

FLYING ACES

ISSUE #240-166 Mar./April 2008

Club News





COVER

I took a picture drawing of the Douglas A-20 that appeared in an aviation book that was published way back in 1944. We may use some more of the drawings sometime in the future as there are many action drawings that will do justice on our newsletter.

As usual I want to thank everyone who contributed to this newsletter. The plans included in this issue are as follows; DH-71 Tiger Moth by Lloyd Willis, from our files is the Koolhoven FK-58 which has been found that it is now eligible for World War Two, and Dave Stott has sent us his plan and a great package to go with it of the Cessna C-106 Loadmaster.

On another sad note, we have learned that we have lost three more members since the last issue. They are, Casimier Grevera from Sunnyvale, Ca., Bill Bell from Baltimore, Md. And Albert DeCook from Mishawaka, In. We want to express our condolences to their families and friends, they will be missed!

The Flying Aces Outdoor Champs is scheduled for September 5 and 6, 2008 at Muncie, In. at the A.M.A. flying field. More info will be announced in the next issue of the FAC newsletter.

We have to sell the 2008 FAC calendars that are still left. There is only a few of them left and they are nicely done. The cost is \$20.00 per calendar postpaid. Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa, 16506.

Slab sided models for mass launch models are exemplified in this issue. You will find an example in this issue of a 3-view of the "Mr. Smoothie". You can plainly see that it is not a slab-sided aircraft. If anyone looks for a 3-view of any aircraft you can easily see whether it is slab-sided or has a curved sides. Remember the models that were used in the past with slab sides are no longer able to enter mass launch events.

The props on the Jimmie Allen models must now use the same rule that is in the FAC Old Time Rubber and the FAC 2 Bit O.T. Rubber that is in the 2008 rule book on page 20, rule # 4.

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

Col. Lin Reichel, CinC, FAC

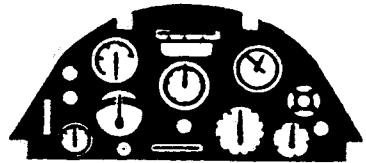
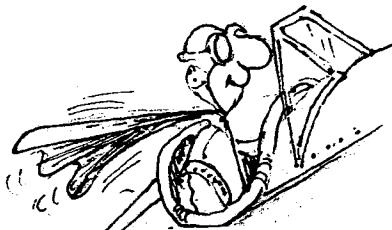
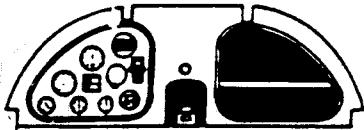
THE FLYING ACES CLUB

is a society of unique individuals with a common interest that at times borders on a passion. It is our intent to preserve and promote the traditional building and flying of free flight stick and tissue model aircraft. Although competitive at times, the sharing of innovations, assistance and camaraderie is second nature to all that believe in the unique spirit of the FLYING ACES CLUB.

FLYING ACES CLUB 2008 HALL OF FAME NOMINEES

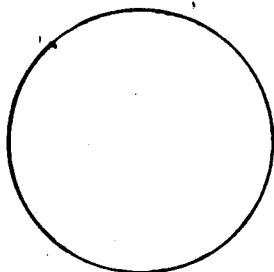
Clubsters here are the nominees that have been named for the Hall of Fame this year by you members. You can vote for only three nominees and your vote must be in to FAC-GHQ no later by May 15, 2008. Following are the members you must choose from. The three with the most votes will be entered to the Hall of Fame at this year's FAC-Nats at Geneseo at the banquet.

1. Diane and Roy Courtney; Based on the criteria of "what someone has done to promote the FAC", they are worthy candidates for this honor. The FAC has been depending them at both the FAC Nats and the Non-Nats. They also give up their opportunity to compete to work at these events. These contests could not run as smoothly as they do without both Diane and Ron Courtney.
2. Dennis Norman; He was a Cross Wind newsletter for many years and continues to contribute to the newsletter to the present day. He has drawn and published over one hundred plans in Crosswinds, Model Airplane News, Model Builder, Model Aviation and Flying Aces News. He also has written dozens of articles for the same publications, plus others and currently contributes a quarterly column Dedicated to Free Flight Scale in Model Aviation Magazine.
3. Dick Howard, He was one of the first to make multi-engine models viable for flight and contributed many plans to Flying Model magazines and newsletters throughout the country and even England. He also drew countless Embryo plans that appeared everywhere. His contribution to the FAC was in his enthusiasm for the competition and to continue to develop new ideas in the hobby.
4. Steve Griebling; We recognize the exceptional leadership and commitment to FAC causes by Steve Griebling as shown by his dedication to activities and productive media presentations of model designing and flying skill, instructive advice, and product craft supply. Steve provides the lead author role in newsletter original subject selection and development contributions for feature texts and plans with enjoyable reading and advancement of our craft skills.
5. James Fiorello; Jim has been a stalwart of stick and tissue modeling from boyhood and he has maintained an expanding line of Golden Age of Reproduction kits to include Seaglen and Bell models. All of his kits are exceptional quality and fly well. As a modeler he has long been a force in local and national competitions since the 1940's. Anyone who has seen his workmanship would have to agree that it is of an exceptional level.
6. Stew Meyers; Stew's championing of Dime Scale models via the Maxecuters newsletter has been a significant factor in the development and popularity of the event. His published articles on electric developments as they relate to FF Scale have helped advance the Power Scale event.
7. Mark Fineman; Mark Fineman has been newsletter editor, designed many scale plans for newsletters plus he has many of his own plans been appeared in model magazines. Mark has been involved these activities over many years.
8. Tom Hallman; Tom Hallman has been designing many new ideas for some exceptional difficulty types of model aircraft as well of his many tips in how to learn how to get some great ways to bring models to fantastic finishing ideas.



NOTE NEW DUES STRUCTURE BELOW

IF THE CIRCLE ON THE RIGHT HAS THE DREADED RED 'X' IN IT, IT IS TIME TO RENEW YOUR MEMBERSHIP WHICH INCLUDES THE NEWSLETTER. COST IS \$18.00 PER YEAR IN THE U.S.A., COST FOR CANADA IS \$25.00 PER YEAR. COST FOR OVERSEAS IS \$30.00 PER YEAR. ALL IN U.S. DOLLARS. SIX ISSUES PER YEAR, PUBLISHED APPROXIMATELY EVERY OTHER MONTH. PLEASE MAKE CHECKS PAYABLE TO; FLYING ACES CLUB, 3301 CINDY LANE, ERIE, PA. 16506.



THE CESSNA C-106 LOADMASTER

By Dave Stott

In 1942 Cessna made a bid to capture a contract from the Army Air Corps for a cargo plane. The C-106 was the result. Only one of these clean designs was built, followed quickly by another version, the C-106A. The only visible difference between the two was the "A" was equipped with three bladed props and a streamlined DF loop beneath the nose.

Unusual in that both carried national and civil markings simultaneously, both were loaned to the AAC for evaluation. No contract was forthcoming.

The C-106 carried the typical coloring of those times. Top and sides were olive drab, bottom surfaces were light gray. Fin lettering was yellow, while civil registry on wing was black. Props were flat black with yellow tips. Standard national insignia (no red center, no rudder stripes) a in four places as shown on the plan.

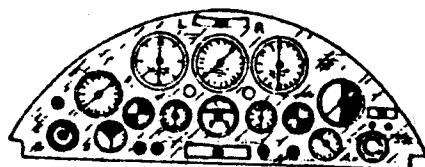
Photos may be found in Air Progress, Winter 1960, W T Larkins/aerofiles.com, and the book, Cessna Warbirds. Also search the net for this book site.

The model was built primarily to flight test the concept of running extremely long rubber motors in a shorter space. See "Longer Rubber Motors" in the November 2004 issue of Flying Models for details.

The model uses the light, strong, and warp resistant wing structure developed by Dave Rees. Detailed instructions for the building of this wing are outlined on a separate page.

Reference to the 3-view and drawing notes ought to get you through the construction phase without trouble. The craft was easily flight trimmed and, if final assembly is accomplished accurately, should not give you any grief. The most anxious moment in flight testing the prototype came when the starboard motor broke in mid-flight! A rare occurrence. The model entered a tight flat spin to pancake onto Pinkham Field without damage. No damage was incurred by the explosive motor, either. Hung was with it!

Right and left hand props were carved from balsa blanks of the Earl Stahl type. The blanks measured $\frac{1}{2}$ " thick, $\frac{3}{8}$ " wide, and $5\frac{1}{2}$ " long. Clubster Steve Blanchard built this C-106 enlarged to a 30 inch wing span and used two six inch right hand plastic props, with which the model flew well.

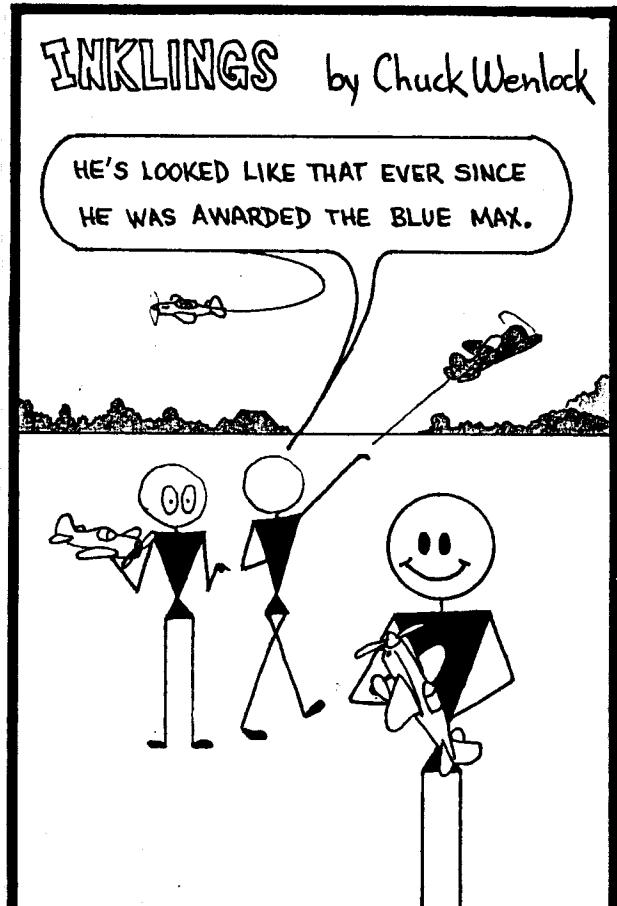


In retrospect, I have regretted not keeping the nacelles further inboard nearer their true scale location and using 5 inch props.

Power is four strands of 1/16 Tan II as long as you dare to make it. Motor weight is pretty much centered around the CG, so various motor lengths should not affect flight trim. Weight of the model, without rubber, but with a cockpit interior, came in at 30 grams. All-up weight will depend on how long you make the motors.

Thanks to Bob Clarke, of Nashua New Hampshire, for the 3-view drawing. In searching for data for the C-106, an order for a 3-view was sent to Aviation USK Nebraska, PO Box 1743, Bellevue, NE 68005-1743. I never received the order, although my \$16.00 check was cashed. Phone calls went unanswered. Beware of this outfit, Skysters.

Also, thanks for the interest shown and additional photos of the C-106 from Bill Schmidt. One of the photos shows the superintendent of Cessna's Experimental Dept. in the cockpit. He was Bill's father!



**STEPS IN BUILDING THE REES WING & SPAR ASSEMBLY
FOR THE CESSNA C-106 MODEL**
A light weight, strong, and warp resistant wing structure developed by Dave Rees

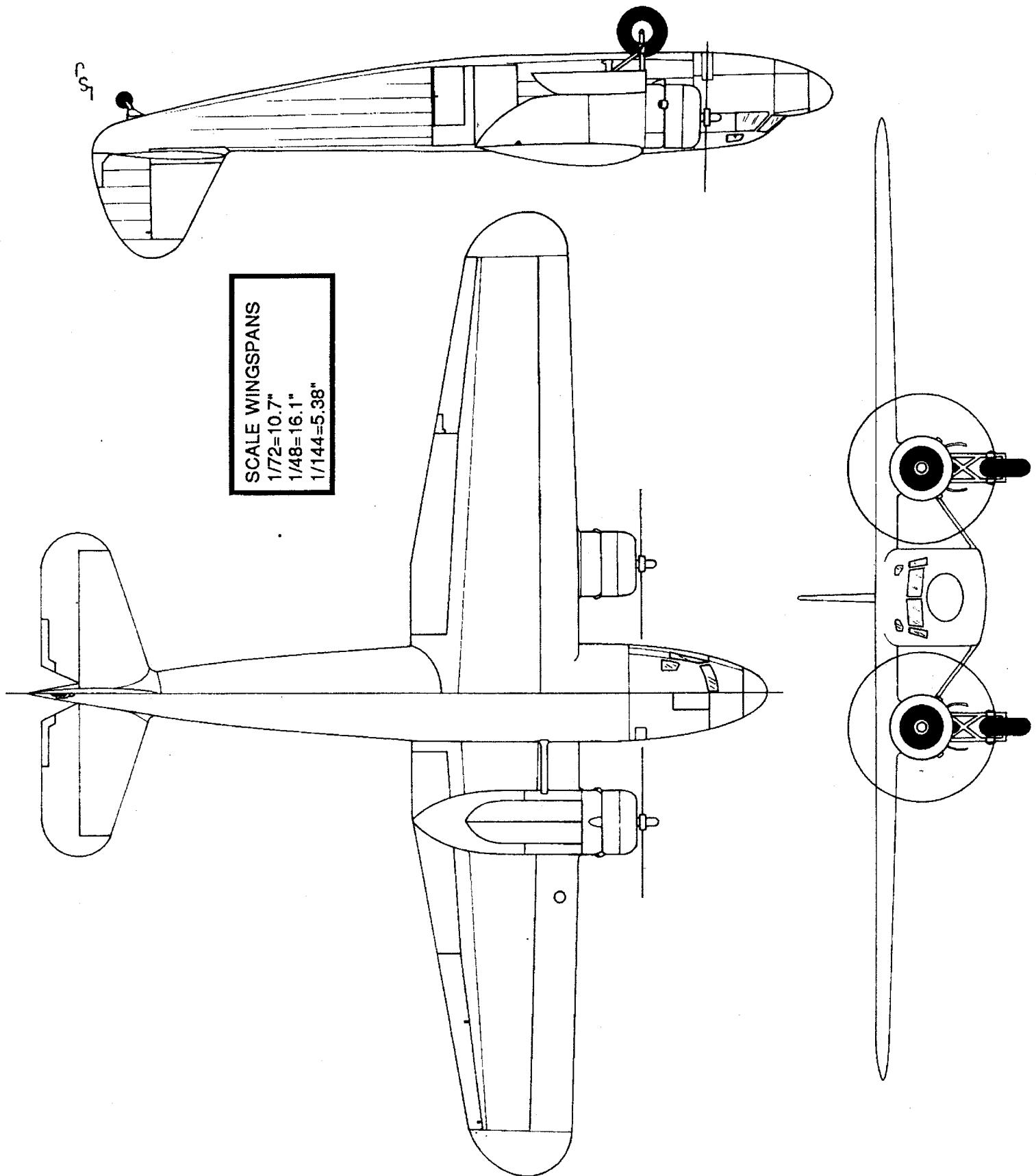
BUILDING THE SPAR ASSEMBLY

1. Before starting work, read these steps through a few times to become familiar with the progression of assembly.
2. The spar assembly is composed of a front and rear spar, compression members (chordwise members), and diagonals. They are made of 5 to 6 lb. straight grained 1/16 sheet balsa, or 8 lb. 1/32 sheet as an alternate. The use of heavier balsa is not necessary and should be avoided. This applies to all other parts of the wing, as well.
3. The spar assembly is shown shaded. In some cases, compression members are in the same location as ribs.
4. Cut the center section spars out and pin them in place on the wing drawing.
5. Cut, fit, and glue the compression members in place between the spars. The compression members are full spar height, and therefore tapered because of the different height of the front and rear spars.
6. Cut, fit, and glue the diagonals. These too, will be tapered.
7. Do the right and left outer panel spar assemblies in the same manner.
8. After the glue has dried thoroughly, block up the outer panel spar assemblies per plan, and add the spar splices as shown. You now have the complete spar assembly with dihedral incorporated. Remove it from the plan.

COMPLETING THE WING

1. Start with the center section by pinning the trailing edge in place on the plan. Cut 1/16 sq. rib bottoms extra long and glue them to the trailing edge. Note that there are no rib bottoms on the ends of the center section, only the nose rib and top bow, which are added later. Locate the front end of the rib bottoms by pushing pins through the excess length forward of the front spar. They will be trimmed off later.
2. Cut out the nacelle base former w-x and glue it to the trailing edge. Also, cut and glue in place the 1/16 X 1/8 strip near it that forms part of the nacelle base. Cut it extra long, as you did with the rib bottoms.
3. Put dabs of glue in the appropriate spots on the rib bottoms and the nacelle bases, and carefully lower the entire spar assembly in place onto the center section. As an aid in locating the spar assembly, build a vertical guide on the plan near each wing tip to interface with the front face of the front spar, which will be sticking up above the plan. The corner of an index card will do. Glue a piece of balsa to one side of the corner of the card so as to pin it in place on the bench.
4. Add the sliced rib tops. If they overhang the front spar, trim them off after the glue has dried.
5. Pull the pins in the rib bottoms and nacelle bases. Trim the rib bottoms off 1/16 in front of the front spar. Trim the nacelle bases off flush with the forward face of the front spar.
6. Add the nose ribs. If there is a slight mismatch between the nose rib and the sliced rib, sand it flush after the wing is completed.
7. Add the leading edge.
8. Do each outer panel in a like manner. Note that leading and trailing edges are tapered. It is best to assemble the wing tips separately, then fit them to the completed outer panels.

CESSNA C-106 LOADMASTER



SPECIAL EVENT AT THE FAC-NATS

FAC Thompson and Greve Race 30yr Re-enactment "Pinch Cup Anniversary Race"

Goal:

Re-create the excitement of the early years of FAC Racer Mass Launch with original models and pilots.
Let's put some fresh air under the wings of these vintage ozone scorchers!

