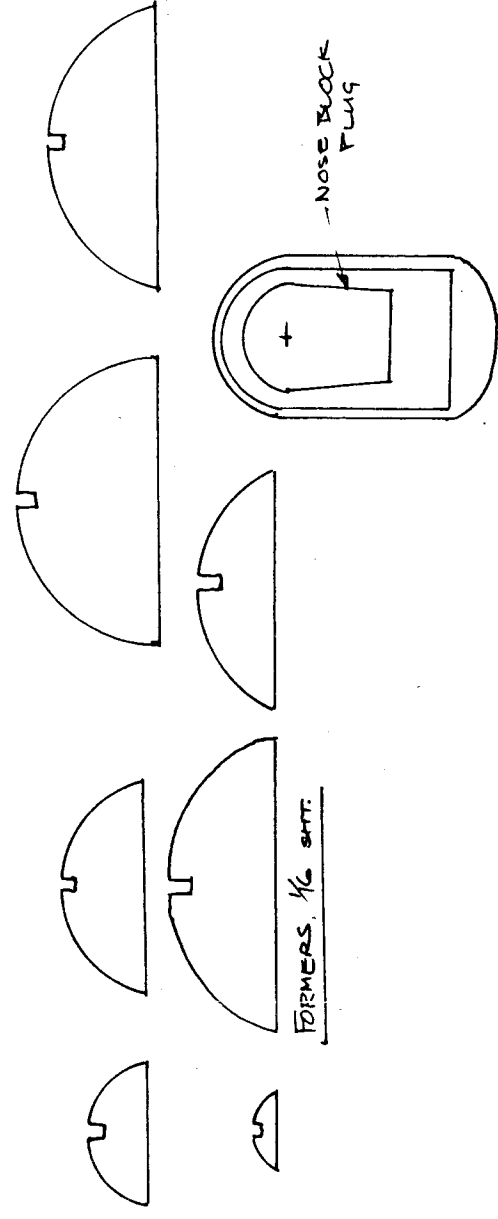
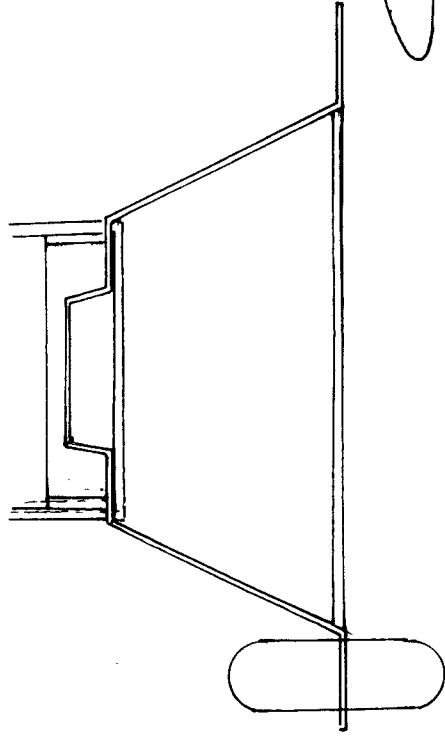
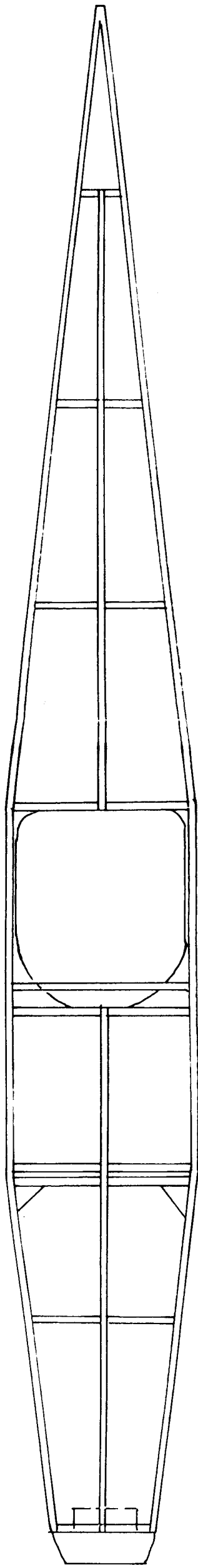
Cover all exposed wood with tissue.

Dashboard. Cement to former #2A in cabin.

Cowl cut round from 9/16x2x2" soft balsa block in kit. The hole in the center is drilled to fit the hard wood nose button also included. Shallow notches can be cut in cowl front as shown in the front view.

