FLYING ACES

Club News

ISSUE #223-149 May/June 2005

Victor G. "Vic" Didelot

Victor G. "Vic" Didelot, 81, of Millcreek, passed away at home Wednesday, March 30, 2005. Born in New York City January 4, 1924, he was the son of the late Victor J. and Georgette L. Kalbe Didelot. He grew up in Stamford, Conn. He was a graduate of Gannon College in 1945 and the first president of the Gannon College Alumni Assn. He had worked at American Meter and Eriez Magnetics and retired as the Eastern Regional Sales Manager for Jorgenson Conveyers.

Vic's main love was model airplanes and their engines. He was a founding member of the Model Engine Collectors Assn. and the Society of Antique Modelers. He had a world wide reputation for making, marketing and repairing model airplane engine parts.

He was preceded in death by two brothers, John G. and George A. Didelot.

Surviving are his wife since 1946, Mary "Ruth" Fasenmyer Didelot, two sons, Richard J. Didelot, wife Sarah, of San Antonio, Texas, and Thomas V. Didelot, wife Teri, of Hartford, Wis.; two daughters, Denise M. Cilenti of Cleveland and Melanie A. Peterson, husband Douglas, of Latrobe; a sister, Lucille Thoman of Port St. Lucie, Fla.; ten grand and two great grandchildren and several nieces and nephews.

Calling at Brugger Home for Funerals, West 38th at Greengarden Blvd., Friday 2 to 4 and 7 to 9 p.m. The Funeral Mass is Saturday at Our Lady of Peace Church, 2401 West 38th, at 10:30 a.m. Interment is private. Memorials to VNA Hospice or Our Lady of Peace Church. Condolences at bruggerfuneralhomes.com/

In Loving Memory of

Victor G. Didelot

January 4, 1924
March 30, 2005

Do not stand at my grave and weep; I am not there, I do not sleep. I am the thousand winds that blow; I am the diamond glints on snow. I am the sunlight on ripened grain; I am the gentle autumn's rain.

When you awaken in the morning's hush, I am the swift uplifting rush of quiet birds in circled flight. I am the soft star that shines at night.

Do not stand at my grave and cry, I am not there, I did not die.

VICTOR G. DIDELOT.....MY FRIEND by Lin Reichel

I have lost my wingman and dear friend of 43 Years. Vic Didelot passed away on March 30, 2005 from cancer. Vic and I have been sharing the duties of the Flying Aces Club for 24 years and it has been a great relationship together. Since we both retired 15 years ago, we have had lunch together every Thursday and we never failed to discuss the few problems, the FAC rules and the future of the Flying Aces Club. Every year when it came time to go to Geneseo, N.Y. to make plans for the annual FAC contest there he would always say, "When do you want to go?" He was always eager to attend any FAC activity.

In 1963, Vic founded the Erie Model Aircraft Assn. which is still going strong and is the home base of the Flying Aces Club.

Vic was also one of the great scale judges, if not the greatest, that I have ever known. As well as judging models at the FAC contests he also was a scale judge at many of the A.M.A. Nats. Years ago.

Not only were we modeling buddys but we were friends outside of the hobby and I will miss him dearly. Our condolences to his dear wife Ruth, and to his four children, ten grandchildren and two great grandchildren.

COVER STORY---------HANNOVERANER BIPLANE

The Hannoveraner Biplane was designed as a two-seater fighter and used by the Germans for escort work, fighting and ground strafing. It was first noticed on the Western Front during November of 1917, and was often mistaken for an Albatros scout from a distance. The armament consisted of one Spandau machine-gun firing through the airscrew, and one Parabellum mounted on a ring mounting over the rear cockpit. The power unit was a 180 h.p. Opel Argus engine. Sent to us by Tom Nallen, Sr.

Do you like the cartoons that Charles Wenlock has been doing for the newsletter recently? They are the ones that poke fun at some of our members. If you would like to see some of your friends depicted in the cartoons just send your ideas and friends name to him and he will be glad to do a cartoon for the newsletter. Send to; Charles Wenlock, 220 Chason St., Las Vegas, Nv. 89107.

Occasionally we get letters from members stating that "I sent in my dues and I still got the Red X". Here is the reason, there is a time span between when you send your dues in and when we have to cut off marking you paid. Once the newsletter is ready to go to the printer it is too late to change your red X. Just bear with it for a while, the red X will go away by the time you get the next issue. If not, then let us know.

In a recent issue of "Crosswinds", the Cleveland Free Flight Society's newsletter, there appeared a Dime Scale model of the Bernard 191. On the plan it shows that the engine banks are to be made of foam. Can't do that and be legal for Dime Scale. Should be balsa. Otherwise, a fine drawing and should fly well.

Now, before we get to the news for the FAC Non-Nats we have to thank everyone who contributed to this issue. The plans came from, Ted Davis (Brandenberg 60.58), Jim Van Nice (Columbia XJL-1), Bill Simpson (Cessna O-1E Bird Dog), Roger Moon (Helldiver), and John Blair (Gloster Gannet).

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

Now to the FAC Non-Nats news. There has been a rumor that the Non-Nats has been cancelled! NOT TRUE!!! Everything is set and contract have been signed. I don't know how the rumor got started but it is wrong. All we need now is for you to send in your entries. As of now the entries are coming in to slow compared to other years. Remember Clubsters, the more work we can get done before we get to Geneseo means that our work there is a whole lot easier. Please give the staff a break and get your entries in as soon as possible. It will be greatly appreciated.

Event sponsors are always needed and if you would like to sponsor an event ($50.00 per event) please contact GHQ as quick as you can. Also, vendor tables will not be available after July 1, 2005. To reserve a table you have to act fast ($15.00 per table), again, contact FAC-GHQ. Space is limited and first come first served. See you on the field.

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

Lin

Col. Lin Reichel, CinC, FAC

FLYING ACES CLUB CALENDAR

We have been asked several times in past years about an FAC calendar which would feature models from some of our fellow FACers. Well, we are going to attempt to do it. What we need are 8X10 glossy photos of your models. The photos would become the property of FAC-GHQ and there would be no reward to the individual except for the honor of having his model included in the calendar. There would be no guarantee that all photos would be used as we would only use 12 of them. You can send as many views and as many different models as you wish. We would also have to have a brief discription of the model such as, size, what kind of power, did you build it from a kit (whose), did you build it from a plan (whose) and any other information you may wish to add. All profits from this venture would go into the FAC general fund.

FLYING ACES

Club

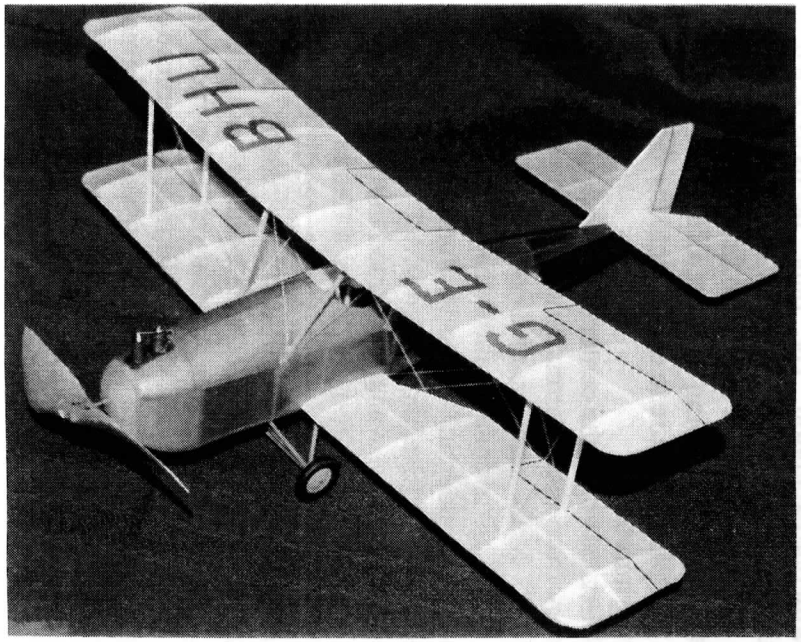
Flying Aces Club decals are back! We have had many requests for them over the last few years but the decal manufacturers wanted way to much money for them. Now, one of our members has been kind enough to make them for us at cost. They are priced at $1.00 each with a minimum of 3 decals per order. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

ERIE MODEL AIRCRAFT ASSN. CONTEST SCHEDULE FOR 2005

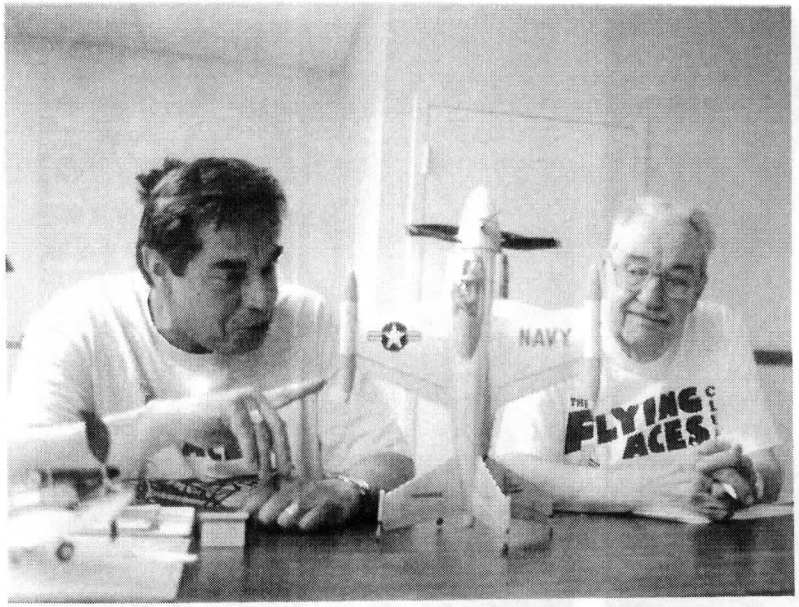
Dates; Aug. 14th---Sept. 24th---Oct. 16th. The Aug. and the Oct. dates are in Erie and the Sept. date is going to be at Geneseo, N.Y.

The events are; High Wing Peanut, FAC Peanut, Golden Age Civil, Golden Age Military, Modern Civil, Modern Military, WW-I, No-Cal, Dime Scale, Embryo, O.T. Stick/O.t. Rubber combined, Two-Bit O.T. Rubber, Phantom Flash, Old Time Plan Scale, Greve and Thompson Races (may be combined), FAC Scale.

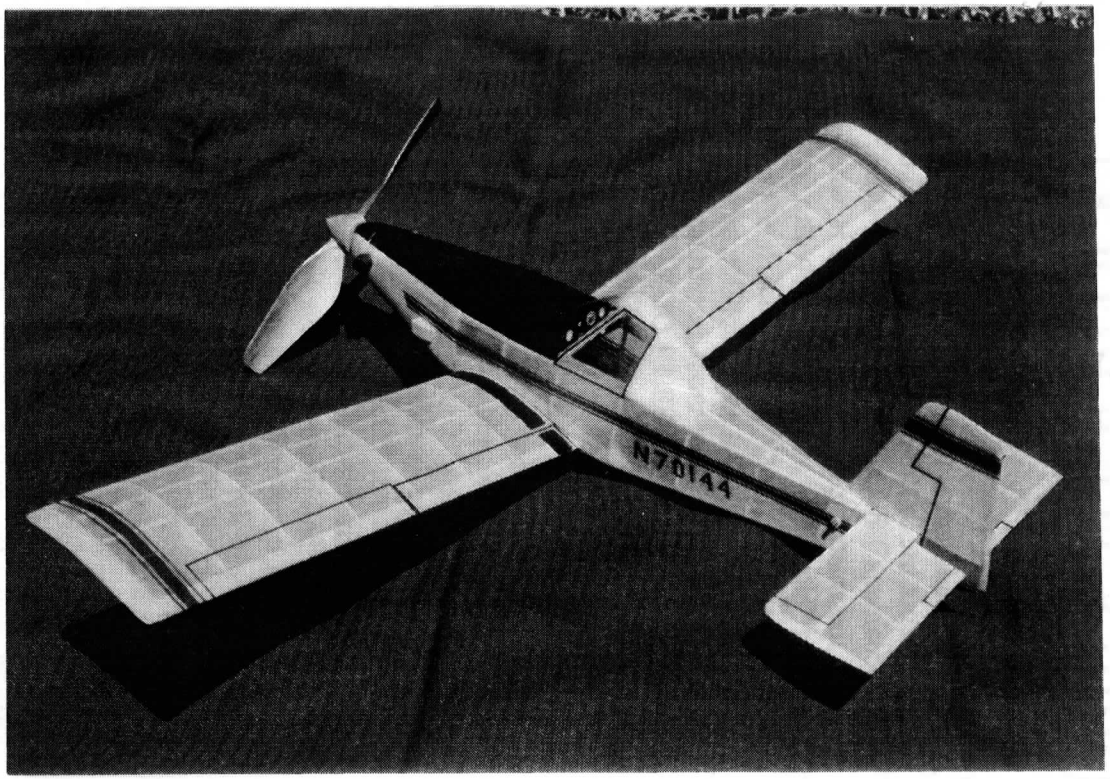
Awards to the six events with the highest number of entries. For more info contact; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. 814-833-0314.



John Blair's Dime Scale Gloster Gannet. Plan in this issue.



Bob Blair, left, and Vic Didelot scale judging Pres Bruning's Lockheed XFV-1 Peanut model.



Hi Lin;

Enclosed is a photo of my latest hot flash in case you might want to run it in the newsletter.

It's an Air Tractor crop duster, rubber-powered, 24" wingspan. (The full-size airplane is built by Air Tractor, Inc. at Olney, Texas, largest manufacturer of ag planes worldwide.)

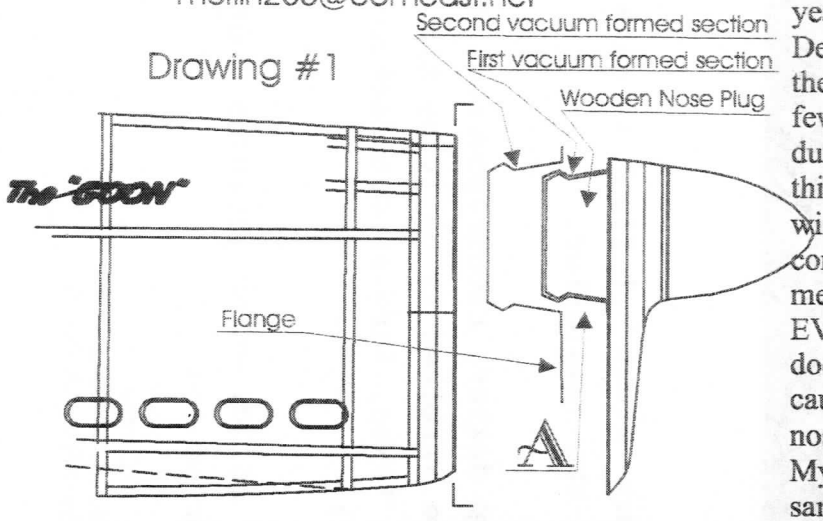
Plans are available for $5.00, which includes a detailed factory 3-view and color photos.

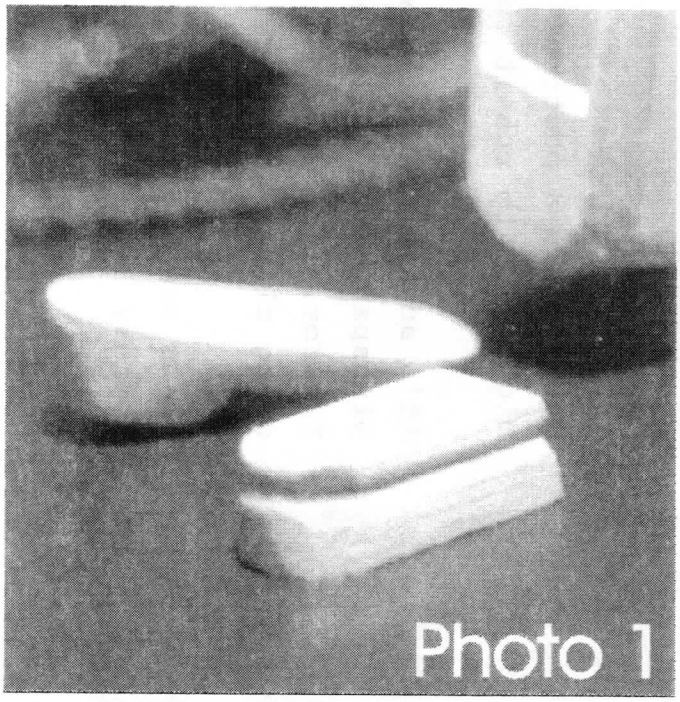
Al Cleave
330 Wood Road
New Braunfels, TX 78130

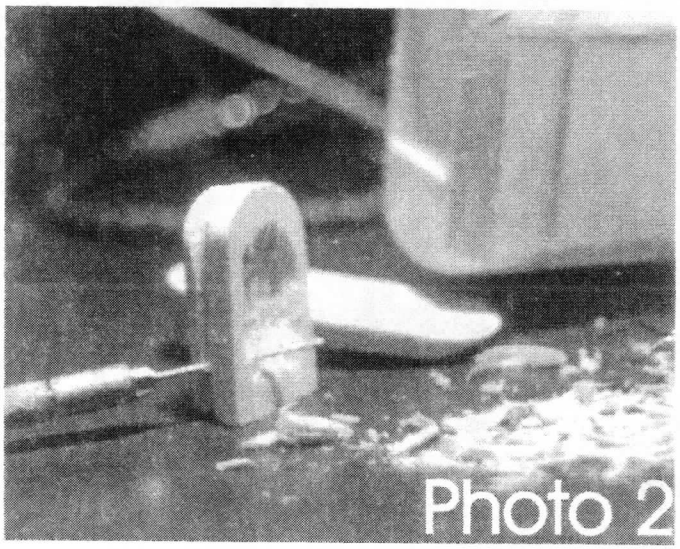
THE END OF THE WOBBLY NOSE BLOCK!

