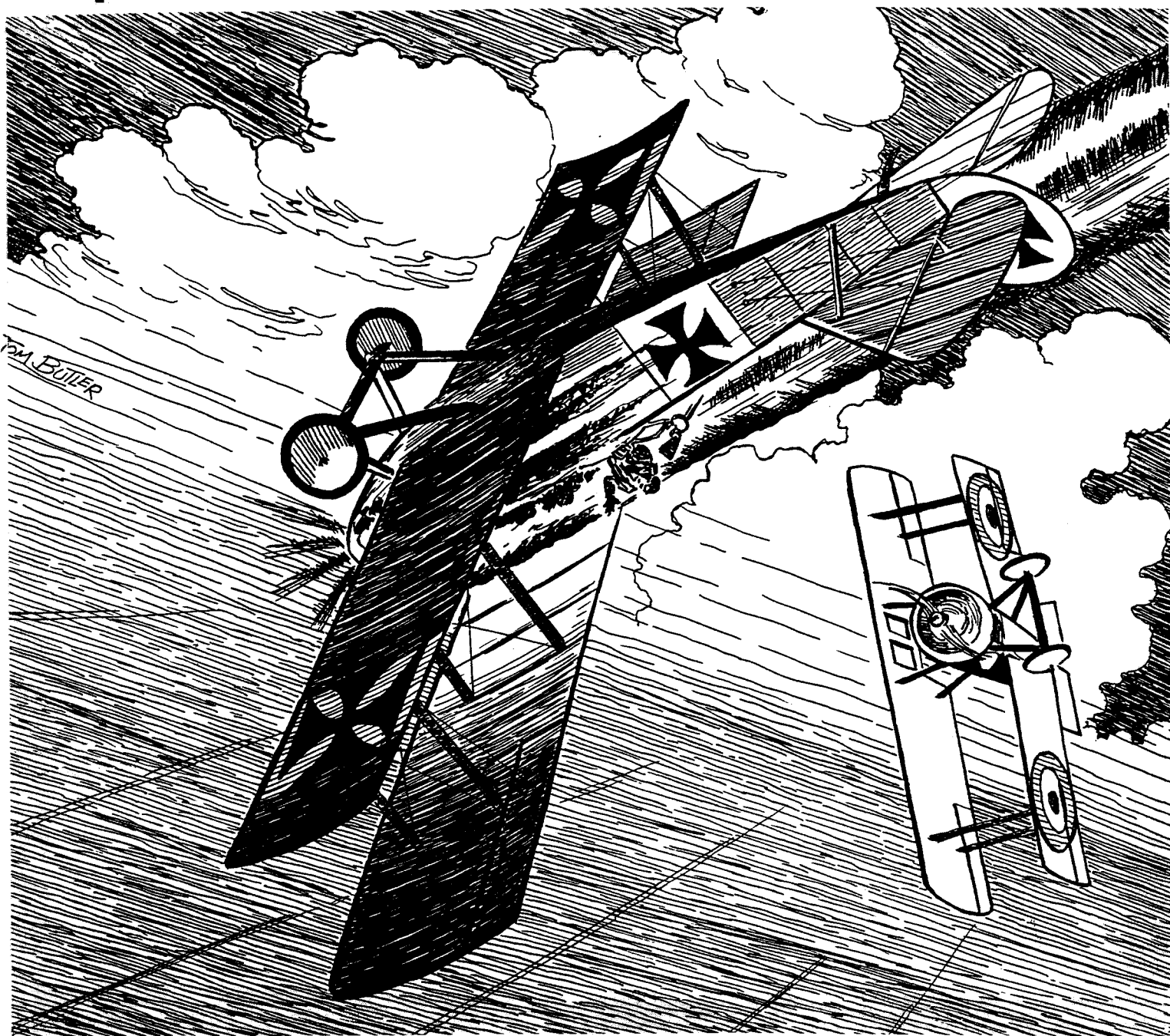


FLYING ACES

ISSUE #207-133 SEPT./OCT. 2002

Club News





Thanks to Tom Butler for another action packed cover drawing for this issue.

The plans for this issue came from the following; Ted Davis gives us another one of his drawings of a rare World War One aircraft, the Lohner D-1 111.03, Peter Mann sent the Captain Page Navy Racer, Rocky Russo sent his plan of the Polikarpov I-16, the Bleriot 110 came from Michael Heirich, the Focke-Wulf 190 D-9 came from the late Stephen Hales and the Monocoupe came from our files. Thanks to all for the plans.

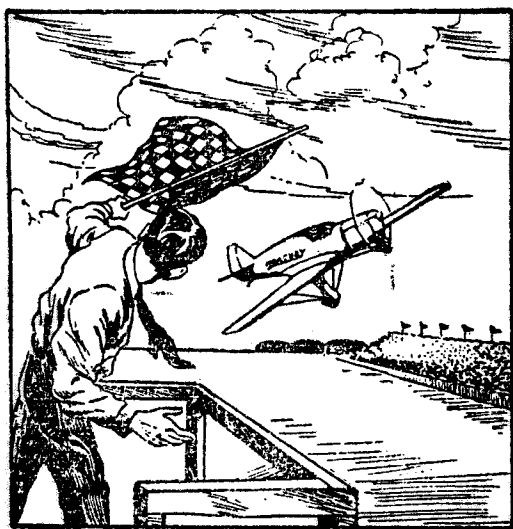
Found at the FAC Outdoor Champs at Muncie, one pair of eye glasses. The owner may get them by writing to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

On a sad note, we have just learned that Roy Guge of Carpentersville, Ill passed away on Sept. 4th. Roy was a long time member of the FAC. Our sympathies go out to his family and friends.

Some random items that have come up recently; It seems that there has been some discrepancy between the FAC rule book and what has been sent over the internet. The only rules that govern FAC activities are in the RULE BOOK! PERIOD! While on the subject of rule books, we have been accused of not giving every member a rule book. When ever we print a new rule book every member gets one and every new member gets one when they join the club. If you have lost yours or want a new one you can get another one for \$3.00 postpaid. Some of the entrants at the FAC-Nats didn't seem to know just what the Old Time Kit Scale event was all about. The event is very simple, just read the rule book. It should be easy to understand.

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.

Lin Reichel
CinC
Flying Aces Club
3301 Cindy Lane
Erie PA 16506

Air Mail

Dear Lin:

Let me start out with a major thank you for photocopies of plans/articles relevant to the Wright Cyclone engine and Flying Aces Cabin Sportster.

The Sportster is interesting in its antiquity, but that sheet fuselage has got to be heavy. Notice the sweep in the wing? Had to be unusual for that era. Have you ever seen one built by an FAC member?

Also thanks for info regarding the FACNATS 2002 host hotel. Enclosed please find my entry form and fees payment.

As an aside, I'm certain you have noticed with some interest and likely a degree of humor all the discussion in both *NFFS Digest* and *SAM Speaks* relating to flying scale. Of course the core discussion revolves around the lack of participation in flying scale at the AMA Nats and NFFS/SAM contests while FAC enjoys huge success. The various contributors and pundits all appear to insist it's the rules. Just adopt FAC-style rules, they seem to say, and *voila*, every organization will see participation in flying scale boom overnight.

I think they're wrong. It's not just the rules that brings 200 (mostly) fine individuals out to fly about 600 scale model airplanes in midsummer.

No, I don't believe it's just about those rules at all.

I think it is an attitude. Or maybe the lack of attitude. There is a sense of genteelness, if you will, that has remained with FAC long after it has (sadly) departed other areas of our culture. There is concern for the other guy. *There is a sense of honor...even an unwritten code of honor.*

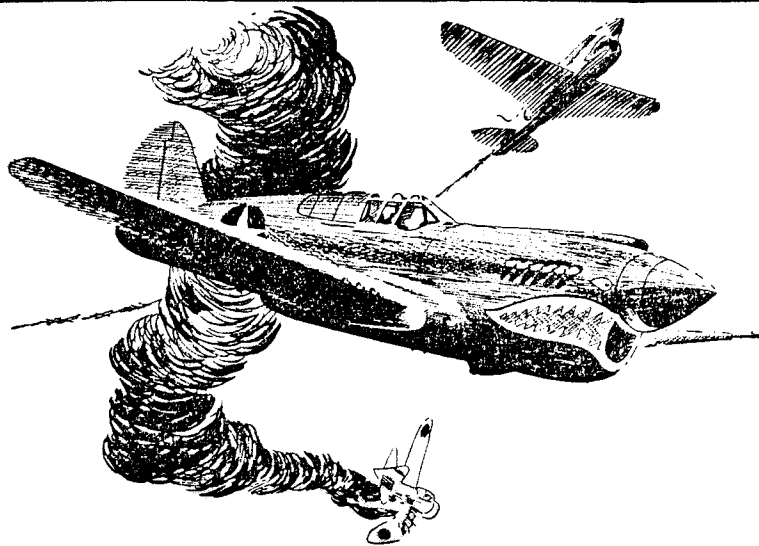
And you. And Vic. Make sure it stays that way.

That's why all those guys come out to fly scale model airplanes in midsummer.

Best regards,



Bob Blair
enc



FAC T-SHIRTS and PLANS

We now have a beautiful T-shirt from the FAC Outdoor Champs recently held at the AMA flying site available for you Clubsters. This one is of the Seversky SEV-2, The P-35, in race colors of green with yellow trim. Everyone will want this one so hurry and get your order in soon! At the present time we have all sizes in stock, S, M, L, XL, XXL, XXXL. Price as usual is \$12.50 postpaid.

NO XX-L O-38

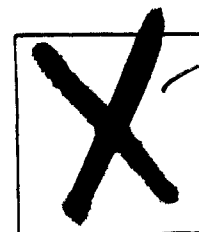
We still have some Douglas O-38 shirts left, although some sizes are getting low and we are out of medium size. We also have some shirts from the FAC Outdoor Champs from 2001. They have the Ford Tri-motor on them and all that we have are size medium. All shirts are \$12.50 PP.

We are also offering this year's plan from the Outdoor Champs. This one, of course, is of the Seversky SEV-2. This is a Tom Nallen plan and is truly a piece of art. The model spans 22 1/2 inches and you can get a copy for \$6.00 postpaid. The Douglas O-38 plan is also still available at \$4.00 pp.

We want to take this opportunity to thank all of you Clubsters who support the Club with your purchases. The money generated from these sales keeps us from having to raise the dues for membership in the FAC. Even with the recent postage increase and an increase in the printing cost we are doing alright and cannot see a need for a dues increase in the fore-see-able future.

Send all orders to; Flying Aces Club,
3301 Cindy Lane, Erie, Pa. 16506.

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.



2002 Outdoor Champs

Skysters,

The Flying Aces Outdoor Championships were held in the best weather in several years. It was warm, maybe hot, with a gentle breeze that had some difficulty in making up it's mind which way to go. We made some moves to accommodate the situation, and thoroughly enjoyed a busy weekend.

We often take for granted the effort of the folks at the officials area who do the administrative work involved in making this an exceptional meet. The strong appreciation I have for their work demands I name them, Juantia Reichel, Lynne Lewis, and Janet Lang. These three lovely ladies did the on site registration, recorded every flight, sold merchandise, answered questions, and generally kept order for the two days of friendly competition. I really feel that the Commander, Lin Riechel, and myself, were their helpers for two days. Model judging, and the strong voices who conducted the mass launch events were shared by the members of the Calumet Escadrille and the Cloudbusters.

Memories of the meet will be carried well by those who participated, and by all who obtained the beautiful "T" shirt crafted by Bob Bojanowski and Pres Brunig, and the great Seversky plan drawn by Tom Nallen, presented to each of the 64 contestants at the meet. Continuing the use of etched glass awards, this year had larger mugs with the Seversky etched in detail. This year's Grand Champion for the meet is Chris Starleaf, proud holder of the Vic Didelot Trophy.

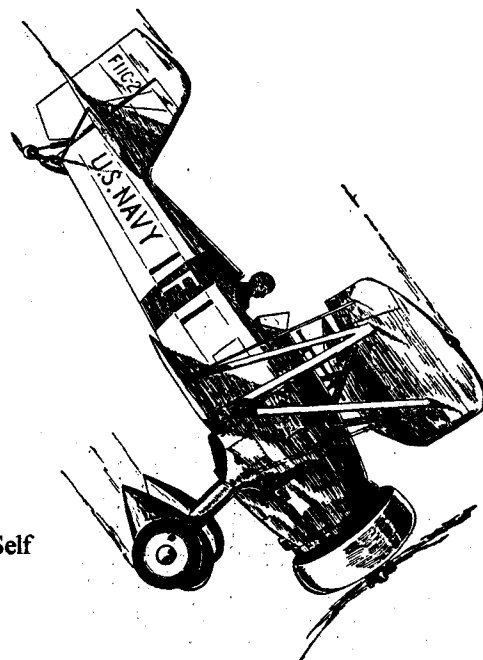
I am hoping to obtain the weekend after labor day as a continuing date for this meet. Thanks to all who came and made this a most successful meet.

