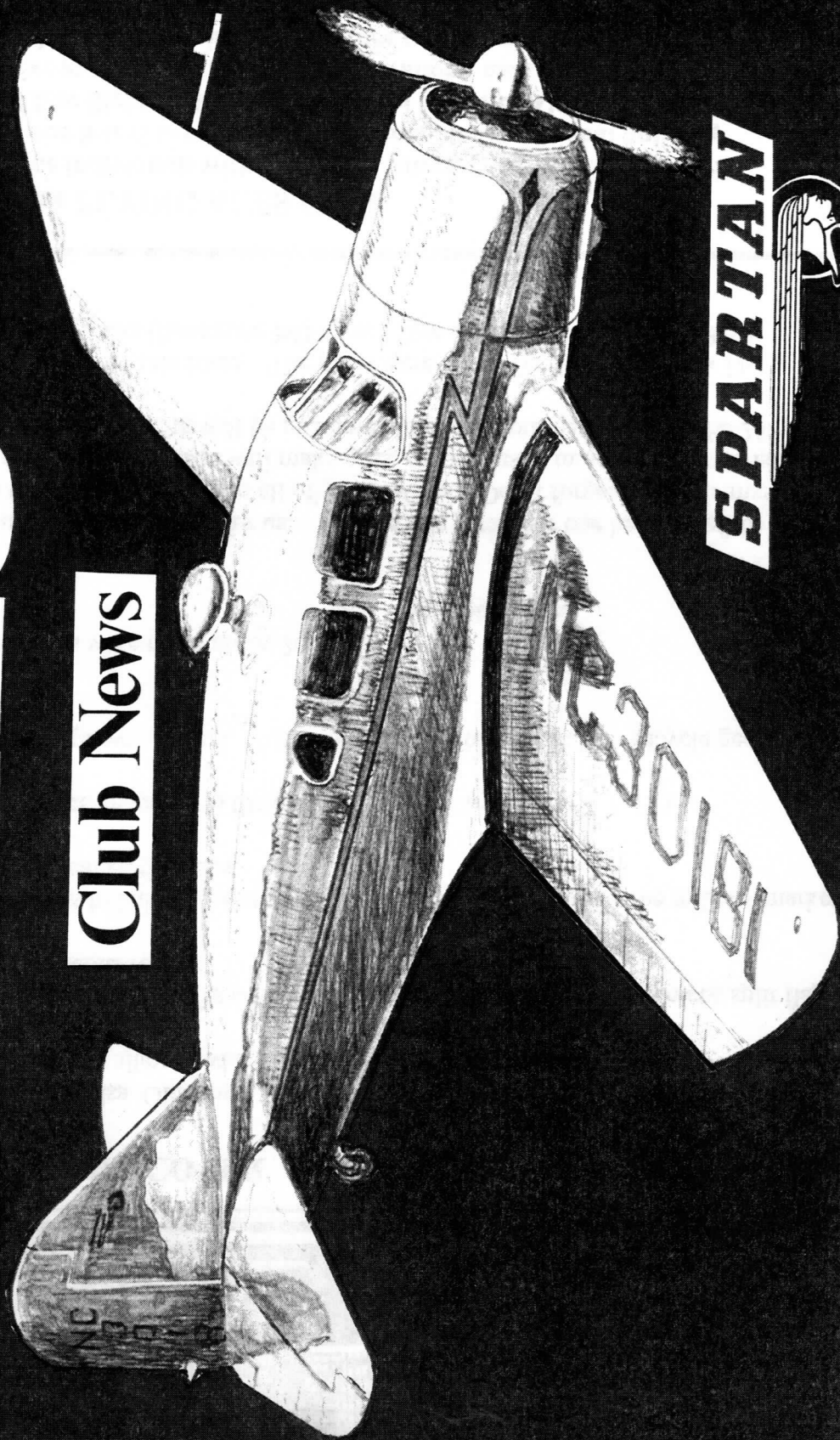


FLYING ACES

ISSUE #220-146

NOV./DEC. 2004

Club News



SPARTAN





NEWS ON THE WING!

THE STORY BEHIND THE COVER

The Spartan School of Aeronautics in Tulsa, Oklahoma, advertised itself as “the home of the dawn patrol”. Is that not right up the good old Flying Aces alley or what?

The firm also produced aircraft. This snazzy 1930's design was far ahead of its time with retracts, split flaps, enclosed engine and semi-monocoque construction.

Carrying five people at 200 mph, it was billed as “the aristocrat of the air”. Spartan tried the military market in 1937 with a bomber trainer version called the Zeus

During WW-2, most Spartan Executives ended up in the military as utility transports (UC-71).

The original price in 1940 was 26,000 prewar dollars. After the war, Spartan produced a tricycle gear version with only a 450 HP engine.

Only 34 of these elegant Spartan planes were built; about 20 still exist.

By Bob Rogers

Bob Rogers continues to pump out those neat covers for us. We like this particular one because of the T-shirts and the plan of the Spartan that we are offering to all of you FACers. Don't forget the Christmas season is fast approaching and our FAC merchandise will make gifts, so keep us in mind for your Christmas shopping. Orders received before December 15th will be guaranteed to be in your hands before the 25th.

Thanks once again to all who contributed for this issue. The plans were from, Ted Davis (Aviatik D-1), Lloyd Willis (Clancy Skybaby), Bill Simpson (Bostonian BD-4) and Don Campbell (Boeing Bomber).

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

BUILDING TIPS

After cutting ribs for model airplanes for over 50 years I found a wrinkle that you might want to try. I always make plywood templates of the ribs and cut around them. Here is the deal, cut two small patches of #80 sandpaper and glue them to the back of the template. Put one on each end of the rib and now the template won't slide around when you cut around it. I use the sandpaper with the adhesive already on the back, you know, the kind that you stick on your sanding block.

Dan DeAngulo



FROM THE STAFF AT FAC-GHQ

We have the dates for the FAC Non-Nats at Geneseo, N.Y. for 2005. They are, July 16 and 17 with the scale judging to be on the 15th at the Days Inn. If you plan on staying at the Days Inn please call them direct to make your reservations, The phone number there is; 585-243-0500. They will accept reservations now. If you expect to get the discount on your room you must state at the time you make your reservation that you are with the FAC or you will not get it!!!! We will have all of the other info in the next issue.

Sorry to say we made a mistake in tabulating the scores in the No-Cal event at the FAC-Nats! (How in the world could that have happened?) It was brought to our attention and the corrections have been made. We had an error in addition and cheated Bill Orphan out of 3rd place. A plaque has been sent to Bill with our apologies.

We have been asked what dates do a yearly membership cover? Memberships to the FAC go on a yearly basis. That is, if you join in December your membership is good until the following November, if you would join in April your membership would last until the following March, etc.

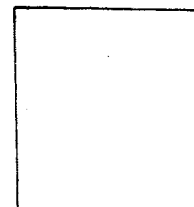
There has been a question raised as to whether the plan we had in the last issue of the Messerschmitt ME-109 was a true Pseudo Dime Scale model because Comet did one many years ago. Our answer to that is the following; first, it is a more scale appearing rendition with items on it that are not on the Comet version, and second it is not anymore detailed than some of the designs put out by Cleveland Models or by Peerless Models and some other companies. The event name of Dime Scale only means that the model must be no larger than 16 inch wingspan, plus it must meet the criteria as written in the FAC rule book.

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

Lin

Col. Lin Reichel, CinC FAC

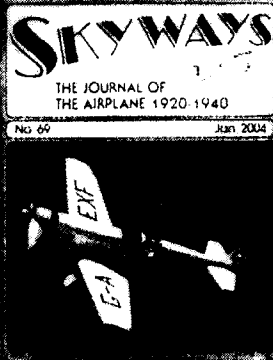
If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States per year. Cost in Canada is \$20.00 per year. Overseas the cost is \$25.00 per year. All in U.S. dollars. Six issues per year, published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





WW1 AERO 1900 to 1919

*Valuable
Resources
for the Scale
and
Full Scale
Builder*



SKYWAYS 1920 to 1940

OUR TWO JOURNALS

- information on current projects
- news of museums and air shows
- technical drawings and data
- aeroplanes, engines, parts for sale
- scale modelling material
- your wants and disposals
- news of current publications
- information on paint and color
- photographs
- historical research
- workshop notes
- early technical books, magazines
- copies of original drawings, manuals
- assistance in locating parts, information
- back issues of the 2 Journals
- donated copies of early aviation books
- a worldwide networking service

SAMPLE ISSUES @\$4 + \$3 postage
FREE BACK ISSUE FOR NEW SUBSCRIBERS; MENTION THIS AD!
WORLD WAR 1 Aeroplanes, INC.
 15 Crescent Road • Poughkeepsie, NY 12601 USA • 845-473-3679

NEW FAC T-SHIRTS
 We now have the FAC Outdoor Champs T-shirts in stock. This shirt features the Spartan Executive. Another design by Bob Bojanowski. We have all sizes in stock and ready to go! Small med., lge., X-lge., XX-lge., and XXX-lge. Nice in silver & green.

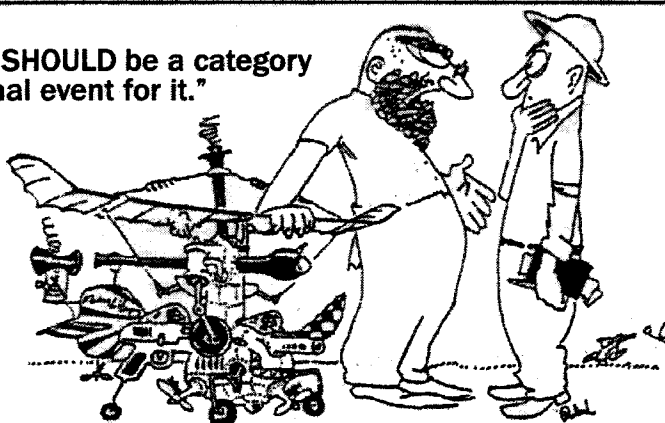
We still have the Boeing F4B-4 shirts in all sizes. This may be our all-time best seller! Also still in stock is the 2004 FAC-Nats shirt in all sizes. This one is of the Messerschmitt BF-109.

The Boeing shirts also come in youth sizes of small, medium and large.

Prices for all shirts is \$15.00 Postpaid, send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

These shirts will make great Christmas presents!

"Well, there SHOULD be a category and a national event for it."



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

LIQUID LANOLIN

I have been using a pure liquid Lanolin product for some time now that seems to be unknown by most of us. Liquid Lanolin. Glycerin and Greer Soap need mixing, Lanolin is ready to use, and is as pure as you can get. It comes from the wool of sheep.

Pure, excellent, no splash, has several uses beside rubber lube. Your cat will love you for it.

Liquid Lanolin, 4 oz. By Heritage Store--Edgar Cayce, R-443416 retail \$6.75, sale \$4.46. NutritionBlvd.com 35715 US Highway 40, Evergreen, Co. 80439. Phone 303-530-4265 M-F 9am-5pm (mountain) Fax 720-224-9703

Ed Toner

Sopwith Bee

Harry Hawker's Aerobatic Aircraft, 1917

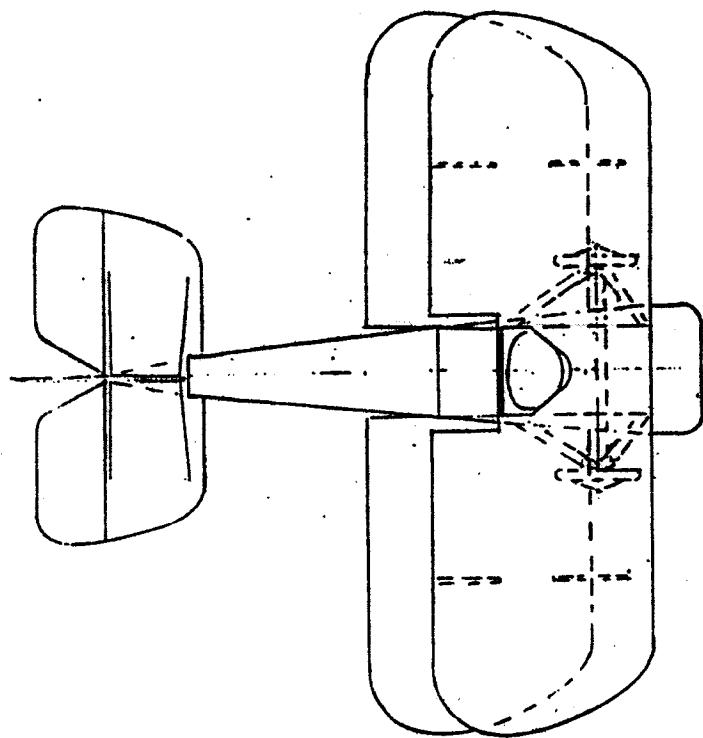
General Arrangement

From Original Research, Design and Drawing by Mike Roach of the UK

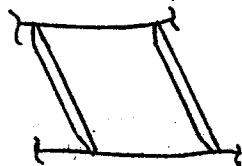
Drawing by AJ Backstrom 9/22/04

Wing Span 16' 3"

50 HP Rotary Engine

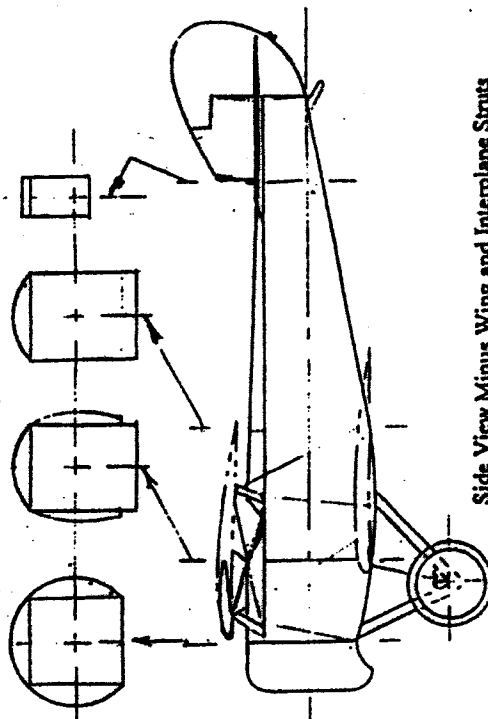


Top View Minus Wing Brace Wires

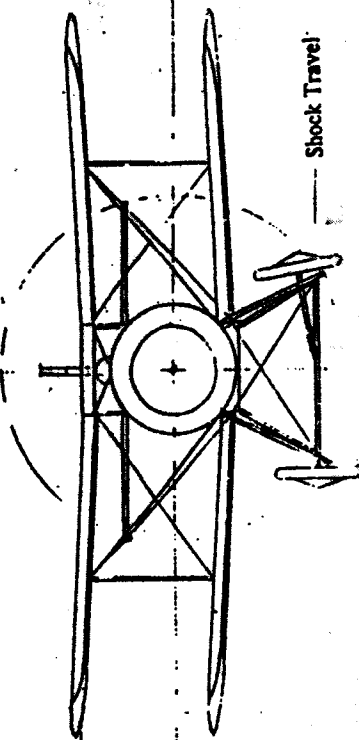


Partial View of Interplane Struts
Note lack of cross bracing

Fuselage Cross Sections

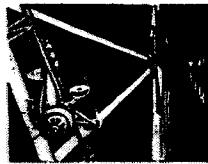


Side View Minus Wing and Interplane Struts

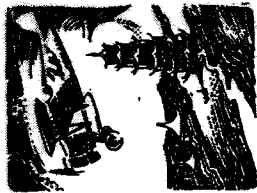


Shock Travel





THE GLASTONBURY MODELERS MIDWINTER MADNESS! WHITES FARM, DURHAM, CT. JANUARY 16, 2005 9:00AM TO 3:00 PM AMA MEMBERSHIP REQUIRED



EVENTS

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

CERTIFICATES TO SECOND PLACE

Entry fee, \$3.00 Under 21 free. John Stott, C.D. (203) 426-5190.

