

FLYING ACES

Club News

Issue #51
Nats coverage!





NEWS ON THE WING!

Contest Calendar

Hey prop-revers! Let's take a check on the up coming batch of sky splitting model meets coming up this Fall. By now the Society of Antique Modelers (SAM 7) East Coast Champs held at Westover A.F.B. will be out the exhaust pipe, but don't get caught with your controls locked, because every other week thereafter you will be offered more chances to blast skyward with your fellow FACs. Take a look---

*Sept. 19 at Rockey Hill Meadows the Glastonbury Modelers hold their Fall meet featuring MANY FAC events including Jumbo using FAC Scale judging.

*Oct. 3 at Durham Meadows the FAC meet as usual. Flyer attached to issue #50 (the last issue).

*Oct. 17 the All Henry Struck meet sponsored by the Glastonbury longeron layers slated for Glastonbury Meadows, but may be shifted to the Rockey Hill site.

And don't forget the 50th anniversary of the flight to gay Paree by the pair known as "We" will be next year. And to commemorate this Lt. Royall Moore is sponsoring a special event for Spirit of St. Louis models to be held at each and every meet sponsored by the Glastonbury Modelers and the FAC. That ought to make up the minds of you stringer benders who were hashing over what to build this coming winter, huh?

Cover Story

The invasion is still on, fellas! No, not Normandy or anywhere like that. Haw-w-w, we are talking about the FAC! The FAC and the fair sex, that is. Now gals, no one is by any means complaining. Did Roscoe Turner complain about Amelia Earhart? Ridiculous, right? We are pleased with our female flyers, and the great help we get from our other damsels at contest time. And now we welcome our first female contributor to the FAC News, Marge Thomas, cover artist for this issue. Marge is the wife of Gene "Plankit" Thomas, and if her style looks familiar it is because you have seen it before in Air Progress or on the envelopes that those neat Plankits come to your hangar in. Swell job, Marge. By turbulence, you ought to hit Gene up for some time off and pick up the balsa and tissue yourself. The gang here thinks an Embryo Endurance offers at least 50 square inches of space for some high flying artistry. A flying mural.

Came Spring, and this skyster's skull was filled with thoughts of the Nats, a "vacation" away from slavery to nature and house-maintenance, kids squalling, and of other diversions that so plague the model builder. So, filled with thoughts of a glistening Nats Trophy, he built his special Nats ship with (for him) great care, prepared motors by winding to max turns, bought his styrofoam cooler at the local supermarket and set out in his rusty 1970 V-W for Dayton, Birthplace of Aviation.

The Nats....what can one say?.....a time when you meet and see all kinds of people you've heard about all your life, people who were winning trophies when you were in diapers (literally), and people with whom you've corresponded for years, but never seen. And do you know? In every instance they are as nice or nicer than their press notices or their letters! It is a privilege to meet and know these FACs (and others); proof of the old adage on the Comet kit boxes: "Model building builds model boys". Yep...the FACs are good boys, as are most other modelers.

Anyhoo, this mighty author makes his way to Frank Scott's lovely home (from whom more later), where he is to stay during all this hectic activity. At the Nats, wingsters, if you aren't busily competing for the glory and hardware, you're busy watching what the others do and how they do it. There really isn't a moment to spare all day; even when seemingly knocking about the hangar, your eyes are open; if not for friends, then for hints and tips. There isn't truly an idle moment. Especially with the Air Force Museum a stone's throw away.

The first events for this tissue trimmer were the Old Timer events, for the OTs were holding their "Nats" from Saturday thru Monday of Nats week. Here is where you got a chance to see many of those great and famous old ships of thirty five years and more ago, once more strutting their stuff. You also got the chance to once more witness the agony of a balky ignition engine, one that started perfectly the night before, but which just REFUSED to start, despite the "ministrations" of several "experts". It was a glorious sight to see these huge ancient models cavorting against the clouds in perfect weather of beaming sunshine and fleecy clouds. The sun shining through the tracery of their structures is a sight seldom seen any longer...one we're sure the clouds well remember and welcome once more. The RC OT models are something else again, but just as it is spectacular to see those ancient pelicans scream cloudward, so is it a bit frightening, for with modern engines & technology in them, those old structures are strained to the limit, and sometimes beyond. When beyond, the results are a spectacular crash....ever see a Scientific Mercury shed it's wings and auger itself in? Bad scene if you are under it. You don't want to be there. Something should be done to mandate increased strength in some RC Old Timer models, for at present levels of power and technology, some of them are no longer very safe.

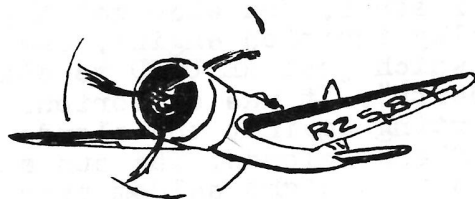
On Monday the OTs held their Scale event, in which the writer was an eager participant, even though he well knew he hadn't a chance against anybody with a gassie, for the OT Rules, like the rules in 1934 for models, make no provision for gas models....no engine run limit. Thus any Maxwell Bassett can come up with a full tank and just smear the rubber jobs! This was duly done by two gas jobs, one of which was a Struck Interstate that had an .020 in it! (The GHQ gang think the rules a bit sloppy here; SAM!) Third was a Struck Interstate which was at least rubber powered, and he barely beat out the writer

with his Cessna from the 1930 Carl Claudy Prize Winner's Book of Model Airplanes. I don't know who came in Fifth or Sixth, but as there were only six entries, the event was well-tailored to bring this FAC a trophy. Among six skysters he has a chance!.....even when some of them have full gas tanks.....Hawww!

