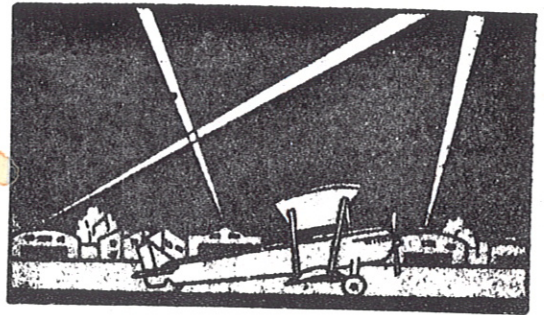
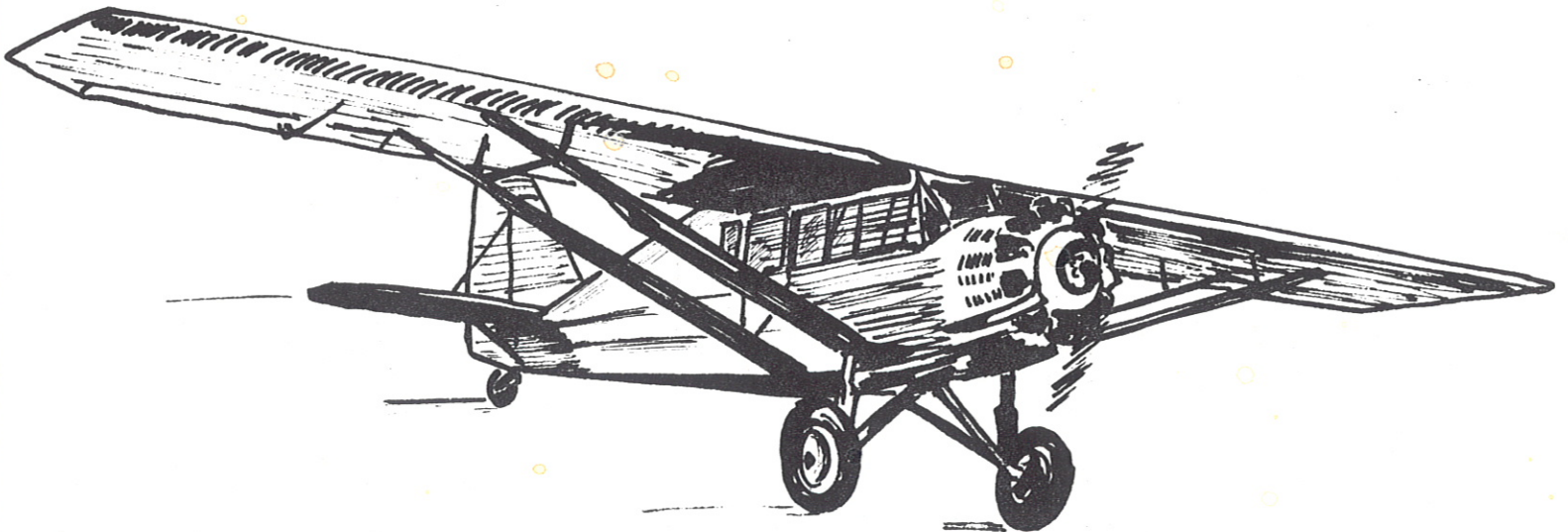


# FLYING ACES

Club News



#11



BELLANCA PACER MAZETZ 241134

Bellanca! That name always held some magic in it for this lowly stringer bender. It still does. No doubt it did and does for Lt. Bob Jespersen, the Milford Fox, who is once again our F.A.C. News cover art ist.

Yes sir Wingsters, the appearance of those Bellancas belied their performance. These aero bombinos of-a Guiseppi could carry far in excess of their own weight in payload and still retain their easy handling qualities. The cruising speed was always high for their horse power rating and only a couple of M.P.H. less than their top speed.

I once had the pleasure of attending a meeting of the Conn Aero-nautical Historical Society where Clarence Chamberlin was a speaker. ( By the runway, Clarence Chamberlin was an honorary member of the F.A.C. of old.) He had nothing but the best to say about Bellancas. He mentioned the Columbia's ability to answer fully to the controls after stalling and descend ala parachute! Bellanca! Truly magical.

P.S. Any of you Skysters out there come across a three view of that push-pull Bellanca tandem we sketched a few issues back? Sure would like to run it in our News some time. G.H.Q. doesn't even know if a three view of that crate exists.

#### ----- HINDU FAKIR MAKES ELEPHANT DISAPPEAR!

The Sultan of one of those Far East harems must have had his Mystic conger up a spell and make our "reeping Tommies" and their Martinsyde Elephant almost disappear from the pages of our last issue. So after paying the Sultan his weight in balsa (that will soon be worth more than gold the way the price keeps climbing like a model in Hung's clutches) the spell was lifted and we are printing her up again in hopes the clearer print may inspire our W.W.1 Buzzards.



#### ----- NEWS OF THE MODEL MEETS

Lt John Stott piloting his Mauboussin tandem to a more than max flight of three minutes, five secs was the winner in last June 188s S.C.A.M.A. meet up at Mystic, Conn. John sure must have been mumbling the right incantations to Hung, Great God of the Thermals, last time the moon was full. Good show, old thing. And another victory to be added after Lt. Stott's name on the aero roll of honor- the F.A.C. Kanone list.

#### ----- FLYING AT PINKHAM FIELD

In the nice week ends the local lads of the F.A.C. all taxi out on the tarmac at Pinkham Field to test their latest sky buggies, lay a little propwash on each other, and offer prayers to the mighty One of the ozone, Hung.

Twas here we saw clubster Bob Sykes novel use of his Flying Aces "Gnat". Lt. Sykes simply (and ingeniously) tucked one wing of the lil' "Gnat" between the motor stick and the wound up rubber motor of his R.O.G. and gave it a nice ride upstairs. When the R.O.G. reached max altitude and the motor relaxed the "Gnat" slid away on a fine flight of it's own! Howzat, Wingsters?

