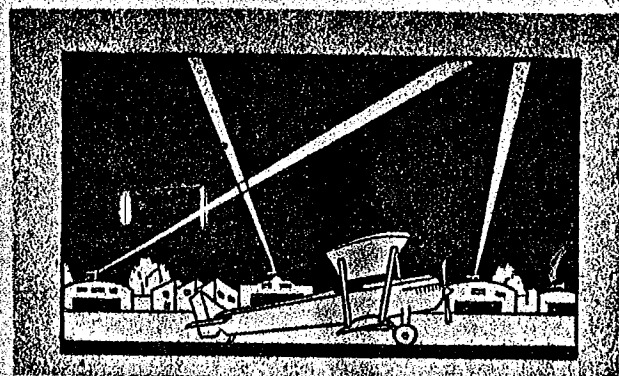


#1 - Nov. 1967

FLYING ACES

Club News



Well fellows, some of the old Flying Aces clubsters were sittin' around the pot-bellied stove here at General Headquarters, and they thought they might start up this newsletter to keep in touch with all you FACs now that Fung, Great God of the Thermals is about to clip a few wings for the winter.

You don't need to drop parachute flares to see we intend to keep it in the style of the original Flying Aces magazine, and use their lingo and some of their department titles. And, by turbulence, you've got to admit, that mag had a personality that has never been captured by any of the rest, although Sig Air Modeler probably buzzed around that pylon the closest.

Maybe we're flying blind, but we think modelling ought to be real enjoyment. (Didjever see some of those RC flyers tremble while they fly those aerial pin-ball machines that cost 'em a month's wages? They make St Vitus Dance look like an adagio. Hawwww!) So, we're gonna stay on course and limit the subject matter of the FAC News to where we've found fun; namely, rubber scale, indoor & outdoor; old-time rubber scale, cabin & stick; OT gas; and of course, we'll go heavy as a B-19 on the Flying Aces rubber scale, under 100 square inches in sport, and Peanut Scale.

Our circulation will be limited to those flyers who have entered our FA contests, 'cause we know these fellows are the ACTIVE modellers. By the runway, that's how you join the new Flyin' Aces Club; just by entering one of our contests. Simple, huh?

We will also reach a few "honorary clubsters" whose interests are as course, but distance has prevented them from attending our great meets, such as Bill Wanner, out in California.

So, there you have it, skysters. We've got this bomber off the runway and into the ozone. We can sure use your letters (along with a few stamps to pay our mailing costs) to see how much altitude we can gain with this bus. We've sure enjoyed assembling this crate, you can bet, but your enthusiasm (or lack of it) will determine how many more will roll out of our hangar. Happy landings from the gang at GHQ.

Address all correspondence to Lt. Bob Thompson, FAC
335 Harbor Road
Southport, Conn.
06490



or
Lt. Phineas Pinkham
c/o Dave Stott
68 Bankside Street
Bridgeport, Conn.
06606.

PEANUT SCALE

Most of you clubsters know that at our last big FAC Meet at Pinkham Field we launched a brand-new event--Peanut Scale, for all those old Megow, Dallaire, Comet and other 10 $\frac{1}{2}$ kit plans we've been doling out.

The wingspan limit was 12 inches, give or take $\frac{1}{2}$ inch.

Well, in rambling through the pages of some old mags, we can see there are a lot of plans for some good crates up to 13 inch wingspan, and down around 10", too. So, we decided to set the wingspan limit for all future Peanut Scale events at anything up to and including 13 inches. But, 13 inches is the end of the runway, fellows, so hold 'em right there.

Although we only had four entrants vying for the Flying Aces Golden Peanut award, we learned later that FAC Lieutenant of the New York Squadron, Bob Nelson, who didn't get to the meet, had a neat Arrow Sportster Bipe all set to do some sky-scouting. Sure hope you get to the next one, Bob!

