

FLYING ACES

Club News

ISSUE #215-141 JAN./FEB. 2004



By FRANK TINSLEY

Ahead of His Time

BILL BARNES—PROPHET

In combat readiness above is the last plane designed by Bill Barnes, the 1938 Charger, forerunner to today's long-range twin-engine multi-place fighter. The three-place craft incorporated, even then, radio navigation, amphibious gear, buried diesel engines of 1,800 hp each. A distinct innovation was the single-blade propellers. Wings and tail surfaces were of stainless steel; fuel load in integral wing tanks.



Bill Barnes, Air Adventurer



The cover on this issue came from an assortment that Fran Ptaszkiewicz sent us on fiction flyers. We deemed this one fit for the cover of this issue because of the fiction flyer event being held at this year's FAC-Nats. You will be seeing more on fiction flyers in the next few issues, such as 3-views, articles and maybe even some model plans for them.

The plans in this issue came from, and we want to give thanks to them, Mark Fineman (Folkerts SK-1 Matilda), Nate Sturman (Mitsubishi Ki-51 Sonia), John Blair (Alco Sport), Dick Howard (Grumman Tigercat) and Lloyd Willis (Avro 534 Baby).

Does anyone have the current address of Ken Bassett? Last known was at; 307 Hurley Dr., Hackettstown, N.J. 07840.

We want to thank Tom Hallman for providing a poster for the winner of the Wright Brothers postal contest. Tom took the cover from an old "Air Trails" magazine and made a beautiful poster, suitable for framing. It depicts the Wright's first flight.

This just in from Stu Weckerly. Tom Groening, a member of the FAC and of the Detroit Cloudbusters was murdered as he walked in on a break-in at his home. Police have the suspect in custody. Tom was an Air Marshall in the FAC with 55 Kanones to his credit. He will be missed by all of his friends in the Cloudbusters as well as the FAC. Our condolences to his family.

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 camaraderie is second nature to all that believe in the unique spirit of the
FLYING ACES CLUB.

FAC HALL OF FAME

It is now time for nominations for the FAC Hall of Fame. If you feel there is someone worthy of this lofty honor please write to GHQ with your nominee's name and your reason for his/her nomination. We would like your nomination A.S.A.P. So that we can get the names into the next issue so that the membership can have time to cast their votes. The winners of this highest FAC award will be enshrined in the Hall at the FAC-Nats in July 2004.

Nominees are to be considered by what they have done to promote the Flying Aces Club movement.

Those already enshrined in the Hall of Fame are;

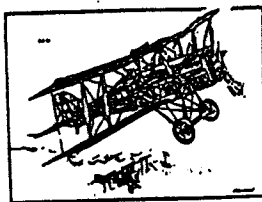
Dave Stott
Lin Reichel
Bob Thompson
Don Srull
Earl Stahl
Ralph Kuenz
Bob Leishman
Pres Bruning
Dave Rees
Earl Van Gorder
Bill Warner
Bill Hannan

Russ Brown
Vic Didelot
Joe Fitzgibbon
Tom Nallen, Sr.
Juanita Reichel
Bob Rogers
Ross Mayo
Bob Clemens
Dave Livesay
Bob Bojanowski
Mike Midkiff
Ed Novak



WW1 AERO

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

SERVICES WE PROVIDE

- *early technical books, magazines
- *copies of original drawings, manuals
- *assistance in locating parts, information
- *back issues of the 2 Journals
- *donated copies of early aviation books
- *a worldwide networking service

SAMPLE ISSUES @\$4 + \$3 postage

FREE BACK ISSUE FOR NEW SUBSCRIBERS:
MENTION THIS AD!

WORLD WAR 1 Aeroplanes, INC.
15 Crescent Road • Poughkeepsie, NY 12601 USA • 845-473-3679

S.O.S.....S.O.S.

Wanted; looking for solid large scale multi-engine aircraft and solid warship kits from WW-II. Does anyone have a Comet #X-9 Hawker Fury kit from the 1930's? Bruce Conway, 3850 Marburg Ave., Cincinnati, Ohio 45209.

Wanted; Charles Gregory, 8141 Valley Estates Drive, Indianapolis, In. 46227 is looking for original Flying Aces Club memorabilia such as wings, rings, pins, etc.

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 approxitly every other month. Please make checks payable to; "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



CACTUS SQUADRON KANONE QUEST 2004

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

WOLFSWINKEL FIELD

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

07:30 - 13:00 SUNDAY APRIL 4

EIGHT EVENTS (FAC RULES APPLY TO ALL EVENTS):

1. FAC SCALE - NO WINGSPAN LIMIT (MUST BE OVER 13" SPAN)
2. FAC PEANUT SCALE (NOT OVER 13" SPAN)
3. FAC POWER SCALE - JUDGING TO FAC SCALE RULES
4. CESSNA C-34 ONE-DESIGN (SIMILAR TO GOLDEN AGE CIVIL SCALE)
(GOLDEN AGE REG KIT OR PLAN ONLY)
5. WW-2 SCALE - SCALE JUDGED EVENT BRING DOCUMENTATION
6. EARL STAHL MASS LAUNCH (MINIMUM 45 SCALE POINTS)
7. WW-2 MASS LAUNCH (MINIMUM 45 SCALE POINTS)
8. CESSNA C-34 ONE-DESIGN MASS LAUNCH (MIN. 45 SCALE PTS.)
(GOLDEN AGE KIT OR PLAN ONLY)

NO AMA LICENSE REQUIRED!

ENTRY FEES:

ALL JUDGED SCALE EVENTS - \$ 5.00 EACH (\$10.00 MAX).
FLY MASS LAUNCH EVENTS FOR ONLY \$5.00 TOTAL.
MAX ENTRY FEE - \$ 15.00

ALTERNATE CONTACTS:

JOE MCGUIRE 480-924-4313
LARRY SEALS 480-835-0197
DAVE SMITH 480-892-0935

Dear Lin,

I am not a doctor and I realize the Flying Aces Newsletter is not a medical journal, but I've had an experience recently that might benefit some of our members.

The bottom line is that I have had high blood pressure for quite a few years that went untreated, or inadequately treated, which resulted in enlarged heart muscle and some kidney damage. It took a fine cardiologist at the Cleveland Clinic to identify this. Local Akron Cardiologists wanted to perform a catheterization and or heart surgery immediately but the Cleveland Clinic cardiologist simply put me on additional blood pressure medicine and says that if I keep the Systolic (upper) pressure at 120 or below, the heart muscle will eventually return to near normal, and kidney function will also be improved. All this without surgery. To make matters even better, he encouraged me to chase model planes - good exercise! I resisted the Akron cardiologist's advice because there is a risk to the kidneys from the dye used in catheterization, and besides, I felt good and reasoned that, "if it ain't broke - don't fix

Steve Brubaker

WRIGHT BROTHERS POSTAL CONTEST

We were a little dissapointed in the low number of entries for this one. But we did have some fun here in the fact that we fooled you all, at least we hope so! The mystery time was the time of the Wright's first flight, 12 seconds! Seeing as we used the distance of their first flight at Geneseo last year we thought someone would catch that in this contest. However, here are the times of those who took the challenge;

1. Fran Ptaszkiewicz	Martin MO-1	5 sec.
2. Jim Lehrman	Aeronca Chief	37 "
3. Bob Lundberg	A.W. Ape	38 "
4. Tom Hallman	Loose Racer	48 "
5. John Houck	Douglas Y10-43	61 "
6. Tom Hallman	Fokker D-7	68 "

Fran says that the weather was horrible when he flew his model. We can attest to that here at GHQ as the weather here is almost identicle to where he lives, Buffalo, N.Y. Thanks to all who entered. Now, on to the Winter Postal Contests!

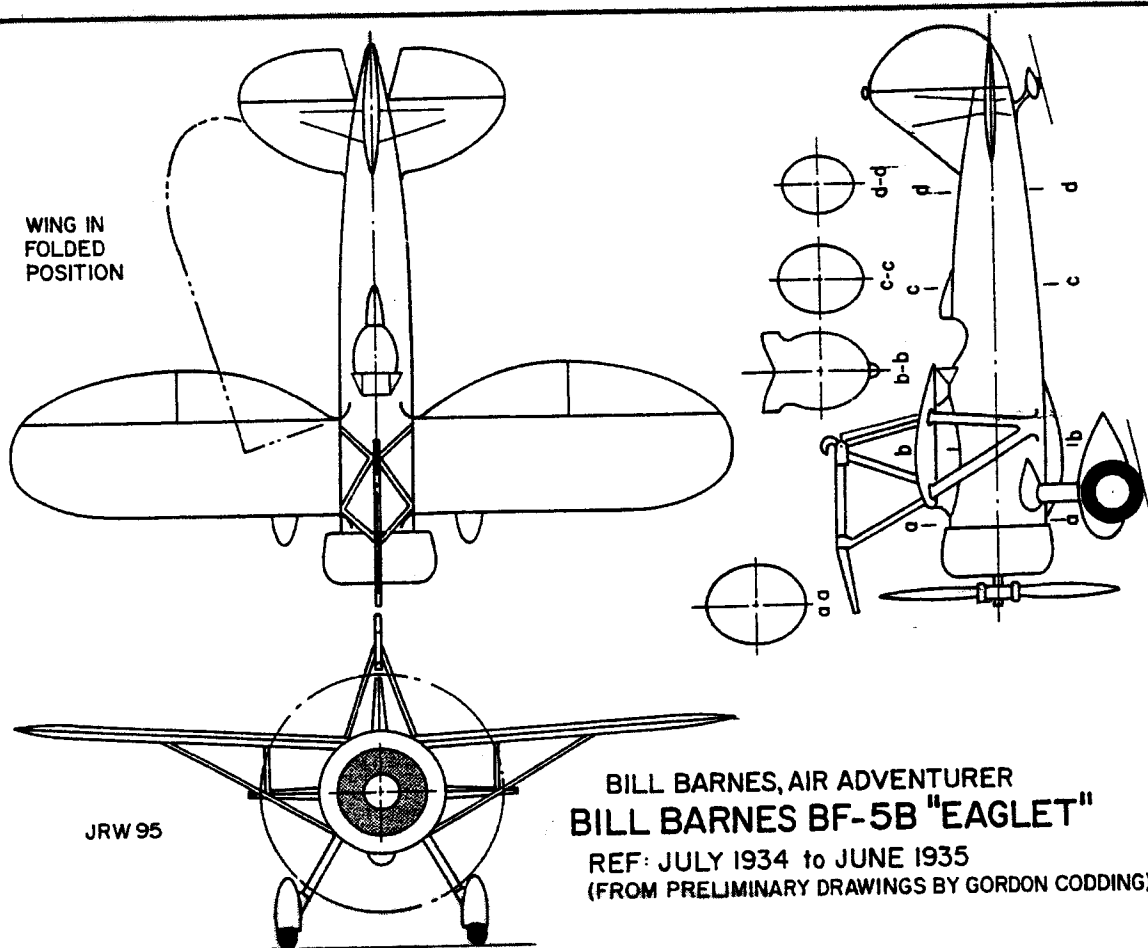


FLYING ACES NATS MARK XIV 2004

The FAC Nats Mk XIV is scheduled for July 16--17--18, 2004 with the scale judging on July 15th. Scale judging will be done at the Days Inn as it has been for the last couple of years. There is an entry form on the last page for this great event. If you intend to be there please send in your entry form as soon as possible to ease the paper work during the contest. If you intend to stay at the Days Inn rather than the college dorm please call the motel direct to assure a room and be sure to ask for the Flying Aces room discount. The phone number there is (585) 243-0500.

EVENT SPONSORS; If any of you FAC Clubsters, local model clubs or manufacturers would like to sponsor an event or donate anything to our prize list please get in touch with GHQ as soon as possible. We have already received a few sponsorships and prizes. While on that subject I want to thank the FAC Squadron #52 for their generous donation. It seems that they had to disband, reason undisclosed, and they decided to donate the funds in their treasury to sponsor some events which turned out to be enough for 7 events!

SCALE JUDGING; To lighten the work by our hard working scale judges we will be limiting you to 2 models per judged event. Pick your 2 best performers before you decide which ones you will be presenting for judging. This does not apply to the models you will be entering in the mass launch events, they will be judged on the field. And, speaking of mass launched models, no longer will slab sided models be allowed in mass launched events unless the real aircraft were slab sided. We all know that a P-51 or the Mr. Smoothie was not slab sided. So be sure you check this out on your models so you won't be disqualified. The proof is up to you! We are doing this because of numerous complaints in the past! In most cases all it takes is a 1/16 stringer or two along the sides of the fuselage to bring it up to specifications. **BESIDES, IT'S IN THE RULES!**



FICTION FLYER RULES

Regular FAC Scale rules apply with the following exceptions;

1. Documentation must include a 3-view and/or picture. Both if possible.
2. Color scheme should be appropriate for aircraft modeled.
3. Markings and control surface outlines must be there.
4. All struts, guns, exhausts, etc. must be there. Also a pilot and gunner if present.
5. Floats or landing gear may be built in the retracted position if they were retractable on said aircraft. Non retractable floats and landing gear must be 3 dimensional.
6. No limit on wingspan but to make them compatible with other models please try to keep them in the 24" range.
7. This event is for actual fiction flyers. Real aircraft that appeared in fiction are not eligible.

Now, let us go where no man has gone before!

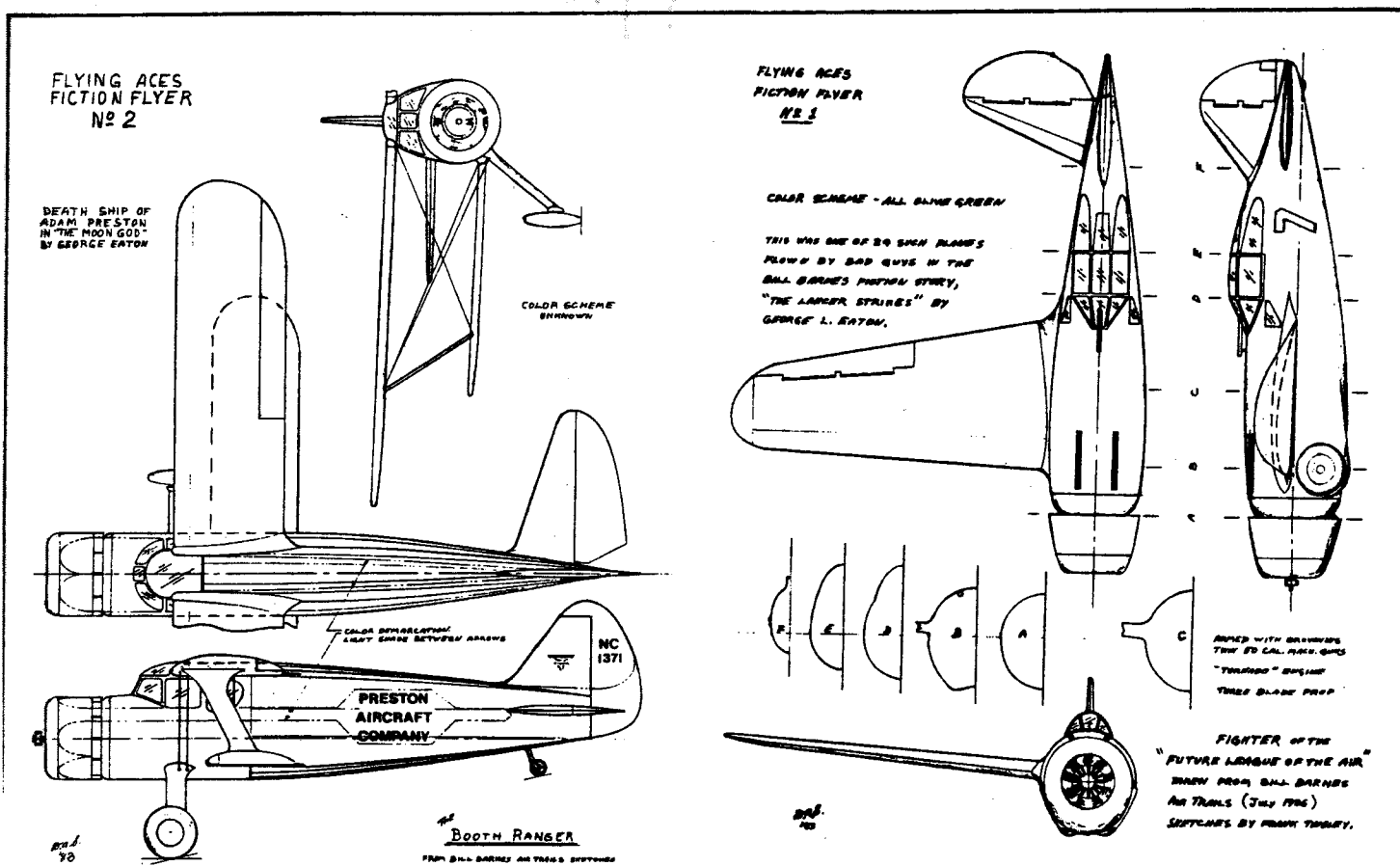
PHOTO PAGE

Top left; Al Cleave sent this pic of his Waco PG-2 powered glider. See ad in this issue for plans.

