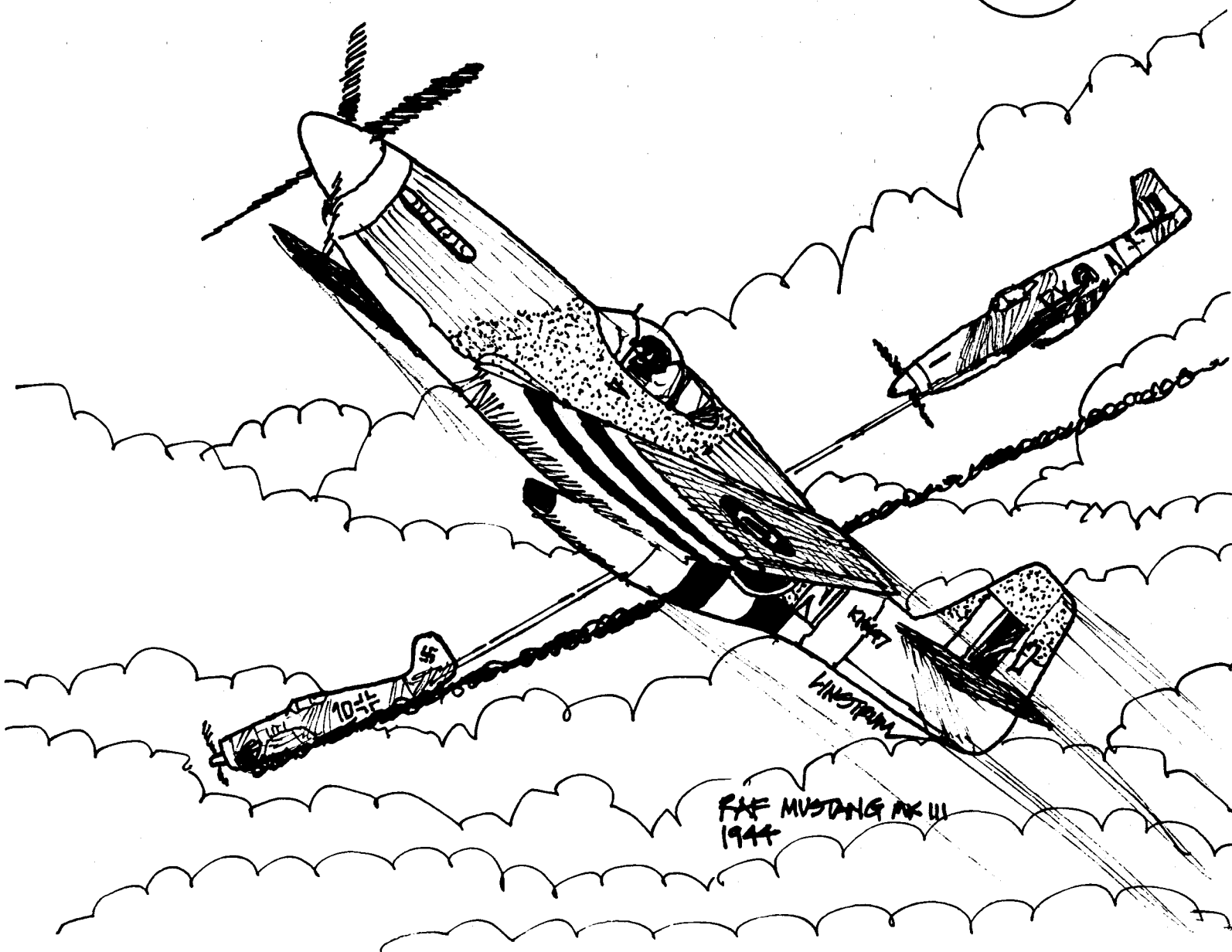
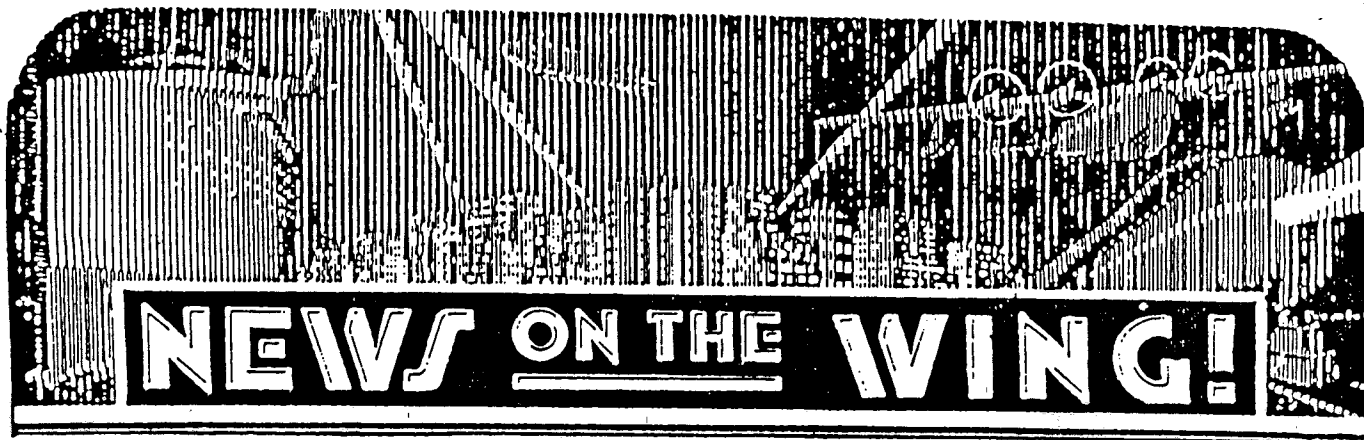


FLYING ACES

ISSUE #217-143 May/June 2004

Club News





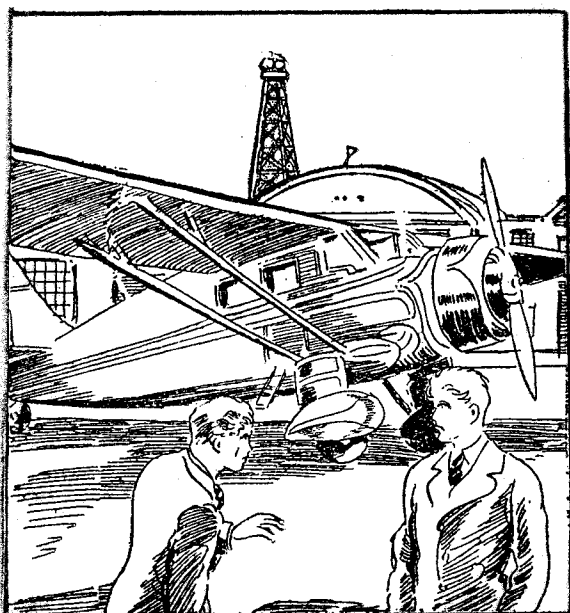
Dave Linstrum is responsible for this issue's cover. Nice job Dave. Thanks to all who contributed to this issue. The plans are from Nate Sturman (Bell P-63A Kingcobra), John Blair (Bristol Brownie), Rocky Russo and Mike Heinrich (Polikarpov I-16), Pres Bruning (Fokker Trimotor "America") and Bill Simpson (Beta "Blue Chip" Racer).

We have been asked to explain the newsletter's numbering system. Here is how we do it. Let's take this issue as an example. #217-143, #217 is the number of issues that have been published starting way back in the 1960's by the Founding Fathers of the current FAC. #143 is the number of issues that have been published by the current officers of the FAC. There you have it!

FAC-NATS entries are starting to come in at a fairly good pace. However, if you are going to participate, we would implore you to get your entry in as soon as you can. Every bit of paper work that we can do before the contest sure helps with the workload there. Also, we have to let the college know how many to plan for and that has to be in by the end of June to be sure of a room for you at the dorm. There is an entry form on the last page of the newsletter for you to use.

We can still use some event sponsors. Also, donations of kits, plans, books, materials, etc. are still welcome. Manufacturers, clubs and individuals who wish to help out here can contact us here at FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506 or you can call for more particulars (814) 833-0314.

See the last issue for the number of models you can have judged per event. We get too many models to judge that never are taken out of the car at the field. No vendor tables available after June 30th PERIOD!!!



We have three new perpetual awards just added to the list of awards by a member of the FAC who wishes to remain anonymous. There will be one that honors Earl Van Gorder which

The FLYING ACES CLUB

is a society of unique individuals with a common interest that at times borders on a passion. It is our intent to preserve and promote the traditional building and flying of free flight stick and tissue model aircraft. Although competitive at times, the sharing of innovations, assistance and camaraderie is second nature to all that believe in the unique spirit of the
FLYING ACES CLUB.

will go to the "World War Two, Best of Show". The other 2 awards are just for fun and should bring a few laughs when awarded. One will be for WW-II and the other to be determined on the field. GREAT "STUFF"!

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

Lin

Col. Lin Reichel, CinC-FAC

AIR MAIL

Dear Lin,

I feel that I must write this letter to you, because I feel so strongly about what I am about to say.

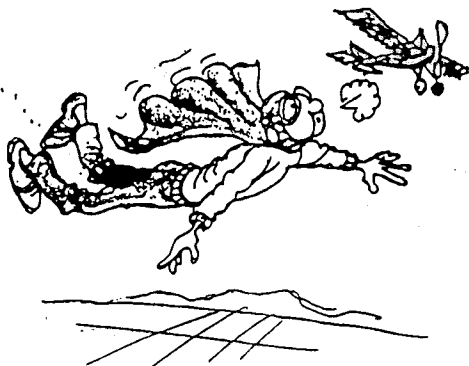
Issue #216-142 (March/April) of the FAC newsletter is the greatest issue yet published. Give a great kudo to yourself for making it not only newsworthy, but attractive as well. A great job!

But, aside from thanking you for the wonderful plans sent along with the newsletter, I have another motive for writing you.

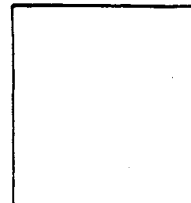
The eulogy by Dave Stott is a wonderful thing to read. That he loved this man Bob Thompson so deeply for so long is a triumph of devotion. Before I finished reading it, I was in tears. I am not a young man--I am not easily moved by praises. But that Dave Stott could have such affection over so long a time for a friend, makes one pause. I hope that when it is my turn to "slip the surly bonds" there will be someone like Dave to speak of me.

Dave's piece, and Bob's son's notice in the paper, which you so kindly published, should be read to every father by every son--they are expressions of love and affection that we see too little of in this world. I am truly sorry I didn't get to know Captain Downthrust, he was fantastic!

Sincerely
Dave Crown



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



WINTER POSTAL CONTEST

Here are the final standings for the Winter Postal Contest and we want to thank all who entered this year. We are disappointed that more of you did not enter but there was enough interest to keep the postal meets going. Kanones to all the winners!

Indoor No-Cal

Pilot	Plane	Time
1. Mark Kwasinski	P-51 Mustang	105 sec.
2. Tom Hallman	Tipsey Jr.	87 "
3. Mark Houck	Cessna Cardinal	69 "
4. John Houck	Douglas TBD-1	53 "

Indoor Peanut

Pilot	Plane	Time
1. Gary Hodson	Ford Stout	110 sec.
2. Dick Klingenburg	Aeronca "K"	57 "
3. Mark Kwasinski	Cougar	55 "
4. Matt Dubberke	Zero	38 "
5. John Houck	Pietenpol	24 "

Outdoor No-Cal

Pilot	Plane	Time
1. Jim Lehrman	Extra "400"	391 sec.
2. Willard Simpson	Cessna "210"	123 "
3. John Houck	FW-190	121 "
4. E.L.	Extra "400"	108 "
5. John Houck	Farman Mosquito	81 "
6. Al Lidberg	Swee-Pea	76 "
7. John Stott	Swee-Pea	76 "
8. Tom Hallman	Piper J-3	60 "
9. Fran Ptaszkiewicz	Dornier-Falcke	07 "
10. Fran Ptaszkiewicz	Lysander	06 "

Outdoor Peanut

Pilot	Plane	Time
1. Mark Barlow	Cougar	89 sec.
2. Dick Klingenberg	Texan	72 "
3. Mark Kwasinski	Corben	61 "
4. E.L.	Tailwind	51 "
5. Willard Simpson	Cougar	50 "
6. Ed McQuaid	Andreason	20 "
7. Fran Ptaszkiewicz	Martin MO-1	06 "

BACK ISSUES

Back issues of the newsletter are available at a cost of \$2.50 per issue. Some issues are in short supply. Send orders to: FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

189-115	Sept./Oct.	1999
191-117	Jan./Feb.	2000
192-118	Mar./April	2000
193-119	May/June	2000
194-120	July/Aug.	2000
195-121	Sept./Oct.	2000
197-123	Jan./Feb.	2001
200-126	July/Aug.	2001
201-127	Sept./Oct.	2001
202-128	Nov./Dec.	2001
203-129	Jan./Feb.	2002
204-130	Mar./April	2002
206-132	July/Aug.	2002
207-133	Sept./Oct.	2002
208-134	Nov./Dec.	2002
210-136	Mar./April	2003
211-137	May/June	2003
212-138	July/Aug.	2003
213-139	Sept./Oct.	2003
214-140	Nov./Dec.	2003
216-142	Mar./April	2004



"Ye gads! A black cat!"

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

Wanted; A copy of the plan for the Comet "Gull", Harold Walters, RR-1 Box 138, Dalton, Pa. 18414.

Wanted; Tern Aero kit of the Curtiss Robin, Mike Ransom, Box 466, Eufalua, Ok. 77432.

Always looking for old kits such as, stick and tissue, A.C. Gilbert Erector, Chemistry and Science kits, Duncan wood or plastic Yo-Yo's. George Santikian, 7285 N. Channing Ave., Fresno, Ca. 93711.

Searching for a complete plan of the Fairchild F-45, rubber powered, mfg. Unknown. I have the wing plan (24" span) and printwood (printed in red). Printwood suggests a detailed build. Bill Lober, 4 Lucille Dr., Syosset, New York 11791

Need a copy of "Scale Aviation Modeller" Sept. 1998, Vol. 4, Issue 9. Ken Wilson, 2324 East Florida St., Evansville, In. 47711. E-Mail----idora@sigecom.net

I have a list of kits and items such as plans and paper copies of printed parts needed to complete kit restorations, both wood and plastics. Will pay reasonably for items needed. You make \$\$ off your kit collection. Send postcard or call. Send your sale and wants list and I'll send mine. Call anytime 24/7, 513-321-5182. Bruce Conway, 3850 Marlburg Ave., Cincinnati, Oh. 45209.

Dan Marek, 210 West 101st St., 10-F, New York, N.Y. 10025 needs a 3-view of the 1911 Caudron racer.

All of the above will be willing to pay all costs for these items.

FAC HALL OF FAME NOMINEES, FOR 2004

Here are the nominees for this year's 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 their 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 Ptazkiewicz; 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 enthused 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 every 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 purchase 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.
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.

THE GOLDEN AGE
by
Fran Ptaszkiewicz D.S.M.

"Ask any pilot". A slogan used in advertising copy by the Waco Aircraft Company of Troy, Ohio.

While pioneering private flying after the 1914-1918 World War, the airplanes produced by the Waco Company had always been a consistent favorite with many pilot's and owner's.

The company, well known for it's great variety of cabin and open cockpit biplanes, decided to use a different type of landing gear arrangement on one of it's biplane designs to test customer reaction.

The Waco "N" Series, incorporated a tricycle landing gear, which was said to be desired by sportsmen and businessmen who supposedly preferred an airplane that they could handle safely with apparent finesse, yet without the skill required to operate conventional types of aircraft. (Those having tail wheel's or tail skid's.) It was claimed that the Waco "N" could be piloted on takeoff's and landing's as well as on the ground during taxi-ing maneuvers, more easily than an automobile in heavy traffic.

Company advertising literature mentioned, that, "with this novel gear arrangement, the pilot was already in a natural flying position, being able to see straight ahead on takeoff, climbing to altitude, landing and of course, while moving the airplane on the ground".

