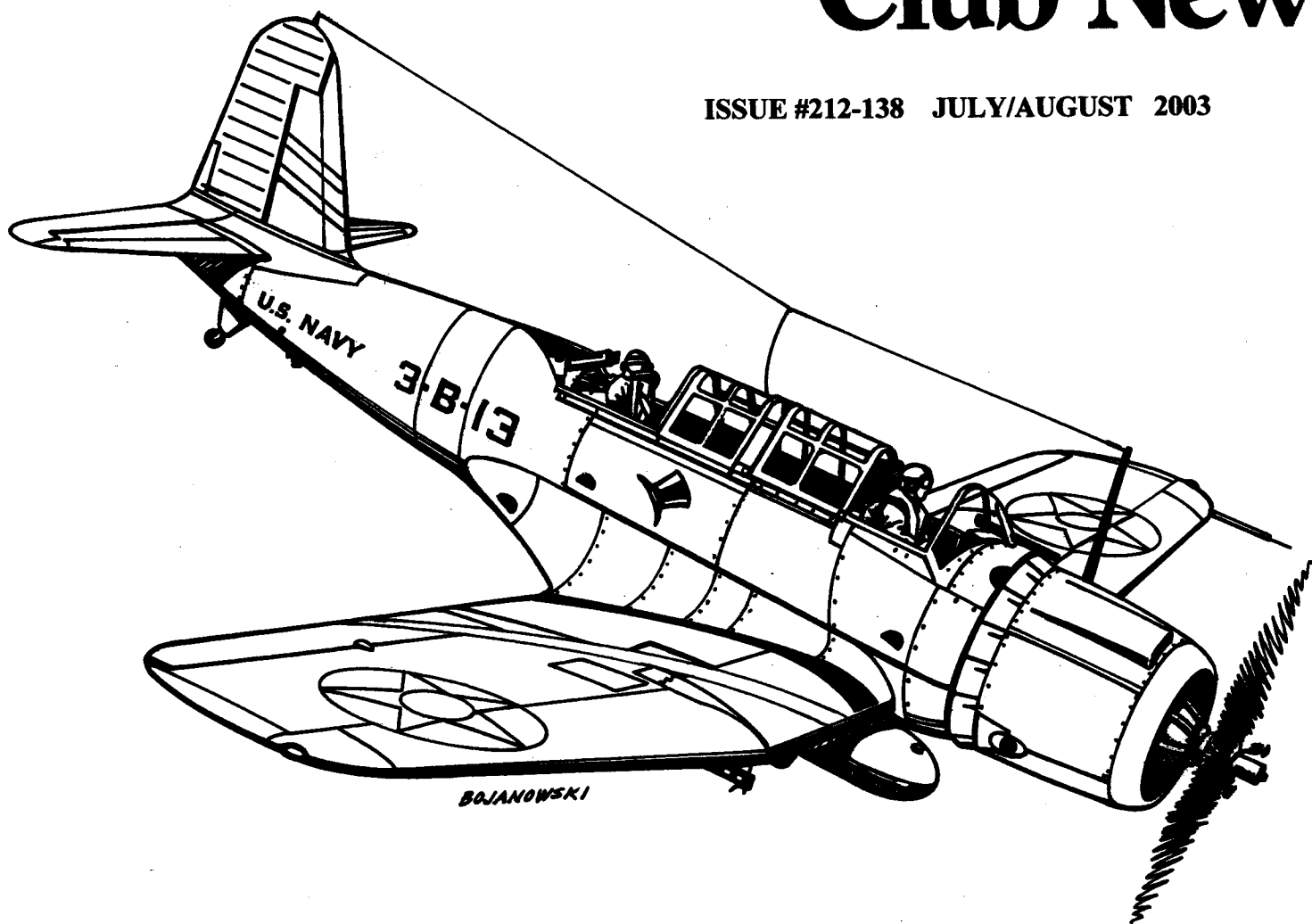


FLYING ACES

Club News

ISSUE #212-138 JULY/AUGUST 2003





Bob Bojanowski has given another piece of fine artwork for our cover of this issue. This time it is of the Vought Vindicator SB2U-1. We used this drawing for this year's Geneseo contest T-shirt. She is all done up in pre-WW-II navy colors, really nice! See ad for them in this issue. We currently have all sizes in stock. We had to increase the price by one dollar due to the increase from our supplier. It is still a bargain when you compare it to other shirts on the market.

Thanks to all who contributed to this issue. The plans were from; our files, Ryan SC, Nate Sturman sent his Kawasaki Ki-3, Mark Fineman's Fiat G.50 psuedo Dime Scale, Bruce Finley's psuedo Dime Scale Curtiss SBC-4 and last but not least from our files is a plan of the Vought SB2U-1 by Herb Weiss. Herb Weiss is still with us and is a current member of the FAC.

It has been asked if we would accept payment of dues for more than one year at a time and the answer is yes. If you feel you want to do it we will gladly accept your money! HAWWW!!!!

Now for some notes on the recent FAC Non-Nats at Geneseo. It was almost perfect! The weather cooperated very nicely with comfortable temperatures and low wind velocity both days. Although we did experience a little rain about an hour before closing on Sunday but it didn't really hurt anything as most of the flying was already done. I want to congratulate everyone in attendance for the fine way they participated again. Problems were minimal except for something that was very disturbing for a while but we got that cleared up immediately. More on that subject in a later issue.

Someone overheard a conversation between a contestant and his timer. It went like this; The timer asked if this would be an official flight and the contestant said "I don't know, it depends how good it is!" Sorry, but you cannot do this. Official flight must be declared before the launch! PERIOD! Another thing, Embryo model flights are official once they leave the table. If the flight is only 2 seconds it counts. See rule book!



We added an event to the contest at the last minute on a suggestion by John Winter. John said it might be fun to see who could come closest to the actual length of the Wright Brother's first flight which

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.

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was 120 feet. Seeing as this is the 100th anniversary of there historic event it seemed appropriate, so the FAC event is now history. We let any rubber powered model enter and Pete Kaiteris came the closest to the mark with a flight of 109 feet flying a Jimmie Allen Skokie!

I want to take this time to congratulate the recipients of the "Blue Max" medal, WELL DESERVED!! And to all who attended, thank you for doing your part in making the contest a success! We are looking forward to seeing a lot of you at Muncie on Sept. 6-7.

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

Lin

Col. Lin Reichel, CinC, FAC

AIRMAIL

Following is a note we just received from Don Srull.

Hi Lin,

What a wonderful surprise to receive that card from the gang at Geneseo!! I was touched by the concern of all those good flying comrades. I surely missed being there - and believe me I thought about you all that weekend. I'm doing fine, and have everything pretty much under control. See you in Muncie. Are FACers the greatest people in the world, or what?

Lin, I'd appreciate it if, in the next newsletter, you could pass along my warmest thanks to everyone who ganged up in that card.

All the best,

Don

Don



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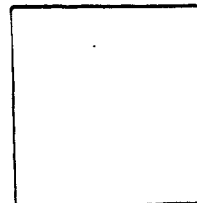
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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States. Cost in Canada is \$20.00 per year. Overseas the cost is \$25.00 per year. All 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.



FAC WINTER POSTAL CONTEST

Listed below are the final standings for the Winter Postal contest. Congratulations to the winners who will each be awarded another Kanone to their total.

Outdoor Peanut

Pilot	Plane	Total
1. Steve Griebing	Lacey M-10	121 sec.
2. Scot Dobberfuhl	Monocoupe	90 "
3. Gordon Roberts	Lacey M-10	89 "
4. Scot Dobberfuhl	Christmas Bullet	89 "
5. Steve Griebing	Waco SRE	83 "
6. Garry Hunter	Andreason	83 "
7. Steve Griebing	Stinson 125	83 "
8. Gordon Roberts	Piper Pacer	63 "
9. Garry Hunter	Cougar	61 "
10. Mike Zand	Witt. Tailwind	59 "
11. Ross Mayo	Farman	52 "
12. Mike Zand	Andreason	44 "
13. Del Balunek	Monocoupe	44 "
14. Del Balunek	Waco YKC	43 "
15. Gordon Roberts	Waco SRE	42 "
16. Del Balunek	Waco SRE	33 "
17. Ed McQuaid	Lacey M-10	33 " -

Indoor Peanut

Pilot	Plane	Total
1. Mike Thomas	Lacey M-10	146 sec.
2. Chris Brownhill	Lacey M-10	93 "
3. Dave Linstrum	Cougar	75 "
4. Dick Klingenberg	Porterfield	56 "

Outdoor No-Cal

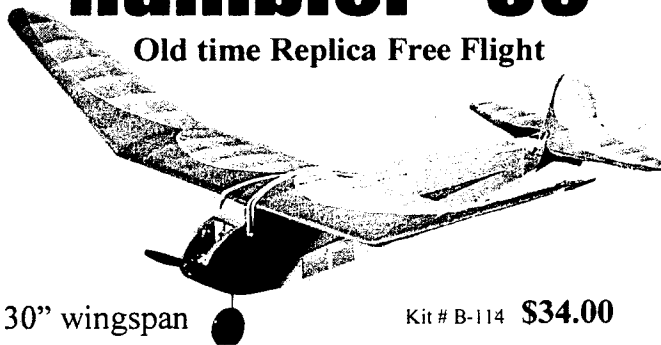
Pilot	Plane	Time
1. Fran Ptaszkiewicz	Dornier Falcke	6 sec.
2. Fran Ptaszkiewicz	West. Lysander	5 "

Indoor No-Cal

Pilot	Plane	Time
1. Mike Thomas	Hosler Fury	362 sec.
2. Chris Brownhill	Lacey M-10	196 "
3. Dave Linstrum	Wittman Racer	132 "

Rambler - 30

Old time Replica Free Flight



30" wingspan

Kit # B-114 \$34.00

For .020 Gas or Small Electric Poser

- ♦ 66 laser cut parts ♦
- ♦ Full Size Rolled Plan ♦
- ♦ Photo Illustrated Instructions ♦
- ♦ Hardware Pack ♦

Gilbert Shurman designed the Rambler Gasliner in 1938. It's first contest was in Philadelphia where it placed 1st with a 22 min. flight on a 19 sec. Brown Jr. engine run. The second flight was in March 1939 on Long Island where it went OOS. And after 64 years it was a Rambler that won the Old Time Gas Replica event at the 2002 Flying Aces Club, FAC, meet in Geneseo, N.Y.

The Rambler was originally published in the September 1939 issue of Flying Aces magazine, and reprinted in the February 1979 issue of Flying Models. It has been reported to be, "one of the best flying, easiest to build, and most user friendly of all pre-WWII model airplanes".

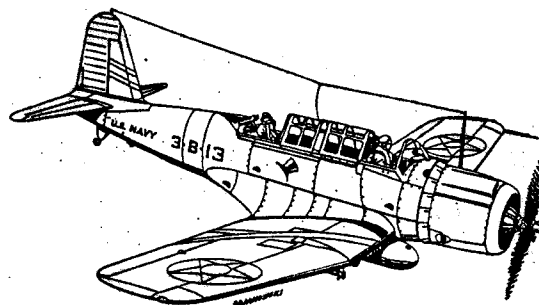
The BMJR Rambler-30 is specifically designed to qualify for the FAC Old Time Gas Replica event. The event is for models-of-models designed before December 31, 1942. Model must have a maximum wingspan of 30" with electric or CO2 power. For gas enthusiast, the model may be flown in the Society of Antique Modelers, SAM, 02 Replica event which also has a 30" wingspan limit, and is restricted to for .020 gas engines.

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FLYING ACES T-SHIRTS

We are now offering this year's Geneseo T-shirt. Priced at just \$13.50 each postpaid. This year we are featuring the Vought SB2-U Vindicator done up in the U.S. Navy's pre-WW-II colors, **BEAUTIFUL!** We currently have all sizes in stock, small, medium, lge, x-lge, xx-lge, xxx-lge. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

* * Strength * *
Mumbo Jumbo # 112

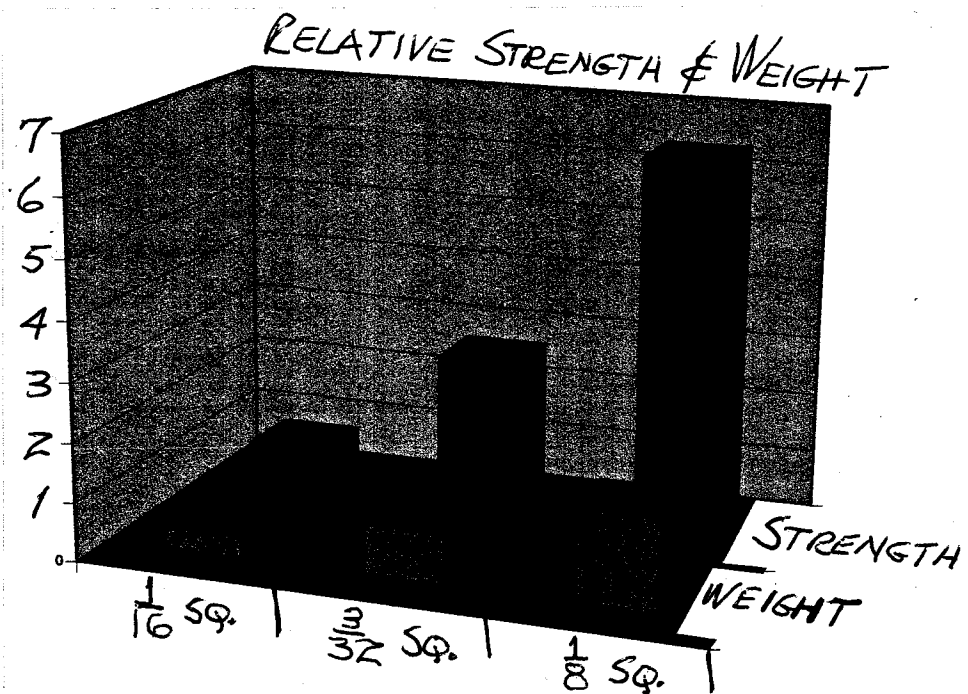
Balsa wood strength keeps us flying and we all know that more is usually better, that is, stronger. We are less certain of the difference in strength between one section and another. Exactly what is the difference between, say one sixteenth square and one eighth square? The one eighth is obviously stronger, but by how much? It matters because the weight of the larger section is also greater. Is the increase in weight commensurate with the increase in strength? Does the larger section pay its way?

The subject is a bit messy. Those tempted to go with simple treatments prefer simple modes of failure—pure tension and pure compression—which are easy to compute. Unhappily, these methods of failure aren't realistic. Brooding over my own traumatic incidents, about ten times as many failures are of the bending type, compared to those of tension or compression.

The chart below offers relative strength (bending failure) in the back row and relative weight in the front row. Three different square cross-sections are considered, one sixteenth (left), three thirtyseconds (center) and one eighth (right). Of course, it's assumed that all core materials are identical in terms of basic strength and density.

As expected, the one eighth section weighs four times that of the one sixteenth. However, its strength is up by a factor of eight. Now, eight is a whole lot. In terms of strength per unit weight, the one eighth is far more efficient than the one sixteenth—it offers twice the strength per unit weight.

Those performance fliers framing out their fuselage with one eighth exclusively are wiser than one might think. In scale our path is not so simple. A four longeron fuselage composed of one eighth members just doesn't look like a Spitfire, no matter how cleverly the four members are placed. And there exists the case for the one sixteenth—use of many permits a smooth contour. Your choice—efficiency or contour?





