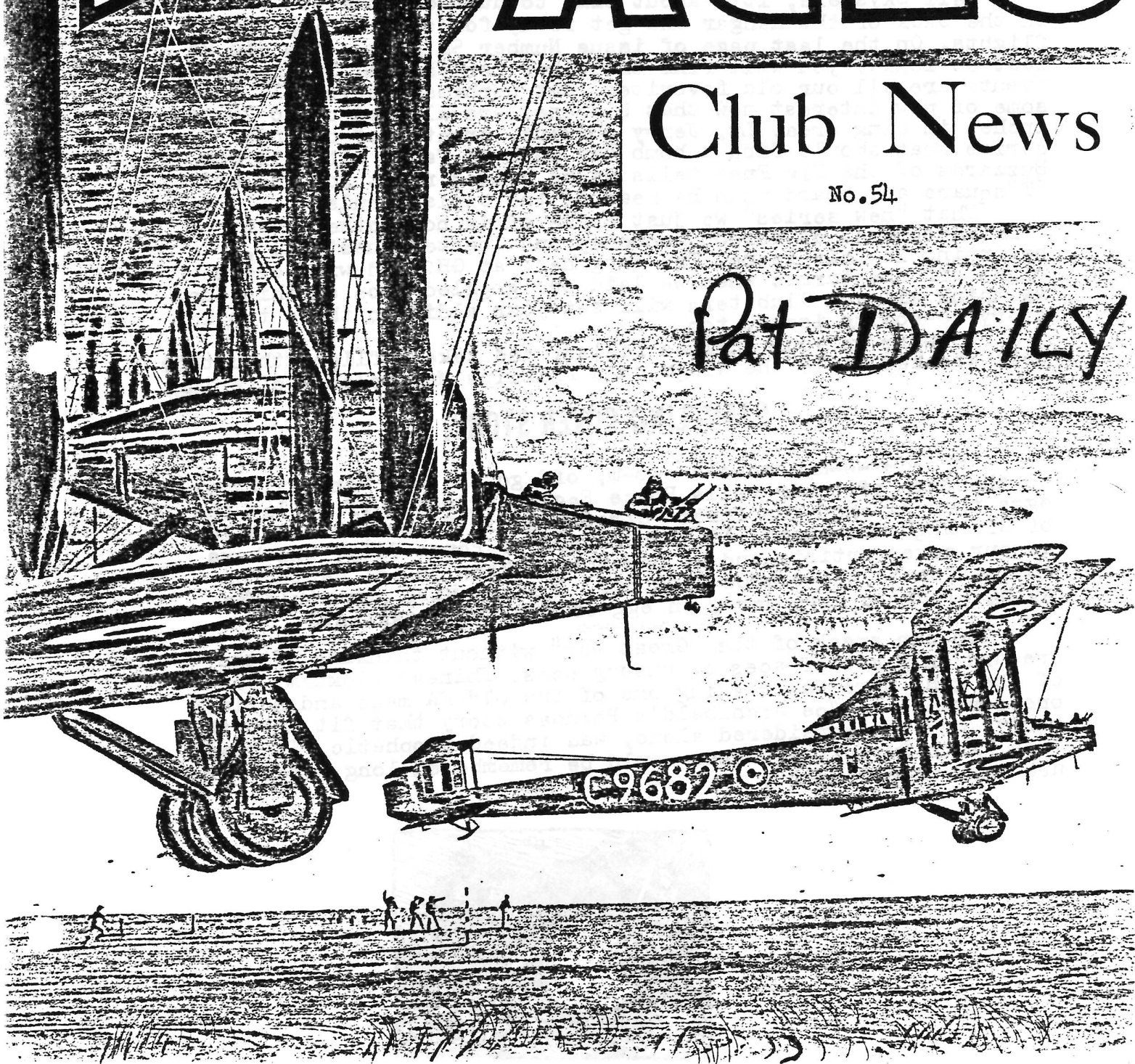


FLYING ACES

Club News

No. 54

Pat DAILY



NEWS ON THE WING!

Well Skysters, it's about time to dust off the ol' crates in the back of the hangar and get ready for some spring check flights. On the last page of issue Number 54 here, (how did we last so long?) you will find the flyer for the FAC Spring Meet. Events are all our old favorites, but perhaps Embryo will show some of new interest now that biplanes are allowed up to 70 sq. inches in wing area. Lt. Jerry Bockius, creator of our new series that should find a bomb bay full of favor with all our Buzzards of the Big Fuss tells us he headed right for the ol' "T" square and board when he read of the biplane rule!

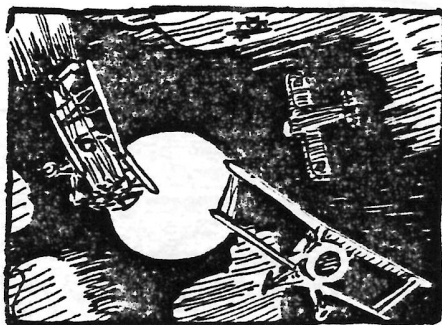
That "new series" we just spoke of is none other than "The Adventures of Gordon Goodchap and Chester Cheetwell", beginning in this issue. The gang here at GHQ did wing overs right off the tarmac when we laid our goggled orbs on this duo! We think all you Clubsters will set your aldis on these two in every up-coming issue, too.

So warm up your engines fellas, and take a flight thru this well stacked (like the wings on a Phillips Multiplane) offering.

STARTLING COVER STORY!

"Bro-o-o-o-m, bro-o-o-o-o-m, off go the big Handley Pages to the tune of their Rolls Royce Eagle engines. Off to lay the eggs that hatched the first "Strategic Air Force", brainchild of Sir Hugh Trenchard. Lt. Bob Rogers of Ponca City, Oklahoma is our cover artist, and he has done a keen job of capturing the action as the O/400s lift off. Don'cha wish you could be going along to give Jerry an egg or two for breakfast!

Who can speak of the "Great War" without thinking of the one and only ace of aces of unsung aces, Phineas Pinkham. One of the gang here was reading one of the old FA mags and noticed one sentence in Joe Archibald's Phineas story that fit into the story, and yet considered alone, was indeed prophetic. It read, "The Ninth Pursuit Squadron would be remembered long after future wars were fought".





1914 CHUMS AT THE UNIVERSITY

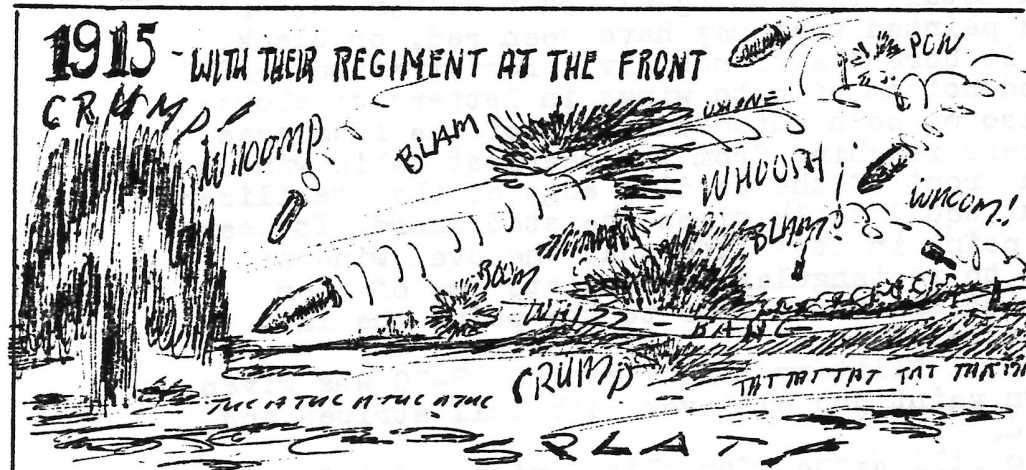
I SAY, CHESTER, HERE COME THE GIRLS



SPLASHING, GORDON, I MEAN
SMASHING! HEH,
HEH, MY WATER
PISTOL NEVER
FAILS - GORDON
WON'T KNOW
WHAT HIT HIM



1915 - WITH THEIR REGIMENT AT THE FRONT



HURRY UP, CHESTER, WE'RE ALL READY!
YOU GO AHEAD, GORDON, AND START THE ATTACK
WITHOUT ME; I'VE GOT SOME PAPER WORK
TO CATCH UP ON.

