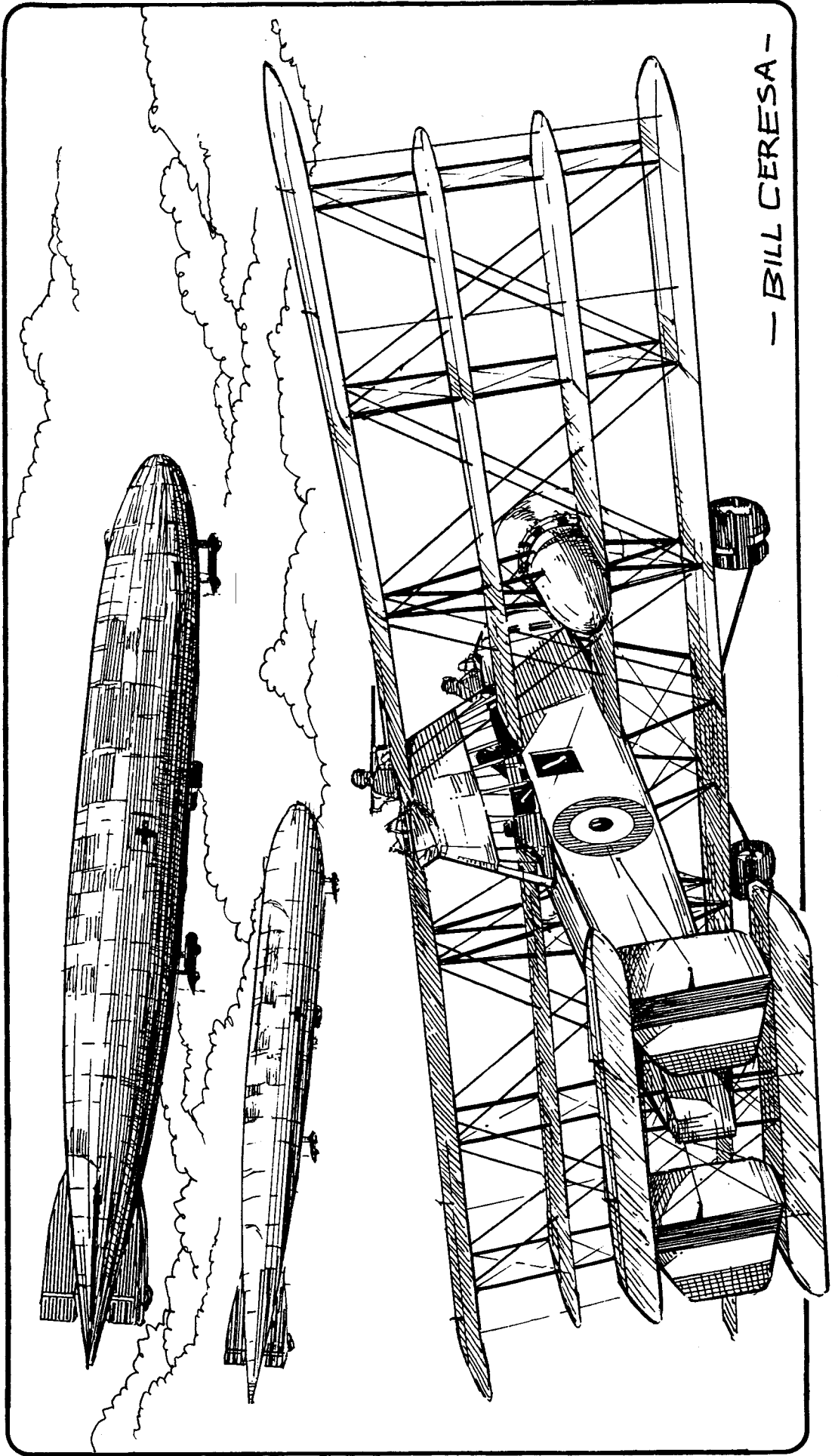


FLYING ACES

Club News

ISSUE #204-130 MAR/APRIL 2002



— BILL CERESA —



We have Bill Ceresa to thank for this issue's cover and cover story. Real good job Bill. While on the subject of covers, I want to apologize to Bob Rogers for not giving him credit for the cover and story on the last issue. We'll try to not let that happen again!

I want to thank all those who contributed to this issue. Keep 'em coming Clubsters! The plans this time are; the Stearman Hammond from our files, Nate Sturman gives us his Nakajima Type III, a Vickers Venom by Dave Stott which I believe was in the Tailspin newsletter some time ago, Then we have Pres Bruning's Peanut plan of the KI-84 Hayate and last but not least is Bob McLellon's Dime Scale Hamburg HA-137. Thanks Skysters!

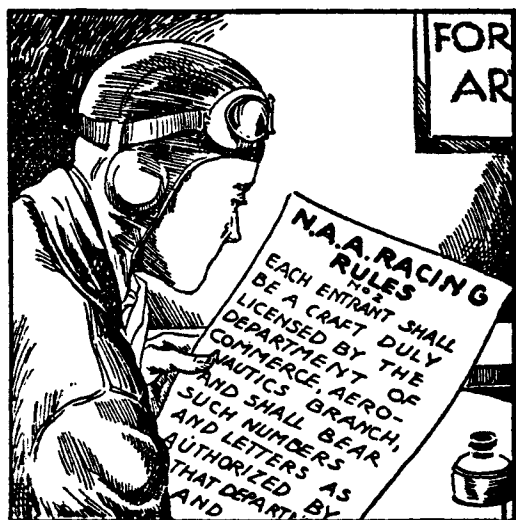
Update on the FAC-Nats. Nothing new to report at this time, except to say that the entries are coming in at a good fast clip! At this writing we have 29 paid up, looks like another really BIG ONE! Please get your entry in as soon as you can to lessen the work load at registration day at Geneseo. With so much to do on that day it really helps if don't have to sign you up there. Pre-registration gets you a number and then all we have to do when you get there is give you your packet, works great that way. Entry form is on the last page as usual.

We are still asking for event sponsors and prize donations. These can be from manufacturers, dealers, or individuals who want to help out. We can still use some volunteers to help with the scale judging, event directors, etc.. There are a number of small jobs on the field during the contest that you can help us with if you so desire, we promise not to work you too hard or too long. Just let us know how you want to help A.S.A.P.

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

Lin

Col. Lin Reichel, CinC--FAC



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.

KIT REVIEW

We have just looked at four new kits that have just come on the market. Dumas has 3 of them, all at thirty inch span. At first when the Dumas line of kits came out I thought that they were too big spanwise, but my thinking has changed. Because they are larger than most kits, they are easier to put together for most of us, especially us older folks. Plus, once they are finished and ready to take to the air they are easier to trim. But, back to the kits. They have the usual well drawn plans and easy to follow instructions. There are the usual nice press on decals and the wood in these new kits seem to be much better than in the previous ones. Oh! The kits are of the Beech Bonanza 35, Lockheed Air Express, and my personal favorite the Commonwealth CA-12 Boomerang. This aircraft is a fooler with that short nose moment but look at the swept back wing! Should not be a problem with your C.G. This one looks like a real BRUTE! Haven't heard the price on these kits yet but are probably in the price range of their other kits.

Easybuilt has come out with a cute little kit of the Roscoe Turner Meteor race plane. This one spans 17" and has great wood and some press on decals that you can use to make anyone of 3 different versions of the aircraft and a vacuum formed canopy and wheel pants. Price is \$18.50.

PALMETTO AEROMODELERS

SPRING 2002 CONTEST

Saturday, May 4

Contest Director: Jason Webb (803)787-1519

The contest will be held at the Horrell Hill, SC field. Pilots meeting at 10:00 A.M. Contestants must enter either Jet Catapult Scale or Modern Military with a model previously unflown in prior contestants!

EVENTS

10:30 - Golden Age	12:00 - Lunch
11:00 - Peanut Scale	12:30 - Jet Catapult
11:30 - Modern Military	1:30 - FAC Scale

All models must meet 45 point criteria, bring documentation, etc. Additional events may be run if we have 3 or more eligible models for particular event.

GONE WEST

Clubsters,

Got a call from Dick Everet this morning. He tells me the Flying Aces Trailblazer of the Air, Hank Struck, had passed away on Sunday night, March 10.

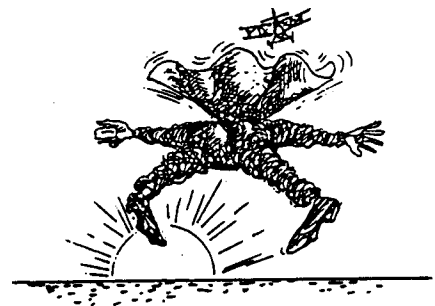
I am sure Henry had more friends than he realized. Anyone who built one of his many designs would consider himself one. I had felt that way long before I had the pleasure of meeting him many years ago. And, all who flew with him have many and varied memories of him to cherish. To say he will be missed is true. To say he is gone is not true. He has left us a magnificent legacy.

Dave Stott

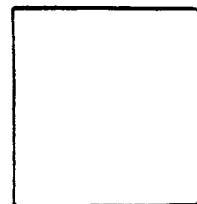
Phil Cox informs us that Ted Dock has passed away. Ted Was from Warsaw, Indiana. Ted was in attendance at almost all of the FAC-Nats and the FAC Outdoor Champs at Muncie, In. Ted had been suffering from cancer for some time but the end came much quicker than expected. All who knew Ted will surely miss him.

Dick Hawes passed away suddenly on December 11, 2001. Dick was the driving force for the Nebraska Free Flyers which is also FAC Squadron #66. Dick attended the FAC-Nats and the Fac Outdoor Champs many times. There never seemed to be a dull moment when Dick was around.

We wish to extend our condolences to the families and to the many friends of our comrades who have gone on to the big flight in the heavens.



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.



Cover Story

SUPERMARINE P.B. 31E

When Noel Pemberton Billing sold his interest in "Pemberton Billing Ltd". to directors of his company they changed the name of the firm to the Supermarine Aircraft Works Ltd".

One of the first aircraft designed and built by the newly formed company was the Supermarine P.B. 31E. It was developed for anti-airship defense. One of the members of the design team who worked on the quadruplane was Reginald J. Mitchell, who later designed the famous Supermarine racing seaplanes and the immortal Spitfire of World War II fame.

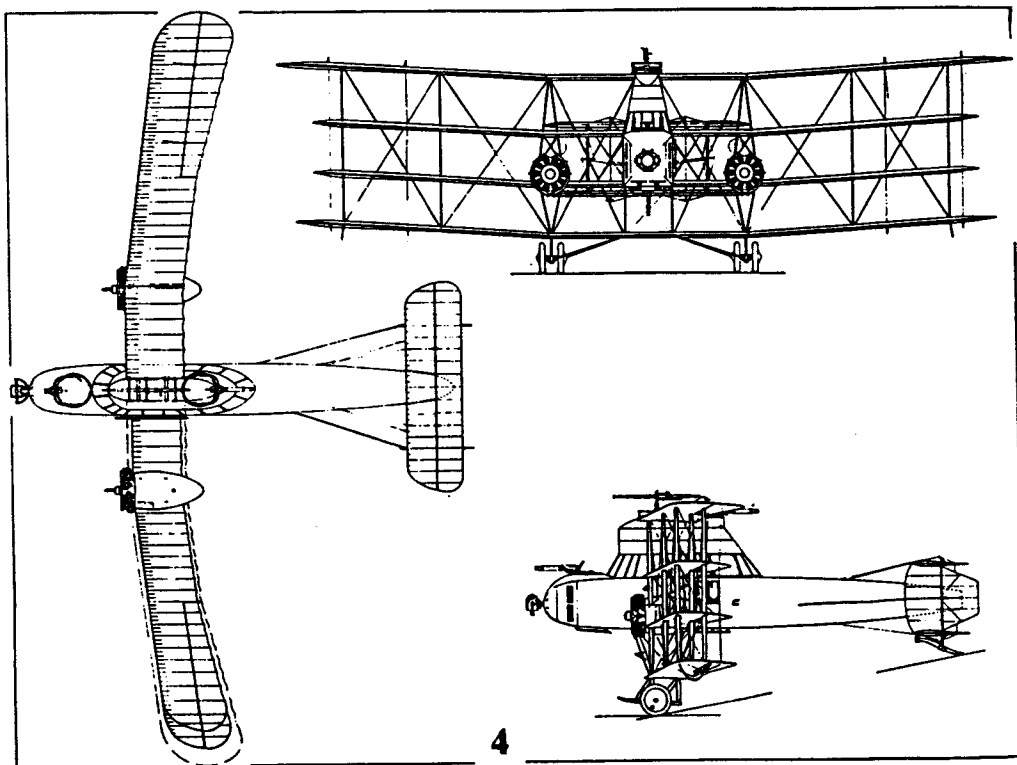
The aircraft carried a crew of three with the pilot seated in a glazed cabin on top of the fuselage. A gimbal mounted search-light was located in the nose of the aircraft to illuminate enemy airships in the night sky. Its armament consisted of a Davis non recoil gun mounted above the top wing and mounts for two machine guns, one in the nose and the other above the top wing behind the Davis gun. Fuel was carried in nine separate tanks for isolation of any that were damaged by gunfire. All petrol and control leads were armoured. It was powered by two 100 H.P. Anzani radial engines and was designed to stay aloft for 18 hours with the engines throttled back.

In spite of its faulty design philosophy the P.B. 31E deserves a place in the development of military aircraft and pioneered many features that were far ahead of its time.

I have included a 3-view of the Supermarine P.B. 31E for any of you modellers who are looking for a really neat one a kind aircraft to build. I think it would make a great model with a couple of electric motors for power.

All the information and the 3-view are from J. M. Bruce's book "AIRCRAFT OF THE FIRST WORLD WAR", Volume 3, published in 1969.

The cover drawing depicts an imaginary encounter by the Supermarine P.B. 31E of two raiding German airships somewhere over England.



Pilot Busts

11-26-01

Cost of un-finished bust (in parenthesis)

Cost of finished bust [in brackets]

Shipping is \$2.50 per shipment.

No returns—No exchanges

Visit: <http://blacksheepsquadron.com/>

This is
Pilot
2B,
Full
Size.



Pilot	Scale	Description	Weight	Height	Width
1	1/10	Gentleman in a leather jacket with fleece collar, scarf, leather helmet, and a shoulder harness. His goggles are raised. (\$6.00) [\$26.00]	.111 oz	2.26"	2.14"
2 A	1/12	Gentleman pilot in a leather helmet and flight jacket. The seat back has a shoulder harness, which he wears. His goggles are in place, not raised. (\$4.80) [\$24.80]	.053 oz	1.80"	2.00"
2 B	1/12	Gentleman wearing a dress shirt, tie, sweater, and jacket. He is wearing a leather helmet. His goggles are raised. He does not have a shoulder restraint. (\$4.80) [\$24.80]	.046 oz	1.83"	1.99"
3 A	1/12	A lady pilot in a jacket with twin breast pockets, neck scarf, and wearing a leather helmet. Her goggles are raised. She does not wear shoulder restraints. (\$4.80) [\$24.80]	.028 oz	1.72"	1.48"
3 B	1/12	A lady pilot in a feminine jacket. Neck scarf, bare headed. Hair in a bun. She has neither goggles or shoulder restraints. (\$4.80) [\$24.80]	.020 oz	1.61"	1.68"
4	1/12	Gentleman in a turtleneck sweater and jacket. He is not wearing a helmet, nor earphones, and does not have a shoulder restraint. (\$4.80) [\$24.80]	.025 oz	1.64"	1.64"
8	1/14	Gentleman pilot wearing a flight jacket, scarf, and leather helmet. He is wearing shoulder restraints. His goggles are raised. (\$4.50) [\$24.50]	.035 oz	1.56"	1.60"
9	1/16	Gentleman pilot wearing a flight jacket, scarf, and leather helmet. He is wearing shoulder restraints. His goggles are raised. (\$4.50) [\$24.50]	.028 oz	1.48"	1.34"
10	1/20	Gentleman pilot wearing a fleece lined flight jacket, scarf, and a leather helmet. He does not wear shoulder restraints. His goggles are being worn on his face. (\$4.50) [\$24.50]	.023 oz	1.37"	1.45"
11	1/20	Gentleman pilot wearing a flight jacket, scarf, leather helmet, and with a backpack parachute. His goggles are raised. (\$4.50) [\$24.50]	.014 oz	1.25"	1.21"
13	Peanut	Gentleman in a leather jacket, scarf, leather helmet, and a shoulder harness. His goggles are in place, not raised. (\$1.50) [\$21.50]	.005 oz	0.66"	0.71"
Instructions for completion of un-finished pilot busts:			—Sold by— Blacksheep		
These pilots are vacu-formed, in two halves, from .007 styrene. After careful trimming to the outline of the head and shoulders, the two halves should have at least 1/8" overlap. They then may be joined using liquid polystyrene cement, being careful to avoid melting the styrene. Testor's Cement, Calle Plastique, works well. The rear half inserts into the front half. The head position can be changed by carefully cutting at the neck and repositioning with cement. The completed pilot may be painted with artists acrylic water based paints for ease and realism. These colors will be helpful: ceram-coat, red, yellow, blue, black, white, burnt umber, terracotta, Caucasian flesh deep, Caucasian flesh medium.			Contact: Roy Hanson 21410 Nashville St. Chatsworth, CA 91311 213-747-7514 office 818-718-1685 —24 hr. machine		
A minute amount of putty will help the seams. We find "Model Mate Superlite Filler", sold by Carl Goldberg Model's in Chicago, most useful. Be sure to position your pilot in his cockpit realistically by leaning him slightly sideways rather than bolt upright.					

Just what we've all
been waiting for...



Another
Corrage
Industry!!