Comparing other aircraft of the period, it was said to be the finest 5 place deluxe personal airplane built during the pre-war years.

Having great performance when powered by a Jacobs 285 or 300 hp engine, it's top speed was reported to be 161 mph, with a cruising speed of 151 mph. A range of 625 miles with a fuel capacity of 95 gallons was possible. The rate of climb was 950 ft/min and its service ceiling 14,200 ft.

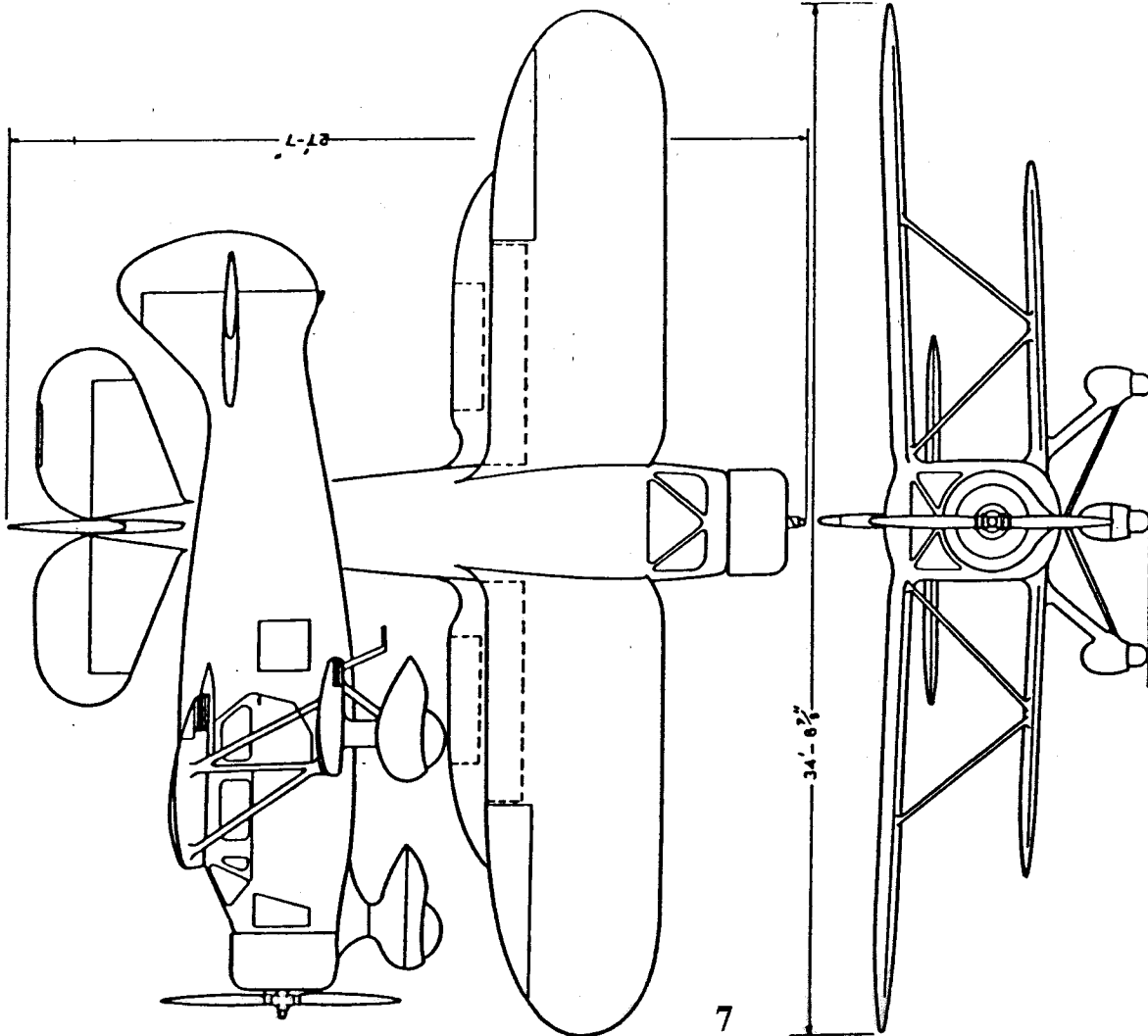
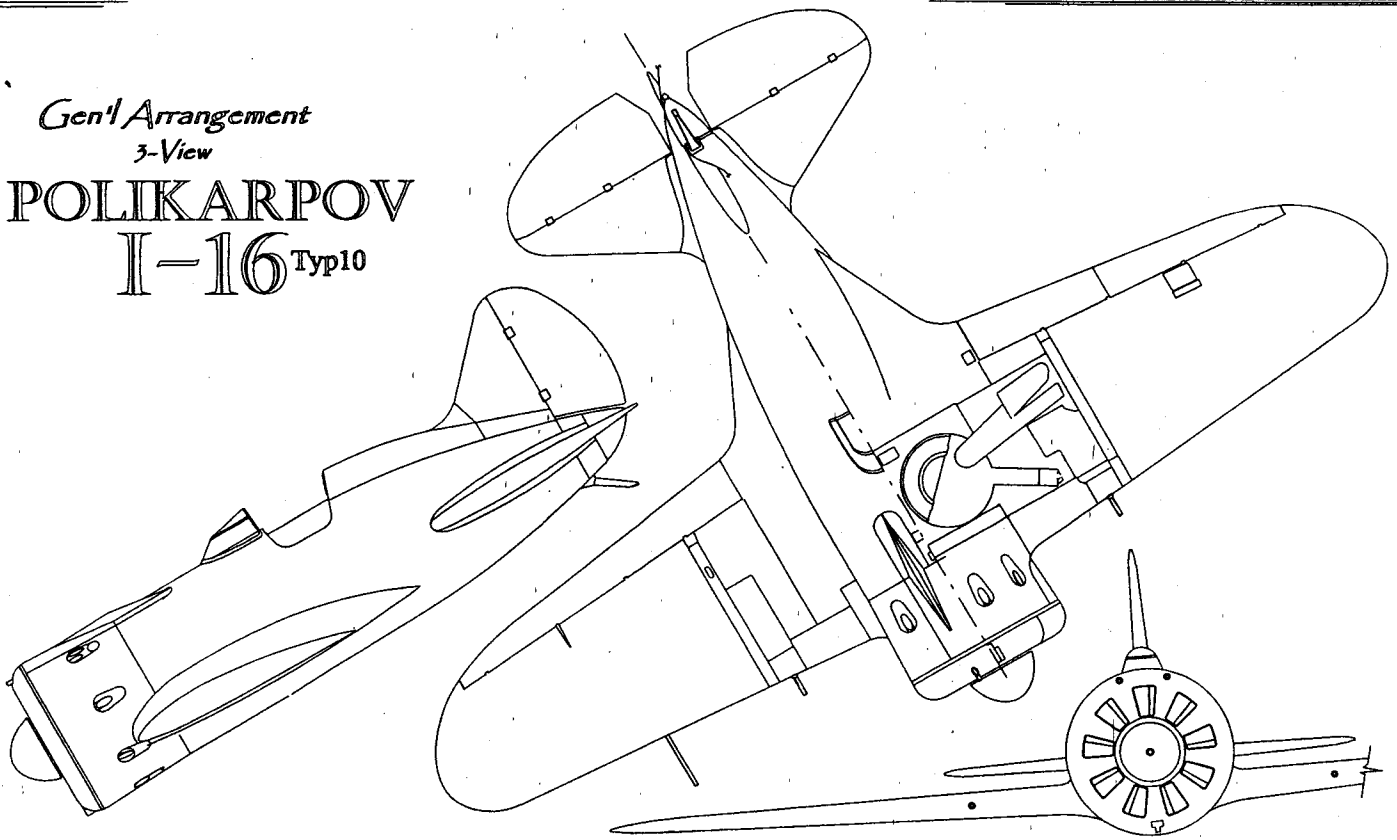
Other specifications were: Wingspan 34ft-9in; Length 27ft-7in; Height 8ft-6in; Empty weight 2,564 lbs; useful load 1236 lbs.

A fine rubber powered model designed by Alan Booton was published in the December 1938 issue of Air Trails and copy's of this plan are available from the various plan services. The Flying Aces Club News also featured a plan in the March/April 1996 issue.

Finally, I have had report's of a surviving aircraft of this type stored in a hangar at a small airport in Northern New York State close to the Canadian border.

NOTICE.....Any manufacturer or individual wishing to have a vendors table at the Days Inn on scale judging day, July 15, 2004, must have the table reserved and paid for by June 30, 2004. NO EXCEPTIONS!!! For more info contact Lin Reichel at 3301 Cindy Lane, Erie, Pa. 16506, phone (814) 833-0314.

Gen'l Arrangement
3-View
POLIKARPOV
I-16 Typ 10



THE WACO N

A five-place private owner plane with tricycle landing gear and 285 h.p. Jacobs engine.

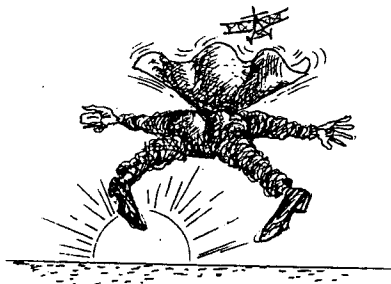
SUMMER POSTAL CONTEST

At the time of this writing we have only one entry. Al Likely flew his BD-4 for a flight of 416 seconds! We hope that doesn't keep anyone from entering the event.

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 undreds of thermal detectors called sea gulls. The only problem is trying to keep sand out of the rubber motor.

Anyway, I had some very nice flights on one of my 20 inch BD-4s until the wind shifted from a sea breeze to a land breeze. The BD-4 was last seen circling up and west towards Japan. I did not give chase. The girl friend lost sight of it just shy of 7 minutes.

Events are; Modern Civil, Golden Age Civil, Modern Military and Golden Age Military. BUILD--FLY--WIN EFF--AAA--CEEE!!!!!! Send your times to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. The contest will end on October 31, 2004. No entries accepted that are postmarked after Nov. 3, 2004.



GONE WEST

We sadly have to report that we have lost the following members.

Ernie Linn from Kansas, Boris Zissoff from Toronto, Ont., Canada and Pete Mathis from Highland, Il.

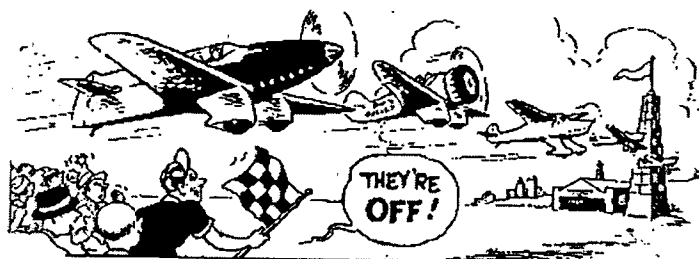
Our condolences go to their families and many friends. They will all be missed.

PHOTO PAGE

Top left is a photo of the Pacific Ace by Joe Macay of Florida. You can't go wrong with a Pacific Ace for an Old Timer rubber job!

The rest of the photos on this page are from Steve Kanyusik. Left middle; Jack Moses and his Messerschmitt MB-20. Bottom; Peanut by Pres Bruning of the XFV-1 STOL aircraft.

Right column; Martin MO-1 by Dan Olah and Mike Welshans' Consolidated Fleet PT. Both great looking models. Both will be at Geneseo.



Model Airplanes

Many might think of my childhood, as boredom most hard to compare,
Didn't have the "tube" or arcade games and my movies-- sterile fare.
But I did have the big old radio--and imagination is free,
A mind's eye sees better what's heard--(far better than if it can see).

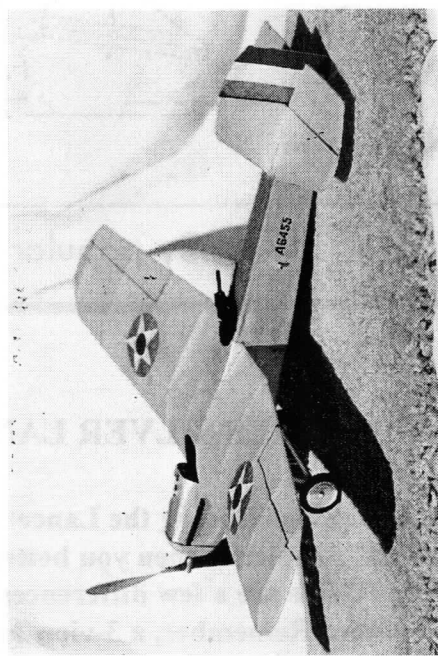
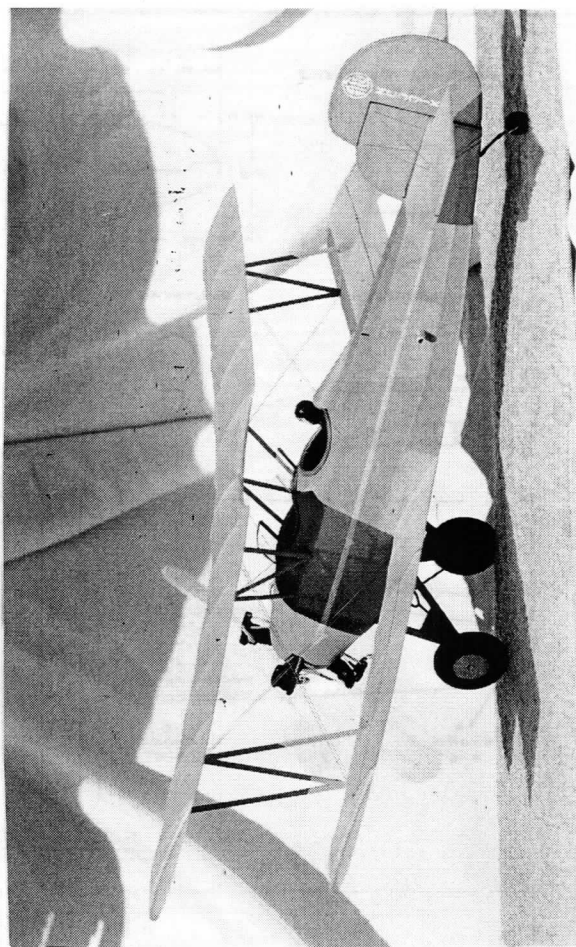
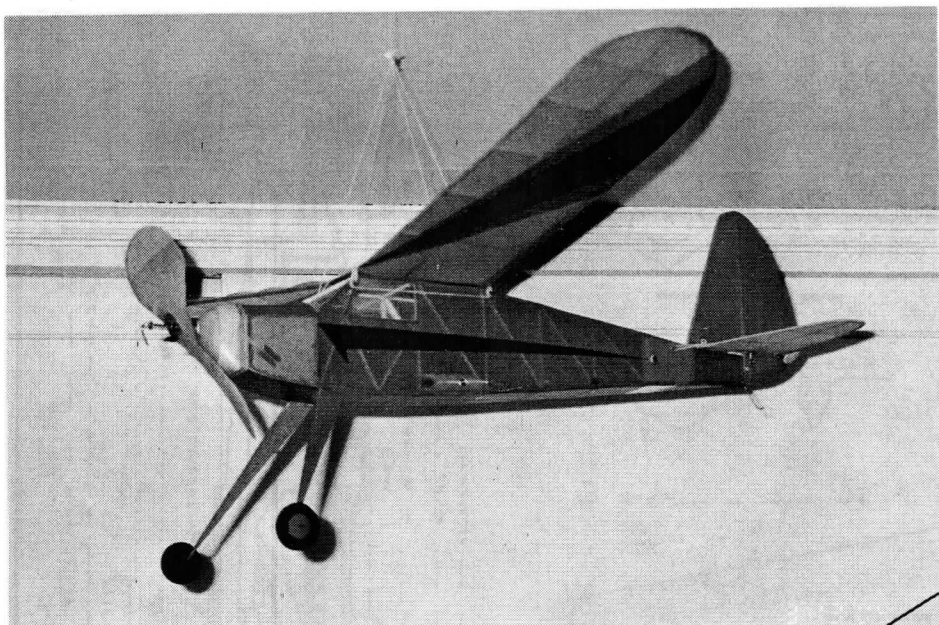
If I were growing up right now--midst all of this "plastic" bliss,
The absence of model airplanes, I think is what I'd most miss,
For they taught me many a lesson of life, as I tried again and again,
To follow all the instructions--my balsa pinned under the pin.

