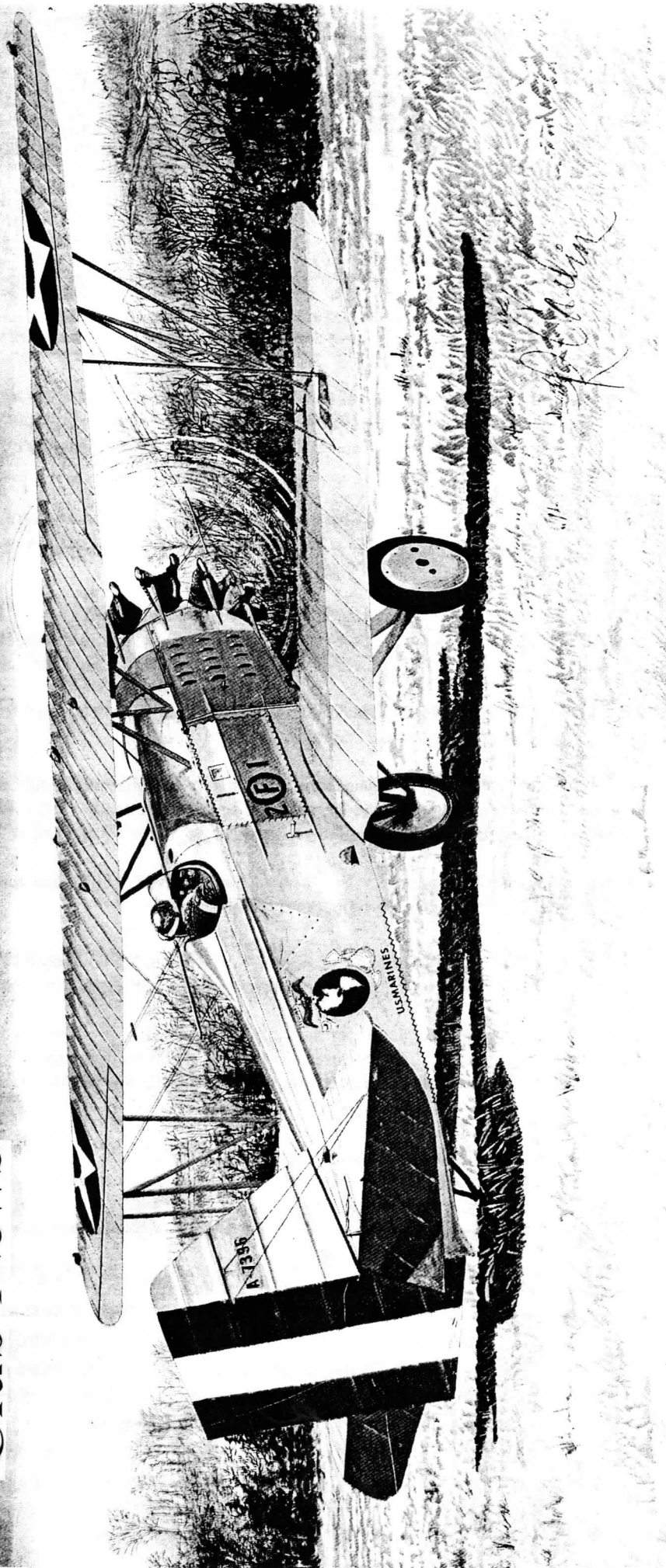


# FLYING

Club News

ISSUE #235-161 May/June 2007





# NEWS ON THE WING!

Thanks to all who submitted material to this issue? The cover was something I dug out of the files; don't know where it came from. The plans came from; Jake Larson (Fiction Flyer, a Chinese Trainer from the Terry & the Pirates comic strip), Mike Nassise (Curtiss SB2C Helldiver, a Dime Scaler), John Blair (Dime Scale, Sperry Messenger), from our files (Blackburn Roc), also from our files (D-H Moth Minor).

We have a couple of Clubsters who have moved and left no forwarding address. If anyone knows the whereabouts of these two members please inform GHQ. Last known address; Ken Johnson, 22321 Golden Canyon Cir., Chatsworth, Ca. 91311 and Bernard Guest, 241 S. Wilson Ave. #102, Pasadena, Ca. 91106.

John Bell is no longer producing the kits for the "Bell Model Aircraft Co." However, John will answer questions about the kits. You may contact him by phone, (727) 584-4003. If you are interested in the Bell kits, they can be purchased from Golden Age Reproductions, P.O. Box 1685, Andover, Ma. 01810 and from Penn Valley Hobby Center, 837-B W. Main St., Lansdale, Pa. 19446.

Somehow, the Lockheed Altair was omitted from the list of eligible aircraft for the Thompson Race event. Write it in your rule book, it is O.K.! In the proper colors, of course!

On the cover of issue #229-155, May/June 2006 there were what we thought were all Fiction Flyers and eligible for that event. But, it turns out that there are only two models depicted here that are really Fiction Flyers, they are the aircraft numbered no. 3 and no.5. The rest are models which plans appeared in magazines back in the 1930's and never appeared in any fiction stories. Sorry about that.

Stuart Brohm, from Lockport, N.Y. passed away on March 31, 2007. Stu was a member of the FAC for many many years. We want to express our condolences to his wife, family and friends.

Don DeLoach, 831 E. Willamette St., Colorado Springs, Co. 80903 Would like to organize an FAC contest for the Labor Day weekend in the Colorado area. If any Clubsters would be willing to attend such a meet please contact Don A.S.A.P.

We can still use a couple of photos for the 2008 FAC calendar. If anyone would like to share your workmanship with the rest of the FAC please send a picture. The pictures must be 8X10 and must be glossy, no e-mail copies. Your photos will become the property of the FAC. If you are going to participate, we need your photos REAL QUICK! Send them to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

The Great Grape Gathering FF contest will be held at Geneseo, N.Y. on Sept. 21-22-23, 2008. We will have more on this contest in the next issue. There will be 7 FAC events during the Saturday flying and yours truly will be the CD for that portion of the contest.

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## **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**

Jake Larson has sent us some copies of fiction pilots straight out of the comic pages of the 1930's and 40's. They are located elsewhere in this issue. There are several of them and we will try to give you some every issue. All you have to do is enlarge or reduce them to fit your model and then color them. They really look good in a model!

In the last issue we made the announcement that the AMA was going to use the FAC rules at their Nats this year. All fine and dandy, but get this! The first thing I heard since the last issue was that they wanted to change a rule! They never have used our rules and right away they want to change something. "DUH!" I wonder what they would do if I, as a CD would want to change an A.M.A. rule. I probably would have to forfeit my CD rating. All I want to say about it is this; "The FAC rules are just as sacred to us FACers as the A.M.A. rules are to those who fly under the A.M.A. rules!" Enough on that subject!

I will close with this tid-bit from Joe Wagner; Jack: Hey, last weekend I flew across Lake Erie on a hang glider! Jill: That's nothing. Last month I flew across the Atlantic on an empty stomach!!

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

Col. Lin Reichel, CinC, FAC

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## BUILDING TIP from Ollie Benton

There have been many suggestions for transferring paper patterns to balsa. The best I have seen is the use of Scotch Removable Glue Stick (catalog #6314). You can tape a whole set of patterns to a balsa sheet, then cut right through the paper. It holds the pattern to the sheet balsa so that cutting out the part is easy. Then it can be pulled off leaving no residue. The glue stick can be found at Staples.

Another tip. The newsletter of the Southern Ca. Free Flyers, "the Flightplug", mentioned using Parchment Paper instead of wax paper or Saran Wrap to cover your plan when building. Your editor used it and it is the greatest thing yet. Absolutely no sticking, your structure slides right off! This stuff is treated with silicone. You can find it at the supermarket in the plastic wrap and plastic bag section. In fact, maybe your wife uses it. If she does, maybe you can sneak a sample from her to give it a try.

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## AIR MAIL

Hello to GHQ. I would like to order the plans for the Corben Super Ace and the Pietenpol Aircamper as listed in a recent issue of the newsletter. Enclosed is my check for \$14.00.

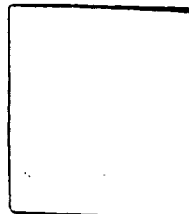
The reason for ordering these two plans is that when I was just a young fellow and a member of the Jimmie Allen flying club we went to visit one of my uncles and he was building an airplane in his basement. I don't remember which airplane he was building (nor how he planned to get an airplane out of the basement) but he had a Ford model A engine on his workbench he was making into the power plant for his plane. I know both the Corben and the Pet were home built designed around the Ford engine, so by building both models I can "think" maybe that was the plane my uncle was building.

Back in those days I was building airplanes from kits with names like "Megow", "Cleveland", and "Modelcraft". I sold Saturday Evening Post magazines door to door and when we sold a certain number we got coupons that we could trade in for model kits. (If you saved something like six million coupons you got a bicycle, but with a model kit for five, no problem making the choice.) Also, our local bread company would give you a model kit for saving five bread wrappers. A little glass bottle of cement was a nickel at our local hardware store and that was all it took to pass a lot of lazy afternoons building and crashing. (after I learned about putting the CG somewhere about one third the wing chord, some even did somewhat fly.)

Thanks for a good newsletter and a lot of memories. John Meacham

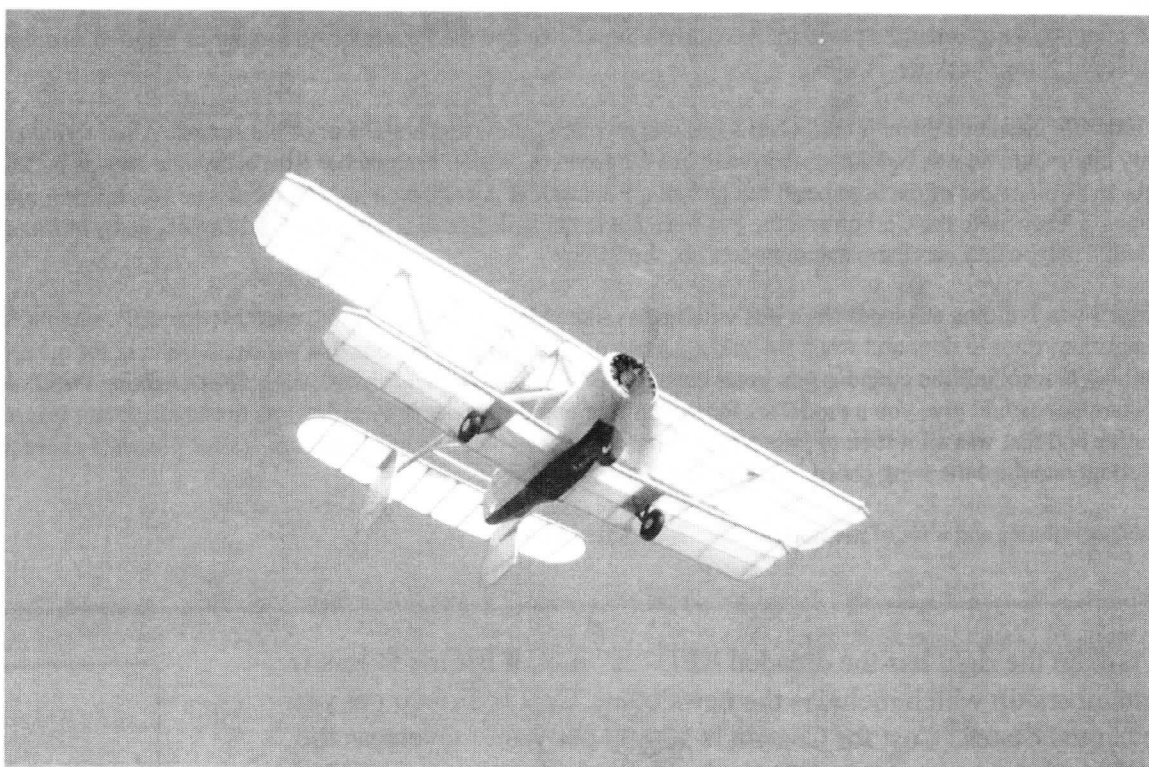
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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States. Cost for Canada is \$20.00 per year. Overseas the cost is \$25.00 per year. All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





Here is cute little Molly Gosselin holding Dad Ronnie's neat Spitfire.



Bernard Dion's tanker passing overhead. Looked great cruising around  
Both photos by Ronnie Gosselin.



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

**REMINDER:** We will commence this year's contest with the scale judging at the Quality Inn in Geneseo, N.Y. on Thursday the 19<sup>th</sup> with the flying of the models on Friday the 20<sup>th</sup> & Saturday the 21<sup>st</sup>. The awards banquet will take 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!

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. We hope you like the changes and have your usual good time.

Qualifying flights have been dropped for the World War One and the Thompson Trophy Race. We will still have qualifying flights for the Greve and World War Two events as these types of models tend to fly farther than the others and this will cut down the time it takes to run the events. (this is just an experiment) Qualifying flights 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 11<sup>th</sup> and 12<sup>th</sup> placers in these two events will be alternates if needed. Mass launch times will be posted on the field.

Old Time Gas Replica, O.T. Rubber, O.T. Stick Rubber, Two Bit O.T. Rubber and Jimmie Allen events must have the timing slips turned in by 2:00 pm the day of the event so there will be time for flyoffs. All flyoffs for these events will be determined by the participants as to how they want to do it. (we have done this sometimes in the past)

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 score will still be divided by three and if you take only 1 flight your score will still be divided by three.

We have added two more events to the schedule, they are the Goodyear Race and the Rapier Jet Scale events. Day of the events to be determined.

There will be **NO** trainers allowed in the military events now that we have an official Low Wing Trainer event in the rule book.

We can use some more volunteers to help run this contest. If you can spare a little time we can sure use your help. Please let GHQ know as soon as possible. Please get your entries in to GHQ as soon as you can. This really saves us a lot of time and frustration at the contest.

For those of you that are staying in the college dorm we will have a map for you when you check in at the Quality Inn for the scale judging. We will be using the Monroe dormitory this year.

**We could still use 4 or 5 event sponsors for this contest. If any manufacturer or individuals care to sponsor an event please contact GHQ as soon as possible, time is running out. We are also seeking donations of merchandise to be added to our prize list. For more info contact; FAC-GHQ, Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. Phone (814) 833-0314**

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## FOR SALE

Paper back books of "G-8 and His Battle Aces". Eight volumes No. 1 through 8. All in good condition. \$25.00 postpaid. Also many kits For sale. Send a self addressed Stamped envelope for list to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

## BALSA DENTS

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out! Works best overnight. Try it! It really works! Thanks to Jack Leslie, Ridgecrest, Ca.

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**HANNAN'S RUNWAY DOWNSIZES**

Bill and Joan Hannan are phasing-down most of their mail-order book business, after some 21 years of successful operation. Many remaining items are being closed-out, and interested readers may view them on the [www.hrunway.com](http://www.hrunway.com) web site.

Please note that the web site, Hannan's Runway's own publications and Frank Zaic books will continue to be available for the foreseeable future.

Bill and Joan express their gratitude to the magazine and newsletter editors and columnists who have been so kind in helping with promotion over the years; to their international network of talented contributors, and especially, their many faithful customers.

The hope is that more spare time can be gained, perhaps to build some new models!