Celluloid windshield pattern. Cut a duplicate of this in paper and fit it by cut-and-try, then use it as a template for the celluloid.

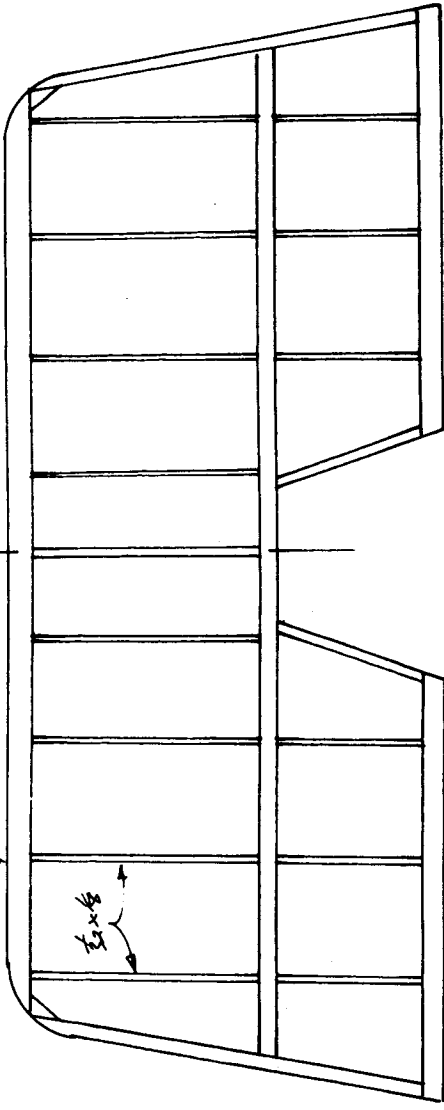




$\frac{1}{32}$ SHT TOP DECK

$\frac{1}{16}$ SHT

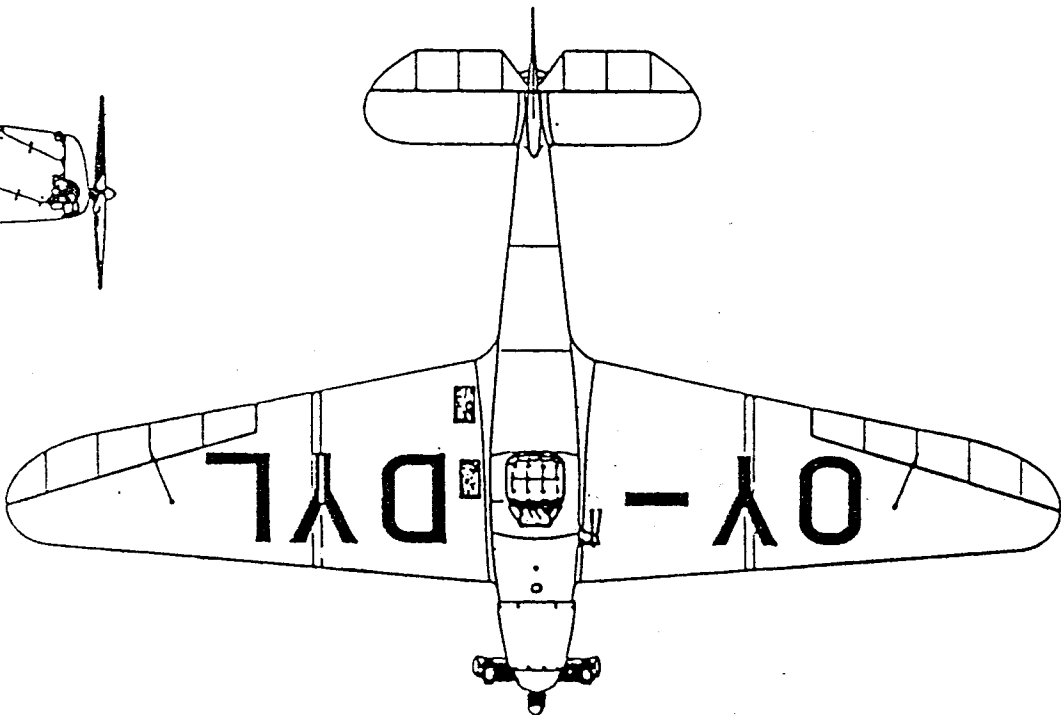
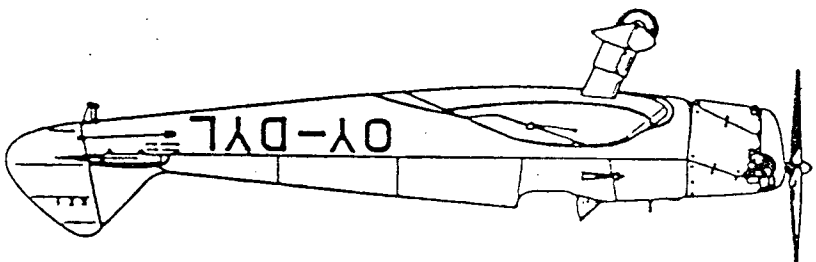
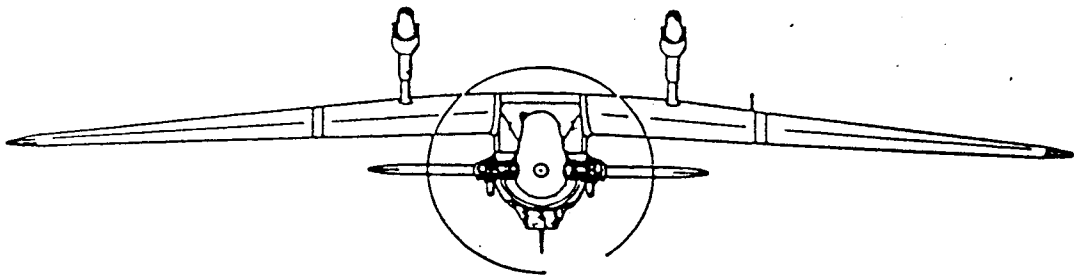
$\frac{1}{16}$ SHT FUSelage FRAMEWORK



