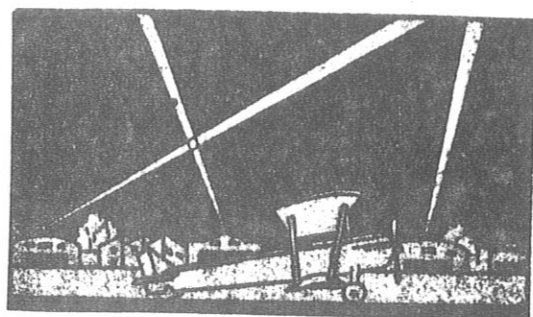
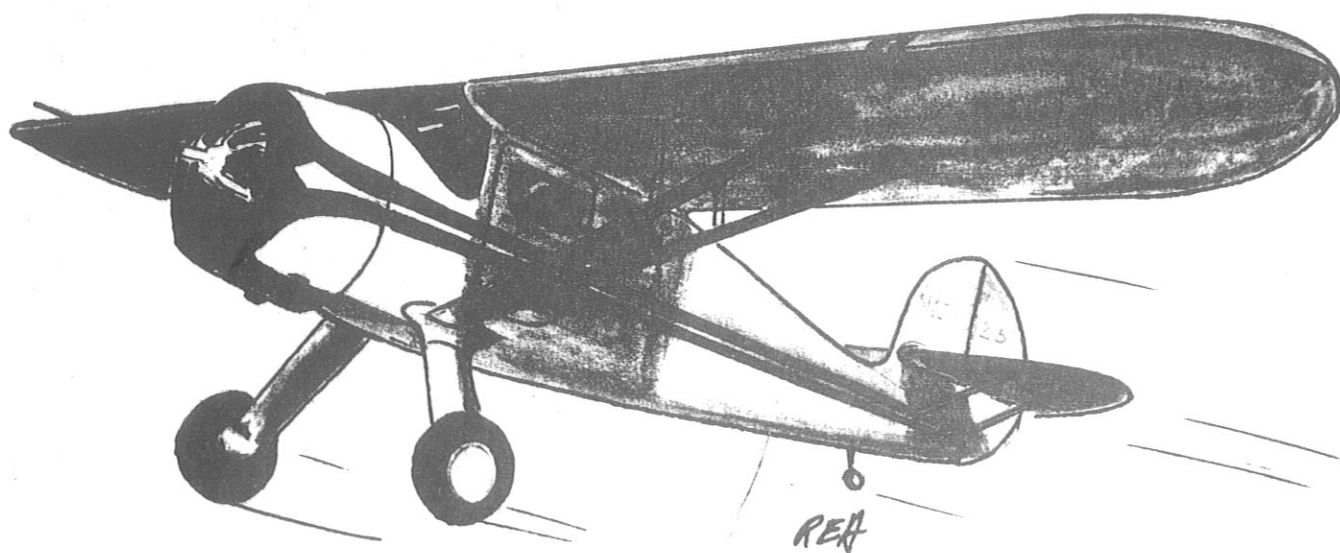


# FLYING ACES

Club News



#10





Rrrrrrowrrrrrr! Here we go Clubsters! Issue # 10 roars off the runway of Pinkham Field in Don Luscombe's metal monocoque brainchild, the Luscombe Phantom. This fine sketch was three pointed on the F.A.C. tarmac by Lt. Dick Herring, N.Y. Sqdn. Neat job of sky-sketching, Dick. You can bet your last pre-war celluloid motor the kit makers of the 1930's didn't let this cloud cruiser side slip by. Burd had a 16 inch 10¢ kit, Berkelly kitted a 20 inch version, and Construct-a-plane of Brooklyn, N.Y. put out a 25 inch kit for two bits. Of course, good old FLYING ACES ran a plan by Avrum Zier, model editor of F.A. at that time. All these were rubber powered, natch. (Dere ist zumting else?)

Looking back through the age-browned pages of the old issues of "FLYING ACES" magazines is one of the most pleasant experiences for many an old modeler, we are sure. It is too bad the young model builders of to-day don't have the opportunity to be swept up in yhe high spirit and ideals of the Flying Aces Club of old as many of us were. (And still are?)

Sure, Model Airplane News and Bill Barnes Air Trails were great magsalso, but F.A. was a magazine apart. A modeler could always find plans to a Nats winner and other high performance ships in Air Trails or M.A.N. but seldom in F.A.

Why then was Flying Aces so popular? (The Flying Aces Club of old had 30,000 members! That is more than the top year for even the A.M.A.) We think it was because F.A. served the "little guy" --- the back yard or school ground pilots, yhe starry-eyed aviation hero worshipers, the airplane picture collectors & scrapbook makers.

We bet many a kiwi's imagination was well fed by the inimitable fiction stories of Arch Whitehouse and Donald Kehoe. Nor can we ever forget the zany tales of Rhineas Pinkham, created by Joe Archibald, who is probably aviatiions only humorist, or at least the father of any since.

Where else but in the pages of F.A. could you find plans f or a stick model that had Santa Claus seated in a sleigh as part of the tail surfaces with a reindeer for a wing mount! That was the "FLYING ACES XMAS STICK". And she flew too. Lt. Dave Stott built one.