## NEW FAC RULE?

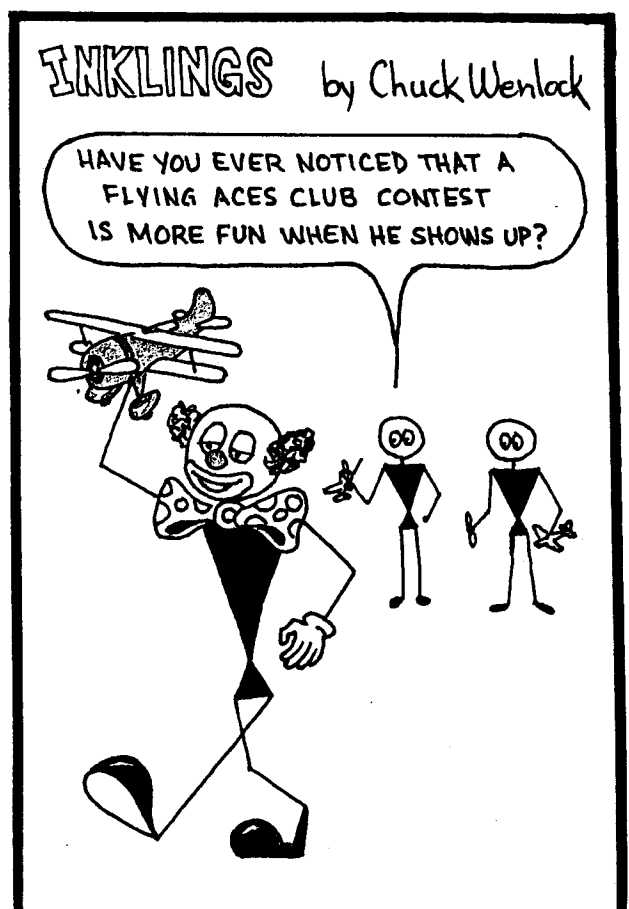
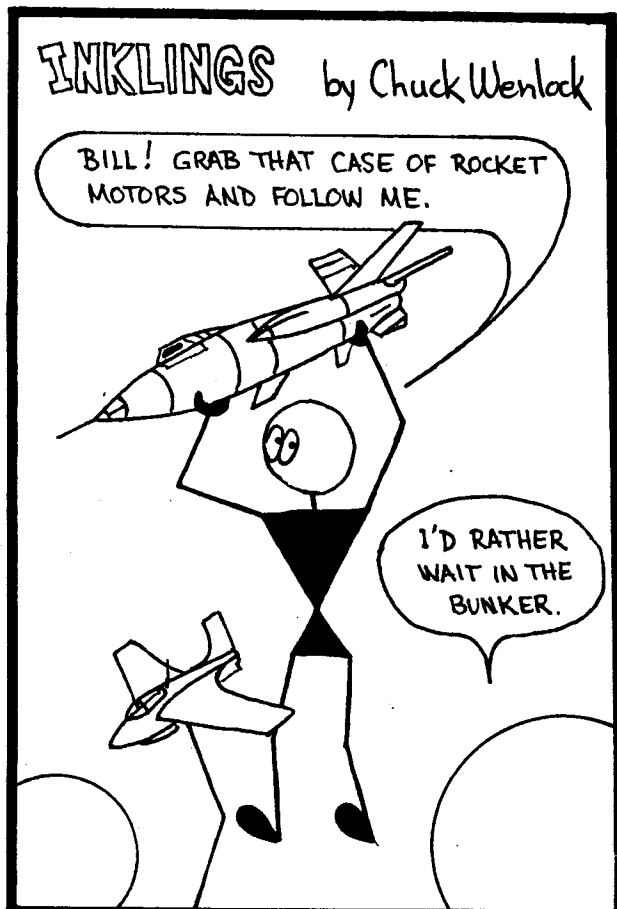
A few weeks back, after I received the latest FAC News I mentioned the new rule that would be tried at Geneseo this year. That was the rule that required the total of 3 or less official flights to be divided by 3 for the final score in the judged events. Few if any responses were posted.

I have been thinking about this off and on since then as to how it will effect the outcome of the judged events. Since I have been back in the hobby I have often heard other FACers complaining about how the bonus system discriminates against certain subjects such as low wingers with single engines. Someone, maybe Vance, pointed out that a subject with only 10 bonus points actually could get up in the winners circle if it received high static points and flew well. With this new rule in place, this will be much easier to do with a long flying 10 pointer.

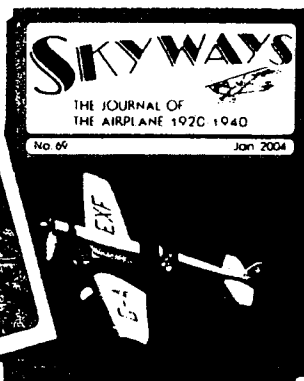
I have seen numerous contests where a subject with high bonus points puts in marginal flights and then catches a thermal, maxes, and wins the event. Under the new rule the flight score would be much lower than previously because the the total flight time would be divided by three. I think this new rule goes a very long way to leveling the playing field in a manner that should not be offensive to anyone. It is likely to lower the overall final score of the high bonus point models while assisting models such as low wing twins which are generally easier to get to fly for long periods. Besides, the chance for a disastrous crash, unfixable in the field, with a heavy multi engine subject is much greater every time the model is flown, especially over the short cropped grass at Geneseo. This happened to my Arado E-530 at the 2005 Non Nats. I had two pretty good flights in on the model but was hungary to max it. Packed in the turns and launched it just as the wind gusted. The model crashed and was damaged too seriously for a field repair. Fortunately, one of my prior flights was good enough to win the event. Had the new rule been in place, the model would have been way down in the scoring.

There is nothing unique about this rule and it is baffling as to why it has never been used before since the non-judged events such as GA Mil, Mod Mil, GA Civil, have always been scored by adding the time of each flight. I can see no reason why the rule should not be made permanent.

Bill Henn



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## 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
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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)		

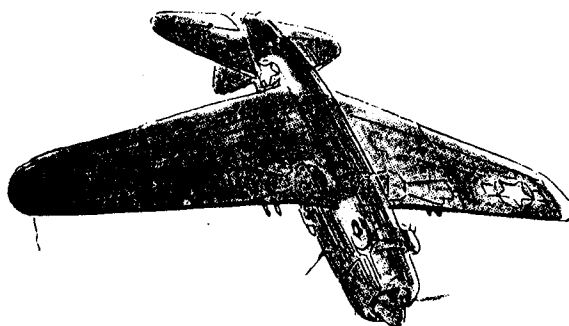
Send a self addressed stamped envelope to:  
FAC--GHQ, 3301 Cindy Lane, Erie, Pa.  
16506 for a complete list of plans for sale.

## 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 [redacted] Spartan---small [redacted], Seversky SEV-2----small & medium, [redacted] 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 [redacted] XX-L.

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



## 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 Griebeling 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.



## THE CASE FOR THE BIPLANE

BY TUVINKS SYZBEDAR

22 SQUADRON, FAC

In the Jan/Feb 2007 issue of the FAC News, the Glue Guru has given us a clear and concise account of the characteristics of a biplane configuration of full scale aircraft. It is accurate, yet paints a rather bleak picture to the modeler who has not yet tried one of these types so dear to the heart of many FACs. It has been my pleasure to observe the flight of a great many of these beauties over a period of many years. What was seen and learned is worth passing on to anyone who may be a bit hesitant in joining the band of Skysters who fly "two-wingers".

We all know that a biplane has a lot more stuff hanging out in the breeze that creates quite a bit of drag besides the extra wing itself. We also know that drag increases by the square of the speed. That is, if a model has 4 sq. inches of flat plate drag area at a speed of 10 mph, then at 20 mph it will have a drag of 16 sq. inches of flat plate area. Don't go away. We will not get into anymore math here. It simply states that you are better off flying a high drag model slowly. How is this done? Read on.

As in building any other model, lightness pays. The biplane has a greater wing area than a monoplane of the same span. Though the weight of an extra wing and struts are carried, the wing loading is always less. Less wing loading means you do not have to fly as fast, hence drag is lessened. There are other factors to consider, too.

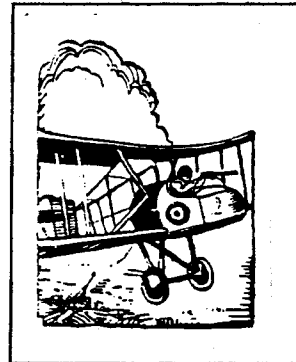
We all know that stability is a great contributor to higher climb and longer flights. The smoother the flight path, the better. No propeller turns are wasted in trying to pull the model through a power stall. We also know that any given airfoil has an ideal angle of attack at which to fly that gives the best lift over drag ratio. Many monoplanes, especially low wingers need to have the wings washed out near the tips to improve stall recovery. When the center portion of the monoplane wing stalls, the washed out areas near the tips are still providing lift, and a complete stall never occurs. But, at all times the complete wing is never flying at its best angle of attack. This is a loss of efficiency.

Though some high wing monoplanes are stable enough without washed out wings, the

stabilizers must, more often than not, be of increased area in order to achieve stability. The additional size of the tail adds weight far aft of the CG, just where you don't want it. In most cases, it must be countered by ballast in the nose. More weight!

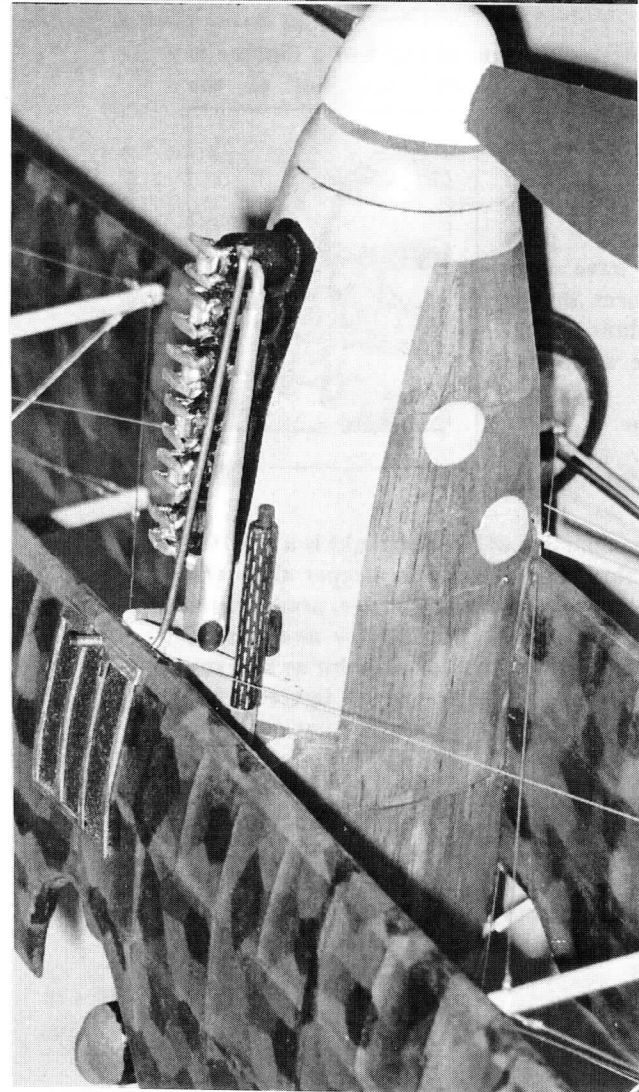
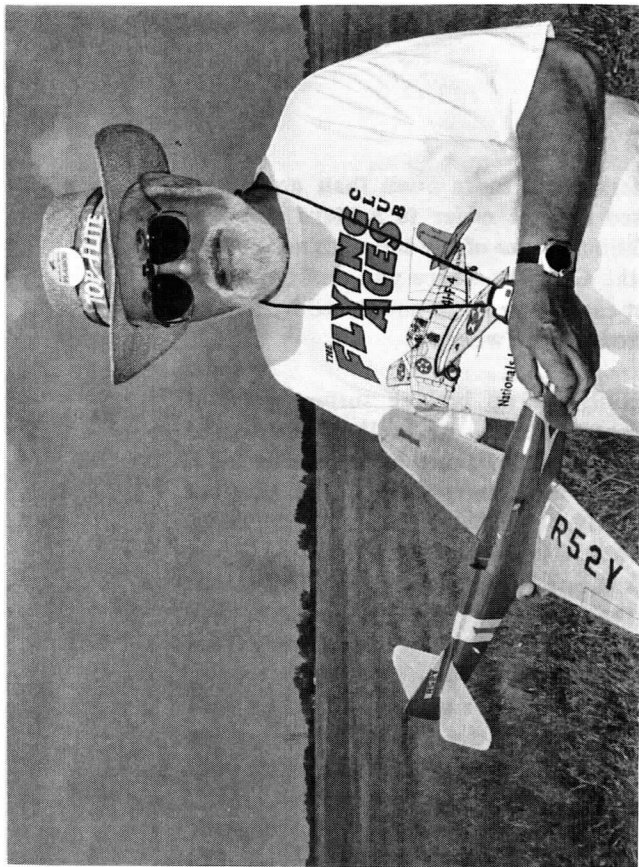
A carefully set up biplane suffers none of these requirements. As in the Glue Gurus article, an ideal incidence arrangement for a biplane is to have the top wing set at 1 degree more incidence than the bottom wing. Experience has indicated that  $\frac{1}{2}$  degree is just as workable and creates less drag. This set up allows the top wing to stall before the bottom wing, thereby effecting a quick recovery from any stall tendency. This is especially true in biplanes with positive stagger. That is, with the top wing set slightly forward of the bottom wing. No washout is needed, therefore both wings fly at an ideal angle of attack. And, almost all of them will not need an over scale size stabilizer.

The powered portion of flight of a biplane is certainly less efficient than that of the monoplane, even though it does not require a high speed. The biplane prop should have more blade area than a monoplane prop for the same size model. It needs this for a better bite to overcome the additional drag.

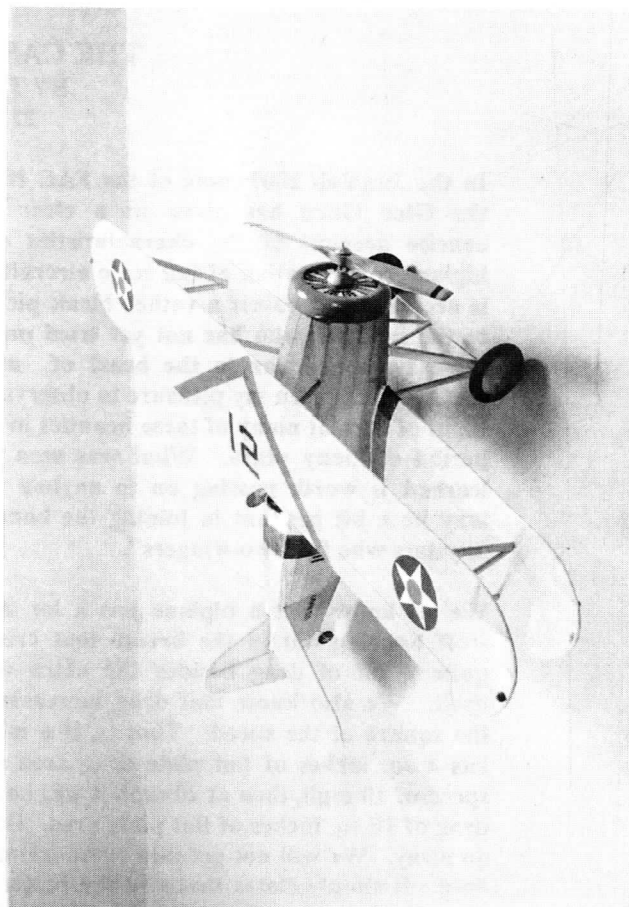


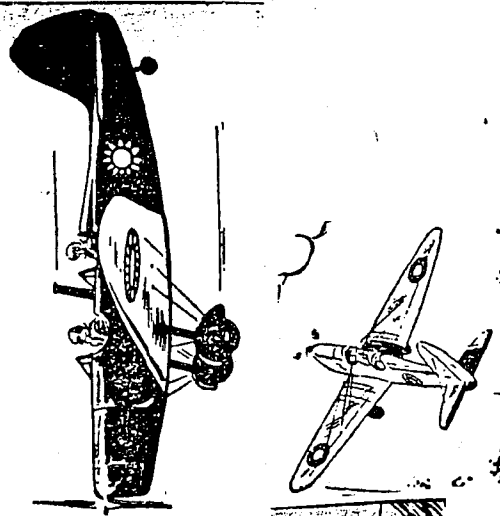
The glide portion of biplane flight is a wonder to behold. The attitude is steeper than the monoplane, but its speed is lower, producing a slow rate of descent. Unlike the monoplane, the biplane seldom will climb a bit as it turns into the wind, but possessing a lighter wing loading, it is possible to pick up some good air quite easily.

