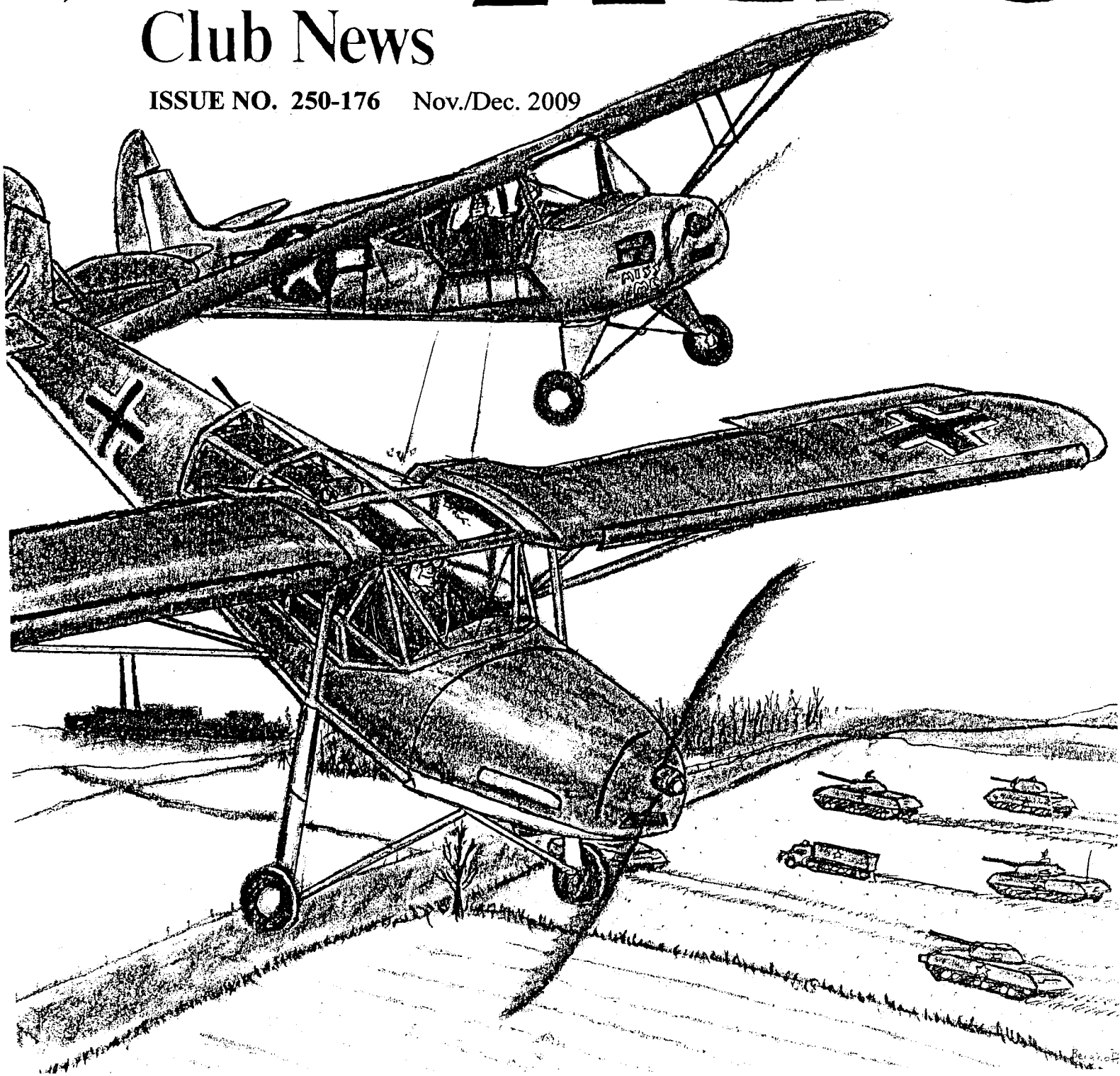


# FLYING ACES

Club News

ISSUE NO. 250-176 Nov./Dec. 2009



# NEWS ON THE WING!

The **FAC Rule Book** is almost ready. I had hoped to include it with this issue, but alas, the great-great-grandson of "Wrong Way What's-His-Name" loaded up the proofs and went...well, who knows where.

**Okay, here's the truth.**

Our fabulous editor wants to make up for being late with the last issue by getting this one out early. Ya gotta love her spunk! So we'll get you that rule book with the next issue.

**As promised,** however, here are the major changes to the Dime Scale events:

**Item #1: NOSTALGIC Dime Scale** has been dropped as an official event. It was based on the Pinkham Field 10 Cent event that is so popular with those wild and crazy Pinkham Field Irregulars. Perhaps the event is just what a small venue needs for some fun flying. If you're interested in adding the craziness to your local contest, contact Dave Stott for all the details...4304 Madison Avenue, Trumbull, CT 06611. While you're at it, sign up for their news letter. You'll receive nostalgic and modern plans, photos, stories and building tips. My last issue even had some rubber lube on it.

**Okay, item #2: DIME Scale** has several changes of note. First of all, bonus points are spelled out for type of model and will be awarded just once. Modern "retro kits" will be warmly welcomed.

**Item #3: PSEUDO Dime Scale** models will compete as a separate event. Design and specific construction rules are more

clearly defined with an original rule back in force: the model must not have been already kitted by one of the early kit manufacturers. Design of the fuselage must be "box type" with formers added. The plan must fit one 11 x 17 sheet of paper. A separate 8.5 x 11 sheet is allowed for "print wood" patterns and other parts. Vacuum-formed or "plunge molded" plastic canopies ARE permitted. And as stated earlier, there are no bonus points for Pseudos.

**GHQ will "track" the results** of the two Dime scale events for the next two years. We will decide at that time if changes are in order.

**Please read your book** carefully from front to back once it arrives. It has been reorganized with the "newbie" in mind. In the process, several "understood concepts" came to light that were never put down in black and white. It is hoped that with a rearrangement of the General Rules and the Rubber Scale Rules, GHQ will have better communications with ALL the members...not just the newbies.

**One look at the index** will show that even the sequence of events have been rearranged for a more logical flow...similar events together.

**Major changes to the Power Scale** bonus points have been made. Scoring changes were made a few years ago when Power Scale's popularity grew by leaps and bounds. One of the reasons for that increase in popularity was the move away from gas and CO2 "motors" to electric motors.

Today's electric motors are so small, efficient and reliable that maxes are rather common place. So to keep pace with modern technology, we have made some adjustments to the bonus points as a reflection of the complexity or lack of complexity in Power Scale. Again, we will track the results and watch for trends and adjust in the future if needed.

**"Advisers advise, but leaders decide."** My advisers are the members of the GHQ Council. I appreciate their council immensely. Their names and addresses are elsewhere in this issue.

**There are so many voices** in the FAC family that want to be heard "Right NOW!" If you have an issue, contact a Council member nearest you. They have a lot of information at their finger tips and may be able to help you PDQ.

**And speaking of voices,** like the kind we hear in our heads when reading this news letter...haven't we all heard these three little words: **BUILD! FLY! WIN!** Sometimes I think those little words changed our fun family get-togethers into family feuds. Recently, I heard those words again, but by none other than Founding Father Dave Stott. He, however, added a few words of his own to put everything back into perspective. And I quote Father Dave: "BUILD...whatever you like. FLY...all you can. WIN...just let it happen."

**HAPPY HOLIDAYS TO YOU AND YOURS!**

Ross P. Mayo, FAC, CinC.

Thanksgiving is coming and Christmas is not very far behind. We are trying to get this newsletter out sooner as we got behind in the Sept./Oct. issue due to unseen circumstances.

When you are sending in pictures for the newsletter, please obtain the name of the plane, who made it, and what event it flew in and where. I will have pictures of the Wes Fac for the Jan./Feb issue of the newsletter.

I want to apologize for not mentioning that the pictures in the last newsletter were taken by Freddie Wunche. Thanks buddy.

For everyone's information, the last page of the newsletter has the formers for the Harvard and De Havilland peanut plans.

\*\*\*\*\*  
The 2010 calendar is at the printers and I'm waiting for them to call to let me know they are done. Due to increases in printing and postage the price of the calendar will be \$17.00 this year. I'm trying to keep the price down as much as possible. I want to thank the following for photos: Tom Hallman, Phil Cox, Bruce Finley, Pres Bruning, Jack Tisinai, Peter Kaiteris, Dan Marek, Phil Thomas, Bob Isaacks and Bob Schlossberg. Start thinking about pictures for the 2011 calendar, as I am out of photos. How about all the planes your making this winter.

\*\*\*\*\*  
Received a letter from the HAG at Geneseo thanking us for all the supplies we gave them from all you generous modelers. We always give the HAG a donation every year for letting us fly their every July. This year we

purchased a plaque which will have Flying Aces Club on it and hung on their walls in the new building.

\*\*\*\*\*

### S.O.S.

Chris Junker is looking for a plan of the "Rex" which was done by Nate Sturman. He is also looking for a 1/24<sup>th</sup> plan of the Mitsubishi A7M3Reppu "Sam". If anyone can help him, contact him at Chris Junker, 469 Martha Drive, Meadville, PA 16335.

\*\*\*\*\*

Looking for a copy of the Megow Consolidated P-30. The kit sold for 25 cents and spanned about 23-24 in. Also has anyone ever seen or have a copy of "World Wide Model Aircraft" magazine? It was advertised in the June, 1935 issue of Popular Aviation. It was based in Tuscon, Arizona. Please contact Dave Stott, 4304 Madison Ave. Trumbull, CT 06611.

\*\*\*\*\*

The Kent State Indoor contest is April 24, 2010 8:00 A.M. to 6:00 P.M.

\*\*\*\*\*

The Cloudbusters winter schedule is 10/23, 10/30, 11/13, 11/20, 12/4, 12/18, 1/8, 1/22, 2/5, 2/19, 3/5, 3/19, and 3/26 contact Mike Welsham at

[Mbwelshans@aol.com](mailto:Mbwelshans@aol.com)

Tigertown Sqdn of Burlington, ON schedule is 10/14, 10/31, 11/11, 11/28, 12/12, 1/16, 1/30, 2/13, 2/27 and 3/13

contact Bill Henderson at

[billh0231@yahoo.ca](mailto:billh0231@yahoo.ca)

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Those who celebrate Thanksgiving in November, have a great day.

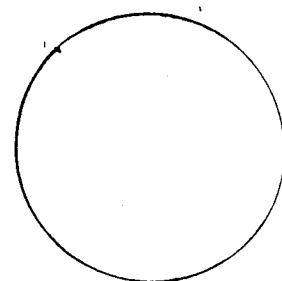
I'm not sending cards this year so we are wishing you all a happy and joyous Christmas and New Years.

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### NOTE: DUES STRUCTURE AS OF 1/1/2008 BELOW

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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



# MODEL AIRCRAFT WEATHERING

By Mike Midkiff

There is nothing like a weathered finish to give a model that personality and character which separates it from other models. Unfortunately, weathering can be as easily over done as not done at all. Some aircraft look great with a weathered finish-others, don't waste the effort. Most military aircraft look good and take on a unique character when the weathering is done right.

Weathering tends to show up better and be more satisfying applied to a spray-painted finish. Some obvious weathering looks good on colored tissue models, but the more subtle weathering is lost on a colored tissue model.

The generic "weathered look" can mean any one or combination of these exterior visual conditions;

Panel lines with paint chipped primarily caused by movement, handling, and air flow.

Hinge lines are subject to air flow and shading variations due to changes in contour.

Fading due to sun and or salt water spray.

Exhaust stains and burns.

Gun smoke.

Scuffing and scraping due to walking on, stepping or handling.

Chipped paint around rivets due to removal and air flow.

Oil and fuel spatter and staining.

Taped over seams- -shredded tape or paint lifted due to tape removal (it happens to full size aircraft too).

The main ingredient in a good weathered finish is the use and interpretation of many photos. Pay particular attention to close ups of the cowlings, wing leading edge, cockpit, flaps, ailerons and wing walks. Notice how sometimes the color subtly changes between the wing and aileron. Look at the wear on the leading edge. See how the exhaust fans out and fades.

The application of these weathering features are what capture the essence of the aircraft. After all isn't that what scale modelers are striving for?

Let us look at a typical approach to apply weathering;

1. Complete the color scheme, including insignia and the like.
2. Draw on the various lines. Keep in mind that these lines represent shadows, due to butt up or overlap of sheets or forms. The line which represents the typical stab/elevator separation is really a shadow which fades to represent the convex surface of the leading edge of the elevator. Fabric covering will sometimes show highlights and shadows which represents fabric over structure. The structure will cause a highlight and next to it a shadow. This can be reproduced by a grey line and next to it a black line. This gives an impression of 3-D fabric sag.
3. Highlight certain areas, for instance the leading edge of wing, stab and fin, also the ailerons with a light dusting of grey, using an airbrush. Just a hint, no more. This represents fading and wear.
4. Represent paint chipping along panel lines by using a tooth pick point dipped in light grey paint and applied like a fountain pen in small amounts at intersections of panel lines. Chipping will occur around engine flaps, access panels, canopy frames and panel edges which receive severe slip stream, scuffing will occur on and near wing walks, foot steps and cockpit sides.
5. Duplicate engine exhaust, oil spatter and gunsmoke. Dark grey paint in an airbrush will duplicate this nicely. Direct the spray toward the rear and don't over do it.
6. Study the photos and reproduce any other discoloring, chipping or highlighting which is representative of the aircraft.
7. After all that handiwork is complete, spray a light coat of clear over everything to lock in place and prevent smudging.

## REMEMBER;

Don't over do, work from photos, weathering is an art form and must be developed as a technique. Don't let this scare you, it really isn't as hard as it may seem. With a little practice you can create the model of your dreams.

\*\*\*\*\*

## ONE-OF-A-KIND

by  
Fran Ptaszkiewicz

Shortly after World War II, the aviation industry which had been fully involved in the design and manufacture of various war type aircraft, sat back, caught its collective breath and pondered which way the peace time private wind's were blowing.

A few company's began producing their pre-war designs almost as soon as they were able to clear work area's of the tools and remnants of the wartime designs they had been building.

For some it was an easy matter, where production of liaison types was involved not much re-tooling was needed. For a few others it would take a little longer as there was a feeling in the light-plane industry that perhaps the market could use a single place light aircraft instead of the two or more seat ships that were the norm.

Thus the Luscombe Model 10 was born. It was with a certain amount of financial caution that the company chose to use existing parts of the Model 8 "Silvaire". A close look at this new aircraft had shown what appeared to be the hi-wing Model 8 with the wing moved from the top of the fuselage to the bottom and the single place cockpit replacing the two seat cabin. It was decided early in the engineering design meetings, that every effort would be made to incorporate as many "Silvaire" parts and assembly's in the new aircraft as possible in the interest of economy and pricing of the individual unit. To that end, the fuselage is the same except for the modification necessary for the single place cockpit. The wing ribs and ailerons were standard "Silvaire" with newly designed wing spars to take the loads previously assumed by the wing struts. Tail surfaces were fabricated on existing jigs but modified to match the reduced area required in this smaller design. The structure was all aluminum with the exception of the wing which was fabric covered. Wing flaps and tail surfaces were also aluminum framed and skinned. The streamlined landing gear was wing mounted and independently sprung, having had a wide tread the distance of which was 7 ft-5 in between the wheel struts to help eliminate ground looping tendency's sometimes found in other aircraft with a narrow tread.

Powered by the 65 hp Continental engine, it had a top speed of 135 mph and cruised easily at 122 mph. Weighing only 845 lbs, it's fuel burn factor was reported to be approximately four gallons per hour. The wingspan was 25 ft- 0 in and the overall length 17 ft-8 in. When sitting on the ground in a three point attitude it measured 7 ft-3/4 in from the tarmac to the top of the specially molded bubble canopy.

