FLYING ACES

Club News

ISSUE #214-140 NOV./DEC. 2003

MERRY CHRISTMAS TO ALL!!!!

COVER STORY? There is no cover story. We just picked this one out of our files and thought it might be interesting. Besides, a picture tells a thousand words.

Thanks go to all who were involved in this issue. The plans came from; Mike Heinrich for the No-Cal Floyd Bean, Bob Isaacks for the Peanut Helio "Stallion", The Wiley Post came from our files, Pres Bruning gave us his latest, the Fokker Super Universal, (corrected rudder markings elsewhere in this issue) and in tribute to Herb Weiss we present his Northrop XBT-1.

We have another M.I.A. Clubster. Nate Sturman has moved and his newsletter has come back. Nate's latest address that we have is; Nate Sturman, 4507 Coral Ln., Naples, Fl. 34116. If anyone knows where Nate is now living please let us know here at GHQ.

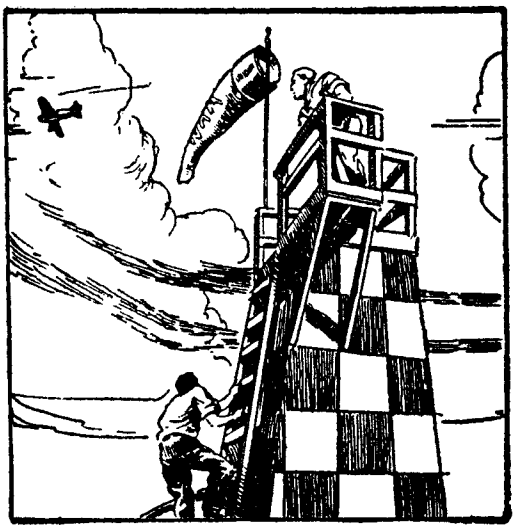
We have lost two members since our last newsletter. Dick Seifried from Granada Hills, Ca. And Herb Weiss from Los Angeles, Ca. If you remember, we mentioned Her in our last issue that he was still with us. Shortly after that we learned of his passing from William Phillips. Herb had many of his model aircraft plans published in various magazines of the 30s and early 40s. Our sympathies go to these two Clubster's families and friends.

We have the dates for the Cleveland Free Flight Society's indoor contest for those of you who would like to attend. It is scheduled for Sunday April 4, 2004. At the Sports Dome in Valley View, Ohio. More later.

Bob Hourdequin of 1413 Aarhus Dr., Solvang, Ca. 93463 is trying to locate Dave Hartshorn and "Sonny" Hughes. If anyone knows of these two old flying buddies of Bob's please help him out.

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

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.

WINTER POSTAL CONTEST

The winter clash of aerial heroes is now underway. We will have four events, or wings that you can enter. Peanut Indoor and Peanut Outdoor, No-Cal Indoor and No-Cal Outdoor.

Enter as many models as you wish in each event, 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.

The contest is now on and will end on April 4, 2004. Entries postmarked after April 6, 2004 will be trashed.

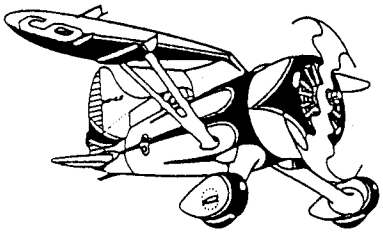
WRIGHT BROTHERS POSTAL

Here is another postal event for you Ozone Chewers. Fly your model between Dec. 14 and 17 and send your time in. This will be a mystery target time so that all will have a chance. All entries must be scale models. Entries postmarked after Dec. 18th will not be eligible. Send your times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

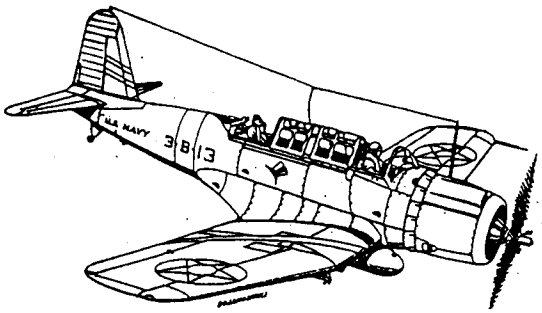
FICTION FLYER FOR FAC NATS

Next year's FAC Nats will feature an event for fiction flyers. That is, models of aircraft that appeared in fiction stories, such as in Bill Barnes, Smiling Jack, etc. There are many more! The models must be fictional aircraft. No real aircraft that appeared in fiction will be allowed. In the next issue of the newsletter we will have the complete rules for you as well as some 3-views and sources of plans for you. If you have some of these now you can get started early and please share your "Stuff" with us so all may participate. This should be FUN!!!

LATEST FAC T-SHIRT FROM THE MUNCIE FAC OUTDOOR CHAMPS



Currently all sizes are in stock. This is another shirt designed by Bob Bojanowski, this one of the Hall Bulldog race plane. She's sure a good looker! Be the first on your block to get one of these superb T's. Price, postpaid is $13.50. Send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



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 featureing the Vought SB2-U Vindicater 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, [redacted] Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

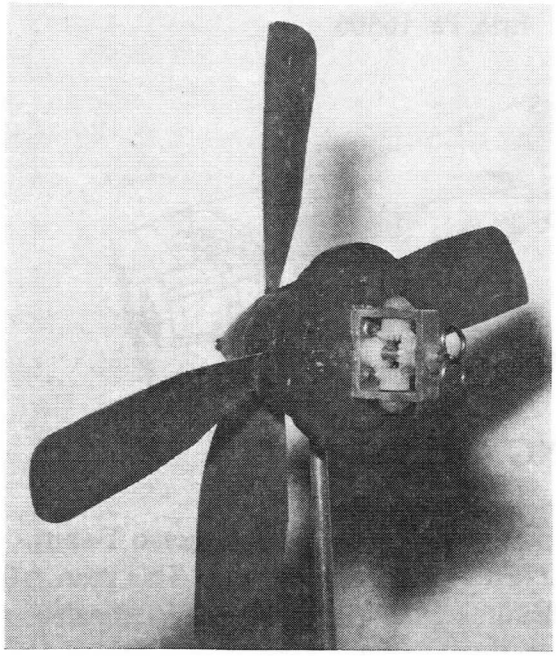
If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is $15.00 per year in the United States. Cost in Canada is $20.00 per year. Overseas the cost is $25.00 per year. All in U.S. dollars. Six issues per year, published approximitly every other month. Please make checks payable to; "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

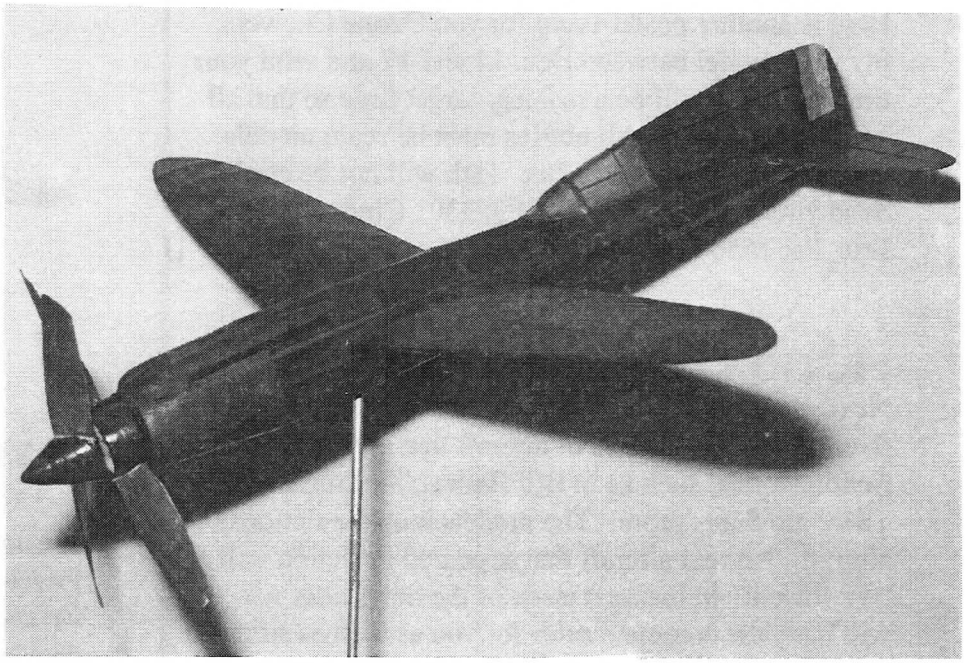
NEW PRODUCT

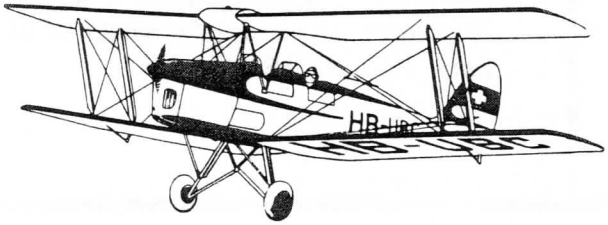
REGAL CONTRA GEAR BOX @$23.50 +S/H from Regal Solutions, 11 East Street, Georgetown, Ma. 01833; Tel. 978-352-4834; E-mail: regal@netway.com.

Tired of simulating contra-rotating propellers? Do you pass up building contra-rotating models like the Martin-Baker MB-5 or the Macchi-Castoldii MC-72? The Regal Contra Gear Box will now let you build more realistic scale models with almost no additional complication. The gear box has transmitted the power from a single rubber motor of four 1/4 strands of Tan II, more than enough power for 18"-24" wingspan models. The basic gear box (less propeller blades and spinners) weighs only 6 grams and is 3/4" square by 3/8" wide. A larger size is being developed for 36" + wingspan airplanes. The gear box features low friction and a free wheeling option. For more information contact Regal Solutions. The photographs include the gear box and a Macchi CS-15 racer.

Regal Solutions will sponsor an event at next year's FAC-Nats at Geneseo, N.Y. If you want to get in on this action get your gear box soon so you can have time to build a model for this event. (Ed. Note, This looks like another fun event for the FAC! BE THERE!!!)







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

Wanted; A copy of the plan and article of the Taube aircraft by Henry Struck. It appeared in the Sept. 1937 issue of the "Flying Aces" magazine. Richard T. Hughes, 1409 Valley St., Dayton, Ohio 45404.

CONTRA-ROTATING PROPELLER (CRP) SCALE

1. Models of any military and civil aircraft using contra-rotating propellers(CRP).
2. Aircraft contra-rotating propellers are defined as
   a) A left-hand (pusher) and a right-hand (tractor) propeller mounted one immediately behind the other on a common centerline and
   b) Located at the same end of the engine/engines or
   c) Located at the same end of a gearbox powered by remote engine/engines.
3. A single rubber motor must power both propellers. No freewheeling of either propeller during the motor run.
4. There is no wingspan limit.
5. Retractable gear planes may have the gear in the up position.
6. A minimum of 45 scale points is required to be eligible to compete.
7. Standard FAC Bonus Points for configuration to be included in scoring.
8. Total of three flights plus Bonus Points to determine score. Bonus points added to each flight time. Highest total score wins.
9. Fly-off to break ties.

Notes:

A. Rule 2 is intended to exclude
   a) Tandem engines on a common centerline in pusher-puller configuration where the single propellers are widely separated and,
   b) Multiple engines with single propellers which engines are separated along the wingspan or fuselage.

B. Rule 2 is intended to allow multiple closely coupled engines driving a set of contra-rotating propellers, such as the Macchi- Castoldi MC-72 and Alekseyev S X-plane.
It is also intended to allow multiple or single engines remotely connected to a gearbox with contra-rotating propellers, such as the Koolhoven FK-55 and the Bugatti R-100 racer.

C. Multiple engine aircraft meeting Rule 2 are eligible

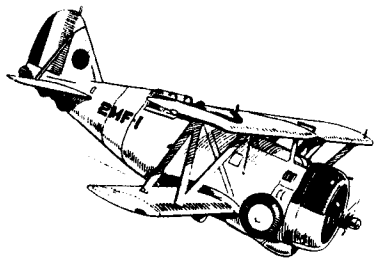
A Partial List of Contra-rotating Propeller Airplanes to Model:

1. Martin-Baker MB-5
2. Westland Wyvern
3. Macchi-Castoldi MC-72 (Schneider Trophy racer)
4. Macchi CS-15 (world speed record racer)
5. Boeing XF8B-1
6. Curtiss XP-62
7. Fisher P-75A
8. Republic XP-69
9. Republic XP-72
10. Curtiss XP-60C
11. Curtiss XP-71(twin pusher)
12. Lockheed XFV-1 (vertical take-off and landing)
13. Northrup XP-56 Black Bullet (pusher flying wing)
14. Douglas XTB2D-1 (torpedo bomber)
15. Northrup XB-35 (four-engined pusher flying wing)
16. Curtiss XBTC-2 (bomber-torpedo single seater)
17. Douglas XB-42 (pusher bomber)
18. Bugatti RS-100 (world speed record racer)
19. Caproni CA183BIS (composite power)
20. Henschel P.87 (canard high speed bomber)
21. Alekseyev I-218 (pusher twin boom ground-attack)
22. Alekseyev I-218 III (pusher ground-attack)
23. Red Baron (P-51-based Unlimited racer)
24. Avro Shackleton (4-engine bomber and patrol)
25. Douglas A2d Skyshark
26. Convair Tradewinds (four engine flying boat)
27. Fairey Gannet
28 Supermarine Seafang etc (Griffon powered)
29. Antonov AN70 (four-engine transport)
30. Tupolev Bear (four-engine bomber)

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

Wanted; Pactra Acrylic paints from the early 90s. 2/3 fl. Oz. jars. I need the following glossy colors. White, black, yellow, orange, green, light green, insignia red, dark red, royal blue, medium blue and brown. Tom Hallman, 2553 Mill House Rd., Macungie, Pa. 18062. Tom@hallmanstudio.com

Wanted; Copies of "Scrapbook of Scale" Vol. 1 And 2. By Bill Hannan. James Carden, 80 E. Main St. #12, Peru, In. 46970.



* * Wing Section* *
Mumbo Jumbo #113

Yes, wing cross section really matters and so we tend to vary things a bit from model to model, hoping for a winner. The difficulty, as usual, is in finding the optimum compromise–how much are you willing to pay for something better?

One easy way to get better performance is to lower the trailing edge of your airfoil. Done gracefully, with a bit of a curve thrown in, the effect is to create undercamber; offering a smoothened, "flaps down" kind of appearance. Many such designs exist, each usually bearing the name of its initiator plus an ID #. Actually, if you have a French curve, you can work up one of your own, for there is no magic set of numbers guarenteeing a "winner". Anything less than 20 degrees of flaps down is about right.

The result will be an improved L/D, i.e., lift/drag ratio. In practical terms, the model will assume a flatter glide and so come to earth more slowly.

There are two different types of catches. First, appearance. The wing will seem odd and certainly unlike that of any modern airplane. Scale static judges tend to be upset with the appearance, and you must anticipate the loss of many points, unless your prototype happens to be a pioneer machine that actually sported undercamber, as many did in the bad old days.

A second drawback is one of construction difficulty. The covering material will not stick to the rib undersides unless every rib is coated with glue. In turn, this leads to a more demanding procedure, with a much greater chance of developing wrinkles. The covering of flat bottomed airfoils requires little or no glue and the resulting wing is easy to pin down while drying. Not so the drooped trailing edge wing.

Does the undercamber pay? Everything depends on your evaluation. How much is a few seconds more duration worth in terms of lowered static score and more construction problems?

Most of us have long settled on a flat bottomed airfoil called "Clark Y" as reasonable in appearance and the easiest of all airfoils to build. up into a wing. True, it isn't the best performing airfoil, but that's life.

What about turning the trailing edge upwards? On the face of it, this is a poor move, for if the reverse helps endurance, then surely "flaps up" must reduce performance! There is indeed some slight reduction in performance, but practitioners have other goals in mind.

One gain has to do with prevention of wing tip stall. It takes more incidence to produce stall in upturned wing chords. If your configuration happens to possess minimal stability, the difference can be significant.

A second gain concerns center of pressure travel, or the distance through which the lift force moves with respect to incidence. Here too, stability is at issue – the smaller the range, the greater the stability. Upturned trailing edges offer a smaller travel, and so make for greater stability.

One way to get the advantages of upturn, without the corresponding reduction in performance, is to apply the concept to the wing tips only. This is sometimes done by using "washin or out", a business of tweaking the wingtips after construction is essentially complete.

Does upturn pay? Again, the decision depends on how desperate you are. In this case, the issue is not one of a few more seconds of duration, but of greater stability. If you are thinking in terms of building some tailless wonder, it definitely pays. If there is a tail, but it's tiny–say 10% of wing area–and you wish to retain the scale aspect, it may well pay.

However, for most of us, it's much simpler to chose a configuration with a decent tail, and go with good old "Clark Y".

Flat bottom is good for the nerves.

