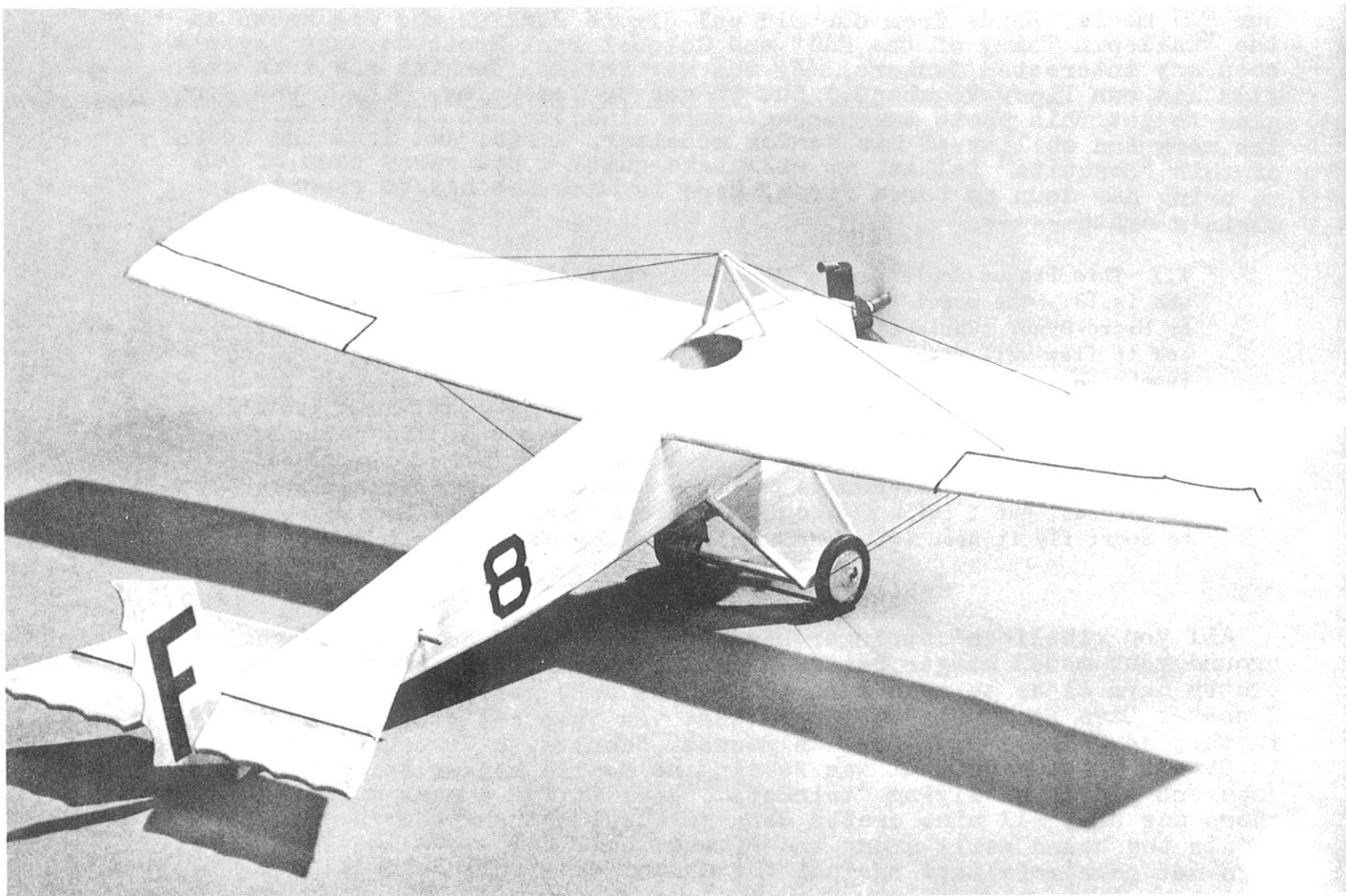


# FLYING ACES

Club News

Issue Number 29

Fifth Anniversary!



Well buffet our empennage! The ol' FAC transport has been wingin' it's way over the home 'dromes of all our clubsters for five years now. Yep, fellas, the old crate has been dropping plans and chuckles on model tarmacs from Hawaii to Czechoslovakia and all points between logging plenty of air hours for her two fictional pilots, Lt. Phineas Pinkham and Adolph August Von Heinz, the Owl of the Ozone.

In view of our terribly limited circulation of 75 copies, G.H.Q. is as proud as a fledgling after his first solo of the fine co-operation of our clubsters in keeping the FAC News one of the most original and inspiring, as well as sought after, newsletters on rubber modeling.



Yep, you skysters that have contributed money, ideas, stories, plans, photos, and drawings as well as entering our F.A.C. Meets and flying in our postal contests can look upon your FAC trophies and citations proudly. While the trophies prove you a skilled modeler, those rather ridiculous F.A.C. Citations prove you have two very admirable traits too few humans display lately----the desire to co-operate and unselfishness. To a man, every helmet here at F.A.C.G.H.Q. is off to all our clubsters in salute!! You are all aces!!

### Cover Story

For some reason or other it is not often we get junior activity in our FAC meets. Aside from our old pal Jimmie Jenkins who was known as the "Tailspin Tommy of the FAC" and Colonel Paul Stott we just haven't seen any interested juniors. (By the way fellas, Jenkins now owns and flies his own Piper Vagabond.) But to get to the point, G.H.Q. was sure glad to get this photo and message from clubster Bob Clemens showing the work and ability of his junior modeleer, Chris. And from the looks of this "Mosquito" fellas, it will take quite a few spray cans of DDT to bring her down to terra firma. Here is what Bob has to report on Chris's crate-----

1.) This Peanut Scale Farman "Mosquito" was built by my son, Christopher, who is 13. The model is a scaled-down version of Lew Gitlow's plan offered by Micro-Dyne. Chris finished the "Mosquito" just before the 1971 Nats, and it flew well right from the first test hop. He won the Junior Peanut trophy that year and also again in 1972. You may recall seeing the model fly at Hicksville, where he also took first in Jr. PS. Not a bad contest record- these are the only three meets he's entered with this ship! It weighs about .3 ounce, and features sheet balsa body and rudder and built-up stab and wing. Covering is condenser paper. Duration averages about 50 seconds, but I think it could do a minute if there were more opportunity to sport fly it here (we never have located a good indoor site).

