

FLYING ACES

Club News

ISSUE #216-142 March/April 2004

1935---2004



Here is Captain Downthrust showing us his DH-4 Mailplane at the 1986 Flying Aces Nats. The Captain is in reality, none other than Bob Thompson, one of the founders of the Flying Aces Club. Photo sent in via Bob Clemens.

NEWS ON THE WING!

Feb. 11, 04

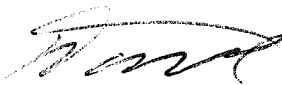
COVER STORY

Dear Lin,

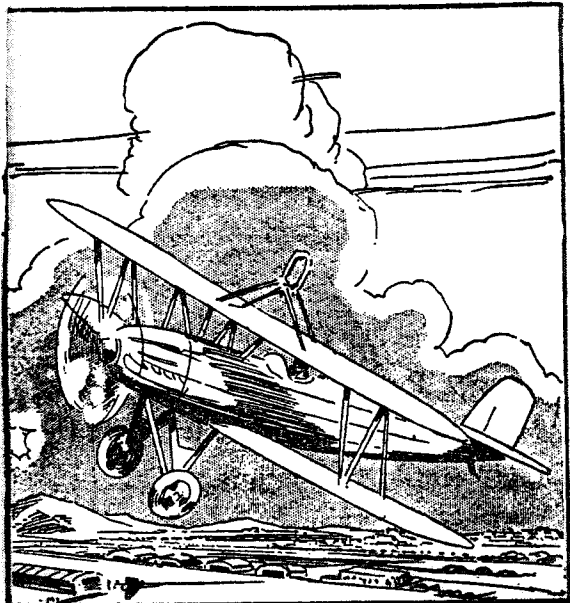
It is with heavy heart that I report the passing of my dear friend of more than 40 years, Bob Thompson. He died about 8:30 this morning of a rare and very aggressive form of cancer that had spread rapidly throughout his body. He suffered a severe stroke a few days before the results of tests confirmed the cancer, and consequently never realized the magnitude of his illness.

Bob was the fellow who uncovered the wonderful spirit that languished in the long unread pages of the old Flying Aces magazine. It was he who brought it to the flying field and infected all of us with it in those years before the birth of to-days Flying Aces Club. Our small band and the North American Flightmasters in California were the only islands of rubber scale flyers we knew of in a vast sea of other types of aero modeling. It seemed we were the kids that stood alone on the outside of the airport fence ignored by all inside. It was the charisma found in those old Flying Aces magazines that Bob endowed us with and made us feel we were not dependent on any other organization in order to enjoy our end of the hobby. We were a separate and strong brotherhood who knew enough to treat our hobby like a game, and not some form of serious technological challenge.

And now, my wingman is gone. My only solace is in the memories of the literally thousands of enjoyable hours we shared at the flying field and in Hangar No. 1 unwittingly laying the foundation of the wonderful organization the FAC has become. Fortune has smiled upon me to give me such a loyal and inspirational friend.



Dave Stott



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 NATS NOTES:

In no particular order are some things that are of interest for the nats. Event sponsors and/or prize donations are now being accepted. If you wish to participate please ask GHQ for more details. Vendor tables should be reserved as soon as possible, space is limited! No tables available after June 30, 2004.

The Fiction Flyer event will be known as the "BOB THOMPSON FICTION FLYER" award and will be perpetual if there is enough interest in the event to hold it yearly. Also, sometime during the FAC-Nats we will hold a tribute to Bob Thompson, don't miss this.

Giant Scale, Jumbo Scale and Power Scale models can be flown any day of the contest.

Booth Ranger plans for the Fiction Flyer event are available from Diels Engineering, Box 263, Amherst, Oh. 44001. Mordecai Brown's Racer plans can be had from the Northrop Plan Service, 2019 Doral Ct., Henderson, Nv. 89014.

Because we have two more or less sets of competition at the nats, we have decided to have two Grand Champion awards, one will be for the scale category and the other will be for endurance type models. This may be more equitable for both types and stimulate more activity.

There were two events that we forgot to list. We will run the Aerol Trophy Race again and the Angus Macshadefreuder Hi-Wing Weeny Award. The Angus award is for the highest placing high wing cabin model that is entered in the FAC Rubber Scale event.

After much discussion we have decided to allow you to participate in mass launch events with your old models with slab sides. We will invoke the "Grandfather" clause on this one. Please be honest with this one. As for the diameter of props on Jimmie Allen models. The rule should read; (A) The prop diameter shall not exceed 33% of the wing span unless the original plan shows one larger.

We will greatly miss Bob Thompson at the FAC-Nats as well as the other contests. Bob had the "REAL SPIRIT OF THE FAC" and it was him that really put the FUN part of modeling back into our hobby. Seeing him running all over the field chasing his models wearing his helmet and goggles, with his cape flapping in the breeze behind him is a sight I'll never forget! If you never have had this experience, you sure missed out on the joy of it. It was just PLAIN FUN!!!!

OTHER TID_BITS; Hannan's Runway, Box 210, Magalia, Ca. 95954 still has videos of previous FAC- Nats. \$19.95 Plus shipping. Some great ones here. Send a buck for his catalog of other goodies.

I want to thank all who contributed to this issue. The plans were from; from an old issue of the newsletter comes Joy's Racer by Dave Stott, Dave sent this new one, Smilin' Jack's X-13 Racer, Bill Barnes Lancer from Jim Norfolk, a psuedo Dime Scale by John Blair and Nate Sturman's latest, a Saab J-21.

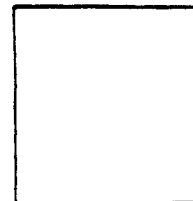
We are also running the Kanone list again. Two reasons, (1) the printer screwed up somehow and the list didn't print properly and (2) it was called to our attention that the Kanones were not included for last year's FAC Non-Nats. Must have been Gremlins!

BUILD---FLY---WIN.....EFF---AAA---CEEE!!!! Col. Lin Reichel, CinC--FAC



Wanted; Comet plans for the Blackburn Shark 33" span. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506 will pay postage and copying costs.

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



ROBERT THOMPSON

MERIDEN — Robert "Bob" Sands Thompson, 68, of Old Colony Road, Meriden, died Wednesday, Feb. 11, 2004, at the Masonic Healthcare Center in Wallingford.



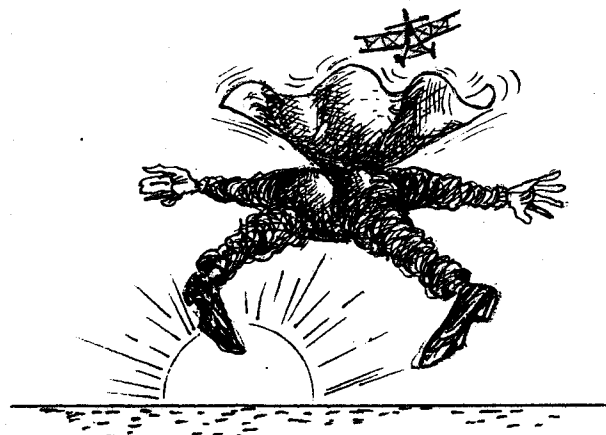
Mr. Thompson

Born in New York City, Oct. 19, 1935, a son of the late Alexander Ramsay Thompson VII and the late Mary Sands Thompson, he had been a resident of Roxbury, for 18 years until moving to Meriden 12 years ago. A graduate of Deerfield Academy in Massachusetts, he received his Bachelor's Degree in History at Stanford University and his Masters Degree in History at Yale University. He was a teacher at the Francis T. Maloney High School in Meriden for 40 years, having taught both History and German until his retirement three years ago. Bob also served with the U.S. Army.

He is survived by his two sons, Alexander Ramsay Thompson IX, of Virginia and Robert Sands Thompson, Jr. of New Milford.

Robert Sands Thompson Sr. was a kind, loving, charitable, brilliant, and multifaceted man of letters. To know him was to love him, whether you were playing Wiffle ball in the driveway with him, listening to a dissertation in his class about the "Fascist Pigs", seeing him rumble down the road in his cherished Bentley, or winding up a "Jap Zero" for a 30 second flight for the "record books", no one could claim that Bob didn't live life on his terms! This remarkable renaissance man could do it all! He could fix any car, plant an amazing garden, build graceful model planes, from scratch (really something to see!), speak passionately on the fall of Rome (in German, no less!), and top it all off with the story of the last time a PBY flew in action. Keep in mind, he was able to do all of this while being the greatest father any boy could ever have. What a life! Dad, thank you from all of us whom you touched in so many wonderful ways. You truly did bestow blessings on everyone who knew you. Your spirit will live on with all who were lucky enough to be touched by your presence in their lives. Indeed, we shall all cherish you and your memories forever. May your last flight be the longest and most satisfying yet!

A memorial service will be held in the Wallingford Funeral Home, 809 North Main St. Ext., Wallingford, Saturday, Feb. 21, at 2 p.m. The Rev Michael Dolan, a former student of Mr. Thompson, will officiate. Interment in Mt. Auburn Cemetery in Cambridge, Mass., will be private. In lieu of flowers, gifts in his memory may be sent to the New England Air Museum, Bradley International Airport, 36, Perimeter Rd., Windsor Locks, CT, 06096.



FLYERS BLESSING

**May thermals rise up and carry your plane to max
May the winds blow it toward open fields,
May the sun shine warmly on your flight
And the rains fall only at night,
Until we meet again, may the Lord hold you in the
hollow of His hand.
And may He keep your hands steady
Steady now - and till the setting of the golden sun.**

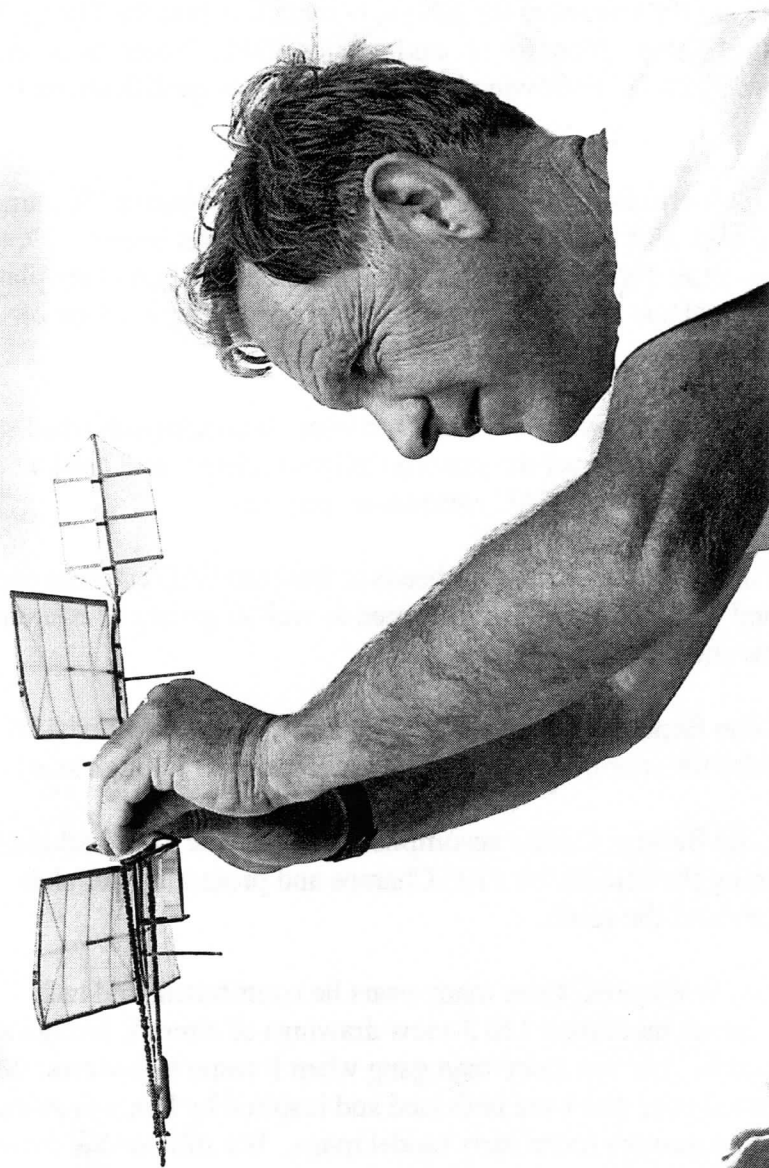
Reverend William Anderson

DEPARTED CLUBSTERS

Along with Bob Thompson we have to report the passing of three other Clubsters since the last issue of the newsletter was sent out. Doug Morrow, Bob DeRosier and William McMullin have all passed away. We offer our sincere condolences to their families and many friends.

High Flight

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious burning blue
I've topped the windswept heights with easy grace
Where never lark, nor even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*



Two photos of Bob Thompson sent in by Bob Clemens. Chris Clemens took the photo as Bob is about to launch his Embryo model and the other pic was snapped by Bill Warner as Bob is about to launch his Langley Aerodrome.

FAC HALL OF FAME NOMINEES FOR 2004

Here are the nominees for this years inductees into the Flying Aces Hall of Fame. Vote for six entrants for 2004. Votes must be in by June 21, 2004. Following is the list with thier qualifications for the hall.

1. Gordon Roberts; Gordon leads everyone in winning "Kanones" with over 500 wins in FAC competition. He has been a C.D. for many years for the Cleveland, Oh, squadron, has had many plans published and has been instrumental in promoting our type of modeling .

2. Fran Ptaszkiewicz; Fran has had over 50 articles published in the FAC newsletter over the years on aviation history and has lent a helping hand at the FAC contests at Geneseo.

3. Tom Hallman; Tom spearheads at least ten FAC contests each year in and around the Philadelphia area as well as giving us numerous plans and building tips.

4. Leon Bennett; Leon, as the "Glue Guru", has submitted 120 articles for your newsletter. That is dedication! Enough said!

5. Ollie Benton; Ollie's accomplishments for the FAC include, forming the Mid-South FAC Champs and promoting our club throughout the south.

6. Len Wieczorek; Over many years he contributed, and had published, more than 120 3-view drawings of aircraft, foreign and domestic. He was a one man gang when it came to 3-views. Many of us pored over and were unthused and inspired by Len's drawings as we read through those early model mags. We still use his drawings from time to time in the newsletter.

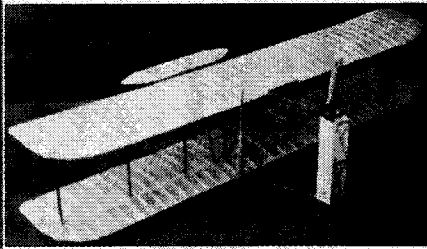
7. Bob Schlosberg; Bob has, since the 70's, set the standard for quality building of free flight scale modeling. For over a decade he has run the contests for the Cactus Squadron in Az., and is now the editor of their newsletter.

8. Jack Moses; Jack is not a newcomer to the Flying Aces. He is one of the few who can proudly acknowledge that he has attended evry FAC Nats. He has been a scale judge at most of the FAC Nats. He is also one of the distinguished members of the newly formed FAC Council. He is currently the President of the Detroit Cloudbusters Model Club.

9. Dave Niedzielski; With Dave's pruchase of Easy Built Model Co. He has kept the old time spirit alive. Keeping those old kits on the market has spurred other designs from Easy Built. This has also inspired other companies to bring forth new kits for us.

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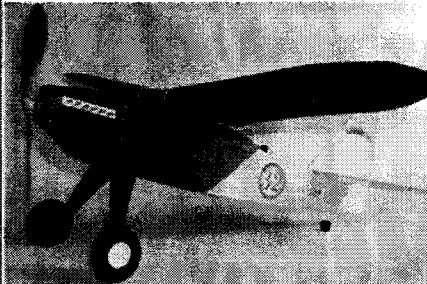
D10LC WRIGHT FLYER 1

24" w/s; 1/20 scale kit of the Wright Flyer 1. Completely laser cut. Full color instr. **\$19.50**



FF94 LUSCOMBE PHANTOM

15" w/s; 1/25 scale, Dime Scale & Society of Antique Modelers eligible. **\$12.50**



FF88 BLUE FLASH RACER

24" w/s; Jimmie Allen, SAM, & FAC eligible. Includes Peck prop & color tissue. **\$19.95**

OLD TIME FAVORITES

FF03 Bell Airacobra	35"	\$17.50
FF12LC Skokie	24"	\$18.50
FF55 Spitfire	50"	\$38.00
FF61 DH Tiger Moth	20"	\$14.00
FF69 Grumman Avenger	28"	\$18.00
FF81 Monocoupe 90A	40"	\$20.00
FF56 Curtiss Tomahawk	50"	\$38.00

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**McCook Field Squadron
F.A.C.**



The McCook Field Squadron of the Flying Aces Club will host a FAC contest in conjunction with the CIA OT/NOS contest. The contest will be at the AMA site, Muncie, Indiana on May 22 and 23, 2004

Saturday - May 22 (9am - 5pm)

FAC Scale
FAC Jumbo Scale
Jetex/Rapier Scale combined
Watson Unlimited Challenge*
FAC NO-Cal Scale
FAC Power Scale
FAC WWI Combat (mass launch)
Grieve Race (mass launch)

CD: Frank Scott
937-335-3057
Dragoon163@yahoo.com

Sunday - May 23 (9am - 4pm)

FAC Peanut Scale
Embryo Endurance
Dime Scale
Electric Ducted Fan Scale
(FAC power scale rules)
Jimmie Allen**
WWII Combat Mass launch

CD: Dan DeAngelo
937-832-3241
DAD4584@core.com

- * Watson Unlimited Challenge Rules (McCook Squadron special event)
1. Model must be propelled by 24" length of 1/8" rubber
 2. Timing is total of best 2 of 3 flights - no max.
 3. There are no more rules! (have fun!)