Digital Scalewinder

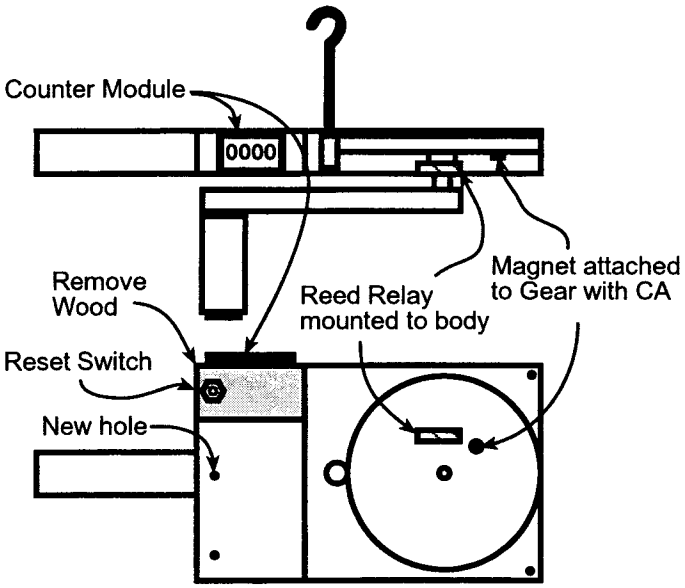
by Bob Marchese

One thing I have noticed since I started flying at public venues such as the National Building Museum is that I can't count to 100 while holding a conversation. I hate to appear antisocial, even to people that don't know rubber power etiquette, so I built this counter for my HiLine Scalewinder. It is by no means the first, but I think mine is unique in that all the components are nicely hidden inside the original winder.

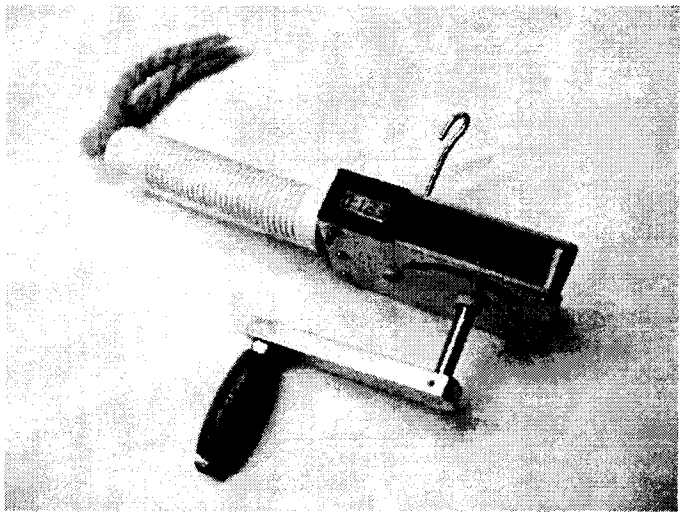
Like many others, it counts the cranks rather than actual turns. But this is no problem with a 10:1 winder. The magnets mounted on the large gear close the reed relay when they pass by. This provides a contact closure for the counter module. Its up to the operator's "wet-ware" to provide the times 10 function.

Here is a list of parts you'll need. All except the counter module are available from Radio Shack.
- Trumeter 7010 Totalizing Counter Module
- Reed Relay (RS Part # 275-233)
- Momentary Switch (RS Part # 275-1571)
- Magnet (RS Part # 64-1895 or any small "rare earth" magnet)

The Counter Module is the heart of this project. Originally they were available from Radio Shack too, but they have stopped carrying them. That's thing I hate about trying this kind of project, it seems there's always that one component you just can't seem to find! The good news is you can get the new improved models directly from the manufacturer: http://www.trumeter.com (search for "7010 Totalising") or contact their US distributor at 1-954-725-6699.



The sketch above shows how I put mine together. Starting with one of Dave Reese's lovely Scalewinder, drill a 1/8" hole through the two metal plates and the handle a little below the upper screw. Then remove the two screws holding the handle on. Save the screws and metal spacers. Cut about 3/4" off the upper part of the handle to provide clearance for the counter module. Then drill a 1/4" hole in the handle using the small hole as a pilot.

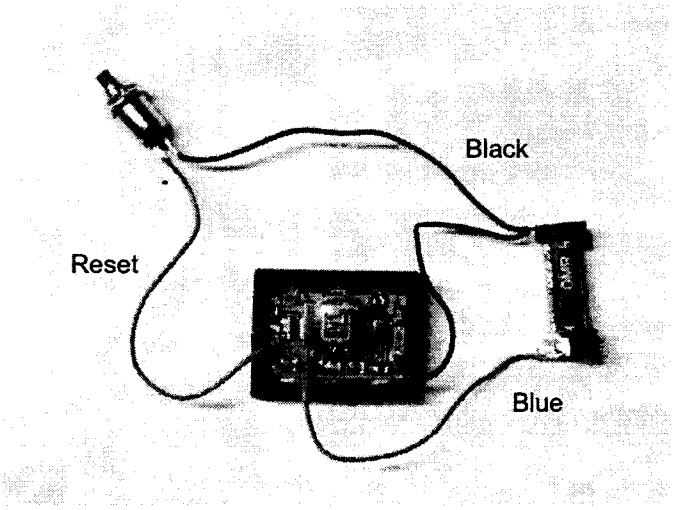


The photo below shows how to wire up the components. The blue and black leads go to the terminals on the ends of the reed relay. The coil contacts are not used. You also need to solder a wire from the reset pin (shown on the counter's data sheet) to one side of the momentary switch. The other side goes to the ground wire (black) on the reed relay, and the two contact closure wires to the contact pins on the relay.

I used CA to temporarily attach the reed relay to the side plate and the magnet to the large gear. Test it now to make sure you are getting consistent counts. Once you do, epoxy the components in. The small rare earth magnets provide plenty of "dwell" and allow reasonable crank speeds. The last thing you want is to miss counts during the heat of a mass launch windup!

Finally, reassemble and make sure the gears still turn freely while counting consistently. The Counter Module's bezel is a bit wide to fit in between the two plates, so I had to trim a little off one side before sliding it in. Don't glue it in permanently though because you may have to change the battery some day. The manufacturer claims it will last about 4 years. One of the original screw holes was used for the reset switch after widening to 1/4" dia.

That's all there is to it. I hope you enjoy your Digital Scalewinder!



CACTUS SQUADRON WINTER QUEST 2004

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

SUNDAY FEBRUARY 1 *

AT THE WOLFSWINKEL FIELD 08:30 – 13:00

FAC COMPETITION RULES APPLY
CONSULT FLYING ACES RULE BOOK FOR COMPLETE RULES

THREE NON-JUDGED TIMED EVENTS:
EMBRYO ENDURANCE
FAC OLDTIMER RUBBER
GOLDEN AGE CIVIL SCALE

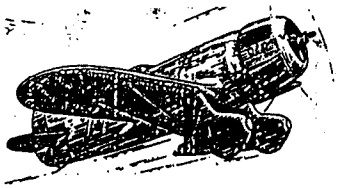
(REMINDER – FOR GOLDEN AGE CIVIL SCALE THE 45 MIN. SCALE POINT CRITERIA APPLIES)

TROPHIES WILL BE AWARDED FOR 1ST & 2ND PLACES
NO AMA LICENSE REQUIRED!
ENTRY FEES:
$5.00 PER EVENT
MAX ENTRY FEE - $ 10.00

ALTERNATE CONTACTS:

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

*(IF POSTPONED DUE TO INCLEMENT WEATHER , THE CONTEST WILL BE CONDUCTED ON SUNDAY FEB. 15)



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

PLANS

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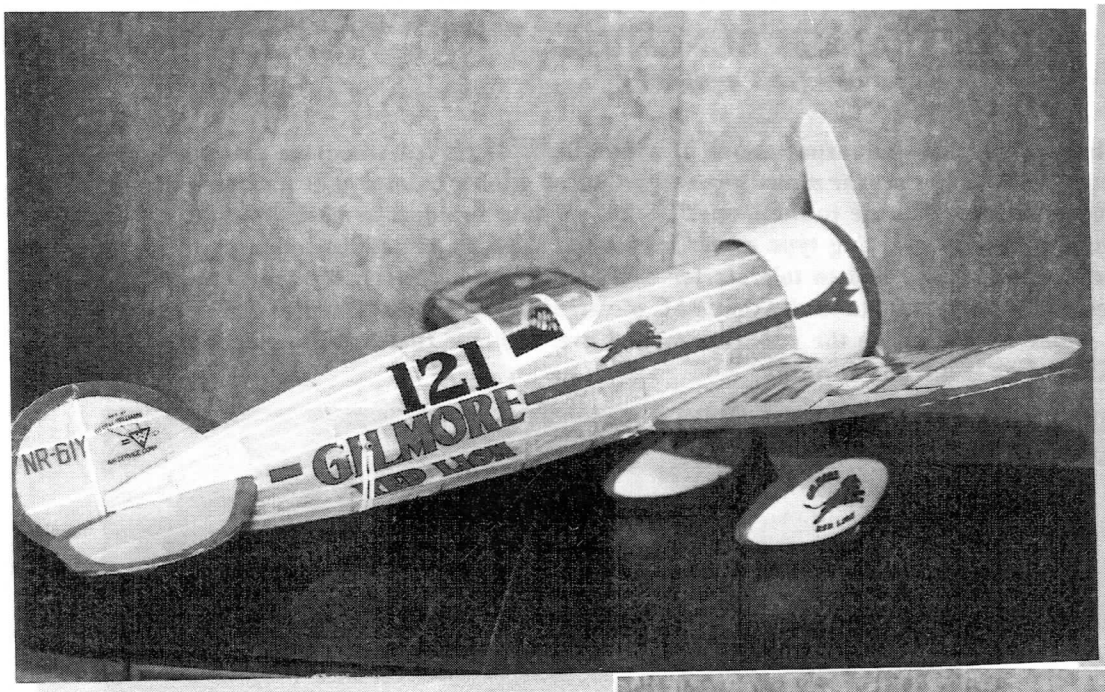
MORE JAKE SEZ; A couple of neat items. Nose hair clippers (Starcrest of Ca.) Great to clip rigging thread. (OK for nose hair too) Phone (909) 657-2793. Sharpie Permanent Metallic Silver ink pen. Nil weight addition. Works great on wood. If you're steady, it's great on canopy frame work. Or you can color tape and use that.

FLYING ACES PLAN PACK #6

1. Tachikawa Ki-9 by Pres Bruning
2. Ryan M-1 by Walt Mooney
3. Dornier Do-335 by Don Brown
4. Curtiss SB2C by Pres Bruning
5. DeHavilland DH-5 by S. McCorrison
6. Curtiss Helldiver by Megow
7. Morane Parasol by Herb Shirley
8. Polish Fighter by Megow
9. Prest Pursuit by Pres Bruning
10. Rose Parakeet by S.B.M.
11. Wittman Tailwind by B. Hadland
12. Elias Aircoupe by Geo. Armstead

Plan Pack #6 (all peanuts) is $10.00 Each postpaid. Send your order to FAC-GHQ, Erie, Pa, 16506.

PHOTO PAGE; Top, Two pics by Ollie Benton of his Wedell-Williams, Gilmore Red Lion from the Dumas kit. Kit review in this issue. Middle, Mike Thomas and his Phantom Flash, Mikes photo. Dennis Osborne sent this pic of his Northrop Gamma from Bruning's plan. Bottom, pics from Steve Kanyusik. Left, Frank Slavin and his neat Wildcat and on the right is John Regalbuto demonstrating his contra-rotating prop device. Ad and article in this issue.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GILMORE
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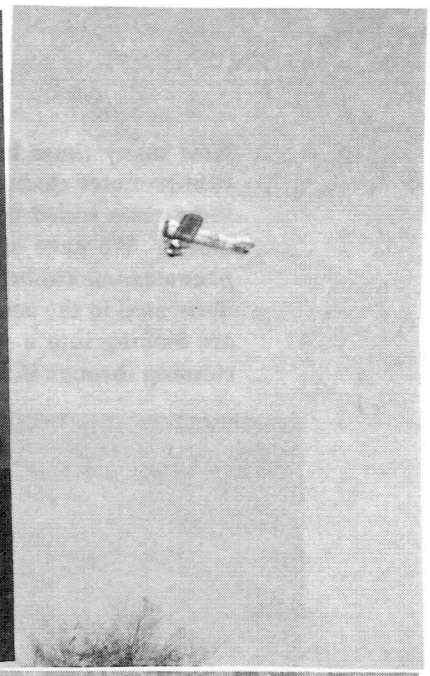
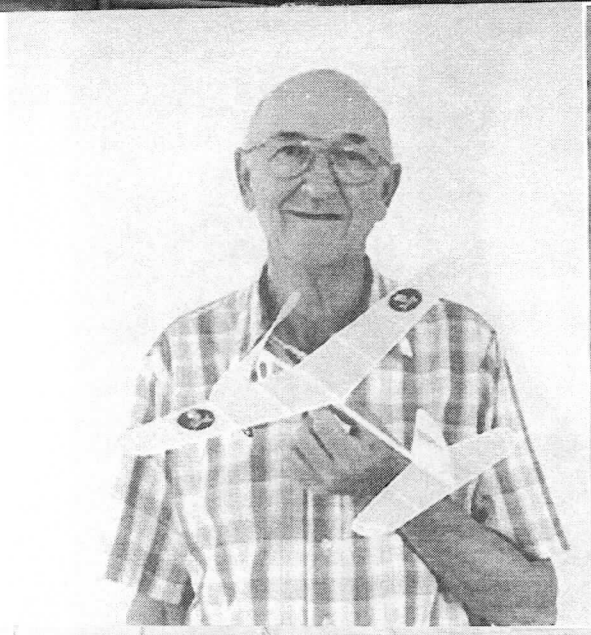
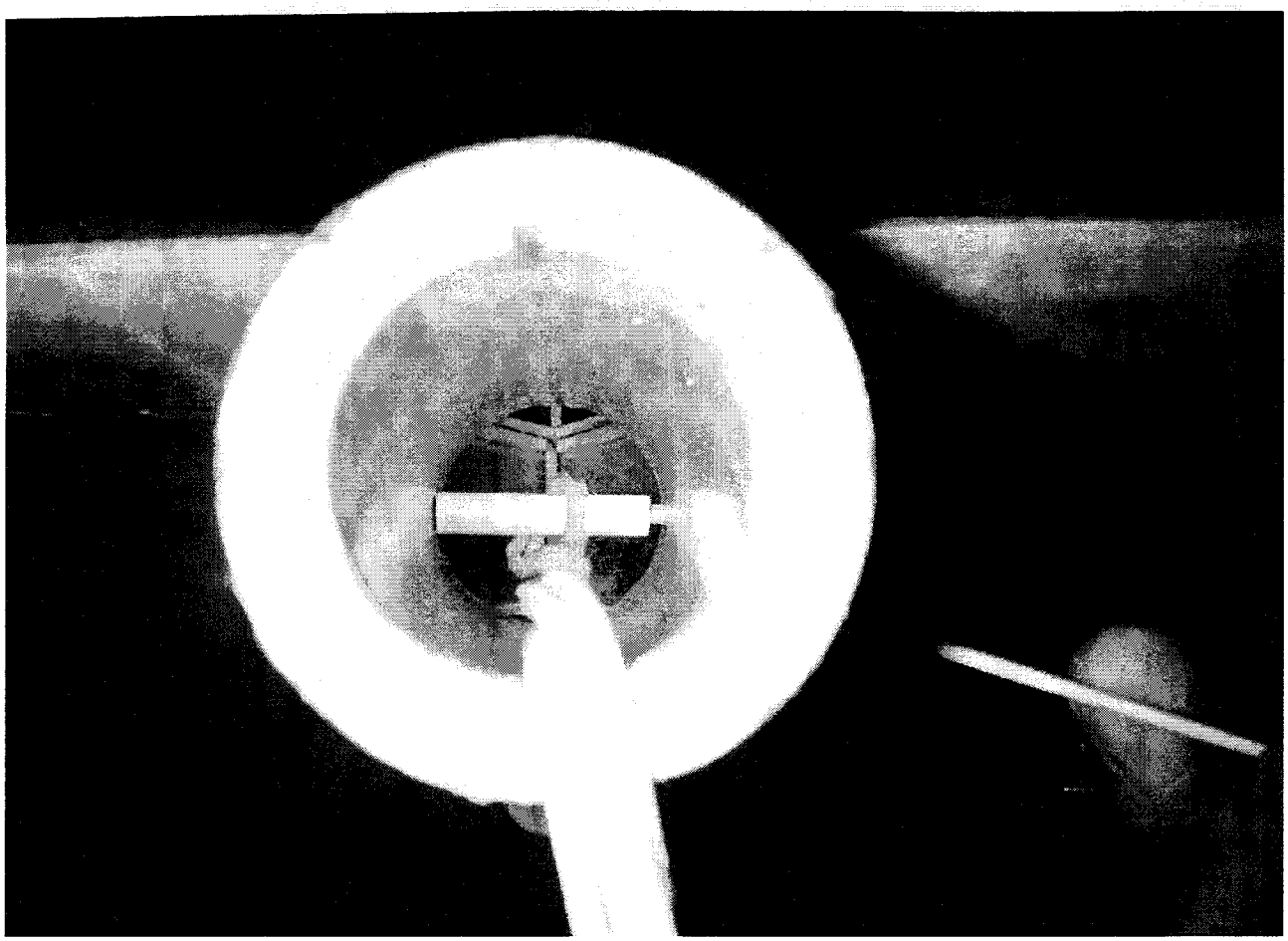





41-F-4

BANISH BUNCHING
BY DAVE STOTT

How many times have we all had our expectations of a fine flight destroyed when the expended rubber motor clumped up around the rear motor peg and produced a roller coaster glide path that in some cases ended up with some damage to the model? Sure, we have braided, or back-wound the motor. We have used a variety of spring type motor tensioners. Yet, we are still plagued by this phenomenon rubber modelers have had to tolerate for decades. Well, Clubsters, try the solution illustrated in the accompanying photo, taken by that FAC of varied talent, Vance Gilbert. Here you are looking into a motor nacelle to see the rubber wrapped over a sleeve that has the motor peg running through it. Read on to see how it works.



