

FLYING ACES

ISSUE #81 7 Nov.-Dec. 1981

Club News

Merry Christmas



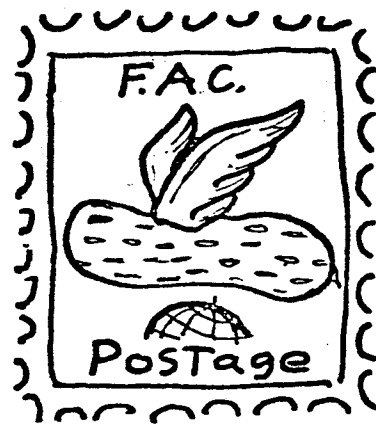
NEWS ON THE WING!

Well skysters, now that we are beginning our second year of putting out the newsletter for you, I would like to thank all of you who have contributed plans and articles for it. Without them we just have no newsletter, so please keep sending them in. What we do need are plans. Our supply is starting to run dry. While on the subject of plans, we will start to run a few of the old plans for the members who did not get the old newsletter. Don't panic all you old FACers, there will always be something new for you. If the next year is as much fun as this one has been I will really enjoy it, for this past year has been a real ball, thanks to you guys out there in FAC land.

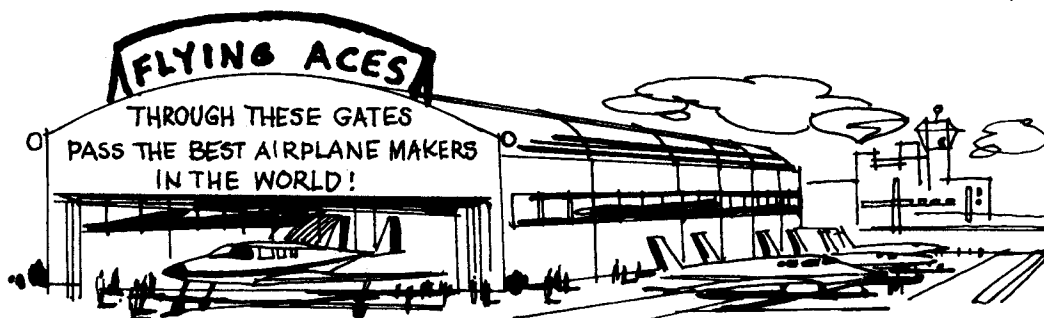
Some more good news for the Flying Aces. The Flying Aces Nationals will be held again in 1982! The FAC Nats Mark III has been awarded to the S.O.T.S. That is the Scale Old Timer Society from the Philadelphia, Pa. area. The meet will be held at the Johnsville Naval Air Station as was the first FAC Nats. As yet we do not have any dates, but we should have everything all wrapped up by the end of December. Will have all details for you in the next issue, so get to the workbench and get busy building those dream ships for the biggest scap yet among the FACers from all over the world!

Peanut & No-Cal Scale Postal Meet

All right clubsters, time to get those models out of mothballs, the ones that have been gathering dust since the good weather has left us. This years Postal Meet is about to get underway! We will have the usual events, that is, an Indoor Wing and an Outdoor Wing for both Peanut and No-Cal. Just send in your times to GHQ giving you name, rank, Name of your ship time of your flight, and the date of your flight on a postcard or letter. Everytime you better your time send them in also. The contest will run from the time you read this until March 17, 1982. There will be some prizes for the winners of each event.



BUILD--FLY--WIN--EF-AAAA-CEEEE!!



by Adrian Comper

The DeH10 (the potential Berlin Bomber), referred to in the last episode, was ready for production when, at 11:00 AM on November 11 sixty-three years ago, when sirens shrieked and church bells heralded the end of World War I. Adrian helped his fellow workers go crazy, got a bus home across London, and collapsed with the flu- the epidemic that took the life of his idol, B.C.Hucks who months previously relaxed and breathed oxygen before flying.

Nick, finally arriving safely home from France, wore the new RAF uniform, the Royal Flying Corps and Royal Naval Air Service having become one in 1917. He was detailed along with a few other officers to Cambridge University to take a course in aeronautical engineering. From there he was stationed at Felixtowe to study and fly seaplanes and flyingboats, then came his assignment as an engineering instructor at the Cranwell Academy for training cadets.

While there, Nick conned his fellow officers into funding what was said to be the first light aeroplane club in England- The Cranwell Light Aeroplane Club- the membership dues being sufficient to purchase a small 20hp Bristol Cherub aeroengine and necessary materials to build a small aircraft. A team, headed by a rotund Flight Sergeant (who later became foreman of the Comper Aircraft Co.), of the station's mechanics volenterred the labor in their off-duty times and weekend leaves.

They made the wood parts and metal fittings, covered wings and fuselage with linen and dope. Standard Aeroplane parts, mainly turnbuckles, were purchased as required. All in all, these enthusiastic workers built the first three different types of light planes to Nick's designs- the CLA2, 3, and 4. The CLA1 got no further than the drawing board. Adrian motorbiked to Cranwell to lend a helping hand on weekends.

Nick's designs tended to be somewhat ahead of the times. Why not sit two people side by side? But could the little Britol engine of but 20-25hp lift such an enterprise and overcome the drag of such a wide fuselage? Nick's answer was a biplane with a high-lift wing section and a completely covered fuselage. The tailplane and rudder were of pleasing contours, and in spite of the wide fuselage having to taper so rapidly to the small two cylinder engined nose, the overall appearance of the CLA2 on the drawing board was distinctly commendable.

It was ready for flight in late 1924 - well over half a century ago, still in the era of pioneering in the field of aviation. The entire RAF Cranwell personnel eagerly anticipated watching the first flight of Flt. Lt. Comper's first aeroplane. But Nick and a few others in the know decided otherwise, just before dawn on Sunday. Unknown to Nick, the Station's ambulance and fire engine were hidden behind the shed, manned and ready to go.

Nick and Adrian drove to the aerodrome while the Station slept, the latter wondering what was going through his brother's mind. In those days no governmental agencies allotted "Certificates of Airworthiness" before a prototype could leave the ground. Too, the AID (Aviation Inspection Dept.) was in its infancy and unknown at Cranwell. Nick's stress and aerodynamic calculations went unchecked. Would the CLA2 leave the ground, and, if so, would it be stable or nose over, or roll upside down or what?

Came the magic word "Conact". Moving the joystick and rudder to check controls, Nick let the engine warm up. Then with a wave of his hand, and throttle opened, the machine bumped over the grass and took off barely missing the trees ending the field, and disappeared behind them. Suddenly there came engine sputtering and then silence. Out rushed the fire engine and ambulance, we in our cars following. There behind the trees rested an undamaged CLA2 with a grinning Nick standing by. A faulty engine?- no, ran out of gas! To reduce the risk of fire on a first flight, the engine mechanic rationed the petrol put in the tank. Unknown to him, other mechanics gave the Bristol Cherub a final test run the night before. That, plus Nick warming up the engine a while did it!

(continued next page)

4. Adrian was reminded of the same kind of situation he experienced at the aircraft factory during the war, related previously.

There was no chance of flying out of the field where Nick had made an uneventful landing, so the wings were dismantled and a successful little aeroplane was towed home.

(In the next issue how the CLA2 won Nick national fame as the "Honeymoon Express").

Airmail Pals

Attention; Commanding Officer,
Lt. Col. Lin Reichel

Sir;

Having recently received the latest communique from GHQ, and upon devouring its contents most eagerly, I discovered much to my dismay that the Western Front (Nevada Sector) will be dropped from the rolls if I don't get on the ball and send post-haste the required fee to re-up in the FLYING ACES organization.

Not wishing to have the buttons pulled from my tunic, my sword broken over your knee, my rubber lube rubbed in my hair, nor the gears stripped from my winder, and worst of all while the muffled drums beat slowly to be marched off into the never never land of "A.R.Fs." and R.C. All of this sir I could not bear, therefore be advised that within this epistle there lies ensconced a money order for the paltry sum of nine dollars, such sum gladly given to insure the continued good will of "HUNG" and all the great EFF*AAA*CEEEEEES****.

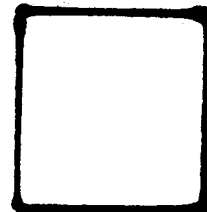
Hoping to see you again at the 82 NATS
I am your obedient servant

Lt. Robert E. Haight
"The Vegas Vulture"

(Let this be a warning to all FACers who have not renewed their sub.) C.O.FAC.

If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE DOLLARS per year. Six issues, published every other month.

