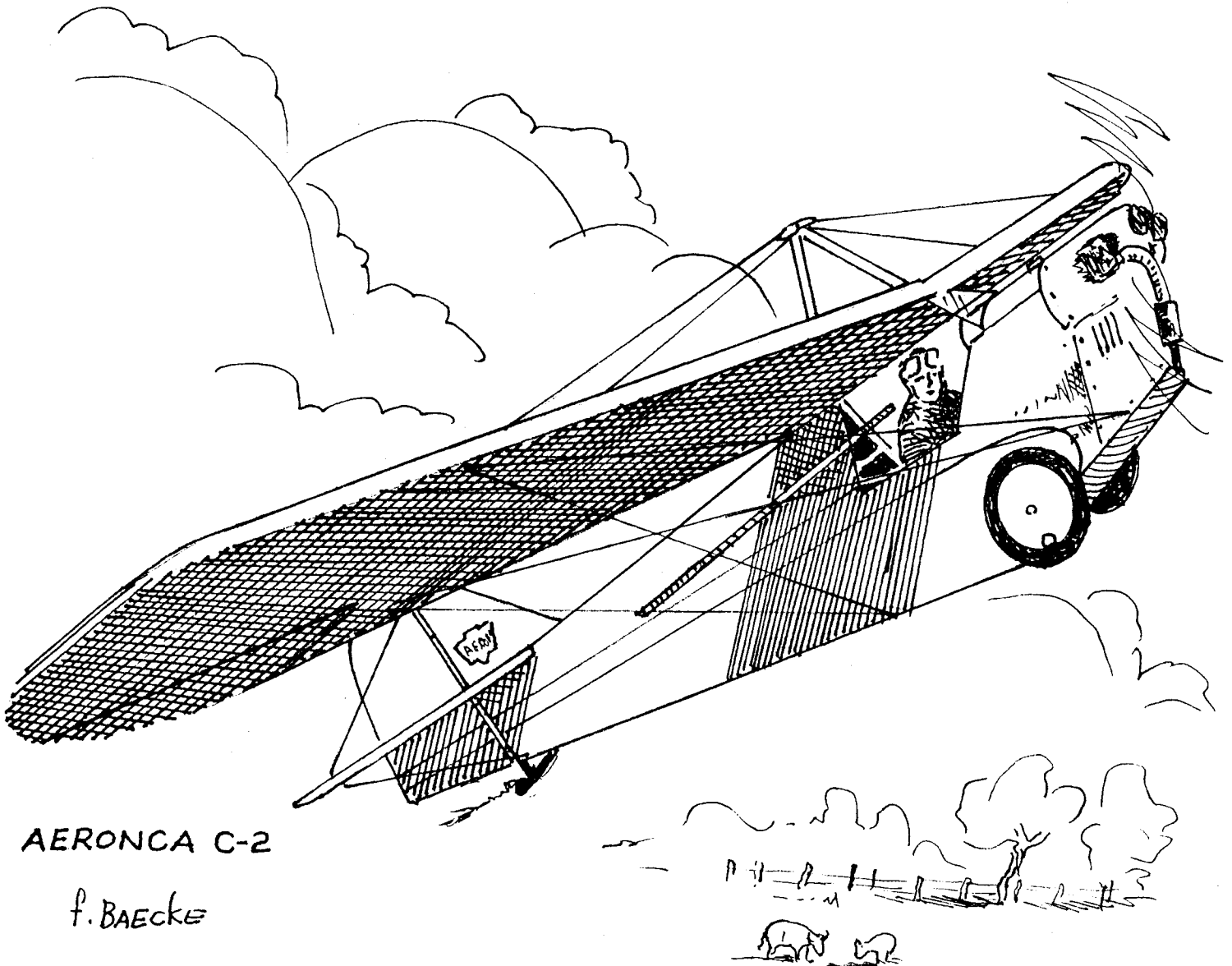


FLYING ACES

Club News

Issue no. 249-175

Sept./Oct., 2009



AERONCA C-2

f. BAECKE

NEWS ON THE WING!

Question! What happens at a fun filled banquet with a gaggle of tired, hungry and thoroughly played out friends when something happens that isn't printed in the itinerary?

Answer! Something falls through the cracks of the official report, especially when there is a deadline to meet. What was missed? Dallas Cornelius winning his Blue Max at the Non-Nats. CONGRATULATIONS Dallas!

Hey CD's! We would like to publish as many scheduled contests as possible in each future news letter. That's right...we want to get the 'ol "Contest Calendar" up and running again. The main reason is for our newer members without a local club. They are asking about contests within driving distance.

Question # 2: When are the 2010 FAC-NATS? Well, let me first say that we have officially added one day to the FAC-NATS with the dates July 14th through the 17th.

TAKE NOTE! Judging WILL NOT take place on Tuesday (the day before as per usual). Judging will start WEDNESDAY afternoon at the Quality Inn motel (as usual).

The additional day was NOT added to pack in another eight hours of flying, but to spread out some of the flying to reduce the "fatigue factor."

The FAC-NATS will officially start at the HAG flying field July 14th at 8:30 A.M. through 2:00 P.M. Judging will start at 3:30 P.M. at the motel. Vendors will be welcomed.

NOTE! All Wednesday events will continue on Thursday.

The banquet will be Saturday evening as always. I'll relate the details as they are finalized.

Question # 3: What will we be flying? We will fly nearly all the events we flew last year. A list will appear elsewhere in this issue if there is room. We will NOT fly GHQ Peanut, Nostalgic Dime or a separate Contra-prop event. (C-P models will compete in the regular rubber scale events by wing span.)

Questions #4 & #5: Are we flying the S.L.O.W. again? Yes, Thursday evening at 7:15 P.M. Are we flying the B.L.U.R. again? Yes, Saturday afternoon at 2:30 P.M. when all other events will be officially closed. That will give GHQ time to tabulate without all the pressure to help attain "Zero Errors." I also hope that by flying the B.L.U.R. at that time, there will be many more spectators to cheer on the contestants.

There will also be a "One Design" event at the NATS. It will be announced in the next news letter.

In other news: Dave Diels sent twelve kits for the July raffle...even after we didn't make room in the news letter for his last ad. Please help me make it up to him by at least checking out his web site www.dielsingengineeringinc.com. I'm sure he'll forgive GHQ if you buy a kit or two.

It's scary how many T-shirts are here at GHQ. I think everyone should buy a shirt and give it to a scary friend for Halloween. Check out the ad elsewhere in this issue. Who knows, maybe your scary friend will reciprocate for Thanksgiving and buy you a turkey?

Dime Scale...yep, the spooky stuff continues. Okay, so the experiment at the Non-Nats was less than stellar by every account so we are going try something else. Nostalgic Dime has been dropped as an official event. Classic Dime scale will remain pretty much the same with this MAJOR change: bonus points will be added just ONCE! The model must be built to original kit plan.

Pseudo Dime will be a separate event with NO bonus points what-so-ever. Models may have molded canopies. Complete rules will be in the next issue.

Holy snowshoes Batman! Is that a new squad up in Canada? You betcha Robin! Thanks to the efforts of Bernard Guest, The Wild Rose Squadron (#37) will carry the FAC banner in Calgary, Alberta, Canada. Bernard can be reached at bguest@ucalgary.ca.

Notice in this issue an ad for the NFFS. FAC'er Don DeLoach is their new editor. Congratulations Don! The time is now for both organizations to support each other.

Now go build something that flies for sixty seconds...the smile will last for hours.

Ross P. Mayo, FAC, CinC.

Muncie has now passed and it was a great meet. Ralph Kuenz and Fred Gregg did a good job as CD's. The results of the meet is in the newsletter.

This issue is being used to promote dimers. All the plans are dimers. Have been working with Dave Stott to make this a big attraction at the NATS in 2010.

My brother-in-law found two old kits of dimers that had four kits in each box. You will see some of the plans in future newsletter. If I can build a small plane I'm sure you guys could do a lot better. This is a challenge from me to you, so get off your duff and build some dimers.

There are two letters in this issue which tells you what the FAC is all about. We are a big family, which is the name given by Bill Warner.

Fran Ptaszkiewicz has his article the Golden Age and a answer to Fran from Dave Stott.

In order for us to make a calendar of events of the FAC, we need your help in sending in dates for future meets. Make sure you give us enough time so it can get into the newsletter.

A copy of the timing sheet is enclosed. Any comments, make sure you e-mail Ross. We used it at Muncie and it went very good. It will be used at the NATS next year.

Of course we can't forget the Glue Guru and his page. There are photos taken at the Non-Nats and I slipped another picture in which I thought you would appreciate.

S.O.S

David Nills is doing an article on jet catapult scale for an upcoming **Free Flight Quarterly** and needs contributions. Photos, plans, and comments are requested. Good fliers preferred. P. O. Box 19872, Atlanta, GA 30325. E-mail davidmillsat1!Comcast.net His phone no. is 404-509-4209.

S.O.S.

Rudy Kluiber is looking for plans for the G-13. This is an old time type U/C bi-plane. Probably made in the 40's or 50's. It was produced by Girard Model Industries of Burlingame, CA tite kit was #B-100. Contact Rudy Kluiber at 2021 Lakeland, Lakewood, OH 44107.

SALE

All t-shirts are \$8.00 plus shipping (\$3.00)

A-20 we only have x-large, 2 X and 3X.

Dauntles - x-large, 2 X and 3X.

Fairchild - X-large, 2X and 3X.

Devastator - X-large, 2X and 3X

Bleriot - X-large, 2X and 3X

Blue Max shirt - We only have a very few of these left. Only X-large and larger. Please call first to see if we have your size.

If your looking for the Munzie shirt, you will need to contact either Ralph Kuenz or Fred Gregg.

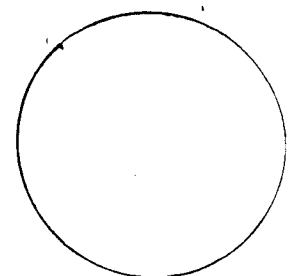
We have blue max mugs which are \$5.00 plus shipping. If you want a large cup of coffee, then you need one of these.

Small money pouches for your pocket are \$1.00

Anniversary pins are \$8.00 plus shipping. Juanita

NOTE: DUES STRUCTURE AS OF 1/1/2008 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 APPROXIMATLY EVERY OTHER MONTH. PLEASE MAKE CHECKS PAYABLE TO: FLYINGS ACES CLUB, 3301 CINDY LANE, ERIE, PA 16506



Hi Juanita,

8/29/09

Below is an edited copy of a letter I sent Fran Ptaszkiewicz in response to his "The Golden Age" column wherein he gives his opinion on the flight capabilities of the smaller ten cent models. By return mail Fran suggested I ask you to publish my letter in the FAC News as a follow-up. We are referring to FAC News for July/Aug 2009 in the plan sheet section.

Keep your nose on the horizon,

Dave XOXOX

**THE PINKHAM FIELD IRREGULARS
SQUADRON 22, FLYING ACES CLUB
4304 MADISON AVENUE
TRUMBULL, CT 06611**

Hi Fran,

8/20/09

Just read your piece in the latest FAC News (Jul/Aug. 2009 on a page in the plan section.) on the little Comet Nickel flyer. Yes, the "Miller Racer" is indeed, a real airplane. It is not very distinguishable there. It looks more like a "B" movie mock-up than the Miller "Zeta" it represents. The "Zeta" was a Howell Miller design, and never raced. It was supposed to be more of a rich flyers sport job. Howell Miller was one of the Granville brothers team which created the Gee Bee line of racers.

You mention that you doubted these little aero tykes could be competitive in the Dime Scale events. This is not true at all.

I was aware from the early days of Peanut Scale when they were mostly made from old time ten cent kit plans with favorable changes, that little jobs had potential. The trend in Dime Scale is to build 16 inch models, believing that it gives you an edge. What this did was lead to the total abandonment of the smaller ten cent models. The event, due to GHQ rewriting the original rules as presented to them, has become like FAC Scale with a 16 inch span limit. This is far from the theme intended.

Down here we fly what we call "Pinkham Field Ten Center. The rules encourage having a back-up ship, which must be of a different configuration and wingspan. This was done so as the Skysters would get off the 16 inch monotony and investigate the smaller jobs. To further this encouragement, I need to give you a personal account, and please, do not consider the following as braggadocio.

I built the Dallaire ten cent Fokker D-17 biplane. I don't know if you are familiar with it, but even though Dallaire advertised it as a 12 inch span, it was really only 11 ½ inches. It is single surface covered except for the fin. I have entered it three times in Pinkham Field Ten Center against genuine and pseudo jobs of 16 inch span. It has won every time with a flight of a few seconds shy of 2 minutes!

Next, I built another little Dallaire, the Page racer. It has a flat airfoil like an ROG. It too, has won the event one of two times entered. Like any other model, it is a task of teaming the ship with a good match of power and prop. With the allowed tail and dihedral enlargements, stability has been no problem. Fran, they definitely will go, and be competitive as well. I only wish more of the gang would try them to experience the joy they bring. Oh, I forgot to mention. All of these flights were outdoors.

Dave Stott

August 2, 2009

Flying Aces GHQ
Ross Mayo
4207 Crosswinds Dr.
Erie, PA 16506

RE: Mark Rzacda

Dear Ross,

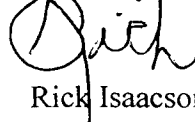
A few years ago I lost my Cirrus Cruiser in a potato field at Geneseo, and after someone found it a week later, it ended up in Mark Rzacda's hands. The label had fallen off. Not only did Mark take it home, take photos of it, post the photo in his newsletter as well as in the FAC newsletter, but when I let him know it was my plane, he boxed it up and shipped it home to me.

Chapter 2.

Following the great Slowest and Lowest contest at Geneseo a few weeks ago, I decided to fly my Cleveland Gull a few more times before nightfall. Unfortunately, I flew it that "one last time" and lost sight of it when it turned too dark. While my wife Joy and I were trying to find it, we saw a light beam coming towards us -- It was Mark Rzacda who had seen what happened and came to help. Not only did he stay and help us look for the Gull, but after Joy and I had given up for the night -- you guessed it -- Mark found it!

Mark exemplifies the wonderful spirit of our FAC family. In his honor, I am enclosing a \$50 contribution to the FAC. From now on, I don't fly unless I am sure Mark has my back!