Bob also captured a top honor when he flew his R.O.G. on a Hung-hugging flight of nine minutes, 54 secs! Yep, by beating Capt. Dave

Stott's AMLAROG (you remember her from a previous issue of the News, wingsters) for the coveted FAC Stick Trophy, Bob showed that even the "lowly" Jetco ROG can be a smashing winner. Lt. Bob Thompson timed this trophy-copping flight until the ROG was a lot smaller than the FA Gnat, and that is some going!

Incidentally, the "coveted" FAC Stick Trophy is a tiny plastic horror, the type you "win" from a gum-ball machine. But don't let it fool you; this is the hardest-fought-for trophy in all Hung's hangar. Every year when the records are wiped clean at 11 o'clock, of November 11, you'll find the clubsters put there, putting in flights with their stick jobs. The competition is really keen until finally someone puts in a flight like Bob Sykes'. Then the other flyers know they can't win, for either their flight will be too short, or the thermal will be too powerful and their model will soar up to Hung long before the time-and trophy-winning time can be clocked.

after November 11, you better duck, Bob Sykes!

Up until July 14, you could see the skysters out at the field (when it wasn't raining or the wind wasn't howling about our ears....what hideous weather we've been having this year! We ought to be flying our "Air Mail" event all year....ever hear of that one? Want to? Well, you will, come fall.), where they were testing their ships for their first sojourn en masse to the Nats. Fortunately, the wind did abate for a day or two, and we were able to make our final flight checks and leave for Philadelphia, abrim with hope and confidence.

This was the first time Peanut Scale was held, although as an unofficial event. (Maybe next time, huh, fellows?) That old LTA hangar at Lakehurst was abuzz with peanuts, you can believe it! Being more inspired as talkers than as accurate newsmen, we blithely forgot to secure the final results in total, but the event was won by clubster Ralph Kuenz of Detroit, flying a Dave Stott designed Waterman Gosling, built right from the pages of good old FAC News. Second and third places are unknown, due to our enthusiasm in the wrong places, but Dave Stott came in fourth with the original Waterman, and Don Garofalow was fifth, aviating a Nesmith Cougar to a Nats trophy. Not bad for the old FAC....a first, third and fifth.

Flying Scale also saw the FAC out in force, and for the first time in almost living memory, there was a host of rubber jobs there. Bob Thompson, Dave Stott, Jack Chilmark, Ralph Kuenz, John Stott, Henry Struck, and some unknown (to us) "rubber band kids with toys" were out there, all vying in heated (those runways were 90 to 110 degrees) competition. When the dust had cleared, and the judges (who did a magnificent, dedicated job for two days in sweltering heat) had judged, Dave Stott came home with a second, using his Douglas M-4 mailplane! That's bringing home the bacon, Dave! John Stott copped a fifth with his newly-built Corben Super Ace, which was very scale, owing to use of the old plans for the real ship which appeared in the Feb, Mar, & Apr, 1935 issues of Popular Aviation.

Others of us placed out of the money, so even though some of the FAC's covered themselves with "something else", many of us did indeed cover themselves with glory, if not in the FAC events like scale and Peanut Scale, then in others, like Wakefield, Old Timet, or Nordic. Yep, the Nats saw many an FAC go home with the coonskin to nail to his wall! Look out, AMA!

The Mad Major, Paul Stott scored his "even dozen" when he piloted his Megow 12" Monocoupe to victory in the Jr. class at the Nats. Yep, Paul is the top scoring ace of the F.A.C. Hey.... somebody get after him before he makes Field Marshal and stands us all up for inspection!



Here's a few tips for our fledglings and old eagles as well. First brainstorm comes from Lt. John Stott who says to tell all the clubsters to drop a couple of B B s in their dope bottles to help get things going around on the bottom.

Cast an orb over to the starboard and see Lt. Bob Nelson, N.Y. Sqdn. sent in. Bob says, "The old gum band often climbs onto the hook crazy like. Remedy; Put a 1/2 to 5/8 piece of surgical tubing on the hook and pull it over the motor. Keeps it running true without climbing the hook."

Good thing, we'd say. Most crates can stand the extra weight in the beak anyhow.

The other sketch shows Capt. Dave Stott's method of securing struts, both wing and landing gear. Dave has used this method on crates with spans from 13 to 36 inches and says it is "Jake". When used for landing gear struts wrap the wire "U" around the longeron. On wing struts the thread wrapping can be part of the rigging.

From time to time we will put airfoil sections in the News so you daredevil designers can go to town and hop up your latest dream plane to help her get up there in Hungsville. We will Only use those we have tested ourselves and know to be O.K.

Don't forget about that airfoil in the Comet Phantom Fury kit we told you about. It sure is a keen one and if you buy the kit it will provide you with various chord sizes that are a handy size.

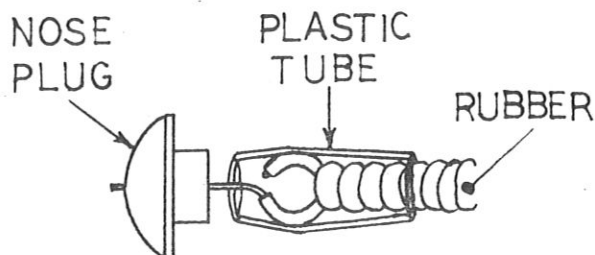
### HUNG'S ALTAR

Here's the section where we honor the brave "fallen" who flew so high they could never come down, like the great French ace, Charles Guynemer. Write in and tell us which of your ships has "gone west" in the most glorious way possible: an OOS flight, straight to Hung.