Send your money to; Flying Aces News
3301 Cindy Lane
Erie, Pa. 16506



GHQ Squadron repeated its highly successful Indoor meet at the Cat. I McComb Fieldhouse site at Edinboro State College, Edinboro, Pa. Once again, 26 faithful FACers showed up to make this meet a crashing (!!) success. Three Kanones were available, for Peanut, FAC Scale, and No-Cal, and they were hotly contested. Veterans and fledglings alike braved the hard boards of the Fieldhouse (and the equally unyielding walls!) to either advance their standings on the Kanone list (see this issue for up-to-date Kanone List) or to break into the ranks of officers having made the list previously.

Promptly at 10:00 AM, the two-hour period reserved for Indoor HLG and EZB got underway, and by the cut-off time of noon, 60 HLG flights had been entered, as well as 30 EZB. Once again, repeating his April win, GHQ's Vic Peres emerged the victor (!) in HLG with a win. A newcomer to these events at the Fieldhouse, Walt VanGorder from Cincinnati took EZB handily. Results are as follows:

<u>HLG</u> (3 Best Flights)		<u>EZB</u> (Best Flight)	
1. Vic Peres	104.8 sec.	1. Walt VanGorder	11:33.8
2. Jim Miller	95.0 sec.	2. Larry Mzik	10:01.0
3. Mike Peres	88.3 sec.	3. Larry Loucka	9:10.3
4. Bob Clemens	75.2 sec.	4. Mike VanGorder	8:39.9
5. Pete Carr	63.4 sec.	5. Jack McGillivray	8:29.2

Once again, of some interest, was the fine third place in HLG of GHQ's young Mike Peres, a Jr. flyer, who moved up one place to third over his April performance. Looks like our growing youngster will be one to contend with when he reaches full growth! Even now, his father, Vic, is growling over Mike's increasing prowess in this event!

Activity in the remaining events began promptly at noon, with scarcely a pause until the final minutes of the meet at 5:00 PM. One hilarious event occurred during the day when Bob Clemens magnificent BD-4 Peanut was seen headed for the upper part of the scoreboard in the center of the gymnasium. You could have heard a loop of Pirelli hit the floor as the Bede approached the scoreboard, and dead silence as it cleared the top of the structure. All waited for the inevitable skrunch as the model must surely hit whatever there is atop a scoreboard, only to have a collective sigh of relief as the tiny ship emerged out the other side, UNSCATHED! Please, Bob, no repeats of that one!

Peanut scale was won by Jim Miller with a meticulously prepared and flown Piper Vagabond. While Jim's scale points were understandably lower than many of the other models flown, his flights of 91, 92, and 75 sec. were enough to swamp the opposition, which was ably led by Bob Clemens in second place flying the 'piloted' Bede BD-4. Gary Hunter from Canada captured third with a well-prepared Lacey. Peanut remains the most popular indoor scale event, as half of those attending entered this event. Competition was keen, fine models were observed, and the Kanone well deserved for Jim Miller. The first five placings were:

1. Jim Miller	Piper Vagabond	272½ pts.
2. Bob Clemens	Bede BD-4	225 pts.
3. Gary Hunter	Lacey	216½ pts.
4. Louis Leifer	Volksplane	184 pts.
5. Vic Peres	P-63 Racer	176 pts.

Top scale points were garnered by Mike Zand's pusher canard Bleriot, followed by Jack McGillivray's fine SE-5A. An excellent cross-section of model types were observed: One parasol (Andy Medovitch Fokker D-8); 8 high-winged monoplanes; 5 low-wing monoplanes; one mid-wing; and three biplanes!

No-Cal was contested by six stalwarts in true FAC tradition. Walt Van Gorder flew a superbly built lightweight profile Fike to win with an excellent three flight total of 352 sec.! Walt's first Kanone, and well-

deserved, as the second place winner, Vic Peres flying his tried and true 'Darn-near Dornier' from FAC plans, had a three-flight total of 190 seconds. Third place was taken by Gen. Dennis Norman with a Pilatus Porter. Most unusual was Bob Clemens Shinden, which Bob spent much time trimming, but did not make an official flight with the tail-first oddity. Welcome, Walt, to the list of Aces!

Unlimited rubber, an almost-anything goes event, was again won by Larry Loucka repeating his April win with the same plane, a wispy model which hung around for a tremendous three-flight total of 737 seconds! Second place was taken by Ron Ganser with a slightly modified deep-bellied Manhattan type job posting 538 seconds. Third was Walt VanGorder with 524 seconds. Eight men flew this event.

Eight entrants likewise competed for the last available Kanone of the day; FAC Scale. Jim Miller repeated his Peanut win with a fine Santos-Dumont 14BIS, whose high scale and bonus points were the undoing of the other contestants. Jim managed a very low altitude 28 second flight to lock his 98 scale and bonus points into first place. Jack McGillivray's beautiful Isaacs Fury biplane took second, followed by Ken Groves Fike-Dream. The first five places were as follows:

1. Jim Miller	Santos-Dumont 14BIS	126
2. Jack McGillivray	Isaacs Fury	119
3. Ken Groves	Fike-Dream	110
4. Bob Clemens	Cranwell CLA-3	96
5. Dennis Norman	Bellanca Syrocket	82

Dennis Norman, whose loss of the Grumman Tigercat was chronicled in a past issue of the FAC News, arrived very late in the day after searching the woods (again!!) near the Gehrlein Gliderport for the lost bird. Dennis has made several trips to Erie from Cleveland searching for the 'Cat, and this time, he was crowned with success!! The 'Cat, somewhat worse for wear and tear on the covering, but otherwise intact, was put on display at the judge's table in all its tattered glory. Hung frustrated, for a change!

Once more, GHQ wishes to thank all those who attended this meet, and once more especially those Canadians who travelled down from the Toronto area to compete. Jack McGillivray, Ken Groves, Louis Leifer, Gary Hunter, and Carl Schueler, who are all a credit to the FAC spirit now a-borning to the North.

To any FAC flyer within a reasonable (or unreasonable) drive from the site of this meet, all have agreed who have flown here that it is one of the best Cat. I indoor sites in this part of the country. Why not join us at our next Indoor bash come next March 7th? Flying a-plenty! Kanones! Fun! Prizes!

Vic Peres C.D.

S.O.S.--S.O.S.--S.O.S.

More clubsters need help!! Chris Scott, 4283 Honeybrook Ave., Dayton, Ohio needs a 3-view for the Huff-Dalland "Dog Ship". 45415

Allen Lawton, Thompson Hill Rd., Portland, Ct. 06480, needs color proof of the Piaggio P23-R.

Bob Leishman, R.D.4 Stoney Lane, Doylestown, Pa. 18901, requests info on the Rearwin Sportster and the French DeLanne tandem wing fighter.

Dig into your archives fellas and help these guys out.

Kanone List

7.

1981 has been a banner year for FAC competition, and as all you FACer's well know, your efforts to conquer Hung do not go unrewarded! What follows is an up-to-date listing of Kanones sent in by contest directors where FAC events were held at their meets. One brief note from the Adjutant: We have the unusual happening of a loyal FACer who has outstripped our rank list. Gordon Roberts has the outstanding and unheard of total of 76 victories! That must make him an Air Marshal with Oak Leaf Clusters at least!

<u>RANK:</u>	<u>VICTORIES:</u>	<u>RANK:</u>	<u>VICTORIES:</u>
<u>Air Marshal:</u>		<u>Captain:</u>	
Gordon Roberts	76	Butch Hadland	9
		Frank Scott	9
<u>Air Vice-Marshal:</u>		Jack Moses	9
Dennis Norman	47	Doc Martin	9
		Blake Mayo	9
<u>General:</u>		Mike Zand	9
Mike Midkiff	40	Ed Heyn	9
Chet Bukowski	41	Fred Ewing	8
Dave Stott	41	Bill Warner	8
		Tom Nallen, Jr.	8
<u>Lt. General:</u>		Hank O'Dwyer	7
Russ Brown	37	Tom O'Brien	7
<u>Major General:</u>		Andy MacIsaac	7
Don Snull	32	Dave Smith	7
		Ted Langley	7
<u>Brigadier General:</u>		Tom Majestic	6
Fred Hall	29	Mark Fineman	6
		Fudo Tagaki	6
<u>Colonel:</u>		Don Garafalow	6
Chuck Drew	20	Del Balunek	6
		Joe Whiting	6
<u>Lt. Col.:</u>		Chris Scott	6
John Toth	19	Chas. Schobloher	6
Lin Reichel	18	Fred Wunsch	6
Clarence Mather	16	Ted Russell	6
Royall Moore	16	Bill Miller	6
George Meyers	16	Don Assel	6
Ralph Kuenz	15	Bill Henn, Jr.	6
Pres Bruning	15	Dave Rees	5
Bill Henn	15	Jim Miller	5
Henry Struck	15	Herb Shirley	5
		Pat Dailey	5
		Ed Morrison	5
		Todd Allen	5
<u>Major:</u>		<u>Lt.</u>	
Rudy Kluiber	14	Bob Masters	4
John Stott	12	Ed Novak	4
Bob Clemens	12	Mike Norman	4
Mick Nallen	13	R. Bender	4
Bill Hannan	13	C. Sanford	3
Jack Fike	12	Roland Hoot	3
Ross Mayo	12	Ken Groves	3
Jack Russ	11	Jack McGillivray	3
Tom Nallen, Sr.	11	Bob Siedentopf	3
Bill Wood	11	G. Wagner	3
Ken Hannan	11	Joe Barna	3
Bob Thompson	11	Bob Heywood	3
Vic Peres	10		

