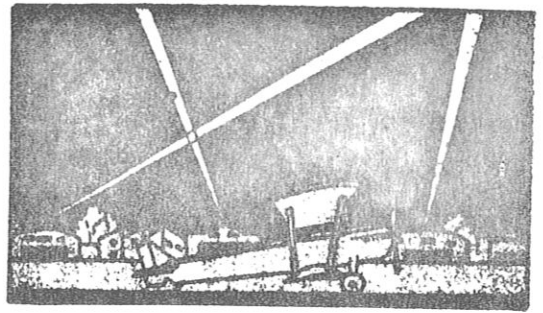
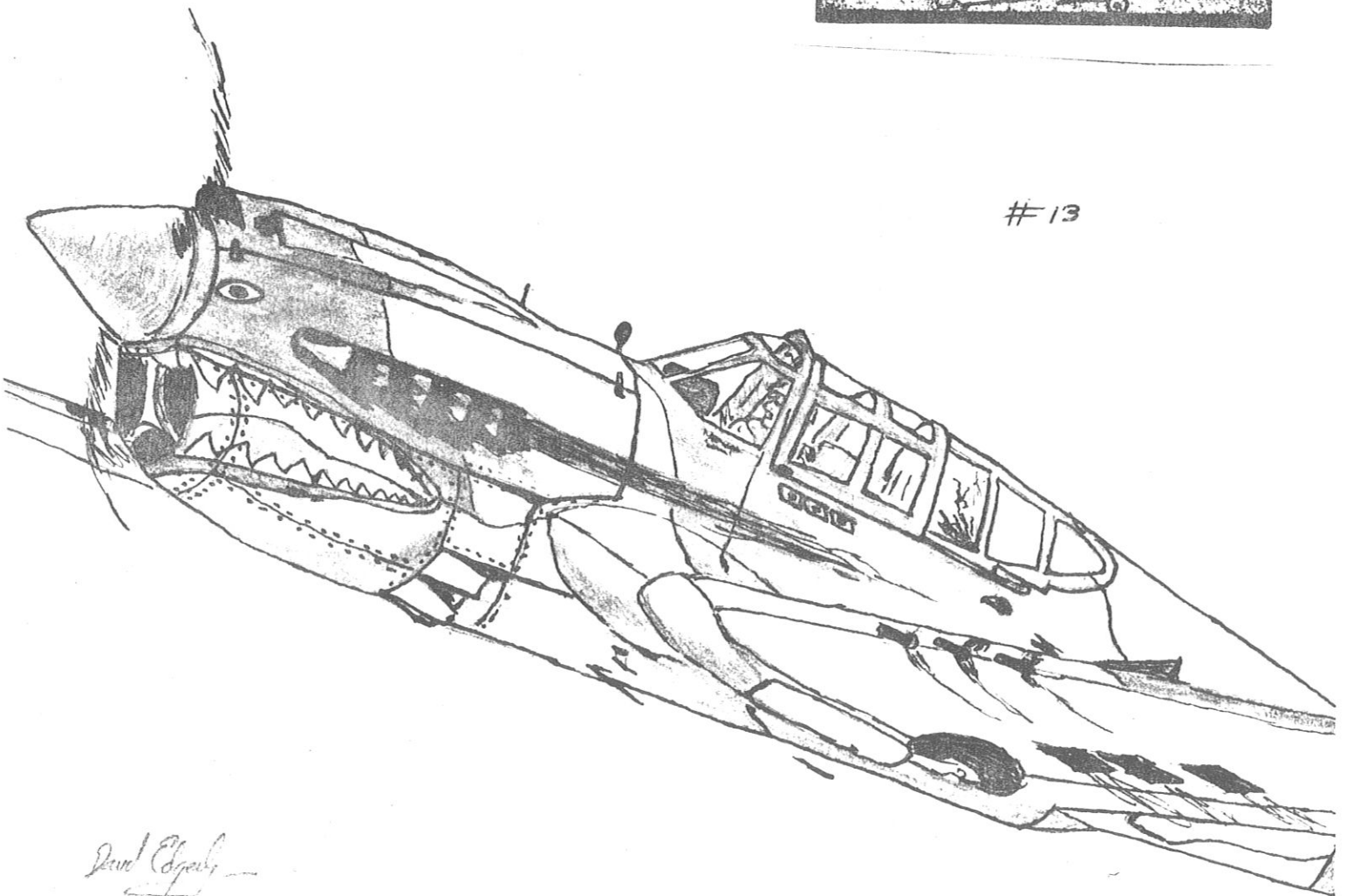


FLYING ACES

Club News



#13



David Elger

STARTLING COVER STORY

This month's guest cover-artist was discovered putting the finishing touches to this drawing in one of Bob Thompson's German classes. Bob, being a martinet and a good businessman always on the lookout for the old News, immediately seized the drawing, complimented the youthful artist on his talent, and got him to re-draw his art especially for this mag and your enjoyment. Our artist is David Edgerly of Meriden, Connecticut, and he is a senior at Maloney High School there.

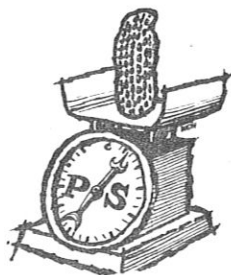
He's taking German, where Bob spotted him, and it sort of does our heart good to see that kids are still drawing planes in their spare moments in class. Sort of takes all back a bit doesn't it?

Well, wipe the mist out of your eyes and take a squint over this P-40 Warhawk, as she dives on a nest of squirming Nipponese, about to meet their ancestors under Uncle Sam's flaming, righteous guns. As you can see from the camouflage on her, this plane was probably taken from a British contract, and diverted to the far East, where it and its intrepid pilot tried to stem the onward rush of the legions of the Mikado. We're sure you've all read of the deathless deeds of the P-40 in the CBI (China-Burma-India) Theater of World War II. under the guidance of that master fighter strategist, Claire Lee Chennault, so we won't prattle on.

Note the three victory flags under the pit of this victorious fighter pilot. We just hope he never meets up with Saburo Sakai, the leading Japanese fighter ace of war.

And, while we hope this all-American boy comes safely home to Mom & Blueberry Pie, let's take our helmets off to Dave Edgerly, a fine artist who draws when so many of us have and should....in class!

POSTAL PEANUT STANDINGS



Well fellas, the battle is on! Although there are no indoor times sent in yet, plenty has been happening in the outdoor western wing. Look-----

Capt. Jon Hoshizaki, Bellanca XRE-1	25 secs.
Lt. Kenny Hannan, Pilatus Turbo Porter	23 secs.
Lt. Bill Warner, Poullin JP 30	57.5 secs.