** Jimmie Allen will be flown under FAC 2004 prop rules.

Entry Fee: \$10, Current AMA Licence req.
Plaques: 1st Place, Certificates: 2nd and 3rd place

PHOTO PAGE

Left column; John Blair's Russell Monoplane, should be a good flyer. Plan in this issue.

Another pic from John of his Curtiss Pursuit from a Megow plan.

Here is a pic of Charles Gregory's solid models of "Bill Barnes" fiction flyers displayed on bound volumes of "Griffon" stories which he had made for himself.

Right column; PBY Catalina by Mike Midkiff from his own plans. See his ad in this issue.

Here is John Regalbuto's Payen 350 Coupe Deutche racer designed for his contra rotating prop device.

Hall of Fame Nominees continued

10. Dave Diels; Dave is the owner of Diels Engineering, Inc. Which has just about the finest model kits you will find anywhere. And, he continues to add to his line all the time.

11. Walt Mooney; Walt was a truly giant when it came to rubber power scale, especially in the Peanut class. Truly Walt upheld and promoted the FAC "Spirit of the Sky". He drew and published more peanut plans than anyone and sponsored many contests on the west coast.

All of the nominations have been edited and shortened because of lack of space. We hope it does not detract from anyone's qualifications. We also want to thank everyone who took the time to send in their nominations. Please vote for your top six nominees and get your votes in by June 30, 2004.

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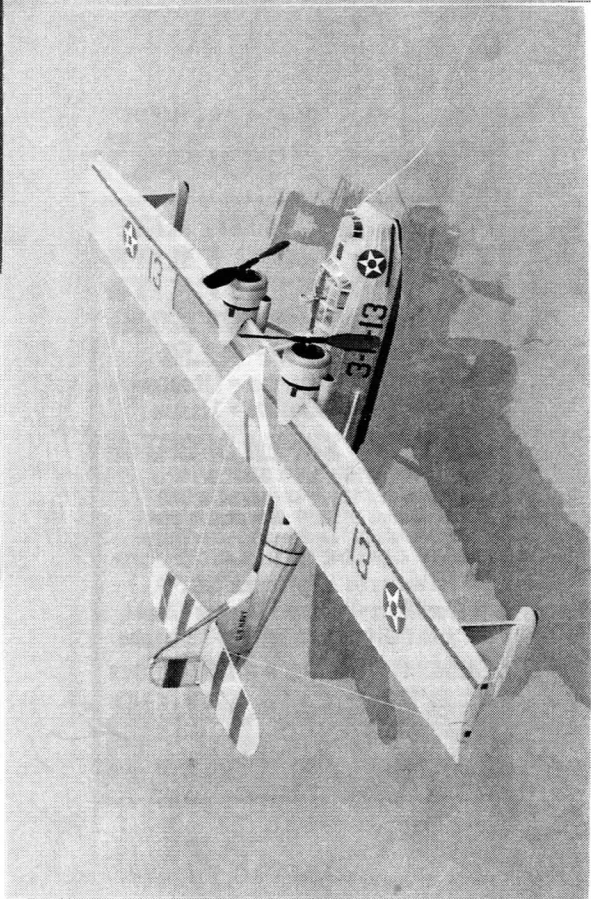
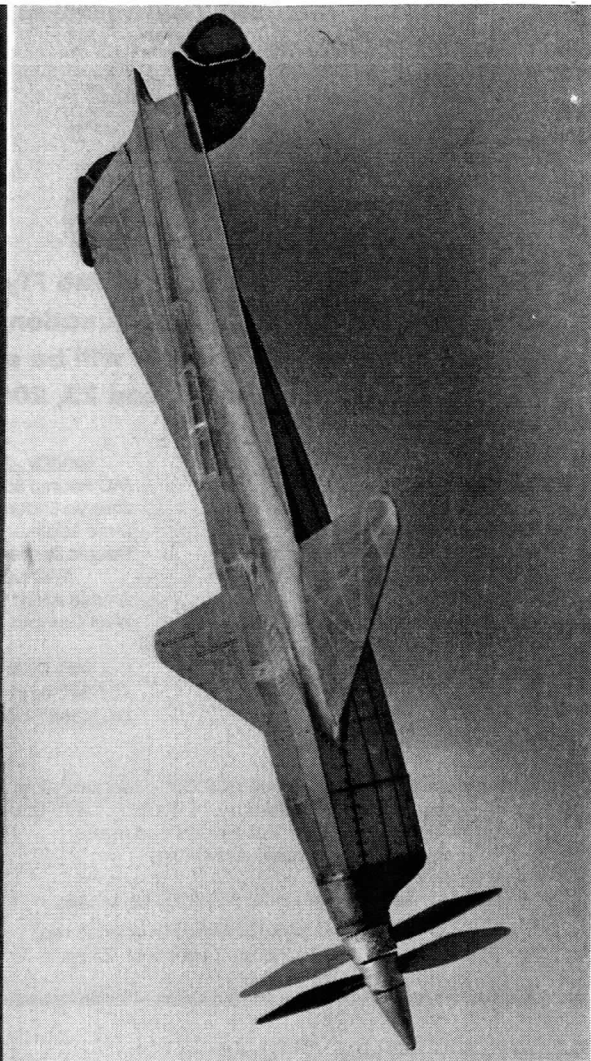
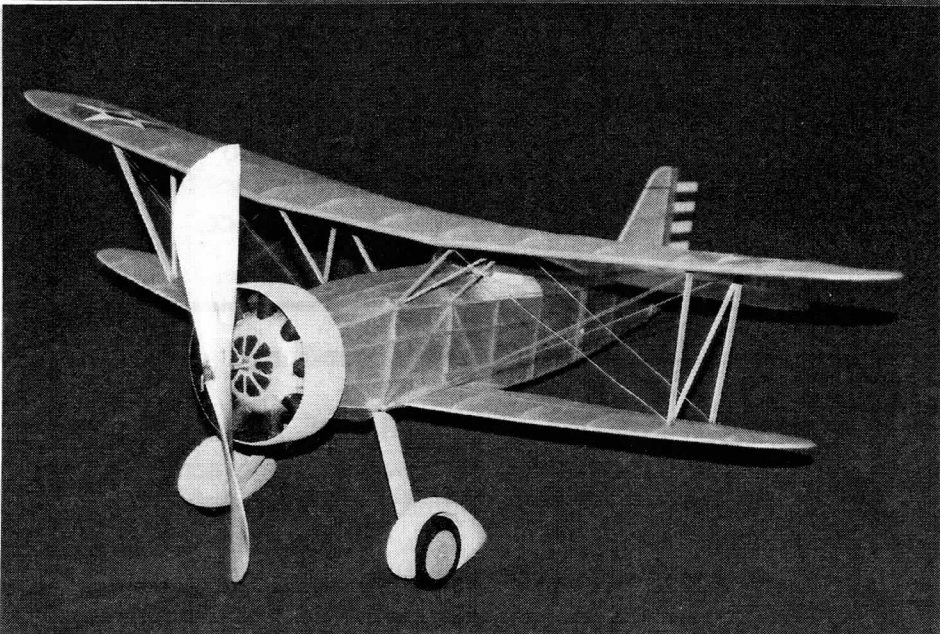
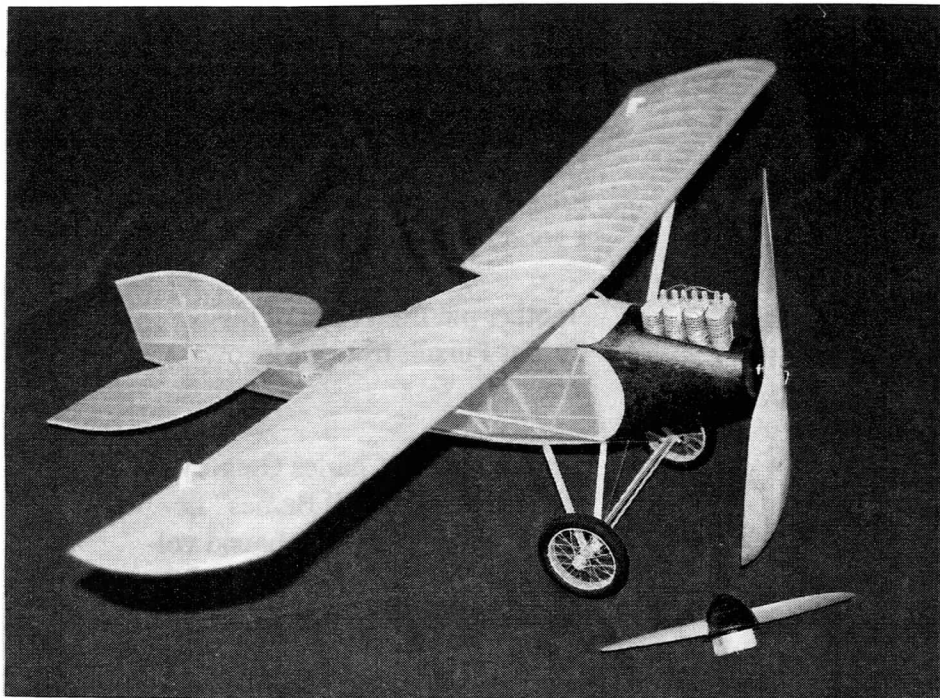
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Flying ACES Club

FAC-GHQ

3301 Cindy Lane

Erie PA 16506

CONTACT:

Mr. Lin Reichel

Commander

IMMEDIATE RELEASE • FLYING ACES CLUB HEADQUARTERS • 18 NOVEMBER 2003

Honor and Respect

Erie, Pennsylvania - The FAC credo has always been to honor the traditions of flying free flight stick and tissue model aircraft while respecting the wants, needs and rights of fellow club members. With an overarching goal to create an environment that is at once competitive, yet fosters comraderie and an emphasis on having fun.

We do everything possible to avoid ponderous rules and regulations which detract from this unique and highly valued experience.

However, the future of FAC was jeopardized this past summer during our 2003 "Non-Nationals". Some individuals engaged in behavior that could cause FAC not only to lose its magnificent flying venue in Geneseo, New York; but to endanger even the very existence of FAC as an entity.

Given these events and the litigious tendency of society today, FAC Headquarters must regretfully issue the following edicts:

- At no time will any contestant during, before or after official contest hours be permitted to operate a vehicle of any kind on or within 100 feet of the Historical Aircraft Group runway. The runway will be considered active 24 hours each day.

This rule is absolute. Consequences for violation will be immediate ejection from the contest and flying field with forfeiture of all contest fees to include registration, lodging or other fees allocated to any related event.

- Any person flying a model airplane, whether entered in an FAC-sanctioned event or not, must register and provide proof of current membership in AMA or MAAC. Due to insurance stipulations, FAC cannot allow anyone to fly who is not registered and/or covered by AMA or MAAC insurance.

This includes juniors who are not subject to registration fees, but are required to register with FAC Headquarters and show proof of current membership in AMA or MAAC.

Consequences for violation are the same as delineated above.

FAC Headquarters staff debated these issues from every perspective. It was decided that to hope common sense would prevail posed too great a risk. Allowing the possibility of lawsuit which crippled or destroyed FAC would represent a huge disservice to our membership and constitute a state of unconscionable apathy which utterly disenfranchised our core values of honor and respect.

