

FLYING ACES

Club News

ISSUE #227-153 Jan./Feb. 2006



NEWS ON THE WING!

Another "flamer" for a German Ace during the big scrap of WW-I. Another neat cover drawing by Tom Butler. Thanks to Tom and all of the others who contributed to this issue.

The plans for this one came from; Al Backstrom (Amelia Earhart's Kinner "Crackerbox" Airster), John Blair (DeHavilland DH-6), and another of John Blair's Pseudo Dime Scale plans (Fairchild 22).

We have a new squadron just formed, this one up in Montreal, Canada. If any of our members in Canada, or elsewhere, wish to join them, contact; Ronny Gosselin, 2320 Aird, Montreal, Quebec, H1V 2W6. The squadron will be known as "Escadrille Harfang" (snow owl), and they are FAC Squadron # 71.

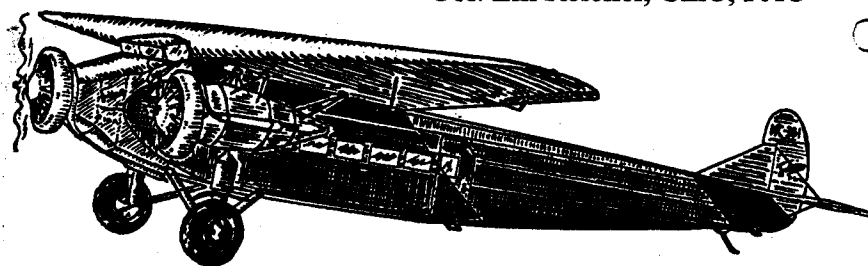
We still have a few of those great calendars for 2006. If you haven't ordered one yet you still have time. The price postpaid is \$20.00 each, from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Here are some dates for you to remember; FAC-Nats; July 14-15-16 with the scale judging on the 13th. The Great Grape Gathering on July 21-22-23. More on this later.
2006 Empire State Indoor Championships at the Buffalo Bills Fieldhouse on May 21, more on this later.
FAC Outdoor Champs at Muncie, In. September 2nd & 3rd or 9 & 10, not sure yet.
Erie Model Aircraft Assn. September 23 at Geneseo. More on this later.

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

Col. Lin Reichel, CinC, FAC

Lin



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

FLYING ACES NATS, MARK XV JULY 14--15--16, 2006

Here is the info we have at the present time for the FAC-Nats. Due to a change in personel at the State University of New York, Geneseo, we still do not have the prices for the rental of the dormitory rooms. This should be cleared up soon and we will have the registration and contest entry forms for you in the next issue, as well as the 2006 rule book.

We are always looking for event sponsors and prize donations. If any manufacturers or individuals who would like to sponsor events/donate prizes, etc. please contact FAC-GHQ as soon as possible. Prizes can be anything pertaining to our hobby, kits magazines, supplies, books, etc.

Vendors who wish to have a table at the Quality Inn during the scale judging should get their requests in as soon as possible, There is limited space this year as we will be judging the Jumbo and the Giant Scale events at the Quality Inn instead of on the field.

Some notes on some of this year's events; the Old Time Rubber, O.T. Two-Bit Rubber and the Jimmie Allen events will all be R.O.G., a sheet of plywood will be provided for this purpose. The Contra Rotating Prop event will be for both military and civilian scale aircraft including prototypes and pre-designed aircraft with close-coupled propellers and will be a mass launch event.

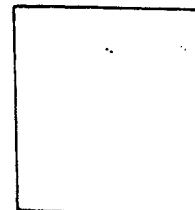
There will be two special events included this year. The first will be the "Hurst Bowers" event sponsored by the D.C. Maxecuters. The second event will be the "Small Flying Arts" event and will be sponsored by our some of our Clubsters down Texas way. More info on these events will be found elsewhere in this issue

Here are the events for this year's FAC-Nats.

Shell Speed Dash	FAC Scale	FAC Peanut
WW-I ML (multi-wing)	Hi-Wing Peanut	Thompson Race ML
Embryo	Greve Race ML	Power Scale (single engine)
No-Cal Scale	WW-II ML	Power Scale (Multi-engine)
Golden Age Civil Scale	Pioneer Scale	FAC O.T. Gas Replica
FAC O.T. Rubber R.O.G.	FAC O.T. Stick Rubber	Modern Civil Scale
Modern Military Scale	Dime Scale	Jimmie Allen R.O.G.
Guillows Fairchild 24 ML	AT-6 Race ML 15% rule	Goodyear/Formula I Race ML
Comet Phantom Flash	Fiction Flyers Scale	Powder Puff Scale
Two-Bit O.T. Rubber	B.L.U.R. Race	Low Wing Trainer ML
Giant, Jumbo and Power	Old Time Plan Scale	Contra Prop Scale ML
Scale may be flown any day	Phantom Flash Jrs. only	Golden Age Military
Small Flying Arts (2 events)	Hurst Bowers Scale	Hurst Bowers ML

THIS IS NOT THE DAILY SCHEDULE, ONLY A LIST OF EVENTS.

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



FAC HALL OF FAME

It is now time for nominations for the FAC Hall of Fame. If you feel there is someone worthy of this lofty honor please write to GHQ with your nominee's name and your reason for his/her nomination. We would like your nomination A.S.A.P. So that we can get the names into the next issue so that the membership can have time to cast their votes. The winners of this highest FAC award will be enshrined in the Hall at the FAC-Nats in July 2006

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

Those already enshrined in the Hall of Fame are;

Dave Stott	Tom Nallen, Sr.
Lin Reichel	Juanita Reichel
Bob Thompson	Bob Rogers
Don Srull	Ross Mayo
Earl Stahl	Bob Clemens
Ralph Kuenz	Dave Livesay
Bob Leishman	Bob Bojanowski
Pres Bruning	Mike Midkiff
Dave Rees	Ed Novak
Earl Van Gorder	Leon Bennett
Bill Warner	Walt Mooney
Bill Hannan	Jack Moses
Russ Brown	Dave Niedzielski
Vic Didelot	Gordon Roberts
Joe Fitzgibbon	Len Wieczorek



A "HUMP" POEM

by Eugene B. Marcoe, Pilot
2nd Combat Cargo Sqdn.
1st Group - C.B.I.

The war was finally over,
Our job was nearly through.
We had some other trips to make
Hopefully one, or two.

We left the base at Charlie Nan
And stopped at Peter Charlie
Then off again to old Kunming
With a load of tea and barley.

We made it into Peishiyi next
Then left for Oboe Fox.
We made good time along the way
We were way up on the clock.

The years have left my memory dim
But we headed home I'm sure.
A monsoon storm accompanied us
And made the hills a blur.

We were doing fine and making time
When a clearing let us see
Before our very nose a rock
As big as Tennessee.

We jammed the throttles forward
And hauled the wheel back hard.
We missed that awesome pile of rocks
By much less than a yard.

A plane was missing, someone said
And I think it is your friend.
If the weather clears by morning
We can look for him by then.

We came back where we missed the rock
And found a molten mess.
The overcast didn't break for them
They lay in a deep crevasse.

We searched the mountain over
No signs of anyone.
I realized, now, my friend
Would be forever twenty-one.

I know it's getting nearer now
The time for me to go.
And face the one who made the heavens
And all this Earth below.

I would like to make just one request
If He would only grant this wish
I'd like to go meet this friend of mine
In a brand new "46".

SMALL ARTS EVENT FAC-NATS

Dear Lin,

On behalf of Bhagat Dhillon and Small Flying Arts (SFA), I would like to submit to you the events rules and criteria for the two events. We feel these events will encourage new memberships in the FAC and introduce beginners and intermediate fliers to model competition and will invite new visitors to the SFA website. Our goal is to help grow the hobby and plug new people into scale model building.

SFA Sport Rubber Duration

event rules:

- 1) Wingspan to be 26" maximum with no minimum
- 2) No folding, feathering or single-bladed props
- 3) Single round mass launch, 5 winners by landing order with any ties resolved by flyoff

SFA RUBBER SIMPLIFIED SCALE

- 1) Any scale aircraft eligible (photo, 3-view, or line drawing of full scale ship required to qualify)
- 2) Wingspan to be 16" minimum and 24" maximum (so models are reasonably competitive)
- 3) Models must adhere to scale outlines by Dime Scale standards; each model prequalified by two judges
- 4) No bonus scale points awarded (simple-scale spirit)
- 5) Single round mass launch, 5 winners by landing order, with ties resolved by flyoff

Note: All competitors who have previously earned a FAC Blue Max are not eligible to compete, however, they are welcome and encouraged to participate by lending expertise in the trimming, flying and dork-in of model airplanes.

Mike Isermann

HURST BOWERS EVENT FAC-NATS

This is an event for models designed by Hurst Bowers. The event will be held at the 2006 Spring and Fall Maxecuter/Brainbuster contests at Raeford, N.C. and the 2006 Flying Aces Nats.

Models are to be rubber powered free flight scale models only. This includes designs that Hurst designated as "impressionistic scale". Any design for other power may be converted to rubber power.

Models must be the size as originally designed or presented in MaxFax--no scaling.

Construction must closely follow the plan. Structure may be added, but none deleted. Details may be added and slight modifications made to increase scale appearance.

The following changes are allowed:

Minor changes to the nose block and the rear rubber anchor

Modifications to convert a power design to rubber power

Detachable wings

Dethermalizers

There will be two awards:

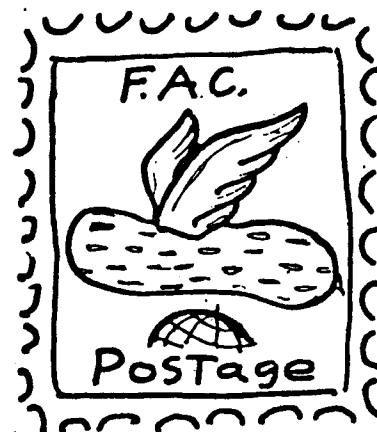
Winner of a mass launch of all eligible models. Plans for your model must be presented to the event director to be eligible.

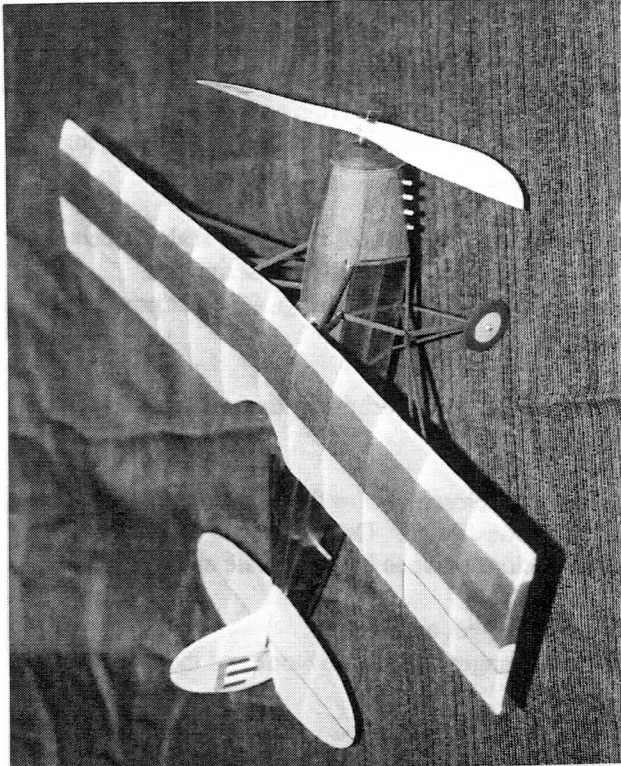
The eligible model with the highest total points in the judged scale events, whether it is Peanut Scale, FAC Scale, Jumbo Scale or Giant Scale.

Send a S.A.S.E. for a complete list of Hurst Bowers plans to; David Mitchell, 230 Walnut St. N.W. Washington, D.C. 20012

POSTAL CONTEST

It is time once again to announce our annual postal contest. As per usual we will have four wings/events. They are; Indoor No-Cal, Indoor Peanut, Outdoor No-Cal and Outdoor Peanut. Fly and enter as often as you like with as many models as you wish and send in your times to GHQ. Every time you better a score with a particular model send it in. Contest times count too. The contest starts when you read this and will end on May 30, 2006. Entries postmarked after June 1, 2006 will not be eligible. Send your times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

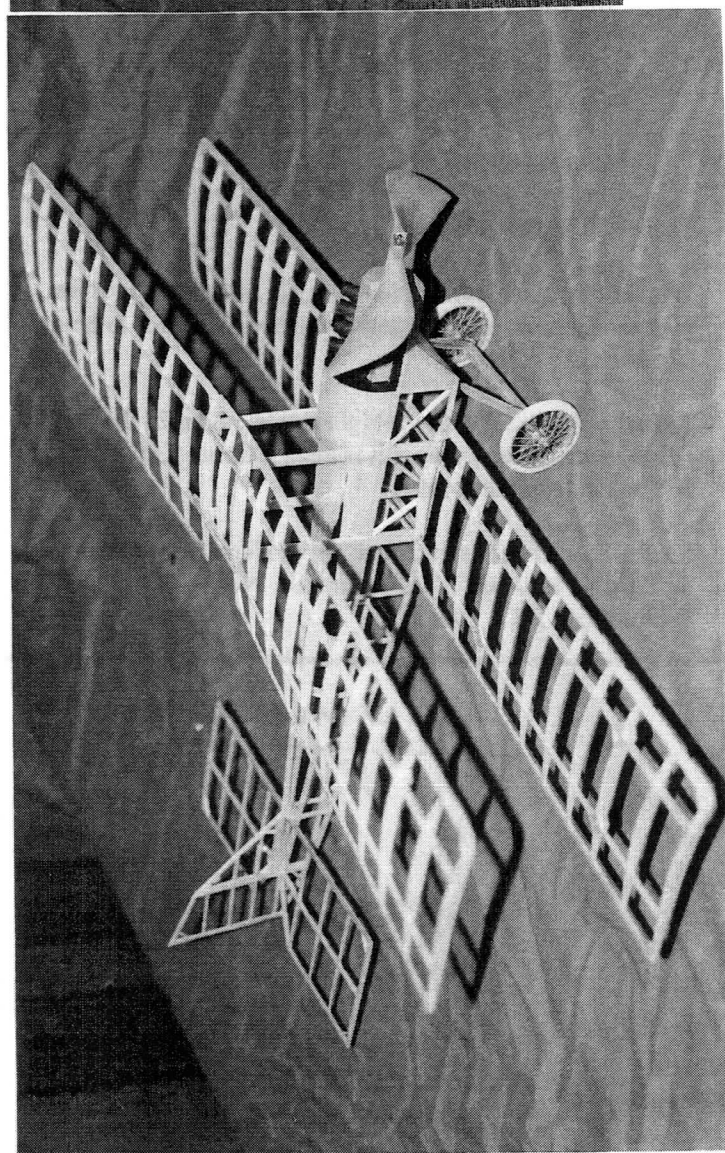




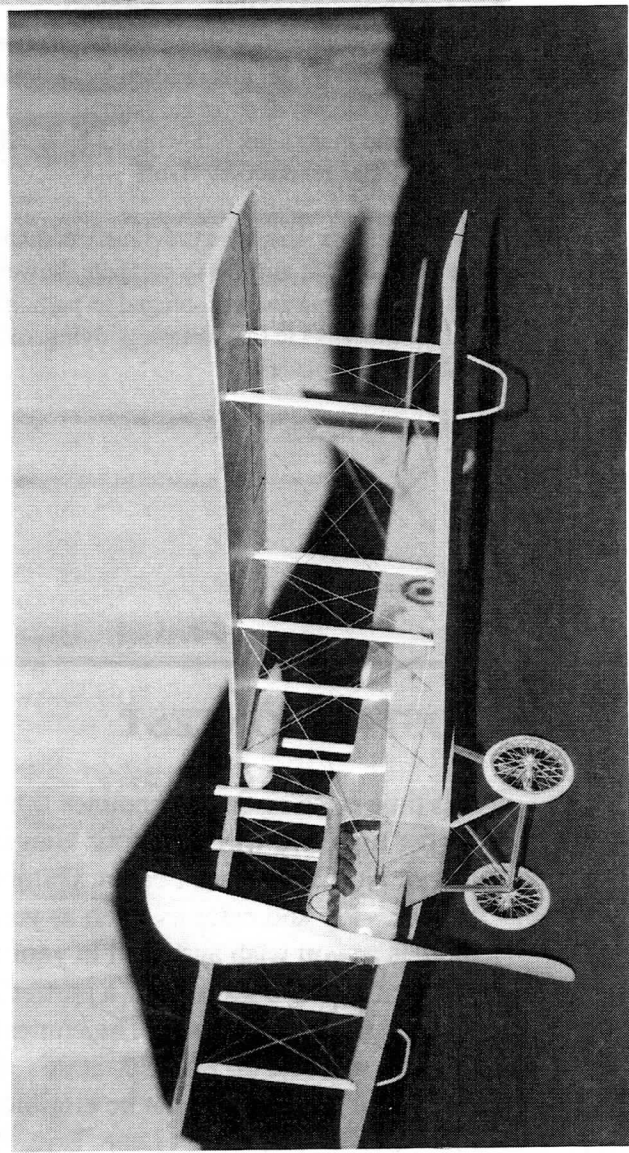
Here is another pic by John Blair of his newest Pseudo Dime Scale, Fairchils 22. Plan #11 in his series for the newsletter.

