

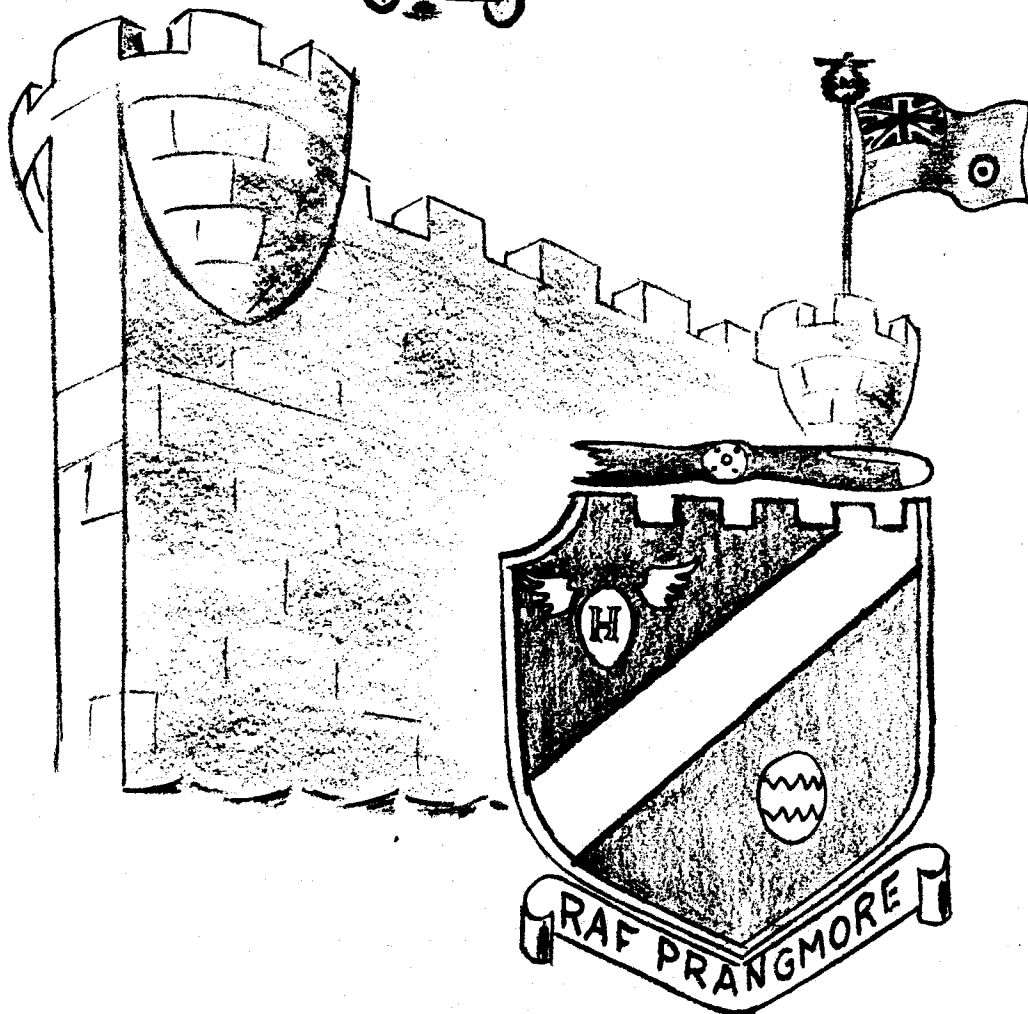
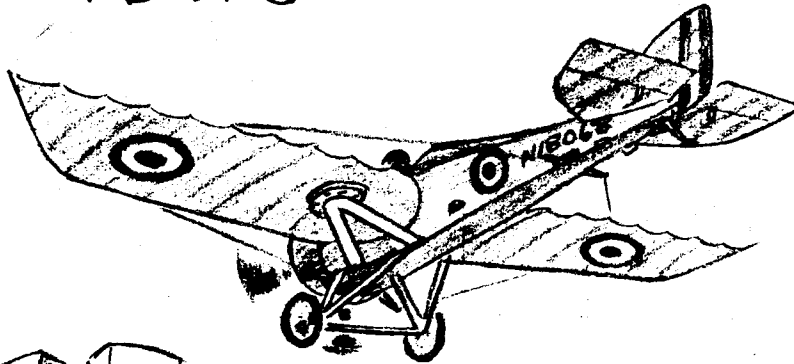
FLYING ACES

Club News

ISSUE # ~~12~~ 8

JAN. 1982

82



AMAZING COVER STORY!

Illustration;

Shewn here is the Wall of Humptius, which now serves as a prominent part of the Prangmore Aerodrome's boundry . Overhead can be seen the only Blackburn "Blunder" as it glides by on final approach.

The Blackburn Blunder was singular in that it was not fitted with the more usual aileron, elevator, or rudder controls; instead, all control functions were accomplished by the co-ordinated, or differential, sweeping of the pivoted wings. While this unusual wing-sweeping feature predated the F-14 Tomcat by several score of years, it did absolutely nothing to enhance the Blunder's limiting Mach. The Blunder airframe (quite unlike the Sopwith Snapper or BAT Basilisk) turned out to be an excellent match for it's ABC Dragonfly engine - both were terrible.

It was in this same aeroplane that the world's first Lomcevok manuver was performed by Capt. DeBris on the occasion of his introducing Lady Goodleigh to the delights of the Mile High Club, and was performed during an attempted straight and level flight. Lady Goodleigh, the Duchess of Cleanser, was estatic, exclaiming that no sensation such as that had ever been experienced in the back seat of her motor-car ! The nearly dauntless DeBris, however, was quite uncharacteristically subdued for the rest of the day, and this manuver (the Lomcevok- though certainly not the Mile High thing) was not again attempted for several decades.

The cover this time is done once again for us by that old historical archivist, Capt. Frank Scott. Frank also sent in the story on the next page that will give you a more in-depth tale of the Prangmore Aerodrome. We don't know how Frank has been able to get into these age-old files about all the early and unknown facts about aviation, but we hope he never gets caught at it. How he is able to translate all that data is beyond us here at GHQ, maybe its the type of Grog that he sips on as he goes about his mission.

Airmail Pals

Dear Lin,

Egad! I've twisted, turned, looped and, by Jove, I've even Immelmanned, but that accursed Baron Von Reddenex remains on my tail. I'm desperate, I'm sending nine bucks lest I be shot down in flames, never more to be a FLYING ACE. Keep the good stuff coming.