Great spirit, Skysters! GHQ is proud of all three of you. And it is as sure as ice in the arctic that Bill Warner is Commander of the Western Outdoor Wing, so far.

Undisputed Commander of the Eastern Outdoor Wing is Capt. Dave Stott who flew his Alco Sport, (A homebuilt of the early twenties) on a Hung hugging flight of 47.8 seconds.

Dave says the little Alco has given as much trouble as some mother in-laws can in the past, but a few degrees of wash-out in the wings has made the bird as stable as a brick in a vat of molasses in January. Phineas wonders if the washout would help mother-in-laws? Haw-w-w-w

So come on Skysters, get in on the fun. Get out to your model aerodrome and get your Peanuts into the ozone and on the skylane to F.A.C. glory and fame! Time your flights and send a card to F.A.C. G.H.Q. Wing Adjutant with your name and rank, your wing, your best flight time, the date the flight was made, and the ship used for your roaring pass at becoming commander of your wing!

Why No R.O.G. in the F.A.C. Scale Rules?

Well, most every stringer-bendin' member of the club knows you need a prop diameter of $1/3$ to $2/5$ the wing span of most outdoor-rubber models in order to get some real cloud cuddlin' performance. And, by turbulence, you don't need a slide rule to tell you most scale length landing gears just are'n't long enough to give the ground clearance to R.O.G. with the kind of prop you need. This then, is our primary reason.

And you can bet your last pair of celluloid wheels we've got some other good reasons too. One is that our rules were designed to make scale flying as much fun, or even more fun than sport flying, trying to convey the same attitude or frame of mind to the F.A.C. contestant as the Sunday sport flyer possesses.

Repairs to a scale job are not fun. Judging from our own experience and in watching films of scale meets, especially the pre-war Nats, one can plainly see, like the nose on your face or on a Pilatus Turbo Porter, that the R.O.G. rule has spelled f-i-n-i-s-h to many a beaut of a scale job, especially in high winds.

The F.A.C. rules were designed to give every type model an even chance to win, this means short-legged Aeronce C-3s & float planes too. Why Not? Almost every set of rubber scale rules to date has practically dictated that the winning ship would be the high wing cabin type.

And besides fellas, these are "Flying Scale" rules, are they not? And what is flying configuration for a Spitfire or Grumman F2F-1? You said it ---- WHEELS UP!

Now, if your're gonna fly your Spit around with the wheels down, shouldn't you have the flaps down and the hatch slid back for that "real scale appearance" the R.O.G. advocates speak of????

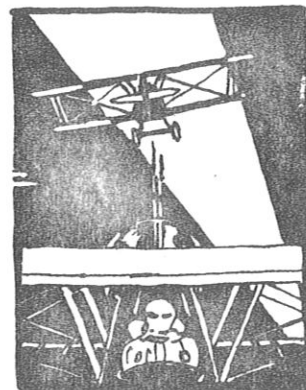
Yep, for outdoor rubber scale G.H.Q. says fly 'em high with a big prop, fly 'em clean the way the designer of the real ship intended, & fly 'em long without serious damage. And above all, fly 'em all, sea-planes and short legged ones too with an even chance to cop a trophy. Fly 'em over grass --HAND LAUNCHED--- and have a ball in competition!

Make Way for the Heavies!

Yes sir Skysters, we're making space on the F.A.C. tarmac and lengthening the runways at ol' Pinkham Field for models of some of the world's heavy multi-motored bombers and transports to compete in future F.A.C. contests!.

We're sort of following the trend of the modern gassoleers who have made scale jet- transports fly simply by putting a gas motor on the tail end of the fuselage. We figured we could have as much fun by running a rubber motor thru the fuselage of a DC-4; B-17; 707; or B-52 and put a prop to fly it with on either end that suits your fancy.

To inspire investigation of this new facet of F.A.C. modeling we're printing plans of one such machine right here in this issue. Just flip the pages and squint thru your goggles at this frigid flyer of Stalin's propaganda war (mostly of his own people) of the 1930s.

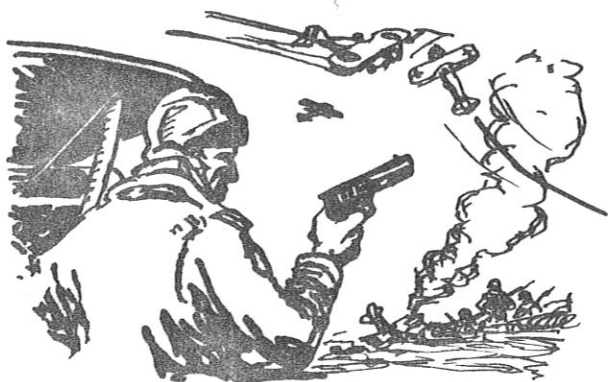


And don't you former motchers fail to check out those old Cleveland Simplex kits of the 1950s. They would be ideal for a take off on this new runway. The plans are still available, Wright (Haw-w-w-w-w-) to Cleveland Models, 4506b Lorain Ave., Cleveland, Ohio, 44102. (Phineas asks, "What is round on both ends and high in the middle?" "Ohio, bums,---- Haw-w-w-w-w-). There were four in all--B-47, B-50 & a couple more we can not recall. Wep, now's your chance to have a FLYING MODEL of some of the great solids of the old days, like the China Clipper and Douglas B-19 to fly in COMPETITION! Didn't your ticker skip a beat when you cast an admiring orb over these majestic beatuies when you were a fledgling?

There's new building and flying fun awaiting you more daring clubsters!

Hey there Lt. Bob Nelson! Did you not receive a Miniature Aircraft Boeing B-17 plan as a crash award once at an F.A.C. meet? We dare you to build it as a "Winter Follie"!

And didn't Modelcraft make a built up B-29 kit? How about the Joe Ott B-25; B-17; Martin Maryland; and D.H. Mosquito? Comets A-26??? There are plenty to choose from, fellas, and you can build directly over a solid or three view plan too! Y ep, you've got to admit, there is a whole new horizon in rubber modeling open to those who are adventuresome enough to see it. The F.A.C. welcomes you. Be an "Air Adventurer"!



We are adding the rules of this new multi-motored idea along with some other needed rules additions on the last page of this issue so as all you Skyemen can tear it off and add it to the regular two pages of rules we published in issue #7. Any of you new clubsters needing a set of the rules published back then, send a self-addressed, stamped envelope to F.A.C. G.H.Q. and we'll be clad to send a set right out to you.

