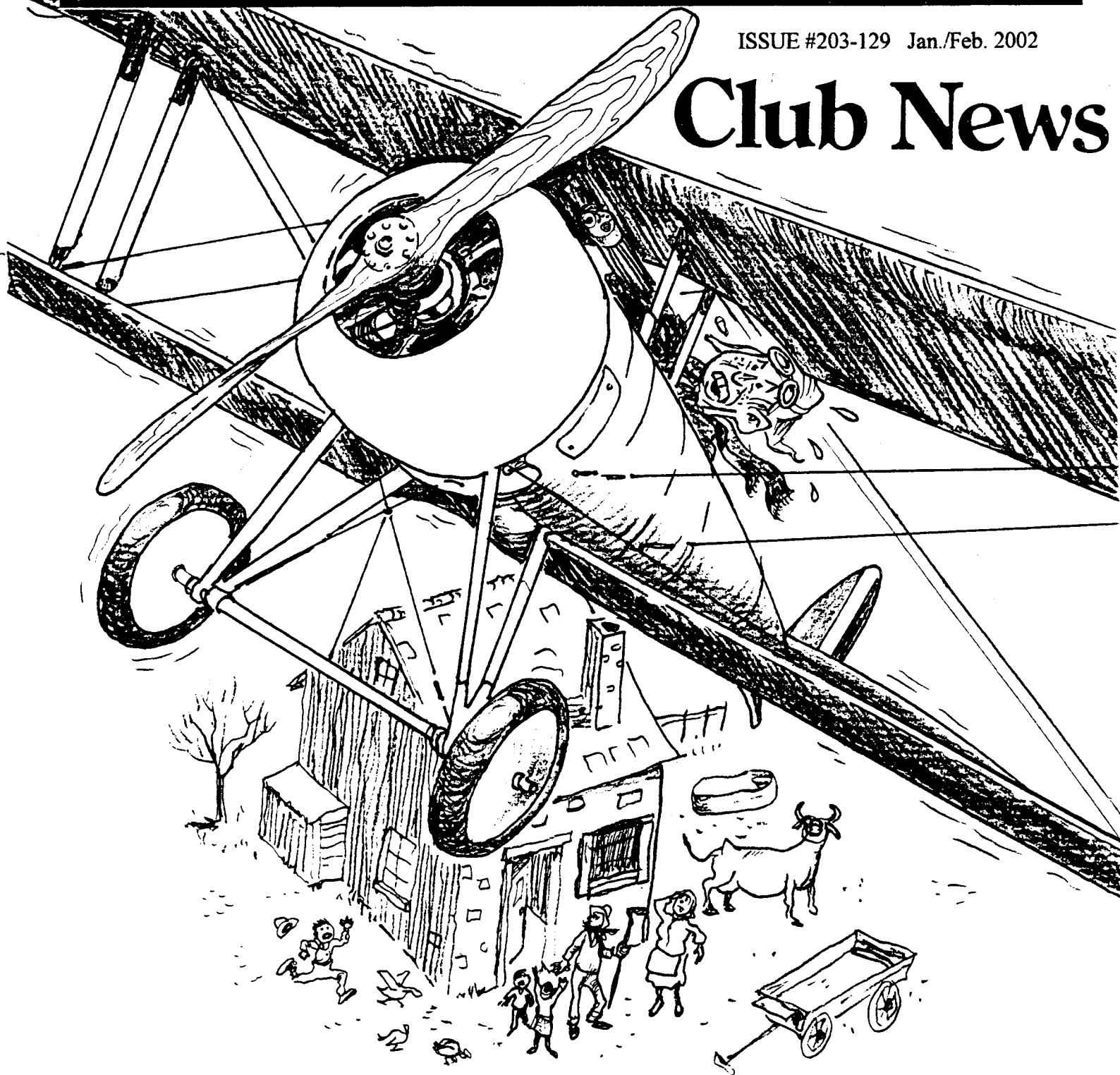
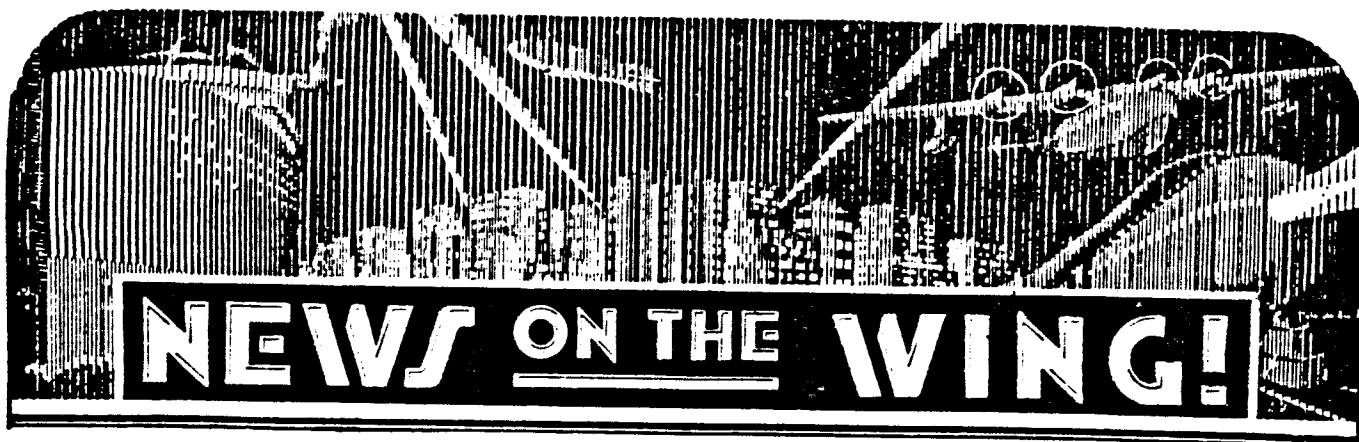


FLYING ACES

ISSUE #203-129 Jan./Feb. 2002

Club News





Cover Story

Dead stick and stalling over a Frog farmhouse! Is this the end of Lt. Pinkham?

Not a bit of it. Phineas fans know the Boonetown Bam as a survivor. Many didn't know, however, that he used the Nieuport 28. Though considered obsolete by 1918, this was the first fighter used by AEF pilots. It was more agile, but not as stout as the Spad. It was powered by a 160 hp Gnome Rotory engine.

As we start the new year we have quite a few things to bring you up to date on. First, too late to include in our obituary column, we learned of the passing of long-time member Dick Leibfritz. We were in contact with Dick quite often and we will certainly miss him. Our sympathies to his family and friends. Dick was from San Jose, Ca.

The plans in this issue were from Rocky Russo (Messerschmitt BF-109), Mike Heinrich (Boo Ray) and all the rest came from the files here at GHQ. Does anyone know anything about the Michigan Model & Supply Co? Does anyone have more plans from this company?

Ralph Kuenz reports that the FAC Outdoor Champs are scheduled for September 7-8, 2002 at the A.M.A. flying site in Muncie, In. More on this later.

I want to thank all of you who took the time to send Christmas cards to GHQ. They are really appreciated!

We have Ross Mayo to thank for the up-dated Kanone list, thanks Ross. If your numbers are not correct or you were left out it is probably the fault of your local contest director, although we do make mistakes now and then.



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 comraderie is second nature to all who believe in the spirit of the FAC.

Years ago Frank Scott wrote a series of comical stories for the newsletter and we just ran across one that was never used so we included it in this issue. We may run some of the old ones again from time to time as most of the members now were not members back then and I think they would enjoy them.

We have an up-date on the Tan II rubber situation from John Clapp of F.A.I. Model Supply. Don't panic yet!

There is a form in this issue that I urge you to complete and mail to the address listed. We are losing flying sites all over and your response to this problem just may have enough weight to help us get back the flying site at Galeville, New York. LET'S DO IT!!!!

We have tweaked the rules a bit for this year's flying Skysters. Nothing, we think, that is too drastic from past rules. Just a little change here and there. Please cut them out and paste them in your rule book. Don't show up at the flying field without this page and expect to win an argument. It won't happen!

Over the past year or so we have received a lot of old pre-WW-II magazines. They were donated by four of our older Clubsters to be used as prizes at our FAC contests. All we had to do was pay the postage on them. This is a really nice way to get rid of your mags and kits/supplies. The lucky winners of these items were more happy to get them than they were the regular awards. If you want to donate anything along this line please contact FAC-GHQ at 3301 Cindy Lane, Erie, Pa. 16506 or phone (814) 833-0314.

We recently had a chance to see the new kits by Diels Engineering. They are of the Douglas Dauntless and the Nakajima Kate. Very fine kits for sure. All of their usual fine materials including those great decals. Get yourself one, or both, you'll like 'em.

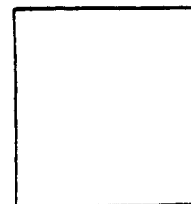
On the subject of kit reviews, I have just about finished my Dumas kit of the Aeronca Chief. Should have a photo of it in the next issue, maybe even a flying report if the weatherman co-operates!

Now for the news on the Flying Aces Nats, Mark XIII. The Nats are scheduled for July 19-20-21, 2002 with the scale judging to be done on July, 18, 2002. As usual, the contest will be held at our favorite flying site at the H.A.G. Air Museum in Geneseo, N.Y. We have changed the location of the scale judging and the banquet. This year both functions will be held at the Days Inn, in Geneseo. The location change was done for a couple of reasons which I won't bore you with at this time. Overall, it will be more convenient for all.

As usual we are asking for donations of prizes and event sponsors. This can be from manufacturers, dealers or individuals who want to help out. If you are interested just contact GHQ for the particulars. We could also use people to help at the contest as judges, event directors, etc. There are various small jobs on the field that almost anyone can do. Just let us know how you want to help.

We have held the price down as much as possible for you Clubsters who want to stay in the dormitories. The only real increase is in the cost of the banquet which we had to raise by \$3.00 to \$21.00. This is really not out of line if you check around and see what other banquets charge, however we had no choice. As for the cost of the dorm rooms, if you compare it with last year's cost it is a little less per day than it was even though the banquet is more costly. And, all things considered, the cost is a lot less than staying in a motel where you have to pay for your meals extra.

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. Cost in Canada is \$20.00 per year. Overseas the cost is \$25.00 per year. All in U.S. dollars. Six issues per year, published approximately every other month. Please make checks payable to; "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



We have added a couple of events that we haven't had before. Comet Sparky O.T. Rubber will be a total of three flights and the model must be built according to FAC O.T. Rubber rules, not S.A.M.!! The Comet Phantom Flash event will be; model must be built exactly like the plan except that you may change the thrust button area to get your model to perform better. You can fly the Flash all day and your highest single flight time will be your score.

I think I've rambled on long enough so.....BUILD---FLY---WIN.....EFF--AAA--CEEE!!!

Lin

Col. Lin Reichel, CinC--FAC

FAC T-SHIRT

We have this year's T-Shirts in all sizes at the present time. They are an ash gray color and have a Monocoupe on the front done in red. Drawing once again done by Bob Bojanowski our ace artist.

Sizes are, small, medium, large, x-large.

~~large, x-large~~. Cost is \$12.50

Postpaid. Send your orders to FAC-GHQ,
3301 Cindy Lane, Erie, Pa. 16506

FAC PLANS

AIRCRAFT	SPAN	DESIGNER	PRICE
Erie Times Modelplane	24"	Engstrom	\$3.00
Westland Lysander	25"	Studiette 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

AIR MAIL

The cover on the last issue by Bob Rogers was a nostalgia trip for me. As cadets we had additional nicknames for the AT-17. As well as "Bamboo Bomber" it was also tagged as "Double Breasted Cub", "Useless Cargo 78" (UC-78) etc.

Though it evinced no tricky characteristics and was light on the controls, it was underpowered especially on single engine and the cockpit layout was lousy. I didn't feel it was a good airplane for Advanced Flight Training when the next step after graduation would be much bigger, heavier and more powerful birds.

Fortunately, our class was held over (pilot requirements in Europe had slowed somewhat) but they salved our disappointment over the delay by getting us checked out, and flying routinely in B-25's, a great airplane.

Al "Grayhawk" Lawton

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

Wanted; 3-views, color, etc. for the Currie Wot aircraft. Allen Shields, 6262 Birch Valley Dr.
San Antonio, Tex. 78242.

Wanted; Modern Hobbycraft drawings that appeared in Air Trails magazine in the 1940s.
Ken Race, 906 Liberty Ct., Cupertino, Ca.
95014 phone (408) 996-0878.



Four more intrepid Warriors of the Skies have qualified for the coveted "Blue Max" medal. We salute them, Al Likely, Bill Dietz, Rich Ivers and we thought he'd never make it, Never Ready Eddie Novak! Congratulations Skysters! Good flying!

A MESSAGE FROM THE COMMANDER IN CHIEF

On my watch as Commander in Chief, the Flying Aces Club continued to grow into the worldwide phenomena that it is today. The credit goes to you - the membership - for your support and participation.

It continues to be an honor and most rewarding experience to be your CinC, but eventually I will want to - or need to - pass the responsibilities of leadership to another. It must be someone with experience in the hobby, someone that knows the value of competition and someone who has the vision to see the past and the future that embodies the Spirit of the FAC.

Now is the time to consider that eventuality and prepare for the transition. Now is the time to ensure that the continuity of the FAC doesn't miss a single heartbeat. To achieve that goal, I have already initiated steps to ensure a smooth transition into the next era of the FAC.

A few months ago I invited several FAC'ers to meet with me and form the GHQ Council. A council to assist in preparing for my retirement. Pete Azure, Victor Didelot, Ralph Kuenz, Ross Mayo, Jack Moses, Tom Nallen and Tom Nallen II accepted the challenge.

The GHQ Council has been charged with advising me in all matters relating to the function and continuity of the FAC. Of highest priority will be the selection of a new commander and the uninterrupted publication and distribution of the Flying Aces Newsletter.

Be it known to all, that in the event I am not able to function as your Commanding Officer for any reason before a new CinC has been established, the GHQ Council will act as the Interim Governing Body.

COLONEL LIN REICHEL, CinC, FAC

AMENDMENTS TO THE COMPETITION RULES

JANUARY 2002

✓ BASIC MASS LAUNCH RULES, pages 11 & 12 ... NEW RULE

#10 Number of rounds to be flown:

- A) With 3 contestants - 2 rounds must be flown.
- B) With 4 or more contestants - there must be a minimum of 3 rounds.

✓ GOLDEN AGE CIVIL SCALE and

MODERN CIVIL SCALE, page 15 ... RULE CHANGE

#3 Retractable gear planes may have the gear in the up or down position.

✓ FAC DIME SCALE, page 17 ... NEW RULE

CONSTRUCTION

#8 Vacuumformed parts are prohibited, including canopies.

✓ FAC OLD-TIME STICK and

✓ FAC OLD-TIME RUBBER, pages 22 & 23 ... RULE CHANGE

#4 Wing span to be 36 inches maximum. If original model had a span greater than 36 inches, the entire model may be reduced to fit this requirement, HOWEVER, the structure must stay the same, but the wood sizes may be reduced PROPORTIONALLY to fit the new structure.

***** ANNOUNCING A NEW EVENT! *****

✓ FAC 2-BIT OLD TIME RUBBER

Rules as per FAC Old-Time Rubber with two differences:

- 1) Rule #1: Any non-scale endurance type model built from a kit or plan published before December 31, 1945 with a maximum wing span of 25 inches is eligible.
- 2) Rule #4 is not applicable to this event.

***** KEEPER of KANONES NEW ADDRESS *****

Ross P. Mayo

Keeper of Kanones

4207 Crosswinds Drive

Erie, PA 16506

Email FACGHQ@AOL.COM

814-836-1299

Cut out and insert in your rulebook

The Air Mail

Dear Lin,

I am in the modeling generation who grew up on Comet, Megow, etc. I have tried about everything with some exceptions; mainly now in SAM RC, with some RC scale, seaplanes and odds and ends. However, there has always been some free flight blood still flowing and when it surfaces I go back to trying my hand at a rubber model (Comet Stinson SR-7 now), hand launch gliders, or whatever. I have barely touched indoor (1 Easy Bee), but attended the World Champs at West Baden in 1983 (I live close). Those guys are from another level in modeling; I marvel at their abilities. Sometimes going back to light airframes and tissue gives one a large piece of humble pie to digest; the first evening back on one after a time away in RC my hands operate like baseball bats.

Anyway, our generation had the experience of going through the tough stages of building, although we didn't know it at the time. Airplanes were something of beauty and magic; still are for that matter. Anyone who doesn't see the beauty of flight, light through a tissue or silk frame work, the grace of a long flat glide, or just the sight of an aircraft can't understand. I doubt that anyone who loves modeling can forget their first encounter with models; mine was one evening when very young seeing a model hanging in the window of a local sporting goods store which had a second floor hobby shop; many, many Comet, Scientific, Megow and other assorted kits. The plane in the window was orange with light showing through the covering, a Korda design of some kind, I think. That one chance meeting and I was hooked! From then it was Phantom Flash, Phantom Fury, Puss Moth, Joe Out, razor blades, glue to chew from your fingers, hearing my Mother complain because she could never find her bread board when she needed it.....on And on.....

Enough of this, you have better things to do, I'm sure. Thanks again for the Flying Aces Club. I only live about 60 miles from Lawrenceville, Illinois, so hope to see some FAC flying there again. They may not know it, but all the ARF people in and out of the hobby quickly, have really missed something.....Hey, with the good quality supplies, adhesives, coverings, plans, kits, etc. We have now compared to the past, these are the good old days!

Fred Williams

Quality Management Intl Ltd
11 Birchdale Crescent
Saint John NB
E2K 4T4



FOR SALE MODEL AIRPLANE BOOKS WITH PLANS!