Sincerely,
John Campbell

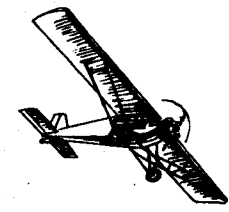
FLYING ACES MODEL LABORATORY

The little gem we have this time comes to us from the land across the big pond, Great Britain. We present her here in peanut form and we think she has great possibilities, what with the long nose and tail moments. She is done up in an all silver finish with black struts and lettering. The plan comes to us from a chap by the name of J. Whatmore via Butch Hadland. Joe Barna once again has done a masterful job of redrawing it to fit on our pages. If anyone out there builds this model please let GHQ know how she performs. That goes for any of the plans presented in the pages of your good old FAC NEWS. We would like to know if any of our plans are being put to the use that they are intended for, they are not put in just to drool over. Some of them must have been built, lets hear about your results.

NEWS ON THE WING!

The Flying Aces Nats-Mark Three is shaping up nicely. As we go to press I can tell you that it will be held in Johnsville, Pa. at the naval air station, on July 17-18, 1982. On Friday, the sixteenth we will hope to be able to do some of the scale judging so as to take some of the workload off of the judges on the days of the actual flying. We would like to urge all of you who can, to have your entries judged on Friday evening if at all possible. About all we can add at the present time is to give you a list of the events that will be held so you will be able to get that special model or models built in time for the big bash.

- | | |
|---------------------|----------------------------|
| 1. FAC Scale | 7. WW I Combat |
| 2. Jumbo FAC | 8. WW I Peanut Combat |
| 3. Peanut FAC | 9. WW II Combat |
| 4. Peanut GHQ | 10. Greve Race |
| 5. FAC Power | 11. Thompson Trophy Race |
| 6. Embryo Endurance | 12. Golden Age Mass Launch |



These are only the official events that are being held. I am sure if your favorite event is not listed that someone may hold it as an un-official event, maybe even you yourself would like to handle it.

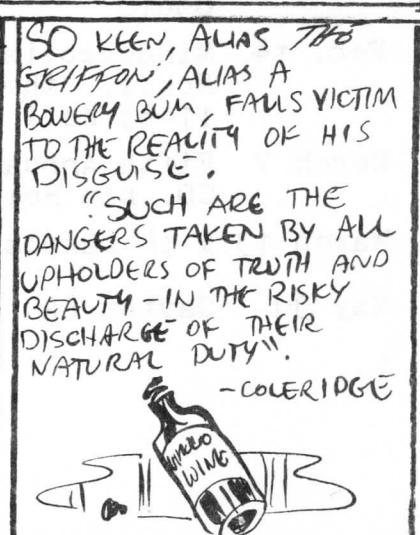
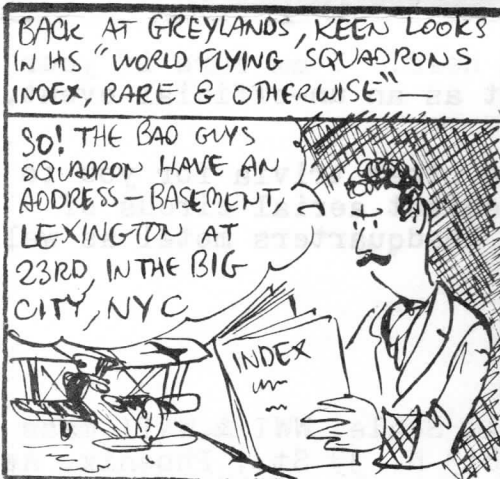
By the next issue we should have all the facts and other trivia for you to dwell on as you ponder over what to build for the greatest aerial circus of them all. There will be info on the banquet and the headquarters motel as well as other motels, etc.

Contest Calendar

- Feb. 28 Phoenix, Az. Embryo, No-Cal, GHQ Peanut, FAC Scale, WWI & WWII mass launch, flyer in last issue. Dave Smith, 3813 N. 33 St., Phoenix, Az. 85018
- Feb. 14 Minneapolis Model Aero Club, IHLG, EZB, Pennyplane, P-Nut, & Walnut Scale, Other meets on March 21 & April 18. Contact John O'Leary, 11425 Kell Circle, Bloomington, Mn. 55437
- March 7 Fifth Annual Indoor Snowbird Meet, Edinboro, Pa. Flyer this issue. CD. Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506
- March 13 & 14 Lakeland, Fla. FAC Meet-----CANCELLED
TENTATIVE DATES
- May 30 Dayton FAC May 23 CFFS at Lorain, Ohio June 13 EMAA at Erie

FLYING ACES MAGAZINE WAS IN DEEP TROUBLE BACK IN 1936. THE BAD GUYS SQUADRON FILCHED ALL THE CHEAP PULP PAPER, & PUBLICATION HAD TO BE SUSPENDED!

THE GRIFFON, UNDER HYPNOTIC REGRESSION, REVIEWS THE STEPS HE TOOK TO RELIEVE THIS OPPRESSIVE SITUATION...



McCook Field Squadron, FAC
Archieves , Series No. 72

PRANGMORE AERODROME

To digress this month from our usual compilation of the world's truly significant aircraft; a number of our astute and faithful readers have made inquiries concerning their inability to locate the famed Prangmore Aerodrome and the nearby town of Humpty on any known map. We therefore herewith offer the following historical disertation.

The picturesque, damp and clammy English countryside is dotted with picturesque, damp and clammy hamlets and villages, each rich in local history. No less so is the ancient town of Humpty-On-The-Wall; once a nameless Roman garrison commanded by an ambitious, if not overly talented, legendary Legionary Tribune, known to us only as Humptius . While Humptius may have lacked certain soldierly attributes, it has been established that he was an unparaelled trencherman and his figure had suffered accordingly; indeed, he was said to more than somewhat resemble an egg!

This Tribune, Humptius , felt, and perhaps justly so, that fame was passing him by when he learned of the great success enjoyed by Hadrian to the North in constructing a fortified wall to exclude the unrecalitrant Scots and Picts. Not to be outdone,, Humptius immediately set about the construction of a similar wall intended to keep his enemy, a certain aged Druid, from annoying him by his wanderings into camp and maundering peculiar predictions about the future in general, and that of Humptius in particular.

Having only modest resources at, and with which to, command, the field-stone wall of Humptius was only some M cubits in lenth, and little more than XII cubits high, situated squarely accross the path (bordering a stream - a tributary of the river Syde) along which the aged Druid always passed.

To be fair, our history must record that this wall was indeed a complete success, for when the Druid first saw that the wall, now blocking his accustomed path was also blocking the stream, which was in it's turn totally flooding Humptus' camp, he (the Druid) turned back, laughing merrily as he snacked on a branch of elm and returned to his home in the great oaken forrests, never to be seen again.

Tribune Humptius , appalled at the flooded ruin of his command, and seeing the rushing waters rising about him, scrambled up his wall to safety before his new dress uniform toga was soaked. Here atop the wall, he found himself dry enough, albeit isolated from his command; he had to get back down.

