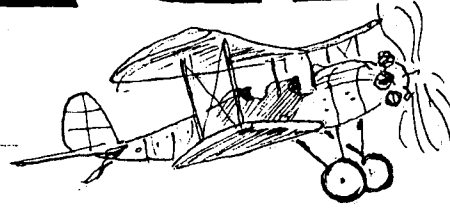
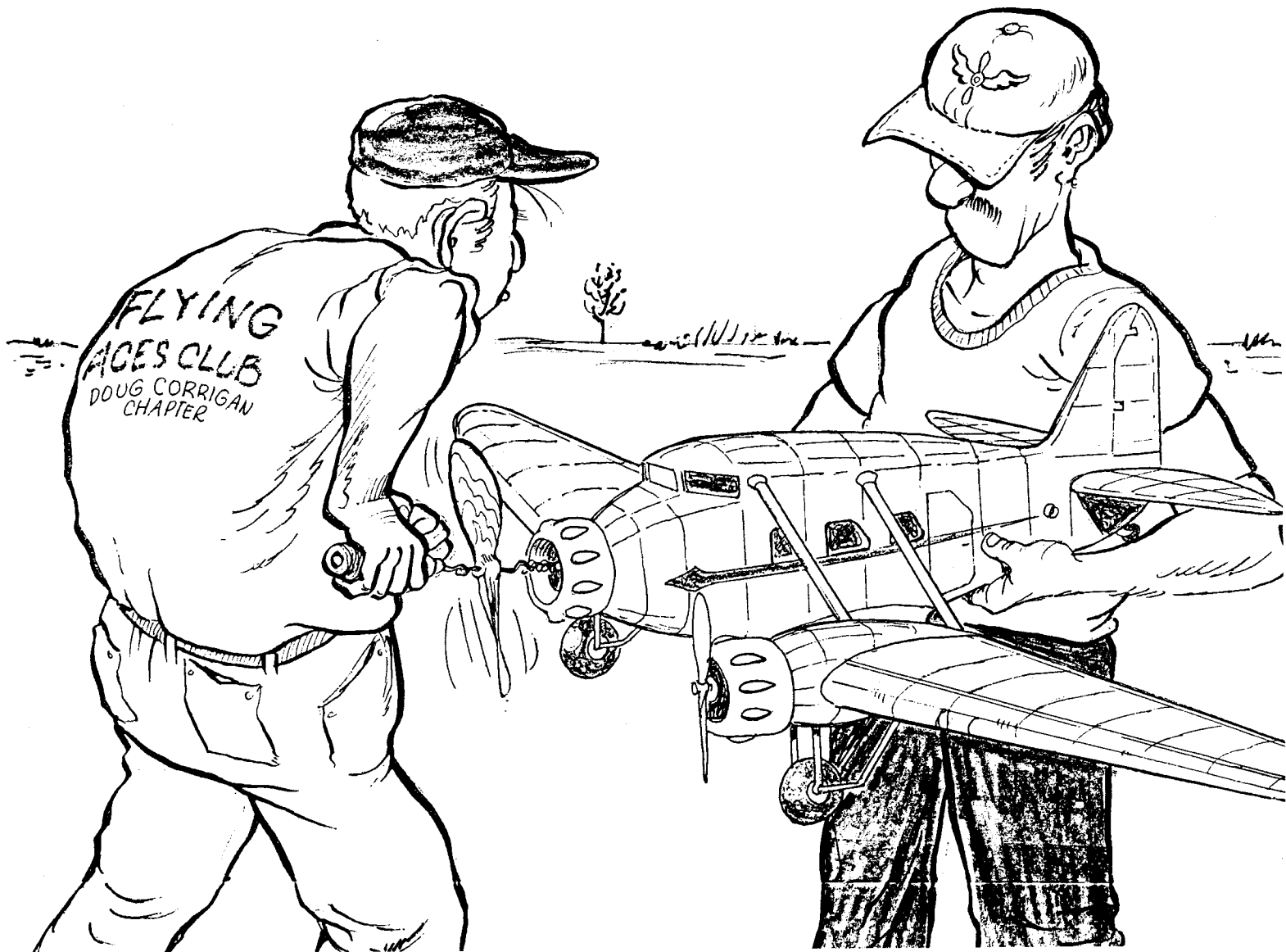


FLYING ACES

Club News



ISSUE #241-167 May/June 2008





Cover drawing on this newsletter was drawn by Bob Rogers. We do not have any article on this particular model but I do have an interest in the Stinson Tri Motor as it brings a good memory to me. I always remember Bert Phillips of the Maxicuters as he always had his Stinson to show.

On a sad note we have learned we have lost three members since the last issue. Roger Bartelt from Lanham, MD, Harvey Poirier from South Royalton, VT and Richard Dunmire from Rio Rancho, NM. We want to express our condolences to their families and friends. They will be missed.

The **Flying Aces Outdoor Champs** is scheduled for September 5th and 6th at Muncie, IN at the AMA flying field. Information is located further in the newsletter.

As usual I want to thank everyone who contributed to this issue of the newsletter. The plans included in this issue are as follows: Jake Larson sent us a copy of the "Airspeed Courier" 1934 plans modified from July, 1934 Flying Aces. Dave Stott sent us Ace McCoy's Trainer Fiction Flyer. Allen Hunt gives us a Beachey-Eaton monoplane and Michael Heinrich of the Canadian Car & Foundry G.-23 Delfin.

Be sure to read about the race and the nostalgic scale race of 1978 and earlier.

Have some fun on July 18th in the evening and watch some events from 1978 or earlier scale models. Most of the planes will be flown by Old Timers. These planes will all have been built back in 1978 or earlier. If you still have a model that old, bring it with you. If any of your planes need work, patch it up and bring it. This event will be run by Tom Nallen 2.

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

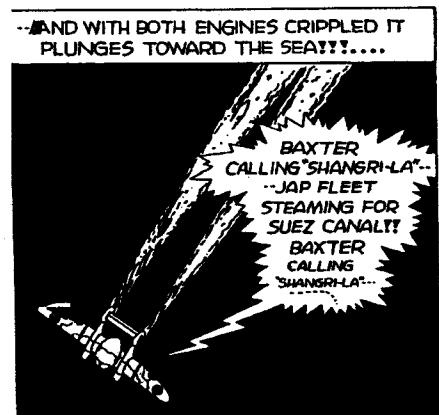
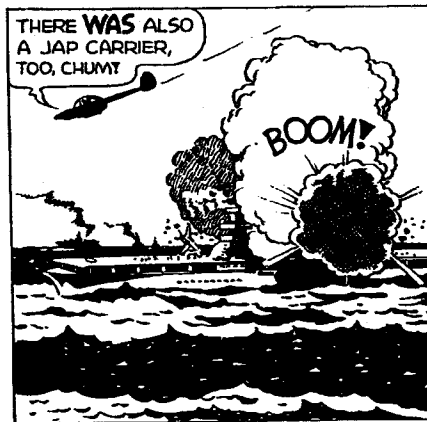
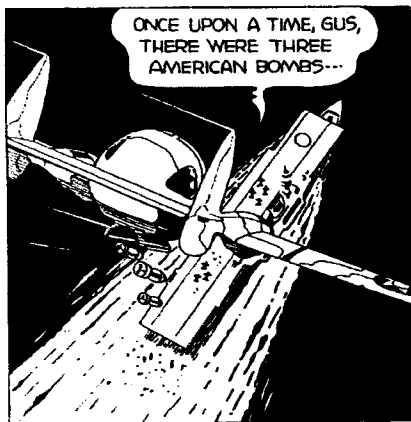
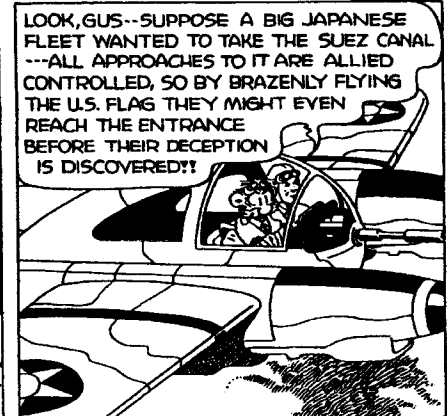
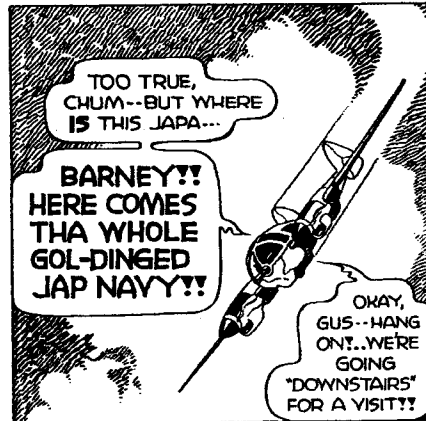
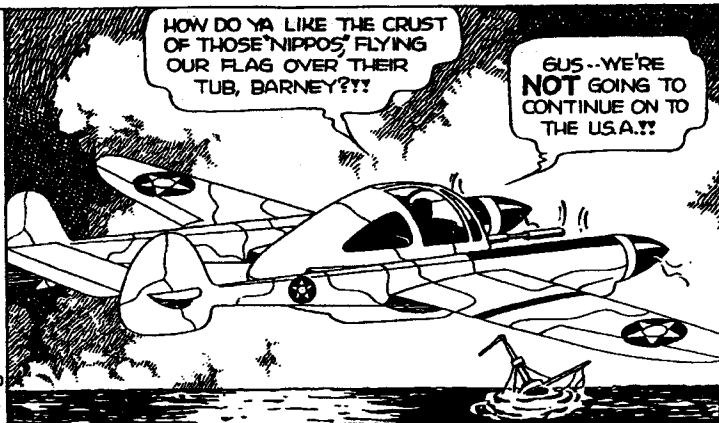
Col. Lin Reichel, CinC, FAC

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.



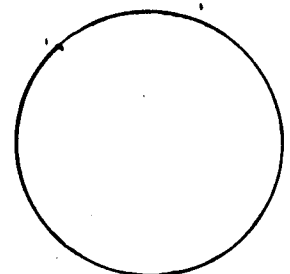
ON A FLIGHT OVER THE ARABIAN SEA, BARNEY AND GUS SIGHTED A JAPANESE PLANE CARRIER FLYING THE STARS AND STRIPES!! THEY BOMBED AND SANK IT BEFORE A PLANE COULD TAKE OFF...



BARNEY BAXTER: Barney Baxter was a comic strip drawn by Frank Miller- not the Frank Miller who drew the later scary Batman comics. It ran from the 1930's until 1950.

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 APPROXIMITLY EVERY OTHER MONTH. PLEASE MAKE CHECKS PAYABLE TO; FLYING ACES CLUB, 3301 CINDY LANE, ERIE, PA. 16506.

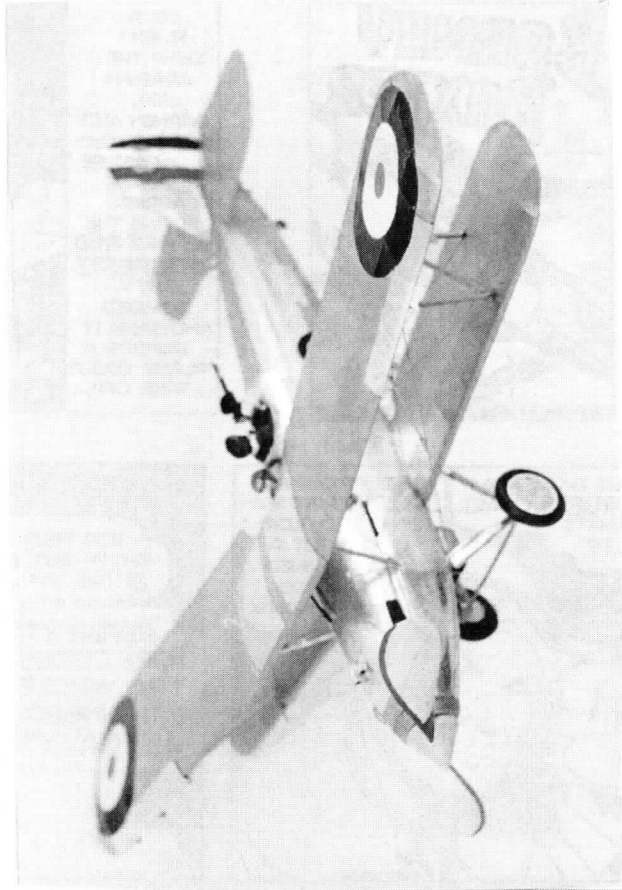
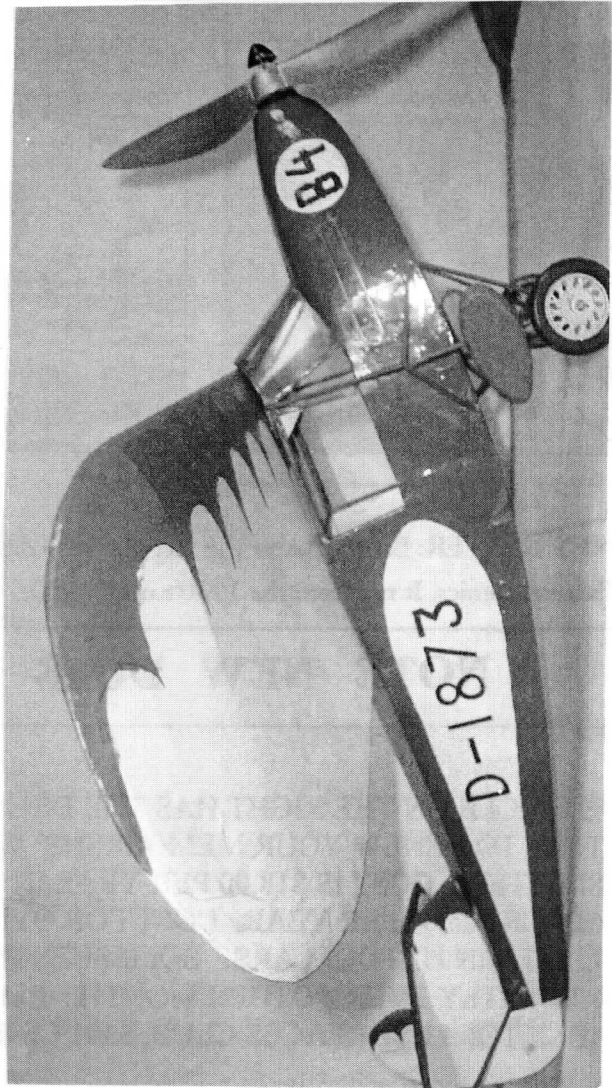




Molly Goeslin and her Cessna getting ready for action. Photographer unknown.



Here are 3 members ready for contra-prop Event. Left to right are Rich Weber, Jack McGillivray, and Ron Goeslin. Unknown Photographer.



Arado II, 35" wingspan by Joe Ferguson and Hawker Hart on right. Joe is from Scotland.

The Western New York Free Flight Society Presents the 39th Annual Empire State Free Flight Championships



WNYFFS
estfc
OUTDOOR

Schedule of Flying Events

Friday 8AM to 5PM

- ☐ A-B Classic Gas
- ☐ B-C Nostalgia Gas
- ☐ .020 Replica
- ☐ Moffett
- ☐ Old Time Rubber
- ☐ Classic Towing
- ☐ Diesel Quality

Saturday 8AM to 5PM

- ☐ 1/4 A Nostalgia Gas
- ☐ 1/2 A Classic Gas (J)(S/O)
- ☐ 1/2 A - D Gas (S/O)
- ☐ A Nostalgia Gas
- ☐ 1/2 A AMA Power (J)

- ☐ Mulvihill
- ☐ Nostalgia Rubber/Wakefield
- ☐ FAC Rubber Scale
- ☐ FAC Golden Age Scale
- ☐ FAC 2 Bit Rubber
- ☐ FAC Embryo Endurance
- ☐ F1A, F1B, F1C (Open)
- ☐ F1P (J/S)

Diesel Quality

Sunday 8AM to 4PM

- ☐ 1/2 A Nostalgia Gas
- ☐ C-D Classic Gas
- ☐ Old Time Gas
- ☐ P-30 (J)(S/O)
- ☐ Catapult Glider (J)(S/O)
- ☐ FAC Dime Scale
- ☐ FAC No Cal Scale
- ☐ FAC WWII Mass Launch
- ☐ FAC Old Time Gas Replica
- ☐ F1G, F1H, F1J (Open)
- ☐ Diesel Fly Off

Date: August 15, 16, 17, 2008

Location: Geneseo, NY at the 1941 Historic Aviation Group Museum

Entry Fees: \$25 for all events and field use fee. Juniors, \$5 covers all events. Casual flyers must register with CD.

Contest Director: Lyle Whitford

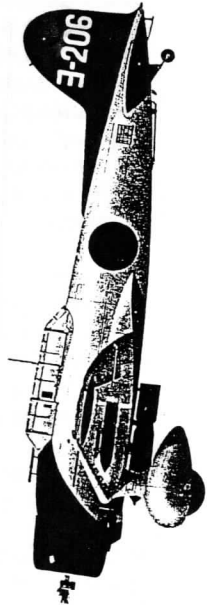
For questions regarding the meet, contact Lyle at 716-795-3831 or at whitford@localnet.com

Dinner: At the Yard of Ale on Saturday, August 16. Details at the CD's table.

Rules for Empire State Free Flight Championships, a category III meet except:

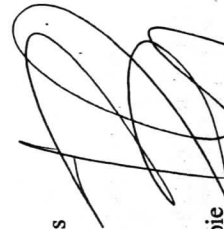
- Old Time Gas
- 16-second engine run for ignition (no glo)
- 12-second engine run for old time diesel
- .020 Replica, 12 second engine run
- Old Time Rubber
- Mulvihill Rules for max flights
- America's Cup
- Flown in 1 1/2 hour, overlapping rounds starting at 8 AM both days, i.e., 8-9:30, 9-10:30, etc.
- National Cup
- Qualifying events for this contest: 1/2 A, AB, +CD Classic, Moffett, Mulvihill, 1/4 A, 1/2 A & A Nostalgia, Nostalgia/Wakefield, Catapult Glider, P-30, Classic Towing, Junior National Cup events
- 1/2 A Classic Gas, 1/2 A AMA Power, P-30, Catapult Glider.
- Diesel Unofficial Fun Fly
- Three flights Friday and for Saturday, 12 second run, 120 second max. Total of 250 seconds or more qualifies for Sunday 8-10 AM fly off, 12 second run.
- Classic Towline: Straight Tow - no bunt NFFS Rules as of 2005.
- FAC Rubber Scale judging 8-12 noon on Saturday
- Max times are subject to CD's discretion based on field conditions

Valid AMA or MAAC Proof of membership required for all contestants and casual flyers.



I was surprised (and disappointed) to see the Guru characterise prop-making as "not easy" if it were not easy I would not do it and I have been making my own props (mostly for OT Stick and OT Cabin) for the past 10 years the geometry for a good rubber-powered outdoor prop has been around since before WW2 and the suggestion that the information is not available is not valid. The Guru also suggests that some doubt exists as to whether to form the back of the prop first or the front I have never heard of anyone suggesting that the convex front should be created first it's the back first every time.

Apart from the geometry (and I would be happy to impart what I know about it) the issue is how to do the actual making I don't use balsa for props, I use a nice piece of clear pine (from Home Depot), others, I know, use bass I believe in using tools to make any job easier and the tools I use for prop-making are a drill press (for the shaft hole) a table saw (for cutting a rectangular block from the 2 x 4), a band saw (for shaping the rectangular block to the shape shown on the Guru's sketch # 6) and a hand-held drum sander (for creating both the concave back surface and the front convex surface) after that it's just sanding by hand to achieve a light, balanced and truly elegant example of the modelers' art. Three coats of clear dope each sanded with 400 grit paper completes the work.



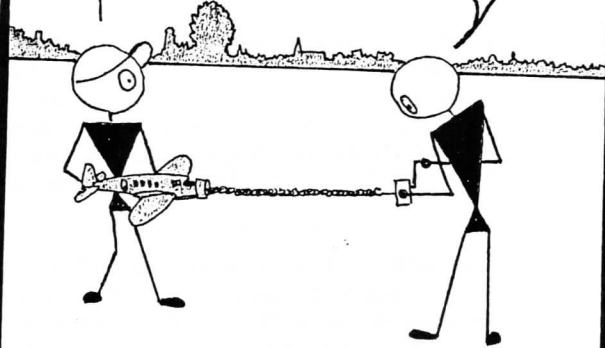
with best wishes

Bernard Gillespie

INKLINGS by Chuck Wenlock

IS THERE A FLYING ACES CLUB WALK OF FAME WITH STARS AND HALL OF FAME MEMBERS' NAMES ON THE SIDE-WALK IN FRONT OF HEADQUARTERS?

NO, LIN REICHEL PASTES STARS WITH THE NAMES ON THE TILES IN HIS BATHROOM.



DOWN MEMORY'S RUNWAY

FLYING ACES FOR JUNE, 1938

By Dave Stott

"If Germany Attacks Czechoslovakia" is the appropriate scheme for the cover painting by August Schomburg. With the skyline of Prague as a backdrop, Avia B-534 biplanes take on the invading Me-109s of Fat Hermann's Luftwaffe. Hitler and his Nazi goose steppers had just "annexed" Austria, and were eyeing other small nations to bully. British Prime Minister, Neville Chamberlain had not yet gotten his worthless piece of paper to wave at newsreel cameras, proclaiming, "Peace in our time." But, "time" was running out as fast as booze from an axed barrel in a raid during prohibition. We all know where it went from here.