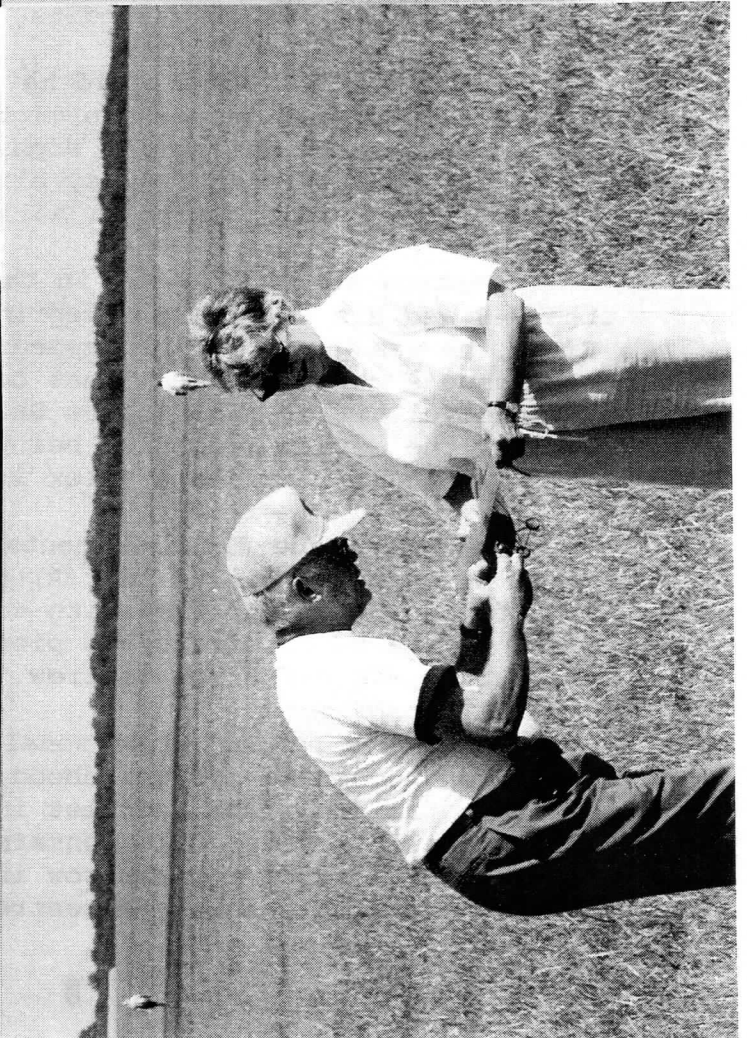
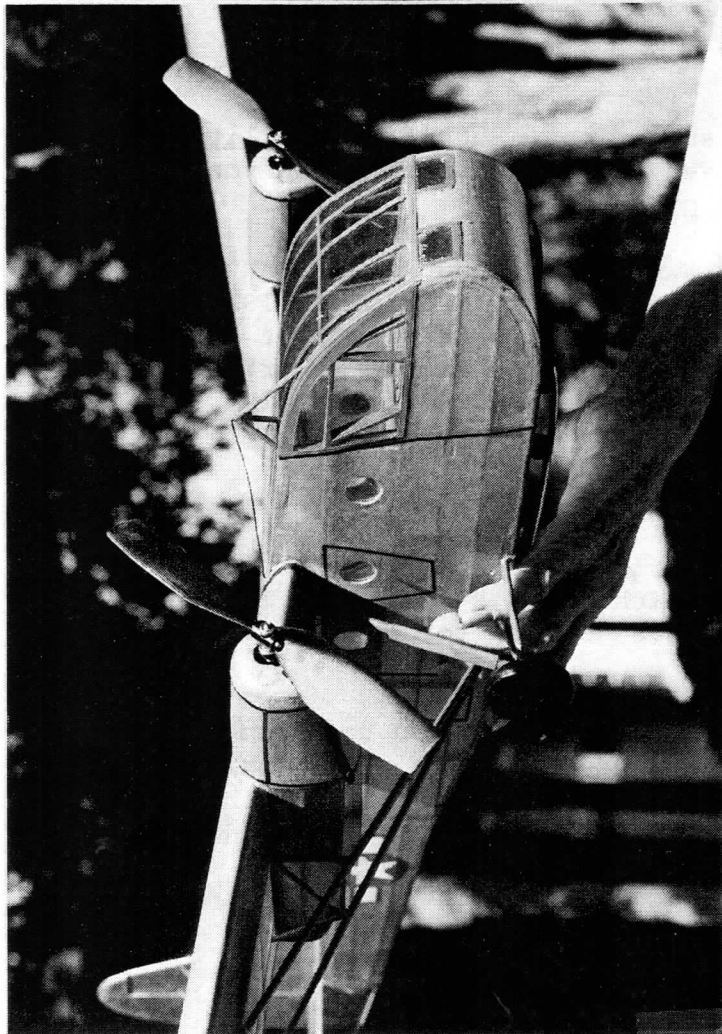
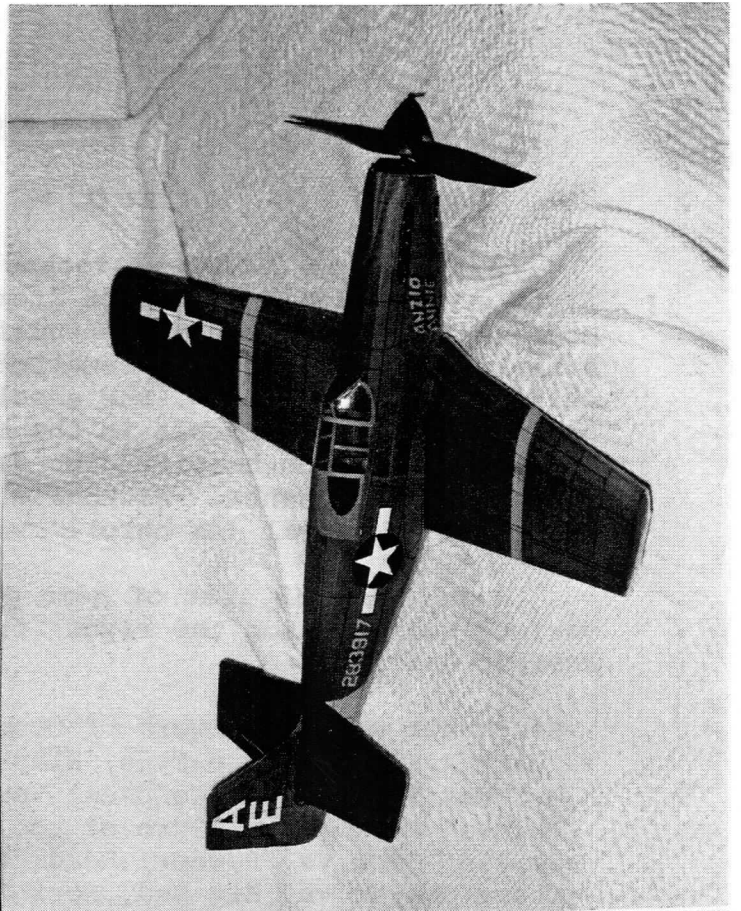
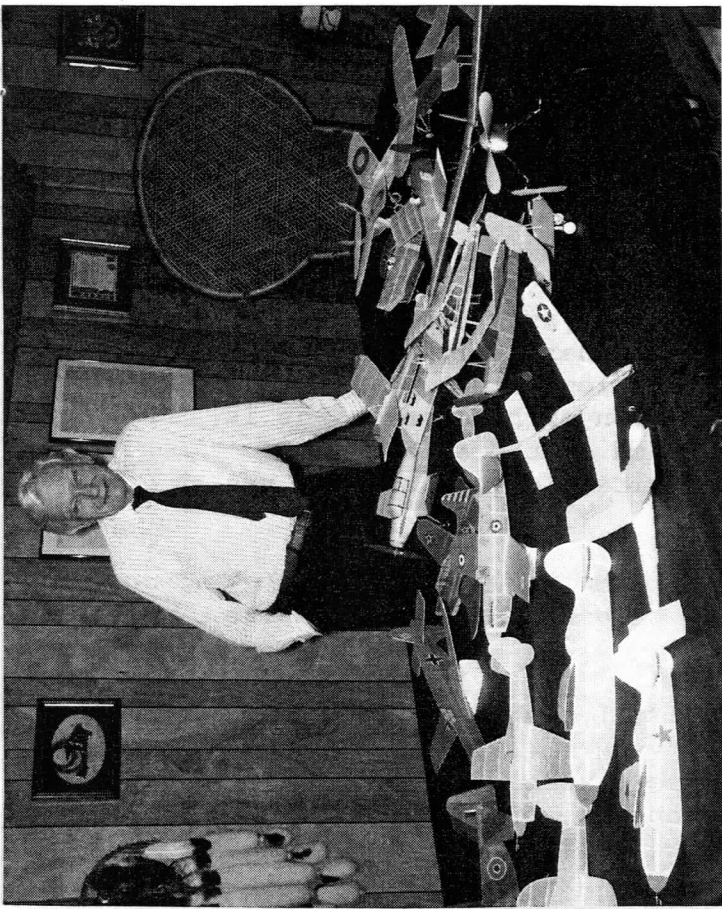
Bob Hanford's pic of his friend, Roy Harwood and some of his models.

Bottom left; Bob Clemens getting his Waterman ready for a flight with the help of his lovely wife Bernadette. Photo from?

Here is Phil Thomas' photo of his No. Am. A-36 Apache. Modified from a Golden Age Repro. Kit of the P-51 Mustang.



Illustrators like Frank Tinsley created detailed plans for planes flown by heroes like Bill Barnes. He used futuristic features, many of which came to pass! The villains mounted throwaway steeds which often were far more practical designs, as many fliers of Rubber Scale models have noted. The *Flying Aces Newsletter* printed a series, so we show the FAC Fiction Fliers No. 1 and No. 2. The monoplane (before the Wildcat!) was featured in the July 1936 *Air Trails* novel, "The Lancer Strikes," one of 27 such bad-guy designs. Color, all olive-green; engine, "Tornado;" armament, two 50-cal. guns. The Death Ship of Adam Preston biplane was flown by the villain in "The Moon God" in the October 1937 issue. (Winter, who edited the copy, says the story was very far out.) Waco could not have done it better. Color used is currently unknown, but the demarcation line was the bottom line of the broad arrow on the side of the fuselage.



FICTION FOES

BY D. W. RAJECKI

Flying Aces Club News recently announced a FAC Nats fiction flyer event based on aircraft from stories of an earlier era. Modelers have always shown enthusiasm for yarns about invented aviation heroes and their sometimes imaginary airplanes. But while mindful of planes, one should not lose sight of the role of certain unpleasant people in the equation of heroism. That is, fictional aviation heroics also depended on the existence of threatening opponents. Without a serviceable foe, of what use an aeronautical marvel (or hero)?

Consider this list of some good guys (on the left) and various bad guys (on the right) from selected Big Little Books, comics, and pulps.

--Blackhawk **vs.** Scavengers of Doom (1941); Butcher (1942)
--Dusty Ayers **vs.** Fire-Eyes; Black Invaders (1934)
--G-8 **vs.** Squadron of Corpses; Vampire Staffel (1934)
--Phineas Pinkham **vs.** Ogre of the Ozone (c. 1930s)
--Smilin' Jack **vs.** Powder; Head; Claw (1938)
--Steve Canyon **vs.** Big Red; Herr Splitz (1947)
--Tailspin Tommy **vs.** Sky Bandits (1938)

Maybe the FAC Nats could have a competition among aviation villains. Judging categories might include the dimensions of savagery, sex, or scientific sophistication. But if credibility is to be the criterion, we may already have a winner: Baron von Zastrow. Here is a character with credentials.

Zastrow surfaced twice in the Adventure House issue #10 of the *G-8 and His Battle Aces* reprint series (2003; original 1934). First, he was given a cameo appearance in an aerial dogfight in the issue's main feature. That combat occurred in the Robert J. Hogan novel titled "The Dragon Patrol," wherein G-8 pointedly praised the German Baron for being brave, intelligent, and a flier who could "handle a stick like nobody's business."

Second, issue #10 also contained a shorter feature that the table of contents billed as "[A] colorful true account of the war by a flying baron who flew with von Richthofen's staffel." The title of the autobiographical piece was "I Flew for Germany," and the author was Baron von Zastrow.

Zastrow's purported personal in history sounded convincing. The Baron recounted his childhood in Prussia, early schooling, military training, and interest in aviation. Quite realistically, the article contained three rather blurry photographs: one of von Zastrow in a military uniform (with sword), one of his family ancestral home (with moat), and another

of the Baron (with three cadet friends). Hence the credentials mentioned earlier.

Still, something struck me as odd. If Baron von Zastrow was real, how could he interact with the fictitious G-8 in a novel? I decided to investigate. My premise was that if the Baron really flew with a Richthofen, this allegedly stellar pilot should emerge in the actual historical record. To search for the Baron, I obtained six authoritative books. Two of these were Peter Kilduff's *Germany's First Air Force 1914-1918*, and *The Red Baron*. Also involved were three of the *Osprey Aircraft of the Aces* series: *Albatros Aces* (#32), *Fokker Dr I Aces* (#40), and *Fokker D VII Aces* (#53). Additionally, I consulted a Neal W. O'Connor book regarding WWI German air medals: *...The Aviation Awards of the Kingdom of Prussia*.

My procedure was straightforward. All six professional books in the sample provided extensive indexes of personnel. I simply listed every relevant indexed name in a computer file. This original file was then sorted alphabetically. For a final list, duplicate entries were eliminated. The result was a roster of 1,188 different individuals--mostly German--from valid aviation chronicles of the Great War.

If my method was reliable, one would expect it to snag German luminaries, and it did. The original list indicated that Hermann Goring and Ernst Udet were each covered in all six books, as were both Lothar and Manfred von Richthofen. Indeed, several noteworthy von Richthofens turned up in the search: Albrecht, Bolko, Ferdinand, Gottfried, Hermann, Kunigend, Siegfried, and Wolfram. But there was no von Zastrow. Further, the method netted many German aviators whose name began with the letter Z, including Zeumer, Ziegler, Zorer, and Zrocke. But there was no von Zastrow.

Baron von Zastrow may have been held in high regard by G-8, but he seems to have been a nonentity where historians are concerned. Given his absence from the indexes I studied, I now am inclined to think that the Baron's 1934 autobiographical article was a clever fabrication--he's just another fiction foe.

Perhaps we shouldn't be too surprised. G-8--via a author Hogan--vouched for the Baron, yet G-8's reputation was built on his ability to fool people. The Sky Spy was a master of deception. He never went anywhere without his make-up case. Indeed, in one novel, "The Hurricane Patrol," G-8 not only cleverly disguised himself and his chic female counterpart (Agent R-1) as peasants, he also provided fake appearances for fully 300 Allied Intelligence officers meant to represent dignitaries in an audience at an opera. In keeping with this tradition of trickery, it's plausible to me that a G-8 spokesman faked the von Zastrow story.

THE SOLID SCENE by Fran Ptaszkiewicz...D.S.M.

Solid models played a large part in developing an interest in aviation in all of us. That those who read these words can surely attest to this fact. This may be found in the continued interest in our Flying Aces Club which in many cases went hand-in-hand with our interest in models, that for many of us began with that first solid creation of ours so many years ago, along with our reading of the latest issue of Flying Aces magazine.

Having built many solid models from different manufacturer's, I found the Megow's line of kits to be varied and of an interesting mixture. As on the reverse side of a plan, there was a list indicating some forty three kits available at that time. All had a wingspan of eight inches, cost ten cent's and were advertised as "Authentic and Complete" by the Megow's Company.

The plans were well drawn and had a photograph of the completed model built from the kit.

The wing's and tail part's were on printed sheet stock and required cutting and sanding to shape as per airfoils indicated on the plan. The fuselage block required tracing the top and side views on the block included in the kit and then cutting to outline shape, trimming and sanding to match the cross-sections shown on the drawing. The finishing details and suggested color scheme and markings were also indicated.

A diligent effort by the builder usually produced a reasonably well-done model which was then added to the modeler's collection.

The Megow kit plan copies include the following;

Ryan ST, a model of a very sleek aircraft of the 1930's, which caught everyone's eye with it's sporty look.

Vought SBU-1 "Corsair", a copy of the popular dive-bomber in use on the early aircraft carriers of the day by our Navy.

Sopwith "Camel", model builder's were still enthralled by World War I aircraft and produced many model's of that period.

B.A. "Eagle", a British sport cabin design of the mid 1930 period.

Hawker "Hurricane", This model was of the early version of the fighter which then utilized a two-bladed wooden propeller.

Nieuport 161, a copy of the French Air Force fighter which was designed to be used in the up-coming war, sadly too late.