<u>Lt. (Cont'd.)</u>	<u>Victories:</u>	<u>Lt. (Cont'd.)</u>	<u>Victories:</u>
Rolfe Gregory	3	Hal Howard	1
Allen Schanzel	4	Mike Peres	1
Dan Briehl	4	Jim Hyka	1
George Armstead	3	Marion Beekman	1
Norm Poti	3	Tom Sandor	1
Norm Getzlaff	3	Ed Marcello	1
Bob Woodward	3	Bob Wallace	1
Ed Pelatowski	3	Mike Arak	1
George Meyer	3	John Sites	1
Phil Cox	2	Rory Gehrlein	1
Dean McGinnes	2	Ed Baltera	1
Ferril Papec	2	Andy Medovitch	1
Chuck Connover	2	Betsy Majoros	1
Mark Drela	2	Guy Larsen	1
Bill Caldwell	2	Amos Ponder	1
Paul Spreiregen	2	Walt Eggert, Sr.	1
Warren Weisenbach	2	Lad Plachy	1
Art Collard	2	Bob Haight	1
Em Elwell	2	Al Bailey	1
Bob Leishman	2	Jerry Donohue	1
Mike Escalante	2	Tony Faranda	1
Ed Vargo	2	Mark Assel	1
Gerry Skranjc	2	Paul Cherubini	1
Walt Mooney	2	Phil Futo	1
Jeanette Scott	2	John Grigsby	1
Juanita Reichel	2	Greg Gosky	1
Ted Wales	2	Dan McDonald	1
John Peck	2	Jim Dailey	1
Chris Schanzel	2	Paul Masters	1
H. Thomasian	2	Jeff Chrisey	1
Rich Kastory	1	Chris Clemens	1
Bob Peck	1	Shirley Campbell	1
Scott Oliviera	1	Terry McDonald	1
Duncan McBride	1	Bill Kalb	1
John Blair	1	Dick Howard	1
Walt VanGorder	1	Les King	1
Walt Eggert, Jr.	1	Don Osala	1
Marty Varney	1	Bob Haigh	1
Bob Curry	1	Bill Stroman	1

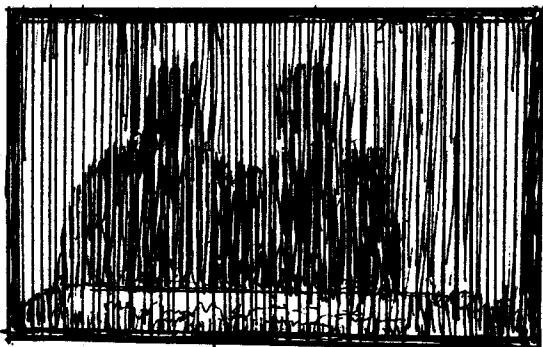
There you have it, skysters! This is accurate up to the time of printing of this issue of the FAC Newsletter. If your count is not coinciding with the list above, it is because the CD of the meet in which you flew did not or has not as yet reported your win in FAC events to GHQ. We can only give credit for a Kanone where we have been informed that you have won an event. We realize it is just one more burden on the harried CD, but it is the only way we have of recording your wins. Any omissions or corrections would be very greatly appreciated. We have some real up-and-coming contestants new to the Lt. category, and fully expect that next year at this time the higher ranks will see some significant additions. Citations for promotions will be shown in the next newsletter, and the formal papers will accompany your next issue. Cheers, good flying, and good luck for the coming year. The Adjutant for the C.O., GHQ.

PLANS--PLANS--PLANS--PLANS

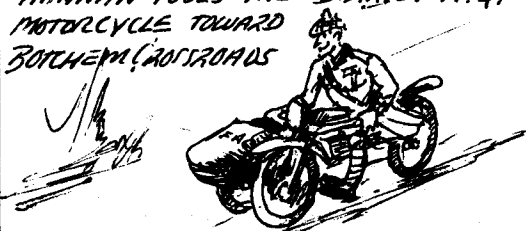
Hey Skysters, if you haven't ordered some plans from Dave Diels yet, you are missing out on some real beauties. Dave now has about sixteen plans for sale and they are mostly plans of seldom seen models. His latest are the Vultee Vanguard P-66 in 13" & 18" spans, Brewster Buccaneer SB2A in 13" & 18" spans, Vought V-143 in 13" & 18" spans and the Blackburn Firebrand at 13". One buck will get you a sample plan and the price list. Send to Dave Diels, P.O. Box 101, Woodville, Ohio 43469.

THE ADVENTURES of GORDON GOODCHAP & CHESTER CHEETWELL

AS THE MAY TWILIGHT QUICKLY DESCENDS ON DISTRICT H.Q., MATHER AND WRISLEY ARE ABOUT TO MAKE THE KEY DECISION ON THE LOGISTICS PROBLEM DEVELOPING AT BOTCHEM CROSSROADS. THIS HAPPENED JUST AS GORDON AND CHESTER ACCIDENTALLY CUT THE POWER LINES AND FOILED VON TOOT'S BOMBARDMENT SCHEME. THE LIGHTS WENT OUT AT DISTRICT H.Q. AND



HANNAN TOOLS THE DISTRICT H.Q. MOTORCYCLE TOWARD BOTCHEM CROSSROADS



DESTINY HANDS ON A KILT, NOBBLY KNEES AND A SIDE CAR - MAKES YOU THINK, DOESN'T IT...

IT IS NOW UP TO HANNAN TO SORT OUT THE WHOLE MESS - WHICH REALLY HASN'T GOTTEN TO BE THE ULTIMATE IN CLASSIC MUDDLES, - YET - BUT IT WILL BE SHORTLY AFTER CHESTER FLIES THE B.E. WITH ITS STANKING WIRELESS ANTENNA OVER THE INDIAN ARMY BRIGADE COLUMN TO LOOK AT THE ELEPHANTS AS THEY APPROACH BOTCHEM CROSSROADS. LATER ON, THE STEAN - MOST ELEPHANT HAD TO BE DEMOBILIZED BECAUSE EVERY TIME HE SAW A BIPLANE HE TRAMPLED IT FLAT.

THE PILOT BREATHED THESE LAST FEW GASSES BEFORE HE PASSED AWAY.
"I'LL TELL YOU HOW IT HAPPENED, MY FLIPPERS DIDN'T STAY.

THE SNOWS, OF KILAMJARO - A HEART WARMING STORY OF FAMILY LIFE IN A SMALL MID-WESTERN TOWN

OW! YOU JUST STUCK ME WITH THOSE DIVIDERS. I DID NOT!
YOU DID TOO!

WELL, GET OFF OF MY FOOT. NEVER MIND THAT - LIGHT A MATCH - HURRY UP! I JUST RAN OUT OF MATCHES.

WHERE'S YOUR PIPE?

I PUT IT IN MY POCKET.

YOU DID NOT - YOU - OW WHEE! - PUT IT IN MY POCKET, YOU IDIOT! IT'S STILL SMOLDERING! I'LL FAN IT AND WE'LL GET SOME LIGHT THAT WAY. NEVER MIND - IT'S BURNT A HOLE IN MY TUNIC! DON'T SPILL IT ON THE TABLE!

IT'S TOO HOT TO HOLD - OUCH!

DRAFT! IT LANDED ON THE MAP. WELL, WE CAN SEE NOW, THE MAP IS ON FIRE!

YOU CALL THE ORDERLY!

YOU CALL THE ORDERLY, IT'S YOUR MAP.

WELL, IT'S YOUR TABLE AND THAT'S ON FIRE, TOO! SEE HERE, OLD BOY, WHO'S THE SENIOR OFFICER PRESENT? THE SENIOR OFFICER PRESENT NEVER CALLS THE ORDERLY.

I SUPPOSE YOU THINK O.C. STATION CALLS THE ORDERLY? (CERTAINLY NOT! I WON'T BITE ON THAT ONE! HA!

WELL, IF YOUR DESK WERE BURNING WOULDN'T YOU CALL THE ORDERLY?

