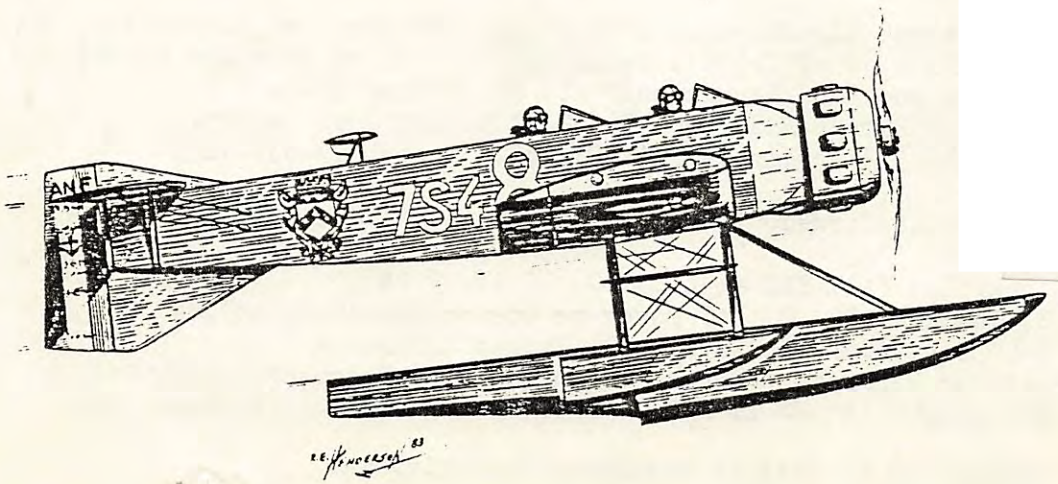
CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

No. 67
4Q.'82

TRW RM 2465B
23555 EUCLID AVE.
CLEVELAND, OH 44117



1983 CALENDAR CANADA NATS IS AT CENTRALIA(HURON PARK) July 14- 17. 7/14 Coupe, HLG, Cl 1 GAS, & Rocket. 7/15 GLIDER, Rub.,PM Ind. PEANUT & EZB. 7/16 Wake & F1C Gas. 7/17 F1A Glider, FFScale Power , FFS Rubber. MAY BE FAC?

Sun. June 26 CFFS Junior Birdmen Calm Air FF at L.C.C.C. 1PM- 9PM.
1) Peanut G.H.Q. 2) Embryo Endurance (JS)(O) 3) WW I Bipe. 4) WW II Peanut
5) WW II FAC Combat 6) Jet Cat Scale Glider 7) H.L. Glider (J)(SO)
8) All Fly-no gas (J). C.D. G-8 Jim Hyka. 582-0257. $3 Entry, $6 Max.

July 2-3 Sat. Toronto & District Champs./Sun. Spring International. C.F.B. Borden.
Call Frank Schacta (613) 820-1105 or Dave Sugden 416 263 8316.
Sat: HLG, Cl I Gas, Cl II Gas, Unl. Tow, Unl. Rub. FAC Rub SC. 416-255-1289

Sun. July 3 CFFS Becalm Hydro FF at L.C.C.C. 1PM - 9PM. Lake Butchsan flying pond.
1) Peanut Scale FAC 2) FAC Scale 3) No. Cal. & 3/4" Schneider Profile
4) Embryo Endurance all R.O.W. 5) Old Timer Kit or Plan Scale, 36" Max.
6) CO_2 Old Timer Replica Precision 7) Jet Catapult Glider
8) Hand Launch Glider (J)(SO) Plus 5 per R.O.W. in 1) 2) 5) and 6)(must float)
$3 entry, $6 max. Jr. & Sr. Free. C.D. Russ Brown (216) 382-4821

Sun. July 10 Erie FAC at Prangmore, Painsylvania Rainbow drop from 15 Mayday washout.
1) FAC Ruber Scale, 2) Peanut FAC 3) Embryo Endurance 4) Thompson/ Greve Race
5) WW I Biplane Dogfight 6) Old Timer Kit or Plan 7) Hand Launch Glider.

Lexington, KY FF Meet ½A, A, B&C, HLG, Tow, & Mulvihill Rubber, Coupe/P-30
Nost. Gas, OT Cabin & Pylon Combined, .020 Replica O.T. B. Barr, 2000 Lrk spr.

July 19-21 SAM Champs at LaJunta, CO. J. Thomas 1050 Clarkson, Denver Co. 80218
7/29 FAC, GHQ P-NJT, N.CAL, SC.TOWLINE, WWII, THOMPSON / GRAVE RACES. CD. BOB THOMPSON BOX 70 S. ST. ROXBURY CT. 06783

July 24-31 1983 NATS at Westover Air Force Base, Massachusetts 7/29 FAC EVENTS

Sat. Aug. 6 Erie FACMeet & Picnic at Prangmore. Lin Reichel CD, 3301 Cindy Lane, Erie Pa.
FAC, FAC P-N-JT, EMBRYO, FAC POWER SCALE, THOMPSON/GREVE, WWI, HLG, .020 O/T, RUB, 16506
O/T KIT OR PLAN SCALE.

Aug. 6-7 Ontario Champs, Open Sat. FAI Sun. at C.F.B. Borden (Best Site in East)
But you need a Guide! Map at Blue Fox Base or call Frank Schlacta 613-820-1105

Sun. Aug. 14 CFFS Races at Lorain County Community College, Elyria Ohio 10 AM- 5 PM
1) Peanut full FAC 2) FAC Rubber Scale 3) Old Timer Scale Kit or Plan Rub. 36" Max.
4) CO_2 Old Timer Replica Precision 5) Cleveland Post War FAC Handicap Race
(Flown best of 3 flights plus 5 for fixed gear types or Biplane Race Planes.)
6) Greve Trophy Inline Type Race 7) Thompson Trophy Radial Type Race Tom
8) All Fly, any thing but Gas (J)(S) $4 entry $6 Max. Jr. & Sr. Free. Majestic

Southfield Mi FF Meet for Rubber Coupe, Embryo Endurance, 1/2 oz. Rubber,
Rocket, 1/4A, and HLG. Paul Smith CD. or G. Lewis CD below is J. Macay.

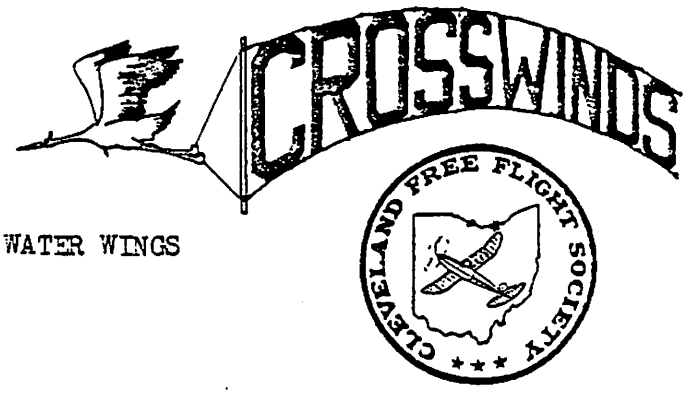
Sun Aug. 21 Again Detroit, Mi probably Southfield for P-30, Coupe, Sp. HLG, Flying SC Rub.

Sun Aug. 28 Wot Again? Vos is Rotten? Cloudbusters 16th Annual FFS Meet. at Southfield, MI.
11 Mile & Franklin RD. S.W. of I-696 & Telegraph Rd., W. of American Motors Bld.
1) Gas Scale per Book but Hand Launch only. 2) FAC Rubber Scale
3) FAC Peanut Scale 4) Embryo Endurance 5) WW II Combat Mass Launch.
CD is Ralph Kuenz, 14645 Stahelin Detroit Mi 48223 Phone 313-835-7141

Sun Sept 11 Canton OHio FAC to be confirmed. Still at Detroit is a State Meet.

Sun.Sept 18 CFFS Greater Storkville Fall FAC at L.C.C.C. 10 AM- 5 PM.
1) Peanut GHQ 2) FAC Rub. SC. 3) FAC Power as CO_2 or Electric, no gas
4) No. Cal. & 3/4" Schneider Cup Profile 5) Embryo Endurance
6) Cleveland Post War Handicap 7) Greve Trophy Race 8) Thompson Trophy Race
9) WW I Biplane Dogfight 10) WW II FAC Combat. $4 to 6 max. D. Pishnery CD.

Sun. Sept. 25 Erie FAC Fall Annual G.H.Q. Meet at Prangmore Painsylvania.



FLAT HATIN' ON WATER WINGS

CROSSWINDS
4909 N. Sedgewick
67 4Q, '82 Lyndhurst, Ohio 44124
Russ Brown 5/'83

Issue 67 completes 1982 Crosswinds, and the address lables on hand. Note your code date and $10/year #.

"Water, water everywhere" 'Tis a wet wet world 'Nes Paw? 'Bin rainin' meatballs and frogs; the water is rising in the Fox hole. Better build floats! CROSSWINDS floated the Asian Nakajima Zero (Rufe) by Iate Hash y sos last issue, in the wake of agent 2005s' (Richard Bennett) mysterious Black Bullet amphibian classic. To continue trans rubber world, we go on to Europe for a refreshing dip in the water with Ing. Lubomir Koutny. As devotees to the printed word on ffs are aware, Lake Lubomir (upwater from Brno, Czechoslovakia) is well stocked with bobing peanuts. This issue presents Lubomirs' French MB-411 Peanut scale plan as the feature attraction. Other challenging subjects appear often in Aero modeller as plans or with his impressive photographic offerings of Czech fliers. We are impressed by this enormous effort, and are especially pleased to feature the Marcel Besson MB-411 French float plane "while the water is warm". This a very appropriate subject to introduce for the '83 FAC handicap flying, where float plane fanciers are now encouraged by a plus 10 point seconds. That equalizer and the early transition from a bump cowl radial nose to a light square frame are sufficient incentive to dive into the MB-411 project (score 10!)

Frosting on the double layer cake (Peanut and 2 ft. mix; as Marie said "let them eat cake") is artistically applied as scale doccumentation by our French Connection Roger Aime. Roger located color and marking art for one (of two total) MB-411s with a 3-view and text. How 'bout that for an international wrap? He even painted a color chip to show the true blue shade. Merciful markings! This vital patch of sea grey blue gives us the last piece in the puzzle for a competition package.

A French harpoon was lightly tossed in our hide earlier for featuring more English and German subjects than French aircraft. Aye mates, keelhaul us if that ain't so! CROSSWINDS is a mite short on the red ring count as our inspired editors let fly with random choice subjects. The index tally on construction drawings is 26 USA, 9 English blue rings(or crosses if you like), 10 black crosses, with this issue 6 red rings, 3 red stars, 2 red discs, a green ring, a pie ring (Dutch), and a red checker box (Polish). Not so bad if we parlay the red ring count with two solid red rings (Japan) with another for the Christmass Bullet (US WWI red ring). But yes, we need more red rings and discs and green rings too! Scuttle but has it that a mysterious Count Pisaña went West with most of the 'tscret Muse de le Air archives for the entire red and green ring armadas. Watch all West Coast action (Flightmaster Sector for example) for 1/4 scale work on the Caproni Ca 60 multi triple tandem triplane boat as un aeriated proof of rotten dot Ringanomics out West. Decode this by sending about $12 to Flightmasters Editor Carlo Godel at 5726 CASE AVE., North Hollywood CA 91601. Ask for 1st Q-1983 for a great selection with ORIGINAL art. Is this a plot by Bad Guy Squadron to Cross out the international crusade of FAC? Voila! the case is cracked. But for an"Eyefull" in CROSSWINDS, we need to be a whole lot smarter about all the worlds aircraft. There are an enormous number of airplane subjects yet to be re-discovered and properly developed as flying models. But getting 3-views with photos and hard to find color and markings can be so difficult. We especially wish to thank all who have taken that extra step to offer doccumentation and drawings for the cause; yet wonder where it hides. Holy cobwebery, what a sad story! grab some domestic tissue to blot the tears: The development of a subject may hang overhead for years. Then every once in a while, we do get it together and out, to earn the research and generous support.

Dave Pishnery pitched in a real big helping hand, tracing Lubomirs' Peanut plan, and growing it to a 2foot span presentation usefull for both rubber scale or CO_2 power scale. Ron Henderson offered sketches for the cover art. WE have a wrap for '82 Hope you cut wood.

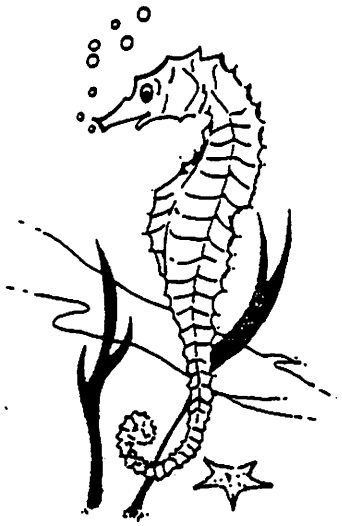
With Glue Guru in mind, lets not limit our dreams. The MB-411 frame with a foamy pilot fig -ure in the front seat could be attractive for over 36 inch wingspan Jumbo Scale. Not your four letter time box type, but a 20 second bonus will compensate for the short prop and underslung anchor (floats and struts). Then if a thermal does blunder about your high handicap type, the duration types can be had. Knock off strut mounts may save rebuilding the struts every flight.

Dave Diels can enlarge plans for you. One double up of a 11 X 17" plan may run about $7. Check with Dave for costs at P.O. Box 101, Woodville, Oh 43469. Ready in 1/2 inch scale are the F3F-2 or Gulfhawk (16"ws) and Hawker Typhoon (21"- leave off the lower wing form to fly best). The big 1/20th scale twin Westland Whirlwind (27") grabs a big 30 handicap points and looks deadly.-$4 worth. Red and Green ring $2 plan peanut scale Morane Sauliner A-1 and Macchi C.202 WW II fighter arrived just before the big blue ring twin (Whirlwind). Now watch for a real good red ring WW II fighter that looks hot in red and yellow tail stripes. Yes, the big tail Bloch MB-152 is comming with a bump cowl like on our feature MB-411 Peanut. Great timing Dave!

HYSTERIA ON THE HIGH SIEZE

The aero-nautical situation of the 1930s was as bad for France as elsewhere. (It got a whole lot worse in 1940). Financial strains were at least as bad 50 years ago in comparison to the present OPEC skid. The same political Ministers that nationalized the French Aviation industry also reviewed the Naval expenditures yearly. Funding scarcity rather than Naval strength limitations by treaty reduced the French Fleet. Deja-vous: 50 years back was an era of arms reduction rhetoric with international lip service limiting the ratios of Naval tonnage for France and Italy as 1.75 to 3 for Japan and 5 for Great Britain and the USA. Germany and Japan built out of the agreements, and the limits served as goals to be out flanked. A 1924 French Naval program requested 175,000 tons of battleships (5), 60,000 tons of aircraft carriers, 360,000 tons of light craft, and 96,000 tons of submarines-a total of 691,000 tons of combat ships (the same tonnage as in 1914). Parliament failed to approve this maintainence of fleet size. Two battleships, The Dunkerque and Strasbourg were ready in 1934, and by 1940 two more, the Richelieu and Jean Bart were almost ready.