As the indoor events were held in faraway Columbus (an hour or more's drive from Dayton, the AMA being unable to obtain an indoor site at anything like a sane cost in the Dayton area), this FAC decided to forego them, despite the cheapskate having spent his money to enter them. Therefore we can't comment on them, except to note that they were dominated by Lacey M-10s, which became an annoyance to the judges after they had seen their thirty-seventh or so Lacey. You figure it, rib-slicers....how would like to be a judge and see a HUGE array of Laceys staring you in the beak! (Seriously....something is going to have to be "done" about this problem, for the present AMA rules obscenely favor the simple airplane, and what airplane could be more simple, or better-flying than a Lacey! If the AMA doesn't introduce some sort of a complexity factor pretty soon, they'll have a meet of sixty-three Laceys and one Pres Bruning SM-81 that some foolish enthusiast built, knowing that he was dooming himself from the start.....rather like the OT scale rules that allow for gas & rubber in the same event. We'll have to agitate about this next winter, tissue-trimmers, or we'll be swamped! Even Charley Learoyd, having crushed all opposition with his Lacey, has deemed the model to be retired....and we'll HOLD you to it, Charley! Bring that model to an FAC meet, and watch it meet with an accident in the judges tent!)

On Tuesday, the REAL Nats began for the FACs, for it was then that the Cleveland Free Flight Society had deemed (with AMA permission) that the Embryo Endurance Event was to be held.

Russ Brown was the able and genial CD, and the CD was noted to be all decked out in his Ordre Pour le Merite (and pink shirt) to shepherd the wingsters through the horrors of a card-table ROG in the sparkling evening air. FACs Tom and Mick Nallen were there with a finely-tuned pair



of Peerless Junior Endurances which, despite their ancient lineage (being circa 1935), did themselves and their builders proud. Tom racked up three perfect Maxes, giving all the others something to hopelessly shoot at....they failed utterly. Gordon Roberts might have given Tom a fly-off, but his DT "actuated" too soon, and he wound up with 334 seconds for his second. Third was Charley Learoyd (hardly naked and alone without his Lacey!) and his "Zyggy", which also DT'd too soon. Fourth was Mick Nallen with his Peerless Junior Endurance at 320, and Fifth was Mike Bailey with his "Bugger".

"Bugger" is a sight to see! A ship like this has to be the ultimate in "trying to beat the rules", yet remaining totally within the spirit of them (and the Spirit of the Skies is ever foremost in the breast of an FAC!). GREAT long fuselage, with these tiny gull polyhedral wings, "manta shaped" tail...as are the wings... great long landing gear, and the whole model covered with checkered tissue. Has anybody out there a picture of these strange birds that E E hath but inspired? We'll surely run it if you do.....

As is often the way, Pres Bruning uncorked several max flights.... all either "trimming" or unofficial....with his "Whimsey", and flew up into craters when the officials were standing around with watches. Dave Stott notes that many E E ships are getting names like racehorses: "Debut", "Zyggy", "Baby Speckled bird", "Unrelenting Moonglow", "Fum

Thing", "Eyeball", "I Don't Know", "Pink", "Eyeball", and such are some of the names of ships that turned up for this event. Thanks to you, Russ Brown and the CFFS...you made the day for the FACS, and got our foot in the door with the gimlet-eyed AMA. We just hope all the other entries had as much fun flying as the writer did, despite his finishing out of the money. Three Cheers for the CFFS...all set?...hip hip.....

Wednesday saw another FAC event coming out of the woodwork, this time the Thompson Trophy (and doesn't the writer wish it were named after him: then he'd have no problems about financing another house!), sponsored by the Erie Model Aircraft Association. Lin Reichel was originally slated to CD this one, but was unable to make the Nats. Vic Didelot was a more than able substitute for Lin, and Vic had everything ordered down to a T. All the eager and trembling flyers were ordered into their respective heats, and while some were hardly eager to fly in wind like this, those true FACS from the East were ready, this being (to them) "ideal" conditions. The hot competitors were: Russ Brown with a Chester Goon, Ralph Kuenz (who heroically missed most of the Nats because he was judging RC Scale...that's the Spirit of the Skies, Ralph...giving up a pretty certain trophy to be an AMA drudge,...er, judge) with his ever trophy-ready Folkerts SA-2, Bob Thompson with his fearsome Laird Solution, Tom Nallen with his Keith-Ryder Suzy, Mick Nallen with his Keith-Ryder "San Francisco", Pres Bruning with the ever-frightful Chambermaid, Clarence Mather with his Caudron 460, Don Garafolow with his Caudron, Chuck Schobloher with his Chester Jeep, George Meyer and Jack Russ with a pair of Folkerts SK-2s, and lastly



AMA Scale Judge

(but hardly leastly) Ken Johnson with his Chester Jeep.

The First Heat of six planes saw Ralph Kuenz and George Meyer defeated by wretched launches (this is the thing with the FAC Thompson Trophy Event, it demands iron nerves from the flyers. Not only are they competing against "the clock", but against each other, and there's that "single, personal combat" element that shakes some of the most hardened, veteran contestants now & then.). Clarence Mather "sniffed" the wind incorrectly and dived in. The Second Heat saw Chuck Schobloher defeated by his greed for turns before the flying when he blew his fuselage. Bob Thompson had a smarter motor...it blew during the flight, allowing him to say he "survived", but he was equally out of the event! Tough Luck, fellows! Back off one turn before the next flight...oh yes, there won't be one for you, will there. Well, next year! Mick Nallen and the San Francisco were before Ken Johnson and his Jeep, so that left Johnson, Father Tom Nallen, Pres Bruning, and Don Garafolow to battle it out for the Finish. Don made a bad launch (see... even the best of us can make a mistake in the TT and blow it!), so that left it to Ken Johnson, Tom Nallen, and Pres Bruning. Johnson is down first, leaving Bruning and Nallen, circling in the sky lanes, vying for the Big One. Which will be first down as they head for the runway, flying insanely well! It's Bruning...just a shade before Nallen! So, Tom Nallen is the Winner of the first (annual?) TT event at the Nats, Pres Bruning and his lovely Chambermaid second, and Ken Johnson and the Jeep are third.