Rules:

The Model

- Must be an original 1978 or earlier vintage model built for, or flown in FAC Thompson or Greve race events
- Model must be in original, unmodified condition with no modernization, e.g., rubber peg location, original style prop, no structural changes..added dihedral or reduced structure, etc.
- This is not an event for "99 point" restored models.
- "In-kind" repairs are OK, but should be the minimal necessary to put the ship (back) in flying order. Rule of thumb: no more than 30% new new sticks/tissue.
- Do not recover the model to the extent possible; new(er) tissue is OK in areas that must be rebuilt (stab, rudder, wingtips, old Hungorilla holes(Pirelli blowouts). Attempts to patch with faded tissue are favored and original, unrestored condition is always preferred.

Flying the Event (yes, you will fly your old bird in the purpose for which it was built)

- The entrant should be the original pilot/builder, but proxy race-pilots are OK.
- If the original builder has more than one old racer, he may have it proxy flown.
- Thompson and Greve mass launch races will be run per the original 1978 rules (follows) - except for the rubber motor described below.
- Rubber motor will be supplied to each pilot for use in the event in a reasonable apportionment given the size & weight of the model. Rubber will be vintage strip - same for all (Sig gray, Pirelli, Dolby, etc. no Tan or TanII). Winding advice? Pack 'em in if you dare..

Original 1978 Thompson & Greve Race Mass Launch rules (to be checked by Dave S)

- Thompson racers fly in the Thompson and Greve racer fly in the Greve, regardless of inline/radial engine configuration.
- No qualifier with one-down-at-a-time elimination per heat.
- Flyers must stand at the start line with no more than two feet between their shoulders.
- 2minutes to wind and 10min to retrieve (no exceptions..that's racing).
- No winding tubes, or stooges - a mechanic will be supplied if you don't have one (this is racing, if you can't take the heat, get out of the kitchen..)
- 24" wingspan limit (but if these are original models, we don't need to worry about this).

7	JACKSON, TIM	12	DIVIS, ROY	20	MUFFELMAN, BILL	20	MAMODY, RON	12	KAMODY, RON	7
	BURDSAL, LES	31	ROPAR, NICK	20	SHERMAN, LEN	12	MORTON, GARY	12	MORTON, GARY	7
	AZURE, PETE	30	SHIELDS, ALLEN	20	TECHUK, ALEX	12	O'BRIEN, TOM	12	O'BRIEN, TOM	7
	BOEHN, CHRIS	30	SLUSARCYK, CHAR.	20	COLSON, STAN	11	RICCI, ANDREW	11	RICCI, ANDREW	7
	ROBERTS, GORDON	30	THOMPSON, MIKE	20	GRANT, JIM	11	SMITH, DAN	7	SMITH, DAN	7
51	WECKERLY, STU	48	BRUNING, PRES	30	IVER, DICK SR.	11	ALDERSON, LEN	6	ALDERSON, LEN	6
	McGILLIVRAY, JACK	48	ISERMAN, MIKE	30	MILLER, DON	11	BOEHN, PRESTON	6	BOEHN, PRESTON	6
	GRIEBLING, STEVE	48	MCGINNIS, DEAN	30	NEFF, VERN	11	BRUER, SAM	6	BRUER, SAM	6
	ZAPF, RICHARD	47	SUGDEN, BOB	30	NEFF, VERN	11	FOSTER, BRUCE	6	FOSTER, BRUCE	6
	SRULL, DON	47	BRIGADIER GENERAL	30	BOJAN, ED	19	GALLO, GREGG	6	GALLO, GREGG	6
	REES, DAVE	47		30	CANNON, HAROLD	19	GUNN, WADE	6	GUNN, WADE	6
	MILLER, JIM	45		30	FRANKS, DAVID	19	HARWOOD, ERNIE	6	HARWOOD, ERNIE	6
	BROWN, RUSS	45		30	LINSTROM, DAVE	19	HENDERSON, BILL	6	HENDERSON, BILL	6
	EGGERT, WALT SR.	45		29	MCGOWAN, MEGAN	19	HODSON, GARY	6	HODSON, GARY	6
	Lewis, George	45		29	PARTIN, GENE	19	HOPKINS, HARVEY	6	HOPKINS, HARVEY	6
	LIKELY, AL	45		29	SCHMITT, TOM	19	MCCONNELL, KEN	6	MCCONNELL, KEN	6
	HILL, CHARLES	45		28	WEBB, JASON	19	MILLER, WILLIAM	6	MILLER, WILLIAM	6
	ORPHAN, WILLIAM	45		27	BLANCHARD, STEVE	18	MORRILL, JOHN	10	MORRILL, JOHN	10
	TISINAL, JACK	45		27	FIKE, JACK	18	MOSKOW, MIKE	6	MOSKOW, MIKE	6
	ADAMS, DICK	44		27	HELMAN, PAUL	18	OLM, ORVILLE	6	OLM, ORVILLE	6
	DALEY, JIM	44		26	HUDSON, RALPH	18	PHELPS, JACK	6	PHELPS, JACK	6
	KARPONACK, JOHN	41		26	HURDLE, JOE	18	POLENTI, JOHN	9	POLENTI, JOHN	9
	MCLELLON, BOB	41		26	KAITERIS, PETER	18	PRISEI, DUDLEY	9	PRISEI, DUDLEY	9
	L. T. GENERAL	41		26	KLUIBER, RUDY	18	RICE, JACK	6	RICE, JACK	6
	TRIVIN, WAYNE	39		26	LANGLEY, TED	18	RUHLAND, D.J.	6	RUHLAND, D.J.	6
	BENTON, OLIVER	38		26	RZADCA, MARK	18	RUMMEIS, JEFF	6	RUMMEIS, JEFF	6
	BLAIR, JOHN	38		25	STEEB, DON	18	SCHICK, EARL	6	SCHICK, EARL	6
	DIETZ, BILL	38		25	BARKER, JOHN	17	SMITH, HOMER	6	SMITH, HOMER	6
	KESHISHIAN, HARRY	38		25	BOURKE, ROY	17	STEED, CHARLES	6	STEED, CHARLES	6
	PEAVEY, LARRY	38		25	PENNINGTON, BILLY	17	TAKAGI, FUDO	6	TAKAGI, FUDO	6
	SANFORD, CURT	38		24	REE, MARIE	17	TAYLOR, BARRIE	6	TAYLOR, BARRIE	6
	BUXTON, JIM*	38		24	ROTH, MEL	17	TELFORD, TONY*	6	TELFORD, TONY*	6
	NOVAK, ED	37		24	WHITE, GEORGE	17	BREDEHOFT, JACK	8	BREDEHOFT, JACK	8
	CHAPPELL, HOWARD	37		24	GRABSKI, PAUL	16	BUBOLZ, DAVE	8	BUBOLZ, DAVE	8
	IVERS, RICHARD	36		23	HYKA, JIM	16	CORNELIUS, DALLAS	8	CORNELIUS, DALLAS	8
	NUNEZ, GEORGE	36		23	MITCHELL, DAVE	16	HANNAY, DOUG	8	HANNAY, DOUG	8
	LOEHL, CARL	35		23	DERBER, TOM	23	MARCHESE, BOB	8	MARCHESE, BOB	8
	NALLEN, TOM SR.	35		23	HIRLEMAN, FRANK	23	PAILLERON, A.J.	8	PAILLERON, A.J.	8
	TUDOR, JOHN	35		23	LANDRUM, BILL	23	WELSCHANS, MIKE	16	SCOTT, CHRIS	8
	MAHER, CLARENCE	61		23	ZBASNIK, PETE	23	HUNTER, GARY	15	SPRENGER, JIM	8
	WUNSCHE, FRED	59		22	DELOACH, ED	22	KRAMER, JOHN	15	THOMAS, PHILIP	8
	MAYO, ROSS	57		22	DONOHUE, JERRY	22	LAVENDER, TIM	15	TRABBIC, RAY	8
	MOSES, JACK	57		22	Gamble, Clive	22	NALLEN, MICK	15	VANDORN, STUART	8
	SMITH, DAVE (AZ)	56		22	HAWLEY, RICK	22	SIMPSON, WILLARD	15	VIGGIANO, LOU	8
	GROENING, TOM	55		22	MCDONALD, DAN	22	WARNER, BILL	8	WARNER, BILL	8
	GILBERT, VANCE	54		22	SHARBONDA, KEVIN	22	ANDERSON, ERIC	5	ANDERSON, ERIC	5
	KRUSE, LARRY	54		21	HOUCK, MARK	21	ASSEL, DON	7	ASSEL, DON	7
	STOTT, PAUL	54		21	PASLEY, JERRY	21	BATLUK, GEORGE	5	BATLUK, GEORGE	5
	FINLEY, BRUCE	52		21	ROSS, LINCOLN	21	BROMM, KARL	13	BROMM, KARL	13
	SCHANZLE, ALLAN	52		21	SMITH, OSCAR	21	DECOK, ALLAN	13	DECOK, ALLAN	13
	SMITH, GENE	52		21	EWING, FRED	20	BUTSCH, ROBERT	7	BUTSCH, ROBERT	7
	SLUSARCYK, DON	51		21	GILLIS, RICH	20	FEDOR, MIKE	7	FEDOR, MIKE	7
	DECOOK, DON	32		21	HINES, MIKE	20	HUTCHINSON, JOHN	13	HUTCHINSON, JOHN	13
				21	LEFFLER, GEORGE	20	LIONBERGER, FRED	13	LIONBERGER, FRED	13
				21	MORROW, MIKE	20	REGALBUTO, JOHN	13	REGALBUTO, JOHN	13
				21	MORROW, MIKE	20	BARLOW, MARK	12	BARLOW, MARK	12

1	TOMCZUK, S.	GARRISON, BOB	LINTON, DON
1	WALLACE, PETE	GOSSELIN, RON	LOTHOUSE, DAVE*
1	WOODS, JIM	GREEN, MARCIE	MAGERS, CHARLES
1	LIEUTENANT	GRIGGS, DOUG	MANKOWSKI, JIM
1	BAUGHMAN, GARY	HAAAKONSEN, ERIK	MARCHESE, MATT
1	CAMPBELL, LEE	HARRIS, JIM	MARKSON, JERRY
1	CERESA, BILL	LEMON, KENT	MCBRIDE, JIM
1	COLLINS, DAVE	LENNERT, KEVIN	MCELVEEN, JACK
1	CRAWFORD, DOHRM	LEWARS, JOHN	FERGUSON, BOB
1	DIEBOLT, JOHN	LOVETT, GRANT	FLETCHER, BARRY
1	EGGERT, WALT, JR.	LUZZI, MICHAEL	GEARING, GEORGE
1	FACTOR, R.	LYONS, BOB	GERSZEWSKI, JIM
1	GARBER, LES	MALTZ, ENRIQUE	GILES, RICH
1	GUERRA, OMAR	MCBRIDE, DUNCAN	GOURDON, BOB
1	HARLAN, DAVE	MOSELY, JIM	GREGG, FRED LOOP*
1	HASKELL, CURT	NELSON, BOB	GRINGER, JBM
1	HAUGHT, DAVE	O'RZECHE, HENRY	GUEST, BERNARD
1	JOHNSON, KEN	OSBORNE, BOB	HAGEN, TERRY
1	LAMB, ED	PACK, CHARLES	HAGEN, AL
1	LAYCOCK, JOHN	PAYNE, RAY	HAIGHT, BOB
1	LORIMER, HAL	RAKOW, RAY	HAIGHT, BOB
1	MANSFIELD, GEORGE	REICHEL, JUANITA	HAMLETT, DALTON
1	MASTERS, BOB	RODEN, BOB	HANFORD, BOB
1	MCCOY, TOM	SHAW, BOB	HANFORD, RIP
1	MILLS, DAVID	STALEY, BILL	HARDING, HAROLD
1	MONTEATH, ALAN	STROUT, REGGIE	HASLAM, LIN
1	NEWELL, KEN	ZAPOLSKI, ED	HAYWOOD, TREVOR
1	PETERSON, AARON	ZEMECK, LEN	HEMMEL, JIM
1	PETRINEC, BOB	ALLEN, DICK	HENDERSON, JOHN
1	PHOENIX, ROCKY	BALCER, WALT	HENDRICKSON, CHAF
1	PLACHY, LAD	BARBER, LES	HESSEL, RICH
1	REDDING, HERB	BLACKHAM, RICH	HERBST, PAUL
1	SCHARIDT, BILL	BLAIS, TIM	HINTON, BILLY
1	STEVENS, ROBERT	BOONE, JACK	HODGES, ROBERT
1	TEACH, TED	BRELL, BILL	HODSON, FRANK
1	VOORHEES, JOHN	BENNETT, LEON	HOLLOWELL, JIM
1	WARMANN, BOB	BRICK, PAM	IVES, DAVID
1	ALLEBONE, TED	BOCKS, PETER	JESSUP, ARTIE
1	ANDERSON, DICK	BUCHELE, ELVIN	JOHNSON, BILL
1	ANDERSON, JAMES	BURNS, MICHAEL	JOHNSON, GARY
1	ANDERSON, WAYNE	CALDWELL, BILL	KEAR, KEN
1	BAECKE, AL	CLARKE, BILL	KEHR, WILLARD
1	BAECKE, FLORENT	CRAWMER, JERRY	KELLEY, WARREN
1	BARKER, DOUG	CURTIS, TOM*	KERZIE, MARK
1	BARKER, JACK	DAILEY, JIM	KING, LES
1	BIRD, LES	DERBER, DAN	KING, STAN
1	BOTTICELLO, CARME	DITRICH, MIKE	KREMPELT, KENNY
1	BURKE, SAM	DIXON, BROOK SR.	RAMOS, FERNANDO
1	CARLS, JOHN	DOWDY, CARL*	RASH, FRED
1	COFFEY, WENDELL	DUKE, BILL	REYNOLDS, BILL
1	DOCH, ZACH	EVERSON, VALT	RHODES, BILL
1	ELLIS, ART	FLESHER, AL	QUIER, TONY
1	ENGLERT, PAULA	FUGIKAWA, STEVE	RICE, DAN
1			ROBERTS, MIKE
1			ROCHA, JERRY
1			ROGERS, WILLIAM
1			ROSS, DON
1			ROSS, RICHARD
1			RUBRICH, CHRIS
1			RUPPERT, CONRAD
1			RUSSO, GUY
1			SANDERS, TOM

TRUE EXPERIENCES FROM AL CLEAVE

During World War Two, Waco CG-4A troop gliders were used extensively not only in Europe, Africa, and the Pacific, but also in India, where they carried Chindit troops into Burma.

On one occasion, a flight of ten CG-4A's had landed on an airstrip in India after returning from transporting a load of these troops. Following the prescribed parking procedure, all pilots remained in their gliders waiting for a lone Jeep to tow them to their parking area at the far end of the strip. Indian laborers were at the time using elephants to drag heavy logs from the edge of the strip.

Movie star, Jackie Coogan, who was one of the pilots, came up with an idea. Instead of waiting in the hot sun for the slow-moving Jeep, he made a deal with one of the elephant handlers -- for a few American cigarettes -- to have one of the pachyderms tow his glider to the parking area.

One of them was hooked up and started down the runway with the glider in tow as Coogan stood by and watched. All went well for about fifty yards, at which time the elephant became aware of the glider close behind him and panicked, apparently thinking he was about to be run over.

He headed for the nearby jungle at full gallop, trying in vain to get away from what he evidently construed to be a monster in hot pursuit.

He made good his escape only when the glider's wings hung up in the trees and the towrope broke.

**HELP US CELEBRATE OUR 30th FAC-NATS
AT GENESEO, N.Y. JULY 16-19**

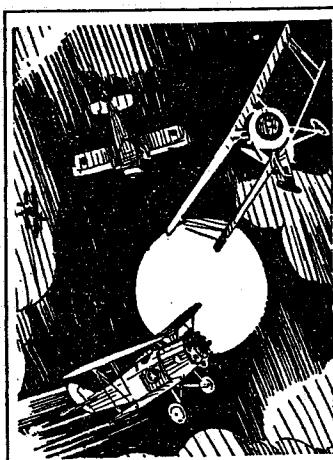


SATTERTHWAITE, BA	1
SCHUELER, CARL	1
SCHUTZEL, EMIL	1
SEAVER, TED	1
SEBASTIAN, JOE	1
SENNET, BOB	1
SEYMOUR, JOHN	1
SHEPHERD, CHARLES	1
SHOLDER, BARRY	1
SMALLEY, RALPH	1
SOLMONOFF, GEORG	1
SOUTH, STEPHEN	1
SPIESS, MIKE	1
SQUEGLIA, RALPH	1
STEINMAN, ELVIN	1
STEWARD, BOB	1
STONE, RICHARD	1
STONECIPHER, RICH	1
STOTT, PAUL D.	1
SWANSON, GEORGE	1
SYLVIA, ED	1
TARANGO, GLENNA	1
TAYLOR, BILL	1
THOMAS, GREG	1
THOMAS, VET	1
THOMPSON, RICHARD	1
TIMKO, AL	1
TIPPS, LEE	1
TOMASCH, WALT	1
TRACY, DAVID	1
TRIANA, JORGE	1
TROUTMAN, JIM	1
VALLS, JOHN	1
WALTER, BUCKY	1
WEBSTER, LEE	1
WEIDNER, JIM	1
WHITACRE, DON	1
WHITE, ROY	1
WHITFORD, RUSS*	1
WIENKLER, CLIVE	1
WIENKLER, GRANT	1
WILLIAMS, JAY	1
WILLIS, ROGER	1
WOJTKIEWICZ, CHUCK	1
WURMAN, BOB	1
YANOSKY, TOM	1
YODER, MARVIN	1

**BOLD NAME =
FIRST YEAR ON LIST**

**UNDERLINED COUNT =
PROMOTED IN 2007**

**BOLD NAME & COUNT =
BLUE MAX IN 2007**



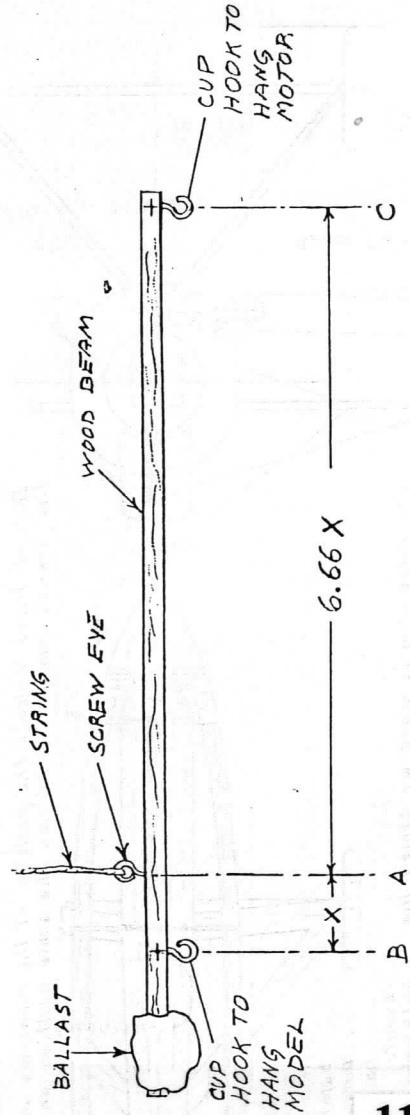
OVERWEIGHT??