Sincerely, Ralph Kuenz

O.T. Gas Replica	2002 Outdoor Champs	Flt #1	Flt#2	Flt#3	Total	Fly-off
1 Bob Clemens	Zipper	120	120	117	360	117
2 Mark Rzacda	Zipper	120	120	120	360	102
3 Stu Meyers	Powerhouse	120	120	120	360	Coinflip
Mike Zand	Buzzard Bombshell	120	120	120	360	
Phil Cox	Diamond Demon	120	54	50	224	
Jack Moses	Wedgy	41			41	

Jimmy Allen	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
1 Stew Cummins	B.A. Cabin	120	120	120	360
2 Gary Schubert	Skokie	120	120	97	337
3 Stu Weckerly	Blue Flash	120	120	82	322
Earl Brockmeier	Skokie	120	99	98	317
Conrad Ruppert	Sky Raider	82	120	93	295
Mark Rzacda	Skokie	91	80	86	257
John Houck	B.A. Cabin	120	50	82	252
Jack Moses	B.A. Parasol	61	71	105	237
Dan Driscoll	Special	68	90	67	225
Don Srull	Sky Raider	100	120		220
George Lewis	B.A. Parasol	56	70	62	188
Bob McLellon	B.A. Parasol	54	75	42	171
Charles McLanis	R. Denny Special	41	63	52	156
Gordon Roberts	Skokie	69	75		144

O.T. Rubber Stick	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
Don Crosby	Gollywock (Folding Prop)	120	120	120	Rm'd Self
1 Bruce Finley	Gollywock	120	116	120	356
2 Gordon Roberts	Skrocket	120	120	115	355
3 Don Srull	Gollywock	120	120	101	341
Bob McLellon	Flemish Deviance	98	120	120	338
Fred Vargo	Gollywock	99	108	120	327
Mike Zand	Gollywock	103	120	88	311
Charles McLanis	Thermal Bagger	120	50	47	217
Jack Masina	1940 Gollywock	97	107		204
George Lewis	Gollywock	120	22		142
Ed Vargo	Old Time Stick	120 (OOS)			120



Mass Launch Events

Thompson/Bendix 2002 Outdoor Champs

Run by: Mel Roth

1 Dan Kane	CR-3
2 Stew Meyers	Vega
3 Walter Farrell	Marcoux Bromberg
Bob McLellon	Seversky
Chris Starleaf	Marcoux Bromberg
Paul Boyanowski	Mr. Mulligan
Gordon Roberts	Mr. Mulligan
Norman Becker	Marcoux Bromberg
Charlie Sauter	Marcoux Bromberg
Jack Tisinai	Laird Super Solution
Robert Butsch	Marcoux Bromberg
Roger Moon	Marcoux Bromberg
Don Lang	Marcoux Bromberg

Peanut Racers 2002 Outdoor Champs

Run by: Jim Detar

1 Chris Starleaf	Pogo
2 Dave Livesay	Richolet
3 Don Srull	Waterman Gosling
Bob Clemens	Waterman Gosling
Les Burdsal	Bonzo
Paul Boyanowski	Wittman Buster
Mike Zand	Bonzo
Norman Becker	Chambermaid
Don Crosby	Chambermaid
Jack Tisinai	Hurlbert Hurricane
Gordon Roberts	Folkerts SK-3
Stew Meyers	Long Midget

WWI Dogfight 2002 Outdoor Champs

Run by: Les Burdsal

1 Walter Farrell	Fokker D-7
2 Chris Starleaf	Bristol M-1C
3 Stu Weckerly	Martinsyde S-1
Bob McLellon	D-7
Don Srull	D-7
Stew Meyers	Bristol
Jack Tisinai	Neiuport 28
Robert Butsch	D-7
Jim Miller	Grain Kitten
Mel Roth	D-7
John Houck	Seimens D-1
Dennis Ruhland	D-7
Pete Azure	PV-7

Greve Race 2002 Outdoor Champs

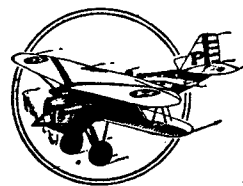
Run by: Jim Detar

1 Chris Starleaf	Mr. Smoothie
2. Charlie Sauter	R-4 Firecracker
3 Dave Livesay	Floyd Bean
Bob McLellon	Chester Goon
Don Lang	Mr. Smoothie
Bob Clemens	Rider R-2
Walter Farrell	Chambermaid
Gordon Roberts	Chambermaid
Mike Zand	Suzy
Robert Butsch	Chester Goon
Norman Becker	Folkerts SK-3
Conrad Ruppert	SK-3
Charles McLanis	Floyd Bean
Roger Moon	Jackrabbitt

WWII Combat 2002 Outdoor Champs

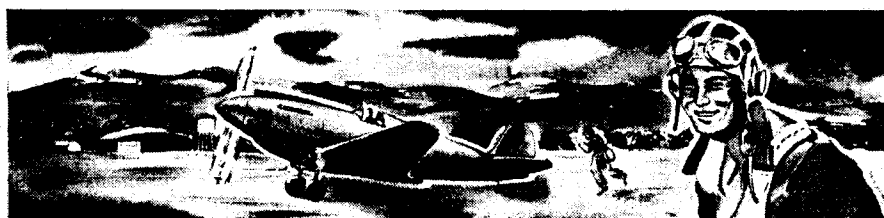
Run by: Mel Roth

1 Gordon Roberts	Judy
2 Stu Weckerly	Judy
3 Robert Butsch	KI-61
Jim Detar	KI-61
Paul Boyanowski	KI-61
Don Lang	Judy
Charlie Sauter	KI-61
Walter Farrell	BP Defiant
Chris Starleaf	Barracuda
Pete Azure	P-51
Norman Becker	KI-61
George Lewis	TA-152
Jack Moses	P-51D
Bob McLellon	Hurricane
Bruce Finley	KI-44 ToJo
John Houck	Defiant
Les Burdsal	Yak-3
Jack Tisinai	Grumman F6F
Jim Miller	Heinkel 112
Roger Moon	TA-152



<u>Jumbo Scale</u>	<u>2002 Outdoor Champs</u>	<u>Flt#1</u>	<u>Flt#2</u>	<u>Flt#3</u>	<u>Scale</u>	<u>Bonus</u>	<u>Best</u>	<u>Total</u>
1 Don Srull	Voisin Hydro	82.5			55	30	82.5	167.5
2 Jack Moses	IS-4	82.5			53	5	82.5	140.5
3 Chris Starleaf	Douglas A-26	65.5			47	20	65.5	132.5
Walter Farrell	DH Hornet Moth	62.5	59	64	45	20	64	129
Stu Weckerly	Found 100	82.5			37	5	82.5	124.5
Mel Roth	Pilatus	80.75			43	0	80.75	123.75
Gary Schubert	Vagabond	76	82.5	45	40	0	82.5	122.5
Dan Kranis	Pitcarn	35			48	15	35	98
Bob McLellon	Taylorcraft							
Les Burdsal	Antinov AN-2							
Les Burdsal	DH-87							

FAC Peanut	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Scale	Bonus	Best	Total
1 Don Srull	Voisin Hydro	68.5	69.5		55.5	30	69.5	155
2 Dave Livesay	Floyd Bean	67.5	82.5		58	5	82.5	145.5
3 Gordon Roberts	Lacey M10	76.25	82.5		56	0	82.5	138.5
Phil Cox	Isaac's Fury	62			61	15	62	138
Chris Starleaf	Kawasaki	67.5	75		47.5	15	75	137.5
Mike Zand	Andreason	34	62	65	56.5	15	65	136.5
Jack Tisinai	Bucker	62	46	58	59.5	15	62	136.5
Pres Bruning	AM Jet Hustler	35	43	59	59	10	59	128
La Von Kuehne	Monocoupe	74	55	71	52.5	0	74	126.5
Bob Clemens	Waterman	65	45		56.5	3	65	124.5
Stu Weckerly	Waco-E Float	51	50	40	52.5	20	51	123.5
Al Backstrom	Penguin	63.5	56	62.5	48	5	63.5	116.5
Jack Moses	Cessna CR-3	51	42		55	5	51	111
Jack Tisinai	Monocoupe	47			55.5	0	47	102.5
John Houck	Pietenpol	23			53.5	3	23	79.5
Robert Butsch	Lacey M10							
Bob Clemens	Pacific C-1							
Les Burdsal	Lacey							
Lin Reichel	Huntington H-12							
Lin Riechel	Nesmith Cougar							
Roger Moon	Nesmith Cougar							
Gordon Roberts	Waco SRE							
Bruce Finley	Dornier D-1							
Jim Miller	Miles M-35							



O.T. Rubber Cabin	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total	2.5 Min. Fly-Off
1 Alexandra Proffitt	Lanzo		120	120	120	360 152
2 Stew Cummins	Miss Canada	120	120	120	360	187
3 Don Srull	Lanzo 30"	120	120	120	360	206
Don Crosby	Dynamo	112	120	120	352	
Gordon Roberts	Sprite	120	111	120	351	
Fred Wunsche	Miss Canada	120	95	120	335	
George Lewis	Miss Canada	108	105	108	321	
Mike Zand	Korda Victory	94	79	120	293	
Dan Driscoll	Jr Comercial	84	89	101	274	
Bob Clemens	Stahl Weight Rule	120	60	78	258	
Sam Grey	Sparky	74	75	73	222	
Norman Becker	Miss Canada	55	75	64	194	
Stu Weckerly	Korda Victory	102	61		163	
Earl Brockmeier	Miss Canada	41	49	52	142	
Charles McLanis	Pacific Ace	35	46	47	128	
Jack Tisinai	Hugelt Special	80			80	



Erie Daily Times	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
1 Stu Weckerly	EDT	120	93	120	333
2 Stew Cummins	EDT	95	97	120	312
3 Don Srull	EDT	97	97	97	291
Jack Moses	EDT	75	72	80	227
Phil Cox	EDT	90	113		203
Bert Phillips	EDT	60	86	56	202
George Lewis	EDT	59	56	61	176
John Houck	EDT	70	47	41	158

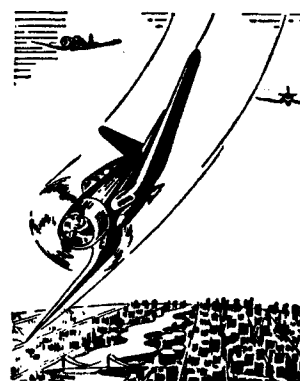
Giant Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Scale	Bonus	Best	Total
1 Pete Azoff	Waco SRE	32	53	50	52	15	53	120
2 Dan Kranis	Found 100	63			47	0	63	110
3 George Lewis	DH Leopard Moth	56	53		44	0	56	100

Golden Age	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
1 Stu Weckerly	Interstate Cadet	120	113	120	353
2 Walter Farrell	Interstate Cadet	120	110	120	350
3 Jim Detar	Rearwin Speedster	114	120	95	329
Walter Farrell	Lockheed Vega	120	80	120	320
Don Srull	Interstate Cadet	106	68	120	294
Paul Boyanowski	Taylorcraft Float	90	79	120	289
Bob McLellon	Interstate Cadet	78	120	91	289
Gordon Roberts	Rearwin Speedster	120	59	109	288
Mike Zand	Taylorcraft	82	71	120	273
Pete Azure	Piper Coupe	120	95	52	267
Jack Moses	Interstate Cadet	80	83	88	251
Dan Driscoll	Porterfield	74	83	74	231
Dennis Ruhland	Rearwin Speedster	73	70	58	201
Don Lang	Fairchild 24	51	57	89	197
Phil Cox	Alco Sport	55	50	75	180
Mark Rzaadca	Rearwin Speedster	60	120		180
Pete Azure	Stinson	74	82		156

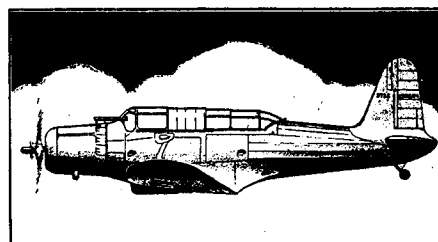


Rocket Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Scale	Bonus	Best	Total
1 Bruce Finley	ME-163	29			59	20	29	108
2 Chris Starleaf	E E Lightning	18	20		49	5	20	74

Nocal Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
1 LaVon Kuehne	Chambermaid	91	117	184	392
2 Dennis Ruhland	FW-190	121	125	115	361
3 Charles McLanis	Waterman Gosling	96	64	115	275
Walter Farrell	Maule	135	54	84	273
George Lewis	Gosling	91	79	50	220
Dan Driscoll	FW 190	75	52	63	190
Les Burdsal	Grumman Tigercat	58	61		119
Dan Kranis	Gosling	116			116
Les Burdsal	Monocoupe	96			96
Don Lang	Mitsu Zero	61	35		96



FAC Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Scale	Bonus	Best	Flt Total
1 Don Srull	Voisin	76	82.5		56	30	82.5	168.5
2 Chris Starleaf	Piper Chieftan	57	73.5		59	30	73.5	162.5
3 Mike Midkiff	Shinden	61	76.25		54	20	76.25	150.25
Jim Miller	Lockspeiser	66	56	29	49	15	66	130
Jack Moses	P-51A	35	60.5		58.5	10	60.5	129
Mark Rzaadca	Rearwin Speedster	58	80	78.5	49	0	80	129
Pres Bruning	Mitsu "Pete"	50	41	41	58	20	50	128
Pres Bruning	Hall "Bulldog"	63.5	47	51	59	5	63.5	127.5
Al Backstrom	Comper Swift	62	55	65.5	56	5	65.5	126.5
Mel Roth	Dornier 335	52			51	20	52	123
Mike Zand	Bellanca Trimotor	43	39		42	35	43	120
Walter Farrell	ME 109	62.5	62.5	62.5	44	10	62.5	116.5
John Houck	Darmstadt	55			46	15	55	116
Gordon Roberts	Curtiss SBC-3	55	50		43	15	55	113
Roger Moon	Hawker Fury	38	33	34	35	15	38	88
Dennis Ruhland	D-28							
Phil Cox	Neiuport 11							
Juanita Reichel	Jodel							
Al Backstrom	EAC Monoplane							
Pete Azure	Douglas O-38							

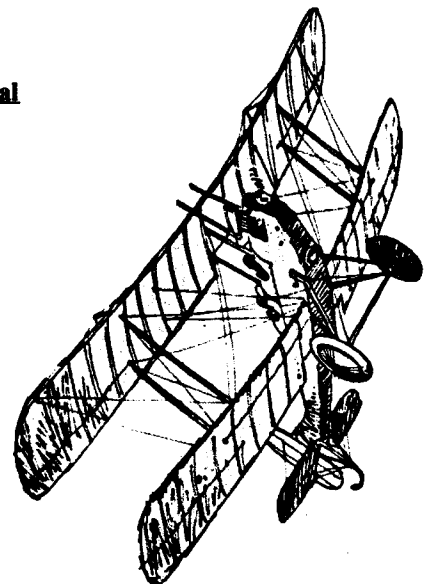


Modern Civil	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Total
1 Stu Weckerly	Found 100	120	120	120	360
2 Jim Detar	PA-16 Clipper	118	120	81	319
3 Jack Moses	Piper Pacer	56	71	120	247
Jaunita Reichel	Piper Clipper	62	83	91	236
Walter Farrell	Cessna 150	65	70	78	213
Bob McLellon	Stinson Voyager	57	96	44	197
Jackl Tisinai	Stinson Voyager	69	61	56	186
Dan Kranis	Found 100	61	51	47	159
Mike Zand	Piper Sup. Cruiser	46	58	38	142
Les Burdsal	Piper Pawnee	69			69
Phil Cox	Piper PA-20	57			57



Embryo	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Bonus	Total
1 Stew Cummins	Pacific Ace 19"	120	120	120	5	365
2 Sam Grey	Peck Prarie Bird 115	120	101	9	345	
3 Gordon Roberts	Debut	95	120	120	9	344
Jack Tisinai	Heron	120	81	120	9	330
Alex Proffitt	Prarie Bird	80	103	80	9	272
Walter Farrell	Eaglet	120	120		9	249
John Houck	Cruiser	87	59	80	9	235
Don Lang	Honey Bee	65	90	70	9	234
Al Backstrom	Born Loser	60	84	63	0	207
Robert Butsch	Tomahawk	95	99		6	200
Stu Weckerley	Tomahawk	95	85		9	198
Mike Zand	Debut	67	59	49	9	184
Charles McLanis	Puma	45	71	62	0	178
George Lewis	Tomahawk	42	63	56	9	170

