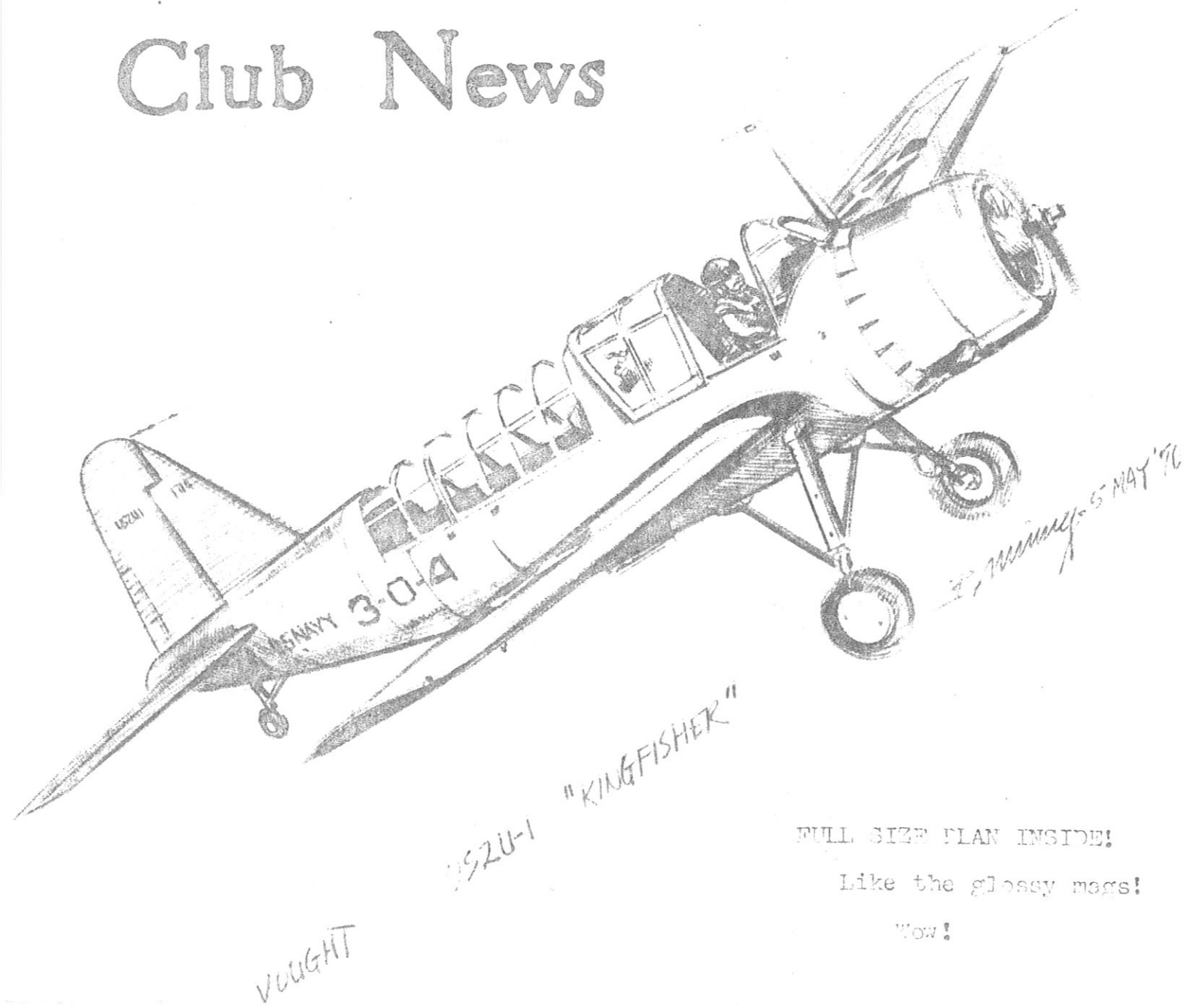


FLYING ACES

17

Club News



1520-1 "KINGFISHER"

Vought

FULL SIZE PLAN INSIDE!

Like the glossy mags!

Wow!

COVER STORY & PLAN

This month's offering is so nice, we thought we'd run it right away, and get all you rib-slicers all lit off and a-building, for like the picture on the cover, this ship's a real hummer. Knobby all over.