Rather than wrap the rubber over the rear peg as we have been doing, introduce a loose fitting sleeve around the peg and wrap the motor over it. Have you ever held a pal's model with your fingers near the motor peg and felt it rotate slightly as the motor was being wound? Obviously, the knotting of the motor produces this. What if the motor peg were free to rotate to satisfy the needs of this twisting rubber motor as it was wound, and unwound? What would result? To find out, a test rig was built.

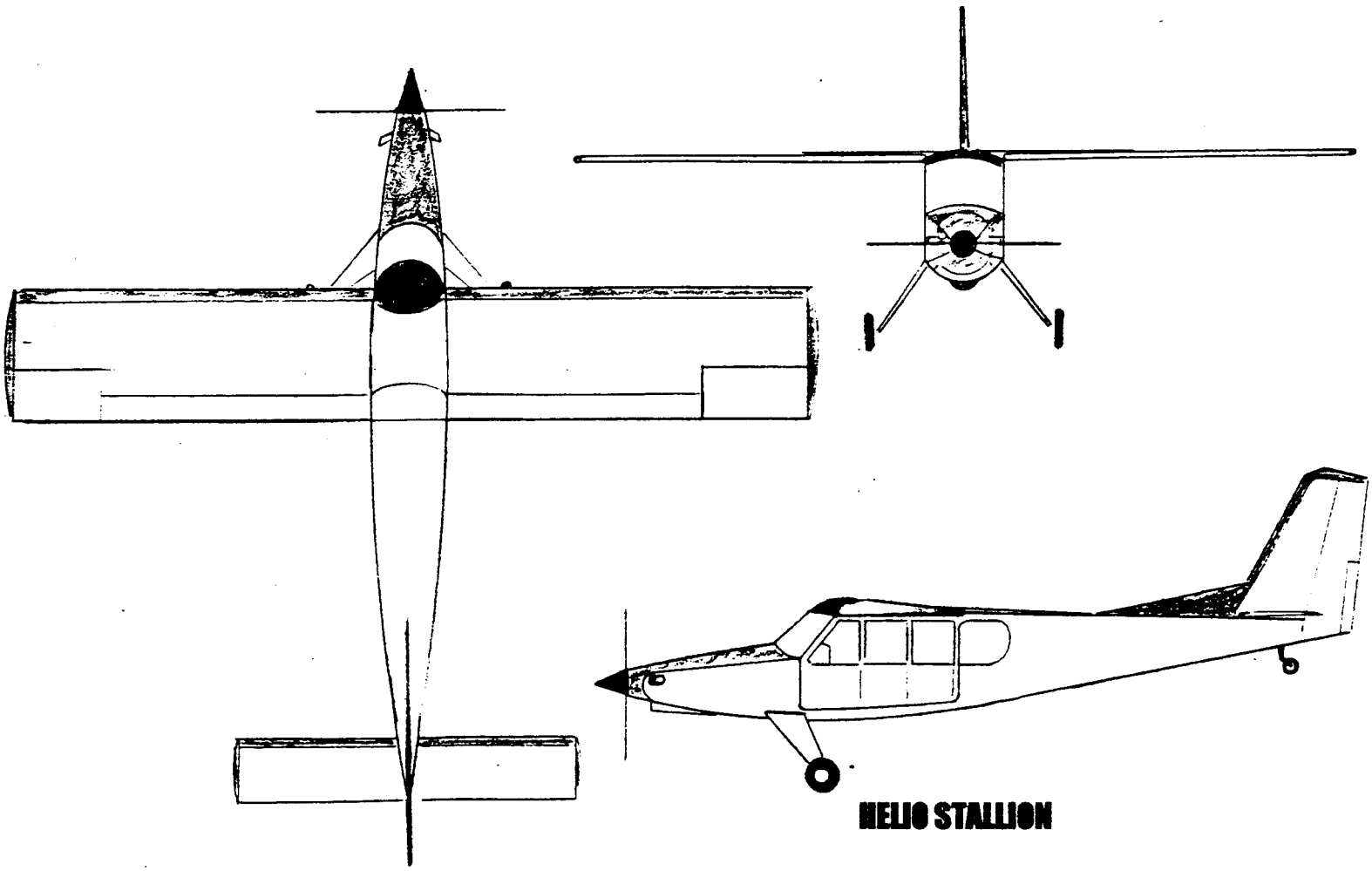
The test rig had a bamboo motor peg over which was installed a sloppy fitting sleeve of light weight rigid plastic. An index mark was put on the tube so as to observe any rotation. The length of the sleeve was 3/32 shorter than the distance between the inside surfaces of the two sheet balsa motor peg supports. The prop was equipped with a spring type motor tensioner identical to those used on earlier endurance models using folding props. As most of us know, a tensioner does not allow all the turns to be unwound, *and in theory*, keeps the motor eveniy distributed between prop shaft hook and rear peg.

The first test was made without the sleeve installed. When the motor unwound to the point where the spring tensioner kicked in and stopped it, the result was as expected. There were no knots in the front portion, and some knotting in the middle, while most of the motor length was clumped around the motor peg with tight knotting near the peg itself. All set to stall the model into the ground!

For the next test the sleeve was installed. As the motor was wound the sleeve was seen to oscillate in rotation around the peg. Once fully wound it was noticed that the knots were arranged much more uniformly over the length of the motor.

The prop was released, and as the motor unwound the sleeve oscillated freely and shifted from side to side as well. This time, when the motor stopped there was an even row of uniform knots the entire length of the motor with *no bunching around the peg!* The test was run time and again with the same result. Flights with the system installed in models have proved successful. So far, no tests have been made with back-wound or braided motors, though it is suspected that the result would be the same as with a tensioner.

If you try this, be sure to use the length sleeve described in order to keep the motor centered in the aft end of the fuselage. You will need a large enough opening in the nose to allow installation of the sleeve, or an open port in the belly near the motor peg. Somehow, making up new motors and installing them is a task most of us do rather grudgingly. Use of this system is going to make this task even more of a pain in the empennage. But the result is worth the trouble. No center of gravity shift when the model enters the glide mode. A glide as flat as a musician's error!



HELIO STALLION

High performance STOL Aircraft manufactured by Helio Aircraft Company. Modified version of Helio Courier featuring Canadian Pratt and Whitney PT6A-6 turboprop. Performance:Max speed, 215 m.p.h. at sea level; max cruising, 207 m.p.h., at 10,000 ft.; cruise (60% power) 165 m.p.h.; minimum speed 29 m.p.h.; initial climb 1,910 ft./min: max range, 1200 mls.; payload (including pilot,8 passengers, baggage and fuel) 1130 kgs. 530 manufactured. Military version equipped with wing mounted rocket launchers, gatling gun and 100 kg bombs.

10/22/03 Dear Lin, here is the report on the Dumas Wedell-Williams Red Racer

The Dumas kit of Jimmy Wedell's 1932 Gilmore Red Racer is one of the six new 24" Dumas kits of famous racing planes. The others are the Gee Bee R-1, the Hall Bulldog, the Gee Bee Z, the Laird Super Solution, and the Supermarine S6.B. When Lin asked me to build the Red Racer I was delighted because a few years ago I had visited the Wedell-Williams museum in Paterson, LA and saw a Wedell -Williams racer up close.

With accurate laser cut parts and good balsa, the kit went together in record time. The vacuum formed parts fit perfectly and the plan is well engineered with good instructions. The peel-and-stick decals are the best I have seen. The Gilmore name is on ***every*** part of the plane....the rudder, the wings, the fuselage, and even the wheel pants! Very colorful and easy to apply. Dumas furnishes a generous supply tan and red tissue, matching the plane's actual colors.

The plan lists the wing area at 96 square inches and the weight at 3.5 oz. (98 grams). My completed model weighed just under 4 oz. without rubber or ballast. At this wing loading the model isn't a sensational flyer. Best to do everything over TALL grass. The plan shows the desired CG, the stab mounting was correct, and the plane does fly, but don't count on winning any FAC contests with it.

I built the plane according the plan with some exceptions and improvements. I replaced the vacuum formed plastic nose piece with one made of balsa turned on an electric drill. The plastic one looked good but would not, in my opinion, provide the stiffness for the rubber load. It would be OK if one were building the model for static display. Instead of the paper skirt on the cowling I used 1/32" balsa which holds its shape better. I am not fond of the black 9" prop that was furnished so I substituted a heavy yellow P-30 prop cut to 8 1/2 inches. In order to have the cowling and plastic wheel pants match the tan color of the plane I mixed Polly Scale's Depot Buff and Cream to get something close to tan.

In summary this is a high quality kit that is fun to build. It won't appeal to those who build strictly for contests, but for those who are interested in colorful old-time racing planes, the Red Racer and the other new Dumas offerings may very well be worth the price of $45.

Ollie Benton

Here is an up-date on the above from Ollie.

After further flight testing and adjustments, the plane flew higher and much better with the CG located about ½" behind the point indicated on the plan. Best flight so far is 29 seconds but should do much more.

An Innocent Goes to the FAC Non-Nats

by George White

In July, I decided to combine a vacation with travel to Geneseo, to attend the FAC Non-Nats. .

With my only experience with New York limited in the past to New York City (ugh!) it was a true delight to see how beautiful the Geneseo area was.

As a geezer retread returning to modeling after many years, my interest has always been with scale models. It's hard for me to get excited about a stick connecting flying surfaces. The challenge has been to get the darn things to fly, not to mention the skill level required to produce them

Let me say that I really had my eyes opened. I've never seen such beautifully built models. The shocker was the fact that most of them flew beautifully — two minute flights were not uncommon, and a few flew out of sight. Something you don't expect from dinky-assed dime and peanut scale jobs.

The other phenomena observed in Geneseo included the fact that folks were actually having a great time. It is the first model meet I've attended where a large proportion of the contestants were under 50, of all races and several women. There were also obviously several clubs well represented who have great fun focusing on scale flying. Obviously, I am very impressed.

Early Aero

Hand-crafted accessories for scale vintage flying machines:
Real wire-spoke wheels.
Basket work pilot's seats.
Hand carved airscrews.
Dummy bottle screws.

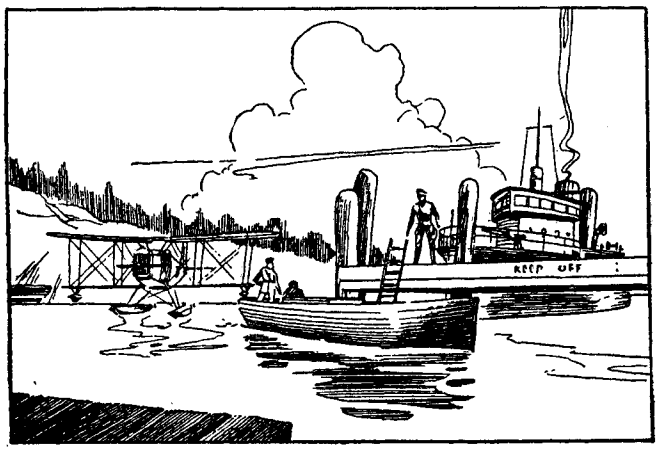
Proudly made in England.

Roy Hanson with the Blacksheep would like an address on THESE people.
Roy Hanson
21410 Nashville Street
Chatsworth, CA 91311

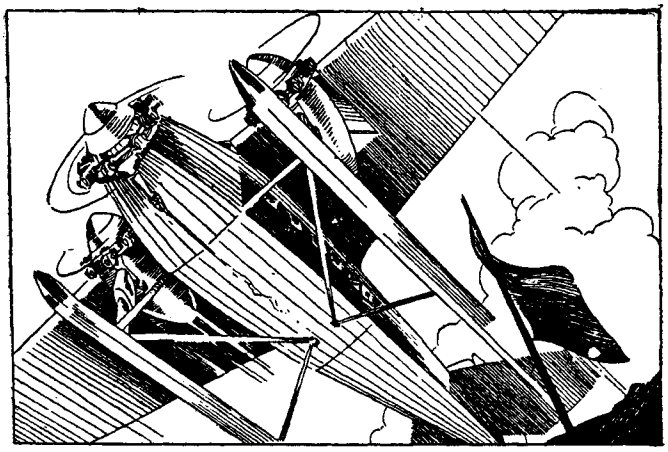
They Had What It Takes

XI—RICHARD E. BYRD—CONQUEROR OF THE POLES

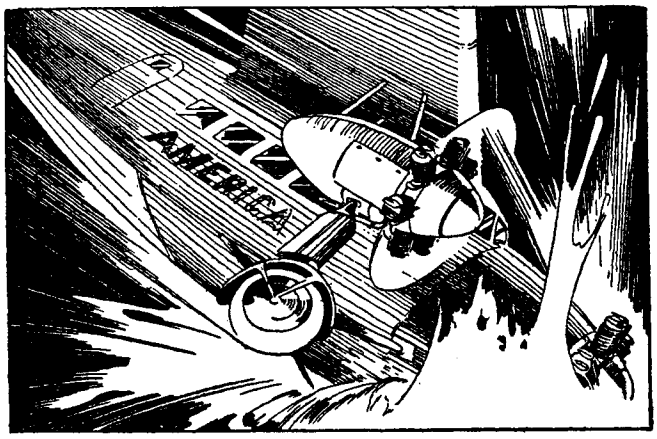
By ALDEN McWILLIAMS



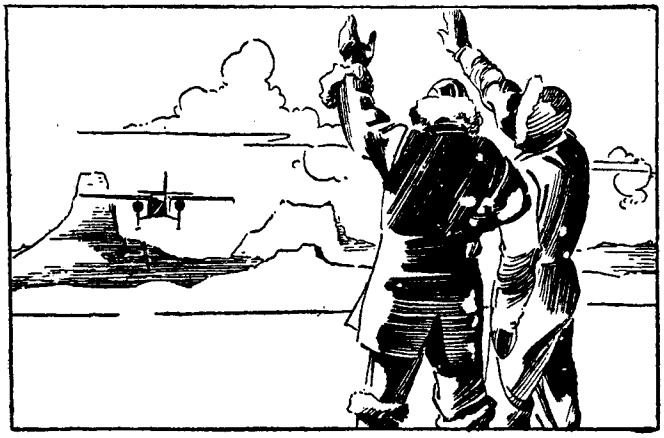
1—Born in Winchester, Va., Oct. 25, 1888, Richard Evelyn Byrd was initially educated at Virginia Military Institute and the University of Virginia. In 1912 he was graduated from the U.S. Naval Academy, and by 1916 he had attained the rank of Lieutenant-Commander. Then from 1917 until the Armistice he commanded the U.S. Air Forces training in Canada.



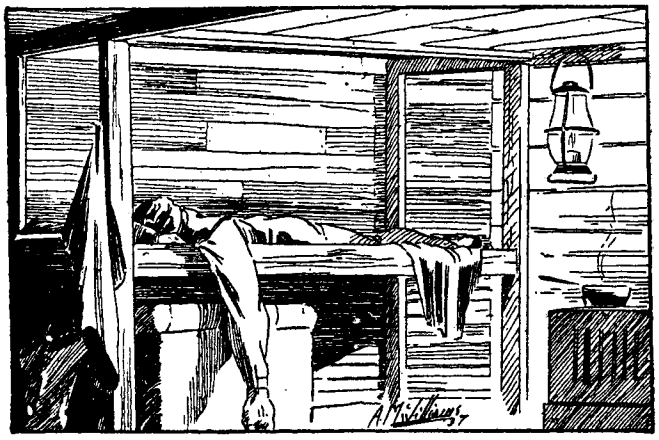
2—Gaining fame as a leader and attracted by polar work, Byrd headed the MacMillan Polar Expedition air unit in 1925. Then on May 9, 1926, with Floyd Bennett as pilot, he roared his tri-motored Fokker over the North Pole, dropping a flag in token of the achievement. Kings Bay, Spitzbergen, was the base from which this sensational 15-hour, 1360-mile flight was made.



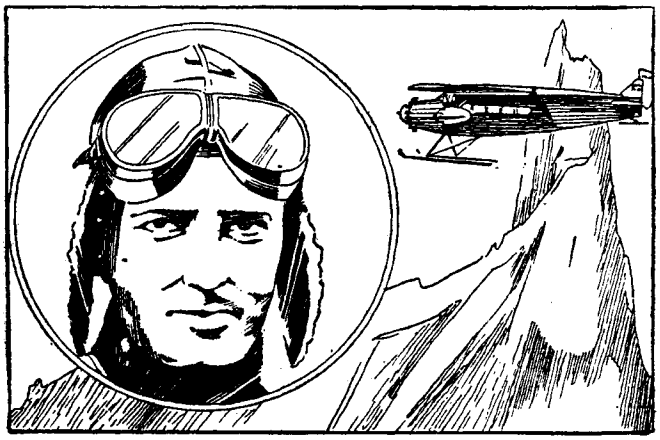
3—That memorable year 1927 saw the Virginian again poised for a stirring flight. With three companions, he nosed the Fokker *America* eastward from New York, crossed the sea handily. But fog enveloped them on the other side; and after circling blindly, they landed unhurt in the water off Ver sur Mer, France. The *America* had covered 4,200 miles (June 29—July 1).