GUESS THE AIRPLANE CONTEST

Vot vas das bummer flugzueg in der letzt issue of der Noose? Vell, ve haff a few cleffer members who are fast mit der identification, almost as fast as old Adolf August von Heinz, der Owl of der Ozone. Der Sieger in diss here contest vas again Bullet Bob Nelson of the New Yorker Geschwader. He vas der fery first mit a gorrekt answer: a Sablatnig SF-4. Ve chust let Bob describer her: "Dis Marvelous craft fluggen in der years of '16 and '17 ven der Faterland vas still----how you bummers say---in der ballgame. Grandpapa Sablatnig, who vos a dear friend of der family, tried to tell der Kaiser dot dis vas der craft dot vould vin der var for der Faterland, but der verdammt dumkofs vould not listen. Dey put all der ekks in der basked of der young upstart Fokker punk und pay no attention to der visdom of der Grandpapa Sablatnig. But ve show dem how wrong dey vas. Ve lost!"

Other correct gussers, but a bit slower with their answers were: Bill Hannan and Harry Reichel, of the Erie, Pa. Eries. Good going, fellows! Maybe with postal service that was a bit faster, you might have made it. However, we can't ask Bob Nelson to hold his answers to give you a chance! Haw-w-w! After all, he wants those coveted FAC Certificates of Achievement & Merit, too!

F A C CONTEST RESULTS

The FAC Fall Fiasco was held on a beautiful, clear October day, and the wingsters were really out in force, all vying for one of the fine trophies the GHQ gag had whipped up for the skillful winners.

There was a total of 61 ships out, 16 of them being Peanuts. This is 13 more than our previous high of 48. Either Hung lured all those contestants out with that fine weather, or our idea of modelling fun is beginning to catch on.

There were all sorts of flying machines in the area, even a glider-launching kite. We don't know how the glider-launch worked, but the kite string made a mighty fine barrage-balloon line, for Joe Poloso flew his DH Moth Minor straight into the line, and had his flight (fortunately a test flight) come to a sudden end. Now you know why all those balloons over the sky in London in World War II, Joe. The idea wasn't to fly thru 'em, but OVER 'em.....made the heinies sort of keep their heads a bit higher, so to speak!

We also had a bit of a flap when one of the clubsters failed to bring his construction plan with him. He brought the three-view he had designed the ship from, but not the plan itself....and the rules call for the plan itself. There's a rule revision coming up about this, so as to eliminate all future mistakes in this area, for this was not an attempt to subvert the rules, but was an honest mistake arising from a previous misunderstanding. (For instance.....what do you do when the three-view IS also the construction drawing?)

The under 100 in. sport event was run for the last time and Major Hank Struck bested all for the first place, 143 secs. Lt. Col. Paul Stott made a fine showing by coming in right behind Hank with a score of 141 secs. with his Comet Cloudbuster. And Lt. Ed Beshar was hot on the tail of both these intrepid birdmen with 140 secs. to garner third spot.

The new Embryo Endurance proved very successful for a brand-new event, with ten entries. There were some mighty fine flyers among them, outstanding being Major Henry Struck's original tractor. Henry took a perfect 180 points with that ship and soundly trounced all opposition. Second was Dick Herring with a cabin ship. Third was Bob Nelson with a Stahl Weight Rule ship reduced to half size. Bob might have given the winners a bit of a scare if he had got his ship trimmed perfectly earlier, for on his third flight, Hung decided he liked this ship so much, he clasped it to his bosom and took it forever. Kim Harris' "Square Bird" met the same fate while on a sport flight.

Not only the modellers, but even Hung had a fine day!

Joe Poloso copped Peanut Scale with a three flight total of 106. Howzat for a morale-destroyer, you Peanut fans out there? Well, Joe was mighty scared, because Don Garafolow was breathing on his neck with a red hot 104 seconds. Don used a Nesmith Cougar, and we can tell you

was breathing on his neck with a red hot 104 seconds. Don used a Nesmith Cougar, and we can tell you it was a fine flyer. We forgot to mention it, but Joe Poloso won with a Bede DB 4. Dick Herring also flew a Bede, and took Third Place with it. Looks to us like the Bede is a real "comer" in Peanut Scale events about the realm. What say you, O Hung?

In the Flying Scale, FAC Rules, there was a total of twenty-one entries. Some of the models were truly jewel-like, especially Jack Whittles' Gloster Gladiator (built right from the pages of You Know What mag!); Alex Godo's Westland H-17, loaded with every possible detail, right down to bombs for the Hun U boats; and Bob Nelson's Mauboussin.

The Milford Fox, Bob Jespersen, won it all with his old standby, the Supermarine S6B. That ship is still a fine looker and flyer and it was again good enough to beat 'em all. What a fine sight that ship is, flying in low circles about the upraised heads of the modellers. That's a sight we all appreciate, again and again!

Second was Joe Poloso (we told you he did well!) with that Moth Minor, fresh from its bout with the barrage balloon.

Third was Bob Nelson with that fine Mauboussin.

Fourth overall and first Junior was Paul Stott, scion of Dave and an up-and-coming young modeler in his own right. He used a Glenney & Henderson Gadfly to lay many an older competitor in the dust. Incidentally, you youngsters: that "Glenney" is a simple model, and a fine flyer. We don't know exactly where the plan is to be found, but it is from that ex-good mag, MAN, and appeared in the middle Fifties. We believe the plan has been re-printed by the Flightmasters, and it is a natural for FAC rules.

Other special awards were:

the Hannan Peanut Scale Craftsmanship Award, donated by Bill Hannan, which Hank O'Dwyer won with a jewel of a Peanut Waco "E". They always said the "E" stood for "excellent", and Hank's workmanship was (is) just that..

Lee Smith won the Crash Award (always a feature of a good scale meet is this award...not in the prize itself, but in the winning.....Hawww!) with a perfect smash-up of his giant Comet T-Craft.

One thing about this day which confounded those of the "get your flights in early" school....the weather was windy in the morning, but calmed down to a near dead-stillness in the afternoon! Yep, Old Hung sure "hung one" on some of us with that tactic!

It was a nice day for all concerned. If you missed it, DON'T miss the next bash, come May.

HELP FOR INDCOR BEGINNERS!!

Roger Schroeder, of 4111 West 98th St, Overland Park, Kansas tips us off (and we're tipping you off) that he and his club now have an indoor beginners' program on their tarmac, and help is available to any and all who will write to him at the above address. Help consists of plans, illustrated aids, and in some areas, local reps!!

Give him a blast, clubsters! Get your ships to the rafters!



Here's a great chance for all you dare devil designers of the F.A.C. to show your prowess as aero engineers. If you have designed a crate you are proud of and would like to see more of, why not send in a drawing of it? Keep the dwg. neat & clean; compact and on the size paper this news paper is printed on. It would be better if the plan were inked, but if you use a good dark pencil and very white paper it will probably print up O.K. By turbulence we su re can try 'er out aanyhow!