Wow! Just look at the swell model plans awaiting the building board in this issue! Two terrific scale jobs. Henry Struck's "Trail Blazers of the Air" series, #10 is none other than the reliable old Curtiss Jenny. Somehow Hank managed to get all of this 22 inch span biplane onto two 8 1/2 X 11 pages! The editor dubbed it the "Schoolma'am of the Air".

Look what we have next, Skysters. A plan for the twin engine attack job built by Curtiss. This Y1A-18 was designed by none other than Herb Weiss, designer of those little "Minute Models" published in Model Airplane News. These tykes were Peanuts before their time. The rubber motors on this A-18 passed out the rear of the nacelles and were attached to a well braced stabilizer to get this baby splitting ozone.

Gassoleers were treated to another six-footer by Ben Shereslaw, one of the top notch designers of those days. Ben called this one "Polly" because of her flat center section wing with kicked up outer panels. Like all of his designs, this had eye appeal.

Louis Garami was an ace designer of smaller gas jobs in the A and B class. He also dabbled in simple rubber models of unique configuration as well as name. This time Lou has done a sport model with a shallow profile fuselage and streamlined mono-wheel landing gear labeled "Peg Leg Ike". Like most Garami designs, they take a while to get 'em in tune, but when you do, you'll be looking forward to the next one like the Indian hood ornament on a vintage Pontiac.

Now, there is much more to an issue of good ol' FA than just model plans. There is an article on the testing of a Radio controlled gassie designed by Hollywood actor, Reginald Denny. Besides acting, Denny was a model shop owner and operator, a model engine and kit designer/manufacturer, and experimenter in RC. His interest in RC proved fruitful, as he became the manufacturer of RC target drones put to use for gunnery training during WW II.

The article proudly states the radio receiver, batteries and two servo motors in this 3 hp job weigh in at 4 pounds! The micro chip had not yet been developed. What a difference 70 years has made. These tests were made in the presence of Army brass representing Air Corp Chief, General Westover, and artillery officers of the U.S. Coast Guard.



In his monthly column, "Happy Landings", Arch Whitehouse, a veteran flyer of WW I, speaks of the recent record flight of one of the RAF's latest fighters, the Hawker Hurricane. A flight from Edinburg to London, a distance of 327 miles, was covered in only 48 minutes! That works out to just short of 380 mph! Although it was claimed there was no helping tail wind, we now know this ship could not have achieved such a speed. This controversial flight was under heated discussion for months after. But, you need to read Arch's article to get the details and the "real dope".

According to one feature article, we had a secret weapon, "The Black Ray" able to detect approaching enemy airplanes in total darkness as far away as twenty miles! By use of super sensitive infra-red rays, the heat given off by the engines is, "by use of a newly developed computer", used to track the course and altitude of the approaching enemy craft. Not bad, eh Skysters? And, without the micro chip, remember.

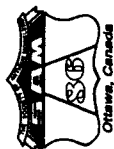
Fiction stories occupied the lead pages, including Joe Archibald's WW I hero, Phineas Pinkham. Archibald's writing is still without peer. Below is the opening paragraph for your enjoyment, or puzzlement, depending on how savvy you are on the subject.

LIEUTENANT PHINEAS PINKHAM did not think he was doing much on the day he knocked a pair of "braw Hoons"—"doughty Huns" to you—off the tail of a Bristol fighter that he had spotted anteloping out of the Boche backyard in the late phase of the Big Tiff. Said Bristol was high-tailing it through the scraposphere like a pooch that had sat down on a thistle.

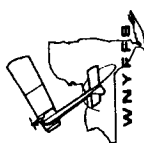
"On the Light Plane Tarmac" shows us what the new Ryan SC looks like in gleaming polished Alclad. Further along is the story of a pilot with 25 hours who rented a Cub at Titusville airport in Pennsylvania for a little ride. The local instructor cautioned him to be careful of two other ships in the air, and to watch out for *children running about the*

GREAT GRAPE GATHERING 2008

(Since 1971)



Geneseo, NY, 1941 HAG Airfield
Friday Saturday and Sunday
September 19, 20, 21



FRIDAY FREE FLIGHT EVENTS

1/2A Nostalgia
0.020 Replica/ 1/4A Nostalgia
Diesel Duration
P30
Cloud Tramp
HL/CL Glider combined
Senator
Classic Wakefield (5)

SUNDAY FREE FLIGHT EVENTS

AMA A/B/C Gas
Unlimited Towline Glider
SAM Small Rubber Stick to 150 sq. in.
Large Rubber Cabin >150 sq. in.
SAM Commercial Rubber
Nostalgia Rubber
Mulvihill/Unlimited Rubber

SATURDAY FAC EVENTS

FAC OT Gas Replica
FAC Golden Age Scale
FAC Rubber Scale
FAC Dime Scale
FAC 2 Bit Plus One, OT Rubber R.O.G.

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

VALID MAAC or AMA MEMBERSHIP CARD
REQUIRED

Additional information will be available from Jim
as the contest approaches

As of this date, Lin Reichel and Ross Mayo
will be handling the FAC events. Lin is
thinking about adding some events and if
so will have them on both Saturday and
Sunday. In that case, there may be a few
more events added BUT, their
participation will depend on the date they
will have for their September contest in
Muncie. Watch the FAC Newsletter or
contact Jim Anderson for details as the
date approaches.

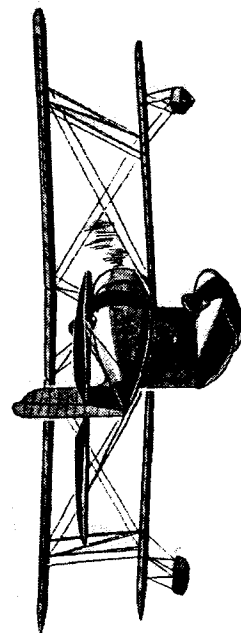
Contest Manager

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

SPECIAL EVENTS

> Ladies Cloud Tramp Mass Launch
> Denny Dart Mark

This is a chance to build and fly this model, then
buy kits for your young friends. Neil is doing
great work with these models in local schools



field! As if that were not enough, there was a line of trees
bordering the runway.

Our flyer got off in good style, putt-putted around and
approached for a landing over the heads of spectators. He
lined up with the center of the runway and sensed the ship
suddenly slow up and do something akin to a see-saw
movement.

He rammed the throttle open, and the Cub responded
nicely and he completed his landing further down the
runway. When he taxied back to the line, the crowd was in
an uproar. It seemed he had nestled down in some high
tension wires, and pushed through, snapping one of the
live wires! With all else he was warned about, the
presence of high tension wires was omitted! Can you flyers
among us in the FAC even begin to imagine an airfield like
this in operation to-day?

"Workbench Tips" offers the suggestion that the heads of
wooden clothespins be cut off, drilled and used for wheels!

On the "Flying Aces Club News" page we find a photo of a
youthful Eastern Airlines Steward, Ed Lemieux, in full
uniform boarding his ship. Ed was made an honorary
member of the FAC for his role in keeping the passenger's
spirits up when their DC-3 got lost in a storm. (No GPS
then) The well trained EAL pilots managed to set the big
airliner down safely in a ploughed field in Hartford,
Connecticut without incident. Eastern was headed by
America's top war ace, Capt. Eddie Rickenbacker, you
know. It was the only airline in those times that operated
in the black without government subsidies.

"Snapshots of the War" has a photo of a Fokker Triplane
with wings removed giving a revealing view of the sheet
metal work that faired the center wing to the fuselage.
This has been a rather uncertain detail for some time.



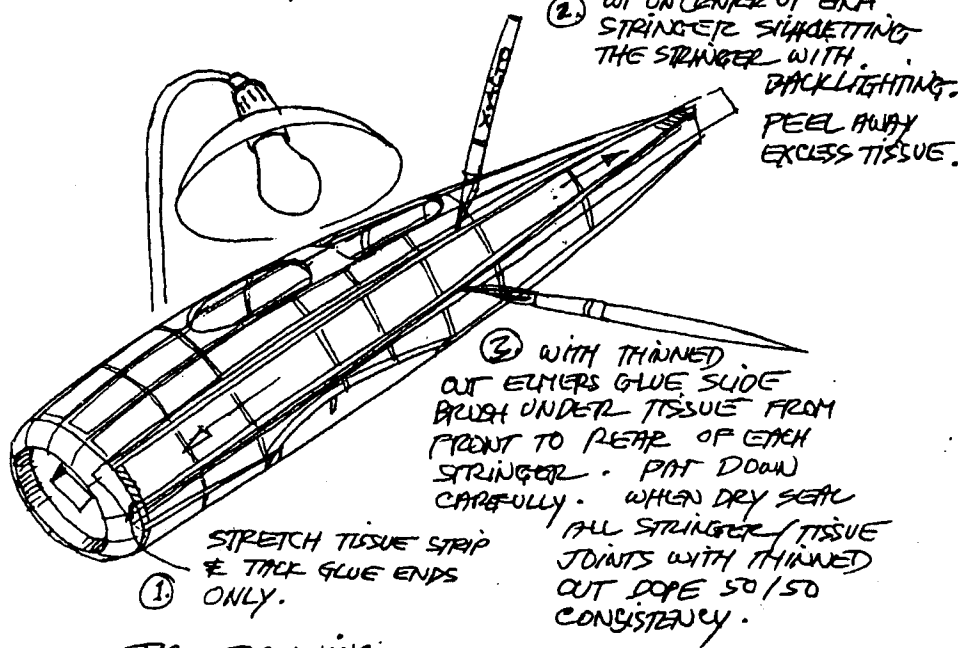
The photo page, titled "With the
Model Builders" displays
modeler's handicraft. But, this
time the editor boo-boomed,
misidentifying a Boeing 247
transport as a Douglas DC-3.
Well, I guess editors are human,
after all. What do you say,
gang? Shall we include scale
judges as well?

Hillcraft Models, of L. A. California, ran a picture ad of a gas
job claiming they will build you a 54 inch "ready to cover
and install engine" for \$10.50. Not exactly an ARF,
because covering is one of the most difficult and
undesirable tasks for most modelers. One wonders if there
was a "Builder of the model" rule in place back then.

One small feature this writer has always enjoyed in the old
FA mags was the use of "spots", as the little art work
inserts were called. You will find one on this page. They
provided a little break in a three column page of text that
could set a kids imagination rocketing skyward.

So, if you FACs of today are lucky enough to own a copy or
two of the old mag, don't just lay it down after scanning the
plans and 3-views. The true spirit is found deep within, as
in our own breasts.

DRY COVERING
HINT & TIP



PRES BRUWING

WANTED:

**RED-BLOODED
ADVENTURERS**

Listen to
"SKY BLAZERS"

— true adventures of the
Men and Women
Born to Blaze the Trails
of the Blue

Thrilling! True! Romantic!

EVERY SATURDAY OVER

COLUMBIA BROADCASTING SYSTEM

7:30 P.M. E.S.T.—6:30 P.M. C.S.T.

7:00 P.M. M.S.T.—4:30 P.M. P.S.T.

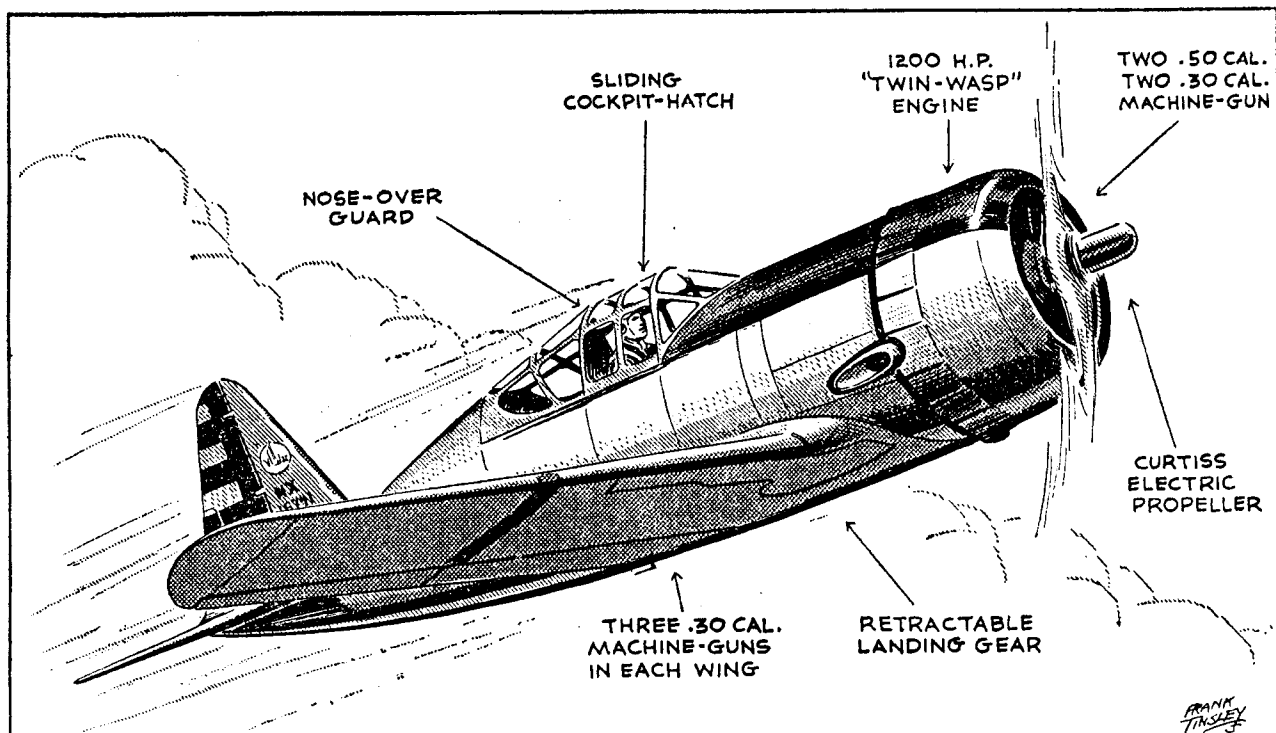
PRESENTED **WONDER BREAD**
BY

Anyone remember pre-TV radio? Well,
at least we can still get Wonder Bread.

Portfolio of War Planes

BY FRANK TINSLEY

VULTEE VANGUARD



Designed for fast, quantity production and easy upkeep, the American-made Vanguard has been extensively tested for service with the R. A. F. Fitted with the 1,200 h.p. "Twin-Wasp" engine, this clipped-wing single-seater has a top speed of 350 m.p.h. It cruises at 299, lands at 77 m.p.h., and has an overload range of 1,190 miles. A later model, powered with a 1,450 h.p. "Double Wasp," is armed with two .50 caliber and eight .30 caliber machine guns. Experts claim the Vultee may be the Spitfire's equal.

Inspiration and Documentation – Part II

More thoughts by Jack Sarhage

Several issues back, *Flying Aces Club News* editor and our CINC, Lin Reichel was gracious in publishing my thoughts on postage stamps as possible sources of inspiration and documentation for model airplanes built.

Encouraged by Lin and several readers I have returned with the same idea only this time using postcards with the topic of aircraft pictured.

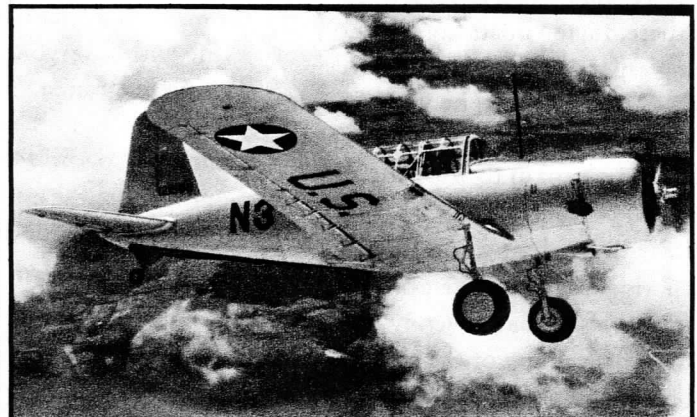
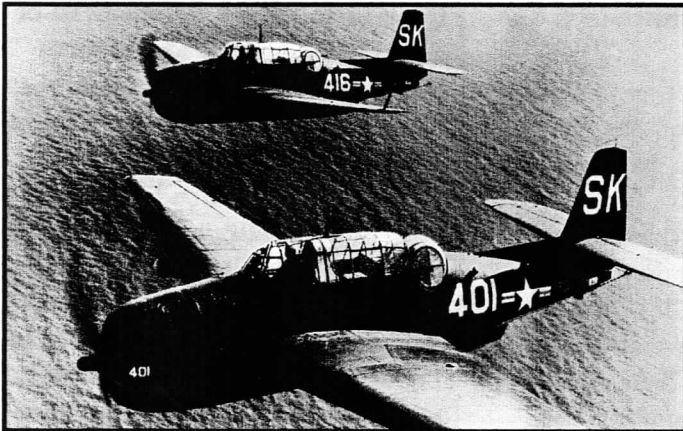
Recently I successfully bid on a set of 33 postcards with pictures of World War II aircraft. While they may be familiar to you there were two in the set I had not seen before.



The caption on the reverse side of the card tells us that this (*photo to the left*) is a Fairchild C-82A, "The Packet." It first flew on September 10, 1944 and was "designed to deliver large and heavy cargo at ground level." To me it looks to be related to the C-119.

I wonder if something like this will get the creative juices flowing in Chris Starleaf, Vic Nippert, and Mike Midkiff. Wouldn't it be something to see a mass launch of C-82A's build by these master builders?

As I said there were two I had not heard of before. The other is referred to as the "Valiant." (*Pictured to the right*) The caption goes on to say that "over 11,000 were built between 1940 and 1944 and their primary use was as a trainer for the Army, Navy and Marine Corp."



The last card to share is of the Grumman TBF-3 "Avenger" (*photo to the left*). This is one that we have all seen. It was Grumman's first attack fighter first flown on August 7, 1941.

It can be assumed that there is a certain amount of artistic license appearing in the stamp

illustrations. I don't believe this to be the case in picture postcard photos. All of the above are in color and could be accepted by judges in determining points to award for colors, insignias, and numbers. How about for the details on your model?

Where to find them? I got these through the E-Bay Auction site. There is a web site jjpostcards.com (in Switzerland) that has thousands of postcards listed and for sale. Don't forget the American Topical Association (P. O. Box 57, Arlington, TX 76004) or the American Philatelic Society (100 Match Factory Place, Bellefonte, PA 16832-9910). Bellefonte, PA played a part in the early deliver of U. S. Mail.

The New Guy's Take on the Nats at Geneseo and the FAC

By: Steve Blanchard

The drive was longer than expected. It could be the fact that I was as excited as a six year old on his way to Disney World. I kept asking myself "Are we there yet?" I was in good company on the road with Dave and Paul Stott up in front and Never Ready Eddie Novak following behind. This made the drive easier with no concerns of getting lost. We stopped at the famous Roscoe Diner on the way for an early lunch, or late breakfast for some. Then it was gas up and hit the road again. The Curtiss museum was next. Being new at this hobby I had not spent a lot of time in such places with such great interest. It was amazing to see these flying works of art in full size. I was able make some observations while we were there. Flying boats are very cool looking especially full size, if Never Ready Eddie had a son he would name him Curtiss Robin Novak, and after I handed Ed a napkin to wipe the drool we moved on to the Jenny where I made my third observation: all that friggin' riggin'. I had once pondered the notion of building a Jenny but now feel that the training of the spider to rig it for me might take longer than the building of the entire plane.

On to the Nats. What we came for. We pulled into the Days Inn parking lot around six p.m. and found a number of cars, campers, cars pulling trailers, cars with bicycles hanging from them, cars with motor scooters. Man, these guys were serious. First thing to do was walk into the banquet hall and get our packets so we could ready our various crates for scale judging. The organization of this was excellent. One would wonder how they

could keep track of what model belonged to what builder but they did and did it well. I only had my peanut to be judged and that went very quickly and I was done within forty-five minutes.

I began to mingle through the crowd and was instantly recognizing faces from newsletter pictures and those great videos. I am the proud owner of the entire collection of FAC Nats and Non-Nats tapes produced by Charlie Sauter as well as the recent video from Dave Franks. All are excellent and are a great source of inspiration (just don't try to watch them with someone who is not involved in the hobby. Did you know we're boring?). I was hesitant to walk up to everyone I recognized and start saying their names like I knew them, wouldn't want to look like a stalker you see. But once I started to introduce myself as well as having friends from my squadron introduce me, I found they were all the same as the guys I'm already hanging out and flying with. Everyone was very receptive and kind. You would think you knew them for years. There's something to said for having a common interest especially one as captivating as this hobby.

While waiting for other planes to be judged a few of us shot over to the dorms at the college to get checked in and get dinner where we found a group of FACs doing the same. Check in was seamless but finding the dining hall was an adventure. It took about twenty minutes and several false starts but we eventually got there and were able to have dinner. I'm not a food critic so I won't go there, but the company was great. The conversations were all about what else, modeling. I'll take it! The more I listened the more I knew I had work to do. There were so many great stories and ideas. Building and trimming tips flying all around.

After dinner we went back to the Days Inn to finish with the scale judging. We waited a couple more hours in the bar. All focus was on the weather channel. The weather seemed questionable going into the weekend and Friday was not supposed to be the greatest. There were possible showers and some breezy conditions. Funny to see a group of grown men on the edge of their seats over the possibility that their plans to play with model airplanes might be squashed by bad weather. Believe me, being my first Nats I was the most concerned.