Dime Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Bonus	Total
1 Norman Becker	Cessna C-34	120	120	31	0	271
2 Gordon Roberts	Wiley Post	49	60	108	45	262
3 Walter Farrell	Cessna Airmaster 97	87	60	0	244	
Jack Moses	Cessna Airmaster	74	78	83	0	235
Paul Boyanowski	Luscombe	75	76	80	0	231
Jack Tisinai	Comet Fokker	37	65	50	45	197
Stu Meyers	Fokker D-7	54	38	46	45	183
Phil Cox	Cessna AW	45	63	62	0	170
Bob Clemens	Bristol Brownie	63	53	22	30	168
Phill Cox	Argo Alliance	45	41	36	45	167
Dan Driscoll	Cessna C-34	60	50	52	0	162
Dan Driscoll	Fokker D-7	34	32	48	45	159
Bert Phillips	Cessna C-34	56	48	52	0	156
Roger Moon	Cessna C-34	44	41	67	0	152
Pres Bruning	Ryan SC	40	29	34	30	133
Roger Moon	DH Puss Moth	31	38	28	0	97



Power Scale	2002 Outdoor Champs	Flt#1	Flt#2	Flt#3	Scale	Bonus	Best	Total
1 Chris Starleaf	Fokker 100	82.5			55	30	82.5	167.5
2 Mike Midkiff	SopwithTripe	81.25 (OOS)			54	20	81.25	155.25
3 Ted Allebone	SE-5A	63	59	82.5	46	15	82.5	143.5
Mike Midkiff	Morane	71.5	82.5		56	3	82.5	141.5
Mel Roth	Waterman Gosling	82.5			48	3	82.5	133.5
Ted Allebone	Fokker Eindexker	76.25	82.5		45	5	82.5	132.5
Dan Kranis	Sperry Monoplane	82.5			47	3	82.5	132.5
Phil Cox	Curtiss Robin	82.5			50	0	82.5	132.5
Mark Rzaeca	Aeronca C-3	82.5			48	0	82.5	130.5
Phil Cox	Waco F							
Mike Zand	Farman							

FAC Postal Contests

Here are the final scores for the postal contests that were held recently. Sorry for the delay in listing these for you Skysters but we just did not have room in the last issue due to the reporting of the FAC-Nats results.

All winners are to be congratulated and they will all receive "Kanones" for their victories.

OUTDOOR PEANUT

Pilot	Plane	Time
1. Mike Heinrich	Boo Ray	320 sec.
2. Al Likely	Keith-Rider R-6	119 "
3. Ross Mayo	Farman	51 "
4. Lin Reichel	Huntington H-12	42 "

OUTDOOR SCALE

Pilot	Plane	Time
1. Al Likely	Fairchild "24"	411 sec.
2. Al Likely	Howard GH-1	155 "
3. Mike Heinrich	PWS-10	144 "

OUTDOOR NO-CAL

Pilot	Plane	Time
1. John Stott	Dornier Falcke	268 sec.
2. Mike Heinrich	Fairey Spearfish	185 "
3. Ron Hummel	Floyd Bean Spec.	95 "

INDOOR PEANUT

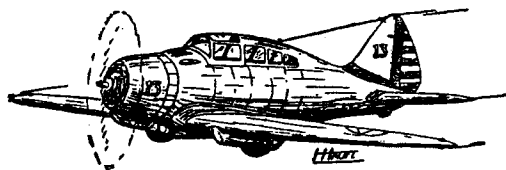
Pilot	Plane	Time
1. Mike Thomas	Lacey M-10	140 sec.
2. Stu Weckerly	Stout 2AT	120 "
3. Dick Klingenberg	Texan	58 "
4. Frank Hirleman	Cougar	57 "

INDOOR SCALE

Pilot	Plane	Time
1. Mike Thomas	Super. Sparrow	239 sec.
2. Dave Linstrum	Ford 2AT	116 "

INDOOR NO-CAL

Pilot	Plane	Time
1. Barrie Taylor	Heinkel 119	429 sec.
2. Mike Thomas	Hosler Fury	384 "
3. Dick Ivers Sr.	Canberra Bomber	313 "
4. Mike Morrow	FW-190 D-9	185 "
5. Mike Morrow	BV-P-211	134 "
6. Walt Leonhardt	Grumman Hellcat	50 "



WANTED, Color and markings for the Wendt Swift W-2. Jack Moses, 5851 Dawn Ridge, Troy, Mi. 48098.

Jack also sent in the following. It is sung to the melody of that old song "Let it Snow, Let it Snow, Let it Snow".

Oh, the weather outside is flightful
and the thermals are so delightful
The wind speed is way down low
let her go, let her go, let her go.

She's showin' some signs of climbin'
and I've brought a watch for timin'
As long as she's wound up so
Let her go, let her go, let her go.

When she finally gets up high
Where the FAC aces all fly,
Makin' left circles not too tight
Could this one be a max flight?

Oh, the prop is slowly spinnin'
And the glide is just beginnin'
Her flight time begins to grow
Watch her go, watch her go, watchher go.

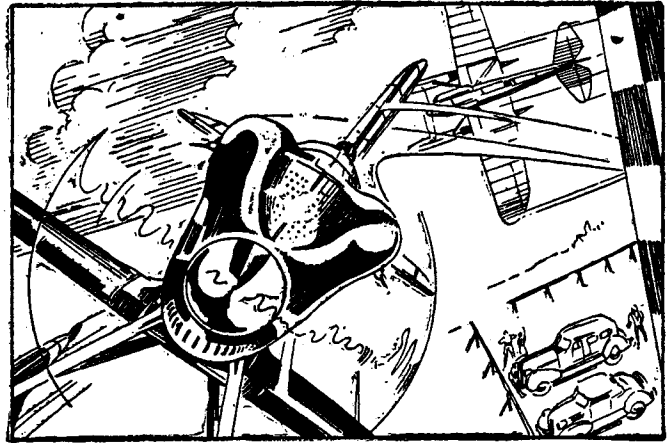
They Had What It Takes

VI—JIMMY DOOLITTLE—THE MIGHTY ATOM

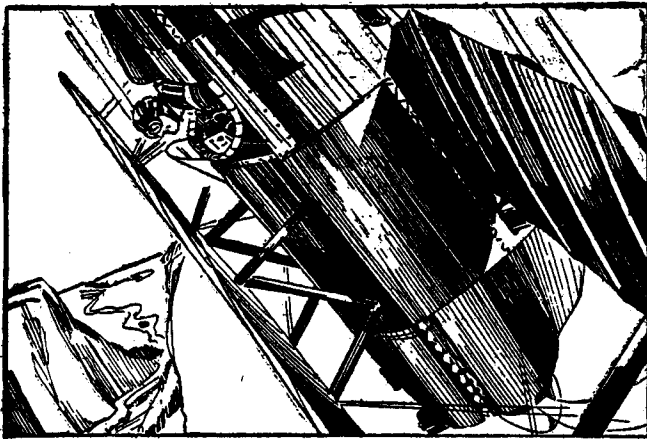
By ALDEN McWILLIAMS



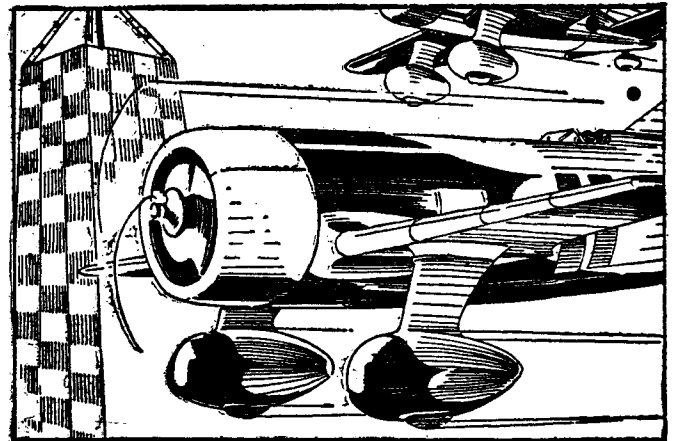
1—Shortly after his birth at Alameda, Calif., in 1896, young Jimmy Doolittle was taken to Alaska by his father. Here, as a boy, he acquired ability as a scrapper and soon took up boxing as a profession. Returning to California, he gained considerable repute as a fighter; for though small in stature, he knocked out many larger opponents.



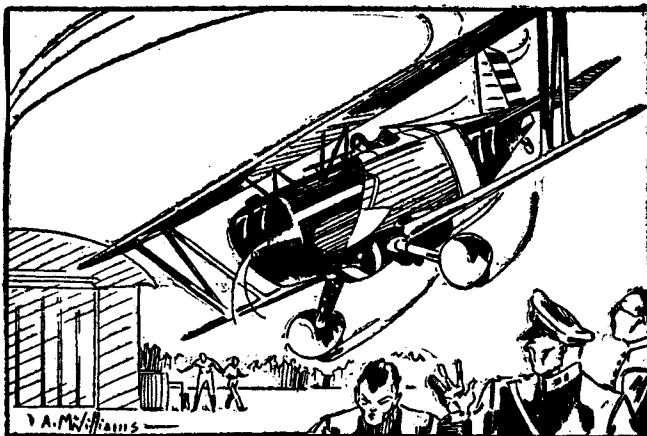
2—College then beckoned, and he attended the University of California and M.I.T. When war was declared, he joined the air service, but was kept at Rockwell Field as an instructor. Then, having achieved fame as a speedster, Lieutenant Doolittle made real air history in 1925 when he won the Schneider Cup Race by hurtling a special Curtiss at 232 m.p.h.



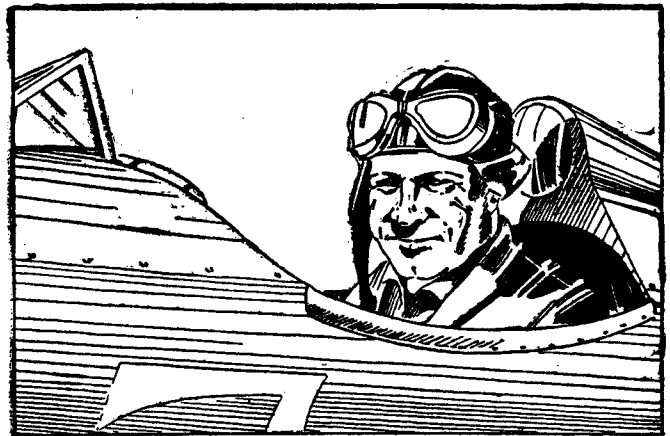
3—In 1928, Doolittle went to Chile, bent on winning a large order for Curtiss pursuit planes. But just before the scheduled competition, he broke both ankles in an accidental fall from a rickety balcony. Undaunted, Doolittle climbed into his ship ankle casts and all—and stunted a famous German flyer right out of the sky. Yes, he won the contract!



4—Many new triumphs followed. In 1929 he made an important contribution to aero science when he demonstrated covered-cockpit "blind" flying in an experiment for the Guggenheim Fund. In 1930 he set a transcontinental record of 11 hours. And in 1932 he chalked up a new land plane speed record when he raced a blunt-nosed Gee Bee at 294 m.p.h.



5—The following year saw Jimmy Doolittle in far-off China. Before a gathering of military officials, he put a Curtiss Hawk through every sky evolution he knew—and won another handsome contract. Returning home, he piloted a Vultee transport across the nation in 11 hrs. 59 min. This was an amazing record for a passenger-type ship.



6—Jimmy—now Major James H. Doolittle—holds the Distinguished Flying Cross and the Oak Leaf Cluster. Though renowned as king of the stunts, planned science and not recklessness is the secret of this diminutive ace's success. And if nominations were in order to name America's most expert flyer, Jimmy would be the man to beat.

“DOWNUNDER” FLYING REPORT—By Mike Midkiff

Lucking into a business trip to Australia, the opportunity arose to spend time with the local contingent of scale modelers. Mind you that these fellows have been E-mail associates for a few years but we have never met. Notwithstanding that it became obvious that I was among friends that share a common interest and passion.

After an appropriate few days of work the festivities began with a dedication of Steve Portelli's new building “shed”. One must realize that this “shed” could pass as a well appointed mobile home here in the states. Of course the appropriate toasts were shared all around congratulating Steve on his priorities with this “shed”. What surprised this Yank was the absence of Foster's beer during the imbibing. Of course in the relaxed state we were in the truth had to come out, that is, that Fosters is the Aussie's export beer to the states which complements all those Crocodile Dundee commercials. Without a doubt the Aussies keep all the good beer to themselves. Of course on our behalf I had to counter that here in the states Budweiser and Miller are beers for the consumption of teenage wannabees. After appropriate touches we got down to serious “burp” business.

I was entertained by seeing some of the best scale models seen anywhere, from a F.F. Ju-88 with full crew members, a Fairey Barracuda light as the proverbial feather, and a Gotha on floats complete with WW-1 German lozenge. All beautiful models. Subsequent to the impromptu scale judging the main event ensued: video tapes depicting the many “Wet Welly” contests which are popular Downunder. Video after video of scale models on floats taking off of the water, being retrieved by a rowboat, models alighting in trees the other side of the pond, some models greasing in on floats and some “deep sixing” and models buzzing the crowd, in Aussie lingo “A beat up”.

All of these festivities were in anticipation of the impromptu outdoor flying session which was put together by Steve with much help, to be sure, from his father-in-law, (sort of) Lawrie Kelsall.

Sunday dawned with an Australian winters chill and some breeze, but to this Yank from the frozen tundra of western Pennsylvania's winters it was a balmy spring day. Those amazing magpies made so much noise with their wind chime like notes that no thought of sleeping in occurred and it was off to the flying field after a tummy rubbing breakfast complete with good, American style crisp bacon. I felt that we would be first at the flying site but a few hardy souls were ahead of us. Word was that Dave Putterill's diesel powered old timer had been lost downwind about a mile away and forays to retrieve it had turned up empty-handed so far.

Some vignettes of the flying on this great day stand out. Tim, two names (alias Haywood-Brown) deftly trims his Barracuda after a few squirly flights and becomes nonchalant as flights exceed two minutes repeatedly.

Ray Melton's 1/6 scale (I think) RC Heinkel puts in flight after flight of near perfect scale flying attitude with a great looking model. Dave Putterill's magnificent JU-88 with twin, contra rotating props powered by KP-02s flies up, up and away for an eventual retrieval deep in the bush (man, I hear those kangaroos can be nasty).

