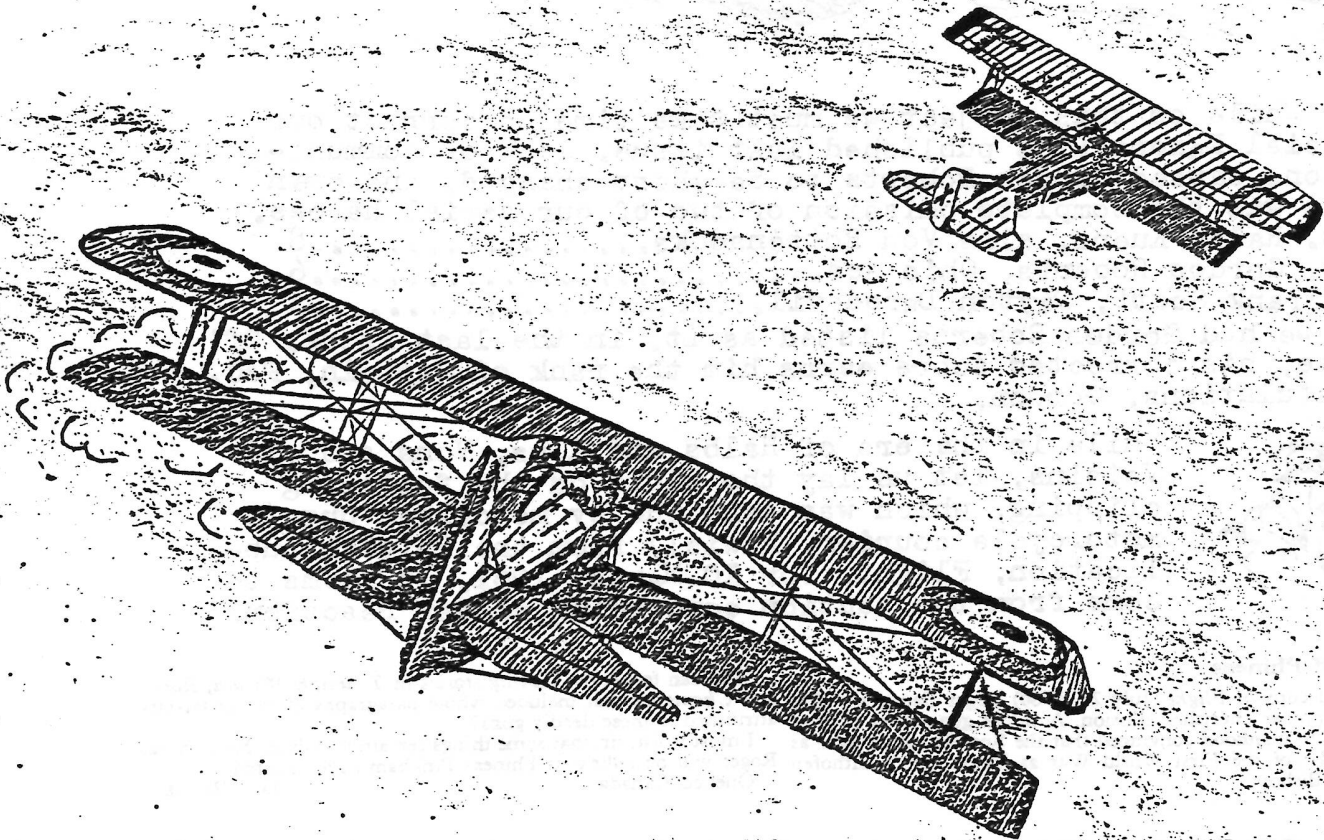


FLYING ACES

Club News

Issue #53

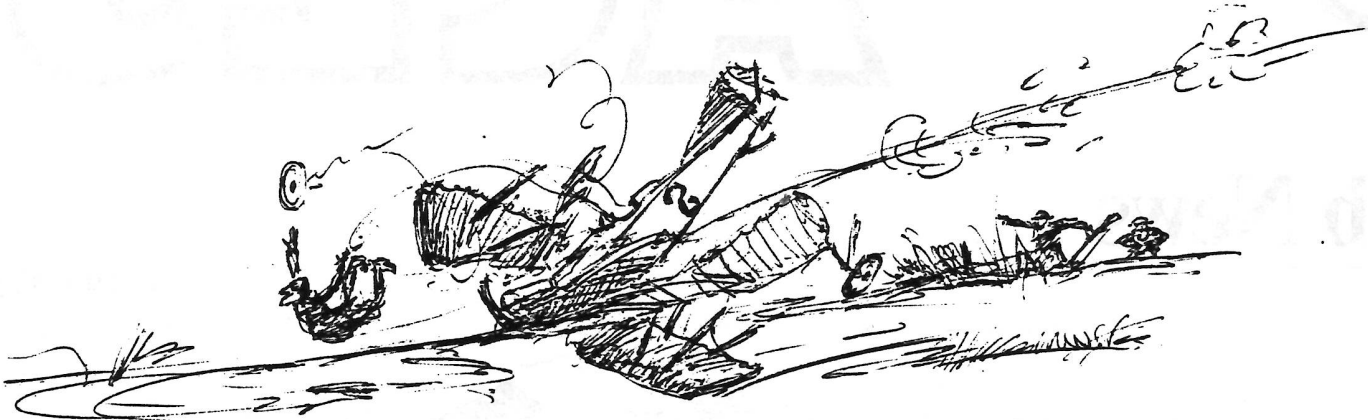


NEW "ANTIQUE" DEPT.
NEW EMBRYO RULES ADDITION!
RUSSIAN AK-1 PEANUT PLAN
"FAC CRUISER" EMBRYO PLAN
"HUNGORILLA" AND MORE!!!

Brian Knapp

Achtung, all you Buzzards of the Big Fuss! This issue's cover is for your enjoyment. One of our younger aspirants to FAC fame, Lt. Brian Knapp, was lucky enough to come across a scrap book at a tag sale. This scrap book was all aviation oriented and featured many clips from very old pulp aviation mags. Brian is passing one of these renditions on to us.

If you bistro battlers are wondering who won the aerial duel depicted, just shove your goggles back and lamp the li'l drawing below done by Lt. Jerry Bokius. Can you imagine how astonished the frogs in that pond must have been when that limey aviator did that gracefull "Brodie"?



While on this subject we must take time to correct our Official Kanone List published last issue. Lack of communications caused Gordon Roberts to be short changed, and even worse was the complete omission of two of our aerial heroes.

Capt. Ralph Kuenz, alis Von Rottensocks.....	8
Capt. Gordon Roberts, Ohio Ace.....	6
Lt. Frank Scott, Dayton Daredevil.....	3

We had Gordon Roberts listed as Lt. in the last issue. Of course, his corrected score earns him the rank of Captain, FAC. Congatulations, Gordon.



While in the era of Halbs and Albs, Vons and old Voisins, let us lay the aldís on the following clipping, which was sent GHQ by motorized bug (a motorcycle courier, kiwis!) from the British publication, Flight, for 10 March, 1961. It seems to come from the section concerning reader reaction.

Hands off Phineas

IN an old copy of *Flight* (July 22, 1960) Roger Bacon has shot down another cherished illusion. A whole generation of boys has grown to manhood convinced that the Spandau guns were as much a part of the First World War as Baron von Richthofen and Billy Bishop.

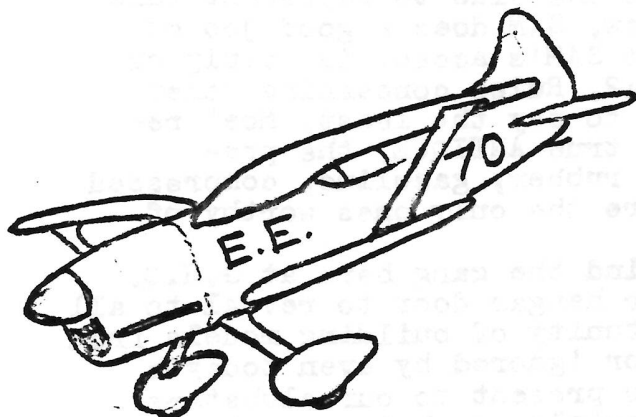
Who can forget the stirring stories in *Triumph*, *Wizard*, *Rover* and *Champion* that included whole paragraphs of rat-tat-tat-tats attributed to these deadly guns?

I must insist, sir, that some things remain inviolate. Next thing, Roger will be telling us Phineas Pinkham never existed.
Quebec, Canada

JACK BAILIE

GHQ wishes all FACs a happy new year. We would also like to thank the many Clubsters who sent Christmas cards to GHQ. The gang here really enjoyed your yule tide greetings. Gen. Dave Stott had the most pleasant experience of test flying the "Christmas Card" George Armstead sent on the morning of the 25th, right out in front of the house. "haven't done that since I was a kid", says the general. The "card" was a F.A. "Baby Glider" by Al Lewis, published in the old F.A. mag for Nov., 1938.

Sideslip over this way a sec, Skysters. Seems the top brass at FAC GHQ has come up with a new twist to add to the popular Embryo event spreading like the plague. When the brain trust at ol' Hangar Number One dreamed up this event, they kinda had small sporty looking models in mind like the Comet Dipper and Dart of years ago. Hence the 5 point bonus for a cabin or cockpit.