Inspired by the sight of a flying squirrel* (a somehow appropriate beast) in flight, Humptius borrowed a pair of spears from the soldiers stationed atop the wall, thrust these through the freshly starched fabric of his splendid toga, and, intending to soar thereby to dry ground, outstretched his arms, spears, toga and all, and threw himself from the top of the wall. Alas, the results of this precipitous action were too predictable and awesome to record here (although the toga, it is said, made a lovely shroud) ; suffice it then to say that , subsequent countless generations of children have been amused by a somewhat garbled account of these events rendered by one Ms Goose.

* As has been more often the case with our Capt. DeBris, the presence of this uniquely North American mammal (the flying squirrel, that is,) has never been satisfactorily explained.

Concerning the Druid, nothing more was ever heard, except that he appeared very much later with Drake at the Battle of the Armada, where he served gallantly aboard HMS Repugnant as a spritsail yard.

For centuries Humpty-On-The-Wall languished in its deserved obscurity along the New Road (built by the Romans, and still the only thoroughfare) until the sudden aeronautical expansion occasioned by the Great War caused resulted in several transient aeroplanes to make unscheduled landings upon Humpty's flat, albeit soggy (due to the wall) Moors of Prang. The flat terrain, and the fact that a crashing aeroplane could not conceivably result in damages to the town amounting to more than £ 5 2/6, made this an eminently suitable site for an experimental aeroplane development station, and so resulted the famed Prangmore Aerodrome.

With the Great War finally resolved to the satisfaction of all participants, Britain rapidly demobilized its forces. When it was realized, however, that because of its very little worth, no savings could be realized by its closing, the Prangmore Aerodrome was premitted to continue in its day-to-day business of designing, building, and crashing aeroplanes, many of these being flown and/or crashed by the dauntless Capt. DeBris.

The Great Wall of Humptius , located squarely across the end of the main (and only) runway remains to this day as Humpty's only land mark and attraction, where it has served well, not so much as an obstacle to intruding Druids (who never were much of a threat) as a barrier to protect the town from over-running aeroplanes.

Sic Semper Humptius !

F.A.C. PROMOTION LIST

Once again, it is time to publish the annual list of promotions earned by faithful FAC fliers in the past year that has elapsed since the last promotion list was published. The list is well represented by the "biggies" of FAC competition, but there are also several names which can be classified in the "up-and-coming" category. The list is somewhat longer than the last one, reflecting once again the fact that more of the newcomers are finding the range, as well as a proliferation of FAC style scale meets around the country and in Canada. These well earned promotions are:

Gordon Roberts	Air Vice Marshal to Air Marshal
Dennis Norman	Lt. Gen. to Air Vice Marshal
Mike Midkiff	Lt. Gen. to General
Russ Brown	Maj. Gen. to Lt. Gen.
Don Snull	Brig. Gen. to Maj. Gen.
Pres Bruning	Major to Lt. Col.
Geo. Meyers	Capt. to Lt. Col.
Ralph Kuenz	Major to Lt. Col.
Vic Peres	Lt. to Major
Ross Mayo	Capt. to Major
Todd Allen	Lt. to Capt.
Jim Miller	Lt. to Capt.
Dave Rees	Lt. to Capt.
Mark Fineman	Lt. to Capt.
Tom Majestic	Lt. to Capt.

Each of the above will receive their certificates of promotion directly from FAC GHQ attesting to their prowess in the finest flying done today - EFF * A * CEE!!!

BY ADRIAN COMPER

In late 1924 the Royal Aero Club (Nick and Adrian were members) sponsored the International Light Aeroplane Trials at Lympne near Folkstone, a south of England seaside resort. Nick obtained a weeks leave and entered his CLA-2. At that time Adrian, a visiting American girlfriend, his brother-in-law (also RAF Cranwell) and other friends attended the week-long meeting.

Nick, flying his CLA-2 solo, was piling up hours over the course, though trailing behind the other entrants. At midweek the brothers received a luncheon invitation from the Under-Secretary for Air, Sir Phillip Sasoon, a batchelor of extreme wealth. One of his estates was nearby. An open-top cream colored Rolls Royce with chauffeur in the same colored uniform fetched them. That luncheon is worth relating since the opulence of those days in England has by taxation and war ceased to exist. Other guests included Sir Samuel Hoare, the Minister for Air, to whom we were introduced. He congratulated Nick remarking that it was the first time a serving RAF officer had flown in a civilian aeroplane trials.

I had remarked on the hand painted celestial scenes covering the entire piano - Sir Phillip replied he had commissioned a famous French artist for the work.

In a huge dining room was a long table with some thirty place settings, each with a silver cigaret container and another for matches. Behind each chair were well groomed men in simple white tunics and medal ribbons ready to serve the meal - all ex-service men from World War I, including the chauffeurs of the five Rolls Royces I later saw lined up to take the guests home.

After luncheon, our host asked if the church architect, Ninian Comper, was any relation. "My father, Sir", and in turn asked if Sir Edwin Lutzens has designed this magnificent modern manor. "yes", he said, "let me show you around". Came room after room beautifully furnished including the master bedroom with glass door handles with small diamonds where, the previous year Prince Albert and Elizabeth, later George VI and the present popular Queen Mother, spent their honeymoon.

At last we reached, on the ground floor, a simple and small suite, modestly furnished and its all-white bedroom resembling a hospital room. "This" said Sir Phillip, "Is where I live". This told me more of the sterling character of this barely middle-aged man than anything I have since read about him.

Nick flew for the rest of that afternoon piling up a few more hours. By weekend the prizes were announced, Nick winning the Reliability Prize. In the formal dress dinner in the hotel ballroom that Saturday night, a great fuss was made of him during the prize giving. Press reporters crowded this RAF officer and much publicity ensued. The CLA-2, the only light plane seating two side-by-side, was dubbed the "Honeymoon Express".

The Air Ministry became concerned about the propriety of a serving officer competing in an international air meet. Suggestions that Nick be given the Air Force Cross were properly turned down. But when soon the Honeymoon Express ceased to be news, he was privately and officially congratulated by Air Chief Marshall, Sir Hugh Trenchard, for a job well done.

On that memorable prize giving evening at Folkstone, Adrian with Frances, his American girlfriend from Massachusetts, left the after-dinner dancing at midnight and strolled along the Esplanade under the full moon that seperated Saturday from Sunday that warm summer night. To the accompanymnt of waves at high tide breaking in a calm sea, it was then that they became engaged to be married.

(to be continued)

8.