Here's a roll of honor of past contributors to this most original of all of our departments---

Issue # 3-Waterman Racer--Lt. Dave Stott' (P.S. A Peanut Scale job)
 Issue# 4- Mauboussin Hemiptere "40"--Lt. Bob Nelson
 Issue# 5- 1908 Bleriot --Lt. Jimmie Jenkins
 Issue# 8- Ryan M-1 Mailplane Peanut -- Walt Mooney
 Issue # 9- Flying Aces Halffoot Flyer-- 6" stick--Capt. Paul Stott.
 Issue # 9- Flying Aces Gnat-- Miniature H.L.G.--The Milford Fox.
 Issue # 11-,Martinsyde Elephant W.W.I bipe---Capt. Dave Stott

And now here is the model featured in this issue --

THE MAXIM GORKII* RUSSIAN GIANT

Long have the helmeted noggins of some of the strut-sandin' glue chewers in G.H.Q. Sqdn. been troubled by not being able to build a rubber powered flying model of some of their favorite multi-engined planes because of the obvious problems involved.

Well fellas, Clubster Dave Stott decided to throw tradition to the slipstream by building such a model and fly it simply by putting a large and definately non-scale prop right on the beezer!

The Commandant of the F.A.C. and other top brass in Washington were about to court martial Capt. Stott, strip him of his rank, and drum him out of the corps! But, being as the model does fly they decided to let the Capt. live on in mortal fear of asassination at the hands of enraged scale purists everywhere.

In an unofficial plea for clemency Capt. Stott told of his great allegiance to Flying Aces. He told his superiors that it was this dedication to F.A. that prompted his action, for a solid model plan in the Nov. 1936 issue of Flying Aces magazine was his main inspiration and reference.

He merely traced the outlines of the solid model plan and filled in his own structure, making changes and additions from info gleaned from photo graphs. Also it was the largest landplane in the world when he was a li'l fledgling. Dave says he couldn't help thinking that perhaps that scoundrelous vilian of international intrigue from the fiction pages of good old Flying Aces magazine, Nikolai Borzek, might have had something to do with the mid-air crash and destruction of the real Maxim Gorkii. Borzek was not above turning on his native Russia for a fat bag of ruples!

Capt. Stott's last words to me before slipping around the corner of the hangar & disappearing into the midnight murk was to tell you Sky-sters to use a loop of 1/4" Pirelli and an 8" Paulowina prop. Also, that Maxim Gorkii does not mean "Big Polish Pickle" Haw-w-w-w-w!

