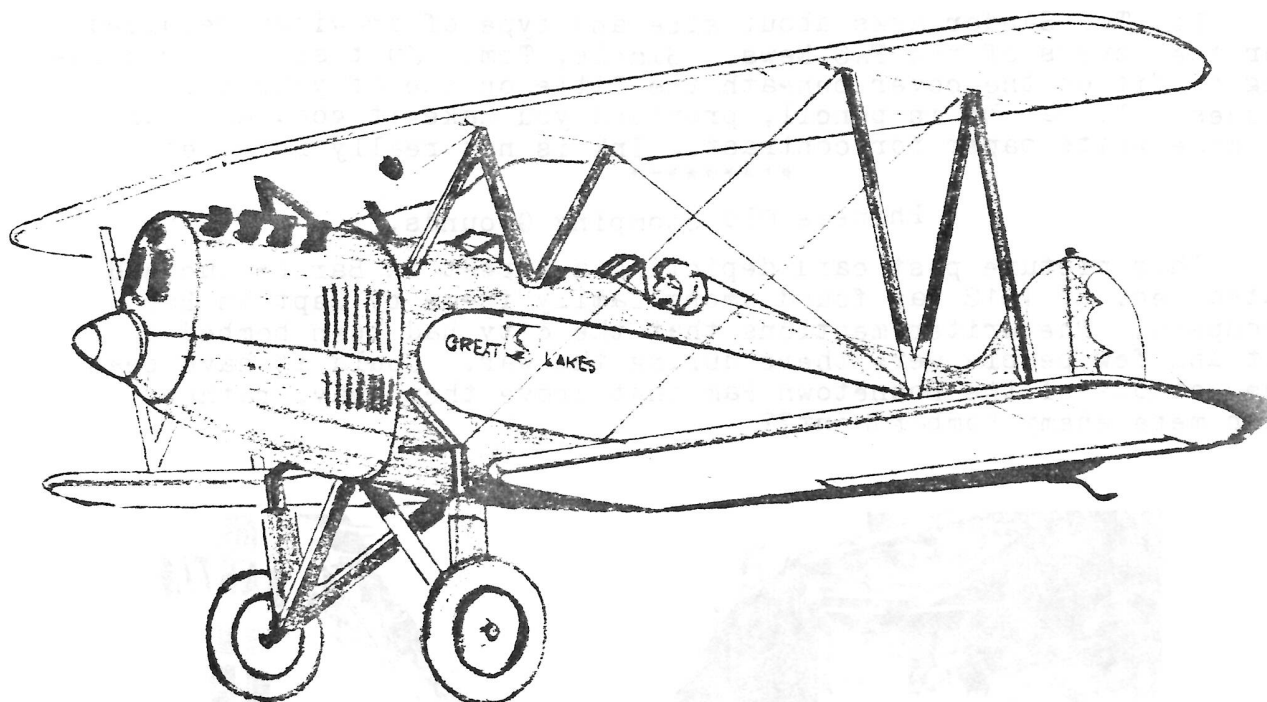


FLYING ACES

Club News

Number 3, 1980
(#73)



FLYING ACES TRACTABLE TRAINER EMBRYO

GRIFFON YARN CHESTER AND GORDON

BLACKBURN SIDECAR PEANUT

SPRING MEET RESULTS AND MORE!

The Great Lakes biplane. An all time favorite of American modelers is the subject of our cover drawing this time 'round. This ship was used by the Ryan School of Aeronautics in it's pre-ST days. It launched E.T.Pachasa on his way at the controls of the world famous Cleveland Model and Supply Co. Other model firms picked up the lead and kitted their versions of this fine flying and colorful biplane. One of Megow's earliest kits was of the Great Lakes. It also appeared in Flying Aces magazine in April, 1935 designed by Avrum Zier. Scientific, Comet, and on, and on. An everlasting favorite still to be seen to-day at Old Rheinbeck Aerodrome powered by an inverted Menasco, as some versions were.

Our cover artist? Well, all you long-time FACs will no doubt remember the "Milford Fox", alias Bob Jespersen, from our days of aero dueling at Orange Avenue. To the Fox, there are only two important airplanes in the world, in the monoplane category, the Howard Pete. In the biplane category, the Great Lakes. This ship also launched Bob on his way in the kit business as the first kit for R/C from "Scale Line". Yep, gang, you just can't help but like this swell looker. Isn't it time you had one on your model tarmac?

Drawings for the FAC News.

It. Tom Sandor asks about size and type of drawings required for the covers of the FAC News. Simple, Tom. Just size your drawing to fit on the cover beneath the Title on one of your existing issues. It can be in pencil, provided you make it good and dark on nice white paper for contrast. Ink is not really required.

Phineas Old Stomping Grounds.

This picture post card depicting a street in Bar Le Duc and dated Dec. 8, 1918 was found among family items by Captain Bob Thompson. The writer mentions that the city had been bombed a lot and few people were there during the war. Could it have been the actions of the Boonetown Bam that drove them away, rather than mere enemy bombardment??



38 BAR-LE-DUC, -- Le Monument Michaux et la Rue du Bourg. -- LL. Edition des Magasins Reunis.

FIVE IN A ROW!

Five FAC victories at one meet? Naw, we mean five GHQ meets in a row that were held in truly un-Hungly weather! Yep gang, for two and one half years Hung seems to have deserted the flyers in the headquarters area. Non the less, thirty seven faithful contestants showed up and flew their damp sky dashers as if the sun were as strong as a batch of new Pirelli. To appease the Great One, Ted Langley and Ed Heyn made a considerable flaming sacrifice of a veritable fleet of pretty fine looking models with Bob Thompson acting as High Priest and Holy Igniter. In true FAC fashion, Ted Langley toasted marshmallows over the offering. One must do one's bit in the energy crunch.

Some interesting visitors were in evidence. Hank Struck (interesting enough in his own right) showed up to fly with his boss, Teddie Kenyon, who test flew Hellcats for Grumman during the second big go-around. Teddie's husband taught her to fly in a Travel Air 2000!

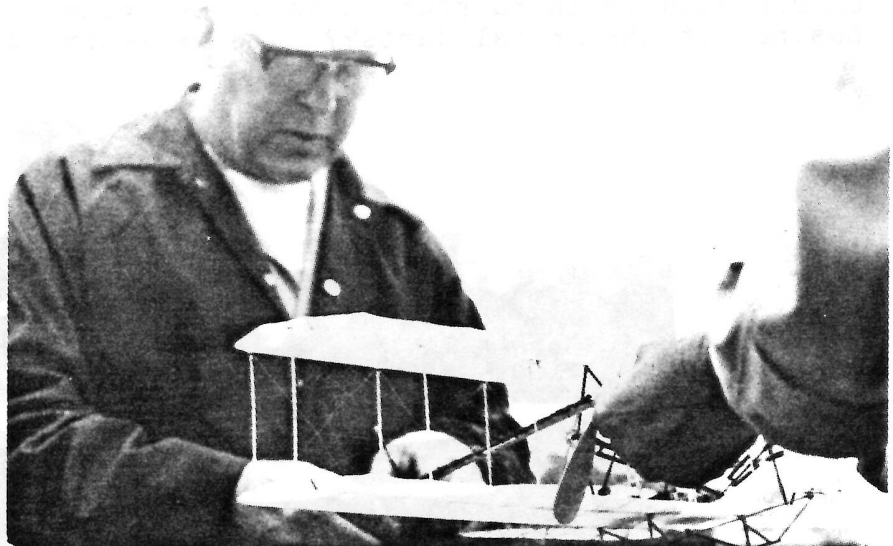


Mark Fineman and his IS-4 Russian experimental ftr. Real ship had small wing that extended from under main wing to become bi-plane for landing!!!

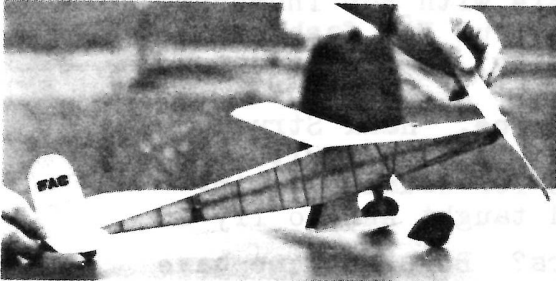
deserving of the honor is the 1904 Wright Flyer II built by the 3rd Wright brother, Royall Moore. Leaning even more toward true scale than his Wright Flyer (1903) of last year this masterpiece turned a flight of 50 seconds to aid in it's final score of an amazing 181 points!!! The gang here at GHQ think this a truly wonderful feat of modeling.

Fly overs? Boys, did we have 'em! Lt. Eddie Novak led the lot in the morning with his Cessna 120. Later on ed's instructor, Chet Fudge gave us a blurred look at his Cassutt pylon polisher. The guys that really copped the prize for low passes were Rocky Capone and Bill Jennings in their Wag-Aero "Cubby", which is a home built copy of a Piper Cub. Now these lads must have planned to go fishing next day, as they really looked like they were digging bait! Toward the end of the day a Stinson Reliant passed over, and a Kinner Fleet circled a few times to check out the scene.

But lets get on with a run down of what went on with our clubsters on terra-firma and their aero-artistry in balsa and tissue. FAC Scale had 21 entries. The winner, pictured below, and well



Colonel Chuck Drew captured second in FAC Scale piloting his sleek Chambermaid for a score of 140, while the Vari Viggen of George Meyers came in third scoring a tidy 137.