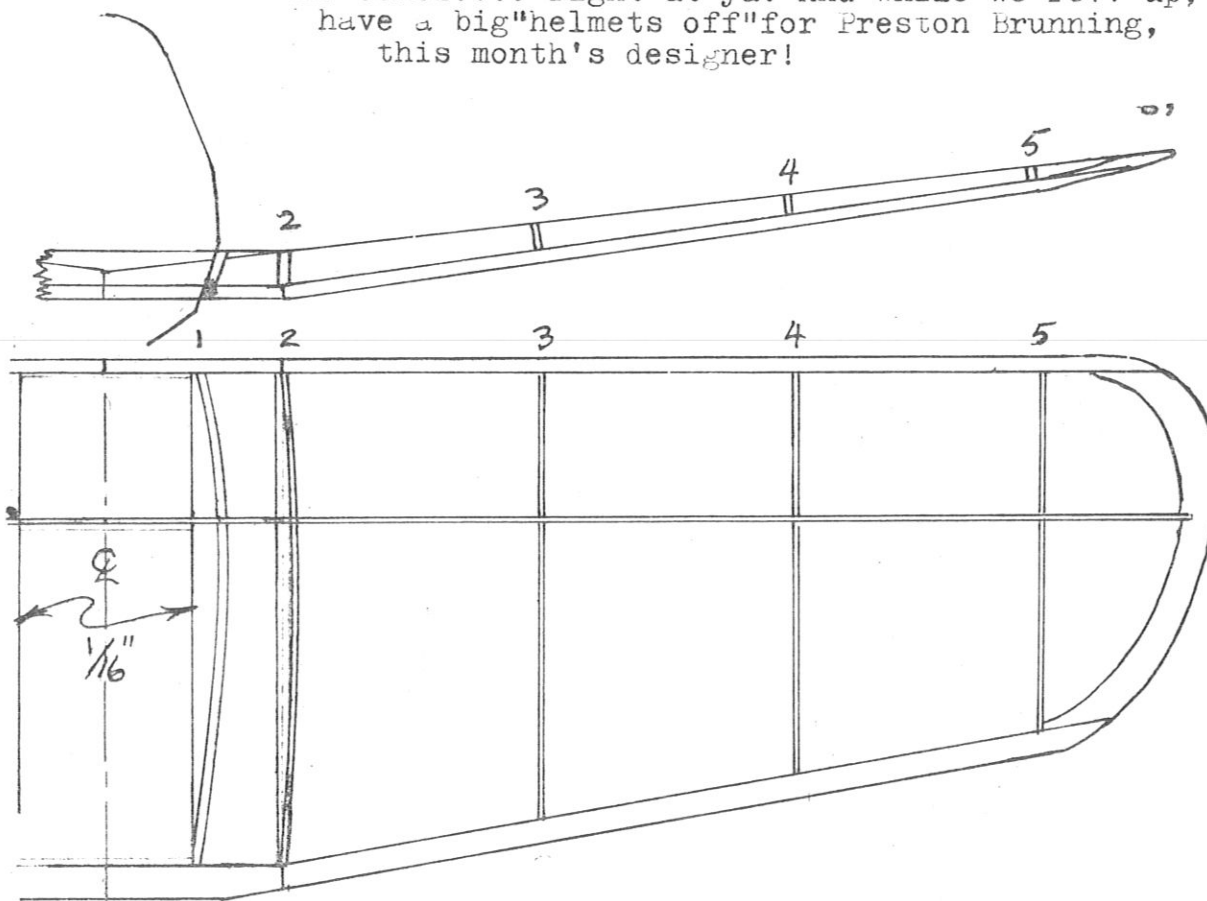
Cover picture, plan, and original plane are the work of Preston Brunning of Detroit, the Motor City, where Pres works for General Motors in Advanced Vehicle Concepts. (We note that with a rubber model he's clumb aboard the anti-pollution bandwagon, you R.C.ers) According to Ralph Kuenz (Hauptmann von Rottensocks to the uninitiated), Pres is 32 years old, and a modeller for 33. That's the type we want and have in the FAC. He has only recently begun to build Peanut Scale types and indoor models, but judging from his initial efforts, there's a new master among us, for this model flies as beautifully as she looks.

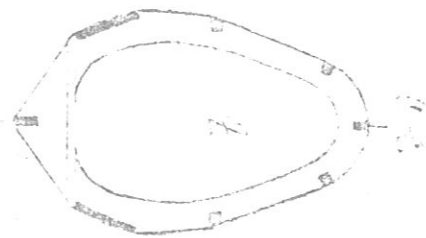
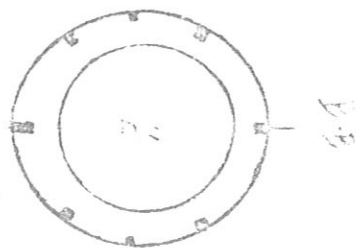
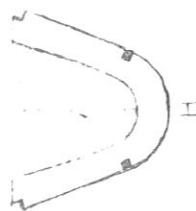
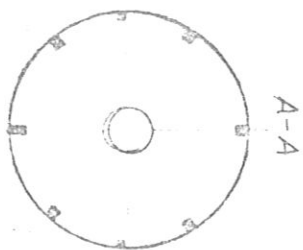
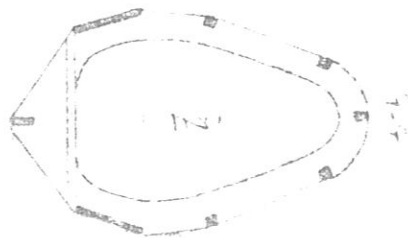
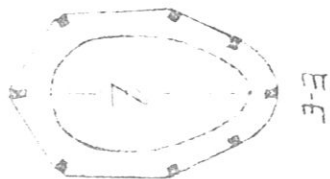
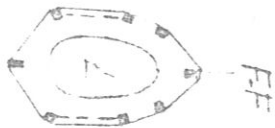
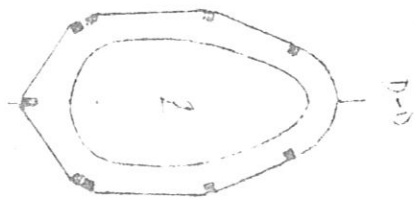
If any of you want exact color schemes, as per the original ship it is one of an echelon of three that were produced by the company (in a photo, that is) about 1940, and were featured on the cover of an issue of Air Trails back then, too.

The tail is royal blue, the fuselage stripe white, as are the bands around the cowl and the wing chevron. The top of the wing is chrome yellow (don't forget to roll the yellow around the leading edge of the wing now!), and the rest of the ship is silver. The fuselage letters are 3-0-4 with the "O" in the middle of the white fuselage band. On the bottom of the band is "U.S.S. MISSISSIPPI", and she says "U.S. NAVY" in small letters, right in front of the stabilizer.