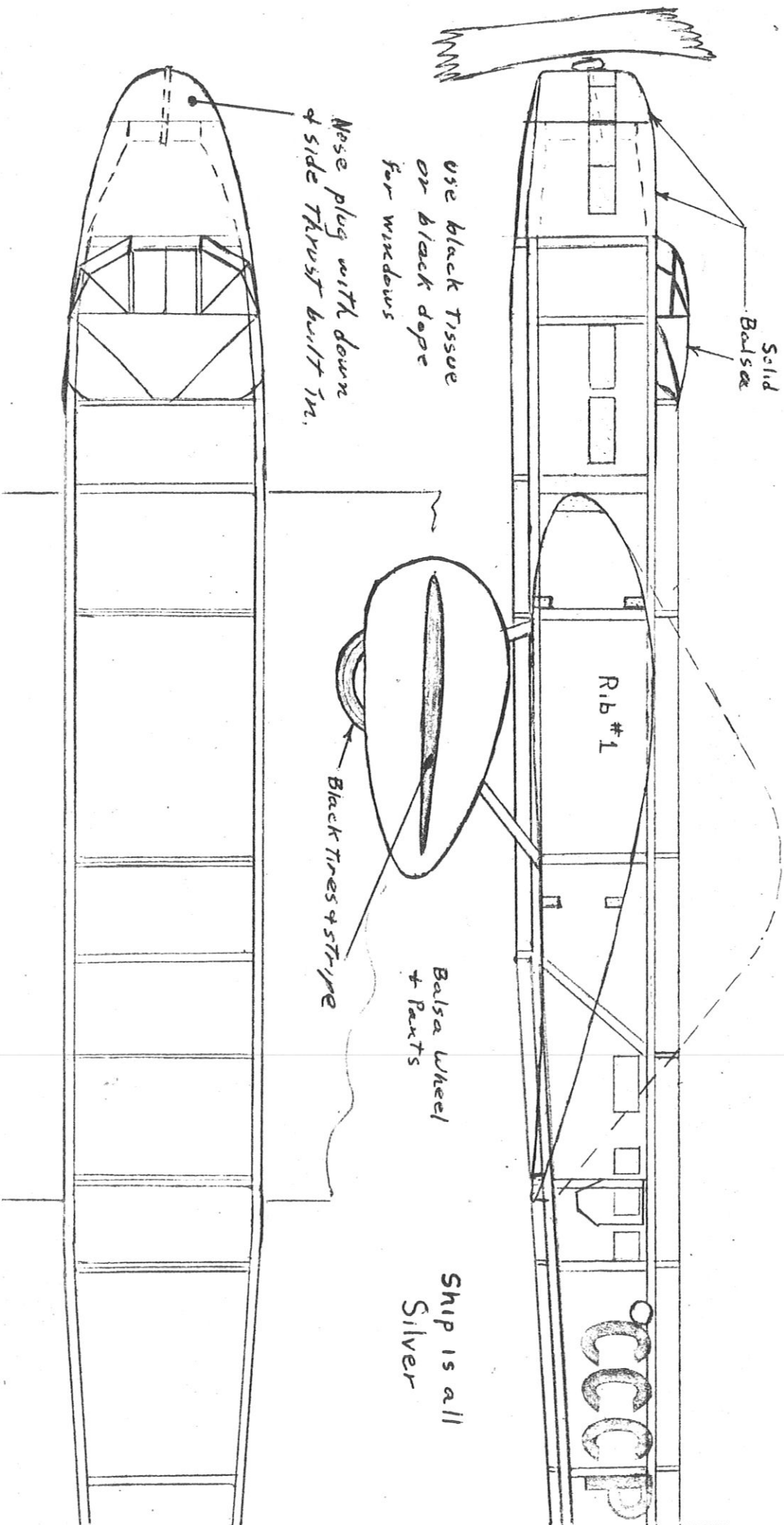
Nikolai Borzek

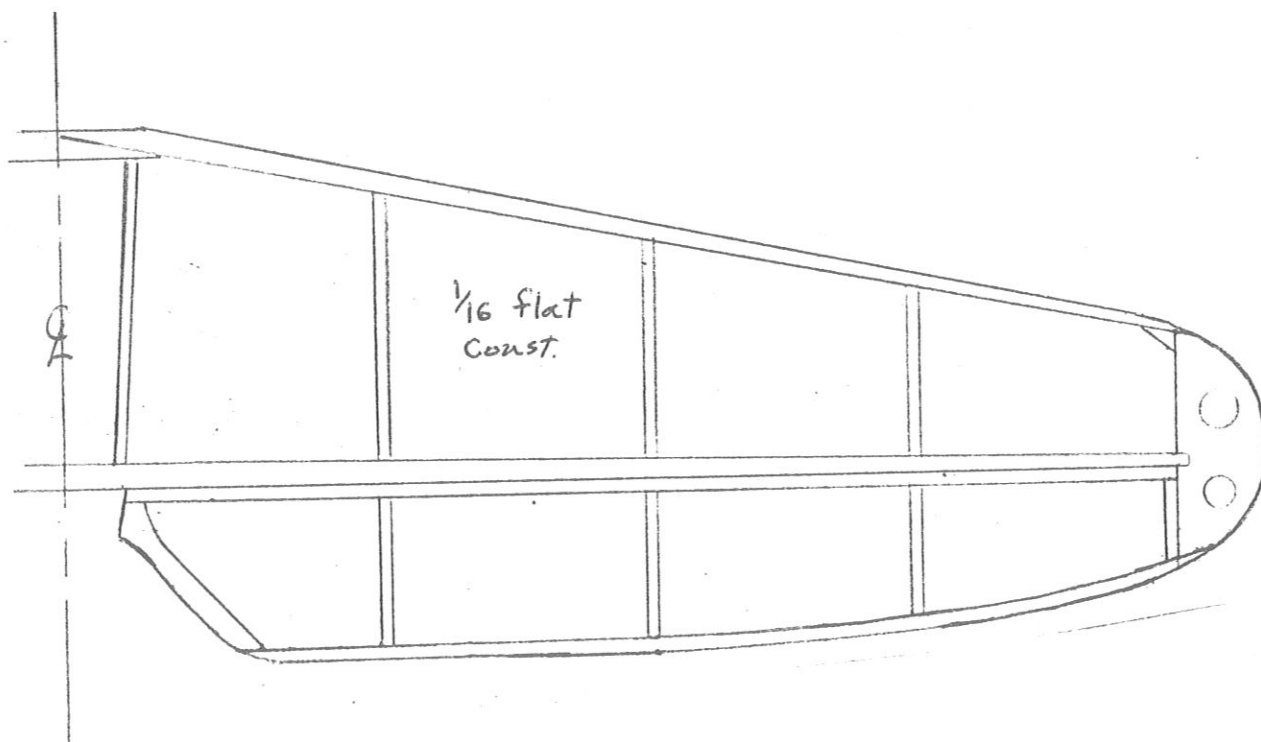
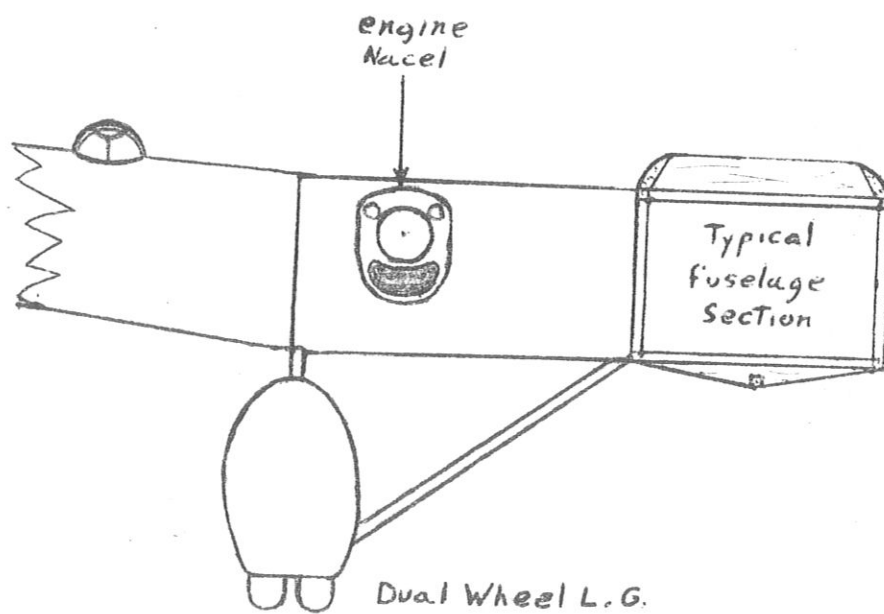


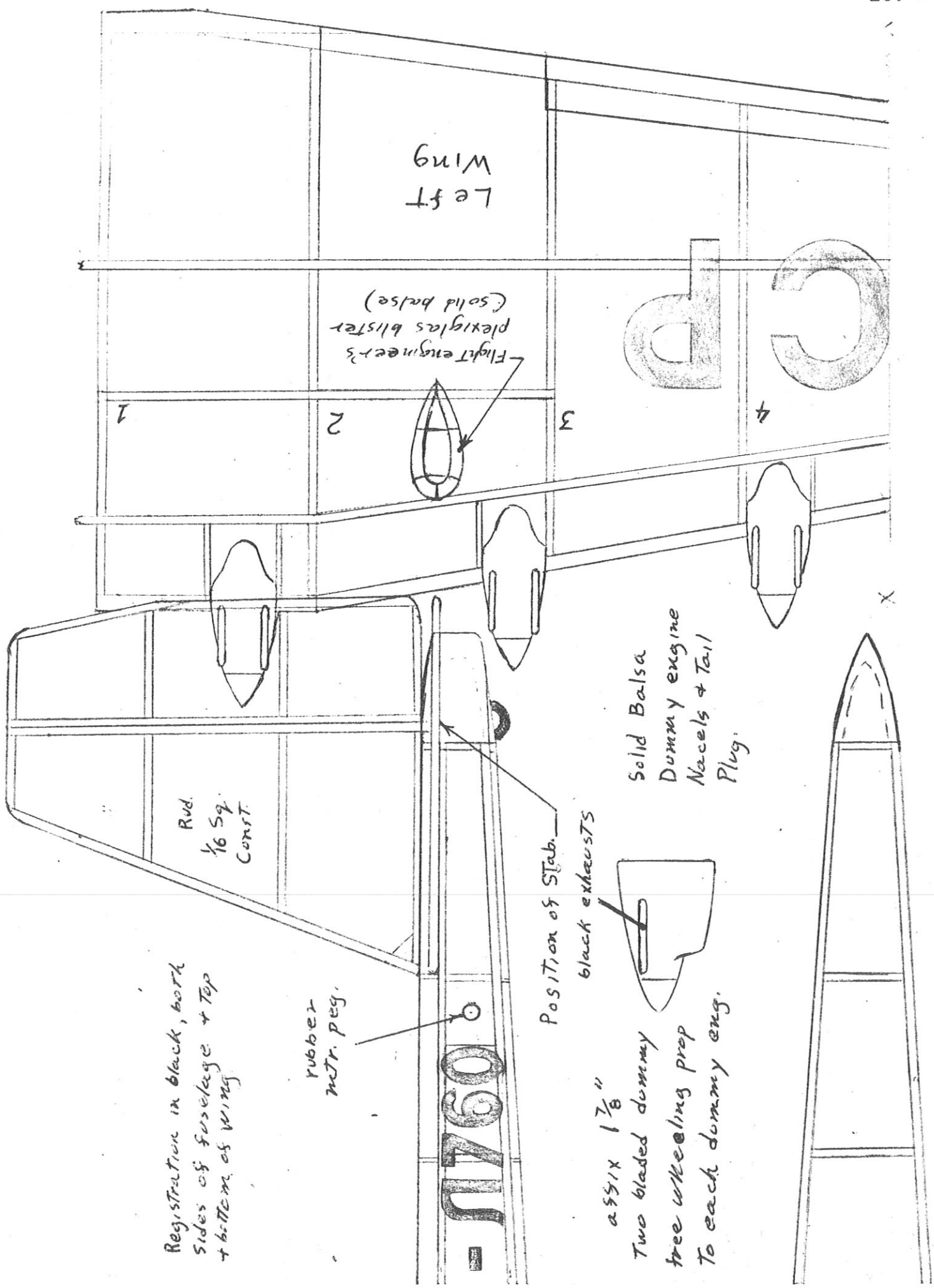
Giant Russian Monoplane - "MAXIM GORKI"