### "Beware of the Dog."

All you ribslicin' Stringer-benders that have a dog or cat hangin' around your model hangar better watch over your brood of skylimbers pretty durn close to make sure none of the pets get cuddly with 'em. Clubster Dave Stott will tell you that you just can't be too cautious in this as Colonel Paul Stott's mascot, Schultz, a 70 pound pooch got in Dave's Volkswagen that was serving as mobile hangar for seven scale jobs and a pair of flying "trinkets". Yep, it was a mass murder if ever there was one. All nine crates were smashed! Most of them beyond repair.

Is the hound still among the living. Well fellas, a lowly captain does not dare retaliate against the mascot of a full colonel!

F A C POSTAL CONTESTS FOR 1972Profile Scale

Take a look to the right all you balsa buyers. How slim can a No-Cal scale get, huh? That's ol' Bill Hannan's Crosby CR-4. We sure like that treatment of hiding the motor in a tube, Captain. Sure does help keep scale appearance. we will all be waiting to see the times she'll turn in this year's No-Cal Postal, Bill.

Read the rules below. Don't forget to mention the event and wether it is "Indoor Wing" or "Outdoor Wing" The date is of great importance too. Hop off!!!



1. 16" span limit.
2. Stick & tissue, all sheet, or mixed construction.
3. Fly anywhere, any time, as often as you like. Just send a card to FAC GHQ with your highest single flight time and other "gen" as shown below:

Name of Event (No-Cal Scale) (Peanut Scale) (Indoor or Outdoor Wing)  
 Name of Peilot: (yourself, presumably)  
 Name of Model  
 Date of flight:  
 Flight time.

And that's it. Should you exceed a previously made best time, then send in another card. The meet ends on 17 March, 1973.

SIXTH ANNUAL POSTAL PEANUT CONTEST

OK, dope-daubers. Crack your throttles wide open and head for the ozone, getting this event into the skies for the sixth time! This year we are again starting early to give some of you cloud-hurtlers a bit more of the nice "Hungly" weather, if you live in the northern climes, where that petrified cloud-dew all over the ground makes it a bit tougher for Hung to grab your models. After all, while those California types are basking in the rays with their surfboards and bikini-clad babes, we are bundling in bearskins around here!

As in previous years, we will have two "Wings", indoor and outdoor. As with No-Cal, you can fly as much as you like. Send us the info in the same way as for No-Cal

Do we hear winders a-whirring out there? And the swish of props? Tell us about it!

Annual SCAMA Bash

This year, SCAMA's old field being turned into some hideous mess (profitable for somebody, it's being "developed"), the SCAMA "powers that be" decided to move the site to Galesville, New York, an unused World War II training base which sees utilization only for West Point Airborne indoctrination. It surely is a fine site, "finest in the East" as they say. Plenty of wide open spaces, runways for those dear to the AMA ROG's, and open farming country all about the area for those planes that persist in flying away. We can honestly and seriously recommend this site for any meet, if you can get it. It has everything, plus proximity to NYC and (presumably) the host of flyers who live there.

The day dawned rainy, windy and nasty, what with a large "tropical depression" lying right off the coast. Fortunately, this depression moved off to the East during the day, leaving the skyasters first with only wind, then with a simply perfect day. What a delight for the eyes and soul it was to see those models circling up there against a magnificent backdrop of puffy clouds and ozone.

As seems to be his way, Jack Chilmark took a first in FAC Scale with his high-flying Peyret Taupin. Oh, Jack...why didn't you abandon that model when it got caught in a tree a few years back? How it torments and beats us! His best flight was over a minute, way down to the other end of the runway, for there were plenty of Hung's Hangers under those fleecy clouds, rib slicers! Second was Dave Stott with his doughty Alexander Eaglerock, which he had just fished from a tree the previous weekend. Actually, Dave beat Jack on the time, but the bonus points of the Taupin made the difference.

Third was John Stott with his Mauboussin.

Peanut Scale turned into a battle of the clouds. Bob Thompson seems finally to have come up with a winner (after years of being the Official FAC Doormat) in our own Jeff Chrisey's Lacey M-10. The M-10 beat out Chet Bukowski's previously unbeatable Piper Cub by a total of 189 to 166. Third was Ed Franklin, with a Wittman Bonzo, at 110.

As an aside, let the gang here at GHQ seriously recommend that Lacey M-10 as a model. It might not be all that much of an airplane, but Jeff chose well when he picked that one for a model design. Not only does she have plenty of rubber room, but she comes out pretty well as a "large" Peanut. Not, perhaps, as "large" as the Bonzo, but the performance seems to be there. Just use a thinner wing when you build her, the Goettingen 413 definitely being too thick. What the heck...the tip plate hides the thin wing, anyway. This ship, the Lacey, is truly a fine chance to Build, Fly, Win, with the FAC! And she won't take up too much of your precious FAC News reading time, either! Even if you don't work hard, or have too many shreds of covering tissue, she shouldn't take more than a week or two. Why not get to rib-slicing right this evening! Get out your FAC News # 26 and get to chopping. And get to flying. And (we hope) get to winning!



And, speaking of winning, take a goosy gander to the back of this issue to see a real winner, a repeated winner: Chet Bukowski's "Destroyer", the ever-deadly clipped-wing Cub we've so often tearfully told you about. Yes, tissue-tearers, this is the plane which has so cruelly dashed the hopes of many an eager-eyed FAC flyers at Peanut Scale meets. Time and again it has made flights of a minute of more. It is probably the finest Peanut ever to be built



and flown, as the record of its owner proves. Yep....old Hardware-Hooker Bukowski is already a "light colonel"...after being a mere captain only a year ago. This Cub is largely responsible for his rapid rise and the dread that greets the hushed mention of his name here at GHQ.