SIXTH ANNUAL SNOWBIRD INDOOR MEET

Sponsored by the Erie Model Aircraft Assn. A.M.A. Sanction #14 MARCH 7, 1982
 TIME 9:00 AM till 5:00 PM SITE: McComb Fieldhouse, Edinboro College
 Edinboro, Penna.

EVENTS:

1. Hand Launch Glider
2. E-Z-B no film covering 9:am till 12:00 pm.
- Following events from 12:00 pm till 5:00 pm.
3. Unlimited rubber- built up fuselage & must be covered with Jap tissue.
4. No-Cal Profile Scale- must be recognizable, max. span, 16" Jap tissue.
5. F.A.C. Rubber Scale- as per F.A.C. rules.
6. Peanut Scale- as per F.A.C. rules.
7. WW-I Peanut Combat, mass launch, at 3:00 pm.

Models must be scale judged by 3:00 pm, no condenser paper covered models.

Special JR/SR events combined for events #1 and #6.

Prizes: Kits and/or merchandise through at least three places, except first place prize only in WW-I Combat.

Entry fee: \$3.00 first event, \$1.00 each add. event, Max. fee \$6.00.

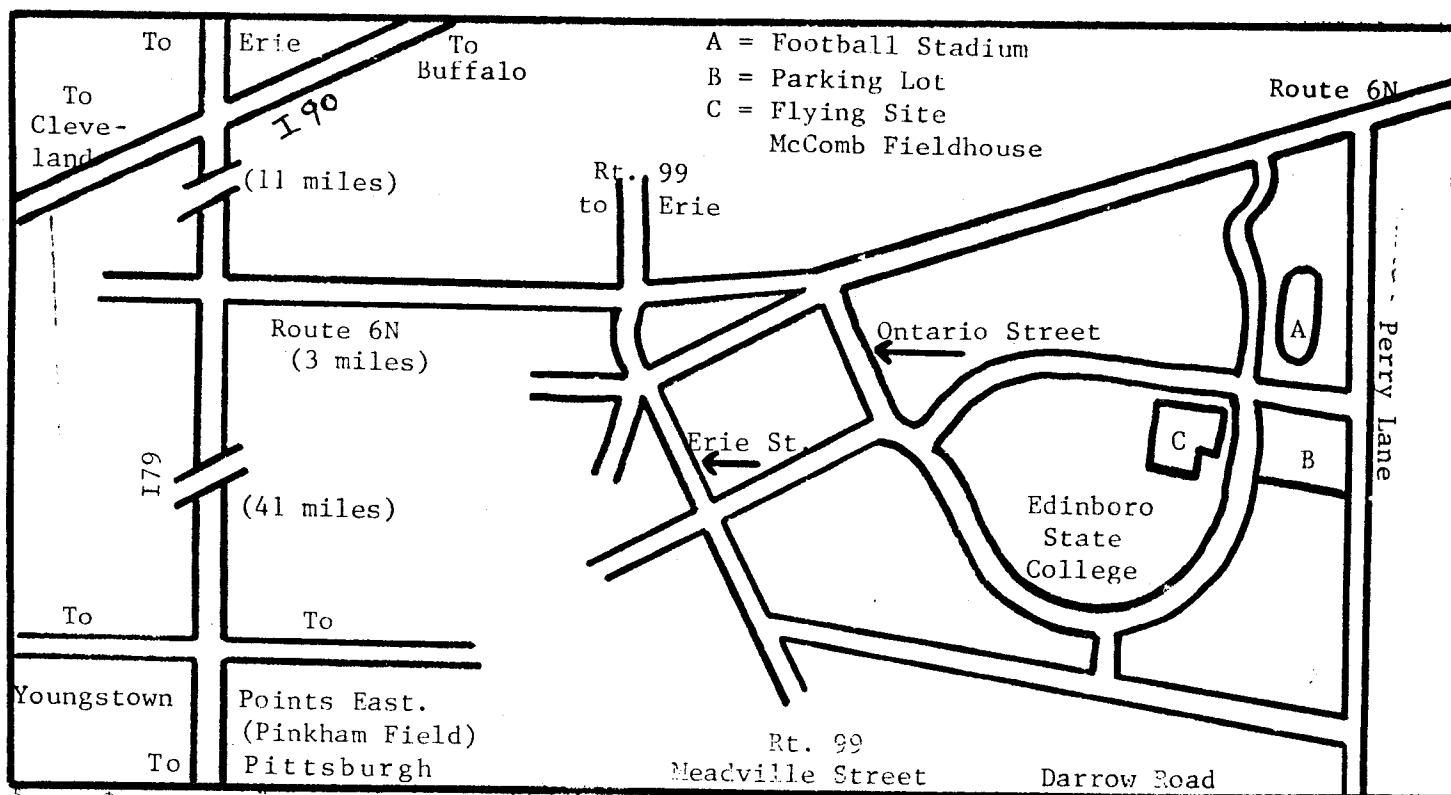
JR/SR fee, \$2.00 flies everything.

Be sure to bring proof of scale with you, must have to be awarded scale pts.

Contest Director; Lin Reichel 3301 Cindy Lane Erie, Pa. 16506 (814-833-0314)

SWAP SHOP AFTER THE CONTEST!!! BRING YCUR GOODIES TO BUY SELL OR TRADE!!!

GYM SHOES ONLY



PLACE:Southern Front----vicinity of Bar-Le-Duc, July 1918.

Flying Officer Duncan McBride (the Scott's pride) flying his sturdy SE-5a engaged three German machines over the lines. They were commanded by Count Cliff Von Betz in his Fokker D-7. Baron Johann Von Blair flew wing in his nearly identical D-7, while un-noticed by McBride (the Scot's Pride) a new experimental Dornier D-1 flew high cover, well up-sun of the Fokker machines. This aircraft was flown by Oberleutnant Dean McGinnes(ancestor of the allied Navy pilot who never found his carrier, see a previous FAC News). How any pilot in Kaiser Bill's air force ever got by the recruiters with a name like McGinnes is better left unsaid. Never the less, when jumped by the Fokkers, McBride fought with a contrlled fury. (Hawker Furys not being available at that time). First Von Blair spun to the ground under the pounding of McBride's guns. Then, Von Betz was caught nose high and fresh out of airspeed, altitude, and ideas, when a hail of .303 slugs from McBrides Vickers brought him down as well. Meanwhile, unknown to McBride (the Scott's Pride), McInnes, using the superior airspeed of his new experimental full cantilever biplane, whistled into the fray, out of the sun with Spandaus flaming. After one pass, the engine of McBrides SE-5a exploded, riddling the fuselage with bits and pieces of England's finest cast iron, whereupon Flying Officer Duncan McBride (the Scott's Pride) glide across the lines to safety. McInnes meanwhile, circled the wreckage of his two friends and then wandered slowly homeward wondering how anyone with a name like his ever got past the recruiters in the German Air Force.