Poised for take off we find the Belligerent Bomber entered by Jeff Chrisey. Yep fellas, there were a number of FAC Air Corps ships on hand. So many, in fact, that the Bad Guy Squadron was conspicuous by its absence. Not even a sneaky deed was done!

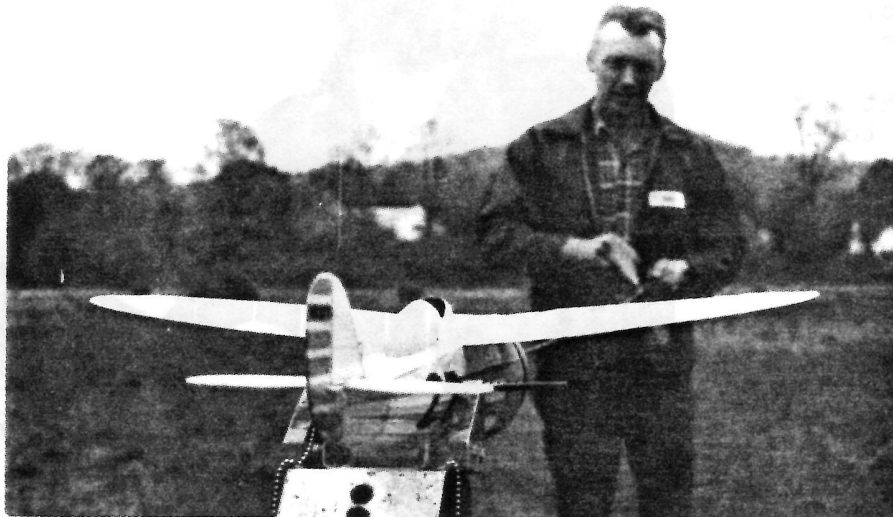
Of the 14 Embryo ships entered Chuck Drew bested all with his original "Cloud Hopper". Second spot went to young Billy Henn flying his Struck Eaglet. The Flying Aces Belligerent Bomber of Royall Moore secured third.

Have you Peanuteers ever taken a good look at the neat Hawker Fury Bob, "Bamboo", Bender has been flying? Now you will have to admit, it is just about the nicest bit of craftsmanship going. And how about all that detail? Sure, says you, but those kind won't fly much. WRONG! Although his third flight was a modest 27 secs, Bob blasted the ozone on his first two with 190, and 115 seconds! Eat your heart out Lacey flyers! Here is the run down.....

1st. Bob Bender, Hawker Fury.....	827
2nd. Fred Ewing, Tailwind.....	646
3rd. George Meyers, D-vis DA5-A.....	640

Of the six ships entered in No-Cal the Helio Couriers of Bill and Billy Henn placed one and two. Third spot going to John Stott in the Flloyd Bean Spl. that looks more like a profile blimp when in the air! Enormous for the 16 inch wing spread.

Off to the Races, wingsters. The Shell Speed Dash saw no less than 18 thundering clipped wing terrors slicing the humidity to seek their qualifying spot in the mass launch events later in the day. The Cessna CR-3 flown by Capt. John Stott blasted in the winning time of 161 seconds. Right in his propwash we find Chuck Drew and the Chambermaid turning a close 159, with the Pelatowski Chambermaid in third spot at 147. Hey gang, a blunt nosed radial nosing out the aerial darts?? Are we learning something here??



Half of the ten Greve qualifiers roar away into the first lap of the First Heat. The sleek yellow Schoenfeldt Firecracker flown by Herb Shirley is first down eliminating it from a whack at the trophy. In the next lap George Meyers' little Howard Pete finds itself on the sidelines by touching down first.

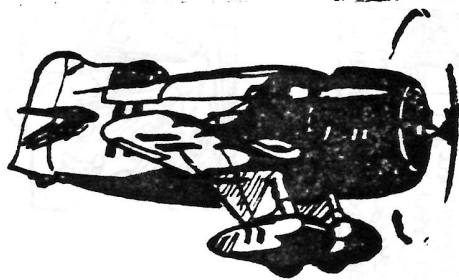
During the Second Heat Jeff Chrisey is eliminated in his Peanut Folkerts "Toots" while John Stott and the Chambermaid crash in the next lap. This leaves Chuck Drew, Fred Ewing, and Ed Pelatowski all flying Chambermaids to bend throttles against the Folkerts of Ed Heyn, the Keith Rider "Suzy" belonging to Hank O'Dwyer, and the ageing Caudron flown by Joe Whiting in the Final Race for the Greve Trophy.

This event goes the full five laps with O'Dwyer out first, closely followed by Ed Heyn's Folkerts with motor trouble plaguing it around the pylons. The Caudron cannot keep pace with the young blood and Joe Whiting is retired from the race next. The Chambermaids then get quarrelsome as Ed Pelatowski's spins in, with Chuck Drew doing a neat imitation in the final lap! The Chambermaid of Fred Ewing emerges the winner!!!! Congrats Fred, you've won the Chamberpot.....er no, we mean Greve Trophy!

The two Heat Races of the Thompson mercilessly eliminate the big Cessna CR-3 flown by Ed Pelatowski, and the fine Hall Bulldog piloted by Bob Bender from a chance at the supreme victory coveted by all pylon skimmers. The line up for the final finds the Shell winning Cessna CR-3 of John Stott, Meyer's Pesco, the brand new Marcoux Bromberg of Tom Nallen, Bill Henn's Hughes, last year's winning Hughes flown by Ed Heyn, and the dark horse Travel Air Mystery built and entered by Herb Shirley, now proxy flown by Bob "Speed" Thompson.

The two favorites are out of the race in the first two laps! The crowd can hardly believe it, but the Stott Cessna and the Henn Hughes are eliminated quickly! The Marcoux Bromberg is down first in the third lap! By turbulence, "Speed" Thompson is doing a magnificent job wrapping the Travel Air around the pylons. Owner Herb Shirley would sure be sprouting worry dew like an Italian fountain if he were here to see this! But alas, the dark horse is first to touch down in the next to the last lap.

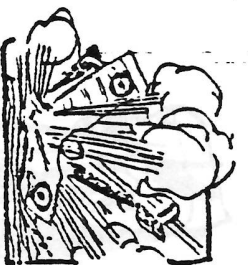
The Pesco and Hughes thunder past on the last lap of this great race. Will Ed Heyn do it again? But no, the Meyer Pesco is way up and looking too good to stop short of the coveted mark, and she comes thru in grand style to capture honors for her builder-pilot. Nice going, George!!



And so winds up yet another Pinkham Field fiasco. We did not mention above the wide variety of weather our clubsters were flying in, like the pause in the Thompson to let a vicious line squall rip through, to the other extreme of sunshine and thermals! No World War Two Combat event was held as the D.C. Maxcutters wisely kept their hangar doors sealed tight, and no Aerol was held as all racers qualified for the closed course events. See you on the first Sunday in October, gang, so be ready. You will probably have FAC National winners to battle against!!!!

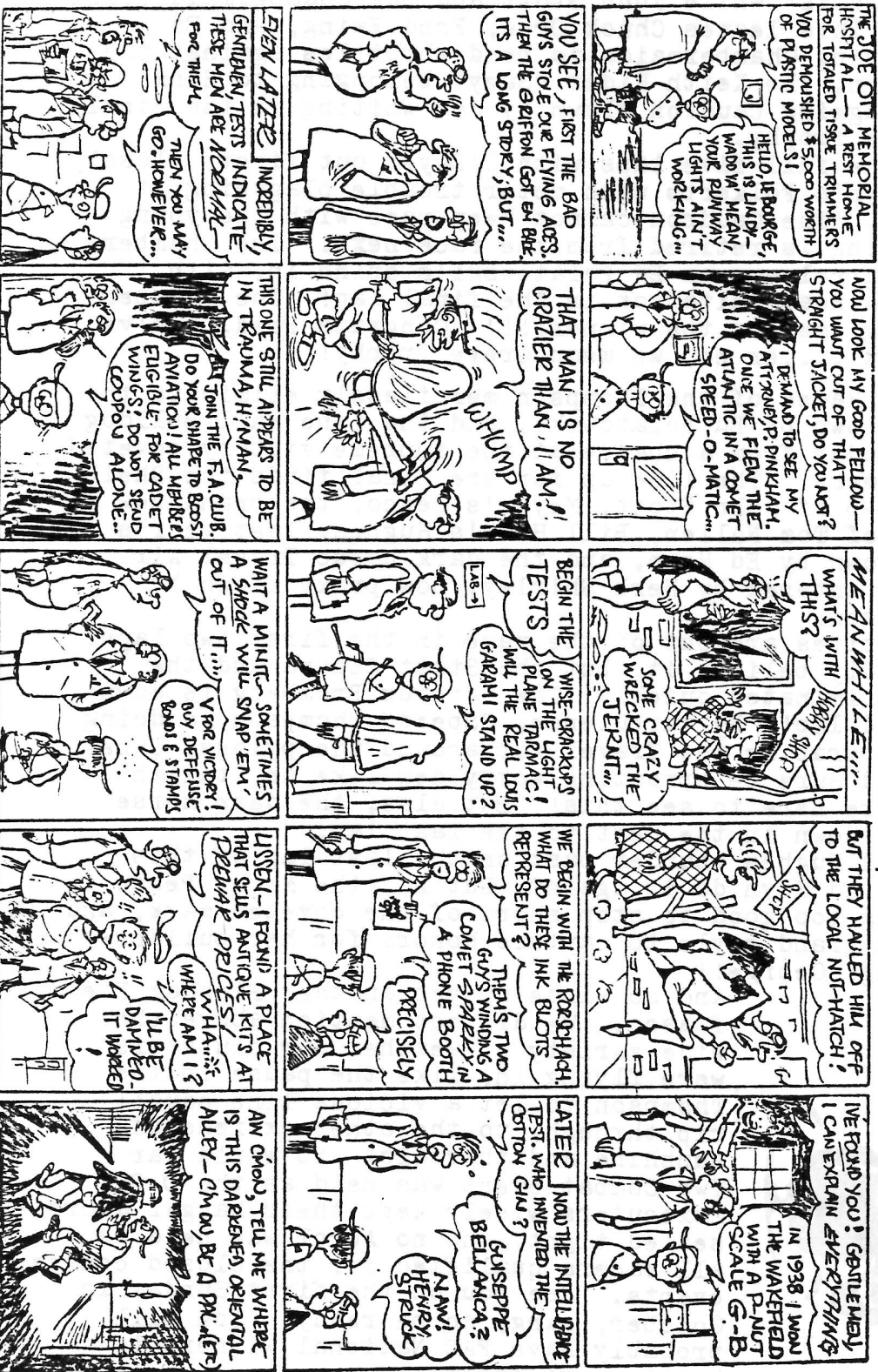
All contest photos by Lt. Tony "Canolli" Faranda.