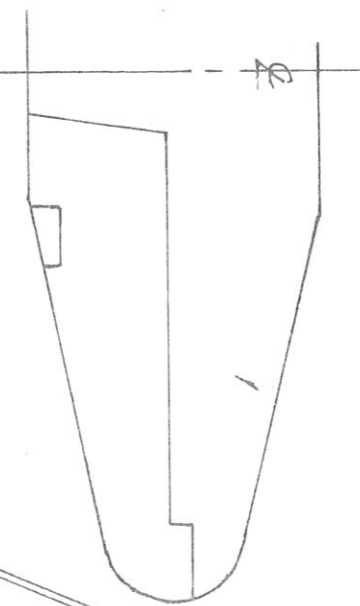
There's a little squadron insignia of a Walt Disney animal character riding a shell between the pits, and the number 4 is inboard of each insignia on the wing tops.

Ready to build this little jewel? Cause here she comes.... right at ya! And while we revv up, let's have a big "helmets off" for Preston Brunning, this month's designer!



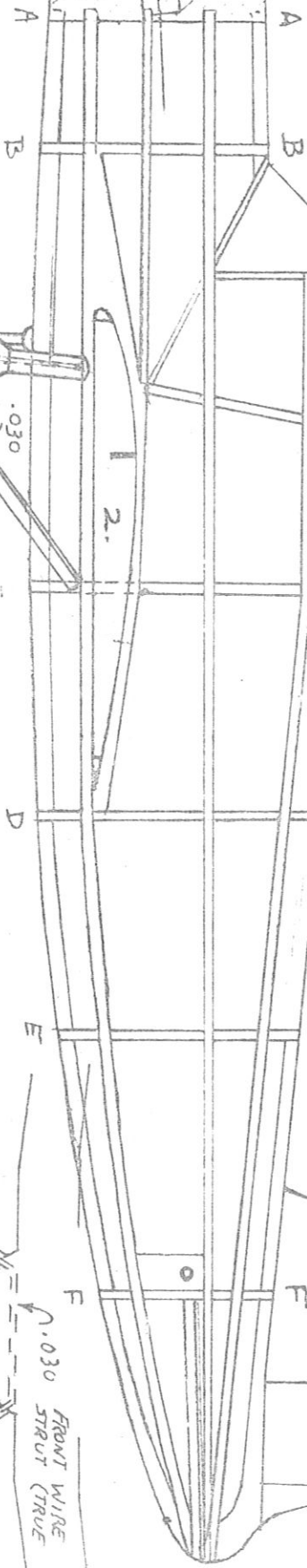


DOWN THRUST



REAR WIRE
STRUT (TRUE)

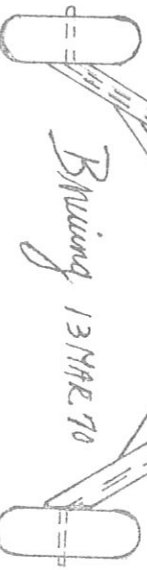
1/2 SH



PAPER WRAP
ON STRUT

FRONT WIRE
STRUT (TRUE)

Building 13 MAY 70



NEWS OF THE MODEL MEETS

Our program of Mini-Meets continues to bring hot and furious action on the model tarmac here. On July 12 the second one was held, this time a Peanut Scale event. July 12 was to prove an auspicious day in the life of Alex Godo (the Herr Major to the gang here at GHQ), but more on that anon.

There were eight entries, pouring another \$4 into our now swelling coffers, and nine models. The air was filled with flying peanuts.... you'd have thought there was an elephant convention in the area, or a World Series ball game, but it was just the FAC in action. Der Herr Major, fascist sky conqueror that he is, defeated the combined might of GHQ with his Bede DB-4, garnering 112 seconds, a victory, a place on the Kanone List, and the gnashing teeth of the defeated ones, who ground their choppers to powder watching enviously the flights he put in. Second was Bob Sykes with his Dallaire Fokker D VII, and he terrified Alex with a 48 second third flight, but it wasn't enough. Third was Bill Hannan's Bellanca, under Captain Stott's able tutelage.

Then, on the afternoon of the same day, SCAMA had an FAC event.... Scale & Peanut Scale. The GHQ gang was disappointed to see only themselves out there in competition....no SCAMA types out there to do battle in the clouds with us. Dave Stott copped the honors in Scale with his Eaglerock and a max, which put him way ahead of the rest of the competition. Jack Chilmark was second with his Stahl T-Craft O-57, and Ed Novak was third with his Megow Caudron C-460 racer. There were originally two Caudrons there that fateful day, but Bob Thompson's had a most unusual and total fate. Seems SCAMA was also running a U-Control meet there the same day, and a carfull of vacationers, moon-people, dastards, morons, or what-have-you were driving across the field to a shady spot, and as they drove along, a-gape at the control-liners, guess what decided to make a landing right under their whizzing wheels.... that's right, Bob's Caudron. All that was left were the aluminum radiator plate, nose-block, prop and rudder. The rest was utterly destroyed. Never in the history of the FAC has a plane been more wrecked. Never will a plane be more wrecked. Bob was displeased. His bonus pointster was no more. It was a nice airplane and, with luck, could have won.

In Peanut scale, it was Alex Godo, crushing all opposition with his Bede again. He was 50 seconds ahead of Bill Hannan's Bellanca with 126 seconds, and Colonel (General, Field Marshall, Generalfeldmarschall, Fuhrer, Hung, Baal, or what have you) Paul Stott was third with his trusty Monocoupe. This was the first time in the history of the FAC that one man has won two victories in the same event in the same day. We've had double victories before (mostly by that Old Master, Henry Struck), even triple victories (also by Guess Who), but always in various events.