Plenty of scale rubber plans, too. Sometimes two per issue when they ran one of Henry Struck's "Trail Blazers of the Air". And how about that plan for a solid model of the Hindenburg? or that model Loening OL-9 complete with catapult? Plans and layout for a complete model airport!

Yes sir fellas, those were the things that captured the hearts of the grass roots modelers and air minded lads of yesteryear. Just check the F.A.C. News page in one of the old issues and get a gander at the photo of one of the clubsters in his "snappy uniform" all home-made and topped off with a woolworths 25¢ aviators helmet and goggles striking an eagle-eyed pose while surrounded by his best models. A jerk? Not at all. That is total absorbtion in the worlds most facinating and wholesome passtime.



Some of the old F.A.C. Sqdns. made set ups of models and wartime aviation relics with a back drop of covers from issues of Flying Aces for theater lobbies where aviation movies were being shown, thereby earning free passes. Howzat for spirit of the skys, fellas?

Therein lay the romance and enchantment of the old Flying Aces & the Flying Aces Club. Your present day F.A.C. News is indeed a poor imitation. But the spirit is not. By turbulence, we are still here to serve the "back yard pilot" who may someday be on the U.S. Wakefield team, and perhaps to provide a nostalgic flash-back for those who already have.

Happy landings, Wingsters, but why ever come down???

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Got a swell letter from western front ace Russ Toley who says the F.A.C. is the best development since the N.F.F.I., and maybe even the A.M.A. or N.A.A. or even those Wright boys!

Well, we know just as Russ does that is over revvin' the old engine plenty, but we get the message and it sure adds a couple of thousand feet altitude to the moral. Thanks, Clubster. And thanks also for the neat rubber motor inserter. This inserter is rather like the one Lt. Tartaglia sent in which was printed in an earlier issue except that this one is made of telescoping brass tubing and is colapsable for easy storage. You can bet your last drop of rubber lube Headquarters Sqdn. will make good use of it. Russ. Russ won this inserter at the 1968 winter Orbiteer Scale meet flying an Eastborn Monoplane.

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Mr. C.G. Grey, editor of the British publication "The Aeroplane" printed in the April 30th 1924 issue and we quote--"Aero Digest, (the title of that entertaining North American journal, familiarly known as Aeronautical Indigestion, -----"

Looks like your F.A.C. News is far from being the first or largest publication to mock the moniker of another, huh, wingsters?



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By the great God, Hung that N.Y. Sqdn. goes for peanuts like a herd of hungry elephants! Lts. Alex Godo and Dick Herring must have a dozen each. Lt. Joe Poloso has a Wittman D-12 racer that looks more like a coccanut than a Peanut she looks so huge. She checks out at 13 inches, though. Joe enlarged the 10 inch span plan published in M.A.N. in the 40s. How many inches of rubber room in that pylon polisher, Joe?

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Bill Hannan writes that his son, Ken, And he have a little indoor stick similar to Paul Stott's "F.A. Halffoot Flyer" published last issue. The Hannan pair call their ceiling slider after their city---"The Esccondido Mosquito". Neat tag, eh clubsters?



Fudo Takagi, who divides his reading time between Bill Barnes and Phineas Pinkham (how's that for inspiring reading, cloudsters?), sends in the results of the San Diego Orbiters indoor meet. The models were Peanuts.

1. Fudo Takagi	Miles M-18 (Mooney design)
2. Dick Castle	Sopwith
3. Walt Mooney	DM-6
4. Doug Mooney	SPAD
5. Russ Seley	Eastbourne

On 18 May, 1961, the big FAC Spring Meet was held at Pinkham Field, Milford, Conn. Sadly, although it was a nice day, Aeolus, Great God of the Winds, chose to open his bag and they all seemed to be flying at us on the model tarmac at Pinkham. The winds were terrible and caused more than one nicely built but poorly or un-trimmed model to come to grief. Considering the evil blasts sent by the gods, the turn-out was fairly good, there being twenty-seven contestants who flew. Scale had ten flyers, twelve models flown, and seventeen entered, which gives an indication of the fierceness of the winds.

Also, there was an FAI elimination contest held in New York at the same date, which took away some of our oldest regulars.

Hank O'Dwyer copped the coveted FAC Trophy with a perfect flight score of 87½ points. This tells us that somebody besides Aeolus was present.....yes, in reverent tones all spoke of the wondrous flight which Mung, Great God of the Thermals gave to Hank, as his Bristol Brownie, although in a wild, uncontrolled stall, flew ever higher until out of sight behind the trees. Fortunately, the model was quickly found and returned to its proud and amazed builder-flyer. What did you do that was so pleasing in the sight of Mung, Hank? There must be a secret ritual you have to have made Mung so favor you with an upward blast.

And our young aviatrix, Mallory Chilmark, is getting ever-better. She placed second overall in the Under 100 Square Inch event. Look out, all you big, strong men. Get ready to move over!