Our Initial
Offering:

**Tony's
Drill Jig** —as seen in
TONY'S TIPS!

In 2 Models:

CHEAP

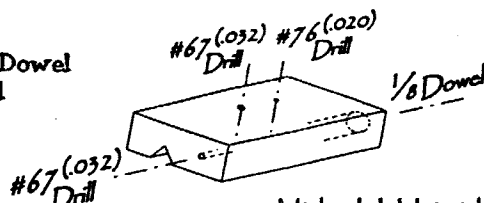
Inline Drilling in $\frac{1}{8}$ " Dowel
for Prop Bearings and
Wheel Centers--

\$10⁰⁰ per set

LESS CHEAP

As above, plus Vee Groove
for Crosswise Drilling in .020"
and .032" diameters--

\$20⁰⁰ per set

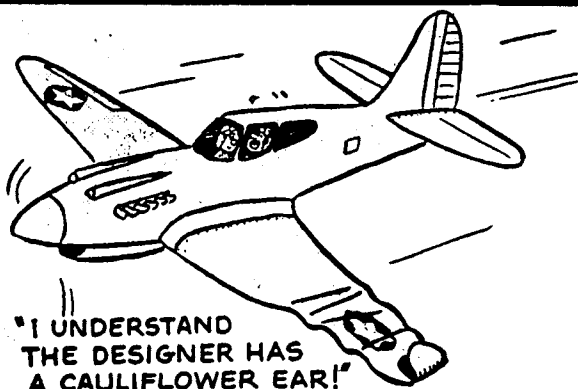


Michael J. Heinrich
611 N. Midland Av.
Upper Nyack, NY
10960-1029

Air Mail

As a young boy I would scrape every penny to get the 15 cents needed to buy my issue of "Flying Aces" magazine. I was totally surprised during WW-II to enter a town in France by the name of Bar le Duc! Everything but Phineas and Nanette was there.

Joe Ferkado



FAC T-SHIRTS

We have some T-Shirts left over from the last couple of years. All in short supply. Get'em while you can! Monocoupe from 2001 in sizes large and extra large and the Lockheed Orion from 2000 in sizes small and large. \$12.50 Postpaid. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

PHOTO PAGE

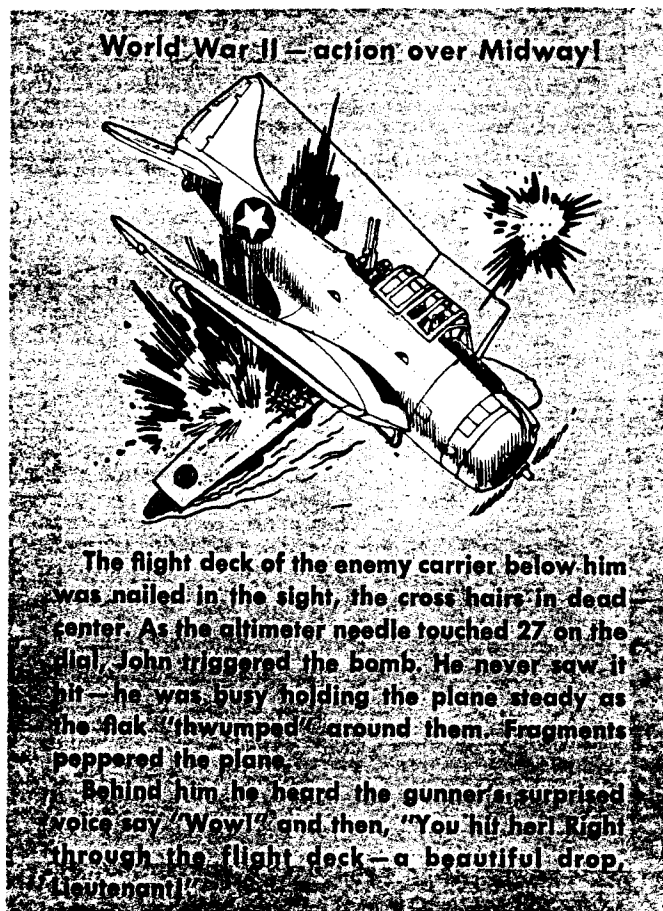
Left column; Jonathan (J.J.) Nunez, 3rd generation modeler from Miami, Fl., Mom, Judy, is also A great builder and flyer. Photo from Dad and Hubby, George Nunez.

George Nunez also sent this pic of Rich MacEntee and his Jumbo model of the Lemberger. Great ship!

Here is Jiro Sugimoto's Peanut model of the Waco EGC-8. Wish we could give you this one in color. What a Great looking model! Photo by Jiro.

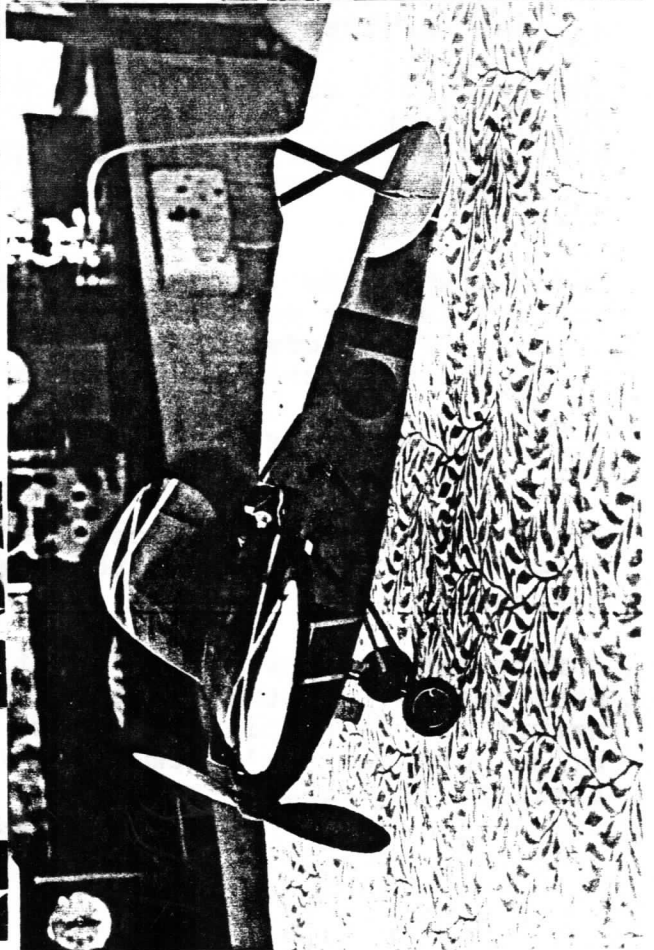
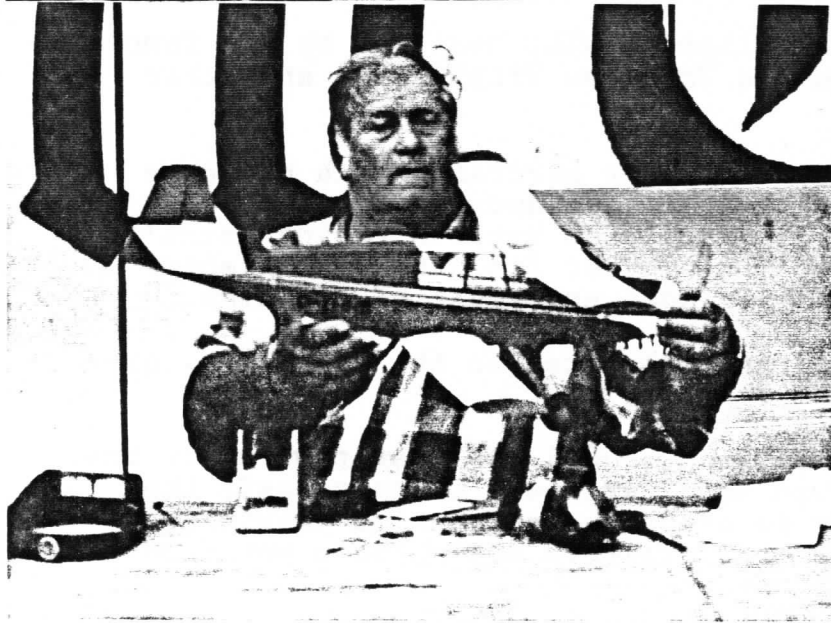
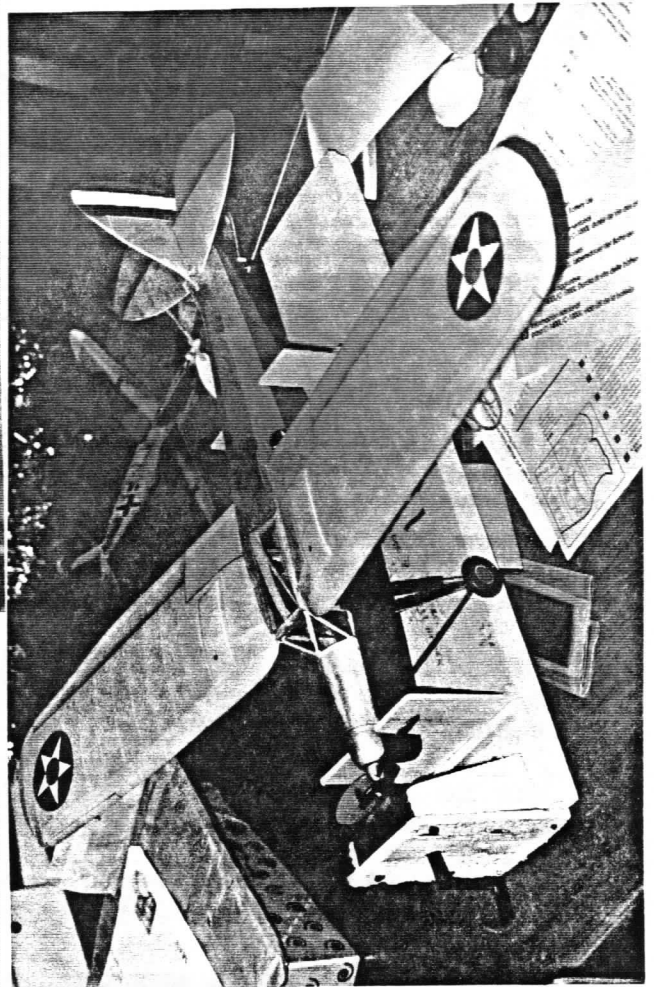
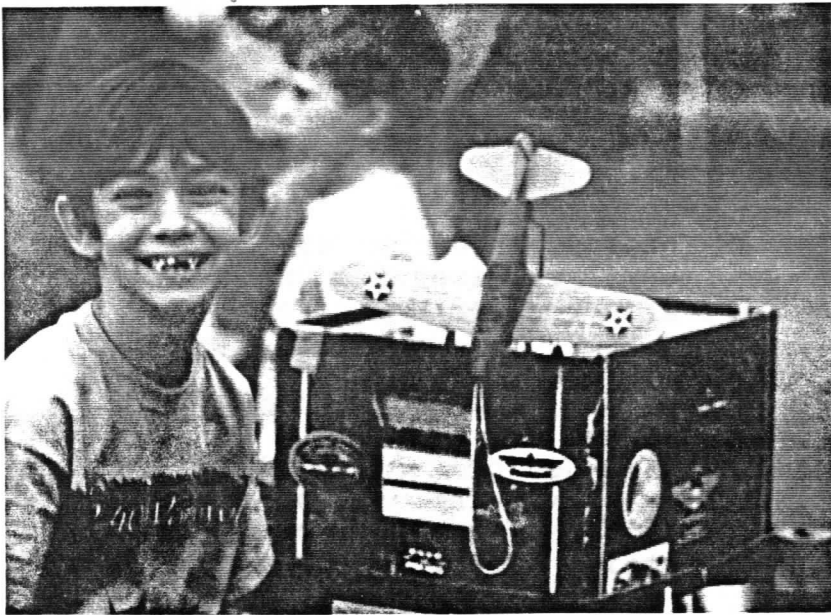
Right column; Here are two photos sent to us by Lindsey Smith from our squadron in England. Top is his DH Puss Moth built from a West Wings kit done up in The colors of the U.S. Naval Attache in London in The 1930s.

Bottom is Lindsey's PWS-10 slightly enlarged from The plan that appeared in a recent issue of the newsletter. Lindsey did her up in the Spanish Civil War color scheme.



The flight deck of the enemy carrier below him was nailed in the sight, the cross hairs in dead center. As the altimeter needle touched 27 on the dial, John triggered the bomb. He never saw it hit—he was busy holding the plane steady as the flak "thwumped" around them. Fragments peppered the plane.

Behind him he heard the gunner's surprised voice say "Wow!" and then, "You hit her! Right through the flight deck—a beautiful drop, Lieutenant!"



C53E NCS3E
NCS3E
NCS3E

PLANES THAT NEVER WERE

by
Fran Ptaszkiewicz

Planes that never were. Created by an interest in either civilian or military sectors because of design or special promised features which would give the eventual production aircraft superiority in some way, shape or manner

In many instance's, the drawing's and detail's would be completed and be ready for a prototype to be constructed and tested. Sadly for one reason or another the project would be suspended or terminated and the completed machine never see the light of day existing only on paper, in all cases creating heart-breaking decision's for all involved, with some company's closing their door's or getting out of the airplane business altogether.

One such airplane was the Wedell-Williams XP-34, designed by the famous team that put so many aircraft in the Thompson Trophy Race and other well known competitions.

It was no secret that for many year's racing aircraft which had come from garage's and shed's, built with a minimum amount of pocket cash were readily besting the military entrant's at various racing event's. This eventually led to the service's no longer fielding racing entry's and using the air race's to show their best equipment of the time.

As a result the XP-34 was designed and presented to the U.S.A.A.C. as a possible first line light weight fighter.

The projected estimated speed would be over 285 mph when powered by the 700 hp Pratt & Whitney R-1535 "Twin Wasp" engine. On this basis the Air Corp's authorized the company to prepare construction drawing's. Starting date, October 1, 1935 and the military designation would be XP-34.

Sadly within one year, prototype's of other aircraft were already flying faster than the estimated proposed speed. Wedell-Williams suggested the change and use of a more powerful engine the 900 hp Pratt & Whitney XR-1830-C to increase the performance of the proposed airplane.

This was unacceptable to the U.S.A.A.C. and the entire program was cancelled.

The wingspan of the proposed ship would be 27'-8 1/2" and the length 23'-6". A three view of this design is included for informational purposes.

Unfortunately, the Wedell-Williams Company was one of many to have their best design's superseded by aircraft of other company's. Such was the nature of the airplane business in the 1930's. So many good design's by so many company's competing for so little available cash in the civilian or military arena.

Jimmie Allen Postal Champs

It's official (per Bob Thompson of San Diego, CA, the 2001 Contest Manager on behalf of the 2000 winning team, the San Diego Orbiters Club) that SAM N-X-211 of St. Louis came in first place. The annual plaque will be engraved and will leave California at last for a home in St. Louis, MO - the Midwest.

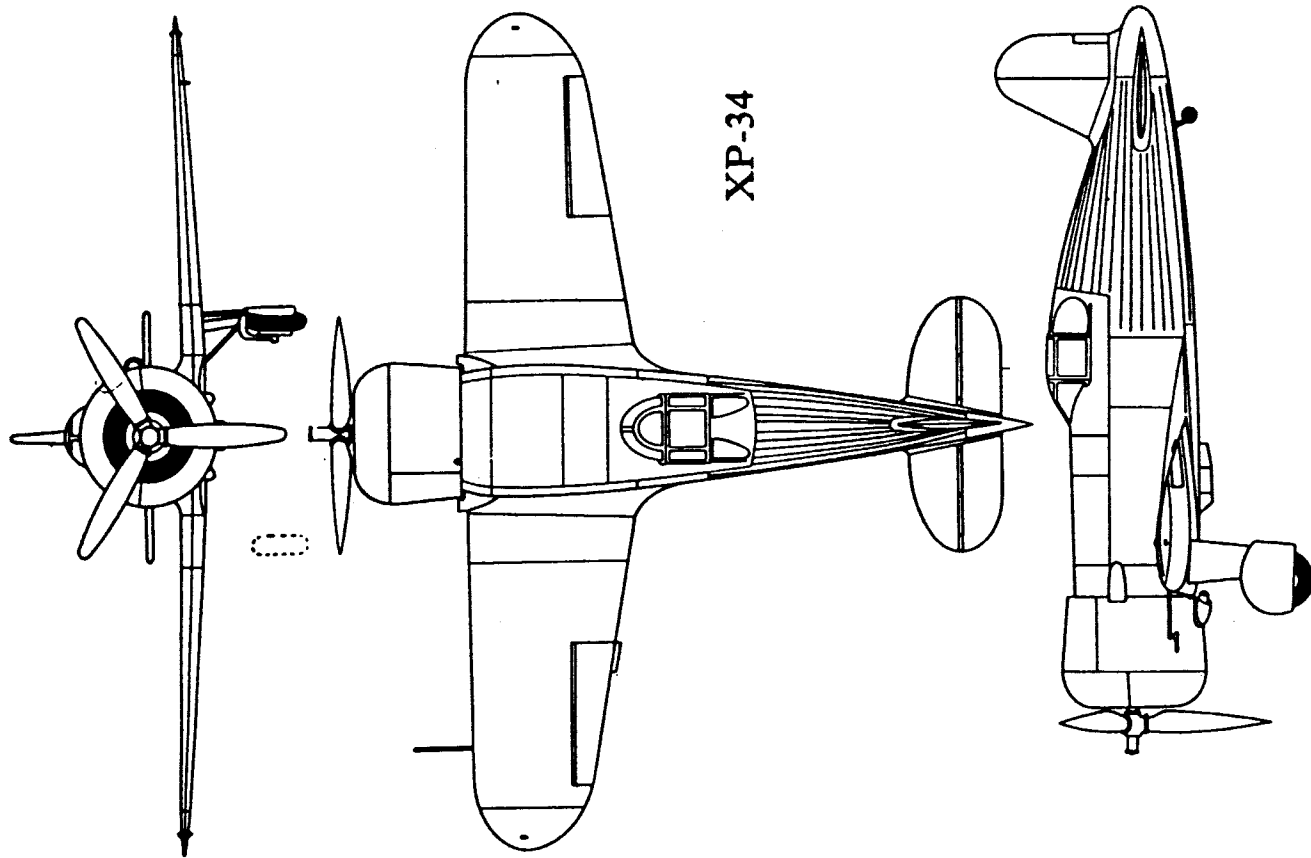
The winning SAM N-X-211 teams' total time was 1,002 seconds by the following flyers (with their models and times): Howard Henderson, Skokie, 360 sec., Conrad Ruppert, Skokie, 326 sec., Don Crosby, Bluebird, 316 sec.