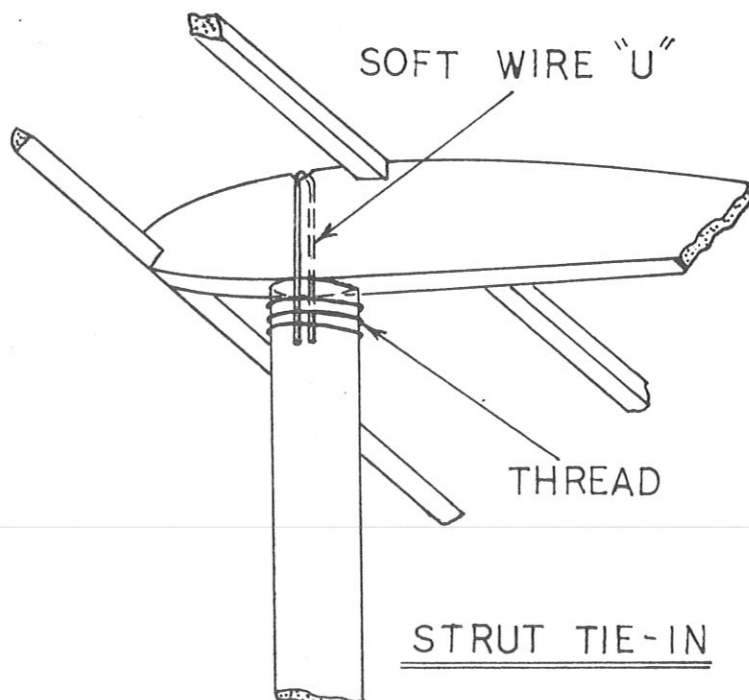
Lt Bob Sykes:  
Lt John Stott

Jetco ROG  
Korda Conqueror

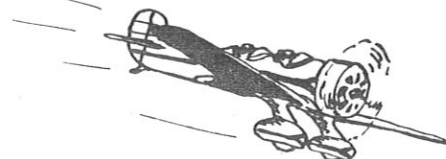
at Pinkham Field  
at SCAMA field, Mystic, G



MOTOR ALIGNER



STRUT TIE-IN



## NEW F. A. C. EVENT DEvised

Up at the SCAMA club meet the other day, a couple of the GHQ clubsters were talking with Captain Struck about the under 100 square inch event we have been sponsoring the past few years. It seems like the original purpose of the event; to make a good small-field event, and to bring out the old Scientific and Comet sport types, has been changed (should we say perverted) by smart contest-wise builders. This, plus the imminent loss of Pinkham Field to the bulldozers and trampling herd of "progress", forces us to try and invent a new event which will try again to foil Hung, since the Under 100 square inch event has notably failed in this purpose.

Yep, if the state wants our field for its purposes, we don't want Hung to have our models for his purposes. Sadly enough, we can't beat the politicians and their programs for "the people" (which almost invariably seem to destroy beauty and nature and substitute concrete and asphalt for them)...but perhaps we can foil Hung. At any rate, we are going to try, and here's how we want to do it.

Yep, let's try and beat that old man you're looking right at on the right hand side of this page.



## Embryo Endurance (for rubber power)

1. Not over 50 (fifty) square inches of wing area.
2. Wing and tail to be built up and covered on both sides with tissue (no silk or condenser paper).
3. Fuselage to be built up in such a manner as to have part of it consist of a  $1\frac{1}{4} \times 1\frac{1}{2} \times 3$ " cube, or larger.
4. No folding props.
5. Model must ROG from a card table top, unassisted, and from a three point rest.
6. Landing gear must consist of two main legs with wheels of at least  $\frac{3}{4}$ " diameter.
7. 4 (Four) attempts to make 3(three) official flights; once the model leaves the table and reaches an altitude higher than the table top the flight is "official".
8. Highest total time wins.
9. A bonus of 5 (five) seconds will be awarded to a model which has pilot accommodations....consisting a cabin, or an open cockpit with a windscreen (no relief tubes needed....Hawwww!)

We will still run the Under 100 Square Inch event at our next meet, but that will be the last time, for we (unfortunately) have to make room for the bulldozers and the other hideous trappings of "modern civilization"....as well as Hung's insatiable appetite. Therefore the New Embryo Endurance will be run as a "test pilot" event this fall, but after that, we will drop the Under 100 Square Inch event.

Try this for size, Hung!

We hope that the models built for this event will be simple enough, and so quickly built, that the competitors will be able to quickly "whip one out". Also, a low-pitch plastic or Paul-O-Wina prop ought to provide the revs needed to give a fast-revving climb and plenty of thrills for the clubsters gathered round the "flight strip". Yep, there'll be more action and crowd-pleasing thrills at that card table than at a winner's streak in Vegas (or Howard Hughesville)!

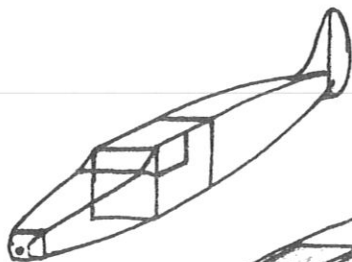
If some of you Old Timers check through your kit or plan files, you might find a ship or three which fit the specs. Maybe a few mods, like a pot belly, or a slightly chopped wing will do the trick to get a Scientific Major or Ranger back into the air. Who knows, you might even have an old junker lying about that with a few evenings work will cop a trophy for you.

If there are any questions, drop a line to GHQ and we'll be glad to answer them. We are ever-ready to find new ways to confound Hung.

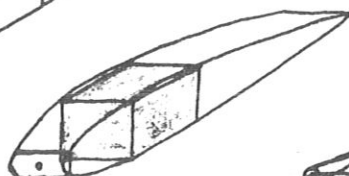
Some fuselage designs containing The  $1\frac{1}{4} \times 1\frac{1}{2} \times 3$  cube for the new F.A.C. "Embryo Endurance"