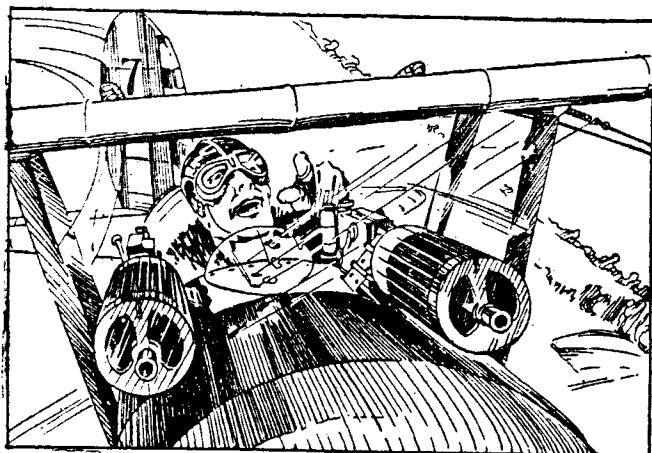
WEIRD AIRPLANES	\$25.00
MODELLING THE RARE CURTISS FIGHTERS	\$25.00
THUNDER AND LIGHTNING	\$25.00
LAYING OUT THE DRAWING	\$10.00

ALL PRICES INCLUDE POSTAGE TO USA

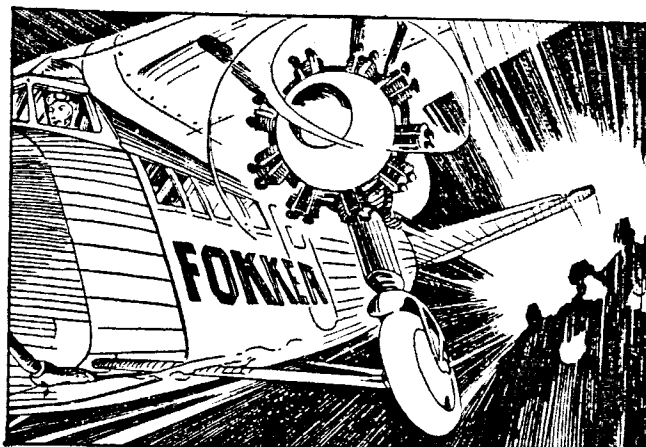


They Had What It Takes

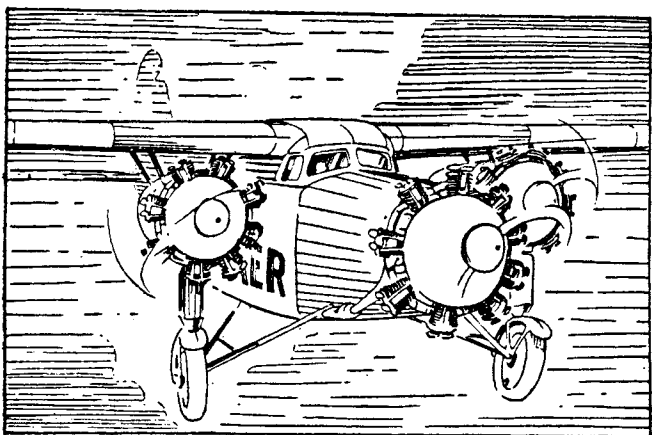
III—SIR CHAS. KINGSFORD-SMITH—PACIFIC CONQUEROR



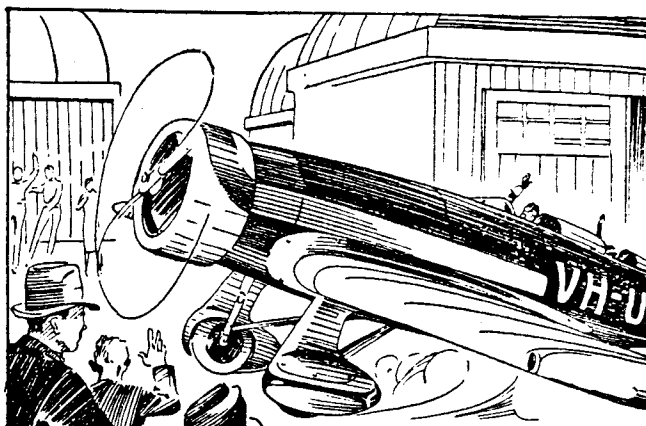
1—Air Commodore Sir Charles E. Kingsford-Smith was born in Brisbane, Australia, February 9, 1897. After graduation from high school he went off to the World War with the Aussie signal engineers. Later he became a pilot in the flying corps, but wounds sustained in a dog-fight cut short his career as a combat flyer.



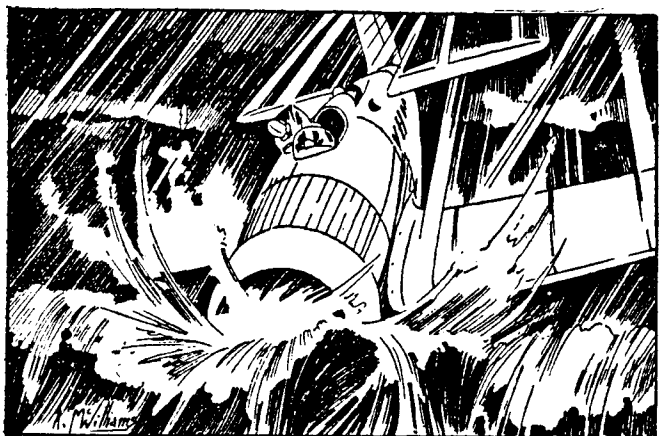
2—Following the War, Kingsford-Smith flew with Australian Airways, a company he helped to found. Then in 1928 his name flashed in the headlines when he performed the sensational feat of piloting the Fokker *Southern Cross* from California across the Pacific to Australia (May 31-June 9). The Honolulu-Fiji hop was the longest over-water flight yet made.



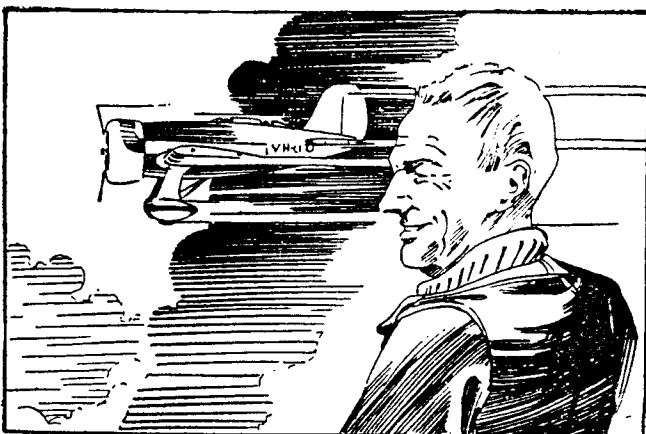
3—Next he made a 12-day flight from Australia to England and there prepared the *Southern Cross* for a trans-Atlantic trip. He and his crew finally took off from Ireland on June 24, 1930. Rain and fog belabored them, and on nearing our continent their compass went "haywire." But with the aid of radio they "made it"!



4—Soon Kingsford-Smith was back in England buying an Avro Avian. This tiny job he flew to Australia in nine days! There he received the title of Air Commodore. His next ship was the Lockheed Altair *Lady Southern Cross*, and 1934 found him flying it from Australia back to California—the second great trans-Pacific victory.



5—Then late in 1935 Kingsford-Smith took off from England in his Lockheed in an effort to break his record for the Australia run and to establish a regular airline route. But after passing the Burma-India frontier he was never seen again. It is believed that he crashed into the sea off Malay, victim of a sudden terrific squall.



6—Renowned throughout the world for his dramatic conquests of the Pacific, Sir Charles Kingsford-Smith carved for himself an outstanding niche in aviation's hall of fame by contributing flights which were remarkable for their distance, speed, and efficiency. Upon him was conferred the Medal of Honor of the International Aviation League.



CACTUS SQUADRON KANONE QUEST 2002

CONTEST DIRECTOR – BOB SCHLOSBERG (480-941-8778)

WOLFSWINKEL FIELD 07:30 – 13:00
ARIZONA SUNDAY APRIL 7

FIVE EVENTS (FAC RULES APPLY TO ALL EVENTS):

1. FAC SCALE – NO WINGSPAN LIMIT (MUST BE OVER 13")
2. FAC PEANUT SCALE (NOT OVER 13" SPAN)
3. EARL STAHL SCALE – JUDGING TO FAC SCALE RULES (ANY EARL STAHL SCALE MODEL IS ELIGIBLE)
4. EARL STAHL MASS LAUNCH (MINIMUM 45 SCALE POINTS)
5. JIMMIE ALLEN MASS LAUNCH – FAC JIMMIE ALLEN RULES

NO AMA LICENSE REQUIRED!

ENTRY FEES:

ALL JUDGED SCALE EVENTS - \$ 5.00 EACH (\$10.00 MAX.)

FLY NON SCALE EVENTS FOR ONLY \$ 5.00 TOTAL

MAX ENTRY FEE - \$ 15.00

ALTERNATE CONTACTS:

JOE MCGUIRE 480-924-4313
LARRY SEALS 480-855-0197
DAVE SMITH 480-892-0935

PHOTO PAGE

Left column; Wolfgang Perret from Germany, sent us this photo of his modified Guillow Spitfire. Nice job.

Here is a 54" span Comet Taylorcraft by Bob Geiger. Let us know how she performs Bob.

Dennis Osborne from way out in western Canada sent this pic of his Piper Pacer on floats. Built from his own plans.

Right column; Roger Willis sent this photo of John Laycock with his FAC winning triplane. What kind of triplane Roger?

Here is the bones of a C-46 Curtiss Commando by Stuart Brohm with a span of 42". For electric.

YESTERYEAR PLAN SERVICE

Over 200 clean, sharp legible plans from new master transparencies, with all rib and former patterns. 15 more plans just added. Copies of the plan list are available for \$2.00 each. Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.

THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest

SUNDAY, April 7, 2002 Kent State University 8:00 a.m. to 4:30 p.m.

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

SCHEDULE OF EVENTS

8:00 a.m. -- Building opens

8:15-10:30 a.m. 1. Standard Class Catapult Glider. AMA Rules

8:30 a.m. 2. EZB - - Scoring is the longest of five officials. 30 seconds minimum. Two attempts/flight.

to

4:00 p.m. 3. Limited Penny Plane

4:30 p.m. 4. Mini-Stick - - Best flight of 5 officials. 20 second minimum. 2 attempts/flight.

9:00 a.m. 5. Seven Gram Bostonian - A.M.A. rules.

to

3:00 p.m.

9:30 a.m. 6. Jetco R.O.G. - Club Rules - prop must be 5 1/2" max. May be cut down and have pitch altered.

4:00 p.m.

10:00 a.m. F.A.C. EVENTS

to

4:00 p.m. 7. W.W.II Peanut Combat - Flown at 12:01 p.m.

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

9. Hi-Wing Peanut (Production types).

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

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

12. Golden Age Scale

13. Dime Scale

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

Minimum weight - 6.2 grams without motor.

16. No-Cal Profile Scale (3 flight total)

Minimum weight - 6.2 grams without motor.

17. Pioneer Scale - Bonus points added to the flight points. This event for all models (any size) of aircraft produced before 1914.

CONTEST DIRECTORS

Michael C. Zand

5803 East Ash Road

Independence, OH 44131

216-524-3480

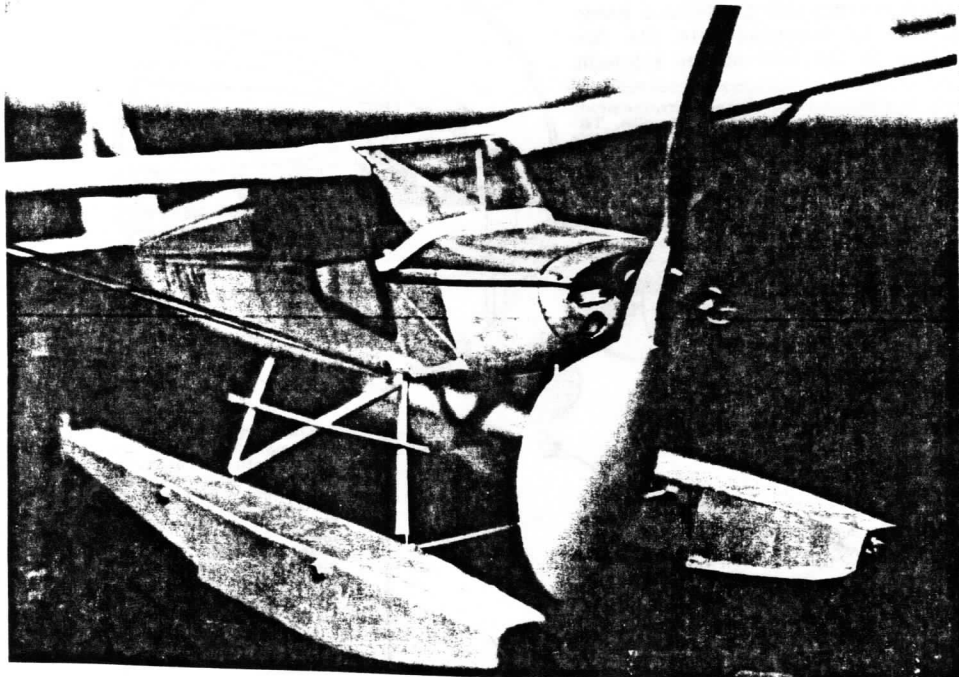
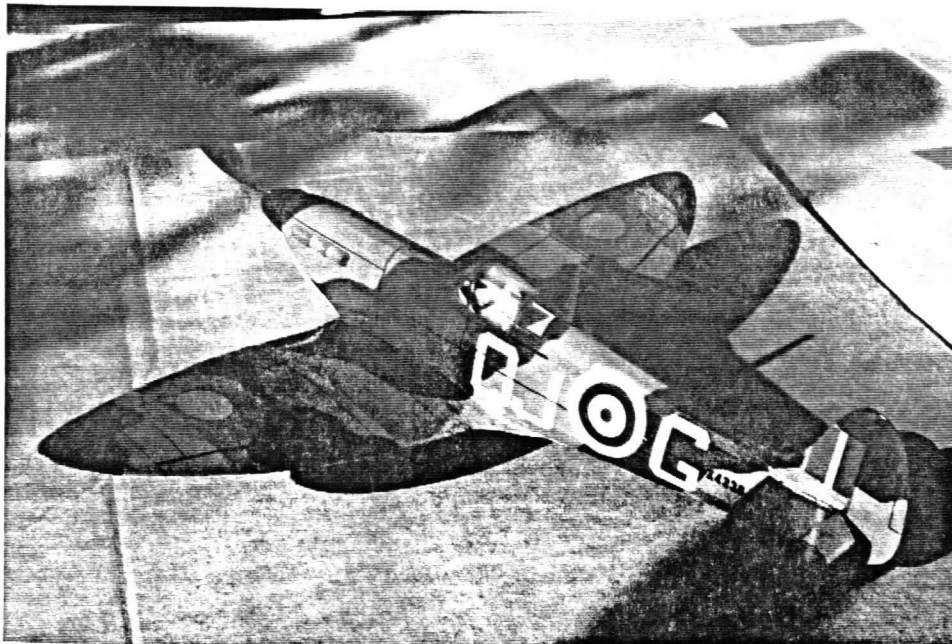
imzand@hotmail.com

Larry Mzik

117 Sycamore Drive

Painesville, Oh 44077

440-357-7361



The Empire State Mooring Mast

—and how it works

AS THE Empire State building, the world's tallest structure, is being rushed to its completion on the site of the old Waldorf-Astoria, at the corner of Fifth Avenue and Thirty-Fourth Street in New York City, thousands of curious passersby crain their necks and wonder how it will be possible to moor a giant zeppelin to the yet unfinished tower, rearing its steel cranium more than a thousand feet towards the sky.

The builders of this neck-breaking pile of Indiana limestone and resilient steel have announced their intention to furnish the largest airships a haven of refuge on the top of this already famous building. In the near future one of the most perplexing problems of modern aeronautics will be solved.

The idea of mooring an enormous cigar-shaped, gas filled envelope in a thickly populated city would be atrocious—if the gas were explosive or inflammable as in the first zeppelins.

But fortunately, we in the United States are blessed with a natural source of helium gas, non-inflammable, and with a scientific method of cleaning and reusing it—making it commercial. Thus it is raising no hazard to the metropolitan area to bring these leviathans of the air into the centers of population.

If it were not that the Empire State building was so much higher than its neighbors, there might be some question of wind and back drafts making the ship slide around too much. However, the Empire State building reaches up about 900 feet above any of its neighbors, making this feat a possibility without any danger of striking surrounding structures.

Dirigibles may become the accepted mode of travel if this experiment is a success.

by V. VON COLLER



The Empire State Building in the heart of New York is the world's tallest structure.

THE tower on the very top of the Empire State building extends upwards eighty feet above the building proper. Near the very apex there is a small circular landing platform about twenty feet in diameter (A). Up to this platform are elevators from the ground, and from this platform a gang-plank can be extended into the forward end, or the bow of the zeppelin.

Below, a general view of the arrangements necessary for the mooring of a Zeppelin. The snap anchor on the end of the dirigible's catch line engages the mooring line which is being held horizontally by the balloon (D).

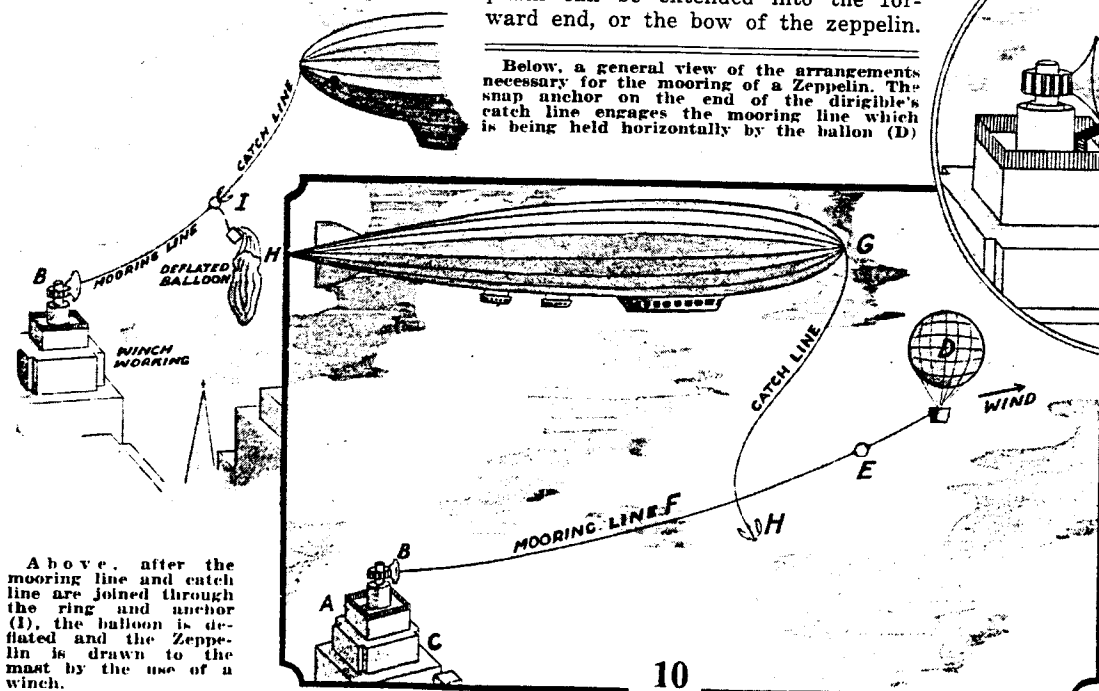
Thirty feet above this landing platform is a revolving universal cup-shaped nose piece (B). This cup-shaped aluminum guide fits onto the foremost end of the zeppelin. It is the muzzle or nose piece that holds the airship on the top pin of the mooring mast. It revolves as the wind veers and thus allows the zeppelin to always point its nose into the wind permitting the least resistance and the best mooring position.