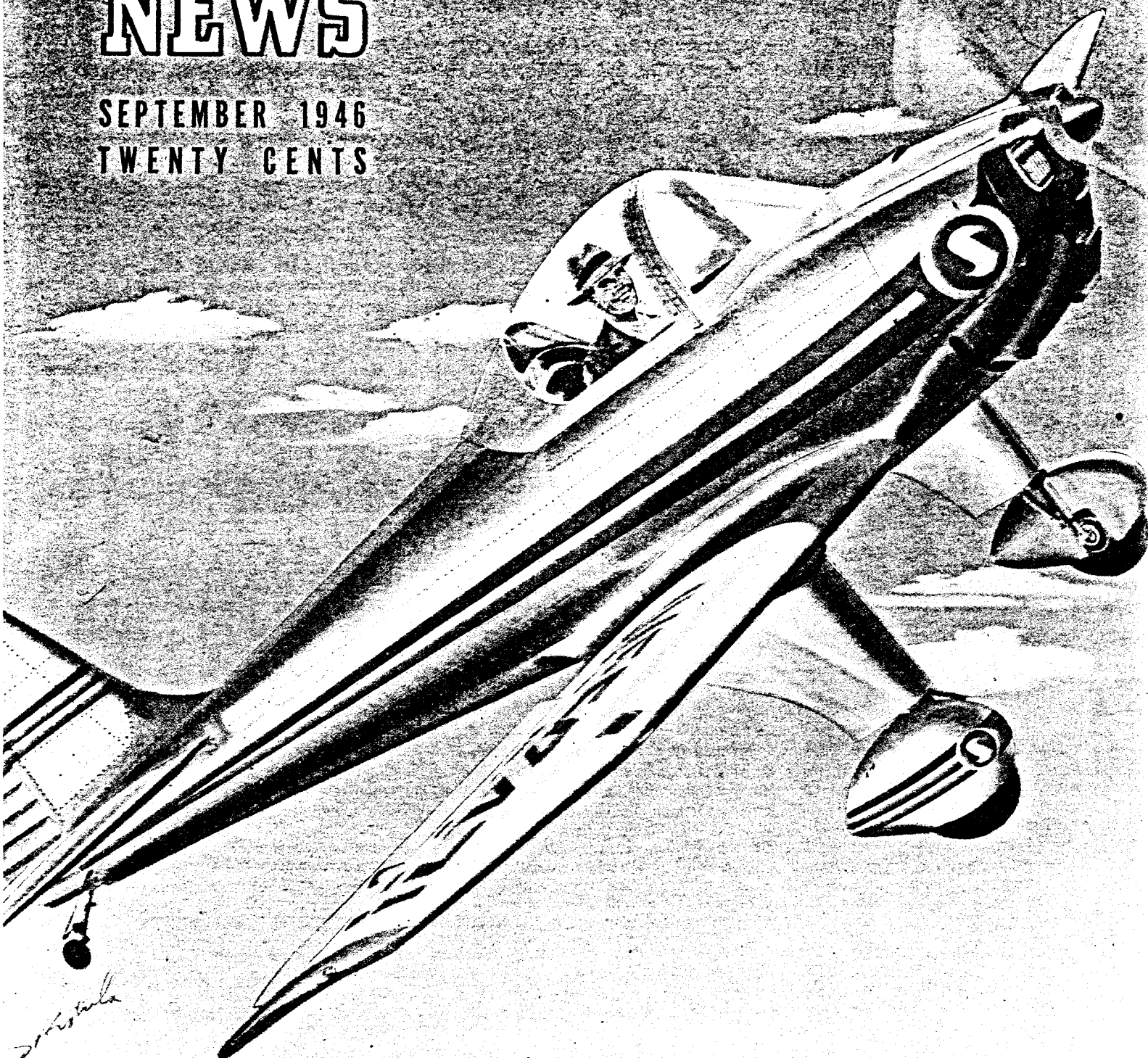
Having only been flown by company test pilot's it was never learned how the airplane would react in the hands of an every day private pilot.

The potential for a very sporty looking flyer was there and what may have happened to the original Model 10 is not known. However, full scale production was never achieved. Perhaps in view of the lack of a market the design was shelved never to be brought forward again.

The accompanying three view is by F.A.C. member Len Wieczorek and appeared in the September 1946 issue of Model Airplane News which also had a "Plane on the Cover" article and full size plan of a 23 inch wingspan rubber powered rendition by scalemaster Earl Stahl.

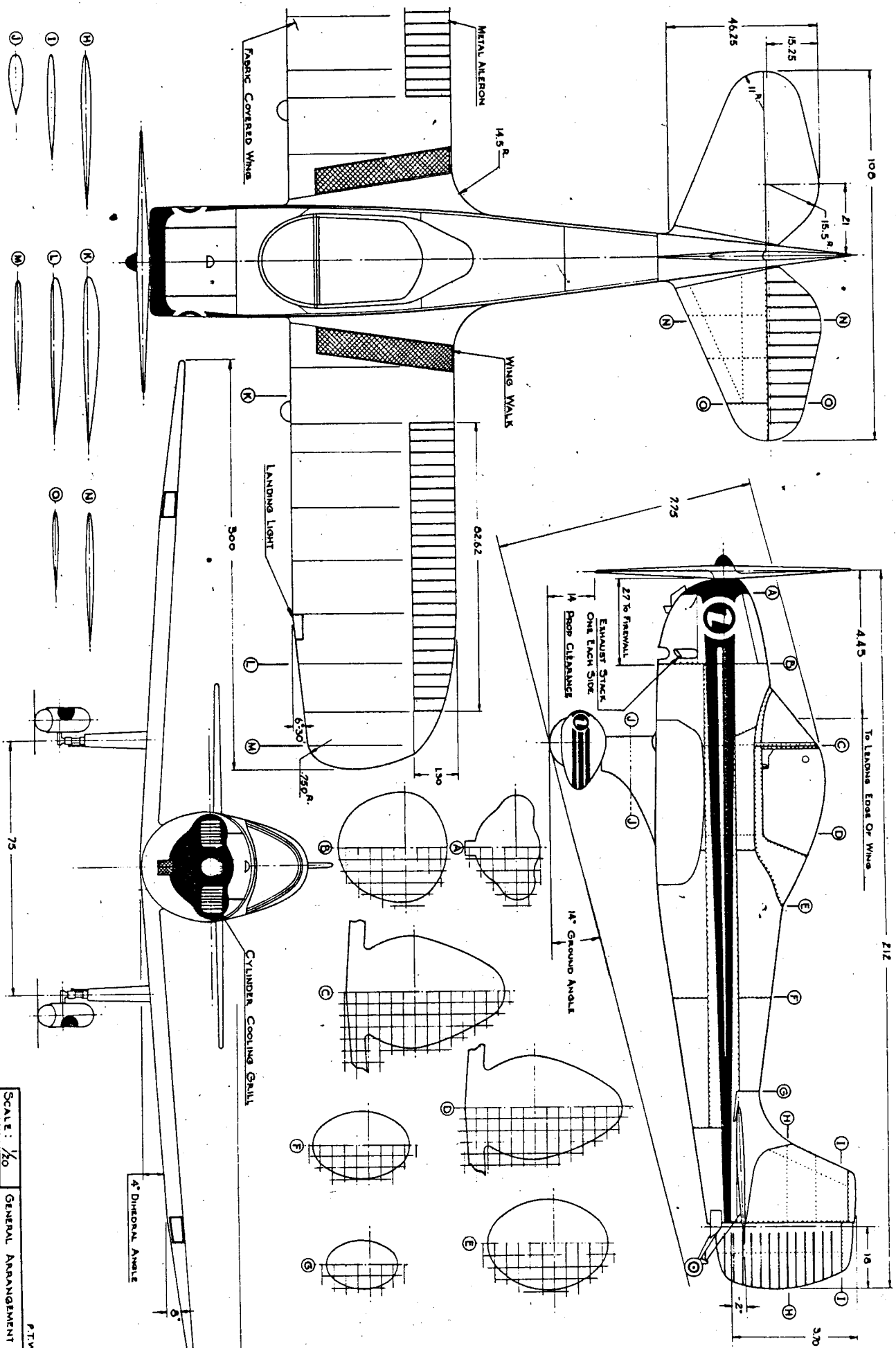
# MODEL AIRPLANE NEWS

SEPTEMBER 1946  
TWENTY CENTS



LUSCOMBE MODEL 10





SCALE: 1/20	GENERAL ARRANGEMENT
DRAWN BY: L.H. WIEGOREN	
LUSCOMBE 10	

**WESTFAC II SCORES AND RESULTS**

PEANUT SCALE (8 Flyers, 8 Models)		WESTFAC II		Flt #1 (secs.)	Flt #2 (secs.)	Flt #3 (secs.)	Best Flight (Flt. Pts)	Scale Score	Bonus Points	Total Score
1	Larry Kruse	Voisin		47	41	120	82.50	61	35	178.5
2	Mike Fedor	Jodel		48	97	53	76.75	55	10	141.75
3	Mike Isermann	Mauboussin		40	49	51	51	60	15	126
	Lee Campbell	Cougar		39	70		65	50	0	115
	George White	Lemberger		28	23	41	41	56	15	112
	Gene Smith	Tigercat		21			21	60	30	111
	Bruce Finley	Farman 190		47			47	62	0	109
	Don DeLoach	Davis DA-2A		25			25	59	10	94

POWER SCALE (7 Flyers, 9 Models)		WESTFAC II		Flt #1 (secs.)	Flt #2 (secs.)	Flt #3 (secs.)	Best Flight (Flt. Pts)	Scale Score	Bonus Points	Total Score
1	Chris Starleaf	Fokker 100		90			90	60.25	45	195.25
2	Mike Midkiff	Besson MB-411		54	90		90	60.25	25	175.25
3	Bob Hodes	Sopwith Bee		90			90	60	25	175
	Mike Midkiff	PV-2		90			90	59.5	25	174.5
	Charlie Hill	Brandenburg W.29		90			90	57.5	25	172.5
	John Donelson	Fairey Barracuda		90			90	55.5	5	150.5
	Fernando Ramos	Miles Magister		75			75	59.5	10	144.5
	Robert Hodes	Curtiss OC-2		38			38	55.5	15	108.5
	Duke Horn	Gee Bee		32			32	60	10	102

JUMBO/GIANT SCALE (5 flyers, 5 Models)		WESTFAC II		Flt #1 (secs.)	Flt #2 (secs.)	Flt #3 (secs.)	Best Flight (Flt. Pts)	Scale Score	Bonus Points	Total Score
1	Chris Starleaf	Dash 8		103			78.25	61.5	25	164.75
2	Larry Kruse	Found 100		120			82.50	58	0	140.5
3	Mike Midkiff	Brandenburg W.19		34	44		44	60.75	25	129.75
	Duke Horn	SBC-3		44	48	24	48	60	15	123
	Dennis Murray	PT-19		58	58		58	40	10	108

EMBRYO ENDURANCE (4 Flyers, 4 Models)		WESTFAC II		Flt #1	Flt #2	Flt #3	Total Flts. (in secs.)	Bonus Points	Total
1	Don DeLoach	Embryomatic		98	120	47	265	9	274
2	Michael Isermann	Embryomatic		66	68	74	208	9	217
3	Gene Smith	Go Devil		120			120	9	129
	Grant Carson	Original Biplane		34	26		60	6	66

OLD TIME STICK (8 Flyers, 8 Models)		WESTFAC II		Flt #1	Flt #2	Flt #3	Total Flts. (in secs.)	150 max in secs.	180 max in secs.	Total plus flyoff
1	Herb Kothe	Gollywock		120	120	120	360	150	180	690
2	Jeff Englert	Horak Wanderer		120	120	120	360	150	90	600
3	Larry Kruse	Gollywock		120	120	120	360	150		510
	Robert Hodes	Gollywock		120	120	71	311			311
	Mike Fedor	Gollywock		90	91	109	290			290
	Don DeLoach	Gollywock		120	112		232			232
	Rich Adams	Smith Mulvihill		91	82		173			173
	Jerry Murphy	Gollywock		75			75			75

DIME SCALE TRADITIONAL (8 Flyers, 8 Models)		WESTFAC II		Flt #1	Flt #2	Flt #3	Total Flts. (in secs.)	Bonus Pts.	No. of Flts	Total
1	Michael Isermann	Beech Staggerwing		101	41	112	254	15	3	299
2	Orv Olm	Waterman Racer		116	61	82	259	3	3	268
3	George White	Beech Staggerwing		64	53	62	179	15	3	224
	Jerry Murphy	Fokker DVII		36	39	20	95	15	3	140
	Lee Campbell	Comet Monocoupe		31	46	39	116	0	0	116
	Mike Fedor	Fairchild PT-19		21	33	20	74	10	3	104
	Bob Isaacks	Caudron		33	43		76	10	2	96
	Bruce Finley	Curtis SBC-4		38			38	15	1	53

THOMPSON TROPHY RACE (8 Flyers)		WESTFAC II		Round 1	Round 2	Round 3
1	Don De Loach	Cessna CR-2		61	82	78
2	Chris Starleaf	Cessna CR-3		59	90	56
3	Orv Olm	Cessna CR-3		52	90	no time
	Phil Thomas	Sev-3		26	5	
	George White	Cessna CR-3		19		
	Gene Smith	Marcoux		17		
	Roger Moon	Marcoux		14		
	Bob Haight	Laird		5		

LOW WING MILITARY TRAINER MASS LAUNCH (8 Flyers)	Round 1		Round 2		Round 3	
	WESTFAC II		WESTFAC II		WESTFAC II	
	Miles Magister		T-28		Miles Magister	
	Arado 96		Yak 11		Arado 96	
1	Herb Kothe	162	219	89	37	
2	Chris Starleaf	62	89	54		
3	Robert Hodes	37	54	43		
	Gene Smith	63	43	3		
	Phil Thomas	45	3			
	David Moody	24				
	Bob Isaacks	5.5				
	Tom Arnold	4				

GREVE RACE (12 Flyers)	Round 1		Round 2		Round 3	
	WESTFAC II		WESTFAC II		WESTFAC II	
	Mr. Smoothie		Brown B-2		Chambermaid	
	Keith Rider R-4		Bean Special		Folkerts SK-2	
1	Gene Smith	54	82	63		
2	Larry Kruse	58	62	49		
3	Roger Willis	79	90	18		
	Don De Loach	40	70 forfeit			
	Bob Isaacks	33	44			
	Robert Hodes	105	43			
	Clay Moody	37	32			
	Fernando Ramos	30				
	Chris Starleaf	25				
	Mike Isermann	3				
	John Donelson	3				
	Phil Thomas	broken motor				



# WESTFAC II SCORES AND RESULTS

GOLDEN AGE SCALE (12 Flyers, 12 Models)		WESTFAC II	Flt #1	Flt #2	Flt #3	Total
1 Herb Kothe	Stinson 125		103	120	120	343
2 Gene Smith	Corbin Super Ace		93	120	69	282
3 Rich Adams	Cessna C34		87	99	81	267
Roger Willis	Waco SRE		68	27	82	177
Duke Horn	Cub E-2		50	71	55	176
Phil Thomas	Heinkel 100 V-8 Racer		59	58	47	164
Mike Midkiff	Avia		56	57		113
Robert Hodes	Taylorcraft O-57		30	37	34	101
Joe Kulp	Curtis 13-C-1		29	30	36	95
Joe Kulp	Douglas Y-10		26	23	36	85
Bob Isaacks	Rearwin Speedster		32	22		54
Orv Olm	Fairchild 24		54			54

JIMMY ALLEN (5 Flyers, 5 Models)		WESTFAC II	Flt #1	Flt #2	Flt #3	Total
1 Don DeLoach	BA Cabin		118	119	120	357
2 Herb Kothe	Bluebird		120	120	90	330
3 Grant Carson	Skokie		52	115	94	261
Roger Willis	BA Cabin		74	78	103	255
George White	Skokie		85	110		195