Sincerely,



Rick Isaacson

Encl.

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.



Jim Baird Stu Cummins Tom Ersted Val Dancem Carl Bullock Dick McGowan

McCook Squadron

2009 Outdoor Champs Results

FAC Scale - 2009 Outdoor Champs									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Scale Score	Bonus Points	Best 3 Flt Times Fac'd	Total	Place
Chris Starleaf	Dash - 8	81 / 70.5	57	41	59	25	56	140	1
Pres Bruning	Henshel P-75	47	57	54	61	15	52	128	2
Jim Datar	Great Lakes Speedster	59	37	78 / 69	57	15	55	127	3
Walt Farrell	Miles Falcon	58	71 / 65.5	78 / 69	53	10	64	127	
Paul Boyanowski	Piper J4-E Cub Coupe	57	120 / 82.5	53	60	0	64	124	
Jack Tisnai	N.A. Navion	50	60	56	54	10	55	119	
David Niedzielski	Lockheed Orion	50	70 / 65	-	61	10	38	109	
Mike Welshtans	A-36	36	37	36	56	10	36	102	
Jack Moses	DH-94 Moth Minor	50	-	-	60	10	16	86	

FAC Jumbo Scale - 2009 Outdoor Champs									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Scale Score	Bonus Points	Best 3 Flt Times Fac'd	Total	Place
Don Snull	Voisin	92 / 75.5	81 / 70.5	78 / 69	59	35	71	165	1
Jack Tisnai	Bucher Jungmann	50	71 / 65.5	77 / 68.5	56	15	61	132	2
Walt Farrell	Hornet Moth	52	58	33	55.5	15	47	117.5	3

FAC Power Scale - 2009 Outdoor Champs									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Fit Total	Scale Score	Bonus Points	Total	Place
Ted Allebone	Sopwith Triplane	120	119	59	298	61	20	379	1
Walt Farrell	Beech Staggerwing	32	118	-	150	44	15	209	2

FAC Peanut Scale - 2009 Outdoor Champs									
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Scale Score	Bonus Points	Fit Total	Total	Place
Paul Boyanowski	Waco 2GC-7	31	84	60	59	15	175	249	1
Walt Farrell	Floyd Bean Special	35	60	58	59	5	153	217	2
Lee Campbell	Nesmith Cougar	48	43	33	54	0	124	178	3
Jack Tisnai	Curtiss R6	22	35	43	59	15	100	174	
Bill O'Dell	Alco Sport	36	37	28	51	0	101	152	
John O'Dell	Nesmith Cougar	22	28	24	52	0	74	126	

AMA P-30 2009 Outdoor Champs						
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals	Place
Don Snull	Uglee - 30	120	120	120	360	1
Chuck Markos	Marie	120	120	109	349	2
Lee Campbell	Souper 30	117	120	-	237	3
Dan Driscoll	Thermal Bagger	70	90	70	230	
Ted Allebone	One Nite 28	56	54	60	170	
Allen Shields	Arrow Champ	87	46	21	154	
Bill Garrison	Souper 30	48	48	39	135	
Chris Boehm	Roger Dodger	26	31	28	85	
Mark Rzdca	Kiki	51	-	-	51	

2009 Outdoor Champs Results

FAC Dime Scale - 2009 Outdoor Champs										
Contestant	Plane	Bonus Per Fit	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals	Flt. Totals	Total Bonus Pts	Score	Place
Walt Farrell	Beech Staggerwing	15	82	120	53	255	45	300	1	
Harrison Knapp	Beech Staggerwing	15	63	70	52	185	45	230	2	
Jack Moses	Hawker Typhoon	10	69	56	43	168	30	198	3	
Stu Weckerly	Martin MO-1	5	62	66	45	173	15	188		
Stew Meyer	Megow SE-5	15	43	55	45	143	45	188		
Pres Bruning	PT-19	10	42	44	32	118	30	148		
Mike Welshans	Pitcairn	15	34	21	39	94	45	139		
Bill O'Dell	ME-109	10	28	26	26	80	30	110		
Norman Becker	C-34 Cessna	0	30	30	-	60	0	60		
Allen Shields	Lockheed Vega	0	4	21	-	25	0	25		

WW II Combat - ML - 2009 Outdoor Champs		
Contestant	Plane	Place
Chris Starleaf	Barracuda	1
Clifton Betz	FW TA-152	2
Pat Murray	Avenger	3
Paul Boyanowski	P-39 Airacobra	4
Norman Becker	Tony	
Chris Boehm	Spitfire	
Walt Farrell	Khaekov	
David Niedzielski	Mig 3	
Jack Tisinai	Stormovik	
Mike Welshans	A-36	

Embryo - 2009 Outdoor Champs										
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals	Bonus Points	Total Points	Place		
Jack Tisinai	Jabberwhat ?	69	120	120	309	9	318	1		
Lee Campbell	Scimitor	120	107	89	316	0	316	2		
Dan Driscoll	Future Nit	69	120	98	287	9	296	3		
Stu Cummins	Debut	100	68	72	240	9	249			
Pres Bruning	Klingon	40	42	120	202	9	211			
Harrison Knapp	Debut	85	95	15	195	9	204			
Walt Farrell	Future Nit	94	24	13	131	9	140			
Norman Becker	Cosmo Special	56	23	52	131	9	140			
Dan Olah	Yellow Cab	21	37	63	121	9	130			
Ted Allebone	Debut	42	71	5	118	9	127			
Chris Boehm	Yellow Cab	53	56	-	109	9	118			
J.B.M. Griner	Prairie Bird	61	38	3	102	9	111			
Allen Shields	Debut	17	34	42	93	9	102			
David Niedzielski	Debut	83	-	-	83	9	92			

Thompson Race - ML - 2009 Outdoor Champs		
Contestant	Plane	Place
Jim Datar	Altair	1
Norman Becker	Altair	2
Chris Starleaf	CR-3	3
Walt Farrell	Altair	
Jack Tisinai	Beech Staggerwing	
Charlie Sauter	Mercoux Bromberg	
Paul Boyanowski	Altair	O.O.S

OT Gas Replica - 2009 Outdoor Champs					
Contestant	Plane	FLT. # 1	FLT. # 2	FLT. # 3	Flt. Totals
M. Rzadca	New Ruler	120	120	120	360
Don Snul	Foo-2-U-2	81	105	120	306
Mike Welshans	Mini Kerswap	120	120	-	240
Ted Allebone	Cavu	120	-	-	120

WW I Combat - ML - 2009 Outdoor Champs		
Contestant	Plane	Place
Chris Starleaf	Pamile PR	1
Jack Tisinai	Nieuport 28	2
Stew Meyers	Bristol Scout	3
Pat Murray	SE-5A	
Chris Boehm	Fokker D-7	
Paul Boyanowski	Hannover CH-11	
Jim Datar	Fokker D-7	
Walt Farrell	Albatross D-III	
Frank Rowsome	Fokker D-7	

2009 Outdoor Champs Results

OT Rubber - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Dan Driscoll	Wren	120	90	107	317	1
Lee Campbell	Miss Canada	120	76	73	269	2
Stu Cummins	Miss Canada	120	120	-	240	3
Ted Teach	Miss Canada	95	120	-	215	
M. Rzadca	F.A. Moth	104	100	-	204	
Ted Allebone	Sparky	83	120	-	203	
Ken Fyrling	Jaberwock	38	48	78	164	
Harrison Knapp	F.A. Moth	39	51	56	146	
Don Srull	Lanzo - 30" Fuse.	120	-	-	120	
Allen Shields	F.A. Moth	35	34	21	90	
Fred Wunsche	Miss Canada	75	-	-	75	
Norman Becker	Miss Canada	35	-	-	35	

Golden Age Scale - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Stu Weckerly	Skyfarer	111	81	95	287	1
Paul Boyanowski	Rearwin Speedster	113	90	79	282	2
Jack Moses	E.S. Stinson O-49	94	81	84	259	3
Jim Detar	Interstate Cadet	92	82	75	249	
Don Srull	Mureaux	77	66	92	235	
Walt Farrell	Martin MO-1	60	76	98	234	
Stu Cummins	057 Taylorcraft	87	60	62	209	
Pres Brunning	Spanish Fury	94	39	50	183	
Pres Brunning	Fokker Super U	58	48	25	131	
David Niedzielski	Taylorcraft	52	45	24	121	
Dan Driscoll	Poncell	44	38	-	82	
Frank Rowsome	General Aristocrat	64	-	-	64	
Allen Shields	Stinson 125	27	28	-	55	
Clifton Belz	Monocoupe 90-A	32	-	-	32	

FAC Jet/Rocket - 2009 Outdoor Champs						
Contestant	Plane	#1	#2	#3	Totals	Place
NO Contestants						

Fairchild 45 - 2009 Outdoor Champs						
Contestant	Plane	#1	#2	#3	Totals	Place
Paul Boyanowski	Fairchild 45	37	62	66	165	1
Jim Detar		67	31	52	150	2
Jack Moses		42	43	48	133	3
Stu Weckerly		24	34	71	129	

Greve Race - ML - 2009 Outdoor Champs		
Contestant	Plane	Place
Chris Starleaf	KR-4	1
Walt Farrell	Mr Smoothe	2
Charlie Sauter	suzy	3
Paul Boyanowski	Haines H-3	
Stew Meyers	KR-2	
David Niedzielski	Chambermaid	
Jack Tisinai	Caudron 460	

Peanut Race Planes ML - 2009 Outdoor Champs		
Contestant	Plane	Place
Chris Starleaf	Pogo	1
Walt Farrell	Floyd Bean Special	2
Paul Boyanowski	Wittman Buster	3
Stu Weckerly	Wittman Buster	4
Jack Tisinai	Hurlbert Hurricane	
Norman Becker	Wittman Buster	

Modern Military Scale - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Walt Farrell	Skyraider	77	72	120	269	1
Don Srull	Douglas AD-4	120	92	39	251	2
Pat Murray	A-1 Skyraider	57	45	56	158	3

2009 Outdoor Champs Results

FAC No-Cal Scale - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Mark Rzacda	Helicat F6-4	97	120	112	329	1
Pat Murray	KI-61 Tony	90	74	103	267	2
Dan Olah	Piper Vagabond	55	93	89	237	3
Pres Brunning	Wildcat	56	37	44	137	
Mike Welshans	F4F Wildcat	45	37	51	133	
Walt Farrell	Macchi	57	73	-	130	
Jim Detar	Grunman Guardian	120 OOS	-	-	120	
Bill O'Dell	Westland Lysander	43	32	34	109	
Dennis Ruhland	Hawker Tempest VI	35	40	-	75	
J.B.M. Griner	P-51D	23	20	28	71	
Stu Cummins	ME-109	30	23	17	70	
Harrison Knapp	BF 109E	17	5	6	28	

Low Wing Trainer - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Frank Rowsome	PT-19	60	57	119	236	1
Jim Detar	Moth Minor	108	57	66	231	2
Chris Starleaf	T-28 Trogan	72	82	67	221	3
Pat Murray	T34 Mentor	62	67	62	191	
Walt Farrell	Miles M-18	54	45	67	166	
Jack Moses	Fiat G-46	59	42	54	155	
Mike Welshans	Dh 94 Moth Minor	46	51	35	132	

OT Rubber Stick - 2009 Outdoor Champs						
Contestant	Plane	FLT. #1	FLT. #2	FLT. #3	Totals	Place
Allen Hunt	Gollywock	120	120	120	360	1
Stu Cummins	Sunspot	120	120	115	355	2
Jack Tisinal	Ritz Stick	105	120	120	345	3
Mark Rzacda	Gollywock	120	78	52	250	
Fred Wunsche	Gollywock	106	57	-	163	
Allen Shields	Sparky	37	61	60	158	
Ken Frying	Gollywock	69	75	-	144	
Dan Driscoll	Miss Production	120 OOS	-	-	120	

NFFS MEMBERSHIP & RENEWAL APPLICATION

Mail to: NFFS Membership Office
118 Gentry Circle
Lafayette, LA 70508-6326
USA

Make checks payable
in U.S. dollars to:
National Free Flight Society

Dues include a mandatory \$50 per year for NFFS membership

5 Year Red Membership includes memb. card, 2 NFFS decal sheets and pin.
2 Year White Membership includes memb. card and 2 NFFS decal sheets.
1 Year NFFS Blue Membership includes membership card and 1 NFFS decal sheet.

US Residents (Age 19 & over)

☐ 5 years \$100.00
☐ 2 years \$48.00
☐ 1 year \$25.00

Junior Membership (U.S. only)

☐ 2 years \$18.00
☐ 1 year \$10.00

Age 18 & under as of July 1 of the current year
Copy of birth certificate required for new memberships

All Non-U.S. Residents

☐ 2 years \$56.00
☐ 1 year \$29.00

(To use VISA or MasterCard, see
Important Renewal Information above.)

Life Membership

US Residents ☐ \$500.00
Non-US Residents ☐ \$550.00

★ NFFS Foundation Donation ★

☐ Silver - \$75 ☐ Gold - \$125 ☐ Platinum - \$250 or more \$

To help reduce expenses maintaining NFFS records,
PLEASE renew for at least 2 years. Thank you!

Check boxes to what applies:

New Member ☐ Renewal ☐ Address change ☐ Donation ☐

Amount: \$

Current expiration date Mo - Yr

PLEASE PRINT

Name _____ Date of Birth _____

Address _____ AMA # _____

City, State _____ Zip _____

Telephone _____

(IMPORTANT - PLEASE PRINT VERY CLEARLY)

e-mail address _____

Send **all** renewals, address changes, applications, and
membership questions to the Membership Office.

THE GOLDEN AGE

by
Fran Ptaszkiewicz D.S.M.

Four for a nickel. So read the advertising on the box front, followed by the name of the models inside. Then a statement proclaimed, "This box contains enough material's to make / build four complete models".

It was a time when money was short and for some modeler's, a nickel would be a king's ransom, so to speak.

Yet, for that 5 cents you could have the pleasure of assembling four different models and build a miniature fleet of solid or what were also called 'shelf' models.