IT'S NOT MY DESK, OLD BOY - MATTER OF PROXOLY KNOWN. IF IT'S NOT YOUR DESK - AND CHAIR - AND IT'S NOT MINE IT MUST BE HANNAN'S.

YES, RATHER, I BELIEVE IT IS - LET'S GET OFF THE OLD HOOK, SO TO SAY I AM, AS IT WERE.

YOU MEAN?

OF COURSE -

I SAY!

RATHER, WOT!

RIPPING!

THEY DO THINGS DIFFERENTLY IN SCOTLAND. THEY CERTAINLY DO.

LET'S PACK IT UP AND GO TO THE CLUB.

RIGHT-HO - NOTHING MORE WE CAN DO HERE.

HOPES HANNAN RINGS UP THE ORDERLY SOON.

QUITE, ALL THIS SMOKE IS A FRIGHTFUL BORE.

CARE TO STOP BY MY BILLET ON THE WAY? YOU COULD BORROW A TUNIC - YOURS LOOKS AN

AWFUL MESS, NOW - HOLE IN THE PECKET, OLD BOY.

I SAY, THAT'S AWFULLY NICE OF YOU.

COME ALONG SMARTLY, THE CEILING'S ABOUT TO FALL!

RATHER!

LT. JERRY BOCKINS '81

KEEN, UNDER THE INFLUENCE OF HYPNOTIC REGRESSION, HAS BEEN RELIVING SOME OF HIS EARLY MISADVENTURES



OUR TALE OF WOE CONTINUES...

IN THE SPRING OF 1936, A MESSAGE WAS DROPPED ATDP THE FLYING ACES BUILDING BY A BILIOUS GREEN PFALZ



HABA! HOW DOES HE PROPOSE TO STOP US? WERE NUMBER ONE!



LATER LESSEW - DO I ADD DOWNTHRUST OR UPTHURST?

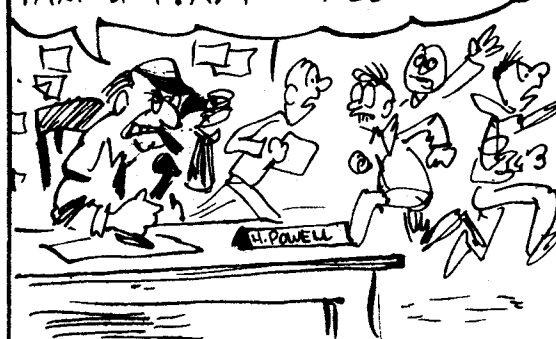


OUR FLYING ACES DIDN'T COME IN THE MAIL TODAY! AND IT ALWAYS ARRIVES ON THE 5TH!!



AND YE EDITOR EXPLAINS:

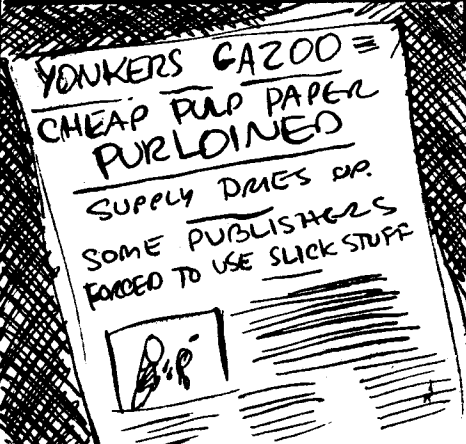
YAS MR. KEEN, THE PUBLICATION IS BEING HELD UP. THE MOST IMPORTANT PART OF F.A. IS MISSING!!!



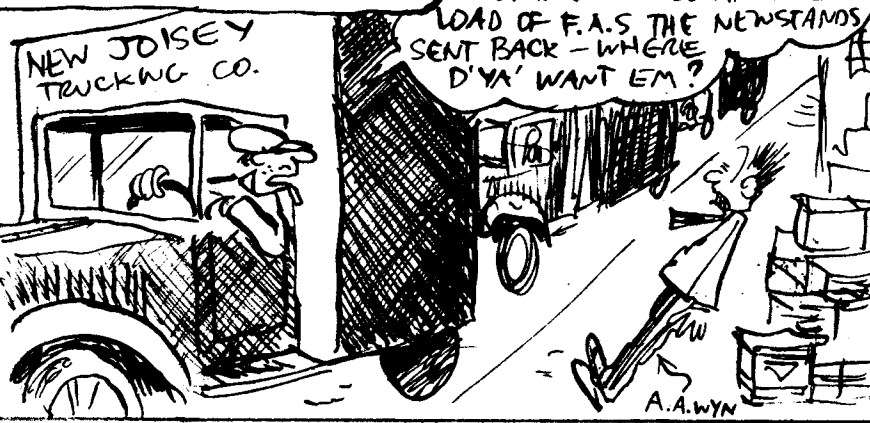
OUR SUPPLY OF CHEAP PULP PAPER IS DISAPPEARED!



FACTS CONFIRMED BY PRESS:



THE FLYING ACES STAFF DECIDES TO PRINT ON THE SLICK STUFF - AND DISASTER STRIKES!!



JUST AS I THOUGHT - F.A. READERS, FINICKY PURISTS THEY ARE, REFUSE TO BUY THE MAG PRINTED ON ANYTHING BUT CHEAP PULP PAPER - AND IVE GOT IT ALL WAY GHQ BASEMENT. COMMISSARSHIP.. HERE I COME!



SAYYY, GANG!!! AS YOU CAN SEE, THE BAD GUYS WERE UP TO NASTY STUFF WAY BACK WHEN!! WILL THE NEWLY MASKED GRIFFON BE ABLE TO RESCUE F.A., AND AT THE SAME TIME GIVE THE B.G.S. THEIR RICHLY DESERVED COMEUPPANCE?



CHARLES KINGSFORD-SMITH'S AVRO AVIAN

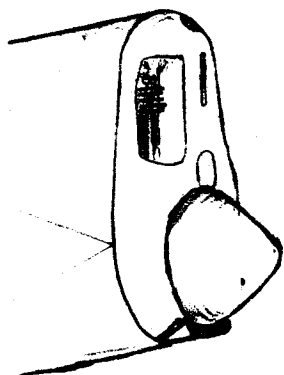
"SOUTHERN CROSS JUNIOR"

With this little brother to his giant Fokker tri-motor, Wing Commander Kingsford-Smith shattered Bert Hinkler's England to Australia record of 15½ days back in 1930. Yep gang, Winco Charley whipped this little biplane all that way in a mere ten days! This bus was good for 1600 miles in still air, but I guess Chuck was not counting on much "still air" as he had tucked away a spare prop in the turtle deck. See it there in the three view drawing?



You rib slicers will note what sweet proportions this long ranger sports....looka the long schnozol and wing gap, not to mention the ample empennage. Why, with a little more dihedral a model of this job might make it part way to the land down under! And we can fill you in on her coloring and marking too, so you can rack up those scale points at the next meet.

The fuselage, fin, and rudder were a true blue, as were her struts and wheels. The wings and stab were all silver. In other words, just like big brother Fokker. The registration G-ABCF. (including the period!) was in white on the fuselage in the location shown on the drawing. The wing registry was in black in the location shown. "G-A" being on the left, and "BCF." on the right. The name "Southern Cross Junior" (including the quotation marks) was in white on the location shown on the fuselage with the Avro Avian logo beneath it. We do not know the coloring of the logo, unfortunately.



AVRO
AVIAN

On the left we have sketched the nose cowl to clarify the cooling openings. Also, if you look closely, you will find a trace of the logo. The drawing and other info presented here was gleaned from the October 31, 1930 issue of Flight magazine.