OLD TIME RUBBER (CABIN) (11 Flyers, 11 Models)		WESTFAC II	Flt #1	Flt #2	Flt #3	Total
1 Larry Kruse	Miss Canada		120	118	120	358
2 Don DeLoach	Sparky		112	120	120	352
3 John Donelson	Miss Canada		120	120	85	325
Jeff Englert	Cleveland Norseman		120	120	82	322
Robert Hodes	Jabberwock		118	75	120	313
Mike Fedor	Sparky		120	98	78	296
Grant Carson	Korda Victory		97	72	82	251
Lee Campbell	Miss Canada		79	61		140
Mike Fedor	Jabberwok		120			120
Dick Adams	Ying		120			120
Mike Isermann	Korda Victory		120			120

WW I COMBAT (13 Flyers)		WESTFAC II	Round 1	Round 2	Round 3
1 Orv Olm	SE-5		76	47	56
2 Larry Kruse	DH-6		72	52	52
3 Don DeLoach	Martinsyde		76	62	10
George White	Fokker D-VII		44	44	
Rich Adams	Fokker D-VII		39	44	
Robert Hodes	Wahlfisch		39	31	
Chris Starleaf	Pomilio PE		74	broken motor	
Bruce Finley	UFAG C-1		38		
Bill Rhodes	Fokker D-VII		34		
Duke Horn	Fokker D-VII		31		
Jerry Murphy	Fokker D-VII		23		
Mike Midkiff	Fokker D-VII		20		
Bob Haight	Fokker D-VII		11		



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WW II COMBAT (20 Flyers)		WESTFAC II	Round 1	Round 2	Round 3
1 Herb Kothe	Yak-3		96	113	Winner
2 Don DeLoach	Yak-3		62	123	2nd Place
3 Chris Starleaf	Fiat G.50		61	71	3rd Place
Orv Olm	Bf-109		45	45	
Roger Willis	Barracuda		15	43	
Tom Arnold	Do 335T		45	36	
Joe Kulp	Ambrosini		26	26	
Gene Smith	Yak-3		72	19	
Mike Midkiff	P-51		43		
Bob Isaacks	EKW 3603		18		
Charles Hill	Tony		9		
Phil Thomas	A-36		9		
Ed DeLoach	Tony		8		
Robert Hodes	Mustang		6		
Rich Adams	Sea Wolf		6		
Jerry Murphy	Stormovic		4		
Bruce Finley	MIG 1		3		
Roger Moon	TA-152		3		
John Donelson	Hein		1		
Mike Isermann	Tony		no time		

RUBBER SCALE (14 flyers, 18 Models)		WESTFAC II	Flt #1 (secs.)	Flt #2 (secs.)	Flt #3 (secs.)	Best Flight (Flt. Pts)	Scale Score	Boas Points	Total Score
1 Chris Starleaf (tiebreak: coin toss)	Dash-8		120			82.50	62	25	169.5
2 Mike Isermann (tiebreak: coin toss)	Boeing 308B		120			82.50	62	25	169.5
3 Mike Midkiff	DH Sea Hornet		68	50	49	64	61	35	160
David Moody	Miles Magister		107			79.25	61	10	150.25
Mike Midkiff	DH Hornet		50	49		50	59.5	35	144.5
Roger Willis	Waco SRE		68	27		64	59	15	138
George White	Fokker DVII		60	56	43	60	60	15	135
Richard Adams	Fokker DR.1		46			46	61	20	127
Bill Rhodes	Piper Super Cub		48	58	56	58	57.25	10	125.25
Bob Isaacks	DH Sea Hornet		26			26	62.5	35	123.5
Tom Arnold	KI-100		50			50	61	10	121
Roger Willis	Curtiss Seagull		24	51	57	57	58.25	5	120.25
Bruce Finley	UFAG C.1		43	40		43	59.5	15	117.5
Tom Arnold	Martin Mauler		48	36		48	55.5	10	113.5
Jerry Murphy	Fokker DVII		35	35	38	38	59.5	15	112.5
Dennis Murray	J-3 Kitten		36	42	49	49	59.5	0	108.5
Joe Kulp	Bristol Gipsy		34			34	59	5	98
Joe Kulp	He100D		28	28	27	28	58.75	10	96.75

## Blackburn Skua - Forgotten Dive Bomber of WWII

By Joe Bartek

The Blackburn Skua was the British Fleet Air Arm's first service monoplane, and was a radical departure for a service that was primarily equipped with open-cockpit biplanes such as the Fairey Swordfish.

The Skua has a long nose and tail and long wings, so makes a better rubber powered scale subject than planes with bigger engines and stubbier noses. A verse in "Air Power at Sea" by John Winton mentions turned up wingtips, a cockpit resembling the cab on a rajah's elephant, an exaggerated wing fillet, a forward vertical fin and a fish like tail as field marks for recognizing the Skua. It was powered by a radial engine.

The Skua was named after a predatory sea bird of about 1 – 3 lb, resembling a large Gull, which is found in cool climates near both the Arctic and the Antarctic. Skuas dive to fish, or to steal fish from other birds. They are marauders around penguin nesting sites, and so have been villains in a lot of articles and documentaries on cute penguins, including a recent National Geographic article (September '09, p. 64) about King Penguins. Anyway, nobody names bombers after songbirds.

Peter C. Smith's book "Dive Bomber!" is a good reference to the Skua's specifications and battle record. It entered service in 1938. Like a lot of British military planes of the late '30's, it was a big step up from biplanes, but not quite high enough. It was designed as a fighter/dive bomber, but it was slower than a Stuka or a Dauntless, and didn't carry as heavy a bomb load. Adding extra guns made it slower, and no match for BF109's. Its wing span was 46 feet and weight was 5500 lb, so 905 horse power could just give it a top speed of 225 mph. The later A-36A Mustang variant, also a fighter/dive bomber, had shorter wings and more power.

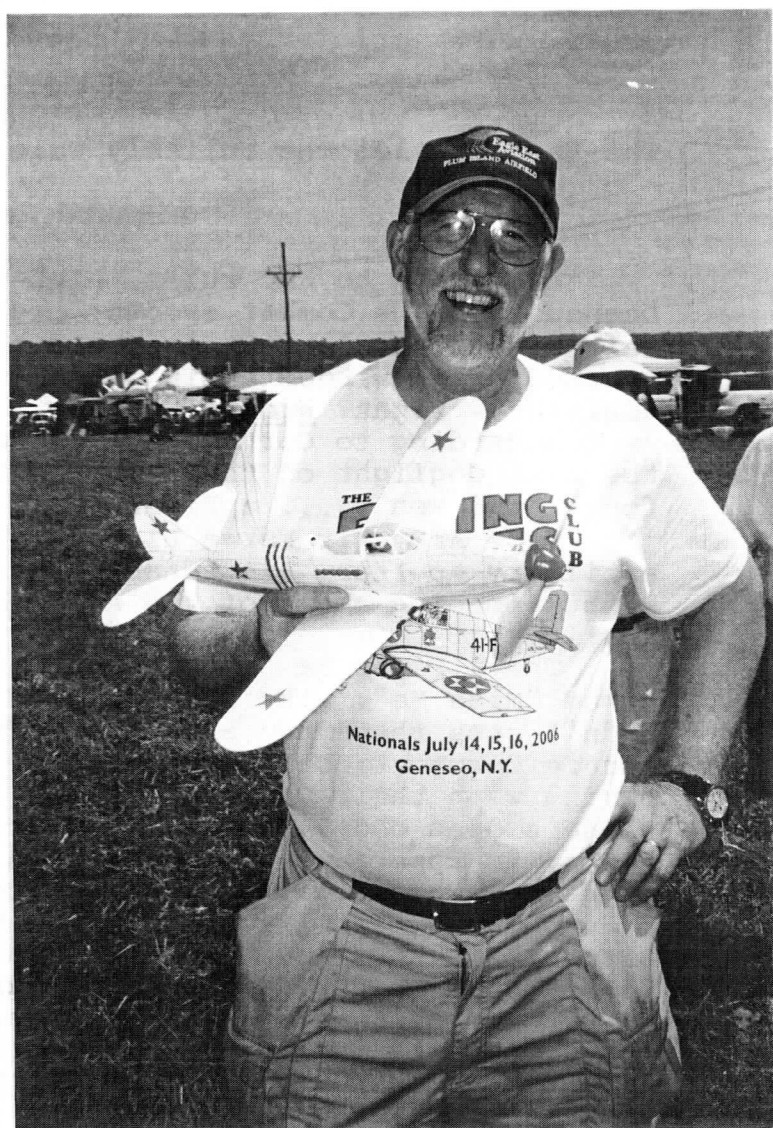
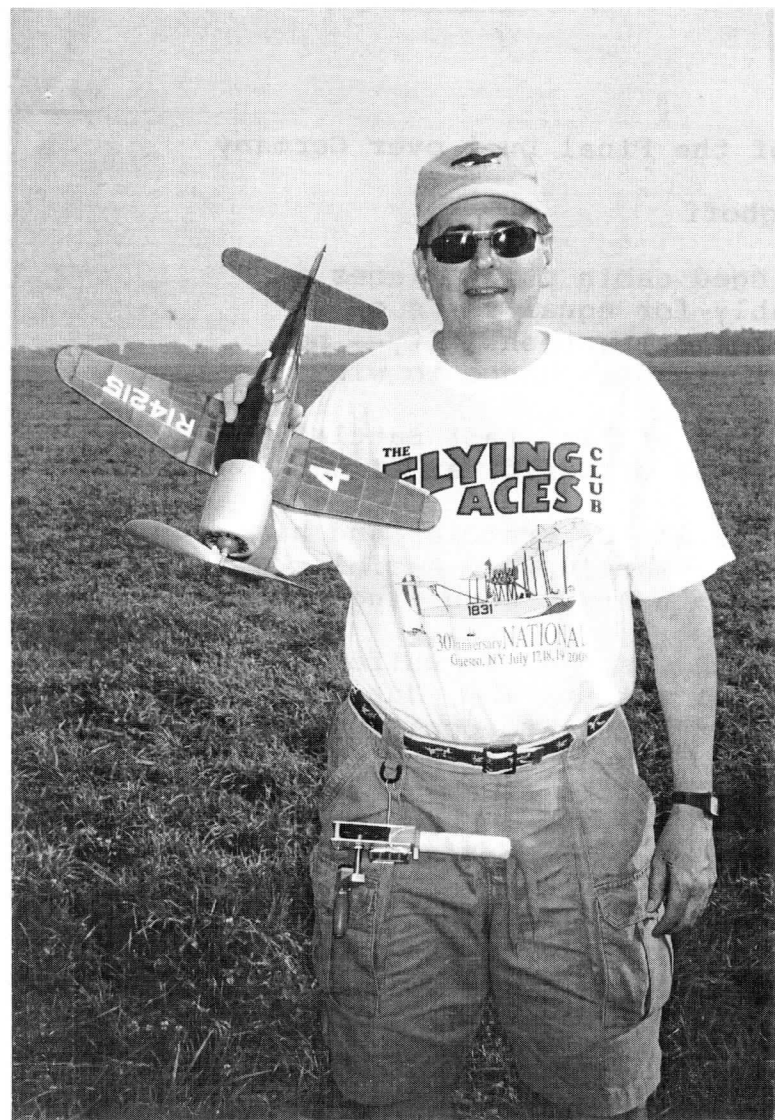
Unlike the U.S. Navy, the British Fleet Air Arm, and especially the RAF, had little confidence in the dive bombing concept. They had an over inflated view of the accuracy of level bombing from light bombers, and also over estimated the effectiveness of anti-aircraft guns. In 1940, Stukas and BF109's co-operating in France contributed to the German advance much more than the British light bombers did to stopping it.

As dive bombers, Skuas sank the German light cruiser Koenigsberg in the harbor of Bergen, Norway, on April 10, 1940. The ship's deck was less than an inch thick, even though it was 570 feet long and carried nine six inch guns. The nearest air base was 150 miles away, so no German fighters were around. Sixteen Skuas based in the Orkney Islands off Scotland took part in the attack and achieved three direct hits, one of which penetrated the forward deck. An attack on the much heavier and better armed cruiser Scharnhorst at Trondheim, Norway, that June was not successful. Fighters were alerted, and eight of the fifteen Skuas attacking were shot down. RAF fighters arrived too late to help. Even with two direct hits, damage to the cruiser was not disabling.

The same planes did fast photo recon of French harbors when the Germans were still planning their cross channel invasion. Skuas were removed from service as other than target tugs in 1941.



This picture of a production Skua Mark II from Wikipedia is in the public domain.



1. Charlie Sauter with his Thompson Racer at the Mass Launch at Geneseo in July, 2008. All photo pages are taken by Freddie Wunsche.
2. Richard Zapf holding his racer (no other info) also at Geneseo July, 2008.
3. Stew Meyers is ready to fly in the WW2 Mass Launch in July, 2008.

The Last Battle: The Unlikely Tale of the Final Duel over Germany  
by  
Richard Berghoff

According to FAC rules, high-winged cabin style planes are banned from the Combat events; probably for equal parts of fairness to the low-wingers, and historical authenticity-- no unarmed, high-winged cabin plane ever stood a chance to win a dogfight-- right? Wrong!!

According to Cornelius Ryan, author of "The Last Battle", the last dogfight of the European theater of World War II was fought and won by... a Piper Cub!

U.S. Army Air Force Lieutenant Merritt D. Francies and his artillery spotter, Lieutenant William S. Martin were aerial scouts probing ahead of the American Ninth Army, advancing toward Berlin.

Their Piper L4 "Grasshopper" (which was a J3 in uniform) was named "Miss Me". Like all other L4's, it was unarmed, but that didn't stop these two airmen from finding a way to occasionally strafe German troop columns-- they would dive in low and commence firing with their Colt 1911 .45 caliber pistols through their plane's open door. (Actually, an original Cub/Grasshopper has two doors; an upper and a lower hinged portion, but both are on the right side and together seal the cockpit.)

On April 12, 1945, the "Miss Me" was scouting ahead of the Armored Fifth Division's tanks about fifty miles to the west of Berlin when the two airmen spotted a German plane below them, only a few hundred feet above the trees. It was a Fieseler Storch, the Cub's opposite number and all-around Wehrmacht workhorse. It was larger than the Cub, about thirty miles an hour faster, and armed with a rear-firing 7.9 mm machine gun, which was manned by the observer in the backseat. It was heading toward the American lines and would soon spot them. The same thought came to Francies and Martin at the same time: "Let's get him!"

Martin radioed to the American tankers below, telling them that they were about to "give combat", then opened the doors while Francies dove in on the unsuspecting German. They intended to force the Storch over the American lines where it would quickly be shot down by scores of the tanker's machine guns.

Martin began giving a blow-by-blow account of what was happening over the radio to the men of the Fifth Armored Division. Many stared skyward, hoping to catch a glimpse of the bizarre battle as Francies and Martin unlimbered their .45's and emptied them into the German plane. They fully expected it to return fire, and were surprised that all it did was violently sideslip, then begin to aimlessly circle at a lower altitude. The Storch continued to circle, making no attempt at either fight or flight, while the two airmen reloaded their pistols. The German pilot was obviously unable to figure out where the bullets had come from, or what was happening.

Martin and Francies decided that since the German wouldn't cooperate with their plan to herd his aircraft within range of the Armored Fifth's machine gunners, they would make a second pass and shoot him down themselves.