TRY THIS SIMPLE INEXPENSIVE WAY TO ACHIEVE THE IDEAL WEIGHT.
GUARANTEED NO SIDE EFFECTS. NO PULLS TO SWALLOW.

HIT THAT 15% GOAL EVERY TIME, AT HOME OR AT THE FIELD.

To determine the motor weight of a model a simple balance beam must be made, an example of which is shown below. It is well within the abilities of any modeler to construct one accurately. The prototype was built with a thirty inch balsa beam using 3 inches as the A to B dimension, and 20 inches as the A to C dimension. Very easy to lay out. This gives a balance of just the right size to handle the models we deal with.

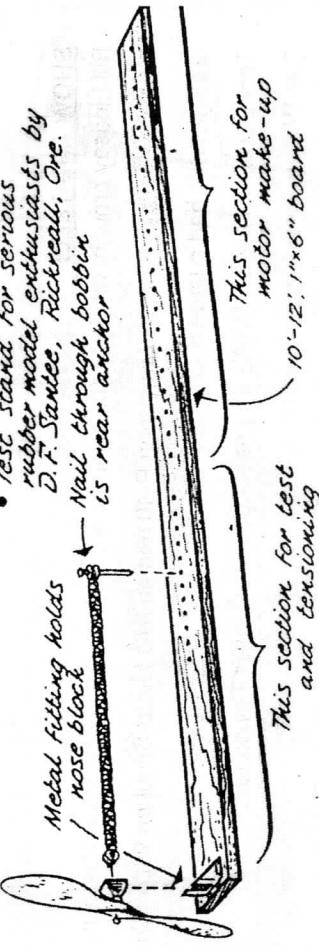
BALANCE BEAM.



11

Hanging the model and prop was done by using a pipe cleaner bent to capture the leading edges of the stabilizer next to the fuselage and on both sides of it. It looked about like this. A piece of piano wire was bent with a hook on each end and hung from the model hook on the beam to give clearance. The model was then hung from this by the pipe cleaner. Remember, the piano wire hook and pipe cleaner are part of the balance beam weight, not the model. They must be in place when the beam is balanced with no model or motor on it.

- Test stand for services
rubber model enthusiasts by
D.R. Janice, Richland, Ore.



The Dutch Koolhoven F.K. 58

By S. S. Lynn



LITTLE Holland put up a grand defense against the German war machine which thundered across their border and swept on to France. And one of the best single-seater fighters that was in the Netherlands' infant air force was the Koolhoven F.K. 58. This plane stood up admirably against the Nazis and downed many of Goering's *Luftwaffe* craft.

The F.K. 58 was powered with a Bristol Taurus engine of 1050 h.p., which pulled the ship through the air at 320 m.p.m. at 16,000 feet. Cruising speed was 260 and landing speed 71 with flaps extended. And the cruising range was 845 miles.

When designing and building this fighter, the manufacturers took into consideration the latest requirements of modern warfare. It has become evident, especially for this type craft, that the fighting value is increased to a great extent when the machine can be handled very easily and acrobatics can be carried out by any flyer of average ability.

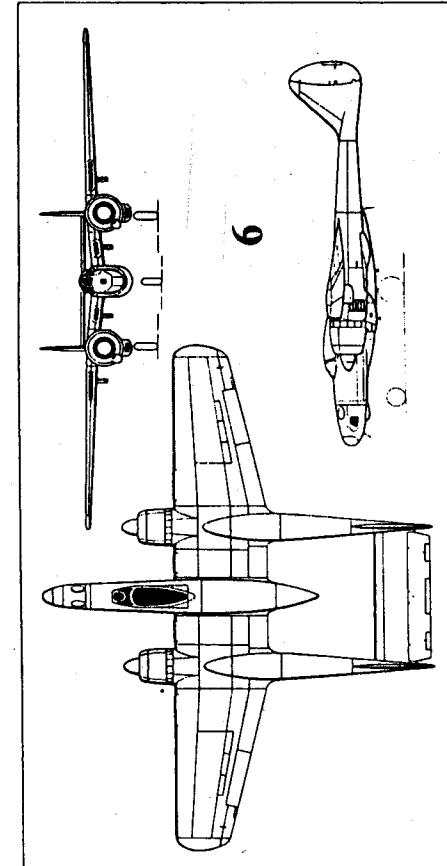
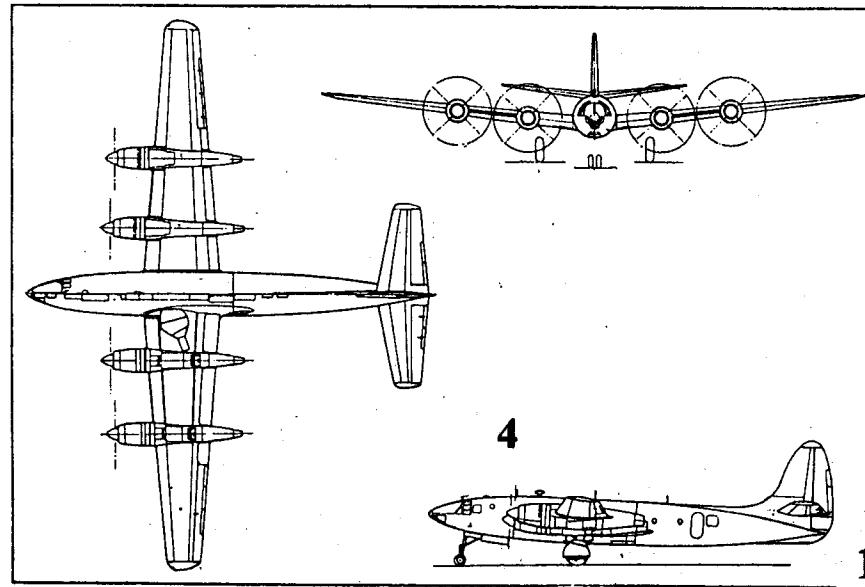
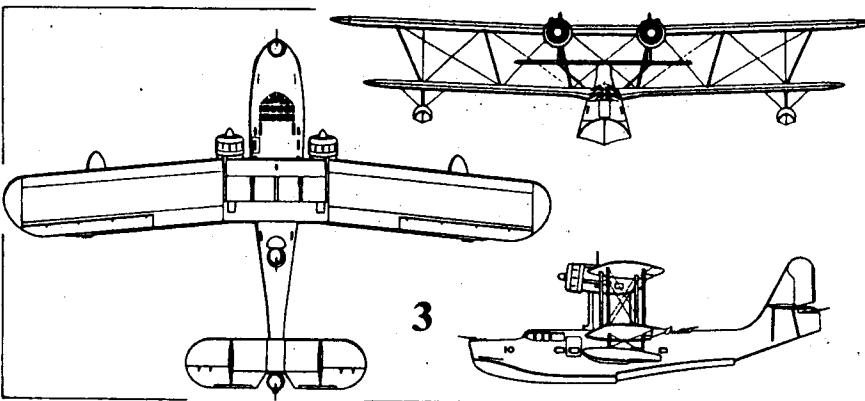
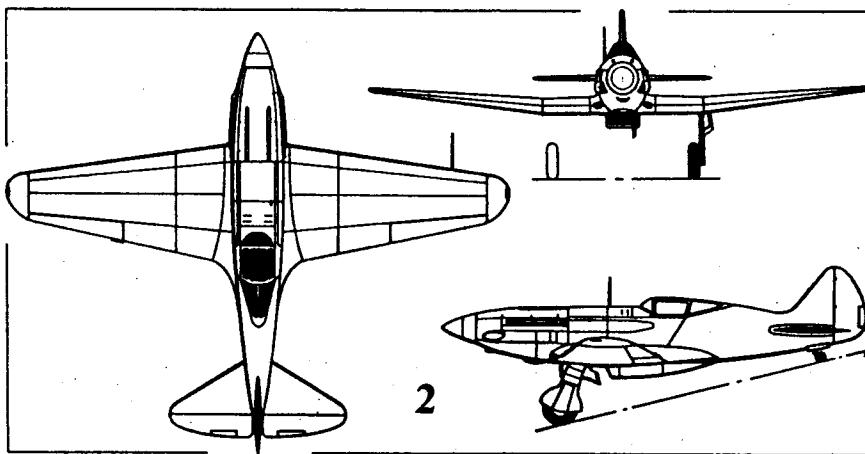
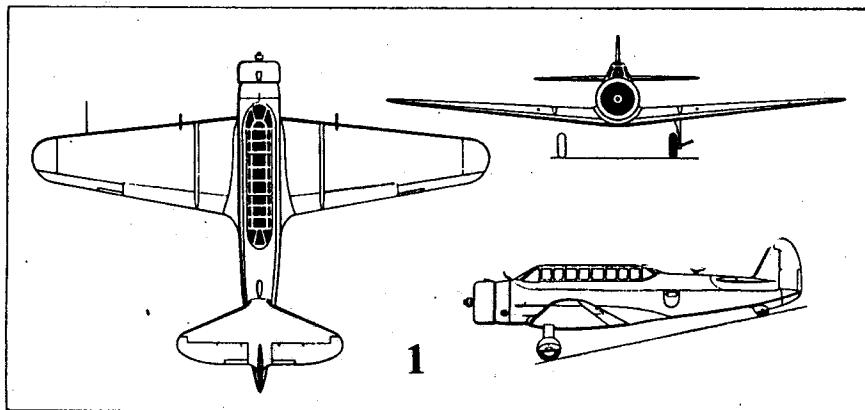
To meet these requirements, the

greater part of the plane was concentrated near the center of gravity, with the pilot immediately behind the engine. Much attention was paid to the area and the position of the tail unit and to proper selection of the wing profile and airfoil. This reason also led to the construction of this ship as a mid-wing.

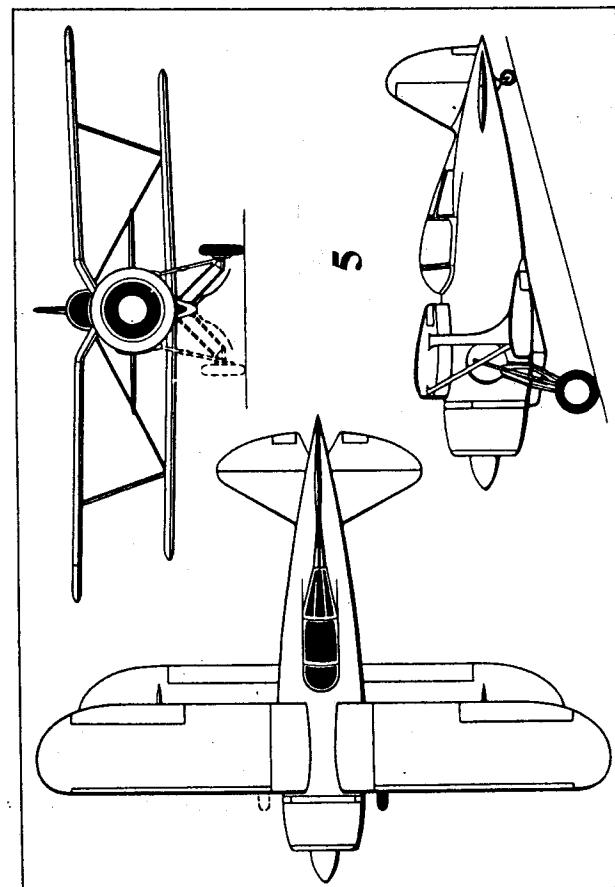
The light alloy fuel tanks, with a total capacity of 11.9 gallons, were installed in the wing, one on either side of the fuselage and one in the center section. All tanks were interconnected.

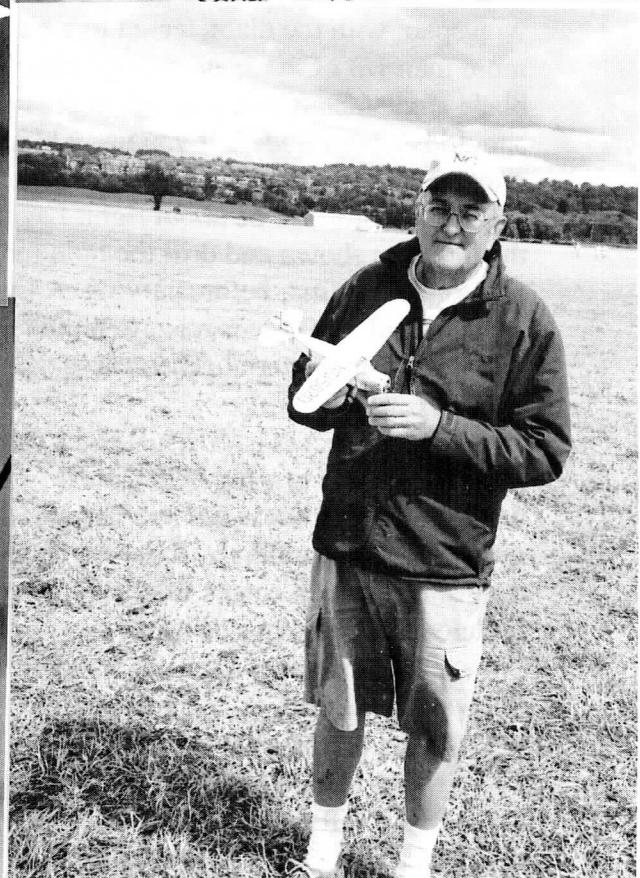
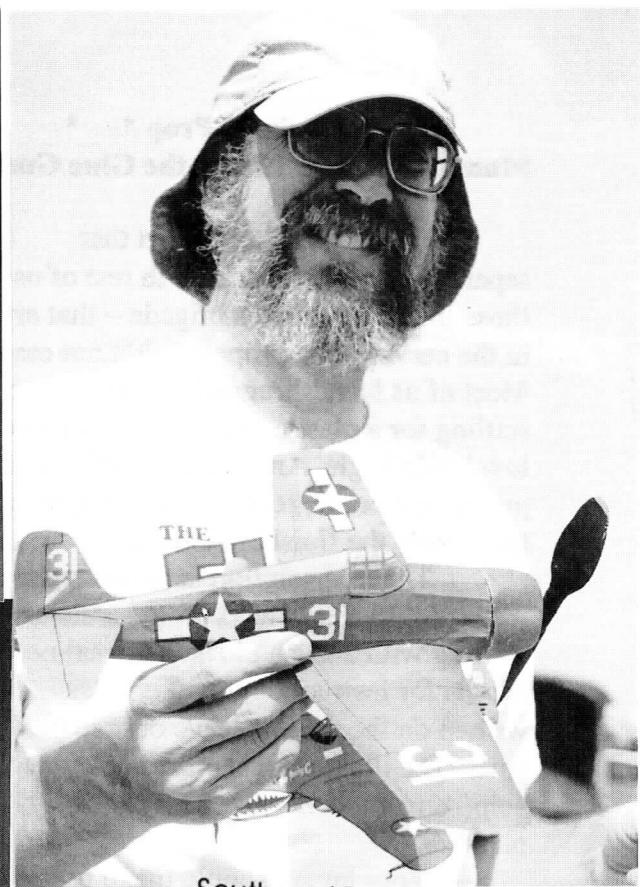
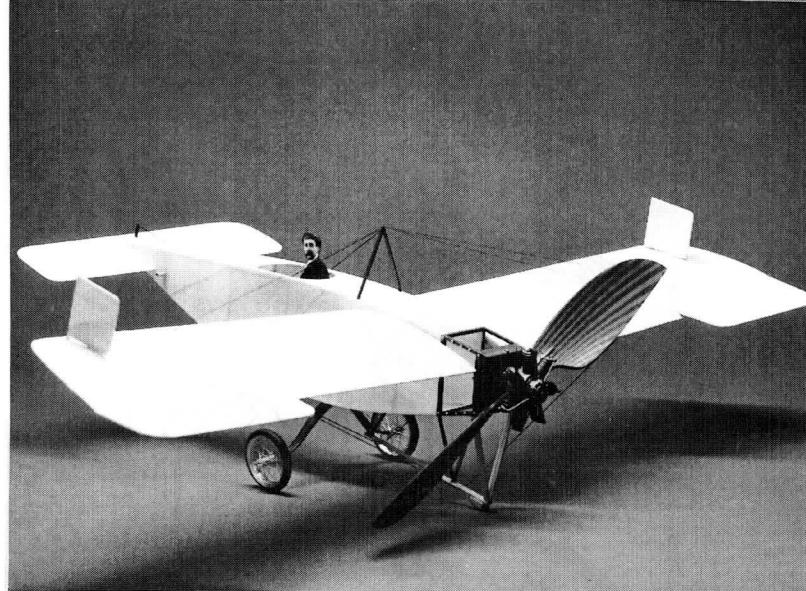
The fuselage was built up of welded steel tubing. The tailplane was constructed of wood, while the fins, rudder and elevator were built up of tubing with dural webs and were covered with fabric. The cantilever wooden wing was made of two box spars with plywood webs and covering. The wing made of two box spars with plywood webs and covering. The wing

enough information to make the Koolhaven FK-58 eligible for the World War Two FAC event.



