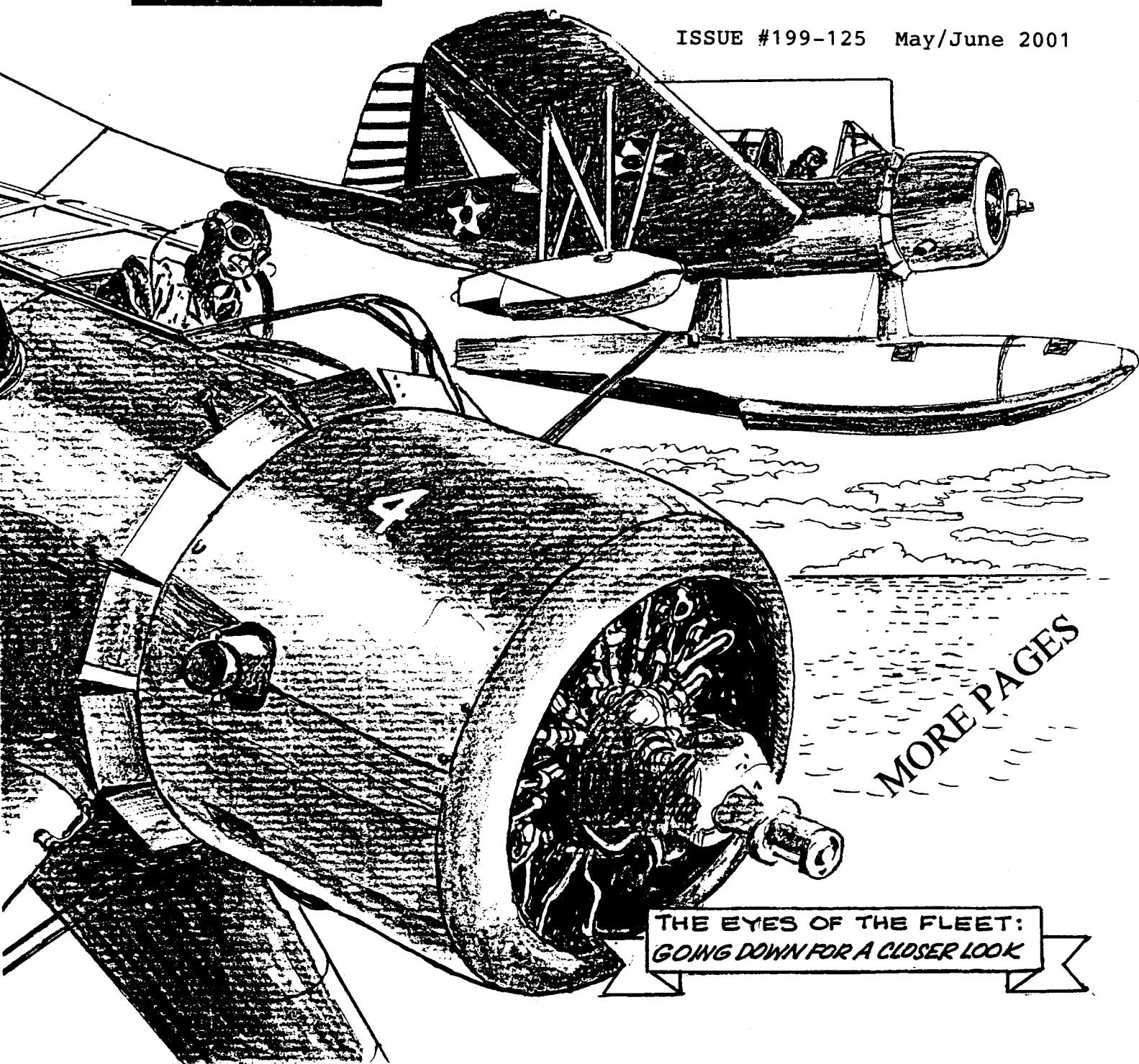


FLYING ACES

Club News

ISSUE #199-125 May/June 2001



MORE PAGES

THE EYES OF THE FLEET:
GOING DOWN FOR A CLOSER LOOK



Bob Rogers has done another great cover drawing for us. This Clubster just has the right "FEEL" for covers for the "Good Old "Flying Aces" newsletter. Bob has also sent along a bunch of other drawings as well, so we will see his work every so often on our covers.

I want to thank the following for the plans in this issue as well as the other contributors for their input to this issue. We have increased the size of the newsletter once again. Increased amount of "stuff" has been coming in and we have to pass it on to you Clubsters. The cost of membership will be going up for our members in Canada and other countries. This we have to do because of the postal increases that went up in January and will go up again this July. However we will wait and see how much of an increase there will be before we set the new membership fee. Now, back to where the plans came from for this issue. The Vought OS2U-3 came from the newsletter of our squadron in Australia which is from an old kit put out by the Model Aircraft Co., The Howard "Ike" by Wm. Simpson, the Little Gem also by Wm. Simpson, The Martinsyde F.4 by Tom Hallman, The Cougar by Mike Ransom and we pulled the ME-109 out of our files just for you Skysters who have asked for it. The Cougar plan of Mike Ransom has been very successful for him having won 6 firsts, 6 seconds and 2 thirds. Thanks again to all!

In the last issue we asked for articles on old model companies and we have two of them for you. We have one in this issue and we will present the other one next time because of lack of space in this issue. The one in this issue is by Ed Seay who has been in the business for many, many years. Are there more stories out there? There must be! Let's have 'em Historians!

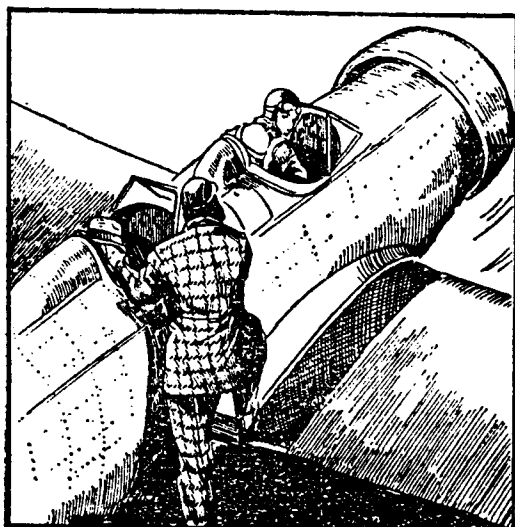
Now just a few words on the new rule book. We did have a couple of negative remarks on a couple of the rule changes. The main one was the cross section rule on Old Time Rubber events. Sorry to the "Negatives", but the response favoring the rule was overwhelmingly in favor! The other questions of some rules are easily solved and explained if you read the book thoroughly and carefully. If you still don't understand a rule please do not hesitate to let us know so we can make it clear to you.

At the recent Buffalo Indoor Contest we had to reject two models from a couple of events because they could not pass the 45 scale point rule. We have been hearing complainst along this line for quite some time now as some contest directors are letting almost anything enter those events that require the 45 point rule. Let's get with it CDs, when you allow this to happen you are cheating those who have built their models to the rule! Not fair to those who comply. All you are doing is cutting down on future entries in the event.

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

Lin

Lt. Col. Lin Reichel, CinC-FAC



"But where do you aim to go, chief?"

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.

FAC NON-NATS INFO

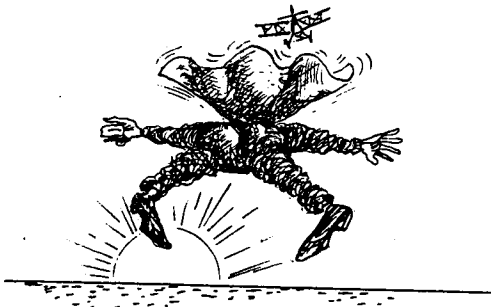
We have added yet another event for the FAC Non-Nats at Geneseo in July. I know it is kind of late to be adding events, but some of the Clubsters have been working on this and finally decided on the rules for the event and we will run it and see how it goes. Sounds interesting and exciting! Hope some of you compete. Rules are elsewhere in this issue.

We are still looking for event sponsors and prize donations for the contest. If you are interested please contact GHQ as soon as possible. The sponsors and donations can come from any company, squadron or individual. We take 'em all! HAWWW! We already have four C/O2 motors donated by the Black Sheep Squadron of California and we have lots of old "Flying Aces" magazines to give away at various contests this year which were donated by a club member. There are also some other items we have received. Keep 'em coming!

Anyone interested in a vendors table during the scale judging at Peter's Party Complex on July 20th better contact GHQ soon as the tables are going rather quickly. Don't miss out!

Once again, I urge you to please get your entries in as soon as possible to avoid the work on sign-in day. We also have to have the dorm reservations in to the University by the end of June. To be assured of lodging please hurry with your entry. We will be staying in the dorm named "Nassau". WE stayed there I believe, in 1999. For those of there for the first time or those who forgot we have included a map in this issue.

Lin

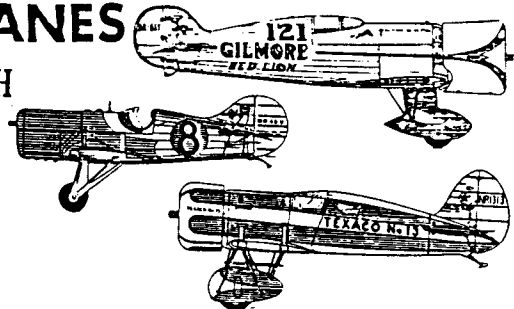


We recently lost the following members of the Flying Aces Club. Laird Marsh, Jack Little, long time friend from Canada, Richard Moore, one of the truly Giants of modeling, Henry Struck, our contest co-ordinator for the A.M.A. in District 3, Marge Weisenbach. Marge was C-C for over thirty years and we will surely miss her. And, we just learned that Dr. Walter Jones lost his life in a plane crash. We want to extend our condolences to their families and friends. They will all be greatly missed.

RACEPLANES

BY R.S. HIRSCH
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BUENA PARK
CALIF. 90620

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Volume One and Volume Two can be purchased as a set for \$45 + \$4.50 S&H

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202 pages, 8 1/2" x 11", 569 photos, 88 scale drawings, softbound, \$24.95 + \$3.00 S&H

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BASSWOOD BASSWOOD BASSWOOD

AS SEEN AT FAC GENESEO NY

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

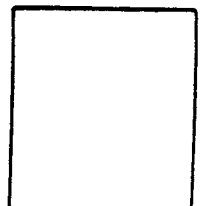
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Please send \$1.00 & #10 SASE for Flyer & Sample Material

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

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.



A new event at Geneseo

BEE LINE UNLIMITED RACE

The B.L.U.R. is a proposed new event for the enjoyment of the FAC. It is a non-duration speed event, adding another dimension to our activities. It will draw attention, for a moment, away from our propensity for watching tiny little dots in the sky.

B.L.U.R. will present at eye level, scant feet above an unforgiving ground, the action of an airborne race, pitting us against the whim of "FLUNG" (vertically challenged cousin of the great God "HUNG") who calls down the tip vortices of the roaming wind known to us as horizontal thermals, flinging them in the path of low flying speedsters.

Birthing in the minds and musings of a small group known as the Minions, who share in awe the magic and wonder of flight, the B.L.U.R. event invites all to its baptism at Geneseo.

The Bee Line Unlimited Race

GENERAL

This event is intended as a contest of actual flight speed. The short course of 52.8' will provide a relatively simple opportunity for a FF scale model to complete the course without excess difficulty.

The short course allows many heats to be flown in a short time within easy viewing distance for interested spectators.

Since airspeed is the unusual goal of the race, extra effort will be made to ensure that all models are able to safely complete the race course. The judges may disqualify any model at any time if they feel the model compromises the safe completion of the event.

While this event may prompt the construction of purpose built models, it is expected that many entrants will use the same models that are entered in other FAC racing events such as the Thompson,

Greve, Bendix, and Goodyear.

CONSTRUCTION

1. Open to models of any aircraft, prop or jet, that participated in any race event (USA or abroad) or were specifically designed for and built as race planes.

Note: Placement of prop for jet aircraft at builder's option.

2. Models must be in authentic racing colors and markings.

3. Recommended construction is standard balsa and tissue with no foam allowed in the basic construction, which is to be in compliance with the General FAC rules. No profile fuselages allowed.

4. Tail surfaces and dihedral may be increased, but not to the point that scale appearance is destroyed. Models must closely resemble the original aircraft in terms of outline, three dimensional shape, and proportions.

5. Landing gear may be in the retracted position.

6. The model may be any size. There is no specific weight limit, but the limit on motor size in Rule #8 is intended to keep the models at a relatively light (and thus safe) maximum weight.

7. Scale documentation must be provided and will be checked for all winning/placing models. 3-views and color & marking information must be included. The documentation need not include a build plan. Judges may request documentation to be presented before the event. The winning/placing entrants must present their models, Tan II motors, and documentation immediately after the event.

POWER

8. Models must be propeller (airscrew) driven and

powered by a Tan II motor not to exceed 7 grams total weight regardless of the size and weight of the model.

9. Any propeller size maybe used, Geared props are allowed.

FLIGHT

10. The B.L.U.R. race course is configured similar to a ball diamond as shown in the attached sketch. The distance from the launch point (home plate) to the finish line extending from first to third is 52.8'.

11. Models must qualify for racing heats by first successfully navigating the B.L.U.R. race course. Three attempts to qualify are allowed.

The BLUR race course and a single judge will be available for qualification flights every hour, on the hour, from 9:00 to 14:00 on the day of the event. The course is available for practice when not in official use.

In all qualification flights and during the race heats, the model must be launched with the flyer's feet stationary on the ground behind the start line. No running starts. Feet must remain stationary during any 'follow through' to avoid disqualification.

During both qualification flights and race heats, the model must be clearly generating lift and flying. Any model that is traveling in a ballistic trajectory, Or otherwise determined not to be generating lift will be disqualified. The decision of any judge is final in this matter of safety.

12. The race is flown in heats of up to four models.

A single judge at the starting line will call the wind-up and start of each heat.

Two judges at the finish line will establish the order of finish for each heat. The decision of the finish line judges is final The model must pass in bounds over the finish line to complete the course.

Flying 'out of bounds' will *disqualify the model. The start judge will be the final authority on any OOB call. An OOB model is disqualified, even if the model eventually passes over the finish line.

* Note: For the finalists, during the running of the final heat and runner-up heat , an OOB will be used in the place position process, not for disqualification.

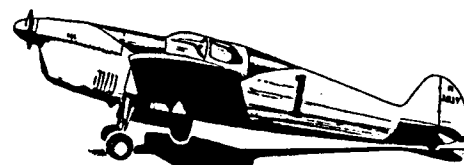
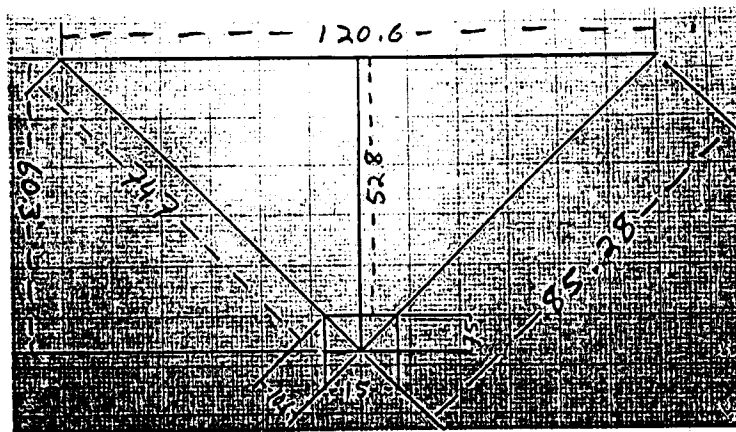
13. Based upon the number of models entered in the event, between one and three models will be eliminated in each heat until the finalists are determined. A final heat will be flown to establish the top finishers.

At the judges discretion, a runner up heat may be flown after the final heat to determine the place positions for five finalists. This would include any models in the final heat declared OOB.

The total number of expected heats will be posted prior to the first heat. Some changes may be made to accommodate no-shows.

No repairs to the model or the motor are allowed at any time once the actual race heats have begun. Repairs are allowed between qualification attempts prior to the race.

The B.L.U.R. Course



HAROLD NEUMANN'S FOLKERTS SPECIAL

E-MAIL

Lin,

I pass along this message from the Free Flight Mailing List for what it's worth. It was written by Bill Gieskieng of the Magnificent Mountain Men FF club in Colorado, and who's also a SAM member:

"At a recent meeting of SAM-1 here in Denver there was a discussion concerning some controversial and arbitrary elements in the 2001 FAC rule book that Herb Kothe had just received. Evidently there was little if any outside input solicited from members and squadrons by the hard-line drafters of rules and regulations.

"The language reads in a sense taken to imply that widening of fuselages -- to accommodate blast tubes -- and modifications for DT's as well as other minor changes are no longer allowed.

"This apparent willful sacrifice of common sense in worshipping idealism did not set well at all with the pragmatic, non purists on hand and resulted in a motion that: SAM-1 drop FAC from further club activities. Sad to report, the motion carried.

"To me the the idea of hazarding an unprotected piece of museum quality work to the vagaries of thermally air or bursting motors is about as stupid as throwing virgins into a fiery volcano -- both acts are horrible misappropriation of wonderful equipment."

ANSWER TO E-MAIL

Ross has passed on to me the contents of your recent E-mail regarding Bill Gieskieng (of the Miffed Mountain Men) and the action of SAM 1 to discontinue FAC events at SAM 1 events, as a result of what they see as certain 'unpleasant elements' in the 2001 FAC rule book. Since I am the third member of the "Terrible Trio" who have decimated the rules, I am properly concerned.