A FLYING Club Plan

Dec. 8, '66







Left Wing

Flight engineers
plexiglas blister
(solid balsa)

1

2

3

4

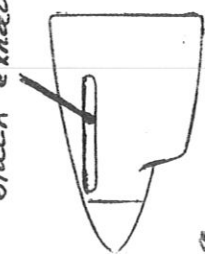
Rud.
1/16 Sq.
Const.

Registration in black, both
sides of fuselage + top
+ bottom of wing

rubber
mtr. peg.

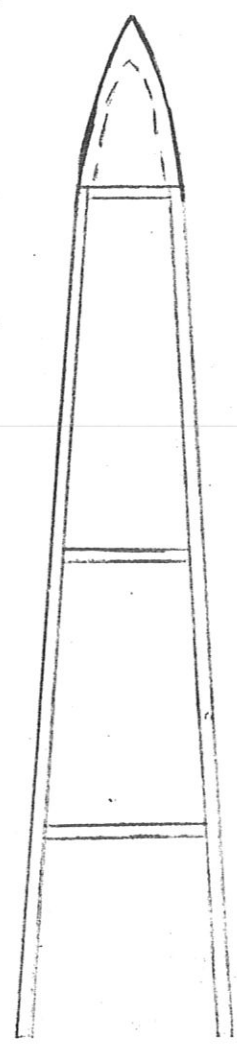
1760

Position of Stab.
black exhausts



two bladed dummy
tree wheeling prop
To each dummy eng.

Solid Balsa
Dummy engine
Nacels & Tail
Plug.

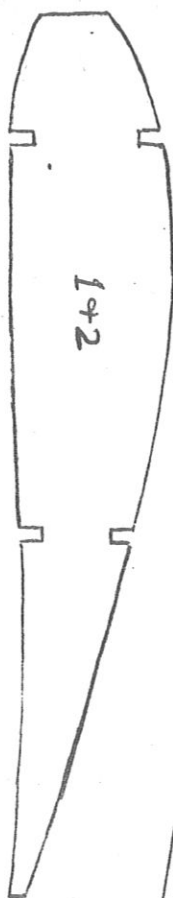
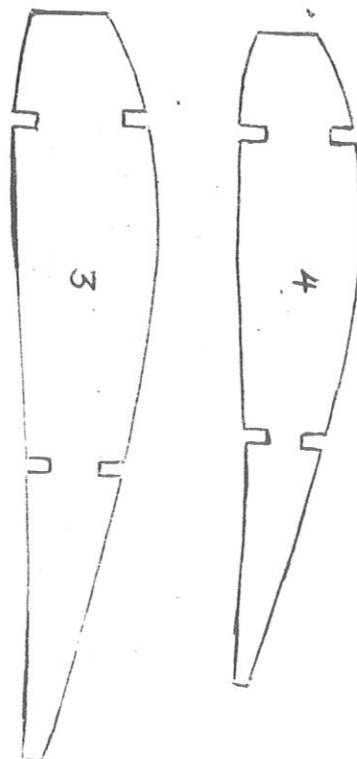
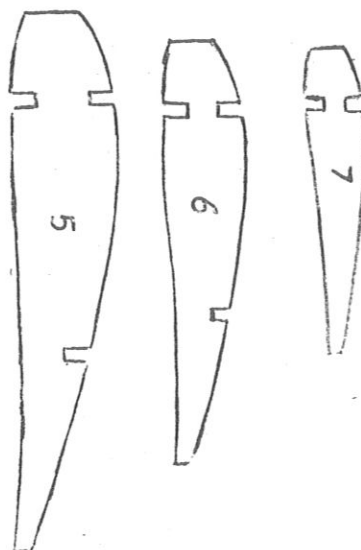
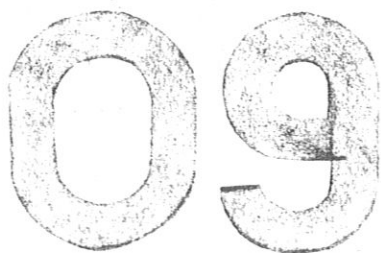


Registration for top of
right wing & bottom of left.