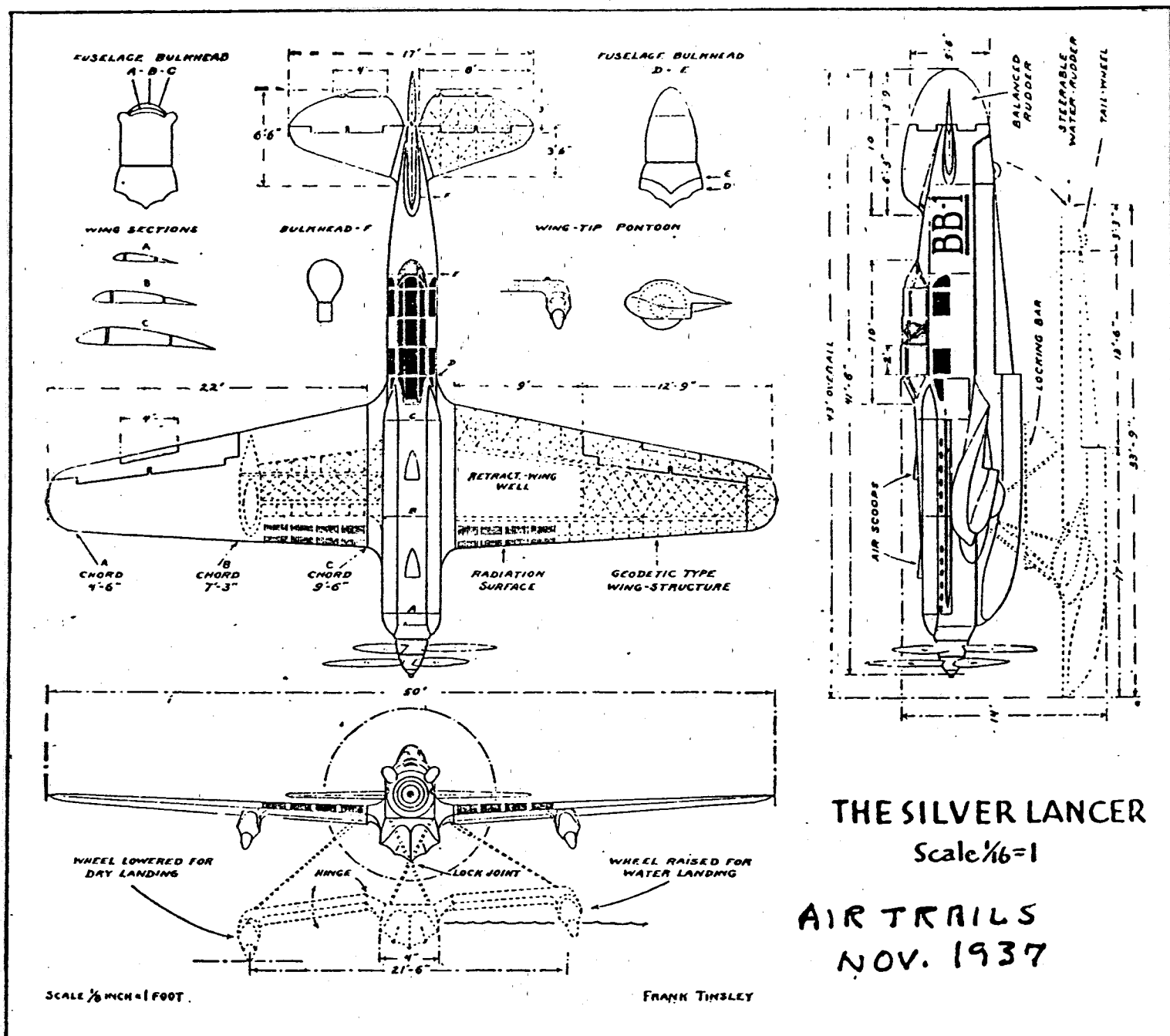
For you really **do** have to wait- for the glue must be **dry**, to be **strong**!
Drawings need accurate following- errors **compound** when you're wrong.
That should you do a bad cover, regardless how good was the frame,
Work you held in your hand at the end, somehow mingled with shame.

The feeling one had, when the time, it had come, to see if it really would fly,
Was hard to describe--- it's almost like **you**-- that is going to be making this try.
If the model flew well, the thrill that arose, could last far more than a day,
Though crashes may come and undo your work-- that **etch** in your mind-it will **stay**.

So patience was learned, and purpose of work and the quiet rewards that these give,
The thrill of success--to **know** one might fail--and the balance that's needed to live.
I mourn for this new generation whose motto is "pleasure right now",
Someday they'll find they might like to work-- but will they have ever learned **how** ?

Bill Wordell

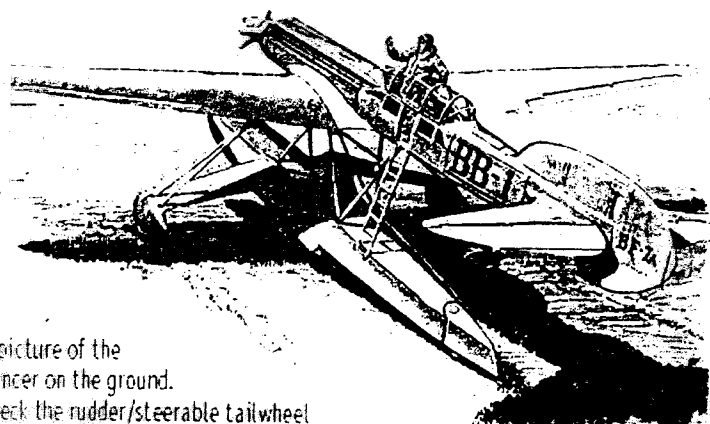




By popular demand, 3-view drawings of the Lancer.

BILL BARNES SILVER LANCER UP-DATE

If you plan on building the Lancer from the pages of the last FAC newsletter then you better check with the 3-view above. There are a few differences between the plan and the 3-view. Remember, a 3-view and/or picture/drawing must be presented for scale judging. Models will be judged at the Days Inn on July 15th.



105 Shady Valley Dr.
Chesterfield, MO 63017
24 November 2003

Dear Lin:

Just a note to let you know that the Thermaleers free flight club of St. Louis won the 2003 Jimmie Allen Postal Contest. The contest was started in 1995 and the Thermaleers have been competing since 1996. Each year we have improved our score and we finally made it to the top.

This is the second time that St. Louis has wrested the trophy from the clutches of the San Diego clubs. Two years ago, SAM NX-211 of St. Louis took top honors. The picture shows our winning team, the top three of our ten flyers. They are (l to r) Mike Shaw, Conrad Ruppert, and Hal Schwan. All three were flying the Jimmie Allen Sky Raider.

Ten clubs entered this year, and I've included a sheet showing the final placings. This is a great club contest and it is open to clubs of any persuasion - free flight, FAC, R/C, SAM, control line, what-have-you; everyone is welcome. All you need to enter is three flyers, and the contest may be held on any date between June 1st and September 30th 2004.

Of course, this is not an official FAC event, but as you can see from the entry list, it has a lot of support from FAC clubs and members. It is really a natural for FACers, since so many of them already have well-trimmed Jimmie Allen planes for the FAC event.

As a reward for our win, the Thermaleers have had their name engraved on a beautiful perpetual trophy and we have the honor of running the contest in 2004. Complete rules, an entry form, and a list of sources for Jimmie Allen kits and plans are available from:

Hal Schwan
105 Shady Valley Dr.
Chesterfield, MO 63017

Lin, this is the only contest I know of in which clubs of all the many varieties of aeromodeling can meet and do battle on a level playing field. We'd love to see even more participation by the many FAC clubs. If you could put a little note in the Flying Aces newsletter spreading the word on the 2004 contest it would be much appreciated.

Best regards and thermals,

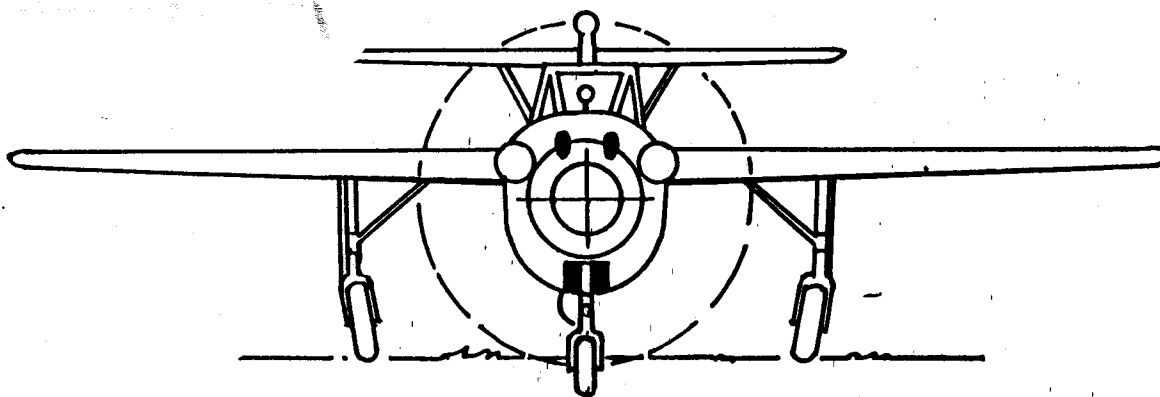
Hal Schwan
Hal Schwan
Thermaleers Secretary



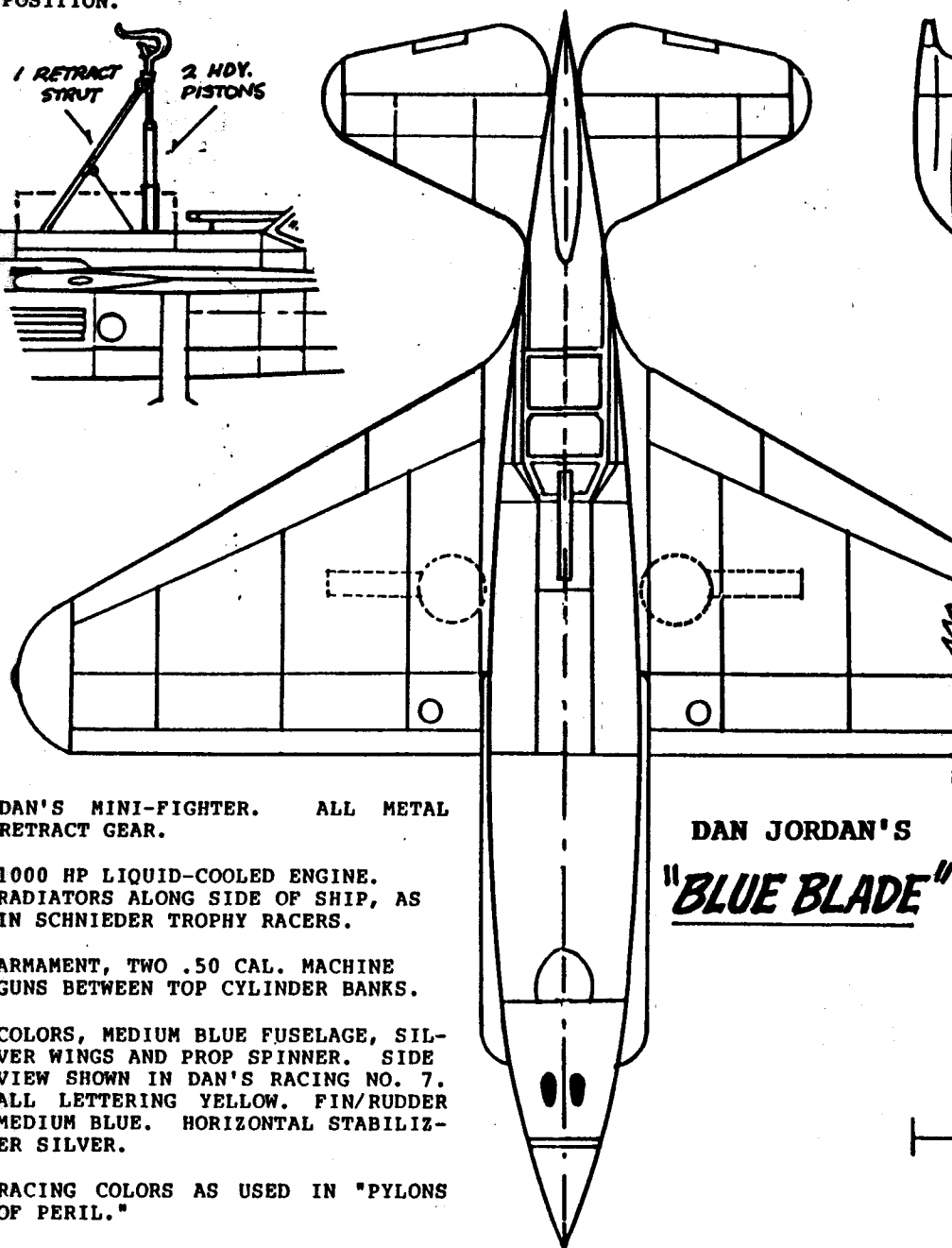
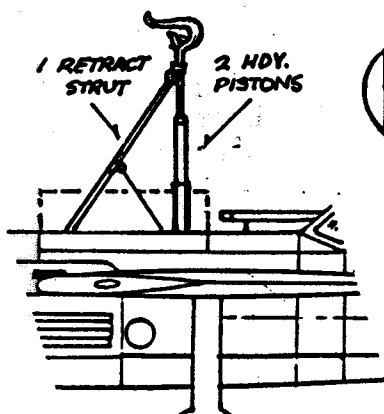
2003 JIMMIE ALLEN RESULTS

1. Flying Date Aug 19	Thermaleers, St. Louis, MO Hal Schwan 105 Shady Valley Drive Chesterfield, MO 63017	Conrad Ruppert Mike Shaw Hal Schwan	Skyraider Skyraider Skyraider	360 354 332 1046
2. Flying Date Aug 16	SAM 27, NAPA, CA Jerry Rocha 3583 Ruston Lane Napa, CA 94558	Jerry Rocha John Pratt Bill Curry	B.A. Cabin B.A. Cabin B.A. Cabin	360 360 318 1038
3. Flying Date Sep 27	PENSACOLA FREE FLIGHT TEAM, FL Paul Grabski 312 Forest Hills Drive Cantonment, FL 32533	Tony Piazza Paul Grabski Cliff Betz	Bluebird Skokie Silver Streak	354 352 298 1004
4. Flying Date Sep 11	SAM N-X-211, ST. LOUIS, MO Ron Carr 418 Madrina Court Ballwin, MO 63021	Mike Shaw Conrad Ruppert Earl Brockmeier	Skyraider Skokie Skokie	360 330 312 1002
5. Flying Date Jul 6	F.A.C. CACTUS SQDRN, GILBERT, AZ Jim Kutrkuhn 1420 N. Wildflower Drive Casa Grande, AZ 85222	Joe McGuire Neil Hudson Jim Kutrkuhn	B.A. Cabin B.A. Parasol Skyraider	350 328 292 970
6. Flying Date Sep 13	F.A.C. SQDRN. 40, BURLINGTON, ONT Richard Fahey 827 Shadland Avenue Burlington, ONT. CANADA	Mike Thomas Sam Burke Ted Toth	Skokie Skokie Skokie	360 281 172 813
7. Flying Date Sep 27	CLOUD CLIMBERS OF SOUTHEAST, LA Al Seither 7520 Weaver Avenue New Orleans, LA 70127	Tony Piazza Cliff Betz Carl Bakay	Bluebird Silver Streak B.A. Cabin	354 298 158 810
8. Flying Date Sep 6	CLOUDBUSTERS, METRO DETROIT Stu Weckerly 3660 Roosevelt Dearborn, MI 48124	Stu Weckerly Jack Moses Ralph Kuenz	Blue Flash Skokie Bluebird	340 181 175 696
9. Flying Date Sep 25	OLD TIME EAGLES, ORADELL, NJ Richard Eimert 8 Overbrook Drive Monsey, NY 10952	Ed Sylan Dick Eimert Dom Algeri	B.A. Cabin Bluebird Skyraider	182 172 92 446
10. Flying Date Jun 14	UTAH STATE AEROMODELERS George L. Swanson 1420 Logan Avenue Salt Lake City, UT 84105	Lin Haslam Bob Sugden Carl Fonesbeck	Skokie Skokie Skokie	173 152 120 445

**BUILD--FLY--WIN!!!
EFF--AAA--CEE!!!**



AIRSHIP HOOK SHOWN IN "HOOK-UP" POSITION.



