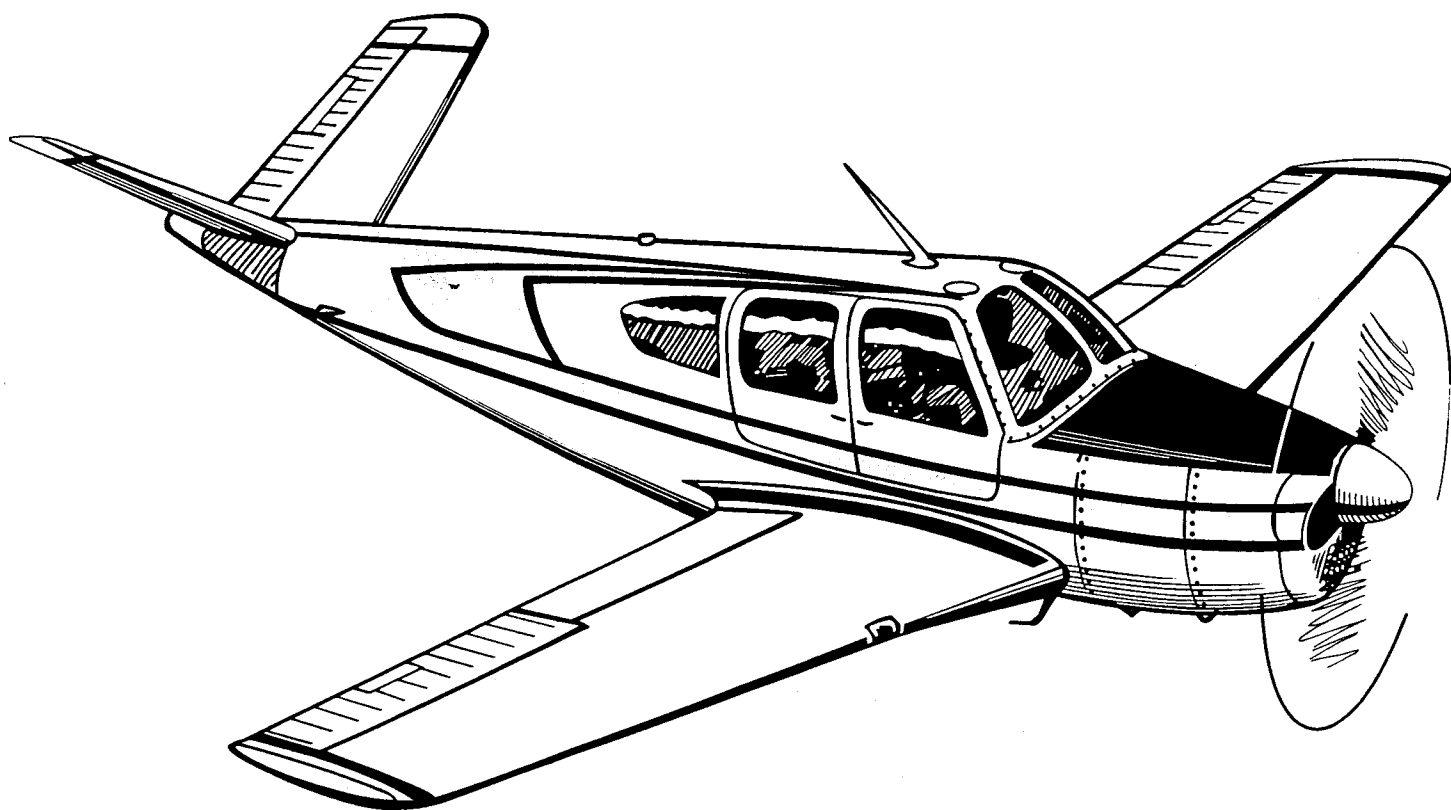


FLYING ACES

ISSUE #233-159 Jan./Feb. 2007

Club News



FINAL COVER BY

BOB BOJANOWSKI

see inside.....



NEWS ON THE WING!

COVER STORY: The cover on this issue was the last one that Bob Bojanowski did for us. Bob passed away in December 2006.

We wish to thank everyone who contributed to this issue. The plans came from GHQ files (Mitsubishi Jack), Jake Larson (Ol' #VI from the Smilin' Jack comic strip), Tom Nallen II (Bleriot X1-b) and Lloyd Willis (Evans VP-1 Volksplane and from Al Backstrom (Meow's "Hi Climber").

We are trying to find the following members who have moved without leaving a forwarding address and their newsletters have come back to GHQ. If you know the whereabouts of these FACers please let us know. Former address; Ed Nichols, 39 Jackson St. #9, St. Thomas, Ont. Canada N5P 2S1, Frank Mac Leod, 980 Bridle Path Cres., Kingston, Ont., Canada K7P 1P7 and Joe Hahn, Box 361, Hope, Id. 83836.

FAC Squadron #67, "The Sky Chiefs" have new leadership. Their contact person is now; Rolf Christophersen, 2829 Raymond Dr., Loveland, Co. 80538, phone 970-622-0156, cell 970-402-3409.

Frank Scott asks us to change the name of their squadron to "McCook Field Aero Squadron" Squadron #5. OK, Frank, it's done!

This just in; Len Wieczorek passed away in December 2006. Len was in his late 80's and has not been doing well the last few years. You will remember that Len was one of the best when it came to drawing 3-views. He started doing this way back in the late 30's and continued for many years. His work appeared in almost every model magazine since that time. We are presenting one of his drawing in this issue, the "Mitsubishi Jack". We have given you some of his work in the past and will continue to do so as there are many more available. Again, we have lost a rare talent and another great personal friend. Len's family expressed their wishes to Clubsters to make a donation to the Flying Aces Club in memory of Len if they care to.

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

The 2007 FAC calendar is still selling pretty good, but we still have quite a few left. We have to move these Clubsters, as they are the ones that we make our profit on. So if you can still use a calendar for this year don't forget where you can get a real classic one! The price of a calendar is just \$20.00 postpaid. Send your order to: FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

When you look through your 2007 FAC rule book check out the bonus points for ducted fan aircraft models.

Jim DeTar, 26 Talamora Trail, Brockport, N.Y. 14420 is looking for plans, 3-view or other documentation for the Cunningham-Hall aircraft.

Charles Mendenhall's widow is offering Charles' original ink drawings from his book "The Air Racer". Drawings are 20 inches long by 14 1/2 inches wide. Priced at \$125.00 each. (includes shipping) Contact: Diane Mendenhall, 575 Melwood Dr., Rochester, N.Y. 14626. Phone: 585-227-4251.

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

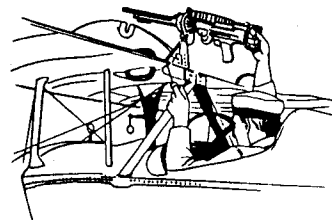
COL. Lin Reichel, CinC, FAC

Lin

FAC OUTDOOR CHAMPS T-SHIRT AND PLAN

The Cleveland Model & Suppl Co. has generously donated their plan of the Beech Bonanza as the theme aircraft of the FAC Outdoor Champs for 2006. It is also the subject for the Champs t-shirt which was once again done by Bob Bojanowski. The plan also has up-dated material by Steve Griebing that will help to make this a good flyable model.

All sizes of the t-shirt are in stock at the present time (small through XXX-L). The price of the shirts are \$15.00 each and the plan is \$6.00, both items are post-paid. Send orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

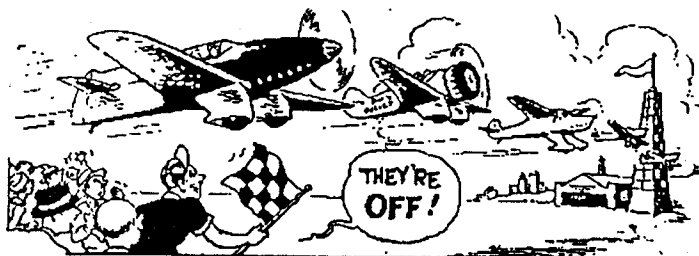


FAC T-SHIRT SALE

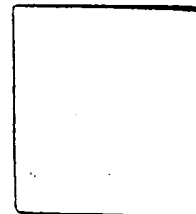
We still have some t-shirts for sale that we must move to make some space here at GHQ for our new stock. They are priced at just \$10.00 each postpaid. ME-109----large & extra large, Spartan----small & ~~large~~, Seversky SEV-2----small & medium, ~~Boeing Stearman~~, ~~Boeing Stearman~~, Cessna Phantom----Medium, large, extra large, xx-large. Youth sizes only, Boeing F4B-4----medium & large.

Still available at \$15.00 each postpaid is the Grumman Wildcat in all sizes from small through triple x.

Send your orders to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States. Cost for 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 Club. Send to; FAC-GHQ, 3301 Cindy Ln., Erie, Pa. 16506.



THE FLYING ACES NON-NATS, JULY 19, 20, 21, 2007 AT GENESEO, N.Y.

We will commence this year's contest with the scale judging at the Quality Inn in Geneseo on Thursday the 19th with the flying of the models on Friday the 20th and Saturday the 21st. With the awards banquet taking place on Saturday evening at the Quality Inn. We are trying something a little different this year both on the field and off. We are sure that you all will have a great time as usual!

One of our newest squadrons, The Escadrille Harfang, is sponsoring an event for French designed aircraft. It will be a mass launch and just before winding the CD will call out a target time. The winners would be those in order that are closer to this target time. The event will be recorded on video and the winner will be confirmed after the CD can sit down and review the tape. The winners will be called at the banquet. Also, the first 20 participants in the event will receive a silver plastic badge of our club

Following are the changes we have made for this year. We thought it might create a little more excitement this year. These are just experiments and not official FAC rules. Hope you like the changes and have your usual good time!

All qualifier flights for the WW-I, WW-II, Greve and Thompson Races must be turned in by 1:00 pm the day of the event. Total of two official flights and the top ten will be in the mass launch. The 11th and 12th placers in each event will be alternates if needed. Mass launch times will be posted on the field.

O.T. Gas Replica, O.T. Rubber, O.T. Stick Rubber, Two Bit O.T. Rubber and Jimmie Allen must have timing slips turned in by 2:00 pm the day of the event so there will be time for fly-offs in case of ties. All fly-offs for these events will be determined by a target time.

Flight totals in the scale judged events will be divided by three and the average of this total will be your flight score. Example: if you take 3 flights your score will be the total of those 3 divided by three, if you take just 2 flights your flight score will still be divided by three, if take just 1 flight your flight score will still be divided by three.

We are looking for event sponsors for the FAC Non-Nats. If any manufacturers or individuals care to sponsor 1 or more events please contact GHQ as soon as possible. We are also seeking donations of merchandise to be added to our prize list. FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506 phone no. (814) 833-0314

TO SPLIT OR NOT TO SPLIT? CONCLUSION

We appreciate all the comments and suggestions on the subject of splitting the bonus points into two separate events. It shows that you are interested in the future of the FAC. All comments were seriously considered and the consensus of the letters we received was overwhelmingly in favor of keeping the present system in place.

The percentage of the total membership was less than 1% that wanted to change the present rules. We received about 60 letters on the subject and only 11 wanted to see a change.

The big issue here seems to be, you cannot win at the big contests unless you have a model with a lot of bonus points. This may be true but, the rules are made for the entire membership not for the big contests and we can't have two sets of rules.

TO SPLIT...OR NOT TO SPLIT

By Ross P. Mayo

Recently a "hot topic" in the FAC community was whether we should split the scale events based upon bonus points. Many of the arguments came my way via the internet with several more via good old snail mail. Eventually all were passed on to Lin. During the heat of the discussions I stated I would give my two cents worth after everyone had had their say. My turn has come.

Long before I came onto the scene there was a Flying Aces Club. It was a small club with few events and fewer rules. To become a member of the FAC, one had to participate in a FAC contest. Fortunately for me, by the time I got introduced to the hobby, Lin, Vic, Iron Mike and a few other Erie modelers had already brought the FAC to Erie.

It was a time when an official flight was just fifteen seconds. But as always, there were competitors who built beautiful models that flew well. They and their models were inspiration to the rest of us. And because they passed on their expertise to us we got better and we became ambassadors of the hobby/sport and the FAC family grew. Then one day someone said, "Too bad we all can't get together for a really big FAC contest." That was the seed that eventually became the NATS of today.

Anyone who has been to a recent FAC NATS knows that those who have been to every one of the NATS are acknowledged at the closing banquet. I happen to be one of those very privileged few. Some of you are asking, "So what?" Well, it's my contention that having been to all the NATS gives my observations some validity. And that's not because I'm part of GHQ today, but because I wasn't part of GHQ at those early NATS.

Today, without a doubt, there are those at the NATS who are very talented builders and flyers...cream of the crop competitors. At that first NATS, however, we were ALL special competitors. We were in awe at just how many modelers were willing and able to make that initial journey which eventually would become a pilgrimage. While many of us were struggling to achieve that magical fifteen second flight with high wing cabin types, there were others who could easily achieve much longer flights with low wingers, bipes and even multi's. And they helped us. They encouraged us. They inspired us for in their hearts was the Spirit of the FAC.

Back during those early NATS, we met but every two years. In two years, a "dedicated" modeler competing in local meets could make tremendous leaps forward in experience and knowledge compared to us "average"

competitors. We didn't hold that against them because we were still inspired by them. After each NATS many of us would double our efforts to match our heroes and teachers at the next NATS. (We always said, "Just wait until next year!" with everyone knowing full well we really meant in two years.)

So many of us were always just a step behind those who mastered the low wingers and bipes, the twins and the tri-motors and all the other different and difficult subjects we never would have attempted...if we hadn't first seen it done successfully by one of the very talented members of the FAC NATS fraternity.

The unveiling of big bonus ships at the NATS had become a tradition for many of the FAC faithful. No matter what I might have been doing on the field, I always had an eye and an ear out for those complicated master pieces. Watching them fly with grace and beauty would stop me in my tracks. I'd listen to the cheers of other observers and suddenly realize I was also one of those doing the cheering. Cheering for the competition was my way...our way of encouraging the talented ones to continue their efforts of building and flying outside the envelope.

Now over the years, some of those very special builders have left us due to age, health, etc., but some new ones have emerged...that's life in a family. Nearly all of them have been pioneers with the big bonus ships...that's modeling on the cutting edge. I'm glad they come to the NATS to show us what can be done...that's tradition. And all have told us how it can be done...that's the FAC Spirit at work.

To tell these exceptional people they can't fly their creations with the rest of us because we don't have as many bonus points with our subjects is discrimination. To create separate events would not be growth and evolution but the termination of inspiration. If you want to lobby for change to make things easier for yourself, then you should be running for elective office with a salary. I will support the current FAC tradition and be satisfied with oohs and aahs each time I surpass a twenty second flight with my Rearwin Speedster...even if the only voice I hear is my own.

In closing...the FAC has something for everyone. Make of it what you will, but respect the family and our traditions. Let the Spirit of the FAC guide you in choosing what and why you build and what events you choose to enter. Spend your limited time and energy getting better at what you do on the building board and on the field...and then pass it on to a novice.

FAC-GHQ COMMITTEE / COUNCIL

On the subject of creating an FAC-GHQ committee or council to help run the FAC, we already have one and the reason for this is that when the present leaders no longer wish to run this organization there can be a somewhat easy transition for the new leaders. Most of you will probably be surprised to learn that we have had a committee in place for four years now and everything that happens within the club is discussed at an annual meeting. The meeting is held in Geneseo, N.Y. every November and the committee travels there at their own expense! If you have any concerns or questions you can contact any of the following.

