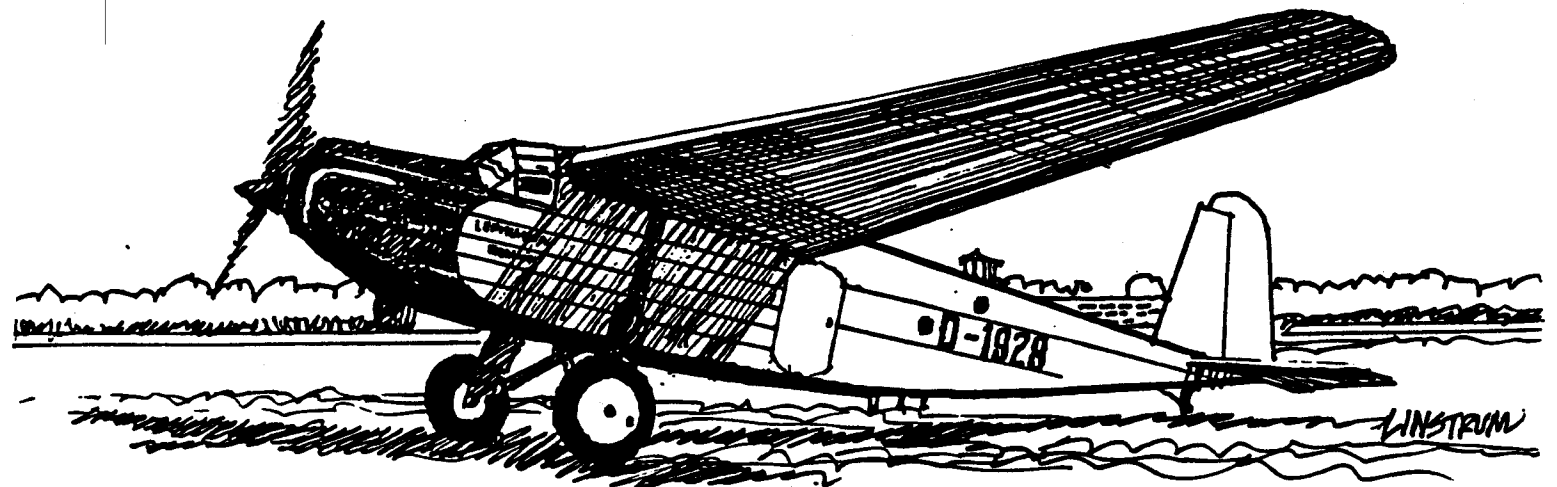


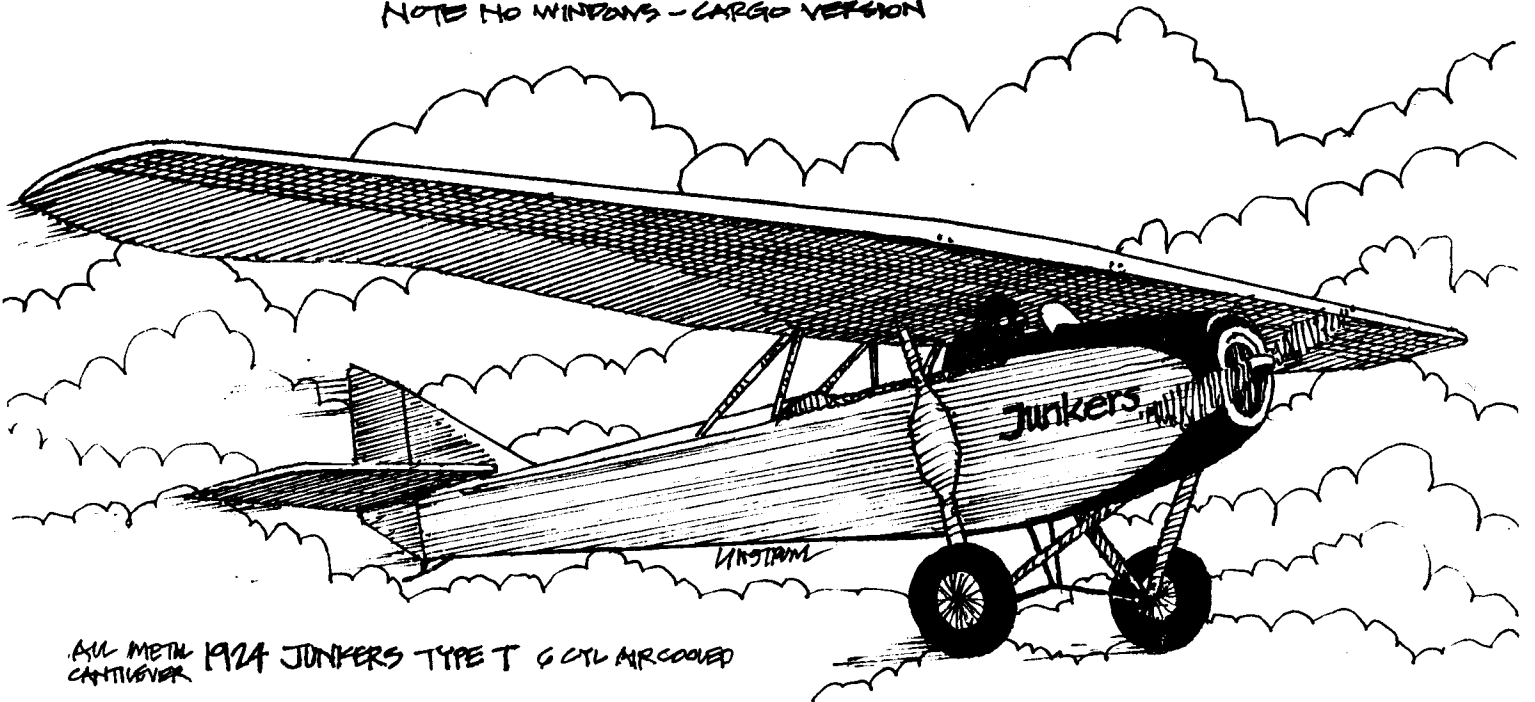
FLYING ACES

ISSUE #198-124 Mar./April 2001

Club News



MESSERSCHMITT M.20b LUPTHANSA
NOTE NO WINDOWS - CARGO VERSION



ALL METAL 1924 JUNKERS TYPE T 6 CYL AIR COOLED
CAPTIVE

NEWS ON THE WING!

Our cover on this issue consists of two drawings by Dave "VTO" Lindstrum. Nice job Dave!

The plans in this issue came from; Rocky Russo (Focke-Wulf 190-D for WW-II), Nieuport XVII for WW-I from Ivan Ruchesi from Argentina, Pres Bruning gives us his Commonwealth Boomerang for WW-II, John Morril sent his Fleet Canuck for FAC Scale or Golden Age Scale and through the courtesy of the WNYFFS we present one of John Low's drawings this one of the Howard DGA9. Thanks to all for their contribution. See the ad for John Low's plans in this issue, all are very well done.

A new squadron has been formed in Estes Park, Colorado. It will be known as the Skychiefs and will be FAC Squadron #67. If you live nearby please contact Frank Costello, 1891 Morris Ct. North, Estes Park, Co. 80517. Phone 970-577-8923 or e-mail Bio10@aol. He will be glad to hear from you.

David Brock, 6731 Holyoke Ct., Fort Collins, Co. 80525 is also interested in forming a squadron. Maybe David and Frank Costello are in close proximity to each other and can combine their efforts.

It has been mentioned that a story on old-time model airplane factories would make a nice article for the newsletter. How was the print-wood made? How many kits were produced annually? etc. Anyone with such knowledge?

The rule books are finally finished and included with this issue of the newsletter. Before you criticize us I want you to know that the three of us, Vic Didelot, Ross Mayo and your CinC met twice a week for 4 months going over just about every word in the book. I want to call your attention to 2 of the rules that you may be interested in more than others. One rule that is going to be enforced is the cross-section rule in the oldtimer events and one other that has just cropped up is the tilted stab on scale models. A tilted stab is not scale so they will not be allowed! PERIOD! Be sure to read and re-read the book, there may be more subtle changes that may be important to you.

If you are going to enter the FAC contest at Geneseo, NY in July please enter as early as can to hold the paper work to a minimum as contest time approaches, this will be greatly appreciated!

We have added two more events to the schedule for Geneseo, they are the Fairchild 24 event for models built from the kit by Guillows and the North American AT-6 event. The Fairchild event will be a mass launch event as will be the AT-6 event. No limit on the size of the motor for the Fairchild event but the AT-6 event will be limited to the 15% rubber motor rule.

For those of you who will be staying in the dorms during



"How much gas have you got in the tanks?"



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.

Wantde; a plan for the French Aeronaval Nieuport 161 fighter. Merle Davies, 28523 Dino Circle, Chesterfield, Mi. 48047.

Wanted; 3-view or plan of the Molniya-1 light Russian twin boom pusher transport and Dave Aronstein's No-Cal Gyroflug-E-401 canard. Fred LeMon, 112-30 Northern Blvd., Apt. 3H, Corona, N.Y. 11368.

Gary Schubert, 11211 Wintermann Rd., Breese, Ill. 62230 is looking for a plan of the Pitcairn Mailwing PA-5.

Mike Ramson, 701 No. Grand Ave., Okmulgee, Ok. 74447 is looking for two (2) Holland Hornet engines without tanks and a Tee-Dee .051.

Wanted; Scale detail for the Remington-Burnelli RB-2. Rudy Kluiber, 2021 Lakeland Ave., Lakewood, Ohio 44107.

Wanted; Info on the life and work of Alden McWilliams who was an illustrator for the old Flying Aces magazine. Ken Miller, 6 Cook St., St. Marys, N.S.W., Australia 2760.

Wanted; The following plans; Fairchild 24, Fairchild 22, Stinson Reliant, Nieuport Scout all by Scientific and 20" span. Also by Megon, Curtiss Hawk P-6, SE5, Great Lakes Trainer and the Polish Fighter all at 20" span. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. Will buy, copy or pay for copies.

this contest we will be staying in the Nassau dorm which is where we stayed in 1999. There will be a map in the next issue for you.

If you would like to build an AT-6 for this contest you will need the plan by Dave Livesay. You can get a copy of the plan along with vacuum formed canopy for just \$6.00 from Richard Zapf, 126 Elm St., Georgetown, Ma. 01833.

We are looking for event sponsors and donations of prizes for this contest. If you are interested as well as manufacturers and FAC Squadrons let me know at; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We have had lots of help from you in the past and we know we can count on you again!

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

Lin

Lt. Col. Lin Reichel...CinC-FAC

"HAVE WE GOT A MOTOR FOR YOU?"

E.M.P.S.

(Electric Model Plane Stuff)

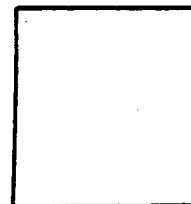
THE NEW SOURCE FOR THE
MM1 MOTOR, ITS DERIVATIVES
AND A LOT OF OTHER GOODIES FOR
SMALL ELECTRICS

BUSINESS SIZE SASE GETS YOU
OUR FREE CATALOG!
DOUBLE STAMP IT, GET OUR
CATALOG AND Dick Miller's
LATEST "What Works" LIST!

**E.M.P.S., Box 134,
Robesonia, PA 19551**

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

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.



4.

THE 2001 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented by:

When: Sunday, May 6th from 8:00AM - 8:00PM

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

Event Schedule:

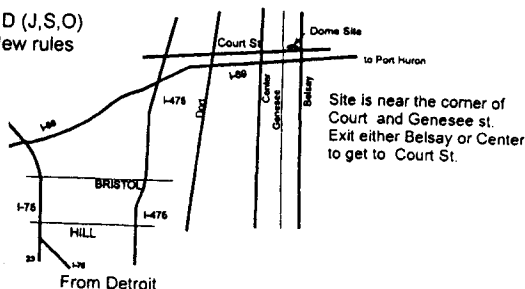
- 8:00 AM - 9:45 AM.....HLG plus Standard and Unlimited
Class Catapult Glider Jr plus (Sr. Op comb.)
- 9:00 AM.....Bostonian Judging
- 9:45 AM - 5:00 PM.....7 Gram Bostonian (J,S,O), Limited Penny Plane (J,S,O)
EZB (J,S,O), Mini-Stick & Mini-Stick Mass Launch (J,S,O)
No-Cal Scale 6.2gm without motor (J.S.O.)
Blatter 40 / Jetco ROG(Fly either one) Jr plus (Sr. Op comb.)
Sci. Olympiad Airplanes, Jr. Hi & Sr Hi students
(no rubber motor restrictions)
- 11:00AM.....Scale Judging
- 11:30 AM - 5:00 PM.....FAC Scale, FAC Peanut, Golden Age
Scale, WWI and WWII Mass Launches
(All events J.S.O)
- 5:00 PM - 8:00 PM.....F1D (J,S,O)
New rules

Entry Fee \$20.00

**\$1.00 for Jr & Sci Olympiad fliers

CONTEST DIRECTORS:

George Lewis (810) 329-6833
Fred Gregg Jr. (810) 264-1018
Don Lang (810) 751-3281

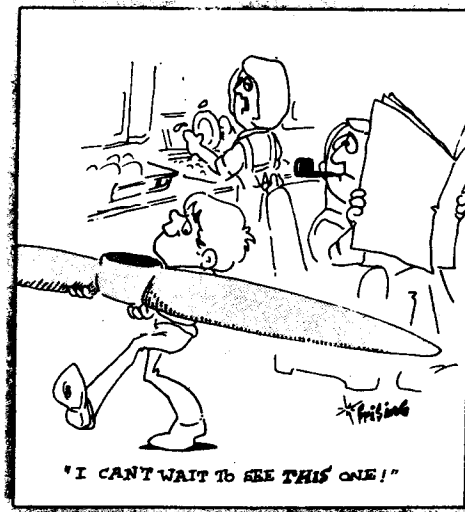
**PHOTO PAGE**

Top--Ken Gulliford's pic of his Curtiss Hawk Dime Scale, looks great!

Left--Dave "VTO" Linstrum sent this photo of his Dimer, DH Puss Moth, nice.

Here is Jim Norfolks pic of his line-up of Curtiss fighters, impressive.

Right--Chris Starleaf sent this photo of Roger Moon and his excellent Fokker D-VII.