Control of Naval Aviation was bounced about from Naval to Air Ministry, which may have favored the Army development. Even so, a few float planes and a nifty gull wing dive bomber (LN-40) were wearing anchors on the red rings. Lack of ready aircraft carriers wouldn't help build up a Naval Air Arm; Somehow the miracle worker sales team at Curtiss convinced the Ministry to purchase Curtuss SBC Helldiver Biplanes. The obsolete value of the SBC was observed by leaving the crates on the dock. This same great sales force sold the Hawk 75 and P-36 fighters to the Armee de le Air. Boy thoes guys were good! Remember how fantastic the P-40 seemed to be? The U.S. Army kept placing orders through all WW II. Oh but those teeth out sold JAWS I. Even my Pit Bull (a nice big dog that dislikes dogs, Fikes,+Lacys)has smaller teeth. Those teeth could sure sell kits too. Mine flew down and more down (Capital) Where were we when some one yelled Shark? Oh yes Curtiss: post war sales to France included the Curtiss SB2C Helldiver as well as AD Skyraider, F8F Bearcat, and F4U5 Corsair. The F8F and F4U5 fighters stationed at NAS Akron went to French Forces in the 1952 era. Now the AD Skyraider at least has made it back in a batch purchase. Lin Reichel got one and heat shrunk it way down. I think the bottom dive break safety wire is broke on Lins' model. Haw-aw-aw-w-w. (This really is necessary to fill space 'till we start the next page back into the history lesson.) The dive flap really was wired to keep it from beating up the runway on landing. But this is not a Skyraider issue, so we will not mention Walt Mooney or Model Builder, nor the marking views in Scale Aircraft Modeller (Great Britain mag.) Not even the bright international orange and white with a black exhaust trim band. The ADs at NAS Akron about 1952 were a mix of service paint. Navy, Grey and white or Orange/white.





BLUE FOX BASE

4909 NO. SEDGEWICK

LYNDHURST, OHIO 44124

French underseas strength included several German WW I U Boats. An 18 boat force was projected in the 1924 program. Most acclaimed was the worlds largest submarine, the Surcouf. On board air support (wake up, here comes the MB-411 floatplane; 'bet you forgot why you were hauled off to join the French Navy!) was one of the two MB-411 floatplanes. Like the ship in a bottle act, the MB-411 folded into a 6.56 Dia. X 23 ft. long canister aft of the tower. Only 4 minutes plus was the pop out assembly time; real quick 'nes paw?, but they didn't have to stuff a motor in it and wind! Launching may have been by catapult as reported by a witness in England, with in ship wake landings recovered by on deck crane. This newsworthy act was seen on movie news reels by Ron Henderson, our resident artist. Ron also saw pink elephants fly before Dumbo. He can remember so much about the pre-war (II) era; he must be lots older than ol' Blue here. Haw-aw-aw-w-w-w. As you were.

Experiments in submarine based aircraft led to the Marcel Besson designed MB- Passe Partout. This low wing, twin float design was used in Canada (no, not on a sub). One MB-410 was ordered August 24, 1932 with a 130 hp Salmson 9NC radial engine. This prototype was washed out (broke) during 1933 acceptance trials at Saint Raphael. ANF-Les Mureaux completed the replacement order for one airplane. This flew in June, 1935 as a single seater, powered by a 175 hp Salmson- 9ND (possibly without a cowl ring per photo in Wm. Green FLOATPLANES of WW II). After crusing (Sea) trials into late 1935, ANF- Les Mareaux re-worked this airplane by adding a second seat and windshield aft of front seat. This aircraft went aboard the Surcouf May, 1936. A second MB-411 was ordered Feb. 10, as trials continued to completion 7/'37.

Enter, stage left, Bar-U- nek with the book THE FRENCH NAVY IN WORLD WAR II by Rear Admiral Paul Auphan and Jacques Mordal to review. Here the project goes full stop, so we can cast some light on the dark side of WW II history. All WW history must be considered dark, and there is no pride taken by the forces that dealt with the French Navy. There are excuses for the political decisions by Churchill and advisors, who planned a suprise attack on the French Naval forces in "neutral" ports. With friends like these, who needs enemies? From the events detailed in THE FRENCH NAVY IN WORLD WAR II, The English Navy was probably the largest cause of French Naval personel loss? Let's run through a bit of this history now.

War Winds swept Poland and West to the coast of France. Around June 3, 1940, the French Navy provided land resistance to delay the German sweep to the ports, and assisted the English to evacuate Dunkirk. Yes Mrs. Minniver, the French were there too , taking severe damage from German fire, and saving men from the beach. Admiral Darlan and West Admiral Abrial directed the French Fleet in Atlantic ports to sail or scuttle so the ships would not fall into German hands. A frantic effort got the ships underway as Naval units fought a delay action ashore. Those ships barely able to sail accepted English offers of dock space, while most of the ships went to North African French ports. The Battleship Jean Bart made a most spectacular escape, decks coverd with building scaffolds, and with only one 380 mm turret in place. Three weeks of dredgeing the dike and a channel plus high tide on June 19 were just enough to float the nearly empty hull, with a grounding and air raid for excitement. The Jean Bart made for Casablanca, Fr. Morocco, and the Richelieu went to Dakar Africa. Three cargo ships just arrived full of airplanes from the U.S. sailed to Africa.

HYSTERIA ON THE HIGH SIEZE

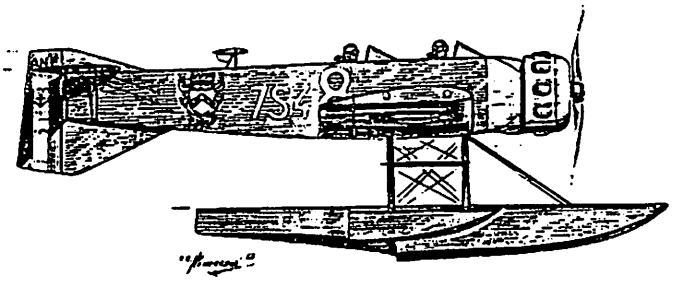
The large submarine Surcouf was under repair at Brest without diesel power, and with a diving rudder jammed "hard over". The Surcouf with a MB-411 airplane aboard sailed to Plymouth June 18, 1940 on electric power. Seventy four ships got out of the Atlantic Coast ports, and nine were destroyed. One ship was sunk by a German magnetic mine. As pledged by Admiral Darlan, the French Navy would not be available for German use. Italy as expected, declaired war June 10, 1940. The English and French Mediterranean fleets were prepared to attack Italy. Just as the operation started, a cancel order came from London. Italy had avoided flying over France, and was not to be provoked. But June 12. Italy attacked Bizerte and then Toulon. The French Navy was freeded to attack June 14. German forces pressed South to Lyon, forcing evacuation of forces through Marseille.

Considerable uncertainty as to the disposition of French Naval forces followed, as the ministers considered fighting on with an over seas Government, or getting the best terms for armistice. Discussions included German demands of French ships returning to port for demobilization. The treaty was finalized with the ships demobilizing at the bases where they were (in Africa), at the time. But French ships were in England too, and Germany insisted that these should return to France (at German occupied bases).

French ships docked in England were provided services, and assigned a good will communications officer. Churchill had in mind a Free French Navy, while the Government at Vichy was forced to operate by German terms with the appearance of collaboration. Thus the duty of the French Navy was torn between commands. Churchill and the Admiralty elected to force the issue by a coordinated wee hours boarding of French ships docked in England and Naval deployment at the French Mediterranean ports. The morning of July 3, The English demanded the French ships either 1) join the British; 2) sail to British ports; 3) get under way to the West Indies or U.S. ports; 4) Scuttle: or 5) fight British forces on hand. Talk went on 'till 1656 when the Brittish opened fire on French ships leaving berth. The Strasbourg and three Destroyers got out for Toulon, but the Dunkerque, Bretagne, Provence, and the Mogador were hit. The Bretagne sank on fire taking 977 men with her. Total losses were 1297. Back in England the Surcouf was boarded and captured with the loss in life of one French sailer and an English sargent and two Officers. P.O.W. camp at Liverpoole was awarded the French sailers untill being sent back to France or joining the Free French Navy. At this point the Red Cross (Jack Flag) was but a shade lighter than the Black Cross (Fritz Flag) as seen through French tri color tears.

By 1941, the French ships in England were operating as Free French Naval Forces. The MB-411 float plane flew from Poole Harbor, Dorset or Devenport. Some damage or service required caused the MB-411 to be sheltered at Plymouth, where it was damaged by Luftwaffe bombs on March 21, 1941. Regretfully we have no color and marking information for this time. One of the two MB-411s was in French Naval markings of all over sea grey blue with Naval red rings (French with a black anchor) and rudder stripes (with type and anchor marking), and with Squadron HS-7-3 marking and coat of arms on the side. This may well be pre WW II marking. We leave it to the support of informed readers or the surfacing of more text in the future for later markings. The over all light blue with black and white shield marking is attractive and may be the most pleasing choice anyway.

The Surcouf sailed from Plymouth May 10, 1941 without an airplane, on duty with the Free French Naval Force. F.F.N.F. political intrests were served by a takeover of the French Islands Saint Pierre and Miquelon just off Canada, East coast shore Dec. 1941. More F.F.N.F. political activity was planned for the Surcouf in the Pacific. Feb. 18, 1942 on the way to the Panama Canal the Surcouf was struck by an American merchant ship at night. She went down with all hands. Gone to Davey Jones Locker, but not forgotten. The ghost of the Surcouf even now rises from the mist on Cleg Lake on St. Patricks Day! Strange but true! This is not a mirage (nor a French flying torch), nor the mad text of an editor traped at a typewriter in flying season! The Surcouf berths at Olmsted Falls, Ohio skippered by Frank Finlin as a working 7 ft. model (1/50th scale approx.) It was a real piece of cake to see this model at the Toledo Weak Signals Show! A 9.5" model MB-411 would complete it Frank!

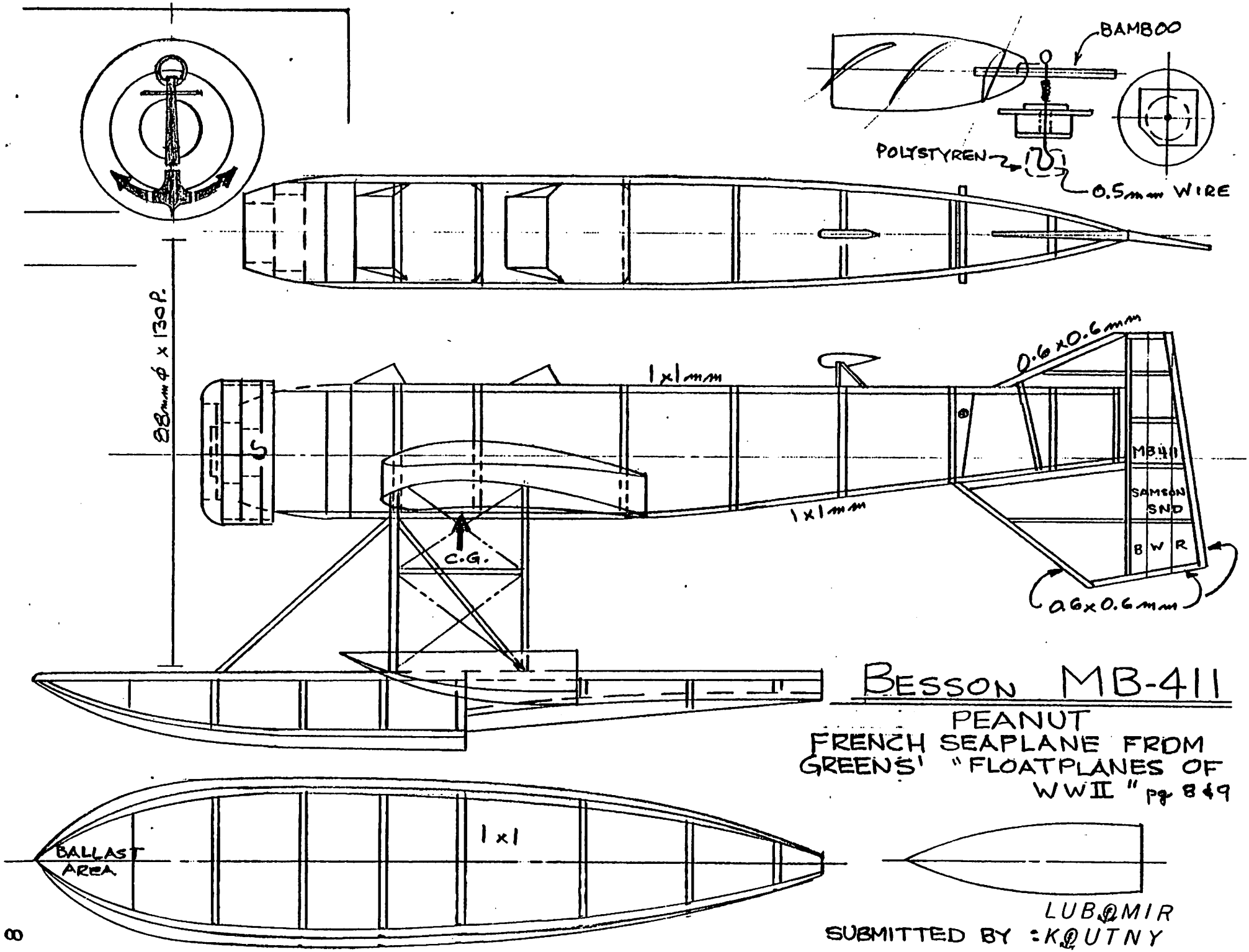


The Surcouf model behaves well as R/C models should by diving under water and remaining there. Just think how attractive an Ughly Stick would be and sound under a two meter pond! Franks' model even came back up after a 10 minute shake down run. Now he is working on the electric drive hardware to reduce power robing friction in the stuffing box. A stuffing box is loosely speaking, a stuffing tube used to un-wind boat motors. Nes paw? Let us hope as under water duration is extended, that the model will continue to surface. One Surcouf on the bottom is enough. With that sad thought, we continue with WW II history class.

November 7, 1942 the Anglo-American landings at Algiers were met with mixed reaction. the Army had been informed earlier and allowed a peaceful landing. Navy however remained out of communication with Army, and determined to be hostile to all. Sailor manned shore batterys shelled shipping all the first day. At Oran on Nov. 8th, Navy resistance resulted in 347 French lives lost and more American and English losses. The prime port of Casablanca was defended with similar tragic losses and involved aircraft combat. November 23 German troops moved fast on French Naval bases in a plan to take over the ships, as part of "operation Attila". Scuttle instructions were put in effect for the French Fleet at Toulon. A total of 77 ships went down to prevent them falling into German Hands. The French Squadron had kept its word. C'est la guerre, c'est pathos.

Now what can the old salt flier do with this MB-411? One very promising event is comming July 3, '83 at the annual " Lake Butchsan" square pond FAC Hydro Meet at L.C.C.C. With the '83 FAC bonus of 10 seconds for Seaplanes and another 5 seconds for a R.O.W. launch, plus 10 low wing points, The MB-411 just might earn a kanone for the rotten ring flier. The R.O.W. launch bonus is a local rule put in for the hydro meet each year. Get wet wings! Just in time for the crunch of summer flying contests, we have a nice selection of kits from Lee Campbell, Golden Age Reproductions, and Micro X to add booty to the first place kanones. We have Old timer plans books from Joe Fitzgibbon at Golden Age Reproductions and a set of Biwings plans from Jerry Skrjanc at Micro X. Del Balunek , who we blame or credit for this revelation on historical horrors, is getting good points and outdoor performance with his Micro X plan built Wacos in FAC Peanut. Big Zero Blaster Gary Hunter of Toronto won a set in the wet and windy bash May 22 at FAC Central L.C.C.C. The "new" Golden Age Reproductions kits will be popular for Old Timer Kit or Plan scale competition. Just out are the Albatross D-V, Boeing F4B, Davis D-1W Parasol, and eversharp nose Douglass YO-43 Parasol at $8.50 plus 15% each from Joe Fitzgibbon at P.O. Box 13, Braintree MA. 02184 (plus 20% in Europe or 25% to Australia and Aisa). Note that GHQ Sector O.T. Kit events now include plan built subjects. This frees kit builders to substitute for kit materials, but otherwise follow plans. Tails may be enlarged, and props are optional, non folding. the no undercamber airfoil rule applies unless scale. Some Golden Age Kits suggest using laminated shapes. O.K. here. this is not a new idea; but a recent universal trend. With the G.A. kits you may be as well off sticking to kit materials. Recent kits offer plastic thrust buttons and good vac-u-form wheels (do read the instructions) and super decals.

