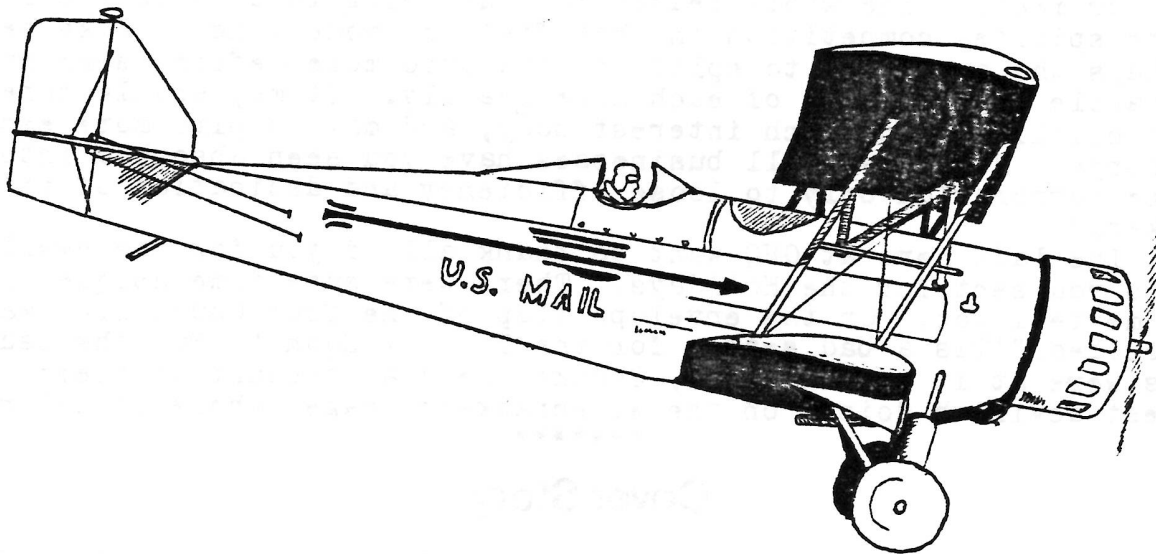


FLYING ACES

Club News

Number ~~7~~, 1980
71



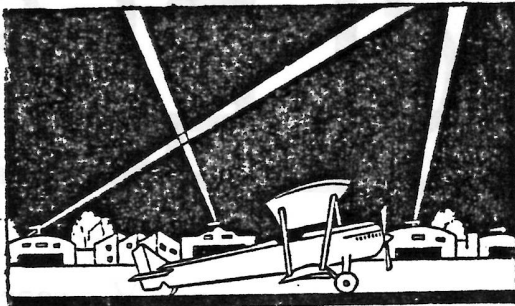
THREE AVIATION MAGAZINES IN ONE!
FACT, FICTION, AND MODEL BUILDING.

SCOTT HYSTERICAL HYSTORY

GRIPPING GRIFFON YARN

PULITZER PEANUT

FLYING ACES SILENT NOCTURNAL SURVEILLANCE SHIP



Greetings gang! Guess by now you have all your Christmas gifts put away, or in the works if mom found some old Cleveland kits in the back room of the hardware, or drug store. Yeah, no such luck these days. Anyhow, most of you rib-slicers are probably well under way with a new crate for the 1980 contest season. Yep skysters, there will be aero-action a-plenty with the second FAC Nats, Oldtimer Nats, and what may be the last AMA Nats. The FAC has been pretty hard on the AMA at times in the past, but we sure hate to see an end of the sky trail for the National Meets. Shucks fellas, what would the FAC be without our meets? The whole reason for our being is to direct and inspire spirited competition in that field of modelling we like best. Perhaps the answer is to split the AMA into more defined segments to handle the concerns of each more readily. It may enable more to be accomplished for each interest body, and may inspire more esprit de corps. How many small businesses have you seen absorbed into a large corporation only to loose efficiency and dedication of it's workers?

The lads here at GHQ want to thank all of you for the swell cards you sent for the Holidays. There were sure some unique ones, let me tell you. On the envelope flap of one from Chuck Drew was enscribed, "'Tis a bad season for the Bad Guy Sqdn." But the Bad Guys were at it non the less, Chuck! Read an account of their latest devilish doings on the Wisecrack-ups page, where it belongs!

Cover Story

Mention "Pitcairn" to an aero-fan and what does he think of? A powerful biplane being battered by the terrible weather of the eastern U.S. as it's leathery faced pilot struggles to deliver his cargo of Uncle Sam's Air Mail. Lt. Jeff Chrisey, the C.B.Mayshark of the FAC was also lost in these thoughts as he did the snappy drawing for the cover of this issue. Right you are, gang. That is a Pitcairn Super Mailwing gliding in for a three pointer on your tarmac. See the front 'pit covered over for extra cargo space, and those big wing-mounted landing lights? This bus sure has all the things dear to an imaginative modeller. Go to it!!!

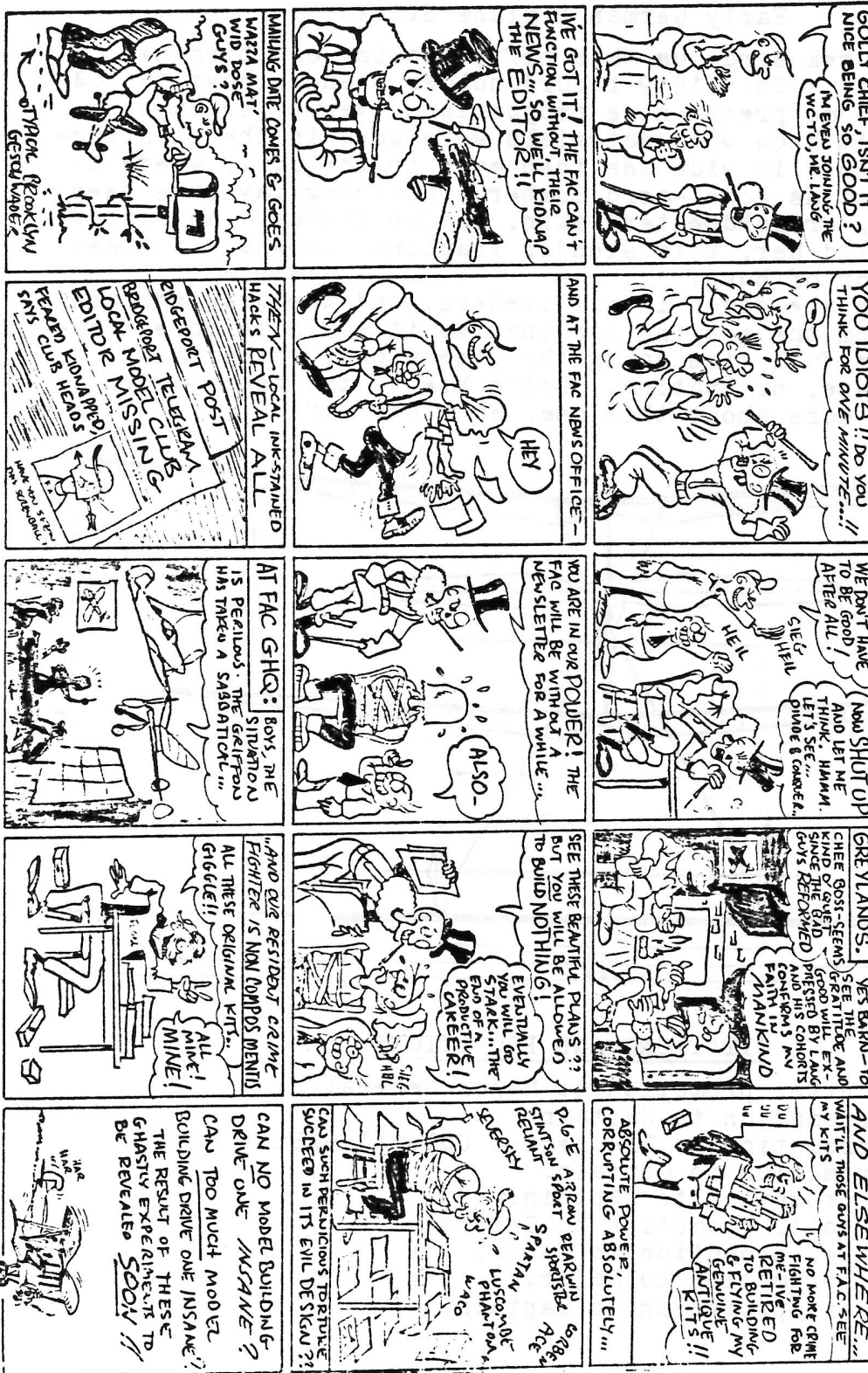
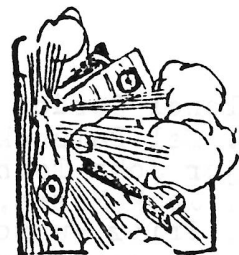
CITATIONS AND PROMOTIONS