Lin Reichel
3301 Cindy Lane
Erie, Pa. 16506

Ross Mayo
4207 Crosswinds Dr.
Erie, Pa. 16506

Ralph Kuenz
2798 Bluebird Lane
Columbus, Mi. 48063

Jack Moses
5851 Dawn Ridge
Troy, Mi. 48098

Mike Welshans
976 Pearson
Ferndale, Mi. 48220

Mike Nassise
22 Greenfield St.
So. Easton, Ma. 02375

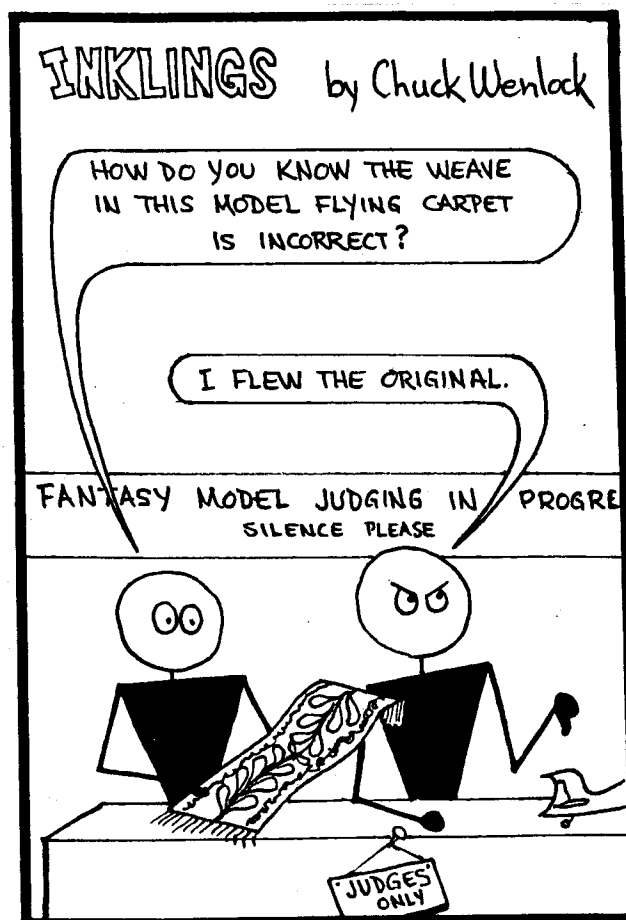
Pete Azure
10000 Eckles
Livonia, Mi. 48150

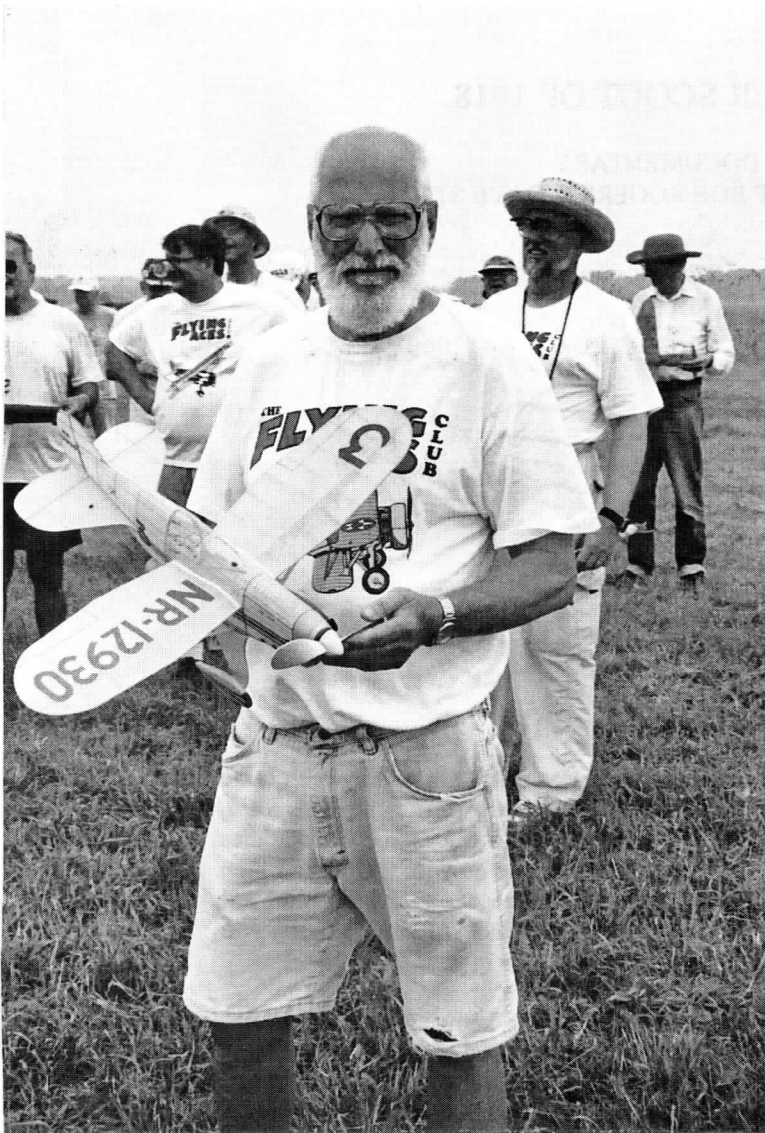
Tom Nallen, Sr.
17 Peter St.
Chicopee, Ma. 01020

Tom Nallen, Jr.
16 Colonial Dr.
Westford, Ma. 01886

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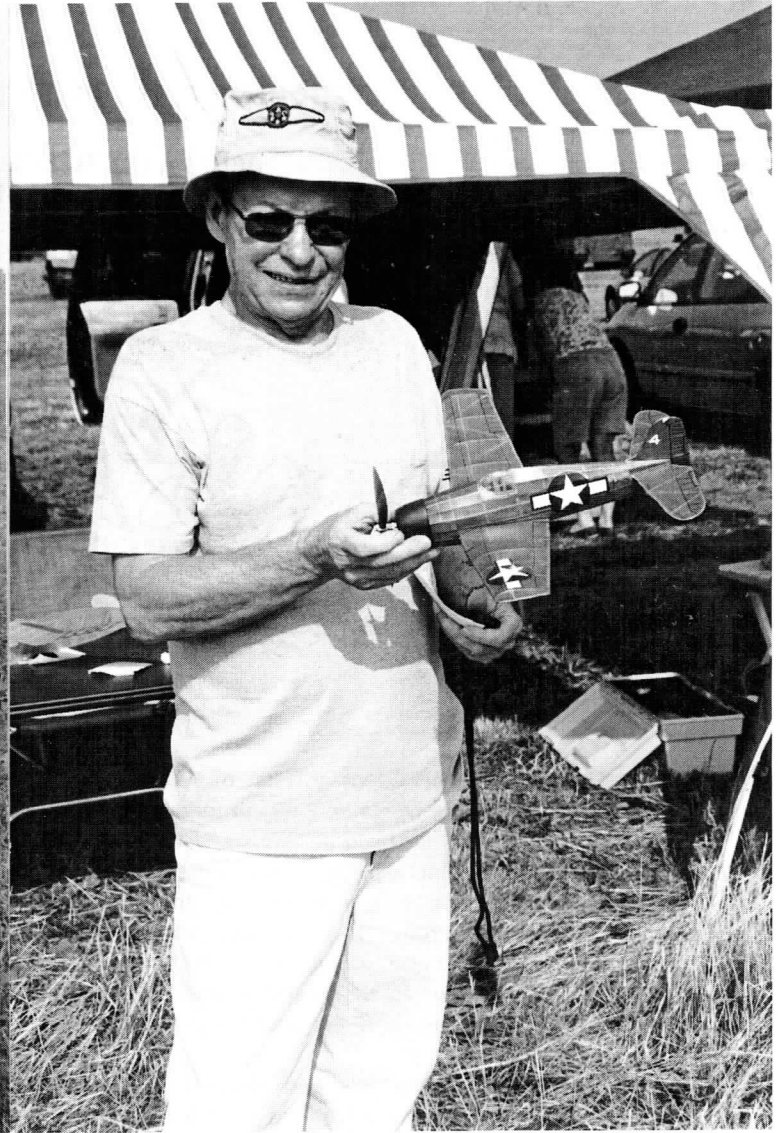
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BOB BOJANOWSKI

Bob Bojanowski passed away in December 2006. He had suffered from brain cancer for only a short time. Bob had drawn numerous covers for the newsletter over the years as well as the artwork for the FAC t-shirts. We are certainly going to miss him not only for what he had done for the FAC, but for the good times that we had going out to dinner and yogurt after the day's flying with him and his brother Ed. We will miss him dearly!



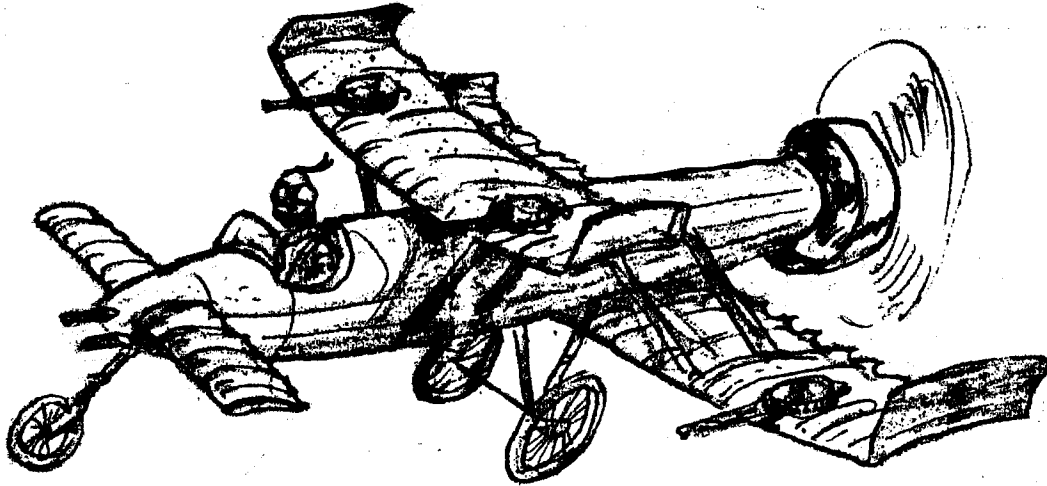
CHARLIE SCHOBLOHER

Charlie Schobloher was another great friend who will be sadly missed. Charlie passed away from a year long battle with lung cancer. Charlie had been a scale judge at both the Geneseo and Muncie FAC contests for many years. If we needed anything done all you had to do was ask Charlie and he was there for you. He will also be missed dearly!

Our deepest sympathy's go to these two FACers family's and their many friends. They will be hard to replace.

THE PINKHAM PUSHER SCOUT OF 1918.

BEING A DOUBTFUL DOCUMENTARY
THROUGH THE COLABORATION OF BOB ROGERS & DAVE STOTT



Through the persistent efforts of Oklahoma FAC, Bob Rogers, data on a design for a scout of unusual design has been uncovered. Even more amazing is the fact that the craft was designed by none other than that pesky ace of the Ninth Pursuit Squadron, Lt. Phineas Carbuncle Pinkham. So obscure was this activity that it escaped detection by the famous historian of the Ninth Pursuit Squadron, the late Joe Archibald.

Now, anyone who has had the pleasure of reading any of Joe Archibald's works in the Flying Aces magazine of old, or the soft cover "Phineas Pinkham Scrapbook", compiled by Bob Whitier, will remember how Lt. Pinkham spent much of the war restricted to the 'drome for all sorts of headaches he gave the Allied Brass Hats during the Big Fuss of 1914-1918. He also dangled a sword of Damocles over the dome of Sergeant Casey, chief of maintenance on all the Spads of the Ninth.

This dominant position was gained by many devious means. For instance, when Phineas happened upon Casey and some of the other ackemmes engaged in a game of craps behind A flight's hangar, he confiscated the dice, and accused Casey of not only being engaged in gambling, but doing so with loaded dice!

"Lootenint, them bones ain't loaded", moaned Casey. "I just bought 'em in town yestiddy".

Whereupon Phineas rolled the bones which came up on seven almost every time. "Why sergeant, they are as loaded as a Mick on Saint Paddies day in Dublin". Shame on you, takin' your men in like that. Of course, the Old Man need not know of your misconduct if I can count on you for some favors that are in your line of work".

Little did poor Casey know that Lt. Pinkham, true to form, had swapped the legal bones for a loaded pair of his own through sleight of hand. And so, that is how the labor for burning the midnight oil in the storage hangar came to pass.

Phineas picked out wings that had a few kinks in them, and an elevator from an old Farman Longhorn which had pan caked on the field when a Frog student flyer got lost on a foggy morning. He also uncovered a trio of serviceable wheels, some lengths of various struts and wire. But, the rose in the dung pile was a 110 Le Rhone rotary that looked like it might be coaxed into running.

"Casey, where is that kraut cloud car that Zep dropped tryin' to get back home for breakfast sausages that night last week?", demanded Phineas. "It would make a swell nose and cockpit for this crate we are goin' to save the Allies with."

"Are ya gonna want ta put a pair of Vickers on this bus?" Casey queried.

"Yeah," was the reply. "Take these loaded bones and hop over to that Nieuport outfit down the road and teach them Frog ackemmas this game of chance you are such an expert in. But, take the payoff in Lewis guns, not argent. Got that? An' see if they got a prop for this LeRhone, as these Hissos props won't work at all, just like my uncle Thaddeus."

Now, Sergeant Casey was no babe in the woods. He worked those loaded cubes of fate so well that he came back with the sidecar of the squadron bug crammed full of loot. There were four Lewis guns, the prop, and a couple of bottles of vintage giggle water to ease the pain of late night hours.

Father Time seemed to drag his feet for many a night, but eventually the Pinkham Pusher Scout was nearly completed. It lacked only the mounting of its rudder.

Rumors of an armistice to end the "War to end all wars" were rampant. It was the morning of November 11, 1918, and Major Rufus Garrity, CO of the Ninth Pursuit, was in Bar-le-Duc visiting a dentist to rid himself of a molar that had been kicking his head like an army mule.

"C'mon, Casey, we gotta roll our crate out and fly it while the mouse is away. This guerre might be over any day, and we'll be grounded. I just gotta see how it flies!" yelled Phineas.

"But Lootenint, it ain't got no rudder yet!" the beleaguered Casey replied as he rolled the ship out onto the tarmac amid the astonished looks of other pilots who had gathered to watch the proceedings.

"Just swing that prop and don't let the slipstream blow you over", said Phineas as he hurriedly climbed into the 'pit. Casey followed orders, and the pusher traced a zigzag course down the field, lifted off and began to fishtail all over the ozone.

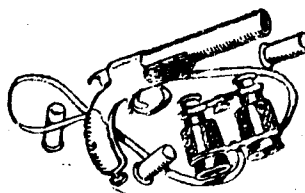
Pilots watching the spectacle began betting on how many minutes it would take before Mrs. Pinkham, back in Boone Town, Iowa, would be eligible to receive \$10,000 from Uncle Sam's insurance fund. Then they heard short bursts of Lewis rounds periodically as the crazy crate above the 'drome began to fly a straight course. Amid more sounds of gun fire, it described a perfect figure eight! In answer to a long burst from a Lewis gun, the Pinkham Pusher did a 180 and touched down on all three points in a landing as smooth as a baby's rump!

"Did ya take on all bets like I told ya, Casey?", Phineas asked as he climbed out of the cockpit. "I knew those heroes got wind of what we was doin', and would bet a month's pay on that crate not flyin', haw-w-w-w!"

"Once I got off I just used the recoil of those Lewis guns mounted 'way out on the wings to control the bus like a rudder would. It was easy," Phineas gushed as he counted the betting money Casey had collected in his hat.

"No, I ain't gonna hedge on ya, Casey. I am an orfisser and a gen'lman. We split the argent 50/50 like I said. But, gimme those loaded bones back, as you are without morals and would not hesitate to fleece your own kind."

Unfortunately, the Pinkham Pusher, perhaps the most heavily armed scout in the war, was destroyed in an armistice celebration that night by an errant Very pistol ball used in lieu of fireworks in a display of patriotic extravagance.



NEW PLANS AVAILABLE

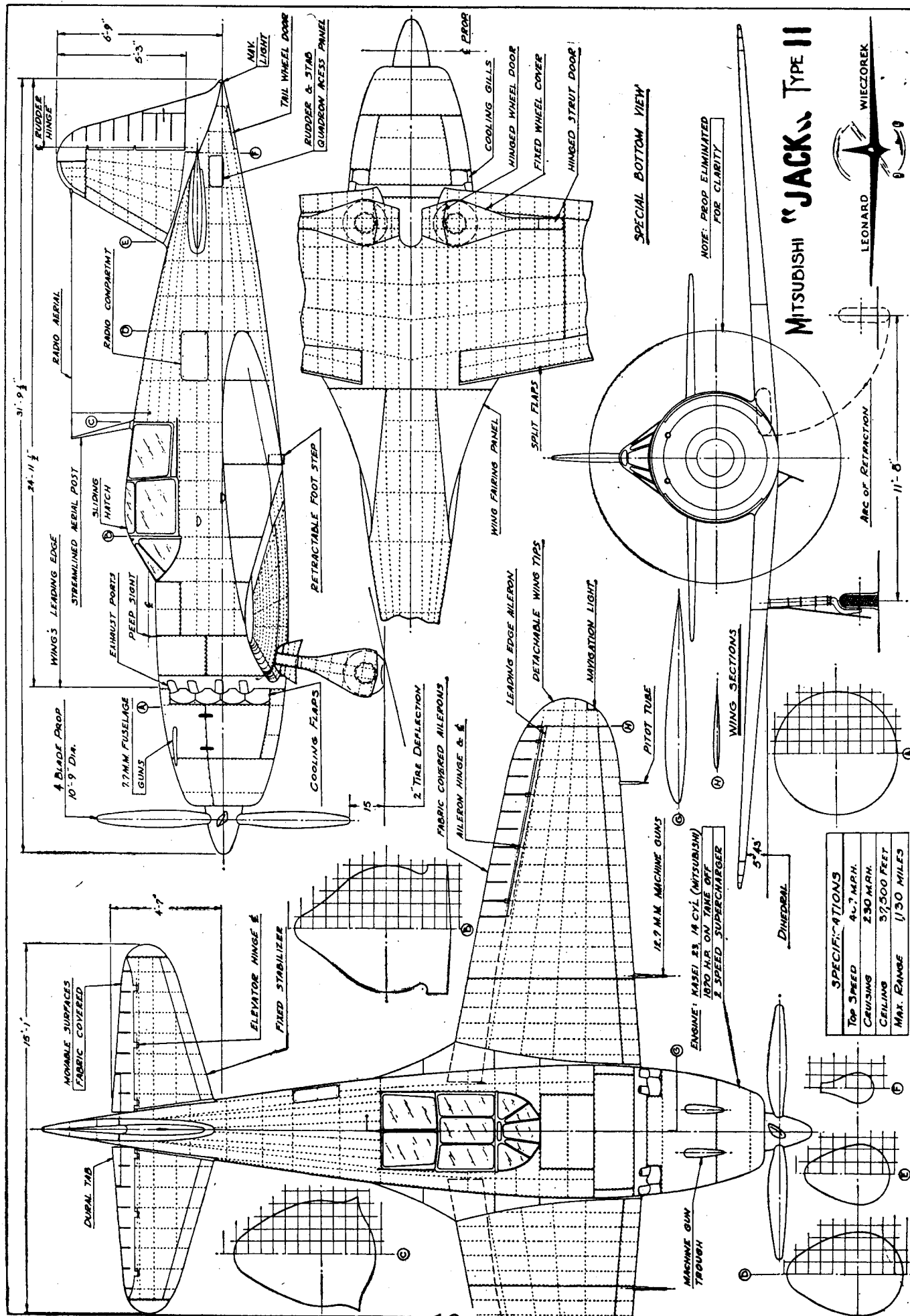
New plans from John Blair;

Velie Monocoupe	23"	\$6.00
B.E. 2a	22"	6.00
DH-85 Leopard Moth	25"	6.00
Antoinette VII	21.5"	8.00
Halberstadt D-III	21"	8.00
Anatra D-S	25"	8.00
BE-1	24"	8.00
Alexander "Flyabout"	36"	8.00
S-4 "Kania 3"	28"	8.00
Nesmith "Cougar"	20"	8.00

Plans by Al Cleave;

Air Tractor AT-502B	24"	6.00
(crop duster)		
Waco XPG-2A	41"	8.00
(twin electric or towline)		

Send a self addressed stamped envelope to:
FAC--GHQ, 3301 Cindy Lane, Erie, Pa.
16506 for a complete list of plans for sale.