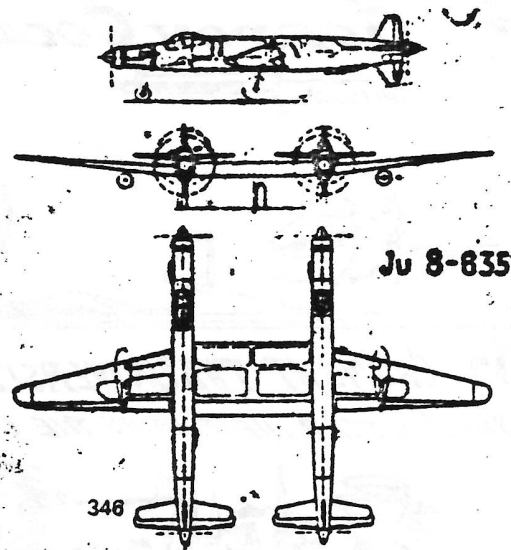
JERRY BECKIUS '77

(CONTINUED)



More like a beer garden and Frog bistro than saloons this time fellas. But be your thirst for beer, or fine vin blanc this duo is bound to satisfy a designer/builder's thirst for FAC Scale bonus points!

On the right we see that the boys at Junkers Werke learned a trait of their Japanese allies and pilfered the Dornier dumbkopf's 335 "Piel" twice and stuck 'em together so no one would know them. It looks like they might have stretched the fuselages a bit as well. It was intended for use as a long range recce job. Looks to us like this swastika totin' sky terror would be worth at least 50 FAC bonus points! Now if any of you "T" square ticklers gets enough Löwenbräu in your tank to actually try one of these titanic teutons be sure and let GHQ in on your progress. We think the rest of the FACs deserve warning in time to get their ships safely in their bunkers!

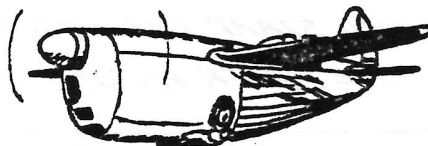


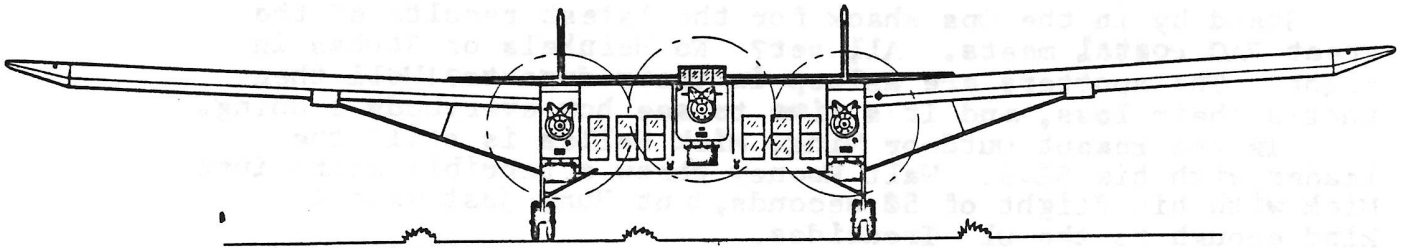
Sacre bleu! Nom de nom! Look at thees trimotair monstair! She weel darken the whole of the sky above Le borquet! Consider vous....we climb him up with only the deux outboard motairs, and zen cruise for houairs on zee centre motair! Dyle et Bacalan DB-70, eh? Pairhaps zis machine will carry me to zee high rânks in zee FAC, non? Maybe even général, like DeGaulle!!

O.K. zoologists! Now that we know what Frogs dream of lets look this bus over. The real ship seems to have been of corrugated metal, thus being all over silver. At one time nose was painted what may have been red, or black. At this time it bore the French civil registration F-ALPC on the top and bottom of both wings in letters of about 80% chord. Also on both outboard sides of the fuselages in large letters reaching from the rearmost cabin window to a point in front of the leading edge of the stabilizer that was about equal to $1\frac{1}{2}$ times the stab chord. It seems also at this point in it's life that the oval windows were modified to rectangular, a complete row of them from just behind the front door to the point the last oval window occupied.

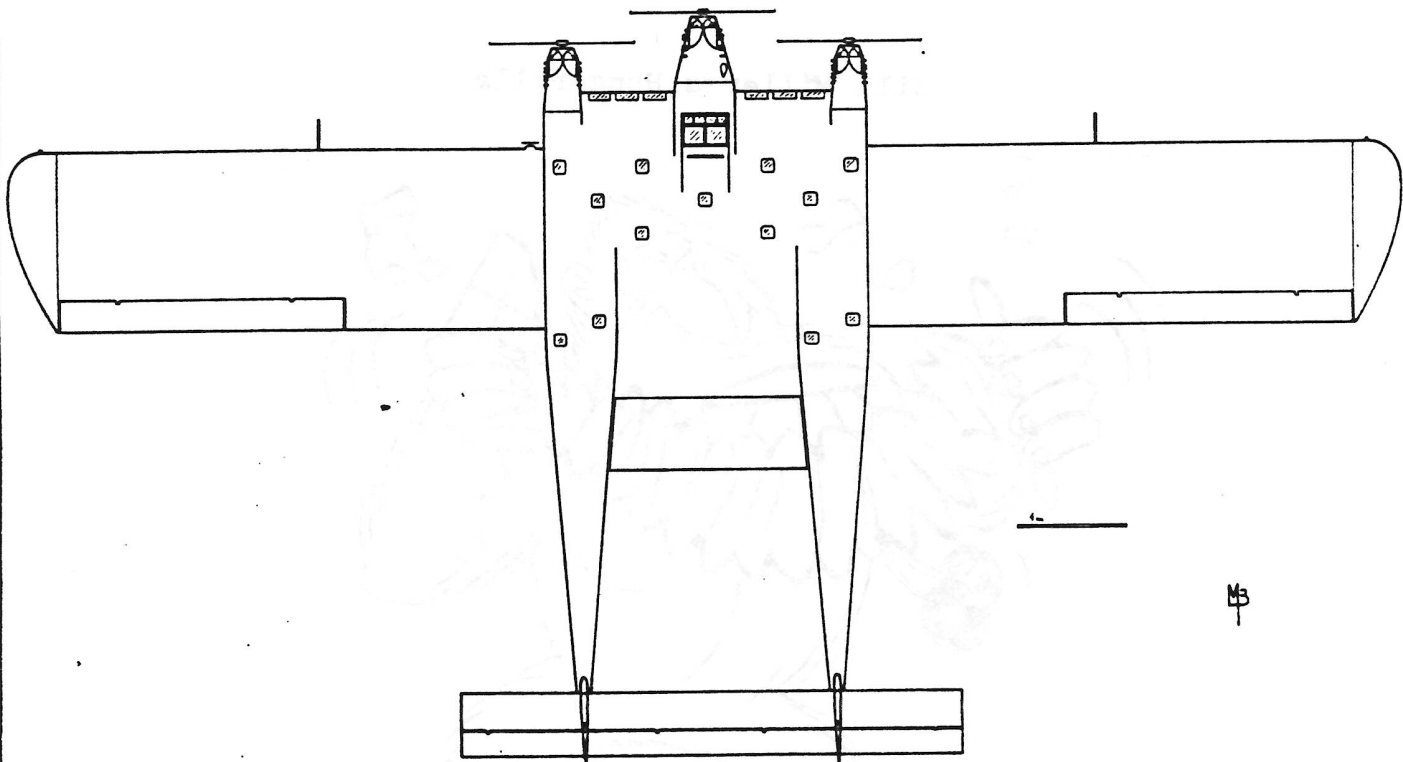
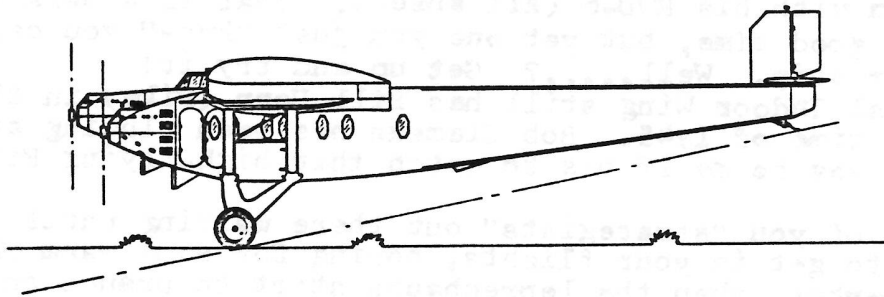
For the 1931 Military Maneuvers the DB-70 was given an earth brown paint job all over with tail stripes and roundels added.

