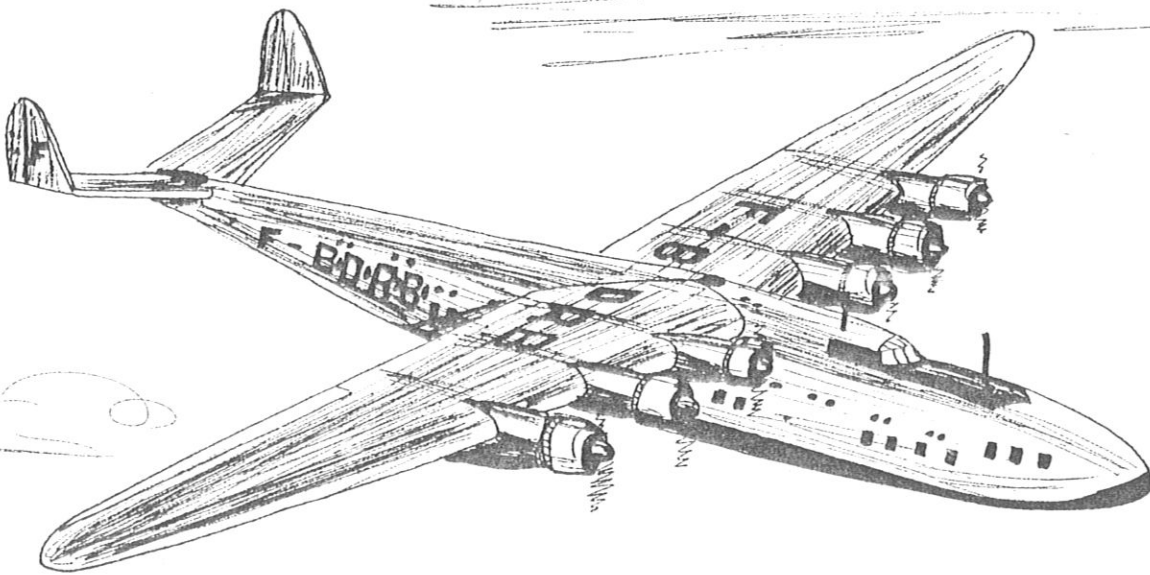


# FLYING ACES

Club News

Number 22



LATECOÈRE 631  
1936

*Bill Warner*

### Cover Story.

Our Cover artist this issue is a familiar name as of late due to his many contributions to the FAC News as well as other legit magazines. Bill Warner is the gifted Clubster, from the Western Front. Here is what he says about this gracefull beauty. Take it, Bill---

The Latecoère was the largest French hydro ever, and I think a gorgeous bird. She had six double row 1,290 H.P. Wrights hauling her sleek 57.43 meter wing span through the air. She could haul 75 tons on only two motors! Eleven in all were built.

How about that, Skysters? And under FAC rules you could actually build and fly one of these boats with a non scale prop hung on her nose to split ozone in competition! If it were not for these rules flying models of these and others of the same type would probably never be built. At least not powered by rubber. This may not set too well with a lot of purest scale builders but there are plenty of AMA rules for them to build to. Except for FAC there are no rules to be found that would allow a modeler to build and fly a ship like this in competition. After all, it is near impossible to get a rubber scale model to fly with a scale diameter prop except for some of the WW I jobs and then the blade area is increased. So as long as the prop is not true scale what difference does it make where you hang it?????



### Spot News

Some of you FACs may have heard that Bill Winter is coming out with a new mag on Nov. 1. Although directed at the younger modelers, it is bound to appeal to us FACs. We don't know the title of it but watch out for it at your news stand.

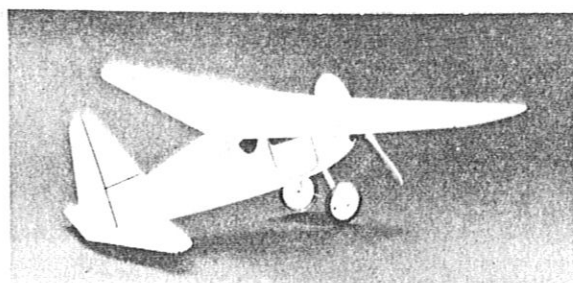
And Bill Hannan reports that there is yet another new mag coming out soon that is to cater to all tastes. It is called Model Builder. Hope it doesn't go 90% R.C. like most of the others have.