Not to be overlooked is Seaglen Model Co. Box 123, Plympton, Mass. 02367 for 30" 'span flying scale kits at $10. plus postage for the Cessna C-34, Fairchild 24, Monocoupe, and Rearwin Speedster. The Sporty Pacific Ace 30" cabin model is $7.50 plus $1.50 s&h in U.S.A. Look for Joe, Glen and Bob at the Unofficial FAC action at U.S. Nat's in July, 24-31. The FAC flying scale fun event additions make the Nat's into an attractive meet. Go check in. Right now it's go West to the 24 Hr Peanut Gran Prix at West Baden and all that good indoor activity all week June 12-17. Great plans were made to ship over to Doc Martin's Bowl Game, But the situation is in doubt due to too many excuses. Let's hear some reports wingsters! Just before on June 12, the Erie action at Prangmore,Painsylvania shapes up as a good big bunch of FAC Scale and Old Timer events. G.H.Q. has more Golden Age Kit Prizes too. Go win! CFFS is hot 6/26 and the Hydro splash is 7/3. FF action is 7/2-3 at Canada Base Borden

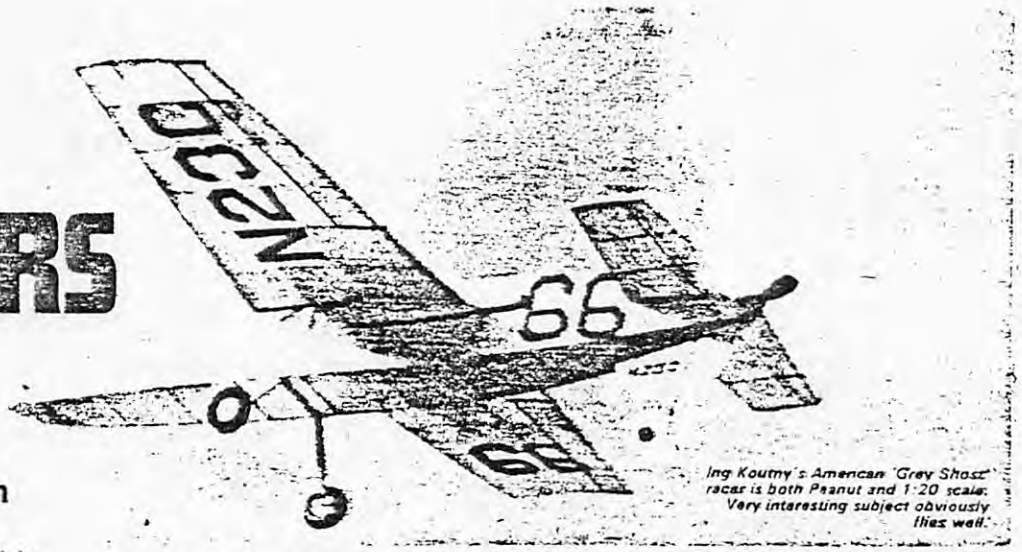


BESSON MB-411

PEANUT
FRENCH SEAPLANE FROM GREENS' "FLOATPLANES OF WWII" pg 8 & 9

LUBOMIR
SUBMITTED BY : KOUTNY

SCALE MATTERS



Ing Koutny's American 'Grey Ghost' racer is both Peanut and 1:20 scale. Very interesting subject obviously flies well.

by Alan Callaghan

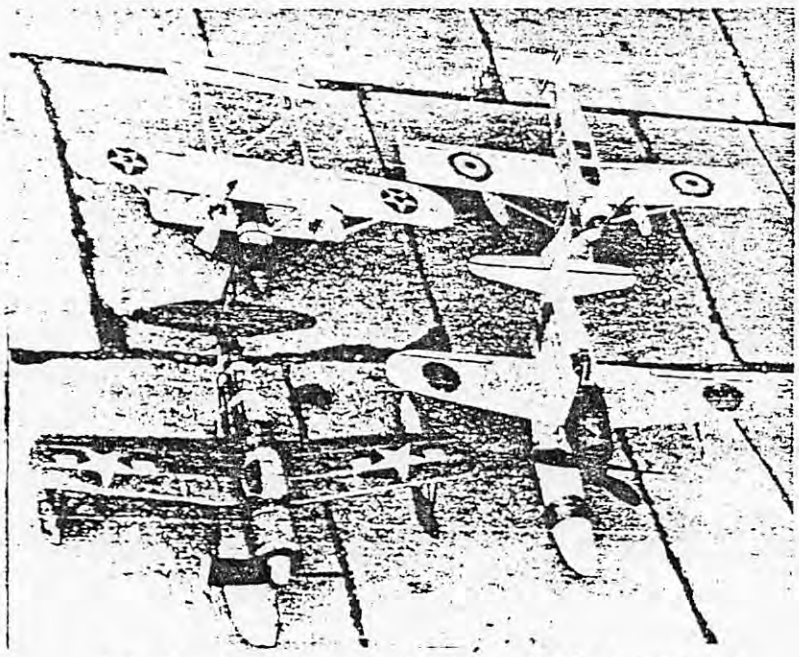
News from Czechoslovakia

Once again Scale Matters is pleased to receive another batch of photographs and reports dealing with Scale flying coming from Ing. Lubomir Koutny of Brno. This time Lubomir has provided a little more background to the development of the Scale model in this country and it seems that greatest interest began to stir approximately fifteen years ago when the first competitions were held in the capital. A dozen or so flyers attended and these formed the basis of a widespread 'grapevine', each member of which then adopted the role of teacher to their own area with the intention of attracting younger flyers to the fold. In 1968, interest really blossomed with the advent of the 1:20 scale formula judged to a set of rules drafted by Lubomir and three other friends, and by which time each tutor had an enthusiastic group under his charge. Some 'teams' or clubs consist of as many as twenty juniors and one is run by Zdenek Roska whose brother Jiri has been winner of an Olympic ski-jump title and now coaches the national team. Events specifically for WWI aircraft were first held at Trnava during 1969 and being combined with family holidays they proved to be very popular. One team from Prague were specialists in rocket and space models and therefore, were not too well versed in the art of flying rubber models, but nevertheless had built some very accurate and neat subjects that were much admired by others.

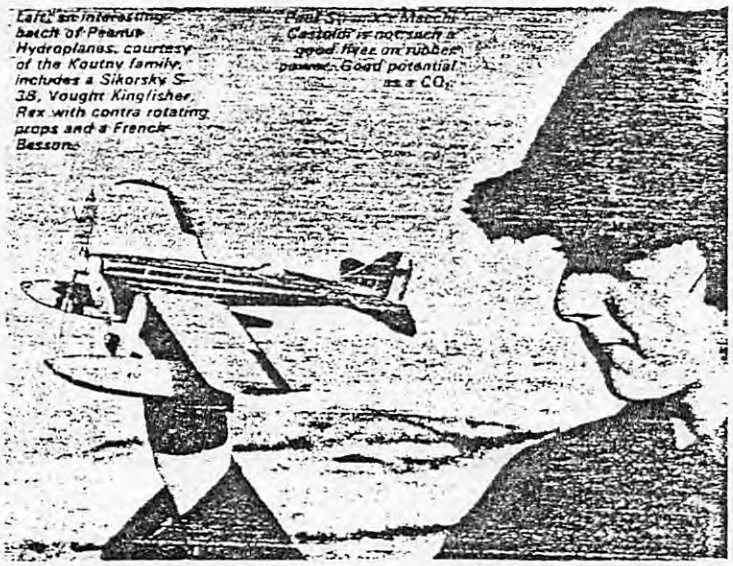
Until 1977 Ing. Koutny organised many of the scale meetings himself but in 1978 a number of role changes were adopted with which he and several others did not agree and some flyers changed their interest to other areas such as Wakefield models. Peanut models first made their mark in 1975 in Prague and later in Bratislava with indoor meetings then becoming as popular as outdoor flying. Once per year access is available to a 38 metre high hall in Brno, but usually meetings are held in school sports halls or even swimming pools which led to the advent of the seaplane interests. Although many of the junior flyers are introduced to modelling through school projects, they then tend to move on to fly with the well known modellers in their area. Many of the best flyers are those who have gone on to study at technical college where they acquire more thorough knowledge of structures and materials. Flyers much prefer to belong to a local group or club rather than build and fly by themselves and there is quite a competitive atmosphere between local clubs.

In 1981 there has been an air of change as the first events are being held for CO_2 models. The most common engine is the large home-produced Modela CO_2 unit which has a capacity of 0.27cc and is claimed to be able to power a model up to 900mm (approx. 36 inch) span. This motor has been available in the UK for some time and although it is a quite powerful item, my own sample, out of the box, was very reluctant to run for more than twenty-five seconds or thereabouts which is rather too short for a typical good CO_2 flight. Many of the Czech models that have previously been featured in Aeromodeller as rubber models have now been converted to these CO_2 motors, the 1:20 scale system having produced many subjects of proportions well suited to the motors.

One is always tempted to assume, perhaps quite wrongly, that information for the scale enthusiast may not be as plentiful in Czechoslovakia as it is for ourselves, but as each yearly report comes in, I am always impressed by the originality of choice of subject typified by many builders. This year's batch, apart from those illustrated, also includes a Peanut Breguet 14H seaplane by Paul Stranik; a WWI Zeppelin-Lindan floatplane (similar to a Hansa-Brandenburg); a very attractive Rogozarsky parasol-winged floatplane; a Japanese Oskar WWII fighter; a very unusual Czech Bete Be-51 low-winger with 'trousered' undercarriage; and from G.B. an Auster, a Firecracker CO1N aircraft, as well as a couple of Blackburn Airedales one of which



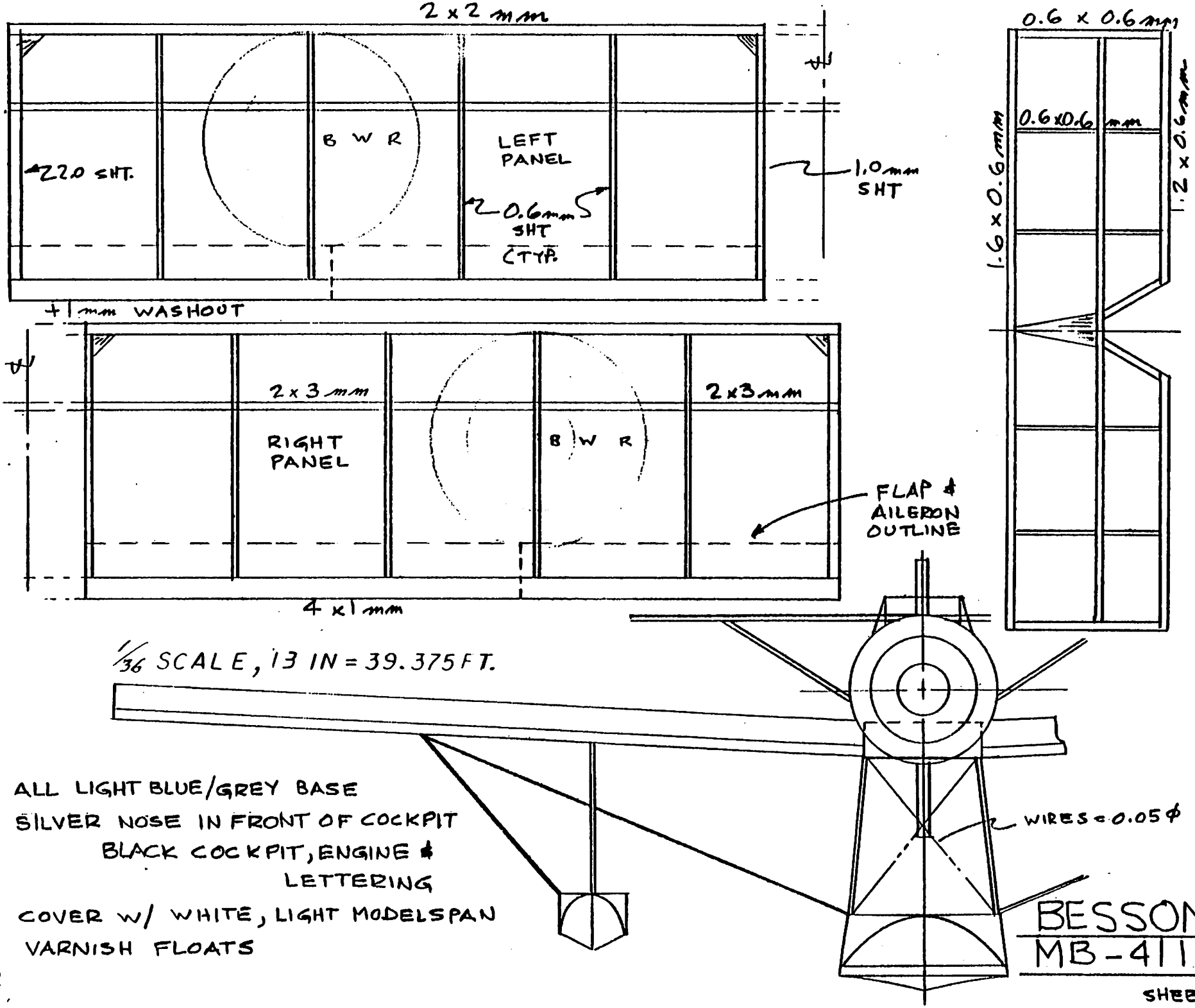
Wet set by Lubomir Koutny. MB-411 top rt.



Late, an interesting batch of Peanut Hydroplanes, courtesy of the Koutny family, includes a Sikorsky S-38, Vought Kingfisher, Rex with contra rotating props and a French Bessonneau.

Paul Stranik's Macchi Castoldi is not such a good flier on rubber power. Good potential as a CO_2.