And, hats off to Jimmie Jenkins, of the Monroe, Conn. Squadron! Jim is the first junior to enter Peanut Scale. He flew a swell-looking Megow Waco Cabin job. Incidentally, skysters, Jim entered all three events in the meet. How's that for spirit of the skies? Where does he get all his horsepower? Well, Jim lives so close to a real airport that he can almost feel the propwash as pilots give their busses the gun for takeoff. Yep, Jim has even given a hand working on some real ships. Looks to us like a modern Tailspin Tommy is in our midst!

Flying Aces Dictionary

To help the kiwis & fledgelings understand that old FALingo.

corned willie.

Pinkham Field

Spandan

bus

G-2

GHQ

Capt. Phillip Strange

Kanone

World War I C rations, often corned beef, vile tasting

Contest site on Orange Ave, Milford, Conn.

German arsenal where the machine guns were made

airplane

US Intelligence, or spies, fellows.

General Headquarters.....the main office

Notional G-2 ace of the original Flying Aces mag

Term used by the Central Powers (Germany & allies

in World War I for an ace. Actual translation. ..

Kanone...cannon, big gun.

WITH THE MODEL BUILDERS

Here's a chance for all you balsa-bugs to write in and tell us about your intended or current project. Also, you can use this opportunity to send out a Mayday call for help from your copilots to help pull you out of that spin you're in, trying to locate a three-view, color scheme, pics, for garnering those extra points at contest-time. And please, fellows, let's not use this department to try and amass a collection of plans. -et Down Memory's Purway do that for you.

We hear that Lt. Frank Roberage of the New York Squadron started work on a Lockheed P-38 Lightning. It may have been Lightning to the USA.F., but the hard-pressed Luftwaffe called this fleet winged flyer "der ~~KXX~~ Gabelschwanz Teufel". That's Heinie for "Forked-tail Devil". Keep at it, Frank, there's plenty of bonus points waiting for you with that bus! Frank has always been a hot contender in our under 1.0 square inch Sport Event. It sure brings smiles to the physiognomists of the lads at GIX to see him banking around and making a determined pass at the Scale Trophy.

Wow! We just received a message from G-2 Headquarters, by 1917 Indian motorcycle courier. It seems that master spy Philip Strange, known to beer, sauerkraut & knockwurst gobblers as the "Brain Devil", has turned up some dope on that old Flying Aces Trail Blazer of the Air, Henry Struck.

Hank had drawn up a new scale job to float down the sky-lanes alongside that fine-flying 1911 Cessna of his. It's an Avro Avis, sky fans. She's a bipe of about 30" span, and looks like she's going to make lots of turbulent air for the rest of us.

KANONE LIST

Here's the flight plan for this section, wingsters. Anyone who wins himself a first place in any of our FE contests, past or future, is automatically a Kanone, and has his or her name listed among the immortals of sky fame, with his number of victories listed. Now, everybody starts out as a Lieutenant in the FAC, but after each five victories, he gets a promotion.

Capt. Henry Struck, SCAMA Flight, Connecticut Squadron.....	5 victories
Lt. Bob Nelson, New York Squadron	1 victory
Lt. Jack Whittles, SCAMA Flight, Connecticut Squadron.....	1 victory
Lt. Jack Chilmark, GHQ Squadron	1 victory
Lt. Paul Stott, GHQ Squadron	1 victory
Lt. Jimmie Jenkins, Monroe Squadron.....	1 victory

Congratulations on your promotion, Hank! Former Lt. Struck two victories, but he scored a triple-kill over Pinkham Field, in the last big sky scrap on November 5.



HUNG'S ALTAR

This section, fans, is like the Honor Roll in your home-town. 'Cause we list here the models that are flown out of sight, and are lost to Hung, the Great God of the Thermals. Be sure and side-slip us a card here at GHQ and let us know when Hung gets one of your high-climbing crates in his ethereal clutches.

Penk Struck flew his original under 100 inch job up to Hung's Sacrificial Altar during the last big FAC air duel with an OOS flight of over five minutes. That canard pusher might have looked like she was flying the wrong way, but she didn't fool Hung one bit. He's got more experience at spiriting models away that a centipede has foot-prings Haaaaw!