For those who may not remember, there were flying models and shelf models, each builder of either defending his choice. With the solid modeler saying, "you build those tissue covered models, they crash and you have nothing", while the flying model builder would answer, "you build yours and all you can do is put them on a 'shelf' and look at them".

It was a time when the hobby was growing and some kit maker's were adding to their ten cent line of solid's with the small four in a box model's.

There were a number of company's producing these kit's and ones that come to mind are Comet, P.K.G., which I believe was the Paul K. Guillow Company, Airway Model Plane Company located in Brooklyn, N.Y. that for some reason became the A.M.P. Company also located in Brooklyn, N.Y. and Ace Whitman (Joe Ott).

With the P.K.G. Company kit, all of the plans were to be found on a single sheet with the models having a wingspan of only 2 3/4 inches. On the one plan sheet in my collection could be found the Ryan ST, North American BT-14, Martin "Baltimore" and the Bell "Airacuda".

Having a fuselage of 2 inches or less, carving could be described as delicate at best and that single edge razor blade could produce some nasty nicks when attempting to hold and trim the part's to shape. Yet with nimble fingers it was reasonably easy to produce a tiny model resembling the ship on the plan and because time was of no essence, a modeler could derive hours of pleasure in working on these miniatures that fit his budget.

The Airway Model Plane Company, also produced a line of four for a nickel kits which were similar in size to the models from the Comet Company. Here the kits had four separate plans and the wingspans in most designs measured 3 inches or better. Some improvement in size over the P.K.G. offering's, but not that much.

Here too, some dexterity was required to hold the pieces while shaping to prevent those unwanted razor blade dings to fingers.

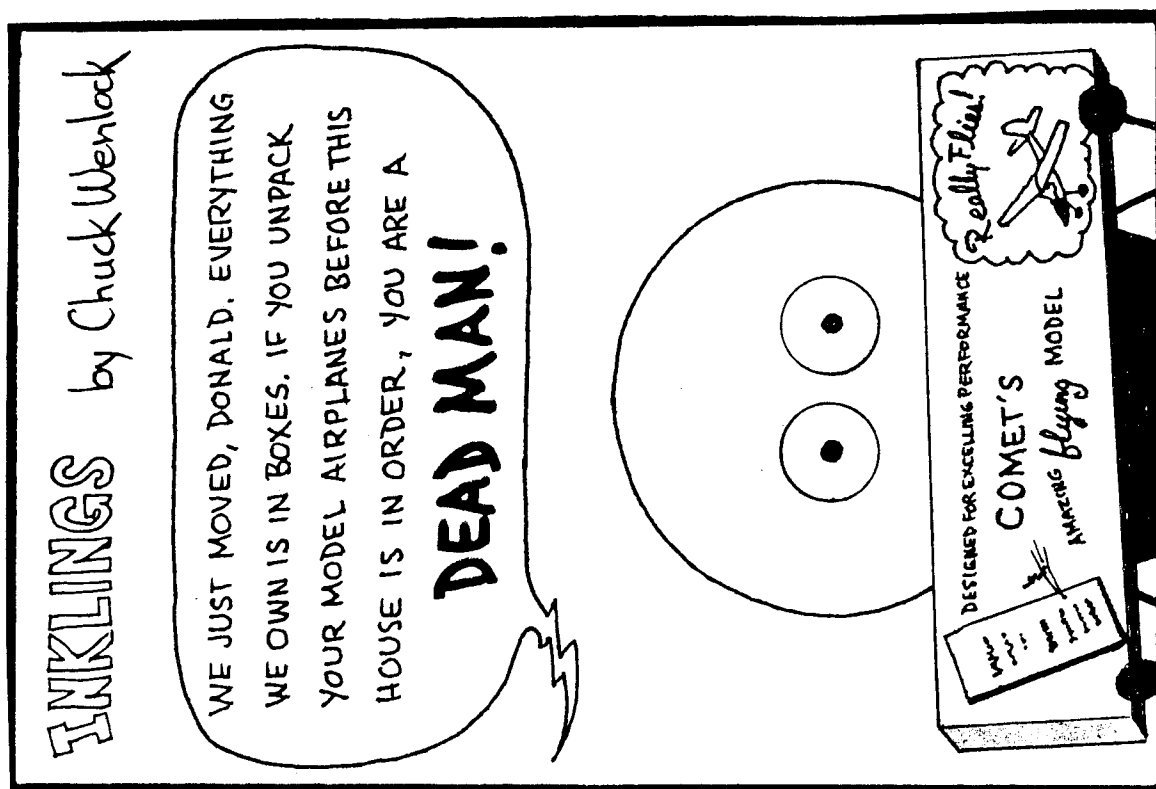
My collection show's at least sixteen set's of plan's which covered a large variety of design's and while reviewing the plan's recently, model's such as the Loening or Fairchild amphibians were fairly easy to carve, shape and sand, so that nimble fingers could handle the tiny fuselages, wings and tailplanes. Then the Martin 156 flying boat, the Boeing B-17 and the Consolidated PBV presented a little different problem. Trying to shape the two and four engine nacelles became somewhat of a problem which was resolved by rounding a length of balsa to the correct diameter and slicing off the nacelle lengths as required.

My fixation with biplanes at that time led me to look for kits having two wings and so, I found the Albatross D-Va, French "Spad" in one box along with a Curtiss "Seagull" and Laird LC-300.

Later kits produced early World War II designs such as the Heinkel He 113, Vultee V-11GB, Bellanca Fighter-Bomber. Hi-wings were not forgotten as one box had the Piper Cub Coupe and Ballanca "Senior Skyrocket" among others.

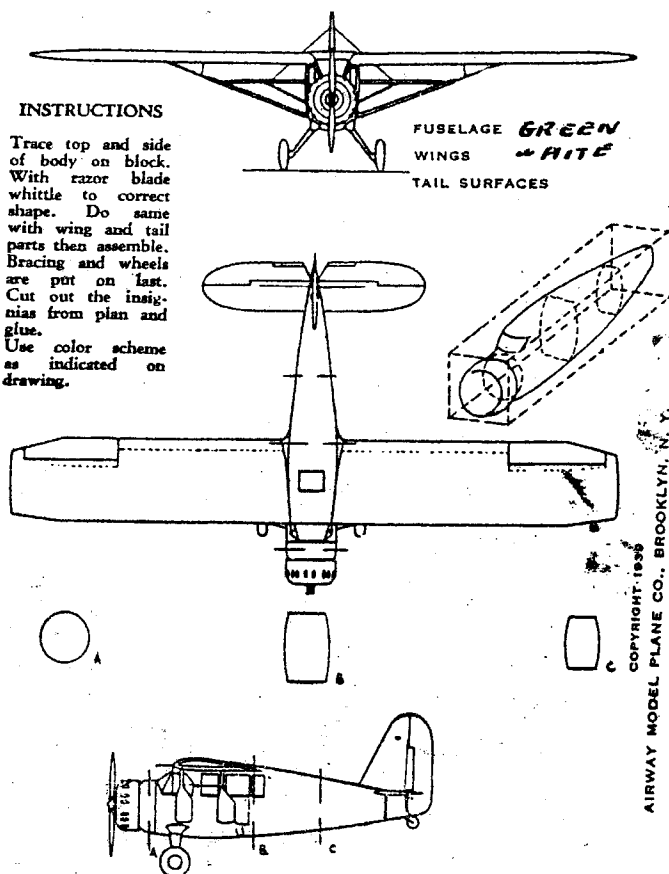
Ace Whitman also produced this series of small models with designs such as the Abrams "Explorer", Bell Scout Bomber and Aeroneer to name a few.

Although these models may have been small in size, the value gained by the model builder was eventually worth more than the nickel spent, in that it kept and sustained the interest of many early aviation enthusiasts.



INSTRUCTIONS

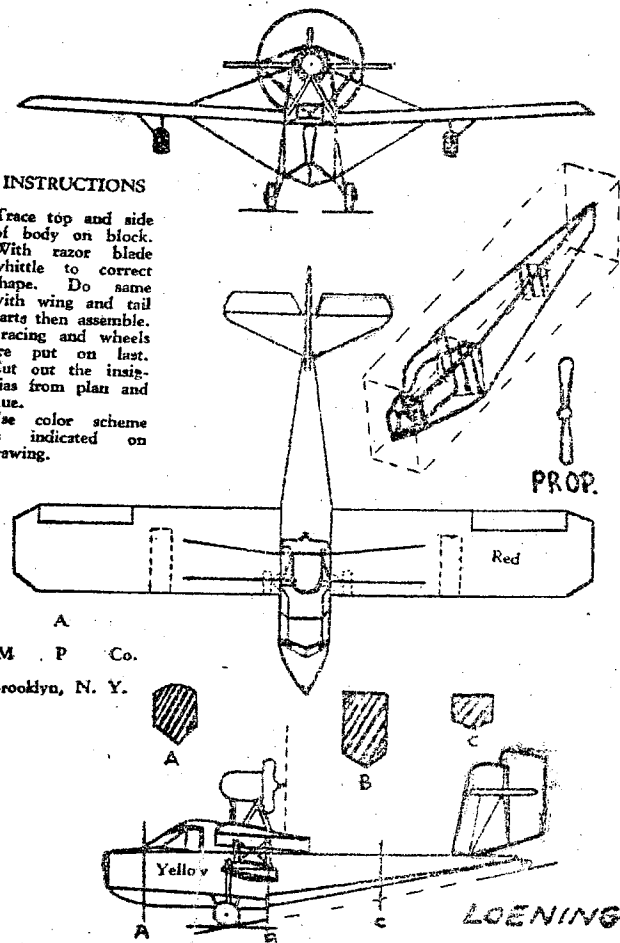
Trace top and side of body on block. With razor blade whittle to correct shape. Do same with wing and tail parts then assemble. Bracing and wheels are put on last. Cut out the insignias from plan and glue. Use color scheme as indicated on drawing.



BELLANCA SENIOR SKYROCKET

INSTRUCTIONS

Trace top and side of body on block. With razor blade whittle to correct shape. Do same with wing and tail parts then assemble. Bracing and wheels are put on last. Cut out the insignias from plan and glue. Use color scheme as indicated on drawing.

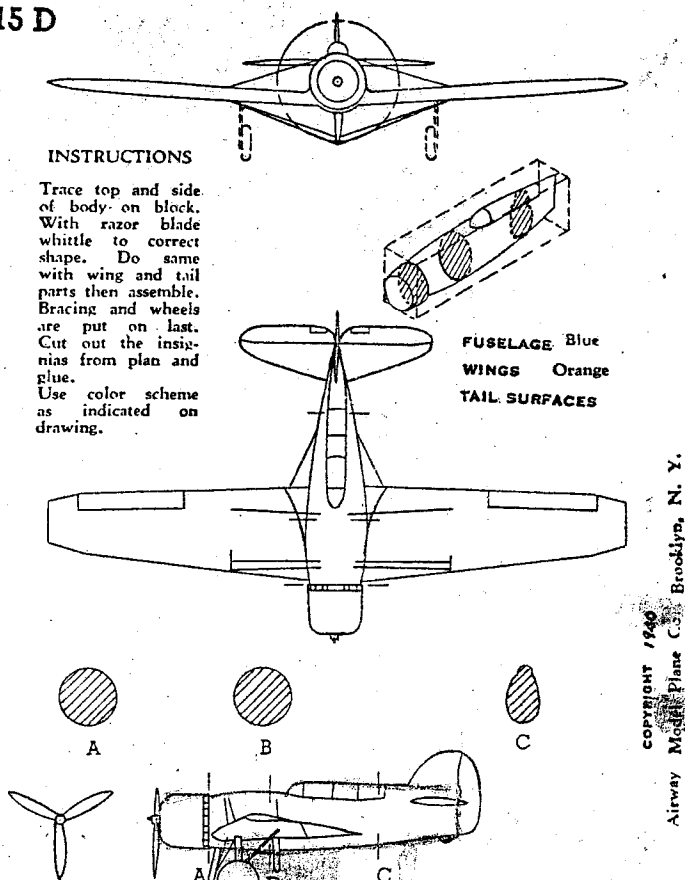


LOENING

15 D

INSTRUCTIONS

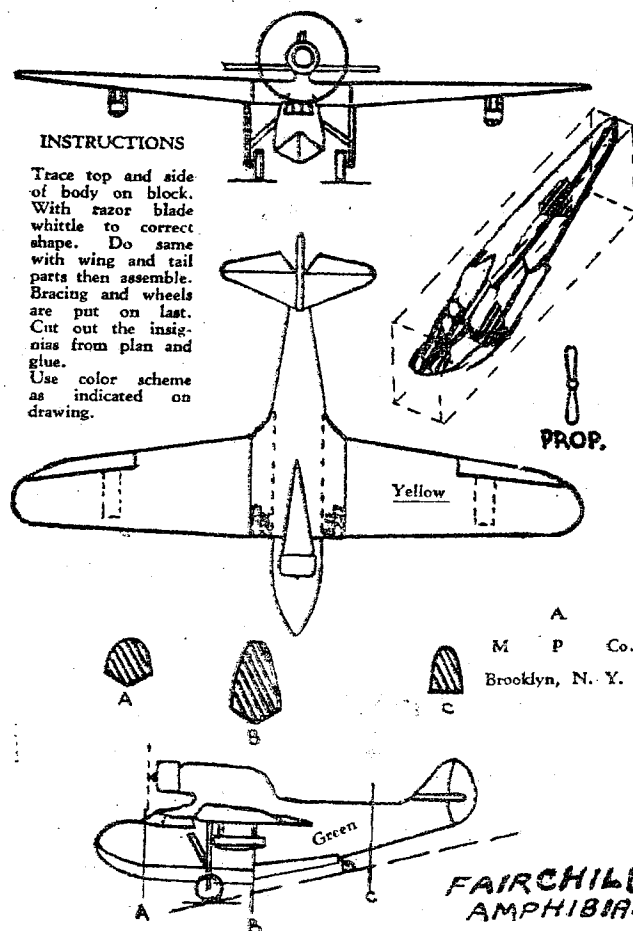
Trace top and side of body on block. With razor blade whittle to correct shape. Do same with wing and tail parts then assemble. Bracing and wheels are put on last. Cut out the insignias from plan and glue. Use color scheme as indicated on drawing.