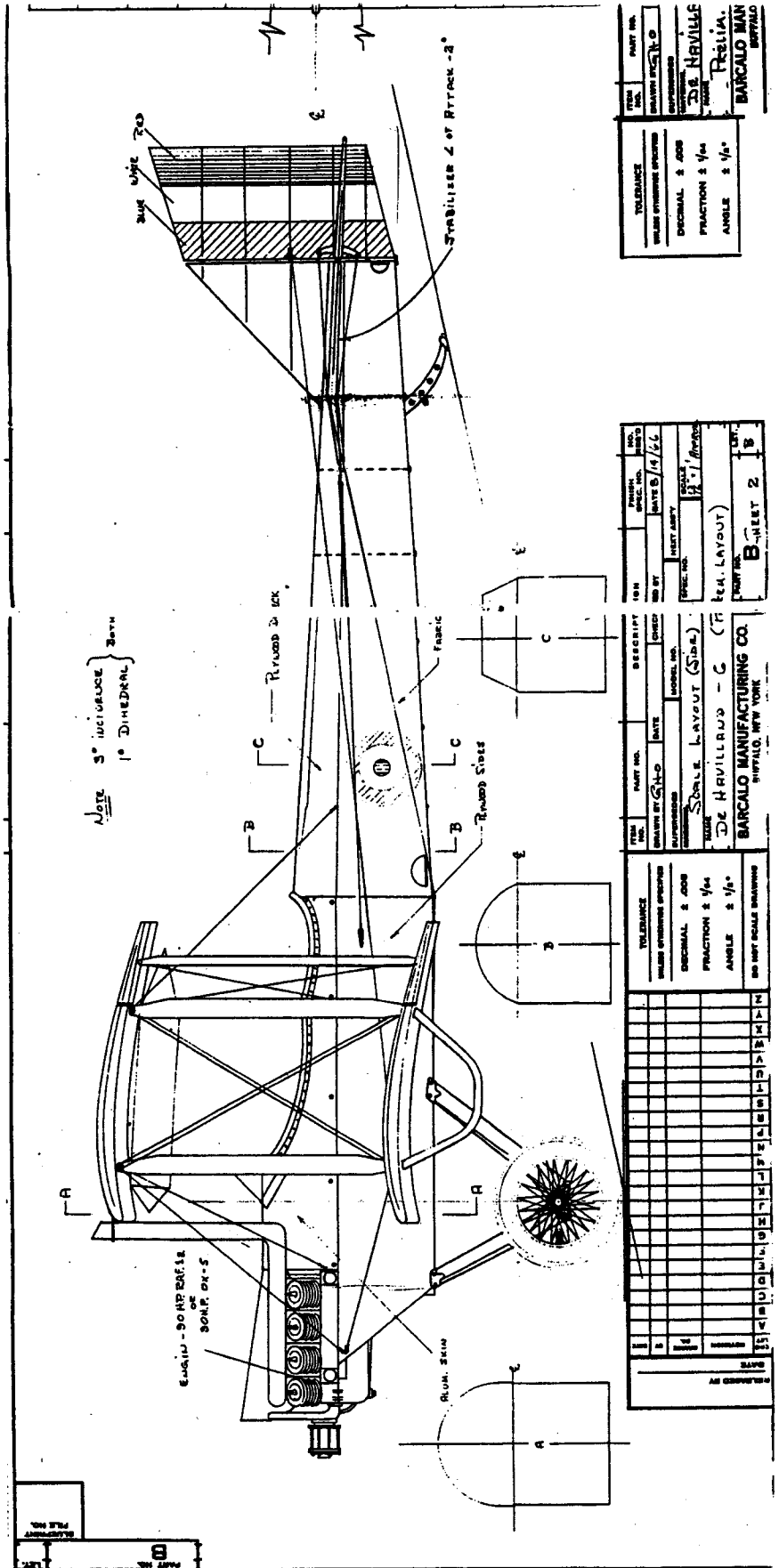
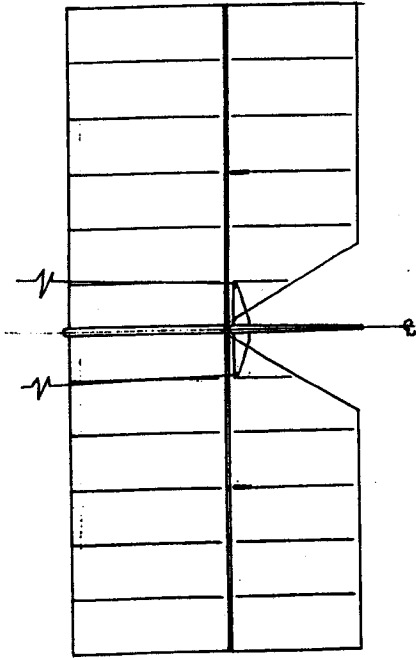


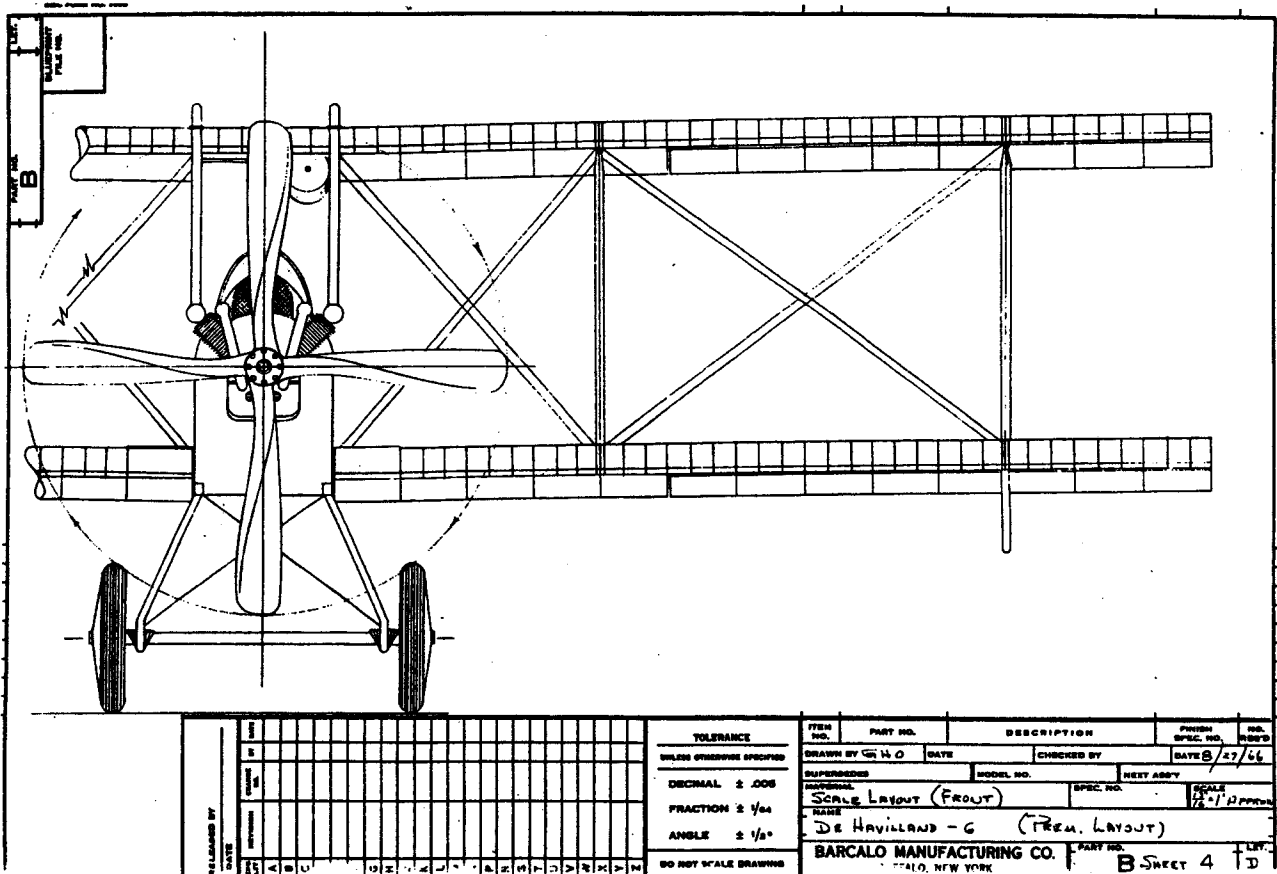
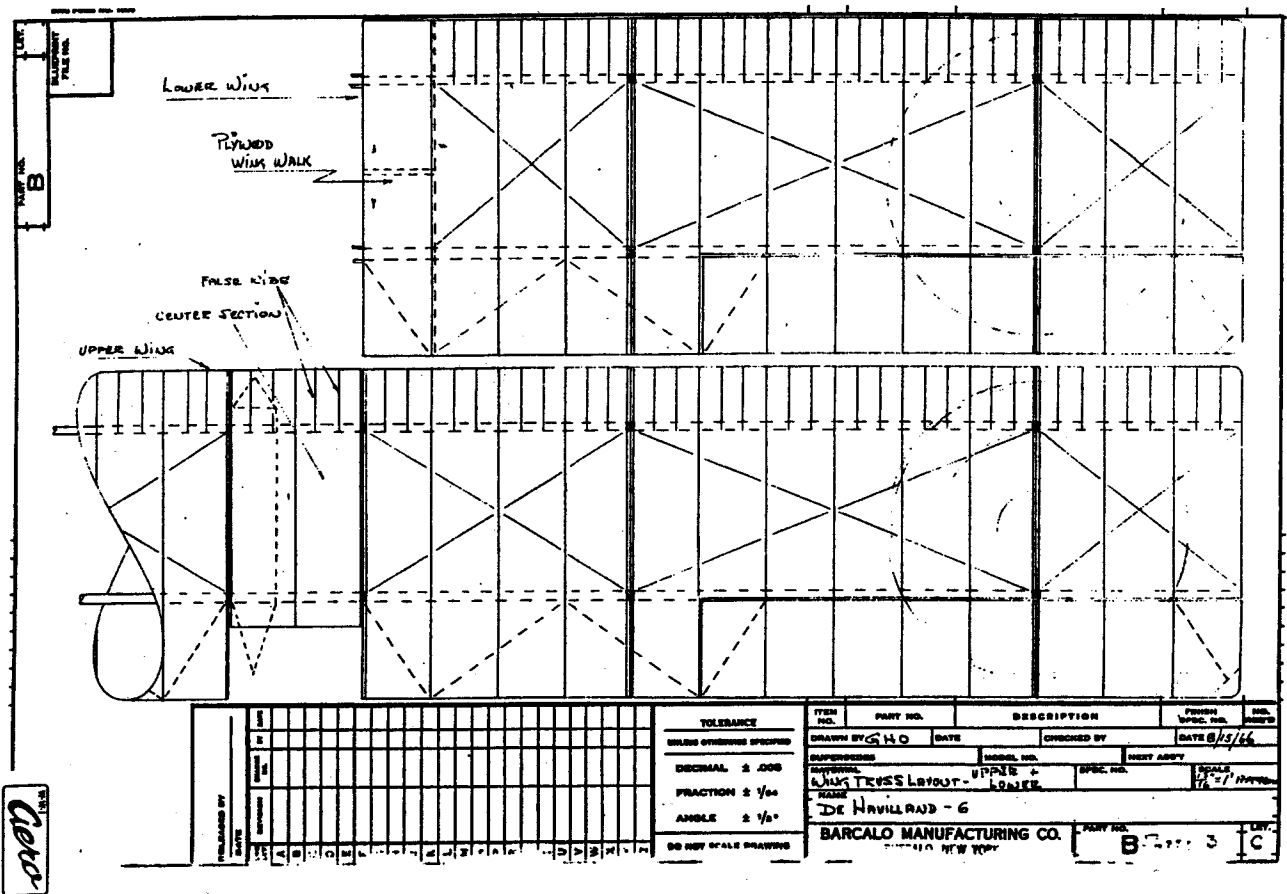
Dennis Osborne sent this photo of his Comet Ercoupe. Dennis says she is a very stable flyer, but quick!

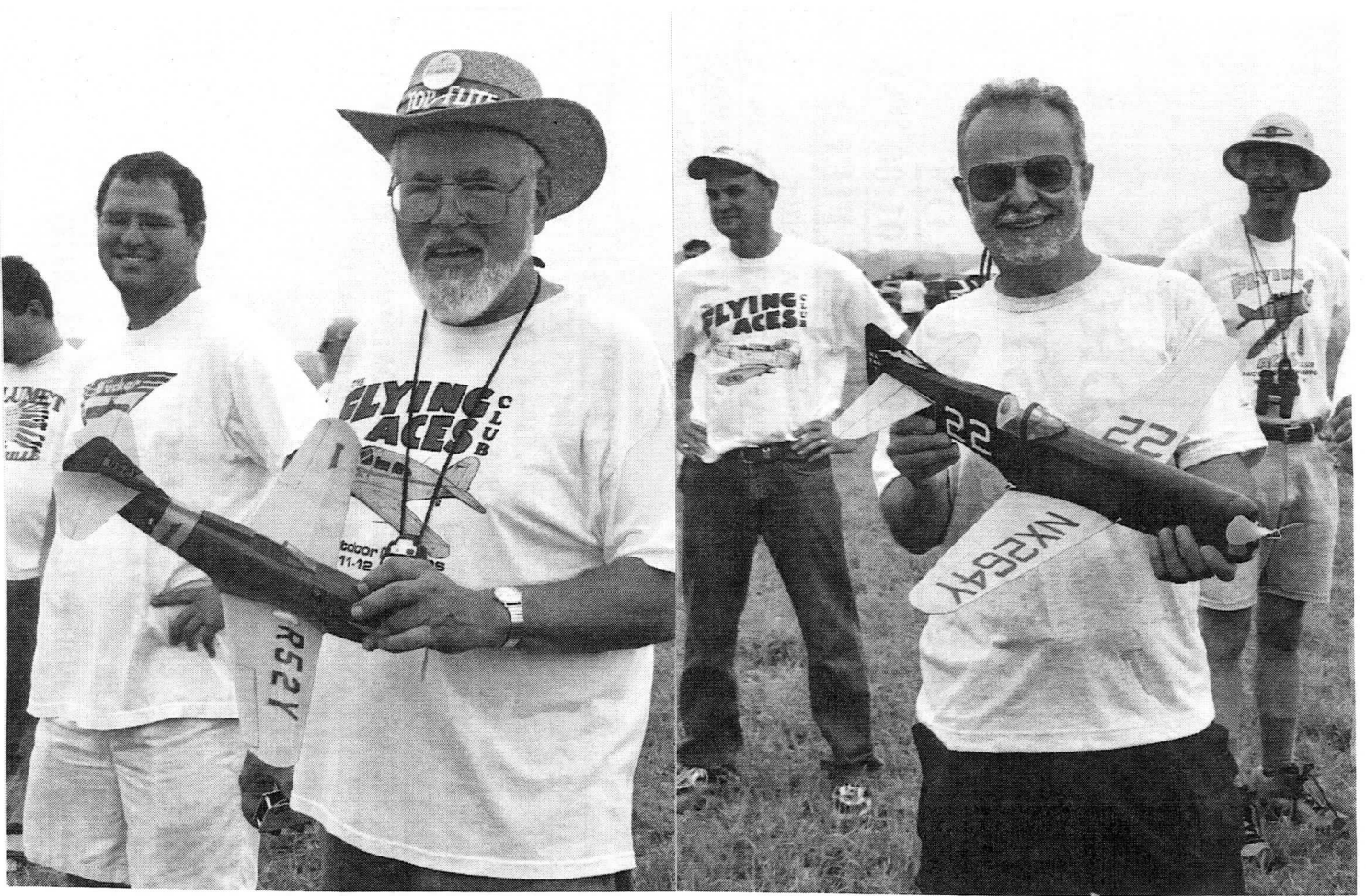


Left are 2 pics sent in by John Blair of his DeHavilland DH-6. John's plan is in this issue. Should be a great flyer!









Photos by Fred Wunsche. Top left, John Houck and his Keith-Rider "Bumble Bee" and on the right is Pete Kaiteris with his R-4 "Jackrabbit". Bottom pic is Tom Nallen, II with his R-4 "Jackrabbit and Bill Meuffelmann and the Howard DGA-5 "Ike".





CACTUS SQUADRON ANNUAL CONTEST 2006

ALL EVENTS WILL BE FLOWN ON
SUNDAY APR. 30 FROM 07:30 AM. to 01:00 PM.
AT CACTUS SQUADRON SKYLINE FIELD

See the Map on the Cactus Squadron Newsletter

ALL SCALE JUDGING SATURDAY NIGHT APR. 29 AT 5:00 PM IN CLUB
MEETING ROOM 2430 S. ELLSWORTH RD. IN MESA, AZ. - NO BBQ
(One mile south of Rt. 60 at the SW corner of Ellsworth and Medina streets.)

SEVEN EVENTS (FAC RULES APPLY TO ALL EVENTS)

THREE MASS LAUNCH EVENTS: (MINIMUM 45 SCALE POINTS)

1. BIPLANE - ANY SCALE - NO W. S. LIMIT - C. D. DECISION.
2. CIVILIAN SCALE 1920 THROUGH 1955.
3. WORLD WAR 2 COMBAT (WW-2)

FOUR JUDGED EVENTS:

1. FAC POWER SCALE (CO2, ELECTRIC & COMPRESSED AIR ONLY)
2. FAC PEANUT SCALE (NOT OVER 13 inch Wingspan)
3. FAC RUBBER SCALE
4. FAC JUMBO SCALE

NO AMA LICENSE REQUIRED!

