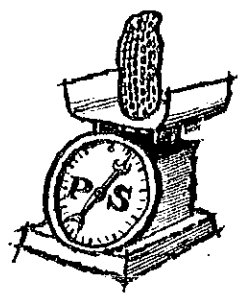
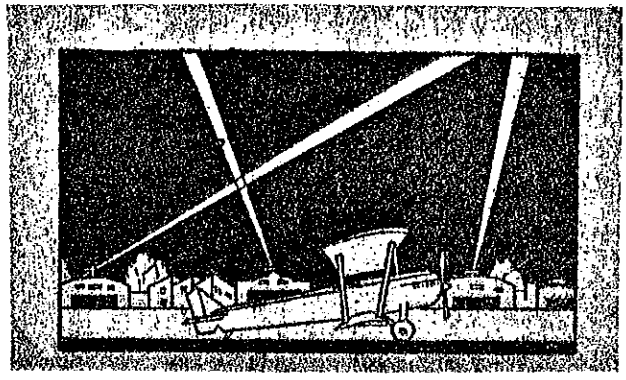


April 68

# FLYING ACES

## Club News



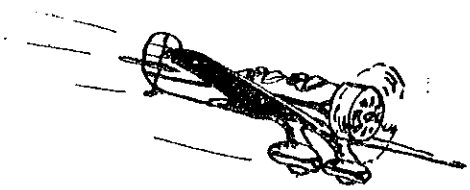
### PEANUT SCALE NEWS !!!!!

How do you buzzards like that Peanut Scale insignia? It's the brain child of clubster Bill Hannan who has really been doing a 1,000 HP job of spreading FAC good will !!!

Right here and now GHQ is making this insignia the official Flying Aces Club Peanut Scale Emblem! Long may she wave over Pinkham Field and all other aerodromes where modelers still get genuine pleasure out of the hobby!!!

We just got a flash message from G-2 that knocked us right on our empennage!! The latest Postal Peanut Scale time turned in is a flight of 1 min. 33 sec. by that up and coming ace skyster, Frank Rogers, Calif. Sqdn. Lt. Rogers flew his 10" span Sperry Messenger on that "Hung hugging" flight. Good work, Lt. Rogers.

But don't you other FAC's take a defeatist attitude! Remember what Phineas always said -" A Pinkham never gives up" and not one of those Heinie aces could ever get "Das Pingham", either!!!



Wow, clubsters your FAC is expanding like a Tuton's flyers chest after scoring his first decendu' over an Allied scout. We've got some new aces and some retroactive victories to add to our Kanone list. So let's get to it!!!



First off we want to give you clubsters the run down on the first FAC scale meet ever held out in California back in June of '67. It was organized by clubster Bill Hannan, of course, and no less than 21 ships were entered! Nowlysa put that many ships on the tarmac wing tip to tip and you've got yourself a deadline as long as a list of Von Richthofen's victories, yes sir! Here's the dope fellas,

- 1 st.- Bob Jordan, Jodel.
- 2 nd.- Jed Kusic, Mustang.
- 3 rd.- Trudee Kusic, Auster. ( Jed's wife fellas, looks like clubster Jean Bailey isn't the only flyer with lace on the cockpit coaming!!

Nice going Lt. Jordan. That win puts you on the Kanone list along with the other great aces of the FAC!

Seems like those FAC's didn't have enough of a good thing, so they had themselves another small ? meet on Aug. 13, 1967. This time there were 18 crates on the deadline.

- |                                       |            |
|---------------------------------------|------------|
| 1 st.- John Olivera, SE1              | 116. pts.  |
| 2 nd.- Ken Sykora, Prest Baby Pursuit | 110.3 pts. |
| 3 rd.- Bob Jordan, Jodel              | 109.4 pts. |

Now there's another name to be emblazoned on the FAC Kanone list! By the way glue nibblers, a picture of Lt. Olivera's SE 1 is on the cover of " Model Rediut Avion" for Jan. '68. " M.R.A. " is a French magazine that realizes that there are other models and modelers in the world besides R.C. flyers!

Now to top off the Calif. news, the San Diego Orbiteers held the first indoor Peanut Scale meet. Clubster Walt Mooney cleared the runway for this flying session. G-2 got hold of a picture of those Peanuts and they are all fine looking crates, most of them built ultra-light and covered on top surfaces only-- especially for indoor flying!

#### Jr. Class

- |                               |         |
|-------------------------------|---------|
| Curtiss Mooney - Reed c/w Cub | 21 sec. |
| Douglas Mooney - Volksplane   | 7 sec.  |

#### Open Class

- |                               |         |
|-------------------------------|---------|
| Don Srull - Eastborne Mono.   | 33 sec. |
| Walt Mooney - Bantam          | 26 sec. |
| Russ Seeley - Eastborne Mono. | 21 sec. |

Boy, some of these ships sure are new to us here at GHQ. We'dl better ring up G-2 and shake 'em up a bit as to these matters.

Now to cover some meets of old given by the SCAMA clubsters here in the east using FAC rules. Unless G-2 is still asleep, the first one was in 1966 when Lt. Bob Thompson won the under 100 inh sport event. One of Bob's official flights was over 5 min! Bob used a Jasco Kid for this event. Scale results were as follows;

- 1 st. - John Stott, Fairchild 24.
- 2 nd. - Dave Stott, Lockheed P-38.
- 3 rd. - Bob Thompson. Ford Tri-Motor.



Here's a case where the bonus pointsters couldn't catch the high wing cabin job. John got in a flight way longer than the max needed for 87.5 flite points on this day, wingsters!

Well SCAMA sponsored another FAC type meet last summer and Hung sure put the FACs through the mill! Cloudy, cold rain. drizzle, rain, cloudy, ugh!-- But the FAC spirit prevailed and flying was the order of the day! This time Lt. Paul Stott, Jr. ace, chewed the water vapor with the prop of his Comet Cloud-buster to win the under 100 in. sport event. The FAC official photographer Lt. Steve Krivensky coming in 2 nd in a field of 9 damp daredevils!

Undaunted the fearless flyers of the then humid FAC trundled their scale jobs out of the hangars and " had at it " as the Beef-Eaters say. Lt. Dave Stott crouched in the pit of his Eaglerock biplane and pushed the old OX-5 thru the murk to win this event!

#### MORE CALIF. F.A.C. MEETS

Yep, our Calif. adj. Bill Hannan sends us word of still another eclipse of the Sun by hordes of scale models over Sepulveda Basin. Buzzards, we sure wish we could print photos to show you the room these clubsters have to fly in! There is more space out there than there is between a kilted laddie's donations to an Irish charity!!! Looks like Lt. Frank Rogers should be called Frank Luke the way he is running up his score of victories so quickly!!