Courtesy Aeromodeller. P.O. BOX 35
WOLSEY HOUSE, WOSLEY ROAD, HEMEL
HEMPSTEAD, HERTS HP2 4SS U.K.
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ALL LIGHT BLUE/GREY BASE
SILVER NOSE IN FRONT OF COCKPIT
BLACK COCKPIT, ENGINE & LETTERING
COVER W/ WHITE, LIGHT MODELSPAN
VARNISH FLOATS

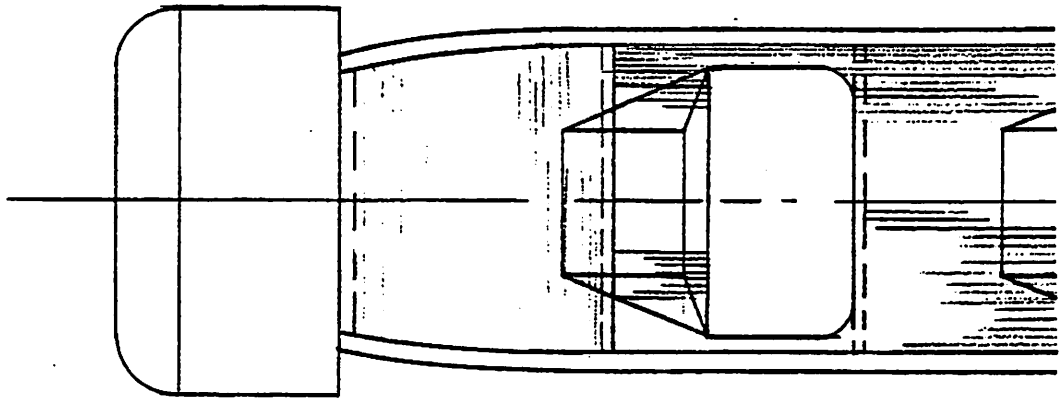
BESSON MB-411

SHEET 2.

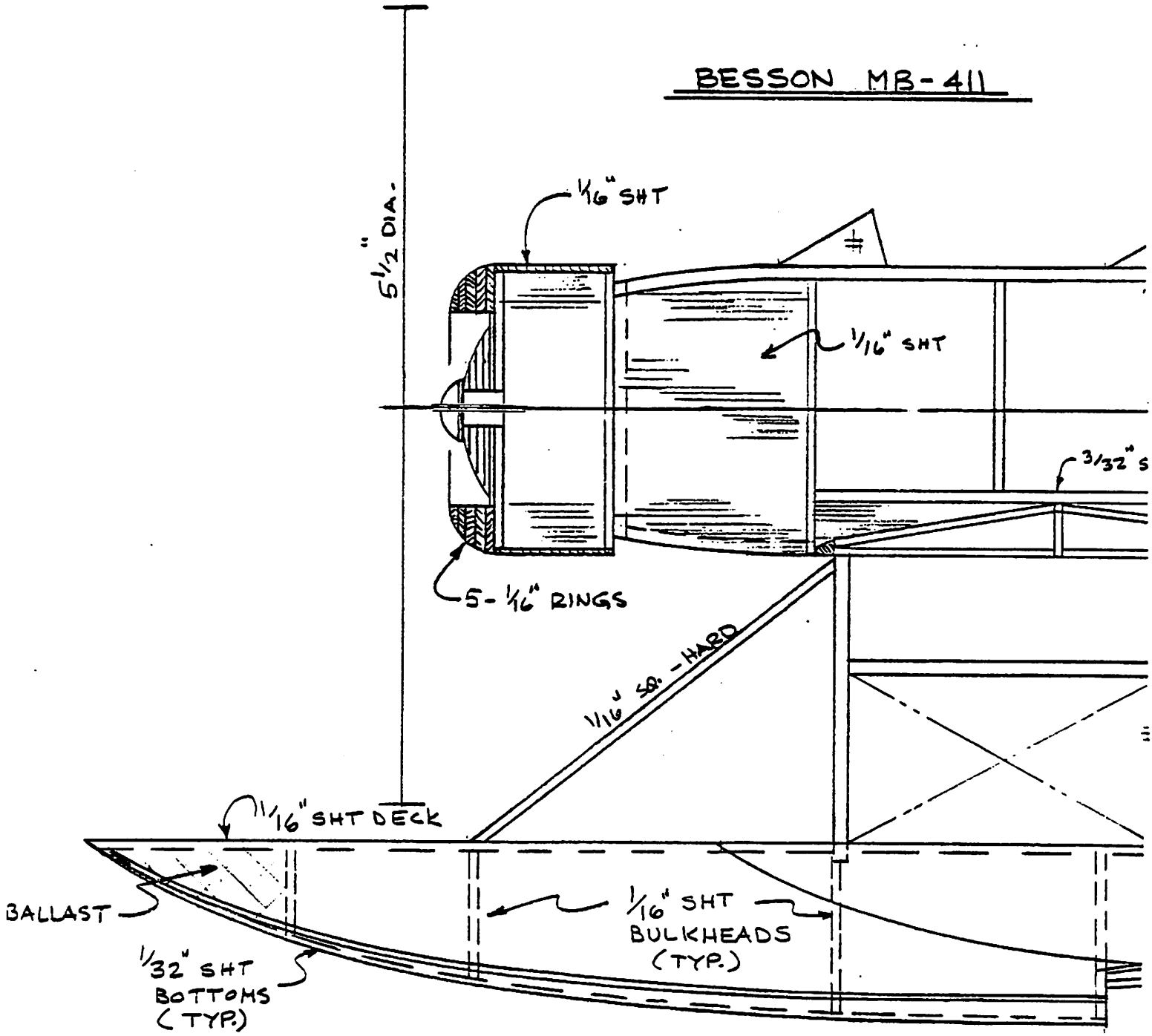
KANONE LIST AS OF NOV. 1, 1982

As all you loyal FACers know, 1982 was a year of FACNATS III, held at Johnsville, Pa. NAS. The following list includes Kanones earned at the FACNATS as well as all those reported to FAC GHQ up to the time of printing of this newsletter. Once again, the FAC Adjutant appeals to all CD's of meets where FAC events are held to report results to GHQ for inclusion on this all-important list. We have had several instances in this past year where we have had to rely on the reports of event participants for results to be tabulated. Here we go, rib-slicers!

RANK:	VICTORIES:
Air Marshal:	
Gordon Roberts	99
Dennis Norman	52
Air Vice-Marshal:	
Dave Stott	45
General:	
Chet Bukowski	42
Mike Midkiff	40
Russ Brown	40
Lt. General:	
Don Srull	38
Major General:	
None	
Brigadier General:	
Fred Hall	29
Colonel:	
Geo. Meyers III	24
Chuck Drew	20
Lt. Colonel:	
John Toth	19
Lin Reichel	18
Ralph Kuenz	18
Pres Bruning	17
Clarence Mather	16
Royall Moore	16
Mark Fineman	19
Henry Struck	15
Bill Henn	15
Rudy Kluiber	15
John Stott	16
Major:	
Ross Mayo	14
Roland Hoot	13
Vic Peres	13
Dan Briehl	13
Mike Zand	13
Mick Nallen	13
Bill Hannan	13
Bob Clemens	12
Jack Fike	12
Fred Ewing	12
Ed Heyn	11
Jack Moses	11
Bob Thompson	11
Ken Hannan	11
Bill Wood	11
Tom Nallen, Sr.	11
Jack Russ	11
Captain:	
Butch Hadland	9
Frank Scott	9
Doc Martin	9
Del Balunek	9
Dave Smith	9
Blake Mayo	9
Ted Langley	8
Hank O'Dwyer	8
Bill Warner	8
Tom Nallen, Jr.	8
Dave Rees	8
Jack McGillivray	7
Tom O'Brien	7
Andy MacIsaac	7
Chris Scott	7
Geo. Leffler	6
Tom Majestic	6
G. Wagner	6
Allen Schanzel	6
Todd Allen	6
Bill Henn, Jr.	6
Don Assel	6
Wm. Miller	6
Ted Russell	6
Fred Wunsch	6
Chas. Schobloher	6
Joe Whiting	6
Don Garafalow	6
Fudo Takagi	6
Steve Hoyt	5
Herb Shirley	5
Pat Dailey	5
Ed Pelatowski	7
Dick Howard	5
Jim Miller	5
Ken Groves	5
Lt.:	
Phil Cox	4
Dean McGinnes	4
Mark Drela	4



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RANK:	Victories:
Lt. (Cont'd.):	
Rolfe Gregory	4
Em Elwell	4
R. Bender	4
R. Woodward	4
Mike Norman	4
Ed Novak	4
Bob Masters	4
Geo. Armstead	3
Norm Poti	3
Norm Getzlaff	3
Geo. Meyer	3
Mike Escalante	3
Bob Leishman	3
Paul Spreiregen	3
Bob Heywood	3
Andy Medovitch	3
Joe Barna	3
C. Sanford	3
Walt Van Gorder	3
John Blair	3
Scott Paisley	2
Joe Ed Pederson	2
Bill Musolf	2
Duncan McBride	2
Ferril Papic	2
Chuck Connover	2
Bob Siedentopf	2
Ed Marcello	2
Bill Caldwell	2
Warren Weisenbach	2
Walt Eggert, Sr.	2
Art Collard	2
Ed Vargo	2
H. Thomasian	2
Chris Schanzel	2
John Peck	2
Ted Wales	2
Juanita Reichel	2
Jeanette Scott	2
Walt Mooney	2
Gerry Skranjc	2
Rich Kastory	1
Bob Peck	1
Scott Oliviera	1
Bill Stroman	1
Bob Haigh	1
Don Osala	1
Ron Sears	1
Paul Herman	1

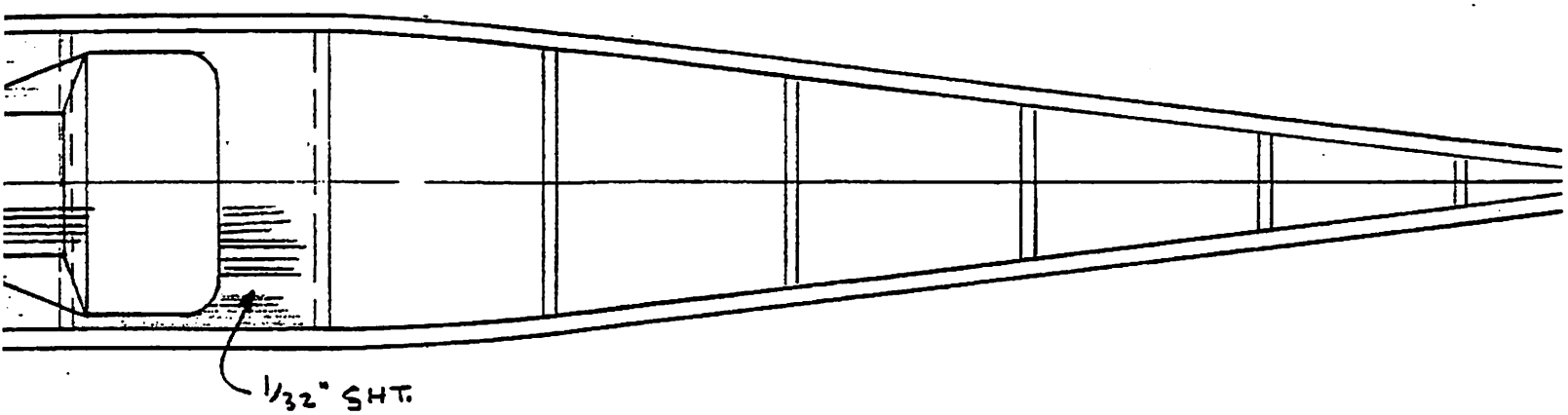
RANK:	Victories:
Lt. (Cont'd.):	
Les King	1
Bill Kalb	1
Terry McDonald	1
Shirley Campbell	1
Chris Clemens	1
Jeff Chrisey	1
Paul Masters	1
Jim Dailey	1
Dan McDonald	1
Greg Gosky	1
John Grigsby	1
Phil Futo	1
Paul Cherubini	1
Mark Assel	1
Tony Faranda	1
Jerry Donohue	1
Al Bailey	1
Bob Haight	1
Lad Plachy	1
Amos Ponder	1
Guy Larsen	1
Betsy Majoros	1
Ed Baltera	1
Rory Gehrlein	1
John Sites	1
Mike Arak	1
Bob Wallace	1
Tom Sandor	1
Marion Beekman	1
Jim Hyka	1
Mike Peres	1
Hal Howard	1
Bob Curry	1
Marty Varney	1
Walt Eggert, Jr.	1
Mike Siedentopf	1
Priscilla Betz	1
Dick Kohfield	1
Greg Davis	1
Bill Bell	1
Randy Kleinert	1
Leon Bennett	2
Les Bird	2
Bill Reynolds	1
Louis Leifer	1
Gary Hunter	1
Dick Dunmire	1
Dudley Prisel	1

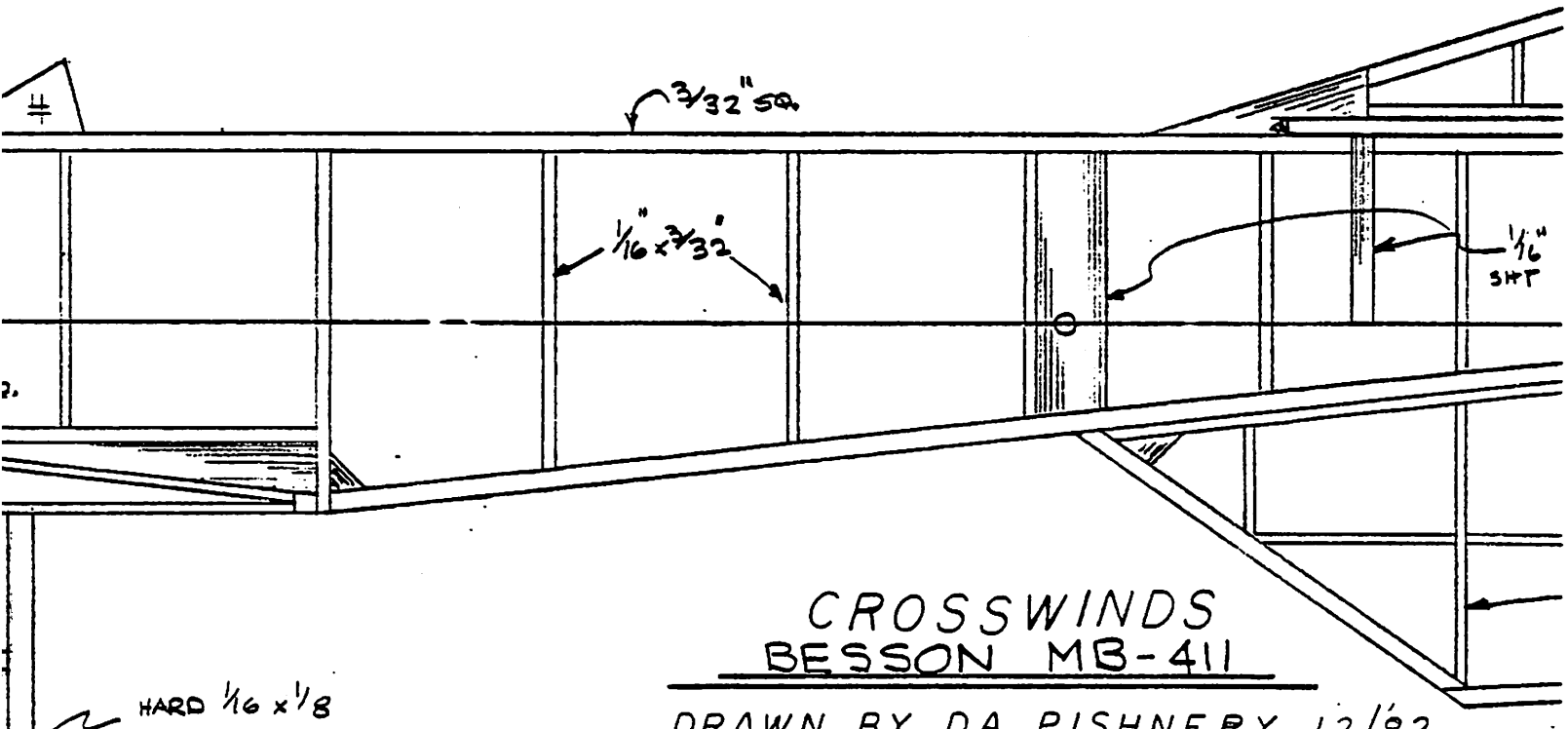
In re-checking the list, an important ommission was made in the rank of Captain: We inadvertently ommitted the name of Ed Morrison with 8 Victories. Our apologies Ed. You may paint us with a coat of your favorite butyrate dope for that one! We'll shrink forever!