Thanks to Bill Warner for this 3-view and info. And Lt. Brian Knapp for the Ju 8-635.





DYLE ET BACALAN DB-70



FAC Postal Contests

Stand by in the Ops shack for the latest results of the great FAC postal meets. All set? No Heinkels or Stukas in sight? The spotters are asleep in their dugouts?! Well then, that's their loss, and it's time to see how everybody's doing.

In the reanut outdoor Wing, Mick Nallen is still the leader with his SE-5. Walt Mooney threw a terrible scare into Mick with his flight of 52 seconds, but Hung just wasn't kind enough to the ol' Ironsides.

In the reanut Indoor Wing, Bill Henn retains his lead with that high mark of 2:51, flown by his Fike. Since Bill sent in his time, Bob Clemens reported 1:06 with his Bede, and Frank Scott flew in with a 33 seconds, but they're yet far from the mark.

The No*Cal outdoor has Bill Hannan in the lead with 44 seconds, flown with his RWD-6 (all sheet). That is a mark to shoot at....a good time, but yet one you just "know" you can beat with your ship. Well.....? Get up and try it!

The No-Cal Indoor Wing still has Bill Henn (Fike) in the lead with his time of 1:45. Bob Clemens has been clawing at him, but has yet a way to go if h's to catch that high-flying Fike.


Are some of you "strategists" out there waiting until the last minute to get in your flights, hoping for some warm March weather? Remember, when the leprechauns start to prance on the 1/ of March, it'll be either the last chance or too late. Get your times in now!

Bill Miller's Hungorilla



Here we go, tissue-trimmers! This time the old FA Model Lab has a couple of treats for you...something for everyone, from the trembling tyro to the easy expert. Now that Boreas blasts are somewhat abating, and the true FA Clubster is again looking to the ethers around his eaves, wondering if today's the day to get away from those fuel bills and wood-splitting sessions, take a glim over the following pages, where for your delectation and dereliction we will present an ROG from the pages of our official club mag, and an original Walt Mooney peanut.

Since we'll assume the kids grab this mag of ours first, we'll talk about the ROG first, so's to get 'em all lit off and grabby, so Dad can't have the rest of the News, causing a terrific family fight, no supper, early to bed, and situation returned to Normal. Right, dad?

So here's our effort at family feuding, called ★  (Ready?), the Flying Aces Super ROG.

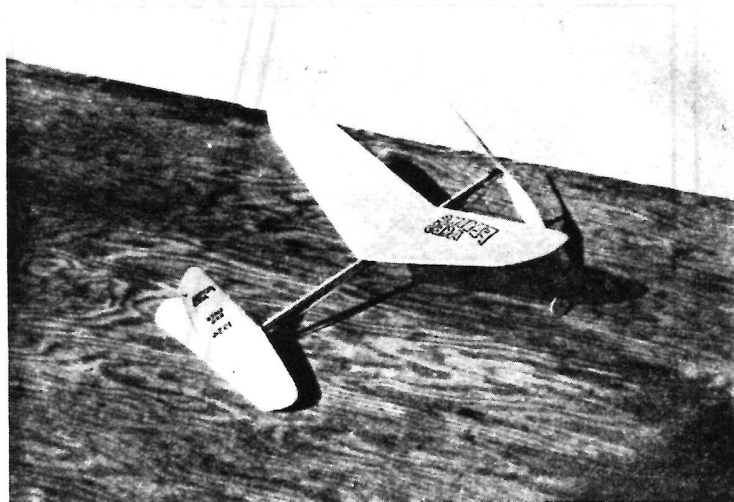
This little sky-scrapper was designed by Julius Unrath for FA away back in 1934, well over a year before this writing genius even saw the light of day, and she's as twinkly a terror as ever. Bob Neulin, the Hellertown Heller from down Pennsylvania, built one of these for us, and if you'll crane your necks, kiddies, you can get a few building tips from a gander over the enclosed photo Bob sent us.

Bob calls this wonder his "coveted Flying Aces Super ROG from the roaring pages of Flying Aces back in May, 1934," and goes on to say, "It is truly, as you say, an enjoyable model, and it's really nice to be flying one again, as I did back in that year." See...

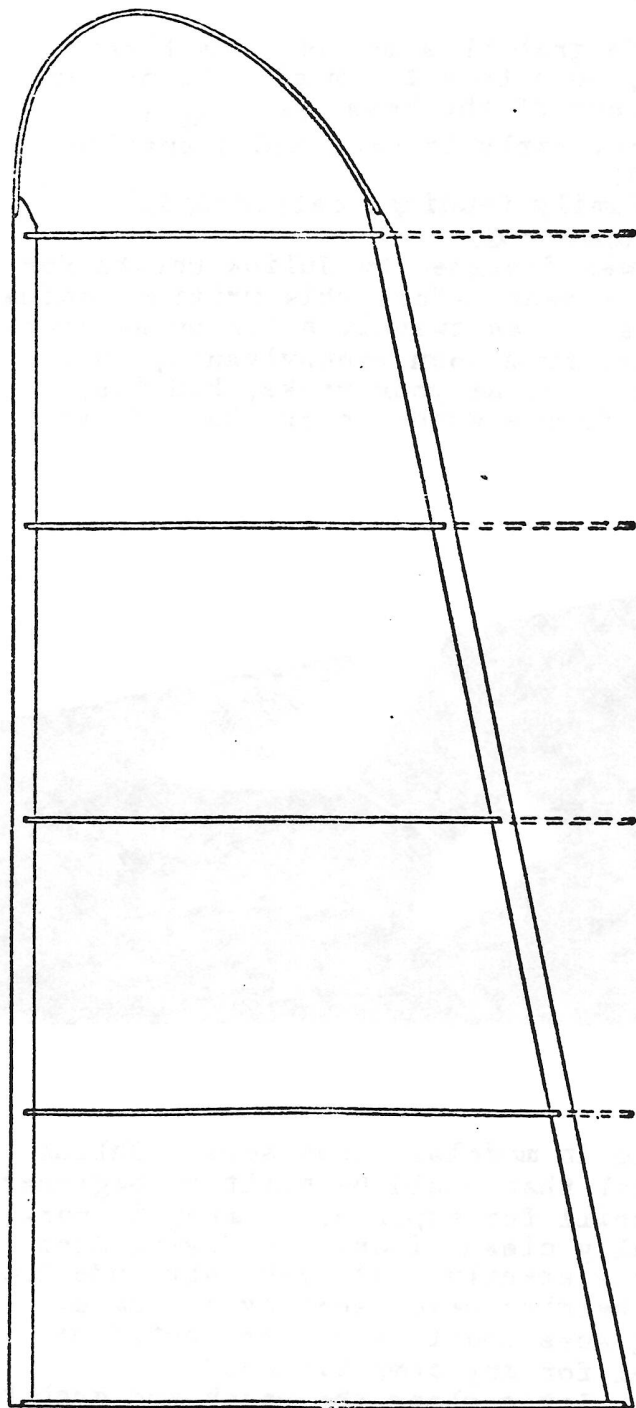
once more through the pages of the FAC News, Youth is ensnared and brought back, to a happy stringer-