Yours truly being given Dave Putterill's Hellcat to fly. Talk about the memories of past Hellcats that have been mentally tossed into the Marianna's Turkey Shoot fray.

The constant “ave a go at the sticks on this one Yank” offered by Lawrie for me to fly whatever he had in the air at the time. I hope that I didn't embarrass myself too bad. Mercifully each inadvertent, ground strafing run was passed off by Ray with the phrase “Great beat up, mate”.

Steve Portelli looking on in disgruntled wonderment as parts continually shed from the Staggerwing as it staggered about in the breeze making very low passes on the sheep dung.

David Putterill's huge, gorgeous Breguet, which flew too close to Steve Portelli's strategically placed AA gun emplacement (trunk lid).

The applause and the handshakes that followed each and every good flight.

Being served, fresh, off the barbie, sausage sandwiches and mystery meat pie between flights by Dave and Lawrie's family.

The opportunity to rummage through Lawrie's neat well stocked hobby shop in the middle of the outback.

The great, after the contest, hangar flying within that hobby shop that promoted the sharing of the minute details of this great, worldwide hobby. (Waxing eloquent,huh?)

The warm, opening of Steve and Lee's home, pantry, refrigerator and cooler to me.

The eventual return of the lost old timer (model) which was finally found.

The friendship extended to me by all of the model airplane community and the employees of the company that I represent, made an otherwise mundane business trip thoroughly enjoyable to this Yank. There will be many good memories.

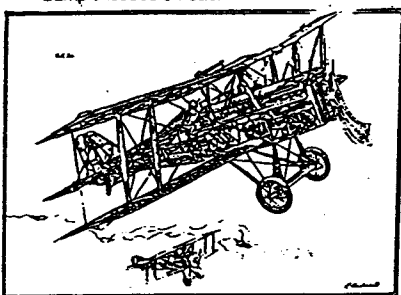
At 35,000 feet in the air with nothing but ocean below, in care of Qantas and no way to walk home the Aussie one liner came back to me, "No worries mate!"

WW1 AERO (1900-1919)

SKYWAYS (1920-1940)

- historical research
- workshop notes
- information on paint/color
- aeroplanes, engines, parts for sale
- your wants and disposals
- information on current projects
- news of museums and airshows
- technical drawings and data
- photographs
- scale modelling material
- news of current publications

Sample issues \$4 each



BUILD ONE! A REAL ONE!

Sole distributors for P3V, a computer program to generate a 3-view from a photograph.

Published by: **WORLD WAR 1 Aeroplanes, INC.**

15 Crescent Road, Poughkeepsie, NY 12601, USA (845) 473-3679

PHOTO PAGE

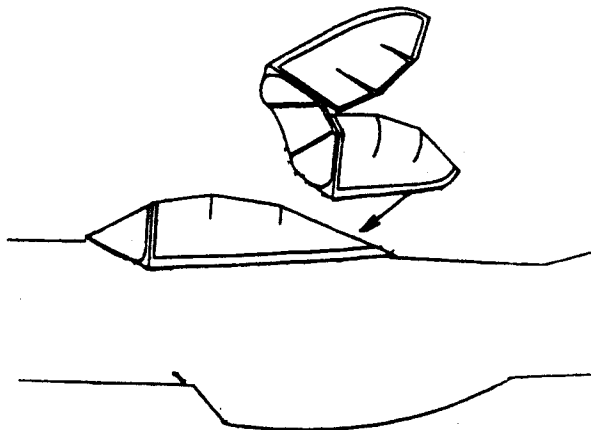
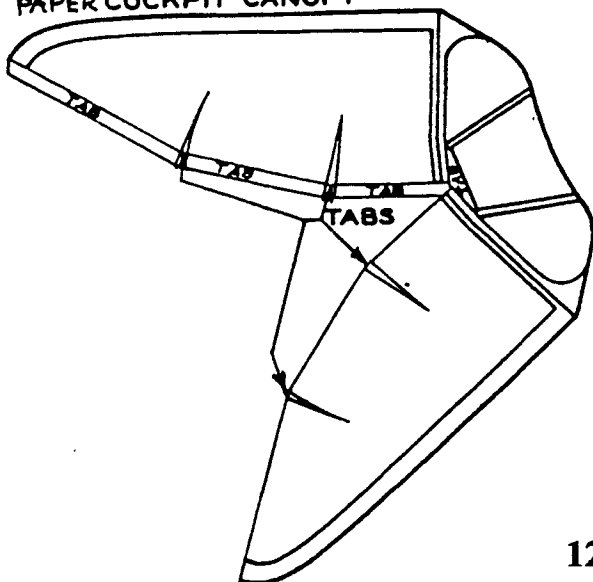
All photos were sent by Walt Engelbrecht from a recent Detroit Cloudbusters gathering. We don't know who the owners of the models are but they sure are a nice looking lot! The bottom pic on the left is of the hard working crew that is at all of the Cloudbuster's events. From the left is Janet Lang, Lynne Lewis and Fred Gregg.

O.T.K.S. CANTANKEROUS CANOPY QUESTION QUASHED

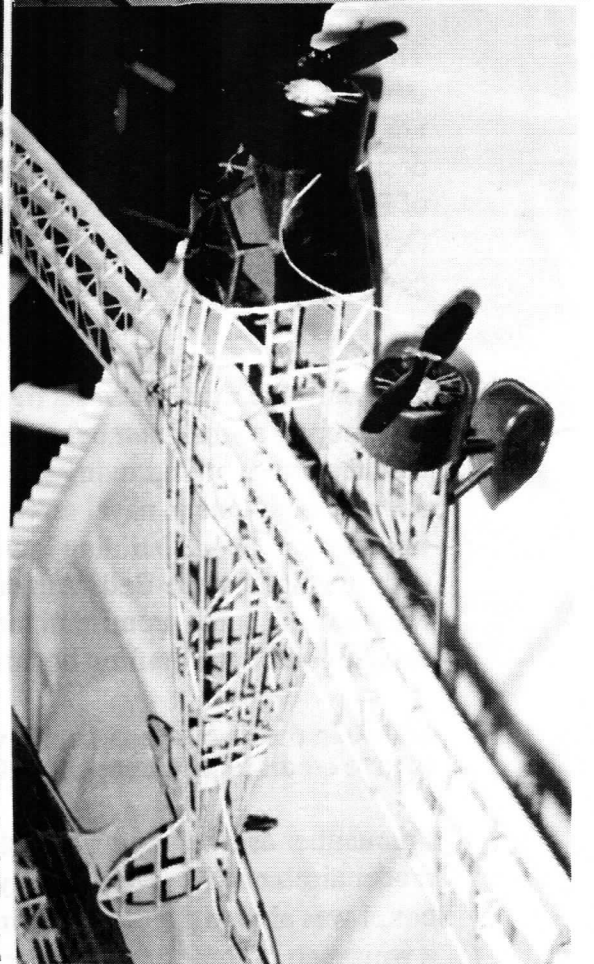
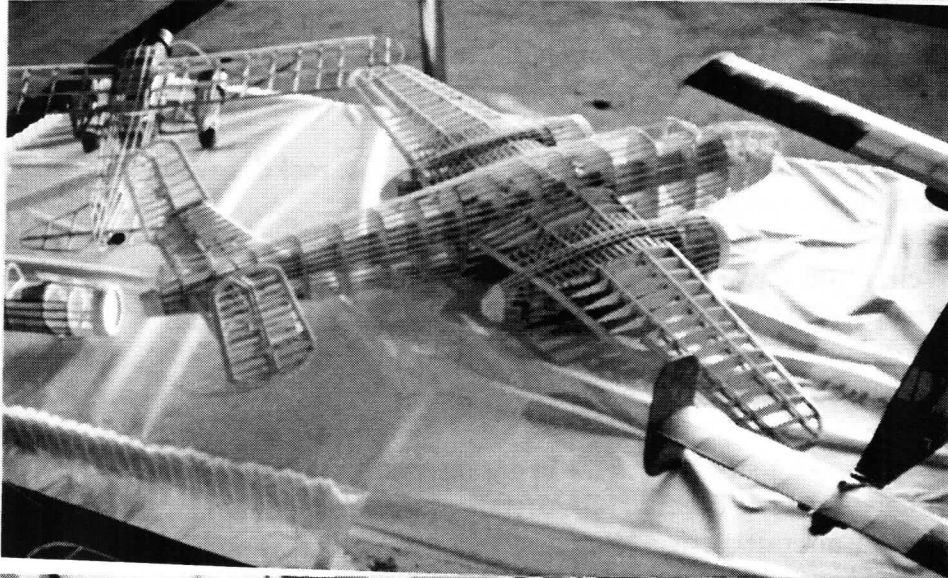
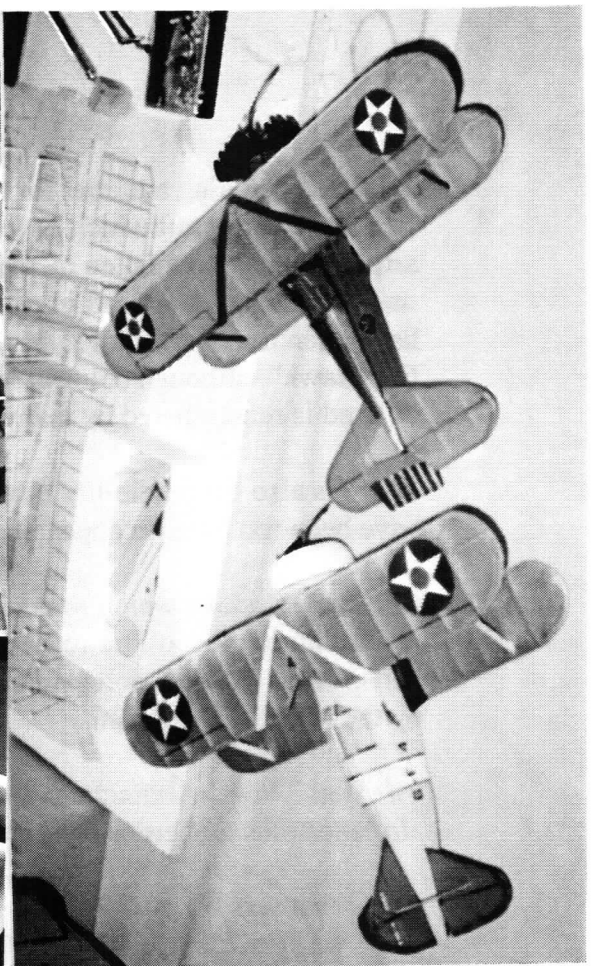
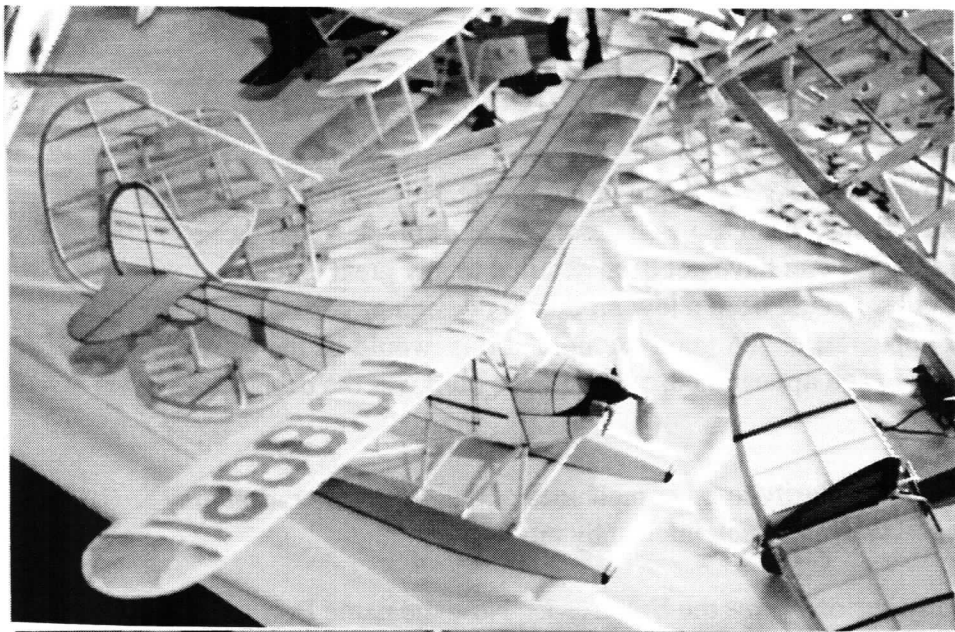
Via Dave Stott

Has that "No vacuum formed parts" rule in Old Time Kit Scale kept you from making a crate with a bubble canopy?? Most kit makers of that time simply brushed off the canopy problem with "*use candy wrapper to make cockpit covering*". But, not the Comet Model Airplane and Supply Co. Here is how Comet handled it with one of their P-51 kits. Thanks to Bill Miller for this one.

PAPER COCKPIT CANOPY



DIME SCALE TOO!



THE GOLDEN AGE

By

Fran Ptaszkiewicz

While researching material for the "Golden Age" column of our F.A.C. Newsletter, I sometimes find various aircraft which have not always been too well described or defined. That these airplanes may have fallen by the wayside and have not been detailed to any great extent is usually due to the aircraft in particular having been a low production design or perhaps may not have been too colorful in style or appearance. (A good example of this, would be the Curtiss P-6E "Hawk", although colorful in style and appearance, only 46 were built, yet the design stands out and is remembered by many).

There is also the possibility that their similarity to other machines of the same generation may have been too close in appearance to warrant much interest by modelers.

One such airplane which peaked my curiosity was the Bell BG-1. Now the name Bell Aircraft is familiar to most of our readers as the company which designed and built some unusual designs and created new technology along the way.. Alas, they are no more, having been swallowed up by the Martin consortium.

The Bell YFM-1 Airacuda, P-39 Aircobra, P-63 Kingcobra, XP-77, X-1 and X-2 rocket powered airplanes plus numerous one of a kind machines have come from that company.

Now what was the Bell BG-1? Well, it was a two seat biplane dive-bomber and scout aircraft, powered by a 750 hp, Pratt & Whitney R-1535 engine and able to carry a 1,000 lb bomb load.

This airplane served the Navy and Marine squadrons from 1934 to 1940.

For more clarification of this design, we take a step backwards in our research and find that the design actually came from another manufacturer, Great Lakes Aircraft which produced a number of BG-1s, 60 of which served aboard the aircraft carriers "Ranger " and "Lexington" from October 1934 until 1938 when the fleet began replacing their biplane dive-bombers with various new low-wing designs.