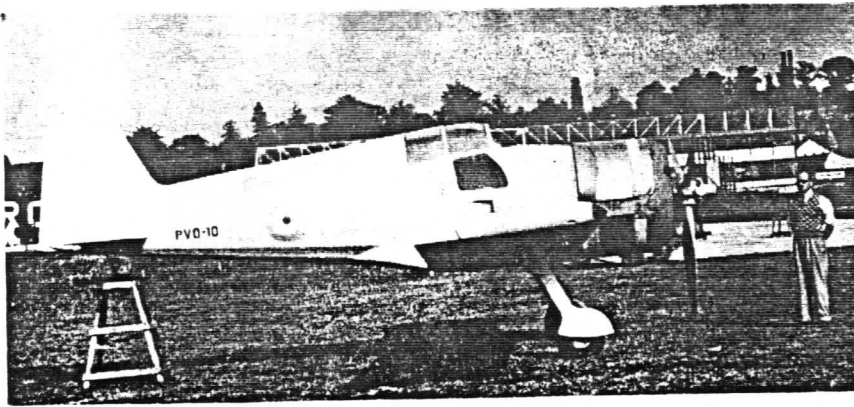
The other team results were: 2nd: SAM 27, Napa, CA, 922 seconds, 3rd: SAM 1, Denver, CO, 905 seconds, 4th: Scale Staffel, San Diego, CA, 781 seconds, 5th: Thermaleers, St. Louis, MO, 724 seconds, 6th: Cloudbusters Metro, Detroit, MI, 554 seconds, 7th: Michigan Antique Modelers, Wyoming, MI, 439 seconds, 8th: Old Time Eagles SAM 11, Monsey, NY, 431 seconds, 9th: Utah State Aeromodelers, Salt Lake, UT, 336 seconds, 10th: Hawkeye Aeroners, Cedar Rapids, IA, 177 seconds.

We hope to increase our State entries for 2002, especially in the east and south and from Canada. Jimmy Allen flying is very much alive in the St. Louis area, especially since we have acquired the use of a sod farm for rubber events. We average about eight J.A. entries per contest in the St. Louis area. Try to beat us this year. It's a great old-time event.

This year North American Jimmie Allen Postal Championship will run from June through September with the same rules as last year. For full information on rules and entry blank, write: Ron Carr, 418 Madrina Court, Ballwin, MO 63021-6336.

FAC CLUBS
PLEASE JOIN US
IN THIS 2002 EVENT





The sole Venom prototype at Brooklands, set up in what appears to be its flying attitude (Photo: "Flight")

Vickers Type 279 Venom

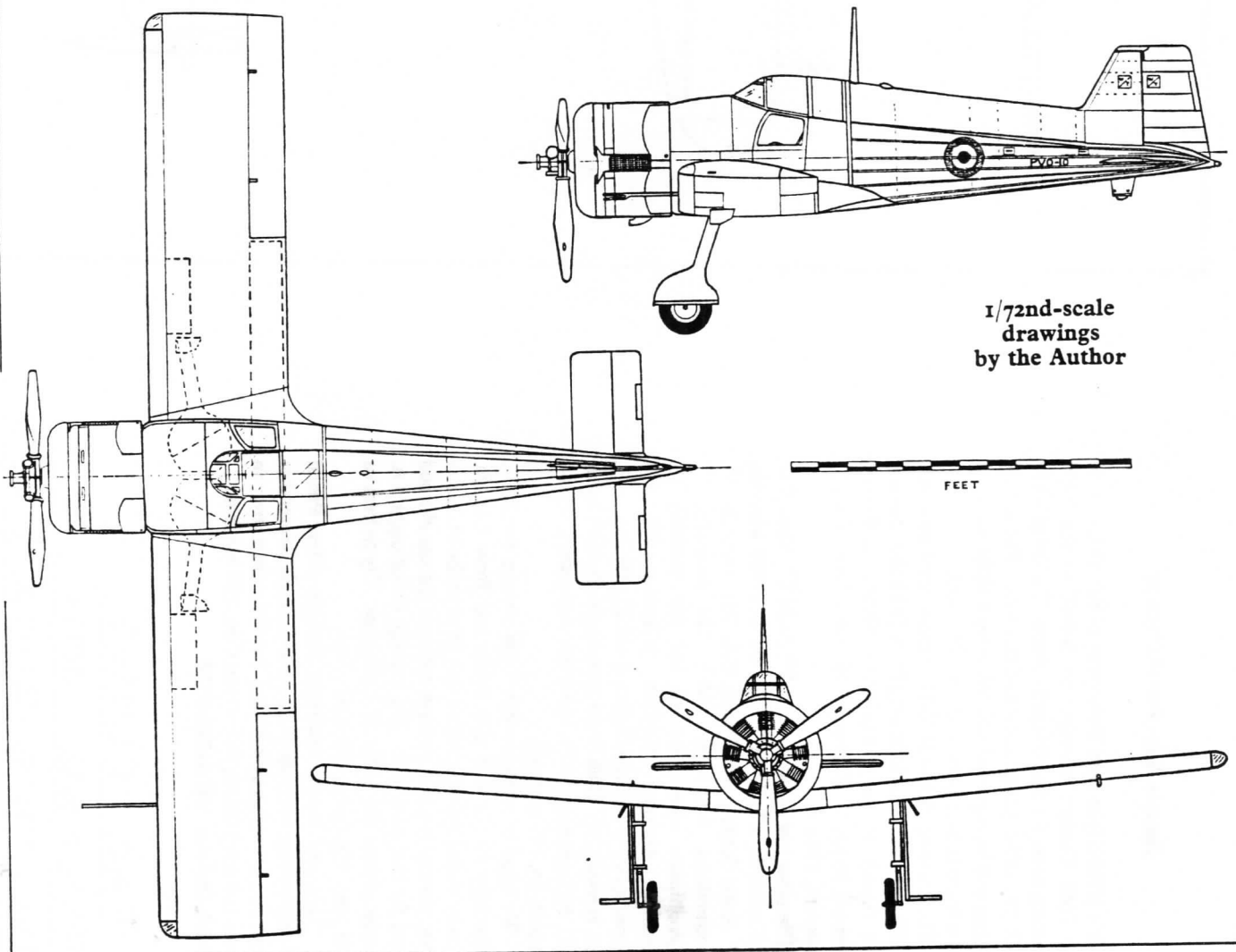
by Peter Lewis

BANTAM-WEIGHT, CHEAP, economical and quick-to-produce fighters have spasmodically engaged the attention of design teams in several countries since World War I. In most cases, after a prelude of publicity and an initial outburst of enthusiasm, the prototypes have come to nought. One of the very few to have achieved production status has been the Folland Gnat of recent years.

An example from the 1930s of the light-

weight concept was the Type 279 Venom built by Vickers and shown at the 1936 S.B.A.C. display. Designed as a private venture day-and-night interceptor fighter to specification F.5/34, the Venom could hardly be said to include beauty among its attributes and yet, at a time when greater attention was being paid to streamlined shapes in pursuit of improved performance, its square-cut lines did possess a certain trim attractiveness. The machine's angularity was an obvious inheritance from its forebears the Vireo and the Jockey, designs brought up to date in the 279. The specification called for at least 275 m.p.h. at 15,000 ft., with a cruising speed of 265 m.p.h. at 20,000 ft.

The powerplant around which the Venom was designed was the Bristol Aquila AE-3s nine-cylinder sleeve-valve radial which developed 625 h.p. at take-off and 600 h.p. at 14,000 ft. An N.A.C.A. cowling, fitted with controllable cooling-gills, enveloped the engine; the propeller



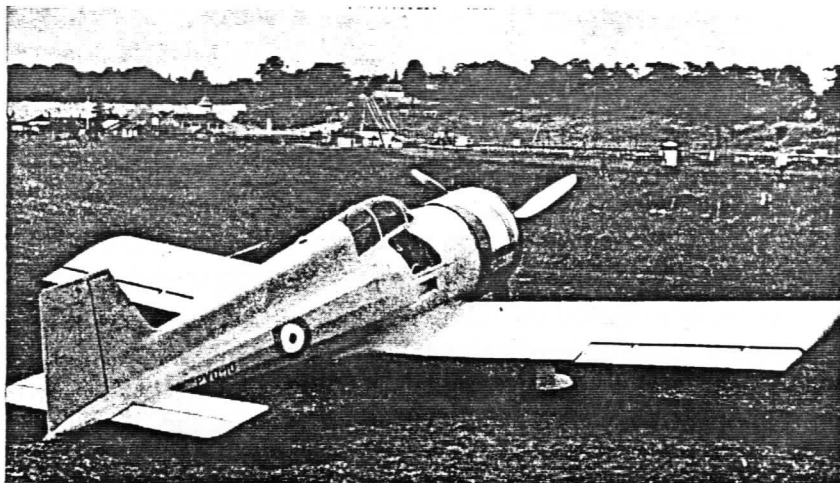
employed was a three-blade de Havilland-Hamilton unit of 8 ft. 6 in. diameter. To improve accessibility, the entire engine installation was hinged on its mounting. Conceived at a time when engines were rapidly increasing their power output, the Aquila was not selected for production.

Extensive use of duralumin in the air-frame structure contributed to the relatively light loaded weight of 4,250 lb., the system of construction utilised in the Venom representing a mid-way stage between the Wibault formula exploited in the Jockey and the fully stressed-skin methods used in later fighters such as the Spitfire. The entire framework was metal-covered, with the exception of the rudder, elevators and ailerons which received fabric, in keeping with customary practice at that period. Aft of the trailing-edge the fuselage was of polygonal section. For access to the cockpit the sideways-hinged cover opened to starboard. Large transparent observation panels were a prominent feature on both sides of the fuselage beneath the canopy.

Eight guns

The wings, of R.A.F. 34 Section, were untapered both in plan and in thickness and had an aspect ratio of 7.3:1; the trailing-edge between the ailerons was occupied by split flaps. In addition to housing the designed armament of eight 0.303-in. machine-guns, the wings accommodated the main undercarriage units which retracted inwards into wells to be completely enclosed when withdrawn. Vickers oleo-pneumatic shock-absorbers were incorporated in the landing gear.

The Venom was finished in its natural polished metal with silver dope on the fabric control surfaces. Roundels were carried on the wings and the fuselage but no serial number appears to have been allotted, the machine flying under the



Another view taken at Brooklands; old clock house in left background

private venture registration PVO-10. At some time during its career it was painted cream for exhibition purposes.

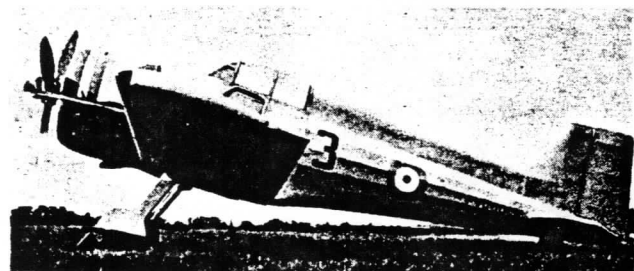
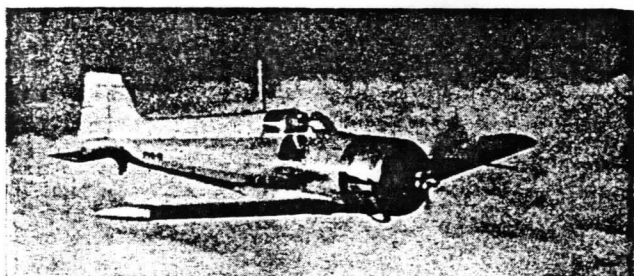
Flight trials disclosed that the machine possessed excellent handling and aerobatic characteristics but was at a disadvantage when compared with the Merlin-powered fighters then appearing on the scene. Little was heard of the Venom after its brief initial appearance and, together with its F.5/34 compatriots—the Bristol 146, Gloster G-38 and Martin-Baker M.B.2—it was fated to progress no further than

single-seat monoplane fighters of the mid-1930s, only the Hurricane and the Spitfire were ordered eventually for service.

Specification

Span	32 ft. 9 in.
Length	24 ft. 2 in.
Height	10 ft. 9 in.
Wing area	146 sq. ft.
Wing loading	25.5 lb./sq. ft.
Weight, loaded	4,250 lb.
Max. speed	312 m.p.h.
Initial climb	3,000 ft./min.

Unusual features of the Venom were its lower side windows and, for accessibility, hinged engine mounting



STICK & TISSUE 3 VIEW

<p>ACE WHITMAN JOE OTT - PLANS 1-2-3</p> <p>ALAN BOOTH - PLANS 4</p> <p>JET RUN FLY - PLANS 4</p> <p>CONET - PLANS 5-6</p> <p>CONTEST SPORT - PLANS 7-8-9-10</p> <p>PAUL LIDORISSE - PLANS 11</p> <p>EARL STANE - PLANS 12-13</p> <p>WILLIAM WINTER PLANS 13</p> <p>INDIVIDUAL DESIGNERS 14-15-16-17-18</p> <p>JET AIRCRAFT PLANS 39</p> <p>WIGON PLANS 34</p> <p>OTHER KIT PLANS 35</p> <p>PERLESS PLANS 37</p> <p>SCIENTIFIC PLANS 36</p> <p>FOR TRADE PLANS 38</p> <p>KIETO PLANS 39</p> <p>11" WING SPAN 41</p> <p>3 - VIBES 43</p> <p>GEE BEE AIRCRAFT PLANS 49</p> <p>ORDER FORM 50 - Back Cover</p>	<p>Model Aircraft</p> <p>PLANS LIST</p> <p>No. 1044</p> <p>CONTAINS: OVER 2400 PLANS PRICE \$5.00 REFUNDABLE</p>
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Allen Hunt, 140 Asbury Road,
Nitro, WV 25143 Plan list \$5.00
Refundable. Check out our new
Web Site at: www.modelairplanes.net

Mickey's Story

Mickey was the centerfold in the July 1944 issue of Esquire magazine. She was painted by Alberto Vargas. She was also painted on the nose of a B-24 of the 320th Squadron of the 90th Bomb Group – the Jolly Rogers. Why was she painted there? -because this airplane was equipped with radar and we called radar Mickey – maybe since any unfamiliar technology was to us “Mickey Mouse”.

On May 19th, 1945 I flew in that plane as the navigator of Lt. Harold Finley's crew. Our target was a hydro-electric plant in the northern part of Formosa, but we never got there. As we approached the southern tip of Formosa we started to lose oil from the number 4 engine. Soon oil was leaking from all 4 engines and 2 were feathered. We broke formation and headed west toward China, only 100 miles across the China Sea – hoping to reach a friendly airfield about 150 miles inland. We didn't make it, but that's another story.

The last I saw of Mickey as I floated down in my parachute she was descending westward toward the rapidly rising mountains.

When we were returned to our base in the Philippines about three weeks later we were ordered not to fly any more combat missions. That was the good news, but the bad news was the boredom that followed. To relieve it I turned to my hobbies – model building and pencil sketching. There was no way I could get stick and tissue supplies, but my Dad sent me enough materials and tools to make a solid model. From them I made a P-40 – I still have most of it. For pencil sketching Mickey was a likely candidate. Fortunately we had the July 44 issue of Esquire and the centerfold was still there. The result is the enclosed copy of my sketch.

So here's to you Mickey – you're probably somewhere in China – maybe as part of a tin shack in the mountains of Fukien province.

Bill Dietz



“MICKEY”

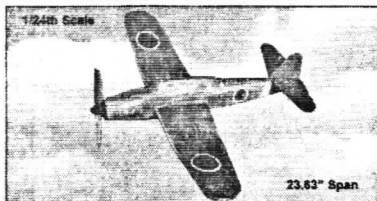
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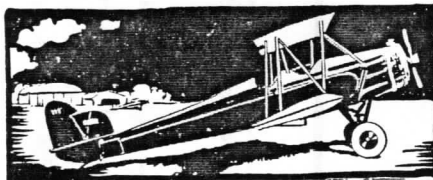
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ROUNDELS FOR WORLD WAR I AIRCRAFT by Mike Nassise

Everyone has their favorite way of doing things, especially when it comes to producing markings for model aircraft. Recently I built a Dime Scale SE-5 from a plan that Dave Stott had given me several years ago, and so I found myself confronted with the task of making up a set of British roundels for six positions on the airplane. Here's how I went about it. The results were better than expected.

Basically, I made up the roundels in layers which I assembled and attached to the model with 3M spray cement, a product used by graphic artists for layout work. The dark blue and red circles for the roundels were cut from tissue. The white circle was cut from very thin "airmail" type of writing paper which was first given a mist coat of flat white Krylon. When the three circles were put together the resulting roundels looked really nice. They were reasonably light, the blue color did not show through the white, and they lay flat on the model's surfaces when cemented in place.

As a matter of fact, they looked so good that I decided to do a set of German crosses in the same way for the Junkers J-10 "Tin Donkey" that I'm also currently building. This type of national insignia should be even easier to do than the roundels. I plan to cut out the crosses from black tissue, cement them to a sheet of "airmail" paper prepared as above, and then use a hobby knife and a metal ruler to cut around each cross leaving a very narrow white outline around its outer edges.