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Aug 15-16-17, 2003

AMA Class AAA
Sanctioned Contest

- Registration** • Open all three days. AMA of MAAC license is required.
Entry Fee • Fee of \$25 for all events, or \$10 for 1st event, \$8. for each additional event.
Awards • Trophies to 3rd place will be awarded in all events.
Note • There will be a 50/50 raffle. • Chase bikes are permitted.
• Sign up by noon Saturday for Buffet (see reverse side)

CONTEST DIRECTOR John Carls • Star Rt 2, Box 88 • Bradford, PA 16701 • 814-362-7789



Rules for this contest - AMA Category III except:

- **OLD TIME GAS**
Engine run: 16 sec for ignition (no glo)
12 sec for old time diesel
- **CLASSIC TOWING**
Straight tow, no bunt
- **OLD TIME RUBBER**
Mulvihill rules for max flights
- **AMERICA'S CUP**
Flown in 1 1/2 hour, overlapping rounds
starting at 8 AM both days i.e. 8 - 9:30,
9 - 10:30, etc
- **NATIONAL CUP**
Qualifying events this contest: 1/2 A,
AB,+CD Classic, Moffett, P-30, Mulvihill
A & 1/2 A Nostalgia,
Nostalgia/Wakefield, OCG
Jr P-30, Jr OCG
- **DIESEL UNOFFICIAL FUN FLY**
3 Flights Friday and/or Saturday, 12
sec run, 120 sec max. Total of 250 sec
or more qualifies for Sunday 8 - 10AM
flyoff 12 sec run
- **FAC RUBBER SCALE**
(Judging 8 - 12 noon)

FAC EVENTS
Contact
Jack Barker
2067 Rt 65
Bloomfield, NY
14469
585-624-2844

AMERICA'S CUP
Contact
John Clapp
116 Hillcrest Dr
Sayre, PA 18845
18840
570-888-0997

DIESEL FUN FLY
Contact
Don Yokel
149 Glenview Lane
Rochester, NY
14609
585-288-8270

Schedule of events

Friday
August 15 8AM - 5PM

- A-B Classic Gas
- B-C Nostalgia Gas
- .020 Replica
- Moffett
- Old Time Rubber
- Classic Towing
- Diesel

Saturday
August 16 8AM - 5PM

- 1/2A-D Gas
- 1/2 A Classic Gas
- A Nostalgia Gas
- 1/4 A Nostalgia
- Mulvihill
- Nostalgia Rubber/Wakefield
- FAC OT Electric Gas Rep
- FAC Embryo Endurance
- FAC Golden Age Scale
- FAC Rubber Scale
- America's Cup
F1A, F1B, F1C, F1P
- Diesel

Sunday
August 17 8AM - 4PM

- C-D Classic Gas
- 1/2 A Nostalgia Gas
- Old Time Gas
- P - 30
- Outdoor Catapult Glider
- America's Cup
FIG, F1H, F1J
- Diesel Flyoff

Jr Events
P-30 OCG

May be flown any day, but all
flights within the category
must be completed the day
the event is begun.

SUMMER POSTAL CONTEST

This contest is now underway and will end on October 26, 2003. Entries postmarked after October 28, 2003 will not be considered. The events are; Golden Age Civil, Golden Age Military, Modern Civil, Modern Military and the Phantom Flash. There are no max flight times, get all you can! Enter as many events with as many models as you choose. Everytime you better a score with a particular model send it in. Contest times count too. Send all entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Modern Civil

Pilot	Plane	Time
1. Al Likely	BD-4	131 sec.
2. Juanita Reichel	Piper Clipper	98 "
3. Walt Leonhardt	Found	43 "

Golden Age Civil

No enties yet.

Modern Military

No enties yet.

Golden Age Military

Pilot	Plane	Time
1. Walt Leonhardt	Mureaux C-1	33 sec.

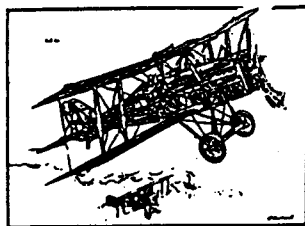
Comet Phantom Flash

Pilot	Time
1. Ed McQuaid	124 sec.

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1900
to
1919



1920
to
1940

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BULLETIN!!!! July 20, 2003
Bride gets excellent height on flower toss, declares it a Bristol Bouquet and places 3rd in mass launch event!

WHAT COLOR WAS IT?

Part 17, continuing data from Skyways. By Dave Stott

PARAMOUNT:	<p><u>1931 Sportster Seaplane, N495K.</u> Light cream with red trim. (Sk59)</p> <p><u>1928 Cabinaire, uncowled 110 Warner, X3642.</u> Orange fuselage with silver wings and stab. (Sk59)</p> <p><u>1929 Cabinaire, uncowled Warner 110, X4254, later N4254.</u> Maroon fuselage with yellow wings and stab. (Sk59)</p> <p><u>1929 Cabinaire, uncowled 110 Warner, X7930, later N7930.</u> Blue fuselage with red wings and stab. (Sk59)</p> <p><u>1929 Cabinaire, 110 Warner, X7931, later N7931.</u> All dark blue with gold NACA cowl. (Sk59)</p> <p><u>1929 Cabinaire, uncowled 110 Warner, N387.</u> Blue & red. (Sk59)</p> <p><u>1929 Cabinaire, NC587, 110 Warner.</u> NACA louvered cowl. All red. (Sk59)</p> <p><u>1929 Cabinaire, NC17M.</u> Uncowled Wright J-6-5 Whirlwind 165 HP. All red Later maroon fuselage with silver wings and stab. (Sk59)</p>
CARR:	<p><u>Racer, OX-5, NR12844.</u> All white, blue trim, black race number and registration. Black logo with white letters on fin. White "Saginaw Junior" on nose. (Sk60)</p> <p><u>Racer, 125 Warner, NR12844.</u> Same airplane as above, but with radial engine and doped all yellow with black trim. (Sk60)</p>
RYAN:	<u>M-1 Mailplane repro.</u> No registration. Lycoming radial. All silver, black lettering. (Sk60)
PASPED:	<p><u>Skylark, NC14919.</u> This time the one and only Skylark is all orange, black trim with a gold pin stripe. (Sk60)</p> <p>Other detailed color schemes of the above with 3-view dwg. (Sk61)</p>
DAVIS:	<u>D-1-K, NC12476.</u> Two tone blue. (Sk60)
AVRO:	<u>Avian, G-EBUG.</u> All over silver with black lettering. Light blue top decking on fuselage. Highly polished aluminum, cowl plates & spinner. (Sk60)
FAIRCHILD:	<p><u>FC-2W2 (Model 71) NC43934</u> Black & yellow. "U.S. Department Of Interior National Park Service" in white on fuselage sides. (Sk60 & 61)</p> <p><u>71, N9727.</u> Blue and white. (Sk61)</p>
STEARMAN:	<p><u>PT-17, NC3976B</u> Modified to look like earlier civil Stearmans. Drag ring, pants, squared off tail. Black & orange. (Sk61)</p>
LAIRD:	<u>LCB, NC6906,</u> Matty Laird's honeymoon ship. Black and gold, of course. (Sk61)
FLEET:	<u>1931, Model 8, NC70CJ.</u> Dark blue fuselage and fin. Yellow wings & stab. Light blue fuselage stripe. (Sk61)
PIETENPOL:	<u>Aircamper, NX4716, Model A Ford engine.</u> Called "Old Blue", so we can assume it is blue. Spoke wheels. (Sk61)
BELLANCA:	<u>1939 T14-14, N28994.</u> Army Air Corp trainer prototype. Wing & stab are yellow. Fuselage silver with blue ring on cowl. Rudder is red and white stripes, 17 in all. Only one built. (Sk61)
MONO:	<p><u>Monoprep, NC179K.</u> Velie engine. Black and red-orange. (Sk61)</p> <p><u>1931? Monocoupe, NC543W.</u> Uncowled radial. Wild chocolate brown and yellow paint scheme. (Sk62)</p>
BEECH:	<u>Staggerwig, NC2832D.</u> Red with white trim. (Sk62)
GENERAL:	<u>Aristocrat, Model 102-F, NC278H.</u> Light blue & yellow. (Sk61)
GREAT LAKES:	<u>1930 Trainer, N75M.</u> From the looks of the cowl, it is Menasco powered. Green and white with sunbursts on wings and stab. (Sk62)
LAWRENCE TECH:	<u>Yankee Doodle, NX18459.</u> Sailplane. All white with overlaid blue patterns. Red pinstripes, rudder stripes, & logo. Only one built. (Sk62)
FOKKER:	<u>1930 C-IV, 439.</u> Repro of Tacoma to Tokyo ship. Red fuselage and fin. Silver wings and stab. White lettering & trim. (Sk62)

GOLDEN AGE RACE PLANE COLORS AS PRESENTED IN SKYWAYS No. 42, BY JOHN SUNYAK

*Colors observed by author

MODEL	YEAR	ENGINE	SPAN	LENGTH	COLOR					PILOT	LOGO	REMARKS
					FUSELAGE & TAIL	WING	WING REG. NO./COLOR	TAIL REG. NO./COLOR	RACE NO./COLOR			
Hansen Baby Bullet*	1934	Continental			White	White	NR84Y Black	NR84Y Black	14 Black	Art Davis		Also incorrectly called Houser Special
Hawks Time Flies	1936	P&W Twin Row	31'	23'6"	White	White	R1313 Dark Blue	R1313 Dark Blue		Frank Hawks	"Time Flies", Gruen Crest	GRUEN WATCH on front of cowl, also had NR reg.
Heath Cannon Ball	1931	Heath, later Martin					10372	10372	3, 102, 74, 9	M. Lambert	CANNON BALL, HEATH AIRCRAFT CORP. CHICAGO	
Hosler Fury	1938	Curtiss D-12	16'	28'	Red	Red	NX14Y Black	NX14Y Black		Russ Hosler	Hosler Fury	
Hosler G&G	1930	Cirrus			Light & Dark Green	Light & Dark Green	R954W Black	R954W Black	18 Black	Russ Hosler	G&G Special	Cirrus Derby
Howard Pete*	1930	Gypsy	20'1"	17'9"	White	White	NR2Y Gold, Black outline	NR2Y Gold, Black outline	37 Black	Ben Howard	"Pete"	Originally Silver with NR601V reg.
Howard Mike*	1932	6 cyl. Menasco	20'1"	17'	White	White	NR55Y Gold, Black outline	NR55Y Gold, Black outline	38 Black	H. Neumann J. Jacobson	"Mike"	Originally Silver
Howard Mike*	1935	6 cyl. Menasco	20'1"	17'	White	White	NR55Y Gold, Black Outline	NR55Y Gold, Black Outline	38 Black	H. Neumann R. Minor	"Mike"	Wheel pants added
Howard Ike*	1932	6 cyl. Menasco	20'1"	17'	White	White	NR56Y Gold, Black Outline	NR56Y Gold, Black Outline	39 Black	B. Howard H. Neumann	"Ike"	Had both single- and dual-wheel undercarriage
Howard Mr. Mulligan*	1935	P&W Wasp	31'8"	25'1"	White	White	NR273Y, Gold, Black Outline	NR273Y, Gold, Black Outline	40 Black	B. Howard H. Neumann	"Mister Mulligan"	
Hughes H-1	1934	P&W Twin Row	25'	27'	Aluminum	Hughes Blue	NR258Y Yellow	NR258Y Black		Howard Hughes		
Hughes H-1	1935	P&W Twin Row	32'	27'	Aluminum	Hughes Blue	NX258Y Yellow	NX258Y Black		Howard Hughes		
Hunt	1931	Cirrus						NR10421	7, 16	Roy Hunt		
Israel Redhead	1932	6 cyl. Menasco	20'9"	18'1"	White, Red Trim	White, Red Trim	NR111V Red	NR111V Red	97 Black	Lee Bowman	REDHEAD	Blue Pinstripe
Israel Redhead	1933	6 cyl. Menasco	17'	18'1"	White, Red Trim	White, Red Trim	NR111V Red	NR111V Red	97 Black	Gordon Israel	REDHEAD	
Jamieson	1933	Curtiss, D-12								William Jamieson		Reg. not known

CIA FIRST ANNUAL FAC MEET

THE TED DOCK MEMORIAL

SATURDAY 10/11/03 SUNDAY 10/12/03

8:00 A.M. TO 4:00 P.M. EACH DAY

FAC OLD TIME RUBBER FAC OLD TIME RUBBER STICK
EMBRYO ENDURANCE

JIMMY ALLEN

FAC RUBBER SCALE FAC PEANUT SCALE

FAC JUMBO/GIANT SCALE FAC DIME SCALE

FAC GOLDEN AGE FAC NO-CAL SCALE

WWI COMBAT WWII COMBAT

11:00 A.M. 11:00 A.M.

THOMPSON RACE GREVE RACE

2:00 P.M. 2:00 P.M.

P-30 (J)*(SO)* HAND LAUNCHED GLIDER (J)*(SO)*

CATAPULT GLIDER (J)*(SO)*

8

* = NATIONAL CUP EVENTS

ENTRY FEE: FIRST EVENT \$10.00

EACH ADDITIONAL \$2.00 MAX \$20.00

PRIZES: 1ST PLAQUES 2ND-3RD CERTIFICATES

ALL MODELS MUST BE PROCESSED OR JUDGED BEFORE BEING FLOWN
JUDGING AND ENTRY ON SITE 12:00-5:00 10/10/03

ALL NON SCALE MODELS MUST HAVE

PROPER SIZED AMA NUMBERS

HAND LAUNCHED/CATAPULT WILL FLY FROM A PEN

NATIONAL CUP FOR P-30, HL6, HH66

CONTEST DIRECTOR: LEE F. CAMPBELL

P.O. BOX 3104 MUNCIE, IN 47307

1-765-289-7753 souper30@gte.net

P.A.W DIESELS

\$1 FOR LISTS & INFO.

ERIC CLUTTON

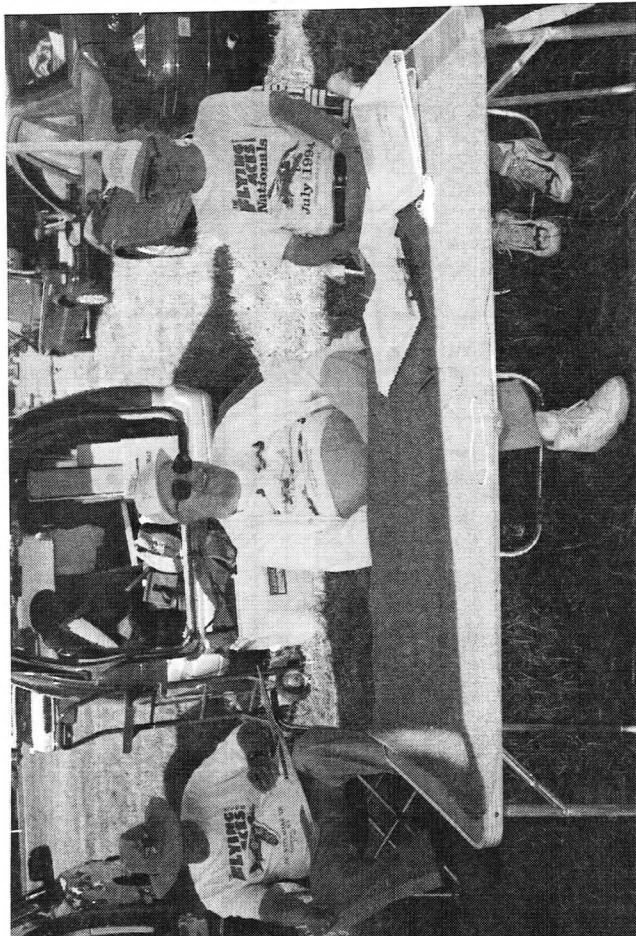
913 CEDAR LANE

TULLAHOMA, TN 37388

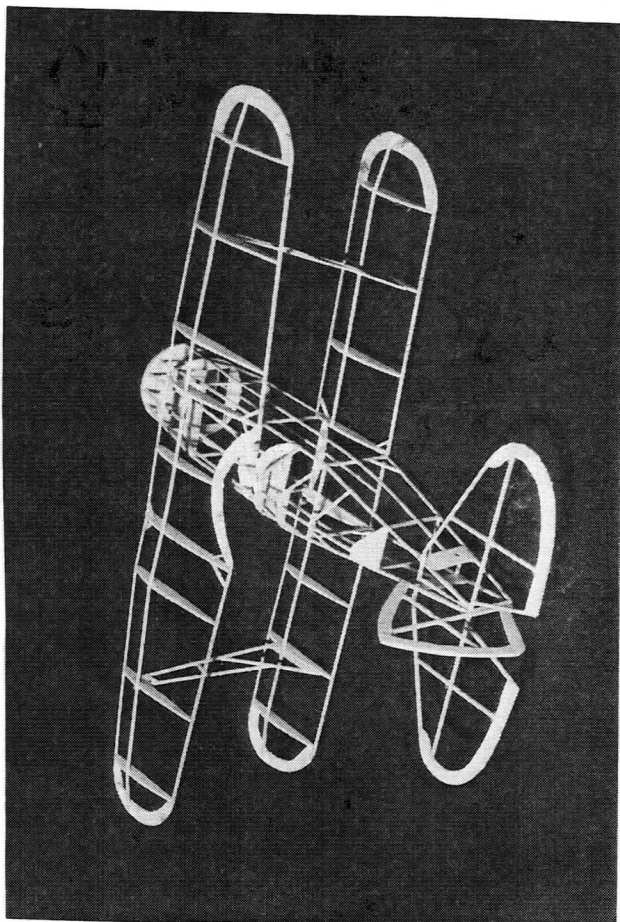
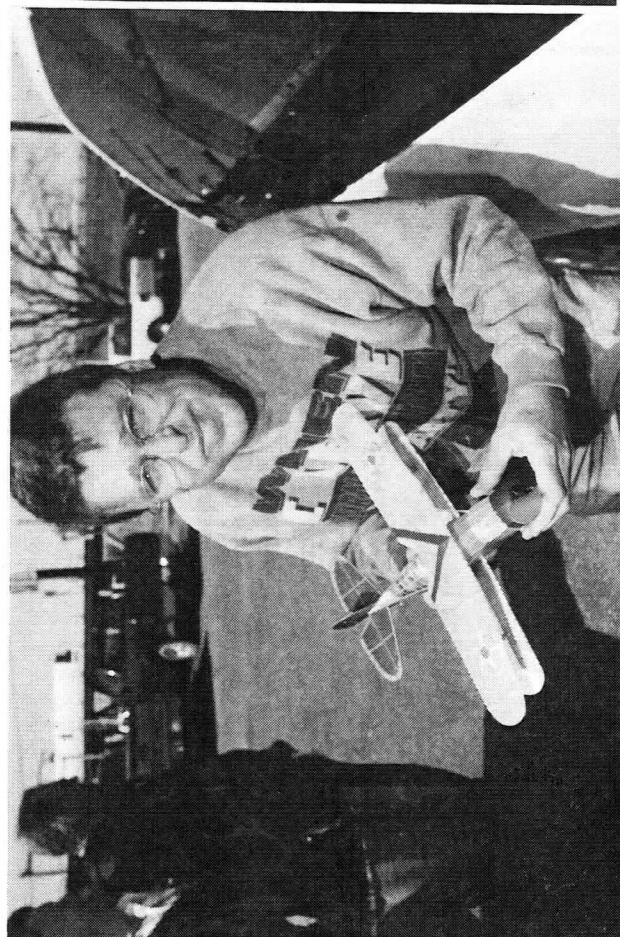
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Two photos by Ollie Benton from this year's Geneseo contest, Headquarter's tent on the left and on the right, taking a break are, left to right, Bob Blair, Vic Didelot and CinC Lin Reichel.