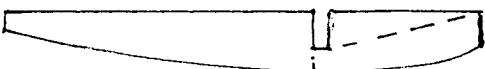
CURRIE WOT
Rubber Scale
Designed & drawn by
LLOYD WILLIAMS

Sheet 1.

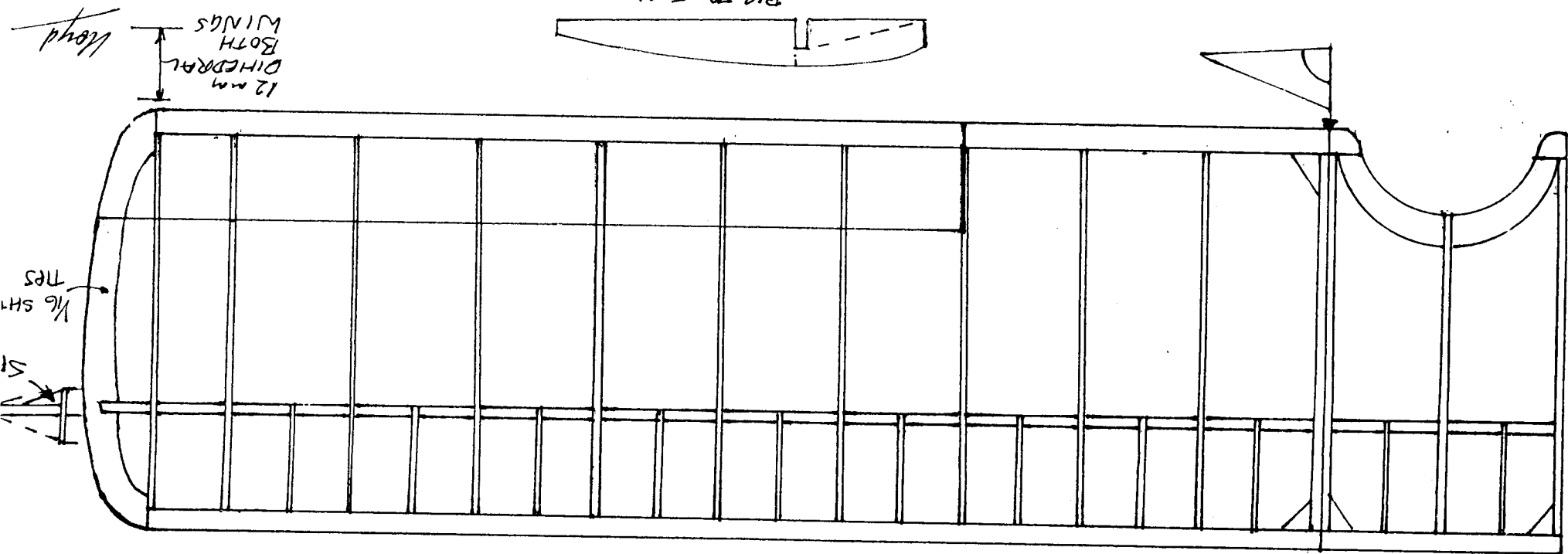
KZJ



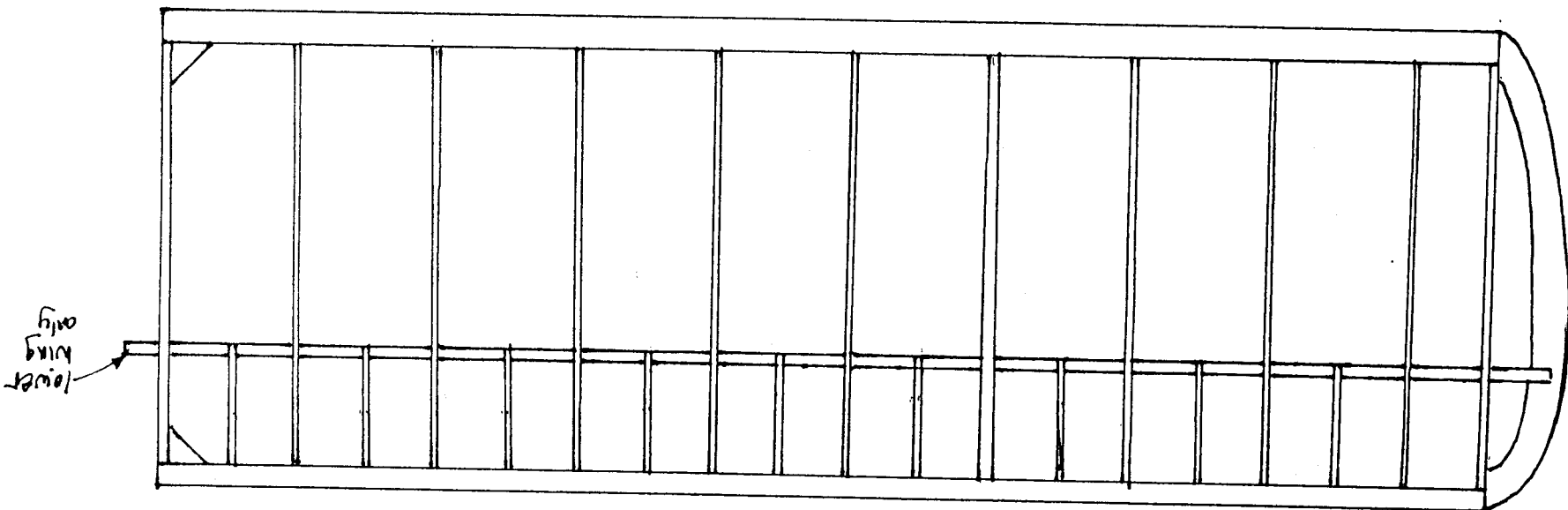
RIB PATTERN

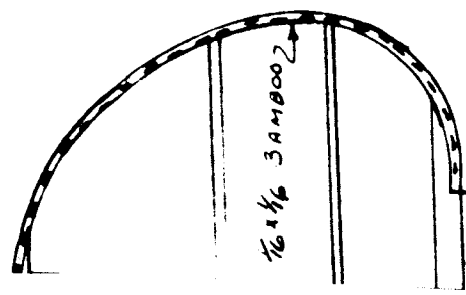


12 mm
DIPPERAL
BOTH