How did Bell Aircraft come into the picture? By being a fledgling aircraft company. Bell purchased the manufacturing rights to the BG-1 design and although none were manufactured by Bell proper, a small number were delivered to Bell Aircraft and used for experimental work, with the hopes of improving the design and perhaps receiving follow-on orders. However, the day of the biplane in naval service was rapidly drawing to a close and many other companies were designing and building low-wing prototype dive-bombers for the services. This, coupled with the fact that the Bell "Airacuda" which was a new innovative twin-engine pusher design was showing some promise to the Army Air Corps and the P-39 "Aircobra" was nearing completion on the drafting boards, pretty much persuaded the Bell people to forget the BG-1.

So, when the discussions turn to who actually designed and manufactured the airplane, we have to give credit to the Great Lakes Company..

I remember as a beginning modeler back in the 1930s and having a whole nickel to spend on a model airplane kit. Well, quality was not my scenario, as I found that by purchasing a certain box, I was able to get plans and materials for four different models. That these models only had a wingspan of three or four inches mattered not, as I could have four different models to work on. Such were the depression days of a modeler and tight money.

In the one box of four was a plan for the Bell BG-1, a design which had mystified me for years, many years, as a matter of fact. Until I was employed at what then the Bell Aerospace Corporation did things began to come together.

In 1984 the Bell Company was celebrating the fiftieth year of its founding and numerous photographs depicting the company products from day one were displayed at various kiosks all over the plant. Studying these many photos, I stopped at one and "bang", there was the so-called BG-1. After asking a few questions of various senior design people, plus a little digging produced the Great Lakes / Bell BG-1.

The kit plan shown here is from my archives and was manufactured by a company called , the Aeroplane Model Company of Brooklyn, N.Y. As I remember, they made a number of four in a box designs and I still the plans for many of them.

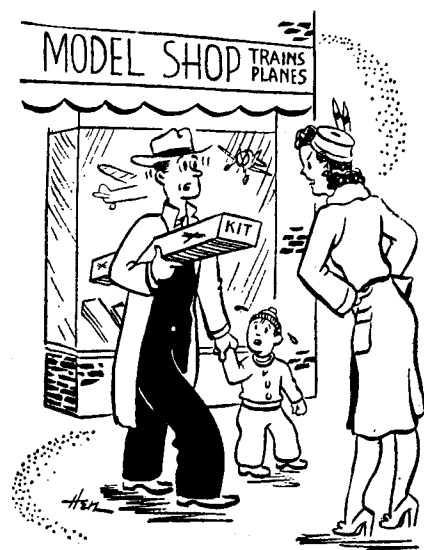
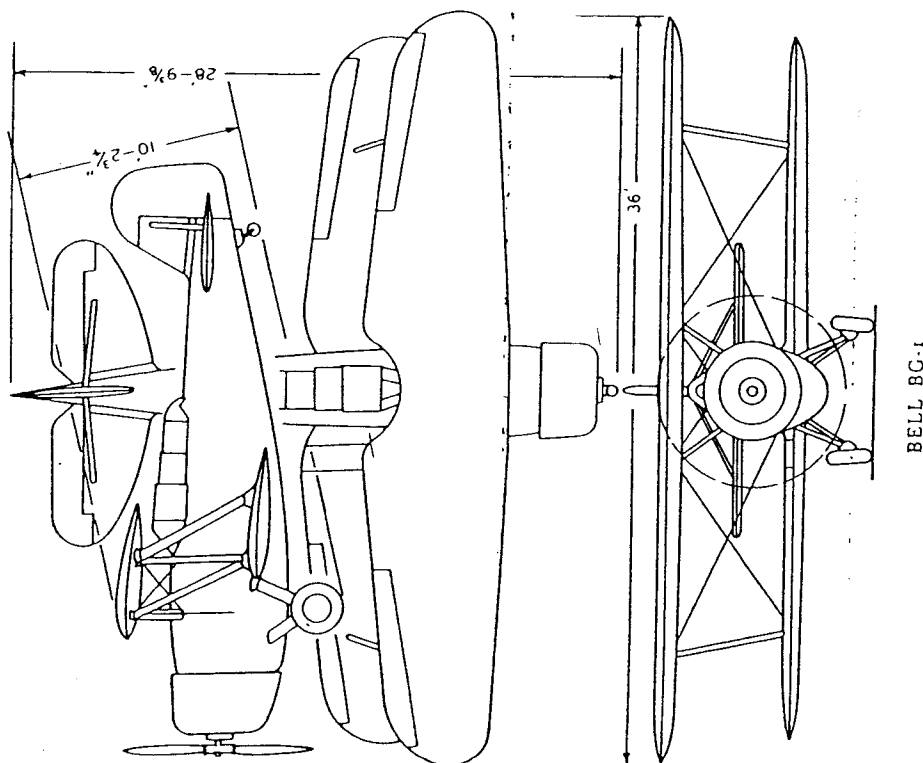
Further searching has produced another plan from the Ace Whitman / Joe Ott Company who also produced a four in a box set of kits.

Finally, while browsing through an old plan catalog from Allen Hunt, I noted two rubber-powered model plan sets listed. One set is called the Great Lakes Torpedo Bomber and was designed by the late Bill Winter and I believe may have been published in Model Airplane News in the mid 1930s, it had a wingspan of 20 inches.

The other set is described as the Great Lakes XTBD-1 and it was designed by Alan Booton and appeared in the February 1939 issue of Air Trails. Its wingspan is 20 inches.

There may be other suppliers of these plans mentioned above, however, I do not have their catalogs in my file.

Thus, what I believed to be a rather obscure airplane design, was in actuality modeled by at least a few people. So, the Great Lakes TBD-1 became the Bell BG-1 and the design ended there.



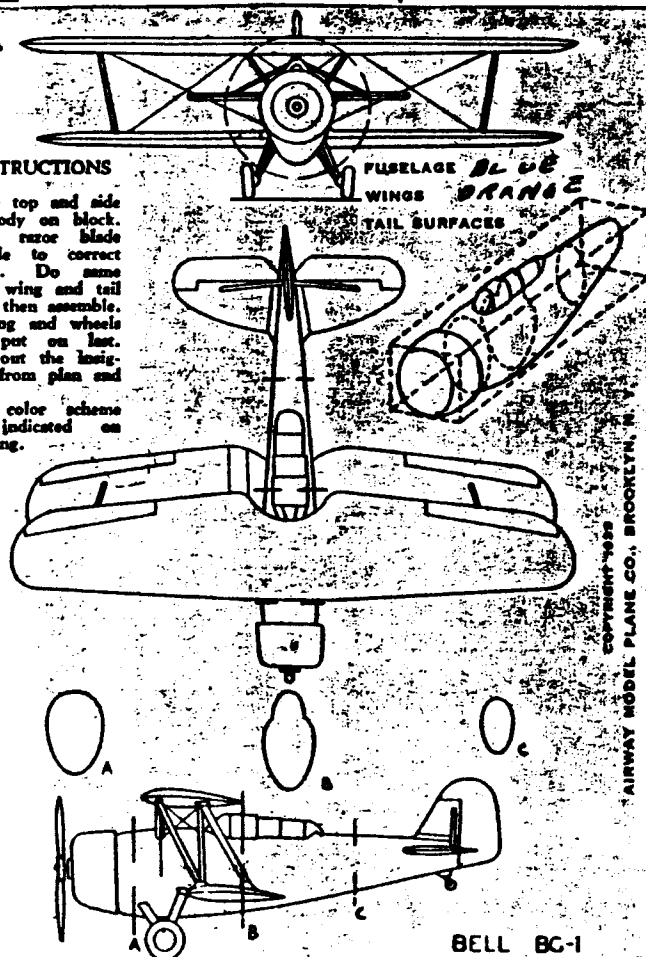
"I know he cried for it . . . but it is also true that I saw you pinch him!"

Below: These full-size solid model plans are of the four contained in a 1939 "Four for a Nickel"

11A

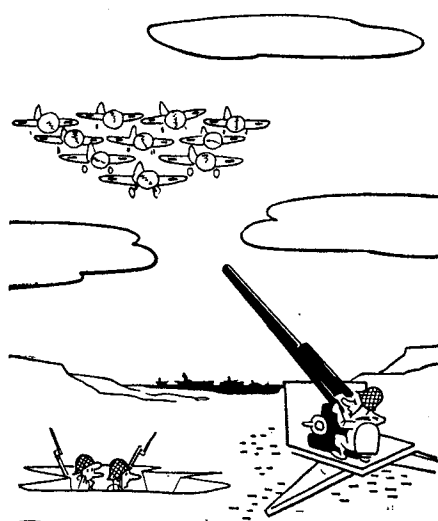
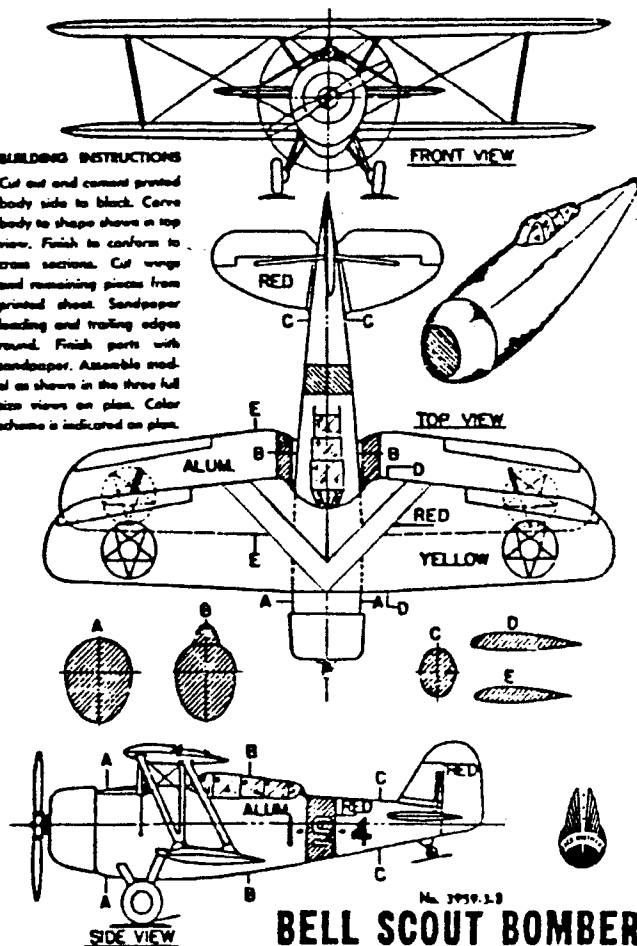
INSTRUCTIONS

Trace top and side of body on block. With razor blade whittle to correct shape. Do same with wing and tail parts then assemble. Bracing and wheels are put on last. Cut out the long-miss from plan and glue. Use color scheme as indicated on drawing.



BUILDING INSTRUCTIONS

Cut out and cement printed body side to block. Curve body to shape shown in top view. Finish to conform to cross sections. Cut wings and remaining pieces from printed sheet. Sandpaper leading and trailing edges round. Finish parts with sandpaper. Assemble model as shown in the three full size views on plan. Color scheme is indicated on plan.



"This formation stuff is a cinch for George. He's National Bowling Champ you may remember."

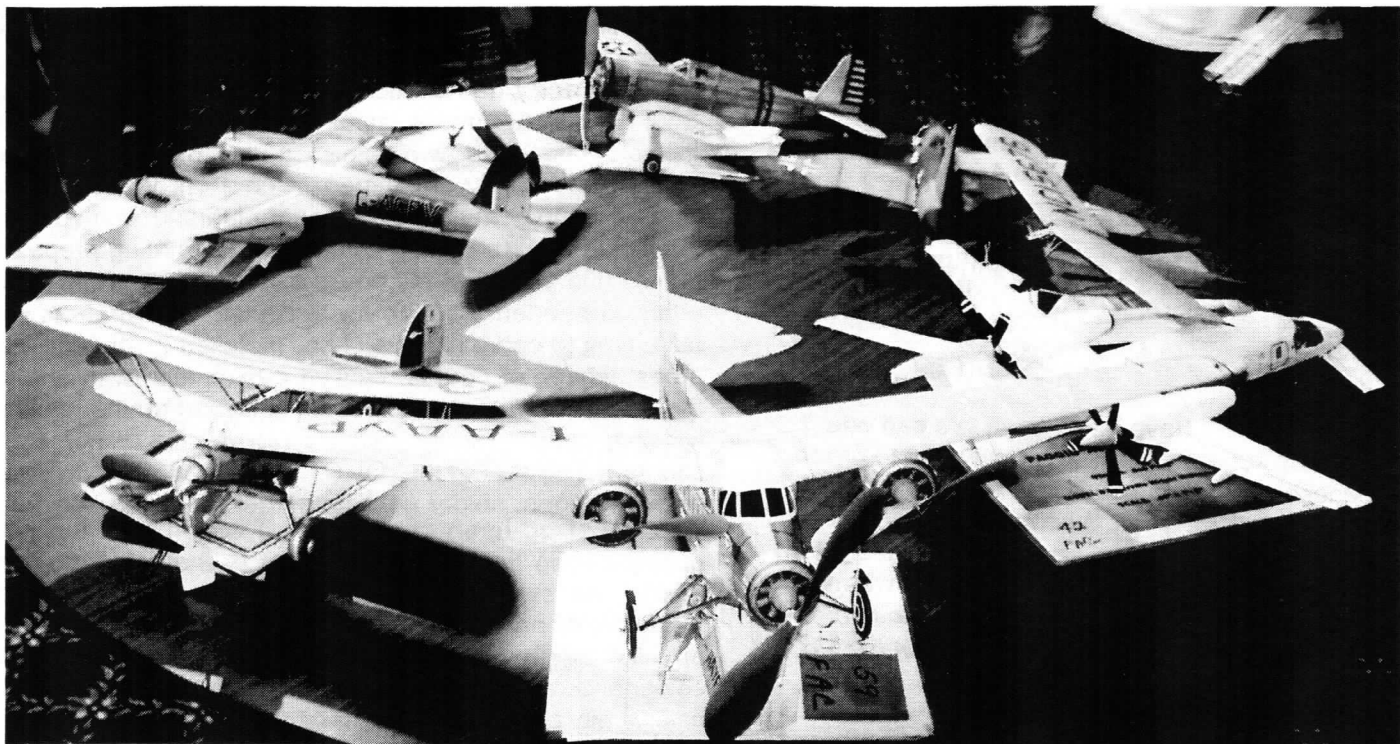
AIR ACE MODELS

Original 1930's Christmas Gifts

Give an original Cleveland SF- or D- Series kit in a 1930's corrugated mailing box for only \$100.00 plus postage. Comes gift-wrapped and ready to go under the tree. Hurry! Selection & supply limited. First come, first serve. Indicate your first, second, third, etc. choices. Orders will be filled as received. Please be sure to indicate a numerical choice; we cannot tell your preference if you simply make a mark. If your first choice is "gone," we will send you the highest choice available from your list. Postage is \$5.00 per kit.