**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.

QUALITY MANAGEMENT INTERNATIONAL
11 BIRCHDALE CRESCENT
SAINT JOHN NB E2K 4T4

**BOOKS - FREE FLIGHT**

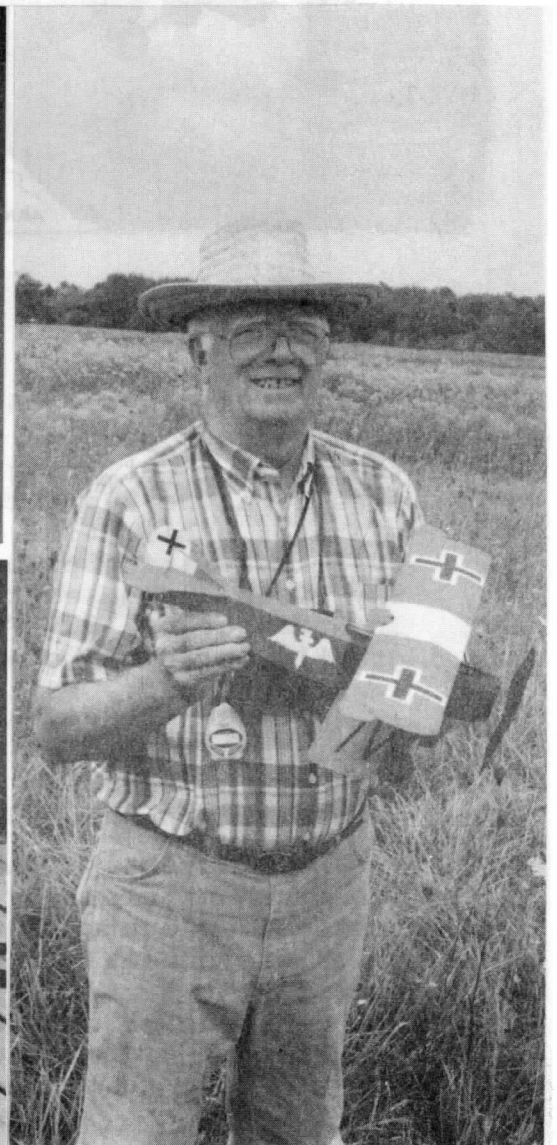
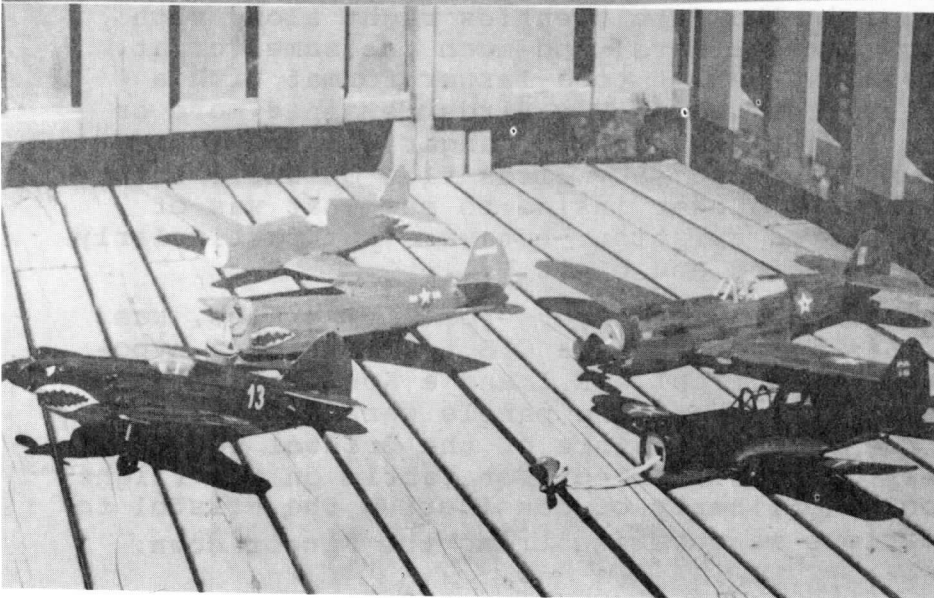
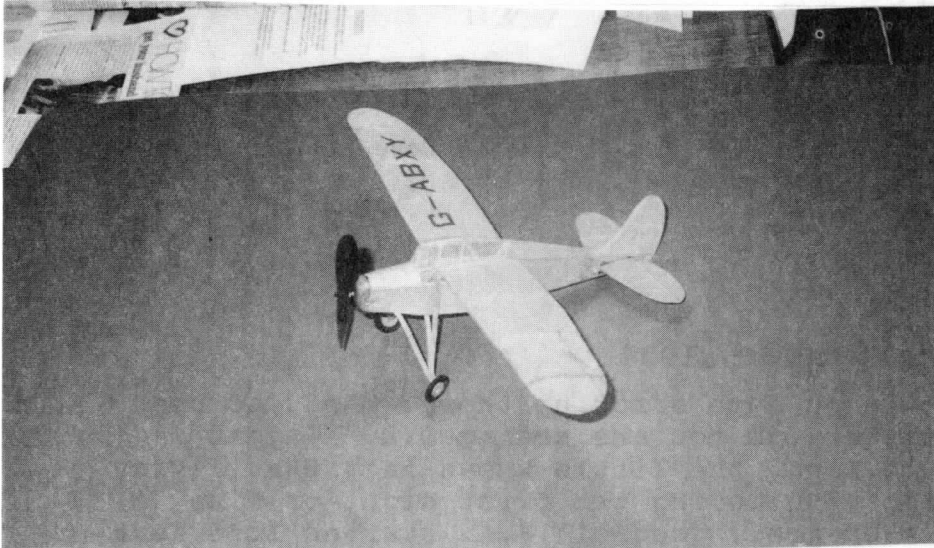
THUNDER AND LIGHTNING	\$20.00
MODELING THE RARE CURTISS FIGHTERS	\$20.00
LAYING OUT THE DRAWING	\$ 7.50

SHIPPING 1.50 for LAYING
5.00 T&L or CURTISS FIGHTERS
7.50 ANY 2 OR ALL THREE!

NEW

FOR THIS SUMMER !
WEIRD PLANES

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



DOWN MEMORY'S RUNWAY

A LOOK BACK AT OUR INSPIRATION.

By Dave Stott.



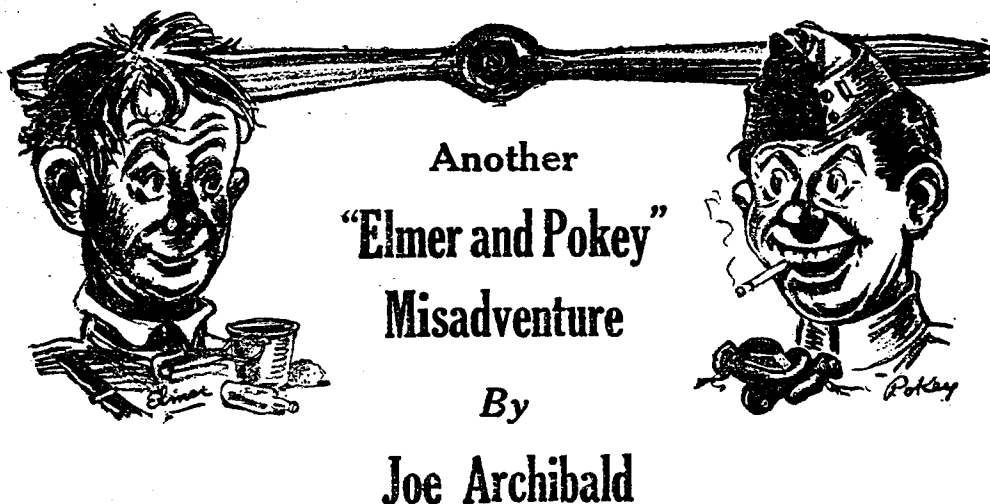
NOVEMBER, 1934

No Skysters, that is no dumb error up there. And, no need to wipe your goggles either, as you are seeing O.K. I just thought I might bring to light the little known fact that Flying Aces magazine had a companion during the first eight or nine years of publication. Yep gang, good ol' F.A. started life as a typical aviation pulp mag in the late twenties right along with Sky Birds. Same editor, same authors, and much the same format. In November of 1933 Flying Aces went to a larger format with a greatly enlarged model section, while Sky Birds remained more or less unchanged. Editor A.A.Wyn was out to hangar all the young air minded readers, by turbulence! Sky Birds flew on until the middle of 1937. Let's have a gander inside to see what was of interest to the lads who loved aviation, but were not particularly interested in the model building end of it.....

C.B.Mayshark, who had done many covers for Flying Aces, was the brush stroker for this issue. Inside C.B.tells us of a hypothetical encounter between a Bristol M.R.1 and a Kondor D.VI, which was unusual in that the upper wing panels were not joined by a center section. The unusual feature of the Bristol was it was constructed entirely of metal, except for fabric on the flight surfaces. Mayshark took the liberty of considering the Bristol to be armored, and by audacious maneuvering bring the Kondor down.

Fiction stories, which are the main theme of the mag, are scribed by many who are as familiar to F.A. readers as their mother's face. Donald Keyhoe and some others still wrote about the Great War in the air. It was Arch Whitehouse, himself an aerial gunner and finally pilot in W.W.I, who departed the norm and penned an up to the minute novel wherein the bad guys escape in a stratosphere ballon. Now, if that isn't far fetched enough for you Wingsters, our hero, Buzz Benson, dashes off after them in a "Supermarine Spitfire" with a Rolls Royce steam cooled Goshawk engine that is illustrated as the Supermarine F.7/30!! Buzz was a tough buzzard, sporting around at 30,000 feet in an open cockpit!! I'll tell you, gang, I enjoy those stories even more now than when I first digested them. T.V and the Internet take a back seat to those old yarns as far as I'm concerned.

You might think that one Lt. Phineas Pinkham won the first war in the air single handed, had you never looked into a copy of Sky Birds. But, author Joe Archibald kept humor airborne with yet another series of yarns. Pokey Cook, Lt., "U.S.Air Corpse" is our hero in this batch told in the form of a letter written by one of Pokey's squadron mates, Lt. Elmer Hubbard, to his dough boy pal in the trenches named "Pete". Written in the same candid language that Joe Archibald was a master of, these stories, because they are in letter form, contain many misspelled words that when pronounced as spelled add even more flavor to the whole works.



"This and Thats of Aviation" tells us of Americans in Hangchow, China are teaching chinese students to fly at the rate of 200 a year! One wonders why Chennault and the Flying Tigers were needed at all!! In an air show at Moscow, pigs, chickens, and a cauldron of hot soup were dropped by parachute. If that were not enough, a ten piece jazz orchestra Parachuted down and began playing upon landing. Jazz in Red Russia?!?!

"Modern Planes of all Nations" has illustrations by C.B. Colby with accompanying text to describe the torpedo bombers featured. A Heinkel HD-16 sold to Japan being one of them.

8.

"Plane Dope", a section by Arch Whitehouse tells us of some little known side lights on the 1914 to 1918 war. Such as, The Scarff Ring gun mount for two seaters was actually known as the Scarff-Dibovsky gear. Scarff, the inventor, was a warrent officer in the R.N.A.S., and his associate was a Russian engineer. "They are still used everywhere.....and I wonder if they were ever paid for it." Interesting point.

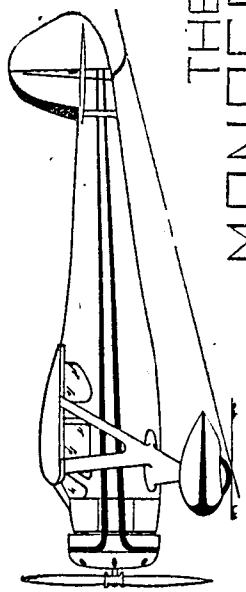


Advertising was a bit off course for an aviation publication. The outside back cover had a colored ad by the Kalamazoo Stove Co.!! Inside front cover was the Royal Diamond and Watch Co. of 170 Broadway, N.Y.City. Inside the back cover we find good old Charles Atlas with the eventual hero being bullied by a guy we would now term a beach bum. Many ads told how they could help you with rupture, glands, goitre, baldness, skin problems, etc. Also, there were some rather shadey ads about sex & love, married women's secrets, what one French woman tells another, and "Curious Books, privately printed". Why, no wonder the model

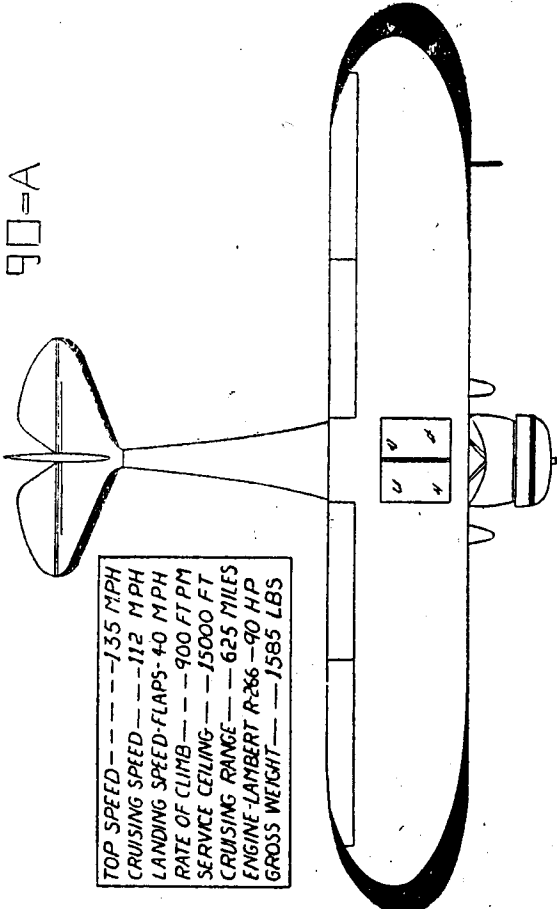
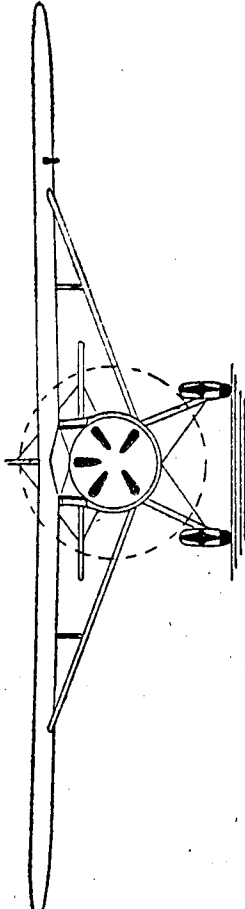
building section of this mag was so small! These readers were ready for phase II of a boy's life! It was the sole ad of the Ideal Aeroplane and Supply Co. that sought to bring these stray lambs back home.