YOU SAID IT!

OK, wuzzards, here's your chance to put the gang here at GHQ under fire of your twin Spandaus. FAC Scale Rules need a change? Let us know! We'll even bring the complimentary letters, if we're lucky enough to get 'em.

Last year at our FAC meet, First in Scale was captured by Lieut Bob Nelson of the New York Squadron. He used a model of a French tandem-wing light plane designed by Pierre Mauboussin. Bob's victory was so clean that we here at GHQ didn't have to wipe the oil off our goggles to see that we'd given too many points for tandem-wing ships. So, we reduced points in the 1967 rules. How did Lt. Nelson (alias Pierre Mauboussin) feel about this change? Read on, wuzzards.

May 16, 1967

10 Rue Morgue, Paris

To zee attentione des 'onsieurs David Stott and Robair Thompson
Major domos, Flying Aces Club (FAC) ack!
Bridge-porte, Connecticut, USA (300)

Mon dieu! Sacre bleu!

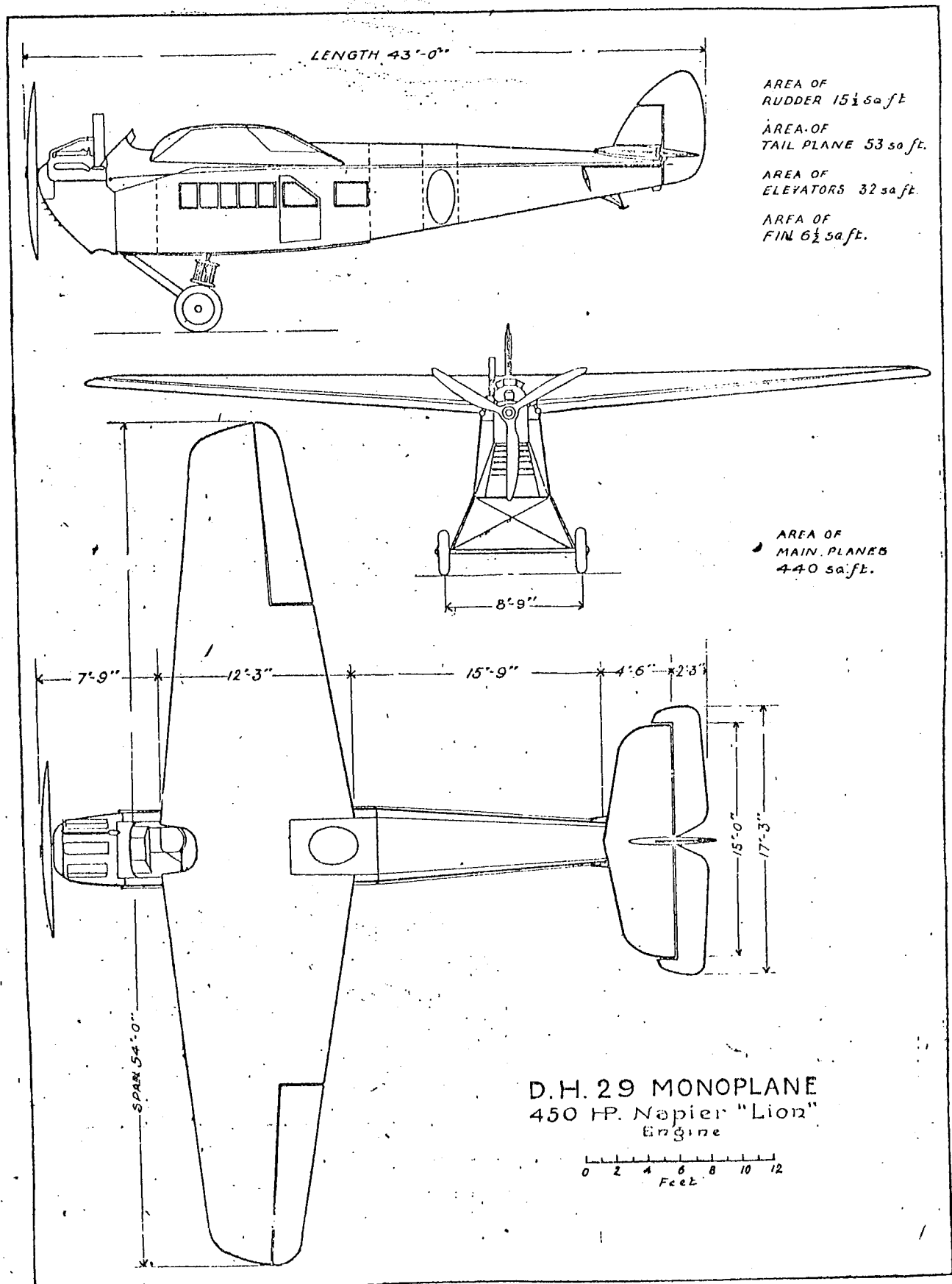
Zis is....how you say....zee end of the world.....an outrage....a dis-as-tere. Zees punks from zis club...zee Flying Aces Club, zey has murdered poor Pierre. Zey have lowered zee bonus points for zee honorable tandem air machines. Voila! How could zey do zis to Pierre? And zey zay say....luckay Pierre....luckay, indeed! Zees new rules....zey is formidable....but zey leg-is-late against zee poor tan-dem wing flying machine! Zees is....what you call it...a discri-mini-ations. Zey reduce zee bonus points from zee 20 to onlay 13....13...sacre-bleu! eech an un-luckay nomair. I am....ruined!? Is a terrible dis-as-teir. My frien and comrade in arms, zee Generale....Charles....will hear of zis. And....then....poof! Poocoof wiz ze Pinkham....poof wiz ze inky dinky parlez vous! poof wiz zees reactionary legislatures....poof, poof, poof! Zee end of zee world. A Pierre scorned is an opponent formi-dable!