First, and dissecting Bill's comments one at a time, let me say that we did nothing arbitrary. If it is believed that several months of discussion and consideration can be considered arbitrary, so be it. I'd also have to note that we have not brought up any controversy - what we have done is to try to clarify any controversies before they arise and destroy what we have built up over these many years. To say that we did not consider any 'outside input' is ridiculous. We had many examples of 'outside input' that were considered. If the above makes us 'hard-line', then that badge is proudly worn.

The main sticking point with Messrs. Gieskieng and Kothe seems to be the prohibition of widening the fuselages to accomodate blast tubes. Did anyone ever consider making a blast tube fit the fuselage? Which comes first, the chicken or the egg? Or the horse before the cart? Where does one stop in allowing "modifications"? Give them an inch and they'll take a mile, as the saying goes. What's next, a 150% Bluebird? After all, SAM allows unlimited up or down scaling of OT models. How about a nice 150% Korda Wakefield, electric powered and RC controlled? Surely, well within the intent and spirit of Old Timers! The complaint about DT's is hardly worth commenting upon, as FAC rules have ALWAYS permitted mods to suit DT use. Did they read the book before attacking it? It hardly seems that they did.

The 'pragmatic non purists' have one overriding concern: Win at any cost, and rules be damned. If they have to make a model un-recognizable in order to win, they have no qualms about doing so. I wonder how 'sad' Bill was to report that FAC events would no longer be part of SAM 1 repertoire. We certainly do not like to see anyone abandon FAC, but perhaps we will all be better off without them. Do we not all trust our precious creations to Hung and accept the consequences and vow to do better next time? Virgins in a volcano indeed!

Cheers,

Joe

6.

WHEN I'M GLAD

I'm glad when modelers everywhere
share their craft and art
when they fly their small airplanes
for fun or show or sport.

I'm glad a hundred years of flight
and a hundred different signs
can meet on volant battlefields
to fete not war - but planes.

I'm glad when they who own those fields
share space with those who don't
to host these peaceful warriors
vying in their gentle sport.

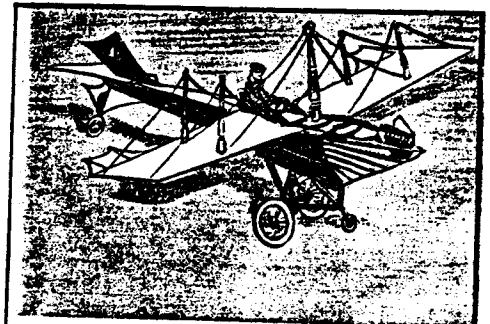
I'm glad when youngsters ask and see
and have their curiosity
piqued by the how and why of it
enough to grasp its history.

I'm glad when those bright souls come back
with models in their hands
to dare the fates and thermals
o'er these miniature strands.

I'm glad when forests in the South
provide the balsa wood
that glues so well and flies so high
it makes our hobby good.

I'm glad for flying model clubs
for squads of craftsmen able
who read the poems of wanna-be's
and never doubt the fable.

Padre



The Toy Flying Machine

In the early 1500s, Leonardo Da Vinci invented the airplane, but it never got off the ground because the internal combustion engine hadn't been invented. People thought Leonardo pretty absurd.

Thinking man could fly like a bird.

Then in the late 1600s, Sir Isaac Newton dreamed up the basic theory of air resistance, and soon children were flying models of their own.

Long before a real plane had ever flown.

As a matter of fact, a certain Monsieur Penaud manufactured toy planes, sold them in Paris shops in the 1800s, and one of these fell into the hands of some tots named Wright.

Which whetted their inventive appetite.

When the Wright boys grew up, they made a large scale model and flew in it in 1903.

THE STORY OF GOLDEN AIRCRAFT CORP. 1934 TO 1937

Owners, Mr. & Mrs. Jack Davis, factory was just off McKenny on Hall St.
By Ed Seay, Sr.

I was a pro model builder in Arkansas from 1927 to 1934. I was drawing up a Boeing XB-9 when Mr. Davis walked into my shop and saw what I was drawing. He took one look and said, "How about coming to Dallas and work for me?" I came down in February 1935. Designed models and learned how to cut balsa wood under their mill man. We had a line of rubber powered models and a line of small solid 3/16 scale kits that sold for 10cents. Mr. Davis went to the New York Toy Show. He came back with so many orders that we had a hard time filling them. Counting Mr. and Mrs. Davis and their oldest son John, we had four employees.

There was a vacant building next to our place, so we made picnic type benches. Every Saturday we would have a building class on our kits. Mrs. Davis would sell them a kit then we would help them build it. There would be as many as 185 to 200 in on Saturdays building. That's where many of the Dallas modelers got started.

Three weeks before the 1935 Nats in St. Louis, Mr. Davis wanted me to design a Wakefield type model. I used the Wakefield models of that day as a guide. We first flew the model the day before we left for the Nats. The second flight we were 20th in about a field of 400. For the third flight the rubber broke and wiped out the model. John, myself and Mr. Davis made the trip to St. Louis. While there, Mr. Davis knew Jimmie Doolittle so he took us to his officeto meet him. I later saw and talked to him at Love Field. In the summer of 35 the mill man quit and I was left with the woodcutting as well as building up the first model from my plans. All our paper and stick models had printed sheet balsa that we printed on a mimeograph machine. One stencil was good for about a 1000 sheets. If the wood went through crooked you had to throw that piece away. At that time we only cut 2" sheet.

Now our 10 cent solid kits just had a rubber stamp printed on the wing and the body block. These were packed in a small blue and white box. The larger kits were in a black and yellow box. Several years ago I found two of those boxes. One still had the parts and plans in it. Mr. Davis played the horse races as there was two tracks here in the Dallas area at that time. By the end of December '35 I was the only employee beside his son John. He got so hard up for cash he couldn't pay me so I could pay my room rent. That's when I went to work at Love Field for Dallas Aviation School. Golden Aircraft moved from Hall St. to Elm St. in downtown. Then in the spring of '37 moved into a leanto in one of the hangars at Love Field. Mr. Jack Davis had been a Captain in WW-I and his health broke in late 1937. That was the end of "Golden Aircraft". I had to take a full set of Plans for what he owed me!

I sent you two of the kits that I enlarged in 1995 and that's the only ones that I produced. Now my son wants me to have some of them laser cut.

At 91 years of age I am still cutting balsa and making kits. I was a pro model builder from 1927 through 1987 and in big aviation from 1928 to 1959.

That should do for now,

Ed Seay Sr

FAC PLANS

AIRCRAFT	SPAN	DESIGNER	PRICE
Erie Times Modelplane	24"	Engstrom	\$3.00
Westland Lysander	25"	Studette Models	4.00
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
Lockheed Orion	24"	Tom Nallen, Sr.	6.00

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



AT-6 RULES

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

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

1. Model must be built to the outline of Dave Livesay's plan as published in Flying Aces. Any material may be used in construction (a later plan has an enlarged stab which is allowed.) Dave has donated the plan and full size plans and a canopy may be ordered from Richard Zapf for cost and shipping (\$3.00).

2. Model must appear in a scale color scheme. There are many from which to choose.

3. Fifteen percent rubber power only for all events.

4. Prop must be a 7 in. Pecks. It may be lightly shaved for balance and an alternate free wheel and bearing may be used. Pitch may be slightly altered to attain uniform pitch. Gross twisting of the prop to attain a more desirable P/D is a NO NO!

5. 15% Rule.

S.O.S. – S.O.S. – S.O.S.

FAC-GHQ is trying to find Richard Hughes. His last issue of the newsletter came back marked, "Unknown"? His last known address was; 1409 Valley St., Dayton, Ohio, 45404.

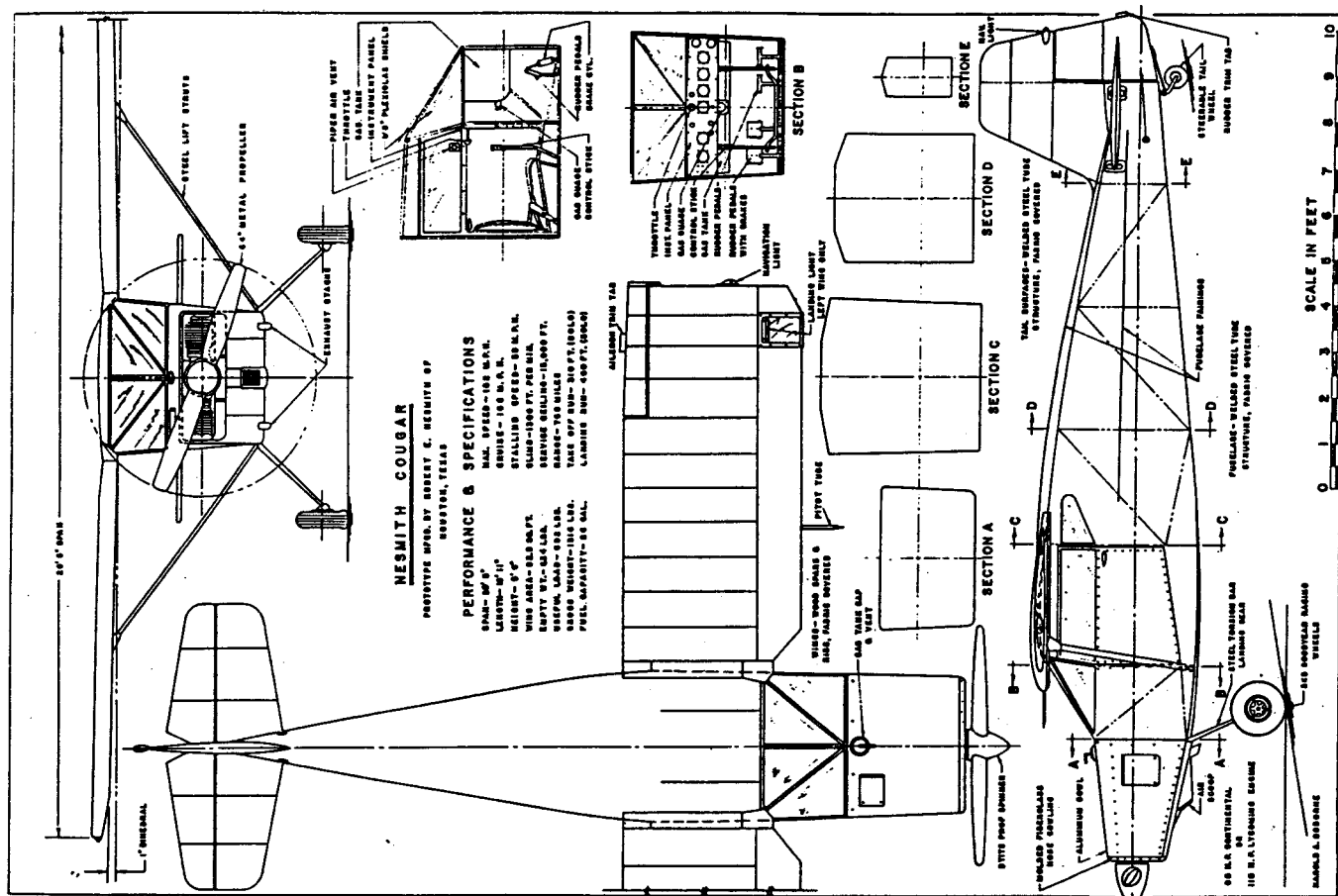
Roger Moon, 105 Lantana Dr., Georgetown, Tex. 78628 wants 3-views and documentation on the Darmstadt D-22.

Wanted by Joe Sebastian, 5420 May Circle, Hixson, Tn. 37343, the logo for Pan American Airways plus a color photo or scheme for the Martin China Clipper that he is building from the plans in a recent issue of the FAC newsletter.

Wanted; "In Detail & Scale, Vol. 19, A-10 Warhog". George Peace, 8414 Kappa St., La Mesa, Ca. 91942.

Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506, needs a color scheme for the Fleet Canuck.

For Sale; 1984 issue of Ron William's book, "Building and Flying Indoor Model Airplanes". Excellent condition. Stuart Brohm, 9 Oakland Ave., Lakewood, N. Y. 14750.



Salutations, disciples! Today we shall ponder the words of some old timers, each man a credit to our pursuit.

First, meet Earl Stahl. Back in the 40's it was through Earl's designs that many of us learned the art. Crisp, with nary a stick wasted and yet avoiding the boney prominence affect of the starved horse set, Earl's stuff was not only good looking—but they really flew! Not the sickening 5 seconds on the way to the crunching disaster typical of most kits; instead, genuine flight was offered—climb, cruise and glide.

Because we swiped all his ideas to build up our design art, his stuff now simply looks state-of-the-art. Newcomers are understandable perplexed—what's so different about his stuff? Not a thing. He was just there first.

At a recent Nats, Earl viewed the commotion before him (mass launch) with a certain reserve. He finds today's glides disappointing. Though he well understands the reason: current longer motors, despite bunching problems and a poor glide, usually deliver better endurance times than his shorter style motors, although those were graced with a better glide. Yes, we've gained a few seconds, but some elegance has been lost.

Regrets? Certainly. One odd regret is a lack of prop experimentation—he feels that he should have tried many things besides his trademark prop diameter of 1/3 span set at a 30 degree blade angle. (I find his expressed regret odd—these dimensions work well indeed).

Secret of success? He credits flying itself as all important. Based in Pennsylvania, known for rough winters, he flew on every possible day, learning and rebuilding as he went. His P-51 was done in three different formats, gaining in expertise as time went on.

As for other impressions, he mused upon the bad old days, when he frequently visited the Model Airplane News office in Manhattan. He thought it better then. As usual, he's correct.

* * *

Founder Dave Stott needs no introduction. Our question: has FAC acted to lower rubber scale standards derived from AMA?

He thought not. He considered one specific model: the De Havilland Puss Moth as designed by Cheat Lanzo—semi-scale if that—with an enormously over-long fuselage housing a lengthy motor. This version looks more like the Korda Wakefield than a Puss Moth.

As Stott sees it, a suitably strong minded FAC contest director, faced with such an entry, would throw it out. He went on to argue the benefits of FAC rules in giving offbeat prototypes a chance while still encouraging all-out scale efforts, through the weighted point awards granted for fidelity. Certainly this is all so, but whether the overall effect has been to reduce standards remains a good question.

* * *

One man concerned with standards is Russ Brown, Mid-West contest director, editor and survivor. In evaluating a model, he starts by (1) Looking at the rudder view, checking for squareness. (2) Checks for puckers, tissue problems, unsightly bulges. He feels that scalloped formers are very useful. (3) Checks canopies for neatness. (4) Studies letters and insignia in terms of fidelity, without concern for whether the item is original or store-bought. Perfection is the issue, not origin. Ditto engines—store-bought is perfectly OK. What bugs him? Wire wheels. Now there's an easy one to avoid!



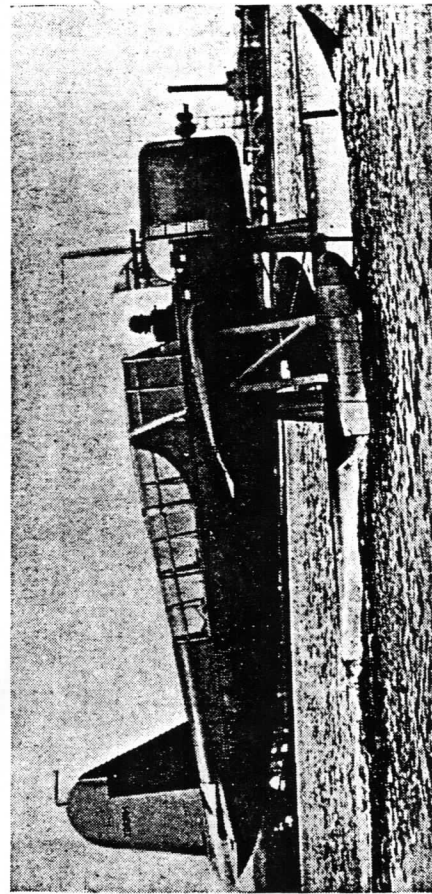
MONOCOUE MARATHON

At this year's Geneseo contest we will have an event just for Monocoues. You can enter as many models of Monocoues 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.