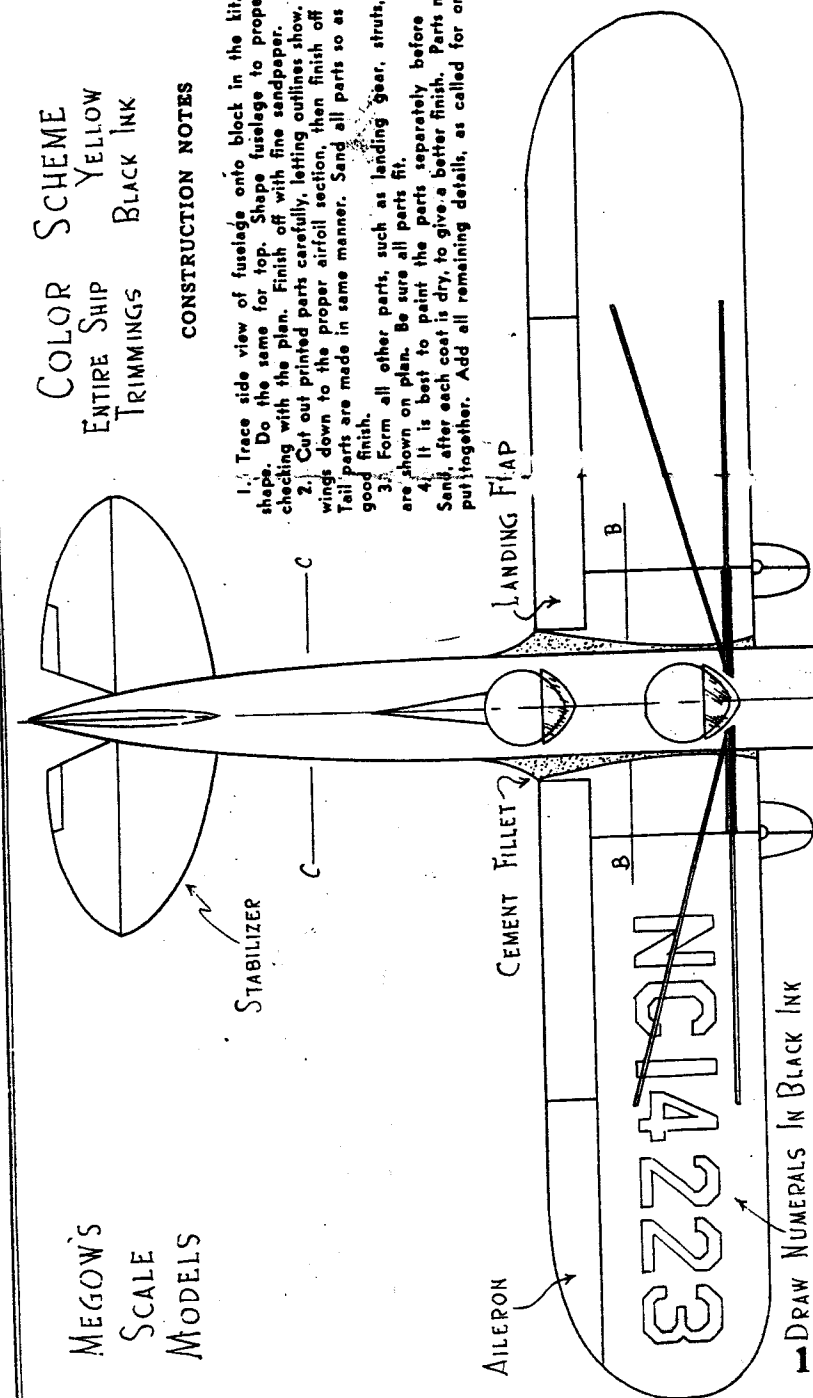
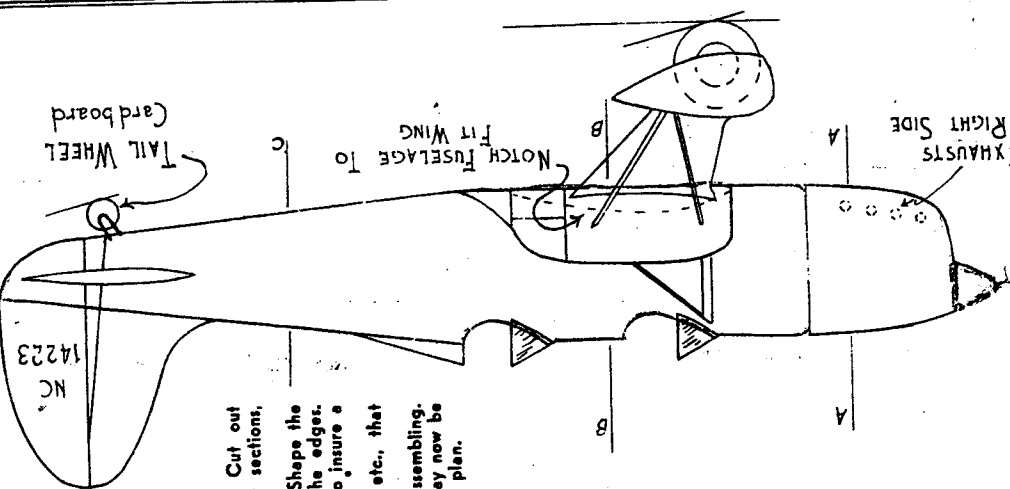
All of the above designs eventually found there way into rubber powered versions, some were kitted while other's appeared as magazine construction articles. The many plan providers have copies available in various sizes.

MEGOW'S
SCALE
MODELS

COLOR SCHEME
ENTIRE SHIP YELLOW
TRIMMINGS BLACK INK

CONSTRUCTION NOTES

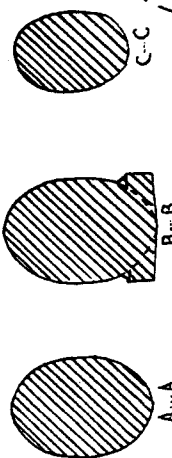
1. Trace side view of fuselage onto block in the kit. Cut out shape. Do the same for top. Shape fuselage to proper sections, checking with the plan. Finish off with fine sandpaper.
2. Cut out printed parts carefully, letting outlines show. Shape the wings down to the proper airfoil section, then finish off the edges. Tail parts are made in same manner. Sand all parts so as to insure a good finish.
3. Form all other parts, such as landing gear, struts, etc., that are shown on plan. Be sure all parts fit.
4. It is best to paint the parts separately before assembling. Sand, after each coat is dry, to give a better finish. Parts may now be put together. Add all remaining details, as called for on plan.



WING SECTION



FUSELAGE SECTIONS



GUY WIRES
(Finely split bamboo)

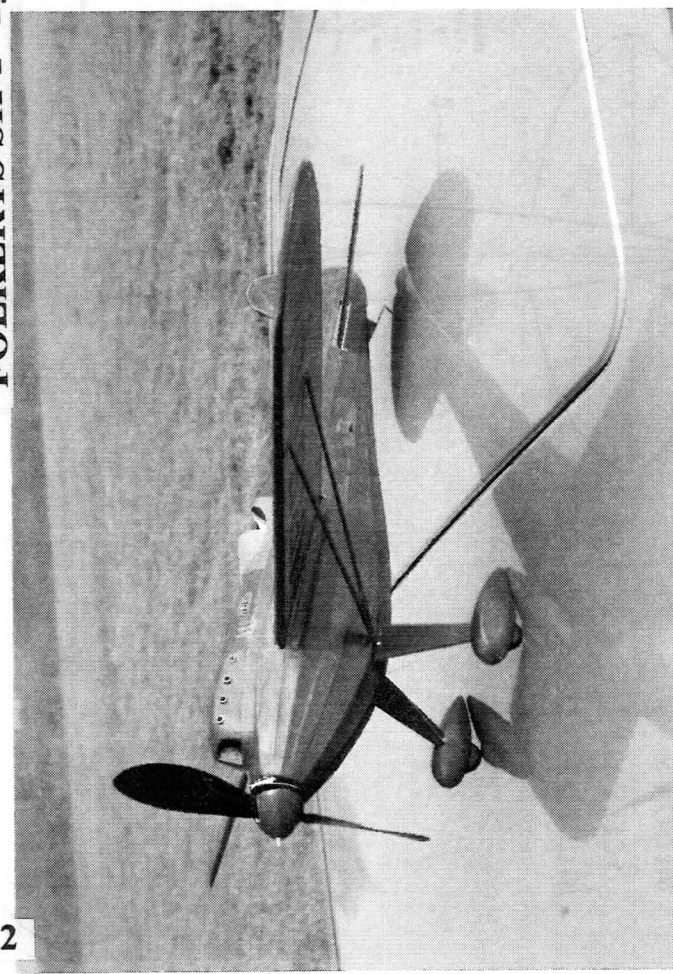
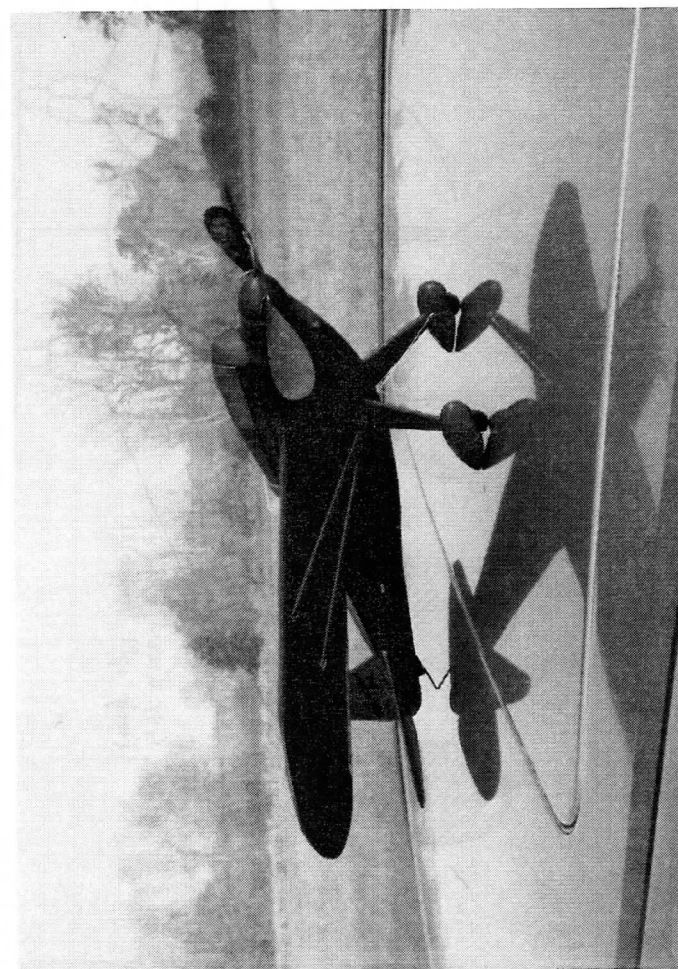
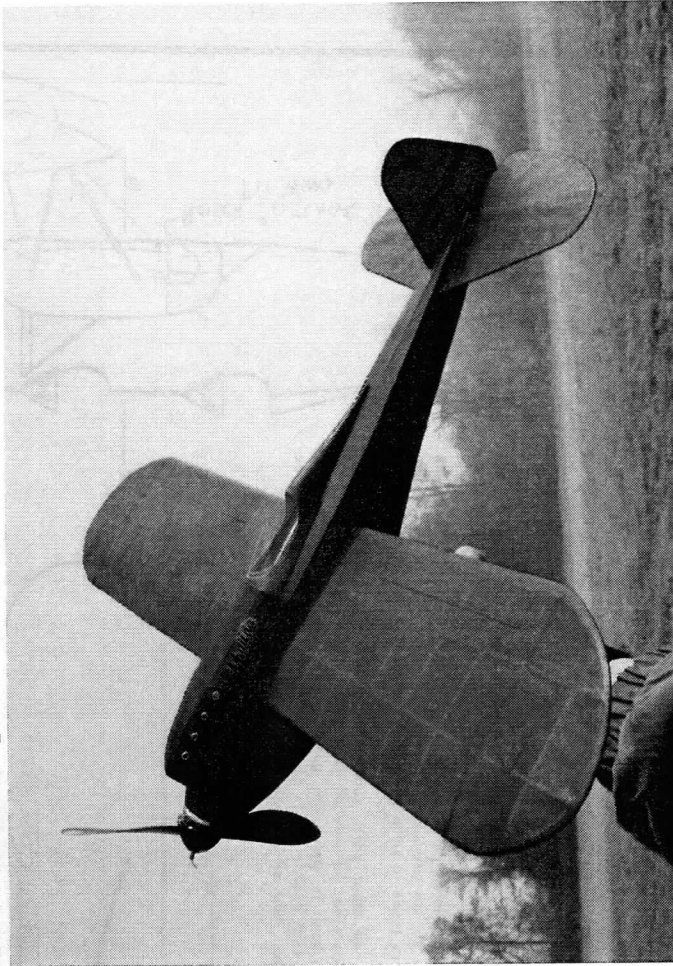
STRUT
PANTS made in
two halves

MC14223

Ryan ST



FOLKERTS SK-1 By Mark Fineman, plan in this issue.



ScienText
48 Whitney Street
Westport, CT 06880-3753
203 227-1923
E-mail: Scientext@AOL.com

December 17, 2003

Dear Lin:

With reference to the remark by Peter Mann regarding the Noordyn *Norseman*, in *Flying Aces* issue #214-140, please be advised that our Norseman is *not* a copy of the plans of the Ontario Model Aircraft Co., of Model Craft Hobbies, or of any other company.

We had written to Robert Noordyn to ask his permission to design and market a model based on the *Norseman*. Mr. Noordyn kindly gave his written approval, and sent along drawings from the CAHS for our use in the design phase.

He was pleased that his permission had been asked, rather than having us proceed with the project, assuming that he wouldn't mind.

The plans and pattern sheets for the floatplane version of this model are available from us for \$12.95, and our free catalog is available for a #10 SASE (\$.37 postage). We still have a few ST-2 motors available for \$15.95 per pair, including metric mounting hardware.

I would be grateful if the above correction could be included in a future edition of the newsletter.

Sincerely yours,



Peter Wank for ScienText

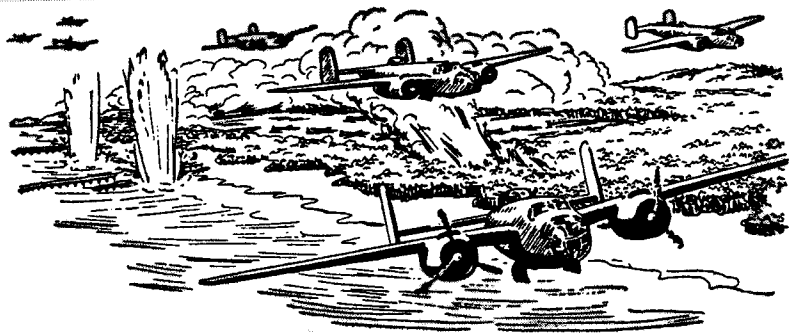
FAC RULE BOOK 2004

The 2004 rule book is included with this issue. All we did to the rules this time was to make a couple of "tweaks" to them which are listed below. Additional rule books can be had for \$3.00 postpaid from GHQ.

FAC EMBRYO ENDURANCE;
page 17...rule #7-A Max is 120 sec.
Unless reduced by CD for local conditions.


FAC DIME SCALE AND PSEUDO DIME SCALE MODELS; page 22, clarification statement...Pseudo Dime Scale is not a separate event. Pseudo Dime ships compete in FAC Dime Scale subject to all FAC Dime Scale rules.

FAC JIMMIE ALLEN
page 25...rule #4-A The prop diameter shall not exceed 33% of the wing span.



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  only

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

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.

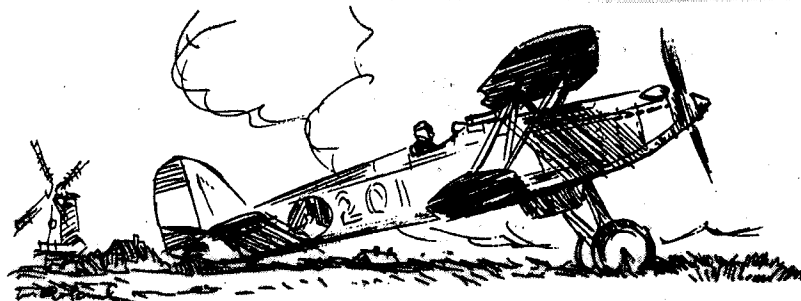
The only entry so far is by John Stott in Outdoor No-Cal. John flew his Chester "Swee Pea" to a time of 76 sec.