Here are two pics from Bruce Finley of his own plan of the Curtiss SBC-4. The plan is for a Psuedo Dime Scale model. She's a GOOD flyer! Plan in this issue.

Contest Director: Ross P. Mayo

Supporting Staff: Juanita and Lin Reichel
Victor Didelot
Diane and Roy Courtney
Bob Blair
Cheryl White
Fran Ptazkiewicz

Scale Judges: Vic Didelot
Ralph Kuenz
Charlie Schobloher
Fred Wunsche

Runners: Dave Livesay
Don Lang

Scale Model Registers: Lynn Lewis Janet Lang

Number of contestants: 121

Number of events: 33

Scale judged flights: 191

Non-judged flights: 507

Mass launch flights: 348

Total flights: 1046

Special Awards: 100 Kanones
100 Kanones
500 Kanones

EFF--AAA--CEEE!!!

Blue Max Awards: Marie Rees Chris Parent

Dick Adams Jack Tisinai
Mike Morrow Herb Stevens

A Very Special
Blue Max: Victor Didelot

TOP TEN EVENTS by number of flights made:

Event	# of flights
1 Golden Age Civil	76
2 WW II Combat	67
3 Dime Scale	65
4 Embryo	57
5 Thompson Race	54
6 FAC Rubber Scale	49
7 WW I Combat	46
8 Greve Race	44
9 Modern Age Civil	43
10 AT-6 Enduro	39

FAC NO-CAL PROFILE SCALE				FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE		
LaVon Kuehne	Chambermaid	131	115	222	468	1		
Ron Hummel	Mr. Smoothie	122	125	125	372	2		
David Linstrom	Waterman Gosling	56	94	179	329	3		
John Stott	Dornier Falcke	96	83	114	293			
Ed Pelatowski	Extra 400	125	124		249			
Dan Driscoll	FW 190	82	56	88	226			
Ron Hummel	Helicat	126	80		206			
Kent LeMon	Wildcat	71	71	60	202			
Harvey Poirier	Waterman Gosling	66	53	55	174			
Mark Rzacca	Mr. Smoothie	78	84		162			
NRE Novak	BAKA	58	36	46	140			
Walt Farrell	Helicat	62	70		132			
Bruce Foster	Handly Page	28	30		58			
George Lewis	Waterman Gosling	47			47			

FAC PIONEER SCALE										
		FLT.	FLT.	FLT.	A	B	C	D		
Contestant	Plane	# 1	# 2	# 3					TOTAL	PLACE
Tom Hallman	Bleriot 25	120			120	15	82.5	58	140.5	1
Jack Kacian	Wright Flyer	66			66	40	82.5	56.5	139	2
Tom Nallen II	Short T-5a	66	64		66	20	82.5	50	132.5	3
NRE Novak	Bleriot VII	31			31	10	41	48	89	
A = Best flight, total seconds										
B = Bonus Points										
C = A plus B, factored, 82.5 MAX										
D = Scale Score										
Total = C plus D										
FAC POWER SCALE SINGLE ENGINE										
		FLT.	FLT.	FLT.	A	B	C	D	E	F
Contestant	Plane	# 1	# 2	# 3						PLACE
Dave Rees	Colibri	120			120	10	130	82.5	59	1
Joe Barish	Sea Bee	80	120		120	10	130	82.5	58.5	1
Chris Starleaf	MIG 15	90	97		97	5	102	78	60.5	0.5
Ed Pelatowski	RWD-8	58	120		120	10	130	82.5	55	1
Ted Allebone	Hawker Hart	90	80		90	15	105	78.75	58	1.5
Ted Allebone	Bristol Fighter	42	120		120	15	135	82.5	52	1.5
Bob McLellon	Harvard NH 1	116			116	0	116	81.5	51.5	0
Mark Rzacda	Aeronca C-3	117	97		117	0	117	81.75	46.5	0
Francis Slavin	Aeronca Champ	92	53	84	92	0	92	75.5	48.5	0
Tom Hallman	DH 2	41			41	20	61	60.5	61.5	2
A = Best FLT., Total Sec. Unfactored, 120 Max										
B = Bonus Points										
C = A plus B										
D = C factored, 82.5 max										
E = Scale Score										
F = Complexity Points (1/10th of B)										
G = Total Score (D plus E plus F)										
FAC POWER SCALE MULTI-ENGINE										
		FLT.	FLT.	FLT.	A	B	C	D	E	F
Contestant	Plane	# 1	# 2	# 3						PLACE
Joe Barish	Martin 130	120			120	40	160	82.5	60.5	4
Chris Starleaf	DH-84 Dragon	93			93	35	128	82.5	60.5	3.5
Chris Starleaf	Fokker 100	120			120	30	150	82.5	60.5	3
A = Best FLT., Total Sec. Unfactored, 120 Max										
B = Bonus Points										
C = A plus B										
D = C factored, 82.5 max										
E = Scale Score										
F = Complexity Points (1/10th of B)										
G = Total Score (D plus E plus F)										

FOUND AT GENESEO, a small winder and an Embryo model.
If the rightful owners of these two items can identify them we will get them to you. Also, just in, a model has been found on the roof of one of the college buildings. They have retrieved it and GHQ will have possession of it soon. We will let you know what model it is when we get it.

FAC GOLDEN AGE CIVIL SCALE						
		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Herb Kothe	Stinson	120	120	120	360	1
Clive Gamble	Spartan Cabin	120	95	120	335	2
Chris Parent	J-3 Cub	116	120	90	326	3
Paul Boyanowski	Taylorcraft Floatplane	82	120	120	322	
Walt Farrell	Vega	117	113	78	308	
Stu Weckerly	Interstate Cadet	76	120	111	307	
Bob Bojanowski	Velie Monocoupe	112	102	75	289	
Jack Moses	Interstate Cadet	86	78	120	284	
David Linstrum	Staut Zat	75	94	109	278	
Walt Farrell	General Aristocrat	120	76	67	263	
Ed McQuaid	Fairchild 24	120	89	49	258	
Dan Driscoll	Porter Field	69	120	66	255	
Richard Zapf	Boeing Mono Mail	120	120		240	
Vic Nippert	Piper Cub	66	91	78	235	
Ed Pelatowski	Leopard Moth	76	84	70	230	
Jim DeTar	Aeronca Chief	120	36	74	230	
Tom Hallman	Gadfly	61	103	65	229	
Claude Powell	Howard DGA-9	81	68	69	218	
Bob McLellon	Luscombe	46	77	94	217	
John Hauck	Stenson 125	53	58	90	201	
Pete Azure	Fairchild 24R	71	58	50	179	
George Lewis	Rearwin	47	32	82	161	
Bruce Foster	Hollywood Hamilton	61	44	40	145	
John Stott	Farman 400	53	47		100	
Chuck Schobloher	Messerschmidt M20	28	37		65	
Dave Mitchell	WACO	58			58	
Don Boose	Allied Sport	28	24		52	
Pete Azure	Spartan Cabin	30			30	

FAC MODERN AGE CIVIL SCALE						
		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Stu Weckerly	Found 100	120	120	120	360	1
Dave Rees	Super Cruiser	120	120	104	344	2
Jack McGillivray	Found 100	120	120	96	336	3
Claude Powell	Cessna 150	84	100	108	292	
Dave Mitchell	Cessna 140	120	107	58	285	
Clive Gamble	Cessna 180	78	62	101	241	
Richard Zapf	DH Comet 1	71	71	76	218	
Jim DeTar	PA-16 Clipper	65	62	68	195	
Jack Moses	Piper Pacer	63	66	52	181	
Walt Farrell	Cessna 150	70	66	38	174	
Paul Boyanowski	Cessna Cardinal	102	69		171	
Jack Barker	Piper PA-16	43	59	52	154	
Ed McQuaid	Pilatus Turbo Porter	36	56	40	132	
Chris Parent	Tri-Pacer	120			120	
Kelsey Bell	Zippy Sport	36	43	36	115	
Elmer Mellander	PC 6	41			41	

This year's Geneseo plan is the Gee Bee QED by Tom Nallen, Sr. The model spans 24" and flies real good! You can get one from FAC-GHQ for just \$6.00 postpaid. 3301 Cindy Ln. Erie, Pa. 16506



MODEL BUILDING & AVIATION BOOKS VIDEOS & MORE!

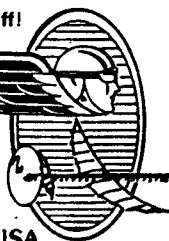
where FUN takes off!



HANNAN'S RUNWAY
BOX 210
MAGALIA



CA 95954 USA



Hannan's Runway says they still have video tapes by Charlie Sauter of the FAC contests at Geneseo for the years 1994, 95, 96 & 97.

Illustrated catalog (U.S.A.): \$1
Illustrated catalogue (International): \$2

TWO BIT OLD TIME RUBBER						
		FLT.	FLT.	FLT.		
Contestant	Plane	# 1	# 2	# 3	TOTAL	PLACE
Stu Weckerly	Erie Daily Times	120	120	120	360	1
Vic Nippert	Erie Daily Times	104	120	85	309	2
Vic Nippert	Flying Aces Moth	55	119	91	265	
Dan Driscoll	Jr. Commercial	83	59	119	261	3
Jack Moses	Erie Daily Times	68	74	65	207	
Ron Hummel	Flying Aces Moth	120	68		188	
Sam Burke	Baby Commercial	72	68		140	
NRE Novack	Flying Aces Cadet	49	37		86	
Chuck Schobloher	Erie Daily Times	40	36		76	

FAC OLD TIME STICK							FLY
		FLT.	FLT.	FLT.			OFF
Contestant	Plane	# 1	# 2	# 3	TOTAL	TIME	PLACE
Herb Kothe	Gollywock	120	120	120	360	240	1
George Lewis	Korda 96	120	120	120	360	160	2
Vic Nippert	Thermalier	120	120	120	360	157	3
Jim Anderson	Gollywock	120	83	120	323		
Don Hannam	Gollywock	94	120	67	281		
John Stott	Ritz	84			84		
Gerald Crammer	Gollywock	60			60		

FAC OLD TIME RUBBER							FLY
		FLT.	FLT.	FLT.			OFF
Contestant	Plane	# 1	# 2	# 3	TOTAL	TIME	PLACE
Herb Kothe	Double Features	120	120	120	360	240	1
Ted Teach	Miss Canada	120	120	120	360	5	2
Ken McConnell	Sparky	101	119	120	340		3
Don Hannam	Miss Canada	120	73	120	313		
Sam Gray	Sparky	82	101	120	303		
Ed McQuaid	FA Moth	87	120	57	264		
George Lewis	Miss Canada	83	120	49	252		
Bob Hammett	Sparky	120	120		240		
Fred Wunche	Miss Canada	120			120		
Stu Weckerly	Korda Victory	101			101		
Vic Nippert	Miss Canada	98			98		
Vic Nippert	Jabberwock	83			83		
Gerald Crammer	Sparky	62			62		
John Stott	FA Moth	49			49		

FAC OLD TIME KIT SCALE							
		FLT.	FLT.	FLT.	FLT.	BEST	
Contestant	Plane	# 1	# 2	# 3	#4	FLIGHT	PLACE
Walt Farrell	Cessna C-34	56	114			114	1
LaVon Kuehne	Taylorcraft	56	72	87		87	2
Richard Zapf	C-460	86				86	3
Claude Powell	Vultee V-11	39	81	83		83	
John Houck	Leopard Moth	80	74	70		80	
Dan Driscoll	Cessna C-34	66				66	
Gordon Roberts	Taylorcraft	60				60	
Bert Phillips	Cessna C-34	52				52	
Mike Nassise	Cessna C-37	48	42	49		49	
Bob Clemens	Curtiss Falcon	46	43			46	
Pres Bruning	Ryan SCW	33	26	26		33	



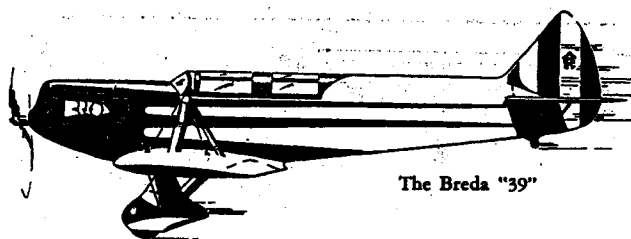
George Roush, 325 Simmons Ave. SE, Huron, S.D. 57350 is looking for plans for the Sikorsky S-42 or S-43 with a wingspan between 30" to 48". Also looking for plans for a solid model of both aircraft.

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

Wanted; Need color copy of Top-Flite box for the Douglas Skyrocket, need back and side. Also, copy of printwood for the Peerless kit #1751 the Curtiss F11C-2 Hawk. Bruce Conway, 3850 Marburg Ave., Cincinnati, Ohio 45209.

FAC RUBBER SCALE		FLT.	FLT.	FLT.	SCALE	BONUS	BEST		
Contestant	Plane	# 1	# 2	# 3	SCORE	POINTS	TIME	TOTAL	PLACE
Chris Starleaf	S-71 Trimotor	120			60.3	25	82.5	167.8	1
Vance Gilbert	Aero A-38	120			58.5	15	82.5	156	2
Tom Nallen II	Beardmore WB 26	120			58.3	15	82.5	155.8	3
Vance Gilbert	Westland Limo II	115			58.8	15	81.25	155.05	
Jack McGillivray	SE 5 Replica	120			56.3	15	82.5	153.8	
Dave Rees	Cant	43	58	40	57.5	35	58	150.5	
Chris Parent	Ryan STA	74	105	64	59.4	10	78.75	148.15	
Andrew Ricci	K-61 "Tony"	56	67	120	52	10	82.5	144.5	
Stu Weckerly	Jodel	53	110	76	54.5	10	80	144.5	
Chris Parent	J-3 Cub	120			57.5	0	82.5	140	
Tom Hallman	Mitsubishi	67			59.2	15	63.5	137.7	
Bob Bojanowski	F7F TigerCat	48			59	25	48	132	
Pres Bruning	Hall Bull Dog	78	37	40	58	5	69	132	
Bob McLellon	Temco T-35	73			53	10	66.5	129.5	
Walt Farrell	Macchi 202	57	60		58	10	60	128	
Clive Gamble	Hawker Typhoon	57			55.5	10	57	122.5	
Pres Bruning	Mitsubishi "Pete"	37	51	39	48.8	20	51	119.8	
Jim DeTar	Albatros	50			52.5	15	50	117.5	
Jack Moses	P-51 A	52	52		55	10	52	117	
Richard Zapf	Gee Bee Z	48			53	15	48	116	
Kent LeMon	Grey Ghost	51			54	10	51	115	
Rich Weber	Fokker D VII	41	37	31	59	15	41	115	
Francis Slavin	BP Defiant	48	27	33	52.5	10	48	110.5	
Dan Driscoll	Neiuport 27	36	32	32	56.7	15	36	107.7	
NRE Novak	Mauboussin	30			48.5	25	30	103.5	
Lloyd Shades	Miles Magister	24	41	34	50	10	41	101	
Richard Zapf	Beaufighter	20			51	30	20	101	
Elmer Mellander	Alpha-4	33			50.5	10	33	93.5	
Doug Griggs	Spitfire	25			51	10	25	86	
WRIGHT FLIGHT									
Contestant	Plane								
Pete Kaiteris	Skokie								
Azure, Pete	Spartan Cabin								
Belunek, Del	WACO YKC								
Crawmer, Gerry	Gollywock	NORTH AMERICAN AT-6 ENDURO							
Farrell, Walt	Skyraider								
Gilbert, Vance	Kalinin K-4	Contestant		PLANE			Contestant		
Hallman, Tom	Fokker D VII	Rich Weber	SNJ	1			Doug Griggs		1
Houck, John	AT-6	Tom Nallen II	AT-6	2			Bob Marchese		2
Kacian, Jack	Wright Flyer	Dick Gorman	AT-6	3			Ed McQuaid		3
Lang, Don	Mr. Smoothie								
Mayo, Ross	Farman	Houck, John	AT-6				Bojanowski, Bob		
McGillivray, Jack	Cessna CR 3	Livesay, Dave	AT-6				Lang, Don		
Mitchell, Dave	Cessna 140	Mueffelman, Bill	SNJ				Mueffelman, Bill		
Rakow, Ray	Mr. Smoothie	Pelatoski, Ed	AT-6				Nippert, Vic		
Regalbuto, John	Macchi	Regalbuto, John	Harvard				Regalbuto, John		
Sauter, Charlie	Firecracker	Schobloher, C.	AT-6				Roberts, Gordon		
							Starleaf, Chris		

Ross Mayo's new address is, 4207
Crosswinds Dr. Erie, Pa. 16506.
Send your "Kanone" reports there.