The next night, involving both Peanut and AMA Scale, was the Big One for which most of those mentioned (and many not mentioned), had waited with such trembling hands and sweaty palms. After three days

of devoted effort by Andy MacIsaac and other judges, our ships were released to us and duly signed out of the Scale Cage by the proper authorities. Now we were on our own! Time to make those last "few" trimming flights, just to make sure our ship was in perfect trim, ready to smash all opposition into tissue-covered matchwood!



the FAC sees his Scale score for the first time

All set? You bet! So we try out the ships and they fly TERRIBLY, worse than they ever did on their home drome! What do we do now? Boost power? Try a little side thrust? Up-thrust? Shorter motor? Down elevator? Who knows? We've already been given a wretched score by the AMA rules, which allow only 8 (eight) points for "static details", so this is only academic, anyhow, but we're still imbued with the Spirit of the Skies and FAC Hopes, so we bash on, trying to find the right combination. Heavens....even our Lacey Peanut, the plane that's supposed to fly no matter what, has turned into an utter PIG! What do we do? Well, as no FAC ever panicks, we just keep trying, all the while using language Mother never taught.

The weather has now turned windy and threatening (indeed, next morning it rained furiously,.....typical AMA Scale weather.

The FAC, already intimidated by his plane's execrable flying, finds the Scale flying area has been moved from where posted on the official AMA map to an area festooned with small pine trees, "off limits" signs, and in the turbulence caused by the Air Force Museum as well. He knows his fate is sealed. Remonstrating with an AMA official (see Fill Page) only brings the arms folded "defensive posture" and a turned head, so the scene is set for an FAC GHQ fiasco. But wait! Other FACs are there to save the day! There are Pres Bruning, Bob Clemens, Tom Nallen, Mick Nallen, Dennis Norman, Jack Russ, Chuck Schobloher, Don Strull, Bob Heywood, Charley Kearoyd, George Meyer,all these FACs. Somebody has to fight it out and win for the FAC!

There was a brief flurry when some of us found out about rule 50.7 of the 1976 AMA Rule Book, but after a brief discussion, most of us decided that it was a good and clever rule, even though it would have made us do quite a few things differently, had we been bothered to read the Rule Book. (For further discussion of this clever AMA "wrinkle", see Page 67 of your October, 1976 Model Aviation.) Yes, skysters, we had once again been "done" by the AMA. And I imagine more than one heretofore disappointed AMAster will now be demanding his Nats trophy. What are they going to do about THIS one?!? Will the AMA see the shade of Jim Thorpe over this rule change? We at the GHQ of the FAC are once more glad and proud that we are organized!

AMA Scale saw Rolfe Gregory win with his Lacey M-10 (although he'd be third after the Rules Change), Joe Macay was Second with his Curtiss S93C (4th after the rules change), Third was Tom Stark with a Wittman Tailwing (after rules change he'll be adjudged the winner!), Fourth was Ken Johnson with a big Piper Vagabond that lacked much "static detail", but which was a fine flyer in the stiff wind (he'll be second after the rules change), and fifth was FAC George Meyer. Only George upheld the honor of the FAC, but will they allow him to keep his trophy, for under the "rules change" he'll wind up about ninth! George....KEEP YOUR TROPHY!! They awarded it to you in good faith and you took it in good faith! Let "them" worry about

"their" foul-up. After all, they could have had a sensible set of rules, one which would have kept Dennis Norman from crashing his magnificent Caproni on the runway in a forlorn attempt at an ROG in the wind, one which would have awarded Pres Bruning the points he deserves on his SM-81, one which would avoid the Laceys swarming like locusts, but "they" never responded to FAC GHQ on our rules proposal...never even acknowledged that we had sent them a copy of our rules, let alone to consider them for adoption. Now they get this shambles.

GHQ says something like "sweets to the sweet."

In the Junior-Senior event Mick Nallen saved a few shreds of honor for the FAC. There he copped a First (would have been a Fifth under the rules for Open!) with his Druine Turbulent. It took lots of struggles to get that ship running in all that breeze, but it was worth it, wasn't it Mick? Lots of grown men couldn't do better....among them the writer.

The peanut event was flown on the same evening as the Scale, in the same horrid wind, but there were some spectacular efforts by some of the thirty-five eager Pirelli-poppers. The Lacey wasn't YET a total plague here (only six being entered), but since they won First in Open and Junior-Senior, the handwriting is on the wall! Yep, here again Charley Learoyd tromped all opposition with his newly-retired Lacey, and so did Chris Clemens. Among those who hadn't yet gone over to Laceys, there were some real nice ships. Pres Bruning had his lovely little Chambermaid, and copped a Third with it, too. Dennis Norman had another work of art with his Phoenix scout, and Tom Stark's Fourth place-winning Nakajima Myrt was as fine a looker as a flyer. Clarence Mather's Second copping Comper Swift was as neatly turned-out as she was light, and Claude Short's Ryan PT-20 featured workmanship fully equal to Dennis Norman. Alas, the pretty little PT couldn't be flown to her potential.

With the sky so filled with orbiting peanuts, one would have thought this was a Democrat's Delight out there, and considering the short time allotted for the flying, it almost looked like an FAC meet with all these planes sniffing the air! Surely everybody had himself a good time in the Peanut event, and all seemed to go away happy. The Learoyd rules (over the introduction of which Charley has sadly received some nasty mail...surely none from FACs!) worked pretty well, and Charley is actually to be congratulated for having got the AMA to allow a complexity factor into their rules. The door is now open for us to introduce the FAC rules for Scale, or something like them. Surely everyone has now seen that unless something like our rules is instituted, there will be nothing but Laceys within three years at the Nats, and the AMA rules will become a laughing-stock of all modeldom. Can you imagine a Nats Scale Cage piled up thirteen feet high with Laceys? It'll come to pass unless something is done, and soon!