Friday morning came early as I made my way down to the field to meet John Stott to set up tents for the day's events. John showed up later than expected which gave me time to meet and talk to Richard Miller who I found sleeping in his car. I don't believe he spent the entire night there I think he was just waiting out the misty weather as was I. Again, I was amazed to see that yet another great guy belongs to the FAC. This club seems to have cornered the market on nice guys. We spoke for a short time about where we were from and how we came to get there. After a few moments of conversation I finally looked up to notice how absolutely enormous the field was. Flying in Durham, CT I had always thought that field was plenty big but now I was afraid to go back home and be disappointed. Although it was misty and still not very bright I could see that there was much more field than ever expected. I decided to put up a flight to make it official. I was at the Nats. With John still not there I decided to head back to the dorms to have breakfast before returning.

When I returned a half hour later I found John already setting up tents and I quickly joined in. By now several

people had begun to show and I was just starting to get an idea of the magnitude of this contest. By the time we were done setting up there were cars lining the entire road along the flying field. There were vendors setting up on both sides of the road. The vendors were of particular interest to me, being new to the hobby I am always looking see all of those gadgets that you only hear or read about but can't get locally. It was also great to see someone selling copies of Flying Aces magazine there. I was able to start a new collection, my wife is so happy.

With all of the articles and stories written of the events and happenings available I'm not going to try to cover the reporting aspect of what went down as far as the events are concerned, but I did take notice of some things. I was entered in three of the mass launch events during Friday and Saturday. These are some of my favorite events that the FAC offers and they are always fun whether I'm first down or if I'm lucky enough to place and blown away thrilled to win (change of shorts please). The events were well run and organized. There didn't appear to be any questionable behavior or un-sportsmanlike conduct to speak of but I did hear that at the WWII mass launch there may have been a lack of some proper armament. Or at the WWI event some planes may be a few strings short of complete rigging. There may have been black dots where guns should be or no guns at all. Who knows maybe some of those invisible pilots were holstering some sort of handgun. Doesn't sound like 3-D guns per the rules. And I'm the guy who ripped the covering off of the sides of the fuselage of my already finished and trimmed Judy to add that darn side stringer I was missing the night before I left for the Nats. I made it to the third round in WWII and

dorked in. I was very happy to make it that far.

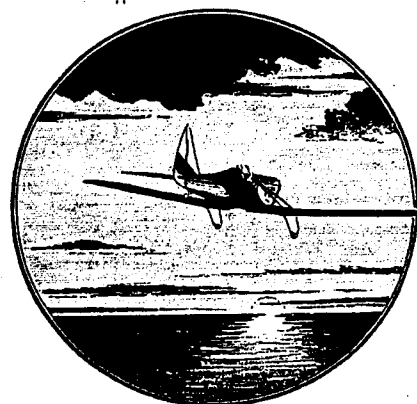
Being one of the new guys I am always concerned about not wanting to look the part so I make an extra effort to try and get it right. I don't always succeed. If a CD noticed I didn't meet the requirements and asked me to "sit this one out" I would gladly do so. I have a copy of the FAC rule book and a bunch of guys around me to ask questions, and believe me they will tell you that I do, quite often. So it is entirely my fault if I don't do it right, and I'd hate to think that there would ever be someone who would actually argue to get back in. After all, It is still rubber powered airplanes. Now, don't get me wrong, I don't think it's the guy who is judging the planes and says "I'll let it go this time", and "this time" being the first time you've heard it, then by all means fly the thing and best of luck to you. But after you hear that phrase once I wouldn't want to show up with any crate that isn't legal at another event hoping for leniency. There are so many guys risking beautifully crafted and completely finished ships that I think it would be painful to the guy who has a mid air with one of those beauties and damages it using a "this time" plane.

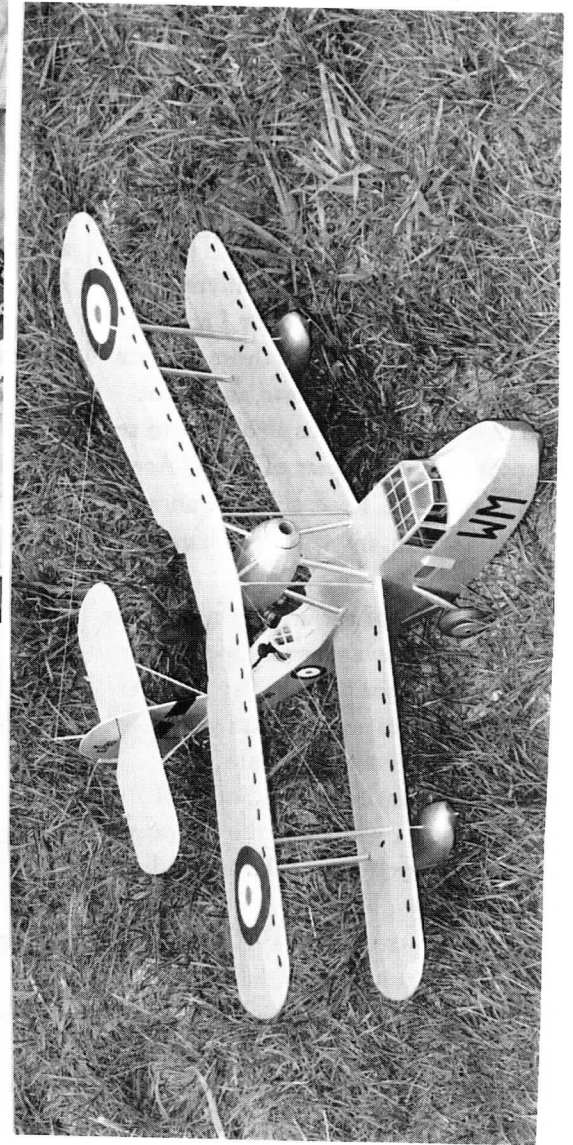
That is the only tangent I have in my whole brain. I had too much fun to let that be the main body of my little letter here. Is it getting too long to call it little? Sorry, I just had such a great time. The real emphasis I want to impart in this letter is not so much my views of my first Nats but on the club as a whole and the kind of people who belong to it. I have been part of various clubs, groups of friends, and organized sports all my life. None have compared to the experience I have had over the last three years flying with the guys from my squadron and all those I have been in contact with involved in

this great hobby. For example, one time I emailed Mike Stuart who is involved in the FAC in England and hosts a great web site, asking what was this lycra thread Chris Parent keeps talking about on Mike's web site. Mike put me in contact with Chris and all Chris wanted to know was what was my address so he could send me a spool or as he put it "a lifetime supply". Where else can you get guys like that. Thanks again Chris.

When I started out doing this hobby I totally didn't get the potential of these rubber-powered marvels. When I met the guys from Squadron 2 Hangar 1 at Pinkham field in Durham that all changed. They were full of great advice and help. They are never pushy with their advice and only offer if I want it. The only problem they have is that I always want it. When I won my first Kanone I think they were more excited than I was. They were all smiling ear to ear and so was I. So I'd like to take the time to thank these guys in no particular order: Dave Stott, Paul Stott, Ed Novak, Vance Gilbert, John Stott, Mark Fineman, Al Lawton, Ed Pelatowski, and of course the man I was fortunate enough to get to know over two and half short years Bob Thompson. Thank you guys. I hope to have many more years of great fun with all of you.

Steve





Top left, recently Dick Dummire recently passed away. Dick was a long time member of the Detroit Cloudbusters and a charter member of the Rio Grande Squadron in New Mexico. Photo by Phil Thomas.

Center photo by "??". It is "Never ready Eddie" Novak with his Pregna, Nice! Photographer unknown.

Top right are Ross Mayo and Roy Courtney. Photo by Fred Wunsche.

Bottom right is Ted Allebone's Walrus. He lost it twice. Photo by Fred Wunsche.

SPECIAL EVENT AT THE FAC-NATS

FAC Thompson and Greve Race 30^{yr} 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.

13

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.

HISTORIC FLYING ACES SCALE

1. Open to any wing span scale model built in 1978 or earlier.
2. No judging, No bonus points. Two models allowed per flyer.
3. Minor repairs ie cracked or broken structure and covering repairs. No rebuilt parts.
4. Model must be flown with original prop or a re make of a similar type.
5. Pirelli or Sig or similar era type may be used (if you don't have any, it will be supplied at the field. NO TANS.
6. Proxy pilots can be pressed into service.
7. Three flights per model.
8. Model must be launched froma designated area and a 90 minute time period.
9. One winner will be determined by closest to a target time. Target time will be per type of model, high wing, shoulder/mid wing, low wing, multi-wing, and multi-engines.

Strange WWII Stories Missing Crew

October 22, 1940—An empty and undamaged German bomber was found near Edwardton, England. An extensive search of the area by Home Guard failed to locate any of the crew! What happened to the German airmen remains a mystery to this day. Perhaps they just defected to England and faded into the population.

One Went Home

A Dornier 17-Z attempted to bomb Liverpool, England on October 21, 1940, but became lost in the dark. The pilot flew around over England, bucking storms and extreme turbulence, until his gas was exhausted. During all this, not one British anti-aircraft gun hit the plane.

The entire crew bailed out. Only the pilot was ever found and he had to seek medical help for a broken ankle. The other nine men just disappeared.

THE GOLDEN AGE

by
Fran Ptaszkiewicz

With war clouds beginning to darken the horizon and ending "The Golden Age", one private company managed to bring out a small two-place airplane for use by the general aviation community, just before aircraft design and production would engulf all in the so-called war years period of aviation.

In 1939 the Babcock Aircraft Company located in what was then the little city of Deland, Florida, introduced a mid-wing cabin monoplane having side-by-side seating.

Designated the Babcock LC-13A, it was felt that with a design landing speed of approximately 42 mph, the airplane would prove to be well suited to the smaller airports so prevalent at that time.

Powered by what was then identified as a Glenn L. Martin -333 in-line engine of 120 hp, a top speed of 150 mph and a cruising speed of 135 mph was anticipated. Later, performance figures were expected to increase following the installation of a 130 hp six-cylinder Franklin engine.

An outstanding feature of the Babcock design was the amount of vision provided by the four large windows in the cabin roof as well as a large windshield with side windows to emphasize the fact, you can never have enough visibility in an airplane. A small window on either side of the fuselage in the forward cabin area provided downward viewing. So, this combination gave a clear view of any activity above, below and to the rear when in flight.

The wing planform utilized a slightly swept-back leading edge and swept forward trailing edge with rounded wing tips and had a span of 30ft-9in providing a wing area of 135.5 sq ft. Wing construction was a combination of wood and aluminum with the leading edge ribs forward of the wooden box spar being aluminum. The ribs aft of this spar were semi-trussed wood. Aluminum covered the entire leading edge, top and bottom back to the spar. The area to the trailing edge was fabric covered. Plywood covered the wing-walk area and strut attachment points on the wing underside.

The fuselage and tail assembly were of welded steel tubing, fabric covered from the firewall back to the tail. The engine cowling top and bottom were of aluminum. Fuselage length from the tip of the spinner to the rear of the rudder measured 20ft-5in and sitting in a three point attitude the aircraft height was 6ft-0in from the ground to the top of the canopy or cabin.

The fabric covered strut braced landing gear had wheel pants that not only improved the looks of the ship but did increase the overall speed of the airplane.

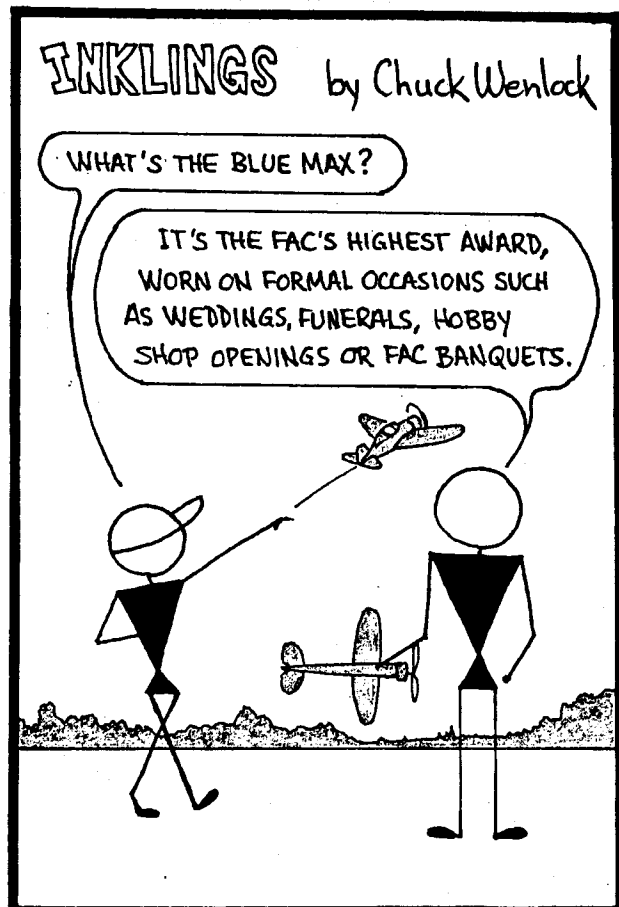
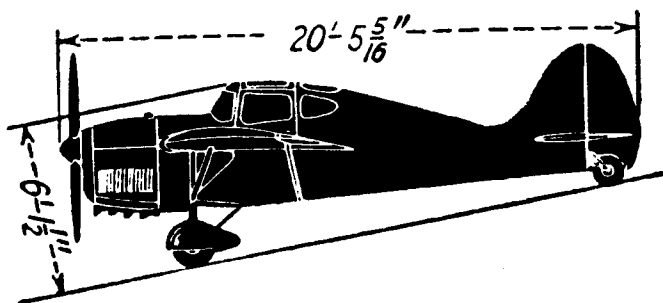
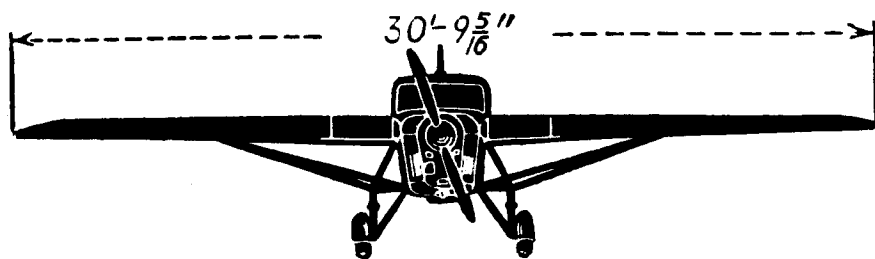
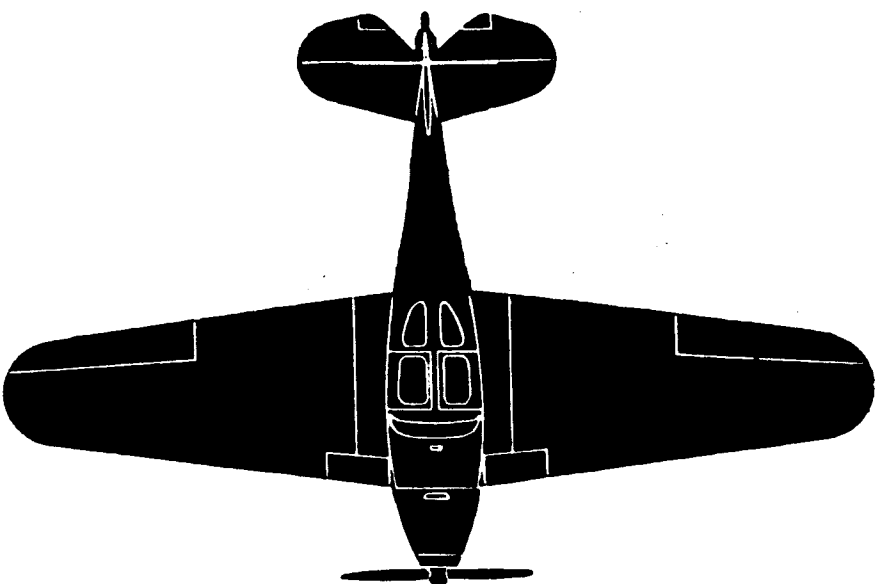
The actual color scheme was difficult to come by as the black and white photograph I have do not discern this. However, a scalloped two-tone trim is visible on the fin and landing gear, with the registration numbers NX-18165 visible on the right upper wing and lower left wing panels. These are probably black. Wing walks on either side of the cabin assumed to be of the black non-slip grit material.

When reviewing the weight specification, it is interesting to note that the pilot and passenger weight were assumed a total of 170 lbs each with the airplane grossing out at 1,600 lbs ready to fly.

With the war years closing in it appears the design had disappeared into a time frame that swallowed many small aircraft companys attempting to get a foothold in the aviation community at the tail end of the depression only to be lost as a result of this countrys plunge into wartime aviation equipment.

Reviewing the advertisement in the May 1941 issue of Aviation magazine. The mention of a Glenn L. Martin #333 engine of 120hp, as was supposed to precede the later installation of a Franklin engine in this airplane has prompted some research on my part and I have yet to find any other information on this motor anywhere.

Perhaps an engine design to be that never was.



A Story About Jimmy Allen Models

As published in the June 2003 Issue of "Flight Plug," the newsletter of the Southern California Ignition Flyers, Mike Meyers, Editor

Jimmy Allen was a fictional character popular in the 1930's during the "Golden Age of Aviation" in America. Many oil companies Skelly, Richfield, Pocahontas, British American in Canada, and other companies ran Jimmy Allen radio features. Kits for rubber powered Jimmy Allen airplanes were available for sale, or as prizes, in company locations. Dudley Field, the Chief Pilot for Richfield Oil Company, occasionally made public appearances as "Jimmy Allen" in California in the 1930's. A friend of mine gave me some copper Richfield "Jimmy Allen" wings a few years ago. The Flying Aces group, and some of the SAM contests feature Jimmy Allen events.

OT model airplanes have their adherents, even amongst the youngsters. Graham Knight is a movie model builder at Shepperton Studios in England. I'd say he's in his mid 40's. Like many English model builders, Graham has a bit of an obsession about building oldtimer models exactly as they were originally built. If it's not exactly as it was in 1936 (20 plus years before Graham was born) he's not interested. In this part of the ongoing series on rubber powered model airplanes, I've "borrowed" heavily from a list that Graham made describing the various Jimmy Allen planes. Graham is secretary of the Raynes Park Model Club, and some of these models can be seen on their website at <http://website.lineone.net/~raynes.pk.mac/>. For you web roving fellows, I think that there are some Jimmy Allen websites here in the USA—there was a lot of stuff coming out of the St. Louis area about Jimmy Allen a while back.

The Bluebird. The Bluebird is a 38" shoulder wing model, the first and best known of the series. This is a Country Club Sportster with detail changes. The model is big, and a bit heavy. . The late SCIF Bob Erickson built and flew a beautiful Bluebird at Moorpark in the mid 1980s. Here in the USA you can get the plan from Al Heinrich at Aerodyne — and maybe a laser cut kit from Bob Holman.

Blue Flash, 24" shoulder wing, a bit like a smaller Bluebird, this is really an indoor version of the Country Club Thunderbolt (see below) very light construction! 1933.

Silver Streak, 32" low winger. 1935. 2 sheet plan with instructions.

Sky Chief, 40" slightly swept high wing cabin monoplane, the biggest in the series. 1935

Sky Raider, 26" high wing cabin monoplane. 1936.

Country Club Aero Thunderbolt, 24" same as Blue Flash but heavier outdoor construction and slightly different tail surface outlines. 1935. There is another Thunderbolt as well

Yellow Jacket, elegant 26" mid-wing monoplane, twin open cockpits, a bit like a 1930's trainer. 1935.

Monsoon Clipper, 29" the only twin motor design in the series, and it's a flying boat too! Based on the Sikorsky S-38. 1935.

Spartan Bomber, 32" mid-wing, enclosed cockpit, high aspect wing, 3-blade prop, drops a bomb if you want! Designed for the Captain Midnight radio series but accepted as eligible for JA as Captain Midnight was also sponsored by Skelly Oil. I believe that Bob Holman has a laser kit for both the Spartan Bomber and the Skokie. Jim Sprenger has been flying a Spartan Bomber to very good effect at Taft over the last couple of years.

Monsoon 800, 24" mid-wing, a very scale-like little plane, like a 1930s racer with 2 open cockpits. Radial cowl with rocker bulges, spatted U/C and struts. Also mentioned in the Jimmy Allen radio series but still not widely known.

Bluebird Racer, 24" shoulder wing, a beautiful, highly streamlined model, elliptical gull wing, spats, struts, spinner, enclosed cockpit. Another little known design mentioned in the series. This model is also known as the Scarlet Tanager. Not to be confused with the Bluebird which is a very different model!

Jimmy Allen Special, 20" shoulder wing, the smallest and least scale-like of the series. A simple 1930s sport rubber model with a tiny cockpit, just a windshield really. Kitted by Reginald Denny Industries, the simplest of the lot. 1934.

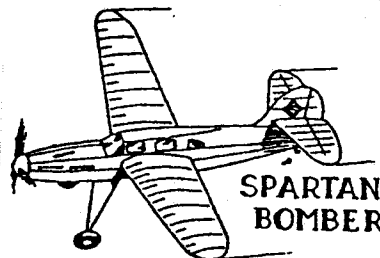
Thunderbolt, 22" mid-wing, spatted wheels, small enclosed cockpit. 1935.

Skokie, 25" high wing cabin monoplane also known as the B-A Cabin. 1934. Because of its availability as a kit—and also because it's not that much different from a Flying Aces Moth, the Skokie is the model that most frequently shows up in Jimmy Allen contests here in the States, and certainly tends to dominate the Jimmy Allen SAM Champs entries.

J. A. Racer, 28" parasol wing, again available as a kit from Easy Built. Also know as the B.A. Parasol. 1939 Single sheet plan.