#### FAC Scale results

1 st. Frank Rogers	Jenny	114.8 pts.
2 nd. Robert Jordan	Piper Super Cruiser	103. "
3 rd. Joe Bailey	" " "	98. "
Juniors		
1 st. Mike Mitsch	Cessna 180	82. pts.
Peanut Scale		
1 st. Frank Rogers	Sperry Biplane	1 min. 33 sec.
2 nd. Jean Bailey	Fokker D-VII	19 "
3 rd. Bill Hannan	Gen. Aristocrat	17.9 "
Juniors		
1 st. Kenny Hannan	Miles M.18	12. sec.

#### KANONE LIST

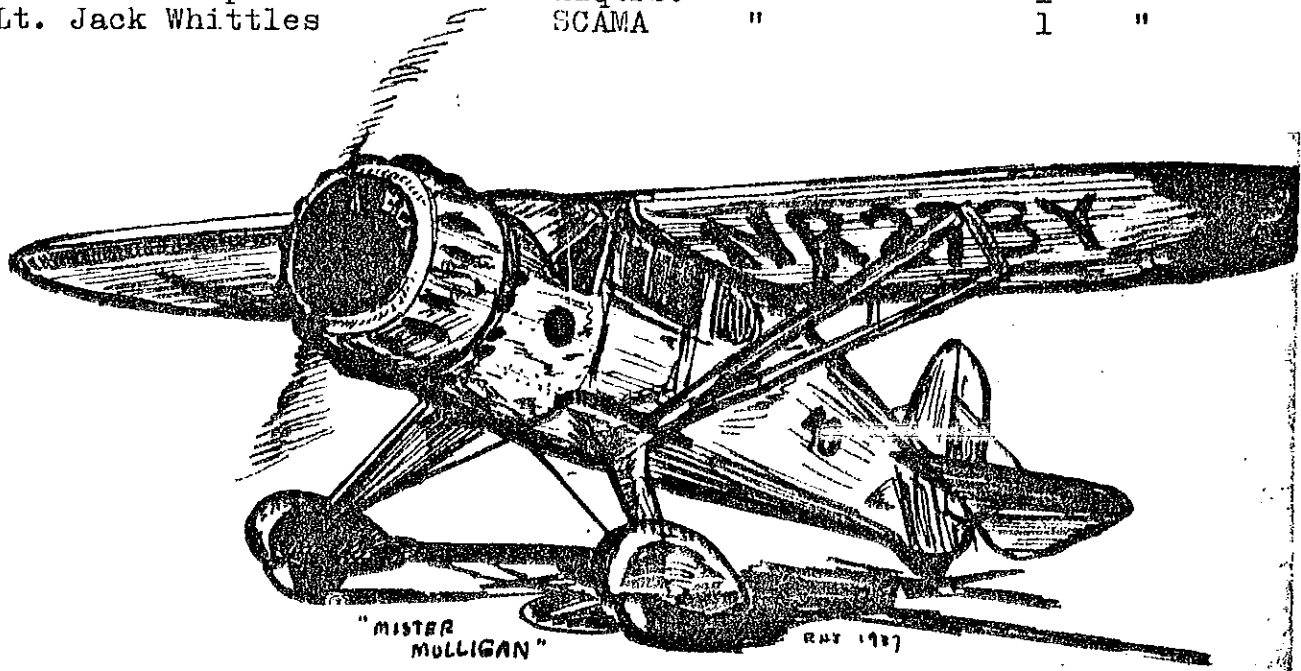
Here's the flight plan for this dept. wingsters. Anyone who wins himself a first place in any contest, anywhere, using Flying Aces Club scale rules, or a first in a Peanut Scale event, or a win in an under 100 sq. in. wing area sport model ( any model but a scale job) event is automatically an ace, or "Kanone" and has his or her name listed with the other immortals of Sky Fame right here in your FAC News. Now, everyone starts out as a Lt. in the FAC just by entering an FAC type event. After each 5 victories a promotion is awarded. So haul back on the stick and grab some altitude so you can set your sights on an FAC victory!!

Barrel-roll over to the next page and get a squint at those fearless flyers who have emerged victorious in the spirited combat of a Flying Aces Club Contest!!!!



KANONE LIST

Lt. Jack Chilmark		Hdqtrs. Sqdn.	1	victory
Lt. Kenny Hannan	jr.	Calif. "	2	"
Lt. Jimmie Jenkins	jr.	Monroe Conn. Sqdn.	1	"
Lt. Bob Jordan		Calif. Sqdn.	1	"
Lt. Mike Mitsch	jr.	" "	1	"
Lt. Curtiss Mooney	jr.	" "	1	"
Lt. Bob Nelson		N.Y. "	1	"
Lt. John Olivera		Calif. "	1	"
Lt. Frank Rogers		" "	4	"
Lt. Don Srull		" "	1	"
Lt. Dave Stott		Hdqtrs. "	2	"
Lt. John Stott		" "	1	"
Lt. Paul Stott	jr.	" "	2	"
Capt. Henry Struck		SCAMA "	5	"
Lt. Bob Thompson		Hdqtrs. "	1	"
Lt. Jack Whittles		SCAMA "	1	"

THE FAC SKETCH PAD

Boy fellas, did Lt. Bob Jespersen, Orange, Conn. put GHQ wise to a neglected facet of air-minded clubsters. See that sketch of a Howard "Mr. Mulligan"? Well Lt. Jespersen sent it to us with a note saying how he sketched it "a couple of decades ago in study hall at school".

By turbulence, Bob, we can remember doing the same things in those days and we're willing to bet our best issue of Flying Aces Magazine that just about every clubster has done the same. What do you say, gang, got any left? Send 'em in and we'll set 'em up so they can fly in echelon formation with the slew of other sketches Bob sent us! You'll have to ink 'em in, though, and we may have to cut 'em out of the rest of the page or note book they may happen to be in. Great work Lt. Jespersen, in keeping with the true spirit of the FAC and that is to bring the romance of aviation back into modeling even if we need to tone down the light of science to do it!!!

## NOTES FROM THE WORKBENCH

Last issue, at the request of FAC Lt. Ed Novak, we promised to print a list of models we here at GHQ considered good subjects for our fledgling members to try their wings on. Upon consideration of this we decided instead to give you buzzards a few basic design features to look for in choosing a good scale rubber model. If we give you a list and you build every ship on it you would then be in the same situation. That is, asking "What ship should I make next?" But this way you'll have enough knowledge to pick your own.

Now there are bound to be other FAC's with a lot of modeling experience who may or may not agree with what we say here. Also, each point could be elaborated on in great detail, but these hints are based on our own experience and we will try to keep them simple so as not to confuse our up and coming aces.