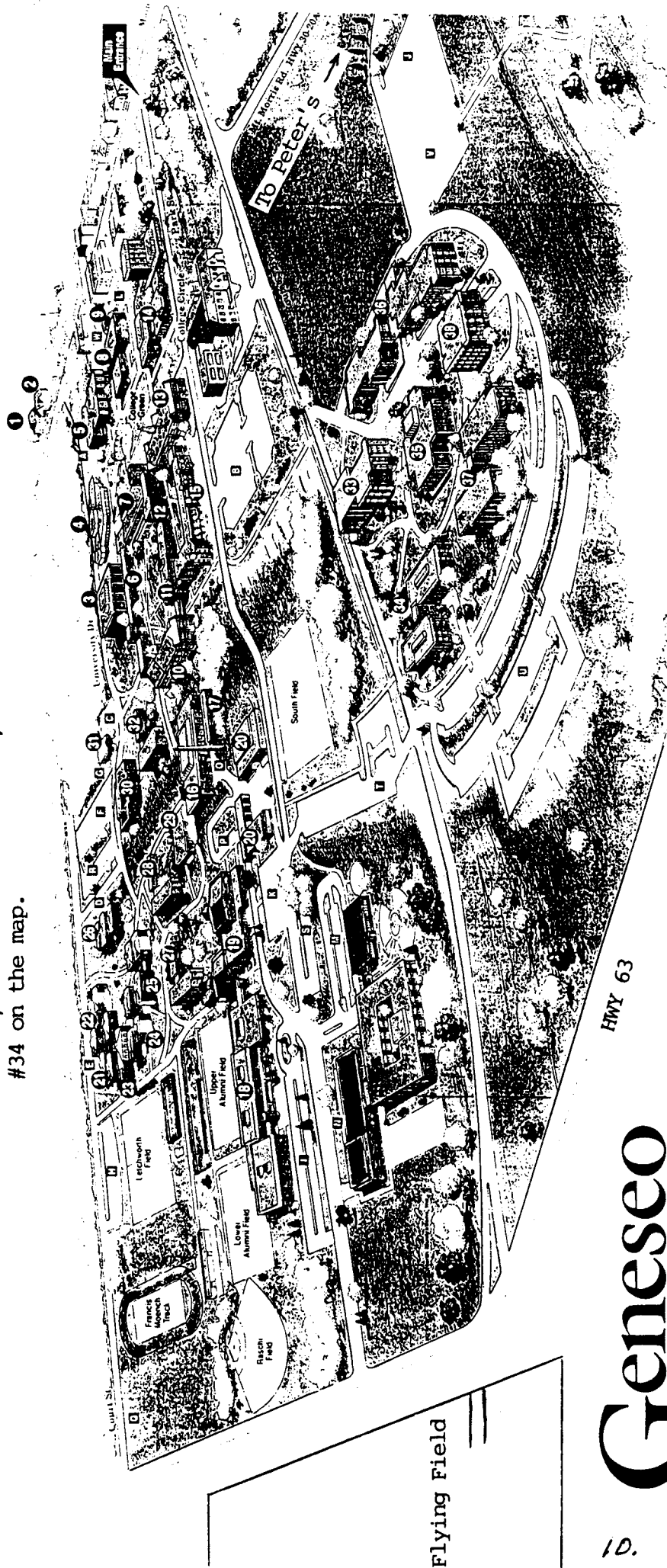
A Navy Newcomer

ONE of several similar types of scout-observation aircraft currently being built for the U. S. Navy is the Vought-Sikorsky XO52U-1 (Experimental, Observation-Scout, Model No. 2, Vought-Sikorsky, Modification No. 1). A seaplane version is shown below. Powered with a nine-cylinder 400 h.p. *Wasp Junior* engine, the XO52U-1 can be used either as a land-plane or seaplane; its chief function will be that of a seaplane operating from battleship or cruiser catapults to direct gunfire

and to conduct long range observation scouting missions. The ship is an all-metal monoplane and carries a crew of two. Among the ship's unusual features are two high-lift devices: a new "deflector plate" flap on the wing's trailing edge, and "drooping" ailerons. Spoilers also are fitted in the wings to supplant the ailerons at low speeds. Span is 36 feet, gross weight (seaplane) is 4,764 pounds. The Vought-Sikorsky factory is working on a \$2,103,800 Navy order for these.



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



Geneseo

10.

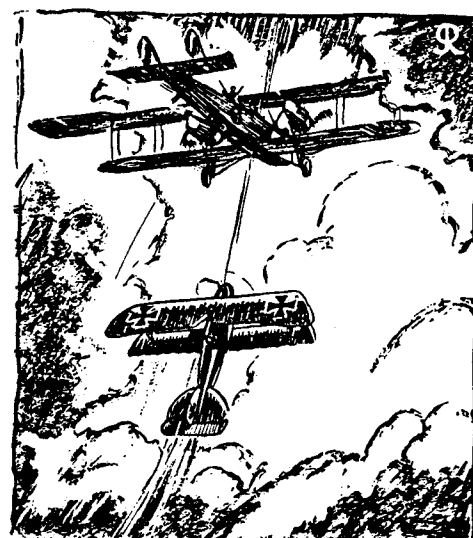
PHOTO PAGE

Left column; two pics of Tom Hallman's Martinsyde Buzzard. Feature plan in this issue. A real award winner! Photos by Tom.

Roger Willis sent this pic of his fine looking Mr. Mulligan built from a Dumas kit.

Right column; A Fairchild 22 from a Megow kit by Richard Tucciarone. Sent in by Richard.

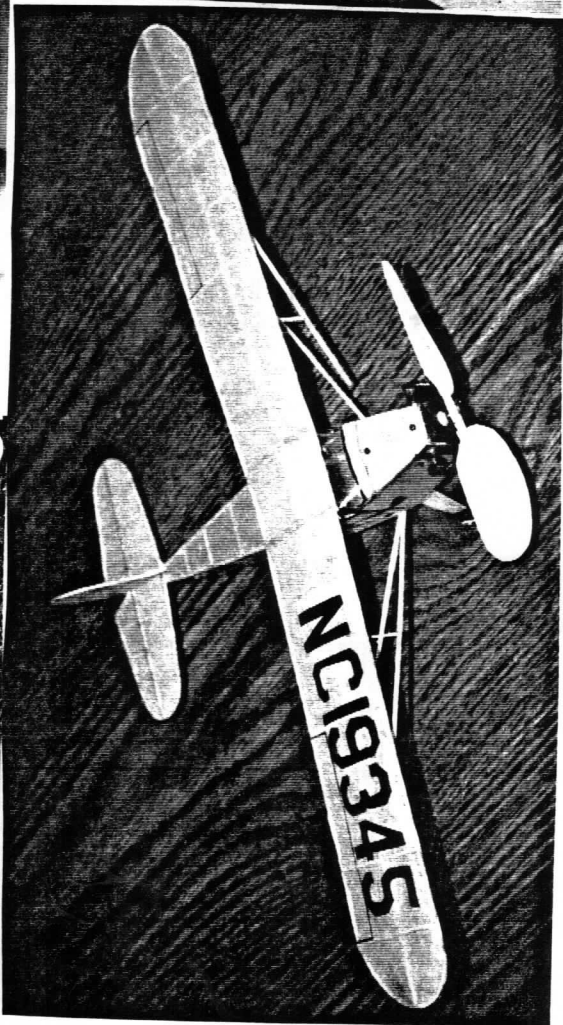
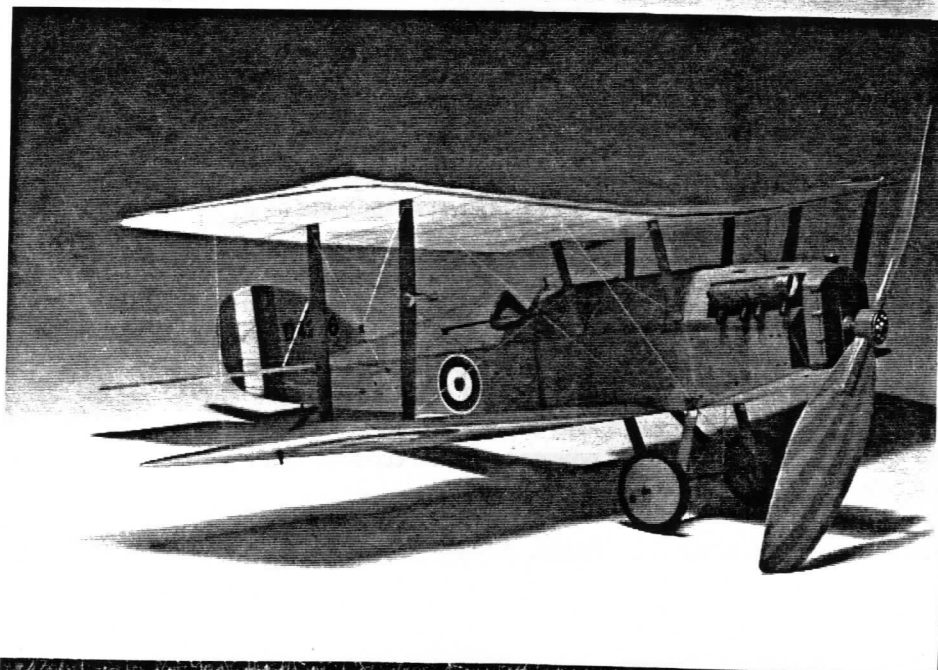
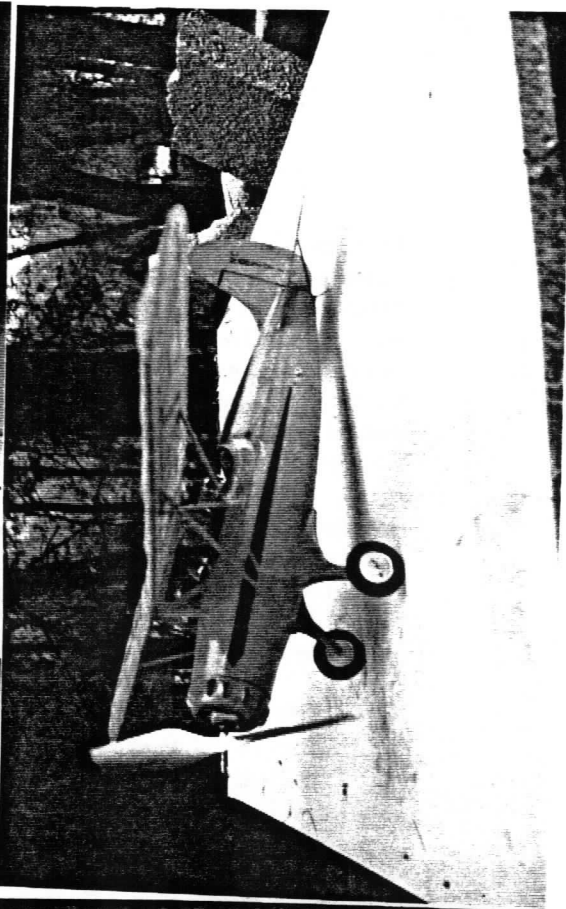
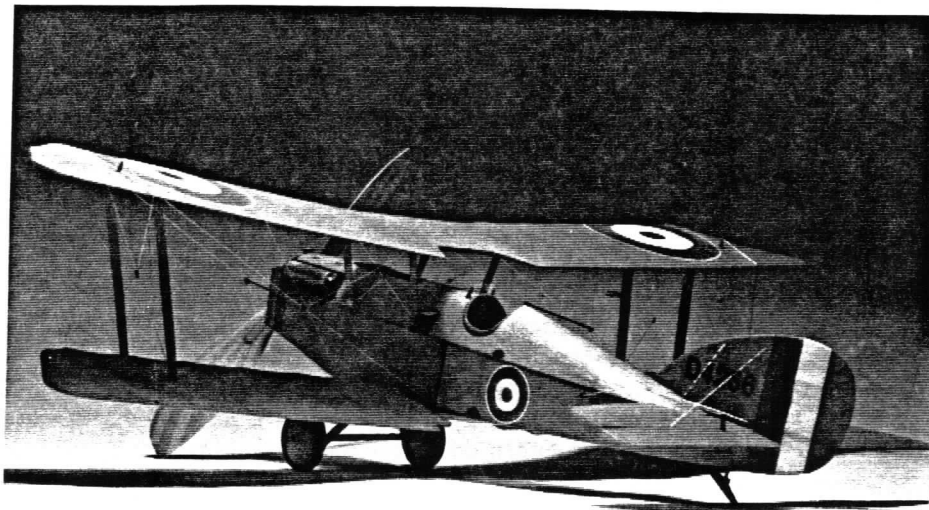
A 14" span Aeronca "K" by Richard Kligenbers, Richard's photo.



The Blacksheep Club of Burbank, CA stocks 23 different models of Stefan Gasparin's CO2 Engines and (8) different models of the G-Mot line. All made in the Czech Republic. For information write:

Roy Hanson
21410 Nashville Street
Chatsworth, CA 91311

—or—
<http://blacksheepsquadron.com/>



Delanne type 300 Goodyear Midget Racer

By Dave Stott

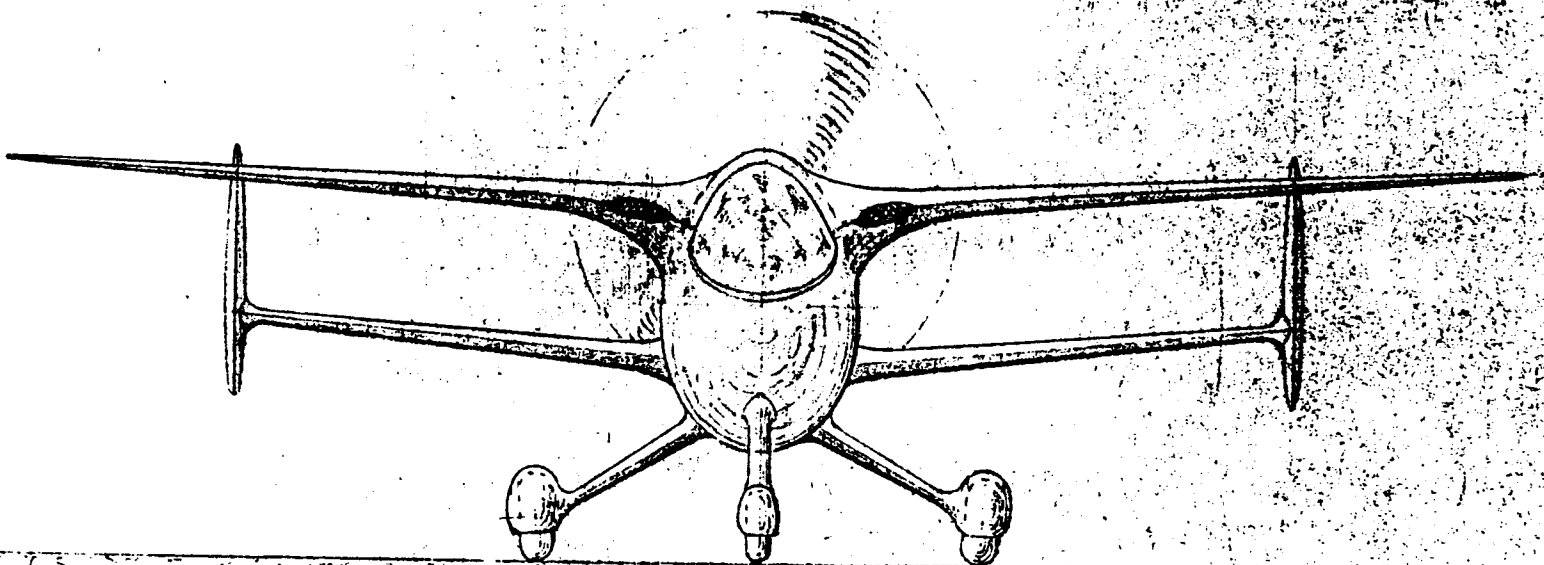
In recent years while flying with the Milford Model Airplane Group here in Connecticut, it has been my pleasure to associate with Aubrey Kochman. Aubrey is another one of us "senior" modelers and has many interesting tales to relate. It was while working for Air Trails magazine back in the late 1940s that he was asked by Air Trails Technical Editor, Alexis Dawidoff, if he would be interested in doing a special job of model building not associated with the magazine. A secret project! {Aubrey had done many model projects for Air Trails, not only under his own name, but various pen names as well. Such as Christo Russo.} Now, Alexis Dawidoff knew many people in full-scale aviation both here and abroad, so Aubrey was intrigued by the offer and accepted.