LATEST QUIZ! SEND YOUR GUESS'S TO
FAC-GHQ BY APRIL 30, 2008. THE FIRST
3 WITH ALL CORRECT OR THE 3 WITH
THE MOST CORRECT WILL RECEIVE A
PRIZE. SEND TO; FAC-GHQ, 3301 CINDY
LANE, ERIE, PA. 16506.





Three photos from Jiro Sugimoto (Japan) of 3 Peanut Scale models. Top down, Wittman Tailwind, Bleriot Type 25 and Cranwell CLA-3. Great looking models!

Top, Jim Sprenger with a nice looking Hellcat. Phot by John Oldencamp. Bottom, Mike Nassise with his Dime Scale Cessna C-34. Photo by ?????

* * Carving a Prop * *

Mumbo Jumbo # 134 by the Glue Guru

If ever there was an art that separates the anointed from the rest of us – those in the all-thumbs brigade – that art is in the carving of a propeller. It's not easy. Most of us have shrugged and moved on, settling for a plastic prop, despite its too low blade angle. Another alternative is to purchase a crude, rough cut balsa prop and then apply the finishing touches.

The true solution is to face up to the difficulties and work from scratch, starting with a balsa block. The real need here is for instruction. Most articles written on the subject leave out the hard parts. The illustrations to the right may help (Aero-modeller, UK, July 1956, p.358, 359).

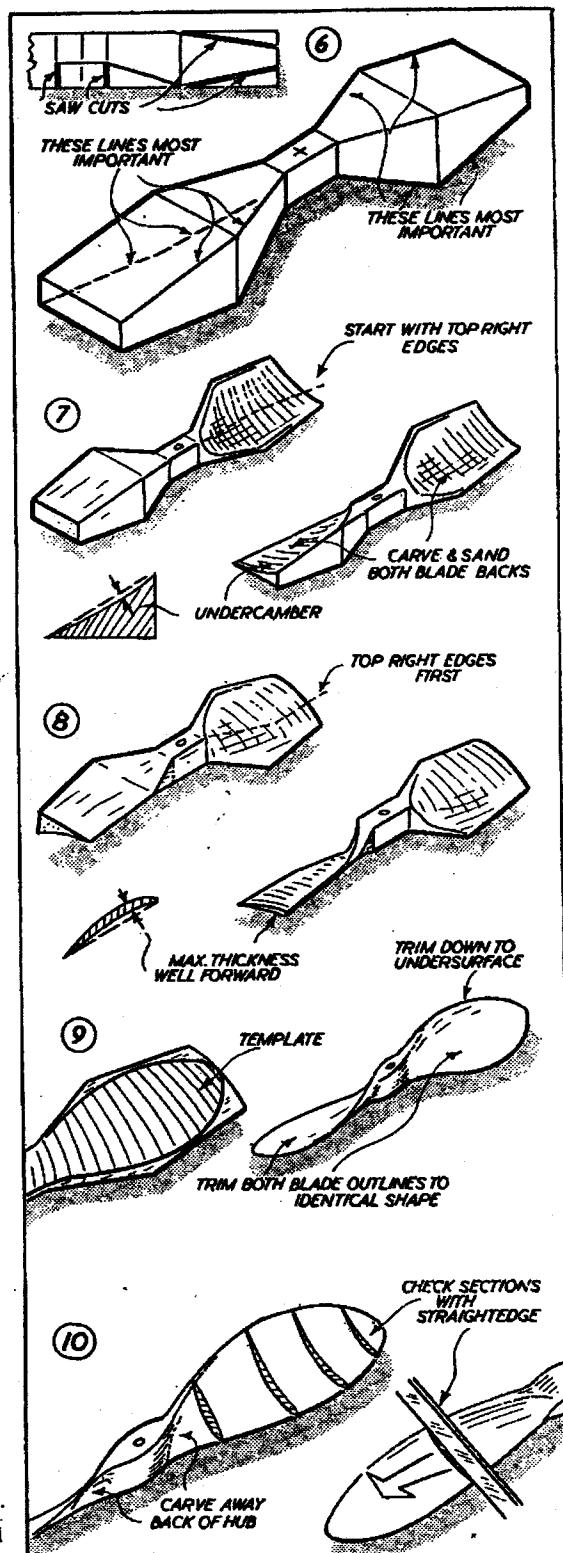
Your layout should make use of the wingspan, with the diameter set to a bit more than 1/3 of the span. The maximum blade angle, about half way out to the tip, should be about 30deg. If you use a block width a bit less than twice the thickness, the blade angle will be about right. Lay out the block as shown and drill the hole for the prop shaft first, before carving. A jigsaw or band saw comes next, to remove the bulk of the material. Then carve as shown.

The process is difficult and a small hand-size router is a big help. Much depends on steadiness and experience – quick success is unlikely. Even so simple a question as which comes first: camber or undercamber, remains debatable.

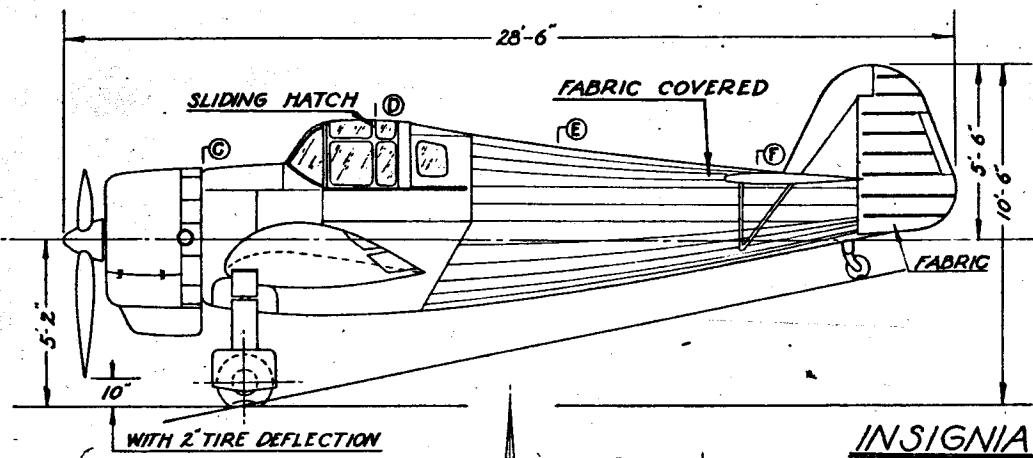
Still – if you want to do it right from scratch...well, give it a try.

An Advert for Myself

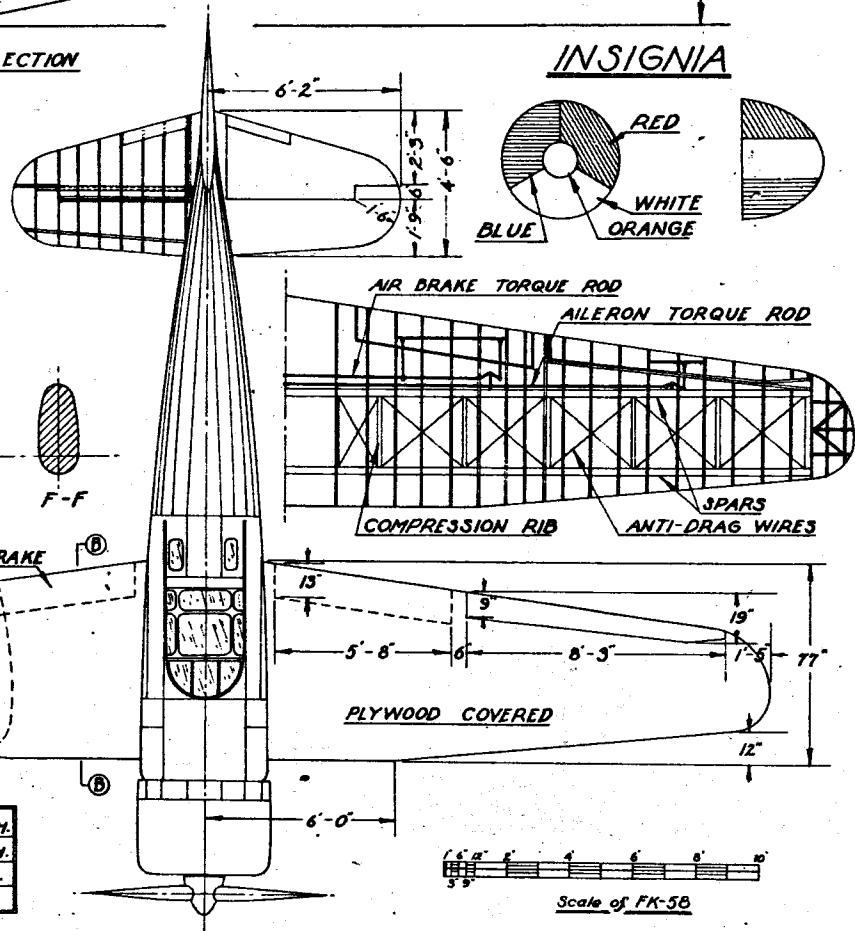
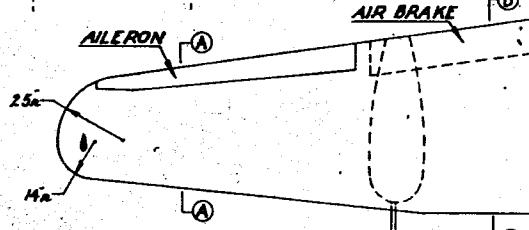
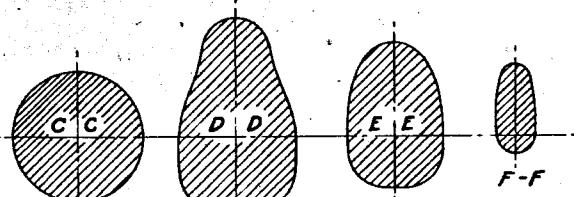
Knowledge of the art of shooting from an aircraft made the Red Baron a top ace. It's all in "Gunning for the Red Baron" by Leon Bennett at Amazon and Barnes & Noble. Give it a whirl.



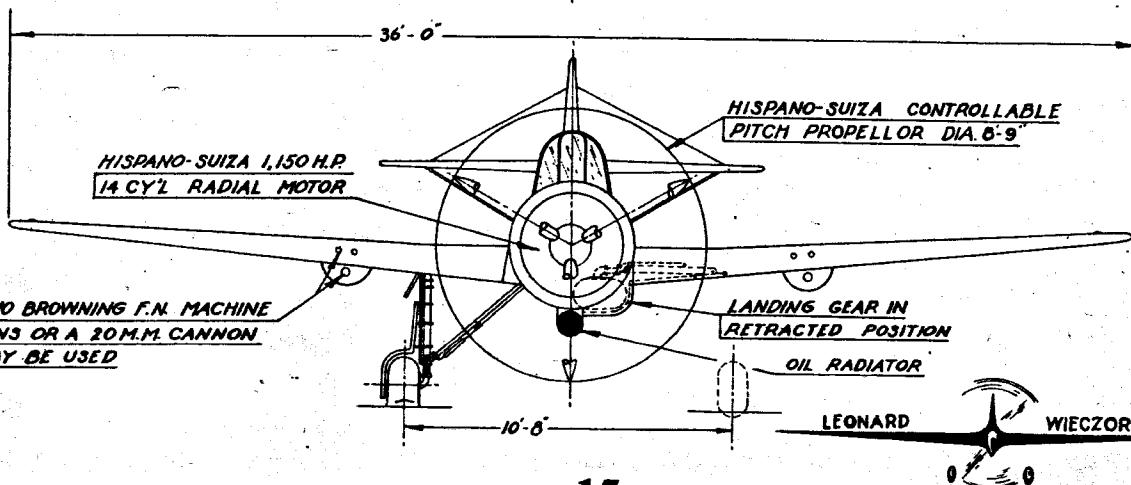
KOOLHOVEN FK-58



CROSS SECTIONS

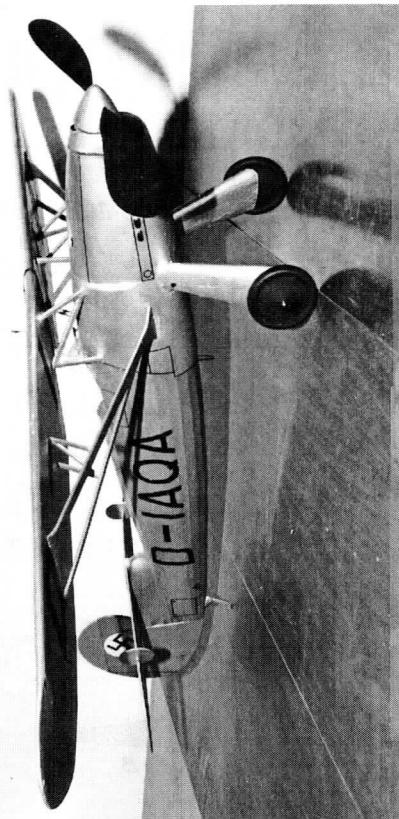


MAXIMUM SPEED	312 M.P.H.
CRUISING SPEED	280 M.P.H.
LANDING SPEED	76 M.P.H.
RANGE	470 MILES





Roger Willis showing off his Jimmie Allen BA Cabin.
Photo from the FAC Nats 2006 by Fred Wunsche.



Here is a Focke-Wulf Stosser built from a Tom Nallen Plan by Joe Barna. Pic by CinC.



Bill Warner sent this nostalgia photo from the 1988
FAC Nats. Allen Schanzle presenting the "Grand
Champion" trophy to Don Srull.

COMET KIT POSTAL

THE COMET KIT/PLAN POSTAL CONTEST IS NOW IN PROGRESS. FLY YOUR COMET SCALE MODELS, AS MANY AS YOU WISH, AND AS MANY MODELS AS YOU WISH. EVERY TIME YOU BETTER A SCORE WITH A PARTICULAR MODEL, SEND IT IN TO; FAC-GHQ, 3301 CINDY LN., ERIE, PA. CONTEST TIMES COUNT TOO. CONTESTS ENDS ON SEPT. 30, 2008. ENTRIES POSTMARKED AFTER OCT. 2, 2008 WILL NOT BE ACCEPTED.

NEW PLANS AVAILABLE

Stout Outdoor O.T.R.	Model Aircraft 30"	\$5.00
Fairchild "24"	Sturiale 26"	5.00
Curtiss Hawk P-6E	Megow 20"	5.00
Sparky	Comet 32"	6.00
Wolf (tow line glider)	Cleave 30"	5.00
Interstate L-6	Cleave 28"	5.00
Swoose (old time rubber)	Cleave 25.5	5.00
Sopwith ½ Strutter	Tom Nallen I 20"	6.00
Vought Vindicator SB2U	Tom Nallen I 22.5"	6.00
Lavochkin La-11	Tom Nallen I 22"	7.00

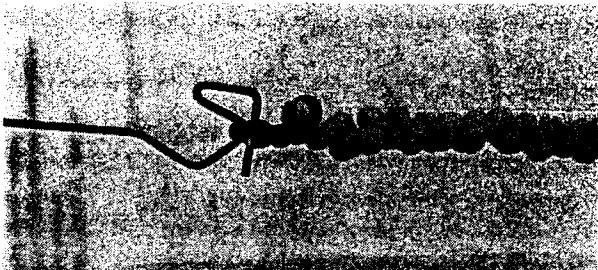
Send a self addressed stamped envelope to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506 for a complete list of Plans for sale.

NEW PROP HOOK DESIGN by Mike Nassise

A new type of prop hook, often referred to as the "SFA" hook, has been creating a buzz among rubber power enthusiasts lately. It's really not a new design per se, but a modification of something that's been around for quite some time, the Tondra Alfrey "Czech" hook. The modification involves the elimination of the melted plastic coating around the business end of the "Czech" hook, something that has kept many modelers from trying out the design in the past. The "SFA" version of the hook is thus a lot easier to make, and that's probably why it's attracting attention.

I haven't tried out the "SFA" hook myself, but from what I'm hearing it works very well in keeping the rubber from bunching up at the front end of a model as the motor unwinds. Does it do the job as effectively as the "reverse-S" hook? I'm not sure, but it looks much easier to bend into shape with ordinary pliers than the old classic. In addition, for those who like to use "O-rings" when putting together a rubber motor, their use is apparently compatable with the "SFA" hook.

If you have experience with the "SFA" hook, good or bad, please let me know and I'll pass it along to the gang in a future issue of *Tailspin*. Below are some diagrams and a photo of the modified hook that's causing the stir.



FAC NEWSLETTERS BACK ISSUES. FAC-GHQ, 3301 CINDY LN., ERIE, PA. 16506 \$3.00 per issue, postpaid

189-115 Sept./Oct.	1999
192-118 Mar./April	2000
193-119 May/June	2000
194-120 July/Aug.	2000
203-129 Jan./Feb.	2002
208-134 Nov./Dec.	2002
217-143 May/June	2004
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219-145 Sept./Oct.	2004
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221-147 Jan./Feb.	2005
222-148 Mar./April	2005
223-149 May/June	2005
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228-154 Mar./April	2006
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231-157 Sept./Oct.	2006
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237-163 Sept./Oct.	2007

238-164 NOV/DEC. 2007

239-165 JAN/FEB. 2008

THE GOLDEN AGE

by
Fran Ptaszkieicz

While perusing the book section of the local B/S's wholesale store, I came upon a book entitled Concept Aircraft by Jim Winchester. A most interesting book covering more innovative airplanes than I ever knew existed.

I procrastinated buying it and when I finally decided to add it to my collection, it was gone, obviously having been picked up by another aviation enthusiast.

The airplane that caught my attention while leafing thru it was an interesting photograph and a side view sketch of a Russian air force bomber being used in a parasite fighter development program, which at that time was being initiated by the U.S. Navy with their "Akron" and "Macon" dirigibles.

The Russian concept was named "Vakhmistrov's Nest", subtitled "Zveno Aviamatka", which in my loose Russian translation comes out to be "Aviation Mothers Nest".

The Russian aviation organization produced the most impressive parasite bomber/fighter combination ever seen with this "Zveno" or "Nest" concept. This in the 1930's period of aviation where the russians were always designing, building and flying some of the largest military aircraft of that time. Apparently the russians thought big was better and some designs were huge although many were sadly doomed to failure.

