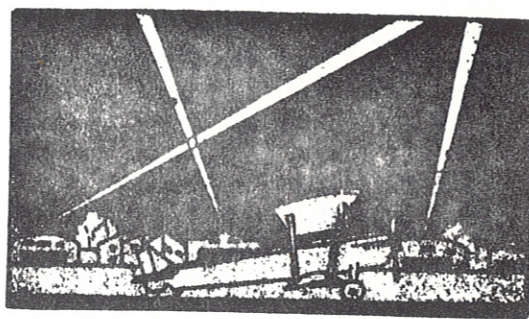
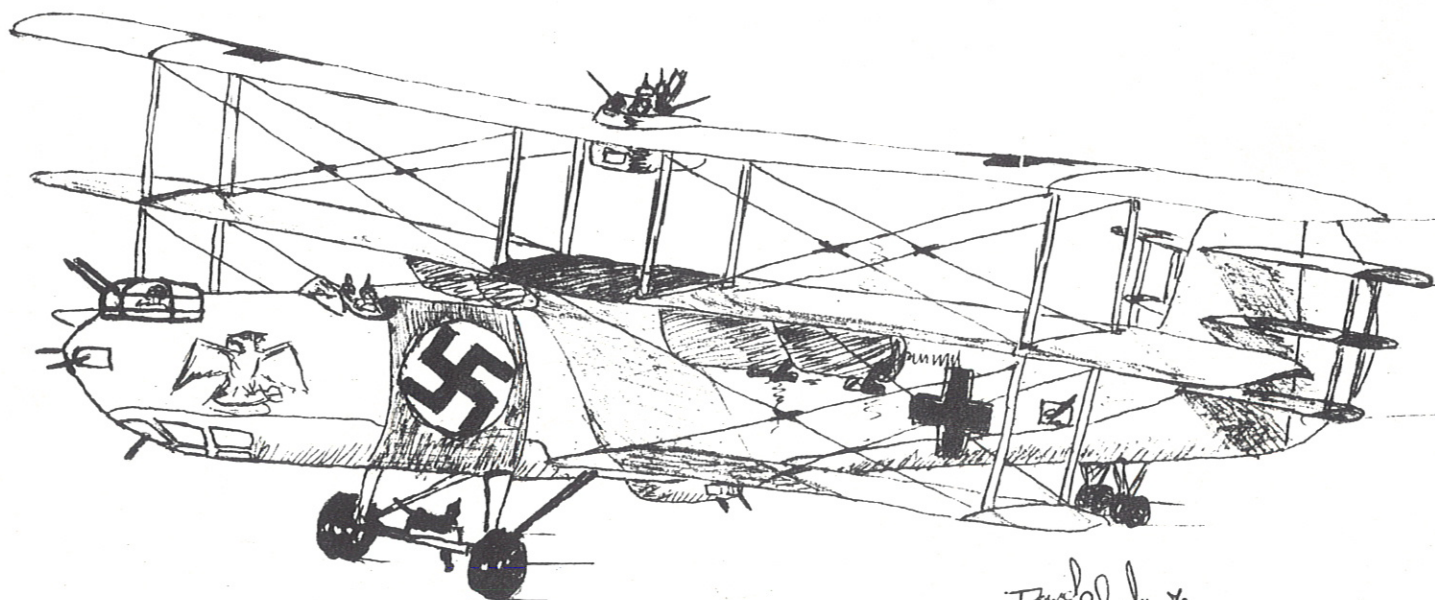


FLYING ACES

Club News



15



Inv. E. G. 76

AMAZING COVER STORY

We allow as you wingsters have often heard of Hitler's dreaded New York Bomber. Some of you had perhaps thought it was (almost) the Junkers 390. Well, for your information, here, right in the pages of Good Old FAC News is the New York Bomber. This is a real scoop of the aviation world for you buzzards out there, and we hope you appreciate the research that our cover artist, Dave Edgerly, put into this artwork.