FAC.....I hate you

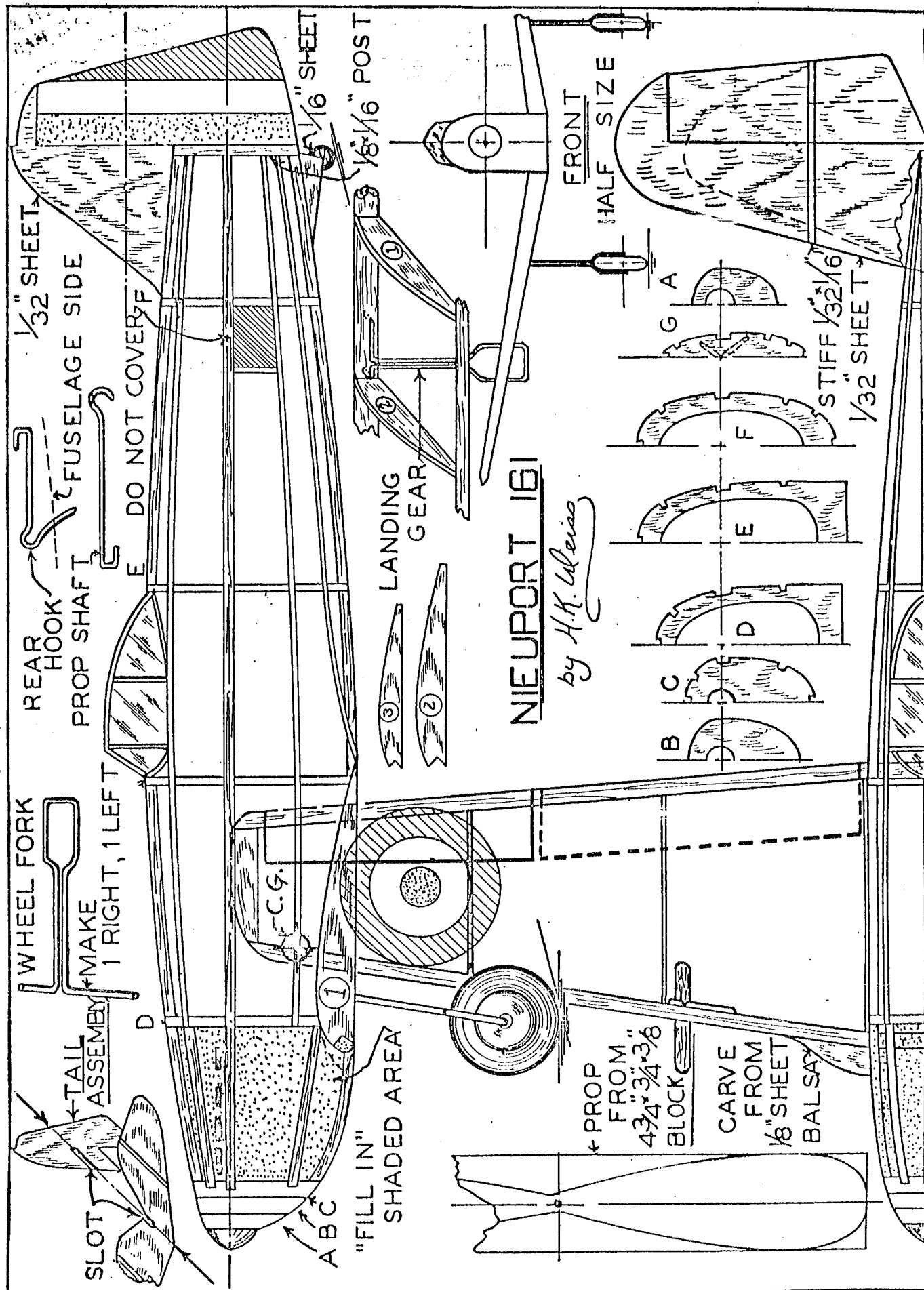

Pierre Mauboussin

DOWN MEMORY'S RUNWAY

Here you are, skysters; some of those plans that appeared in Flyig Aces and elsewhere in those good old days when modelling was nothing but fun. and you can bet your last tin of corned willie that they'll still be fun.



THE D.H. 29 MONOPLANE: Plan, side and front elevations, to scale.