DAN'S MINI-FIGHTER. ALL METAL RETRACT GEAR.

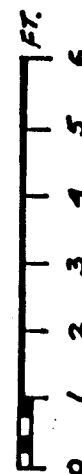
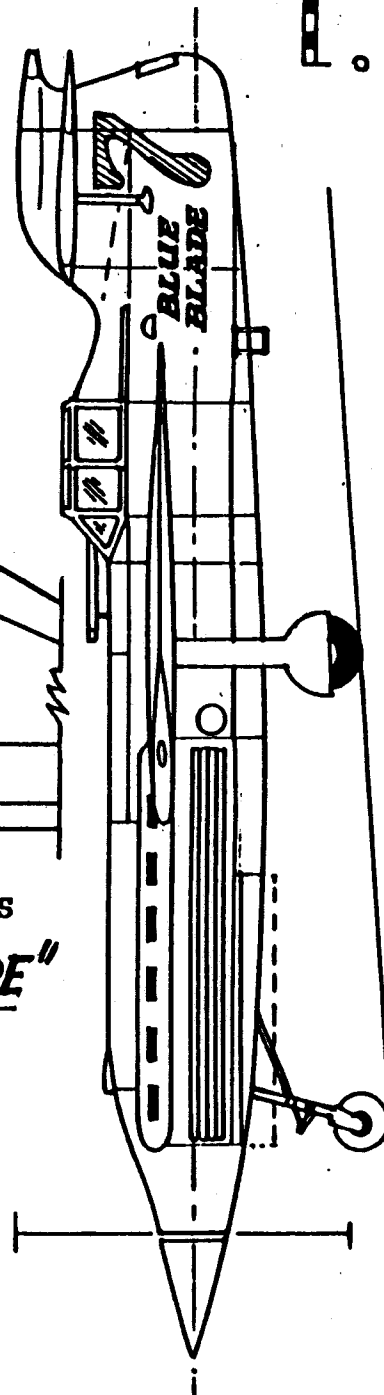
1000 HP LIQUID-COOLED ENGINE. RADIATORS ALONG SIDE OF SHIP, AS IN SCHNIEDER TROPHY RACERS.

ARMAMENT, TWO .50 CAL. MACHINE GUNS BETWEEN TOP CYLINDER BANKS.

COLORS, MEDIUM BLUE FUSELAGE, SILVER WINGS AND PROP SPINNER. SIDE VIEW SHOWN IN DAN'S RACING NO. 7. ALL LETTERING YELLOW. FIN/RUDDER MEDIUM BLUE. HORIZONTAL STABILIZER SILVER.

RACING COLORS AS USED IN "PYLONS OF PERIL."

DAN JORDAN'S
"BLUE BLADE"





LT. COL. ROSS E. ROWELL,
U.S.M.C.

In the aviation spotlight is a man who has thrilled hundreds of thousands of awed spectators—perhaps millions—without becoming known to more than a handful of them. Some of them have dreaded his coming as a visitation of vengeance, while others have watched eagerly for a dazzling aerial display. Perhaps his name was announced, through loudspeakers, to massed audiences at the National Air Races at Cleveland, but how many of them remembered it for more than a few minutes? Certainly to the barefooted insurrectos of Nicaragua, his name was unknown. Yet, despite his lack of public fame, Lieutenant Colonel Rowell of the United States Marine Corps holds a high place in aviation. For several years he led the Marine Corps squadrons that flashed in skillful maneuvers before National Air Race crowds. He commanded the Marine fliers in the bitter Nicaraguan campaign. Now, as new chief of all Marine Corps aviation, he is guiding the squat, gray, hard-hitting battle planes of his service to greater laurels.

THE CASE FOR SINGLE LOOPS

By Bob Isaacks

No, this is not a treatise on beginning aerobatics or fly-fishing! It presents my case for rubber management in a rubber powered aircraft.

All gum-banders are aware that rubber motors break; the problem is that the break sometimes happens at the most inopportune time. Heres a different way to think about the problem and a suggested solution.

Assume that you are flying in a WWII combat event; you may have to fly four or five heats to come out a winner (Assuming you have a potential winning aircraft.) By rule, you cannot repair the aircraft, or change motors. To be safe, you only wind to 80% of possible potential in your motor and live with the reduced performance of the aircraft..Each time that you wind the motor, friction causes it to abrade, increasing the chance for disastrous results!!

Lets assume you are utilizing a four loop motor (8 strands) *with a single knot*. If the motor fails, you are finished..Now consider that you make up a motor of four individual loops of rubber, each with its own knot...One loop fails, but you still have 75% of power remaining..Which is better? Out of the running, or still available to compete...I think that you know the answer.

Lets look at the downside of the extra knots; first there is the aggravation of tying more knots, second, knots add extra friction to a rubber motor and third, it is a little more difficult to get a really smooth braiding job, with the extra knots to contend with. The upside?? You become a better knot tyer, your friends will want to know why you have all the extra knots in your motor, **AND YOU CAN ELIMINATE / REDUCE THE CHANCE OF A MOTOR FAILURE DESTROYING YOUR AIRPLANE AND OR PUTTING YOU OUT OF THE RUNNING IN A FUN EVENT!**

My rubber guru, Fred Pearce, is one of the foremost authorities on rubber testing, and has been the primary tester for FAI rubber for many years..He has made some interesting observations on our FAC techniques that make some sense..By braiding our motors, we *increase* friction in a wound motor..The twisted edges of a braided motor, abrade against each other, creating more friction than a wakefield motor where the strands simply slide against each other..Per Fred, no one has made a definitive study or comparative analysis of braided vs non-braided motors in terms of potential for breakage due to friction differences..I just might make up a few motors and see if I can determine an answer!!

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The Fokker C-2 "America"

By Ralph Kuenz

Our talented and energetic Pres Bruning has complimented this issue with another great model plan. Here is a recount of the short career of the Fokker C-2.

In the early autumn of 1926, Commander Richard E. Byrd, flush with his recent arctic flight claiming first to fly over the North Pole, was in pursuit of another aerial feat. He wanted to be the first to fly the Atlantic Ocean. Adding impetus to the effort was the \$25,000 prize offered by Raymond Orteig for the first to make a non-stop flight between Paris and New York.

Byrd obtained funding for the attempt from Rodman Wanamaker, a wealthy department store businessman. "The America Trans-Oceanic Company" was formed, and an order placed for a three engined monoplane from the American Fokker Company. The "America" would be a new Fokker C-2, developed from the successful FVIIa-3m "Trimotor."

Fokker had received five orders for the C-2, three from the Army and two for Colonial Airlines. One Army C-2 was to have a larger wing of 735 sq. ft. instead of 630 sq. ft. Byrd opted for this wing on the "America." Visibility on the C-2 was improved by moving the cockpit ahead of the wing, and the top longeron was straight from the wing trailing edge to the tail. Byrd's C-2 had other modifications. A navigator's station, with a top trap door for astral sightings with sextant, table, shelves, a drift meter on a track, and Pioneer instruments. The fuselage also carried extra 800 and 100 gasoline tanks.

Byrd assumed responsibility for the technical requirements of the airplane specific to the journey. As on the north polar flight, Byrd again engaged George Noville as engineer advisor, and Floyd Bennett as chief pilot. Byrd would act as navigator and relief pilot.

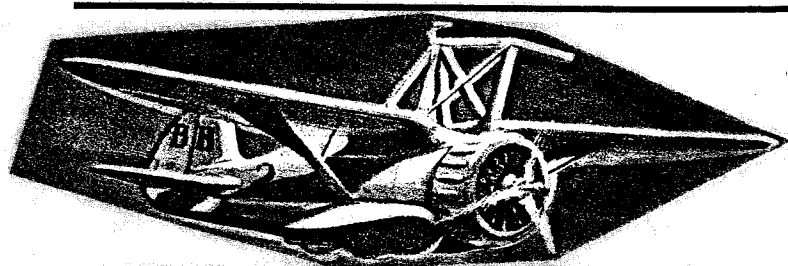
Byrd's vision of success was not dimmed by the cloud of black smoke from the burning wreckage of Rene Fonck's Sikorsky S-35, the loss of Nungesser and Coli who vanished over the Atlantic in their Lavoisier Biplane, nor the crash of Noel Davis' three engined Keystone Bomber conversion, the "Pathfinder", heavily overloaded with gasoline.

Changes made to the cabin displaced heavier passenger seating equipment and the location of the large fuel tanks made the plane critically nose heavy in an

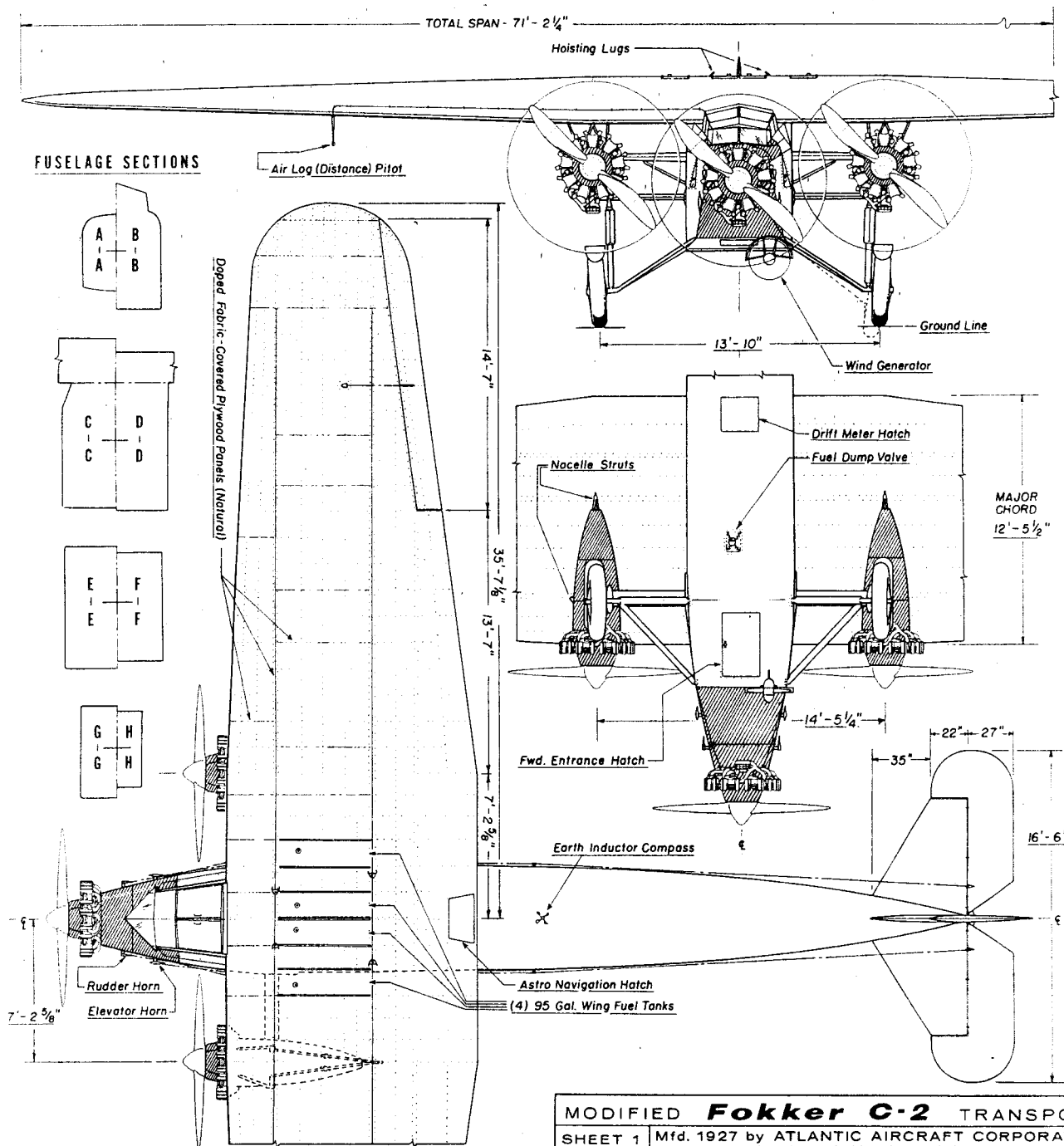
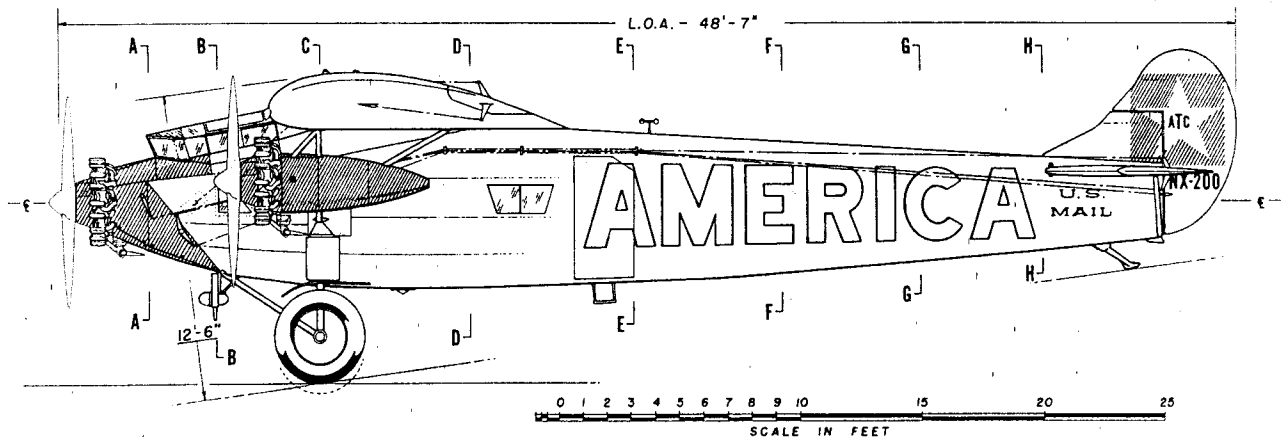
unloaded condition, and caused the aircraft to nose over on landing. The accident, captured on film, shows the big Fokker violently flipping over on it's back in an instant! Byrd suffered a broken arm and Floyd Bennett was critically injured.

While the C-2 was being feverishly repaired at the Fokker factory, Charles Lindberg flew to Paris, and Clarence Chamberlin, in the Bellanca "Columbia" landed in a potato patch in Germany, moving the third place "America" into a position of relative obscurity.

At 5:30 AM on June 29, the Fokker C-2 rolled down an earthen ramp into a westerly wind, rose gracefully and turned east into heavy clouds. Along with Byrd and Noville, at the controls were two new pilots, Bert Acosta as chief, and Bernt Balchen as relief. They flew forty hours through bad weather most of the way. Bernt Balchen, who had taken over from the exhausted Bert Acosta, circled a fog enshrouded Paris, and flew back to the French coast. There he landed the C-2 in shallow water off the town of Plage Ver Sur Mer where the four spent their first night on the Continent in the Mayor's home.