The number one rule, fellas, and this goes for aces and kiwis alike is to get out to your model aerodrome every weekend you can and fly-fly-fly!!! Practice makes perfect in this sport as it does in every other, so if you want to keep from buzzing ground hog for the rest of your days follow rule # 1.

Now we've yet to see a high wing cabin job that couldn't run circle around any other type of scale crate. The lifting force of the wing being above the centre of gravity and centre of lateral area gives these sky birds as much stability as a boulder in a sand pit.

The opposite is true of the low winger due to it's lifting force being below the centre of gravity and centre of lateral area. To try and compensate for this low wingers are given more dihedral, but this is not a cure all by any means, The gang here at GHQ think the 15 bonus points given to low wingers under the FAC scale rules are even more help than the dihedral!!

Next thing to bite your nails over is Stabilizer area. If the ship you have chosen doesn't have a stab. with an area of at least 25 % of your wing area, then draw up a larger one of the same general shape, build it and use it on your crate. Some high wingers fly pretty well with a stab area of only 22% of the wing area. Those wild and wooly low wingers will need 25% or better So you fledgling builder had better brush up on your math and mechanical drawing, cause they sure come in handy in scale modeling for the area of most scale airplanes is inadequate for a good flying model.

A good rule for a prop is to use one that is  $\frac{1}{3}$  the span of your model's wing. If the rules you are flying under do not require an ROG take off the length of the landing gear is of as much consequence as Father's Day to a tribe of Amazons. Otherwise look for a long legged bird or stretch the LG of the one you've chosen.

A bird with a long beak is better pet for your hangar cause you'll need less clay or BBs to balance it and you'll have more room for a longer motor.

If you'd loke to try a biplane always set your foward most wing ( The top wing in most cases, but the bottom wing in the case

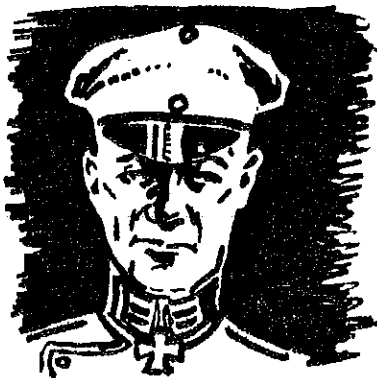


case of a Beechcraft 17 or Dehaviland 5 ) with the leading edge  $1/16"$  to  $3/32"$  higher than the trailing edge while keeping the leading and trailing edges of the other wing even. This allows the forwardmost wing to stall while the rearmost still lifts when the old 'bipe gets her nose up too high, and she'll flatten right out up there without losin' an inch of altitude.

Most all of todays rubber kits on the market are as heavy as a newlywed's biscuits, except for the few in the Comet line where you still have to cut ribs and formers from printed sheet balsa. Even the wood in most kits is of too heavy a grade. They would make swell submarines. Don't use it! Redesign your kit model and use smaller size wood for most parts. For example; a wing with a span of 25 " and a chord of  $3\ 1/2"$  to 4" needs a leading and trailing edge of  $1/16" \times 1/8"$  balsa and 1 spar on the topmost part of the upper curve of the wing rib of  $1/16" \times 1/8"$  balsa. Ribs need only be of  $1/32"$  sheet except where struts tie in and the root rib. These can be of  $1/16"$  sheet, make them from contest grade balsa. The leading edge, spar and trailing edge should be of medium to hard balsa, but not rock hard.

The best size for a rubber scale model is 24" to 30" wing span for monoplanes and 20" to 26" for 'bipes, and keep the warps out of these flight surfaces.

So there you are fellas. If all else fails, pray to Hung, great God of the Thermals!! HAWWWW. But don't be afraid to try any ship if you intend using it in an FAC meet, cause those bonus points will help you out, and you always get a better model when you build the plane you like, regardless of it's inherent flight qualities. Any of you clubsters who need a set of FAC rubber scale rules drop a card to GHQ and we'll get 'em in the mail " Toot sweet" Comprenny voos bums??!! HAWWWW



INSPECTION OF PEANUT SCALE SHIPS which was begun last issue will be continued in a future issue.

#### FLYING ACES CLUB MODEL LABORATORY

Here's a great chance for you FAC's to show your prowess as Model Aero Engineers and share the tastey fruit of your labors with your fellow rib slicin' modeleers. If you've got a Favorite crate you want to see more of, why not send in a drawing of it? Keep the drawing neat, clean, compact and on FAC News size paper, and by turbulence, the boys at GHQ will see she gets into

print. Don't forget to tell us a few of the finer points on construction and flying of your pet bus.

Lt. Bob Nelson, NY Sqdn. is the aero engineer of the fine bonus pointster featured in this issue. Bob gives us a good bit of info on this cloud piercer. "Good Show, Lt."



The Mauboussin Hemiptere "40"

Prototype designed by Pierre  
Mauboussin

My plans for the Mauboussin were scaled up from Herb Weiss' 1/2" = 1' plans which appeared in the May, 1938 issue of MODEL AIRPLANE NEWS. This model was one of a series of 12" to 14" jobs which Herb ran in MAN during this period (and a nice set of Peanut Scalers they were, too).

The full-scale Mauboussin was introduced about the same time as that more illustrious French tandem-winger, the Flying Flea. While virtually unknown today, the aircraft was favorably received by French ultra-light enthusiasts of the period. And well it might have been, for it had a top speed of 99.4 m.p.h., cruised at 84 m.p.h., and landed at only 28 m.p.h. Cruising range was 335 miles, and service ceiling was 12,464 feet. Pretty good performance for only 40 h.p., even by today's standards.

As to my model, to date, I haven't been able to get my hands on a set of scale 3-views of this ship, so at present, I can't fly it in contests using the AMA scale rules. If any of our gentle readers has any, I'd be most grateful for a copy (how'se about it, loyal citizens of Bar-le-duc? Hawww!!!) Or maybe somebody can ask Harold Warner of the NAA Flightmasters, who is now studying in France, to see if he can locate some. Help, somebody!

My ship won a first at the Fall '66 FAC scale meet, although it was completed only the night before the contest (naturally). My best flight in a rather stiff breeze that day (it was a golderned gale) was about 45 seconds as I recall, and the ship wasn't really in adjustment yet. Didn't get to fly it very much last year, and as a result, I lost any adjustment I ever had with the consequence being that I ripped off a wing panel at the '67 meet.

I've been flying my model on 6 strands of 3/16" Pirelli, and frankly, it's seemed somewhat overppwered. I've finally gotten my hands on some 5/32" Pirelli, and I think this might make the ship a little more docile. With the 3/16", it is very fast and tricky when winds are packed in. Also, I may

go to a lower pitch prop.