The hardest part of the technique involves hand-cutting the tissue with an X-Acto knife, but it can be done if you take your time and use a new blade. The 3M spray cement was great to work with. It take a minute or two to set up, giving you the opportunity to move things around if they don't line up well to begin with. Obviously, this technique for producing roundels can be applied to other types of markings such as American stars and bars on a blue background, Japanese "meatballs" with a white outline, etc. Give it a try. I think you'll be pleasantly surprised at how well it works.

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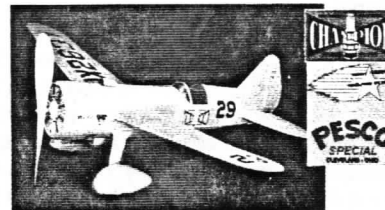
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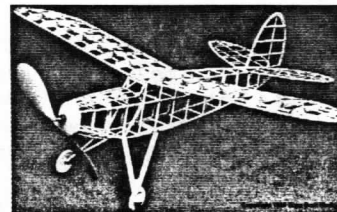
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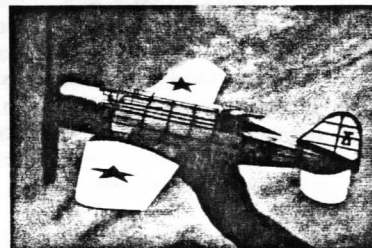


FF91 Roscoe Turner's Meteor Racer - 17.5"ws - \$18.50; Includes vacuum formed canopy & wheel pants, updated plans and markings for all 3 race versions. Eligible for Thompson races, Golden Age, FAC Scale and Old Time Scale Kit



FF12 Jimmie Allen B/A Cabin (Skokie)

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PD03 - Kharkov R10 by Tom Nallen, FACNATS
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My Dear Colonel,

Having been a FAC'er for but a short while, I have been building and attempting to make fly stick and tissue rubber band models for going on 50 years now. I would like to submit for your review and consideration a technique I have used for some years now for fabricating radial engine cowlings and assorted round things I have placed on my models. Perhaps this is nothing new, but I have not seen it used in any publications. I wish to share it with my fellow FAC'ers, if in your opinion it is worth sharing.

This is the method I use to fabricate light but very sturdy cowlings, wheel pants and prop spinners. I mentioned this to Mike Midkiff recently while talking to him via telephone about how I adapted his free flight elect. Sopwith "Tripe" to 3 chan. R/C. He never heard of it and suggested that I submit it to you so that others could benefit from it. So here goes!

Being one of the many who firmly believe that airplanes should have more than one wing and that engines should be round; I found myself constructing many balsa cowlings for my WW 1 birds. These cowlings were time consuming to build and vulnerable to dents and dings because when my planes made unscheduled contact with terra firma, it usually occurred at the prop/cowling area.

I began constructing cowlings from my wife's old stockings and epoxy. I turned a male mold from balsa about 1/32" smaller than the finished size. I mounted it on a 3/8" dowel then dipped the plug into molten wax for about 20 seconds. I repeat this dipping a few times so that the wax can expel any air trapped in the balsa. Let the whole thing cool then polish it off with a soft paper towel. Now stretch a layer of nylon stocking over the mold. Pulling it just taut enough to get out all the wrinkles. I secured the stocking to the dowel with a rubber band then smeared on slow curing epoxy. I then stretched over this another layer of stocking, securing it in the same manner to the dowel. Spread on more epoxy then another layer of stocking. Give this a few minutes for the excess epoxy to work its way through the last layer of stocking. Apply more epoxy to fill any voids then wait for the epoxy to start curing.

Here's the trick to a neat cowl. Just as the epoxy begins curing, smooth it all out with a wet finger. With practice, one can get a mirror finish with very little sanding. I wet sand the bad spots with 400 paper after the whole thing has cured for at least a day.

Cut away the excess stocking from the plug and dowel. (just that part that does not have epoxy on it) Place the dowel back in your turning tool; lath, drill motor, etc and

with a #11 Exacto blade carefully cut out the cowl opening. Now trim away the excess stocking/ epoxy from the rear of the mold and pull the cowling off. Ain't it just beautiful. Feel how light, flexible and strong it is.

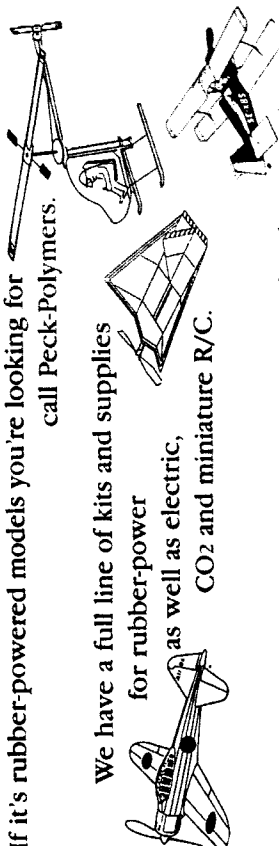
To make a cowling for peanut or dime scale planes, use only two layers of stocking and squeegee off as much excess epoxy as possible. For indoor scale, one layer of stocking will make a very light, but somewhat fragile cowling.

I like to cut from light aluminum sheet the finished size of the cowling, glue it to the rear of the mold blank with contact or spray on adhesive before turning. This gives a good surface from which to cut away the finished cowl and not mess up the mold so it may be used again. By the way, find a "continuous aluminum guttering" installer. He can give you enough aluminum scrap sheet to last a life time.

Spinners, wheel pants in two halves, radial engine crank cases are all good candidates for this method of fabrication. The stocking material has a lot of stretch potential with very little stress build up. Try it, you'll like it!!!!

Kindest Regards,

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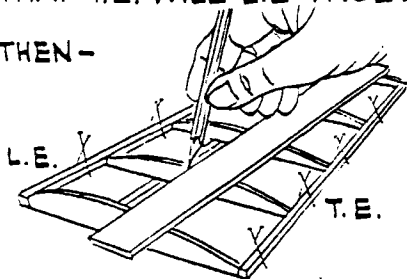
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THREE WAYS OF AVOIDING WING WOBBLES

METHOD ONE

PIN DOWN LEADING EDGE.
GLUE UN-NOTCHED RIBS TO L.E.
ADJUST T.E. OF EACH RIB, REMOVING OR ADDING WOOD SO THAT T.E. WILL LIE TRUE.

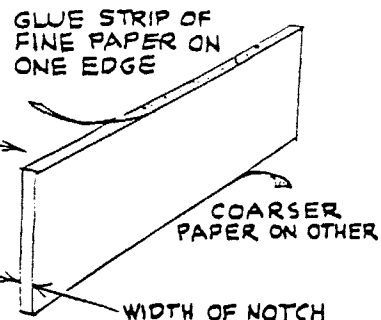
THEN -



LOOKING STRAIGHT DOWN ON PLAN, MARK SPAR POSITIONS ON EACH RIB USING STRAIGHT-EDGE AS A GUIDE

THEN USE YOUR NOTCHER TO FILE NOTCHES

HANDY NOTCHING FILE
USE HARDWOOD TO THICKNESS OF NOTCH DESIRED.
MAKE SEVERAL EACH OF $\frac{1}{32}$, $\frac{1}{16}$, etc.



WHEN NOTCHING TRY EACH CUT BY FITTING THE SPAR TO IT. IF NOT PERFECTLY FLUSH, ADJUST CUT.

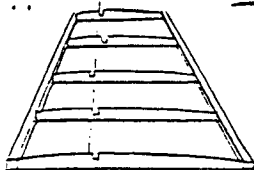
TOO SHALLOW CUT SOME MORE

TOO DEEP ADD SCRAP TO NOTCH BOTTOM

PROFESSIONAL JOB! TAKE A BOW!

METHOD TWO

NOTCHING RIBS BEFORE ASSEMBLY ALMOST GUARANTEES POOR ALIGNMENT. TO CURE IT...



MIS-CUT NOTCH CORRECT SPAR POSITION
RIB NOTCHED & GLUED IN

CUT OR SAND OUT

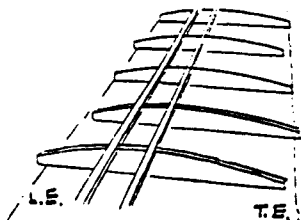
GLUE SPAR IN CORRECT POSITION

GLUE IN SCRAP

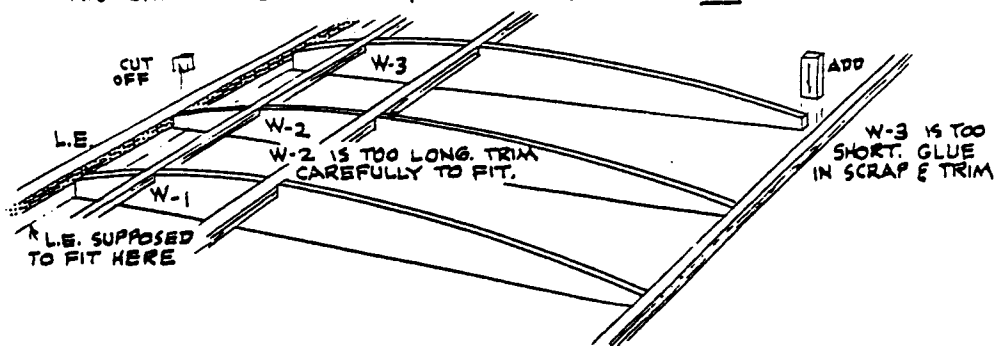
CUT OFF FLUSH

METHOD THREE

NOTCH EACH RIB AND PIN IN PLACE OVER PLAN. RIBS SHOULD BE FREE TO SLIDE BACK & FORTH. LINE UP ALL NOTCHES BY INSERTING SPARS.

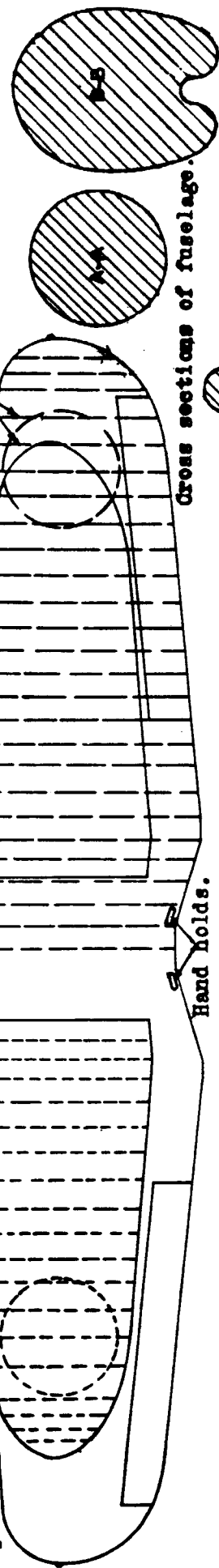


FIT L.E. & T.E. TO GOOD STRAIGHT FIT BY SANDING OR CUTTING RIB ENDS. IF GAPS OCCUR, FILL WITH SCRAP. DO NOT FORCE FIT!



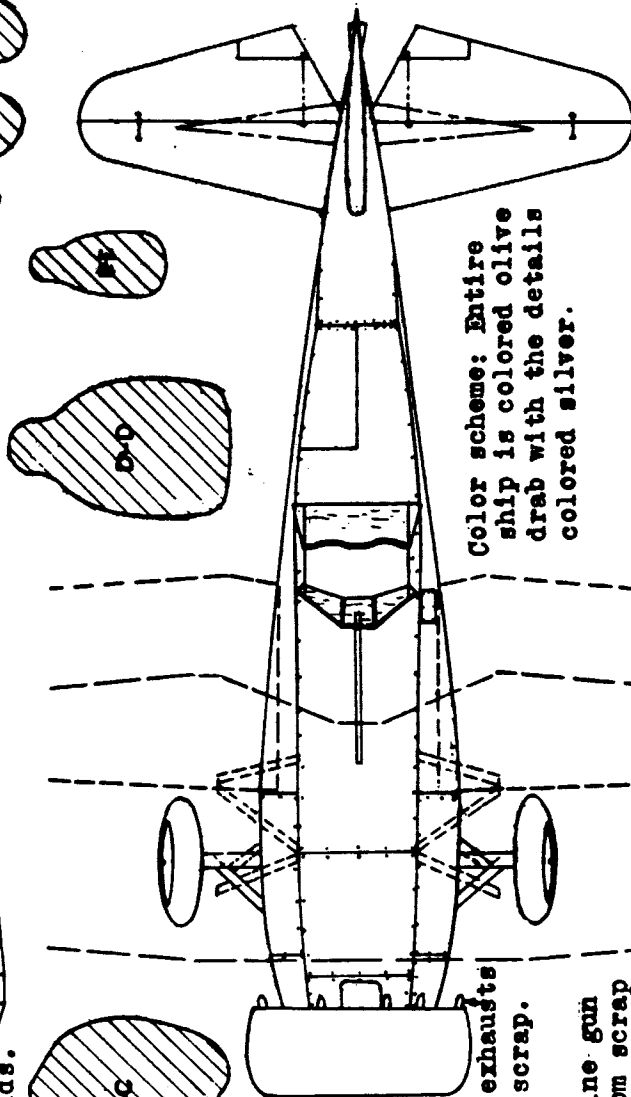
Cut insignia from sheet and cement in-
to position.

Paint over thread glued to wing
to imitate wing ribs.



Hand holds.

Cross sections of fuselage.



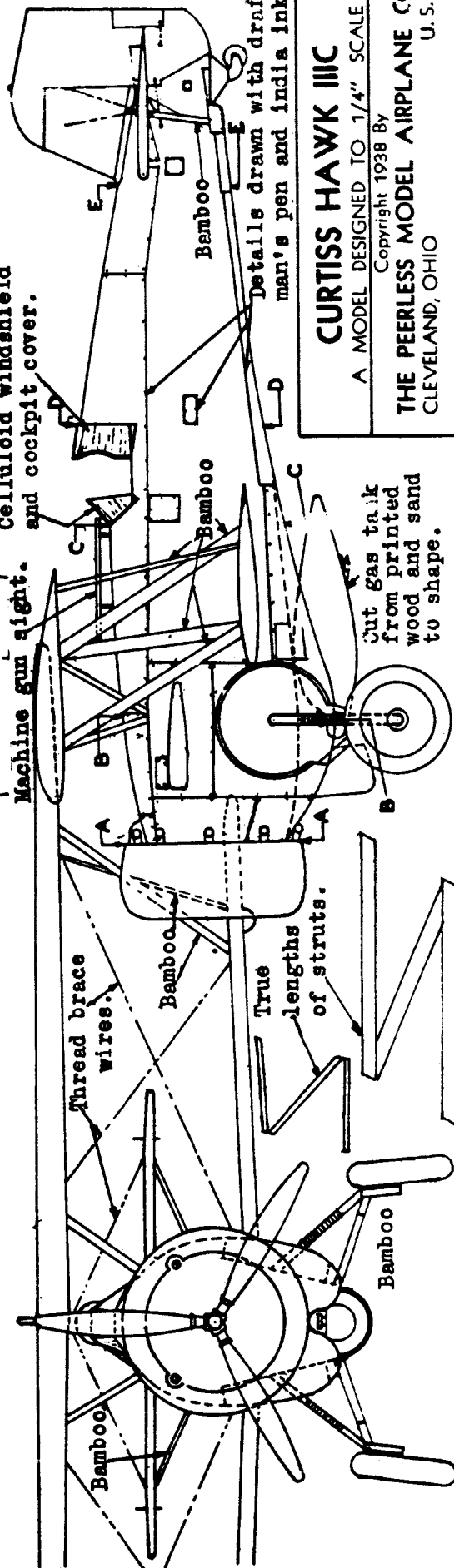
Color scheme: Entire
ship is colored olive
drab with the details
colored silver.

Make exhausts
from scrap.

Make machine gun
covers from scrap
balsa.

Machine gun sight.

Celluloid windshield
and cockpit cover.



Thread brace
wires.

Bamboo

True
lengths
of struts.

Bamboo

Cut gas tank
from printed
wood and sand
to shape.

Bamboo

Details drawn with drafts-
man's pen and India ink.

CURTISS HAWK IIIC

A MODEL DESIGNED TO 1/4" SCALE

Copyright 1938 By

THE PEERLESS MODEL AIRPLANE CO.
CLEVELAND, OHIO U. S. A.

FAC Postal Contests

The Winter Postal Contests are now being run. The events are below along with the current entries. Peanuts must fly in their own events. Fly as often as you like 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 too. 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.

Outdoor Peanut

Pilot	Plane	Time
1. Mike Heinrich	Boo Ray	320 sec.
2. Al Likely	Keith-Rider R-6	112 "

Outdoor Scale

Pilot	Plane	Time
1. Al Likely	Howard GH-1	149 sec.
2. Mike Heinrich	PWS-10	144 "

Outdoor No-Cal

Pilot	Plane	Time
1. John Stott	Dornier Falke	268 sec.
2. Mike Heinrich	Fairey Spearfish	185 "

Indoor Peanut

Pilot	Plane	Time
1. Mike Thomas	Lacey M-10	115 sec.
2. Stu Weckerly	Stout 2AT	95 "
3. Frank Hirleman	Cougar	57 "

Indoor Scale

No entries as yet.

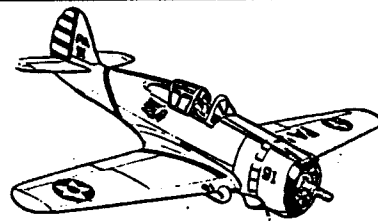
Indoor No-Cal

Pilot	Plane	Time
1. Walt Leonhardt	Grumman Hellcat	50 sec.

FAC PLANS

AIRCRAFT	SPAN	DESIGNER	PRICE
Eric Times Modelplane	24"	Engstrom	\$3.00
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Northrop Gamma	36"	Pres Bruning	5.00
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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



FLYING ACES CLUB HALL OF FAME

Current members;

Dave Stott	Lin Reichel
Bob Thompson	Don Snull
Earl Stahl	Ralph Kuenz
Bob Leishman	Pres Bruning
Dave Rees	Earl Van Gorder
Bill Warner	Bill Hannan
Russ Brown	Vic Didelot
Joe Fitzgibbon	Tom Nallen, Sr.
Juanita Reichel	Bob Rogers

We are now accepting nominations for entry into the FAC Hall of Fame. Please send in the names of your nominees by April 30, 2002.