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MODIFIED Fokker C-2 TRANSPORT	
SHEET 1	Mfd. 1927 by ATLANTIC AIRCRAFT CORPORATION Hasbrouck Heights, N.J.
SCALE 1/8" = 1'-0"	DRAWN FOR MODEL AIRPLANE NEWS BY JIM DUNAUVENT 7/64

POLIKARPOV I-16

17" w/s version

by

Rocky Russo / Michael Heinrich

The I-16 is guaranteed to tease a laugh or two from the spectators when you pull it out of the box, and the laughs increase when it actually flies. It's just a kick. The plane's many deployments make for a wide variety of colors and markings, as well as a few interesting stories to share with your flying buddies. We'll present the plan and construction comments here, and then give you some places to dig for paint jobs and history.

The plan you see here is based on Prof. Fate's well-known "Pseudo-Dime" drawing, edited in CAD and blown up to 17" to use the 6" Tern prop to best advantage. "Dime" sticklers may reduce the drawing to 94%, which'll work out inside 16" with dihedral. The stock callout is for 1/16" wood, use your discretion.

Many variants of the I-16 can be built to this drawing by fiddling with the details; see the scale sources below for some ideas. Because it's easy to make from flat stock, I've shown a projection for a windscreen common to Typ10 planes.

The plane is straightforward box-and-former construction, ideal for building "in the air". Once the box is made, cut out the formers and attach—you can reasonably glue on former blanks and sand them to shape then notch for stringers, this is real casual construction here. The fuselage is made up complete as a closed unit: run all the stringers right over the wing socket and everything, then when it's all done you will cut out to fit the wing and slice the sternpost for the stab. It may help to spray the frame with water a few times to stress-relieve it before you cut these things out, but I never have in my four airframes. —Then again, I would do well to slow down a bit in my craft: my projects tend to start out with such promise, looking magnificent, and as I grind down to the finish I'm reduced to hoping for just *one* angle from which to take a picture where *nothing* sags—

The flying surfaces are all generic dime. You know the drill. Make the scarf joint of the spars and other timber at the dihedral joint strong, this is the highest-stressed place on the plane.

Sand, cover, assemble, blah blah, let's get to the documentation sources:

This airplane saw action on several fronts over a service life that spanned well over a decade, and every airplane tells a story, some of them true. If you're into history, check out Hakans Aviation Page (www.dalnet.se/~surfcity/), link to the Sino-Soviet War and settle in for an evening. Or look up the Spanish Civil War. Great Stalin made sure these airplanes got sent where they were most needed, and at a tidy price, canny entrepreneur that he was (natty dresser too). Detailed drawings for this and many other Soviet aircraft can be found at Sky Corner, <http://www.airwar.ru/indexe.html> There's also a wonderful online source for paintjobs and profiles, Erik Pilawskii's V-V-S site, <http://vvs.hobbyvista.com/index.php> which is set up primarily for plastic modelers, but it's chock full of good stuff. Two highly-recommended books:

Maslov, Mikhail, Istrebeitel' I-16; Armada Aircraft Profile #2. M-Hobby Publishing, Moscow, Russia, ISBN #5-85729-027-9

Pilawskii, Erik, Soviet Air Force Fighter Colors. 2003 Classic Publications (<http://www.classic-books.co.uk>)

One Dedicated Modeler!

After Freddy F. Flyer came out of Dr. Patchumup's office, the doctor summoned his wife in for a serious consultation on the status of Freddy's health.

The doctor said, "Freddy has a most serious case of aviationitis and you, Winnie Mae, are the key to his survival. Please don't take my words lightly; he is very dangerously ill, his condition is critical. You must follow my advice to keep his condition under control, for there is no cure.

"You must encourage him to go to the flying field several times each week. You should accompany him as often as possible to assure him of your support for his endeavors and to be sympathetic when he rekits one of his aircraft.

"Do not give Freddy a bad time when he brings home another kit, engine or radio. In fact Winnie, you can really help in the control of his illness by purchasing his Christmas and birthday gifts at the hobby shop.

"When we have inclement weather do not hound Freddy about the home redecorating projects he may have promised to do; instead tell him that he should finish building the models that he has started. It would be well to take coffee and snacks to his shop room in order that he be well nourished, comfortable and uninterrupted by having to make trips to the kitchen; remember, his condition is most serious."

As soon as Winnie Mae came out of the doctor's office, Freddy asked what the doctor said. Winnie replied, "He said that you are going to die."

from Streamliners
Peter Gayner, Editor

A New Rubber-Propulsion System

From
HudsonDuster Models

Comments: Michael J. Heinrich

After several years of driving around with an "IMPEACH TIGER WOODS" bumper sticker on my car, I have got tired of having to explain its meaning to my neighbors and, along with the obvious solution of removing it from my car, have undertaken a project incorporating that old adage "If you can't beat 'em, co-opt 'em."

The problem, as we all know, is that the golf-ball industry went over from wound-core to solid-core balls some time back, drying up the supply of good rubber for us gumbanders. I reasoned that we could still use what was left in the ball in some other way.

The result, after much head-banging and development on my part, is a whole new way of getting energy to the prop: The Heinrich 'Drive Simplex Compression-Return Aircraft Motor (H'DSCRAM for short). Starting this April, you'll be seeing this motor for yourselves, but as you won't be able to see much I'm diagramming it here.

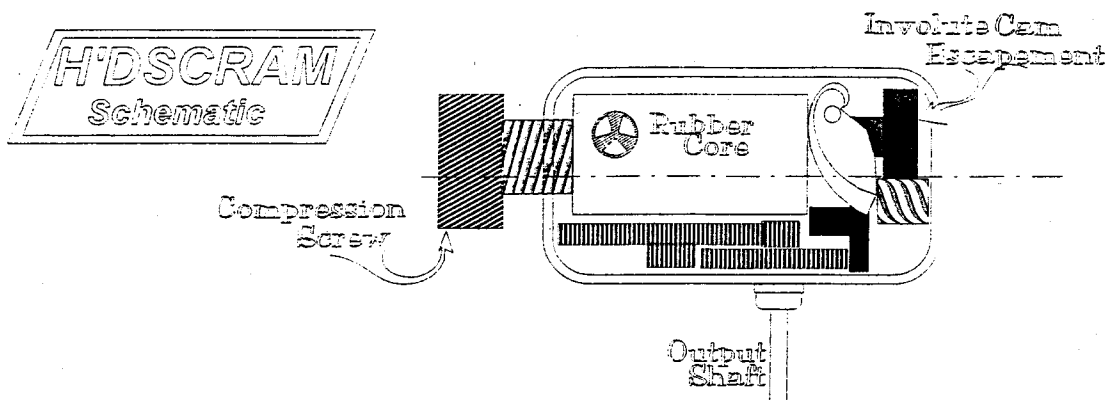
Rather than utilizing the stretchability of rubber to make a long band turn the prop, I went the other way and use the equally powerful compressibility to run a clockwork-style escapement mechanism that turns the shaft. As shown in the diagram, a precisely-sized cylinder of golf-ball core rubber is compressed from behind by a screw, pushing the cylinder against an involute-cam power takeoff that, through a reverse-worm-and pinion augmentor, converts the terrific compressed potential into rotary power with a surprisingly usable torque and duration. My test motors weigh 19 grams each, and turn a 9" Czech prop at cruise speeds for ninety-seven seconds. A contrarotating package of the same size is 21 grams and turns two six-inch Terns for seventy-six seconds, with a test-bed efficiency loss of about ten percent.

While models are not yet built for these motors, bench tests show no significant power-burst increase but a very long run in high-cruise range, suitable for a steady climb but with no messy torque problems associated with burst. Power drops off only just at the last four or five seconds, so usable duration of power is quite long.

Because the forces within this system approach the level of combustibility, structural integrity is of paramount importance. After consulting on stress analysis and materials sources, I realized I needed to make the casing as a completely enclosed system. I designed the motor to take advantage of new Laser Stereolithographic Unit Rapid Prototyping (SLURP) techniques, and so the moving parts inside (manufactured of a special Unobtainium-Epoxy matrix at Rutan RubberScale Composites, Inc.) are pre-assembled into the final gear regimentation then fixtured in the SLURP tank for laser generation of the outer casing, of a specially-formulated Abandonal-Hopium alloy. This manufacturing method supercedes the need for Lost Core molding, because the gearing regiment is built around and closed-in right in the tank, hence the new name, Lost Regiment.

Following up on Orville Olm's research into the properties of irradiated rubber (see NFFS Symposium 2000, pp.11-15), I was able to secure a large stock of specially-treated golf ball cores from a facility in Iran, now sadly out of production for the foreseeable future; These cores give results similar to what Orville found; Thanks, Orv, for the tip, and in recognition of your contribution I name the motor part for you and part for its distinctive breezy sound, the *Wheezer*.

Orders for the new motor will be taken immediately after the 2004 FAC Nats, where the Wheezer will premiere in a giant Il'ya Muromets bomber and a four-contra Northrop B-36 flying wing; due to my tax problems and the sensitive insurance concerns surrounding these little bits'kitties, I can only take purchases in secured transfers to an offshore account. Contact me privately. -H'D



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Out of Sight - or - Lets Chase Model Airplanes By Steve Kanyusik

This article is supposed to depict my experiences in the thrill of an out-if-sight model flight. Well, my models are of the gravity-loving type. I do recall the thrill of chasing a high-flying model. Back in the 1930's era, the free fighters in the gassies gave us young kids an opportunity to chase the Zippers, K&G high wingers. If the timer would stick and not cut off the gas flow, those Zippers were climbers and they sniffed out the thermals and headed for the heavens.

We used to go out to Five Fields in McKeesport, PA. This area was an ideal large field where we used to play football and learn to drive as the field was wide and flat. It was situated in a valley and, when a plane attained any height, it cleared the surrounding hill. We had to climb the hill and ask someone if they had seen the model in the air. In those days, people were most cooperative and would direct us to the right flight course. Doing this, we could follow the flight path until we found the model. It was a satisfying feeling for us to be involved with the gassies.

We were also involved with starting the engines. I can recall the exciting offer from one of the modelers, "Hey, kid. Ya wanna learn how to start an engine?" Of course, we leaped at the splendid opportunity, not being familiar with the GHQ engine and the infamous reputation for being a little on the balky side. We soon got our smarts.

The Zipper came on the scene and stole the show. It could climb screaming in a spiraling and clawing zoom, tearing chunks out of the sky that tried to hold it from climbing up, up, and away. Then it would settle on a thermal and float serenely in nice easy circles like a hawk after its prey. Of course, it was first place in the contest.

SECTION COLORS IN THE PRE-WAR NAVY

By Mark Montague

Bitter experience in the crucible of World War II led most nations to the realization that the basic combat formation was two aircraft, a leader and one wingman. (In the USAF, this two-ship formation is known as an "element," while in the US Navy it is known as a "section.") When it was necessary to assemble larger formations, this two-ship section was the basic building block.

It was not always this way, and before the war there were many different ideas regarding how to make use of the new air weapon. Many services, in many countries, initially placed their faith in the three-ship section—one leader and two wingmen. The United States Navy was one of those services. Beginning in 1925, the US Navy decorated its tactical aircraft so as to indicate precisely the position as well as the squadron to which each aircraft belonged. A combat squadron was made up of six sections of three aircraft each—for a total of eighteen aircraft—plus whatever noncombatant "utility" aircraft might be attached to that squadron. Those first 18 aircraft, each belonging to a section, wore the appropriate "section colors" according to the following table:

Section	Leader	Wingmen	Color
Section One	Aircraft 1	Aircraft 2-3	Red
Section Two	Aircraft 4	Aircraft 5-6	White
Section Three	Aircraft 7	Aircraft 8-9	Blue
Section Four	Aircraft 10	Aircraft 11-12	Black
Section Five	Aircraft 13	Aircraft 14-15	Green
Section Six	Aircraft 16	Aircraft 17-18	Yellow

(Exception: Scouting squadrons attached to cruisers, and Observation squadrons attached to battleships, were organized into either two- or four-plane sections.)

Where were these colors worn? The overall color of the aircraft was silver (exposed metal parts were gray), with the top of the upper wing and stabilizer chrome yellow. Contrasting strongly with this silver and yellow, the section colors were applied to the engine cowl, formation "V" on upper wing and (on lead ships only) as a 20-inch "leader stripe" or band around the aft fuselage.

The purpose of the "V" (which angled back at a 45-degree angle) on the upper wing was to provide a guide to help wingmen judge the correct position when flying in formation. The purpose of the leader band was to enable wingmen to quickly and reliably identify their leader. (The leader of Section One, by the way, was always the commanding officer of the squadron.) The cowl color indicated the precise station of the aircraft in the section: Section One included squadron aircraft 1, 2 and 3—the section leader (aircraft 1) had the entire cowl painted in the section color, Red, while aircraft 2 had only the upper half of the cowl in Red and aircraft 3 had only the lower cowl half in Red. The pattern was repeated for each section, so that, for example, Section Five's aircraft included aircraft 13, with a Green leader band and a completely Green cowl; aircraft 14 (Green upper cowl) and aircraft 15 (Green lower cowl.) On those aircraft without cowls, such as the Martin BM-2, the nose piece or front of the crankcase would be painted in the same manner as if it had been a cowl.

Centered in the leader band (or, in the case of wingmen, in a corresponding location) was a letter which indicated the squadron type and primary mission: "F" for a fighter squadron, "B" for a bombing squadron, "T" for a torpedo squadron and so on. In front of the squadron designator was the squadron number; this number, the squadron designator and the aircraft number were separated by dashes. So, to put it all together, an aircraft lettered 2-F-13 would have been the 13th aircraft in Fighting Two, and would have had a Green cowl and a Green "V" as well as a Green leader band—it would have been the leader of Section Five, as a glance at the table above will show.

The naval aviation establishment was a very small entity throughout the 1920s and into the early Depression, but later during the 1930s grew to the point at which more than one squadron would operate the same model aircraft. At this point, the Navy began to paint the entire tail assemblies in solid colors so as to readily distinguish aircraft from different squadrons. When this was done the chrome yellow stabilizer paint was deleted.