4—Now Antarctica called, and soon Byrd was dashing southward from Little America in a Ford plane bent on attaining the South Pole. A 15,000-foot mountain range reared up, and Bernt Balchen, his pilot, only cleared it after tossing out weighty supplies. With this barrier hurtled, however, the explorer pressed on, crossed the pole on November 29, 1929.



5—In 1933, Byrd returned to Little America for two more years of Antarctic research. To conduct a special study, he voluntarily shut himself off at an advanced base and lived alone for six months. Nearly asphixiated by a faulty stove, he chose to die rather than endanger his men in a rigorous rescue expedition. But they came for him anyway—reached him just in time.



6—Cited twenty-two times by the Navy, Richard E. Byrd is now a Rear-Admiral. He has been awarded the Hubbard Gold Medal, the Congressional Medal of Honor, the Distinguished Service Medal, and the Flying Cross. Moreover, the Republic of France has named him to the Legion of Honor. This great leader is now promoting International Peace.

Muncie Flying Trip Texas Style

Charles Hill, Bruce Finley, Al Backstrom, Dave Regan and Mike Midkiff made low passes over the FAC champs in Muncie and came away with a few victory rolls.

The trip started out in reasonable fashion with everyone arriving at yours truly's hacienda and the packing began. In spite of the largest van I have seen in a long time room for all the models, model boxes, tent covers, chairs, change of clothes, documentation, flying equipment and motors the van filled up fast. Luckily Bruce, in his wisdom had one row of seats removed from the van to allow for greater storage and still have a sleeping bunk. After we are finally away Bruce drops the bomb that we need to pick up Dave Regan at the Indy airport along with a couple of his duffle bags. Shrugging off this apparent inconvenience to come we proceeded merrily on our way accompanied with the typical hanger talk banter and perusal thru well worn model rags. Making good time in spite of the highways around Little Rock looking like Iraq we spent an uneventful night in Blythville. AR. Remind me never to get a room on the first floor again at a motel that has two floors. I swear that the person above me dropped his/her suitcase at least18 times between 10 pm and 2 am.

As we near the Indy airport it became obvious that all traffic heading in the direction we needed to go was at a complete stand still. It wasn't even close to rush hour traffic yet on the loop! Bemoaning our fate we plodded toward the airport liberally pointing (as an execuse) at our Texas license plate as we went the wrong way down many streets and also parked illegally in an effort to retrieve our buddy from the clutches of this yankee airport. Finally working free of Indianapolis we promptly ended up on flooded back roads in our attempt to work around the ever-present backup of traffic. Eventually we arrived near the flying site and since the wind appeared minimal we decided to do some trim flying. At dusk we finally checked into the motel.

Saturday a.m. appeared to portend a great flying day: cool temps, no wind and the sun just coming up. Rushing around to arrive at the field early and use this calm gift presented to us before the wind picked up we immediately commenced flying and recording times. We were flying and the rest of the yankee yahoos were still trying to decide whether to park here or there or yon trying to second-guess the wind. Well the wind never came and we had one of the best flying days that I can remember anywhere in my yrs. of flying.

Charlie was putting in some max flights with his CO-2 stuff, Bruce was working out trim on his new Judy WW-2 ship. Mike's Shinden grabbed an early thermal and posted nearly two minutes. Al kept getting more altitude with his 'tween the war biplane. Dave harassed and intimidated the competition. How could we loose!

WW-1 mass launch turned out to be less than we had hoped, with a partially blown motor during first winds the DH-9 limped her way into the second round where she finally dropped out.

All in all with some good times posted the lone Star boys felt good about what had been accomplished on this day.

Weather report for Sunday indicated that it could be as good a day as Saturday was. This was an understatement. There were thermals galore. Have you ever seen a Handley Page O/400 in a thermal? It is soo neat that it is almost grotesque. They just do not fly that high but the models did this day. Dave Rees's Delphine, cruising around the sky at 400 ft of altitude. Mike's Loening floatplane flying high, far and away finally to be retrieved found floating arrogantly on one of the many surrounding ponds left by previous storms.

WW-2 mass launch appeared to be the event for the gringos from Texas. With three entrants how could we be denied at least one place on the victory stand. Alas it was not to be. Bruce's Judy needed more trim work. One day it will be the terror of San Antonio but it wasn't this day. Charlie's Mustang showed promise but just couldn't get enough duration with the poor rubber to stay with the other models. Mike's Mustang flew pretty well but missed the cut by 4 seconds in the second round of flying. But hey "Remember The Alamo". There will be more battles.

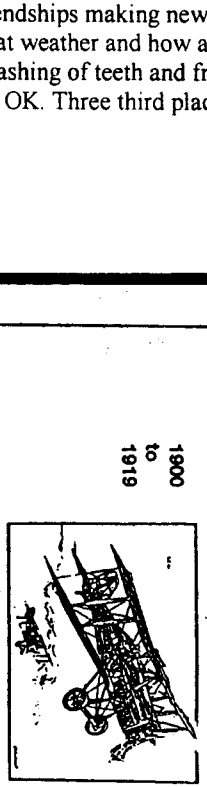
As the second day wound down with the weather still excellent, it became evident that retrieval of Bruce's OT stick, which landed a ways back in the corn on its second flight, may be possible. After posting two maxes it was worth the effort to try and get this model back. Lo and behold the model was found and efforts to put in a third flight were underway. But alas, torpedoed by yankee conniving, the ever present carpetbagging fine print thwarted our heroic efforts to snatch another victory. THIS EVENT ENDED AT 3 PM. Not 4 p.m. as was assumed. Santa Anna could not have done better.

The balance of the day was spent renewing many old friendships making new ones, swapping lies and congradulating one another on the great weather and how at least some of our models were prepaired for it. Finally after much nashing of teeth and frutive glances as the final tally was taking place the Texans did OK. Three third places and a first place were presented to the good guys.

M. Midkiff CNCFACLSS

WW1 AERO SKYWAYS

1900 to 1919



1920 to 1940

BUILD ONE! A REAL ONE!

OUR TWO JOURNALS

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

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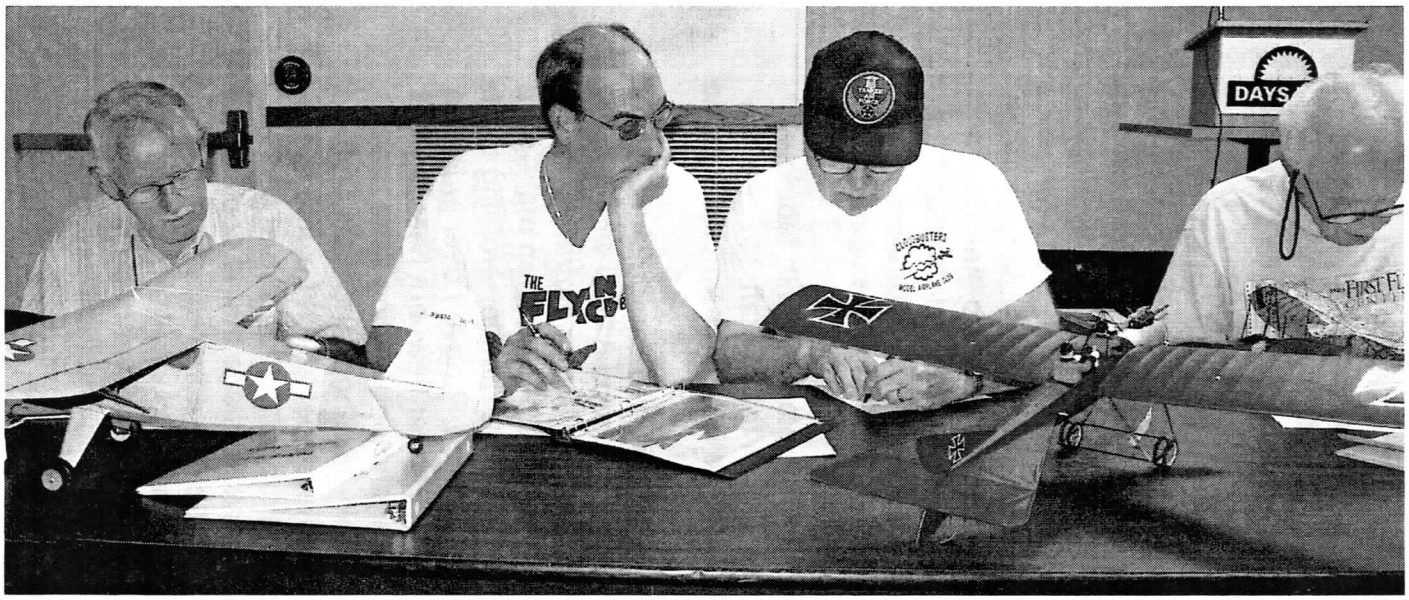
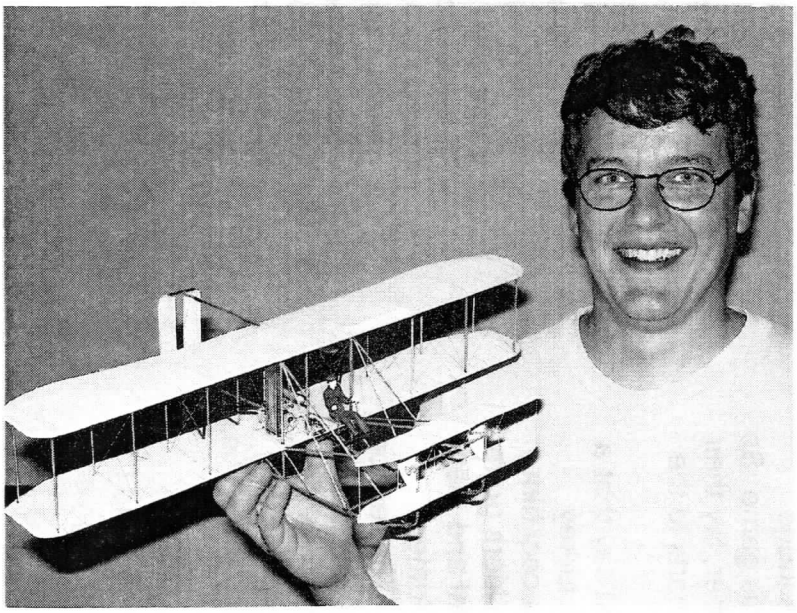
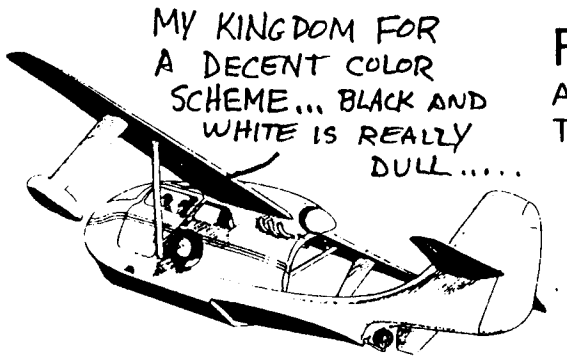


All photos by Bob Clemens from the FAC Non-Nats, 2003. Some of our hard working scale judges doing what they do best! From the left; Stu Weckerly, Paul Boyanowski, Ralph Kuenz and jack Moses, that's above. Below left is Jack Kacian with his good flying Wright Flyer. Bottom left is Ross Mayo giving a Pilots briefing prior to the WW-II mas launch event. Bottom right is Fran Ptaszkiewicz ready to drop the Flag to signify the beginning of the races.





Fliteline

Airy musings by
Tom Arnold

I had the privilege of being a scale judge at our annual contest and once again I am so impressed with the effort and craftsmanship that goes into all the airplanes. I salute anybody who works hard, builds one of our works of flying kinetic art, and then submits it for scrutiny by merciless judges who then grade all his efforts and post them up there for all the world to see. After that beating, our airman takes his pride and joy and flys it, only now the stopwatch is the merciless judge. You have got to have a good self image for this game. So again, I salute all the airmen who come together, lay their aircraft on the judging table and throw their hearts to the sky. You are splendid friends and examples.

After that kiss on the cheek, now I must say that a lot of builders remind me of turkey vultures. A turkey vulture pees on his own feet. They say it is to cool him self off---I say he is totally clueless. Some builders go to incredible lengths to produce a beautiful model and then pee on their own feet by submitting the most lame documentation for the judges to puzzle over. The reason I can speak with such moral authority as I have peed on my feet with the worst of them and even continue to do so on regular occasions. If someone ever puzzles over why there is such a disparity of scores, I will lay odds it is probably over documentation.

As a scale judge, there have been times that I have a delightfully constructed model in my hand and I yearn, I reach, I stretch, I try, I pray----anything to give the builder some points as he or she has done a very good job. The only problem is there is nothing on the 3 view that remotely resembles what is in front of me. They have footrests, rigging, rivets, flying wires, gas caps, cylinder heads, antennae.....you name it and it is there. These items score highly in FAC judging. I know those are on the real aircraft but they are not on the 3 view nor are they on any photo (if any) submitted. Not on the 3 views, not in the photos? Then they don't exist and the builder leaves the biggest chunk of points available there on the table. The judge cannot give credit for "known" details in his mind as it is impossible for a judge to know every aircraft ever built. If they do that, then a lesser-known aircraft can have made-up details and the judge would have to blindly award points for them with no idea of their actual existence. Not quite the spirit of the event.

The opposite of that is the builder with fabulously detailed 3 views and nothing on the aircraft. He gets the same results (low points) as he illuminates all the stuff he does not have.

Same thing with markings and camouflage. If you follow a photo backed up with a good 3 view with marking placements, you are unbeatable. If your aircraft is marked "similar too" another type of bird, then make sure the markings are exactly like the example. Nothing beats some good photos along this line. I have never judged a "project aircraft" i.e. one that never flew, but here is what I would look for. First some photos showing what the previous aircraft in the family tree had for details and compare those details to the model. Next I would like to see a photo or colored line drawing of an actual aircraft that would have markings/camouflage that is depicted on the model. I would look for exact adherence to the documentation---if not, a note as to why I am seeing what I do. Markings can be mixed with different paint schemes but show me an example of each and then depict what you show.

Construction and Details, then Markings and Camouflage get the highest points in FAC judging and both need documentation to verify it. Workmanship, as much as we admire it, counts for much less. It all points up to the importance of getting some good photos/3 views before balsa is cut. In fact, the smart money builds aircraft based on the documentation available and not the passion for a favorite subject. I don't follow the smart money either, but you get the drift.

I have a confession to make. I have a WW I biplane that shall remain nameless that I have shamelessly campaigned for years. It is old, beat up, has color of questionable tone, and the workmanship is in some places, atrocious. It has landing gear that is held in place by gobs of epoxy and the landing skid has long ago broken off. By sheer blind luck, I got a copy of one of those superb "in detail" type of booklets that show every little nuance, every turnbuckle, every wire, and a clear example of my chosen paint scheme. So I put on every wire, every gun, built up an engine (it had nice photos of the engine) and marked it exactly like the photos. I nailed the judges and I did not even know it. They **have** to give high points because that old warhorse follows the rules exactly and the visual verification is right in front of them in my documentation packet. They have to follow the rules exactly---they must be merciless— and I love how things shake out. Sure, it makes small gains in the workmanship category, but it forces the judges to give generous points long before that can be considered. The judges are literally chained by the careful reading of the rules.

If such is the case, go for it. The judges applaud you for it---you have broken their code. They have respect for such a shrewd builder and will shower you with points in homage.

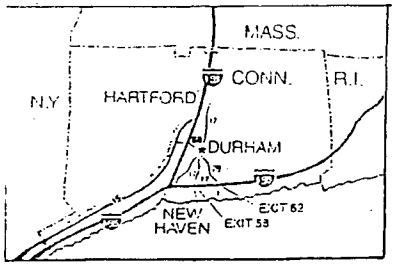
The above article taken from the "Scale Staffel" newsletter.

THE GLASTONBURY MODELERS
MIDWINTER MADNESS!
WHITES FARM, DURHAM, CT.
JANUARY 11, 2003 9:00AM TO 3:00 PM
AMA MEMBERSHIP REQUIRED

EVENTS

1. **Peanut Scale: No judging, no bonus points. Total of 3 flights**
2. **No-Cal Scale: FAC rules, total of 3 flights, no max.**
3. **Dime Scale: FAC rules. You need your plan with you. Pseudos to be checked by CD**
4. **P-30: AMA rules. (JS) (O)**
5. **Catapult Glider: AMA rules.**
6. **Hand launch Glider: AMA rules.**
7. **Catapult Jet: Profile or 3-D. Bonus for 3-D jobs. No scale judging**
8. **Victory Models: Must be built per plan. Three flight total.**
9. **Pinkham Field Stick: 20 inch span limit. Non-scale profile OK too. Highest single flight wins. Fly all you have all day. Cert. for winner only in this event.**
10. **Legal eagle: Bring your plan and mouthpiece. ROG site chosen by C.D.**
11. **Tow Line Scale: Line length to be determined at the field. Best 3 of 6 flights.**

CERTIFICATES TO SECOND PLACE
Entry fee, $3.00 Under 21 free. John Stott, C.D. (203) 426-5190.
Fill out mailing label to receive Squadrons Up newsletter to keep informed.
Max of the day will be determined by conditions and posted contest day.