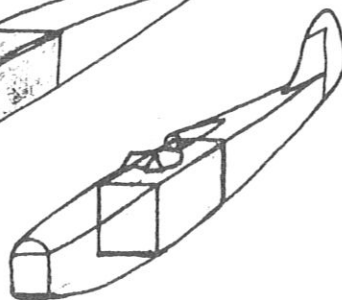
Cabin

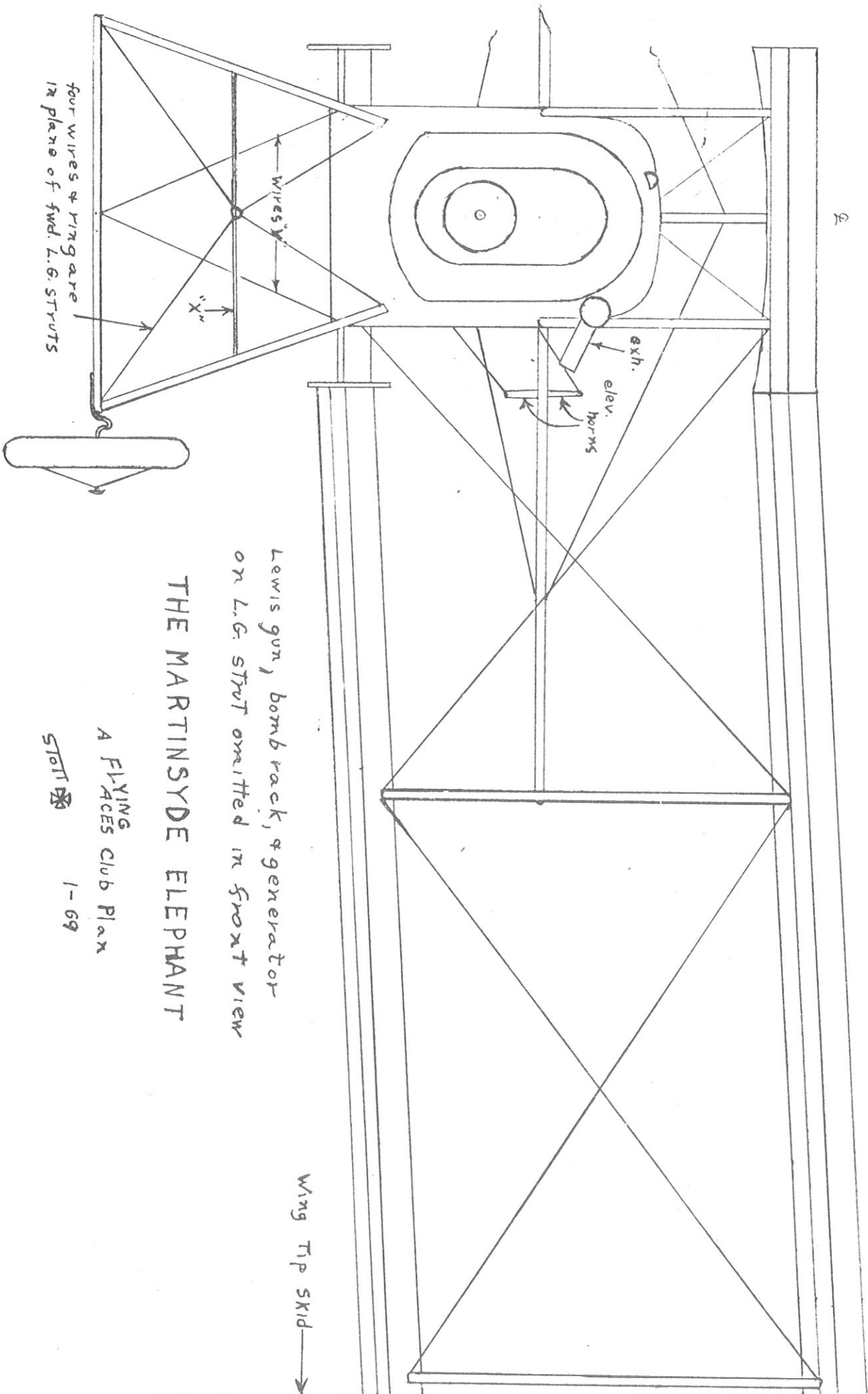


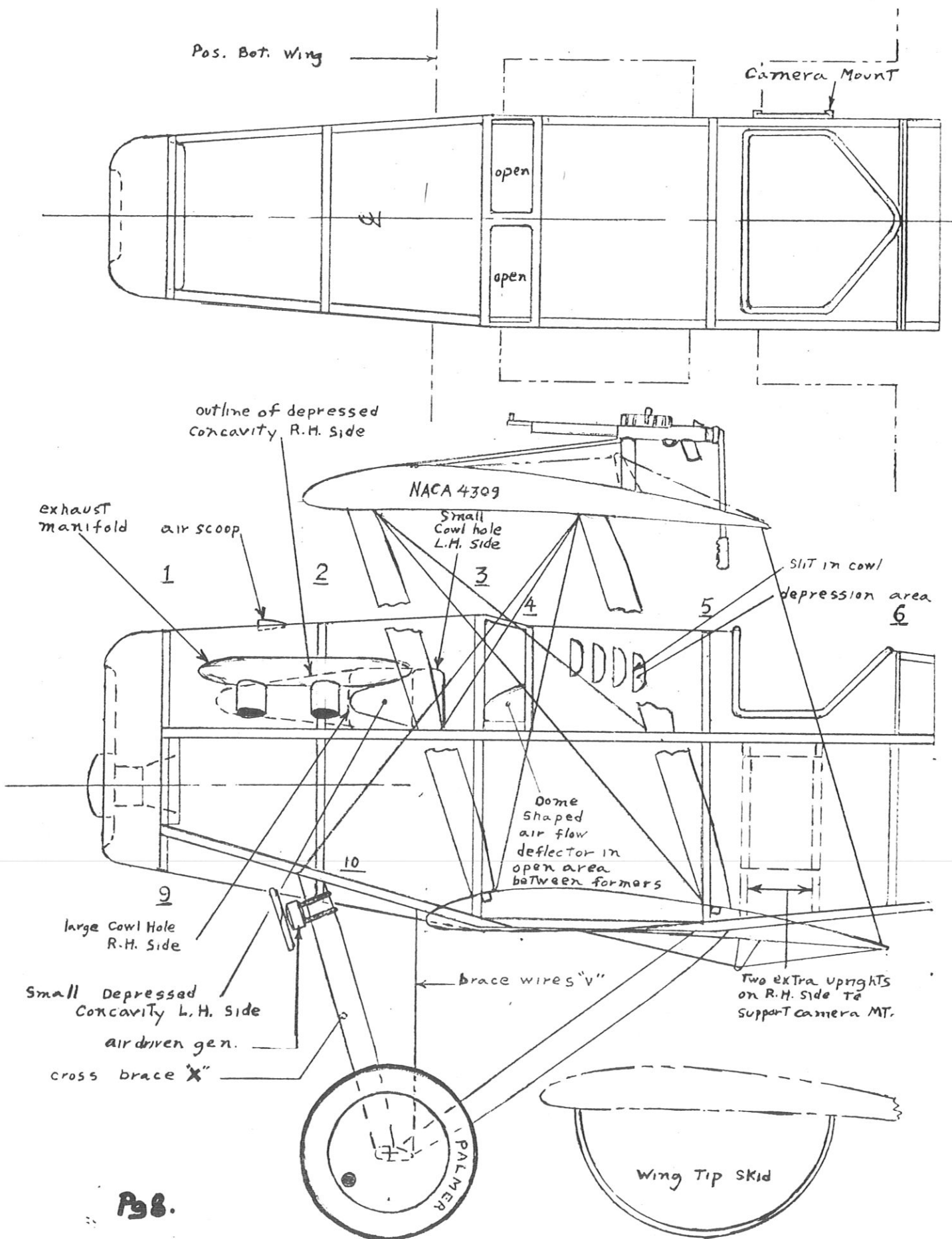
Airfoil  
(cube laid on side)