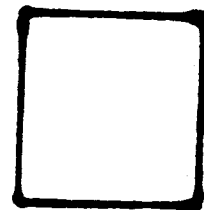
Here follows a report on the Race Plane event;

It was an incredible day at the Pan-Okee-Fenokee International Air Races today as four unlikely challengers lined up for the green flag. Banking on his experience, Grandpa George Leffler strapped himself into his sleek Kieth Rider "Suzy", while alongside in the front row, John "Hillbilly" Blair warmed the engine in his equally sleek Crosby CR-3. In the next row, Cliff Betz crouched low behind the periscope (no windshield) in his Dayton Wright RB-1, depending upon his retractable gears and variable geometry wings to make up for the lack of horsepower (250hp against 400+ each). Meanwhile, Dean "Whichaway" McGinnes rolled up in his 45hp Tilbury Flash. He missed the 115 cu. in. event due to not finding the first turn and entered the free for all jousting as much to luck as anything else.

When the flag dropped, the 45hp motor-bike engine in the Tilbury handily exploded on the starting line saving itself much embarassment and leaving three to drag race to the scatter pylon. First down was Cliff Betz in the RB-1, the little (relatively) and old (made in 1919) Hall Scott engine not being able to take the strain of the bigger engined aircraft. Leffler and Blair screamed around the pylons (especially Blair as his mechanic had slammed the canopy down on his pinky), barely skimming the ground with hair raising steep turns. Finally, coming round the last turn and heading for the finish Blair's Crosby called it quits and while he limped to the field trailing smoke, Granpa Leffler thundered past the finish line to the adulation of thousands (of skeeter bugs).

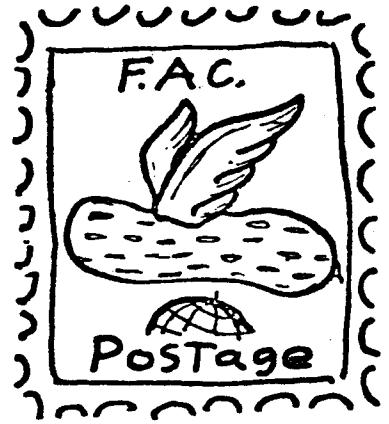
If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE DOLLARS per year. Six issues, published every other month.

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



Peanut & No-Cal Scale Postal Meet

It's hard to believe, but it must be the severe winter that we are experiencing around the country, because the results of your postal entries are just not coming in to GHQ. Brave the elements clubsters, just as the early air-mail pilots did. And what of you indoor bugs, surely the snow does not stop you from flying indoors. Or, maybe the interest for this type of thing is no longer there. Well, anyway here are the results that we have to date. Are'n't any of you other ribslicers going to challenge the brave clubsters that have sent in their entries? Don't let them steal a Kanone so easily.



Peanut Indoor Wing

Pilot	Plane	Time
Bill Musolf	Fike	77 Sec.

Peanut Outdoor Wing

Pilot	Plane	Time
Dave Stott	Blackburn Sidecar	47 Sec.

No-Cal Indoor Wing

Pilot	Plane	Time
Vic Peres	Fike	106 Sec.

No-Cal Outdoor Wing

Pilot	Plane	Time
Dave Stott	Luscombe Phantom	75 Sec.

Okay Skysters, lets get with it. Don't let these intrepid airmen rack up those Kanones so easily. Competition is what they need and desire.

BUILD--FLY--WIN--EFF--AYE--CEEEEEEEEEEE!!!!

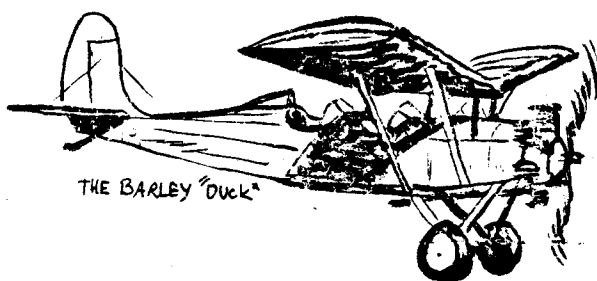
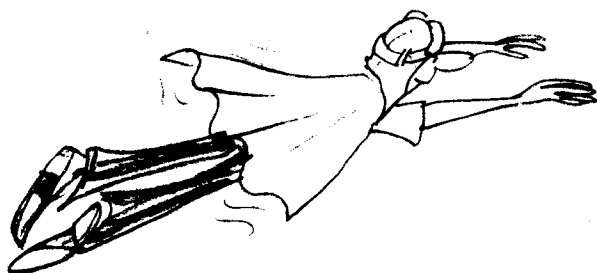


What is the Distinguished Medal you ask? Well skysters, it is an award that is given to clubsters who have given more than just a little bit to keep the Flying Aces the most prestigious group of rubber scalers in the world! This is no easy task, that of picking who deserves the honor. There are many of you out there in FAC Land that are deserving of an award such as this. But there are only so many awards that can be given at one time, so if you think you are worthy of such a fine medal, just bear with us and we are sure you will not be overlooked. We intend to give a few of these medals every year.

Frank Scott, of the McCook Field Squadron, came up with the idea of this award and with the aproval of the "OLD GUARD", your former leaders, he set out to design this little gem. It is to be worn at all FAC functions, and wear it proud fellas!

The very first to be honored with this award were, Dave Stott, Bob Thompson, Vic Didelot, and your editor Lin Reichel. These men received their medals at the Flying Aces Nats in 1980. You should see them strut like peacocks when they display them on their tunics.

Now we will give you the names of those who have won this honor for 1981 and the reason that they qualified for this award. The staff of the newsletter and Frank Scott got together on this and it was no easy task to pick the winners. The first name that came to mind had to be Pres Bruning for all the fine plans that he has drawn for the newsletter, plus his great cover action drawings. We need more, Pres. Bill Hannan, for what he did to help get the Peanut movement going way back when, and his continued support of same. Frank Scott for keeping the Fac life going in southern Ohio, CDing the FAC NATS in 1980, plan contributions, The Hystorical Hystory yarns for your newsletter. Russ Brown, who probably has done as much to promote the FAC as anyone has. Juanita Reichel, for the untiring work she has done at both of the FAC Nats, copying, typing, keeping track of the staff here at GHQ so we don't go over our budget for the newsletter. Jerry Bockius, for the fine strip called "Gordon & Chester", which must take him untold hours to do. To these fine clubsters we doff our caps, because without people like them we do not have a newsletter.... we don't even have an organization. EFFF--AYYY-CEEEEEEE!!!