Burnt Offerings to Hung

As is our custom, we will pay homage to Hung, Great God of Thermals by offering up our old and/or stubborn models in a flaming sacrifice. Anyone caught trying to retrieve a model from the sacrificial pyre will himself be tossed into the inferno! (It is surprising what nice looking ships are unselfishly offered up to the Great One in hopes of getting good weather on contest days) Seek out those dodos lurking in the dark corners of your hangar and give 'em just what they deserve.....THE HEAT!

Glue Guru on the Fokker Triplane—
Here's a new book spelling out the Red Baron's mount with all its virtues and flaws:

Three Wings for the Red Baron

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

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

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

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

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

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

Check it out!

SUMMER POSTAL CONTEST----FINAL STANDINGS

Thanks to all who entered and congratulations to the winners who will each get their names on the "Kanone" list. We were thinking of dropping the postal contests because of low entries but the large amount of entries made us think twice. Keep entering all future postal contests to keep them going. BUILD--FLY--WIN!!! EFF--AAA--CEEE!!!!!

GOLDEN AGE CIVIL

Pilot	Plane	Time
1. Steve Griebling	B.A.T.	330 sec.
2. Tom Hallman	Gadfly	227 "
3. Steve Griebling	Fairchild 24	227 "
4. Mike Thomas	Piper Cub	218 "
5. Scot Dobberfuhl	Monocoupe	212 "
6. Frank Hirleman	Dewoitine D-33	169 "
7. John Houck	Stinson	163 "
8. Dave Linstrum	Ford 2AT	123 "
9. Dan Kane	DH Tiger Moth	120 "
10. Steve Griebling	Heston Phoenix	110 "
11. Scot Dobberfuhl	Gee Bee "E"	79 "
12. Bob Clemens	Mercury Gosling	79 "
13. Scot Dobberfuhl	Cessna CR-3	71 "
14. Jim Lehrman	Aeronca	61 "
15. Steve Griebling	Mercury B-100	54 "
16. Bernard Gillespie	Miles 14A	50 "
17. Walt Leonhardt	Allied Sport	44 "
18. Steve McKeown	Aeronca C-3	33 "

MODERN CIVIL

Pilot	Plane	Time
1. Dan Kranis	Found "100"	778 sec.
2. Al Likely	BD-4	416 "
3. Mike Zand	Wittman Tailwind	291 "
4. Mike Thomas	Found "100"	234 "
5. Juanita Reichel	Piper Clipper	98 "
6. Steve Griebling	Lacey M-10	88 "
7. Stu Weckerly	Jodel	86 "
8. Dave Livesay	Owl Racer	70 "
9. Vern Neff	Fleet Canuck	68 "
10. Tom Hallman	Clipped -wing Cub	63 "
11. Jim Lehrman	Taylorcraft BC-12	53 "
12. Walt Leonhardt	Found "100"	43 "
13. Jeff Row	Cessna 170-B	17 "

MODERN MILITARY

Pilot	Plane	Time
1. Tom Hallman	Mig-15	72 sec.

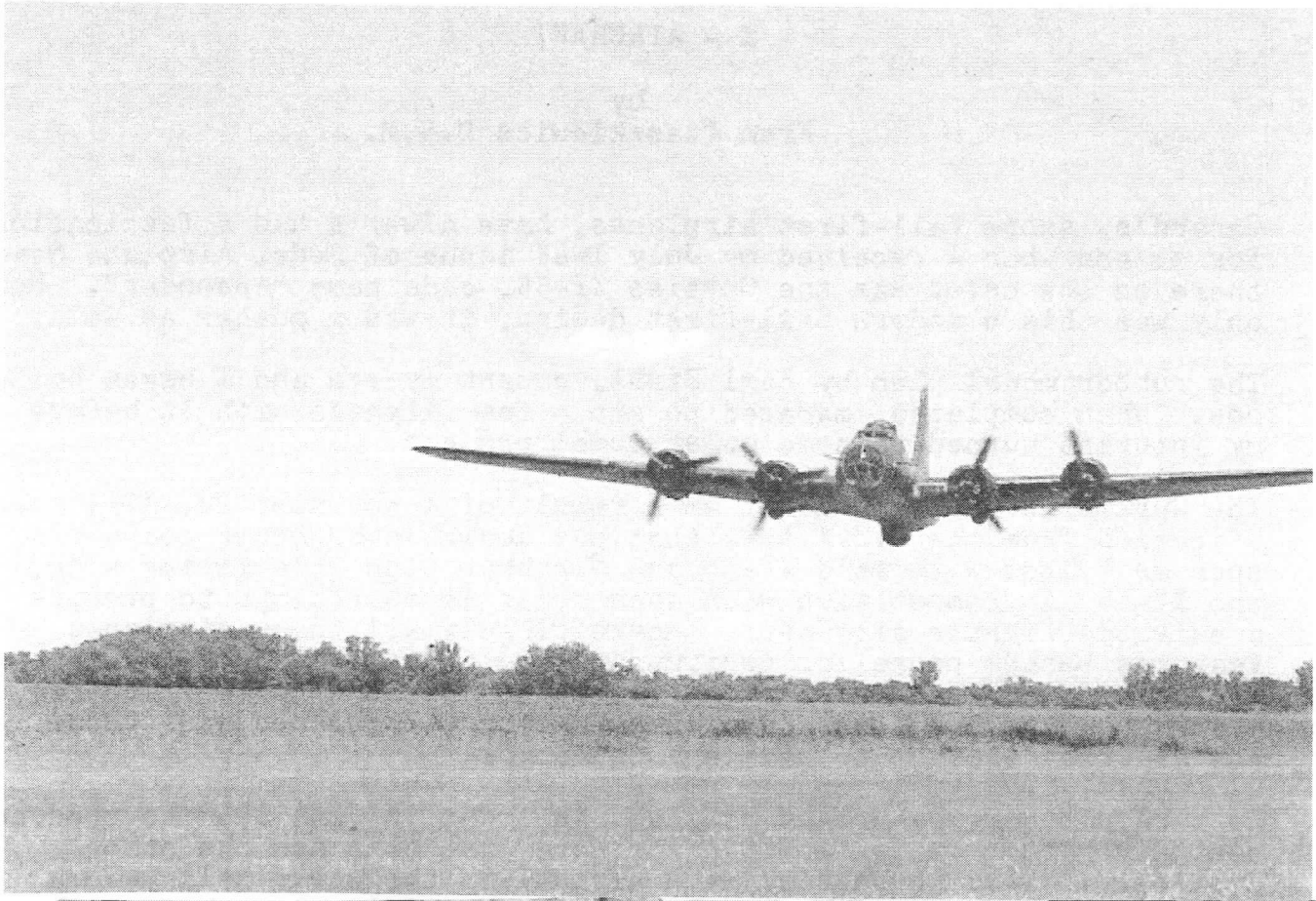
GOLDEN AGE MILITARY

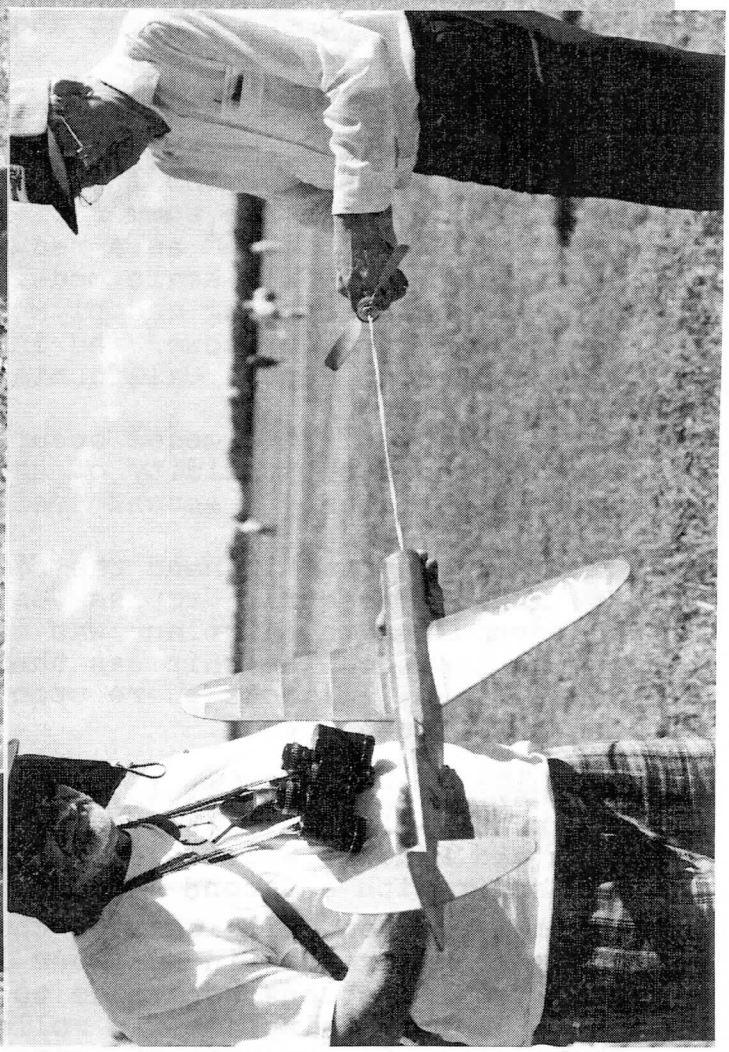
Pilot	Plane	Time
1. Tom Hallman	Arado 96	183 sec.
2. Stu Weckerly	Boeing P-12	160 "
3. Tom Hallman	Mitsubishi 1MF1	77 "
4. Mike Midkiff	Avia BH-3	74 "
5. John Houck	Hawker Fury	51 "
6. Steve Griebling	Arado AR-66	48 "
7. Walt Leonhardt	Mureaux C-1	33 "
8. Fran Ptaszkiewicz	Martin MO-1	9 "

PHANTOM FLASH

Pilot	Time
1. Mike Thomas	263 sec.
2. Bob Clemens	252 "
3. Bernard Gillespie	135 "
4. Ed McQuaid	124 "
5. Dave Linstrum	122 "
6. Jim Lehrman	54 "
7. Lin Reichel	48 "
8. Jeff Row	37 "
9. Walt Leonhardt	32 "
10. Fran Ptaszkiewicz	17 "

PHOTO PAGE; Top, This was a scene from the day before the Non-Nats, You had to be there to get the magnitude of this pic. That is the B-17 that is now called the Memphis Belle. It appeared as the real Belle in the movie of the same name. Bottom left, Ollie Benton holds as Wally Farrell winds the winning model in the Greve Race. This model was retrieved from atop one of the buildings on the campus of the University. It will never fly again! Right, Jack McGillivray winds his Mr. Smoothie, Roy Bourke holds. No names for who gave us the pics.





X - AIRCRAFT

by
Fran Ptaszkiewicz D.S.M.

Canard's, those tail-first airplanes, have alway's had a fascination for me and when I received my July 1945 issue of Model Airplane News, there on the cover was the Curtiss XP-55, code name "Ascender". Not only was this a modern tail-first design, it was a pusher as well.

The rubber model plan by Earl Stahl, caught my eye and I began building one. When completed, managed to get a few flight's with it before my interest turned to some other model project.

The Curtiss XP-55 came about as a result of a November 27, 1939 specification from the U.S.A.A.C. that put design's by other company's, such as Vultee with it's XP-54 and Northrop with it's flying wing, the XP-56, in competition with each other in an attempt to produce a suitable fighter aircraft. Interestingely all three airplanes featured pusher propeller configurations. Nine company's had submitted proposed design's in an attempt to meet the design requirements, however, only the three manufacturers mentioned were those the military thought to have any potential.

As a result Curtiss-Wright received an order in June 1940 to produce test aircraft. It is important to note that this and the other designs, cloaked in secrecy were already in the works well before Pearl Harbor, so the thought and planning were in place before the United States went to war.

Following design study's, the first step in testing the "Ascender" configuration was the construction of a wind tunnel model at 1/4 scale. This weighed 600 lbs and was powered by an electric motor. When completed in the summer of 1941, M.I.T. conducted over 600 test's for Curtiss and as a result ot the satisfaction derived from these test's, a full scale model was built. Constructed of wood with a fabric covering and plywood wing, a 275hp Menasco air-cooled engine was used for power and in October 1941 the completed airplane was shipped to Muroc, California for testing.

First flight of this model occured on December 2, 1941 and subsequent test's proved the validity of the design with some changes in various control surfaces. A second seat was also provided for an observer.

With all the data in hand the first airplane was completed at the St. Louis, Missouri, Curtiss Company plant in June 1943. Covered by tarpaulins the airplane was moved to a secure area and the Allison engine tested. The ship was then disassembled for it's transport to Scott Field, Illinois where upon its arrival, it was reassembled and taxi test's began.

Two day's later on July 13,1943 the airplane took to the air after a short take-off run. It was reported by the test pilot that the ship flew and handled well. Test flight's continued thru August and September with a second Ascender" completed in October 1943.

For some reason while testing the number one aircraft it went out of control and crashed in November 1943 with the pilot escaping. A few minor modifications were made to the second model and testing continued. A third airplane was rolled out in April 1944 and between all three aircraft hundreds of hours and much engineering data was obtained.

Reminding aviation enthusiasts at the time of some of the first flying machines of earlier years which used the canard configuration's. The XP-55 tail--first design was all-metal and with it's 1,275 hp Allison engine located in the aft section, the airplane achieved a top speed of 390 mph. Far below the anticipated speed of 507 mph.

Once again, engine unavailability comprimised a potentialy good design as the airplane was to have been powered by a 2,200 hp Pratt & Whitney engine. Thus the lower horsepower Allison had to be installed to keep the design moving. With this engine having a tendency to overheat on landing, the airplane handled badly at low speed and during landing operations. Again, that loss of extra power in the originally planned engine came to fore.

As a result this four gunned fighter found itself in competition with the P-47 and P-51 already proven aircraft and with the Bell Aircraft Company's jet-powered XP-59 on the horizon the "Ascender" program was cancelled.

Some specifications were a wingspan of 40 ft, 7 in.; wing area 235 sq ft.; lenght 29 ft, 7 in. and it stood 11 ft, 7 in. high. Four .50 caliber machine guns were mounted in gun blisters in the nose of the fuselage. The items on the leading edge of that forward flying stabilizer/elevator (stabilator) are air speed indicators sometimes mistaken for guns.

This stabilizer/elevator was a flying or rotating control surface and with the rudder's located above and below the swept-back wing was said to have given effective control at flying speeds. A Curtiss three-bladed constant speed propeller was installed and was designed to be jettisoned in the event of pilot bailout. The tricycle retracting landing gear was a first time effort for the Curtiss Company whose previous designs had all been tail draggers. Yet the configuration meant this was a new for Curtiss necessity. The nose wheel rotating 90° as on the P-40 landing gear.

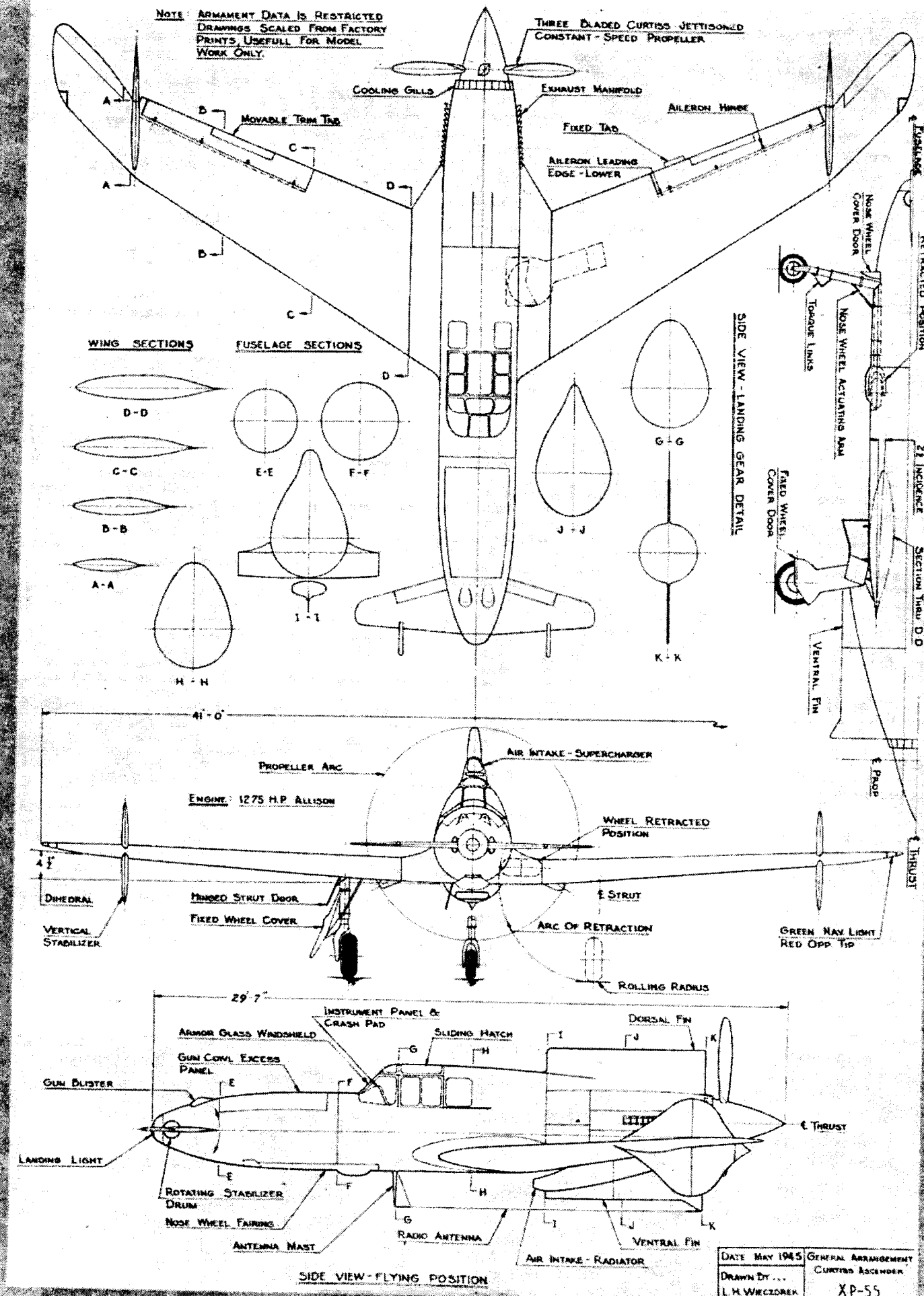
For the model builder, the three view drawing included, is by FACer Len Wieczorek who did many drawings for Model Airplane News and the old Flying Aces magazines. A well done job considering the meager information he had, probably due to the wartime secrecy involved. This July 1945 issue also included the rubber powered design by Earl Stahl that was later reported to have been reduced from his original drawing size to fit the magazine format.