WISSECRACK-UPS



by BOB ROGERS

Fig. 6.



BLACKBURN SIDECAR PEANUT SCALE

by Bob Howard.

Ohio ozone chomper, Bob Howard sure shocked the wheel pants off the gang here at GHQ when he presented plans to this unusual put-put of bye gone days to us for publication in your favorite mag. Back in issue #68 a 3-view drawing was presented for all you stringer benders to ogle. Little did we think some dare-devil would attempt this aero-tyke, but then we should really know by now the spirit of FACs.

Bob tells us his ship turned out light in weight, but has a tendency to warp her wings. A glance at the plan will tell you Bob has gone for the new Kinked 1/16 square wing rib style of wing structure on this bird. Better count on those guy wires doing a real job in staying these wings, and why not. Isn't that what they were there for?

The tail surfaces being supported by only their spar indicates the use of bamboo might be wise as spar material, with a dash of stabilizer enlargement for safety.

We will be waiting to see a snap shot of your little bus, so better get busy, fellas. Good flying weather is about here!

THE FLYING ACES TRACTABLE TRAINER EMBRYO ENDURANCE

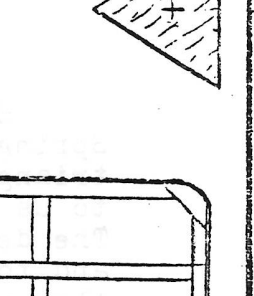
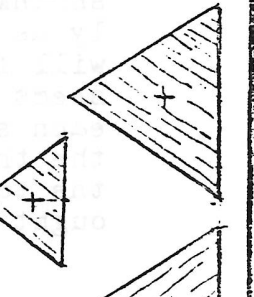
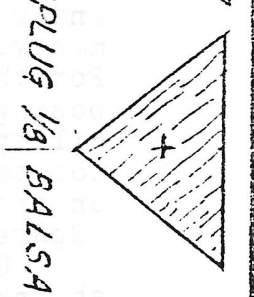
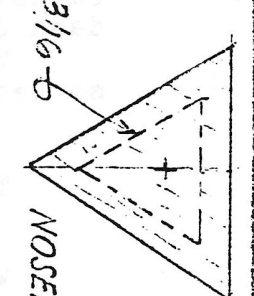
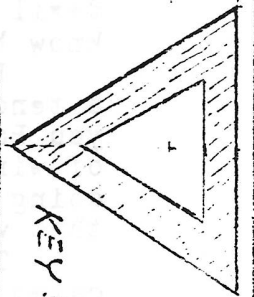
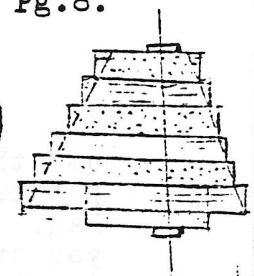
by Dave Stott.

Well Embryologists, now that you have a good sized air corps under your command, you will have to be sure of capable pilots to man your bomb droppers, hot pursuit jobs, and observation busses. For that important purpose the Flying Aces Design Bureau is proposing this sleek low winger. She has good proportions for docility, and those two open 'pits are close enough for the instructor to whang the stude' with a fire extinguisher should he freeze on the stick. Our designers are firm believers in the old adage, "Spare the rod, and crash the crate" as applied to aero tutoring!

Use contest weight balsa to build the structure, and do not shrink the covering on the flight surfaces. Cover them as smoothly as possible, and coat them once with lacquer, not dope. This will fill the pores of the tissue without shrinking. If the wing seems too flexible for comfort, add two bamboo brace struts to each side attaching them to the leading and trailing edges where the third rib is (counting the root rib as the first rib) and the top longeron where the instrument panel formers attach. This ought to keep 'em from fluttering in high winds.

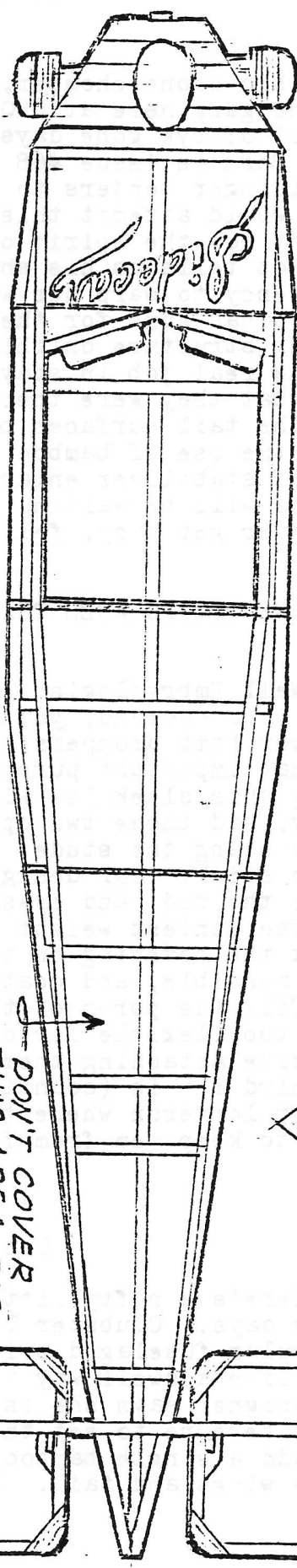
BILL HADDEN'S BIPE
October 1942 Flying Aces.

Here's a nifty little bus to take for a spin on these fine Spring days. Clubster Ted Langley had one of these bi-winged triangular fuselaged trinkets slicing the ozone last Fall. Looks to us like a swell way to relax between scale jobs, huh gang? The designer says she is a hot climber on four strands of 3/32, and to be sure to set the wing incidences as he has shown them. Also add a single bamboo wing brace strut and cover only the top of the wings and tail. By turbulence, she's a cute 'un!!



MAKE ENGINE FROM
SCRAP BALSAS

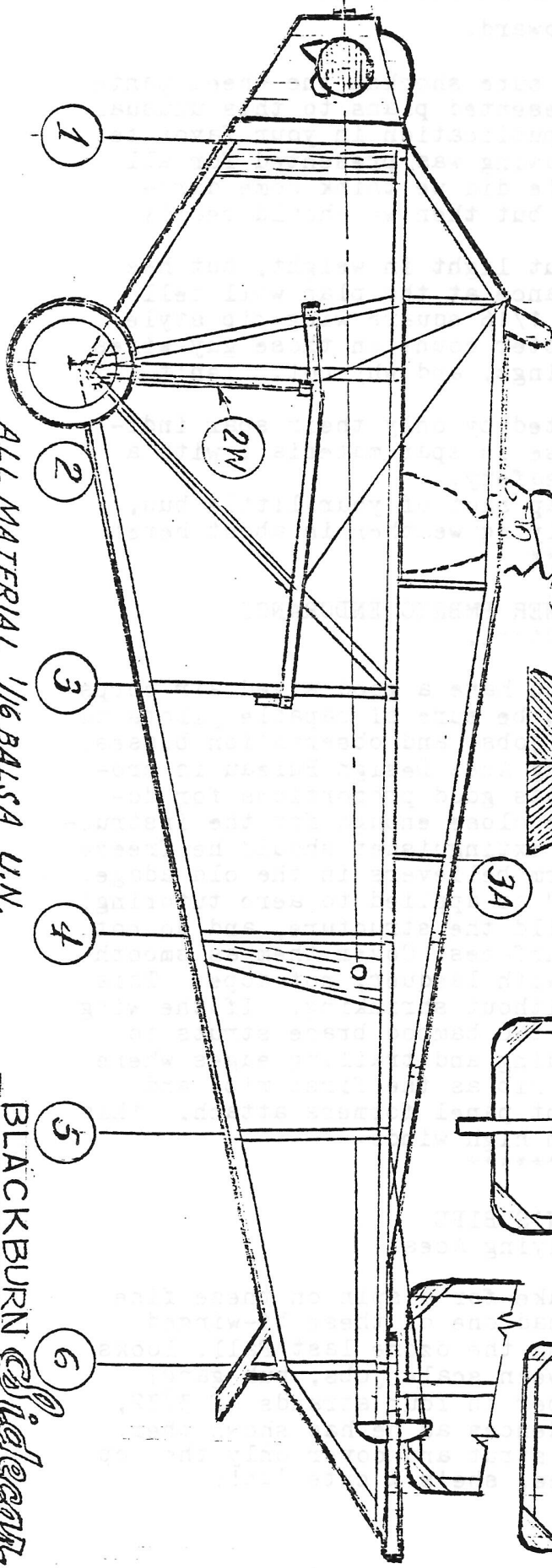
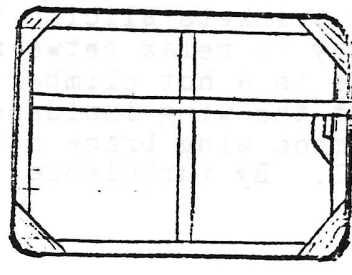
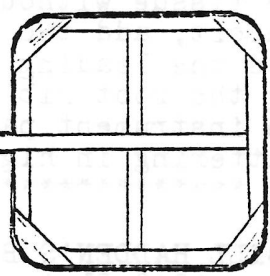
DON'T COVER
THIS AREA - TOP