And that model section? Only two pages, conducted by Jesse Davidson who would later become an editor of Flying Aces magazine. Here is one of the pages, the other being descriptive text.

Build the Monocoupe 90-A



THE MONOCOUPÉ 90-A

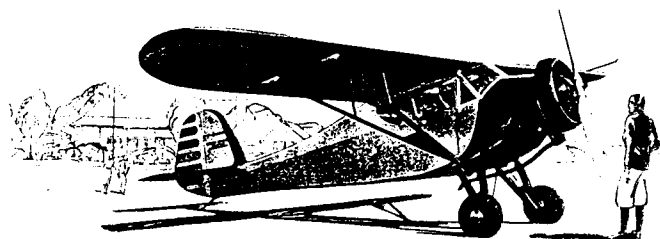
JESSE DAVIDSON

TOP SPEED	---	135 MPH
CRUISING SPEED	---	112 MPH
LANDING SPEED-FLAPS	---	40 MPH
RATE OF CLIMB	---	900 FT PM
SERVICE CEILING	---	15000 FT
CRUISING RANGE	---	625 MILES
ENGINE-LAMBERT R-266	---	90 H.P.
GROSS WEIGHT	---	1585 LBS

SKY BIRDS

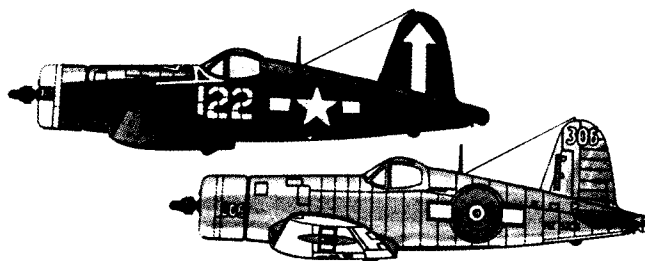
FAC PLANS

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
Erie Times Modelplane 24"		Engstorm	3.00
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.



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!!!!

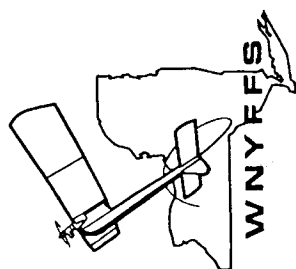
So far the only entry we have is from Mike Ransom flying a NO-Cal OS2U Kingfisher. Mike only got 3 seconds before the wind took the wings off of it. Of course this was for the outdoor event.

JOHN G LOW DRAWINGS

ORDER

Please send me these John G Low Drawings. I am inclosing a check or money order in US funds.

Name _____
Street _____
City _____
State _____ Zip _____



POSTAGE AND SPECIAL HANDLING
Allow 4 weeks for delivery in U.S.

☐ For USA first class mail:
Up to \$25 add 15% of order
Up to \$50 add 10% of order
Up to \$75 add 5% of order
Over \$75 Postage free

☐ Foreign airmail including Mexico and Canada; add 30% of order.

Send payments to:

Hugh Jones
314 Shore Acres Dr
Rochester, NY 14612

Plan No	Plan Name	How Many	Price Each	Total
3	Sorta Cessna		3.00	
6	Fleet Trainer		7.00	
8	Sopwith F-1 Camel		4.00	
9	SE - 5		2.00	
10	Howard DGA-9		4.00	
12	Stampa FV-4C		4.00	
13	1932 Model 2 Fleet		4.00	
14	Generic Cabin Monoplane		4.00	
15	Waco YMF-5		6.00	
15A	Waco YMF-5		9.00	
16	KR-31 Challenger		4.00	
17	Stearman PT-17		7.00	
18	Waco S.R.E.		6.00	
19	Curtiss JN-4D		5.00	
20	Fairchild PT-19		5.00	
21	Navy N3N		5.00	
24	DH Tiger Moth		7.00	
25	Heinkel HE-72		7.00	
26	Piper PA-17		3.00	
27	Mustang III		10.00	
29	Nieuport 24/27		2.00	
30	Spirit of St Louis		4.00	
32	Howard DGA-8		4.00	
34	Simple Flyer		2.00	
35	Fairchild 22 C-7		4.00	
			Postage	
			TOTAL	

PRODUCT REVIEW

BMJR Model Products has just announced two new kits. Both of them are electric powered. First is the electric peanut model of the Reisler R.III, designed by Tim Bucher and the second one is also a Tim Bucher design, this one of the Electrocutie and has a span of 14 $\frac{1}{2}$ ". Both kits are laser cut and feature excellent materials to make great flying models. And the price is right! The Reisler goes for just \$15.95 and the Electrocutie is just \$16.95. No mention of postage but a couple of extra dollars would get it to you I'm sure. See their ads in this issue.

10.

I WILL TRADE SCALE PLANS, BUY SELL TRADE PLEASE SEND YOUR LISTS OF PLANS, AND WHAT SCALE PLANS YOU ARE LOOKING FOR TO BUY OR TRADE. YOU CAN CALL OR WRITE ANYTIME. I'M RETIRED AND DOING MY MODELS AND OTHER HOBBIES. I LIKE MOSTLY GERMAN & JAPANESE AIRCRAFT PLANS. MR. DUANE B. BREHMER, 14720 SOUTH 234th STREET, GRETNA, NEBRASKA. 68028-6416 [PHONE 1-402-332-4303]-----

BASSWOOD BASSWOOD BASSWOOD

AS SEEN AT FAC GENESEO NY

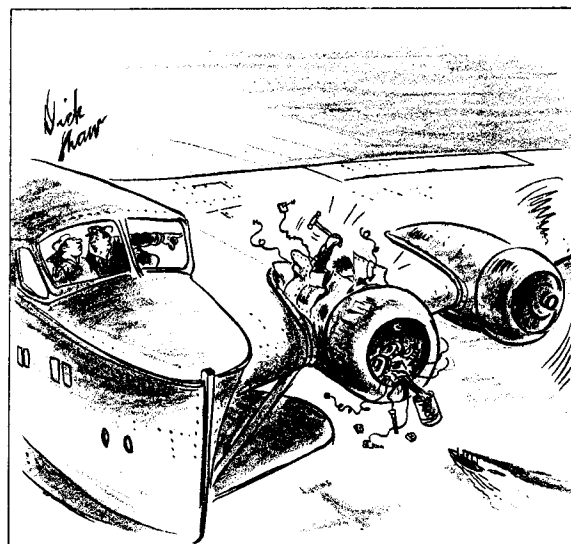
Custom-Cut Stick 1/64" & Up - Strip-Sheet Lengths from 24"

Bass is Excellent for Laminations, Flat & Curved Forms

Use With Balsa-Cuts-Bends-Shapes-Sands-Glues Very Well

Please send \$1.00 & #10 SASE for Flyer & Sample Material

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



"Tell Oglesby not to bother with that engine if it's too much trouble . . ."

Reisler R.III

Electric Scale Free Flight

Tim Bucher
Design



Kit B-204 \$15.95

> 13 " Wing Span > 26 laser cut parts > Tissue Covering

Instructions & Plans from

"Stick and Tissue Modelers's Album"

Volume Number One

The Reisler R.III was built by the Reisler Brothers in Berlin in 1922 under the company name of Stahlwerk. The plane featured a low aspect ratio wing, a short nose, and the fuselage was open from the firewall to just behind the pilots seat, making this an ideal electric peanut scale model with reasonable motor / battery access. This Tim Bucher design has a 13 inch wingspan, for a Kenway KRID motor with three 50 mAh cells and a 3.1" prop.

BMJR

BMJR Model Products

P.O.Box 1210

Sharpes, FL. 32959-1210

321-537-1159 www.bmjrmmodels.com

FLYER: "Did you trip the timer?"

Helper: "No, he stepped in a hole!"

Embryo Postal Competition

June 1st - July 31st 2001

This competition is for Embryo models conforming to F.A.C. rules, subject to exceptions where noted *

Three flights to be made to a Maximum of 120 seconds, with an unlimited flyoff to break ties. Flights may be made at any time and place within the contest 'window' and may be doubled-up with other formally centralised events if so desired. Hand launch permitted at expense of bonus points.

Scores and other details to be returned by August 11th to:

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8 Canada. jimoseley@look.ca

Phone: (905) 683-3014

Name: Address:
E-mail:

Model: Flt.1 Flt.2 Flt.3 Flyoff

Check as applicable: Cabin/open cockpit () Wheel pants () Exhaust Stubs ()
Hand launched () ROG from card table ()

(For extra entries, copy as required.)

Rules (FAC abbrev.): Models not over 50 sq.in. wing - monoplane, 70 sq.in. - biplane (45 sq.in max for largest wing). Stab area not exceeding 50% wing area.

Fuselage volume to enclose space 1.25 x 1.5 x 3.00 inches, or larger.

Wing and tail to be built up, covered both sides with Japanese tissue or equivalent.

Conventional landing gear, wheels 3/4" minimum diameter must turn on axle.

ROG unassisted from card table (bonus points apply) or *Handlaunch (no bonus points).

*Any 'flight' under 15 seconds may be taken again - no limit on number.

Bonus points:- 5 points: raised cabin with at least 30 degree windshield slant, or open cockpit with headrest. 3 points: 3-dimensional wheel pants. 1 point: 3-dimensional exhaust pipes.

Highest total of three flights, plus bonus points (*where applicable) wins; flyoff to break ties with bonus points (*where applicable) added to flight points.

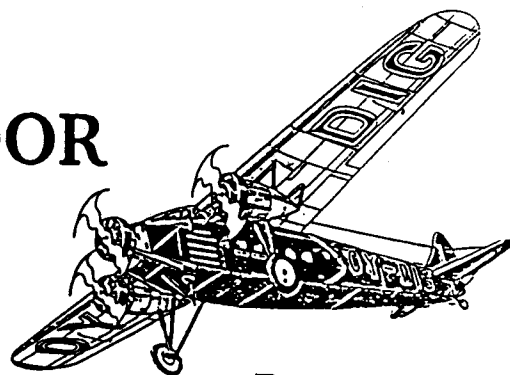
GOOD FLYING!

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

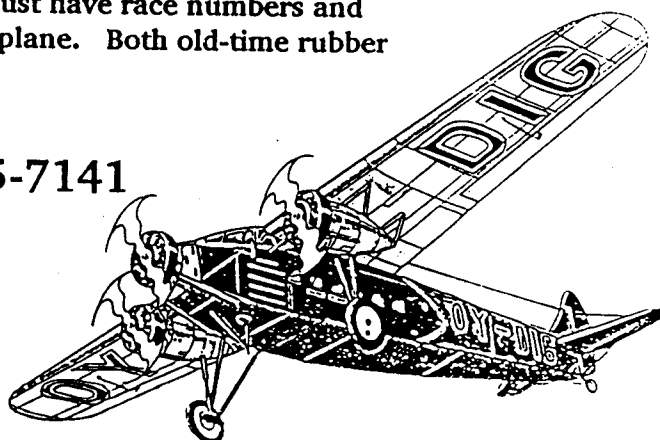
Sunday Sept. 23

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



12. "Gratitude"

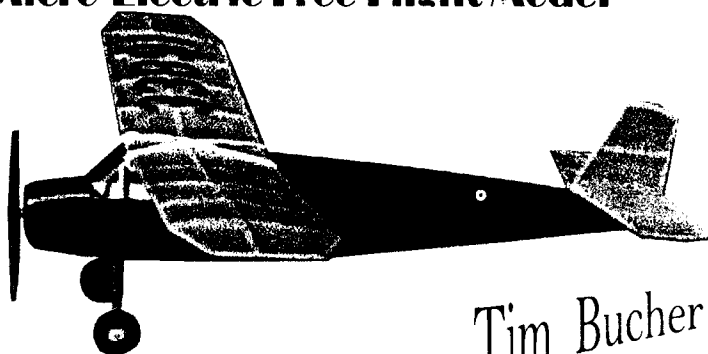
One Saturday afternoon in 1936 as I was leaving the old State theater in Saugus, Massachusetts, after enjoying the matinee, I happened to glance in the window of the tiny variety store beside the theater. In that window was a sight that changed my life forever, a model airplane hanging on a string. I was awestruck, I had never seen anything so beautiful in my short life and love entered my heart. I went into the store and asked if the airplane was for sale. One of the two ladies that ran the shop explained that it was a display model but I could buy a kit of the model for fifteen cents. A fortune!!! I went home with a determination to raise that fortune somehow even if it meant endless hours cutting wood, gathering wild blueberries, digging dandelions or whatever laborious task it might take. I begged, cried, pleaded and promised my life for whatever it took to obtain that fortune of fifteen cents. My mother, ever the most compassionate woman, realized that I had indeed found something that might keep me out of trouble in a very troubled time. I have no idea where she got the money but she managed to raise it somehow and presented me with fifteen pennies which I wrapped in my handkerchief and proceeded to the variety store to purchase that most beautiful of objects. When I approached the store owner she pointed out to me that the airplane was called a Curtis Hawk and was a fighter plane of the Army Air Force. Of course I had no idea what she was talking about but the name sank in, mainly because I had a love of birds and the hawk was one of my favorites. I rushed home to show my newly acquired possession to my mother and the rest of the family. You cannot imagine my disappointment when I opened the box and a bunch of sticks and paper fell out on the table. I had been cheated and I cried for hours. Finally I worked up the nerve to return to the shop and confront the lady who sold me the model. She was very patient and explained to me that you had to build the airplane from the materials in the box using the plans for a guide. To a six year old this was the equivalent of attempting to solve the chicken and the egg problem but I was determined to give it my best shot and the result was, as you can imagine, an aberration that did not even closely resemble the beloved Curtis Hawk in the window. The fuselage was a greatly elongated pyramid laying prone on the table with a rectangular wing, tail and rudder. I do not believe it ever flew any further than from my hand to the ground but I loved it nevertheless. The years between then and now have never been empty of model airplanes of one kind or another and have provided me with countless hours of enjoyment. I have never become an "expert" modeler but still find great satisfaction in just gluing the sticks together to resemble some awe inspiring machine of flight. Several years ago I joined the F.A.C. after seeing an article about the F.A.C. Nats. For fifteen dollars how could I go wrong for one year. The first newsletter I received sold me forever and I look forward to each one with anticipation of what new plans will be published for my enjoyment. Recently I was going through my file and found plans for a cute little fourteen inch Curtis Hawk P6E. Memories started to flood through my mind and the more I thought about it the more I convinced myself that these could actually be the plans for that model I saw in the variety shop window in my childhood. As I studied the plans I noticed that they were taken from the Comet kit of the P6E manufactured in nineteen thirty four!!! These had to be the ones from my first model airplane!!! Using the materials I found in my scrap box I constructed the model with a couple of modern updates in materials like a plastic propeller, wire landing gear and plastic wheels. You can never imagine the multitude of memories that coursed through my mind as I worked on

this tiny bit of my distant past. As It took shape I recalled my first control line model and engine, my first RC model and the hundreds of models I have made over the course of the last sixty five years. Without very much effort I believe I can recall each one of them and the pleasure they gave in trying times and times of great awareness of the therapy they provided. I have finished my little Curtis Hawk now, it doesn't fly real great but it does fly straight and level and my mind goes back to the first Hawk I built and wonder who I would be if I had never stopped in that little variety store run by the sisters who never knew what a profound influence they made in my life. If only I could thank them.

