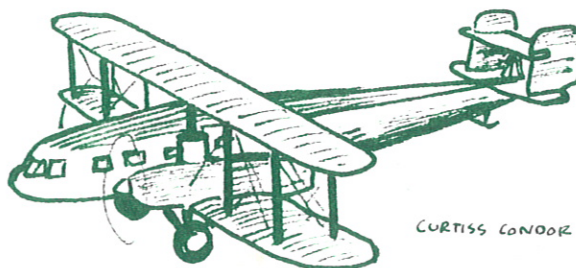


FLYING ACES

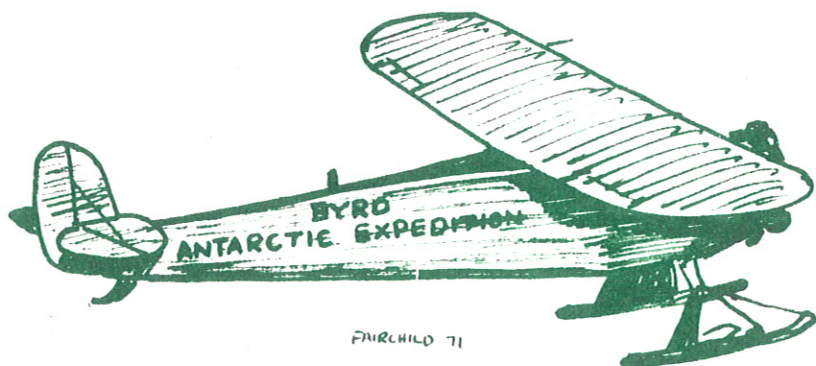
Club News



#12



CURTISS CONDOR



FAIRCHILD 71

OUR COVER

Yep, the old Milford Fox has again decorated our cover this month with a couple more of his renderings; this time of a Curtiss Condor airliner, and a Fairchild "71". Bob Jespersen, you are indeed an inspired artist, but we've discovered another one for our next issue. Yep, there's rivalry for our cover artists, but more of that next issue.

The Curtiss Condor was Glen Curtiss' try at a truly large ship. They were built from 1920 through about 1934, and in a number of guises, from transport to bomber. As your sharp eyes have already seen, this ship is the earlier version, powered by a brace of Curtiss Conqueror in-line water-cooled engines (the later ones had a pair of radial "mills"), and with a biplane stabilizer, a most unusual feature in any age of aviation. This one's the airliner, like Glen Curtiss flew down the Hudson in commemoration of his down the Hudson flight of 1911, and was used by many of the early air lines up 'til about 1935. Uncle Sam also had a number of them as heavy bombers, where they were called the Curtiss B-2. There was a gunner's station in the rear of each nacelle. Now about one of you adventurous skysters building one of these as a bonus pointster "winter's folly"? What a thrill it would be, to see one of these birds take wing again! And.....you could fairly say that you had the "Only flying Curtiss Condor" in captivity".

Later versions sported a single vertical and horizontal tail (as well as the radials), and were used by American Airways, Admiral Byrd, and even Chiang Kai Shek, the latter being a deep-bellied bomber for his forces. Colombia also used the ship as a floatplane-bomber. (Howzzat for a bonus pointster!?)

The Fairchild "71" was designed mainly as a light transport

and aerial survey ship. They had a long and eventful career, flying for American Airways (yup...again!), Colonial Airlines, Pennsylvania Central Airlines, as well as Admiral Byrd and many years in the bush with both private operators and the Royal Canadian Air Force. Our own Dave Stott made a model of the Byrd one, and she sports a bright color scheme of true blue fuselage and international orange flight surfaces with black lettering on the orange, and white against the blue. She's a beaut, and a genuine old timer, for she comes out of Carl Claudy's Prize Winner's Book of Model Airplanes, which was copyrighted in 1931.



OUR THIRD YEAR

Well, snap our control cables; this is our third year! That's right. With this issue, the old FAC News starts winging into its third year. These last twelve months whizzed by like Roscoe Turner blisterin' pylons in the '39 Thompson. Man, those were the days! And they can be relived right now through modelling. Right, balasters; kinda makes you feel sorry for those kiwis not in the rib-slicing business, doesn't it?

ANOTHER CLUB INSIGNIA



See that little winged whatsis over there, clubsters? We know his friendly physiognomy is familiar to you flightsters flying at our Fall fiasco 'cause he was on the plaque given to the winner of our new Embryo Endurance event. Yep, he's our official F.A.C. insignia for this event now.

We've also adopted him as our Hdqtrs. Sqdn. mascot. He lives here at our F.A.C. Model Lab in a drop of water on a microscope slide with 13 million of his relatives.

G.H.Q. personnel sure take their helmets off to all you longerons layin' fo rmer notchers who whipped out ships on such short notice for our inaugural event. It looks like this event and the Flying Aces Club mascot, the "Amiable Amoeba" will be on the tarmac from now on.

HUNG'S ALTAR

Here it is fellows, the obituary column of the F.A.C. News where all the models we know of that have been spirited away to the greatest of altitudes to that "Big Hangar in the Sky" by the Great God of the Thermals, Hung, are listed.

Losin' a model to Hung sure produces mixed emotions. Khd of like having a son graduate from the Air Force Academy. You know you've done a good job of building him and trimming him out, but now he's on a take off for a long range solo flight and his wing span is pretty big to be using the home 'drome anymore.

Lt. Kim Harris, Mass. Sqdn. Square Bird Embryo

Lt. Bob Nelson, N.Y. Sqdn. ...1/2 size Stahl Weight Rule Embryo

Ahmen, Skysters, amen.



Check this Czech!

Lending continental flavor to your F.A.C. News is the 3-view on the following page sent to us by Vit König of Czechoslovakia.