ENTRY FEES:

ALL JUDGED SCALE EVENTS - \$ 5.00 EACH

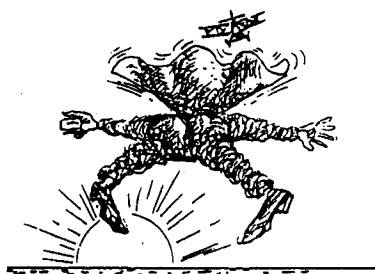
ALL OTHER EVENTS INCLUSIVE - \$ 5.00 TOTAL

MAX ENTRY FEE - \$ 20.00

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

ALTERNATE CONTACT:

JOE MCGUIRE 480-924-4313



GONE WEST

Since our last issue we have learned of the passing of the following Clubsters. On the behalf of our members we want to express our condolences to their families and friends. They will all be greatly missed..

Horace Camp, Jim Kutkuhn, Eben Wallace, Al Brush, Joe Macay, Fred Bauman, and Charles Mendenhall. Happy thermals Skysters!

AIR MAIL

Dear Lin, I want a T-shirt of the Grumman F3F-3. That's my favorite biplane. In the summers of 1937 and '38 my cousin Clare and I used to bike out to Bethpage and stand for an hour or two outside the Grumman airfield fence, watching their fat (but sleek) little fighters and amphibians in action. We even got to see Al Williams landing the Gulhawk II once....

Modern modelers don't get the thrill out of flying scale that we oldsters do, who've seen (and Heard) the REAL THING in flight.

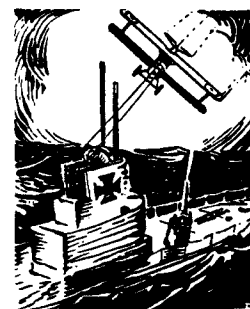
Sincerely, Joe Wagner

THE OLD FLYING ACES MAGAZINES

How many times have we heard a Clubster refer to those good old F.A.'s? The thought in most cases are the mid 30's to early 40's, those 8 1/2 by 11 inch slick mags with colorful covers by C.B. Mayshark and A. Schomburg. Inside these covers could be found smashing air yarns by D. Kehoe, J. Archibald, A. Whitehouse and many more. Along with numerous plane photos and data, the F.A. Club news and model plans by distinguished aero designers that are familiar to all. These were appropriately billed as "Three Aviation Magazines in One!"

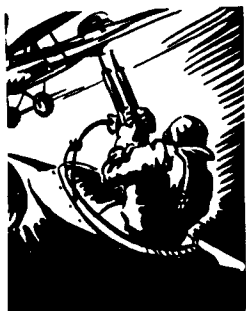
Since the club and its newsletter is directly founded on the ideals and enjoyments set forth in these cherished documents, it may be interesting to go back where these got their start.

Like several air pulps and aviation magazines in the late 20's, F.A.'s were made airborne through the interest that was injected in aviation by the famous flight in May 1927 of the late "Lone Eagle", Charles Lindberg. Dates are noteworthy since the first issue found the book stands in September of 1928.



Harold Hersey edited this 7 by 10 inch wood pulp collection of air stories. The early covers were crude with little research and some with no story connection, never the less they still had a lot of appeal. The stories contained in these pulps were less appealing to the juvenile sense of imagination, since the Super Hero and the Aeronautical Science Fiction that was to be his setting wouldn't be introduced until F.A.'s third year.

One of F.A.'s earliest writers used the pseudonym "Ace Williams" exchanging it for Arch Whitehouse a few years after publication. "Ace" must be credited as one of F.A.'s earliest and most lasting contributors. In the second issue, October 1928, his exposure to the real situation is clearly shown. In "Death Dive", Lt. Jimmy Jordan attached to the R.N.A.S. overcomes the contempt held for the Yankees in the earlier days of American participation by single handedly capturing a German U-boat in a Sopwith Baby Scout. In the same issue stories concerning Sky Gangsters and Air Adventure were told.



Although model plans didn't start to appear until 1932, as early as November 1928 Vol. 1, No. 3, an eleven page article complete with drawings titled "How To Build and Fly Your Own Glider", full sized, was featured by Arch Whitehouse, naturally!

Under the new editorship of A.A. Wyn in 1931, F.A. took a different traffic pattern. The cover art work was handled by Paul J. Bissell. The style was a circled picture that depicted a famous World War One Battle or an illustration of the Aces in action. Ex. ("The Death of Immelman" November 1931).

Phil Strange and Phineas Pinkham under the direction of Major Keyhoe and Joe Archibald made their appearance. The new exclusive World War One Western Front format was aimed at the younger generation rather than the veterans or barber shop readers. This new policy was to be carried on for several years.

The first "white paper sheets" with model plans and snaps of the war were introduced in 1933, they were contained as center folds. Plan renderings and instructions were capably handled by Avrum Zier and Ben Shersaw.

The Flying Aces Club News was in full swing, getting its start around January of 1933. In a July 1933 issue Captain Eddie Rickenbacker and Rear Admiral Richard E. Byrd have their letters of acceptance published.

Flying Aces was becoming a thicker magazine with more appeal, identifying with the full sized magazine that it was to become in November of 1933.

In this same year F.A. reduced its price from 20 to 15 cents, probably a competitive move with the times and other publishers. Can any Clubster imagine this offering in competition? Although this is just a short sketch of the beginning, it makes a heart warm to know the spirit is still kept alive.

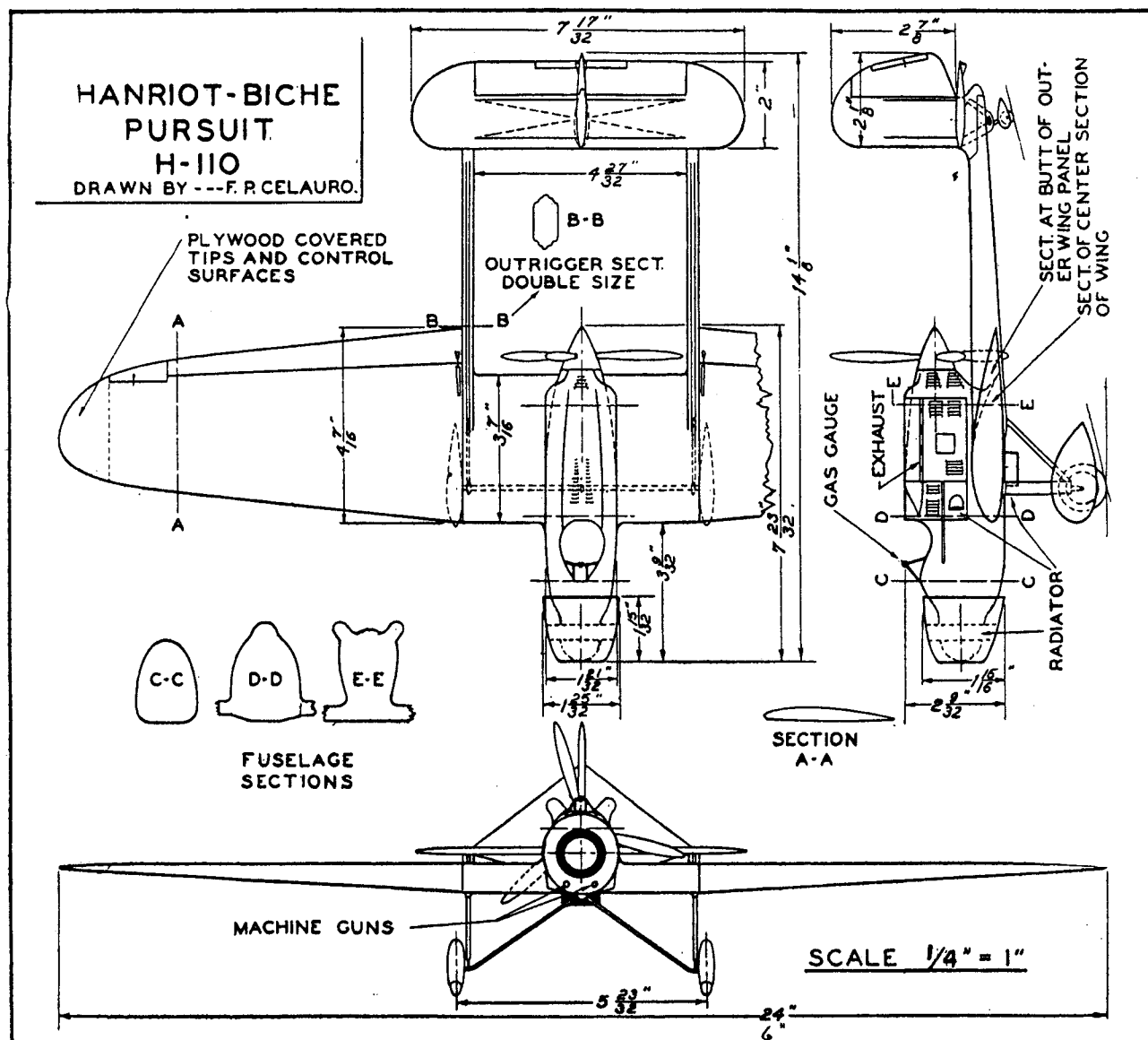
(1932) A series was run through the courtesy of U.S. Model Air Craft Corp. It was of scale World War One models. Although good, they fell short of what was to come in the future.

Jim Hyka, Major, FAC

THIS ARTICLE FIRST APPEARED MANY YEARS AGO IN THE FAC NEWSLETTER

A SOLID SCALE HANRIOT-BICHE PURSUIT

Here Are Plans from Which You Can Build an Exact Solid Scale Model of One of the Latest French Pursuit Ships. Models of Large Size May Be Made by Increasing the Scale. These Plans May Be Enlarged by Photostating Them



THE GOLDEN AGE

by
Fran Ptaszekiewicz D.S.M.

Is it or isn't? Was the talk of many aviation enthusiast's viewing a beautiful mid-1930's low-wing airplane at E.A.A. Air-Venture 2002 in Oshkosh, Wisconsin.

To many, it was similar in appearance to the Aeronca L-C. A low-wing design put out by that company in an effort to create an interesting airplane for the sport pilot in those depression years and although somewhat resembling the low-wing Aeronca, the Skylark was a much larger airplane.

Upon closer inspection and after asking a few questions from some knowledgeable observer's, the airplane was identified as a Pasped "Skylark". A one of a kind built in 1935 by Skylark Industry's of Glendale, California. It is representative of the classic low-wing, wire braced, fixed gear, cabin mono-plane type of the period that Aeronca and the Curtiss Company were also working towards producing.

Fortunately, this one-of-a-kind, still flying, was never allowed to reach an unrepairable, unrestorable status, as the airplane had been kept in flying condition from the first day it rolled out of the factory. Although a few changes were made over the years to the powerplant, windshield and some work on the fuselage, the rest of the ship was in great condition.

Then following a total restoration of more than two years, the airplane was cleaned, inspected and reassembled back to its very original condition. As a result of having been maintained, flown and continuously hangered for all of its ownership years, the work involved was not as intense as might have been found in other aircraft that were allowed to deteriorate to an almost unrecognizable condition.

A good example is the Cunningham-Hall GA-36 which is now on display in the Niagara Air and Space Museum in Niagara Falls, New York. This also one-of-a-kind having a similar low-wing planform was found many years ago in deplorable condition, but after much effort was brought back to static display level, with the thought of future flight out of the question as a result of so much neglect.

"Skylark" construction consists of a fuselage of welded steel tubing with an attached center section spanning some nine feet to which the single landing flap is attached. The entire wing is made of wood spars and ribs with the center section being dural covered while the while the outboard panels utilize fabric covering. Aluminum wheel pants being attached to the center section complement the airplane and added to the good looks and streamlining. Entrance to the "Skylark" with its two place side by side seating cockpit, is via a sliding canopy and a small door on each side.

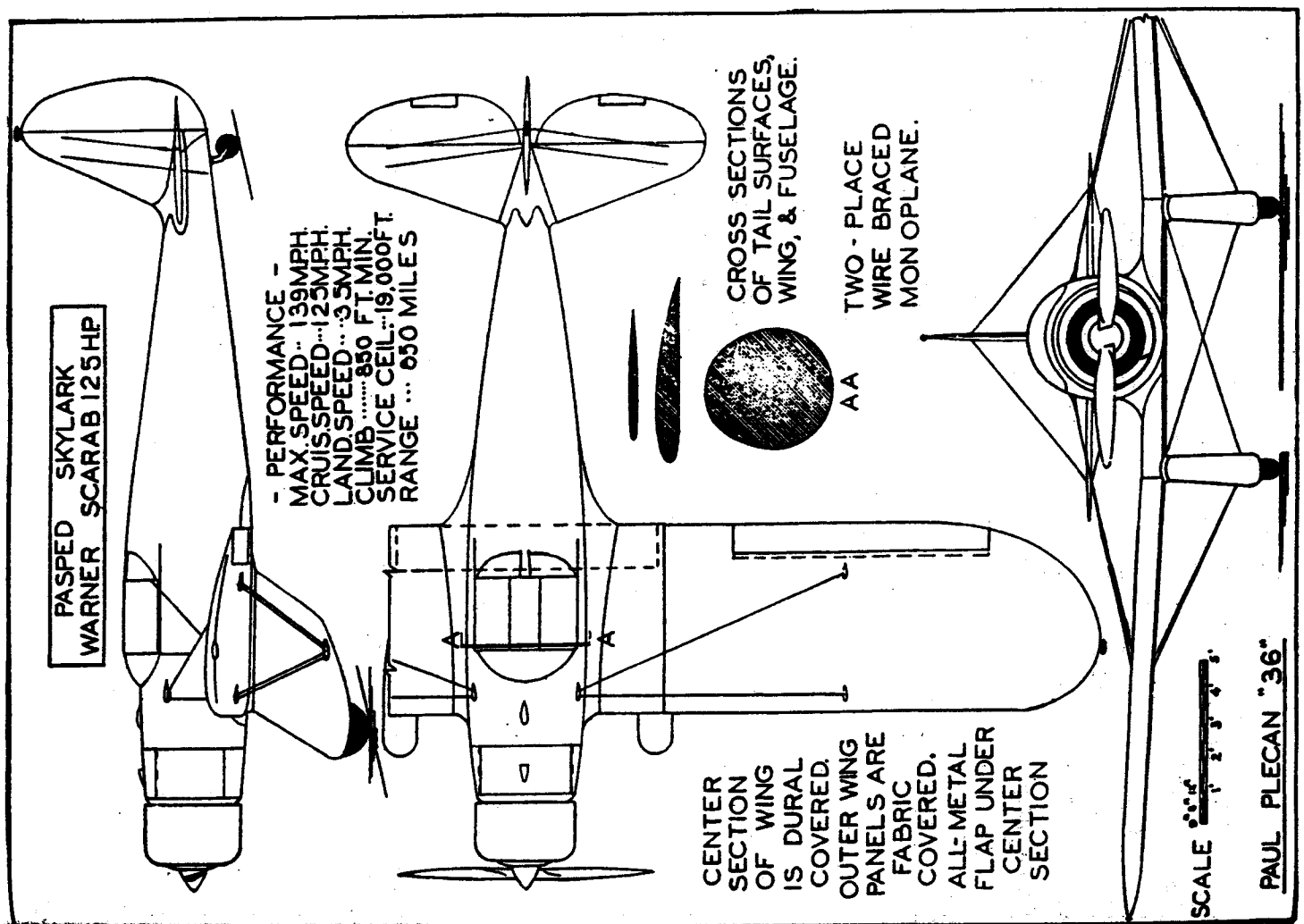
Power was originally supplied by a 125hp Warner engine which was subsequently changed to a 165hp Warner giving the airplane a cruise speed of approximately 110 mph. With the center section landing flap being slightly over nine feet long and two feet wide, the landing speed is a comfortable 45 mph.

Although some photographs have appeared in various publications over the years and shown the aircraft to be painted a dark red with yellow trim. The original factory color scheme consisted of an all white airplane with black trim. Why the ship was repainted a short time after its original delivery is unknown.

However, during the total restoration the ship was refinished to its original factory color scheme and registration number NC 14919 retained.

A note of interest. The two partners whose names were Pastorius and Pederson unintentionally contributed to the naming of their company where-in the employees decided to combine and modify the names of their two bosses and thus came up with "Pasped". Or so goes the legend.

The enclosed three view drawn by Paul Plecan in 1936 is from an old copy of our namesake magazine, Flying Aces. Also, my research has shown few if any drawings of this design to be available. Although my catalog from Charles F. Schultz of Louisville, Kentucky indicates that he has an accurate three view drawing at a scale of 3/4" to 1'-0" which makes the plan wingspan to be about 27 inches. A good project for our F.A.C. members.





THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest

SATURDAY, April 22, 2006 Kent State University Fieldhouse

SCHEDULE of EVENTS (AMA & Jetco)

8:00 a.m. -- Building opens (test flying)

8:30-11:30 a.m. 1. *Hand Launch Glider*

2. *Standard Class Catapult Glider. AMA Rules*

8:30 a.m. 3. *EZB* - Scoring is the best of five officials.
60 seconds minimum. Two attempts/flight.

to

4. *Limited Penny Plane*

4:00 p.m.

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

9:00 a.m. to 3:00 p.m. 6. *Seven Gram Bostonian* - A.M.A. rules.

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

F.A.C. EVENTS

10:00 a.m.

8. *Hi-Wing Peanut*

to

9. *Peanut Scale* - All other except pioneer models.

4:30 p.m. 10. *W.W.I Peanut Biplane Combat* - 4:05 p.m.