With the larger end of the zeppelin facing into the wind, the scientific streamlining comes into play, allowing the wind to sweep past the cigar-shaped hull with the least resistance—the large end foremost. In this manner the giant craft rests in its easiest position with the least strain on the mooring gear and mast.

From the center of the cup-shaped nose piece is a cable which extends down into the mooring mast to a winch still lower down (C). The other end of the cable is attached to a captive balloon (D).

Following along the line that attaches the balloon to the mooring nose piece is a flexible electric cable which is similar to those used in elevator controls. The operator on the landing platform, who is to manage the landing, turns the lever on an electric control similar to that in an electric trolley car and cuts in different circuits in the flexible cable.

These circuits energize magnetic valving mechanism in the captive bal-



Above, after the mooring line and catch line are joined through the ring and anchor (I), the balloon is deflated and the Zeppelin is drawn to the mast by the use of a winch.

Above, The completed mooring. The nose of the Zeppelin is held by a universally jointed nose piece which allows the Zeppelin to turn with the wind. A light gang-plank from the ship's nose to the landing platform forms the only means of communication with the ground.

The Empire State Mast

loon. Thus the pressure of the gas is maintained in the balloon at a balance so as to elevate the balloon to just the height of the mooring mast. And as a wind is always blowing, it is blown to one side as at the position (D) in the sketch.

Near the captive balloon there is a ring about two feet in diameter inserted in the line from the nose piece to the balloon. This ring is shown at (E). The mooring line, i. e., from the nose piece to the captive balloon is kept as near horizontal as possible and is shown at (F).

From the bow of the zeppelin dangles a long catch line (G). It is about four hundred feet long, and at its lower end is a snap anchor (H). This snap anchor has three hooks which can hook over the mooring line.

From the stock of the anchor to the point of each hook is a spring piece, or snap, similar to a dog leash snap hook so that once the hook catches the mooring line or the ring it is positively coupled.

As this anchor engages the horizontal line it slides along the mooring line to the ring, and snaps into place. Now the zeppelin is caught, and it remains only to warp it into the nose piece on top of the mooring mast.

Next the balloon is deflated by the electric valving mechanism. The anchor has already been caught in the ring, as indicated at (I). Then the winch is started down in the mooring mast, and the horizontal mooring line is pulled in.

The ring pulls the anchor, the anchor, the catch line, and thus the zeppelin is pulled nose first into its cup-shaped nose piece (B).

The deflated balloon, as shown at (H), is of course unhitched as it comes into the mooring mast and platform.

The bow of the zeppelin is reinforced for anchoring and fits perfectly into the cup-shaped metal retainer. A mechanical coupling is accomplished at the other side of the cup-shaped piece by a full universal clevis to the mast proper.

Thus with the nose of the zeppelin firmly in the universal cup, the gangway (K) is lowered. The arrangement of the inside of the zeppelin is such that all parts of the cabins, the con-

trol nests, gondolas, etc., are accessible to a central "catwalk" or pathway along the central aluminum fabricated frame that forms the keel of the aluminum structure.

This walk is about 14 inches wide and is the only means of inter-communication on the inside of the airship. This walk terminates in the forward end near a trap door which when open makes a hole three feet wide and four feet long and allows one to look down on the earth.

Through this door is placed a gangplank, light in weight of course and resembling two skis lashed side by side. In this manner the passengers in the zeppelin can walk out the bow of the ship, and thence down the elevators to the Empire State building in the heart of New York City.

And so, by the combination of helium gas, captive balloon, electric balance, catch line and anchor, mooring line and winch this problem is solved.

Zeppelins are now available in the hearts of metropolitan areas where they would be banished if only the hangar type of mooring was possible.

DICEY DIRIGIBLE DOCKING

By Dave Stott

Until the rather recent documentary on the design and construction of New York's Empire State Building, few people realized that the very top was to serve as a mooring mast for commercial airships. This always seemed a pretty wild idea to most of us growing up in that time. The difficulty of such an undertaking never entered our young minds. Since then we have docked spacecraft in orbit successfully. Of course, there is no fickle atmosphere to contend with in space. Over the years I often wondered what sort of scheme was dreamed up to accomplish this task. The recent acquisition of a June 1931 issue of Popular Aviation magazine has provided the answer. The article is reprinted here for your astonishment. It will no doubt bring memories of cartoonist Rube Goldberg to the mind of our senior FACs.

This article brings up many more questions than it answers. About the only airship docking that might come near this was the use of the USS Patoka, a navy oiler with a mooring mast built over her stern. The Shenandoah, Los Angeles, and Akron all had docked to the Patoka. The airships had to be "flown" all the while they were moored, and on more than one occasion dunked their tails in the briney!

Let's consider a few things concerning docking on the Empire State Building. First off, I doubt New Yorkers would appreciate being doused by water ballast being dumped by the approaching airship. Docking itself would depend on quite a number of things that could go wrong. How much can you rely on having a wind to carry the captive balloon and the mooring line out and away from the building? Certainly not 100%.

The captive balloon raises many questions. It must be of considerable size to carry its own weight, the mooring cable and ring, and the electric cable to valve both gas and ballast. How reliable would these valves have been in those times? In the confines of the top of the building, where would the balloon be stored? Where would the helium to inflate it be stored? And space to do the actual inflating? How would you compensate for the weight increases as the line was played out? Would it rise vertically, gradually heading down wind as more line was let out? Would people in the street below become accustomed to the water ballast dropped by the captive balloon as it was kept in trim?

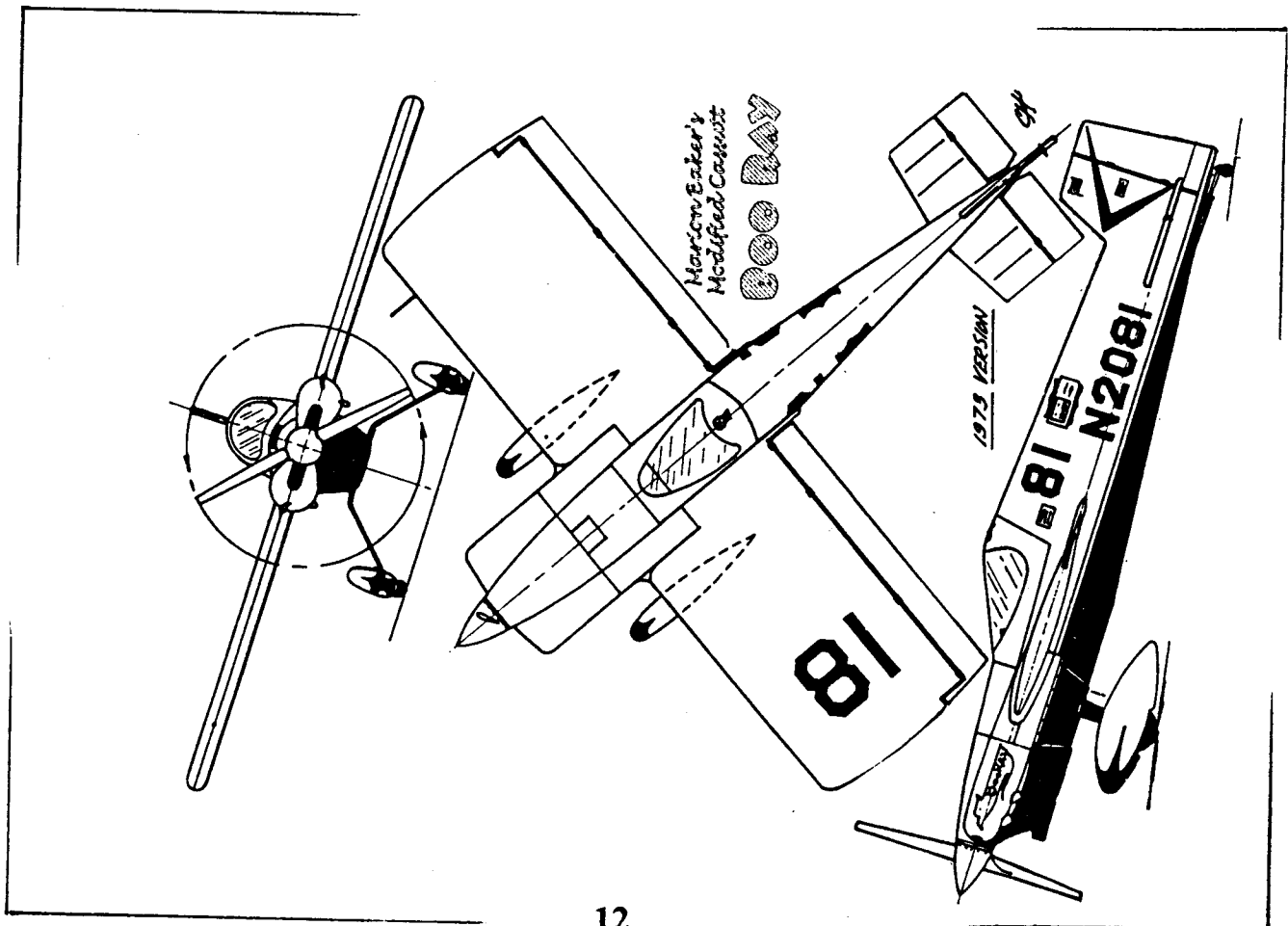
DICEY DIRIGIBLE DOCKING, CONT'D.

Let us say the airship has miraculously snagged the mooring cable and is laying down wind. The captive balloon is now deflated at the gigantic cost of a lot of helium. Or, would hydrogen be used for it as it lifts better and costs less? But, still a lot of money blown away out of a deflated balloon! And now, how is this deflated and clumsy gasbag brought down onto the platform, folded, and stored? And how long must the airship wait, being flown at the end of catch line, for this task to be completed? How does the "cup" swallow the two foot diameter ring and anchor as the airship is winched in? What if the wind comes up? Is the building able to take the stresses of adverse conditions arising during mooring? It is a strong building. During World War II a B-25 flew into it and stuck there in place! The building suffered little from it! And, Hollywood would have us believe it withstood the stresses King Kong put it through, as he battled belligerent biplanes from its top.

Let's be optimistic. The airship has finally been secured to the cup at the top of the building. Now the passengers must wind their way through the airship's innards on a 14 inch wide catwalk to reach the 3 by 4 foot hatch in the nose to descend the "gang plank" to the platform that is 900 feet above nearby buildings! This "gangplank" "resembling two skis lashed side by side"! Why, these passengers must all be fearless circus high wire and trapeze performers!

Think about that "gangplank". When the airship moves, it must compensate. Remember the photo of the Los Angeles standing on its nose almost vertically while moored to the mast? That "gangplank" might best be an inflatable chute as used to quickly escape from to-days airliners after successful emergency landings. Better yet, a tube so as to spare the poor debarking passengers the sight of Manhattan so far below. These passengers should arrive with a drum roll, at least!

Your author has always been of the opinion that the true heroes of aviation have been the paying passengers. This holds true now, more than ever. Fortunately, this wacky idea was never attempted. You can't make fools of heroes.



Mumbo Jumbo #105 from the pen of the Glue Guru

Salutations, Disciples! Today we shall peruse my own limited and unsuccessful experience with belt drives, of the sort used for powering remote props.

There's a whole class of prototypes, for example the Wright Flyer, that employ one or several props in remote locations, perhaps way out on the wing, or above the cabin. While brute force solutions, such as a motor plus motor stick per prop, are capable of driving such configurations, and the rules do permit that sort of thing, our emotional reaction is one of deep disgust. If scaled up, the motor stick would amount to a telephone pole, somehow borne aloft to bear a thrashing rubber drive. How that sort of thing can be called scale is one of life's mysteries.

Now the reasonable thing to do would be to put the ugly motor inside the fuselage and drive the prop with some sort of belt or chain drive. Yet this is never done. Why not? I decided to try.

The prototype was a pusher biplane with a long fuselage, capable of housing a motor of reasonable length. Two pusher props were mounted out on the wings in Wright Brother style. It was only necessary that belts carry the power out to the props.

As for the props, where multiple props are concerned, one can estimate size requirements by considering swept area. In this case, to fly a 36 inch span biplane, experience suggests that a single 12 inch diameter prop will do the job, i.e., one third the span is plenty. If we square the diameter, we get 144. This figure is proportional to the necessary prop swept area. By trial and error, we see that two 9 inch props are a bit big ($81 + 81$), and two 8 inch props too small ($64 + 64$). Something near $8 \frac{1}{2}$ is about right, and this is the final prop size.

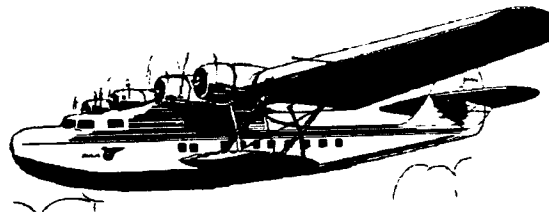
I believe in ball bearings. Not those sold as prop nose bearings, for these are really thrust bearings, useful for accepting prop thrust loads, but offering little resistance to radial loads. Given a belt drive, a large radial force owing to belt tension

must develop, and only a true radial ball bearing will do the job. Such bearings are light and cheap enough, though difficult to find in small sizes. By upping shaft diameter to $1/8$ inch, we can use either 3 MM. or .125 sizes—both easy to find. For a shaft, I used a hardwood skewer of the sort served with “something on a stick” food. The skewers are tough, straight, easily found in food stores and cheap. One can throw away dozens with a clear conscience while searching for a stick of the right size.

To make a pulley, first glue four balsa chunks of $1/4$ thickness into a rough circle such that the grain radiates radially. The result is strong. Drill a hole on center for the skewer and glue permanently. Chuck the skewer in a lathe or drill press and turn the pulley round. Mine was $7/8$ OD with a $5/8$ minor diameter. Apply varnish or clear dope.

For a belt, I used king sized office rubber bands. Most of these are worthless and a lengthy search may be necessary. The bad ones are multi-hued and plastic, not rubber. The good ones are brown and about $1/16$ or $3/32$ in crosssection. They exhibit more stretch and a desire to return to their original length when released. I've never tried to make a belt from scratch.

The final result was disappointing. My construction tends to be “robust” and a great deal of power is needed for a reasonable performance. In this case, I was unable to develop the necessary power. The rubber band belt drive just couldn't deliver the desired combination of torque and RPM. The basic error was the use of only one pulley “sheave” per prop. It's not that difficult to stack two or three sheaves per pulley. With two or three times the power available, respectable times might have resulted. Still, if you build lightly, I believe the concept does have merit.





Morris E. Leventhal
1788 Niobe Avenue
Anaheim, CA 92804
Phone: (714) 535-6570
e-mail: lsanmo@aol.com

January 11, 2002

Dear Mr. Reichel,

KAPA is on a member recruiting program this new year. We are attempting to get the "word" about our little group to as many modelers as possible and the best way is through "mentions" in columns such as yours.

Basically KAPA is a spin off of MECA. Our newsletter "The KAPA Kollector" was started by Jim Alaback and Lou Buffardi in March of 1993 with about 50 subscribers. Our tenth anniversary is coming up and, at present, we have about 600 members and growing.

Our purpose is as follows: Kits and Plans Antiquitous ("KAPA") is a club for modelers who enjoy collecting, preserving, restoring, and exchanging wood model airplane plans and kits which are no longer available from their original sources, as well as learning more about the people and companies who originally created them, or who are re-creating them today.

PHOTO PAGE

Left column; Ollie Benton's Remington-Burnelli RB-1 built from plans by Florent Baecke that appeared in the newsletter some time back. Plan was enlarged to 27" span to accommodate two ST 2 electric motors. Ollie says she is a fine flier.

A Davis DA-2A Peanut model by Barrie Taylor. Barrie is another one of our friends from north of the border.

This Piper Clipper was built from a Will Schmidt plan, maybe a Dare kit, by C.J. Rozelle.

Right column; This Piper J-5 built by George Lewis of the Detroiten Geschwader. George's models are always good lookers as well as good fliers.

Mike Midkiff's electric powered Morane A-1 built from a Dare Design kit. Mike says she's a great flier.

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

Wanted; Picture copies of the Grumman "Skyrockets" featured in the 1940's "Black Hawks" comic books to show style and location of insignia. John Wormley, 6711 Cheswick St., Sarasota, Fla. 34243.

FLYERS Wanted; Both of the following FACers want to contact FACers in their area to fly with them and maybe start an FAC squadron. If interested, notify, Steven White, 6405 W. 15th St., Indianapolis, In. 46214, Phone (317) 243-6019.

Jim Boes, San Jose, Ca. Area. Phone (408) 379-9027 or e-mail jboes@aol.com.

Wanted; Here are two FACers looking for the same info. Both would like info like color, 3-views, etc. on the Sperry Monoplane. Send to; Dan Kranis, 424 S. Columbus St., Wernersville, Pa. 19565 and to, Brian Malin, 1345 Cepheus Ct., Merritt Is., Fla. 32953.

FOR SALE; R/C Modeler Mag. Flight Training Course Vol. I and Vol. II. Both for \$25.00 Postpaid. Stuart Brohm, 9 Oakland, Ave., Lakewood, N.Y. 14750 (716) 763-2455.

Mani

Minneapolis Model Aero Club

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10:00AM TO 6:00PM

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Dime Scale	Bostonian 7 g	Bostonian 14 g
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Penny Plane	Phantom Flash	Electric FF (2.50ma Nicads)
	and Jr. Rubber	

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Entry Fees: \$5-1st event. \$3-2nd event. \$2-3rd event. \$2-4th event and each subsequent event. No cap. Scioly: no fee.