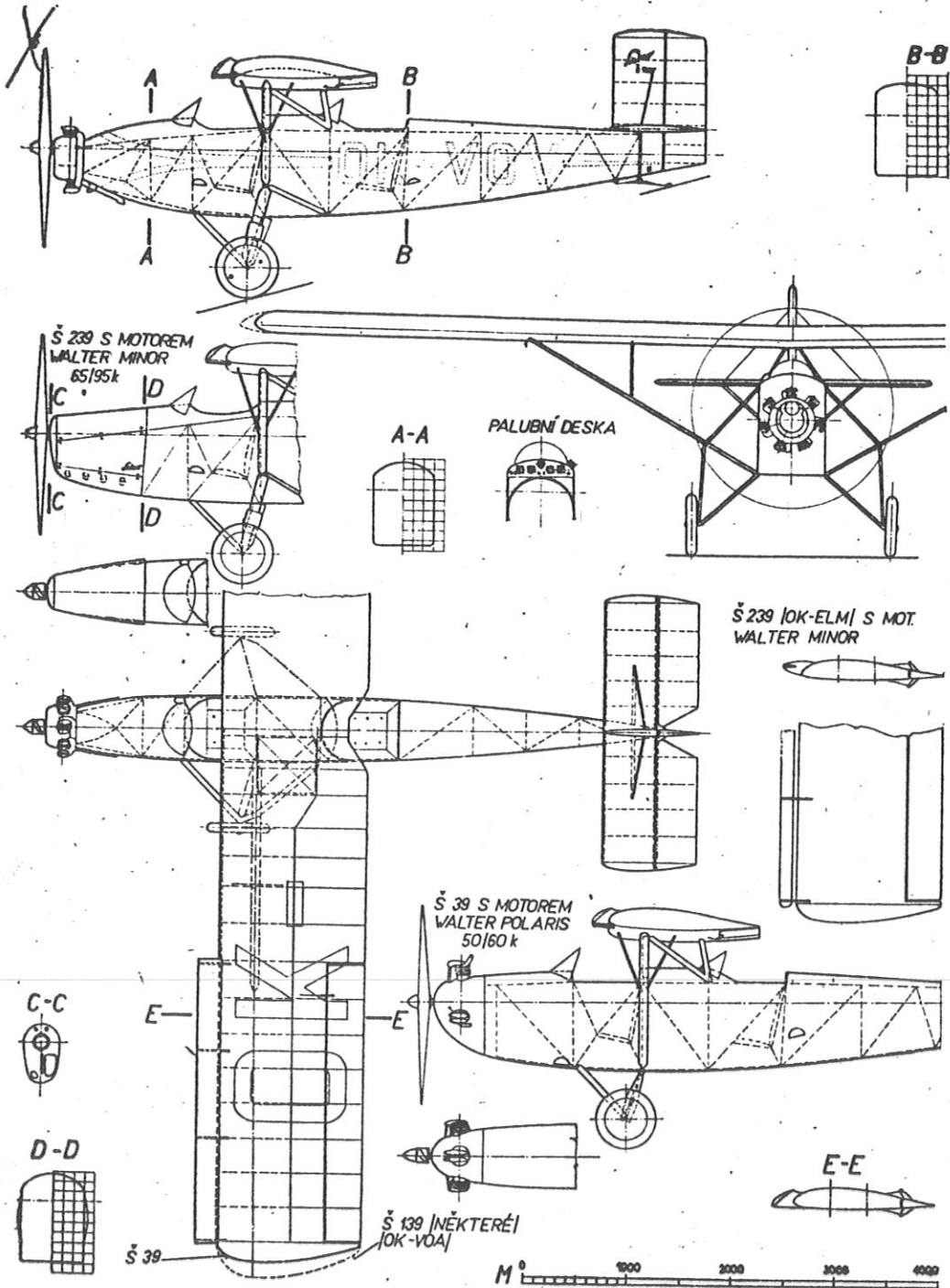
If you eagle-eye this three view you'll notice there are three versions of the Letov S 39 presented, all with different engines and other changes, so take your pick.

The boys at the F.A.C. Model Lab. sure think this crate has the proportions to make a high climbing cloud cuddlin' entrant for next springs competition. Maybe some one of you tissue trimmers won't be satisfied to wait that long and lay longerons right away for an indoor version of this charming Czech, eh wot?

We don't know the color of her feathers, but we'll Czech on it and let you know. Haw-w-w-w-w!

We will publish more of these little known crates in the future. Especially the ones with what it takes to be a good rubber job. Capt. Dave Stott is already hard at work at the drawing board on another of these three views from Vit. The Avia BH 25... a single engined biplane airliner with an open cockpit for the two pilots. The passengers sat inside the fuselage in relative comfort and viewed their countryside through three round porthole type windows on each side of the fuselage.

Letov Š 39



F. A. C. Airmail Events

Any of you gang---er, wingsters looking for a real keen winter event, one which can be held in a small field, and which will keep the gang coming out EVERY weekend, regardless of weather? The worse the weather, the better?

Then to get really "hopped up", why not try the FAC Airmail Event? Here's how it's done.

First, you select yourself a good, strong, tough model which looks like a real ship. It can be any design, but must resemble a "real" airplane and have a cockpit, provisions for carrying mail/passengers, have a decent landing gear, full struts, exhausts, windscreen, tail-wheel or skid, registration of your choice, etc.

In short, she must look like the real airliners did back about 1925-33 (or earlier or later, if you choose).

Then you "find" a "field". Preferably a short, clear area in a grassy field, but one with plenty of "obstacles" at the end of the "runway"...such as clumps of grass to snag the prop, tall weeds to catch the model, tip its wing, culverts; anything which could ruin an ROG, or make it hideously difficult. In this event you must ROG.

Having selected the worst possible "field", you then wait until there is plenty of wind...not a gale, but enough wind so that ROG's are within the realm of the conceivably possible. And now it is time to begin.