A number of plan services have both the original size and the magazine size available.

AIRMAIL

Joe Tarafas says he just received his Hall Bulldog T-Shirt and it looks GREAT! I just have to get another for a gift. Christmas shopping the easy way! 4 star rating to Bob Bojanowski for another classic racer drawing. What a great job he does!

Steve Kanyusik says, "Assistance and comraderie is second nature to all who believe in the spirit of the Flying Aces Club".


NOTE: ARMAMENT DATA IS RESTRICTED
DRAWINGS SCALED FROM FACTORY
PRINTS, USEFULL FOR MODEL
WORK ONLY.
THREE BLADED CURTISS JETTISONED
CONSTANT-SPEED PROPELLER
COOLING GILLS
EXHAUST MANIFOLD
AILERON HINGE
MOVABLE TRIM TAB
FIXED TAB
AILERON LEADING
EDGE-LOWER
WING SECTIONS
FUSELAGE SECTIONS
D-D
C-C
B-B
A-A
E-E
F-F
G-G
H-H
I-I
J-J
K-K
SIDE VIEW-LANDING GEAR DETAIL
NOSE WHEEL
COVER DOOR
TORQUE LINKS
NOSE WHEEL ACTUATING ARM
RETRACTED POSITION
2½° INCIDENCE
FIXED WHEEL
COVER DOOR
SECTION THRU D-D
VENTRAL FIN
41'-0"
PROPELLER ARC
AIR INTAKE-SUPERCHARGER
ENGINE: 1275 H.P. ALLISON
WHEEL RETRACTED
POSITION
4½°
DIHEDRAL
HINGED STRUT DOOR
FIXED WHEEL COVER
VERTICAL
STABILIZER
℄ STRUT
ARC OF RETRACTION
GREEN NAV. LIGHT
RED OPP. TIP
ROLLING RADIUS
℄ PROP
℄ THRUST
29'-7"
INSTRUMENT PANEL &
CRASH PAD
ARMOR GLASS WINDSHIELD
SLIDING HATCH
DORSAL FIN
GUN COWL EXCESS
PANEL
GUN BLISTER
LANDING LIGHT
ROTATING STABILIZER
DRUM
NOSE WHEEL FAIRING
ANTENNA MAST
RADIO ANTENNA
VENTRAL FIN
AIR INTAKE-RADIATOR
SIDE VIEW-FLYING POSITION
DATE MAY 1945
DRAWN BY ...
L. H. WIECZOREK
GENERAL ARRANGEMENT
CURTISS ASCENDER
XP-55

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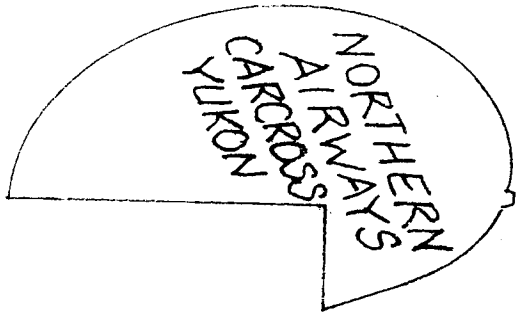
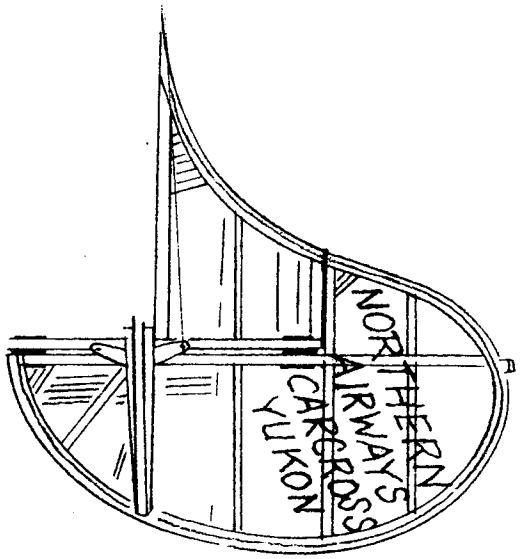
Here are the correct markings for both sides of the rudder for the Fokker Super Universal by Pres Bruning. The plan appears in this issue.





FLYING ACES PLANS

These plans are from the FAC contests at Geneseo, N.Y. and Muncie, In.

AIRCRAFT	SPAN	DESIGNER	PRICE
Erie Times O.T.	24"	Engstrom	$3.00
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Curtiss Gulfhawk	24"	Wilkey	$4.00
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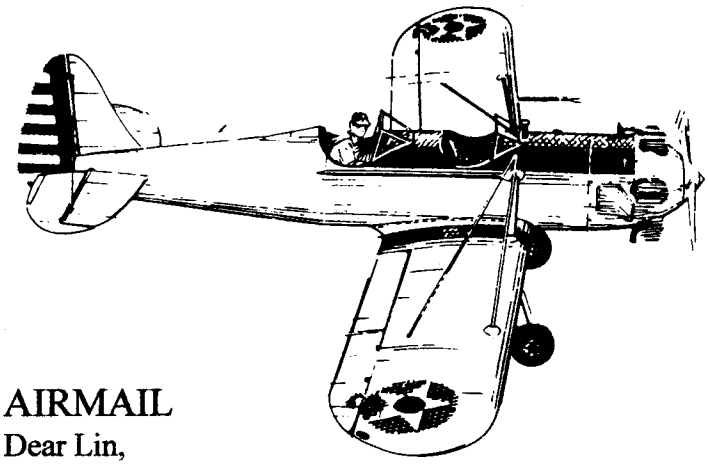
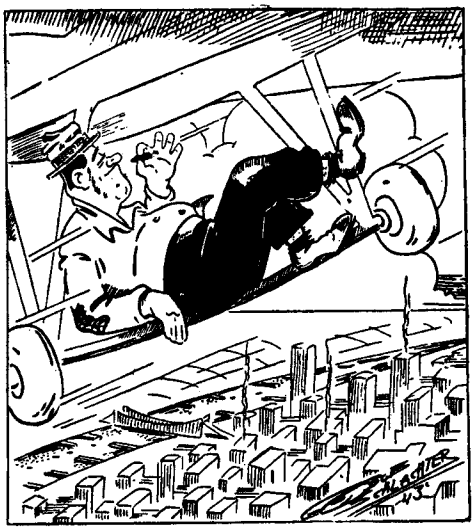


T-SHIRT CLEARANCE SALE

We would like to clean out our inventory of T-shirts Clubsters. Here is your chance to get one at reduced prices. You won't get quality shirts as these are at these low prices. All shirts listed below are going for the low price of $10.00 each postpaid. Some are in small numbers so order early. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Douglas O-38, small[redacted]only

Seversky SEV, small, medium, lge., X-lge.



AIRMAIL

Dear Lin,

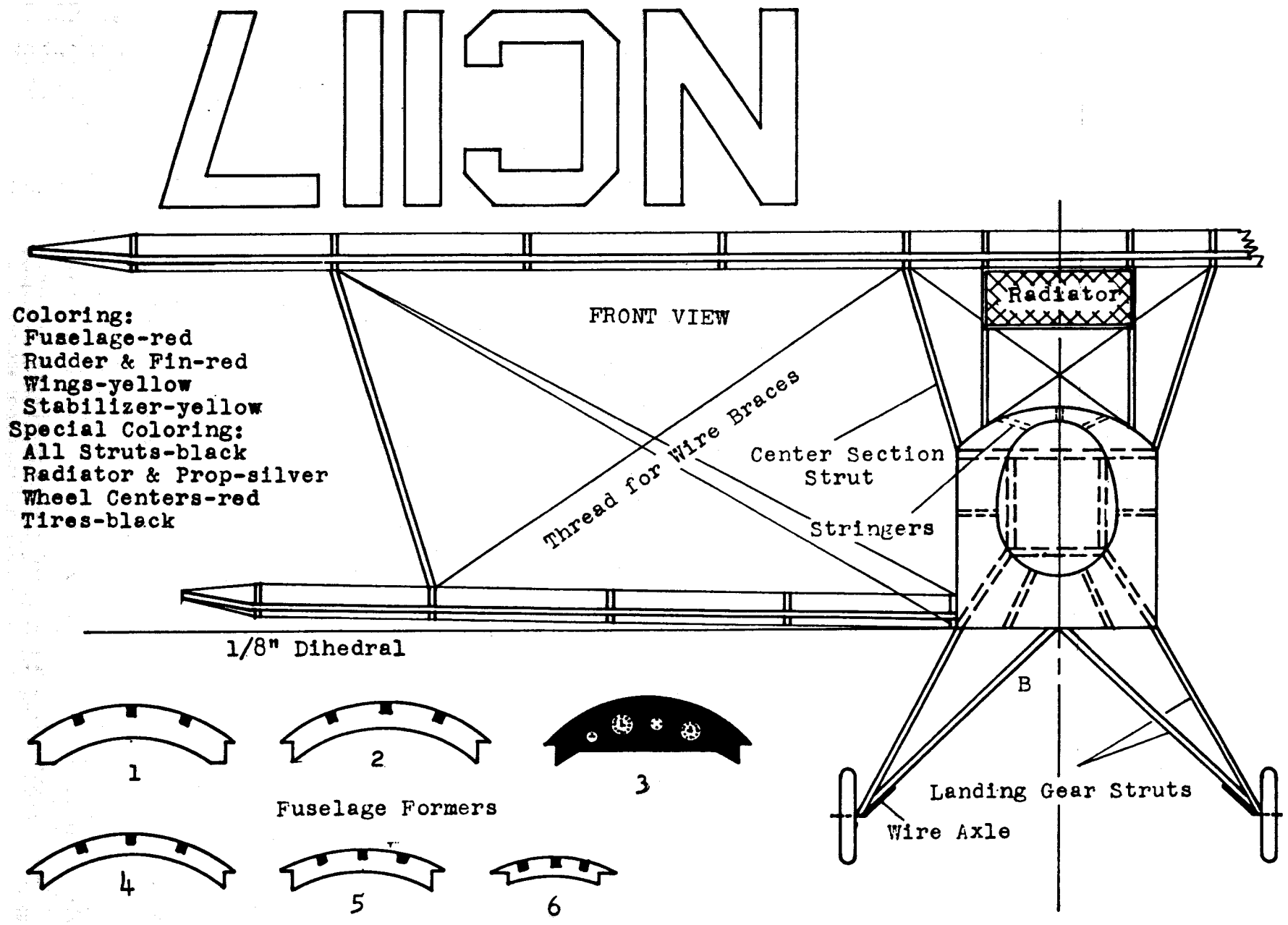
Re the article on the Noordyn Norseman by Fran Ptaszkiewicz in the latest club news, I can tell you that a 28" rubber model of the plane was kitted by Ontario Model Aircraft Co., Ltd., commonly known as Model Craft Hobbies, in 1940 and was available during the war years.

It is interesting to note that the Scientext Co. model is also 28" span. Coincidence or did they base theirs on this model?

I have enclosed a copy of the plan which is in our archives and is available from us for $3.00 which includes postage. As you can see, it is a fairly good model, designed by Tom Batchelor, the in-house designer for Model Craft Hobbies, at that time.

If any FAC member wants further information about the Norseman, including the history of the plane, it can be obtained at www.norsemanhistory.ca. This last bit of information comes from the current (Oct. 2003) issue of Model Aviation Canada.

Best regards, Peter Mann



INSTRUCTIONS FOR WILEY POST "A"

READ ALL THE INSTRUCTIONS AND STUDY PLAN CAREFULLY.

Fuselage

Make two fuselage side frames exactly alike (shaded portion on the side view) using 1/16" square. Next cut out the fuselage formers. Place the two sides over the top view and cement the bottom cross members in place. Then cement the fuselage formers in place. After shaping the nose block cement a cup washer to the front and a small washer to the rear for propeller bearings. Then secure the nose block to the fuselage. The side and bottom stringers run between the nose block and first bulkhead only (see front view) Finally cement the rear rubber hook in place.

Wings and Tail Surfaces

Cut out the ribs and wing tips. By placing wax paper on the plan you may build up the parts directly over the plan. The tail surfaces are built up of 1/16" square and a reed outline.

Covering

Always apply the paper with the grain of the paper running the long way of the surface being covered. The prop and propeller shaft should be assembled on the fuselage before covering. All the parts are covered before final assembly. The surfaces May be dampened to shrink the covering (Caution-Do not wet the covering or the surfaces will warp when it dries. Use a fine atomizer such as a perfume sprayer.

General

All the wing and landing gear struts are 1/16" dia. bamboo. The radiator supports are half round bamboo. When assembling be sure the lower wing has 1/8" dihedral. The numbers and fuselage stripe are cut from black tissue. The control surfaces may be marked with drawing ink.

Balancing and Flying

The model should balance approximately at X. Add weight to the nose or tail as required. It should make a long even glide before attempting to fly. Do not fly the model in a strong wind.

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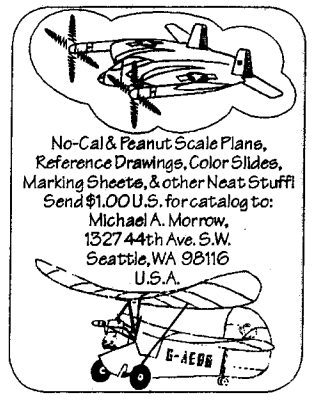