As of late we see more and more of a scaled down unlimited class model flying point in the Embryo formations. In order to try to influence the ticking in the domes of our daredevil designers to bend more toward the original course plotted we are adding the following specs to make this event even more interesting to all. And those who love biplanes will have their day!

As of this writing, and in our Spring Meet and all meets to follow this followin rule will apply. "There will be an allowance of 70 square inches of wing area for any biplane Embryo designs. The larger of the two wings, be it top or bottom, will not exceed 45 square inches in area. (If desired, both top and bottom wing may be of equal area-35 sq. in.)"

The reason for the 45 inch limit on any one wing is to keep any FAC from the ungentlemanly urge to produce a model with a 69 sq. in. top wing and a 1 sq. in. bottom wing! We here at GHQ cannot, in the wildest of nightmares, dream of one of our officers creating such a Frankenstein Monster any more than we could imagine one of our number with a Lacey, a Fike, and a Cougar nesting in his hangar! Oh, the horror of it all! It is too evil to contemplate! Let us end this discolored discourse and prostrate ourselves before the Almighty Hung. Let u s sing Hymns to Him, so that He may guide us in the slipstream of two wingers and save us all from disgrace!

FAC Postal Contests

Be it the icy ozone of the great outdoors, or the calm of the indoor gym FACs are locked in fierce combat for honors in our Peanut and No-Cal Postal duel. Let's take a look at just what our stamp lickin' rubber knotters have been doing-----

Outdoor Peanut Wing.

Dec.4-0;19;8-Gen. Stott-Bleriot 110

Dec.4-0;17;0-Lt. Tony Faranda-Pietenpol

Dec.4-0;22.5-Lt. Tony Faranda-Druine Turbulent

Dec.19-0:30.0-Gen. Stott-Bleriot 110

Jan.9-0:53.0-Maj. Mickey (Mannock) Nallen-SE-5 (of course)

Outdoor No-Cal Wing.

No times established as of this writing. (Get away from that pot bellied stove and don your winter flying togs, fellas! You may become a coveted Kanone by March 17th, the end of this FAC postal battle.)

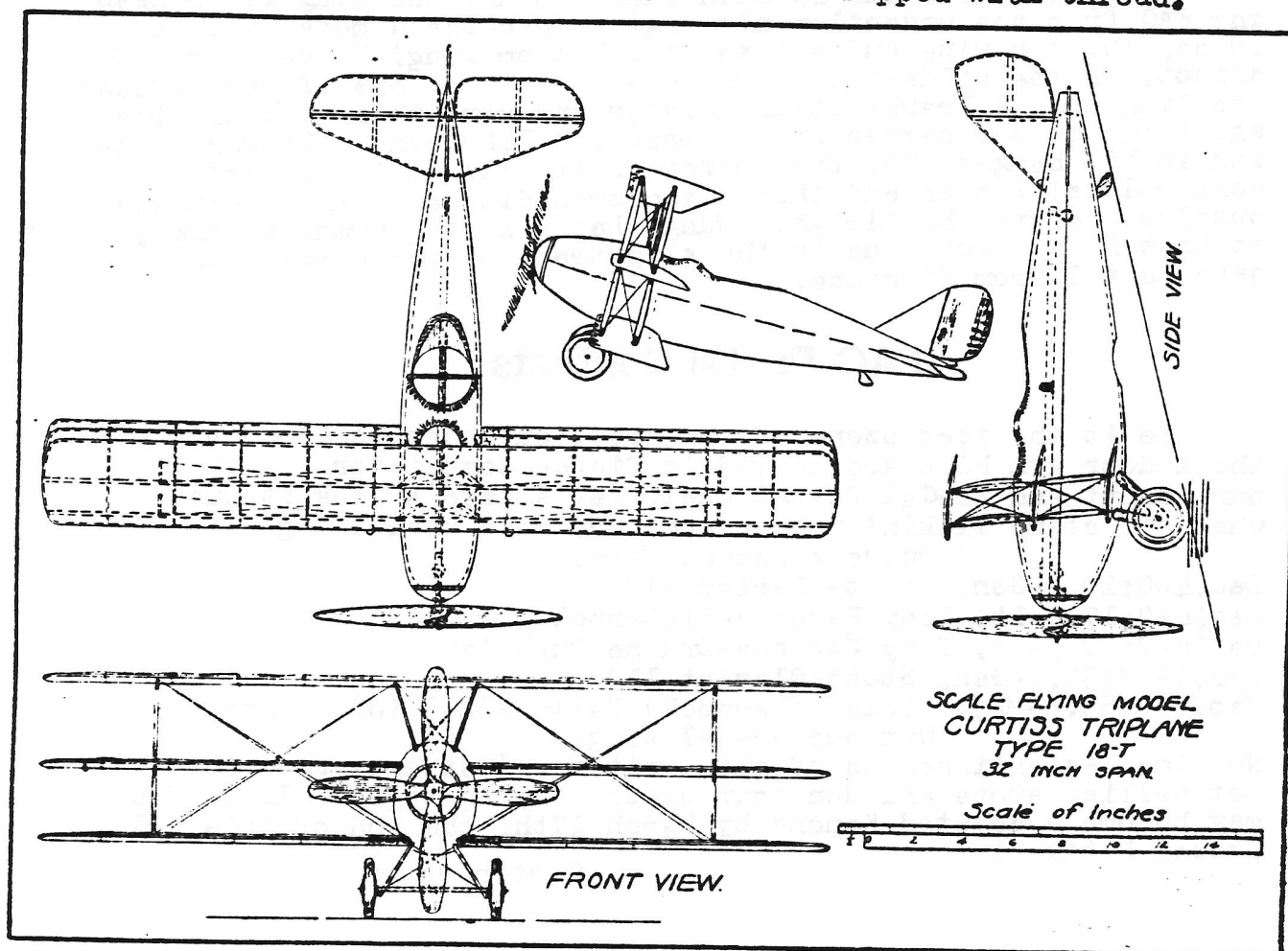
Continued on Pg. 4

★ OLD TIMERS ★

When a modeler speaks of "Oldtimers" a skyster thinks of the Society of Antique Modelers as the club to represent this great aspect of our aero-mania. Now, SAM does a good job of organizing in this department, but SAM's accent is mainly on the great old gassies of 1937 to 42. Rules concerning other oldtimer events are rather hazy, to say the least. Most remote of all unfortunately, is the true ANTIQUE, the pre-Lindbergh model. Be it powered by rubber, gasoline, compressed air, or clockworks these models are the only ones worthy of being labeled "antique".

So clubsters, with this in mind the gang here at G.H.Q. has decided to open up yet another hangar door to reveal to all our FACs the excitement and opportunity of building models from plans of the pioneers often lost or ignored by even today's "oldtimer" fans. We also intend to present to our clubsters some of the origins of rules, materials, techniques, etc. In short, history.

First off this new runway is a plan of a Curtiss 18-T triplane designed and built by Carl Fastje and published in Aerial Age Weekly for Sept. 5, 1921. The fuselage was carved and hollowed from balsa block. Wings had ribs of 3/32 balsa sheet, 5/32 diameter hardwood spars with an outline of bamboo. Covering was silk, or silk tissue. All joints glued and wrapped with thread.



As with most models of these times, the wing struts were attached to the wing spars by means of metal fittings. Prior to covering, the spars were to have been drilled thru with a 1/16 drill, and wrapped with thread and smeared with glue to prevent splitting.

The interplane struts were drilled on each end and also wrapped with thread and smeared with glue. Into each was inserted a piece of 1/16 diameter aluminum wire.

As the text in Aerial Age ends here for this issue, and we do not have the continuation we are not sure of how the wings and struts were made fast to each other. The wing being already covered indicates the struts may have been simply inserted into the holes in the spars without glueing, counting on the rigging to keep things together.

Tail surfaces were probably of hardwood with a bamboo outline. Any of you tissue trimmers lucky enough to have a copy of Garber's "Building and Flying Model Aircraft" available to you will find photos of this Fastje Curtiss Triplane model in it.

Speaking of photos, on the left is clubster Dave Stott with his model of an Ideal Taube built from a copy of original plans available from John Pond. Other early Ideal model plans are also available from John. Vintage Aero can even supply KITS for some of this series! Check Model Builder magazine for advertisements of these two sources of real ANTIQUE models.

Yet another source of plans and oldtimer MATERIALS is Oldtimer Models, Box 18002, Milwaukee, Wisc. 53218.

There you are fellas! If you want to know how it was to be a modeler before Lindy leaped the big pond, it's not too late. And take it from us, the workshop never smelled better than when bamboo is being heated and bent to shape.



News of the Model Meets

On the pages following is an account of another swell Peanut meet held by the Vegas Vultures on New Years Day. This report was sent to GHQ by Capt. Bill Warner, California Kanone.

Many are the reports of FAC style contests that are received here at GHQ that do not get into print. Our company clerk and keeper of the log make every attempt to credit all victors on the master Kanone List. We would also like to print all these reports in the FAC News for all to enjoy reading, as we do here at Hangar No.1, but often we are too pressed for space to include them.