A medal to Alex Godo, for his spirit, for his prowess, for his conquering sky-climbing Bede.





Hoch der Kaiser ! Will the real Alex Godo please step foward?

Our next mini-meet was held on August 9th, and Scale was on the agenda. Jack Chilmark won it with his pesky Fairchild, which again flew away, OOS, only to be found the next day. (O Mighty Hung! We beseech thee to take this plane to thy bosom! AND KEEP IT NEXT TIME, WILLYA!?). Dave Stott thought he had it all wrapped up, sealed, delivered and in the icebox until Jack made that last, spectacular flight. Dave's old ANT-25 (Alan D Booton designed that one for us, cloud-chewers) was second... he thought first for a while after that 58 second flight; John Stott was third with his old Fairchild 24 (There's that plane again!), resurrected from the junk heap with a new covering job and beefed-up structure. It flew better than before, but with Dave's bonus points and Jack's ozone-eating flight, it was only third.

Whyn't more of you nearby skysters come out for these meets? They're fun, there's no pressure (believe the writer, who always manages to lose), and just lots of clean summer flying fun.....along with a chance to get your name graved in the tablets of the Kanone List.

Come on out and get some rank!

IMMENSE FAC CONTEST

Yep, that master quizzer chained under the hangar (To a P-26 wing) has come up with more names of early avation greats, those who had what it takes, as Alden McWilliams liked to say.

And be sure to send in as many as you know, for the man who most cudgels his wits and sends in the most correct answers (ties to be decided by first postmark date) will win a complete set of Dallaire World War I Peanuts. A SPAD, Nieuport XVII, Fokker D VII, Fokker D VIII, Fokker Tripe, and S.E. 5. That's something worth getting excited over, isn't it?

So, put on your thinking helmets and goggles, rev up your skulls, and think if you can tell us the first names of the following men. Spelling counts... you know, good grammar and all that hard-sell claptrap.

- _____ Douglass
- _____ Cessna
- _____ Bellanca
- _____ Messerschmitt
- _____ Bleriot
- _____ Handley-Page
- _____ Sopwith
- _____ Hawker
- _____ Beardmore
- _____ Koellhoven

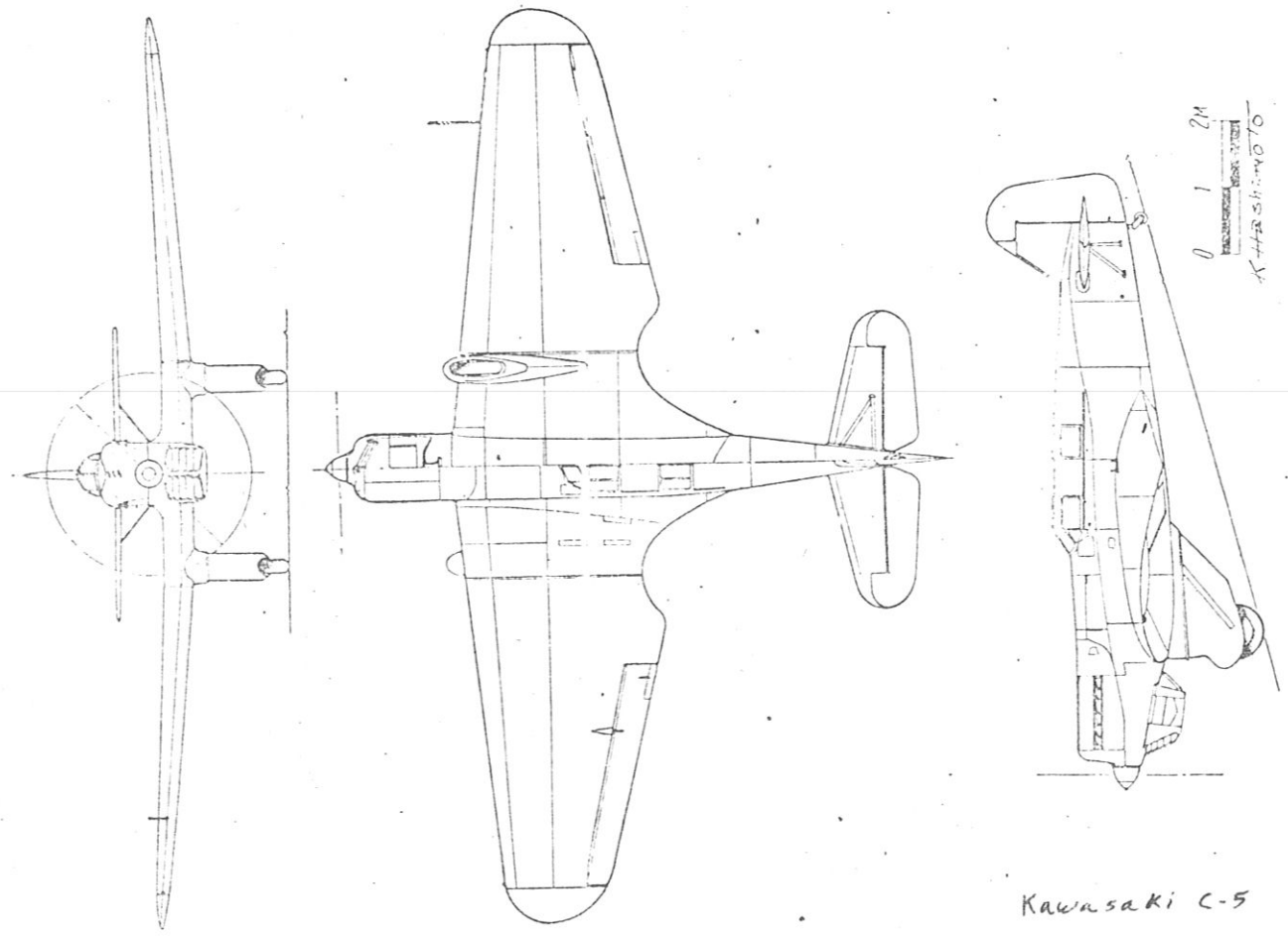


Wak! Again!
Duck, G I!