By: Chris A. Boehm
merlin236@comcast.net

Drawing #1







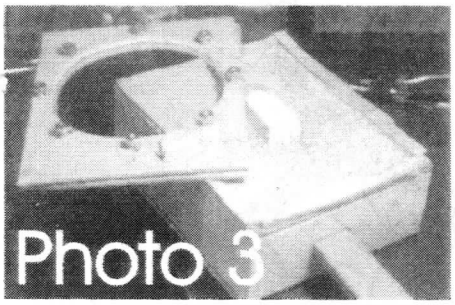
I've been flying free-flight rubber for about eight years now. Yes, I'm still a newbie compared to some of the Detroit Cloudbusters that I fly with, in Flint, MI. Most of them can put me to shame when it comes to duration. On a few occasions I have been able to beat them, especially during the mass launch events. That is what got me to thinking! "How does a superior pilot, with a superior plane, wind up with a lousy flight, that lets me win?" My conclusion was that, that superior pilot, as well as all of us, messed with one of the most important adjustments on EVERY flight, THE NOSE BLOCK, and occasionally it doesn't get back the way it was. (This may not be the only cause, ha, ha). Just think, a very minor adjustment in the nose block and you have a major adjustment in the flight. My solution, fix the nose block where it goes back in at the same place every time, and even better, it does not wear out after only a few flights.

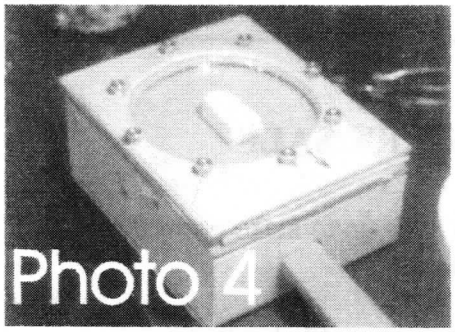
The concept is simple, and like all great things, most people get that, "Duh, why didn't I think of that!" feeling. I tried many different "items" to fix the wobbly nose block and had limited success with each one of them. This particular solution came in a bolt of inspiration, (I have been told before that my mind is like a bolt of lightning, one brilliant flash and it's all over with!) while eating chicken from a deli. The little plastic container that held the chicken had a lid that closed and some little "buttons" that snapped into the main box.--Basically like a snap fastener. Here is how to make one for your nose blocks.

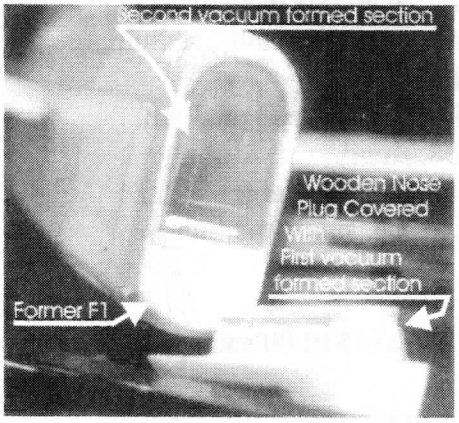
First make the hole in former F1 as big as possible. Second, make the nose block the way that you normally would, with one exception. The "plug" needs to be a little longer than normal, and it has to fit very loose in the F1 former. It should be loose enough to fit two thicknesses of the plastic that you are going to use on all sides. Also, while making the "plug", be sure to carve it into the shape of "A" in drawing number 1.

Next, carve out the center of the nose plug, and drill small holes from the undercut to this hollowed out area. See photo 2. Make sure you drill holes on all sides of the nose block. This is done to allow the vacuum to pull the plastic into the undercut. Then vacuum form the plastic over the nose plug. (See photos 3 and 4.)

After you have vacuum formed this, cut the extra plastic from the plug. You may leave a flange on this, or not, it is your preference. In any case, redrill the small holes from the undercut, through the plastic, to the hollowed out section, again. Coat the plastic with talcum powder, (Baby powder makes a great releasing agent for vacuum formed pieces.) and vacuum form another piece of plastic over the first one. This second vacuum formed piece must be left with a flange. (See drawing number 1.)







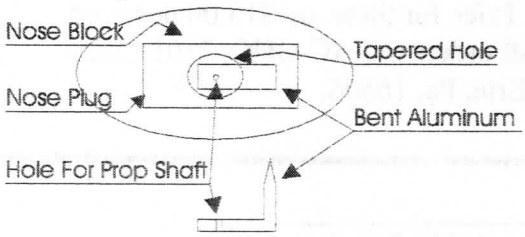
Cut the back out of the second vacuumed formed part. This will be your hole in the front of the plane, through which the rubber motor will pass. Epoxy the second vacuum formed part to the hole in the F1 former. Glue the first vacuum formed part to the nose plug, and glue the nose plug to the nose block itself.

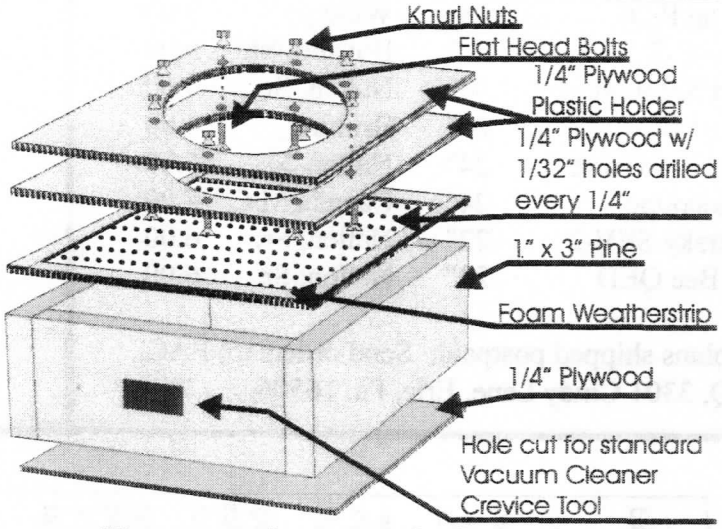
You are now ready to attach the prop and prop hook. There have been many documented ways of doing this. However, I prefer to drill a tapered hole through the nose block, larger at the plug end and smaller at the front. Then glue a flat or domed plate onto the front of the nose block, with a hole the correct size for the prop shaft. On the back of the nose plug, I insert and glue an "L" shaped piece of aluminum, with a hole, again for the prop shaft. This "L" shaped prop shaft holder can be bent to adjust the thrust line. (See drawing number 2.)

TIPS:

1. The plastic thickness will vary depending on how large the model is. The thickness will also vary how tight the nose block fits.
2. The wooden part of the nose plug may be eliminated to save weight.
3. Be sure to epoxy the second vacuum formed part to the F1 former. I tried ambroid and cya. Both failed due to the amount of force needed to remove the nose block.
4. If your nose block is just too tight, either start over or sand the first vacuum formed part so that it is thinner.
5. On one model I had to drill an extra hole through the nose plug and block and to insert a balsa dowel. That way the nose plug and the nose block would not separate. Just think,-- the nose block CAN fit that tight!!!

Drawing #2





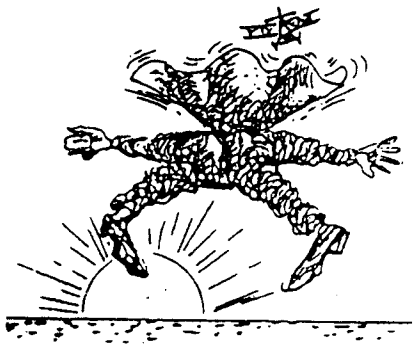
The "ART" of Vacuum Forming, Made Simple!

1. Build your vacuum forming tool like the above drawing. Make it whatever size you think you will need for the parts that your are going to make. Mine is 6" x 8" x 3". Be sure to seal the inside of the "box" with silicone or glue.
2. Find some thin plastic. Keep all of the vacuum formed boxes that your tools and the kids toys come in. If it was vacuum formed once, you can use it again. Also the plastic party plates work great.
3. Lay one part of the plastic holder, on the plastic, mark all eight holes, then punch the holes with a normal paper hole punch.
4. Place the plastic between the two plastic holders, and secure with the bolts and knurl nuts.
5. Place your mold onto the vacuum former.
6. Plug the Vacuum Cleaner Crevice Tool into the hole. Don't worry, it does NOT have to be air tight, just snug.
7. Hold the plastic holder with a pair of pliers over the kitchen stove burner. Heat until the plastic sags. It will shrink first, and tighten up a lot, which is why you have eight bolts. Then it will sag. When it is sagging good.
8. Turn on the vacuum cleaner, then place the plastic holder and plastic onto the box. Turn off vacuum cleaner, turn off the burner.
9. Play with it, you will get very good, very quickly.
10. Admire your work, and feel good, and fly FAC..

Question or comments contact
Chris A. Boehm -- merlin236@comcast.net

GONE WEST

More sad news to report. We have lost members Len Sherman and Willard Kehr. Two men who have contributed much to our hobby over a long span of time. Our condolences go out to their families and many friends. They will both be missed very much.



FLYING ACES PLAN SERVICE

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

Aircraft	Span	Designer	Price
Westland Lysander	24"	Studiette	3.00
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."	Nallen, Sr.	4.00
Waco "D"	24"	Bruning	4.00
Lockheed Orion	24"	Nallen, Sr,	6.00
Monocoupe	24"	Canada M.C.	3.00
Seversky SEV-2	22"	Nallen, Sr.	6.00
Gee Bee QED	24"	Nallen, Sr.	6.00

All plans shipped postpaid. Send orders to; FAC, GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

FAC T-SHIRT SALE

All T-shirts must go to make room for this Year's shirts.

Boeing F4B-4, available in all sizes.
Messerschmitt BF-109, small, medium, large and extra large.
Seversky SEV-2, small and medium.
Douglas O-38, small.
Hall Bulldog, small and large.
Spartan Executive, small, medium, large and extra large.

All shirts above are $10.00 each postpaid.

We also have youth size shirts in small, medium and large with the Boeing F4B-4 on it. Price for these are $15.00 postpaid. Send all orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Glue Guru on the Fokker Triplane—

Here's a new book spelling out the Red Baron's mount with all its virtues and flaws:

Three Wings for the Red Baron

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

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

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

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

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

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

Check it out!

AIRMAIL

Hello Lin,

It was with much sadness that I heard of Vic's passing via your telephone call. I had hoped to call you back Friday morning to check on funeral arrangements for him. However, the weather did not look promising, as a matter of fact, it began snowing lightly here on that morning and as you may remember the weather deteriorated rapidly after that with more snow Saturday and about four or five inches up here on Sunday.

My personal recollections of Vic have to do with his ability to work with modelers, taking the time to explain how a model could be made to look a little better and thereby gain a few more scale points.

Working with him as a judge was an enjoyable and learning experience. The moments between judging the various models would be filled with fact, fiction, remembrances of modeling times gone by.

In assisting him at a number of our Geneseo contests, he taught me the rudiments of scale judging and at the last couple of meets, polished my skills.

As a model engine expert he was most knowledgeable and in disposing of my collection, he new all the who's, what's and when's of the market place.

We corresponded regularly and his last letter to me just after his thyroid operation was not full of hope as he was to receive an evaluation shortly after. Well, we all sadly know what that amounted to.

Having lost a great man is sad. He will always be remembered as one who cared for and worked hard for the Flying Aces Club. Modelers everywhere will feel his loss. I know that personally I will continue to be aware of his presence, although in spirit.

Rest well Vic, you have earned it and we will all eventually meet again on a different airdrome.

Fran Ptaszkiewicz

IN DEFENSE -- SORTA -- OF STATIC ELECTRICITY

While building a J-3 Cub during January, 2005, I had the usual hassle with static electricity. The kit did not include decals, but rather black tissue for the fuselage stripe. I traced the stripe onto the tissue, but included tabs at several points. The idea was to tape the stripe into position and spot dope it on. Then the tabs and tape could be removed and dope-on completed. However, when positioning the stripe for tapeing, with very soft rubbing, I found it held its position without tapeing. I gleefully cut off the tabs, positioned the stripe, and doped it on, front to rear. It worked fine. Registration numbers were doped on the same way with success. Like making a silk purse from a sow's ear. So if you have problems with static electricity, try it.

Wishing you and yours success with FAC and other efforts. I want to be a Flying Ace until I'm in the ground -- a song I'll finish someday.

Roy R. Divis

A Simple Disc and Hole Cutter

By

Fred H. Dippel

What do you get when you cut a round hole in a sheet of balsa? Right! You get a hole, but, if you do it right, you also get a disc, or wheel, as a bonus. So, when you're cutting lightening holes in the sheet parts of your big models, you're making a supply of wheels for your small models as a kind of byproduct. Neat, eh? Save 'em, or give 'em to your eccentric buddy who likes to fly little model airplanes.

Neat holes may be important to builders of large models, but I confess that's not how I got into this disc cutter thing. I needed some wheels for my Bostonians that looked like wheels, not like doughnuts that went to soccer practice in a third-grader's back pocket. I was going crazy trying to figure out "how to do it" neatly and precisely. Many trials and many errors—including with compasses and other devices, commercial as well as homemade--eventually led me to this simple tool, which I will pass on to all you lucky model builders.

Wheels for small models of Bostonian size and smaller—and larger—can be readily cut out with this simple tool made of scrap wood blocks, some small roundhead wood screws and two kinds of very sharp, common, model builder's blades. This same tool can be used to make neat circular holes in balsa sheet, thin plywood, common paper, card stock, thin plastic, Japanese tissue, or whatever a builder might need. You can cut the neatest rising sun insignias you ever saw. You can cut WW I and WW II roundels from three layers of tissue or mylar film with edges that will fit one another perfectly. You like spinners on your little models? Great, eh? Make a set of discs decreasing in size. They're a lot easier to turn than a block. I could never get a symmetrical spinner out of a block. They always looked like an apprentice baker's first loaf of bread.

This tool has not been tested on thin aluminum sheet, which would be great for fins on air-cooled engines. But, then, thin plastic painted might be much easier to fabricate and perhaps less vulnerable in a hard landing. Rings, also, can be cut from balsa and added in layers to discs to simulate tires on wheels.

The tool? Oh, yes! It consists of two blocks of wood, a cutter block and a base block. I found my blocks in my table saw scrap box, leftovers from a pine bookcase (a very simple bookcase). The cutter block should have an upper surface broad enough to bear the pressure of your hand, yet small enough to be grasped firmly while being pressed down during cutting. The top two or three inches of a wooden baseball bat would serve very nicely. This block holds the blade and the pin (brad, actually) around which the cutter block will be rotated. A row of spaced holes in the bottom of the block permits using the one block for holes and wheels of various diameters.

The cutter block also holds a very sharp, pointed blade fastened on one side with the tip protruding below the bottom of the block about the thickness of the sheet to be cut. One small roundhead wood screw holds the blade to the block; a second screw fits behind the blade to back it up against the resistance of the sheet material. Loosening and re-tightening the screws permits easy adjustment or replacement of the blade. Or, the blade may be left protruding to cut at a maximum depth, say one-eighth inch. Cuts of lesser depths then could be made by placing card stock, or other suitable sheet material in layers, between the bottom of the cutter block and the sheet to be cut.

The base block is larger, with a broader upper surface. To use the tool, the sheet to be cut is placed on this surface and held down flat with one hand. Keep your fingers out of the danger zone, don't forget! The cutter block pin is pressed carefully down through the sheet and fitted into the pivot hole in the base block.