BELLANCA FIGHTER-BOMBER

INSTRUCTIONS

Trace top and side of body on block. With razor blade whittle to correct shape. Do same with wing and tail parts then assemble. Bracing and wheels are put on last. Cut out the insignias from plan and glue. Use color scheme as indicated on drawing.



FAIRCHILD AMPHIBIA

YOUR
NAME _____

REGISTRATION
NUMBER _____

OFFICIAL _____ *NO EVENT #* EVENT _____
EVENT # _____ = *NO SCORE!* NAME _____

Official event number is found on page 1 of FAC Rule Book, i.e. # 2 = FAC Rubber Scale.

MODEL _____
If a "SCALE" event, list Manufacturer-Model & Number or Letter, i.e. Grumman-Hellcat-F6F.

CIRCLE WHICH FLIGHT THIS IS: 1st 2nd 3rd 4th 5th 6th

BONUS POINTS if applicable by CD **PRIOR TO FIRST FLIGHT:** _____

**FLIGHT TIME ROUNDED
DOWN TO LAST
FULL SECOND!** _____

Compliance check
if required by rule: _____ Timer's
initials: _____
GHQ use only: _____

2009 Gathering of the Turkeys

Pensacola, Florida
10,11,12 October 2009

Sponsored by
The Gulf Coast Aeroplane Works.
FAC Squadron #46

A mile square of mowed grass and
you can chase with your car

CD: George White, 5928 Hermitage Dr.,
Pensacola, FL 32504,
email: white76@cox.net

See details at www.pensacolafreeflight.org

Ten FAC Events
(plus AMA, SAM and NFFS events)

Thompson/Greve Combo
Two-Bit Rubber WWI Mass Launch
Rubber Scale Dime Scale Embryo
WWII Mass Launch Jet Cat Scale
Old Time Rubber FAC Peanut
Golden Age Civil



Flying Aces Stealth Squadron Merrimac Valley Air-Istocrats Model Airplane Contest Fall 2009

Woodson Farm
Amesbury, MA
**Saturday and Sunday
October 10 and 11, 2009**
EVENTS
From 8.30am – 4.00pm



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* * **Airfoil Summary** * *

Mumbo Jumbo #141 from the Glue Guru

In a sense, airfoils are what flight is all about, and seeking better performance, we've moved from flat plates to Clark Y, fiddled with undercamber, and sweated over Reynolds No. What has been learned?

Given a 3 inch chord, the basic lesson is: there is no miraculous airfoil section. Net resulting flight characteristics will change but slightly as we move through the usual camber and thickness variations. The reason has to do with the low flight Reynolds No., set by that 3 in. chord, and set at a low number indeed. The scale of the air motion over the wing is too low to yield efficient flow. Unfortunately, Mother Nature likes, and rewards, big chords and high speeds. Our small chord wings move too slowly to arouse her enthusiasm.

True, something can be done to increase lift by upping wing thickness. If we move beyond the usual 3 in. chord thickness, of .say 10% of chord or 5/16 in., to 12 or 15%, the effect will be to increase lift.

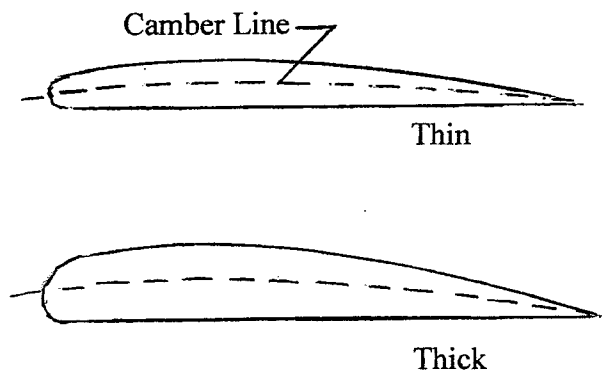
The reason has to do with camber, and specifically with the increase of camber resulting from an increase of thickness. Check the sketch. If neatly done, more camber is effective in boosting the air speed over the wing's top surface. The increase in speed is felt as a drop in pressure along the top. Lift itself is produced by the net pressure difference between top (low pressure) and bottom (high pressure). A more negative top surface value means a greater top to bottom difference and so, a greater upwards push, or lift.

Fine, but there is a catch, in the form of more drag. Increasing the thickness within the range given appears to increase the drag by more or less the same proportion. In short, 10% more lift implies

10% more drag. Judging wing efficiency by using the lift over drag ratio (L/D), it's apparent that increasing both L and D by the same % will not change the result. Yes, there may be other benefits, but not that of endurance in glide.

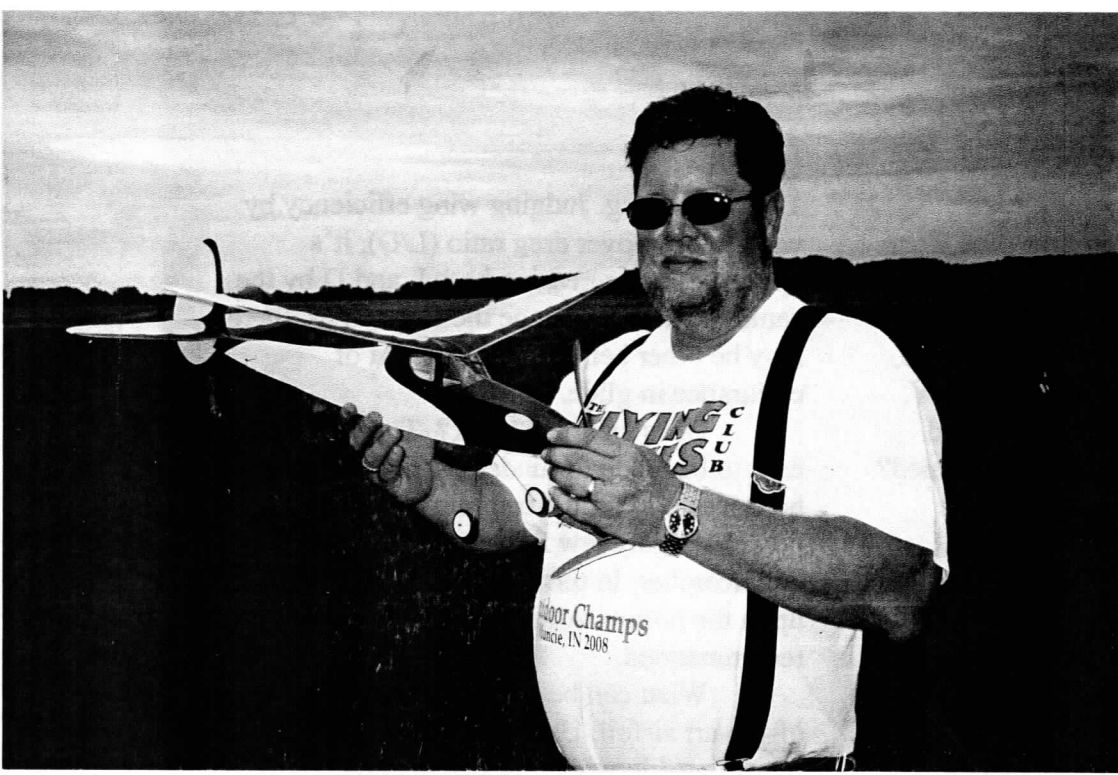
Does anything work? There's a good case to be made for undercamber. The catch here is one of failure to produce a scale model--mighty few full size aircraft employ undercamber. In turn, scale judges frown upon the notion. All in all, not recommended.

What can be done? Go with a state-of-the-art airfoil. Use a flat bottomed, Clark Y type profile with a thickness in the 10 to 15 % range. The result will be a decent flyer that doesn't rattle judges.

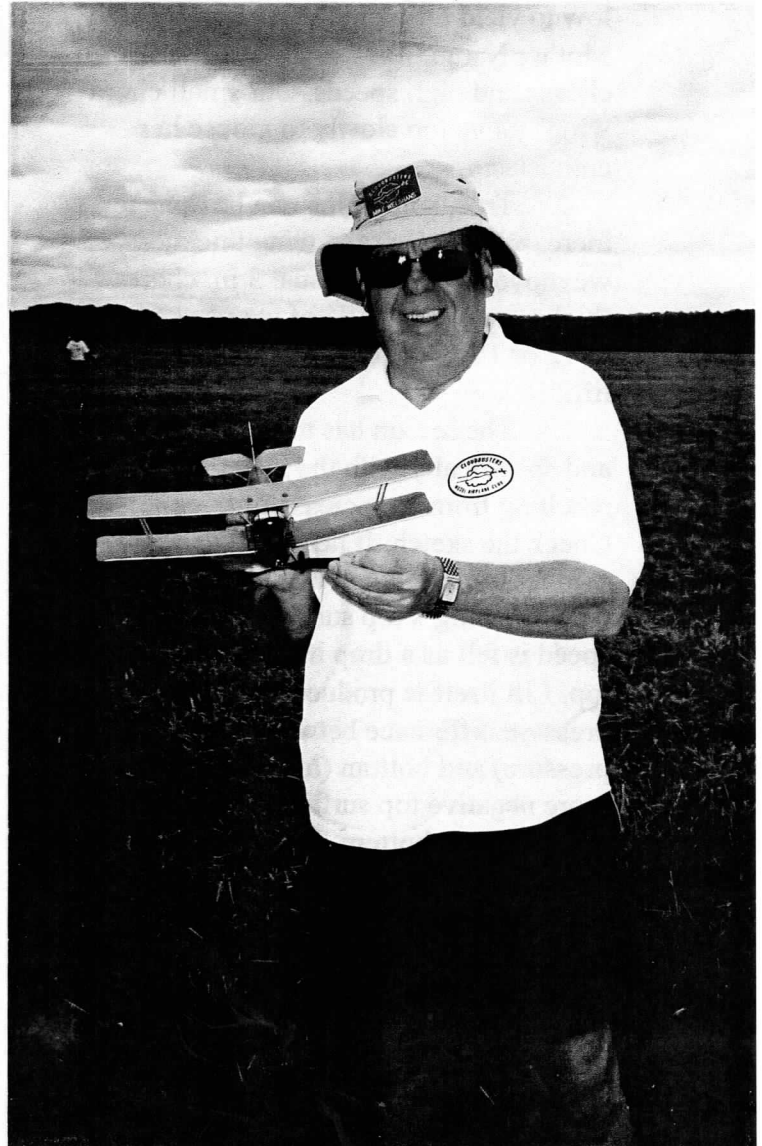
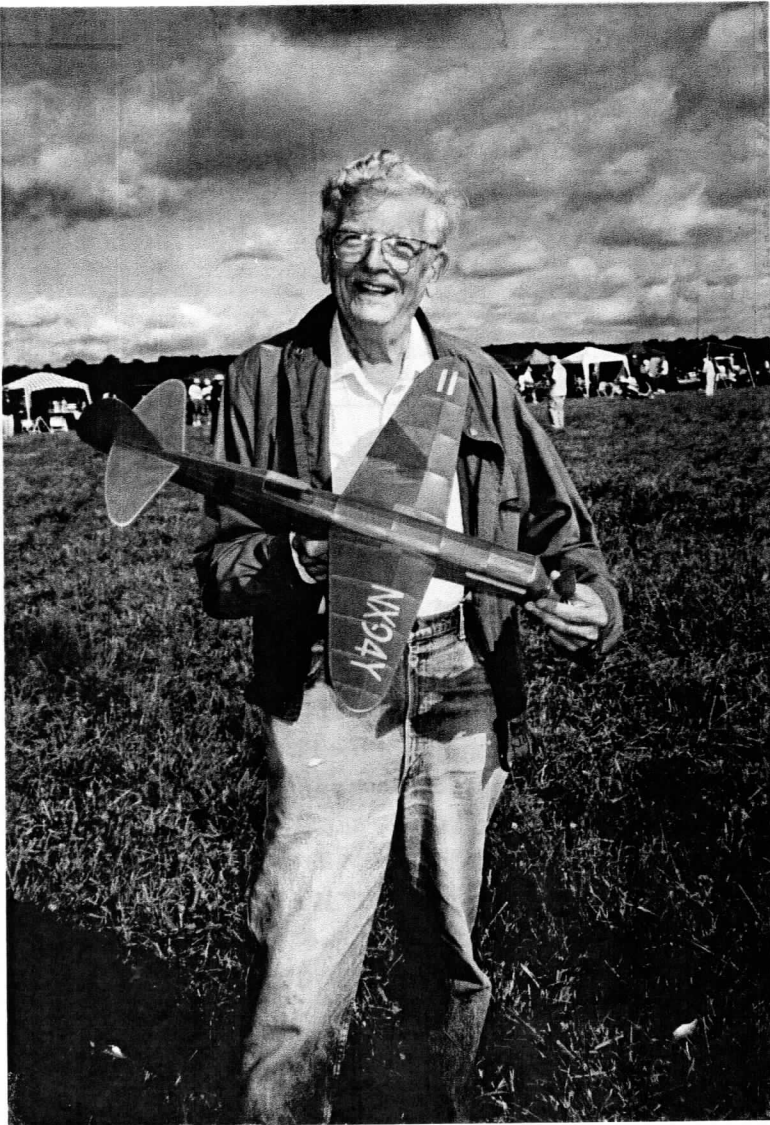


An Advert for Myself

The Glue Guru approach has been applied to Great War air combat by Leon Bennett in his book "Gunning for the Red Baron." Partly a how-to on aerial fighting, there's also much stuff on tactics, along with aircraft performance and oddities. Was the Parasol a good idea? Why biplanes? It's all here, in a book published by Texas A & M and offered by Amazon, Barnes and Noble and your local bookstore.



1. Top picture Chuck Boehm with his Spark OTR
2. Jack Mc Gillivray ready to fly in the Greve Race.
3. Mike Welsham with his Laird Limo, Dime scale.