stripper. Yes.....there's magic in models. Grab some. Julius Unrath said that this was a model that could be built by beginners and yet would provide a deal thrill for experts. Snappy in performance, possessing exceptionally clean lines, the Flying Aces Super ROG "flies 1½ minutes" consistently. "It grabs altitude like a Boeing pursuit, and soars to heights never seen by a stratosphere balloon. All you Flying Aces model fans start building right away and have a real model for any competition."

Well....there you have it. Let's clear the bench and grab balsa!



Each tip is 2"
above the centre



Thrust bearing

Can

MOTOR-STICK $\frac{1}{8}$ " x $\frac{3}{16}$ " x 12"

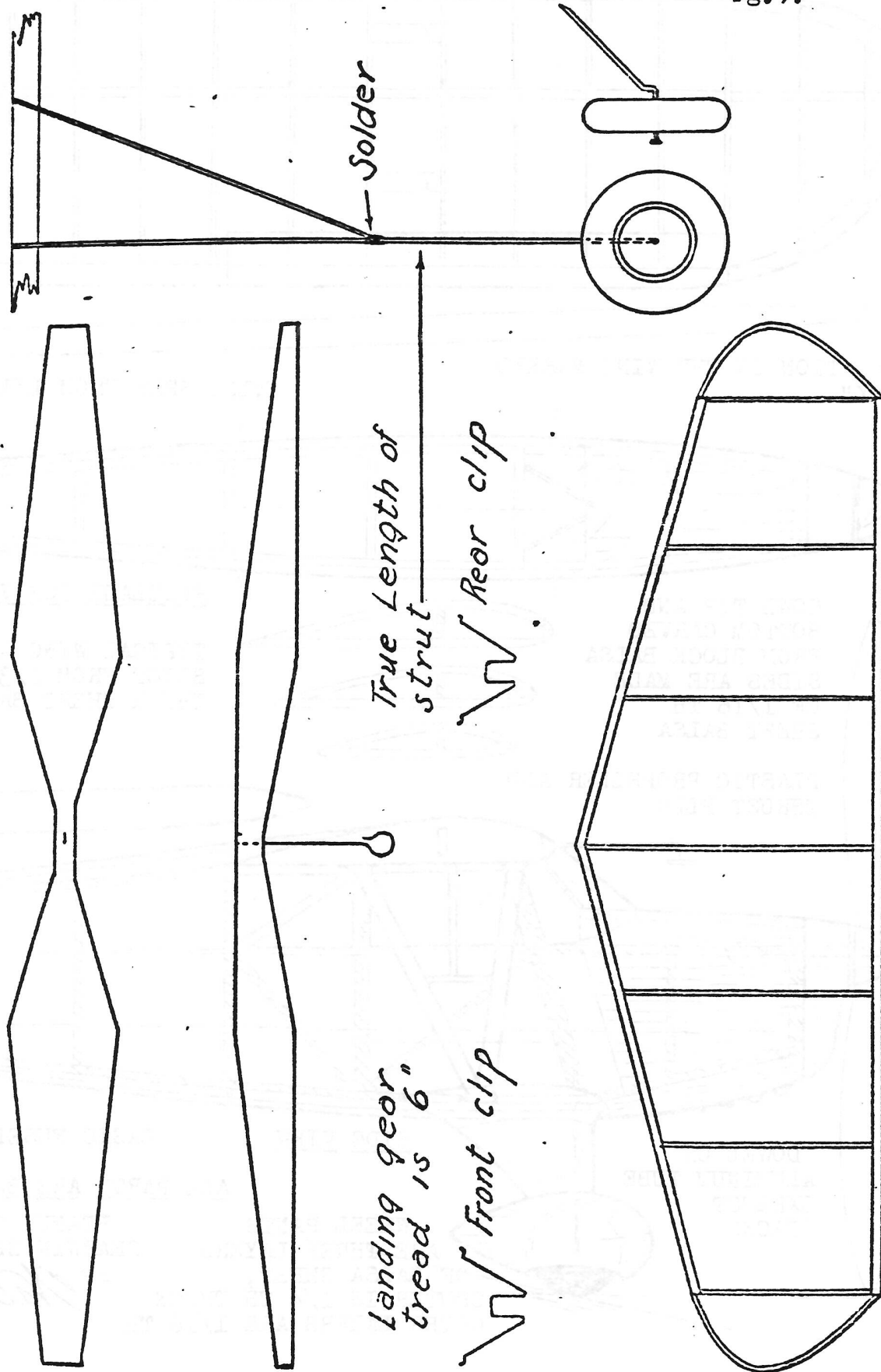
Rear hook

Tail skid

Pg. 9.

12

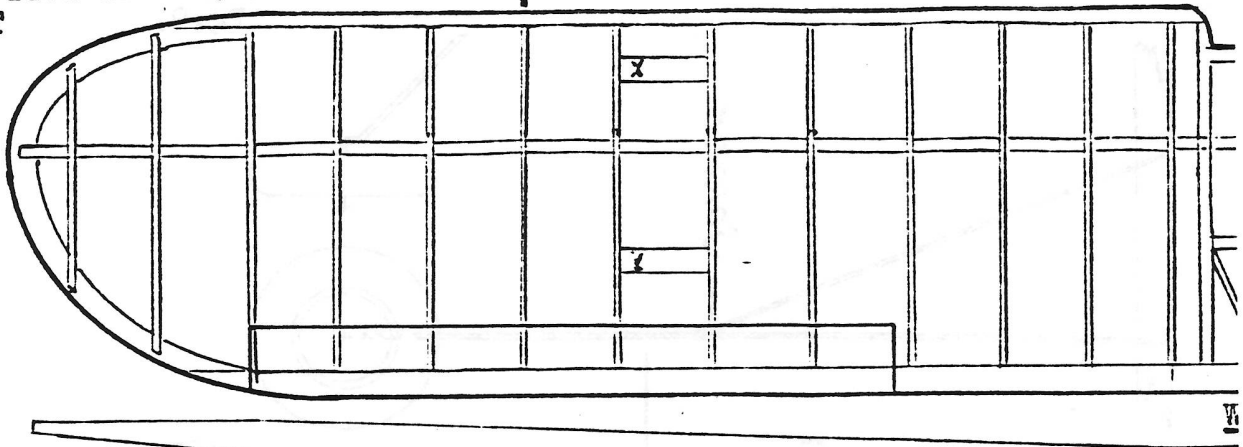
JULIUS UNRATH



WING TIPS FROM 1/16 TH
SHEET

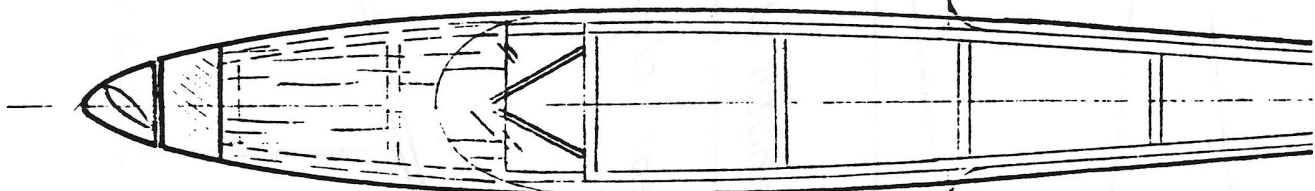
↑ PITOT TUBE LOCATION

WING LEADI



STRUT LOCATION ON THE WING MARKED
BY "X"