Dihedral - $1\frac{1}{2}$ " at Tip

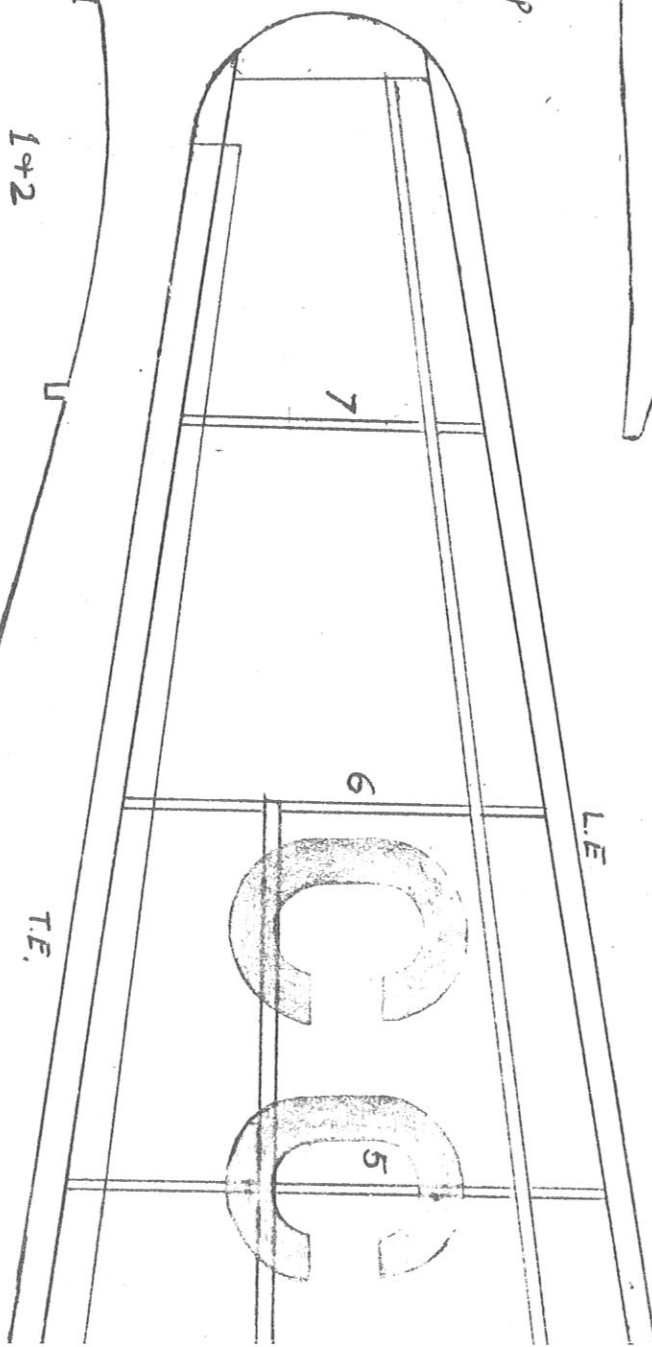
Wash out wing Tips
by blocking up Trail-
ing edge $\frac{1}{8}$ inch
at Tip, & $\frac{1}{16}$ inch
at rib #5



1+2

T.E.

L.E



THOSE 10 POINTS FOR A "RACING PLANE"

The airflow around Hanger #1 is getting kind of thick and turbulent about this, so let's get straight & level on those 10 bonus points we give out in our rules for a "racing plane".

The 10 points will be given for a model of a plane designed especially for closed course or distance racing, such as the Thompson Trophy or the Bendix Trophy. This eliminates civil or military types converted for such races from the bonus.

For instance: the MacRobertson London-Melbourne race was won by a DeHavilland Comet racer designed especially for this race. A model of this knife-winged ozone-slicer qualifies for the 10 points. The KLM DC -2 which came in second does NOT receive them.

Who cares about DC-2 models, you say: Ok, fellows, we'll change our prop pitch so our engines sing a clearer song...let's look at the Gee Bee line, even though this might cause some strafing runs over Hanger #1.....The Gee Bee models D, E, & Y would not qualify for the bonus, but the Z, R, & QED will. This might cause enraged winds from builders of Walt Mooney's Gee Bee D, or Bill Hannan's Antoinette (and Bob Thompson has a picture of Sir Hubert Latham's Antoinette in front of a pylon, as well as a number of Piper Cubs rounding a pylon..... point made?) but ding bust it, we can't help it. The "rules boys" are pushing us into a lot of more definite rules for events. We sure hate to litter up a set of rules with lawyer-type codicils and "cans" and "can not's" when the honest intent of the rules is obvious.

Shucks, if we've gotta list what details are "prominent" for Peanut Scale, the event loses its light-heartedness. Take a look at Dick Everett's Fokker D VII Peanut with its cotton "exhaust flame", and Dick Herring's Peanuts, all with pilots in their pits. GHQ didn't have to spell anything out for those determined wingsters.



But, we realize the "racing plane" qualifications are a thicker overcast, so if you've got a ship in mind and would like to know if she's gonna get the 10 points for pylon polishers, why not drop us a line before you lay longerons, and we'll send you some propwash right back.

Just a few more examples of non-racing "racing planes":

Louis Bleriot's Bleriot Channel ship
Blanche Noyes' Beech Staggerwing
Lindberg's Spirit of St. Louis
Jackie Cochran's Seversky
Paul Mantz' Mustang, nor even Bill Odom's "Bengueine"
Darryl Greenamayer's F8F Bearcat
Bellanca "Columbia"

Roscoe Turner's Boeing 247 in the Mac Robertson Race

But, the Bellanca "Irish Swoop", designed as a racer, and only later called a "fighter" or "attack plane", would qualify, as would Alex Papanas's Bellanca tri-motor. On the other hand, NO Lockheed Vega or Orion would get the points, since these ships, although definitely raced, were not designed as racers, but rather as transports.



Boys, the turf on Pinkham Field sure looks like a bunch of novice golfers have been playin' on it night and day what with all the Boeing Monomails, Stearmans Speedmails and Northrop Gammas wingin' in and out deliverin' a record heap of letters from all you clubsters out there.

Harry Reichel, Erie, Pa. says, "We are all too new here in Erie to have any rank yet. I guess we are all rookies."

Well Harry, if you took part in that F.A.C. scale event not so long ago down there in Erie you, like anyone else who flies in an F.A.C. event, are automatically a Lieutenant! And this goes for flying in the Postal Peanut Contest too. After each five first place wins in F.A.C. events you are promoted to the next higher rank. One victory gets you on the coveted "F.A.C. Kanone List" So have at it, you Eire chaps!

Lt. Jimmie Jenkins tells us he crashed his Low wing Stinson trimotor into the side of a swimming pool. Jim says he is pretty busy these days working for his flight time in the airport he lives across the road from. (Howzat for a neat set up) Yep, Jim's got no less than 45 hours of dual in and in a few more months, when he is 16, he can hop right into that Stinson Voyager and solo. Yep, that's our Tailspin Tommy of the F.A.C.

Clubster Bill Warner tells of Hung, Great God of the thermals spiriting away his little Rogallo wing stick job after a 14 min O.O.S. flight at Supulveda Basin as well as 10 min. on the D.T. with his Coupe D'Hiver! Whew, lotsa building time gone in just 24 wonderfull minutes, huh?