Here are the final results:

SCALE				
1st	Hank O'Dwyer	Bristol Brownie	53½ scale	87½ flight 156
2d.	Bob Nelson	Mauboussin 40	62½ scale	35 flight 122½
3d.	Bob Jespersen	Supermarine S6B	59 scale	25 flight 119

#### PEANUT SCALE

1st.	Bob Jespersen	Wittman Tailwind	71
2d.	Jack Chilmark	G. A. Aristocrat	53
3d.	Hank O'Dwyer	Fairchild 24	48

#### Under 100 SQUARE INCHES

1st.	Joe Poloso	Original tube tractor	207
2d.	Mallory Chilmark	Jetco Hawk	189
3d.	Bob Sykes	Jetco R.O.G.	157

Overall 1st Junior: Paul Stott, Major, FAC  
 Best Crash: Bob Sykes,  
 best scale effort: Alex Godo

a wrecked Fokker E-1



Some interesting things seen at the meet were Dick Herring with his Peanut ships all sporting Vacu-Formed pilots. (Incidentally, skysters, Mattel is going to drop the Vacu-Form sheets as a stock item pretty soon, the Vacu-Form toy having been discontinued several years back. If you want a good supply of sheets, better write them now, care of Mattel, Hawthorne, California, and get your lifetime supply now, before it's too late.) Alex Godo (the Fascist Sky Conqueror) seems to be able to sport a real wealth of detail on his models without an appreciable weight penalty. He says he just makes everything from scratch out of indoor balsa. Perhaps this is the answer.

Also, Bob Nelson had a very interesting plate arrangement on the rear of the noseblock of his Mauboussin. Seems you have just a washer in the front, and this moveable plate on the back. You move the rear plate to where the thrust line is the way you want it, and then tighten down the screws to hold it exactly where you want it. This not only eliminates the unsightly balsa shims under the nose-block or the thrust button, but also gives less friction than a bushing, for now the prop shaft is supported at only two points, front and rear. Could we have a drawing on this, Bob? The GMQ staff is sure this is a real winner of an idea.

Ed Beshar showed up with a 1" to the foot scale Waterman Gosling, built for indoor meets. Sadly, the winds prevented it from leaving its "hangar" (the storage crate), but it looks to us like a real good indoor flyer. See you at the Nats with it, ed?

Despite all the winds, even with Hung present at times, no models were lost, many got themselves their first sunburn of the year, and all had themselves a good time. Come back in the fall, flyers; we'll have a real big bash then, with lots more prizes promised.

#### NOTES FROM THE WORKBENCH

OK, rubberbusters! Here is a turn chart for Pirelli powerplants of different sizes, giving maximum turns per inch of motor-length. These figures were made under the best conditions (70 degree day, dry weather, when Hung was merciful and smiled), so be careful when it is real hot or cold.

Let's say your latest cloud-cuddler is powered by 4 strands (two loops) of 5/32" rubber, 12 inches long. Look down the left column for 5/32" and move across until you are under the "4" in the number of strands column. The number is 53. That means you can put in a maximum of 53 turns per inch of motor length, the length being measured when the motor is NEW AND UNSTRETCHED, as after even a little use. Multiply the number of turns allowed (53 per inch) by the length of the motor (in this instance, 12 inches) and this tells you how many turns you can put in....636 for this motor. Then you divide this figure by the ratio of your winder, and you then know how many winder turns you can put in per inch. The example, we use a 3.75 to one winder here. That allows for 14.13 turns per inch, using that winder. Multiply the 14.13 by 12, and you get 169.56 turns of the winder.

Remember, these 169.56 turns of the winder are to be put into a motor which is well stretched and broken in.

If, however, you do hear a snap, crunch, and see a lot of tissue and uprights flapping and flying around, back up one turn. Haaaa! Oh well, you can watch the "miniature enraged gorilla" bounce around in the rear of the fuselage. Come one, come all! See the mighty Gargantua tear the flying aeroplane to pieces! Gak! Gnash! Tear, Rip, Bite, Grind. Gak! Gak! Eek.Eek.

Therefore, do your own math, check your figures, and good luck.

[illegible]

YOU SAID IT !!!!!

Here's a few clippings from our stuffed mailbag, skysters. Why not shoot us an airmail line once in a while, yourself, and let us know what you and the other flyers and rib-slicers in your area are up to. Here are a few, some of which contain giggles, some hints.

....."Walt Mooney also made the longest sustained(?) Peanut flight with a different model (name escapes me).....something like two hours. Sustained is the key word- Walt's model powered up in a verticle climb, stuck the winding loop of the prop shaft into an acoustic tile and remained sustained 'til we were able to get it down." Yep, we here at GHO know it's hard to keep a good Peanut down, but it can be even harder to get it down!

Thanks to Fudo Takagi for that one. Fudo, you know, is now our second Japanese ace in the FAC. With his victory at the San Diego Orbiters Wing of the FAC Indoor Meet in early April, Fudo joins Jon Hoshizaki in the garlanded ranks of our Kanonen. Looks to us like a couple of budding Saburo Sakai's out there. Better duck, all you Yanks! Now are two buirders there with five chrysanthemums on prane.

...."To tell the truth, I think the only "rules" that are ever going to make it are the ones that specify very distinctly that the opinion of an "educated" judge will prevail. I'm with you; it is the scale "look" of the plane that's the important thing. All the finely detailed point scales in the world don't help if the damned thing winds up looking like a caricature or a travesty of scale. Example: contrast my recent California Models D VII in black & white tissue stipes (Loerzer's) and my 1967 IFS Nats Se5A, color doped etc. The D VII looks baaaaad. It's slicker, neater, and better built, but it looks like a toy and not believable.....