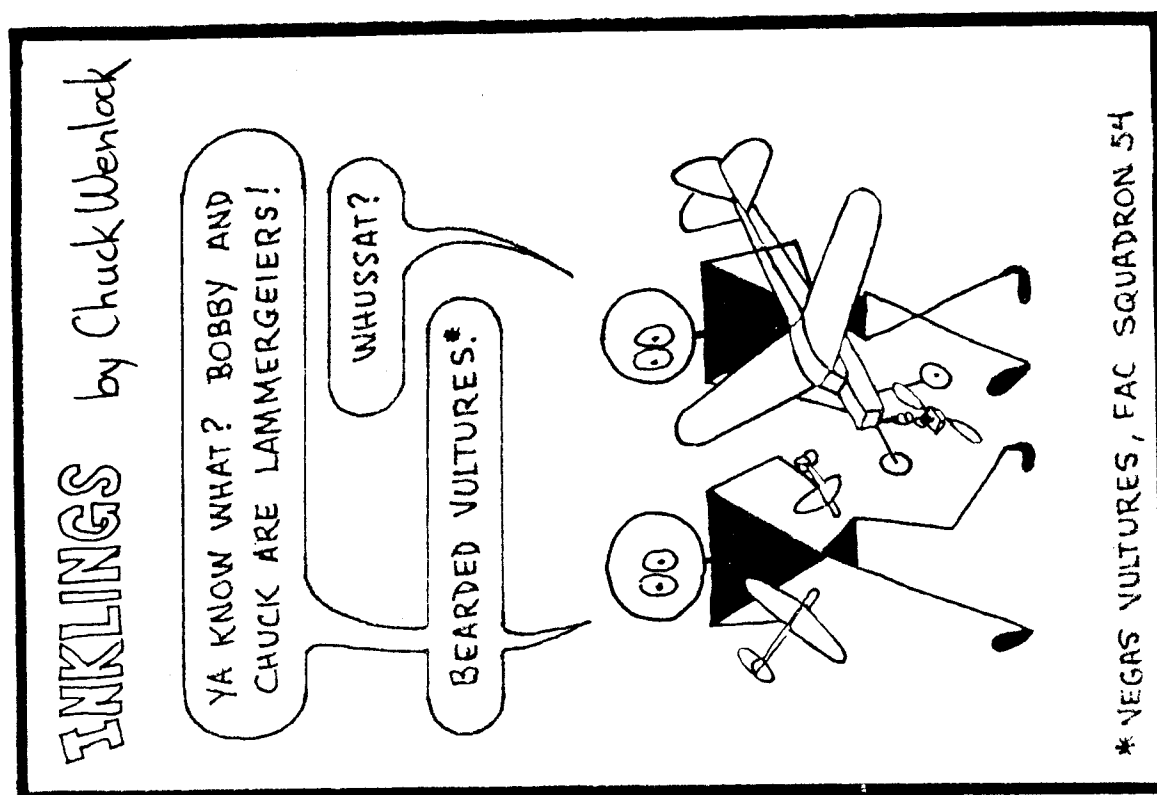


Here's an almost unbelievable true story of an encounter I recently had at our local flying field:

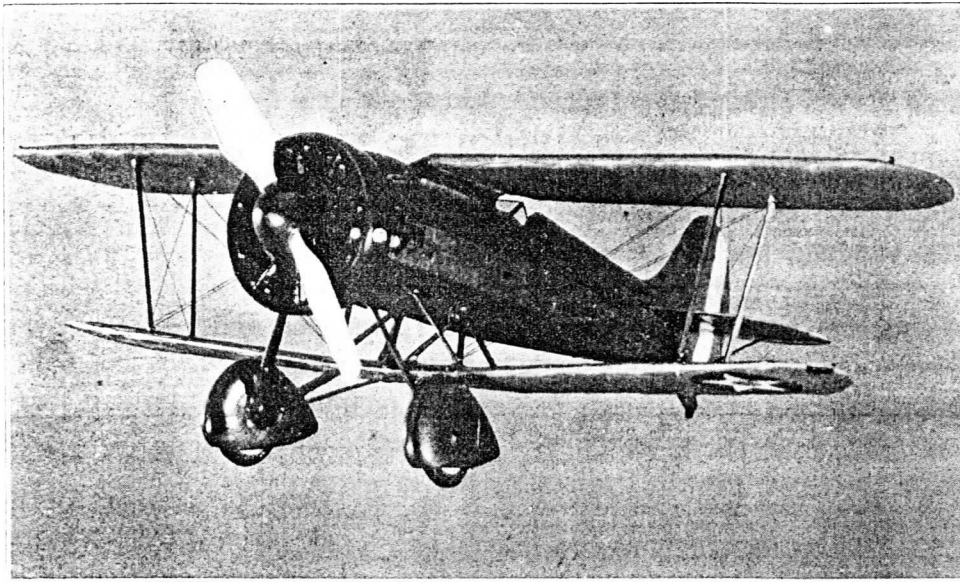
In spite of its very mediocre flight performance (I build too heavy), I have grown attached to my old Jaberwock and enjoy a decent flight ever so often. On one recent such flight it circled ever too close to a large tree and gently nestled into a bough about half way up. I was not having success throwing the old tennis ball line up and over and was about to contact a local treasure. This gent is one of the Kirkwood Thermaleers and has great skill in archery up and over tree limbs recovering many fine local rubber jobs and gliders. Just when I was leaving the field a rather rough looking Ford pick-up pulled up and two rather grizzled fellows asked me what my trouble was. I pointed to the model and said I was unable to retrieve it. I also had my wife's golf ball retriever which extended to about 15 feet. They assured me they could get it down as they were "Tree Monkeys" up from Texas. In addition to the two there was also a toothless, woman sleeping in the back seat. They grabbed her pillow and placed it on top of the truck cab and then positioned an 8 foot ladder on it and the roof. The one then ascended to the top of the ladder with the golf ball retriever extended to its full range. The other steadied the ladder and they gently tapped the old Jaberwock and dislodged it from the branches.

I was so grateful I asked them to wait (as if they had anywhere to go) while I went to a convenience store and got them something to show my gratitude. I came back and gave them a small cash reward and a 12 pack of beer. At that point I had made friends for life and they asked me to join hands in a circle while they prayed that I would not loose anymore models and we then did a circle dance to some country hymn. Who knows where the "Tree Monkeys" are now but hopefully they will show up at your flying site when you are in need.

Blaine Stone
Chesterfield, Missouri



INTRODUCING A "MAC" CREATION



An exact authentic flying replica of the sturdy Berliner-Joyce XFJ-2 Shipboard Fighter, produced by the General Aviation Manufacturing Corporation for the U. S. Navy. (Illustration shows finished model).

The prototype of this unusual model is capable of a speed of approximately 200 M.P.H., equipped with a reliable Pratt & Whitney "Wasp" engine, developing 450 H.P.

Conceived and engineered to meet the specific requirements of a well performed model; a comparison with any other regardless of price will reveal that its cost is at a minimum, its design and construction more complete and finally its flying ability far more superior.

We invite you to consider the pertinent features of this really distinguished model and form your own opinion, which we will guarantee shall be SATISFACTION.

YOU WILL MARVEL AT ITS UNCANNY FLYING ABILITY AND ITS REALISTIC APPEARANCE AT ONLY \$

SPECIFICATIONS

Span, upper	22 In.
Span, lower	18 $\frac{7}{16}$ In.
Length, overall	16 $\frac{5}{16}$ In.
Height, overall	6 $\frac{9}{16}$ In.
Stabilizer length	7 $\frac{3}{4}$ In.
Rudder Height	3 $\frac{3}{4}$ In.

Power — Normally, 6 strands will be sufficient to fly the model; however, if it is "sluggish" try 8 strands. (A drop of motor oil will prove most beneficial on the prop. bearing).

PERFORMANCE

With 6 strands of $\frac{1}{8}$ -in. flat rubber, the original model pictured in this booklet, and which was built by Model-Aire-Craft, took off after a run of about 20 inches. From this take-off point, it steadily gained altitude until a ceiling of about 20 feet was reached. When the power was almost exhausted, it started on its downward glide and upon reaching the ground, gently settled to earth in a most spectacularly realistic manner. The distance of this flight was about 175 feet. Not only did this model fly like this once, but since its completion has successfully accomplished about 250 of these flights.

FEATURES

The most outstanding feature of this entire model is its completely streamlined appearance which is faithfully reproduced. The upper wing gull is simply made in a brand new way and we will promise that you will experience no difficulty in making any part of the model. The motor is also made a new way, and although it requires a little time, it is well worth your while to produce the power element of the real plane in miniature as good as you possibly can. Because of its smooth surfaces, it fairly slides through the atmosphere. Genuine Titanine model dopes are used and standard Navy colors are applied. These include silver, gray, yellow and black trim. Plenty of clear dope and cement are also supplied.

MODEL - AIRE - CRAFT

28 Peach Street

Buffalo, N. Y.

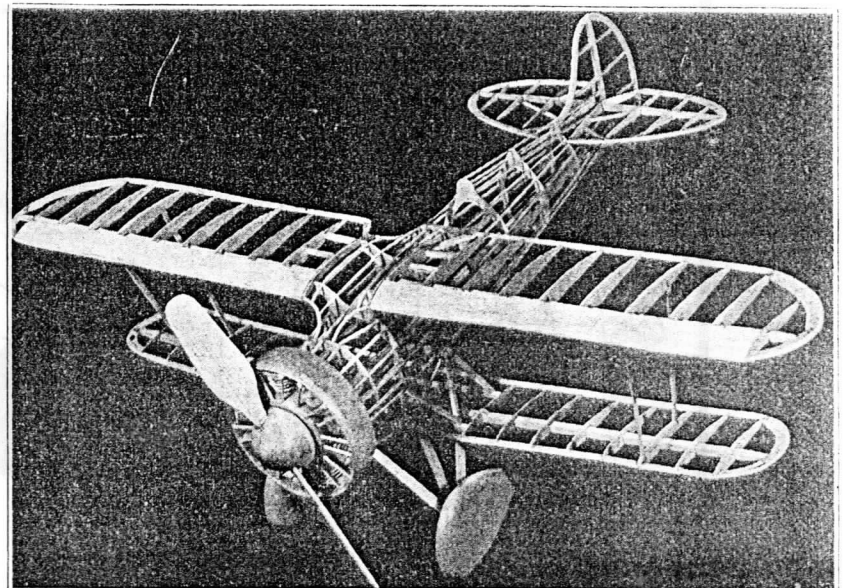
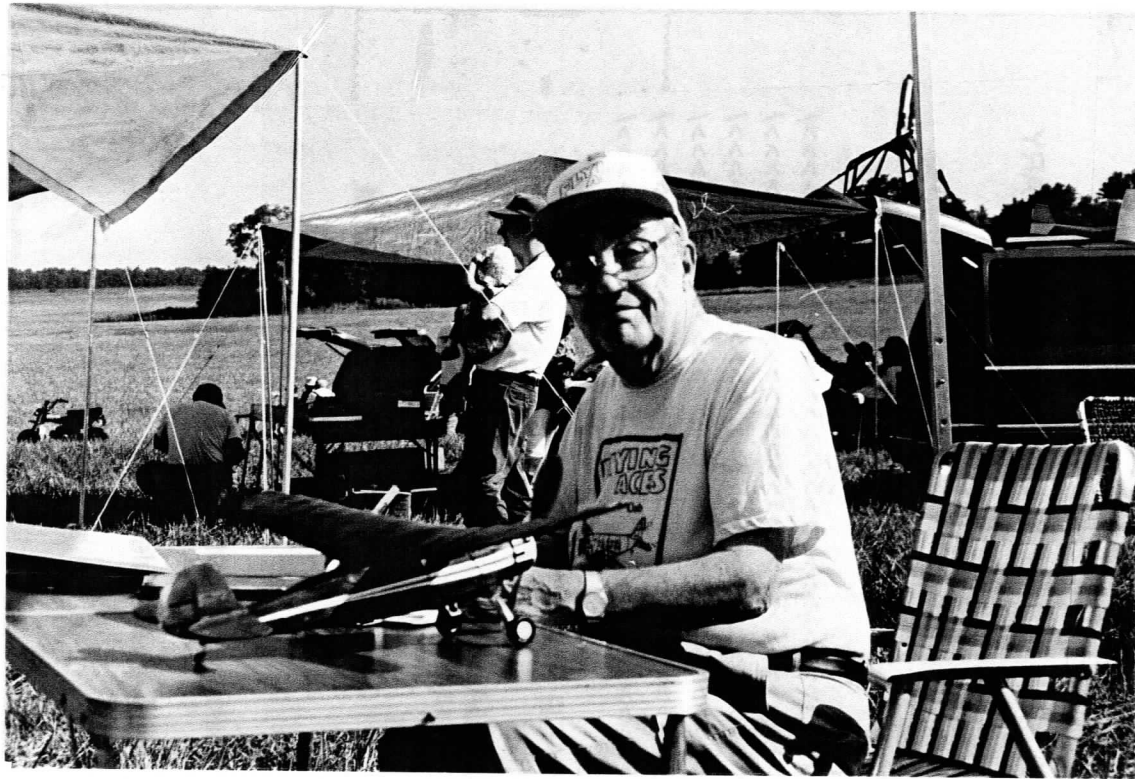
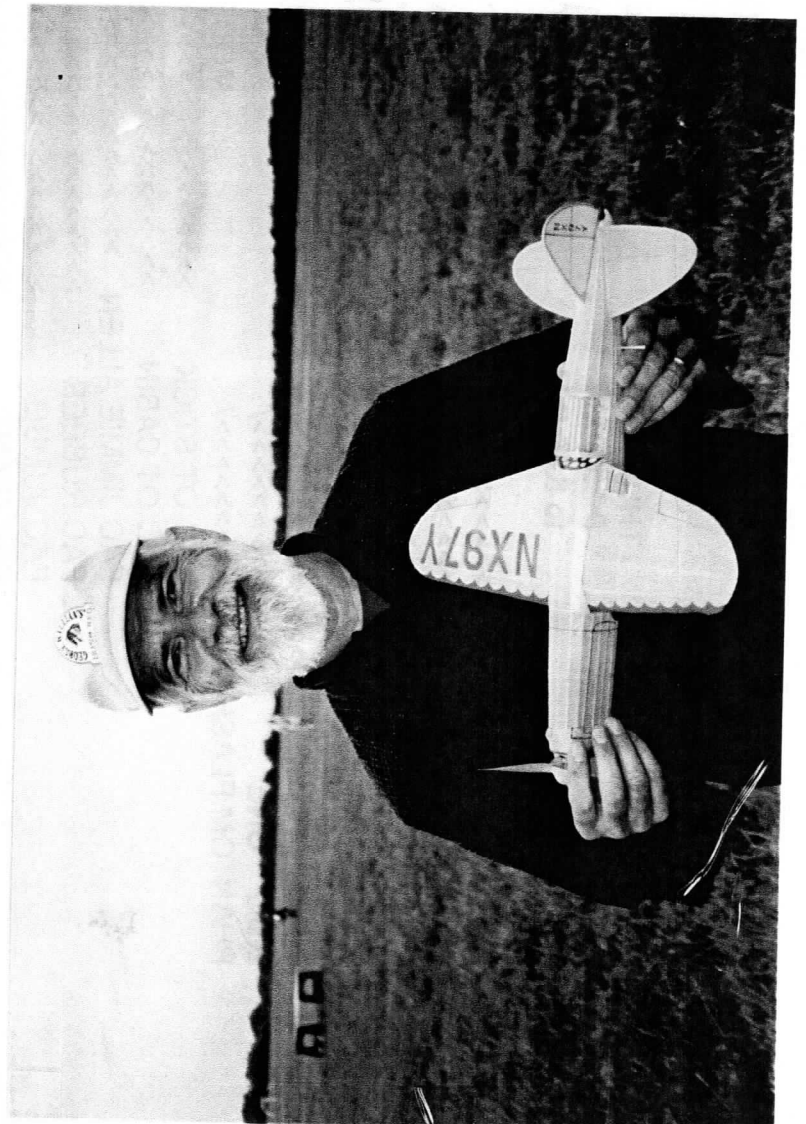
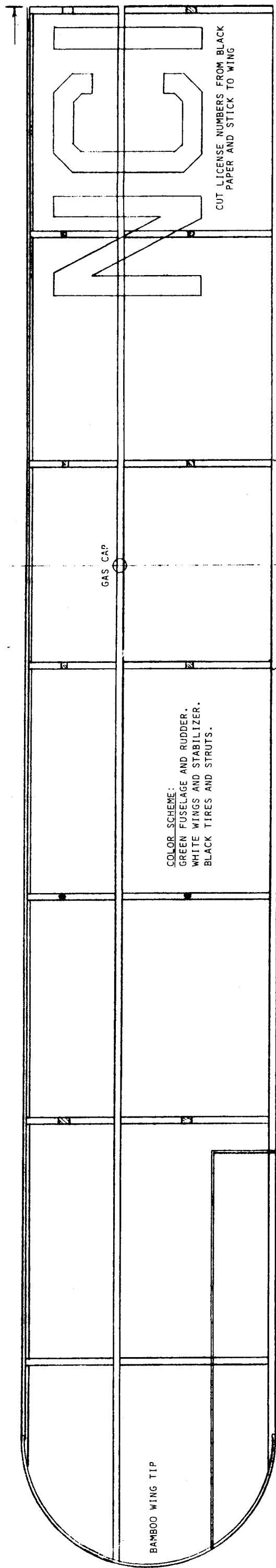