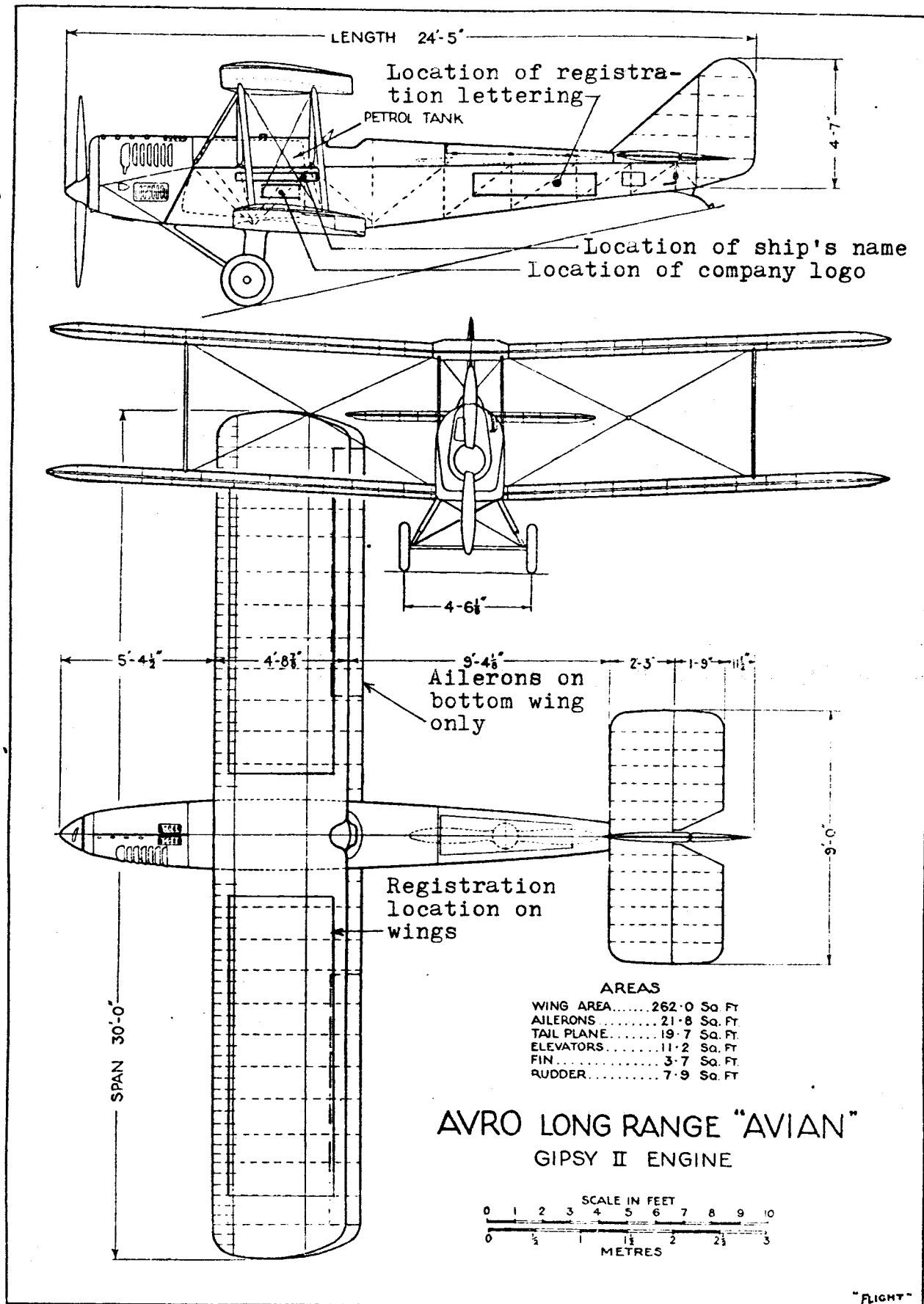
You know fellas, there is nothing quite so beautiful as a neatly rigged biplane high up against a cumulus dotted sky of blue. With their light wing loading they are slow flyers and their bouyancy allows you to see them enjoy each invisible ripple in the ozone. And glide? So slow they hardly ever hurt themselves on landing, so if you build one, put your best effort into the job for she will last you long and serve you well unless Hung takes it for his own, and you must admit, there is some satisfaction in that too!



Gen. Dave Stott, Rtd.



12.



THE LONG-RANGE "AVIAN": General Arrangement Drawings.

When covering light P-nut scale surfaces, the problem is shrinking the covering without warping the structure. I build some of my lighter P-nuts by using 1/20 or even .041 sq. leading edges on the wings. Tail surfaces are always 1/32 sq. or lighter. Here is how I cover. I make a frame as big as it will take to cover all parts of the ship. Glue the tissue to the frame and shrink with water or al cohoh as you would if the paper was on the ship. When the paper is as taut as you like, give it a coat of dope thinned 50-50 with thinner. I have used a brush or once I used my Pasche air brush. Makes no difference. Use this pre-doped paper to cover your ship. I use the technique where you paint the surface to be covered with dope and then apply the covering with thinner. If you use this technique, you will have some trouble getting the thinnner to go through the pre-doped paper. I usually apply the thinner right next to the paper and the doped wood.

After the ship is covered, hold each part away from you and spray some alcohol or a mixture of water and alcohol into the air(Iuse an empty hair spray container that I borrowed from my wife). Let this mixture fall on the part you want to shrink. I usually pin my wings down until completely dry. You don't have to do this with the fuselage. Tails and rudders get a very, very light going over. I cover these parts as flat as I possibly can. Sometimes they don't need any more shrinking.

I have a 4½ gram Vagabond that was covered this way and it doesn't look bad if I do say so myself. My wing ribs were cut from .025 sheet balsa and a couple of them got a little wavy when the covering tautened up a little but I can live with that.

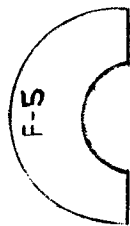
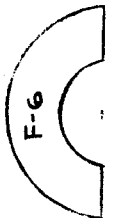
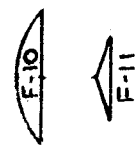
Jim Miller

FLYING ACES MODEL LABORATORY

This issue brings us a couple of plans that tie in with our story by Adrian Comper. Adrian's brother Nick was the designer of the Cranwell aircraft as you must have guessed if you read Adrian's story. We give you the Cranwell CL-3 in two sizes, both in peanut and 1" scale. This design looks like a sure fire way to get into the winners circle. The peanut version was drawn by a clubster from across the big pond, one Nick Peppiatt, and it was sent in to GHQ by Butch Hadland, thanks to both of these skysters. The 1" version by Bob Clemens placed 6th at the 81 Inoor AMA Nats. despite not having all the details on her. Best flight was :58 ROG, with 1,600 turns on a 30" loop of 1/8 Pirelli rubber. Bob also sent along the drawing for the Bristol Cherub engine so you guys can do a bang up job on the engine as well. Bob had his model at the recent E.M.A.A. Indoor Meet and let me tell you it is a real work of art, well done Bob. Both plans were redrawn for the newsletter by a member of the FAC here at GHQ, Joe Barna. Joe has also done a couple of other plans for us too. Nice job Joe!

Contest Calendar

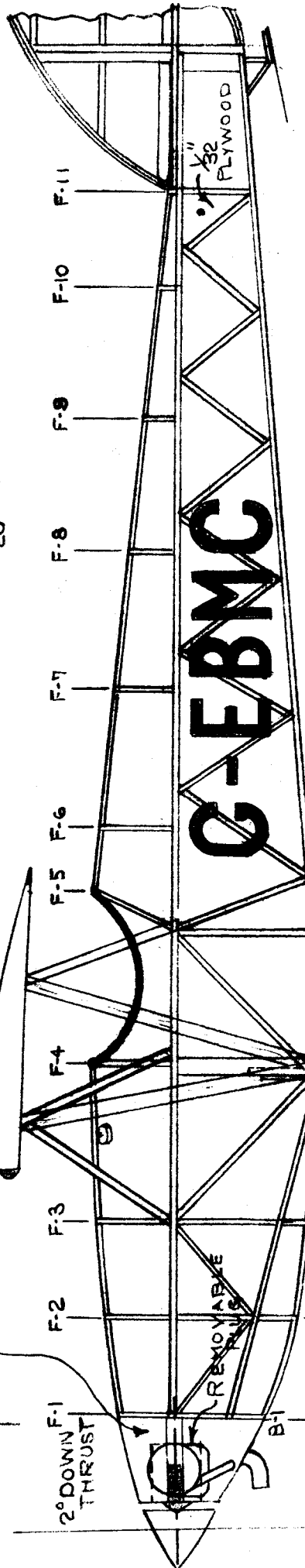
- Jan. 2&3 King Orange Internats, FF scale FAC rules, P-nut, WWI & WWII mass luanch, Thompson/Greve Race mass luanch. More info from Dean McInnes 5275 William Clark Rd., Lakeland, Fla., 33805
- Jan. 7 Minneapolis Model Aero Club, IHLG, EZB, Pennyplane, P-nut, & Walnut Scale. Other meets on Feb. 14-- Mar. 21-- and April 18. Contact John O'Leary, 11425 Kell Circle, Bloomington, Mn. 55437
- Feb. 28 Phoenix, Az. Embryo, No-Cal, GHQ P-nut, FAC Scale, WWI & WWII mass launch. Flyer in ~~the~~ issue. Dave Smith, 3813 N. 33 St., Phoenix, Az., 85018 **THIS**
- March 7 Fifth Annual Indoor Snowbird Meet. Edinboro, Pa. Flyer in next issue. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506
- March 13 & 14 Lakeland, Fla. FAC Contest, more later. Dean McInnes, 5275 William Clark Rd., Lakeland, Fla. 33805