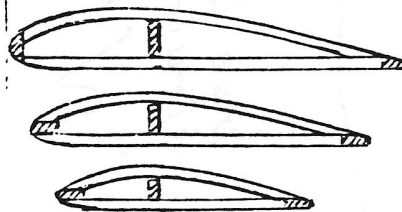
WING SPAR FROM 1/16 T



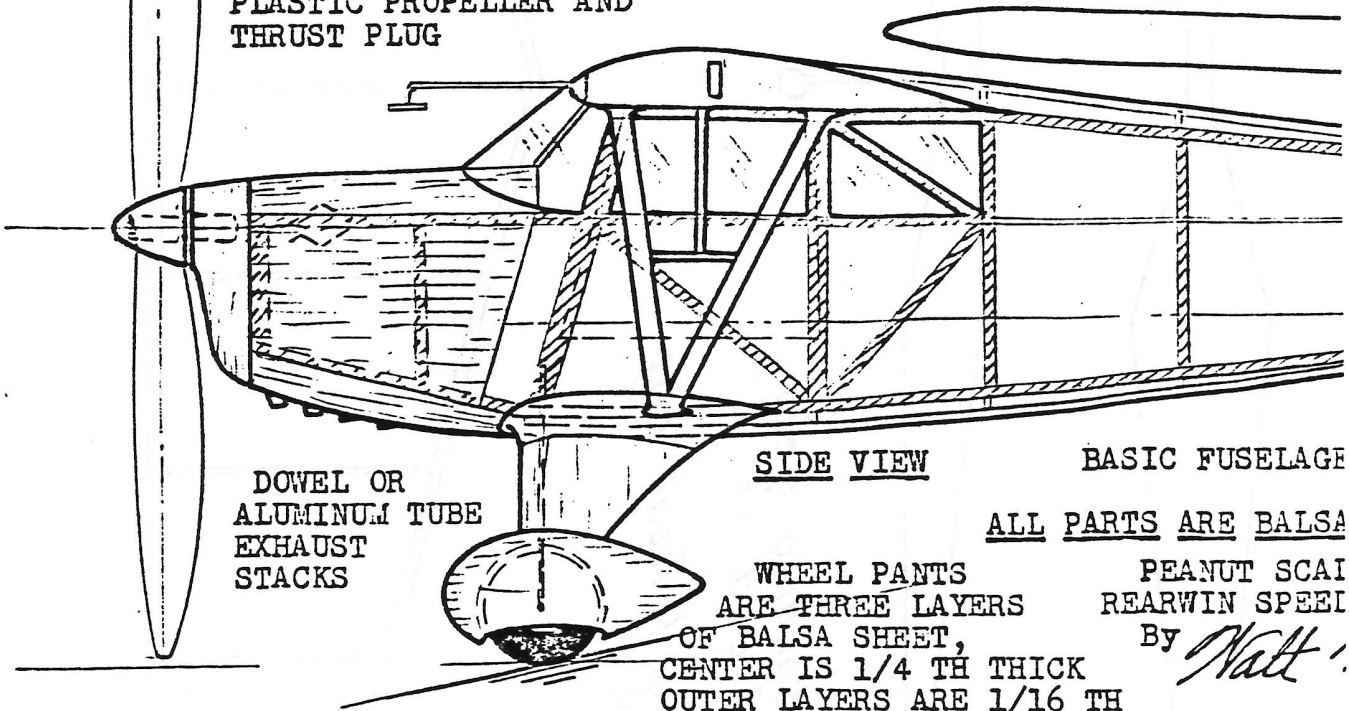
COWL TOP AND
BOTTOM CARVED
FROM BLOCK BALSA
SIDES ARE MADE
OF 1/16 TH
SHEET BALSA

FUSELAGE TOP VIEW

TYPICAL WING RIBS
SLICE FROM 1/32ND
THICK SHEET BALSA



PLASTIC PROPELLER AND
THRUST PLUG



SIDE VIEW

BASIC FUSELAGE

ALL PARTS ARE BALSA

DOWEL OR
ALUMINUM TUBE
EXHAUST
STACKS

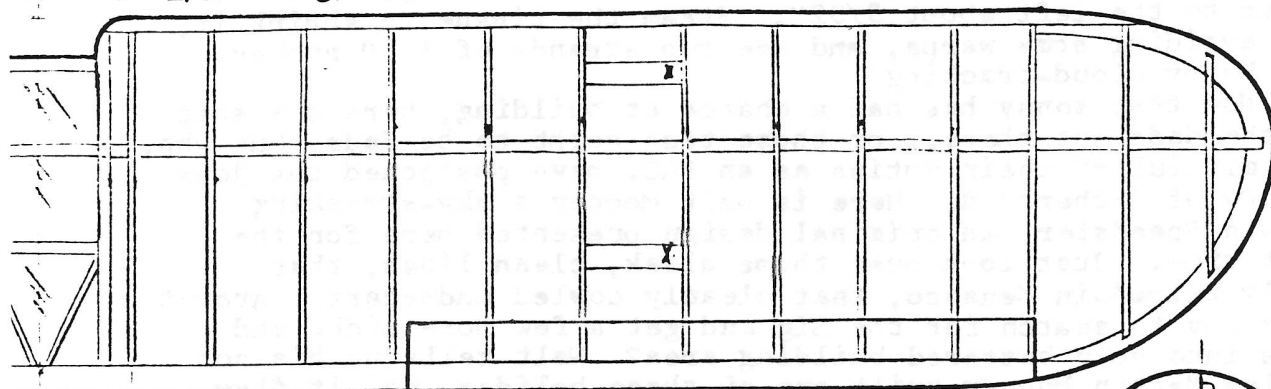
WHEEL PANTS
ARE THREE LAYERS
OF BALSA SHEET,
CENTER IS 1/4 TH THICK
OUTER LAYERS ARE 1/16 TH