No, the biplane is not as efficient as the monoplane. That's why it gets bonus points. But, it is not as bad as you might think for the reasons given above. In flight it is a sight no modeler should deny himself of having created.

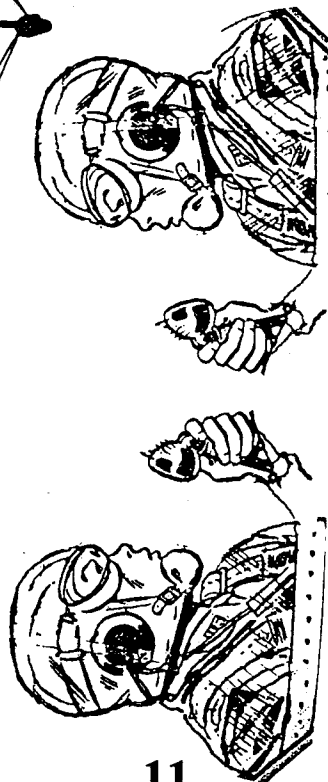
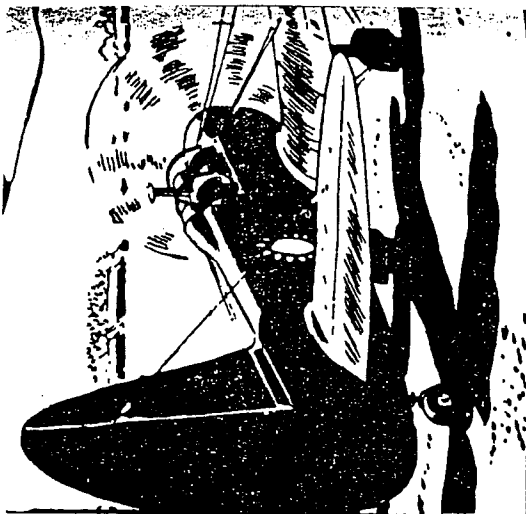
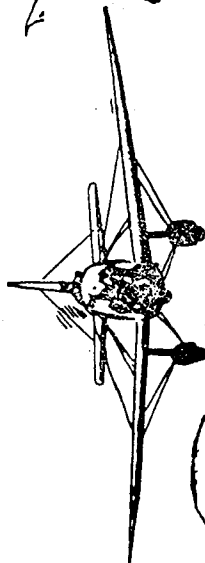


Dan Marek's Albatros C.XII, look at the detail on the engine, great job! (pic & model by Dan). Fred Wunsche's pic of John Houck waiting for the start of the Greve Race at Geneseo last year. A pair of Fred's, Wunsche on the left & Gregg on the right judging a very nice model of the Spartan Executive. (pic from Dan Olah). Another photo from Jack Fike of his model of the Boeing P-12E. Model spans 12 inches & was built from a Megow plan.





*Documentation  
Chinese Trainer*



From Jake Larson. At the left is Terry Lee, from "Terry & The Pirates", below is "Flip" Corkin, modeled after Phil Cochran, Erie, Pa.s own hero of WW-II. Phil was a friend of Milton Caniff who drew the comic strip. We ran Phil's story in the newsletter a while back. Size them to fit your model, color them and paste them back to back and insert in your ship.

*Flip Corkin*

*Terry*



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

Wallace (Wallis) Rigby of England, was probably one of the best known paper airplane creator's and model airplane enthusiasts to work with that material. His scale creations were varied.

From ship's and wheeled vehicle's to his favorite, airplane's.

An ability to create in three dimension's any type of vehicle from a set of drawing's and three view's was quite phenominal. With airplane's, his range of sizes included small hand-held models for display, hand-launched glider's and a large rubber band powered "Spitfire" among other flying type's.

Prior to World War II, his design's appeared in book form and were sold nationally. Attempt's to sell his paper model book's world-wide was cut short by the coming of the Second Great War. Although his last edition was reported to have sold over 50,000 copy's.

When many of us think of paper models we are familiar with the Jack Armstrong "Tru-Flite" series of models that were marketed two fighter designs to a pack. These would include a World War II allied and enemy model's which were initially offered as premium's by the Wheaties cereal Company during the war. They have been re-printed and are now being sold by the Academy of Model Aeronautics. The addition of a one cent coin in the nose turned the model into a hand-launched glider and I believe there were ten different design combinations.

Checking my original collection of "Modern Models by Rigby", saved from 1941 and which appeared as a feature in the Sunday comic section of newspaper's across the country on a weekly basis, I found quite a variety of models. Among them the Bell "Airacobra", Supermarine "Spitfire", Curtiss "Hawk" 75A, Hawker "Hurricane", Vultee "Vanguard", Westland "Lysander" (my favorite), Grumman F4F-3, Grumman XF5YF-1 "Skyrocket", Boulton Paul "Defiant", an unidentified Autogyro and Flying Boat as well as a myriad of other train's, ship's and wheeled vehicles.

Before World War II, Mr. Rigby was an active Wakefield flyer and competed in France. He once said that a disadvantage of his paper airplanes was that his models had been eaten by goats while visiting Gibraltar and dog's in England, also pig's found them most digestible from time to time. (I am certain there are many free-fighter's who say that various animals have found balsa and tissue covered models equally digestible unless recovered in time from a way-ward flight).

One of Mr. Rigby's last design's to be marketed, was that of a Douglas DC-8 shortly after the actual aircraft entered service with the airlines. This model was printed on a thin plastic sheet type material rather than paper and featured a 24" wingspan which could be flown G-Line style.

Although the Rigby name come's to mind when paper airplanes are mentioned. A look thru some old copy's of Fying Aces magazine's during the 1937 year, found published design's such as the Gloster "Gamecock", a Waco CSO twin float seaplane and a Northrop XFT-1, all designed by Herb Lozier.



Further research has turned up more later day design's such as a large Ford Tri-Motor and a 1/24 scale model of the Cunningham-Hall Ga-36, the original airplane having been found, restored to static status and is on display at the Niagara Aerospace Museum in Niagara Falls, New York. Also in my collection is a unassembled Henschel HS-126 model purchased from a distributor many years ago whose address I no longer have.

Back in the early 1980 period the Edo Float Corporation offered a 8 1/4" wingspan model of a Piper "Super Cub" on floats along with a catalog of their available float products.

Looking further, my files have turned up another unassembled model of an 18" wingspan "Taylorcraft", source unknown.

I have also found that there is a large company located in Hawaii specializing in paper models of all sizes and descriptions.

Thus, when researching Mr. Rigby and his models, it was not difficult to find other designer's and supplier's of paper aircraft model's which leads one to believe that modeling in this medium has been available to hobbyist's for many year's.

Perhaps someone out there may still remember a large cut-out book offered by the Kellogg's Corporation for a dime and one cereal box-top, which contained various model of 1930's aircraft that could be removed, folded and assembled for static display. One design in this book was that of a Northrop A-17-A "Nomad". I believe this was available sometime in the mid-1930's era.

This was interesting research, as the more I looked, the more I learned about paper model airplane's and their availability.



**DON WILSON**



116 Main Street East

Grimsby, Ontario

L3M 1N8

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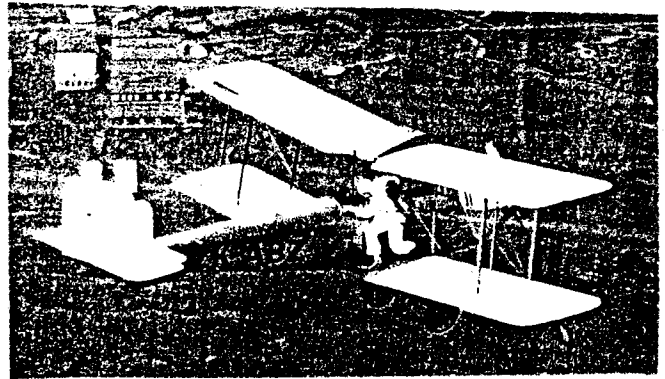
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### WANTED:

Bruce Conway, 3850 Marburg Ave., Cincinnati, Ohio 45209, needs the print wood patterns for the Cleveland IT-98 Stinson 150 and the Jasco Thermic "C". Also the plans for the 10 foot Cleveland Condor.



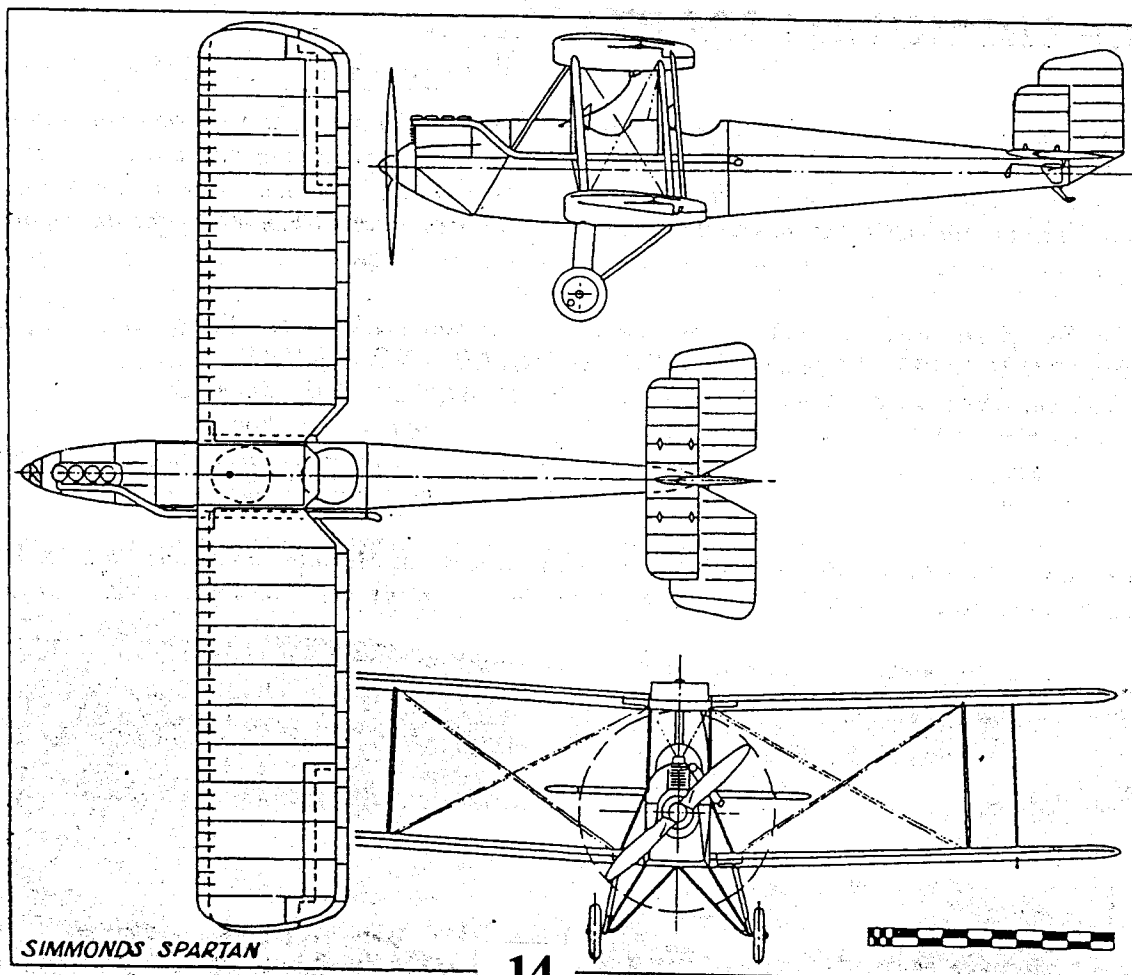
*Scotty Fraser departing ZK-ABZ over Auckland in 1932.*

## THE SIMMONDS SPARTAN

In 1928, O.S. Simmonds designed and built his first aeroplane, with the main aim being to make as many parts as possible interchangeable to save costs. Each wing panel was identical, with symmetrical section which meant one wing would fit in any position. The rudder was interchangeable with the elevators, and the fin was identical with the outer third of the tailplane. Each half of the undercarriage could fit on either side, and all the bracing wires were the same length.

In 1929, five Spartans were sold in Australia, and seven in New Zealand, as follows; Australia; VH-UIT, VH-ULY, (later ZK-AAY), VH-UKQ, VH-UMQ, VH-UMP. New Zealand; ZK-AAP, ZK-ABC, ZK-ABK, ZK-ABL, ZK-ABN, ZK-ABU, ZK-ABZ. Another Spartan Downunder was VQ-FAA in Fiji, which was operated on floats. Of these 13 aircraft, 2 survive: ZK-ABZ, owned by Sid Lister for most of its life, is now being restored in Christchurch. One of the others also survives and may also be restored in the near future. Colors: ZK-ABZ is Royal Blue and Silver. One of the others was Maroon and Silver. Lloyd Willis

*(Ed. Note, for some reason this article was left out of the last issue, should have accompanied the plan)*



I was barely into my teens when I first got a model airplane to fly. It was a Comet Sparky. What a thrill! That was during WWII. Rubber was so scarce my model building buddies and I hooked rubber bands together (when we could find them) to make rubber motors. When it came time to get the Sparky in the air we had no rubber bands on hand, so we cut a golf ball open to get the long rubber strip inside. The rubber wasn't good. It broke as we peeled it. We even had to cut out the very thin, ready-to-break spots. Finally, we had enough golf ball rubber to power my Sparky.

There must have been a hundred knots holding all those short lengths of rubber together...and there were the dangling tails from the knots. I can't tell you how many hand winds I put in that motor, but the Sparky flew from my hand with a graceful, steady climb. It left my back yard and entered the adjacent cemetery, continuing its climb and making a slow left turn. The sound was amazing...and hilarious. All those loose ends from the knots in the rubber slapped against the tight tissue covering on the fuselage. It was sort of a buzzing, rattling cry of freedom.

As I watched the Sparky turn, I expected it to come back to me. My focus was only on the model. My rejoicing at the first flight turned to horror when I realized the airplane was turning directly toward the huge Horse Chestnut tree in the center of the small cemetery.

It was still climbing when it entered the greenery. It didn't fall. The Sparky landed like a bird among the leaves on a high branch. I knew I could never climb to where the plane rested, so I spent the rest of the day throwing rocks and sticks, hoping to shake the model loose. Eventually, it dropped to the ground.

I was exhausted from the recovery effort, but that passed. A good night's sleep erased the aches and pains. Nothing, however, has dimmed the glowing memory of that first successful flight.