Work on this ship of the air began in 1916, continued through all the days of the German depression and the Versailles Treaty days, and was finally ready when the Führer took power. If you'll look closely, you'll see some of the original crew members hanging grimly onto their guns. Note those spiked helmets; just the thing to strike terror into the hearts of tender American womenfolk and our manly boys, if they dared to intercept this sky terror. Note also the interesting combinations of the old (1916) type gun positions and the modern, power turrets, which were put on at the last minute under the supervision of Herr Professor Doktor Reichsaerokonstruktor von Pfalzapart. Note also the quad tailwheel, needed to support the great weight of the triplane tail, and to properly balance off those six heavy calibre machine guns in the nose and the solid brass German eagle on the nose.

We have been unable to find the power and bomb-loads for you as all records were destroyed by the invading Mongol hordes from Russia in 1945. However, the honored WW I Ace of the FAC, Adolf August von Heinz, can recall getting well "oiled" in drippings from the fuel tanks. This leads us to the belief that she was powered by an early form of the Junkers Jumo Diesel engine.

We hope some of you enthusiasts might know something of this monster of the clouds, and would welcome any fresh information anybody might have.

Coops! This terrorized peelo on the left just caught a glimpse of the shadow of the New York Bomber as she flew majestically overhead.

Wonder what that gunner on the undercart spreader-bar is thinking? He better not leap up in fright from his pit and spear the main fuel tank! That'll REALLY oil him!

The publishers think this ship has commercial possibilities when stripped of her armaments for war and wonder if this design mightn't be offered to Mayor Linseed. This plane ought to have a very short take-off run and might well solve New York's problems about needing a sixteenth

airport. What say you, Mayor Linseed?



HUNG HELP US!!

The SCAMA club, who put on one heck of a sky scrapping model meet every fall, a meet which has more prizes than a country fair (and no Kewpie Dolls, either), darn near dropped our favorite event from this year's coming Sweepstakes. Yep, that's right. The SCAMA Contest Board

came within a gnat's eyelash of giving rubberscale (F A C rules, plus ROG) the deep six! And Peanut Scale fared little better! Now don't go and think them a bunch of knaves for this, and screeching insults into the shipstream, 'cause the SCAMA guys aren't at fault. WE are. We of the FAC.

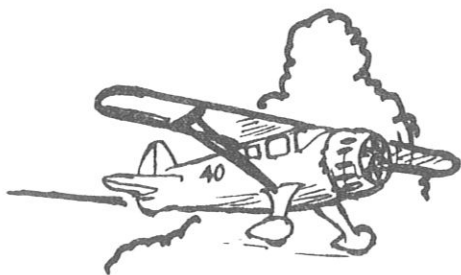
The reason why they almost dropped these pet events of ours was because of low entry! That's right, fellows. GHQ Squadron's five members, plus the Milford Fox were the only entries last September.

We have mentioned this before, in an exhortation called "You and the FAC", and the problem is simple. If you believe in something you've got to get into formation and fly support missions for it. We have plenty of members within striking distance of the SCAMA drome in Mystic, and there is little reason for their not supporting this meet, which is one of the very best in the East anyway. If you believe in and think scale, then you ought to FLY scale. And if you don't, you can't blame any CD who choosed to drop the event from his calendar. If we all sit around the hangar, swilling beer and griping about the lousy CDs, and the lack of scale representation, and the lack of scale ships in the mags, and the plethora of RC "garbage" which seems to flood us right out of that hangar... ..and we don't support scale when it is offered us.....then it is a problem we have brought upon ourselves by our own lack of action.

This is something Bill Winter dwells on from time to time in AAM and it seems we all shake our heads in agreement with him, but continue to do nothing, or too little.

Soo, buzzards, the handwriting is on the wall. If you want to fly scale under our beloved (and well-thought-out) rules, you will have to fly scale... ..or see it go the way of the dodo. The choice is ours.

DAH AIRE FILL



This little "fill" was drawn up by John Dallaire for FA. It appeared in an article he wrote, telling the chibsters of that day how to sketch their favorite ships.

She's Mister Mulligan, and John designed several sized Mulligans and kitted them.

(Incidentally, Mr. Mulligan is an ideally proportioned ship for use in scale meets. Why don't a couple of you

flyers in the SCAMA area put one on your production line and fly her to a trophy in September?)

We hope John sees some of our work in this magazine out there in Detroit, where he still lives. We know it would please him to see that his work of thirty-thirty-five years ago is still appreciated and flying along.