1A

2A

3A



1

2

3

4

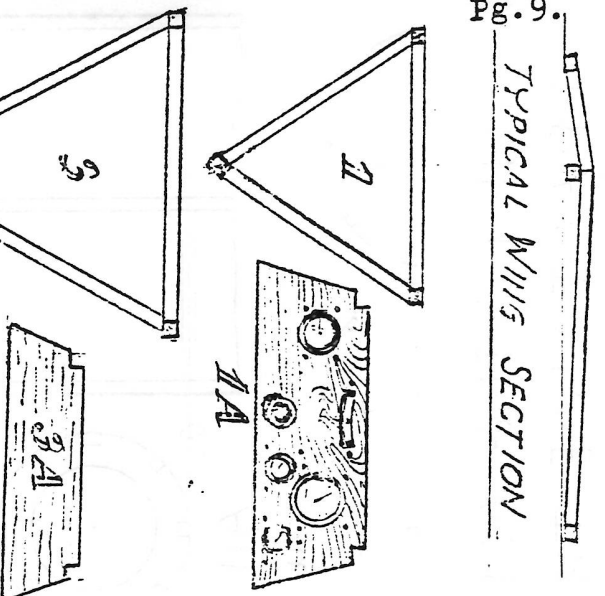
5

6

ALL MATERIAL 1/16 BALSAS U.N.

BLACKBURN *Blackburn*
SHEET 1 OF 2

TYPICAL WING SECTION

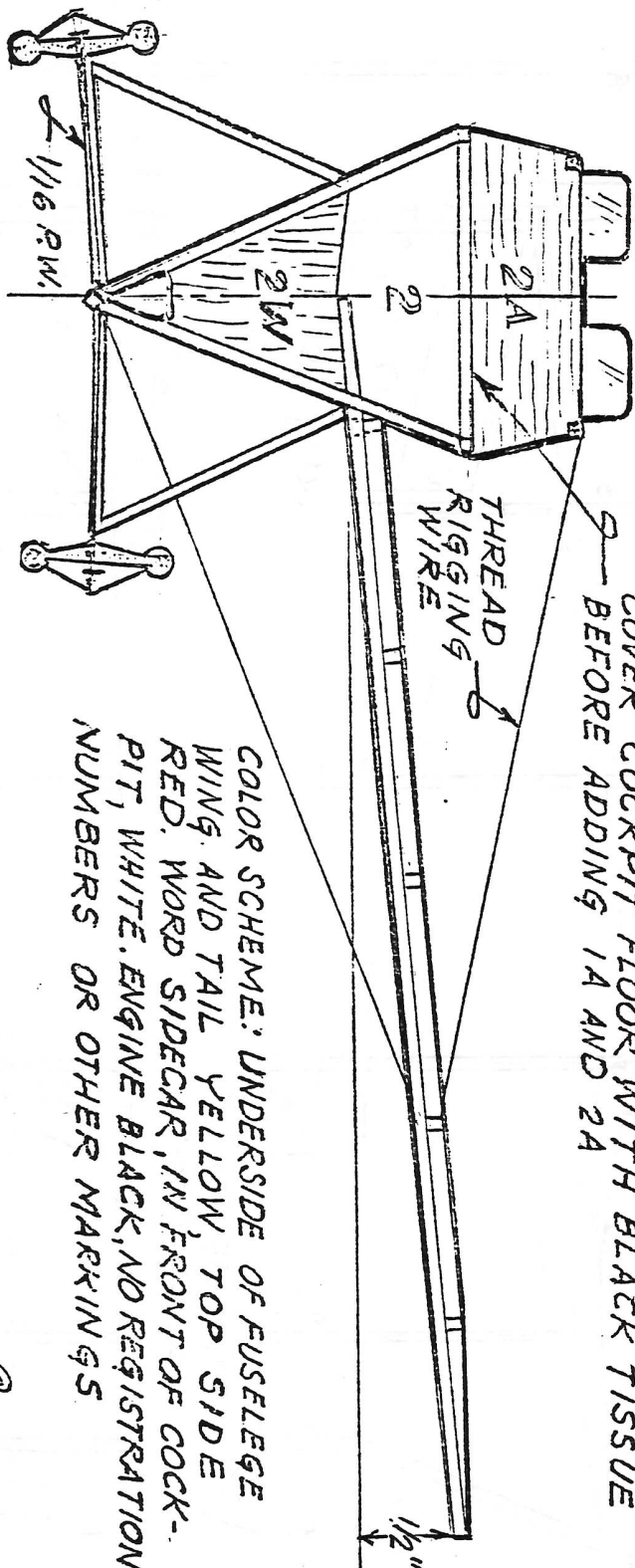


NOTE: TURN WING FRAME OVER BEFORE
ADDING RIBS TO PORT SIDE WING

COVER COCKPIT FLOOR WITH BLACK TISSUE
BEFORE ADDING 1A AND 2A

THREAD
RIGGING
WIRE

RIGGING
WIRE
ATTACH.



COLOR SCHEME: UNDERSIDE OF FUSELEGE
WING, AND TAIL, YELLOW, TOP SIDE
RED. WORD SIDECAR, IN FRONT OF COCK-
PIT, WHITE. ENGINE BLACK, NO REGISTRATION
NUMBERS OR OTHER MARKINGS

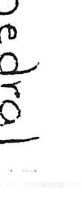
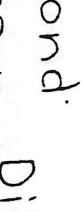
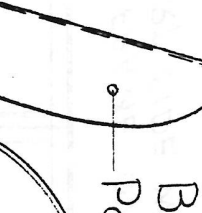
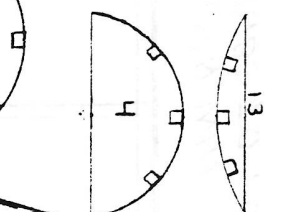
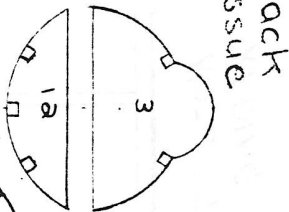
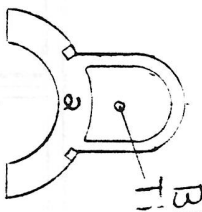
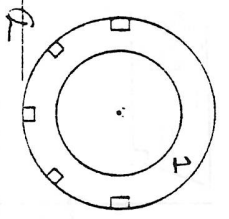
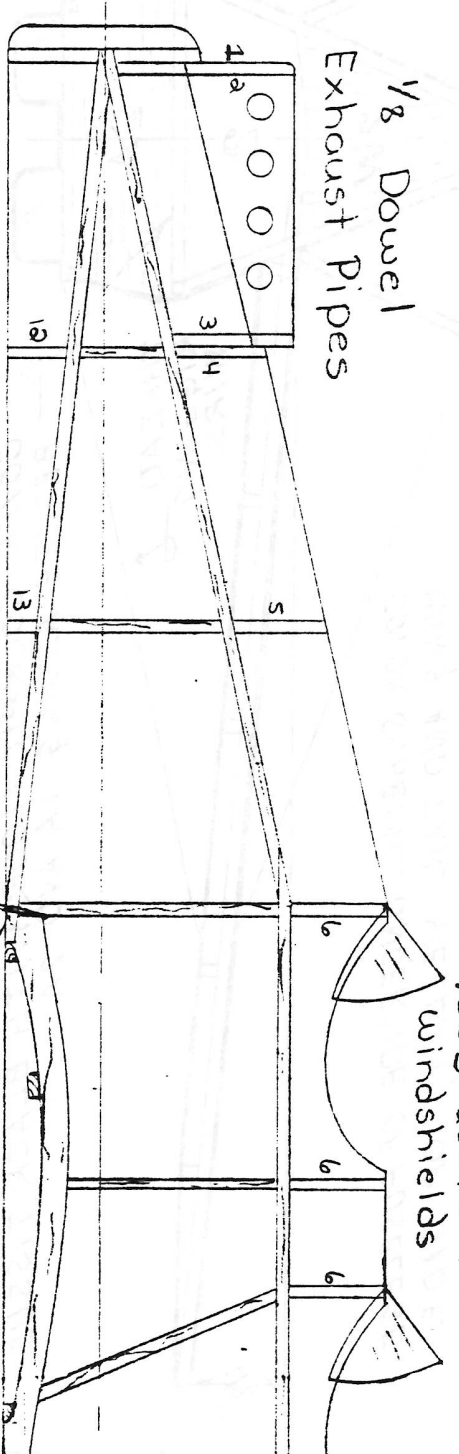
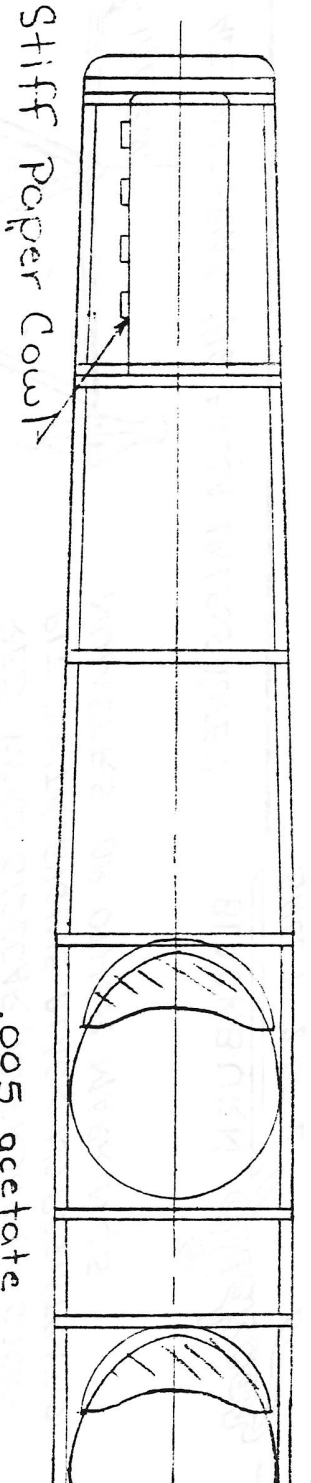
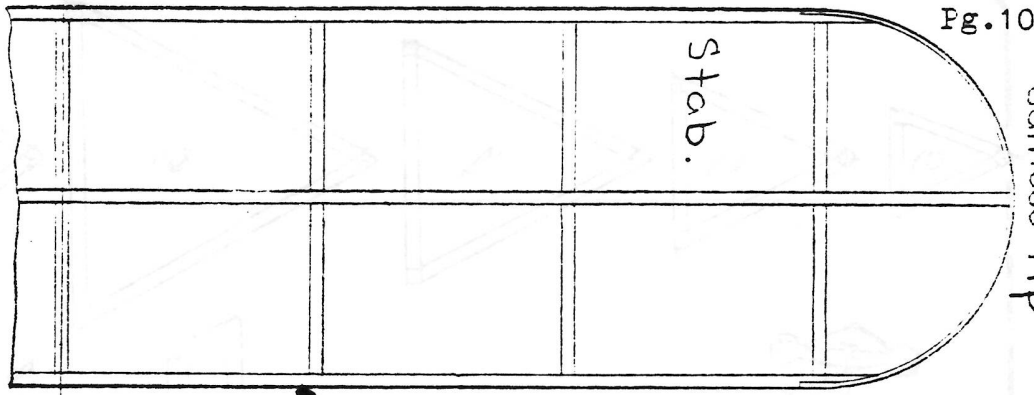
ALL MATERIAL 1/16 Balsa UNLESS NOTED