Certified check or money order only. Make payable to: Dennis O. Norman, dba Air Ace Models, 11216 Lake Ave., Cleveland, Ohio 44102-6102. Telephone orders may be placed by calling (216) 631-7774, but orders will not be filled until payment is received.

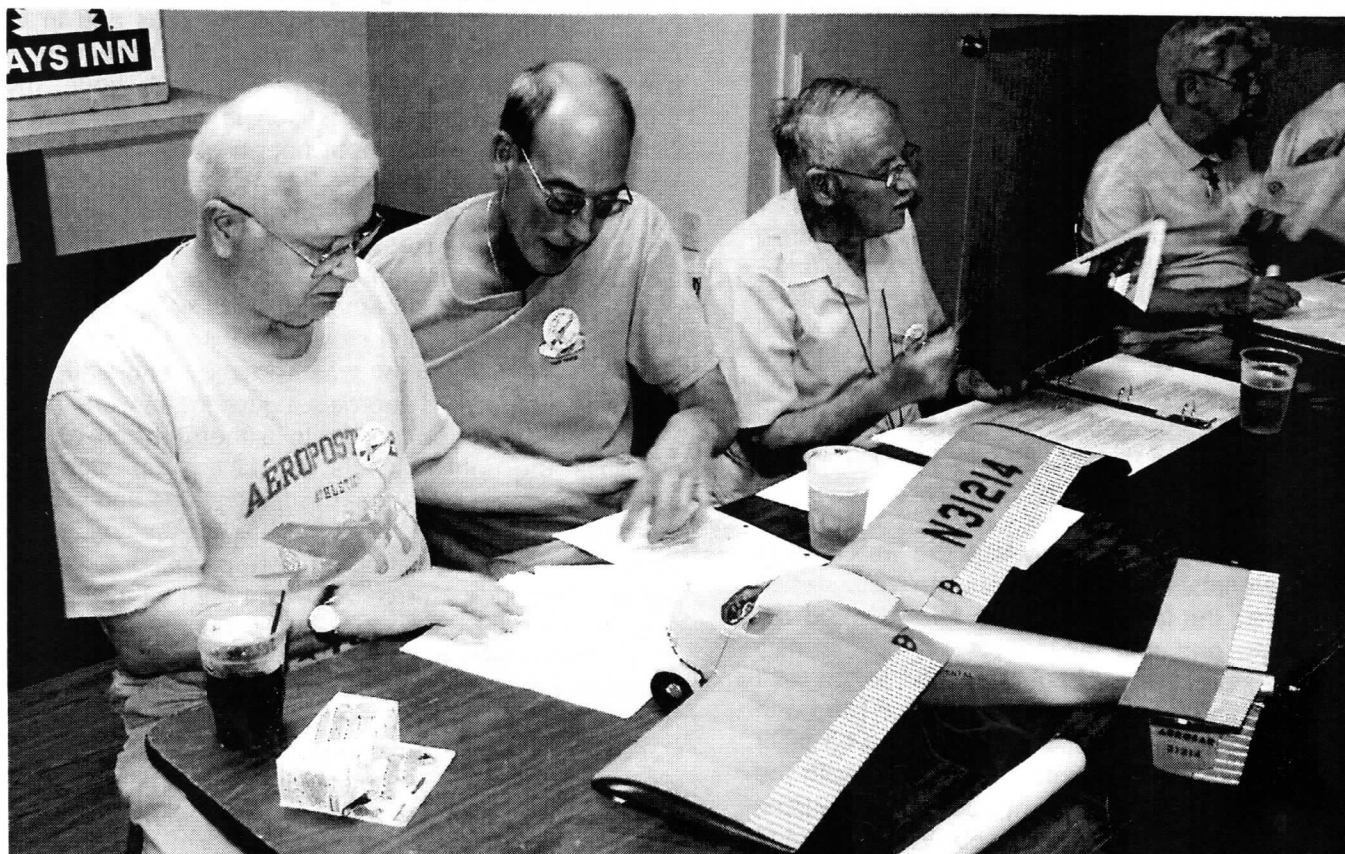
Choice	Cle. No.	Name	Scale	Span
	SF-1	Great Lakes Sport Trainer	1/4"	19"
	SF-2	Travel Air Mystery Ship	3/4"	21 3/4"
	SF-3	DeHavilland DH-4	3/4"	30 1/2"
	D-3	DeHavilland DH-4	1/2"	21 3/8"
	SF-7	Curtiss "Helldiver"	3/4"	23 7/8"
	SF-12	Nieuport 17	3/4"	19 5/8"
	SF-13	Spad XIII	3/4"	19"
	SF-14	Fokker Dr. I	3/4"	17 5/8"
	D-14	Fokker Dr. I	1/2"	11 5/8"
	SF-19	Supermarine S6-B	3/4"	22 1/2"
	SF-22	Akron Fighter	3/4"	18 3/2"
	SF-29	F4B3 or F4B4	3/4"	22 1/2"
	SF-41	Vought V-65 Corsair Biplane	3/4"	26 7/8"
	SF-43	Douglas O-38	3/4"	30"
	D-43	Douglas O-38	3/4"	20"
	SF-46	Laird "Solution"	3/4"	17 5/8"
	SF-47	Wedell-Williams (1933)	3/4"	19 1/2"
	SF-48	Turner Wedell-Williams	3/4"	19 1/2"
	SF-49	Curtiss F-11C2 "Goshawk"	3/4"	23 5/8"
	SF-52	Howard "Mr. Mulligan"	3/4"	23 1/2"
	SF-60	Boeing P-26A	3/4"	21"
	SF-61	Seversky P-35	3/4"	24"
	D-61	Seversky P-35	1/2"	16"
	SF-63	Caudron Racer (1936)	3/4"	16-5/8"
	SF-72	Laird Turner Racer	3/4"	18-3/4"



The top photo shows an array of models waiting to be judged at the recent FAC Nationals at Geneseo, N.Y.

The bottom pic shows one of our “crack” judging teams hard at work judging Joe Barish’s electric powered Autocar. Left, Ralph Kuenz, Paul Boyanowski and Stu Weckerly. Far right is Russ Brown of another team of judges.

Photos via Bob Clemens.

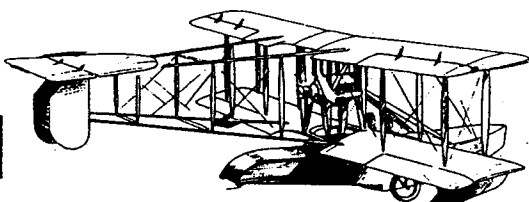


Let's see

15 points biplane
10 points floats
5 points pusher
5 for a cool pilot.....

FLITELINE

Airy musings by
Tom Arnold



Ah, the FAC NATS.....I have never been to a bad one and this one was superb. I truly was ready for the green fields of Geneseo mostly because of a lot of work-a-day-world stress and I actually had a contender for FAC scale. You have read about the near death experiences where the victim travels down a long tunnel to a warm light? Well, when the Big One gets me, I want to tumble out the other end at Geneseo and just in time for the WW II Mass Launch.

The weather was great---hot but, hey, it's summer---and the wind came up just enough to force you to go wandering around with your camera looking for all the great planes you saw the judging night. For the second year in a row there was a constant air show all 3 days of a pair of T-6s that were operating off the field giving rides to the local populace (and a few FACers to boot). One of the most fabulous scenes was the launch of the WW II mass launch and thundering over the field, as a perfect backdrop was the 2 T-6s in tight formation. I had no camera but that scene will be etched in my memory for years. The rumbling, roaring sound of those big radials was pure, unadulterated testosterone.

I'm getting ahead of myself. It actually all started in Don Srull's basement a few days before as Fernando and I joined Don and his houseguests, Lindsay and Jane Smith from the UK. Lindsay is a retired Colonel from Her Majesty's Army who has some great stories flying military Austers in Europe and helos in the wilds of the world's jungles. In fact, Lindsay was the guest speaker at one of the FAC banquets and my biggest regret is that it was not taped. Jane flies too and always brings a model. Don's shop is one great big playroom for big boys with model airplanes, books, magazines, and projects all over---I have never got my fill of that fabulous basement in spite of many evenings spent there over the years.

Riding up to Geneseo the next day was the way I like to travel---talking airplanes and all the great projects started and finished over the last 2 years. As always, I did not whip out a note pad and take notes on all the nifty techniques and ideas that kept bubbling out. When will I ever learn? The judging tables that night were filled with fabulous examples of the aviation art we call free flight scale and I shot photo after photo. We met up with the rest of the San Diego contingent, John Hutchinson, Roger Willis, Larry Bagalini, and Bob Wetherell and

made sacrifices at the bar to get the sun out and the wind down for the morrow. It worked as the days were delightful and I had a whole (?) trimming day before FAC Scale and WW II mass launch. My scale entry was built the old fashioned way---finished the night before the contest and totally untrimmed. Come on, you do it too. And of course my piss-poor-prior-planning immediately hit. I had originally planned on counter rotating props on my JU 635 and bent my hooks as mirror images of each other as needed. Due to my tardiness, though, I did not have time to carve props so I had installed 2 conventional props, which, of course, caused a mismatch with one of the prop hooks. This all became apparent during my first winding. Jeez, Louise, why, oh why, did I not start sooner? The rest of the day was spent rounding up wire, soldering irons, solder (let's not forget the flux) pliers and kneeling at an open car door as a cohort kept the gas down to keep the electrical current to the soldering iron going. As sweat dripped off my nose, I suffered the purgatory of procrastination and swore never to be such an idiot again. Dear God, just pleeeeeeze' make this solder stick and I promise I will never go out to the flying field again on a Sunday morning, Unless it is a really, really, really good day.

The solder stuck and trimming and gluing alternated with me running out to the field to see who was flying what at regular intervals. Lots of mass launches and non-scale stuff but it was all inspiring. The next day was the biggy and I was still trimming as I had a four-engine push pull subject that had great promise but little production so far. Fortunately, I had Don (past FAC Grand Champ numerous times) as a personal coach but things were painfully slow in coming together. Taking time out to fly in WW II, my Do 335 was doing fabulous and in each heat was the last down. Now that is not necessarily the best thing as you are wearing out your motor prematurely, but the competition is so tough that you better be very shrewd about not going to full winds from the start. Coward that I was, I did not want to be knocked out right off the bat so in went those winds, all 1800 of them, each time. Bless that motor, it took the Dornier right up to the semi-finals and as I looked down the line of the 5 guys ready to launch, it read like the Who's Who in the FAC. Yow! Don't blow it now said a little voice in my head. To my right was Chris Parent, one of the toughest competitors and nicest guys in the world and his Yak 3. We launched right into a thermal and as the 3 aircraft to the right of Chris caught the "up" side of the thermal, Chris and I caught the "down" side and in perfect formation motored in on our bellies. We both watched in amazement as our launch mates spiraled higher and higher. C'est Le Guerre. At least I felt I bit the dust with some pretty honorable company. John Hutchinson came 4th in WW II with a broken prop, no less. He busted a blade on one flight and gamely entered the next round. "You never know" is the motto of the mass launch and it worked. A guy dorked in immediately and John's vibrating, shaking ME 109 staggered around long enough for 4th. Not shabby for a first showing with the country's best. (He got 3rd in Peanut, too!)

After that event it was back to trimming the JU 635 and the day was growing old and the flight times were not impressive. Don and I were doing a 2 man dance holding and launching 4 props sequentially and things were improving with each flight but the sun was getting lower and lower. Wings were coming loose, motors were breaking, prop catches were slipping—it just would not stop. Finally with 5 minutes to go before flying officially ended for the day, we had one more chance and it was going to be max winds and go for broke. It was a great launch and that big ugly mother climbed up and gently circled to the left, climbing all the while and headed down wind. We were whistling and yelling trying to keep it up by sheer will power until it finally glided in smoothly on the grass. Not what we wanted but it had to do and with the bonus points, perhaps a respectable showing.

A hot shower waited us and some dinner was in order but then some one suggested "Hey, let's go back down to the field. There is no wind at all". And there was where we found the Stealth NATS. Lined up was a good third of the cars and flying was as heavy as ever with the quiet late afternoon turning to evening. Only in this case, it was everything and anything. It was perfect for test flying and trimming and everything was in the air from ducted fans and electric to micro RC and hand launch gliders. The drill was to pull up a lawn chair at the end of a big semi circle facing the field and heckle the poor guys out flying. Good flights got OOOOOOs and AAAAAAhS and bad ones got the free advice. It was great fun and one of the best shows of the event. I cannot believe I have missed this all the previous years. The attendees assured me the wind is always down when official timers are not on duty.

The last day had power scale as the premier event and Bob Wetherell had a great diesel Monocoupe and Fernando had a superb Fairey Swordfish, also diesel, to fly. Power can be loaded with risk as you have gorgeous and detailed aircraft that must fly 2 minutes to be competitive. That translates into weight in all cases and the high wing loading of them can make for tough trimming and heartbreaking crashes. There was a shortage of really deep grass this year and everything did happen from beautiful flights to the crashes. The Monocoupe got the air under its wings in spite of some initial hair raising circles but the Swordfish had a hard time and even an engine change was not in time to keep a couple of really hard landings from crunching the big silver bird. Everything is repairable but never on the field, regrettably.

I finally pulled up a chair under a friendly shade tent and spent the remainder of the day watching mass launches and all sorts of power subjects gently motoring around—what a show. Electrics have really come of age and I could not help but notice that those screaming glow engines of my youth have disappeared forever. The banquet that night, the bull sessions the next morning over coffee in the motel lounge—it all zipped by and we headed home building great projects in our heads for 2004. Ah, the FAC NATS..... I have never been to a bad one.

ALIBIS by Al "Grayhawk" Lawton

When it comes to alibis, the remotely potential or the some-times model builder corners the market in explaining why he never seems to do any serious building.

"I don't have time". Translation; The TV set is on
And the recliner chair beckons.

"The kids like to play with the little sticks..."
Translation; I'm too lazy to put stuff out of reach.

"My wife resents my long absences if I work in the cellar or den". Translation; She thinks I'm sneaking
looks at some old Playboys.

"The cat is curious". No translation.

"I have to go to a lot of meetings". Translation; The
poker bunch gets together once a month in Fred
Snerdley's garage.