PEANUT SCAL
REARWIN SPEED

By *Walt*

ING EDGE 1/16 BY 3/16

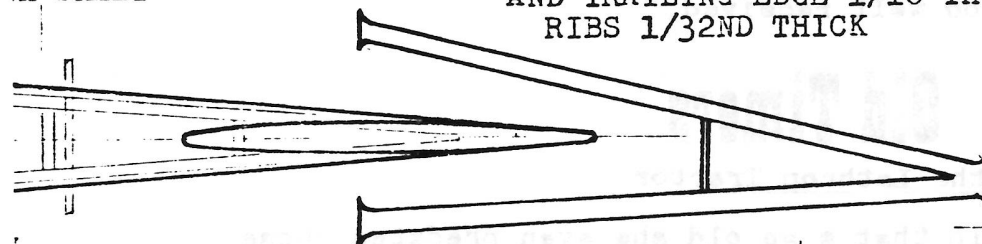
Pg.11



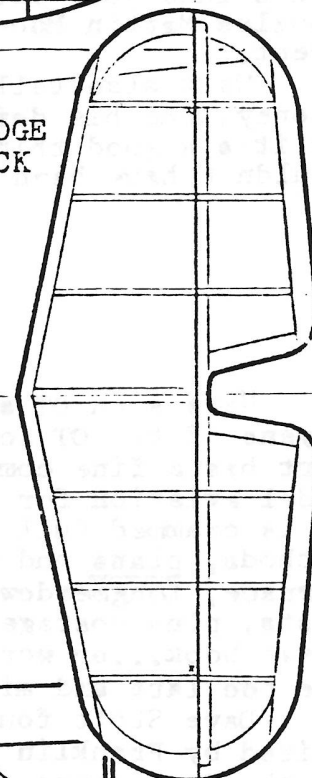
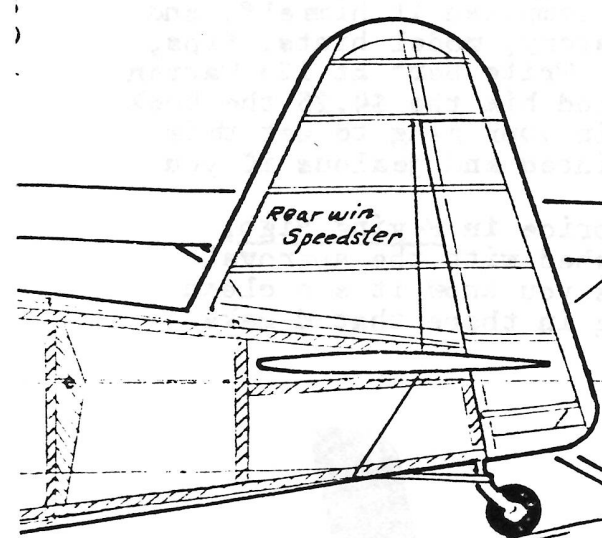
ING

TH SHEET

TAIL TIPS, SPAR, LEADING EDGE
AND TRAILING EDGE 1/16 THICK
RIBS 1/32ND THICK



STRUTS- TRUE SIZE. STREAMLINED
CROSS-SECTION



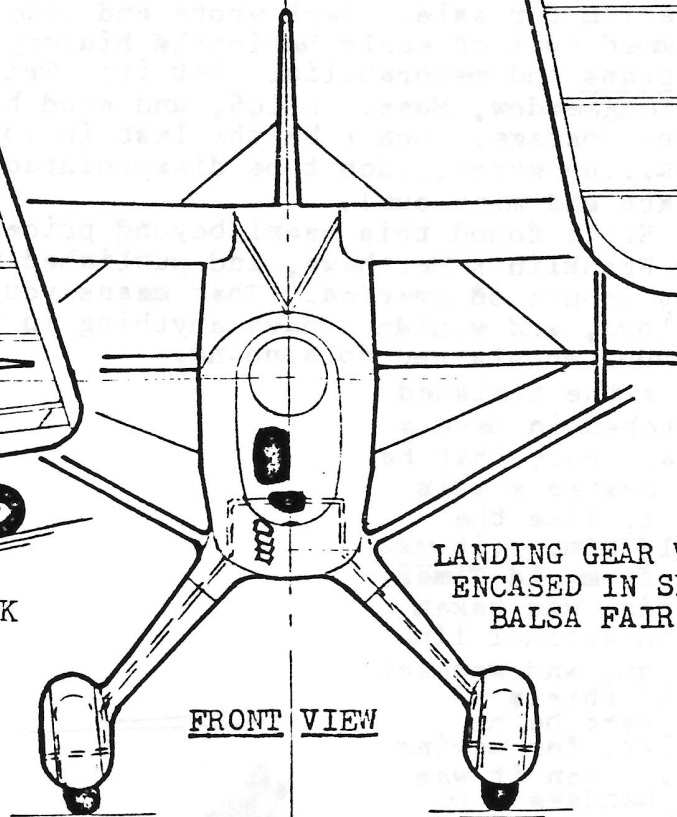
STRUCTURE IS 1/16 TH THICK

UNLESS OTHERWISE NOTED

E
OSTER

Mooney

LANDING GEAR WIRE IS
ENCASED IN SHEET
BALSA FAIRINGS



A few pointers that Julius gave are: stabilizer to be covered on one side only, rudder likewise. When assembling, offset the rudder to the left about $3/32"$. Steam the tissue to shrink it, thus avoiding some warps, and use two strands of $1/8"$ rubber.

Happy cloud-cracking!

Now that sonny has had a chance at building, here's a ship for the dads out there...or those that ought to be dads, but who, ever mindful of their duties as an FAC, have postponed the joys (?#&!@) of fatherhood. Here is Walt Mooney's sky-streaking Rearwin Speedster, an original design presented here for the first time. Just look over those sleek, clean lines, that neatly faired-in Menasco, that cleanly cowled undercart. Aren't you ready to snatch for the Sig and get a few more nicks and dings into your battered building area? Walt tells us his son Douglas Martin Mooney built one of these bolides, and it flew great.

Walt also tells us his oldest son's name is Curtiss Ryan Mooney, and his daughter is Chrislea Bee Mooney. Walt allows as it's a good thing he only had three kids. "Consolidated Vultee wouldn't have been too well received."

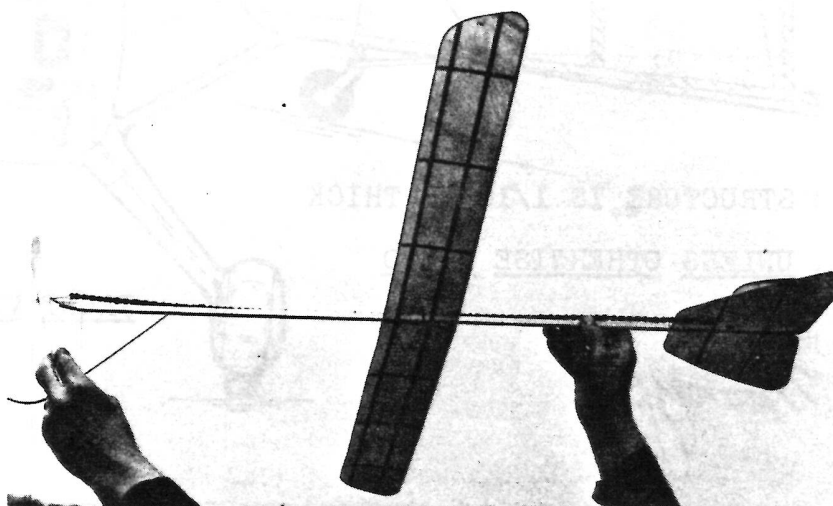
Old Timers

the Lathrop Tractor

Here's an OT ship that's so old she even predates those doyens of the OT scene John Pond and Bert Pond! (and incidentally, Bert has a fine commemorative book of the semi-centennial of model aviation for sale. Bert wrote and compiled it himself, and it is crammed full of early National history, model hints, tips, methods, plans and memorabilia. Get it! Write Bert at 128 Warren Terrace, Longmeadow, Mass. 01106, and send him the \$4.25 the book costs, plus postage. Don't be the last in your gang to get this great book...or worse...don't be disappointed and jealous if you are too late and miss out!)

Dave Stott found this pearl beyond price in Flying High, edited by Franklin K Matthews, and published with the approval of the Boy Scouts of America. That means you know it's a clean book, fellows, and wouldn't have anything in there that'd make you soil your sheets and do a no-no.

Here's the finished ship, clutched in Dave's safe hands. Note that he used gold beater's skin to cover it, like the author told him. (it was available from Old Timer, This material was taken from the intestinal lining of an ox, and was set between the sheets of gold that were being pounded flat, for making gold leaf. Then it was used as a bandage! Of course, the gas bags for Zeppelins were made also of gold beater's skin.



Lathrop's Tractor Model

By Joseph J. Lucas

National Model Flying Outdoor Champion

THE Lathrop Tractor Model was built and flown by Donovan Lathrop, a member of the Illinois Model Aero Club. In 1914 this model made an official world's duration hand-launched Tractor record of 240 seconds, and held the record for this type of model for over ten years.

During its record flight the Lathrop Tractor disappeared from sight at the end of four minutes and the judges report that the actual flight of the machine was much longer.