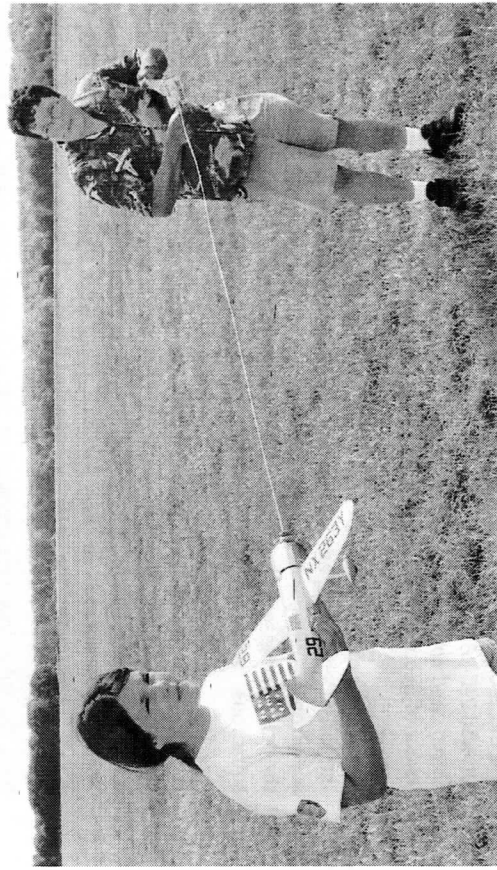
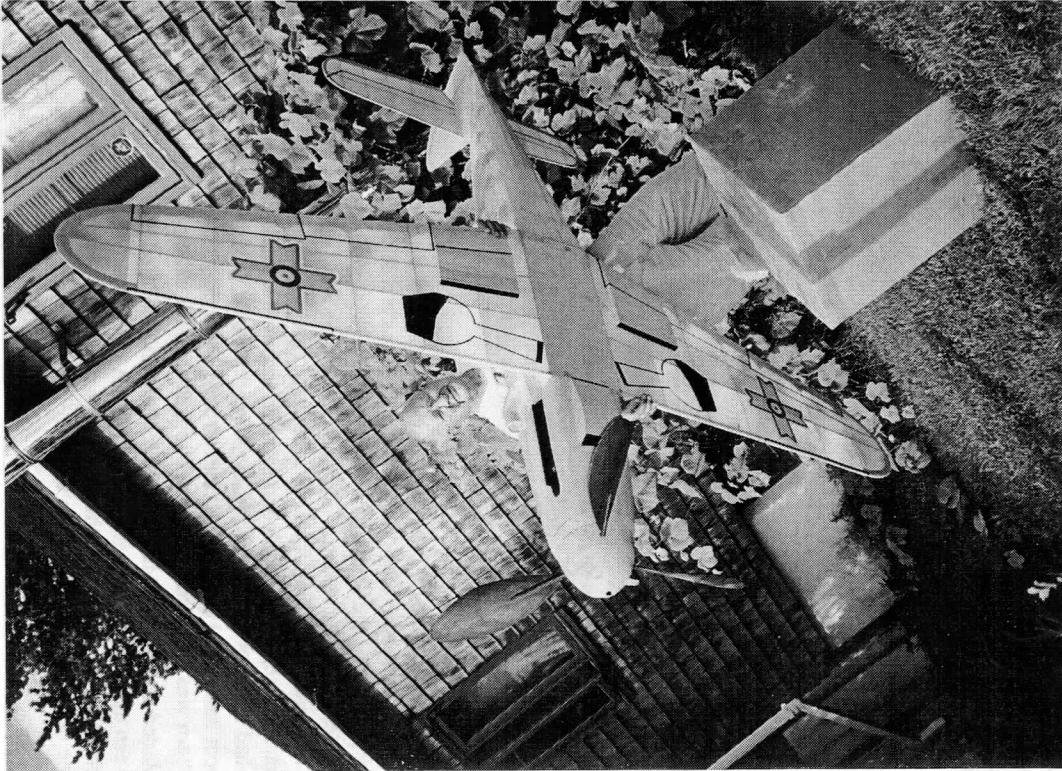
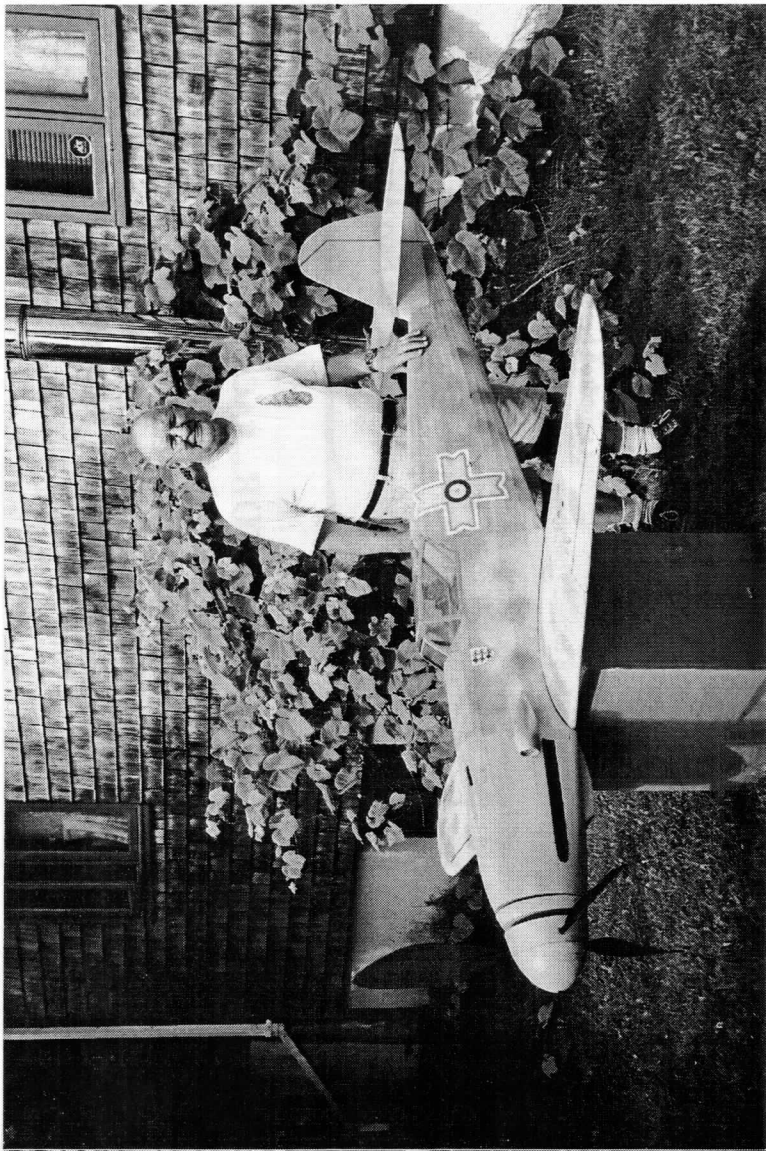
In 1937 a new policy resulted in juggling the squadron numbers so that each carrier's assigned squadrons carried the same number as the ship itself, so that for example the Yorktown, CV5, had squadrons Fighting Five, Bombing Five, Scouting Five and Torpedo Five aboard. In Navy parlance, these were squadrons VF-5, VB-5, VS-5 and VT-5, respectively: the letter "V" denoted heavier-than-air aviation. (Lighter-than-air was designated by the letter "Z"—perhaps for "Zeppelin," but who knows?) At the same time, the tail colors were changed so that each color now signified a particular ship:

Ship	Color	Squadrons
Lexington	Yellow	VF-2, VB-2, VS-2, VT-2
Saratoga	White	VF-3, VB-3, VS-3, VT-3
Ranger	Green	VF-4, VB-4, VS-41, VS-42*
Yorktown	Red	VF-5, VB-5, VS-5, VT-5
Enterprise	Blue	VF-6, VB-6, VS-6, VT-6

*The Ranger substituted a second scouting squadron because her deck was too short to accommodate torpedo bombers.

For more information, as well as loads of modeling inspiration, I recommend U.S. Navy Aircraft 1921-1941, by William T. Larkins, as well as his companion volume, U.S. Marine Corps Aircraft 1914-1959. These books are easy to find on the used market (try the wonderful website, abe.com) and were also published as a single book. Also, of course, there is Peter M. Bowers' standard reference, United States Navy Aircraft since 1911.

LOOKING FOR...FACers in south Texas. I'd gladly drive as far as San Antonio to commiserate with fellow FACers. Gerald Pierce, 1113 W. 5th St, Weslaco, Tx. 78596, Ph. 956-968-1883.

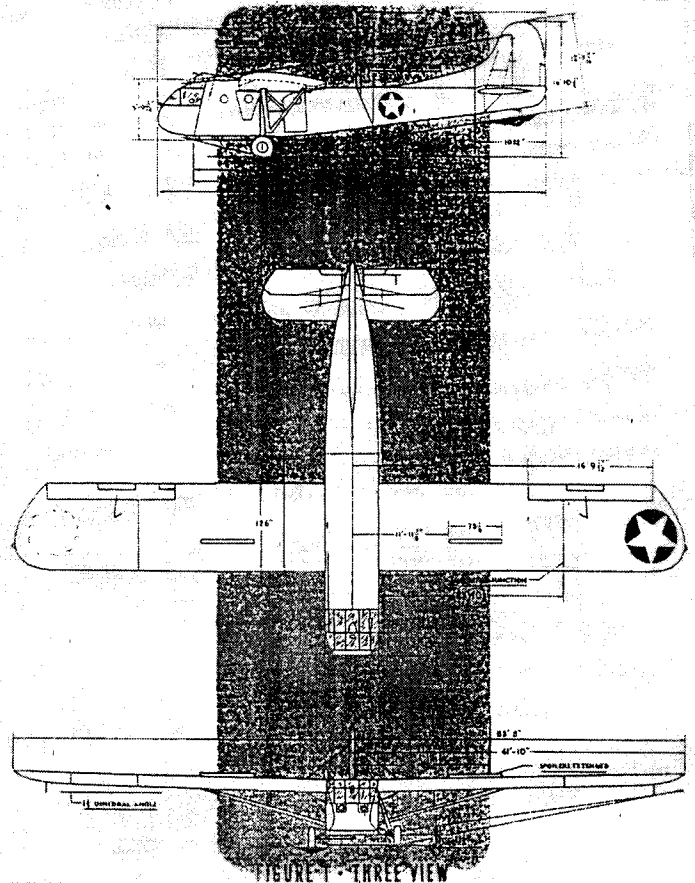
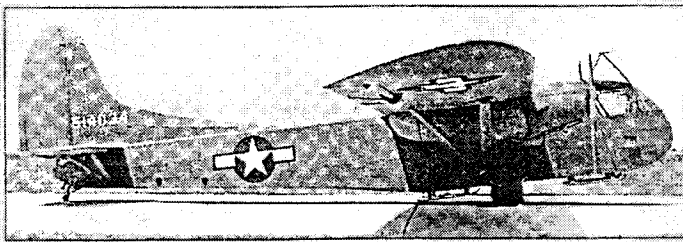


Top two photos sent in by Jim Coughlan of his BF-109f. The model spans 100 inches and weighs 4 lbs. 32 strands of 1/4" rubber drives a 38 inch prop! We sure would like to see that one in the air!

Lower right, Bob Clemens sent in this pic of Jack Kacian winding his Laird-Turner racer for the Thompson Race. Daughter Hannah is his mechanic.

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.



RESTRICTED

Three-view from "CG-4A Erection and Maintenance Instructions" from Patterson Field, Ohio, dated February 15, 1943. Notice that it is marked "Restricted."

THE CALUMET ESCADRILLE

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at

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EVENTS:

May 8th.	June 5 th .	July 10 th .	Aug 14 th .	Sept 25 th .	Oct 23 rd .
Old time rubber	Old time rubber	Old time rubber	Old time rubber	Old time rubber	OT rubber
Embryo	Embryo	Embryo	Embryo	Embryo	Embryo
FAC scale	Jumbo Scale	Power Scale	FAC scale	Power scale	Jumbo Scale
Race planes ML	Fairchild 24 ML	WW 2 ML	Modern civil	Race planes ML	WW 1 ML
NoCal scale	Golden Age	Dime scale	High wing peanut	FAC Peanut	Golden Age
Dime scale	Old time kit scale	Double No Cal	Old time kit scale	BLUR Race	No Cal

All events built and flown to current FAC rules, with the following exceptions:

- Old time rubber stick models are INCLUDED in the Old Time Rubber event.
- *Double NoCal span must be 32" (+/- 1") no foam allowed, anything else OK
- *Fairchild 24 event is for models built from the Guillows kit or plans.

Max times for each event will be established by the CD (subject to winds) except NoCal is always unlimited.

To become a member of "The Flying aces club" send \$15 for Newsletter and rules to: FAC-GHQ 3301 Cindy Lane Erie PA 16506 (not required)

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7. Morane Parasol by Herb Shirley
8. Polish Fighter by Megow
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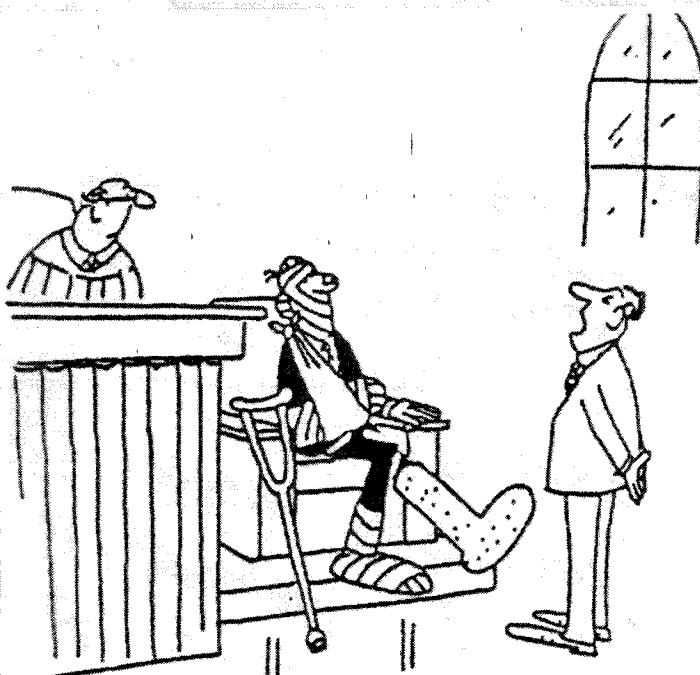
These plans are from the FAC contests at Geneseo N.Y. and Muncie, In.

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

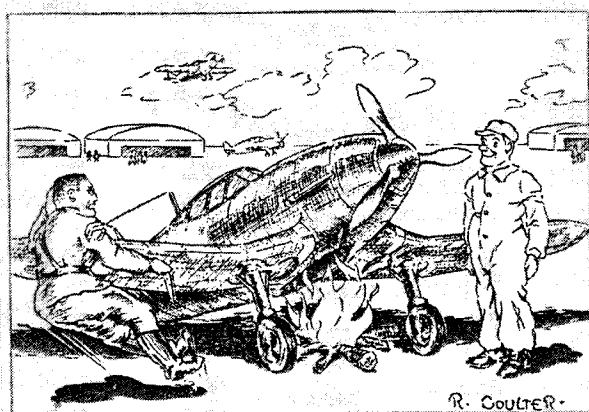
T-SHIRT CLEARANCE SALE

All T-Shirts must go! We need space for the new shirts that we will have available at/after the FAC-Nats. Shirts and sizes available are as follows; Hall Bulldog, Small, Medium, Large and X-Large. Seversky SEV-2, Small, Medium and Large. Douglas O-38, Small only. Vought Vindicator, 1 Small and 1 Large only.

These shirts are priced at just \$10.00 each, postpaid. Send your orders to: FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



"NOW THEN TELL THIS COURT WHAT HAPPENED WHEN YOU ANNOUNCED TO THAT B-24 BOMB GROUP REUNION BUNCH THAT IN YOUR OPINION, THE B-17 WAS A BETTER BOMBER."



"What th—I I told you to warm up the motor—not burn it up!"

ERIE MODEL AIRCRAFT ASSN. CONTESTS

The following dates are scheduled for the FAC contests at Erie, Pa. All events are FAC type. Bring what you have and we'll sort it out when you get here, HAWWW!!!!
Actually, we will have all of the traditional FAC events.

The dates are; June 5th, Aug. 7th and Oct. 2nd. For more details contact; Ross Mayo at 814-836-1299 or Lin Reichel at 814-833-0314. See you there?