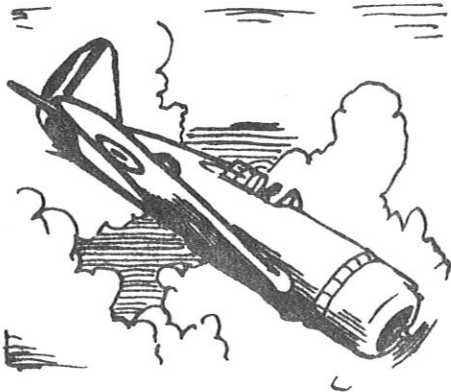
LOST AND FOUND DEPT.

One indoor winder- Found in Hqtrs. tent on soggy-slippery-Hungless Pinkham Field. Day of the big Spring Gala, May 17, 1970. Notify Hqtrs. if you lost one.

FAC POSTAL PEANUT WINNERS

Yes sir, skysters, time to hail our heroes of this third postal sky duel in FAC history. Last issue we gave you fellas a pretty complete picture of how things stood. Well, things ended up just as they were then. Although we feel sure there were many high flying attempts made to unseat the leaders, no one was able to do it. So climb out of your 'pits, push your goggles back and lets check out the final score.

Western Outdoor Wing Commander is Fudo Takagi flying his Mooney-designed Miles M18 to an FAC Captaincy (This makes Fud's fifth FAC victory) with a time of 1 min. 5 secs, and that is durn good time!



Now for the Winco of the Indoor Wing. Yep, the western front clubsters have done it again! The winner is Capt. Jon Hoshizaki by method of piloting his Hannan designed Bellanca XRE 1 on a mission of 27.2 secs duration. One more victory added to Jon's lenthening list. Good work, Capt.

And last but not least, it was Capt. Dave Stott who remained in control of things in the Eastern Outdoor Wing ever since Dec. 7 when he piloted his original designed Alco Sport for 47.8 secs.

Congratulations Captains! GHQ will be mailing some prizes of plans to your home dromes and official citations too.

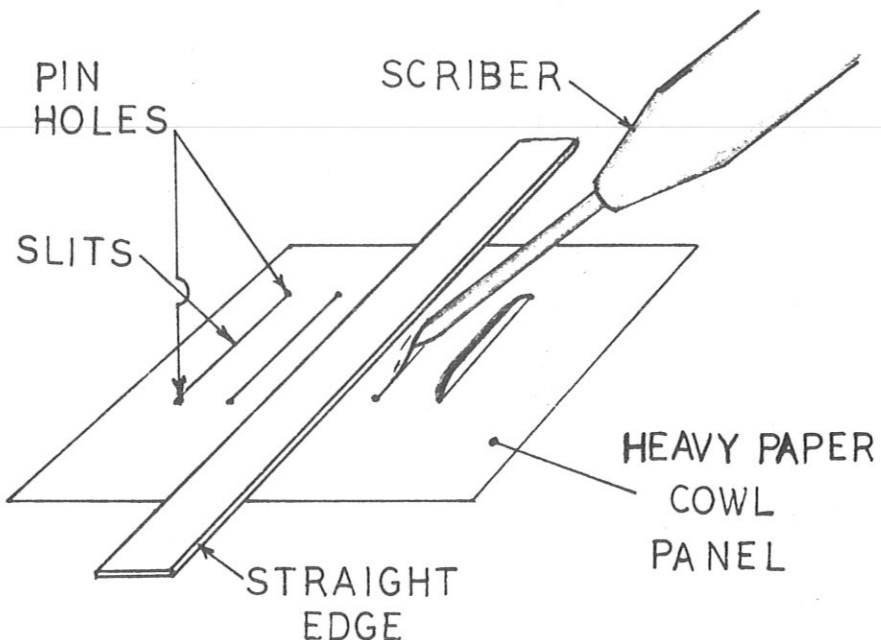
NOTES FROM THE WORKBENCH

Here is a way to make some honest to gosh louvers for the engine dowl of that Fokker D VII or Douglas World Cruiser your building.