Ken Gulliford

Electrocutie

Micro-Electric Free Flight Model



Kit B-203 \$16.95

> 14 1/2 " Wing Span > 21 laser cut parts
> Japanese Tissue > Full size Plans

Instructions & Plans from

"Stick and Tissue Modelers's Album"

Volume Number Two

This small electric Tim Bucher designed cabin model has a wingspan of 14 1/2 inches, for a Kenway KRID (direct drive) electric motor and three 50 mAh cells. It features a long tail moment, wing tips and windshield reminiscent of cabin monoplanes developed in the late 1920's. These features combine to create an attractive and excellent flying micro-electric model.

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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 Curtis Tomahawk	24"	\$11
FF65 Grumman Wildcat	25"	\$13
FF66 P51 Mustang	28"	\$13
FF69 Grumman Avenger	28"	\$15
FF70 Vought Corsair	28"	\$13
FF71 P47 Thunderbolt - Razor	28"	\$13
FF72 Curtiss Helldiver	28"	\$13
FF73 Curtiss Hellcat	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

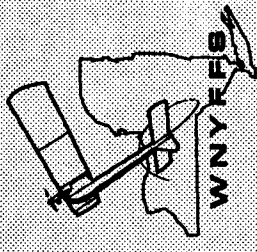
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FLYING ACES



The Western New York Free Flight Society Flying Aces Club jointly sponsor the 4th Annual Empire State Indoor Free Flight Championships

Ralph C. Wilson Fieldhouse
Orchard Park, NY

9AM - 5PM
May 12, 2001

AMA Class XXX
Sanctioned Contest

This fabulous building, is the practice facility for the Buffalo Bills football club. The structure has a 128 foot arched ceiling and a floor area measuring 200 by 400 feet. It's carpeted with artificial turf, making an exceptional AMA Catatry IV indoor flying site and a premiere indoor contest venue.

- Entry fee is \$25 and will allow flying in all AMA, FAC, and Electric Endurance events. Wright Stuff and Butterfly events have separate entry fees.
- AMA or MAAC membership is required for all events and can be obtained on site.
- Awards will be made through 3rd place in all events.
- Helium on-site
- Ample parking is available directly in front of the main fieldhouse entrance
- There will be five AMA indoor duration events and eight Flying Aces events.



Vet Thomas CD
970 Clarkson-Pama TL Rd
Hilton, NY 14468
716-392-5164
vthomas1@rochester.rr.com
NOTE: Schedule is subject to change at CD's discretion.

- 3 additional events will be held:
 - Unlimited Electric Endurance
 - Butterfly Duration
 - Wright Stuff
- This site is definitely worth the trip!
See you all there.
—Bob Clemens

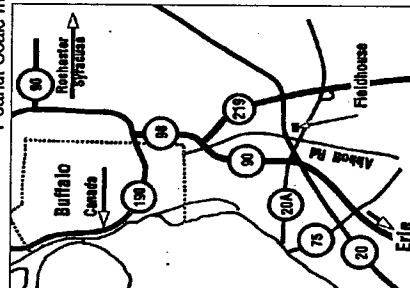
(More details on other side)

events

FAC Scale**
Power Scale
FAC Peanut Scale
Thompson/Greve Combined Mass Launch
No-Cal Scale(6.2 gm Minimum weight)

SPECIALS
WNYFFS Electric Endurance
Butterfly Duration
Wright Stuff

** Peanut Scale models are not eligible



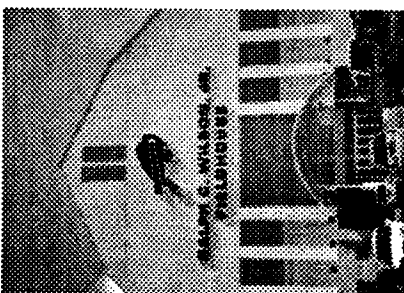
HOW TO GET THERE
From the East: Take the New York State Thruway (90) past Exit 55 to Rt 219 split. Proceed on Rt 219 to Big Tree Rd. Exit (Rt 20A). West on 20A to Abbott Rd, then right on Abbott to the Fieldhouse.

From the West: Take the New York State Thruway (190) to exit 57, camp Rd (Rt 75 N or W). Proceed to Southwestern Blvd (Rt 20). Go right on Rt 20 to Abbott Rd. right on Abbott rd to rich Stadium and the Fieldhouse adjacent.

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

A concession stand will be available on site for food and beverages.

No food or beverages may be brought into this facility. No glass containers are allowed in the building.



AMA
Easy B
Mini Stick
Limited Penny Plane
7 Gm Bostonian Cabin
Std. Class Catapult Glider

WNYFFS
esfc
OUTDOOR

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

REGENCY MOTOR COURT
(BEST WESTERN)
Milestrip Rd
Blasdell, NY 14219
800-528-1230
716-528-8100

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

RADISSON
4243 Genesee St
Cheektowaga, NY 14225
716-634-2300

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

BLUEBIRD MOTEL
Southwestern Blvd. Rt 20
West Seneca, NY 14224
716-674-3174

MARRIOTT
1340 Millersport Rd
Amherst, NY 14226
800-228-9290
716-689-6900

ORCHARD PARK MOTEL
2268 Southwestern Bld
Orchard Park, NY 14127
716-6743-6000

MCKINLEY OAK INN
S-3950 McKinley Pkwy
Hamburg, NY 14075
716-648-5700

MAPLE COURT MOTEL
3920 Southwestern Blvd
Orchard Park, NY 14127
716-649-5890

HOWARD JOHNSONS
(HOJO INN)
S-5245 Camp Rd.
Hamburg, NY 14075
716-648-2000

RED ROOF INN
I-90 @ Camp Rd
Hamburg, NY 14075
800-848-7878
716-648-7222

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

HILTON
120 Church St
Buffalo, NY 14202
716-845-5100

ECONO LODGE
4344 Milestrip Rd
Blasdell, NY 14219
716-825-7530

TWIN OAK MOTEL
3849 Southwestern Blvd
Orchard Park, NY 14127
716-649-6617

HOLIDAY INN
5440 Camp Rd
Hamburg, NY 14075
800-238-8000
716-649-0500

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NEW FREE FLIGHT MICRO-4 MOTOR

- For 50-70 sq in models
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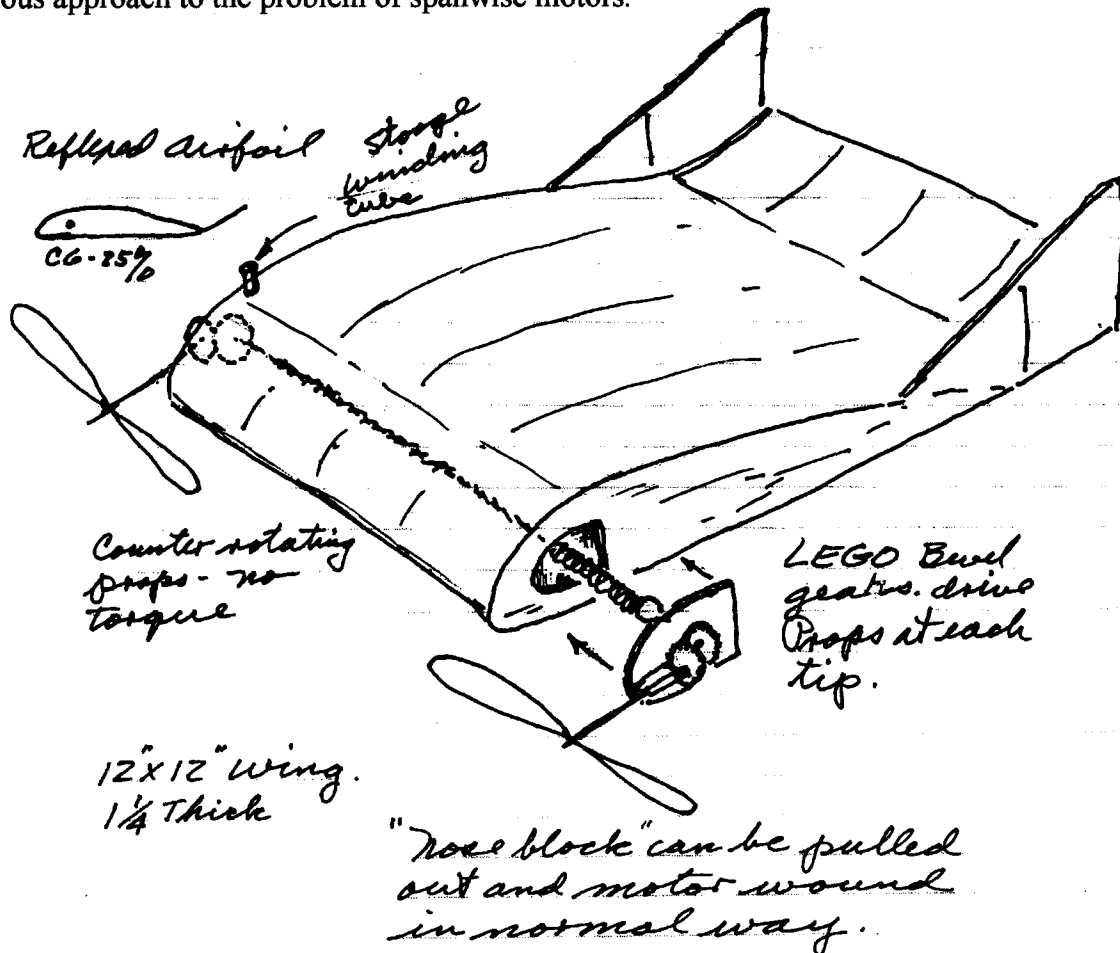
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* * Spanwise Motors Revisited * *
 Mumbo Jumbo #101 from the pen of the Glue Guru

Salutations, disciples! Today we shall contemplate the efforts of Paul McIlrath, noted Iowa designer and mainstay of Sig rubber sport model kit design. Paul sent the sketch below, illustrating an ingenious approach to the problem of spanwise motors.



Offered is a flying wing, not really scale, but suggestive of a certain Vought WWII piloted experiment. The single wing, reflexed to increase fore and aft stability, is of 12 inch span, and the twin, counter rotating props are of 10 inch diameter. Advantages include a forward rubber location--no nose weight is necessary--and a lack of torque. As an additional small bonus, Paul notes "I don't have to remember to wind one motor backwards."

Does it work? "It does fly...but the performance wasn't what you'd call inspiring."

Paul has moved on to experiment with: "twin props driven with one motor--through pulleys--which seems to have more potential for scale than the transverse rubber idea. I might try the 2 bevel drives on a banana style helicopter."

The man has courage aplenty. That said, is there anything here for the rest of us?

Perhaps. The issues have yet to be fought out and unfortunately, the devil is in the details. How much do the gears/pulleys weigh? What is their efficiency? At the moment, we can only cheer on a brave soul while hiding in the bushes, notebook in hand.

"Well now that the DC-5 mystery is resolved, maybe I will try to track down that missing jet, the Boeing 717 --- but that would be a long way from the theme of this column --- The Golden Age".

My final sentence as printed in the November / December 2000 issue of the Flying Aces Club News.

Letters to our editor, who then forwarded them to me have created varying comments. With favorable remarks on the DC-5 article, there were some enlightening fact's relative to the missing Boeing Model 717 and reasons for the number being omitted.

Take your choice, I have edited some of them in the interest of brevity, but the facts as found in the letters are there.

In one of the letters forwarded to me, Jim Burke from up Connecticut way, who worked for the Boeing Company facilities in Renton, Washington, in the mid-1960's, mentioned having heard a few comments about the lack of a Model 717 way back then. Although Jim said it was not a topic of great interest at the time. As far as he recollects it was a management decision to pass on what might have been called the Seven-Seventeen, also the Boeing Company was well into a new, larger aircraft which they decided to call the Model 747. Steve also states that when Boeing took over McDonnell-Douglas the MD-95 was in production and Boeing then renumbered it.

Steve McKeown wrote, the Boeing Model 717 now lives in the guise of the MD-95 which he points out was the ultimate development of the DC-9, that Boeing chose to continue when they absorbed McDonnell-Douglas some years ago.

In commenting on the DC-5 article. Steve mentions something I had not thought about, that the hi-wing configuration of the design should appeal to anyone looking for an electric powered twin motor free flight.

Floyd White from out Los Alamitos, California, tells us that 717 was assigned approximately 30 or so years ago to the then supersonic transport in development which was going to rival and perhaps take the sales market away from the "Concorde".

Working in the Aerospace industry at that period of time and well before, I do remember the United States government pulling their funding on this program and as a result, Boeing could not afford to proceed on its own and the program was dropped.

Within the last six months or so, give or take, Steve mentions that the 717 model number was reassigned to the McDonnell-Douglas MD-95.

Finally, in a copy of Aviation Week for one of its October 2000 issues. The article points out that the first 717's were in production and on a final assembly line which is continually moving at 0.5 inches per minute.

This weekly magazine of Aviation reporting, is showing us via a photograph that the 717 -200 is already on the way and perhaps beginning to fly in test's, at least as I write this in mid February.

All writer's agree that the Model 717 is in reality the MD-95.

So, there we have it Skyster's, a long way from the "Golden Age" theme 17.
of our column, however with the assistance of other members we have
finally solved the missing jet number. ... Or have we?

Thanks to all who wrote and contributed information in an attempt to
solve this mystery. Your comments were and are much appreciated.