WINGS



CURRIE WOT Sheet 2





BOTTOM LEFT
WING TIP

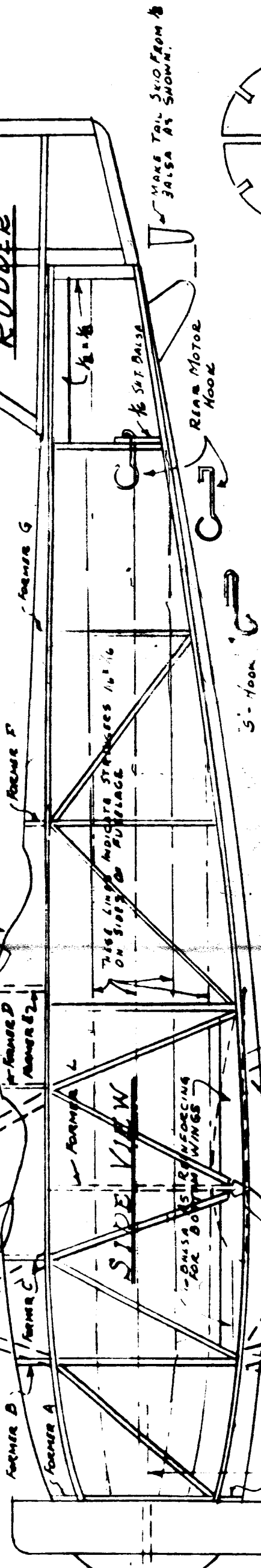
NOTE:-

ALL STRIPS ON BODY ARE 1/16 Balsa UNLESS OTHERWISE NOTED. FIRST MAKE TWO SIDES AS INDICATED BY SHARDED PORTION AND GLUE TOGETHER WITH INTERMEDIARY BARS SHOWN ON TOP VIEW.