Your nominees must have been or are currently FAC oriented and have contributed to the success of our organization.

You may nominate as many people as you wish. Send your nominations to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

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Author seeking Phineas Pinkham
 stories of the 1930's for forthcoming
 book. Matthew Smytkowski, 22855
 West Schwerman Rd., Mundelein,
 Ill. 60060-9112.

PHOTO PAGE

Left column; Bob McLellon sent this photo of his own
 design of the Hamburg HA-137. It is a Dime Scale
 model and the plan is included in this issue. Bob
 says she's a fine flyer!

Here is Patrick Seale and his model of the "Frank
 Heeb Wren" O.T. rubber ship. Pic by Patrick.

Here is a photo of our SAM NX-211 3 member team
 That won the 2001 Jimmie Allen North American
 Postal Champs. To the left is Don Crosby with his
 Bluebird (total time 316 sec.); in the center is Conrad
 Ruppert with his Skokie (total time 326 sec) and to
 The right is Howard Hendeson with his Skokie (total
 time 360 sec)--all maxes! Ron Carr photo.

Right column; Chris Starleaf sent this pic of his new Jumbo
 model. This one a 41 inch span DH-3 Drover. All 3
 Props powered. Can't wait to see this one in the air!

Roger Willis sent this photo of Gustavo ?? ready to
 launch his DeHavilland Beaver.

HERE IS AN ACTIVE FAC SQUADRON

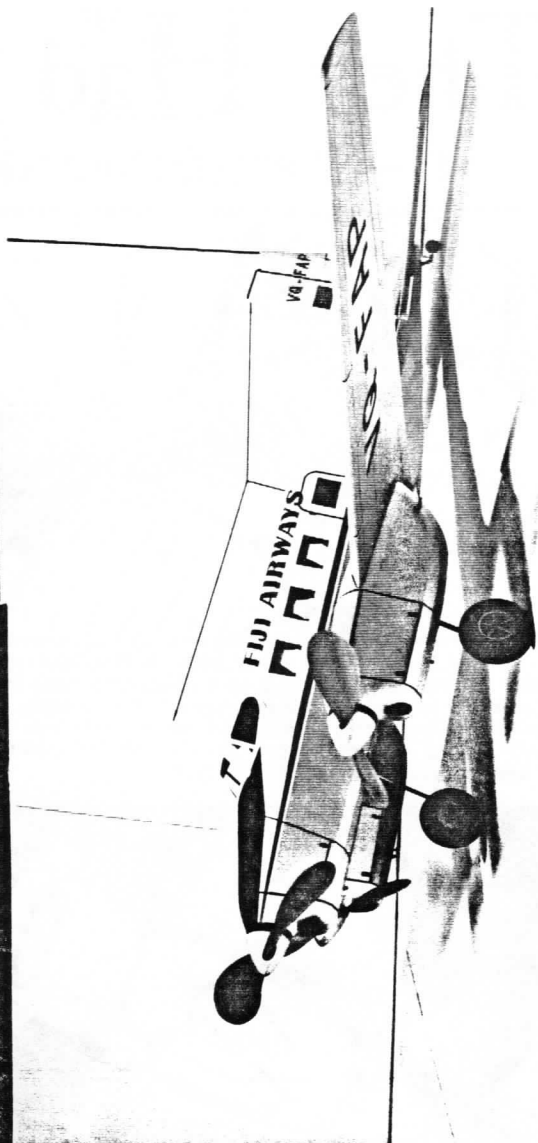
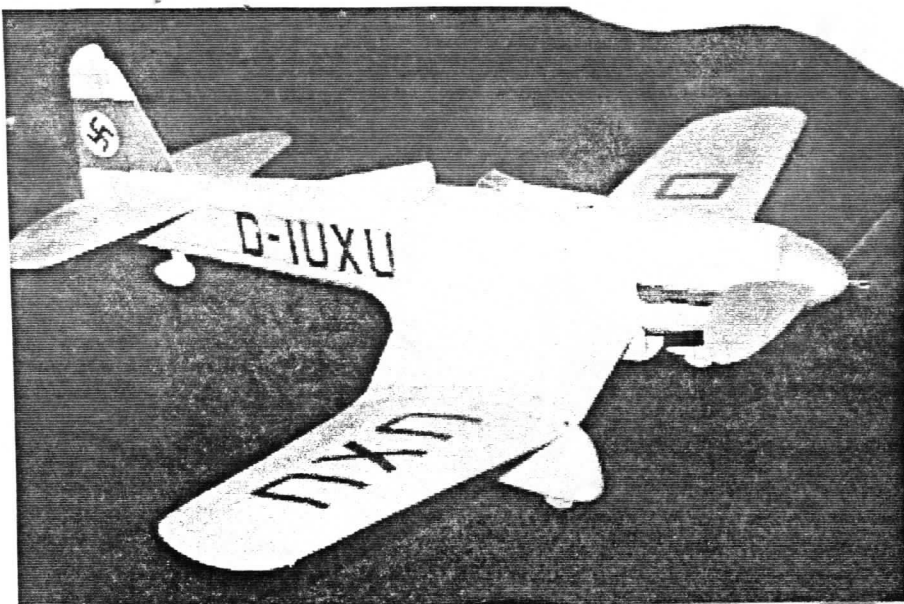
FAC Eagle Squadron 34 Monthly Report, March 2002

2002 UPCOMING EVENTS and FLYING OPPORTUNITIES

(subject to change frequently, and without notice!)

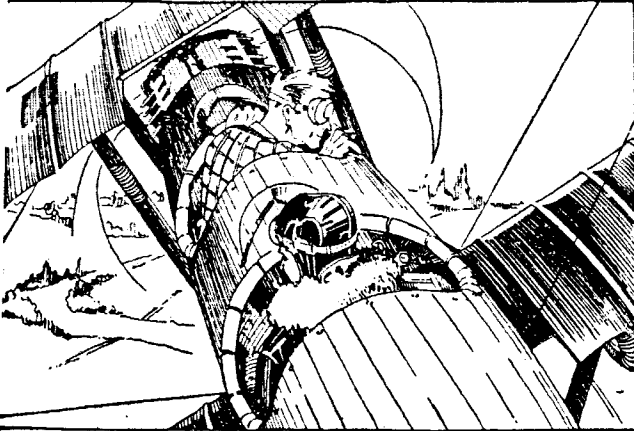
MAPS TO ALL SITES ARE AVAILABLE ON THE FAC EAGLE SQUADRON WEB-SITE!

March 16	NO OXBOW EVENT!	Keith Varnau (425) 885-2335 (before 8pm) (425) 717-5669 (work)
March 16-17	"2 Days in the Hanger" (That's the 747 Hanger!)	
	FAC CD March 16 - Don Miller (360) 385-0918 donmiller@cablespeed.com	
	FAC CD March 17 - Ed Lamb (425) 747-7806	
	FAC events: FAC Peanut Scale, FAC Dime Scale, FAC Embryo Endurance, FAC No-Cal Scale.	
March 16-17	SAM 8 at Harts Lake Prairie	contact: Homer Smith (425) 338-3851
April 6-7	SAM 8 at Harts Lake Prairie	AI Likely (253) 859-7776
April 6	FAC at Harts Lake Prairie - Events: Jimmie Allen, Old Time Rubber, & Embryo Endurance.	homer_smith@msn.com
April 13-14	SAM 8 at Harts Lake Prairie	AI Likely (253) 859-7776
April 20 - OXBOW	ZAC Indoor Meet! EVENTS: FAC Peanut Scale, Dime Scale, Embryo Endurance, No-Cal Scale.	AI Likely@msn.com
April 20-21	Willamette Modelers Club 2-day Symposium! Albany, Oregon - 40 ft Cat. 2 ceiling!	contact: Frank Hirtelman Ph: (360) 582-0933
April 27-28	SAM 8 at Harts Lake Prairie	contact: Homer Smith (425) 338-3851
May 4-5	SAM 8 at Harts Lake Prairie	contact: Homer Smith (425) 338-3851
May 11-12	SAM 8 at Harts Lake Prairie	homer_smith@msn.com
May 11	FAC at Harts Lake Prairie - Events: Jimmie Allen, Old Time Rubber, & Embryo Endurance.	AI Likely (253) 859-7776
May 18	FLYING ACES Club Outdoor Season Opener at 60 Acres! - Battle of Midway Mass Launch event! - WW II Mass Launch event! - FAC Jet Catapult, & any other event with three entries!	AI Likely (253) 859-7776 AI Likely@msn.com Ken Newell (206) 241-8405
May 18-19	SAM 8 at Harts Lake Prairie	contact: Homer Smith (425) 338-3851
June 15	FAC Fun Fly - Events: - Jimmie Allen - CO2/Electric/Jetcat Powered Scale Unlimited profile/no-cal clay, any wingspan, any weight, - Biplane Scale Mass Launch at High Noon - Dime Scale	Bob Jamison (253) 564-0858 mdjamison@mymailstation.com
July TBA	FAC Annual Mooney/Stahl Meet - Events: - Mooney Peanut Scale - Mooney 2X Peanut Scale - Earl Stahl design event	AI Likely (253) 859-7776 AI Likely@msn.com Mike Morrow (206) 937-2851 aerocases@earthlink.net
July - TBA	Annual Kibbe Dome Indoor Meet	Andy Tagliatco
July 18-21	FAC NATS Meet XIII, Geneseo, NY	FAC-GHQ
August 3-4	Annual FAC QUIET RIOT meet at 60 Acres! - Battle of Britain Mass Launch event! - WW II Mass Launch event! - All other FAC events with three entries! entrance fee of \$5 plus \$5 for each additional event to a max entry fee of \$20 for unlimited entries in both FAC and AMA categories. A volunteer is needed to coordinate the FAC activities at Quiet Riot!	Combined Event CD: Ron Vanden Boesche (206) 417-8438 ronvandy@aol.com
September TBA	FAC Staggerwink in Sequim!	Don Miller (360) 385-0918 donmiller@cablespeed.com
October 19th	FAC Indoor Meet at OXBOW! EVENTS: FAC Peanut Scale, Dime Scale, Embryo Endurance, No-Cal Scale.	AI Likely (253) 859-7776 AI Likely@msn.com



They Had What It Takes

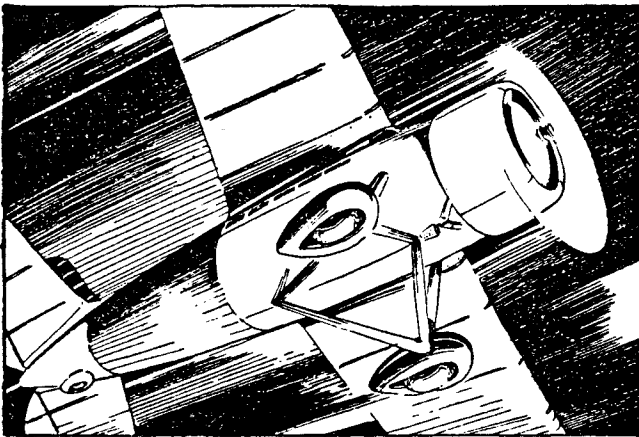
IV—CAPTAIN FRANK HAWKS—RECORD SMASHER



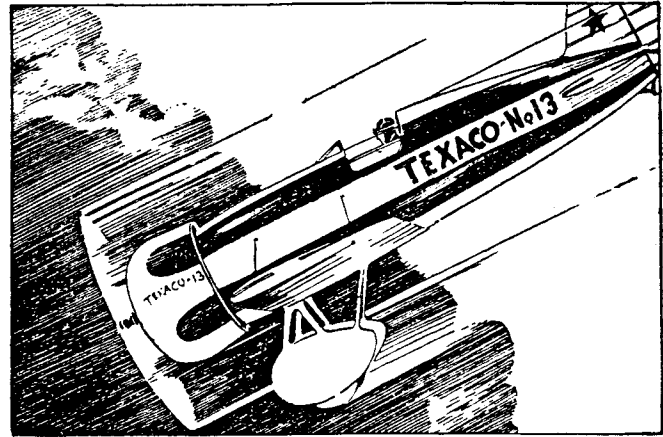
1—Frank Monroe Hawks was born in Marshalltown, Iowa, March 28, 1897. After finishing high school he became interested in aviation, and when a barnstorming aviator came to town Hawks saw his chance. The price for a flight was \$25, but Hawks, posing as a newspaperman, went up for nothing. Then he became "ground crew" for the ship.



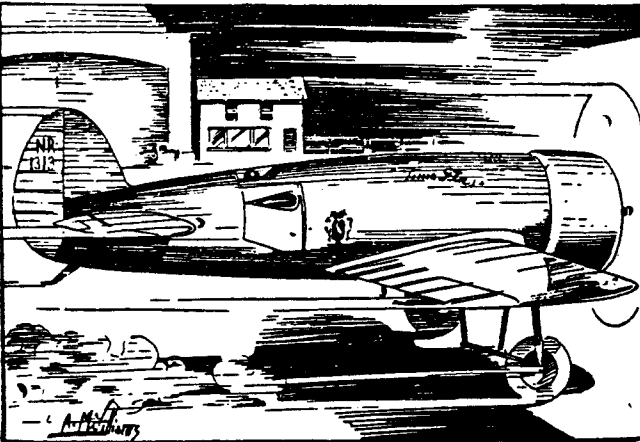
2—Leaving the University of California after completing two years, Hawks joined the air service in the hope of serving overseas; but he was detailed as an instructor at Love Field, instead. Retiring from the army with the rank of captain, Hawks barnstormed over the country, flew mails and payrolls, and stunted with air circuses.



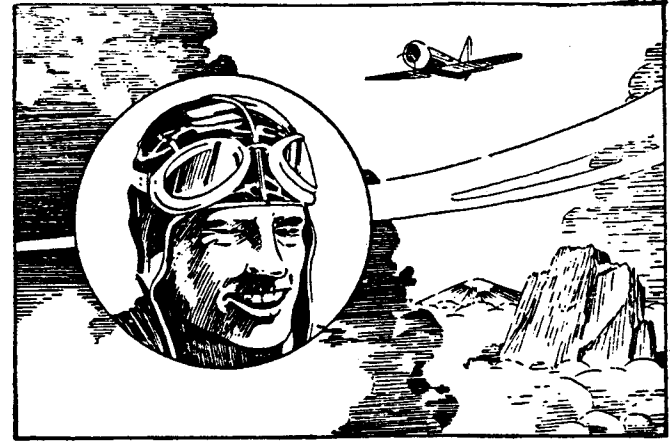
3—He broke into fame when in 1929 he flew his Lockheed Texaco 5 non-stop from Los Angeles to New York in 18 hrs., 21 min.—at that time the fastest cross-country hop yet performed. Again in 1929, he flew the 2,700 miles from New York to Los Angeles non-stop in 19 hrs. And he returned next day in 17 hrs., 36 min.!



4—In 1930, a new low-winged monoplane, the Travel Air Mystery Ship Texaco 13, with Hawks at the controls, traveled cross country from east to west in 14 hrs., returning a week later in 12 hrs., including refueling stops. These flights identified the Texaco 13 as the world's fastest commercial ship. Only in short course races had any pilot or plane traveled so fast.



5—Hawks' latest ship, *Time Flies*, is just about the speediest single engined experimental ship in the world. The ultimate in streamlining and powered with a double row Wasp engine which will develop 1,150 h.p. at sea level, it has an estimated top speed of 375 m.p.h. Upon completion of preliminary tests, Hawks expects to continue his record smashing career.



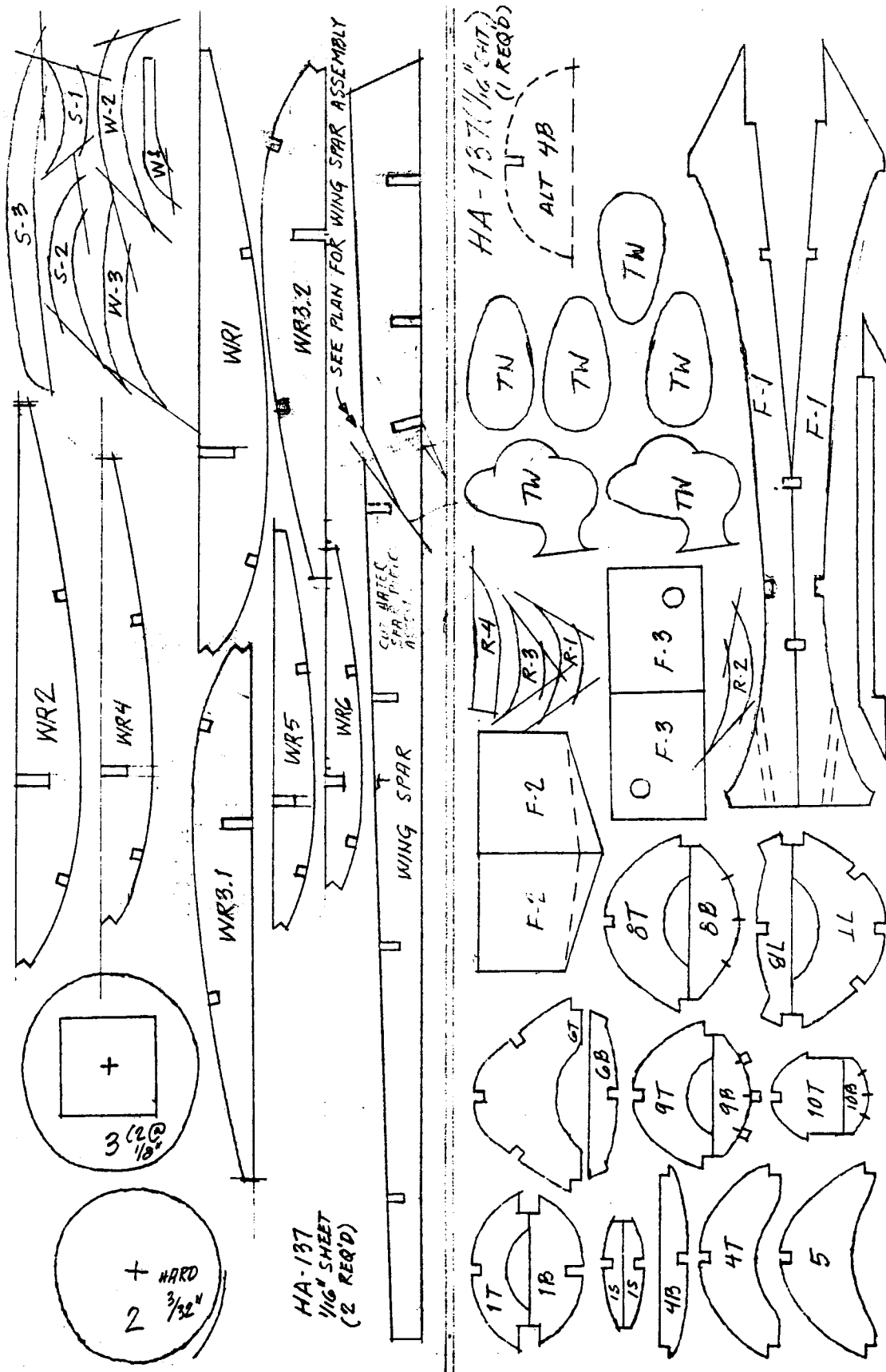
6—Captain Hawks has always been associated with fast planes and unprecedented cross country travel. His list of record flights throughout the United States and to Canada and Havana, Cuba, is truly amazing. And now with his latest ship, *Time Flies*, speedier than any of his record ships, many new laurels will doubtlessly be added to his name.