PHOTO PAGE

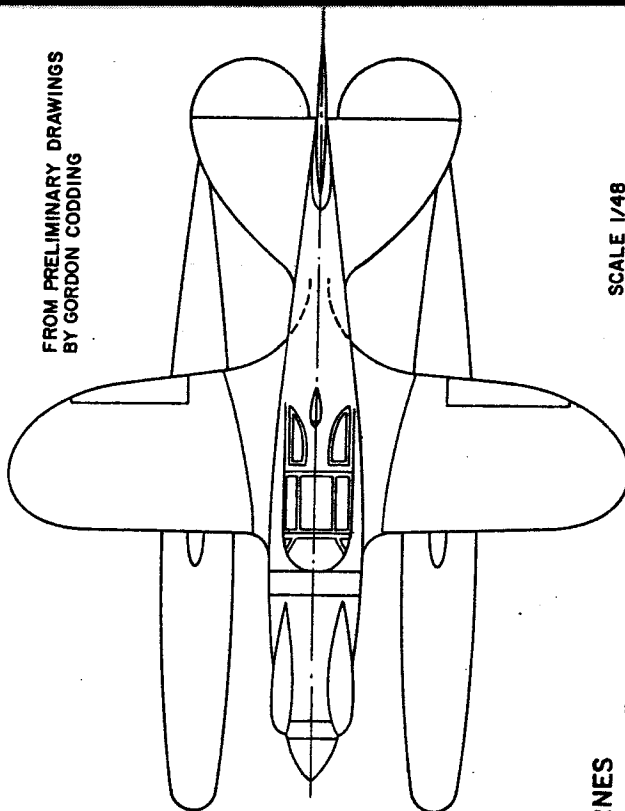
Top pics; Dan Kranis preparing his 42" span Found Centennial for flight, here is Dan launching the Found on its O.O.S. flight, straight up, over 13 minutes!

Bottom pics; John Houck, Pete Azure and Paul Boyanowski watching the Found climb into the heavens.

Bob Blair watches as Ralph Kuenz presents the "Vic Didelot" Grand Champ award to Stu Weckerly at the FAC Outdoor Champs. All photos by Stu Cummins.



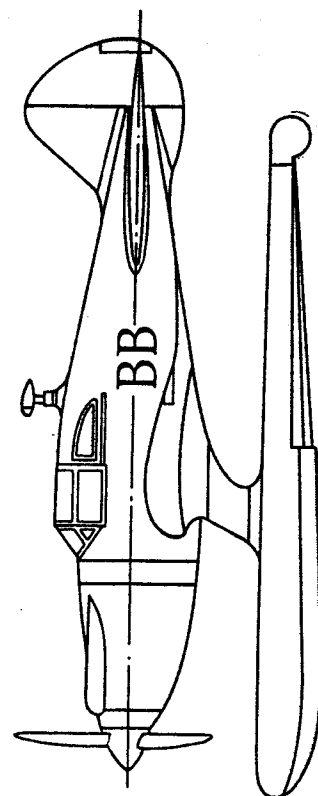
FROM PRELIMINARY DRAWINGS
BY GORDON CODDING



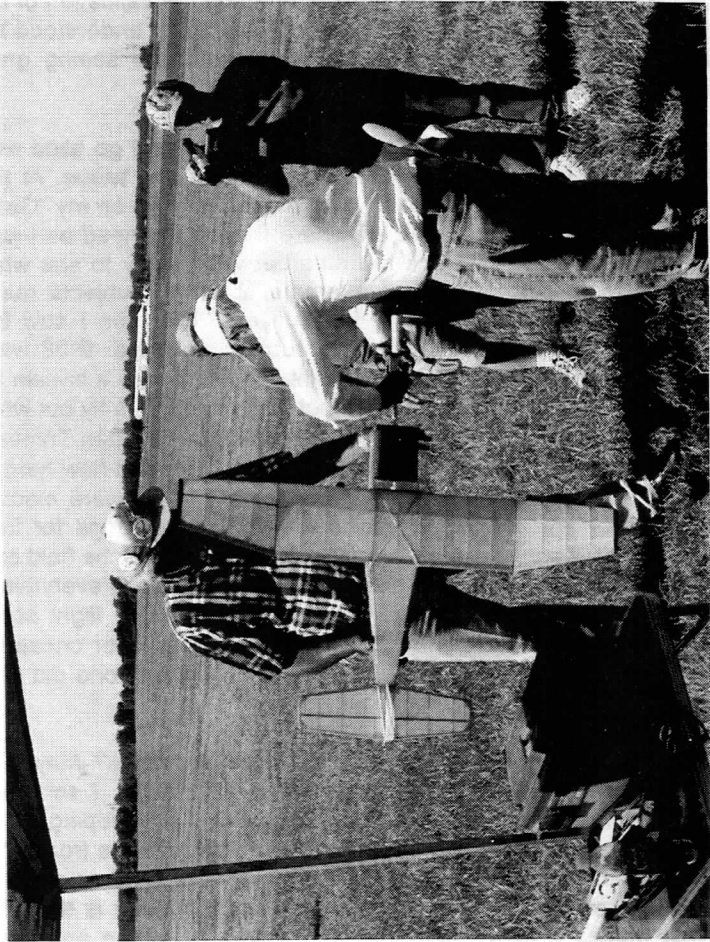
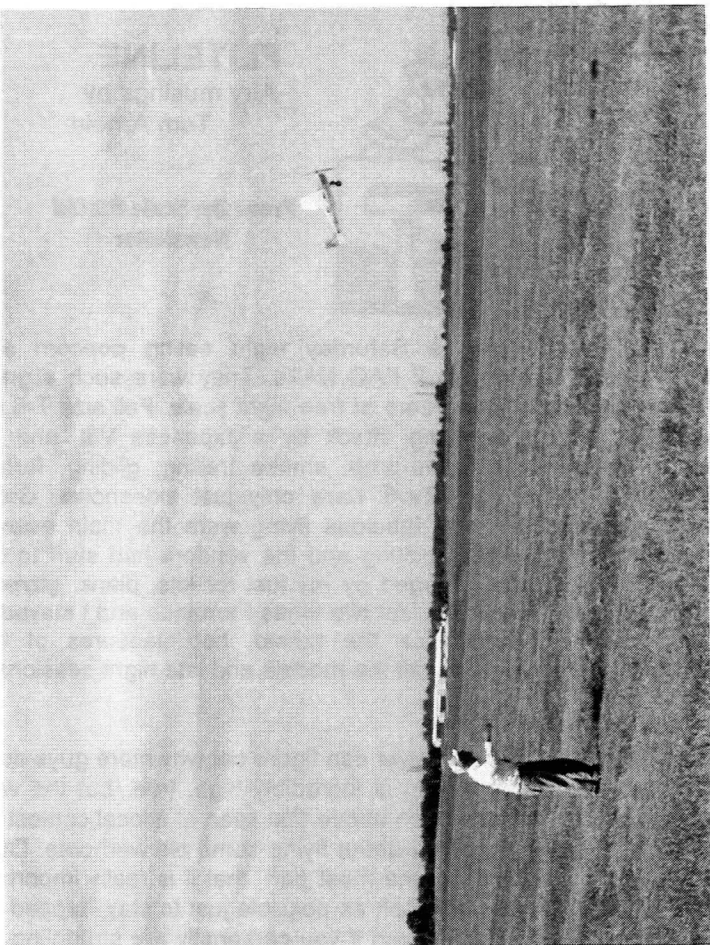
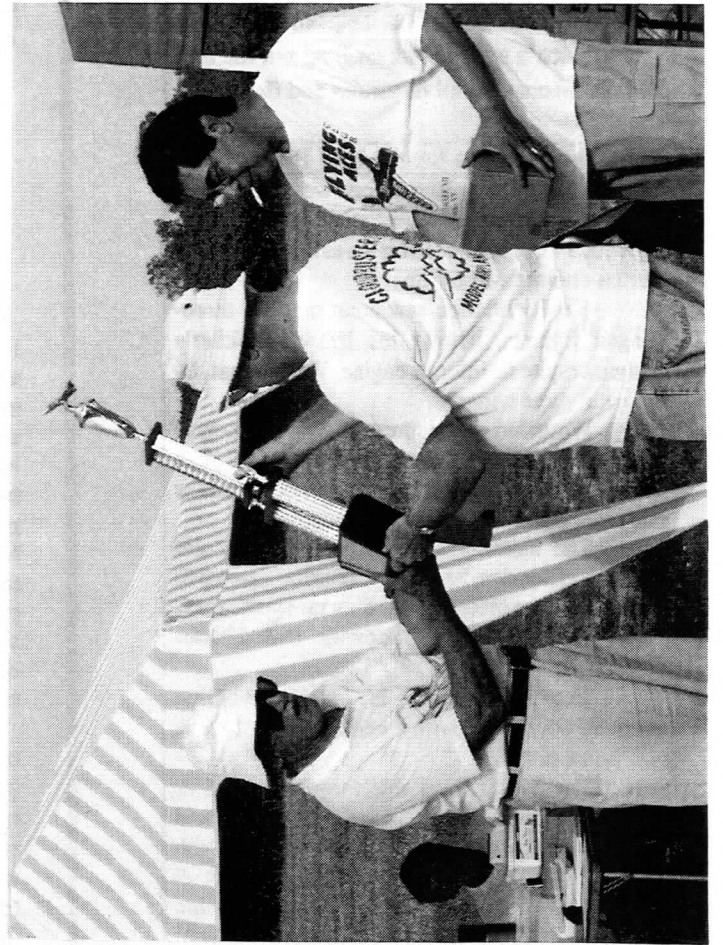
SCALE 1/48

BILL BARNES
1934 "PORPOISE"
BF-2 SUBMERSIBLE
SPAN 25' 6", LENGTH 31' 0"

DRAWN FROM PRELIMINARY DRAWINGS
BY GORDON CODDING



JRW 9-95



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?

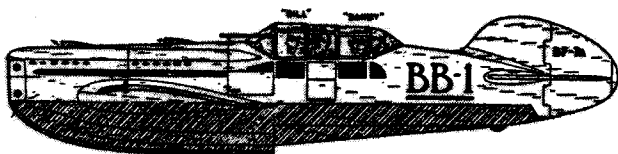
Wounded and depressed, was he merely grasping at straws while engaged in denial? Was his death, in a Fokker Triplane, a chance event or one more proof of three wing inadequacy?

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!



FOR SALE

Plans for the Waco PG-2, \$6.00 postpaid. From; Al Cleave, 330 Wood Rd., New Braunfels, Tx. 78138. The model has a 42 inch wingspan and is powered by two mini-six motors. Performance with a 3-cell flight pack was quite realistic with scale speed closely matching the 80-mph of the full size airplane. This was somewhat marginal in wind, though, and a 4 cell pack has been substituted. This gives an increase in power of approximately 25% and results in very satisfactory performance. (See photo on picture page)

WHY, YES, I DO FLY
OUTDOOR SCALE....



FLITELINE

Airy musings by
Tom Arnold

From the Scale Staffer
Newsletter

I just finished spending a Saturday night eating popcorn and watching videos of the last 2 FAC NATs. They were such a great way to start the next 1000 years of free flight scale. Full size T-6 air shows daily, a dive bombing attack by a Japanese Val, and an honest to goodness stopped-prop, smoke trailing, gliding, forced landing by a home built RV-6 were only just sideshows. Great planes, great weather, and fabulous flying were the main events. New products were really exciting and the vendors had stuff to die for. My checkbook was ravaged by my lust for kits, plans, gizmos, gadgets and T-shirts. For the last two times Fernando and I stayed in an air-conditioned motel vice the humid, hot pleasures of the dormitory and while I missed all the models and late night sessions, I sure slept good.

It is such a great time that I never can figure out why more guys don't go. The level of workmanship is incredibly high, true, but the vast majority of aircraft are not much above that seen at a local contest so no one should feel intimidated about flying some old warhorse. Ours is such a solitary pursuit, for the most part, that it is really important to join like-minded types as often as possible just to stay "tapped in" to the joy of a perfect flight. Even if you personally are struggling for the perfect flight, your cohort is making one and the validation of the fact it can be done is a great inspiration. I have never understood the thinking of some guys that say they get depressed seeing great models because they could never build one.

What negativity--maybe it is best they stay home as I go blind with excitement at seeing what can be done with stick and tissue. At the FAC NATs I see 20 great subjects that immediately go on my "Gotta Build List". They never get built anywhere than in my head as I wait in doctor's offices or am stuck in traffic but what a joy to see what they would look like. The great attempts at tough subjects really make me take my hat off to my fellow flyers. The time I saw Bill Harris (Hawaii) fly his 1/48" scale rubber powered B-36 was fabulous--and it was after the official closing. There was a civilian H-46 helicopter - 2 big rotors - that did not get a chance to fly but what a start because I know it will. Then there was the 10' span Trimotor that took 3 guys to launch and made a powered glide but how hard is it to put some more rubber in it for next time? There were electric ducted fan jets and talk about fast movers! The challenge for free flight jets is not "can it be done" but how to keep them in the field and how to keep the very scale-like hot landings from rekitting everything. Every time I go to Geneseo, the whole concept of free flight scale gets pushed bigger and bigger. Ever seen a Wright Flyer cruise by overhead? The one there flew longer than the original one did and without the benefit of the pilot, no less.

So that is the Nationals. How about our local contests? Maybe a 2000-mile trip is beyond your bank account. Although, I seriously doubt that lying on your deathbed and surrounded by weeping loved ones you will say "Hot damn, am I ever glad I stayed home from FAC NATs 2004 and saved that money - boy, was that a smart move. I am so glad I missed it." Turning out for a local contest is the very thing that makes a local contest good. To say "I will go and enter

only if I think it will be good" kills it all. The outlook should be "I will go and enter and that is what will make it good." Your dog of an airplane and your flight will make it good because that outlook multiplied throughout a club makes for a big and active contest. Sort of a build-it-and-they-will-come philosophy. If that is good for a local contest, how about an out of town contest? One where you would stay overnight? One of the premier clubs in Southern California, The Flightmasters, is dead and gone because, get this, no one showed up for their events. The last contest they held had a modest 4 entrants and even one of them was from San Diego (me). In a metropolis of 6 million people only 3 guys were willing to come out on a Sunday morn to throw some stick and tissue around? The newsletter had a member list of a couple of hundred people, which shows there certainly was interest in the area, but good intentions alone don't hack it. "Use it or lose it" is one of those Laws of the Universe that applies to having fun too.

Our annual was a great turnaround. We had a good bunch of competitors, good airplanes, lots of merchandise to give away, and good flying weather. We had old ugly warhorses, and we had beautiful scale ships. We had tremendous flights and we had instant dork-ins (I don't want to talk about it.) We had it all and it was a lot of fun all because people showed up to participate. Let me make a pitch that the Cactus Squadron will be having a fall annual and their event will be twice the fun with a San Diego contingent. Gentlemen, lube your motors.

AIR MAIL

Re: Dave Stott's motor sleeve/peg combo. Have been using a "bobbin" type sleeve for the last two years for a different reason. If a broken motor occurs, it is easier to remove the peg itself. I make my own bobbins from Delrin because it is easy to turn. I fly the big motors ie. 14 str. 1/4 x 1/4 x 42" long, 28 str. 1/8 x 30" long as well as the smaller. However, noticed that motor knots were not bunching and the big motors were stopping better with the prop tension springs. All this time, I thought it was better winding procedures. One just never knows, does one?

Roy Stewart

Lin,
Please thank Tom Waddington for the fast response for my request for the plans and article for copies of Henry Struck's Taube. I received them 3 days after recieving the newsletter! Now, that's a club member and brother flyer!

Richard Hughes

Dear Lin,

It was apleasure to meet you as well as observe the wonderful event at Geneseo. It was also a flattering pleasure to be accepted into such a great group of people, yet only as an onlooker. It was myself and 12 year old son Christian. So many kindly answered our many questions and such insperation was given to us both and especially son Christian. Del Balunek took Chris under his wing, literally, showing him much in short order!

Having been around aviation since a kid, I have to tell you that the FAC group was the kindest, happiest and most aware group of folks as to what the fun and appreciation of aviation is really about! To all, many thanks, and we're hoping to join the activities in the near future.

Bob & Christian Buck

Dear Lin,

The plan and article about the XP-55 in the Nov./Dec. Issue awakened a memory for me. I worked in the full scale wind tunnel at NACA Langley in 1941 & 1942. The XP-55 was in our shop being readied to mount in the tunnel.

Joe Walker, the head mechanic, could not remember the various numbers for the aircraft, so he named them; P-47 (the fat thing), P-38 (the two motored thing) and the XP-55 was the Ass-Backways thing. The Curtiss people & the Air Corp liked the name & it stuck!

George (Bill) Poythress

S.O.S.—S.O.S.

Wanted; plans for the Lemberger bi-plane. Will pay postage and copying costs. Ivan Williams, 6480 Snead St., Colorado Springs, Co. 80911 Ph. 719-392-4021.