.....Your publication is second only to Playboy around here. (And that's only because the center fold-out is missing from yours). Ever consider a center fold-out of a naked model (uncovered)? Maybe a Nieuport Nymphet or a Martinsyde Mermaid (or the deHavilland Chippie)?"

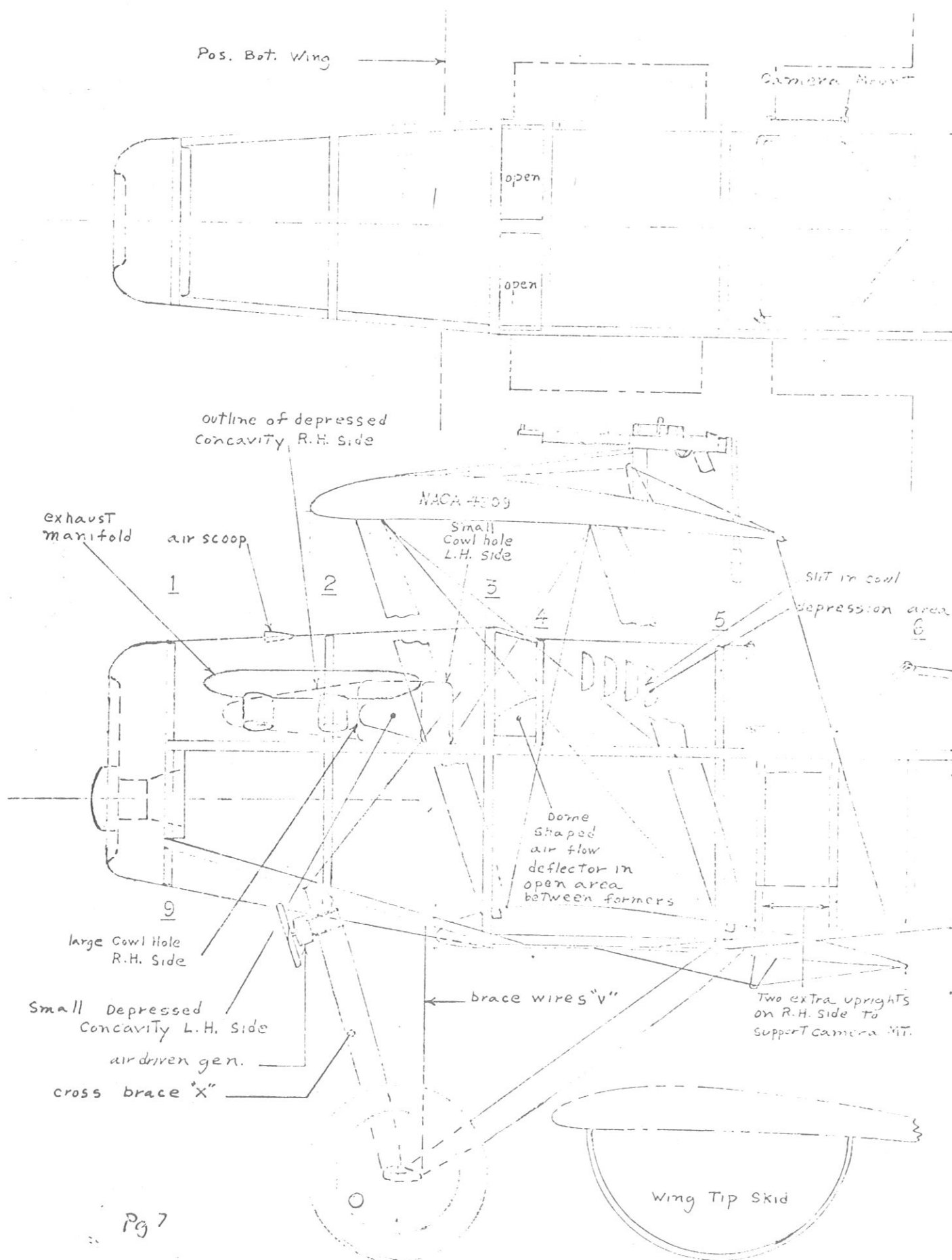
.....Bill Warner.

Well, Bill, if you'll take a squint to the back of this mag, we have a Martinsyde for you. She's hardly a Mermaid, but if you like 'em husky and a bit on the "rugged, hard-working" side, an Elephant might do. And she'll outfly every elephant you ever saw but Dumbo.

....."We are going to have a Flying Aces event in our contest in May."

.....Len Reichel, Erie, Pennsylvania

Helmets off to Len Reichel, prop-twisters! The Erie Model Aircraft Association is having an FAC event (scale, of course) in their Old Timers Free Flight Contest on June 8. If this newsletter reaches you in time, why not contact Len at 1703 W 39th St, Erie, Pa., 16509 and get in on the fun and flying. Seems like the word about the FAC is spreading now to the interior regions of the realm. Thanks, Len, and good luck with your meet.