Please note that we now have 175 names on the Kanone List! 175 FAC fliers have won at least one first place victory! That is truly something to be proud of. An increase of 19 in one year!

PROMOTIONS

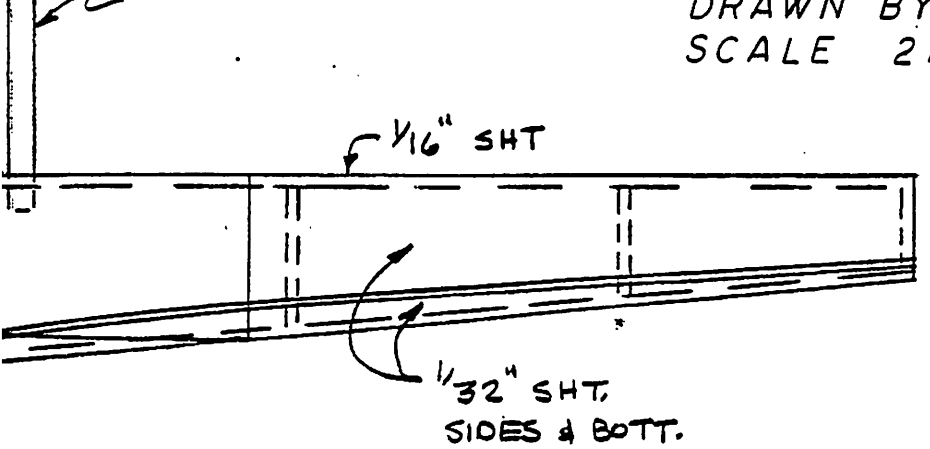
Since the last promotions awards made at the FACNATS III banquet, we

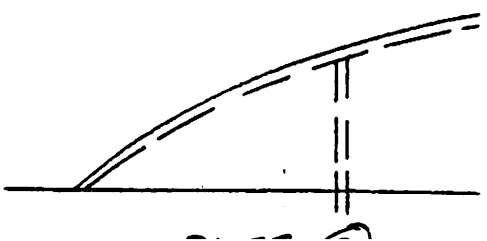




CROSSWINDS
BESSON MB-411

DRAWN BY D.A. PISHNERY 12/82
SCALE 2FT = 39.375FT.





PROMOTIONS (Cont'd.):

announce with pleasure the following promotions of FAC Kanone List fliers:

Dennis Norman from Air Vice-Marshal to Air Marshall
Dave Stott from General to Air Vice-Marshal
Russ Brown from Lt. General to General
John Stott from Major to Lt. Colonel
Rudy Kluiber from Major to Lt. Colonel
Mark Fineman from Captain to Lt. Colonel
Dan Briehl from Lieutenant to Major
Mike Zand from Captain to Major
Jack Moses from Captain to Major
Roland Hoot from Lieutenant to Major
Ken Groves from Lieutenant to Captain
Ed Pelatowski from Lieutenant to Captain

Citations in honor of these promotions will be found included with this issue of the FAC Newsletter. A well deserved round of applause for these intrepid airmen! As usual, the GHQ Adjutant wishes all of you well and good luck in the coming year's competition in FAC events!

EFF-AAAA- CEEEEE!

******

Through wind, rain, and unimpeded by la fam du jour, and elusive terrain forced by great militant chain of command; we hear of an uncomfirmed, but ever so remarkable threshold of kanones. Watch Flying Aces Club News for official citations.

******

5/29/83

ORDER OF THE POUR le MERITE

Three more FACers have made the list of holders of the Blue Max Medal. GHQ is proud to award the medal to these intrepid airmen of the FAC skies They are, Pres Bruning, Mark Fineman, and John Stott. Your medals will be arriving soon gentlemen, wear them proudly. One holder of the award told GHQ that he wore his to bed because he was so proud of it. Please do not do this, as he told me that his wife complained bitterly about it. We must not do anything (more) to antagonize our wives lest they put a damper on our model activities. We need all of you skysters out there.

******

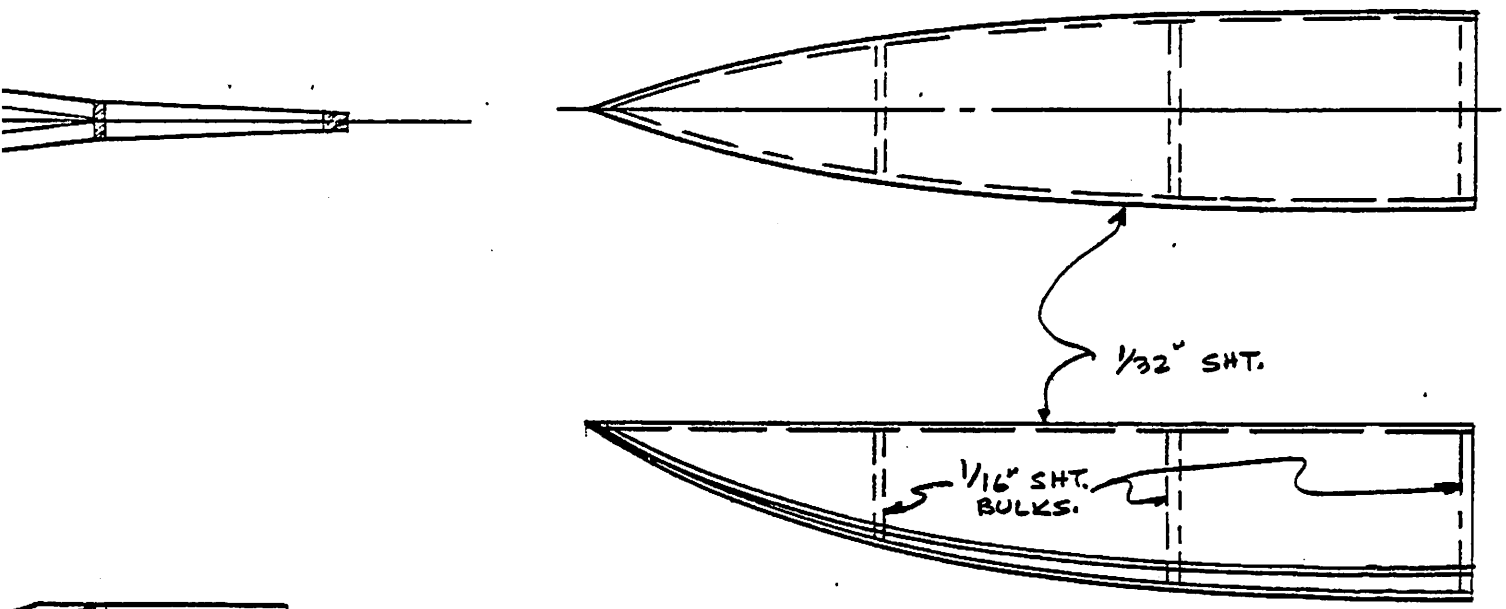
Flying Aces patches are still available from GHQ. Prices are $2.00 each and they come in two different sizes. One is large enough to be sewn on the back of your shirt or jacket and the other one is suitable for the front of same. The small ones are left over from the FAC Nats Mark III. Order yours today, just send your money to GHQ and if you are only ordering one, please specify which size you want!

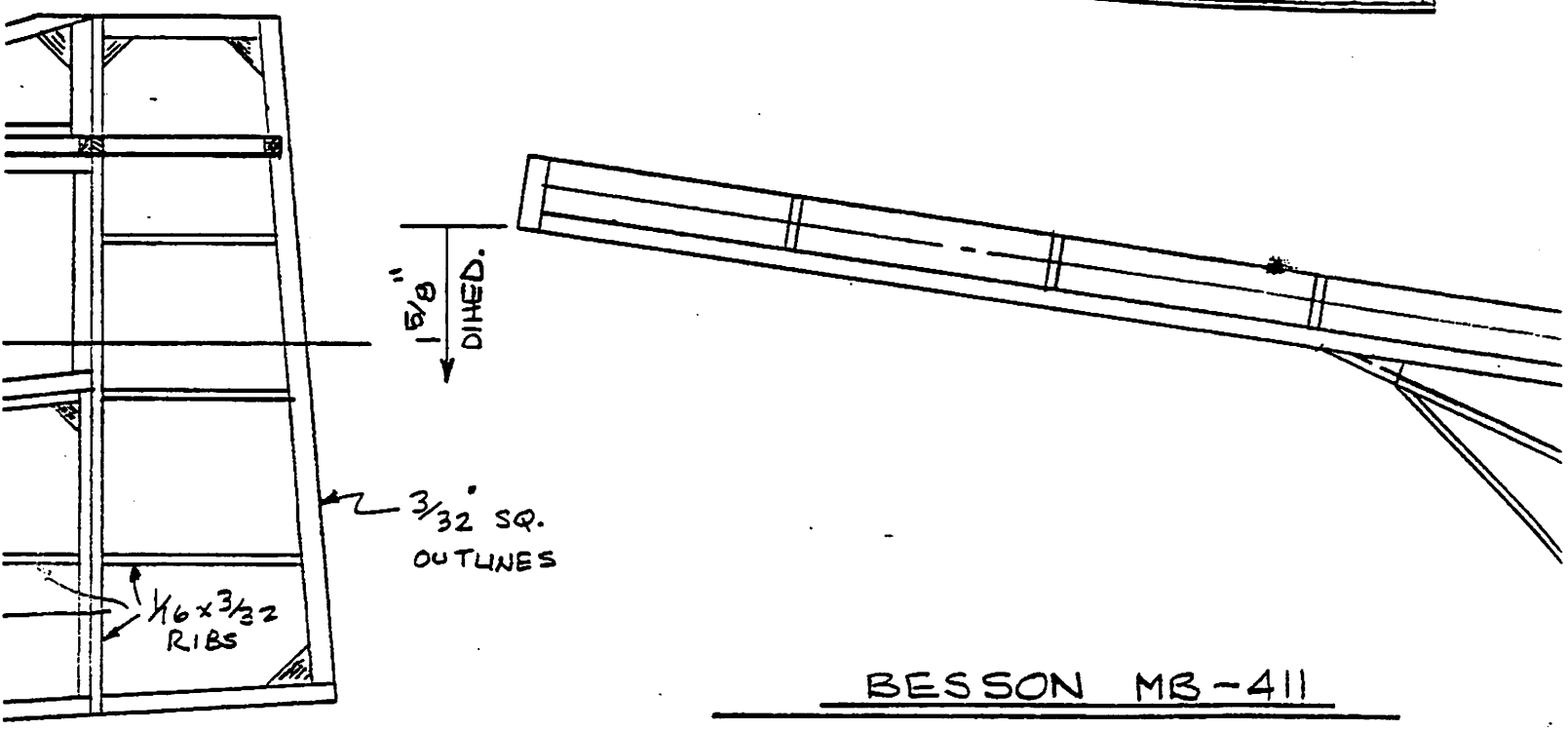
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If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE DOLLARS per year. Six issues, published every other month.

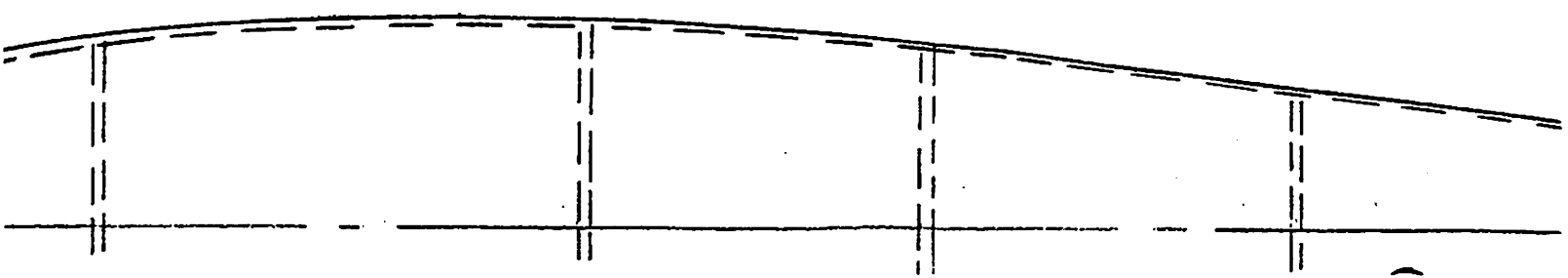
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BESSON MB-411



******RUBBER POWER FOR JUMBO*****
Mumbo Jumbo #4 from the Glue Guru

Rubber power is a subject that produces fear and trembling in all the various practitioners and justly so; for who among us has not experienced the explosive burst that transforms sweet and ordered construction into rubble? One suspects that countless shell-shocked survivors have departed the scene forever, freely scattering curses and lawsuits as they exit.

Today we shall meditate on state of the art rubber practise as applied to Jumbo. No panaceas are offered. My motors blow just as loudly as yours. Still there is something to be gained by comparing notes detailing our joint miseries. Perhaps there is some nugget contained herein that will help us to twitch less frequently.

The domain of Jumbo rubber extends from roughly 4 to 12 strands of 1/4 inch (or 6mm). The torque available from motors so constituted will power props in the range 9 1/2 to 17 1/2 inches diameter, which in turn will fly models in the 30 to 60 inch wing-span band.

Within this range of power, the following procedure has been worked up as an optimal solution. In no way is it perfect. Yet this procedure has worked effectively over a three-year period involving at least 100 "all out" flights. Not once did a motor blow, so long as the procedure was followed to the letter; any significant departure and POW!

1. Use 1/4 inch SIG rubber. It is the most forgiving of those available. While slightly less energetic than FAI or Pirrelli for a given weight of rubber, it is more reluctant to explode. Should a break occur with SIG, the failure will likely be confined to a single strand, and the resulting damage will be minor.

2. Use SIG lube or any dishwashing liquid soap as a lube. While it is true that liquid soap contains alcohol and will therefore attack the rubber chemically, the useable life time of a motor is so short that deterioration need not concern us. Don't worry about the layer of chalk dust that covers the rubber when purchased. While washing off the dust is perfectly OK, ignoring the white dust does no harm. Apply the lube the night before use and let the stuff air dry on the rubber while the whole mess is spread out on old newspapers. The runny, low viscosity components of the lube will dry off (they do no good anyway) and you will be left with the thick stuff that does the job. Don't perform the motor lube job too far in advance--more than a few days of air drying will result in a completely dried-out lube. This is especially true of liquid soap, which should be applied shortly (hours) before use. As concerns medical gels, silicone oil and vaseline; these elixers do not work--avoid them.

3. Use any kind of knot to tie the rubber. Spittle as a knot-tying lube is, as advertised, the best. Get the knot tight and clip off protruding ends of rubber, leaving about 1/4 inch sticking out of the knot.

4. Pre-loading or break-in is necessary and best performed through test flights at reduced power. One flight at 50% and one at 66% handbook max values is a sufficient motor break-in.

5. Limit turns to 75% of handbook values. While handbook tables usually include a modest safety factor, we have too much at stake to accept these performances-oriented values. Use of a 75% cut-off not only lessens the likelihood of an explosion, but it moves the model out of the extreme non-linear torque range where stability becomes questionable. If your model must have more torque, add strands--but stay below 75% of handbook table values.