Brig. General Dennis Norman, promotion to Major General.
 Lt. Jack Fike (yep, F-I-K-E), promotion to Captain.
 Lt. Ted Russel, promotion to Captain.
 Brig. General Russ Brown, promotion to Major General.
 Captain Bob Clemens, promotion to Major.
 Lt. Blake Mayo, promotion to Captain.
 Lt. Ted (Sam Pierpont) Langley, promotion to Captain.



A firm believer in the pen being mightier than the sword, Bob Rogers continues his crusade to stamp out evil with another episode of that great aero-hero, the Griffon. Even the Bad Guy Sqdn. sees merit in this line of thinking as they sent a Christmas card to FAC GHQ that had an elastic device that produced a "Rat-tat-tat" when opened! Instead of Yuletide verse, this message was enscribed, "That rat-tat-tat you hear is the sound of machine gun bullets riddling your Hdqtrs. on a quiet Holiday Season". Postmark? Brooklyn!! Tough guys, huh?

WISSECRACK-UPS

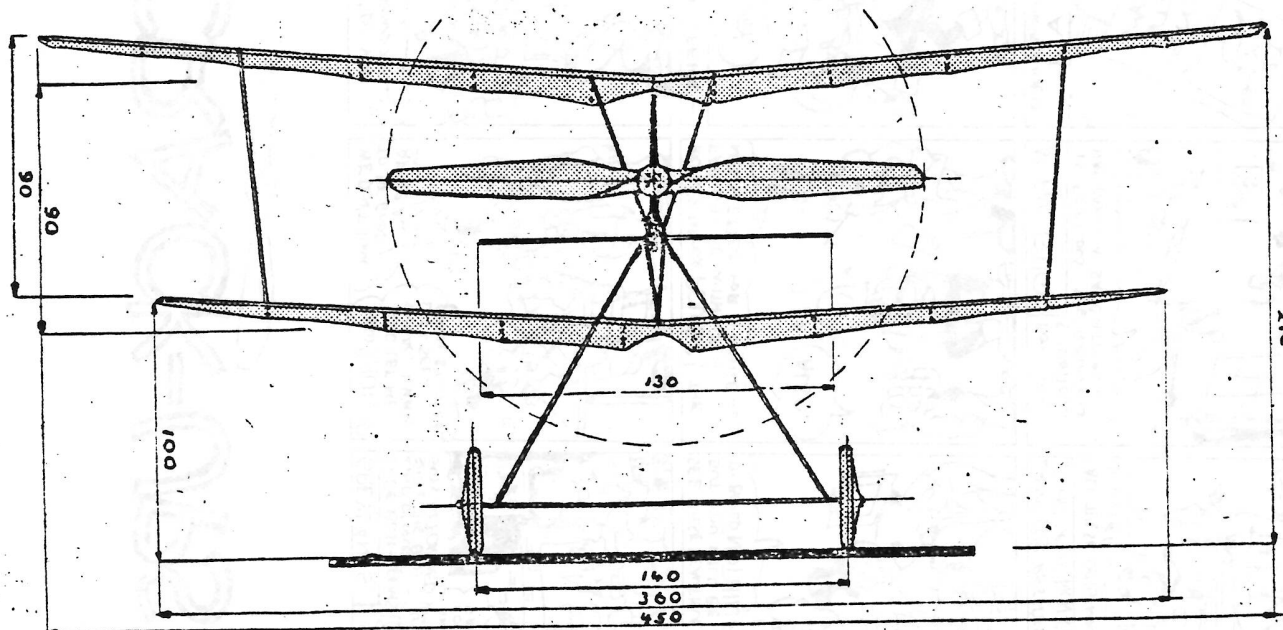


★ OLD TIMERS ★

Early German Biplane Stick.

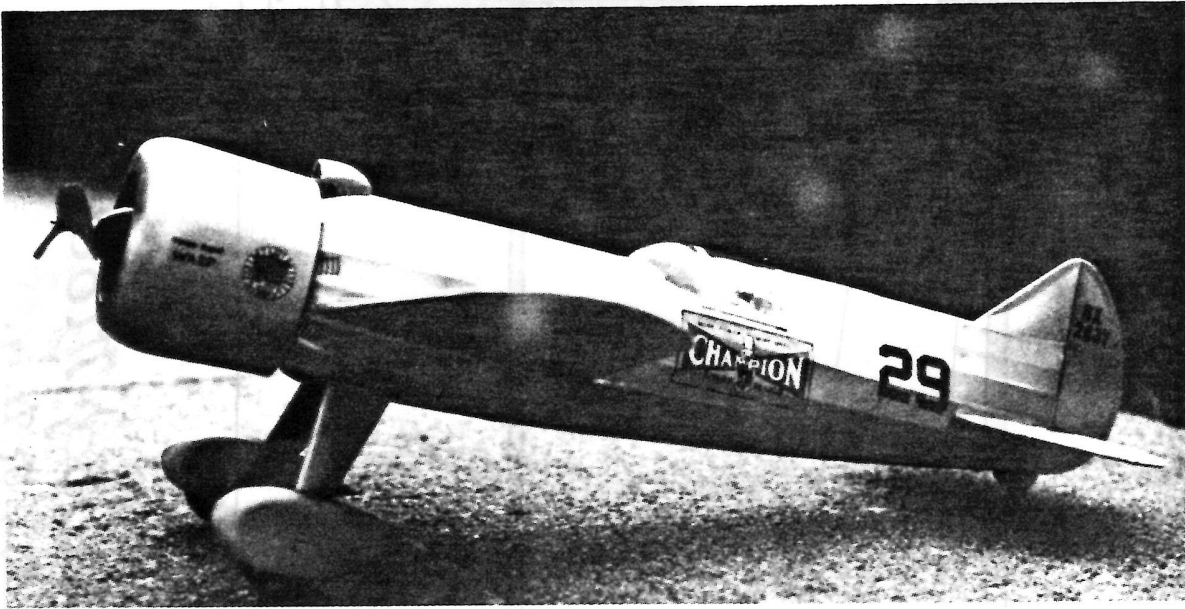
Leonard Wieczorek sends us this nifty looking old bird he found in "Flugsport". This 1919 record holder spans almost 17 3/4 inches and sports some pretty nice proportions even by to-days standards. We don't know what materials were used in the construction, but balsa wasn't in wide use then even in the U.S., where it really got its start as model-aero lumber. Covering may have been anything from silk, or goldbeaters skin, to Jap tissue. No matter what you use to build her, this slender frauline has what it takes to capture the favor of Hung.