Rev up on those, fellow aviation nuts! Put those in your tanks and burn them! (or...Put those in your motors and lube them!)

Any of you rib-slicers remember International Models' kit of this one? She's standing on her head, but we'd stand on ours to get a copy of her.

川崎 C-5 高速度信機

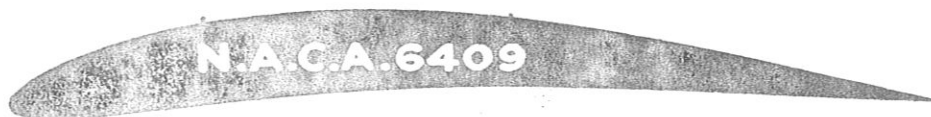


Kawasaki C-5

ANOTHER AIRFOIL FOR YOUR INSPECTION & EDIFICATION

Yep....you were promised airfoils in a long-ago issue, and now they're coming like Russian paratroopers in a Lucien Zacharoff article in Popular Aviation.

Here's the N A C A 6409, one of Henry Struck's old favorites. We used it to good advantage on his old Super Cloud (kitted by Berkeley) at 2 degrees incidence. She looks like a gooder for World War I ships with those thin wings. Try her out and let us know the results.



NOTES FROM THE WORKBENCH.

Wow fellas, we've got as many notes for all you skysters as a symphony orchestra at the height of the concert season. Let's lead off with this really helpfull tip on finding lost models----

Now, if you had to go and look for a needle in a hay stack you'd be a lot better off if you used a magnet than you'd be if you dived into it tail first and had to painfully dig it out of your fuselage. Or perhaps not find it at all, which is more likely.

Well Wingsters, a magnet can increase your chances of finding your lost model too, and so can a needle! What we are getting at, fellas, is the magnetic needle of a compass.

The gang here at GHQ has had it proven time and again that a compass should be standard equipment in every Free Flyghter's field box.

Once you see Hung is making off one of your crates, just whip out your Boy Scout Compass and take a reading and you will be able to bee-line through the woods after it.

Impassable objects, like briar patches and bogs can be circumambulated by changing course 90 degrees and counting the paces until the original heading can be resumed.

Once clear, another 90 degree turn and the same number of paces back again followed by the final 90 degree turn will put you right on course again.

The bee-line system is best, of course, if you are a brave FAC and don't mind smelling like a swamp critter.

When in the woods pick out the next obvious land mark on your compass course and advance to it. Repeat the process as needed to penetrate the woods.

Hunt for your next model "on instruments", Wingsters. You will be surprised at the results.

For Cleaner Cabin Windows.

Say Wingsters, are the windows in that cabin job you built last year so splashed and splattered with rubber lube that it looks like all the passengers it ever carried aloft became violently airsick?

To prevent that from happening on any more of your ships do this- before you cover the fuselage, cut a piece of black photographic paper (or typewriter paper sprayed black) to fit from longeron to longeron at window sill level, and the length of the cabin. Glue it in.

If your ship has a high thrust line, curve the paper up to form an inverted "U" over the rubber motor as it passes through the cabin.

Open cockpit jobs look a lot neater if covered from longeron to longeron in the cockpit area. This helps to prolong motor life also.

And don't forget to paint all the frame work inside your cabin for that "finished look". After all, you wouldn't want to see raw, unfinished wood through those sparkling, crystal clear windows now, would you?

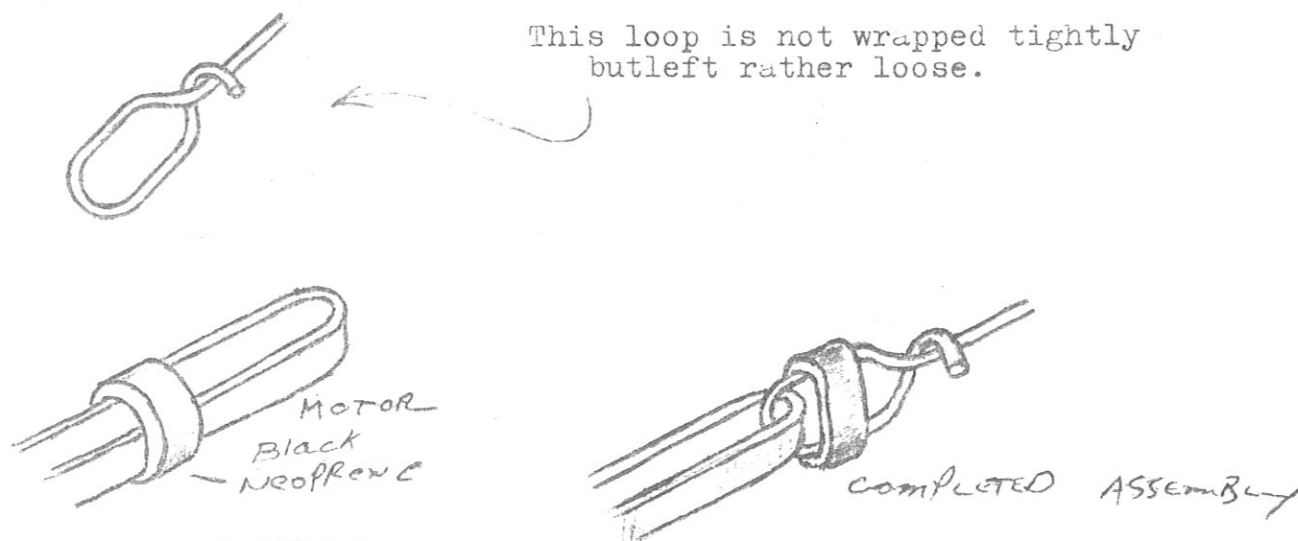
"Cleanliness is next to Hungliness"-Anonymous.