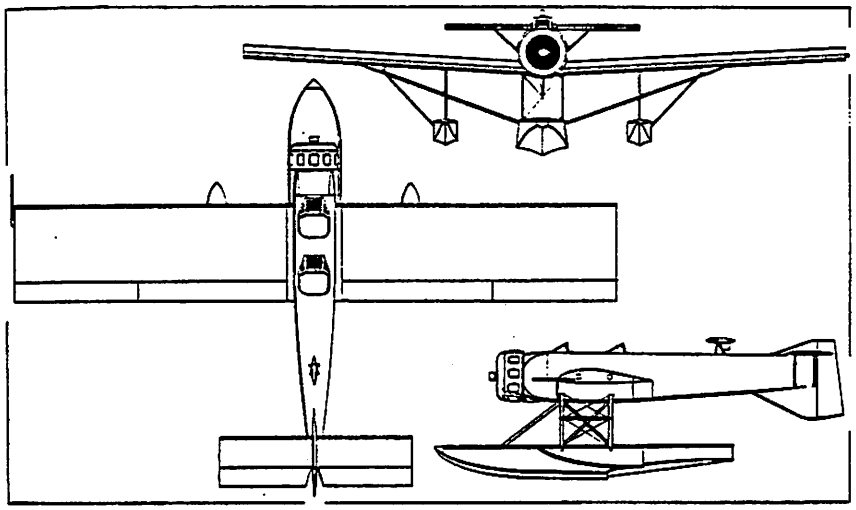
6. After six flights, throw out the motor. You are permitted two break-in flights at reduced turns (50% and 66%) and then four "all out" flights at 75% handbook. No more. These limits were established by building a dummy fuselage of so large an internal cross-sectional dimension that no possible scraping contact was possible with any of a series of test motors. Examination of each test motor was accomplished by washing off the lube after a

18 COLOR SCHEME:

ALL LIGHT BLUE BASE

SILVER NOSE INFRONT OF COCKPIT

BLACK - COCKPIT, ENGINE, LETTERING



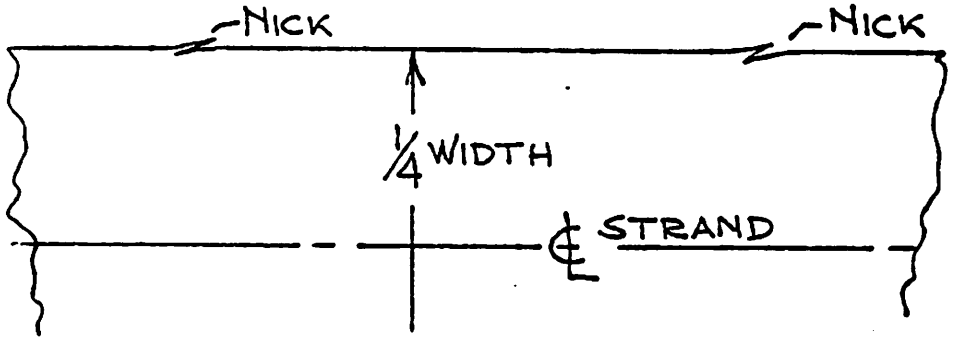
BESSON MB-411

Type: *Two-seat Submarine-borne Observation Float Seaplane.* **Power Plant:** *One 175 h.p. Salmson 9ND nine-cylinder radial air-cooled engine.* **Performance** *(at 2,249 lb.): Maximum speed, 115 m.p.h. at 3,280 ft.; economical cruising speed, 81 m.p.h.; normal range, 215 mls. at 81 m.p.h.; maximum range (as single-seater with auxiliary tank in second cockpit), 404 mls.; normal endurance, 2 hr. 40 min.* **Weights:** *Empty, 1,521 lb.; normal loaded, 2,249 lb.; maximum, 2,513 lb..* **Dimensions:** *Span, 39 ft. 4¼ in.; length, 27 ft. 0¾ in.; height, 9 ft. 4¼ in.; wing area, 236.806 sq. ft.*

1/16" x 1/8"

BESSON MB-411

run and inspecting every inch of the motor with a low power microscope. After break-in and two 75% tests, damage is apparent. After three 75% tests, nicks on the edges of the strands appear, each equal in size to that of a human hair diameter. After four 75% tests you can see the nicks with the unaided eye, given good lighting. All nicks and damage appear at the edges and only at the edges; each has the appearance of a tiny knife cut, like so:



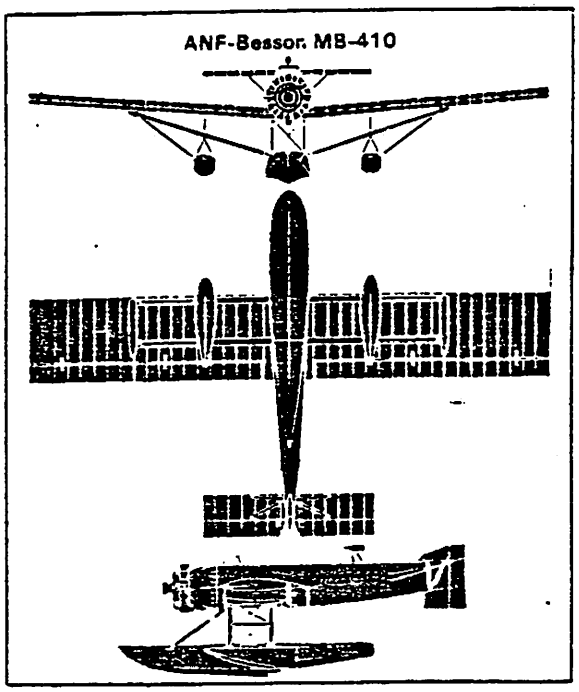
The moral is obvious--throw the stuff out after four 75% runs. Now these tests were run in a clean environment--no dust or grit was rubbed into the motor and as indicated, no scraping of any sort against the fuselage was possible. It follows that actual field conditions are considerably worse, and some thought should be given to reducing the number of permissible flights per motor when operating in poor conditions.

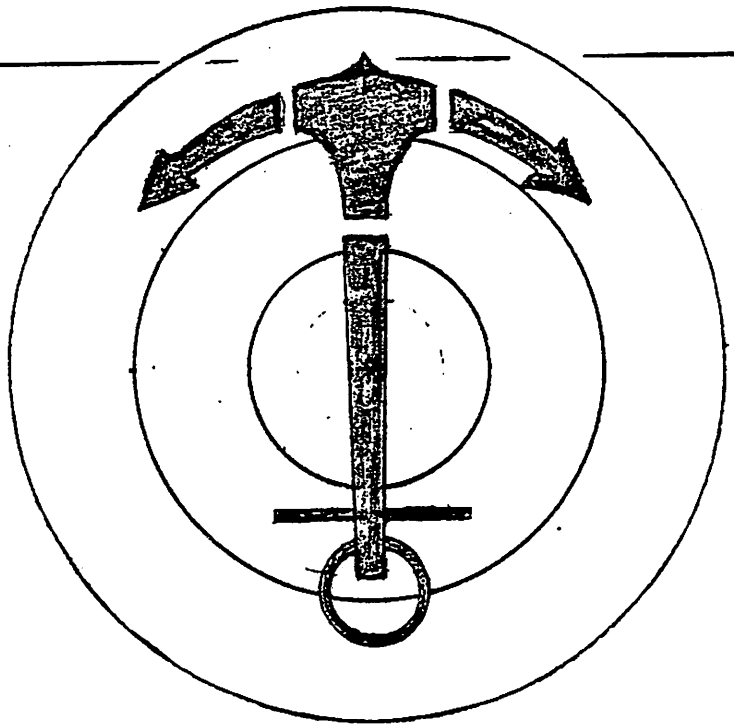
7. Never return a motor to a fuselage. Once out--throw it out. The process of insertion and removal of motors leads to dirt and balsa chip pick-up. You are greatly increasing the probability of explosion each time you remove and replace a motor.

And there you have it, disciples--the seven rules that will minimize rubber trauma in Jumbo. Much remains to be done in this area and if you have an experimental outlook, you might want to tackle the problem of strand size versus trauma. Noting that all nicks start at edges, we tend to conclude that the motor with the fewest edges, or the greatest cross-sectional area per strand, is optimal. There may be an error in logic here. It is indeed likely that the edges are the most highly stressed portion of the motor; however by going to more edges (a bunch of tiny indoor strands) to obtain a given total motor cross-section, we just might reduce the stress level experienced at any given edge. In other words it is possible that the heavy strand (1/4 SIG) contained in the seven rules is not really optimal and that many tiny strands are better. We simply do not know the answer to this and many other questions. Right now, it can only be said that the seven rules should be sufficient to diminish the general suffering to an acceptable level.

But what of those who must fly under conditions that violate the boundary conditions? What about mass launch, where five or more all-out flights are necessary without a motor change? Here the commonly observed strategy is sound; that is, start with the fewest turns that will keep you from elimination and work your way up. If possible, start with a fresh motor and fly the first couple of rounds on your break-in turns. Certainly one way to preserve your motor for the later rounds is to avoid "winning" the early rounds.

A second possible strategy is to use a motor that is overly powerful (too long, too many strands) at but a fraction of its maximum power. The best way to prevent fatigue is to operate at a small percentage of allowable turns. By deliberatley not employing all the power available through a too powerful motor, one may have both long motor life and good endurance. There are two possible catches with this strategy. First there is the dead weight of the unused motor power, acting to lessen duration. Secondly there is the temptation to "go for broke" and utilize all that reserve power, thereby destroying both the strategy and your model. As it is written, those who live by rubber power shall die by rubber power.







BLUE

WHITE

RED

LEFT WING

CRACKED RIB

1/16" SQ.

1/8" SQ. L.E. & T.E.

3/8" x 1/16" MAIN SPAR

3/32" SQ. TURB. SPAR

1/16" SHT (TYP.)

HANDBOOK TURNS PER INCH
1/4 SIG - LUBED & STRETCH WOUND

	STRANDS					
	4	6	8	10	12	
100%	42	38	33	30	27	<EXPLODES
75%	31	28	25	22	20	<ALL OUT
66%	28	25	22	20	18	<BREAK IN
50%	21	19	16	15	13	<BREAK IN

Given above is a standard set of permissable turn tables, adapted for 1/4 Sig. As an example, consider a Jumbo of 40 inch span with a 250 square inch wing area and a 12 inch prop. At 3/4 gram per square inch, the total weight should be about 190 grams. A typical rubber weight allowance is 15% of the overall weight, or about 28 grams. At 1.6 grams per foot, this is equivalent to 17.5 ft, or 210 inches, of 1/4 Sig. With a hook-to-rear peg-distance of say 14 inches, we can use a motor roughly 21 inches long (about 50% longer than the hook to rear peg) without bunching problems arising. Dividing 210 inches of rubber by 21 inches distance, we have 10 strands, which is more than adequate to swing a 12 inch prop. (Eight strands would probably do the job.) The 10-strand motor (see chart) should be given a break-in run of (15 x 21) or 315 turns, followed by a second break-in run of (20 x 21) or 420 turns, followed by an all-out run of (22 x 21) or 463 turns. After 4 all-out runs, throw out the motor. The motor and lube cost is roughly $1.20; we have had six flights at twenty cents per flight.

Glue Guru Glossary

Washout-Reduced incidence at the wing tip, especially the left wing tip. Will produce a spiral dive under the initial power surge, spreading alarm and model parts among bystanders. Hence the cry--"Wash out!"

Two-bladed prop-Three-bladed prop in reduced circumstances. See "Washout."

Model airplane cement-An old-fashioned means of forming artificial scabs or warts on fingers. However, unable to join fingers.

Instant glue-A greatly improved modern cement, able to join fingers easily.

10 cent kit-A form of Peanut available in the 1930's. In terms of flying ability, vastly overpriced.

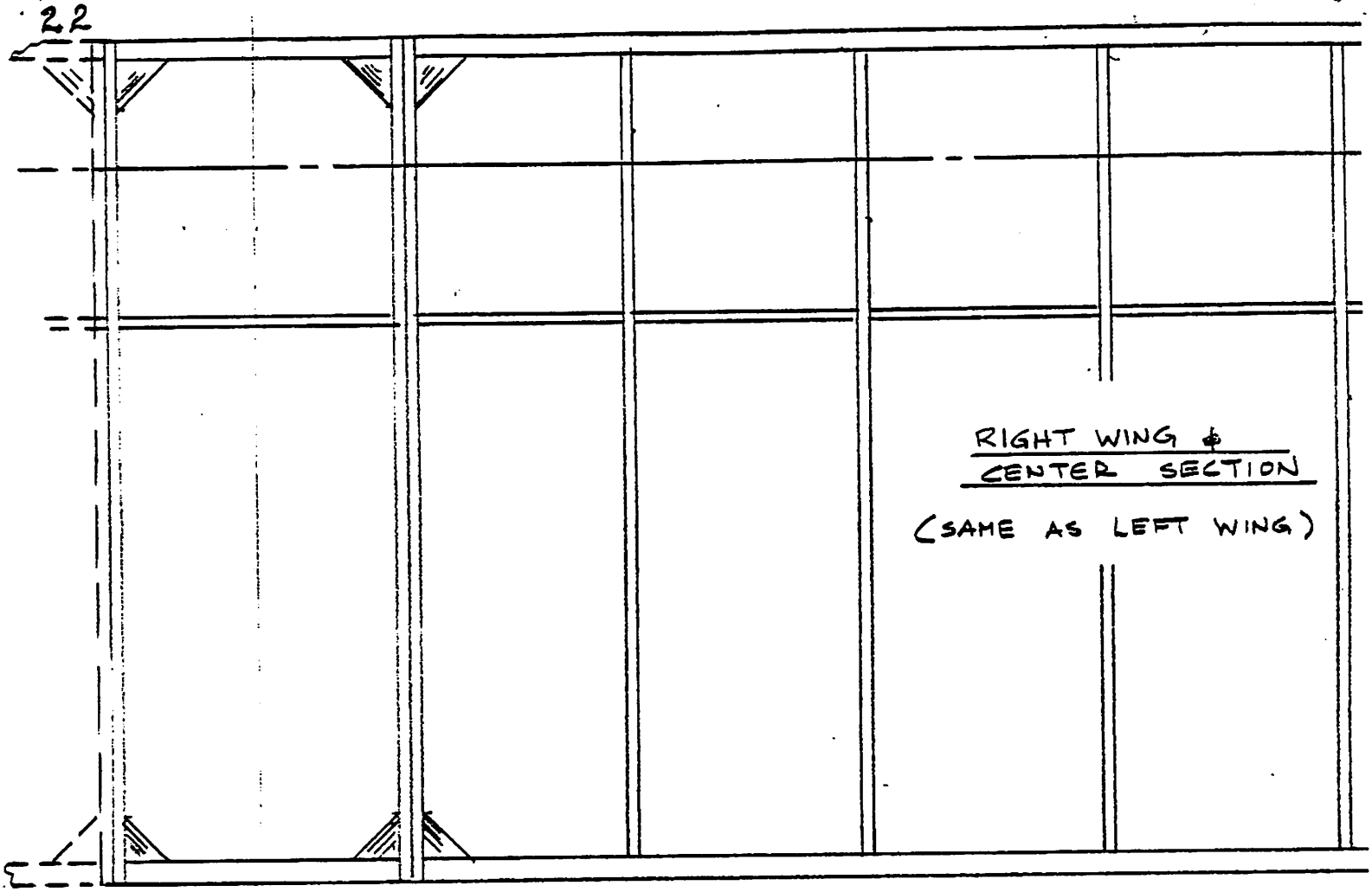
Pins-An experimental device used to prove that action equals reaction. As the pointy end is pushed into the building board, the blunt end is pushed into the thumb. Penetration is a function of thumb stiffness and sensitivity to pain. It is sometimes possible, given a stoic demeanor, to insert the pin several millimeters into the thumb. However, it is rarely possible to achieve so great a level of penetration into the building board.