MITSUBISHI "JACK" TYPE II



SPECIFICATIONS	
TOP SPEED	407 M.P.H.
CRUISING	230 M.P.H.
CEILING	37,500 FEET
MAX. RANGE	1,130 MILES

* * **Biplane Stagger and Gap** * *
Mumbo Jumbo #129 by the Glue Guru

By using a biplane configuration, as compared to a monoplane, we accept a certain reduction of performance. We do this in order to gain scale veracity, or perhaps to achieve a smaller span – one that will go through the car door opening, or meet some contest rule.

If we are to accept the limits of a biplane configuration, what can be done to pick the best one? What about stagger and gap? Do they matter?

To begin with, what are these things? Let's start with stagger. Many biplane wings are placed one above the other, in perfect alignment. Others are displaced horizontally, some with the top wing moved forwards (forward stagger) relative to the bottom wing, and some moved rearwards (rearwards stagger). Either way, it makes for a more complicated, expensive design. Why would the designers do this?

The usual hope was to improve vision, or stability, or both. What about performance? Wind tunnel model tests by MIT (NACA Rept. # 17, part II, 1917) backed by wartime German research (Flugsport, Jan. 1917, p.49) pointed to a modest forward stagger influence on lift coefficient, especially maximum lift coefficient. A forward stagger of 20% produced a Cl_{max} improvement of 2%. This is negligible and so isn't worth the fuss.

What might be useful is a combination of forward stagger with an increase in incidence of the top wing as compared to the bottom. This combination resulted in much greater resistance to stall – a sizable improvement in stability, though not in performance.

Gap is the distance between biplane wings. There is some inevitable mutual interference between wings.

Making the gap larger reduces the interference and of course, smaller means more interference and a lower performance. On test, reducing the gap by 20% cut Cl_{max} by about 5%. This too would seem negligible.

What are we to conclude? In choosing a biplane configuration, we should not be influenced by hopes of performance improvement made possible by stagger or gap. An easily built model biplane offering a small gap (say one chord high), and no stagger, will perform about as well as any. To produce a winner, concentrate on weight reduction.

My New Book

Why was it so difficult to become an ace? Why did the aces themselves grant much more importance to shooting ability than flying ability?

Glue Guru's new book on Great War air combat – **Gunning for the Red Baron** – spells out these issues in his usual semi-technical manner.

Entering Richthofen's world of aerial gunnery, the reader is taken through the shooting process and its difficulties. We fly some of the Red Baron's shooting encounters in blow by blow fashion as we learn to handle the key issue of allowance (i.e., lead). The failure of tracers is brought home by illustrations clarifying the optical illusions inherent in usage.

As background, author Glue Guru (nom de plume: Leon Bennett) has spent much time at the Ballistic Research Lab. in Aberdeen MD. studying these issues. The book is not only competent but very different from the usual fluff stuff.

Price (hardcover) about \$20 on sale at Amazon, Barnes & Noble, etc. Give it a shot.



CACTUS SQUADRON WINTER QUEST 2007

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

SUNDAY MARCH 4

AT THE CACTUS SQUADRON SKYLINE FIELD

08:30 - 13:00

FAC COMPETITION RULES APPLY

CONSULT FLYING ACES RULE BOOK FOR COMPLETE RULES

THREE NON-JUDGED (3 FLIGHT) TIMED EVENTS:

EMBRYO ENDURANCE

FAC OLDTIMER RUBBER

GOLDEN AGE CIVIL SCALE **

TWO MASS LAUNCH EVENTS

MODERN CIVIL SCALE **

GOLDEN AGE CIVIL SCALE **

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

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

ENTRY FEES:

\$5.00 PER EVENT

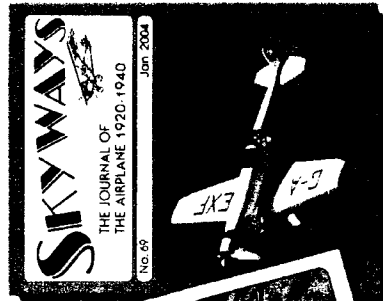
MAX ENTRY FEE - \$ 10.00

ALTERNATE CONTACTS:

JOE MCGUIRE 480-924-4313

RALPH HUDSON 602-275-7310

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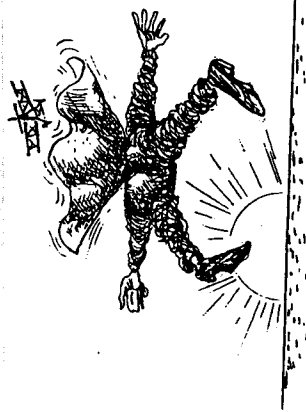


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This has been a sad period for the FAC. We have also lost Dave Ramsey (Dave was the editor of "Old Timer Topics" in Flying Models magazine, Philip Peterson, Al "Buzzard" Bailey, Bill McCombs, Richard Mason and Ken Miller, one of our members from Australia. Our deepest sympathy's to their families and friends.



THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest & Record Trials

SATURDAY, March 31, 2007 Kent State University Fieldhouse

SCHEDULE of EVENTS (AMA & Jetco)

7:30 a.m. -- Building opens (test flying)

8:00-12:00

1. *Hand Launch Glider*

2. *Standard Class Catapult Glider.*

3. *Unlimited Catapult Glider*

8:30 to 4:00 4. EZB - Scoring is the best of five officials.

5. *Limited Penny Plane*

6. *Mini-Stick* -- Best flight of 5 officials.
20 second minimum

9:00 a.m. to 3:00 p.m. 7. *Seven Gram Bostonian* - A.M.A. rules.

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

F.A.C. EVENTS

9:00 a.m. to 4:00 p.m. 9. *GHQ Peanut Scale* (see p.10 FAC Rulebook)

10. *Golden Age Civil Scale*

11. *Dime Scale*

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

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

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

15. *W.W.II No-Cal Combat*-Minimum weight - 6.2 grams
without motor. Flown at 3:30

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

The Fieldhouse will be open from 4:00 p.m. until 8:00 p.m. for AMA Record Trials.

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
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.

AWARDS

There will be a Contest Grand Champion based on the following criteria:
3 points for a first place
2 points for a second place
1 point for a third place

Prizes will be awarded for 1st place in each event that there are three flyers with official flights. There also will be certificates. There must be 3 official flyers in an event to earn points.

Contest Directors

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

Don Slusarczyk
868 Eaglewood Dr.
Willoughby OH 44094
440-918-0290 don@slusarczyk.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 hanger 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).

NOW ELIGIBLE: For World War Two, the French fighter, the Arsenal VG-33 is now eligible to compete in WW-II mass launch events and the **LONG WING** version of the Hughes H-1 is now eligible for the Bendix Race. Effective immediately.

Sunday (cont.) **April 29th** **8:00 A.M. to 4:00 P.M.**
 NOSTALGIA RUBBERWAKEFIELD COMB - (JR/SR/OPEN).....Awards to 3rd
 E-36 - ELECTRIC, MOTOR RUN, MAX SEE CD table.....Awards to 3rd

SAM EVENTS:
 OT FUSELAGE (CABIN) Combined - 16 sec. eng., 2 min. max.
 hand launch (JR/SR/OPEN).....Awards to 3rd
 LARGE FUSELAGE AND LARGE STICK Combined -
 usual progression (JR/SR/OPEN).....Awards to 3rd

 OPEN (adult over 21) — \$25.00 Maximum, FLY ALL EVENTS
 SENIORS and JUNIORS — N/C all events, must register
 REGISTRATION WILL CLOSE AT 1:00 P.M. BOTH DAYS!!!!

CDs: Tom Kerr, Arnold Waldner
 TK—7733 Airy Hill Rd., Chestertown, MD NEW CELL (410) 739-4939
 email: ekerr@baybroadband.net

SPECIAL CD for FAC Events: Russ Sandusky

FAC EVENTS for SAT—April 28th

- Fly-off table: FAC Embryo
- Mass Launch: FAC WW I (Bi-Plane only)
- Mass Launch: FAC Racers (any type)
- Mass Launch: FAC Golden Age
- Mass Launch: FAC Modern Military
- Mass Launch: FAC WW II NoCal (6" Prop)
- Judged: FAC Peanut
- Judged: FAC Old Time Plan Kit Scale

FAC EVENTS for SUN—June 11th

- Fly-off table: ROG FREE FOR ALL
 (Sky Bunny, Comet Phantom, Hangar Rat,
 all 18" maximum span)
- Mass Launch: FAC WW II
- Mass Launch: FAC Fiction Flyers
- Mass Launch: FAC Low Wing Military Trainers
- Mass Launch: FAC Modern Civilian
- Judged: FAC Rubber Scale (single engine and multi-engine)
- Judged: FAC Dime Scale
- FAC Grand Champion Award

**FIRST BIG FAC EVENT FOR
 2007 FLYING SEASON
 AWARDS TO 3RD PLACE
 IN ALL FAC EVENTS
 all events are Kanone Eligible
 run by Russ Sandusky,
 yksudnas@verizon.net**

Where it applies combined events will be recorded as
 individual for National Cup Points—

TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

Sponsored by the
 EASTERN U.S.
 FREEFLIGHT
 CONFERENCE

**AMERICA'S CUP
 MEET for FAI**

**EASTERN
 U.S. FREEFLIGHT
 CHAMPIONSHIPS
 24th ANNUAL
 AAA CONTEST
 A CATEGORY III MEET**

2007

**NOTE THE NEW
 EVENTS LISTED**

**NATIONAL CUP
 for
 Nat Cup Points**

**April 28th & 29th
 Ingleside, MD**

Higg's Brothers Farm

OVER 50 Events - Over 150 Awards

Sanctioned by the Academy of Model Aeronautics

This is a Time One, Fly One Contest!

Event Listing, Motel Listing and Directions included

Sanction No: PENDING

REGISTRATION FORM - FAC SOUTHWEST REGIONAL MK I- PERRIS CA. MAY 4TH - 6TH 2007



[PLEASE PRINT]

Name _____ Address _____

City _____ State _____ Zip _____

Entry Fee @ \$25 [flies all events] _____ \$ _____
 FIRST EVER...FAC SOUTHWEST REGIONAL T-Shirt @ \$10 _____ \$ _____ SIZE _____

FAC PIZZA BLAST @ \$20 _____ \$ _____

Total Enclosed _____ \$ _____

No entry fee for contestants under 18 years of age. PLEASE SEND US YOUR CHECK BY APRIL 1st, 2007 so as to ease paper work later on. Mail entries to: FAC SOUTHWEST REGIONAL COMMITTEE at 6773 Mallee Street, Carlsbad , California 92011. We will be unable to refund cancellations after April 15th, 2007. Make your check out to: FAC SOUTHWEST REGIONAL COMMITTEE.

There is NO OVERNIGHT VEHICLE PARKING at the flying field. We suggest you call the DAYS INN in Perris on 1-951-943-5577 to reserve a room ASAP.

Awards through 3 places in each event. Contest times are as follows: Friday May 4th in the afternoon from 2PM till finish. SCALE JUDGING at the DAYS INN in Perris. No one admitted until 2PM except Vendors. Have your airplanes and documentations ready. Saturday May 5th official flights begin at 7AM until 2PM. Sunday official flights begin at 7AM till Noon. Awards follow beginning at noon.

WAIVER: I/We , hereby release the Scale Staffel Model Club, SCAMPS Model Club, and the FLYING ACES CLUB, Inc., all other persons and organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/ WE , also agree to abide by all flying and field rules in force at this contest. I/WE also understand that if we are late for a pilot's/ Mechanics call for Mass Launch Events, we may be disqualified. The time for these "calls" and events will be posted at the Scoring Tent. **PLEASE CIRCLE THE EVENTS YOU PLAN TO ENTER AT THE BOTTOM OF THIS FORM.**

SIGNATURE _____

Again, SCALE JUDGING will be in the conference room at the Hotel. Bring your MODELS and DOCUMENTATION. DOCUMENTATION should include : a three-view, a picture of the real plane and the color scheme you used. If you cannot get one of these , you may bring a written description from a journal or news article. MASS LAUNCH Aircraft not entered in FAC Rubber Scale will be judged using the "45 point rule" at the field during the Pilot/Mechanics Call. All radial engine models in Mass Launch events must have at least a paper engine inside the cowl. All military models in Mass Launch must have armament built into the model—no "painted on guns". No slab-sided models unless the real aircraft was slab-sided.

FRIDAY MAY 4TH

Scale Judging at Hotel

SATURDAY MAY 5TH

FAC Rubber Scale
 WW11 Mass Launch
 FAC O.T. Rubber **
 WW1 Mass Launch
 FAC Power Scale
 FAC Jumbo Scale
 FAC PIZZA BLAST

SUNDAY MAY 6TH

Thompson/Greve Mass L.
 Jimmie Allen ROG *
 Horde Mass L.
 FAC Power Scale
 FAC Peanut Scale
 AWARDS

** FAC Rules [no folding props]
 * 2002 FAC Prop. Rule

FIRST EVER FAC SOUTHWEST REGIONAL MAY 4TH THRU 6TH PERRIS CALIFORNIA

LAST MAY, US CRAZY FOLKS AT THE SCALE STAFFEL SQUADRON IN SAN DIEGO [FAC 41] BEGAN TO PLAN A FIRST EVER FAC SOUTHWEST REGIONAL FOCUSED ON THE 23 FAC SQUADRONS WEST OF THE MISSISSIPPI. THE FANTASTIC FOLKS IN THE SCAMPS, A SAM CHAPTER, SAID WE COULD USE THEIR FABULOUS FLYING FIELD IN PERRIS CALIFORNIA...SO AWAY WE WENT TO PLAN. WE CONTACTED GHQ AND RECEIVED THEIR "BLESSINGS" FOR THE EVENT AND THE PLANNING BEGAN IN EARNEST.

WE FIRST CONTACTED AS MANY SQUADRONS IN THE WEST AS WE COULD FIND TELEPHONE NUMBERS FOR. IF WE DID NOT CALL YOUR FAC SQUADRON, OUPPS...CALL US AT 760-603-8877. WE THEN BEGAN A NEW EMAIL DISTRIBUTION LIST TO UPDATE THE SQUADRONS AND GHQ ON THE PLANNING. THEN WE TOOK AN "EVENT POLL" TO SEE WHICH FAC EVENTS HAD THE HIGHEST WESTERN INTEREST LEVEL FOR ACTUAL PARTICIPATION. FROM THE POLL RESULTS WE SELECTED 10 EVENTS FOR THE VENUE.

ENCLOSED IN THIS NEWSLETTER IS OUR PRE-REGISTRATION FORM FOR ALL FAC BUILDERS AND FLYERS. WHILE WE CALL THIS THE FAC SOUTHWEST REGIONAL, WE WANT TO MAKE SURE ALL FAC SQUADRONS ARE INVITED TO PERRIS FOR THE EVENTS. PLEASE FILL OUT YOUR PRE-REGISTRATION FORM AND SEND IT TO US ASAP. WE WILL ASSIGN YOU A FLYER NUMBER AND MAIL IT BACK TO YOU PRONTO. THE PRE-REGISTRATION FORM HAS ALL THE EVENTS ON IT AS WELL AS YOUR ABILITY TO ORDER T-SHIRTS AND GET TICKETS FOR THE BIG FAC PIZZA BASH ON SATURDAY.

FOR QUESTIONS OR CLERIFICATIONS, JUST CALL ME [ROGER WILLIS] ON 760-603-8877 OR EMAIL ME AT WILLISASOC@AOL.COM. ALSO, LET ME KNOW IF YOU WANT TO BE ADDED TO OUR EMAIL INFO LIST TO GET ALL THE UPDATES. TRY OUR EVENT WEB-SITE AT YAHOO GROUPS ITS UNDER FACSOUTHWESTREGIONAL.