A Christmas card from Frank Tartaglia to all the fellas at Hangar number one. Thanks, Frank. Hope Ol' Whiskers filled your modelling needs.

Kapitain Von Rottensocks, alias Lt. Ralph Kuenz, sends us a swell photo of his work shop. A real nice cozy hangar it is too, but what is that picture over on the wall there, Ralph? Now you know the code of the F.A.C. and it sure doesn't permit any photos in the work shop that Mom wouldn't approve of. Haw-w-w-w

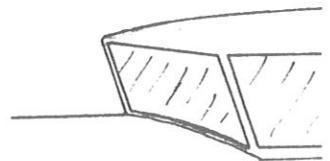
Clubster Ted Pfeifer asks if G.H.Q. is planning any indoor meets this wintern He has a couple of Hank Struck Trail Blazers from Flying Aces all set for some ceiling scraping along with a model of Hank's 1911 Cessna.

We are sorry, Ted, but we just haven't any place (with permission to use it.) to hold an indoor meet. We have enough trouble holding on to our outdoor fields as we would a greased pig!

NOW, ABOUT THOSE WINDSHIELDS-

Last issue we asked our clubsters to speculate on the old reverse slant windshield designs and it was Bill Hannan and Roy Leiner who came up with just about the right dope. Yep, when Capt. Stott asked Mr. Igor Sikorsky for the reasoning behind this Mr. Sikorsky told him that the sole reason was for better visibility. Mr. Sikorsky said that all designers of that era had always to bear in mind the possibility of forced landings. What

with airfields and engines being as they were, it was better to have a bit more drag and good pilot visibility. He said, "After all, there were so many other parts creating drag one more would not amount to mu ch." But he did add that he always used to "bargain" with himself when it came windshield time. -Certainly the habit of good designers, eh wot?



Our Peanut Pilots on the Western Front are as active as ever and G.H.Q. is in the know, thanks to the 1,000 H.P. job of ace reporter, Fudo Takagi, who is a Peanut ace in his own right.

Seems Fud and Bill Hannan were tied for first, with Fud taking it by means of a fly-off. Here's the rundown.

1. Fudo Takagi-----Volksplane.
2. Bill Hannan-----General Aristocrat
3. Clarence Mather-----Jodel
4. Walt Mooney-----Volksplane
5. Bob Peck, by heck!----Jodel

Not to be denied their chance to win F.A.C. glory the juniors had their battle royal. When the smoke cleared it looked like this--

1. Ken Hannan-----Turbo Porter
2. Ken Mather-----Nesmith Cougar
3. Jon Hoshizaki-----Volksplane
4. Doug Mooney-----Demoiselle

Fud says those Mather boys are the top duration flyers. They used Walt Mooney's scale judging system which is in brief, to line up the planes in the order of the best job on down and award points accordingly. As Bill Hannan says, it is easy, quick, and gives a swell opportunity to take photographs. Well, G.H.Q. has always felt the simple life is the best, especially in modeling. Why spoil a good thing?

A BIT OF NOSTALGIA

Bygone Days of Modeling.

As I think back at what fun modeling was years ago when I was a high school junior, I recall a model airplane shop next to the school.

The shop was run by a handle bar mustachioed Frenchman. With the exception of one gas model, that did not belong to him, he had nothing but rubber scale ships hung from the ceiling.

Our biggest treat was to go in with our dime or, if you were lucky, quarter and spend hours deciding what kit to buy. He would always open the kit up so as you could see what was inside and after you made your purchase he would give you extra tissue or balsa for that thin dime or two bits.

Many Sat. winter evenings were spent around the pot bellied stove in his shop talking models and looking over the latest rubber scale jobs he built in the back of the shop.

Today this is all gone. No more of that personal touch for young model builders, and no more neighborhood model shops are to be found anywhere in New York.

Baron Alex Von Godo. N.Y. Sqdn. F.A.C.

(Many is the number of undecided kids I have seen these days that have been forced into a hasty choice by the hobby shop owner's impatience. They seem to be more afraid the kids will break or steal something than they are of not making a sale. Helmets off to the Frenchman, wherever he may be! - Ed.)

NEXT ISSUE** Notes From the Workbench; Alco Sport Peanut Scale with a far from factual report on the Orvil Hickman engine conversion used in the real Alco; Push-pull Bellanca Tandem 3-views! Big Las Vegas Peanut meet, and more great dope for our FLYING ACES CLUBSTERS.



F.A.C. RULES ADDITIONS

Flying Scale- If the model entered has been drawn up by the entrant, then the 3-views, photos, etc used by him in creating his model must be presented. The same will apply to any model built directly over a published, kit, or factory drawing.

The 10 bonus points for a racing plane model will be given only to a plane that was originally designed and intended for racing.

Any scale model of a prop driven or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose or tail of the fuselage may be entered. One point(bonus) will be given for each dummy engine nacel with a scale diameter free-wheeling prop(s) regardless of the number of engines that were contained in each nacel. One-half point will be given for each dummy jet engine pod regardless of how many engines that were contained in it.

OFFICIAL PEANUT SCALE RULES

1. Open to any scale model of no more than 13 inch wingspan.
2. Total of three flights, hand launched, to be used in addition to Construction and Workmanship points to determine winner. Fly off to break any tie.
3. Unlimited attempts to gain three official flights. Any flight of 5 seconds or more is automatically official.
4. Construction- General-
 - A. Use of condenser paper instead of Jap tissue- minus 10 points.
 - B. No microfilm allowed.

Flight Surfaces-

 - A. All or partial sheet minus 5 pts.
 - B. Built up, tissue covered(Jap tissue only) on top or bottom only minus 5 pts.
 - C. If proof can be shown that the real ship was covered on one side only & model is so- zero pts.
 - D. Built up with top & bottom covered plus 3 pts.

Workmanship-

 - A. Color- Reasonable effort to use tissue or (and) dope to simulate realistic coloring for type modeled plus 3 pts.
 - B. Marking- Civil registration & stripping or military insignia, serial nos., & Sqdn. markings plus 3 pts.
 - C. Details- Struts, cowls, cylinders, pilot, rigging, armament, windshields, steps, & control surface outlines plus any unmentioned outstanding details for the type modeled shall be scored thus-
 1. Stark -3 pts.
 2. Lax zero
 3. Good plus 3 pts.
 4. Great! plus 6 pts.
 - D. Planes that had retractable landing gear may be built with the gear represented in the up position.

There you are, Skysters--official F.A.C. Peanut rules we will be using in May or earlier. We printed these rules on the last page so you can tear it off and keep it with the Scale rules printed in issue seven(with the Spad 91 on the cover) Happy landings!