All dimensions are given in millimeters, and the drawings are a bit distorted from the copying machine, so it would be more accurate to draw her up full size using the dimensions, rather than rproportional dividers, or stating. Let's hie to the beer garden and think a little more about this one, eh ribslicers?



CITATIONS AND PROMOTIONS

Colonel Gordon Roberts, promotion to Major General.
 Lt. Del Balunek, promotion to Captain
 Major John Toth, promotion to Lieutenant Colonel w/Blue Max.
 Lt. Jack Moses, promotion to Captain.
 Lt. Fritz Wunsch, promotion to Captain.
 Lt. General Dave Stott, promotion to General.
 Captain Royall Moore, promotion to Major.
 Captain Don Srull, promotion to Major.
 Lt. Chuck Schobloher, promotion to Captain.



Lookin' as clean as a whistle, Mark Fineman's Thompson entry was scratched from the list when her gear was damaged in a hot landing during the Shell. This Pesco Special was built over Cleveland plans with considerable simplification to lighten the wing loading. All of you pylon polishers will have to contend with this bird again, come spring!

With the skill of a sharpshooter to rival the gunfighters of the Old West, ace aero cameraman, Jack Chambless shoots the Travel Air piloted by Herb Shirley, and the Hall flown by Bob Bender, as they pour on the coal during the first all-radial Thompson held at Finkham Field last October. Ya gotta admit it, these sky-scorchers really are in a class all their own.



The Flying Aces Silent Nocturnal Surveillance Ship

An Embryo Endurance

Designed expressly for aerial G-2 work, this bus sports some startling equipment to scour areas suspected of harboring Bad Guy Squadron bases! For silent operation Skoda mufflers have been fitted, as used by the Griffon on his famous "Black Bullet". Also, decibel damping end plates have been attached to the prop tips.

The observer, with a grand, unobstructed view from his front office, scans the darkened landscape with infrared binoculars developed by none other than Doc Savage! When something suspicious is sighted, the observer activates the large infrared beam and cameras (also developed by Clark Savage, Jr.) in the fuselage behind him to record his suspicions on film for scrutinization by G-2 experts later at headquarters. As most of you wingsters know, camouflage can seldom fool the eye of the camera.

The special coloring of this clandestine craft will, along with its silence, prevent the enemy being aware of its presence. This would make their activities easier to detect, since no special caution would be used by them as would be if an airplane were known to be aloft.

Once their insidious installations have been pin pointed, the Flying Aces Belligerent Bomber will be dispatched with a full load of eggs of justice to eradicate the infamous infection.

One of these craft is under construction right now at Hangar #1, so heed this warning, Bad Guys. And if this were not already enough, the drawings for the F.A. Pugnacious Pursuit, and the F.A. Tractable trainer are near ready for future publication. The wrathful power of a complete Air Corps will be set upon you!!!!!!

Dayton-Wright Raceplane

by Bob Roden

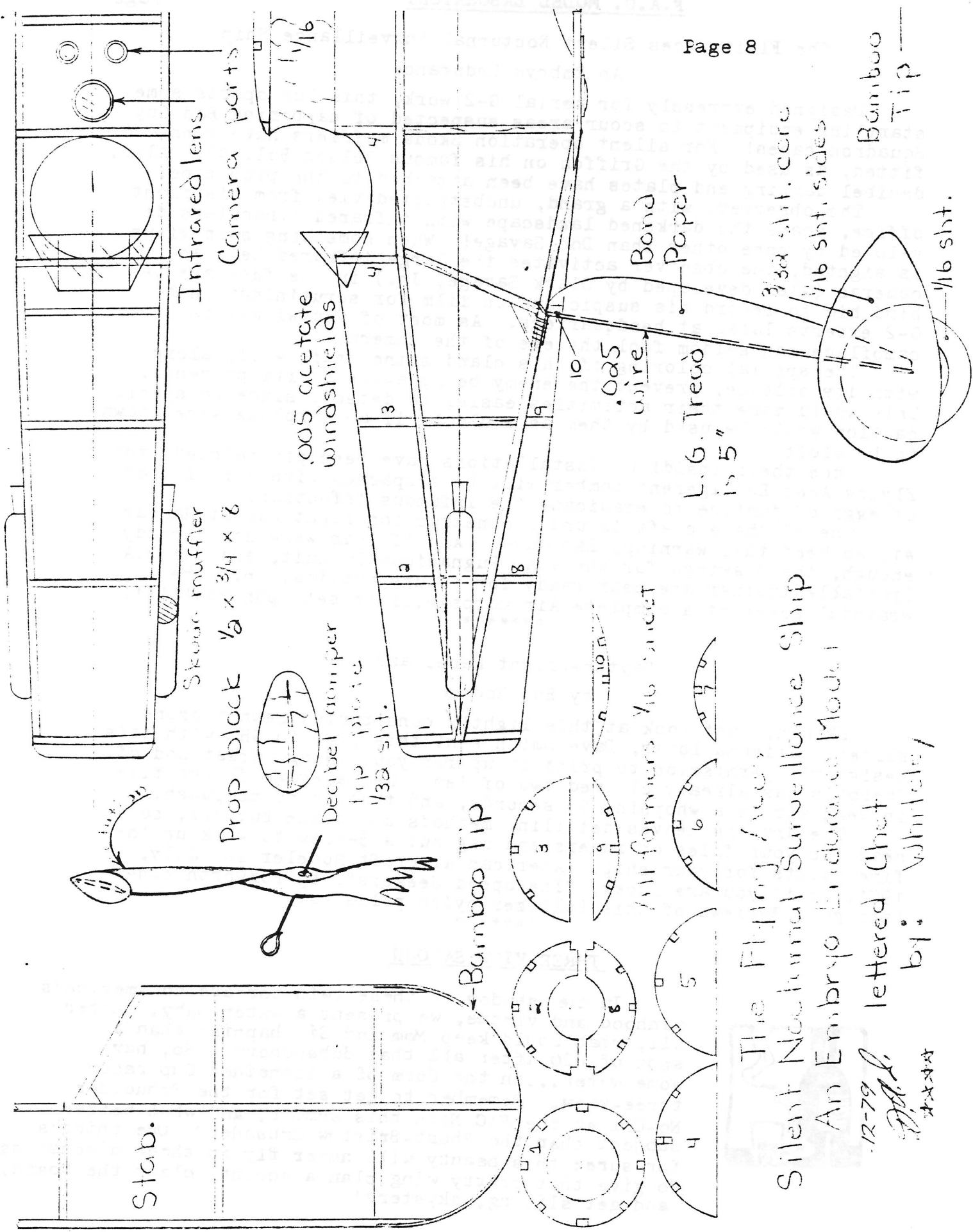
Skymen, just look at this lightly constructed Peanut ozone slicer. Arizona Loner, Dave Smith sent this plan to GHQ with it's designer's permission to print it up for you. Hung, Great God of Thermals has already claimed two of 'em! Her average flight time in dead air is a whopping 90 seconds, and that is no propwash.