BLACKBURN

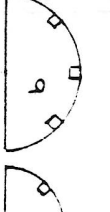
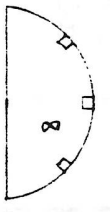
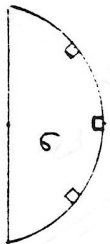
SHEET 2 OF 2

Sidecar

Bamboo Tip
Pg. 10.



All formers
1/16 sheet



.005 wire

Bamboo
Tip

THE FLYING ACES

TRACTABLE TRAINER

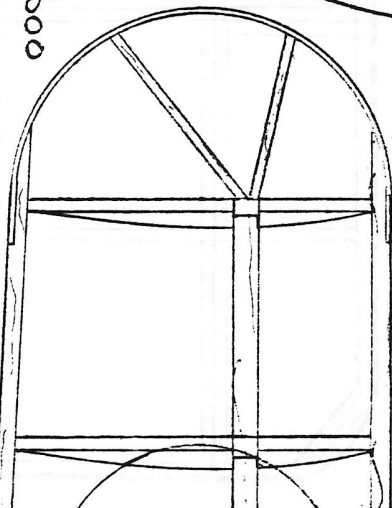
12/22 lettered Chet

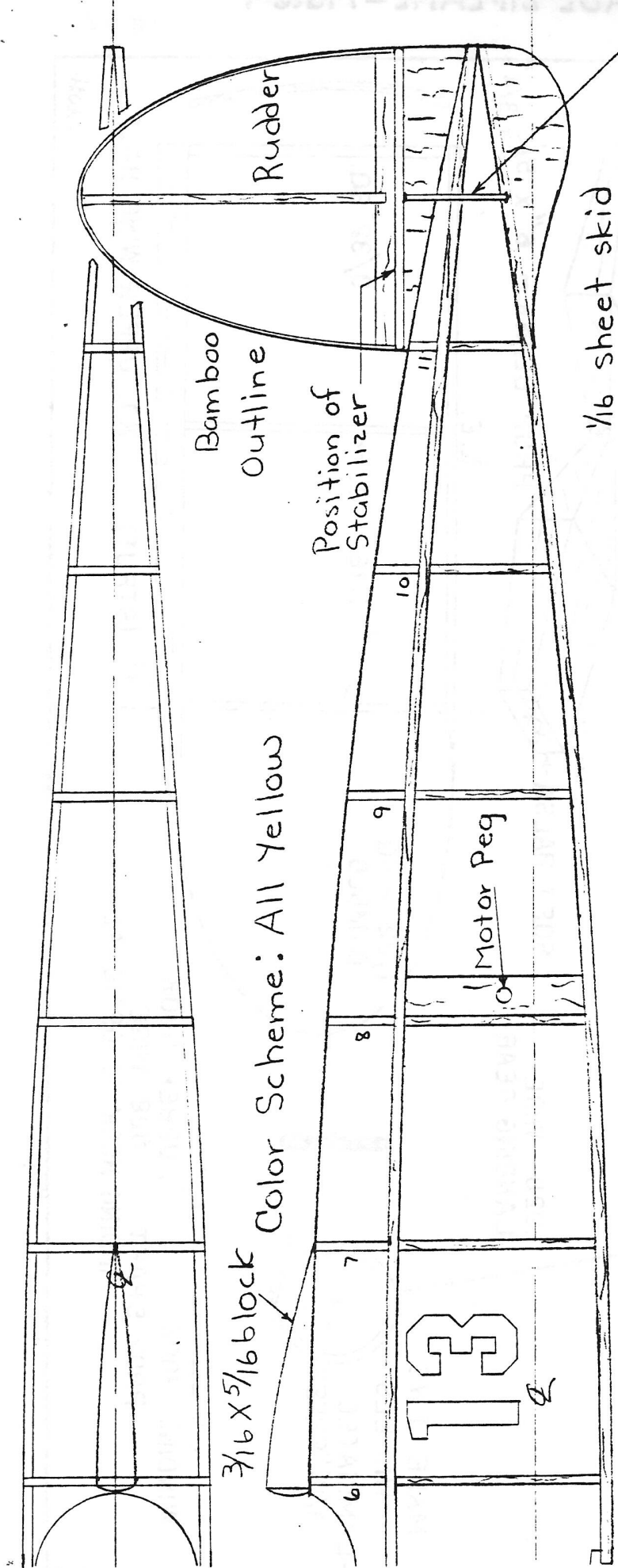
by: Whiteley

1/16 sheet

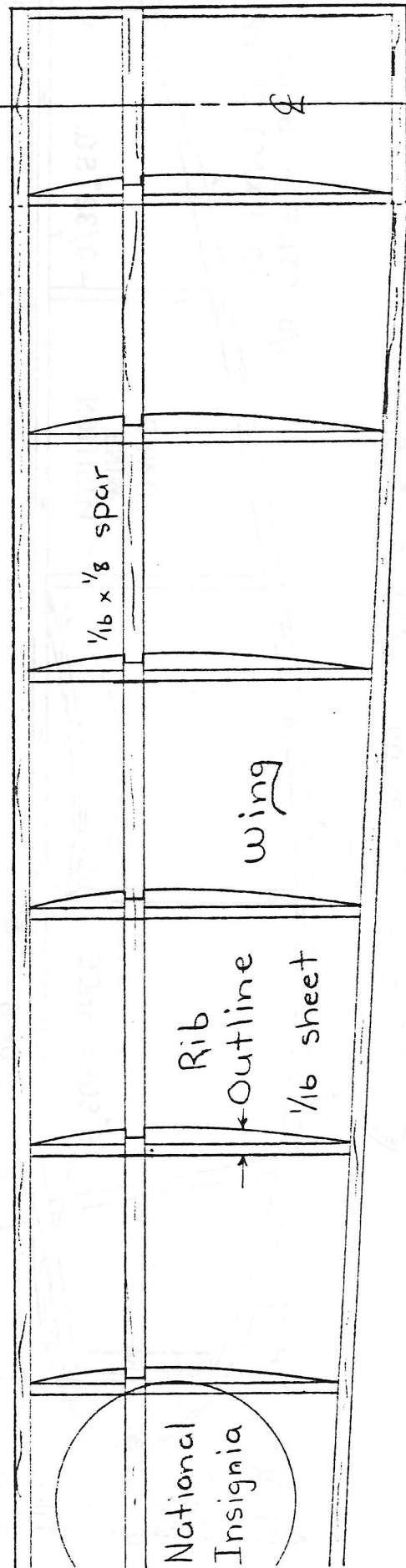
3/32 sht. core

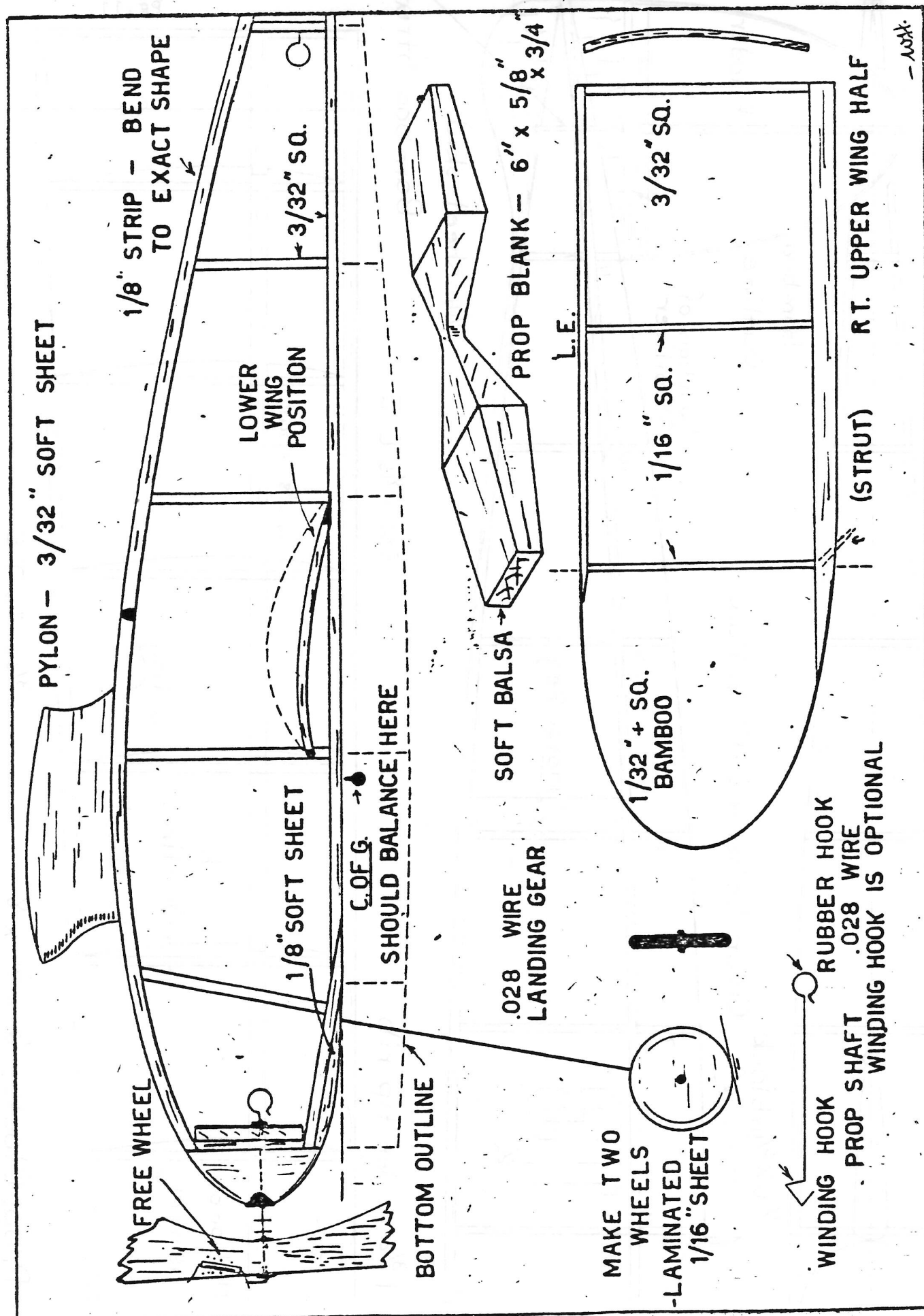
1/16 sht. sides

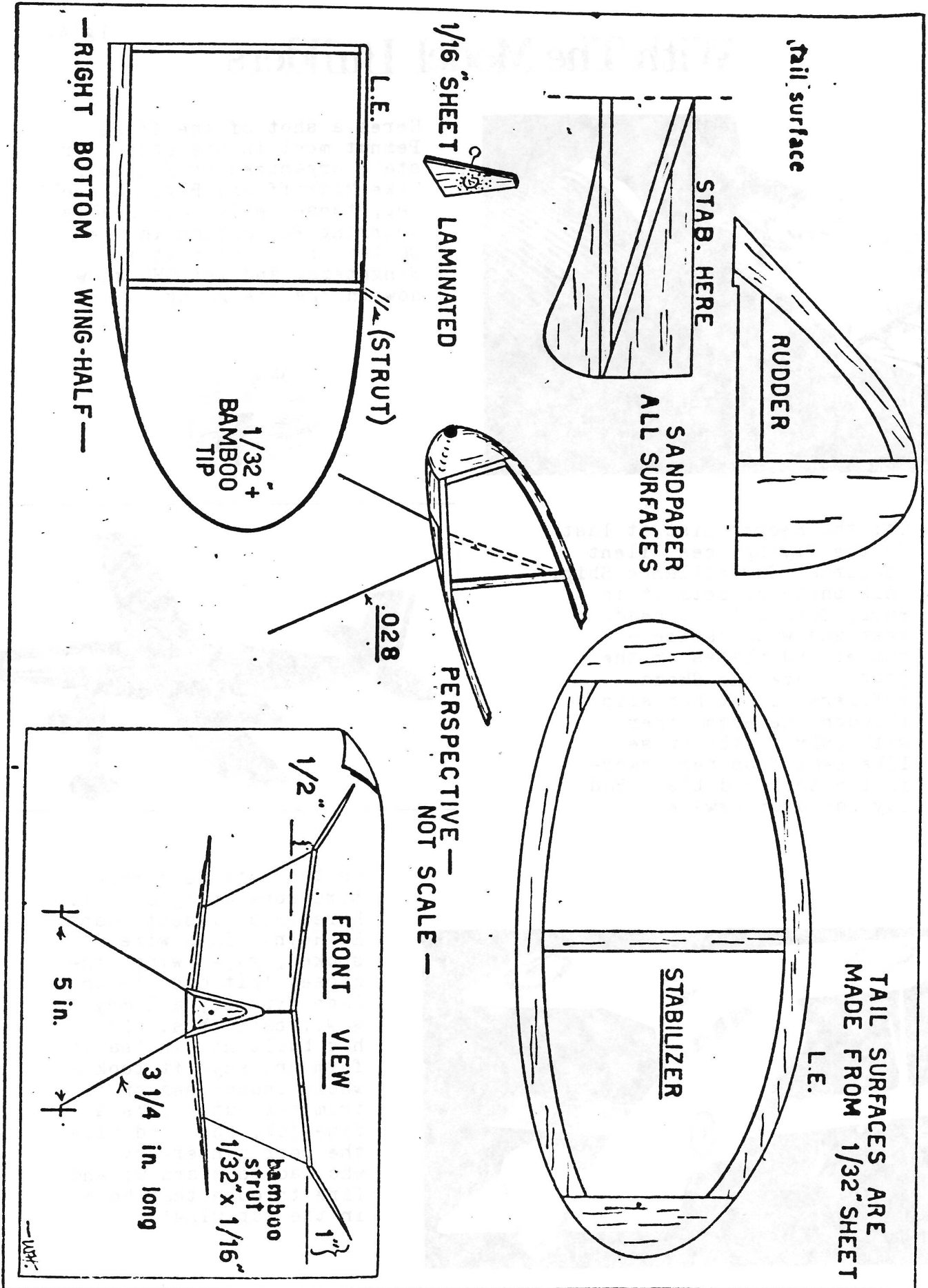




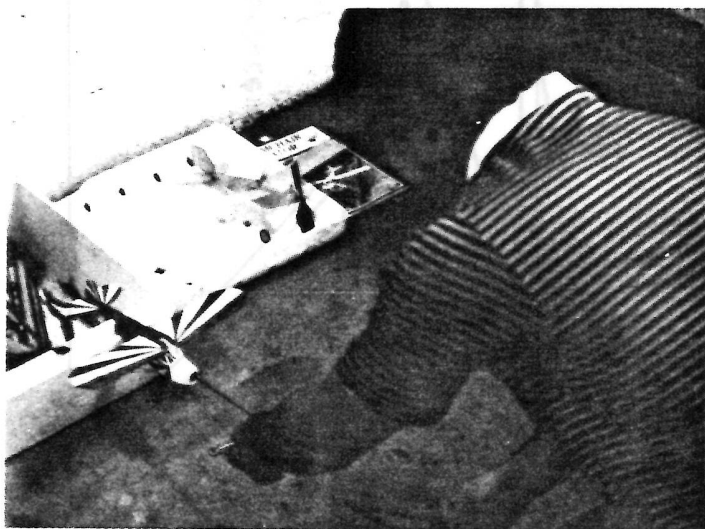
$\frac{3}{32} \times \frac{1}{16}$ L.E.