The J-S PS event saw Mick Nallen again save the honor of the FAC Eastern Section with a Second (after Chris Clemens' Lacey), garnered with his Wendt Swift. Third was Bill Langley with a Nesmith Cougar, and Fourth was Brett Younger with another Cougar. Yep.... between the Laceys (6) and the Cougars (7), you can see it coming!



The end of the White
Hope of GHQ at the Nats

HERE IS A PAGE DEVOTED TO OUR "FILLS"

(Impressions of the Nationals)



The FAC arrives at Dayton, filled with himself and hoping for a trophy....



His first encounter was with an AMA official who looked like.....



Then the judges deigned to accept his airplane for their attentions.....



The FAC visits the RC OT area, where hard hats are worn.



A Nats timer gets ready for the next victim.



Those who object about Rule 50.7 are firmly dealt with by AMA.



the AMA complaint department



the defeated FAC gets set to leave



Visions in the rear-view mirror as the FAC heads home

Here is a department of the FAC News that has not been in operation for a good many years. In this section we present a sketch or photo of an interesting type of plane that may well be worth modeling. The types presented are usually rare and as odd as Polar Bears in Panama. Of course, they are presented in the hopes that somewhere one of our clubsters might dig up a 3-view drawing of the bus and start some dare-devil of the drafting board dust off his T-square and angles. GHQ will be more than happy to print any follow ups on this crate below. Will it spell doom for the Laceys in Peanut Scale?

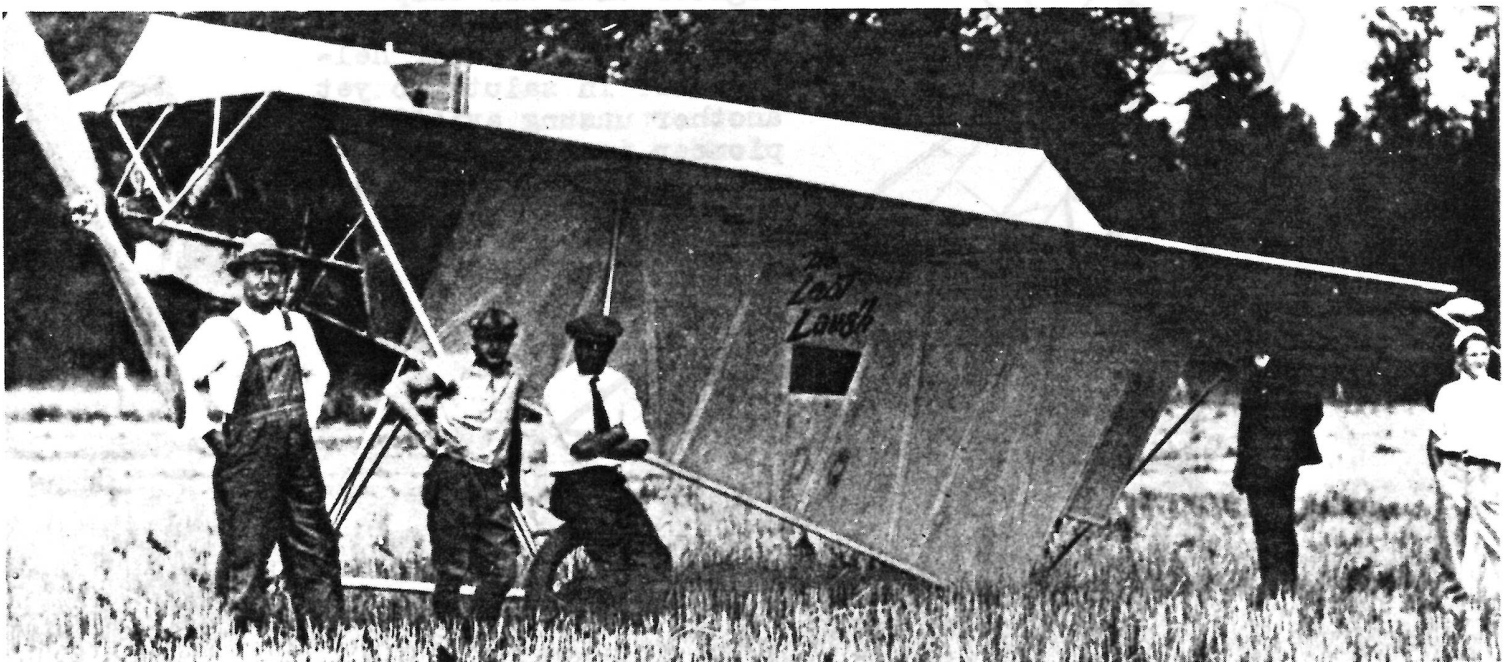
THE SCROGGS' DART.

Prior to the discovery of this photo shown below, the only reference to this airplane was by Douglas Rolfe in Air Progress quite a few years ago. The photo below is supposed to have come from the Rolfe collection. The caption attached to it reads thus----"An airplane built on the plan of the paper glider familiar to every school boy, has been invented by Roy Scroggs of Eugene, Ore. The plane has a pointed front, as gliders have, and is about 14 feet long. Young Scroggs contends that the body, as well as the wings, has lifteing power. So far the plane has only been given ground tests, in which it taxied about the field and proved easy to control. No effort will be made to fly it untill more windows are added to give the pilot greater visibility. Dated Sept. 11, 1929."