The drawing leaves detailing methods up to the builder, so head for your files on racers and dig out a 3-view to work up the fine points for your ship. American Aircraft Modeler for July, 1971, or if you are lucky, "The Speed Seekers", by Foxworth contain good 3-views of this Pulitzer pylon polisher.

THREE VIEW SALOON



In the shadow of these twin threats to America's manhood and virtue, we present a Water Baby. After all, what could keep Mom and Sis happier than a spot of H2O after all that debauchery? So, have some water...in the form of a Schneider Cup racer three-view. Remember to get set for the Schneider No-Cal at the FAC Nats this summer, and what better subject than the Short-Bristow Crusader? One thing's for sure: this beauty will never fly in three dimensions! So give that pretty wing plan a squint, clear the board, and get slicing, skysters!



The Flying Aces
 Silent Nocturnal Surveillance Ship
 An Embryo Endurance Model

12-79 lettered Chat
 by: Whiteley

$\frac{1}{16} \text{ stim rib (23 req. req.)}$ $\frac{1}{16} \times \frac{1}{8}$ center stringer under platform

4-21-

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

Stab.

Motor Peg

Bamboo
stick

Make bay struts of $\frac{1}{32} \times \frac{3}{64} \times 2 \frac{3}{32}$

$\frac{5}{8}$ Dried out under
this rub both wings

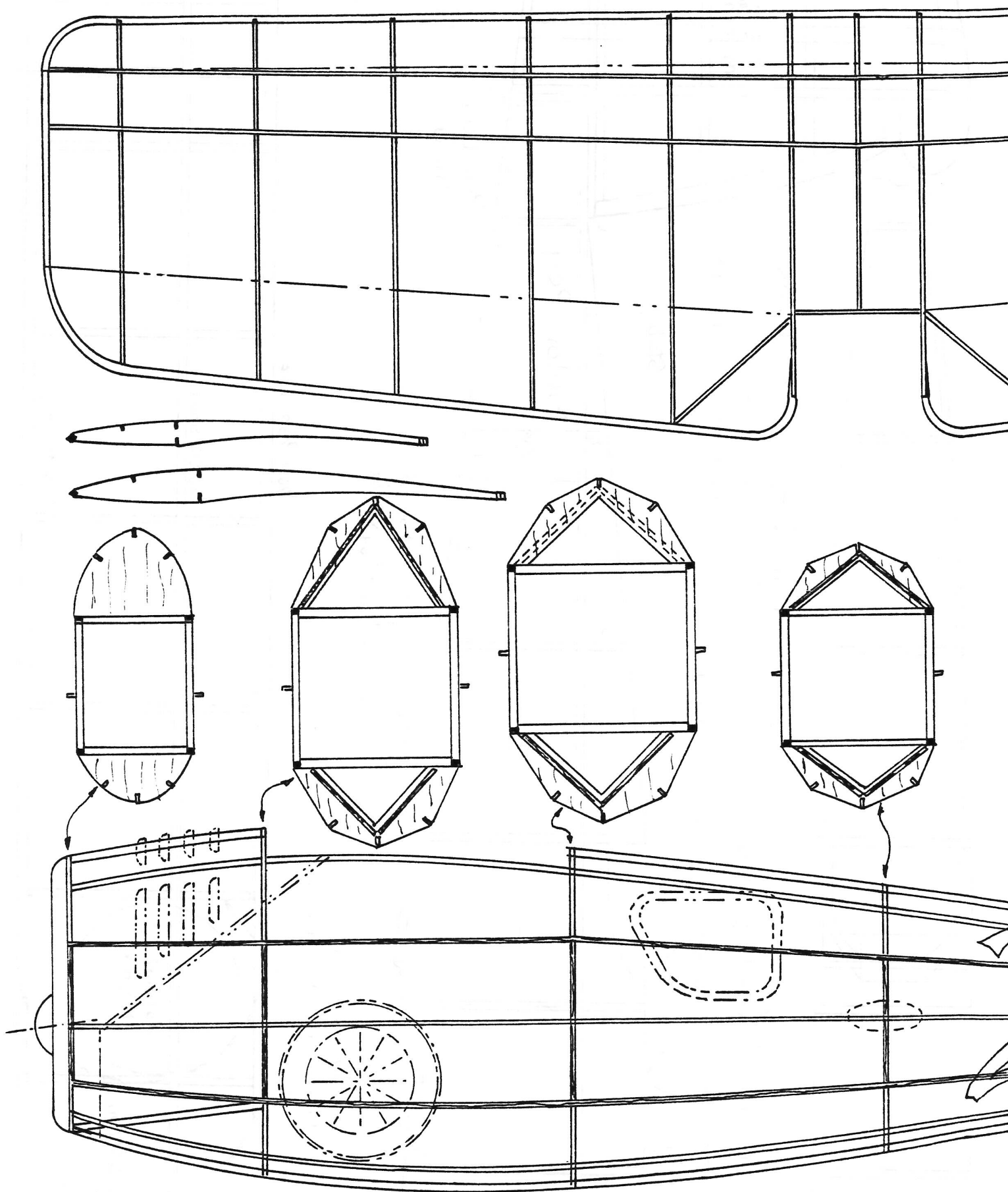
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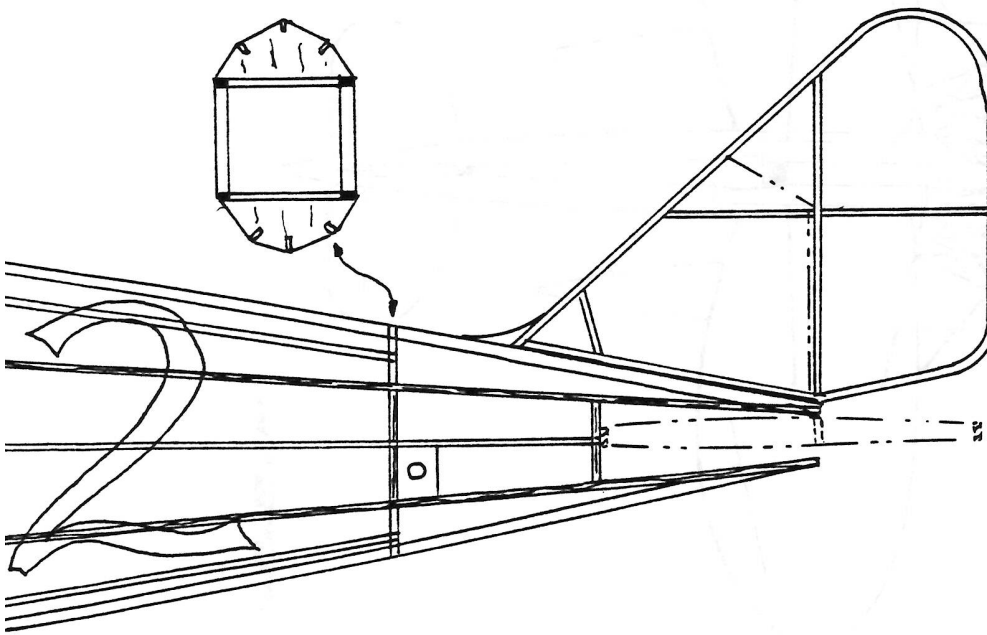
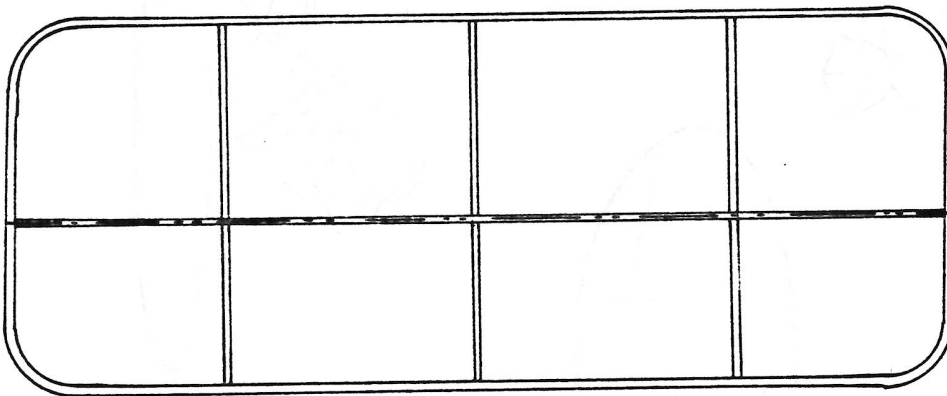
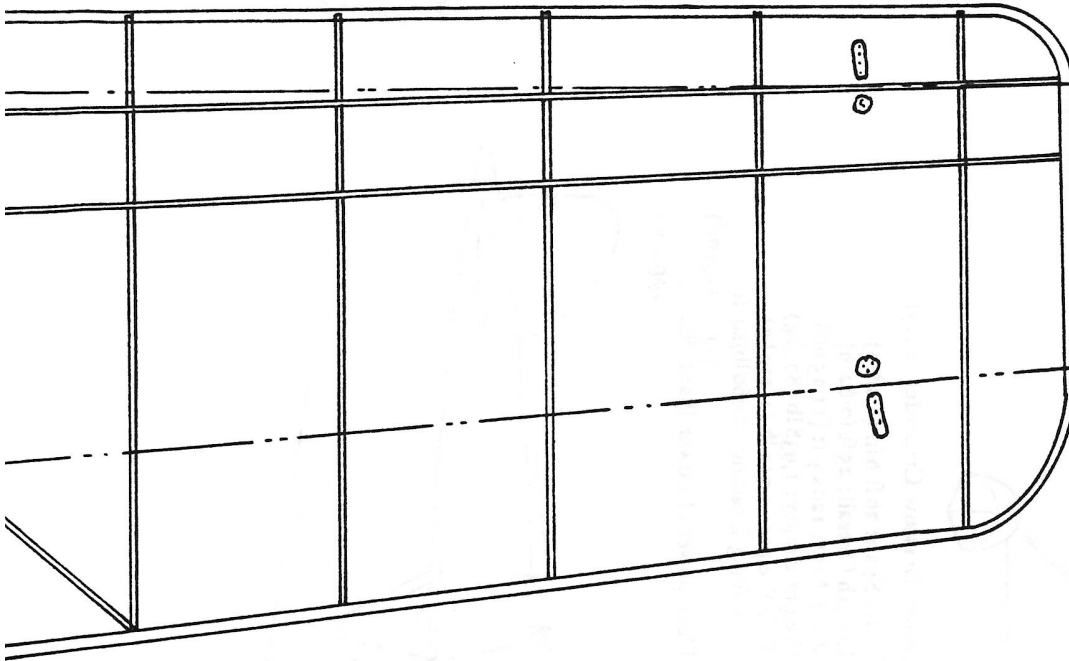
1/16 SQ Spdr