So don't despair, communications officers of far flung squadrons! Keep those reports a-comin'. They are not ignored, by any means.



VEGAS VULTURES DO IT AGAIN WITH SUPER ANNUAL NEW YEARS PEANUT STOMP

Well, the big event of the year has come and gone. All we have left is the NATS. A superb field of entries blotted out the sun in Vegas this January 1 with a flurry of whirring props (especially Jack McCracken's magnificent Martin-Baker with gears driving those contra-rotating props!) About fifty of the little darlin's flown by such all-time greats as have never before been assembled under Hung's benign auspices made for a heart-warming spectacle.

The Vultures, headed up by Bob (Ernst Kessler) Haight and Chuck (Bird Dog) West really went out of their way to provide a great time for all who attended. Even Bob (lead Sled) Mickelson, a transplanted Vulture now serving time in New Mexico contributed by leaving a huge supply of fantastic bread and a fire-breathing Scandinavian beverage known as "Glug." Doris Haight and Dixie West as usual whipped up a feast or three to please the most demanding gourmet (and scale modelers aren't usually that demanding, either!) Building models the day before is becoming part of the tradition, with Walt Mooney whipping out a quickie Demoiselle, Bill (Zap-shorts) Stroman knocking out a Flying Flea, and John (Muttley) Warner doing his best on a Bleriot 4. Jim (Gee-Bee) Warner and his dad Bill (Tender Toss) Warner finished up a Farman Moustique and a Waco SRE respectively.

Entertainment was provided by Tom (Huckleberry) Atkinson showing his great Oshkosh Fly-In slides, Bobby (RE) Haight showing his fine model and Oshkosh movies with Suzy (Flame-of-the-Jet Set) Midnite showing more than one might generally expect.

Rules are never a problem with the Vultures. This year, high wing cabin jobs started out at 6 -16 points, while a multi-engined biplane did not even have to fly to win (just kidding). No anti-Lacey sentiment here! One of the more popular rules was deducting one's age from one's score. This is probably why more of the ladies do not fly the contest. A notable exception was Pat (Clipper Ship) Bunker who gave the men a run for their money with her well-built Andreasson biplane. Hubbie Tom Turbulent put on a great show with his aerobatic P-51 reminiscent of the late, great 51 of Doris (Hot-Stuff) Haight.

Larry (Where's Dover?) Vance's nifty Bleriot brought tears to the eyes of all antique buffs who know just how "real" aeroplanes should look. Of course, Walt ('Ol Perfesser) Mooney had to show up with his usual flying circus, this year including his 2nd place Morane-Saulnier, a neat Claude (one of the few warbirds Walt has built), a dandy Udet Flamingo, a crafty Bleriot 4, and Old Ironsides which always grabs a hunk of ozone and won't let go. Curtiss Mooney kept third place in the family (Smilin' Jack)

by sewing up his superb-flying Bleriot 4 in the toe of Hung's sock. The Bleriot 4 struck one more when John Warner (age 7) knocked off first in junior with his. For an all-sheet, this model is all-right! A couple of Lacey's and Tailwings floated around, but of course with the handicap rules, were just decoration.

Mike (Mister) Mulligan, holder of the World's Peanut record of 22 min. did it again by grabbing first with his Davis. He also grabbed second in CO2 (over 13" event) "WW I" with a Tabloid which flew at about a foot per second. Stroman took CO2 easily with his stick-for-stick DH6, while Bill Warner surprised everyone actually getting in several flights with his Lee-Richards Annular Monoplane CO2 which had 100 squares and only 12 3/4" span for third place. (looks like a flying toilet seat) Bob Haight produced a masterpiece Pfalz DR 1 which flew beautifully, but knocked off a couple of wings in testing. As usual, his "Kempf" (Fokk. DR 1) put on a show as if Waldo Pepper were after him!

Larry Moss added another touch of 1914 with his museum-quality Eindhoven Peanut which flies beautifully.

Herb(Pink Panther)Barsky came with a very nice flying Andreasson this year (shocking color).(You'll remember Herb from his rafter-dusting Poullin and Miles last year)

Always a joy to watch in the air or anywhere was Chack West's super scale Taube CO2 chugging majestically around. When you see so much great flying,you wonder what porpose contests serve when most of the models deserve first! Bob(ClanawBuster) Wisniewski's little CO2 SE5 was a real cupcake.

Little grudge heats developped from time to time with Haight's Waco YKS 6,McCracken's Peck Gypsy Moth,and Warner's Sterling SRE vying for "last down" privileges. Mass launches became sights to see,with the skies dotted with tiny planes. Lighter spots also included Bob Haight flying Bill Stroman's Windham Tandem Monoplane on a string like a kite (ever see a Windham? looks like a Hi-Flier in stereo). It was impossible to follow all the action. Unlimited flights allowed everyone to keep on bettering their flights. (contrast this to the stupidity of a NATS where you can only enter one model,and one flight is enough to win.- no incentive to keep on flying and let people see your plane in action.)

After the awarding of the trophies,gorgeous hand-engraved plaques by Bobby Haight with the vulture emblem and all,the Magnificent Men , wives,and kids trooped over to Chuck West's for an afternoon of Chili, Turkey,etc.etc. with lots of great bull sessions. Later in the evening the troop continued the fun at Haight's with the movies and slides.

The greatest little meet in the world is getting bigger,with some 40 to 50 planes in evidence on the field this year. The Vegas gang is to be congratulated. Even Hung cooperated to make this a super meet,the weather being as near perfect as you could ask for. The lack,and I mean complete lack of cut-throat competition or poor sportsmanship is delightful. Where else could 50 points be deducted from your score for not wearing a New Years' hat and not have people get mad? Where else could the sign "Rules subject to change without notice!" go without making someone upset? Hats on to the Vultures/and the many fine people who came hundreds of miles to make this the high point of the modeling year.

F.A.C. POSTAL CONTESTS, Cont'd.

Indoor Peanut Wing.

Dec. 19-1:43.0-Lt. Billy Henn (age 11)-Fike

Dec. 19-2:51.0-Lt. Bill Henn (Pop)-Fike

Jan. 2--1:49.0.Lt. Elsie Henn (Mom)-Lacey M-10

How about those times! Looks like this family flight has things pretty much under control inside just now. And in case you think they are content to rest on their laurels, read on!

Indoor No-Cal Wing.

Dec. 19-1:45.0-Lt. Bill Henn-Fike

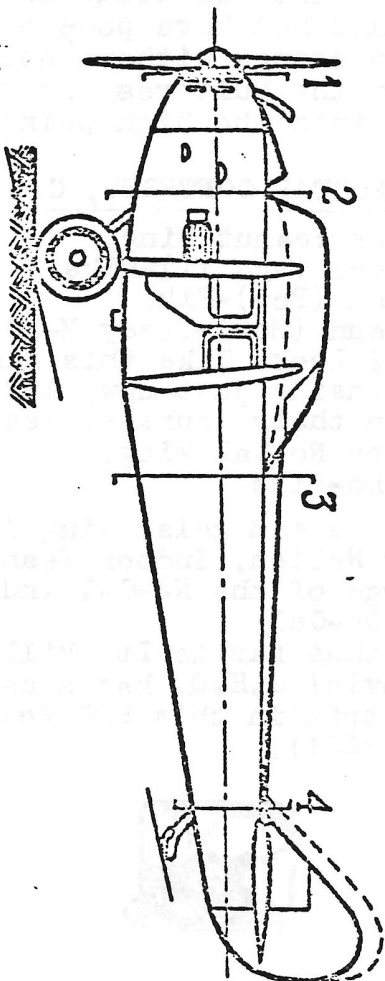
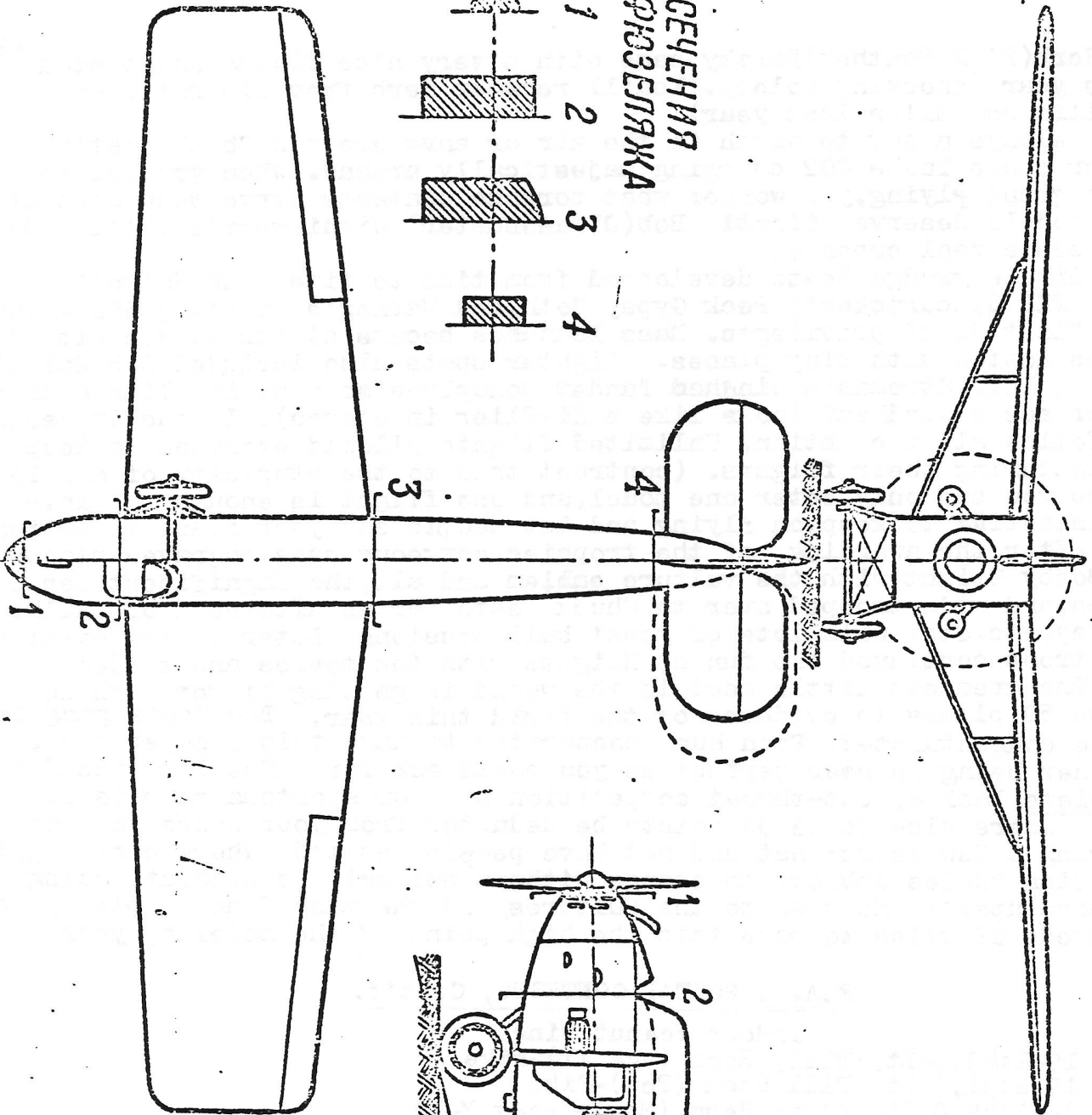
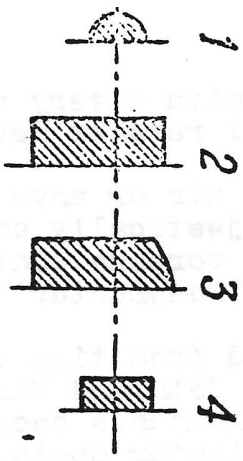
And so it stands, fellas and gals. Wing Commander of the Peanut Outdoor Wing is Major Mick Nallen. Indoor Peanut "Winco" is Lt. Bill Henn. Bill is also in charge of the No-Cal Indoor Wing. No one has yet made a bid in Outdoor No-Cal.