*Chuck Wenlock*

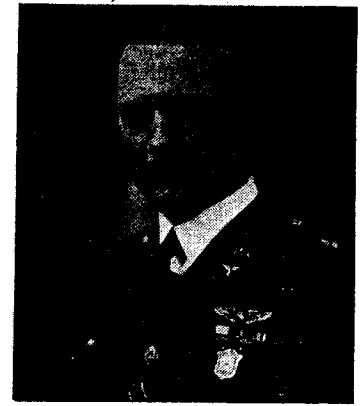
## GEEZER GESCHWADER

(With apologies to Jeff Foxworthy)

You are a member of the Geezer Geschwader if you:

1. Know what to do with banana oil.
2. Know that T-56 is not a cell phone number.
3. Have ever paid 10 cents for a 10 cent kit.
4. Have ever built a flying model kit with pine stringers and cardboard formers.
5. Have ever attempted to shape the rock hard pine of a Strombecker solid model kit.
6. Have ever attempted to glue #5 together with the powdered glue provided.
7. Have ever bent bamboo over a hot soldering iron.
8. Have ever heated a soldering iron on a gas stove.
9. Have ever wound a twin rubber model with the hand eggbeater you swiped from your mama.
10. Have ever heard of a hand eggbeater.
11. Have ever used the best glue ever made (Comet 10 cent).
12. Know that bamboo paper is not used to wrap dim sum in a Chinese restaurant.
13. Know that SAE 70 is not a keyboard command on a computer.
14. Know that a GHQ was an engine that never ran for anybody and had nothing to do with Lin Reichel.
15. Ever saw Jim Walker fly three control line models at once.

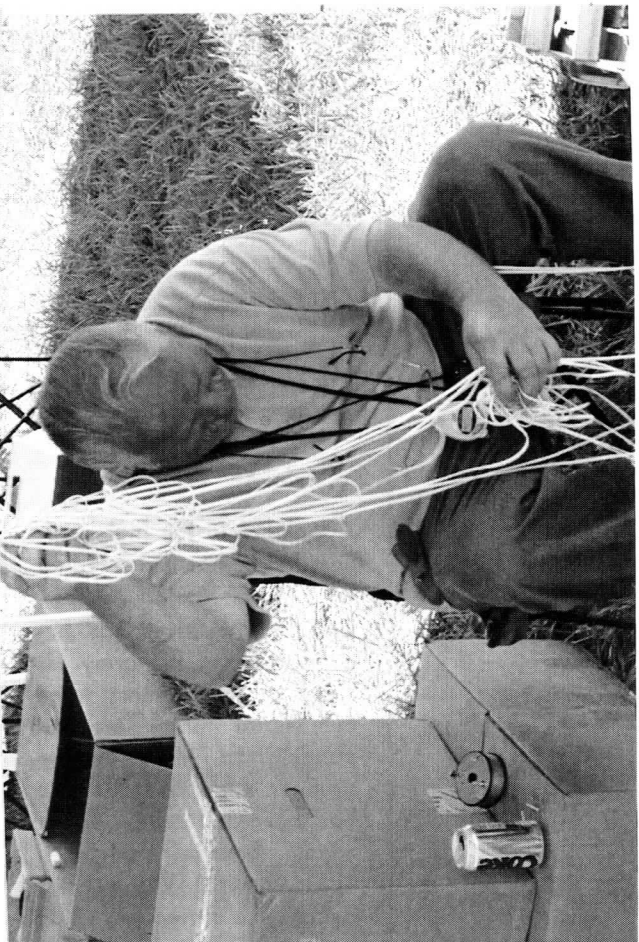
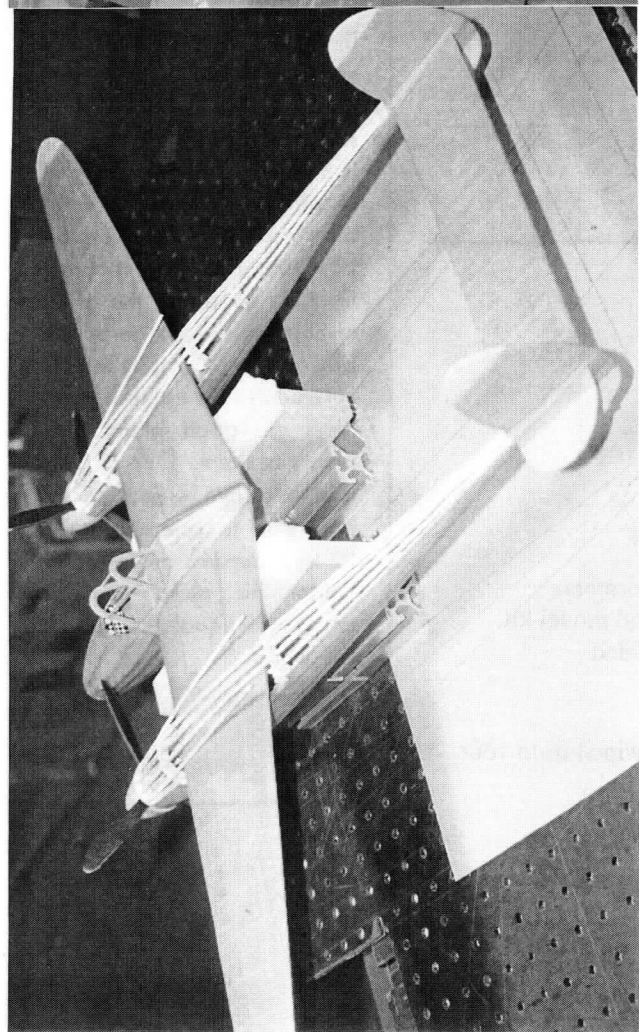
By Dan Marek



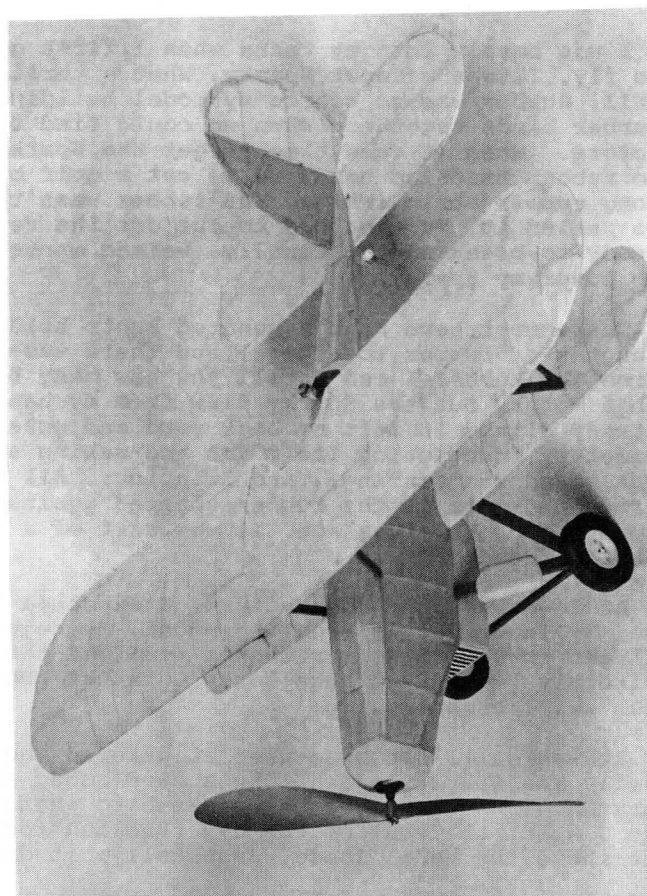
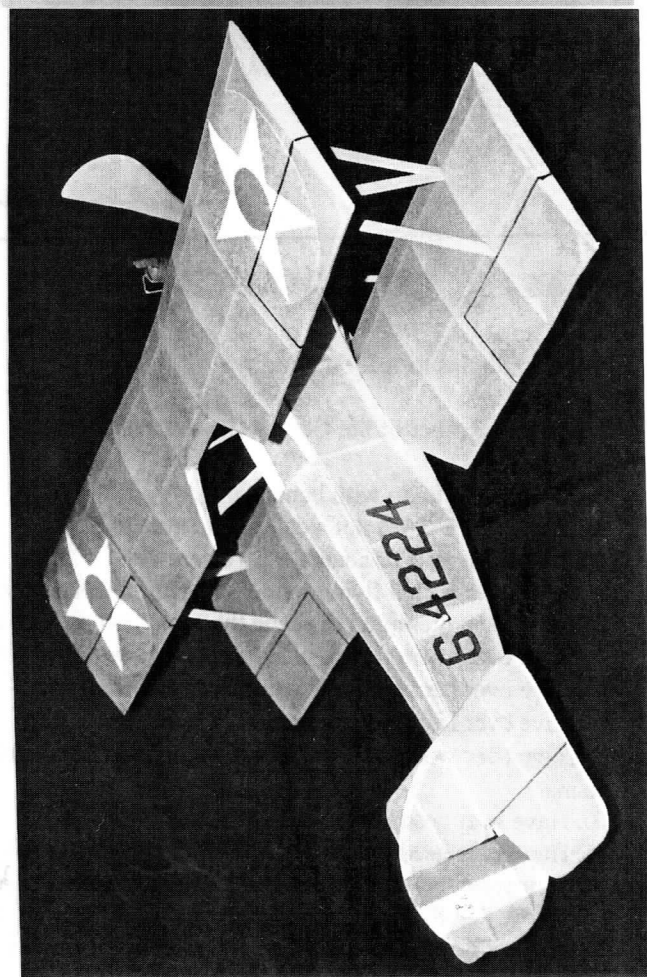
MAJOR GENERAL  
OSCAR WESTOVER

Appointed to the high position that he has understudied as assistant for four years, General Westover has become chief of the army air corps at the moment when our aerial forces are expanding to history-making strength. America's air future has been placed in expert hands. Born in Michigan in 1883, General Westover has been in the army since 1901; he joined the air force when it was still part of the signal corps in World War days, and has since performed all sorts of aviation duties. He is a trained balloonist as well as airplane pilot. Since the air corps reorganization last year that created a separate G.H.Q. air force, the office of chief of the air corps has been devoted largely to procurement—seeing that army fliers get good planes and plenty of them. One of General Westover's first official acts was to reject bids for 82 new pursuits as unworthy. Under his plans, our air corps will equal the best in the world.





Ed Zorek sent this pic of his P-38, soon to be finished. Now we know where Dave Livesay is. He is still trying to extricate himself from all that rubber strip! (photo by Stu Weckerly). Subject of this issue's Dime Scale plan from John Blair (plan & pic from John). Easy Built Models kit of the Fairey Fox built by Jim Antoine, his photo.

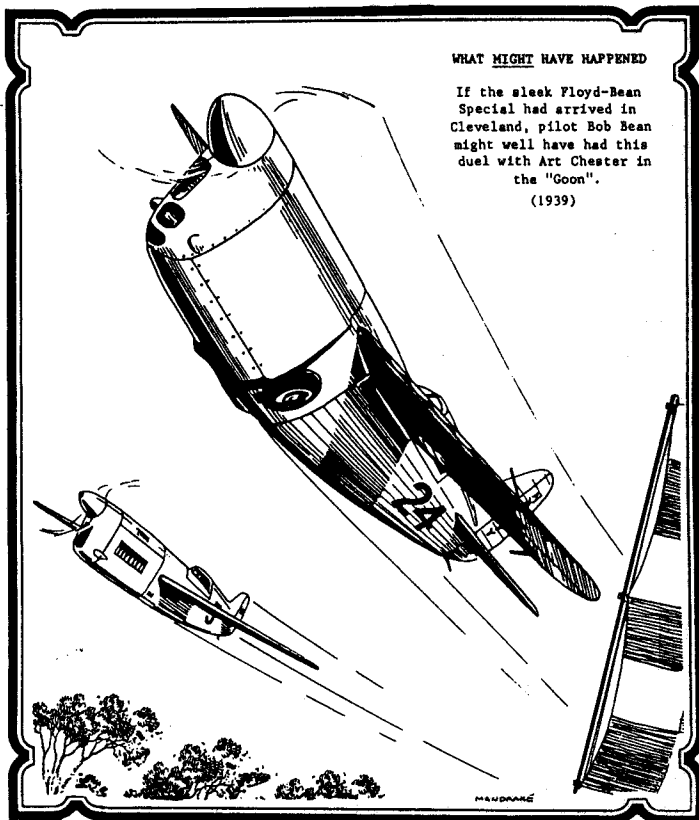






## THE GREVE TROPHY RACE: 1939

(The following article first appeared in the newsletter of the "American Air Racing Society", January 1980)



The racing fans and, no doubt the race sponsors, hoped to see some new racer designs show up at the 1939 National Air Races, but the only new racer built was the Floyd-Bean Special which is featured on the left. It was designed by Tom Floyd who also designed the Chambers "Chambermaid". The similarities between them are apparent. It was completed in October, 1938 and on the third test flight the landing gear collapsed causing damage to the bottom of the fuselage. It didn't make it to the 1939 races. It was, as far as we know, it was the last pre-war racer design to be built and flown.

Ben Howard was busy developing his "Mr. Mulligan" as a commercial plane. "Mike" and "Ike" had been sold to a Cleveland man and appeared at the 1939 races, but due to mechanical trouble, did not race. The only change in them was a yellow paint job. The great Ben Howard racing era was over. The Menasco powered Wittman "Chief Oshkosh" which performed so convincingly in 1937, taking second place behind Rudy Kling's Folkerts SK-3 in the Greve., crash landed in the 1938 Oakland

race and was not rebuilt. It didn't appear again until 1947 when Steve modified it as a Goodyear racer, the famous "Buster". So two big names would be absent from the Greve line-up in 1939.

The Brown "Miss Los Angeles" was back in its original configuration. The cantilever wing had been discarded, its slight increase in speed was offset by the balance and control problems it created. It was now painted in international orange but still had the "33" race number. Marion McKeen was the owner, but he selected Lee Williams to be the pilot. Williams had been the pilot of the trouble-ridden "Mr. Smoothie" in 1938. This racer was not back in 1939 due to lack of financial backing so Williams was without a plane. The Folkerts SK-4, which had wing flutter trouble in 1938, was back with the trouble corrected and Del Bush as the pilot. The noticeable changes were an enlarged vertical fin and statically balanced ailerons.

The name Keith Rider was well-represented in 1939. Earl Ortman was back to fly the R-3 Marcoux-Bromberg in the Thompson and the R-5 "Jackrabbit" in the Greve. The R-4 "Firecracker" with Tony LeVier was back and the R-6 "Eight Ball" came in with a new elliptical wing. Actually, the "Eight Ball" insignia was gone and only the race number 18 appeared on the fuselage, but everybody still referred to it by that name. It didn't have a prop spinner because the new Hamilton constant speed propeller with its large counterweights was too big for the spinner. It also had a new dusty blue paint job in place of the pale blue of 1938. George Byars now was the pilot. Harry Crosby returned with his CR-4 and his seemingly endless trouble with his retractable landing gear.

Everybody knew that the Chester "Goon" and the "Firecracker" were going to have a rematch of their 1938 duel with the added possibility of the very fast Folkerts SR-4 slipping past both of them to take the trophy. It was well remembered that in a 1938 test flight Roger Don Rae had hit 300 mph when the wing flutter started. The aileron cable pulleys had torn loose leaving the cable slack but still connected. Roger, the

master test pilot, gathered up the slack cable in his hand and with consummate skill brought the ship down to a safe landing. How he did that while lowering the landing gear and adjusting the throttle and hanging on to the control stick, all at the same time, is beyond imagining. But he did!

Engine trouble, the plague of all racers, seemed to be an epidemic. The R-5 "Jackrabbit" couldn't get its problems solved and never got to the starting line. Del Bush took the Folkerts up for a test hop and looked good until a valve broke damaging the engine. He quickly throttled back, turned downwind, then swung around to approach the airport into the wind. He never made it. The Folkerts stalled in the final turn and spun in, killing Bush. The R-6 "Eightball" functioned well enough to make the qualifying run so it was listed as an official starter in the Greve. Crosby finally qualified late, despite his balky landing gear, so he too made the line-up.