The Skokie or B.A. Cabin and the Jimmy Allen Racer or B-A Parasol were both designed for the Canadian Jimmy Allen Contests, which were sponsored by British American Oil, which Graham thinks was the Canadian subsidiary of Skelly Oil. Easy Built has laser cut full kits for both the Skokie and the B.A. Parasol. Bob Holman has a short cut laser kit for the Skokie.

Graham Knight has many of these Jimmy Allen plans available for sale. You can contact him at the following address: Graham Knight, Isola, River Ash Estate, Shepperton, Middlesex TW17 8NL, England. You'll have to write him about overseas payment details and prices for the plans.



POSTAL CONTEST FINAL STANDINGS

Indoor Peanut

1. Gary Hodson	Santos-Dumont 14-B15	99 Sec.
2. Joshua Finn	Goon	70 Sec.
3. John Houck	Farman Mosquito	65 Sec.

Indoor No-Cal

1. Ray Harlan	Kawasaki Tony	270 Sec.
2. Gary Hodson	Gee Bee "D"	201 Sec.
3. John Houck	Extra 400	126 Sec.
4. John Wormley	Zero	95 Sec.
5. John Houck	P-39 Cobra	91 Sec.

Outdoor Peanut

1. Joshua Finn	Goon	951 Sec.
2. John Houck	Andreasan BA4-B	56 Sec.
3. John Stott	Prest Pursuit	50 Sec.
4. Ed Pelatowski	Wittman Tailwind	34 Sec.
5. Ed McQuaid	Andeason	28 Sec.

Outdoor No-Cal

1. Bruce Foster	Smoothie	260 Sec.
2. Joshua Finn	Fiat CR-42	210 Sec.
3. John Stott	Fokker F-II	174 Sec.
4. Ed Pelatowski	Extra 400	82 Sec.

The first place winners from each catagory will be on the Kanone list

LATEST QUIZ WINNERS PRIZES TO THE WINNERS

4 Winners
Ed Salguero
Lindsey Smith
Frank Beatty
Jim Forfolk

Winner Aircraft

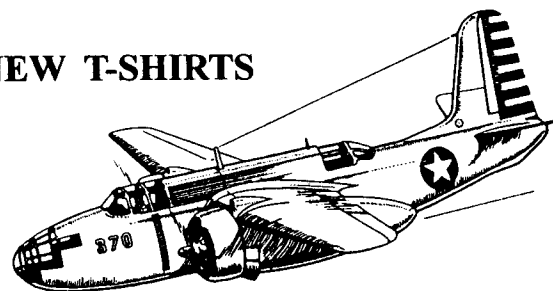
1. Vultee V-11	4. Republic XR-12
2. MIG-3	5. Gregor FDB-1
3. Supermarine Stranraer	6. Northrop F-15A

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* * Improving Duration * *

Mumbo Jumbo # 135 from the Glue Guru

The model flies reasonably well, and offers decent stability. However, there is a catch. Its duration is roughly 25 seconds—too short to win. What now?

There are a number of things to be tried. None are certain in their effects. The case may be hopeless—or not. Required is a great deal of work and much testing. To save time and prevent damage, it's useful to do much of the testing on the ground, rather than in the air. Start with the rubber motor.

How long a motor run does it have? The running time with the model released is a bit different from that when held on the ground, but the two are close enough for our purposes. Take your motor to full turns and measure the run in seconds. To this we will add the anticipated gliding time, dead air, so as to arrive at a total. Thirty feet is a good top altitude and a descent rate of four feet per second gives about seven seconds. In short, that measured duration of 25 seconds implies a motor run time of about 18 seconds or thereabouts. This is much too low and must be boosted to achieve competitive status.

To boost the run, make the motor longer. However, there is a new catch: the model becomes heavier and altitude suffers. The solution is to make the motor both longer and a bit thicker—add a strand or two—so as to get a bit more torque, thus restoring altitude. Yes, all that additional weight makes the glide a bit faster and shorter, but this effect is small and can be ignored.

There is another potential problem, and this one can have serious effects: the new motor weight is way up and can lead to severe instability if it unwinds in an uncontrolled fashion. Its final resting position is especially important. If this involves a shift of the model C.G., beware!

Much testing for C.G. shift can be done on the ground. Wind and release the prop, holding the model at anticipated flight angles, such as fifteen degrees up or down. As the prop goes into freewheel, what is the motor doing? Lying there quietly, in the right place, or has it found a new position? Over-long motors are notorious for refusing to lie quietly in their assigned position. Make sure yours is well behaved; if not, you are assured a crash.

Once you've boosted motor length, what next? The prop offers the next best hope for additional endurance. Check its size. Its diameter should be roughly one third that of the wingspan and its blade angle about 30 degrees in the vicinity of the 2/3 diameter position. If yours differs greatly, there may or may not be a good reason. For example, if the model is way too heavy, lowering the blade angle can be helpful; if pleasingly light, increasing the blade angle can extend the cruising portion of flight. How heavy is too heavy? Too light?

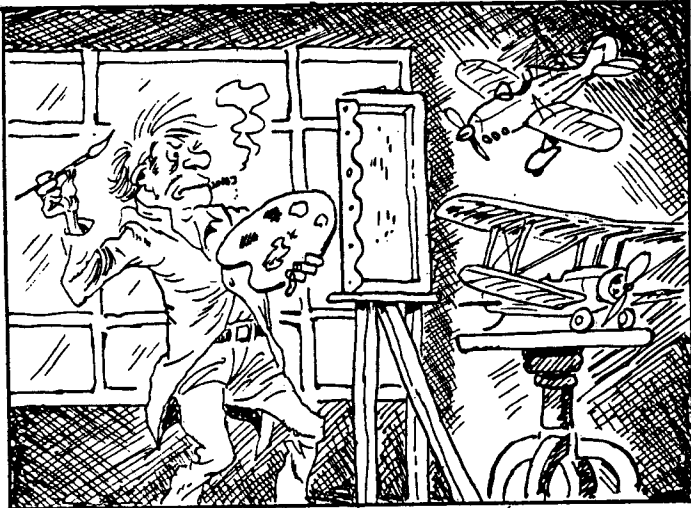
Weigh the model in grams, rubber included. Measure the wing area, in square inches. Hopefully, the ratio of weight to wing area doesn't exceed 1.5 grams per square inch, and all is well. Beyond 2 grams per square inch it's too heavy, and offers little hope for long endurance, despite fiddling with the prop. As always, the moral is clear: for endurance, go light!

An Advert for Myself

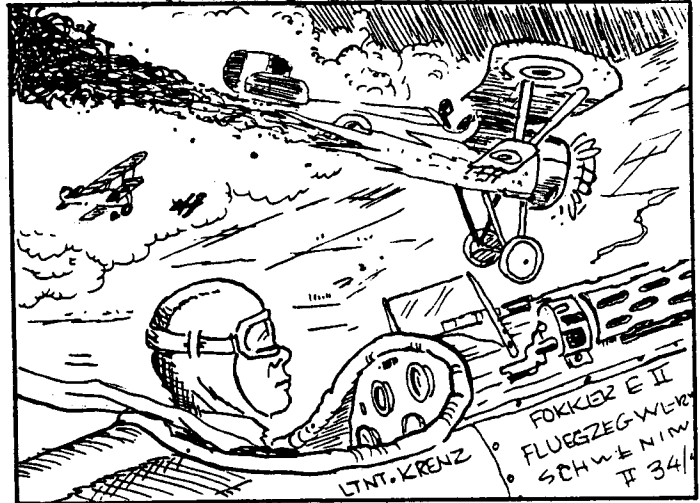
For the Red Baron and his world of aerodynamics, ballistics and sudden death, treated in the usual Glue Guru fashion, check out *Gunning for the Red Baron*, by Leon Bennett as published by Texas A & M University Press. Available at Amazon, Barnes & Noble and all the usual bookstores.

They Had What It Takes

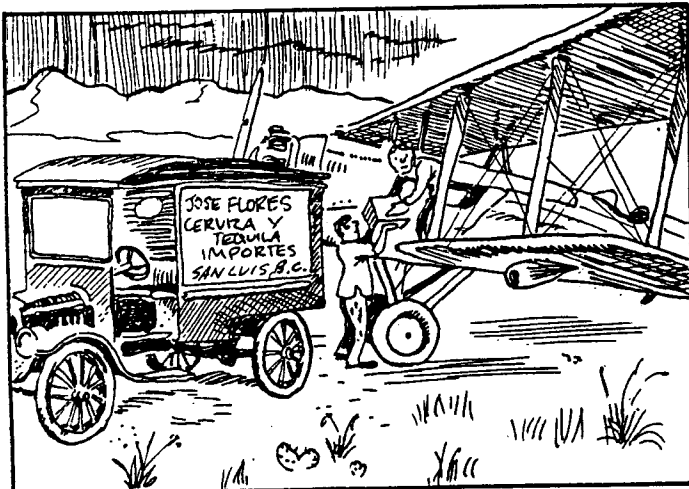
C.B. MAYFLY-FA. CONTRIBUTOR AND FAMOUS ARTIST



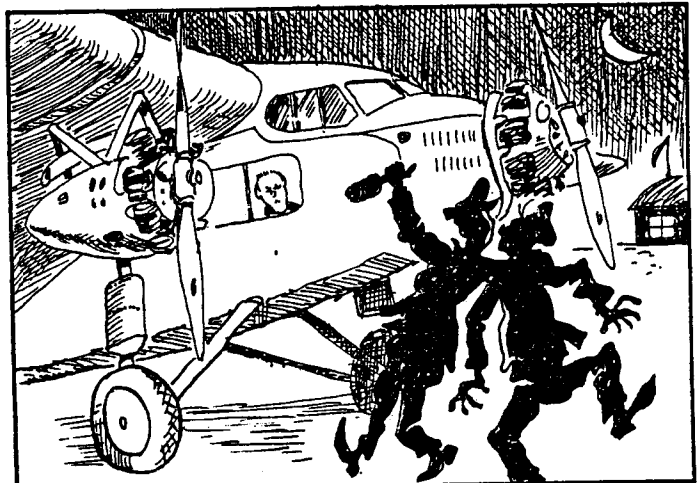
1- THIS RENOWNED AVANT-RELIST, WHO'S LANDSCAPES HANG IN EVERY MAJOR MUSEUM IN THE U.S., WAS ONE OF FLYING ACES' EARLIEST CONTRIBUTORS. OVER THE YEARS HE SUBMITTED 139 COVERS, ALL OF WHICH WERE REJECTED!



2- LET US SEE WHY. MAYFLY WAS DEVOTED TO FACT. THIS COVER EXPOSED A TRUTH MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW I. THE EDITORS APPLAUDED HIS HONESTY, BUT OBJECTED TO THE DIRTY HUN, WHO LOOKED TOO CLEAN.



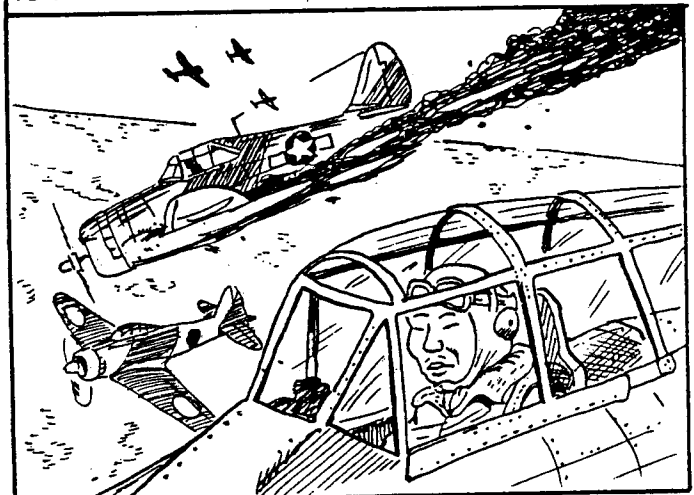
3- ANOTHER EXAMPLE OF C.B.'S DOCUMENTARY EYE WAS THIS ACCURATE PORTRAYAL OF BOOZE BEING LOADED UP FOR PROHIBITION-LOOKED U.S.A. THE EDITORS TURNED THIS DOWN BECAUSE OF THE STRIKING RESEMBLANCE OF THE PILOT TO THEIR OWN MAJOR FRED LORD! ?!



4- CONTINUED TREATMENT OF PROHIBITION (WHICH APPARENTLY WEIGHED HEAVILY ON HIS MIND) WAS SHOWN IN THIS SHOT OF AIRLINE PILOTS FUELED ON BATHROOM. THE EDITORS CORRECTLY FELT THEIR JR. HIGH SCHOOL READERSHIP WOULDN'T UNDERSTAND..



5- THIS DEPICTION OF BILLY MITCHELL DECKING AN ADMIRAL DURING A CHIEFS OF STAFF MEETING WAS REJECTED, NOT BECAUSE THE EDITORS COULDN'T CONFIRM THE INCIDENT, BUT BECAUSE THERE WEREN'T ENOUGH AIRPLANES IN THE PICTURE.

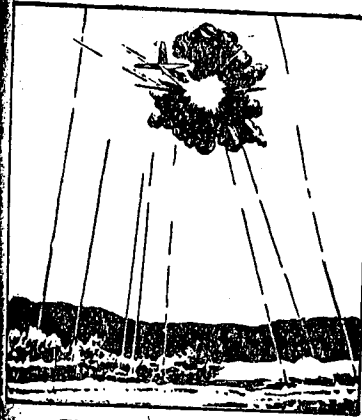


6- HIS FINAL COVER EXPOSED A STARTLING FACT MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW II. THE EDITORS APPLAUDED HIS HONESTY BUT FELT THE DIRTY JAP LOOKED TOO CLEAN. HERE'S TO C.B. MAYFLY!

western edge of the field opened up. The bomber, flying so low, was a perfect target directly over head. The first shots hit home and the big plane blew up in midair with a roar.

For a few moments the air was filled with falling pieces of metal, flaming sheets of gasoline and bombs. Flip and Terry still sat in their little plane, watching the destruction of the bomber.

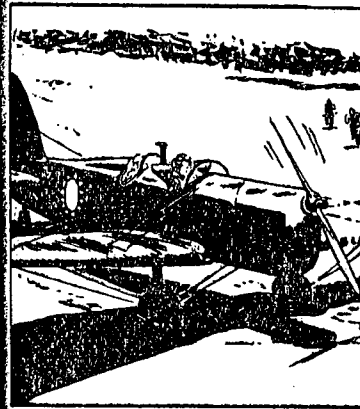
"Y'know, Terry," Flip said,



The Jap Plane Blew Up

with a long sigh. "After this war, I think I'll go back to Erie, Pennsylvania, and just sit on the front porch for a long, long time."

Terry could only nod his head weakly. He knew just how Flip felt. But he had actually been less frightened than on that first stunning ride with Flip. The excitement of meeting the enemy, of watching the uncanny maneuvering of Flip, still surged through him. An unarmed training plane



Flip and Terry Just Sat Still

Jake Larson sent the above which he had gotten from Big Little Books.

"Y" know, Terry", Flip said with a long sigh. "After this war I think I'll go back to Erie, Pennsylvania, and just sit on the front porch for a long, long time."

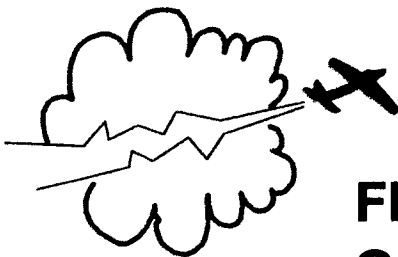
COMET KIT POSTAL

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.



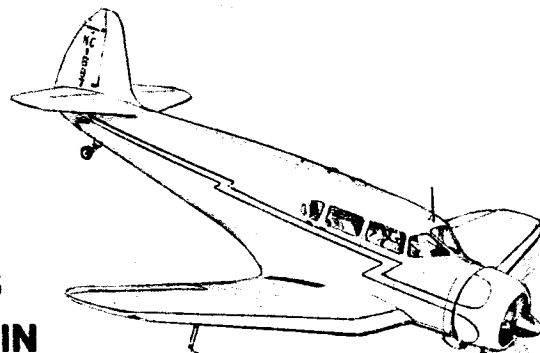
Flying Aces Club Outdoor Champs

AMA Flying Site - Muncie, IN

Sept. 5th and 6th

8:30 AM to 4:00 PM

AMA Sanction # 08-0807



Fri. Sept. 5th

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
Rearwin Speedster *****

Sat. Sept. 6th

FAC Scale *
FAC Jumbo Scale *
FAC Power Scale *
Modern Military Scale
FAC No Cal Scale
Low Wing Trainer
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 Friday for both days events

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

* FAC Scale events with * can be flown either day. Judging is on Friday 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

***** Golden Age Rules and construction per 2007 FAC Plan

\$25.00 Entry Fee Flies all events and includes a free T-Shirt and Fairchild 45 Plan
Plan compliments of 'Full Size Plans' (309)342-7474, www.fullsizeplans.com

All Entrants must hold a current AMA or MAAC License

Trophies awarded to Third Place

Questions, Comments, Directions; Contact Contest Director Ralph Kuenz @ 1-989-506-0273
or Fred Gregg: 1-586-884-6919 / loopy.cbfac@yahoo.com

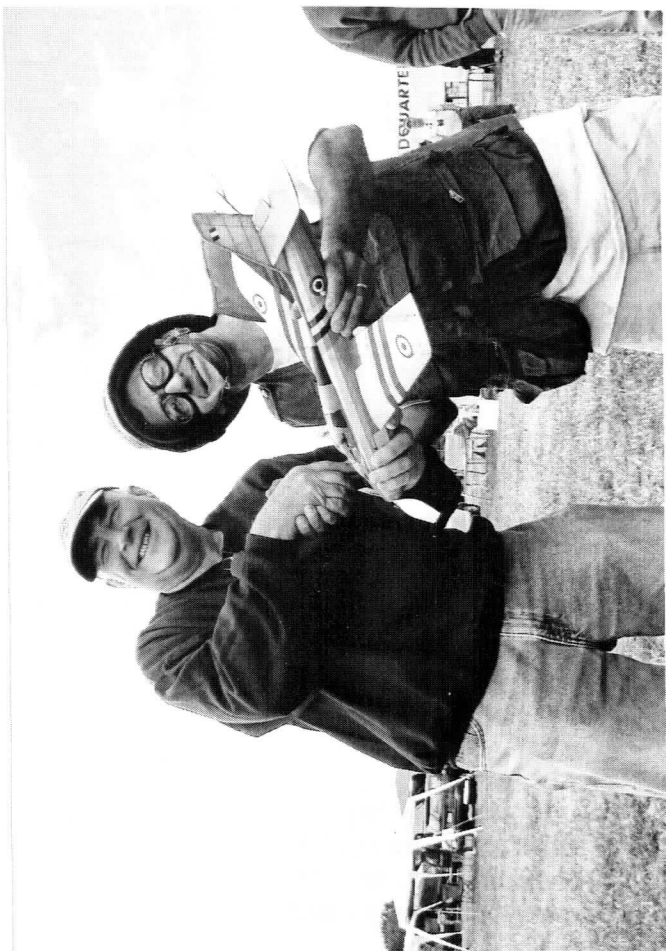
*** Event Sponsors Welcome ***

Registration:

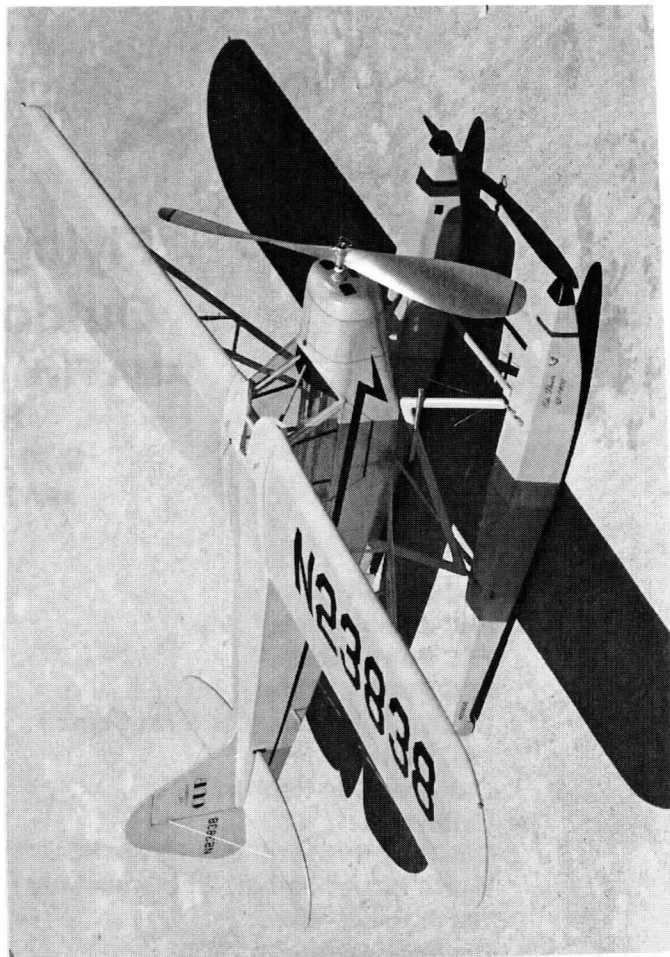
Make checks out to : Cloudbusters MAC

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

Name _____ AMA# _____
Street _____ City _____
State _____ Zip _____ Shirt Size M L XL XXL



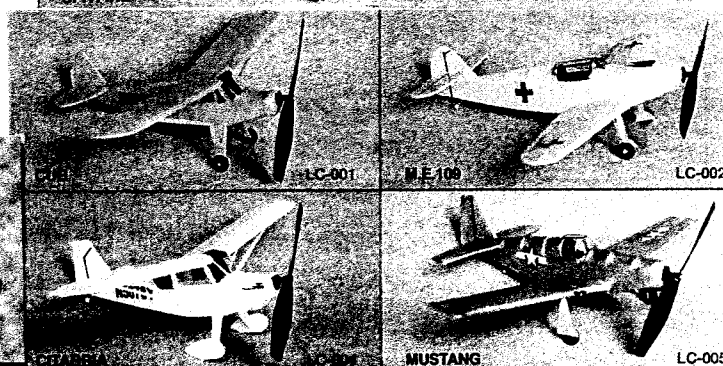
All pictures not known who sent. Top left is Vic Nippert's Hughes Giant. Top right Tom Arnold and Bernie Dion. Bottom left is Fred LeMon with Haines Racer. Bottom right is Bob Schlosberg's Piper Cub floatplane from the Herr kit.