Top, and lone junior thus far is Lt. Billy Henn with mom, Elsie top aviatrix. Gals, get movin! G.H.Q. has a neat little trinket to award the top scoring aviatrix in this FAC Postal! "BUILD! FLY! LICK STAMPS! WIN! Win with the FAC!!!



ДР-1

СЕЧЕНИЯ
ФЮЗЕЛЯЖА



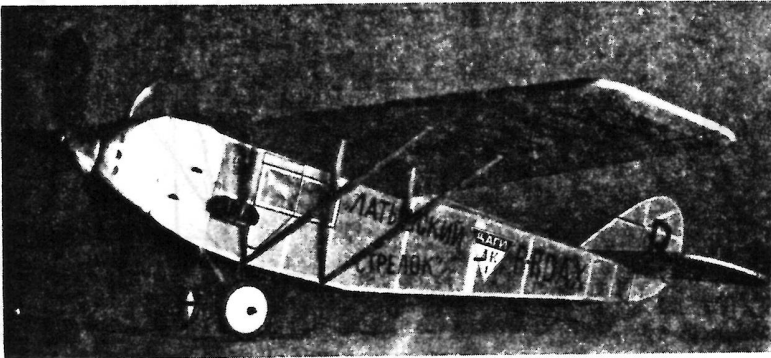
РАЗМАХ КРЫЛА	14,9 м
ПЛОЩАДЬ КРЫЛА	37 м ²
ДЛИНА	10,8 м
ЧИСЛО МЕСТ	4
Passenger seats	

RUSSIAN AK-1 TRANSPORT PLANE
by Bill Hannan.

Pg:9.

Specifications; Engine, Salmson RB-9 water cooled radial. Speed, 93 MPH. Span, 45 ft. Lenth, 36 ft. Crew of two plus two passengers (brave). Designed by V.L.Alexandrov and V.V.Kalinin. Registered "RR-DAX" (only one built) Duration, 3½ hours. Fabric covered. Constructed April to November 1923. First flew on Feb. 8, 1924.

This was the first Soviet passenger aircraft, and was operated by the Dobrolet civil aviation company on the Moscow-Nizhni-Novgorod-Kazan route during 1924. In 1925, this machine took part with several other Soviet aircraft in a flight from Moscow to Peking, China.



Primary Reference:
Mr. Leonid Ugryumov
of the Soviet Union,
who provided copies
of original factory
drawings as well as
photos and data.

Secondary refs:
Aeroflot 1923-1973
(courtesy L. Ugryumov)
Historische Flugzeug
II 1970; Histoire De
L'Aeronautique 1932;
Russian Civil and Mil-
itary Aircraft, 1884-
1969.

How about this one Skysters? A truly rare bird with info like you've never seen before. There are those who say music is an international language, and this is true. But, we may just have to add aviation history and model building in that catagory as well. Yep fellas, Major Hannan is sure showing his FAC spirit in presenting this neat and complete rendition for our Tissue Trimmers to emulate.

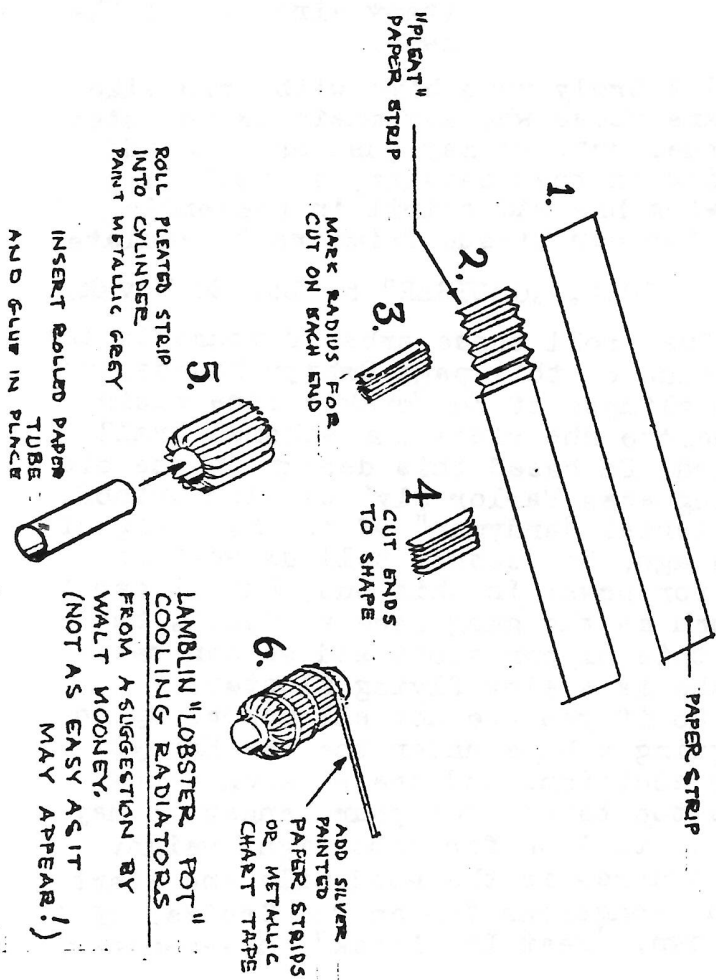
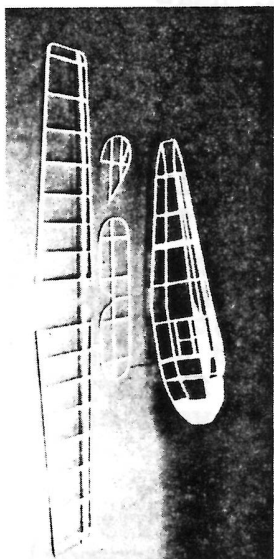
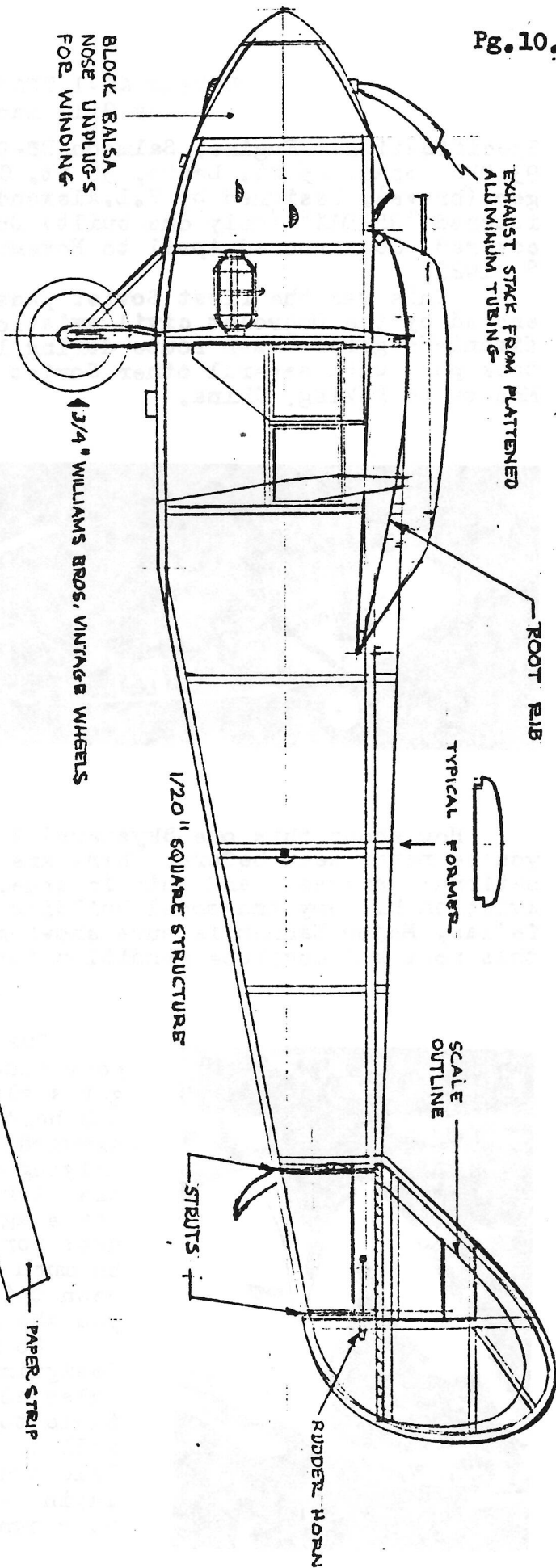
"F.A.C. CRUISER" by Lt. Ed Novak.