The Lathrop Tractor is an outdoor model and can be flown either hand-launched or rise-off-the-ground. It is very light, weighing $1\frac{1}{8}$ ounces complete, and it is not difficult to build.

MOTOR BASE

Begin the construction of this Tractor with the motor base, using a strip of white pine $36''$ long with a rectangular cross section $\frac{3}{8}'' \times \frac{3}{16}''$. This should be sandpapered smooth and treated with three coats of banana oil. Bend a "can" in the shape of a loop, as shown in the diagram, of No. 16 piano wire, glue and bind it with silk thread on the top at the center of strip, with the small edge up. The hanger or bearing for the propeller is made of No. 12 wire flattened and drilled for the shaft, glued and wrapped with silk thread on top of strip. The motor hook is bent to shape out of No. 16 piano wire.

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when the skid is fastened to the under-side of motor base.

MAIN PLANE

The main plane or wing is an important part of the model, and should be carefully constructed. It has a span of 33 inches and a chord of $3\frac{1}{2}$ inches and consists of two white-pine beams with bamboo entering and trailing edges, wing tips and ribs. The beams have each a cross section of $\frac{3}{16}'' \times \frac{1}{16}''$, and run the full length of the wing. Each of the beams consists of two spars, and are put together so that the wide part of the beams can be fastened to the under side of the ribs, and set at a dihedral angle of 9 degrees by a lap joint. Seven bamboo ribs of $3\frac{1}{2}'' \times \frac{1}{8}'' \times \frac{1}{16}''$ are bent to a slight camber or curve over a flame. The ribs are spaced $4\frac{1}{2}$ inches apart and fastened on top of the wide part of the beams, with the front beam $\frac{1}{2}$ inch from the entering edge, and the rear beam $1\frac{1}{2}$ inches from the front beam. The wing tips are made of $\frac{1}{16}$ inch round bamboo. The two wing tips are symmetrical and can be bent to shape over a flame out of a single piece of bamboo and split in two. The entering and trailing edges are $\frac{1}{16}$ inch round bamboo. They are fastened to the ends of the ribs, while the wing tips are fastened to the ends of the wing beams, entering and trailing edges. Two wing clips are bent to shape with No. 16 piano wire. One of the clips is fastened on top in the center of the entering edge and the other is fastened on top in the center of the trailing edge. These clips are used to hold the main plane in place on to the under-side of the motor base. The clip for the center of the entering edge is made so that the center of the entering edge will fit as close as possible to the under side of the motor base when the plane is fastened, while the clip for the

TAIL PLANE AND RUDDER

The tail plane frame is made entirely of $\frac{1}{16}'' \times \frac{1}{32}''$ bamboo. It is bent over a flame to the shape shown in the sketch. When the tail-plane frame has been bent to shape required, bind the two ends of the bamboo together. Two bamboo crosspieces $\frac{3}{32}'' \times \frac{1}{32}''$, spaced at about equal intervals, are cemented to the tail-plane frame. These crosspieces make the tail rigid and keep it from getting out of shape. The tail plane is then glued and bound to the underside of the motor base at the entering edge of the tail plane, which is $29\frac{3}{8}$ inches from the front end of the motor base, and at the crosspieces. The rudder is bent to the shape shown in the diagram, out of $\frac{1}{16}'' \times \frac{1}{32}''$ bamboo over a flame. The rudder is glued and bound 33 inches from the end, on top of the motor base.

Both tail plane and rudder are covered with a single surface tissue paper and treated with a weak dopping solution.

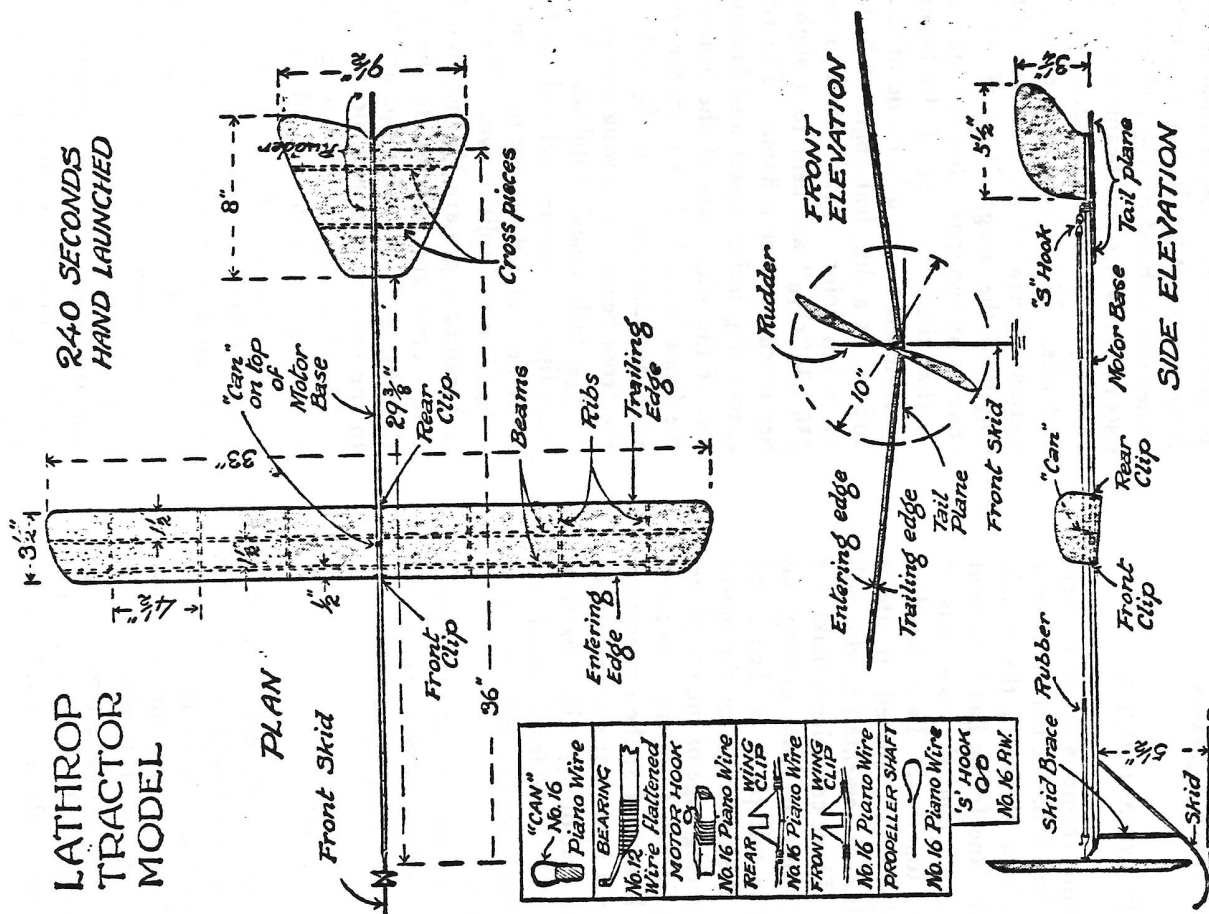
SKID

The front skid is very important on a Tractor, for it protects the propeller from breaking in landings and in dives. Bamboo $\frac{1}{8}'' \times \frac{1}{16}''$ is bent to shape as shown, and a straight piece of bamboo of the same cross section is made long enough to permit the nose of the motor base to be at least $5\frac{1}{2}$ inches above a level surface

center of the trailing edge is made so that the center of the trailing edge will extend $\frac{3}{8}$ inch below the motor base when plane is fastened. The $\frac{3}{8}$ inch gives the proper elevation for wing when model is in flight. Make these wing clips to fit to the motor base firmly. If this is not done the wing is apt to get out of adjustment or come off from motor base while the model is in flight. The wing is single surfaced and covered on top with Japanese silk tissue paper, and treated with a weak doping solution. The tail plane and rudder are covered with a single surface of tissue paper and treated in the same way.