In order to "win", you have to make two out of three "deliveries". A "delivery" consists of an ROG, a flight of "reasonable duration" (which among us is generally about 15 seconds), and a good approach, no sudden last second stalls or dips allowed. Anything other than this qualifying flight is considered a crash, take off failure, or a non-delivery.

A note on the ROG. The flyer gets one full winding of his motor. If he fails to leave the ground, he is allowed to try again and again until he either runs out of winds...or if he gets off, fails to make that flight of "reasonable duration". Of course, if his entire undercart gets off the ground, but he hangs up on one of the obstacles, and you know the other ultra-critical flyers are watching carefully for this. ...then he crashed and hasn't qualified.

If all contestants, or any two, make the first round of two of three attempts, they then go into a second round of two of three. Should the battle still continue, those guys still alive go into a round of one of two attempts. That is, if both flyers make one of two attempts, they go on, if one makes two of two, and the other one of two.....the one of two man loses.

If, by any chance, the flyers survive this gruelling test, they go into a "one out of one" round, where they must make all flights, and the first to fail once loses, is eliminated, or what have you.

Of course, any who fail to qualify in any round, are eliminated from further competition in that "Airmail Contest".

The Winner may be awarded any prize you choose. We here at GHQ use a genuine silver old pair of US Air Mail pilot's wings, and we can tell you that the winner is a mighty proud fellow, and entitled to boast and lord it over his comrades. Until he is "challenged" by another flyer, who then has the right to pick the field. That is, if the challenger has a field he thinks he can get out of, but the others can, he can force all the others to go to that field.



However, if all should fail to make any of the "rounds", then the "airmail contract", and the "prize" are awarded to a suitable villain. Here on our tarmac we use the dreaded Brewster, who was the enemy in the Andy Lane Flying Stories. Brewster has all sorts of vices, evil tricks, and connections with dishonest politicians, like the aid of Senator Dudd (no possible connection with the Connecticut Senator), who is forever awarding Brewster air mail contracts in return for shipments of bootleg scotch, champagne, smuggled-in coolies for working his gardens, or other illegal things. In your events you may choose your own villains and make up your own stories about their dreadful skulduggery, shyster lawyers, and other corrupt tricks.



And, if you pick a good field, believe us, that villain and his evil cohorts get the "air mail contract" as often as the good, clean living Jack Armstrong types who are out there with their Air Mail ships and trying to defeat Brewster and free Betty and Sue from their lives of Brewster-forced white slavery, only to have Brewster and Dudd win at the last moment.

One thing though, Brewster can be "challenged" at any time.

Yep....we know that if you once start this event with the gang, it'll have all of you looking forward with desperate eagerness to the weekends, the Air Mail, and a chance to defeat the bad guys. The competition is keen, the boasting a spurt to ever greater efforts on behalf of your airline, and it is more genuine FUN than anything we do here at GHQ....even to writing the News!

(Hint.....that Focke-Wulf M8we recently in Flightmasters' News & Views is a perfect Air Mail ship as she stands.)



Brewster meets an end as ignominious as his vile deeds

Just remember to build a good, sturdy ship, for the action is hot and the "crashes" many in that wind. At the same time, do not form the idea that this is a destructive event. It isn't. The model is sturdily built, the wing held on by rubber bands, and major damage can occur only if the plane loops under full power into an asphalt pavement or a handy nearby dornick (look that up in your Funk & Wagnall's!) and a field full of asphalt & dornicks is no FAC Air Mail field.

Use good, stout 3/32" or 1/8" balsa for longerons, a strong wire landing gear, Trexler or celluloid wheels, a Paul-O-Wina or plastic prop (no sense in wasting a good hand-carved here; real performance isn't needed). Hold that wing down with rubber bands, and wind her up!

Down Memory's Runway

The Douglas XB-42 Mixmaster Peanut scale.

On one of the following pages you Peanut Nuts of the F.A.C. will find the plans to another Minute Model from the pages of Model Airplane News by the old peanut specialist, Herb Weiss. The real Mixmaster did a fine job of shattering some transcontinental speed records while her paint was still fresh.



Why not try one out yourself? She would be good for 20 bonus points if she were entered in the regular F.A.C. scale event too.

Remember Skysters, you can build this streamlined sky hurtler with the landing gear up, thereby saving a lot of weight and drag. Ach, dose F.A.C. rules ist chust wunderbar, hein Clupschters?

The Mixmaster was all over silver with blue and white U.S. insignia. By the runway, aren't pushers rigt up your alley, Lt. Ed Beshar?

The Flying Aces Xnastick

What better way for G.H.Q. to wish all of our fellow F.A.C.'s a merry Christmas than to present the plans of Alan Orthof's most original stick model from a 1939 issue of good old F.A.? Yep, ol' Al grafted wings on a reindeer to get Santa on his way in great style. Why not dash one off so the li'l fledglings in your house can watch St. Nick buzz the Christmas tree? Bet this little sky-scooter would look keen just sittin' in the tree like the rest of the ornaments, but Phineas Pinkham tells us it's performance will sleigh you! "Haw w w w w w w w w"

News of the Model Meets

Here is a brief rundown of the swell S.C.A.M.A. meet Major Hank Struck C.D.'d featuring two F.A.C. events along with the host of other A.M.A. events the S.C.A.M.A. boys throw every year. We clubsters here at G.H.Q. always look forward to this one, you can bet your last drop of glue on that.

Peanut Scale

First place went to Lt. Bob Thompson, flying a real early Comet Fairchild 22. Bob tells us that the "Agent 007" of the early thirty's (without all the feminine pulchritude attached) DOC SAVAGE was in the 'pit of his Fairchild. (Do any of you older Clubsters remember the Doc Savage pulp magazines?)