Open Cockpit









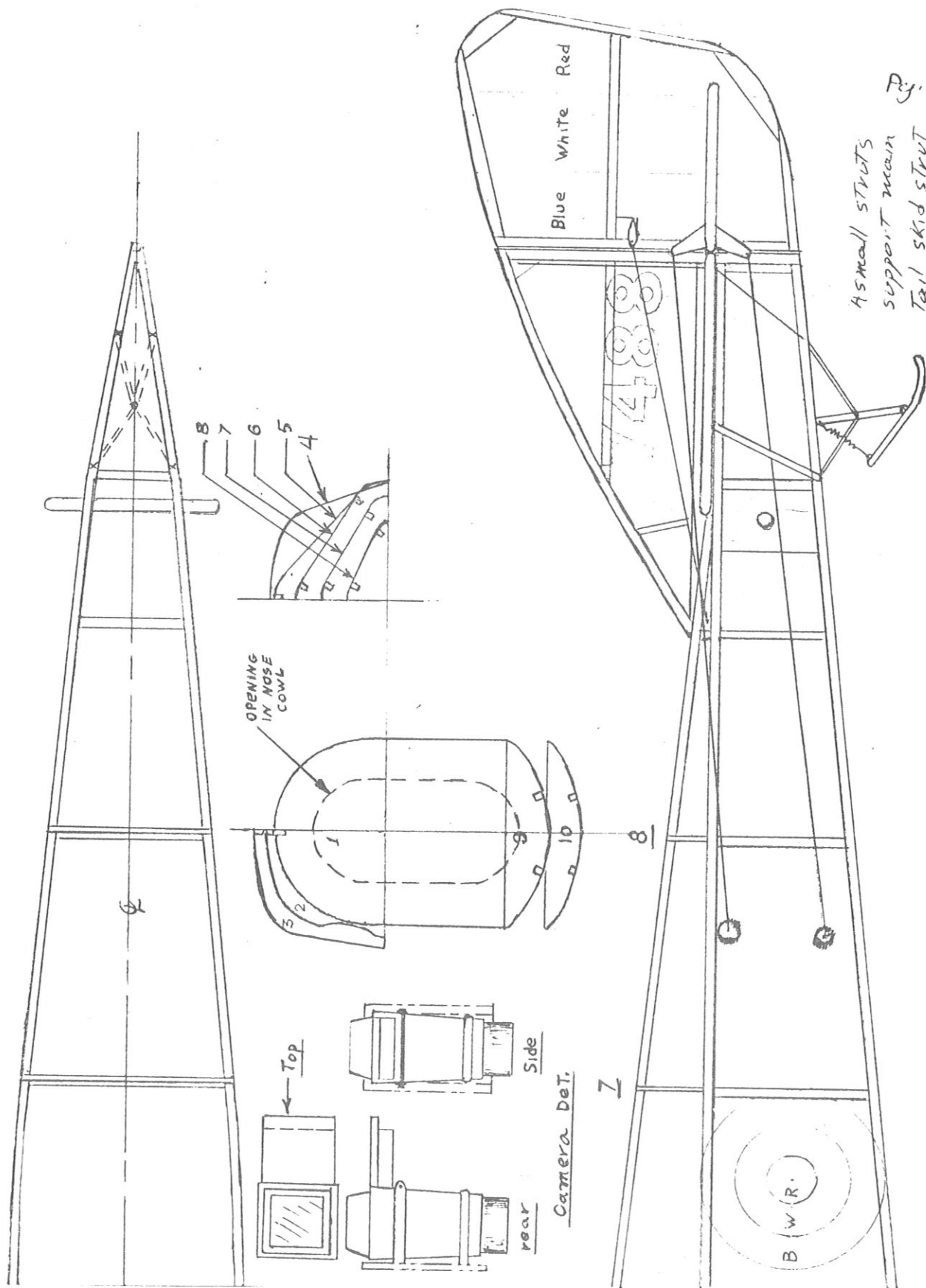
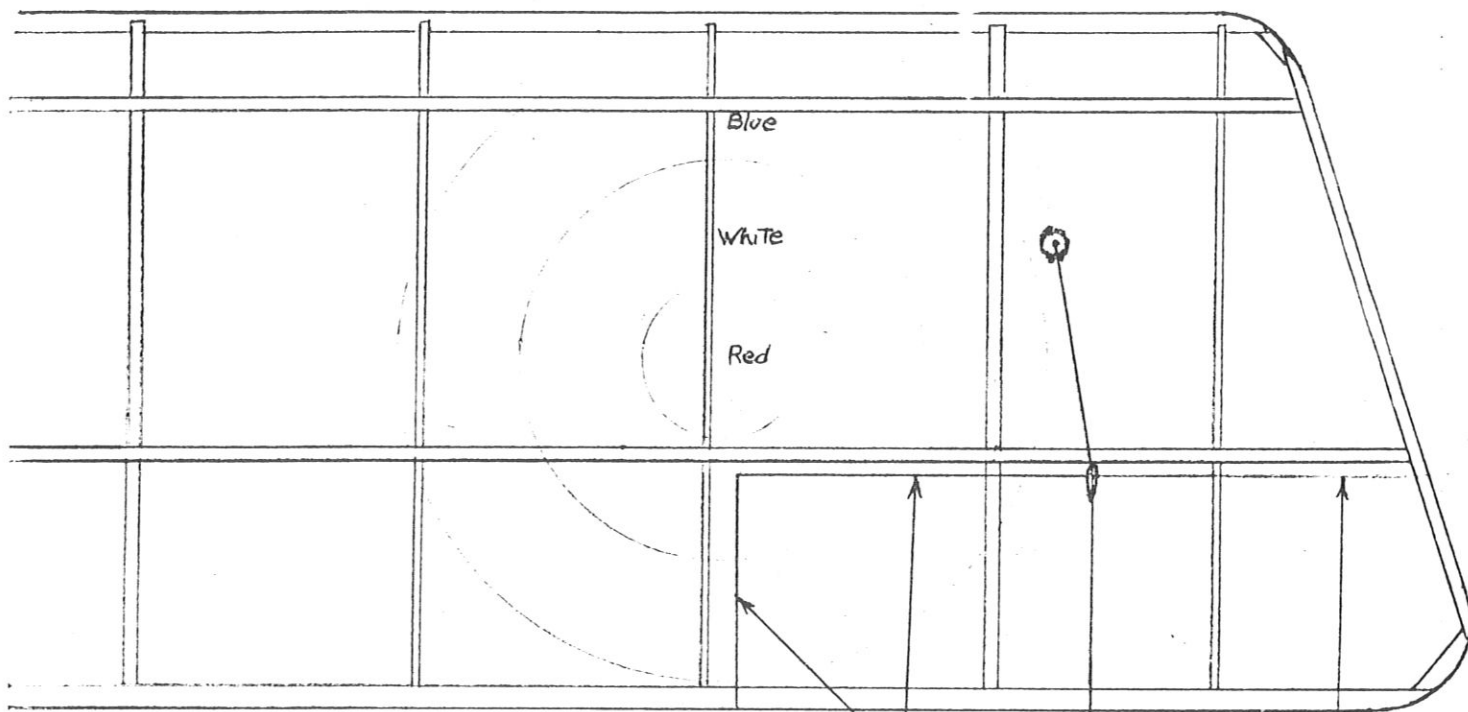