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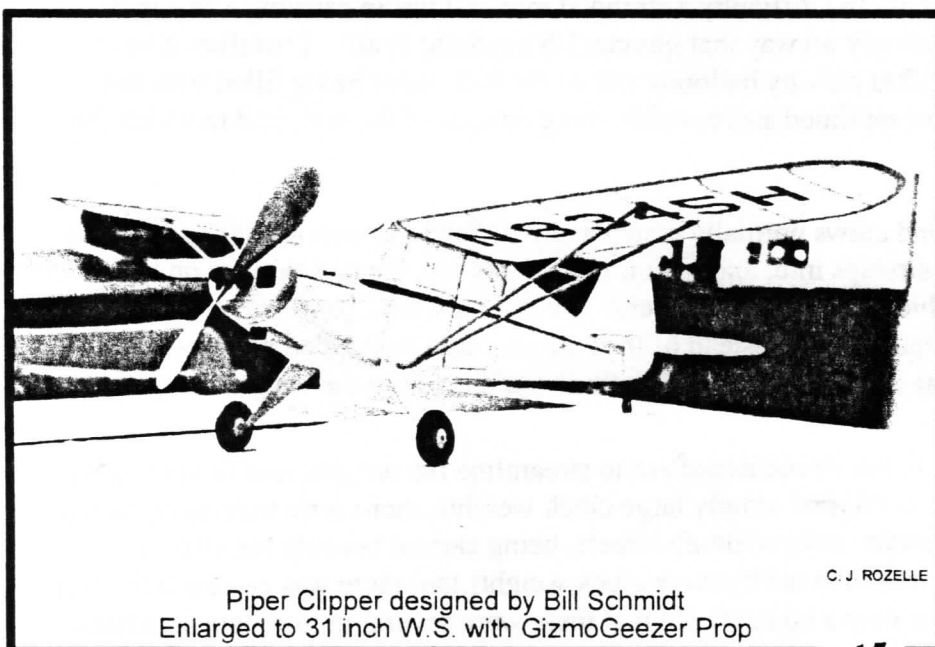
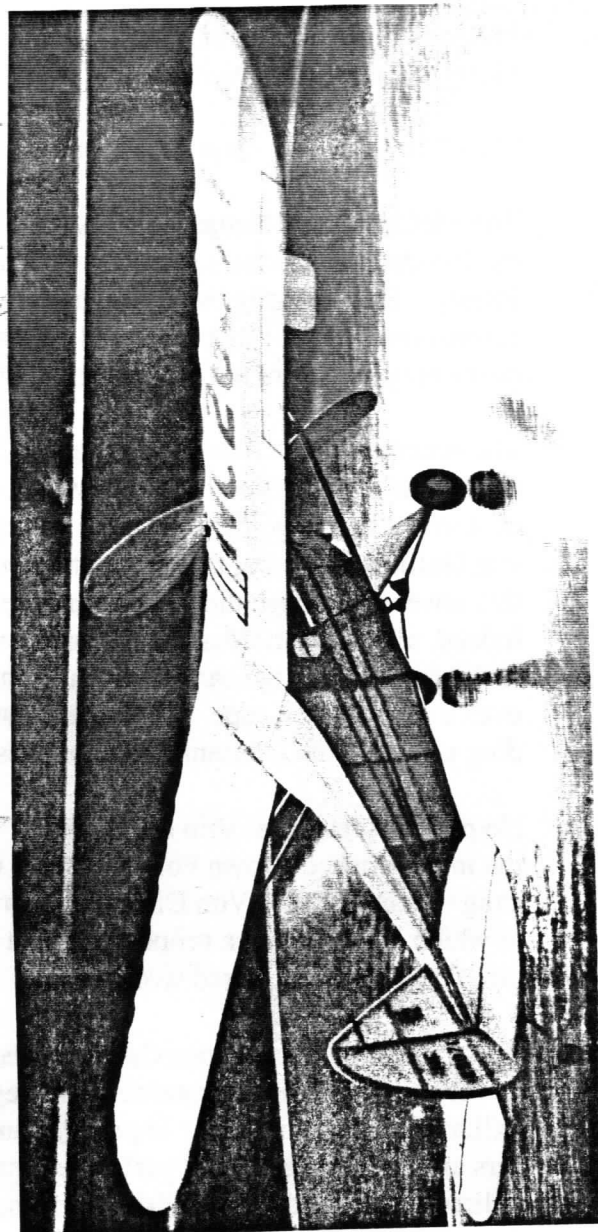
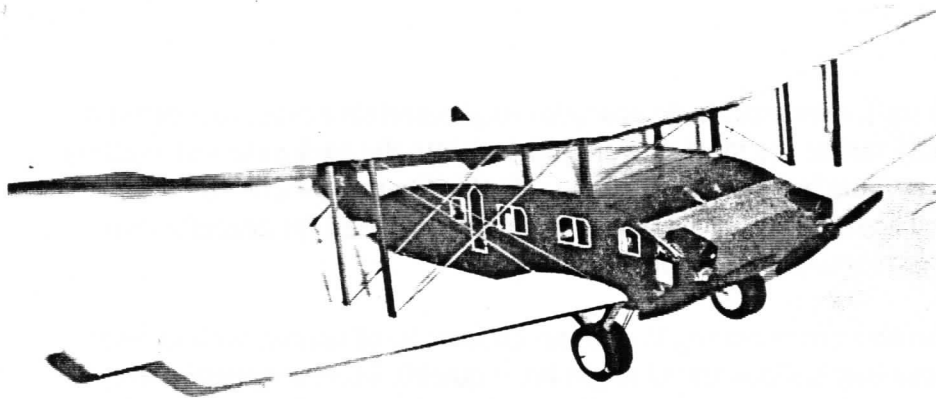
Informal club fun fly activity & FAC meets:
Location: South High School
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Mpls., MN 55407

All dates are Sundays, 10am to 4 pm.
Dec. 9, 2001 Jan. 6, 2002 Feb. 17, 2002 Mar. 17, 2002
Apr. 14, 2002 and May 12, 2002.

Trim Sessions @ Burnsville Sen. H.S., Aux. Gym (F190)
Dec. 7, 2001 (MMAC Monthly Meeting), Dec. 21, 2001
Jan. 4, 2002 (MMAC Monthly Meeting), Jan. 18, 2002
Feb. 1, 2002 (MMAC Monthly Meeting), Feb. 15, 2002
Mar. 1, 2002 (MMAC Monthly Meeting), Mar. 15, 2002

All dates are Fridays, 8:00pm to 10:00pm.
Check with Greg Thomas, (952) 435-1086 for
particulars regarding FAC activity.
E-mail: tdesigns@goldengate.net

FAC Peanut Scale; FAC Scale;
Dime Scale & No-Cal flown to current FAC
rules. All other events with exception of
Phantom Flash and FF Electric flown to AMA
rules. Rules on flip side. No food or beverages
in gym. Appropriate shoes must be worn. No
feral pets. No questionable clothing. No
inappropriate gestures or bodily emanations.



Piper Clipper designed by Bill Schmidt
Enlarged to 31 inch W.S. with GizmoGeezer Prop

C. J. ROZELLE

No. 492 (Zep) Capt. D. DeBris

The McCook Field Squadron's historical staff, ever anxious to produce enlightened revelations concerning the forbearers of today's aircraft, constantly makes the most diligent inquiries into the backwaters of aviation history. Occasionally these findings are nothing less than astonishing. In this treatise we offer incontrovertible proof that the greatly feared airships of the Great War were not only used for peaceful purposes only, but were not even invented by the usurpervon Zeppeling!

The success of the German von Golfier Brothers in inventing the hot-air balloon is, of course, well known and needs no repetition here. However exciting balloon travel might be, it quickly became apparent that air travel was not going to become very popular so long as the travelers had no choice in destinations. The von Golfiers, realizing this basic deficiency, fitted one of their latest balloons with a large rudder. While this novel appendage did indeed turn the craft, this fact had no effect whatever upon the path of flight - indeed, all that the rudder accomplished was to change the view a bit. What was required then, in addition to the rudder, was a means of propulsion. Accordingly various inventors tried sails, oars, paddle-wheels, and even a donkey on a rope. While this last scheme was the only one to offer at least the possibility of proceeding up-wind, the inherent disadvantages could not be overcome.

No real progress in airship development was made until the famous count Zeppelin took a broken clock to the impoverished Brown Forest town of Pohrdorf, and thence to the clock shop of coo-coo specialist Wolfgang von Dirigible. Von Dirigible, an aviation enthusiast, showed to von Zeppelin a small hot air balloon, to which he had fitted a propeller driven by a discarded coo-coo clock motor; this miniature craft easily sailed across the cluttered workshop.

Greatly excited, the famous Count rushed to his shipyard on Lake Constance, instantly suspended all work on the paper-mache' submarines, and began immediately the construction of a large man-carrying airship utilizing the clock maker's important innovations. The rest is history: Zeppelin's airships carried passengers around the world, and performed many vital flights for the Imperial German Army and Navy, always utilizing clock maker von Dirigible's important principals.

Now we must dispel, for once and for all, the myth that these giant craft were sustained by large bags of gas in their hulls; it is only necessary to point out the difficulty a stranded motorist has in carrying a five gallon jerry-can of gas down the road-- there is simply no way that gas can lift anything at all! Therefore it becomes clear that the great airships were lifted only by balloons within the hull, these being filled with hot air. This lifting hot air was produced in streamlined stoves safely hung outside of the hull, and to which the propellers were, incidently, attached.

It is of interest to note that the large ground crews normally associated with airships were not, as is commonly supposed, required to man-handle the airships into, and out of, their sheds; no, these men were on hand simply to wind the huge clock springs which drove the propellers! Military airships, however, often used the Grossenfadder geticken-tocken principal in that, instead of the springs, large suspended weights drove the clockwork mechanisms. Inasmuch as a mission of long duration would result in the weight hanging

many hundreds of feet beneath the craft, it was found expedient to streamline the weights and fit them with stabilizing fins to reduce drag. As these units were simply large clock weights, there is no truth to be found in slanderous propaganda reports of observers, or even bomb aimers, being carried beneath the airship. Indeed, the lifting capability of the craft was so taxed by these clock weights that there was no capability left for an offensive load at all. It is therefore only a coincidence that there were several unfortunate accidents in which Zeppelin clock-weights (filled with Amatol for necessary weight) fell over London.

The safety, comfort, and future of hotter-than-air flight seemed assured until that fateful day in 1927, when the great airship "Heidleburg" was landing, only to have its main-spring break during final approach. As can well be imagined, the destruction caused by the breaking 800 foot long main spring was enormous; the hull buckled, and as it settled stern first, was set alight by the ruined stoves.

Hotter-than-air flight has never recovered from the loss of the "Heidleburg", although proposals and some development continue to this day. The latest of these is a brilliant proposal for an all-electric airship in order to eliminate the hazards associated with tightly wound main-springs and stoves. In the electric airship of the future, electric furnaces will supply the needed hot air to the safe asbestos envelope, and each propeller will have its own electric clock motor to power it. While it was originally intended that the proposed craft would have its own nuclear power plant (to be supplied by the Three Mile Engineering Co.) to supply the needed electricity, safety considerations now suggest that the new St. Helen's Energy Co. "cataclysm" process batteries will undoubtedly find greater acceptance.

With such promising developments in the offing, the day of large aeroplanes is surely coming to an inevitable end.

TAN II RUBBER PRODUCTION PROBLEM

Due to a change in golf ball technology from rubber wound balls to solid molded balls our main factory has been shut down and Tan II Rubber has been transferred to a different production facility. As you might understand this has caused "start up" problems for the production of Tan II at this location.

CURRENT STATUS

The new location factory ran a small trial lot of Tan II in Dec. 2001. While the rubber formula has been stabilized, the new plant process is not. Most of the December run was scrapped by the factory prior to completion. Of the small amount that made it all the way through the manufacturing process, the test results by three (3) of my test crew were less than satisfactory for contest grade Tan II. Results showed the rubber (in ½ pound samples) ranged from good contest (1) to good test flying rubber (2). The end result is that the few pounds that we have were sold as "kit" rubber.

CORRECTIVE ACTION

A meeting has been scheduled for Jan. 24th (after Eloy) at the factory with all of their key people, myself, and our polymer chemist/ modeler/ consultant. (A first !) The goal of this meeting is to carefully review the process and controls and to collectively decide on a corrective course of action to improve process reliability.

CURRENT GAME PLAN

A new small lot of 1/8" is to be scheduled, and if successful, is to be followed up 30 days later by a large batch of all sizes. Rest assured that collectively we all are working hard to get the new location factory "up to speed" on Tan II rubber.

MEANWHILE

We have good 1/16" Tan II in stock. Works great in coupe, and the Chinese love it for F1B. Think of it, you can make up the equivalent of a 27 strand motor! (Its good upper body exercise).

Sincerely,
John Clapp, FAI Model Supply

THE GOLDEN AGE
by
Fran Ptaszkiewicz... D.S.M.

In 1938 the Spenser-Larsen Aircraft Corporation of Farmingdale, New York produced a two-place cabin amphibian designated Model SL-15.

This Long Island company's design had some unique features. Among them a tricycle landing gear with a wing float combination, wherein the nose wheel retracted into the bow of the fuselage / hull, while the main wheels were attached to the rear of the floats and when retracted rearward would become the stabilizing floats for water operation.

To assist in water handling, the hull featured the then new N.A.C.A. Model 35 design which was slightly modified. It was believed the pointed main step would provide better planing capabilities on water take-offs.

Another unique feature was the engine installation and propeller drive system. The engine was installed deep in the hull proper in order to provide a very low center of gravity. A shaft and gear type of angle drive were connected to the two bladed, pylon mounted, pusher propeller.

The airplane having been designed for an in-line type of engine installation, utilized a Menasco 150 hp engine for testing, while a 175 hp Ranger was planned for use in the production aircraft.

Test's indicated a top speed of 134 mph with a cruise of 118 mph. Landing speed was 48 mph.

Construction was of spruce and used 'Bakelite' bonded plywood. Copper and brass fittings were used throughout to attempt to eliminate or at least limit the effect's of salt water corrosion when operated in that type of environment. Fresh water operation presented no problem's.

Specifications; Wingspan was 40'-0", lenght from bow to tail was 27'-10".

This early amphibian design is reminiscent of the later day Colonial "Skimmer", first flown in 1948. In 1959 the Lake Aircraft Corporation purchased the manufacturing right's and the airplane was then known as the Lake "Skimmer". Following some design changes the name was changed to "Buccaneer".

I have been unable to locate any other information relative to the fate of the design or it's parent company. There was at least one completed as a photograph of the ship appears in the Aircraft Year Book for 1939.

It is possible that this may have been the only one built and flown.



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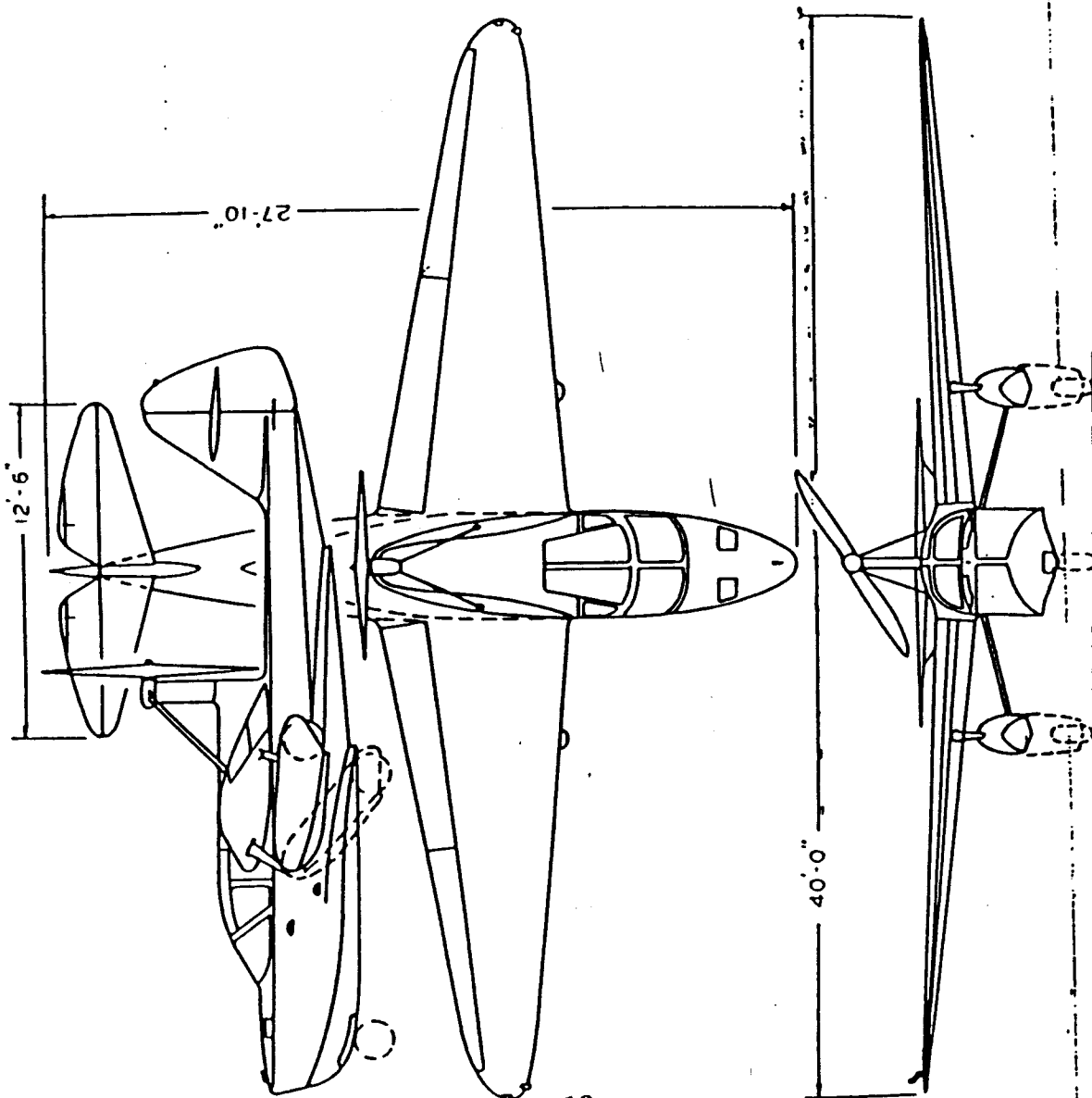
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THE SPENCER-LARSEN

It is powered by a 150 h.p. Menasco engine.

Glue Guru on the Fokker Triplane—

Here's a new book spelling out the Red Baron's mount with all its virtues and flaws:

Three Wings for the Red Baron

SPAD's Triplane effort was a disaster. MIT proved the concept inherently slow. Sopwith's Triplane was set aside as mediocre. The Curtiss attempt was a flop.

Yet Richthofen saw great merit in three-winged fighters, betting his life on Fokker's design, despite its inferior engine. Why? What did he see in three wings?

Wounded and depressed, was he merely grasping at straws while engaged in denial? Was his death, in a Fokker Triplane, a chance event or one more proof of three wing inadequacy?

The answers are here, backed by solid research in London, Munich and Berlin. Some 240 illustrations are offered, including rare wartime 3-views of the Curtiss, Sopwith and Fokker Triplanes.

The treatment is straight Glue Guru-aerodynamics with a certain verve. I think you'll like it.