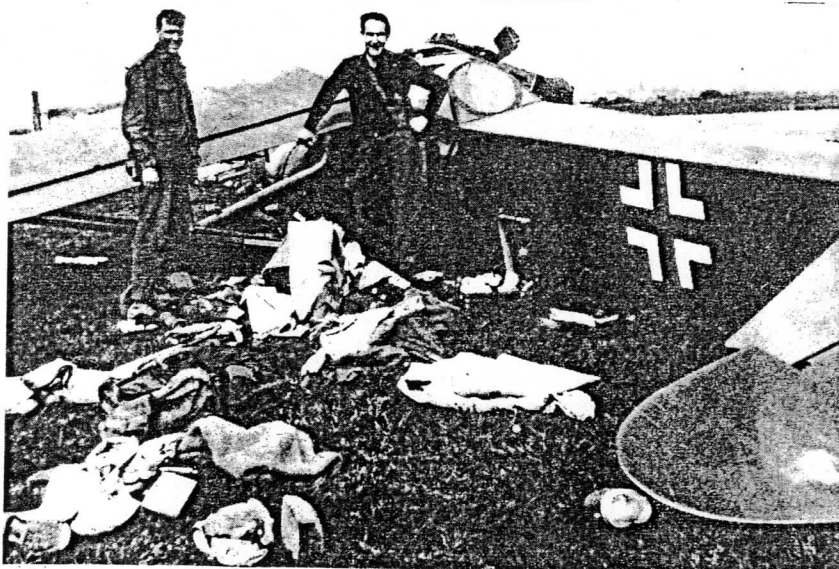
It was an audacious plan, but they were confident they would succeed. Lt. Francies closed in on the Storch, this time dropping to within twenty feet of it, and they opened fire again. They were at such close range that they could see the incredulous German pilot staring at them as they carefully emptied their pistols through his canopy.

Suddenly, the Storch made "a wild maneuver" and spun into the ground, breaking off its right wing in a cartwheel before coming to rest in the middle of a pasture.

The "Miss Me" landed in an adjacent field, and the two daring airmen took the German pilot and his superficially wounded observer prisoner. Later that day, the two Americans posed for a photo beside their unique "kill".

For this incredible feat, unequalled in World War II, Lt. Francies was recommended for a Distinguished Flying Cross, although he never actually recieved it. However, Lt. Martin, his observer and fellow anti-aircraft hand-gunner did recieve an Air Medal for his part in that action.

And that's the story of "the last battle". It's not likely GHQ will legalize the Piper L4/ J3 after reading this, but you may want to consider building one for the Rubber Scale event with "Miss Me" printed on its nose. After all, didn't your flying buddy say he was building a Storch?...

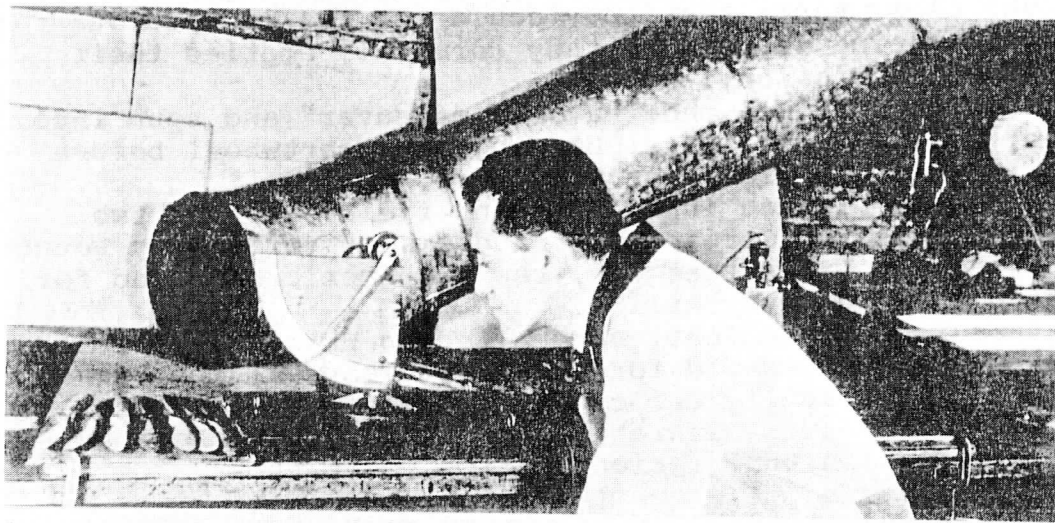


←  
Lt. Merritt D. Francies (right)  
and Lt. William S. Martin  
with their prize: April 12,  
1945. (Ryan photo)

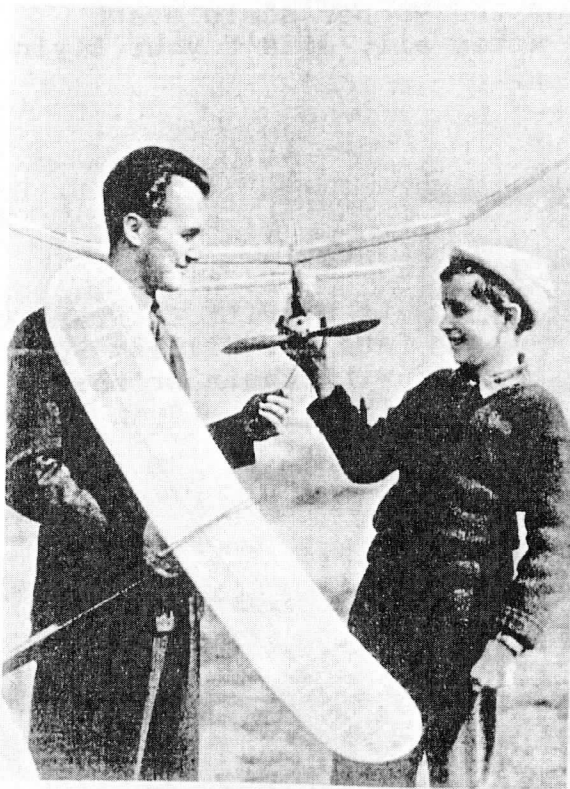
While not the "Miss Me", this Piper L4 "Grasshopper" is a good representative of the type. (USAF photo)



# FIVE DOLLAR FORTUNE



Every new type of propeller must be carefully tested for perfect performance. This specialist in the research department watches the dial pointer as it mounts during one of the many tests. Every day new model designs are tried by these men.



Designer Carl Goldberg examines the work of a young admirer. These two gas-powered models have the wings set high above the thrust line to climb steeply to maximum height while under power. Wings are mounted on small pylon rising from top of fuselage, and have pronounced tip dihedral. Two inner spars strengthen the wing.

44

**B**UILDING a man-carrying glider from a back fence and a pile of fruit boxes is a neat trick even if you don't do it. Back in 1929, young William Bibichkow and Sam Goldenberg decided to try it, so they made and sold some model airplane supplies to finance the project. They had tried turning out little radios made from cigar boxes, but those hadn't sold very well. Neither had their little ship models.

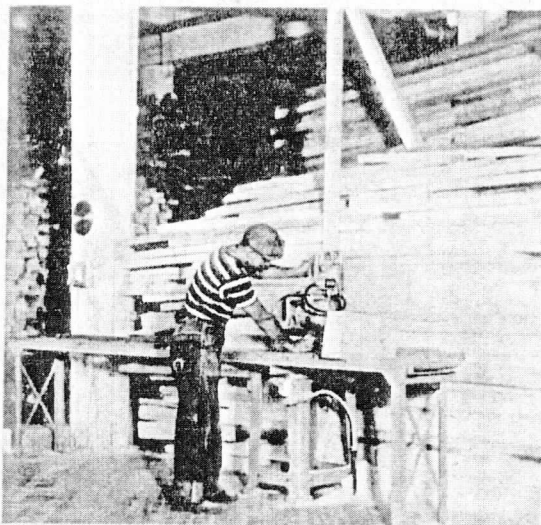
Being members of Chicago's Crane Technical High School Aero Club, they knew their model planes. It was after school on a snappy October day that they handled their first 43 cents worth of model airplane business, with some of their schoolmates as customers. Those two enterprising kids never dreamed that in a few years they'd have a corporation turning out ten million model kits a year, but they have!

Bill Bibichkow, whose father's back fence was to be used in the glider, is now the Comet Model Airplane & Supply Company's designer, and Sam Goldenberg—who provided the wood for those original after-school model little profit was starting to show, their supplies, is in charge of sales.

It wasn't all as easy as it sounds, however. In the beginning, just when a

*Mechanix Illustrated*

Three boys and a tall story started it—  
Now they make 10,000,000 models a year!



Worker in mill department above cuts balsa wood to size from giant storage pile in background. That'll make plenty of models. At the right Goldberg adjusts one of the super gas jobs before a flight. Note the large area of the wing and tail surfaces.



Above: Left to right, Louis Kapp, Sam Goldenberg, and Bill Bibichkow, who made a fortune from \$5 and a good idea. Right: Corner of room where millions of kits are packed.

lack of machine tools called for a major cash outlay. Young Mr. Bibichkow spent \$3 for a circular saw which was then installed in the workshop behind his father's tailor shop. Sam provided the rest of their initial \$5 capital in the form of lumber. More money had to be spent for printing the price lists and for a little sign to advertise their wares.

The boys began to feel like real executives. Their enthusiasm mounted and they began to talk in big figures—just for fun at first. They talked like that to a laundry worker named Louis Kapp, who stopped in one day to see the workshop. With a humorous gleam in their eyes they told the amazed Mr. Kapp of thousands of orders from department

[Continued on page 153]





## Five Dollar Fortune

[Continued from page 45]

stores. They let their imaginations go wide open on the staggering sums the orders were to net them. They didn't know what they were getting into.

Mr. Kapp came back. He wanted samples. He wanted to see if he, too, could get colossal orders like that. The boys were a bit startled at the thought of the hard working laundry man trudging the streets with samples—all because of their tall story. But Louis Kapp wouldn't take no for an answer. He got his samples and a commission agreement. Then he left, taking his huge wood and cardboard display case with him. The boys went on with their shop work.

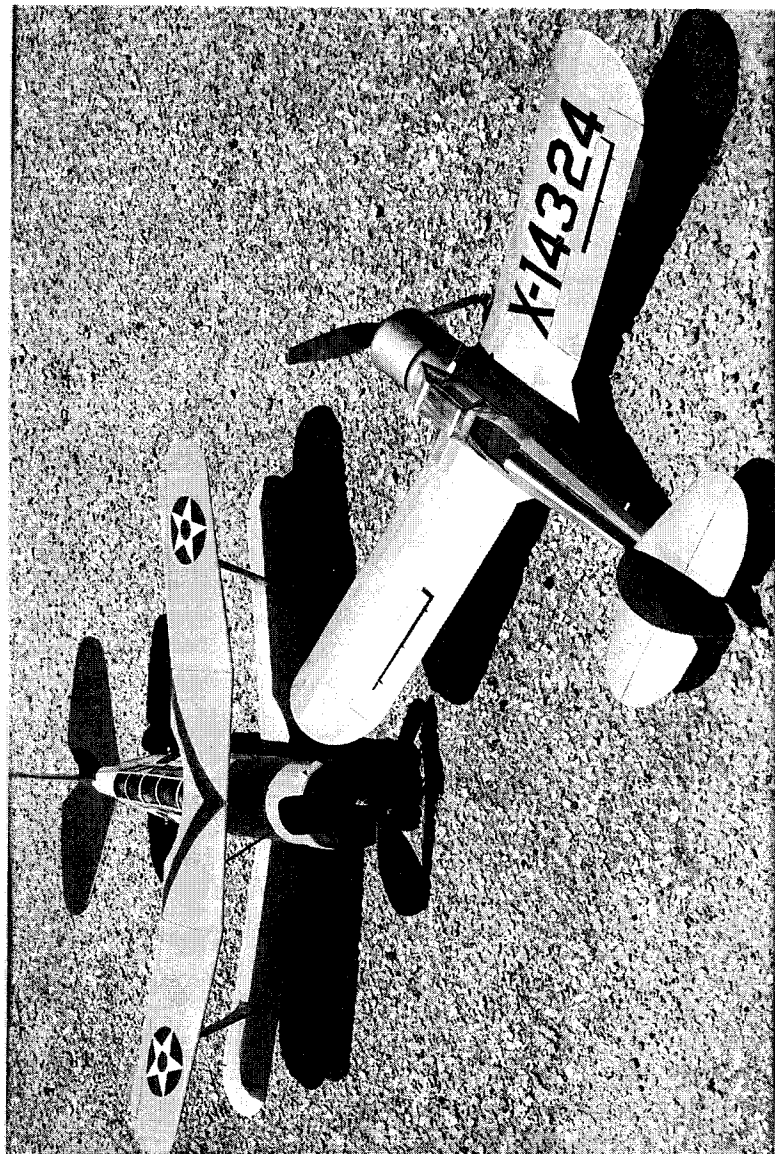
In a little while Louis Kapp returned. He'd sold all the samples. Bill Bibichkow and Sam Goldenberg stared wide-eyed as Louis peeled off the \$25 he'd received for the models. Still a trifle dazed, they filled his sample case again and went back to work—in a rosy fog as they watched Louis and his sample case disappear down the street. Just as they began to get back to normal the astounding Mr. Kapp showed up again. He'd sold them all, and wanted more!

He went right on selling. He sold models and supplies so fast that he became a partner, and helped build the things at night to sell during the day. With business gaining, the three musketeers of the model industry expanded their business. They rented a little store and bought an old Ford for the moving job and for field work. But all success stories must have a tear-jerking paragraph. On the way to the new store the Ford was demolished in an accident. Then the bank closed up with all their capital. Then a fast-talking salesman persuaded them to try selling their products by mail. This flopped with a loss of \$250. Things looked bad.

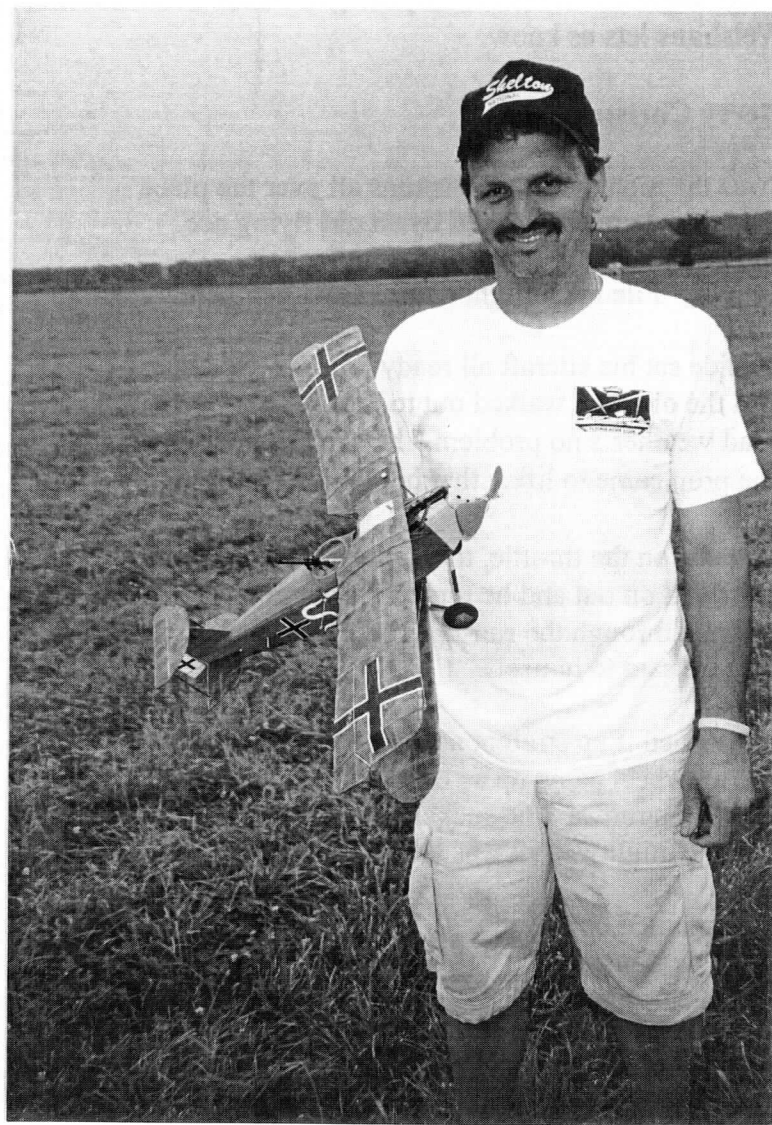
There seemed to be only one answer, and Louis Kapp had it. The battered and twisted wreck of the old Ford was dusted off. Once more the impossible was accomplished, and in a short time the boys took to the road in the Model T. A gold-mine of orders in Milwaukee put Kapp in stride. One new territory after another blossomed under the magic touch of the super salesman: Bill and Sam could no longer produce enough models and supplies so help was employed. The factory soon covered 11,000 square feet. But that wasn't enough. Bill had a knack for designing super models, and Sam knew how to produce them.