The "Firecracker" was in good shape after its rebuild. Due to the rough landing after the 1938 race the wing had to be rebuilt and other damage repaired, but, having a whole year to work on it, it was now in top shape and ready to go. Art Chester had made no changes in the "Goon", but hoped he had the oil leaks solved which had plagued him in 1938.

Sunday, September 3, was the day for the Greve and these racers were brought to the starting line: Chester "Goon", Schoenfeldt "Firecracker", Crosby CR-4, Brown "Miss Los Angeles", and the Keith Rider "Eightball". The wind was blowing the wrong way so the take-off was in the opposite direction to the course. The flag dropped and four racers roared into the take-off. Where was the fifth? The Menasco in the "Eightball" conked out and Byars was left at the starting line.

Chester was first into the air and gunned the "Goon" into the lead. The inexperienced Williams pulled the Brown off the ground too soon. It came back down bouncing hard and swerving in front of the "Firecracker". LeVier's quick reflex swung his ship away from the near collision. The "Miss Los Angeles" rose to about 200 feet, still unsteady. Williams shoved it into a sharp turn, now going down wind at the scattering pylon. The ship stalled and went down halfway through the turn. Williams was killed instantly. Harold Neumann, who witnessed the crash, told us "The plane just tumbled completely out of control." Then he said "Remember, you have to fly the wing!" If only this fundamental piece of advice had been heeded by other race pilots.

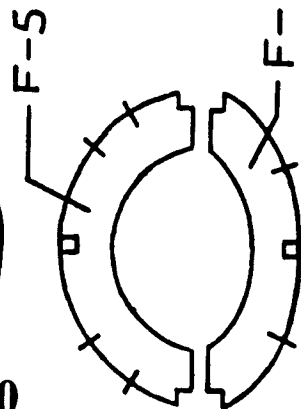
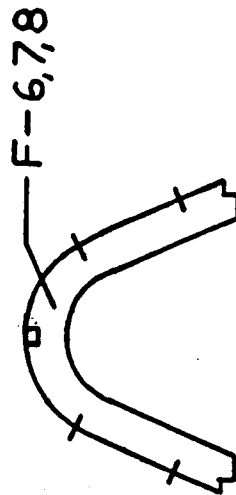
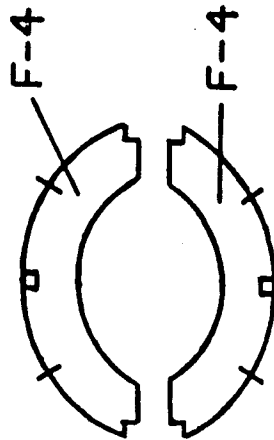
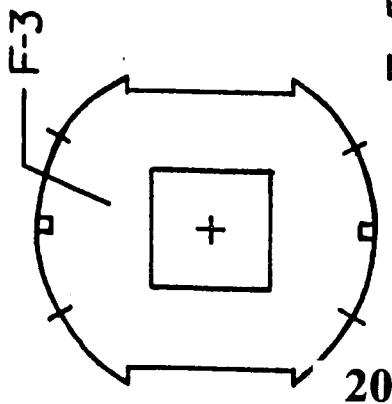
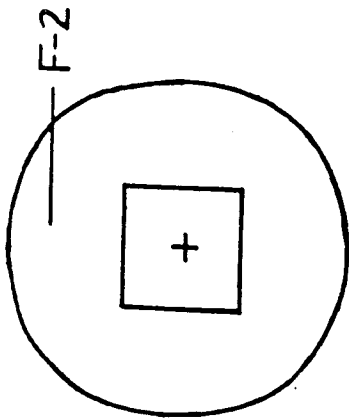
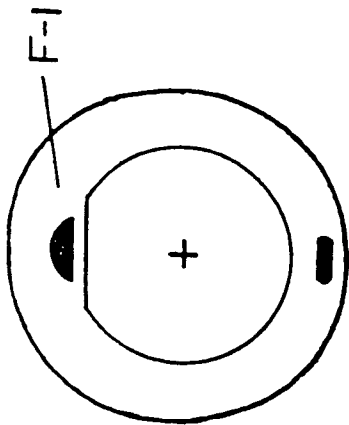
Chester was leading and LeVier concentrated on catching up to him, trying to put the crash out of his mind. On the sixth lap he closed in on the "Goon", then his engine began to detonate. LeVier eased back the throttle, but the engine was still running rough. A forced landing away from the airport could be fatal, so LeVier left the race and brought the "Firecracker" down. Crosby, trailing hopelessly behind the "Goon" by nearly 1--mph, again failed to get his landing gear retracted. He was flagged down on the thirteenth lap and Chester was left alone in the September sky.

Much to his credit, Chester did not throttle back, but sped on to break the Greve speed record by 12.5 mph. He received the \$8,000 first place prize plus \$1,000 for breaking the record. These were the official results;

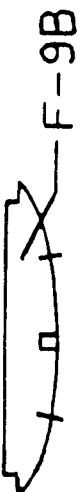
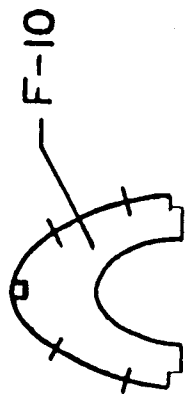
Chester "Goon"	262.39 mph
Schoenfeldt "Firecracker"	271.59 out 6th lap
Crosby CR-4	164.87 out 13th lap

It was a dismal end to the Golden Age of Air Racing. As one writer commented at the time: "After spending three days at Cleveland I saw only one pilot in one plane finish one closed course race for the Greve Trophy. This surely must be the irreducible minimum of racing for a three day meet." The reason he said three day meet was because the Thompson was postponed until Tuesday. On Monday, Labor Day, a fierce storm lashed the airport with heavy rain and winds in excess of 50 mph. There was an air of uneasiness and foreboding. Hitler had marched into Poland. Was this an omen---the winds of war lashing at us and disturbing our peace time complacency? There was another little news item in the paper that day which few people noticed. "Japanese Goodwill Plane is in Burbank." It is on an around the world flight. It will remain here three days more. I often wonder what that "goodwill" flight might have contributed to the Japanese war effort.

Formers F-1 & 2 from 1/8" sh.  
All others from 1/16" sh.



F-5B



20

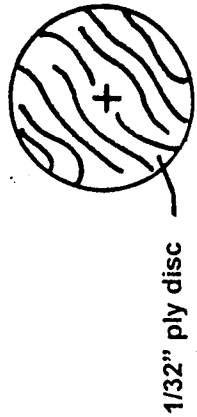
PARTS SHEET

All ribs from 1/16" sheet.



fillet pattern

nose plug detail



1/32" ply disc

Plug box from 1/8" x 1/4" strip.

small Peck button

hard wood



Curtiss SB2C Helldiver



**\* \* Up A Tree Again \* \***  
**Mumbo Jumbo #130 by the Glue Guru**

To those of us who fly in a park setting, an occasional landing within a tree is inevitable. What is to be done?

Put aside those dreams of axes and saws. The park police will not be amused. Tree buffs far outnumber model enthusiasts and any solution smacking of surgery will lead to trouble.

Ditto tree climbing. We're all past the age of Tarzan-like abilities. As for encouraging local teen-agers to do their stuff: no. The risks are too great.

Let's assume that the model can't be reached with fallen branches, baseball bats or whatever else comes to hand. I've found that attempts to increase one's reach by carrying somebody piggy-back style don't work – the gain is too small and the unsteadiness too great.

The single best solution is to tie or tape a stone about the size of a golf ball to the end of a ball of twine and strip off about three times the distance between the ground and significant tree limb – the one holding the model. With the free end of the twine held in one hand, use the other to toss the stone over the offending limb. Best is a location between the model and tree trunk.

The odds are that your first few tosses will go wrong. That's OK. Simply pull on the free end until the stone returns. It usually takes me at least ten throws to get it right.

Once the twine is in place, between model and trunk, seize both ends of the twine and yank in a sharp pull – then relax. The idea is to oscillate the limb and shake the model free. Repeat as required. If nothing seems to be happening, increase the strength of the yank. It may take twenty or more yanks before the model breaks free.

When it does, it will not float to a landing. Instead it will simply hit the ground any old way. I find it best to appoint someone else as a tree shaker so as to concentrate upon the task of catching the model gently.

Suppose the model refuses to budge? This is rare but possible – the result of being impaled on short twigs. My experience with this special form of tree disaster is limited, but I would try throwing missiles directly at the underside of the model. These should be pillow-like objects such as a rolled up newspaper. True, there will be serious damage – but I know of no alternative.

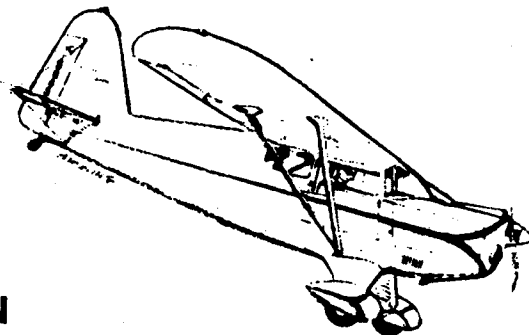
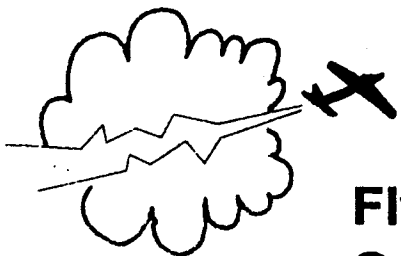
\* \* \*

**A Word About My New Book**

The Red Baron really did have much more than luck on his side. A careful poking around in the British archives, plus years of ballistic studies, have helped me put his combat skills into readable form – the usual Glue Guru mixture of common sense and popular science, together with a big plus in the form of more than 140 illustrations.

We fly several of his key missions in blow-by-blow fashion and see how mere bravery could be foolish. Instead, what was necessary was bravery conditioned by a feeling for wings and machinery. Crucial was an understanding of altitude effect upon performance. Required was a sense of those occasions when tracers were useful rather than misleading.

For Richthofen as he was, with his key combat skills presented in a logical, highly illustrated format, see "Gunning for the Red Baron" by Leon Bennett (Texas A & M University Press). Available at roughly \$22.00 in hardcover form at Amazon, Barnes & Noble and the usual bookstores.



## Flying Aces Club Outdoor Champs

AMA Flying Site - Muncie, IN

Sept. 8th and 9th

8:30 AM to 4:00 PM

AMA Sanction # 07-0286

### Sat. Sept. 8

FAC Scale \*  
FAC Jumbo Scale \*  
FAC Power Scale \*  
FAC Peanut Scale  
Golden Age Scale (Civ & Mil Comb.)  
FAC Dime Scale  
Old Time Gas Replica  
Embryo  
Old Time Rubber Cabin - Must ROG \*\*\*\*  
World War I Combat - BI Planes Only - ML  
Greve Race - ML  
Fairchild 24 - ML

### Sun. Sept. 9

FAC Scale \*  
FAC Jumbo Scale \*  
FAC Power Scale \*  
Modern Military Scale  
FAC No Cal Scale  
Old Time Kit Scale  
AMA P-30 \*\*  
Old Time Rubber Stick  
World War II Combat - ML  
Thompson Race - ML \*\*\*\*\*  
Peanut Race Planes - ML \*\*\*

All Planes for Scale Judging must be turned in by 12:00 Noon Saturday for both days events

OT Rubber times must be turned in by 3:00 PM each day (for fly offs)

\* Scale events can be flown either day. Judging is on Saturday only

\*\* Flown to latest AMA Rules

\*\*\* Any Era of Race Plane, must have correct colors and numbers

\*\*\*\* Must ROG - Take off platform provided

\*\*\*\*\* No Mr. Mulligan

\$25.00 Entry Fee Flies all events and includes a free T-Shirt and Plan

All Entrants must hold a current AMA or MAAC License

Trophies awarded to Third Place

Questions, Comments, Directions; Contact Contest Director Ralph Kuenz @ 1-586-727-3373

or Fred Gregg: 1-586-884-6919 / loopy.cbfac@yahoo.com

\*\*\* Event Sponsors Welcome \*\*\*

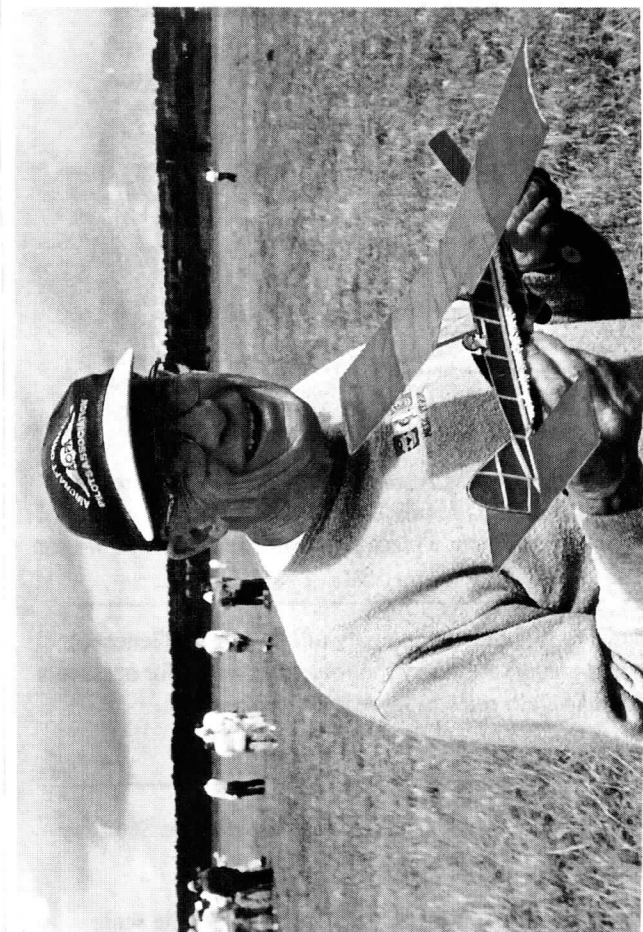
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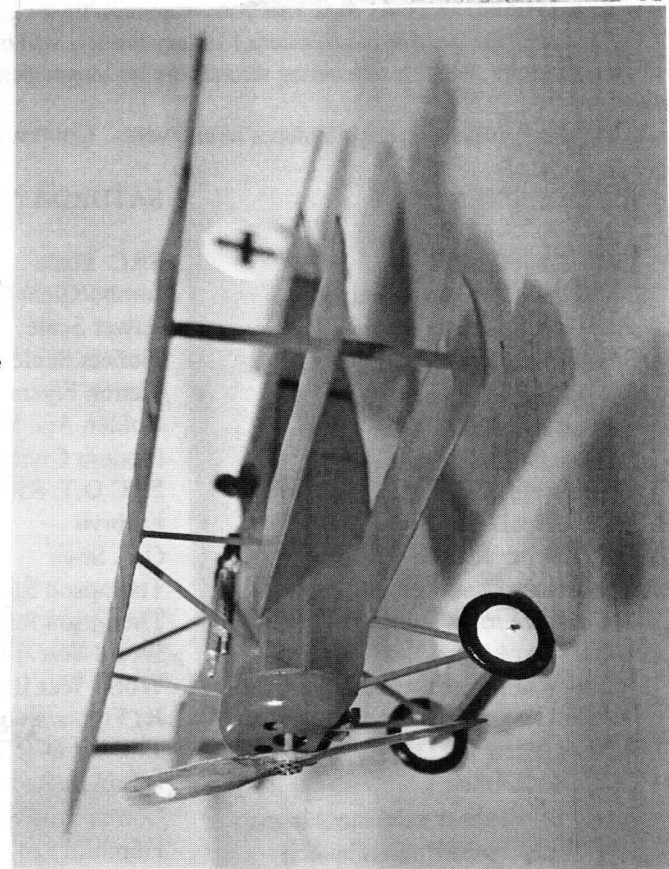
Make checks out to : Cloudbusters MAC

Mail to: Fred Gregg 13701 Provincial Dr., Sterling Heights, MI 48313-2018

Name \_\_\_\_\_ AMA# \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_ Shirt Size M L XL



Ross Mayo launching Ronnie Goesslin's Spitfire, nice job! (pic from Ronnie). Fred Wunsche sent this photo of George Lewis with his great flying No-Cal of the Waterman Gosling. Dime Scale Fokker Tripe by Jack Fike, his model & photo. Dee Stone holding hubby's Dornier Do-335 Pfeil built from a Dumas kit. (plan & pic from hubby Blaine)



# 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 1<sup>st</sup> 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.