I believe this model has a fine potential, although a bit delicate to adjust due to the short tail moment. If I can get to fly it more this year, I think it will bear me out on this. Based on what it's done for me so far, I'd say it can easily do <sup>+</sup>1 $\frac{1}{2}$  minutes when fully adjusted.

Because of its big tail, it never fails to capture attention, and because most modelers don't know the prototype, they find it difficult to believe that it's a scale job. Fortunately, I have <sup>a</sup> clipping from an old issue of MAN <sup>^</sup> which shows a 3/4 view of the prototype. The only deviation that Herb Weiss' plan had that I can detect from this picture was to omit the tailplane dihedral, which I included.

Construction of the model is pretty straight forward and shouldn't pose any problems to anyone who's built any other scale ships. One thing the plans don't show which I strongly recommend is a set of 1/16" plywood dihedral braces -- one at the l.e., and the other at the mid-point of the rib. These came in real handy when my model whacked into Dave Stott's winding stand and tool box at the '66 contest. Another point worth mentioning is that because the nose is narrower at the bottom than it is at the top, you will automatically end up with about 3/32" downthrust built into the fuselage framework. This is easily shimmed out to give you a 0° setting when you glue on the 1/16" plywood front bulkhead. The wing and tail are of pretty standard construction with 1/16" square top and bottom spars and 1/32" sheet facing glued to these spars for mainplane, aileron, and elevator facings.

All in all, the ship is quite sturdy (although not heavy) due to this plywood bulkhead, the plywood dihedral braces, and the rather heavy use of sheet balsa at the nose section.

The prototype was colored all white with black trim. No registration letters are shown on the ship in my prototype picture, so mine are a ~~XXXXXXXXXX~~ fictitious F-PINT -- OK, it's corny, but I liked it!



Good luck, if you decide to build this ship, and if you run into any trouble deciphering my plans, drop me a line care of this rag, send it on to Pinkham Field, and I'll try to help you out.

HELP STAMP OUT SMALL TAILS--BUILD A FLYING TANDEM!

= ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ + ° = ÷ = ÷

YOU SAID IT !!!!!

O.K. Buzzards, here's your chance to let the brass at Hqtrs. know what's buzzin' under your helmets. Write in and give us the word.

Hello Skysters;

I thought I'd drop you a line to let you know how things are going out here on the western front. To date we've had a total of five FAC type contests at our Sepulveda aerodrome. Yes sir, gang, we've darkened the skys while doing combat over air space with the noisy, oily, R.C. machines. Those R.C. buzzards have taken to putting heine crosses on anything that even remotly resembles an airplane. Rumer has it that some of them are thinking about coming over to our side. Maybe their ulcers are kicking up.

Our squadron strength is continually rising with the addition of a new face everytime we fly. Our unofficial Kanone out here is ace ozone slicer Frank Rogers whose so good that he gets embarrassed about it. No fooling gang, he just can't lose.

Well, skysters, as soon as the eastern front thaws and action resumes lets start a postal contest. What do you say to that? Bill Hannen and myself will be very happy to organize it on this end.

I hope to help you in your great work in any way I can.

Respectfully

*Robert Jordan*

Ace line boy and occasional pilot

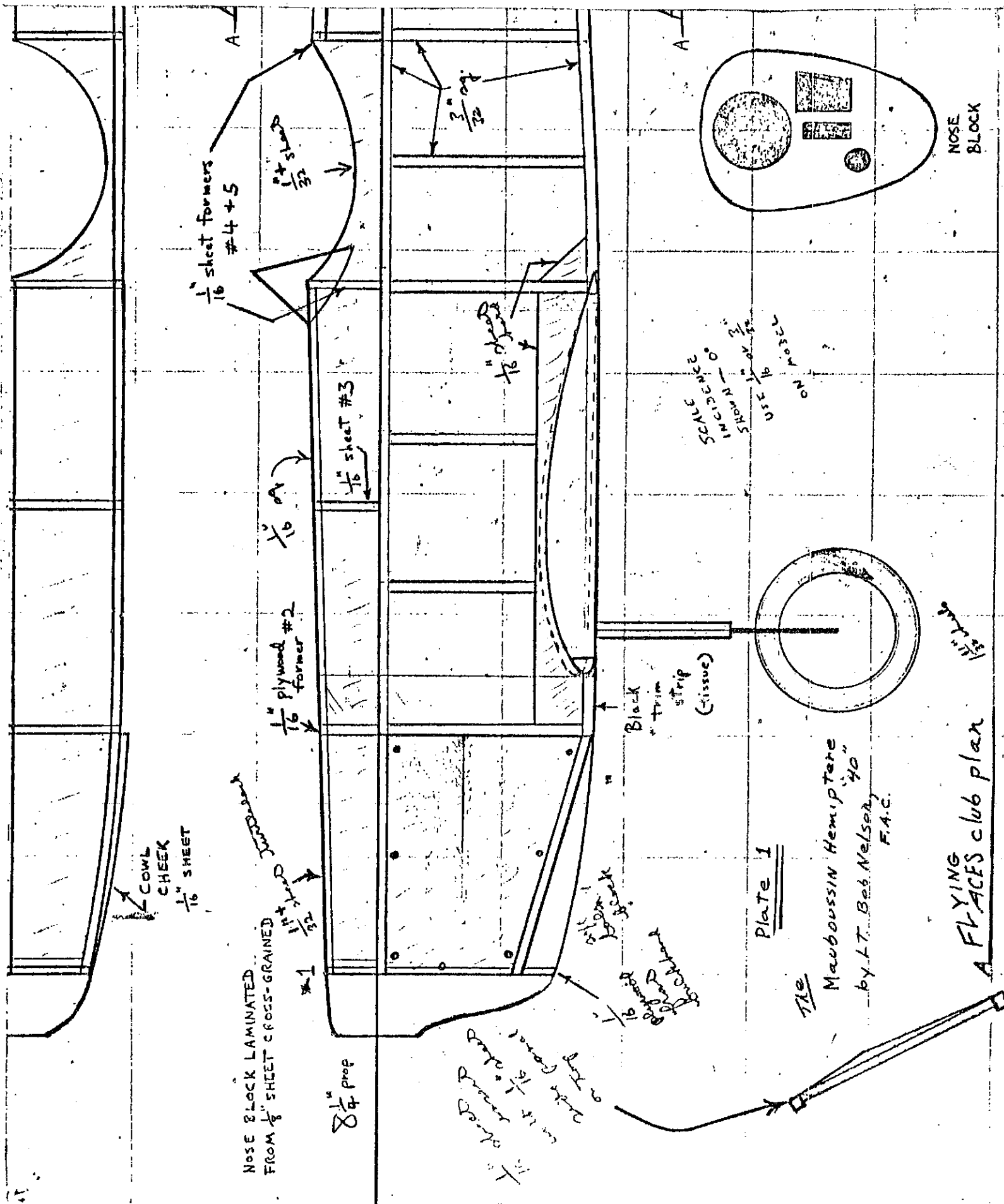
11146 Leadwell St.