TALACKO, RAY	5	LYONS, BOB	3	HEINRICH, MIKE	2	BARNES, LOU	1	HANFORD, BOB	1	MYERS, GREG	1
TALBOT, RICHARD	5	MALTZ, ENRIQUE	3	JAMISON, BOB	2	BARR, BILL	1	HANFORD, RIP	1	NACIN, DICK	1
TOMCZUK, S.	5	MCBRIDE, DUNCAN	3	KING, GARY	2	BAXTER, D.	1	HARDING, HAROLD	1	NALLEN, JOE	1
VIGGIANO, LOU	5	MITCHELL, DAVE	3	KNUTSEN, NEIL	2	BECKER, NORMAN	1	HASLAM, LIN	1	NALLEN, KAREN	1
WALLACE, PETE	5	MOSELY, JIM	3	LEIFER, LOUIS	2	BENNER, DAN	1	HAWES, DICK	1	NEARING, LARRY	1
WOODS, JIM	5	NELSON, BOB	3	LEMON, KENT	2	BETHEA, JIM	1	HAYWOOD, TREVOR	1	NEDS, GEORGE	1
BLANCHARD, STEVE	4	ODOM, LOUIS	3	LINARDIC, VLADIMIR	2	BETJEMANN, ROBERT	1	HENDERSON, JOHN	1	NICHOLS, BOB	1
BRIEHL, JEFF	4	OLM, ORVILLE	3	LUNDBERG, BOB	2	BETZ, CLIFF	1	HENDRICKSON, CHAR.	1	NOLL, JACK	1
CERESA, BILL	4	ORZECZ, HENRY	3	MANSFIELD, GEORGE	2	BETZ, PRISCILLA	1	HENSEL, RICH	1	NUNEZ, JONATHAN	1
COLLINS, DAVE	4	OSBORNE, BOB	3	MARCELLO, ED	2	BOWERS, MIKE	1	HERBST, PAUL	1	ODOM, DOT	1
EGGERT, WALT, JR.	4	PACK, CHARLES	3	MASTERS, RICHARD	2	BRAKE, DICK	1	HINTON, BILLY	1	ORTIZ, ELLIOT	1
FACTOR, R.	4	PAYNE, RAY	3	MCDANIEL, HAP	2	BRAUN, DAVE	1	HODES, ROBERT	1	OSALZA, DON	1
FARANDA, TONY	4	RAKOW, RAY	3	MCDONALD, TIM	2	BRAUNLICH, MARK	1	IVES, DAVID	1	PAFOLIS, ALEX	1
FINK, STAN	4	REICHEL, JUANITA	3	MCDOW, BILL	2	BURNS, MICHAEL	1	JESSUP, ARTIE	1	PARK, JIM	1
GARBER, LES	4	RODEN, BOB	3	MILLER, DICK	2	BURRY, CLAUDE	1	JOHNSON, BILL	1	PASTEL, HARVEY	1
GUERRA, OMAR	4	SAVAGE, TOM	3	MITCHELL, BILL	2	CARLS, JOHN	1	JOHNSON, GARY	1	PAYKE, BILL	1
HARLAN, DAVE	4	SHAW, BOB	3	MUNN, DON	2	CASAZZA, DAN	1	KANE, KATHLEEN	1	PAYNE, DOUG	1
HASKELL, CURT	4	SIEDENTOPF, MIKE	3	NUNEZ, JORGE SR.	2	CASGILL, WALDO	1	KEAR, KEN	1	PEACOCK, DON	1
HAUGHT, DAVE	4	STALEY, BILL	3	OSLAN, ROBERT	2	CAVE, ED	1	KEHR, WILLARD	1	PELATOWSKI, LARRY	1
JOHNSON, KEN	4	TELFORD, TONY	3	PAPIC, FERRIL	2	CAWTHORNE, JOHN	1	KELLEY, WARREN	1	PENNY, WILL	1
LAMB, ED	4	ZAPOLSKI, ED	3	PEDERSON, JOE ED	2	CERVIONE, MIKE	1	KERZIE, MARK	1	PHILABAUM, RICHARD	1
LAYCOCK, JOHN	4	ZEMECK, LEN	3	PISHNERY, DAVE	2	CHAFE, WARREN	1	KING, LES	1	PHOENIX, GOEFF	1
LORIMER, HAL	4	ALLEN, DICK	2	PORTER, CHUCK	2	CHRISTIE, DAVE	1	KING, STAN	1	PIERCE, FRED	1
MASTERS, BOB	4	ANDERSON, WAYNE	2	PROULX, T.	2	CLUTTON, ERIC	1	KOHFIELD, DICK	1	POLLARD, JIM	1
MCCOY, TOM	4	BALGER, WALT	2	RECKER, GERD	2	COLLINS, DAVID	1	KRANIS, DAN	1	POWELL, CHUCK	1
MILLS, DAVID	4	BARBER, LES	2	REUTER, BILL	2	COLT, GILBERT	1	KREMPETZ, KENNY	1	PROFFITT, ALEX'DRA	1
NEWELL, KEN	4	BARRETT, KEVIN	2	ROAD, JOHN	2	COPEMAN, KEN	1	KRUSH, JOE	1	PTASZKIEWICZ, FRAN	1
PETERSON, AARON	4	BAUMGARDNER, KEM.	2	ROTH, BRIAN	2	CORLETT, NORM	1	KURTENBACH, JOUR.	1	RAMOS, FERNANDO	1
PETRINEC, BOB	4	BELL, BILL	2	RUSSELL, BOB	2	CORNELIUS, DALLAS	1	LANDHUIS, ROBERT	1	RANSOM, MIKE	1
PHOENIX, ROCKY	4	BENNETT, LEON	2	SAKS, DAVID	2	COSLICK, LARRY	1	LANG, JOEL	1	RASH, FRED	1
PLACHY, LAD	4	BLACKHAM, RICH	2	SAUTER, CHARLIE	2	DAVIS, CHARLOTTE	1	LONGEVIN, LEO	1	REYNOLDS, BILL	1
REDDING, HERB	4	BLAIS, TIM	2	SEALS, LARRY	2	DAVIS, GREG	1	LARSEN, TIM	1	RHODES, BILL	1
RUHLAND, D.J.	4	BOWERS, HURST	2	SEATH, DAVE	2	DEHAAS, BILL	1	LEAH, DAVE	1	RICE, DAN	1
RZADCA, MARK	4	BRADLEY, PAUL	2	SHAW, DICK	2	DOCK, DENNIS	1	LEE, JIM	1	ROBERTS, MIKE	1
TECHUK, ALEX	4	BROCK, PAM	2	SIEFRIED, DICK	2	DODGE, DAVE	1	LEHR, ROGER	1	ROSS, DON	1
VOORHEES, JOHN	4	BROCKS, PETER	2	STROUT, REGGIE	2	DONNA, GORDON	1	LELONG, HENRY	1	ROSS, RICHARD	1
ANDERSON, DICK	3	BUKOWSKI, BILL	2	THOMASIAN, HARVEY	2	DOTEN, ART	1	LEONHARDT, WALT	1	RUBRICH, CHRIS	1
ANDERSON, JAMES	3	CALDWELL, BILL	2	TRITTLE, PAT	2	ECKERSON, EARL	1	LIDBERG, AL	1	RUHLAND, E.	1
BAECKE, AL	3	CAMPBELL, LEE	2	TUECHER, ALEX	2	ELLIS, D.	1	LIGARSKI, STAN	1	RUPPERT, CONRAD	1
BAECKE, FLORENT	3	CLARKE, BILL	2	VANDEN BOSSCHE, R.	2	ENGLERT, DOUG	1	LOATES, FRANK	1	RUSSO, GUY	1
BARBER, DOUG	3	CRAWFORD, DOHRMA	2	VANDERLINDE, DAVE	2	EPP, BRIAN	1	LUZZI, KRISTINA	1	SANDERS, TOM	1
BAUGHMAN, GARY	3	DAILEY, JIM	2	VON BUEREN, KARL	2	ESPIL, JOE	1	MAGERS, CHARLES	1	SANDUSKY, RUSS	1
BIRD, LES	3	DERBER, DAN	2	WAGNER, JERRY	2	FAGS, K.	1	MANKOWSKI, JIM	1	SATTERTHWAITE, BAR.	1
BURKE, SAM	3	DIEBOLT, JOHN	2	WALES, TED	2	FEDOR, JEFF	1	MARCHESI, MATT	1	SCHUELER, CARL	1
COFFEY, WENDELL	3	DITRICH, BRIAN	2	WATTS, RON	2	FERGUSON, BOB	1	MARKSON, JERRY	1	SCHUTZEL, EMIL	1
DOCH, ZACH	3	DITRICH, MIKE	2	WOODS, FRANK	2	FLETCHER, BARRY	1	MCBRIDE, JIM	1	SEAMSTER, JIM	1
ELLIS, ART	3	EVERSON, WALT	2	WORMLEY, JOHN	2	FOSTER, BRUCE	1	MCCLVEEN, JACK	1	SEAVAR, TED	1
ENGLERT, PAULA	3	FLESHER, AL	2	ALABACK, JIM	1	GEARING, GEORGE	1	MCCEE, DUSTIN	1	SEBASTIAN, JOE	1
HERR, TOM	3	FUGIKAWA, STEVE	2	ALBRACCIO, BUD	1	GILES, RICH	1	MCKINNEY, MIKE	1	SENNET, BOB	1
HUGHSTON, TOM	3	GARRISON, BOB	2	ALLEN, TERRY	1	GORMAN, DICK	1	MCMAHON, JIM	1	SEYMOUR, JOHN	1
KEPPLER, JIM	3	GRABSKI, PAUL	2	ALLISON, MARK	1	GREGGS, FRED	1	MELLANDER, ELMER	1	SHEPHERD, CHARLES	1
KNIGHT, MARION	3	GRIGGS, DOUG	2	ALVIS, BUNNY	1	GUMM, TERRY	1	MIDGETT, RON	1	SMALLEY, RALPH	1
LEWARS, JOHN	3	HAAKONSEN, ERIK	2	ANDERSON, ART	1	HAGEN, AL	1	MIDKIFF, RICK	1	SOLMONOFF, GEORGE	1
LOVETT, GRANT	3	HARLEIN, RAY	2	BAGALINI, LARRY	1	HAIGH, BOB	1	MINO, CHRIS	1	SOUTH, STEPHEN	1
LUZZI, MICHAEL	3	HARRIS, JIM	2	BAIRD, TEX	1	HAIGHT, BOB	1	MONTEATH, ALAN	1	SPIESS, MIKE	1
		HEDLEY, CARL	2	BARKER, JACK	2	HALES, STEVE	1	MOON, ROGER	1	SQUEGLIA, RALPH	1

AT-6 RULES

Intent- The general intent of this class is to provide the following:

1. An interesting subject with a variety of possible color schemes.
2. Moderate challenge in trimming and flying.
3. Close competition indoors and out.
4. Limited but reasonable duration.

Rules-

1. Model must be built to the outline of Dave Livesay's plan as published in Flying Aces. Any material may be used in construction. Dave has donated the plan and full size plans may be attained from Richard Zapf for a copying fee. In addition, Chris Parent will be making a plug for the canape which we will make available at cost.

2. Model must appear in a scale color scheme. There are many from which to choose.

3. Fifteen percent rubber power only for all events.

4. Prop must be a 7 in. Pecks. It may be lightly shaved for balance and an alternate free wheel may be used. Pitch may be slightly altered to attain uniform pitch. Gross twisting of the prop to attain a more desirable P/D is a No NO.

Event- AT-6 Tri-air-ithon

- 1- Scale judging by rank order.
- 2- Average of two declared flights over 20sec. scored in rank order.
- 3- Mass Launch scored in rank order.

Note: In rank order 1st gets 3/4 of a point, 2nd gets 2 points and third gets 3 points and so on down the line. The Model with the lowest combined points wins.

KANONES CONTINUED

STEINMAN, ELVIN
STONE, RICHARD
STONECIPHER, RICH
STOTT, PAUL D.
SYLVIA, ED
TARANGO, GLENNA
TAYLOR, BILL
THOMAS, GREG
THOMAS, VET
TIPPS, LEE
TOMASCH, WALT
TRACY, DAVID
TRIANA, JORGE
TROUTMAN, JIM
VALLS, JOHN
VARGO, E.
WALTER, BUCKY
WARMONN, BOB
WEBSTER, LEE
WEIDNER, JIM*
WHITACRE, DON
WIENKER, CLIVE
WILLIAMS, JAY
WOJTKIEWICZ, CHUC
WURMAN, BOB
YANOSKY, TOM
YODER, MARVIN

BOLD NAME =
FIRST YEAR ON LIST

UNDERLINED COUNT =
PROMOTED IN 2002

BOLD NAME & COUNT =
BLUE MAX IN 2003

OZARK MODEL AVIATION

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A BUSINESS DEDICATED TO THE ADVANCEMENT AND PROMOTION OF FREE FLIGHT SCALE MODELING BY OFFERING FLIGHT TESTED SCALE MODEL BLUEPRINTS. THESE PRINTS PRIMARILY COVER SUBJECTS RARELY SEEN BUT NONETHELESS ARE GOOD FLYING MODELS. MANY UNIQUE WW-I AND WW-II SUBJECTS CAN BE FOUND.

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TISSUE, PER SHEET\$1.00/ea

CANOPES are available for the P-51, F4F, P-40 and F4U @ \$5.00 ea.
B-25 @ \$10.00/ set
AVENGER @ \$8.00/ set
MOSQUITO @ \$8.00/ set
PBY @ \$10.00/set

SPINNERS: Are available for the P-51 (\$4.00) and Mosquito (\$6.00/set)
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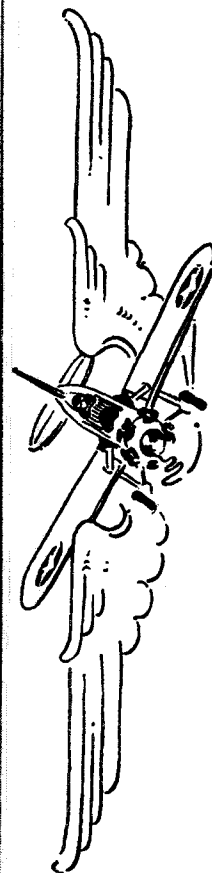
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E-MAIL: nmidi149421@aol.com

Visa and Master Card accepted

NEW LISTINGS:

- HALBERSTADT - CL II. WW-I RECON FIGHTER, 27.5" SPAN - RUBBER
- PBY CATALINA - 3/5 "DUMBO" SEA PLANE, 42" SPAN, TWIN EL FF/RC
- B-25C - SOLID NOSE WW-2 ATTACK BOMBER 42" SPAN, RUBBER/ELECT.
- BRANDENBURG - W-19. WW-I FLOAT BIPLANE, 30.5" SPAN - RUBBER
- MACCHI - M5 - WW1 BOAT HULL BIPLANE, 34.5" SPAN FF ELECTRIC/RC
- P-51D MUSTANG- CADILLAC OF THE SKY- 33" SPAN - RUBBER/ELECT.
- GRUMMAN AVENGER-VW-2 TORPEDO BOMBER 41" SPAN - RUBBER/ELECT.
- DE HAVILLAND SEA HORNET- LATE WAR TWIN, 31" SPAN - RUBBER
- DE HAVILLAND MOSQUITO - BRITISH PLYWOOD BOMBER - 41" SPAN- RUB/ELECT.



* * * Short Rubber Motor * * *
Mumbo-Jumbo #115

Rubber motors are a twisty collection of strands that are always too long. For more duration we make them even longer, ruining stability in the process. Why don't we have real short but energetic, time-buying motors?

One possibility is the fishing reel concept, used as below to store energy in a short package. This dwg. (*Flight*, Jan. 29, 1915) may not be the latest word, and common sense suggests drawbacks, but the notion would appear to have merit.

The motor is wound from tube A about power takeoff tube B, to storage upon yet another tube A. Gears C and E control the output RPM and keep the system from running away. Wire F mounts the prop. Sticks D are structural.

The basic idea is to wind the motor tightly, under great tension, about one of the A's, drawing upon motor length stored upon the other A. Unwinding drives the prop.

Tension placed within the single strand making up the motor largely determines the prop torque. Winding is to be done neatly, in fishing reel style, with successive motor turns placed side by side so as to prevent energy

loss in unwinding. No thrashing around, of the sort we know only too well.

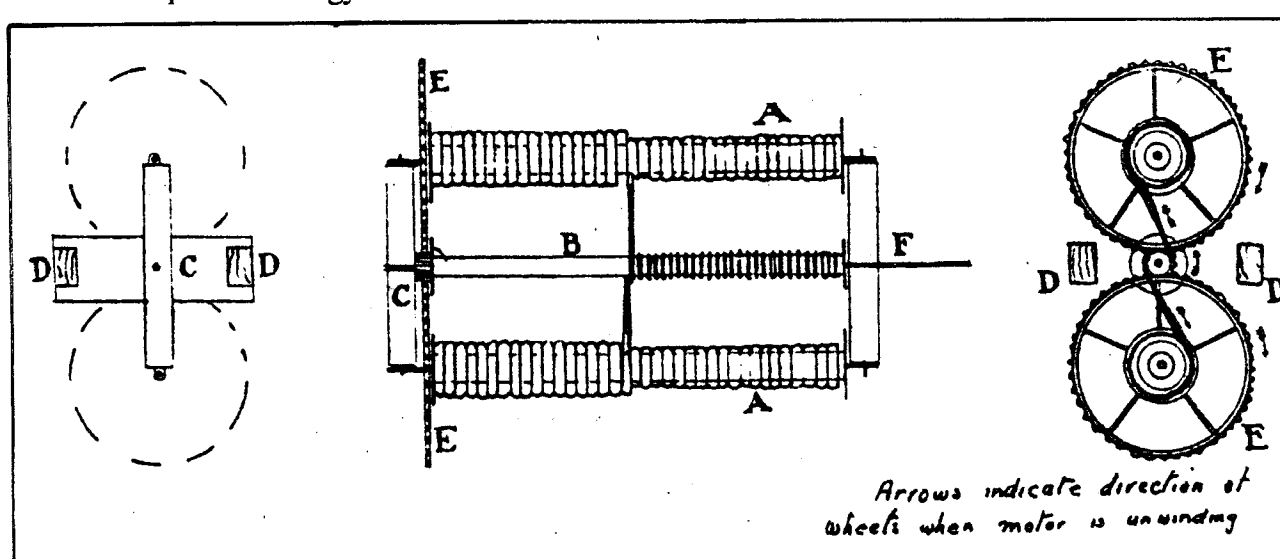
The advantages are considerable; among others, no tension on the fuselage. Next, no loss owing to friction between strands. As the motor is short, the containing section can be sheeted over--no damage if the motor explodes.

Does it work? Yes and no. I think the catch is in the lack of a mechanism to produce that necessary neat winding effort. The inventor's hope that such will come about automatically seems unrealistic to me. A genuine fishing reel type guide for paying out the motor strand would seem necessary, and these are complicated and weighty.

The basic idea survived at least into the 1930's, with occasional enthusiasts giving it a whirl, only to grow discouraged and drop out. I know of no work done after 1938 -- a torque output test performed in Germany.

Yet the idea's appeal continues. If somebody out there wishes to retire from retirement and give it a whirl, it awaits your attention...

Glue Guru



Closes January 10th, 2005

1. There will be two categories - scale, intended for models (8" span or less) of full-size aircraft, and open, intended for models (8" span or less) of larger FF planes.
2. There will be separate classes for cabin rubber-powered, C02/electric, and No-Cal (profile) models in each category.
3. Scoring will be the so-called "Modified Moseley Format" - middle three of five flights, with flights of "zero" allowed in case you lose or destroy the model before the fifth flight.
4. Entries may be posted to andybj "at" care2.com and FFML.
5. Sharing of photos and plans is highly encouraged!
6. I'll do my best to procure FF-related prizes for winners of each category and contestant with most entries, but they may be ridiculously easy to build, with instructions only in Czech!



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

Friday, April 23rd	Friday, May 21st	Friday, June 18th
Oldtime Kit Scale**	Golden Age Scale**	Dime Scale**
Phantom Flash*	Phantom Flash*	Phantom Flash*
Nocal*	Nocal*	Nocal*
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.

**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

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 May 7 and June 4.

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

Contacts:

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

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

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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.

FLYING ACES PLAN SERVICE

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
Gee Bee QED	24"	Tom Nallen, Sr.	6.00

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14 No-Cals 11 Peanuts 6 FAC Scale 1 Jumbo
10 Racers 8 WWII 4 WWI

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FAC Mail

From: "Jim Anderson" <janderson@ripnet.com>
To: "Ross Mayo GHQ FAC" <facghq@velocity.net>
Sent: Thursday, February 19, 2004 7:10 PM
Subject: Great Grape Gathering

The 33rd annual Great Grape Gathering will be held at Geneseo on June 25, 26 and 27. We would appreciate mention of it in the FAC newsletter.