Today their factory has 70,000 square feet of area—in which hundreds of skillful workers turn out 10,000,000 model kits a year plus hundreds of thousands of model parts and supplies. The glider that was to have been made from the back fence and the fruit boxes, however, simply didn't get built.

Prior to 1780, the American Army had no one uniform; each state, regiment, or even individual company dressed its men as it chose.



Duke Horn sent in the above photo of Dumas "box-stock" kit airplane of the the SBC-3 "Helldiver" and the Jorzak Ind. Modified Cunningham-Hall GA-36. The SBC-3 is finished with Model Master enamels and Design Master floral spray. It flies on 2 loops of 1/4" Tan SS with a 9" x 11.5 Superior 3-bladed prop. He changed the GA-36 by adding dihedral and changed the airfoil to a flat-bottom. He also added more surface area to the fin in order to overcome the spiral stability dominance displayed by many heavily spatted Art-Deco era planes from the 20's and 30's. The SBC has a weight of 6 oz.. Both wingspans are 30". Both ships will fly about 90 seconds.



1. Stu Weckerly holding his bi-plane which he flew in the WW2 race.
2. Paul Stott with his Greve Racer. Must take after his dad. Nice looking ship.
3. Ross Mayo with his peanut scale. He does build and fly airplanes.

There are alternatives to everything as Mike  
Welshans lets us know.

## Merry Christmas

Twass the night before Christmas all over the place  
When we were confronted by an old flying ace.  
There was icing reported and turbulent air.  
He said, "File me a flight plan, I gotta get there."

Outside sat his aircraft all ready to run,  
And the old man walked out to that P-51.  
"Bad weather's no problem," he silently mumbled,  
The prop came to life...that big Allison rumbled.

He eased in the throttle, the roar shook the ground.  
He taxied on out and he turned it around.  
He went through the run-up and seemed satisfied.  
Then he said to himself, "I'm in for a ride."

So he lined it up straight as he poured on the coal,  
The tailwheel came up as he started to roll.  
Up off the runway, he sucked up the gear,  
And the mighty V-12 was all you could hear.

He screamed overhead with a deafening crack,  
The blue flames were flying from each shiny stack.  
He pulled up the nose and started to climb,  
No ice on that airframe, it didn't have time.

On top of the weather with the levers all set,  
He looked up above him and saw a Lear jet.  
With jet fuel and turbines there just ain't no class,  
Gimmee pistons, and props and lots of avgas!

Now he was approaching where he wanted to go,  
But weather had covered the runway with snow.  
How will he land it? We just have to guess.  
Because the only way in was a full I-L-S.

Then over the marker, he started his run,  
Still going three hundred and he felt the need  
For an overhead break to diminish his speed.

Over the numbers he zoomed along like a flash,  
Pulled into his break, we just knew he would crash.  
Oh, why do they do it on these kind of nights??  
Then over the threshold, we saw landing lights.

"I'm on a short final with three in the green,  
And I see enough runway to land this machine."  
Then he tied down that Mustang, and they all heard  
him say...  
"Next year I'm sticking with reindeer and sleigh."

And to all a good night!

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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)	<input type="checkbox"/> 5 years	\$100.00
	<input type="checkbox"/> 2 years	\$48.00
	<input type="checkbox"/> 1 year	\$25.00

Junior Membership (U.S. only)	<input type="checkbox"/> 2 years	\$18.00
Age 18 & under as of July 1 of the current year	<input type="checkbox"/> 1 year	\$10.00

Copy of birth certificate required for new memberships.

All Non-U.S. Residents	<input type="checkbox"/> 2 years	\$56.00
(To use VISA or MasterCard, see	<input type="checkbox"/> 1 year	\$29.00

Important Renewal Information above.)

Life Membership	US Residents	<input type="checkbox"/> \$500.00
	Non-US Residents	<input type="checkbox"/> \$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. \_\_\_\_\_

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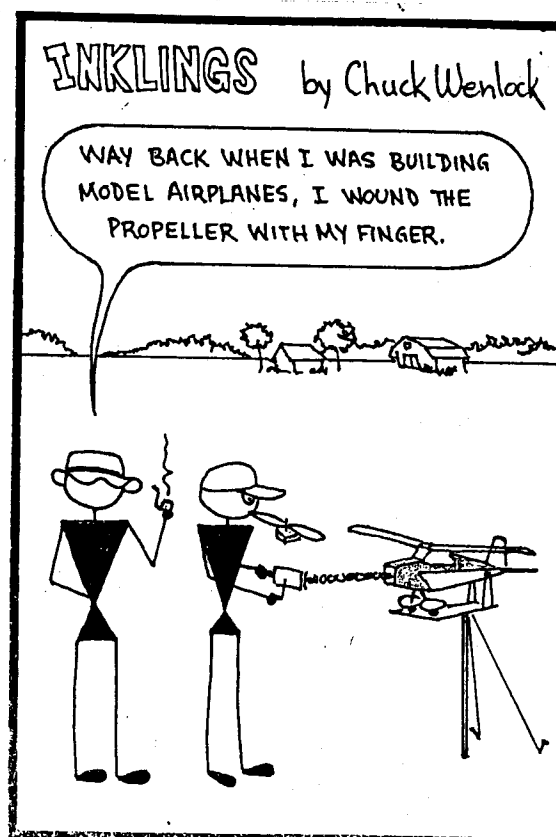
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e-mail address \_\_\_\_\_

Send all renewals, address changes, applications, and  
membership questions to the Membership Office.  
e-mail: carlbakay@hotmail.com



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215 West Orchard  
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JACK MOSES  
5851 Dawn Ridge Drive  
Troy, MI  
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TOM NALLEN  
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Chicopee, MA  
01020