Sun Valley, Calif.

91352

Ed. note: Sure glad to hear all is not quiet on the Western front. Let's hear more about that Postal meet. The boys here at GHQ are wigglin' their ailerons in anticipation!!

Clubster Randy Wilson, 51 Prudential Rd. Worcester, Mass. 01606 is out of the fog and says he will supply a copy of any plan from early FLYING ACES, air trails or model airplane news for one buck. He says he can supply quite a few of these oldies.



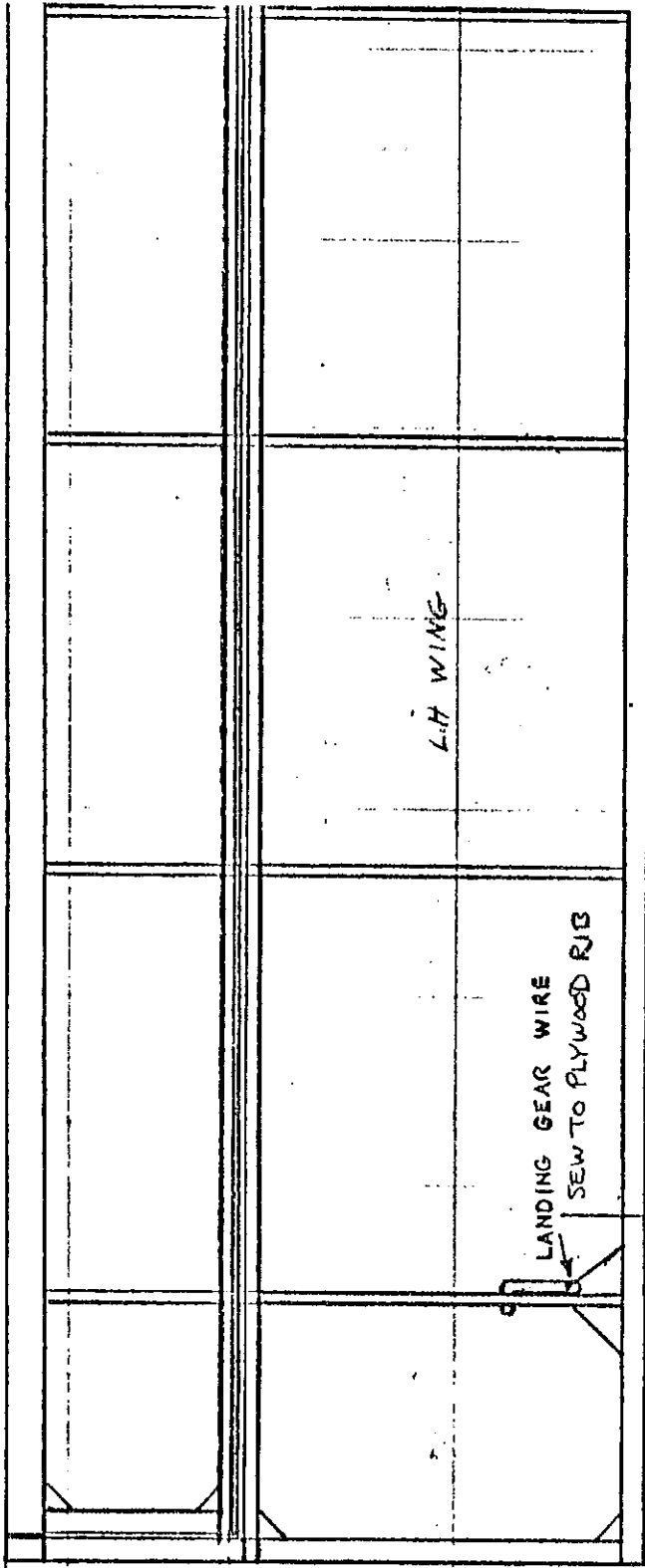
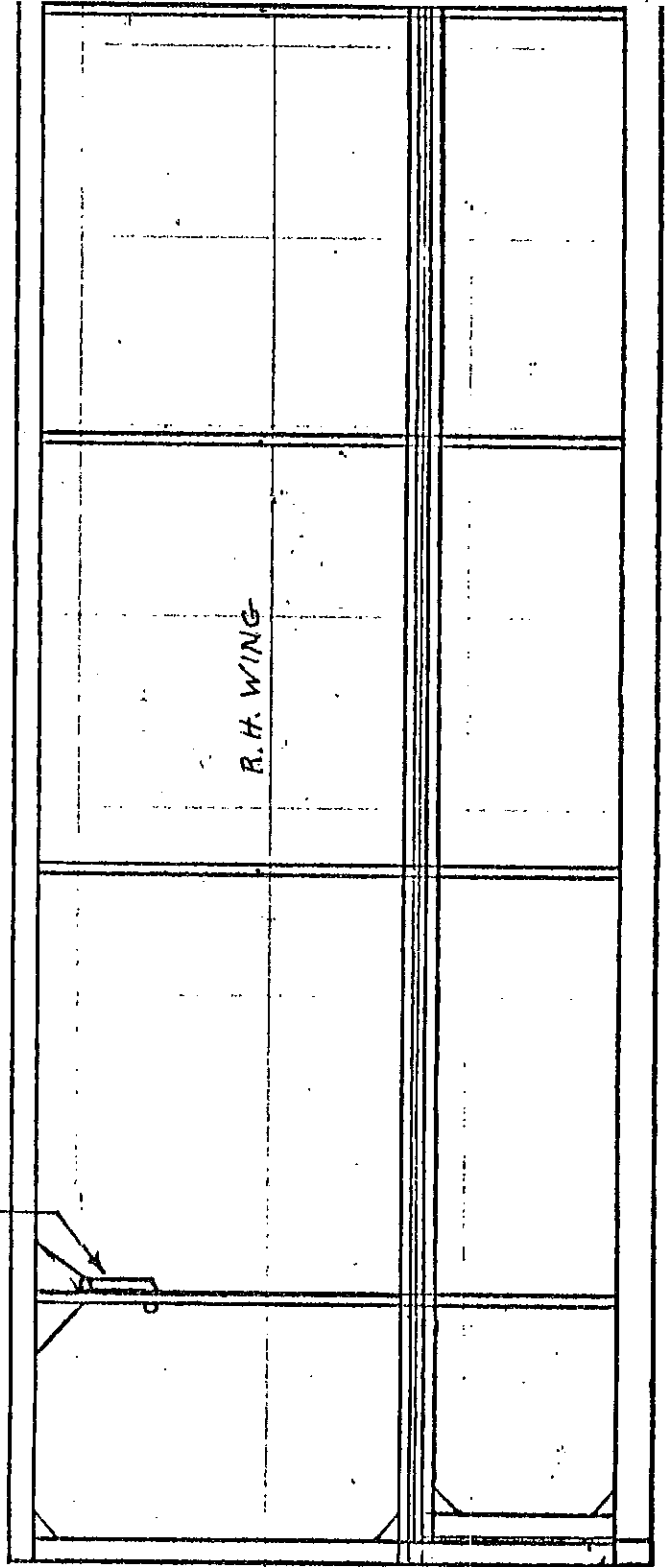


Plate 2

WING DIHEDRAL 2" AT EACH TIP



H.