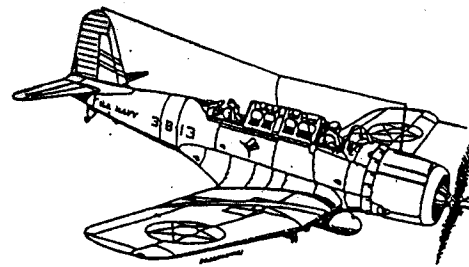
The FAC events are: Embryo, Two Bit, OT, OT Gas Replica, Golden Age Civil scale.

The other events are SAM, NFFS and AMA. The Free Flight list includes:

0.020/ 1.4A Nostalgia, 1.2 A Nostalgia, Diesel Duration, P30, Cloud Tramp, HL/CL Glider, Nostalgia Rubber, Classic Wakefield, Bob Gordon Trophy/Classic Gas, 1/2A Classic Gas, ABC Nostalgia Gas, SAM Commercial Rubber, SAM Small Rubber Stick, SAM Small Rubber Fuselage, SAM Large Rubber Stick, AMA A/B/C Gas, Unlimited Towline, SAM Small Rubber Fuselage, SAM Large Rubber Fuselage, Mulvihill/Unlimited Rubber.

The RC Assist includes:

LMR Electric Wakefield, 1/2 A Electric Texaco, 1.2A Texaco, Electric Texaco, 1/2A Scale Duration, Electric LMR.



FLYING ACES T-SHIRTS

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



MAY 1st & 2nd
INGLESIDE, MD

HIGGS BROTHERS' FARM

OVER 39 Events - Over 110 Trophies

 A RAFFLE WILL BE HELD ON THE FIELD - TICKETS WILL BE SOLD BOTH DAYS - DRAWING ON SUNDAY!!!

OPEN - \$20.00 includes 1st event
 \$5 for 1 additional event - \$25.00 Maximum for 2 or more events
 SENIOR - \$5.00 for all events JUNIOR - N/C for all events
 REGISTRATION WILL CLOSE AT 1:00 P.M. BOTH DAYS!!!!

(\$1.00 WILL BE DONATED FROM EACH CONTESTANTS FEE TOWARDS FIELD MAINTENANCE.)

Contest Directors: Joe Wagner, Tom Kerr & Lydia Wagner
 SPECIAL CD for FAC Events: Russ Sandusky

JW & LW-25804 John Hansen Rd., Chestertown, MD (410) 778-3933

TK-7733 Airy Hill Rd., Chestertown, MD (410) 778-4939

Joe's new

emails-ekerr@hpiug.org, typeshoppe@dmv.com, russellsandusky@yahoo.net

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday	May 1st	9:00 A.M. to 5:00 P.M.
1/2A FF GAS - Cat. III, 7 sec. eng., 2 min. max (SR/OPEN).....	Awards to 3rd	
1/2A FF GAS - Cat. III, 7 sec. eng., 2 min. max (JR).....	Awards to 3rd	
FAI POWER - F1C, 7 fts, 5 sec. eng., 3 min. max (JR/SR/OPEN).....	Awards to 3rd	
WAKEFIELD - F1B, 7 fts, 3 min. max (JR/SR/OPEN).....	Awards to 3rd	
ABC NOSTALGIA GAS COMBINED - 9 sec. eng., 2 min. max, hand launch,		
Rules as published in NFFS (JR/SR/OPEN).....	Awards to 3rd	
A-1 TOWLINE - F1H, 5 fts, 2 min. max, 220 gms. (JR/SR/OPEN).....	Awards to 3rd	
PEEWEE 30 - (JR/SR/OPEN).....	Awards to 3rd	
CAT. GLIDER - hand held, 9" loop, 1/4" rubber, max 1-1/2oz. 6 fts (JR).....	Awards to 3rd	
CAT. GLIDER - hand held, 9" loop, same as above (SR/OPEN).....	Awards to 3rd	
B FF GAS - Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....	Awards to 3rd	
PAYLOAD GAS - (JR/SR/OPEN).....	Awards to 3rd	
MULVIHILL - (JR/SR/OPEN).....	Awards to 3rd	
FAC EVENTS for SAT -		
Mass Launch: WWI. RACERS (Greve Thompson). GOLDEN AGE/MODERN		
Timed and Judged: FAC RUBBER SCALE, TEN CENTERS		
Fly off the table: EMBRYO, BOGUS BOSTONIAN.....	21 trophies.	Awards to 3rd

F1A,B,C. 1 hr rds starting at 9:00 AM Saturday and 8:00 AM Sunday - 7 rds
3:00-3:30 for flyoffs if needed. If weather dictates we will overlap 1-1/2 hr. rds.
CHECK ROUND TIMES AND REQUIRED MAXES POSTED AT CD'S TABLE

DAKOTA SPECIAL EVENT - can be flown either Saturday OR Sunday
DAKOTA Target Time - 30 sec min. flight time, 3 fts.....Awards to 3rd

Sunday	May 2nd	8:00 A.M. to 4:00 P.M.
DAWN UNLIMITED - 7 A.M./ONE FLIGHT NO TIME LIMIT		
Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....	Awards to 3rd	
COUPE d'HIVER - F1G, 5 fts, 2 min. max (JR/SR/OPEN).....	Awards to 3rd	
F1J/F1P - for eng. run and max see CD table.....	Awards to 3rd	
.020 REPLICA - 9 sec. eng., 2 min. max (JR/SR/OPEN).....	Awards to 3rd	
A FF GAS - Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN).....	Awards to 3rd	
C FF GAS - Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN).....	Awards to 3rd	
1/2 A Nostalgia - 9 sec. eng., 2 min. max, hand launch.....	Awards to 3rd	
MOFFETT - New Rules (JR/SR/OPEN).....	Awards to 3rd	
A-2 TOWLINE - F1A, 7 fts, 3 min. max (JR/SR/OPEN).....	Awards to 3rd	
P-30 - 2 min. max (SR/OPEN).....	Awards to 3rd	
P-30 - 2 min. max (JR).....	Awards to 3rd	
HLG - (SR/OPEN).....	Awards to 3rd	
HLG - (JR).....	Awards to 3rd	
1/2A CLASSIC FF - 7 sec. eng., 2 min. max (JR/SR/OPEN).....	Awards to 3rd	
AB CLASSIC FF - 7 sec. eng., 2 min. max (JR/SR/OPEN).....	Awards to 3rd	
FAC EVENTS for SUN - Mass launch: WW II. WW II FIGHTER NOCAL (6" prop)		
Mass Launch: PEANUT GOODYEAR Timed and Judged: FAC POWER SCALE &		
FAC OLDTIME KIT SCALE Fly off table: BILL WARNER 1 DESIGN. SKY BUNNY ROG		
FAC GRAND CHAMPION.....	21 trophies.....	Awards to 3rd

Where it applies combined events will be recorded as individual for National Cup Points
 TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

JOY'S RACER

The G-2 agent attached to Squadron #1 (who must remain nameless for security reasons) whose side line is comic book collecting made an astounding discovery at one of the many comic book fairs held in "Fun City" (or the Big Apple) (ugh). He not only picked up a comic book of "Smilin' Jack", but also the plan presented here, of a race plane which was right out of those great pages of colorful fiction! What a gold mine!

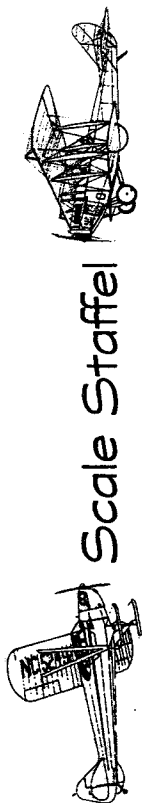
A study of the plan reveals some pin punctures and scars from glue indicating this sky slasher was built by someone at one time, probably long ago. Reference is made to an instruction booklet on the plan. Unfortunately, this was missing. But, WHO CARES! The drafting talents of clubster Dick Brisbin were put to use whipping up a set of formers and wing ribs so all you former notchers can be first in your squadron to take to the air in one of these snappy sky scorchers.

Apparently, the tail surfaces were intended to be built of a thin sheet outline with 1/16th strips glued in place on both sides as spars and ribs....who knows? No stringer locations are shown on the plan....could it have been intended to be a sheet, or planked fuselage? Or was it they were omitted for clarity on the plan, but detailed in that missing booklet??

Anyhow gang, we have the bulk of this jewel, and even it's color scheme! And even that is a puzzler for in the comic book page where the racer is first seen it is yellow. Later on it is green, then orange when lost in fog! And finally, when it crashed into the ocean taking Jack's bride, Joy Beaverduck Martin, to a watery grave, it is shade of cinnamon.

We have been asking every old hangar haunter at all the local 'dromes if they remember this bus, but only a few can remember listening to Smilin' Jack on the radio, and no recollection of the plan. This may not be a Travelair, but it sure is a mystery ship!

(FAC-GHQ will give an award to anyone breaking thirty seconds with one of these HOT BOMBS at the FAC-Nats this coming July)

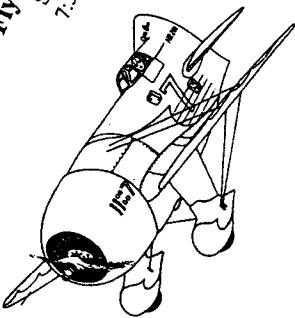


Scale Staffel

2004 Annual

Contest

Flying Competition
Sunday April 25
7:30 AM to Noon



Scale Judging
Potluck Dinner
Sunday April 24 6 PM to 7 PM
Note: Out-of-towners are NOT to bring food!

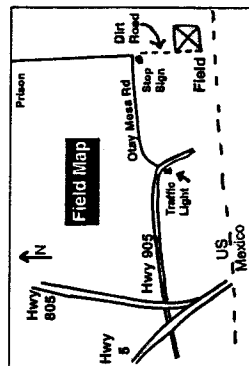
All events will
follow FAC
Rules

CD: John Hutchinson
619-669-0146

Events:

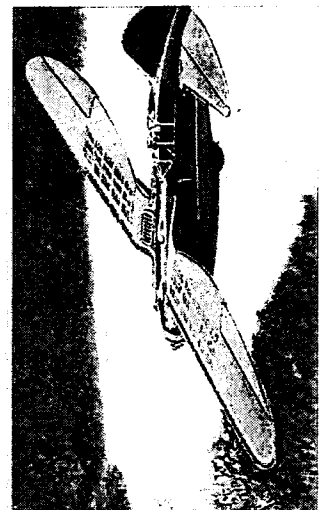
- + Power Scale
- + Jumbo Rubber Scale
- + Rubber Scale
- + Peanut Scale
- + Old Time Rubber
- + Biplane Mass Launch
- + WWII Mass Launch

Fees: Open: \$3 per event - \$6 minimum / \$9 maximum
Junior: \$50 per event - \$2 maximum



Potluck dinner
location TBA

Gerald Sullivan
6342 Lake Dora Ave.
San Diego, Ca. 92119
Ph. 619-465-1736



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

Wanted; A copy of the printwood for the Comet kit #3402 Spitfire, 20" span. Richard Zapf, 126 Elm St., Georgetown Ma. 01833.

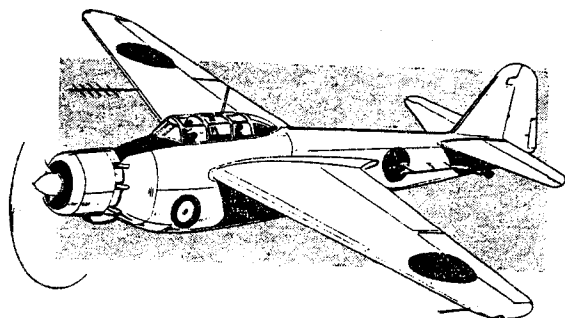
Wanted, I would like the address of the Adventure House Publications or for somebody who sells their publications. Ken Miller, 6 Cook St., St. Marys, N.S.W. 2760 Australia.

Wanted, Plans and other info on the Douglas XB-42 by Herb Weiss. Stuart Brohm, 4806 Wilson Rd., Lockport, N.Y. 14094.

Wanted, 3-view drawing for the Texas A&M AG-1 experimental agricultural airplane. Al Backstrom, 1220 Yacht Club Rd., Little Elm, Tx. 75068.

Must sell, more than 65 Diehls Engineering, Inc. Kits. Take 'em all. Make me an offer. Otto Klein, 302 West Fifth St., Hermann, Mo. 65041.

Wanted, 3-views, photos and any other info for the Japanese Kyusyu Q3W1. Sketch below. Frank Scott, 6633 LeFevre Rd., Casstown, Ohio 45312.



対潜哨戒機「南海」Q3W1 (九州)

FANTASY FLYERS

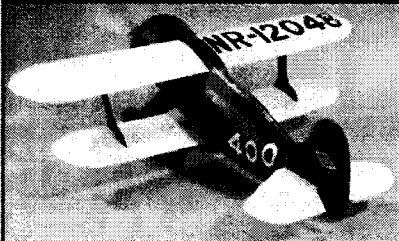
45 model kits available from WW1 to present. 6" - 15" wing span preprinted balsa. All kits \$2.50 each. *Serving the aircraft modeler for eight years!* Send SASE for literature. PO BOX 430, Farmingville, NY 11738-0430

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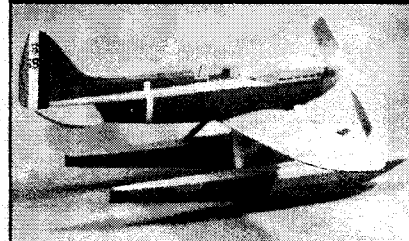
INTRODUCING 24" WINGSPAN KITS

LAIRD SUPER SOLUTION



Kit #401 Over 100 LASER CUT PARTS

SUPER MARINE S.6B



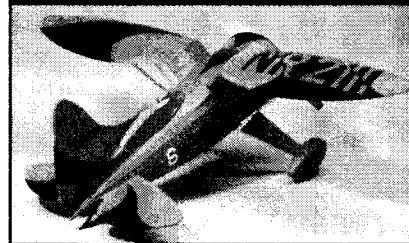
Kit #404 Over 140 LASER CUT PARTS

RED LION RACER



Kit #402 Over 90 LASER CUT PARTS

HALL'S BULLDOG



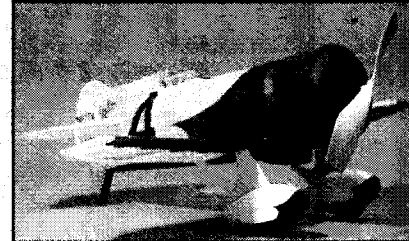
Kit #405 Over 130 LASER CUT PARTS

GEE-BEE-R-1-RACER



Kit #403 Over 80 LASER CUT PARTS

GEE BEE Z



Kit #406 Over 100 LASER CUT PARTS

When it comes to LASER CUT rubber powered airplane kits, no one does it better than Dumas Products. In a little over five years we have developed 47 LASER CUT "stick and tissue" airplane kits. We offer kits in 17 1/2" wingspan (walnut scale), 30" wingspan and now 24" wingspan. All have the same high quality features:

- Hand Selected Balsa
- Plastic Propeller (9" in 30" & 24" wingspan kits and 5" in 17 1/2" wingspan kits)
- Full Size Plan
- Step by Step Instructions
- Light Weight Colored Tissue
- Color Peel & Stick Decal Set
- F.A.I. Tan Sport Rubber
- Vacuum Molded Parts
- And OH those LASER CUT parts.

They make building fun and easy again with their great fit.

As you can see our airplane line is geared toward exciting subject matter that captures the best model aviation has to offer. Don't see some of your favorites? Keep checking with us as we are adding regularly to our line.

For product information and color pictures of these great models go to our web site www.dumasproducts.com. This is a very comprehensive web site and a great place to find supplies and hard to find items for your "stick and tissue" models.

See the great line of Dumas airplanes at your favorite hobby retailers across the country. For an information packet on the Dumas line of airplane kits, call us today toll free at 1-800-458-2828 and ask for ext. 700.

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DUMAS PRODUCTS, INC.
909FM E. 17th St. Tucson, AZ. 85719
Phone: 520-623-3742 Fax: 520-620-1329
www.dumasproducts.com

X - AIRCRAFT

Fran Ptaszkiewicz D.S.M.

Although the name Northrop brings to mind early military aircraft such as the XFT-1, A-17 "Nomad" and also various civilian designs among others. One of the first loves of John K. Northrop was that of a flying wing layout. As a result, when the U.S.A.A.C. invited interested companies to present design proposals for a fighter-interceptor of unusual configuration, Northrop decided this was the time to bring forward a concept he had personally nurtured for some time.

Thus, in competition with the Vultee XP-54 and Curtiss's XP-55, his XP-56 was planned and offered to our military. This submitted proposal called for a small tailless flying wing planform. It would feature, three-bladed coaxial contra-rotating pusher propellers and be powered by the new Pratt & Whitney X-1800 liquid cooled engine.