Schedule of events

Friday

August 27 8AM - 5PM

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

Saturday

August 28 8AM - 5PM

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

Sunday

August 29 8AM - 4PM

- C-D Classic Gas
- 1/2 A Nostalgia Gas
- Old Time Gas
- P - 30
- Outdoor Catapult Glider
- America's Cup
- F1G, F1H, F1J
- Diesel Flyoff

Jr Events

P-30 OCG

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

The Western New York
Free Flight Society
presents the 35th Annual

Empire State Free Flight Championships

Historical Aviation Field
Geneseo, NY Aug 27-28-29, 2004 AMA Class AAA
Sanctioned Contest

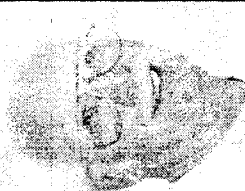
Registration • Open all three days. AMA of MAAC license is required.
Entry Fee • Fee of \$25 for all events, or \$10 for 1st event, \$8. for each additional event. Juniors pay one \$5 fee (covers all events.)
Awards • Trophies to 3rd place will be awarded in all events.
Note • There will be a 50/50 raffle. • Chase bikes are permitted.
• Sign up by noon Saturday for Buffet (see reverse side)

CONTEST DIRECTOR John Carls • 43 Murphy Rd • Bradford, PA 16701 • 814-362-7789

Rules for this contest - AMA Category III except:

- OLD TIME GAS
Engine run: 16 sec for ignition (no glo)
12 sec for old time diesel
- CLASSIC TOWING
Straight tow, no bunt
- 020 REPLICA
12 sec run
- OLD TIME RUBBER
Mulvihill rules for max flights
- AMERICA'S CUP
Flown in 1 1/2 hour, overlapping rounds
starting at 8 AM both days i.e. 8 - 9:30,
9 - 10:30, etc
- NATIONAL CUP
Qualifying events this contest: 1/2 A,
AB, +CD Classic, Moffett, P-30, Mulvihill
1/4 A, 1/2 A & ANostalgia,
Nostalgia/Wakefield, OCG
Jr P-30, Jr OCG
- DIESEL UNOFFICIAL FUN FLY
3 Flights Friday and/or Saturday, 12
sec run, 120 sec max. Total of 250 sec
or more qualifies for Sunday 8 - 10AM
flyoff 12 sec run
- FAC RUBBER SCALE
(Judging 8 - 12 noon)

6



Clemens photo

FAC EVENTS

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

AMERICA'S CUP

Contact
John Clapp
116 Hillcrest Dr
Sayre, PA 18845
18840
570-888-0997

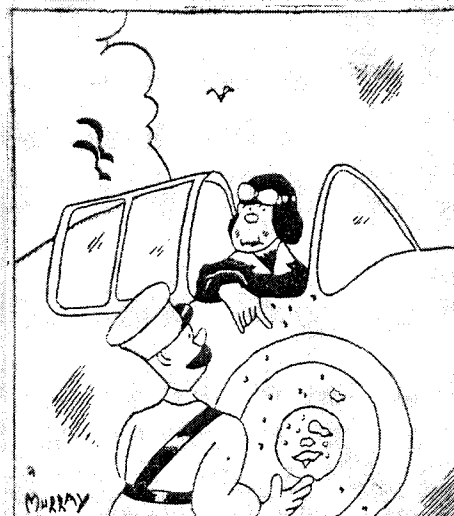
DIESEL FUN FLY

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

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.



"How's about moving the insignia a bit? The enemy gunners are using it for a target!"

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

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.

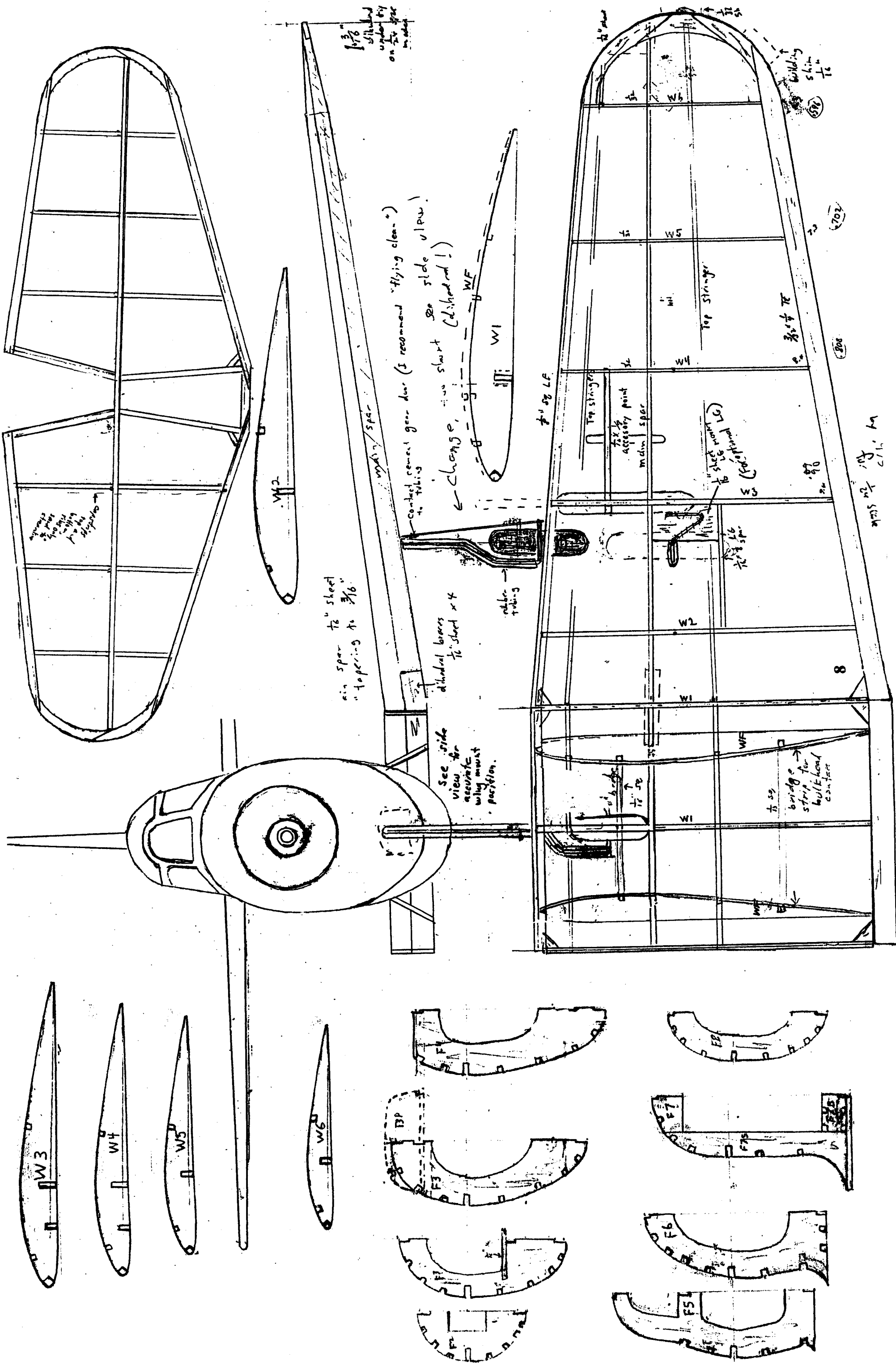
SIGNATURE _____

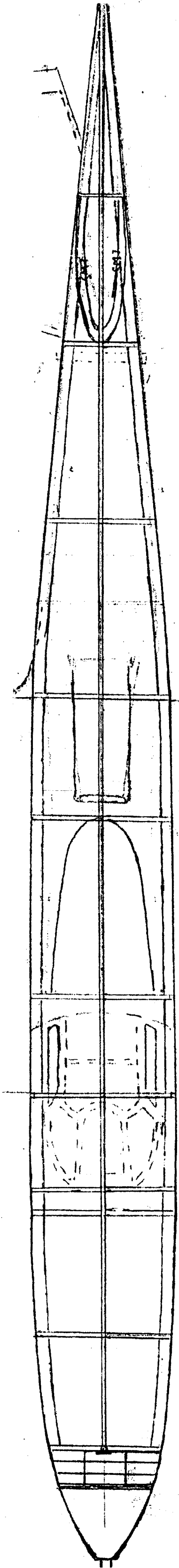
Your meals at the university will include dinner in Thursday July 15, breakfast and dinner on Friday July 16, breakfast and dinner on Saturday July 17, breakfast on Sunday July 18 and breakfast on Monday July 19, 2004.

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.

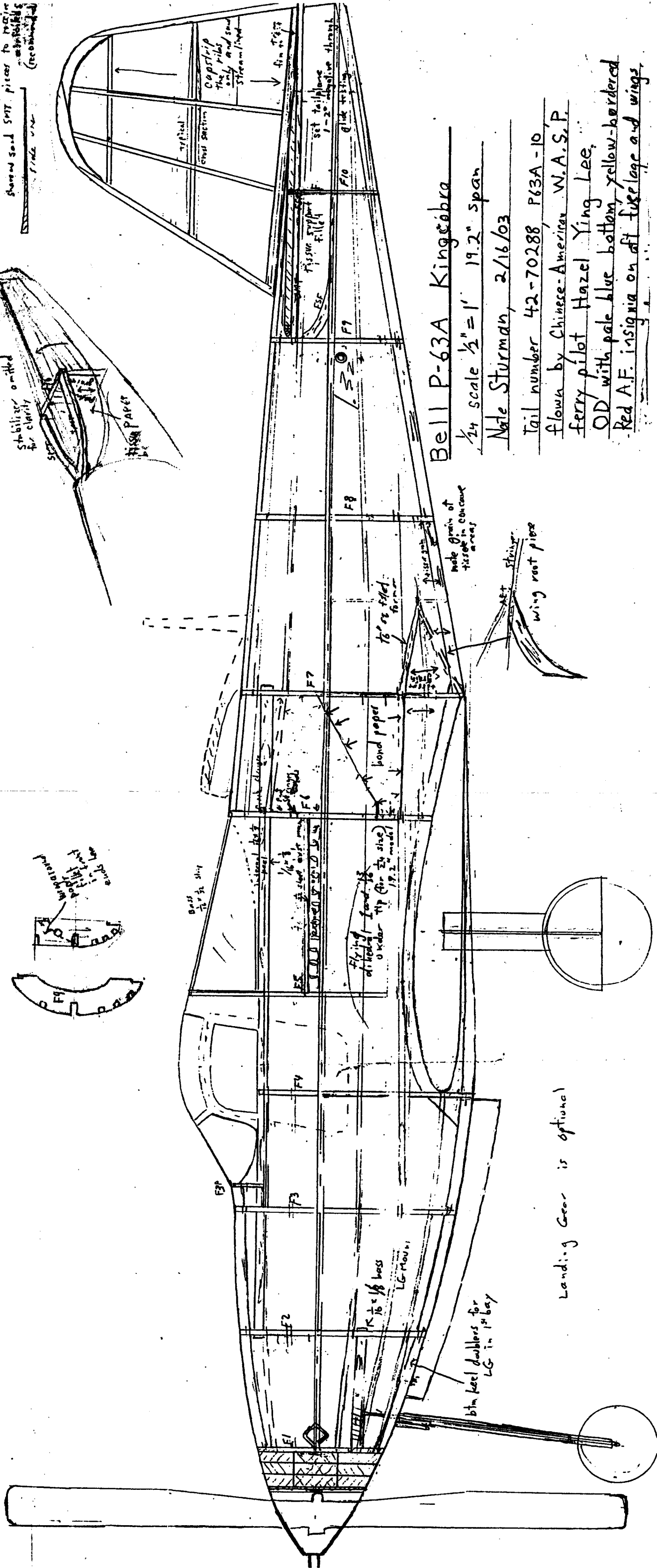
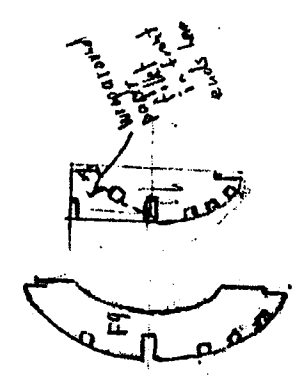
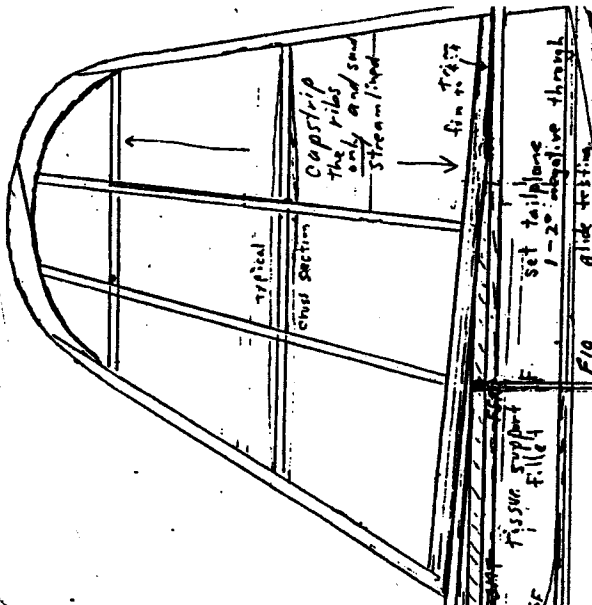
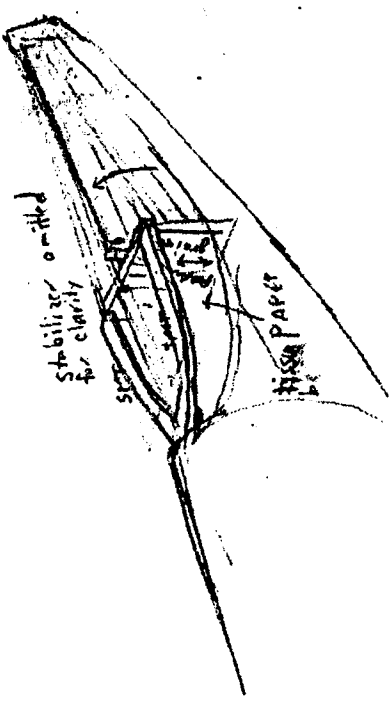
Plans must be presented in the Fairchild 24, Dime Scale, Old Time Kit Scale, and the Two-Bit O.T. Rubber events. Dime Scale models cannot fly in both Dime Scale and Old Time Kit Scale. Pick your event. All radial engine models in mass launch events must have at least a paper engine inside the cowl. All 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	Saturday July 17th	Sunday July 18th
Shell Speed Dash	Fac Scale	FAC Peanut
WW-I Mass luanch (Multi-wing)	Hi-Wing Peanut	Thompson Race Mass launch
Embryo Endurance	Greve Race Mass Launch	Power Scale (single engine)
No-Cal Scale	WW-II Mass Launch	Power Scale (multi-engine)
Golden Age Civil Scale	Pioneer Scale	FAC O.T. Gas Replica
FAC O.T. Rubber	FAC O.T. Rubber	Modern Civil
FAC O.T. Stick	FAC O.T. Stick	Golden Age Military
Modern Military	Dime Scale	Jimmie Allen
Guillows Fairchild 24 Mass Launch	AT-6 Race Mass Launch 15% rule	Goodyear/Formula Race Mass Launch
Bendix Race Mass Launch	Fiction Flyers	FAC O.T. Kit Scale
Comet Phantom Flash	Phantom Flash Juniors only	Powder Puff Scale
Giant & Jumbo Scale may be flown any day	Blur Race day to be determined	Two-Bit O.T. Rubber
		Contra Prop Scale





shown sand SMT pieces to receive
stabilizer
(recommended)
side view



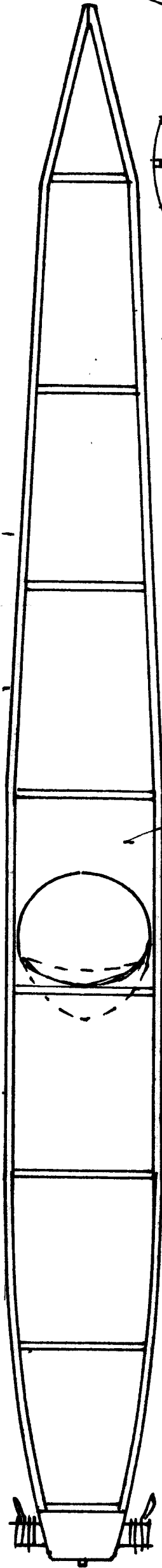
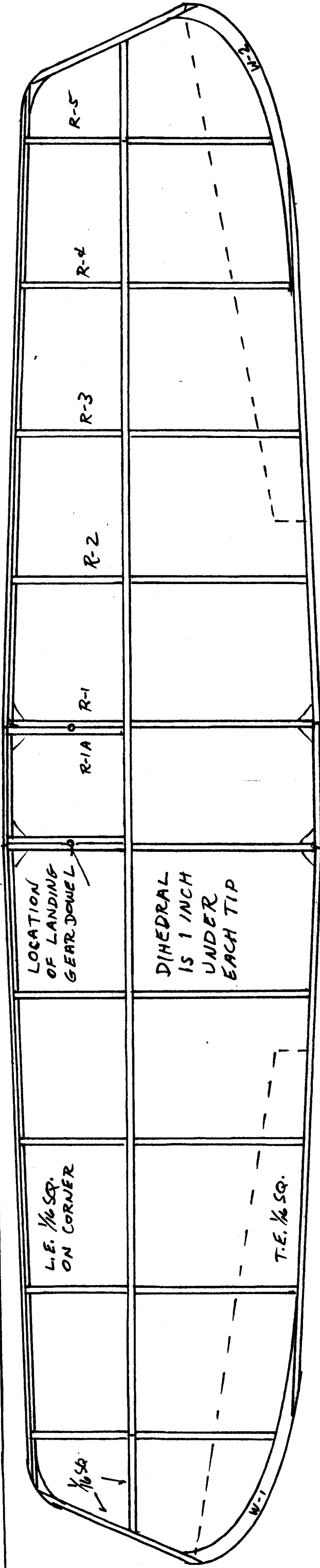
Bell P-63A Kingcobra

1/4 scale 1/2" = 1' 19.2" span

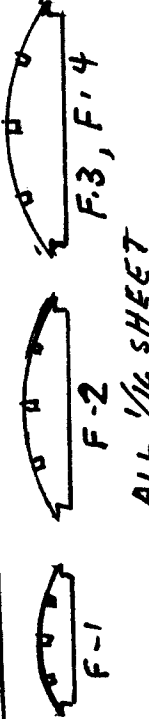
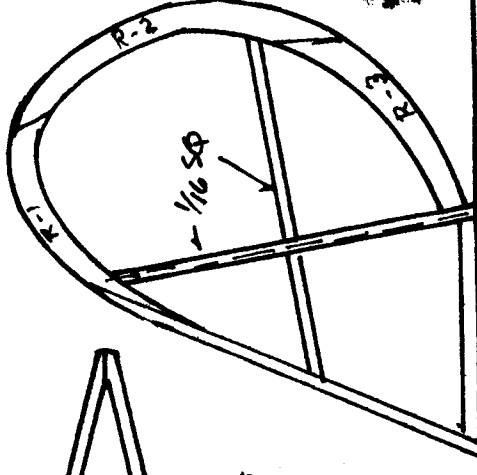
Note Sturman, 2/16/63

Tail number 42-70288, P63A-10,
flown by Chinese-American W.A.S.P.
ferry pilot Hazel Ying Lee,
OD with pale blue bottom, yellow-bordered
Red A.F. insignia on aft fuselage and wings.