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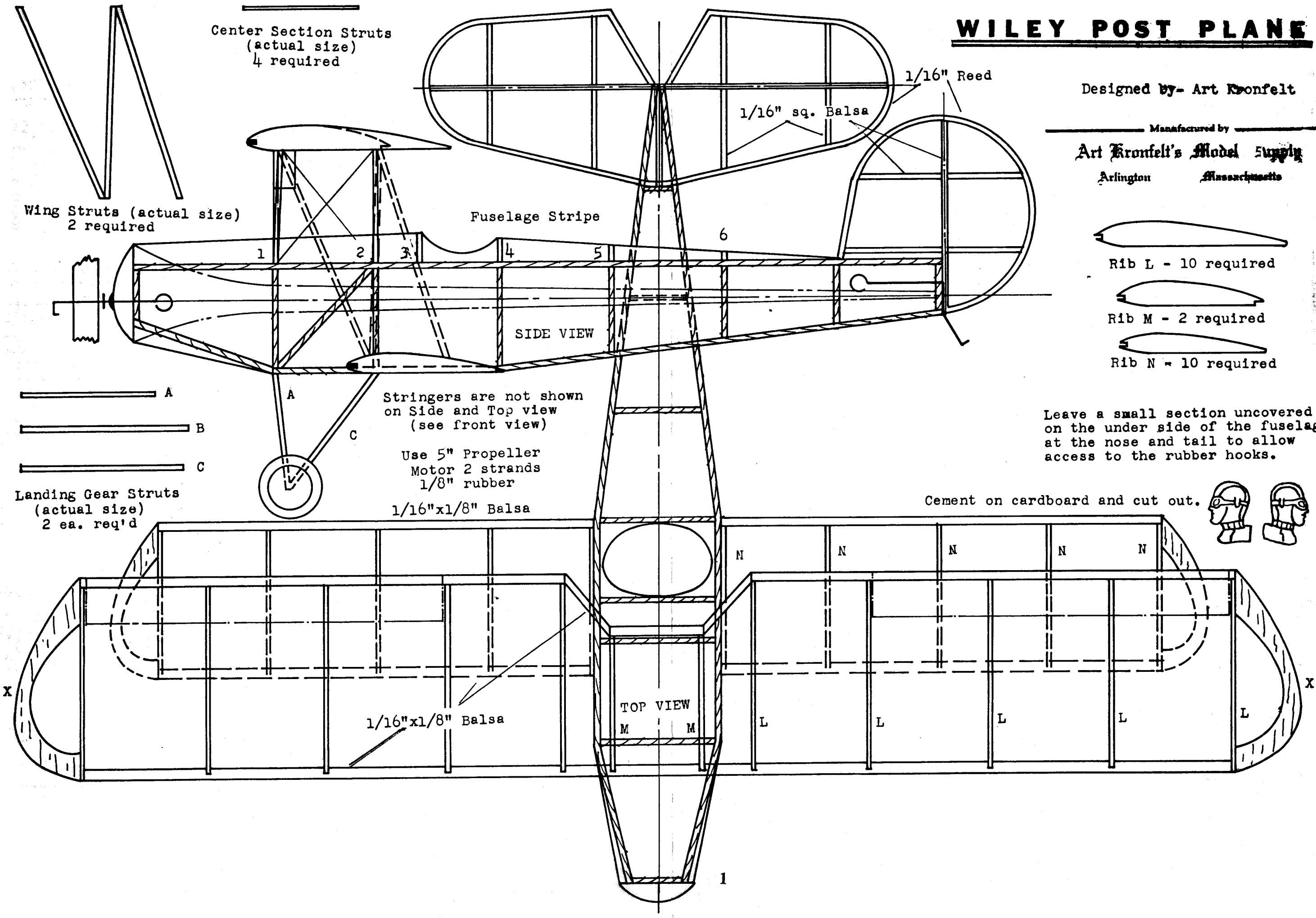
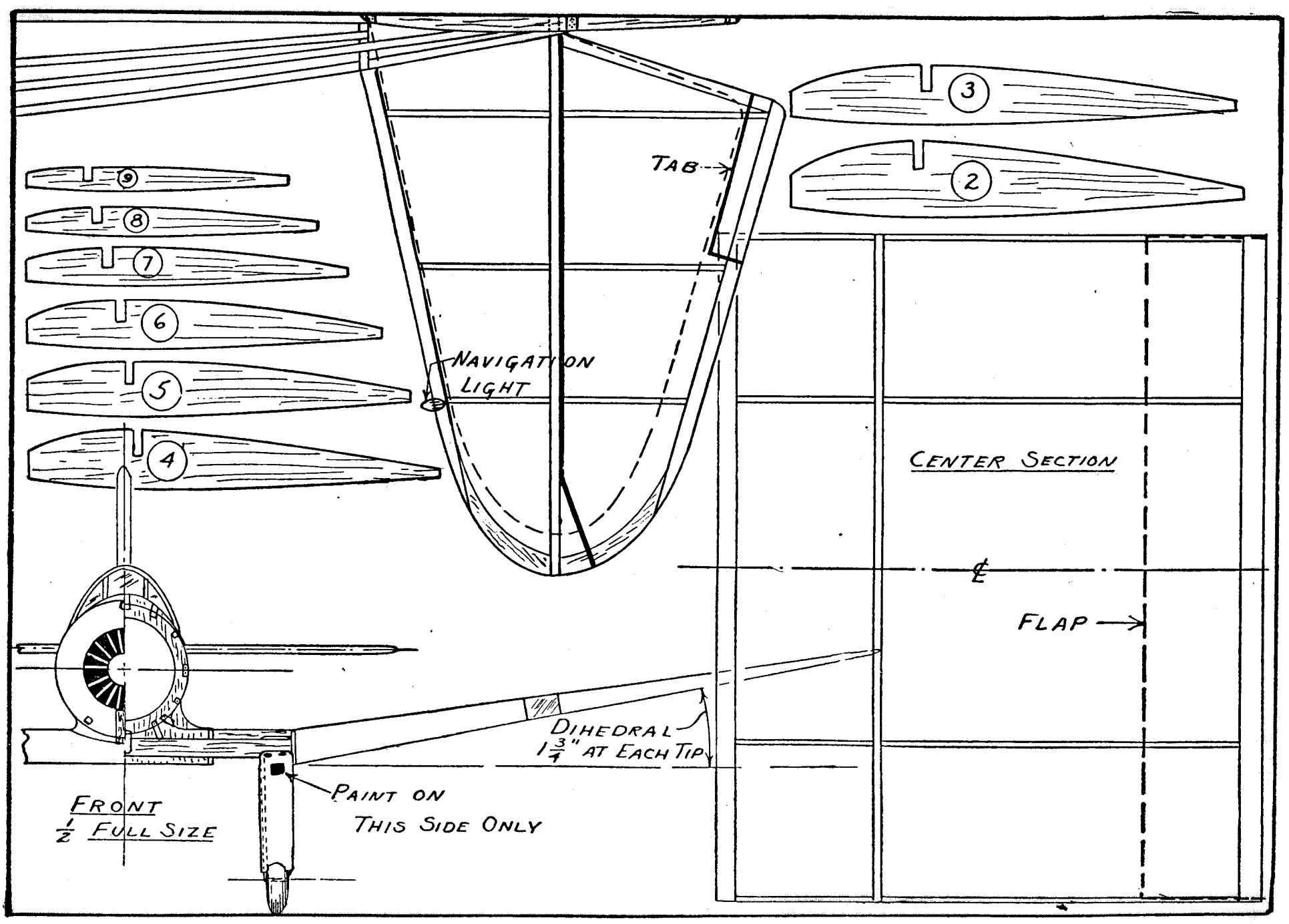
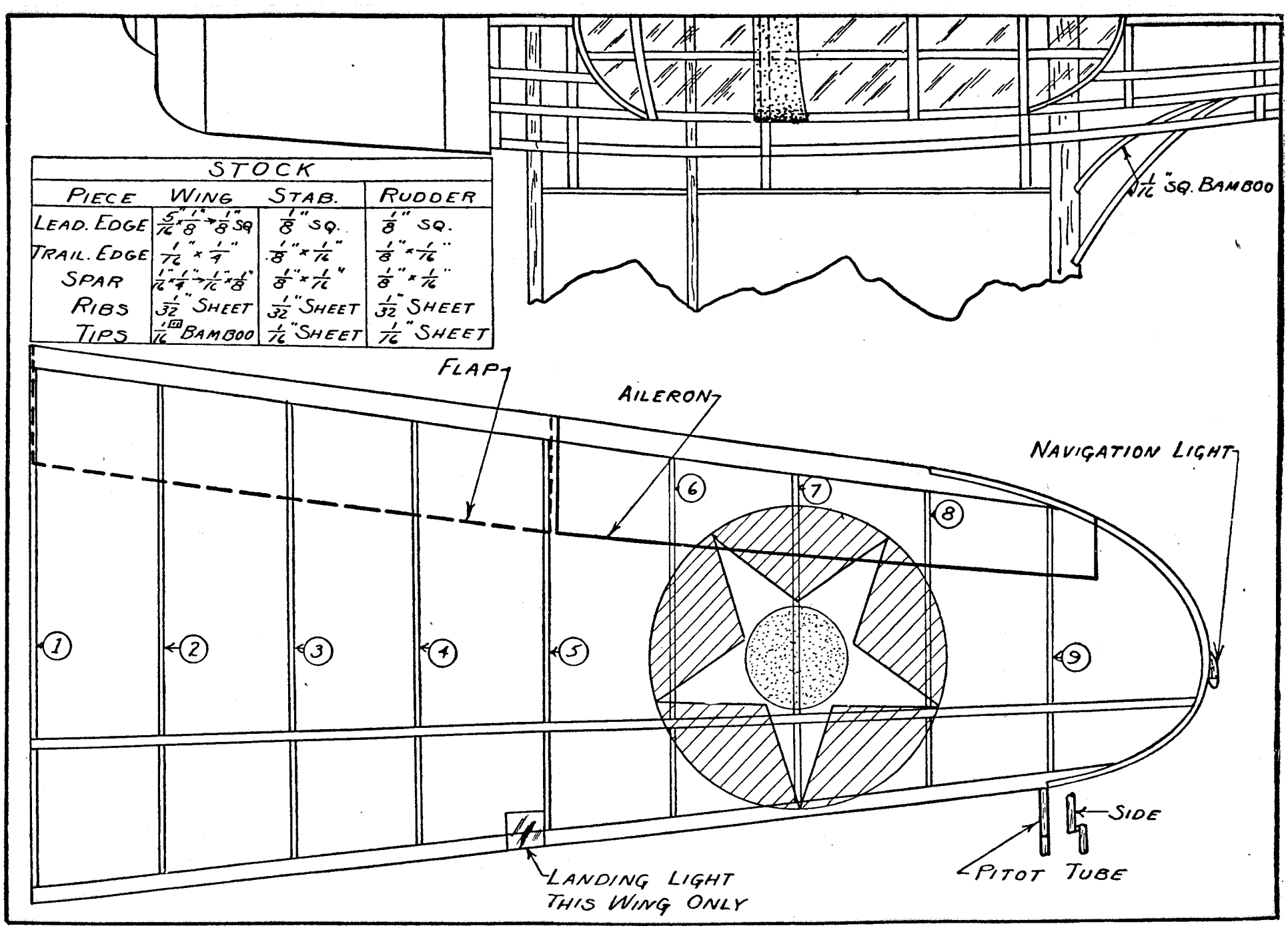
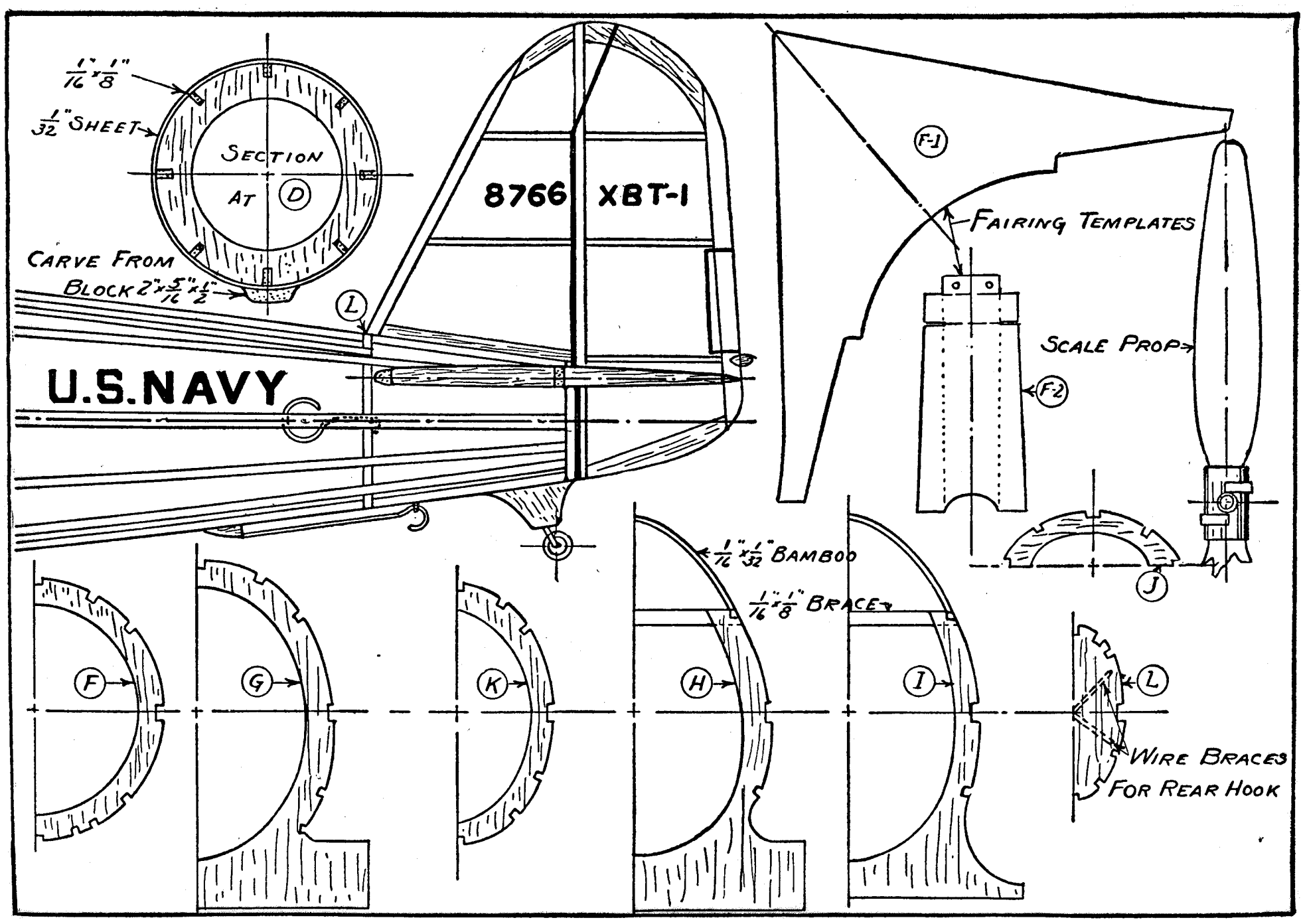
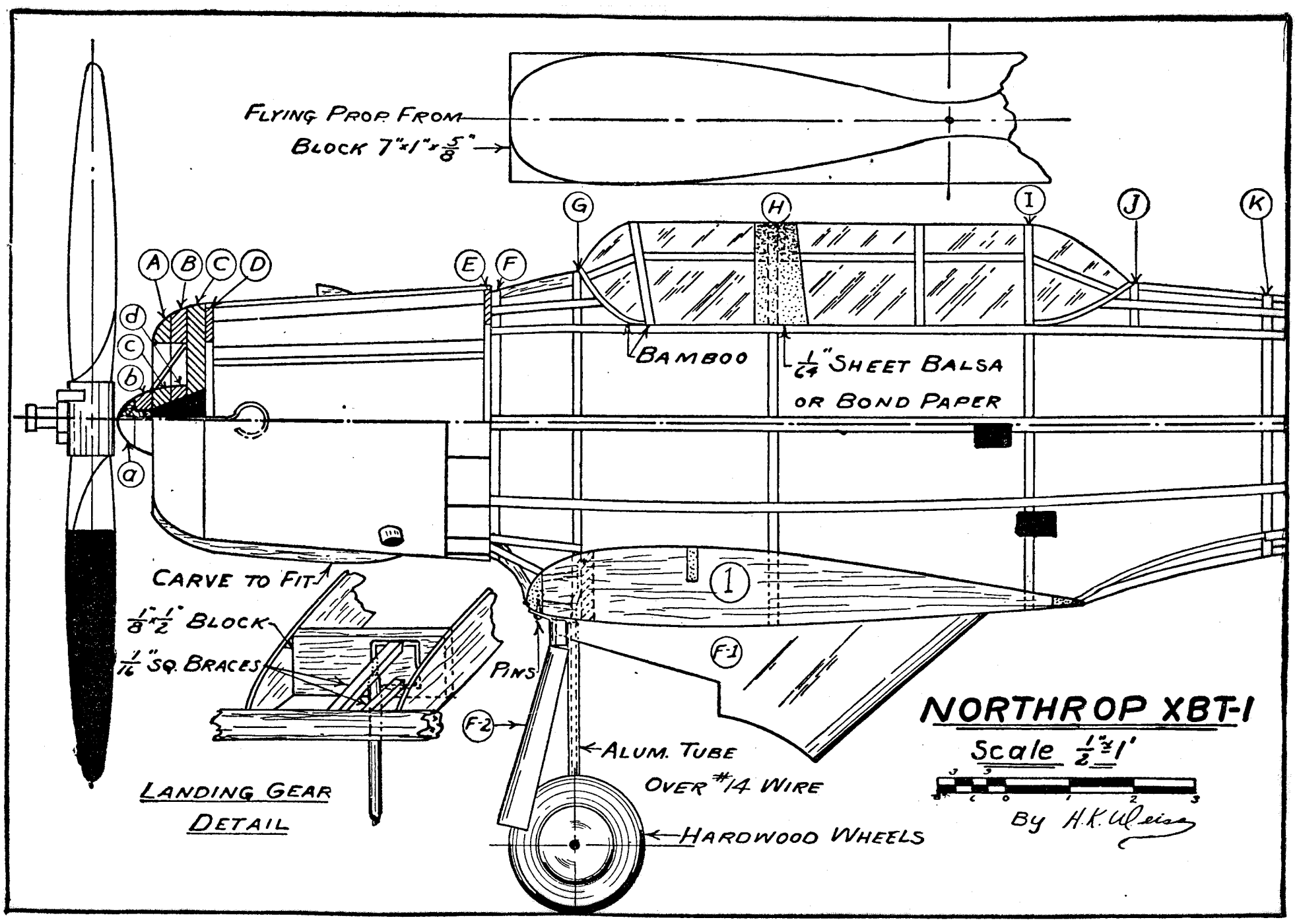