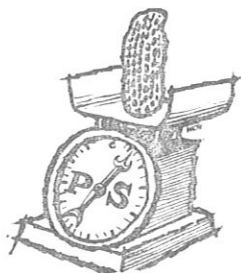
F A C News again scoops the model world with some news from the Nats. No, not the usual "R C Coverage at the Nats" garbage of the Schroeders, but something we can use. Frank Scott reports that to make exhausts like on the Hawker pipes, you carve a balsa strip to the correct section, but make it a wee bit undersize. Then slide a length of shrinking electrical tubing over the balsa form, and then shrink it down. Then you slip the tubing a bit past the end of the balsa plug (to make everything look hollow), and at the same time this makes a good dowel to have at the other end for a strong joint, where the pipe attaches to the engine.

Then Frank says you can take a small piece of neoprene tubing, slip it over the motor (more easily done than said, try it), and if you have made your motor hook like a control-line lead-out wire, but loosely wrapped, you can slide the neoprene over the hook, and thus keep the motor from climbing up on the hook.... or offit! Yaagh!!

Like so:



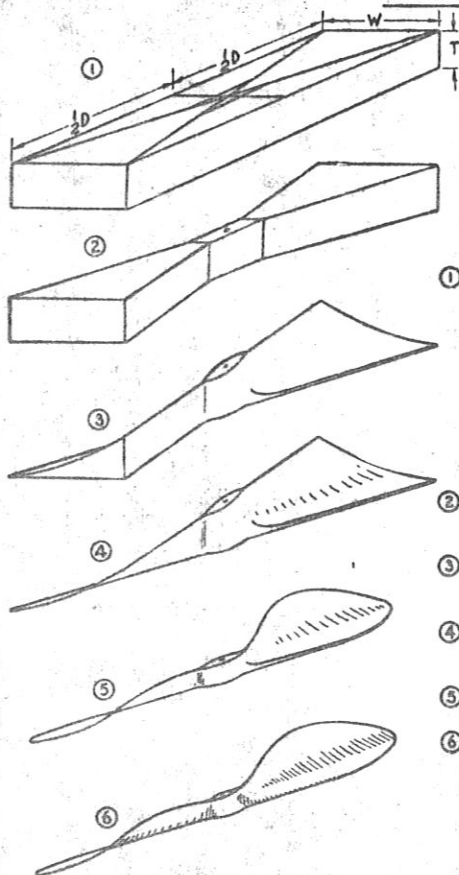
AN F.A.C. WINS AT THE NATS!



FAC Clarence Mather who winged his way the whole distance from California to Glenview, copped top honors at the Nats (unofficial, still) Peanut Scale event, thereby winning the coveted FAC Golden Peanut Award, with its miniature Gloster Gladiator on the base... in Norwegian markings, no less. Ralph Kuenz tells us he was proud to make this fine award to a fine modeller. Well, Clarence, we're proud that you won it. It shows fine spirit to come all that way to fly, and when you win it gives one a good feeling. Perhaps there is more justice on earth than some of us thought.

Rah Rah F A C! Siss Boom Bah, F A C! Brekkyex Koax, F A C!

HOW TO CARVE PROPELLERS



GENERALLY SPEAKING, THERE ARE TWO TYPES OF MODEL PROPELLERS. THE HELICAL TYPE ON THE LEFT, USED ON INDOOR MODELS, AND THE CONTEST TYPE AS SHOWN AT RIGHT, POPULAR FOR OUTDOOR STICK AND CABIN TYPE MODELS.

① FOR HELICAL TYPE, DIVIDE LENGTH INTO TWO EQUAL PARTS AND DRAW DIAGONAL LINES ON FRONT AND REAR OF BLOCK.

IN MAKING TYPE SHOWN AT RIGHT DIVIDE LENGTH INTO FOUR EQUAL PARTS. DRAW IN DIAGONALS IN TWO CENTER SPACES AND TAPER TIPS TO ONE HALF THE NORMAL DEPTH.

② CARVE AWAY THE PORTIONS OUTSIDE THE DIAGONAL LINES. TAPER TIPS IN TYPE AT RIGHT.

③ CAREFULLY CARVE AWAY UNDERCAMBERED PORTION AND DRILL PROP SHAFT HOLE.