C.D.-One who encourages others to smash their models.

E.T.-Movie about a trailing edge (T.E.) installed backwards.

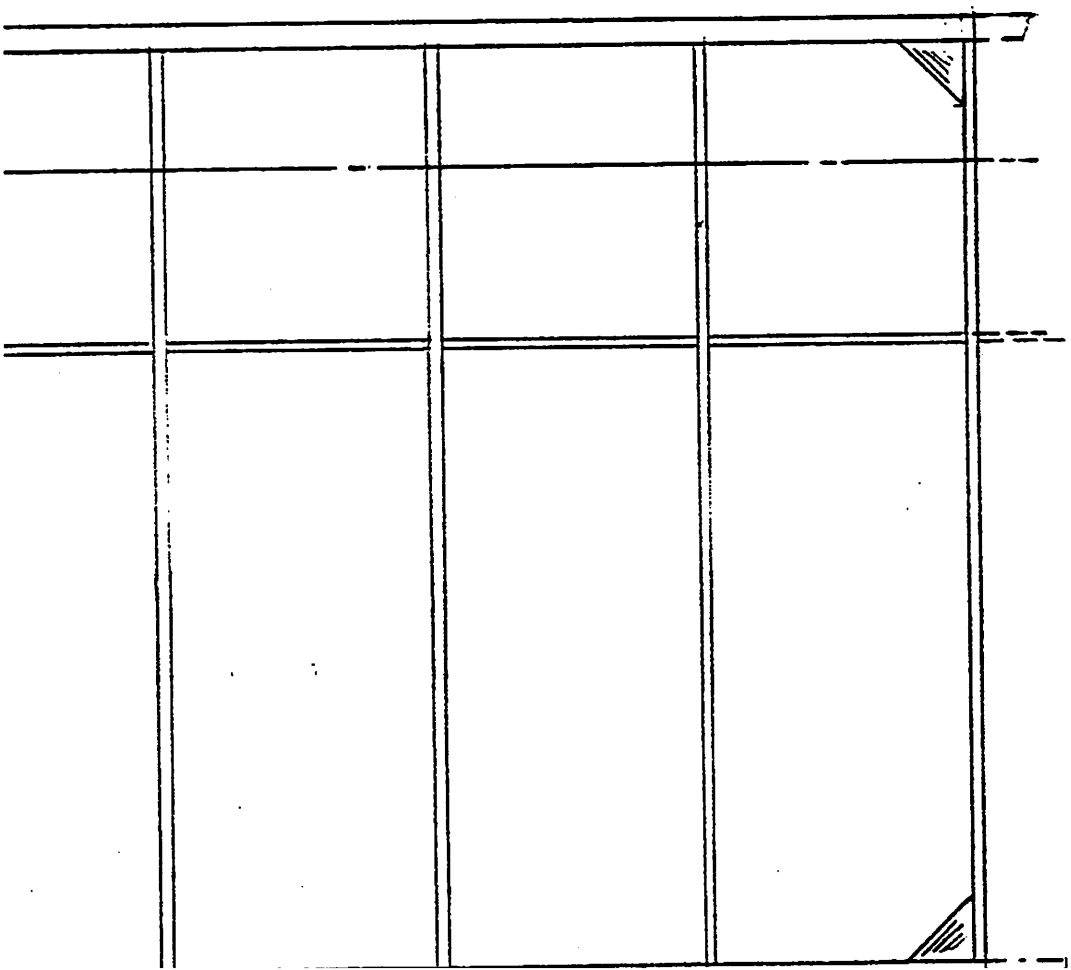
MX missile-Mass launch entrant in pack density event.

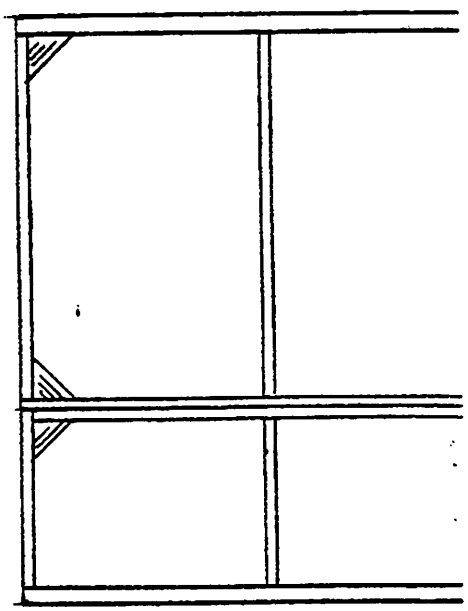
22



RIGHT WING & CENTER SECTION

(SAME AS LEFT WING)





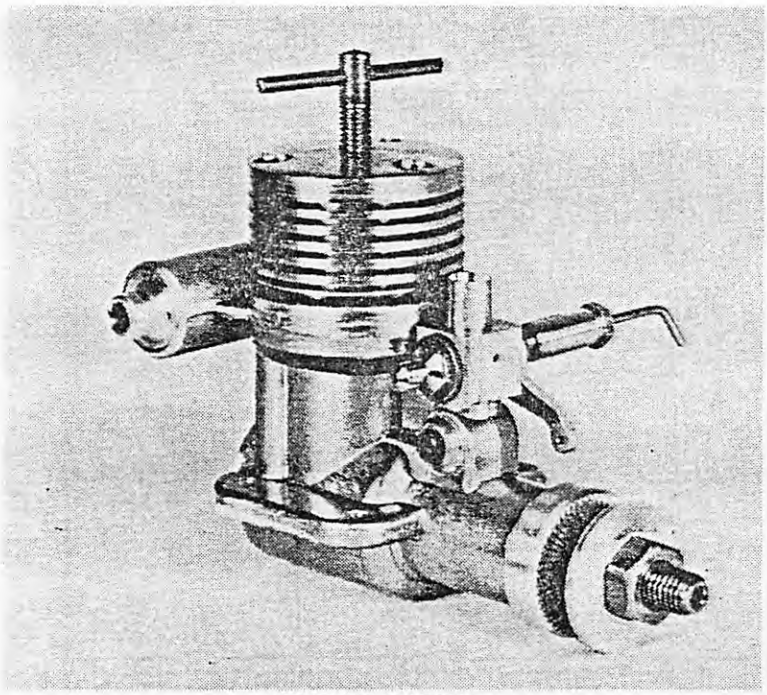
P.A.W. DIESELS

ERIC CLUTTON
3816 DeSoto Ave.
Fort Myers, Florida 33905
Tel.: 813-694-7450

SPECIAL INTRODUCTORY OFFER

.049 Std. No Muffler	18.50
.049 R/C No Muffler	23.50
.09 Std. No Muffler	26.00
.09 R/C With Muffler	38.00
.15 Std. No Muffler	26.50
.15 R/C With Muffler	40.00
.19 Std. No Muffler	28.00
.19 R/C With Muffler	42.00
.29 Std. With Muffler	60.00
.29 R/C With Muffler	64.00

3rd Class Mail add $1.25 for .29
All Others — $1.00



.29 R/C ENGINE

P.A.W. diesels have been made for over 30 years by Gig Eifflander at Progress Aero Works, Macclesfield, England. During that time, progressive development has kept them to the forefront of top class sport engines with many competition successes.

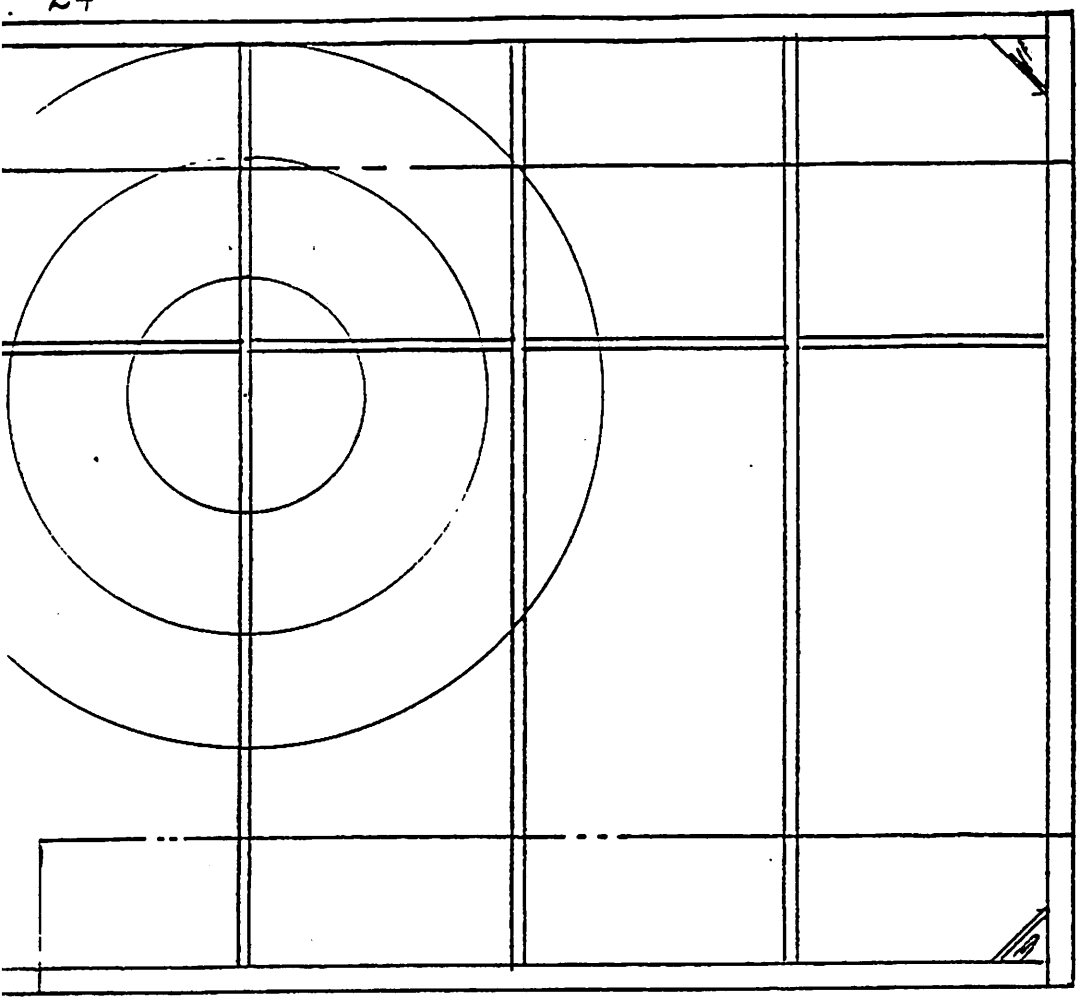
An active modeller myself, I have been a constant user of these engines since their early days, and the range has been gradually increased to now include the .049 (.8 cc) and the very new .29. The .049 is a little jewel, perfect for free-flight scale, and the .29 is a powerful, quiet engine fitted with a muffler as standard. An excellent choice for many old-timer designs.

The R/C throttles are free from fiddling adjustments and work very well. All P.A.W. diesels are test run at the factory; they are a delight to handle and built to stand the stresses of compression ignition.

I am a personal friend of Gig Eifflander and I have just moved to the U.S.A. from England. I hope I can serve you well.

Sincerely,

Eric Clutton

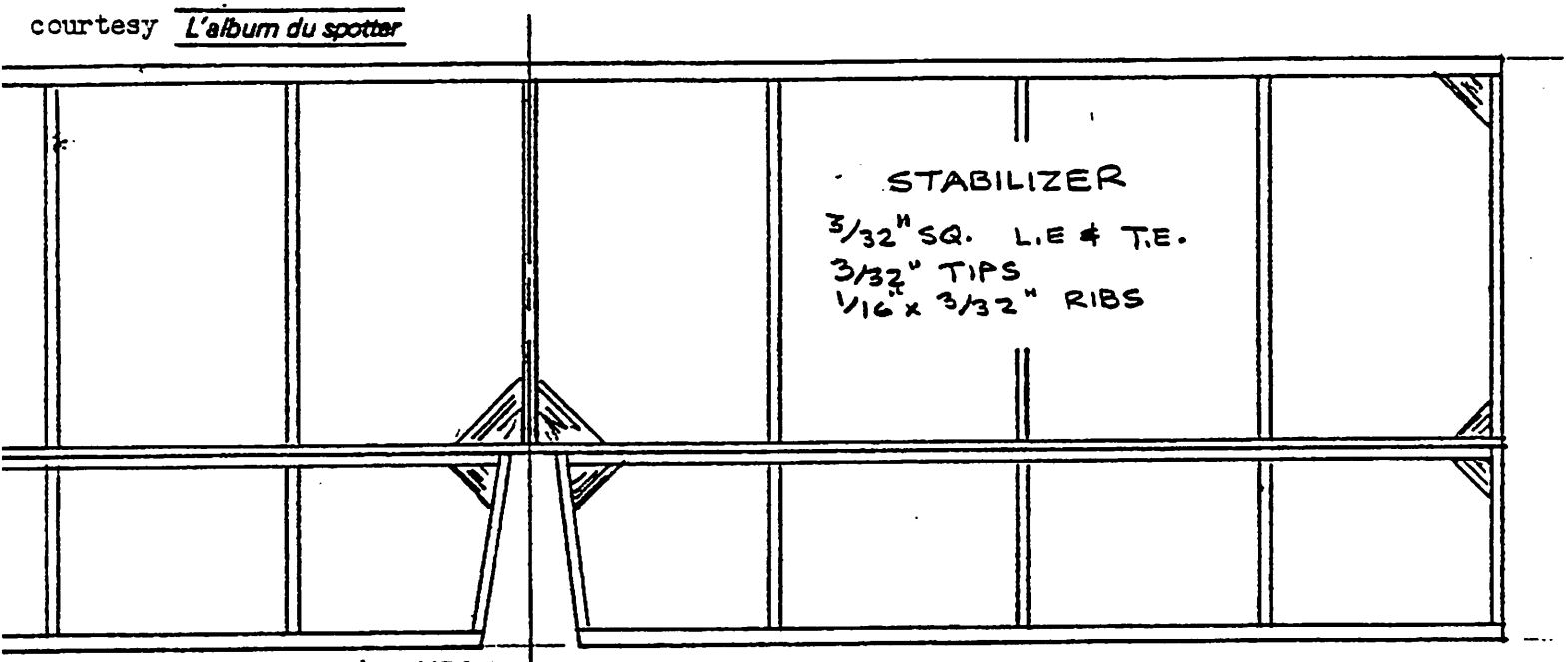


courtesy *L'album du spotter*

Décollé pour la première fois de Meulan en juin 1935, il descendit à Saint-Raphaël avant d'être embarqué, courant septembre, à bord du « Surcouf ». Testé en monoplace au début de l'année 1936, il fut ensuite remis au standard biplace et, en mai, rejoindra le submersible et son hangar.

Le 11 juin 1936, un deuxième MB-411 fut commandé par la Marine, le marché n'étant notifié que le 10 février 1937.