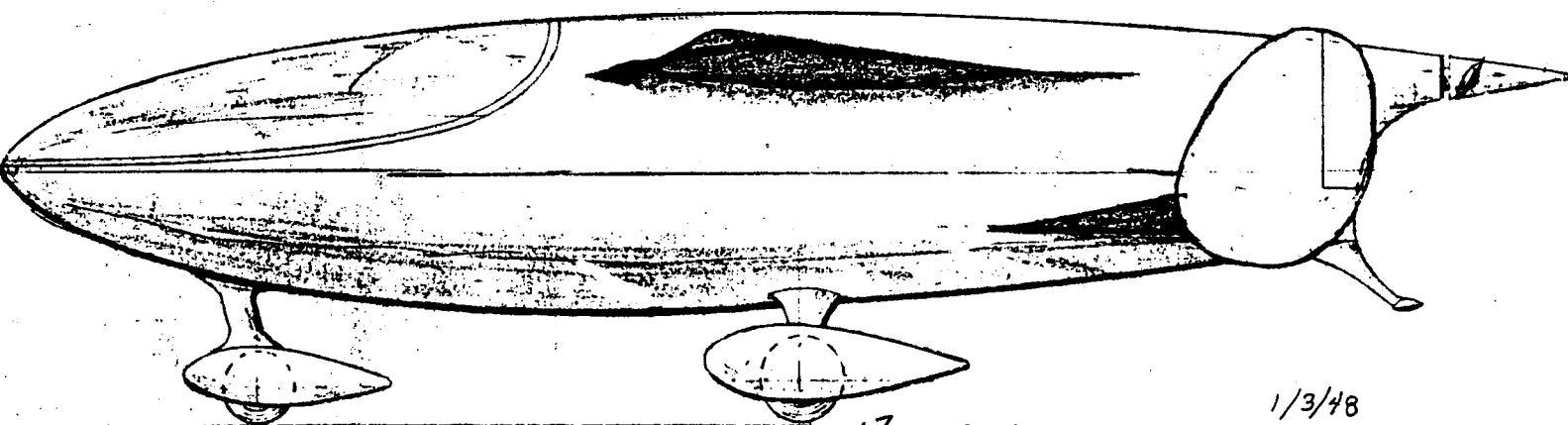
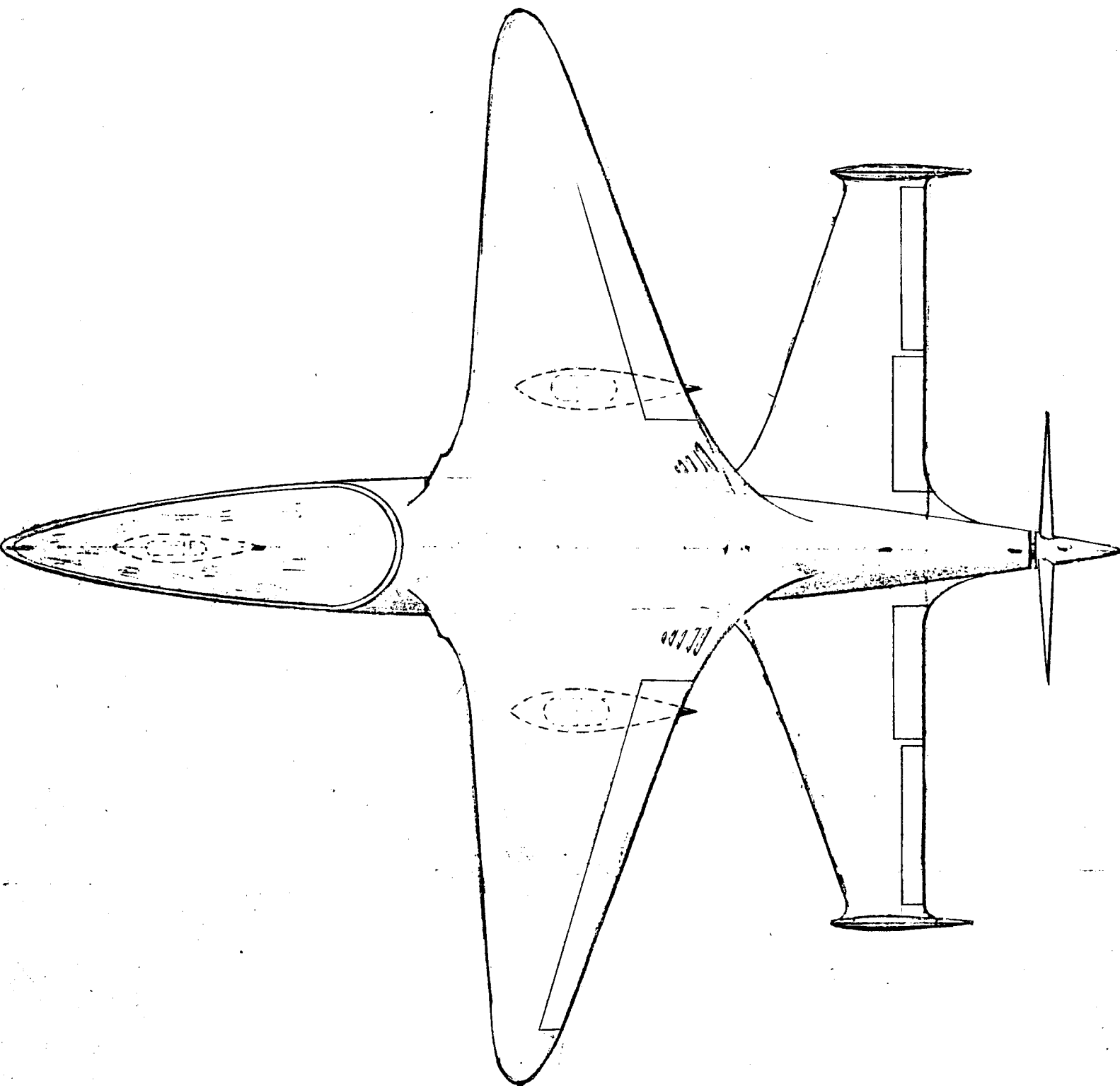
Dawidoff led Aubrey to a basement room in a typical New York brownstone apartment building where three men were working over drafting tables. The spokesman of the three produced the drawing you see here and asked if Aubrey could make them a model of it, and do so in secret. Aubrey took the drawing and did the job for them. On the back of the original drawing is written "For the eyes of Mr. Kochman only" And beneath, in larger text and underlined, the word, "SECRET"

We see now that this design was for a Goodyear Midget Racer, a new event in aviation in 1948, which is also the date on the drawing. Some of our more history savvy FACs may recognize the Delanne name as that of the designer and builder of tandem wing aircraft in France prior to W.W. II. Delanne must have migrated to the U. S. after that war, designed this racer, and probably needed a model to show to possible sponsors. As we never saw the likes of this ship, we can only assume he could not raise sufficient funds to see the project through, alas.

The engine would have been the prescribed 85 H.P. Continental which was obviously to be buried within the clean lines of the fuselage. It seems the pilot was to be in a semi-prone position, which were not only an aid to streamlining, but also an aid to withstanding the G forces of tight pylon turns. Span was given as 16' 4", while the length was 17' 3". All in all, a tight package that was expected to do 230 mph. At that point, the midgets were traveling well below the 200 mph mark. Gross weight was expected to be 770 lbs. If this design were to be built with to day's fiberglass and foam methods and powered with the currently approved 100H.P. engine, it would be a real sky-streaker!

So here she is, FACs, what might have been a champion in her day. Thanks, Aubrey, for this historic gem that may have remained buried forever.





1/3/48

Contest Calendar

The Western New York Free Flight Society
in conjunction with
the Historic Aviation Group
presents the 32nd Annual
Empire State Free Flight Championships
Historical Aviation Field Geneseo, NY Aug 17-9, '01 AMA Class AAA Sanctioned Contest

Registration • Open all three days. AMA of MAAC license req'd
Entry Fee • Fee of \$25 for all events, or \$10 for 1st event, \$8. for each additional event.
Awards • Trophies will be awarded to third place in all events

WNYFFS
esff
OUTDOOR

Note
• There will be a raffle.
• Chase bikes are permitted.
• See Page xx for Saturday banquet reservations.

Schedule of events

Friday
August 17 8AM - 5PM

- A Power
- B - C Nostalgia
- 1/2 A Early Nostalgia per CIA Rules
- Diesel
- Old Time Rubber
- Moffett
- Unlimited Towline

Saturday

August 18 8AM - 5PM

- 1/2 A Power
- Classic Power
- A Nostalgia
- .020 Rep/1/4 A Nost
- Unlimited Rubber
- FAC Electric (See Pg 8)
- Diesel
- FAC Embryo Endurance
- FAC Golden Age Scale
- FAC Rubber Scale
- America's Cup
- F1A, F1B, F1C

Sunday

August 19 8AM - 4PM

- B,C,D Power Combined
- 1/2 A Nostalgia
- Old Time Power Comb
- Diesel Flyoff
- P - 30
- HLG/CG Combined
- America's Cup
- F1G, F1H, F1J

JR/Sr Events

P - 30 HLG/CG 1/2 A Power
May be flown any day, but all flights within the category must be completed the day the event is begun.

HELIS PADS - Buy yourself a Helis or other similar cutting mat from your local Office Max, Office Depot or local office supplier. They are worth their weight in gold, come in several sizes and absolutely self repair, prolong cutting blades and are slip proof. Prices range from about \$7.00 to \$14.00 depending on size. They are truly amazing and belong on any builders work bench.

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, 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.



8 CONTEST DIRECTOR
John Carls
Star Rt #2, Box 88
Bradford, PA 16704
814-362-7789

FAC EVENTS

Jack Barker
2067 Rt 65
Bloomfield, NY 14468
716-624-2844

AMERICA'S CUP

John Clapp
116 Hillcrest Dr
Sayre, PA 18845
18840
570-888-0997

DIESEL FUN FLY

Don Yokel
149 Glenview Lane
Rochester, NY 14609
716-288-8270

Rules for this contest - AMA Category III except:

- **OLD TIME POWER**
Engine run: 16 sec for ignition (no glo)
- **RUBBER AND TOWLINE**
3 flights with flyoff if needed

AMERICA'S CUP

Flown in 1 1/2 hour, overlapping rounds starting at 8 AM both days i.e., 8 - 9:30, 9 - 10:30, etc

NATIONAL CUP

Qualifying events this contest: 1/2 A Power, A Power, Moffett, P-30, Early 1/2 A, A & 1/2 A Nostalgia,

CLASSIC POWER

1/2 A - D, Fixed surfaces.

DIESEL UNOFFICIAL FUN FLY

3 Flights Friday and/or Saturday, 12 sec run, 120 sec max. Total of 250 sec or more qualifies for Sunday 8 - 10AM flyoff 12 sec run

FAC EVENTS

(Judging 8 - 12 noon)
• Golden Age Scale
• FAC Scale

ERIE MODEL AIRCRAFT ASSOCIATION

>>>>>> CONTEST CALENDAR 2001 <<<<<<

AUG. 4 SATURDAY 10:00 A.M. - 5:00 P.M.

27TH ANNUAL GREAT LAKES SCALE CONTEST

CD, VIC DIDELOT

SEPT. 8 SATURDAY 10:00 A.M. - 4:00 P.M.

29TH ANNUAL MID-WEST SCALE CONTEST

AND

BANQUET

CD, ROSS P. MAYO

ALL CONTESTS AT THE PRANGMORE AERODROME ON MILLFAIR ROAD, ERIE, PA.
WE WILL FLY RAIN OR SHINE TO MAKE THOSE OUT OF TOWN TRIPS WORTH THE DRIVE.
YOU MAY FLY WITH OR WITHOUT THOSE GENTLE LAKE ERIE BREEZES AS YOU WISH!

CONTEST DIRECTORS

JOE BARN, 3517 KRISTIE DRIVE,	ERIE, PA. 16506	814-833-4985
VIC DIDELOT, 2611 BREEZEWOOD LANE,	ERIE, PA. 16506	814-838-3263
ROSS P. MAYO, 2874 WILLOWOOD DRIVE,	ERIE, PA. 16506	814-836-1299

FACGHQ@AOL.COM

ONCE AGAIN THE EMAA WILL HONOR THIS YEAR'S TOP ACHIEVERS AT THE ANNUAL BANQUET WITH A GRAND CHAMPION AWARD AND AN ENDURANCE AWARD!

ANNUAL BANQUET

SHORTLY AFTER THE SEPTEMBER 8 CONTEST AT A WONDERFUL LOCATION TO BE ANNOUNCED WITH A GREAT SPEAKER TOO! RESERVATIONS ACCEPTED ANYTIME.

EVENTS TO BE FLOWN AT EACH EMAA CONTEST

FAC PEANUT SCALE	MODERN CIVIL SCALE
FAC RUBBER SCALE	MODERN MILITARY SCALE
FAC JUMBO SCALE	FAC JET CATAPULT SCALE
FAC PIONEER SCALE	FAC NO-CAL PROFILE SCALE
FAC POWER SCALE	FAC DIME SCALE
WWI COMBAT (ALWAYS AT 1P.M.)	FAC OLD TIME KIT SCALE
WWII COMBAT (ALWAYS AT 2P.M.)	FAC EMBRYO ENDURANCE
THOMPSON RACE	FAC OLD TIME STICK/RUBBER
GREVE RACE	FAC JIMMY ALLEN**
GOODYEAR / FORMULA RACES	HIGH WING PEANUT SCALE *
GOLDEN AGE CIVIL SCALE	TWO-BIT O. T. RUBBER **
GOLDEN AGE MILITARY SCALE	HAND LAUNCH GLIDER ***
EXPERIMENTAL / HOMEBUILT /	ULTRALIGHT PEANUT SCALE*

* PRE-APPROVED BY GHQ FOR KANONE AND OR PRIZES.

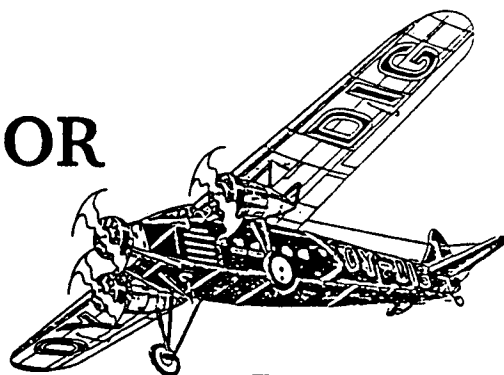
** SAME AS ABOVE AND IF YOUR MODEL QUALIFIES FOR BOTH THE TWO-BIT AND OLD TIME RUBBER EVENTS, YOU MAY ENTER IT IN ONLY ONE OF THE "O. T." EVENTS. YOU MUST DECLARE WHEN REGISTERING.
DITTO FOR JIMMY ALLEN MODELS.

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

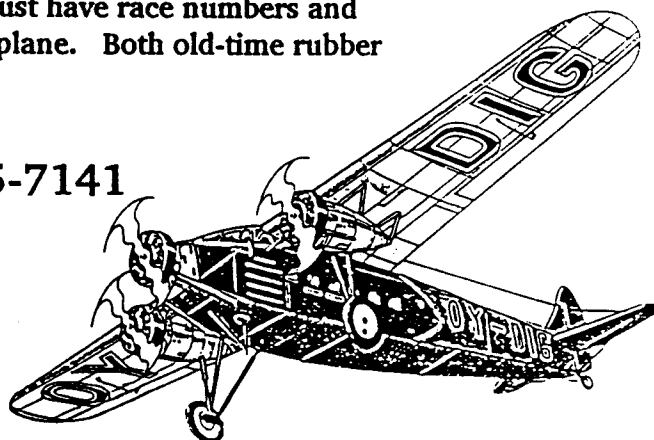
Sunday Sept. 23

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



Empire State Indoor Free Flight Championships

May 12, 2001
Geneseo, NY

EASY B

Pl	Contestant	Best Fit
1	Fred Teller	31:48
2	Vladimir Linardic	17:08
3	Ben Saks	16:57
4	Larry Mzik	15:13
5	Matt Chaliker	14:30
6	Matt Chaliker #2	14:24
7	Bill O'Neil	5:24

MINI STICK

Pl	Contestant	Best Fit
1	Fred Teller	10:11
2	David Rigotti	8:26
3	Ben Saks	5:37
4	Jason Melling	5:07

BOSTONIAN CABIN

Pl	Contestant	Best 2 Fits	Char Fact	Final Score
1	Rich Miller	606	1.13	684.78
2	Bill Henderson	554	1.09	603.86
3	Bob Clemens	411	1.11	456.21
4	Greg Gallo	335	1.12	375.20
5	Jim Lee	291	1.10	320.10
6	Steven Bard	279	1.09	304.11

STANDARD CLASS CATAPULT GLIDER

Pl	Contestant	Best 2 Fits
1	John Marrett	130.3
2	Stu Weckerly	123.0
3	Jim Sonnenmeier	122.0
4	Bob Clemens	111.8
5	Ben Saks	98.0
6	Richard Wizenman	93.3
7	Matt Chaker	92.0

FAC SCALE

Pl	Contestant	Model	Fit Pts
1	Jack McGillivray	SE-5 Replica	77.50
2	Mike Thomas	Sparrowhawk	82.50
3	Jim Lee	Lacey M-10	82.50
4	Don Steeb	Skyrider	81.00
5	C Brownhill	Lacey M-10	76.75
6	John Kramer	BF-109-E	51.00

FAC POWER SCALE

Pl	Contestant	Aircraft	Scale Pts	Empx Fact	Bns Pts	Fit Pts	Tot Pts
1	Don Steeb	Waco SRE	58.6	1.5	0	82.5	142.5
2	Jack McGillivray	Aeronca LC	54	1.0	1.0	74	139.0

FAC PEANUT SCALE

Pl	Contestant	Model	Fit Pts	Sci Pts	Bonus Pts	Total Pts
1	Mike Thomas	Volain Hydra	82.5	54.5	30	167.
2	Jim Buxton	Miss Ashley II	82.5	52.0	10	144.5
3	Bob Clemens	Langley Aerodrome	67.	57.	15	139.
4	Stu Weckerly	Stout 2AT	82.5	52.	0	134.5
5	Bill Henderson	Bleriot VII	69.5	54.	10	133.5
6	Don Steeb	Fike	77.	55.	0	132.
7	Jim Lee	Lacey M-10	81.25	51.	0	131.25
8	Greg Gallo	Cougar	70.5	53.	0	123.5
9	Chris Brownhill	Lacey M-10	81.75	38.	0	119.75
10	Jim Datar	Piper PA-15	70.	48.	0	118.
11	Walt Kornrich	SE-5A	59.	35.	15	109.
12	John Kramer	SE-5A	39.	44.	15	98.
13	Steven Bard	Heath	30.	35.	5	78.
14	Ron Bauer	Stahlwerk	25.	27.	3	55.
	Mike Thomas #2	SE-5	82.5	54.5	15	152.
	Jim Buxton #2	P-52A	82.5	45.	10	137.5
	Jim Datar #2	Hawker Fury	39.	39.	15	98.