Fig. 7

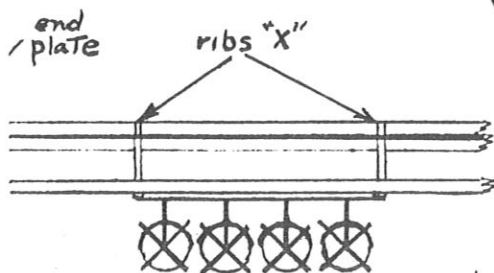
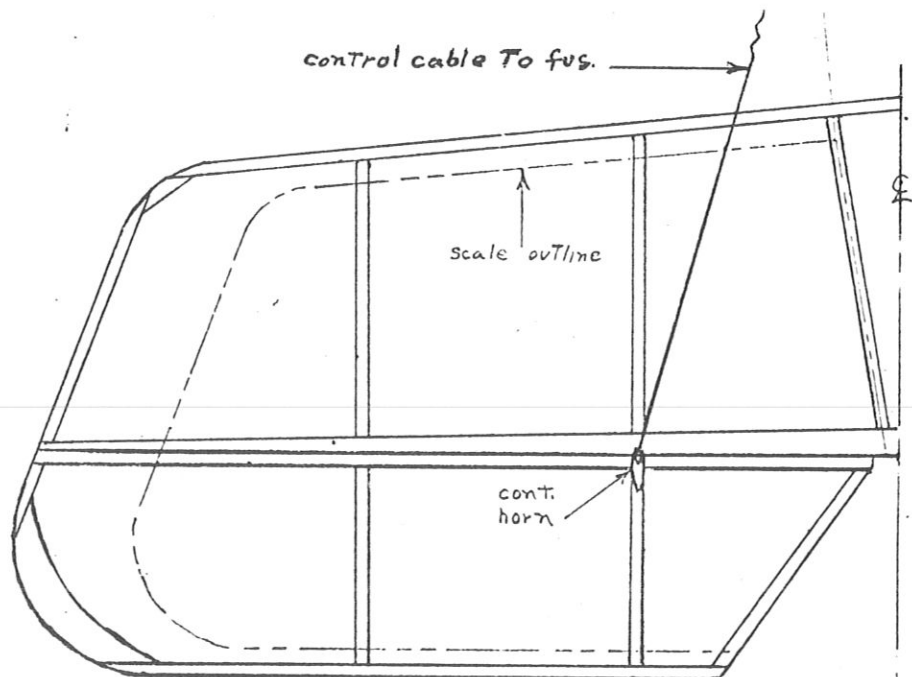
4 small struts  
support main  
tail skid strut  
(see top view)

ction for Top Wing layout

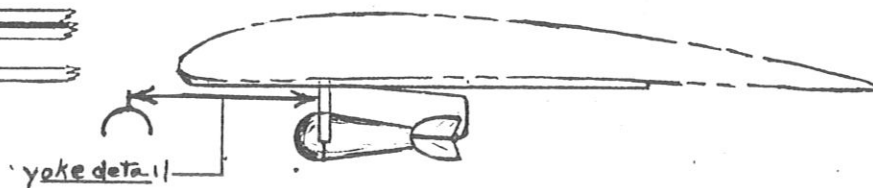


bottom wing only  
T bomb racks.  
Top wing only.

aileron outline Top & bot. wings.