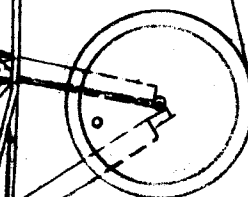
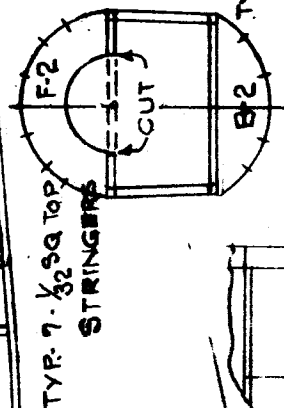
ALL FORMERS 1/20" SHEET

SOFT BALSA BLOCK

NOTE! ALL 1/20" SQ UNLESS SPECIFIED

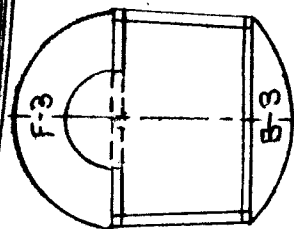
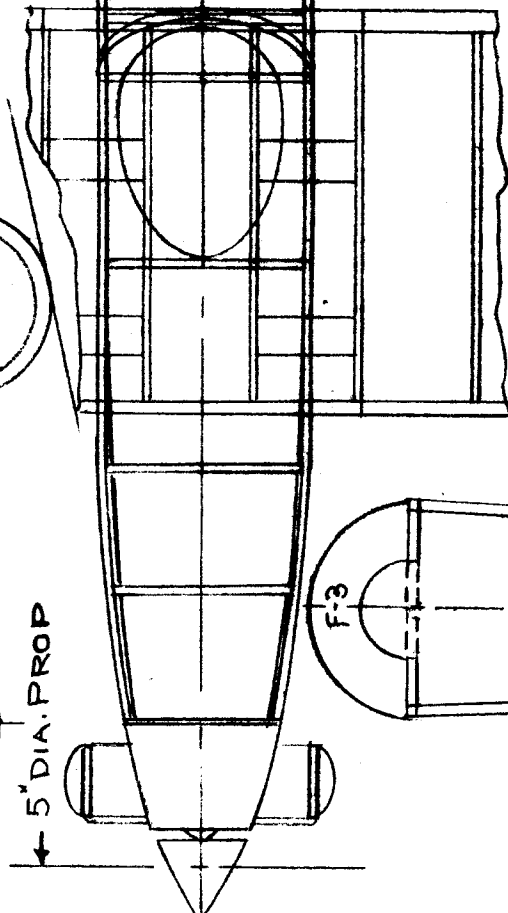


POWER, 16" LOOP
07" WIDE
1500 TURNS



5" DIA. PROP

TYP. 5-1/32" SQ. BOTTOM



COLOR SCHEME
ALL SILVER
STRUTS: BLACK
LETTERS: BLACK

CRANWELL CLA-3
BY: NICK PEPPAT
REDRAWN: JOE BARNA-1981
REF: AEROPLANE MONTHLY
AUG. 1980

$\frac{1}{16} \times \frac{1}{8}$ "
LEADING EDGE

TIPS - $2 \times \frac{1}{32} \times \frac{1}{20}$ 15.
LAMINATES

SPARS
 $\frac{1}{20}$ SHEET

TRAILING EDGE
 $\frac{1}{16} \times \frac{1}{8}$ " SHAPED

DIHEDRAL GUSSETS

CABANE
STRUTS

STRUTS $\frac{1}{8} \times \frac{1}{20}$

LANDING GEAR
.015" WIRE

$2 \times \frac{1}{32} \times \frac{1}{20}$
LAMINATES

$\frac{3}{8}$ " DIHEDRAL

$\frac{1}{20}$ SHEET

$\frac{1}{20}$ SQ

UPPER SURFACE CUT FROM $\frac{1}{20}$ SHEET
BOTTOM $\frac{1}{20}$ SQ.

G

$\frac{1}{20}$ SQ

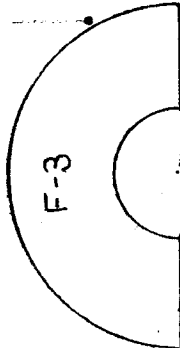
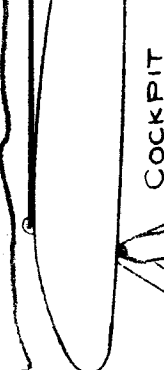
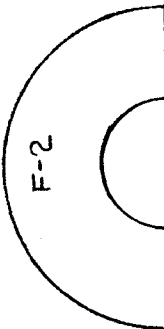
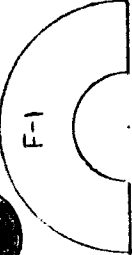
BRISTOL
CHERUB
ENGINE

1/2 SQ.
PLUG

7/8" PLASTIC
FLYING ROD

SOFT
BALSA
BLOCK

F-1 F-2
SHEET



COCKPIT
F-4 1/4 SHEET

F-5

F-6

F-7

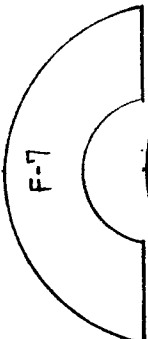
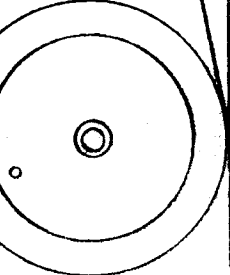
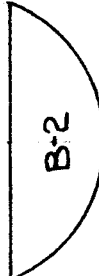
1/16 SQ STRINGERS
1-CENTRAL
3-EACH SIDE