So....if you can't build the Lacey, then build this trophy taker. If you can't get a winner out of this issue, then we'll take the issue back! Haww!

#### OHIO F A C MEET

The Erie Model Airplane Association braced its wings and took up another turn on its turnbuckles, awaiting the invasion of the FAC GHQ Squadron Goths from Connecticut, as well as the Hunnic Hordes from the Detroit Geschwader. Yes...you could see the fear in their eyes, growing from a dim spot in the back corners of their psyches to a great, glowing mass of terror as the day of October 1 neared. That was the appointed hour for the anointing of the new victors after the great sky scrap. Once again Hung favored his own with perfect weather; cool with sunshine. His weather. Our weather.

For a while it looked like the GHQ gang was going to sweep the earth before it, as the Huns were late in arriving. After that, the combat and taunts began in earnest. They shall continue.

Dave Stott copped a first in FAC Scale with his Cleveland Hawker Fury in Portuguese markings. What beautiful flights it made! Which it had to do in order to just beat out Andy MacIsaac's Corben Super Ace. Third was Pres Bruning's Savoia Marchetti SM 81. One just has to see that model to believe it. As the English say, "Whata beauty". Nearly perfection, and once Pres has it fully trimmed out and with the proper power, we feel safe in predicting a roomful of hardware for this model. Truly it is a show-stopper! And since it is obvious to us that Pres' trimming ability is equal to his artistic ability, this has got to become a "horrid destroyer" in the Midwest area meets.

Stay away from the East, Pres!

FAC events continued through the day, with Peanut Scale the next. Again, Bob Thompson laid all opposition waste with the daedly Lacey. He beat the nearest opposition, a mere wretch from the Detroit Geschwader named Al Kohler, by 60 points. 207 to 147. Third was Dave Stott with his Cessna CR-3 racer, at 109 points.

Then there was the hard-fought Thompson Trophy Race. This event wasn't run in our hair-raising style of simultaneous launch, but it did produce a great battle between Pres Bruning's Crosby CR-4 and the erstwhile "Destroyer", dasvon Rottensocks' Kuenz's Folkerts Toots. Ralph was going to retire this model after its inevitable victory at this meet, but Pres upset him and won! And you ought to see that Crosby, too!

(Let's make a new rule.....all artists compete at a 50% discount in points! That's the only way we other apes have a chance!)



Third was Jim Hyka with a Gee Bee "D", and only three points Pg. 6, behind the winner! Wow! Almost like Rudy Kling in 1937!

Anyway....bad news for the other Detroiten gag. We're sure Rottensocks now has a "reason" not to "retire" that Folkerts!

Yep....this meet was a great victory for the GHQ gang. We headed West, and entered four events...FAC Scale, Thompson Trophy, Peanut Scale, and Jumbo Scale. In all, save the TT, where we were cruelly shut out, we took a first, for Ed Novak left that afternoon with the Jumbo Scale trophy firmly held in his warm clutches. Rottensocks can boast of the seven trophies the Hunnic Hordes took home with them, but think of their many troops arrayed against the thin red line of the GHQ stalwarts? Besides.....old von Rottensocks is turning into a Guebbels in his latter days. The Motor City Madheads took home seven of fifteen trophies given, not of twelve, as he boasts to us! Outside of the TT, Rottensocks, how many "Luftsiege" did you take back to your General Motors lairs? Firsts make "Kanonen"!

That's right, prop carvers.....your GHQ gang was right in there pitching. And we don't boast. Hawww!

#### BIG F A C FAIL MEET AT DURHAM

Hung really threw a curve at the old GHQ gang on the fifteenth of October! Not only was it cold, but the Canadian wind was howling across the corn-planted plains. It looked hopeless. Not a wash-out, but a blow-out, or a blow-away! The mighty editors and pillars of FAC modeldom were in despair. If a man were daring enough to test his model against the winds, then the frost-dried cornstalks were waiting to receive it and make it well-nigh irretrievable. It looked gloomy for us, and the News, which is supported by our meets.

But the FAC troops came through in fine style! Cars began arriving at about 8:30, and continued pretty much through the day. We were blessed with about twenty-five fervid contestants, and they gave battle to each other until 5:00 pm. A great day for the FAC and its House Organ, which you're reading, and for all who came to fly.

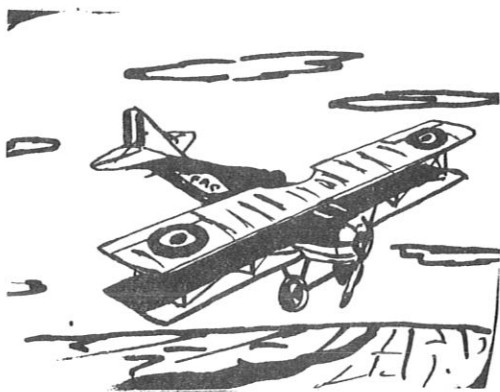
One of the first to arrive was Rudy Profant from Ohio, come all this way to struggle manfully for the Thompson Trophy. We are happy and grateful for your support, Rudy. Thanks for coming.

Embryo Endurance turned into a real battle of the winds. Not only those blowing in the field, but ~~too~~ in the flyers' lungs. With all that moving ozone, it meant a long chase for the courageous

airsters who tested it. Don Edson lost his original design, not only to Hung, but to the trees which held the model once Hung had brought it there. Sure and begorreh it was Jerry Donahue who won the event. This is Jerry's first FAC victory after quite a few tries. Tom Nallen, our promising new Jr. took second after a fly off with Ed Novak. Ed battled with an enlarged version of the "Flying Aces Parlor Fly". (see issue #25)

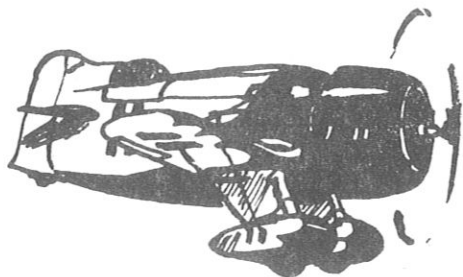
Both winning models were original designs, which is the real purpose of Embryo Endurance, anyway.