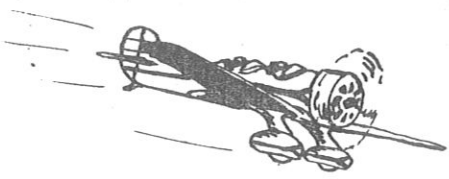
Well fellas, it must be so, because if you look closely at Bob's ship you'll see Doc's name near the rear 'pit! You'll see Monk Mayfair's on the front 'pit too. Monk was Doc Savage's simian partner in his endless fight against evil. (The Doc Savage adventures are available now in pocketbook form. T.V. star, Chuck Connors has purchased rights to Doc Savage stories, so you might just see him on your set some day.)

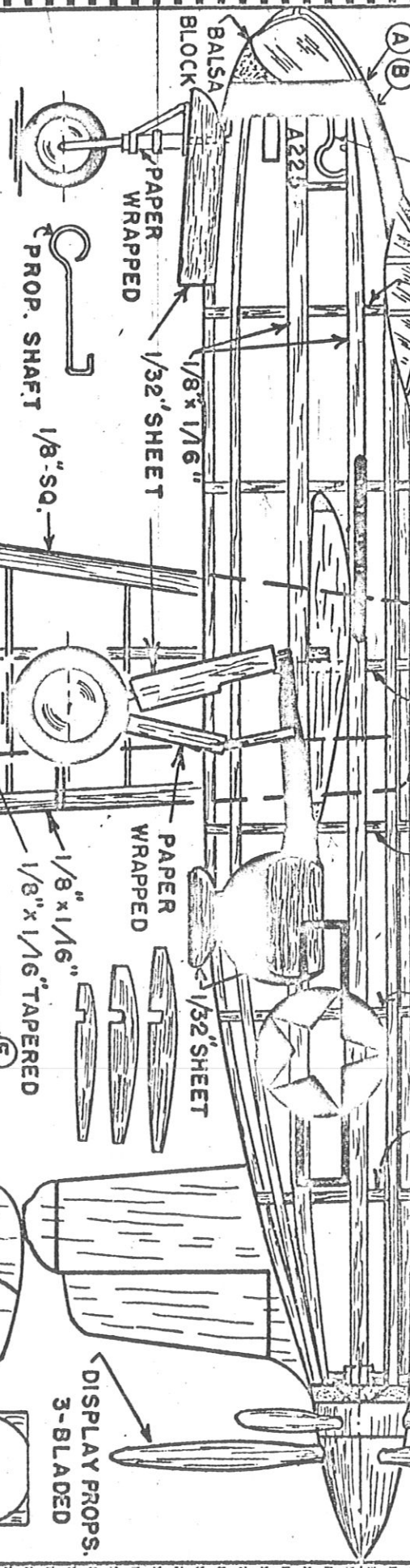
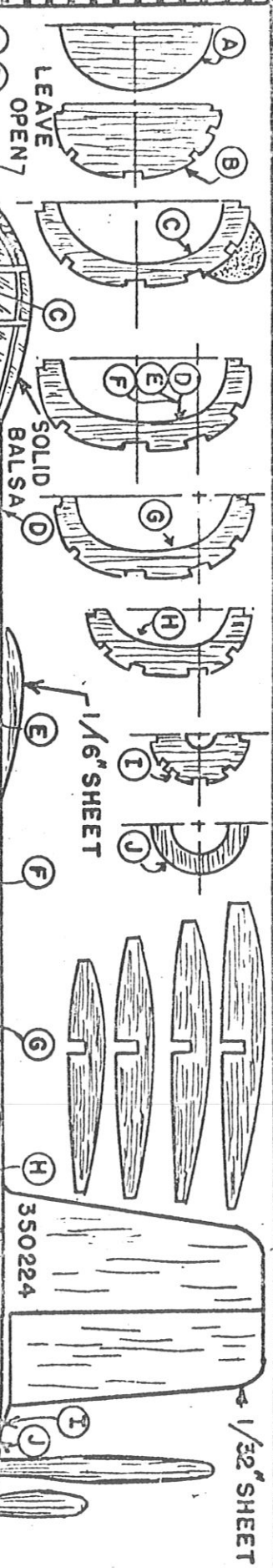
Lt Thompson once again comes to the fore by proxy flying clubster Ralph Kuenz's Waterman Racer (The Nat's winner) to second place.

Who took third again in his Wittman Tailwind this year? The Fox of Milford, Lt Bob Jespersen, that's who, the crafty aircrafter.

Col. Paul Stott had no competition and scored an easy victory in the Jr. Peanut flying. Sure wish Lt. Jimmie Jenkins would get back in action so Paul wouldn't walk away with it so easily.

continued on pg. 14

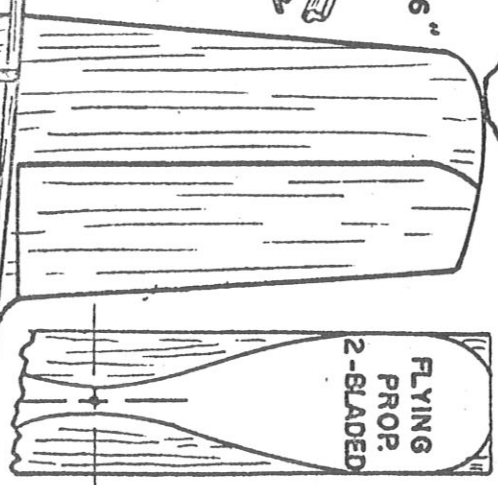
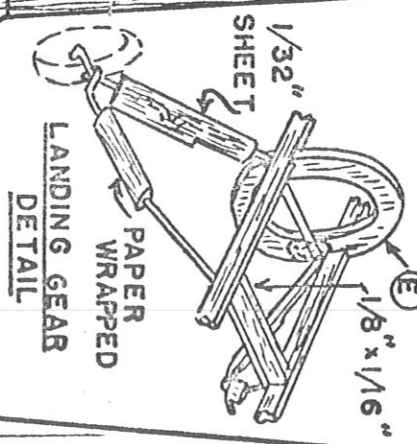
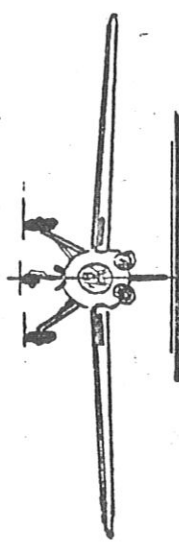