TOM NALLEN II  
16 Colonial Drive  
Westford, MA  
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MIKE NASSISE  
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South Easton, MA  
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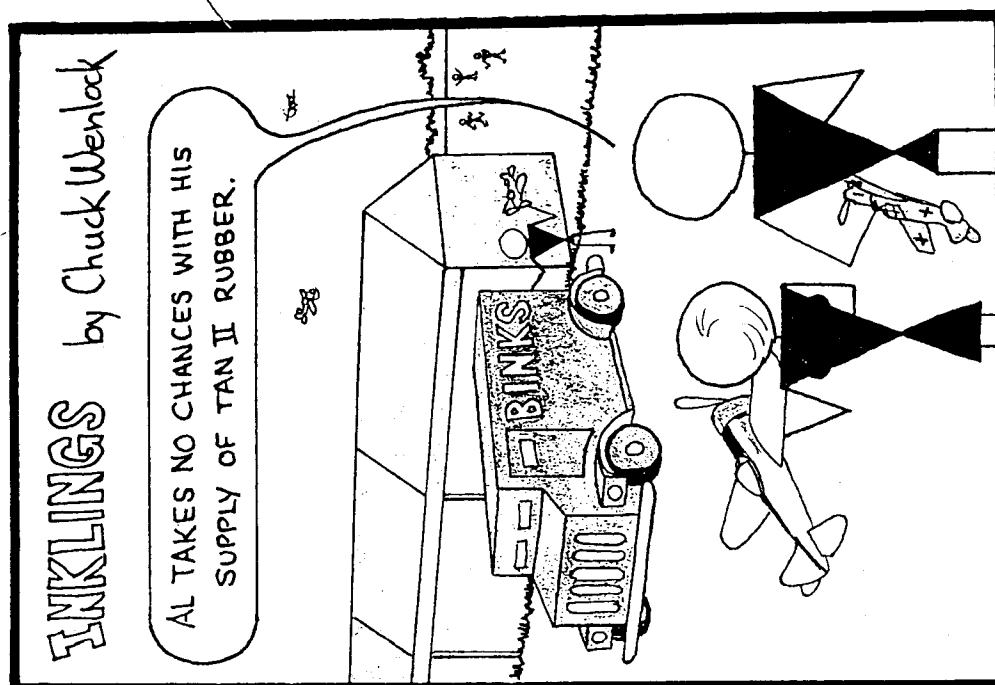
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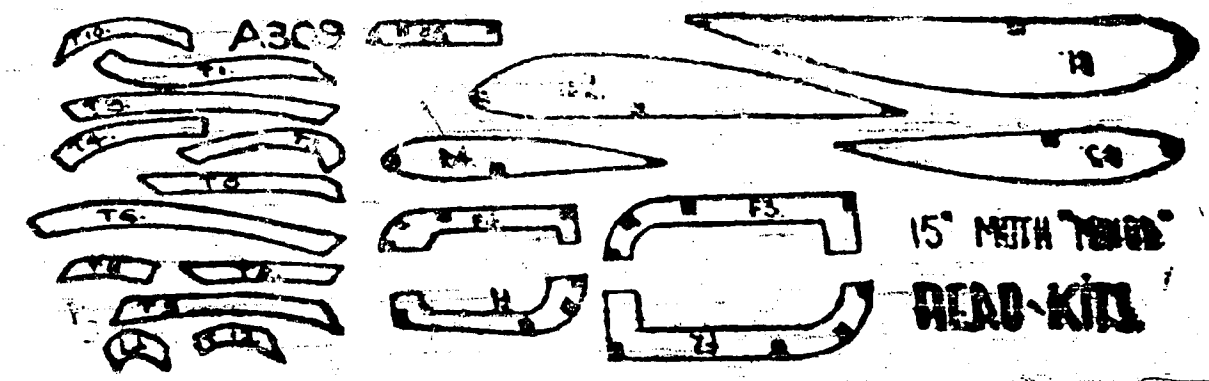
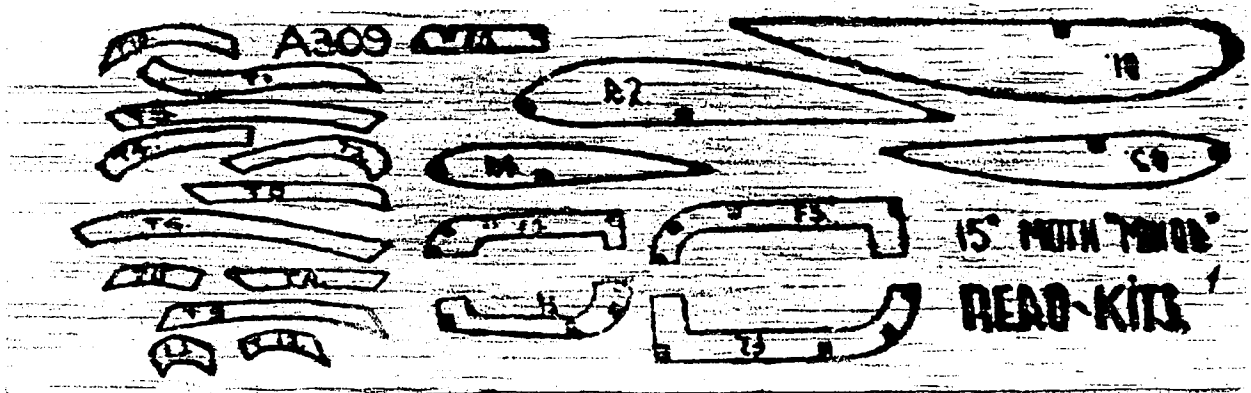
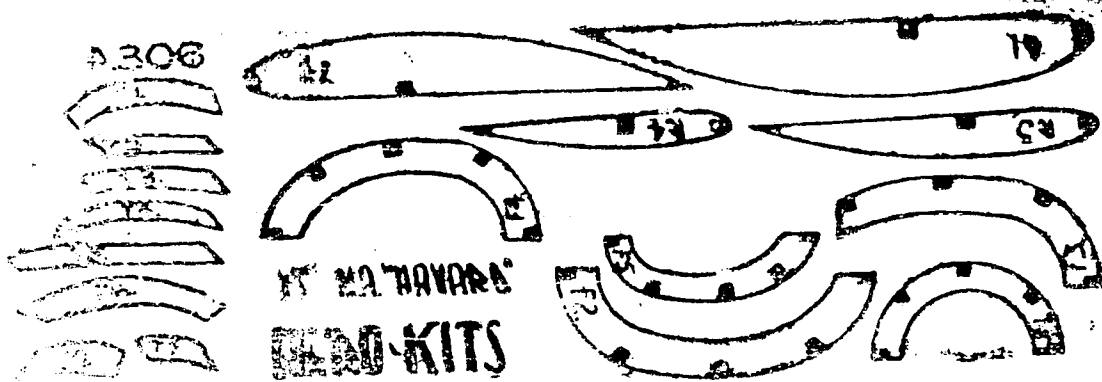
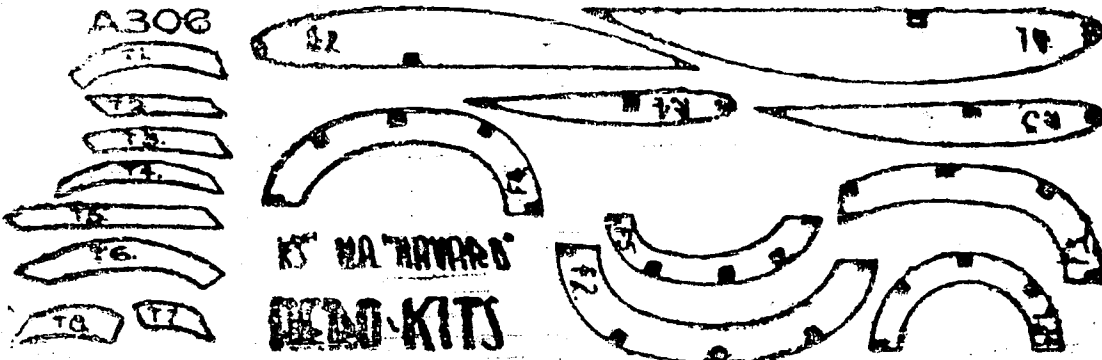
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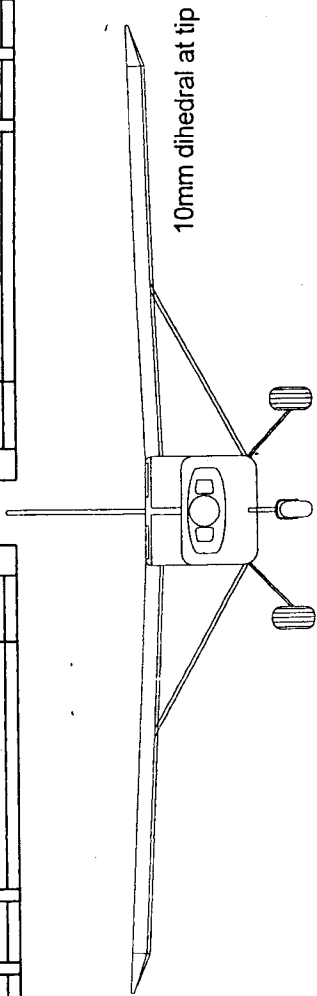
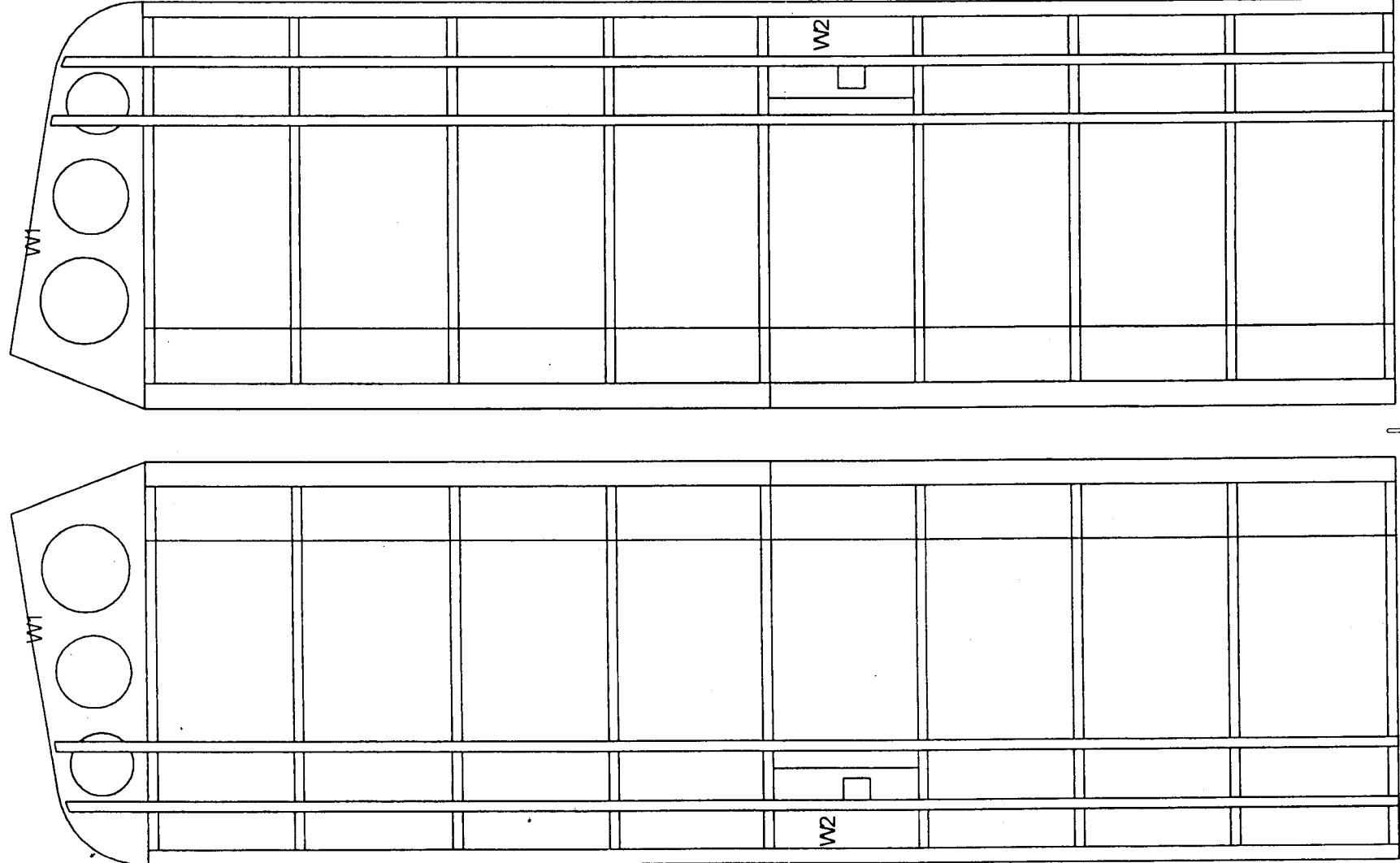
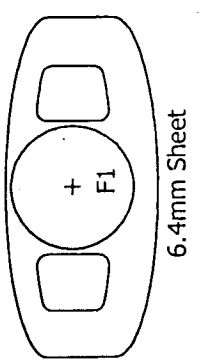
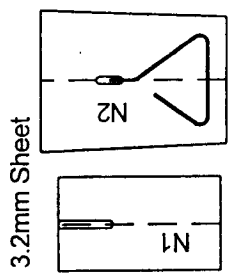
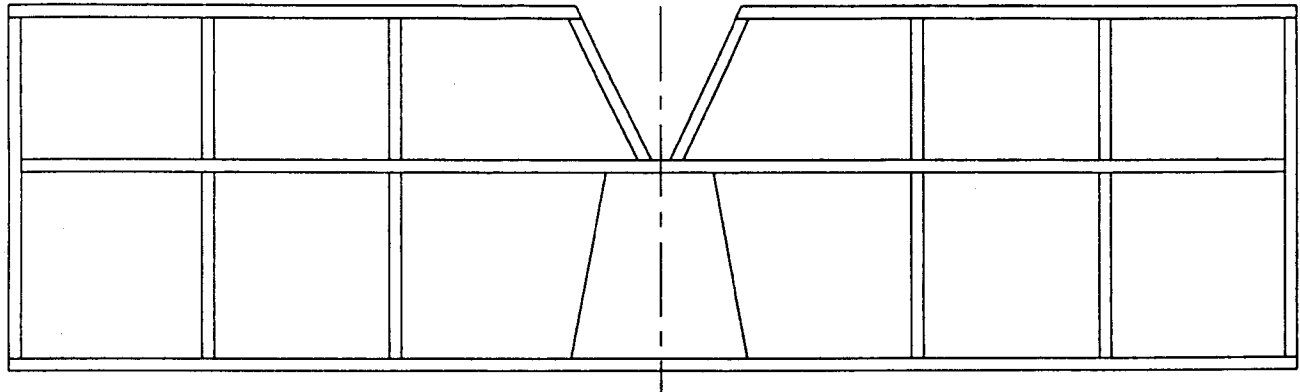
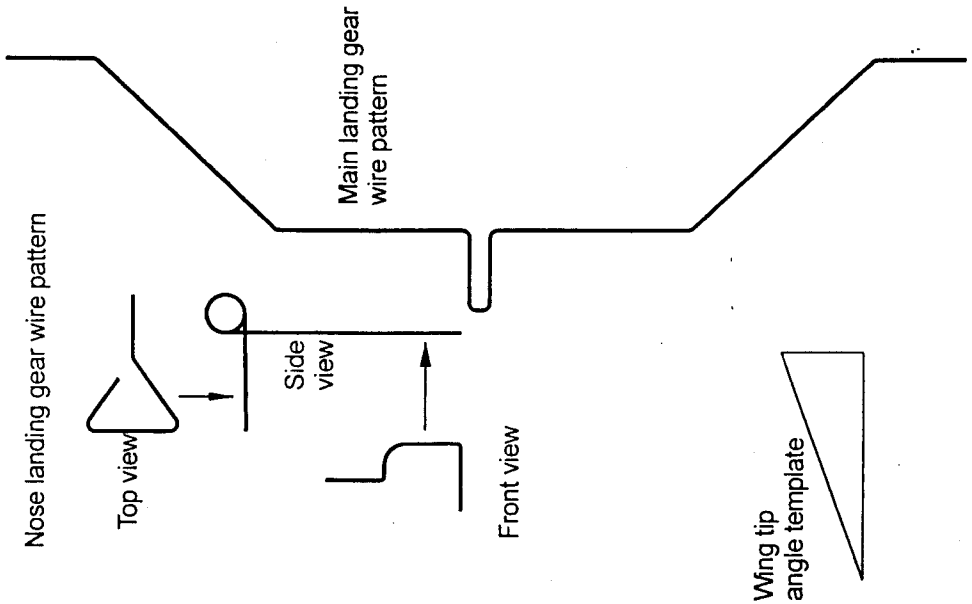
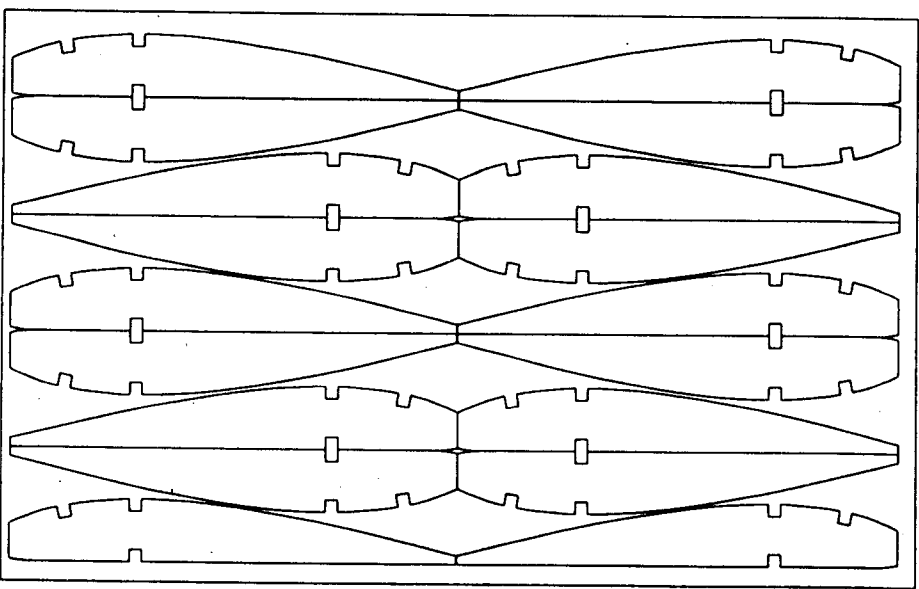
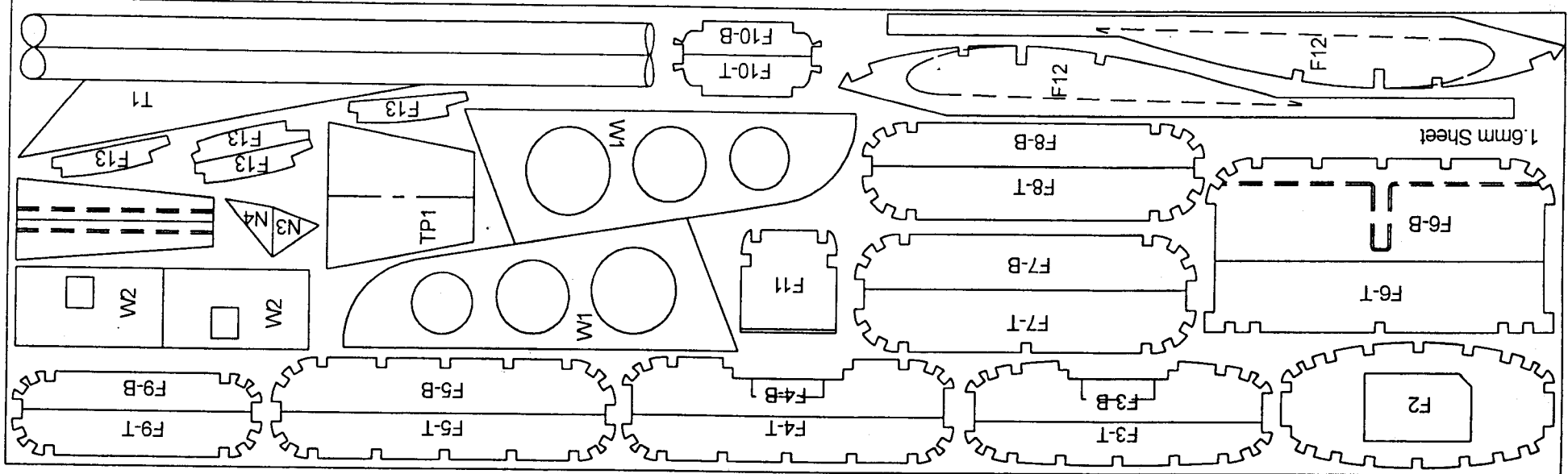
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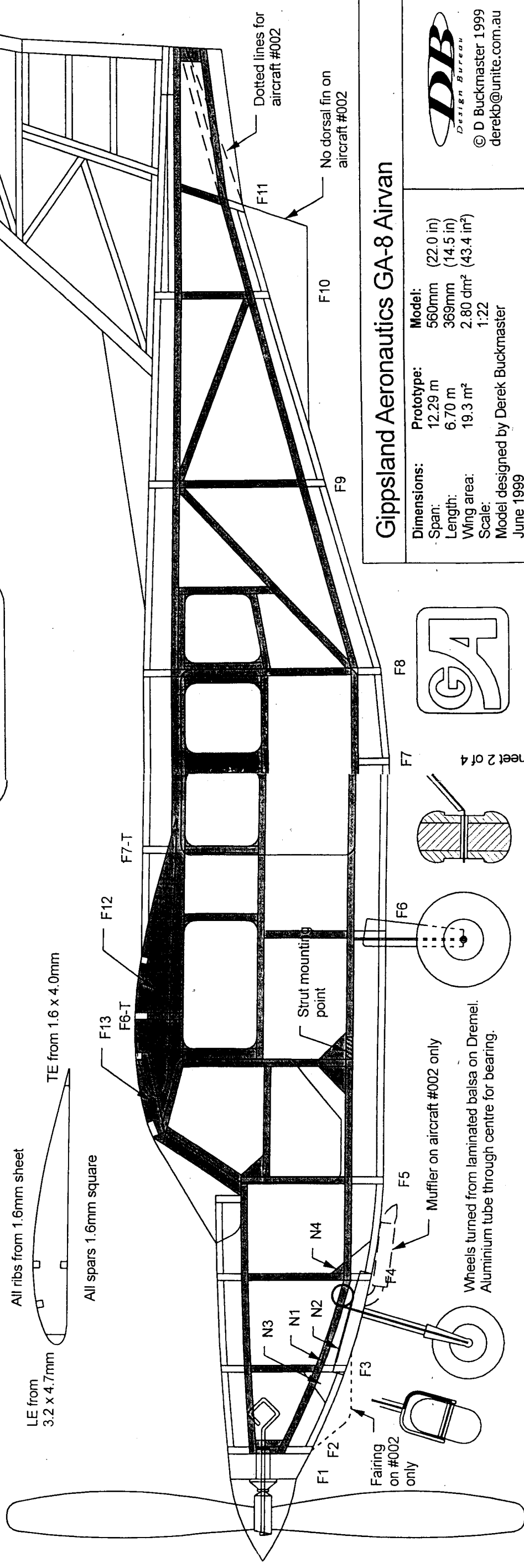
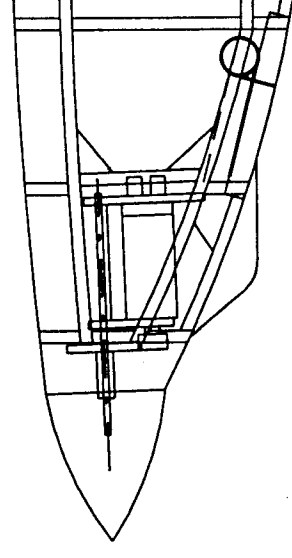
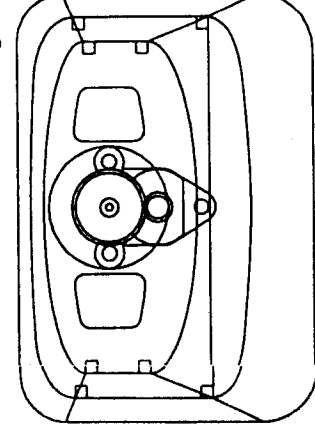
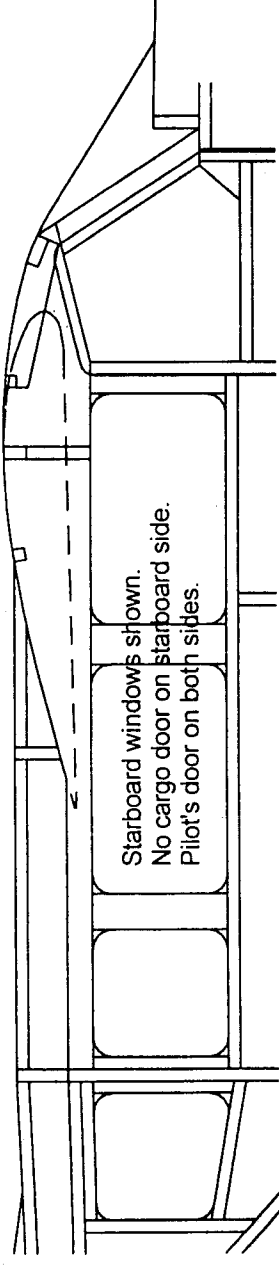
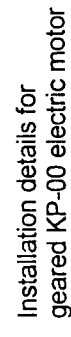
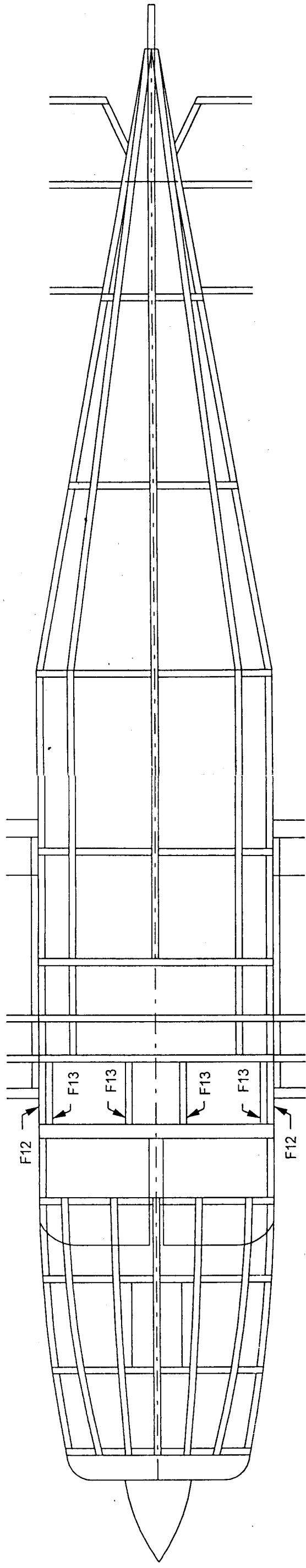
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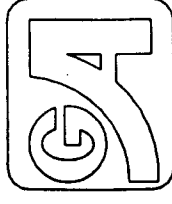