Chet Bukowski, not only being a fine flyer, but a merciful man, left his clipped-wing Cub at home for the Peanut Scale....otherwise, it would probably now have another notch in its prop, or be causing MASSIVE indigenstion in some poor



cow that ate it, prop and all. Imagine the farmer when he pulls the "teat" and gets a slightly rusty prop-shaft? Haww! And, what about the cow! Moooooh! Pg. 7.

So, Chet lost out to Fred Weitzel, who appeared with his Helio Stallion and won very comfortably with 111 points. Fred's model fly indoor-style, in a series of incredibly tight turns which have to be seen to be believed. When they go well, as the Stallion usually does, they are quite a sight.



Second was Don Edson's Curtiss Robin, a duplicate of the incredibly light ship he lost last spring. If it hadn't been for the terrific winds, Don'd probably have given Fred quite a "war".

Third was Hank O'Dwyer with his Peanut-sized Stahl Waco E. Hank was in a tie with Chet Bukowski for third, but since Chet had lost his Mauboussin, Hank had the field (and the hardware) to himself.

The Thompson Trophy was truly "hairy", w at with all that wind and corn out there, but there were seven intrepid modelers there to vie for it. Chet Bukowski had his deadly Caudron out, and it easily won the Shell Speed Dash, beating out Don Edson's Gee Bee "D". Third was Rudy Profant and Mr. Smoothie.

The Greve Trophy turned out a bit tougher for the Caudron, and this time Edson's Gee Bee won out. Third was Ed Heyn and his Brown B-2.

The Thompson, the Big One, was won by Bob Thompson, whose old Laird Solution came from somewhere way in the rear of the pack, and won out over the Caudron, which by this time was experiencing some control problems. Second was Rudy Profant with his Pearson-Williams Mr. Smoothie. Rudy really deserved better, having come all that way; but next year, with a hand-carved prop and a veteran ship, Rudy will be a real threat at the TT meets. You hear that, you Detroiten Poiple Mob?!

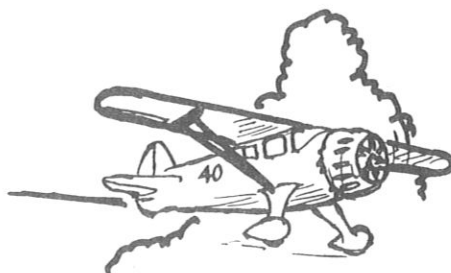
The Main Event, FAC Scale was taken (again) by Jack Chilmark, who is doubtless the king of this event. This time he used his Fairchild PT 19 upon everybody to good effect. Jack is the kind of flyer who uses more than one model to beat you. Second was Don Edson (another artist!) with a modified Miss Los Angeles. Had Da got this model into such perfect trim earlier in the day, he would easily have crushed everybody for the Greve and Thompson trophies. This must be the lightest racer we've ever seen, yet everything is there. Really a beautiful ship, beautifully built.

Don Garafolow won third, after a fine flight from his Druine Turbulent.

After a fine day for all, as is the way at model meets, the wind calmed down beautifully. By 5:00 it was really nice. By 5:30, it was perfect!

Thanks from all of us to all of you who competed and helped make this about the finest FAC meet ever. Had it not been for the winds, it doubtless would have been the best!

Helmets off to all FAC skysters!



# PARADE OF ACES!

Pg.8.

## Flying Aces Club Kanones

Here we go again, skysters! Time to honor our hard flyin' contest goers that have emerged victorious in duels in the clouds over F.A.C. dromes from coast to coast. Now as most of you fellas will recall, a modeler who enters and flies in a contest featuring an FAC event automatically becomes a lieutenant in the FAC. After scoring 5 victories, or first place wins in FAC events he is promoted to the next higher rank of captain, and so on up.

Once a year we list our knights of the ozone and their rank and number of victories to inspire all our clubsters to greater altitudes and model building achievements. G.H.Q. is pleased to see a few new names added to the list of successful sky battlers. Our congrats to you all!

RANK: VICTORIES.

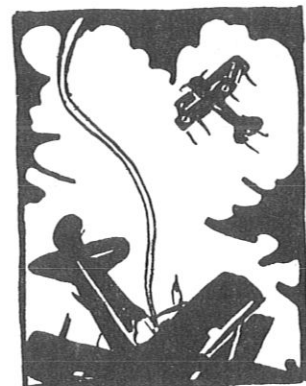
Colonel:  
Paul Stott, junior ace, GHQ Sqdn.....22

Lt. Colonel:  
Chet Bukowski, Mass. Sqdn.....15

Major:  
Hank Struck, SCAMA Sqdn.....12  
Dave Stott, GHQ Sqdn.....10

Captain:  
Blackjack Chilmark, GHQ Sqdn.....9  
Don Edson, Wading River Warrior.....9  
Kenny Hannan, Calif. Sqdn.....8  
Bill Hannan, Calif Sqdn.....8  
Ralph Kuenz, "Von Rottensocks".....7  
Alex Godo, Fun City flyer.....6  
Fudo Takagi, Calif. Sqdn.....5  
Bob Thompson, GHQ Sqdn.....5

Lieutenant:  
Bob Jespersen, the "Milford Fox".....3  
Ed Novak, GHQ Sqdn.....3  
Hank O'Dwyer, "Peanuts O'Dwyer".....3  
John Stott, GHQ Sqdn.....3  
Bill Warner, Calif. Sqdn.....3  
Ken Johnson, Ohio ozone splitter.....3  
John Peck, Penn Sqdn.....2  
Clarence Mather, Calif. Sqdn.....2  
Ted Wales, Mass Sqdn.....2  
Kim Mather, Calif. Jr.....2  
Mallory Chilmark, GHQ Aviatrice.....2  
Curtiss Mooney, Calif. Sqdn.....2  
Douglas Mooney, Calif. Sqdn.....2  
Al Koehler, Detr. Gswdr.....2  
Fritz Weitzel, N.Y. Sqdn.....2  
Bob Nelson, N.Y. Sqdn.....2  
Buzzard Bailey, SCAMA Sqdn.....1  
Bob Haight, Hugsville hero.....1  
Rudy Lluiber, Penn. ace.....1  
Jack Whittles SAM Sqdn.....1  
Jim Warner, Calif. Jr. ace.....1  
Dick Everett, SCAMA Sqdn.....1  
Bob Mickleson, Nevada nimbus nudger.....1  
Sherri Matson, aviatrice.....1  
Pres Bruning, Detr. Geswdr.....1





Bud Dillman, N.J. Sqdn.....1  
Norm Getzlaff, Cleveland cloud clever.....1  
Jerry Donahue, Shrewsbury shrike.....1

There they all are, men! Helmets off in salute to these intrepid intruders of Kur's domain!