Cut your cowl panel of heavy paper to correct size and shape and locate louvers by making a pin hole in each end. Now cut a slit thru from hole to hole. (The lenth of the louver)

Next place a stiff straight edge in front of the slit a distance from the slot that is the width of the louver. Work the end of a scriber into the slot and slowly move it back and forth thereby forming the louver.

After the louvers are all made, give the back of the panel a couple coats of dope to stiffen the louvers so they will not be crushed when the model is picked up by the nose.



NOTES FROM THE WORKBENCH cont'd

Color the back of your cowl panels and the surface they will be doped to dull black to produce the effect of the dark innards of the nose of a plane.

The panels are not so stiff as that they will not wrap around a reasonable curved surface either, so you will see if you try this method of reproducing real louvers!

AN URGENT PLEA FOR POSTAGE



As we all know, the FAC News has always been free to all our clubsters. But Uncle Sam sure can't be expected to carry it thru his mail system free. Why Dick would probably want to up the first class postage to 15¢ per ounce if the P.O. ever did a thing like that, even for a minority groupe like us! Haw-w-w-w-w!

Well anyhow, it runs about \$8.50 to mail out each new batch of the "News". As close as we can estimate, the "Flying Philanthropist" of GHQ, Lt. Bob Thompson, has contributed \$45.00 to \$50.00 over the past 2½ years toward mailing costs.

The rest has come from other thoughtful donors and proceeds from our meets. (Our meets were free in the old days. We beg the prizes and make the trophies. We also give away trophies won at other meets and donated to the FAC by Lt. Thompson (again) and Capt. Stott.)

Fellas, we don't think it fair to rely on Lt. Thompson's financial support any longer. Helmets off to him! There is real FAC spirit of the skys for you! Lets all show our appreciation by each of us supporting our own postage costs. SEND SOME STAMPS TO GHQ TODAY! Keep the FAC News alive and healthy. This could kill our attempts to encourage scale modeling and all the other high ideals of the FAC.

DOWN MEMORY'S RUNWAY.

The Flying Aces Teardrop Stick.

When is a stick job not a stick job? When that "Modeling Handyman" of the old Flying Aces Magazine, Alan Orthof, designs it, that's when!

You buzzards must remember Alan's Flying Aces "X-mas Stick" a few issues back. We know clubster Dick Everettdoes, cause he had one of his own done in time to go put-puttin' around his Xmas tree.