COLOR SCHEME  
WHITE WITH  
BLACK TRIM



make  
the  
fin  
as  
shown

TWIN  
RULERS

$\frac{1}{32}$ " Plywood  
Sheet #7

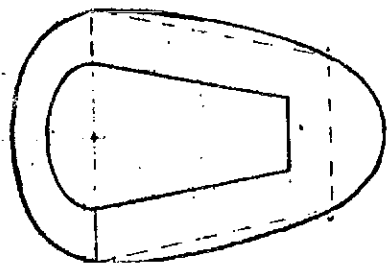
$\frac{1}{32}$ " Plywood  
Sheet #6

$\frac{1}{16}$ " x  $\frac{1}{8}$ "

A Join to A

STEP

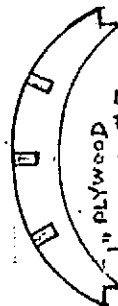
A Join to A



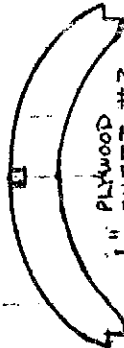
$\frac{1}{16}$ " PLYWOOD  
BULKHEAD #1



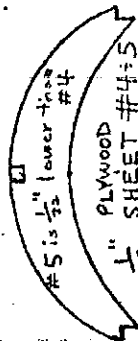
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BULKHEAD #2



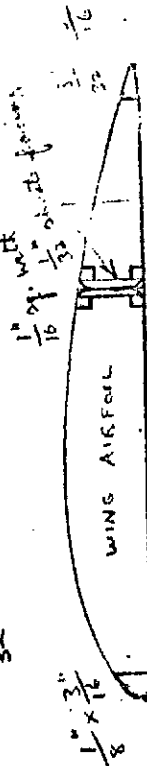
$\frac{1}{32}$ " PLYWOOD  
SHEET #7



$\frac{1}{32}$ " PLYWOOD  
SHEET #3

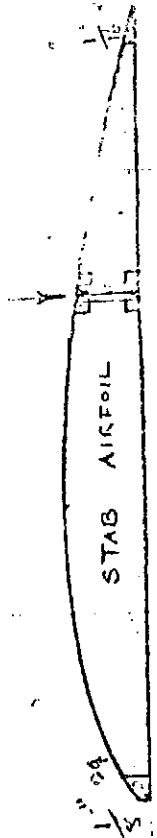


$\frac{1}{32}$ " PLYWOOD  
SHEET #4



$\frac{1}{16}$ " x  $\frac{3}{16}$ "  
with  $\frac{1}{32}$ " stub for joint

WING AIRFOIL



$\frac{1}{16}$ " x  $\frac{3}{16}$ "

STAG AIRFOIL

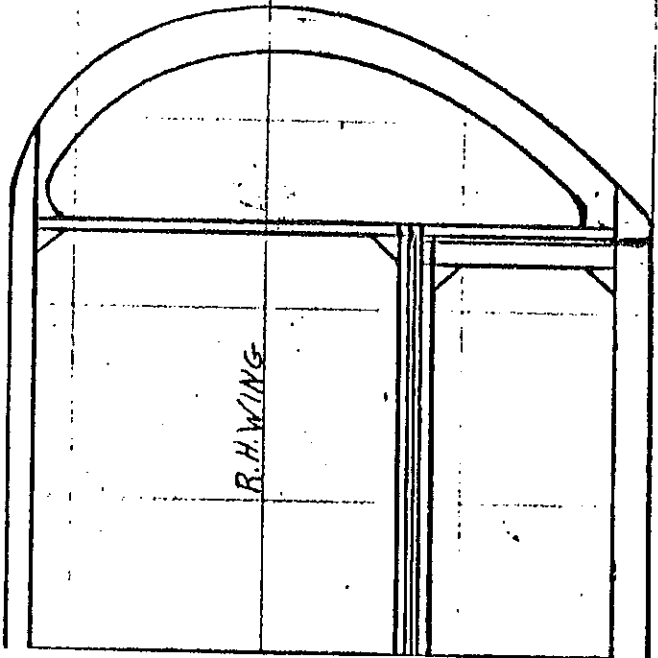
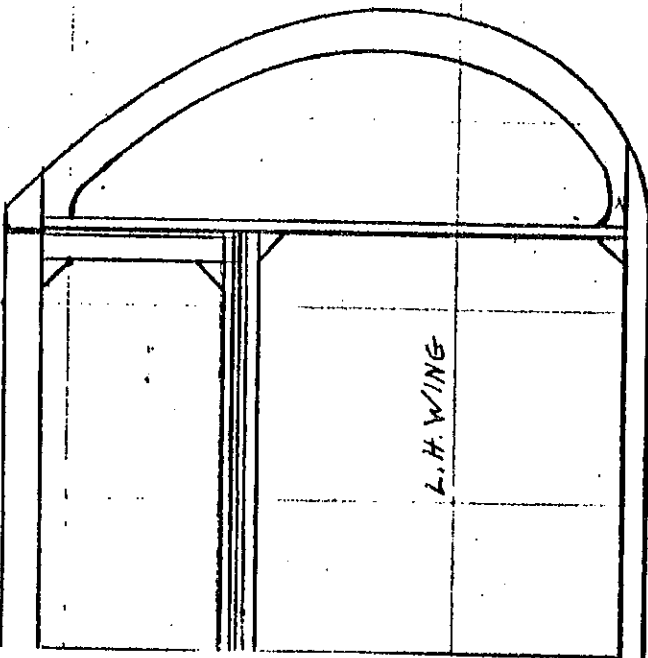
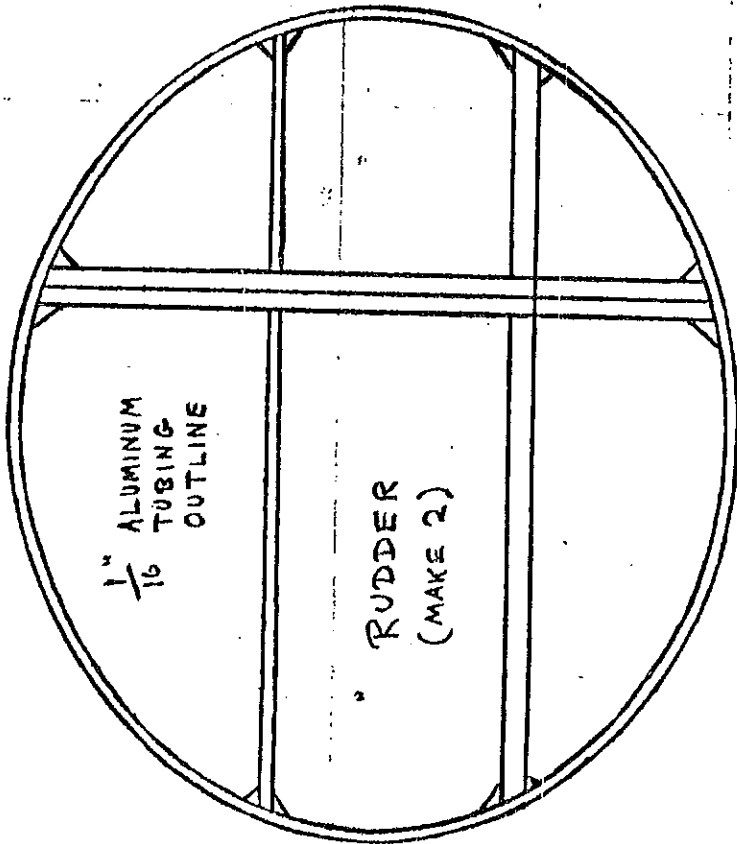