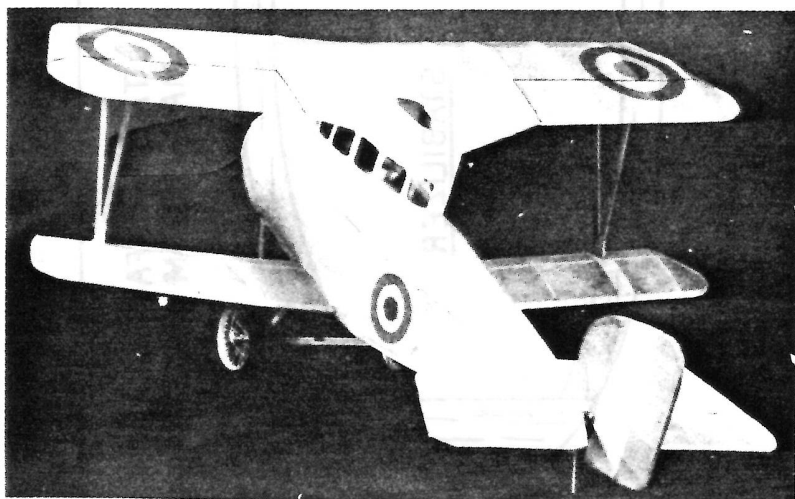
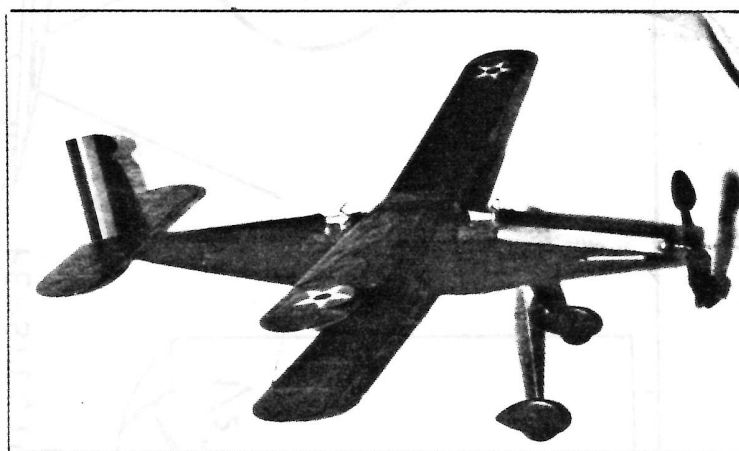
With The Model Builders



Heres a shot of the first Peanut meet in the Lone Star state organized by FAC Col. Mike Midkiff and Bill Caldwell. Yep, these fellas are really spurring FAC action in the Dallas area. Keep at it Wingsters, and let GHQ know how things are going.



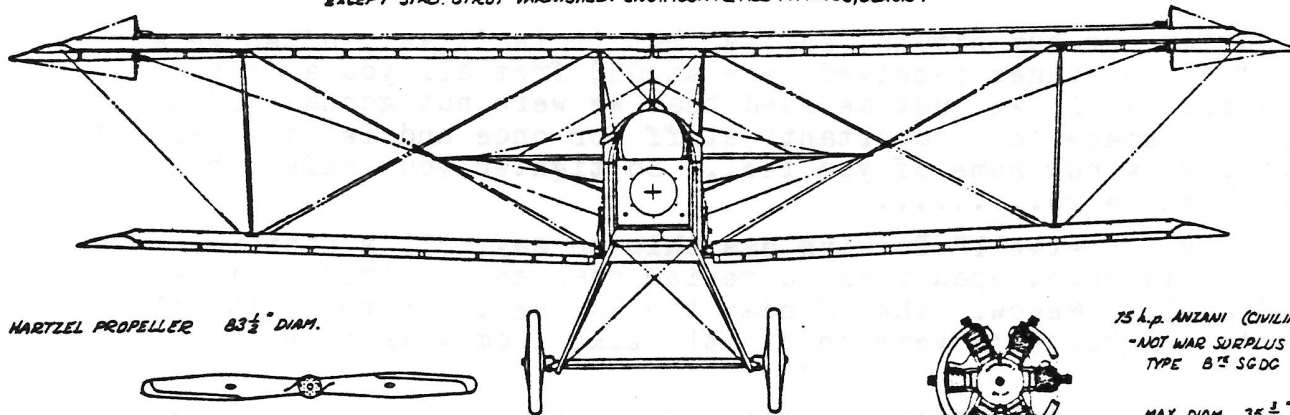
Off the Secret List at last is the Flying Aces Silent Nocturnal Surveillance Ship. This photo depicts it in early form without head-rest and with decibel-damper end plates on the prop. Note the Skoda mufflers to let her slip through the ebon ether with only a dull pulse like beat from her powerfull motors audible. Bad Guy Squadron beware!



On the left is a rare bird done up by ol' Mr. Rarebirds himself, Capt. Ed Heyn. This wire spoked, gaped wing, enclosed 'pit duzy is the Sage Type II, a Limey W.W.I battlebus. Ed has built her in Peanut form and says it took a whole indoor season to trim her out. It's a fine job, Ed. And pity the poor gunner-guy who had to stand up and fire through that hole in the top wing!

COLOR: ALL FABRIC SURFACES WERE BUFF. COWLING NATURAL ALUM. ALL STRUTS
EXCEPT STAB. STRUT VARNISHED. ENG. MOUNT & ALL FITTINGS, BLACK.

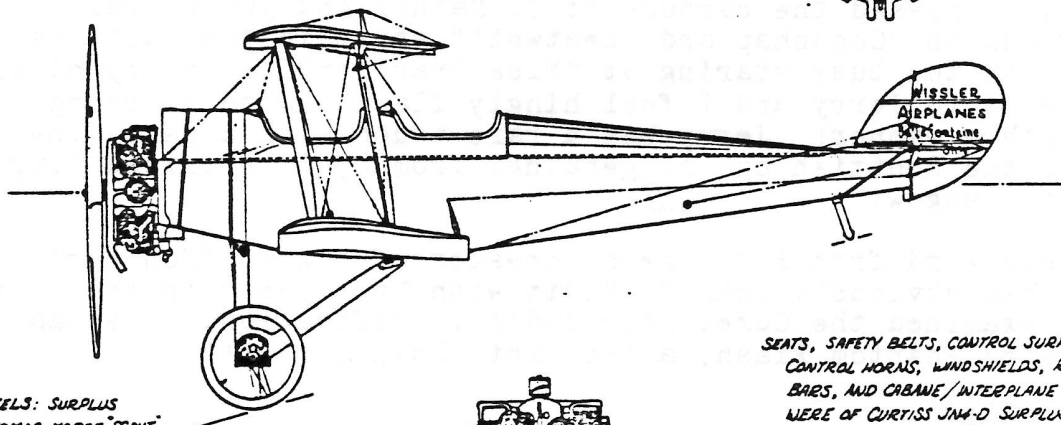
Pg. 15.



HARTZEL PROPELLER 83 1/2" DIAM.

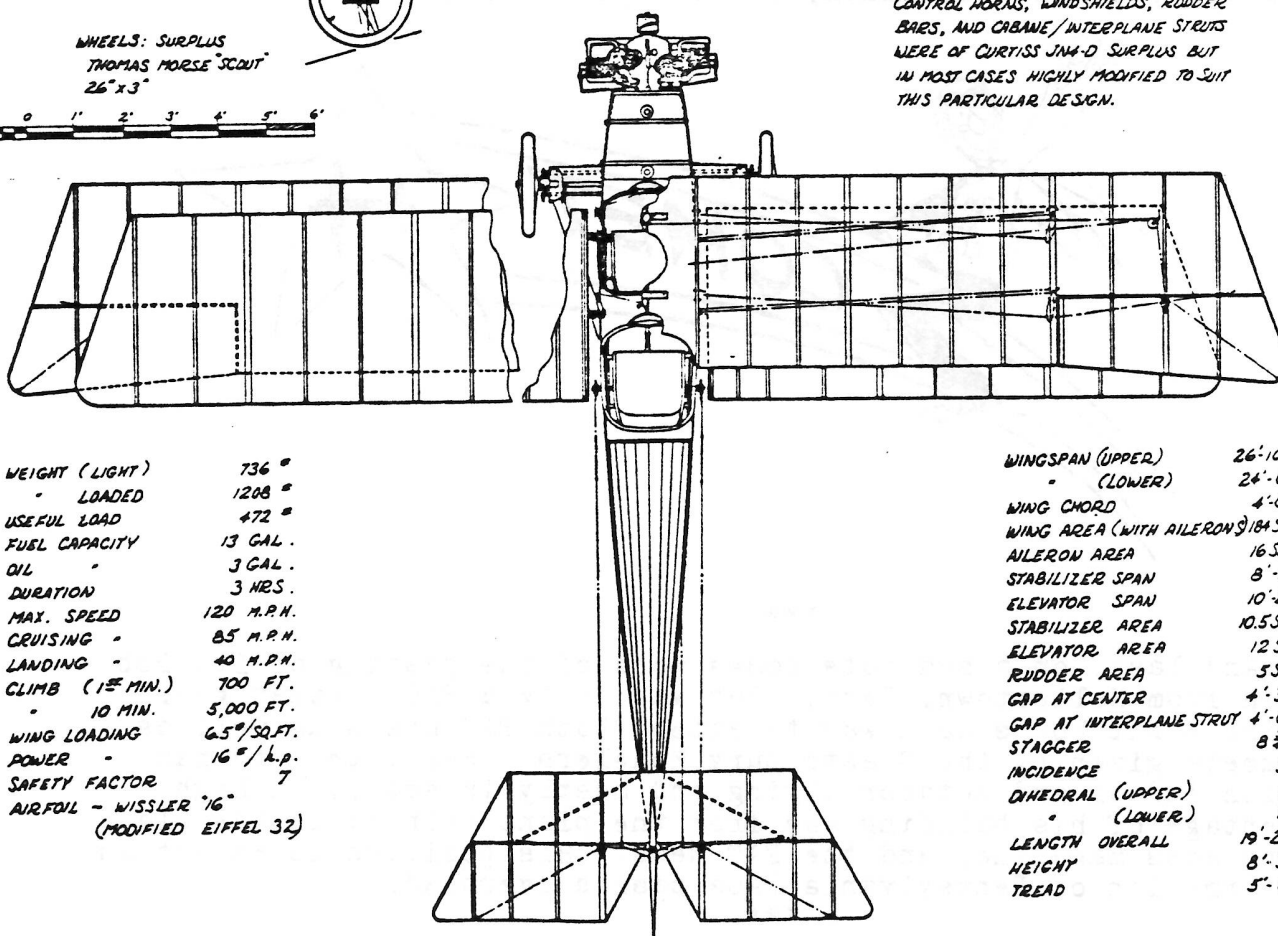
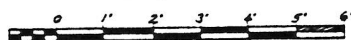
75 h.p. ANZANI (CIVILIAN)
-NOT WAR SURPLUS
TYPE B 3 S GDC

MAX. DIAM. 35 1/2"



WHEELS: SURPLUS
THOMAS MORSE "SCOUT"
26" x 3"

SEATS, SAFETY BELTS, CONTROL SURFACE
CONTROL HORNS, WINDSHIELDS, RUDDER
BARS, AND CABANE/INTERPLANE STRUTS
WERE OF CURTISS JIN-D SURPLUS BUT
IN MOST CASES HIGHLY MODIFIED TO SUIT
THIS PARTICULAR DESIGN.