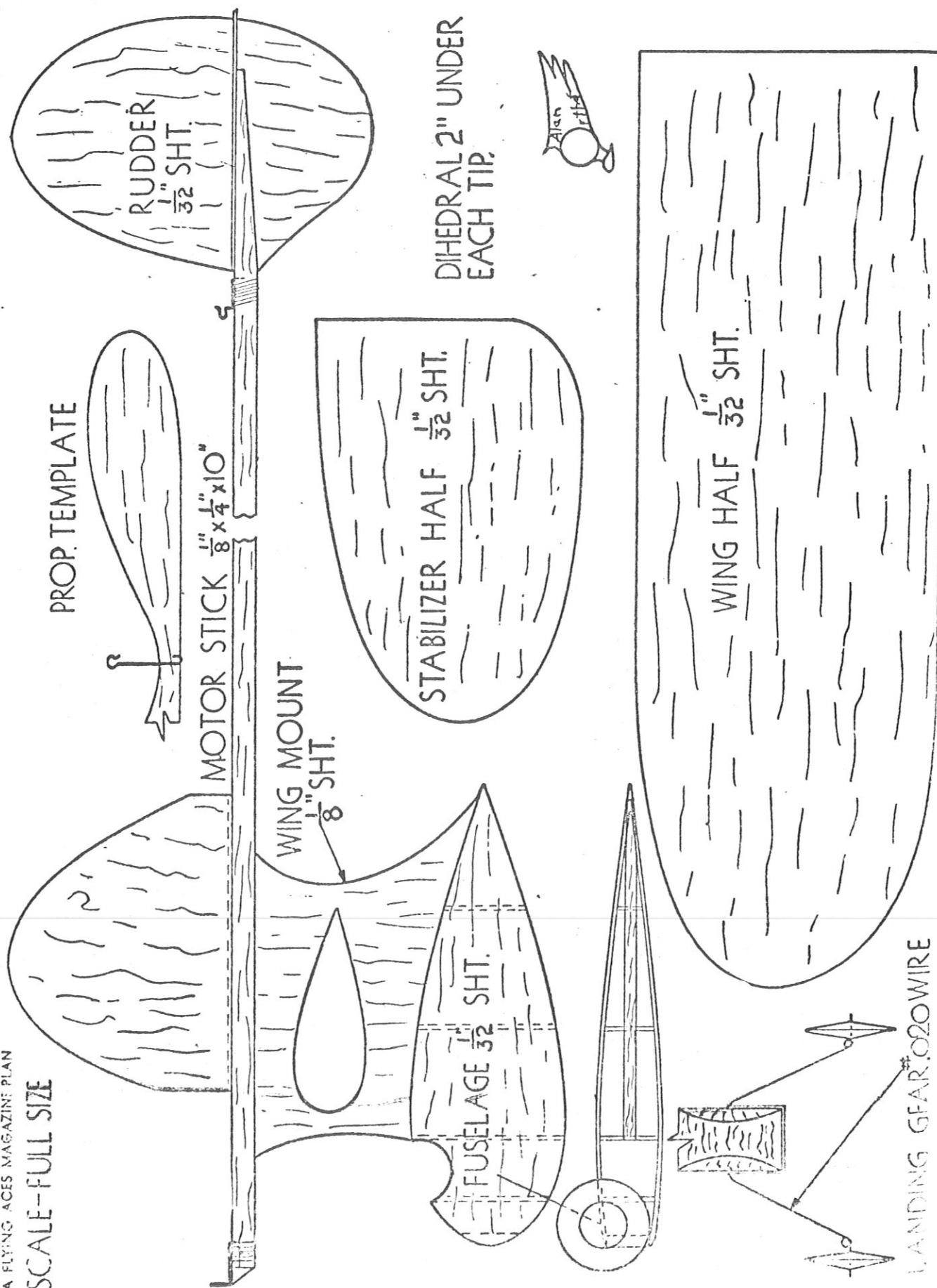
Well anyhow, fellas, Al has up and done it again, (way back in March 1939, 'smatter of fact) and we're presenting his plans for this cute departure from the run of the mill stick model for the building and flying pleasure of all of us.

Two of GHQ's rib slicin' tissue trimmers, Col. Paul, and Cap'n Dave Stott have built one each of these little sky-scooters with some changes shown below to hop 'em up a bit. And skysters, their performance will amaze you! Gotcher glue and balsa ready? Turn the page and let's "have at it" as the beefeaters say. Haw-w-w-w!



A FLYING ACES MAGAZINE PLAN

SCALE-FULL SIZE



FLYING ACES TEARDROP STICK Cont'd

First off we have to build up the wing, same shape as the all sheet one on the plan. Use the rib shown below and 1/6 sq. leading and trailing edges with tips of reed or bamboo. Use 4 evenly spaced ribs in each wing half, cover on top only.

Reduce the thickness of the pylon from 1/8 to 1/16

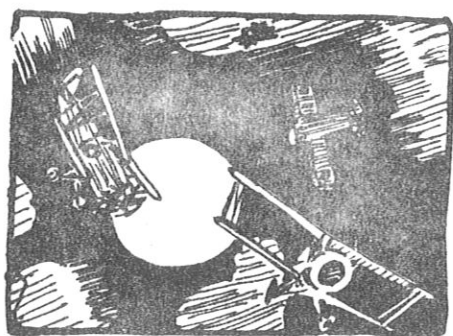
Mount the new wing as shown below with only 1 1/2 inch dihedral instead of the 2 inches called for.

Make a "can" of .020 wire and mount it half way between the hooks on the motor stick.

Use paper cone wheels, ala Hannan, for lightness. Use a simpler axel shown below.

Carve the prop from a block 5 1/2 x 5/8 x 1 and give it two coats of clear lacquer and she'll come as smooth as a baby's empenage!

Use a Garami type free wheeling. One loop of 5/64 (2mm) Pirelli is the mill for this mite.