C-E-B

2" STRINGERS
EACH SIDE
BLEND
INTO
UPRIGHT

2° DOWN
THRUST

B-1 B-2 B-3
1/16 SQ STRINGERS
1-CENTRAL EACH SIDE

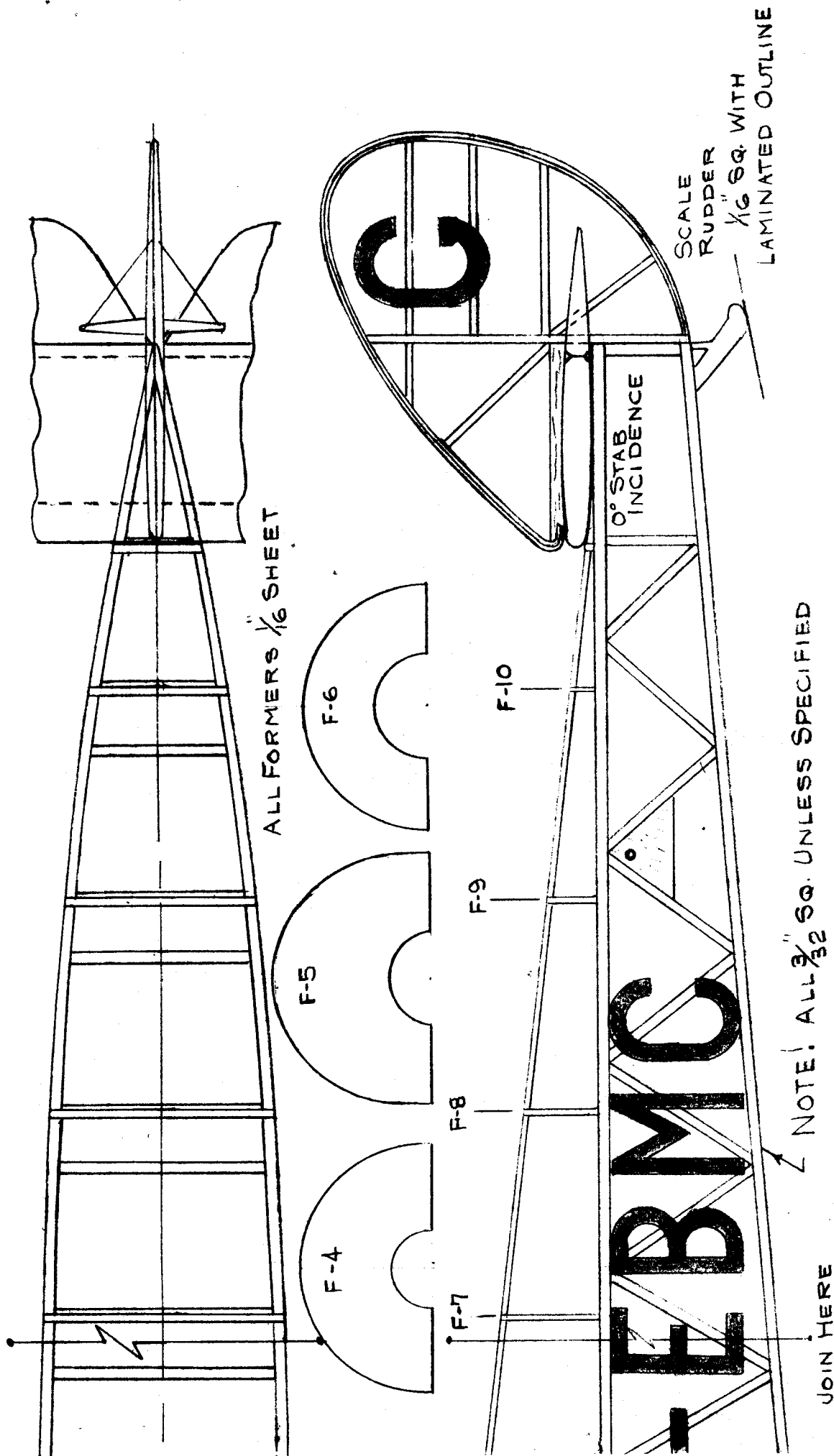


F-8

F-10

JOIN HERE

SCALE PROP
AS SHOWN



JOIN HERE

COLOR SCHEME: ALL SILVER
BLACK STRUTS
BLACK LETTERS

CRANWELL C.L.A.-3
BY: BOB CLEMENS
REDRAWN: JOE BARNA · 1981
REF: AEROPLANE MONTHLY
AUG. 1980

$\frac{1}{8}$ " SQ. LEADING EDGE-SHAPED

18.

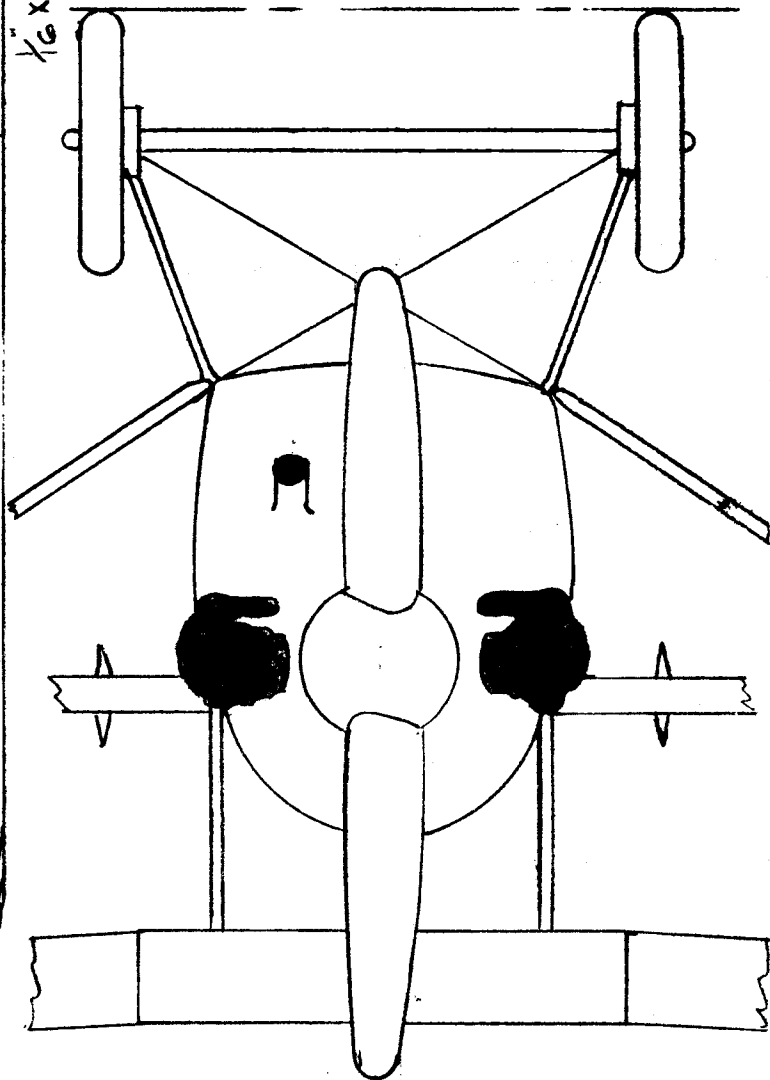
CABANE
STRUTS

WING
SPARS
 $\frac{1}{16}$ " SQ. TOP
& BOTTOM

$\frac{1}{16}$ " SHEET
BOTTOM
ONLY
(TYP)

$\frac{1}{32}$ " x $\frac{1}{16}$ "
LAMINATED
TIPS.

$\frac{1}{16}$ " x $\frac{1}{8}$ " TRAILING EDGE-TAPERED



RIB PATTERN

RIB $\frac{1}{32}$ " SHEET BALSA

DIHEDRAL GUSSETS
(TYP)

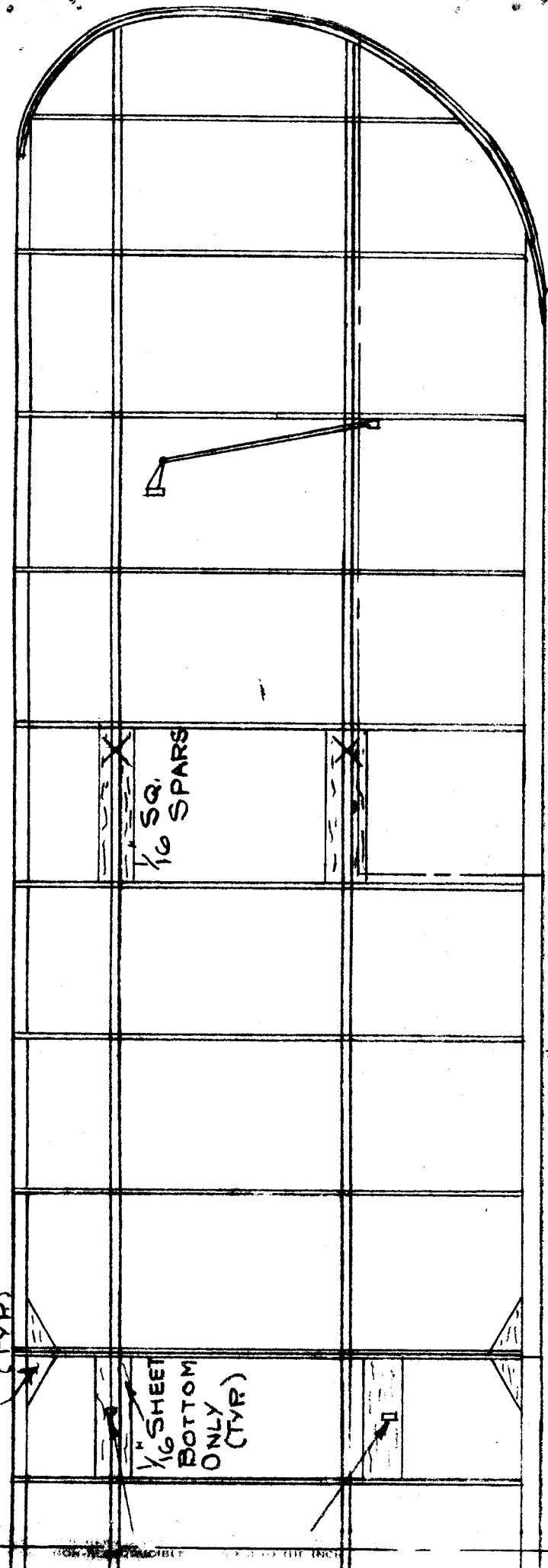
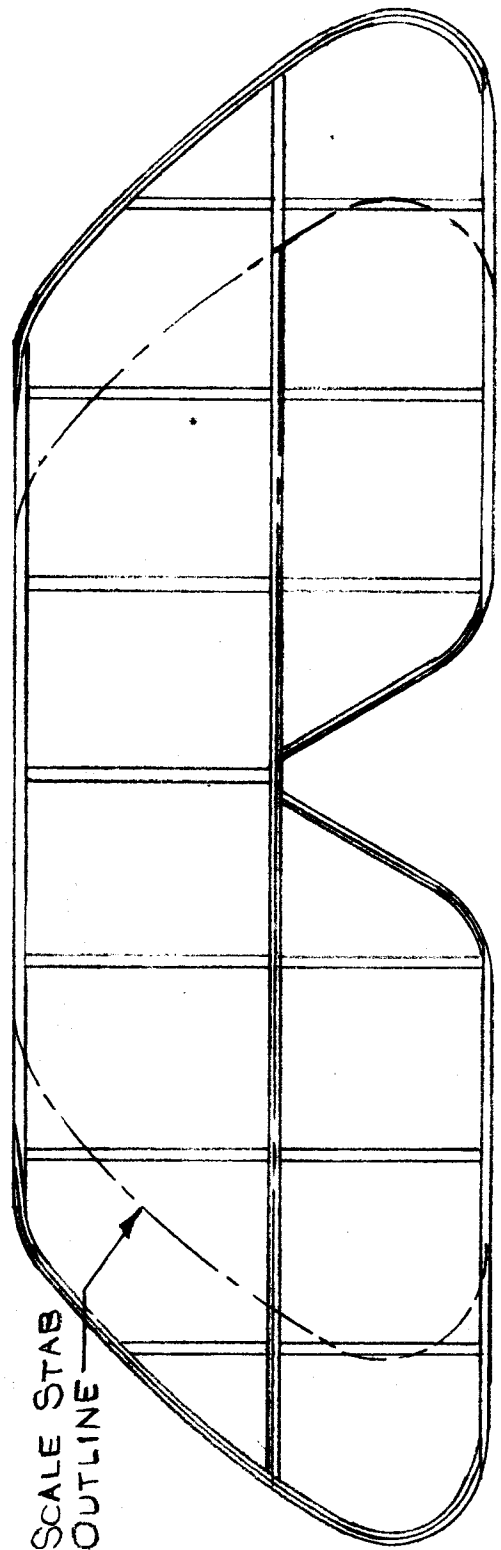
1" SHEET
1/16" BOTTOM
ONLY
(TYP)