$\frac{1}{2} \times \frac{3}{4} = \frac{3}{8}$ T. E.

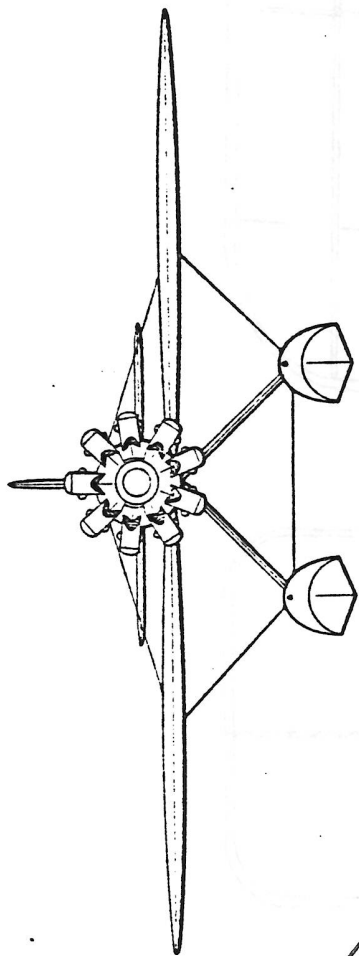
National
Insurance

Bottom
Wind



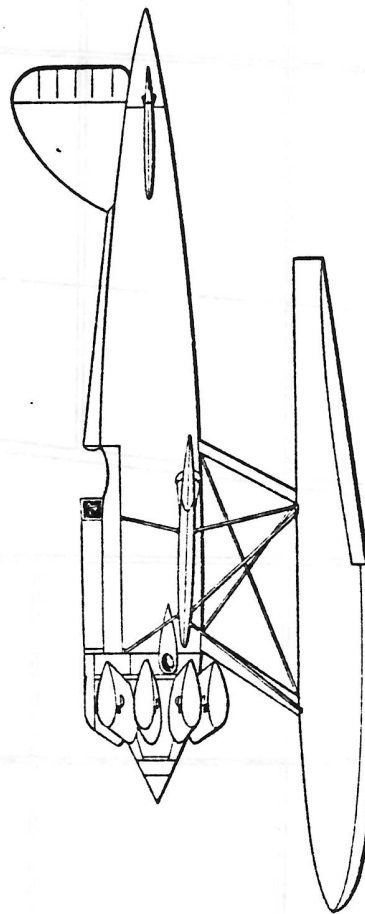
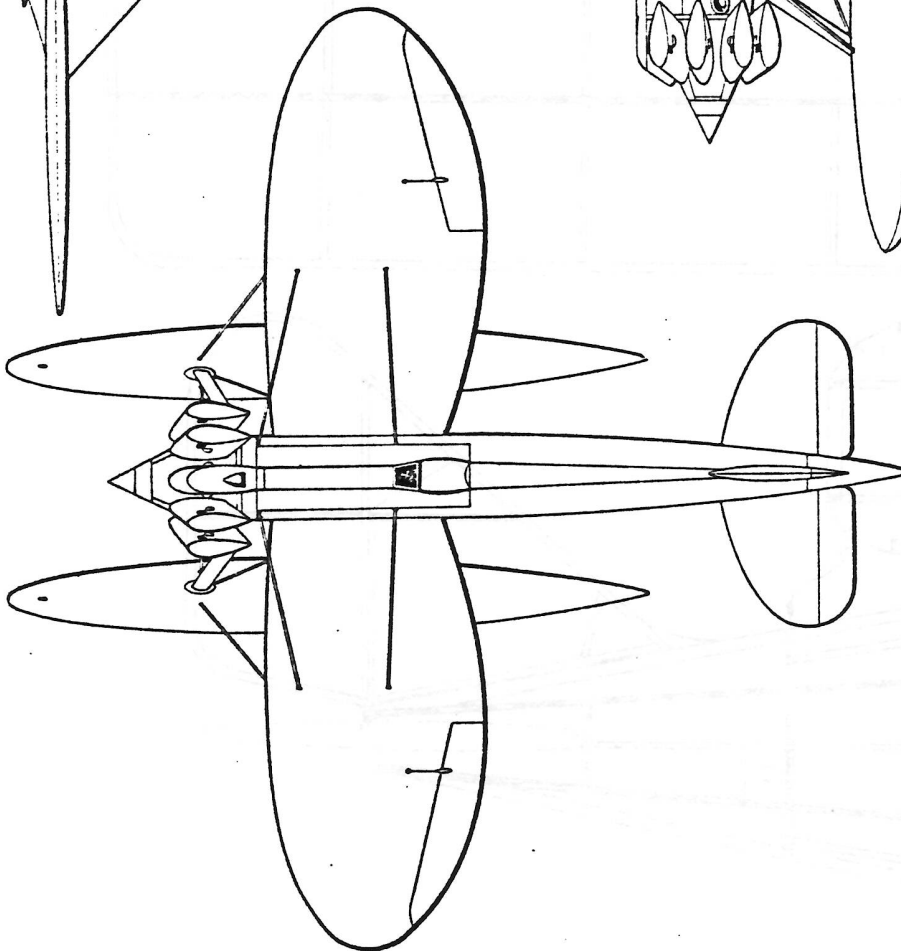


Gosh, stick fans, doesn't the wing on this crate remind you of Abe Bergman's "Zypher" published in Flying Aces 'way back, and recently re-published in "R/C Model Builder" magazine?



Short-Bristow Crusader (1927)

Wing Span: 26 ft 6 in (8.08 m)
 Length Overall: 25 ft (7.62 m)
 Wing Area: 120 sq. ft (11.15 m²)
 Weight Empty: 1,938 lb (879 kg)
 T-O Weight: 2,712 lb (1,230 kg)
 Max Wing Loading: 22.60 lb/sq. ft
 (110.34 kg/m²)
 Horsepower of Power Plant: 800 hp
 (approx.)

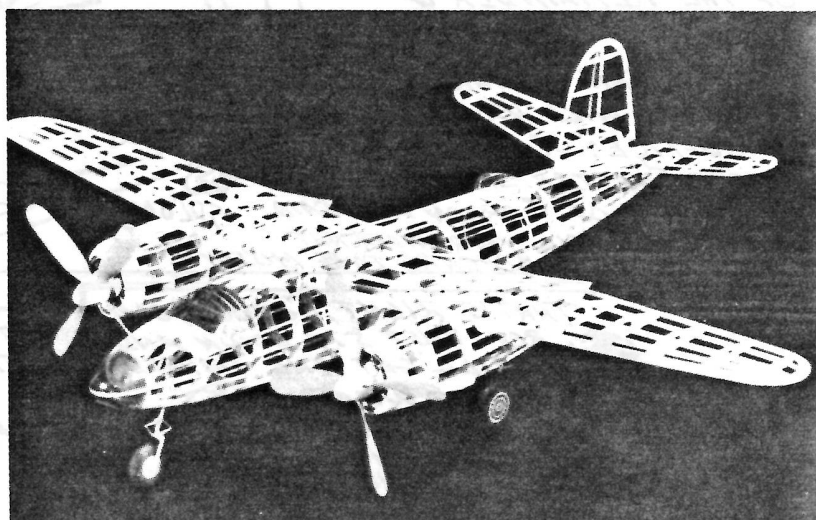


With The Model Builders

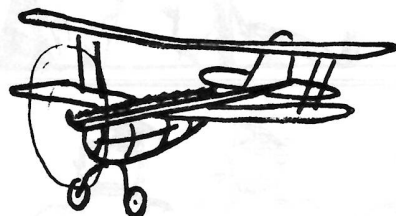


Those of us who were at the Fall Fly-in might remember this plane. It is Bill Henn's Jungmeister that flew into a utility pole and was utterly destroyed. It made a direct hit...pole on plane or plane on pole. A 15¢ stamp could have sent the remains all the way to Hitler's bunker, yet Bill took the mess home and rebuilt it! What you see here is the resurrected Jungmeister. Having done more than one rebuild himself, the writer can vouch for Bill's determination and craftsmanship.

And this picture spells BIG trouble for them German nazzis, as well as many a trophy fiend among us. It means that Pres Bruning is pretty well done with his house and is again on the loose in the FAC! When this murderous Marauder is done, we'll get it to run a few missions against the Bad Guys, for Pres's planes fly as good as they look. This plane looks to us like 30" of death-dealing dynamite. Welcome back to the skies, Pres. We know Hung is glad to see you. Your ships always still his hunger for balsa.