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

Wanted; Bell P-63 Kingcobra drawings
By Bjorn Karlstrom (2 sheets).
Ken Race, 906 Liberty Ct.,
Cupertino, Ca. 95014 Phone
(408) 996-0878

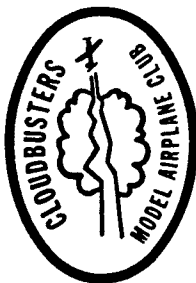
Wanted; Tick-off timers, Mike Ransom,
701 N. Grand, Okmulgee, Ok.
74447.

Wanted; Color scheme for the Auster
Agricola and any information
On the Rogozarski Brucoos.
Nigel Druce e-mail at:
nigeldruce@aol.com.uk



THE 2002 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented by:

When: Sunday, May 5th from 8:00AM - 8:00PM

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

Event Schedule:

8:00 AM - 9:45 AM..... Standard and Unlimited Class Catapult Glider, Jr plus (Sr, Op comb.)

9:00 AM..... Bostonian Judging

9:45 AM - 5:00 PM 7 Gram Bostonian (J,S,O), Limited Penny Plane (J,S,O) EZB (J,S,O), Mini-Stick & Mini-Stick Mass Launch (J,S,O) No-Cal Scale 6.2gm without motor (J,S,O.) Blatter 40/ Jetco ROG (Fly either one) Jr plus (Sr, Op comb.) Sci Olympiad Airplanes, Jr. Hi & Sr Hi students (no rubber motor restrictions)

11:00AM..... Scale Judging

11:30 AM - 5:00 PM..... FAC Scale, FAC Peanut, Golden Age Scale, WWI and WWII Mass Launches (All events J.S.O.)

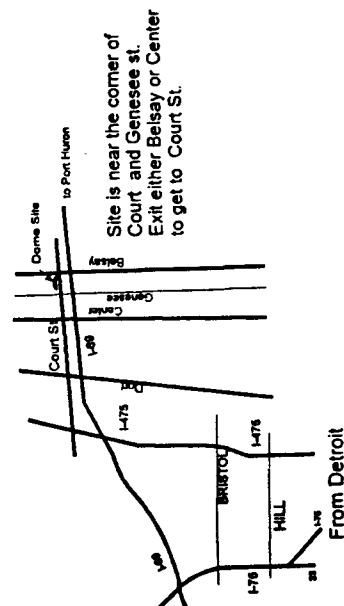
5:00 PM - 8:00 PM FID (J,S,O) New rules

Entry Fee \$20.00

****\$1.00 for Jrs & Sci Olympiad fliers**

CONTEST DIRECTORS:

George Lewis (810) 329-6833
Fred Gregg Jr. (586) 264-1018
Don Lang (586) 751-3281



VICKERS VENOM

By Dave Stott.

Many modellers, including myself, have long admired the Scientific plan of the Vickers Jockey. But how come none of us has yet built this snappy sky scrapper? Well, maybe it was that oversize looking radial that cut the gun on us. But, this younger brother of the Jockey puts that concern to rest and gets rid of a landing gear to boot! Yep skysters, this Venom is a real charmer. Just look at all that dihedral. A much smaller diameter radial, yet retaining the neat lines of the Jockey. All silver with no less than eight machine guns, she's got what it takes to win over all competitors.

No prototype has been built from these plans as yet. The stabilizer has been enlarged and the after fuselage stretched a bit to ensure stability. The low profile fin works in favor of preventing spiral instability. The model spans 20 inches and is conventional in construction. Cowl formers have not been laid out as they are simply two rings of the diameter shown on the plan, spaced about 1 5/16 inches apart with a few stringers and wrapped with 1/16 sheet. The front ring and disc behind it are 1/4 inch thick balsa. The rest of the fuselage formers are laid out in detail.

The constant chord wing is built using an airfoil with a reflexed bottom surface (Rib B) near the tips. This is to provide washout effect. Crack the trailing edge just outside of the last rib A, and just inside of the first rib B to achieve the kink necessary. Be sure to step each wing half in the same amount, which should be quite simple. But check it. The dihedral break is at the center line and both spars and leading edge should be reinforced with doublers as shown. Although the scale dihedral angle is large, an increase to 80° seems in order. This equates to raising each tip rib 1 3/8 inches.

Only the single prototype aircraft was built. It was all silver, as mentioned. British roundels were carried on both sides of the fuselage only. None on the wings. The fuselage also carried a large black numeral 3 and smaller black "PV0-10" as located on the plan. One photo shows some sort of logo on both fin and rudder, but they are illegible and thus omitted.

Sole source for this model is "Vickers Aircraft Since 1908", by C.F. Andrews. A Putnam publication. The 3-view accompanying the plan is from the same source. There is one photo of the Venom racing along above a cloud cover that is enough to send any red blooded FAC headin' for the workshop.

WANTED: SCALE MODEL AIRCRAFT PLANS OF ALL TYPES R/P, C/L, R/C, CO2, F/F, I WILL ALSO TRADE PLANS FOR PLANS. I HAVE HUNDRES OF MODEL AIRCRAFT MAGAZINES, AND SOME AIRCRAFT MAGAZINES FOR SALE. I HAVE MANY EXTRA MECHANIC MAGAZINES THAT HAVE MODEL AIRCRAFT PLANS AND ARTICLES. MANY SHIP PLANS TOO. CALL ANYTIME, RETIRED: MR. DOANE B. BREMER, 14720 SOUTH 234th STREET, GREINA, NEBR 68028-6416 PHONE [1-402-332-4303] ANYTIME!

What It Was, Was Freeflight.

While touring the celebrated wine country of Western New York State this vacation season, I happened upon a scene that I will try to relate in these words. I don't expect you will entirely believe me, but all is as is told.

I tried a bumpy road off the beaten track and found an Aerodrome that was something of a museum for old airplanes. The large open field next to it was occupied by a wide assortment of campers and sun tents, and a wider assortment of people of all ages (but concentrated at the higher end of the scale) all seemingly intent on some common activity.

I attempted to ask the first person I encountered what was going on and was not able to get his attention. He seemed intent on carrying a small airplane out into the field while trailing a length of rope that was on fire. It was smoking, at least. He took his fragile looking craft out into the field and looked up at the sky for a long time before setting fire to the back end of the aircraft. He blew on the lit end a few times, then reared back and flung the thing up in the air. He then quickly tried to pat out the small fire on his pant leg caused by the burning rope that had hung down next to his pants. He started to walk after the rapidly departing aircraft in a kind of a walk-run over the rough ground. I could see right off he had no chance of keeping up, but he seemed game and continued his pursuit.

Someone else was using binoculars to watch a farmer wander through a cornfield way at the other side of the open area. He was waving to the farmer and seemed frustrated not to be able to get his attention.

I watched for a minute or two when my attention was caught by a fellow using a hand drill on the front end of his airplane. Closer inspection revealed he was winding an incredibly large rubber band that he had stretched out in front of the airplane. The airplane was nice and seemed for all the world to be made out of some kind of semi-transparent paper. He had it hooked to a camera tripod staked to the ground. I watched for a little longer and then he reached for a ridiculously large propeller and attached it to the front of this aircraft.

Then it started again. He, too, reached for a length of burning rope and walked out into the field. But, this time, this fellow set fire to the side of his airplane and, after what looked like prayer, pushed it into the air and, just like the other fellow, started to walk after it.

His friends started to cheer, but I don't think he had a chance of catching the first fellow as he had such a head start. The crowd didn't seem concerned as they

quickly settled back down on lawn chairs under their tents and reached into their coolers for pop and snacks. All, that is, except for one fellow who seemed intent on his stopwatch. I don't believe there was anything to time. As I said- the first fellow had such a head start.

Continuing down the array of tents, I watched as people reached into their car trunks and truck beds hauling out many different airplanes. Others were intent on some fussy work or other at their toolboxes. One man was winding his rubber band with such fury that it broke and sent pieces of his airplane scattering. I quickly moved on as he seemed to grow somewhat petulant with all the noisy advice he was receiving from his supporters.

I came to a large tent where there was a bustle of activity presided over by a small, efficient looking woman who directed me and my questions to a tall, lanky fellow because, I assumed, he didn't seem to have anything to do.

This fellow, Lin by name, explained patiently what all this activity was. He said these folks spend all winter and some of the summer in workshops and garages building model airplanes of all sizes and designs to come here from all over the country and some foreign countries just to fly at this aerodrome. He went on to say that this was a contest and, looks to the contrary; these folks were locked in competition as intense as any found on a gridiron. And he said they did it, not for dollars, but for the simple satisfaction of flight on its own terms. And, because it was fun.

And, he said, **what it was, was freeflight.**
(With apologies to Andy Griffith)

By Pete Azure

THE SHADOW...

*Sponsored every week over the entire
Mutual Broadcasting System by
Wildroot Company, Inc., makers of
Wildroot Cream-Oil, America's most popular
hair tonic and Lady Wildroot Shampoo.*



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

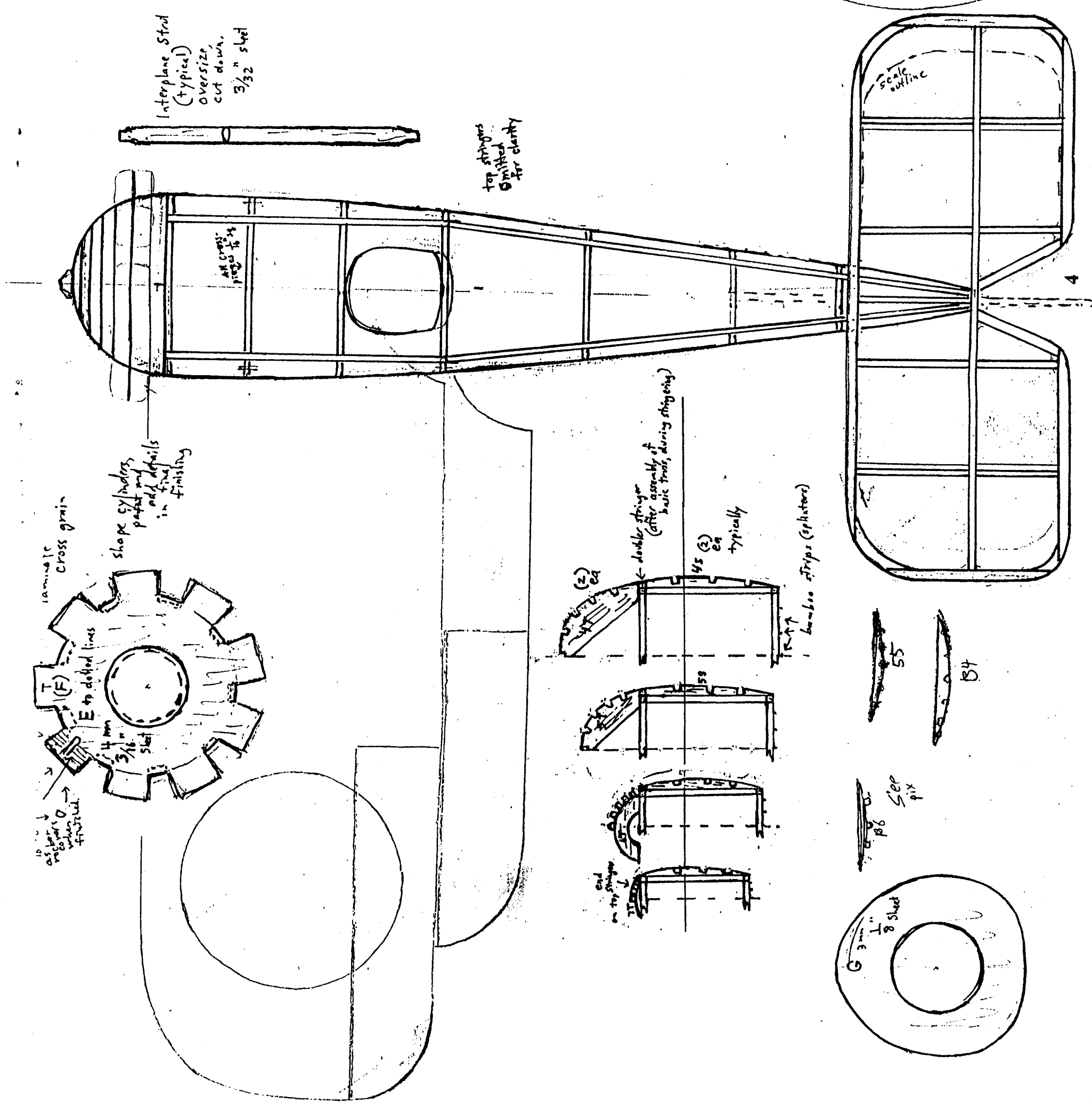
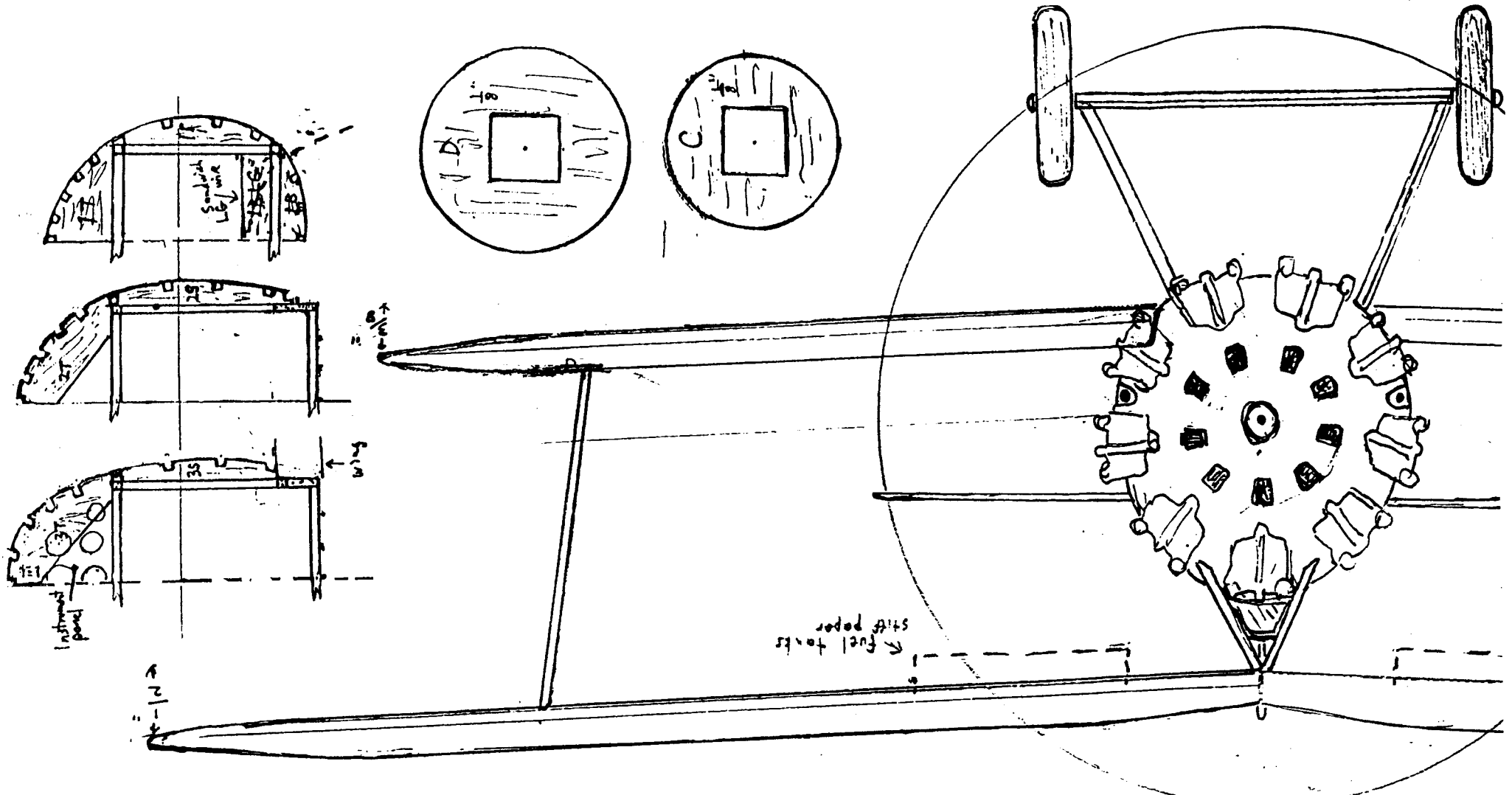
Saturday July 20