Fill out mailing label to receive Squadrons Up newsletter to keep informed.

Be sure to mark "FAC" in the upper right corner of the label, if you are a subscriber to the FAC

News, and to receive credit on the Kanone List if you win an FAC event.

Max of the day will be determined by conditions and posted contest day.

Burnt Offerings to Hung

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

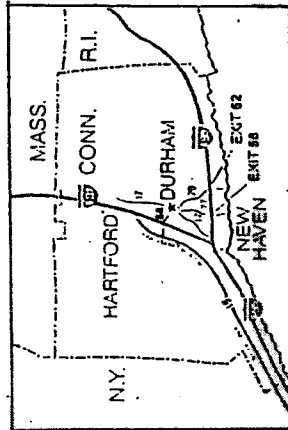
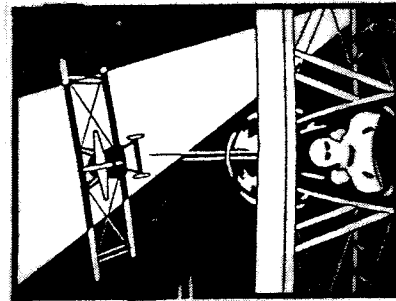


PHOTO PAGE

These photos were sent in by our crack photographer, Fred Wunsche. Top; Fred himself, with his Old Time Stick entry, in the middle we have Gred Gregg judging John Houck's model of Joy's Racer and the Commander himself doing some paper work. The bottom pic is of Jack Tisinal with his Laird-Turner racer.

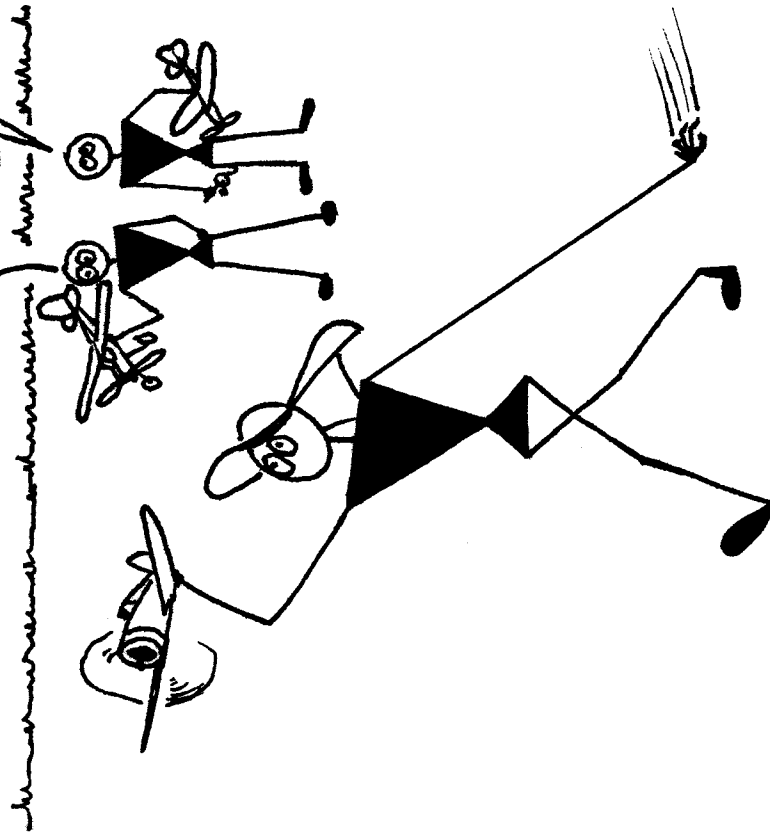


TINKLINGS

by Chuck Wenlock

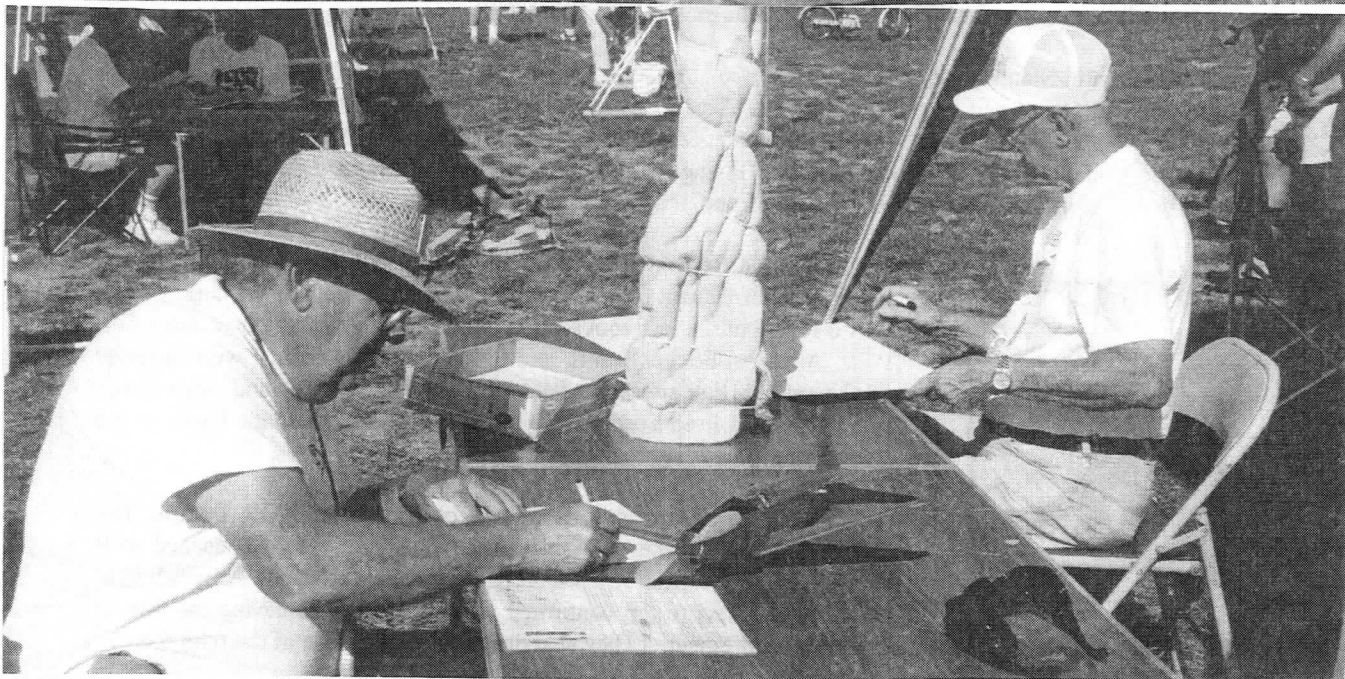
DON ROSS DOESN'T MISS A FAC NATS EVEN WHEN HE HAS A BROKEN SHOULDER.

TELL ME AGAIN HOW HE WOUND THAT RUBBER MOTOR.



NEW PLANS FROM FAC-GHQ

Three new plans for sale. The Messerschmitt BF-109E by Michael Heinrich and Rocky Russo for the FAC-Nats, 22 inch span. Bill Henn has given us his plan of the Swiss EKW C-3603,25 inch span and we have the Spartan Executive of 29 inch span. Original drawing by Alan Booton and redrawn by Ralph Kuenz. The BF-109E includes a color profile and a short history of the aircraft. All plans should make good flying models. All 3 plans sell for \$6.00 each postpaid. Send to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



DOWN MEMORY'S RUNWAY

By Dave Stott

Flying Aces had always claimed to be three magazines in one. Fiction, model building and fact were the three themes touted on the cover of many issues. Some of today's FACs may be familiar with the model plans and their designers, such as Henry Struck and Avrum Zier. Some of us know of the fiction story characters and the authors who brought them to life. Joe Archibald's Phineas Pinkham and Arch Whitehouse's masked Robin Hood of the night skies, the Griffon. But, not too many of us are familiar with the authors of the third aspect of the old mag. Fact. Charles Kennett, who wrote of his adventures as a taxi (charter) pilot in England. A rather mysterious Capt. Cantrell who wrote of his flying adventures in China, and many others who had gripping yarns to spin of bush flying in the arctic to starting an airline in Mexico. Of them all, I daresay Major Frederick I. Lord's career rivaled the action of any of the fiction stories. A soldier of fortune and veteran of many aerial wars, Lord was the flyer whose stories filled our young minds with a lust for high adventure in the sky.

Lord was born in Manitowoc, Wisconsin in 1900. Anxious to serve in the Big Fuss, in 1916 he joined the Texas National Guard and served briefly in "A" Co., 3rd Infantry Regiment before it was discovered he was under age. This gained him an Honorable Discharge. With this document and a doctored birth certificate, he went to Canada where he joined the Royal Flying Corps. After training in England during 1917, he was posted to #79 squadron stationed at St. Marie Cappel in France in 1918.



While flying a Sopwith Dolphin on May 28, 1918, Lt. "Tex" Lord scored his first aerial victory over a German "Sausage" balloon flaming it while only a few hundred feet above the ground. Hannoveraner observation bus, Pfalz, Albatros, Fokker D VII, and Fokker Triplane scouts were included in the eight further aircraft to fall before the twin Vickers and single Lewis gun that armed Fred Lord's Dolphin. (He preferred a single Lewis to the standard twin Lewis compliment of the Dolphin)

You will not find Lord's name on any official list of W.W. I aces. The British did not like the "ace" idea, and when they finally conceded to it they fixed the qualification differently, as is typical of them. A British flyer would have to score ten confirmed victories before achieving the title of "ace". Twice the internationally accepted requirement. (They also drove on the left side of the road then.)

Awarded the Distinguished Flying Cross for his aggressive action in combat, Lord was promoted to Captain in command of "C" Flight. On 17 October, 1918 he was wounded and crash landed in friendly territory. He spent the remainder of the war recuperating and was posted out of #79 Squadron only eight days after the Armistice of Nov. 11, 1918.

By early 1919 Lord, still thirsting for aerial duels, joined the White Russians Air Force locked in battle with the Bolshevik rebels. In the ensuing battles, he earned the White Army Medal, the Russian Service Cross, the Order of St. Stanislaus, and promotion to the Russian rank of Colonel. During his tenure in Russia he was forced to ditch in the icy waters of a river behind Red lines. He trekked for two days through swamps and woods to regain friendly lines.

The end of 1919 found Fred Lord back in the U.S. barnstorming with a fleet of three biplanes. He became Stearman Distributor for the state of Texas and sold a few in Mexico, becoming a combat advisor to the Mexican government.

Using Bellanca aircraft, Lord began an airline between San Antonio, and Monterey, Mexico that catered to the well heeled and thirsty, as Prohibition was in effect in the U.S. at this time.

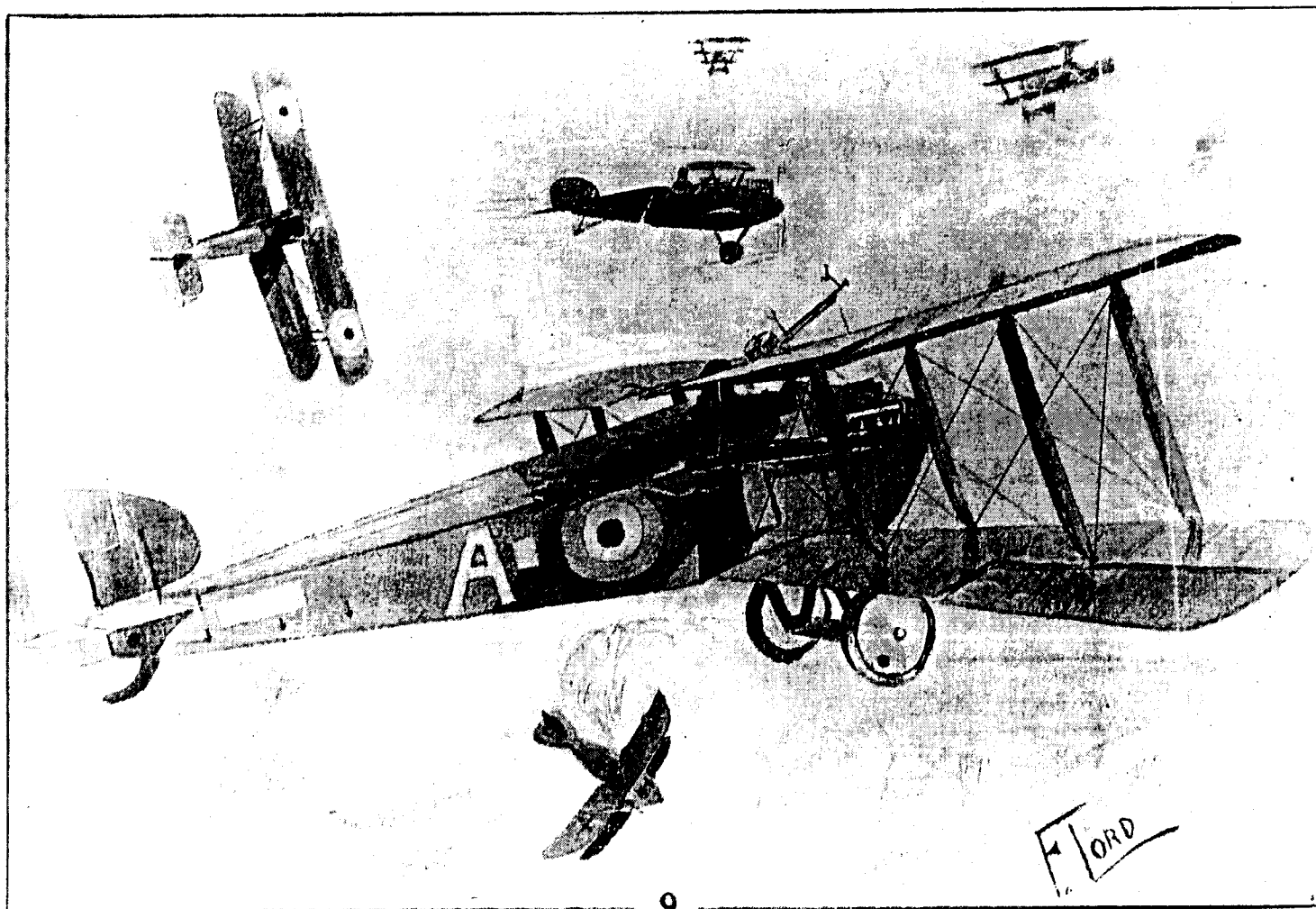
He worked briefly for Curtiss Wright before buying a Sikorsky amphibian to run an aerial service between Nantucket and Cape Cod in the early thirties.