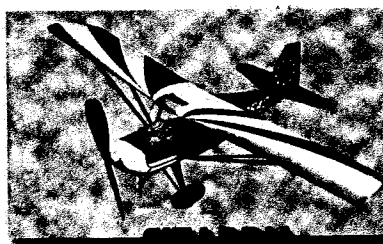
DON WILSON
116 MAIN STREET E
GRIMSBY, ONTARIO
L3N 1N8

Tel: 905-945-5647
 Fax: 905-945-4169
 Email: lcdw@sympatico.ca

All Orders 25% Discount



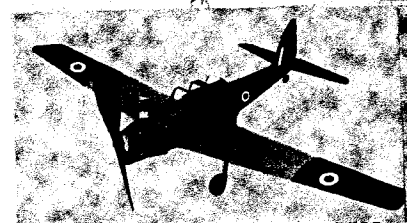
MODEL AIRPLANE KITS \$16.00
 Peanut Scale 13" Wingspan, Laser Cut Parts,
 LC-001 CUB LC-004 Citabria
 LC-002 ME 109 LC-005 Mustang
 LC-003 Spitfire LC-006 Rearwin Speedster



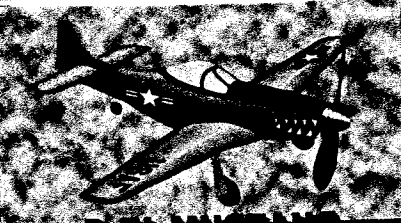
CITABRIA
HC 8001



WACO-BIPE
HC 8002



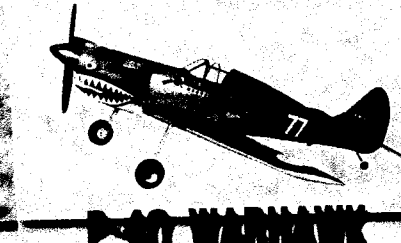
SUPER CHIPMUNK
HC 8003



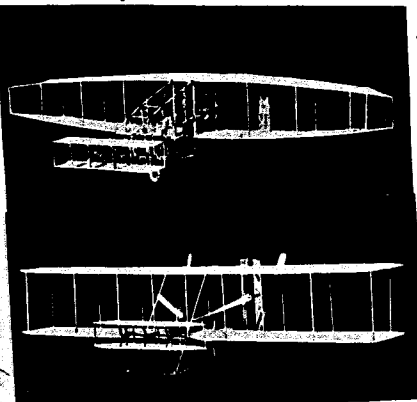
P-51 MUSTANG
HC 8101



SPITFIRE
HC 8102



P-40 WARHAWK
HC 8103



STATIC MODELS \$20.00
 1903 Wright Flyer - 24" Wingspan (laser cut parts)
 Silver Dart (Bell Museum) 24 1/2" Wingspan

All Orders 25% Discount

Hobby Craft Kits- \$25.00

Six Kits 24" HC 8001 Citabria
 19 3/4" HC 8002 Waco-bipe
 22 7/8" HC 8003 Super Chipmunk
 H 8101 P-51-Mustang
 H 8102 Spitfire
 24 1/2" H 8103 P40 Warhawk
 Note: Limited number of kits

Laser Cut Parts,

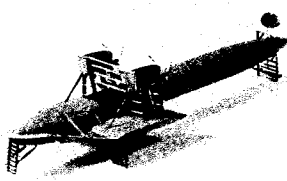
New Product

• FAA SELECT GRADE BALS

1/64 balsa sheet 18" long
 3" @ \$1.50
 Can be 36" long extra for shipping
 1/32 x 1/32 x 18" bass or balsa wood
 laser cut @ \$0.20 strip
 also 1/40 - 1/32 - 1/25 - 1/20 sheet
 @ 1/16 sheet prices. 1/16 x 3 36" 1.81

Light Wood- 5#-7#
 1/16 x 3 = \$3.00
 3/32 x 3 = \$3.25
 1/8 x 3 = \$3.50
 1/16 X 4 X 24 in. 2.65

Tel: 905-945-5647
 Fax: 905-945-4169
 Email: lcdw@sympatico.ca



BOAT HYDROFOIL GRAHAM BELL 1907
 TB1003 H.D.4 30" Long \$36.00

Email for complete list FAA grade balsa and spruce and basswood.

All sizes available
 Light balsa on request
 5 to 7 lbs.

DON'S FLY LITE TISSUE (White, Wet Strength
 10 Sheets 25" x 36" (9 grams per sheet - same as
 Silkspan)

- \$8.00 Postage \$3.00

Cheque or money order accepted.
 Allow 3 weeks for delivery.

Total Order _____

 Total _____
 Canada Tax pst 8% gst 5% _____
 Total _____
 FRT. 15% - Order. Min \$6.00 _____

30th ANNIVERSARY OF THE FLYING ACES NATIONALS!!!

REGISTRATION FORM--FAC-NATS MK, XVI--GENESE0, 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.

So Grumman, short of work like everyone, licensed Canadian Car & Foundry to produce its old FF-1, now renamed C-23 "Goblin." And soon enough, Lo, an agent did appear with a forty-plane (later fifty) order for Turkey--and, hurry it up. CCEFF wasn't up to speed yet, and Grumman just happened to have kept its plants open by "warehousing" components, so a little business came South as well; everybody happy so far, right? Okay.

Y up, folks, it was a put-up. While COGEF denied any knowledge of the caper, it appears that Spanish Republican operators had been talking with certain Turks with, um, personal financial needs, and that COGEF was on the line in at least some of the talk. Indeed, as we look back, everybody connected seems to have more than just one connection: Dr. Katz, politically well-intentioned perhaps, was probably a Soviet spy. The Turkish forgery apparently came on through the work of one Fuat Bahan, not only an arms dealer but also the local Lockheed rep, and by the way Fatty Goering's personal "painkiller" connection as well.

All 1 1/16" stock
except 1 1/8" cowl rings
except 1 1/8" cowl rings

24



1

—

1

1

Handwritten signature: *[Illegible]*

/

Dimensions

Polen

less
twice



Switted with Gorki. A man might be persuaded to reform his Lanes...

ements have been omitted such as Ec-
ridely in details canopy Ec-
ars. canopy Ec-

study photographs
stalb with symmetrical airfoil
by springing strips over and under
central spar. Sand LE & TE to fair

All-Boys Squadron

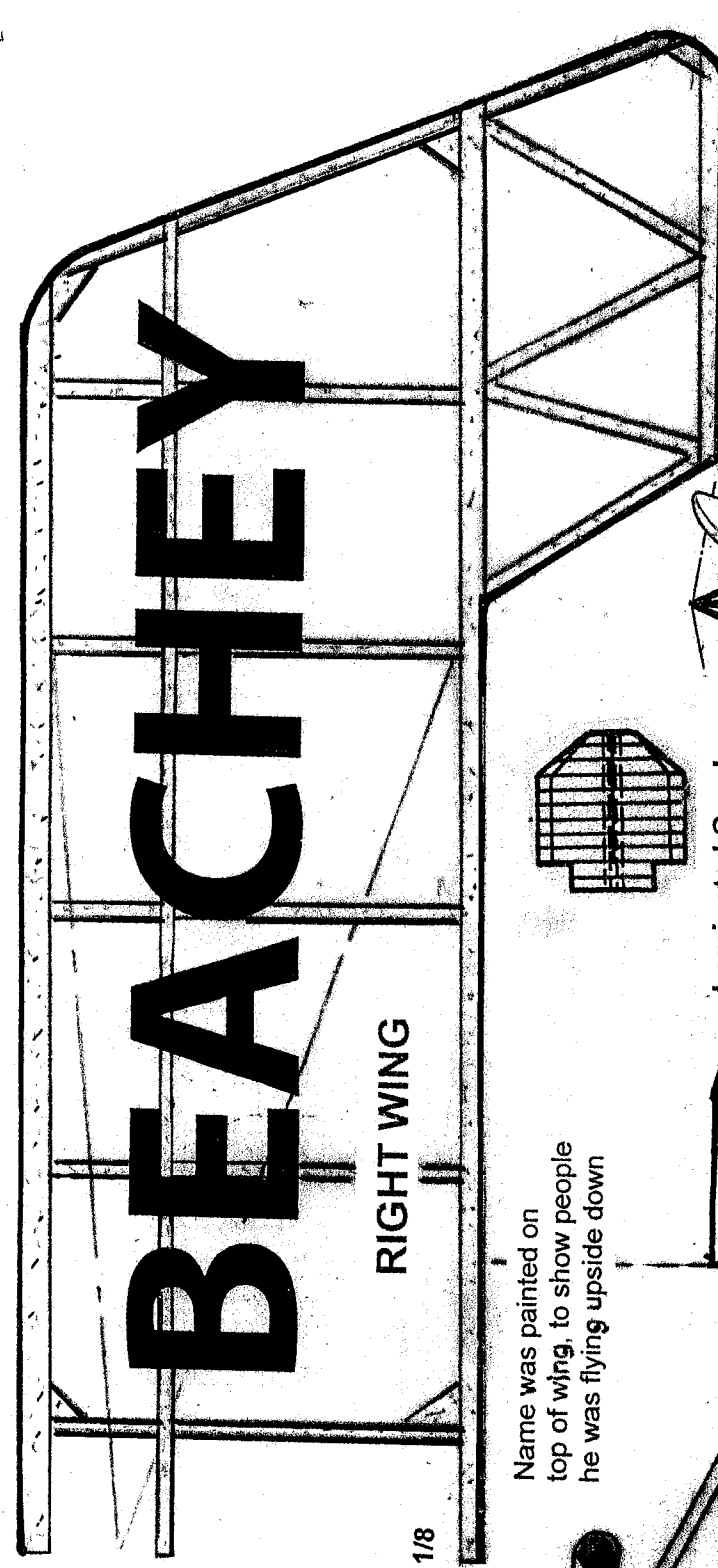
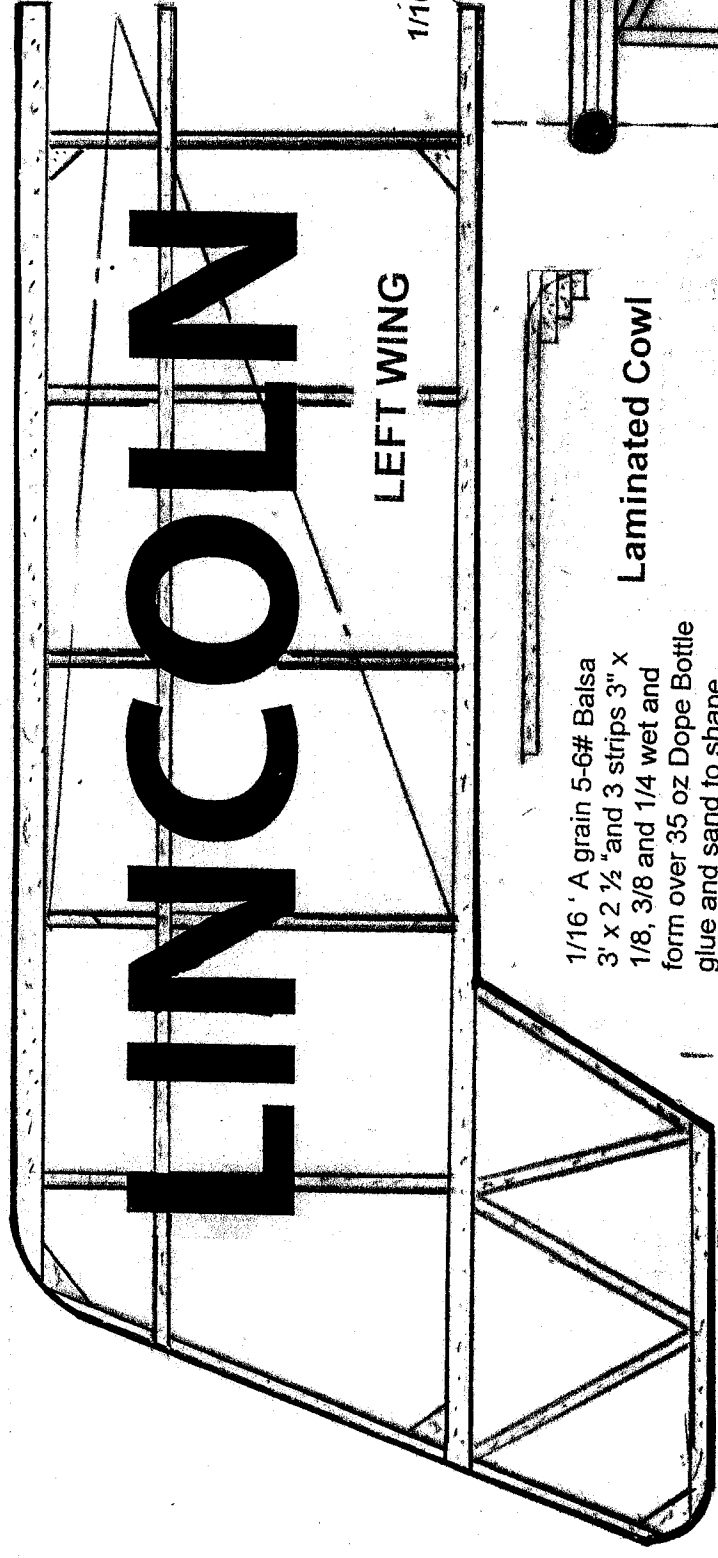
Otherwise Specified.

...World capitals were filled with Spaniards carrying L
Stuffed with Gold. A man might be persuaded to re-th

1

Michael J. Heinrich
& Rockland F. Russo

1

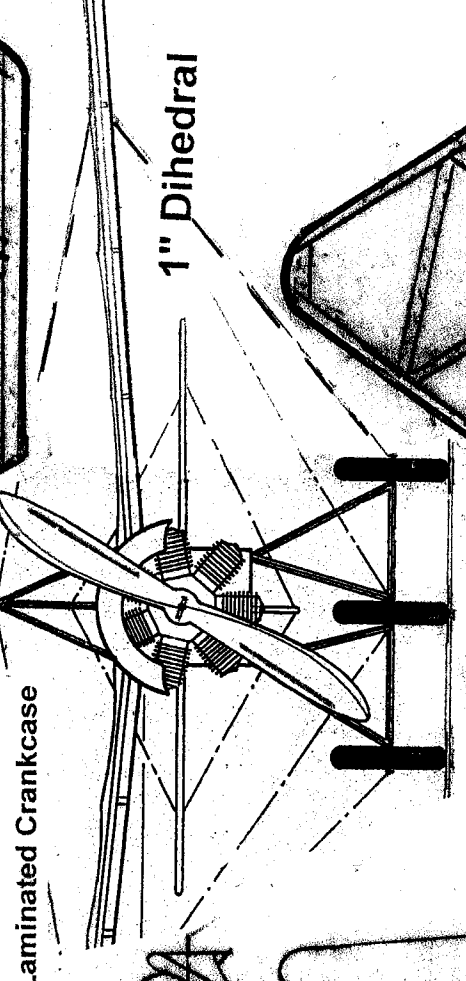
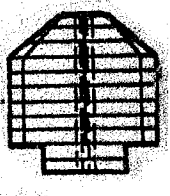


1/16 x 1/8



1/16" A grain 5-6# Balsa
3' x 2 1/2" and 3 strips 3" x
1/8, 3/8 and 1/4 wet and
form over 35 oz Dope Bottle
glue and sand to shape