In awarding the contract there was some thought that pusher propellers on the XP-54, 55 and 56 would reduce drag and possibly lead to better visibility for the pilot. An all-important consideration in fighter type aircraft and as a result the nose would then be available for various armament without the problems of fuselage mounted weapons having to be located in or around the engine compartment.

Sadly as with the other X designs, the proposed engine was not forthcoming and a Pratt & Whitney R-2800-29 air-cooled radial engine had to be incorporated.

On September 26, 1940, a contract for the prototype was awarded and work began. With the attendant engine switch, the design had to be modified. A widened fuselage to accommodate the substitute powerplant then added unplanned weight to the airplane.

Production finally got under way in February 1942 and the airplane was completed in April 1943, but various mechanical difficulties kept it grounded until September 1943 at which time the first flight was undertaken at Muroc's Dry Lake Test Facility.

Although test flying continued for some time, there were stability problems with the center of gravity being too far aft. Then a tire burst on landing causing the airplane to go end over end, resulting in more damage than was deemed repairable.

A second version had the center of gravity moved still further forward. As a result the fuselage was lengthened four feet. This in an attempt to compensate for that larger than planned engine but it did not improve handling. Although flight testing began in March 1944, the results were not at all satisfactory, as the airplane continued its poor flying characteristics, being slower than the original design specifications, a problem brought about by having to use the underpowered engine.

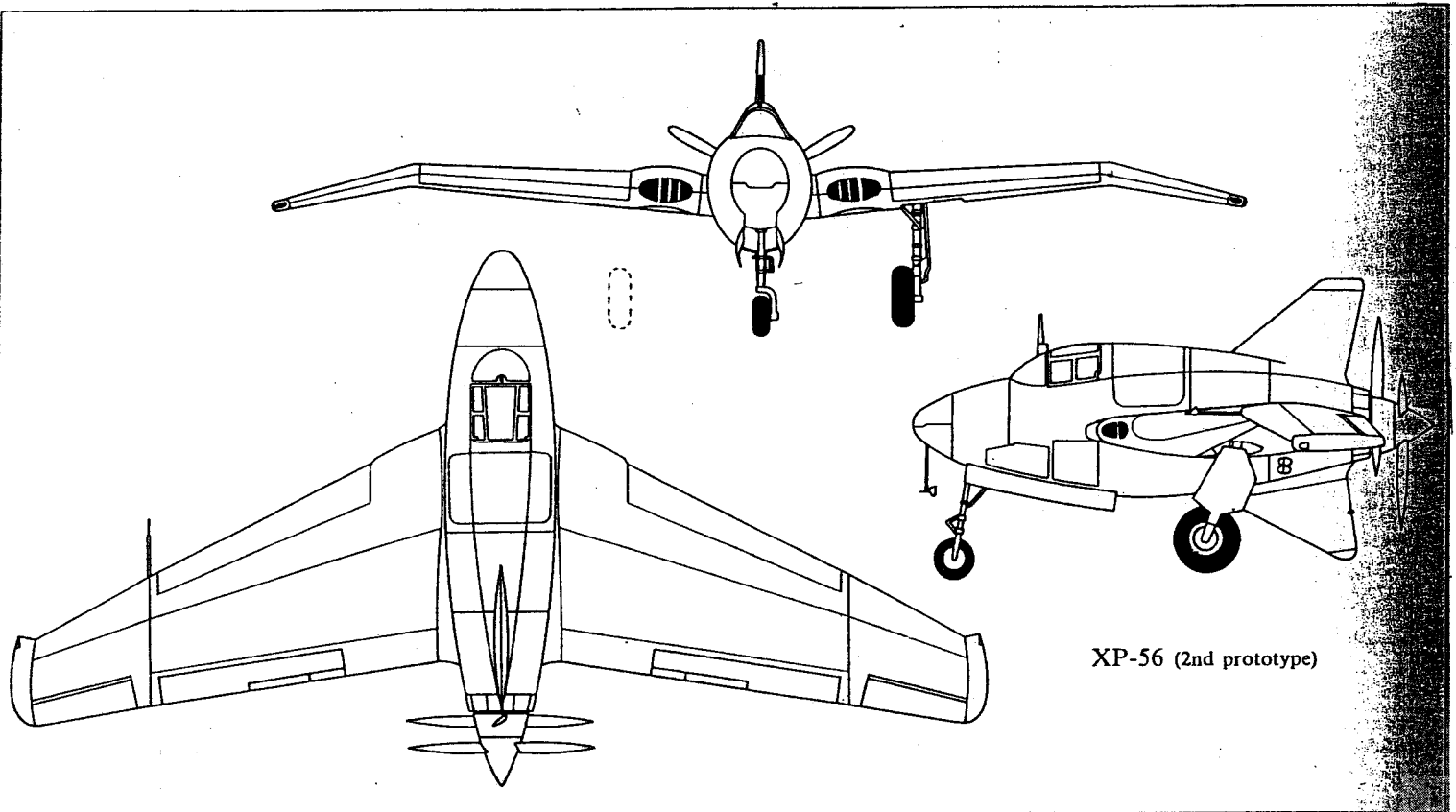
Two months later the airplane was sent to the N.A.C.A. full scale wind tunnel where after some testing it was decided that the design was not airworthy, with no more effort being put into the project and it should be abandoned.

Although this was a set-back for John Northrop, he pursued in his flying wing effort's and in June 1946 the XB-35 bomber took to the air and was eventually followed by the jet-powered YB-49 version and then looking still further forward, we see the flying wing technology in the latest B-2 aircraft.

Again it seems a lack of a suitable powerplant upon which the design was based may have contributed to it's demise as it did with other X airplanes.

Some specification's of the XP-56 were, Wingspan 48 ft 6 in; Wing Area 307 sq ft; Lenght No. 1 aircraft, 23 ft 6 in; No. 2 aircraft, 27 ft 6 in; Height No. 1, 9 ft 8 in; No. 2, 11 ft 3 in.

For modelers, a rubber powered no-cal version of the "Black Bullet" may be found in the May / June issue of the Flying Aces Club Newsletter.



SHORTY'S BASEMENT

1036 Bexley Ave.

Marion, Oh. 43302

Ph. 740-223-7471

Fax: 740-387-0853

Your one stop for Aerographics and
West wings kits. Also have ducted fans

And L-2 Rapier motors.

We have plenty in stock. Shipment is within
a couple of days.

BELEVE IT OR NOT, I BUILT IT FROM
SCRAPS OF WRECKED MODELS I FOUND AT OUR
FLYING SITE.

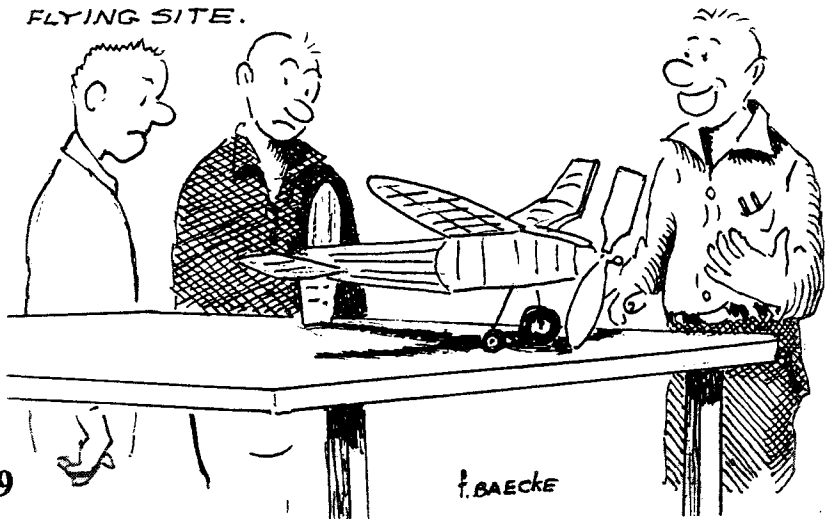


PHOTO PAGE

Left column; Al Likley and his BD-4. Al says he found a great place to fly. It's called the Pacific Ocean! Lots of space, no obstructions, light winds (early in the morning), and hundreds of thermal detectors called seagulls. The only problem is trying to keep sand out of the rubber motor. Anyway, the BD-4 was last seen circling up and heading west toward Japan! I did not give chase. The girl friend lost sight of it just shy of 7 minutes.

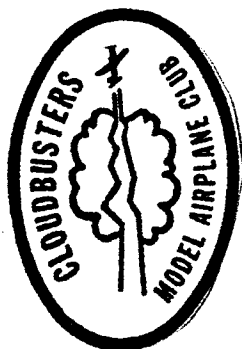
Here is Stuart Brohm with his neat looking Globe Swift. Stu's photo.

Right column, left; Charles Gregory sent this photo of some of his solid models of fiction flyers. Black Bullets I & II, Hale Hellion and Secret Northrop.

Right photo from Bob Thompson, he writes, First, apropos of the great Buck Rogers article. (How we all laughed at the speeds of those ships!) Are a few Tootsietoys from the Thompson Museum of Useless Memories. They are, from the front, a USS Los Angeles Zeppelin, Buck Rogers' Battlecruiser TSDM 3030, and Buck Rogers' Venus Duo-Destroyer Mk. 24L. These were supposed to be suspended on a string (tight string!) Or a wire, whereupon the notion was that they would roll-slide on down. It didn't work very well that way but you sure could have fun in imaginary space battles with them! How many of us had some of these many years ago?

THE 2004 SPRING INDOOR FLING

An AMA Sanctioned Class AAA Contest



Presented by:

When: Sunday, May 2nd, from 8:00AM - 8:00PM

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

Event Schedule:

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

9:00 AM..... Bostonian Judging

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

11:00AM..... Scale Judging

11:30 AM - 5:00 PM..... FAC Scale, FAC Peanut, Dime Scale, Golden
Age Scale, Pioneer Scale, WW1 and WW2 Mass
Launches (All events J.S.O.)

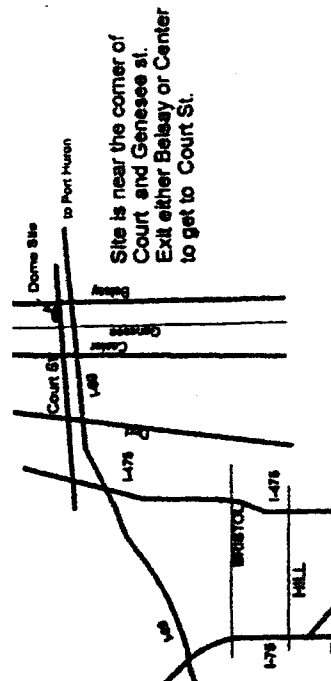
5:00 PM - 8:00 PM..... F1D and Intermediate Stick
competition.

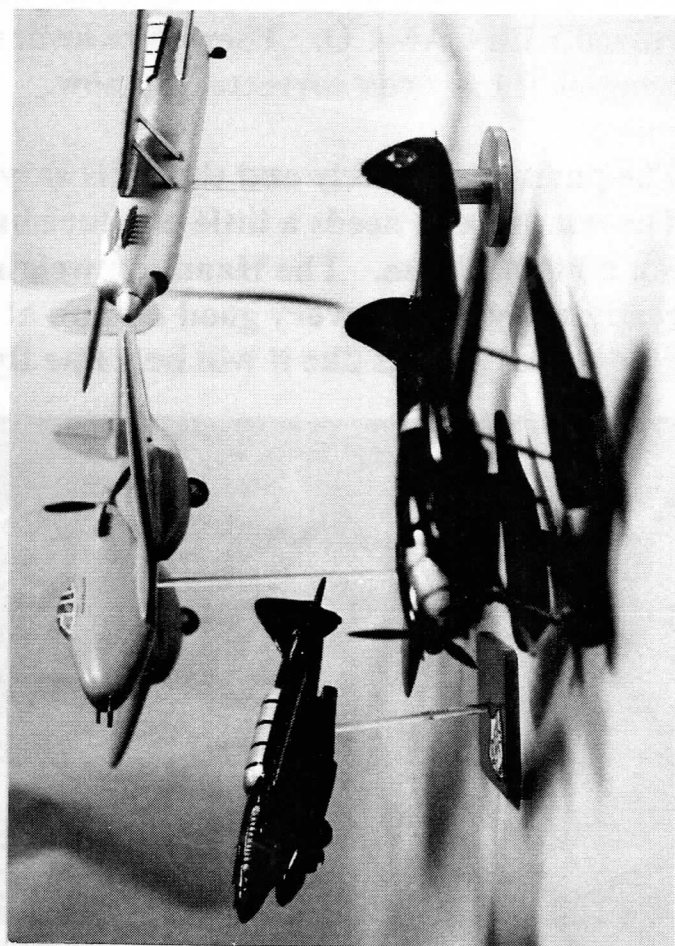
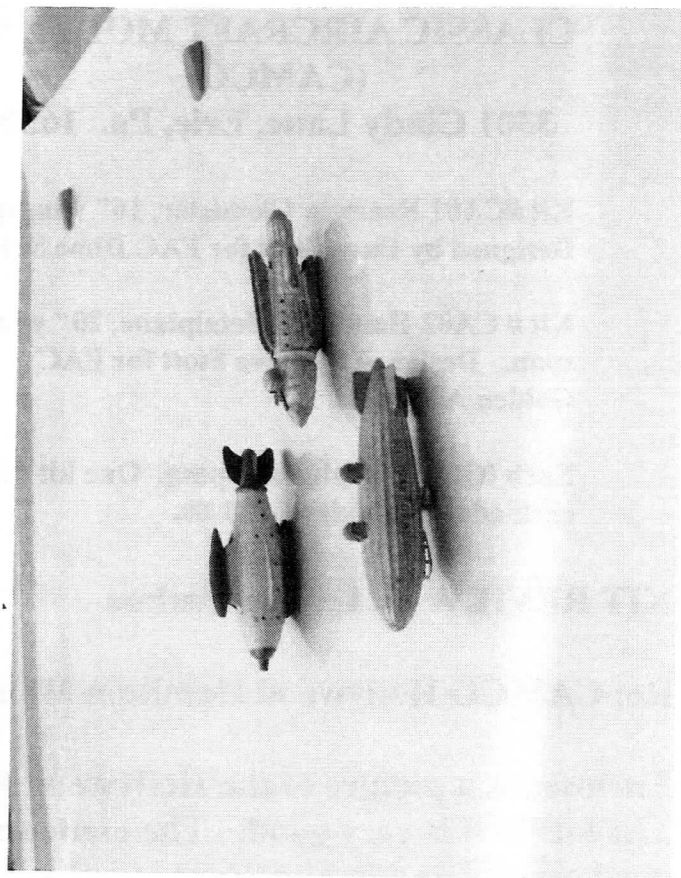
Entry Fee \$20.00

**\$1.00 for Jr & Sci Olympiad fliers

CONTEST DIRECTORS:

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





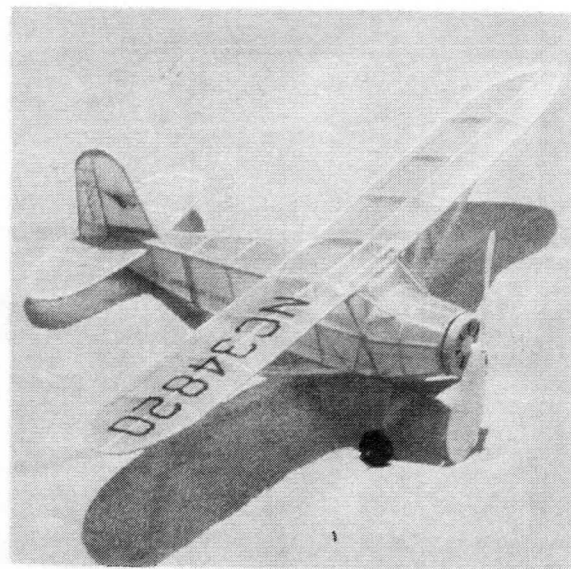
**CLASSIC AIRCRAFT MODEL CO.
(CAMCO)**

3301 Cindy Lane, Erie, Pa. 16506

**Kit #CA01 Rearwin Cloudster, 16" wingspan.
Designed by Dave Stott for FAC Dime Scale.**

**Kit # CA02 Hamilton Metalplane, 20" wing-
span. Designed by Dave Stott for FAC
Golden Age Scale.**

**Each Kit \$14.00 plus shipping. One kit \$4.00,
each additional kit add \$1.00.**

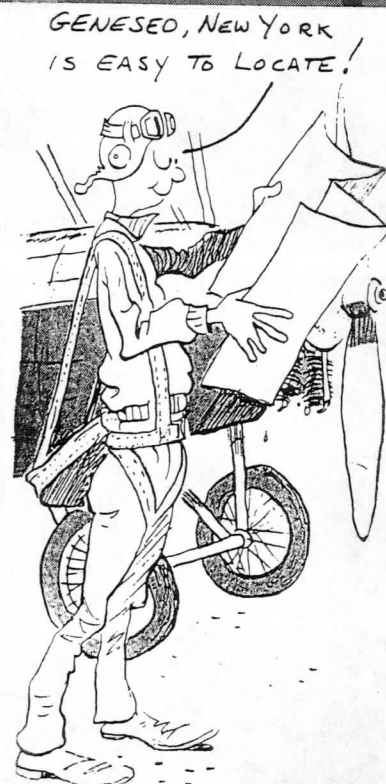
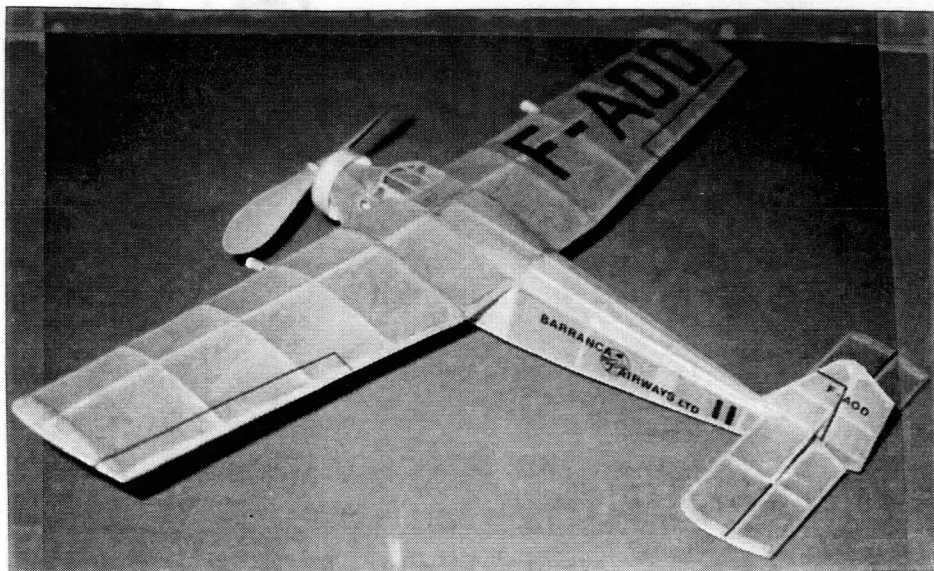


KIT REVIEW by LeVon Keuhne

Re: CAMCO Hollywood Hamilton Metalplane.

**Enclosed is a picture of the Hollywood Hamilton.
The kit itself is very good. The contents are of a
good quality and in abundant supply. There was
a minor omission on the printed sheet which I dis-
cussed with CAMCO. They were aware of it so I
imagine it has been corrected by now.**

**The parts all fit nicely and the kit is easy to build.
The windscreen needs a little patience but it was
not a big problem. The Hamilton weighs 17 grams
ready to fly. It is a very good kit and at a reason-
able price. Looks like it will be a fine flyer.**



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**KIT #13 Vought F4U "CORSAIR"
Back in stock with newly printed decals**



**Each complete kit contains the usual high quality
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printwood, stripwood, plastic canopy, 4 color de-
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Price is \$32.95 for ea. kit plus \$6 ea. shipping.**

Catalog \$2 or free with order.

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Flying Model Collectibles and Accessories

by James C. Johnson, 2004, 192 pp., \$29.95

Schiffer Publishing Ltd.

4880 Lower Valley Rd., Atglen, PA 19310

www.schifferbooks.com

Reviewed by D. W. Rajecki

Do you own a flying model collectible? To find out, consult James C. Johnson's recent gallery and price guide, in which the rule for inclusion is "If it flies or is related to flying models." The book usefully illustrates and gives the current market values of hundreds of individual objects. (Where I mention specific items, quoted dollar amounts are given.)

Johnson's delightful reference work might inspire a young hobbyist to begin hoarding stuff, or cause an old-timer to weep for treasures thrown away. These days, a 1950s Ohlsson^(TM) Gold Seal 200 Glo-Fuel can sells for \$15-25. Who knew? Personal losses aside, dozens of vintage fuel containers are colorfully pictured in Chapter 6.

Beyond cans, the volume covers model airplane engines, kits, magazines, books, and organizations, and makes note of historic personalities and events. Control line, free flight, RC, scale, and stick-and-tissue types are included.

In Chapter 2, the famous 1940s Joe Ott^(TM) line gets recognition. There is a sketch about Mr. Ott himself, plus a picture of Ott's 32-inch Vought-Sikorsky Corsair kit (\$25-45). Pictured also is the Cleveland^(TM) semi-solid Boeing B-29 Superfortress (\$100-150). Gas engine fans will enjoy seeing classic Berkeley^(TM) scale kits, such as the North American AJ-1 Savage (\$90-150).

My favorite part is Chapter 3, having to do with magazines. About 150 covers dating from the 1930s onward are reproduced. High on the list in this section are the titles *Air Trails* and *Flying Models* with--as I count--21 examples each, followed by *Model Airplane News* with 19. *Flying Aces* receives a nod, with four issues from the 1940s.

Speaking of *Flying Aces*, did you know the magazine was published between October 1928 and April 1944, with no April 1934 issue? And, due to a printing error, the very first issue was misidentified as Vol. 1, No. 2? If you had Johnson's book, you could look it up.

SCALE PLANS

FAC-AMA

Trophy winners by a competition flyer. S.A.S.E. for list.

John Blair, 443 Henson Rd.,
Warne, N.C. 28909

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.

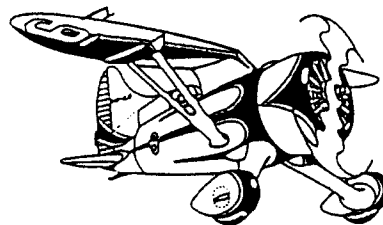
Indoor No-Cal Tom Hallman Tipsey Jr. 87 sec.

Indoor Peanut Gary Hodson Ford-Stout 110 sec.
Matt Dubberke Zero 38 sec.

Outdoor No-Cal Willard Simpson Cessna 210 123 sec.
E.L. Extra 400 108 sec.
John Stott Swee Pea 76 sec.
Al Lidberg Swee Pea 76 sec.

Outdoor Peanut E.L. Tailwind 51 sec.
Willard Simpson Eaves Cougar 50 sec.
Ed McQuaid Andreason 16 sec.

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

NO XXX - LARGE

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 luanch (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

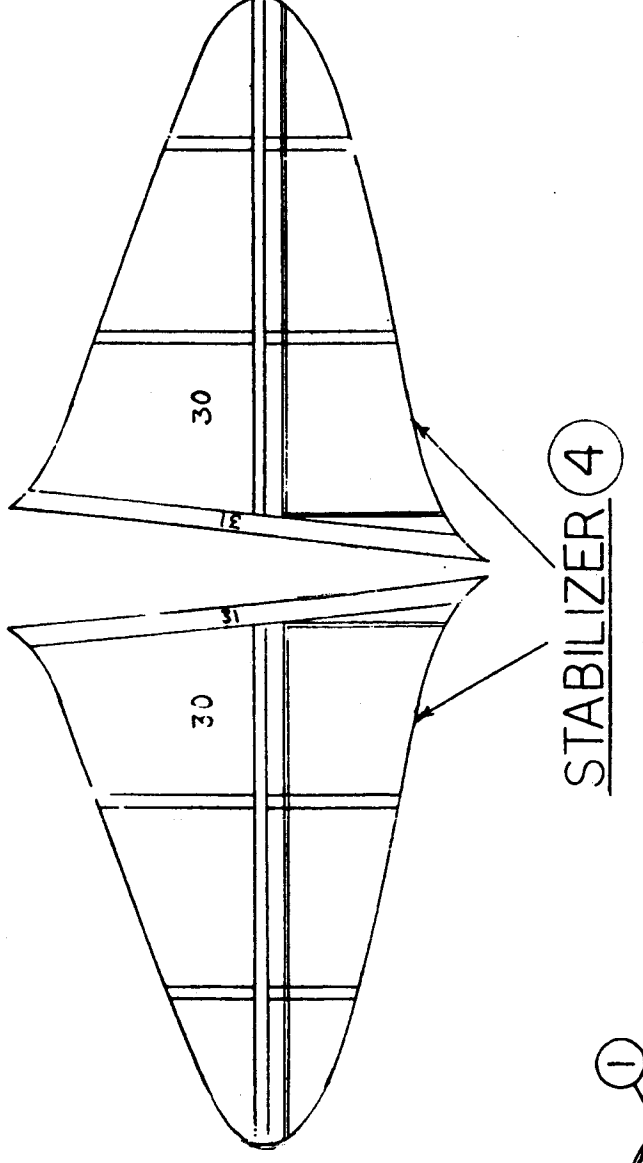
FAC Peanut
Thompson Race Mass launch
Power Scale (single engine)
Power Scale (multi-engine)
FAC O.T. Gas Replica
Modern Civil
Golden Age Military
Jimmie Allen
Goodyear/Formula Race Mass Launch
FAC O.T. Kit Scale
Powder Puff Scale
Two-Bit O.T. Rubber
Contra Prop Scale

SPECIFICATIONS

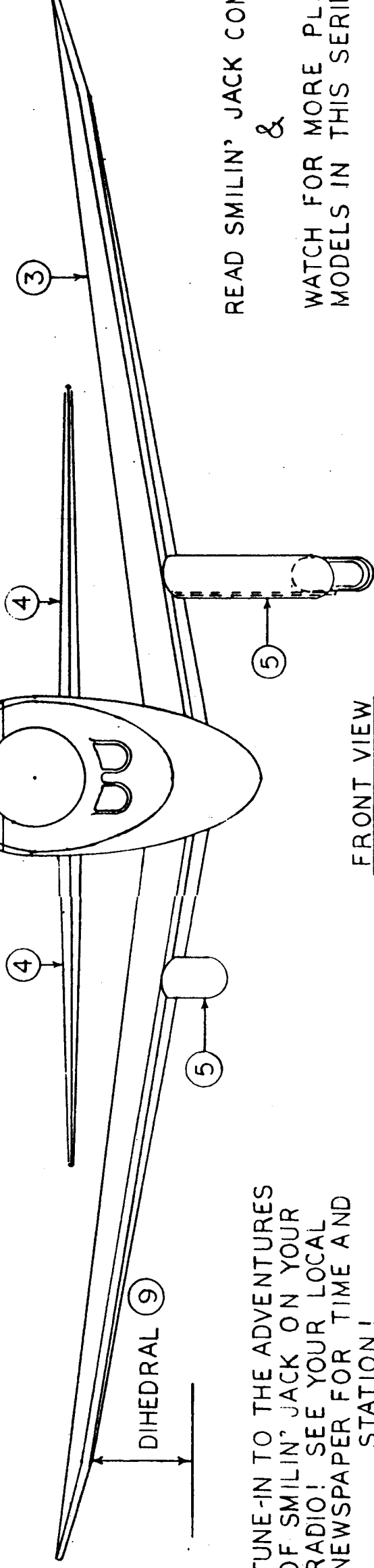
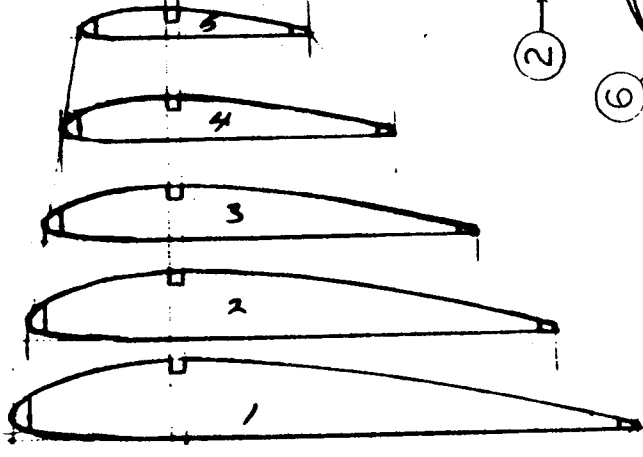
COST - \$50,000
TYPE - LONG RANGE RACER
ENGINE - 960 H.P.
PROP - CONSTANT SPEED

PERFORMANCE

TOP SPEED - 300 M.P.H.
STALLING - 90 M.P.H.
LANDING - 100 M.P.H.
7G PULL OUTS FROM
TERMINAL VELOCITY
DIVE.



STABILIZER 4

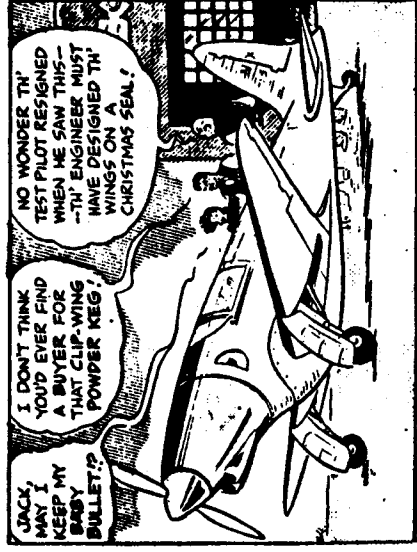
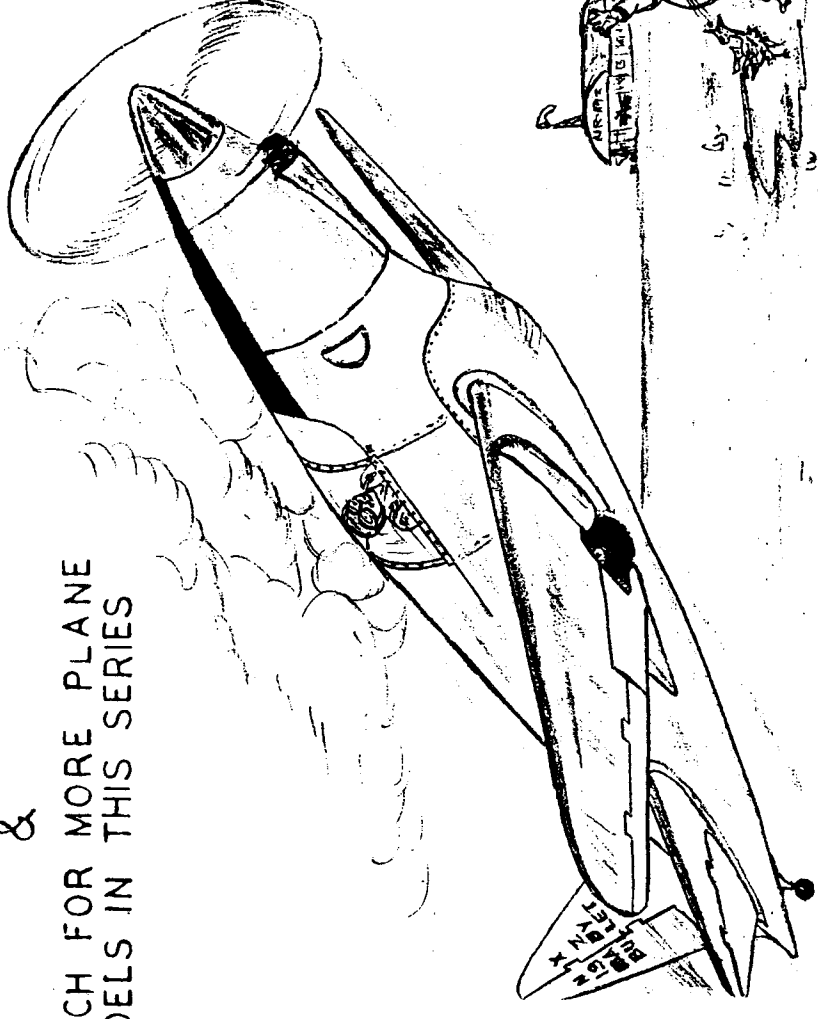


FRONT VIEW

DIHEDRAL 9

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OF SMILIN' JACK ON YOUR
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NEWSPAPER FOR TIME AND
STATION!