In 1937 the Spanish Civil War allowed Fred to relieve his boredom by flying for the Loyalists in that unfortunate war. This action caused his commission in the U.S. Army Reserve to be revoked, as the U.S. had taken a strong position of neutrality. This must have carried a financial impact, especially in retirement.

When World war II broke out, Lord, in his never ending search for adventure in the air, once again fudged his birth certificate and somehow managed to talk his way back into his old squadron, #79! It was not long before his ploy was discovered and he was reassigned as a ferry pilot, serving in that capacity for the duration.

The stories published in the old Flying Aces magazine detail some of his adventures in Russia and Spain and make excellent reading. Jesse Davidson, an early contributor and eventual editor of Flying Aces was taught to fly by Fred Lord when he was an instructor at Floyd Bennett Field between wars. Jesse gave me a photo copy of a pencil sketch Lord did of an incident during his days with #79 Squadron. The sketch shows his Sopwith Dolphin supported by a Camel while dogfighting with a brace each of Albatros and Fokker Triplanes. So, Clubsters, if you ever want to build a Dolphin, what better one than that of Fred Lord's with authentic markings done by the flyer himself. Alas, there is no ship number visible in the sketch. Lord may well have been afraid of its being destroyed by a W.W.I censor.

Note the lack of cabane struts on the Fokker Triplanes, as well as the outward cant of the bay struts. Also, the use of straight crosses on the Albatross. What you are looking at is the fleeting impression these planes made on Lord during the hectic and sometimes confusing minutes of combat. He had no book of photos or 3-view drawings to consult. Most of the action took place over German territory, hence he may not even had the opportunity to view a vanquished enemy ship.



SUMMER POSTAL CONTEST

Another postal contest has come and gone and we want to thank all who entered this year. This is the most entries we have had in quite some time.

Congratulations to the winners who will be awarded Kanones for their victories. It was nice to see some new names on the list as well. To those who did not win, we say, "keep entering these contests as a true FAC member would do. Your turn may be in the next postal contest.

FINAL STANDINGS

Modern Civil

Pilot	Plane	Time
1. Al Likely	BD-4	416 sec.
2. Tom Hallman	Piper J-3	278 "
3. Rich Klingenberg	Found 100	145 "
4. Ollie Benton	Auster 6	115 "
5. Ed McQuaid	Turbo Porter	103 "
6. Jim Lehrman	Monocoupe 90L	47 "
7. Mark Houck	Piper Vagabond	45 "

Modern Military

Pilot	Plane	Time
1. Tom Hallman	Mig 15	95 sec.
2. Mark Houck	Lockheed U-2	93 "
3. John Houck	Bell P-59	55 "
4. Steve McKeown	AD Skyraider	32 "
5. Jim Lehrman	Ryan Fireball	28 "

T-SHIRT CLEARANCE SALE

The following T-Shirts must go at a reduced rate to make room for our new shirts. Shirts and sizes are as follows;
HALL BULLDOG, small, medium, large and Extra large.

Seversky SEV-2, small, medium, large.

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

Golden Age Civil

Pilot	Plane	Time
1. Frank Rowsome	General Aristocrat	360 sec.
2. John Houck	DH Leopard Moth	241 "
3. Tom Hallman	Cessna C-38	166 "
4. Steve Griebing	Latecoere 28	112 "
5. Mark Houck	Curtiss Robin	77 "
6. Bruce Holbrook	Curtiss O-52 Owl	75 "
7. Rich Klingenberg	Porterfield Zephyr	69 "
8. Walt Leonhardt	Mauboussin	63 "
9. Ron Hummel	Howard DGA-9	59 "
10. Jim Lehrman	Aeronca Chief	47 "
10. Steve McKeown	Cessna C-37	47 "
11. Darold Wilken	DH Leopard Moth	40 "
12. Ed McQuaid	DH Tiger Moth	28 "
13. Fran Ptaszkiewicz	Rearwin Speedster	04 "

Golden Age Military

Pilot	Plane	Time
1. Tom Hallman	Mitsubishi 1MF-1	77 sec.
2. John Houck	Douglas Y10-43	57 "
3. Walt Leonhardt	Mureaux C-1	34 "
4. Bruce Foster	Gregor FBD-1	30 "
5. Fran Ptaszkiewicz	Martin MO-1	07 "

Marking and Fitting Canopies

by George White

One of the more tedious and frustrating tasks of model building is the process of fitting up a canopy or windscreen. Of course there's the old bond paper thing where you make a test pattern out of paper, but then you somehow have to transfer that to the clear plastic. "Somehow" is the operative word here. The simplest way to do it is to just trace the correct pattern onto the plastic with a "Sharpie" or similar alcohol based "permanent" marker. Don't let the word "permanent" cause you to shy away from this. When it comes time to remove the markings, simply wet a tissue with rubbing alcohol (91% works best) and the marking comes off instantly with no damage to the plastic. Almost all permanent markers are alcohol based, but just to be sure, do a test.

Then there's the issue of adding frames to the canopy or windscreen. One of the simplest ways I've found is to use 3M adhesive auto body striping tape. It comes in various colors and widths beginning with 1/16", and any good auto body paint store will have it. If you can't find the exact color you want, buy the white color, roll out a length of tape on a piece of clean glass and spray it the color you want. The black tape works well as is. This stuff sure beats painting bond paper, stripping it and then trying to glue it to the canopy/windscreen.

The New Guy's Take on the Nats at Geneseo and the FAC

By: Steve Blanchard

The drive was longer than expected. It could be the fact that I was as excited as a six year old on his way to Disney World. I kept asking myself "Are we there yet?" I was in good company on the road with Dave and Paul Stott up in front and Never Ready Eddie Novak following behind. This made the drive easier with no concerns of getting lost. We stopped at the famous Roscoe Diner on the way for an early lunch, or late breakfast for some. Then it was gas up and hit the road again. The Curtiss museum was next. Being new at this hobby I had not spent a lot of time in such places with such great interest. It was amazing to see these flying works of art in full size. I was able make some observations while we were there. Flying boats are very cool looking especially full size, if Never Ready Eddie had a son he would name him Curtiss Robin Novak, and after I handed Ed a napkin to wipe the drool we moved on to the Jenny where I made my third observation: all that friggin' riggin'. I had once pondered the notion of building a Jenny but now feel that the training of the spider to rig it for me might take longer than the building of the entire plane.

On to the Nats. What we came for. We pulled into the Days Inn parking lot around six p.m. and found a number of cars, campers, cars pulling trailers, cars with bicycles hanging from them, cars with motor scooters. Man, these guys were serious. First thing to do was walk into the banquet hall and get our packets so we could ready our various crates for scale judging. The organization of this was excellent. One would wonder how they could keep track of what model belonged to what builder but they did and did it well. I only had my peanut to be judged and that went very quickly and I was done within forty-five minutes.

I began to mingle through the crowd and was instantly recognizing faces from newsletter pictures and those great videos. I am the proud owner of the entire collection of FAC Nats and Non-Nats tapes produced by Charlie Sauter as well as the recent video from Dave Franks. All are excellent and are a great source of inspiration (just don't try to watch them with someone who is not involved in the hobby. Did you know we're boring?). I was hesitant to walk up to everyone I recognized and start saying their names like I knew them, wouldn't want to look like a stalker you see. But once I started to introduce myself as well as having friends from my squadron introduce me, I found they were all the same as the guys I'm already hanging out and flying with. Everyone was very receptive and kind. You would think you knew them for years. There's something to said for having a common interest especially one as captivating as this hobby.

While waiting for other planes to be judged a few of us shot over to the dorms at the college to get checked in and get dinner where we found a group of FACs doing the same. Check in was seamless but finding the dining hall was an adventure. It took about twenty minutes and several false starts but we eventually got there and were able to have dinner. I'm not a food critic so I won't go there, but the company was great. The conversations were all about what else, modeling. I'll take it! The more I listened the more I knew I had work to do. There were so many great stories and ideas. Building and trimming tips flying all around.

After dinner we went back to the Days Inn to finish with the scale judging. We waited a couple more hours in the bar. All focus was on the weather channel. The weather seemed questionable going into the weekend and Friday was not supposed to be the greatest. There were possible showers and some breezy conditions. Funny to see a group of grown men on the edge of their seats over the possibility that their plans to play with model airplanes might be squashed by bad weather. Believe me, being my first Nats I was the most concerned.

Friday morning came early as I made my way down to the field to meet John Stott to set up tents for the day's events. John showed up later than expected which gave me time to meet and talk to Richard Miller who I found sleeping in his car. I don't believe he spent the entire night there I think he was just waiting out the misty weather as was I. Again, I was amazed to see that yet another great guy belongs to the FAC. This club seems to have cornered the market on nice guys. We spoke for a short time about where we were from and how we came to get there. After a few moments of conversation I finally looked up to notice how absolutely enormous the field was. Flying in Durham, CT I had always thought that field was plenty big but now I was afraid to go back home and be disappointed. Although it was misty and still not very bright I could see that there was much more field than ever expected. I decided to put up a flight to make it official. I was at the Nats. With John still not there I decided to head back to the dorms to have breakfast before returning.

When I returned a half hour later I found John already setting up tents and I quickly joined in. By now several people had begun to show and I was just starting to get an idea of the magnitude of this contest. By the time we were done setting up there were cars lining the entire road along the flying field. There were vendors setting up on both sides of the road. The vendors were of particular interest to me, being new to the hobby I am always looking see all of those gadgets that you only hear or read about but can't get locally. It was also great to see someone selling copies of Flying Aces magazine there. I was able to start a new collection, my wife is so happy.

With all of the articles and stories written of the events and happenings available I'm not going to try to cover the reporting aspect of what went down as far as the events are concerned, but I did take notice of some things. I was entered in three of the mass launch events during Friday and Saturday. These are some of my favorite events that the FAC offers and they are always fun whether I'm first down or if I'm lucky enough to place and blown away thrilled to win (change of shorts please). The events were well run and organized. There didn't appear to be any questionable behavior or un-sportsmanlike conduct to speak of but I did hear that at the WWII mass launch there may have been a lack of some proper armament. Or at the WWI event some planes may be a few strings short of complete rigging. There may have been black dots where guns should be or no guns at all. Who knows maybe some of those invisible pilots were holstering some sort of handgun. Doesn't sound like 3-D guns per the rules. And I'm the guy who ripped the covering off of the sides of the fuselage of my already finished and trimmed Judy to add that darn side stringer I was missing the night before I left for the Nats. I made it to the third round in WWII and dorked in. I was very happy to make it that far.

Being one of the new guys I am always concerned about not wanting to look the part so I make an extra effort to try and get it right. I don't always succeed. If a CD noticed I didn't meet the requirements and asked me to "sit this one out" I would gladly do so. I have a copy of the FAC rule book and a bunch of guys around me to ask questions, and believe me they will tell you that I do, quite often. So it is entirely my fault if I don't do it right, and I'd hate to think that there would ever be someone who would actually argue to get back in. After all, it is still rubber powered airplanes. Now, don't get me wrong, I don't think it's the guy who is judging the planes and says "I'll let it go this time", and "this time" being the first time you've heard it, then by all means fly the thing and best of luck to you. But after you hear that phrase once I wouldn't want to show up with any crate that isn't legal at another event hoping for leniency. There are so many guys risking beautifully crafted and completely finished ships that I think it would be painful to the guy who has a mid air with one of those beauties and damages it using a "this time" plane.

That is the only tangent I have in my whole brain. I had too much fun to let that be the main body of my little letter here. Is it getting too long to call it little? Sorry, I just had such a great time. The real emphasis I want to impart in this letter is not so much my views of my first Nats but on the club as a whole and the kind of people who belong to it. I have been part of various clubs, groups of friends, and organized sports all my life. None have compared to the experience I have had over the last three years flying with the guys from my squadron and all those I have been in contact with involved in this great hobby. For example, one time I emailed Mike Stuart who is involved in the FAC in England and hosts a great web site, asking what was this lycra thread Chris Parent keeps talking about on Mike's web site. Mike put me in contact with Chris and all Chris wanted to know was what was my address so he could send me a spool or as he put it "a lifetime supply". Where else can you get guys like that. Thanks again Chris.

When I started out doing this hobby I totally didn't get the potential of these rubber-powered marvels. When I met the guys from Squadron 2 Hangar 1 at Pinkham field in Durham that all changed. They were full of great advice and help. They are never pushy with their advice and only offer if I want it. The only problem they have is that I always want it. When I won my first Kanone I think they were more excited than I was. They were all smiling ear to ear and so was I. So I'd like to take the time to thank these guys in no particular order: Dave Stott, Paul Stott, Vance Gilbert, John Stott, Mark Fineman, Al Lawton, Ed Pelatowski, and of course the man I was fortunate enough to get to know over two and half short years Bob Thompson. Thank you guys. I hope to have many more years of great fun with all of you.

Steve

FAC GHQ
Dear Lin:

The Jimmie Allen North American Postal Championship ended On the 30th of September and top spot was taken by the FAC Cactus Squadron of Gilbert, Arizona. As the winners, they will manage the contest in 2005 and will hold the beautiful perpetual trophy originally donated by Larry Oliver of the San Diego Orbiters. This is the first time that the Postal Championship has been taken by a FAC squadron.

The contest period will again run from June through September and rules and an entry form may be obtained from:

Jim Kutkuhn
1420 Wildflower Dr.
Casa Grande, AZ 85222

The contest is open to clubs of any persuasion (free flight, R/C, C/L, FAC, etc) as long as they can get at least three guys together with Jimmie Allen designs. The entry data spells out the recognized designs.