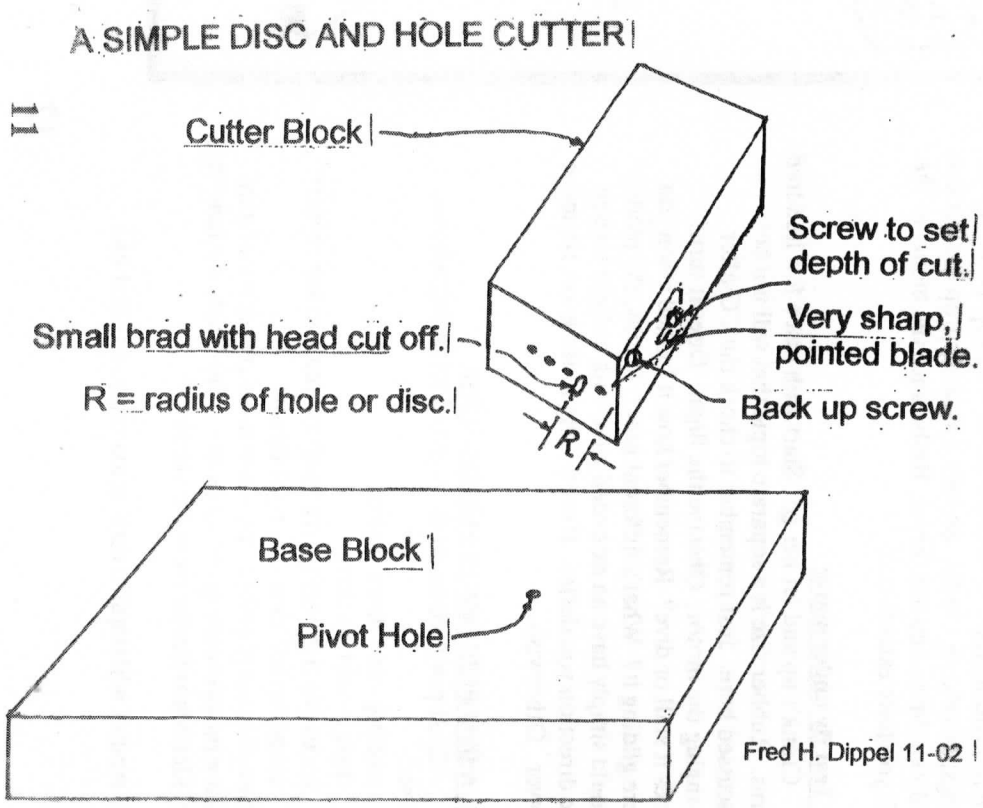
Then, the cutter block, with the blade set to your chosen depth, is slowly rotated over the sheet with light pressure to make a shallow cut only part way through the sheet. The other hand continues to hold the sheet flat and firmly against the base block. Repeat the rotations with slightly more pressure so as not to tear the sheet. Continue until the sheet is cut through, removing the cutter block to adjust the depth of the blade if necessary. While still holding the sheet down, carefully lift the cutting block from the sheet. The whole sheet may be picked up now. If you did cut clear through the sheet, the disc can easily be pushed out. Yes, duplicate discs can be made to match exactly.

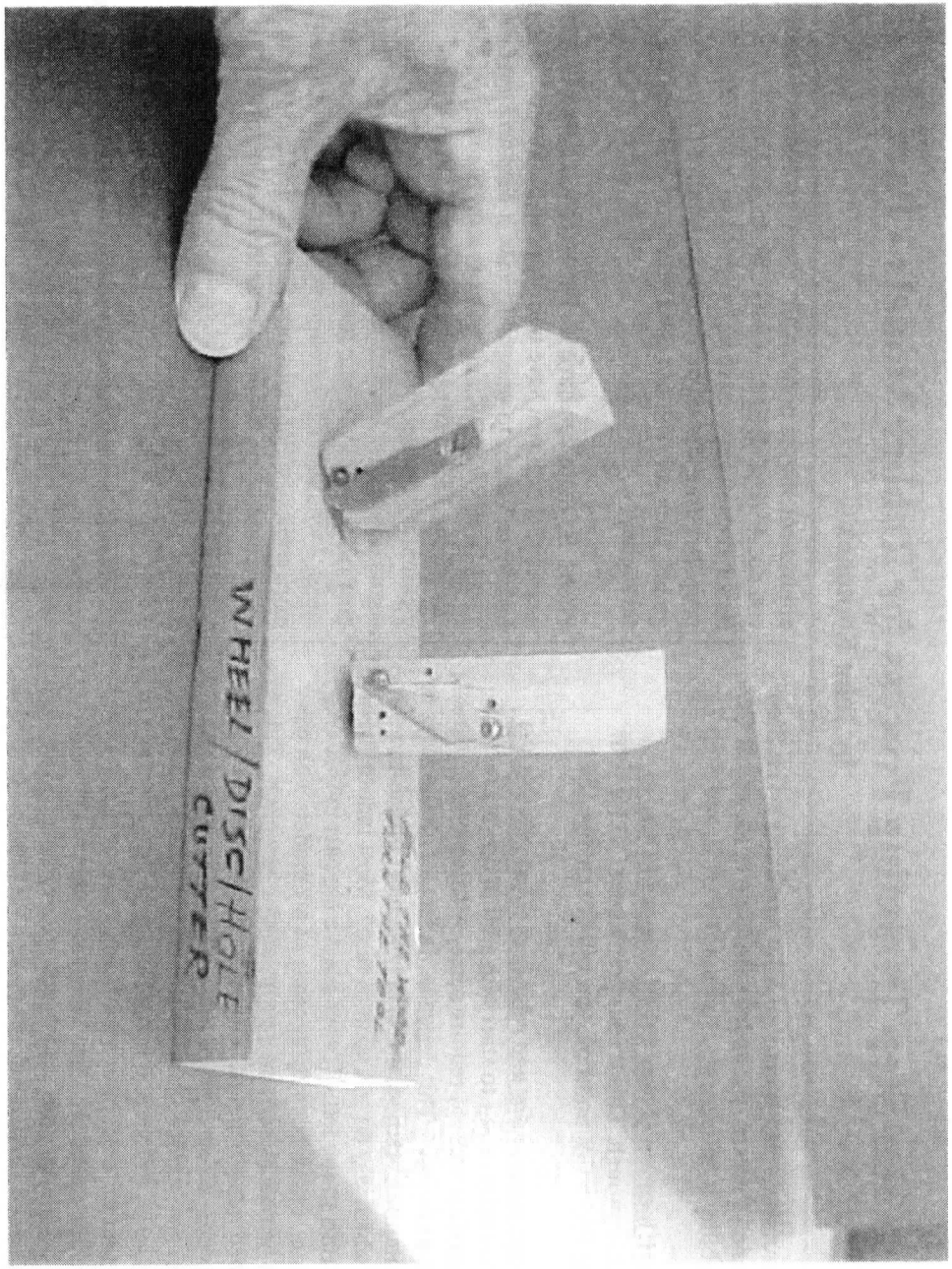
The blocks you choose, or make, for your tool should have smooth, flat surfaces. The bottom of the cutting block, especially, should be flat and smooth; it has to slide over the material being cut. The bottom of the cutter block would wear better if it were made of a wood harder than pine, or even a denser substance. My blocks were pine because I love the stuff and can't stand to throw it away. When I was a kid in the Great Depression I used to schnitzel models out of it. What you pick should be dense enough to prevent undue wear in the holes for the pin in the cutter block and in the hole in the base block. Obviously, as those holes wear and become loose, your workmanship will not show at its best.

The blades, as I have said, should be very sharp. For some materials you might find one that has a trailing curve to be more effective.

As to technique, slowly and carefully advancing the cutter through the material is most important. I found it best to rotate the block toward myself so that I could continuously inspect the work at the point of cutting. For tissue it is necessary that you place the tissue between two sheets of ordinary computer printer paper, or something like that. The paper will hold the tissue in place and prevent the cutter bottom from catching on it. This technique applies to plastic sheet, such as typical mylar coverings, too. It is not likely to tear, but it does tend to bend, which would give you a very funny looking result.

There you are! Neat and cheap! Now go make some happy holes and smiley wheels—and have fun! ##########





Ten-Step Trimming Process for Rubber Models - Part II

by John Koptonak

Last month we had "**Part I**" of John Koptonak's **Ten-Step Trimming Process.** We ended with "Step 6: Re-adjust CG for stability if necessary". Now here's Part II, and Step 7.

7. Mark location of New CG (if changed in step 6)

Easy enough. This is your permanent CG for your model! From this point on, you will not change this!

8. Install prop/motor and rebalance to established CG

You might want to start with a bit of downthrust as most models seem to require some. Also, some side thrust. Which direction? This depends. In fact, of all the steps in this trimming method, this is the one most difficult to call. First, which way do you want to turn? Most indoor flyers try to turn to the left. Torque plays a big part in this decision. I have been flying many of my models with what would be considered small props and/or low pitch. This has provided many benefits. Problems with torque are almost non-existent. Small props turn at higher RPMs and use smaller size rubber. Smaller size rubber means the model is carrying less weight and flying at a lower wing loading. I agree that for maximum performance and duration a large prop is the ticket. But why struggle? Start with a small prop. As an example, my 24 inch span Cessna C-34 is flying with a 6 inch Peck plastic prop and a very long loop of 3/32 rubber. Performance is great! (it flies to the right!) Unless you're heading for the NATs, start with a prop 1/4 to 1/3 the wingspan of your model. So with a smaller prop use a touch of down thrust and left thrust. Re-balance the model to the CG you have established.

9. Test fly under power

Crank'r up and let her go. Start with just a few hundred turns. Rubber size is a separate topic that will not be discussed here. Just remember to check the CG after changing the motor. Observe the flight. Does it turn? Does it stall or dive? Remember how it looked when you were gliding it? What's different now? Ideally, the model should simply have an extended glide with a slight turn in the direction you desire. If everything looks good, try more power. Otherwise....

10. Adjust flight pattern with thrust line

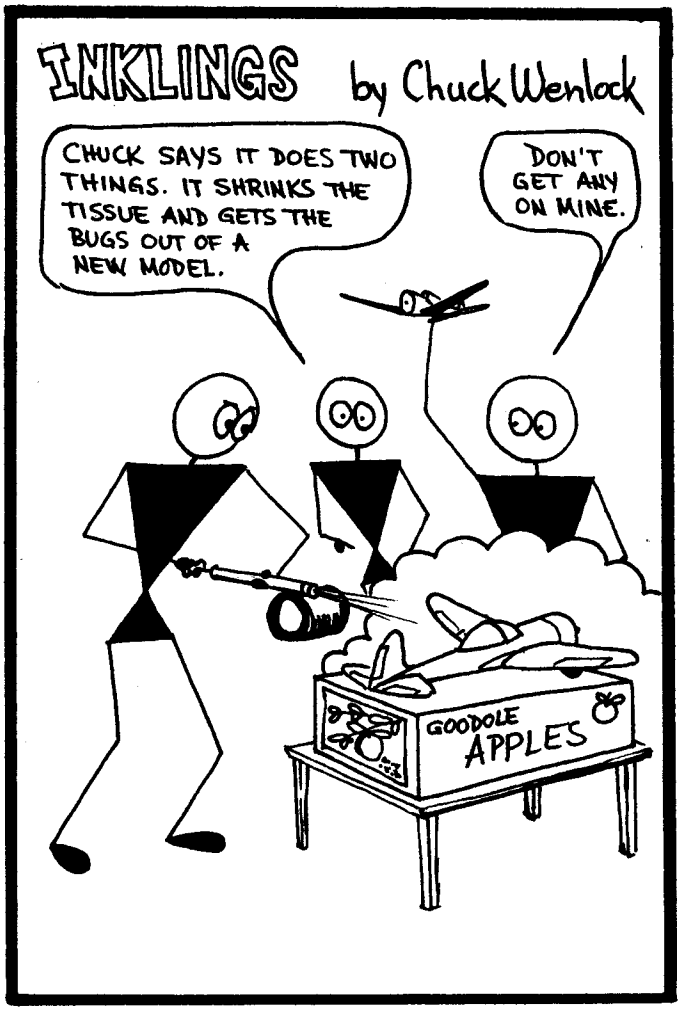
Adjust powered flight through the following adjustments:

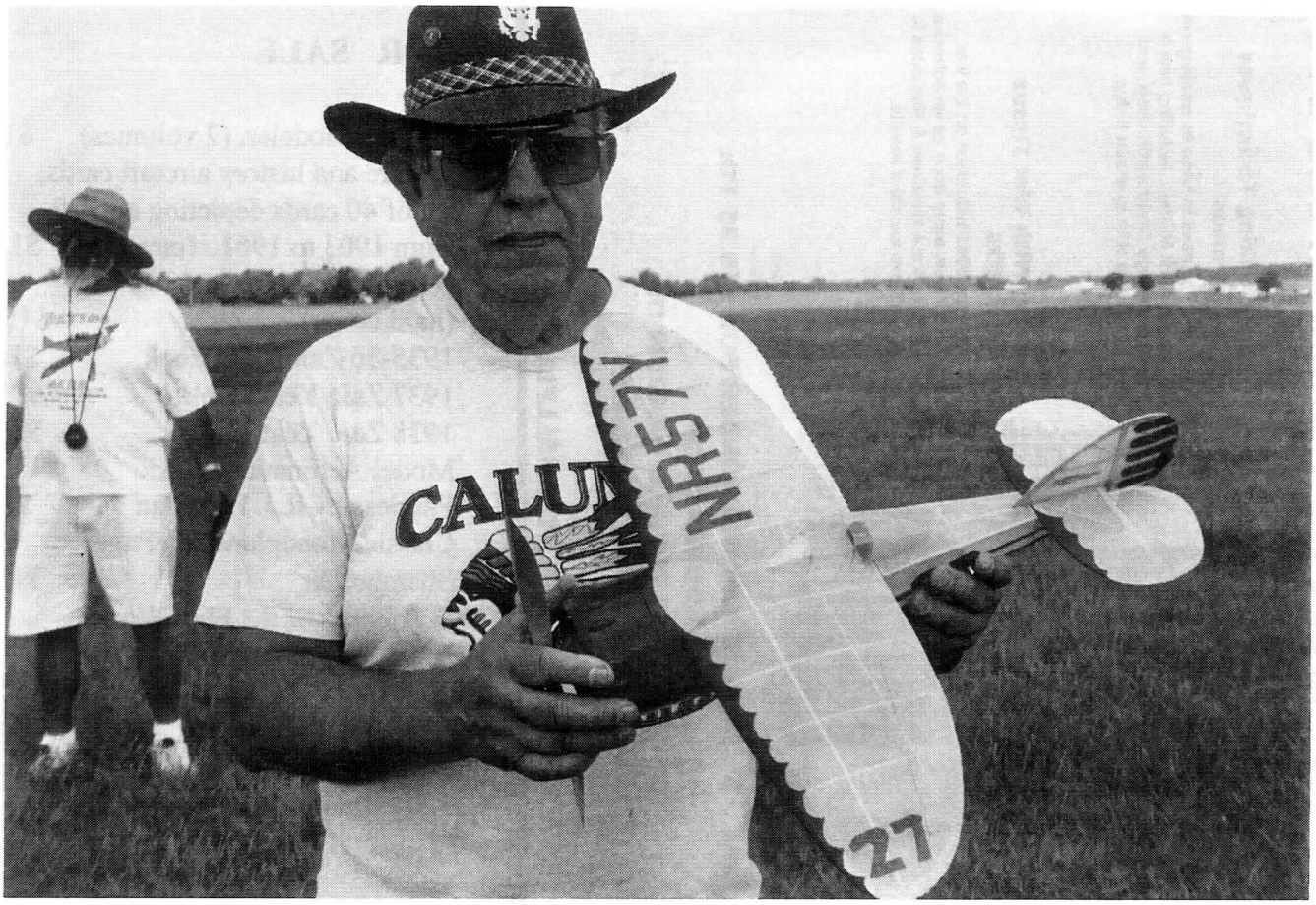
stalling - add down thrust
diving - add up thrust
excessive right turn - try small amounts of left thrust*
excessive left turn - try right thrust*

**these may not provide a correction to the problem and may require modification of model fin area. See "Jack and Jane" by Bill McCombs further on in the newsletter.*

All models will require varying amounts of thrust line adjustment. Some none at all. Some excessive. What ever you do, AVOID REMOVING OR ADDING CLAY! Small amounts may have to be added to compensate for the propeller drag, but if you're using a smaller prop as suggested, then clay will not solve your problem. Look at the thrust line!

Phew! So there you have it: Please give it a try with your next model or if you have one of those pesky models that just doesn't seem to want to fly take it back to Step One. THIS DOES WORK and really is a simple method for trimming. I don't consider it a cure-all, but you'll be pleasantly surprised at the results. I would appreciate any comments or feed back on this method and would like to hear from any of you who attempt to trim using the ten steps. I would like to streamline this write-up and have extra copies available for new flyers at TMJHS to help them with trimming problems so your input is important!





Two photos from Fred Wunsche taken at last year's FAC Outdoor Champs at Muncie, In. Top photo is Les Burdsal and his Cessna CR-3 Thompson racer and below is David Franks with his Cessna C-34. Both neat looking models as well as good flyers.