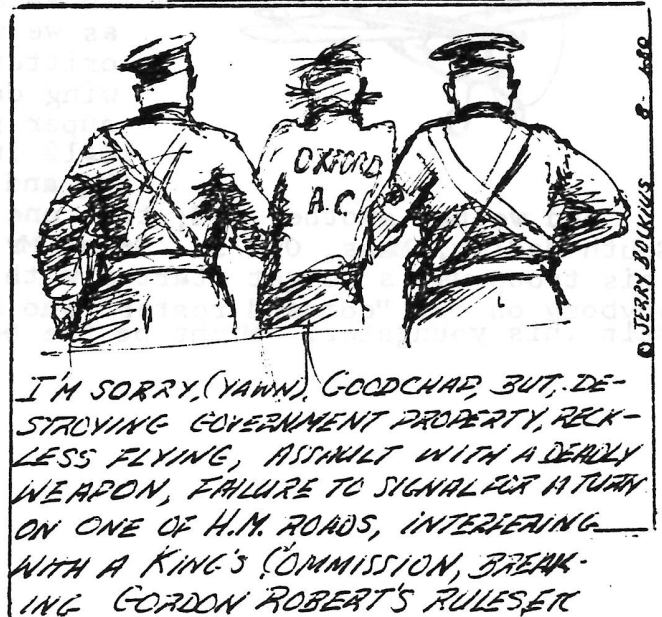
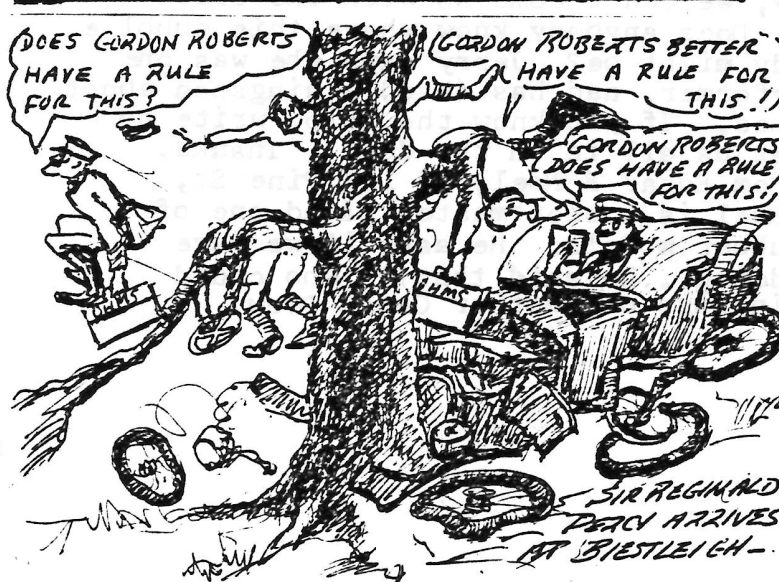
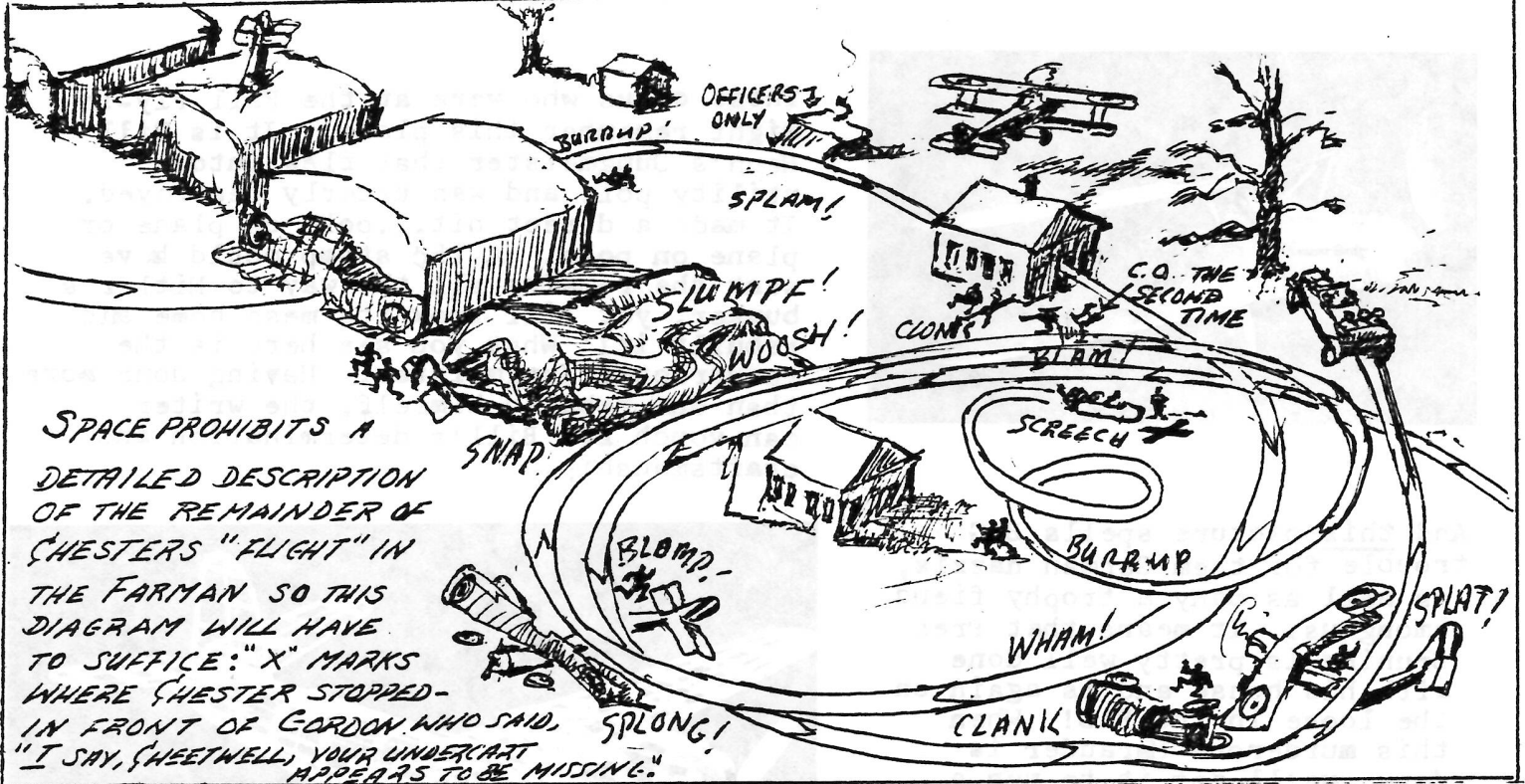
This little mite is flying on an SOS string. Jerry Bockius, creator of the Chester and Gordon adventures we like so well, says it is an Alan Orthof designed stick biplane that appeared in FA about 1938. Cudgel our wits and files as we may, we can't come up with the little critter! Does anybody know where this dubbl e wing dandy might be? Jerry says she was one super performer, nad has (had) a wingspan about 10-12 inches. If you know the ship, write to GHQ and let us all in on the dope! Thanks.



And we had another SOS; this one from Edgar F Noel, of 101 Pine St, South Hadley, Mass. 01075. Seems Mr. Noel is a scoutmaster, and one of his troop wants to get started with rubber models. He asks if we have anybody on our "command roster" (no kidding...he said that!) who could help this youngster. Might be the beginnings of another Chuck Drew!

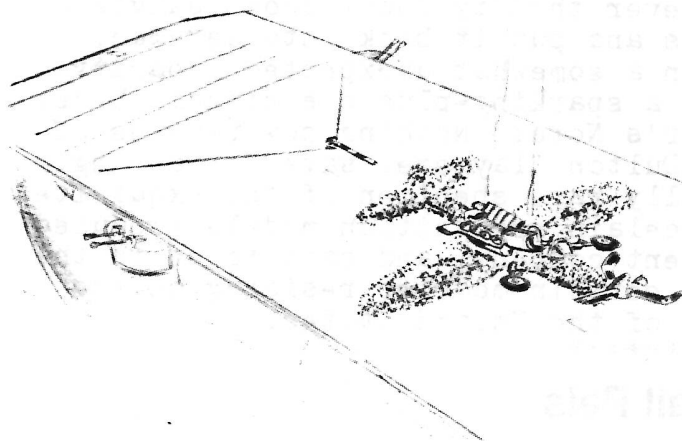
APRIL 1916 - VON ROTTENSOX GOES TO HALBERSTADT FACTORY TO TRY ON D-1 FOR SIZE.