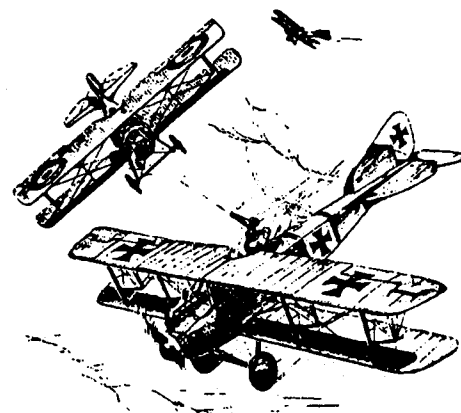
## FRIDAY EVENTS

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  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" Guillow kit mass launch

*Note; Add Goodyear Race &  
Rapier Jet events.  
Day to be determined.*





CEMENT 'a' TO BACK OF NOSE BLOCK

1/32" SHEET ENGINE COWLING AND COCKPIT COVERING

22 S.W.G.

EXHAUST IS ON STARBOARD SIDE

SCALE PROPELLER USE A 5" PROP. FOR FLYING

THIS FAIRING IS ON CABIN VERSION ONLY

UNDERCARRIAGE LEG POSITIONS

RIB PLACINGS

AIR SCOOP

ORDER OF CONSTRUCTION  
BUILD FUSELAGE. PUT IN PIECE 'Z' AND UNDERCARRIAGE WIRE. COVER FUSELAGE WITH TISSUE. ADD STUB WINGS AND FINISH UNDERCARRIAGE. COVER STUB WINGS. BUILD, COVER AND ATTACH WINGS AND TAIL.

ATTACH TISSUE WITH BANANA OIL OR HOUSEHOLD PASTE

1/16 X 1/16

1/8 X 1/8 SHAPED AFTER WING IS ASSEMBLED

MOTOR IS TWO STRANDS OF 1/8 X 1/30 RUBBER

BUILD THIS MUCH FLAT ON PLAN

1/16 X 1/16

13/16" DIHEDRAL

22 S.W.G.

22 S.W.G.

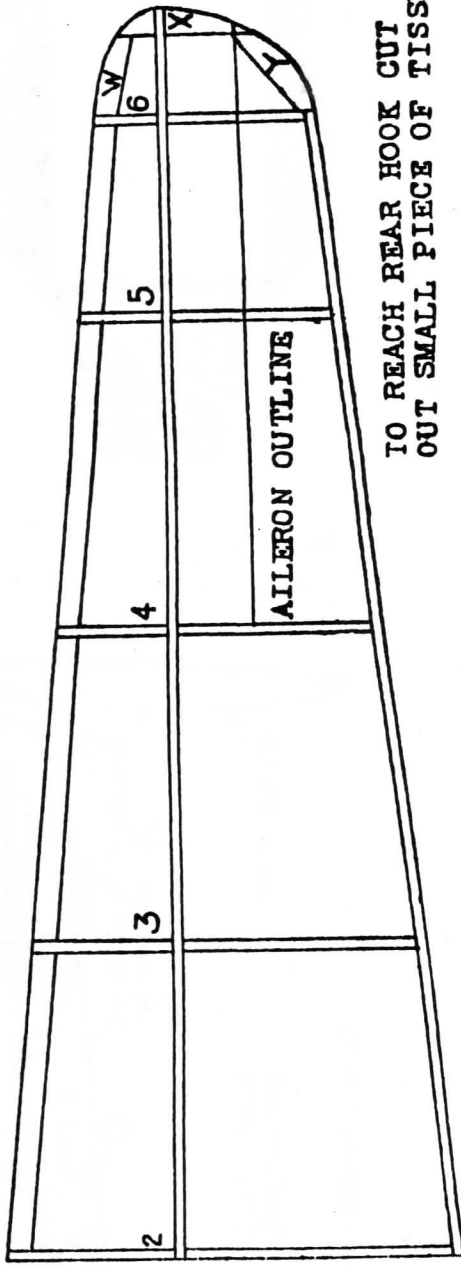
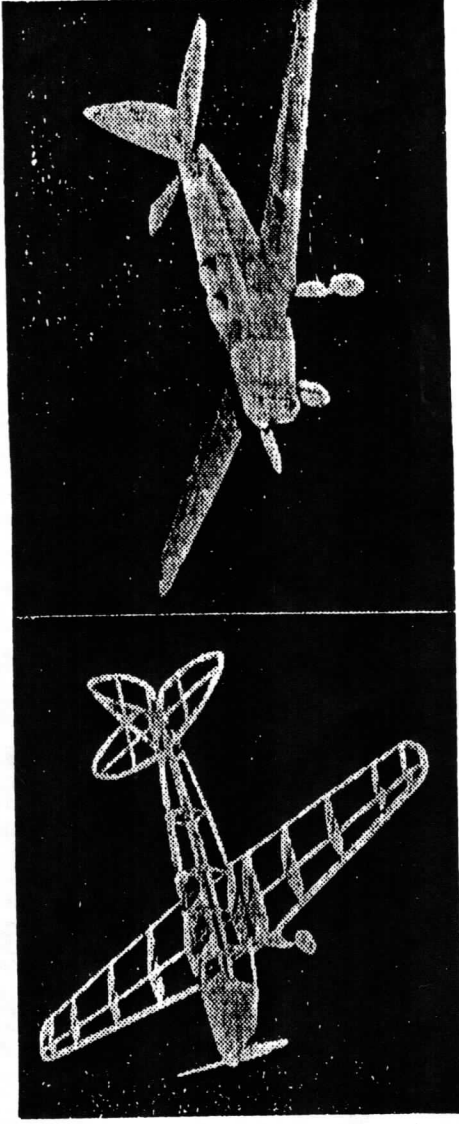
METHOD OF FIXING UNDERCARRIAGE

GROOVE CUT IN HALF LEG TO FIT OVER WIRE

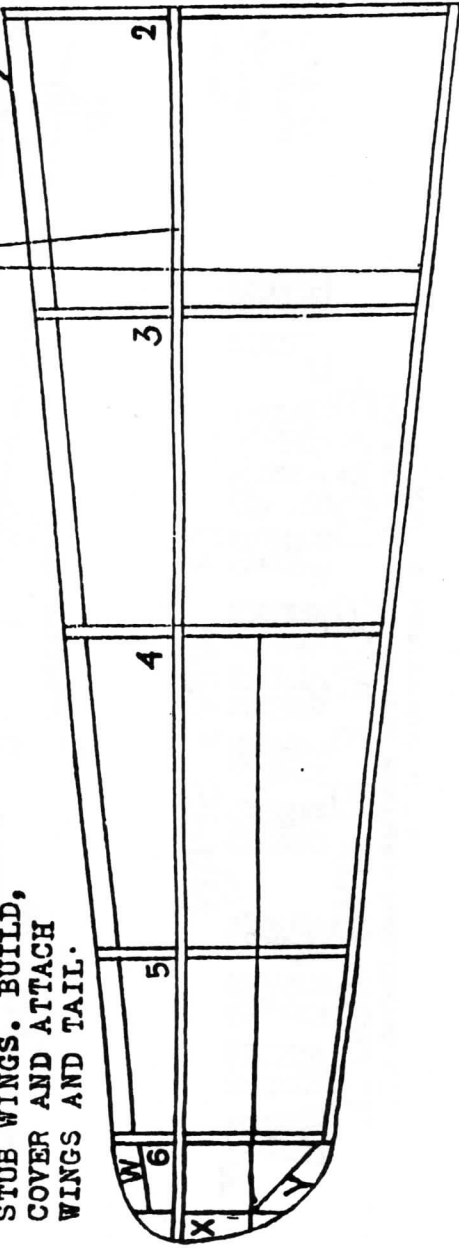
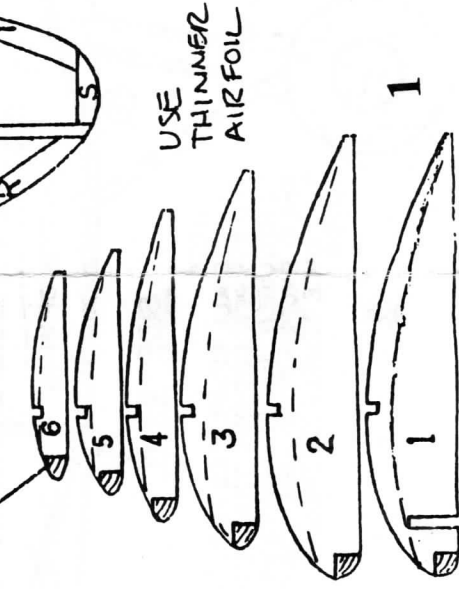
BUILT UP LEG

CABIN T OUTLINE

# MODEL AIR DE HAVILLAND MOTH MINOR



TO REACH REAR HOOK CUT OUT SMALL PIECE OF TISSUE



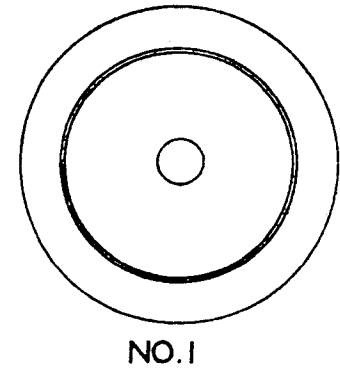
METHOD OF ATTACHING REAR HOOK AND TAIL WHEEL

DOTTED LINES INDICATE ALTERNATIVE CABIN VERSION

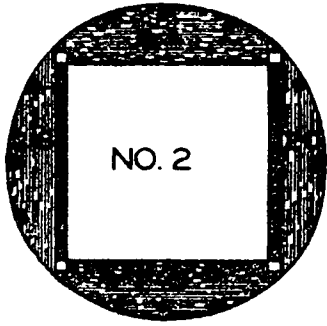


# K5178 K5178

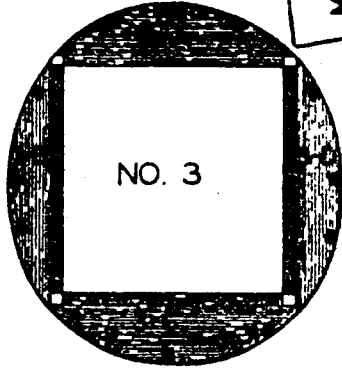
BODY & RUDDER NUMERALS



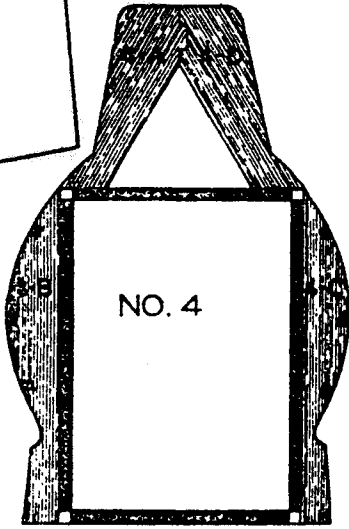
NO. 1



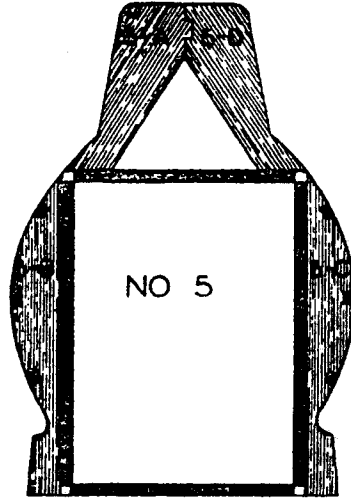
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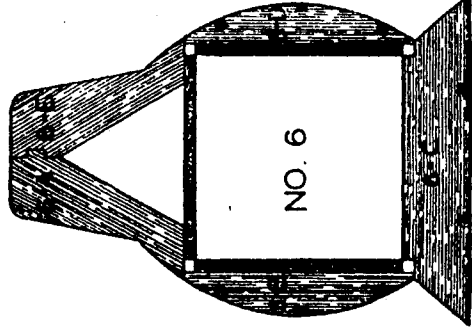
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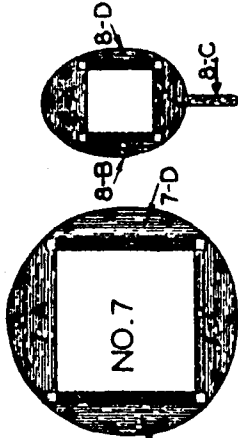
NO. 4



NO. 5

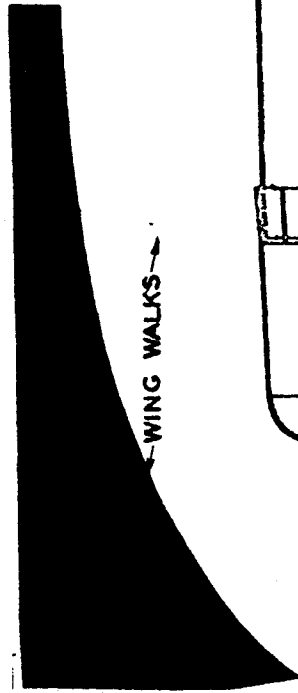


NO. 6

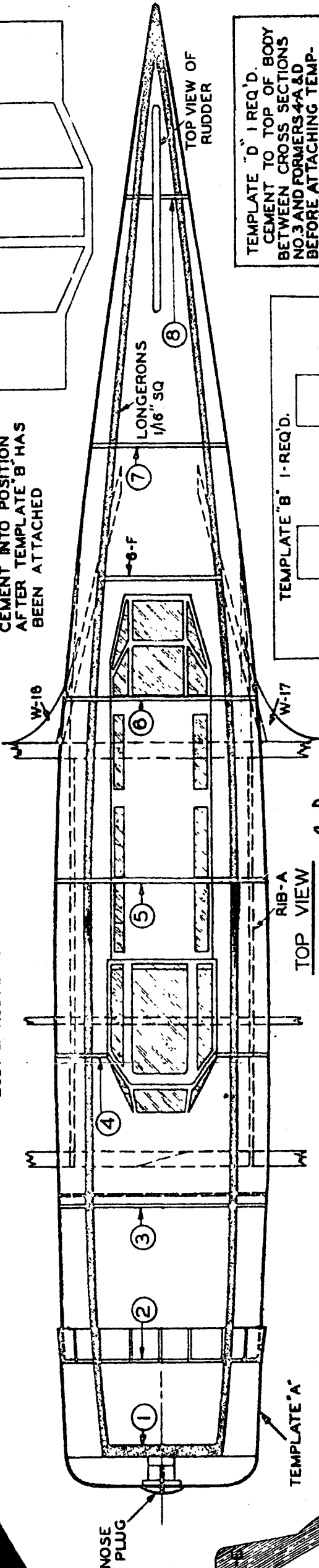


NO. 7

NO. 8



WING WALKS



TEMPLATE 'A'

TOP VIEW

TEMPLATE 'B' 1-REQ'D.