CITATIONS & PROMOTIONS.

The following named officers have been cited for special mention by GHQ by outstanding efforts for the good of the FAC; or for promotion by way of victories achieved in battle at FAC meets.....

Capt. Ralph Kuenz, for conducting once again this year a Peanut Scale meet. as part of the 1972 Nats. Also promoted, from Lt. to Capt.

Capt. Don Edson, promotion, Lt. to Capt.

Capt. Bob Thompson, promotion, Lt. to Capt.

Maj. Dave Stott, promotion, Capt. to Maj.

Lt. Col. Chet Bukowski, plans contribution to FAC News, promotion, Capt. to Maj.; promotion, Maj. to Lt. Col.

Lt. Frank Scott, cover drawings contribution to FAC News.

Lt. Bob Jespersen, cover drawing and plans contribution to FAC News.

Lt. Jeff Chrisey, cover drawing and plan contribution to FAC News.

Lt. Roy Leiner, plans contribution to FAC News.

Flying Aces Model Laboratory.

Lt. Colonel Chet Bukowski's Peanut Cub.

It is no propwash when we tell all you tissue trimmin' former notchers that the plans presented here are for a real contest winning performance scale job. Most of us know this from first hand experience as we bounced around in the slipstream of this high flyin Peanut as she raced ahead to victory after victory in the past year or so. As a matter of fact, Chet's victories came so fast that he has jumped two ranks since we last prited an up-dated Kanone List! That ought to tell you again what a great flyer this li'l cloud cuddler is!

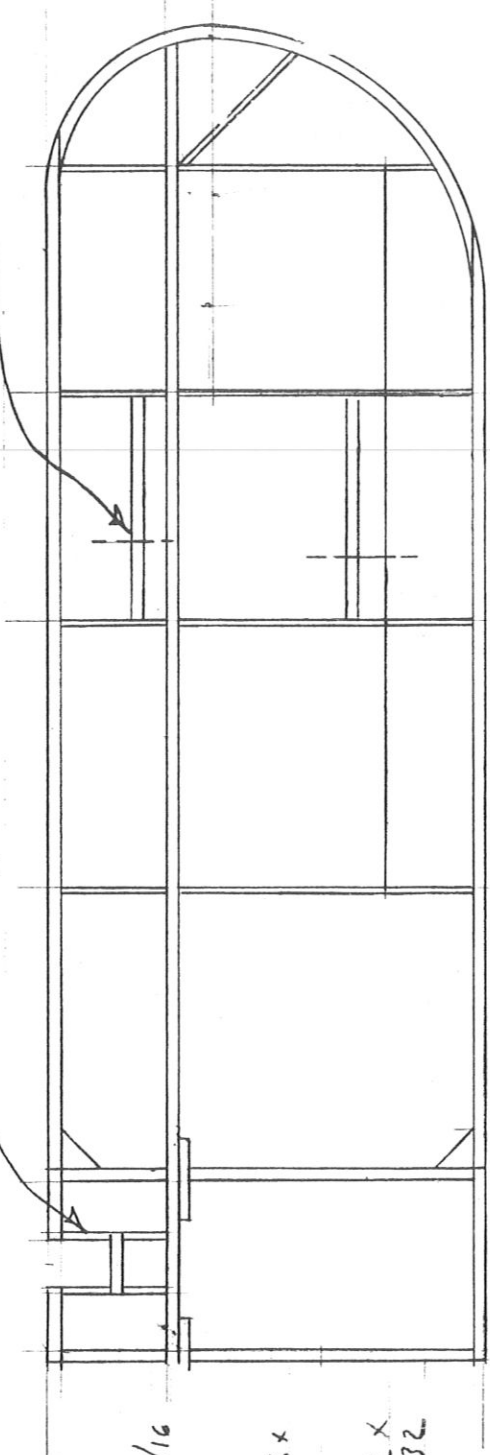
The plan is self explanatory as far as construction goes. As for the prop Chet says he will do an entire article on props for the FAC News in the near future. So until then try your own favorite club out on the beezer. Who can tell, you may outfly the original, but that will be quite a feat of legerdemain!

Push your goggles back and oogle that pic of the Cub there on that wintry tarmac with her engine ticking over. Makes a guy want to hop right in and scatter some of those icy snow flakes as you zoom into the fridged ozone on a bid for command of this winter's Peanut Postal Contest, eh Wingsters?? See elsewhere in this issue for info on this swell way to keep your stick hand in this winter.



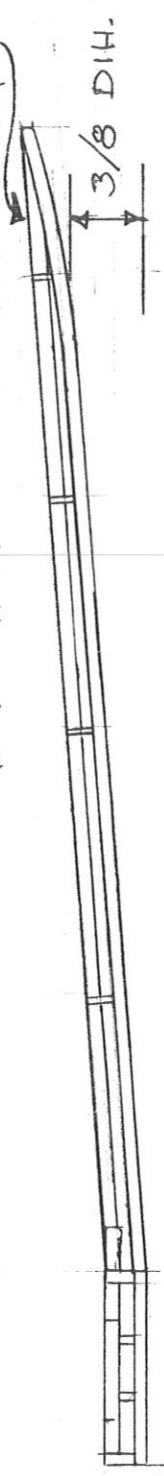
1/32 SHEET FALS RIBS

STUB SPARS ON BOT. FOR STRUT MNTG.