DOUGLAS XB-42

"MIXMASTER"

H. K. Wilson

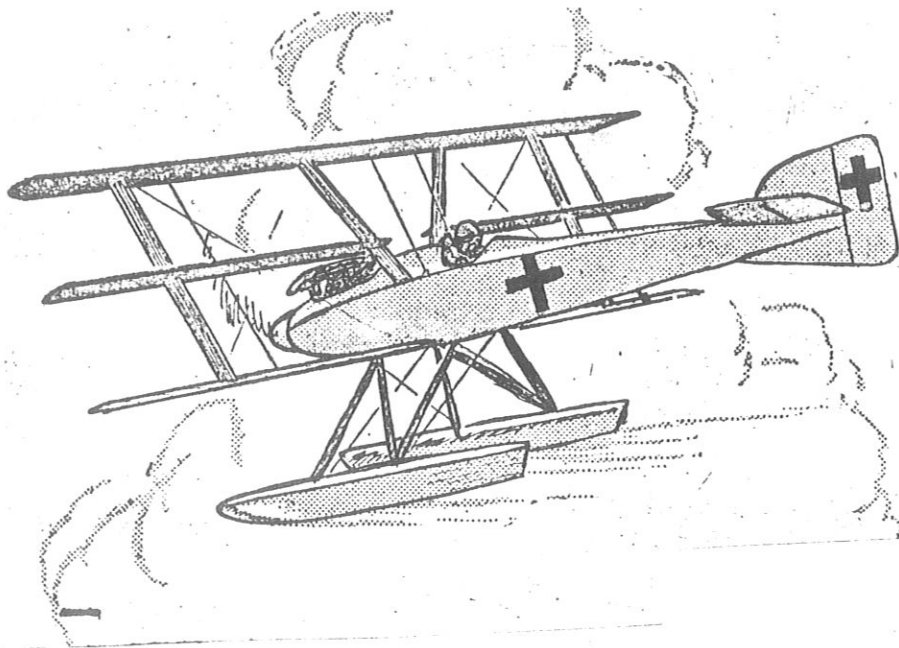


GUESS THE PLANE CONTEST

The top brass at GHQ decided on a "Guess the Plane this time", instead of the usual "Guess the Insignia". We figured some of you Kaiserliche Marine enthusiasts might know this one, or know where to hunt her up. She's obscure, all right, but we have here a reproduction of an original drawing, right from the pages ofOh oh....almost told you which vintage mag it was. Well, as a hint, if you have a stack of old FAs lying about...or was it Sky Birds?...or Dare Devil Aces?.....or Air Trails? Darned if our memory doesn't conveniently fail us on this one.

Anyway, see if any of you aerial enthusiasts can come up with the correct identification of this ship and win a coveted Flying Aces Certificate of Merit Citation.

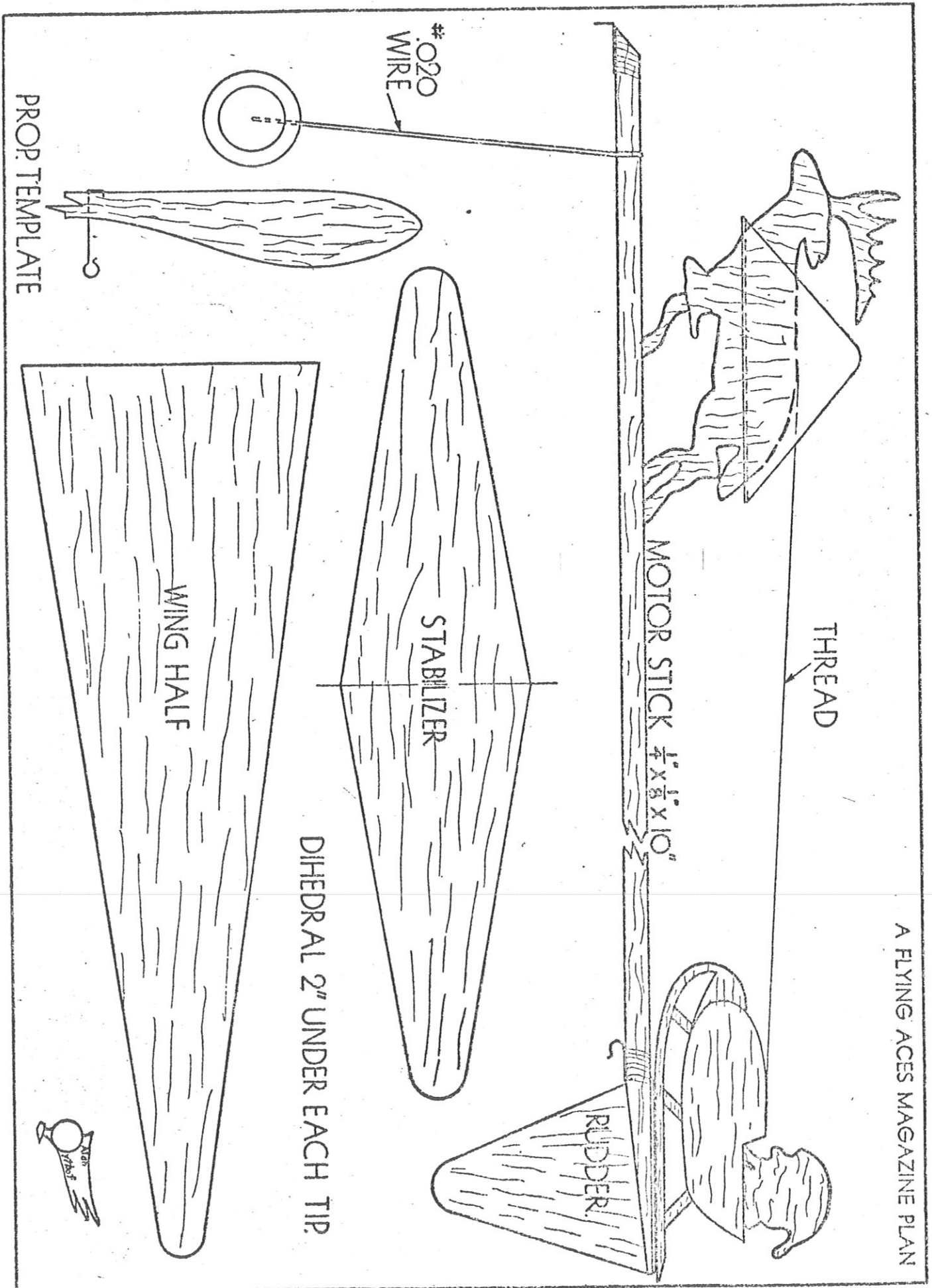
Gee...there's an old German Naval aviator in the area; we know who he is, and we're sure he could tell us, but we're not even going to ask him.