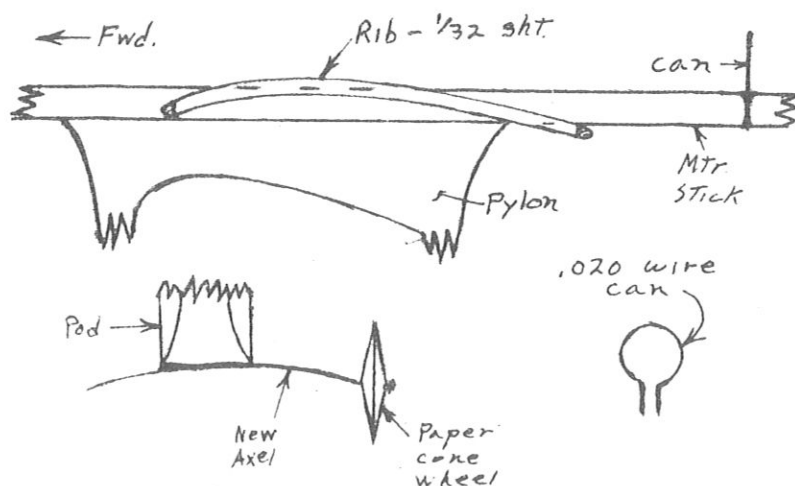


Now all you need is a profile of your favorite character to put in that little open 'pit as your fearless flyer.

The Colonel used "Hueter", the feathered pal of Adolph August Von Heinz, "The Owl of the Ozone" in the old Phineas Pinkham stories.

Dave usses the sad victim of many of Phineas' practical jokes as his pilot. Yep, you guessed it,--Glad Tidings Goomer, mess monkey of the Ninth Pursuit Squadron, Bar Le Duc, Frawnce, 1918! Haw-w-w-w-w!

One more thing, skysters! Better put your identification on this nimble nimbus nudger 'cause Hung's got a glint in his evil eye!!



Oh yeah! If any of you former notchers want to really promote aviation and boost the FAC just trace the words "Flying Aces" from the notice of our last meet in the last issue of the News and cut it out of tissue and dope 'em to the wing of your Teardrop Stick. Why, we bet Hung, Great God of the Thermals would be sure to shed his good graces on it then.

Happy landings!

PROMOTIONS AND CITATIONS

Here they are, fellas, Eagles of the FAC who through their extra efforts have won honors and recognition in the fine art of aeromodeling! Helmets off in salute, men!

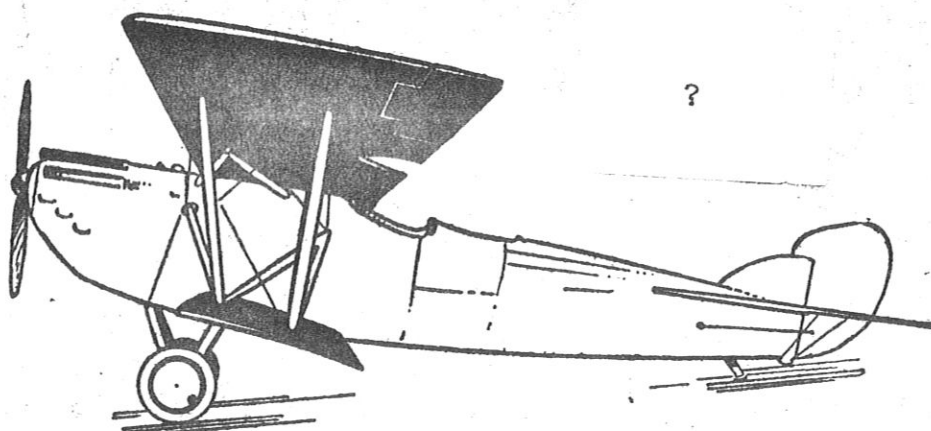
Lt. Walt Mooney---Fokker FII plan contribution.

Lt. Fudo Takagi---Peanut Postal win & promotion to Captain.

Capt. Jon Hoshizaki---Peanut Postal win.

Lt. Ed Franklin---Long sought for Bellanca Tandem 3-view.

Capt. Dave Stott---Peanut postal win.