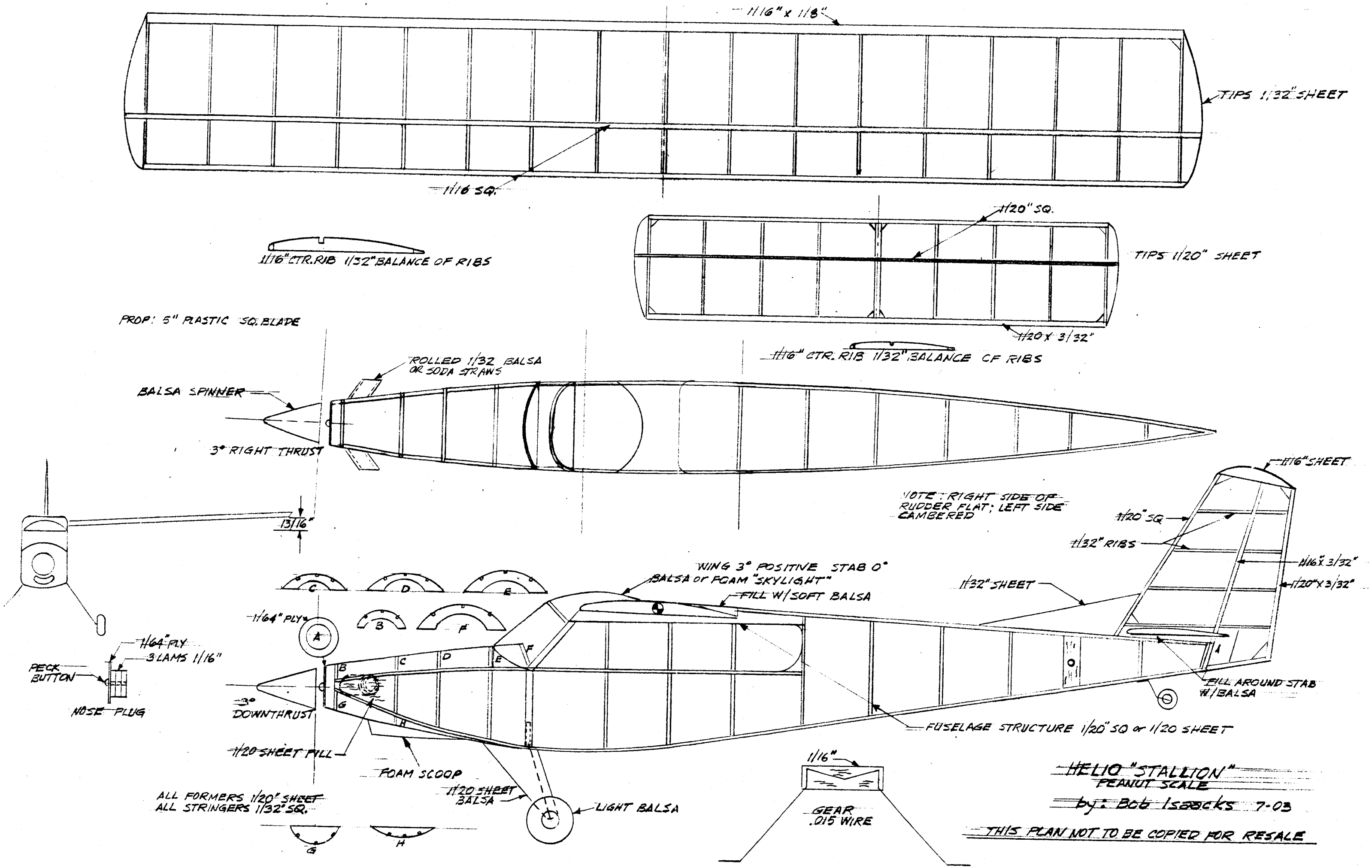


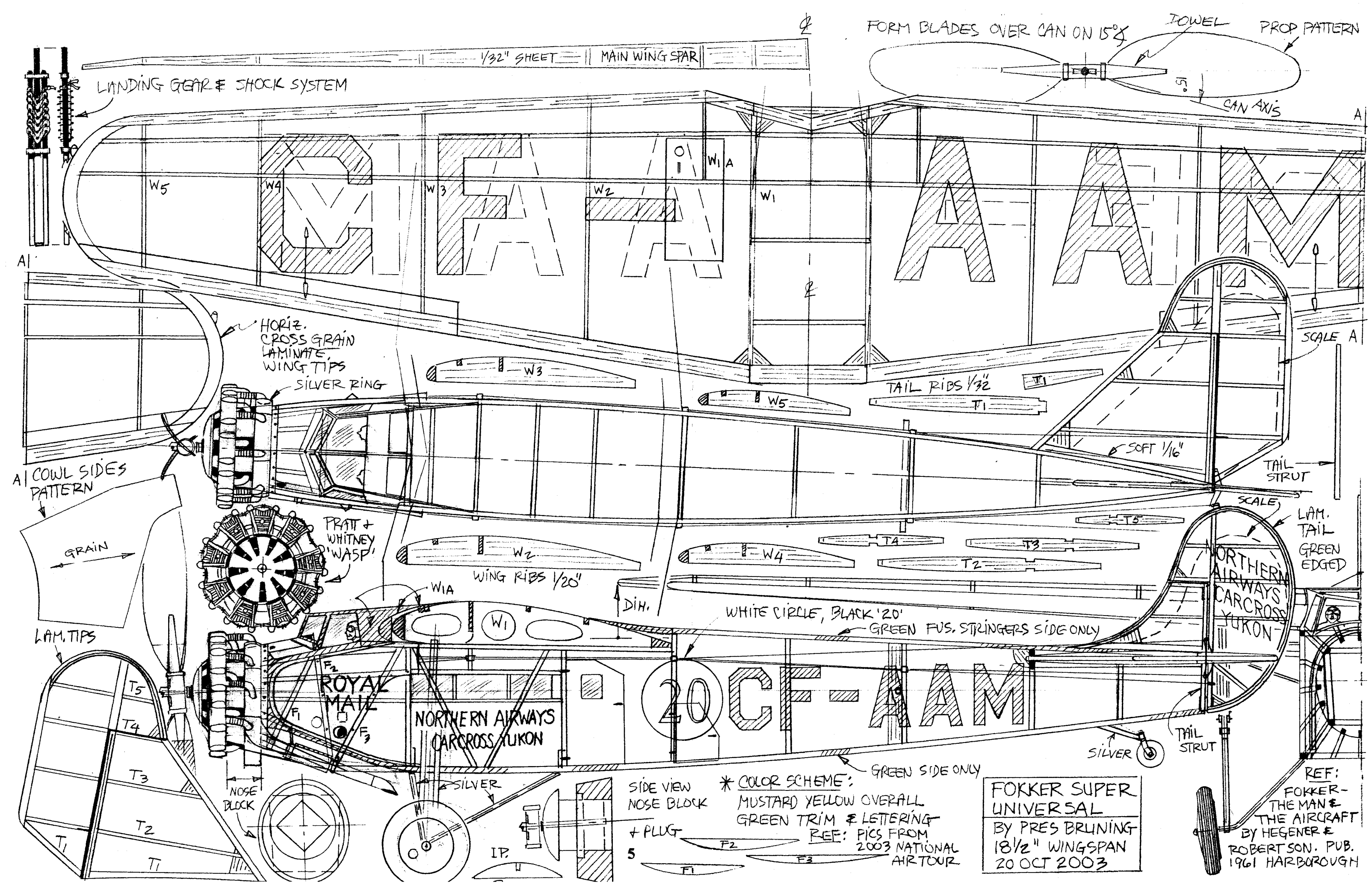


STOCK			
PIECE	WING	STAB.	RUDDER
LEAD. EDGE	$\frac{5}{16}$" × $\frac{1}{8}$" → $\frac{1}{8}$" SQ	$\frac{1}{8}$" SQ.	$\frac{1}{8}$" SQ.
TRAIL. EDGE	$\frac{1}{16}$" × $\frac{1}{4}$"	$\frac{1}{8}$" × $\frac{1}{16}$"	$\frac{1}{8}$" × $\frac{1}{16}$"
SPAR	$\frac{1}{16}$" × $\frac{1}{4}$" → $\frac{1}{16}$" × $\frac{1}{8}$"	$\frac{1}{8}$" × $\frac{1}{16}$"	$\frac{1}{8}$" × $\frac{1}{16}$"
RIBS	$\frac{1}{32}$" SHEET	$\frac{1}{32}$" SHEET	$\frac{1}{32}$" SHEET
TIPS	$\frac{1}{16}$" BAMBOO	$\frac{1}{16}$" SHEET	$\frac{1}{16}$" SHEET


1"/16 x 1"/8
1"/32 SHEET
SECTION AT D
CARVE FROM BLOCK 2" x 5"/16 x 1"/2
L
8766 XBT-1
U.S.NAVY
F-1
FAIRING TEMPLATES
SCALE PROP
F-2
J
1"/16 x 1"/32 BAMBOO
1"/16 x 1"/8 BRACE
F
G
K
H
I
L
WIRE BRACES FOR REAR HOOK


FLYING PROP FROM BLOCK 7" x 1" x 5"/8
G
H
I
J
K
A
B
C
D
E
F
d
c
b
a
BAMBOO
1"/64 SHEET BALSA OR BOND PAPER
CARVE TO FIT
1"/8 x 1"/2 BLOCK
1"/16 SQ. BRACES
PINS
1
F-1
F-2
ALUM. TUBE OVER #14 WIRE
HARDWOOD WHEELS
LANDING GEAR DETAIL
NORTHROP XBT-1
Scale 1"/2 = 1'
By H.K. Weiss


1/16" x 1/8"
TIPS 1/32" SHEET
1/16 SQ.
1/16" CTR. RIB 1/32" BALANCE OF RIBS
1/20" SQ.
TIPS 1/20" SHEET
1/20 x 3/32"
1/16" CTR. RIB 1/32" BALANCE OF RIBS
PROP: 5" PLASTIC SQ. BLADE
ROLLED 1/32 BALSA OR SODA STRAWS
BALSA SPINNER
3° RIGHT THRUST
13/16"
NOTE: RIGHT SIDE OF RUDDER FLAT; LEFT SIDE CAMBERED
1/16" SHEET
1/20" SQ
1/32" RIBS
1/16" x 3/32"
1/20" x 3/32"
WING 3° POSITIVE STAB 0°
BALSA or FOAM "SKYLIGHT"
FILL W/SOFT BALSA
1/32" SHEET
1/64" PLY
1/64" PLY
3 LAMS 1/16"
PECK BUTTON
NOSE PLUG
3° DOWNTHRUST
1/20 SHEET FILL
FOAM SCOOP
FILL AROUND STAB W/BALSA
FUSELAGE STRUCTURE 1/20" SQ or 1/20 SHEET
ALL FORMERS 1/20" SHEET
ALL STRINGERS 1/32" SQ.
1/20 SHEET BALSA
LIGHT BALSA
1/16"
GEAR .015 WIRE
HELIO "STALLION"
PEANUT SCALE
by: Bob Isaacks 7-03
THIS PLAN NOT TO BE COPIED FOR RESALE


1/32" SHEET
MAIN WING SPAR
LANDING GEAR & SHOCK SYSTEM
FORM BLADES OVER CAN ON 15°
DOWEL
PROP PATTERN
15°
CAN AXIS
A
A
W5
W4
W3
W2
W1
W1A
HORIZ. CROSS GRAIN LAMINATE WING TIPS
SILVER RING
W3
W5
TAIL RIBS 1/32"
T1
T1
SCALE A
SOFT 1/16"
TAIL STRUT
A COWL SIDES PATTERN
GRAIN
PRATT & WHITNEY "WASP"
W2
WING RIBS 1/20"
W4
T4
T3
T2
T5
SCALE
LAM. TAIL GREEN EDGED
NORTHERN AIRWAYS CARCROSS YUKON
W1A
DIH.
WHITE CIRCLE, BLACK '20'
GREEN FUS. STRINGERS SIDE ONLY
W1
LAM. TIPS
T5
T4
T3
T2
T1
T1
F2
F1
F3
ROYAL MAIL
NORTHERN AIRWAYS CARCROSS YUKON
20
CF-AAM
SILVER
TAIL STRUT
GREEN SIDE ONLY
NOSE BLOCK
SILVER
SIDE VIEW NOSE BLOCK + PLUG
I.P.
F2
F3
F1
* COLOR SCHEME:
MUSTARD YELLOW OVERALL
GREEN TRIM & LETTERING
REF: PICS FROM 2003 NATIONAL AIRTOUR
FOKKER SUPER UNIVERSAL
BY PRES BRUNING
18 1/2" WINGSPAN
20 OCT 2003
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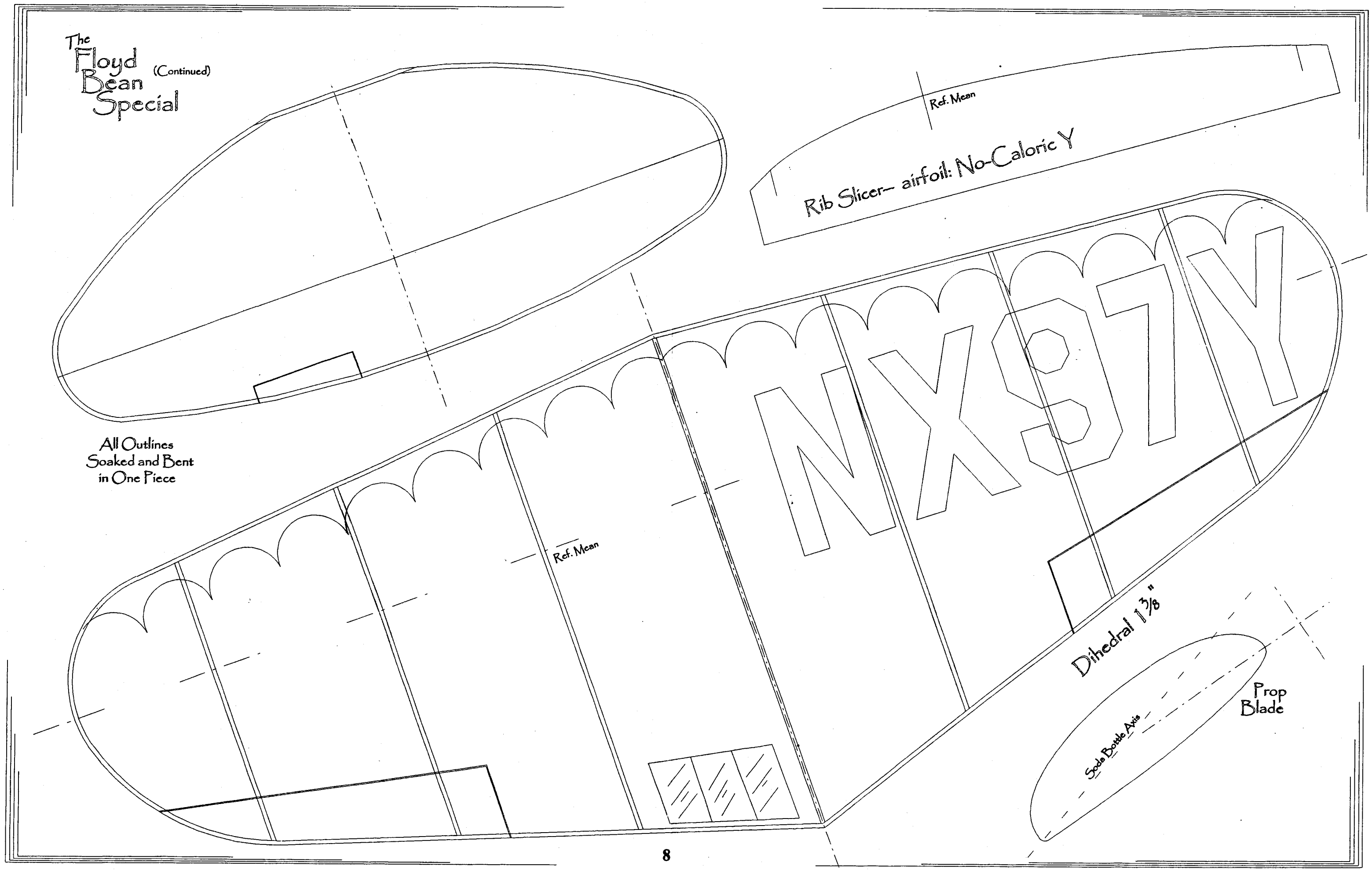

Motor Stick .020" Balsa rolled over
5/16" Mandrel, .020" Wire at ends
Glue Stick to Fuselage Frame
And Wing Root

CG

Hard Strip

Balsa Chocks
for Launching
Grip

Construction:
Wing Ribs Sliced from 1/32 Sheet
All Other Stock 1/20 Balsa Strip & Sheet
Leave Rear Ends of Wing & Stab Nest
Open for Assembly; Cover Model with
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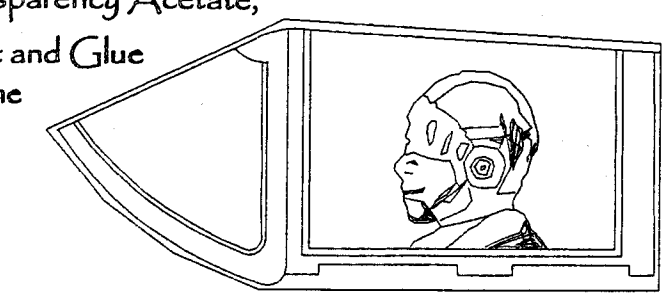
Stab, Krylon, Motor Stick & Prop,
Canopy, Dash of Rubber & Bake.

Motor
Stick
18½"lg.

NX97Y

Dave's Pilot—
Copy onto Xerox
Transparency Acetate,
Cut Out and Glue
to Frame



The Floyd Bean Special

Golden Age Racer

Color Scheme:
All Yellow With Brown Scallops
& Brown Wing Numbers Outlined
with Red Stripe About 5/16" Wide.
Rudder Registration Number Black.

"...It Was a GOOD IDEA at the TIME..."
HUDSON SISTER MODELS Ltd.

Original
Fat Airplane
David Livesay
1-2-1994

Flattened Out by
Michael Heinrich
1/12/'2