## THE FLYING ACES MODEL LABORATORY.

This issue we present plans for a cockade carrying crate that sports all the romantic features dear to the hearts of you buzzards of the Great War. Yep, from the center section Lewis gun down to those 20 lb. Cooper eggs tucked under her lower wings with plenty in between---such as that camera to catch the action in some of those Turkish harems, haw-w-w-w-w! That's right, skysters, this battle bird of the Big Fuss saw most of it's action in the middle east. The ship depicted in our plans, #7488 was operated by #14 Sqdn., R.F.C. at palestine, 1917. (See Profile Publication 200,,

The fabric covered areas were that sick looking cream color called "buff". Plywood panels on the fuselage & lower wing end-plates were natural spruce as was all the wood struts.

Engine cowl was unpainted aluminum, Prop was mahogany with greyish metal ties. The Lewis gun is the 1915 model & is dull black with a copper ammo drum and brown leather strap on the drum, the gun's cylindrical handle and pistol type grip were varnished wood.

The smaller struts were of steel so are colored black, as is the bomb rack.

No one seems to rember how this bus was dubbed "Elephant". Some think it was because it was large for a single-seater--spanning 38 feet. Maybe G-2 could find out from Sabu, the elephant boy. Elephants do not forget. and Sabu speaks their lingo. Haw-w-w-w-w.

It took Capt. Dave Stott 5 weeks of gulpin' down a sandwich and drawin' the plans durring half hour lunch periods where he works to get this crate set up to print. He hasn't built a model of it yet, so if any of you former-notchin' stringer benders make one we'd sure like to get a report from your test pilot . Just send it in to F.A.C.G.H.Q.

Dave figures a prop carved from a 1 x 1½ x 8 inch block & 6 strands of 1/8 Pirelli ought tomake our Elephant outperform Walt Disney's Dumbo. And if you use a prop carved from a 1 x 1½ x 7 inch block with less rubber she'll be able to R.O.G. and be about right for flying indoors --- under the "Big Top" like her live circus counterparts.

Happy Landings!

If any of you skysters want to join the high flying formation of F.A.C. Model Lab Engineers and have your favorite crate printed in the News draw her up and send her to G.H.Q. Use a dark pencil & heavy pure white paper & we'll see how she prints up.