The book is available through Barnes & Noble, Amazon, Borders, Books-a-Million and private bookstores as well. Price varies a bit, with Amazon offering the lowest price, but B & N supplies a faster delivery. You can examine some 15 pages without charge by reaching Amazon.com on the internet and then requesting "Three Wings for the Red Baron". In return, you can inspect, or even print out, the first chapter.

Check it out!

FLYING ACES CLUB

KANONES

as of 12/31/2001

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SRULL, DON 211
REES, DAVE 163
LIVESAY, DAVE 134
MILLER, JIM 127
GRIEBLING, STEVE 123
NORMAN, DENNIS 118
MARTIN, DOC 110
ZAPF, RICHARD 107
BRIEHL, DAN 105
MIDKIFF, MIKE 104
COX, PHIL 98
BOYANOWSKI, PAUL 97
STOTT, DAVE 93
FINEMAN, MARK 89
ZAND, MIKE 85
LAWTON, AL 84
NALLEN, TOM JR. 84
MACENTEE, RICH 82
PORTER, JERRY 81
BREDEHOFT, GEO. 75
THOMAS, MIKE 73
NIEDZIELSKI, DAVE 70
HALLMAN, TOM 66
STARLEAF, CHRIS 63
MEYERS, III GEORGE 58
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KRUSE, LARRY 54
MATHER, CLARENCE 54
ROWSOME, FRANK 54
HOWARD, DICK 52
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AIR VICE-MARSHALL

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EGGERT, WALT SR. 45
SCHOBLOWER, CHAR. 45

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PERES, VIC 44
MOSES, JACK 43
NIPPERT, VIC 43
SMITH, GENE 43
SCHLOSBERG, BOB 41
GILBERT, VANCE 40
PELATOWSKI, ED 40

LT. GENERAL

KOTHE, HERB 39
LEWIS, GEORGE 39
TRIVIN, WAYNE 39
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DRISCOLL, DAN 38
MEYERS, STEW 38
SANFORD, CURT 37
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KANE, DAN 37
CHAPPELL, HOWARD 36
DELOACH, DON 36
KOPTONACK, JOHN 36
NASSISE, MIKE 36
STOTT, PAUL 36
LOEHLE, CARL 35
SIEDENTOPF, BOB 35
TUDOR, JOHN 35

MAJOR GENERAL

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NUNEZ, GEORGE 34
OBARSKI, DICK 34
KUENZ, RALPH 33
DAILY, PAT 32
HENN, BILL 32
JOSEPH, JOE 32
MILLER, RICH 32
SLUSARCZYK, DON 32
ARONSTEIN, DAVE 31
BEARRY, GLENN 31
DECOCK, DON 31
PEAVEY, LARRY 31
BOLLINGER, NEWT 30
FARRELL, WALLY 30
LANG, DON 30
MCGINNIS, DEAN 30
PITTMAN, TERRY 30
SUGDEN, BOB 30

BRIGADER GENERAL

BOJANOWSKI, BOB 29
KESHIAN, HARRY 29
KLIENERT, RANDY 29
MARETT, JOHN 29
NALLEN, TOM SR. 29
THOMPSON, BOB 29

HELMAN, PAUL 18
HIRLEMAN, FRANK 18
HURDLE, JOE 18
KLUJBER, RUDY 18
LANGLEY, TED 18
MOORE, ROYALL 18
STEEB, DON 17
BARKER, JOHN 17
BOURKE, ROY 17
BUCHANAN, DOUG 17
CANNON, HAROLD 17
LIKELY, AL 17
NOVAK, ED 17
PARTIN, GENE 17
PENNINGTON, BILLY 17
DIETZ, BILL 16
DONOHUE, JERRY 16
GREGORY, ROLFE 16
PAISLEY, SCOTT 15
FINLEY, BRUCE 15
NALLEN, MICK 15
ROTH, MEL 15
STRUCK, HENRY 15

MAJOR

DECOCK, ALBERT 14
STEVENS, HERB 14
ARMSTEAD, GEORGE 13
BRIMMER, DON 13
BROWNHILL, CHRIS 13
DOBBERFUHL, SCOTT 13
HUNTER, GARY 13
LIONBERGER, FRED 13
CAMPBELL, DON 12
DECOCK, ALLAN 12
ISERMAN, MIKE 12
KRAMER, JOHN 12
MCGUIRE, JOE 12
SLUSARCZYK, CHAR. 12
ADAMS, DICK 11
GRANT, JIM 11
O'LEARY, JACK 11
RUSSELL, TED 11
RUSSO, ROCKY 11
TISINAI, JACK 11
BOEHN, CHRIS 10
CHOATE, RICK 10
COLSON, STAN 10
COX, VIC 10
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ESCALANTE, MIKE 10
HYKA, JIM 10
LAVENDER, TIM 10
MILLER, DON 10
MORROW, MIKE 10
SCHMIDT, WILFRED 10

LT. COLONEL

BOJAN, ED 19
BURDSAL, LES 19
HEYN, ED 19
LINSTRUM, DAVE 19
MCGOWAN, MEGAN 19
ORPHAN, WILLIAM 19
SCHMITT, TOM 19
WEBB, JASON 19
FIKE, JACK 18

SHERMAN, LEN 18
VOLLMER, AL 18
WHITEMAN, JIM 18
CLEAVE, AL 9
FRANKS, DAVID 9
HUMMEL, RON 9
KAGEN, JOHN 9
NIED, TOM 9
ODOM, TOM 9
SCOTT, FRANK 9
WELSHANS, MIKE 9
ARNOLD, TOM 8
BARFIELD, DAVID 8
BENDER, BOB 8
BREDEHOFT, JACK 8
HANNAY, DOUG 8
HUDSON, NEAL 8
PHILLIPS, BERT 8
ROSS, LINCOLN 8
SCOTT, CHRIS 8
THOMAS, PHILIP 8
VANDORN, STUART 8
WARNER, BILL 7
ANDERSON, ERIC 7
ASSEL, DON 7
BATIUK, GEORGE 7
BROMM, KARL 7
BUTSCH, ROBERT 7
FEDOR, MIKE 7
FRAUTSCHY, HENRY 7
HARWOOD, DON 7
JACKSON, TIM 7
KAMODY, RON 7
NEFF, VERN 7
O'BRIEN, TOM 7
PAILLON, A.J. 7
REES, MARIE 7
SMITH, DAN 7
THORNTON, JIM 7
ALDERSON, LEN 6
BEAL, PETE 6
BOEHN, PRESTON 6
GALLO, GREGG 6
GARAFLOW, DON 6
GUNN, WADE 6
HENDERSON, BILL 6
KONEFES, ED 6
MILLER, WILLIAM 6
MORTON, GARY 6
POLENTO, JOHN 6
PRISEL, DUDLEY 6
RICE, JACK 6
ROBELEN, DAVE 6
STEED, CHARLES 6

LIEUTENANT

BARLOW, MARK 4
BRIEHL, JEFF 4
CERESA, BILL 4
COLLINS, DAVE 4
EGGERT, WALT, JR. 4
FACTOR, R. 4
FARANDA, TONY 4
FINK, STAN 4
GARBER, LES 4
GUERRA, OMAR 4
HARLAN, DAVE 4
HASKELL, CURT 4
HAUGHT, DAVE 4
JOHNSON, KEN 4
LAYCOCK, JOHN 4
LORIMER, HAL 4
MARCHESE, BOB 4
MASTERS, BOB 4

MCCOY, TOM	4	BLAIS, TIM	2	SHAW, DICK	2	DOTEN, ART	1	LIDBERG, AL	1	RUSSO, GUY	1
MILLS, DAVID	4	BOWERS, HURST	2	SIEFRIED, DICK	2	ECKERSON, EARL	1	LIGARSKI, STAN	1	SANDERS, TOM	1
NEWELL, KEN	4	BRADLEY, PAUL	2	SIMPSON, BILL	2	ELLIS, D.	1	LINARDIC, VLADIMIR	1	SATTERTHWAITE, BAR.	1
PETERSON, AARON	4	BROCK, PAM	2	THOMASIAN, HARVEY	2	ENGLERT, DOUG	1	LOATES, FRANK	1	SCHUELER, CARL	1
PETRINEC, BOB	4	BROCKS, PETER	2	TRITTLE, PAT	2	EPP, BRIAN	1	LUZZI, KRISTINA	1	SCHUTZEL, EMIL	1
PHOENIX, ROCKY	4	BUKOWSKI, BILL	2	VANDERLINDE, DAVE	2	ESPI, JOE	1	MAGERS, CHARLES	1	SEAYER, TED	1
PLACHY, LAD	4	CALDWELL, BILL	2	VON BUEREN, KARL	2	FEDOR, JEFF	1	MANKOWSKI, JIM	1	SEBASTIAN, JOE	1
REDDING, HERB	4	CAMPBELL, LEE	2	WAGNER, JERRY	2	FERGUSON, BOB	1	MARCHESE, MATT	1	SENNET, BOB	1
TAYLOR, BARRIE	4	CLARKE, BILL	2	WATTS, TED	2	FLETCHER, BARRY	1	MARKSON, JERRY	1	SHEPHERD, CHARLES	1
VOORHEES, JOHN	4	DAILEY, JIM	2	WATTS, RON	2	FOSTER, BRUCE	1	MCBRIDE, JIM	1	SMALLEY, RALPH	1
WEBER, RICH	4	DERBER, DAN	2	WOODS, FRANK	2	GARRISON, BOB	1	MCELVEEN, JACK	1	SMITH, HOMER	1
ANDERSON, DICK	3	DETAR, JAMES	2	WORMLEY, JOHN	2	GEARING, GEORGE	1	MC GEE, JUSTIN	1	SOLMONOFF, GEORGE	1
ANDERSON, JAMES	3	DITRICH, BRIAN	2	ZUPOLSKI, ED	2	GILES, RICH	1	MC KINNEY, MIKE	1	SOUTH, STEPHEN	1
BAECKE, AL	3	DITRICH, MIKE	2	ALABACK, JIM	1	GORMAN, DICK	1	MCMAHON, JIM	1	SPIESS, MIKE	1
BAECKE, FLORENT	3	EVERSON, WALT	2	ALBRACCIO, BUD	1	GREGGS, FRED	1	MELLANDER, ELMER	1	SQUEGLIA, RALPH	1
BARBER, DOUG	3	FLESHER, AL	2	ALLEN, TERRY	1	GUMM, TERRY	1	MIDGETT, RON	1	STEINMAN, ELVIN	1
BARISH, JOE	3	FUGIKAWA, STEVE	2	ALLISON, MARK	1	HAGEN, AL	1	MIDKIFF, RICK	1	STONE, RICHARD	1
BAUGHMAN, GARY	3	HAAAKONSEN, ERIK	2	ALVIS, BUNNY	1	HAIGHT, BOB	1	MINO, CHRIS	1	STONECIPHER, RICH	1
BIRD, LES	3	HARRIS, JIM	2	ANDERSON, ART	1	HAIGHT, BOB	1	MONTEATH, ALAN	1	STOTT, PAUL D.	1
BURKE, SAM	3	HEDLEY, CARL	2	ANDERSON, WAYNE	1	HALES, STEVE	1	MOON, ROGER	1	SYLVIA, ED	1
COFFEY, WENDELL	3	HUTCHINSON, BILL	2	BAIRD, TEX	1	HANFORD, BOB	1	MOSELY, JIM	1	TALBOT, RICHARD	1
DOCH, ZACH	3	JAMISON, BOB	2	BARKER, JACK	1	HANFORD, RIP	1	MUFFELMAN, BILL	1	TARANGO, GLENNA	1
ELLIS, ART	3	KING, GARY	2	BARNES, LOU	1	HARDING, HAROLD	1	MYERS, GREG	1	TAYLOR, BILL	1
ENGLERT, PAULA	3	KNUTSEN, NEIL	2	BARR, BILL	1	HARLEN, RAY	1	NACIN, DICK	1	TIPPS, LEE	1
HARDCHASTLE, DICK	3	LAMB, ED	2	BAXTER, D.	1	HASLAM, LIN	1	NALLEN, KAREN	1	TOMASCH, WALT	1
HERR, TOM	3	LEIFER, LOUIS	2	BENNER, DAN	1	HAWES, DICK	1	NEARING, LARRY	1	TRACY, DAVID	1
HUGHSTON, TOM	3	LEMON, KENT	2	BETHEA, JIM	1	HAYWOOD, TREVOR	1	NEDS, GEORGE	1	TROUTMAN, JIM	1
KNIGHT, MARION	3	LUNDBERG, BOB	2	BETJEMANN, ROBERT	1	HENDERSON, JOHN	1	NOLL, JACK	1	VALLS, JOHN	1
LEWARS, JOHN	3	MANSFIELD, GEORGE	2	BETZ, PRISCILLA	1	HENDRICKSON, CHAR	1	NUNEZ, JONATHAN	1	VANDEN BOSCH, R.	1
LOVETT, GRANT	3	MARGELLO, ED	2	BRAKE, DICK	1	HENSEL, RICH	1	ODOM, DOT	1	WARMONN, BOB	1
LUZZI, MICHAEL	3	MASTERS, RICHARD	2	BRAUER, SAM	1	HERBST, PAUL	1	ORTIZ, ELLIOT	1	WEBSTER, LEE	1
LYONS, BOB	3	MCDANIEL, HAP	2	BRAUN, DAVE	1	HINTON, BILLY	1	OSALZA, DON	1	WHITACRE, DON	1
MCBRIDE, DUNCAN	3	MCDONALD, TIM	2	BRAUNLICH, MARK	1	IVES, DAVID	1	PAFIOLIS, ALEX	1	WIENKER, CLIVE	1
MOULTON, BOB	3	MCDOW, BILL	2	BURNS, MICHAEL	1	JESSUP, ARTIE	1	PARK, JIM	1	WILLIAMS, JAY	1
NELSON, BOB	3	MILLER, DICK	2	BURRY, CLAUDE	1	JOHNSON, GARY	1	PASTEL, HARVEY	1	WOJTKIEWICZ, CHUCK	1
ODOM, LOUIS	3	MITCHELL, BILL	2	CASGILL, WALDO	1	KANE, KATHLEEN	1	PAVEK, BILL	1	WURMAN, BOB	1
OLM, ORVILLE	3	MUNN, DON	2	CASAZZA, DAN	1	KEAR, KEN	1	PAYNE, DOUG	1	YANOSKY, TOM	1
ORZECCH, HENRY	3	NUNEZ, JORGE SR.	2	CAVE, ED	1	KEHR, WILLARD	1	PEACOCK, DON	1	YODER, MARVIN	1
OSBORNE, BOB	3	OSLAN, ROBERT	2	CAWTHORNE, JOHN	1	KELLEY, WARREN	1	PELATOWSKI, LARRY	1		
PACK, CHARLES	3	PAPIC, FERRIL	2	CERVONE, MIKE	1	KERZIE, MARK	1	PENNY, WILL	1		
PAYNE, RAY	3	PARENT, CHRIS	2	CHAFE, WARREN	1	KING, LES	1	PHILABAUM, RICHARD	1	BOLD NAME =	
RAKOW, RAY	3	PEDERSON, JOE ED	2	CHASTIE, DAVE	1	KING, STAN	1	PHOENIX, GOEFF	1	FIRST YEAR ON LIST	
REICHEL, JUANITA	3	PISHNERY, DAVE	2	CLUTTON, ERIC	1	KOHFIELD, DICK	1	PIERCE, FRED	1	<u>UNDERLINED COUNT =</u>	
SAVAGE, TOM	3	PORTER, CHUCK	2	COLLINS, DAVID	1	KREMPETZ, KENNY	1	POLLARD, JIM	1	PROMOTED IN 2001	
SHAW, BOB	3	PROULX, T.	2	COLT, GILBERT	1	KRUSH, JOE	1	POWELL, CHUCK	1		
SIEDENTOPF, MIKE	3	RECKER, GERD	2	COPEMAN, KEN	1	KUEHNE, LAVON	1	RAMOS, FERNANDO	1	BOLD NAME & COUNT =	
STALEY, BILL	3	REUTER, BILL	2	CORLETT, NORM	1	KURTENBACH, JOUR.	1	RASH, FRED	1	BLUE MAX IN 2001	
TELFORD, TONY	3	ROAD, JOHN	2	CORNELIUS, DALLAS	1	LANDHUIS, ROBERT	1	REYNOLDS, BILL	1		
ALLEN, DICK	2	RODEN, BOB	2	COSLUICK, LARRY	1	LANG, JOEL	1	RHODES, BILL	1	CONGRATULATIONS	
BALGER, WALT	2	ROTH, BRIAN	2	CRAWFORD, DOHRMAN	1	LANGEVIN, LEO	1	RICE, DAN	1	TO ALL!	
BARBER, LES	2	RUSSELL, BOB	2	CUMMINGS, STEWART	1	LARSEN, TIM	1	ROBERTS, MIKE	1		
BARRETT, KEVIN	2	RZADCA, MARK	2	DAVIS, CHARLOTTE	1	LEE, JIM	1	ROSS, DON	1		
BAUMGARDNER, KEM.	2	SAKS, DAVID	2	DEHAAS, BILL	1	LEHR, DAVE	1	ROSS, RICHARD	1		
BELL, BILL	2	SAUTER, CHARLIE	2	DEHAAS, BILL	1	LEHR, ROGER	1	RUBRICH, CHRIS	1		
BENNETT, LEON	2	SEALS, LARRY	2	DOCK, DENNIS	1	LELONG, HENRY	1	RUHLAND, D.J.	1		
BLACKHAM, RICH	2	SEATH, DAVE	2	DODGE, DAVE	1	LEONHARDT, WALT	1	RUPPERT, CONRAD	1		

Academy of Model Aeronautics

5161 East Memorial Drive
Muncie, Indiana 47302
(765) 287-1256 - Business
(765) 289-4248 - Fax
(800) 435-9262 - Membership Services
<http://www.modelaircraft.org>



January 10, 2002

AMA Leader Members:

We need your help with a federal land matter. While specific to AMA District II, this issue has the potential to have a far reaching impact on model aviation throughout United States.

For several years now we have been fighting the battle to regain use of the former Army Training Facility at Galeville, NY as a model flying site. This site was used primarily by our Free Flight members for almost 30 years, until 1995. During that period Galeville was also used for several activities in addition to model flying and was under the administration of West Point Military Academy. In 1995 West Point decided they no longer needed/wanted control of the property and 566 acres eventually transferred to the U.S. Fish and Wildlife Service. The facility is now used for "the protection and management of a migratory bird habitat, with a special emphasis on grassland dependant birds." Modelers, who enjoyed use of the property for almost three decades, with no documented evidence of harm to either the habitat or the birds who migrated there, were summarily banned from flying models at Galeville. Despite expert testimony contradicting the U.S. F&W's assertions that modeling is detrimental to wildlife, the ban still exists today.