READ SMILIN' JACK COMICS
&
WATCH FOR MORE PLANE
MODELS IN THIS SERIES

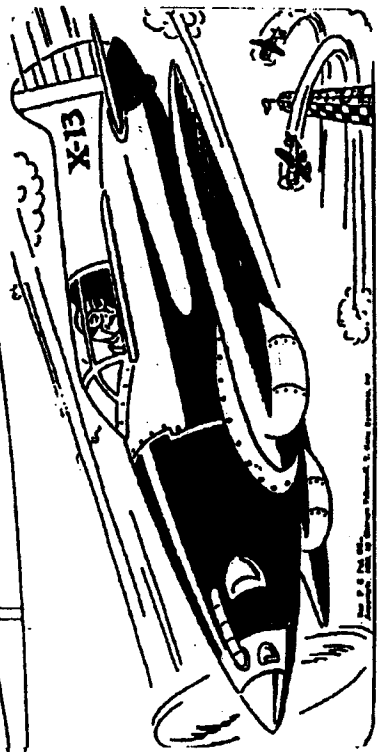
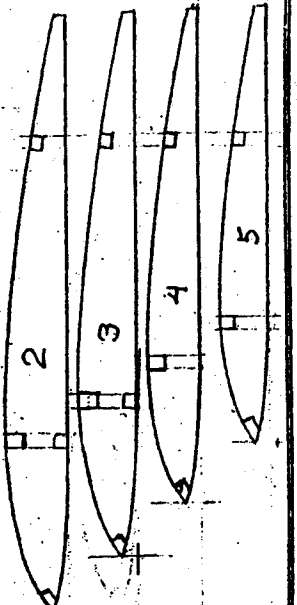
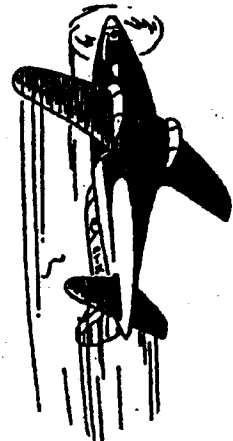
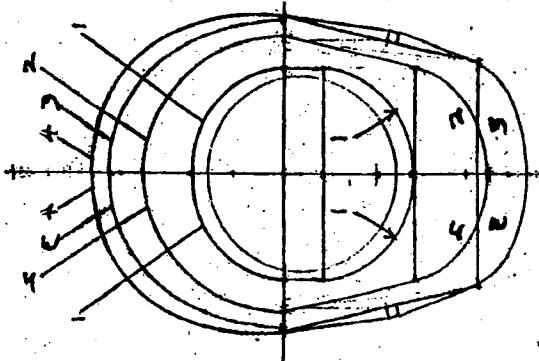
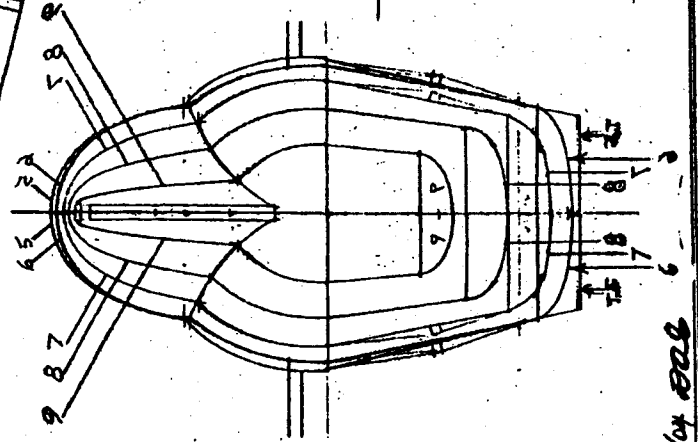


TOP SECRET

Colors:
Black nose-red tail
Red & White stripes on rudder

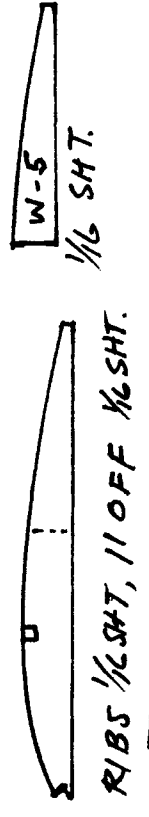
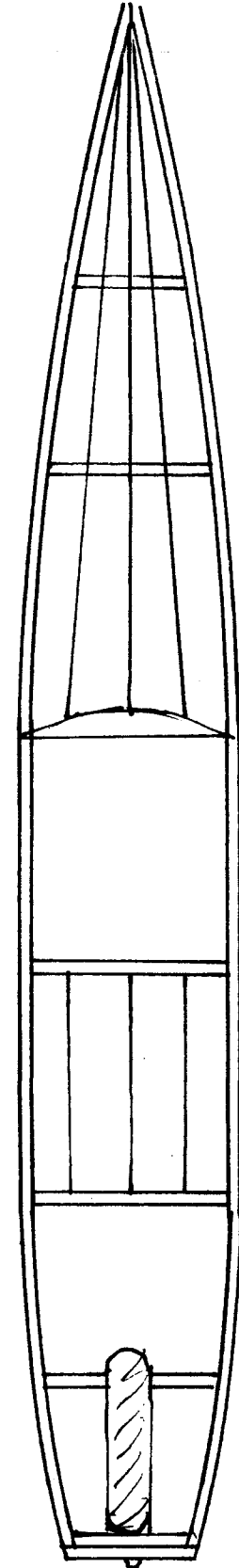
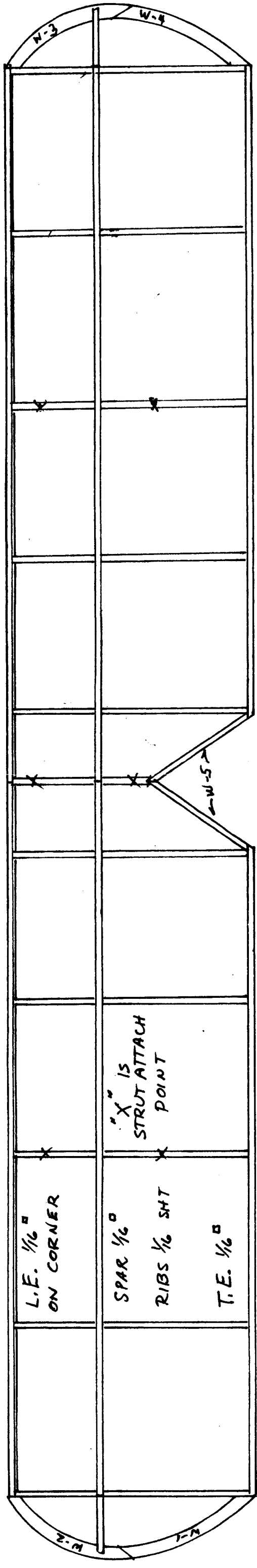
EXPERIMENTAL

X-13



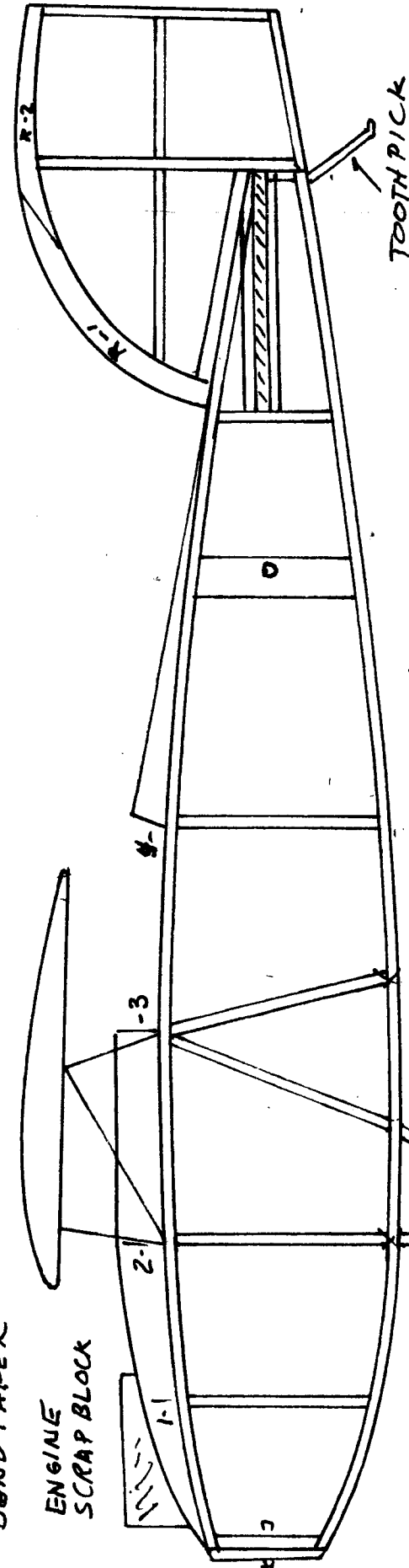
★ AIRDEVIL MODEL CO. ★

SMILIN' JACK'S X-13 RACER
PRELIMINARY DRAWING FOR
EXPERIMENTAL DEPT. ONLY

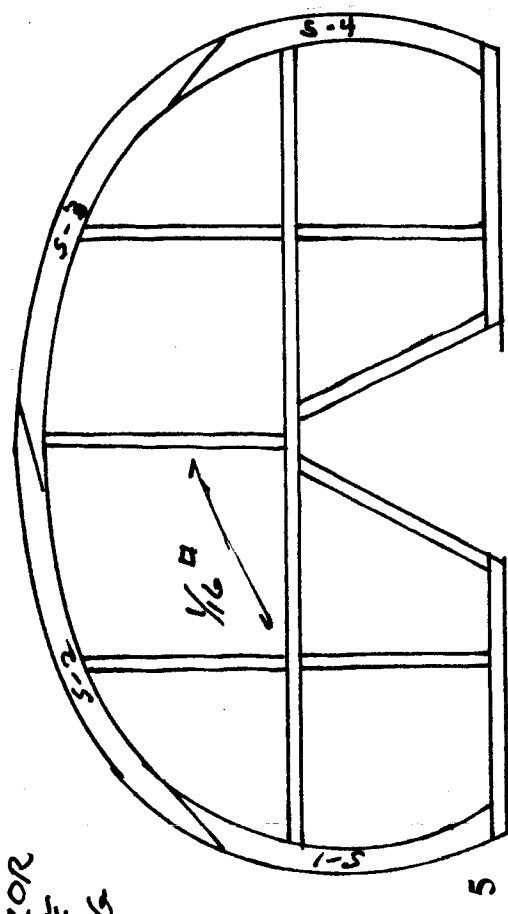
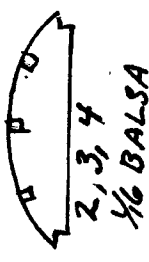
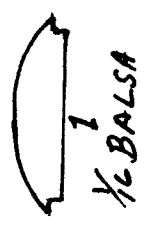
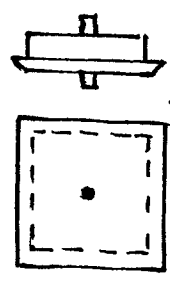
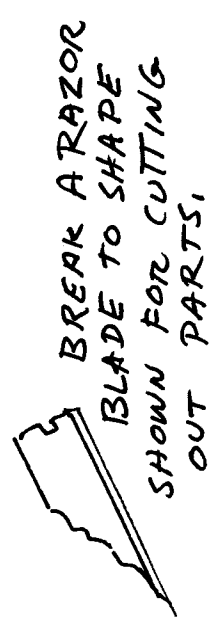


TOP OF NOSE BOND PAPER

ENGINE SCRAP BLOCK

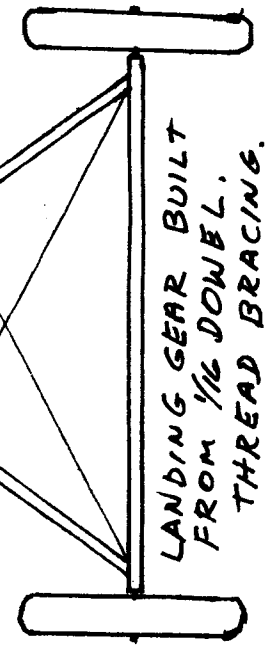


FUSELAGE STRUCTURE $\frac{1}{16}$ " BALSA

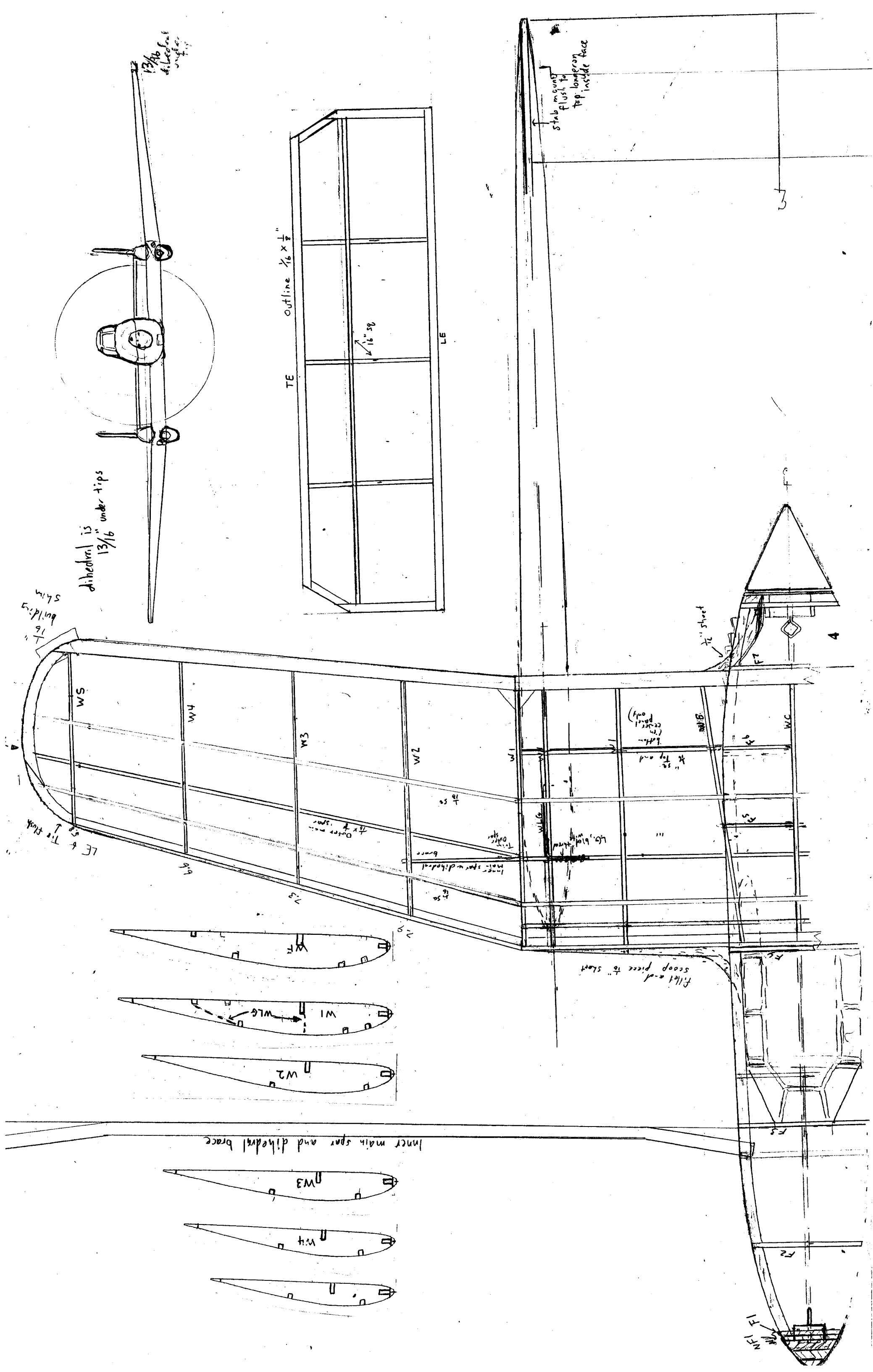


DIHEDRAL IS $\frac{1}{2}$ "
GLUE 2 - $\frac{1}{16}$ " TOGETHER FOR STRUTS.