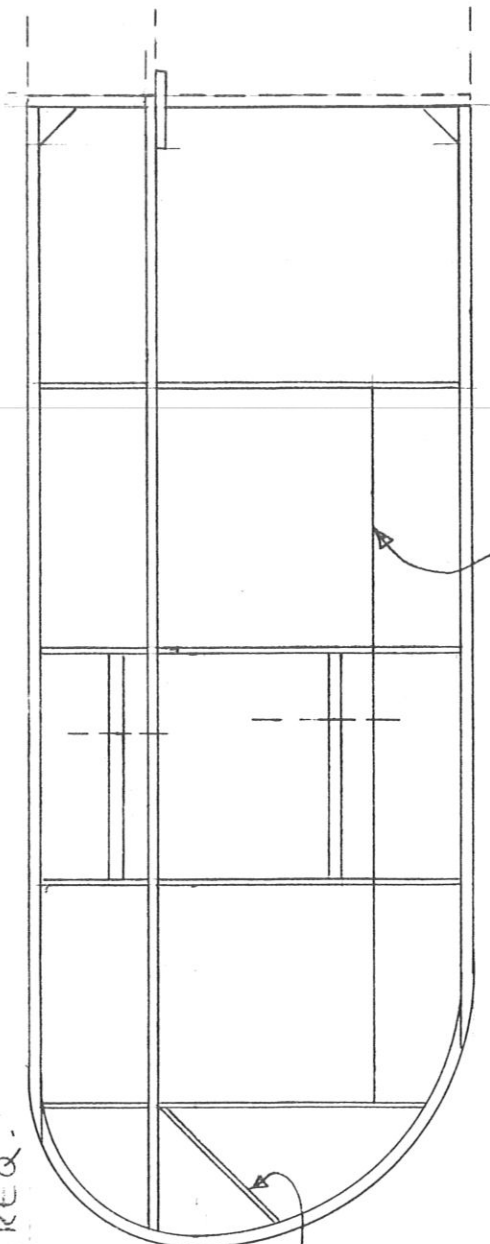
RIBS ARE 1/32  
ROOT RIBS ARE 1/16  
SPAR + TRAILING  
EDG 1/16 SQ  
LEADING EDG 1/16 x  
1/8 PLACED VERT.  
FRONT STRUT 1/32 x  
1/8, REAR 1/32 x 3/32

NOTE: KEEP TOP OF WING FLAT



TRIM: TAIL SURFS.  
ARE SPOT-GLUED IN  
PLACE - CUT FREE  
ARE SPOT GLUE FOR  
ADD. SET RUDDER  
SLIGHT RIGHT (VERY)  
USE RT. THRUST FOR POWER  
CIR. + DOWN THRUST AS REQ.

Pg. 10.