TEMPLATE 'D' 1-REQ'D.  
CEMENT TO TOP OF BODY  
BETWEEN CROSS SECTIONS  
NO. 3 AND FORMERS 4-A & D  
BEFORE ATTACHING TEMP-  
LATE 'F'.

CEMENT INTO POSITION AS  
SHOWN ON SIDE VIEW OF PLANE.

TEMPLATE 'A' 1-REQ'D.  
CEMENT IN PLACE AFTER NOSE BLOCK HAS BEEN ATTACHED TO  
MODEL. CEMENT TO BOTH THE NOSE BLOCK AND CROSS SECTION  
NO. 2. OVERLAP AT THE BOTTOM.

MACHINE GUN SIGHT  
TEMPLATE 'H'

TEMPLATE 'F'

TEMPLATE 'D'

TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

TEMPLATE 'G'

TEMPLATE 'F'

TEMPLATE 'D'

TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

TEMPLATE 'G'

TEMPLATE 'F'

TEMPLATE 'D'

TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

TEMPLATE 'G'

TEMPLATE 'F'

TEMPLATE 'D'

TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

TEMPLATE 'G'

TEMPLATE 'F'

TEMPLATE 'D'

TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

TEMPLATE 'G'

NOTE:  
TRACE ALL TEMPLATES FROM PLAN ONTO  
STIFF PAPER. CUT OUT TRACED FORMS, BEND  
TO REQUIRED SHAPES AND CEMENT INTO  
THEIR PROPER POSITIONS. USE CARBON PAPER  
TO TRACE TEMPLATES FROM PLAN ONTO STIFF  
PAPER

SCALE WHEEL

SCALE PROP

EXHAUST

AIR SCOOP

TRIM STRIPES

INSTRUMENT PANEL

AIR OUTLET

TEMPLATE 'F'

TEMPLATE 'D'

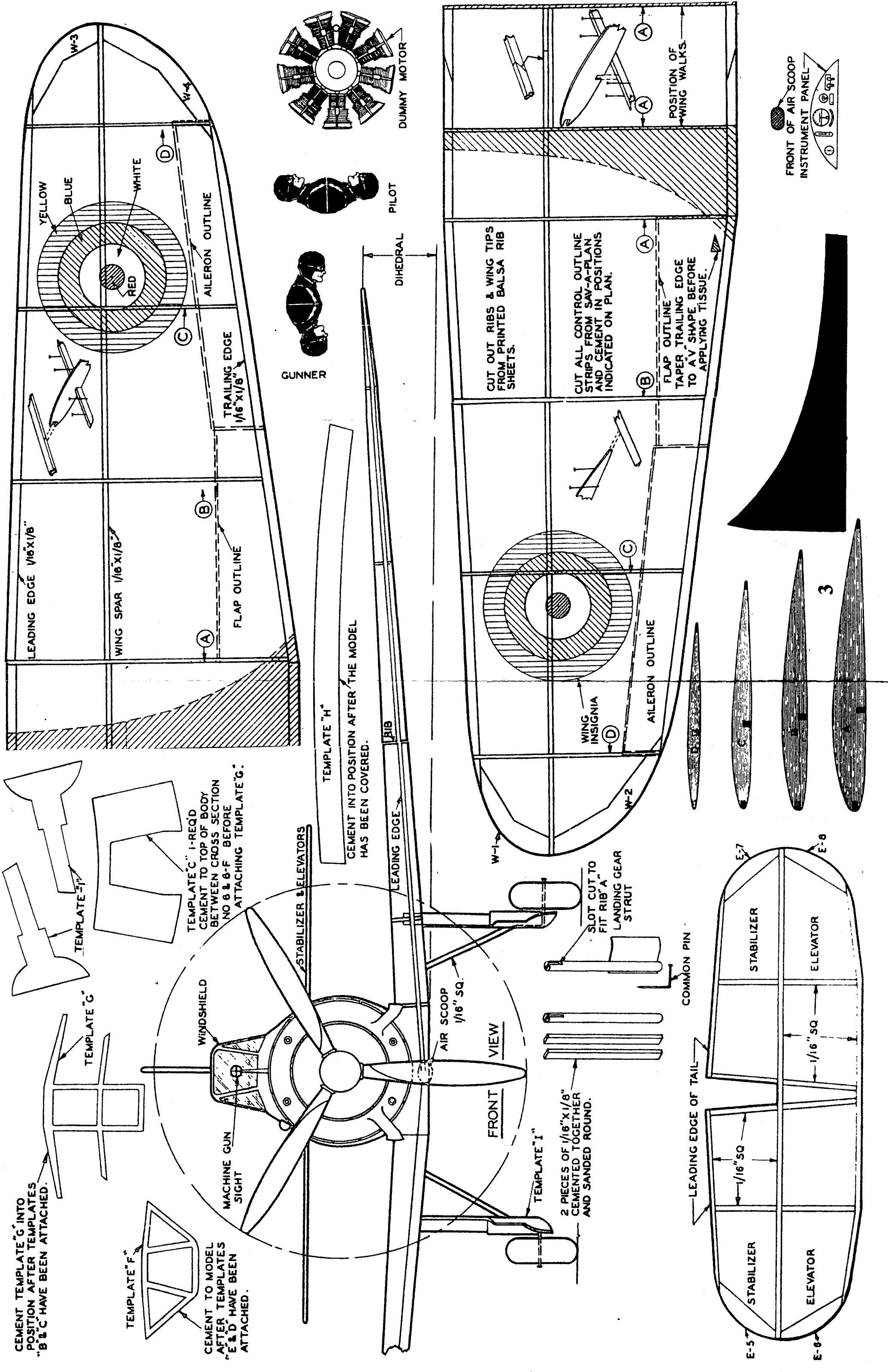
TEMPLATE 'C'

TEMPLATE 'B'

TEMPLATE 'E'

# 19" WING SPAN BLACKBURN SKUA

EXACT SCALE FLYING MODEL  
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CEMENT TEMPLATE "G" INTO POSITION AFTER TEMPLATES "B" & "C" HAVE BEEN ATTACHED.

CEMENT TO MODEL AFTER TEMPLATES "E" & "D" HAVE BEEN ATTACHED.

TEMPLATE "C" 1-REQD CEMENT TO TOP OF BODY BETWEEN CROSS SECTION NO 6 & 6-F BEFORE ATTACHING TEMPLATE "G".

TEMPLATE "H" CEMENT INTO POSITION AFTER THE MODEL HAS BEEN COVERED.

FRONT VIEW

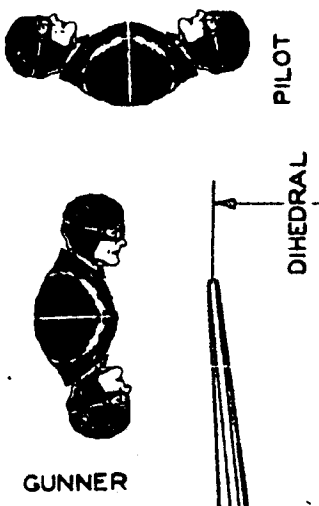
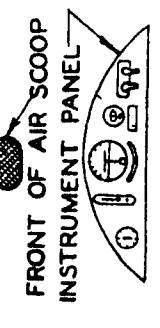
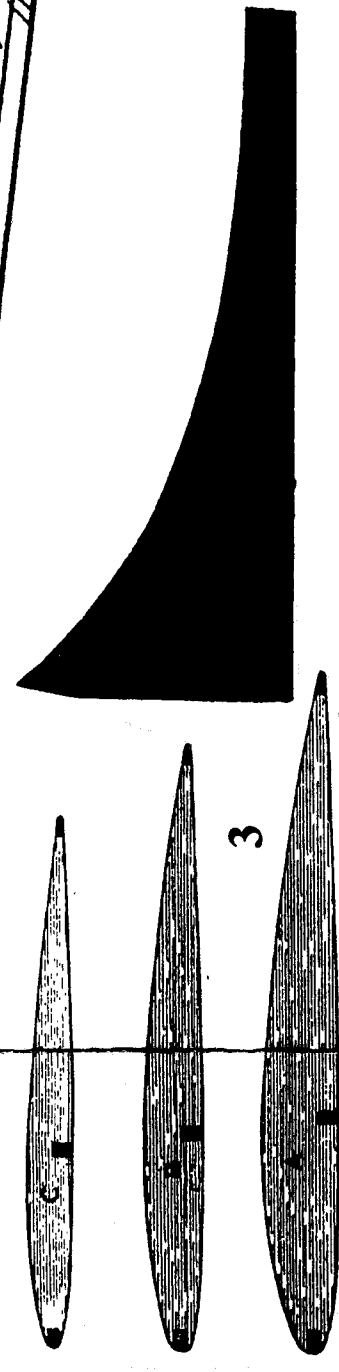
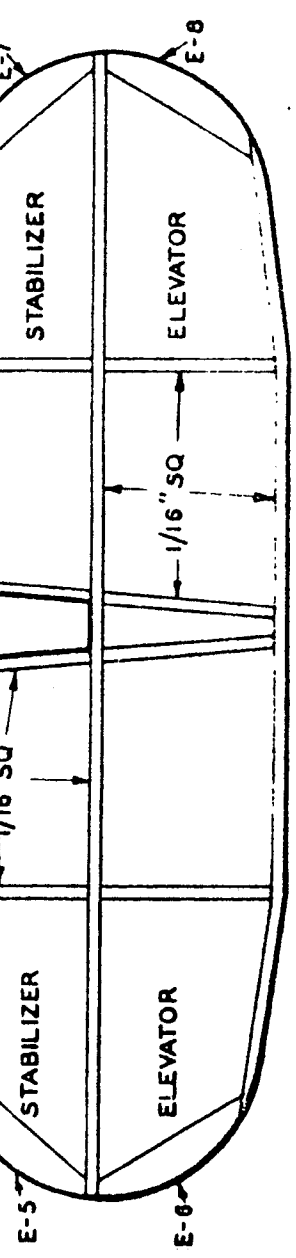
TEMPLATE "I"

2 PIECES OF 1/16"x1/8" CEMENTED TOGETHER AND SANDED ROUND.

SLOT CUT TO FIT RIB "A" LANDING GEAR STRUT

COMMON PIN

LEADING EDGE OF TAIL



PILOT

GUNNER

PILOT

DIHEDRAL

RIB

LEADING EDGE

AIR SCOOP 1/16" SQ.

WINDSHIELD

MACHINE GUN SIGHT

AILERON OUTLINE

TRAILING EDGE 1/16"x1/8"

FLAP OUTLINE

WING SPAR 1/16"x1/8"

LEADING EDGE 1/16"x1/8"

WING INSIGNIA

AILERON OUTLINE

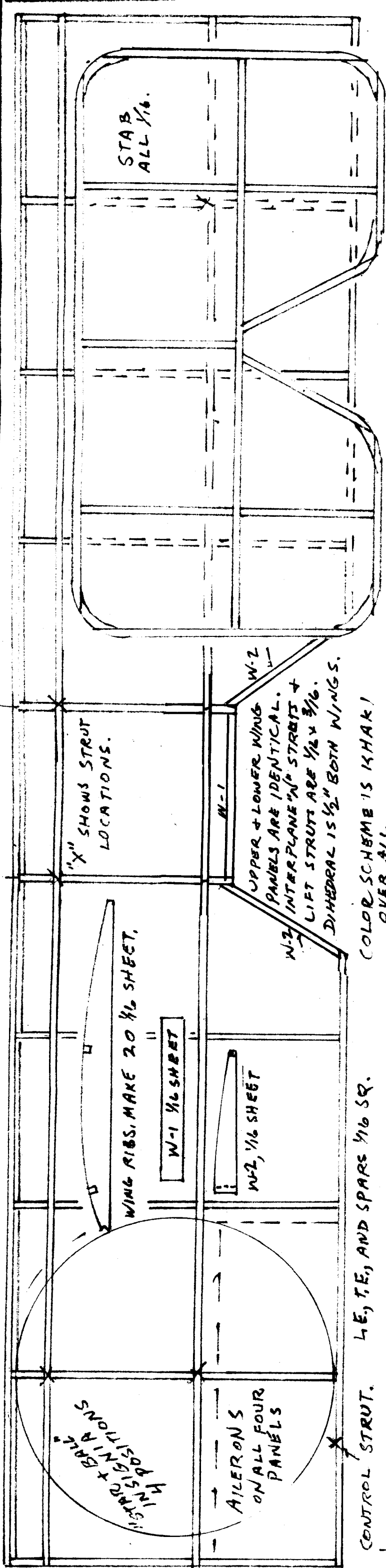
CUT OUT RIBS & WING TIPS FROM PRINTED BALSA RIB SHEETS.

CUT ALL CONTROL OUTLINE STRIPS FROM SAV-A-PLAN AND CEMENT IN POSITIONS INDICATED ON PLAN.

FLAP OUTLINE TAPER TRAILING EDGE TO A V SHAPE BEFORE APPLYING TISSUE.

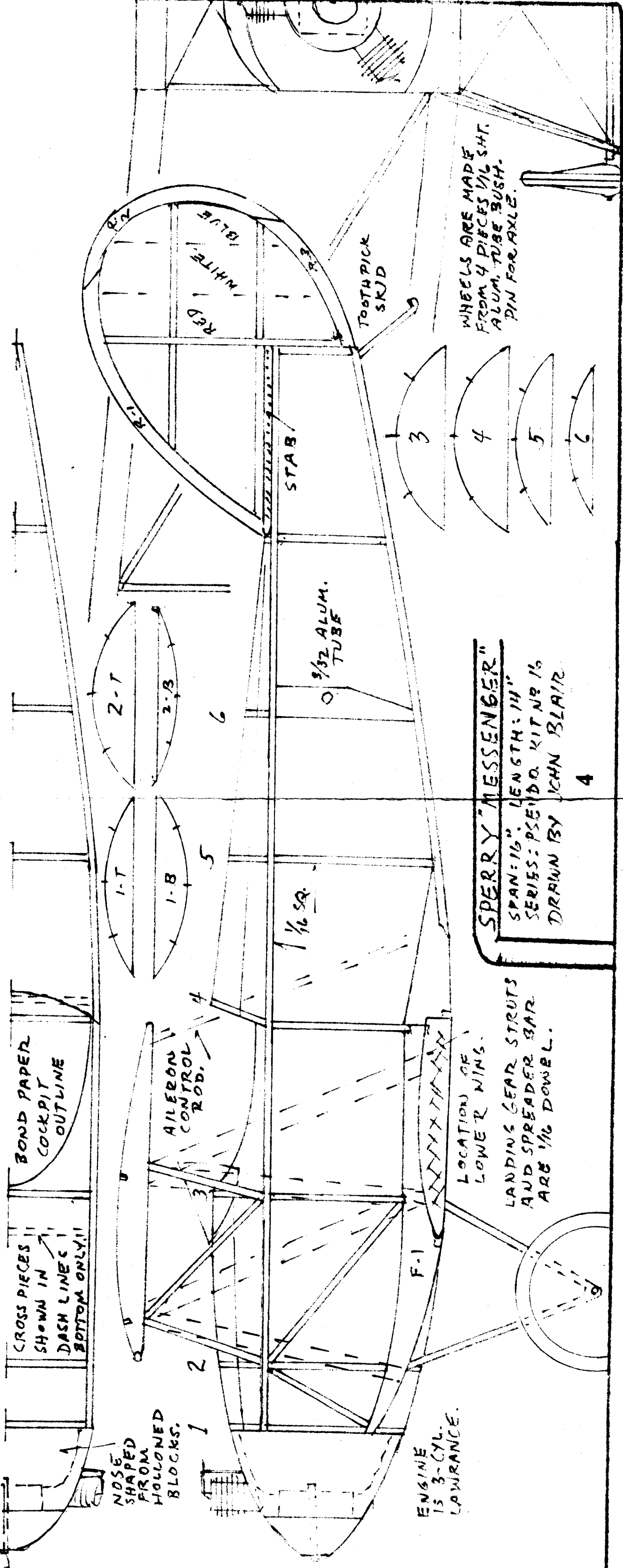
POSITION OF WING WALKS.