JUNE 1916 - RUSSIAN SEAPLANE CARRIER SQUADRONS REEQUIPPED WITH GRIGOROVICH M-9s



AN HYSTERICAL HYSTORY

by Captain Frank Scott



While many aero-historians are content to endlessly re-compile the readily available facts concerning popular types (for example, the famous Boeing "Flying Citidel", or the well known "Palominos" of North American), it has been our good fortune that the Foreign Technology Division at McCook Field has ready access to certain rare documents. A digest of one of the more unusual follows.

On a short leave from his arduous duties at the famed Prangmore Aerodrome, and while searching for a figurine for his again preg-

nant bride, Captain DeBris found himself engaged in an earnest aeronautical discussion with the shop keeper of a small London gift shop. At the instigation of the shop keeper, DeBris consulted the famed ceramicists at the Royal Dulton Pottery Works in an effort to determine the potentials of incorporating ceramic products in airframe construction to alleviate the anticipated light-metals shortages. Ceramics are, of course, quite tough, as will readily be attested to by anyone who has had occasion to nibble on a fire-brick, or attempted to walk through a plate-glass window.

Royal Dulton executives, becoming excited at the prospects of huge government contracts, promptly placed their entire engineering staff at the disposal of Captain DeBris. (To this day it remains obscure as to why they had an engineering department in the first place) It did not take long to establish that certain ceramic parts might be especially suited for naval operations, being impervious to the wet, and completely corrosion resistant.

Construction (casting) of the sole prototype Claymore quickly ensued, and ever conscious of Royal Dulton's enviable reputation for quality, the airframe was made only of the finest bone-china. Camouflage and markings were tastefully applied by hand in a series of five successive glazes and firings. The specially built Rolls-Royce Marvin powerplant was furnished with hand-thrown spinner and radiators, and in keeping with the non-metallic nature of this machine, propellor blades were furnished by Rubbermaid.

It is not surprising to learn that it fell to our heroic Capt. DeBris to deliver the Claymore from the RAF Prangmore Aerodrome to the Royal Navy's aircraft carrier, HMS Reprehensible, for carrier qualification trials. As DeBris approached the Firth of Fifth, where HMS Reprehensible was steaming, he found that he had inadvertently used the recognition codes to wipe up a bit of peanut butter and jam from his flight lunch (which had been packed by

his ample, and adoring wife). He was consequently, fired upon by the escorting battle cruiser, Cape, and the frigates, Dubious, and Vacilate. DeBris, quite naturally mistaking the intense fire as a welcoming salute, proceeded with his first ever carrier landing.



It is with regret that we must report that the Claymore's only carrier landing has been described as rather heavy, the aircraft being quite shattered by the shock. Even though the Claymore was surveyed by the Senior Service, and judged to be a complete loss, the ever thrifty local Scots salvaged the remains and put it back into service, although in a somewhat unexpected capacity as grit in a sparking-plug cleaning machine.

Author's Note: Nothing now remains of the Royal Dulton Claymore, save for a single fantastically rare specimen of the exquisite little porcelain recognition models produced by the parent company, and said to be in the hands of a certain modeler residing on the West Coast of the United States.

Airmail Pals

By turbulence skybirds, the ol' mail bag looked like it was gonna bust open at the seams. Reminded us of a Gee Bee fuselage. Lots of swell Christmas greetings were most of the contents, and an interesting letter from an FAC who has joined our group of rib-slicers battling for honors at Pinkham field just a bit over two years ago. Lt. Tom Sandor, who piloted a Vari-Viggen at the Fall FAC Meet, is the author of the letter we speak of, and it's obvious to us that he is plenty aero-savy. Take it, Tom.... "I am relatively new in this field of model competition..... The FAC rules, for the most part, are really quite well put together. The point system is interesting, to say the least, and inspires us to come up with new and unusual designs."

"Changing the one raceplane event (Thompson-ed.) to strictly radial engine design types will continue to make room for newcomers in this event to compete."



"Without these "new looks" at the rules, the contests could possibly become an array of "copy-cats" chasing after a "flying trophy", so to speak. And there goes originality and some incentive, too, I believe."

"A step further, in what I hope is constructive observation, is the awarding system, itself. To make it truly fair and reasonable for all, no matter the design, why notno less than 30 seconds flight to compete....". (In place of the present 15 secs.-ed)

Well gang, it seems to us that Tom is just the keen observer we'd like to have peering through the infra-red binoculars in the front 'pit of this issue's Flying Aces Silent Nocturnal Surveillance Ship! His idea to push the qualifying time in FAC Scale up to 30 seconds makes sense to us, as that rule is some 15 years old. We have come a long way down the modeling runway since. But, just in case some avid stringer-bender is out there preparing a DO-X for the 1980 FAC Nats, we feel that rule change should not go into effect 'til the "Big One" is over. So count on that change then, fellas.

Lt. Sandor has yet more to comment on gang, so let's stay right here next to his soap box and lend an ear.....

"For the awards: FAC Scale, all raceplane, and Peanut Scale events, pertaining only to first place....."

"Anyone who has succeeded in winning "1sts" with proven outstanding performers (models such as laceys, Fikes, Folkerts, and Chambermaids) may politely "retire" their "charmners" to make room for newcomers reaching for the same honors."

"This would not rule out the model design itself, only the person who has already won with it. By doing this I believe you would possibly accomplish some interesting results.....

1. New people will be attracted to these exciting events, perhaps with the same proven designs, or even something more original.
2. Those having already, with Fikes, Laceys, etc., in past contests won first places, will be encouraged to also go on to building something different, and original."

Well fellas, that is a good idea Tom has put forth, but like many laws, enforcement is near impossible. I am sure there are no FACs around who would want to volunteer for the job of "book-keeper" on all the first place wins of these proven designs, and who won them!

When Peanut Scale was first developed by the FAC, there were no Fikes and Laceys in the skys. The biggest bargain for the winner's circle back then was a Tailwind or Cougar. And a Waterman could still nose them out. Even bipes were winners back then. The easy way out of this dilemma would probably be to put a cut-off date on types to model that preceeds all these "trouble makers". But, that is much too harsh, and restricting.

The gang here at GHQ thinks the best thing to do is simply to rely on each other's sense of sportsmanship. How much satisfaction can be gained by winning time after time, with the same equipment? Especially, if the equipment used is so terribly superior in design?

If we legislate against such things, then the FAC will become a step closer to the type of modeling the AMA rules have seemed to foster. In the Flying Aces Club, we do not want members that build models. We want models that build model members. We want men with spirit. Spirit of fair play. Spirit to accept challenges. Spirit of the skies! Extensive legislation will NEVER instill this in anyone.

TENTATIVE DATE FOR THE F A C NATIONALS

Ted Wales has been in contact with Frank Scott recently, and according to Ted, August 9th and 10th are the dates Frank is presently working and hoping for at Wright Patterson AFB for the F A C Nats. Let's just keep hoping those red-starred rowdies keep in their place and all Franks's work (and our hopes) don't go down some red rathole. We'll keep you all posted as things jell more for Frank. Meanwhile, keep building and testing. The day is coming!