11. *Golden Age Civil Scale*

12. *Dime Scale*

13. *W.W.II No-Cal Combat*. Flown at 4:20 p.m.
Minimum weight - 6.2 grams without motor.

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

15. *Phantom Flash* - Best two of five officials.

16. *WW II Combat* - Flown at 12:30

No event for pioneer models and they may not fly in other events.

Different models must be flown in WWII and No-Cal Profile Scale.

For Your Information

1. All events are JSO combined.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - *Open* - \$30.00 - *Junior* \$2.00
Sponsored S.O. school groups \$10.00.
4. VERY IMPORTANT - You must provide your own table and chair.
5. KSU Fieldhouse is a non-smoking facility.
6. No Indoor RC flying permitted during the contest and all flyers must have a valid AMA license.

Science Olympiad 9:30 to 3:00

AWARDS

There will be two Contest Grand Champions based on the following criteria:

- 3 points for a first place
- 2 points for a second place
- 1 point for a third place

Award Categories

1. AMA events and Jetco ROG
2. FAC events including Phantom Flash

Prizes will be awarded for 1st, 2nd, and 3rd in each category. There also will be certificates. There must be 3 flyers in an event to earn points.

Contest Directors

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

Larry Mzik
117 Sycamore Drive
Painesville, Oh 44077
440-357-7361 lmzik@core.com

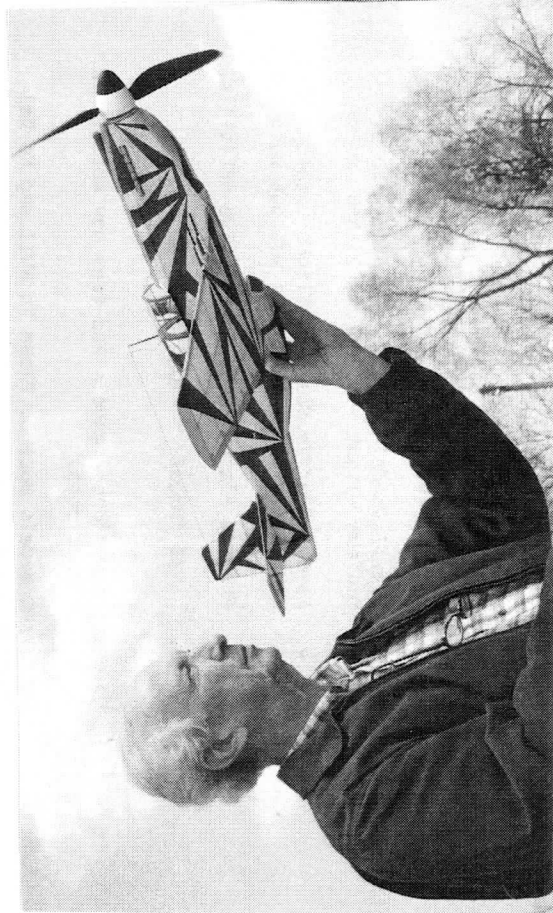
Jetco R.O.G Rules

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

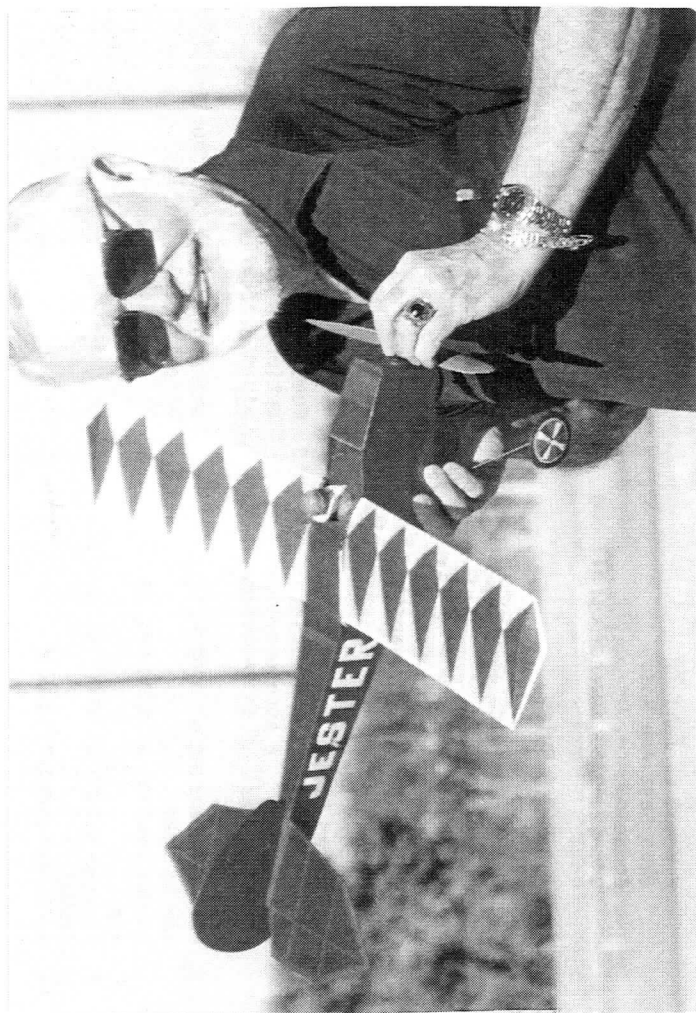
Phantom Flash Rules

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

Scoring - Total of 2 qualifying flights (20" official).



Jack Moses and his nice Jumbo P-51 in top pic and below is a Grumman F3-F Dimer by Don Campbell mounted on a model of the U.S.S. Ranger by Steve Kanyusik who served aboard the Ranger during the "Big One". Both pics by Steve Kanyusik.



Here is Chuck Wenlock with his own design sport model called the "Jester". Chuck's photo.



Frank Davis sent in this pic of his Cunningham-Hall. Says it is a good flyer.

FAC T-SHIRT SALE

We have an on-going t-shirt sale clubsters. We must clear some space here at GHQ. All t-shirts listed here are priced very low for shirts of this quality. The price is just \$10.00 each and that includes postage. You can't get a better deal than this! Plus, with your purchase of FAC merchandise, you help to keep the FAC dues at the current level. Send your orders to, FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Boeing F4B-4; small, medium, large,
XX-large, XXX-large.

Messerschmitt BF-109; small, ~~medium~~,
large, X-large, XX-large.

Spartan Executive; small, medium,
Large, ~~medium~~.

Seversky SEV; small, medium.

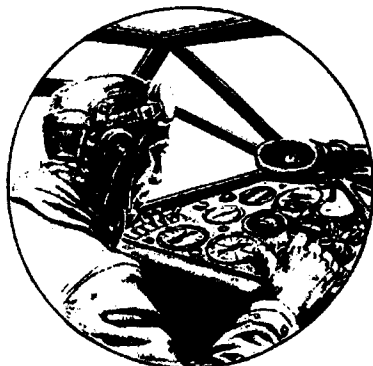
Hall Bulldog; small, large.

Grumman F3F-3; small, large, X-large,
XX-large.

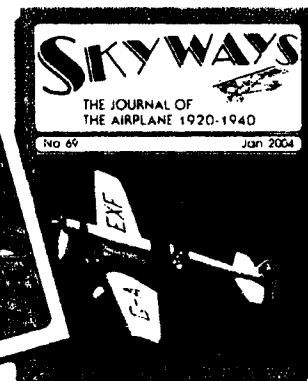
Curtiss P6E; large, X-large, XX-large.

Boeing F4B-4 YOUTH SIZES;
~~medium~~, medium, large.

STILL TIME TO ORDER FOR
CHRISTMAS! **2006**



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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

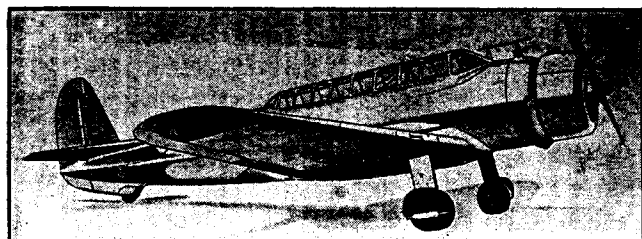
All plans shipped postpaid. Send orders to; FAC,
GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



NEW PLANS FOR THE FAC PLAN SERVICE

John Blair has generously donated his plan service to the Flying Aces Club. John's plans are all first rate drawings and several of them have been winners at the A.M.A. Nationals as well as many other contests. Below is listed all of the plans that we now have ready for sale. There will be more added later. The number in parenthesis denotes the number of sheets for that plan. As usual, send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. All Plans are shipped postpaid.

AIRCRAFT	SPAN	SHEETS	PRICE
Cessna AW	30"	(2)	\$8.00
Corben Super Ace	27"	(2)	8.00
Stinson Jr. Model S	26"	(2)	8.00
Pietenpol Aircamper	19.5"	(1)	6.00
SE-5	17"	(1)	6.00
Great Lakes 2T-1A	20"	(2)	8.00
Porterfield CP-65	25"	(1)	6.00
Howard DGA-15P	25"	(2)	8.00
Stinson Jr. SM-2	30.5"	(2)	8.00
Stinson Jr. SM-2	26"	(1)	6.00
Piper Pacer PA-20	29"	(2)	8.00
E.A.A. Baby Ace	25"	(2)	8.00
Buhl Bull-Pup	23"	(1)	6.00



The Vultee V-11 Attack Bomber

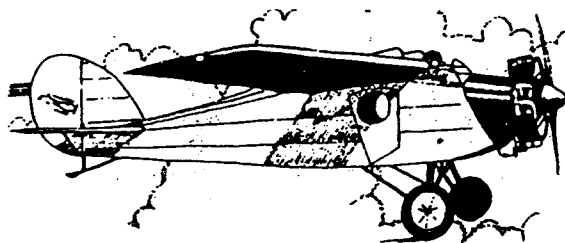
FLYING ACES

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 too 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.

CESSNA PHANTOM PLAN AND T-SHIRT

Here is our latest t-shirt and plan. The shirt drawing is once again done by Bob Bojanowski and the plan is by Les Burdsal. You will want both of them we are sure. The model is an excellent flyer! Practically right off the board! All sizes are currently in stock for the shirt. The price of the shirt is \$15.00 and the plan is \$6.00. Both are postpaid. Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



BEFORE PRES BRUNING

Ars Longa, Vita Longa, Memoria Brevis

By Dave Mitchell

Just now, the power went out in my neighborhood. Pitch black everywhere. I'm stumbling around the house, looking for flashlights and candles... it's the kind of experience that always makes me think about the *way things were*. You know, before electricity changed everything, before the cars took over the world, before we lost faith in our elected leaders, before Janet Jackson's wardrobe failure, personal computers... before all that.

Before Pres Bruning built his Breguet 693.

"What? What in the world are you going on about this time?" I hear you say. Well, just bear with me. You see, it's all this talk of twins. Vance Gilbert is all over it, everybody's gotta do it, build a twin. Wing loading, rubber length, big props, small props, who's got the longest nacelles, where are they relative to the fuselage, *how much do I cheat*, big bonus points... yeah, I've heard all this talk too, and it got me pumped up. How could it not? Anybody who saw Bob Bojanowski's big yellow F7F, Clive Gamble's Westland, or Vance's Flamingo at Geneseo last year couldn't help but think that twins just might represent the ultimate balance of challenge and potential. So I started looking for a twin to build.

Man, did I look. Mountain high, valley low. Books, internet searches deep into the night... it had to be something cool, something I could truly immerse myself in. But it also had to have real flying potential, 'cause I just can't keep my competitive juices down. And then I came across 3-views of the Breguet 693. OMG. I was in love DEEP. I mean, not only did the thing have curves like Brigitte Bardot, but those deep nacelles, that funky gunner's compartment, the high aspect ratio wing, the twisted history of its use... not your everyday aircraft, and French to boot. How esoteric can you get? I started on plans immediately, scouring the internet for any picture I could find, diving head-first into that peculiar zone of obsession that is known only to the aeromodeler. And the best part was... **I was on to something fresh.** *I knew that when I took that baby out of its box at the Nats people would say GoodLORD whatisthatplanewheredidyounfindithowdoesit flyisityourowndesign etc etc*, and I would be basking in the warm glow of attention that is reserved for only the true pioneers of our sport. Take THAT, Tom Hallman, ha ha ha! So what if your Dornier DO-Whatever garners some obscene bonus point tally, this plane would have *class*, a certain *je ne sais pas ce qui*.

Chuckling merrily to myself, I decanted a bottle of vintage Bordeaux, poured myself a manly portion and settled down to flip through some back issues of The MaxFax, enjoying one of the great perks of serving as their Secretary, as I am entrusted with the entire back catalogue. There's a neat plane...ooo, look at that, wonder where Terry Pittman got to...whoa, look at Stew Meyers...how about that gigantic Alan Schanzle PT-19.....who are all these girls?...Blackburn Blackburn, sweet...look at all that hair....and then I saw it. Just a little picture, I almost passed right over it. I could almost pretend it wasn't there. But not quite. There, striking what still seems to me to be a mocking, defiant pose, was Pres Bruning, holding what appeared to be a Breguet 693. I choked, and riffed through the pages to find the byline. "Pres Bruning, with his Breguet 693." The byline went on to state, in what I remember to be positively glib tones, that he had won FAC Scale with it at Geneseo that year.

Shaking convulsively, I wiped the froth from my mouth and stared into the middle distance, thinking. Pres Bruning.... Pres Bruning... well, who was Pres Bruning, anyway? Some fly-by-night Johnny-Come Lately. Maybe people wouldn't even remember him or his blasted Breguet, though I had to admit, it was an *awfully* nice looking model. But as the adrenaline coursing through my veins washed away the warm, pleasant buzz that the wine had induced, the chill of reality set in. Oh, I knew who Pres Bruning was. Cloudbuster. He of the Convair XFY-1 contra-rotating prop Pogo, the outlandish little peanut Bristol Racer, and a whole host of other beautifully rendered, unusual airplanes---why, there was practically nothing this guy wouldn't build, just to get attention. Not only that, but he was pretty much Mister Twin. And a scale judge at Geneseo. And basically all over the place. Monumental. Forever. Yeah, I knew the guy, all right. I poured the wine down the sink, made some coffee, and sat down to consider my options.

Now, I'm a bit of a newcomer to this FAC, but it hadn't taken me long to figure out that the thing everybody wants to do is win an event with something that has never won the event before. Even better if you come up with a plane that has never been modeled. This has been Allan Schanzles' shtick for a while now, and the pursuit of it has, well, left him a little mad. But that's what you have to do if you really want to make your mark. It mattered little to me that further research showed that at least one other flyer, Jacques Cartigny, had built, flown and competed with a 695. Basically the same plane, and that was across the pond where things are different anyway, and Jacques, being French, could be expected to have modeled the Breguet. But the fact that Pres had not only built the darn thing here in the U.S. but won with it as well... and then published plans in Flying Models....there could be a whole squadron of these things out there I wasn't aware of. So there went THAT part of my reverie. But the real kicker came when I envisioned the scale judging at Geneseo. Just think about it. Bring in a plane that no-one knows about except maybe a few *real* airplane geeks, provide proper documentation, fly up a storm---you got it made. But if you put your pride and joy, your hopes, your dreams, in front of the man who already made the big mark, well... he can recite every fact about that ship and put you right in your place, smiling all the while. "Pretty good, son...but aren't those nacelles a little too far out on the wing? I'll have to dock you a quarter point for that...and are you sure about those panel lines....?"

So imagine the scene at Geneseo 2006 now—I open the box, take out my pristine new Breguet 693, and lay it on the table. "Nice looking twin, Dave. Say, didn't Pres Bruning win here with that plane a few years back?" "Did he? I hadn't noticed..."

S.O.S.—S.O.S.—S.O.S.

Wanted, Plans for the Luscombe "Silvaire", Morane-Saulnier 406, and 1/72 scale model "Aircraft Identification" plans of the Curtiss P-40. Merle Davies, 28523 Dino Cir., Chesterfield, Mi. 48047.

Richard Tucciarone, 447 Prospect St., Brocton, Ma. 02301, wants a kit of the Citabria, by Sterling Model Co. Kit #E-5.

Stewart Barry, 28350 Bohn St., Roseville, Mi. 48066 has for sale; U.S. Civil Aircraft by J. Juptner (9 volumes), numerous aircraft books, kits--plastic & flying. Phone (586) 778-4738.

For sale; "Flying Aces" magazines (99 copies) most all in very good condition. They can be yours for a reasonable offer. Charles Gregory, 8141 Valley Estates Dr., Indianapolis, In. 46227.

* * Undercamber Revisited * *
Mumbo Jumbo # 123 from the Glue Guru

We look at the indoor endurance crowd with a certain envy. Their models fly ever so slowly and ever so long. No fierce up and down of the sort we know all too well. One of their secrets is the use of a great deal of undercamber—an upward bend of the wing's bottom surface. Wind tunnel data suggests that the benefit received is large indeed, amounting to a doubling of the wing's effectiveness at generating lift when compared to the usual flat bottom Clark - Y type airfoil.

Not only indoor, but outdoor performance models, for example Wakefield, have learned to profit from undercamber and have done so forever.