FLYING ACES

First Annual
**Southwestern
Regional
Contest**

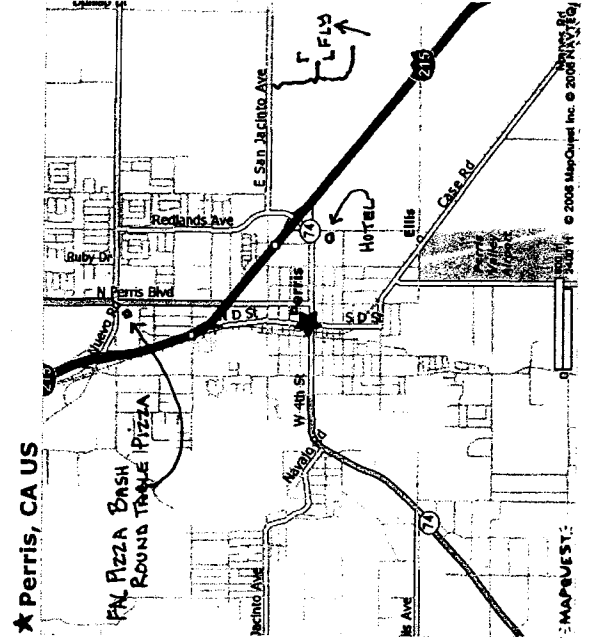
Flying Site Location
SCAMPS Field
Perris California

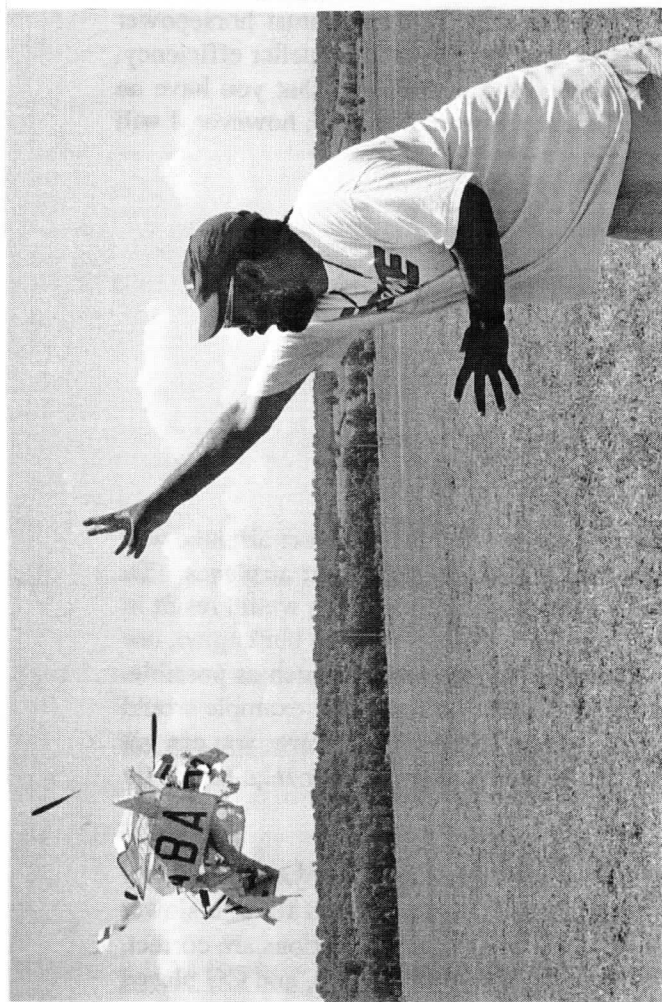
May 4, 5 & 6, 2007

FAC PEANUT SCALE / SUV
FAC Rubber Scale SailSun-3 Fls Same Day
WWII Combat Sat 8:30 AM
Sat FAC Old Time Rubber Stick/Cabin Combined
WWII Combat Sat 11:00 AM
FAC Power Scale SailSun-3 Fls Same Day
Greiv/Thompson Race Sun 8:00 AM Combined Mass Launch
FAC Jumbo Scale SailSun-3 Fls Same Day
Jimmie Allen Sun-Prop on Plan or 33% WIS
Honda Mass Launch Sun 11:00 AM One Launch for 3 Places

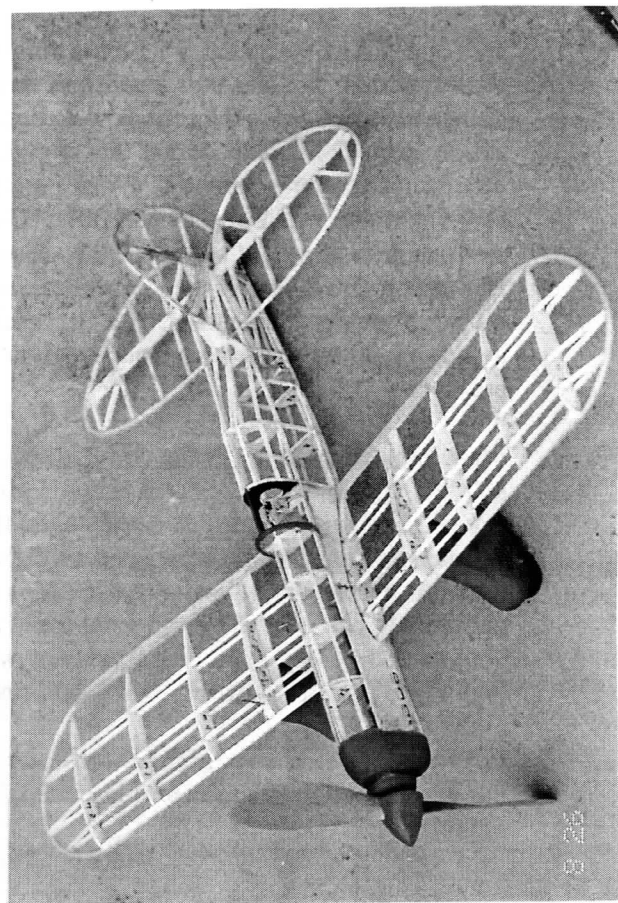
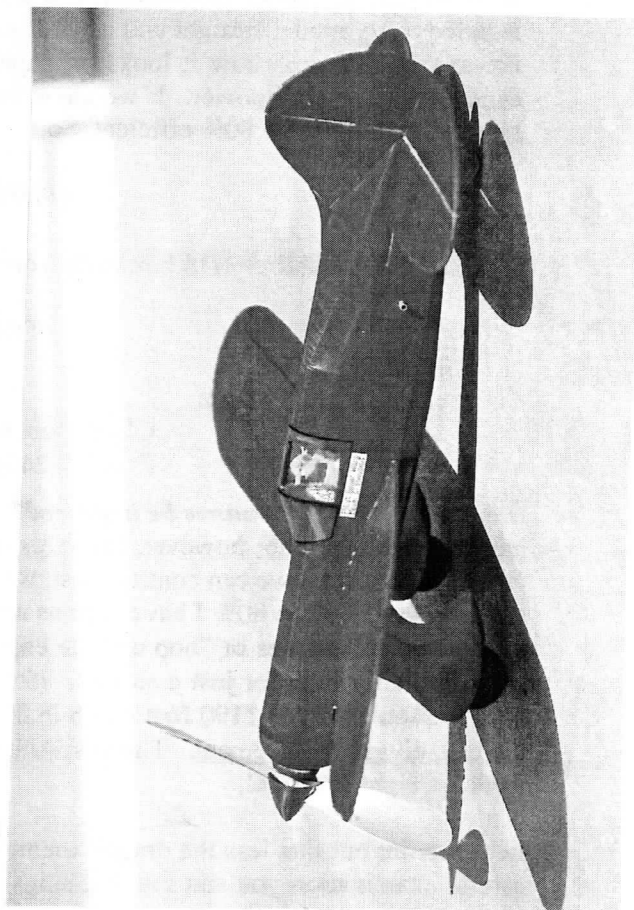
Not FAC / AMA License Required
E-23 Entry Fee Covered At Event
Event Manager: John Willis / Roger Willis
Two Models Allowed All Events
No Outside Judges Allowed
No Outside Judges Flying Rights at
Perris Flying Field
Approved by: [Signature]

Contest Directors: John Hutchison / Roger Willis (760) 603-8877
Visit facsouthwestregional@yahoo.com for more information





Upper left; Tom Hallman sent this photo of Vance Gilbert launching his Avia BH-25 into a killer thermal! On the right is Barry Harrison with his Mike Nassise design Dimer, the Cessna AW. On the bottom are two pics from Jake Larson of his Fiction Flyer from the "Smilin' Jack comic strip, "Fat Stuff's Folly". The plan was in the Nov./Dec. issue.



SECRETS OF FREE FLIGHT CONCLUSION

At this point in the game, all I am trying to do is get model up high enough to watch the glide and, of course, correct for any real trouble in thrust. Work glide out first because almost anything you do to change the glide will affect the power flight, but once glide is Okay don't touch it -- do the rest with thrust adjustments. Now don't forget that if glide turn is too wide don't close the turn up unless you add just a little incidence for insurance. When I am happy with the glide, I start increasing power just a little with each flight and watch results carefully. Under low power there isn't too much you can see, but when too steep a climb or a tight spiral starts to show its ugly head with more power, I start correcting with thrust. How much thrust does it take? It takes enough to stop the undesirable characteristics, no matter whether it's one degree or ten degrees. If it becomes apparent that it is going to require a great deal of offset thrust to side or down, I go back and check angular difference between wing and tail and recheck the CG position.

What I am trying to get in the climb is about one turn in 20 seconds at full power and somewhere between 800 feet and 1,000 feet in this time. I also like the model to go out almost straight for about 100 feet before making upward turn because, in this time, it can accelerate up to maximum speed. Properly adjusted for maximum climb, you can't help having this condition because down thrust force exceeds nose-up tendency until best climb speed is obtained, then up it goes. I wish there were some way I could check the speed of my ships in level flight at full power, but I can't. I can only guess that they reach 80 to 100 mph. I base this on an experiment with an Ohlsson 60 powered Sailplane that clocked 90 mph in level flight over a measured course, and my ships are considerably faster than this combination.

What should we expect a climb to be, or should I say, *what determines the rate of climb?* Well, the model, engine, and prop determine rate of climb. But how high can we climb a model? Let's examine some facts.

$$\text{Rate of Climb} = (33,000/W) (\text{THPa} - \text{THPr})$$

W = Weight of model in pounds; THPa = Maximum thrust horsepower; THPr = Thrust horsepower required to fly model straight and level at a constant speed; THP = Engine power X propeller efficiency. For example, here is how it looks on paper. Say your ship weighs two pounds and that you have an engine with 1/4 horsepower. If we knew the exact propeller efficiency it would be easy; however, I will assume that it is about 80% efficient. So,

$$(\text{THPa}) = 1/4 \text{ h.p.} \times .80 = .20$$

Let's say that it requires 1/16 h.p. to fly your model straight and level: therefore,

$$(\text{THPr}) = .0625 \times .80 = .05$$

Substituting in the formula:

$$\text{Climb (feet per min.)} = (33,000/2) (.2 - .05)$$

$$\text{Climb} = 2475 \text{ feet in one min., or } 821 \text{ feet in 20 sec.}$$

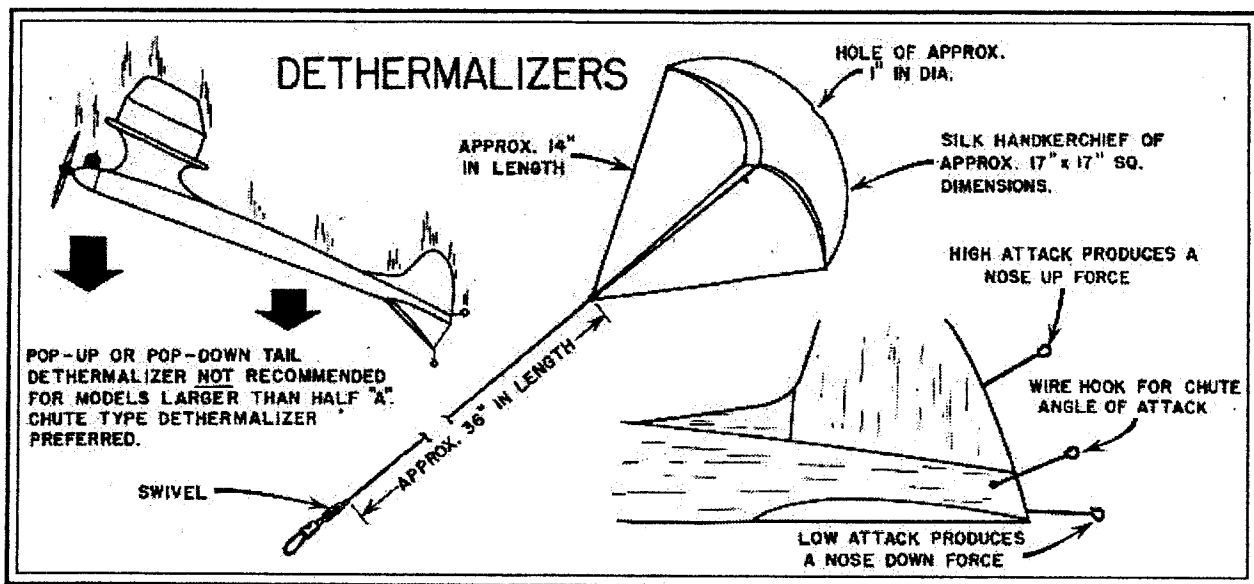
How can climb performance be improved? By examining the formula we find that a lighter airplane will increase rate of climb; however, the rules on weight to displacement prevent very light airplanes. To examine the factors we can control, first, we can choose the best possible propeller which would result in an increase above the 80% I have used as an example. Second, we can use better fuels in our engine, use more powerful engines or "hop up" the engine we now use to increase horsepower as much as possible. Look at the formula for just a second. If we could increase the 1/4 h.p. to 1/3 h.p. this example would have worked out to be 1190 foot climb in 20 seconds. So you see it pays to use all the power you can get out of a given displacement. The third thing we can do is to reduce the factor of power required to fly model straight and level.

Let me point out that less the drag of the model, the less power required to pull it up to flying speed. By careful examination you can see that ships with stabs which provide part of the lift will fly at a slower speed than a model of similar weight with only the wing doing the work. If these deductions are correct, we then can obtain a higher climb from a model with large stabs, low angular difference, and CG placed so that stab supports part of the weight. Along these lines of thinking anything we can do to cut the drag

of the model will result in an increase in rate of climb. It might be interesting to explore another fact. A straight climb results in a faster rate of climb than a spiral climb. Look again at the formula; the weight factor is involved here. A model flying straight has a less wing loading than when turning. If the model is spiraling up, the wing loading is greater than if straight; therefore, the "formula" thinks that the model is heavier, so the rate of climb is decreased. Let's make another compromise. A straight climb is the most efficient, but dangerous, and the pull out isn't quite as good as a spiral climb so I settle for one turn to the right in 20 seconds. The reason I stay away from a straight climb is, to obtain this setting, torque, gyroscopic forces, rudder, etc., must be balanced, and it's too easy to upset this critical balance. For example, when the ship is going up, if a gust of wind turns it in the direction of rudder, setting the rudder will become more effective and hold it in the turn. This condition isn't too good and can lead to dangerous spiral dives in the direction of rudder setting, which in my case is to the left. I strongly recommend climbing the ship opposite the glide turn because then we have two forces which can counteract each other in gusty weather.

I realize that many good gas jobs climb and glide in the same direction, but I also know that this type of model has a high fatality rate.

During the testing period of the model I use a short dethermalizer setting because I am not interested in long flights at this time. *The most practical type of dethermalizer* for ships, except 1/2 A, is the parachute



type. I chose this type because with "flap up" tail it is almost impossible to keep large stabs stationary during flight. When using a parachute dethermalizer, the attach point of the shroud at end of fuselage will determine angle of descent. For most models a low attach point will cause ship to dive with "chute" out and a high attach point will mush and cause it to become very unstable coming down. You will have to experiment with location of this point for your model as it is seldom that two different designs will react the same. As a point of reference I attach my "chute" shroud line about 1/2" above thrust line. I would like to suggest that you use a swivel like fishermen use in the main shroud line so that "chute" won't twist the lines when it comes out; also, cut a hole in the center of the "chute" so it won't "whip" when open. The size of the hole should be somewhere between 1/2" and 1-1/2" in diameter for a 17" square chute, depending on size of your model.

In the past, I have read almost every article of this type that has appeared in the magazines and felt that something was left unsaid or some subjects were not covered completely. I can see now that it is not easy to write exactly what you think and by far isn't as easy as telling someone. I realize that I have only scratched the surface.

THE GOLDEN AGE

by
Fran Ptaszkiewicz D.S.M.

While researching information for another "Golden Age" article, I came upon some drawings of one of my old favorite airplanes. A long ago and perhaps forgotten design that fascinated me way back when. I remember building a solid model from a Comet kit that was then followed by a rubber powered version made by the "Model Airplane Shop" which eventually became the "Megow Company". The plans of this rubber kit detailed a method by which the joystick and rudder pedals could be connected to and made to actuate the flying surfaces, using thread for the control cables. After some effort, attempting to make the "cables" of equal length, a certain amount of success was achieved. As a result I do not ever remember flying this ship.

The Northrop XFT-1 was at that time what I thought a sleek military airplane should look like. It was a trim, low-wing, radial engine design with a well-faired landing gear which was semi-retractable by virtue of an innovative partial compression device that was considered unusual for that time period.

Designed by Ed Heinemann who would eventually wind up at Douglas Aircraft and be responsible for many of their successful series of airplanes, among them the Douglas SBD "Dauntless" of World War II. His XFT-1, was somewhat reminiscent of the earlier Northrop "Gamma" and its general outline, but built to a smaller scale.

Had it succeeded it would have been the U.S. Navy's first all-metal low-wing carrier fighter. In competition with Curtiss and the Grumman Company's, the Northrop design lost out to the Grumman F2F which although it did have a metal fuselage still had fabric covered wings. Thus the XFT-1 may have appeared to be a better ship, but Grumman eventually received what was a large order for that time as well as orders for the follow-on improved F3F series of aircraft.

The XFT-1 was designed in 1933 and eight months after receiving the Navy's order, the machine was ready for flight. On January 16, 1934, a noted test pilot by the name of Vance Breese took the airplane up on it's first flight.

At a speed of 255 mph it was the fastest ship ever tested for the Navy up to that time. However, upon landing there were many shortcomings reported. Among them, a landing speed of 63 mph which at that time was considered to be too high for normal fields and could be problematical in carrier operations. Also, pilot visibility during landings was poor. It was found to lack the maneuverability desired and the most alarming defect, it was prone to spin at the slightest provocation.

The ship was powered by a Wright SR-1520-A2 radial engine of 625 hp inside an NACA cowl. It spanned 32 ft and was 21 ft 11 in long with a height of 9 ft 5 in. Armament would consist of two fuselage mounted .30 caliber machine guns.

With a few hurried modifications to the fin and rudder, Vance Breese flew the airplane to Anacostia N.A.S. in the spring of 1934 where a new problem developed. The riveted fuel tanks located in the wing center section began to leak. Although well checked out in California,

it was found that a sealing material called "Glyptol" ~~that was used~~ to seal all of the fuel tank seams and joints was being dissolved by the gasoline. As a result the demonstration flights had to be cancelled.