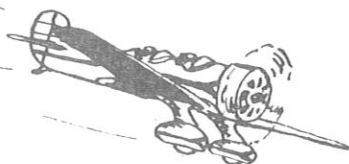
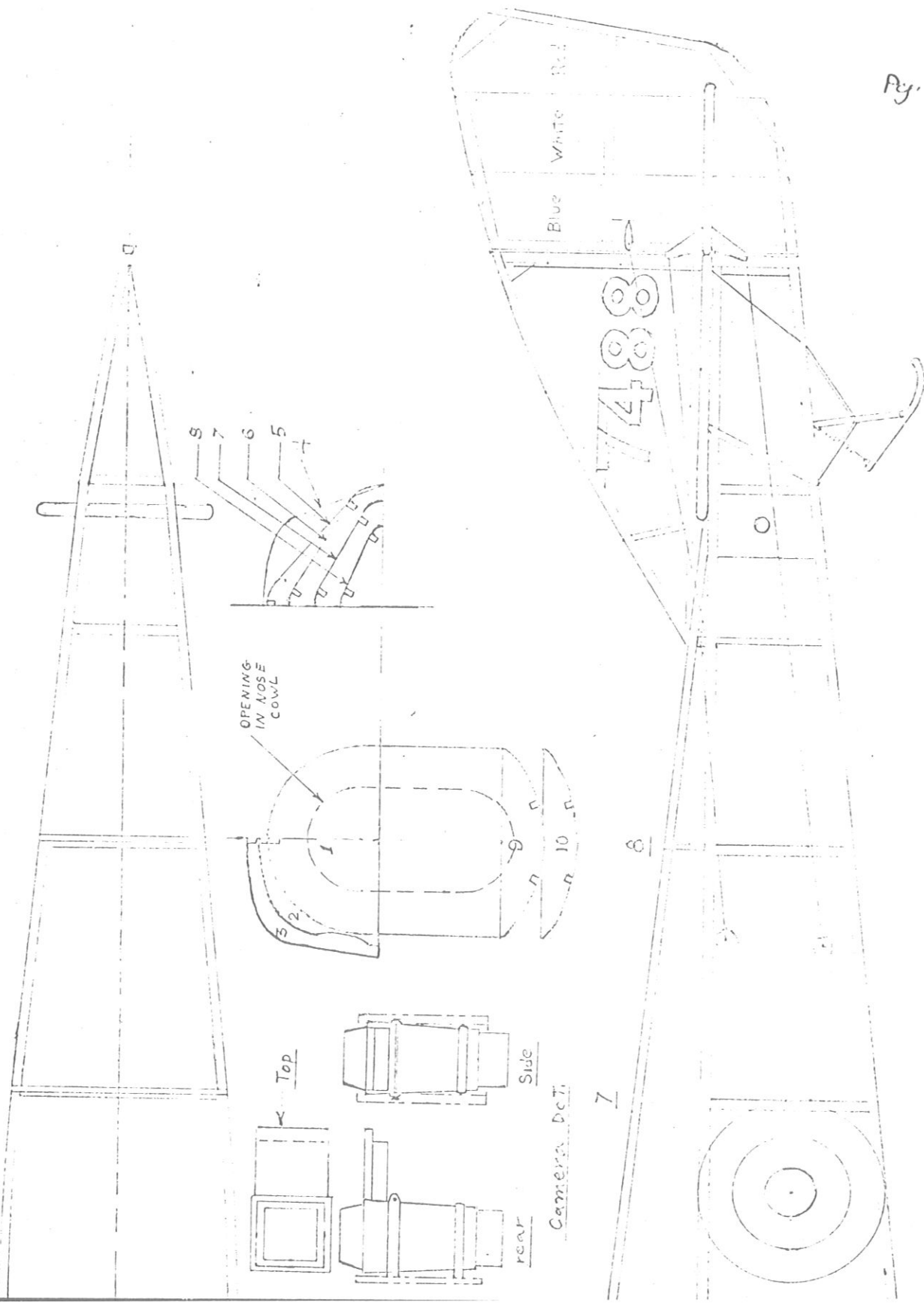
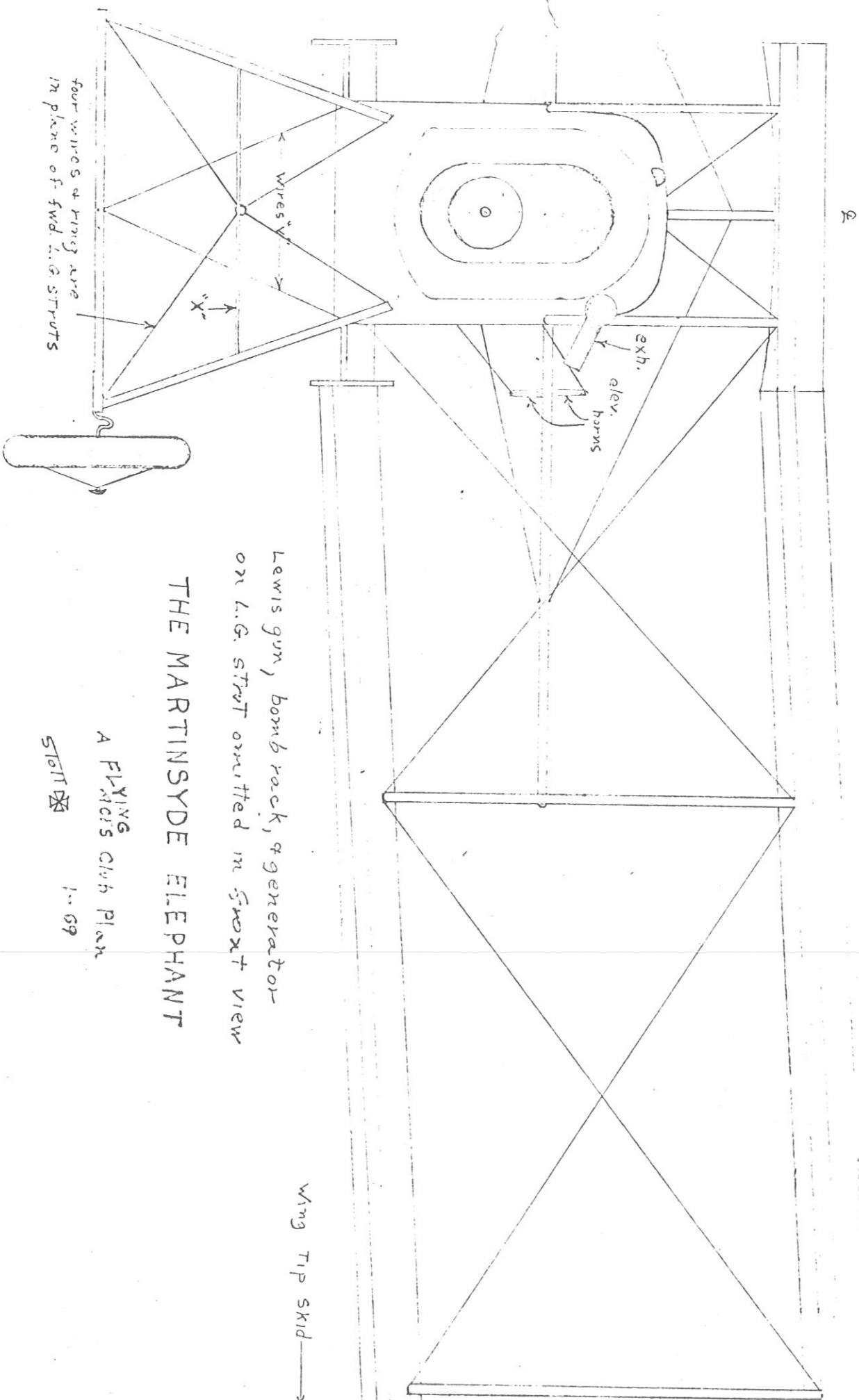