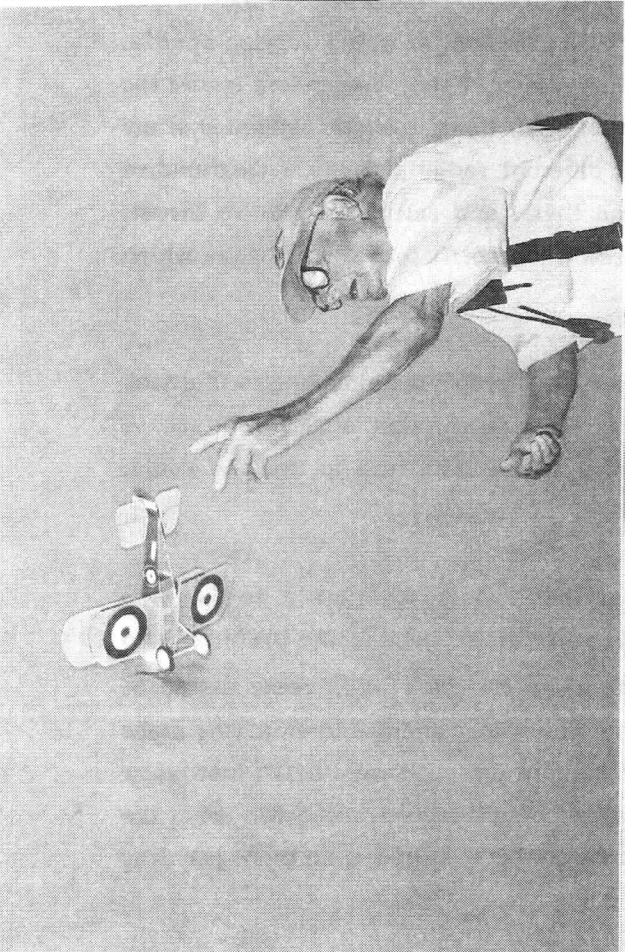
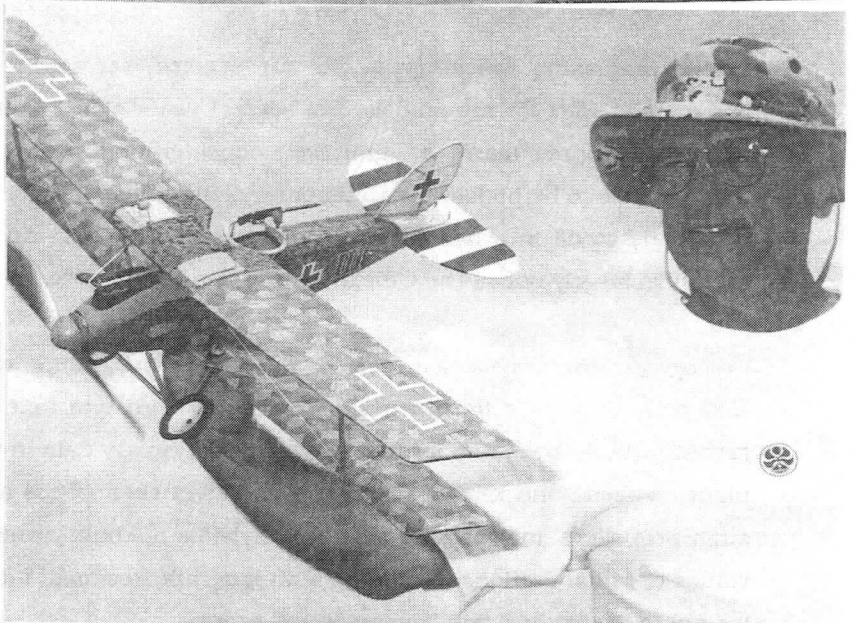
The Jimmie Allen Postal was started in 1995, so this was the tenth consecutive running. For those who might be interested, a complete description of the original Jimmie Allen Air Races and the Jimmie Allen radio program that they stemmed from, written by Jim Alaback, may be found in the October, 1995 Flying Models magazine.

PHOTO PAGE

Sorry, but we can't tell you who sent in these photos. Somehow we lost his name. However, The left column has two pics of Al Backstrom with his Sopwith "Bee", the plan appeared in the last issue of the newsletter. Right column, top, is Dave Regan admiring Mike Midkiff's Grummna Avenger, in the middle is "Iron" Mike himself with his Halberstadt and the bottom pic is Mike Isermann with his Avia built from Midkiff plans.

2004 JIMMIE ALLEN POSTAL CHAMPIONSHIP RESULTS

1.	FAC CACTUS SQUADRON, GILBERT, AZ			
Flying	Jim Kutkuhn	Neal Hudson	BA Parasol	360
Date	1420 N. Wildflower Dr.	Joe McGuire	BA Cabin	336
Aug 25	Casa Grande, AZ 85222	Jim Kutkuhn	Bluebird	<u>335</u>
				1031
2.	SAM 27, NAPA, CA			
Flying	Jerry Rocha	Jerry Rocha	Skokie	360
Date	3583 Ruston Lane	John Pratt	Skokie	326
Aug 14	Napa, CA 94558	Ding Zarate	Skokie	<u>324</u>
				1010
3.	SAM NX-211, St. Louis, MO			
Flying	Roy White	Earl Brockmeier	Skokie	329
Date	1025 Cedar St.	Dave Freeman	Skokie	318
Sep 23	Catawissa, MO 63015	Hal Schwan	Sky Raider	<u>294</u>
				941
4.	THERMALEERS, ST. LOUIS, MO			
Flying	Hal Schwan	Hal Schwan	Sky Raider	314
Date	105 Shady Valley Dr.	Conrad Ruppert	Sky Raider	295
Sep 9	Chesterfield, MO 63017	Earl Brockmeier	Skokie	<u>258</u>
				867
5.	FAC SQUADRON 40, BURLINGTON, ONTARIO, CANADA			
Flying	Richard Fahey	Mike Thomas	Skokie	360
Date	827 Shadeland Ave.	Bob Stewart	BA Parasol	250
Sep 4	Burlington, Ont. Canada L7T 2M2	Richard Fahey	Skokie	<u>212</u>
				822
6.	PENSACOLA FREE FLIGHT TEAM			
Flying	Paul Grabski	Paul Grabski	Skokie	276
Date	312 Forest Hills Dr.	George White	Skokie	255
Sep 25	Cantonment, FL 32533	Bob Junk	?	<u>94</u>
				625
7.	SAM 56, WICHITA, KS			
Flying	Jim Lehrman	Jack Phelps	BA Cabin	316
Date	Box 161	Tom Derber	BA Cabin	140
Sep 26	Goessel, KS 67053	Jim Lehrman	Skokie	<u>121</u>
				577
8.	CLOUDBUSTERS, METRO DETROIT			
Flying	Stu Weckerly	Stu Weckerly	Bluebird	260
Date	3660 Roosevelt	Jack Moses	Skokie	135
Jul 18	Dearborn, MI 48124	George Lewis	Skokie	<u>120</u>
				515
9.	UTAH STATE AEROMODLERS, SALT LAKE CITY			
Flying	George Swanson	Carl Fennesbeck	Skokie	225
Date	1420 Logan Ave.	George Swanson	Thunderbolt	155
Jun 19	Salt Lake City, UT 84105	Bob Sugden	Sky Raider	<u>97</u>
				477
10.	OLD TIME EAGLES, ORADELL, NJ			
Flying	Dick Eimert	Dom Algieri	BA Cabin	188
Date	8 Overbrook Dr.	Ed Sylan	BA Cabin	128
Aug 25	Monsey, NY 10952	Dick Eimert	BA Cabin	<u>118</u>
				434



"Hypotwisted" Props, Hung's Preferred Alternative to "The Airscrew"

Bruce Holbrook

(3.371 words, 4 Parts, on 6.3 pages)

Part 1: From Airscrew to Propeller

The old story goes: "A prop-blade advances through the air like a screw twisting through wood, so it is best to make it helical. Otherwise, different sections between hub and tip would travel forward at different speeds, and efficiency would be lost through partial blade-stalling." For three-or-so aeromodeler-generations, those supposed to be in-the-know have prescribed would-be screw-sections, specifically in the form of one or another single "P/D": ratio of "Pitch", = $2 \times \pi \times \text{distance-from-axis} \times \text{tangent of static angle of attack}$, to "Diameter", = span.

And when we turned from commercial (always helical) props of too little bite for usual FAC purpose to make our own, all we had had to go-by were building-instructions for helical props, and "tips": best blade size and planform, and adding, or not, some tip-washout to the tip-ward washout intrinsic to the helical configuration.

I take increasing Efficiency to be our species' sacred goal, and I am always looking for a new competitive edge for my models. So, several years ago, I gave the rubber-powered prop between one and two hundred hours of analytical consideration, before experimenting accordingly. I knew my mathematics to be hopelessly rudimentary. But I also knew that a non-expert may see what an expert won't, and go off in a new direction to something better. And I felt free to try, because technological history is largely one of the Official Authorities being off-the-mark for centuries at a time.

I recognized that a propeller is not an "airscrew" but a wing, whose chords fly at widely-varying speeds, that pulls air toward its upper surface as it travels into that air's vector. I should therefore ignore the furniture-building metaphor and focus on the primary data in that light. Using realistic estimates of my planes' speeds and known rotational speeds of their props at different radial stations, I diagrammed such propellers' interactions with the invisible medium around them, and calculated relative thrust-values of radial sections. Exploring with ignorant freedom, I drew three, enchainé, conclusions which led me to design and test "hypotwisted" props.

1) Both the "wash-out" of a prop's static angles of attack and a helical prop's dynamic angles of attack are roughly helical, but a prop might attack the air non-helically. That is, dynamic angles of attack -- what's left of static angles of attack after washout -- need not decrease from hub to tip, and could, rather, be made constant or increasing from hub to tip.

2) The faster the bladespeed, the steeper could the non-stalling dynamic angle of attack be and so -- to a point well within possible limits -- the more efficient could the tipward sections of the blade be; and the slower the bladespeed, the shallower should the dynamic angle of attack be in order not to be stalling. -- As I knew from glide-trimming my models for maximum buoyancy and duration, a wing stalls when it flies too slowly for its angle-of-attack, and it yields maximum Lift-per-Drag ("L/D") just-below stalling speed-per-angle. What's more: accelerate the model beyond its glidespeed, and it will lift at the angle of attack at which it stalled in the glide -- and so, it was reasonable to suppose, lift more per drag than it did at its substalling best in the glide.

3) A helical design guarantees just the opposite of such maximally efficient distribution from hub to tip of dynamic angles of attack. What would do much better, if it were practical, would be a design for increasing dynamic angles of attack from hub to tip. And if that were not practical, at least the angles should less-decrease from hub to tip than they do on an "airscrew".

From a helical perspective, such a blade would be "hypotwisted". And rather than have a single P/D, it would have a *range* of P/Ds that increased tip-ward.

Before conducting my experiments I had found nothing in the literature favoring increasing P/Ds from hub to tip, with one exception. A Chinese journal of FAI-type given me by a friend for unrelated reason contained a plan of such configuration for an optimal racer's prop. In view of the talent-pool size and historical fresh-mindedness implied, I took it to confirm my own "heretical" understanding. Then, years after my initial experiments, I found one professional discussion, more analytically detailed and realistic than most, which confirmed my understanding in principle but maintained that greater efficiency does not always result. It also excluded some relevant variables: "boundary-layering"'s change of effective dynamic angles of attack as an effect of airfoil-shape and speed, alteration by pressure-differential of airflow both around and to the blade, non-predictable reduction of airspeeds under rotational speeds due to entrainment of air,

In any case, the hypotwisted design worked for me. And I have gathered that in the FAC, a significant percentage of perennial high-Placers do, by accident or for unrevealed reasons, often or always use some form of hypotwisted prop.

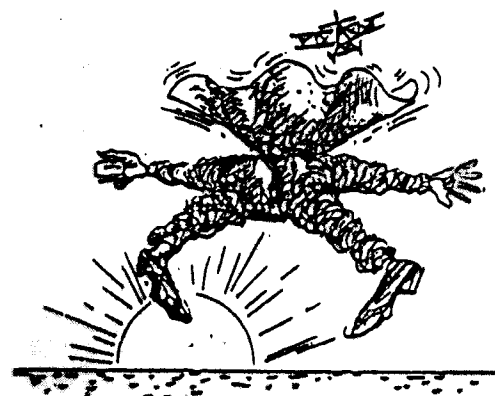
Yet as though there were no alternative worth considering, "Which P/D is best?" is chronically debated by the experts whose interest and experience most closely relate to those of the FAC: "once-1.25-P/D-, now-1.1-P/D"-Wakefielders with advanced degrees in Aerodynamics or Physics.

So I think it's worthwhile to provide the full rationale for such prop-design, proof of its superiority at least for FAC-type rubber power, and instructions for making such props .

GONE WEST

Five more FACers have left us since the last issue of the newsletter. They are Burt Phillips from Crofton, Md., Bob Meuser from Oakland, Ca., Stu Bennett from San Jose, Ca., Wayne Zink from Woodburn, In., and Robert Gelbard from Louisville, Ky. We want to send our condolences to their families and friends on their loss.

Bert Phillips will be sadly missed by us here at GHQ as Burt was always in attendance at both of the FAC's big contests at Geneseo and Muncie. He was also one of the stalwarts of the D.C. Maxecuters, serving them in many various elected offices over the years.



BROTHERLY LOVE AND THE "FLYING PENCIL"

as told to Don. Campbell --
by Chet Kowalik

Our friend Chet Kowalik has often referred to events in this story during our many conversations over the past few years, and with each telling, his eyes mist over as he seems transported back to another time.

Young Kowalik was only twelve years old in 1933 when his older brother Stanley was stricken with a kidney ailment. At times the illness became so severe that Stanley would be confined to bed for days at a time. There was a great bond of affection between the two brothers and Chet did whatever he could to ease Stanley's suffering.

It was during one of these painful episodes that Chet raided his little pile of coins and dashed out to the corner soda shop, where he purchased a model airplane kit selling for twenty cents. The kit was chosen from a display in the store window and turned out to be a 12" spanned Boeing B-9 Bomber produced by Construct-A-Plane Co.

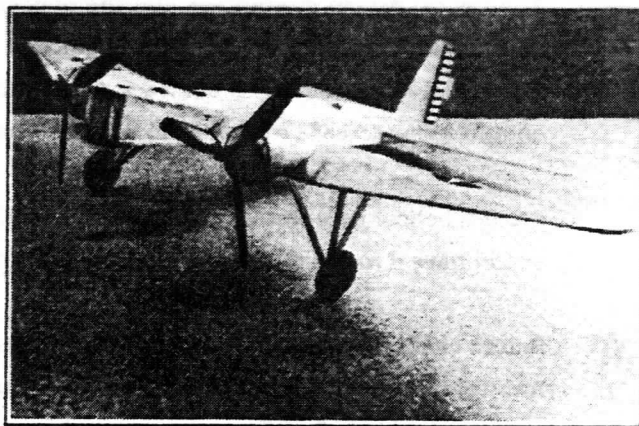
The twin engine aircraft designed in 1931 was also known as the *Flying Pencil* due to its long fuselage with open cockpits that gave it an unbroken line from nose to tail.

As Chet tells it, *"my brother completed the model per the Construct-A-Plane plans with impressive results."* This is made even more remarkable when you consider that Stanley had never before built a model airplane.

The Kowalik boys flew the little airplane as a glider within the confines of their home and watching its floating flights across the room proved to be some of their happiest experiences.

Sadly, the *Flying Pencil* would be the only model airplane to be completed by Stanley. He had started work on a Lockheed Vega from a Paul Jones kit (also provided by Chet) and was about half finished with it, when in 1934, his health took a sudden downward turn and he died at age nineteen.

Chet made a vow that he would someday duplicate his brother's *Flying Pencil* from the same Construct-A-Plane plans. After a delay of several decades, the project began taking shape during the summer of 1993. The resulting model B-9 Bomber would make Stanley proud. It's full of character and charisma. Your reporter finds it hard to believe that a design looking so awkward (actually homely) on paper could turn out to be such a beauty.



Chet's Boeing B-9 "Flying Pencil" Bomber.

Chet adds a poignant ending to this bittersweet story: *"I took the finished Flying Pencil to my brother's grave site and placed it on the headstone in Stanley's memory. Then I took a couple of photographs of it. I told him I had kept my promise."*

The newsletter staff would like to thank Chet Kowalik for allowing us to share this very personal and moving story with our readers.

The Boeing B-9 "Flying Pencil" Bomber of 1931

by Don. Campbell

The Boeing B-9 Bomber was already history by the time your reporter had become aware of its existence and has never occupied a top spot in the pecking order of subjects to be modeled. This, however, changed as the Chet Kowalik story was being developed, and the *Flying Pencil* became an object of interest. The search was on for more facts regarding this suddenly interesting topic. The Boeing B-9 can trace its lineage directly to the marginally successful *Monomail* that preceded it as Boeing's first all metal design. The *Monomail* was a single engine design produced by private funding at a time when the Boeing factory was chucking out military fighters and bi-wing transports and was operating on the profitable side of the ledger.