EL	3Y	5	LUZZI, MICHA	BARNES, LO	HEINRICH, MIKE	2 VE	1	HALES, STE 1	1	MOON, ROGER
	3HARD	5	LYONS, BOB	BARR, BILL	JAMISON, BOB	2 BOB	1	HANFORD, F 1	1	MYERS, GREG
QUE	3	5	MALTB, ENRI	BAXTER, D.	KING, GARY	2 RP	1	HANFORD, F 1	1	NACIN, DICK
NCAN	3DU	5	MCBRIDE, DU	BECKER, NC	KNUTSEN, NEIL	2 IAROLD	1	HARDING, H 1	1	NALLEN, KAREN
IVE	3ETE	5	MITCHELL, D/	BENNER, DA	LEIFER, LOUIS	2 J	1	HASLAM, LIP 1	1	NEARING, LARRY
	3	5	MOSELY, JIM	BETHEA, JIM	LEMON, KENT	2 K	1	HAWES, DIC 1	1	NEDS, GEORGE
	3, STEVE	4	NELSON, BOE	BETJEMAN	LINARDIC, VLADIMIR	2 TREVOR	1	HAYWOOD, 1	1	NICHOLS, BOB
	3	4	ODOM, LOUIS	BETZ, CLIFF	LUNDBERG, BOB	2 N, JOHN	1	HENDERSOI 1	1	NOLL, JACK
	3L	4	OLM, ORVILL	BETZ, PRISC	MANSFIELD, GEORGE	2 ON, CHAR.	1	HENDRICKS 1	1	NUNEZ, JONATHAN
RY	3VE	4	ORZECH, HEI	BOWERS, M	MARCELLO, ED	2 CH	1	HENSEL, RIK 1	1	ODOM, DOT
OB	3LT, JR.	4	OSBORNE, BK	BRAKE, DIC	MASTERS, RICHARD	2 JUL	1	HERBST, PA 1	1	ORTIZ, ELLIOT
ES	3	4	PACK, CHARL	BRAUN, DAV	MCDANIEL, HAP	2 LY	1	HINTON, BIL 1	1	OSALZA, DON
	3NY	4	PAYNE, RAY	BRAUNLICH	MCDONALD, TIM	2 BERT	1	HODES, RO 1	1	PAFIOLIS, ALEX
	3	4	RAKOW, RAY	BURNS, MIC	MCDOW, BILL	2	1	IVES, DAVID 1	1	PARK, JIM
INITA	3S	4	REICHEL, JU	BURRY, CLA	MILLER, DICK	2 TIE	1	JESSUP, AR 1	1	PASTEL, HARVEY
	3IAR	4	RODEN, BOB	CARLS, JOH	MITCHELL, BILL	2 JILL	1	JOHNSON, F 1	1	PAVEK, BILL
	3/E	4	SAVAGE, TON	CASAZZA, D	MUNN, DON	2 JARY	1	JOHNSON, C 1	1	PAYNE, DOUG
	3IRT	4	SHAW, BOB	CASGILL, W.	NUNEZ, JORGE SR.	2 ILEEN	1	KANE, KATH 1	1	PEACOCK, DON
	3VE	4	SIEDENTOPF	CAVE, ED	OSLAN, ROBERT	2	1	KEAR, KEN 1	1	PENNY, WILL
	3EN	4	STALEY, BILL	CAWTHORN	PAPIC, FERRIL	2 ARD	1	KEHR, WILL 1	1	PHILABAUM, RICHARD
INY	3	4	TELFORD, TC	CERVONE, I	PEDERSON, JOE ED	2 RREN	1	KELLEY, WA 1	1	PHILABAUM, RICHARD
	3HN	4	ZAPOLSKI, EI	CHAFE, WAI	PISHNERY, DAVE	2 RK	1	KERZIE, MAI 1	1	PHOENIX, GOEFF
	3IL	4	ZEMECK, LEN	CHRISTIE, D	PORTER, CHUCK	2	1	KING, LES 1	1	PIERCE, FRED
	2CB	4	ALLEN, DICK	CLUTTON, E	PROULX, T.	2	1	KING, STAN 1	1	POLLARD, JIM
	2I	4	ANDERSON, A	COLLINS, DA	RECKER, GERD	2 JICK	1	KOHFIELD, I 1	1	POWELL, CHUCK
WAYNE	2I	4	BALCER, WAI	COLT, GILBE	REUTER, BILL	2 N	1	KRANIS, DA 1	1	PROFFITT, ALEX/DRA
.T	2V	4	BARBER, LES	COPEMAN, I	ROAD, JOHN	2 KENNY	1	KREMPETZ, 1	1	RAMOS, FERNANDO
	2AARON	4	BARRETT, KE	CORLETT, N	ROTH, BRIAN	2	1	KRUSH, JOE 1	1	RANSOM, MIKE
	2OB	4	BAUMGARDN	CORNELIUS	RUSSELL, BOB	2 H, JOUR.	1	KURTENBA 1	1	RASH, FRED
OVIN	2CKY	4	BELL, BILL	COSLUICK, LA	SAKS, DAVID	2 ROBERT	1	LANDHUIS, I 1	1	REYNOLDS, BILL
ER, KEM.	2I	4	BENNETT, LE	DAVIS, CHAI	SAUTER, CHARLIE	2	1	LANG, JOEL 1	1	RHODES, BILL
	2ERB	4	BLACKHAM, F	DAVIS, GREI	SEALS, LARRY	2 EO	1	LANGEVIN, I 1	1	RICE, DAN
	4	4	BLAIS, TIM	SEATH, DAVE	DEHAAS, BILL	1	1	LARSEN, TIM	1	ROBERTS, MIKE
RUHLAND, D.J.	4	4	BOWERS, HURST	SHAW, DICK	DOCK, DENNIS	1	1	LEAH, DAVE	1	ROSS, DON
TECHUK, ALEX	4	4	BRADLEY, PAUL	SIEFRIED, DICK	DODGE, DAVE	1	1	LEE, JIM	1	ROSS, RICHARD
VOORHEES, JOHN	4	4	BROCK, PAM	STROUT, REGGIE	DONNA, GORDON	1	1	LEHR, ROGER	1	RUBRICH, CHRIS
ANDERSON, DICK	3	4	BROCKS, PETER	THOMASIAN, HARVEY	DOTEN, ART	1	1	LELONG, HENRY	1	RUHLAND, E.
ANDERSON, JAMES	3	4	BUKOWSKI, BILL	TRITTLE, PAT	ECKERSON, EARL	1	1	LEONHARDT, WALT	1	RUPPERT, CONRAD
BAECKE, AL	3	4	CALDWELL, BILL	TUECHER, ALEX	ELLIS, D.	1	1	LIDBERG, AL	1	RUSSO, GUY
BAECKE, FLORENT	3	4	CAMPBELL, LEE	VANDEN BOSSCHE, R.	ENGLERT, DOUG	1	1	LIGARSKI, STAN	1	SANDERS, TOM
BARBER, DOUG	3	4	CLARKE, BILL	VANDERLINDE, DAVE	EPP, BRIAN	1	1	LOATES, FRANK	1	SANDUSKY, RUSS
BARISH, JOE	3	4	CRAWFORD, DOHRMA	VON BUEREN, KARL	ESPIL, JOE	1	1	LUZZI, KRISTINA	1	SATTERTHWAITE, BAR.
BAUGHMAN, GARY	3	4	DAILEY, JIM	WAGNER, JERRY	FAGS, K.	1	1	MAGERS, CHARLES	1	SCHUELER, CARL
BIRD, LES	3	4	DERBER, DAN	WALEES, TED	FEDOR, JEFF	1	1	MANKOWSKI, JIM	1	SCHUTZEL, EMIL
BURKE, SAM	3	4	DIEBOLT, JOHN	WATTS, RON	FERGUSON, BOB	1	1	MARCHESE, MATT	1	SEAMSTER, JIM
COFFEY, WENDELL	3	4	DITRICH, BRIAN	WOODS, FRANK	FLETCHER, BARRY	1	1	MARKSON, JERRY	1	SEAVEN, TED
DOCH, ZACH	3	4	DITRICH, MIKE	WORMLEY, JOHN	FOSTER, BRUCE	1	1	MCBRIDE, JIM	1	SEBASTIAN, JOE
ELLIS, ART	3	4	EVERSON, WALT	ALABACK, JIM	GEARING, GEORGE	1	1	MCCLVEEN, JACK	1	SENNET, BOB
ENGLERT, PAULA	3	4	FLESHER, AL	ALBRACCIO, BUD	GILES, RICH	1	1	MCCEE, DUSTIN	1	SHEPHERD, CHARLES
HERR, TOM	3	4	FUGIKAWA, STEVE	ALLEN, TERRY	GORMAN, DICK	1	1	MCKINNEY, MIKE	1	SMALLEY, RALPH
HUGHSTON, TOM	3	4	GARRISON, BOB	ALLISON, MARK	GREGG, FRED	1	1	MCKAHON, JIM	1	SOLMONOFF, GEORGE
KEPPLER, JIM	3	4	GRABSKI, PAUL	ALVIS, BUNNY	GRIGGS, DOUG	1	1	MELLANDER, ELMER	1	SOUTH, STEPHEN
KNIGHT, MARION	3	4	HAAAKONSEN, ERIK	ANDERSON, ART	GUMM, TERRY	1	1	MIDGETT, RON	1	SPIESS, MIKE
KUEHNE, LAVON	3	4	HARRIS, RAY	BAGALINI, LARRY	HAGEN, AL	1	1	MIDKIFF, RICK	1	SQUEGLIA, RALPH
LEWARS, JOHN	3	4	HARRIS, JIM	BAIRD, TEX	HAIGHT, BOB	1	1	MINO, CHRIS	1	STEINMAN, ELVIN
LOVETT, GRANT	3	4	HEDLEY, CARL	BARKER, JACK	HAIGHT, BOB	1	1	MONTEATH, ALAN	1	STONE, RICHARD

Flyboys

by James Bradley

Reviewed by Frank Rowsome

Flyboys tells the story of six naval airmen who were shot down and captured by the Japanese on a particularly well-defended island near Iwo Jima in the last year of the war.

Their story had been kept secret for 50 years to protect their families from the discovery that they had not merely been executed by the Japanese but ritually *eaten* by their captors.

George Bush was very nearly one of them. He was shot down in a bombing run over the same island, but parachuted far enough out to sea to be picked up by a US submarine.

Bradley does a superb job of following the lives of the six from beginning to end, and through the US discovery of their fate and the secret war crimes trials of their captors.

Bradley also investigates other examples of atrocities in the Pacific War. He is to be commended for bringing the human touch to the experiences of the victims and of the perpetrators. He reports the experiences of some of the survivors of the fire bombing of Tokyo with a vividness that is reminiscent of John Hershey's *Hiroshima*. Bradley tries to take us into the mind of one of the soldiers who took part in the rape of Nanking, and of some of the B-29 fliers who reduced over 60 Japanese cities to ashes, burning over 150 *square miles* of urban real estate.

In places the reading is hard to stomach, but Bradley does us a real service with his even-handed treatment of the horrors of what happened and why doing it was natural and seemed appropriate to the combatants at the time.

Bradley's treatment of the context is far less good. His brief summaries of the battles of the Coral Sea and of Midway suggest shallow understanding. He presumes that because Japan was clearly losing the war by the summer of 1945, prompt surrender without an American invasion of the home islands was assured. Germany's example suggests otherwise. My reading of the history suggests that the Japanese decision to surrender was actually quite unlikely and took place only because of the deep commitment of Emperor Hirohito to spare his people further suffering of the kind he witnessed when he toured the vast areas of Tokyo ravaged by the fire storms. Crucial also was General Anami's decision to direct the army to suppress rather than support the fanatic army officers who had captured the Imperial palace—killing or capturing the palace guard, the Emperor himself, and some of the cabinet—in order to prevent the surrender message from being broadcast. It could very easily have come out quite differently.

Bradley claims that he defers to the wishes of the surviving combatants on both sides to forgive. Still, he repeatedly returns to the theme that Emperor Hirohito should have been tried for war crimes. He

points out that some—maybe many—of the Japanese were prepared to accept such a trial. Still, there are many levels of pros and cons—both ethical and political—for such a move he does not consider. It is not so obvious that General MacArthur was wrong in shielding Hirohito from such retribution. So, by all means read *Flyboys* for the human side, but look elsewhere for the big picture.



2004 FAC CONTEST SCHEDULE IN BETHLEHEM, PA
HELD AT THE FIRST PRESBYTERIAN CHURCH GYM 7PM - 9:30PM

Friday, January 16th	Friday, February 13th	Friday, March 12th	Friday, April 23rd
Dime Scale**	Golden Age Scale**	FAC Scale**	Oldtime Kit Scale**
Phantom Flash*	Phantom Flash*	Phantom Flash*	Phantom Flash*
Nocal*	Nocal*	Nocal*	Nocal*
Embryo*	Embryo*	Embryo*	Embryo*

Contest Rules:

Phantom Flash - 6 gram minimum without rubber.
- all flights must R.O.G.

Nocal - 6 gram minimum weight without rubber.

Embryo - all flights Rise Off Floor. 8 gm minimum.

Weight minimums for local contest only.

Directions:

Approx. 1.3 miles south of RT 22 on RT 512 (Center St.)

Detailed directions found at www.hallmanstudio.com/churchsitemap.jpg

Additional fun fly sessions Jan. 2, 30, Feb. 27, Mar. 26.

Standard basketball court size, smooth walls and ceiling with 40' in center.

Bring your own table and chair.

Contacts:

Tom Hallman - maxfliart@hallmanstudio.com 610-395-5656

Russ Sandusky - russellsandusky@yahoo.com 610-865-4390

**Flown with standard FAC rules.

*Flown in one of three ways, rotated each night of contest:

1 - Total of three flights

2 - Single longest flight

3 - Mass launch

KANONES CONTINUED

STONECIPHER, RICH	1	WIENKER, CLIVE	1
STOTT, PAUL D.	1	WILLIAMS, JAY	1
SYLVIA, ED	1	WOJTKIEWICZ, CHUC	1
TARANGO, GLENNA	1	WURMAN, BOB	1
TAYLOR, BILL	1	YANOSKY, TOM	1
THOMAS, GREG	1	YODER, MARVIN	1
THOMAS, VET	1		
TIPPS, LEE	1	BOLD NAME =	
TOMASCH, WALT	1	FIRST YEAR ON LIST	
TRACY, DAVID	1		
TRIANA, JORGE	1	<u>UNDERLINED COUNT =</u>	
TROUTMAN, JIM	1	PROMOTED IN 2003	
VALLS, JOHN	1		
VARGO, E.	1	BOLD NAME & COUNT =	
WALTER, BUCKY	1	BLUE MAX IN 2003	
WARMONN, BOB	1		
WEBSTER, LEE	1	CONGRATULATIONS	
WEIDNER, JIM	1	TO ALL!	
WHITACRE, DON	1		

* * Counter-Rotating Props * *
Mumbo-Jumbo # 114

We tend to pile up magazines, reading one while waiting for the glue to dry. As a slow reader with fast drying glue, my backlog has become weighty and I've just gotten around to *Flight*, October 30, 1914, with Winston Churchill off to the continent to save Antwerp from the Kaiser's forces. I hear it didn't work out.

The journal itself is good, and aside from the crumbling paper, highly recommended. Modelers in those days had guts. They tackled a range of problems that are death defying, even today. Consider counter-rotating props, that business of having two props on one axis, each rotating oppositely.

The usual gain to the full scale designer was one of absorbing enormous engine power with a moderate prop diameter—ensuring a short landing gear, and fewer nose-overs. A second advantage was cancellation of prop torque. The concept was used on high powered aircraft—fighters and racers.

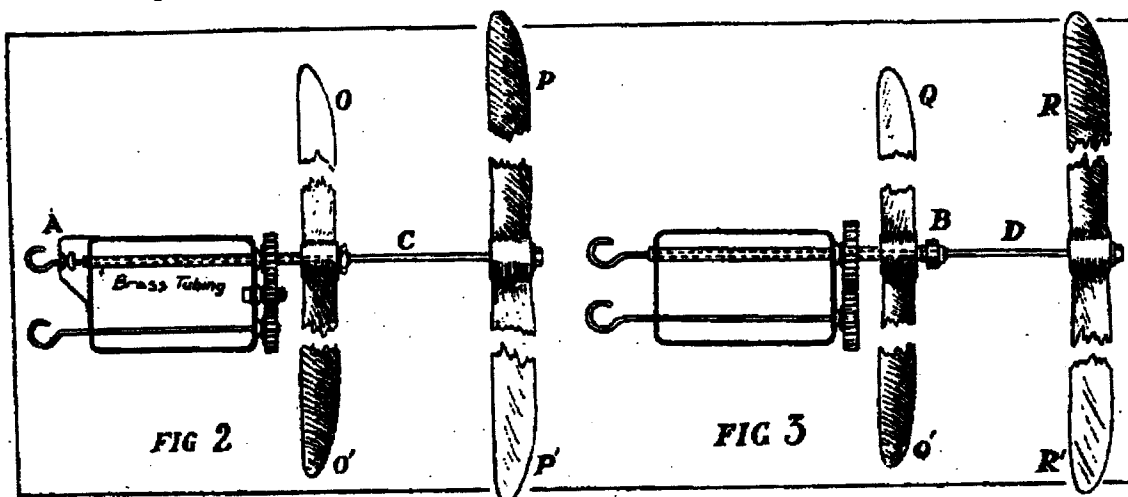
One modeling solution (sketch) employs (Fig.3) gears and twin rubber motors. The top motor drives shaft D

directly, powering prop RR'. The lower rubber motor drives a brass sleeve surrounding shaft D but unattached otherwise, other than to prop QQ'. The opposite rotation comes from a set of gears mounted between the props and the hooks.