The Breda "39"

PHANTOM FLASH, JUNIORS									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	FLT. #4	FLT. #5	BEST TIME	PLACE	
Joe Nallen		121	188				188	1	
Hannah Kacian		162					162	2	
Karen Nallen		75	65	68	31	42	75	3	
PHANTOM FLASH, OPEN									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	FLT. #4	FLT. #5	BEST TIME	PLACE	
Bob Clemens		131	252				252	1	
Ron Hummel		154	192	117			192	2	
Joe Nallen		121	188				188	3	
LaVov Kuehne		108	63	119	133	187	187		
Hannah Kacian		162					162		
Ed Pelatowski		4	43	122	2	47	122		
Dan Kane		111	57	99			111		
Dave Mitchell		102					102		
George Lewis		40	83	45			83		
Karen Nallen		75	65	68	31	42	75		
John Stott		68	49				68		
OLD TIME GAS REPLICA									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	TOTAL	FIRST FLY OFF	2ND FLY OFF	PLACE	
Ed Pelatowski	Cavu	120	120	120	360	6 -	1 +	1	
Vic Nippert	Kerswap	120	120	120	360	6 +	28 +	2	
Mark Rzacca	Zipper	120	120	120	360	18 +		3	
Bob Clemens	Zipper	120	120	120	360	42 +			
Dick Miller	Zipper	120	120	120	360	DNF			
Sam Berke	Trenton Terror	120	120		240				
Gerald Crawmer	Kerswap	120			120				
Jack Barker	Cleveland Viking	120			120				
FAC HI-WING PEANUT SCALE									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	SCALE SCORE	BONUS POINTS	BEST TIME	TOTAL	PLACE
Jack McGillivray	Found 100	81	120		54.5	0	82.5	137	1
Ron Hummel	Fike E	103			47.5	0	78.25	125.75	2
Dave Rees	Corona Cougar	29	59	76	57.5	0	68	125.5	3
LaVon Kuehne	Monocoupe	101	72	77	45	0	77.75	122.75	
Tom Hallman	Clipped Wing Cub	49	58	62	58	0	61	119	
Jim DeTar	Found Centenial	50	82	54	46	0	71	117	
Vance Gilbert	Pilatus Turbo Porter	44	37	55	57	0	55	112	
Walt Farrell	Monocoupe	75	66	61	46	0	63	109	
Ron Hummel	Mr. Mulligan	61	24	54	45	0	60.5	105.5	
Del Balunek	Monocoupe 110	54	53	43	47	0	54	101	
NRE Novak	Lacey M-10	58	46	29	35	0	58	93	
Ed Pelatowski	Wittman Tailwind	31	37	39	51.5	0	39	90.5	
Bob Marchese	Compte AC-12	35	27	26	52.5	0	35	87.5	
Richard Zapf	J-3 Cub	21			49.5	0	21	70.5	

FAC EMBRYO ENDURENCE									
		FLT.	FLT.	FLT.	FLIGHT	BONUS	TOTAL	FLY	
Contestant	Plane	# 1	# 2	# 3	TOTALS	POINTS	POINTS	OFF	PLACE
Herb Kothe	Go Devil	120	120	120	360	9	369	180	1
Kent LeMon	Swallow	120	120	120	360	9	369	100	2
Pete Kaiteris	Coyote	120	120	120	360	9	369	40	3
Ron Hummel	Eaglet	120	87	86	293	9	302		
Fred Wunsche	Match Sticks	90	55	120	265	9	274		
David Linstrum	Black OJ Debutante	61	120	79	260	9	269		
Harvey Pastel	Hornet	72	55	120	247	6	253		
Sam Burke	FAC Moth scaled down	98	120		218	9	227		
Ed Pelatowski	Eaglet	56	49	106	211	9	220		
Elmer Mellander	Bumble Bee	63	59	85	207	9	216		
Doug Griggs	Dreamer	62	81	61	204	9	213		
Harvey Poirior	Born To Be Free	94	59	53	206	5	211		
Bob Marchese	Prairie Bird	69	120		189	9	198		
Lloyd Shades	Honeybee	56	60	48	164	9	173		
John Houck	Moon Cruiser	81	78		159	9	168		
Sam Grey	Prairie Bird	53	45	49	147	9	156		
Ross Mayo	Red One	24	46	53	123	6	129		
Bob Clemens	Lancer	120			120	9	129		
John Stott	Mr. Melcom	120			120	9	129		
Gene Sellers	Embryo OK	47	57		104	9	113		
Jack Barker	Hornet	61			61	9	70		
Dan Kranis	SQ Bird	59			59	4	63		
FAC DIME SCALE									
		FLT.	FLT.	FLT.	PER FLT.				
Contestant	Plane	# 1	# 2	# 3	TOTAL FLT. PTS	BONUS POINTS	TOTAL BONUS	TOTAL SCORE	PLACE
Jack McGillivray	Arado low wing	120	111	120	351	10	30	381	1
Tom Hallman	Fokker D VII	107	120	70	297	15	45	342	2
LaVon Kuehne	ME-109	61	120	98	279	10	30	309	3
Rich Miller	Fokker D VII	106	86	70	262	15	45	307	
Dan Kane	Arado 96	95	94	86	275	10	30	305	
Jack Moses	Cessna Airmaster	107	96	100	303	0	0	303	
Paul Boyanowski	Boeing P12E	74	57	120	251	15	45	296	
Walt Farrell	Cessna	68	120	107	295	0	0	295	
Andrew Ricci	SE 5A	120	60	55	235	15	45	280	
Stu Weckerly	Boeing P12E	70	120	43	233	15	45	278	
Paul Boyanowski	Luscombe	72	50	120	242	0	0	242	
Gordon Roberts	Wiley Post	65	57	57	179	15	45	224	
Tom Nallen II	PGE on skis	45	83	23	151	18	54	205	
Ed Pelatowski	Leopard Moth	100	42	46	188	0	0	188	
Mike Nassise	Cessna Airmaster	60	48	69	177	0	0	177	
Dan Driscoll	Arado 96	50	56	39	145	10	30	175	
John Houck	Hawker Fury	57	78		135	15	30	165	
Jim DeTar	Rearwin Cloudster	50	65	44	159	0	0	159	
Pres Bruning	Ryan SC	47	40	40	127	10	30	157	
NRE Novak	Curtiss Robin	31	37	49	117	0	0	117	
Claude Powell	C-34	67			67	0	0	67	
Burce Foster	Fairchild	32	30		62	0	0	62	
John Stott	Curtiss Falcon	43			43	15	15	58	
Walt Farrell	Fokker D VII	29			29	15	15	44	
Mark Rzacca	Curtiss Robin	32			32	0	0	32	

FAC POWDER PUFF SCALE									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	SCALE SCORE	BONUS POINTS	BEST TIME	TOTAL	PLACE
Marie Rees	Vega	70	97	85	57.5	0	76.75	134.25	1
Juanita Reichel	Piper Cliper	56	98	97	51	0	77	128	2
Lynne Lewis	Pilatus Porter	39	43	41	60	3	43	103	3
FAC PEANUT SCALE									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	SCALE SCORE	BONUS POINTS	BEST TIME	TOTAL	PLACE
Tom Hallman	Martinsyde Buzzard	120			59	15	82.5	156.5	1
Kent LeMon	Lemberger 20 B	120			47	15	82.5	144.5	2
Chris Parent	Martinsyde S1	81	77	70	58	15	70.5	143.5	3
Tom Nallen II	BeDe D-9	99	72	72	54.5	10	77.25	141.75	
Chris Parent	Nieuport 16	65			60.5	15	62.5	138	
Del Balunek	WACO SRE	78	90	67	47	15	75	137	
Jim DeTar	BeDe Jodel	85			48.5	10	72.5	131	
Dave Livesay	Floyd Bean	106			45	5	79	129	
Bob Clemens	Mercury Gosling	44	79		53.5	3	69.5	126	
Del Balunek	WACO 4KC	83	45	40	37.5	15	71.5	124	
Ed Pelatowski	FW 226	61			48.5	10	60.5	119	
Jack Kacian	OV-10	36			50.5	25	36	111.5	
Bob Marchese	P 51 D	45			53.5	10	45	108.5	
John Houck	Farman Mosquito	46	60	59	42.5	5	60	107.5	
Orville Williamsom	Lockheed 1011	22	25		40.5	35	25	100.5	
Dan Kane	Ole Tiger	35	42		51.5	5	42	98.5	
John Houck	Pietenpol AirCamper	35	43		52	3	43	98	
Richard Zapf	VS 559	32			53.5	10	32	95.5	
FAC JUMBO SCALE									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	SCALE SCORE	BONUS POINTS	BEST TIME	TOTAL	PLACE
Chris Starleaf	A-26	120			59	25	82.5	166.5	1
Dave Franks	"Judy"	48	57	120	54	10	82.5	146.5	2
Tom Hallman	Gadfly	61	86	94	60	10	76	146	3
Dave Rees	Cant	49			60	35	49	144	
Bob Bojanowski	SE-5	61	78	60	57	15	69	141	
Vance Gilbert	Avia BH 25	64	68	50	60	15	64	139	
Jack Moses	IS-4	100	76	120	50	5	82.5	137.5	
Stu Weckerly	Found 100 on floats	120			45	5	82.5	132.5	
Bob McLellon	Taylorcraft L-2	80	120		48	0	82.5	130.5	
Walt Kornich	Pitcairn Fleetwing	22	56	56	57	15	56	128	
Ed Pelatowski	Dewoitine D.338	27	31		55	35	31	121	
FAC GIANT SCALE									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	SCALE SCORE	BONUS POINTS	BEST TIME	TOTAL	PLACE
Tom Nallen II	Secat MDG LD 45	80	85		55	15	72.5	142.5	1
Chris Starleaf	deHavilland DHC-8 Dash	51			59.5	20	51	130.5	2
Bob Bojanowski	Jack Rabbit	60			54	10	60	124	3
Dan Kranis	Found 100	98	77	74	43	0	77	120	
Ed Bojan	Nesmith Cougar	68			49	0	64	113	
Pete Azure	Stinson SR 10	24	41	25	53	0	41	94	

PHOTO PAGE

Top row; left, Glenn Bearry sent this pic of his Pacific Ace, Great flyer!
Right; here is an Earl Stahl design of the Stinson Vigilant by our man in Scotland, Joe Fergusson. Looks good!

Middle row; left, Here are two Psuedo Dimers, Fiat G-50, built by Dave Stott and Mark Fineman from Mark's plan in this issue. Right, John Tudor with a 17" Rambler for O.T. Electric. Kit available from BMJR Models. See ad for 30" version.

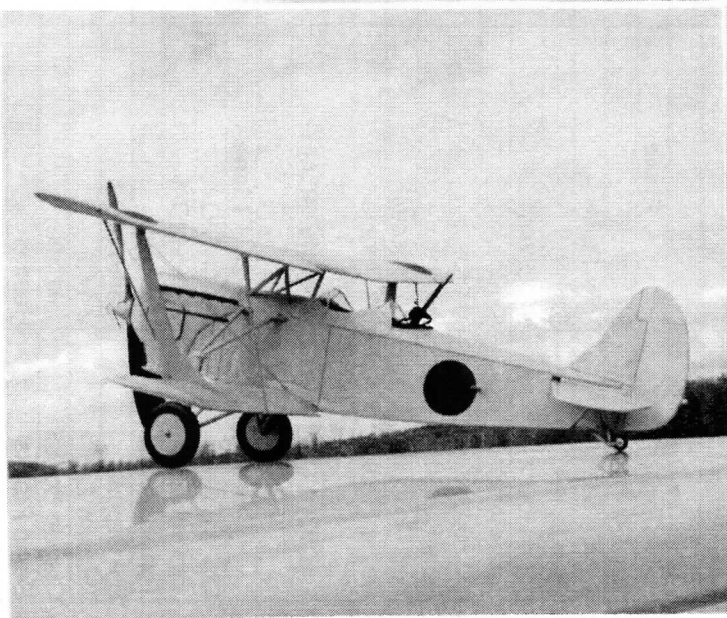
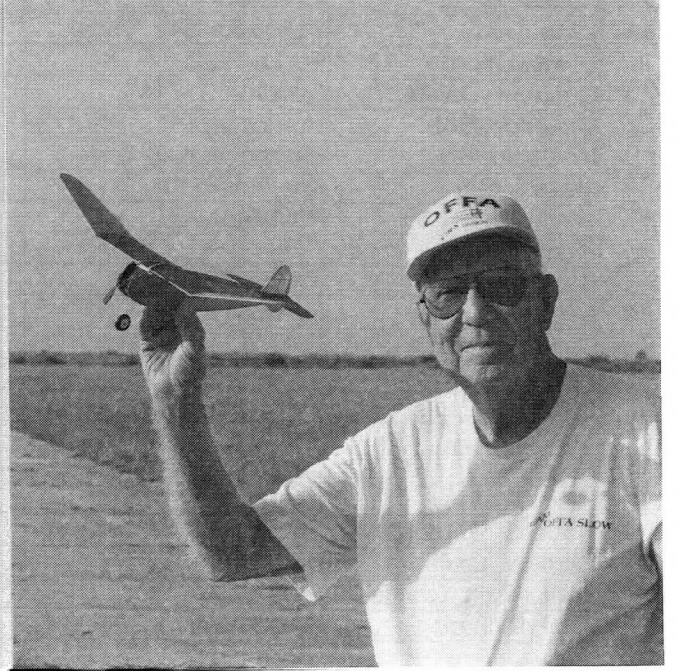
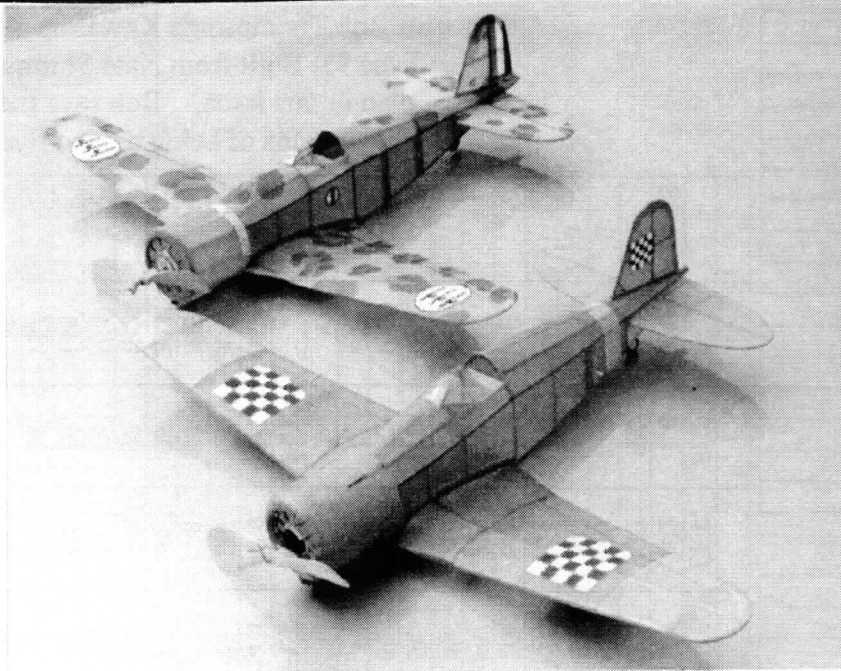
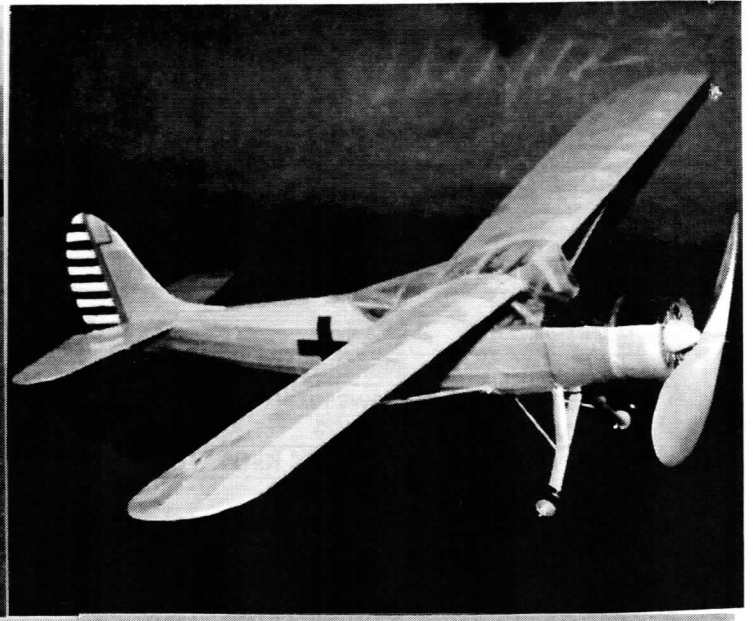
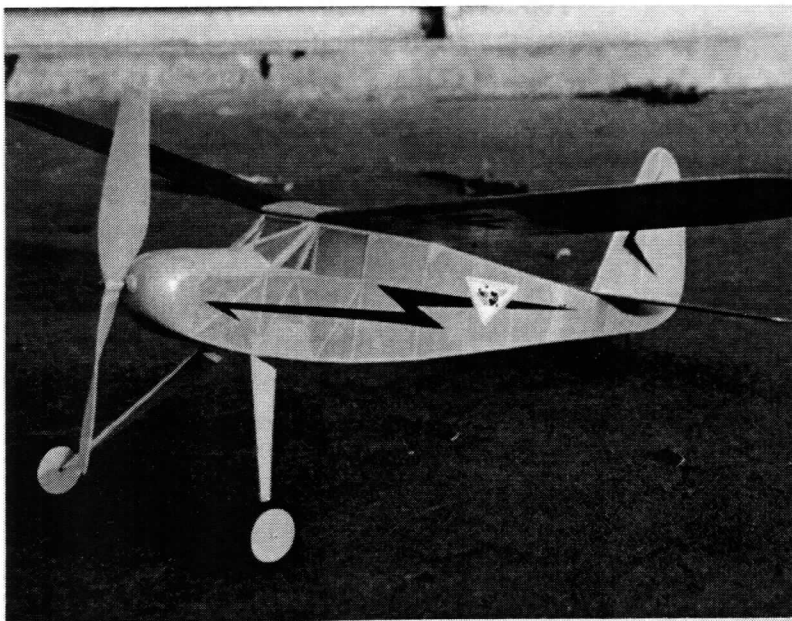
Bottom row; Two photos by Mark Fineman of Bob Thompson's Kawasaki Ki-3 Type 93. Built from Nate Sturman's plan in this issue. Bob says she shows signs of being a good flyer.