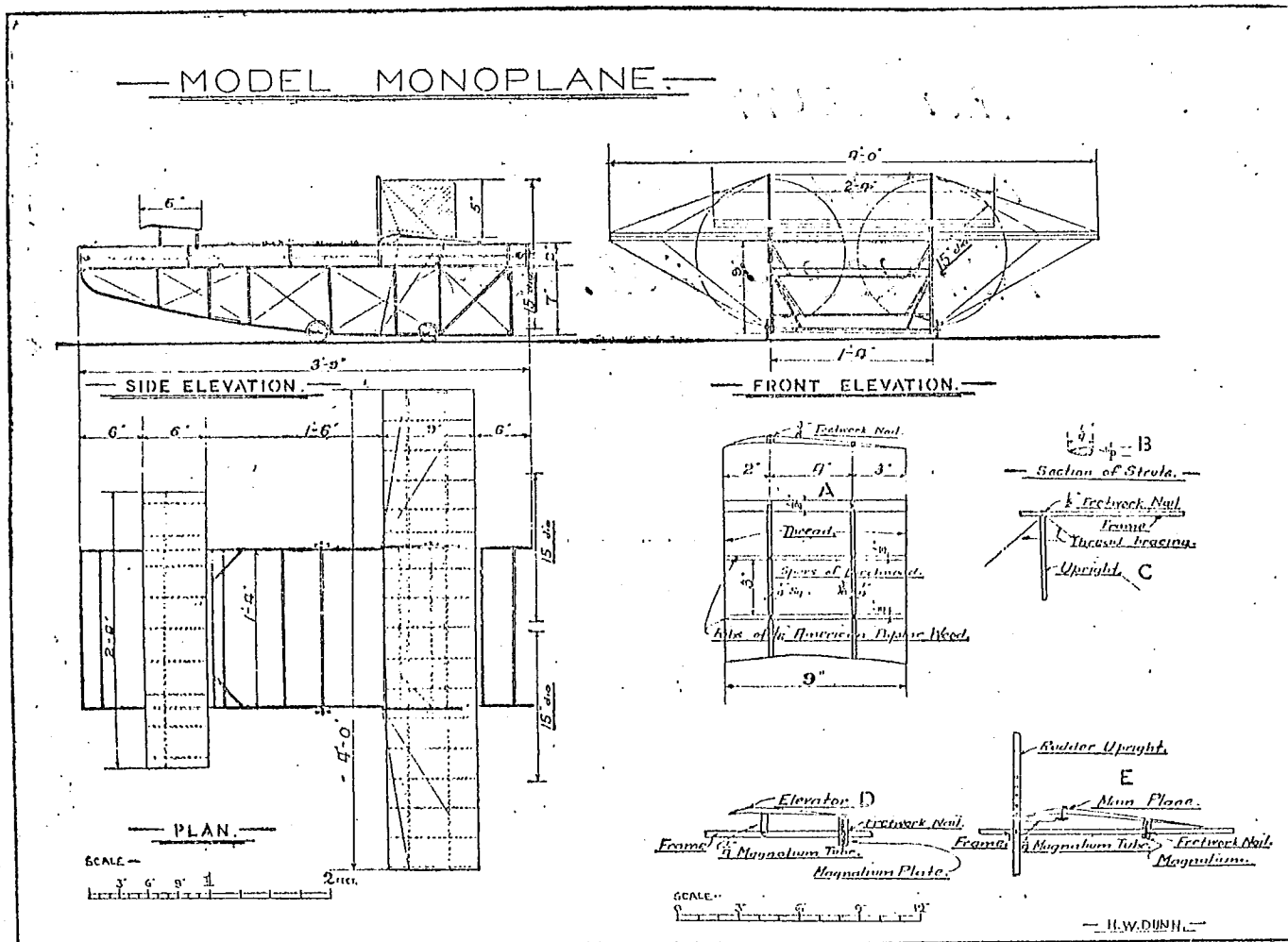


A MODEL MONOPLANE.

By H. W. DUNN.

THE following is a description of a model monoplane that I have recently made, and as will be seen from the drawings, it is very much like the Valkyrie machine in general form, except that it has two propellers instead of one and that the rudders and elevator also differ. The main planes are made up of birch spars, the front spar being $\frac{1}{4}$ in. sq. section, and the rear one $\frac{3}{16}$ in. by $\frac{1}{4}$ in. in section. American poplar wood $\frac{1}{4}$ in. thick is used for the ribs, which are spaced 3 ins.

the top and bottom being of birch $\frac{1}{4}$ in. sq., whilst those beneath are of American poplar wood $\frac{3}{16}$ in. sq. Uprights, crossbars and stays are also of American poplar, made to the section shown at Fig. B; thread is used for bracing. The propellers are made of $\frac{1}{8}$ in. birch and steamed to correct angle; they are about 2 ins. wide by 15 ins. diameter. Ten yards of rubber, making eight strands to each propeller constitutes the power plant.



apart, as at Fig. A on drawing; the angle of incidence may be adjusted as shown at Fig. E. I use the following method of fastening the fabric—which is mercerised lawn—to the planes:—Starting on the underside of the plane at the rear, I draw the fabric over the top side and then fasten it down at the place where it commenced; in this way a joint on the top of the plane is avoided. The fabric is glued to the ribs. The skids and frame are made up of six spars, those at

The method of fastening the uprights to the frame and also the bracing is shown in Fig. C, and at D is shown the elevator fitting. I obtained the wood from A. Melcombe, of Bedford, and the rubber from A. W. Gamage, of Holborn; mercerised lawn can be obtained from any draper's. I have had a great many flights from this model, and, of course, also many falls, but the skids have, so far, prevented the machine from smashing.

Talk about Old Timers, wingsters, take a squint over that date on the top of this page. Nope, your eyes aren't fooling you; it's 1911, the year this twin-engine terror of the tarmac first spread its wings. Think she's worth some balsa?