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

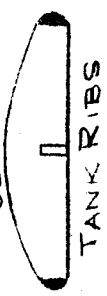
Lt. Dean McGinnes, of the Swamp Squadron of Florida, would appreciate it if some FACer could send him some info on the Heinkel HE-112 fighter. He would like a three-view and color scheme for this aircraft. Send your stuff to Dean at 5275 William Clark Rd., Lakeland, Fla. 33805.

Lt. Col. Chuck Drew has a lot of supplies that he no longer needs as he is now a college student and unable to do any model building. Chuck says that he has rubber, music wire, brass and teflon washers, balsa sheets and sticks and other assorted things. The total value of all this is \$97.00, but he will part with it for just \$50.00. These College kids need money folks! So if you are interested please contact Chuck at 81 Round Hill Rd., Wethersfield, Ct. 06109.

TIPS $\frac{1}{32} \times \frac{1}{16}$ LAMINATED

NOTE: SCALE RIB SPACING

* $\frac{1}{32}$ SHEET-3 REQD.

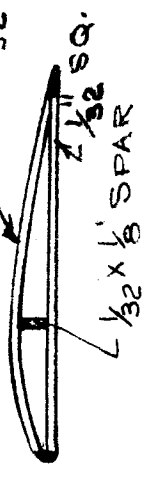


TANK RIBS

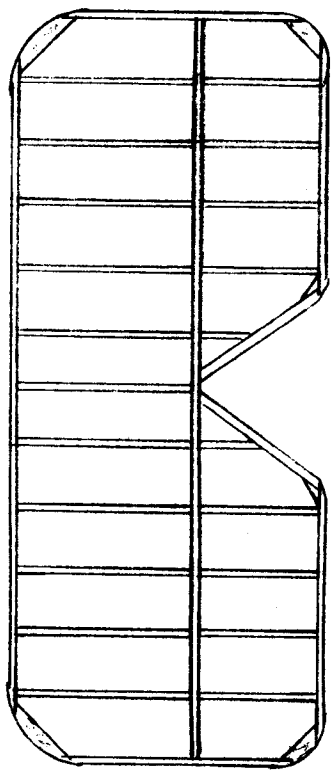
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BAL. OF RIBS FROM $\frac{1}{32}$ SHEET

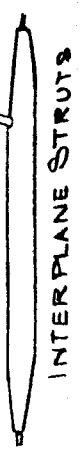


$\frac{1}{32} \times 1 \frac{1}{8}$ SPAR



STAB $\frac{1}{20}$ SQ. BALSA

PITOT TUBE-PORT FRONT STRUT ONLY

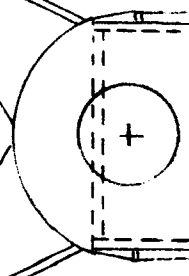


INTERPLANE STRUTS

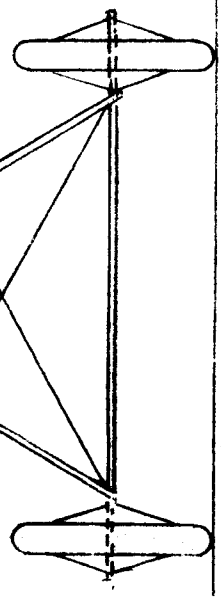
REGISTRATION TOP & BOTTOM PANELS

DIHEDRAL BREAK $\frac{1}{4}$ EACH TIP

$\frac{1}{16}$ SHEET OVER OR SECTION FUEL TANK



LANDING GEAR .015 M.W. SEW TO L-1



12.

TIPS $\frac{1}{32} \times \frac{1}{16}$
LAMINATED

FUSELAGE
 $\frac{1}{20}$ SQ. MICRO-X

$\frac{1}{32}$ SQ. STRINGERS

HEADREST
SOFT BALSA

NOSE FROM
SOFT BLOCK
H LLOW

F-1,2,3,4,5

N-1

N-2

N-2,3,4,5
 $\frac{1}{8}$ SHEET

F-8

F-7

F-6

F-5

F-4

F-3

F-1,2,3,4,5
 $\frac{1}{8}$ SHEET

F-2

F-1

F-6 THRU F-11 $\frac{1}{32}$ SHEET

F-11

F-10

F-9

TOP VIEW

BOT VIEW

INDUCTION
TRUNK

ENGINE DETAIL
A.B.C. HORNET
FLAT FOUR

$\frac{1}{32}$ SHEET BOTTOM ONLY
BLOT FOR LANDING STRUTS.

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

$\frac{1}{16} \times \frac{1}{8}$ TRAILING EDGE
TAPERED

BOTTOM
WING

COLOR SCHEME
ALL SILVER W/BLACK
LETTERING -
BLACK CABANE STRUTS
& INTERPLANE STRUTS
REF: AREOPLANE MONTHLY
JULY 80

PEANUT

SOUTHERN MARTLET

SCALE: $\frac{1}{32}$

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REDRAWN: JOE BARNA

DEC. 1981

FEB 82

OFFICIAL FAC EVENTS

1. Flying Aces Rubber Scale
2. G.H.Q. Peanut Scale
3. Embryo Endurance
4. No-Cal Rubber Scale
5. Shell Speed Dash
6. Greve Trophy Race
7. Thompson Trophy Race
8. Aerol Trophy Race

Victories in any of these events will be credited on the FAC Kanone list. Credits will also be given to winners of the following unofficial events.

UNOFFICIAL FAC EVENTS

1. Jumbo Rubber Scale, using FAC rules.
2. Peanut Rubber Scale, " " " "
3. Jet Catapult Scale.
4. WW-II Combat, mass launch, scale qualifications, but no scale scoring.
5. Peanut Division, as above.
6. Jumbo Division, as above.
7. WW-I Combat, as above.
8. Peanut Division, as above.
9. Jumbo Division, as above.
10. FAC Power Scale, using FAC Rules. Int. comb. eng. +0 pts. Co/2 +10 pts.
Electric motor +15 pts.
11. Pre-publicised special events limited to rubber power, and retaining the spirit of other FAC events.
12. Any of the above flown indoors.

WW-I and WW-II Combat events have a max. wingspan of under 30 inches.
All racing events have a max. wingspan of 24 inches.
All mass launch events must have a minimum of 40 scale pts. to qualify.
This must not include pts. for bonus or handicap.
Minor modifications to fit local conditions, or trends is left to the discretion of Contest Directors.
Wingspan for Jumbo scale will be 30 inches or more for bi-planes and 36 inches or more for monoplanes.

GENERAL RULES FOR ALL EVENTS

1. All official and un-official events are for rubber powered models except FAC Power Scale. Any model not powered with rubber must fly in the FAC Power event or not fly at all.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back up models allowed.) However, each contestant may enter two different models in each event. Only one model per contestant in mass launches.
4. Each entrant must be the builder of the model he enters.
5. At least three models by three different builders must be entered in an event before the winner can be credited with a Kanone. In the event all three models do not make a qualifying flight, then an attempt must at least be made to score the Kanone.