Well fellas, as unbelievable as it seems, thar she be! See that name on the side of her fuselage? "The Last Laugh" Our G-2 agents kind of figure that Roy Scroggs is the determined looking chap with his left hand on the landing gear strut. They also have the idea that the gent near the prop is Roy's proud pappy! Could be, huh?

There is a frame of tubing behind the
(cont'd next page)



fuselage near what appears to be a one way acting rudder, that probably was intended to be cover over to fair in the blunt termination of the fuselage. G-2 agents surmise that left uncovered, it makes for a handy escape of an otherwise trapped pilot.

There are no brace wires evident, and with that big OX-5 in the beezee swinging a prop half the span, one can only wonder where Roy was burried! Looks like half a radiator jutting out over the wing upper surface about 25% chord to really get the ozone to burbling!

Well hystorians, about the time the gang here at GHQ decided to light a candle or two for ol' Roy one of our ace G-2 agents tears thru the door (past our dozing guard) waving a copy of Model Airplane News for March, 1940, yelping, "Roy Scroggs is in this issue!"



1940
gas model
by Scroggs.

By gosh fellas, he was right. There on page 24 of "Gas Lines" is a picture of Roy's gas model in full flight. Why sure it looked pretty close to that crate he built in '29! The picture number, appropriately enough, was "13"! And there in picture 14 is Roy himself

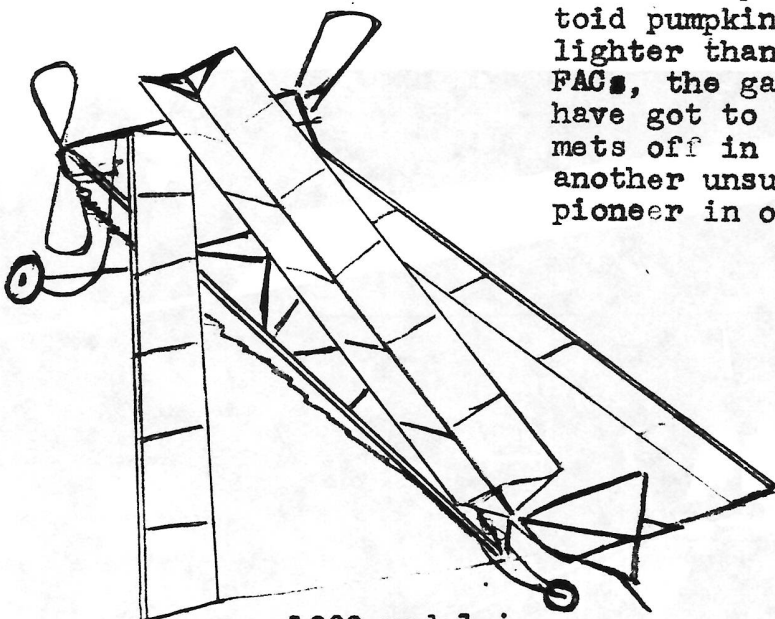
holding the model! And sure enough, Roy grew up to look like his pappy!

The text of the article says Roy claims the model has exceptional performance on low horsepower and will not side slip or spin. He also claims this type of ship was flown as far back as 1909 as a rubber model.

Once our G-2 agents finished reveling in the fact that Roy outlived his 1929 experiments, they decided to dig into the musty archives at GHQ to see if they could turn up any evidence of the 1909 model Roy mentioned.

Sure enough, skysters, there in "The Boy's Book of Model Aeroplanes" published in 1910 and written by Francis A. Collins was a photo of a similar machine! The text states that the planes on this particular model were too narrow. The Scroggs machine has wider surfaces, did you notice?? Was Scroggs so far wrong? What of the modern delta jets? The lift body re-entry vehicle? Aereon Corporation's del-

toid pumpkin seed semi-lighter than air ship? FACs, the gang here at GHQ have got to whip our helmets off in salute to yet another unsung aviation pioneer in overalls----
Roy Scroggs.



1909 model.
Designer unknown.

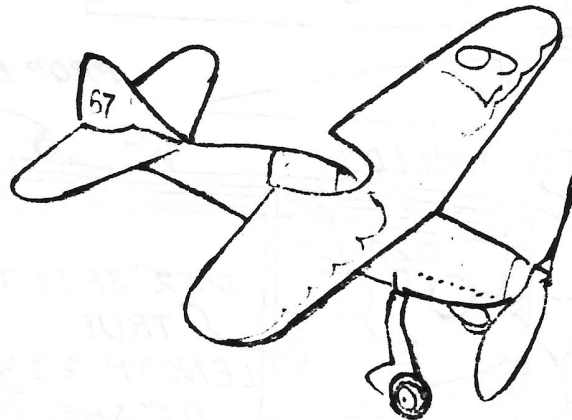
FLYING ACES MODEL LABORATORY

Pg.11.

"TRIANGLE SPORTSTER"

By Hank Struck.

"He who hesitates is lost". "Propwash", says the gang here at G.H.Q. What we mean is this. If any of you fellas (or gals) haven't been able to decide on what ship to build for the all Henry Struck meet on Oct. 17, and found that ol' Pop Time has it lookin' like you are out of it, we repeat, "Propwash"! One gander at this nifty lined little nimbus nudger and you can tell it could be on your model tarmac in no longer than a fortnite.



Yessireee, this bus is a worthy addition to any hangar, and she sure looks to be a candidate for Hung's hangar as well! There has been one aloft over Pinkham field lately and the GHQ boys who have witnessed her flights have been sworn to secrecy by her builder! He claims, "If Hank ain't givin' any of HIS flight times out on dese here crates of his, I ain't givin' any of MINE"! "Now you guys keep yer traps shut or I'll git the Ginrul down on ya"!