How is this, for a bonus point winner?

KANONE LIST

Time has once again come to list our aces, or as the Krauts say, "Kanonen" (plural of "Kanone"). The Germans even yet use this term for anybody who's an expert in anything. Considering the heated competition some of these victories were won in, we think our own "Kanonen" are second to none. Yes, fellows, these are the clubstars who have taken the air in FAC events in meets all over the realm and who have bested their fellow flyers for that coveted first place win.....another victory and name to add to the Kanone list..... All you flyers know of anyone who flies in an FAC



type event becomes a member of the FAC and has the "automatic" rank of Lt. Upon scoring five victories he is promoted (or promotes himself) to Captain, and so on up the ladder of each exalted rank. So, fill your tanks, charge your guns, and get ready for some sky glory, lads. The Goddess of Victory, and her Prince Consort, Hung, Great God of the Thermals, await all behind the next cloud. Got your motors all lubed? Wound? Then Launch! Hung awaiteth the best model.



Lt Col.

Paul Stott, Jr. GHQ Squadron.....19 Luftsiege

Major:

Henry Struck, SCAMA.....11 Luftsiege

Captain:

Dave Stott, GHQ Squadron.....6 Luftsiege

Jon Meshizaki, Jr. California.....6

Frank Luke Rogers, California.....5

Lieutenant:

Bill Hannan, California.....3 Luftsiege

Bob Jespersen, Milford Fox of GHQ.....3

John Stott, GHQ.....3

Fudo Takagi, California.....3

Kenny Hannan, Jr. California.....3

Jimmie Jenkins, Jr. Monroe, Conn.....3

Dennis Phelan, SCAMA.....2

Jack Chilmark, Sire of Aviatix, GHQ.....2

Bob Thompson, GHQ.....2

Joe Poloso, New Yorker Geschwader.....2

Mallory Chilmark, Aviatix, Jr.....2

Curtiss Mooney, Jr. California.....2

Douglas Mooney, Jr. California.....2

Al "Buzzard" Bailey, SCAMA.....1

Dick Booth, SCAMA.....1

Bob Haight, Nevada Pueblo.....1

Rudy Kluiber, Pennsylvania Victor.....1

Ralph Kuenz, Detroit Commandant.....1 (a Nats win!)

Bob Jordan, California.....1

Clarence Mather, California.....1

Bob Nelson, New York.....1

John Olivera, California.....1

Hank O'Dwyer, Eastern Front.....1

Russ Seley, California.....1

Don Snull, California.....1

Fritz Weitzel, New Yorker Geschwader.....1

Jack Whittles, SCAMA.....1

Mike Mitsch, Jr. California.....1

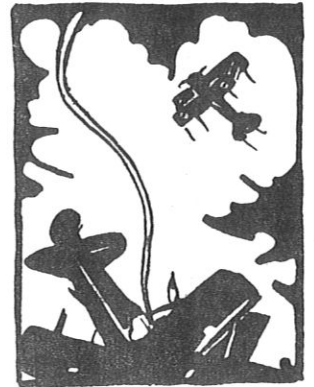
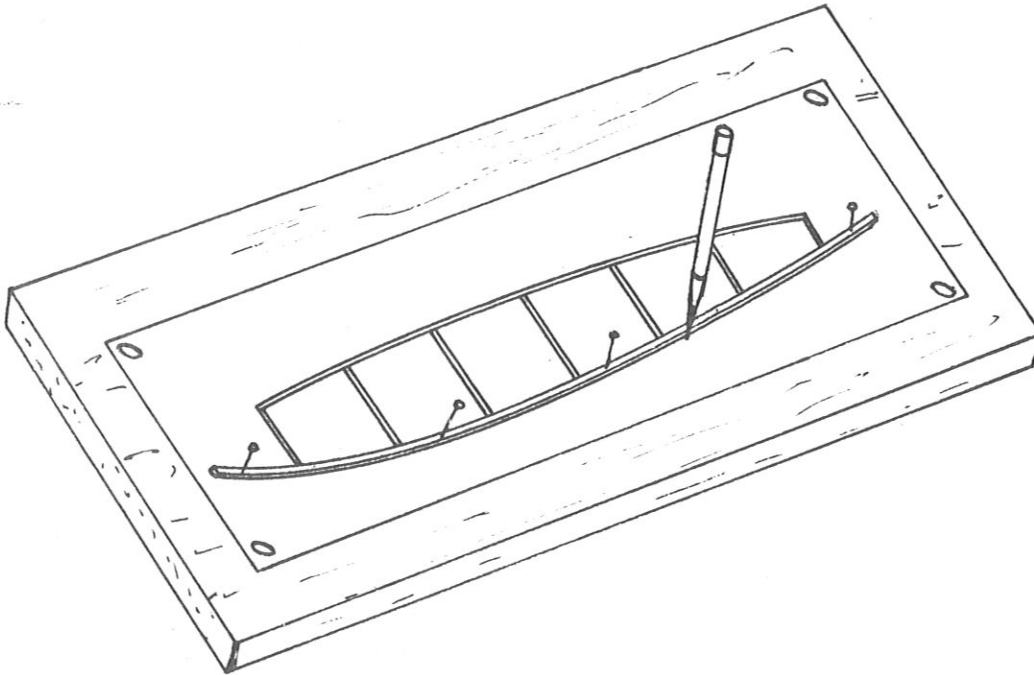
John Petchler, Jr. SCAMA.....1