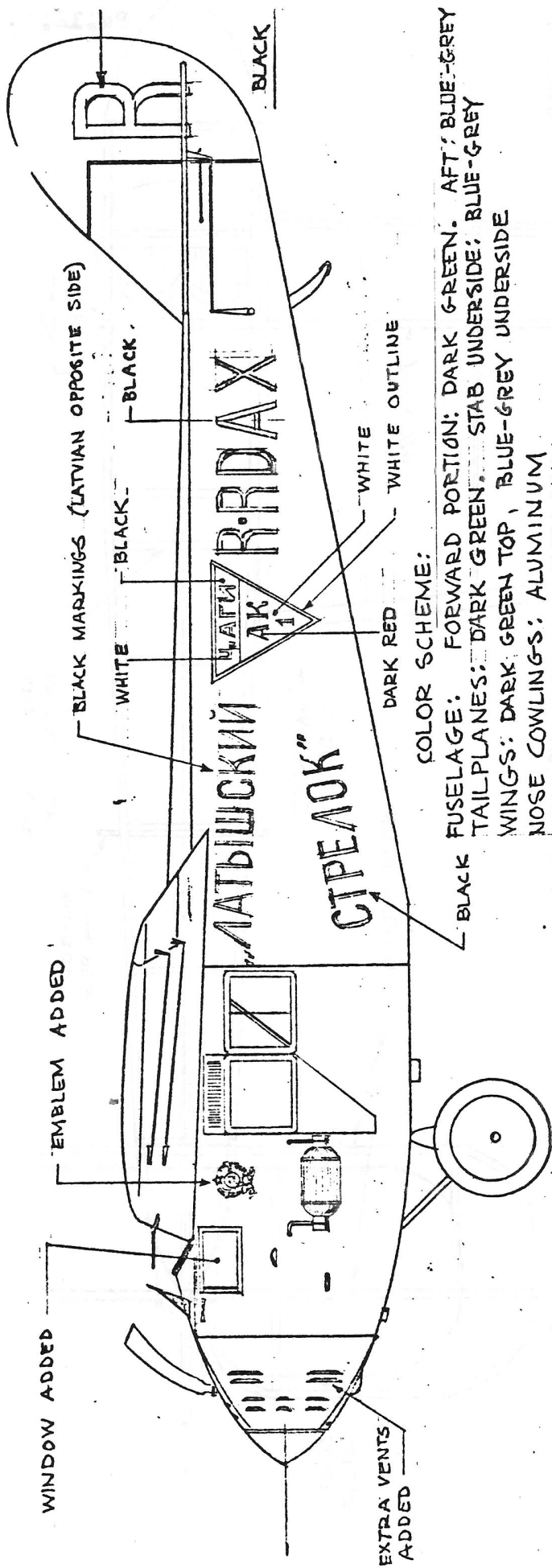


Snap roll those orbs of yours to the port side of this page Embryo hounds, and get a glimpse of Ed Novak's fine cabin job before she rides the ethereal trails skyward. Ed based this design on the old "Flying Aces Parlor Fly" by Alan Orthof, the "Aerial Handyman" of the F.A. mag of years ago. Ed doesn't tell us what he uses for power in this bus, but it can't be much as the gang here at G.H.Q. has seen this nipper aloft and we can tell you she is a slow flying floater.

So if you are not all hopped up to designing a biplane under the new Embryo rules addition, and are seeking a new table top terror for your hangar it may well do to look for some light weight 1/16 squares in the wood pile and start layin' longerons for an FAC Cruiser of your own. "Beat Lt. Novak", haw-w-w-w-w!

Fig. 10.