GREAT GRAPE GATHERING 2005

(Since 1971)

Geneseo, NY, 1941 HAG Airfield
Friday Saturday and Sunday
June 24, 25 and 26

Ottawa, Canada

WNYFFS

FRIDAY FREE FLIGHT EVENTS
1/2A Nostalgia
0.020 Replica/1/4A Nostalgia
Diesel Duration (8)
P30 (10)
Small Towline Glider (7)
Cloud Tramp (4)
HL/CL Glider combined (1)
Senator
FAC Embryo Endurance
Classic Wakefield (5)

SUNDAY FREE FLIGHT EVENTS
AMA A/B/C Gas
Unlimited Towline Glider (6)
SAM Small Rubber Stick to 150 sq.in.
Large Rubber Fuse>150 sq.in.
FAC Golden Age Civil Scale (3)
Mulvihill/Unlimited Rubber (9)

SATURDAY FREE FLIGHT EVENTS
FAC OT Gas Replica Electric
Bob Gordon Trophy/Classic Gas (2)
1/2A Classic Gas
ABC Nostalgia Gas
Diesel Duration (8)
Nostalgia Rubber
SAM Commercial Rubber
SAM Small Rubber Fuse. to 150 sq. in.
SAM Large Rubber Stick >150 sq. in.
FAC Two-bit Old Timer
HL/CL Glider combined (1)

R/C EVENTS
Friday
LMR Wakefield (2)
Special 1/2A Texaco (1)
Saturday
Special 1/2A Texaco (1)
Sunday
TBA

SPECIAL EVENTS
Mimi, Scotty Murray Memorial and Ladies Cloud Tramp, schedule to be determined. If numbers warrant, there may be an informal Ebeneezer event. For Mimi or Ebeneezer plans contact Richard Barlow, toad.hall@sympatico.ca or Don Myers at donevanmyers@yahoo.com

Contest times are from 8:00AM to 5:00PM on Friday and Saturday, from 8:00AM to 4:00PM on Sunday.

VALID MAAC or AMA MEMBERSHIP CARD REQUIRED

ENTRY FEES: $10 for the first event, and $5 for the next ones to a $25 maximum.

BARBECUE: $10. To be held Saturday night in a hangar as soon after 5:00 p.m. as possible.

Contest Director: Brooks Goodnow, WNYFFS

FF Event Director
Jim Moseley
19 Banner Crescent
Ajax, Ontario L1S 3S8
905-683-3014
jjmoseley@look.ca

RC Event Director
Roy Bourke
56 Clareville Crescent
Toronto, Ontario M2J 2C1
416-493-0111
rsbourke@3web.net

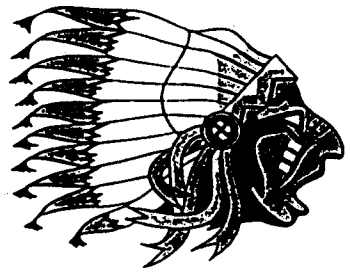
Contest Manager
Jim Anderson
135 Margaret Pl.
Brockville, Ontario K6V 6Y6
613-342-5613
janderson@ripnet.com

Event Rules can be found on the following page.

NEW BOOK

Hi Lin,
Do me a favor. Call your library and ask for the book, "Reflections Of Pearl Harbor", by Kent Richardson. They will probably tell you they don't have it on there shelves, and probably won't obtain it. That's OK, at least they will be aware of it. Also, call your nearest book-seller and ask if they have it in stock. They probably don't either and will offer to "special order it". Tell them you will think about it. Again, you will have made them aware of it. The author has gone to a lot of trouble to put this oral history together, and this will help the book to get the recognition it deserves.

Thanks, Over'n out Bud Overn



The Calumet Escadrille

2005 Outdoor flying Schedule at

S.A.C. R/C Field Flossmer rd. & Central ave.
Country Club Hills, IL

10:00 AM- 4 PM

Entry Fees: $5.00 Flys all events, Ribbons to 3rd
Points are accumulated for season awards.

No Rain dates this year

May 14th	June 11th	July 9th	Aug 13th	Sept 24th	Oct 22nd
Old Time Rubber	Old time rubber	Old Time Rubber	Old time rubber	Old Time Rubber	Old time rubber
Embryo	Embryo	Embryo	Embryo	Embryo	Embryo
FAC Scale	Jumbo Scale	Power Scale	FAC Scale	Jumbo Scale	Power Scale
Race Planes ML	Fairchild 24 ML	WW2 ML	WW1 ML	Race planes ML	WW2 ML
Dime Scale	Golden age	Old time kit	Dime Scale	Golden age	Old time kit
NoCal	FAC Peanut	Double NoCal	BLURR	Cessna Phantom	NoCal

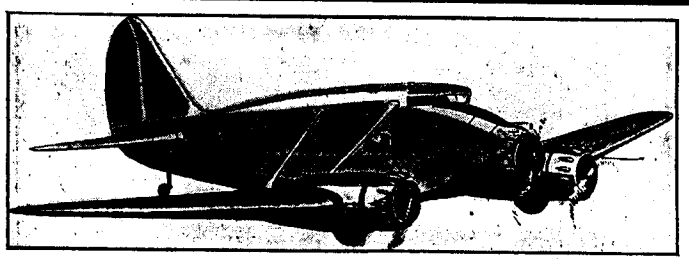
All Events Flown to Current FAC rules. Except:

- Old time rubber stick models are INCLUDED in the Old time rubber event.
- Double Nocal span must be 32" (+/- 1") no foam allowed.
- Cessna Phantom built from Les's Plans

To become a member and get a rule book and newsletter for the "Flying Aces Club". Send $15.00 to: FAC-GHQ 3301 Cindy Lane Erie, PA 16506

Questions/Comments/Directions contact: Les Burdsal 219-924-1149
lpbsr60@sbcglobal.net or Phil Cox 219-956-3728 & 219-838-2404

Please Save and Post This Schedule!



THE GOLDEN AGE by Fran Ptaszkiewicz

Racing aircraft of the Golden Age have always had a fascination for many aviation buffs. What with the tremendous variety of shapes, sizes and powerplants creating a great number of modeling subjects.

This myriad of airplanes built by designer/pilots with limited finances during a period of what these days would be considered a soft economy, did much to show what could be done with the engines and materials of the day.

Old race horse fans have always maintained that horse racing was a way to improve the breed. This philosophy, interestingly, was to be found in air racing, due to the continuous competitions where-in the aircraft and engines were constantly being tested to their limits, then strengthend and improved to provide greater speed as well as endurance. Running these engines at full bore and subjecting airframes to intense stresses did at times, sadly, result in tragedy.

Yet, much was learned that was usefull in making the entire sport safer for the competitors and spectators. As a result, eventually more attention was being paid to the construction of these ships, while engine manufacturers were also realizing the benefits of having their motors subjected to such stresses that strained the heart of these power-plants and thus resulted in more reliable engines for all of aviation.

One design that has found favor with aeromodelers was the Keith-Rider series of designs which spanned the racing period from 1930 thru 1938, beginning with the first version that was designated B-1 and competed briefly during the 1930 racing season.

The B-1 was of all wood construction and was designed to use a retractable landing gear. In the rush to meet the up-coming racing schedule, time did not permit the completion of this installation. As a result it was flown in the fixed gear mode. Unfortunately, while competing in an 800 cu.in. free-for-all race, the airplane lost an aileron and crashed.

Then in 1931, two new aircraft from the Keith-Rider group appeared on the racing scene and were designated R-1 and R-2.

Although the Keith-Rider designs did race from 1931 thru 1938 in varying configurations, many model builders have found favor in recreating the R-2 "Bumblebee" version, that, depending on the years it raced would be identified as "San Fransisco II" in the 1931 and 1932 version and "Bumblebee" in the 1932 racing season.

The two designs featured similar construction and as assembly progressed the inevitable minor adjustments were easily corrected from one airplane to the other.

A monocoque fuselage assembly was utilized with an aluminum skin covering the formers and stringers as well as the attached fin, the wing and stabilizer utilized spruce spars and ribs covered with plywood and fabric. The landing gear was manually retracted and folded rearward leaving one half of the wheels exposed, primarily due to the thin wing section. However, in the event an emergency landing should occur, it was hoped this might minimize damage to the airframe. Also, wingtip guards were installed on both aircraft during the initial flights. Once landing gear dependability was assured they were removed.

Both aircraft utilized Menasco C-45 "pirate" engines of 365 cu. in. displacement. These were then modified to produce 200 horsepower. The installed propellers were of a fixed pitch and used in the 1932 and 1933 seasons, then replaced with adjustable pitch types for the 1934 racing competitions.

Color schemes varied somewhat with both versions having a natural aluminum finish with black identification and racing numbers. In late 1933 the "Bumblebee" with racing No. 1 and registration No. R52Y was refinished having then, a red fuselage trimmed with a yellow band, a red fin and rudder and yellow wings, stabilizer and elevators.

Specifications of both machines were; wingspan 17 ft, 0 in. and length of 19 ft. 0 in. The empty weight of each being 800 lbs. and grossing out at 1100 lbs.

In time trials, the maximum speed attained was 210.12 mph and in the years 1932, 1933 and 1934 the "Bumblebee" was very competitive, having been flown in and placed in numerous categories at the National Air Races being flown by either Earl Ortman or George Hague.

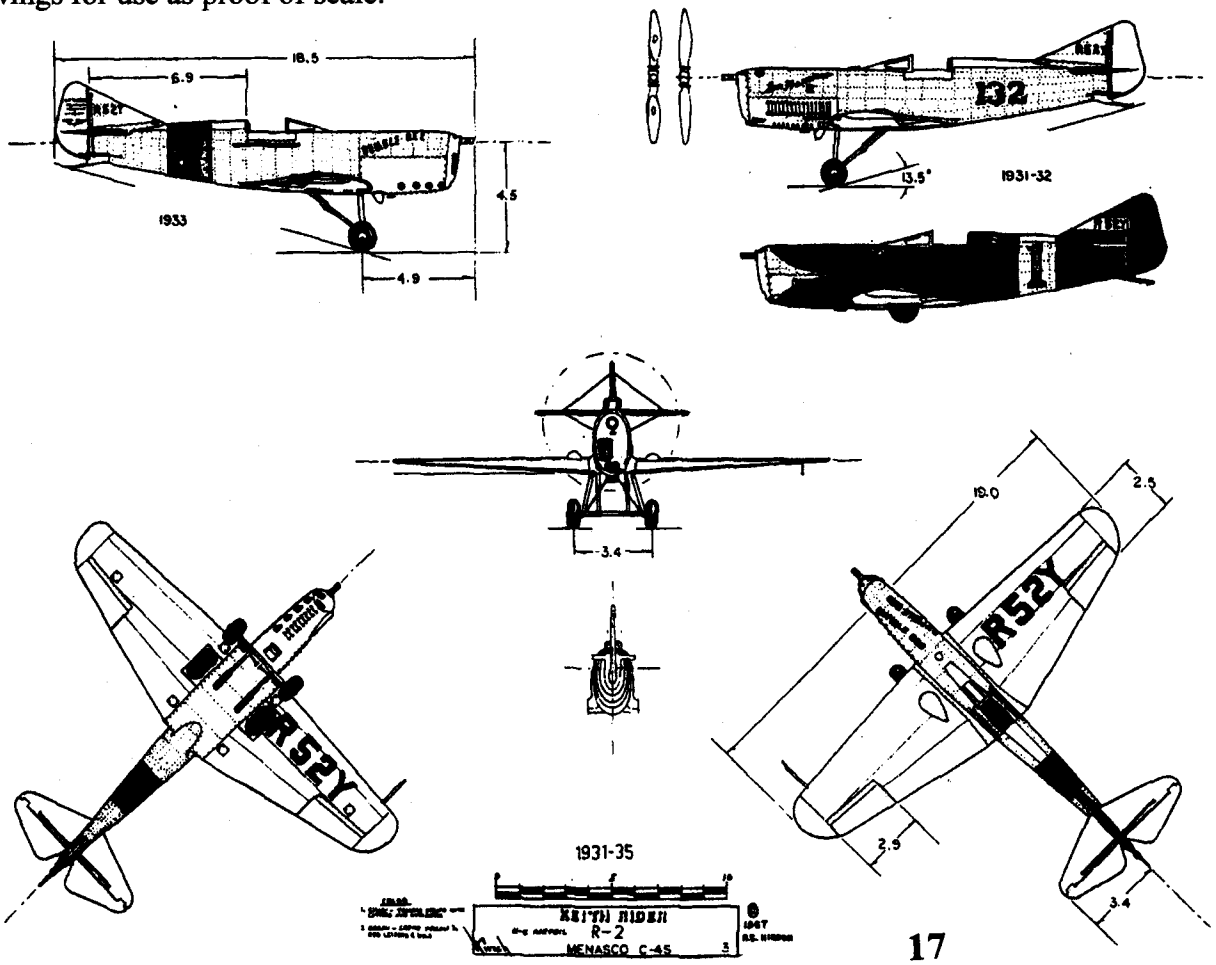
In 1938 one of the R-2s was taken over by another racing team and renamed "The Bushey-McGrew Special". An enclosed cockpit was added and was then assigned liscense number NX98Y, with racing indentification number 17.

Although the Keith-Rider stable of racing aircraft spanned many years and variations in designs, we have chosen to concentrate on the R-2 version for the present time.

Other models such as the R-4 "Firecracker", R-5 "Jackrabbit", R-6 "8-Ball" and the R-3 which later became the "Marcoux-Bromberg Special" may eventually be covered at a later date.

As for models, I have seen a few Keith-Rider R-2s in competition at The Flying Aces contests. The August 1987 edition of Model Aviation featured a set of plans for a rubber powered version.

For detailed 3-views, see the book "Air Racers" by Charles Mendenhall. Also R.S. Hirsch has excellent drawings for use as proof of scale.



* * How Big? * *

Mumbo Jumbo #120 from the Glue Guru

One of the reasons for building big is to exploit the better aerodynamic properties granted to large wings and flying surfaces. For wings, big means lower drag and higher lift. For fuselages, it means lower drag. Is there a catch? Yes, there is--those sneaky gods of aerodynamics always throw in catches. One catch has to do with threshold.

For most airfoils, merely going a bit bigger doesn't warrant the effort. Yes, there will be a slight improvement, but a 5% gain in Lift/Drag isn't worth the fuss. We're not really in the performance business, and unless the glide or climb improves markedly, the downside of large models – struggling with more power for one – can outweigh the gain. To make the process of 'going big' attractive, there must be a huge gain. Under certain conditions, there is.

Some airfoils have a Lift/Drag threshold. Below a certain scale, performance is humble. Above that certain value of scale, all is wonderful and the model soars in a reluctant-to-sink fashion. The actual value of Lift/Drag, once over the threshold, can be as much as twice that experienced when just shy of the threshold.

Twice is a very large gain. The resulting model will climb and glide in a much superior fashion. The difference might be worth, say 15-20 seconds, which is a large bonus indeed.

How do we know this to be true? The pioneer wind tunnel work was done in Germany, at the time of WW2 and reissued in 1952 as "Aerodynamik des Flugmodells" by F.W. Schmitz, through publisher Carl Lange. I've spent some time working in a wind tunnel, and this work seems right on to me.

But first, exactly how is aerodynamic scale measured? There's more to it than wing size alone. Instead, use is made of the Reynolds number concept, or Re. This amounts to a single number combining a sense of air as a working medium, supporting a wing chord of a certain size, moving at some specified velocity through the air. For our purposes it's accurate enough to take Re as equal to 9,000 times wing chord in feet times its velocity in MPH. As an example, a six inch chord, moving at 10 MPH, has an Re equal to 9,000 x 0.5 x 10, or 45,000.

Schmitz worked with a high lift, slightly undercambered airfoil that would be at home on any performance model. He set the wing incidence to 6 degrees–fairly close to stall and in our ballpark. He then varied Re to see what happened, as measured by Lift/Drag. At less than 50,000, the flow separated from the upper wing surface and the Lift/Drag was poor, running to about 4 or so. Above 65,000 the flow no longer separated, the threshold was crossed and Lift/Drag leaped to 10 and better. In short, if one flies close to separation, and well adjusted models do exactly that, then a big Re really pays.

But isn't 65,000 an awfully big Re number? Do any of us actually get there?

My guess is that very few do. The only likely sub-group of winners within our crowd is the free flight, gas powered contingent. They have the large wing chords and higher speeds that suggest high Re. If you check out their glides, many are fine indeed.

However, most of us are doomed to a humble performance by low Re. As it is written: the only thing worse than high cholesterol is low Re.

POSTAL CONTEST

The postal contest will end on May 30, 2005. Entries post marked after May 31, 2005 will not be accepted. The events are listed below. Enter as many models as you wish in each event. Contest times count too. Every time you better a score with a particular model send it in.

Send entries to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Indoor Peanut

1. Gary Hodson	S.D. 14bis	108 sec.
2. Stu Weckerly	Whittman Buster	79 "
3. John Houck	Farman Mosquito	63 "
4. Gordon Roberts	Lacey M-10	58 "

Indoor No-Cal

1. Chuck Slusarczyk	Hosler Fury	216 sec.
2. Larry Loucka	Hosler Fury	210 "
3. Lyman Hatz	F4F Wildcat	174 "
4. Stu Weckerly	Stallion	163 "
5. John Houck	FW-190A	78 "
6. Geof Phillips	Gloster Meteor	35 "

Outdoor Peanut

1. Mark Kwasinski	Fairchild PT-19	62 sec.
2. Ed Pelatowski	Ole Tiger	55 "
3. Ed McQuaid	Lacey M-10	22 "

Outdoor No-Cal

1. Ed Pelatowski	Cessna Centurian	71 sec.

National Free Flight Society Announces Free Plan Offer!