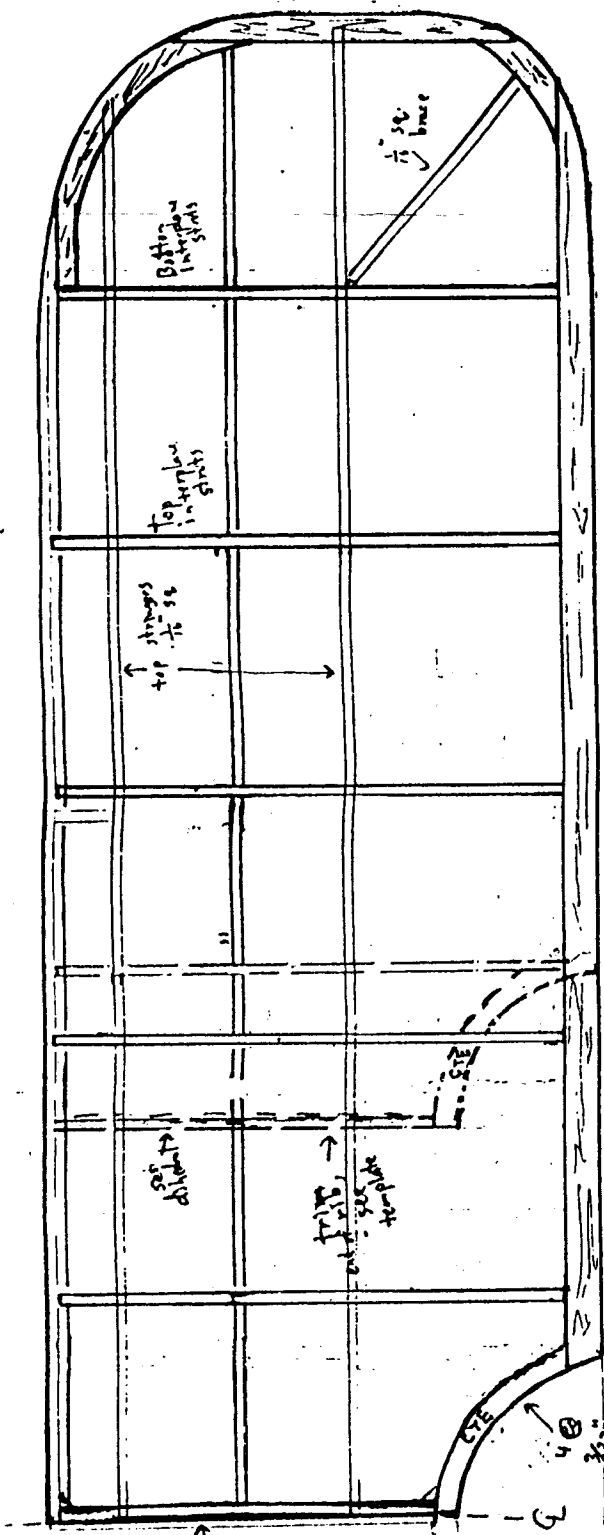
Sunday July 21

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
Guilow's Fairchild 24 ML
Comet Phantom Flash
Giant Scale, may be flown any day
The BLUR Race, day to be determined

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

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



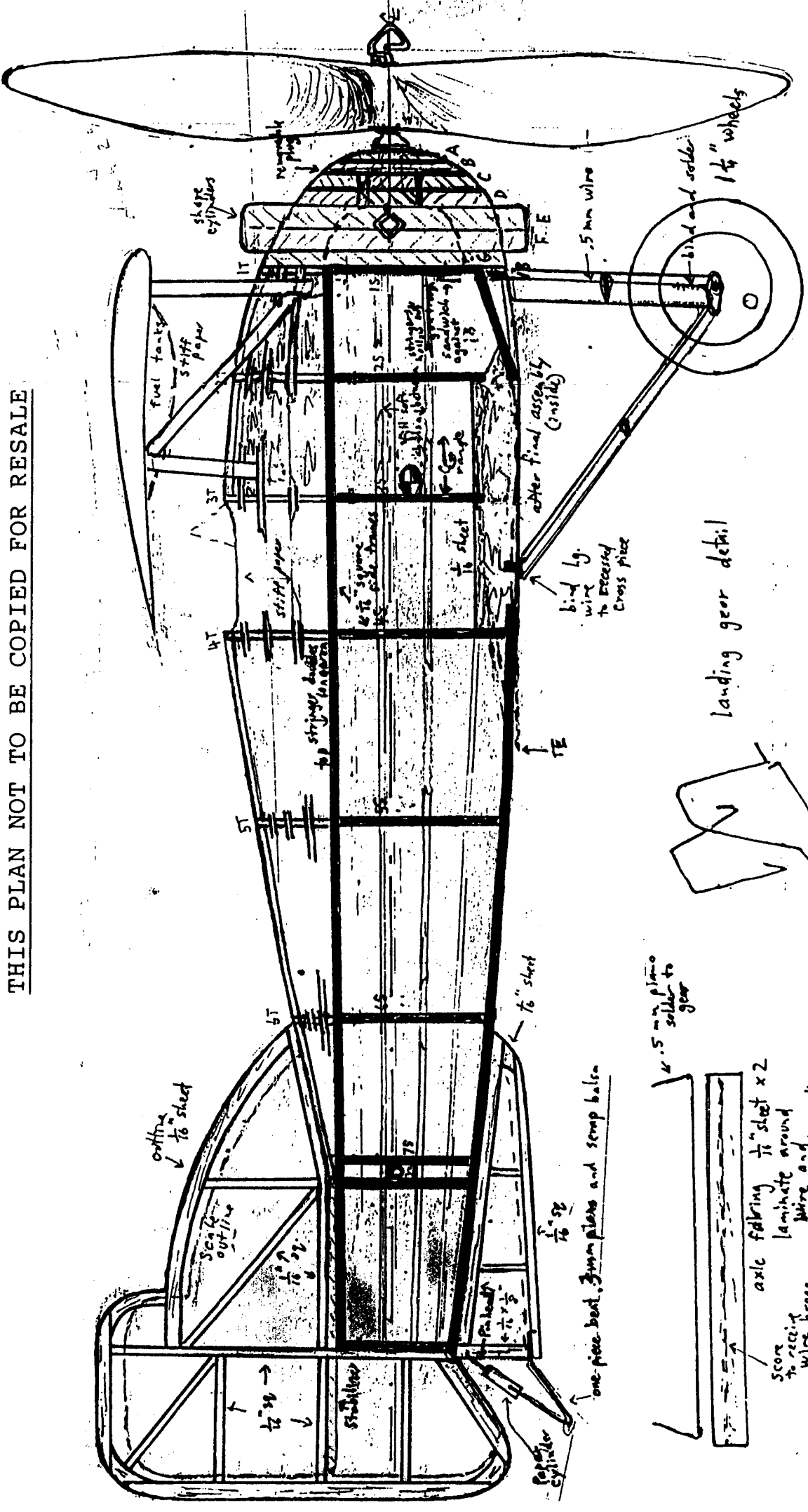


broken line = bottom wing structure

top and bottom identical

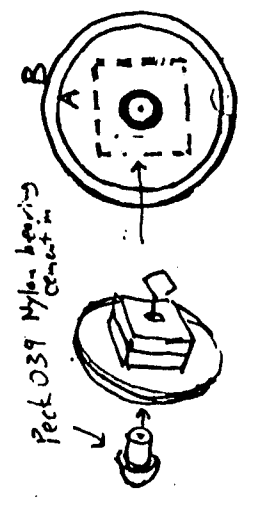
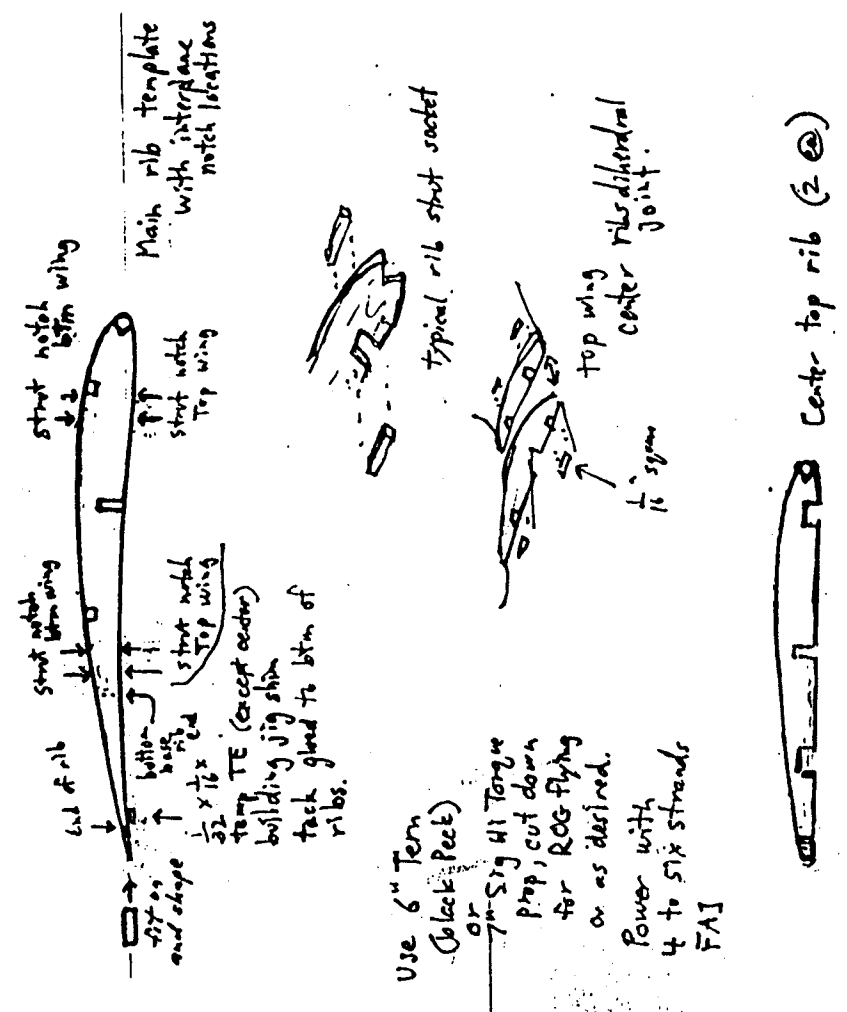
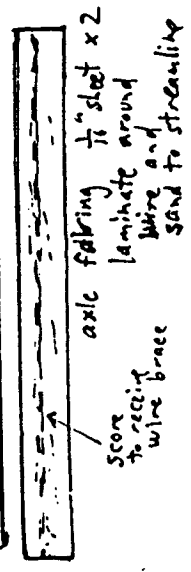
THIS PLAN NOT TO BE COPIED FOR RESALE

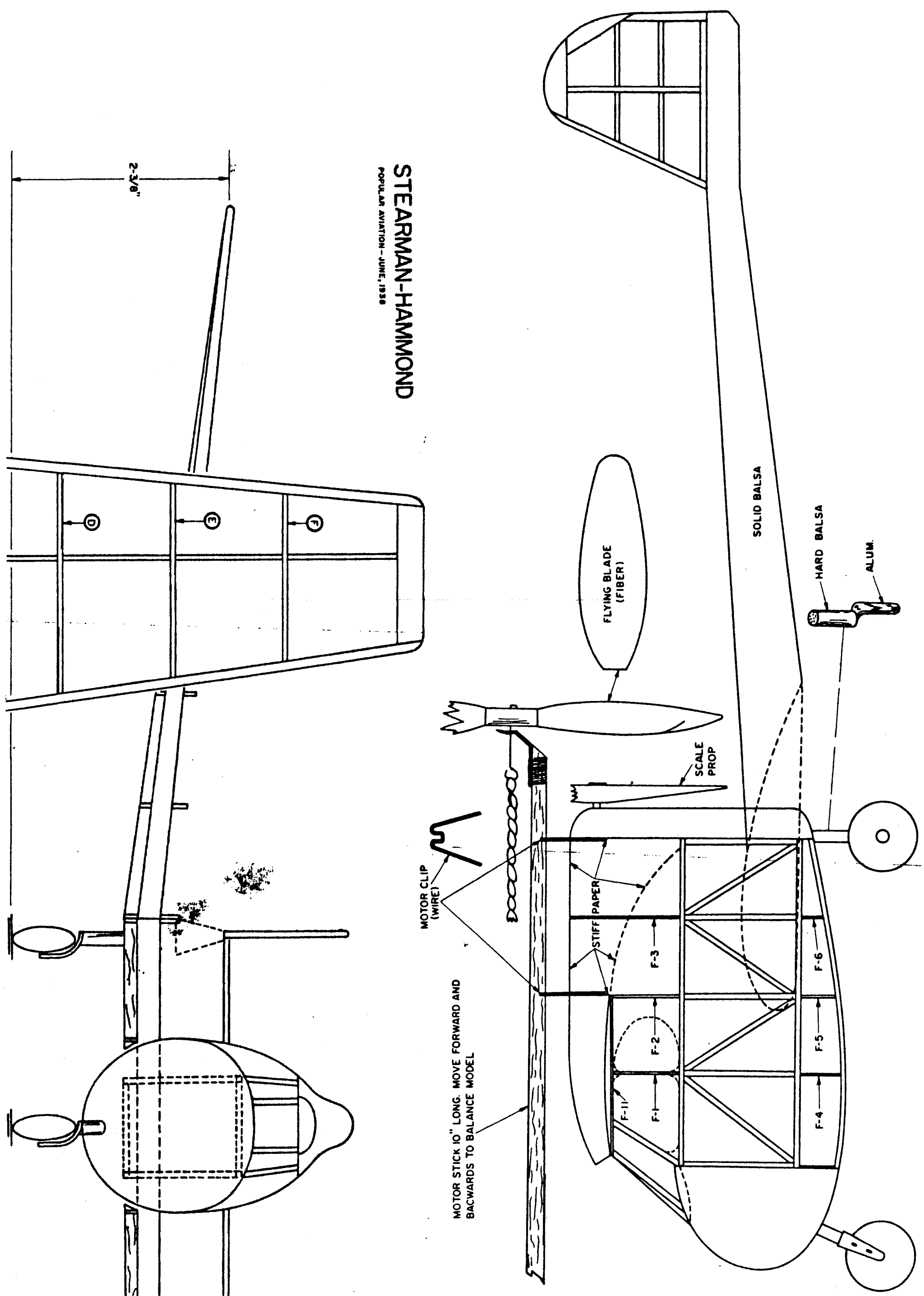
Nate Sturman's Nakajima "Type III Shipboard Fighter" A1N2 1930 - mid thirties (Modified Gloster Gampet, Gamecock variant, built by Nakajima.) 9 cylinder Jupiter engine. In the Jan 28 Incident of 1932 at Shanghai, one of these aircraft shot down and killed the first victim of Japanese air power in combat, the volunteer American pilot Robert Short in his Boeing 218 "XP925", 66W, on Feb 22, 1932. 1/24 scale 1/2" = foot, 15.91" span



landing gear detail

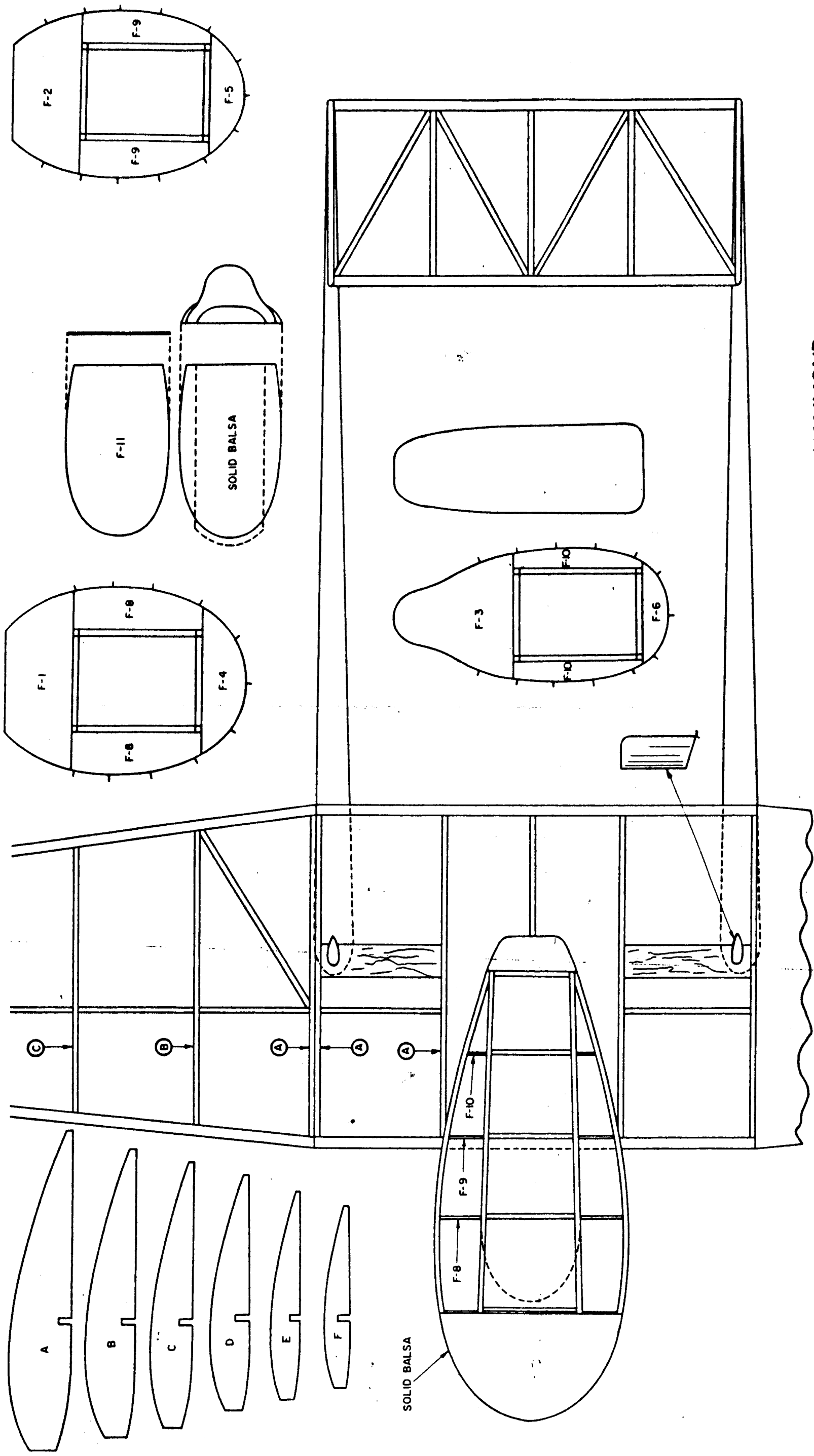
axle fabric 1/8" sheet x 2 laminate around wire and sand to streamline