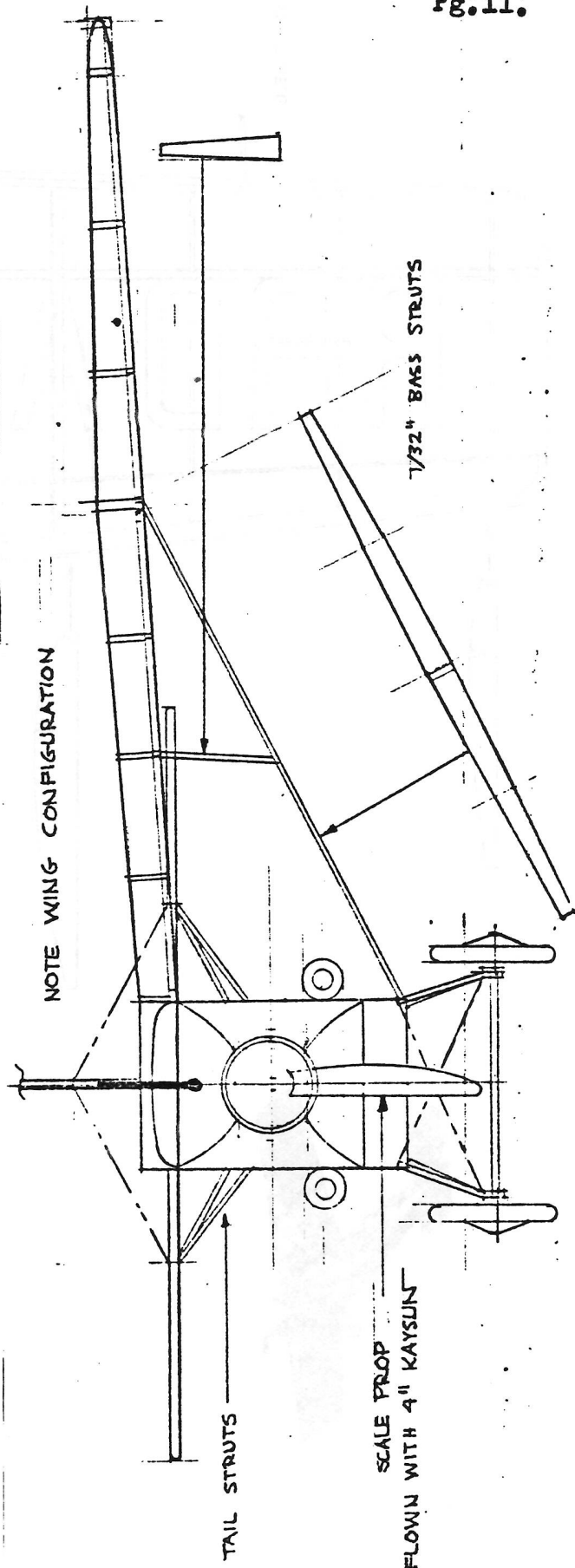


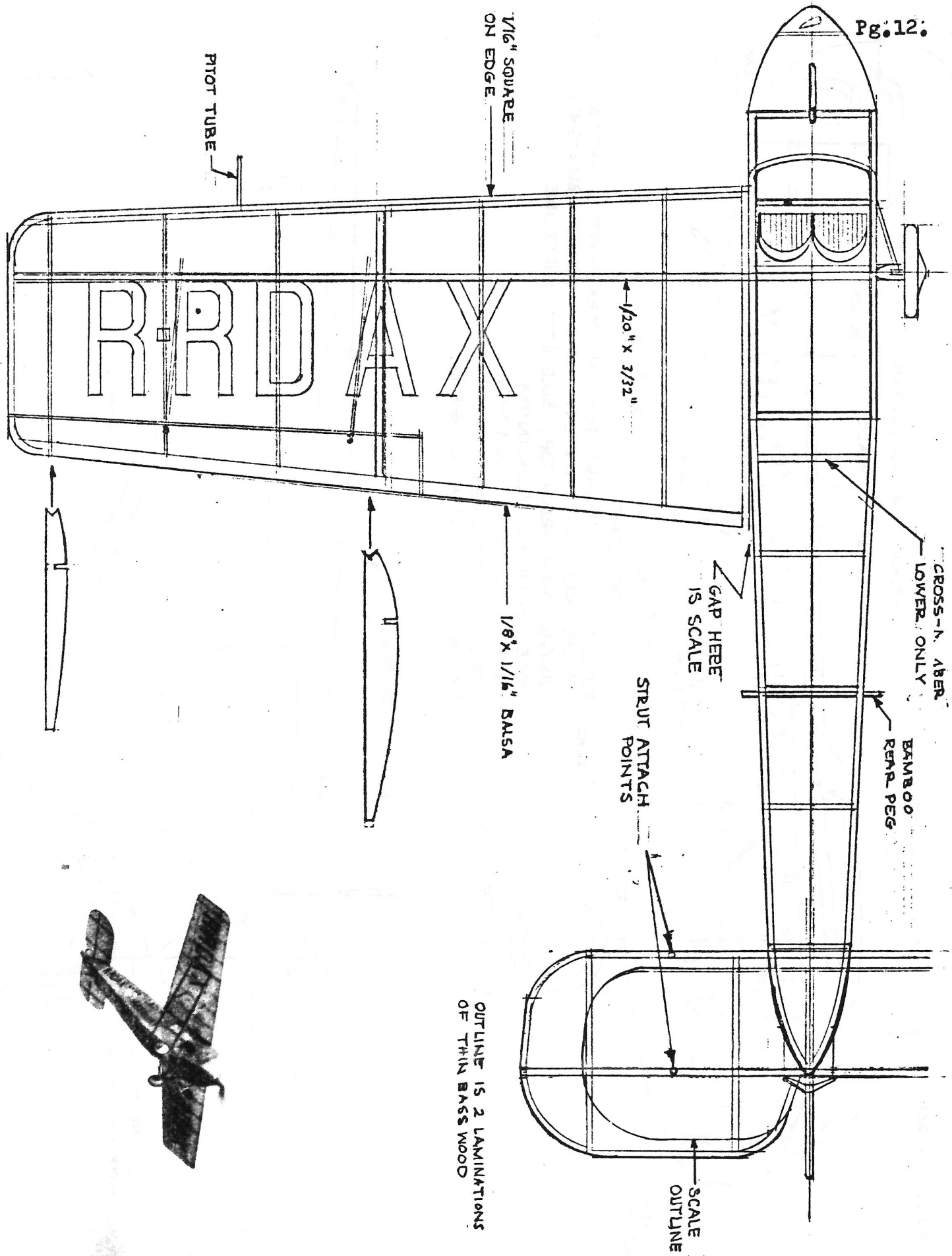


COLOR SCHEME:

FUSELAGE: FORWARD PORTION: DARK GREEN. AFT: BLUE-GREY
 TAIL PLANES: DARK GREEN. STAB UNDERSIDE: BLUE-GREY
 WINGS: DARK GREEN TOP, BLUE-GREY UNDERSIDE
 NOSE COWLINGS: ALUMINUM
 WINDOW FRAMES: ALUMINUM
 TIRES: LIGHT GREY
 RADIATORS: METALLIC GREY

AK-1 PHASE TWO (IN SERVICE)





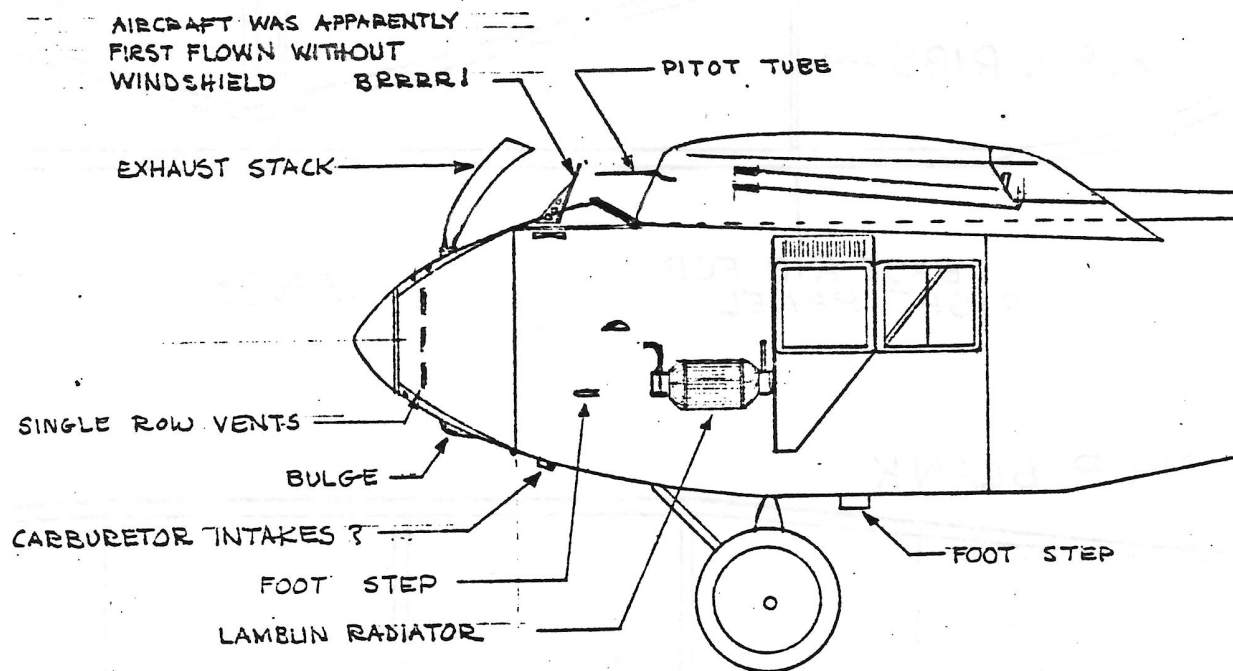
AK-1 PHASE ONE (NEW)

Pg.13:

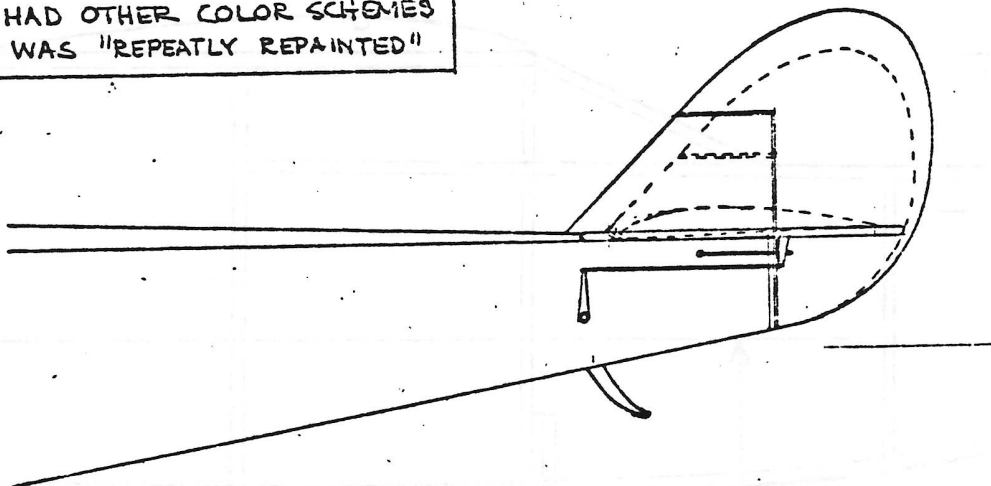
ALSO FITTED WITH SKIS IN THIS CONFIGURATION

COLOR SCHEME:

FUSELAGE: DARK GREEN
TAILPLANES: DARK GREEN / STAB UNDERSIDE: BLUE-GRY
WINGS: DARK GREEN TOP, BLUE-GRY UNDER SIDE
NOSE COWLING: NATURAL ALUMINUM
WINDOW FRAMES: NATURAL ALUMINUM
TIRES: LIGHT GREY
RADIATORS: METALIC GREY