The Ship of the Month

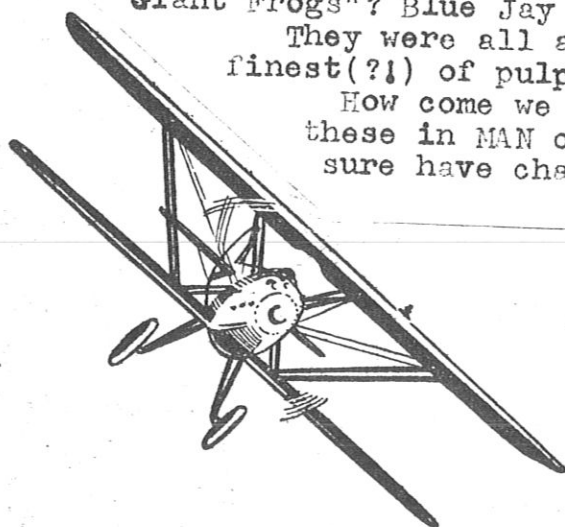
OK clubsters.....what is it? to the first postmarked card received at GHQ that correctly names this plane goes a crisp FAC citation, plus!

We took this page from a LONE EAGLE magazine, if any of you quizsters have a giant file of them to check through! Haw-w-w-w-w! Any of you remember John Masters, world's greatest airman?

How about the Fleischmann's Veast adds for your acute, contemporary case of acne? Charles Atlas? J.E. Smith Radio School? "Learn to Raise Giant Frogs"? Blue Jay Corn Plasters?

They were all advertised in this finest(?) of pulp aviation magazines.

How come we don't see adds like these in MAN or AAM? Haw-w-w, times sure have changed, huh mon amis?



SPECIFICATIONS

Span47 ft. 7 in.
Length31 ft. 10 in.
Weight empty.....3220 lbs.
Weight loaded.....5250 lbs.
Wing area.....501 sq. ft.

Engine:

600 h. p. Hispano-Suiza
12 cylinder water cooled
Service ceiling....26,250 ft.

See it first in THE LONE EAGLE



A couple of signs of the times noted at last years Nats. Do you suppose this makes Pinkham Field ~~some~~ kind of simplex? Hwww! On the other hand, to belabor our point....at least they have traffic. Let's all snow SCAMA under with OUR traffic this fall!

THE F A C MODEL LAB

Presenting the ship which has made Dave Stott our honored Winco for the Eastern Front. This little hummingbird turned in a flight of 47.8 seconds (as you've already read) to crush all fanatical opposition here on the GHQ tarmac in the Peanut Postal meet. Bob Thompson burst three motors trying to beat that figure and all he got was some time at the workbench, repairing the tattered fuselage of his Fairchild 22.

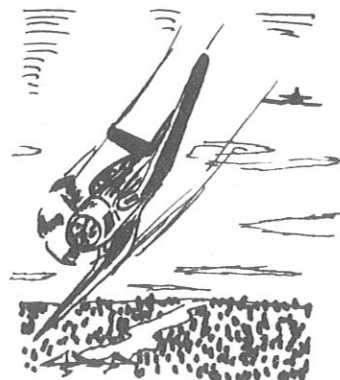
Yep, this little ship can really go, and she's pretty simple to build, as a quick glance over the plans will show. An easy ship, and yet you can crowd on plenty of those eye-pleasing details to make your friends envious.

Dave offers the following hints to make her a cloud-cuddler:

First, wash out the wingtips by 1/16 of an inch. You do this by placing weights on the completed structure, and putting a piece of scrap 1/16" balsa under the trailing edge of the tips. If you haven't any small steel blocks to use as weights, try some dope bottles, empty or full. Just don't have their main weight on your hard-earned, drum-tight covering job!

Then you build in 5/16" dihedral on each wingtip.

Power her with a loop of 3/32" Pirelli rubber (available from Bill Hannan), turning a 5" Kaysum prop.



Away you go! And watch that little silver streak zoom skyward! And a silver streak she is, for that is her color scheme.... a light coat of silver dope gently sprayed overall. Since the ship was built before there was any of this government regulated safe flying bit, so annoying to suicides, no registration is needed.

Just climb into the pit with Orville Hickman, and away you go. But NO SPINS!!!!