System virtues include low fuselage torque as well as an extended flight time derived from two working motors. The catch is one of complexity, weight, and if full scale practice is a guide—optimum performance requires a different pitch for each prop, with a larger pitch for QQ' than that given to RR'. Finally there is that awkward business of carving a left-handed prop.

Those willing to settle for two props turning in the same direction might use the scheme of Fig. 2. Here prop PP' is driven by the top motor, as before. Again, the bottom motor drives the rear prop OO'. However an additional idler gear, introduced between the drive gears, serves to reverse rotation.

Why bother? Why not put the two props on shaft D and be done with it? Doing so would lose a minor advantage of the brass tubing/sleeve idea. With each motor/prop unit separate and self-regulating, the death of one unit—even a thrown prop—doesn't stop the other.





THE CLEVELAND FREE FLIGHT SOCIETY
A.M.A. sanctioned Indoor Contest

SUNDAY, April 4, 2004 Valley View, Ohio 8:30 a.m. to 6:00 p.m.

Flying Site - Sports Dome, 6060 W. Canal Rd. (across from Cinemark)

SCHEDULE OF EVENTS

7:30 a.m. -- Building opens (test flying)

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

8:30 a.m. 2. *EZB* - Scoring is the best of five officials. 20
30 seconds minimum. Two attempts/flight.

to

4:30 p.m. 3. *Limited Penny Plane*

4. *Mini-Stick* - - Best flight of 5 officials. 20
second minimum. 2 attempts/flight.

9:00 a.m. to 3:00 p.m. 5. *Seven Gram Bostonian* - A.M.A. rules.

6. *Jetco R.O.G.* - CFFS Rules.

F.A.C. EVENTS

10:00 a.m.

7. *W.M.II Combat* - Flown at 12:01 p.m.

to

4:30 p.m.

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

9. *Hi-Wing Peanut* (Production types).

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

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

12. *Golden Age Scale*

13. *Dime Scale*

14. *W.M.II No-Cal Combat*. Flown at 4:30 p.m.
Minimum weight - 6.2 grams without motor.

15. *No-Cal Profile Scale* (3 flight total)
Minimum weight - 6.2 grams without motor.

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

17. *Shell Dash of the Flash* - 2 officials by 3:00pm
Mass launch - (2 heats) at 3:15pm.



Illustration courtesy B-100

For Your Information

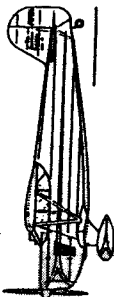
1. All events are JSO combined.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - Open - \$30.00 - Junior \$1.00 (includes AMA Lic.)
4. VERY IMPORTANT - You must provide your own table and chair.
5. Sports Dome is a non-smoking facility.
6. No Indoor RC flying permitted during the contest and all flyers must have a valid AMA license.
7. Vendor's fee: \$25.00 - payable to Sports Dome

Science Olympiad event will be scheduled if this activity does not conflict with regional or state S.O. competitions. S.O. flyers are encouraged to fly in any of the events at this contest.

AWARDS

There will be a Contest Grand Champion based on the following criteria: 3 points for a first place
2 points for a second place
1 point for a third place

Highest total determines the winner. There will be a special merchandise award for the Grand Champ.



- 1st through 3rd - All events except mass-launch.
W.M.I & II Peanut and No-Cal Combat
1st place award only but 2nd and 3rd place points for Grand Champion will count.
- 2nd place - minimum of 5 entries in the event.
- 3rd place - minimum of 7 entries in the event.

CONTEST DIRECTORS

Michael C. Zand
5803 East Ash Road
Independence, OH 44131
216-524-3480 mazand@hotmail.com

Larry Mzik
117 Sycamore Drive
Painesville, Oh 44077
440-357-7361

For information on the Sports Dome www.thesportsdome.com

Jetco R.O.G. Rules

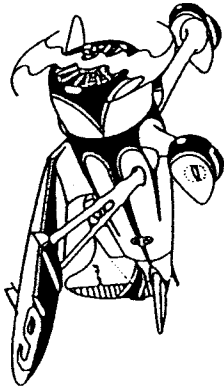
1. Build from plan with no structural changes.
2. Any commercial plastic prop may be used. It may be cut down to 5 1/2". Prop may be altered by sanding and/or cutting to size.
3. Tissue covering.
4. Model must R.O.G.
5. Unlimited attempts. Official flight is 20". 2 attempts equal 1 official. Best of 5. An attempt is an R.O.G.
6. Any prop bearing or prop hanger may be used.
7. Center section of wing may be flat.
8. Minimum weight of model without rubber is 3.5g.
9. No camber (baggy tissue to wing)

Phantom Flash (Dash of the Flash)

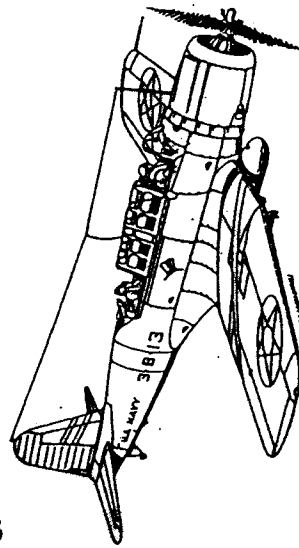
1. Model must be built according to plan. Wheels must turn and any type of prop may be used.
2. Markings must be on model, either cut from the plan or similar paper.
3. Rubber band to hold wing is optional, but model must weigh a minimum of 3.5g without motor.

Scoring - Total of 2 qualifying flights (20" official). These must be recorded by 3:00 pm. The five best time totals will qualify for the mass launch event which will be flown at 3:15pm. There will be two heats to determine places.

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 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, [redacted] lge, [redacted], [redacted]. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

OUR NEWEST MOTOR
FOR FREE-FLIGHT OR RC

TROLL-35

• Same dimensions as the IMP-30
• 35-watt - Latest motor technology
• 3 or 4 cell operation
• Files 200-300 sq in wing area airplanes

TROLL-35 Motor \$9.95
Includes prop adaptor, capacitor and mounting hardware

TROLL-35 Free Flight System #2 \$30.45
Inc. Motor, switch harness parts, 40950 mfg. Nical battery pack, and 5.5x4 prop

Please add \$5.00 postage/handling to your total

PO BOX 11558, GOLDSBORO, NC 27532

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
Westland Lysander	25"	Studiette	\$4.00
Northrop Gamma	36"	Bruning	\$5.00
Fairchild PT-19	24"	John Low	\$4.00
Curtiss Gulfhawk	24"	Wilkey	\$4.00
Boeing P-26	18"	Wilkey	\$3.00
Waco C-7	22"	Boyanowski	\$5.00
Laird Solution	14"	Tom Nallen Sr.	\$4.00
Waco "D"	24"	Bruning	\$4.00
Lockheed Orion	24"	Tom Nallen Sr.	\$6.00
Monocoupe	24"	Canada M.C.	\$3.00
Seversky SEV-2	22"	Tom Nallen Sr.	\$6.00
SEE BEE QED 24' TOM NALLEN SR. \$6.00			
Plans sent postpaid. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.			

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. McCarrison
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.

DIELS ENGINEERING, INC.
P.O. BOX 263
AMHERST, OHIO 44001

NEW KIT ANNOUNCEMENT
KIT #38 THE GRUMMAN TB/F4M AVENGER

Rubber Powered Free Flight Scale Kit includes printed plans, printwood, sirpwood, 4-color decals, Japanese tissue, plastic prop and hardware, rubber, and formed 3 piece plastic canopy, turret, and turret gun enclosure.

Price is \$39.95 for ea. kit plus \$6 ea. shipping. Catalog \$2 or free with order. E-mail: ddielsengr@earthlink.com

REGISTRATION FORM—FAC-NATS MARK XIV

GENESEO, N.Y. JULY 16-17-18, 2004

please print

Jr./Sr. _____ Open _____

Name _____ Address _____

City _____ State _____ Zip _____ AMA or MAAC No. _____

I wish to make the following advanced reservations for the FAC-Nats Mark XIV.

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

Banquet tickets at \$22.00 each with no dormitory reservations _____ \$ _____

Reservations for double occupancy with meals and banquet at \$191.00 each. _____ \$ _____

Reservations for single occupancy with meals and banquet at \$241.00 each. _____ \$ _____

Total enclosed \$ _____

No entry fee for contestants under 18 years of age. All contestants must be members of the A.M.A. or the M.A.A.C. Please remit entry fee by June 15, 2004 so as to ease paper work later on. Mail entries to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2004. If you plan to share a room with someone please indicate their name so we can direct the University to set up the proper arrangements.

Awards through 5 places in each event. Contest times are as follows; Friday July 16 8:30 am till 5:00 pm, Saturday July 17 8:30 am till 5:00 pm and Sunday July 18 8:30 am till 4:00 pm.

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

SIGNATURE _____

Your meals at the university will include dinner in Thursday July 15, breakfast and dinner on Friday July 16, breakfast and dinner on Saturday July 17, breakfast on Sunday July 18 and breakfast on Monday July 19, 2004.

Scale judging will take place at the Days Inn, 4242 Lakeville Rd., Rte. 20A, Geneseo, N.Y. on Thursday July 15th starting at 2:00 p.m. Bring your models there to be judged. Giant and Jumbo models to be judged on the field. No one admitted before 2:00 p.m. Vendors may set up at 12:30 p.m.

Plans must be presented in the Fairchild 24, Dime Scale, Old Time Kit Scale, and the Two-Bit O.T. Rubber events.

Dime Scale models cannot fly in both Dime Scale and Old Time Kit Scale. Pick your event.

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

Friday July 16th

Shell Speed Dash
WW-I Mass launch (Multi-wing)
Embryo Endurance
No-Cal Scale
Golden Age Civil Scale
FAC O.T. Rubber
FAC O.T. Stick
Modern Military
Guillows Fairchild 24 Mass Launch
Bendix Race Mass Launch
Comet Phantom Flash
Giant & Jumbo Scale may be flown any day

Saturday July 17th

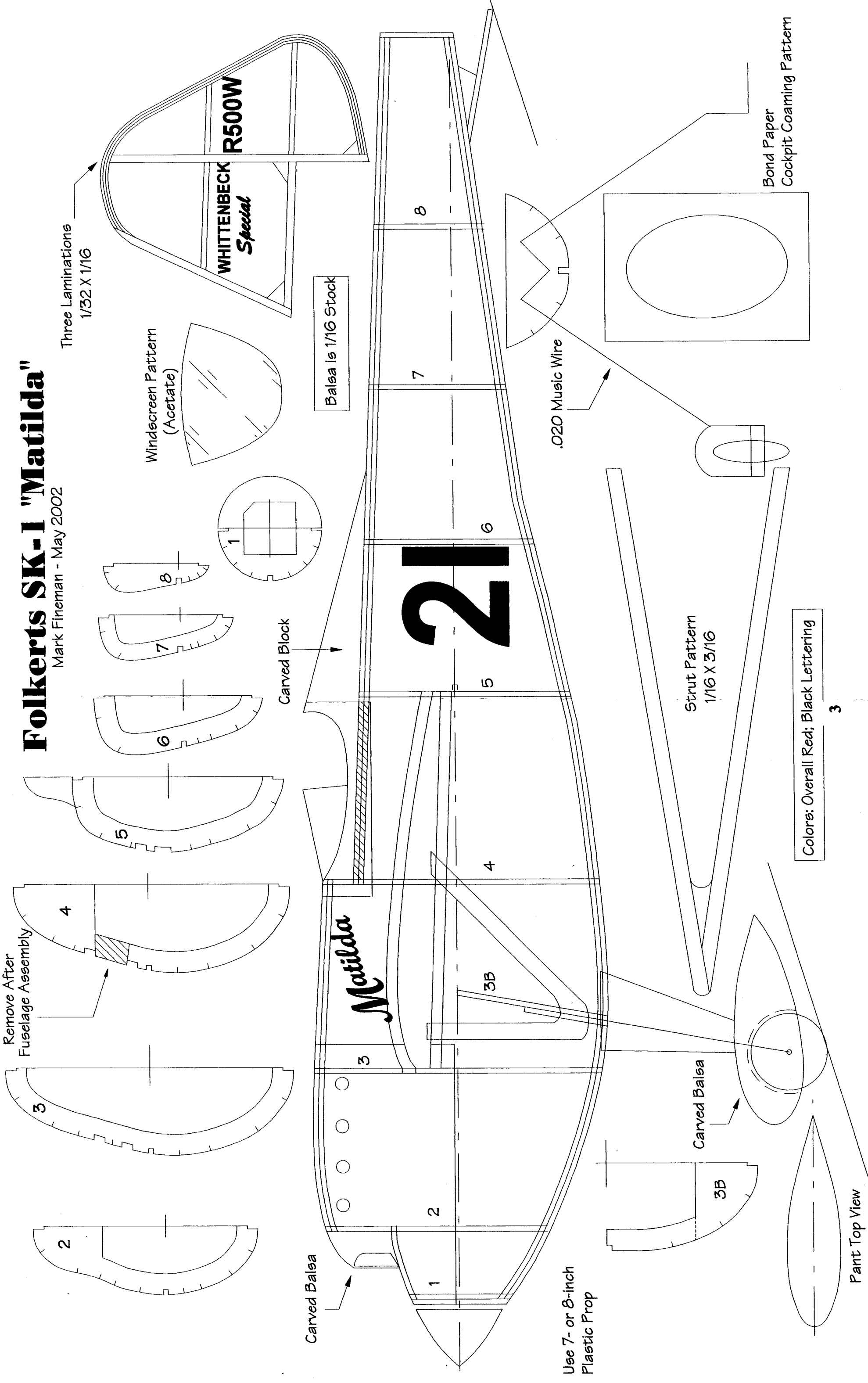
Fac Scale
Hi-Wing Peanut
Greve Race Mass Launch
WW-II Mass Launch
Pioneer Scale
FAC O.T. Rubber
FAC O.T. Stick
Dime Scale
AT-6 Race Mass Launch 15% rule
Fiction Flyers
Phantom Flash Juniors only
Blur Race day to be determined

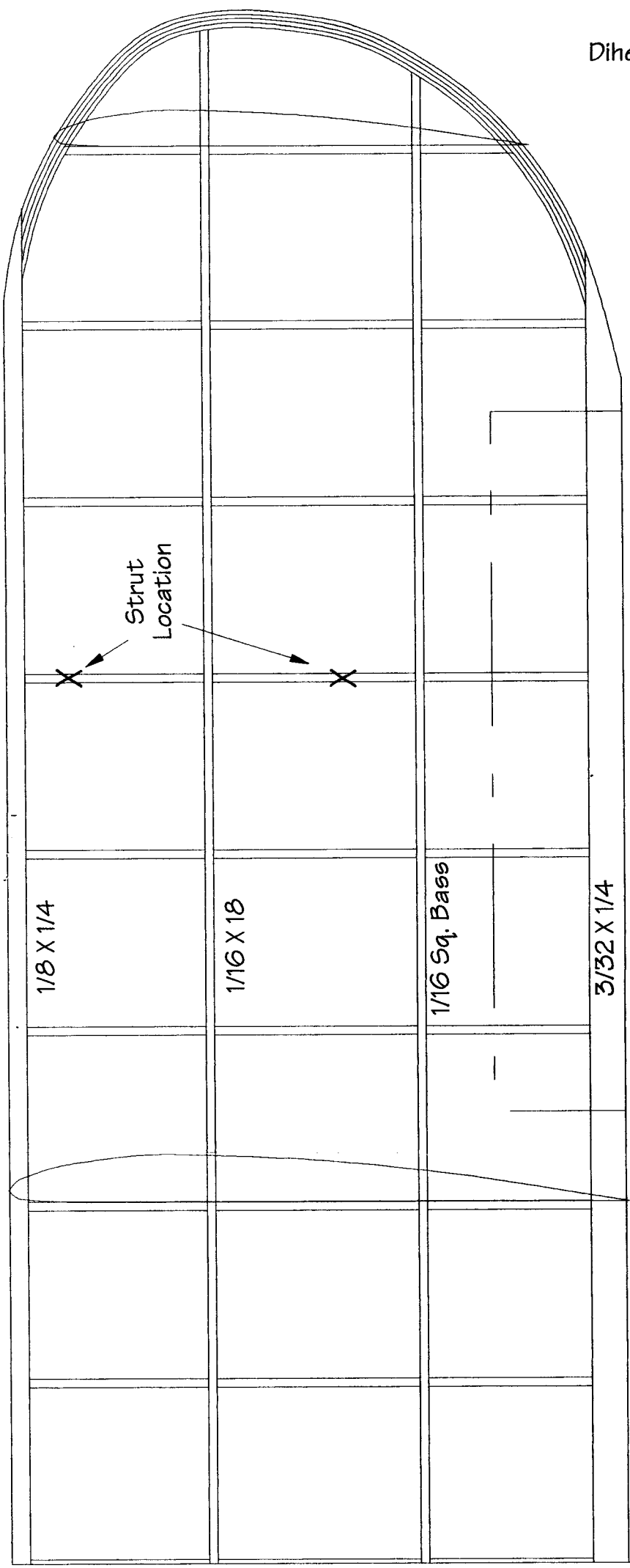
Sunday July 18th

FAC Peanut
Thompson Race Mass launch
Power Scale (single engine)
Power Scale (multi-engine)
FAC O.T. Gas Replica
Modern Civil
Golden Age Military
Jimmie Allen
Goodyear/Formula Race Mass Launch
FAC O.T. Kit Scale
Powder Puff Scale
Two-Bit O.T. Rubber
Contra Prop Scale