STRUT 'X' 8" x 1/16
STRUT 'Y' 8" x 1/16

COVER COCKPITS WITH 1/16 Balsa

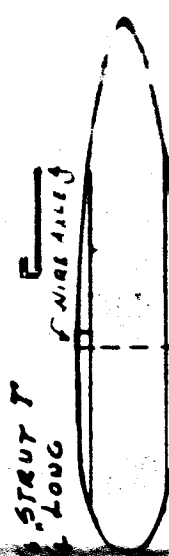
SIDE VIEW



SEE FRONT VIEW FOR NOSE OF COMING

1/16 STRUT 'O' 1/16 LONG
1/16 STRUT 'R' 2 1/4" LONG

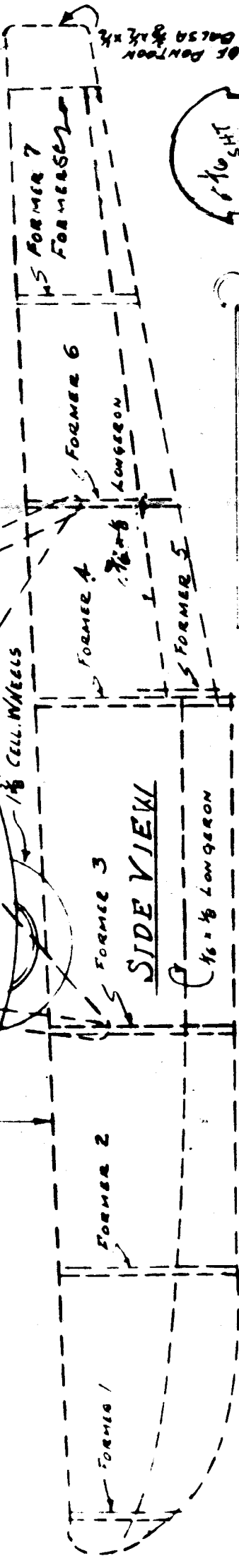
TOP VIEW OF PANTS



1/16 STRUT 'T' 2 1/4" LONG

1/16 Balsa Banded PONTON GRACES

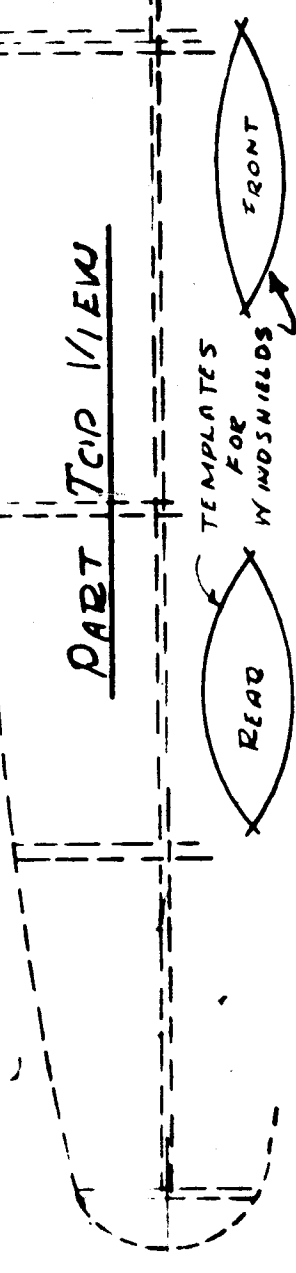
SIDE VIEW



MAIN PONTON

PROPELLER SHAFT

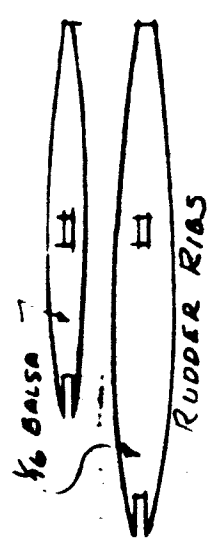
PART TOP VIEW



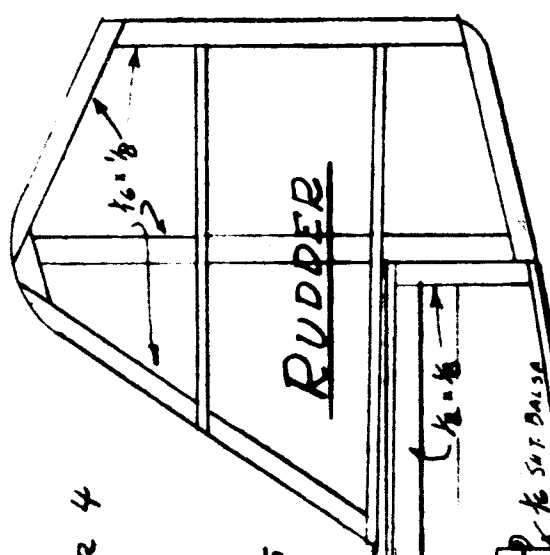
TEMPLATES FOR WINDSHIELDS

READ

FRONT



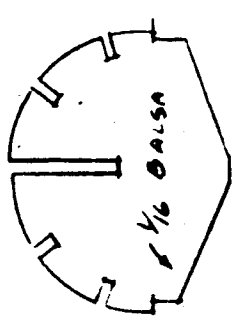
RUDDER RIBS



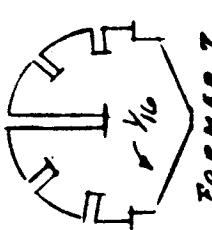
RUDDER

MAKE TAIL SKID FROM 1/16 Balsa AS SHOWN.

REAR MOTOR HOOK



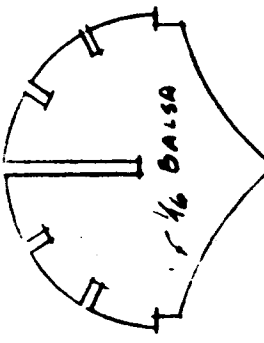
FORMER 6



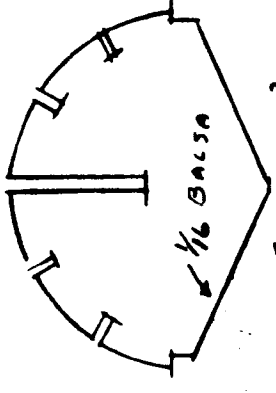
FORMER 7



FORMER 8



FORMER 2

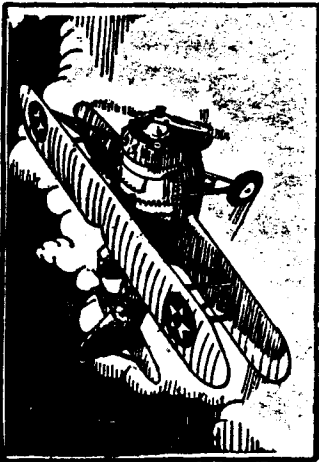


FORMER 3