Calling all lovers of Free Flight...

The National Free Flight Society (NFFS) is the foremost interest group for free flight aeromodeling in the United States. Founded in 1967, NFFS endures to this day as a member-supported volunteer organization devoted to promoting the interests of FF aeromodeling in all its forms: sport, competition, indoor, outdoor, scale, and non-scale. NFFS is the primary voice of Free Flight to the AMA and as such we need a strong membership base to speak with one unified voice.

The benefits of an annual NFFS membership are many:

-10 issues of 'Free Flight", the award-winning monthly journal of NFFS. Each issue is jam-packed with plans, expert advice and building tips, detailed photos of models and modelers, and information on competitions
-Thousands of dollars each year are awarded to deserving college-bound free-flighters through the NFFS scholarship program.
-Tens of thousands of NFFS dollars have been contributed toward Munice site improvements for FF use
-Discounts on FF book orders, CD compilations, plans, wearables, and a host of other products from the NFFS store
- Access to the NFFS discount plans database, with over 1000 plans to choose from spanning 8 decades of free flight

All this is only $25 per year for U.S. memberships, and $29 per year for international.

NOW, FOR THE FIRST TIME EVER NFFS is offering an incentive gift for new members of NFFS (or those who have let their membership lapse for a year or more)

$10 in FREE PLANS of your choice for one year memberships
or
$20 in FREE PLANS for a two year membership.

NFFS Plans Service has everything from Scale to Oldtimers, HLG to Nostalgia, indoor to Wakefield. The selection is outstanding and the choice of free plans is yours.

Hurry as this offer won't last long. A limited number of free plan certificates have been printed and when they are gone the offer will cease.

Visit www.freeflight.org/jlf/NewMembers.htm to find out more or to sign up today.

Free Flight Forever!

-Don DeLoach, NFFS Publicity Chairman & FAC since 1985

McCook Field Squadron
F.A.C.

The McCook Field Squadron of Troy, Ohio will host our annual *SPRING FAC EVENT* on June 11 & 12. The event will be flown at the AMA site in Muncie, Indiana in conjunction with the CIA OT/NOS contest.

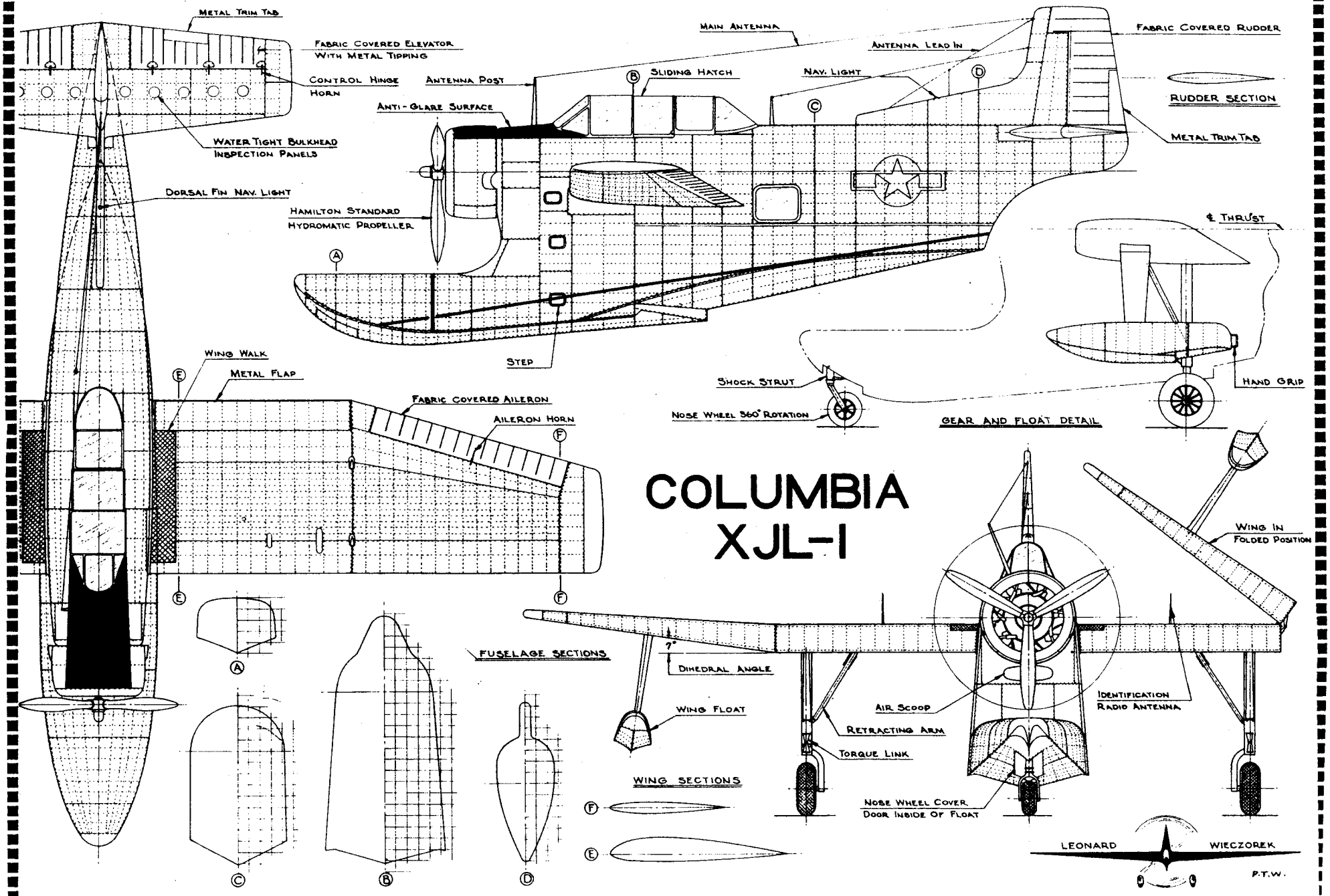
Sat. 9AM to 5PM	**SUN. 9AM to 4PM**
Frank Scott C.D.	**Dan DeAngulo C.D.**
(937-335-3057)	**(937-832-3241**

FAC Scale
FAC Jumbo Scale
Jetex/Rapier combined
Watson Unlimited Challenge*
FAC No-Cal Scale
FAC Power Scale
FAC WWI Combat (mass launch)
FAC Grieve Race (mass launch)
FAC OT Cabin
FAC Golden Age Scale
FAC Peanut Scale
FAC Embryo Endurance
FAC Dime Scale
FAC Catapult Jet Glider
FAC Golden Age Military
FAC Jimmie Allen
FAC WWII Combat (mass launch)
FAC OT Stick
FAC 2 Bit Rubber

All events will be flown to current FAC rules
Entry Fee: $10 (current AMA Licence required)
Plaque awarded to 1st Place, Certificates to 2nd and 3rd place
*WATSON UNLIMITED (McCook Squadron special event rules):
1. Model propelled by 24" length of 1/8" rubber
2. Scoring is the best 2 of 3 flights - no max
3. HAVE FUN!!!

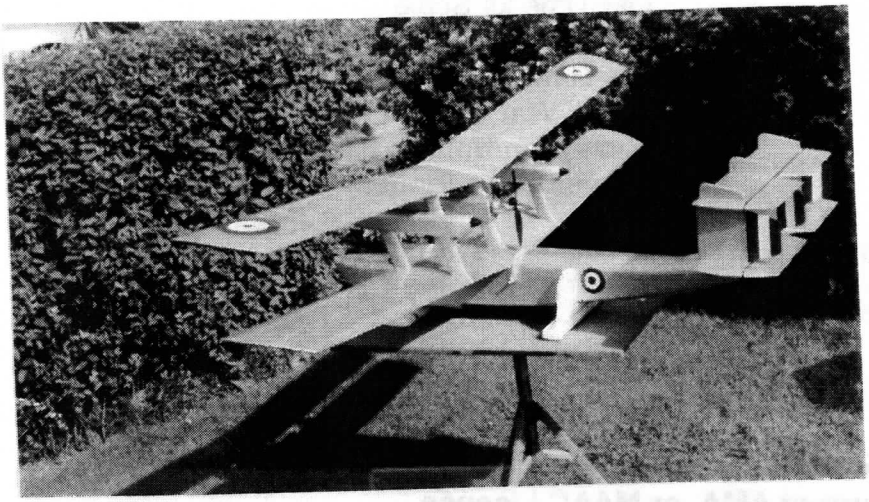
NEW FAC SQUADRON

The old # 20 squadron has been inactive for some time. The Shasta Squadron has now been assigned that number. Anyone living within a hundred miles or so of this squadron will be welcome to join. They already have members as far away as that. Contact; Squadron #20, George Popa, 411 W. Center St., Yreka, Ca. 96097.


METAL TRIM TAB
FABRIC COVERED ELEVATOR
WITH METAL TIPPING
CONTROL HINGE
HORN
WATER TIGHT BULKHEAD
INSPECTION PANELS
DORSAL FIN NAV. LIGHT
HAMILTON STANDARD
HYDROMATIC PROPELLER
ANTI-GLARE SURFACE
ANTENNA POST
MAIN ANTENNA
ANTENNA LEAD IN
SLIDING HATCH
NAV. LIGHT
FABRIC COVERED RUDDER
RUDDER SECTION
METAL TRIM TAB
STEP
WING WALK
METAL FLAP
FABRIC COVERED AILERON
AILERON HORN
SHOCK STRUT
NOSE WHEEL 360° ROTATION
GEAR AND FLOAT DETAIL
HAND GRIP
COLUMBIA
XJL-1
FUSELAGE SECTIONS
DIHEDRAL ANGLE
WING FLOAT
WING SECTIONS
AIR SCOOP
RETRACTING ARM
TORQUE LINK
NOSE WHEEL COVER
DOOR INSIDE OF FLOAT
IDENTIFICATION
RADIO ANTENNA
WING IN
FOLDED POSITION
LEONARD
WIECZOREK
P.T.W.

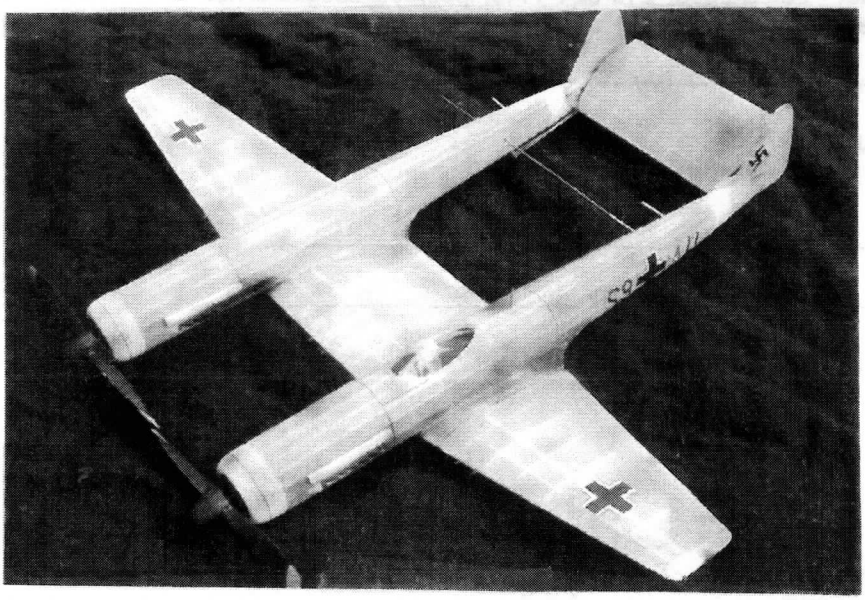
Richard Mudd sent this photo of his Caudron built from a plan by the late Henry Struck.

A fine group of Junior Modelers from Lloyd Shales class from Canada. All holding Lloyd's design, the Minnow.

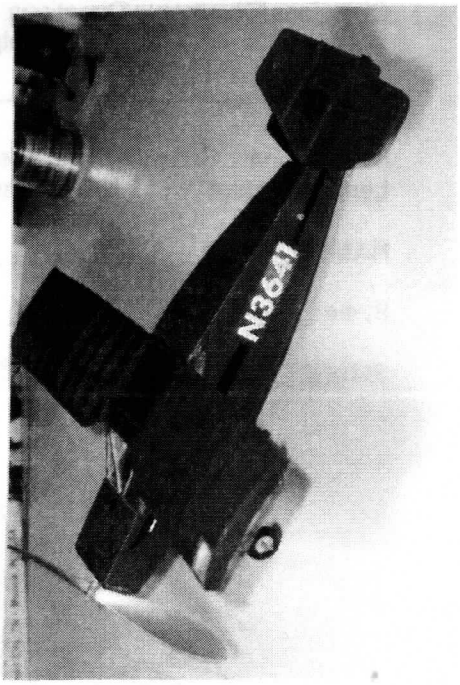


Eric Marsden, from England, sent us his pic of his Sport Scale free flight Saraband, 52" span.

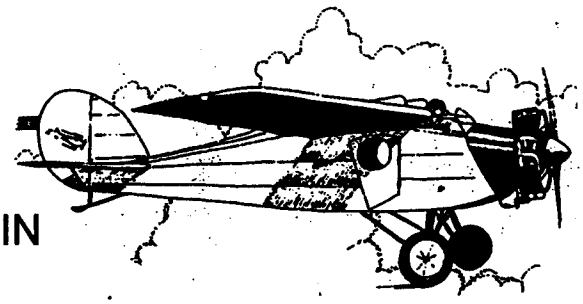
Here is Dave "VTO" Linstrum's Nesmith Cougar. Built while recuperating from a broken ankle.



Here is Bill Henn's photo of his Arado E-530 which won Jumbo Scale at this year's FAC Nats.



Flying Aces Club Outdoor Champs



AMA Flying Site Muncie, IN
Sept. 10th & 11th
8:30am- 4:00pm

Sat. Sept 10

FAC Scale *
FAC Jumbo Scale*
FAC Power Scale*
Golden age Scale
FAC Dime Scale
Double NoCal**
Embryo
Old Time Rubber Cabin
World War 1 ML
Greves Race ML
Fairchild 24 ML

Sun. Sept 11

FAC Scale*
FAC Jumbo Scale*
FAC Power Scale*
Modern Miltary Scale
FAC NoCal
Old Time kit Scale
AMA P-30***
Old Time Rubber Stick
World War 2 ML
Thompson/Bendix Race ML
Peanut Race Planes**** ML

All Scale Judging must be turned in by 12:00pm Sat. for both days events
O.T. Rubber times must be turned in by 3:00 pm each day (for fly offs)

* events continue both days, judging ONLY Sat.
** 32" span, no foam.
*** Flown to latest AMA rules
**** Any era of race plane, must have correct colors and numbers.

$25.00 Entry Fee Flys all events and includes a Free T-shirt and plan
Entrants must hold current AMA or MAAC License
Trophies awarded to third place.

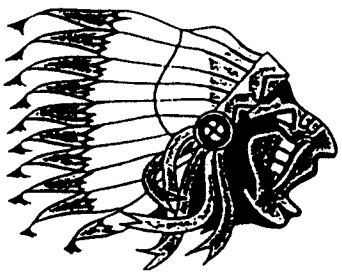
Questions/Comments/Directions: contact Les Burdsal 219-924-1149: lpbsr60@sbcglobal.net
Or CD Ralph Kuenz 313-835-7141

Registration: Send to (make checks out to):
Leslie Burdsal 552 North Lindberg St. Griffith, IN 46319-2030

NAME_____**AMA#**_____

Street_____**City**_____

State_____**ZIP**_____**SIZE M L XL**



The Calumet Escadrille

SKYSCRAPER ANNUAL
America's Cup and National Cup
FAI, AMA, Nostalgia, SAM, FAC

July 9-10, 2005

Barron, Ford, and Shuback Fields
Wawayanda, New York

FAI EVENTS:

Saturday July 9:

F1G (small rubber), F1H (small glider), F1J (small power).
120 second maxes. America's Cup competition.
Round 1: 9:30-11:00am
Round 2: 10:30-12:00
Round 3: 11:30-1:00
Round 4: 12:30- 2:00pm
Round 5: 1:30- 3:00pm
Flyoffs: 3:15pm --
Mini-FAI Awards at end of rounds for events complete at that time.

F1A/B/C Informal mass launch fun-fly (time own flight to ground)
5:30pm, 6:00pm (weather permitting)

Sunday July 10:

FAI events: F1A (glider), F1B (wakefield), F1C/F1P** (power).
America's Cup competition.
Round 1: 7:15- 8:30am Super max*
Round 2: 8:00- 9:30am 180 sec max (weather permitting)
Round 3: 9:00-10:30am
Round 4: 10:00-11:30am
Round 5: 11:00-12:30
Round 6: 12:00-1:30pm
Round 7: 1:00-2:30pm
Plan for an additional hour in case of delays for moves.
Flyoffs begin 15 minutes after rounds end.