Illustration Shows Uncovered Model

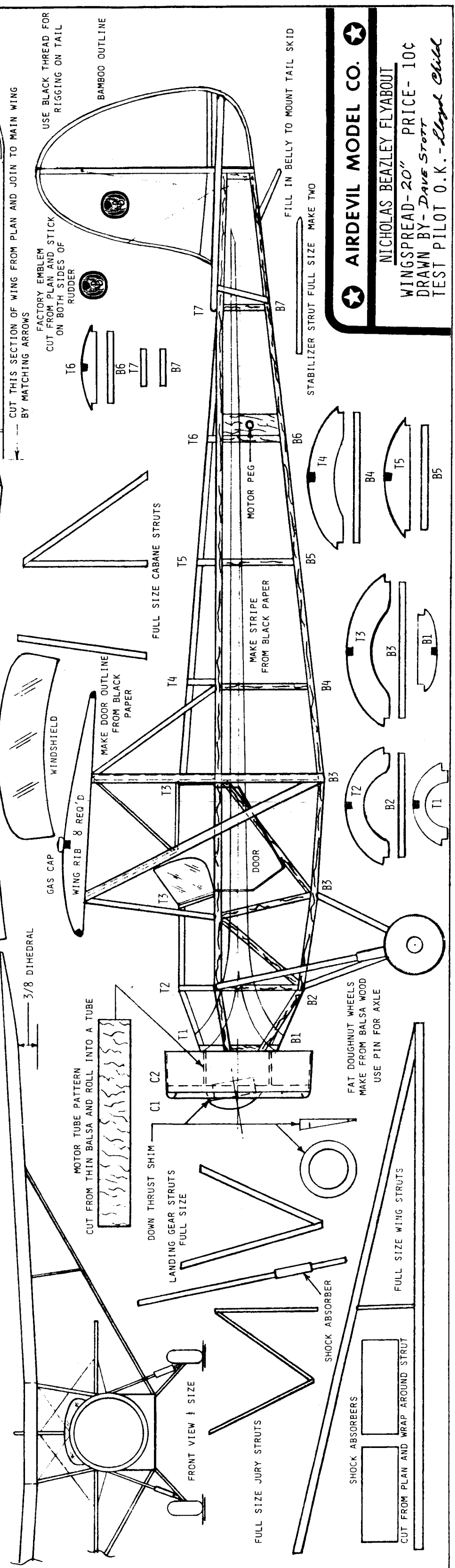
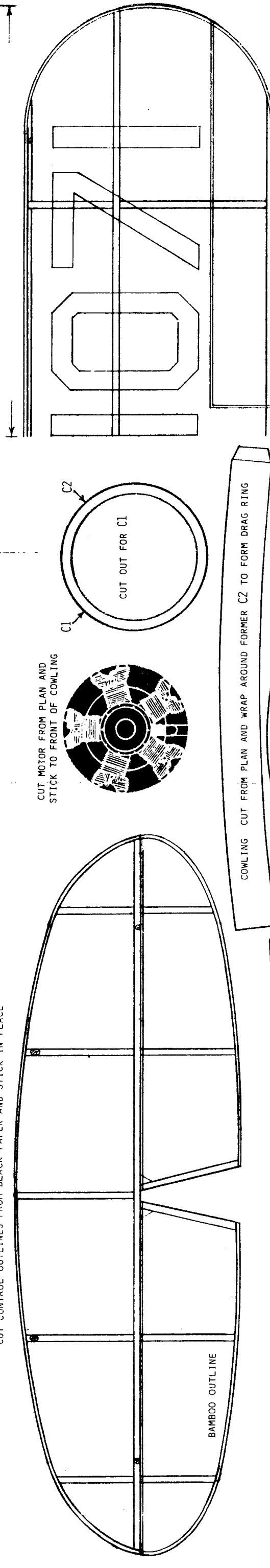


1. Do you remember this guy. One of The originals. (Vic Didelot)
2. Kendrick Gosselin with his Martin mo Dimer scale. He came in 5th out of 10.
3. Walt Farrell with his Floyd Bean Special for the Greve Race





COLOR SCHEME:
GREEN FUSELAGE AND RUDDER.
WHITE WINGS AND STABILIZER.
BLACK TIRES AND STRUTS.



AIRDEVIL MODEL CO. ★

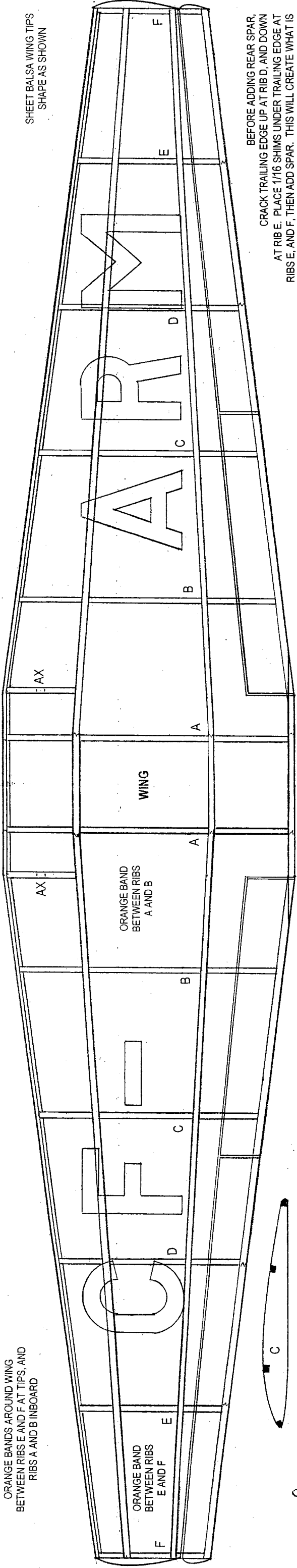
NICHOLAS BEAZLEY FLYABOUT

WINGSPREAD-20" PRICE- 10¢

DRAWN BY- DAVE STOTT

TEST PILOT O.K. - Lloyd Clark

ORANGE BANDS AROUND WING
BETWEEN RIBS E AND F AT TIPS, AND
RIBS A AND B INBOARD



SHEET BALSA WING TIPS
SHAPE AS SHOWN

BEFORE ADDING REAR SPAR,
CRACK TRAILING EDGE UP AT RIB D, AND DOWN
AT RIB E. PLACE 1/16 SHIMS UNDER TRAILING EDGE AT
RIBS E, AND F, THEN ADD SPAR. THIS WILL CREATE WHAT IS
CALLED, "WASHOUT". WASHOUT MAKES THE MODEL EASIER TO FLY.

BLACK TISSUE CONTROL OUTLINES

DIHEDRAL BREAKS AT RIBS "A"

F

E

D

C

B

A

WING RIBS

TAIL BRACE

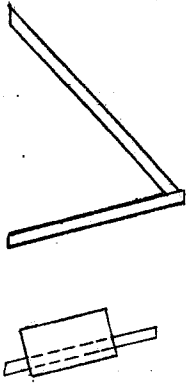
GLUE SHOCK
STRUT TO RIB "AX"

FRONT VIEW

RADIATOR CUT FROM PLAN AND
STICK UNDER NOSE

STIFF PAPER SHOCK ABSORBERS
CUT FROM PLAN AND WRAP
AROUND STRUTS AS SHOWN

BACK OF NOSE BLOCK

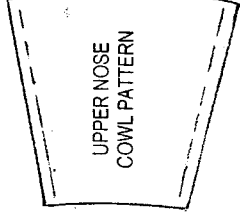


TRUE LENGTH LANDING GEAR STRUTS

PATTERNS FOR COCKPIT
DRAW WINDOW FRAMES
WITH INK

Aug '99

7/8 INCH DIHEDRAL



UPPER NOSE
COWL PATTERN

STIFF PAPER HATCHES ON
BOTH SIDES. CUT OUT WIN-
DOWS AND COVER HOLES
WITH CELLOPHANE

DASHBOARD
STICK TO BACK OF FORMER 2

F1

F2

F3

F4

F5

F6

F7

F8

BLACK LICENSE NUMBERS
MAKE TWO SETS FOR WING
AND TWO SETS FOR
BODY AS SHOWN

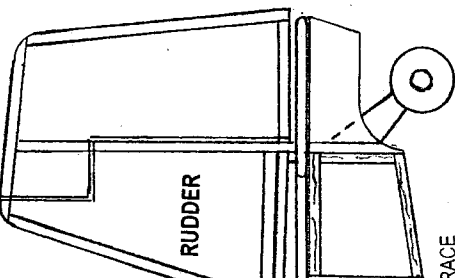
F3

F4

F5

F6 F7 F8

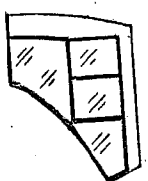
1/2 INCH WIDE
ORANGE BAND



RUDDER

TAIL BRACE

BALSA TAIL WHEEL



PATTERNS FOR COCKPIT
DRAW WINDOW FRAMES
WITH INK



AIRLINE EMBLEM
CENTER ON ORANGE BAND ON
EACH SIDE OF BODY AS SHOWN

STIFF PAPER DOORS
ON THIS SIDE ONLY

BODY

USE BAMBOO TOOTH
PICK AS MOTOR PEG

COLOR
LANDING GEAR, ENTIRE NOSE COWL,
BELLY TO END OF WING AND
LICENSE LETTERS ARE BLACK
REST OF PLANE IS WHITE, EXCEPT
FOR ORANGE BANDS AROUND
WING AND BODY AS DESCRIBED
ON PLAN

3/4 INCH HARDWOOD WHEELS USE PIN FOR AXLE

AIRDEVIL MODEL CO. ★

1930 JUNKERS FREIGHTER
WINGSPREAD- 16 INCHES
DRAWN BY- A. SCHICKELGRUBER
TEST PILOT OK- BARON MUNCHHAUSEN

THE FIRST JUNKERS Ju. 52

Probably the least known models of the famous line of Junkers trimotor transports, both civil and military, were the first five produced with but a single engine. This particular bus, C-F ARM, slashed through the bitter cold ozone of Canada and Alaska beginning in the mid 1930s on into 1940. She served the bush flyers on skies, wheels, and floats. Operated by Canadian Pacific Airlines, life was not easy for this corrugated monster, going through many types of engine changes along the way.

THE MODEL

The model is designed to meet FAC Dime Scale rules as a Pseudo type. An enlarged rendition would therefore, not fill scale requirements. In order to have a stable flyer, it is essential to build washout into the wing as described on the plan.

The full scale Junkers was unpainted, unpolished natural aluminum except for the black and orange sections called out on the plan. Note that white is called out on the plan for the natural aluminum areas. The 2009 FAC rules for dime scale dictate gray as the color to represent silver. White is no longer acceptable.

Historically, the kit makers NEVER supplied pigmented dope or silver tissue in ten cent kits. (Yes, there was such a thing as silver Jap tissue back then.) As a matter of fact, white is the usual color of the tissue found in those kits of old, regardless of what color the plane should have been. I am not certain, but I should think silver would be officially acceptable, if you wanted to use it. In those days a city kid would know if the model airplane shop would have some silver. The test model used silver.