Late last year, at the request of the U.S. Department of Interior, the management of the Galeville facility issued a "Draft Compatibility Determination" (CD) regarding the flying of model airplanes at Galeville. This study may be read by visiting the AMA Website at <http://www.modelaircraft.org>. Choose *Membership Services* and the select *AMA Documents in PDF Format*, open *Document #544*. We are now in a period of public response to this study, which lasts until February 8, 2002.

This is where we need your help, as time is very short. Please take a moment to respond with your written support requesting a return of modeling activities to the Galeville facility. Comments may be submitted in several ways: by letter form to: U.S. Fish and Wildlife Service, Wallkill River National Wildlife Refuge, 1547 County Route 565, Sussex, NJ 07461-4013; or by email to steve_kahl@fws.gov or by fax to (973) 702-7286. Please also send a copy to: Dave Mathewson, AMA Vice President District 2, 7271 State Fair Blvd., Baldwinsville, NY 13027, via email to dmathewson@mindspring.com, or fax to (315) 635-1039. In the subject line of your email please put Ref: Shawangunk Draft Compatibility Determination.

Numbers count and your voice needs to be heard now! You may use the enclosed sample as written, modify it, or just write your own response of support. Please pass this on to members of your club and to any other modelers you know and ask them to express their objection to the banning of modeling activities at Galeville.

If you have any specific questions please feel free to call me at (315) 727-4275.

Thanks in advance for your efforts!

Sincerely,

Dave Mathewson
AMA Vice President, District 2

Address

City/State/Zip

Date

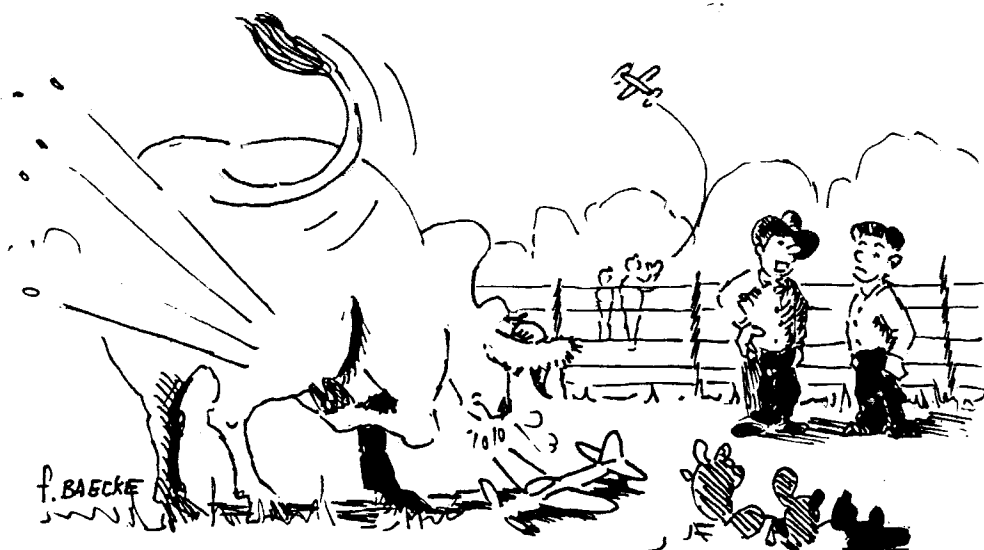
United States Department of the Interior
Fish and Wildlife Service
Wallkill River National Wildlife Refuge
1547 County Route 565
Sussex, New Jersey 07461-4013

Dear Mr. Kahl:

This is my personal response to your letter dated November 26, 2001 to the Academy of Model Aeronautics regarding the Agency's draft Compatibility Determination (CD) on model airplane flying at Shawangunk Grassland National Wildlife Refuge.

As an AMA Member and a modeler I object to the negative and erroneous content of the CD. Please accept this as my request to reconsider and restore model airplane flying at the former Galeville property.

Sincerely,



**GOWAVE YOUR RED CAP IN FRONT OF HIM
AND I'LL RUN OVER AND GRAB MY MODEL.**

FAC Postal Contests

ARE ALL OF THE POSTAL CONTESTANTS HIBERNATING?

We are adding Indoor and Outdoor No-Cal Scale to the schedule.

The Winter Postal Contest starts now as you read this. The events / wings will consist of; Indoor Peanut Scale, Outdoor Peanut Scale, Indoor Scale and Outdoor Scale. Peanuts must fly in their own event. Fly as often as you want with as many models as you wish and each time you better a previous time with a particular model send it in. Contest times count also. The contest will end on May 26, 2002. Entries postmarked after May 28, 2002 will not be accepted. Send all entries to: FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

AIR MAIL

TO OSAMA, WITH FEELING

A real first for the Flying Aces Club, the McCook Field Squadron, with a lot of help from the United States Air Force, sent a nice green "Cave Pounder" to Osama Bin Laden and his despicable buddies. This particular piece of ordinance was marked "Special Delivery courtesy of the McCook Field Squadron--Flying Aces"! Thanks to SMS Daniel DeAnulo and Frank Scott for this news. WAY TO GO.....McCOOK!!!

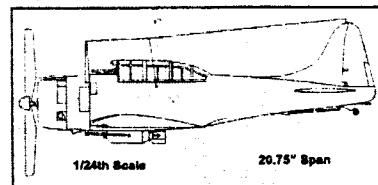
DIELS ENGINEERING, INC.

P.O. BOX 263
AMHERST, OHIO 44001

New Kits Available November 1, 2001

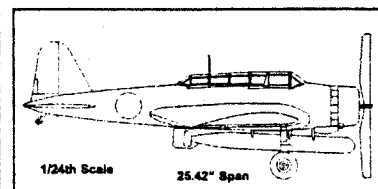
**KIT #34 THE DOUGLAS SBD-3/5
"DAUNTLESS" U.S. NAVY AND MARINE
WW2 DIVE-BOMBER.**

Covers the SBD-3 to SBD-5 versions.



**KIT #35 THE JAPANESE NAKAJIMA
B5N2 (KATE). TYPE 97 WW2 CARRIER
ATTACK BOMBER**

Our model of the Kate is the Pearl Harbor and later version.



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

Price is \$32.95 for ea. kit plus \$6 ea. shipping.

Catalog \$2 or free with order.

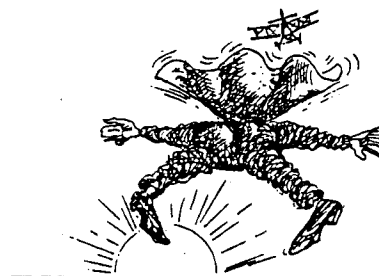
E-mail: dielsengr@kellnet.com

GONE WEST

Five more facers have left our ranks for the "Big Thermal" in the sky. Our sump-atheist go out to their loved ones and their many friends. These fine gentlemen will not be forgotten!

John Bolton.....Knavery, Fla.
Charles Lamb.....San Francisco, Ca.
John McCann.....Blairsville, Ga.
Kermit Hanson.....Pelican Rapids, Mn.
John "Doc" Martin.....Miami. Fla.

Doc Martin has been the big mover behind all of the indoor activity in the Southeast. We hope someone will pick up the gauntlet for Doc. It will not be an easy task.



REGISTRATION FORM---FAC-NATS MARK XIII
GENESEO, NEW YORK JULY 19-20-21, 2002

Please print

Jr./Sr. _____ Open _____

Name _____ Address _____

City _____ State _____ Zip _____ A.M.A. No. _____

I wish to make the following advanced reservations for the FAC Nats, Mark XIII.

Entry fees at \$25.00 each (flies all events)\$ _____

Banquet tickets at \$21.00 each with no dormitory reservations.....\$ _____

Reservations for double occupancy with meals and banquet at \$190.00 each...\$ _____

Reservations for single occupancy with meals and banquet at \$240.00 each.....\$ _____

Total enclosed \$ _____

No entry fee for contestants under 18 years of age. All contestants must be members of the A.M.A. or the M.A.A.C. Please remit entry fee by June 15, 2002 so as to ease paper work later on. Mail entries to: Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2002. If you plan to share a room with someone please indicate their name so we can direct the University to set up the proper arrangements _____

Awards through five places in each event. Contest times are as follows; Friday July 19 8:30 am till 5:00 pm, Saturday July 20 8:30 am till 5:00 pm and Sunday July 21 8:30 am till 4:00 pm.

WAIVER: I/we hereby release the Historical Aircraft Group, Inc., Austin Wadsworth, The State University of New York (Geneseo), The Flying Aces Club, all other persons and other organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/we also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

Your meals at the University will include dinner on Thursday July 18th, breakfast and dinner on Friday July 19th, breakfast and dinner on Saturday July 20th, breakfast on Sunday July 21st and breakfast on Monday July 22nd.

Scale judging will take place at the DAYS INN, 4242 Lakeville Rd., Rte 20A, Geneseo, N.Y. on Thursday July 18th starting at 2:00 pm. Bring your models there to be judged. Giant and Jumbo models will be judged on the field on the day of their event.

Flyoffs for O.T. Rubber events will be held on Sunday July 21st.

Plans must be presented in the Fairchild 24, Dime Scale, Old Time Kit Scale, and the Two-Bit O.T. Rubber events. Dime Scale models cannot fly in both Dime Scale and Old Time Kit Scale. Pick your event.

All radial engined models in mass launch events must have at least a paper engine inside the cowl. All military models in mass launch events must have armament built into the model, no painted on guns, etc. Have proof of scale for all mass launch events. All Pioneer models must fly in the Pioneer event regardless of size.

Friday July 19

Shell Speed Dash
WW-I ML multi-wing only
Embryo
No-Cal Scale
Golden Age Civil Biplanes ML
Golden Age Scale Civil
FAC O.T. Rubber
FAC O.T. Stick
Golden Age Military ML multi-wing
Guillow's Fairchild 24 ML
Comet Phantom Flash
Giant Scale, may be flown any day
The BLUR Race, day to be determined

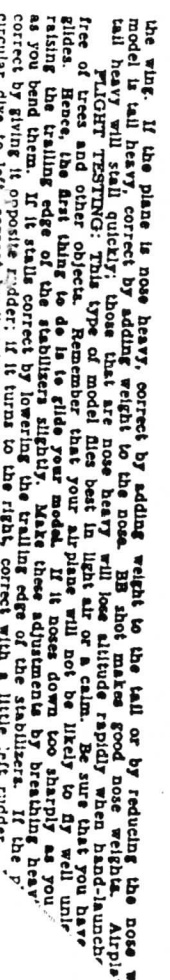
Saturday July 20

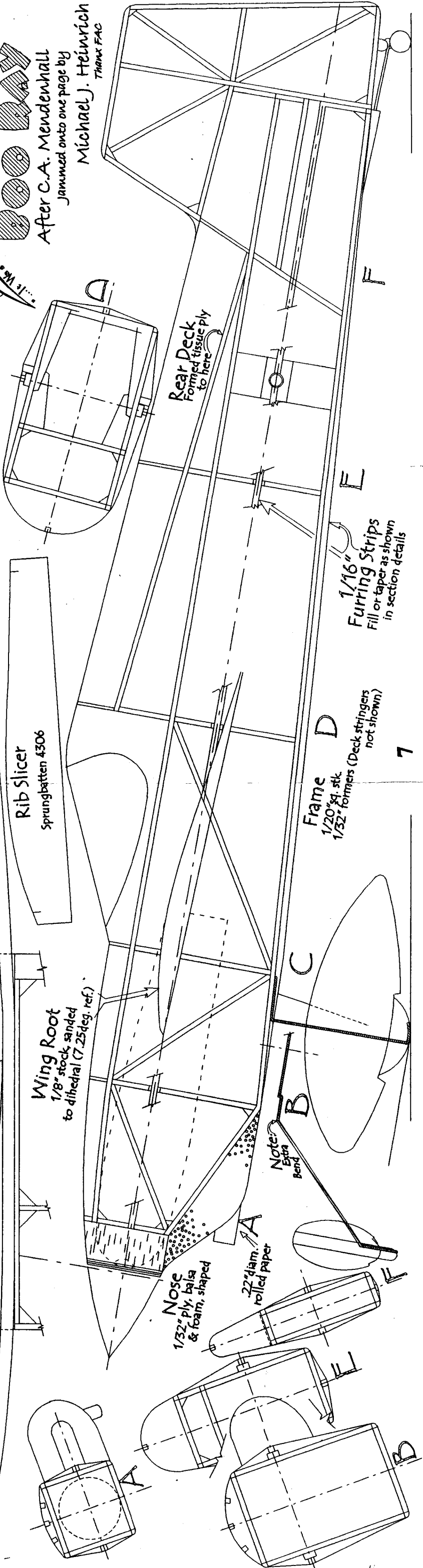
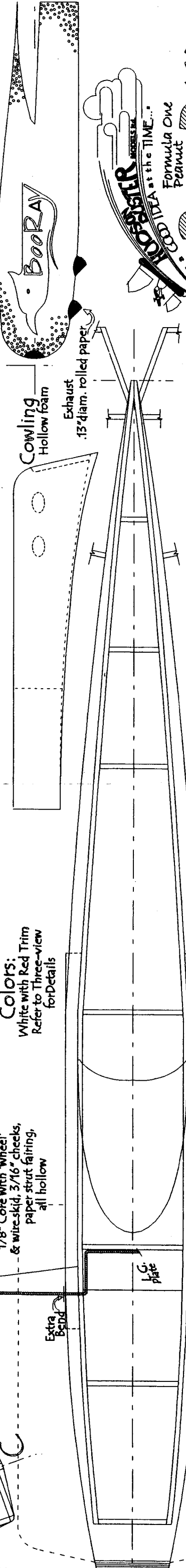
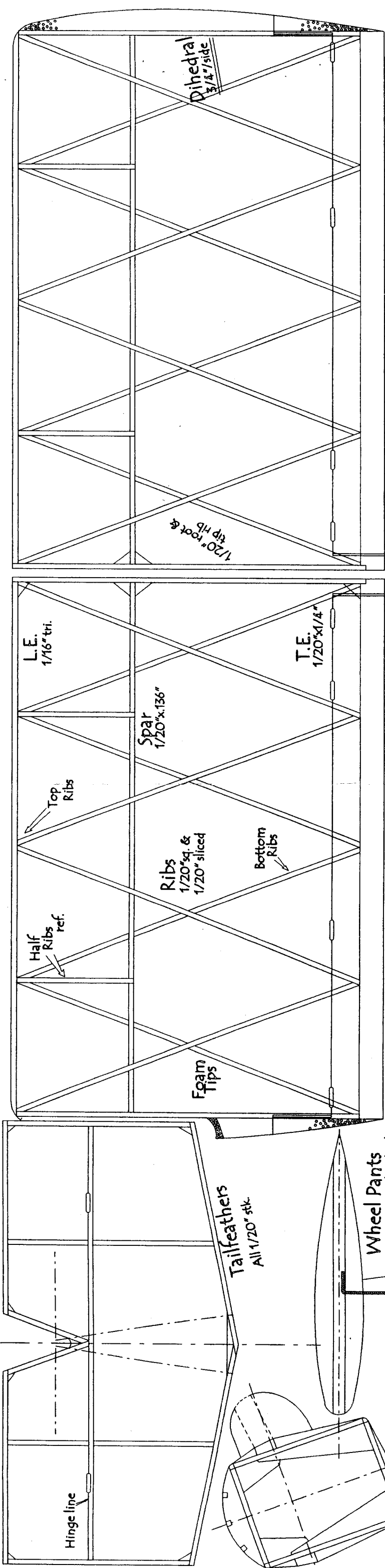
FAC Scale
Hi-Wing Peanut
Greve Race ML
WW-II ML
Pioneer Scale
Zipper O.T. Gas Replica
FAC O.T. Rubber
FAC O.T. Stick
Dime Scale
Bendix Race ML
AT-6 Race ML

Sunday July 21

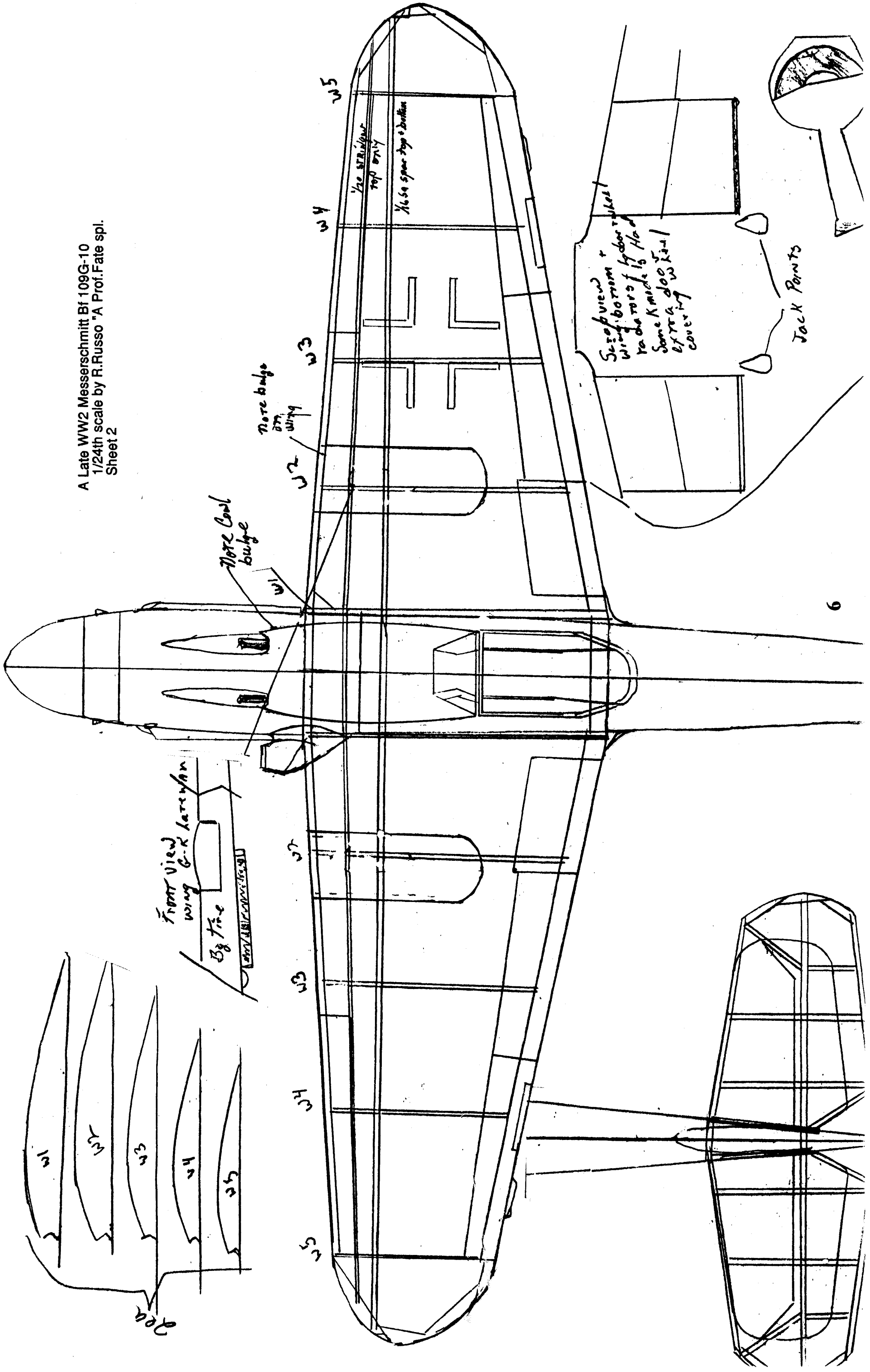
FAC Peanut
Thompson Race ML
Power Scale Single Engine
Power Scale Multi-engine
Jumbo Scale
FAC O.T. Gas Replica
Modern Civil Production
Modern Military ML
Jimmie Allen
Goodyear-Formula Race ML
FAC O.T. Kit Scale
Two Bit O.T. Rubber
Comet Sparky