Folkerts SK-1 "Matilda"

Mark Fineman - May 2002

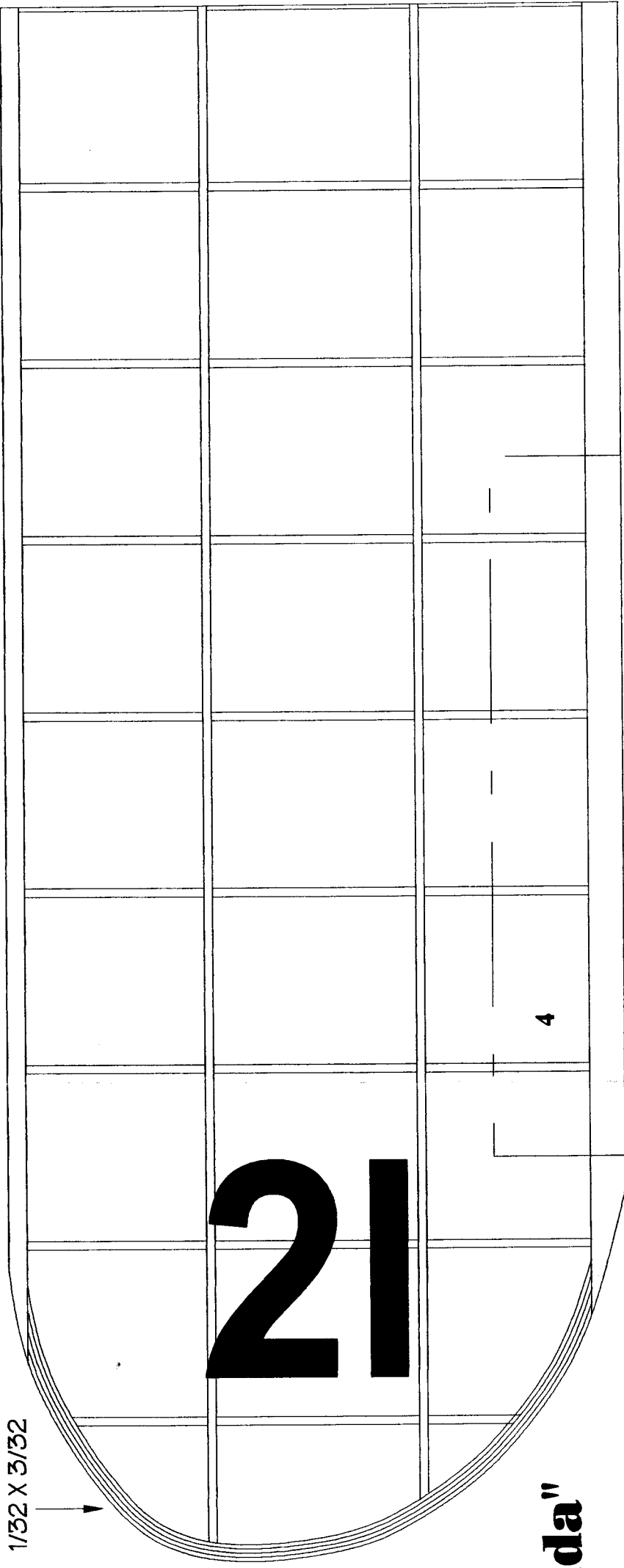




Dihedral: 1-3/8 Each Tip

NR500W

Top of Right Wing,
Bottom of Left



4 Laminations
1/32 X 3/32

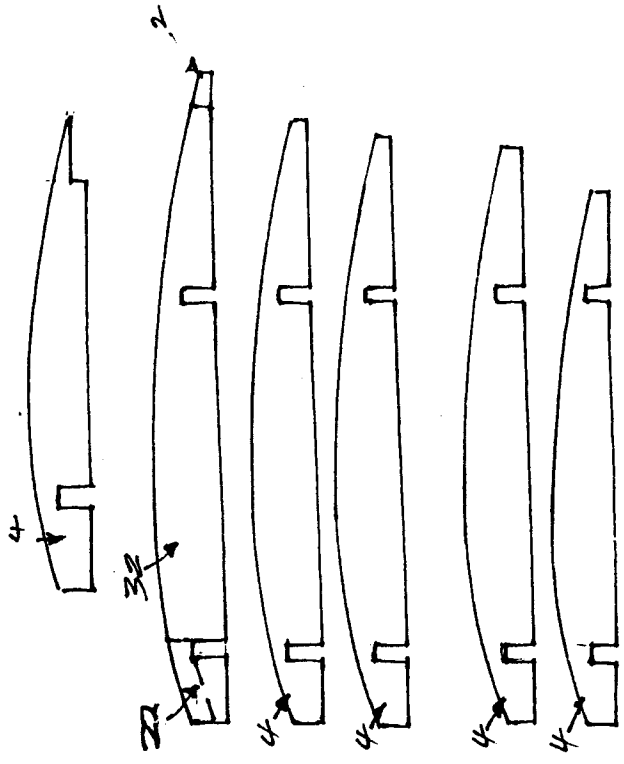
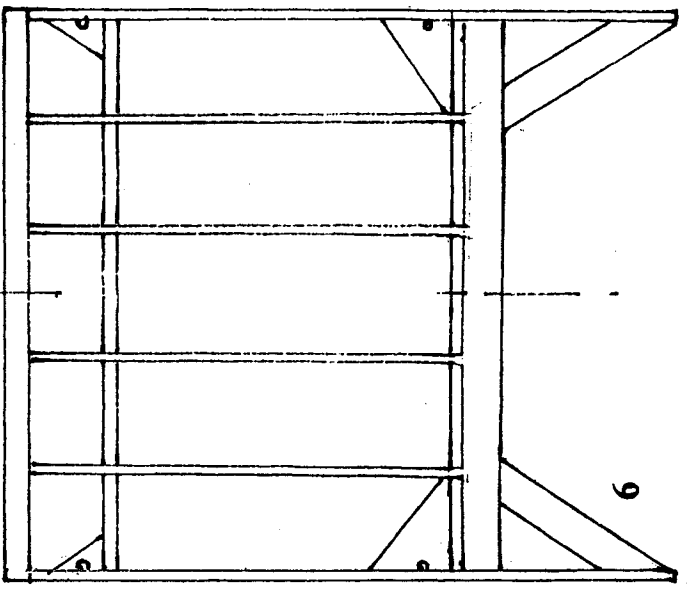
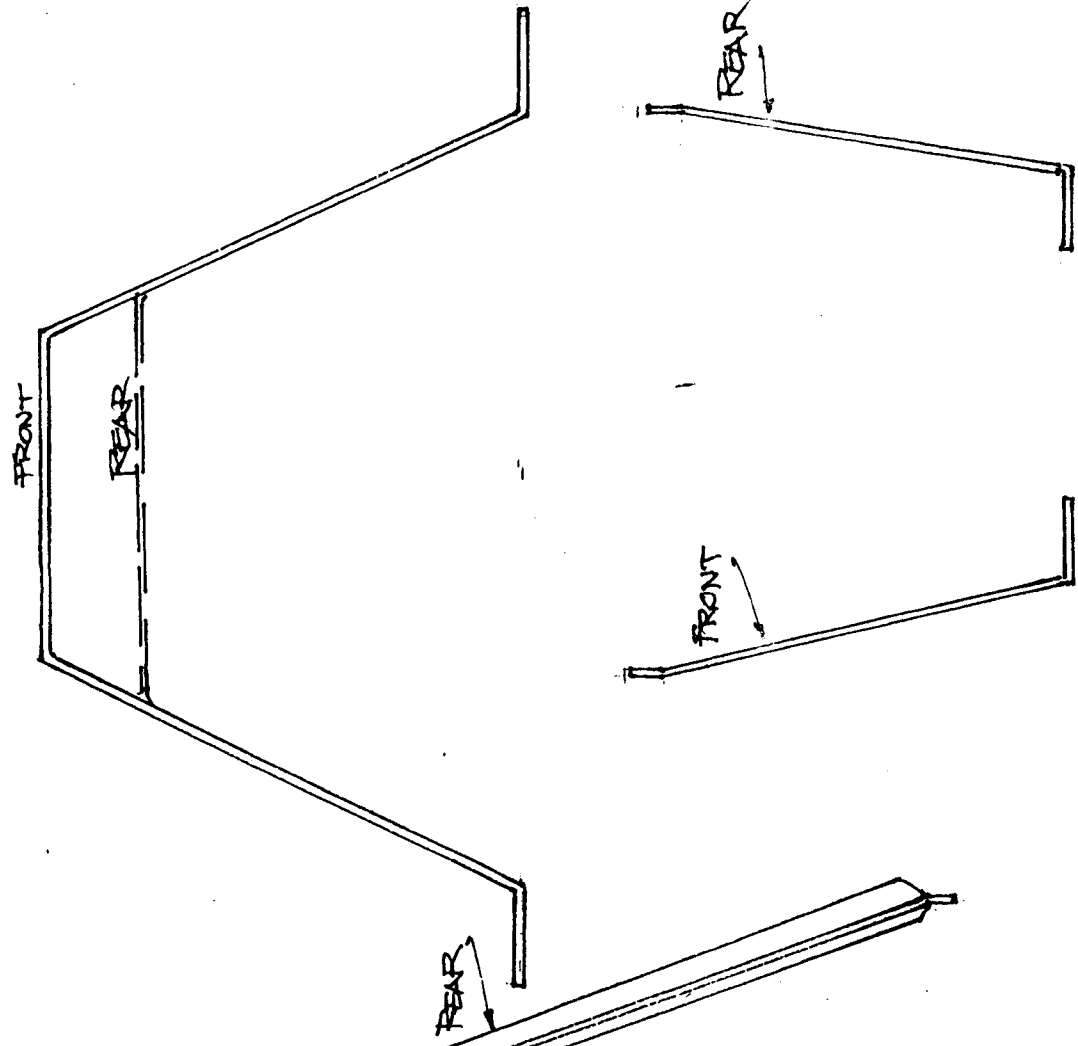
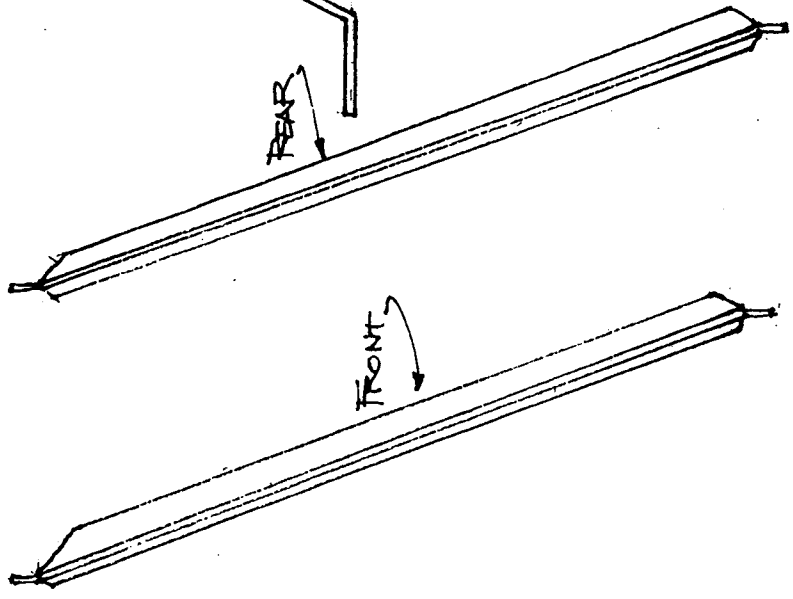
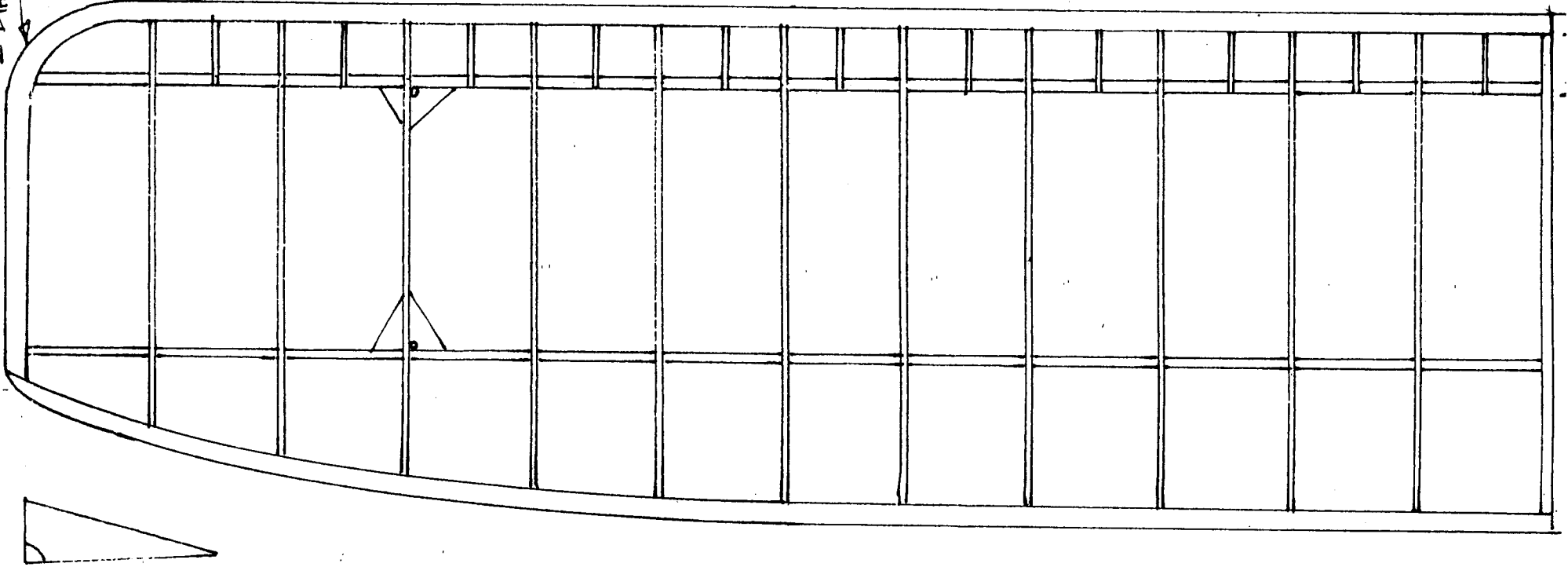
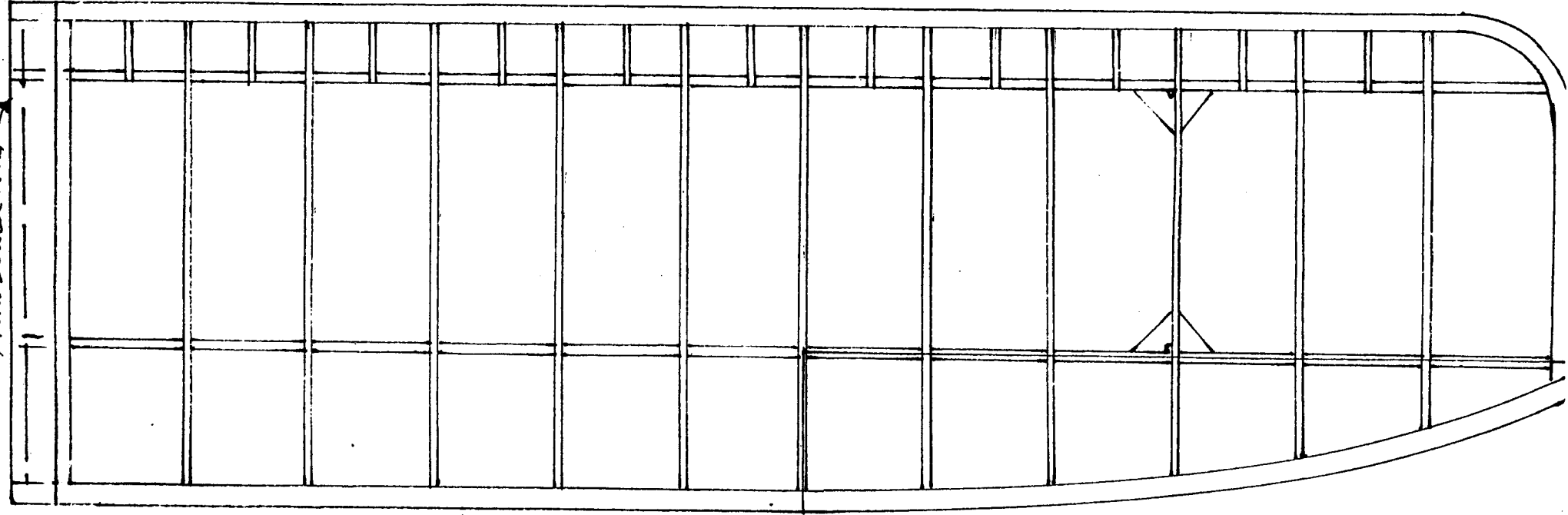
3 Laminations, 1/32 X 1/16