$\frac{1}{32}$ " PLYWOOD  
SHEET #5

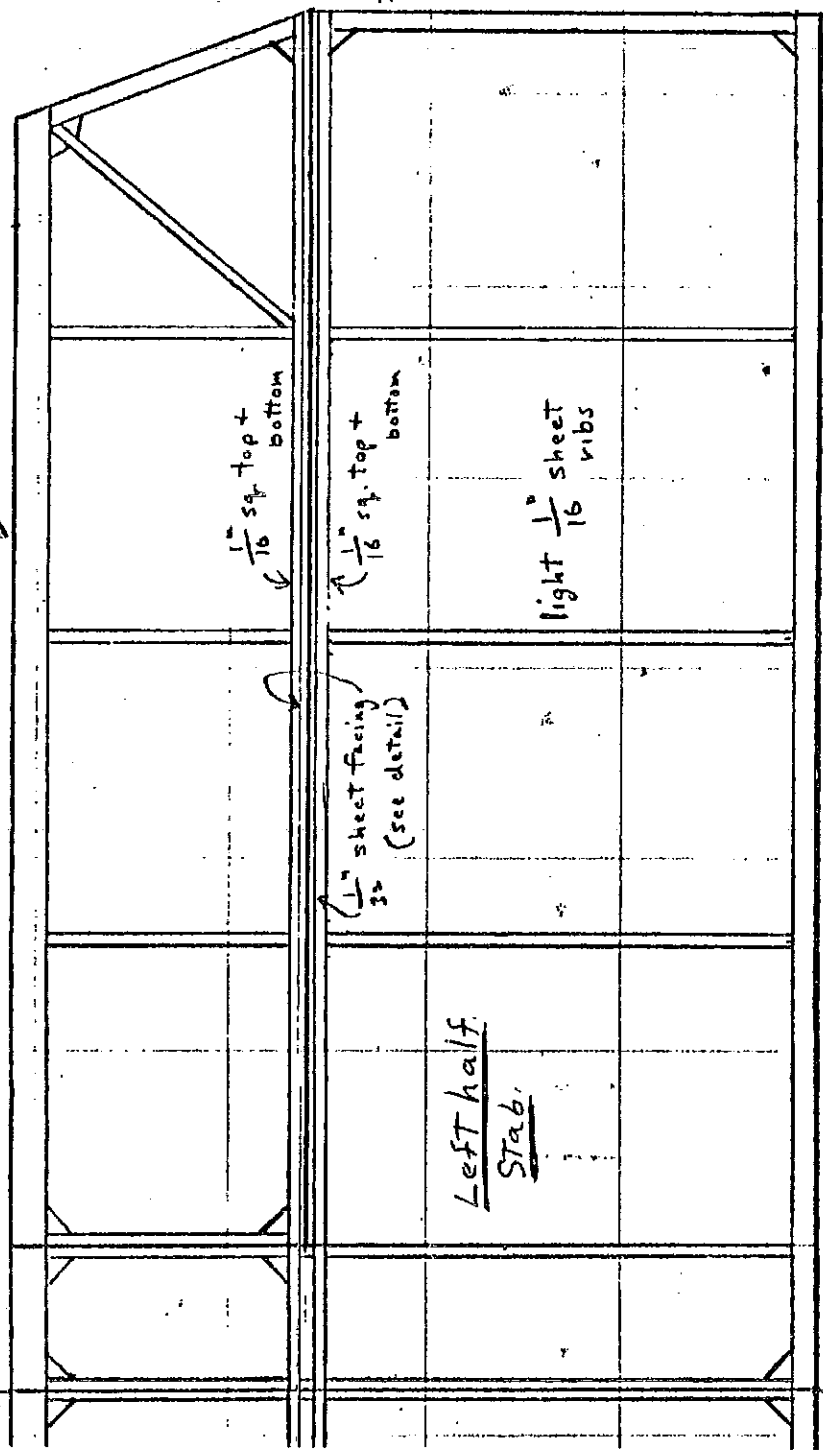
Plate 3

MAUBOUSSIN PLATE 4

DRAWN BY Bob Johnson 9-21-66



$\frac{1}{16} \times \frac{3}{16}$  T.E.  $\rightarrow$



Left half  
Stab.

$\frac{1}{32}$  sheet facing  
(see detail)

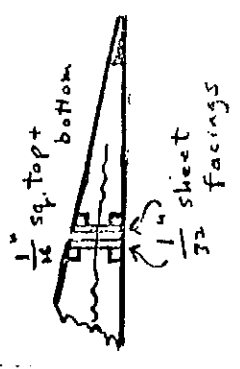
$\frac{1}{16}$  sq. top +  
bottom

$\frac{1}{16}$  sq. top +  
bottom

light  $\frac{1}{16}$  sheet  
ribs

$\frac{3}{32}$  sheet tip ribs

STAB DETAIL



14.

$\frac{1}{2}$  Dihedral under  
each Stab, Tip.