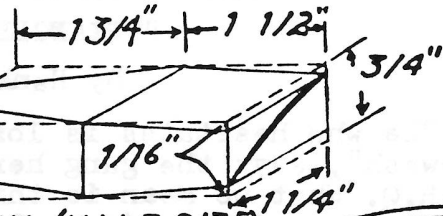
Well, we think you get an idea of what this beaut can do. You still have time to find out yourself, and show the rest of the tissue trimmers at that Struck meet!

EMBRYO ENDURANCE QUESTION.

Capt. Russ (ROY) Brown has written GHQ asking if it is O.K. to have a retractable L.G. on an Embryo. Design wise, that is not such an easy feature. We all know that weight is a great factor in a small design like the Embryo Endurance. To make a retractable landing gear workable and pay off is quite a challenge. Not only will there be a weight increase, but that ol' debble C.G. shift will be another thing to worry the designer.

Considering all these things, the gang here at GHQ is inclined to say, "Why not"? Challenges are what FACs thrive on. "Racers are hard to fly" they said. FACs are having a hard time keeping them in the field at meets now! "Keep the cross section down to a minimum", say the top notch aero engineers. All who have seen the "HUNG-aereon" perform can doubt that atatement. More chalanges? Beam 'em right to the 'drome of any FAC. He's hungry for 'em. So once again we say, "Why not try retracts"? Go to it Russ, and all you other daredevils of the drafting boards! Any clubster that thinks this ought to be a "no-no" state your case to GHQ. We'll print it up in a future issue.

FULL SIZE DWG

FREE
WHEEL.1/16"
ALUM.
TUBEPOWER
4 STRANDS 3/32"

PROP BLANK (HALF SIZE)

TIN SHIELDS

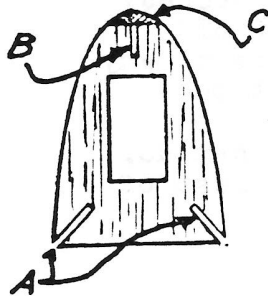
.028

1/32" SHEET
TRUE
LENGTH 2 3/4"
1/16" SHEET1/16" SHEET
STRUT

C.G.

C.L.A.

SEC 3

B
TRUE
SHAPEBUSHINGS
AND WASHERSFORMER 1
1/8" SHEET.028
WIRE

1) INSERT AB, IN F 1

B₂

DIHEDRAL

1 1/4" EACH

STRUT TIP

STEP 1 D

.028

1/16" SHEET
FAIRINGSECTION
3RIBS 1 TO 2
1/16" SHEET1/16"
X 1/8"1/16"
SHEET

1/16" X 1/8" 2

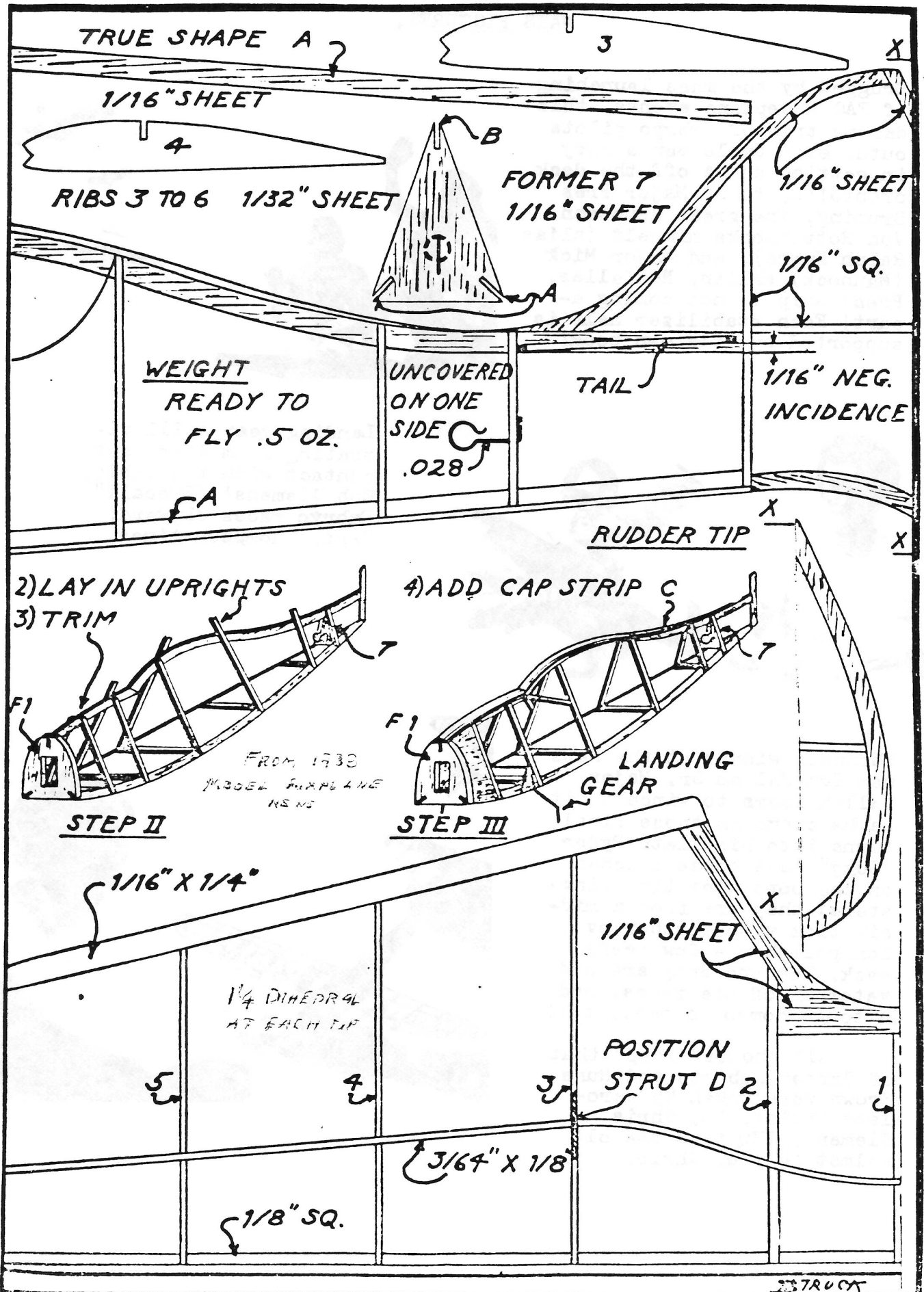
1/16" SQ.