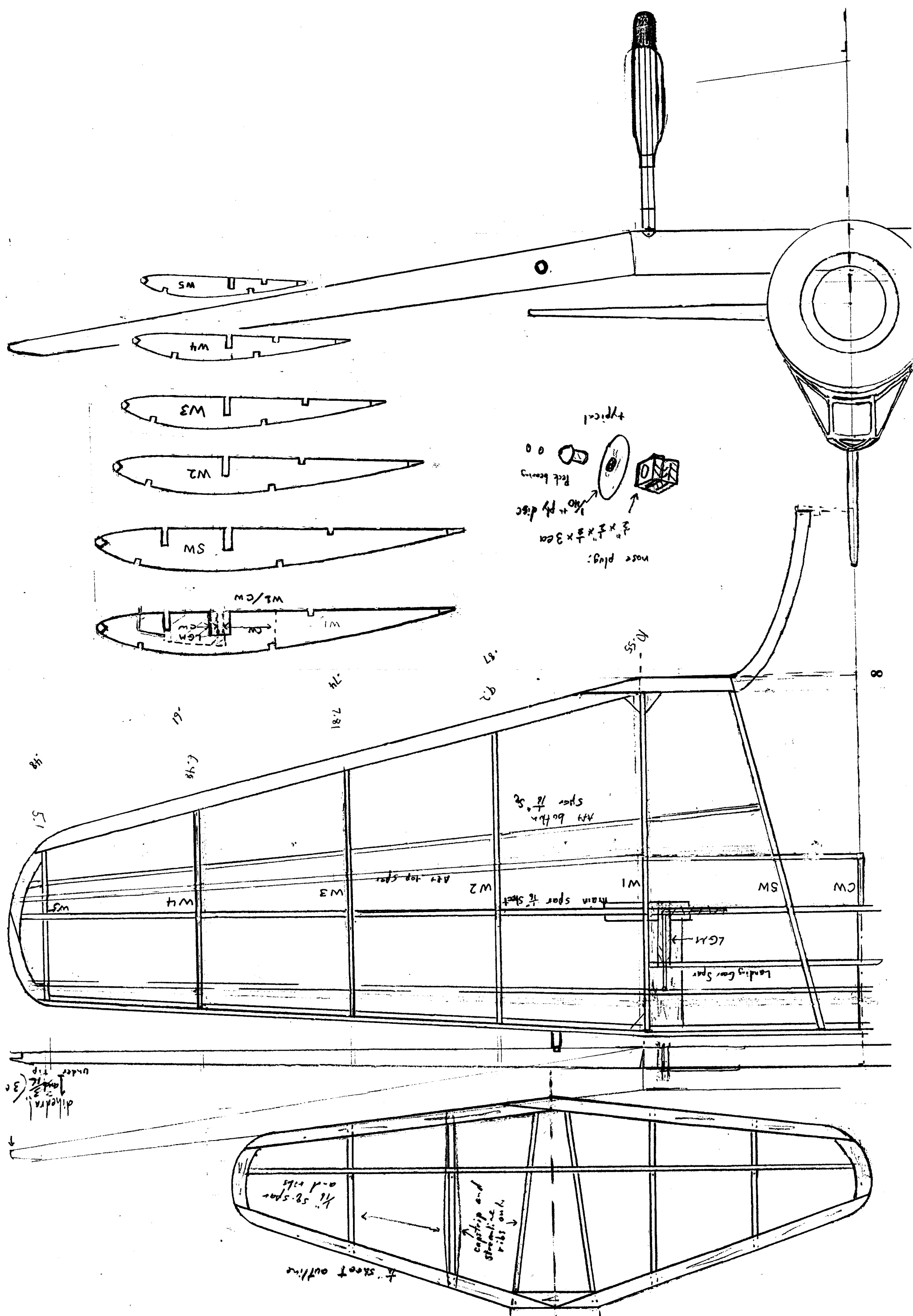
Folkerts SK-1 "Matilda"

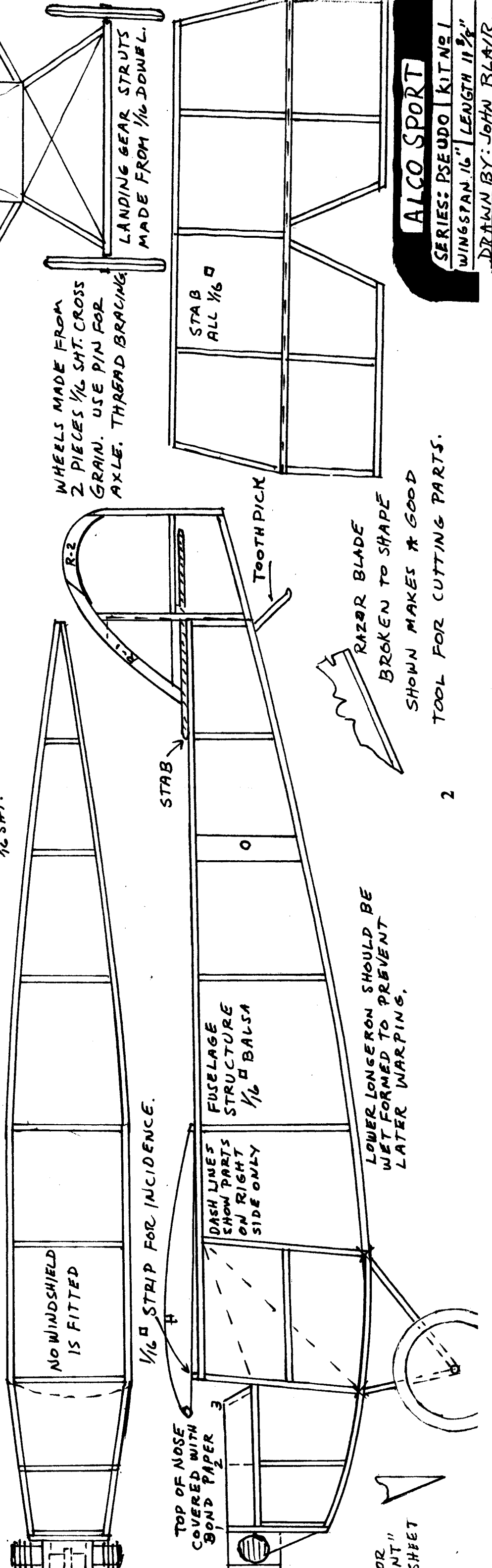
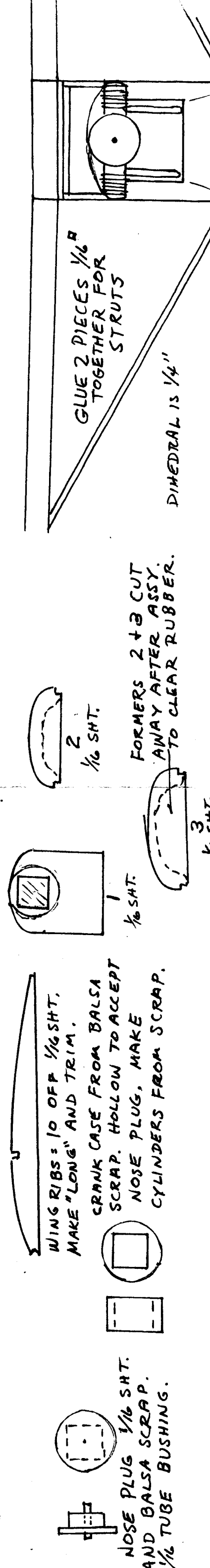
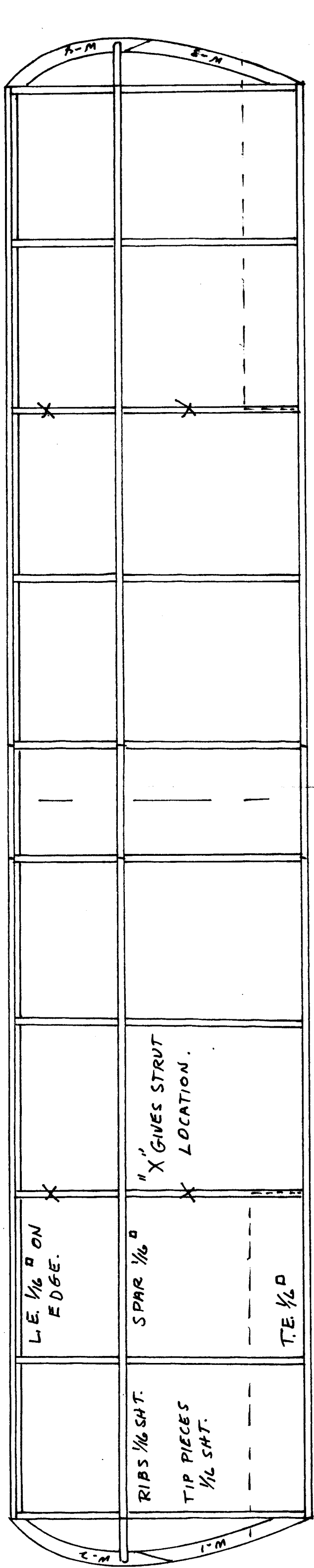
Mark Fineman - May 2002

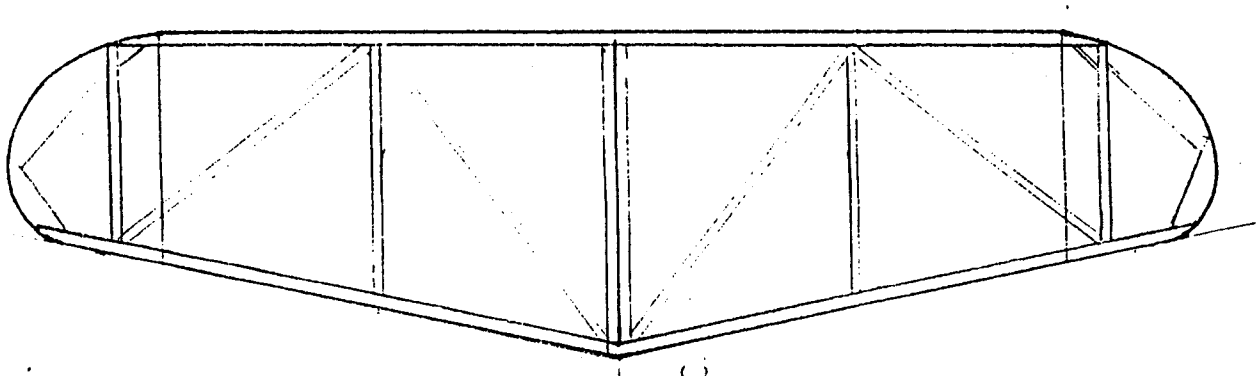
AVRO BABY
SHEET 2

1/2 DIAPHR

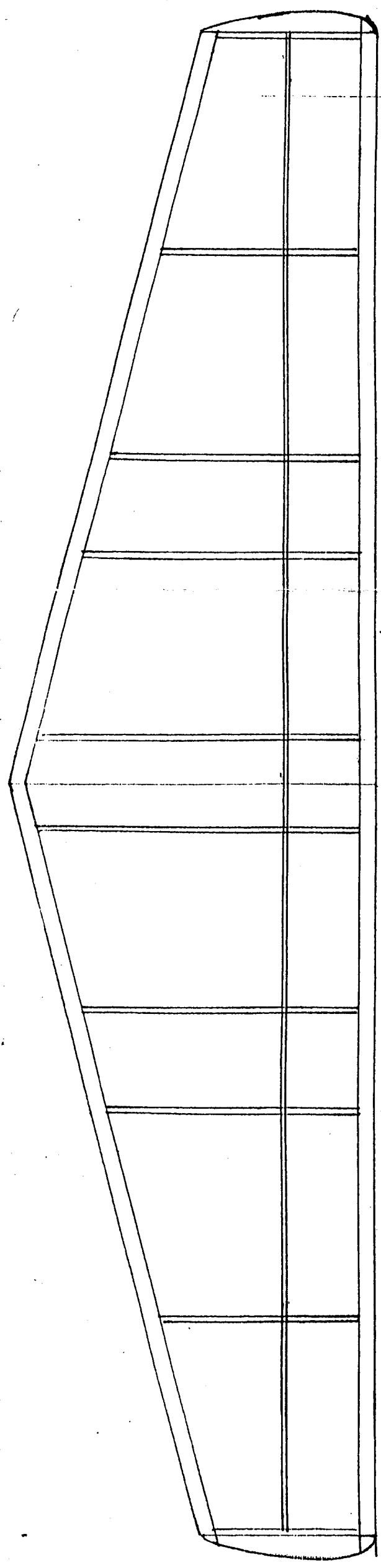








CROSS SEC.
AT #3
TYPE



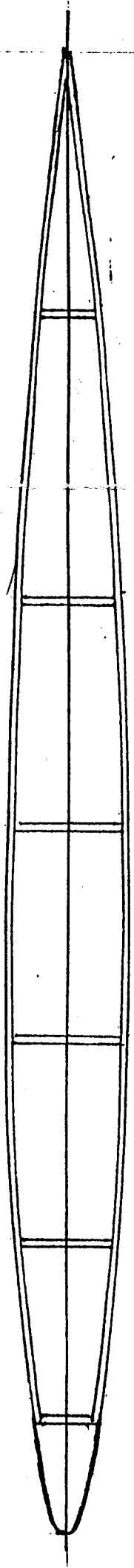
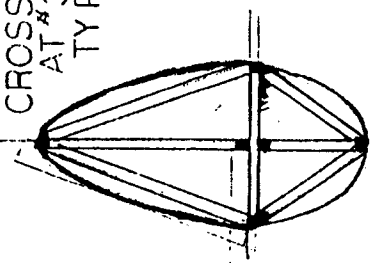
SPAR TAPER 3/16 TO 1/8

3/32 SQ

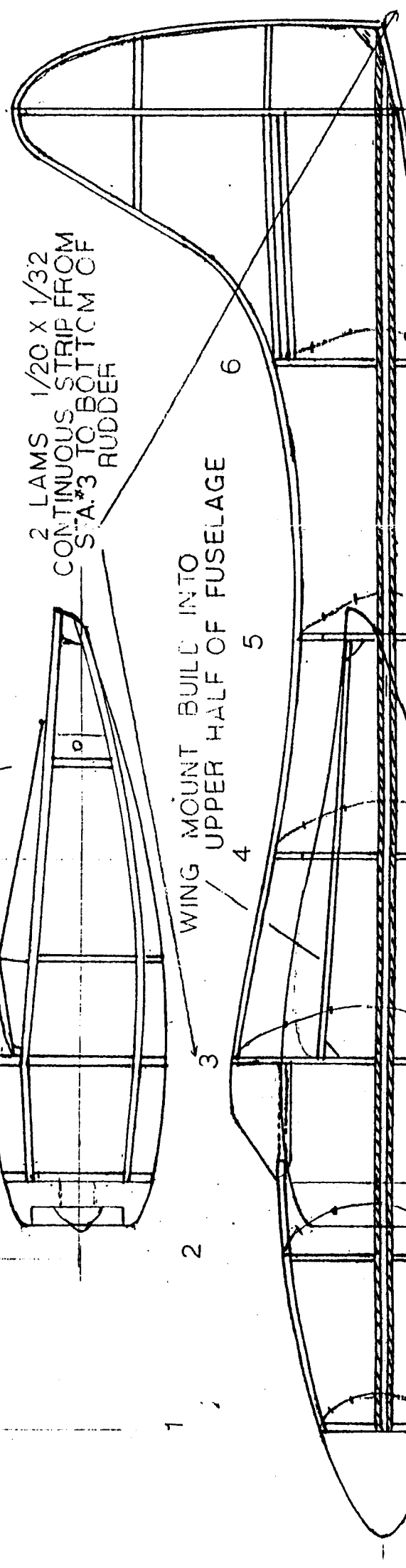
1/32



TYP RIB SECTION 1/20 SQ



N1 N2 N3 N4



2 LAMS 1/20 X 1/32
CONTINUOUS STRIP FROM
STA. 3 TO BOTTOM OF
RUDDER

WING MOUNT BUILD INTO
UPPER HALF OF FUSELAGE

4

3

2

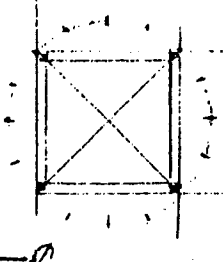
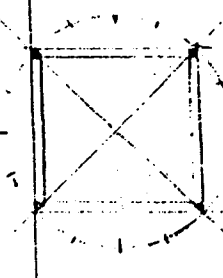
5

6

1/20 SQ.

N2

N1



GRUMMAN F7F-1 "TIGERCAT"
PEANUT SCALE BY
DICK HOWARD