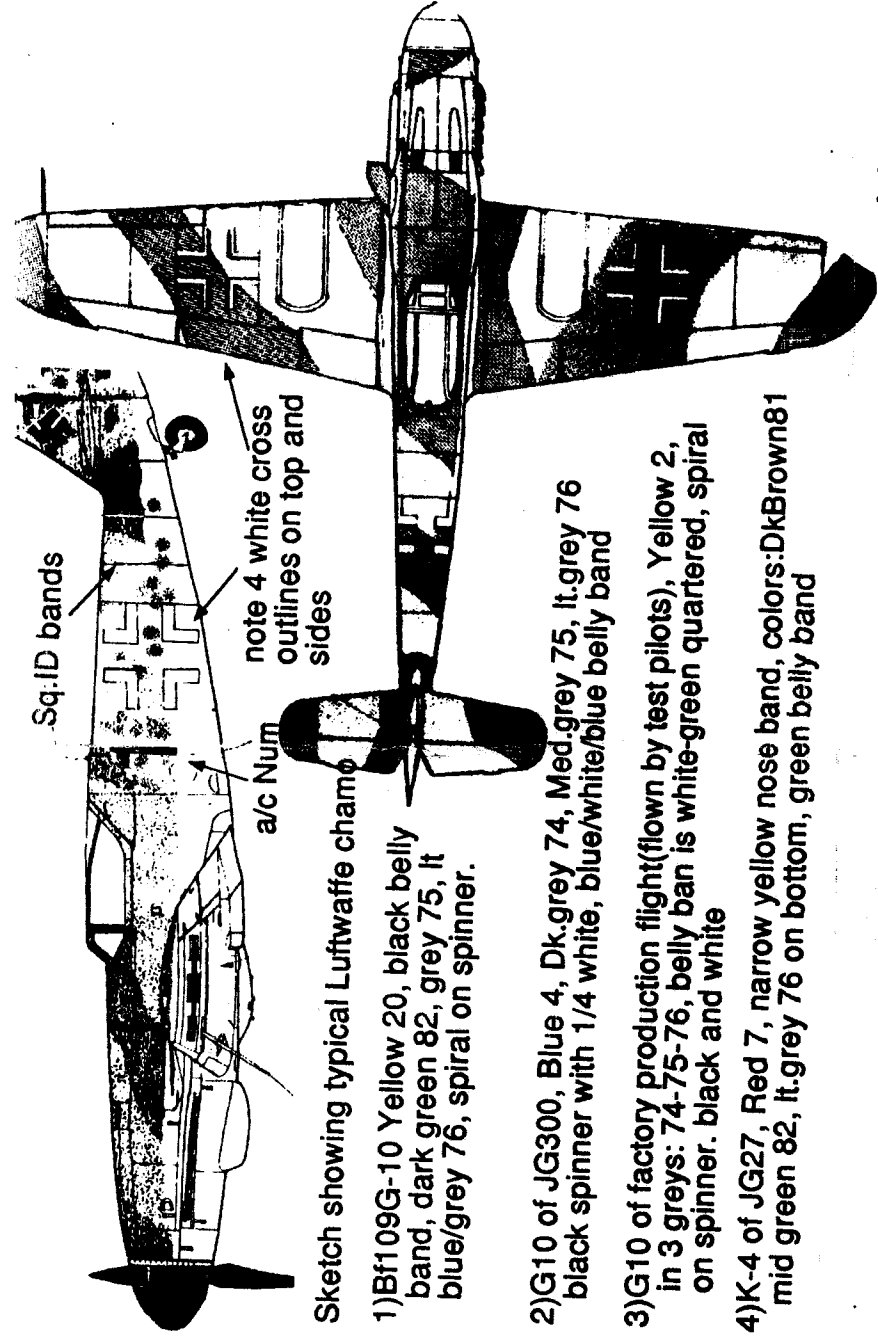
DIRECTIONS FOR BUILDING YOUR FLYING MODEL





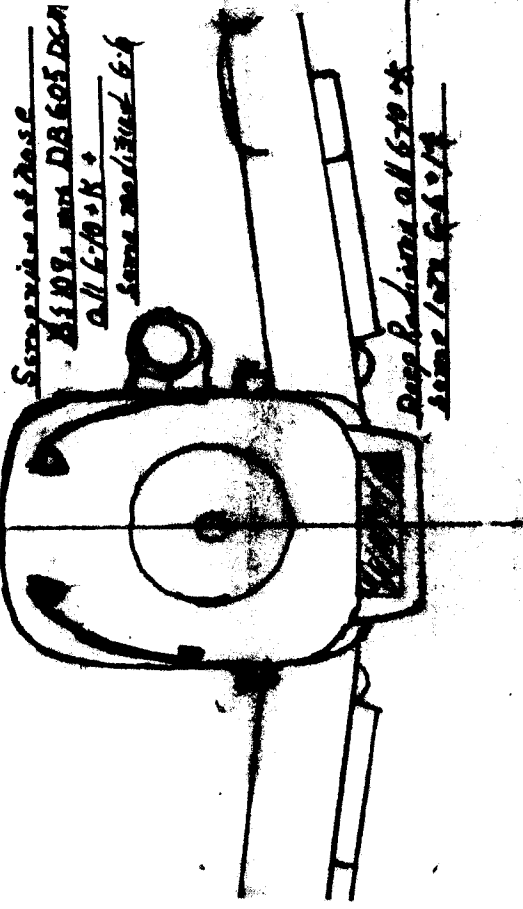
A Late WW2 Messerschmitt Bf 109G-10
 1/24th scale by R. Russo "A Prof. Fate spl.
 Sheet 2





Sketch showing typical Luftwaffe camouflage

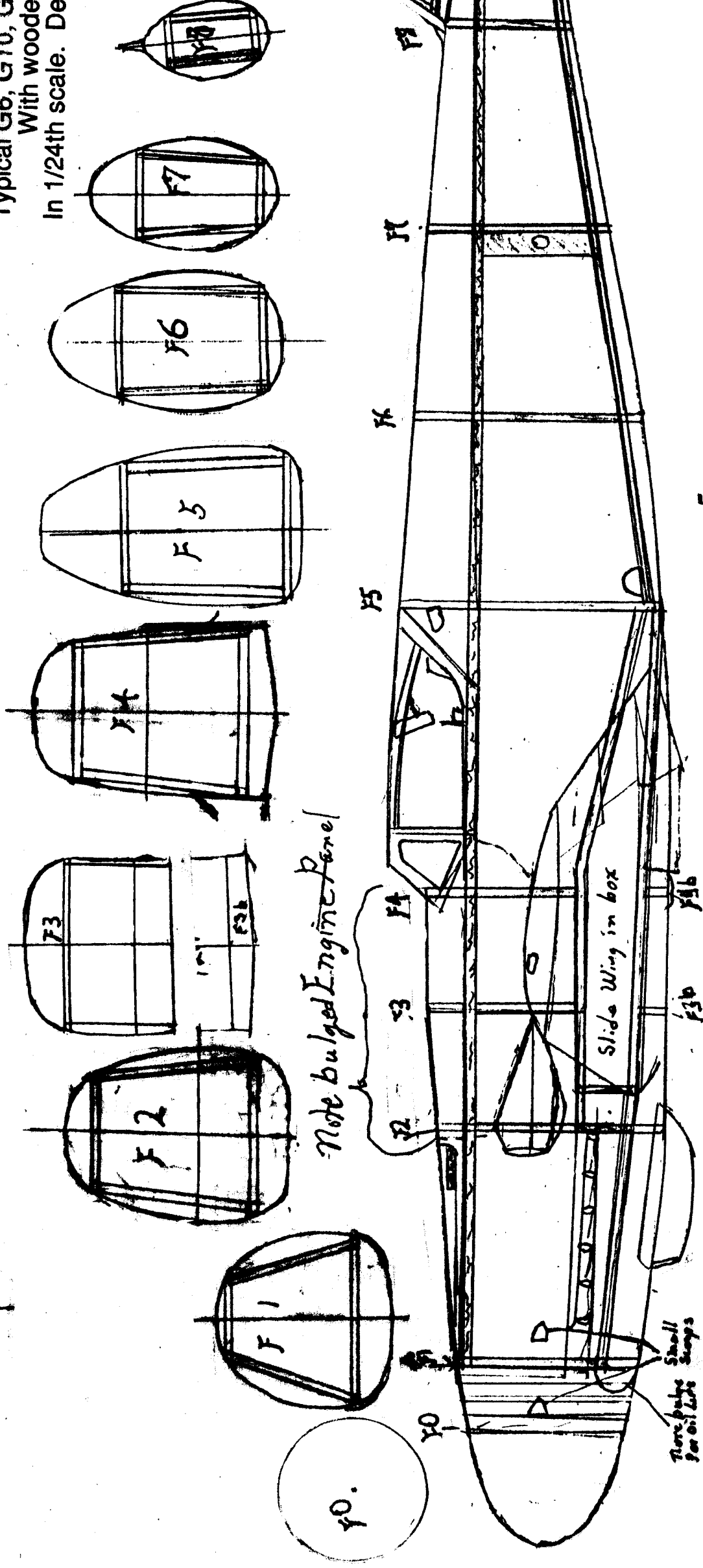
- 1) Bf 109G-10 Yellow 20, black belly band, dark green 82, grey 75, lt blue/grey 76, spiral on spinner.
- 2) G10 of JG300, Blue 4, Dk. grey 74, Med. grey 75, lt. grey 76 black spinner with 1/4 white, blue/white/blue belly band
- 3) G10 of factory production flight (flown by test pilots), Yellow 2, in 3 greys: 74-75-76, belly band is white-green quartered, spiral on spinner. black and white
- 4) K-4 of JG27, Red 7, narrow yellow nose band, colors: Dk. Brown 81 mid green 82, lt. grey 76 on bottom, green belly band

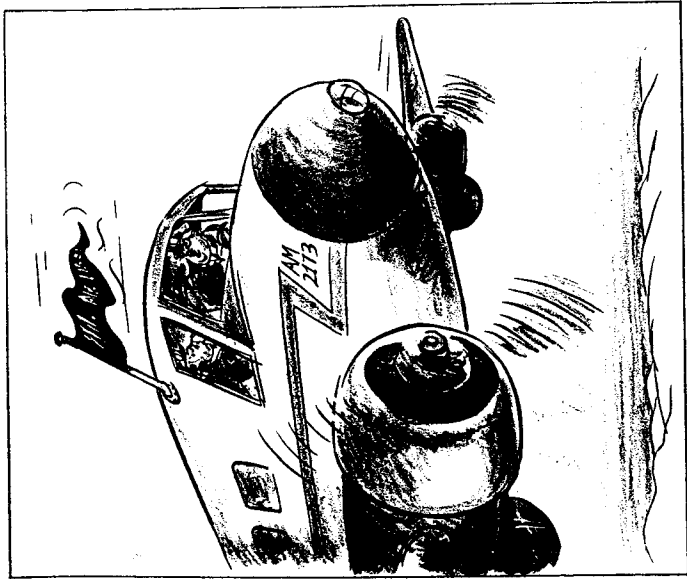


A Late WW2 Messerschmitt Bf 109

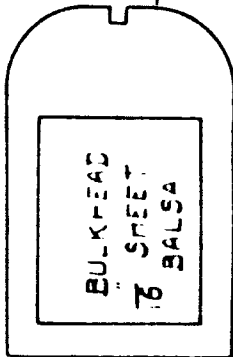
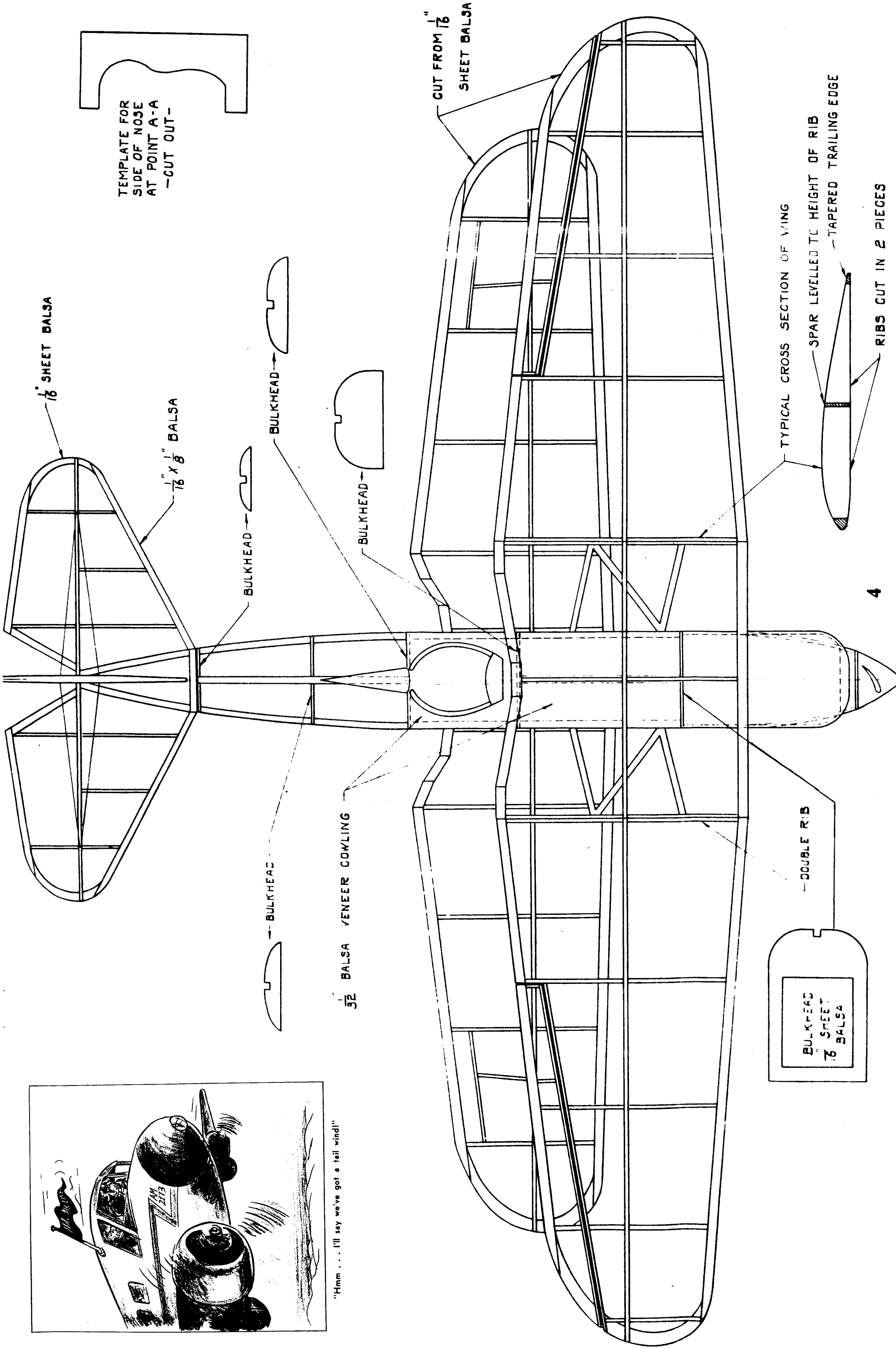
Typical G6, G10, G14, or K with DB605ASm or DCM engine
With wooden tail group

In 1/24th scale. Designed by R. Russo a "Prof. Fate Spl."



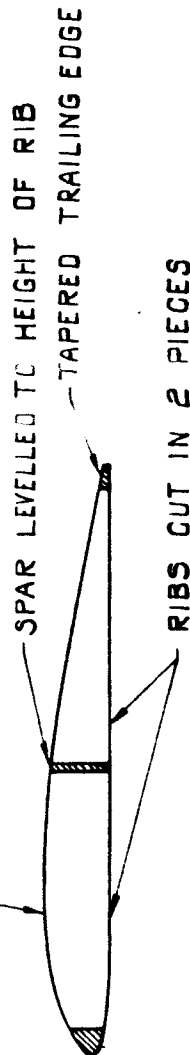


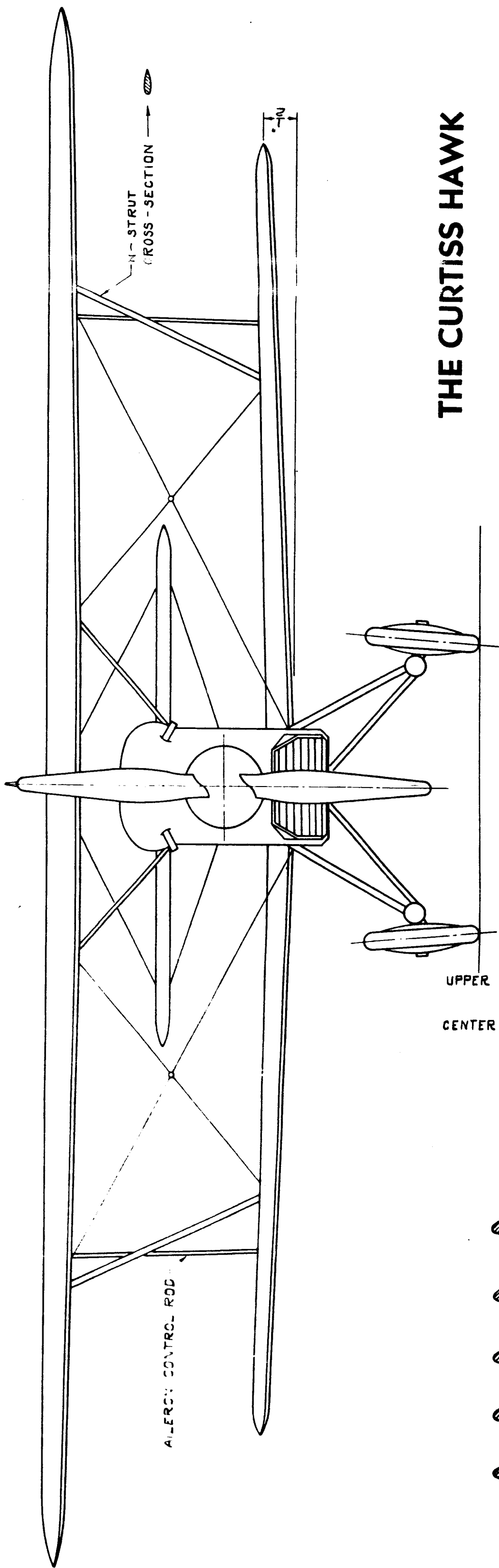
"Hmm . . . I'll say we've got a tail wind!"