HANDICAP REPRESENTATIVE SCALEINTENT

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to ROG requirements, or other similar restrictions that bring a penalty if deviated from.

It is hoped that the handicap section will, by its bonus system, bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity of design, or lack of inherent flight qualities.

BASIC RULES

15.

1. Any two models built from published plans, kit plans, or from original plans of any heavier than air, full size aircraft, built or proposed may be entered. Model plans, kit or published, may be embellished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present 3-views photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross sections must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale aircraft. The opinion of the judges in this matter is final.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on full scale machine.
9. No condensor paper or other ultralite material may be used such as mylar.
10. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS

1. A maximum of 30 pts. will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

NOT MUCH
0 to 10

SOME OF IT
10 to 20

MOST OF IT
20 to 29

ALL THERE
a full 30

2. Coloring and marking.
A maximum of 20 pts. will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring/or serial number for a particular subject modeled.
Where a model is built of a proposed design, the full scale prototype never having been built, then its color and marking should reflect its designed purpose, and era of its creation.
In some instances, the color of the material used in the intended construction of the prototype might be appropriate, such as silver to represent polished aluminum.
3. Workmanship.
A maximum of $12\frac{1}{2}$ pts. will be given for workmanship, good covering, alignment, neatness, etc.

FLIGHT POINTS

A maximum of $82\frac{1}{2}$ pts. will be awarded as follows;

0-60 seconds 1 point per sec.

61-90 " $\frac{1}{2}$ " " "

91-120 " $\frac{1}{4}$ " " "

Over 120 seconds, no points.

Three official flights. A flight of at least 20 seconds is considered an official flight. At least one official flight must be made to be awarded the scale score. In the case of large entries in any one contest, the CD may want an official flight before the model is judged for scale points.

The following table will be used in giving, or subtracting points in proportion to inherent flight qualities of different types of models;

- 5 points for high wing cabin types.
- 0 points for parasol wing types.
- +5 points for shoulder, mid, and mid-low wing types.
- +10 points for low wing types.
- +15 points for biplanes.
- +20 points for more than two wings.

In addition, the following bonus points will be awarded;

- +5 points for seaplanes, flying boats, and amphibians.
- +10 points for tandem wings.
- +10 points for pushers.
- +10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (viz. Fokker D-XXIII)
- +15 points for unorthodox designs, canards, flying wings, autogiros, etc.
- +20 points for multi-engines, if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft.
- +5 points for each additional powered prop that contributes generously to the thrust, etc.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose, or tail of the fuselage may be entered.

- +2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
- +1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

Some examples;

Convair XB-46, (with non-scale prop on nose or tail.)

- +5 points for shoulder wing.
- +2 points for each jet engine pod.
- +7 points total bonus pts. to be added to flight score.

Sikorsky S-40 (with two props driving, and two dummies.)

- 0 points for parasol wing.
- +5 points for being amphibian.
- +20 points for being multi-engine, both sides of center line.
- +4 points for two dummy props.
- +29 points total bonus to be added to flight score.

Highest total point ship wins. In the event of a tie score, a flyoff will be held. Handicap and bonus pts., plus scale pts., once again added to the flight score to determine the winner. Where two ships are entered, by one contestant, only the higher scoring of the two will be used to determine modelers standing.

NO-CAL PROFILE SCALE

1. A simple event for recognizable profile models with a wing span limit of 16 inches.
2. Total of three flights to determine score. Highest total score wins. Fly-off to break a tie.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.

G.H.Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches in wingspan.
2. Flight score determined by total of three official flights, hand launched.
3. Unlimited attempts to gain three official flights. Any flight of 20 seconds or more is official.

4. There will be no maximum flight time. 17.
5. All models must be covered with Jap tissue or equivalent.
6. All surfaces must be double covered, unless real ship was single covered, then you must show proof.

Scale Points;

- a. Color, reasonable effort to use tissue and/or dope to simulate realistic coloring. plus 3 points
 - b. Marking, civil registration & striping, or military insignia, serial numbers, squad. markings etc. plus 3 points
 - c. Details, struts, cowls, cylinders, pilots, rigging, armament, windshields, exhausts, steps, control surface outlines, and any other outstanding details shall be scored thus;
 1. Stark minus 3 points
 2. Lax zero 0 points
 3. Good plus 3 points
 4. Great plus 6 points
7. Planes with retractable gear may be built with gear represented in the up position, with no penalty.
8. Scale points determined by judging, using tables above.
9. Scale score determined by multiplying scale judging points by the first two digits of the best Peanut flight score of the day. Example, if a peanut turns in a 3 flight total 279 seconds, and is not bested by any others, then everyones scale score are multiplied by 27. If only two digits comprise the top flight score (say 97), then only the first digit will be used as a multiplier, everyones scale score being multiplied by 9.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight "flyoff", multiplied by 3, and added to the scale score.

EMBRYO ENDURANCE

1. Not over 50 square inches of wing area for monoplanes or 70 square inches for biplanes, 45 square inches max. for largest wing area. Stab area not to exceed 50 percent of wing area.
2. Fuselage volume to enclose a space $1\frac{1}{4}$ X $1\frac{1}{2}$ X 3 inches or larger.
3. Wing and tail to be built up, covered on both sides with Jap tissue or equivalent.
4. No folding props. All models rubber powered only.
5. Model must ROG from a card table top UNASSISTED from a 3 point rest.
6. Landing gear legs must have $\frac{3}{4}$ inch diameter wheels or larger.
7. Four attempts for three official rise above table top level flights.
8. Highest flight total plus bonus wins. Fly off to break ties.
9. A bonus for the following details will be given; 5 sec. for a raised cabin, or windscreen with open hole and headrest, 3 sec. for three dimensional wheel pants, 1 sec. for three dimensional exhaust pipes.

SHELL SPEED DASH

All models must enter this event first in order to qualify for the Greve or Thompson races. The results of this race to determine the arrangement of planes in the heats for the Greve and Thompson races.

Three official timed flights will be made. Highest total wins the race. Flyoff to break a tie.

AEROL RACE

One large mass launch for all the planes that did not qualify for the Greve or Thompson race. Last one down is the winner.

JET CATAPULT SCALE

1. Any man carrying jet or rocket propelled aircraft.
2. Model is launched by stretched rubber catapult.
3. Profile fuselages.
4. Scale scoring; Basic aircraft and markings (no bare balsa) 5 points.