Interestingly enough,
it's built for the long haul.



The 717 is the short-haul airplane you can count on for the long term.

The most passenger friendly and environmentally friendly airplane
in its class, the 717 is designed for minimum maintenance and
maximum efficiency. It uniquely meets the rugged demands of
high-frequency routes in the air, at the gate and on your bottom line.

A winning combination you can rely on year, after year, after year.

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YOU MEAN, I'M SUPPOSED
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Cash paid for collections
Cash paid for estates

- Model airplane collectibles: kits, engines, books, magazines and related items
- Aviation and military collectibles, libraries

Mark Fineman ■ Aeroindex
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Dayton Sector Skirmish
Sponsored by
McCook Field Squadron F.A.C.

Events

1. F.A.C. Scale
2. Peanut Scale
3. Embryo Endurance
4. Watson Unlimited Challenge
5. Electric O.T.
6. Power Scale
7. Jimmie Allen
8. Dime Scale
9. No-Cal
10. O.T. Rubber
11. Catapult Jet
12. WW1 Dogfight
13. WW2 Combat
14. And continuing for the second straight year, ***Electric No-Cal***



Located at Wright Field (Wright-Patterson A.F.B.)
Dayton Ohio
June 16, 2001

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

Frank Scott
6633 Lefevre Rd
Cassstown Ohio
45312
Phone 937-335-3057
E-mail Dragoon163@yahoo.com

PHOTO PAGE

Top--Neat Beardmore Inflexible by Charlie Wenlock. Photo taken by wife Irma.

Middle--Great flying Chambermaid and its builder Bob Siedentopf. Pic by Chris Starleaf.

Here is Tom Arnolds SNJ Savage heading skyward as taken by Russ Sandusky.

Bottom--Fran Ptazskiewicz sent this photo of Ed Novak and his Giant Scale Gossamer. Model spans 10 feet!

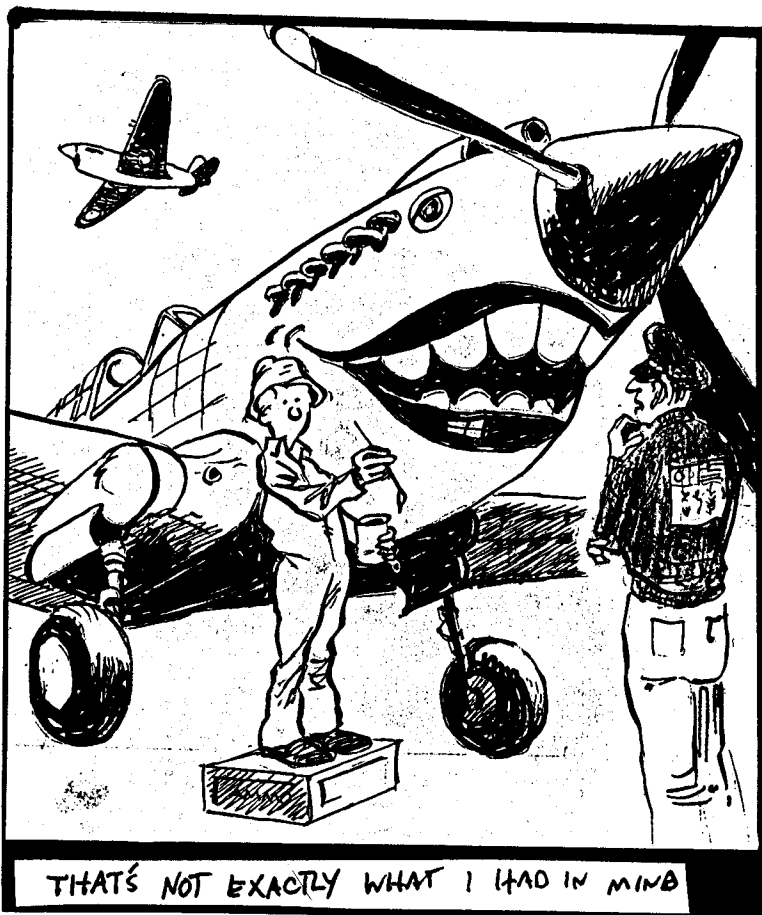
LATEST FAC PLAN PACK

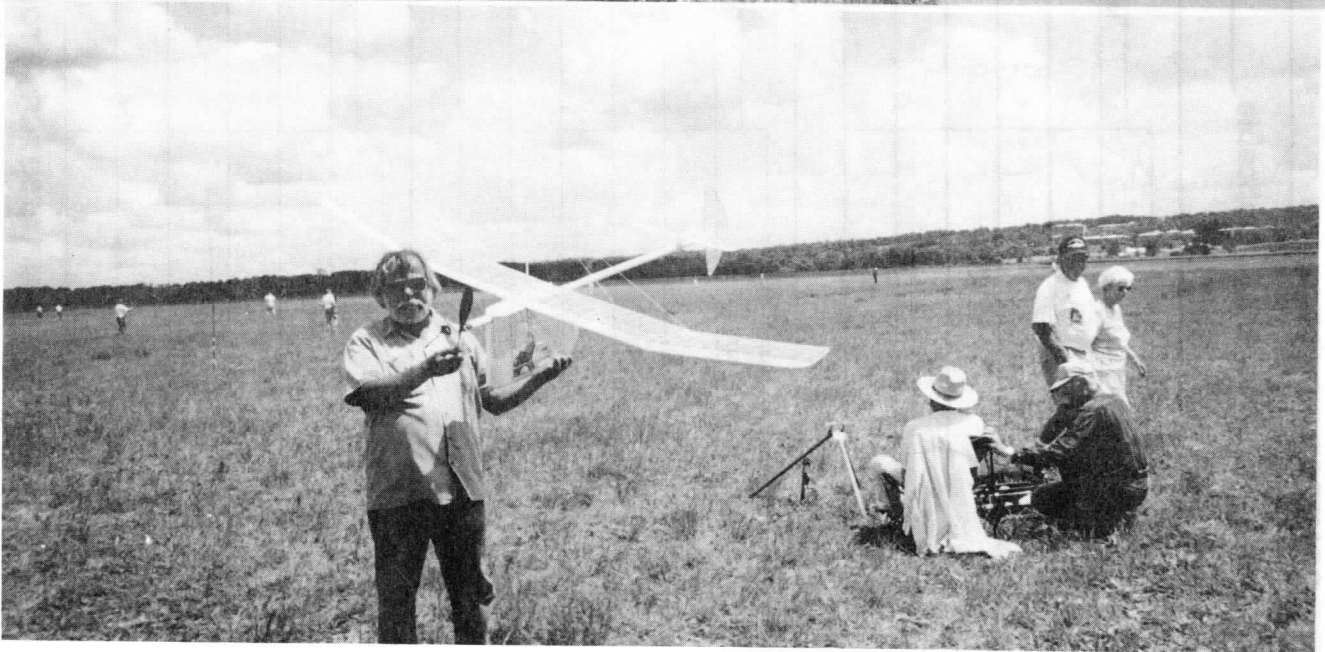
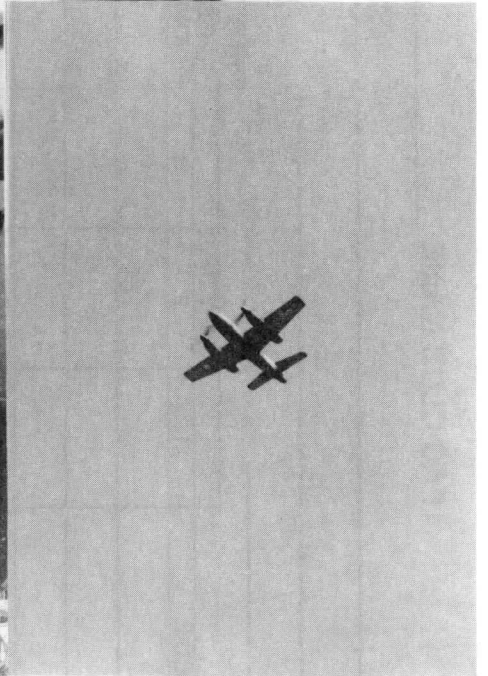
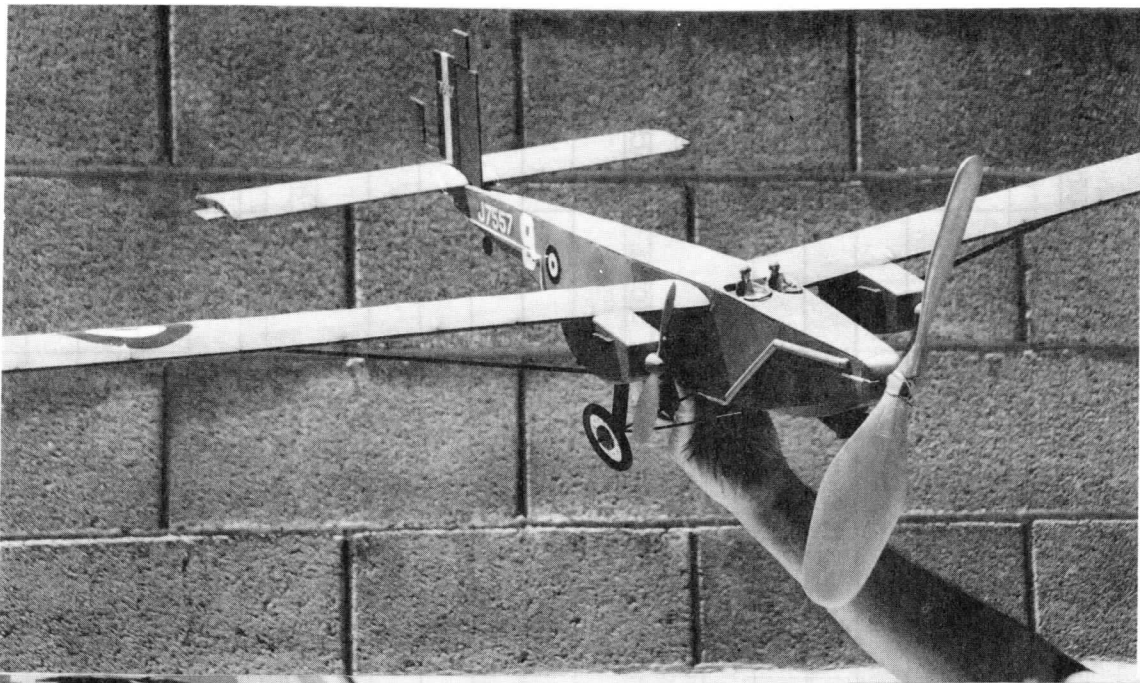
Five brand new, never before published plans by Tom Nallen. GREAT STUFF by one of modelings super designers and builders. Get yours for only \$15.00 postpaid from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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

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.





FAC KANONE REPORT

FAC CLUB NAME _____

CONTEST DIRECTOR _____

SQUADRON # _____

CD's email address if applicable _____

CONTEST DATE ____ / ____ / ____

EVENT _____

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

EVENT _____

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

EVENT _____

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

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

A MESSAGE FROM THE COMMANDER IN CHIEF

The FLYING ACES CLUB is well established and continues to grow. I do not hesitate to say we now have a rich history with many traditions. The future promises more of the same for us, our younger members and the modeler that may join our world wide family tomorrow, next month or even a year from now.

The rule book is just one aspect of the FAC which will ensure our members that they will be competing in the same ocean of air - be they in the USA, Canada, Europe or elsewhere - under the exact same rules as all other FAC members.

Recognition of one's performance within the FAC is the military-type ranking system. It remains intact. It is the awarding of Kanones that I address at this time.

In the past, the "Spirit" of the FAC ruled the skies, especially in gray areas. As we grew, so did the events and rules governing our contests. By some means, as Kanones became more coveted, exploiting loopholes became more sport for some than competing in the "Spirit of the FAC."

The newest rulebook has not closed each and ever one of those loopholes, but it has dotted more i's and crossed more t's. In doing so, there should be less gray in the skies of the FAC with more Spirit, and Kanones being awarded justly.

With the publication of the new rulebook, no more "unique, weird or cheap" Kanones will be awarded. Only official events listed in the rulebook AND flown to the letter of the rule will meet the criteria for Kanones. Clubs may fly any and all events they wish - to any rules they create - for whatever reason they deem suitable, but if it isn't an official FAC event, it will not qualify for a Kanone.

Squadrons may sponsor "postal contests" or "special events" at our "major" contests. Specifications must be submitted to GHQ well in advance for approval and publication in the FAC newsletter. This is so every member has the opportunity to consider competing in such an event. Those events will qualify for Kanones.

I encourage each and every one of you to read the new rulebook completely. There are a few minor changes here and there. If you have any questions, you know how to contact me.

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

Lin

Lt. Col. Lin Reichel, CinC, FAC

22.