*Note that round 1 begins at 7:15 rather than 7am, to permit sufficient light, but ends at 8:30 rather than later to reduce thermal opportunities during super-max round. Super-max to be announced before round in accordance with conditions – up to 240sec for F1A and F1B and 300 sec for F1C/F1P. Rounds overlap to facilitate retrieval.

**Note that F1P will fly 7 rounds alongside F1C, with same max. Full 10 second motor run permitted for F1P.

FAI director: Andrew Barron (203-248-5386, Andrew.Barron@yale.edu)
Assistant FAI Director: TBA.

AMA, AMA CLASSIC, AND NOSTALGIA EVENTS

Saturday, July 9: 9:00am--5:00pm [Awards at 5:00pm].
Hand Launch Glider, ABC Nostalgia, ABC Classic, Mulvihill, Nostalgia Rubber & Nostalgia Wakefield (combined).

Early Sunday:
Dawn Unlimited (Gather with Dave Acton at 7:10am for ground rules).
Launch window: 7:20-7:35am

Sunday July 10:8am to 3:30pm [Awards at 3:30pm].
Catapult Glider, 1/2 A Nostalgia, 1/2 A Classic Power, P-30 Rubber, Pee-Wee 30 Power.

AMA contest director: 2. Don Rousseau (71) 71 West Lake Drive Amityville, NY 11701 (631) 691-1886 blueFly92@yahoo.com
1. Bob Geyer (440) 913 Washington St. Baldwin, NY 11510 (516) 546-3383

Open fliers pay $25 ($10 field use fee, plus $15 entry which covers unlimited number of Skyscraper hosted AMA, NOS, and FAI events). Juniors and Seniors pay $15 total ($10 field use plus $5 entry).

Awards: One wood trophy per sufficiently high finishing contestant. Labeled plates which adhere to the trophy are awarded for each finish in the top three in an event, and to best finishing Junior or Senior in each event.

Dorothy Waddington trophy for best junior performance.

SPECIAL EVENT (hosted by Wilber and Orville Society)

Saturday, July 9 A1&A2 Classic Towline
Five flights (9:00am-5:00pm), no rounds.
Pay field use fee at Skyscraper table.
Turn in scores to Art Ellis or his designate.

FAC EVENTS (hosted by Skyscalers Club):

Saturday July 9:(9am-5pm)

FAC Scale
Peanut Scale
Embryo
No-cal
Golden Age Scale (total of three flights)
FAC Old Time Gas Replica
Golden Age Racers Mass Launch (Greve & Thompson combined)
WWI Mass Launch (biplanes)

Sunday July 10(9am-3pm)

Jumbo Scale
Power Scale
Hi-Wing Peanut
Dime Scale
WWII Mass Launch
Modern Military Mass Launch
Flying Horde (any scale model)
Blur Race

FAC Event Director:
Tom Hallman 610-395-5656 maxfliart@hallmanstudio.com
FAC Assistant Director:
John Houck 610-488-6235 houckjohn@fast.net
Show AMA membership, sign the Event Participation List, and provide $15 which covers both days (including $10 field use fee and $5 toward cost of trophies).

OLD TIMER EVENTS (Organized by SAM-7):

Sunday July 10(8am-3pm)

Pylon Gas (All classes combined)
Cabin Gas (All classes combined)
Rubber Stick
Rubber Cabin
Old-Time H.L.G. (Best 3 of 9 flights)

Engine Runs: (At CD Discretion)

Old Timer	R.O.G.	H.L.
Ignition	18 sec	14 sec
Conv.Ign.	14	10
CFS Glow	10	6

120 second maxes for all events.

Entry: $10 field use fee. No additional event fee.
Show AMA membership and sign the Event Participation List.
Certificate and applause for 1st and 2nd place winners.

FAC Event Director: John Stott
Address: Bradley Lane, Sandy Hook, CT 06482
Phone: 203-426-5190

The field is on Orange County Route 12, in Wawayanda, six miles southwest of Route 17M near Middletown, NY. Nearby airports include Newburg, NY (30 min from field) or White Plains, NY; Hartford, CT; LaGuardia, NY; Albany, NY; Newark, NJ; or Wilks-Barre-Scranton, PA (all of which are less than 2 hours from the field).

MOTORIZED VEHICHLES: Cars on farm roads, motorcycles on Dean Ford Grass and at edge of each commercial strip of Barron Field sod (within 3 or 4 feet of ditch, if ground is firm enough).
No motorized vehicles on the foot bridges. No motorized vehicles in the corn fields and no motorized vehicles on the Lois Ford fields and paths to the southwest.

Golf carts are permitted anywhere on commercial sod or farm roads or grass areas, but not on foot bridges.

REGISTRATION FORM----FAC NON-NATS GENESEO, N.Y. JULY 16 and JULY 17, 2005

Name _____ Address _____ Jr. _____ Open _____

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

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 $175.00 each ____ $ _____

Reservations for single occupancy with meals and banquet at $220.00 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, 2005 to ease paper work on the field. Mail entrys to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2005. 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 3 places in all events. Contest times are as follows;Saturday July 16, 8:30 till 5:00 and Sunday July 17, 8:00 till 4:00

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 accident 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 on Friday July 15th, breakfast and dinner on Saturday July 16th and breakfast on Sunday July 17th and July 18th. The banquet will be at the Days Inn on Sunday July 17th.

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

Plans must be presented in the Fairchild "24", Dime Scale, Two Bit O.T. Rubber and the new FAC O.T. Plan/Kit Scale events. All radial engined 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.

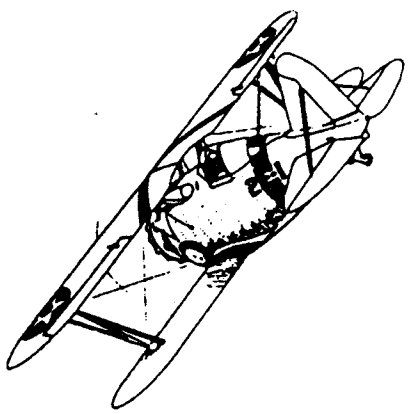
Saturday July 16 8:30 untill 5:00 pm.

Giant Scale May be flown either day
Jumbo Scale May be flown either day
Power Scale May be flown either day
FAC Scale
Hi-Wing Peanut Scale
Old Time Rubber
Greve Race *
World War One Dogfight *
Golden Age Civil
Modern Military
Embryo Endurance
AT-6 *
Phantom Flash
No-Cal Scale
Contra-Prop Scale *
Fiction Flyers

THE AT-6 EVENT WILL USE THE 15% RUBBER RULE

Sunday July 17 8:00 untill 4:00 pm.

Pioneer Scale
Old Time Stick Rubber
Jimmie Allen
Thompson Race *
World War Two Combat *
FAC Peanut Scale
Powder Puff Scale
Modern Civil
Golden Age Military
Two Bit Old Time Rubber
Old Time Gas Replica
Fairchild "24" *
B.L.U.R. Race
Dime Scale
Low Wing Trainer *
FAC Old Time Plan/Kit Sca



L.E. 1/16 SQ. ON CORNER

1/16 SQ

WING RIB. MAKE 22 1/16 BALSA.

DIHEDRAL BREAK, BOTH WINGS

L-3

L-3

L-2 1/16 SHT.

L-1 1/16 SHT

"X" SHOWS POSITION OF STRUTS

W-1 1/16 SHT. MAKE 8.

L-3 1/16 SHT (2)

T. E. 1/16 SQ.

L-2

L-1

UPPER WING SOLID LINES.

LOWER WING DASH LINES

WINGS ARE IDENTICAL, EXCEPT LOWER WING BUILT TO DASH LINES AT CENTER SECTION.

L-1

AILERONS ON BOTH WINGS

ALL FORMERS 1/16 SHT.

"5" ONLY

1

2

3

4+5

6

7

8

8-A

COLOR SCHEME: FUSELAGE - BLUE.
WINGS AND TAIL - SILVER.
LICENSE: G-EBHU.

DIHEDRAL IS 5/8" BOTH WINGS

SHAPE ROUNDED PORTION OF NOSE FROM SCRAP 1/8 SHT.

STRUTS ALL 1/16 x 1/8

1 2 3 4 5 6 7 8

RUDDER ALL 1/16 SQ.

TOP OF FUSE. COVERED WITH BOND PAPER OR 1/32 SHT. TO STA. 5

FUSELAGE STRUCTURE ALL 1/16 SQ.

8-A

STAB

THREAD RIGGING.

F-1

LOCATION OF WING

LANDING GEAR BUILT FROM 1/16 DOWEL. USE PIN FOR AXLE.

TOOTHPICK SKID

STAB ALL 1/16 SQ.

GLOSTER GANNET

SERIES: PSEUDO. KIT NO. 7
SPAN: 16" LENGTH: 14"
DRAWN BY: JOHN BLAIR

KEY — ⊗ TOP WING STRUT POSITIONS
⊗ LOWER WING STRUT POSITIONS

POSITION OF INSIGNIA ON LOWER WING

RED
WHITE
BLUE

1/16" SQ BALSA SPARS

RED CHEVRON

1/16" SQ LEADING EDGE

LETTERING CUT FROM BLACK TISSUE

SET THIS RIB AT AN ANGLE TO ALLOW FOR DIHEDRAL

POSITION OF LETTERING ON BOTTOM OF LOWER WING

1/16" SQ TRAILING EDGE

W1 W2 W3 W4 W5 W6 W7 W8

SCALE PROPELLER

SPRAY FINISHED MODEL WITH WATER TO INSURE A SMOOTH AND TIGHT COVERING JOB

WRAP COWL WITH BOND PAPER TO GIVE A SMOOTH METAL AFFECT

CUT OUT INSTRUMENT PANEL AND CEMENT TO B7

MAKE MACHINE GUN OF SCRAP BALSA

WASHERS

STRAIGHT PIN

DETAIL OF MOTOR MOUNT

R1 R2

WHITE

SCRAP BALSA

BLUE

RED

1/16" SQ BALSA CONSTRUCTION

FLYING PROP

WASHERS

B1 B4 B7

PIANO WIRE SHAFT

1/16" SQ BALSA WING STRUTS

NOSE BLOCK

B2 B5 B8

MOTOR MOUNT

POSITION OF ELEVATOR

SCRAP BALSA

CUT TAIL WHEEL FROM PRINTED WOOD

THREAD BRACINGS

1/16" SQ BALSA LANDING GEAR STRUTS

ONE INCH HARDWOOD WHEELS

B3 B6 B9

E1

1/16" SQ BALSA

CUT MOTOR FROM PLAN AND CEMENT TO FINISHED MODEL

USE CELLOPHANE FROM A CANDY WRAPPER FOR WINDSHIELD

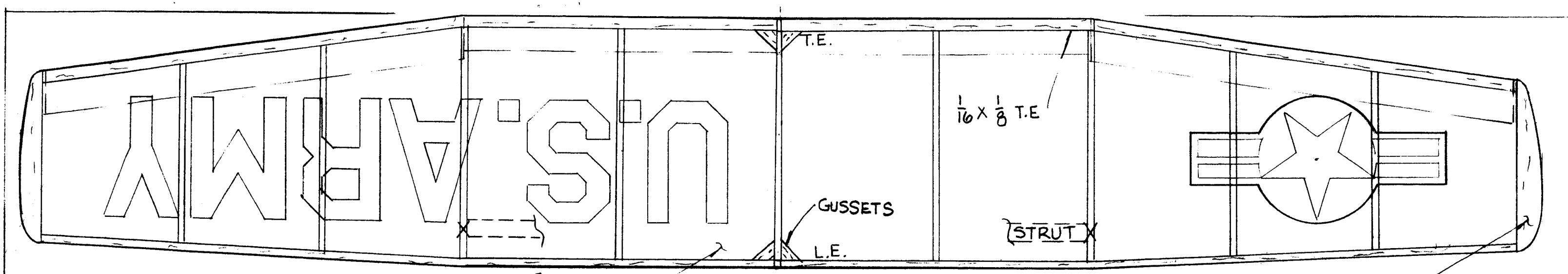
POSITION OF ELEVATOR

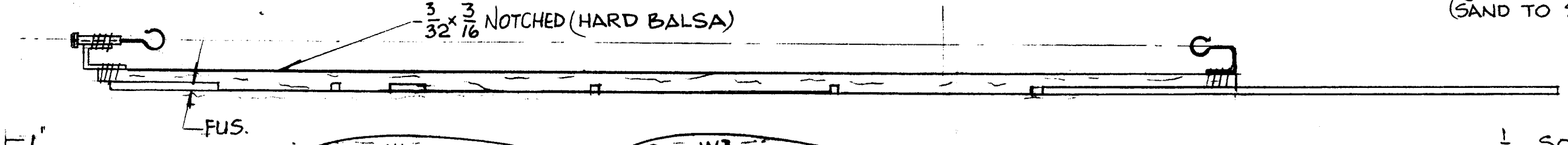
B2 B6 B9

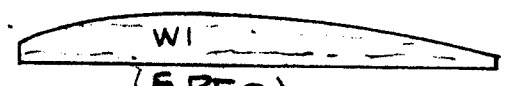
BOND PAPER COWL

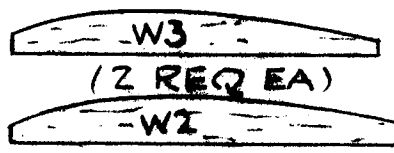
Hell Diver
Presented by
BURD MODEL AIRPLANE CO.
16" WINGSPAN
BALTIMORE, MD. U.S.A.