DIME SCALE

Contestant	Model	Fit Pts	Bonus Pts	Tot Pts
1 Mike Thomas	Sparrowhawk	315	30	390
2 Jim Datar	Martin MO-1	315	15	330
3 Don Steeb	Wiley Post Model A	265	45	310
4 Walt Kornrich	Pitcairn Fleetwing	240	45	285
5 Bob Clemens	Curtis Falcon	165	45	210

WWII MASS LAUNCH

Pl	Name	Model	Fit	Rnd	Grp	Out
1	Jim Buxton	P-51A	1			
2	Rich Miller	P-51B	2			
3	Jack McGillivray	P-51B	3			
4	John Kramer	YAK 90		4		
5	Bob Orserelli	P-51A		5		
6	Jim Datar	P-51		6		

GOLDEN AGE SCALE

Pl	Contestant	Model	Final Score
1	Bill Henderson	Focke-Wulf AIDA	180*
2	Jack McGillivray	Piper J5	141*
3	Mike Thomas	Miles Sparrowhawk	123*
4	Don Steeb		243
5	Chris Brownhill	Cirliss Robin	222
6	Bob Clemens	Taylor Cub	219
7	Stu Weckerly	Stout 2AT	98

THOMPSON / GREVE RACER

Pl	Name	Model
1	Jack McGillivray	Mr. Smoothie
2	Greg Gallo	Floyd-Bean Special
3	Jim Datar	Floyd-Bean Special

NO CAL SCALE

Pl	Contestant	Model	Tot Time
1	Mike Thomas	Hostler Fury	19:52
2	Larry Loucka	Hostler Fury	18:33
3	Ray Harlan	Hostler Fury	17:01
4	Don Steeb	Mr. Smoothie	16:37
5	Jim Buxton	Avenger	15:30

WNYFFS INDOOR

ELECTRIC DURATION

PL	Contestant	Best Fit
1	Ray Harlan	20:18
2	Jack McGillivray	10:54
3	Don Steeb	2:23

Middle School

Wright Stuff

Pl	Contestant	Best Flight
1	Melissa Rigotti	4:30
2	David Rigotti	4:18
3	Alex Johnson	4:00
4	Doug Schaefer	3:59
5	Anthony Santucci	2:39
6	Kees Nederhand	1:59
7	David Taubman	1:38

High School

Wright Stuff

Pl	Contestant	Best Flight
1	Joey Sippel	3:40
2	Joe Toscano	3:27
3	Andy Minkstein	3:25
4	Linda Hafner	3:22
5	Lee Wong	2:48
6	Charlie O'Green	:55

OPEN

PENNYPLANE

Pl	Contestant	Best Flight
1	Fred Teller	14:58
2	Larry Loucka	14:14
3	Peter Olehefky	9:19
4	Joey Sippel	5:39
5	B O'Neil	5:30
6	GC VanVoorhis	5:18

INTERMEDIATE

STICK

Pl	Contestant	Best Flight
1	Vladimir Linardic	18:21
2	Ben Saks	16:46

BUTTERFLY JR

(5-7 years old)	Pl	Contestant	Time
	1	Cortney Richards	4:48
	2	Addison Sachse	3:35

(8-11 years old)

1	Paul Sirols	5:35
2	Aaron Sirols	5:17
3	Tyler Richards	4:51
•	Evan Fitzsimmons	4:07
•	Catherine Mogie	2:03
•	< 3 Flights	

BUTTERFLY SR

(12-17 years old)	Pl	Contestant	Time
	1	Melissa Rigotti	8:33
	2	Alex Johnson	8:53
	3	Amie Sirols	6:35
	4	David Krystal	6:05
	5	Kees Nederhand	5:05
	6	Mike Bishop	4:23
	7	Anthony Santucci	3:57
	8	Jeff Bird	3:21*
	9	Ryan Fitzsimmons	2:10*
	10	Josiah Atkins	2:05*
	11	Hans Feng	1:45
	•	< 3 Flights	

BUTTERFLY OPEN

(18 yrs & Older)	Pl	Contestant	Time
	1	Jim Sonnenmeier	7:00
	2	Rod Mogie	4:20
	3	Larry Mzik	4:14*
	•	< 3 Flights	

Contest Calendar

CFFS CONTEST EVENTS AT LORAIN COUNTY COMMUNITY COLLEGE

- | | |
|--------------------------------------|---|
| 1. FAC PEANUT SCALE, FULL PTS. | 17. H.L. GLIDER (J)(S)(O) * \$1 POT. |
| 2. HI-WING CABIN PEANUT EXPERIMENTAL | 18. 6" STICK CATAPULT GLIDER, \$ POT. |
| 3. HI-WING CABIN PEANUT PRODUCTION | 19. FAC O.T. RUBBER 36" OR 150 SQ. " |
| 4. FAC DIME SCALE | 20. FAC O.T. STICK 36"/ 150" \$ POT |
| 5. FAC RUBBER SCALE | 21. FAC O.T. TWO BIT 25" MAX. \$ POT. |
| 6. FAC OH FUNK & WACO LIMITED | 22. O.T. JIMMIE ALLEN R.O.T. \$ POT |
| 7. FAC JUMBO SCALE | 23. SHELL SPEED DASH 2 FLT. BY 3:00 P.M |
| 8. FAC PIONEER SCALE | 24. MODERN MILITARY MASS LAUNCH 12:00 |
| 9. FAC GOLDEN AGE CIVIL AIRCRAFT | 25. WW I MULTIWING PEANUT M.L. 12:30 |
| 10. GOLDEN AGE MILITARY AIRCRAFT | 26. WW I MULTIWING FAC M.L. AT 1:00 |
| 11. FAC NO. CAL PROFILE SCALE | 27. WW II PEANUT COMBAT M.L. AT 1:30 |
| 12. NO. CAL WW II 3 FLT. TOTAL | 28. WW II COMBAT FAC M.L. AT 2:00 |
| 13. FAC POWER SCALE ELECT OR CO2 | 29. BENDIX TROPHY RACE M.L. AT 2:30 |
| 14. O.T. GAS REPLICA ELECT OR CO2 | 30. GOODYEAR F.1 RACE M.L. AT 3:00 |
| 15. EMBRYO ENDURANCE (J)(S)(O) | 31. GREVE INLINES RACE M.L. AT 3:30 |
| 16. JR. RUBBER 3 FLT. NO MAX. | 32. THOMPSON RADIALS M.L. AT 4:00 |

FAC RULES APPLY WITH INSPECTION OF NO.CAL & DIME DETAIL, MASS LAUNCH 45 PT.MIN DETAIL, AND O.T. PER PLAN. PRE SELECT EVENT FOR MULTIPLE OPTION MODELS. NO SIZE CHANGES IN O.T. 25" MAX. MASS LAUNCH AND O.T. GAS REPLICA OUT OF ROUNDS TO BE SET AT FIELD. ALL MAY PICK A PLAN PRIZE.

SUNDAY MAY 27 CFFS AT LCCC 10AM-5 PM CD RUSS BROWN 216-382-4821. I-90 EXIT 148 TO RT. 301S ABBE RD. CHECK HOAG RD. OR UPWIND.

SUNDAY JUNE 10 CFFS AT LCCC 10AM-5PM CD JIM HYKA 216-481-6525.

SUNDAY JULY 29 CFFS AT LCCC 10AM-5PM CD GORDON ROBERTS 216-749-4817.

SUNDAY AUG. 12 CFFS AT LCCC 10AM-5PM CD PETER ZBASNIK 216-476-4824.

SUNDAY SEPT 9 CFFS AT LCCC 10AM-5PM CD RUSS BROWN & LUNDY GOESLING.

SUNDAY OCT 7 CFFS AT LCCC 10AM-5PM CD GORDON ROBERTS.

FLYING ACES MID-SOUTH CHAMPIONSHIPS

AUGUST 18-19,2001
ARNOLD AIR FORCE BASE
TULLAHOMA, TN

EVENTS MAY BE FLOWN EITHER DAY EXCEPT MASS LAUNCH

Saturday Mass Launches
11:00 AM World War I
1:00 PM World War II
3:00 PM Golden Age Civilian

Sunday Mass Launches
11:00 Greve Race
1:00 Thompson Race

Dime Scale
Golden Age Biplane
Peanut scale*
Jumbo Scale*
Rubber Scale*

Power Scale*
Golden Age Military
FAC old Time Rubber
Embryo Endurance

* Indicates judged event

No 15% rule. 2 minute max. Flying 8:30 - 5:00 Saturday, 8:00- 4:00 Sunday
Entry fee \$15. Dinner Saturday night 7:00 PM. All times CDT. For more info, contact Gary Morton, CD, E-mail gmorton@cdc.net Phone 423/236-4068.



Suffering a Heart Attack Alone
- "Health Cares" - Rochester
General Hospital

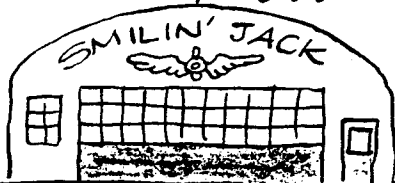
Suddenly you start experiencing
severe pain in your chest that starts to
radiate out into your arm and up into your jaw.

Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart helps it regain normal rhythm. In this way, heart attack victims can get to phone and, between breaths, call for help.

Tell as many other people as possible about this. it could save their lives!

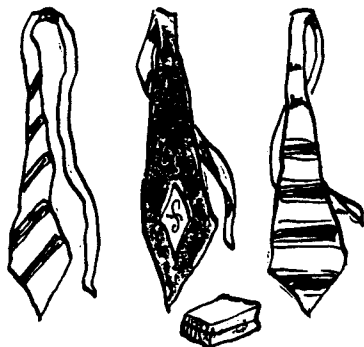
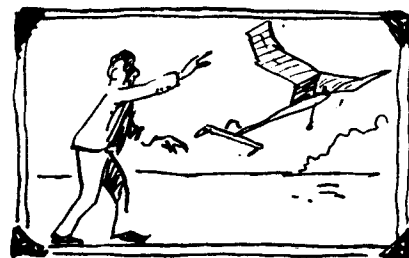
F.A.C. AERO TRIVIA HALL OF FAME



ZAK MOSELEY'S ROUND TOP HANGAR—
THE LAST ONE IN EXISTENCE.

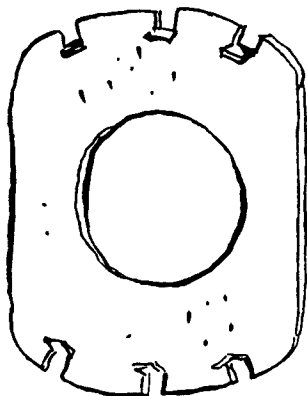
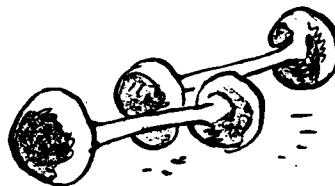


THE DOUBLE-BREADED, PIN-
STRIPE SUIT CARL GOLDBERG
WORE IN ALL OF HIS PUBLICITY
SHOTS



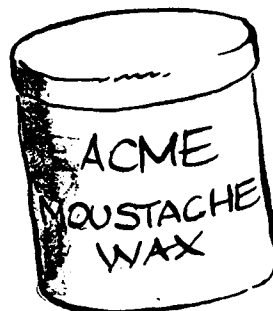
CHARLES HAMPSON GRANT'S COLLECTION OF
TIES, INCLUDING HIS M.I.T. CUFF LINKS

THE VERY DUMBELLS SAL TAIBI AND DICK KORDA USED TO PUMP UP THEIR BICEPS FOR THOSE T-SHIRT PHOTOS

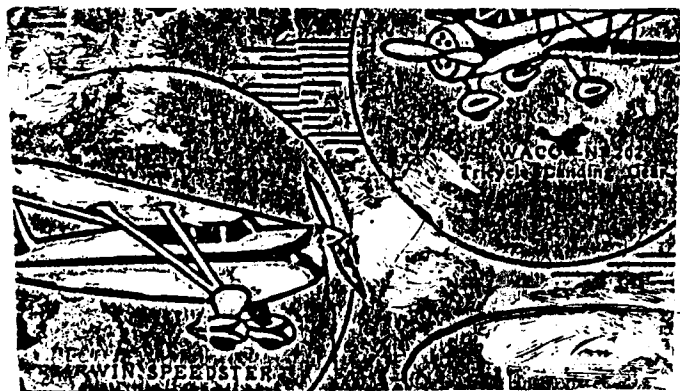


THE ORIGINAL OTTO-
FORMER PROTOTYPE
MADE FROM ONE OF
TWO BOX-TOPS THAT
NEVER MADE IT TO
BATTLE CREEK, MICHIGAN..

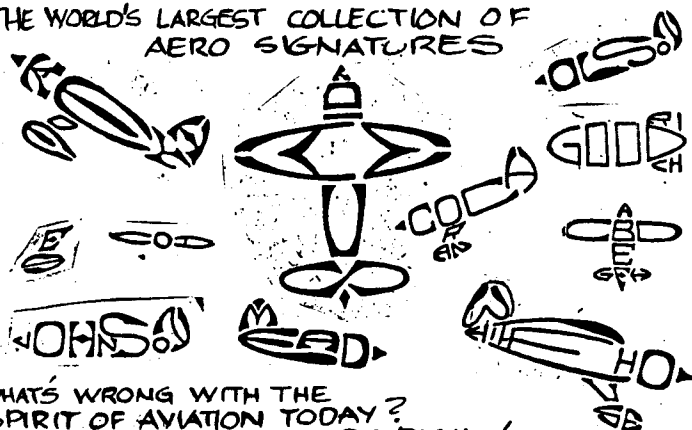
ONE OF MANY 5 GALLON
TINS OWNED BY
ROSCOE TURNER




AN ACTUAL PREHISTORIC FRAGMENT 10¢
HI-FLUER MODEL CARTON !



THE WORLD'S LARGEST COLLECTION OF
AERO SIGNATURES



WHAT'S WRONG WITH THE
SPIRIT OF AVIATION TODAY?
WE DON'T SIGN OUR NAMES RIGHT!

DO YOU HAVE ANY AERO TRIVIA? SEND IT TO THE FAC HALL OF FAME TODAY!! 

THE GOLDEN AGE
by
Fran Ptaszkiewicz

It first happened at the Air Races in Chicago during that summer of 1931.

The spectator stands were completely filled with curious and anxious eyes gazing intently skyward and all riveted on a lone circling airplane.

Previous to this moment in time, the crowd had been witnesses to one of the most splendid performances of military flying ever to be viewed on this continent.

With a steadily increasing drone, that swift silver bullet split the atmosphere for better than a thousand feet, almost perpendicular to the ground, then to pull out of its dive with but the margin of a scant 50 feet from the earth.

That airplane was the new Polish fighter which was being flown by the Polish demonstration pilot, Boleslaw Orlinski.

This same scene was to repeat itself later that summer at the National Air Races in Cleveland, Ohio.

The reason for these and other aerial displays was due to the fact that the Polish Aircraft Establishment (PZL) in Warsaw had designed and developed a very advanced and aerodynamically clean fighter design. Shown in the three view drawing is the early prototype, Model P.6/1, which was widely exhibited abroad in an attempt to attract foreign sales orders.

The airplane of 1931 had a top speed of 190 m.p.h. and was powered initially with a British made "Jaguar" engine which drove an all-metal high-pitch propeller. The aircraft being of all-metal construction and using much corrugated aluminum skin was said to have been quite noisy when full power was applied during some aerial maneuvers.

Our drawing also shows small points of metal which protrude from behind the engine. These were "fairings" which were placed there for the purpose of cooling the motor more effectively and thus increasing the speed of the airplane. There are nine of these, one located behind each cylinder of this powerfull "Jaguar" engine. On later models these "fairings" were eliminated when a Townend ring type cowl was utilized.

Shallow gull type wings had been introduced by the designers of many airplanes, but none had dreamed of using them for a pursuit type of aircraft due to the concerns about the stress factor. The Polish engineering group led by Zygmunt Pulawski, skillfully produced these airplanes with this unique wing style and an early string of records of various types, served as proof of this clever application of the "gull" effect. Thus a more stable flying machine with less blind spots in the pilots viewing area had also resulted.

The Model P-11.c was the most popular and best known of the series which evolved from a family of P-series fighters that eventually ended with the P-24, which version had an enclosed canopy and wheel pants.

Looking back, this design created a link between biplanes of an earlier era and the cantilevered monoplanes of the future. This Polish series of monoplane fighters was characterized by its high gull-wing layout at a time when the rest of the world was still trying to wring the last performance drops out of the biplane formula for fighters.

The original fighter was designed around a 'V'-type engine, with the wing roots following the V outlined by the angle of the engine cylinders. The first P-series fighter the P-1 which flew in 1929 was powered by a 12 cylinder Hispano-Suiza liquid cooled engine of the V-type. Problems in attempting to obtain these engines for future production models, meant that the V engine type was never developed beyond the prototype stage. (A Sterling Models Company control line kit of the 1950's featured this type of layout). So, from the P-1 were developed the P.6 which was the first of the radial engine variants and it was closely followed by the improved P.7 model using the Bristol "Jupiter" and or the "Jaguar" engines.

As noted earlier, the P-7 series had a narrow Townsend ring around the engine instead of the P-6's individual cylinder fairings, also added was a cockpit headrest fairing to make life a little more comfortable for the pilot besides giving him a little protection in the case of a nose over or other accident.

A number of engine combinations were tried and from the P-11 series on, the aircraft were powered by a Bristol "Mercury" engine of 620 hp. Built by P.Z.L. under license.

This PZL series like many aircraft of that era, were in some cases far ahead of their time, but it took experimentation and inventiveness to move aircraft away from the wire braced biplanes. It was then for a 29 year old engineer (Pulawski) who was not limited to the conventional airplane design philosophy of the time, to develop a very advanced and clean aerodynamic fighter. It was his most lasting achievement as he was killed shortly after executing his finest design and was unable to sustain and guide the airplanes future growth.

Of the 750 P-series craft that were built, only two have been known to survive World War II. One of which is a Model P-11.c which is preserved in the Museum of Aeronautics and Astronautics in Krakow, Poland.