FAC NON-NATS, GENESEO, 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
Fairchild "24" *

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
No. American AT-6 * (15% rule)

*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 _____ \$ _____

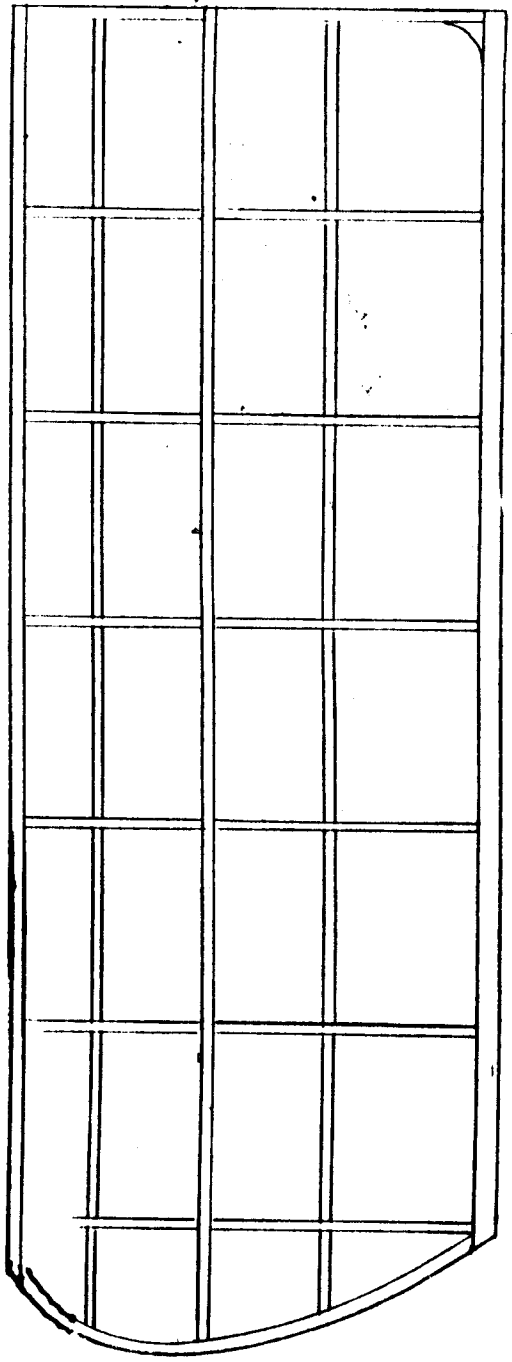
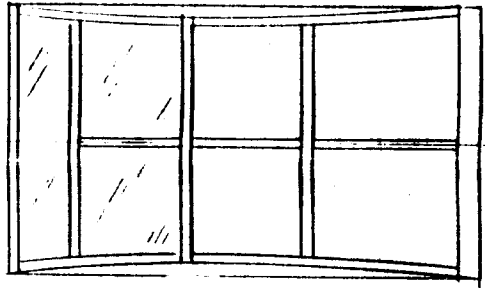
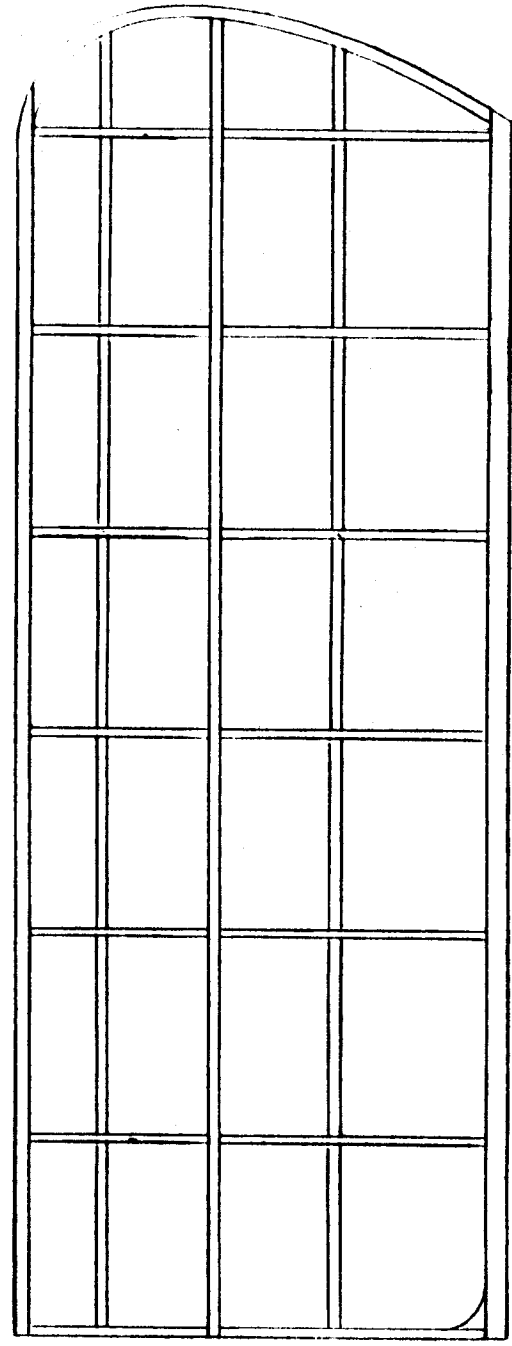
Total \$ _____

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.

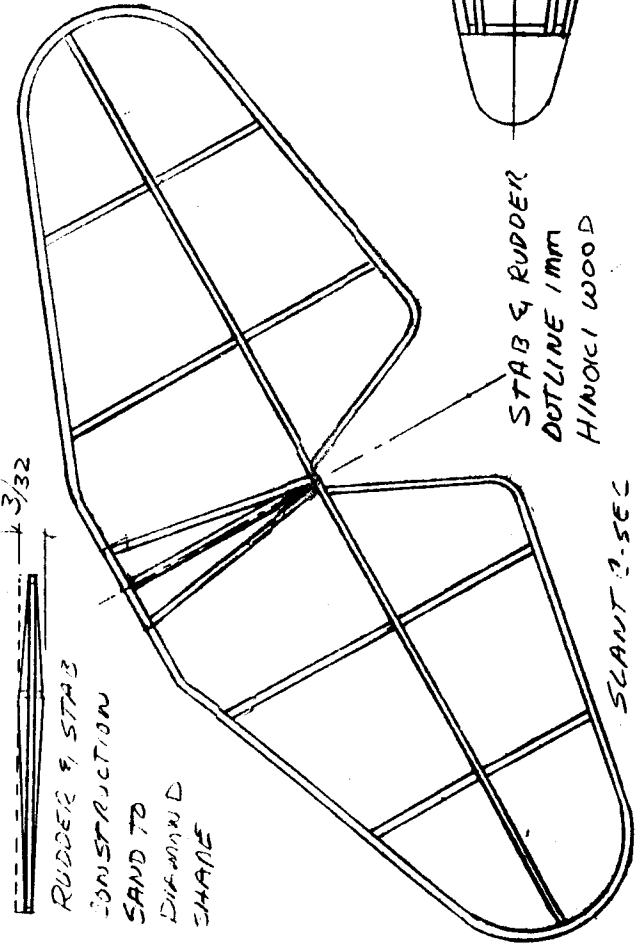
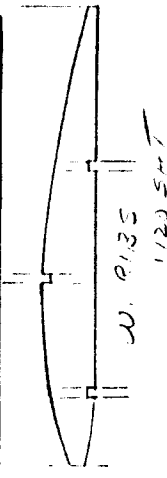
SIGNATURE _____



1/16 x 3/32

CABIN WINDOWS 903 RECTATE

2 Pcs 1/32 x 1/16



RUDDER & STAB
CONSTRUCTION
SAND TO
DIAMOND
SHAPE

3/32

STAB & RUDDER
OUTLINE 1MM
HINOKI WOOD

SLANT 2.5EC
RIBS 5 1/20

NOSE COVER WITH
1/32" SHT "A" GRAIN

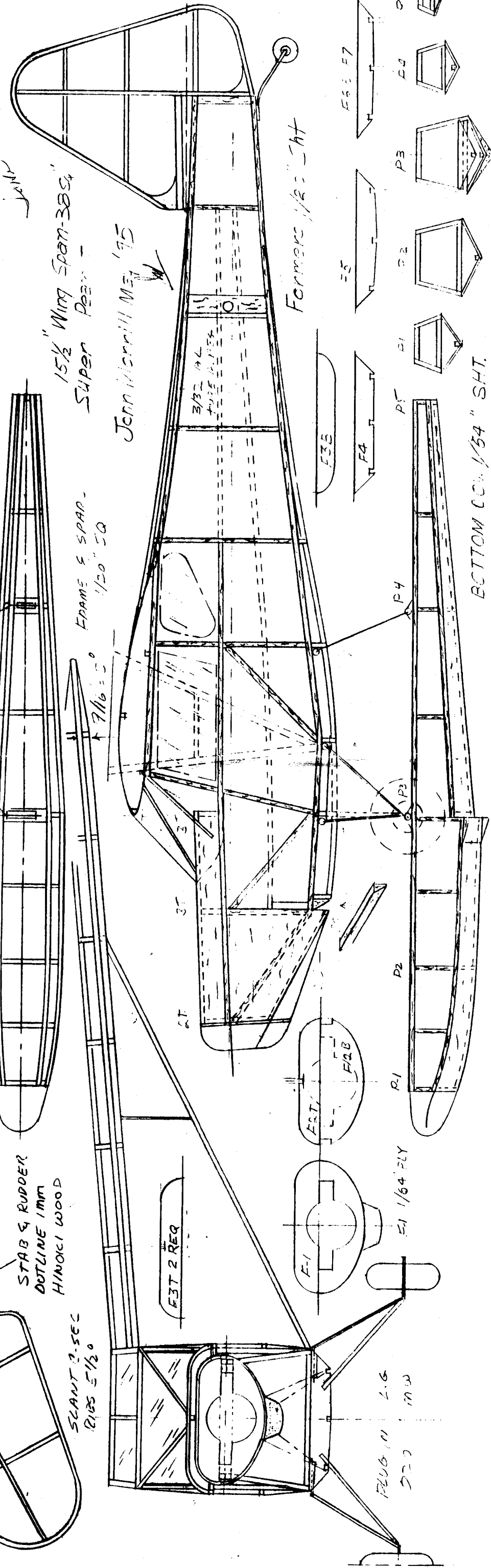
Fleet Canuck ATC "788

North

15 1/2" Wing Span-3854
SUPER P230 -

FRAME & SPAR -
7/16 x 50 1/20" 50

Jenn Merrill May '95



E3T 2 REQ

F-1

F2T

E1 1/64 PLY

FLUG IN 2.6
220 MW

P1

P2

P3

P4

P5

P6

P7

P8

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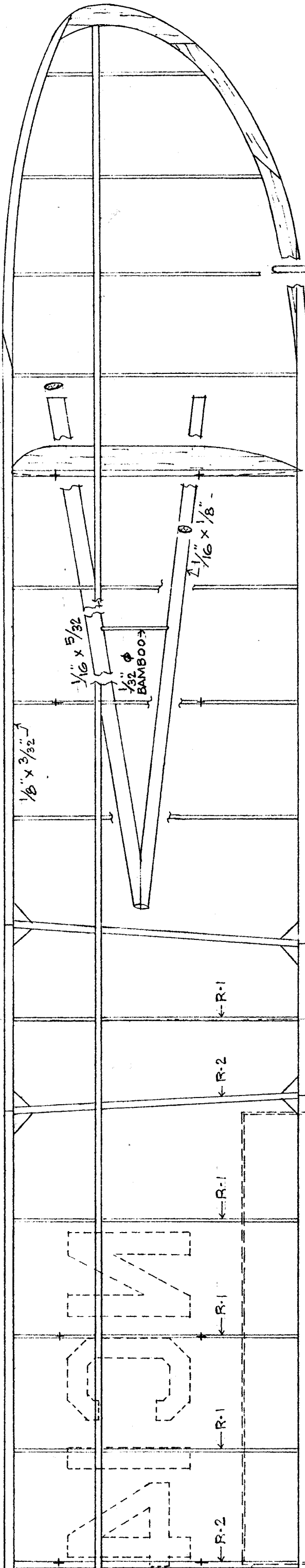
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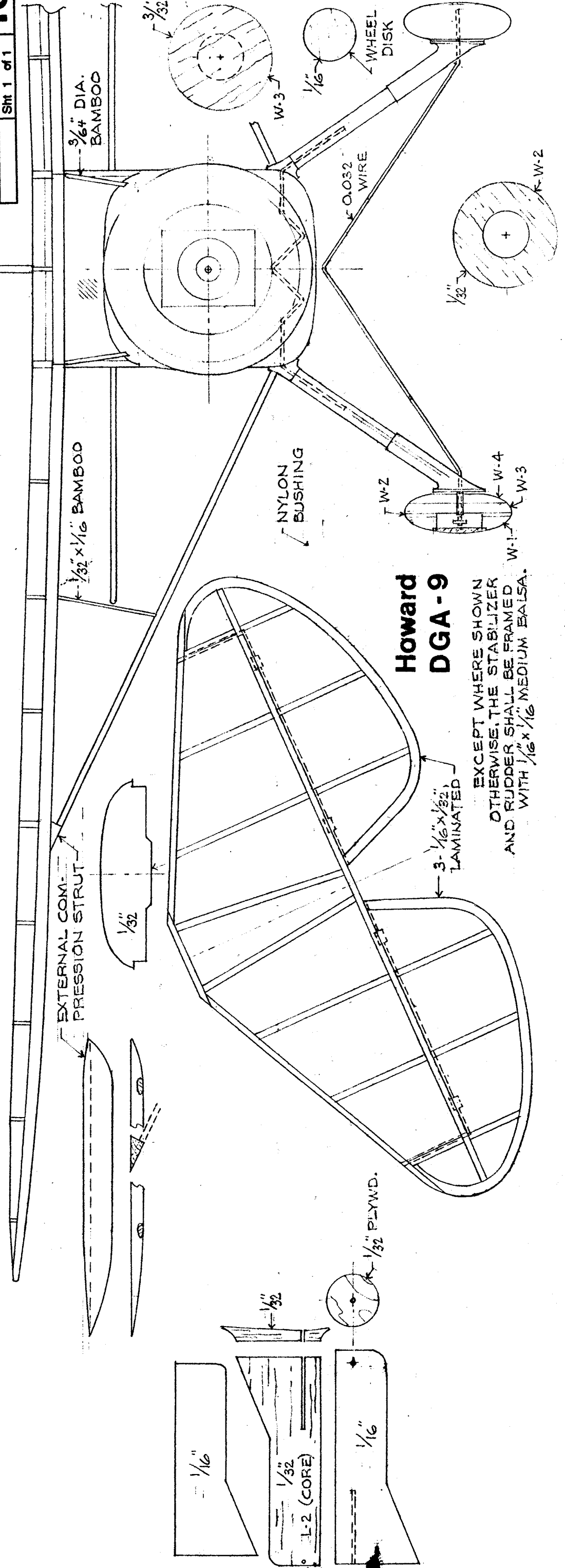
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1/8 x 1/16