The *Monomail* suffered from poor performance due to its lack of a controllable propeller (something that wouldn't be available for a couple of years ahead) and took forever to get into the air from the short airmail fields on which they were supposed to operate.

Knowledge gained from constructing the *Monomail* was put to good use when the U.S. Army Air Corps decided in 1930 to turn away from the slow

bi-wing Bombers in favor of more efficient designs. The result was that Boeing developed the Y1B-9A for testing by the Army. The design, although modern in concept, still retained some outdated thinking such as; open cockpits at crew spaces. The design incorporated a full cantilever wing, retractable landing gear and twin engines. Its long fuselage with unbroken lines earned it the nickname *Flying Pencil*.

The completed Y1B-9A (Boeing model 214) was turned over to the Army's Wright Patterson Field test pilots for evaluation and it was an immediate hit. The new Bomber upped the speed for aircraft in its class from 100 to 185 m.p.h. and could outrun the bi-wing fighters then in use by the military. The design was designated B-9 by the Army and its future looked secure until the Martin Aircraft Company came out with its B-10 Bomber while the Boeing design was still being evaluated during 1931-32.

All bets were off! The Martin B-10 (model XB-907) had a 200 m.p.h. capability and featured retractable landing gear as well as enclosed canopies for all weather crew protection. Martin gained a production contract and the B-9 was dropped from further development. Not only did Martin "ACE" Boeing with its design, it also received the prestigious Collier Trophy for the advancement of aviation.

Boeing wouldn't be out of the picture for long because its snappy little P-26 *Peashooter* fighter was coming off the line and would make its own mark in military aviation. The company likewise took the lead when the Army decided it needed a long range *Strategic Bomber* in its inventory. Thus, Boeing came up with the four engine B-17 *Flying Fortress* while all the other aircraft builders were thinking in terms of twin engines. The rest is history.

Just for fun we've checked some sources for kits and plans of the B-9 Bomber and find that by 1936 it was all but forgotten in favor of the slicker looking Martin B-10. Hawk Models offered a solid scale balsa version and Cleveland Models offered a 38" spanned plan up until 1967. We don't know if that plan is still available or not.

The Construct-A-Plane Model plane has already been discussed in our Chet Kowalik story and we're sure that you readers who delve into aviation facts will have much more to offer on the subject of the B-9 *Flying Pencil*. We welcome your comments.

THE ABOVE ARTICLE FIRST APPEARED
IN THE "DETROIT CLOUDBUSTERS"
NEWSLETTER.



Boeing Y1B-9 (US) low-wing
all-metal bomber. 2 600 hp.

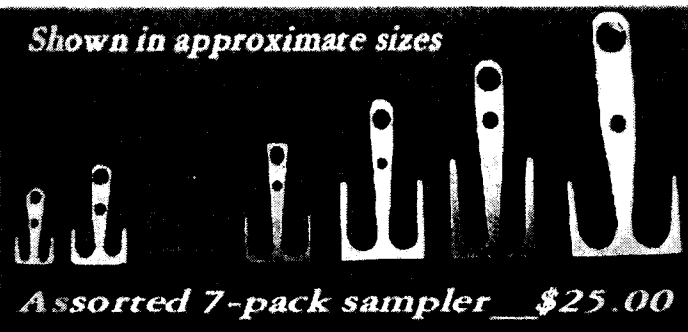
Hi-tech T-HOOKS

by Bob White

GET HOOKED...with the best transfer of rubber motor to prop shaft ever devised. Popularized by BOB WHITE, this rubber holding system converts high torque energy into smooth vibration free prop runs. The design optimizes distribution of motor torque through its cross-section to minimize the motor climbing onto the prop shaft, with those sometimes disastrous results.

Rubber Modelers who have had the privilege of examining the meticulous hand crafted "T-Hooks" that Bob White produced for his winning model designs, have all been amazed at the small size, light weight and strength of his winding hooks. These were laboriously made, one at a time.

Now we can all benefit from his own "master" produced T-Hook for mechanized cloning. These are machine milled from aluminum alloy to provide a small, strong and lightweight hook. These T-hooks are now anodized for extra hardness and color coded for easy identification.



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Micro	Silver	0.47	6	\$5.00	\$9.00	\$12.00
X-Small	Black	0.49	12	\$5.00	\$9.00	\$12.00
Small	Green	0.58	18	\$5.00	\$9.00	\$12.00
Medium	Red	1.19	28	\$5.00	\$9.00	\$12.00
Large	Gold	2.21	36	\$5.00	\$9.00	\$12.00
X-Large	Copper	3.58	44	\$5.00	\$9.00	\$12.00



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THE PLANE THAT NEVER WAS (OR WAS IT?)

by
Fran Ptaszkiewicz D.S.M.

After much research, this month's subject aircraft appears to have provided many interesting fact's concerning it's existence, or not, depending on the sources dispensing what they claim to be the actual information surrounding this airplane.

The "Manta" fighter also identified as the Davis "Manta", was designed by David R. Davis of the Manta Aircraft Corporation of Los Angeles, California in 1941. Distinctively it featured a thick root airfoil section with the wing planform resembling the giant Manta Ray fish.

This projected military fighter was a close attempt at a flying wing design, although a very slim tube-type conventional fuselage and tail surfaces were found to be necessary to balance the aircraft.

Initially proposed as a long-range bomber escort. The planned advanced aerodynamics were expected to give it incredible performance, with an anticipated climb to altitude speed of 6,000 feet per minute.

Having a wingspan of 50 ft and an overall length of 54 ft, this radical design was to be powered with the 1.150 hp Allison V-1710-E engine driving contra-rotating propellers. The expected cruising speed was estimated to be 350 mph with a top speed of 430 mph and a landing speed of only 60 mph. Phenominal range and duration was expected to be in the order of ten hours and 3,500 miles when fully fueled and loaded. All in all, the potential for a good combat aircraft which promised superb maneuverability.

Weaponry was to consist of two 20 millimeter cannons and two 50 caliber machine guns in each wing, which promised tremendous firepower.

Depending on the information sources available I have found that:

- . The airplane was designed and ready for production but never built.
- . It was built as a full scale mock-up ready for production.
- . It was built and flight ready but never flown.
- . All of the drawings were stolen by a secret agent from a foreign power.

Thus the information was somewhat scant and inconclusive, yet a 3-view drawing of this ship was published in the April issue of Flying Aces magazine thereby giving some credance to the fact that there was a full scale engineering design completed with it's ultimate fate unknown.

This oddity in aviation history leaves many questions unanswered and I am certain there may be more definitive facts out there which my limited resources do not have access to. Yet an interesting subject none the less.

Much credit must go to Norm Seelbinder, a member of the Niagara Soaring Club, (a full scale soaring group) for his assistance in searching the web and locating some of the information used in this article.

Criss WAS READY for this job!



When the Claude Drilling Company, one of the leading drilling contractors in the Petroleum Industry purchased their new **SPARTAN Executive**, the first need—was a pilot! Now, to intrust an investment costing several thousand dollars, you will agree they were NOT looking for just another pilot—or how cheap they could hire him. *Criss Morgan got the job!*

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SPARTAN'S location at Tulsa, "Oil Capital of the World," is in the heart of the Petroleum Industry, LEADING USER OF AVIATION EVERY DAY IN THE YEAR. The center of the South-west's IDEAL level flying country, without hazards of mountains, ocean fog or city haze and smoke. Here the days are clear, with bright sunshine the year round.

Criss Morgan was a lad like yourself when he left Mexico, Missouri, in 1935 to enroll at SPARTAN. Completing his Transport Course with the DAWN PATROL in slightly less than nine months, Criss spent the next year and a half on practical jobs in Aviation. Today at 25 he holds a responsible position commanding a salary that would do justice to a college man of 35. Criss Morgan like hundreds of other successful SPARTAN graduates, is an example of the opportunities waiting for TRAINED MEN in Aviation today. Opportunities that assure YOU a successful career in Aviation!

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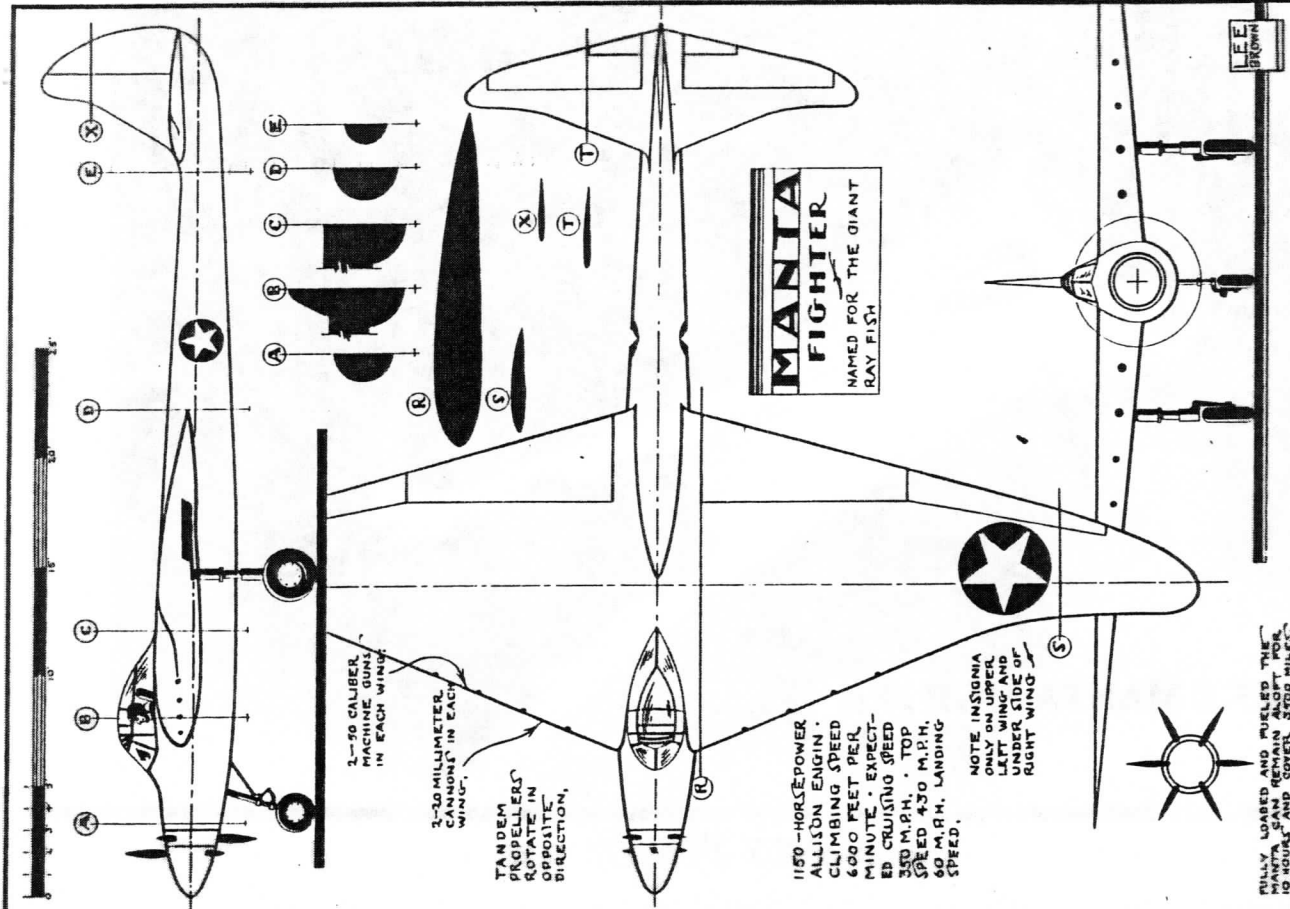
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The above ad appeared in the July 1939 issue of "Popular Aviation" magazine.



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NAMED FOR THE GIANT RAY FISH

2-50 CALIBER MACHINE GUNS IN EACH WING

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TANDEM PROPELLERS ROTATE IN OPPOSITE DIRECTION

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NOTE: INSIGNIA ONLY ON UPPER LEFT WING AND UNDER SIDE OF RIGHT WING

FULLY LOADED AND FUELED THE MANTA CAN REMAIN ALIGHT FOR 10 HOURS AND COVER 3500 MILES.

LEE BROWN

LOOKING for FACers in the Florida/Georgia area to get in on the fun! Contact; William Hoehn, 2906 S.W. 130th Ter., Archer, Fl. 32618 Ph. 352-331-2416



THE MANTA FIGHTER

The Clancy Skybaby

Designed and built by Alan and Bill Clancy, the Skybaby first flew on 15th February 1931, powered by a Henderson motorcycle engine which was later modified with new cylinders, aluminium pistons and larger overhead valves, turning out 38 hp. Several conversion sets were made and sold.

Cruise speed was 60 mph, max speed 75 mph and stall speed 30mph. The Skybaby was never registered but operated under a "permit to fly" which limited it to within 3 miles of Mascot Aerodrome. It was painted silver after its first flight. Jack Clancy, the youngest of the Clancy brothers learned to fly in a Westland Widgeon, and after 2.5 hrs dual, was sent solo in the Skybaby and eventually checked out for his P.P.L. by Charles Kingsford-Smith after some time in a Moth. "Smithy" flew the Skybaby several times, as did Jim Mollison (of Trans-Atlantic fame).

In 1936 the Skybaby was sold and later flew in Newcastle, where it was damaged, rebuilt and flown in the Narrandera area up to the 50's and last seen at Yanco NSW in the late 60's. Several other Skybabys were built, including one by D. Mott of Parkes, which flew in 1935.

Another version was powered by a Praga engine (similar to the Aeronca 2Cyl) with the nose lengthened for balance. Little is known of its history (it's unregistered) but it survives today in the care of the Australian Aviation Museum at Bankstown Airport, Sydney, NSW.

Among the volunteers at the museum is FAC member Bob Gault who had the honour of swinging the prop recently for the Pragas first run in many years.