The "Nest" concept was pioneered by a russian engineering group led by Professor Vakhmistrov. At that time this was thought to be the ultimate in parasite fighter combinations. A russian four engine bomber, Tupolev TB-3, fitted out to carry five single engine aircraft.

Two Polkarpov I-15 biplanes would be attached to a framework on top of each wing. On the underside of each wing, a low wing retractable landing gear design, the Polikarpov I-16 would be mounted. Another I-15 biplane would be located on the fuselage approximately mid way between the nose and tail assembly.

The photograph shows the TB-3 airborne with all aircraft mounted in place. It was probably the most impressive of all the parasite fighter combinations of the 1930's period and no mention is made of the method of launching and retrieval of the aircraft. It is assumed that due to the location of the fighters on the mother-ship, all the aircraft would take off independently and once airborne join up with the carrying aircraft. A procedure that would appear to be hazardous at best. It would seem like there would be little room for maneuvering at hook-up time. Certainly the most skilled russian pilots would be called upon to handle this combination.

In the hook-up procedure much caution would have to be observed considering the four spinning propellers on the mother-ship as well as those of the fighters to prevent any sort of entanglement. Perhaps the racks or trapezes were located far enough outside the propeller arc.

Sadly not enough detail or information is available on the trapeze devices, locking on or who controls the release mechanism's.

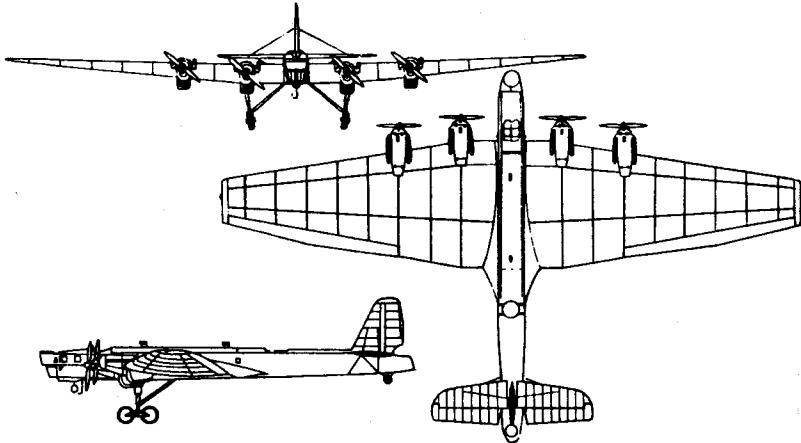
The first flight of this combination was believed to have taken place on December 3, 1931 with no report of how many aircraft were joined up. Apparently the russians kept testing the system because there is a report acknowledging the fact that in November of 1935 all aircraft were released successfully. Again no information on the method of retrieval. Yet the concept was used during World War II.

With the TB-3 bomber having a wingspan of 132 ft-10 in and the I-15 and I-16 with wingspans of 33 ft 7 in and 29 ft 6 in, it appears that if positioned properly, the system could be workable. Unfortunately, I do not have a three view of the complete assembly showing all airplanes mounted. I have included three views of all aircraft involved and dimensions whereby some comparison could be made.

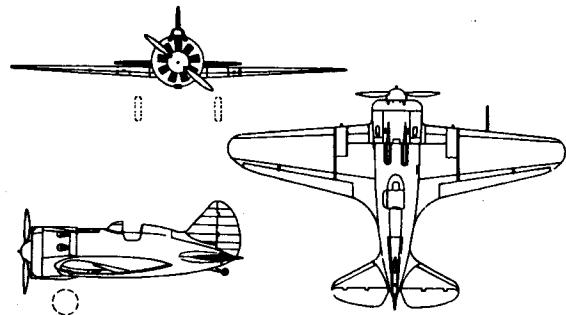
The mother-ship of this parasite unit was a four engine bomber the Tupelov TB-3, that was designated TB-3/AM-34N for this program. The engines provided 715hp each and it was assumed would provide enough power for this operation. This bomber was of the fixed gear type with open cockpits and had a wingspan of 133ft-10in, by contrast the American B-17 of World War II had a span of 103ft-9in. In a three point attitude, the TB-3 had a height of 27ft-9in nose to ground. The Polikarpov I-15 was a fixed gear open cockpit gull-wing biplane with a nine cylinder 480hp radial engine, wingspan was 33ft-7in and two of these were positioned on the top wing each side of the fuselage and one under the fuselage. Completing the package were two Polikarpov I-16 low-wing retractable gear fighters having a wingspan of 29ft-6in, and nine cylinder radial engines of 775hp., located below each wing.

In reviewing the TB-3 dimensions, it appears that with that height of 27ft-9in above the ground in a three point position, the possibility of getting airborne with all five aircraft mounted was attainable.

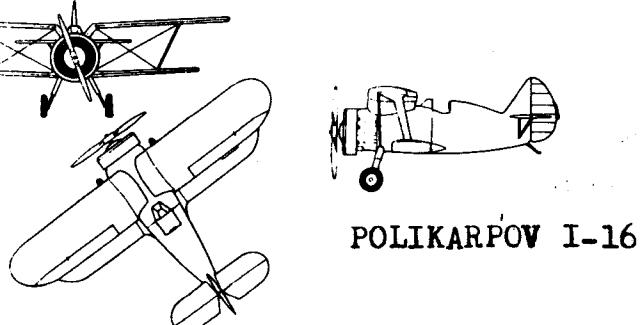
A very interesting program and although not too much was made of this in the aviation press, it does show the Russian's were into innovative attempts to better their aviation research and development programs.



TUPELOV TB-3



POLIKARPOV I-16



POLIKARPOV I-16

POSTAL CONTEST

There are 4 divisions, Indoor Peanut, Indoor No-Cal, Outdoor Peanut and Outdoor No-Cal. Fly your models and send the times to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Contest times also count. Whenever you better a time with a particular model send it in. Enter as many times as you wish. Contest closes on April 30, 2008. Entries postmarked after May 1, 2008 will not be accepted.

INDOOR PEANUT, John Houck Farman Mosquito 65 sec.

INDOOR NO-CAL, Ray Harlan Kawasaki Tony 267 sec.
John Wormley Zero 95 "
John Houck P-39 Cobra 91 "

OUTDOOR PEANUT, John Houck Andreason BA4-B 56 sec.

OUTDOOR NO-CAL, John Stott Fokker F-II Limo. 94 sec.



McCook Field Squadron- FAC ANNUAL CONTEST

Dates: June 21 & 22, 2008
Location: AMA site, Muncie, Indiana
KANONES AWARDED!

Saturday- June 21 (9am-5pm)

FAC Rubber Scale
FAC Jumbo Scale
FAC Golden Age-Civil Scale
FAC 2Bit + 1
McCook Field Watson Unlimited Challenge
FAC OT Rubber
FAC Power Scale
FAC Rapier Powered Jet Scale
FAC Modern Civil Scale
FAC One Design – Sparky
AMA E-36

Sunday- June 22 (9am-4pm)
FAC Peanut Scale
FAC Embryo Endurance
FAC Golden Age-Mil Scale
FAC Dime Scale
FAC No-Cal Profile Scale
FAC OT Rubber Stick
FAC Jimmie Allen
FAC Jet Catapult Scale
FAC Old Time Gas Replica
AMA Outdoor Rubber Autogyro
AMA Outdoor Rubber Ornithopter

WW I Combat Mass Launch – 11AM
Greve Race Mass Launch – 12:30 PM

WW II Combat Mass Launch – 11AM
Thompson Race Mass Launch – 12:30PM

CD: Dan DeAngulo
37-832-3241
DAD4584@earthlink.net

Alt: Ron Teichert
937-890-3093
rht0930@woh.rr.com

- Scale Judging will begin each day at 7:30 AM and continue throughout the day.
- BOM rule applies. (FAC General Rule 1)
- Three Models by three different builders must be entered with each making a qualifying flight for the winner to be awarded a "Kanone". (FAC General Rule 6)
 - Three flight average will be used for FAC rubber scale events. (p6, FAC 2008 rule book)
 - The FAC 2008 Rule Book will be used for all FAC events.
 - FAC only events may be added during the contest, provided the conditions of Rule 1 & 6 (above) are met. Any scoring disputes must be filed on the day of the event.
 - Watson Unlimited Challenge Rules: (McCook Special event)
 - Model must be propelled by 24" length of 1/8" rubber. (Supplied)
 - Timing is total of best 2 of 3 flights, no max.
- There are no other rules!

Entry Fee: \$10. Current AMA License required.
Plaques: 1st Place, Certificates: 2nd, 3rd.

CAPITAL AREA FREE FLIGHT ASSOCIATION
 &
 KUDZU FLYING CORPS

present

Spring 2008 Contest

AMA - FAC

Saturday, May 17, 9AM – 5PM
 Carolina Sod Farm (old field), Raeford, NC

Mass Launch Events:

- 10:30AM WWI Biplanes
- 11:30AM Combined Racers
- 12:30PM WW2 Fighters
- 1:30PM Modern Civil Scale
- 2:30PM Navy Airplane (any country, any era)

Timed Events:

- AMA - Hand Launched Glider
- AMA - Catapult Glider
- AMA - P-30 Rubber
- AMA - Towline Glider A1/F1H (100 Foot Towline)
- FAC - Jet Catapult Glider
- Unlimited Jet Catapult
- FAC - Embryo
- FAC - Golden Age
- FAC - Dime Scale
- Peanut
- Junior Ready to Fly - No Fee {Plane and rubber provided by CD}

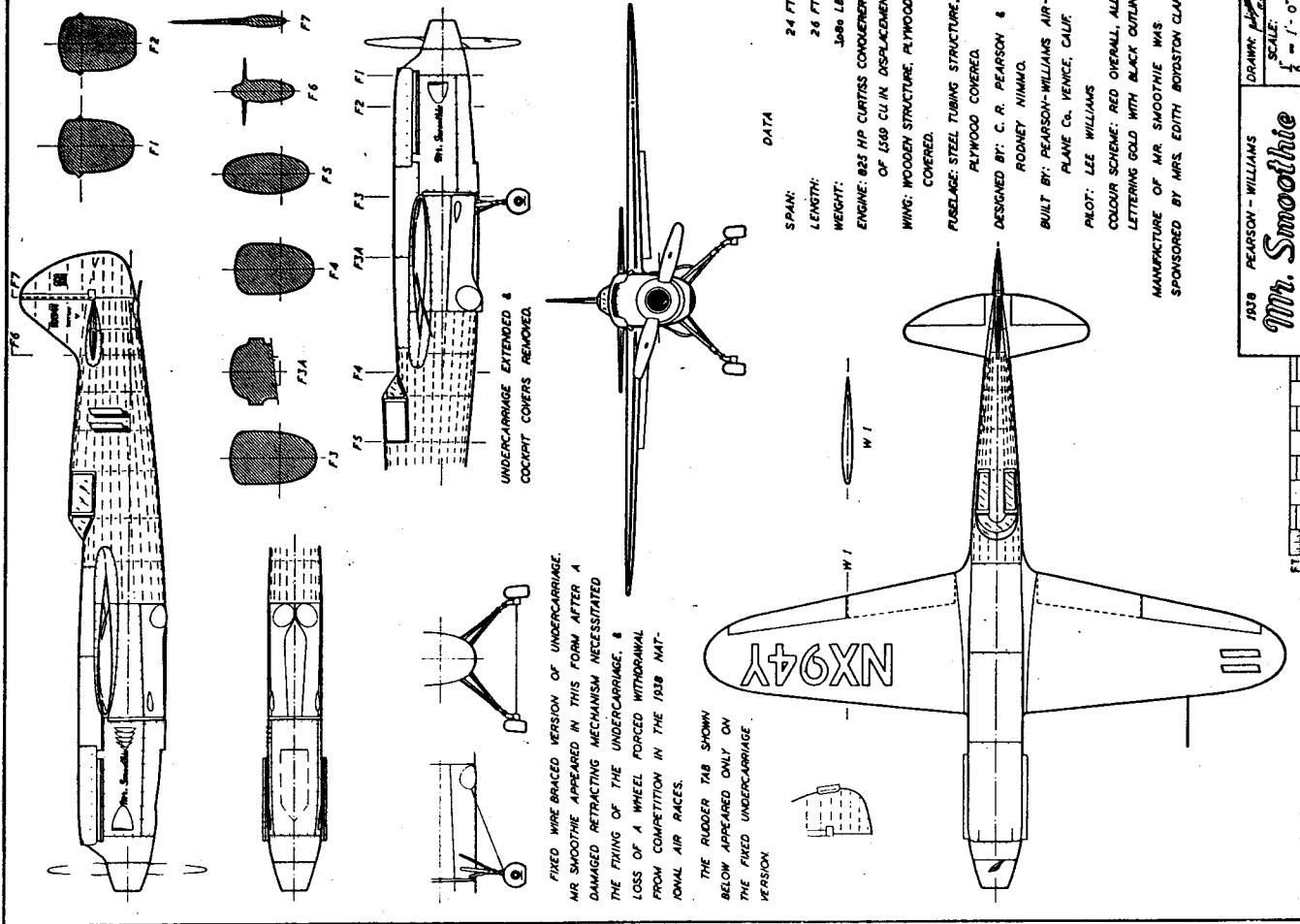
Special Event:

- Dave Rees Vega - Mass launch if we have 5 or more entries
 Less than 5 entries will be flown with the Golden Age timed event

Entry Fee - \$5.00

CD: John Diebolt (919) 467-1025 jdiebolt@mindspring.com
 526 Heater Drive, Cary, NC 27511
 Maps to flying field available upon request

Awards to Third Place



THE THREE VIEW ABOVE OF THE "MR. SMOOTHIE" RACER
 DEFINATLEY SHOWS THE AIRCRAFT IS NOT SLAB SIDED!

FLYING ACES NATS DAILY EVENT SCHEDULE

Thursday July 17

FAC Scale
Jumbo Scale
Giant Scale
Pioneer Scale
Power Scale
Fiction Flyer

Friday July 18

FAC Scale
Jumbo Scale
Giant Scale
Pioneer Scale
Power Scale
Fiction Flyer

Saturday July 19

FAC Scale
Jumbo Scale
Giant Scale
Pioneer Scale
Power Scale
Fiction Flyer

Events listed for all 3 days can use all 3 days to get in their 3 flights. We will use the 3 flight average of your flights. If you fly 1, 2, or 3 flights your total flight score will be divided by 3 for your flight score.

Hi-Wing Peanut	FAC Peanut	GHQ Peanut
Shell Speed Dash (Greve)	Thompson Race*	Greve Race*
Shell Speed Dash (Thompson)	B.L.U.R. Race	O.T. Gas Replica
World War One Dogfight*	World War Two Combat*	Goodyear Race*
No. Am. AT-6 Race*	Guillows Fairchild 24*	Military Low Wing Trainer*
Old Time Stick	Old Time Rubber R.O.G.	2 Bit + 1 O.T. Rubber R.O.G.
Embryo R.O.G.	Dime Scale	Old Time Sparky R.O.G.
Jimmie Allen R.O.G.	Rapier Jet Scale	Jet Scale (rubber power)
Modern Military	Golden Age Military	Old Time Kit/Plan Scale
Golden Age Civil Scale	Modern Civil Scale	Aerol Race
Contra-Prop Scale (rubber)	No-Cal Scale, depends on the weather what day we fly.	

Events marked with an asterisk are mass launch events. The Greve Shell Speed Dash, Greve Race, World War Two and the North American AT-6 events will use the 15% rubber rule. The No. Am. AT-6 models must also use a 7 inch Peck plastic prop.

The following models must fly in their own events; Dime scale, Rapier Jet scale, Rubber Jet scale and Pioneer scale with this one exception, Pioneer Dime models must fly in the Pioneer scale event!

THERE WAS A MISTAKE WITH THE LABELS GETTING MIXED UP SOME. HOW WITH JAN/FEB. 2008 ISSUE. SOME MEMBERS RECEIVED TWO ISSUES AND SOME MEMBERS DID NOT GET A COPY. PLEASE LET US KNOW IF YOU WERE ONES THAT WERE IN THE MIX-UP. WE WOULD REALLY LIKE TO GET THIS STRAIGHTENED UP AS SOON AS POSSIBLE. EITHER WRITE TO US OR CALL US AT (814) 833-0314. APPRECIATE IT!

Plans must be presented in the Fairchild 24, Dime Scale, Two Bit + 1 Old Time 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 models judged on the field. Golden Age Civil & Golden Age Military, Modern Civil & Modern Military models will be judged on the field after their first flight. Bring your documentation!

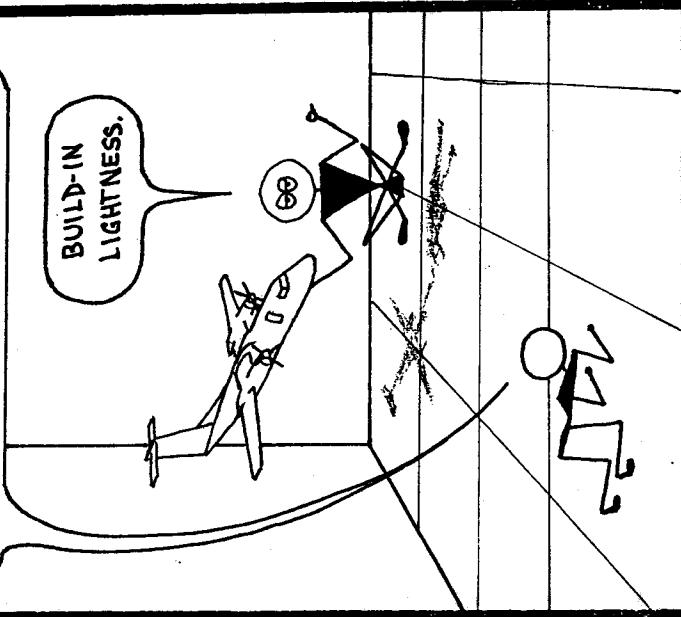
Scale judging will commence at approximately 2:00 pm on Wednesday July 16th at the Quality Inn. This includes the Jumbo & Giant models as well. No one admitted to the judging room before 2:00 pm. Vendors may set up after 12:00 pm.

EVENTS ADDED TO ABOVE; FLYING HORDE, AND THE POWDER PUFF FOR THE LADIES. ALSO THE WORLD WAR ONE EVENT WILL BE MULTI-WINGS.