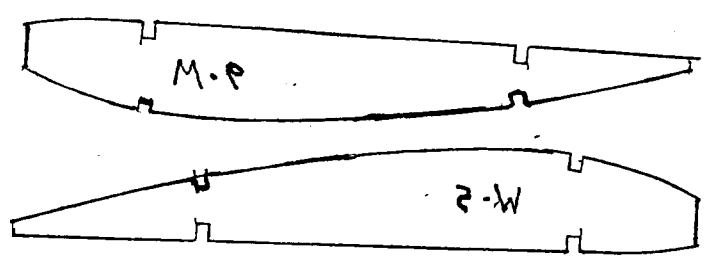
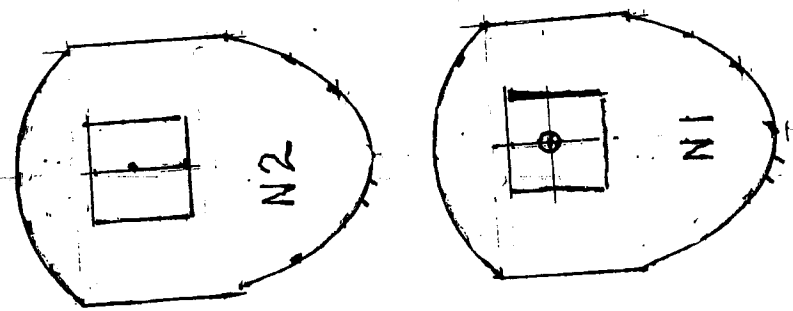
FRONT OF AIR SCOOP INSTRUMENT PANEL



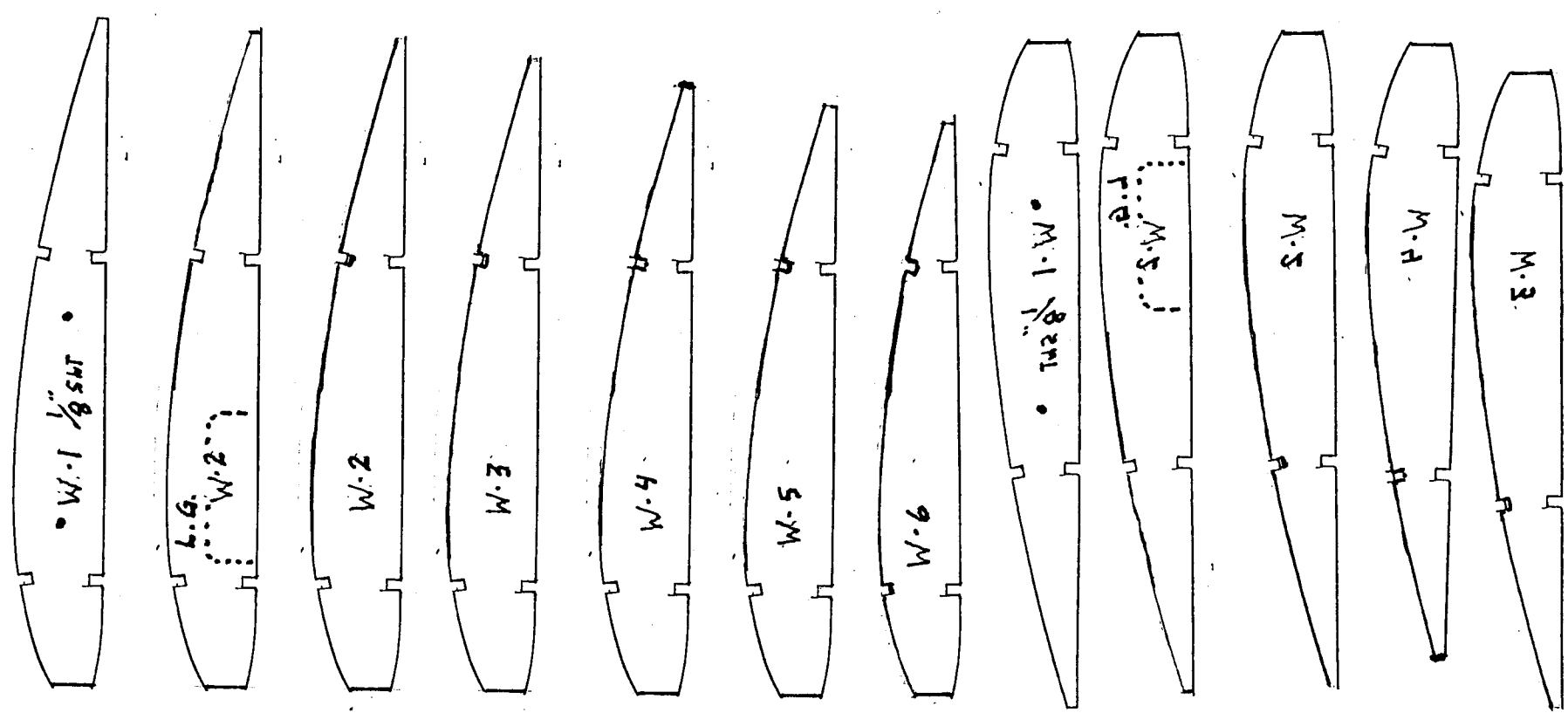
CONTROL STRUT. L.E., T.E., AND SPARS  $\frac{1}{16}$  SQ.

COLOR SCHEME IS KHAKI OVER ALL.

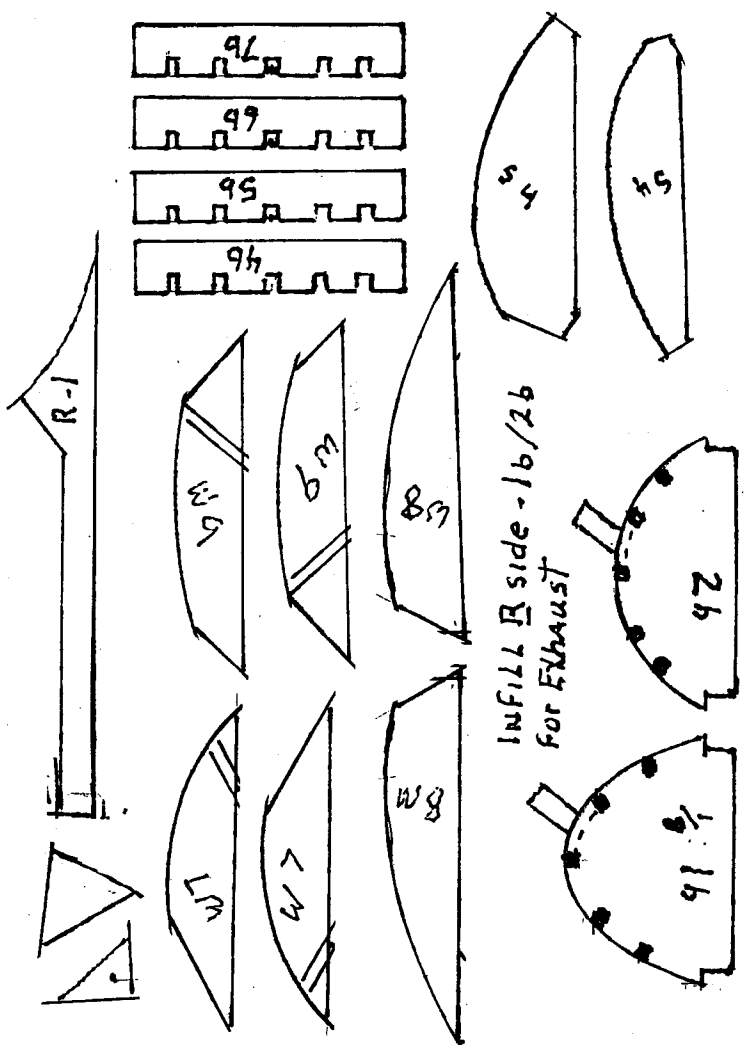
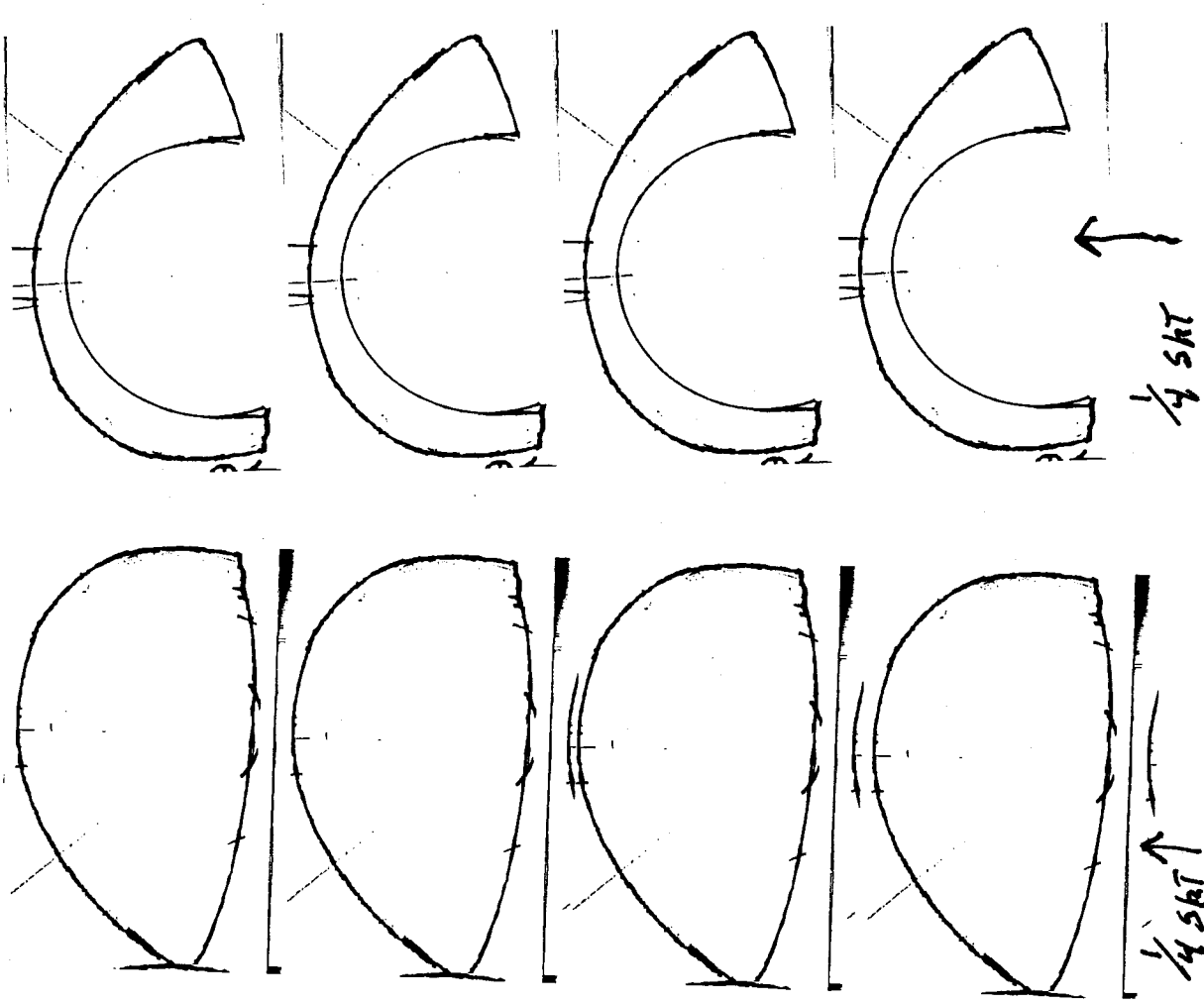
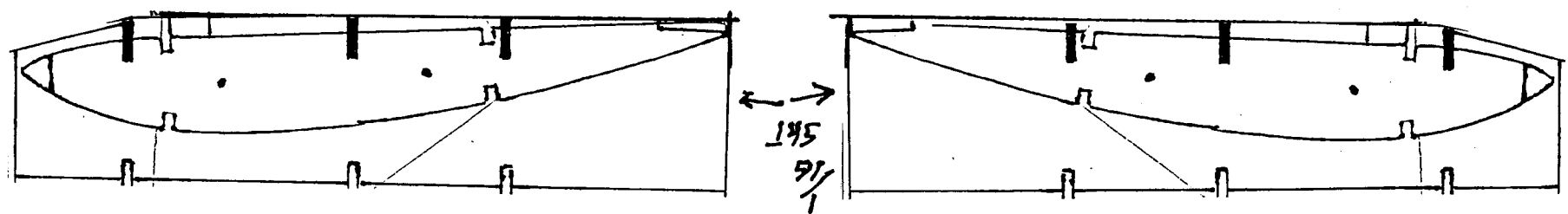
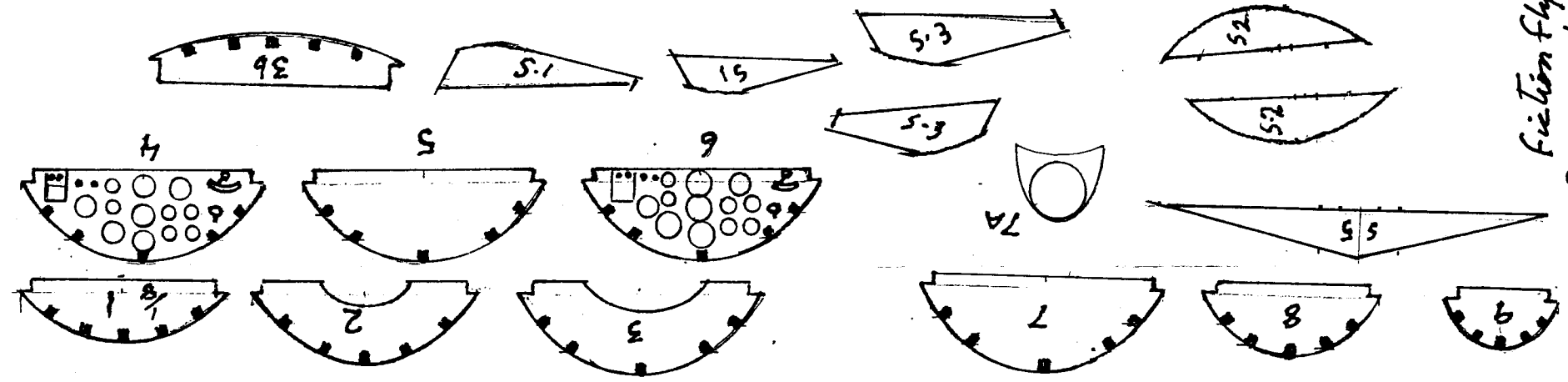




Pg 3 of 3



Fiction Flyer Chinese Trainer Tenny & Piatas  
Designed up by Jake Larson Inked by S. Quid



INFILL B side - 16/26  
For Exhaust