Fig. 9





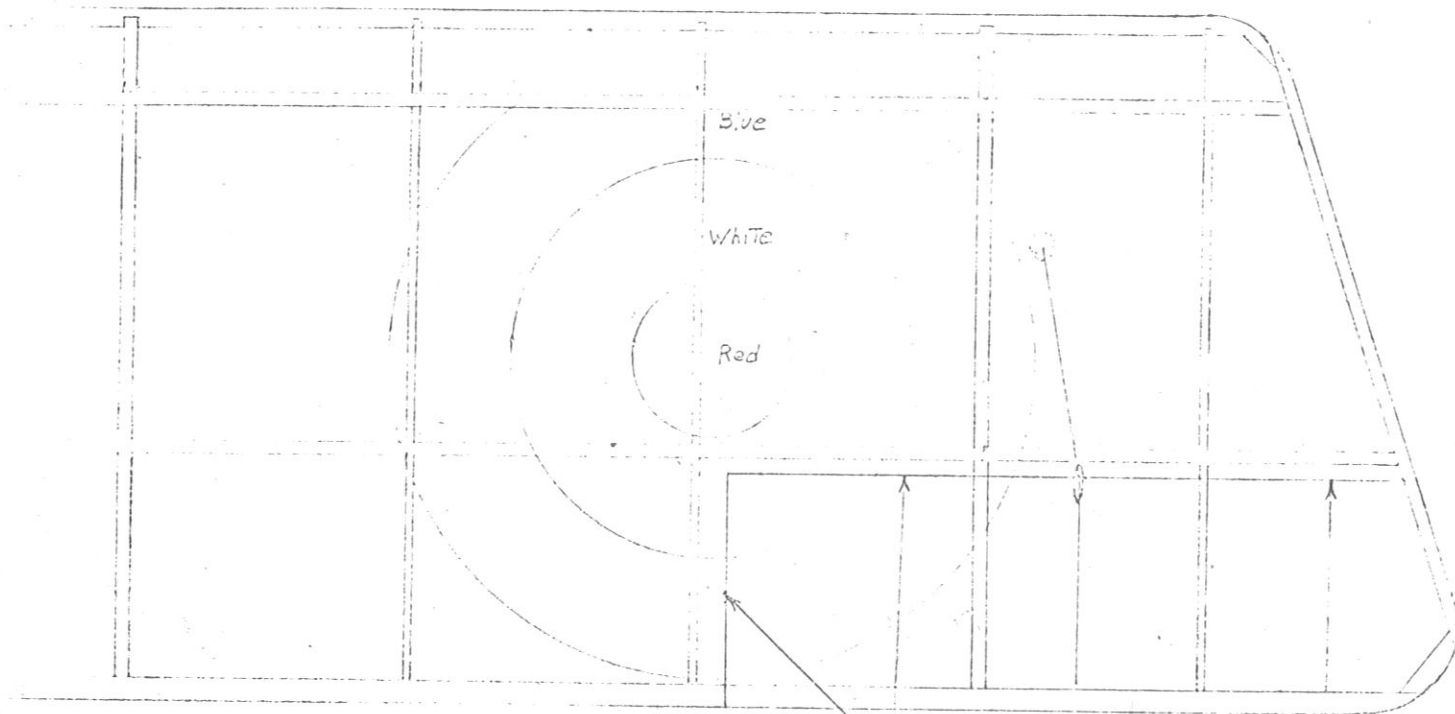
# THE MARTINSYDE ELEPHANT

A FLYING  
AIRCRAFT PLAN

STOTT

1-19

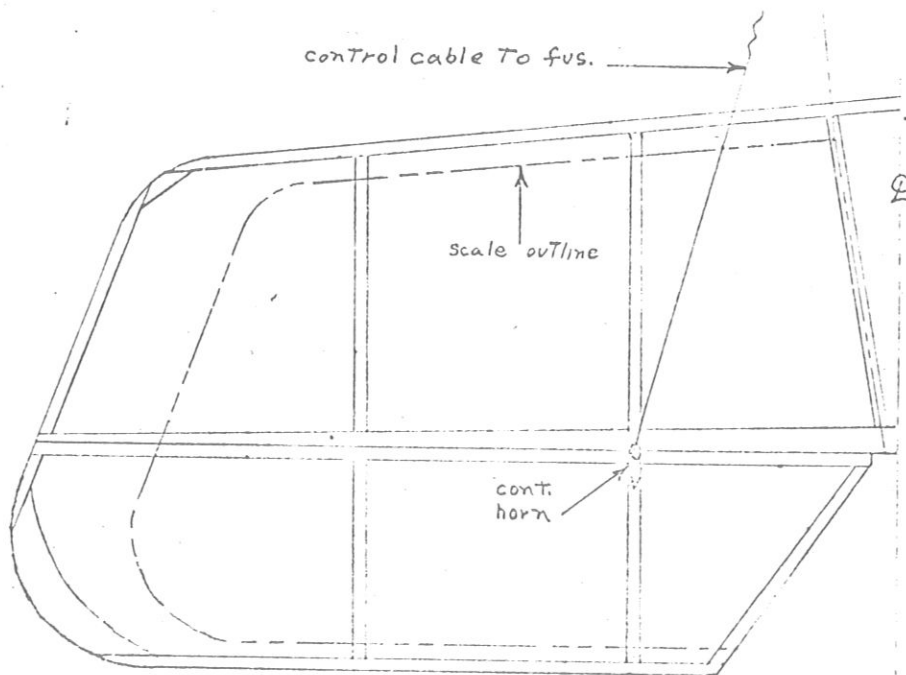
Plan for Top Wing layout



bottom wing only  
+ bomb racks.  
Top wing only.