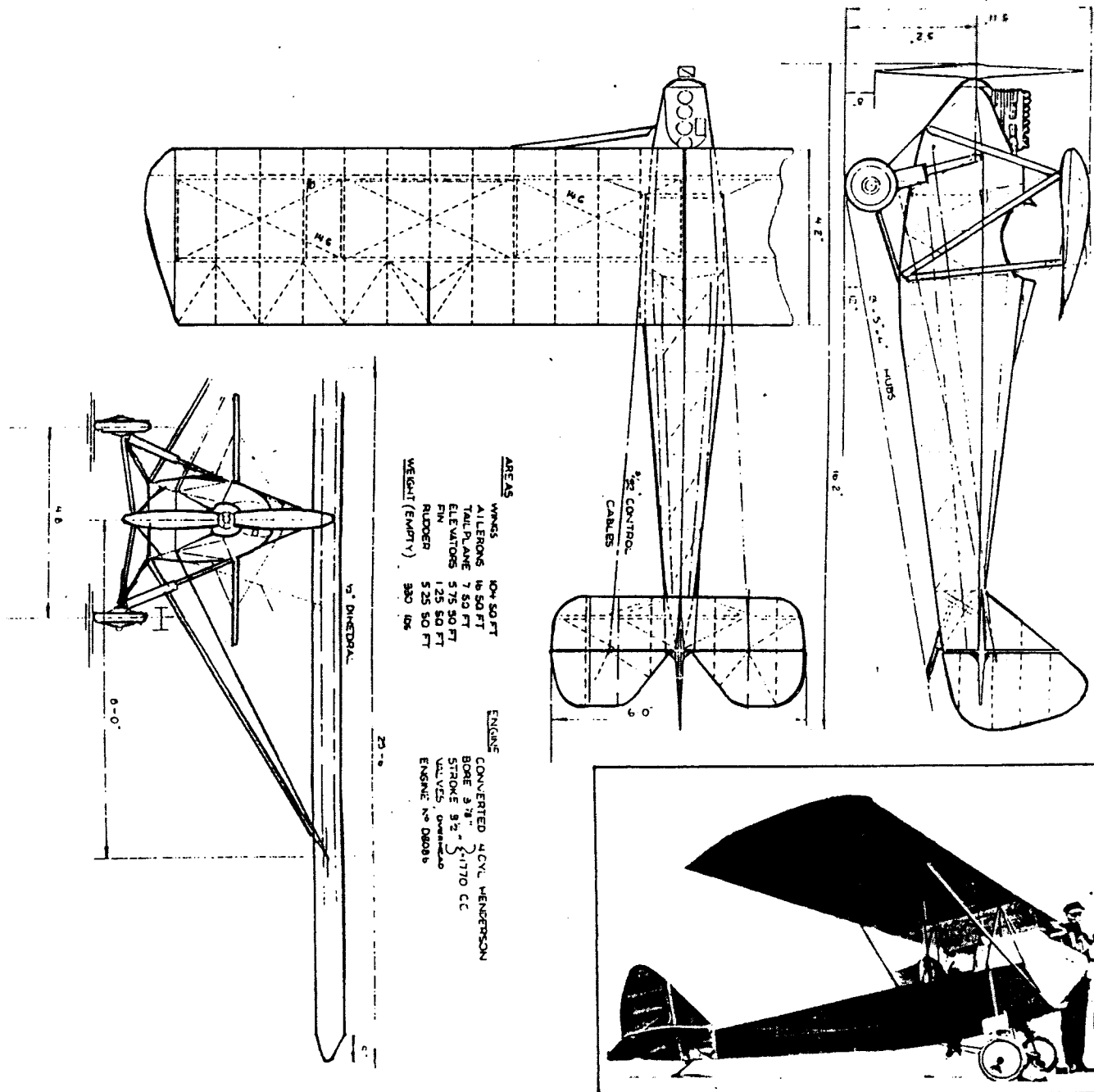
In 1980 the Michigan EAA Chapter built a Skybaby for display in the EAA Museum.

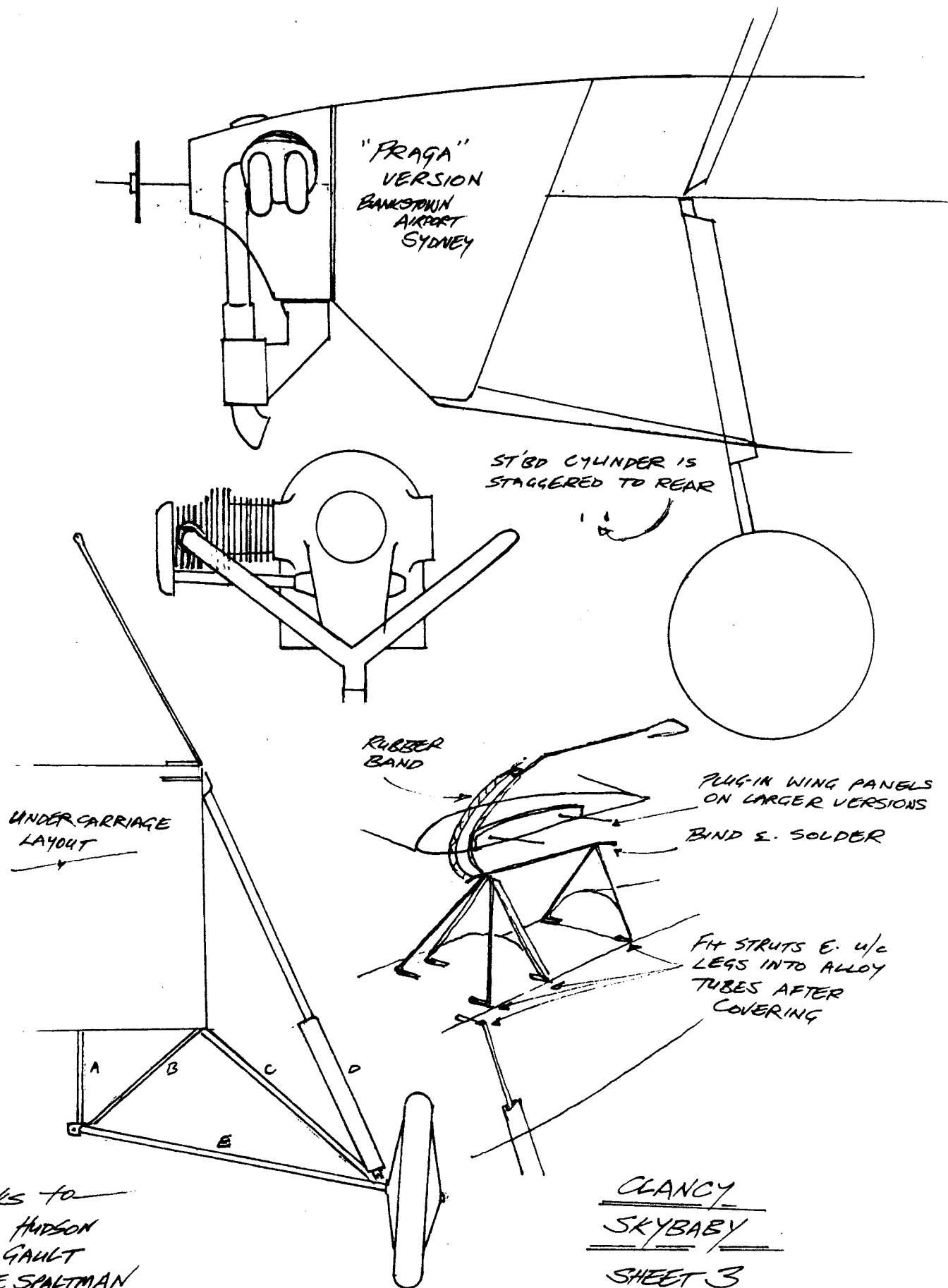
Jack Clancy supplied drawings and found a Henderson engine which he restored using a set of pistons, heads and cylinders made 50 years previously! Flown for 6hrs, N2115B was presented to the EAA Museum and in 1987 the Skybaby was shipped to Australia where it is now displayed at Sydneys Power House Museum. More Skybabys are under construction and some have flown – 70 years after No.1.

Model the Skybaby

As with some of our previous plans, the Skybaby is drawn to fit the A3 page size, so sizes are not marked, to allow builders to enlarge, or reduce, to the size desired. Also some details are not drawn – most modellers have their own ideas for wing mounting etc. Note – there is a gap between the wing panels (sometimes covered) on the Praga version. For C02 or Diesel/Glo powered just add a bulkhead in the appropriate position; for electric, position mounts to suit the motor used.

For rubber power, the Praga version would be most suitable. Colours are light blue and red. (Photos available from Lloyd Willis C/- FAC). Finally, at one time in its career the original Skybaby carried Texaco markings – I have two fairly poor photos – if anyone has any more info on this I'd love to hear from them. *LLOYD*





THANKS TO
 • KEITH HUDSON
 • BOB GAULT
 • ANDRE SPALTMAN
 for their help

CLANCY
SKYBABY
SHEET 3

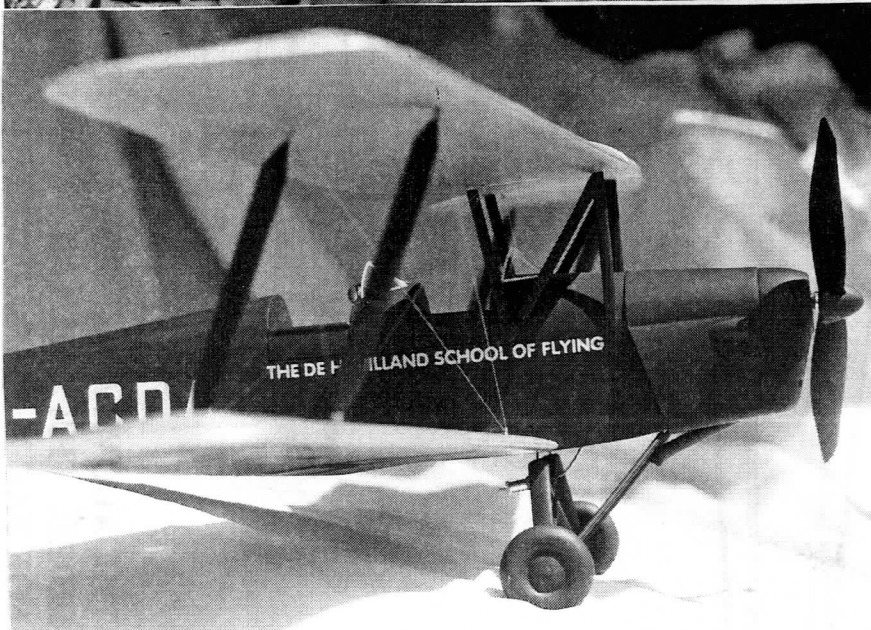
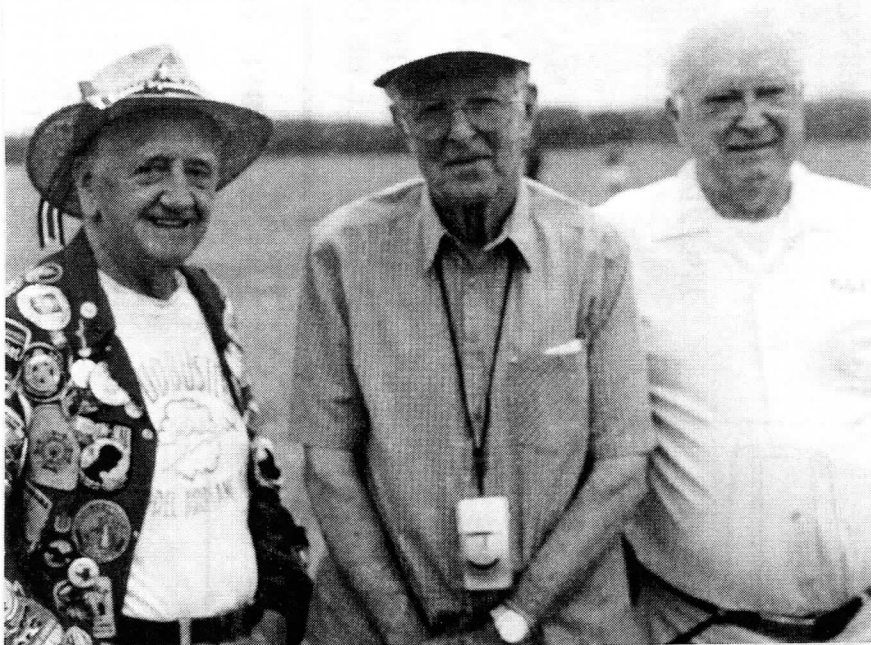
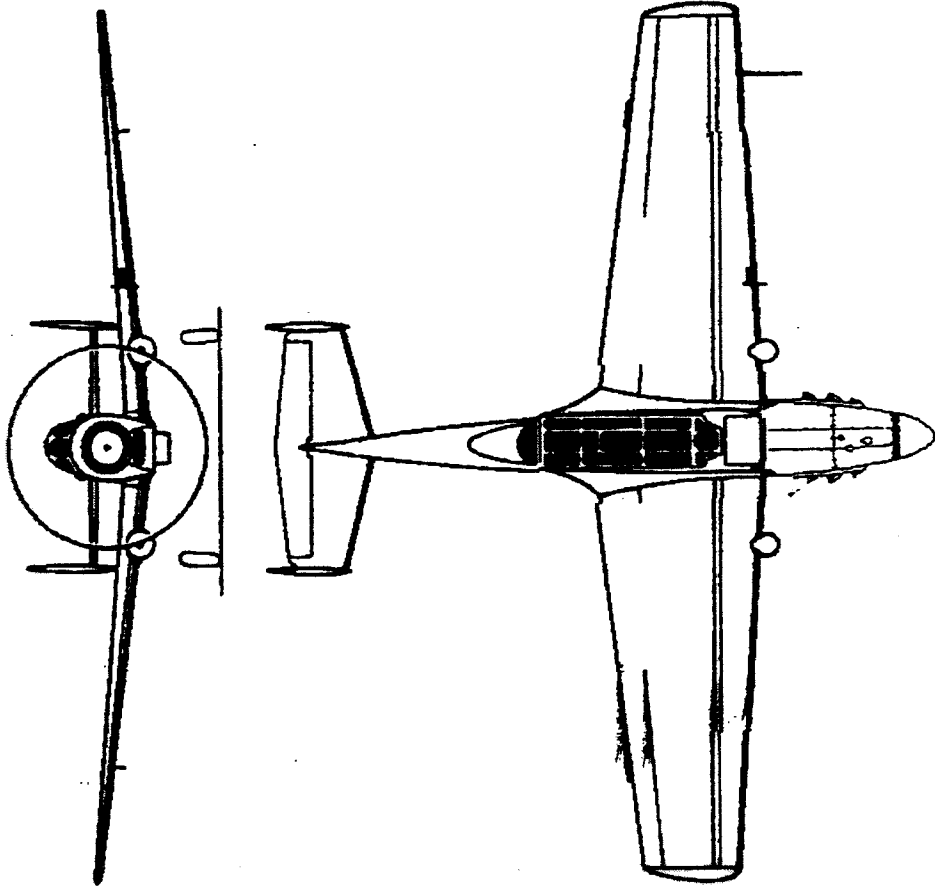


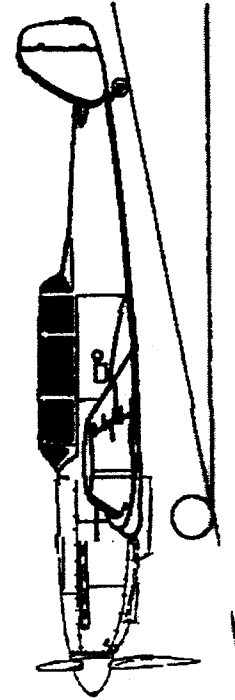
PHOTO PAGE

This page of pics are credited to Steve Kanyusik. Left top, Richie Miller with his Heinkel HE-112, middle, Steve himself with our HERO Earl Stahl and Ralph Kuenz. Bottom pic is of Ted Allebone's great looking DH Tiger Moth. Top right is Dan Olah from the Detroit area with his Grumman Wildcat. This was Dan's first journey to Geneseo and he says he will be back!