### With The Model Builders

Below is a pic of Dan Greaves gazing admiringly at his dad's admirable Loening Peanut. How about it, Dan, gonna follow in Pop's slipstream?

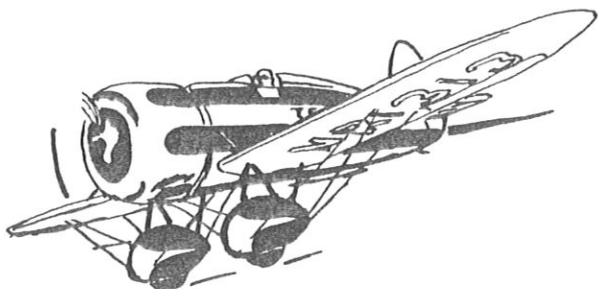


Bet only a few of you balsa chompers know this one. It is a Mauboussin Type X by the operator of the biggest Peanut factory in the West, Capt. Bill Hannan. Neat job, eh lads? Any of you other FACs got a pic of your latest creation. Why not send it to GHQ so we can show it around.



Ever since Clubster Lin Reichel's great idea to have a special event for Thompson Trophy racers last Fall interest has been climbing like an autogiro in this romantic phase of aviation. The top brass here at GHQ feel it merits opening a new department in the ol' FAC News to keep all our throttle benders informed of one-anothers doings. Of course, we can only do this if you race plane builders will lay down the glue tu be long enough to roar over Hangar #1 and drop us a message on a flare parachute. Here is what we have heard so far.....

"Shouldn't the Heath Baby Bullet be on the eligible list?", says Lt. Bill Hannan. Sure Bill, why not. And the Gee Bee D as well. Heck, the D looks so much like the E why discriminate? So there are a couple more to add to the list, fellas. Got any more? Send 'em in to GHQ.



Now to tune in on what the Sky-sters of GHQ Sqdn are building. Lt. Jeff Chrisey is building a Spartan biplane for the stunt event and already has a Howard Ike burning ozone.

Clubster Ed Novak is making a Wittman Bonzo from Hannan plans to keep his Caudron C-460 company rounding the pylons.

Capt. Dave Stott is hard at work on a Brown B2 of 20 inch span. The captain already has a Peanut Scale Cessna CR-3 flying.

Lt. Ralph Kuenz tells us that the Detroiten Geschwader intends to make a clean sweep of the Thompson at Lin Reichel's meet this Fall. Eight of his squadron are already flying the following ozone burners. Caudron C-460; Folkerts SK-2; Wittman Bonzo; Wittman Buster. And they have the following in the works-- Pesco Spl; Delgado Flash; Crosby CR-4; Howard Pete; Folkerts SK-3; Chester Goon; Kieth Rider R-4.

Quite an impressive line up, eh fellas? And Ralph tells us they even have a Team Manager for their racing team!! Maybe even uniform hats too!! Well, we think that is the way to do it, Ralph. It sounds like your squadron is havin' themselves a lot o f fun. GHQ Sqdn. sure hopes to make that contest in Ohio too and get in on some of the air racing fun. Keep us posted.

Last issue when we put forward our plans for our "National Air Race" meet to be held this Fall we stupidly forgot to mention a 24 inch span limit we intended to hold the racers to. We would like to add that rule now and if any of you Former Notchers have already begun building a larger one we say it is O.K. with us. But otherwise the 24" limit stands. Fair enough, Sky Streakers?? Now that is only for the racers. Ships in the other events can be of any size.

Here is a little more dope on stunt planes and fliers. In the "Air Trails Homebuilt Aircraft" for Summer 1971 there is an article on stunt flying that contains some photos of the older jobs that will fit the bill for our coming meet. On page 48 is a photo of Capt. Alex Papana's Jungmeister. Page 51 has a shot of Freddie Lund and his Waco Taperwing, but you can't even make out the registration. Also on pg. 51 is Len Povey's Cuban Cyclone Hawk. Len invented the Cuban Eight maneuver in this bus. At the bottom is a heavily modified Boeing 100 for some of you more ambitious tissue trimmers. And lets hear from y ou stunt plane builders too. Don't let the racers hog the runway. There's room for all in the "Pylon Polisher's Palaver" dept.

Cont'd

Wow, things sure do develop fast in this air racing business! It seems that since we typed up the previous page we have proven to ourselves here at GHQ through some actual (for fun) races that the 60 second time allowed to wind motors is not adequate! Right here and now that rule is going to be changed to 120 seconds.