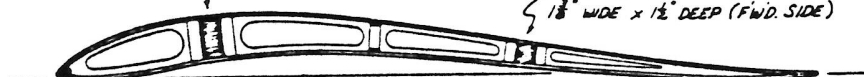


WEIGHT (LIGHT) 736 #
" LOADED 1208 #
USEFUL LOAD 472 #
FUEL CAPACITY 13 GAL.
OIL " 3 GAL.
DURATION 3 HRS.
MAX. SPEED 120 M.P.H.
CRUISING " 85 M.P.H.
LANDING " 40 M.P.H.
CLIMB (1st MIN.) 700 FT.
" 10 MIN. 5,000 FT.
WING LOADING 6.5#/SQ.FT.
POWER " 16 #/h.p.
SAFETY FACTOR 7
AIRFOIL - WISSLER '16"
(MODIFIED EIFFEL 32)

WINGSPAN (UPPER) 26'-10"
" (LOWER) 24'-0"
WING CHORD 4'-0"
WING AREA (WITH ALERONS) 184 SQ'
ALERON AREA 16 SQ'
STABILIZER SPAN 8'-5"
ELEVATOR SPAN 10'-2"
STABILIZER AREA 10.5 SQ'
ELEVATOR AREA 12 SQ'
RUDDER AREA 5 SQ'
GAP AT CENTER 4'-3"
GAP AT INTERPLANE STRUT 4'-0"
STAGGER 8 1/2"
INCIDENCE 3°
DIHEDRAL (UPPER) 1°
" (LOWER) 2°
LENGTH OVERALL 19'-2 1/2"
HEIGHT 8'-3"
TREAD 5'-0"

FRONT SPAR:
1 1/2" WIDE x 2 1/8" DEEP

REAR SPAR:
1 1/8" WIDE x 1 1/2" DEEP (FWD. SIDE)



RIB, 4 x SCALE

1922 WISSLER WA-6

DRAWN FROM PROTOTYPE MACHINE WITH ASSIST-
ANCE & KNOWLEDGE PROVIDED BY R. WATKINS,
OWNER.

BY R. Anderson

Batter our bay struts, fellas, but it isn't very often we air some of the messages received here at GHQ from all you avid aeromodelers. Well, we just decided that we were not gonna bend to the demands of space for "important" stuff for once and let the rest of the gang know how some of you feel. So tighten your safety belt, 'cause here we go.....

Jerry "Cheetwell" Bockius has this to say, "This past week-end I dug out my Megow Spad plan to review changes required to make it more Spad-less Megow. Then Monday the FAC News arrived with Bill Miller's gangbuster's version of it! Like from wowsville!"

Fastest Peanuteer in the West, Bill Hannan, had this to tell, "Incredibly, I missed the cartoon of C. Mather and yours truly in the Jerry Bockius "Goodchap and Cheetwell" strip in the last issue. (Perhaps I was too busy staring at "Miss Prangley"?) In any case, my compliments to Jerry and I feel hihgly flattered to be recognized in such a manner! Jerry has a rare touch with a pen. Incidentally, the Scottish cap is genuine, from my late friend Doug Gillies, of Glasgow."

And this word from Bob Rogers, creator of our Griffon cartoon strip, who has obviously read "A Visit With Mr. Comet" in the last issue, "I examined the Comet logo under magnification. Just as I thought....the Phantom Flash, alias Capt. Down Thrust!"



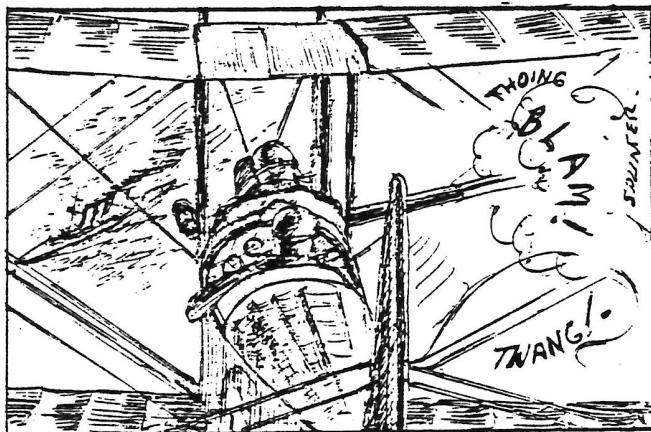
And last, on a sad note comes word of the passing of Lt. Bob Neulin from Hellertown, Penn. Bob was an avid FAC contest goer driving eight hours each way to attend both FAC meets as well as the meets given by the Glastonbury Modelers. His interests ran to both indoor and outdoor flying and mostly in scale. A high percentage of his building was from the plans printed in the old Flying Aces magazine, and the FAC News. His position is vacant as the formation of Pennsylvania FACs passes overhead.

THE ADVENTURES OF GORDON GOODCHAP & CHESTER CHEETWELL Pg. 17.

1916, Spring- The DeH-4 prototype was well under way. The first BHP* engine was nearing completion at the Arrol-Johnston works, Dumfries.
15 April- Kut-el-Amara: first use of aircraft by the RFC to deliver supplies to surrounded garrison. 31 May- The Battle of Jutland: first air co-operation in Naval action, Flt Lt Rutland, RNAS from seaplane carrier Engadine. Meanwhile, let us return to Gordon and Chester and Meyer von Toot and the obscure Naval action that preceded Jutland by several weeks. A disinterested observer is a curious, cranky Seagull named Detweiler Oscar DePester IV, Oscar to his friends.



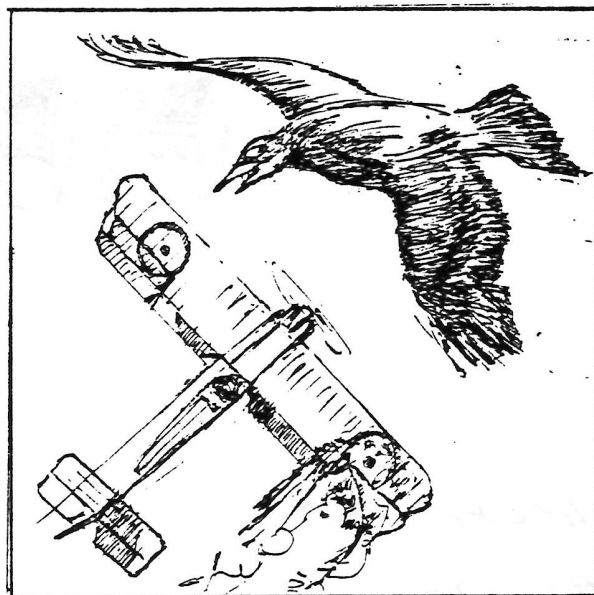
*BHP-Seardmore-Halford-Pullinger



Gordon has Lord Doopinton's shotgun- as he readies it for action against the leading Kraut Cruiser it goes off! Parts of the BE's right upper aileron disappear- shreds of fabric stream from the right wings, tail feathers are blasted from Oscar's empennage.



Good Grief! The clown in the front seat has blown off part of my tail! He's worse than "Both Barrels" Brannigan** He won't get away with this! Clod!

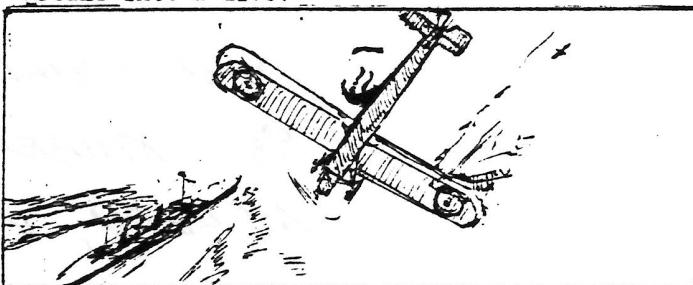


The BE lurches thru the sky. Von Toot has seen this divine wind operation. Oscar is upset. He lines up to make a dive at the BE, "Some war! Now I'll get that bum in the front seat."

** A notoriously unsuccessful poacher



"Drat! I missed the bumpkin in the front seat! Chester takes it on the noggin and slumps over the stick. The inevitable happens- the BE-2 groans into a dive!



At 1500 feet over the Channel Gordon tries to pull Chester off the stick- he slips off the turtledeck, Lord Doopington's shotgun hurtles toward the tail. They plunge toward the sea.

© JERRY BOCKHUS '50