The initials P.Z.L. indicate the company whose proper Polish title is Panstwowe Zaklady Lotnicze.

An item of interest was the main fuel tank, which was located behind the engine and could be jettisoned in flight to reduce the danger of fire or explosion during combat. This main fuel tank was carried within the fuselage itself and was then dropped and fell straight down out of its holder when released.

Once dropped and to provide a fuel source to assist the pilot in making a hurried but safe landing, a small auxilliary fuel tank was located near the leading edge of and inside the right wing which had sufficient fuel capacity for a safe landing if the main tank were ejected.

Thus this design feature was unlike many other fuel tanks, actually auxilliary fuel tanks which are generally carried under the fuselage or wings and fall away as necessary by virtue of emergency or when empty. Was this an oddity peculiar to this design and could it have really had a practical application?

In looking back at some of the other designs of the 1930's period, namely the Douglas O-31, German Henschel HS 121, the French Loire 45 and I believe a Dewoitine 560. All of these machines featured a similar wing configuration. It appears the design had some merit as evidenced by the wing planform used on these aircraft.

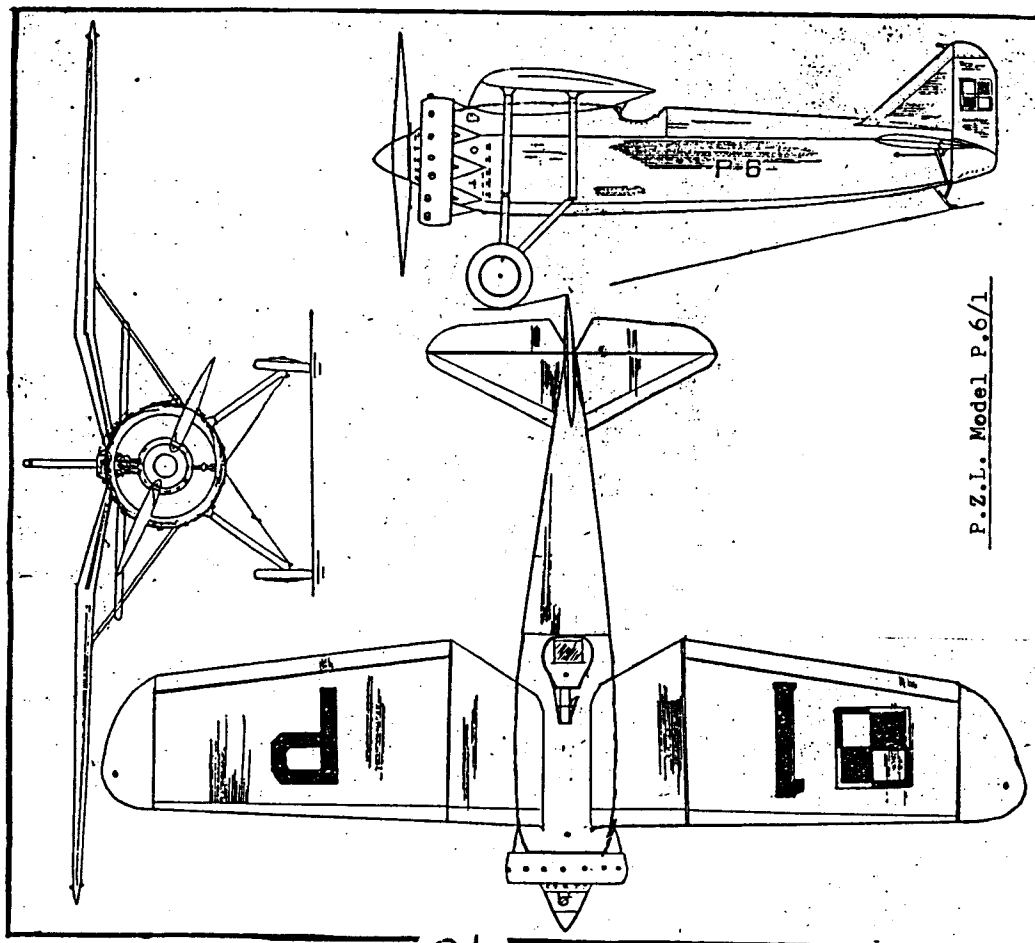
A sound idea duplicated and put to good use by other designers from various countries.

Some other references for the P.Z.L. series of aircraft follow, there are probably many more and this list is somewhat limited.

Model P-1; This was the first in the series and featured the V-engine layout. Sterling Models Co., had a control line flying scale model kit for .29 size engines. I built one and it flew well.
Golden Age Reproductions offers a 23" wingspan copy of Howard McEntee's plan which appeared in the May 1932 edition of Model Airplane News. Golden Age catalog No.109.

Model P-6; Cleveland Model & Supply had a 16" wingspan rubber job. A book, Scale Models by William Wylam, has a 3-view on page 62.

Model p-11.c; A 2 sheet 3-view is found on page 9 & 10 of News and Views.
Model Aviation, September 1989 issue, page 79, features a 3-view.
Model Airplane News, March 1961, page 37, has an excellent, well detailed 3-view in 1-72 scale by Bjorn Karlstrom.



Peanut & No-Cal Scale Postal Meet

Here is the current standings for the postal contest now under way. Entries postmarked after May, 29, 2001 will not be accepted. Send all entries to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

INDOOR PEANUT

Pilot	Plane	Time
1. Mike Thomas	Se-5	2:31 sec.
2. Stu Weckerly	Stout 2AT	1:58 "
3. Dave Linstrum	Lacey M-10	1:12 "
4. Mike Morrow	Ganagobie	:52 "
5. Lin Reichel	Cougar	:29 "

OUTDOOR PEANUT

Pilot	Plane	Time
1. Scot Dobberfuhr	Monocoupe	4:06 sec.
2. Scot Dobberfuhr	TX-Air	2:08 "
3. Frank Hirleman	Farman	1:42 "
4. Scot Dobberfuhr	Thomp.-Balboni	1:20 "
5. Curt Sanford	Lacey M-10	1:01 "
6. Lin Reichel	Huntington H-12	:50 "
7. Lin Reichel	Cougar	:47 "
8. Juanita Reichel	Cougar	:41 "
9. Scot Dobberfuhr	Keith-Rider R-6	:26 "

INDOOR NO-CAL

Pilot	Plane	Time
1. Mike Thomas	Hosler Fury	6:46 sec.
2. Mike Morrow	FW-190 D-9	4:58 "
3. Mike Morrow	Blohm & Voss	3:56 "
4. Barrie Taylor	Bolkhovitinov	3:36 "
5. Mike Morrow	Sopwith 1 1/2	2:22 "
6. Dave Linstrum	Cassut Racer	2:07 "
7. Walt Leonhardt	Grumman F6F-5	:45 "

OUTDOOR NO-CAL

Pilot	Plane	Time
1. JohnHouck	Spitfire	3:45 sec.
2. Scot Dobberfuhr	Henschel Hs P.75	2:02 "
3. Scot Dobberfuhr	Bolkhovitinov	1:28 "
4. Scot Dobberfuhr	Beech Staggerwing	1:01 "
5. Mike Ransom	Vought OS2-U	:03 "

PHOTO PAGE

Left column photos by Chris Starleaf; Jack Tisinai with his Comet kit Grumman Hellcat, won WW-II at Chicago contest.

JUMBO pilatus Porter by Mel Roth. Good flyer.

Bob Seidentoph with his own design of the Vought Corsair. No report on performance. Would love to see it fly!

Right column; Curtiss "Air Sedan" by Dave Linstrum from Walt Mooney Peanut plan. Dave's photo.

Here is Frank Slavin and his Boeing 307 Power Scale entry. Four electrics for power. Was able to get an official flight at the FAC Nats in 2000. Joe Barish looks on. Pic by Fran Ptaszkiewicz.

SUMMER POSTAL CONTEST

We will have two events/wings for you to enter this flying season. They are Golden Age Civil, no span limit, and Peanut Scale. Enter as many times as you want with as many models as you want. Every time you better a score with a particular model you may send that score in. Times from contests also count.

The contest starts now and ends on October 28, 2001. Entries postmarked after Oct. 30, 2001 will not be accepted. Send all times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

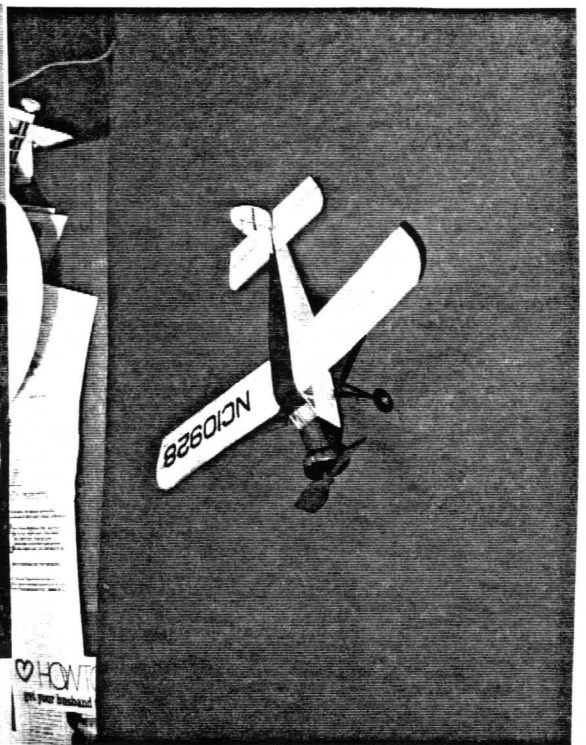
BUILD--FLY--WIN....EFF--AAA--CEEE!!

SERVOS DIRECT

HIGHEST QUALITY SERVOS

.32oz. SUB MICRO with BALL BEARINGS \$19.00
CA INSTANT GLUE LARGE 2oz. BOTTLE \$4.00
POLYESTER L W TISSUE 20" X 72" \$6.00

FOR CATALOG OF ACCESSORIES SEND A SASE
BALSA PRODUCTS 122 JANSEN AVE. ISELIN, N. J. 08830



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.

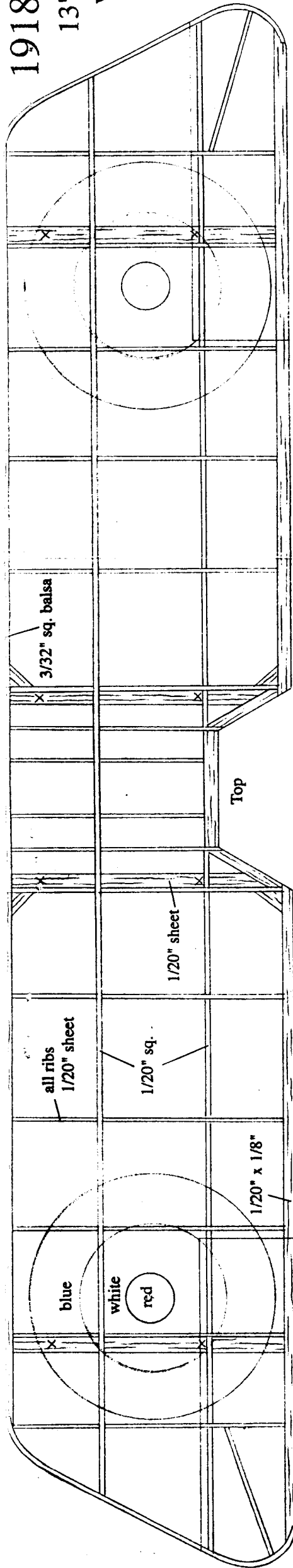
24. SIGNATURE _____

1918 Martinsyde F.4 Buzzard

13" span designed by Tom Hallman

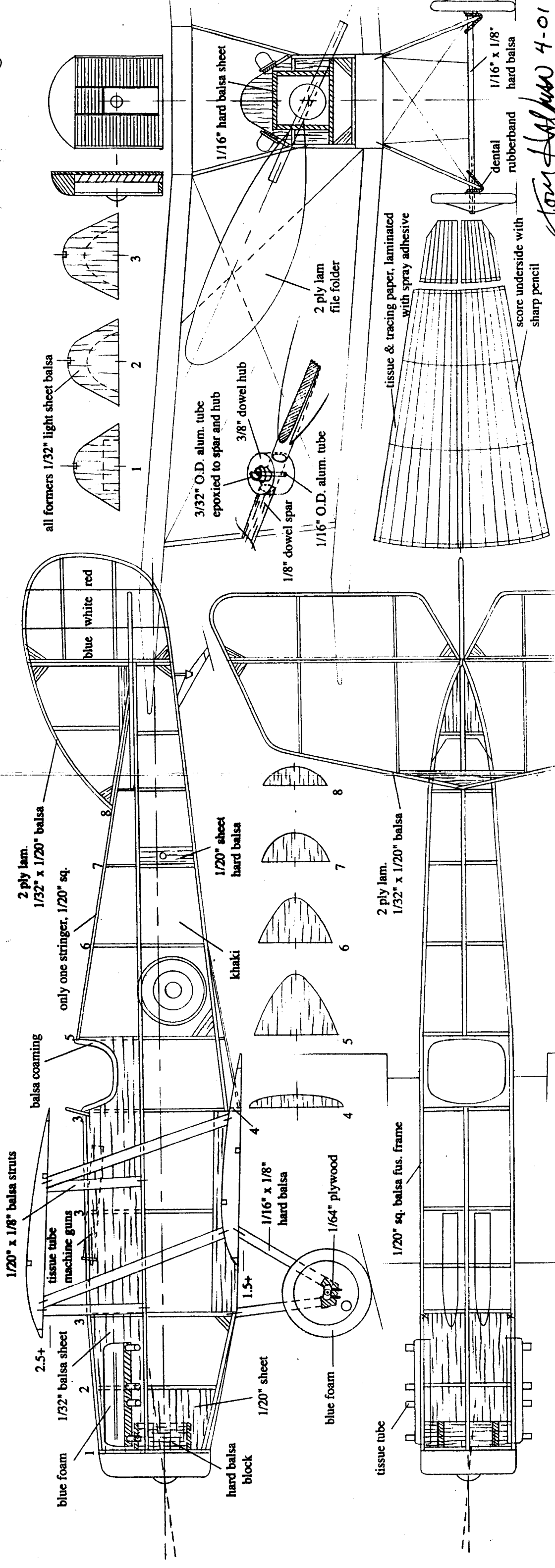
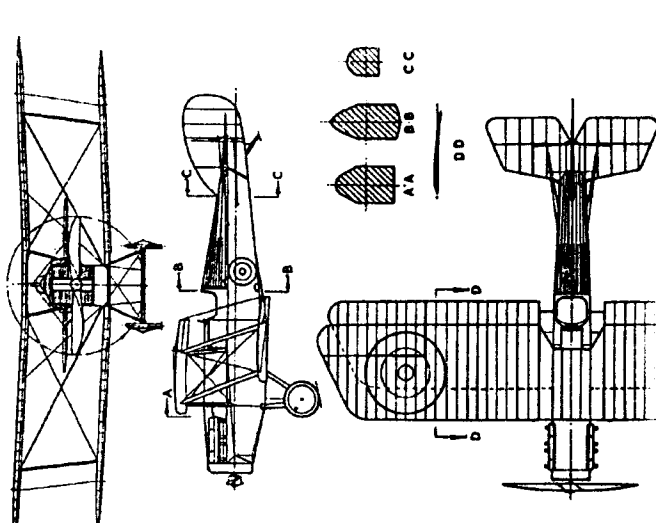
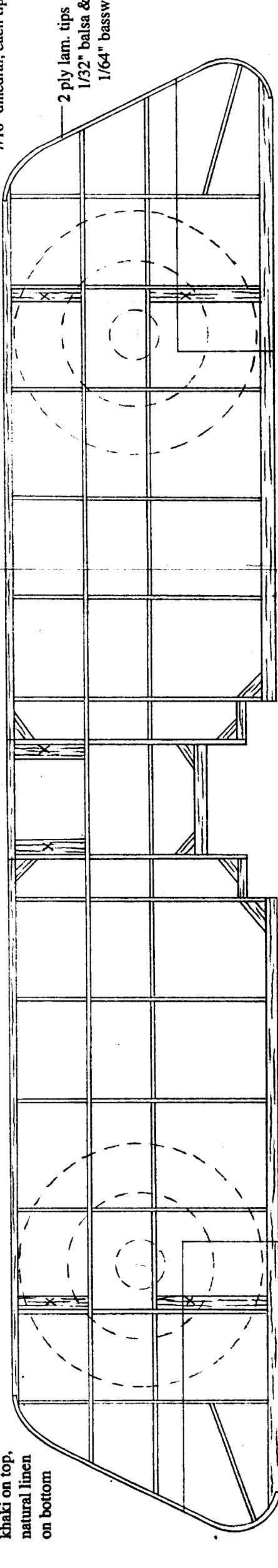
Weight- 10.65 gm Rubber - 2 loops x .0625 x 19"

3 view - Fighter Aircraft of the 1914 -1918 War
by Wm. Lambertton, Harleyford Publications