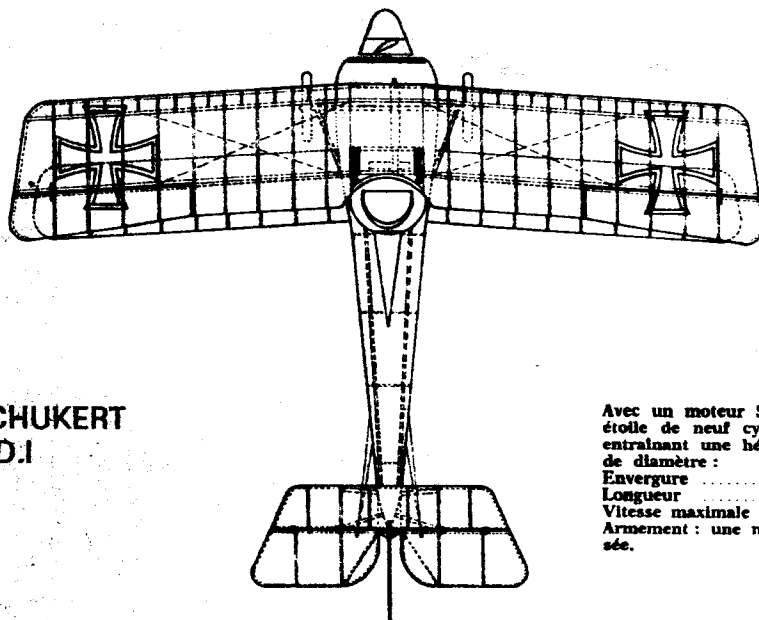
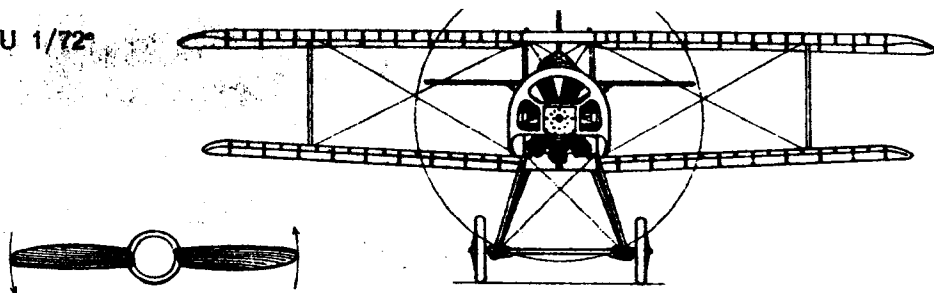
markings 0-8, coloring 0-8, butling 0-8, workmanship 0-4, extra detail 0-3. 18.
 Bonus points, flying wings or canards 5 points, 1 point for each scale engine, pod, or fuel tank not contained within the contours of the airframe.
 5. Flight scoring, 1 point per sec. 20 sec. minimum flight. Unlimited attempts to make three official flights. Highest total time wins. Flyoff to break a tie.

MASS LAUNCH EVENTS

Once the mass launch event starts, there will be no replacing rubber motors or any repairs made to the model. There will also be a time limit set by the contest director as to when and how much time contestants have to retrieve their models and be ready for the next heat.

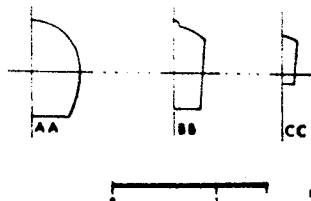
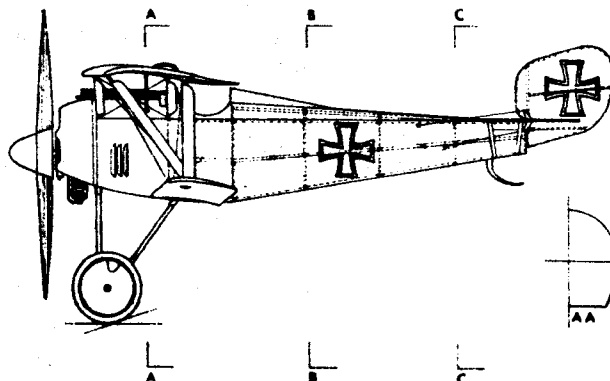
There you are skysters, the rules for 1982. If you look closely you will see that there are some minor changes. These changes were brought about by your comments to me over the past year. Some you may like and some you may not. But this is what we will be flying with for the next year. Now lets all get to the building board and get ready for the FLYING ACES NATS MARK III.

PLAN AU 1/72

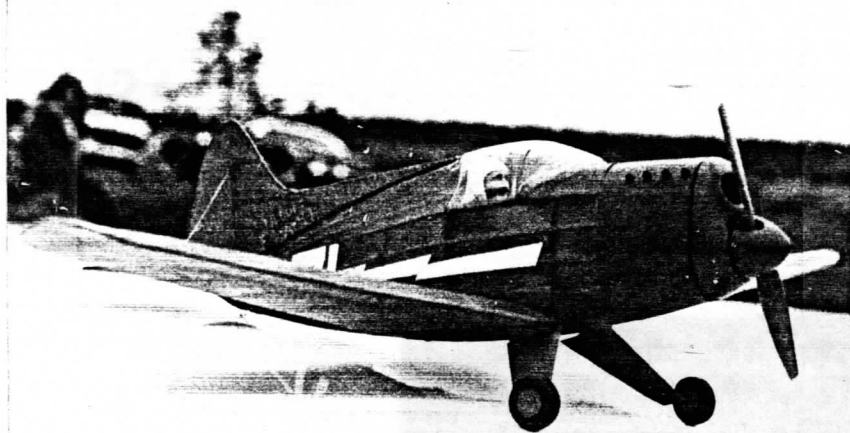


SIEMENS-SCHUKERT
SSW D.I

Avec un moteur Siemens-Halske Sh.1 rotatif en étoile de neuf cylindres développant 100 ch et entraînant une hélice bipale en bois de 2,20 m de diamètre :
 Envergure 7,50 m
 Longueur 6,50 m
 Vitesse maximale 135 km/h
 Armement : une mitrailleuse Spandau synchronisée.



1.



2.



4.



3.

Picture No. 1, Tilbury Flash by Dean McGinnes.

Picture No. 2, Porterfield by Cliff Betz.

Picture No. 3, P-51 By Cliff Betz from Earl Stahl plans.

Picture No. 4, Nice Hellcat by Cliff Betz.

All photos sent in by Dean McGinnes from the King Orange Internationals meet on Jan. 2-3, 1982. See story on page 3.

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

Dean McGinnes would like a 3-view and color scheme for the Heinkel HE-112 fighter. Can anyone help him out? You can reach Dean at 5275 William Clark Rd., Lakeland, Fla. 33805

FIRST CLASS

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