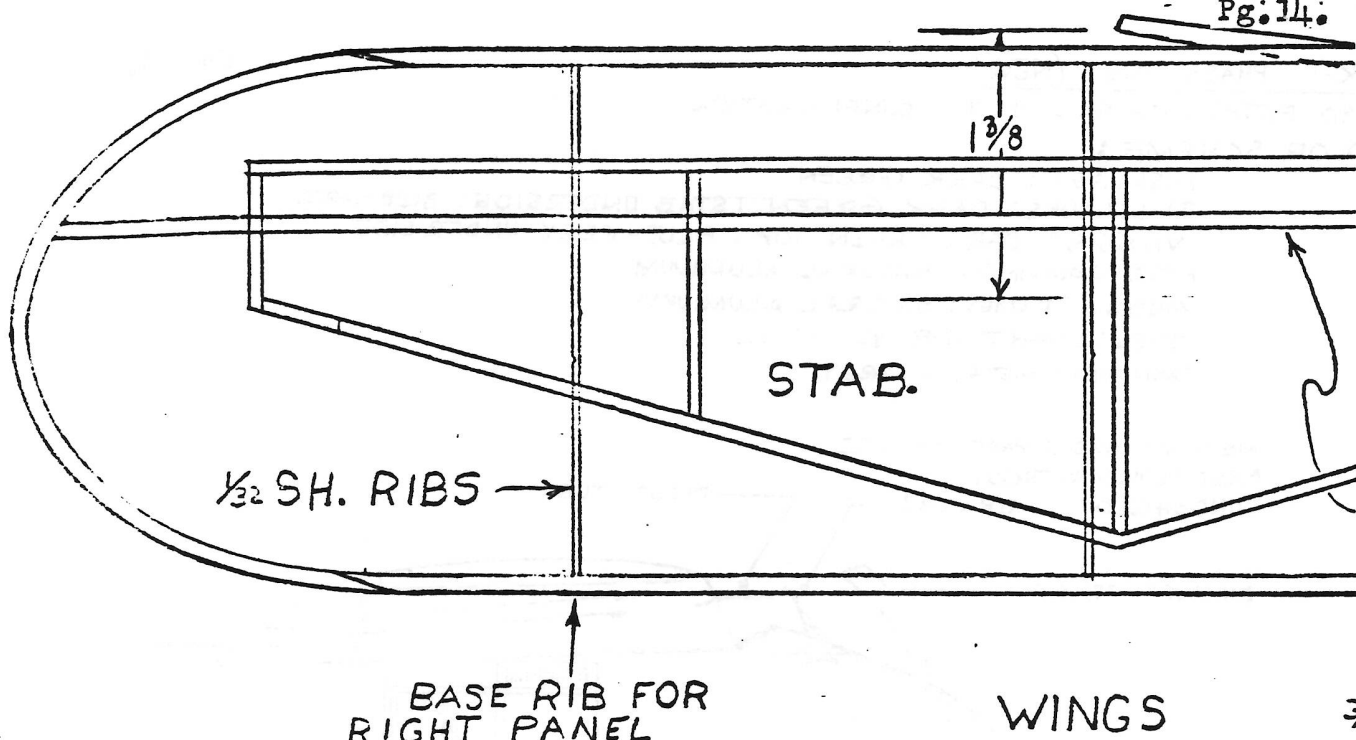


NOTE: THIS AIRCRAFT MAY HAVE
ALSO HAD OTHER COLOR SCHEMES
AS IT WAS "REPEATLY REPAINTED"

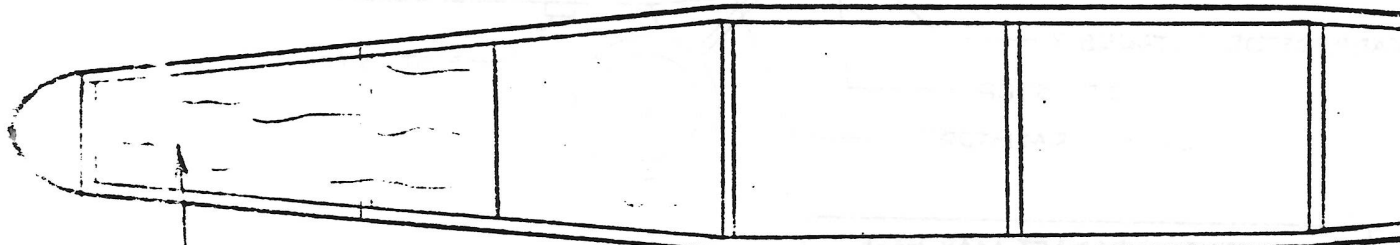


WING AND TAIL STRUTS OMITTED FOR CLARITY

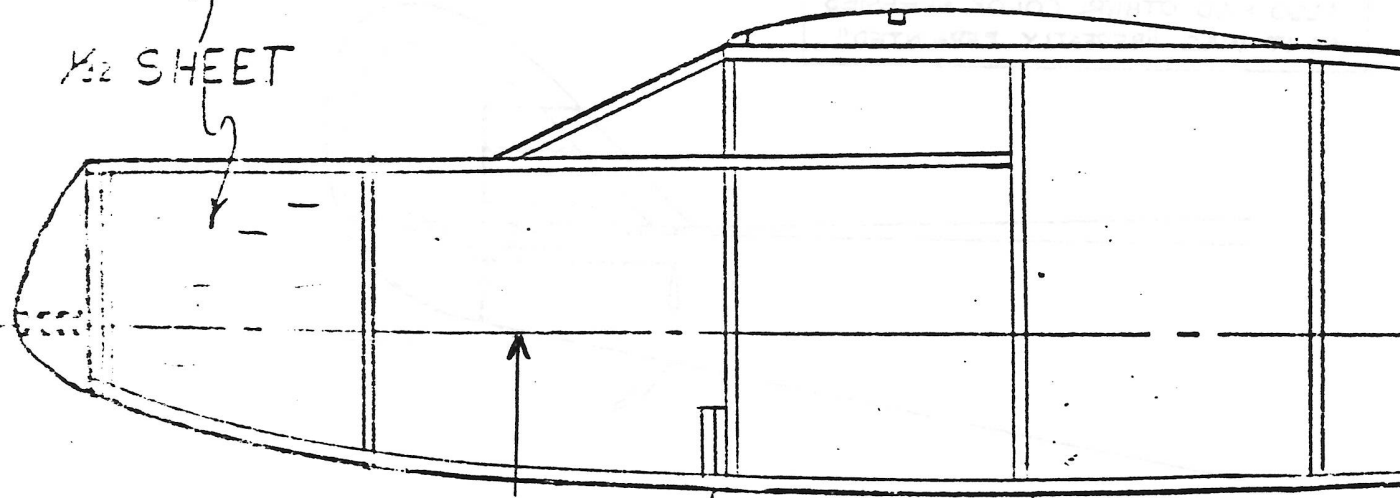
FIN, RUDDER AND STABILIZER ENLARGED FOR FLYING MODEL
WING INCIDENCE ALTERED FOR FLYING MODEL
STABILIZER MADE FLAT FOR FLYING MODEL
TRUE SCALE OUTLINES SHOWN IN DASH LINES