Most of this type procrastination is surmountable by a tad of willpower and the following setup; A drawing board or piece of plywood as a base. On this you place a piece of homosote or other similar material that will readily accept pins. A cardboard box in which to place just those tools, material and equipment required for that phase of construction completes the setup. Plunk these in the family room where spouse and TV are located. Work away for the evening then put the two "units" and the completed model parts away till the next session...safely away. In this manner, rapport with the family can be maintained and TV can be listened to (and watched if Cheryl Tieggs happens to be modeling bathing suits).

C'mon guys-----get 'em into the O-MY-ZONE!

S.O.S.—S.O.S.

Wanted; Comet kit collector needs help with Speed-O-Matic Super kits. I have SP-4, Hellcat and SP-3 P-47. I need SP-1, SP-2 and SP-5. I assume they were P-51, P-38 and A-26. Does anyone have any of these kits for sale? Please write or call; Bruce Conway, 3850 Marburg Ave., Cincinnati, Ohio 45209 (513) 321-5182

* * Republic SeaBee, Anyone? * *

Mumbo Jumbo # 108

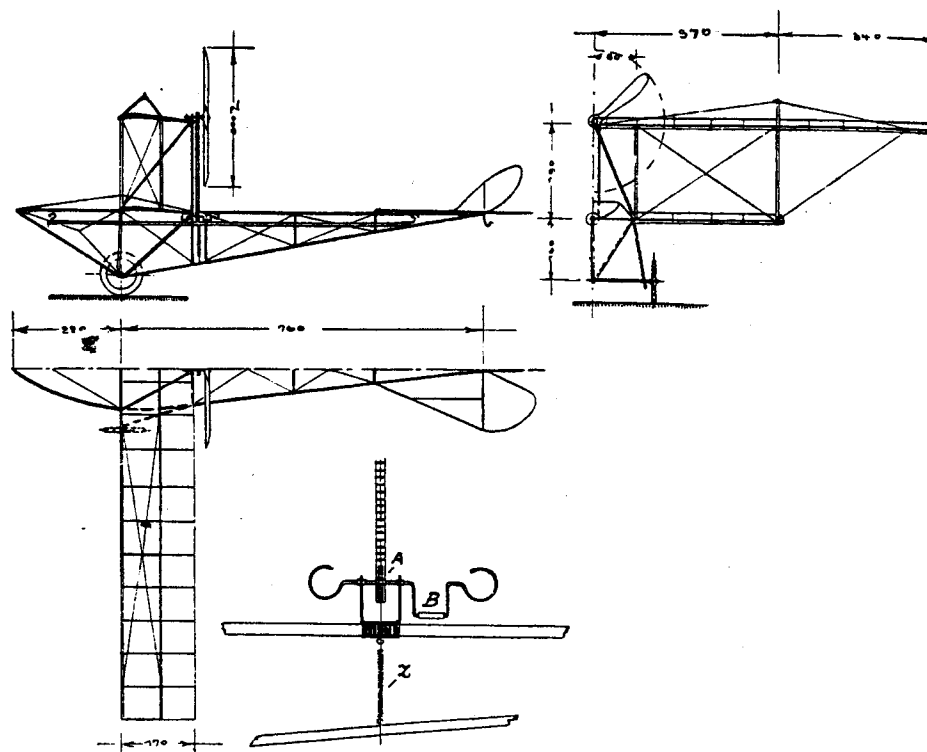
Today we'll ponder the solution to the problem of modeling an engine mounted overhead, and pusher style at that. There are such things in full scale aeronautics and the Republic SeaBee, circa 1949, is but one of many attractive scale possibilities doomed by an awkward engine location. How do we get rubber power to do its thing when the prop is way up there?

The solution below was offered in March 1916 by the German journal *Flugsport*, page 198. Yes, this was the time of the battle for Verdun, not an easy period, but true modelers are always primed to face really tough problems – like remote gear drives.

put in turns. As crank B is revolved, the two motors will turn oppositely. This is a good thing: the net effect is to increase the torque available at A, though not the turns.

In sum, we have a means of employing a long motor, using almost the full fuselage length, to drive a remote prop. Though the prop shown is mounted high, it needn't be. The remote prop could be low or side mounted.

Is it any good? There are obvious problems. First, there is no means of winding the motor under initial tension—our current and more effective winding method. This could be managed by locking B and winding each motor end separately at the extreme front and rear of the fuselage.



Doppeldeckerflugmodell Alsdorf.

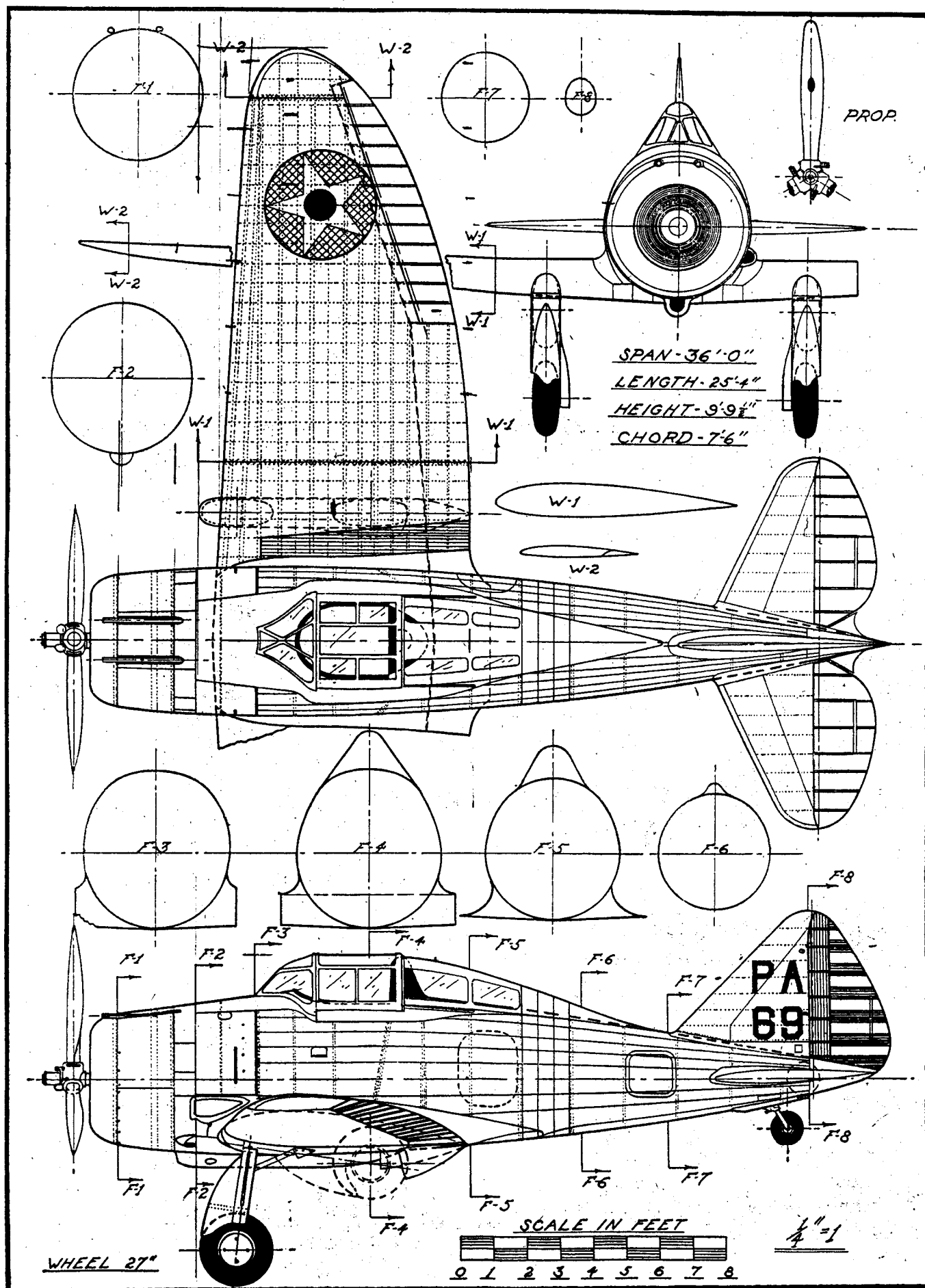
How does it work? The pusher prop is mounted at the trailing edge of a biplane's upper wing. Power is delivered to the prop shaft by a chain drive. Power input comes from a long rubber motor, separated into two portions, front and back and in line, meeting at the chain drive. Moving to the exploded view of the two rubber hooks, output gear A goes directly to the chain drive. Offset crank B is used by the flyer to

Another drawback is the need to fiddle with the motor size, front and rear. For optimum output, strand numbers will be different.

Finally there is the matter of the chain drive. Still, nowadays, with low weight plastic components readily available, we might hope for a practical design.

Republic SeaBee, anyone?

SEVERSKY P-35 FIGHTER by MARTIN E. DICKINSON



AN HYSTERICAL HYSTORY YARN

By Major Frank Scott

Very little has heretofore been revealed concerning post-Revolutionary War aviation in America. The singular success of an obscure baker is even more remarkable when it is remembered that the achievements of Elias Phlowr were the first to surpass the more well publicized flight of the Viking, Olaf, the Oaf, who, after fitting his helmet with a new chin strap and Albatross wings, clumsily launched himself from the mast of his dragon ship, and was carried aloft, screaming, by a passing thermal. He was never seen again, but is remembered to this day as the inventor of the flying helmet.

Elias, as is well documented, was the son of two of Arkham, Massachusetts better known citizens; these being the town baker, Zachariah Phlowr, and Merry Humpwell, the town pump.

Upon reaching his majority, young Elias left his father's shop in Arkham in order to establish a bakery of his own in nearby Prangton. Like many communities of the era, Prangton was founded by a Revelutionary War veteran; in this case being one Captain DeBris, though curiously, it has never been established just which side DeBris was on. In any event, young Elias was considered by his peers to be a bit strange; given, as he was, to cloud and bird watching from his shop door, although he had a firm knowledge of his trade.

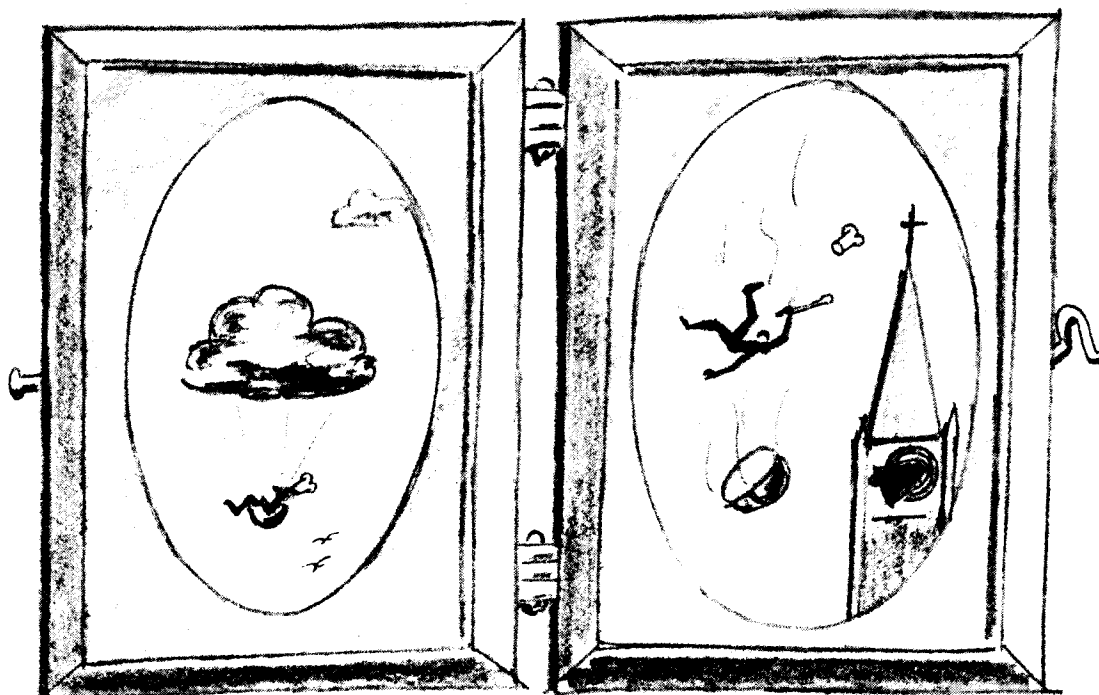
Undoubtedly, any mental aberrations could be traced to his Mother's side, for it was known Merry Humpwell's I.Q. was exceeded considerably by her ample bust measurement. Still, Elias, as so many have, longed to fly, and it did not escape his notice that leavening bread dough frequently assumes shapes not unlike cumulus clouds while it is rising. Well then, if fortune could smile upon two bicycle mechanics a mere hundred or so years later, then why not also upon a humble, but aspiring baker?



LAST FLIGHT OF OLAF THE OAF

With assistance from Zoltan Rhinerose, the local brewmeister, Elias was able to obtain a large keg of especially violent acting yeast. One quiet Sunday morning, and working outside, he mixed this special yeast into a large batch of light bread dough. The mixture, warming in the sun, seathed, grew, raised, and--yes, started to rise into the air! Elias quickly secured his largest mixing bowl beneath the struggling rising, doughy mass and climbed aboard. Brewmeister Rhinerose started to shout encouragement, but the doughy aeronaut silenced him, warning him not to disturb the working, rising dough with undue noise.

Though he rose to the occasion, Elias never flew again; for, as he was drifting high above the Prangton tannery, a clanging church bell began to toll, causing the dough, and Elias to fall. That Sunday, of course, was Yeaster!



Epilogue: Though Elias has dissappeared from history, except for a brief footnote in the "Compendium of American Bakers", Vol. IX, Meix and Needmore, mention in which, is made of his family's famed, though unfortunately lost, recipe for creosote turnovers.