NOTE:-

USE 1/16 Balsa PROPELLER AND 1/16 Balsa RUBBER. 4 STRAND OR 6 STRANDS FOR WINDY DAY.
COLOR SCHEME:- BODY, PANTS, PONTONS LANDING GEAR, RUDDER & ALL STRUTS ARE PAINTED SILVER. WINGS AND ELEVATOR ARE YELLOW.
AFTER GIVING WINGS AND ELEVATORS ONE COAT OF CLEAR DOPE ADD THE ALUMINUM POWDER TO THE REMAINING DOPE FOR PAINTING SILVER PARTS MENTIONED ABOVE.

EXACT SCALE - 1/4" = 1'-0" WINGSPAN - 7-1/4"




OF COWL

CCYL
BLUE



LIGHT RED



~~SECRET~~

TO MAKE RIVETS DRAW
THEM WITH PEN AND
BLACK INK

BLACK INK


LAY
TO
SEE



AND CEMENT TO
EITHER SIDE
OF FUSELAGE



RAW LINES
WITH A
ROLLING PEN



...LID SCALE MOD...

the main fuel is an excellent fighter, capable of very high speed and is very maneuverable. The main reason for this is that the wings are so thin that they are authentic flying wings. The main reason for this is that the wings are so thin that they are authentic flying wings.