# Gippsland Aeronautics GA-8 Airvan

<b>Dimensions:</b>	<b>Prototype:</b>	<b>Model:</b>
Span:	12.29 m	560mm (22.0 in)
Length:	6.70 m	369mm (14.5 in)
Wing area:	19.3 m <sup>2</sup>	2.80 dm <sup>2</sup> (43.4 in <sup>2</sup> )
Scale:		1:22
Model designed by Derek Buckmaster		
June 1999		



Muffler on aircraft #002 only

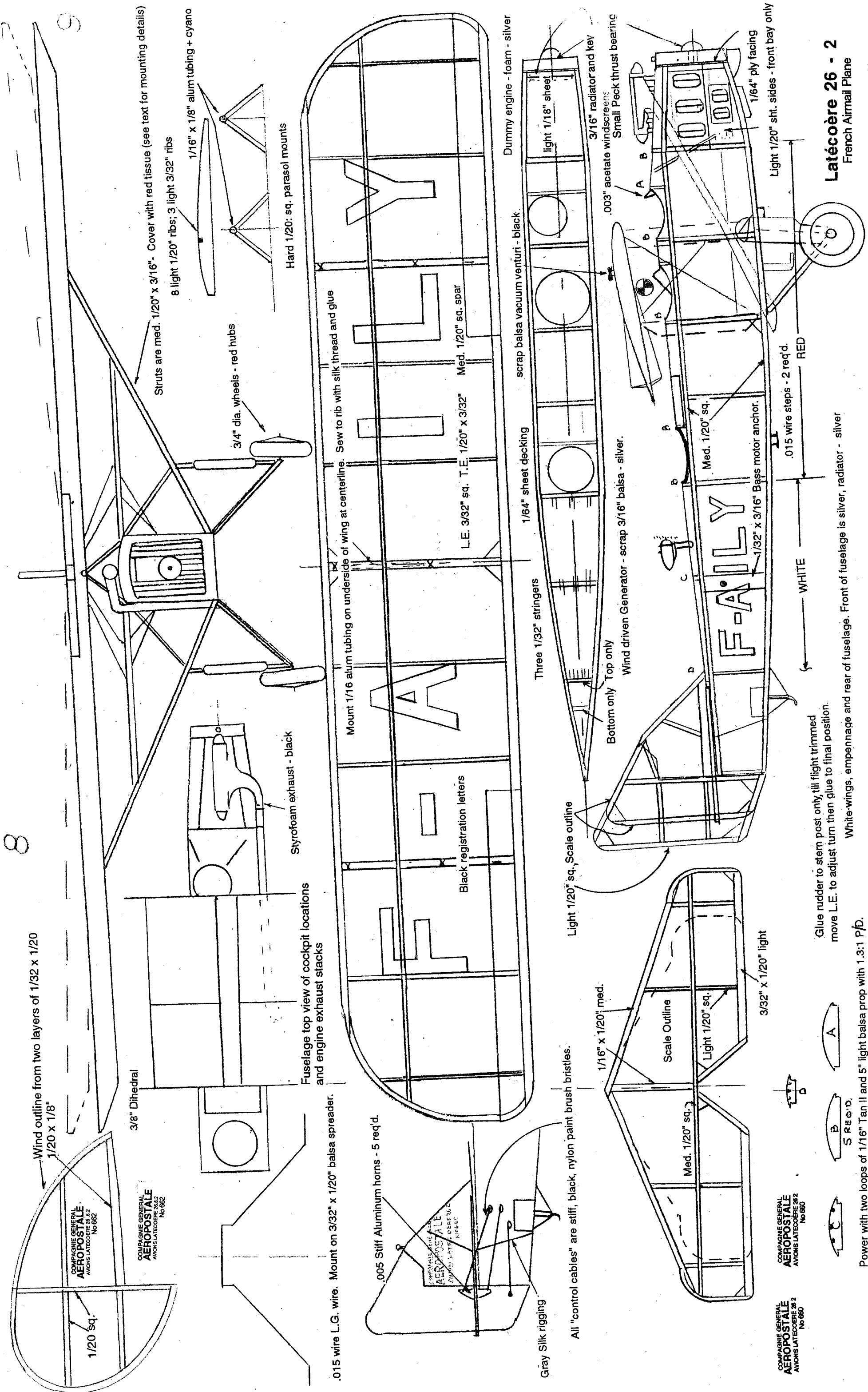
Wheels turned from laminated balsa on Dremel.  
Aluminium tube through centre for bearing.

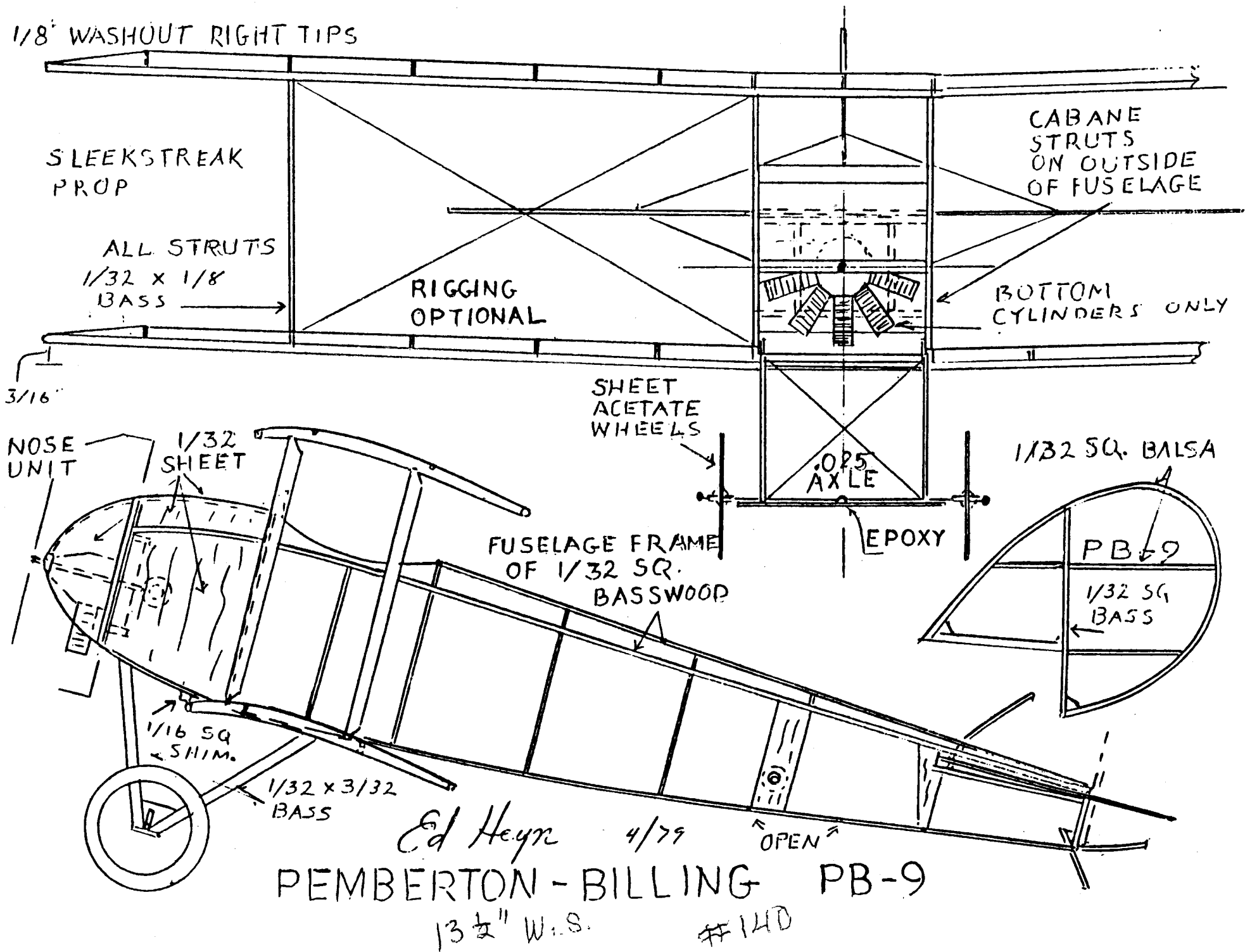
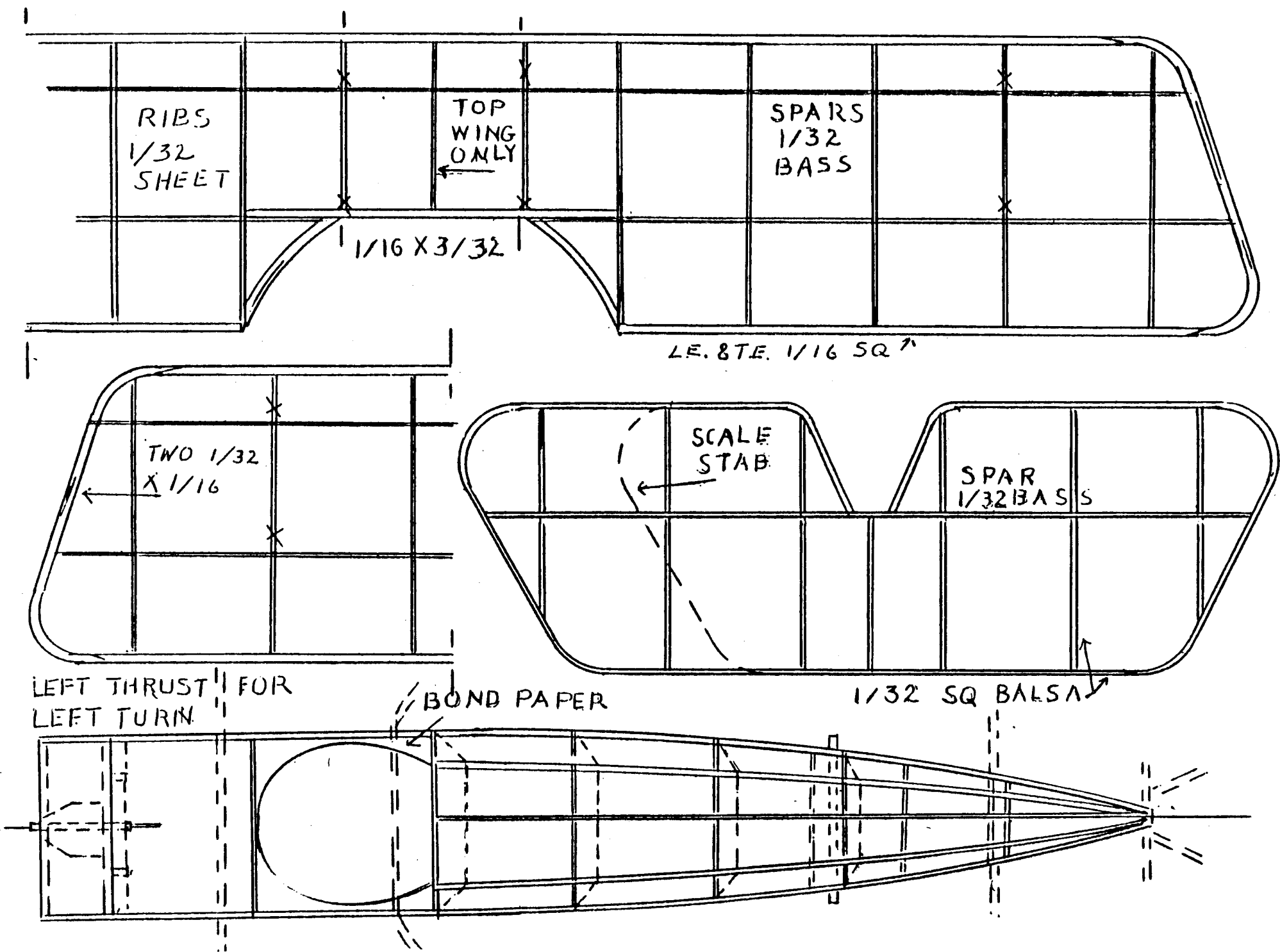
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Inches

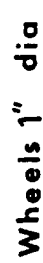
Centimetres





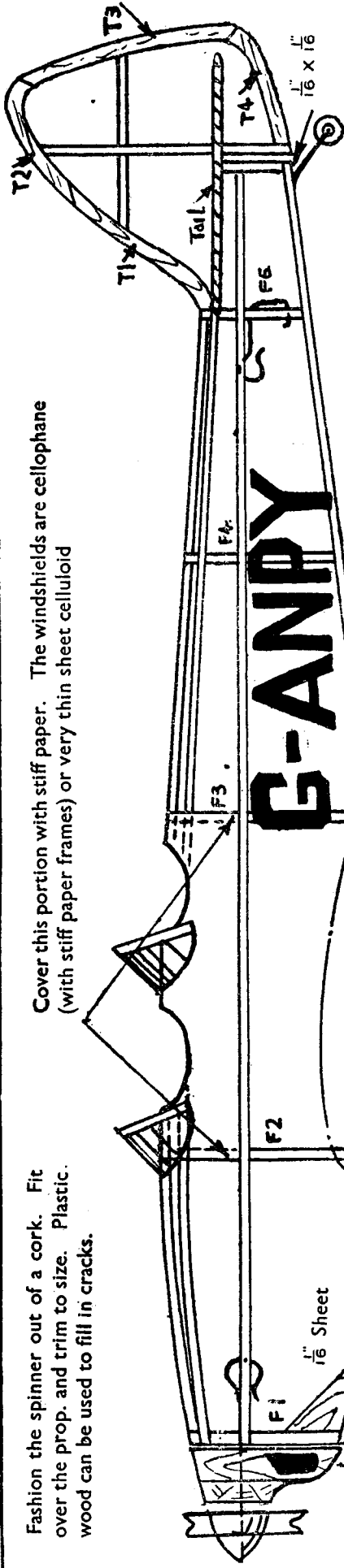






Fashion the spinner out of a cork. Fit over the prop. and trim to size. Plastic wood can be used to fill in cracks.