Top

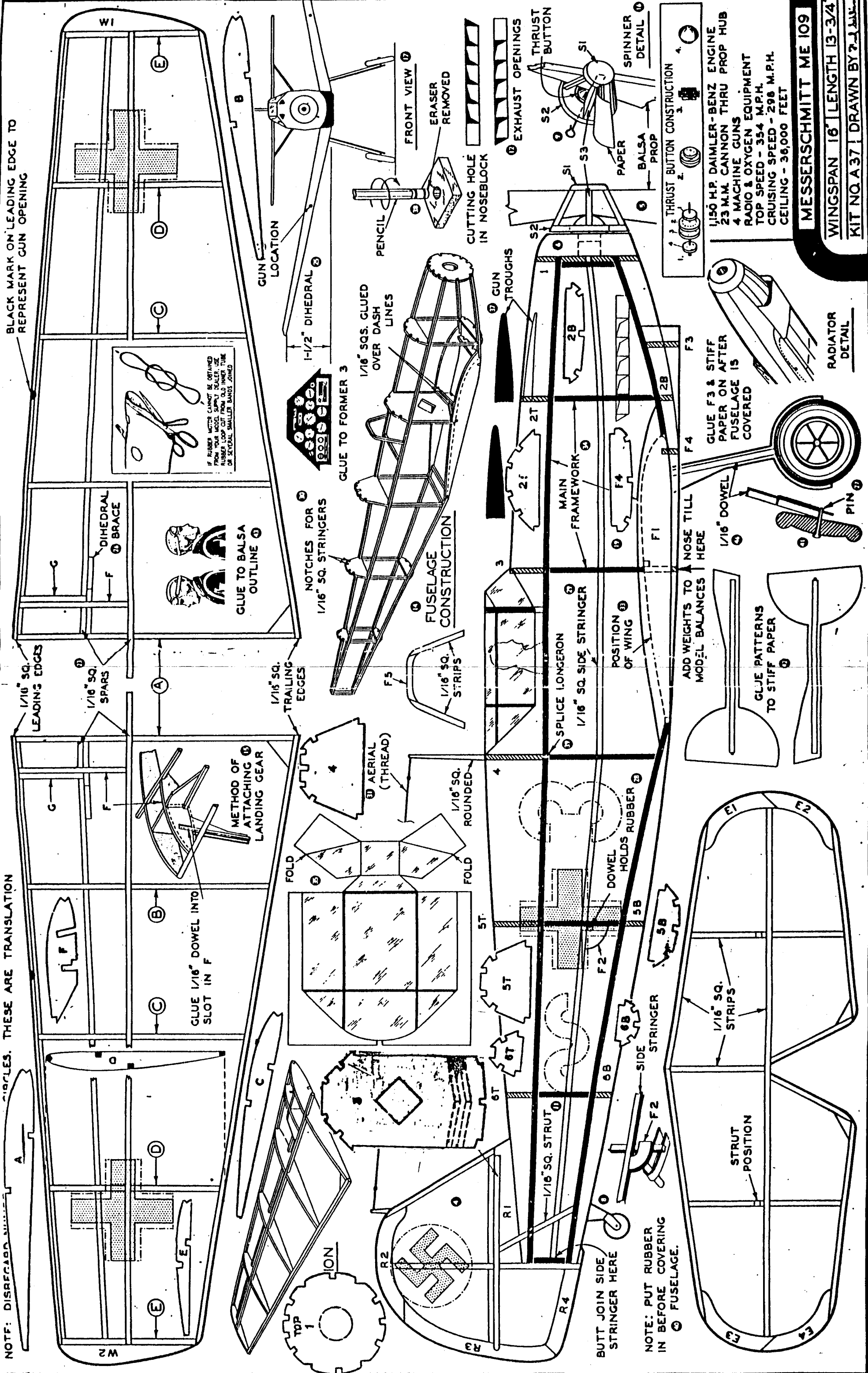
Bottom



Tom Hallman 4-01

NOTE: DISCREPANCY THESE ARE TRANSLATION

BLACK MARK ON LEADING EDGE TO REPRESENT GUN OPENING

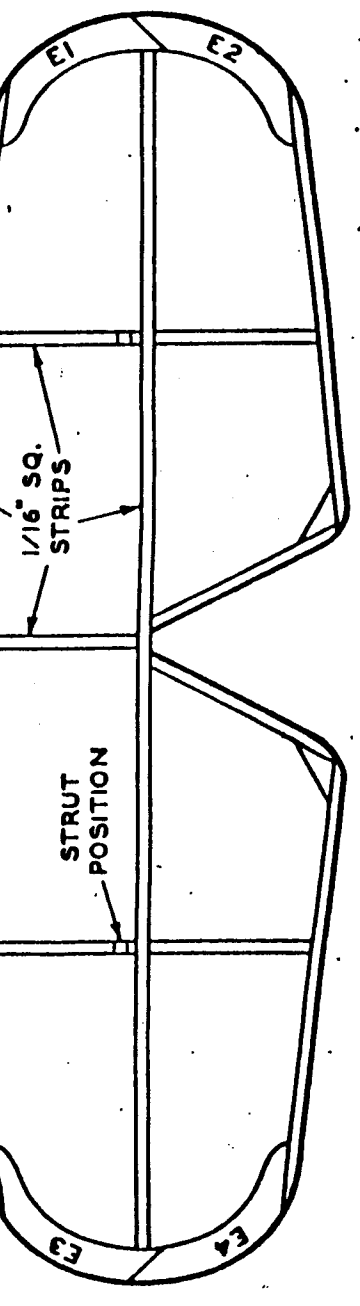
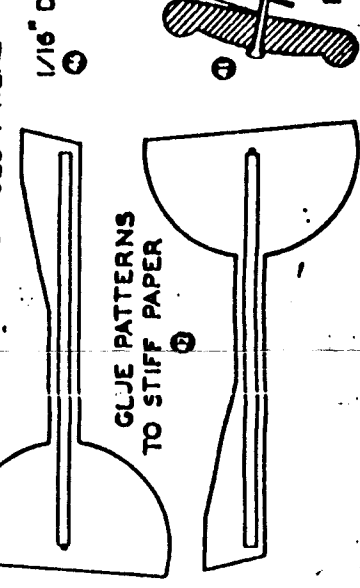
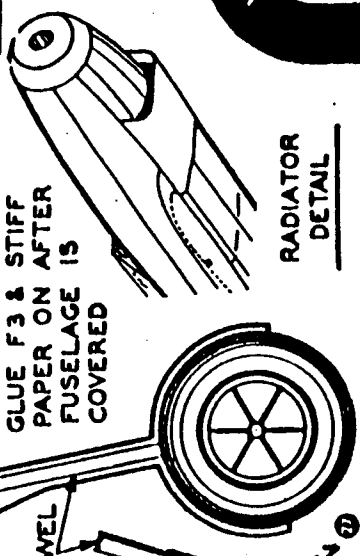


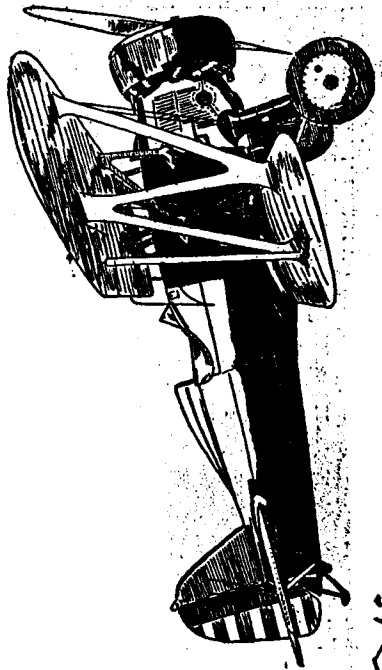
MESSERSCHMITT ME 109

WINGSPAN 16" LENGTH 13-3/4"

KIT NO A371 DRAWN BY 2-1-1

1,150 H.P. DAIMLER-BENZ ENGINE
23 MM. CANNON THRU PROP HUB
4 MACHINE GUNS
RADIO & OXYGEN EQUIPMENT
TOP SPEED - 354 M.P.H.
CRUISING SPEED - 298 M.P.H.
CEILING - 36,000 FEET





NOTE! 5 1/8" DIHEDRAL 5/8" EACH TIP

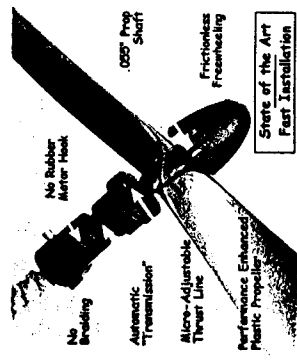
NAV. LT. GREEN

LANDING LIGHT

Gizmo Precision Freewheeler

The GizmoGeezer has combined engineered design, advanced manufacturing, and the "smarts" of many experts to bring you the Gizmo Precision Freewheeler! For the modeler who demands the best technology, this state-of-the-art, thoroughly-tested and, contest-proven Front End virtually eliminates those performance-robbing rubber motor and prop management problems associated with the free-wheeling propeller style of model aircraft.

Although designed for P-30 and Rubber Scale, any model ranging in size from large Peanut Scale to small Old Time Rubber will definitely benefit from the features shown below.



No Braking
No Rubber Motor Hook
Automatic "Transmission"
Adjustable Thrust Line
Performance Enhanced Plastic Propeller
Frictionless Propeller
State of the Art Fast Installation
100% Prop Shift



includes the following:

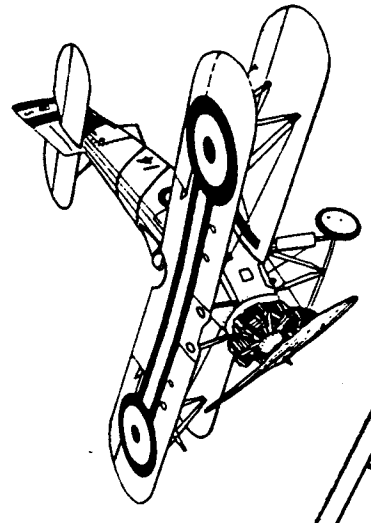
- ◆ Fully assembled Front End with molded plastic propeller and spinner
- ◆ Winder attachment
- ◆ Combination screw driver/anchor pin
- ◆ Extra sleeved clevis pins

All for the introductory price of ...
US \$9.95! (Plus US \$2.75 Postage)
Model PFW-80 (8" prop)
Model PFW-95 (9.5" prop)

GizmoGeezer
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Revolutionary
NEW
Product For The
Free Flight
Enthusiast



Check Out These Other Great Features of the Gizmo Precision Freewheeler!

- ◆ It's Adaptable — Extra parts are available separately to adapt a prop of your choice to the Gizmo.
- ◆ It Simplifies — No need to use rubber bands or other devices to hold the nose block in place, because of the constant tension of the motor.
- ◆ Park It — A fully-wound motor may be "parked" so that you don't have to hold the prop while waiting for a thermal.
- ◆ Take Your Pick — Available with an 8" prop (PFW-80) or 9.5" prop (PFW-95) ... fit them to all your models!
- ◆ Customized It — Front End parts are finished in green zinc chromate primer just like on full-sized aircraft.
- ◆ It's Ready To Go! — The Gizmo is completely assembled and ready to install. The detailed installation and operating instructions will have you ready to fly in minutes!

No Rubber Hook!

The knots in the rubber motor next to the hook often arrange themselves in a way that causes the motor to whip while unwinding. This results in power-robbing vibration that greatly reduces duration. The Gizmo includes a removable, twist-lock style Sleeved Clevis not previously seen! The sleeved clevis is very compact, leaving more room for the motor ... and you'll be amazed at how smooth the motor runs!

Adjustable Thrust Line!

"Don't you just hate those ugly shimmed-up nose blocks?" The Gizmo totally eliminates this problem by allowing you to make very precise thrust-line changes — up to 10° — using the three built-in micrometer screws. The screws are conveniently adjusted from the front with the nose block in place. A combination Screwdriver/Anchor Pin is an included accessory.

User Friendly!

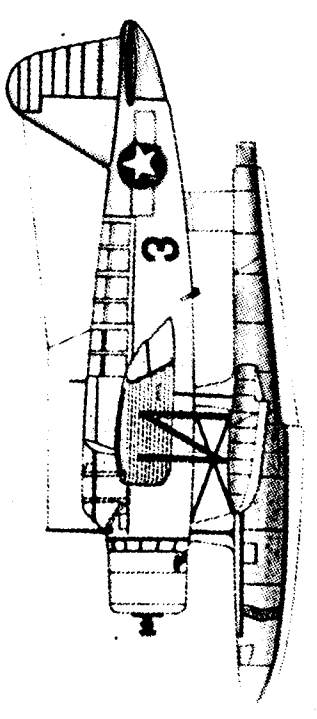
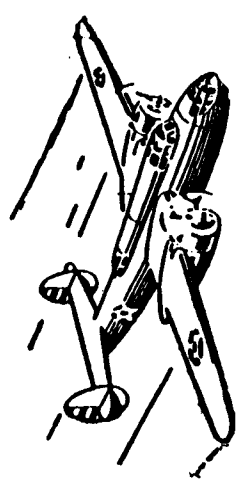
The removable sleeved clevis and molded Winder Attachment let you disconnect the Front End and use a "blast" tube while winding to pack in the maximum turns. An Anchor Pin accessory slides through the hollow motor pin in the sleeved clevis to support the wound motor while the prop assembly is locked on.

Automatic Transmission Mechanism!

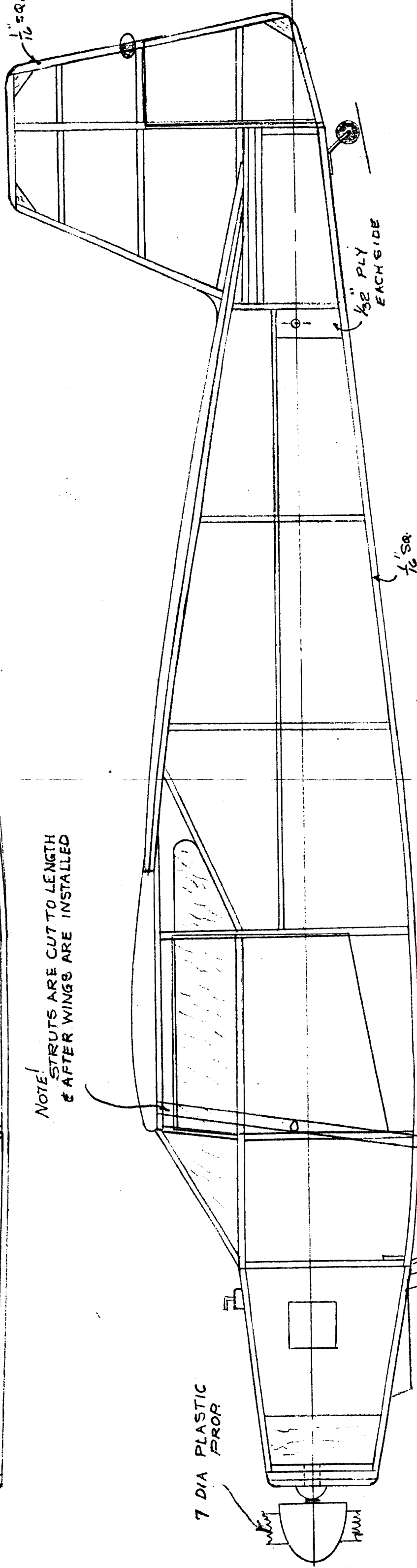
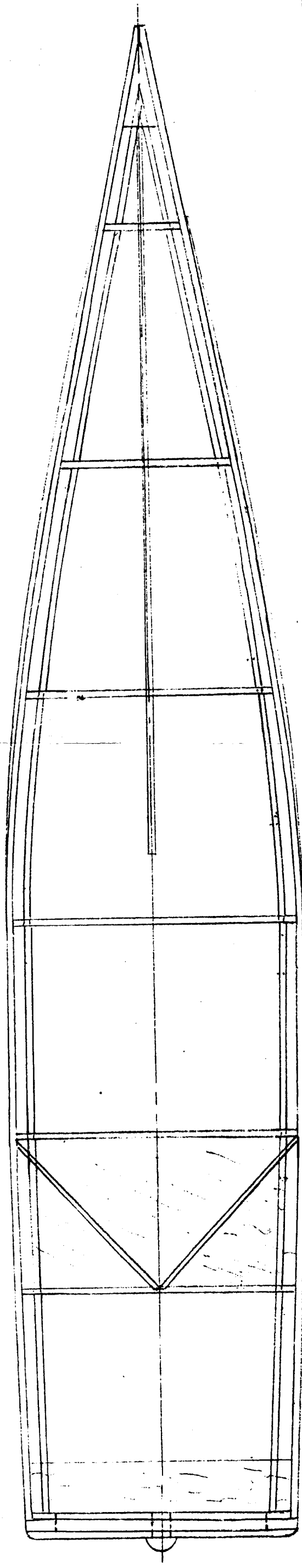
This unique mechanism efficiently and precisely couples and decouples the freewheeling and the drive functions to independently manage each to its maximum efficiency. The device senses when the motor's effective power has been used and then shifts the motor into "park", while at the same time shifting the propeller into "freewheel". This action ensures that some tension always remains in the motor to keep it taut between the nose block and rear peg — preventing the glide-destroying random bunching that often occurs when using long motors. At the same time, it guarantees the same low freewheel friction flight after flight. You save time and hassle because there is no longer any need to braid the motor!

Robust and State of the Art!

The Gizmo is lightweight — Just 8 gm with an 8" prop and 9 gm with a 9 1/2" prop — only 1/4 gm more than your old system (with Crockett hook)! Injection molded from high-strength nylon, the Gizmo provides long life and reliable performance. The prop shaft is a hefty .055" dia., supporting a high-performance molded plastic propeller. The Gizmo is very reliable! when instructions are followed.