WW II COMBAT		
Contestant	Plane	PLACE
Jim DeTar	Kowasaki Ki-61 "Tony"	1
Charlie Sauter	Kowasaki Ki-61 "Tony"	2
Stu Weckerly	Yokosuka D4Y "Judy"	3
Azure, Pete	P-47	
Barker, Jack	P-35	
Belunek, Del	Nakajima Ki-84 "Frank"	
Boyanowski, Paul	Kowasaki Ki-61 "Tony"	
Farrell, Walt	Me 109	
Franks, Dave	Kowasaki Ki-61 "Tony"	
Gamble, Clive	Typhoon	
Gorman, Dick	YAK 3	
Hallman, Tom	MIG-3	
Houck, John	Stormovik IL-2	
Kaiteris, Pete	Kowasaki Ki-61 "Tony"	
Lang, Don	Yokosuka D4Y "Judy"	
Lewis, George	Focke-Wulf	
Linstrum, David	Caudron C. 714	
McLellon, Bob	Hurricane	
McQuaid, Ed	Stormovik IL-2	
Meyers, Stu	Kharkov R 10	
Miller, Rich	P-51 B	
Mueffman, Bill	P-63	
Nallen, Tom	Kharkov R 10	
Nassise, Mike	Hurricane	
Parent, Chris	P-47 M	
Pastel, Harvey	Kharkov R 10	
Powell, Claude	Yokosuka E14Y1 "Glen"	
Rees, Dave	Tenzan	
Regalbuto, John	Stromovik	
Ricci, Andrew	Kowasaki Ki-61 "Tony"	
Roberts, Gordon	Yokosuka D4Y "Judy"	
Starleaf, Chris	Barracuda	
Williamson, Orville	P-39	
Zapf, Richard	Farnier-Werke C-3603	

GOODYEAR RACE

Contestant	Plane	PLACE
Paul Boyanowski	Whittman Buster	2
Jack Kacian	Witts V	3
Chris Starleaf	Pogo	
Bojanowski, Bob	Bonzo	
Gorman, Dick	Sonerai	
Hummel, Ron	Midget Mustang	
LeMon, Kent	Grey Ghost	
Livesay, Dave	Richolet	
Meyers, Stu	Midget Mustang	
Nallen, Tom	Bonzo	
Pelatowski, Ed	Ole Tiger	
Regalbuto, John	Grey Ghost	
Roberts, Gordon	Ijits Midget	
Weber, Rich	Miss Cosmic Wind	
Zapf, Richard	Lil Gem	

FAC JIMMIE ALLEN	Contestant	Plane	FLT.			TOTAL PLACE		
			# 1	# 2	# 3	1	2	3
	Herb Kothe	Bluebird	120	120	120	360	1	
	John Houck	Blue Flash	60	120	120	300	2	
	Sam Burke	Skokie	94	96	92	282	3	
	John Houck	BA Cabin	120	102	51	273		
	John Stott	Skokie	76	62	120	258		
	Vic Nippert	Skokie	71	72	76	219		
	Pete Kaiteris	Skokie	89	60	48	197		
	Dan Driscoll	BA Special	64	64	62	190		
	David Franks	BA Parasal	62	48	70	180		
FAC GOLDEN AGE MILITARY SCALE	Contestant	Plane	FLT.			TOTAL PLACE		
			# 1	# 2	# 3	1	2	3
	Stu Weckerly	Martin MO-1	93	96	120	309	1	
	Jack Moses	Martin MO-1	70	118	80	268	2	
	Tom Hallman	Mitsubishi	77	61	65	203	3	
	Bill Orphan	Martin MO-1	66	50	66	182		
	Richard Zapf	V 143	48	48	58	154		
	Claude Powell	Jaktalk	44	54	50	148		
	David Franks	Heinkel	36	63	38	137		
	Ed Pelatowski	Spartan Fighter	37	44	42	123		
	Gordon Roberts	SBC-3	53			53		
	Chuck Schobloher	Martin MO-1	32			32		



THE GOLDEN AGE

by
Fran Ptaszekiewicz D.S.M.

One of the most beautiful aircraft to have been developed for sport flying in the 1930's era, was the Ryan SC. This design from the Ryan Aeronautical Company of San Diego, California, was said to exemplify the old axiom, that if it looks good, it will fly good.

An all-metal low-wing aircraft featuring an enclosed 3 place cabin with a sliding canopy, this ship was designed in 1936 and the first prototype with an in-line Menasco C-4S engine of 150 hp was completed and flying by the late summer of 1937.

With the acceptance of the famous open cockpit ST, another one of the better looking sportplanes of that period, the SC rapidly gained a reputation as the classiest private airplane of it's day. It was developed as a result of interest generated by dealers and owners for a similar or companion model to the S-T. A need was felt to have a cabin type aircraft in the Ryan inventory.

The airplane was originally designed to be used with the complete line of Menasco in-line air-cooled engines from the 95 hp B-4, the 125 hp C-4 or the 150 hp C-4S, depending on the customer's choice.

However, in the late summer of 1937, after some service as a familiarization trainer at the Ryan School of Aeronautics, the company engineers decided to run various study's toward improving performance and the ship was returned to the factory where a seven cylinder Warner 145 hp radial engine was installed replacing the Menasco. As a result of the new engine installation, the original C.A.A. qualification test's had to be redone and were completed by October 1937.

Following this recertification, material and tooling were purchased and preparation's made for a production run of twenty five aircraft, with the first delivery's to begin in the Spring of 1938.

Sadly only twelve aircraft were completed before the Ryan Company received an order for the military version of the S-T trainer designated STM. There was some hope that the S-C's could be placed back into production, however, the beginning of World War II negated that.

A design that was ahead of it's contemporaries in style and performance, it had a wingspan of 37 ft-6 in and a length of 25 ft- 4 in, the ship had a height of 7 ft.

Powered by the 145 hp Warner Super-Scarab engine, the airplane had a maximum speed of 150 mph and cruised at 135 mph with a range of about 500 miles.

A basic retail price of \$6,885 was set, the cost increasing to \$7,500 with extra equipment installed. Most purchasers utilized this option.

There were no delivery's of the Menasco or any other in-line engine powered aircraft as this type of motor was used in the prototype for only a short period of time.

It was hoped that the SC-W would be revived following the war, however Ryan chose to purchase the manufacturing rights for the "Navion" from North American and the S-C program was abandoned.

As modelers the in-line version appealed to most because of its sleek line's, yet when looking for rubber powered designs, it appears the radial engine SC-W version seemed to find favor with the kit makers of that period. A brief scanning of listing's from the various plan services seemed to indicate that,

An interesting note, a Ryan SCW-145, registration NC 18912 was seen at the 2002 E.A.A. convention in Oshkosh, Wisconsin. The nameplate indicated it was manufactured in 1938. So, there is at least one still in flying condition.



CACTUS SQUADRON ANNUAL CONTEST 2003

ALL EVENTS WILL BE FLOWN ON
SUNDAY OCTOBER 5 FROM 07:30 AM. to 01:00 PM.
AT WOLFSWINKEL FIELD

S.W. Corner Williams Field & Greenfield Roads in Gilbert, AZ.

SEVEN EVENTS (FAC RULES APPLY TO ALL EVENTS)

TWO MASS LAUNCH EVENTS: (MINIMUM 45 SCALE POINTS)

1. WW-2 COMBAT

2. FAC SCALE MULTI-WING (no wingspan limits)

FIVE TIMED EVENTS:

1. FAC JUMBO SCALE

2. FAC POWER SCALE (CO₂, ELECTRIC & COMPRESSED AIR ONLY)

3. FAC PEANUT SCALE (NOT OVER 13" SPAN)

4. FAC RUBBER SCALE

5. FAC JIMMY ALLEN

SATURDAY NIGHT OCTOBER 4

BBQ POTLUCK 5:00 PM- 9:00 PM AT MCQUEEN ACTIVITY CENTER

(ALL SCALE EVENTS JUDGED SATURDAY AT THE BBQ POTLUCK)

NO AMA LICENSE REQUIRED!

ENTRY FEES:

ALL JUDGED SCALE EVENTS - \$ 5.00 EACH

ALL OTHER EVENTS INCLUSIVE - \$ 5.00 TOTAL

MAX ENTRY FEE - \$ 20.00

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

ALTERNATE CONTACTS:

JOE MCGUIRE 480-924-4313

LARRY SEALS 480-855-0197

DAVE SMITH 480-892-0935

GLASTONBURY MODELERS

FAC SQUADRON NO. 2

FALL FLY-IN

WHITES FARM, DURHAM, CT SEPT. 13 & 14, 2003

9:00 TO 4:00 ENTRY FEE: \$5.00, UNDER 21 FREE
 CERTIFICATES TO 3rd PLACE. PRIZE FOR TOP JR/SR
 CD, Paul Stott (203) 929-5139 Assistant CD, NRE Novak
 AMA MEMBERSHIP REQUIRED



EVENTS FOR SATURDAY, THE 13th.

1. PINKHAM FIELD STICK: No max, fly all day, highest single flight wins.
2. FAC NO-CAL SCALE: No max, total of 3 flights.
3. LEGAL EAGLE: No max. Bring your plan for rules compliance check.
4. FAC DIME SCALE: Bring plan to comply with the notorious rule #8!
5. FAC JUMBO SCALE: Over 36" span for monoplanes, over 30" for multi planes.
6. CATAPULT JET: No scale judging, 20% bonus for 3-D jobs. Max of the day.
7. W.W.I PEANUT DOGFIGHT: Multi planes only, no experimental crates. War starts 11:00 AM
8. FAC GOODYEAR MIDGETS: Post time is 11:00 AM
9. TOW LINE SCALE: Best 3 of 6, max of the day. Line length to be posted.
10. GOLDEN AGE CIVIL & MILITARY COMBINED MASS LAUNCH. At 12:00 PM

EVENTS FOR SUNDAY, THE 14th

1. FAC SCALE:
2. GHQ PEANUT SCALE: Uses the scale score multiplier. no max.
3. FAC EMBRYO ENDURANCE: Max of the day.
4. FLYING ACES SPORT: For cabin or open 'pit non-scale jobs. 25" span limit. Enlarge or shrink to suit. 10% bonus if from old Flying Aces magazine. No max.
5. FAC W.W.II COMBAT: 15% motors required. War starts 1:30.
6. FAC THOMPSON TROPHY RACE: 15% motors required. Post time 12:00 noon.
7. FAC GREVE TROPHY RACE: 15% motors required. Post time 11:00 AM.
8. AMA P-30 (J) (OS) Max of the day.
9. AMA CATAPULT GLIDER. (JS) (O)
10. AMA HLG (JS) (O)

MAX FLIGHT TIME WILL BE SET ACCORDING TO CONDITIONS EXPECTED FOR THAT DAY. MA
 OF THE DAY WILL BE POSTED ON THE APPROPRIATE SCORE SHEETS AT CD TABLE.

MOTELS NEAR THE FIELD

Hampton Inn, 10 Bee St., Meriden. (203) 235-5154. Exit 16 off I-91
 Fairfield Inn, 100 Chalet Dr., Wallingford. (203) 284-0001. Exit 15 off I-91

WHEN YOU SIGN UP

Please take the time to fill out your mailing label in order to receive "Squadrons Up", our contest bulletin. Print legibly and indicate if you are a member of the Flying Aces Club by printing "FAC" in the upper right corner of the label. If you expect to receive a victory credit for the record at GH this is vital. Also, at this time please register for the mass launch events, and fill out the separate entry form if you expect to enter any AMA events.

AMA SANCTIONED

AUGUST 14 - 17, 2003

WEST BADEN SPRINGS HOTEL
 WEST BADEN, INDIANA

At this time I do not know how many will attend "Flying Under the Dome" at West Baden. If possible, "heavy and light" models should fly separately.

To this end, morning (or most of it) will be for Gliders, Bostonian, Scale, and possibly Electric Duration. Afternoons will be for light models.

For those who fly FAC we will have these FAC events:

- | | |
|-------------------------|---------------|
| Golden Age | - Friday AM |
| Modern Civil Production | - Saturday AM |
| WW I Mass Launch & | - Sunday AM |
| WW II Mass Launch | - Sunday AM |
| FAC Scale | - Sunday AM |

All entrants must be AMA or MAAC members. Contestants will be given a time card for their event at the time they process. It will not be necessary to complete all flights in one day. All entries on the time card should include time of day and date. Record attempts outside of the competition will require two (2) timers.

By August 1st, the total number of contestants will be known. If possible the schedule will be revised to suit.

Questions? Please contact me at 5432 Haft Road, Cincinnati, OH 45247,
 Ph: (513) 574-8322 or E-mail DAVE18410@AOL.com

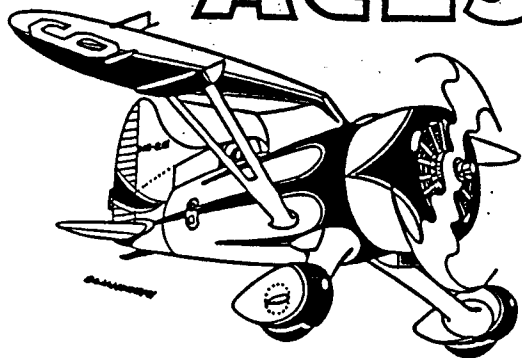
Dave Thomson, CD

GONE WEST!