1" SQ.
1/16" SPARS

NOTE! 1/2 DIHEDRAL, EACH TIP (APPRX.)

FLYING STAB 1/16" SQ - TIP 1/32" X 1/16" LAMINATES

SCALE STAB
OUTLINE



£

FLYING ACES

RUBBER SCALE CONTEST

Sunday Feb. 28, 1982 8:30AM - 2:30 PM

38th Ave. & Pinnacle Pk. Rd., Phoenix, Az.

EVENTS

- 1 EMBRYO ENDURANCE
2. NO-CAL SCALE
3. GHQ PEANUT SCALE
4. FLYING ACES SCALE
5. WWI MASS LAUNCH
6. WWII MASS LAUNCH

Only events with 3 or more contestants will be held.

NO AMA LICENSE REQ

ENTRY FEE \$1⁰⁰/event \$3⁰⁰ max JUNIORS FREE

AWARDS 1st, 2nd, + 3rd events 1-4, 1st events 5 & 6

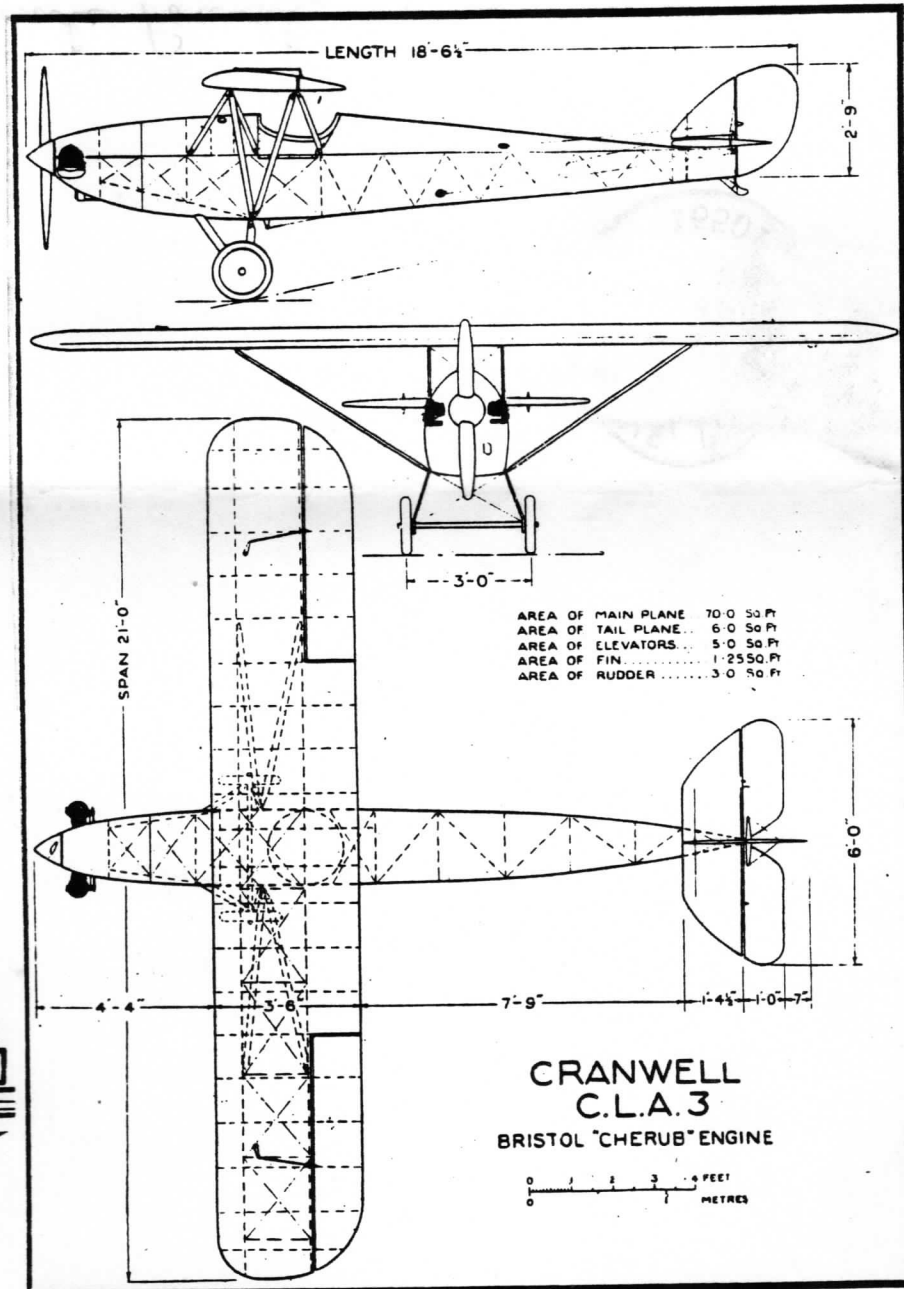
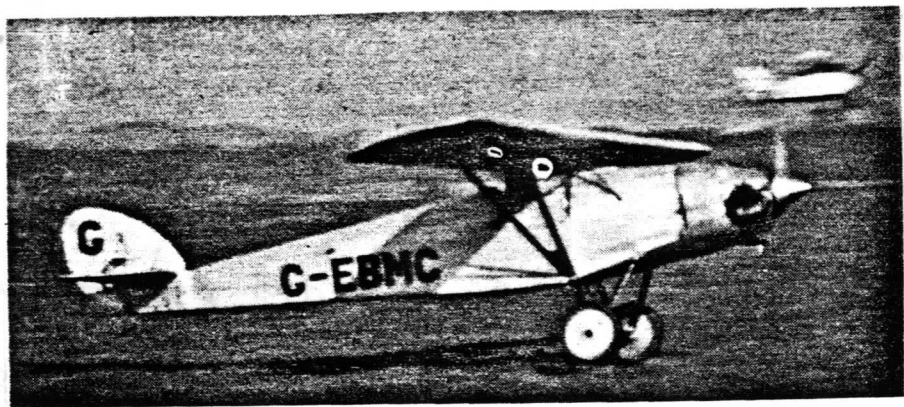
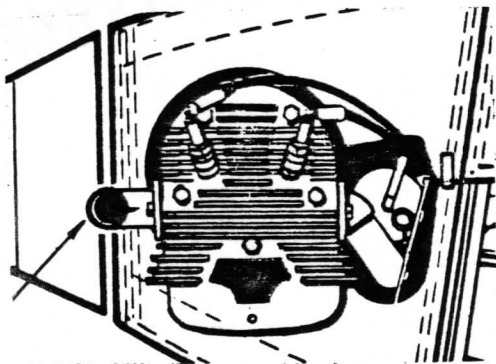
SPECIAL JUNIOR AWARDS HIGHEST FLIGHT TIME
HIGHEST SCALE SCORE

RULES FAC RULES (see FAC Rules Sheet)

QUESTIONS?

Phone # 602-955-1856

CD DAVE SMITH
3813 N 33RD ST
Phoenix, Az 85018



General arrangement drawing
of the Bristol "Cherub" engine.

FIRST CLASS

FIRST CLASS

Claude Fowell
P.O. Box 454
Ridge, Md. 20680

Flying Aces Club G. H. Q.
3301 Cindy Lane
Erie, PA 16506