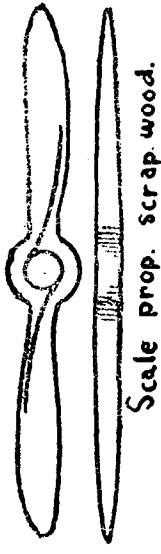
Cover this portion with stiff paper. The windshields are cellophane (with stiff paper frames) or very thin sheet celluloid



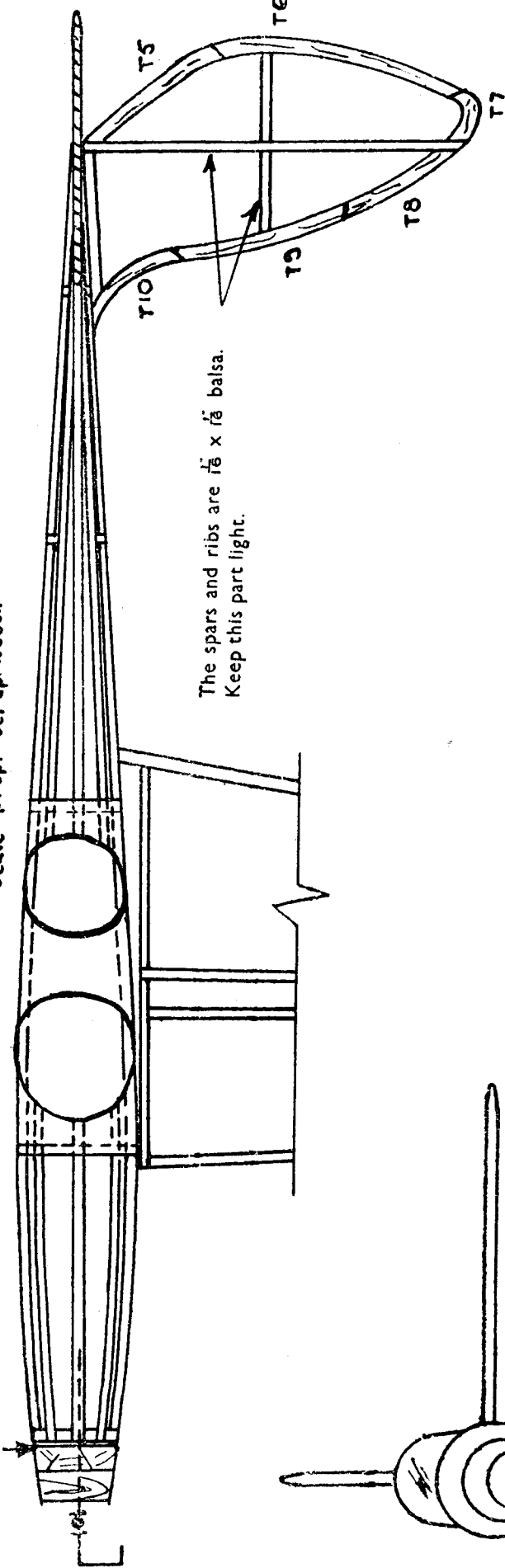
Fuselage Construction :—Cut out the formers with a balsa tool, and pin the starboard halves on the side view (as sketch). Add the stringers in the notches. Remove, and build the second side on the first. Fit the details—rubber hooks, cockpits, etc. Sandpaper well, until no "bumps" protrude. Cover in long, narrow strips of tissue, using a slow-drying adhesive. Spray with water in a scent spray to shrink the covering.

No dihedral angle is shown for clarity here.

The noseblock is a block of hard balsa. Leave it a tight plug-fit in F1 so that a new motor may be installed.  
The bearing is a bead and a washer on either side



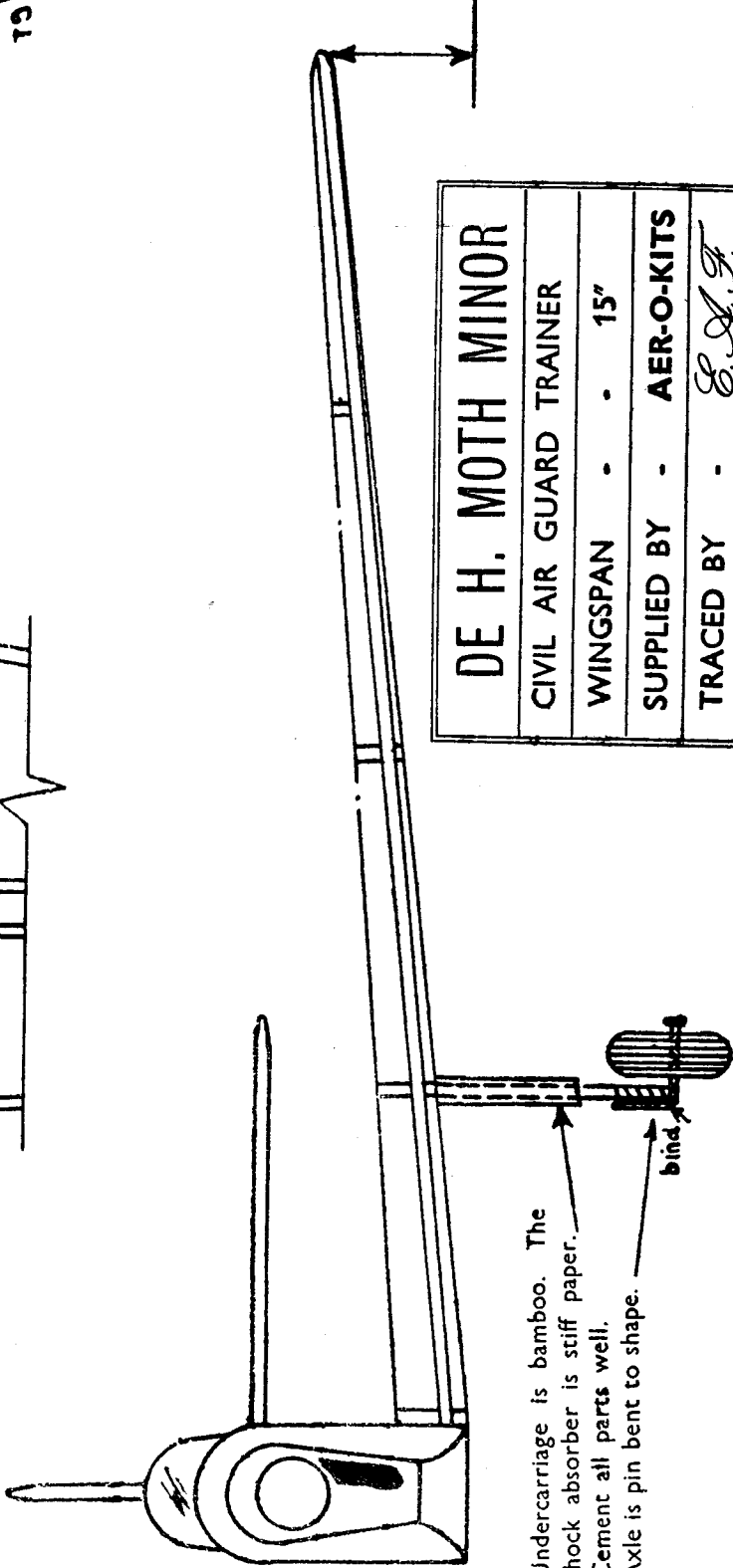
The spars and ribs are 1/8 x 1/8 balsa. Keep this part light.



Colour Scheme :—All yellow, with registration letters black or white.

Wing ribs—sheet balsa  
Spars, etc.—1/8 x 1/8

Undercarriage is bamboo. The shock absorber is stiff paper. Cement all parts well.  
Axle is pin bent to shape.

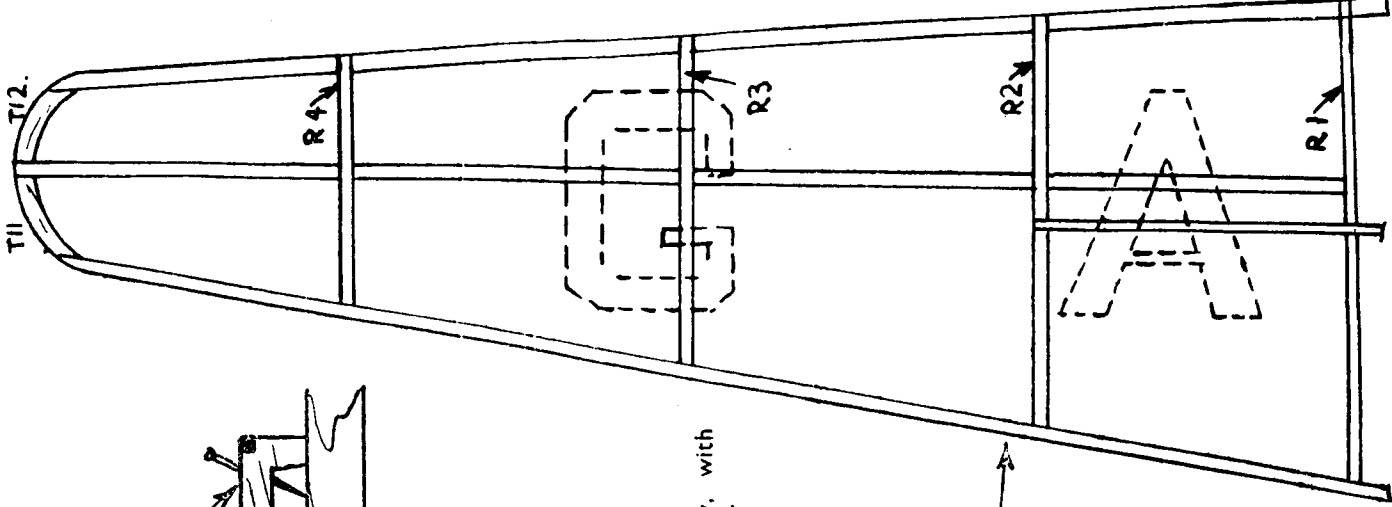
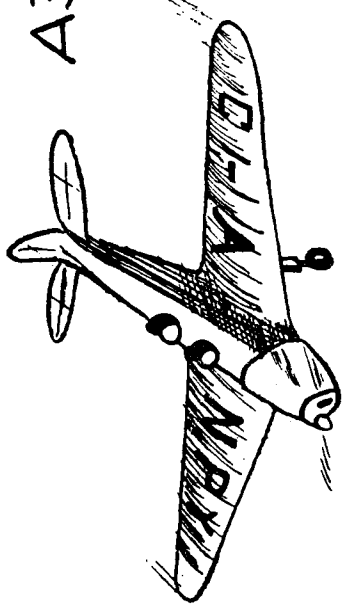


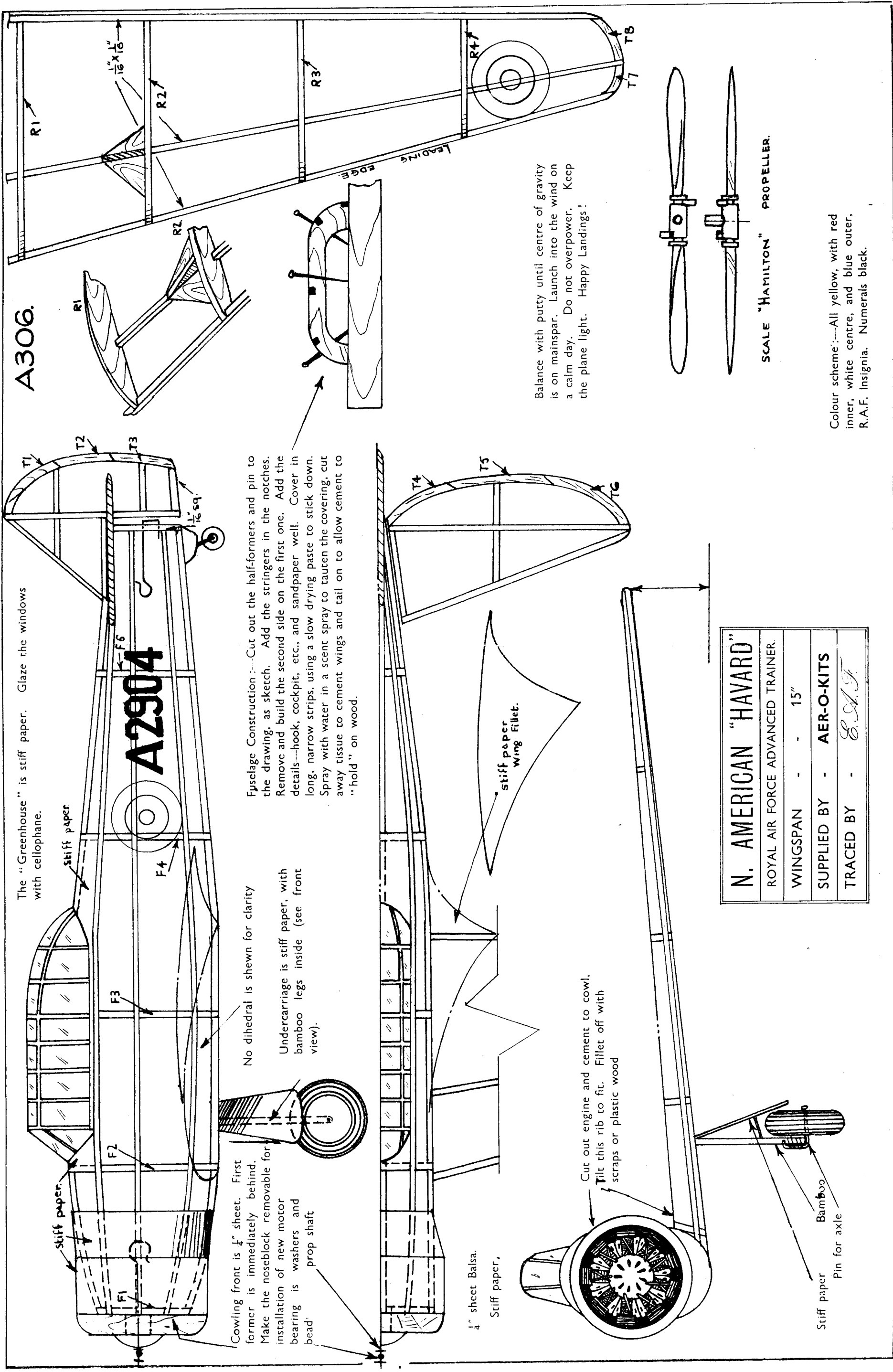
DE H. MOTH MINOR			
CIVIL AIR GUARD TRAINER			
WINGSPAN	-	15"	
SUPPLIED BY	-	AER-O-KITS	
TRACED BY	-	E. A. J.	

Flying Notes :—The model must be made to balance by the mainspar of the wing by adding putty to the nose. Have ample power, but not too much. Launch into the wind on a calm day—remember the size of the model. Happy landings!

● Like its "big brother" this is an excellent plane for beginners.

A309.





The "Greenhouse" is stiff paper. Glaze the windows with cellophane.

stiff paper

A2904

Cowling front is 1/4" sheet. First former is immediately behind. Make the noseblock removable for installation of new motor bearing is washers and bead.

No dihedral is shewn for clarity

Undercarriage is stiff paper, with bamboo legs inside (see front view).

Fuselage Construction: Cut out the half-formers and pin to the drawing, as sketch. Add the stringers in the notches. Remove and build the second side on the first one. Add the details—hook, cockpit, etc., and sandpaper well. Cover in long, narrow strips, using a slow drying paste to stick down. Spray with water in a scent spray to tauten the covering, cut away tissue to cement wings and tail on to allow cement to "hold" on wood.

1/4" sheet Balsa.

Stiff paper,

stiff paper Wing Fillet.

Cut out engine and cement to cowl. Tilt this rib to fit. Fillet off with scraps or plastic wood

Stiff paper  
Pin for axle

Bamboo

N. AMERICAN "HAVARD"

ROYAL AIR FORCE ADVANCED TRAINER.

WINGSPAN - - 15"

SUPPLIED BY - AER-O-KITS

TRACED BY - E.A.F.

A306.

Balance with putty until centre of gravity is on mainspar. Launch into the wind on a calm day. Do not overpower. Keep the plane light. Happy Landings!

SCALE "HAMILTON" PROPELLER.

Colour scheme:—All yellow, with red inner, white centre, and blue outer, R.A.F. Insignia. Numerals black.