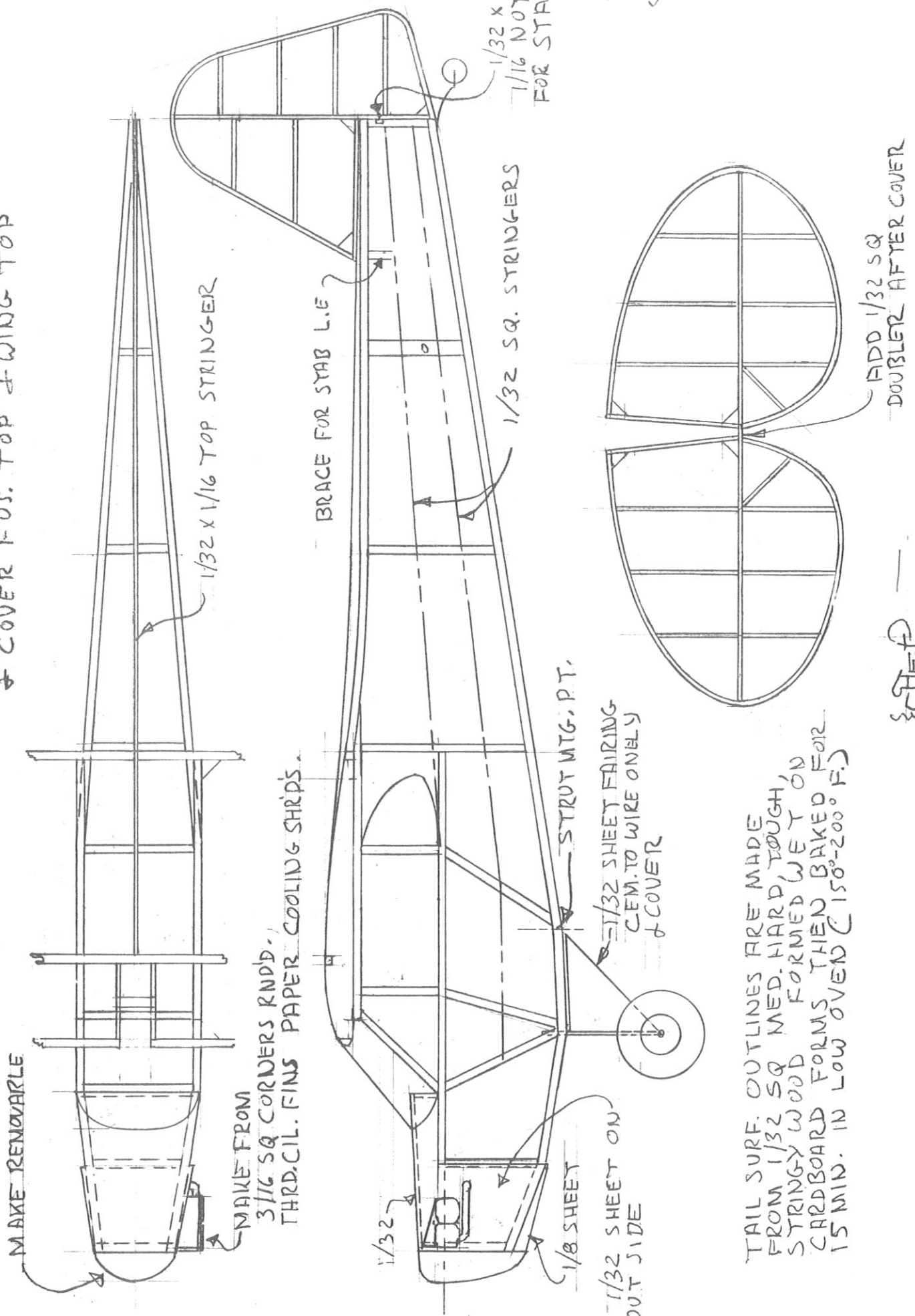


TIPS ARE LAMINATED  
FR 2 PIECES OF 1/32  
x 1/16  
1/32 x 1/16  
FROM SPAR TO TIP BOW

AILERON OUTLINE

3/4

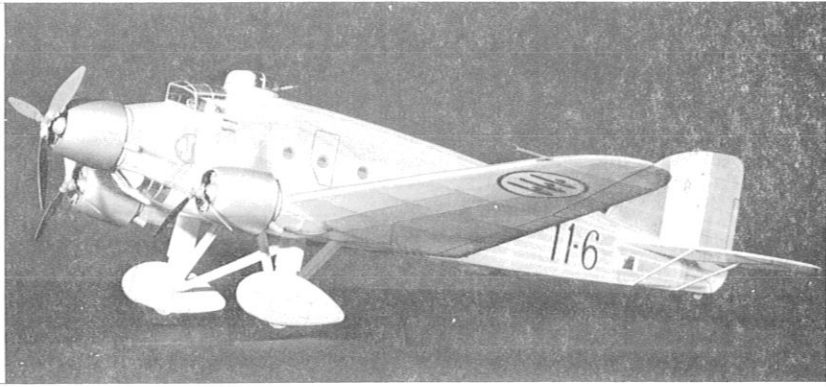
NOTE: BUILD WING IN ONE PIECE WITH DIHED. COVER BOT. PANELS AND FUS. SIDES AND BOT, MOUNT WING ON FUS. ADD TOP STRINGER & COVER FUS. TOP & WING TOP



TAIL SURF. OUTLINES ARE MADE FROM 1/32 SQ MED. HARD TUGH, STRINGY WOOD FORMED WET ON CARDBOARD FORMS THEN BAKED FOR 15 MIN. IN LOW OVEN (150°-200° F.)

SHEET

# With The Model Builders

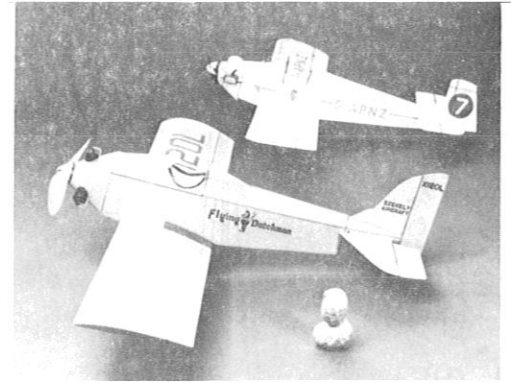


We showed you the No- Cal version, and have talked about the beauty of this model....now feast your own eyes on it. Note also the delicately drawn fasces on the fuselage side, as well as the arms of the House of Savoy on the fin. This has got to be one of the finest rubber jobs in existence! We suppose if it were RC it would be all over the mags, but being a rubber "toy" just those of us "in the know" can get our chance to admire it.

She truly has everything!



EEK! Bruning does it again! This is his Phillips Aeroneer which took second in Rubber Scale at the Nats. That Gilmore Linn is painted on there. Right down to the whiskers! Our Notes from the Workbench tell how he ingeniously made the landing gear for this gleaming beauty. Not only good builders and flyers in Detroiten...also clever. Yah! And they use winding tubes to protect against motors that might smash all that artwork into a tatterededemalion ruin!