Prop Block  $1'' \times 1\frac{3}{4}'' \times 8\frac{1}{4}''$

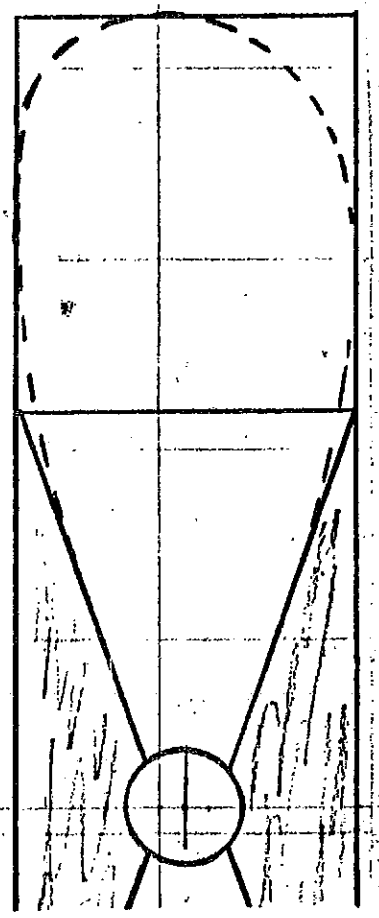
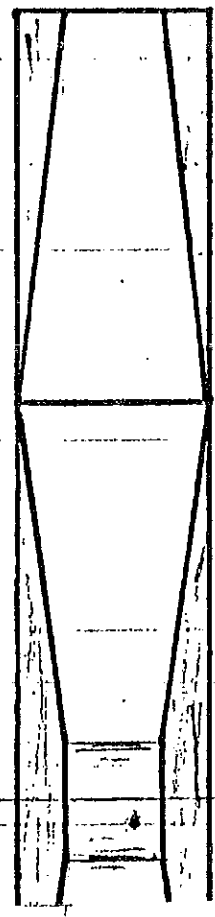
Use a free wheeler

Power - 2 To 3 loops

$\frac{5}{32}$  Pirelli Rubber

Plate 5

STABILIZER



Spring '68

# FLYING ACES

RUBBER POWERED  
MODEL AIRPLANE  
MEET MAY 26 at  
PINKHAM FIELD  
ORANGE AVENUE,  
MILFORD, CONN.

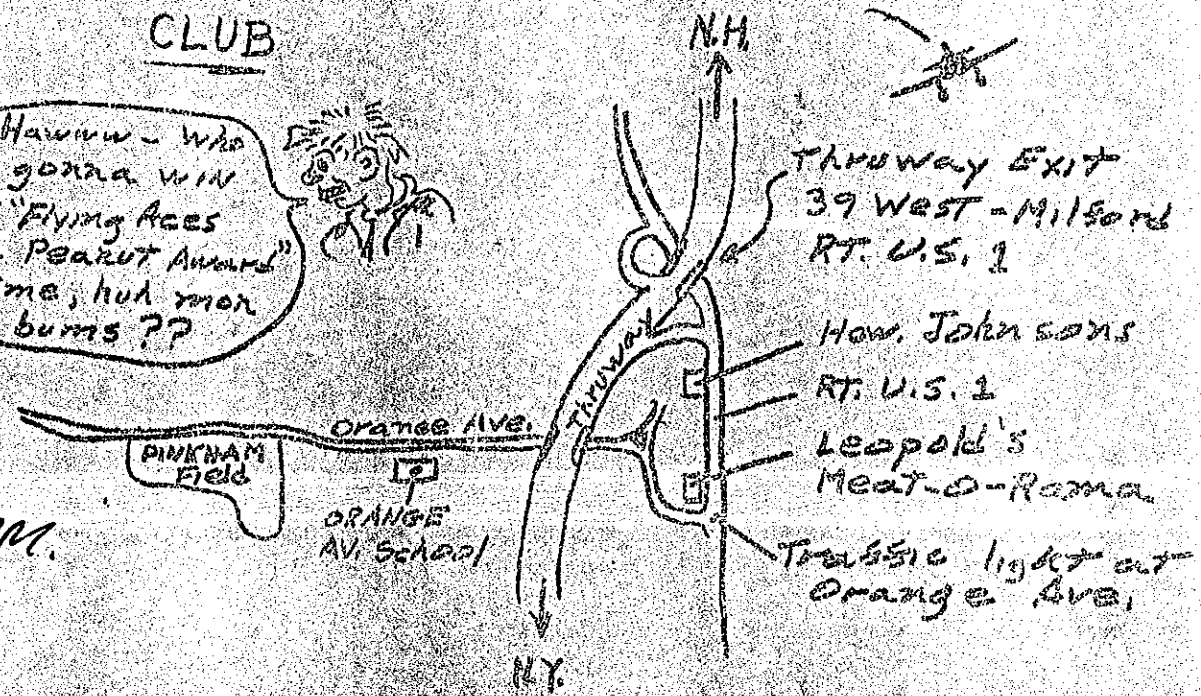
Trophies  
+  
Prizes  
Free  
Entry!

## CLUB

Hawww - who  
is gonna win  
That "Flying Aces  
Golden Peanut Award"  
This time, huh mon  
bums??

3 events!

9 AM. TO 4 P.M.



1. Flying Scale... Each contestant may enter two models, a total of three official flights, no flight of under 15 seconds to be official. FAC Rules. If you need a copy, write to GHQ at 385 Harbor Rd, Southport, Conn. 06490
2. Peanut Scale... any scale model of wingspan between 10" and 13" may be entered. One model per contestant. No scale or workmanship points. Total of three official flights, high score wins. No flight of under 5 seconds to be official.
3. Sport... Any non-scale model of under 100 square inches wing area. Total of three official flights, no flight of under 15 seconds to be official. High score wins.

Prizes are donated by: Fred's Variety, Bridgeport, Conn; Steve Krivensky, Official Photographer, FAC; Bradford Hobbies, Branford, Conn; Micheal's Hobbies, Milford, Conn; W.C. Haman Graphics, North Hollywood, Cal (West Coast Official Distributor of Flying Aces Club News... exclusively), and FAC GHQ staff officers.

Flash FAC News Item!!!! The winner of the FAC Postal Peanut Scale Contest is: Lt Frank Rogers, of the Hong Squadron, FAC. He flew his Sperry Messenger of 10" span to a Hung-hugging flight of 1 minute, 33 seconds! Frank...GHQ is now promoting you to Captain, FAC, this being your fifth victory under the victorious banner of our rules. You're a regular Kanene, now! The fire of your twin Spandaus is withering! We haven't seen a faster climb to eedom since Frank Luke. Look out, now! Don't meet the fighting fate he did in a frog graveyard! Fighting heinies cowboy style can be mighty dangerous!