The test model weighed 11.5 grams including a loop of 3/32 Tan II rubber about 12 inches long. The prop is balsa carved from a 1/2 X 3/4 X 4 1/2 inch blank. The down thrust shown on the plan is about right. Couple that with two degrees of right and you ought to be ready to haul mining equipment, prospectors, etc. into the bush country. The test model had a straight out climb followed by a gentle right turn. After that she just kind of ambled around turning this way and that. She exhibited no nasty traits, so your repair bill should not break you.

THE NICHOLAS -BEAZLEY FLYABOUT

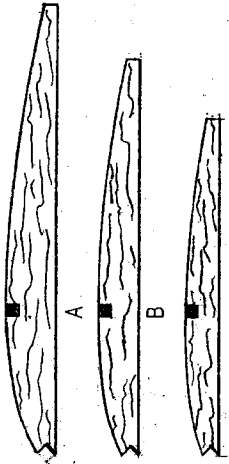
RATHER HOMELY WITH IT'S PARASOL WING POSITIONED SO HIGH, FAT LITTLE WHEELS, AND SPINDLY STRUTS, THIS AERIAL PUT-PUT BEGAN LIFE POWERED WITH A 36 HP AERONCA FLAT TWIN, FOLLOWED BY A 45 HP SZEKELY "Y" ENGINE, NEITHER OF WHICH DELIVERED THE PEP NEEDED. THE ACQUISITION OF FIFTY SEVEN ARMSTRONG-SIDDELEY "GENET" ENGINES BOASTING 80 HP AT A BARGAIN PRICE SOLVED A TWO-FOLD PROBLEM. THE GENTLE HANDLING QUALITIES AND SIDE BY SIDE SEATING MADE THIS SHIP A POPULAR TRAINER. IT WAS ALSO THE IDEAL SHIP TO CUDDLE IN THE CLOUDS WITH YOUR BEST GIRL ALONG. AT LEAST ONE NB-8G, AS IT IS OFFICIALLY KNOWN, IS STILL FLYING. YET ANOTHER IS TO BE SEEN, ALL PALE BLUE IN COLOR, AT THE OLD RHEINBECK AERODROME.

THE MODEL

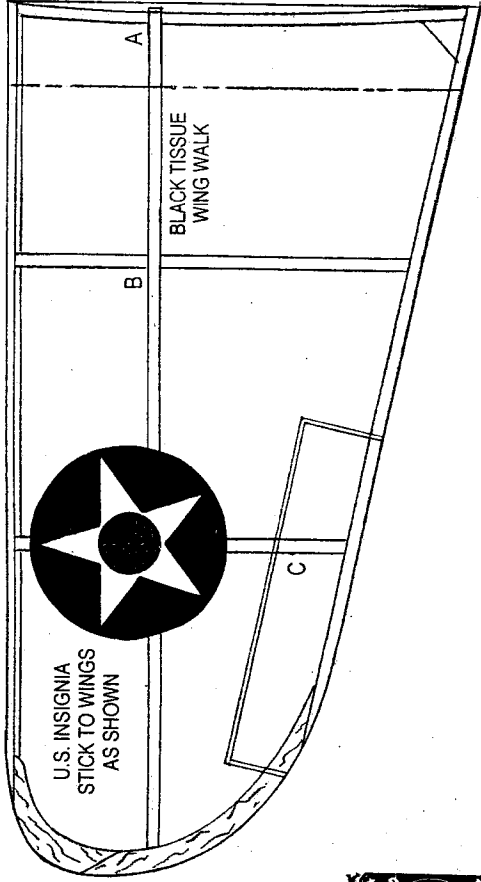
THE TEST MODEL WEIGHED IN AT ONLY 14.8 GRAMS IN FLYING CONFIGURATION. THIS INCLUDES THE NOSE BALLAST, WHICH IS A CLAY BALL 3/16 OF AN INCH IN DIAMETER. A 14 INCH LOOP OF 1/8 FAI TAN I RUBBER TURNING A 5.5 INCH SLEEK STREEK PLASTIC PROP PROVIDES THE THRUST NEEDED. THE SHIP REQUIRES 70 OF DOWN THRUST AND 20 OF RIGHT THRUST. THE MODEL TURNS LEFT UNDER POWER WITH A SLOW WANDERING GLIDE PATH. IF POWERED TURNS BECOME TOO TIGHT, TWIST A BIT OF WASHOUT INTO THE RIGHT WING BEFORE LAUNCH.

STABILIZER COVERING WAS LEFT UNSHRUNK AND COATED ONCE WITH CLEAR LACQUER TO RETARD WARPS. MOUNTING THE WING IS A BIT TRYING, AS IS PULLING THE FUSELAGE SIDES TOGETHER AT THE NOSE.

SOURCE OF 3-VIEW USED: MODEL AVIATION FOR JULY, 1977.

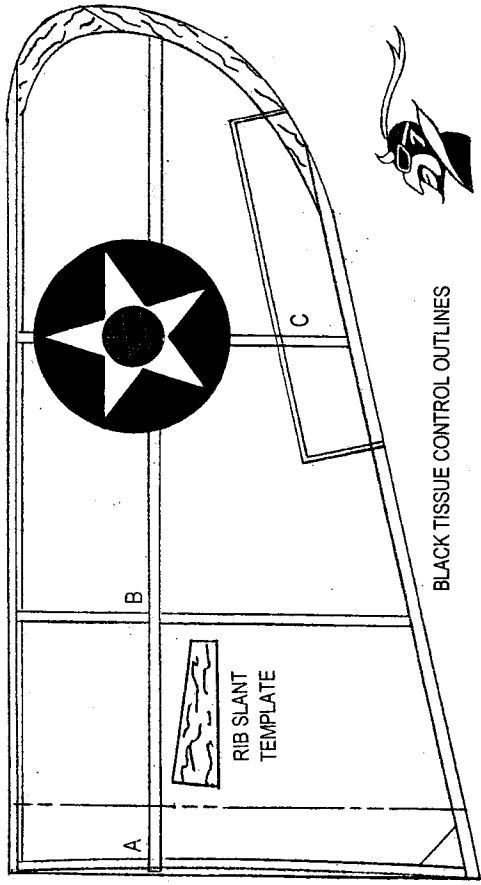


WING RIBS

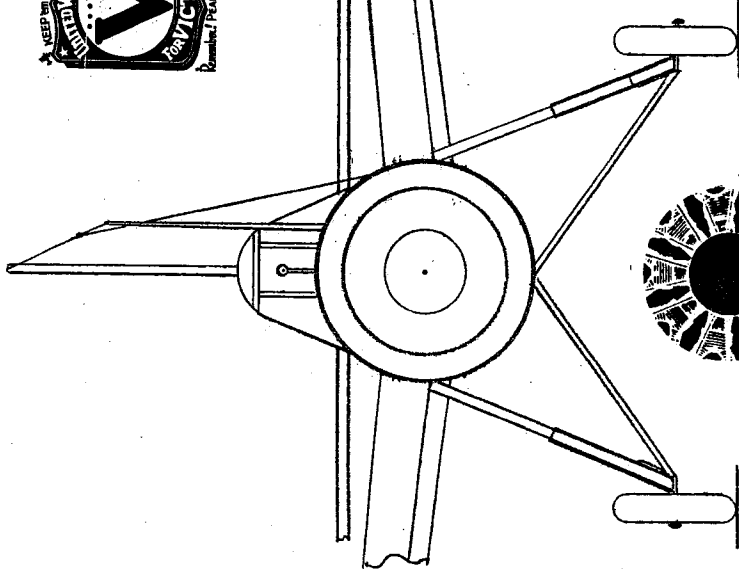


U.S. INSIGNIA
STICK TO WINGS
AS SHOWN

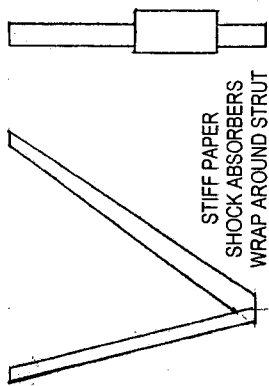
BLACK TISSUE
WING WALK



BLACK TISSUE CONTROL OUTLINES



CUT MOTOR FROM PLAN AND STICK ON FRONT OF C-2

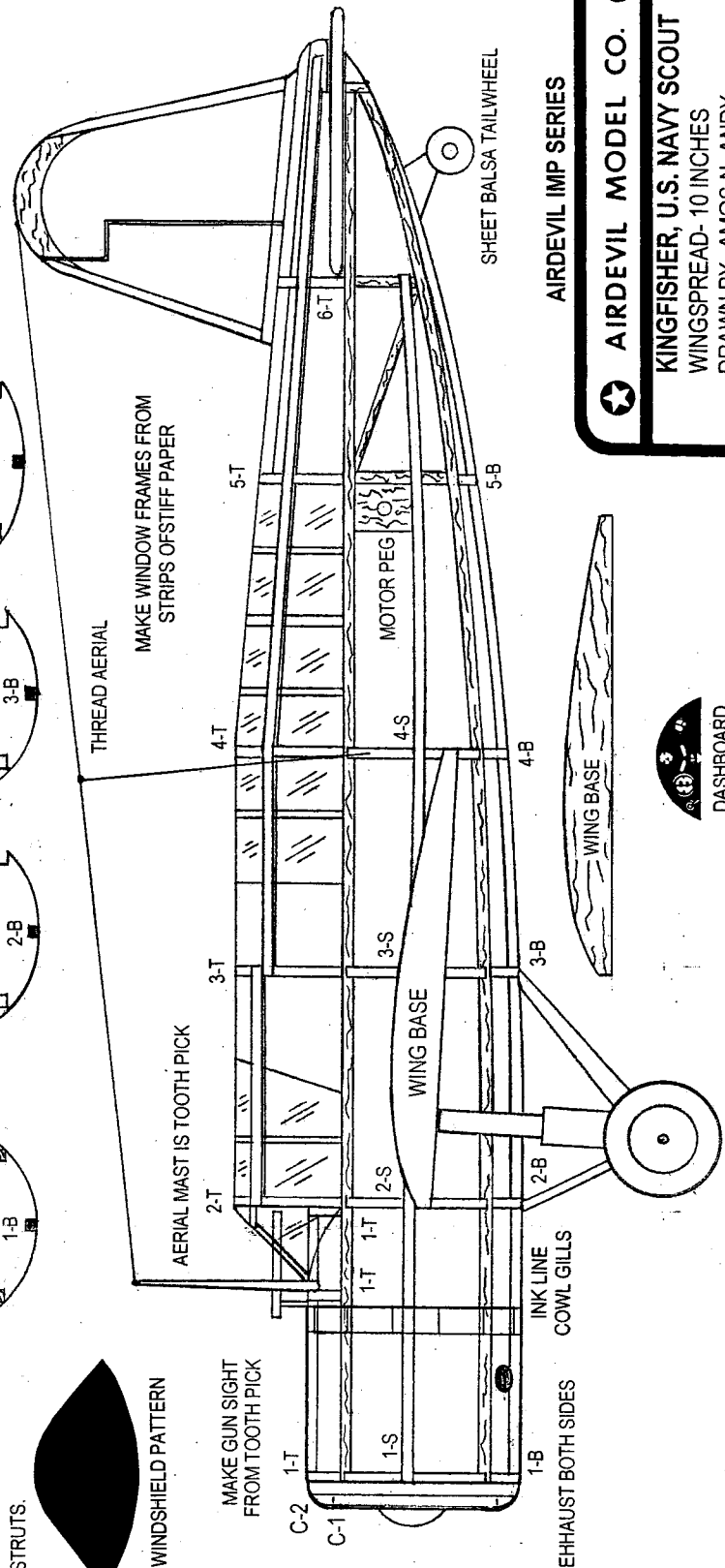
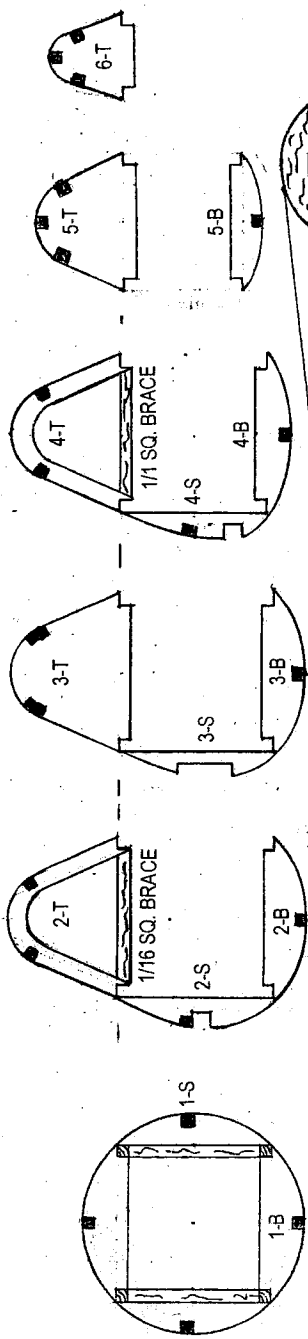


STIFF PAPER
SHOCK ABSORBERS
WRAP AROUND STRUT

TRUE LENGTH LANDING GEAR STRUTS.



WINDSHIELD PATTERN



THE "KINGFISHER" IS MADE BY THE
VOUGHT-SIKORSKY AIRCRAFT CO. IN
STRATFORD, CONNECTICUT. IT CAN
OPERATE FROM LAND, OR CARRIERS.
WHEN EQUIPT AS A SEAPLANE, IT CAN
BE CATAPULTED FROM WARSHIPS
AND LAND IN THE WATER FOR
RETRIEVAL.

COLORS

COVER TOP OF WING WITH YELLOW PAPER.
COVER ENTIRE TAIL WITH BLUE TISSUE.
REST OF PLANE IS ALL WHITE

AIRDEVIL IMP SERIES

★ AIRDEVIL MODEL CO. ★

KINGFISHER, U.S. NAVY SCOUT
WINGSPREAD- 10 INCHES
DRAWN BY- AMOS N. ANDY
TEST PILOT O.K.- BOONE T. GUYTON



USE PIN FOR AXLE

5/8 INCH HARDWOOD WHEELS

DASHBOARD

WING BASE

MOTOR PEG

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5-T

6-T

5-B

4-B

3-B

2-B

1-B

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4-S

U.S. NAVY SCOUT, THE VOUGHT SIKORSKY KINGFISHER
By Dave Stott

First off, Clubsters, don't let the size of this model fool you. She's got the performance of any 16 inch you might want to pit her against in Pseudo Dime Scale battles. The Top Brass at the Airdevil Model Company was so impressed with the flights turned in by Paul Stott's ten inch span Comet Howard Cabin, they decided to add a new line of small models to their inventory to be called, the "Airdevil Imp Series". Their design staff set to work and came up with this scout plane, which Uncle Sam readily accepted for naval service. Clear the decks for action, Longeron Layers!