We recently lost a long time member of the FAC.

Francis "Eddie" Rowe passed away in May. He was somewhat incapacitated in recent years but he still was able to do some model building and attended all the contests at Geneseo although he did not compete. He was always proud that he was a member of the OX-5 club. Our sympathy goes out to his family and friends. He will be missed.

FLYING ACES



FLYING ACES CLUB

OUT DOOR CHAMPS

MUNCIE, IN. SEPT. 6-7 2003

8:30 AM- 4:00 PM

AMA Sanction# 03-0623

EVENTS:

Sat. Sept 6

- **FAC Jumbo Scale
- **FAC Power Scale
- FAC Scale
- Golden age
- O.T. Rubber Cabin
- Jimmy Allen
- Embryo Endurance
- Dime Scale
- * Thompson Race ML
- * WW1 Dogfight ML
- * Fairchild 24 ML

Sun. Sept 7

- **FAC Jumbo Scale
- **FAC Power Scale
- FAC Peanut Scale
- Modern Civil
- O.T. Rubber Stick
- Erie Daily Times
- NoCal Scale
- ***Rocket Scale
- * Peanut Racers ML
- * WW2 Dogfight ML
- * Greve Race ML

Registration: Send To (make out checks to):

Les Burdsal 552 N. Lindberg st. Griffith, IN 46319

NAME _____ AMA# _____
Street _____ City _____
State _____ ZIP _____ T Shirt size: M L XL

** Flights for these events can be made during contest hours on both days

* Mass Launch Events

*** FAC power scale rules. AMA safety rules (lanyard)

- Peanut Racers can be any era/class, must be in proper colors and markings
- Fairchild 24 models must be built from Guillows kit or plan
- O.T. Rubber times must be turned in by 3:00 pm to allow flyoffs

\$25.00 Entry Fee flies all events and includes a free "T" shirt

Entrants must hold AMA or MAAC license

Trophies awarded to third place

Questions/comments/Directions: Contact Les Burdsal 219-924-1149 Email: Lpbsr60@cs.com

OR: CD Ralph Kuenz [REDACTED] 1-313-835-7141

Delivery date is planned for early October 2003. Place your orders in advance now and receive a special discount price if paid in full in advance.

*****LIMITED EDITION COMBINATION KIT #7*****

*****SPECIAL COMBINATION KIT CONTAINING ONE OF EACH KIT # 38 AND KIT # 39*****

Again as loyal customers you get **FIRST** chance to get both kits at once for a bargain price. Both will be packed in the same box and shipped together. The advance order price will be only \$45 for each combination kit plus \$6 shipping (in USA) for combination kits. **THE COMBINATION KIT IS ONLY AVAILABLE THROUGH ADVANCE ORDERS.**

The advance order price is only \$24 for each individual kit plus \$6.00 (TOTAL SHIPPING CHARGE IN USA ONLY IS \$6 NO MATTER HOW MANY KITS YOU ORDER) shipping. Sorry but shipping to Canada is \$8 per kit. Overseas shipping add \$10 per kit. So either use the form found elsewhere in this flyer or copy it and send it in as soon as possible. **REMEMBER, THIS ADVANCE OFFER EXPIRES WHEN THE FIRST KITS ARE SHIPPED.** This special \$45 combination kit offer and \$24 individual kit price expires the day the kits are shipped. At that time the kits will only be available separately and the price will be \$31.95 for each kit plus \$6 shipping for each kit. So order now and get the special price.

CATALOG 23 Now available: Catalog 23 is now available and we have held prices at Catalog 22A levels. The new catalog is still \$2 or free with any order if requested.

We continue our Special Offer for those who order the combination kits: Yes another special deal. This time its 20% off list price of all kits (Except the new kits 38 & 39 as described in this flyer) or plans. \$6 maximum shipping in USA. Canada & Mexico \$8 per kit, \$8 minimum, Overseas \$10 per kit, \$10 minimum. This offer is good until the new combo kit #7 ships. **Sorry, this offer is good only on kits and plans.**

KIT #1 RE-RELEASED. We have re-released Kit #1, the Boeing F4B-2 (ARMY P-12C). This 1929/1930 Navy (Army) bi-plane fighter was predecessor to the F4B-4. 1/24 scale, 15" span. Kit contains printed plans, building instructions, printwood and stripwood, plastic prop with hardware, rubber motor, lightweight tissue, and 4 color decals. The updated kit has turned balsa wheels and nose ring. List price is \$28.95. Order with the combination kit above and take advantage of the 20% discount.



RANDOM RAMBLINGS: This flyer is being mailed out to only those on our mailing list that have ordered kits within the last few years and to all who have ordered any of the combination kits. In addition it is being sent out to the mailing list of the Flying Aces Club with the monthly newsletter. So don't be surprised if you get both. Better overkill than none at all.

Combination Kit #6 was again successful. As a result I've decided to continue the practice. Combination kit #7 reflects another collaboration with my friend Nate Sturman. His original design of the Val is a proven flyer. As this is written work on the plans for the Val are complete and the TBF/M is well along. Some may question my choice of the Val since Dumas has had a kit of it for some time now. I had actually started work on it when Dumas beat me to it. So I set it aside until several of you and Nate encouraged me to do it anyway. So I have made the kit so that either of both versions the D3A1 or D3A2 can be built from the plans and parts provided. The TBF/M has always been a favorite of mine and despite the fact the DARE recently released a larger scale version I am still offering my version. So you have a choice of sizes to choose from. I think you will find mine to include enough info for you to construct it in any version from TBF-1 to TBM-3E.

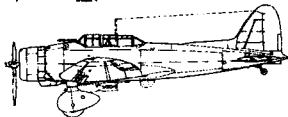
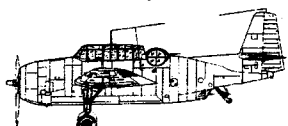
Some of you will note that it has been over a year since my last kit release. Mostly this is due to increased pressure of my full time regular job and excessive research in preparation for some of my designs, and working out several design problems prior to kitting. I have more designs in the pipeline and will try to get more out as soon as possible.

Well, that's all for this time. Be sure to order your Combination Avenger/Val kit and take advantage of the special discount price. Remember the deadline is the day the kits are shipped. As always your comments are greatly appreciated.

Sincerely, Dave Diels, President

DIELS ENGINEERING, INC.

**P.O. BOX 263
AMHERST, OHIO 44001**



**DATED MATERIAL-OPEN AT ONCE
NEW PRODUCT INFORMATION
COMBINATION KIT # 7 ADVANCED OFFER**

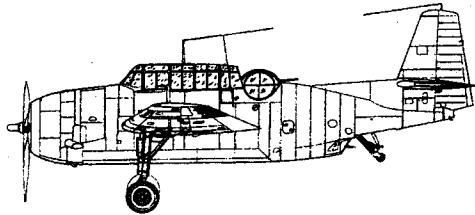
DIELS ENGINEERING, INC.

P.O. BOX 263
AMHERST, OHIO 44001
June 2003

NEW PRODUCT ADVANCE ORDER ANNOUNCEMENTS

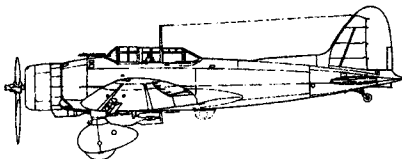
SPECIAL COMBINATION KIT #7 OFFER. THE SEVENTH IN A SERIES OF COMBINATION KIT OFFERS.

KIT #38 THE GRUMMAN TBF/TBM WW2 U.S. NAVY TORPEDO BOMBER



Kit # 38 The Grumman TBF/TBM Avenger. The Avenger, introduced into combat at Midway by losing 5 of 6 aircraft with the last one scrapped after returning, went on to become the best torpedo bomber of the war. It was another sturdy product of the Grumman Ironworks with production moving to Eastern Aircraft due to Grumman's production of other aircraft. There are still a few TBM's flying mostly converted from fire bomber duties. Our model is again in 1/24 scale having a wingspan of 27.08". The kit will build into any version from the TBF-1 through TBM-3 and can be readily converted to any of the latter types if the builder wants to. The kit includes all the usual good stuff Diels' kits are known for, including, printed plans with complete instructions, printwood, stripwood, color decals, turned wheels, Japanese tissue, plastic prop and hardware, rubber, and molded plastic canopy, turret, and tunnel gun position.

KIT #39 THE JAPANESE AICHI D3A1/2 "VAL" WW2 NAVY DIVE-BOMBER



Kit # 39 The Aichi D3A1/2 Val. The Aichi D3A1 Val was the Japanese Navy's front line dive-bomber at the beginning of WW2 and played a big part in their success at Pearl Harbor and other 1942 carrier aircraft battles. The later D3A2 incorporated a few changes but by then the bomber was basically obsolete although limited use continued throughout the war. Our model of the Val covers both versions and either one can be built from the kit. It is in 1/24 scale, with a 23.85" wingspan. The original design was from Nate Sturman and he has

posted pictures on his web site. The kit version allows the builder the option of making either version and has added details for the detail hungry modelers. The kit includes all the usual good stuff Diels' kits are known for, including, printed plans with complete instructions, printwood, stripwood, turned nose block, turned wheels, color decals, Japanese tissue, plastic prop and hardware, rubber, and molded plastic canopies for both versions.

FILL IN TOP SECTION FOR COMBINATION KIT #7--FILL IN BOTTOM SECTION FOR INDIVIDUAL KITS

NAME:	SEND TO: DIELS ENGINEERING, INC. P.O. BOX 263 AMHERST, OHIO 44001
ADDRESS:	
CITY, STATE, ZIP:	

KIT # 38 Grumman TBF/TBM Avenger and KIT # 39 Aichi D3A1/2 Val Combination Kit Advance Order Blank

TOTAL NUMBER OF COMBINATION KIT #7 ORDERED		SALES TAX 5.75% (OHIO RESIDENTS ONLY)	\$
COST FOR EACH COMBINATION KIT #7	\$ 45.00	SHIPPING IN USA MAXIMUM AND MINIMUM	\$ 6.00
SUB-TOTAL FOR COMBINATION KITS	\$	Shipping in Canada add \$8 each. Overseas add \$10 for each kit	\$
TOTAL BALANCE DUE			\$

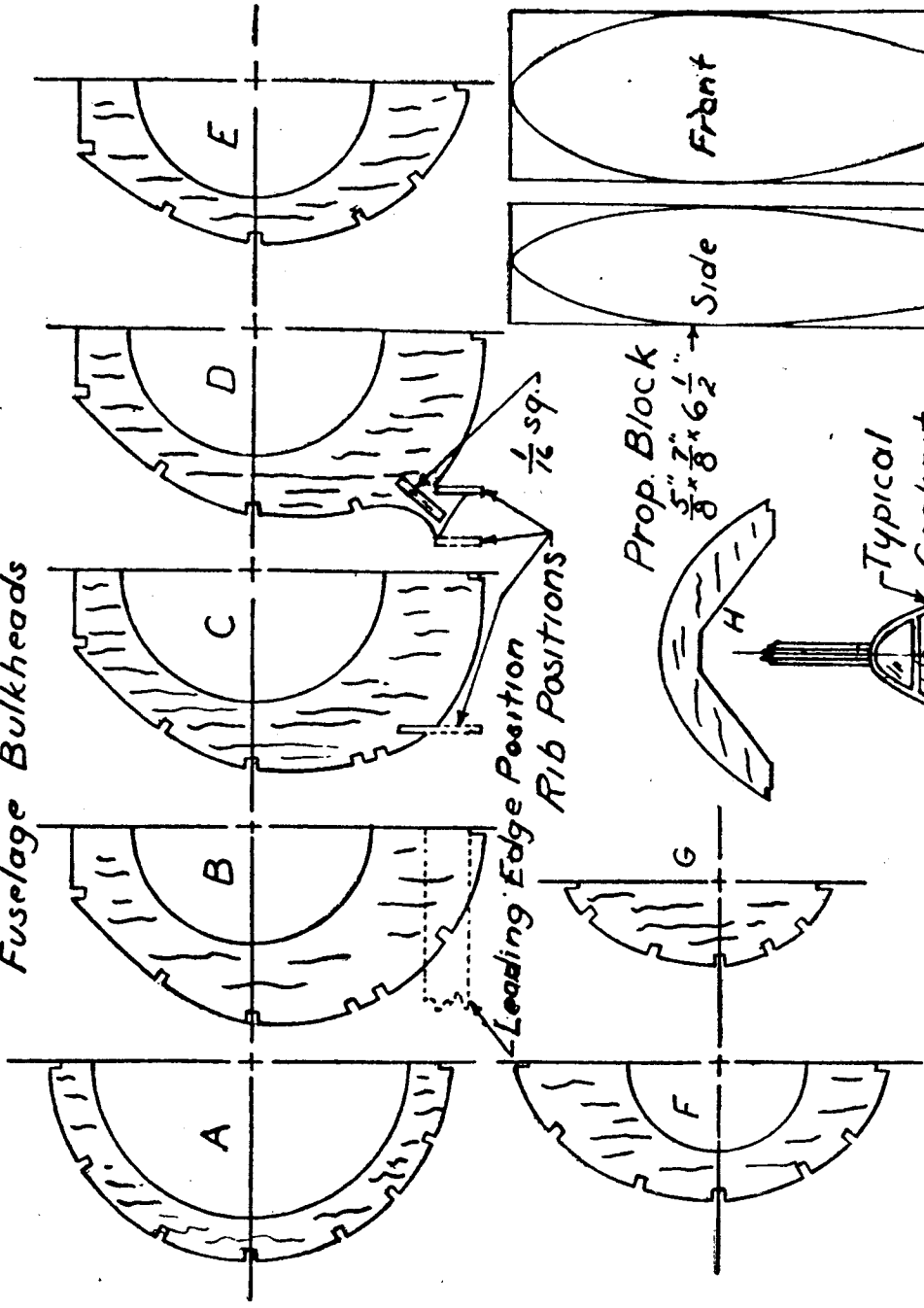
KIT # 38 Grumman TBF/TBM Avenger and KIT # 39 Aichi D3A1/2 Val Advance Order Blank For Individual Kits.

TOTAL NUMBER OF TBF/TBM KITS ORDERED		SALES TAX 5.75% (OHIO RESIDENTS ONLY)	\$
TOTAL NUMBER OF D3A1/2 KITS ORDERED		SHIPPING IN USA MAXIMUM AND MINIMUM	\$ 6.00
TOTAL NUMBER OF ALL KITS ORDERED		Shipping in Canada add \$8 each. Overseas add \$10 for each kit	\$
COST FOR EACH KIT	\$ 24.00	TOTAL BALANCE DUE	\$
SUB-TOTAL FOR KITS	\$		

KIT # 1 Boeing F4B-2/P-12C Re-Released Kit

TOTAL NUMBER OF F4B-2/P-12C KITS ORDERED		SALES TAX 5.75% (OHIO RESIDENTS ONLY)	\$
COST FOR EACH KIT	\$23.16	SHIPPING (SAME AS IN ABOVE FORMS)	\$
SUB-TOTAL FOR KITS	\$	TOTAL BALANCE DUE	\$

Fuselage Bulkheads



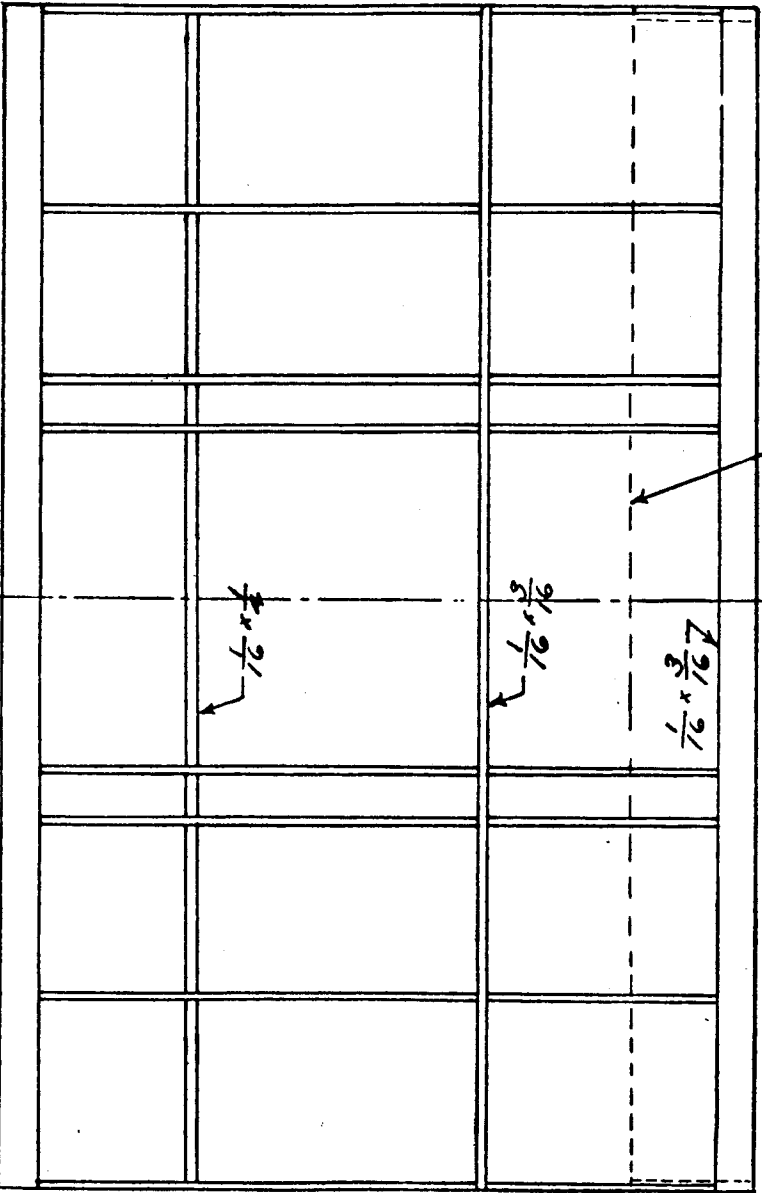
Side Front Rear Exhaust-Make 2 / Right, 1 Left