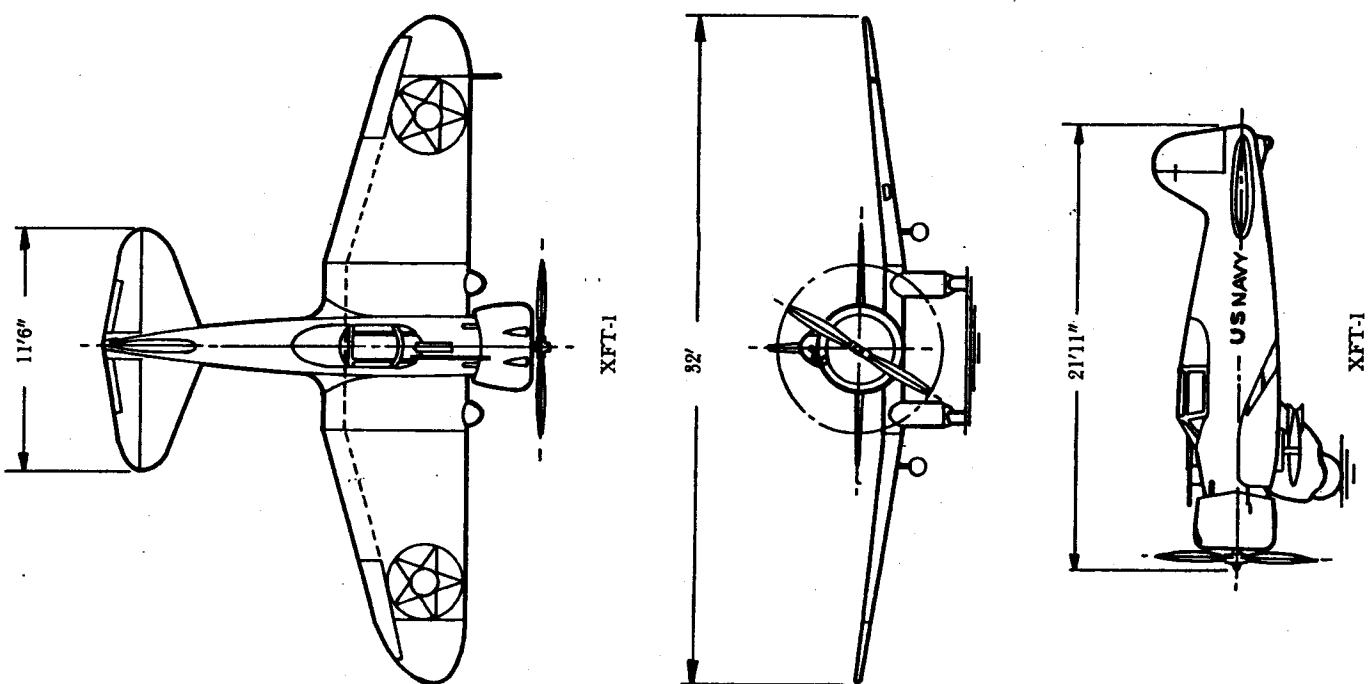
Upon hearing, this Jack Northrop flew to Anacostia and having surveyed the problem, devised a huge device not unlike a barbecue spit and with the outer wing panels removed, a cleaning fluid was placed in the fuel tanks and it was hoped that by rotating the fuselage assembly on this oversized spit the cleaning solution would dissolve the old tank sealant and once flushed a new sealant might possibly added and flight testing could begin.

Sadly, the old material which had become loosened and was floating around, eventually finding it's way into the fuel lines and the entire fuel system was clogged.

When the airplane was returned to the factory, another new fin and rudder were installed along with a twin row Pratt & Whitney R-1535-72 engine of 650 hp and a new longer engine cowlings. With the tank problems resolved the airplane was again returned to Anacostia and redesignated Model XFT-2.

After some brief flight testing, the spin prone condition remained and the Navy declared the airplane to be not airworthy and recommended the aircraft be returned to the company by truck. However, another company pilot decided to attempt flying the aircraft back. Running into problems over the Alleghany Mountains, the airplane entered into one of it's by now notorious spins and crashed. The pilot fortunately was able to escape.

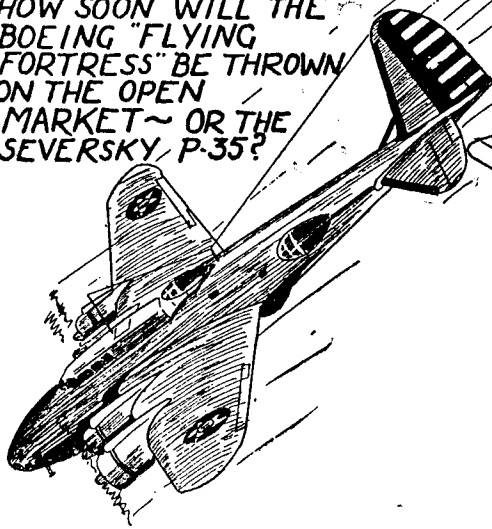
With this crash the XFT-1 / XFT-2 program ended, for what appeared to be a great aircraft and what may have been the Navy's first low-wing carrier fighter.



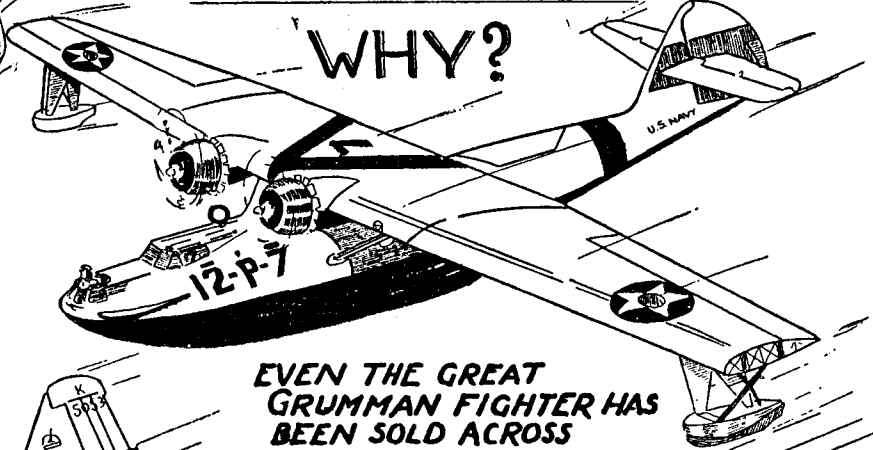
STOP SELLING THESE!

TO FOREIGN POWERS

A QUESTION ARISES~
HOW SOON WILL THE
BOEING "FLYING
FORTRESS" BE THROWN
ON THE OPEN
MARKET~ OR THE
SEVERSKY P-35?

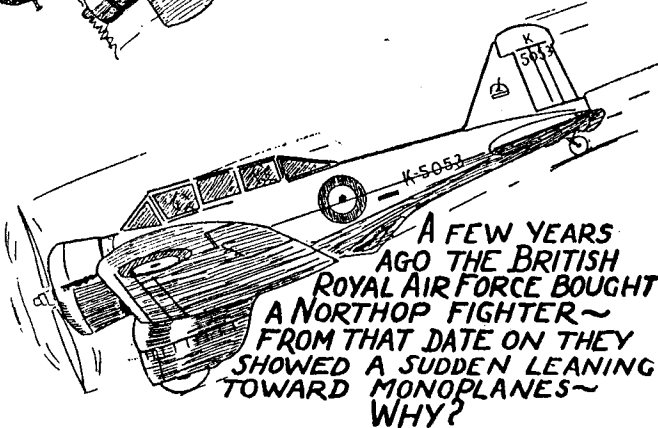
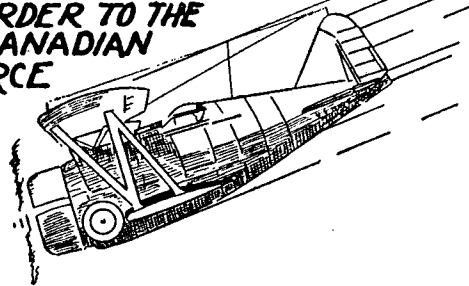


DO YOU KNOW THAT THE GREAT CONSOLIDATED
PBY-1 NAVY FLYING BOAT HAS BEEN RELEASED
FOR EXPORT? THIS MEANS THAT ANYONE CAN BUY
THIS "SECRET" LONG DISTANCE WONDER OF THE AIR



WHY?

EVEN THE GREAT
GRUMMAN FIGHTER HAS
BEEN SOLD ACROSS
THE BORDER TO THE
ROYAL CANADIAN
AIR FORCE

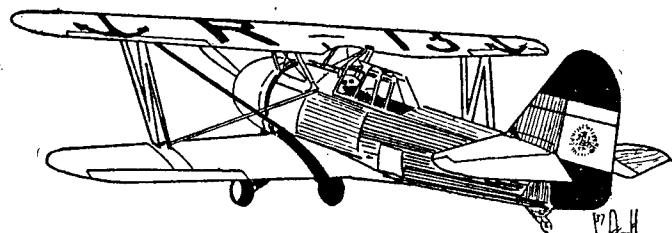


A FEW YEARS
AGO THE BRITISH
ROYAL AIR FORCE BOUGHT
A NORTHROP FIGHTER~
FROM THAT DATE ON THEY
SHOWED A SUDDEN LEANING
TOWARD MONOPLANES~
WHY?

THE BOEING P-26A THE ARMY AIR
CORPS' FIRST LINE FIGHTER, IS ON
THE EXPORT LIST~CHINA
HAS BOUGHT DOZENS OF
THEM~ANYONE CAN BUY
THEM~ IF THEY HAVE
THE MONEY.



ARGENTINA HAS LONG BEEN BUYING
FLEETS OF THESE Vought Corsairs~THE
EXPORT JOB IS CALLED THE V-142 BUT IT IS
THE SAME AS THE U.S. NAVY SBU-1 SCOUT-
BOMBER USED ON THE AIRCRAFT CARRIERS



W.D. & H.O. WILKINSON

THE MORE THINGS CHANGE, THE MORE THEY STAY THE SAME!

S.O.S.--S.O.S. Looking for vintage R/C radios, engines and tether cars. Michael Diamond, 8444 Pinelake Dr., West Hills, Ca. 91304 Tel/fax: 818/888-7938
E-Mail: dgem@earthlink.net

Paul Grabski, 312 Forest Hills Dr., Cantonment, Fl. 32533 is looking for any information on the Lemberger LD-20B.

Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506 is looking for the color scheme for Standard Airlines aircraft from 1927-1929.

For Immediate Release
January 10, 2007
Contact: Tim Goldstein
720-283-7200

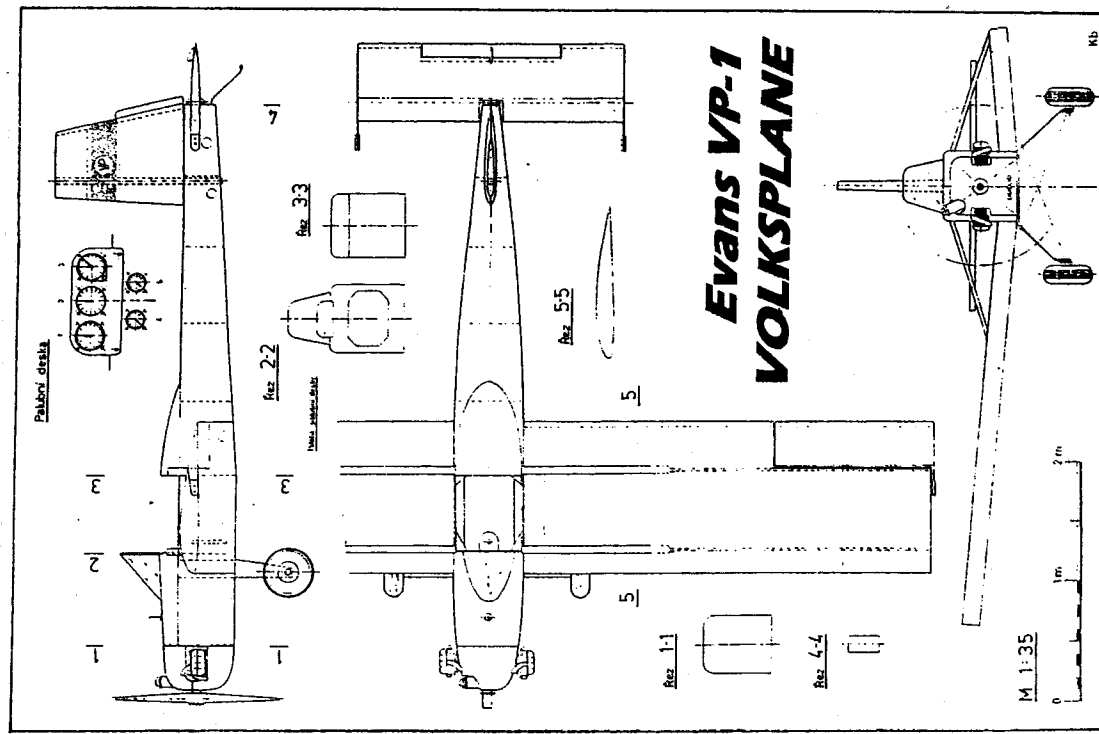
AMA Life Member in Denver Continues a Model Supply Legacy

Englewood, Colorado. January 10, 2007 - A new era for model airplane kit maker Peck-Polymers is dawning. Tim Goldstein, an AMA Life Member from Littleton, Colorado, has bought the company, and has bold plans for it. For thirty-five years Peck-Polymers has been a top supplier of high-quality kits and supplies to the model airplane world. Best known as the manufacturer of very popular Free Flight (FF) kits, especially Peanut Scale, Peck has persevered in recent years, despite the death of founder Bob Peck in 1990. Bob's wife Sandy took over after that, managing to steadily expand the operation during that time.

"The reputation of Peck's small rubber-powered Free Flight kits is unmatched," says Goldstein. "The tradition of top-quality kits in Peck's signature orange boxes will continue." Goldstein immediate plans include improving the Peck line by upgrading the kits to laser-cut. "It is clear that laser-cutting is highly valued by the kit-buying public. By offering laser-cut parts in the new Peck kits, their reputation will only improve, while also increasing accuracy and ease of construction."

Other signature Peck products are their many accessories for rubber power including propellers, thrust bearings, and wheels. Peck will also continue to offer their well-received small R/C airplane kits. But FF modelers worldwide crave Peck's rubber-powered kits in the orange boxes, among them the famous Lacey M-10, Nesmith Cougar, and Prairie Bird Embryo. Goldstein also envisions upgrading the FF kits to include instructions on converting from rubber to electric power.

Goldstein is no amateur as a model airplane supplier. He already enjoys a great reputation for the world-class "Tru-Weight" balsa wood he sells at www.FID.biz. In addition to the laser-cutting, Goldstein has updated Peck's website which now features a full storefront for on-line ordering. The site will accept Visa, Mastercard and PayPal. The new website will also include a regularly updated "Bargain Bin", where items will be deep-discounted for quick sale. Orders are currently being accepted for the new laser-cut kits, which will be available by February, 2007. Prices for the kits will increase slightly, to an average of \$18-20 each. Visit www.peck-polymers.com or call 720-283-7200.



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

Bob Gourdon, 516 Driftwood Circle, Slidell, La. 70458 is looking for plans, 3-views, photos, and anything else to build a rubber model of the Beechcraft T-34c Turbo Mentor. Will gladly re-imburse all costs or swap for merchandise.

REGISTRATION FORM---FAC NON-NATS---GENESEO, N.Y., JULY 20 & 21, 2007

Name _____ Address _____ Jr. _____ Open _____
City _____ State _____ Zip _____ AMA or MAAC No. _____

Entry fees at \$25.00 each (flies all events) _____ \$ _____

Banquet tickets at \$25.00 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, 2007 to ease paper work on the field. Mail entries to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations After June 20, 2007. If you plan to share a room with someone please indicate their name so we can direct the University to set up proper arrangements.

WAIVER: I/we hereby release the Historical Aircraft Group, Inc., Austin Wadsworth, the State University of New York (Geneseo), the Flying Aces Club, all other persons and other organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/we also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

Your meals at the University will include dinner on Thursday July 19, breakfast and dinner on Friday July 20, breakfast on Saturday July 21 and July 22, 2007. The banquet will be on Saturday evening at the Quality Inn.

Scale judging will be held at the Quality Inn on Thursday July 19, 2007 starting at 2:00 pm. Bring your models there to be scale judged, this includes Jumbo & Giant Scale models. No one admitted to the judging room before 2:00 pm. Vendors may set up after 12:30 pm.

Plans must be presented in the Fairchild "24", Dime Scale, Two Bit O.T. Rubber and the FAC O.T. Kit/Plan events. These events will be judged on the field. It is also your responsibility to get your Embryo model judged on the field. Golden Age Civil, Golden Age Military, Modern Civil & Modern Military models will be judged on the field after their 1st official flight. Bring your documentation! Models of training aircraft are no longer permitted in combat military events!

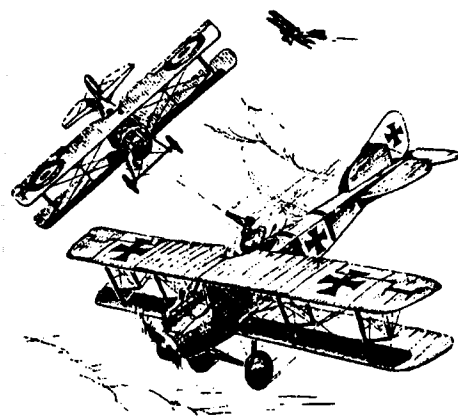
Awards through 3 places in all events. Contest times, Fri. 8:30 am til 5:00 pm, Sat. 8:00 am til 4:00 pm.