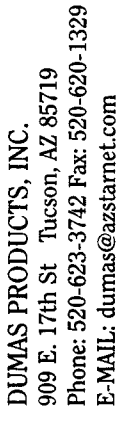
DETAILS: All details are clearly shown on the plans. WHEN THIS MODEL HAS BEEN COMPLETED, IT WILL MAKE A VERY DECORATIVE ORNAMENT ON SOME MANTEL OR SHELF; ALSO IN A STUDY OR BOY'S ROOM. IN ORDER THAT YOU MIGHT BUILD AND ADD TO YOUR LINE OF MODELS, WE SHALL CONTINUE TO COME OUT WITH NEW NUMBERS. SEE YOUR DEALER FOR NEW MODELS.

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

Recommended by FAC-GHQ.



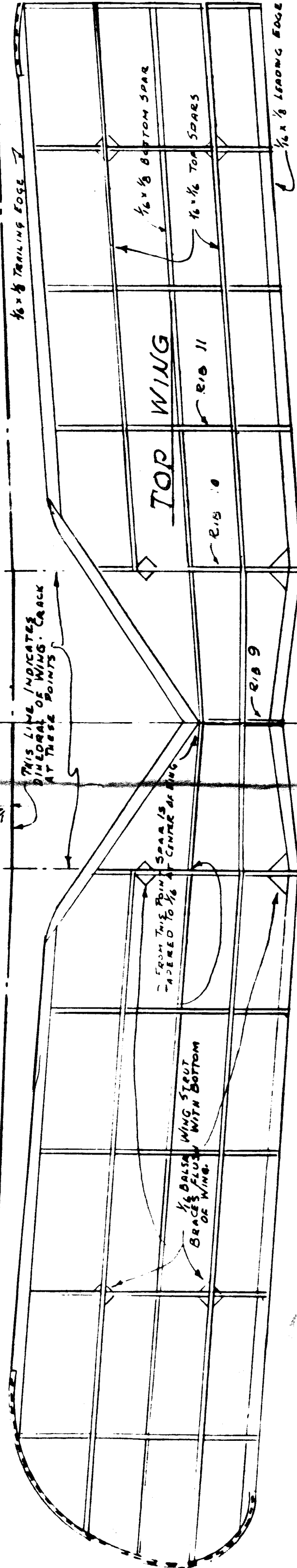
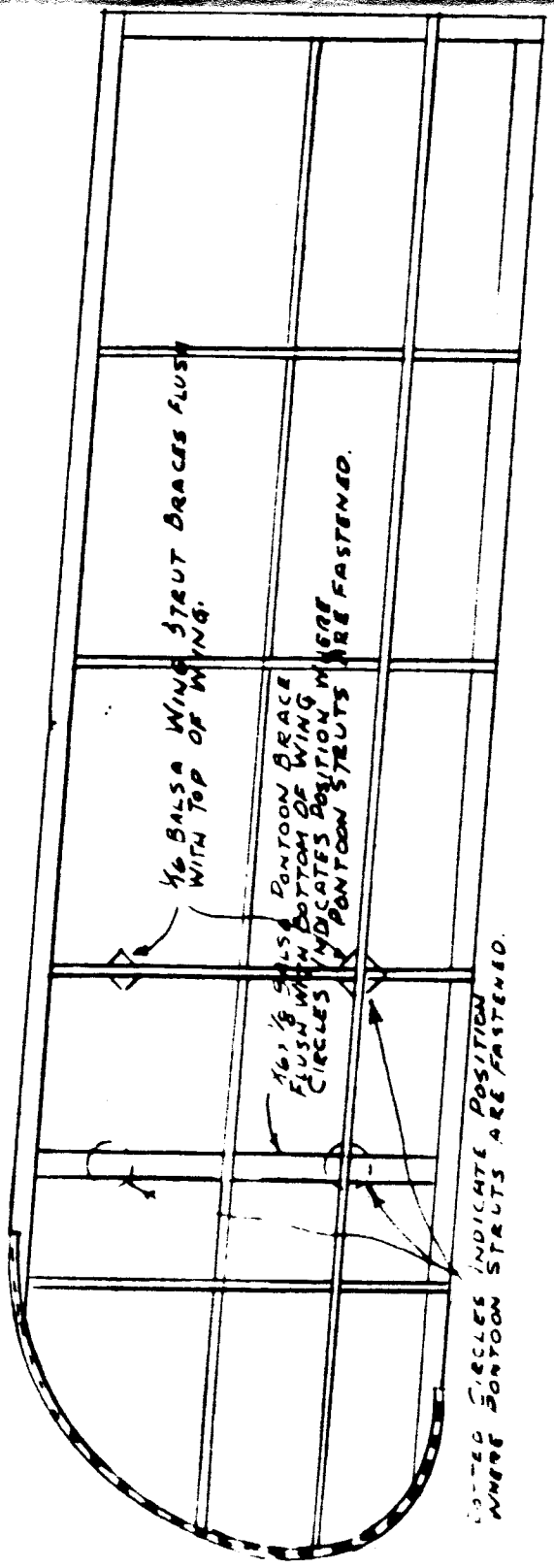
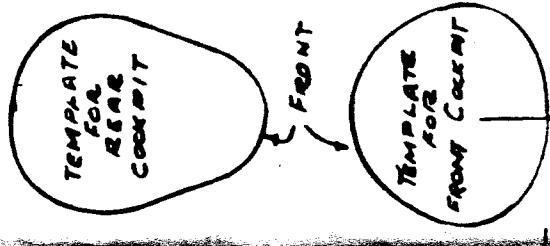
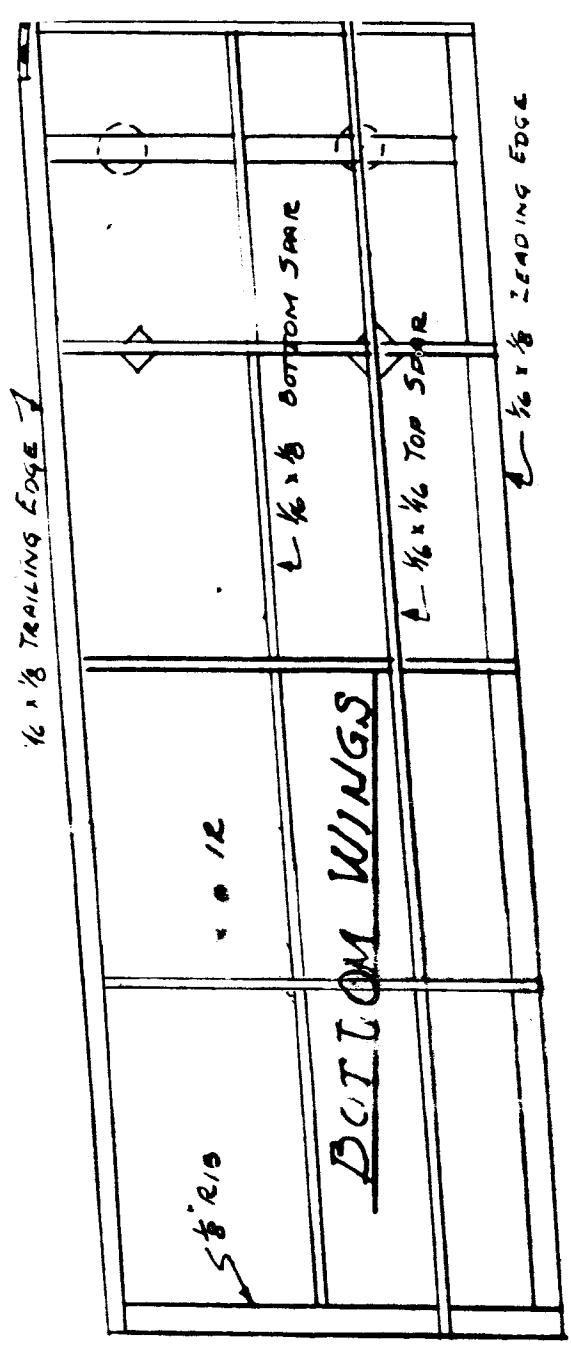
Kit #303 Price \$36.95
Kit features over 75 LASER CUT PARTS



1/64" and Up

for Flyer & Sample Material

Joseph Deppe, PO Box 185, Bolton Landing, NY 12814
518-644-9465



DOTTED CROSS LINES INDICATE PANELS LEFT OPEN ON BOTTOM OF FUSELAGE FRONT AND BACK TO ALLOW ACCESS TO MOTOR.