INKLINGS by Chuck Wenlock

OH GREAT GURU, TELL ME HOW I CAN INCREASE MY FLIGHT TIMES.

BUILD-IN LIGHTNESS.



JOIN NOW...



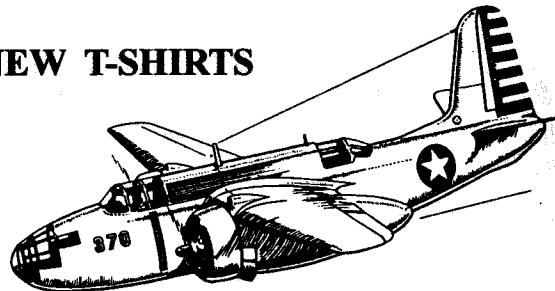
**RECEIVE A FREE ISSUE
WITH YOUR NEW MEMBERSHIP
(PLEASE MENTION THIS AD)**



WORLD WAR 1 Aeroplanes, INC.
15 CRESCENT ROAD, POUGHKEEPSIE, NY, 12601
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www.ww1aero.org www.skywaysjournal.org

NEW T-SHIRTS



BRAND NEW T-SHIRTS NOW AVAILABLE. THIS ONE FEATURES THE DOUGLAS A-20. ALL SIZES ARE IN STOCK; SMALL, MED., LARGE, X-LARGE, XX-LARGE, XXX-LGE. PRICE IS \$15.00 EACH, POSTPAID. SEND YOUR ORDERS TO; FAC-GHQ, 3301 CINDY LANE, ERIE, PA. 16506.

WE MUST SELL THE FOLLOWING SHIRTS TO MAKE ROOM HERE AT FAC-GHQ. THE SHIRTS ARE ON SALE AT \$10.00 POSTPAID. GRUMMAN WILDCAT IN SIZE LARGE. THE DOUGLAS DAUNTLESS IN LARGE, X-LGE, XX-LGE, XXX-LGE. THE REARWIN SPEEDSTER IN LARGE AND X-LARGE. SEND YOUR ORDERS TO; FAC-GHQ, 3301 CINDY LANE, ERIE, PA. 16506.



Over 40 Events - OVER 120 TROPHIES and MERCHANDISE
Sanctioned by the Academy of Model Aeronautics
This is a Time One, Fly One Contest!
Event Listing and Directions included
Section No. PENDING

- 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 PH (410) 778-4605
- email — ekern@baybroadband.net
- SPECIAL CD for FAC Events: Russ Sandusky (410) 560-4991
- 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 NoCam (6" Prop)
 - Judged: FAC Peanut
 - Judged: FAC Old Time Plan Kit Scale
 - Judged: FAC WW II
 - Mass Launch: FAC Fiction Flyers
 - Mass Launch: FAC Low Wing Military Trainers
 - Mass Launch: FAC Modern Civilian
 - Judged: FAC Dime Scale
 - Judged: FAC Grand Champion Award
- FAC EVENTS for SUN—April 29th
 - 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 Low Wing Military Trainers
 - Mass Launch: FAC Modern Civilian
 - Judged: FAC Dime Scale
 - Judged: FAC Grand Champion Award
- TENTATIVE EVENTS WITH
ON 2007, CHECK HE WILL
RUSS SANDUSKY,
UPDATE THE EVENTS
russandusky@verizon.net
- FIRST BIG FAC SEASON
2008 FLYING PLACE
AWARDS TO 3RD PLACE
IN ALL FAC EVENTS
IN ALL KANONE Eligible
all events are Kanone
run by Russ Sandusky,
russandusky@verizon.net

30th ANNIVERSARY OF THE FLYING ACES NATIONALS!!!

REGISTRATION FORM--FAC-NATS MK, XVI--GENESEO, N.Y. July 17, 18, 19, 2008

(please print)

Name _____ Address _____ Jr. _____ Open _____

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

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

Banquet tickets at \$30.00 each with no dormitory reservations _____ \$ _____

Reservations for double occupancy with meals & banquet at \$200.00 each _____ \$ _____

Reservations for single occupancy with meals & banquet at \$250.00 each _____ \$ _____

Total enclosed _____ \$ _____

No entry fee for contestants under 18 years of age. All contestants must be members of the AMA or the MAAC. Please remit entry fee by June 15, 2008 so as to ease paper work later on. Mail entries to: Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 2008. If you plan to share a room with someone please indicate their name so we can direct the university to set up the proper arrangements.

Awards through five places in each event. Contest times are as follows; July 17th, 8:30 am till 5:00 pm, July 18th, 8:30 am till 5:00 pm & July 19th, 8:30 am till 3:30 pm.

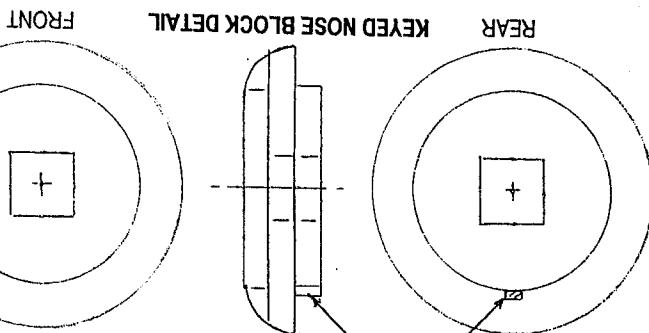
Waiver: I/we, hereby release the 1941 Historical Aircraft Group, Inc., Austin Wadsworth, the State University of N.Y. Geneseo, the Flying Aces Club, Inc., all other persons and other organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/we, also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

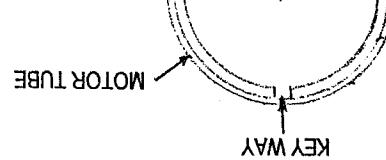
We can use some volunteers to help out in various areas of the contest such as scale judges, event directors, etc. If you can/will spare a little time and help out it will be a great help for the rest of us who devotes the whole time there to making this contest a success. If you are willing to help please notify GHQ as soon as possible.

We are also looking for event sponsors and prize donations. If you are willing to help out in this area it will be greatly appreciated also. It takes all of this effort from a lot of people to make this thing work!

A note on the price of the banquet, sorry for the big increase in the price but the Quality Inn is now running all events held there. Since the renovations everything has gone up in price there.

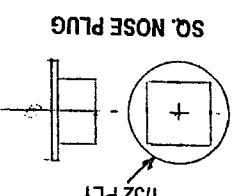


NOSE BLOCK PARTS ARE 1/18 SHT.

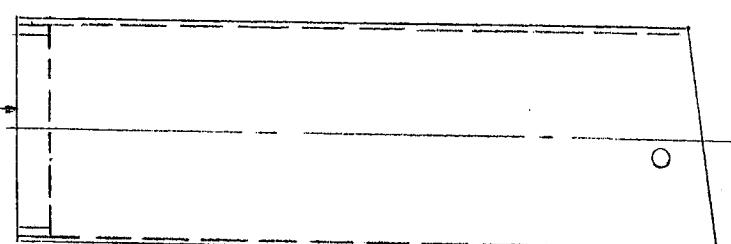


NOTE 1/16 SHT SLEEVE IN FRONT END OF MOTOR TUBE

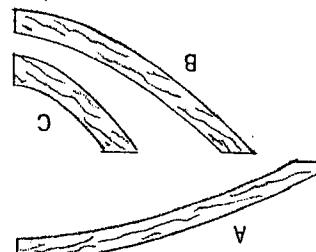
N5



MOTOR TUBE IS 1/32 SHT.

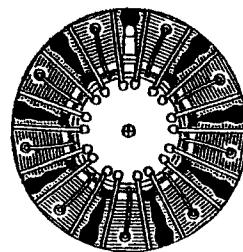


AFT NACELLE FORMERS 1/16 SHT.

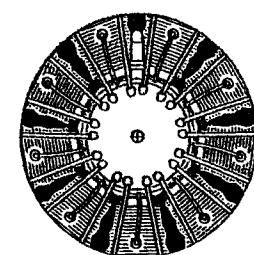


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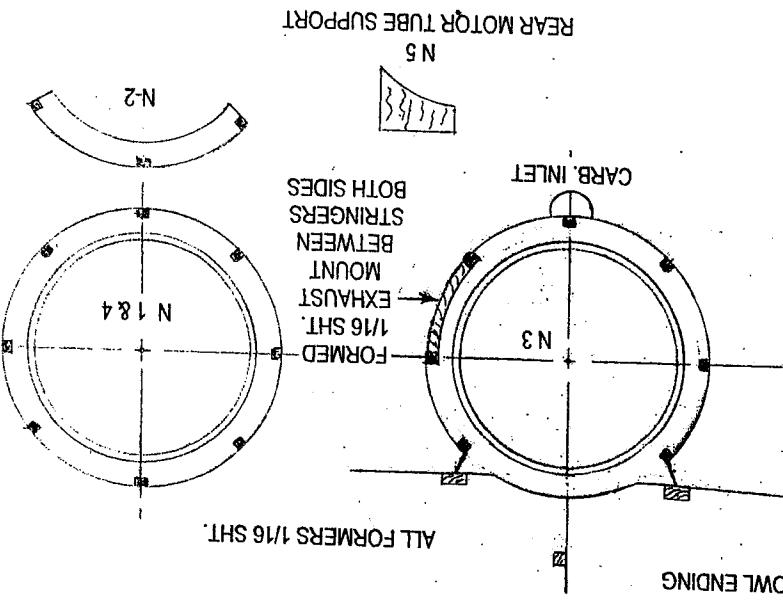
CESSNA C-106 LOADMASTER AIRDEVIL MODEL COMPANY BY DAVE STOTT



REDUCE DIAMETER
TO FT COWL OPENING

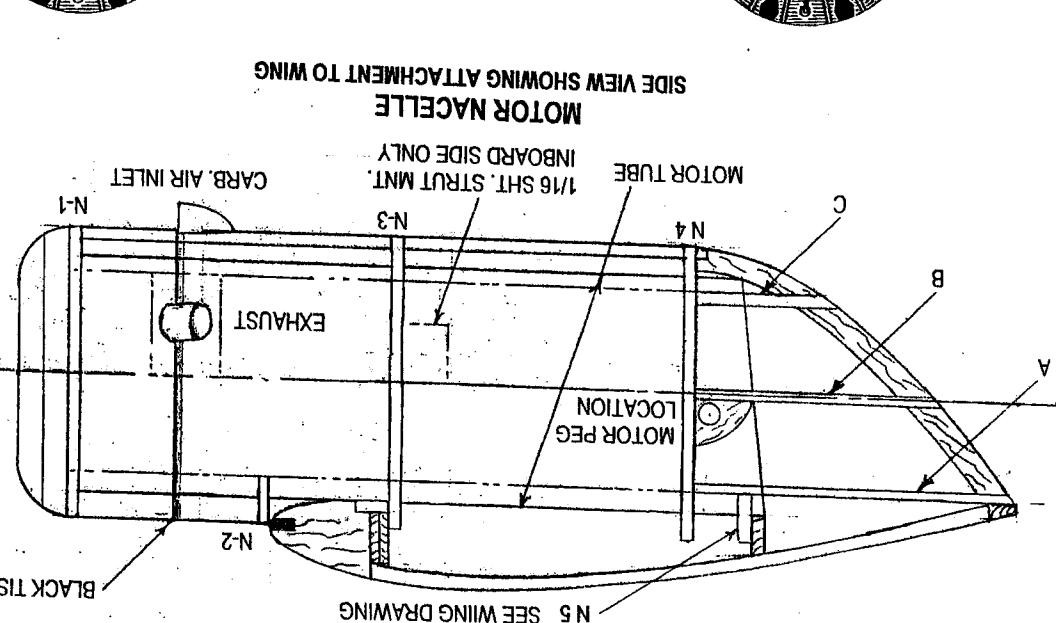


MOTOR EFFECT



REAR MOTOR TUBE SUPPORT

N5



SIDE VIEW SHOWING ATTACHMENT TO WING
MOTOR NACELLE

MOTOR TUBE
1/16 SHT. STRUT MNT.
INBOARD SIDE ONLY

N3

N4

N2

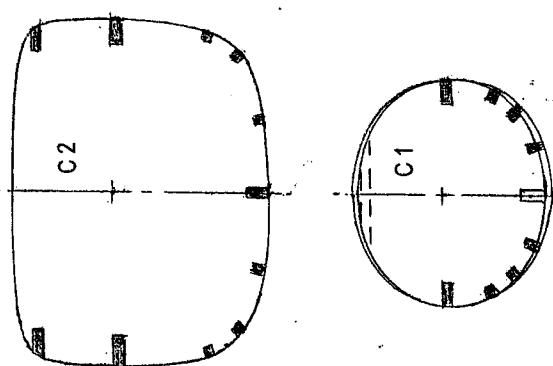
N1

N5

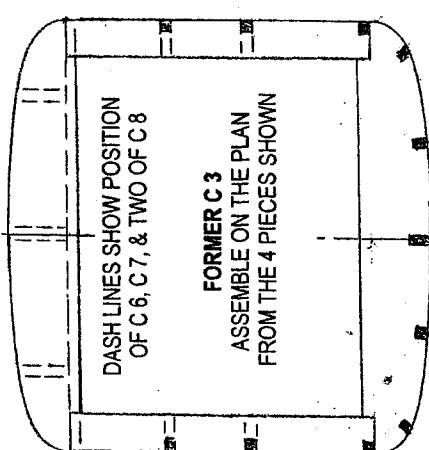
SEE WING DRAWING

N5

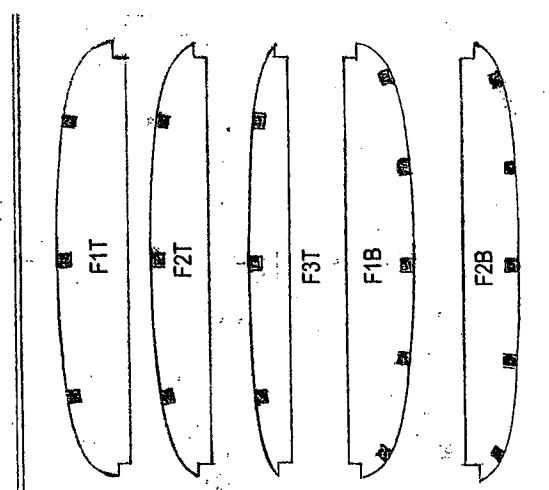
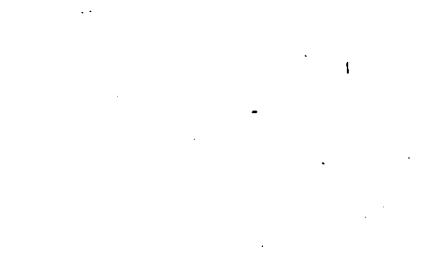
7



FORMER C6
ASSEMBLE ON THE PLAN
FROM THE 3 PIECES SHOWN



FORMER C3
ASSEMBLE ON THE PLAN
FROM THE 4 PIECES SHOWN

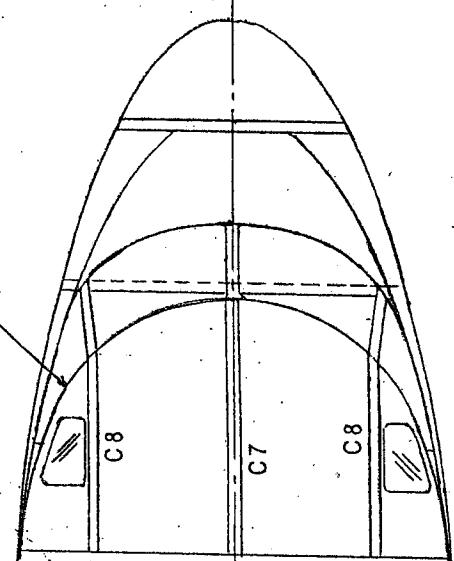


FUSELAGE FORMERS.