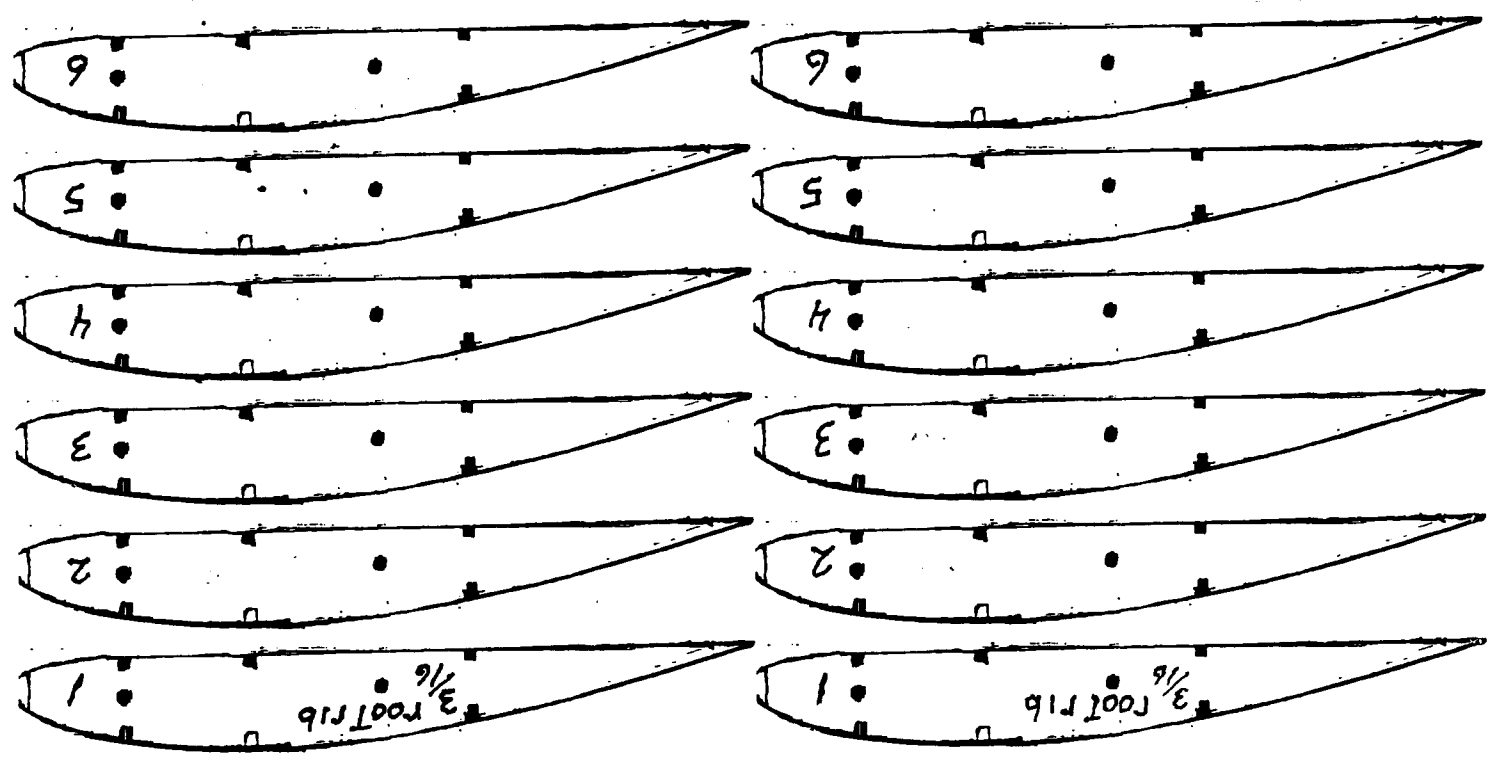
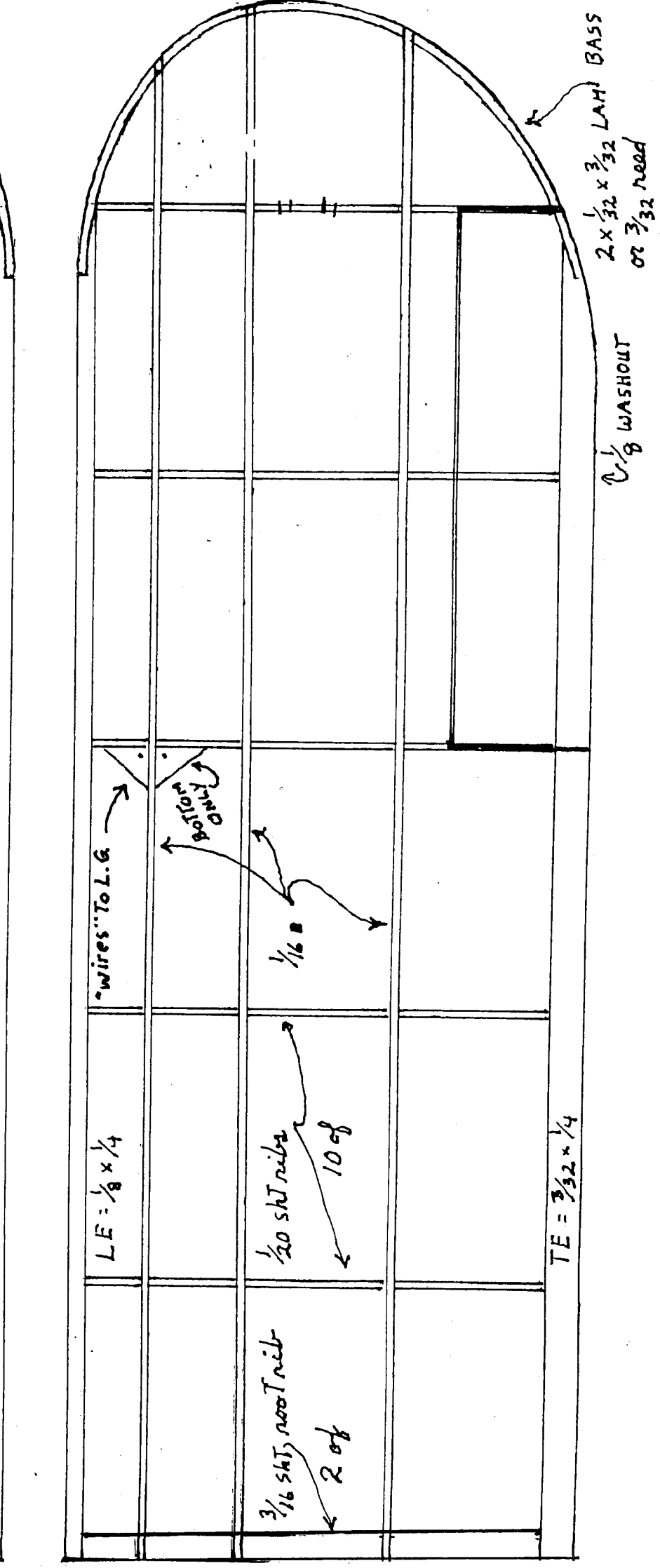
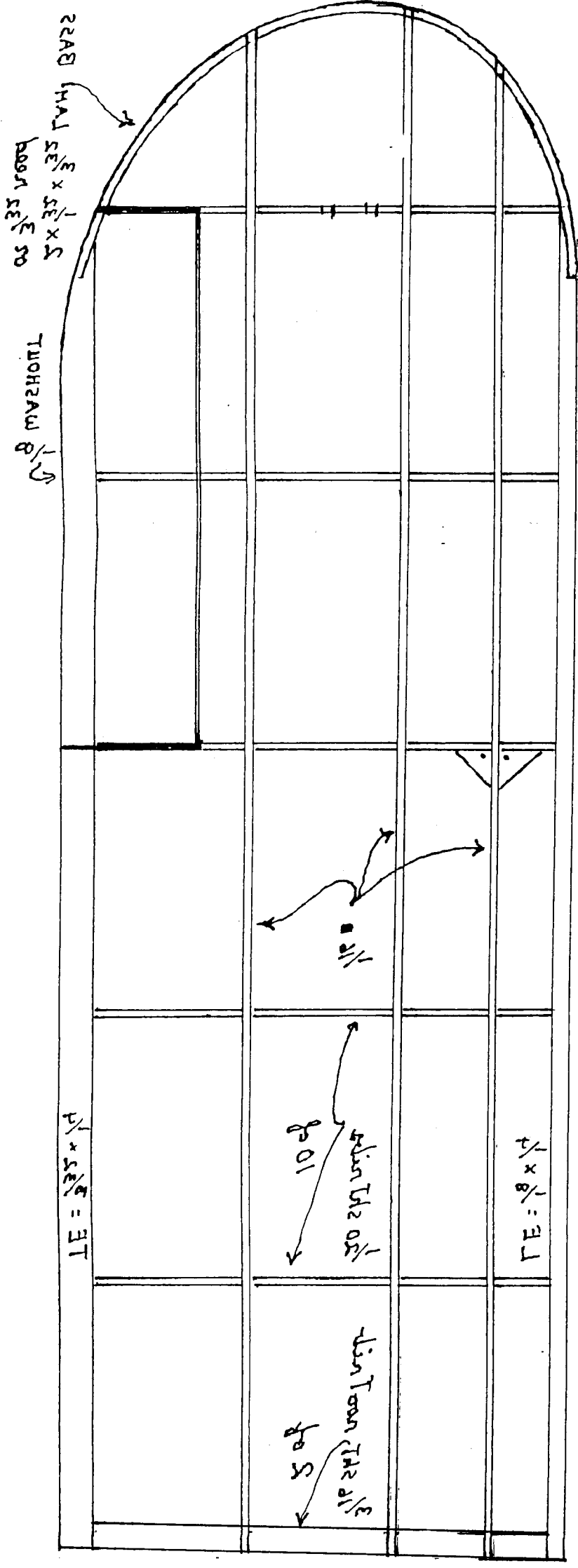
FRIDAY EVENTS

FAC Scale
Jumbo/Giant Scale combined
Power Scale
Pioneer Scale
GHQ Peanut Scale
Golden Age Civil Scale
Modern Military Scale
Dime Scale
No-Cal Scale
O.T. Rubber R.O.G.
Greve Race Qualifier
Greve Race mass launch
World War I Qualifier
World War I mass launch
French Design XXXXXX mass launch
Jimmie Allen R.O.G.
O.T. Gas Replica
AT-6 15% rubber rule mass launch
Low Wing Trainer mass launch

SATURDAY EVENTS

FAC Scale
Jumbo/Giant Scale combined
Power Scale
Pioneer Scale
Fiction Flyers
Golden Age Military Scale
Modern Civil Scale
FAC O.T. Kit/Plan Scale
Embryo
O.T. Stick
Thompson Race Qualifier
Thompson Race mass launch
World War II Qualifier
World War II mass launch
Jet Fighters mass launch rubber power
Two Bit O.T. Rubber R.O.G.
B.L.U.R. Race
Contra Prop Scale mass launch
Fairchild "24" Guillo kit mass launch





Model - OL #1
Smiling Jack Series
Jake Larson

Plan Drawed and copied right (©) 9-19-06 by:
Plan Inked by: S. Quid
Can be copied for kits or sale
(Like you wouldn't if I said no ?!?)

Span: O.A. 24" Prop: Czech P-30 (9")
Area: O.A. 88" (more if you got tails)
Wt.: < 10 Lbs.

CAPT. A. C. Larson
USAF (Ret.)
801 Olai Ave.
San City Center, FL
33573-5110

ALL WHITE
Except Black

Post No Bills
Fuselage Top
BLACK from up

Use NO Hooks
UFF DA
Per

Fuselage
White from down

all 1/16"

Betty's Boop

Notary
So Jack

Stringers not show
'cause I'm lazy

Cowl = BLACK
4 LAMS 1/16 x 1 1/2
Sand to shape

Smoking
Starter

1/16 x 2
X LAM

Opt. Soft
wire hinges

2 LAMS
1/32 x 1/16

ALL WHITE

3/32"