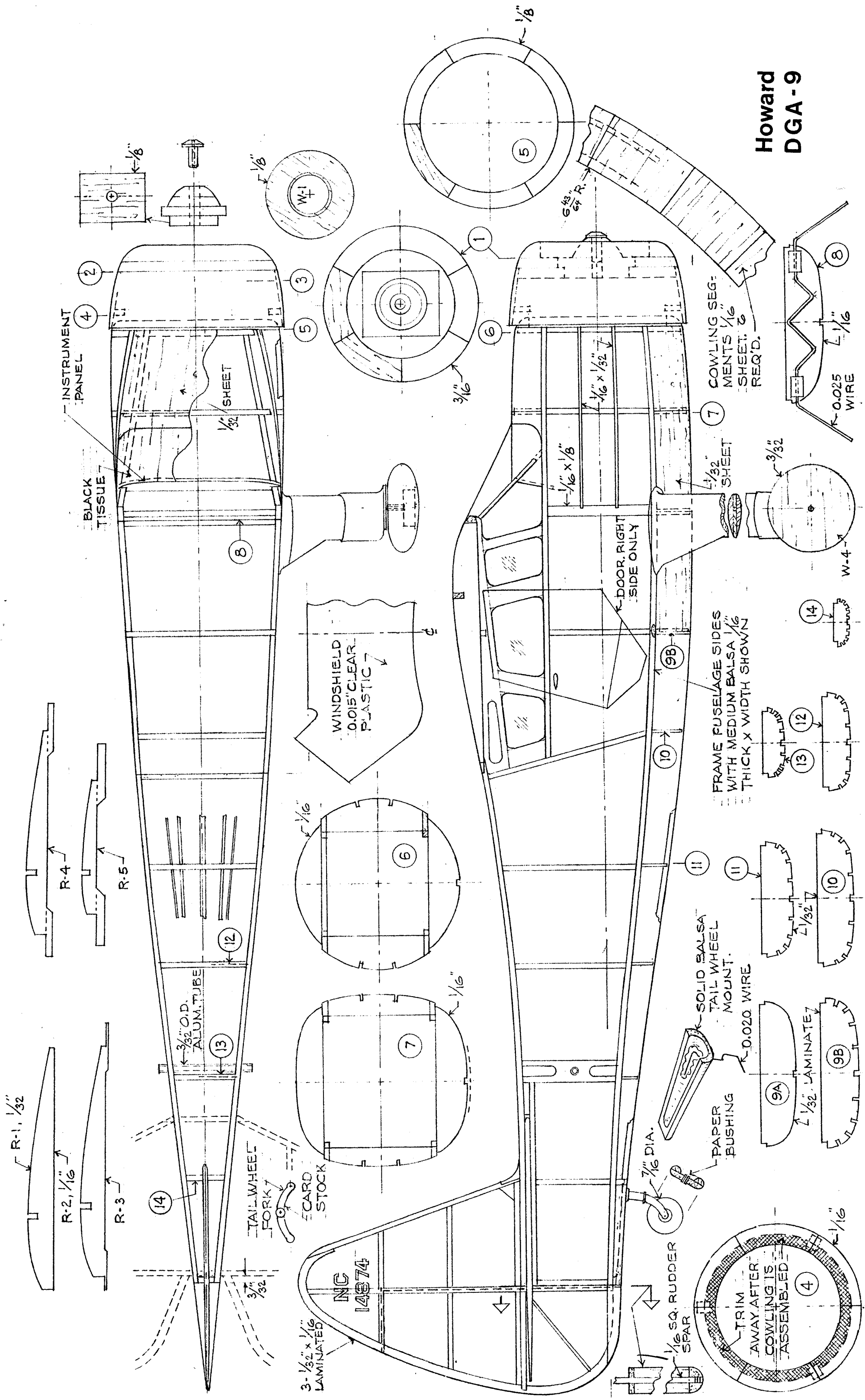
LAYOUT SPAR DIRECTLY ON
 PLAN. THIS WILL PRODUCE
 PROPER DIHEDRAL.



**Howard
 DGA - 9**

EXCEPT WHERE SHOWN
 OTHERWISE, THE STABILIZER
 AND RUDDER SHALL BE FRAMED
 WITH 1/16 x 1/16 MEDIUM BALSA.

**Howard
DGA-9**



Nieuport

XVII

ADAPTACIÓN Y DIBUJO DE:
JUAN LUIS BARRIONUEVO

MAQUETA VOLANTE

CON MOTOR A GOMA

ESCALA 1:25

ESTE HERMOSO AVIÓN DE LA PRIMERA GUERRA MUNDIAL, FUE EL MÁS FAMOSO DE UNA SERIE DE PROYECTOS QUE GUSTAVE DELAGE REALIZÓ PARA LA EMPRESA DE 1915 - LES - MOULINEAUX EN FRANCIA Y QUE LA FIRMADA MACCHI LO CONSTRUYÓ, BAJO LICENCIA, EN ITALIA.

DE ESTRUCTURA MAYORITARIAMENTE EN MADERA, EL N1-17, TENÍA EL EMPUJE, TREN DE ATERIZAJE, SOPORTE DEL MOTOR Y OTRAS PARTES EN TUBOS DE ACERO SOLDADOS, Y ESTABA REVESTIDO EN ALUMINIO, MADERA TERCERA Y TELA.

ESTE SESQUIPLANO, AL IGUAL QUE SU ANTECESOR EL N1-11 (DEL QUE SÓLO LOS DIFERENCIA LA POTENCIA DEL MOTOR, ENVIGADURABA Y ALGUNOS DETALLES AERODINÁMICOS), SUFRÍA PROBLEMAS DE VIBRACIONES EN SU ALA INFERIOR, SIN EMBARGO, GRACIAS A SUS EXCEPCIONALES PRESTACIONES, SE LO EMPLEÓ EN EL FRENTE DESDE SU APARICIÓN EN 1916 HASTA POCO ANTES DE FINALIZAR LA GUERRA.

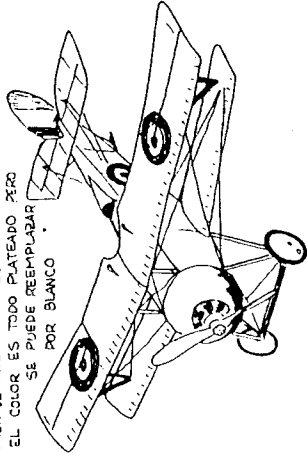
ENTRE MUCHOS DE LOS PILOTOS QUE SINTIERON AL N1-17 ENTRE SUS MANOS, FIGURAN DOS HOMBRES QUE TUVIERON LA DICHADA DE VIVIR EN UNA ÉPOCA GLORIOSA DE LA AVIACIÓN, EMPANADA POR LOS HORRORES DE LA GUERRA, PERO QUE NO LES IMPIDIERON ASISTIR Y SER PARTE ACTIVA DE LA CABALLEROSIDAD Y EL RESPETO QUE SE PRODIGABAN ENTRE AVIADORES, SEAN ALIADOS O CENTRALES.

ELLOS SON EL CONOCIDO PILOTO TANDILENSE EDUARDO A. OLIVERO, UNO DE LOS TANTOS VOLUNTARIOS ARGENTINOS QUE PELEARON EN

LA GRAN GUERRA Y EL AS. FRANCÉS CHARLES E. J. M. NUNGESSER, QUIEN, PARA LOS QUE NO LO SABEN, SE RECIBIÓ DE PILOTO AQUÍ, EN LA ARGENTINA. LOS DOS SE DIRIGIERON HACIA EL VIEJO MUNDO, YA EN LLAMAS; UNO HACIA ITALIA Y EL OTRO A FRANCIA DONDE CADA UNO ACUDIÓ EN DEFENSA DE SUS IDEALES.

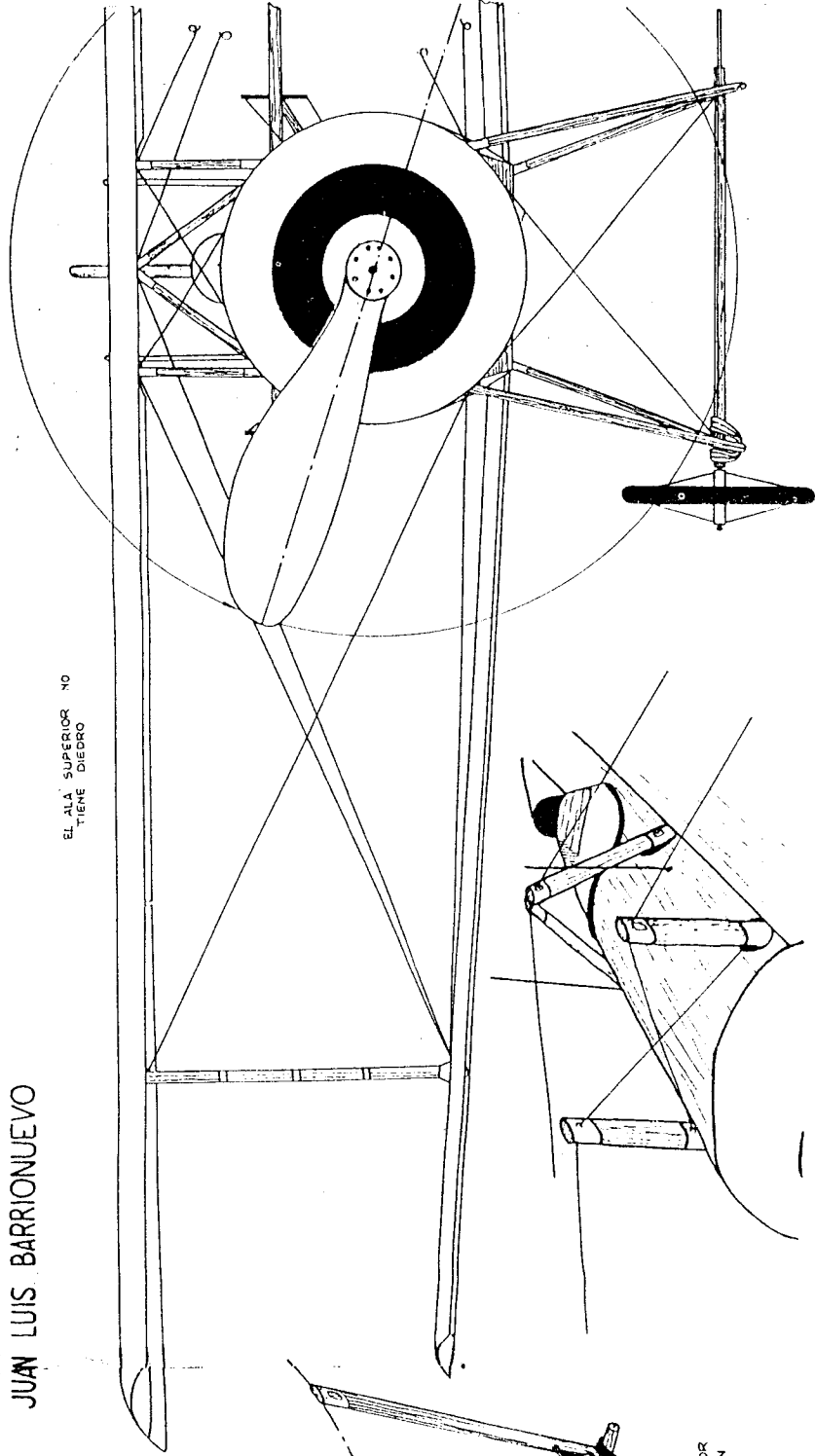
REPRODUCO EN ESTAS PÁGINAS LAS MAQUINAS OCUPADAS POR ELLOS, EN LA 76.ª SQUADRIGLIA EN SANTA MARIA LA LONGA (IT.), OLIVERO, Y EN LA 65.ª ESCADRILLE EN NANCY (FR.), NUNGESSER.

CONSTRUCCIÓN EL NIEUPORT ESTÁ DENTRO DE LA CATEGORÍA "PEANUT" Y SE USO MADERA BALSA DURA PARA TODO EL AVIÓN, ÚNICAMENTE EL TREN DE ATERIZAJE ES DE PINO... EL COLOR ES TODO PLATEADO PERO SE PUEDE REEMPLAZAR POR BLANCO.