And on top of all that we forgot to mention the eligibility of the two new racers added to the list. What we mean is which particular race each one will be eligible for, Thompson or Greve.

What's more Capt. Dave Stott came up with a couple more rare birds with clipped wings that he feels should fit the style racer to be included in the FAC National Air Race meet, so we will summarize the new changes thus----

Thompson and Greve rule changes.

1. The time allowed to wind motors for a race will be extended from 60 seconds to 120 seconds.

2. The following racers will be added to the eligibility list.

Name	Greve	T.T.
Heath Baby Bullet	X	
Heath Cannon Ball	X	
Rasmussen Racer	X	
Tilbury Flash	X	
Houser Spl.	X	
Burrows R-5	X	

You fellas will notice that due to the small engines in these Sky-streakers that it is doubtful that any of them would ever have made the Thompson so we have qualified them for the Greve only.

3. Twenty Four inch span limit on all racers.

The tentative date for the big FAC National Air Race meet is Oct. 10. The site is still uncertain. As some of you fellas who were at our FAC Spring Rain-in this past May know we were scheduled to lose our beloved Pinkham Field to the bulldozers of progress come July 13! So far it has not happened! So, we may yet have another meet at Orange Ave, Milford! Anyhow, all of our Tissue Trimmers know the events we have in flight plan and GHQ will get word to each of you in time to plot a course for plenty of flyin' fun and fast action, you bet! So head for the old workshop and local flyin' field to get all your buildin' an' testin' done so as you can cop top honors at this one! Why, with seven events to fly a brand new lieutenant could become an FAC Captain even without a 100% clean sweep!!

News of the Model Meets.

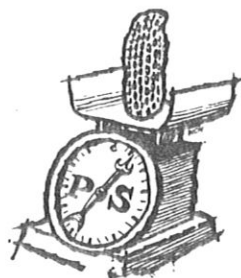
Thirteen clubsters braved the elements and hazards brought on with it all to drive from as far off as Long Island and the Boston area of Mass. to vie for FAC honors at Pinkham field this past May in what has been dubbed the "Spring Rain-in". And fellas, four of these damp dare-devils were brand new members of the ol' FAC! Already these stringer-bendin' Skysters have shown they are worthy additions to our club! We here at GHQ want to salute you, our dynamic foursome, so helmets off to 'em!

Here is how it went--

FAC Scale had five entries- Winner was Chet Bukowski flying a swell Mr. Mulligan. Second was Don Edson with his Gee Bee "D" and we can tell you, fellas, these two ships were flying like it was all sunshine and Hungsville! Third placer was Lt. Ed Novak flying his Sperry Monoplane.



In Embryo Endurance there were 6 entries. This event was captured by a brand new Clubster, Ted Wales from up Boston way, flying an original designed by Fred Hamlen with a three flight total of 85 secs. Second went to Lt. Jerry Greaves also flying an original design of his own. 66 seconds was Jerry's time. Third place was taken by still another new member of the FAC, Charley Learoyd from Brighton, Mass flying his original ship to a time of 64 secs. Pretty close twist second and third, eh wot fellas??



Five Peanut Pilots were on hand to smash rain drops and slice up the haze over Pinkham Field and it was a double victory for Chet Bukowski as he floated his Cougar in the heavy ozone for a score of 95! A good score in any weather. And here's Don Edson right on Chet's tail again flying a Piper Vagabond to second with a score of 82! Boy, bet Don coulda bent Chet's trim tabs with his prop the way he has stuck to a close second spot! Third was taken by Alex Godo who flew his faithful old Bede DB4 for a score of 74. Too bad you missed that win, Alex! You see, fellas, Alex needs just one more victory to be promoted to Capt. Maybe next time will do it.

Hung. Great God of Thermals kinda threw cold water on our new Thompson Trophy event. In the form of plenty of rain. We had only three entries and due to the weather lowered the minimum flight time to 5 secs as no one seemed to be able to get their racer to do much better. First; Lt. Ed Novak- Caudron C460- 58 pts. Second; Lt. Jeff Chrissey- Howard Ike- 51 pts. Third; Lt. Alex Godo- Howard Pete- could not qualify.