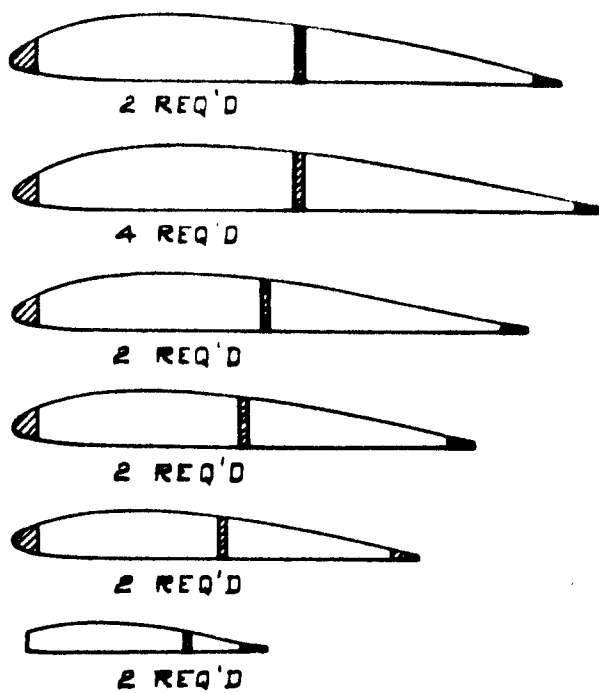
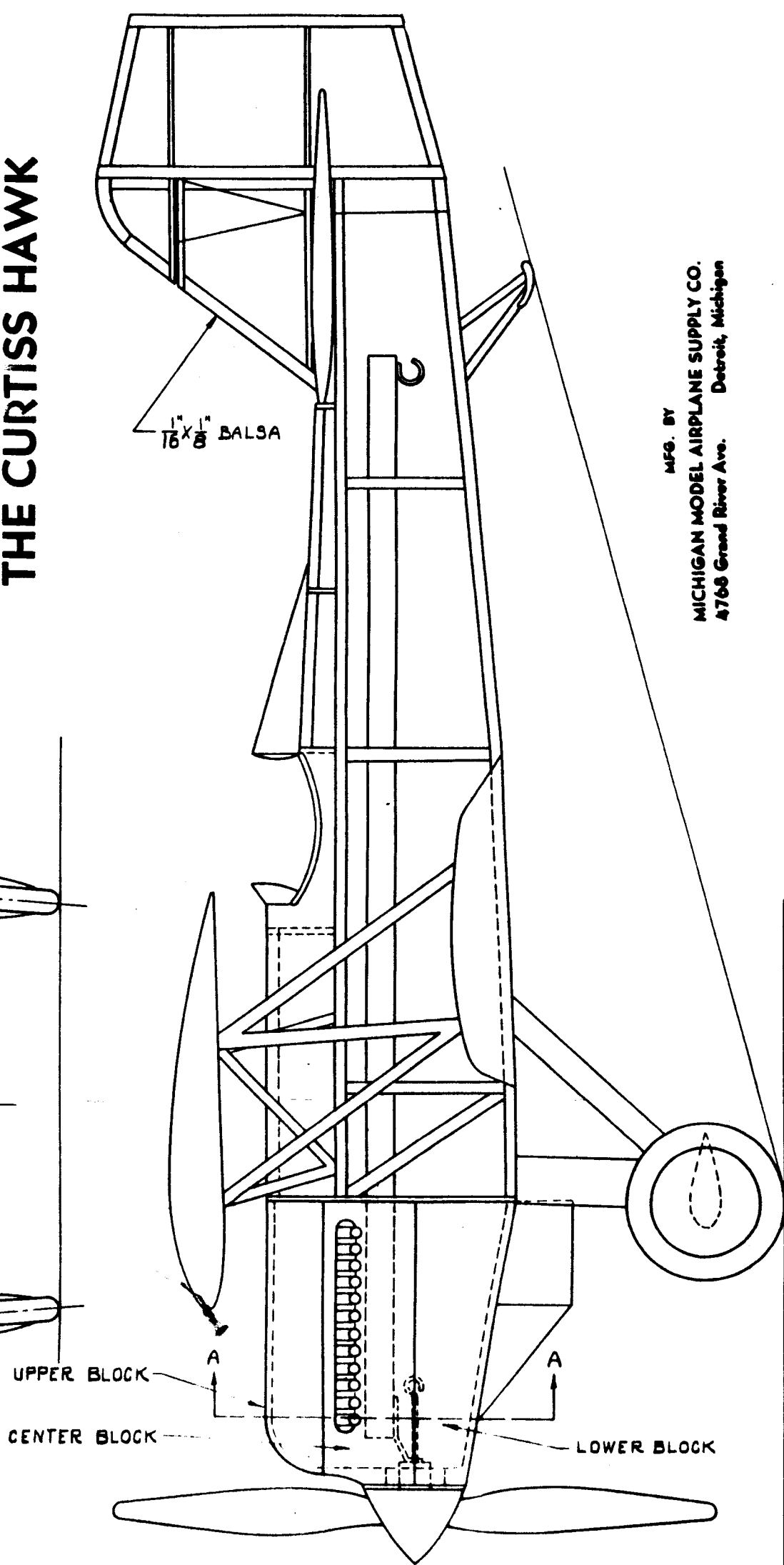
DOUBLE RIB

TYPICAL CROSS SECTION OF WING

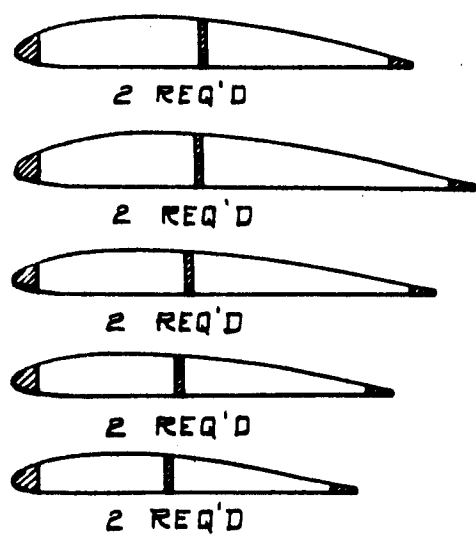




THE CURTISS HAWK

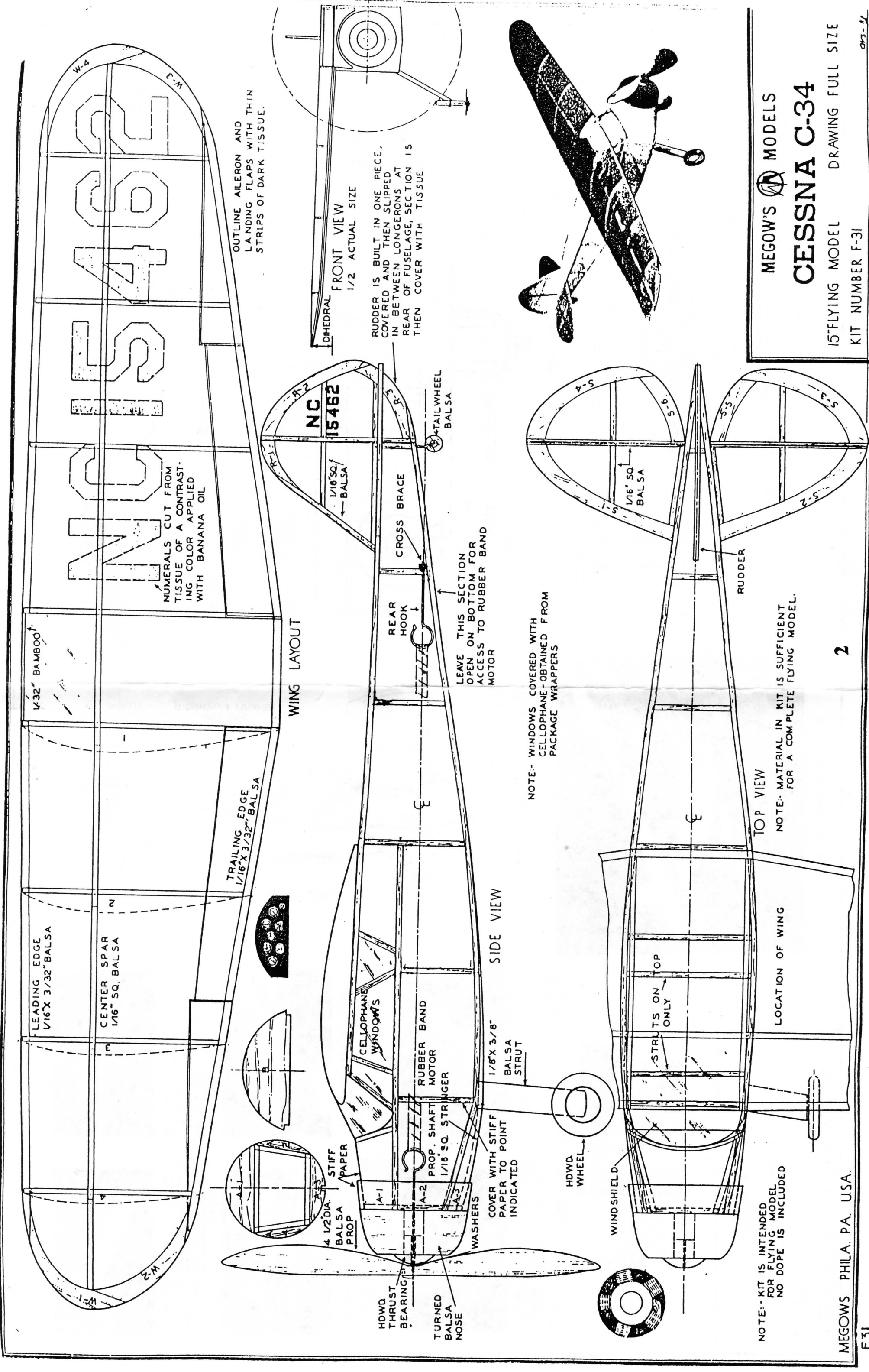


RIBS FOR UPPER WING.



RIBS FOR LOWER WING

MFG. BY
MICHIGAN MODEL AIRPLANE SUPPLY CO.
4768 Grand River Ave. Detroit, Michigan

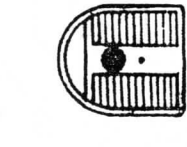


MEGOW'S MODELS

CESSNA C-34

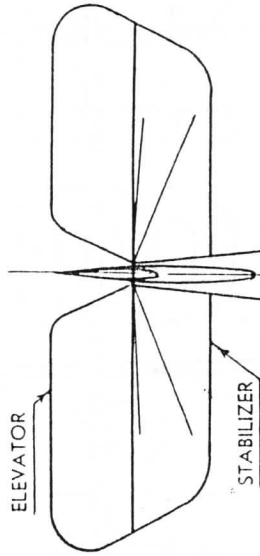
15" FLYING MODEL DRAWING FULL SIZE

KIT NUMBER F-31



RADIATOR GRILL

CUT FROM PLAN & PASTE ON NOSE OF FUSELAGE



ELEVATOR

STABILIZER

FUSELAGE

HEAD REST

AILERON

VICKERS MACHINE GUNS

LOWER WING

UPPER WING

INSIGNIA ON UPPER & LOWER WINGS

RADIATOR CAP

BLUE

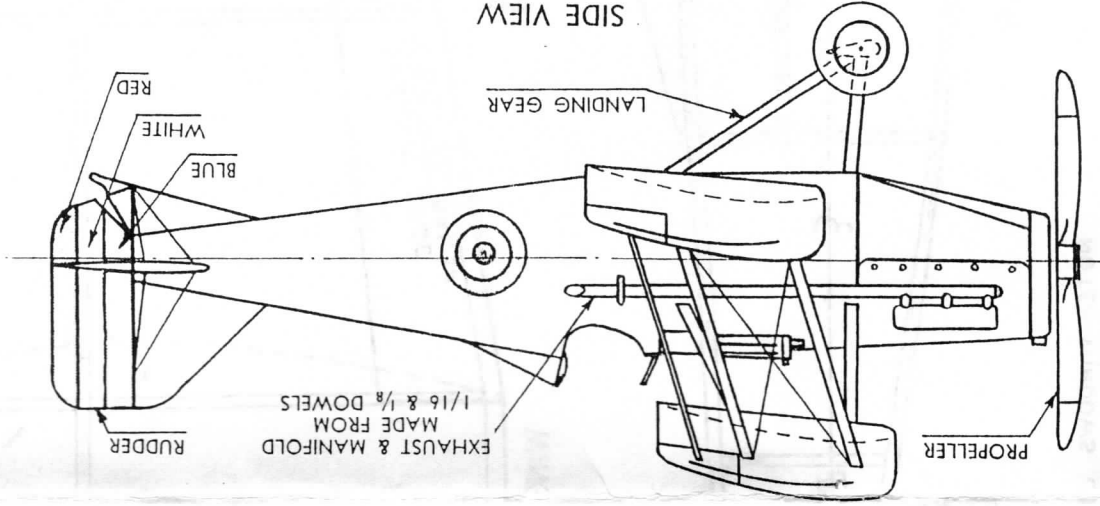
WHITE

RED

- COLOR SCHEME
- FUSELAGE — OLIVE DRAB
 - RUDDER — OLIVE DRAB
 - WINGS — YELLOW
 - STABILIZER — YELLOW
 - EXHAUST & MANIFOLD — BLACK



8. Pictured here is a completed model. For best results in finishing use two coats of primer, sanding after each coat and finish in the colors suggested.



SIDE VIEW

PLAN VIEW

USE THREAD FOR GUY WIRES

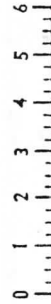
CABANE STRUTS

RADIATOR GRILL

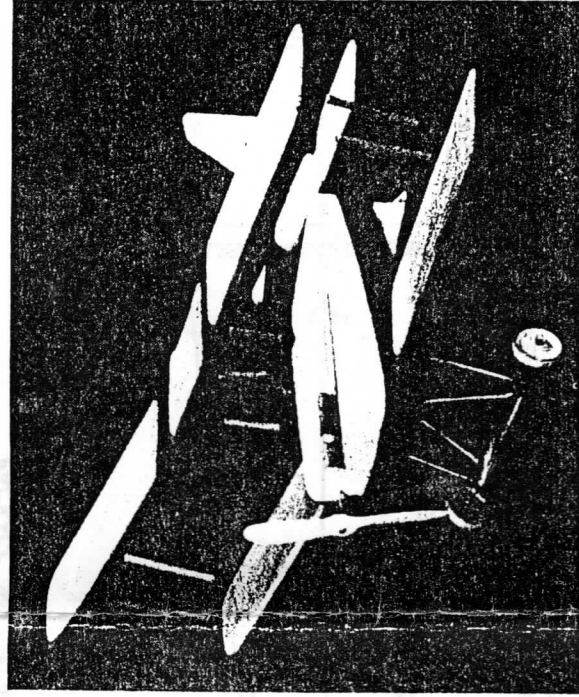
WING STRUTS

SPREADER BAR

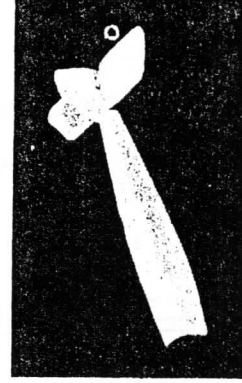
FRONT VIEW



SCALE — FEET



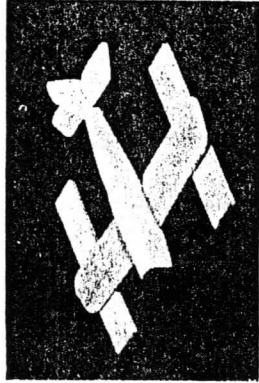
EXPLODED VIEW OF PARTS



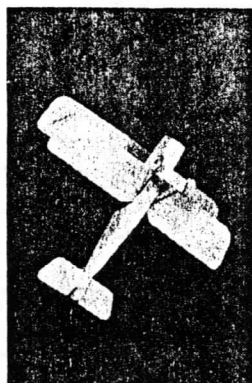
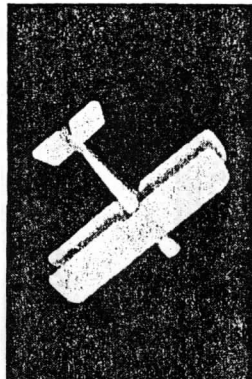
1. Make up sanding paddle by cementing piece of coarse sandpaper onto one side of 3/4" x 4" piece of wood. The first step is to blend in the machine lines on fuselage then sand all over with fine sandpaper.



3. Prepare the wings for assembly by sanding all surfaces. Place on a flat surface and use fine sandpaper.



4. Now assemble bottom wings to fuselage by placing fuselage on flat surface. Apply cement to ends of wings and join to fuselage. For position refer to plan. Place 1/8" pieces of wood under outer wing tips to give proper angle. Allow to dry.



5. Now to assemble top wing, place center section on flat surface and cement wings to each end. Block same as bottom wings for proper angle. Now cut to length and cement into holes pierced in bottom and top wings. Struts supplied in Kit. Allow to dry.

6. Next step. Assemble and apply landing gear. Take spreader bar and sand smooth. Put on wheels by pushing pin through into spreader bar. Now cement onto fuselage ready formed wire landing gear and cement spreader bar on bottom of wire.



7. The exhausts are made from dowels supplied in kit. Cement in place as shown. Machine guns are also made from 1/8" dowels. Head rest is made by sanding 1/8" dowel to point and cut in half. Apply propeller with pin.

CAVAKIT BRITISH — S. E.-5

WING SPAN — 65/8"
LENGTH — 51/4"

DRAWING—FULL SIZE
CAVAKIT NO. S-2