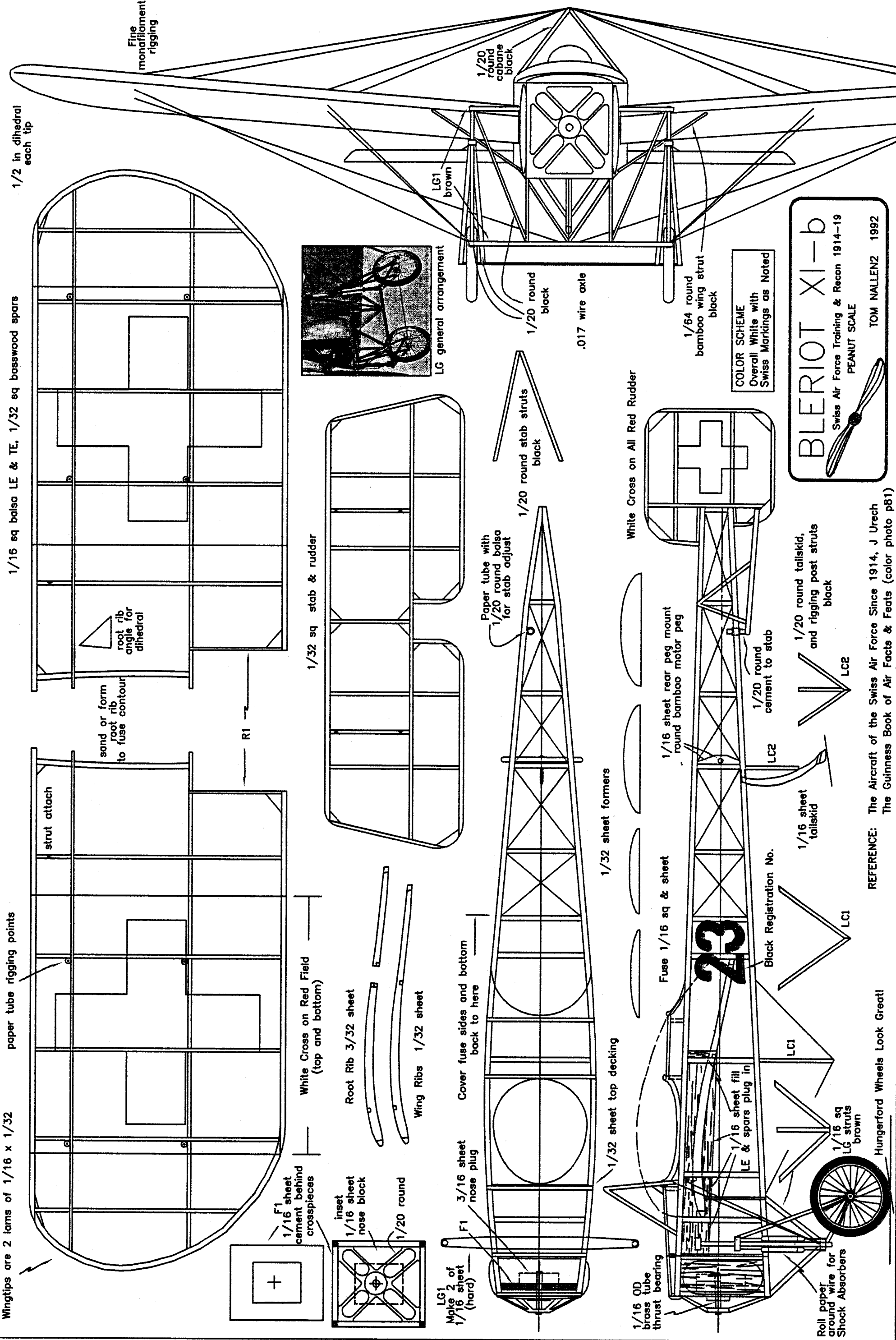
3/32 x 1/8

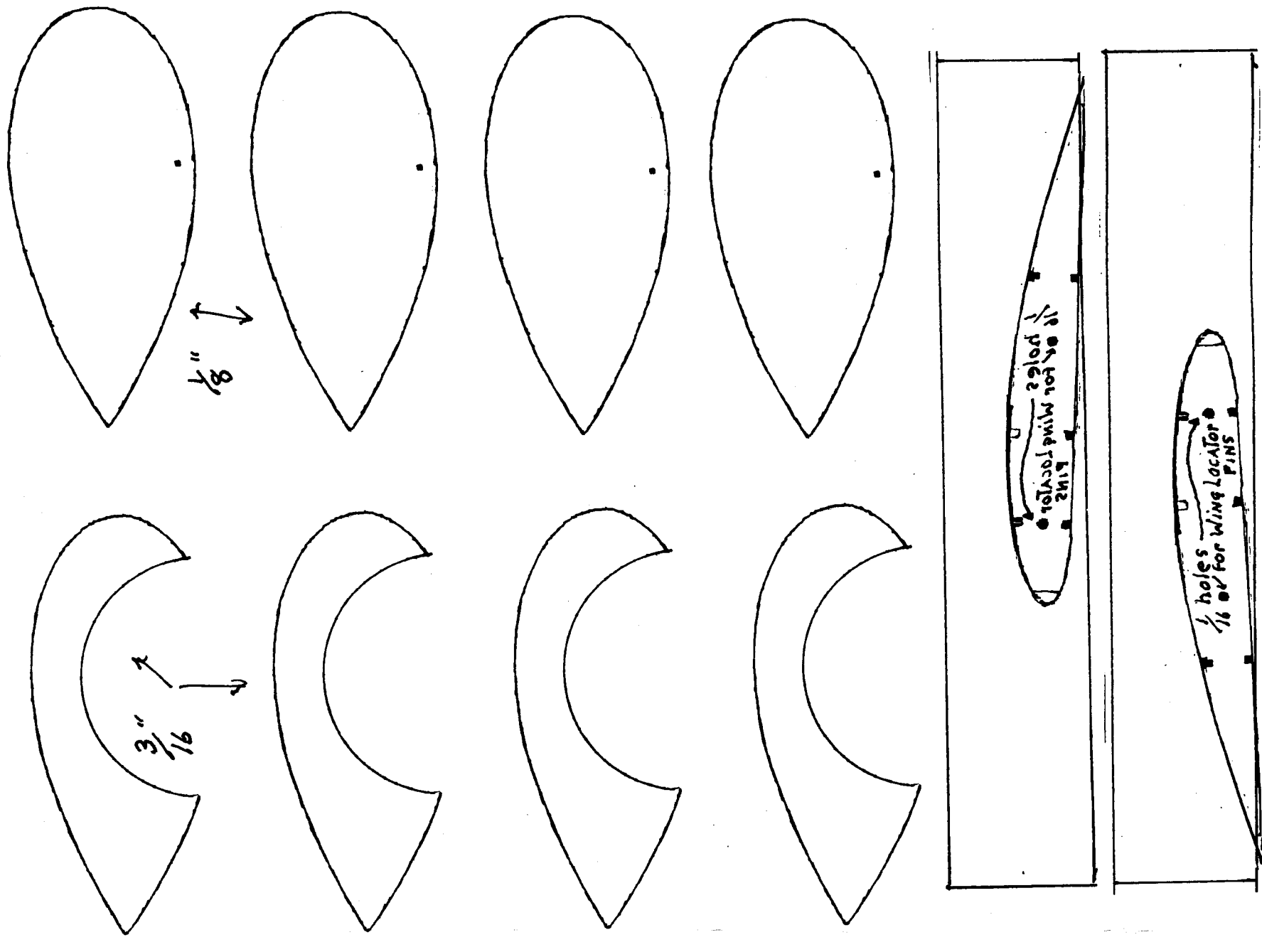
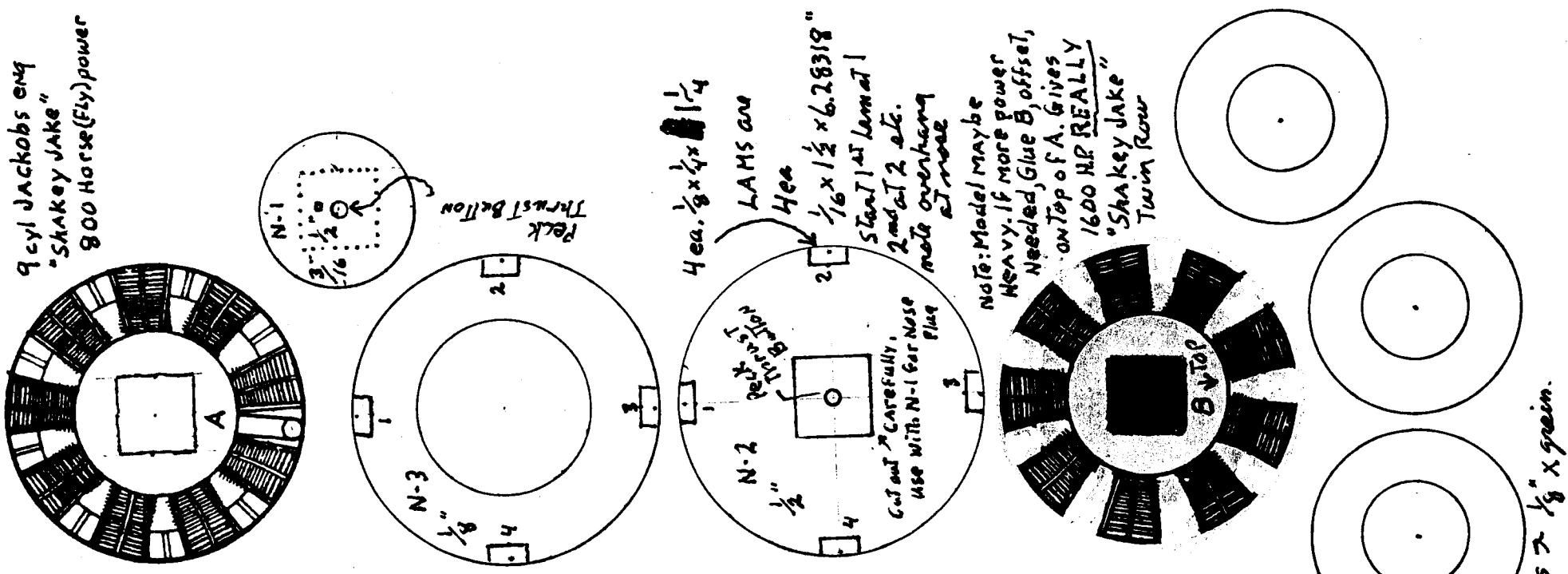
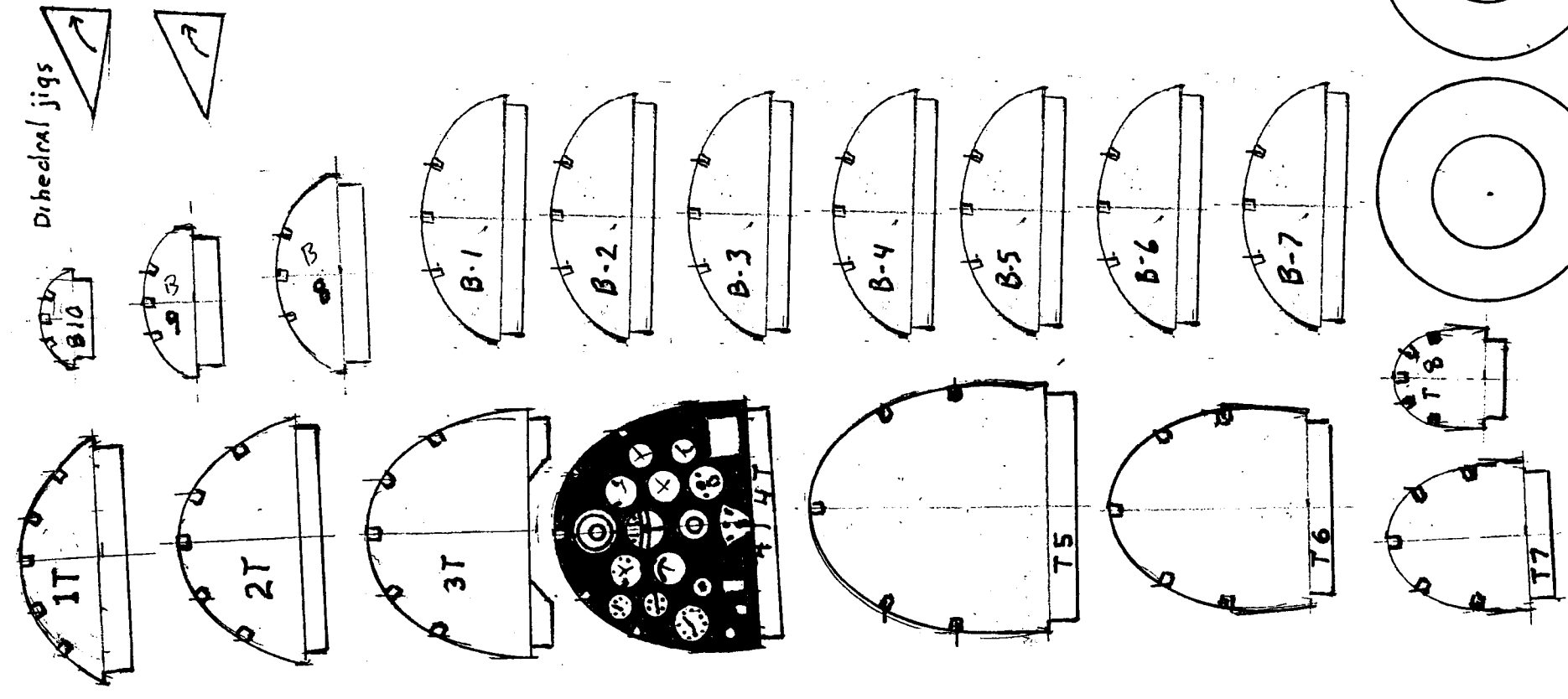
1/32 sh x 2 grain

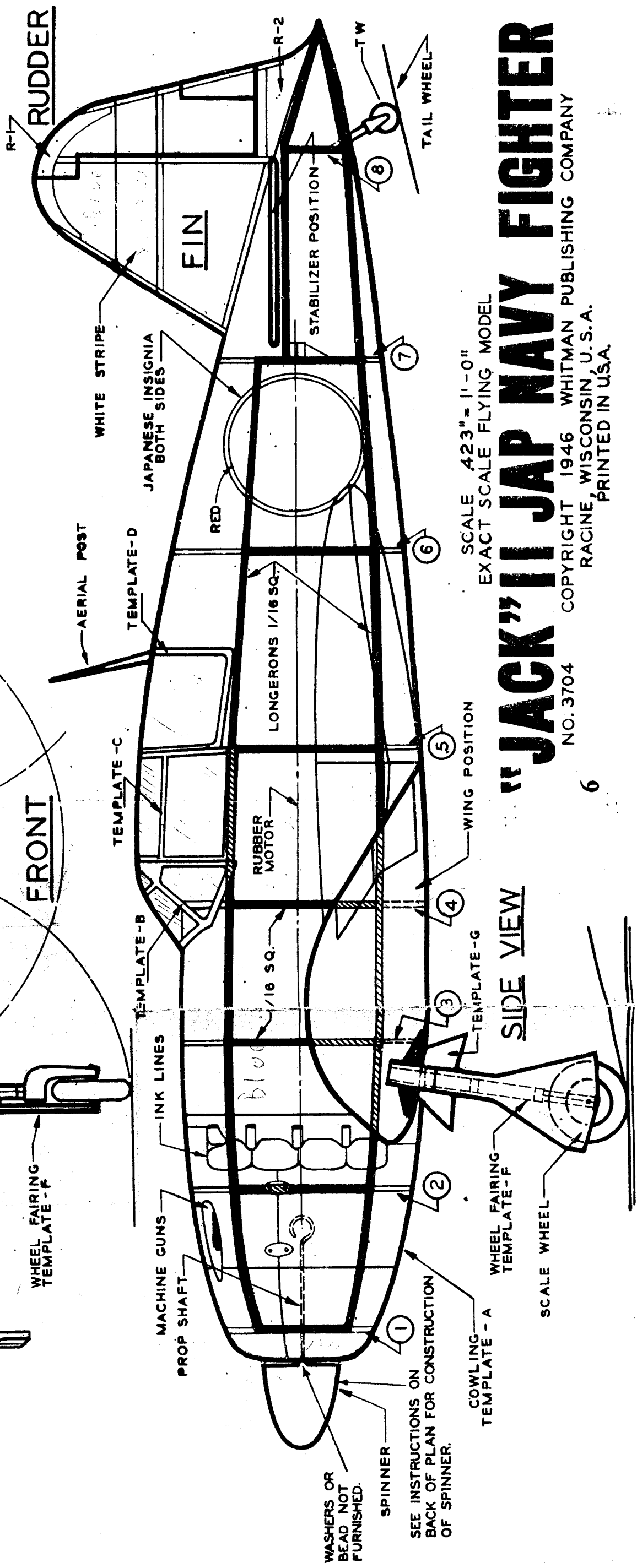
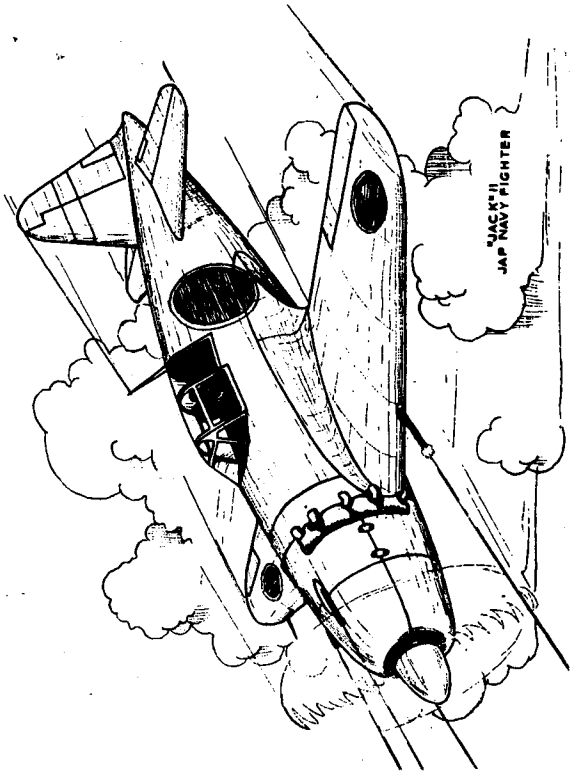
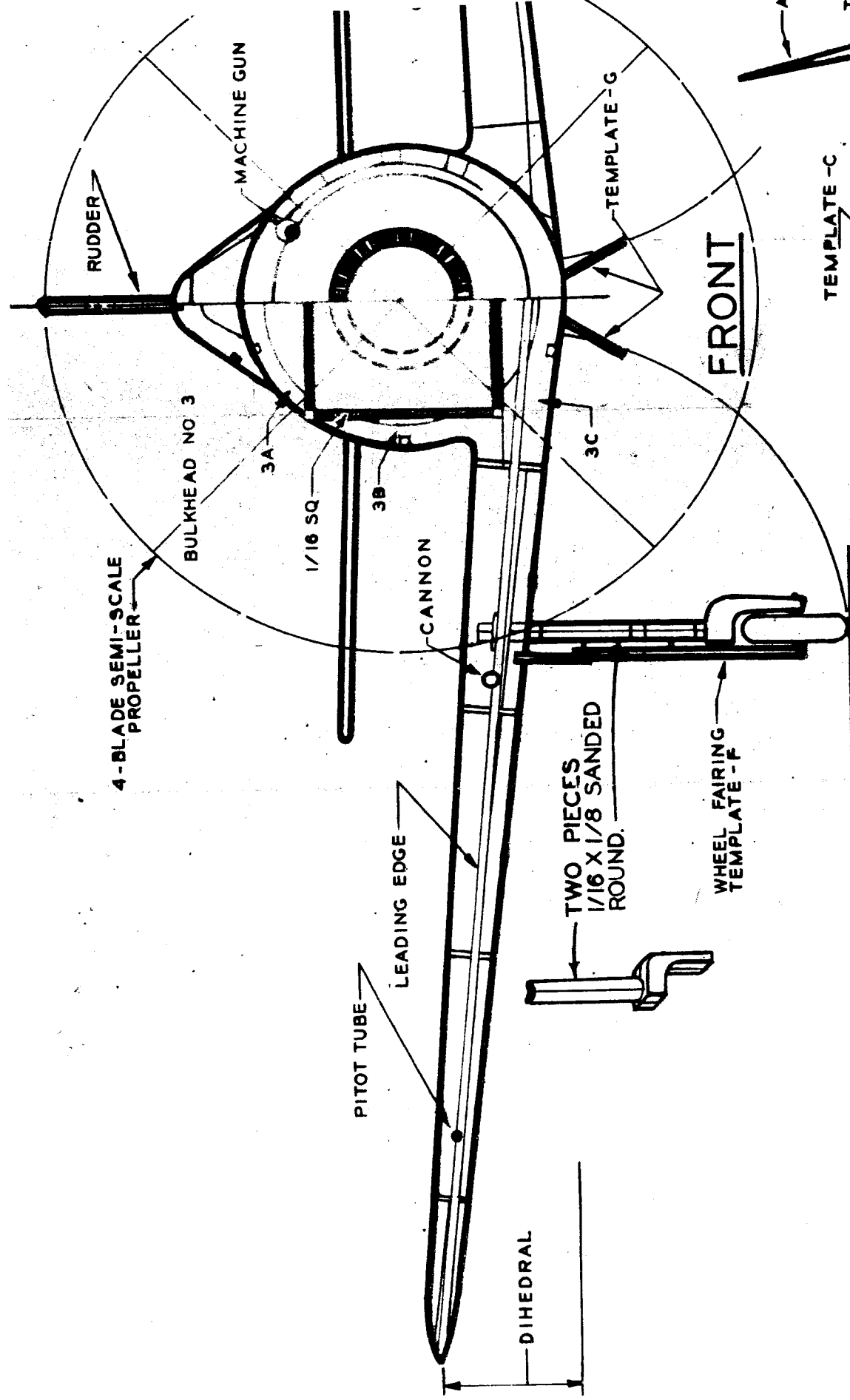
White