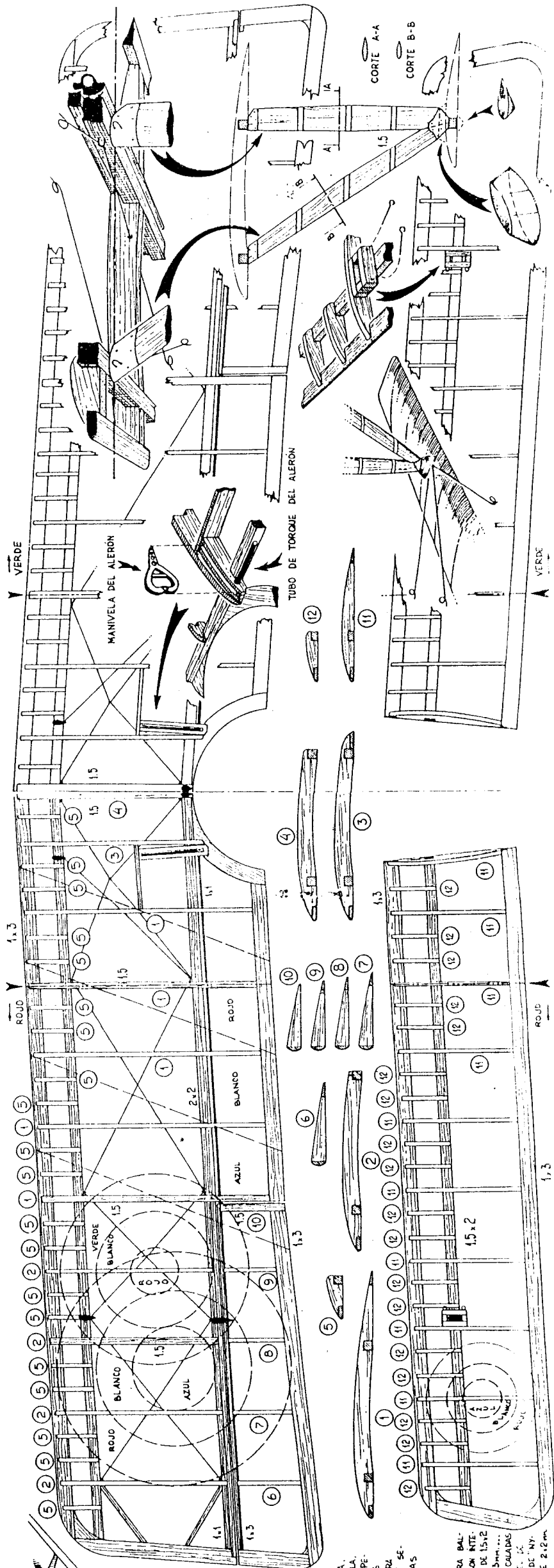


DETALLES DEL ARMAMENTO Y MOTOR APARECERÁN EN EL N° 282 DE LUPIN

HILO DE GOMA



EL ALA SUPERIOR NO TIENE DIBUJO

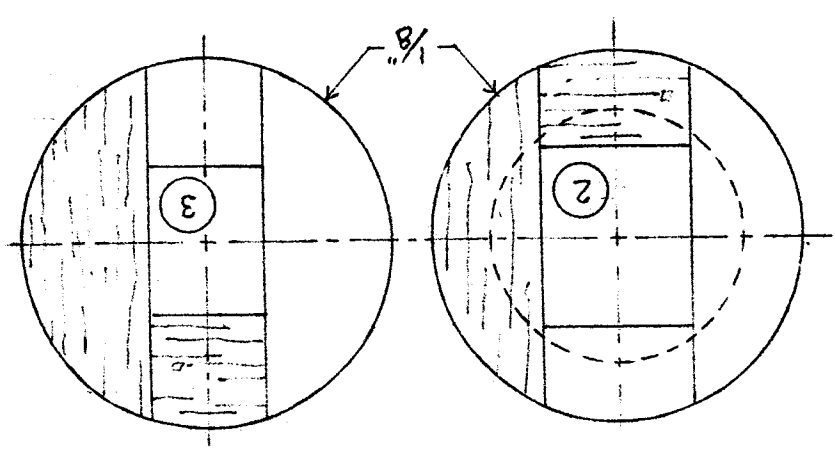
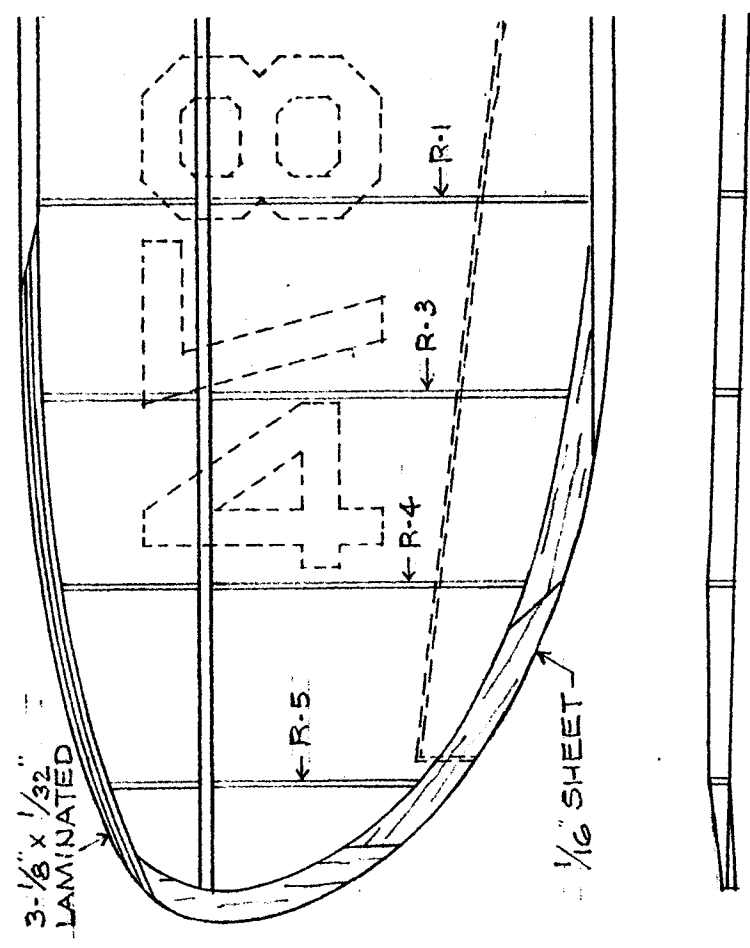
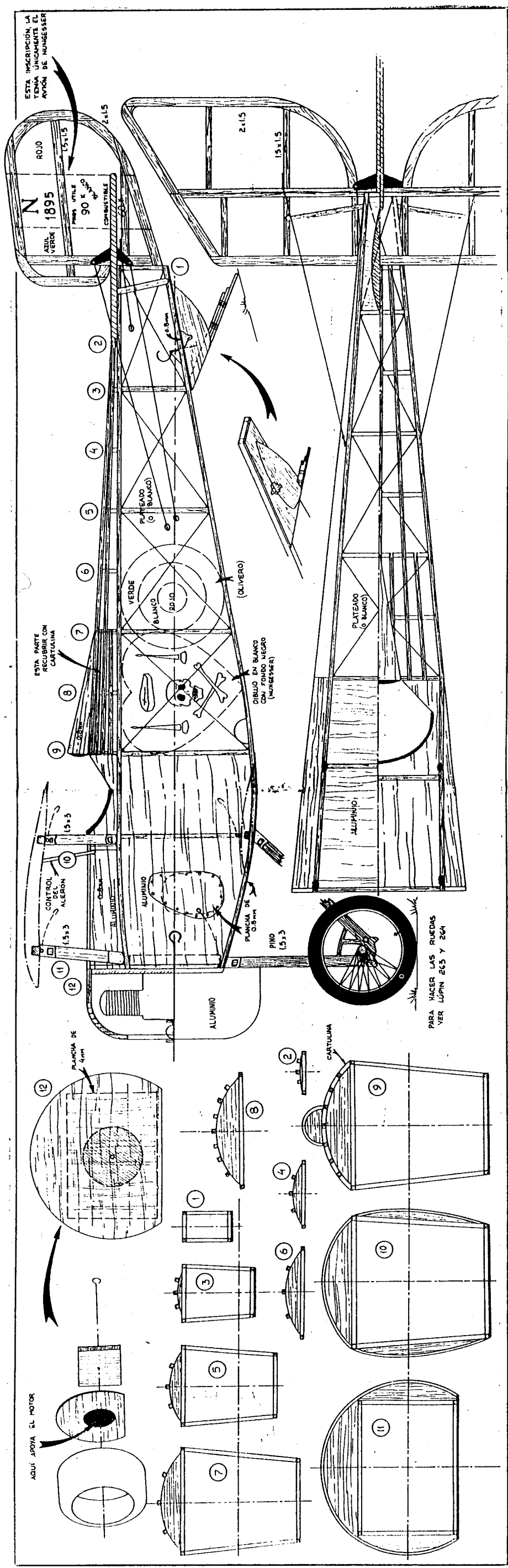


INSIGNIAS EN LOS PLANOS

LAS DEL AVIÓN DE NUNGESSER, ESTABAN DISPUESTAS EN EL INTRADOS Y EL EXTRADOS DEL ALA SUPERIOR, LA ESCALA PELA (R-B-A) EN EL LUGAR QUE SE INDICA Y TAMBIÉN TENÍA PINTADA UNA BANDERA FRANCESA EN LA PARTE DE ARRIBA DE CADA SEMI-ALA SUPERIOR... EN EL ALA INFERIOR, EN EL INTRADOS, LLEVABA UNA PEQUEÑA ESCARAPELA. EL AVIÓN DE OLIVERO TENÍA ESCARAPELA ÚNICAMENTE EN EL EXTRADOS DEL ALA SUPERIOR (V-B-R), MIENTRAS QUE EN EL INTRADOS DE AMBAS ALAS ESTABA PINTADA LA BANDERA ITALIANA. EN EL DIBUJO, CADA COLOR ESTÁ SEÑALADO POR UNA LÍNEA DE PUNTOS Y RAYAS (-----).

CONSTRUCCIÓN

LAS ALAS SON DE CONSTRUCCIÓN EN MADERA BALSA DURA, EN EL ALA INFERIOR LAS COSTILLAS SON INTERCERCA DE 0.8 mm... LARGUERO DE 15x2 Y BORDOS DE FUGA, ATAQUE Y MARGINAL DE 15.3 mm... EL ALA SUPERIOR ES IGUAL, PERO LLEVA INTERCERCA DE 15 mm... TAMBIÉN EN EL ALA SUPERIOR, EL ALUMINIO, ACERO DE 0.3 mm... EL ALA SUPERIOR TIENE LOGUEROS DE 2.12 mm...



NIEUPORT - XVII (2ª parte)

Adaptación y dibujo de JUAN LUIS BARRIONUEVO

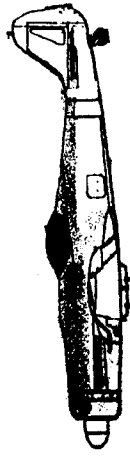
MOTOR ROTATIVO
Le Rhône 9J-110 CV

TAPA DE CILINDRO - Balsa
CILINDRO - PAPEL MASTICADO
EL MOTOR GIRA CONJUNTAMENTE CON LA VIELCE

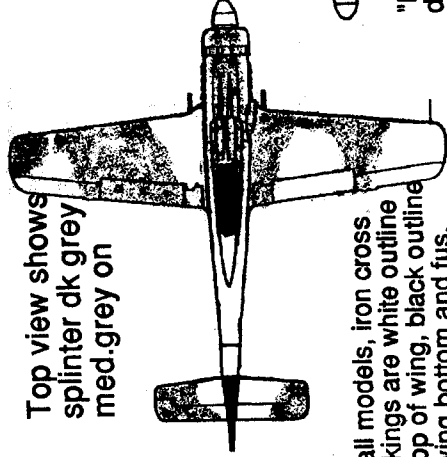
CÁMOS DE ESCAPE - Balsa
VARILLA DE VÁLVULAS - ALERON 0.3mm.
TAPCO DE Balsa
PESAR A LA CUADERNA N° 12

SEÑALAR LAS ALETAS DE COLOR CON N° 12
33 VUELTA
BLOQUE DEL MOTOR Balsa

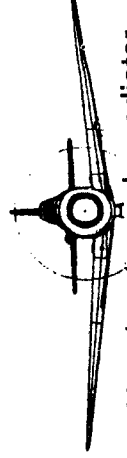
Howard
DGA - 9



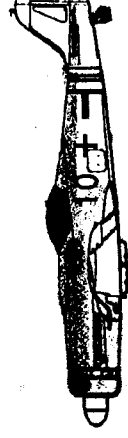
Notice forward fuse is Dark grey on top
aft spine medium grey, a/c light grey o/a
RLM colors 74/75/76



Top view shows
splinter dk grey
med. grey on



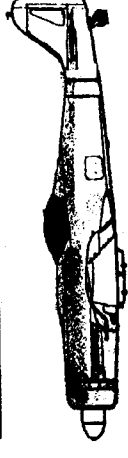
Note inset annular radiator
and shape of the scoop



"Blue 10" of JG26 #210983
flown by Peter-Paul Steidl
Blue spinner, fuselage bands
Black/white



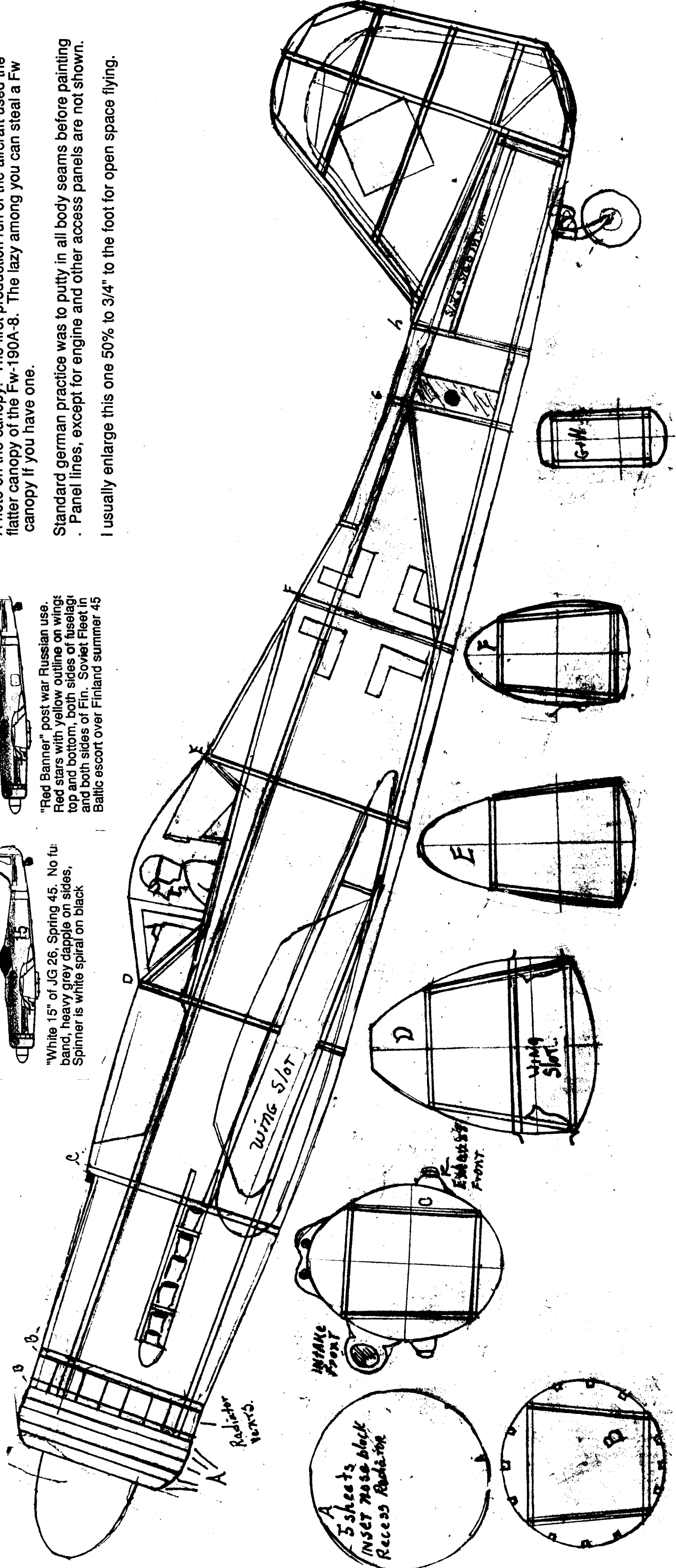
"Red 1", JG3, white fus. band, added
dark green dapple on sides



"Red Banner" post war Russian use.
Red stars with yellow outline on wings
top and bottom, both sides of fuselage
and both sides of Fin. Soviet Fleet in
Baltic escort over Finland summer 45



"White 15" of JG 26, Spring 45. No fu:
band, heavy grey dapple on sides,
Spinner is white spiral on black



A note on the canopy. The first production run of the aircraft used the flatter canopy of the Fw-190A-8. The lazy among you can steal a Fw canopy if you have one.

Standard german practice was to putty in all body seams before painting . Panel lines, except for engine and other access panels are not shown.

I usually enlarge this one 50% to 3/4" to the foot for open space flying.

Top View Fw-190 D-9
1/24" Scale

a Pro S. Fate spl.
by R. Russo

Scrap view showing 64

dichedra / 1.7" each tip

Enlarged stab

1/16 Sp
Top + bottom Sp