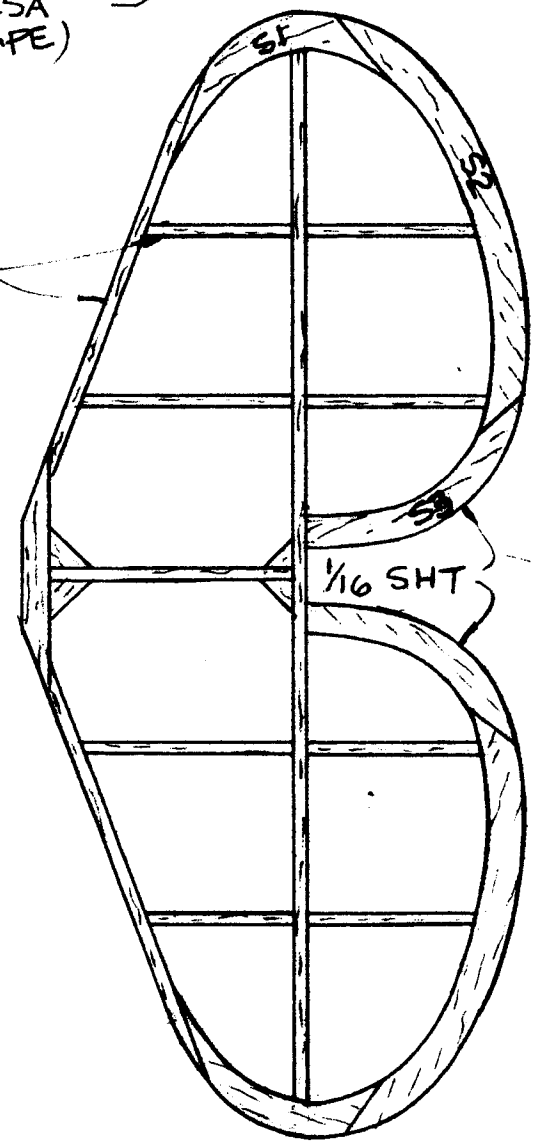
CURTISS

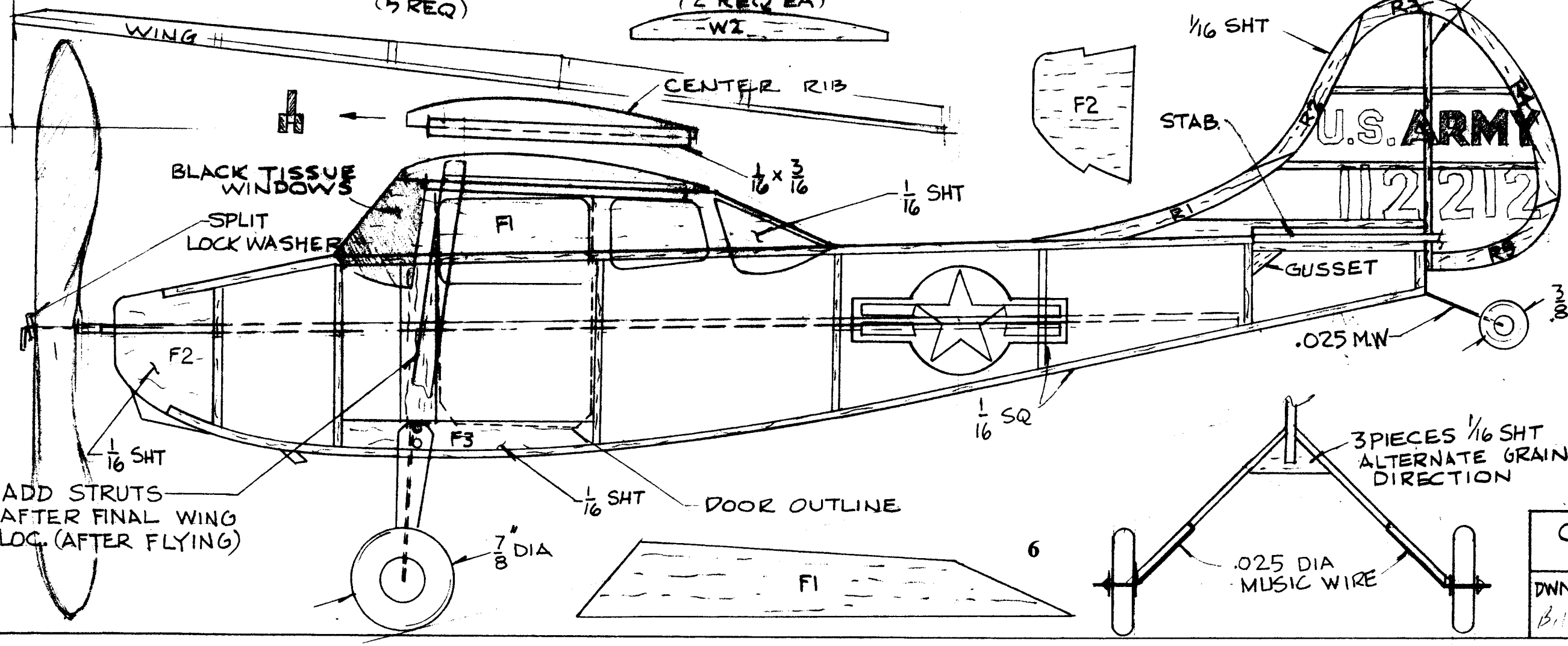








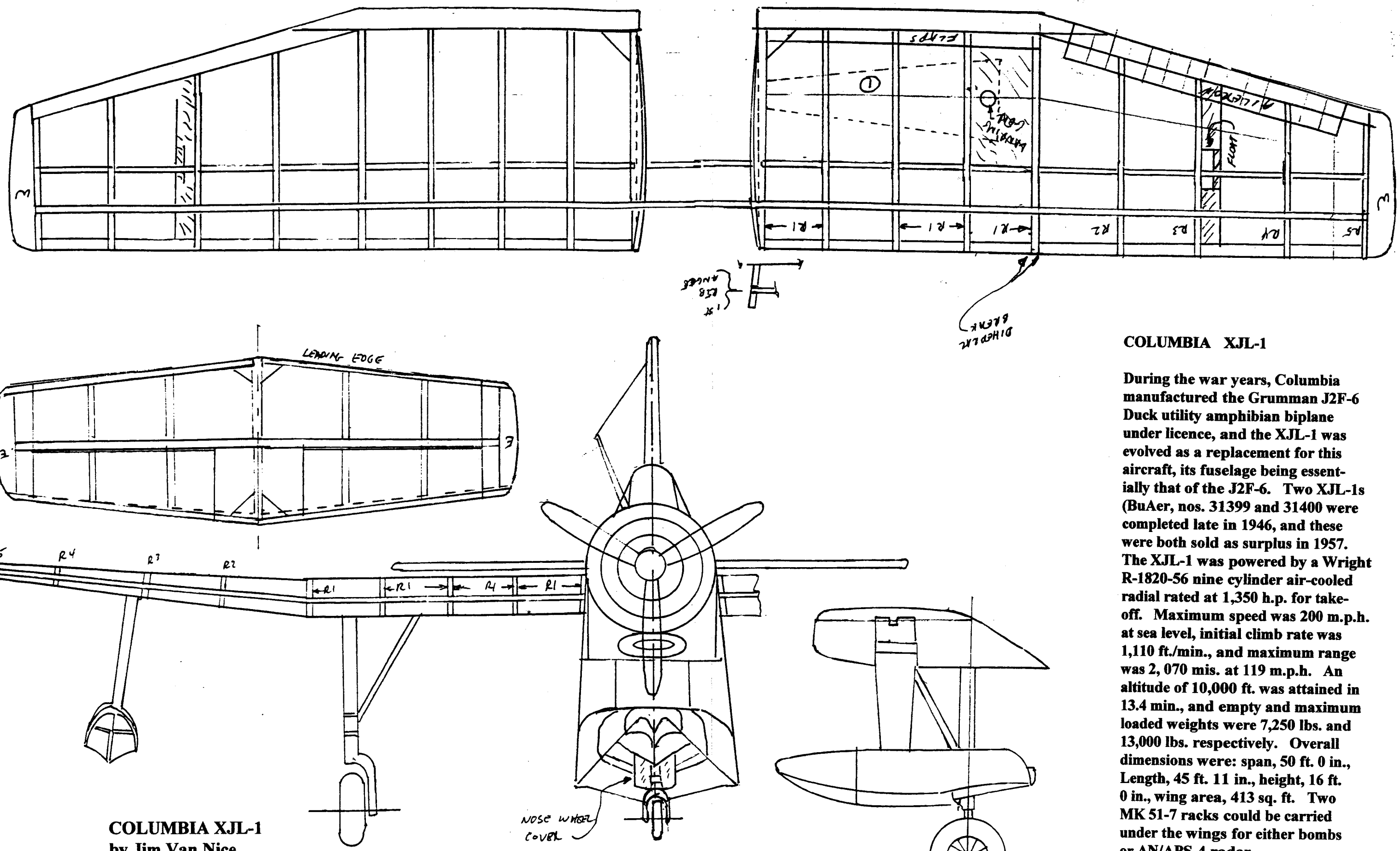




CESSNA O-1E BIRD DOG

DWN: W. G. S
Bill Simpson

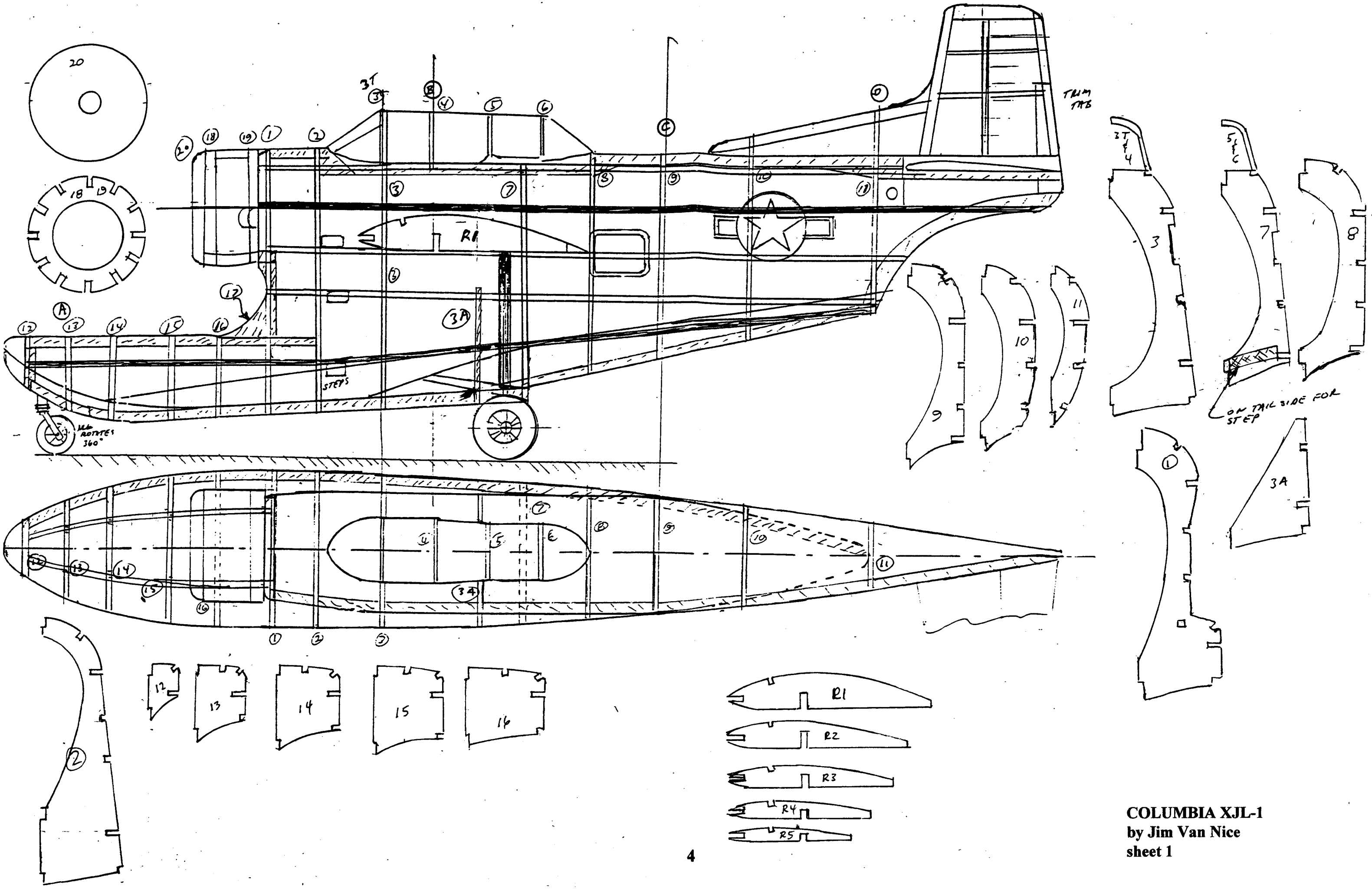
WINGSPAN: 16"
NO-CAL



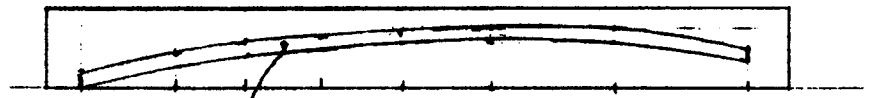
COLUMBIA XJL-1
by Jim Van Nice
sheet 2

COLUMBIA XJL-1

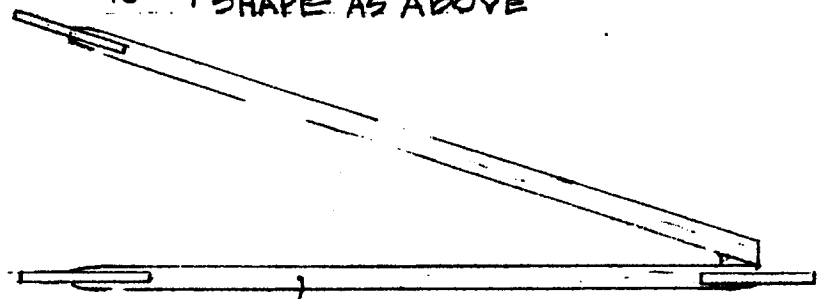
During the war years, Columbia manufactured the Grumman J2F-6 Duck utility amphibian biplane under licence, and the XJL-1 was evolved as a replacement for this aircraft, its fuselage being essentially that of the J2F-6. Two XJL-1s (BuAer, nos. 31399 and 31400 were completed late in 1946, and these were both sold as surplus in 1957. The XJL-1 was powered by a Wright R-1820-56 nine cylinder air-cooled radial rated at 1,350 h.p. for take-off. Maximum speed was 200 m.p.h. at sea level, initial climb rate was 1,110 ft./min., and maximum range was 2, 070 mis. at 119 m.p.h. An altitude of 10,000 ft. was attained in 13.4 min., and empty and maximum loaded weights were 7,250 lbs. and 13,000 lbs. respectively. Overall dimensions were: span, 50 ft. 0 in., Length, 45 ft. 11 in., height, 16 ft. 0 in., wing area, 413 sq. ft. Two MK 51-7 racks could be carried under the wings for either bombs or AN/APS-4 radar.



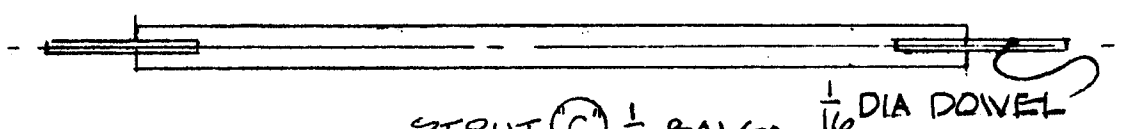
COLUMBIA XJL-1
by Jim Van Nice
sheet 1



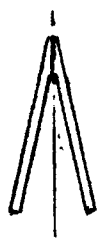
WINGTIPS: LAMINATE 3 BALA PIECES $\frac{9}{16}$ X $5\frac{1}{4}$ AROUND FORM - WHEN DRY SHAPE AS ABOVE



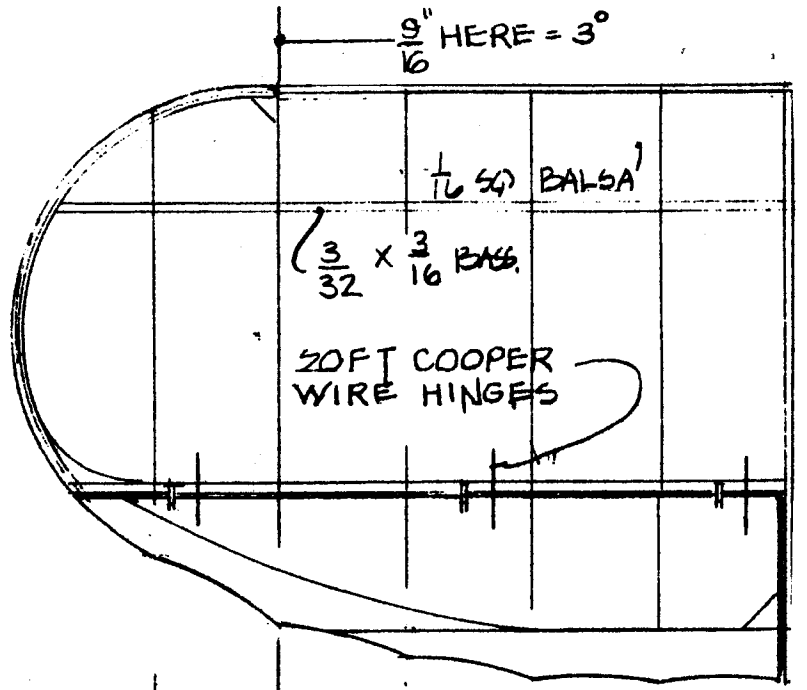
STRUT (D) $\frac{1}{16}$ BALSA



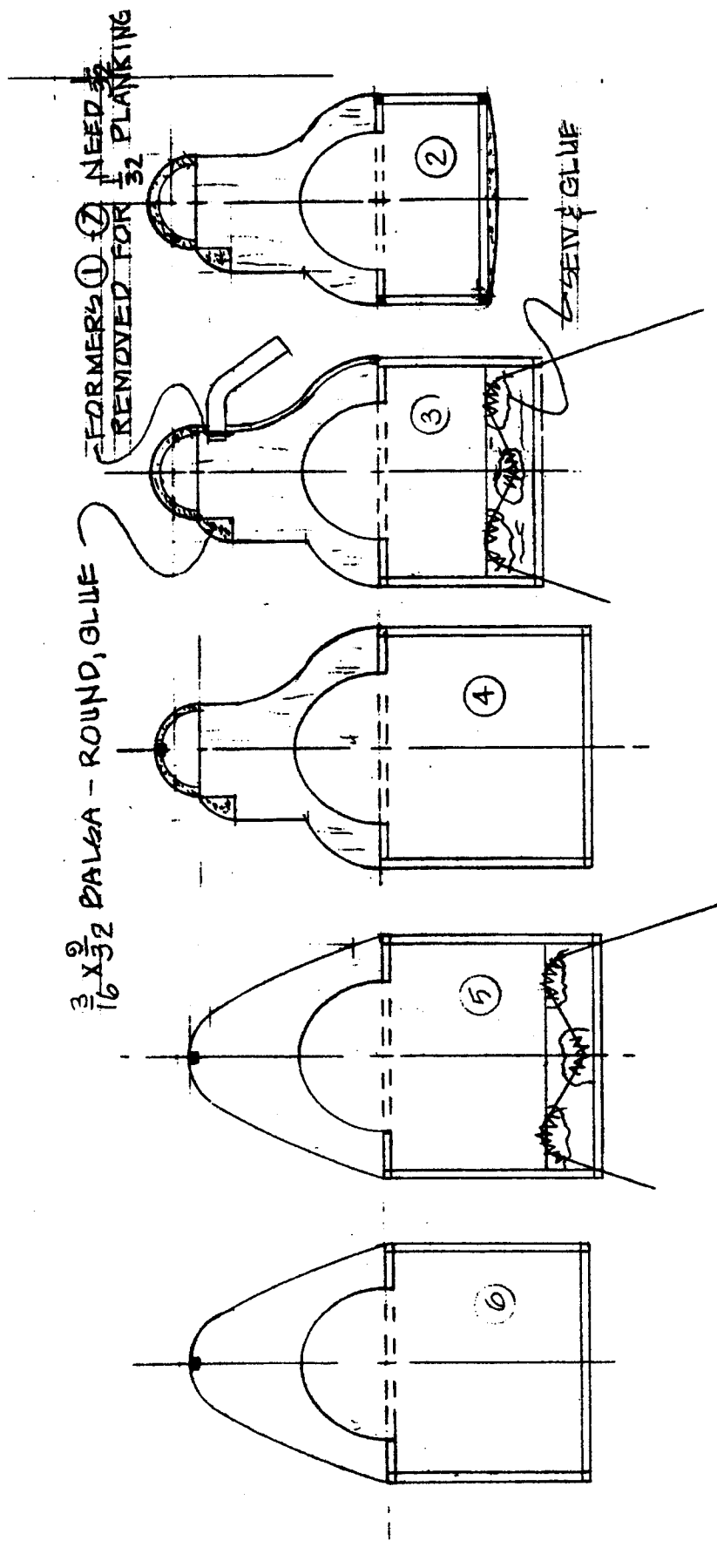
STRUT (C) $\frac{1}{16}$ BALSA $\frac{1}{16}$ DIA DOWEL