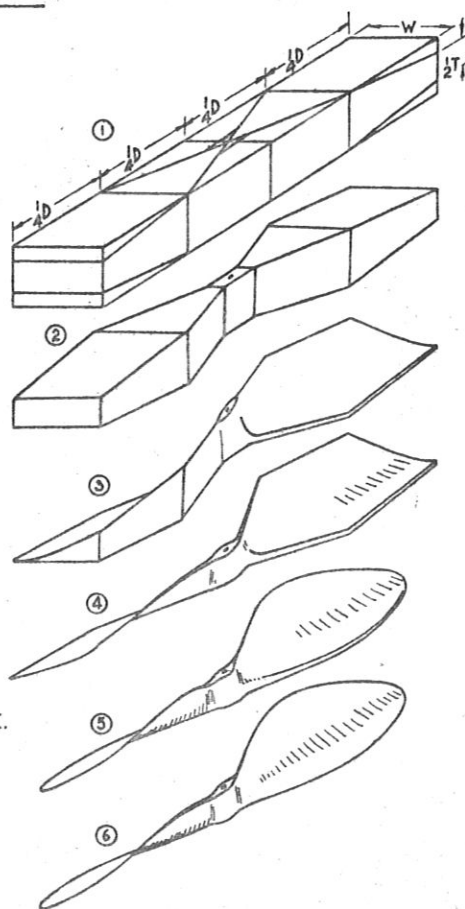
④ CARVE FRONT FACE AWAY CUT IN REAR OF PROP AT HUB TO HALF NORMAL DEPTH.

⑤ TRIM BLADES TO DESIRED OUTLINE USING PAPER TEMPLATE.

⑥ SANDPAPER TO PROPER AIRFOIL SECTION. DOPE UNTIL GLOSSY FINISH IS OBTAINED.

IN THE ABOVE SKETCHES:

D STANDS FOR DIAMETER
T " " THICKNESS
W " " WIDTH



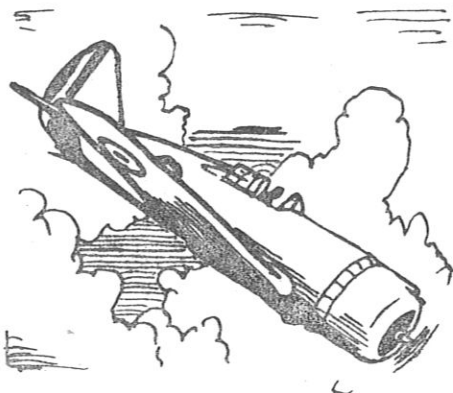
O.K. fellas, O.K., don't holler at us poor editors any longer: Here is the prop carving info you balsa chippers wanted. Go to it. We would like to add that the undercamber should be about 1/16 to 1/8 of an inch, depending on the size prop you are carving. Experience will be your best teacher here, as will practice.

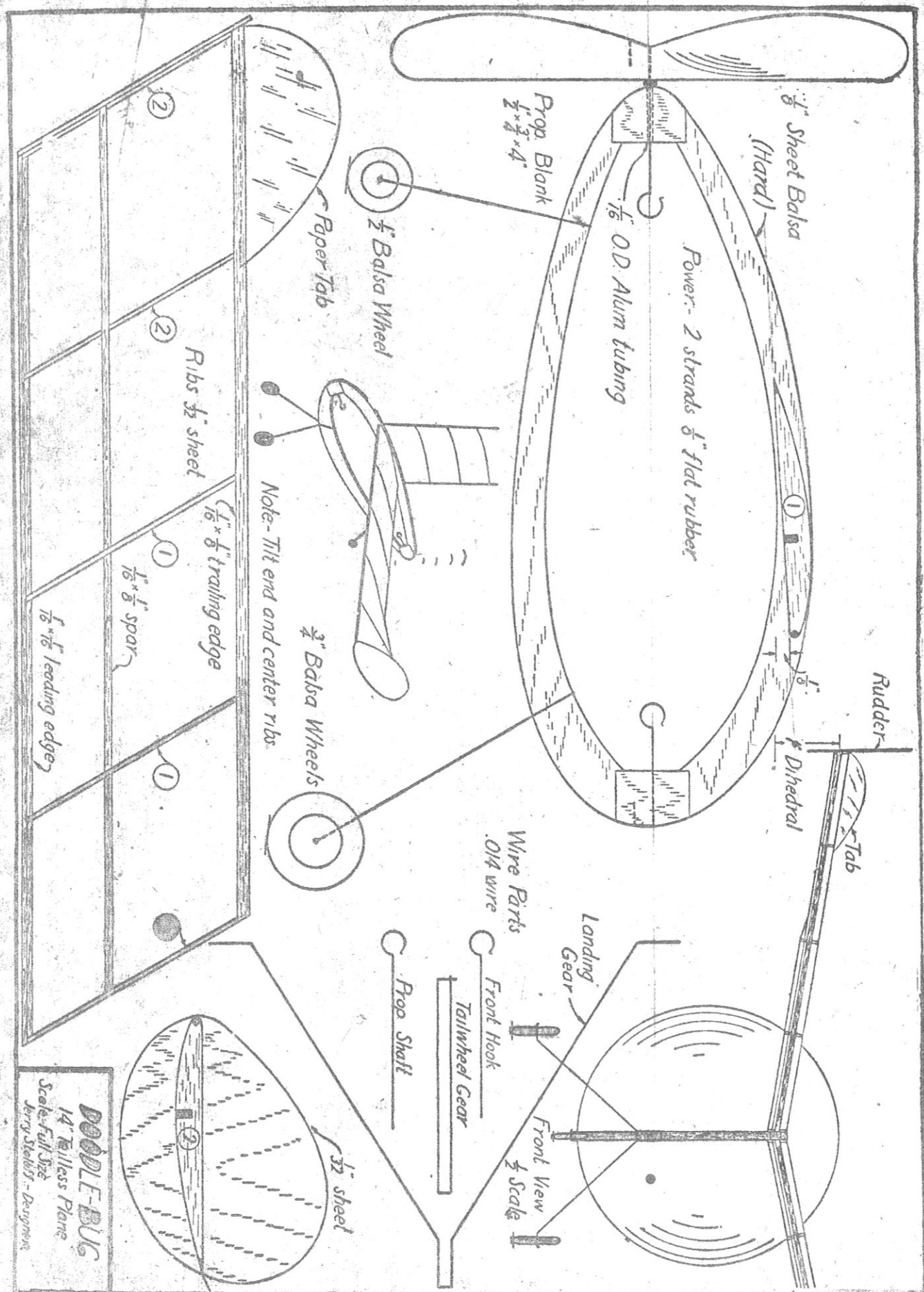
As we have mentioned befor, covering your finished prop with silk and/or using a wire leading edge can save you a lot of re-pairing or re-carving. Most models need balast in the nose anyhow, so don't worry too much about the added weight of reinforcing.