SPITZ'S
SPAG

1/8 x 2
X LAM





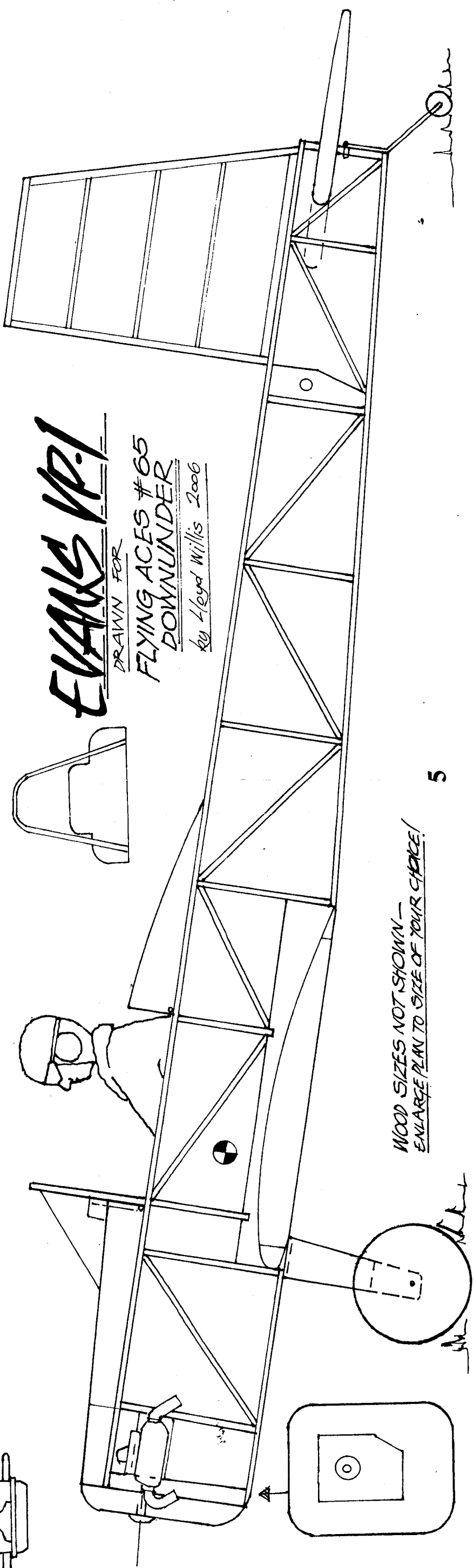
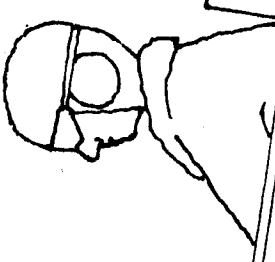
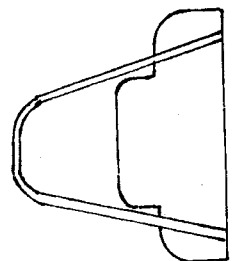
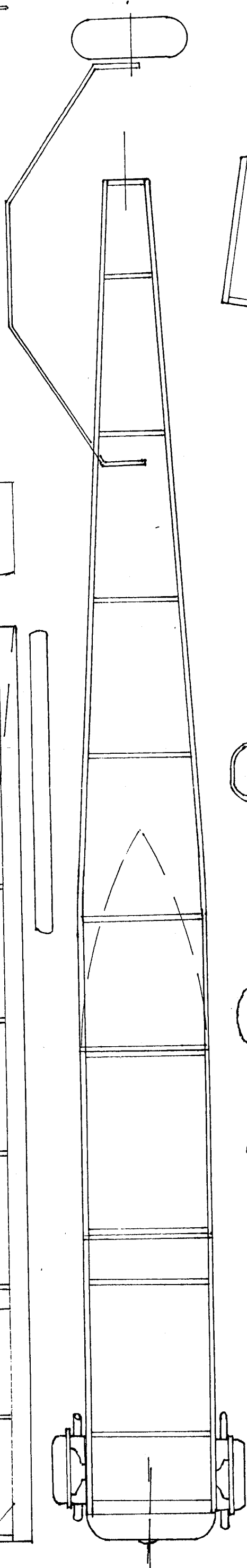
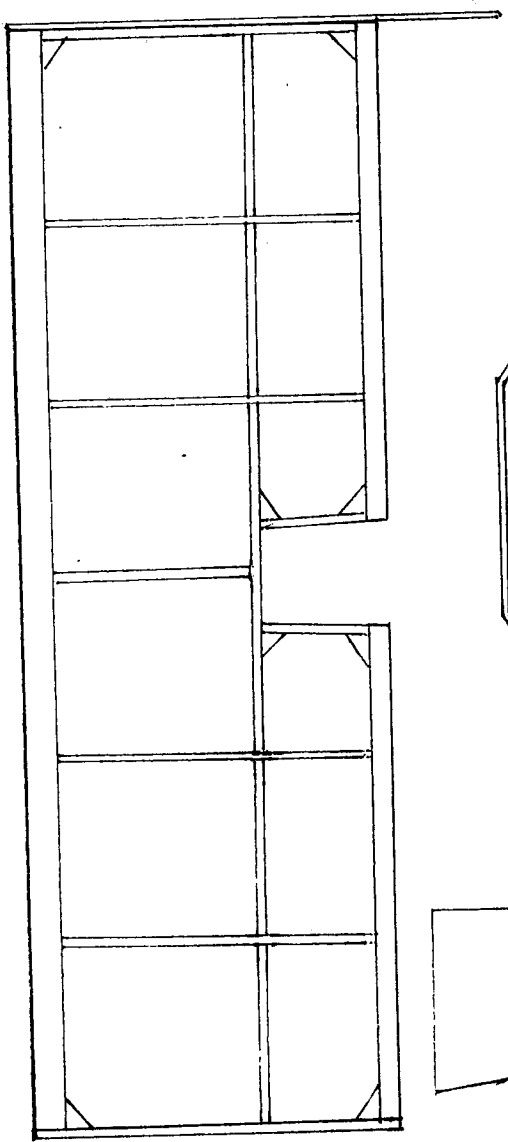
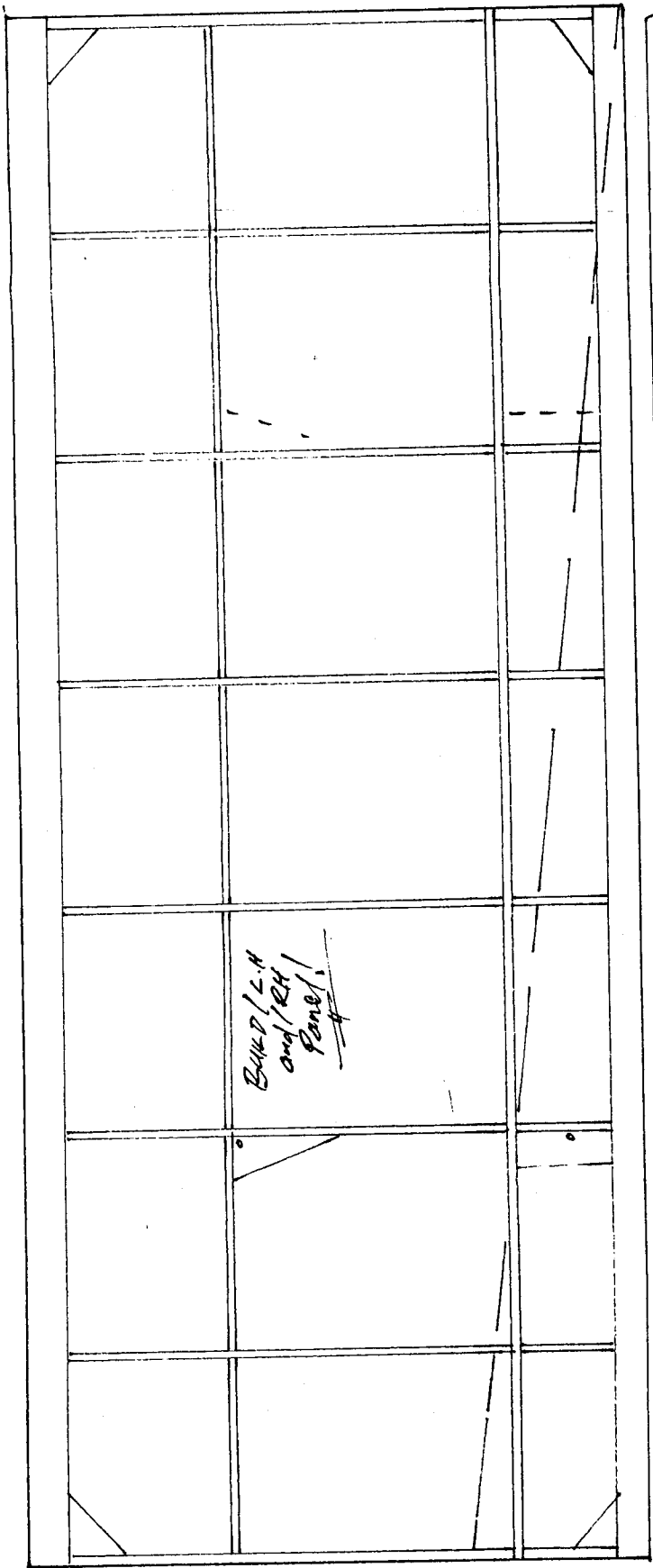


SCALE .423" = 1'-0"
EXACT SCALE FLYING MODEL

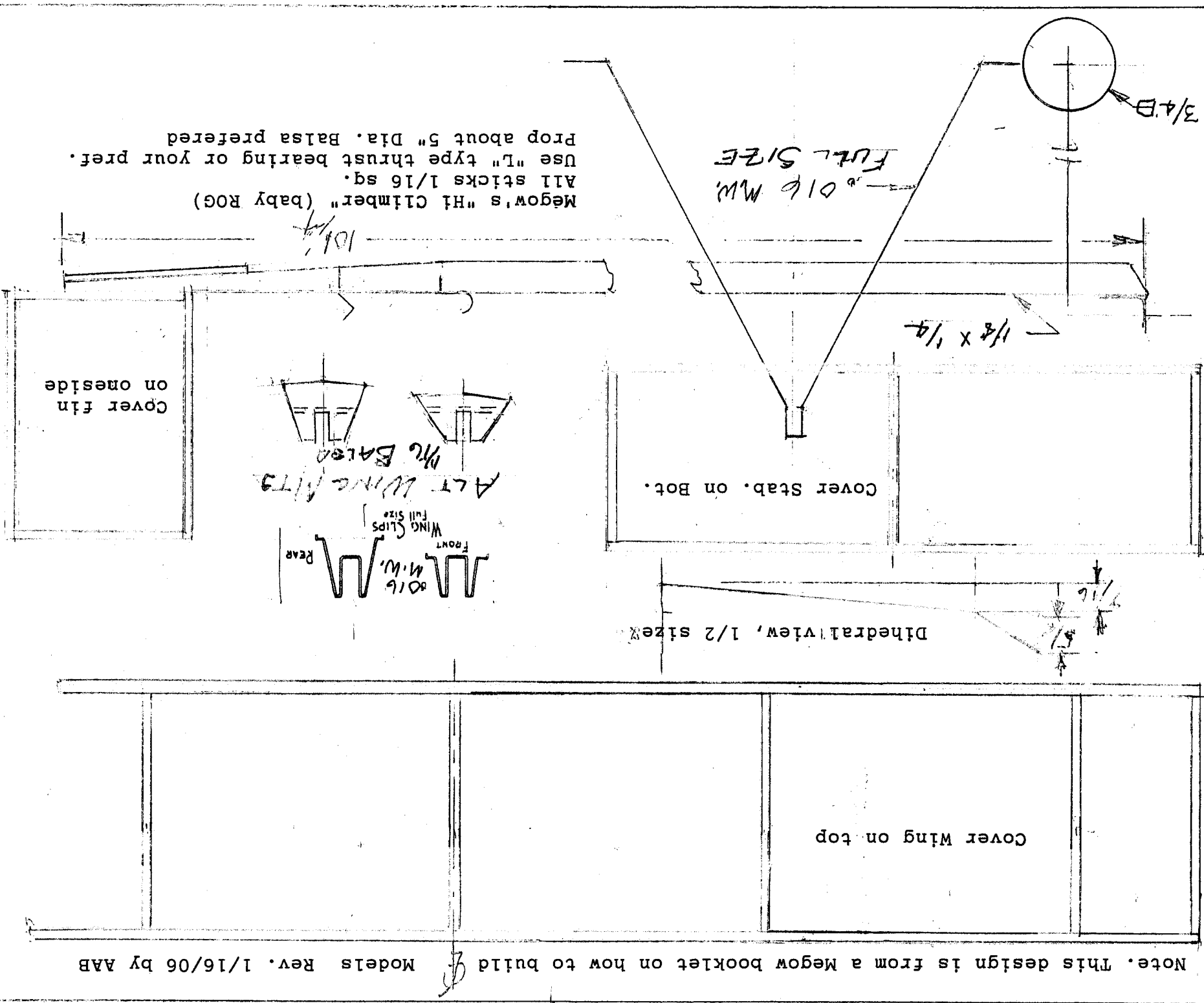
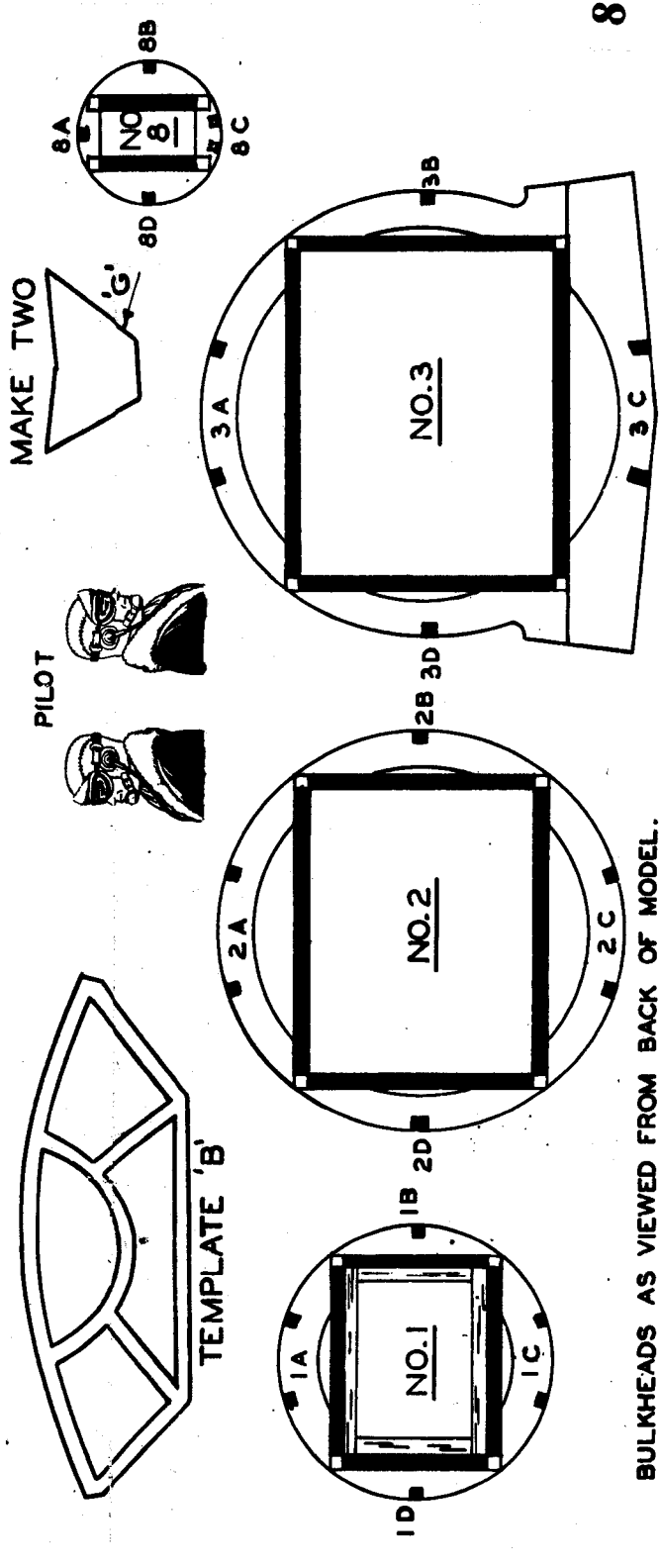
"JACK" II JAP NAVY FIGHTER

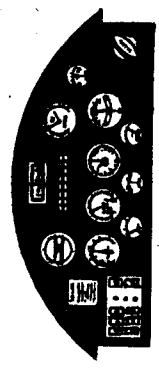
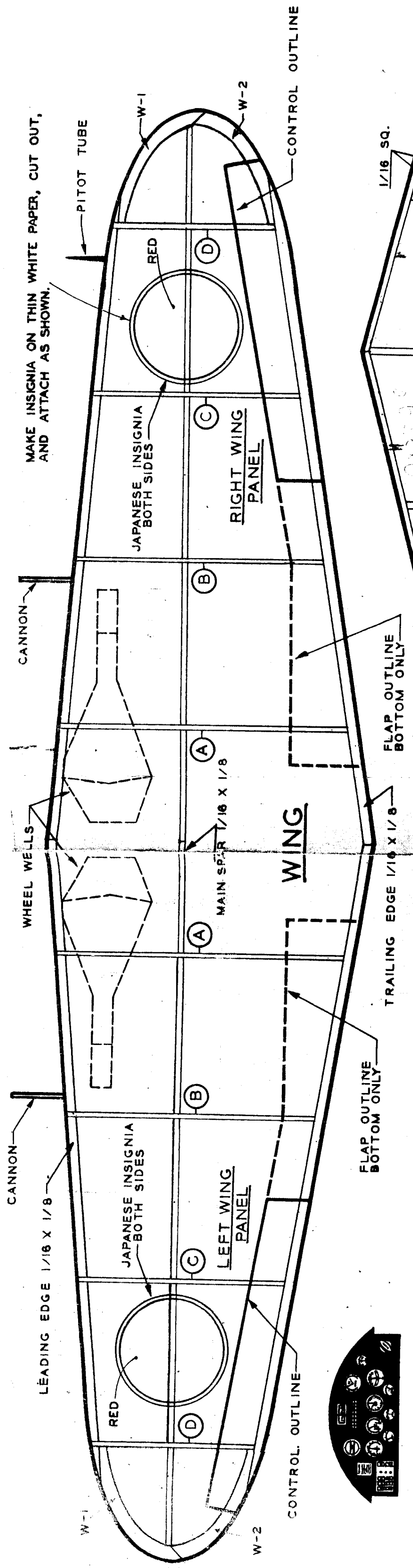
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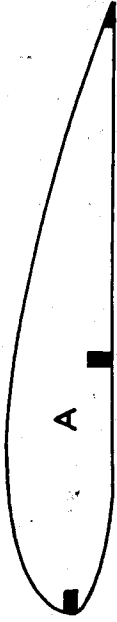
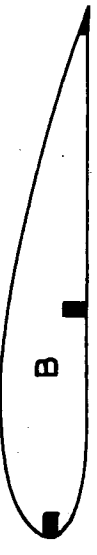


EVANS VP-1
DRAWN FOR
FLYING ACES #65
DOWNUNDER
by Lloyd Willis 2006





INSTRUMENT PANEL
GLUE ON 4A



WING RIB SECTION