PROPELLER

The successful performance of the model depends upon the propeller, and therefore great care should be taken in making it. The propeller is cut from a $10'' \times 1\frac{3}{16}'' \times \frac{1}{2}''$ blank. When propeller is carved to the proper thickness, about $\frac{1}{16}$ inch, it is sandpapered and coated with banana oil and finally balanced in order to insure smooth running. Shaft of No. 16 piano wire is bent to the shape of a hook to receive the rubber and is inserted and fastened in the propeller hub with ambroid or glue. Small copper or brass washers are used as a bearing to reduce friction. Three strands of $\frac{3}{16}$ inch flat rubber are used for power to fly the model.





This solemn young man is instantly recognizable as Tony Faranda of the FAC GHQ Squadron. There has been furious debate here at GHQ as to just what kind of plane that is (Tony himself doesn't remember, but thinks it a Fairchild 22), but note the neat placement of the stars, the mixing of insignias ("Legions of League?"), plenteous dihedral, and tattered wingtips from a too close shave with a thorn bush or a trimming job done with the rounded grade-school scissors. Still and all, pretty nice workmanship for an eight or nine year old youth, workmanship the writer couldn't have matched when he was that size, and he has the models (still!), to prove his point. Cast an eye (just one!), over those boots. Those are the kind of boots that gave you a jackknife as a premium when you purchased them. General Stott remembers those (barely!), but Captain Thompson hadn't yet arrived on the planet when they were selling those, nor do the holy pages of FA (Thompson's "memory bank", make mention of any so tempting offers. How many skysyers out there wore knickers? All raise their right hands.....that many! Ooooh!

Tony tells us this picture was made at Fort Wadsworth, Staten Island, New York, about 1933-34. From the light, it looks like it was early spring, and Tony was getting set to try that ship the first nice day that came along, the first day that Hung might be prrsent, ready to see if that ship just might be up to his high standards of flyability, just might be acceptable to his august presence.

Did Hung take her, Tony? Where is the plane? Where are the boots? How much we lose when we "grow up"!

Where are the years?



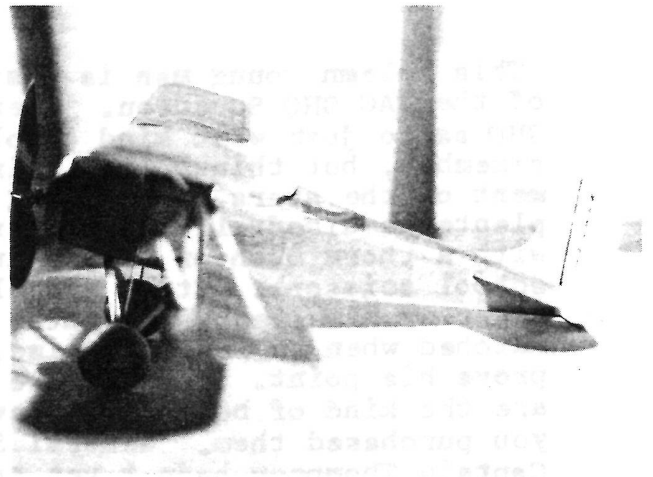
Here's the original Count Pissana himself, Bill Warner. He's clutching a pair of hot speedsters he built for the San Marcos Speed Meet. Bill designed (and built, them himself; he says they flew pretty fast and far, but damage prevented "final hot runs at the meet".



We all know what kind of plane this is, but will you look at that splendidly sculpted peelot! That's M. Bossoutrot, the Farman factory pilot, and Bill Hannan has him so real looking, you'd swear he's about to make a low flight over Frogland, snatching up every snail in the landscape! "Splendide!"



Here's Ed Heyn's Halton Minus. It was a "minus" because it began life as a biplane, and some Limey decided it might go as nicely as a parasol. It did. Ed designed his, using some original factory data, data which he kindly passed on to Tom Nallen, who used it to good effect on his Nats ship, where he copped a Sixth (just out of the money, with his Halton.



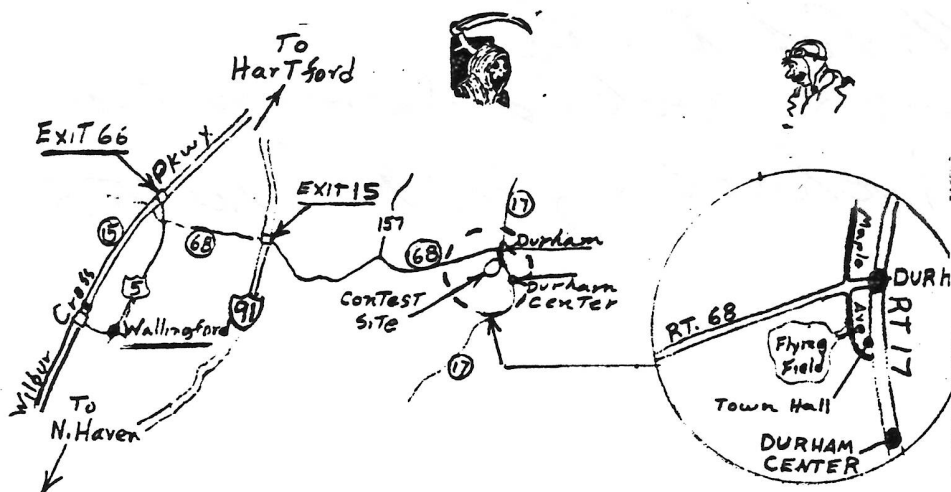
Here's the kind of thing that keeps the editors of this rag going! Sears McCarrison (that name's right out of an Elliot White Springs novel!, saw our print of his Rose Parrakeet plan, and got so lit off he reached for his balsa and built it! Here she is, revving up!

FLYING ACES

JUNE 5, 1977 9:00 AM to 5:00 PM
At DURHAM MEADOWS, Durham, Ct.
For Outdoor Rubber Powered Models.
All Events Combined Age Groups, (JSO)
AMA Membership Required. You May
Join at the Field. Sanction #473
Entry Fee \$3.00 (Under 21-Free)



1. Flying Aces Scale; You may enter two scale models in this one. Bonus points for off beat types. No penalty for extra tail area or dihedral as long as within reason so as not to spoil appearance. Bring scale endorsements. 3-views not needed!
2. Peanut Scale; Most popular of all FAC events. A.M.A. rules.
3. Embryo Endurance; An event growing in popularity for non-scale models of certain proportions.
4. No-Cal Scale: A simple profile scale model of 16 inch span or less puts you in this one!
5. Shell Speed Dash; An endurance event for raceplanes not exceeding 24 inch wing span. All flights (2) must be in by 12:00 noon. Top 10 qualify for Greve and Thompson described below. If you have a racer, get to the field early for this one, or you will miss out on the racing fun in the P.M.
6. Greve Trophy Race; Not a race at all, but a battle to stay up the longest as you run directly against your fellow flyer in a simultaneous launch, rather than the time clock. You may have to fly 6 flights (laps) to win this one!
7. Thompson Trophy; More of the same as the Greve! Line up and wind and launch at the starter's signal! Blow a motor and you are out of it! The sweatiest type of "round" flying yet devised! But FUN? You bet!
8. Aerol Trophy; One great big simultaneous launch for those who did not qualify for the Greve or Thompson.



For rules or any info regarding this meet contact our C.D.---

Col. Dave Stott
Flying Aces Club GHQ
66 Bankside St.
Bridgeport, Ct. 06606

See that old gent at the top of the page? He is HUNG, great God of the Thermals and sponsor of FAC meets. Better tune up your pipes and sing hymns to Him!