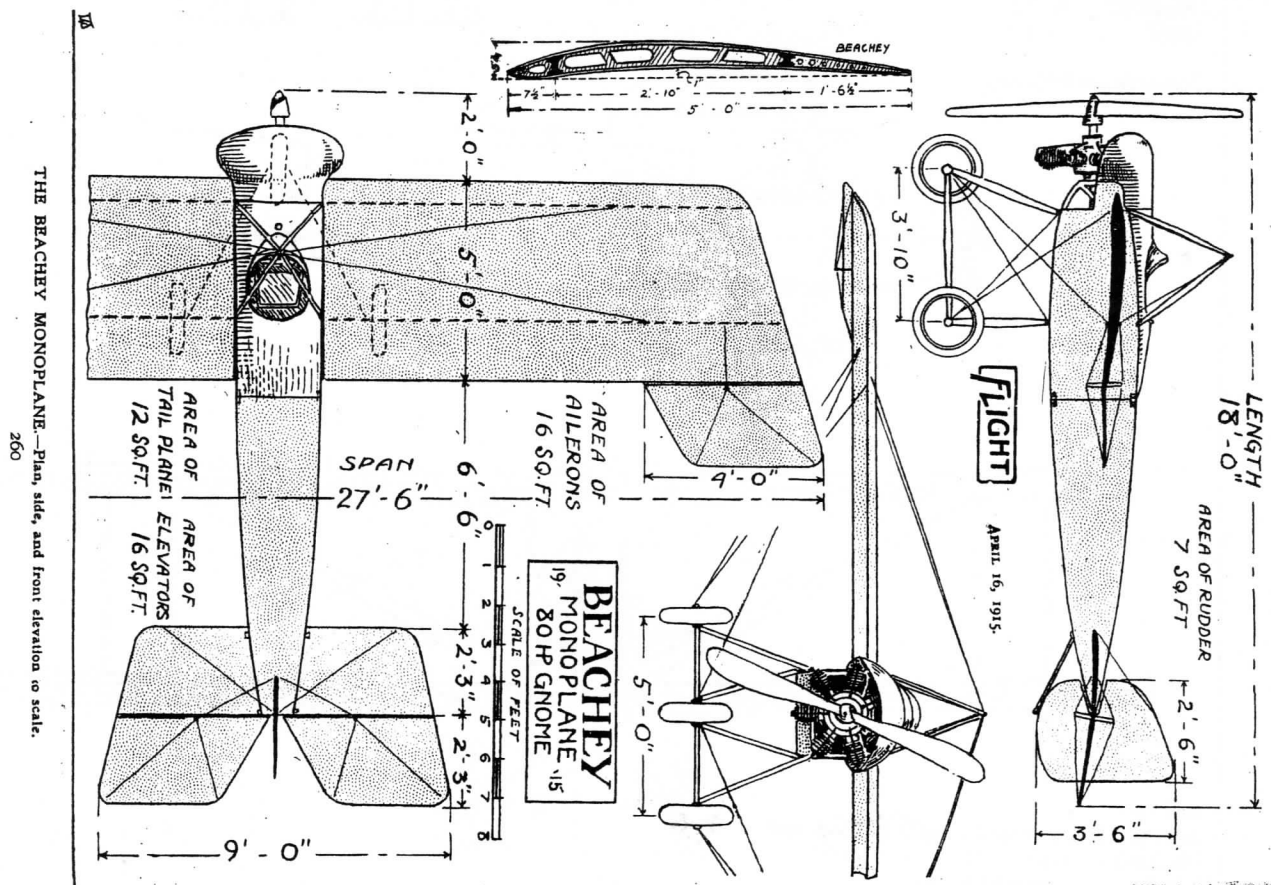
Why don't FAC scale types follow suit?

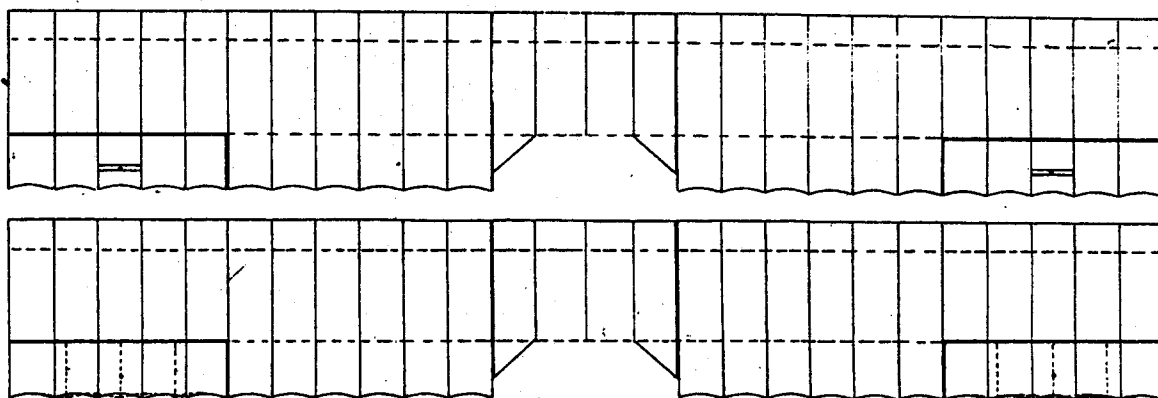
One problem is the lack of full scale prototypes. Real airplanes operate at a different aerodynamic scale. Given large wings at a high speed, air flows differently. Unfortunately, the result is that full size behavior frowns on undercamber.

If we are to have scale wing sections, its necessary that we turn to the pioneers for prototypes. With little power available, their flight was slow and resulted in airflow traits something like ours.

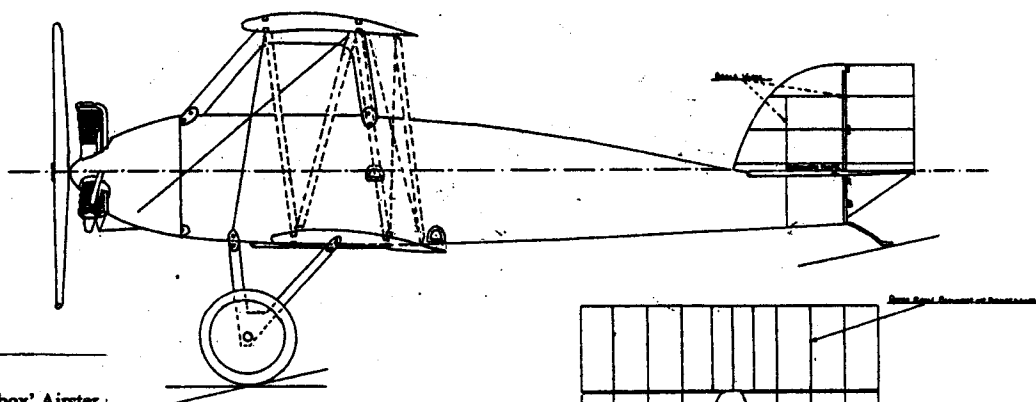
Below is a 3-view of the Beachey Monoplane of 1915. Not only is undercamber present in a sizable amount, but the tail area is pleasingly large, the fuselage mostly flat sided and the trike landing gear will prevent many disasters. The catch is in the short nose.

Gears, anyone?





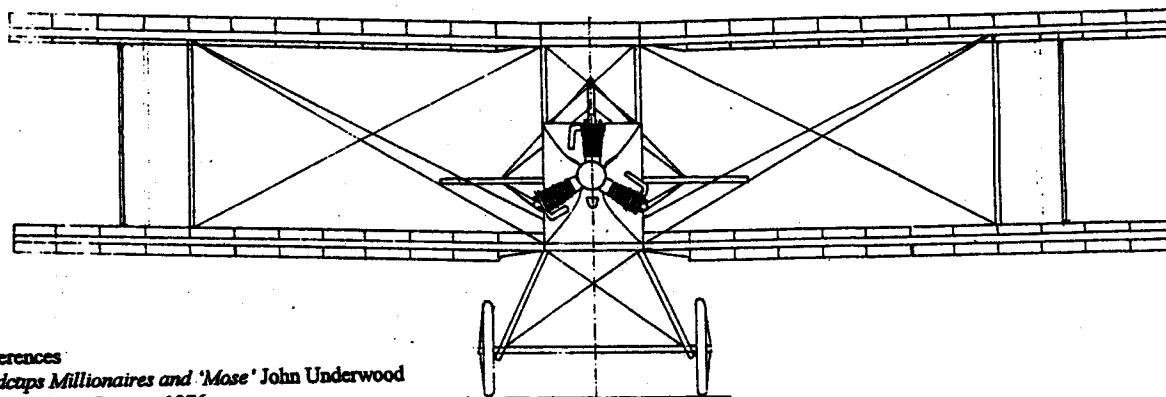
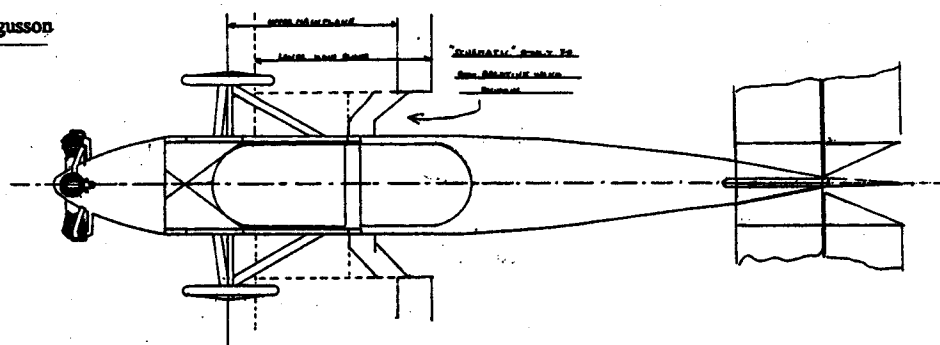
NOTE: UNDERWOOD AIRCRAFT CO.
DESIGNED AND BUILT THIS AIRCRAFT



Amelia Earhart's
Kinner 'Crackerbox' Airster:

Wing Span 26' 3"
Length 19' 6"

Drawn By Joe Fergusson



References
Madcaps Millionaires and 'Mose' John Underwood
Air Classics January 1976
Acrofiles www.acrofiles.com

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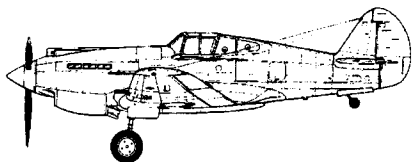
We now accept orders via PayPal

December 2005

NEW PRODUCT ADVANCE ORDER ANNOUNCEMENTS

SPECIAL COMBINATION KIT #9 OFFER. THE NINTH IN A SERIES OF COMBINATION KIT OFFERS.

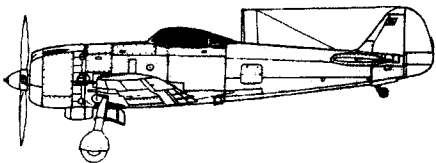
****KIT #42 THE CURTISS P-40B/C "WARHAWK" WW2 U.S. ARMY AIR CORPS**



FIGHTER** **Kit # 42 The Curtiss P-40B/C Warhawk.** The P-40B/C was the front line Army Air Corps fighter when the U.S. entered WW2. Although obsolete compared to the Zero, Me-109, or Spitfire it was used effectively by the A.V.G. and British early in the war. It was used by the British as the Tomahawk IIA or IIB. Our model is in 1/24 scale having a wingspan of 18.65". The kit includes all the usual good stuff Diels' kits are known for,

including, printed plans with complete instructions, printwood, stripwood, color decals for U.S. Army version, Japanese tissue, plastic prop and hardware, rubber, and molded plastic canopy.

****KIT #43 THE NAKAJIMA KI-84 "FRANK" WW2 JAPANESE ARMY AIR FORCE**



FIGHTER** **Kit # 43 The Nakajima Ki-84 Frank.** The Ki-84, Hayate (Hurricane) code named "Frank" was generally regarded as the best Japanese fighter of WW2. A captured Ki-84-1a was to out climb and out maneuver a P-47 Thunderbolt, and a P-51. The first batches were sent to China, where the 22nd Sentai, when equipped with the new fighter, were able to fly rings around Chennault's 14th. Air Force. The 22nd Sentai was

later moved to the Philippines, where problems overtook them, with many accidents and shortages and extremely poor serviceability. Our model is in 1/24 scale, with a 18.45" wingspan. The kit includes all the usual good stuff Diels' kits are known for, including, printed plans with complete instructions, printwood, stripwood, color decals, Japanese tissue, plastic prop and hardware, rubber, and molded plastic canopy.

Delivery date for this special offer is planned for Mid to late March 2006. Place your orders in advance now and receive a special discount price if paid in full in advance.

FILL IN TOP SECTION FOR COMBINATION KIT #9--FILL IN BOTTOM SECTION FOR INDIVIDUAL KITS

NAME:	SEND TO: DIELS ENGINEERING, INC.P.O. BOX 263, AMHERST, OHIO 44001 OR ORDER THROUGH YOUR PAYPAL ACCOUNT.
ADDRESS:	
CITY,STATE, ZIP:	

KIT # 42 Curtiss P-40B/C Warhawk and KIT # 43 Nakajima Ki-84 Frank Combination Kit Advance Order Blank

TOTAL NUMBER OF COMBINATION KIT #9 ORDERED		SALES TAX 6.75% (OHIO RESIDENTS ONLY)	\$
COST FOR EACH COMBINATION KIT #9	\$ 47.00	SHIPPING IN USA MAXIMUM AND MINIMUM	\$ 7.00
SUB-TOTAL FOR COMBINATION KITS	\$	Shipping in Canada add \$9 each. Overseas add \$13 for each kit	\$
		TOTAL BALANCE DUE	\$

KIT # 42 Curtiss P-40B/C Warhawk and KIT # 43 Nakajima Ki-84 Frank Advance Order Blank For Individual Kits.

TOTAL NUMBER OF P-40 KITS ORDERED		SALES TAX 6.75% (OHIO RESIDENTS ONLY)	\$
TOTAL NUMBER OF KI-84 KITS ORDERED		SHIPPING IN USA MAXIMUM AND MINIMUM	\$ 7.00
TOTAL NUMBER OF ALL KITS ORDERED		Shipping in Canada add \$9 each. Overseas add \$13 for each kit	\$
COST FOR EACH KIT	\$ 26.00	TOTAL BALANCE DUE	\$
SUB-TOTAL FOR KITS	\$		

*****LIMITED EDITION COMBINATION KIT #9*****

*****SPECIAL COMBINATION KIT CONTAINING ONE OF EACH KIT # 42 AND KIT # 43*****

Again as prior customers you get **FIRST** chance to get both kits at once for a bargain price. Both will be packed in the same box. The advance order price will be only \$47 for each combination kit plus \$7 shipping (USA shipping cost) for combination kits. **THE COMBINATION KIT IS ONLY AVAILABLE THROUGH ADVANCE ORDERS.**

The advance order price is only \$26 for each individual kit plus \$7.00 (**TOTAL SHIPPING CHARGE IN USA ONLY IS \$7 NO MATTER HOW MANY KITS YOU ORDER**) shipping. Sorry but shipping to Canada is \$9 per kit. Overseas shipping add \$13 per kit. So either use the order form in this flyer or copy it and send it in as soon as possible. **REMEMBER, THIS ADVANCE OFFER EXPIRES WHEN THE FIRST KITS ARE SHIPPED.** This special \$47 combination kit offer and \$26 individual kit prices expires the day the kits are shipped. When this offer expires these kits will only be available separately and their price will likely be at least \$31.95 for each kit plus \$7 shipping for each kit. So order now and take advantage of the special price.

CATALOG 25 Now available: Catalog 25 is now available. The new catalog is still \$2 or free with any order if requested.

We continue our Special Offer for those who order the combination kits: Yes another special deal. This time its 20% off list price of all kits (Except the new kits 42 & 43 as described in this flyer) or plans. Shipping is \$7 maximum in the USA. Canada & Mexico shipping is \$9 per kit, \$9 minimum. Overseas shipping is \$13 per kit, \$13 minimum. This discount offer is good until the new combo kit #9 ships. **Sorry, this offer is good only on kits and plans.**

We now accept orders via PayPal: If you have a PayPal account you may use it to order from us.

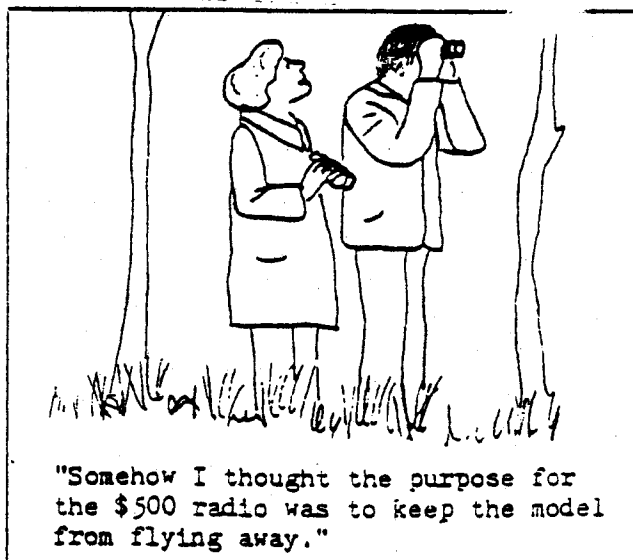
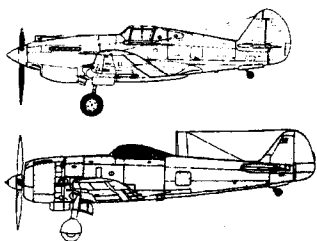
Check out our Web Page at: <http://pageproducer.acninc.net/dielsengr/>

The web page lists all our currently available items and has many color pictures of the various kits offered. The web page also lists special offers at various times. So check it often. If you don't have access to the internet ask a friend to check for you. You may also contact us via e-mail at: dielsengr@kellnet.com

RANDOM RAMBLINGS: This flyer is being mailed out to only those on our mailing list that have ordered kits from me directly within the last five or six years and to all who have ordered any of the combination kits. I have decided to limit the amount of items mailed due to increasing postage costs. Combination kit #9 was the result of finally getting down to work on one of my personal favorites the P-40B/C Warhawk and mating it with the Nakajima Ki-84 Frank. These are new designs and not based on any prior work. The Frank is another kit based on a Nate Sturman design. In the course of finalizing the design for kitting and finding some new 3 views from some new publications that showed some additional details I revised the design in several areas. The P-40B/C is a brand new plan. It is **not** an enlargement of my peanut plan. Again several new references were found to use for the design and the prototype model has been built to verify the design.