DOWN MEMORY'S RUNWAY

Another light hearted jem from the pages of the best magazine of them all, Flying Aces.

Colonel Paul Stott built this little flying wing about a year ago and after many patient trim flights got this egg-shaped eagle off on some amazing flights. Kinda made some of us older PACs sit up and take notice. Turn the page and have a look. Not much work. Why not whip one out?





More News of the Nats.

G.H.Q. was as Pleased as a flea at a dog show to see the names of two of our newest junior members in the winner's circle for the indoor scale event. Yep, it was Bruce and Barry Paillet who won second and fifth places respectively. Helmets off, Skysters, to these high flyin' brothers!



G.H.Q. was not pleased at all with the decisions of the meeting of the AMA Scale Contest Board concerning outdoor rubber scale rules revisions.

One of the two rules change proposals dear to the hearts of GHQ was to eliminate the ROG rule. It was defeated.

The other was to provide a "complexity factor" for difficult to model subjects. (Like the FAC bonus system) This was also defeated, unanimously!

Interesting to note, is that these two important proposals were not put forth by anyone connected with G.H.Q. directly. We believe that Bill Warner of Cal. put up the ROG elimination proposal. Bill is an FAC but, 'way out in sunny Cal. We do not know who the farsighted modeler is who proposed the "complexity factor", but he deserves an FAC citation.

Capt. Dave Stott, in checking the AMA Contest Calendar, has noted the following-

"There are 5 contests listed for the months of Sept. and Oct. that have outdoor rubber scale as one of the events. They are-

1. In Oregon-----AMA rules;
2. In Alabama-----AMA rules.
3. In Conn.-----FAC rules;
4. In Conn.-----FAC rules;
5. In Ohio.-----FAC rules, and another event for AMA rules.

I do not know if the Oregon or Alabama meets will enforce the ROG requirement. It is sometimes omitted if no runway is available."

"In considering these scheduled meets and the rules to be used, I cannot help but wonder if the members of the AMA Scale Contest Board have allowed personal preference to overpower their consideration of the desires of the members of their districts."

Peanut Scale Proposed as Official AMA Event!

Yep, it's the truth! Too bad the Scale C.B. didn't have time to go into this at the Nats. It is to be covered later by mail.

G.H.Q. can only hope that the fun event started years ago at Pinkham Field with models of 10¢ kit plans with the accent on scale appearance, rather than scale proportions, will not be gummed up by scale rib spacing, rivet counting type rules.

And for Hung's sake, AMA, do you think we can leave the ROG out on this one at least???????

S.O.S.

Clubster Frank Scott is looking for three views of the Beardmore "Inflexible". If anyone can supply one please send it to G.H.Q. We will see that Frank gets a copy "toot'sweet" and we will be able to publish it for all the FACs to eat up. Any loaned material will be handled with extreme care, betcher last piece of silver Jap tissue on that, and returned as promptly as possible. We haven't lost any yet!



Big Ohio Scale Meet.

No less than seven scale events are on the agenda in Ohio this Oct. 11! Any of you Clubsters down N.J. way ought to try to make this one. Take a gander at these interesting events-

1. Old timer power scale.
2. AMA power scale.
3. AMA rubber scale.
4. Peanut Scale. (The info we have sets the span limit at 15")???
5. Flying Aces scale.
6. Profile scale for Juniors only.
7. Special event for rubber scale Thompson Trophy racers only, except Mr. Mulligan. (AMA Scale Contest Board please note the exclusion. How can you maintain no "Complexity factor" is needed?-D.S.)

We don't know at the time of this writing, if this news will get to you in time to plan to attend this meet. But it is such a great sounding contest that we had to tell you of it. Contest Director is- Vic Didelot, 32997 Charmwood Oval, Solon, Ohio. Zip 44139, Phone; Area code 216 248-1278. The contest site is east of Chagrin Falls, on Savage Road.

FAC Lin Reichel is sponsoring some of the events. There's that old Spirit of the skies common to Flying Aces Clubsters! GHQ will be anxious to hear the results of the meet, Lin.

DREAM PLANES.

Remember the "Dream Plane" contest in Popular Aviation back in the 30s? Readers sent in sketches and text of some of their ideas to be published. Some were military types and some were of the "personal" type, or "sportsman pilot" type.

Well, we kinda thought it would be nice to do the same here in the FAC News. Most every former notchin' modeler has conjured up a dream ship at one time or other. In some cases he may have built a model of it as well. (See FAC News, issue #6, page 8.)

Universal Model Airplane News once published some lads 3-views and text on the Dornier DO X as a "Battle Plane" bristling with cannons, machine guns and bombs.

To lead this new FAC News Flight into the ozone the Milford Fox, Bob Jespersen, having broken into a hen house and gorged himself with feathered delicacies to the point of tossing and turning all night, came up with a burp and the pretty dream job sketched below.

Isn't she a darby? Next time you are in the grips of nostalgia why not dig out those old drawings you did in school or wherever, trace 'em over in ink or dark pencil, and send 'em on to GHQ?