The test model had single surface covering on the wing and stab. She weighed in at 8.1 grams which included hardwood wheels, motor, and a bit of nose ballast to make her balance 1/16 inch in front of the wing spar.

The test model was powered by two strands of .072 Tan II rubber turning a 4.1 inch North pacific plastic prop as used on the smallest of their commercial sheet balsa stick models.

It is best to trim the model to turn to the left under power. Tight right turns sometimes led to a spiral dive. The test model used 7 degrees of down thrust, and no side thrust at all.

As this model was designed as a pseudo ten center, liberties were taken in simplifying it. This degraded scale accuracy in many areas, thus making an enlarged version as a Peanut model unadvisable without some research and changes being incorporated.

In September of 1939 Europe was darkened by clouds of war thanks to Hitler and his Nazi Mafia. Sometime prior to this President Franklin Roosevelt commanded Army Air Corp Chief, General Hap Arnold, to set up a program to provide pilot training to 20,000 men a year to man the fighters and bombers soon to be pouring out of U.S. Defense Plants. Thus, the Civilian Pilot Training Program was begun.

Now, you cannot train pilots without training planes, so many small aircraft companies, some of which were founded for just this purpose, started to design and build prototype training craft. Aviation schools also joined in with designs created by the instructors. Prototypes of these trainers were being built in the school shops by the students. It was patriotic and inspiring work which was instructive as well.

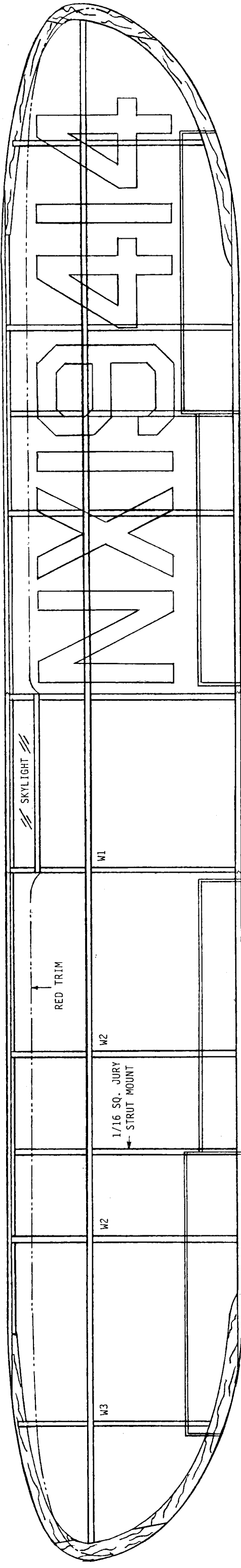
Aero Industries Training Institute (Aero I.T.I.) of Los Angeles was a government approved aviation school, so this was right down their runway. The outside back cover on Air Trails magazine for January, 1941 has an Aero I.T.I advertisement with a 3-view of their training plane, the PT-1, and a photo of the open cockpit prototype. She was a unique low winger possessing pleasing lines. What more could a modeler ask for? The result is the Airdevil Model Company plan presented here.

The model built from this plan is powered by a 12 inch loop of 3/32 Tan II rubber turning a prop carved from a 1/2 X 3/4 X 4 1/2 inch balsa block. The blank cut from this block was the Earl Stahl type. (Consult any of Earl's plans for the layout and proportions) A 3/32 diameter ball of clay on the end of the fuselage was required for balance, so a plastic prop is not advised. The all up flying weight of the model as described is 11.4 grams.

The model required 7 degrees of down thrust, and 4 degrees of right thrust for stable flight. The best flight path is left under power, and right in the glide. Be sure to wash out the wing tips as indicated on the plan. This makes flight trimming much easier. Although the model is light, if you don't have a grassy flying field, you might want to replace the 10 cent style landing gear strut with a music wire one covered with tubing to bring it up to the proper diameter.

Oddly enough, the photo of the prototype shows an "NX" registration on the wing, but an "NC" registration on the fin. This must have been in hopes of gaining an ATC, although no record of one having been issued has been found.

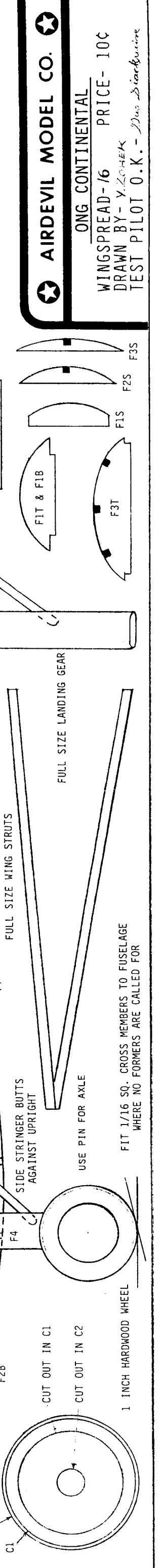
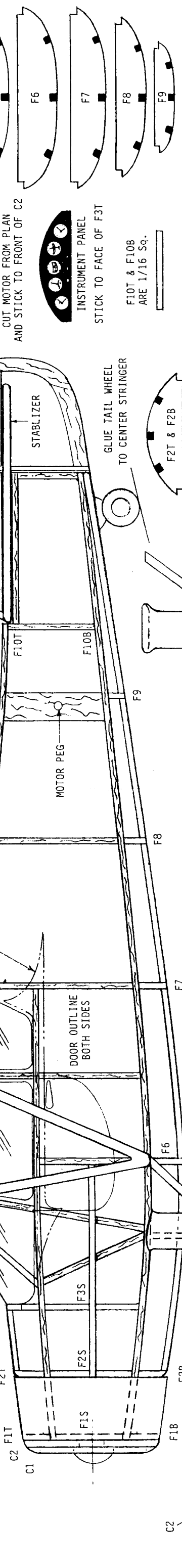
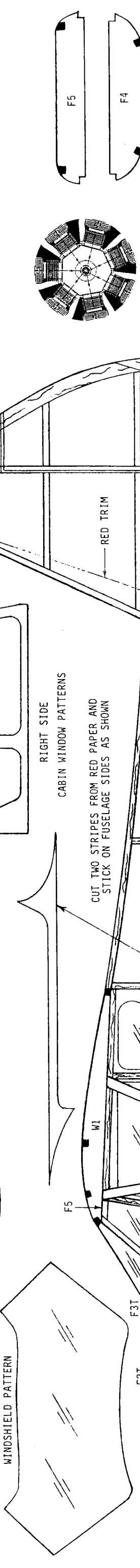
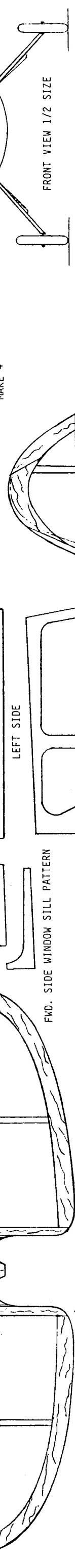
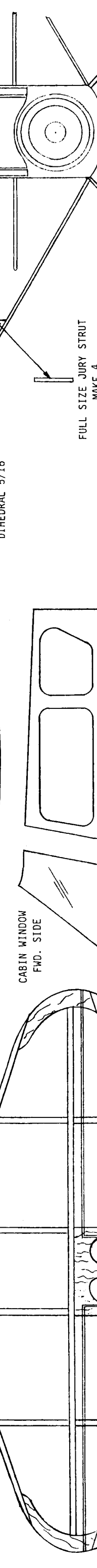
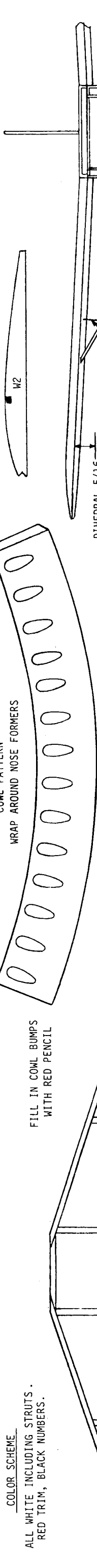
PSEUDO TEN CENT AERO I.T.I. PILOT TRAINER
By Dave Stott



CUT LICENSE NUMBERS FROM BLACK PAPER

W2

W3



AIRDEVIL MODEL CO. ★

ONG CONTINENTAL

WINGSPREAD-16 PRICE- 10¢

DRAWN BY- Y. ZOHAK

TEST PILOT O.K. - Gus Sackville

INTRODUCTION

THE AIRDEVIL SERIES OF LIGHT SCALE MODEL DESIGNS WERE INSPIRED BY THE 10¢ KITS OF THE LATE 1930 AND EARLY 1940 YEARS. THEY ARE SIMPLE OF LINE AND STRUCTURE AS WERE THEIR FOREBEARS, WITH PERHAPS A SLIGHTLY BETTER REPRESENTATION OF THEIR FULL SCALE COUNTERPARTS. ONE IMPROVEMENT OF NOTE IS THE INCLUSION OF TRUE LENGTH STRUT LAYOUTS TO FACILITATE ACCURACY IN FINAL ASSEMBLY, ESPECIALLY HELPFUL IN BIPLANE MODELS.

INCLUDED IS A BRIEF HISTORY OF EACH OF THE AIRPLANES PRESENTED HERE WHICH THE READER MAY FIND INTERESTING, THOUGH NONE OF THE SUBJECTS HAVE BEEN RECORD SETTERS, AT LEAST TO MY KNOWLEDGE.

IT IS HOPED THAT THIS BLEND OF NOSTALGIA AND SIMPLICITY WITH A DASH OF HISTORY MAY INDUCE THE READER TO SPEND SOME PLEASUREFUL HOURS IN CONSTRUCTING ONE OR MORE OF THESE MODELS. IN EACH CASE (EXCEPT FOR THE SOLID MODEL) A FLYING TEST MODEL WAS BUILT TO DEVELOP PATTERNS AND TO CHECK PERFORMANCE. ANY CHANGES MADE TO THE TEST MODELS WERE THEN INCORPORATED INTO THE FINAL PLAN. ALL TEST FLYING WAS DONE OUT DOORS, THOUGH THE MODELS ARE LIGHTLY BUILT AND WOULD EASILY BE ADAPTED TO INDOOR FLYING. AT ANY RATE, YOU MAY COUNT ON MANY MORE PLEASUREFUL HOURS IN FLYING THEM.

HAPPY LANDINGS,

Dave Slot, F.A.C.

9/13/94

GENERAL CONSTRUCTION NOTES

BECAUSE THE PLANS ARE PRESENTED IN THE STYLE OF THE 10¢ KITS OF BYGONE DAYS IS NO REASON NOT TO INCORPORATE MODERN TECHNIQUES. WIRE REINFORCEMENT OF WING AND LANDING GEAR STRUTS IS SUCH A CONSIDERATION. ALTHOUGH MOST OF THE PLANS SHOW THE USE OF BAMBOO FOR CURVED OUTLINES OF FLIGHT SURFACES, THE MODELER WILL CERTAINLY CHOOSE HIS FAVORITE METHOD OF CONSTRUCTION.

ANOTHER MATTER OF PERSONAL PREFERENCE IS THE POWER, PROP, AND FREE WHEELING DEVICE TO BE USED. FOR THIS REASON THESE ITEMS ARE GIVEN LITTLE OR NO ATTENTION ON THE DRAWINGS. A DESCRIPTION OF EACH TEST MODEL DOES CONTAIN THE POWER AND PROP USED AS WELL AS OTHER INFORMATION THE MODELER MAY FIND USEFUL.

THE ONG CONTINENTAL

WILLIAM ONG DESIGNED THIS SWEET FOUR PLACE CABIN SHIP IN 1940. POWERED BY A 145 HP WARNER RADIAL IT'S LINES WERE RATHER FAMILIAR. FROM THE WINDSHIELD POST FORWARD IT RESEMBLES A CESSNA AIRMASTER, AFT OF THIS THE FUSELAGE SMACKS OF A HOWARD, WHILE THE WING PLANFORM IS MUCH LIKE A MONOCOQUE. IT WAS A VERY GOOD PERFORMER, CRUISING AT 135 MPH WITH FOUR ABOARD. PRICE TAG WAS \$6,480 WHICH MADE IT A POOR PILOT'S HOWARD DGA 8, OR DGA 9.

DURING FLIGHT TESTS THE CONTINENTAL WAS DESTROYED IN A HANGAR FIRE. THIS UNTIMELY OCCURENCE AND WORLD WAR II SPELLED THE END OF THIS PROMISING SHIP.

THE MODEL

FLYING WEIGHT OF THE TEST MODEL WAS 16.2 GRAMS INCLUDING TAIL BALLAST CONSISTING OF A 3/32 CLAY BALL AT THE FUSELAGE STERN POST. POWER WAS ONE LOOP OF 1/8 FAI TAN I RUBBER 12 INCHES LONG. THIS TURNED A 5.5 INCH PROP CARVED FROM A BALSA BLOCK 1/2 X 3/4 INCHES. THRUST LINE OFFSET WAS 70 DOWN AND 20 RIGHT. THE SHIP CLIMBS STRAIGHT OUT UNDER POWER FOLLOWED BY OPEN RIGHT TURNS AND A RIGHT GLIDE PATH. AS SO MANY OF THE OLD 10¢ KIT MODELS WERE COVERED ON THE TOP OF THE FLIGHT SURFACES ONLY, THE TEST MODEL FOLLOWED SUIT. BRINGING THE FUSELAGE SIDES TOGETHER AT THE NOSE WAS THE ONLY BIT OF DIFFICULTY ENCOUNTERED DURING CONSTRUCTION

SOURCE OF 3-VIEW USED: AERO DIGEST. DATE UNKNOWN. PROBABLY MARCH OR APRIL OF 1940.