NAV. LT. RED



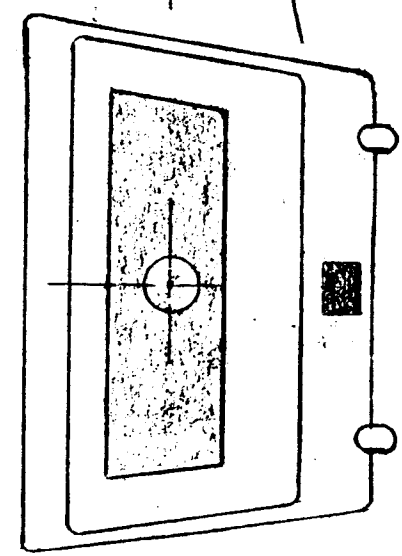
NOTE!
STRUTS ARE CUT TO LENGTH
& AFTER WINGS ARE INSTALLED

7 DIA PLASTIC
PROP

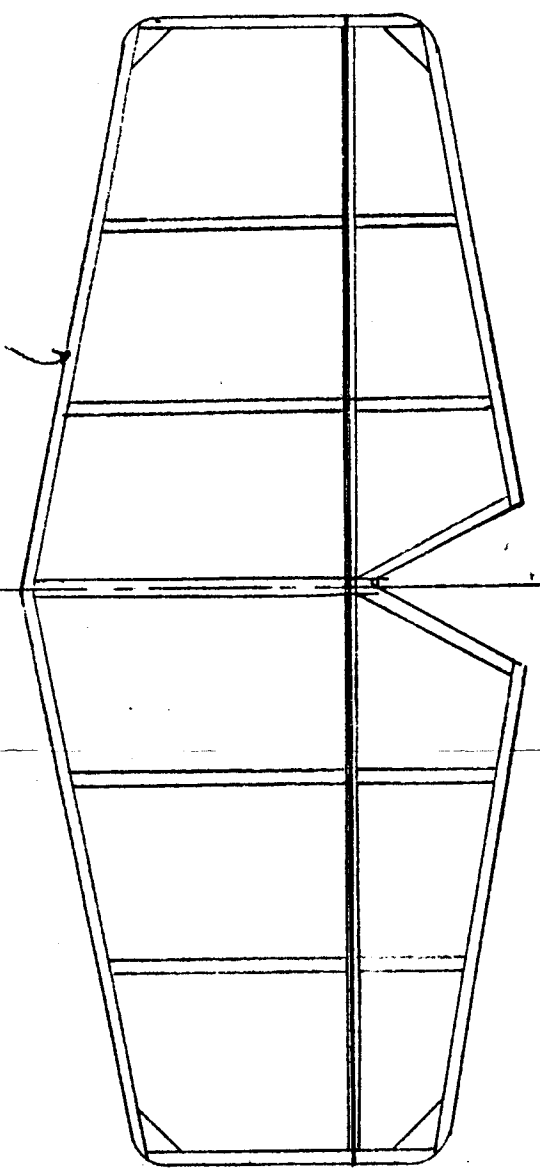
1/32\"/>

1/16\"/>

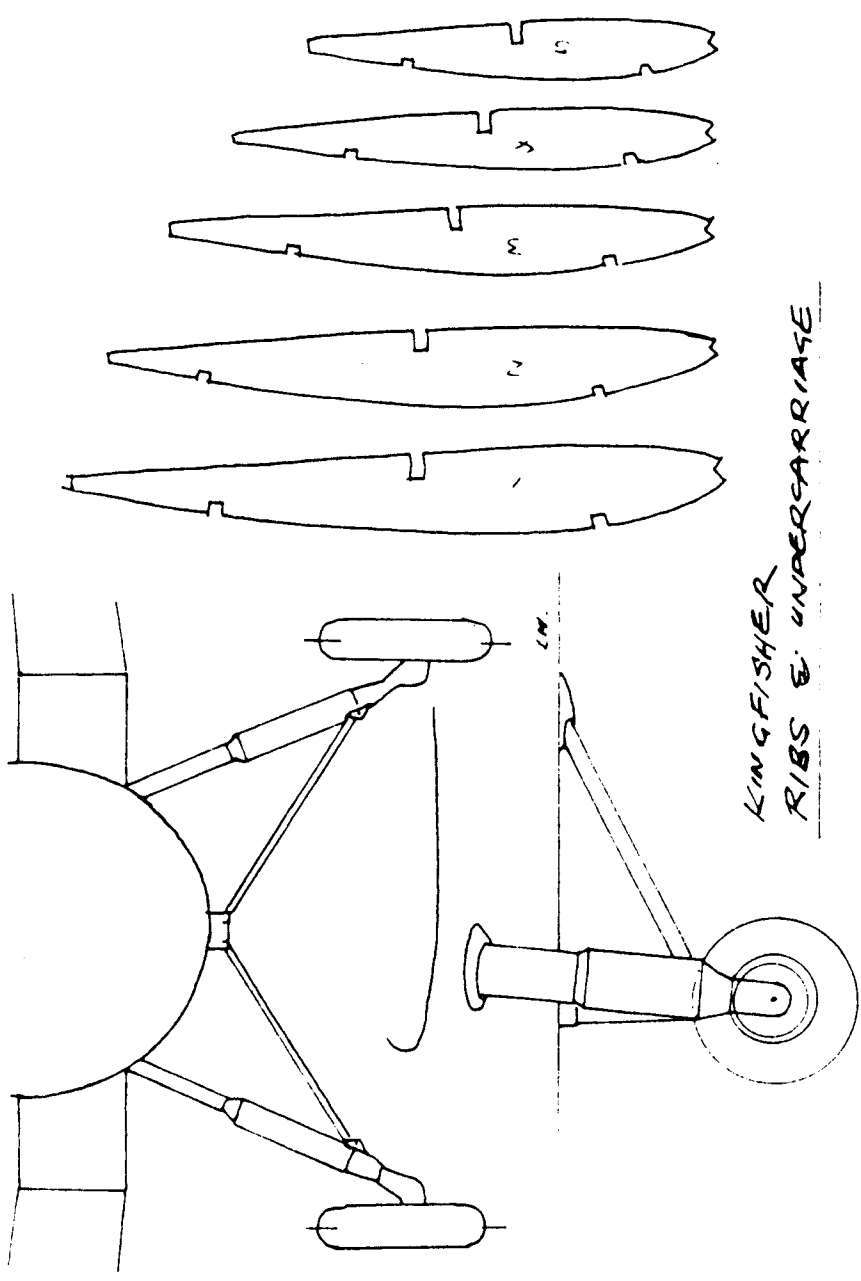
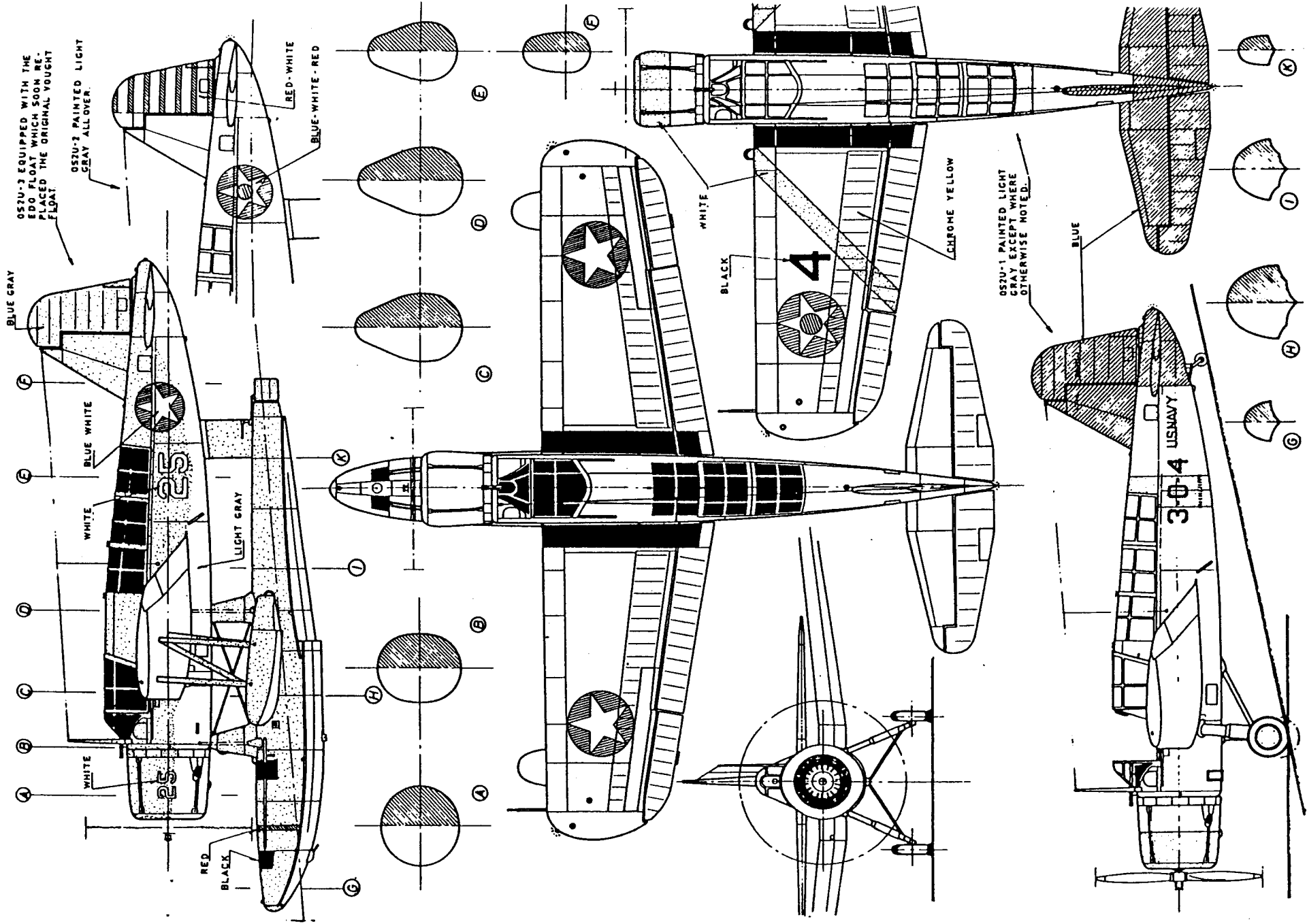
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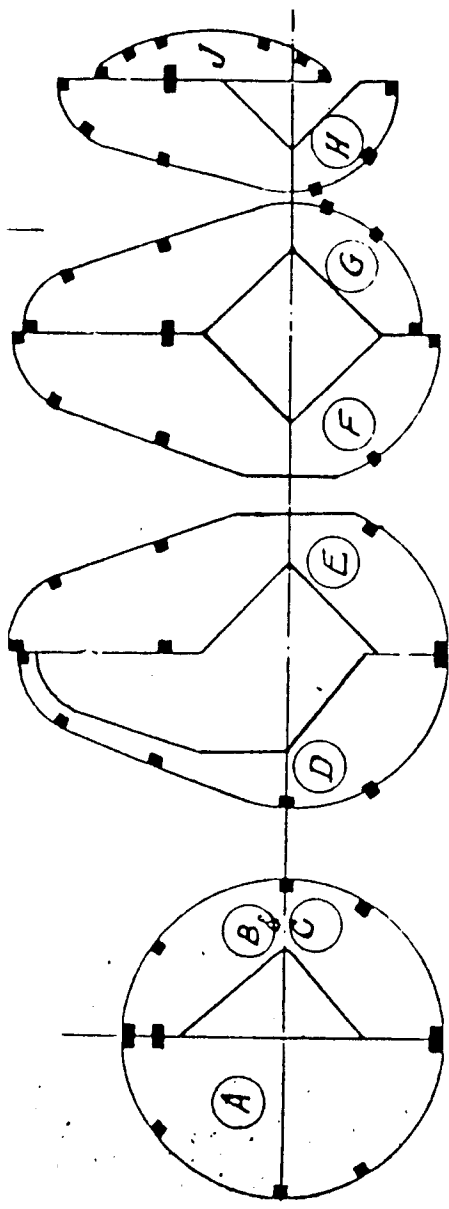
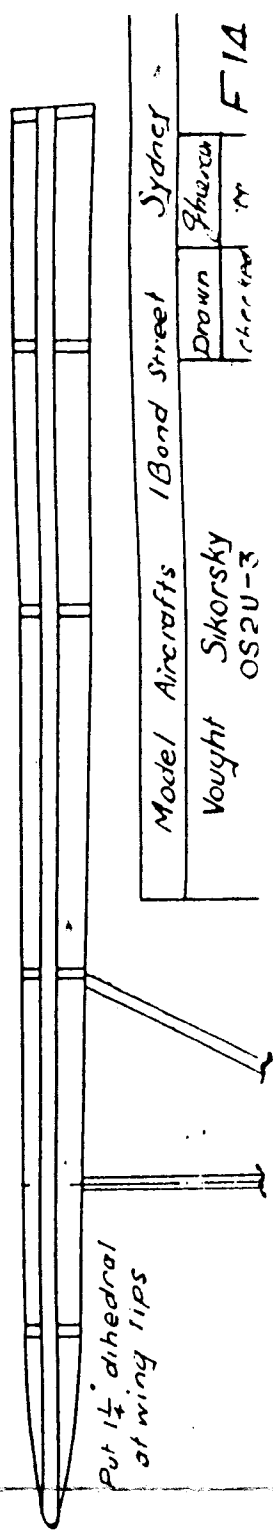
NESMITH COUGAR
RUBBER SCALE
SKETCHED BY: MIKE RANSOM
DRAWN BY: JOE BARNA
DATE: 04-26-2001

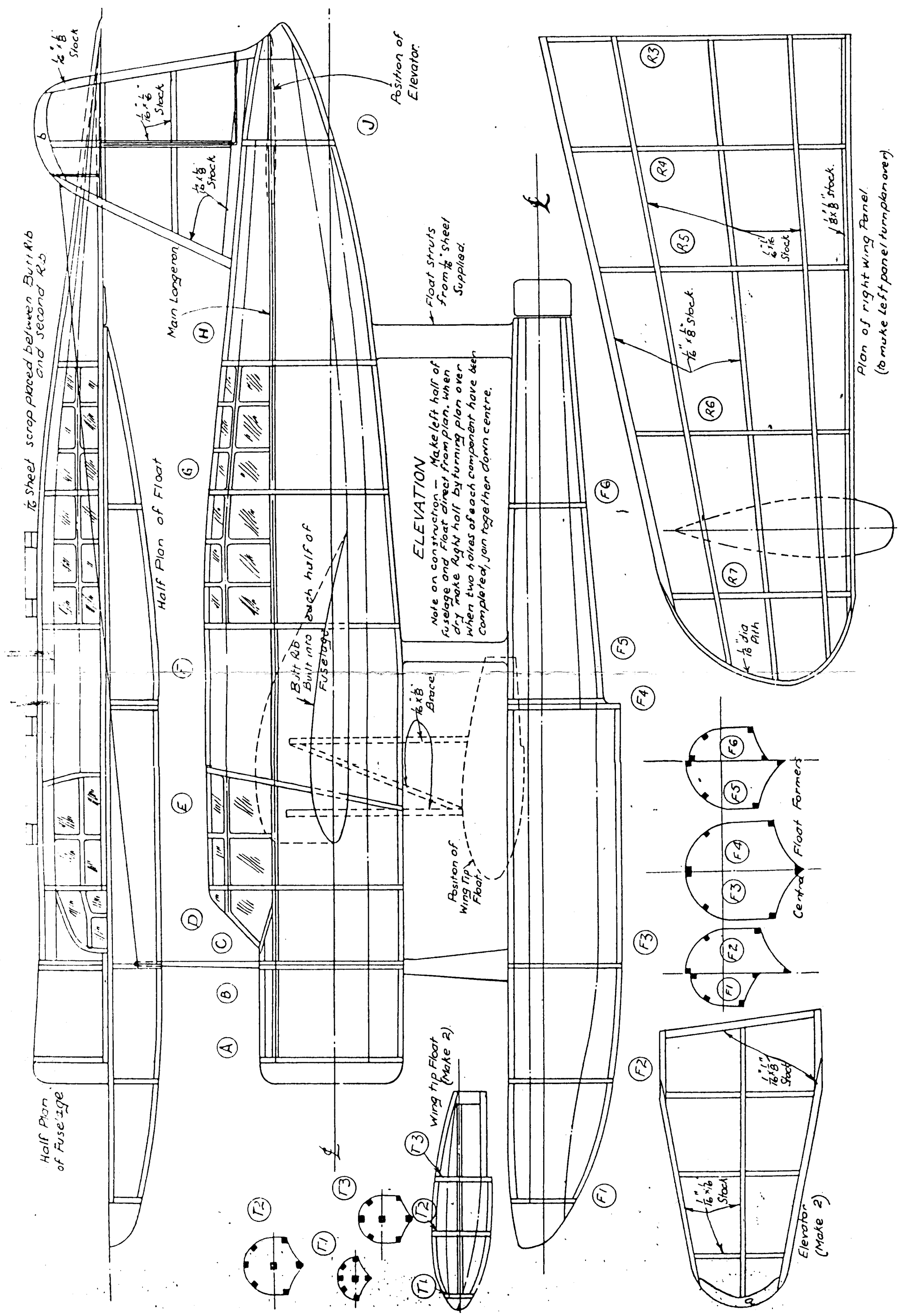


Chance Vought OS2U-1, 2, & 3 "Kingfisher" by E. Tage Larsen.



SOMEHOW THE WING CENTER SECTION WAS LEFT OFF OF OUR ORIGINAL PLAN. SHOULD NOT BE TO BIG OF A PROBLEM USING THE THREE VIEW AT LEFT.





Plan of right wing Panel.
(to make left panel turn plan over).