VOUGHT SB2U-1

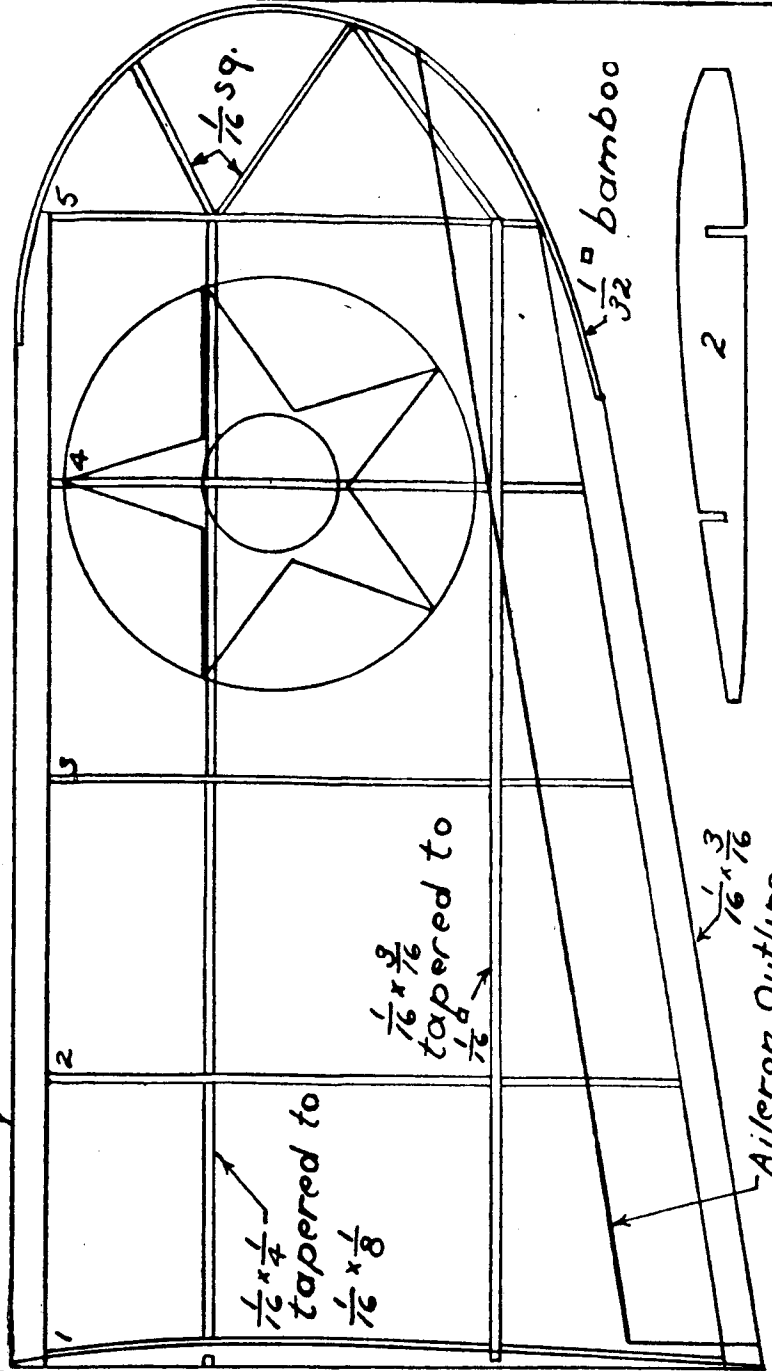
by H.K. Weiss

③

Leading Edge $\frac{3}{16}$ "



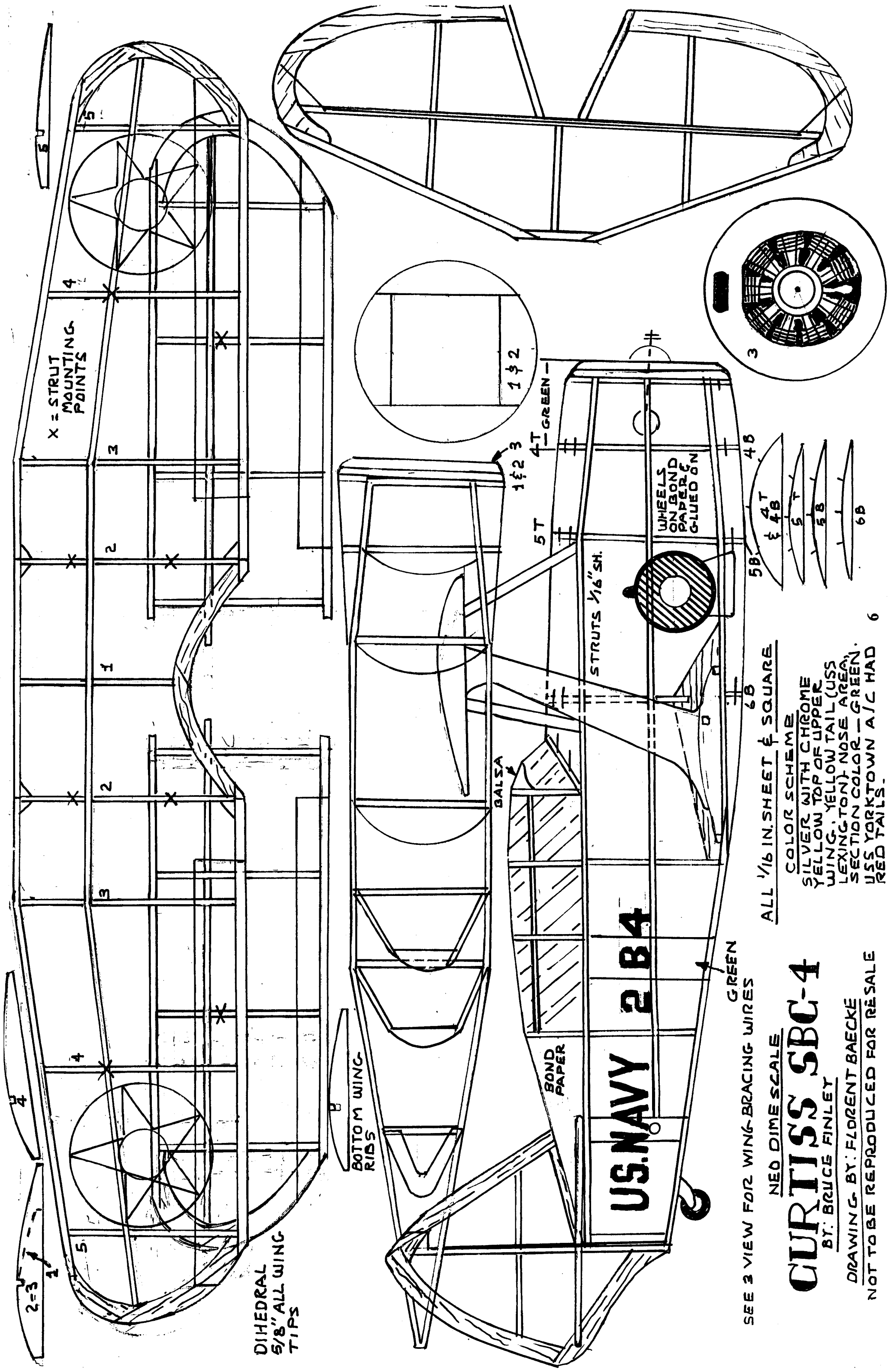
Leading Edge $\frac{3}{16}$ "



Wing Ribs Make 2 of Each

Wing Ribs Make 2 of Each

④



SEE 3 VIEW FOR WING-BRACING WIRES

NEO DIME SCALE

CURTISS SBC-4

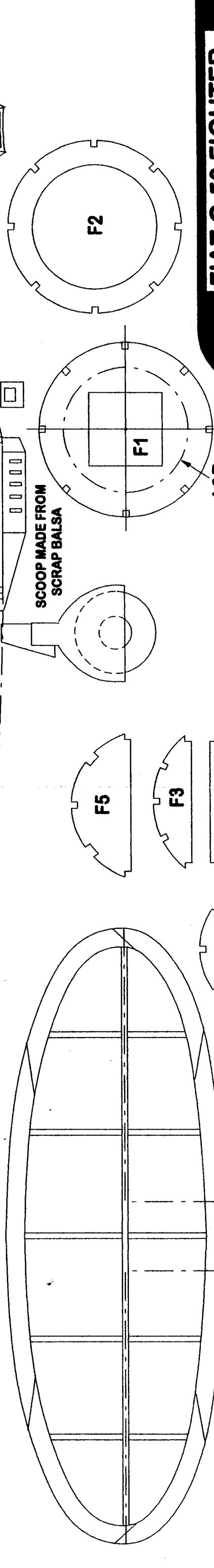
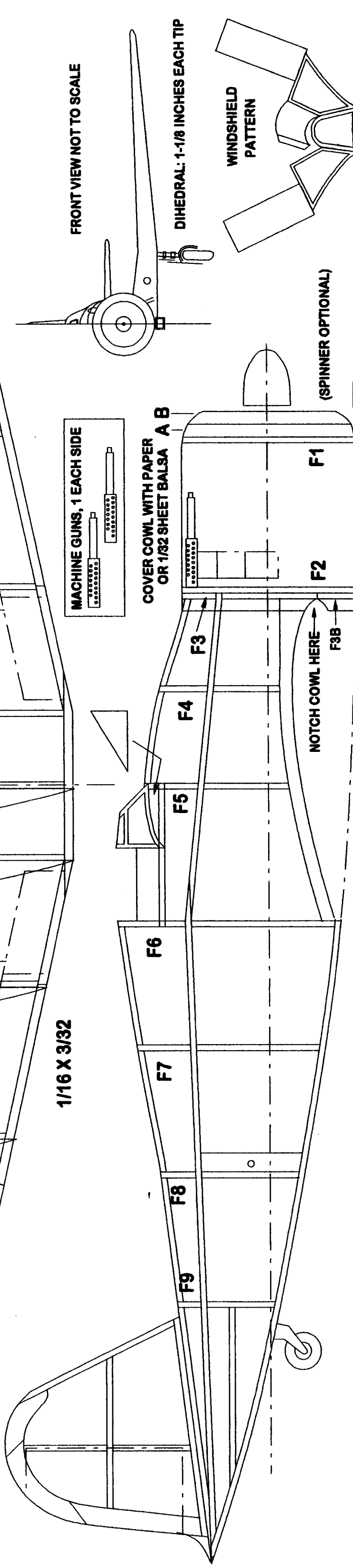
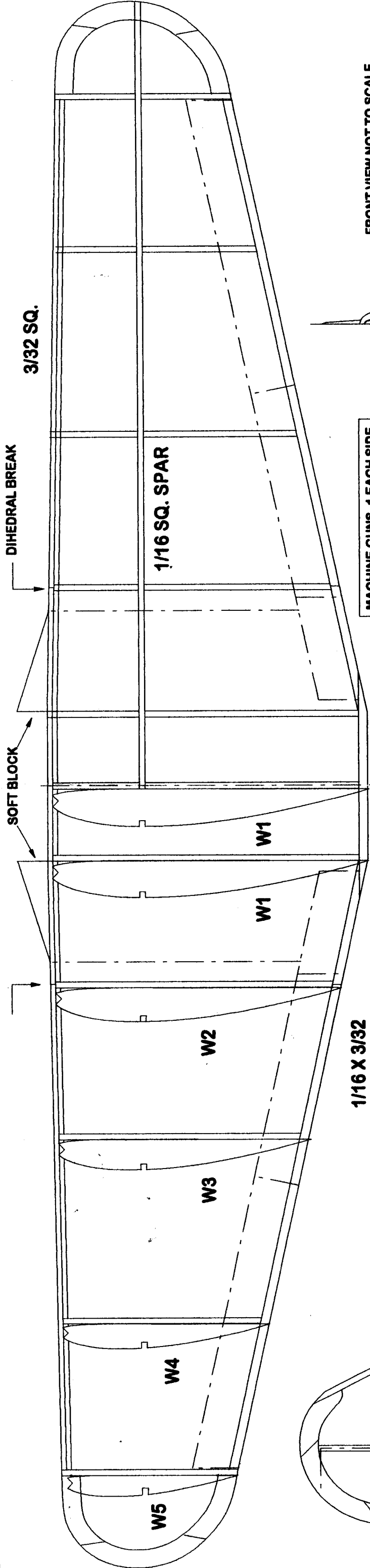
BY: BRUCE FINLEY

DRAWING BY: FLORENT BAECKE

NOT TO BE REPRODUCED FOR RESALE

ALL 1/16 IN. SHEET & SQUARE

COLOR SCHEME
 SILVER WITH CHROME
 YELLOW TOP OF UPPER
 WING, YELLOW TAIL (USS
 LEXINGTON) NOSE AREA,
 SECTION COLOR - GREEN,
 USS YORKTOWN A/C HAD
 RED TAILS.



FIAT G.50 FIGHTER

WINGSPAN - 16 IN. | LENGTH 12 IN.