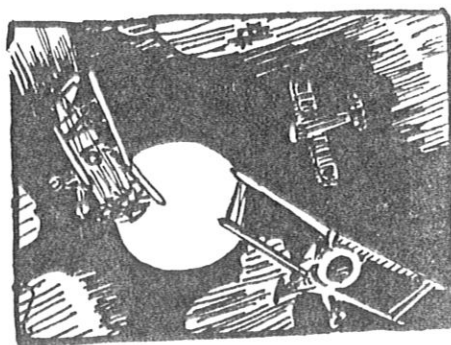
It was a shame the weather could not have been decent as GHQ has seen these racers fly before and we know they are capable of much better times than they were able to show on contest day. But come Oct. 10th and the same Sky Scorcher will have their chance to burn up the ozone again.

The real highlight of the meet was when a fellow who lived in the area came over and returned Ed Beshar's Embryo Endurance he had lost last Fall. She had suffered wear and tear damage a bit, but is still air worthy after a bit of patching. Rejoice Ed, it is not too often the old son of a-- ah, er, Great God of Thermals returns one to even the holiest of followers!

And speaking of Hung returning lost models, Capt. Dave Stott got only part of one of his back lost a year before at Orange, Mass. during an Old Timer meet. Yep, all that was found of his Peerless Junior Endurance was the wing! Too bad, Dave, maybe you didn't burn enough old models on the sacrificial altar.

There was an Old Timer meet held at Glastonbury Meadows with a Peanut Scale event added for good measure and no one here at GHQ seems to be able to find out who the winner of it was.

There is another victory to add to the FAC Kanone list if the winner will only contact GHQ and tell us about it. Don't think for one minute that we will think you are tootin' your own horn 'cause we don't think so at all. We need reports of contests where FAC type events are held and we look at it as a Clubster reporting news for his newsletter. So shoot us a card on the next Pit-cairn leaving your drome, will ya???