Name was painted on
top of wing, to show people
he was flying upside down

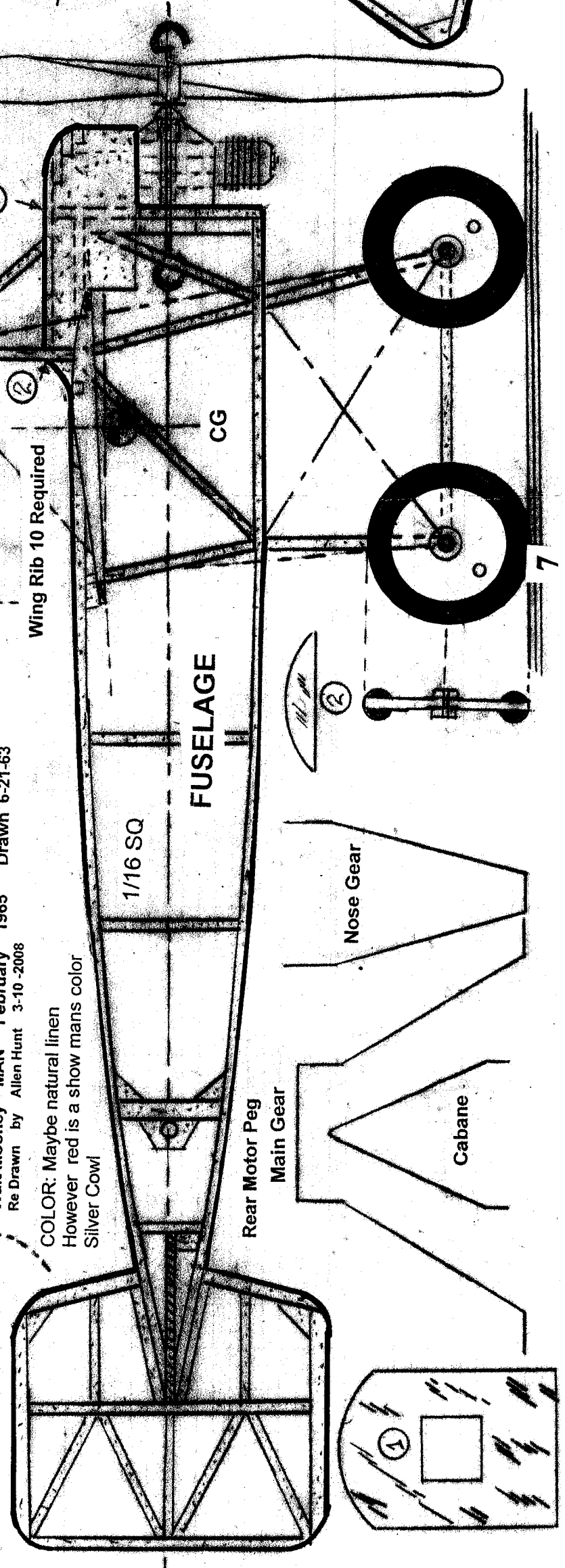


1" Dihedral

10 Cent Mooney 16 " W/S BEACHEY - EATON MONOPLANE

Walt Mooney MAN February 1965 Drawn 6-21-63
Re Drawn by Allen Hunt 3-10-2008

COLOR: Maybe natural linen
However red is a show mans color
Silver Cowl



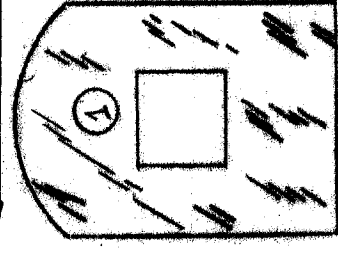
1/16 SQ

FUSELAGE

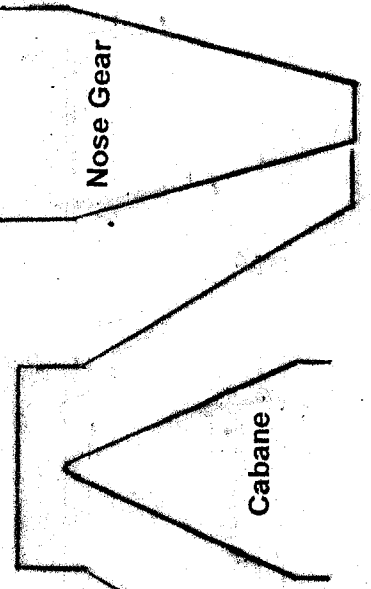
CG

Wing Rib 10 Required

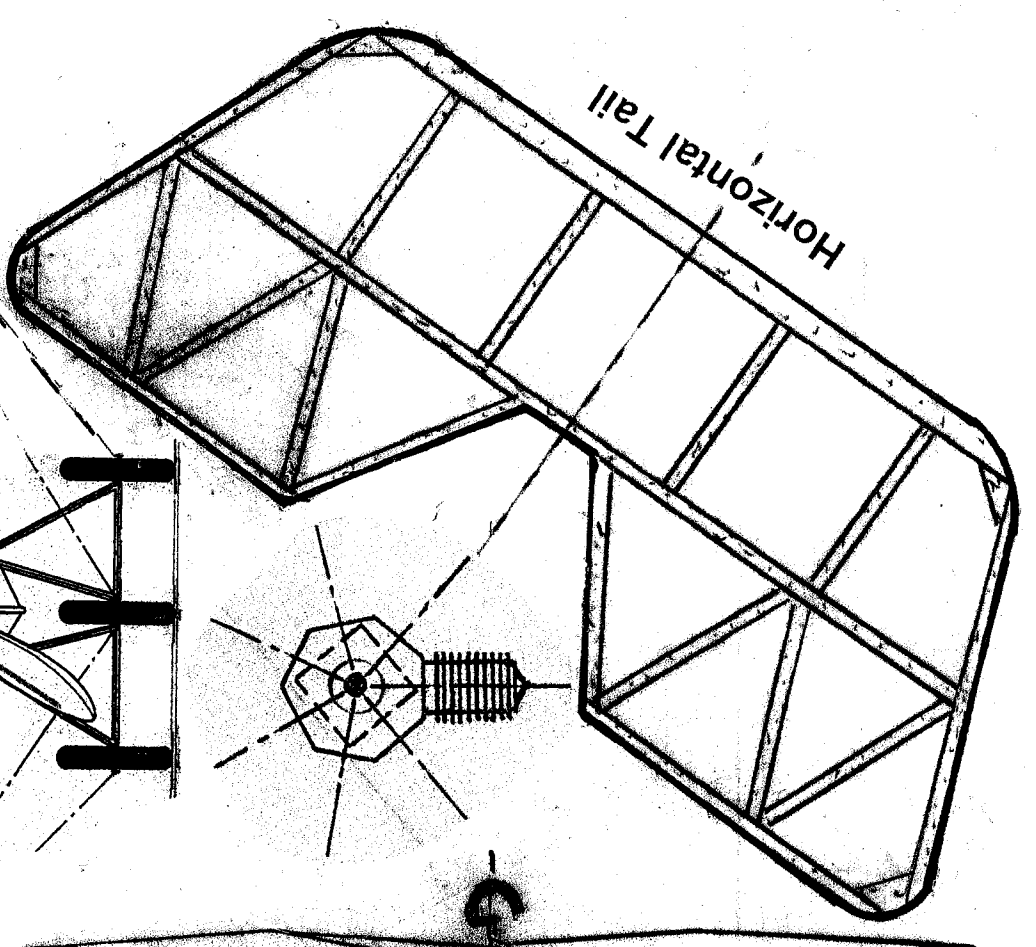
Rear Motor Peg
Main Gear



Nose Gear



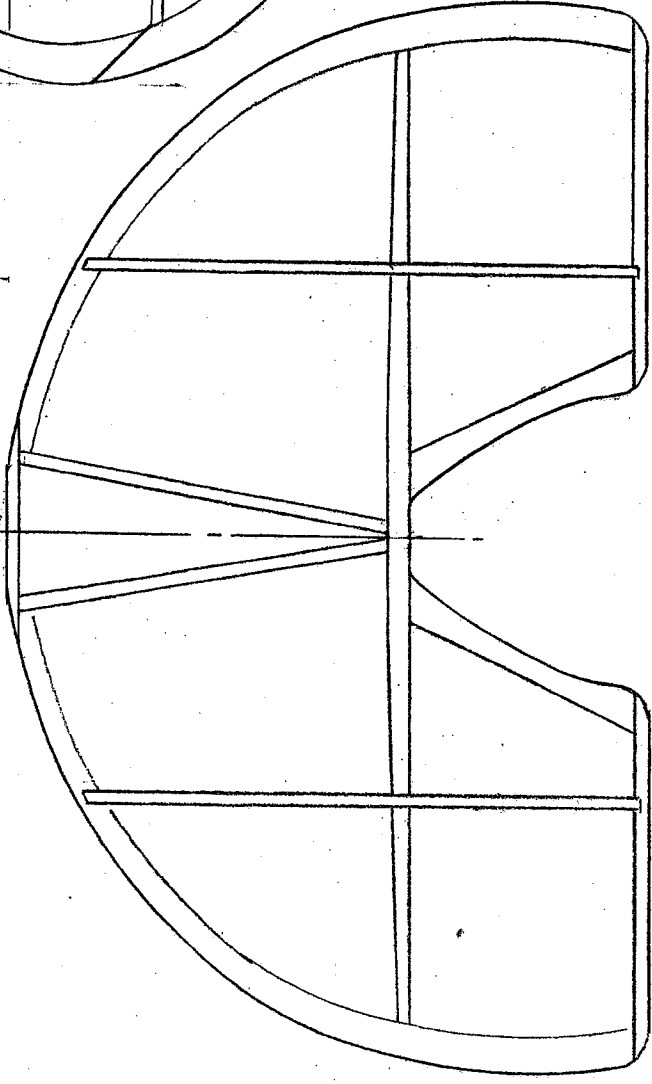
Cabane



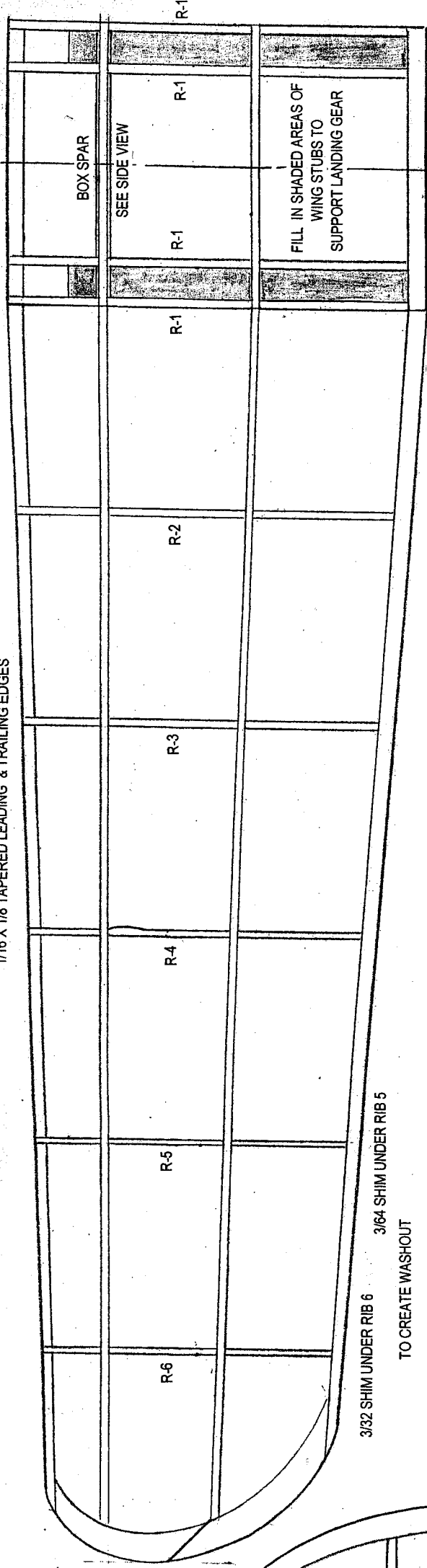
Horizontal Tail

1/16 X 1/8 TAPERED LEADING & TRAILING EDGES

SYMMETRICAL SECTION
BOTH SIDES OF STAB.



MAKE ELEVATOR CONTROL OUTLINES AS YOU LIKE



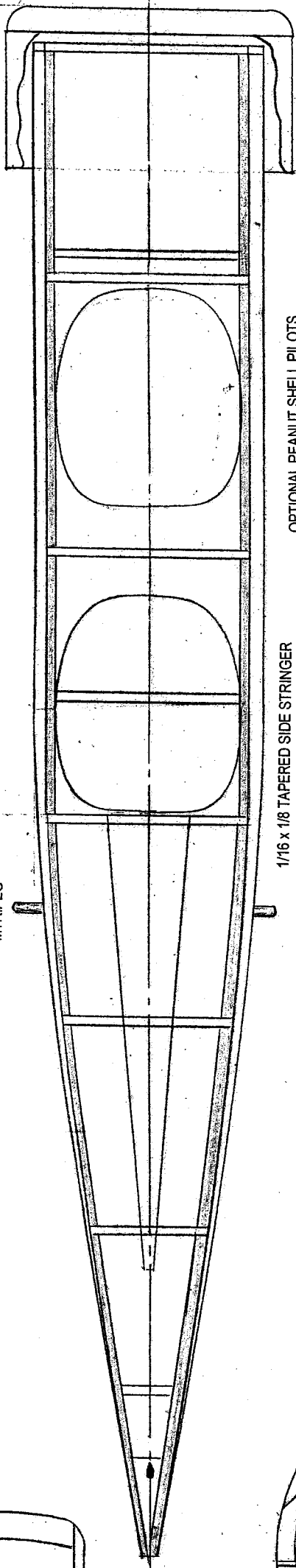
3/32 SHIM UNDER RIB 6

3/64 SHIM UNDER RIB 5

TO CREATE WASHOUT

MAKE AILERON CONTROL OUTLINES AS YOU LIKE

MTR. PEG

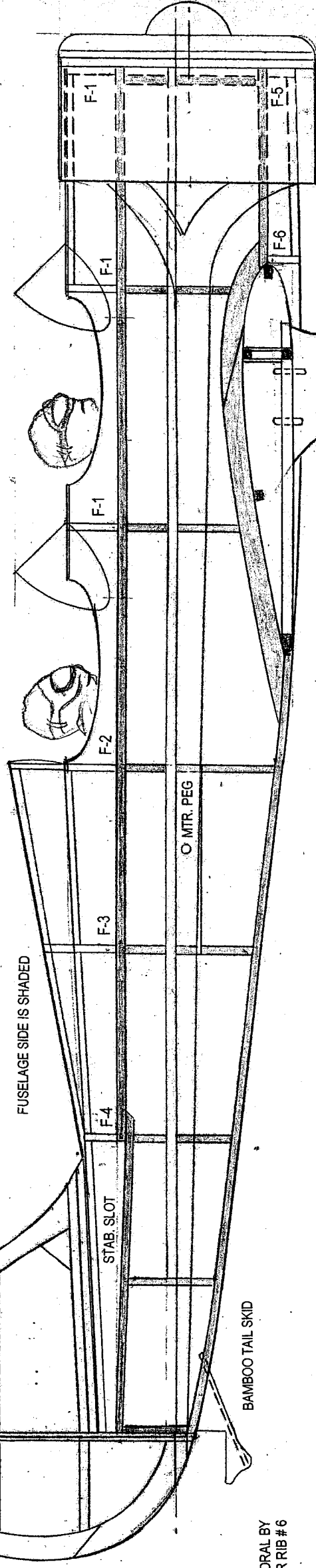


1/16 x 1/8 TAPERED SIDE STRINGER

THIN CARD COWL

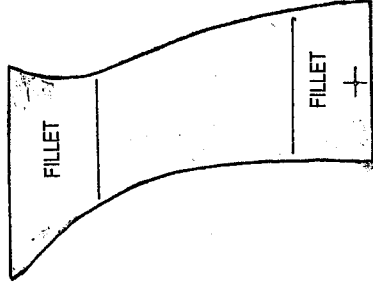
OPTIONAL PEANUT SHELL PILOTS
WHITE HELMET ON REAR PILOT
BLACK HELMET ON FRONT PILOT
MOUNT ON TRANSVERSE SHELF

FUSELAGE SIDE IS SHADED

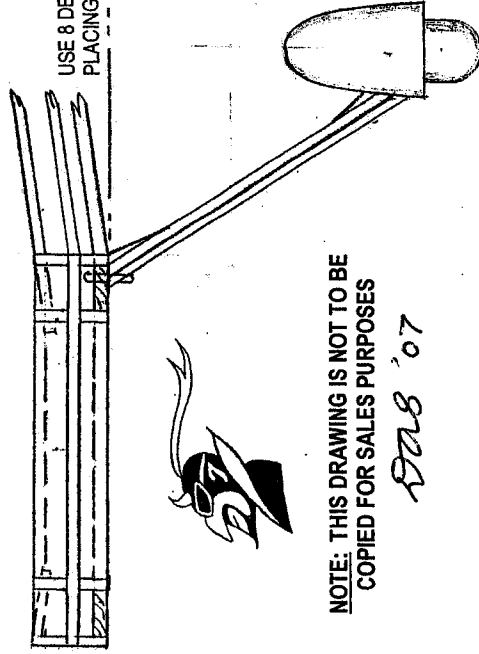


TRUE LENGTH LANDING GEAR STRUT
AND FILLET LAYOUT
GLUE AND PIN LANDING GEAR TO WING
AS SHOWN IN FRONT AND SIDE VIEWS

COLOR SCHEME:
ALL SILVER EXCEPT FOR STRIPES AND
BOTTOM OF MAIN WING PANELS WHICH
ARE BLACK EXCEPT FOR AILERONS,
WHICH ARE SILVER
ON BOTH TOP AND BOTTOM



USE 8 DEGREES OF DIHEDRAL BY
PLACING 1" BLOCK UNDER RIB # 6



NOTE: THIS DRAWING IS NOT TO BE
COPIED FOR SALES PURPOSES

0208 '07

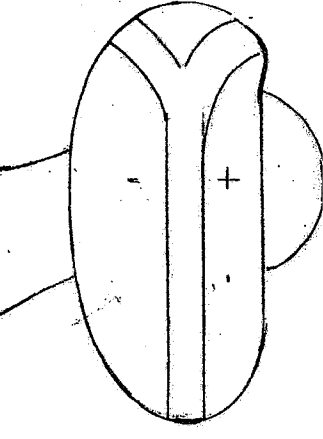
ACE MC COY'S TRAINER
A FICTION FLYER FROM
FLYING ACES MAGAZINE

BY DAVE STOTT

6

TUNNEL COWL INLETS. MAKE 8 FROM BLACK TISSUE AND
ARRANGE RADIALLY ON COWL FRONT
ALA LUSCOMBE PHANTOM

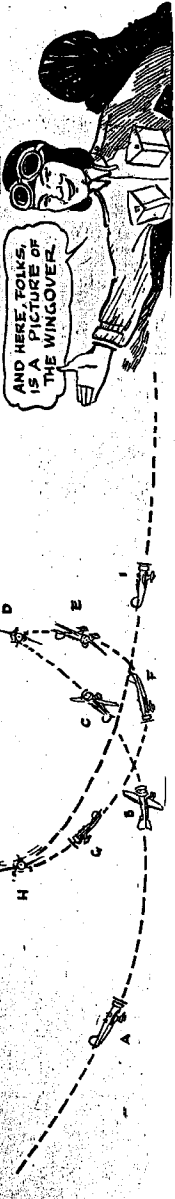
MAKE WHEEL AND PANT
FROM FOAM OR SOFT Balsa
GLUE AND PIN TO LANDING GEAR LEG



FLYING ACES PICTORIAL FLYING COURSE

ACE MCGOY YOUR INSTRUCTOR

LESSON NO. 18



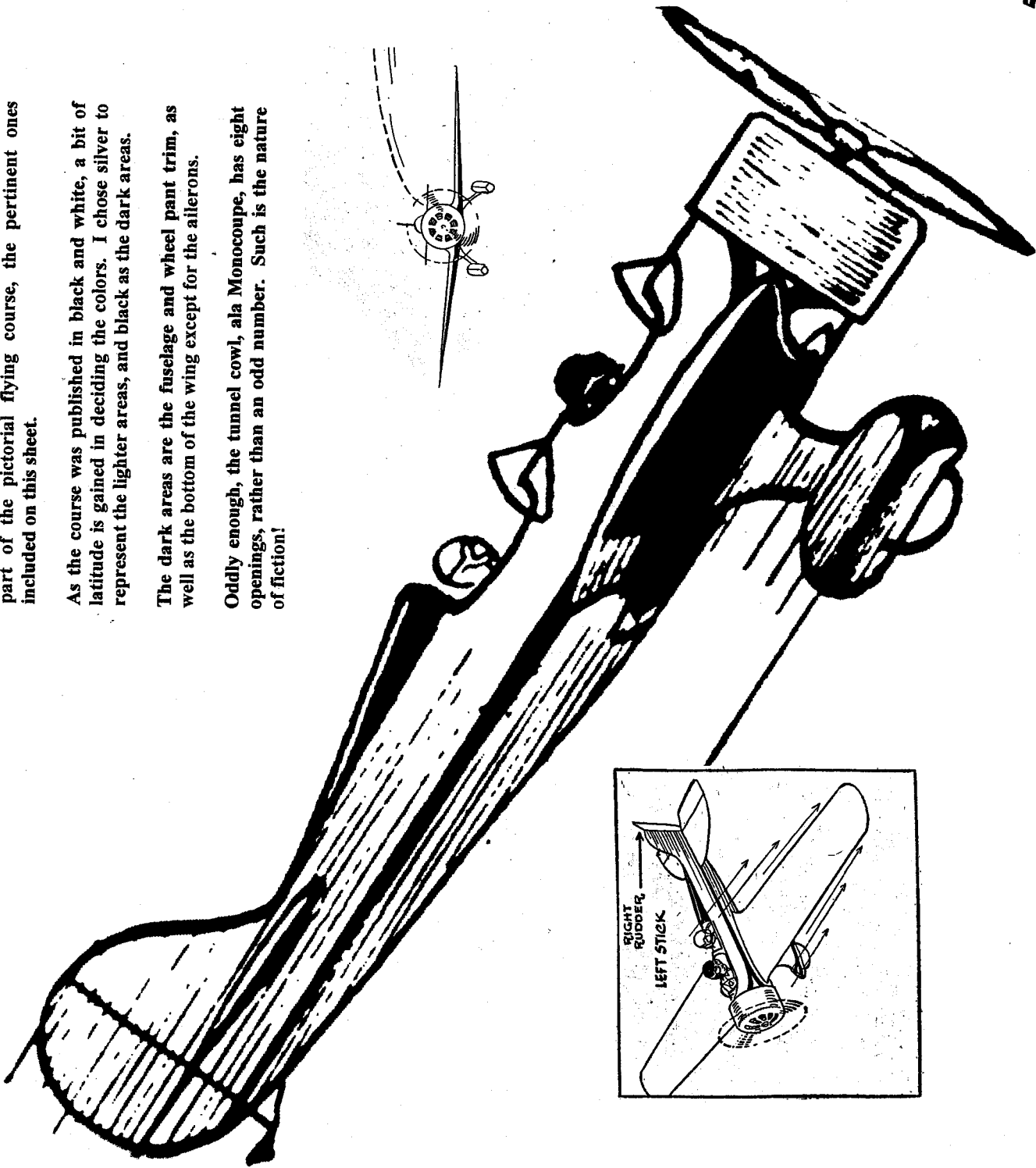
Beginning in late 1934 Flying Aces magazine ran a series of flying courses through 1935 and into 1936. Ace Mc Coy was the fictional instructor. It is the fictional trainer he used which is modeled here.

The drawing was developed from sketches which were part of the pictorial flying course, the pertinent ones included on this sheet.

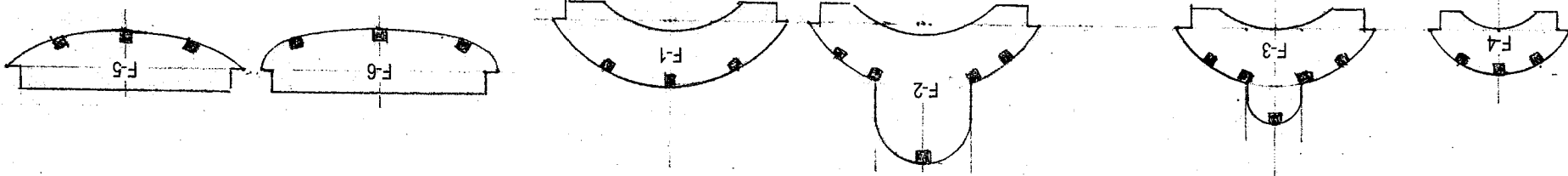
As the course was published in black and white, a bit of latitude is gained in deciding the colors. I chose silver to represent the lighter areas, and black as the dark areas.

The dark areas are the fuselage and wheel pant trim, as well as the bottom of the wing except for the ailerons.

Oddly enough, the tunnel cowl, ala Monocoupe, has eight openings, rather than an odd number. Such is the nature of fiction!



ACE MC COY'S PARTS DEPARTMENT



WING RIB LAYOUT

MAKE FOUR OF R-1 & TWO OF ALL OTHERS

FUSELAGE NOSE STRIPE PATTERN

BOT.