It has been longer than usual since my last new offerings. I expected to get these kits ready for Spring 2005 delivery but a 2 month bout with a bad cold this past winter put me way behind in getting the designs done and prototypes built. It was my intent to get 4 new kits out in 2005 but that didn't happen. As a result of having been laid off from my regular job in August 2005 my current plan is to take early retirement in 2006 if I do not find a job after my unemployment payments run out. Then my focus will be on the model airplane business entirely. I have started plans for hopefully 6 to 8 new kits for 2006, the ones in this flyer being the first 2 kits. As next year will be our 20th year in the kit business I hope to have a special promotion to announce next spring. Suggestions for the special promotion are encouraged, so if you have a suggestion let me know. In the mean time I hope to get the next offering reading before the anniversary special. So watch for future offerings. Well, that's all for this time. Be sure to order your Combination #9 and take advantage of the special discount price. Remember the deadline is the day the kits are shipped. As always your comments and photographs of your models are greatly appreciated. Sincerely, Dave Diels, President

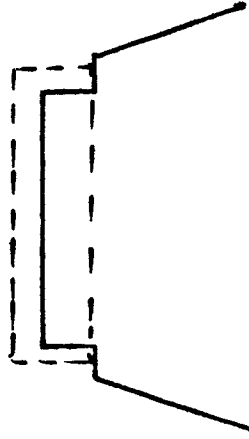
DIELS ENGINEERING, INC.
P.O. BOX 263
AMHERST, OHIO 44001



"Somehow I thought the purpose for the \$500 radio was to keep the model from flying away."

DATED MATERIAL-OPEN AT ONCE
NEW PRODUCT INFORMATION
COMBINATION KIT # 9 ADVANCED OFFER

NOTE: NO MODEL PLAN IS "SACRED" (EXCEPT FOR EARL STAHL'S, OF COURSE). FEEL FREE TO SIMPLIFY, MODIFY AND USE YOUR OWN FAVORITE TECHNIQUES. I DO!

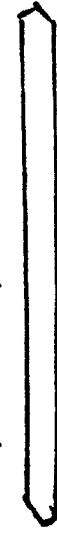


PATTERN FOR .025 WIRE TO BE IMBEDDED IN FRONT L.G. LEGS. MOUNT IN NOSE OF FUSELAGE IN BALSA "SANDWICH".



SLOT FOR WIRE

FRONT.

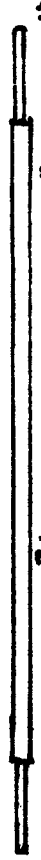


REAR.

LANDING GEAR LEGS, $\frac{1}{16} \times \frac{3}{16}$ BASS. SHOWN TRUE LENGTH.



SPREADER BAR $\frac{1}{16} \times \frac{1}{8}$ BASS (2)



AXLE IS $\frac{3}{32}$ ALUM. TUBE. "CYANO" STUB AXLES IN ENDS TO FIT WHEELS BEING USED.



100 LB. DEMOLITION BOMB. MOUNTED BETWEEN REAR LANDING GEAR LEGS.

INTERPLANE STRUT. MAKE 8, $\frac{3}{32} \times \frac{1}{4}$ BALSA. STREAMLINE, MAKE "LONG" + FIT INDIVIDUALLY.



GAS TANK. MAKE FROM PAPER TUBE WITH BALSA END PLUGS. MOUNT UNDER CENTER SECTION ON LEFT SIDE.

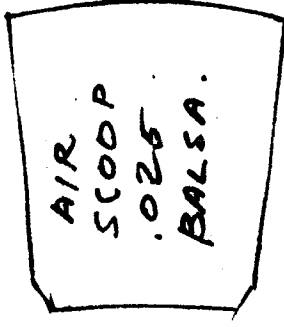
.020 WIRE



TAILSKID - HARD BALSA. MOUNTED BY .020 WIRE "SPRING".



WINGTIP SKID. MAKE 2 FROM WET-FORMED, ROUNDED $\frac{1}{16}$ SQ. BASS. ATTACH UNDER OUTBOARD INTERPLANE STRUTS.



AIR SCOOP .025 BALSA.

CONSTRUCTION NOTES

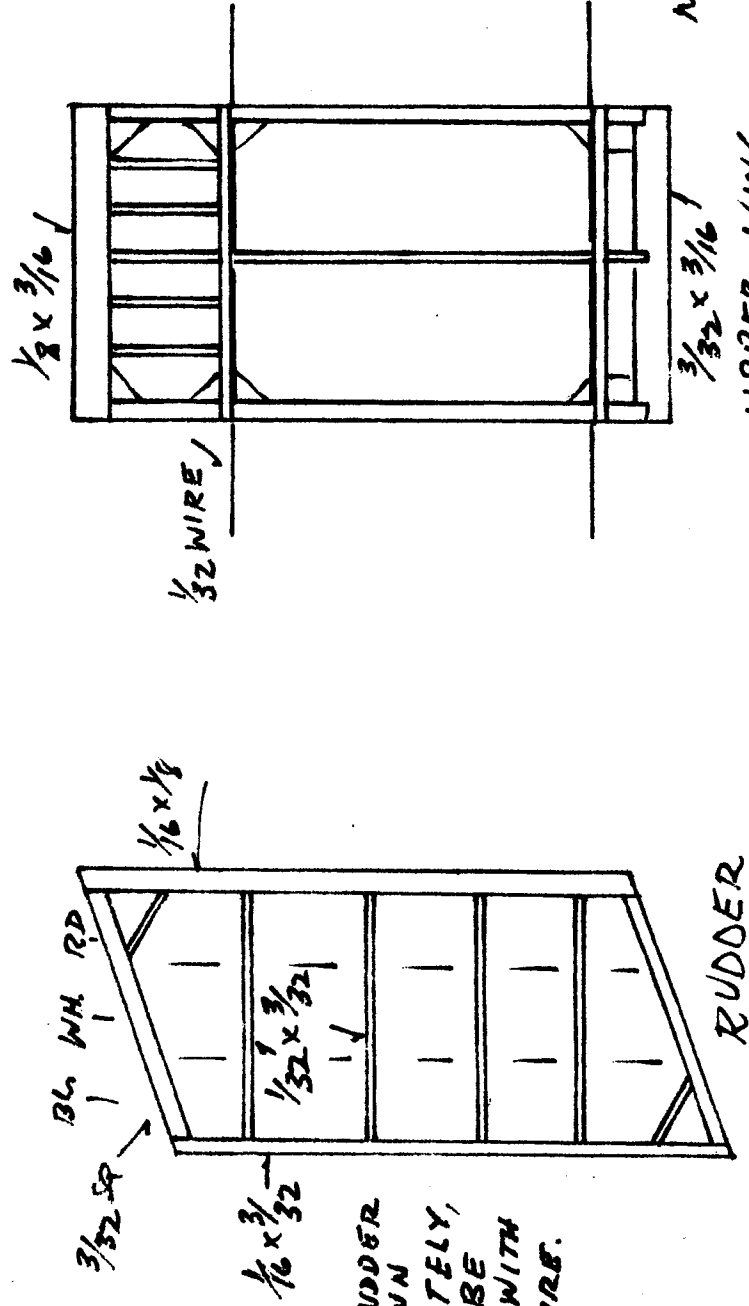
1. The engine crankcase. It must be big enough to not foul the rubber motor, while still looking realistic. Thus, several pieces are required.
2. Mounting the wings. $\frac{1}{32}$ " music wire is glued to fuselage crosspieces where indicated for lower wing attachment. Do the same in the top wing center section. Put $\frac{1}{16}$ " O.D. aluminum tube over the protruding wires. Drill appropriate holes through the end ribs of the main panels and slide the panels into place. With the fuselage and center section placed securely on the workbench, block up the wing tips $\frac{3}{4}$ ". Glue the tubing lightly to the wing spars, making sure both sides have exactly the same angle of attack. Allow to dry, then slide the panels off and do a final job of securing the aluminum tubes in place. This may require "scabbing on" a few bits of scrap balsa.
3. Rigging the model. And all "wires" in the wing panels instead of in the fuselage. This will allow the wings to "pop off" in a crash with minimum damage. The drag wires must be secured very lightly at one end for the same reason.
4. Landing gear. .025" wire is mounted against the nose of the fuselage in a balsa sandwich. This wire is embedded securely in the front gear struts. Front struts are not glued to the fuselage. With the rear legs free to slide up into the fuselage, the gear can absorb "abrupt arrivals" without damage.

Thermals;

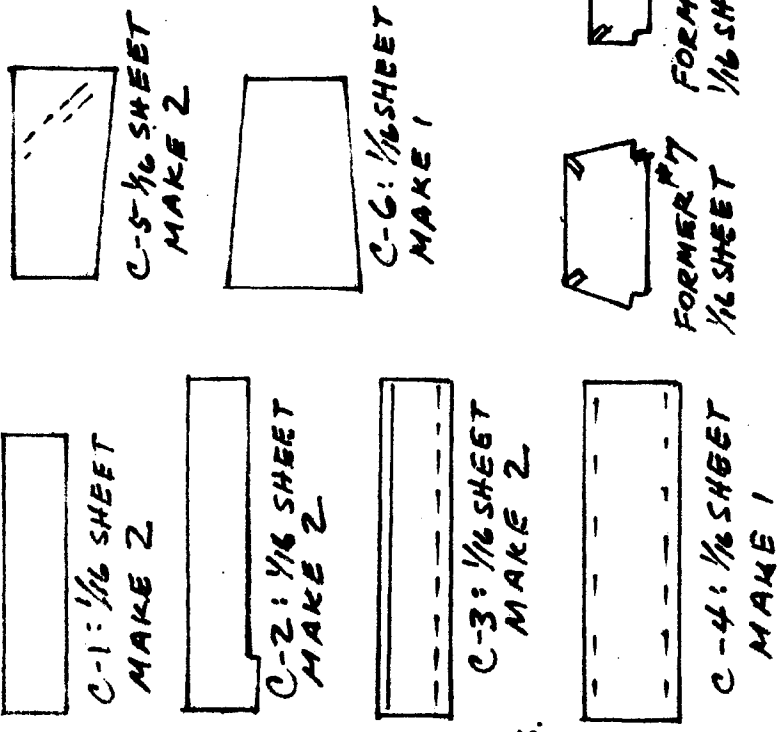
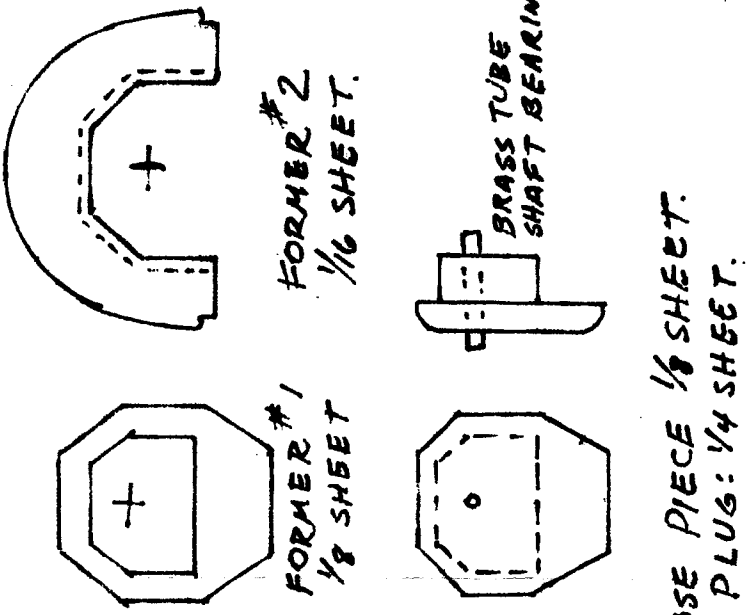
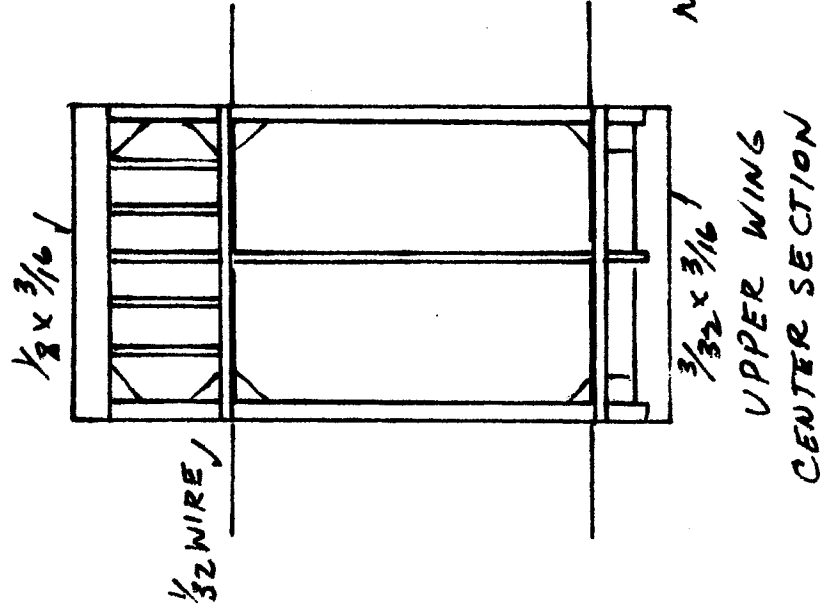
JAB

DE HAUILAND DH-6
SHEET #4 JAB

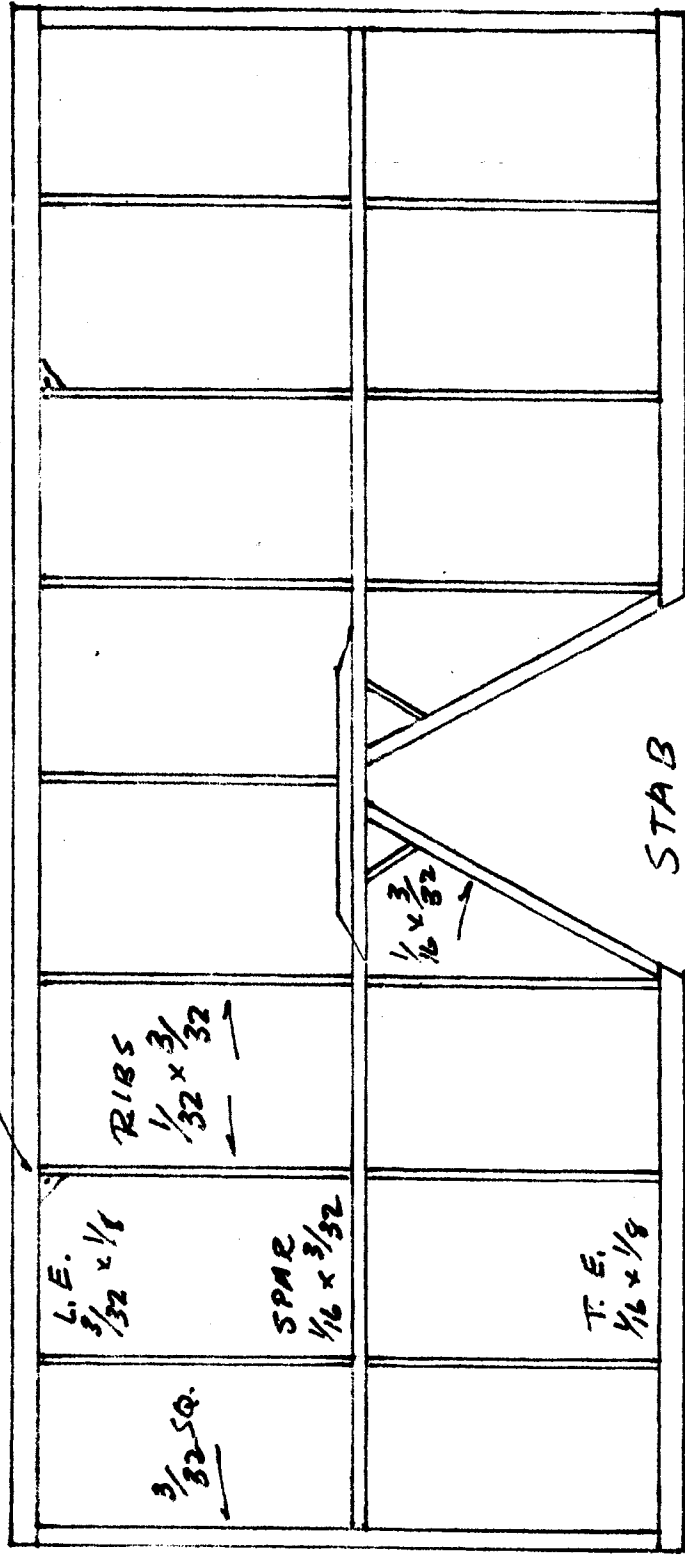
MISC.



SINCE RUDDER IS SHOWN SEPARATELY, IT MAY BE HINGED WITH SOFT WIRE.



NOTE: FOR TISSUE COVERED DECK USE 1/32 x 1/8 STRINGER ON CORNERS.