DRAWN BY Mark Fineman

MACHINE GUNS, 1 EACH SIDE

COVER COWL WITH PAPER
OR $\frac{1}{32}$ SHEET BALSA A B

WINDSHIELD
PATTERN

FRONT VIEW NOT TO SCALE

DIHEDRAL: $1\frac{1}{8}$ INCHES EACH TIP

(SPINNER OPTIONAL)

SCOOP MADE FROM
SCRAP BALSA

NOTCH COWL HERE

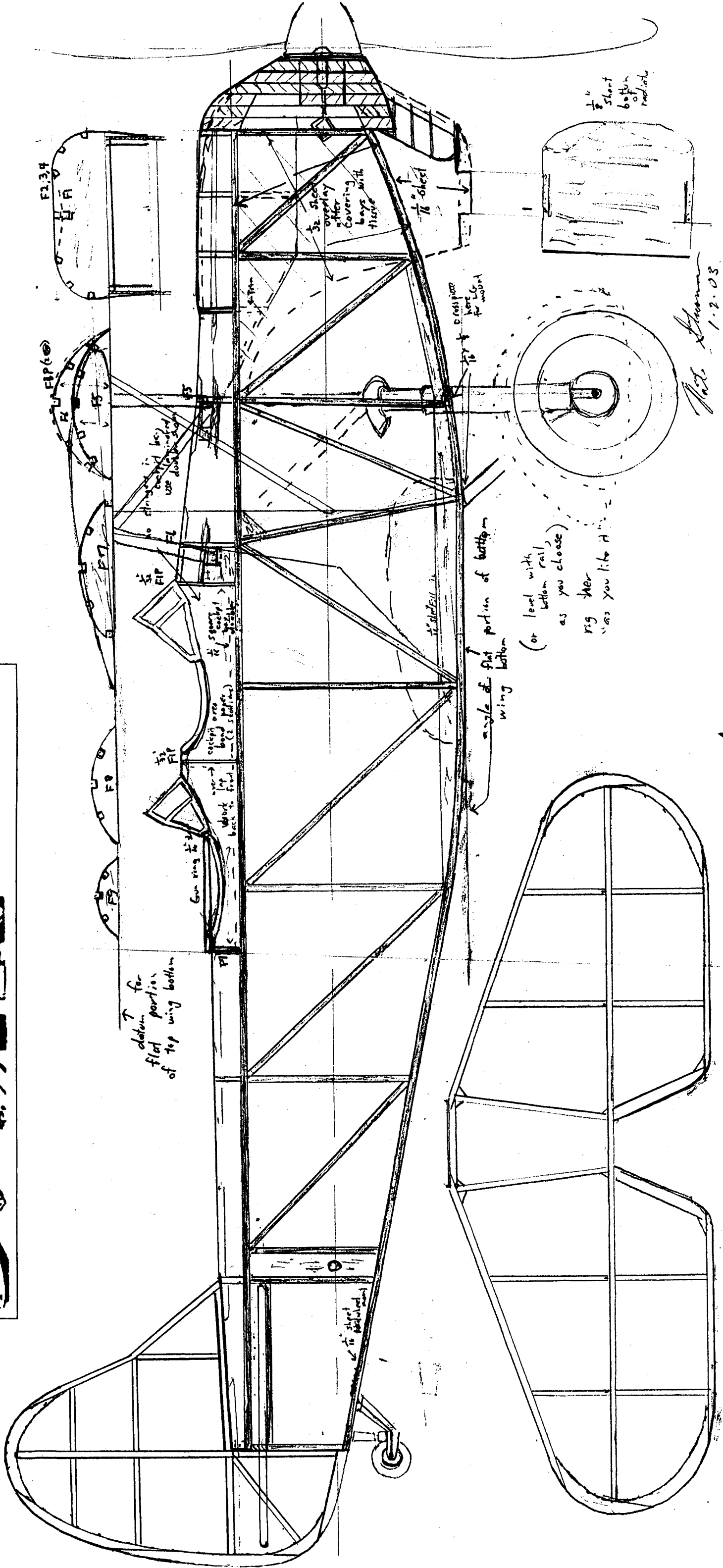
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Kawasaki Ki 3
Type 93 (1933) Light Army Bomber
1/24 scale 1"=1' 21.33" span
by Nate Sturman Jan 2, 2003



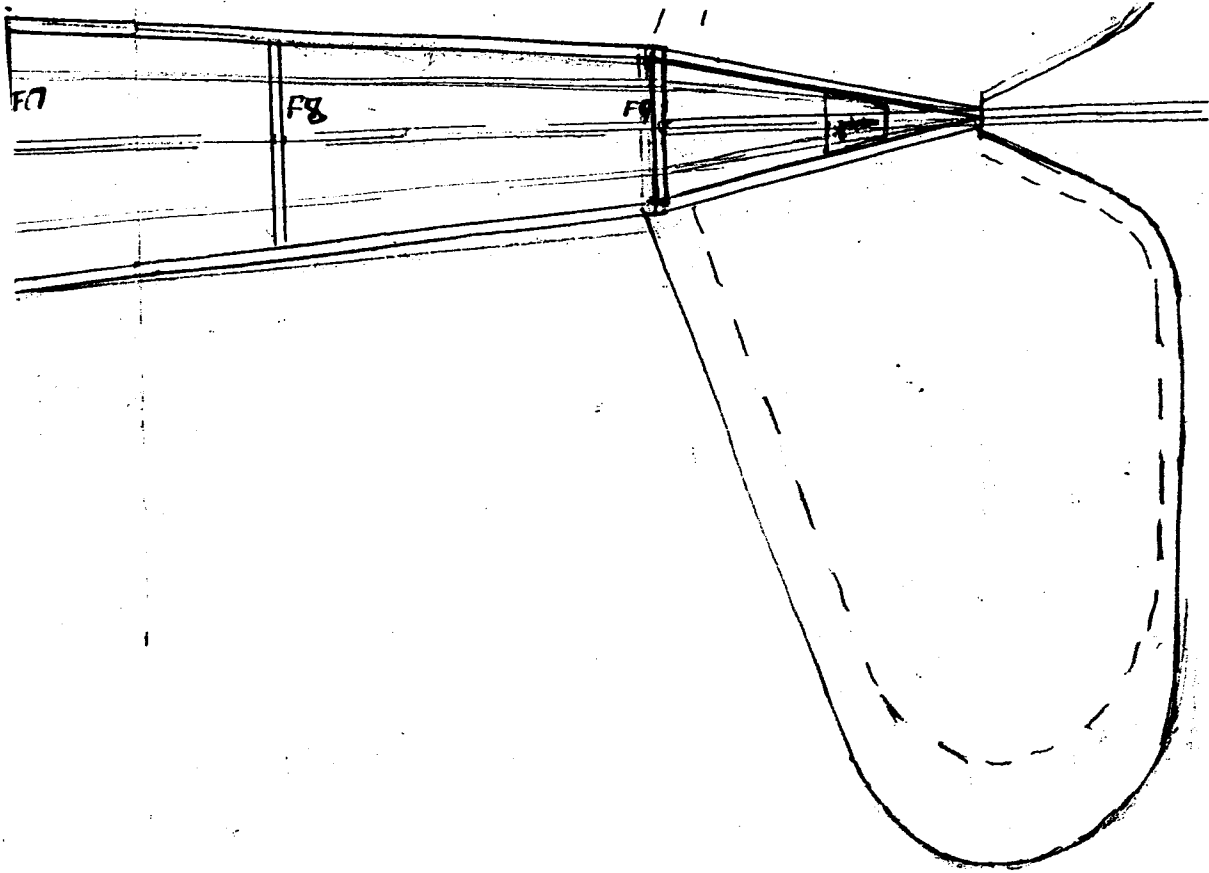
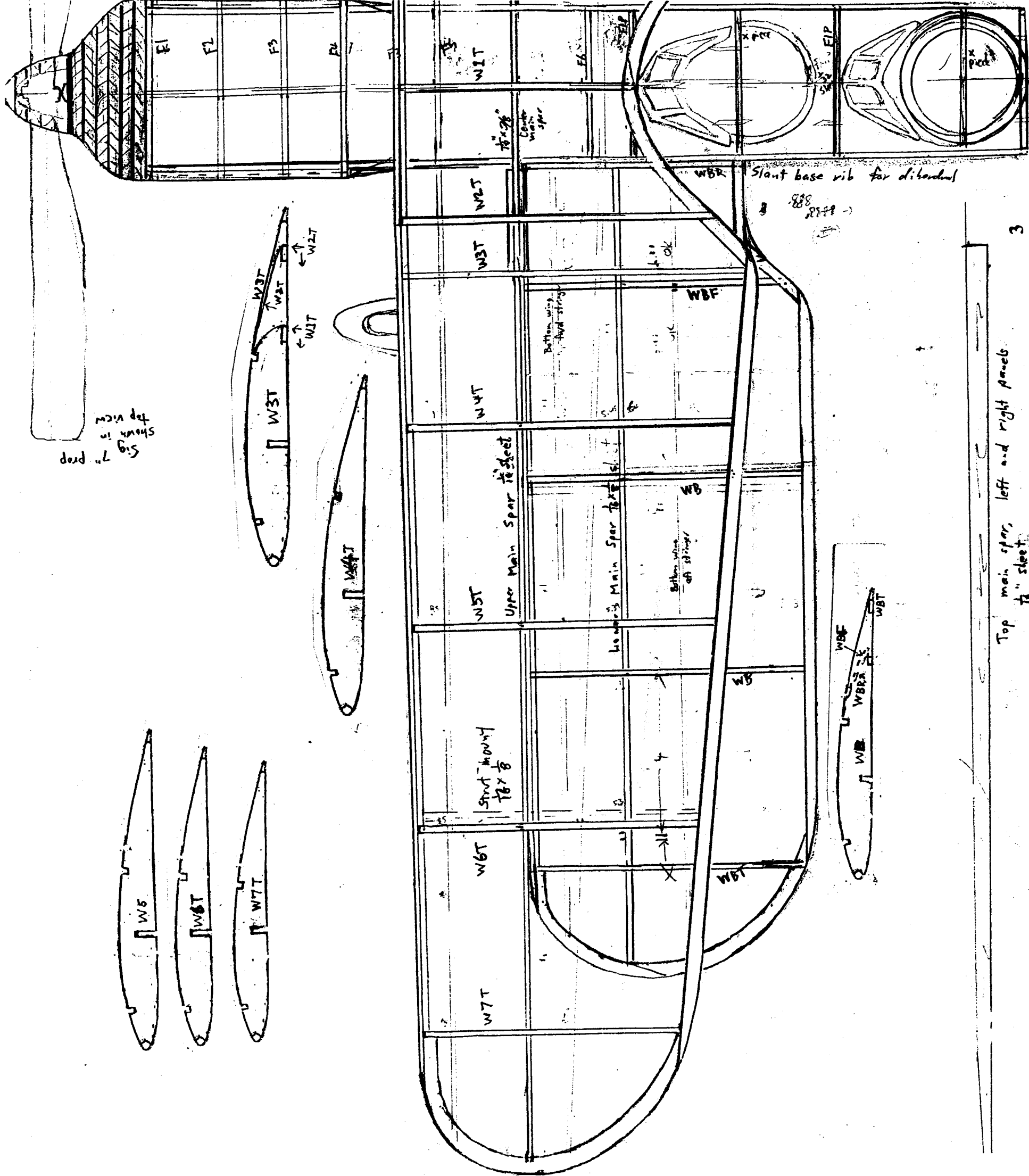
Blacksheep Squadron

CO2—We stock 23 different Gasparin engines, eight different G-Mot engines, plus parts, propellers and chargers.

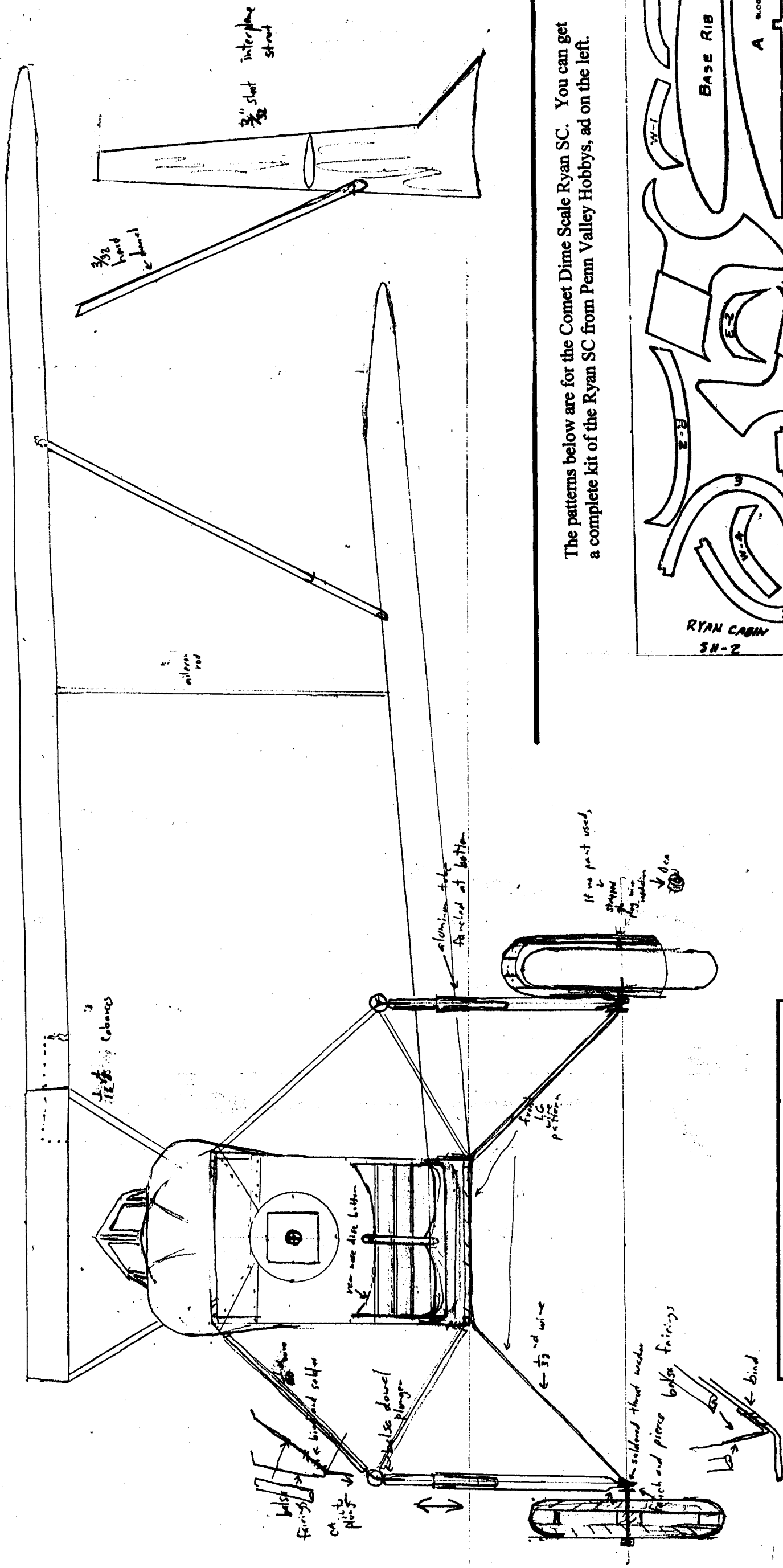
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(Call 213-747-7514) office hours, or write to:

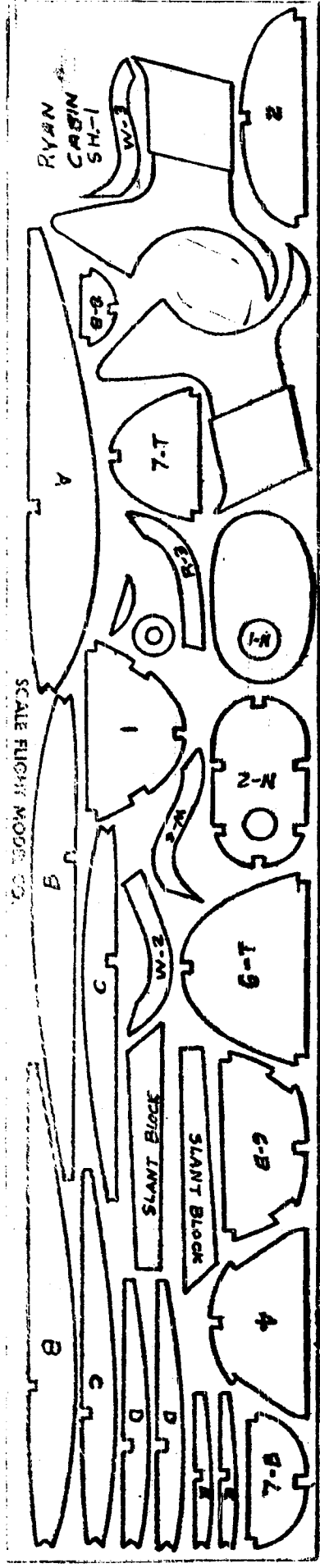
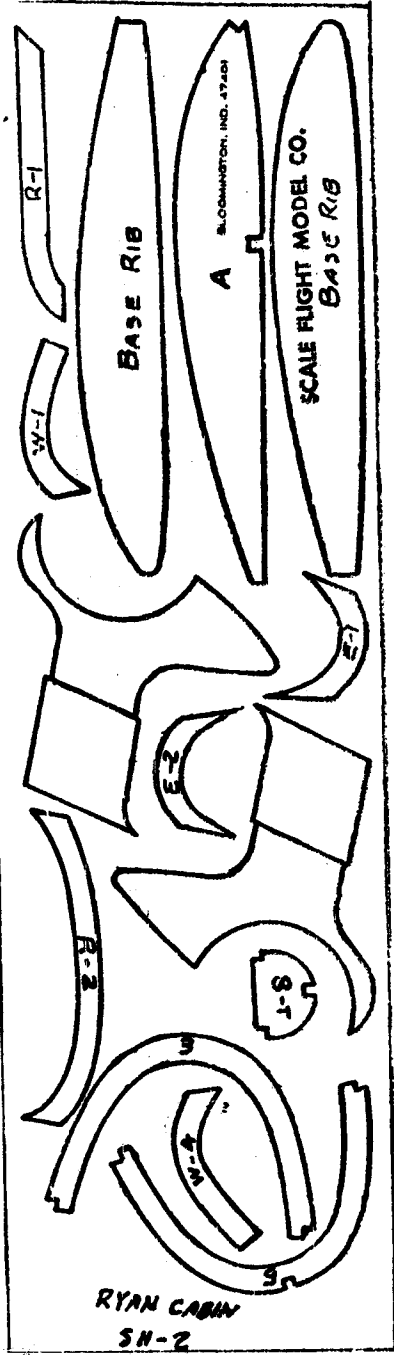
Roy Hanson, Blacksheep Squadron
21410 Nashville St., Chatsworth CA 91311
<http://blacksheepsquadron.com>



Top main spar, left and right panels
1/8" sheet



The patterns below are for the Comet Dime Scale Ryan SC. You can get a complete kit of the Ryan SC from Penn Valley Hobbys, ad on the left.



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