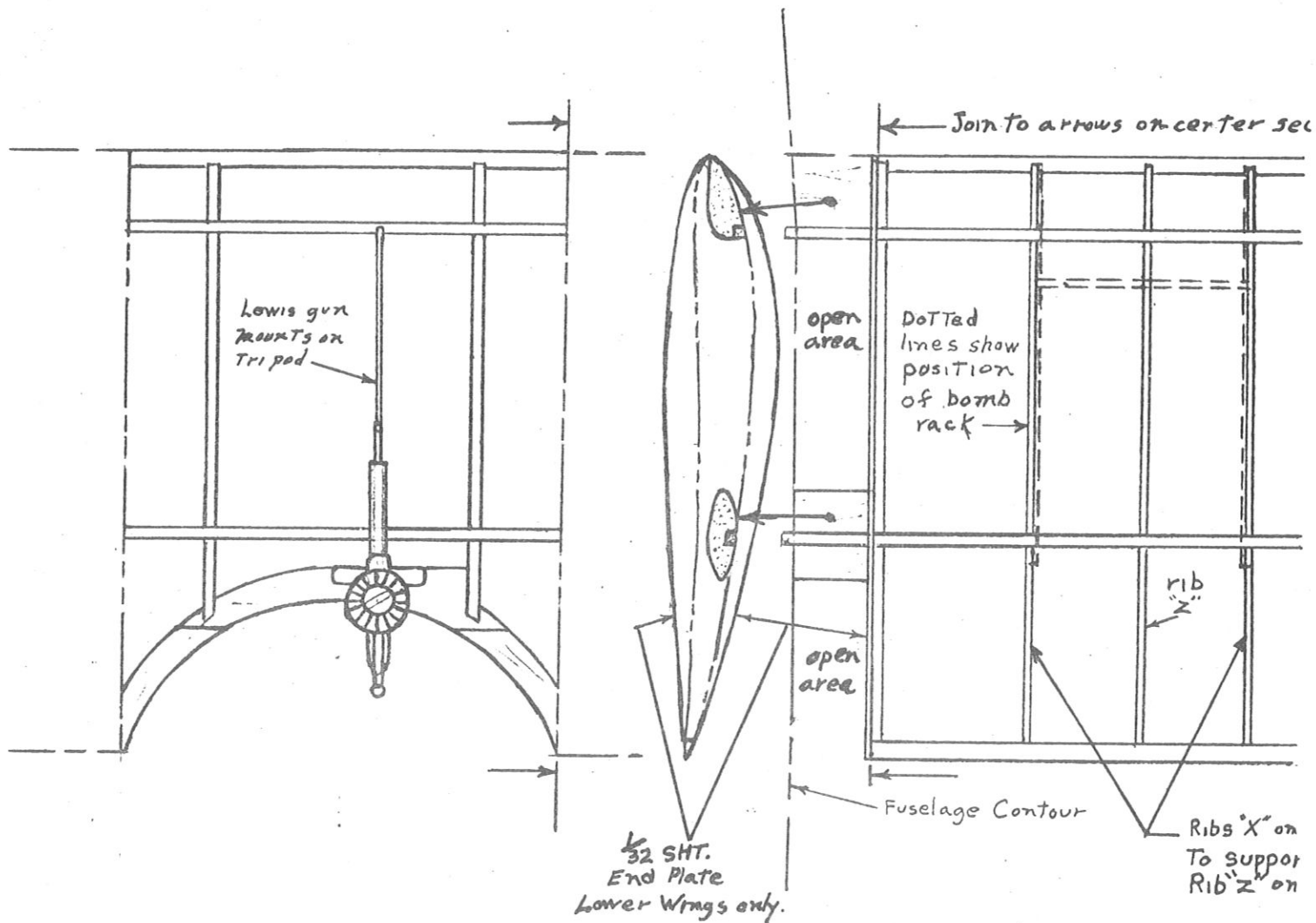


Rear

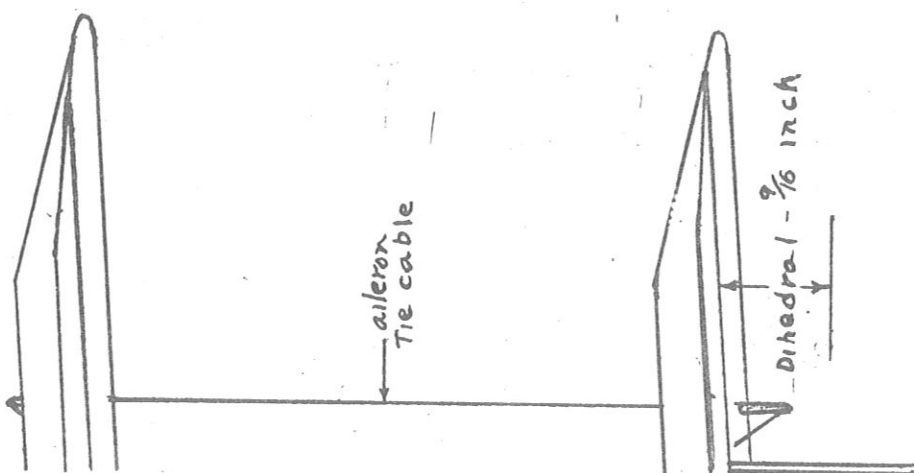


Side

Bomb rack & bombs



Pg. 11



And you Wingsters can bet there is action a-plenty with the Peanut Pilots out San Diego way. Lt. Fudo Takagi (sounds like Fud is right off the pages of the old F.A. eh fellas? O tells us of a meet just for Walt Mooney's new peanut scale Volksplane, a neat and natty low wing volks-wagen powered home-built which has actually flown, buzzin' Bill Hannan's hangar.

Fud say s they ran two catagories, duration scale and super detail scale with a Jr. class in each. The super detail event skywagens had to R.O.G. and fly 20 feet, straight or curved flight path, to qualify for scale judging. Pretty good idea to separete 'em like this, eh wot lads?

Here's the rundown

Detailed Scale, Jr.--1st- Douglas Mooney  
2nd--tie for Kenny  
Hannan & Jon Hoshizaki!

Op.&Sr.--1st--Bill Hannan  
2nd--Tak Hoshizaki \*  
3rd--Dick Castle  
4th-- Fudo Takagi

Duration Scale, Jr.--1st--Jon Hoshizaki ----24.7 secs  
2nd--Kenny Hannan -----12.4  
3rd--Doug Mooney -----06.5

Sr. & Op.--1st--Fudo Takagi-----29:0 secs  
2nd--Dick Castle-----18:3  
3rd--Tak Hoshizaki---17:4  
4th--Bill Hannan-----14.3

Hal Swanson forced down with engine trouble

Oops! Made a boo boo- Up there in the open & Sr. class in Detailed Scale Hal Swanson should be fourth and Fud fifth. Cripes, I better wipe my goggles. Good thing that boo boo wasn't a Jerry D VII pepperin' my t ail feathers!