Jim Warner, Jr. California.....1

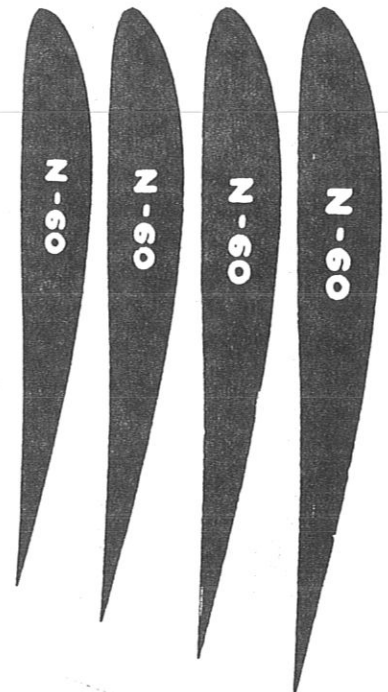
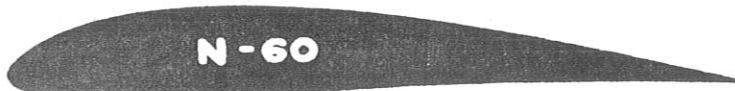
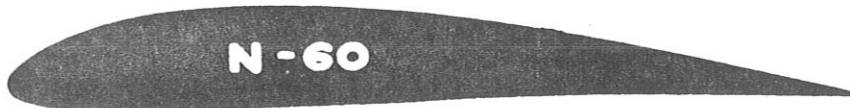
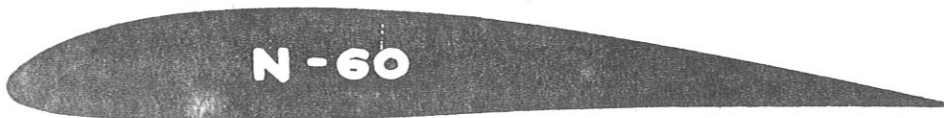


NOTES FROM THE WORKBENCH.

Here is a handy hint for all you daredevil designers when your pencil starts dropping lead and your dream ship begins to shape up on the drafting board. Now when it comes time to draw the long gentle curve of the fuselage top view and you don't own thirty bucks worth of ships curves just grab a hunk of 3/32 squar and use it like a spline by pinning it down to the drawing board as shown in the sketch.

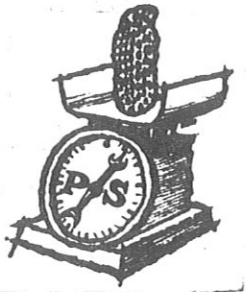


Here are the long awaited airfoils promised so long ago. This is the N 60 developed by the U.S. Navy and she's sure a good



one skysters. You can bet your Meyerwitz goggles this ozone-slicer will do it's part in getting your next crate up where Hung can get a grip onit, by turbulence!

POSTAL PEANUT CONTEST.



O.K. Peanut Pilots, climb into your 'pits 'cause it's time for the third annual F.A.C. Peanut Postal Contest! Motors all lubed? Props balanced? Trim tabs set? Well pack maximum turns in your Pirelli tanks and let's take off in search of Hung, Great God of the Thermals! Yep, Wingsters, here is another chance to gain a victory and get your name on the roster of F.A.C. aces, the Kanone list!

Be sure to land at your local post office and pick up a cargo of post cards so as your messages to G.H.Q. won't be delayed.

As we did last year, fellas, the P.P.C. will be divided into three "wings". Indoor Wing

Eastern Outdoor Wing

Western Outdoor Wing

Now, next time you former notchers taxi out to your favorite flying field time your Peanut Scale flights and write 'em down. When you get back to the hangar grab one of those post cards and fill in the info listed below;

Your name and rank.

Your Wing. (Eastern Outdoor, or what ever.)

Your highest Peanut Scale flight time.

The date the flight was made.

The name of your ship.

Fly as often as you like and and mail us a card every time you increase your flight time. The latest high time in each of the three wings will be published in the F.A.C. News to spur you on. The clubster holding the record for any of the three wings will be "Wing Commander" of that wing, and that aint hay!

We here at G.H.Q. would sure like to see a record number of you clubsters participate in this event this year. Just send those cards to ---F.A.C.G.H.Q., WING ADJUTANT, 66 Bankside St., Bpt., Conn. 06606 This event will be good training for the coming FLIGHTMASTERS international postal peanut contest when it gets airborne, as well as the prize of great plans G.H.Q. will send each winner!

Take off time for this contest will be 8:00 A.M. Sun. Dec. 7, 1969. (Somthin' familiar about that take off time, nein?) We'll end the meet as usual, on March 17, 1969. Think any of God's defenders over there on the Auld Sod will stop their shennanigans long enough to raise a glass to St. Patty by then? We hope so.

Some Simple Figgerin'.

By tallying up the victories of our F.A.C. aces we judge that about 58 F.A.C. events have been held in meets around the country. Wingsters, G.H.Q. thinks that is just great! It sure lets us know we are on course. And we say, "Helmets ON and into the ozone for God and country, Hung and the F.A.C."



S.C.A.M.A. Meet, continued.