ADDITIONS TO THE FAC RACE PLANE ELIGIBILITY LIST

FAC THOMPSON TROPHY RACERS

<u>AIRCRAFT</u>	<u>ENGINE</u>	<u>REGISTRATION</u>	<u>RACE NO.</u>	<u>YEAR</u>
Carpenter Spl.	Salmson AD9		9	1934

FAC GREVE TROPHY RACERS

<u>AIRCRAFT</u>	<u>ENGINE</u>	<u>REGISTRATION</u>	<u>RACE NO.</u>	<u>YEAR</u>
Dugan Gill	Church J3,4 AIL		2	1934
Pacific Engineering Spl.	Cirrus	R10358	7	1930

FAC BENDIX RACERS

<u>AIRCRAFT</u>	<u>ENGINE</u>	<u>REGISTRATION</u>	<u>RACE NO.</u>	<u>YEAR</u>
Hughes H-1 (Long wing)	P&W	NR258Y		1935

Southwest Regionals Model Airplane Championships

January 18, 19, 20, 2003; Eloy, AZ

AMA + NFFS + SAM + FAC: Free Flight

Saturday 8-4PM

1/2A Gas^N
B Gas^N
D Gas^N
A Nostalgia^N
C Nostalgia^N
.020 Replica
SAM Old Time Gas Pylon
Mulvihill Rubber^{1A}
SAM Small Rubber Stick¹
SAM Small Rubber Fuselage¹
Juniors-Delta Dart^{1A2}
Catapult Glider^{2A}
ROW Gas^{1A}

Sunday 8-3PM

A Gas^N
C Gas^N
1/2A Nostalgia^N
B Nostalgia^N
SAM Old Time Gas Fuselage
P-30^N
Jimmie Allen
Hand Launched Glider^{2A}
ROW Rubber^{1A}
SAM Large Rubber Stick¹
SAM Large Rubber Fuselage¹
FAC Rubber Scale⁵
Jetex/Rapier⁶

- * Awards through 3rd place, plus High Time for Jr/Sr (combined) and a special High Time in any gas event award - The Larry Fry trophy.
- * These events can be flown either day.
- * Jrs only; Free: Build model at the field or fly your own. Kit, supplies, tools, place to work & buildfly assistance are provided.
- * For Catapult & Hand Launched Glider, time cards must be posted after each two flights.
- * ROW = Rise Off Water. There will be a pond about 20' square for the 2 ROW events. The pond is also available for scale/sport flying or for record trials.
- * FAC rubber scale judging will begin at 8AM Sunday with a 9AM cut-off.
- * Special event - see entry blank
- * NFFS National Cup Event

Contest Director: Al Lidberg, 1030 E. Baseline, Suite 105-1074, Tempe, AZ 85283, 480-839-8154 6-10PM MST; email: salmpe@aol.com. Asst. CD: Greg Tutmark; email oliverbrown@earthlink.net

FAI Free Flight

Saturday

F1A
F1B
F1C

Sunday

F1G
F1H
F1J

- * Awards through 3rd place, plus perpetual awards for winners of F1A, F1B & F1C. In honor of a long-time SWR entrant, the F1B plaque is labeled "The Vern Walters Award".
- * All are America's Cup events.
- * F1A, F1B, & F1C will be flown in 7 one-hour rounds beginning at 8:30AM. Fly-offs in 10 minute rounds after the 7th round for 5, 7, 9 min max flights. Weather permitting the first round max on Saturday may be extended. If necessary, a 10 min fly-off will be held Sunday morning. Sunday's Mini events will have 5 one-hour rounds with 2 min maxes, followed by 3, 4, 5 min max fly-offs.

Contest Director: John Nystedt, 10340 E. Cortez, Scottsdale, AZ 85253, 480-857-9824 eve's & weekends before 10PM MST; email: jnystedt@msn.com. Asst. CD: Hermann Andressen; email hermann@hotmail.net

SAM RC Old Timers

Saturday

Pure Antique
AB Glow
Electric Texaco
C Ignition LER
1/2A Texaco
B Ignition LER

Sunday

Ohlsson Sideport
C Glow LER
Texaco
A Ignition LER
Spirit of SAM
Antique

Monday

Electric LMR
1/2A Tex. Scale
Old Time Glider¹
Brown Jr. LER
Ohlsson .23 Ignition

- * Awards through 3rd place plus Sweepstakes.
- * Before 1946, can scale up, 120" span limit, 3 att. to make 3 official flights, no weight limit, 10 min. max flight

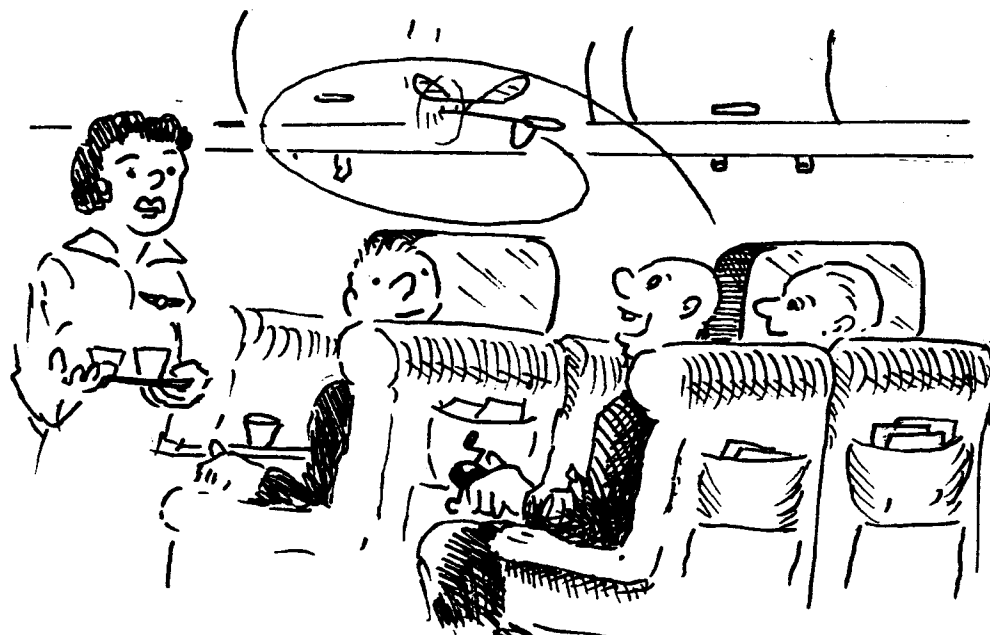
Contest Director: Bob Angus, 6640 N. Columbus, Tucson, AZ 85718; 520-299-9034 email: mangus1928@aol.com, or Walt Angus at sam31az@hotmail.com

MECA Collecto

The Model Engine Collectors Association will hold a Collecto at the Holiday Inn in Casa Grande, at the intersection of highways 84, 93 & 287, from 4:00 PM until 7:30PM on Saturday. Buy, sell, or trade old/new engines and other model related items. Donations: \$10.00 for tables and \$3.00 for lookers/buyers.

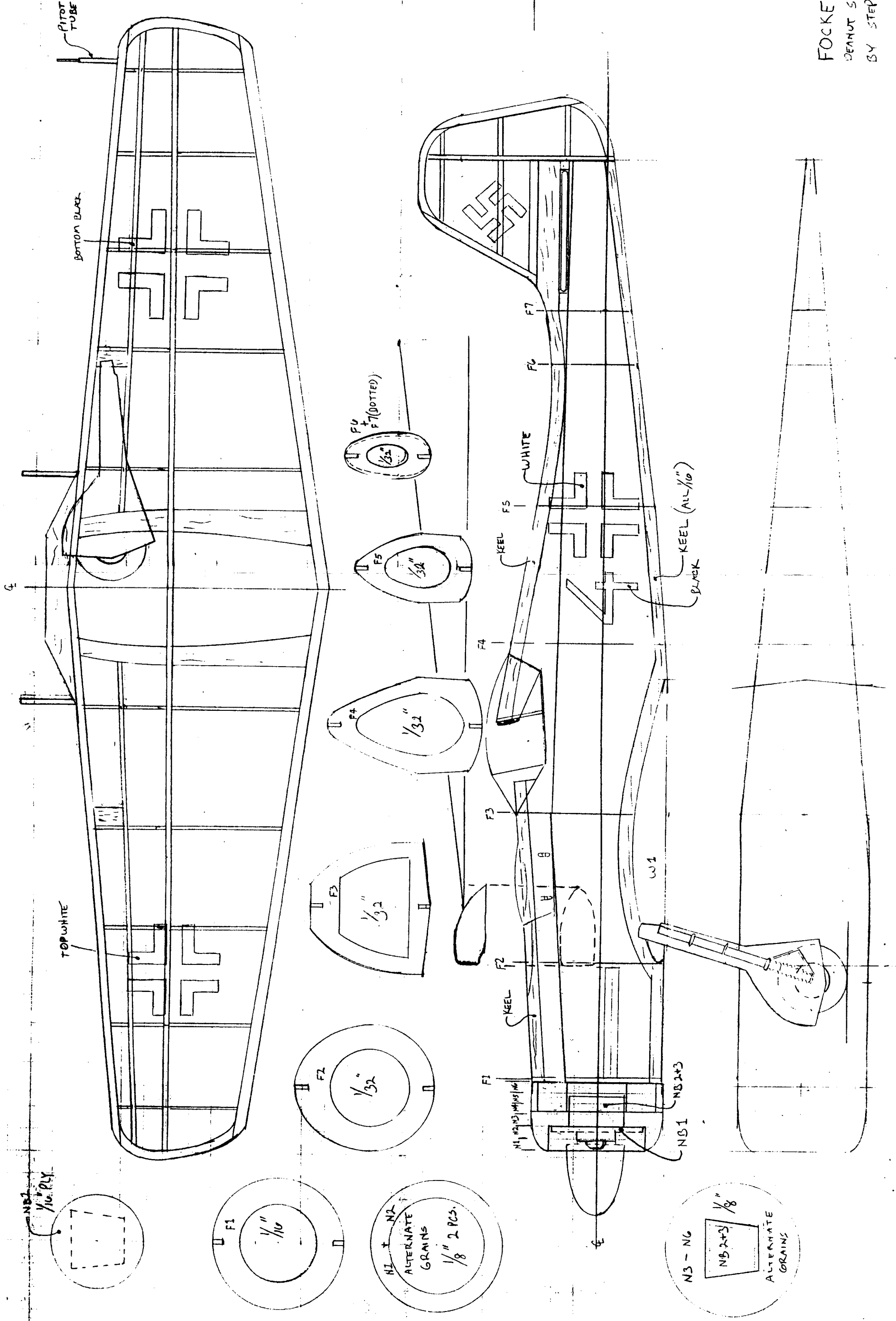
Contact: Bill Bickel, 3121 W. Cavedale Drive, Phoenix, AZ 85085; 623-582-0211; email: wbickel@men.com

NOW I CAN TELL EVERYONE THIS MODEL FLEW 650 M.P.H. AND REACHED 35,000 FT ALTITUDE!

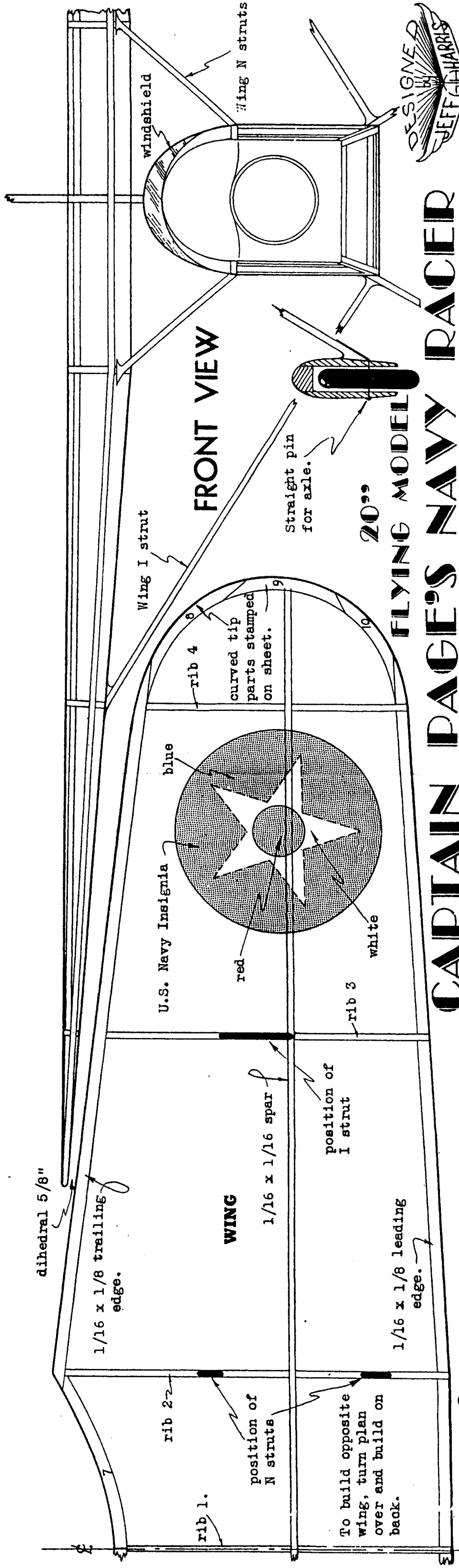


CLASSIC AIRCRAFT MODEL CO.

First kit is the Rearwin Cloudster, a 16 inch span model designed by Dave Stott for the Dime Scale event. Great flyer! Price is \$14.00 each plus \$4.00 shipping. CAMCO, 3301 Cindy Lane, Erie, Pa. 16506.

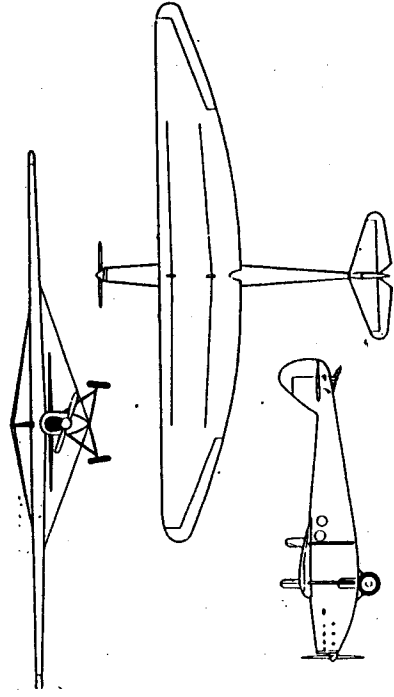


FOCKE-WULF 190D9
 PEANUT SCALE
 BY STEPHEN HALES



Checked By- Ray Smith Approved By- J. L. Lucas

FLYING MODEL **CAPTAIN PAGE'S NAVY RACER** Manufactured By- ONTARIO MODEL AIRCRAFT CO. TORONTO, ONTARIO, CANADA



Bleriot 110

Built in 1929, when the making and breaking of records was a matter of national pride, the fact that this aircraft was designed by one Filippo Zappata must have been, well, gauling to some Frenchmen. Nonetheless, the big monoplane quickly took the closed-circuit distance record away from Italy, and ultimately set a new straight-line record in 1933, flying 5,656 miles from New York to Kayak, Syria, in 55 hours 10 minutes

Lohner D.I 111.03