Landing Gear is optional



COLOR
SCHEMES
ALL OFF-
WHITE W/
BLACK
LETTERS
G-E-B-J-L



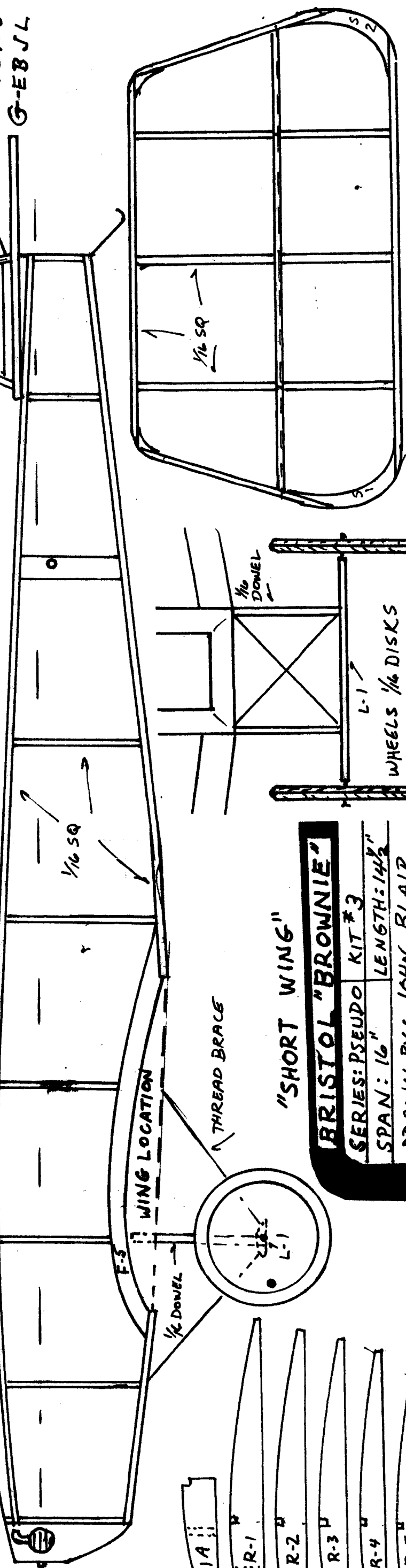
USE PIN
FOR AXLE

WING LOCATION

F-3

F-2

F-1



R-1A

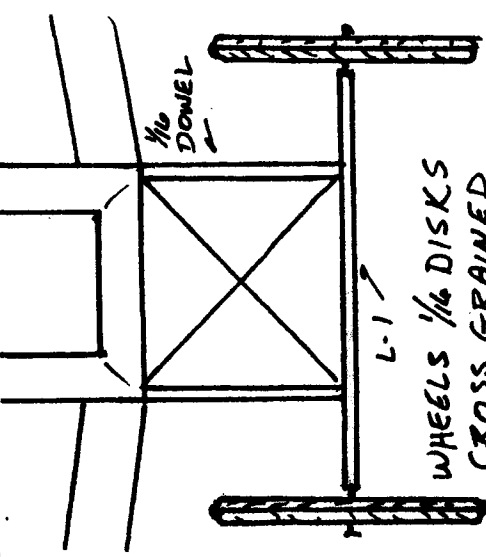
R-1

R-2

R-3

R-4

R-5



"SHORT WING"

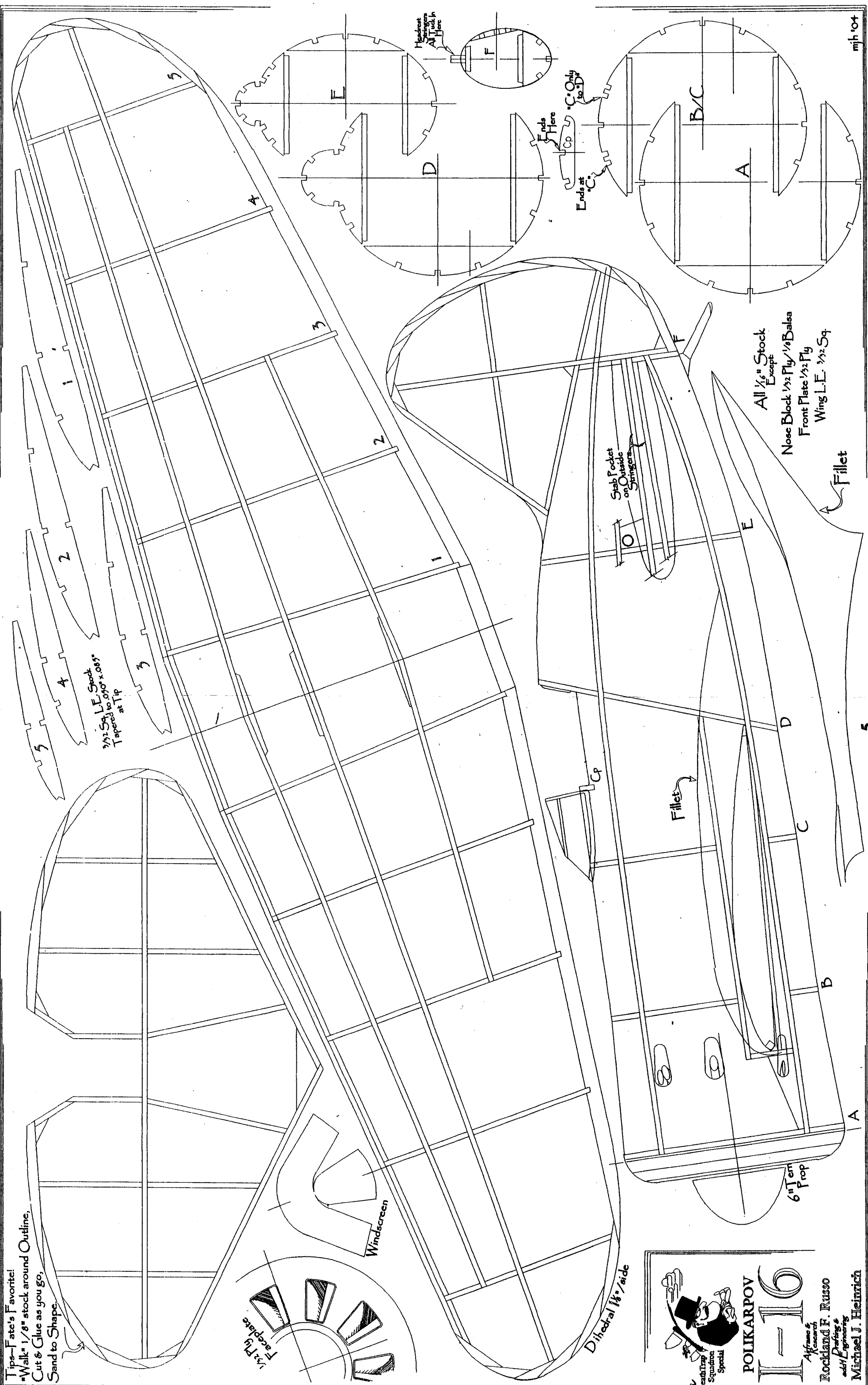
BRISTOL "BROWNIE"


SERIES: PSEUDO KIT #3

SPAN: 16" LENGTH: 14 1/2"

DRAWN BY: JOHN BLAIR

Tips—Fate's Favorite!
 •Walk 1/8" stock around Outline,
 Cut & Glue as you go,
 Sand to Shape.





POLIKARPOV

I-16

Appearance Research
 Rockland F. Russo
Design & Engineering
 Michael J. Heinrich

Sport Flying three-view

CULVER-DART

Serial number GK45 built in 1939
powered by 90 hp Warner engine.

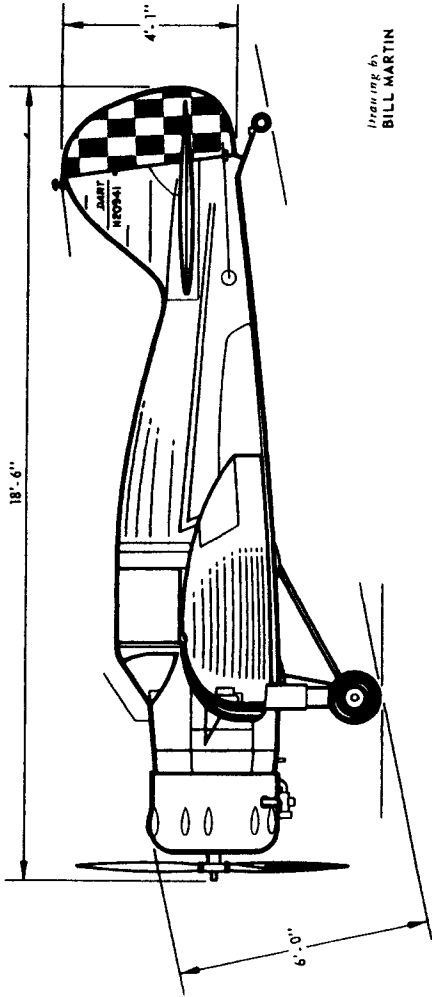
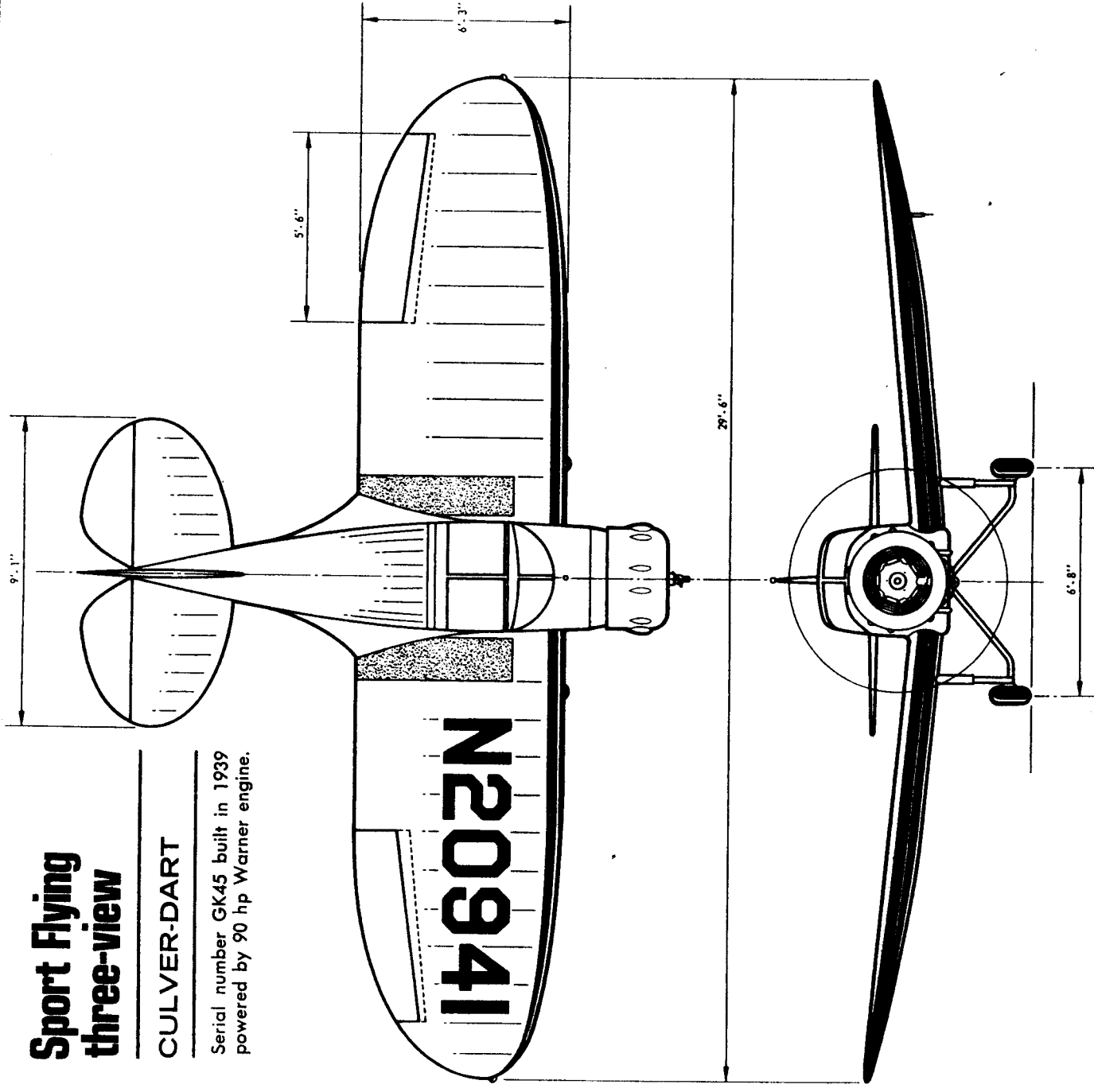


Illustration by
BILL MARTIN

BELL KINGCobra, P-63

While the Kingcobra appears to be almost a twin brother of the earlier Airacobra or P-39 it is an entirely different airplane. Most important changes that are easily discernible are the higher vertical tail with its straight edges, four-bladed propeller to absorb the increased horsepower, thinner fuselage lines and greater wing span. The P-63 is 700 pounds heavier than the 7,650 pound P-39 and has a wing span of 38 ft. 4 in. The most important change, however, is in the use of the two-stage supercharged Allison engine of 1,500 h.p., 300 h.p. more powerful than the original Airacobra. The P-63's service ceiling is 35,000 feet, 5,000 feet higher than the P-39's.

A laminar flow wing is used, this being the second American fighter to have this feature—the first was the North American Mustang. Armament consists of one 37 mm. cannon firing through the propeller hub and four .50 caliber machine guns, two in the wings, and two firing through the propeller blades. Droppable belly and wing fuel tanks may be carried giving extended range. The combat radius of the P-63 is 50% greater than the P-39. The combination of high speed, 400 plus at altitude, and heavy armament make the ship popular with the Russians who are taking most of them.