Now for what we fellas at G.H.Q. figure is the main event at any meet ----flying scale, F.A.C. rules. Except for the R.O.G. requirement that Major Hank Struck likes to throw in. (Ach, like bomben von der Handley Pages down gecommen, idt ist!) Here is the result-
 1st: Lt Jack Chilmark--Fairchild 24--117.5 Pts.
 2nd: Capt. Dave Stott--A.N.T. 25-----117.5 Pts.
 3rd: Lt. John Stott--Mauboussin Tandem--114.5 Pts.
 1st, Jr. Lt. Colonel Paul Stott--Glenny & Henderson Gadfly--104 Pts.

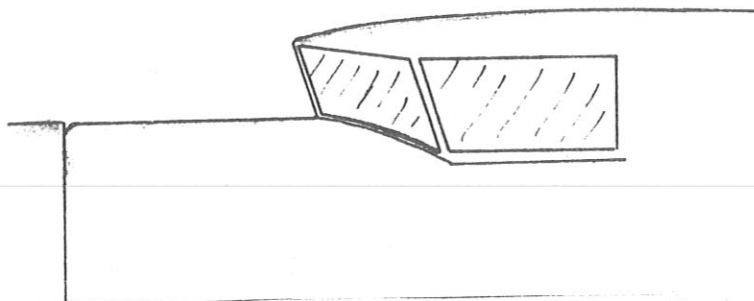
As you eagle eyed Skysters can see, a fly off was needed to determine the winner. So Lt. Chilmark fired up his Ranger and roared off in his Fairchild to a perfect duplicate, racking up 117.5 points again.



While this was going on Capt. Dave Stott was busy making hasty repairs to the long winged Russian distance flyer with the aid of the Milford Fox, Lt. Bob Jespersen. It seems the A.N.T. had tried to execute a landing on Clubster Dick Everett's dome and picked up a few shock rips, but fortunately, none of Dick's blood. Even the 1,000 H.P. Mikolin engine (in this case Pirelli) had let go on the last effort of the heroes of the Soviet Union.

Well, repairs made and off roar the Ruskies losing a wheel on the take off, only to score a flight of 101.5 points, securing 2nd place. Wonder if those Commie pilots are running electric plants in Siberia, or worse?

We will have to postpone coverage of our big Fall F.A.C. meet untill next issue, fellas. But we can't wait untill then to tell you it was the biggest yet--over 60 ships were entered! Great going men, thats true F.A.C. spirit of the skys. G.H.Q. is proud of each and every one of you, yes sir!

Engineering Speculation, Anyone?

See that sketch up there, Clubsters? Well, we all know many of the planes of the late 20's & 30's featured windshields with an opposite slant like the Stinson model U & low winged trimotor. Even as late as the Vultee V1-a sported an ozone fence like this.

well, we would like to know why? This thing has bothered Clubster Dave Stott since he was a kiwi. Last week he got the straight dope right from a real authority on things like this, mister Igor Sikorsky himself! But Dave isn't saying a word on it untill he hears what some of the clubster's theories are on this subject. How about wrighting G.H.Q. y our thoughts on this strange move by early aircraft designers? We bet wonder about this has crossed more modelers minds than just Dave's.

Pennsylvania Meet

The Good Old FAC has busted into the land of William Penn. Yep, Lin Reichel has organized a bunch out there and sweet-talked them into running an FAC meet. Bet they're really glad they did, now! Lin says a bunch of modelsters from the Pittsburgh area are also getting hot for FAC type events and want to get going.

Looks to us like Lin is really doing his missionary work out there, and might even "convert" a few natives to the True Modelling!

Lin also says he'd like to hear more on our Air Mail event, so we bet this issue is a real five minute Hung flight on his tarmac!!

Their spring FAC event was rained out, so they postponed it to the fall, and here are the results, as you've seen reflected in our Kanone List.

| | | |
|------|--------------|-------------------|
| 1st: | Rudy Kluiber | F-82 Twin Mustang |
| 2d: | Dan McDonald | Pilatus Porter |
| 3d: | Paul Kastory | Curtiss Robin |

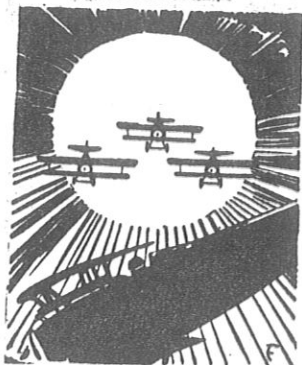
Looks to us like Rudy Kluiber is a real FAC. A Twin Mustang! Hung, would we like to see that ozone-chewer!

NAA Flightmasters' Meet

Fudo Takagi reports that the Flightmasters had their Annual Scale Contest, and included Peanut Scale. A determined band of San Diego Orbiteers went northward to seek Golden Peanuts, and Fudo himself found one. That's right, he copped a first with his Volksplane in the Open class, with a time of 86.9 seconds for three flights. Second was Fernando Ramos with a 1911 Cessna (85 seconds), third was Tak Hoshizaki (sire of Jon the Junior Terror) with another Volksplane and 54 seconds.

The Junior category was taken by Jon Hoshizaki, who crushed all opposition (even beat his dad, who was lucky to be in the Open event) with his Junkers DI and 74.5 seconds. Second was Ken Hannan with a Pilatus Porter and 38.2 seconds, and third was Dennis Lutz with 35.8 seconds from his SE 5A.

Fudo says it was a real nice day, but he was so busy with Peanuts and the bumper crop of them this year, that he was able to see only one model firmly in Hung's grasp and heading off to the altar. Know what kind of plane it was, and who was the flyer, Fudo? We'd like to give the model (and Hung, Great God of the Thermals) the recognition deserved.



APHORISMS of the F A C

" I only build models when I should be doing something else, which is all the time."

Ralph Kuenz, Detroit

" The art of scale modelling is not building, it is repairing."

Bob Thompson, GHQ