1/16" SHEET

DROP OF
CEMENT

TIN

1/16" SHEET
WHEEL1/16" 6
SHEET



With the model builders

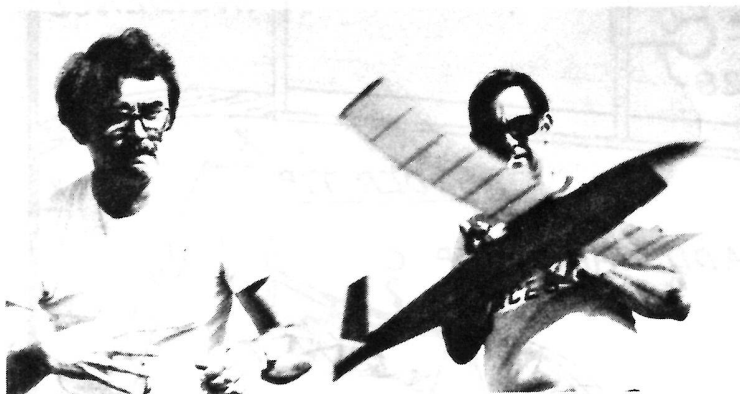
46-46

NATS PICTURES.

Drugged by the mass launching of FAC raceplane events, this daring trio of Embryo pilots outdo even Uncle Sam's navy in getting ships off the deck pronto! L. to R. Major Pres Bruning, the great Hauptman Von Rottensocks himself (alias Ralph Kuenz), and Major Mick (Mannock) Nallen. No fellas, Pres' ship is not coming apart! Each stabilizer half is supported by it's own boom!



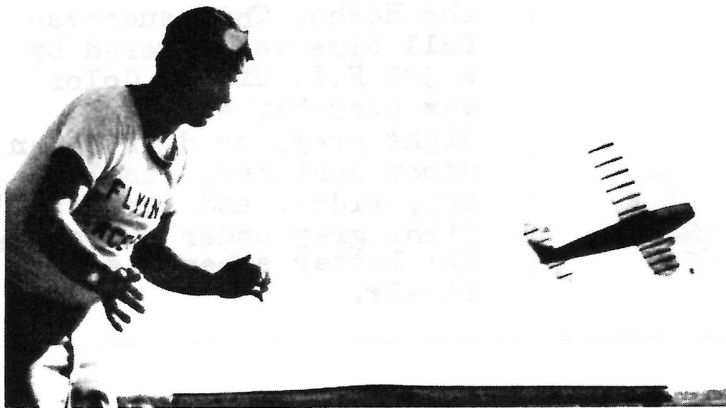
Landing gear still vibrating from it's last contact with the table, Bob Clemens' "Eyeball" Embryo races skyward! Capt. Thompson times.



Thompson winner at the Nats was Tom Nallen Sr. Major Nallen seems to wince a bit as he crams in those final turns into his Kieth Ryder "Suzy". See those patches on the port wing tip, wingsters? they are from a mid-air tick with another pylon polisher a few years back. Tom and Suzy are old veterans of the races, and a tough combo to beat, too!

All photos except that of Gordon Roberts and Russ Brown were taken by aerolens artist, Lt. Chris Clemens. GHQ tips the ol' helmet to you, Chris!





GHQ's ace rep at the Nats, Captain Bob Thompson gets his Peerless Jr. Endurance Embryo off the deck in fine style. Note the black streamers trailing from wing tips and tail in memory of Lt. Ed Franklin.



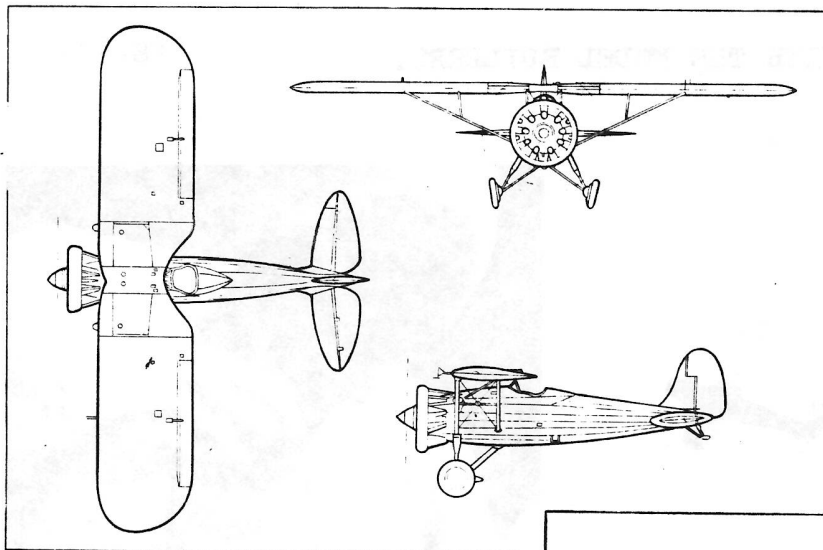
Major Clarence Mather, west coast FAC kanone engines up his indoor Peanut Davis DA-8.



Major Mick Nallen fuelin' up his Embryo Nats entry. Mick was one of 17 who entered this event which was "unofficial" for the first time this year.