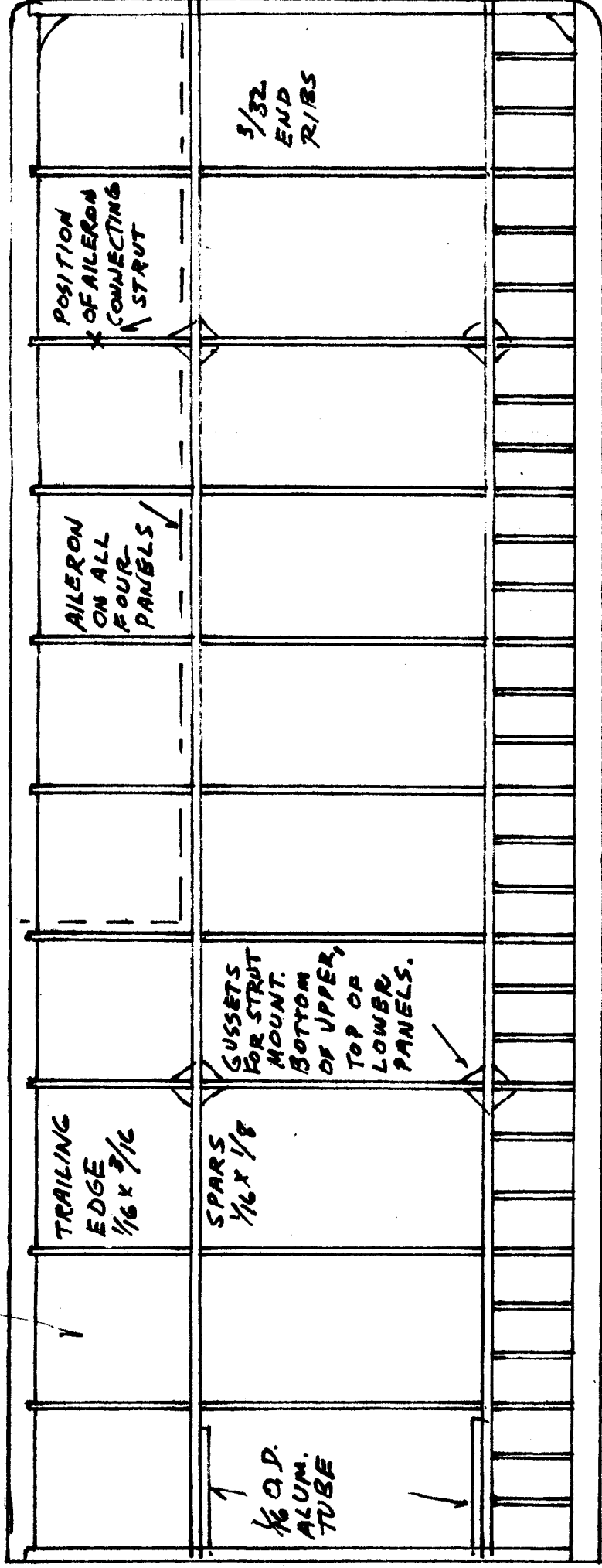


"X-BLOCK" LAYOUT FOR CARVED PROP: 8" DIA. x 11" PITCH. HARD BALSA OR SOFT PINE.

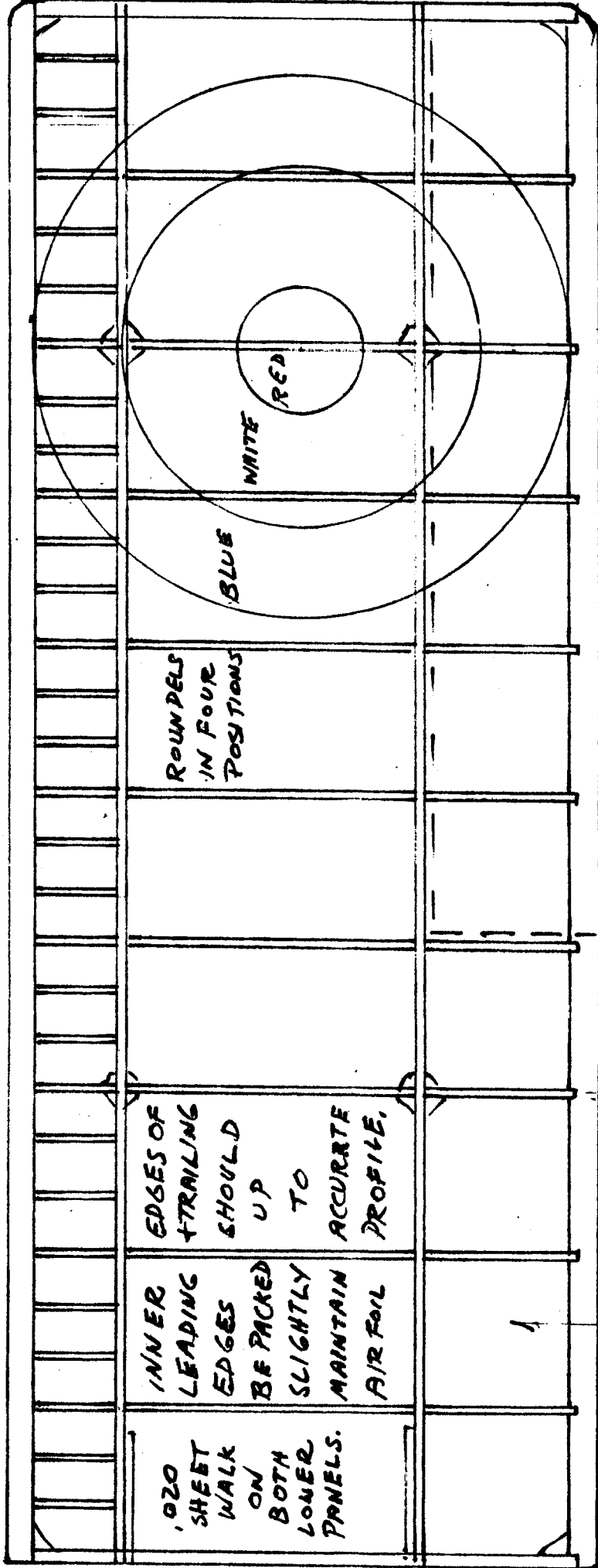
DI-6 5/8" SCALE, SHEET #3
TAIL, FORMERS, ETC., JMB

UPPER AND LOWER LEFT HAND PANELS

DIHEDRAL IS $\frac{3}{4}$ " UNDER EACH TIP.



LEADING EDGE $\frac{1}{8} \times \frac{3}{16}$. FALSE RIBS SHOWN IN SCALE POSITION. MAY BE DELETED.



UPPER AND LOWER RIGHT HAND PANELS

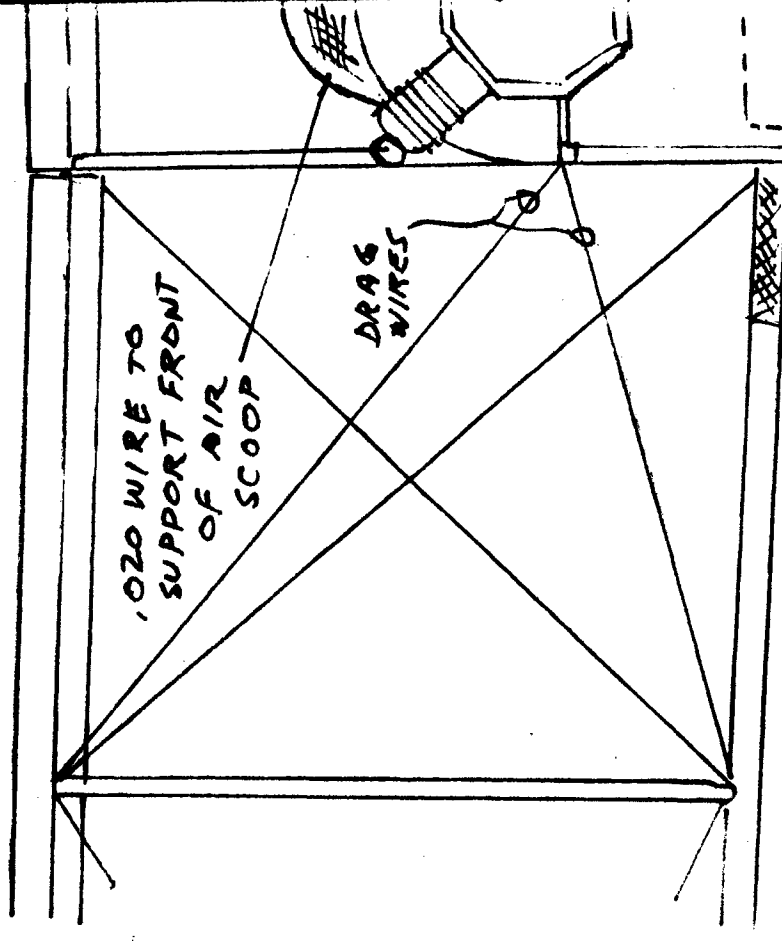
DH-6 WING PANEL LAYOUTS
SCALE: $\frac{5}{8}$ " = 1' SHEET #2 *JB*
6



WING RIBS 1/10 OFF $\frac{3}{32}$ SHEET
3/7 OFF $\frac{1}{20}$ SHEET
MAKE "LONG" + TRIM FROM REAR.

UPPER + LOWER MAIN WING
PANELS ARE IDENTICAL
EXCEPT FOR .020 SHEET WALK-
WAY ON LOWER INBOARD.

ALL RIGGING "WIRES" ARE
"BUTTON, CARPET + CRAFT" THREAD.
COLOR: STEEL GRAY.



LANDING GEAR WIRES
BETWEEN FRONT STRUTS ONLY.

AXLE IS $\frac{3}{32}$ O.D. ALUM.

TUBING. WHEELS ARE
"WIRE" OR BALSA.

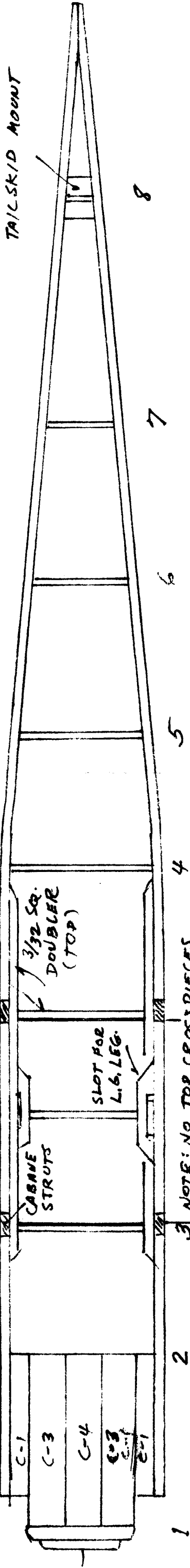
DENTAL BANDS USED AS
SHOCK CORD FOR SCALE
OPERATION.

V-8 ENGINE CYLINDERS
MAY BE WILLIAMS BROS.
OR THREAD-WRAPPED
BALSA.

2 BOTTOM CROSSPIECES
 $\frac{1}{16} \times \frac{5}{16}$ SUPPORT FOR
WING MOUNT WIRES

COLOR SCHEME: TOP OF FLYING SURFACES
PC-10 (CHOC. BRONZ). METAL PANELS NAT.
ALUMINUM. TOP + SIDES OF FUSELAGE PC-10.
ALL UNDER SURFACES CLEAR DOPED. ALL
WOOD STRUTS CLEAR DOPED. NOTE: WNT
TIRES WERE OFF-WHITE - GRAY.

TAILSKID MOUNT



"DIESEL TRUCK" EXHAUST
STACKS MADE FROM
BALSA.

DRAG WIRES
RUN FROM INNER
INTERPLANE STRUTS
TOP + BOTTOM

3 NOTE: NO TOP CROSSPIECES
IN COCKPIT AREA.

BE SURE THAT TOP
WING HAS LESS
INCIDENCE
THAN LOWER.

ALL WOOD SHOULD BE 6-8" STOCK.
REMEMBER: "LIGHT FLIES BETTER
THAN HEAVY!" (EVEN WHEN CARRYING
A LOT OF DETAIL)

LOCATION OF WING
ATTACH WIRES
IN CENTER
SECTION.

CABANE STRUTS
BUILT AS
PART OF
 $\frac{3}{32} \times \frac{1}{4}$ FUSELAGE
SIDES

AILERON CONNECTING
STRUT.

THIS WIRE FROM
CABANE STRUT.

TOP OF FUSELAGE
ALUM. TO HERE.

NOTE THAT STABILIZER IS
MOUNTED WITH SOME POSITIVE
INCIDENCE FOR CORRECT DECALAGE.

RIGGING HARD POINT

FROM
CABANE
STRUT

L.G. WIRE
"SAND NICH" SEE
PLAN SHEET 4.

AXLE HANGERS ARE
.025 MUSIC WIRE, BOUND
AND SOLDERED. ASSEMBLY
IS CLAMPED SECURELY
INTO FRONT L.G. LEG.
REAR L.G. LEG HINGED
WITH STRING.
FOR
NECESSARY
FLEXIBILITY.

.025 WIRE
IMBEDDED IN
L.G. LEG.

REAR L.G. LEGS ARE
FREE TO SLIDE UP
INTO FUSELAGE.

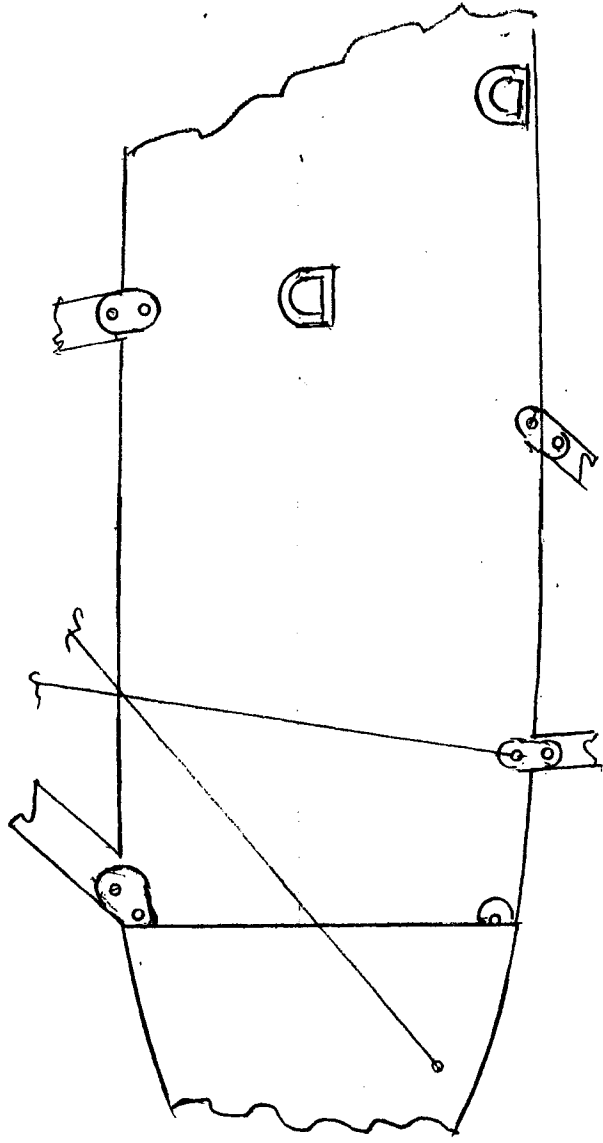
L.G. LEGS $\frac{1}{16} \times \frac{3}{16}$ BARS.

SPREADER BARS ARE $\frac{1}{16} \times \frac{1}{8}$ BARS.
 $\frac{3}{32}$ TUBE AXLE LIES BETWEEN,
SECURED BY DENTAL BAND "SHOCK CORD."

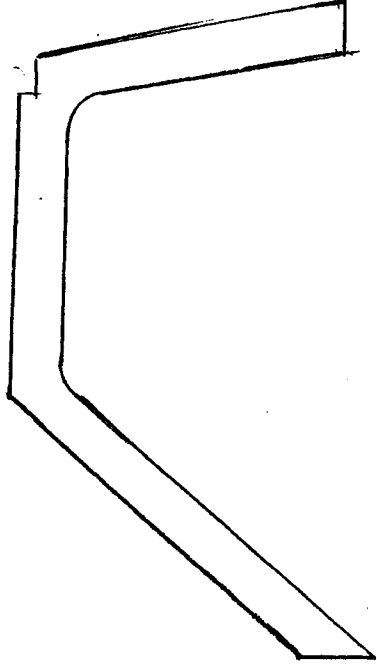
LONGERONS $\frac{3}{32}$ SQ. UPRIGHTS ETC, $\frac{1}{16} \times \frac{3}{32}$.
IF SCALE APPEARANCE IS DESIRED, ENTIRE
TOP OF FUSE, SIDES + BOTTOM TO REAR OF
COCKPIT SHOULD BE COVERED WITH LIGHT
DOP SHEET. SIMPLER - USE $\frac{1}{32} \times \frac{1}{8}$
STRINGER ON CORNERS AND
TISSUE COVER DECK AND ENTIRE
SIDES AND BOTTOM OF FUSELAGE.