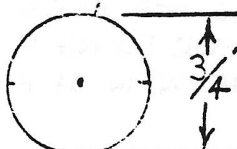
$\frac{1}{16} \times 7$ PROP. BLANK



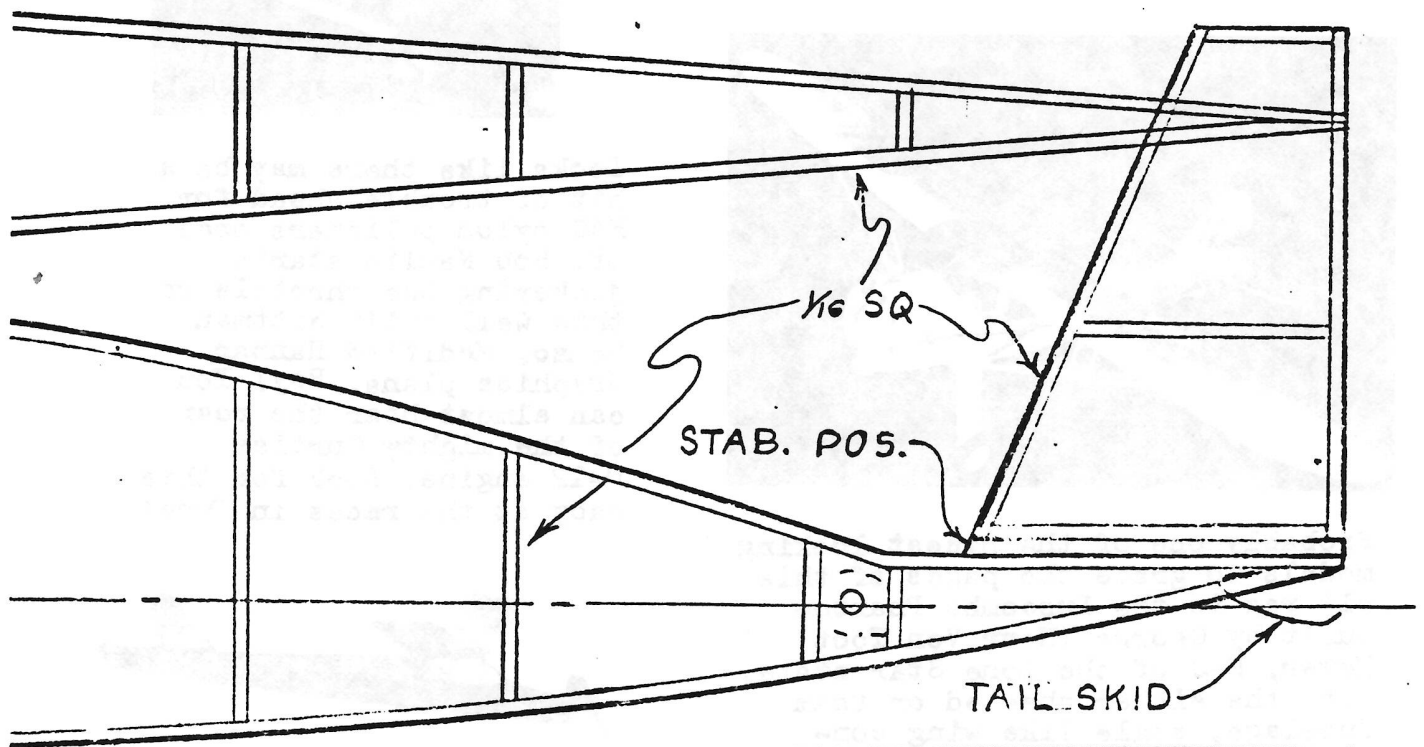
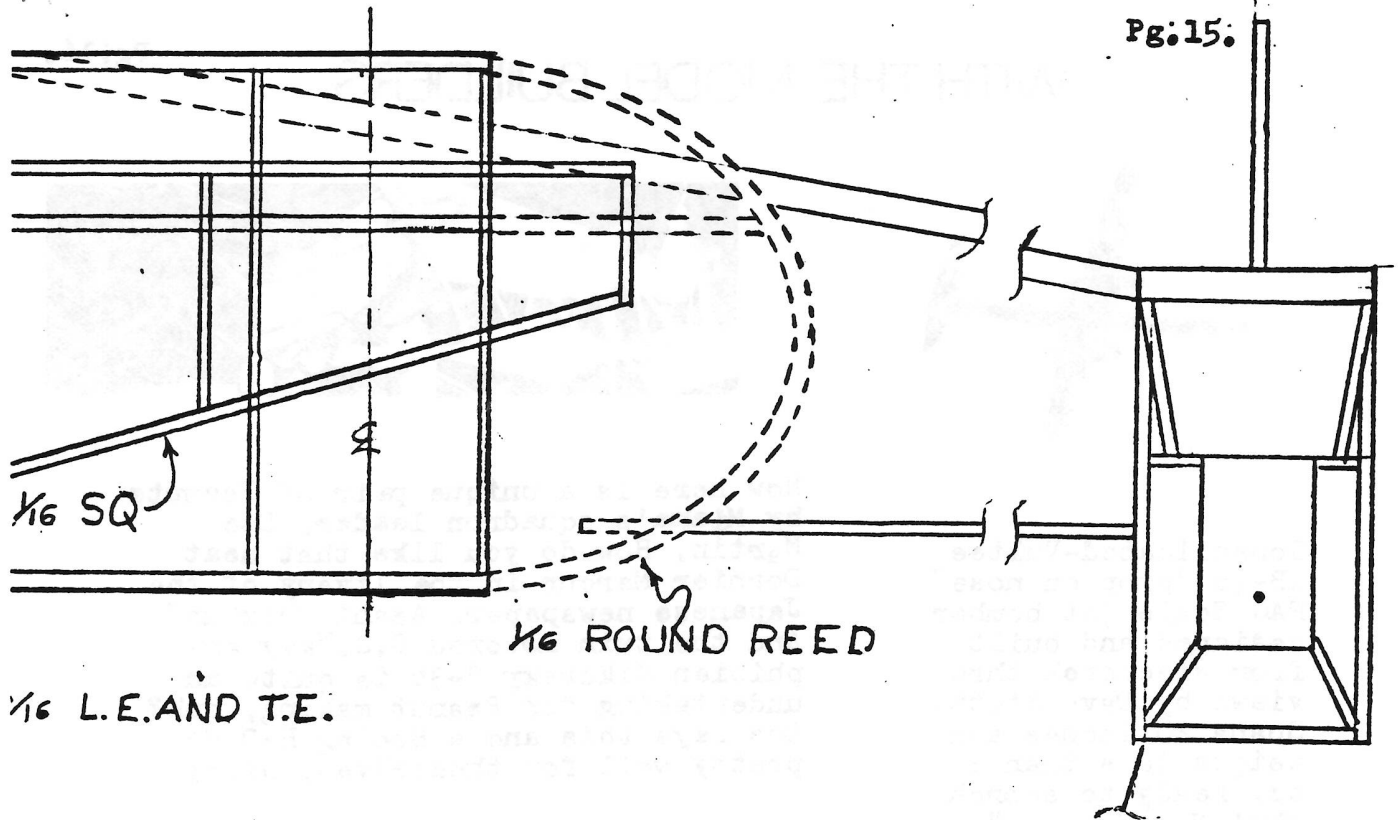
$\frac{1}{32}$ SHEET



GROUND CLEARANCE $4\frac{1}{4}$ "



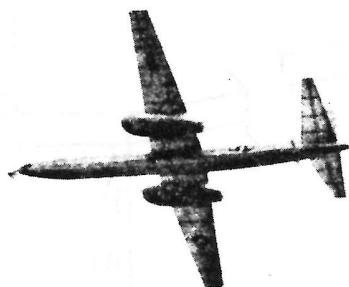
$\frac{3}{4}$ " DIA. $\frac{1}{8}$ " SHEET BALSA



ALL WOOD USED IS "LIGHT"

F.A.C. CRUISER
DESIGNED AND DRAWN BY
LT. ED NOVAK F.A.C.

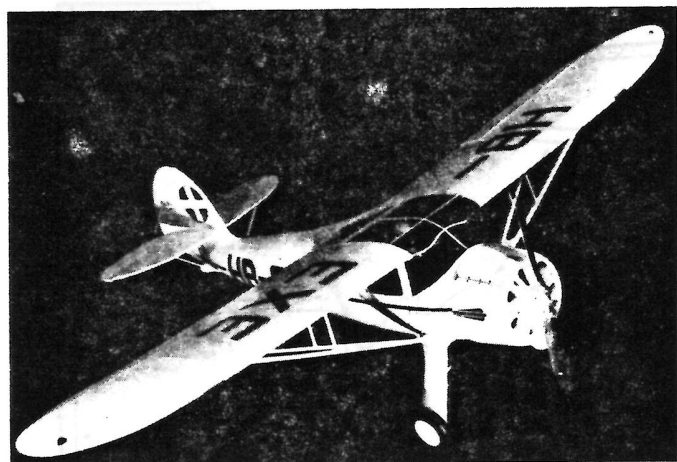
WITH THE MODEL BUILDERS



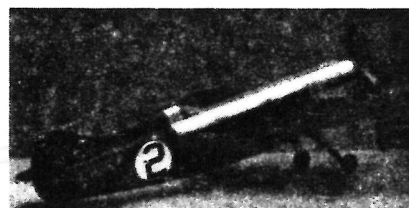
Consolidated-Vultee XB-46 "prop on nose" FAC Scale jet bomber designed and built from Wieczorek three views by Dave Stott. Spans 28 inches and weighs less than 2 oz. ready to scorch sky! No "Jet Age" negligence in G.H.Q. squadron!



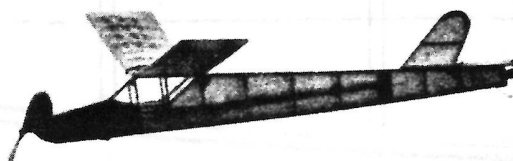
Now here is a unique pair of Peanuts by Miami's squadron leader, Doc Martin. How do you like that neat Dornier Mercur in the livery of the Japanese newspaper, Asahi Shimbun? And the twin motored U.S. Navy amphibian Sikorsky S-38 is quite an undertaking for Peanut making, huh? Doc says this and a Boeing B-9 do pretty well for themselves. Nice!



Probably one of the nicest looking models to grace the pages of this ol' rag is the Luscombe Phantom built by George (Herr Von Toot) Meyer, FAC of the Lone Star state. Note the either sheeted or foam fuselage, scale like wing construction, tunnel cowl, and all round neatness. We are not sure, but think this Swiss miss is all white. Fine job!



Looks like there may be a bit of trouble ahead for FAC pylon polishers once Lt. Bob Neulin starts jockeying the throttle on this well built Wittman Bonzo. Modified Hannan Graphics plans. Boy! You can almost hear the roar of the mighty Curtiss D-12 engine! Look for this baby at the races in June!



"Sunny" is the name of Lt. Tony Faranda's original Embryo based on Charles H. Grant theories. Fine flying li'l job.

Down memory's runway



Any of you New Jersey Clubsters recognize this smiling lad and his Bee-ootiful Bell P-39? Well, it is none other than Lt. Bill Henn back in 1942. Ah yes, the days of knickers, free sticks, and 5 O'clock serials on the Philco. See the school books on the wall there behind Bill? Betcha there was a heap of 'plane drawings in 'em pages.

Bill was trying to remember the kit the Airacobra was built from. He said he didn't think it was an Ace Wittman, or Capitol. She's a big one. Maybe a Cleveland "Master", Bill? Don't tell us you actually made a Joe Ott "Ottomatic" former model??? We can't think of any others that produced big jobs. Seems to be over 30 inch span. More like 36 inches, wouldn't you guess wingsters??