CESSNA C-106 LOADMASTER AIRDEVIL MODEL COMPANY BY DAVE STOTT

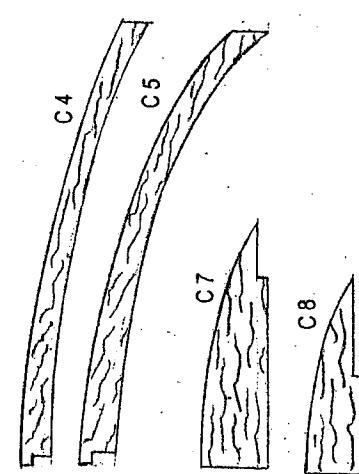
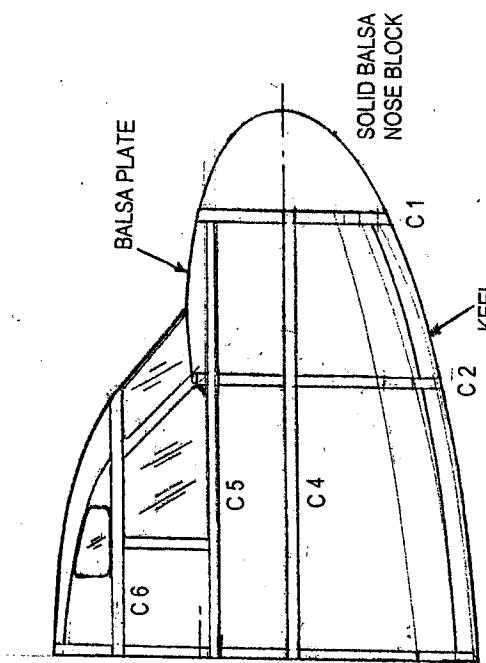
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OR IN PART FOR SALES PURPOSES

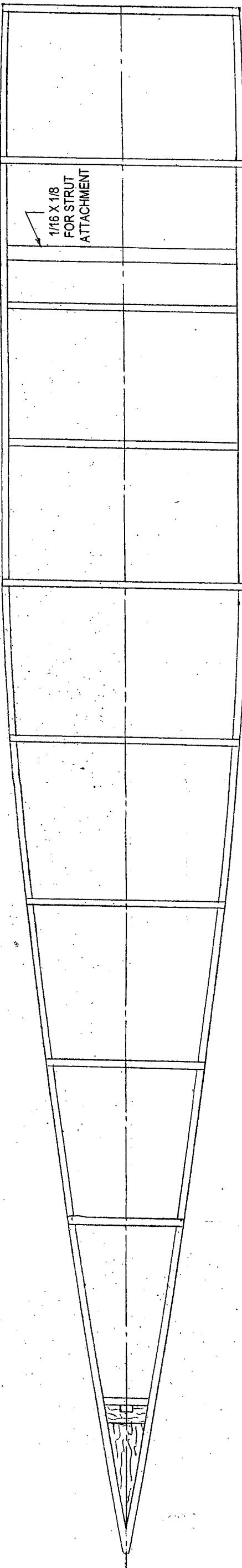
FILL IN WITH BALSA OR FOAM,
THEN CUT OUT WINDOW HOLES



COCKPIT

NOTE: COCKPIT IS ASSEMBLED VERTICALLY
USING FORMER C3 AS THE BASE.
MAKE NOTCHES IN C1, C2, & C3 UNDERSIZE
SO KEEL AND SIDE FORMERS C4 & C5 HOLD WITHOUT
GLUE SO AS TO ALIGN THE ASSEMBLY. ONCE ALIGNED,
GLUE IN PLACE WITH CYA AND CONTINUE ON BY
MODIFYING ADDITIONAL CURVED FORMERS C4 & C5 TO FIT THE
NOTCHES ON BOTH SIDES BETWEEN THE KEEL AND C4





FIN

BUILD IN SAME MANNER AS STABILIZER
NOTE THAT SPAR EXTENDS THROUGH STABILIZER
AND DOWN INTO FUSELAGE

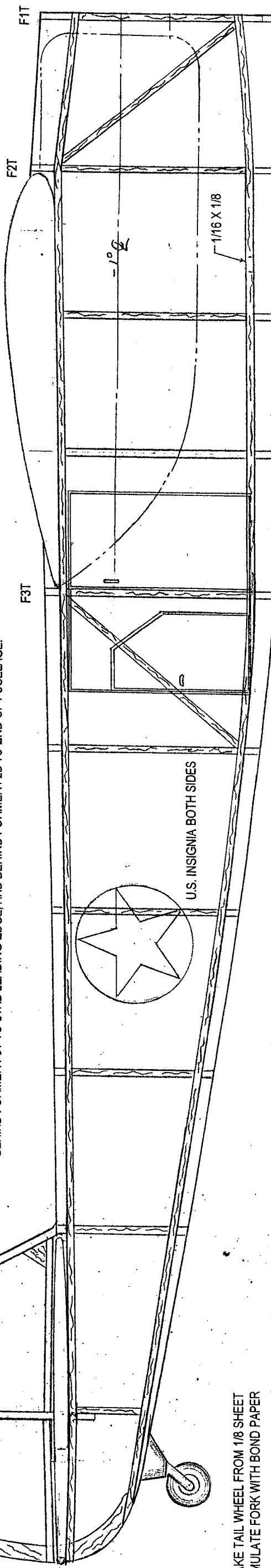
CIVIL REGISTRATION IS CARRIED IN YELLOW
IN THE BLOCKED AREA SHOWN ON THE RUDDER
"NX" ABOVE, NUMERALS BELOW

ALTHOUGH THE SIDES OF THE FUSELAGE HAD FIVE STRINGERS
AS SHOWN IN THE 3-VIEW, THE SIDES WERE STILL FLAT. THIS PRACTICE
PREVENTED DRUMMING OF THE FABRIC WHICH CREATED BOTH AN
AUDIBLE ANNOYANCE AND VIBRATION IN FLIGHT. THE BUILDER MAY
WANT TO INCLUDE THEM FOR MORE REALISM.

FUSELAGE

BUILT FROM 1/16 SQ.

1/16 STRINGERS ARE SUPPORTED BY PLACING APPROPRIATE SIZE BALSA SHIMS BEHIND THEM
BEHIND FORMER F3T TO STAB LEADING EDGE, AND BEHIND FORMER F2B TO END OF FUSELAGE.

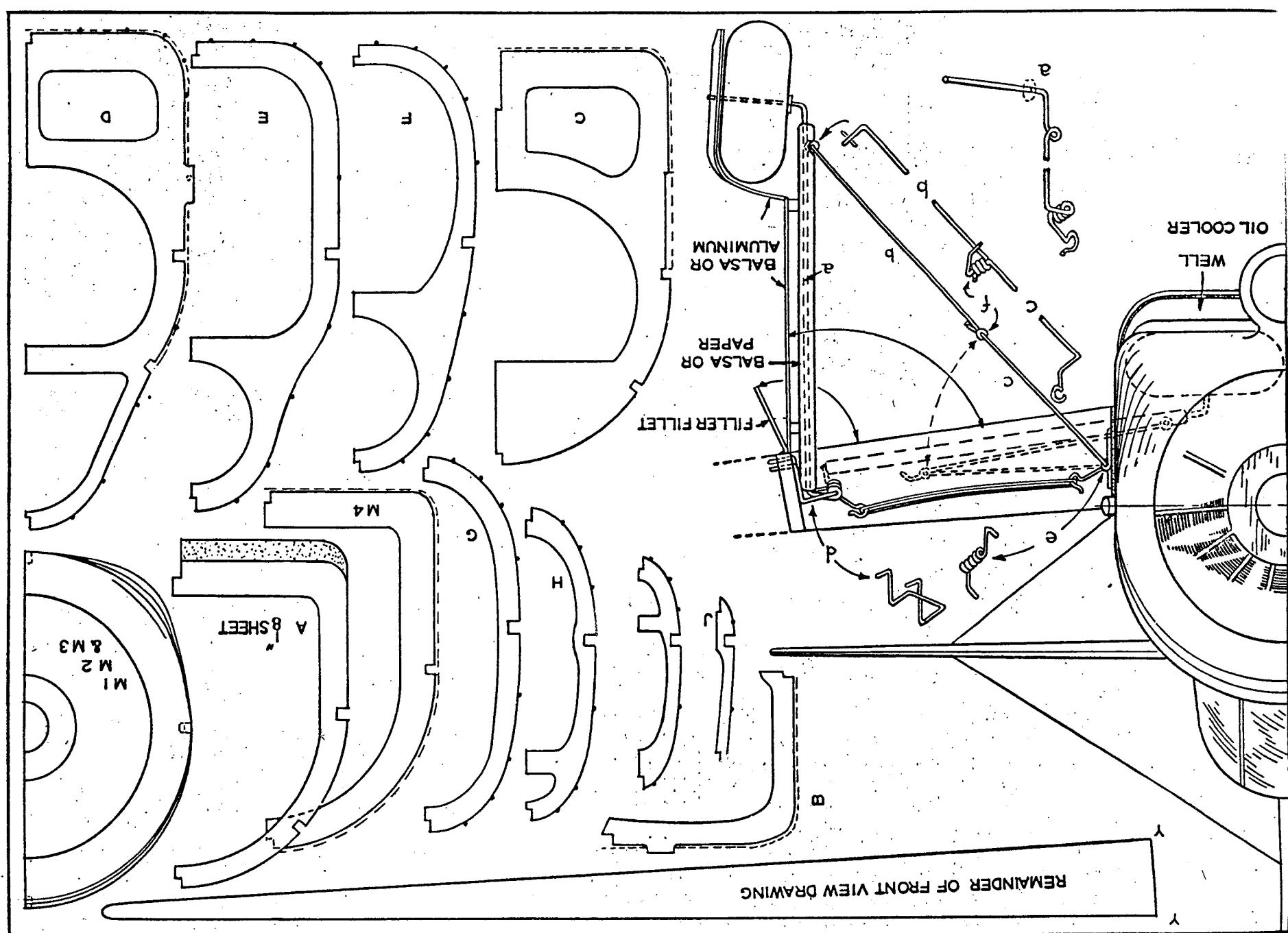


MAKE TAIL WHEEL FROM 1/8 SHEET
SIMULATE FORK WITH BOND PAPER

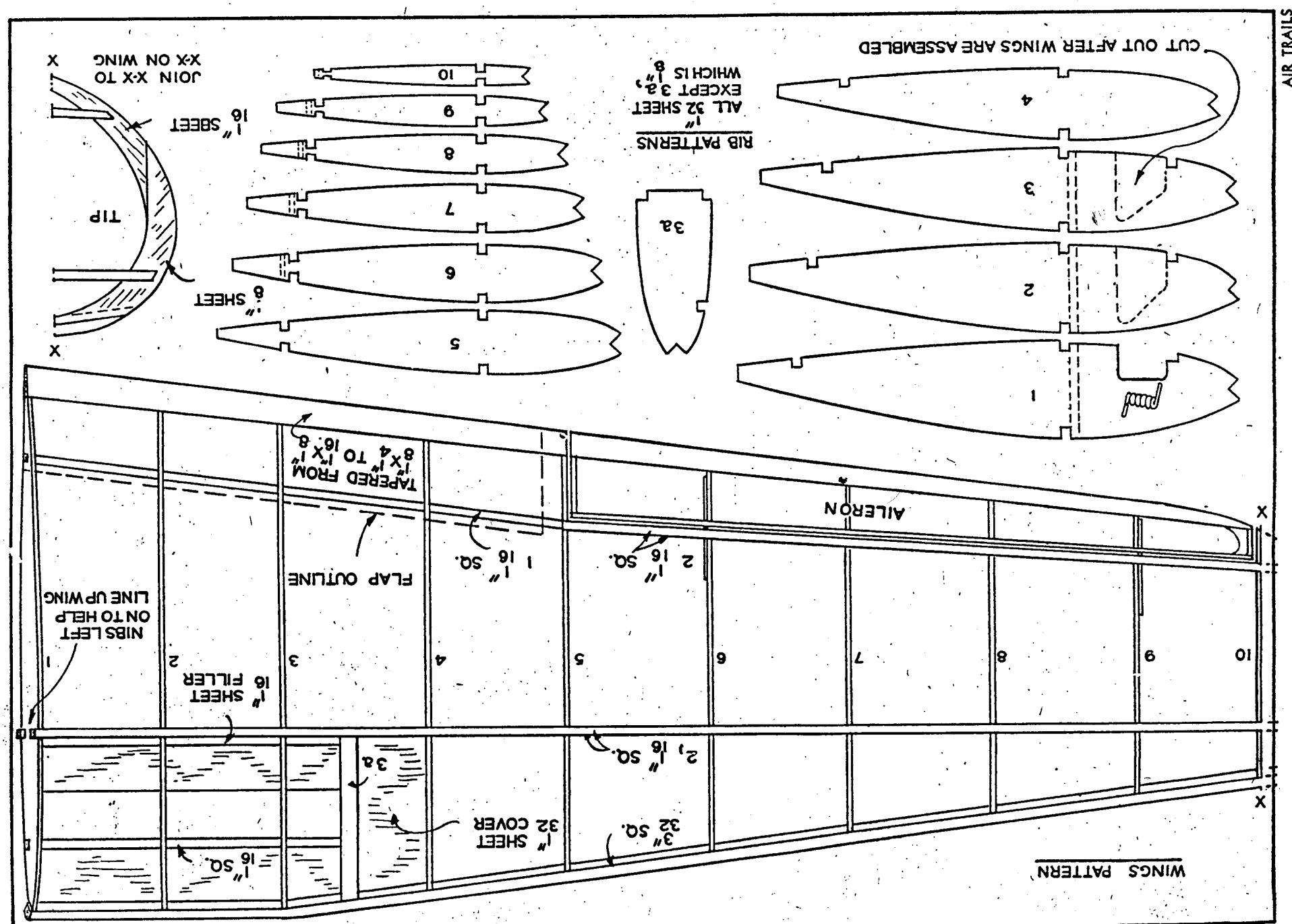
DOORS ARE LOCATED ON FAR SIDE ONLY

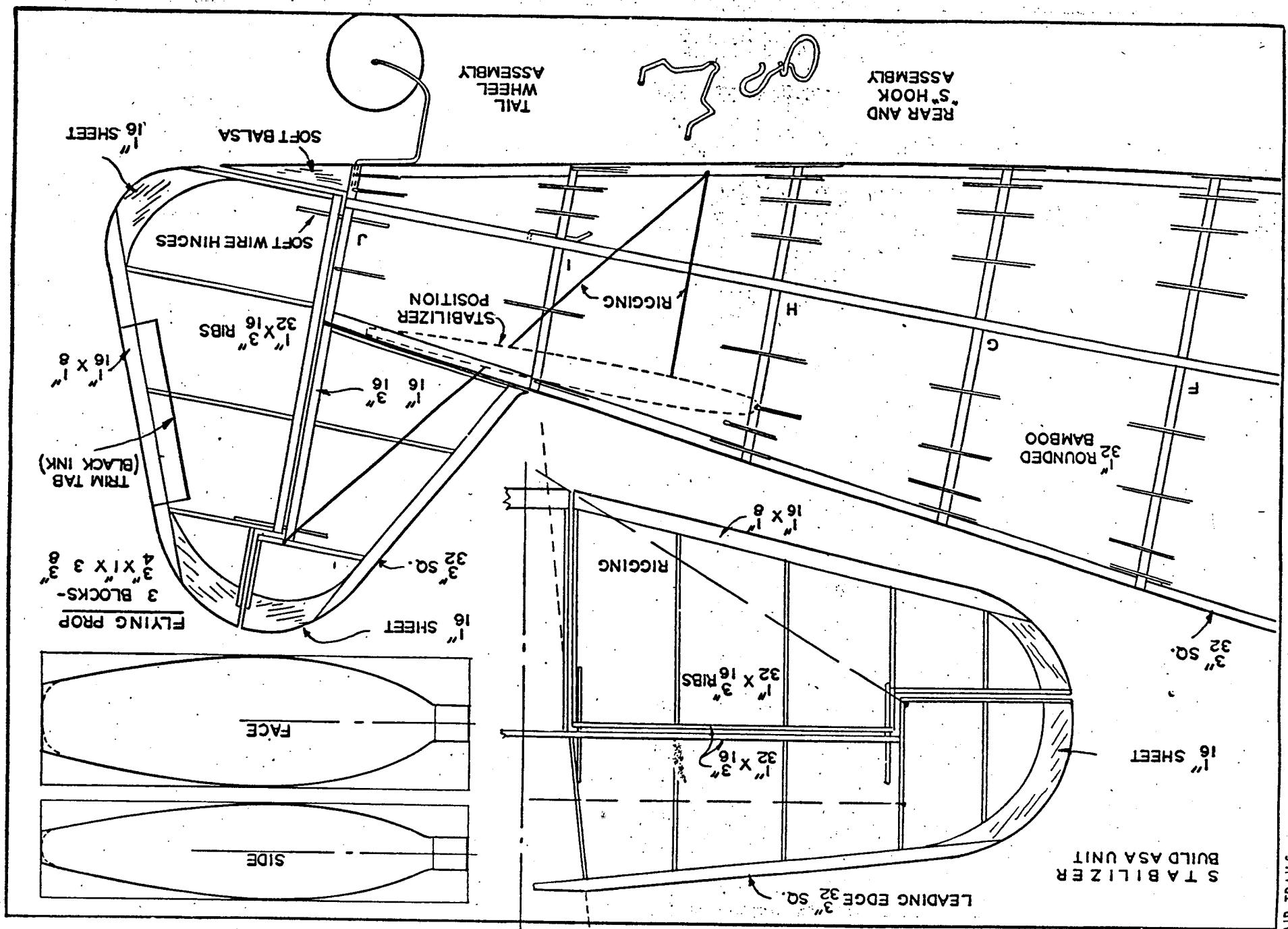
CESSNA C-106 LOADMASTER
AIRDEVIL MODEL COMPANY
BY DAVE STOTT

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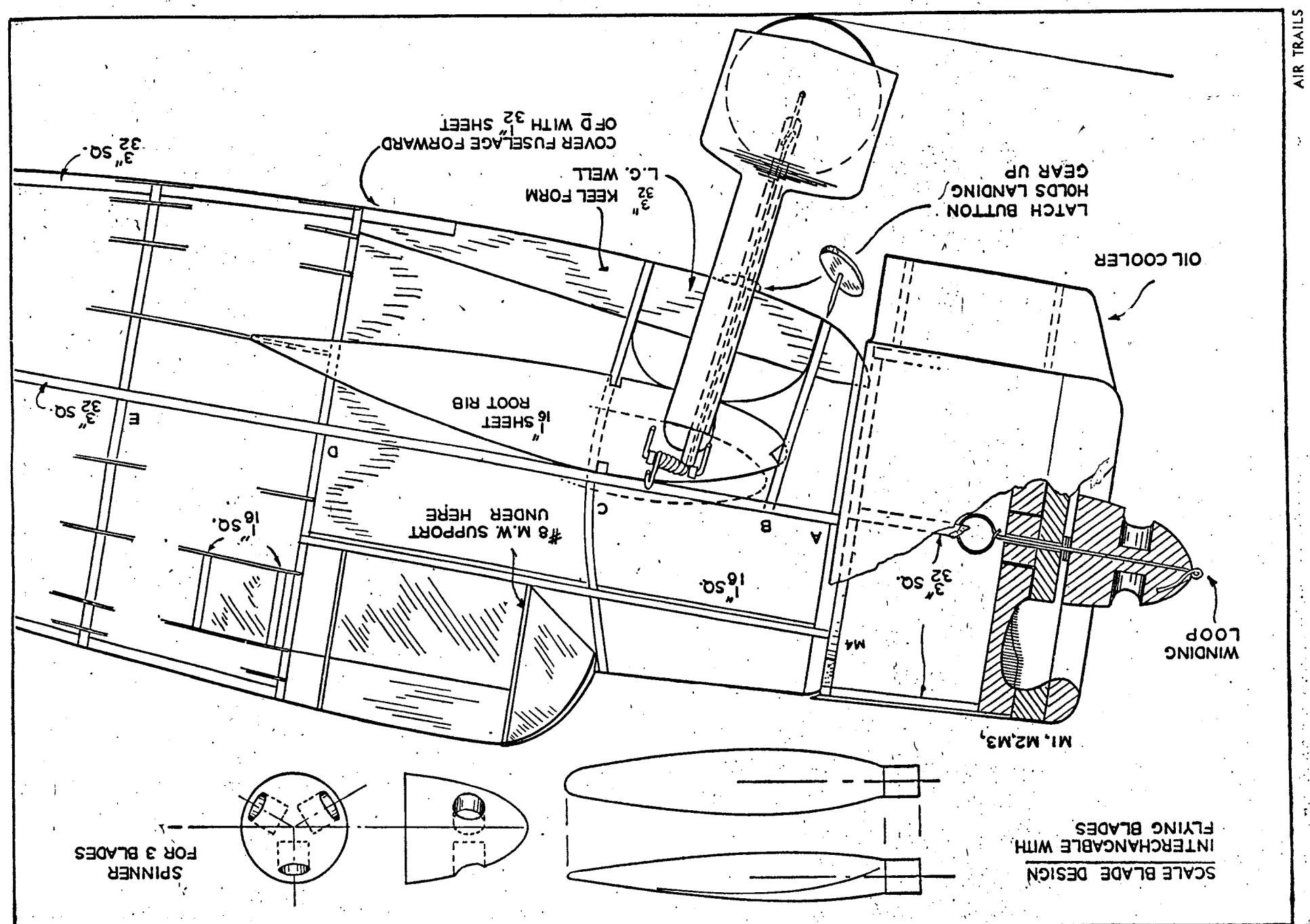


5





A Flying scale model of the Koolhoven FK-58, a high-speed fighter built in quantity for the French government. By ALAN D. BOOTON



The de Havilland DH71 TIGER MOTH

The DH 71 Tiger Moth was built in 1927, in great secrecy, as an entry in that year's Kings Cup race, and was a test bed for the new Gipsy engine. The aircraft was tailor made for pilot Hubert Broad, spanning just 2'6". Just two aircraft were built, G-EBQU and G-EBRV. 'EBQU was initially fitted with a Cirrus II engine for initial testing, and when the new Gipsy engine was not certified in time, 'EBRV flew instead. Broad took off in the 500 mile race but landed just 26 miles later, the poor weather conditions making the tiny racer almost uncontrollable, despite reaching 166 mph. Landing speed was just 60 mph.