USE PIN FOR AXLE



RUSSELL MONO
SERIES: PSEUDO / KIT No 2
WINGSPAN: 16" | LENGTH: 9 1/2"
DRAWN BY: JOHN BLAIR

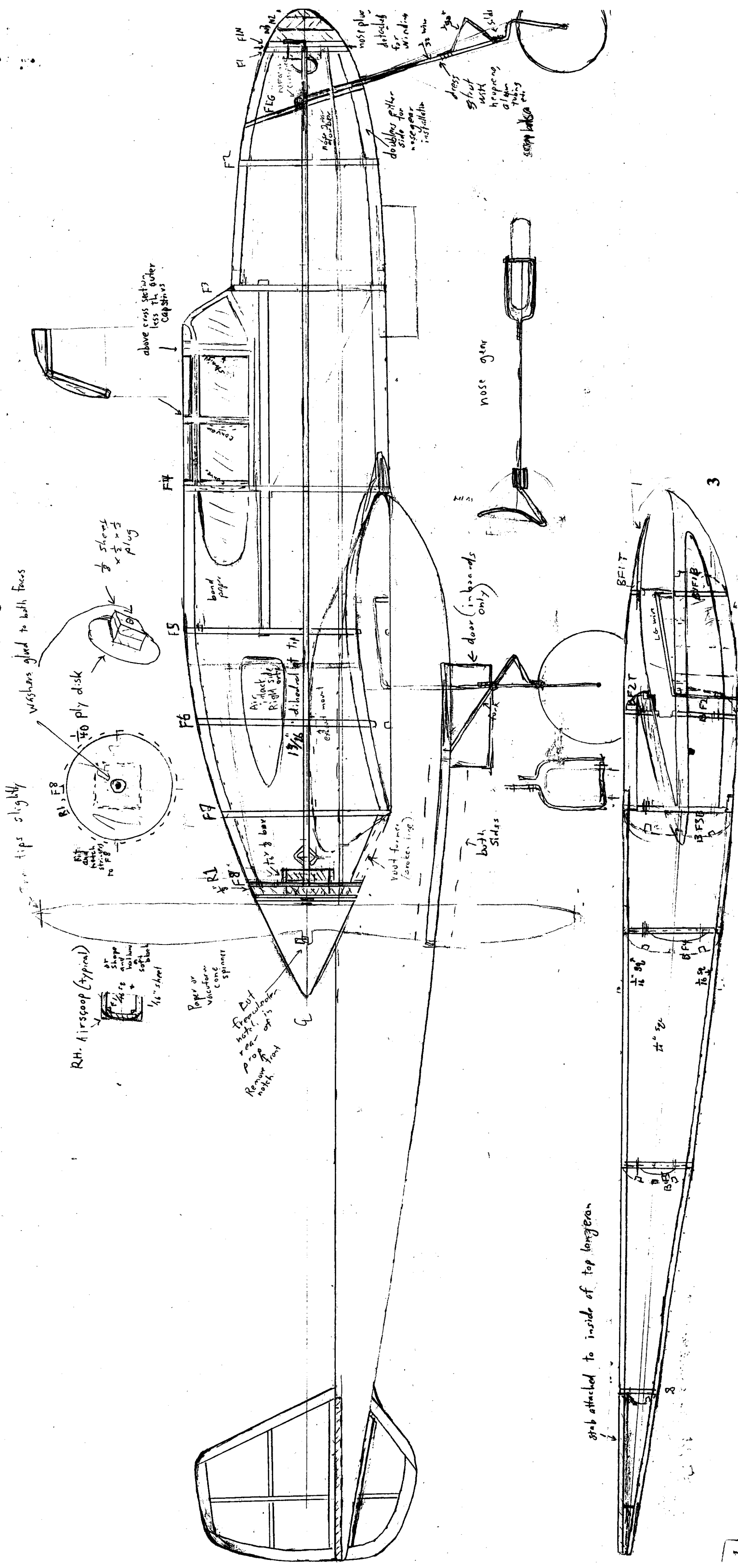
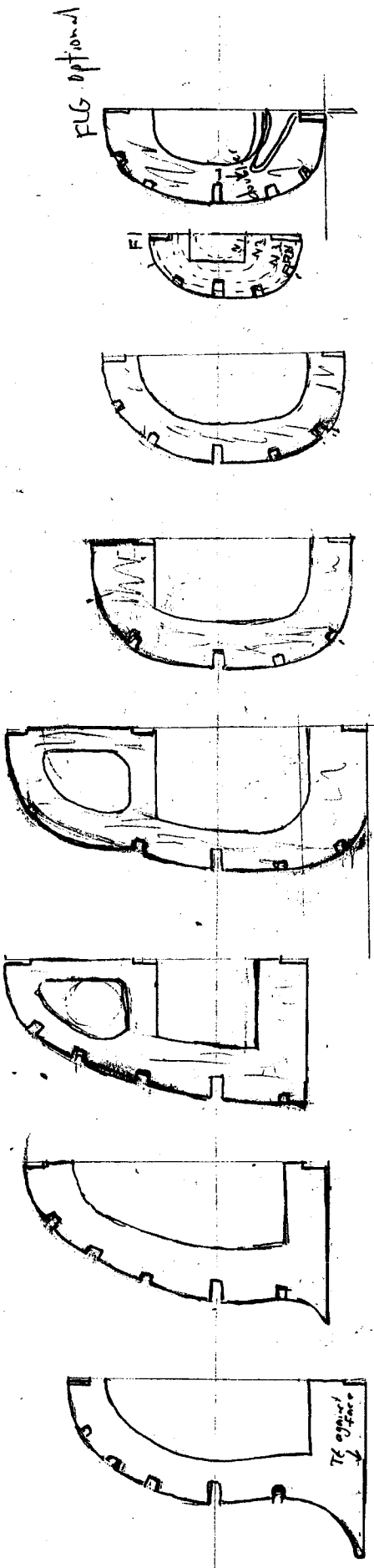


SAAB J-21 Pusher

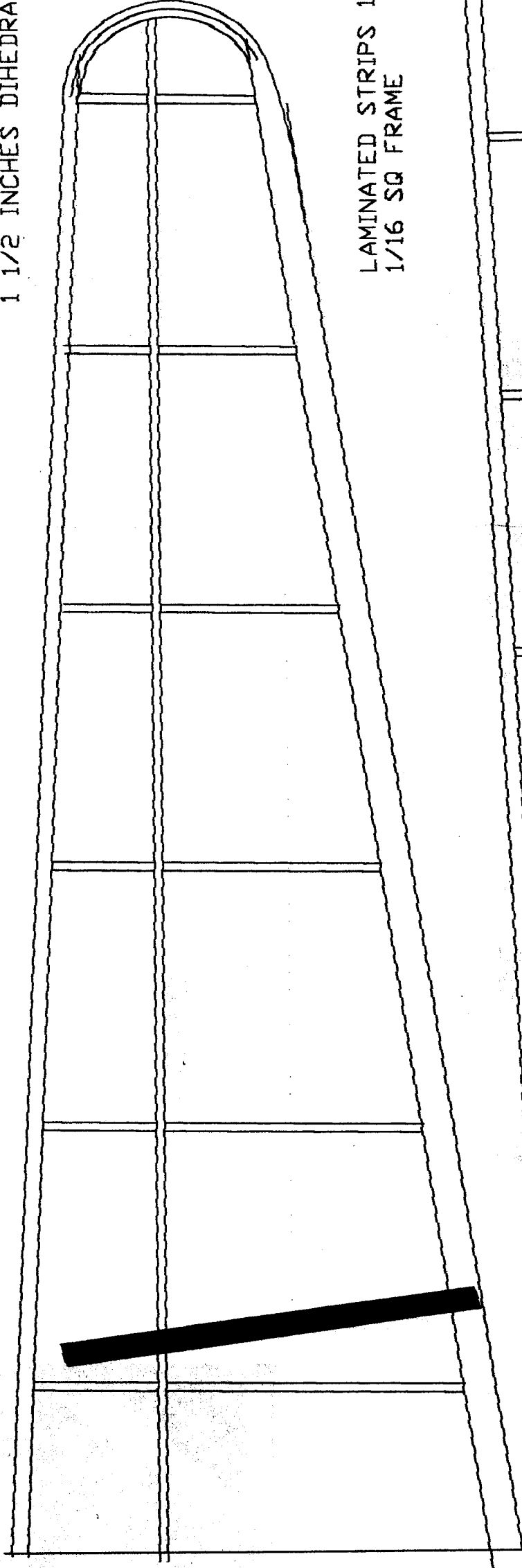
Fighter - Attack $\frac{1}{24}$ scale, $\frac{1''}{2} = 1'$

19.3" span for rubber power

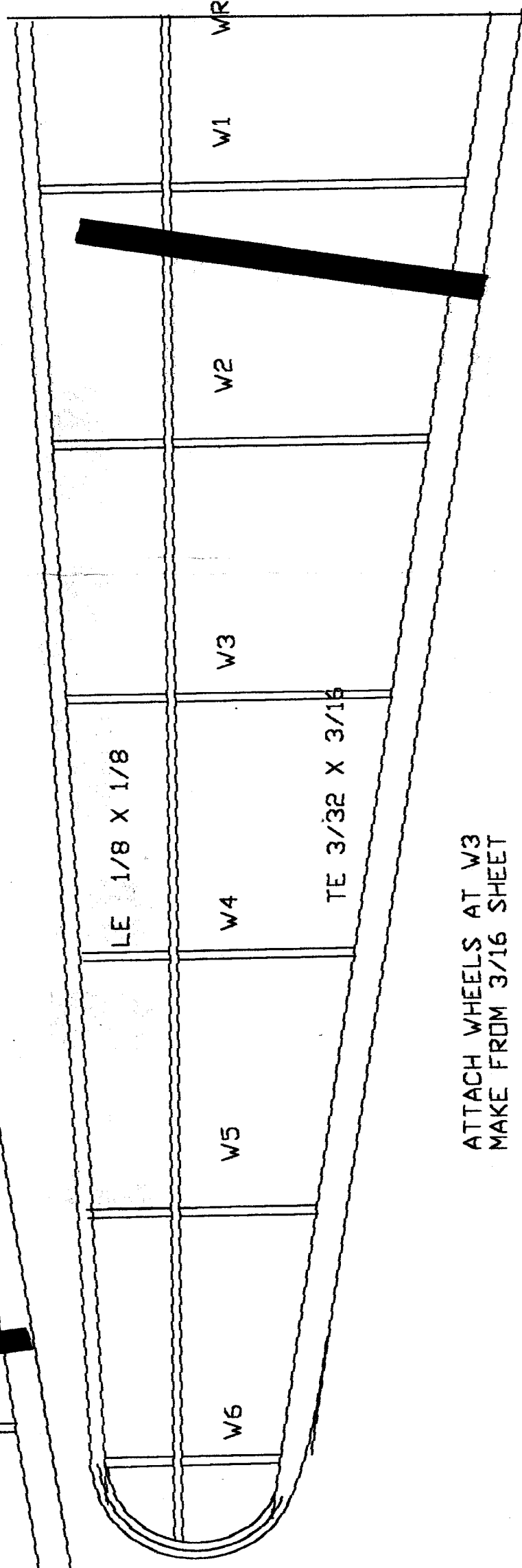
Nate Sturman Feb 1, 2004



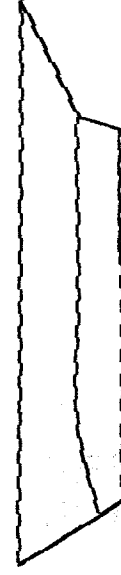
1 1/2 INCHES DIHEDRAL AT TIPS



LAMINATED STRIPS 1/16 SQ
1/16 SQ FRAME

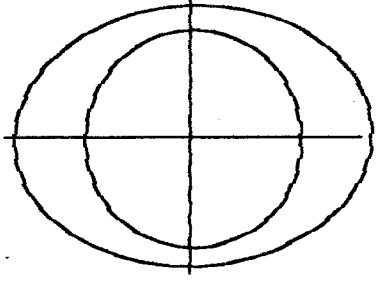
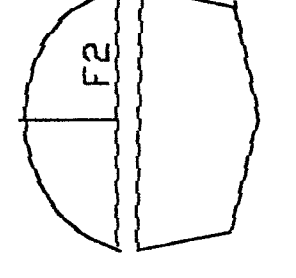
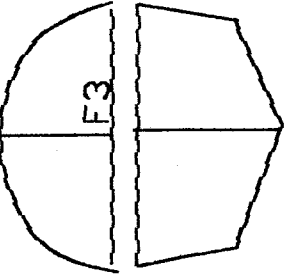
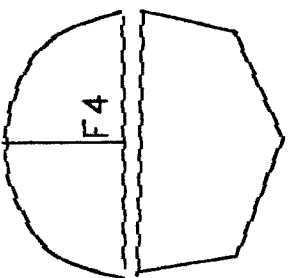
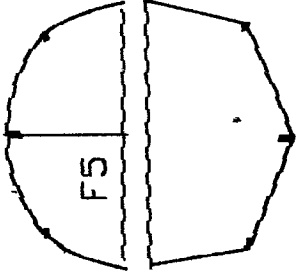
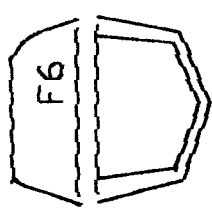
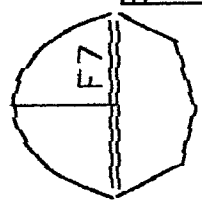
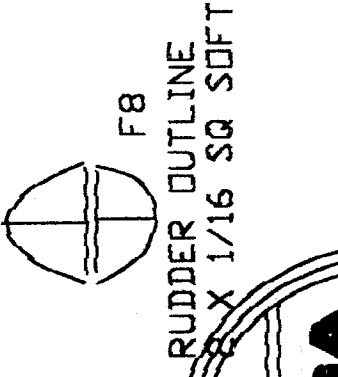
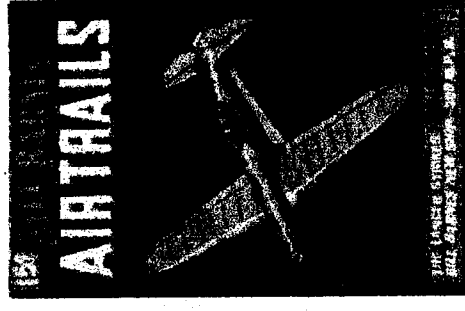


ATTACH WHEELS AT W3
MAKE FROM 3/16 SHEET



BILL BARNES LANCER

DRAWN BY J NORFOLK
LENTGH 18 INCHES
SPAN 24 INCHES

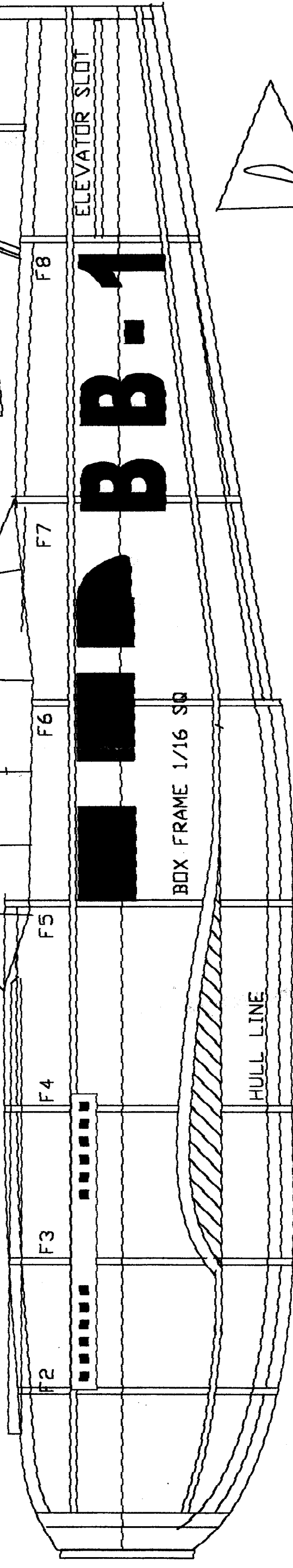


MAKE 2 SIZED F6B TO SIMULATE STEP

ALL FORMERS 1/16 SHEET

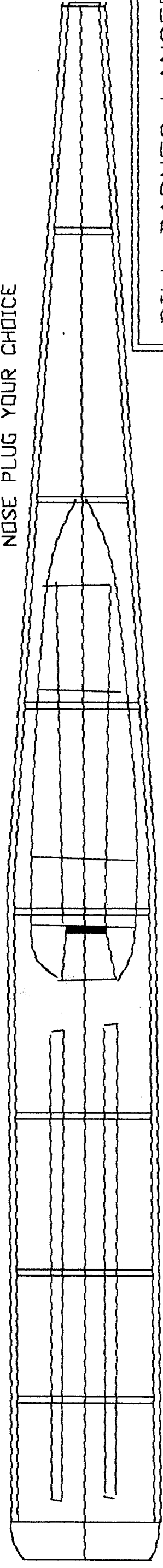
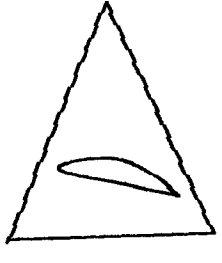
F1
3 X 1/8 SHEET
SAND TO SHAPE
WOOD FACE

TOP KEEL 1/16 X 1/8



BOTTOM KEEL 1/16 X 1/8
TOP VIEW

MAKE SPINNER FROM BLOCK
7 INCH PROP
NOSE PLUG YOUR CHOICE



BILL BARNES LANCER

DRAWN BY J NORFOLK

FEB 01

LENGTH 18 INCHES

SPAN 24 INCHES