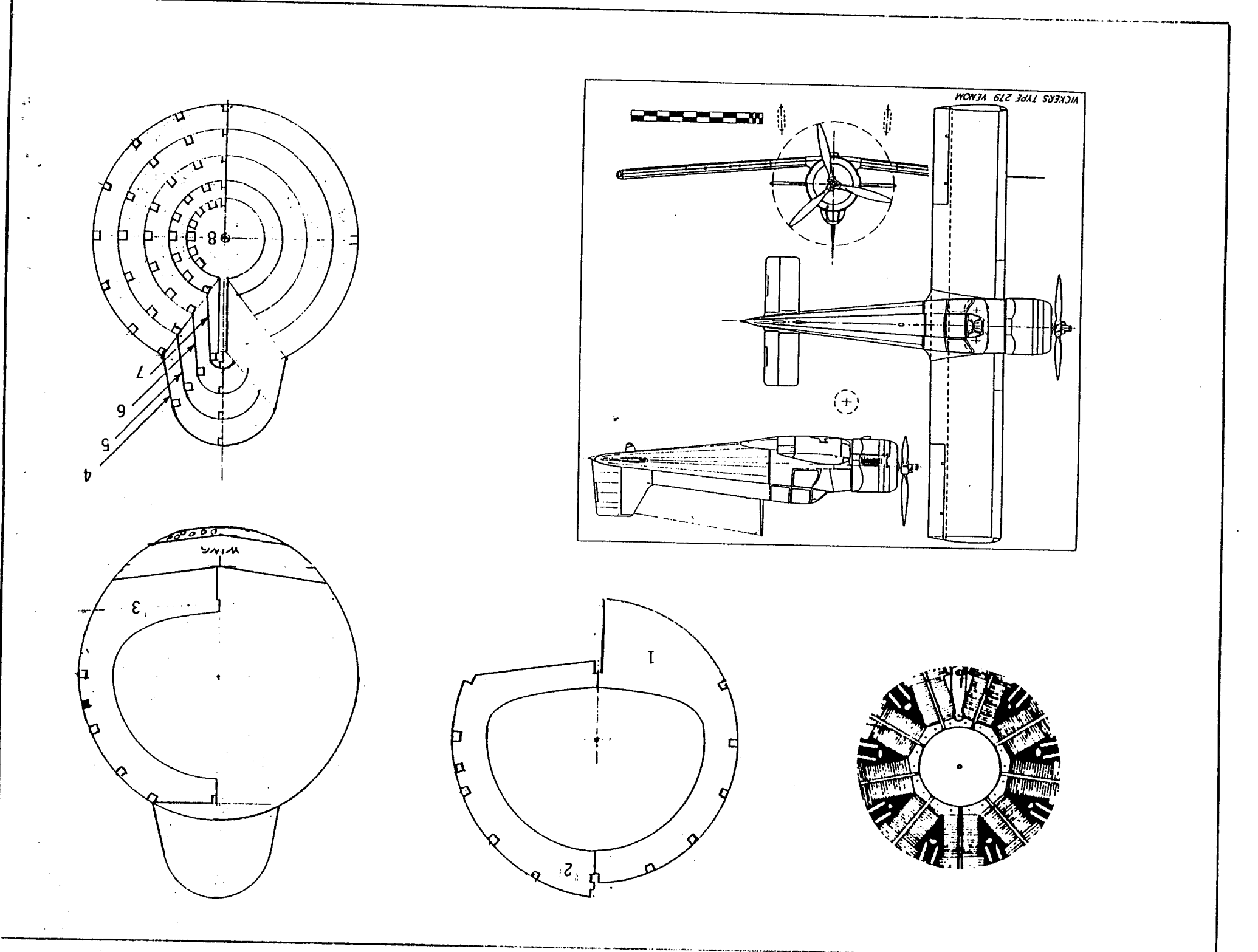
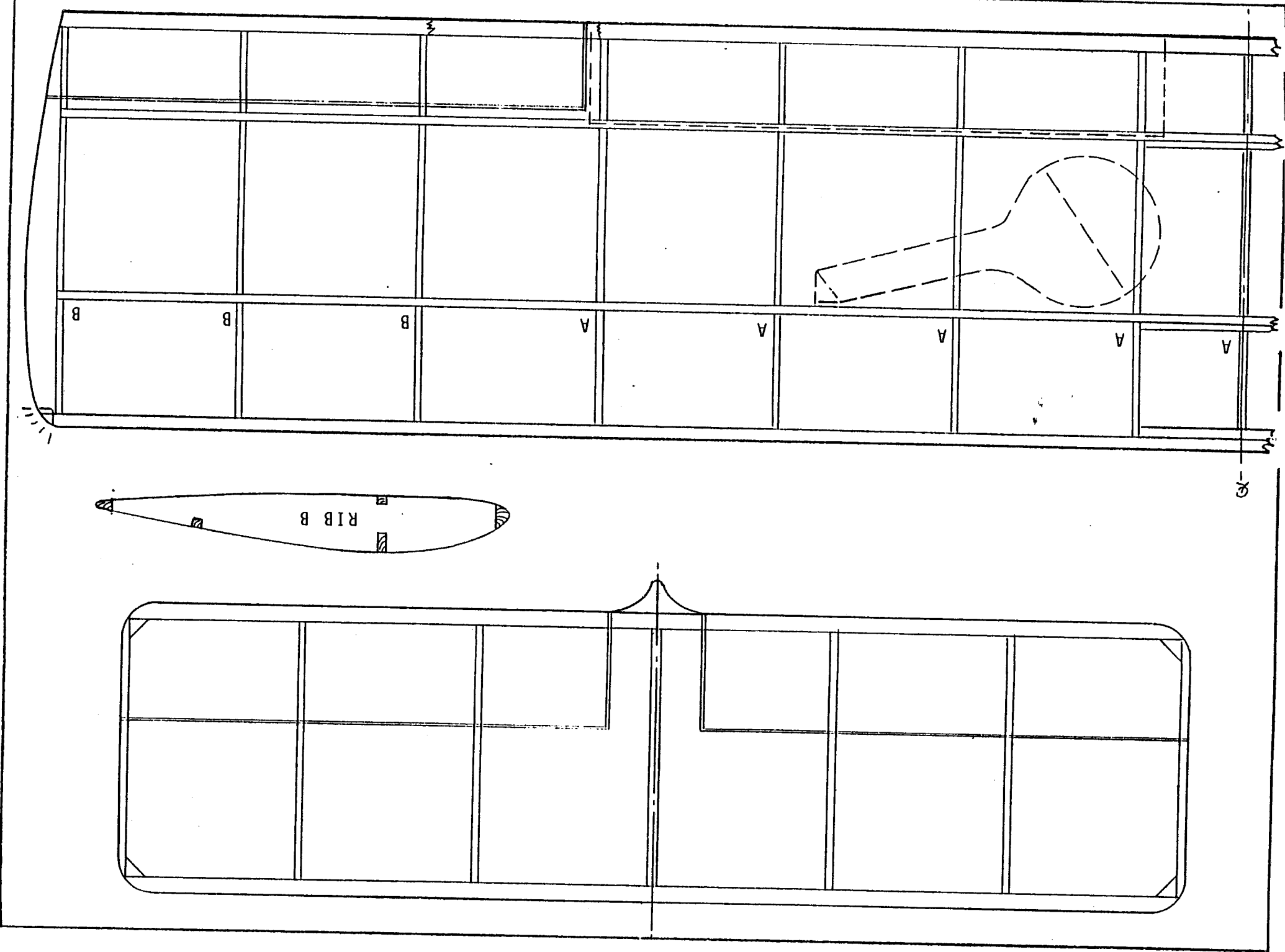
STEARMAN-HAMMOND

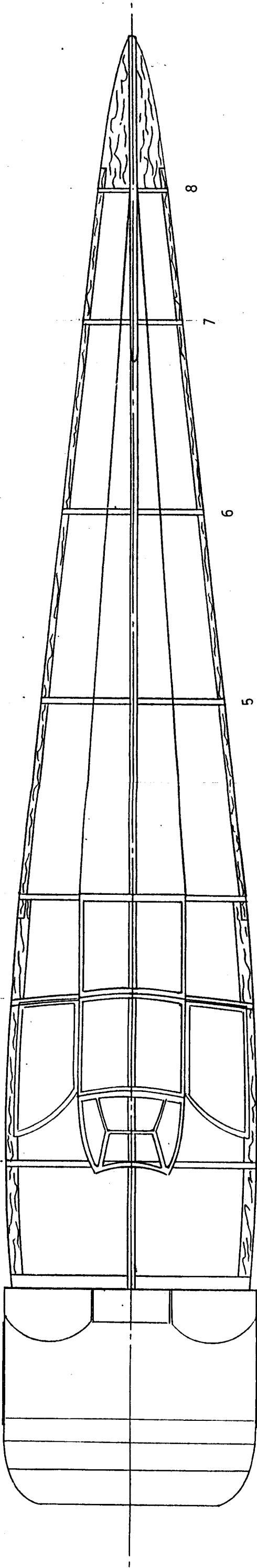
POPULAR AVIATION - JUNE, 1936



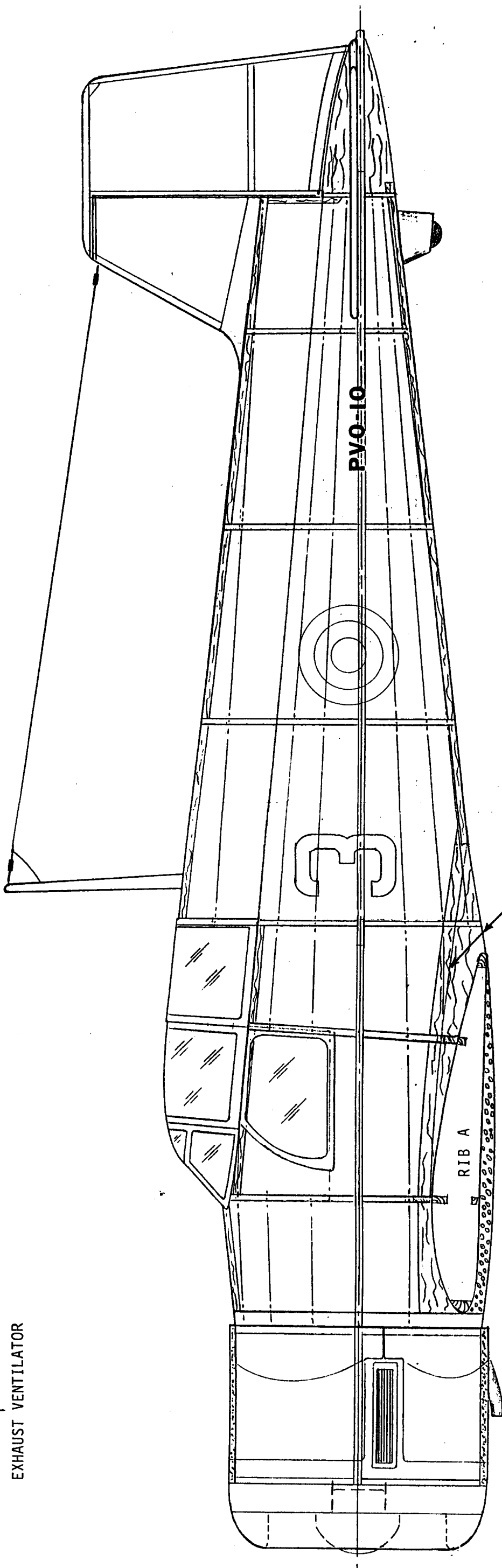
STEARMAN-HAMMOND

POPULAR AVIATION - JUNE, 1938





1
EXHAUST VENTILATOR

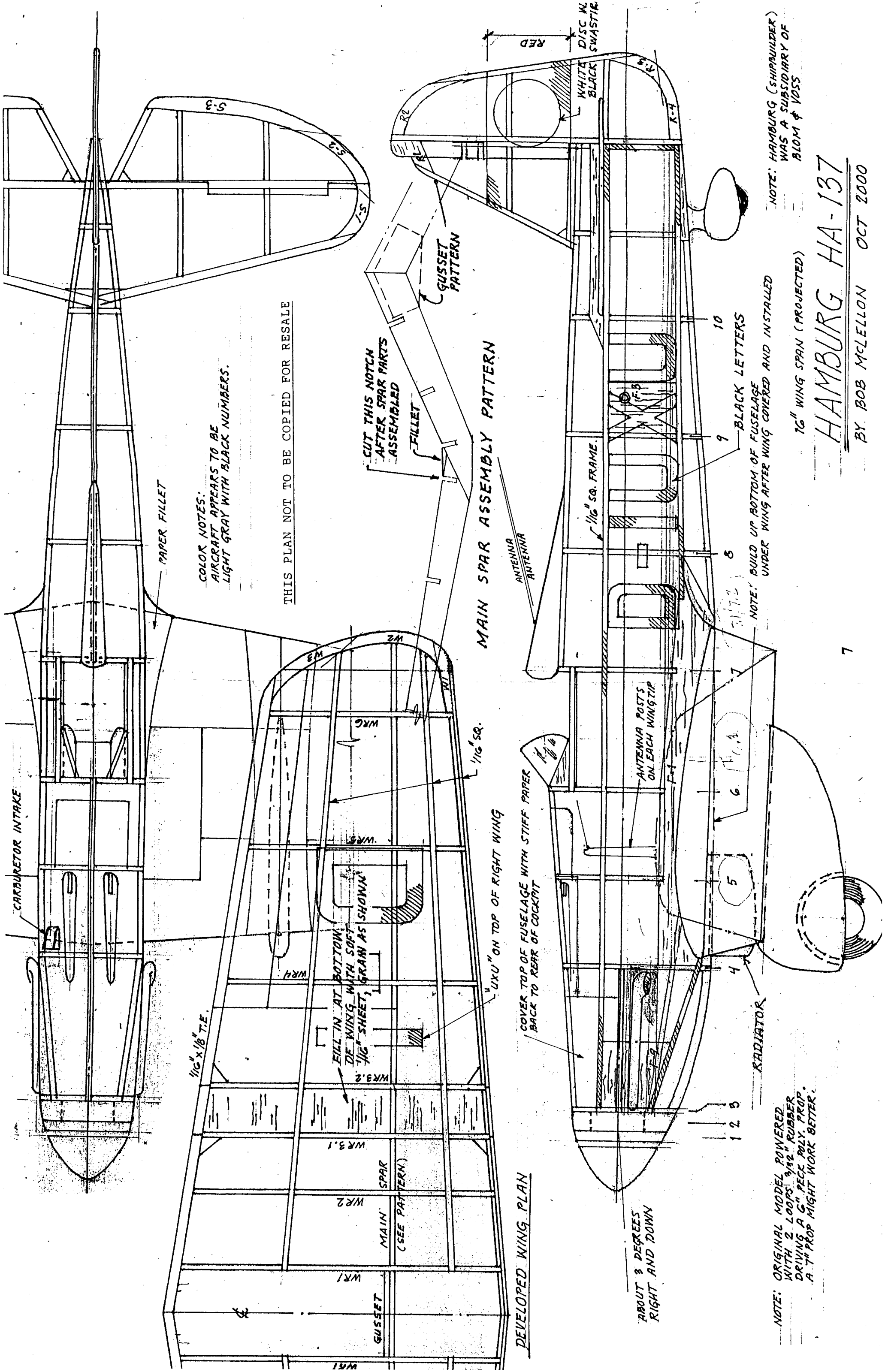


THIS PLAN NOT TO BE COPIED FOR RESALE

★ AIRDEVIL MODEL CO. ★

THIS DRAWING NOT TO BE COPIED FOR SALES PURPOSES

BRITISH VICKERS VENOM
WINGSPREAD-20" PRICE- 20¢
DRAWN BY- *Bewshot*
TEST PILOT O.K.- *Mutt Summers*



COLOR NOTES:
AIRCRAFT APPEARS TO BE
LIGHT GRAY WITH BLACK NUMBERS.

THIS PLAN NOT TO BE COPIED FOR RESALE

NOTE: BUILD UP BOTTOM OF FUSELAGE
UNDER WING AFTER WING COVERED AND INSTALLED

NOTE: HAMBURG (SHIPBUILDER)
WAS A SUBSIDIARY OF
BLOM & VOSS

16" WING SPAN (PROJECTED)

HAMBURG HA-137

BY BOB MCLELLON OCT 2000

NOTE: ORIGINAL MODEL POWERED
WITH 2 LOOPS 3/32" RUBBER
DRIVING A 6" PECK POLY. PROP.
A 7" PROP MIGHT WORK BETTER.