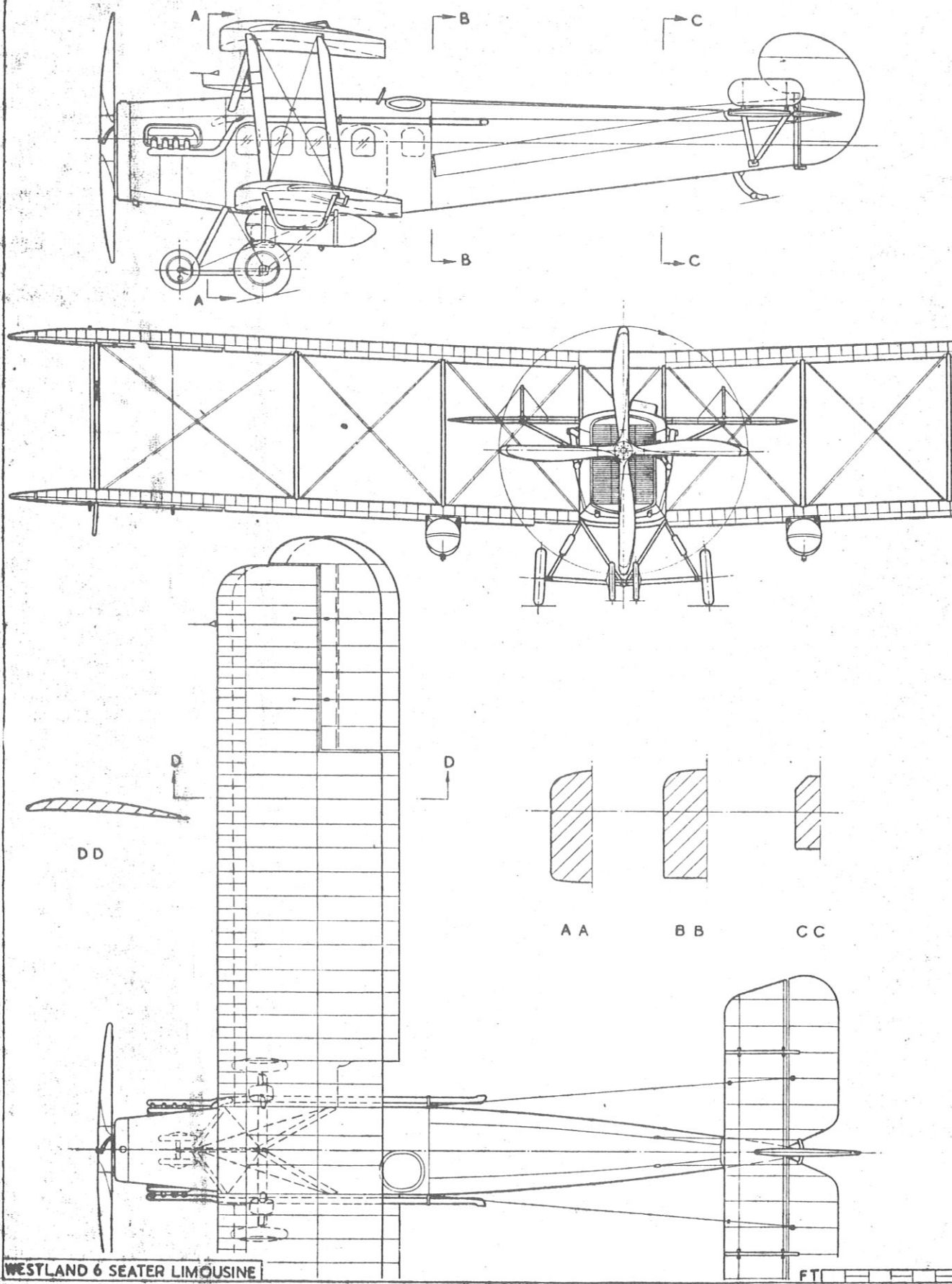


Here are a couple of cuties from Bill Hamman's Hangar-ful of Peanuts. Bill's quite an artist himself, as shown by the markings on that Szekely Flying Dutchman in the foreground. That looks to us like a Turbulent in the background, right?



Here's Ed Novak before he let his hair grow, a-looking over that Chagrin Falls winning Robin. Any trophies hidden in that cavernous fuselage?





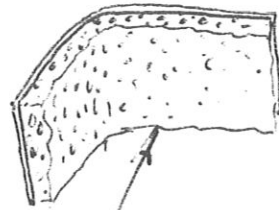
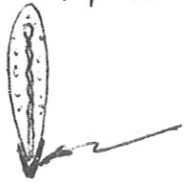
WESTLAND 6 SEATER LIMOUSINE

FT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Clubster Pres Bruning of das verschlugener Detroyten geschwader sends us this tip on shock absorbing for a single leg landing gear such as the gear on Pres's Aeroneer (see "With the Model Builders" page in this issue) or Ryan S C Sure is a worthwhile bit of insurance if you expect to have to fly over runways, nicht wahr fliegers?

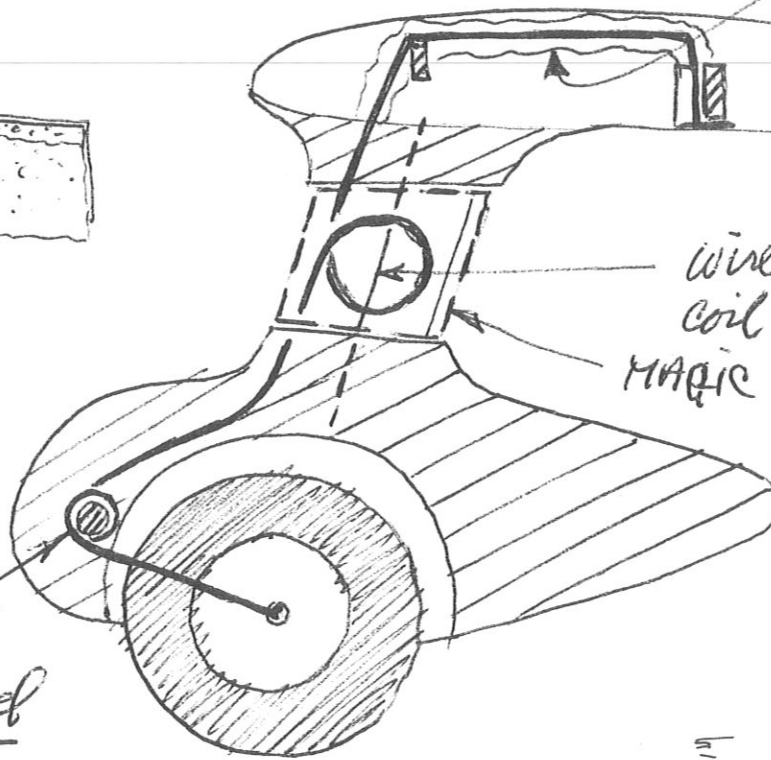
## DOUBLE SPRING GEAR

+ PLAN VIEW +



VINYL FACED  
FOAM RUBBER  
WRAPPED  
AROUND COIL  
WITH  
RUBBER  
CEMENT  
TAPE +  
HELD AT  
BACK WITH  
MAGIC MENDING  
TAPE. THEN  
ENTIRE GEAR  
+ SHOCK SPRAYED  
SILVER

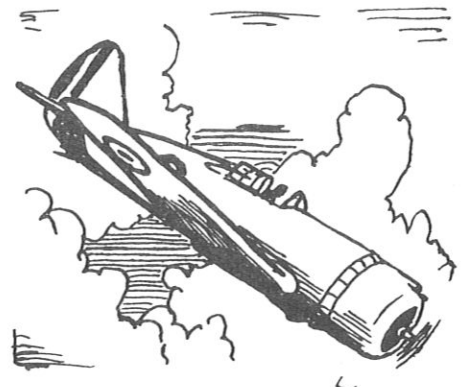
dowel  
PIVOT



wires on both sides of  
coil

MAGIC MENDING TAPE

5 minute epoxy  
BONDED TO  
RIB



### An Ariel Trinket

This issue began with a Mosquito so we thought we may as well end with one as well. On the last page is a plan reproduced from an old Flying Aces magazine and her name is the "Flying Aces Mosquito". Will she fly?? well fellas, just ask Colonel Paul Stott. He has one that does. Why not find out for yourself??? Not much effort to see how many laps you can do round the Christmas tree, is it? Wings and tail are 1/64 sheet. Stick is 1/16 X 3/32. Peek into a golf ball for rubber.