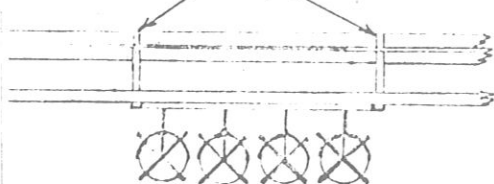
aileron outline Top & bot. wings.

control cable to fus.



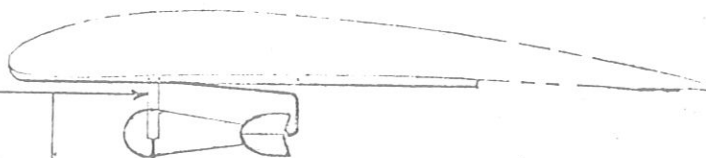
end  
plate

ribs "X"



Rear

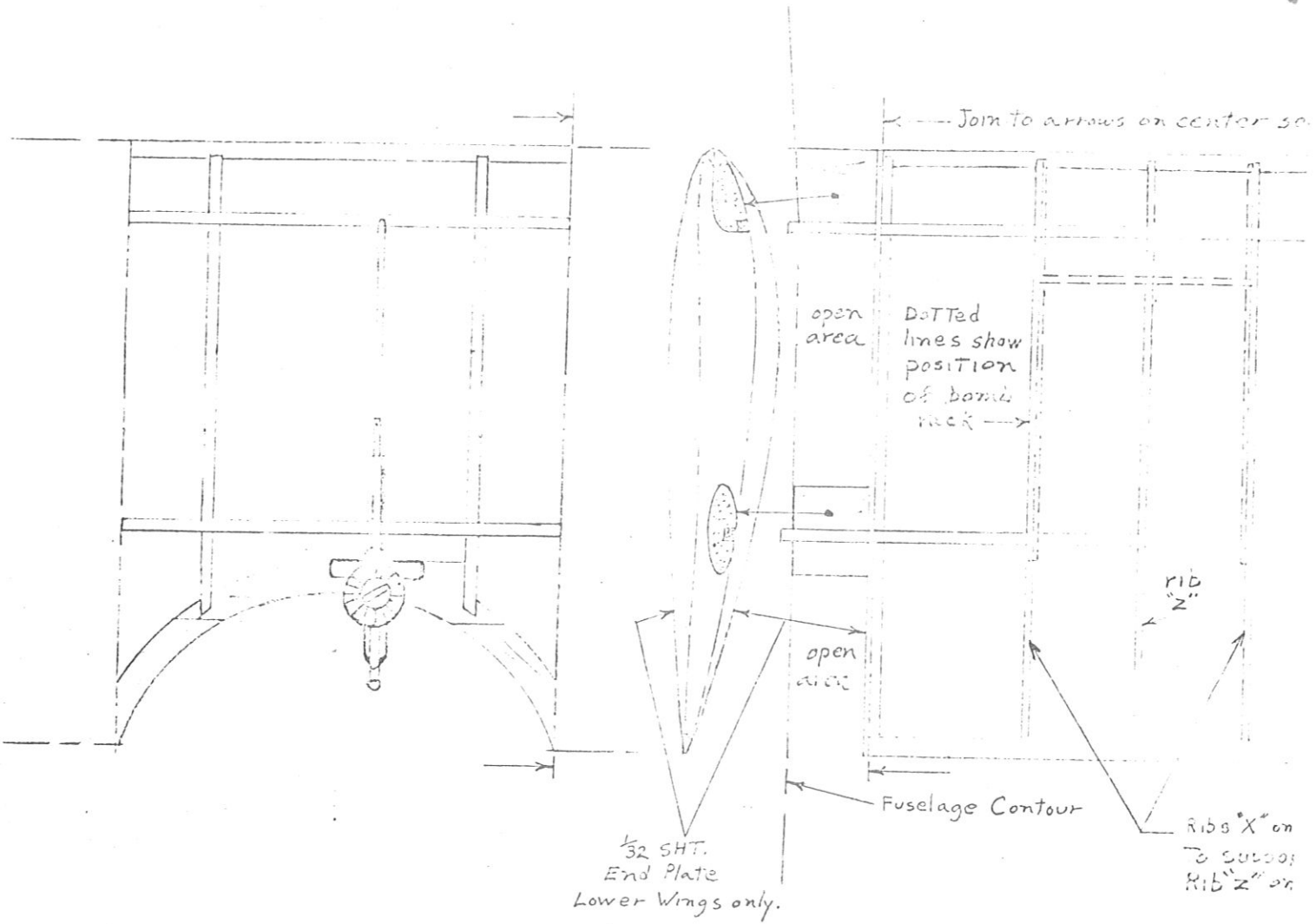
yoke detail



Side

Bomb rack & bombs

Pg. 11



Pg. 12