C3603 with Hispano-Sulza 12Ybrs



**THE ABOVE AIRCRAFT IS NOT SLAB
SIDED. THE SIDES MUST BE ROUNDED
FOR FAC MASS LAUNCH EVENTS**

CACTUS SQUADRON WINTER QUEST 2005

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

SUNDAY FEBRUARY 6 *

AT THE CACTUS SQUADRON FIELD 08:30 - 13:00

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

THREE NON-JUDGED TIMED EVENTS:

- EMBRYO ENDURANCE
- FAC OLDTIMER RUBBER
- GOLDEN AGE CIVIL SCALE **
- MODERN CIVIL SCALE MASS LAUNCH **

(**REMINDER - FOR THE CIVIL SCALE EVENTS THE 45 MIN. SCALE
POINT CRITERIA APPLIES)

TROPHIES WILL BE AWARDED FOR 1ST & 2ND PLACES
NO AMA LICENSE REQUIRED!

ENTRY FEES:

\$5.00 PER EVENT

MAX ENTRY FEE - \$ 10.00

ALTERNATE CONTACTS:

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

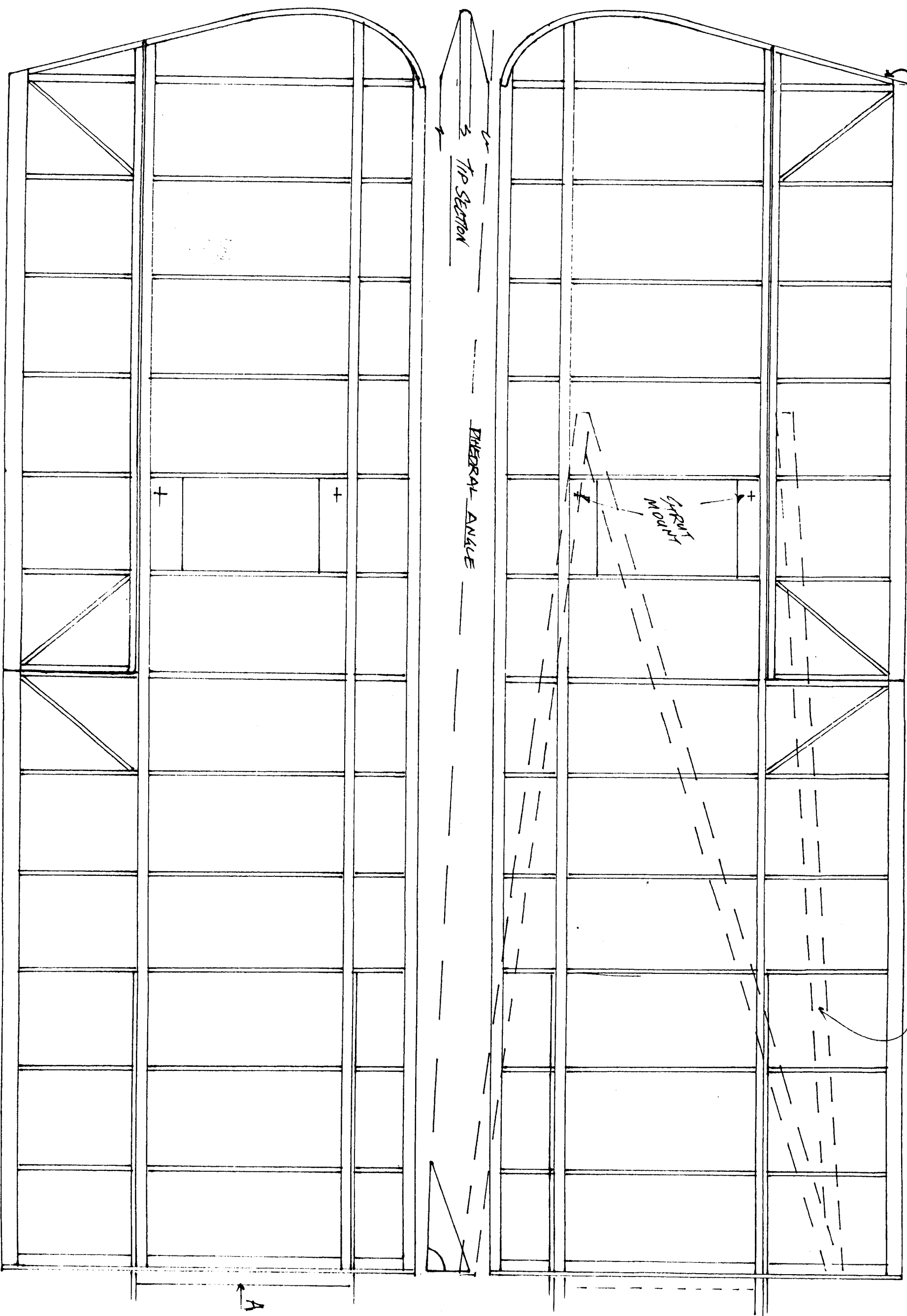
***(IF POSTPONED DUE TO INCLEMENT WEATHER, THE
CONTEST WILL BE CONDUCTED ON SUNDAY FEB. 13)**

MODEL PLAN SERVICE

Copies of List No. 16 are available as follows:

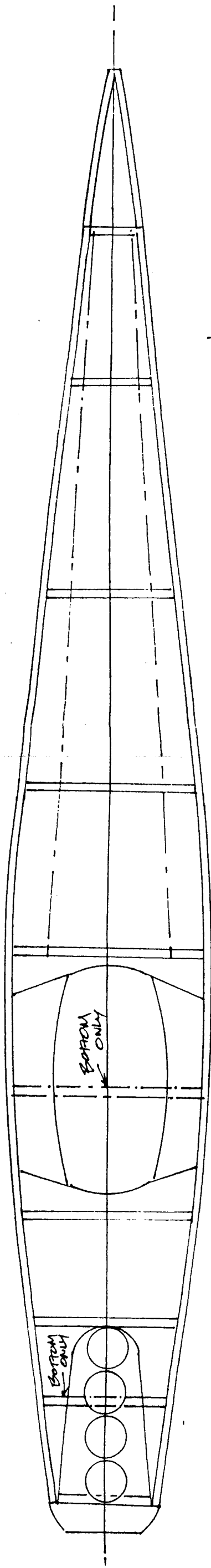
Send \$1.00 and a business size SASE to
Charles F. Schultz
910 Broadfields Dr.
Louisville, KY 40207

STRET PATTERN TRIM TO FIT



FLY
RADES

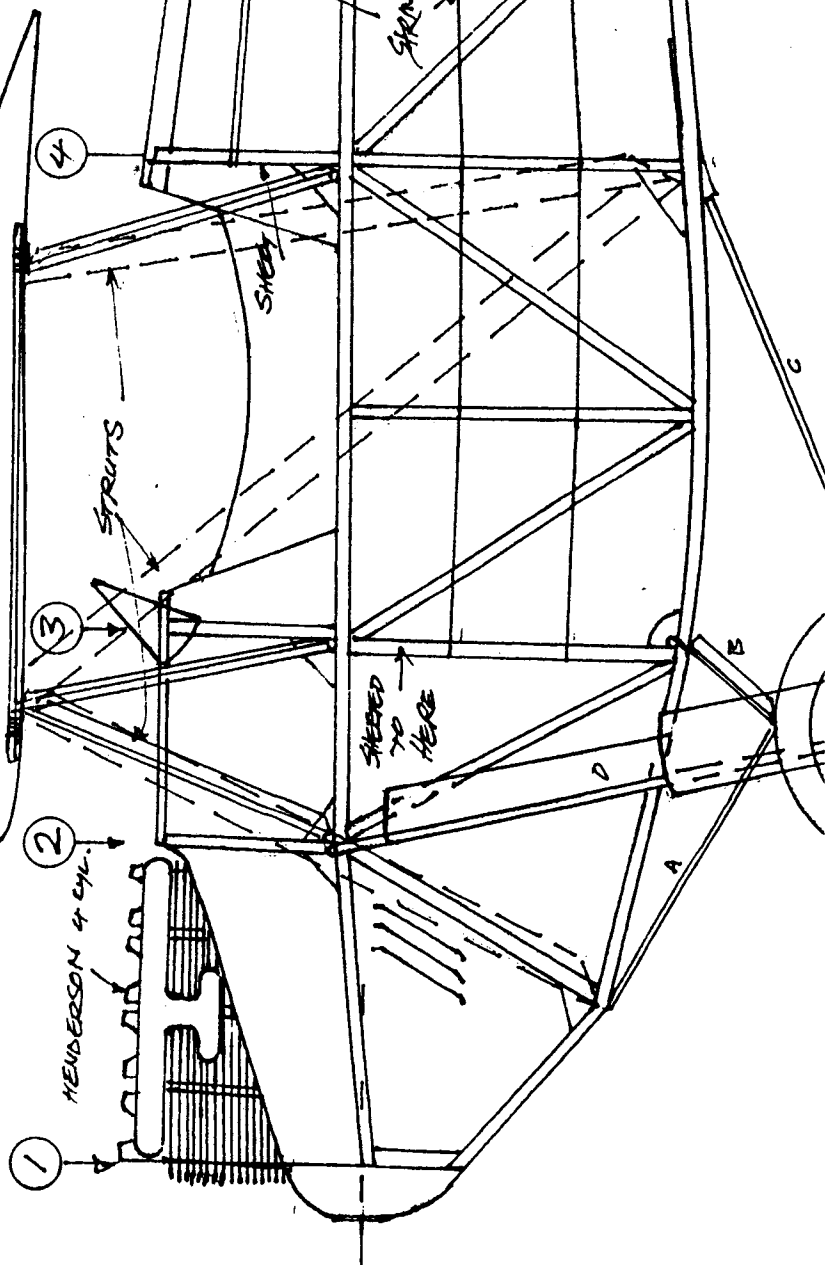
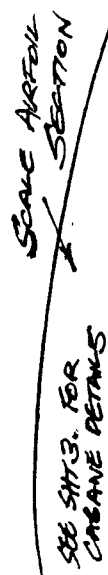
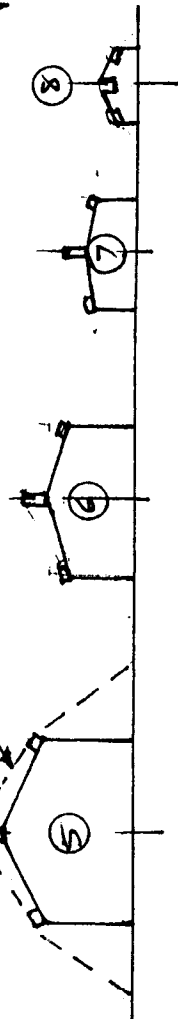
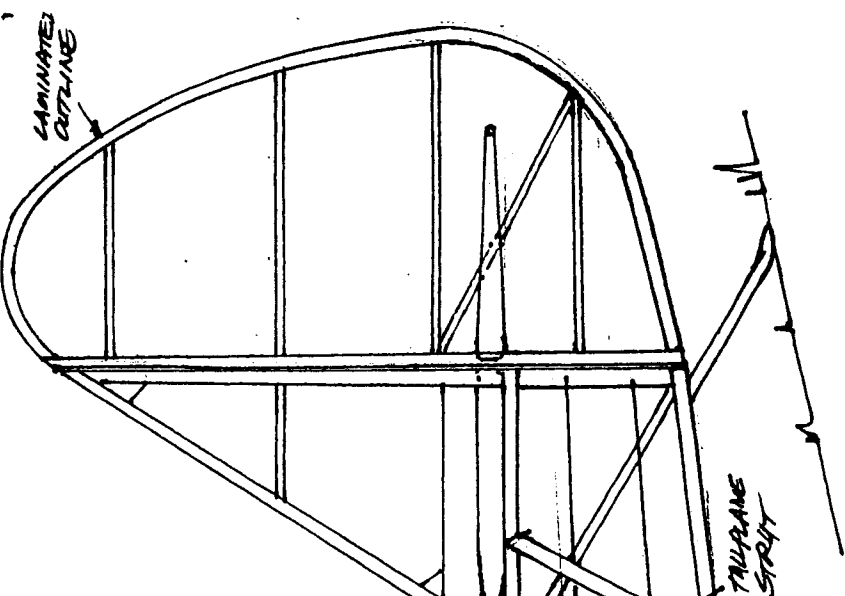
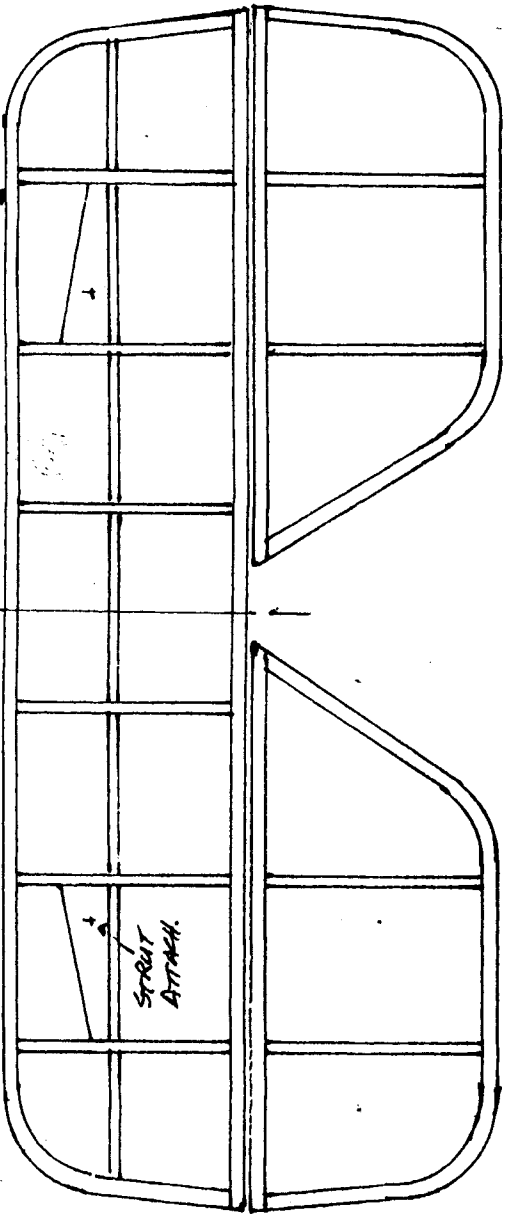
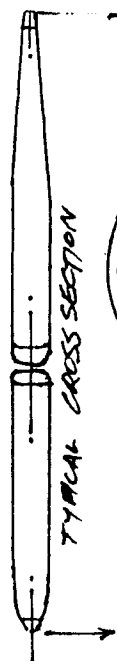
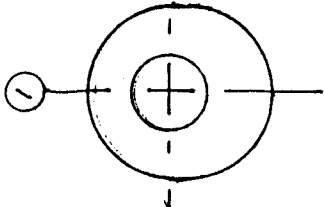
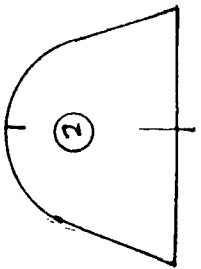
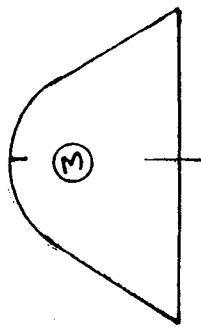
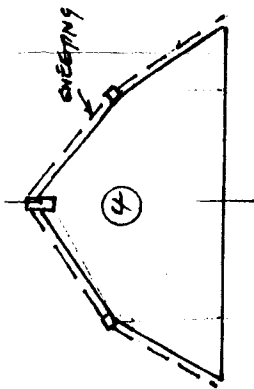
front
rear

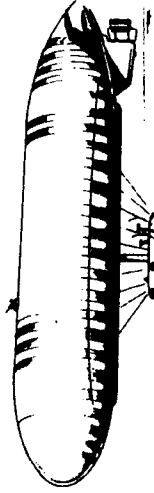


THE CLANCY MONOPLANE
"SKYBABY" 1930

DESIGNED & DRAWN BY LLOYD WILLIS
FOR FLYING ACES DOWNUNDER — JULY 2001 (?)