That has the sound of a neat meet, fellas. Fud says the meet was sponsored by the F.A.C. Wing of the San Diego Orbiteers and the plans courtesy of Bill Hannan.

We hawk eyed flyers of G-2 (Intelligence in W.W.I) spy a lot of father-son combos in the deadline. Ye say Tak is Jon Hoshizaki's Pop? Tell us, Fud, is this a case of the egg before the chicken??? Sounds like it to us clever sky spies. It is just great to see it.

But watch out, Tak! That latest victory Jon just scored makes him a Captain! And if he starts pullin' rank on you, you've got as much trouble as an Arab tryin' to sell pork-chops on the steps of a Synagogue in Palestine!

And that is straight dope, Tak, as we here at F.A.C.G.H.Q. have the Mad Major, Paul Stett to suffer under. Oops! We mean serve under! Hawwww. Ah--er--yes sir,

major? Er-- how long were you lookin' over my shoulder, if I may ask, sir? That long? Beg pardon, sir? Yessssir! Clean the typewriter and the 45 automatics also, yessssir! You are correct, sir, the hangar windows do need to be washed, sir. If I get back from a special mission! What mission, sir? Oh, you'll think of one. Take poor Parthingham's old Spad, sir?? But Major, that crate is ready for the sera-----Oh, you know th at. Aw cripe, Major, how can you send a kid like me up in a crate like that? Yessssir, you are more concerned about sending a crate up with a pilot like me. Ah, er, let me give you my mother's address. oh, help!





# FLYING ACES

Fall '69

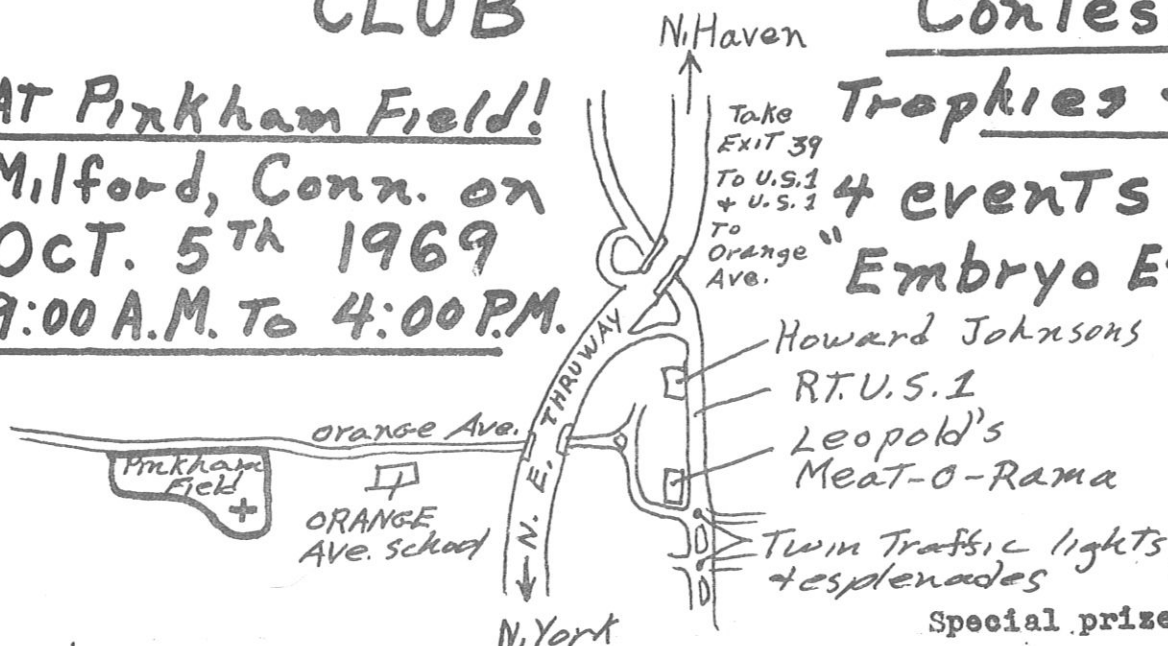
## CLUB

Pg. 13

Good Old Style all  
Rubber Powered  
Model Air Plane  
Contest!

AT PINKHAM FIELD!  
Milford, Conn. on  
OCT. 5TH 1969  
9:00 A.M. TO 4:00 P.M.

Trophies & Prizes!  
4 events! All new  
"Embryo Endurance"



### ENTRY FEE

\$0.50 per event.  
Students free.  
No A.M.A. membership req'd.

Rain or shine,  
the meet is on  
Sun. Oct. 5, '69

Special prizes for Juniors!

1. Flying Scale: Each constant may enter two models. Flying Aces Club rules. Remember fellas, model plans must accompany each ship or no scale points can be earned.
2. Sport: Any non scale model under 100 sq. in. wing area goes. 90 sec max. No folding props allowed.
3. Peanut Scale: 10 to 13 in. wing span scale models. All prominent details must be in place. Models will be inspected for conformity to these simple rules at entry.
4. Embryo Endurance: An all new F.A.C. event that promises some real excitement on the model tarmac! This event is for models of less than 50 sq. in. wing area that must take off a card table top & fly to boot!

For details on this new event and answers to any questions, or if you need a set of the F.A.C. scale rules write to---F.A.C.G.H.Q. 66 Bankside St., Bridgeport, Conn. 06606 & we'll be glad to help ready you to really enjoy a day of model flying with a swell lot of Clubsters.

Prize donors include; Michael's Hobbies, Milford, Conn.

Fred's Hobbies, Bpt., Conn.

Bob's Hobby Shop, Bpt., Conn.

Hobby Center, Hartford, Conn.

Branford Hobby Shop, Branford, Conn.

W.C. Harman, Graphics, Escondido, Calif.

HQ Officers of the Flying Aces Club.

Contest Director is as always--  
HUNG, Great God of the Thermals who  
is really director of all contests!

Modelers are at the field every Sat. & Sun.  
morning the weather is good. Come on out &  
join us & practice for the coming meet.