Le premier ANF-MB-411 fut, en 1940, intégré au sein de l'escadrille HS-7 nouvellement créée, côtoyant les Loire-130 en provenance des HS-2, HS-3 et HS-4 refondues.



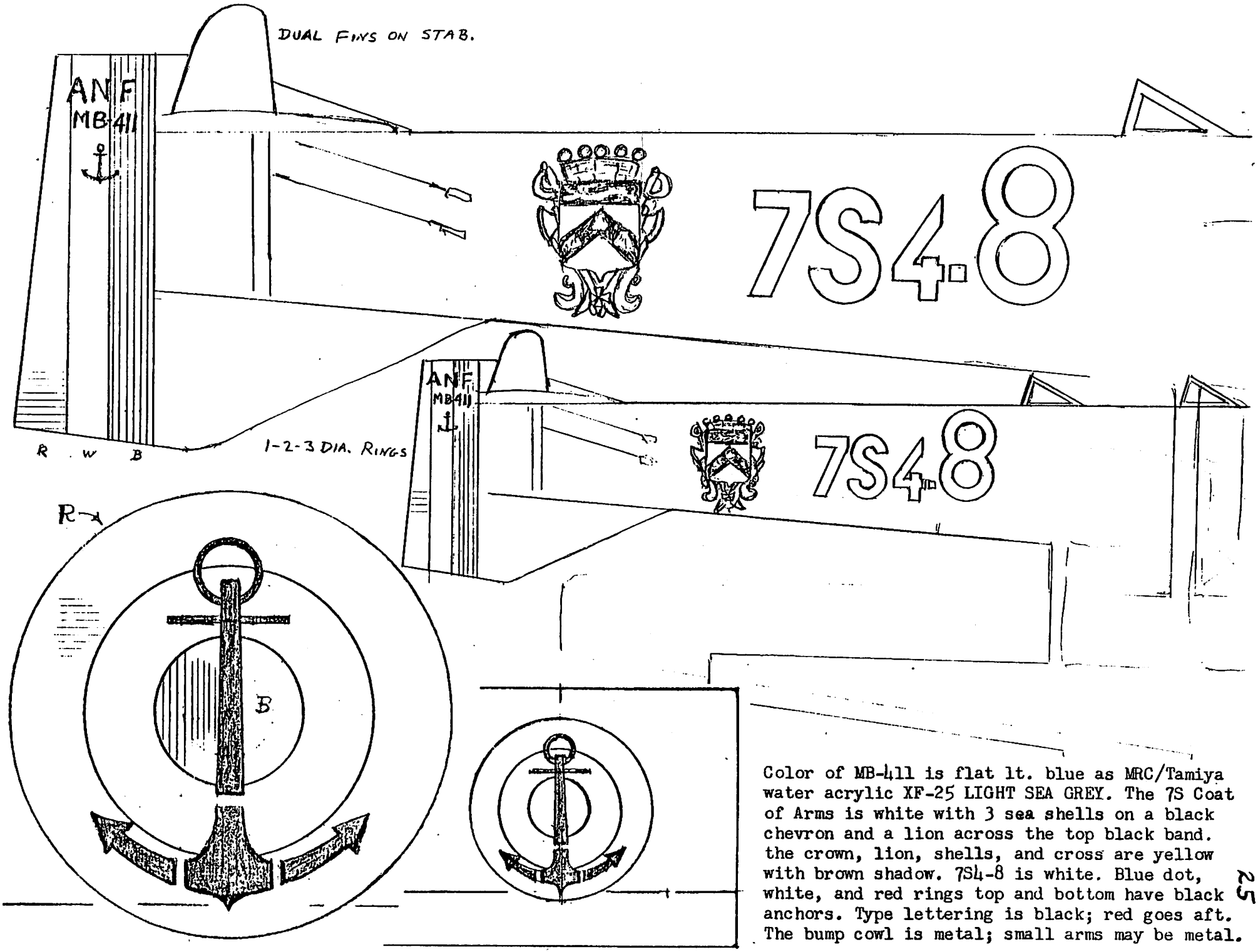
● par Jean LIRON

Etudié en 1930 aux ANF Les Mureaux sous la direction de M. Vicat, directeur des productions de série et chef du bureau d'études « Hydravions », le MB-41, qui deviendra le MB-410 (1), fut acheté par l'Etat, au titre d'un marché de prototype, pour la somme de 602 500 francs.

Rattaché au programme des hydravions de surveillance catapultables à ailes repliables, le MB-410 avait alors pour concurrents le Bodiansky 30, le CAMS-90, le Potez 450, le Gourdou-Leseurre 831 et les Levasseur PL-11 et 12. Tous ces appareils avaient en commun des moteurs en étoile à refroidissement par air, ce dispositif ayant, pour des raisons de robustesse et de légèreté, la

Doté d'un Salmson 9 Nc de 135 ch, le MB-410-01 vola pour la première fois au cours du troisième trimestre de 1932. Comme le MB-35, il était entièrement repliable et démontable (brevet 747068 du 26-2-32). Il sera malheureusement détruit l'année suivante au cours de ses essais officiels à Saint-Raphaël.

Par suite de la disparition de la firme Besson, le deuxième exemplaire commandé, modifié par les Ateliers des Mureaux, fut rebaptisé MB-411 N° 1. Il ne différait du 410 que par un Salmson de 175 ch, avec capotage circulaire étroitement caréné, par de nouveaux ballonnets d'aile et par des plans de queue trapézoïdaux. Intérieurement, du métal était apparu dans la structure



Color of MB-411 is flat lt. blue as MRC/Tamiya water acrylic XF-25 LIGHT SEA GREY. The 7S Coat of Arms is white with 3 sea shells on a black chevron and a lion across the top black band. the crown, lion, shells, and cross are yellow with brown shadow. 7S4-8 is white. Blue dot, white, and red rings top and bottom have black anchors. Type lettering is black; red goes aft. The bump cowl is metal; small arms may be metal.

1983 FLYING ACES CLUB RULES

From:
FLYING ACES CLUB G.H.Q.
MARCH 1983

FAC EVENTS



1. Flying Aces Rubber Scale
2. Flying Aces Peanut Scale
3. G.H.Q. Peanut Scale
4. Embryo Endurance
5. No-Cal Profile Rubber Scale
6. Jumbo Rubber Scale
7. FAC Power Scale
8. Shell Speed Dash
9. Greve Trophy Race, Mass Launch
10. Thompson Trophy Race, Mass Launch
11. Aerol Trophy Race, Mass Launch
12. Jet Catapult Scale
13. WW I Combat, Mass Launch
14. WW I Peanut Combat, Mass Launch
15. WW II Combat, Mass Launch
16. WW II Peanut, Mass Launch
17. WW I Jumbo Combat, Mass Launch
18. WW II Jumbo Combat, Mass Launch
19. Pre-publicised special events limited to rubber power, and retaining the spirit of other FAC events.
20. Any of the above flown indoors.

Victories in any of these events will be credited on the FAC Kanone list.

****

GENERAL RULES FOR ALL EVENTS

1. All events are for rubber powered models except FAC Power And Jet Catapult Scale. Notice that there is no longer any bonus points for electric, gas, or Co/2 power.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back up models allowed). However, each contestant may enter two different models in each event. Only one model per contestant in mass launch events.
4. Each entrant must be the builder of the model he enters.
5. At least three models by three different builders must be entered in an event before the winner can be credited with a Kanone. In the event all three models do not make a qualifying flight, then an attempt must at least be made by those models not qualifying,to get an official flight.
6. Proxy entries may be allowed if the Contest Dir. announces in advance.
7. WW I & WW II Combat must have a wingspan between Peanut and Jumbo.
8. All racing events have a max. wingspan of 24 inches.
9. All mass launch events must have a minimum of 40 scale pts. to qualify. This must not include bonus pts.
10. Minor modifications to fit local conditions, or trends is left to the discretion of the Contest Director.
11. Wingspan for jumbo scale will be 30 inches or greater for bi-planes and 36 inches or greater for monoplanes.
12. Once the mass launch event starts, there will be no replacing rubber motors or any repairs made to the model. There will also be a time limit set by the C.D. as to when and how much time contestants have to retrieve their models.and be ready for the next heat.

****

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to ROG requirements, or other similar restrictions that bring a penalty if deviated from.

It is hoped that the bonus system will bring forth here-to-fore neglected subjects which have been considered non-competetive due to their complexity of design or lack of inherent flight qualities.

****

BASIC RULES

1. Any two models built from published plans, kit plans, or from original plans of any heavier than air, full size aircraft, built or proposed may be entered. Model plans, kit or published, may be embelished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present a 3-view, photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross sections must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale aircraft. The opinion of the judges in this matter is final.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on full scale machines.
9. No condensor paper or other ultralite material may be used, such as mylar.
10. No extra points for scale rib spacing, tail area, or the like.
11. Foam construction is prohibited in all events.

****

CONSTRUCTION POINTS

1. A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

NOT MUCH	SOME OF IT	MOST OF IT	ALL THERE
0 to 10	10 to 10	20 to 29	a full 30

2. Coloring and marking;
A maximum of 20 pts. will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring or serial number for a particular subject modeled.

Where a model is built of a proposed design, the full scale prototype never having been built, then its color and marking should reflect its

designed purpose, and era of its creation.
In some instances, the color of the material used in the intended construction of the prototype might be appropriate, such as silver to represent polished aluminum.

3. Workmanship.
A maximum of 12½ pts. will be given for workmanship, good covering, alignment, neatness, etc.

****

FLIGHT POINTS

A maximum of 82½ pts. will be awarded as follows;
0-60 seconds 1 point per sec.
61-90 " ½ " " "
91-120 " ¼ " " "
Over 120 secconds, no points.

Three official flights. A flight of at least 20 seconds is considered an official flight. At least one official flight must be made to be awarded the scale score. In the case of large entries in any one contest, the C.D. may want an official flight before the model is judged for scale points.

****

BONUS POINTS

The following table will be used in giving points in proportion to inherent flight qualities of different types of models;

0 points for high wing cabin types.
3 points for parasol wing types.
+5 points for shoulder, mid, and mid-low wing types.
+10 points for low wing types.
+15 points for biplanes.
+20 points for more than two wings.

In addition, the following points will be awarded;
+10 points for seaplanes, flying boats, and amphibians.
+10 points for tandem wings.
+10 points for pushers.
+10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (viz. Fokker D-XXIII)
+15 points for unorthodox designs, flying wings, autogyros, etc.
+20 points for multi-engines, if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft.
+5 points for each additional powered prop that contributes generously to the thrust, etc.
+5 points for canards.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose or tail of the fuselage may be entered.
+2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
+1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

Some examples;
Convair XB-46, (with non scale prop on nose or tail.)
+5 points for shoulder wing.
+2 points for each jet engine pod.
+7 points total bonus pts. to be added to flight score.
Sikorsky S-40 (with two props driving and two dummies.)

4.

+3 points for parasol wing.
+10 points for being amphibian.
+20 points for being multi-engine, both sides of center line.
+4 points for two dummy props.
+37 points total bonus to be added to flight score.

Highest total point ship wins. In the event of a tie score, a flyoff will be held. Bonus points, plus scale points, once again added to the flight score to determine the winner. Where two ships are entered by one contestant, only the higher scoring of the two will be used to determine modelers standing in the event.

****

NO-CAL PROFILE SCALE

1. A simple event for recognizable profile models with a wing span limit of 16 inches.
2. Total of three flights to determine score. Highest total score wins. Flyoff to break ties.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.
4. Model must have control outlines, registration numbers or letters, etc. Must also have full landing, either one or two legged, etc., no profile gears. Retractable gear may be built in the up position. Judges decision is final. Modeler must make a reasonable attempt to create correct color scheme.

****

G.H.Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches in wingspan.
2. Flight score determined by total of three official flights, hand launched.
3. Unlimited attempts to gain three official flights. Any flight of 20 sec. or more is official.
4. There will be no maximum flight time.
5. All models must be covered with Jap tissue or equivelent.
6. All surfaces must be double covered, unless real ship was single covered, then you must show proof.
7. Planes with retractable gear may be built with gear represented in the up position, with no penalty.
8. Scale points determined by judging, using tables below.
9. Scale score determined by multiplying scale judging points by the first two digits of the best peanut flight score of the day. Example, if a peanut turns in a 3 flight total of 279 sec. and is not bested by any others, then everyones scale score is multiplied by 27. If only two digits comprise the top flight score (say 97), then only the first digit will be used as a multiplier, everyones scale score being multiplied by 9.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight "flyoff", multiplied by 3, and added to the scale score.

SCALE POINTS

a. Color, reasonable effort to use tissue and/or dope to simulate realistic coloring. Plus 3 points
b. Marking, civil registration & striping, or military insignia, serial numbers, squadron markings, etc. Plus 3 points
c. Details, struts, cowls, cylinders, pilots, rigging, armament, windshields, exausts, steps, control surface outlines, and any other outstanding details shall be scored thus;
   1. Stark minus 3 points
   2. Lax zero 0 "
   3. Good plus 3 "
   4. Great plus 6 "

****

EMBRYO ENDURANCE

1. Not over 50 square inches of wing area for monoplanes or 70 square inches for biplanes, 45 square inches max. for largest wing area. Stab are not to exceed 50 percent of wing area.
2. Fuselage volume to enclose a space 1¼ X 1½ X 3 inches or larger.
3. Wing and tail to be built up, covered on both sides with Jap tissue or equivelent.
4. No folding props. All models to be rubber powered only.
5. Model must ROG from a card table top UNASSISTED from a 3 point rest.
6. Landing gear legs must have 3/4 inch diameter wheels or larger.
7. Four attempts for three official rise above table top level flights.
8. Highest flight total plus bonus wins. Fly off to break ties.
9. A bonus for the following details will be given; 5 sec. for a raised cabin. or windscreen with open cockpit and headrest, 3 sec. for three dimensional wheel pants, 1 sec. for three dimensional exhaust pipes.

****

SHELL SPEED DASH

All race models must enter this event in order to qualify for the Greve or Thompson races. The results of this race to determine the arrangement of planes in the heats for the Greve and Thompson races.

Three official timed flights will be made. Highest total wins the race. Flyoff to break a tie.

****

AEROL RACE

One large mass launch for all the planes that did not qualify for the Greve or Thompson race Last one down is the winner.

****

JET CATAPULT SCALE

1. Any man carrying jet or rocket propelled aircraft.
2. Model is launched by stretched rubber catapult.
3. Profile fuselages.
4. Scale scoring; Basic aircraft and markings (no bare balsa) 5 points. Markings 0-8, coloring 0-8, outlines 0-8, workmanship 0-4, extra detail 0-3, Bonus points, flying wings or canards 5 points, 1 point for each scale engine, pod, or fuel tank not contained within the contours of the airframe.
5. Flight scoring, 1 point per sec. 20 sec. minimum flight. Unlimited attempts to make three official flights. Highest total time plus bonus points wins. Flyoff to break a tie.

****

READ THE RULES CAREFULLY, THERE ARE SOME CHANGES FROM THE PREVIOUS RULES.

****

Certainly it is not too much to ask that the judging load be lightened by penalizing those entries which are submitted with little or no authenticating data. Scale configuration, accurate details and true coloring should not be left to the imagination of the judging officials. If such important factors are not confirmed by supporting exhibits, can the contestant claim his craft to be "scale"? Chop off not their heads but their points!

****

Oldtimer rubber must have a max. span of 36 inches, landing gear, and no folding prop. All oldtimer events must be models built from plans/kit of 1942 or earlier (Nonscale event).