With the new Gipsy engine fitted to G-EBQU Broad set a new 100 km. world closed circuit speed record of 186.47 mph. The aircraft was fitted with short span (19') wings. G-EBQU was displayed at Hendon RAF Display in June 1928 and later at the Olympia Aero Show in 1929. The following year it was sold to an Australian owner, F. K. Bardsley and re-registered VH-JNH. Just weeks later, on September 17, while being flown by D. Smith, the engine cut and the Tiger Moth crashed and was destroyed.

The second Tiger Moth, G-EBRV was used for airframe research and withdrawn from flying in 1928 and stored minus engine at Hatfield. In 1940 the factory was bombed and the aircraft was destroyed.

In recent years an American enthusiast has built and flown a replica of G-EBQU, which is now believed to be displayed in a museum.

Colours: G-EBQU...Black: upper fuselage and nose, lettering and striping. Pale Bronze: lower fuselage, wings and tail. Colour of racing number not noted; possibly red.

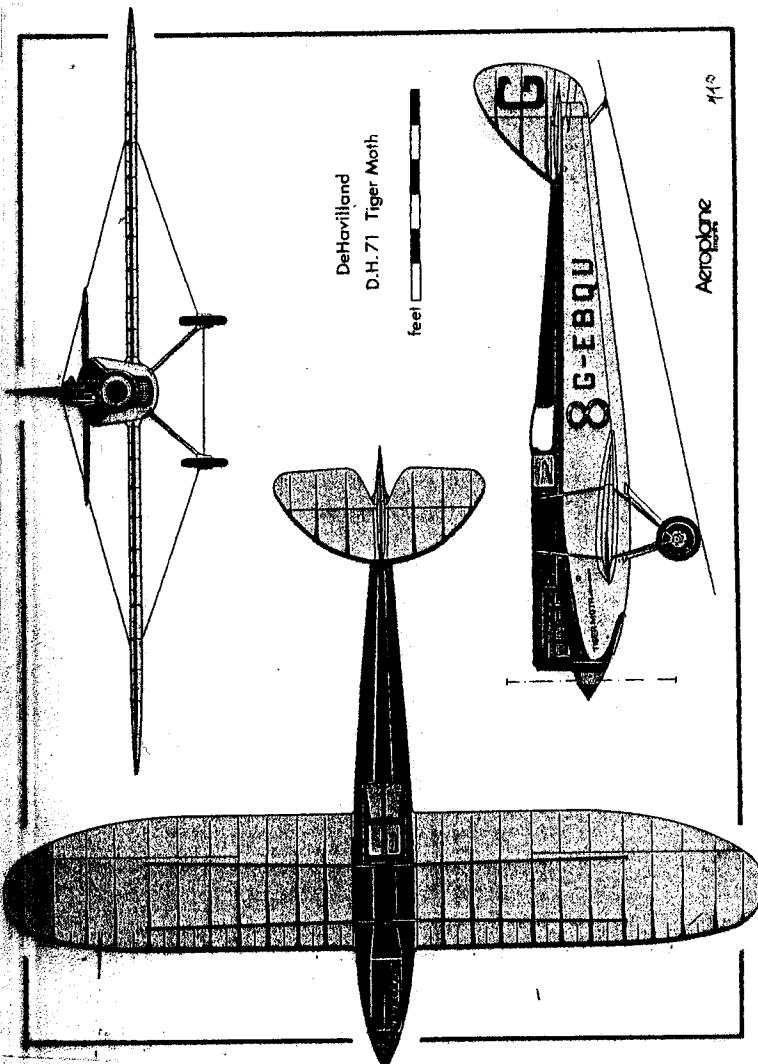
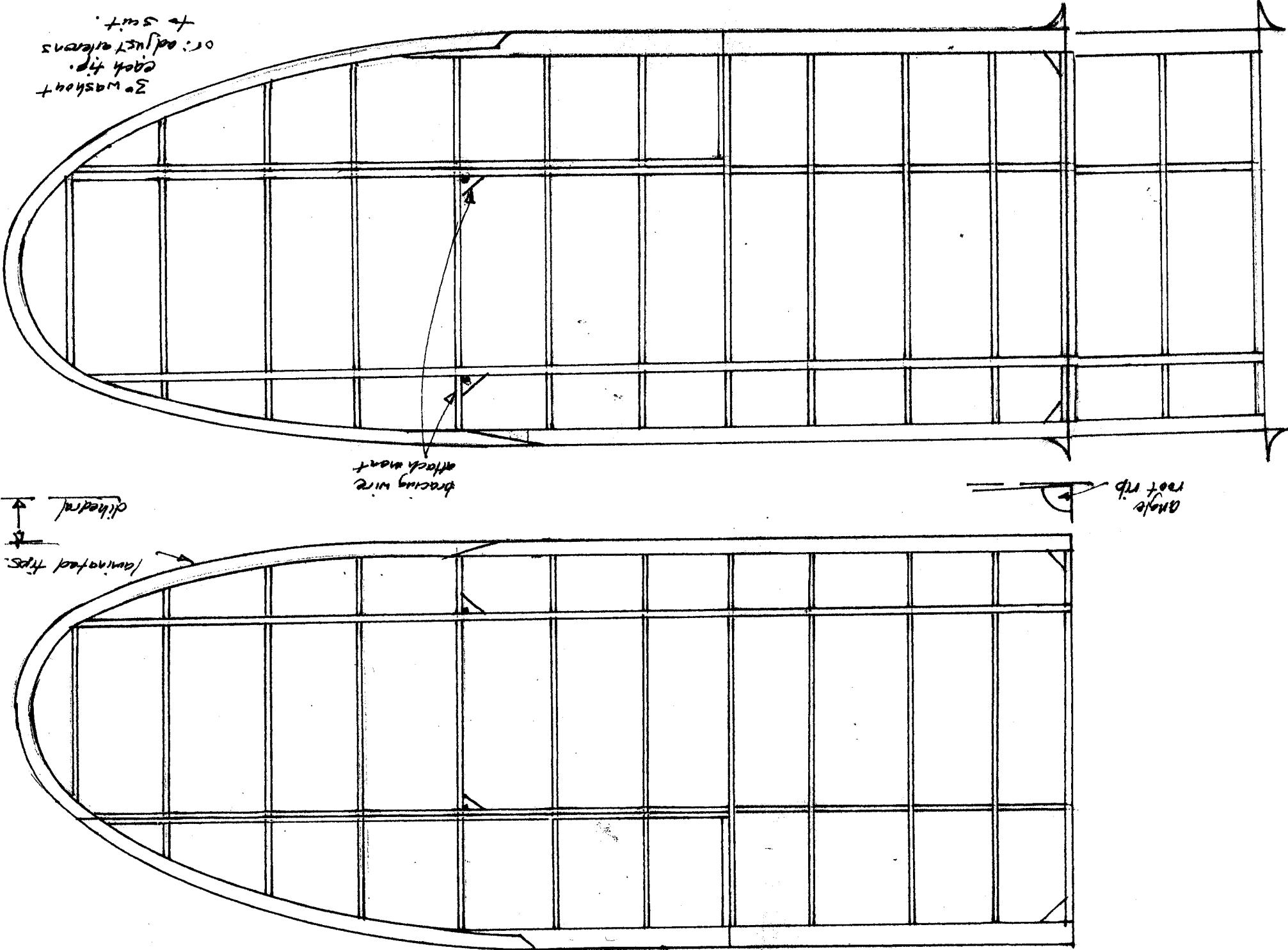
G-EBRV...Black: fuselage, landing gear, racing number on rudder and all striping.

Clear doped (oatmeal colour)...wings and tail. White...racing number on fuselage.

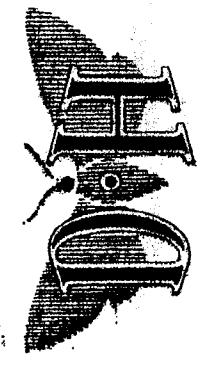
Both aircraft had Black leading edges and tiger stripes on wing and tail surfaces.

THE MODEL:

The plan is drawn with no wood sizes shown, allowing you to enlarge it to the size you want, then check the sizes. Although the full size had no dihedral, it would help to add about 6 degrees, plus some washout to help stability. For the same reason the airfoil section has a reflexed trailing edge. Watch the weight but please use the scale colour schemes, and send us some photos and some flying notes. Who'll build a 36" (twice size) version? Rib spacing is scale and true to size.

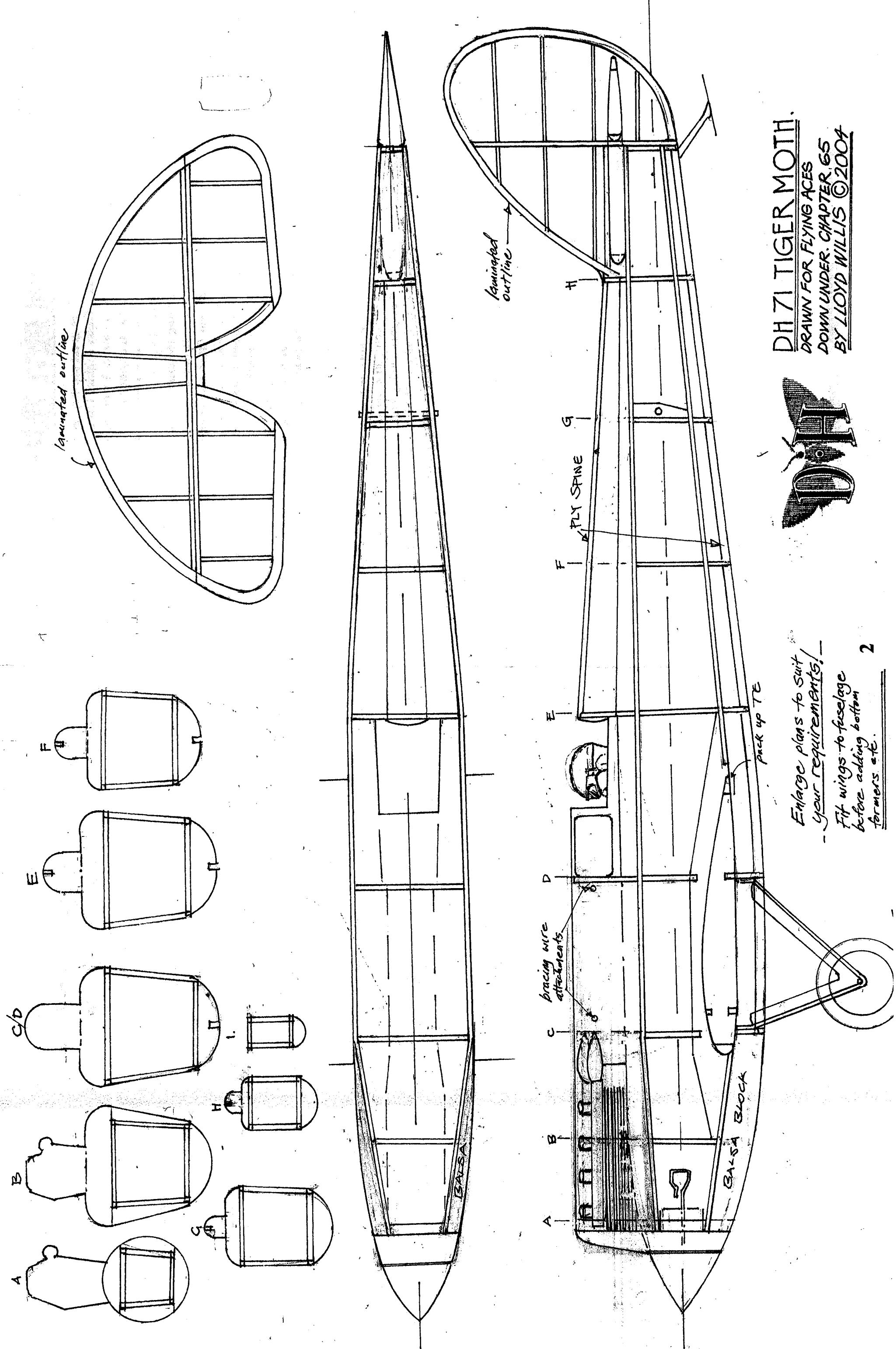


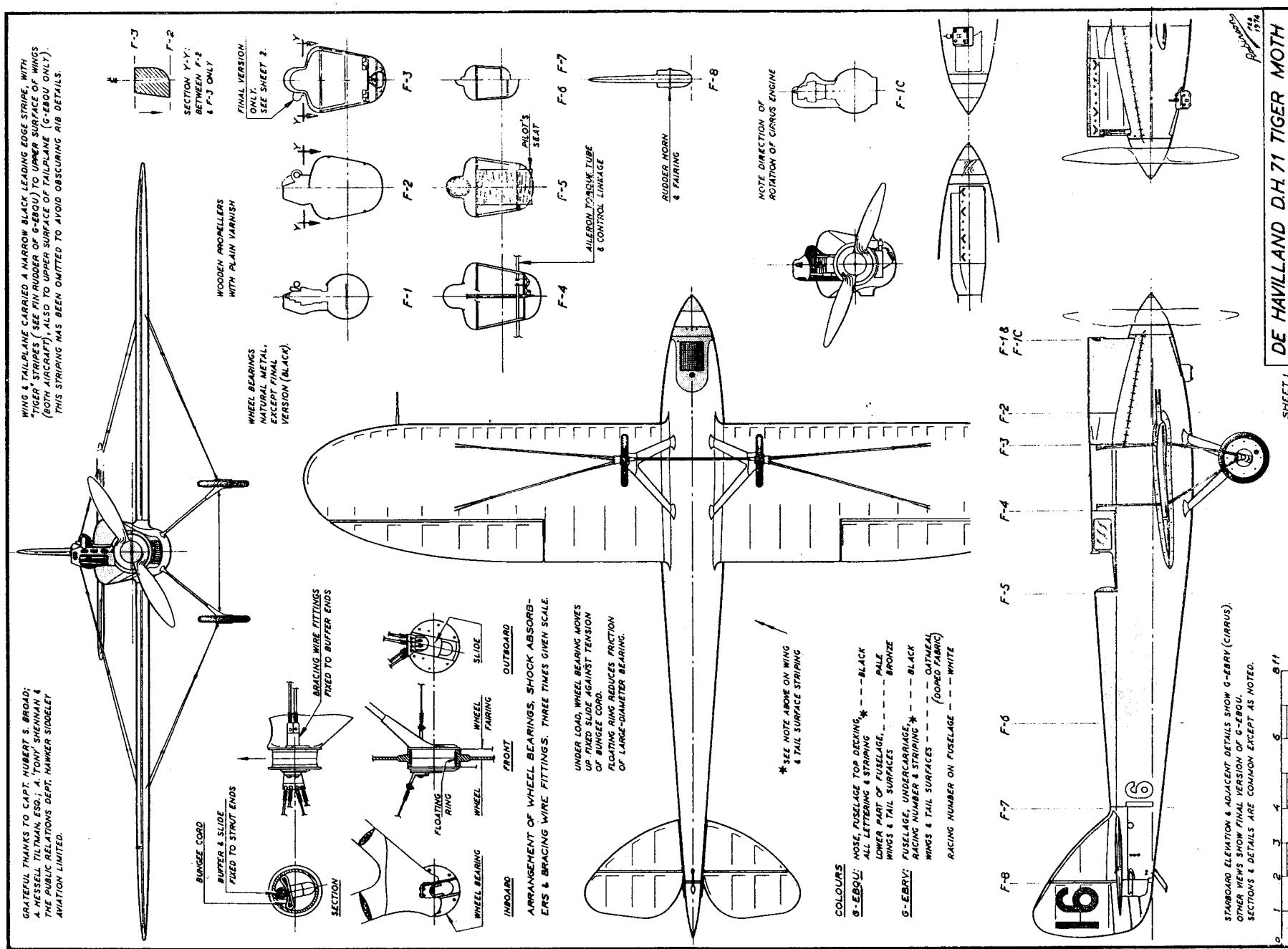
DH 71 TIGER MOTH.
 DRAWN FOR FLYING ACES
 DOWN UNDER. CHAPTER 65
 BY LLOYD WILLIS © 2004



Enlarge plans to suit
 your requirements!
 - Fit wings to fuselage
 before adding bottom
 formers etc.

2





1