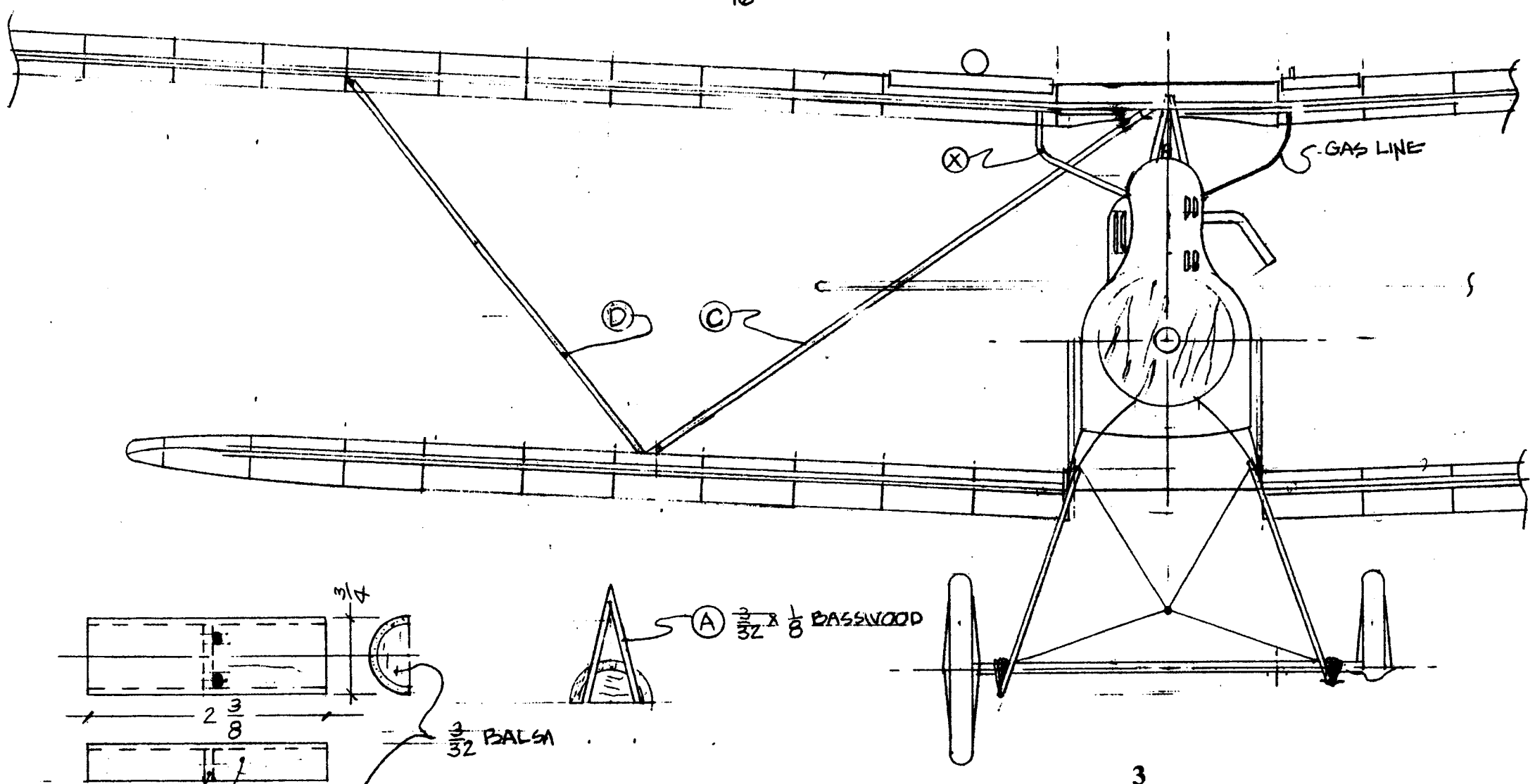


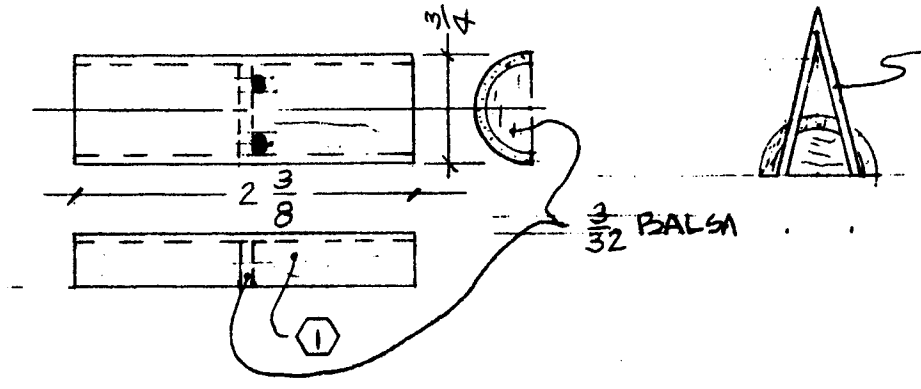
WING MOUNT (A) $\frac{1}{16}$ DIA DOWELS



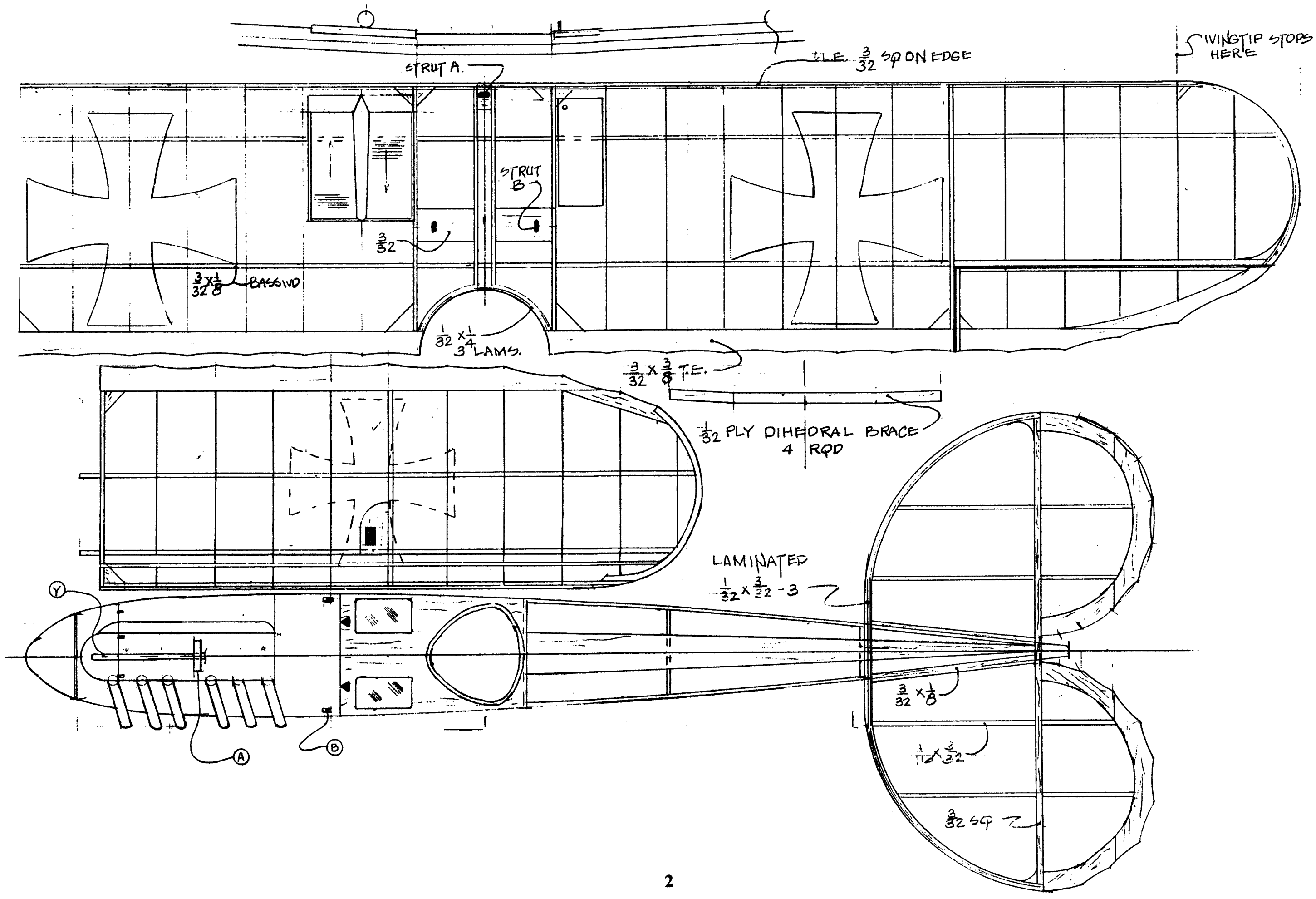
$\frac{1}{8}$ WASHOUT IF AILERONS NOT MADE MOVABLE



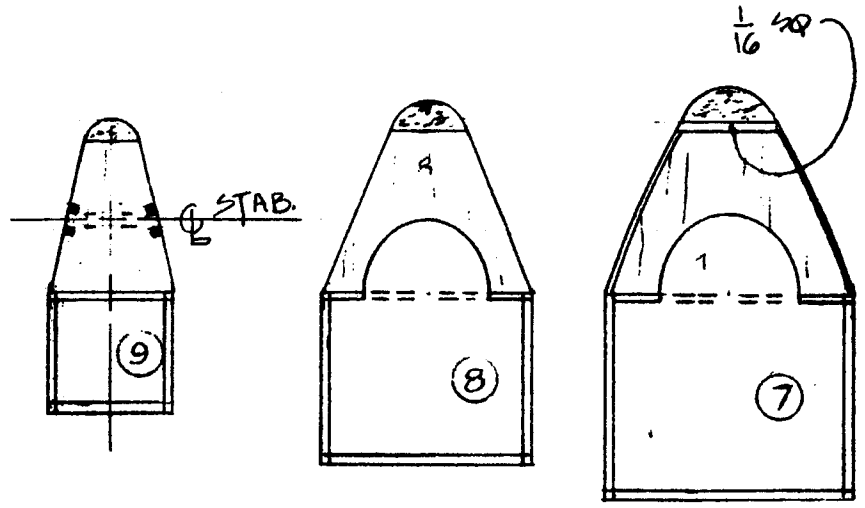


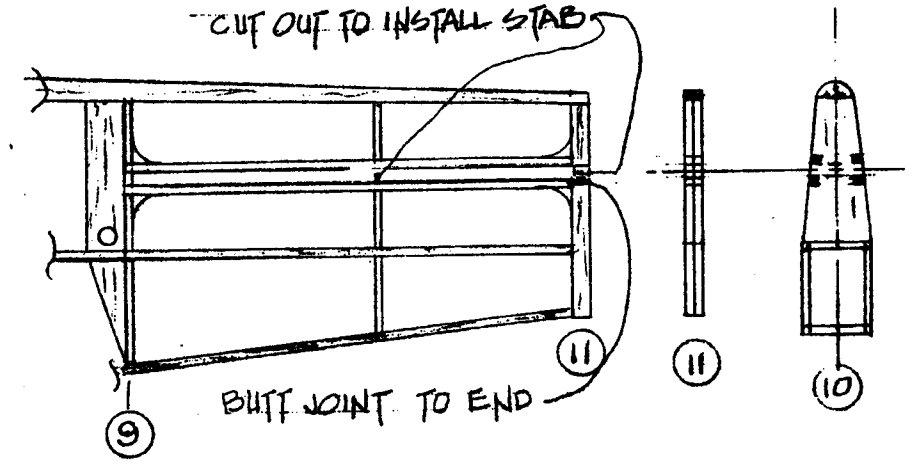


(A) $\frac{3}{32}$ X $\frac{1}{8}$ BASSWOOD


STRUT A.
L.E. 3/32 SQ ON EDGE
WINGTIP STOPS HERE
STRUT B
3/32
3/32 x 1/8 BASSWD
1/32 x 1/4 3 LAMS.
3/32 x 3/8 T.E.
1/32 PLY DIHEDRAL BRACE 4 RQD
LAMINATED 1/32 x 3/32 - 3
3/32 x 1/8
1/16 x 3/32
3/32 SQ
Y
A
B

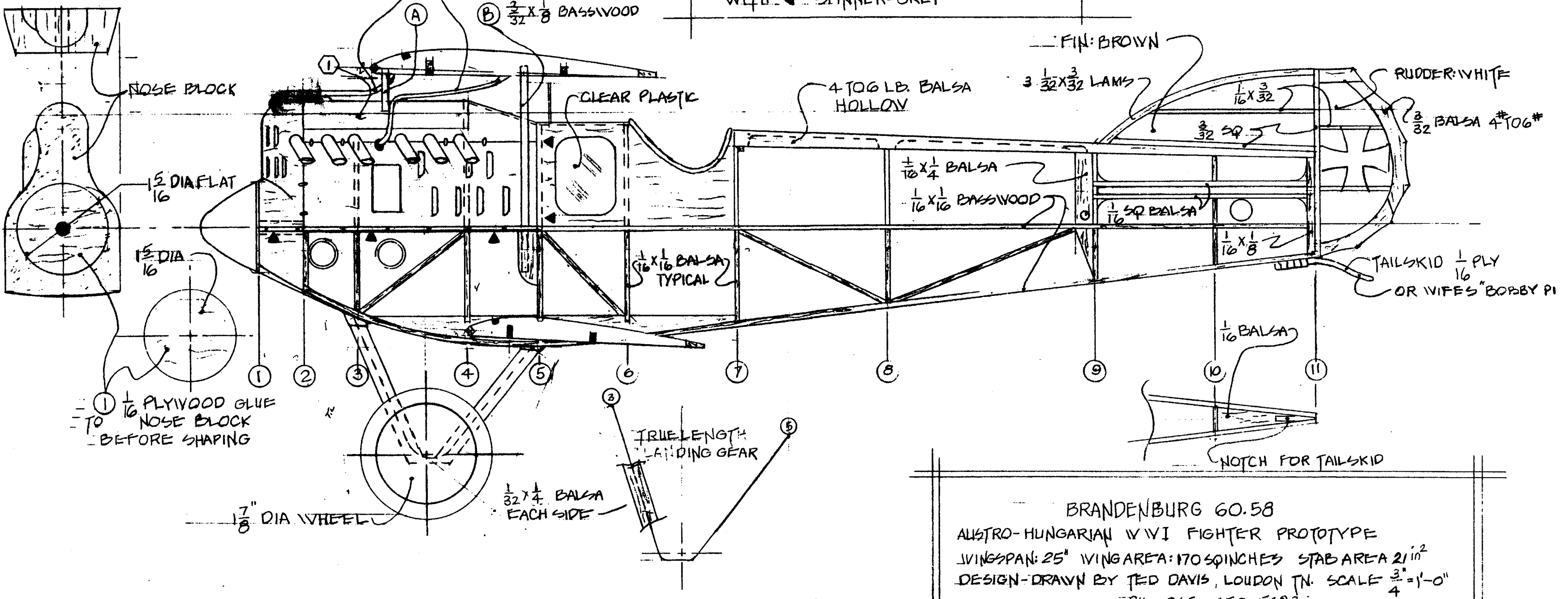
THIS PLAN HAS BEEN REDUCED BY 25%





TOP WING +2° INCIDENCE MEASURE FROM L.E. 0.45 IN BOTTOM OF RIB

COLOR SCHEME
WINGS, STABILIZER - CLEAR VARNISHED LINEN, ∴ LIGHT BUFFISH-TAN
FUSELAGE - MEDIUM DARK BROWN WOOD GRAIN SHOWS THROUGH VARNISH
METAL PANELS MED GREY - MARKED WITH ◀ SPINNER - GREY



BRANDENBURG 60.58
AUSTRO-HUNGARIAN WWI FIGHTER PROTOTYPE
WINGSPAN: 25" WING AREA: 170 SQ INCHES STAB AREA 21 in²
DESIGN - DRAWN BY TED DAVIS, LOUDON TN. SCALE 3/4" = 1'-0"
PH. 865-458-5493