NOTE: MATERIAL SIZES NOT SHOWN TO ALLOW FOR ENLARGEMENT, OR REDUCTION, TO SUIT MODELERS' NEED. LIKEWISE DETAILS OF ENGINE MOUNTING ETC. (RUBBER, POWER ELECTRIC, COIL) ARE LEFT TO THE BUILDERS OWN PREFERENCES.





Zodiac (Fr) anti-sub blimp, 75 mm cannon.

DIHEDRAL BRACES $\frac{1}{32}$ PLYWOOD

COVER FUSE TOP WITH TISSUE FROM
⑤ TO ⑧ ADD PIECES X AND
BUILD DECK ON THEM (X)

REAR WING MOUNT
 $\frac{1}{16} \times \frac{3}{8}$ Balsa

(X) $\frac{1}{32}$ Balsa

MOTOR NOT
SHOWN FOR
CLARITY

$\frac{7}{16}$ " HERE = 3" - SCALE = 0"
 $\frac{1}{8}$ Balsa FLUSH
WITH BOTTOM OF WING

DIHEDRAL BREAK 2

$\frac{1}{16}$ RIBS $\frac{1}{8}$ Balsa

$\frac{1}{16}$ DIA BAMBOO

OLIVE
GREEN

RIBS 2
 $\frac{1}{16}$

Balsa

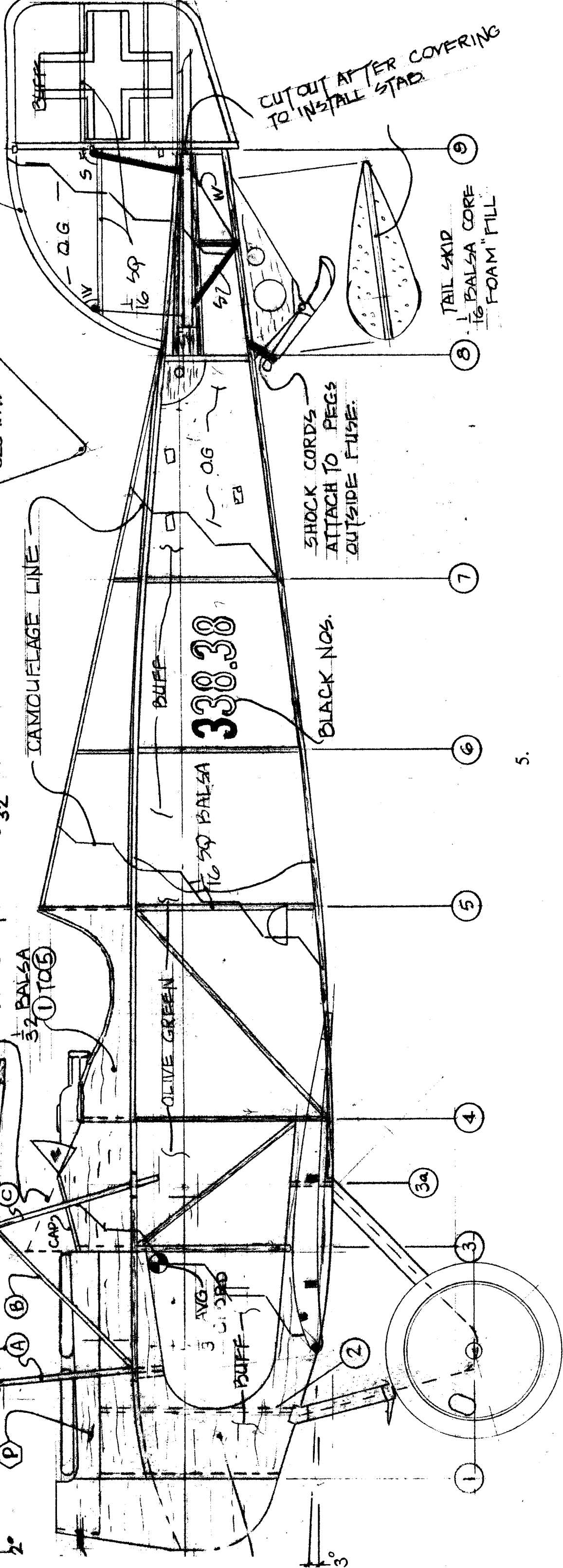
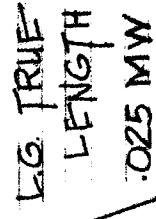
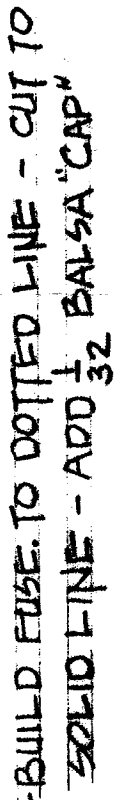
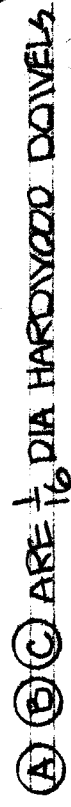
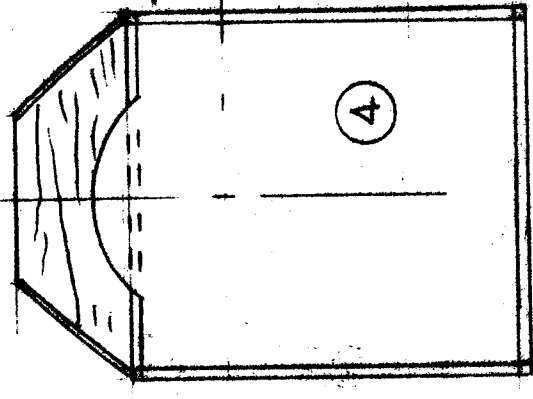
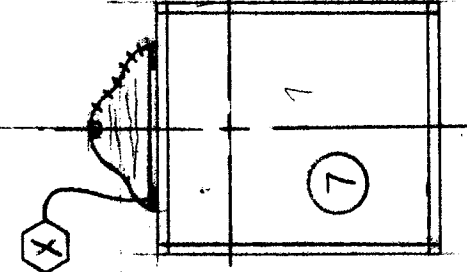
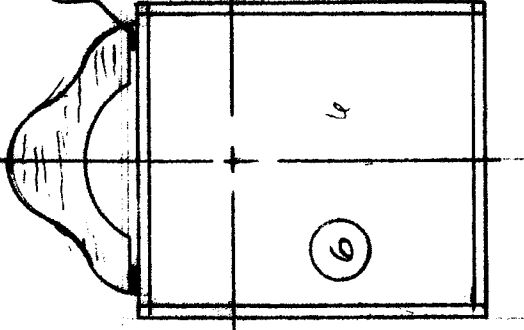
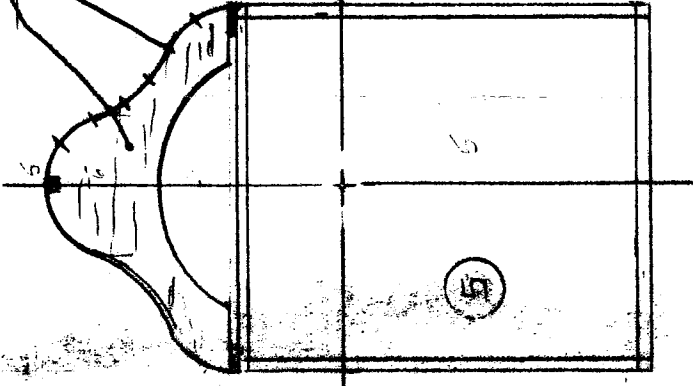
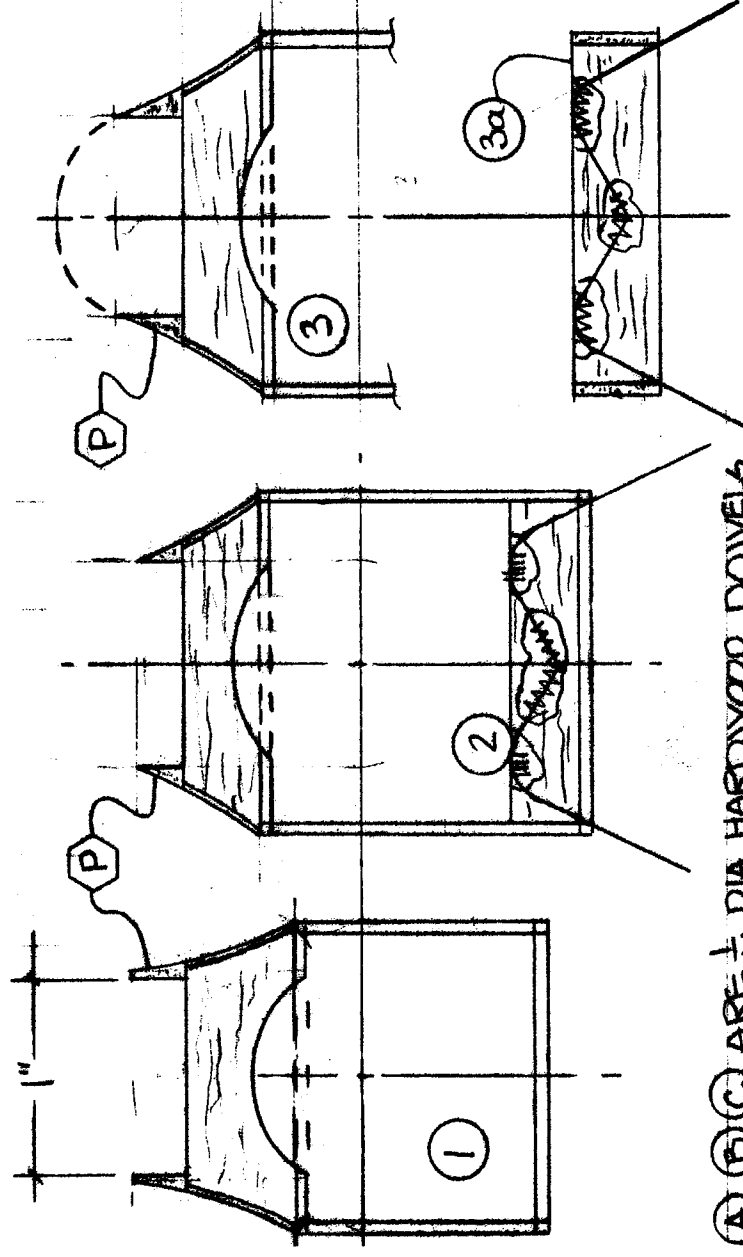
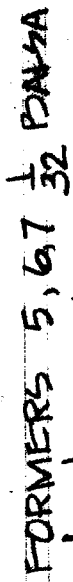
BAMBOO $\frac{1}{16}$ DIA

$\frac{3}{32} \times \frac{5}{16}$ Balsa

TRAILING EDGE

LEAVE TOP OF CENTER
SECTION UNCOVERED
UNTIL GLUED TO FUSE

SCALE VAGHOUT BUILT INTO AILERON



$\frac{1}{8}$ BALSA FLUSH WITH TOP OF RIB

OLIVE GREEN

$\frac{1}{8}$ WASHOUT BOTTOM VING

$\frac{1}{16}$ SQ BASSWOOD ONE EDGE

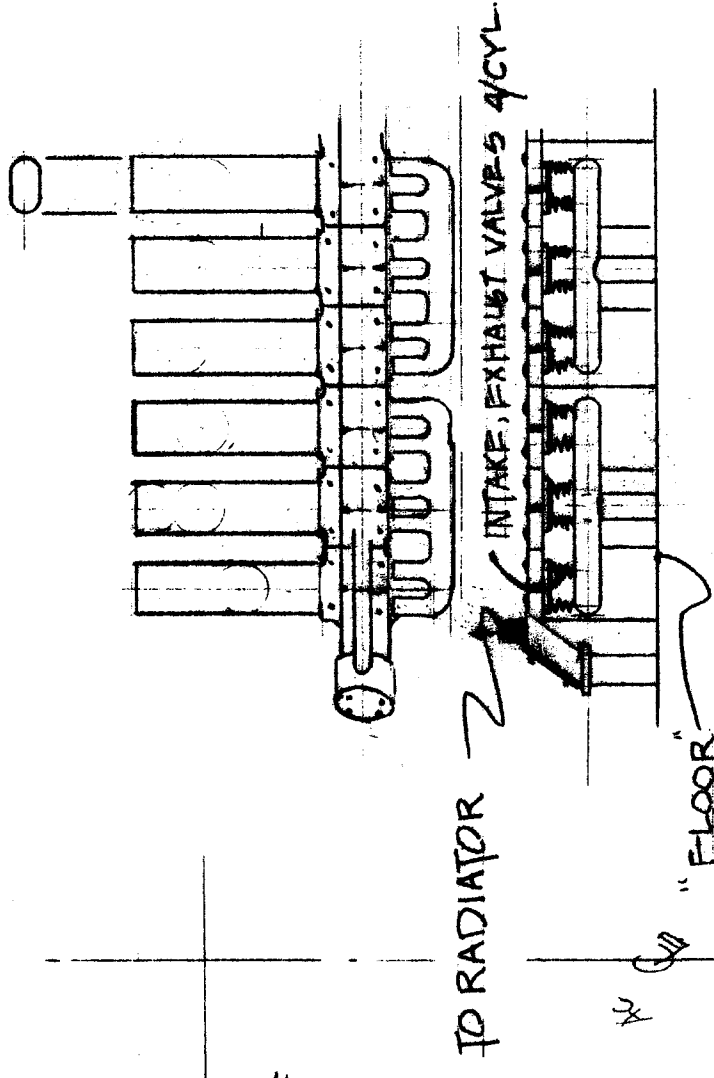
$\frac{1}{16}$ SQ BALSA

HARD BALSA
 $\frac{1}{16} \times \frac{1}{8}$ SPARS

$\frac{1}{16}$ RIB
TILT 3°

OLIVE GREEN

$\frac{3}{32} \times \frac{5}{16}$ BALSA T.E.
ALL RIBS $\frac{1}{32}$ BALSA EXCEPT AS NOTED



WING STRUT $\frac{1}{16} \times \frac{1}{8}$ HARD BALSA 4 RPD

5 WING TIP FROM (A) TO (B)
LAMINATED $\frac{1}{32} \times \frac{1}{2}$ - 3 LAMs
SHAPE TO MATCH RIB OR
USE $\frac{1}{16}$ OD AL. TUBE
CAN ALSO USE BAMBOO SKEWER
FROM SUPERMARKET

COLOR SCHEME

ENTIRE AIRCRAFT: BUFF (YELLOWISH TAN)
TOP SURFACES: AREAS OF OLIVE GREEN
AS SHOWN
WING, LANDING GEAR STRUTS: MEDIUM GREY
TAIL SKID PYLON: BROWN