Above and to the right are Gordon Roberts and Capt. Russ (Roy) Brown, Ohio FACs. All you skysters who enjoyed flying Embryo at the Nats have Capt. Brown to thank. Yep, he was the avid aviator who got the event added to the roster. He is sporting his "Blue Max" around his neck that was won in a W.W.I Peanut Dogfight meet tossed by the Cleveland Free Flight Society.



Nakajima Type 91

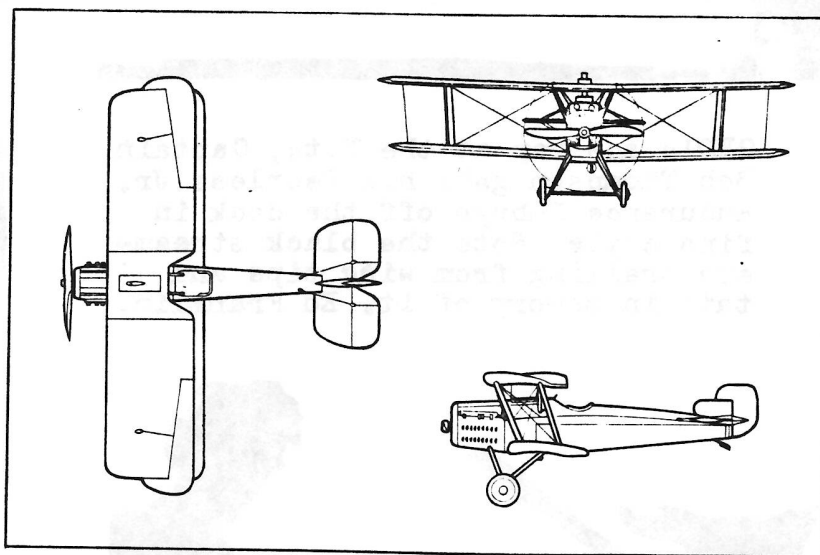
Above: This elliptical sectioned parasol once appeared on the cover of the Flying Aces mag of old. Used by the "bad guys" in many a fiction story, she was actually all over grey with black drag rings. Many had ornate rudder designs & Japanese characters on fuselage sides. This often indicated the ship was a gift from a certain city, funds being raised there for it's purchase. Pretty good spirit of the skys, huh fellas?

AN unknown reader, whom we will be glad to hear from further, sends us this sketch of a novel model powerplant. By this arrangement, which is particularly well adapted to scale models, the length of the fuselage can be almost anything that we wish, regardless of the length of the motor stick.

As will be seen, the rubber from each wing tip runs to a transmission gear in the nose of the fuselage, the purpose of which is to turn the motion at right angles to the rubber.

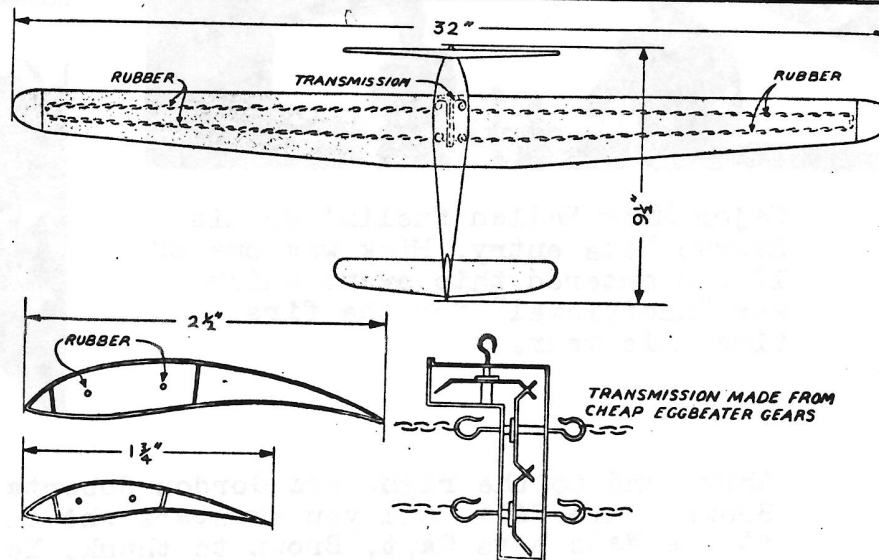
It has the further advantage that the length of rubber can be made greater for a scale model than when it is located in the fuselage for the wing span is always greater than the length of the fuselage.

Below: Designed by Herbert Smith of the British mission to Japan in 1921 as a fighter for the Japanese Navy's first carrier, the Hosho. This successful biplane was powered by a 300 H.P. Hisso. Color was probably all over light grey, or dark green upper surfaces, fuselage top, sides, and struts; light grey under surfaces. The latter scheme is most likely.



Mitsubishi 1MF1

This Model Carries Its Motor in Its Wings



Details and layout of the wing-motored model in which the rubber runs from wing-tip to wing-tip.

Citations and Promotions

Pg.17.

"Ten-hut! The following men come front and center as your name is called." Yep, skysters, the clubsters listed below have won special honors for themselves either by unselfish contribution to the FAC News, or by virtue of emerging victorious in aerial duels in FAC events all over the good ol' U.S.A. Let's all honor these swell guys with a snappy salute as they receive their due rewards.

Colonel Dave Stott; Promotion to Brigadier General.
Captain Tom Nallen Sr.; Promotion to Major.
Captain Mickey Nallen; Promotion to Major.
Lieutenant Rudy Kluiber; Promotion to Captain.
Lieutenant Bill Wood; Promotion to Captain.
Lieutenant Fred Hall; Promotion to Captain.
Leftenant Butch Hadland; Promotion to Captain.
Lieutenant Jeff Chrisey; Plans contribution.

HUNGorilla, by Lt. Bill Miller.