RIGGING
HARD POINT

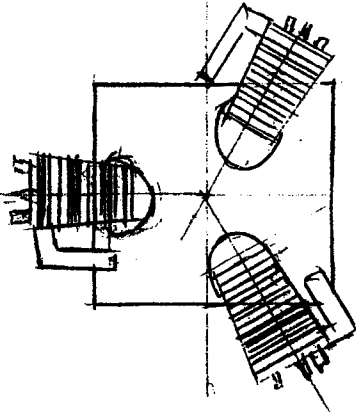
DeHAWLAND DH-6 SCALE $\frac{5}{8} = 1'$
"THE CLUTCHING HAND" SHEET #1
JAN 13 AIR 2008



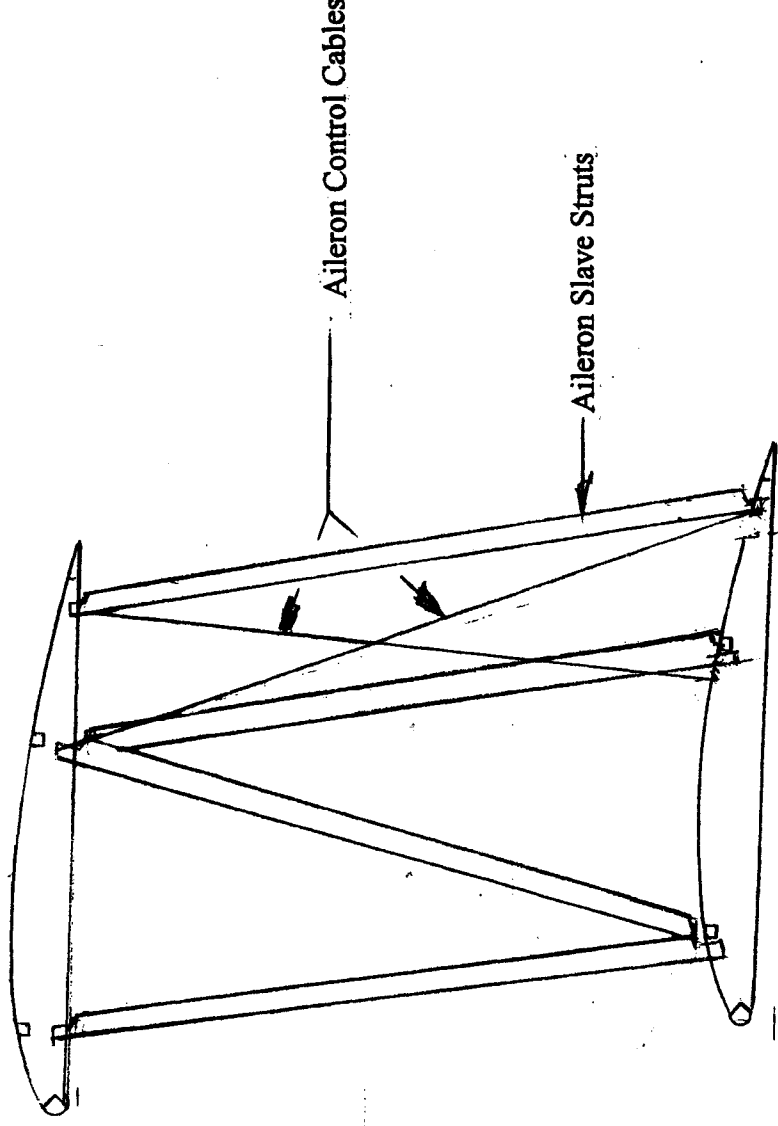
Fuselage Side Showing Fitting Locations etc.
Fittings are light color, probably Cad Plated



Cabane Strut, Make from 1/64" Ply With
1/64 & 1/32" Balsa Facings



Front View of Nose Block
Make Dummy Engine Using
Peck WB 406 [3/4"] Cylinders



View of Interplane Struts and Aileron
Controls, See Wing Dwg. For Locations

Make Struts From ~~1/32"~~ Bass
1/32"

General Information

There were a number of Crackerbox Airsters built and some later S/Ns were quite a bit different from this version that was owned by Amelia Earhart.*

The airplane was apparently not painted. The fabric was clear doped, the vertical fin is darker in photos, the fuselage was dark wood, either mahogany or was stained to a dark color. From the firewall forward the metal paneling is bare metal, probably alum. Wheel covers were clear doped fabric.

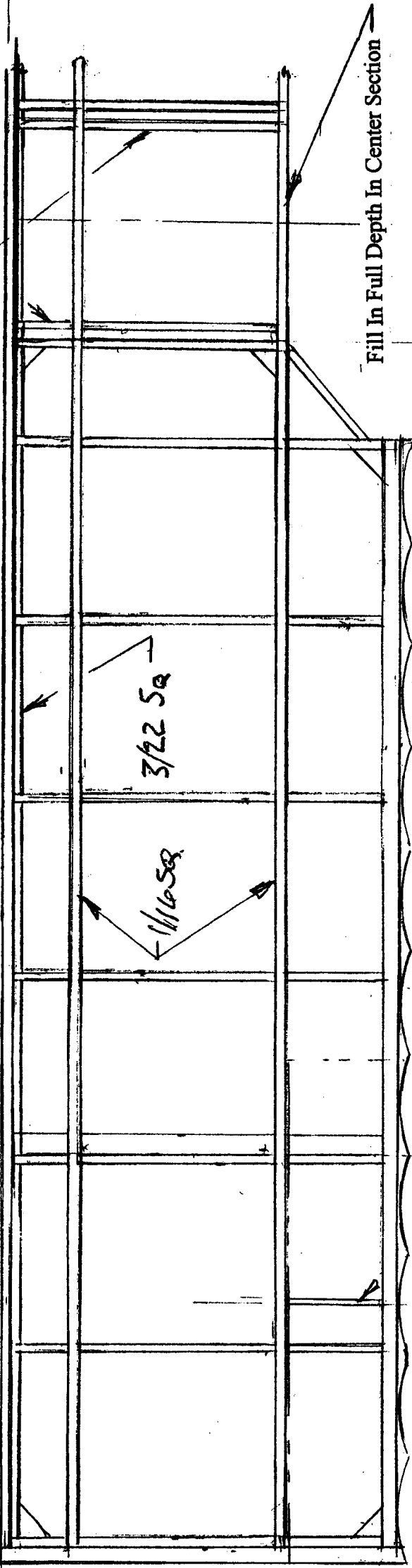
*Madcaps, Millionaires & "Mose" by John Underwood

Tip Caps 3/32" Sheet

Interplane Strut Location

Dihedral 1/2", Both Wings

These Ribs in Top Wing Only



TE 1/16 X 1/8 Hard + Light 1/16 sq. For Scallops.
Both Wings Are The Same Except s Noted.

Ailerons On Both Wings.
Aileron Control Location



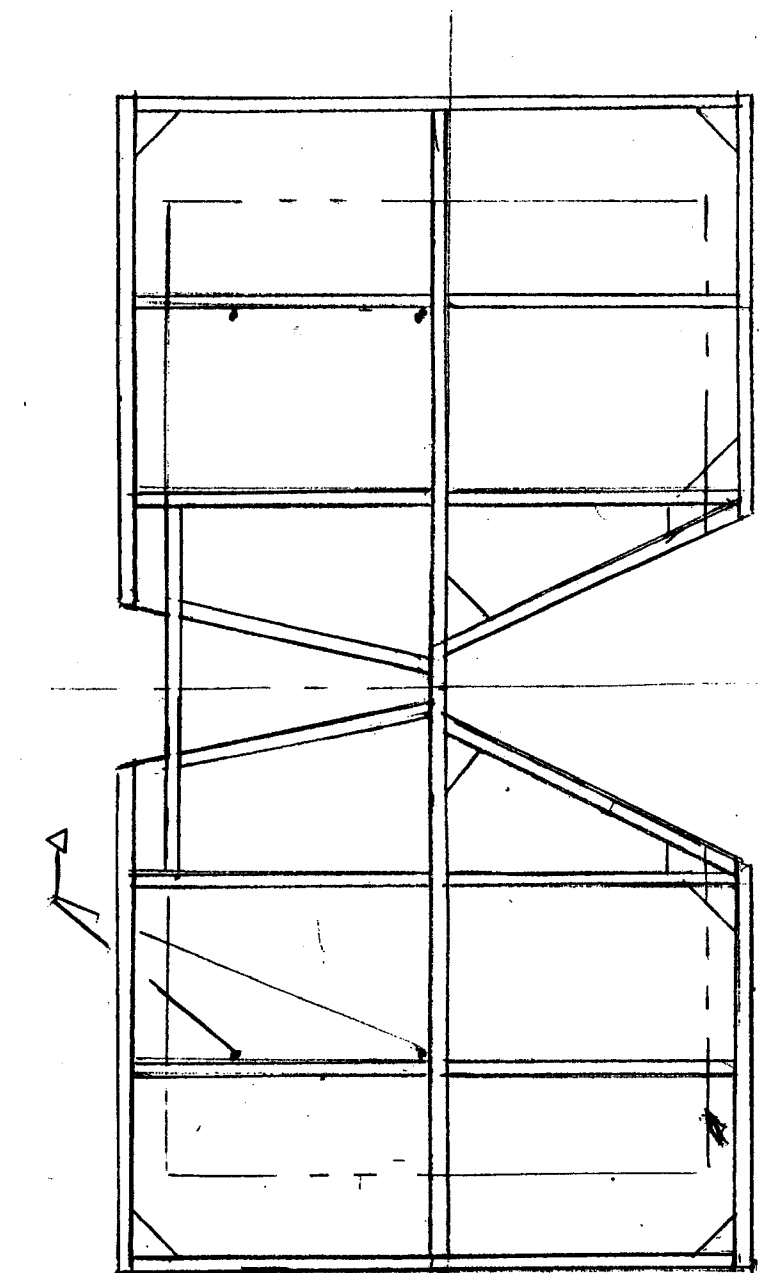
Top Wing Has Only 4 Scallops on Aileron



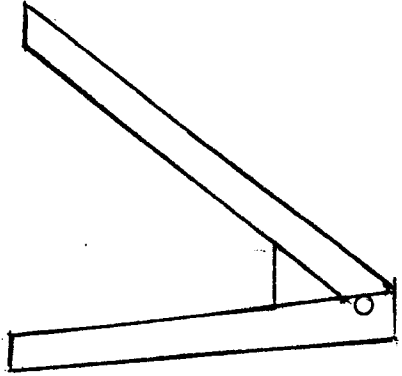
Wing Ribs 1/20" Sheet

LG Brace Wires, Front and Rear
CS Roll Brace Wires, Front Only

Front View 3/4 Size, Less Nose Block, etc/



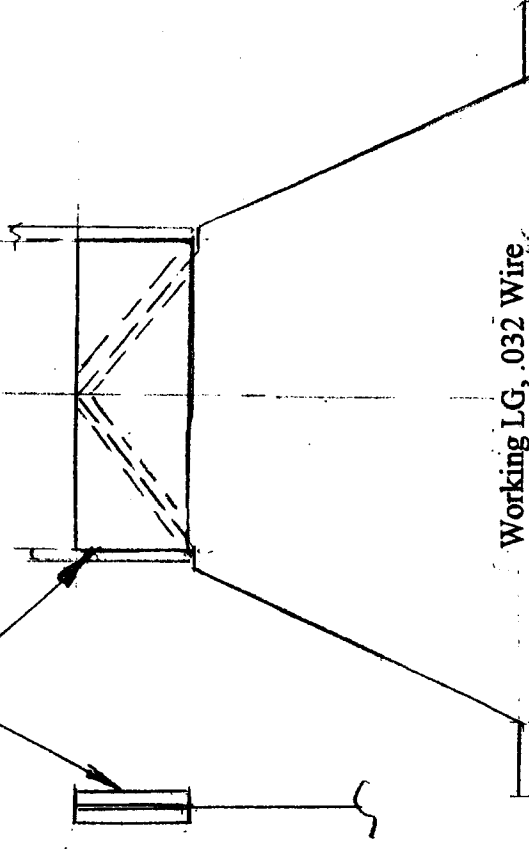
Scale Horiz. Tail



Scale LG Struts, True Size

1/16 Balsa

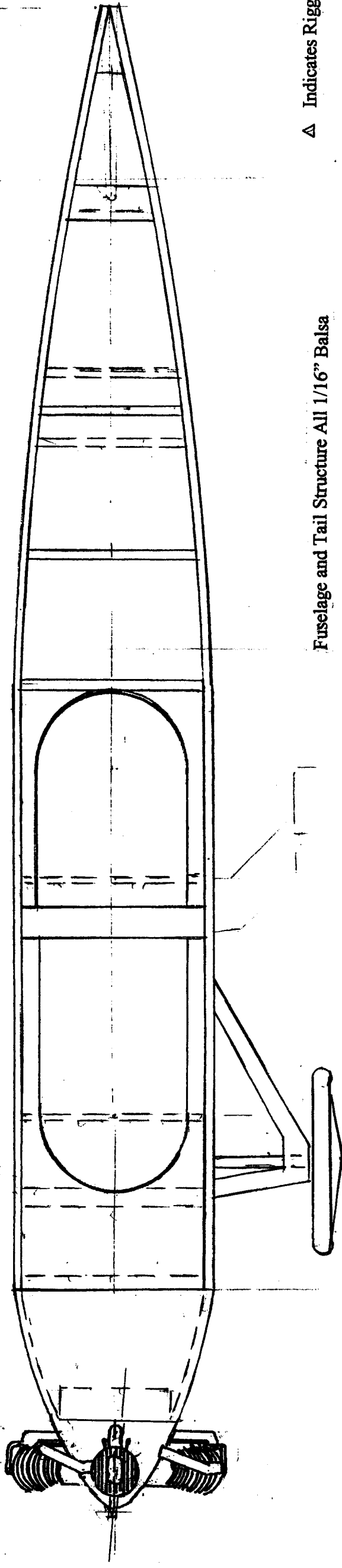
LG Mount 2 1/16" Sheets With
1/32" Sheet Cutout for Wire



Working LG, .032 Wire

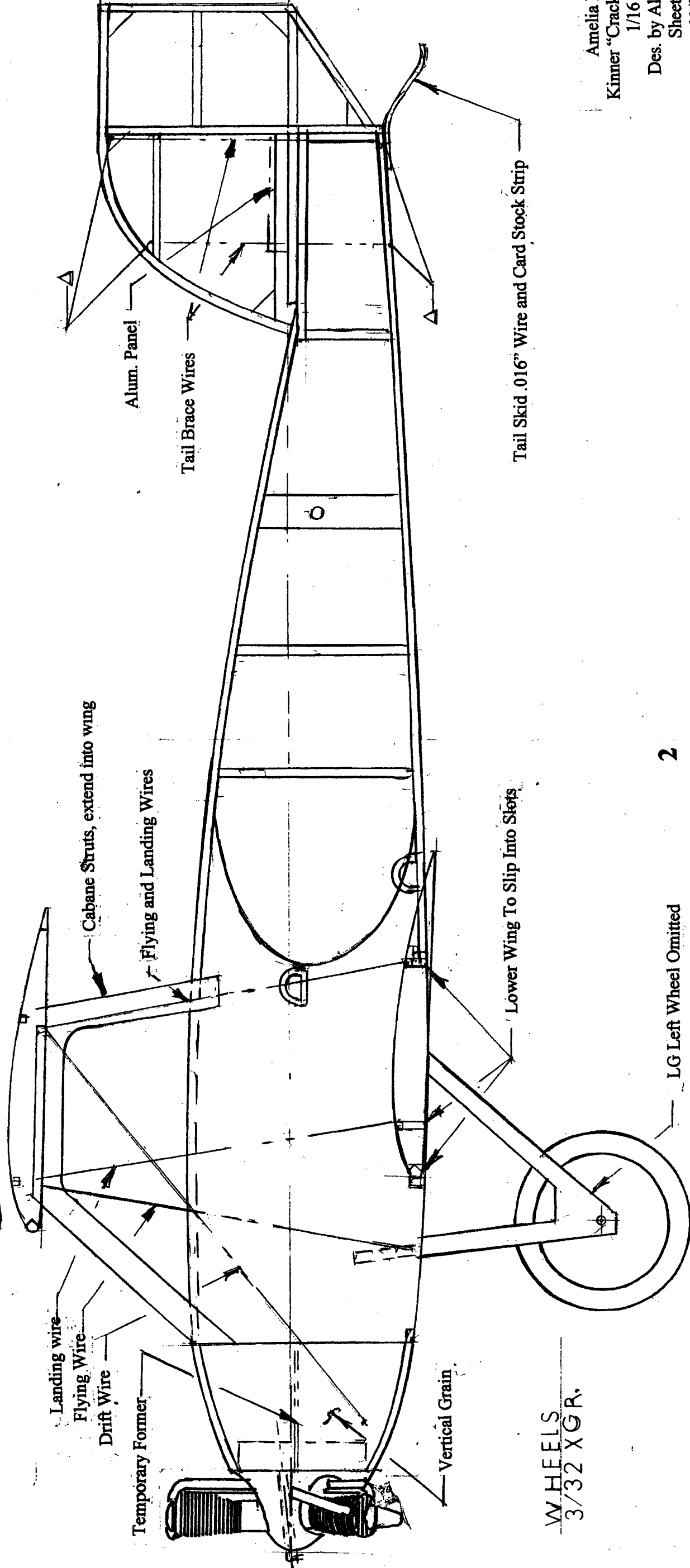
Amelia Earhart's
Kinner "Crackerbox" Airster
1/16 Scale
Des. by Al Backstrom
Sheet 2 of 3
11/23/05

Lower Cross Members Dotted



Δ Indicates Rigging Points

Fuselage and Tail Structure All 1/16" Balsa



WHEELS
3/32 XGR.

LG Left Wheel Omitted