TOP

PATTERN FOR FUSELAGE TO STABILIZER, FAIRING

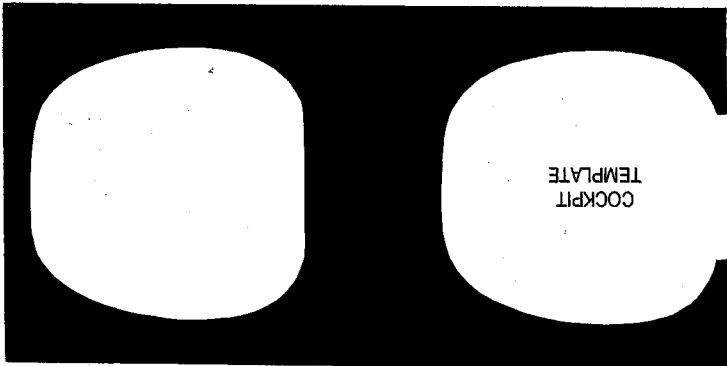
WHEEL PANT STRIPE PATTERN, MAKE 4

TOP

TAIL SKID FAIRING

BOT

TOP



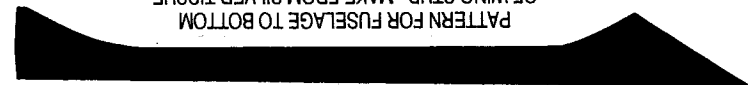
COCKPIT TEMPLATE



WINDSHIELD TEMPLATE



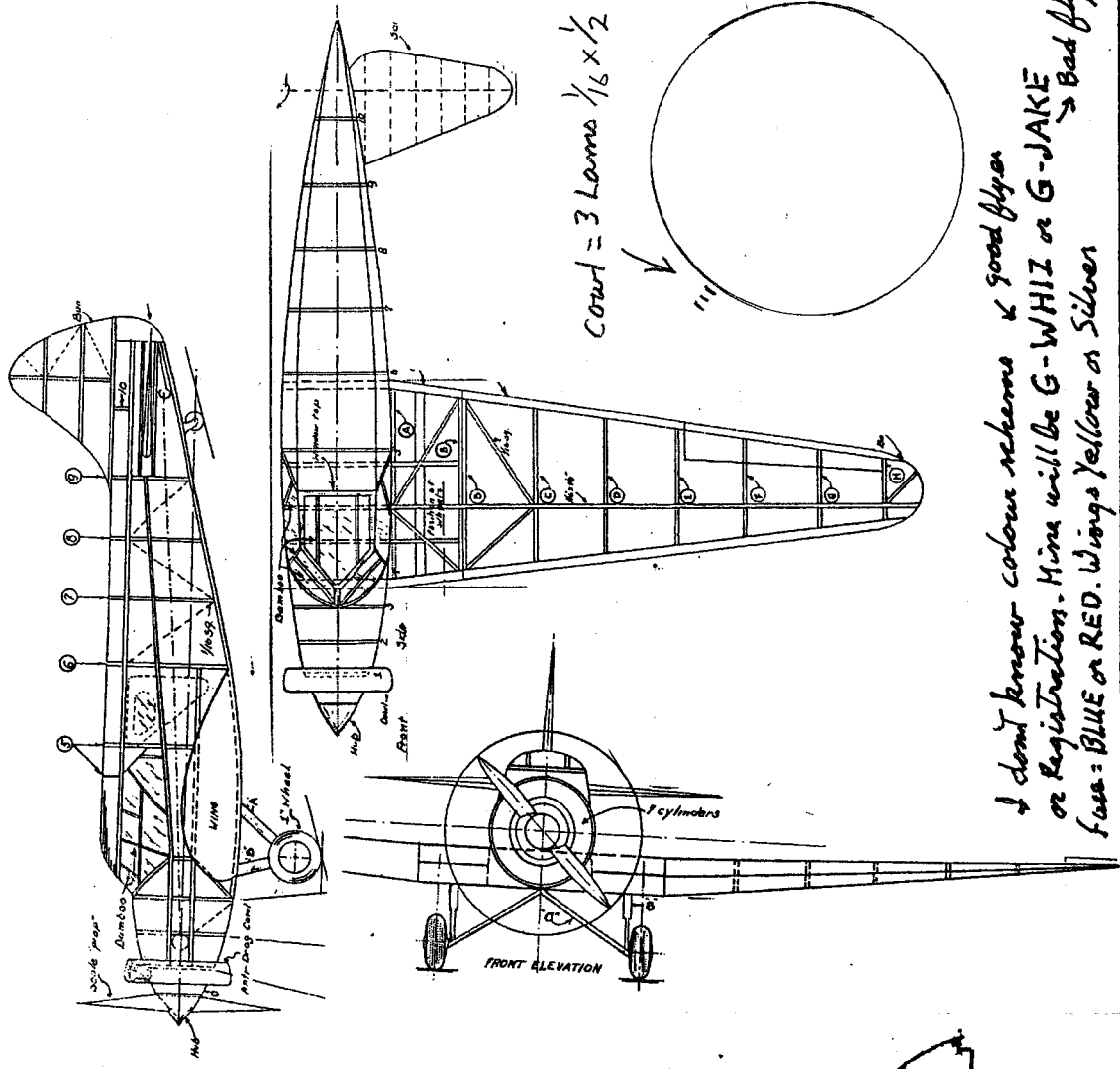
HEADREST COVERING OF STIFF PAPER



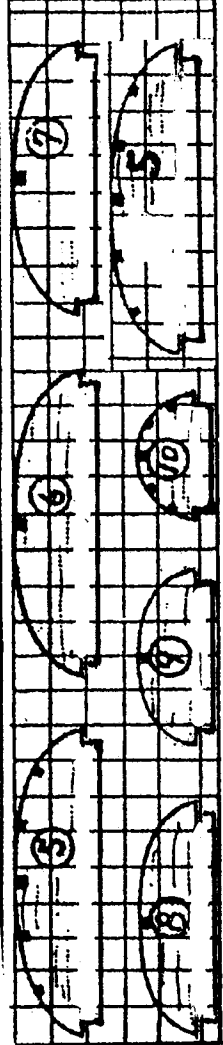
PATTERN FOR FUSELAGE TO BOTTOM OF WING STUB. MAKE FROM SILVER TISSUE



WING FILLET OF STIFF PAPER



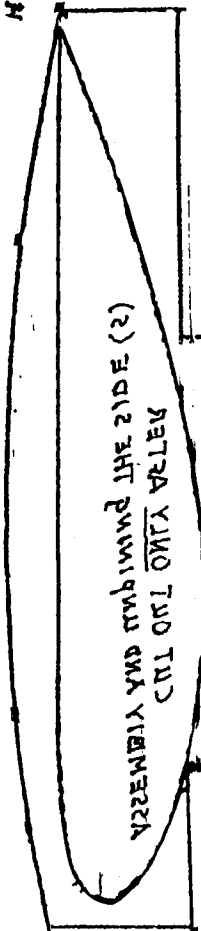
I don't know colour scheme & good flyer
or Registration. Mine will be G-WHIZ or G-JAKE
Face: BLUE or RED. Wings Yellow or Silver



Note: Two #5

Airspeed "Courier"
Pg 3 of 3

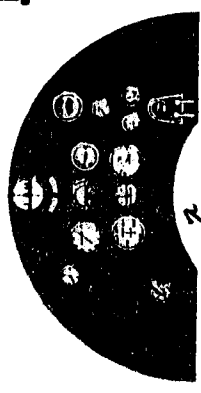
all parts 1/16 shT
Except Nose Block



CUT OUT ONLY AFTER
ASSEMBLY AND UNWINDING THE SIDE (5)

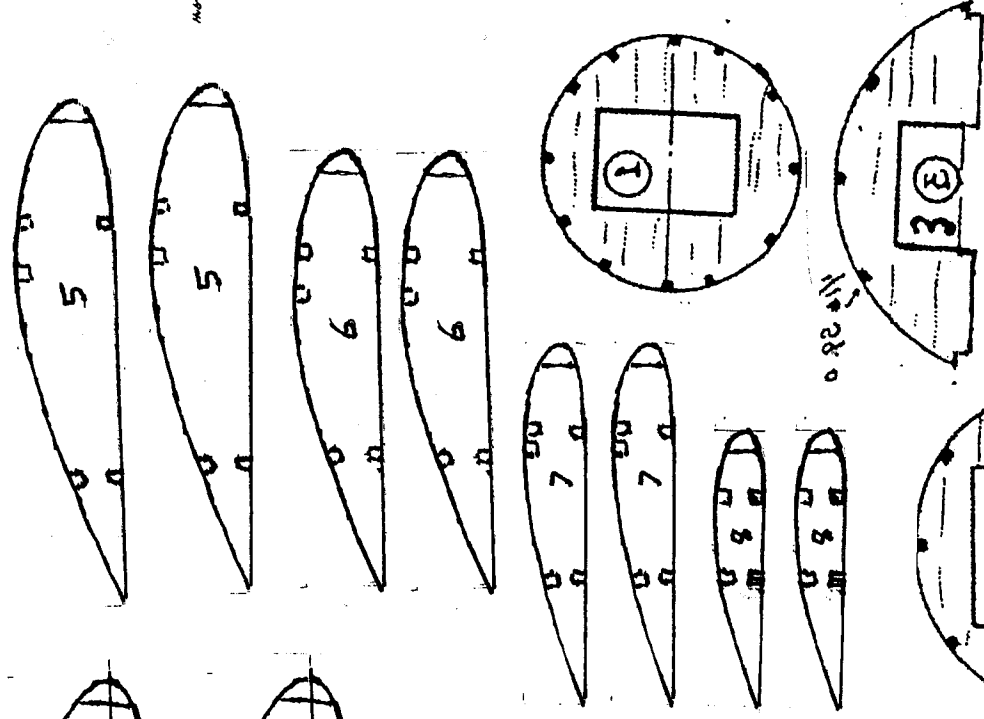


Cabin Rear

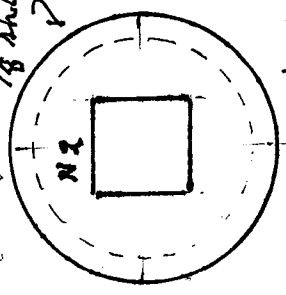


GLUE TO 4

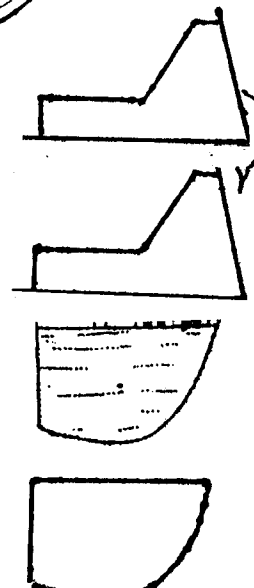
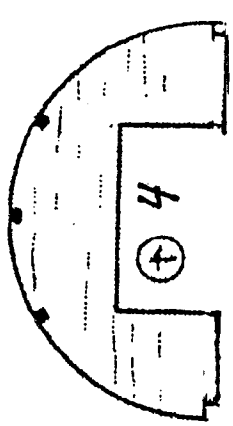
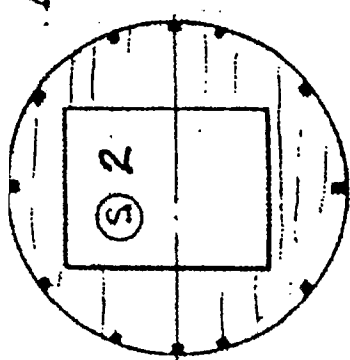
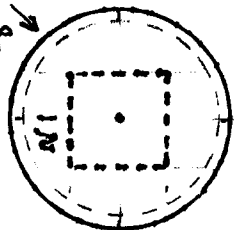
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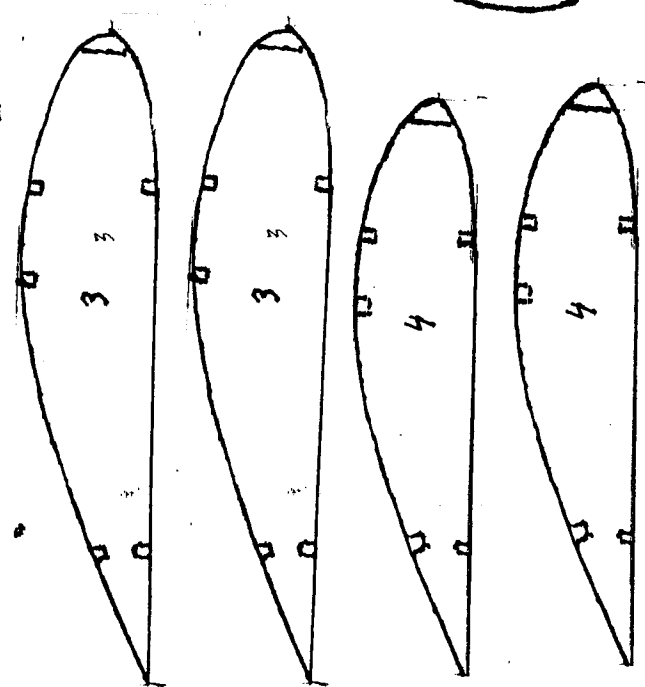
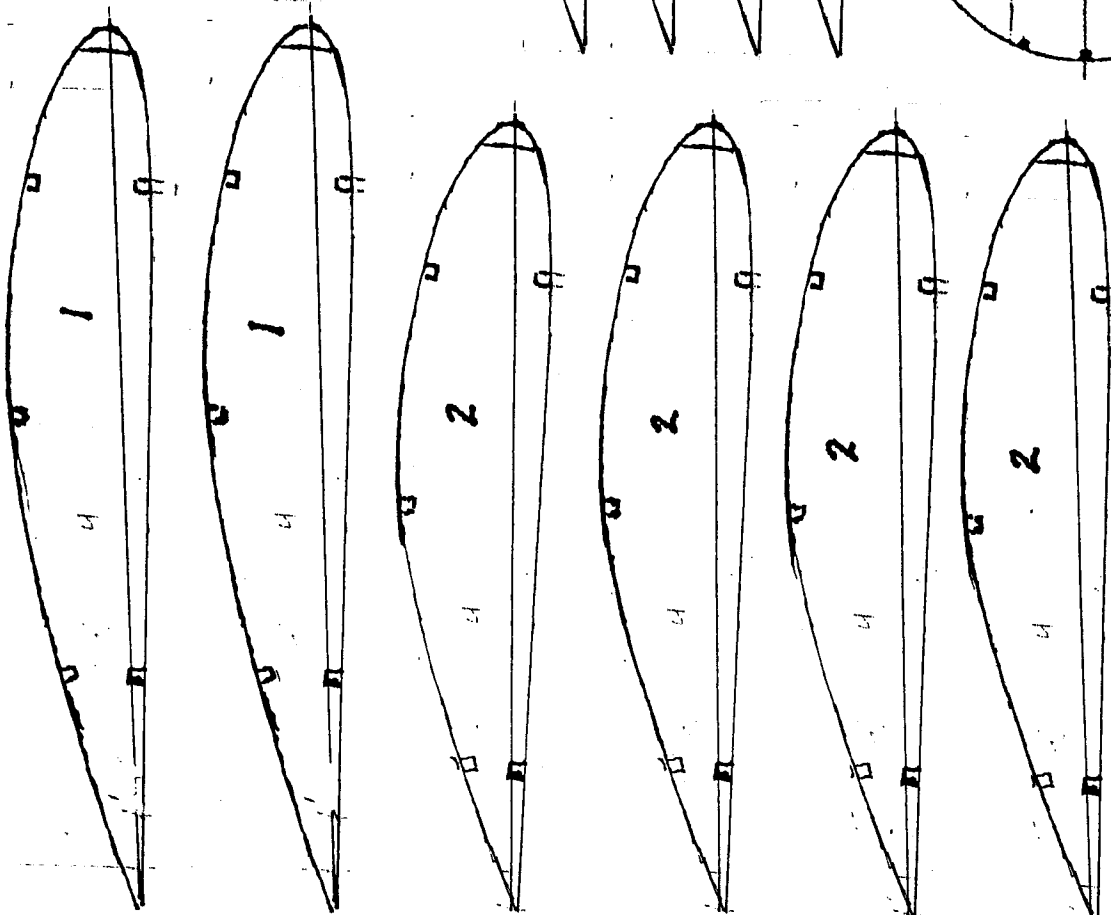
3/8 shT

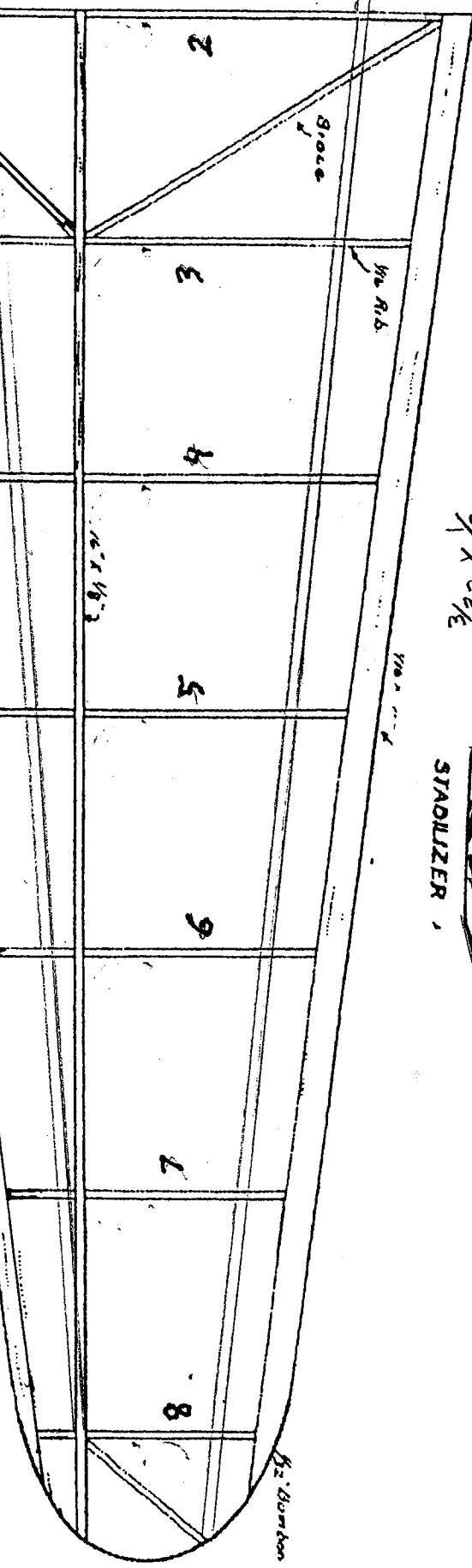
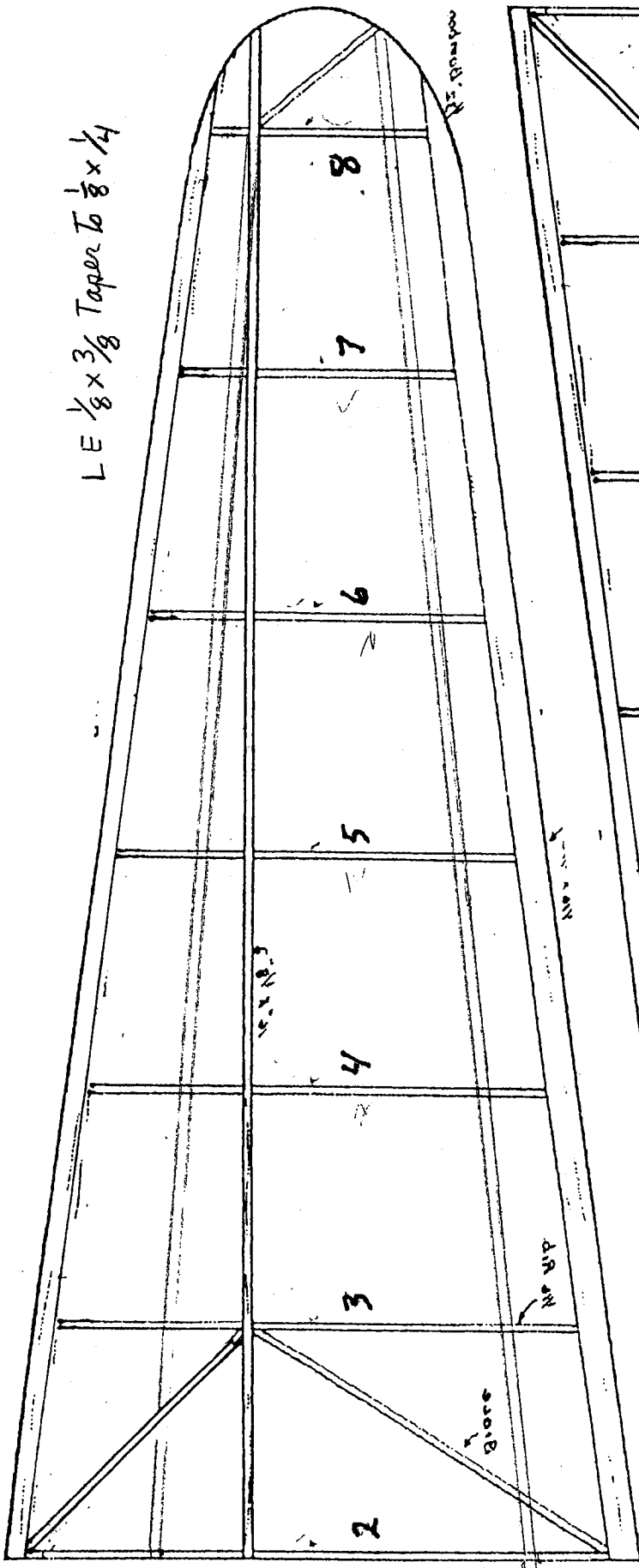


1/8 shT



Dihedral

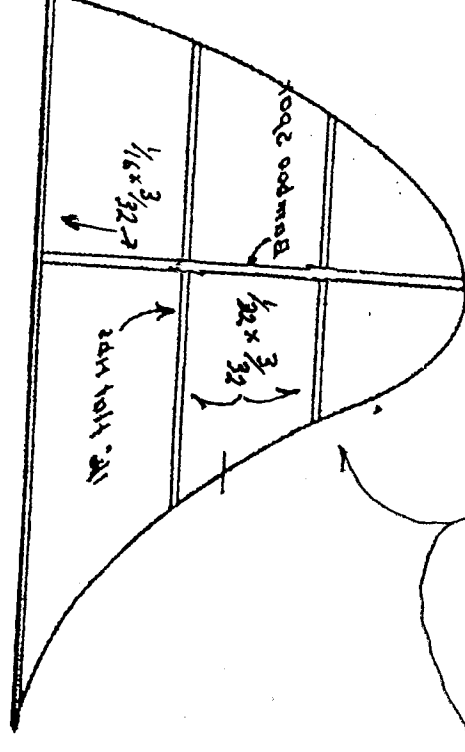
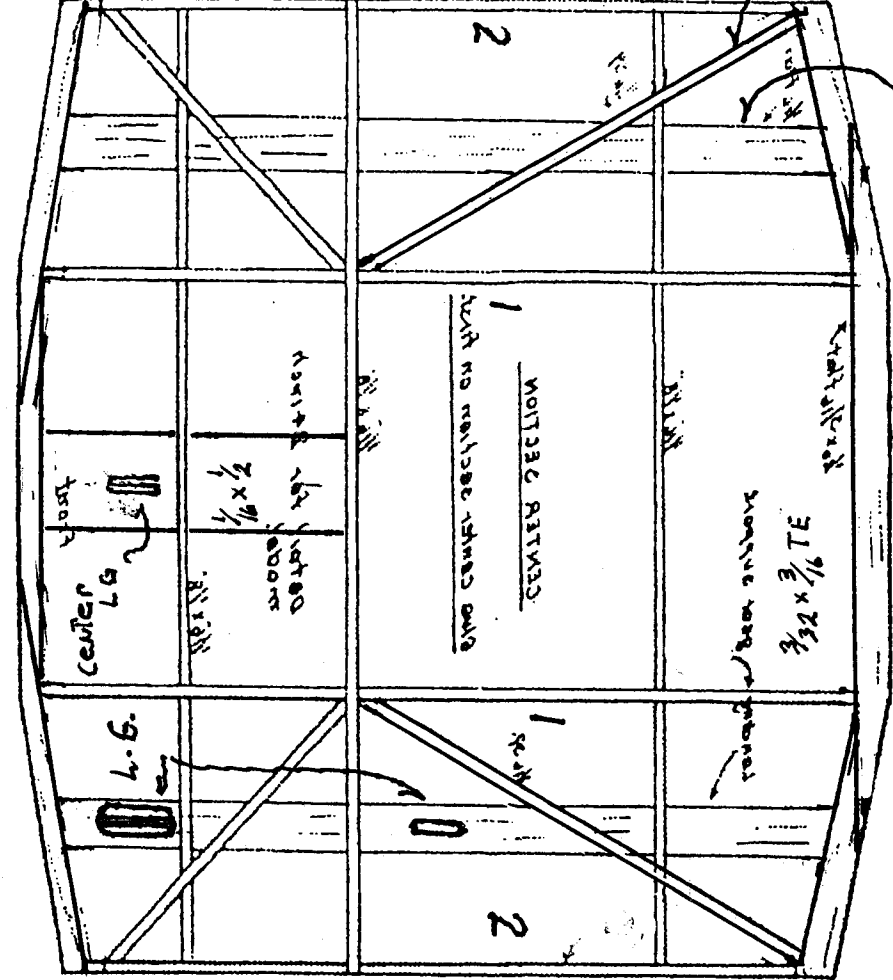
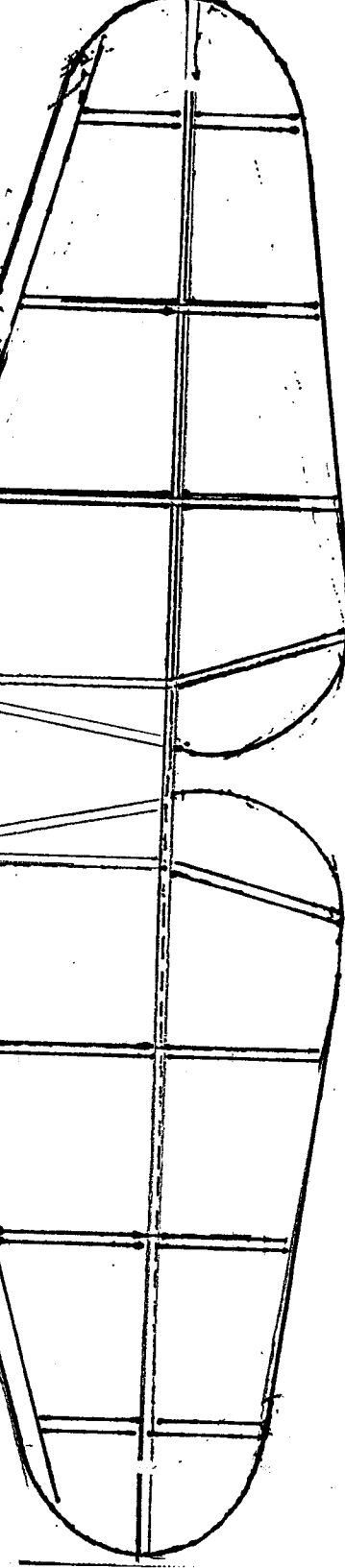




TE $\frac{3}{32} \times \frac{3}{16}$

$\frac{3}{32} \times \frac{1}{8}$

STABILIZER

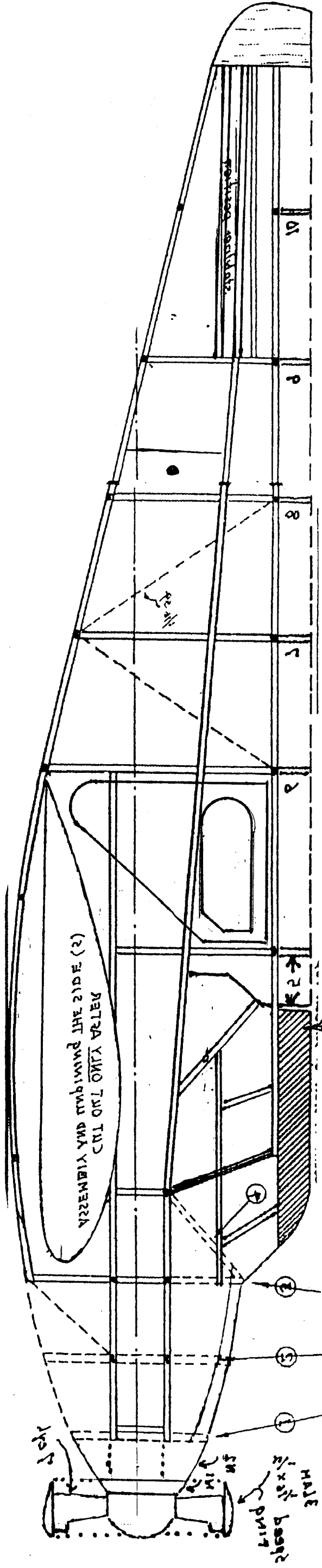


$\frac{1}{16} \times \frac{1}{4}$ infill
then cap with $\frac{1}{32} \times \frac{1}{4}$
BEFORE fitting diagonals

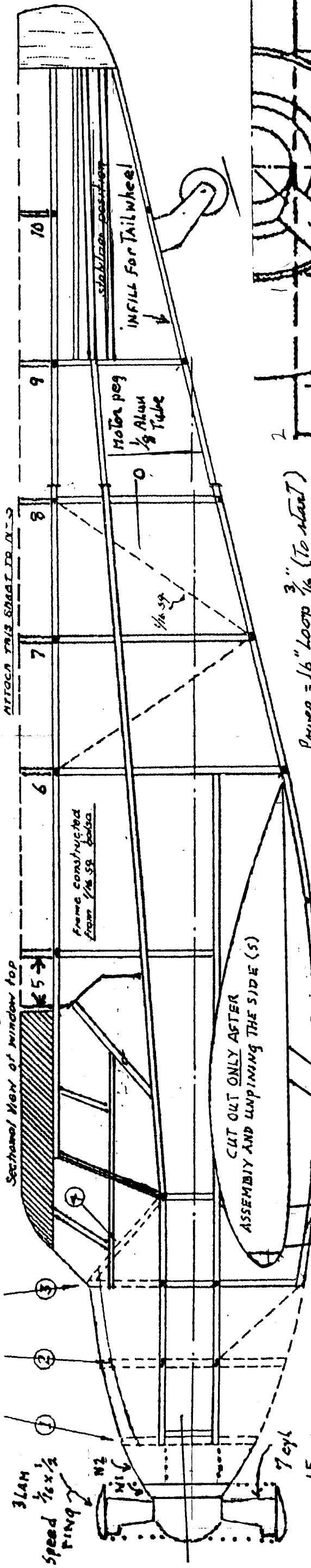
Outlines & Wing Tips
3 Lams $\frac{1}{32} \times \frac{3}{32}$ Bass

"Airspeed Courier"
Pg 2 of 3

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USAF (Ret.)
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Sun City Center, FL 33573-5110



See 3 view for detail of cabin

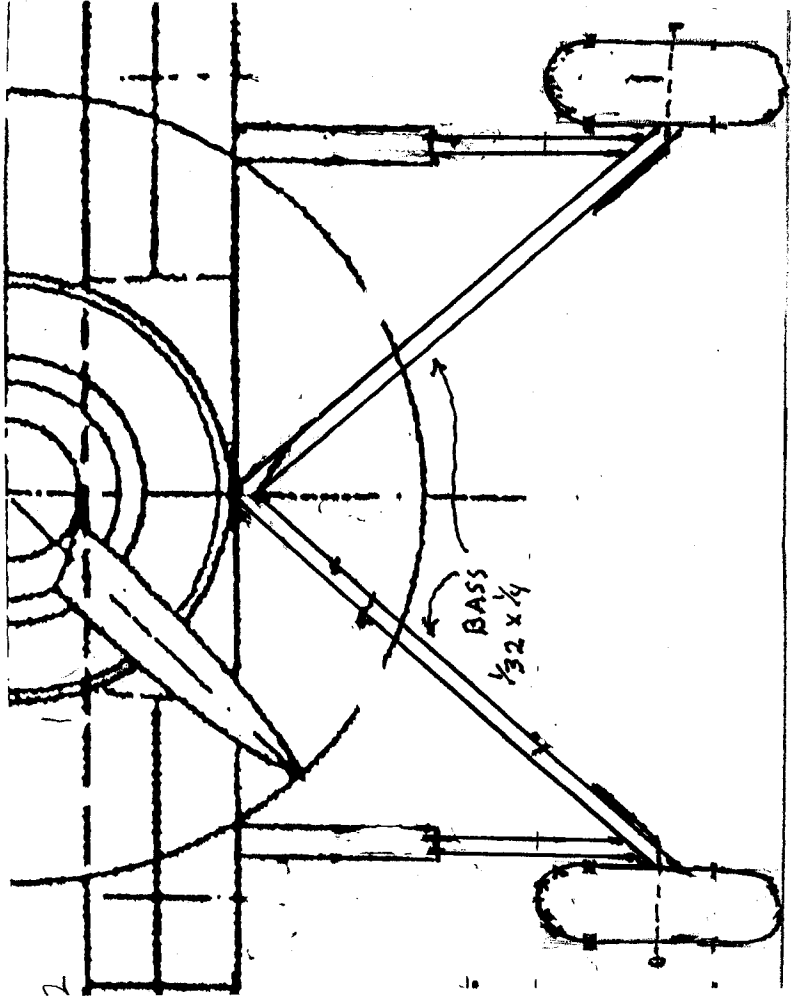
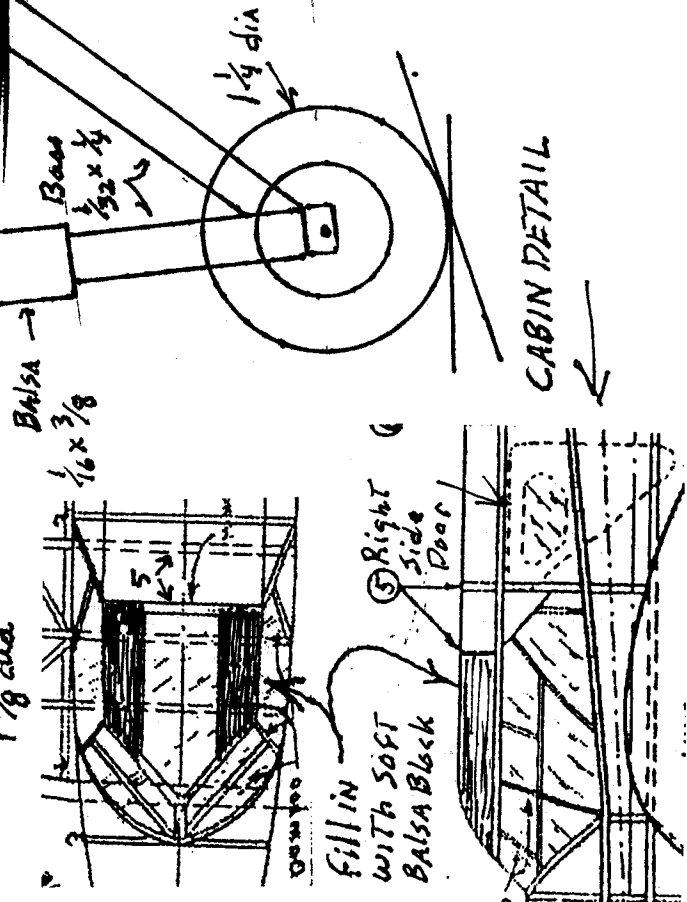


Power = 16" Loop $\frac{3}{16}$ " (To start)
8" pup

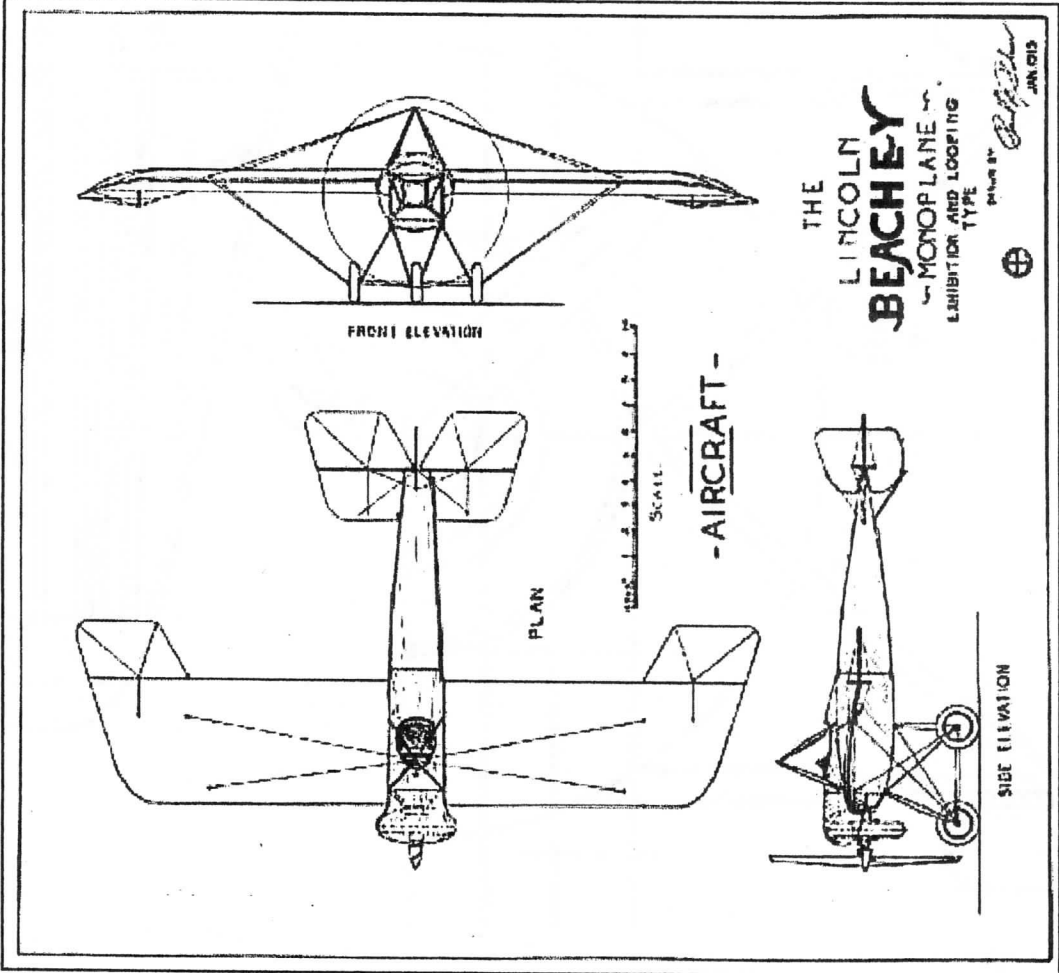
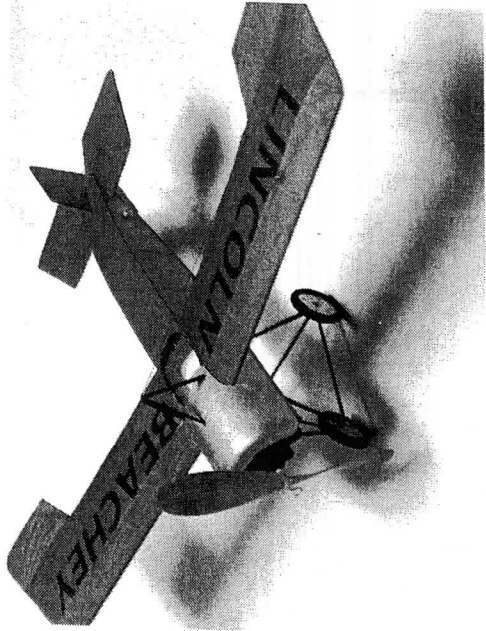
Airspeed "Courier" 1934
Plans modified from July 1934 Flying Aces
24" span

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Pg 1 of 3



the Beachey-Eaton Monoplane

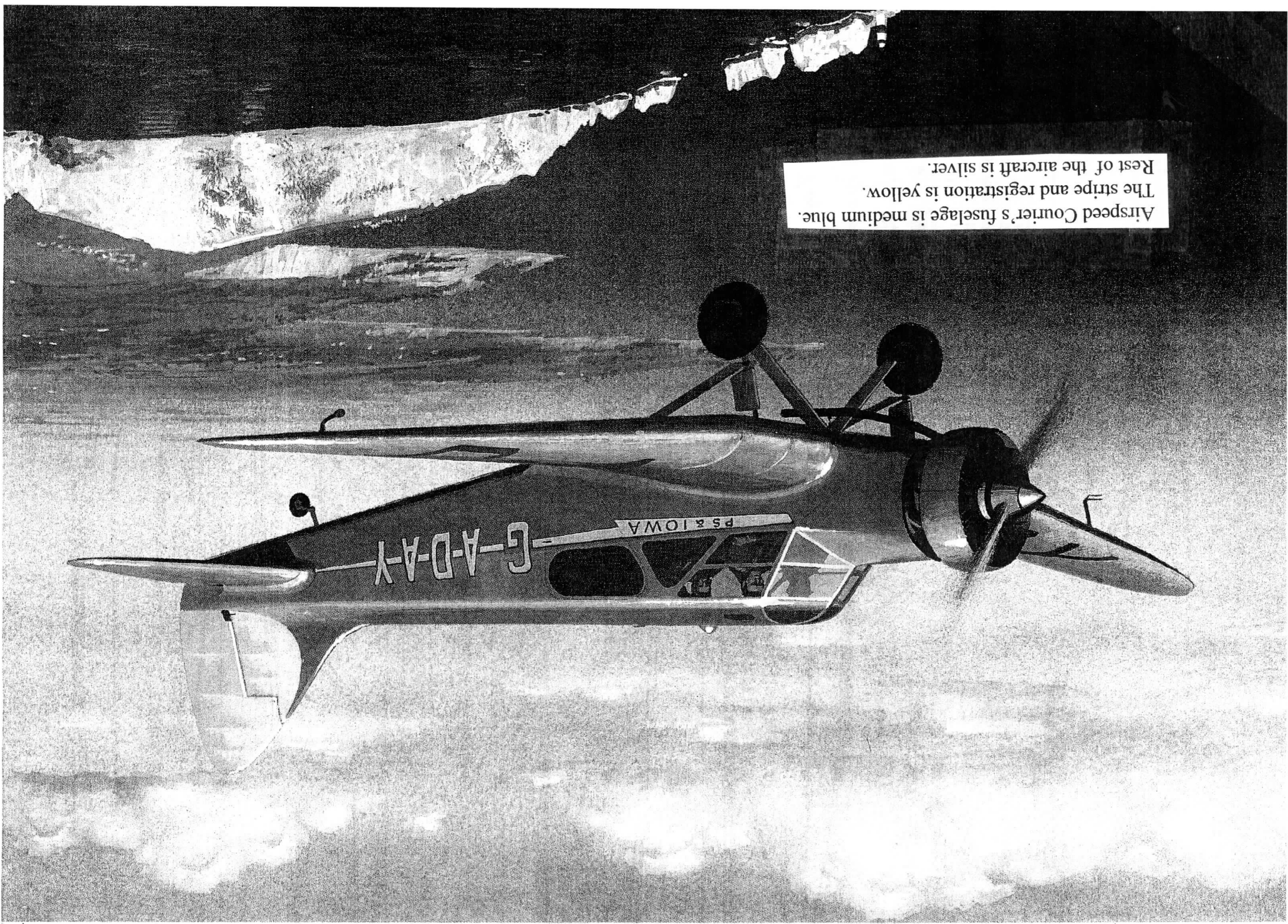


The Beachey-Eaton Monoplane was built in San Francisco in 1914 and early 1915. The Aero plane shared many features with the Morane-Saulnier Monoplane, but has often been referred to erroneously as a Taube Monoplane. The engine used was a 80 h.p. Gnome rotary and enabled the monoplane to exceed 100 mph.

On Sunday March 14 1915, at the Panama-Pacific International Exposition, over San Francisco Bay Beachey flew his new monoplane for its first public flight. With 50,000 people watching he completed a loop and turned up-side down. He may have been so intent on leveling the plane that he failed to notice how low he had become, he may have pulled the plane out of its inverted position to fast. This strain caused the spars to break on both wings and he plunged to his death in the Bay

Allen Hunt - 2008

by Paul Palmer - January, 1915 - flying wires and propeller incorrectly shown - overall configuration correct - wing section and strut detail deleted



Airspeed Courier's fuselage is medium blue. The stripe and registration is yellow. Rest of the aircraft is silver.