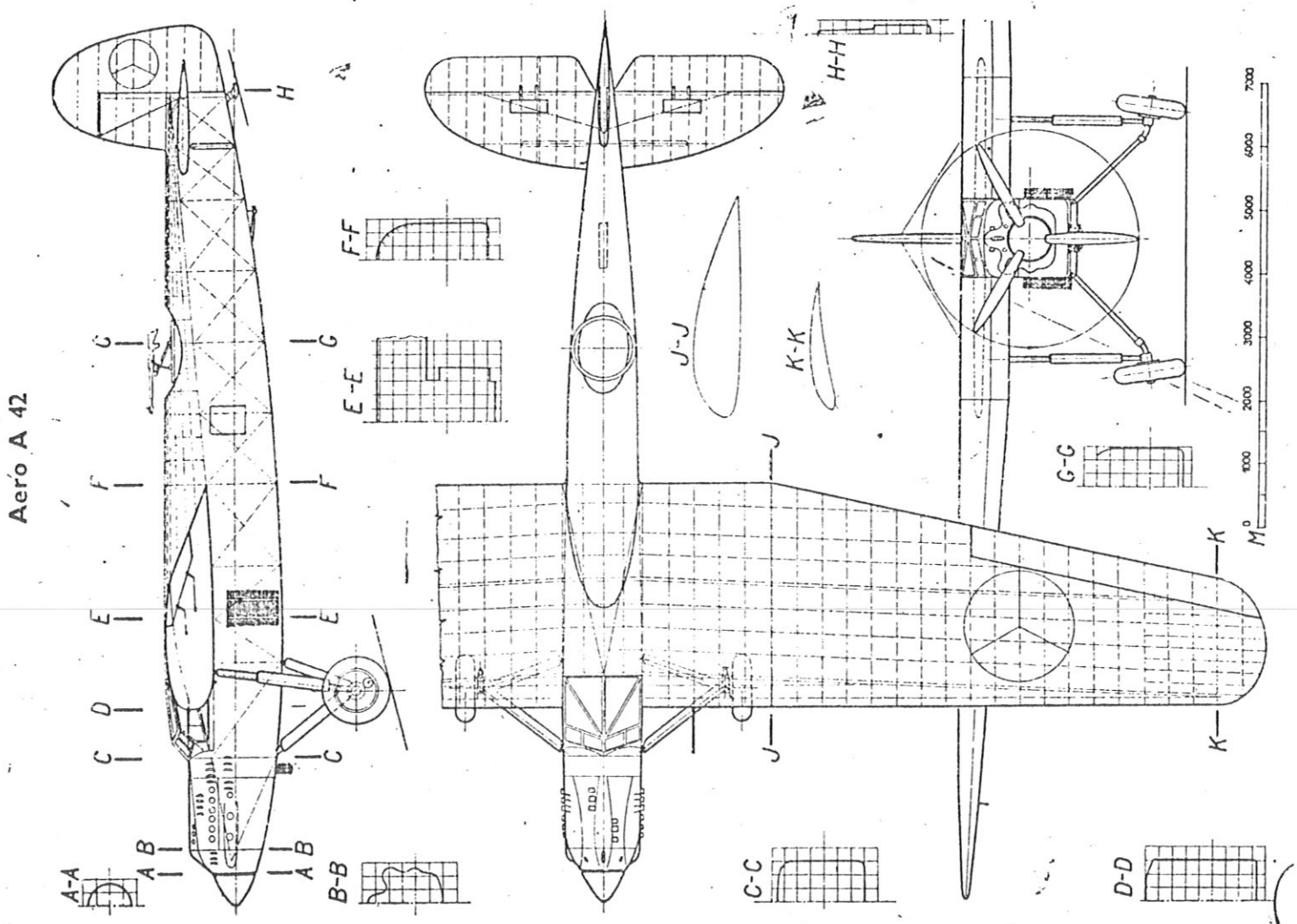


Here's a tough looking war bird from the 1929-30 era that you don't hear much about on this side of the "big pond" Get a squint at those dorsal and ventral gun positions. Ready to take on the enemy pursuits and get to the target for an egg laying job and back to the home drome too.

Powered by an 800 or 1,000 H.P. Isotta Fraschini engine she had a top speed of 270 K.P.H. (about 160 MPH) which was pretty fast stepin' in those days.

Color scheme was olive green on top of flight surfaces and fuselage top and sides. Belly and bottom of flight surfaces was a very light grey. Almost white.

Insignia colors- Triangle nearest leading edge was true blue. Triangle nearest wing tip was white. Triangle on inboard side was red. As you can see by this description the insignia were "right and left hand". Think any of you demons of the drawing board will consider her good enough to create a model of? She has inviting lines and being rare has that air of mystery about her that has attracted men to women since time began.



Hey fellas! G-8 and his Battle Aces is still being re-published in pocket book form. The latest issue is #6. Check your news stand for it. Readin' this a bit is almost as good as model flyin'.

## Scale Rules Controversy.

As of late scale rules in just about all categories of rubber modeling have been under as much fire as the ashes of Hades. In letters and articles in American Aircraft Modeler, the N.F.F.S. Digest and club newsletters around the country. Well, the top brass here at GHQ has come up with a set of rules that ought to keep everyone happy at the next scale meet. Here they are---

1. Bring your own rules!
2. Fly under them!
3. Judges will try to match rules to model in each instance.
4. The judge able to do this best wins the contest and gets a trophy!!

Haw-w-w-w! Howzat fellas? Like thermals every time up! Utopia! Hungsville!!

## FAC Model Laboratory

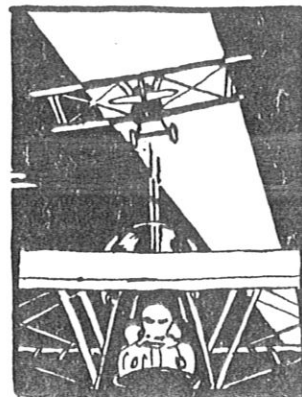
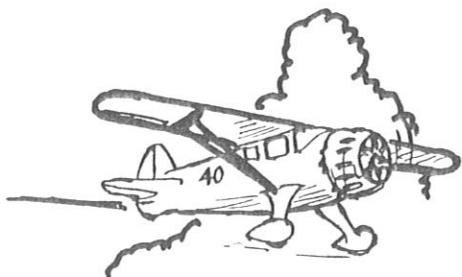
### Cessna CR-3 Racer.

Here's a great chance for you FACs to show your prowess as model aero engineers and share the tastey fruits of you labors with your fellow rib slicin' modelers. If you've got a favorite design of your own that you'd like to see more of why not send in a drawing of it to GHQ? Keep the drawing neat, compact and on as many sheets of FAC News size (8 1/2 X 11) paper as you need. Use the whitest paper you can and draw the plan in dark pencil or better yet, ink and by turbulence we'll be glad to print 'er up in a future issue.

Daredevil designer this issue is Capt. Dave Stott. Dave has done up Johnny Livingston's hot Cessna CR-3 racer for us in keeping with our latest trends. The plan was drawn from factory 3-views and is 3/4 inch to the foot scale. The tail area is scale as shown on the plan. Dave says he enlarged the stab area over the plan size by adding 1/4 inch to each tip keeping the same general shape. He also says he is glad he did. "She's no easy crate to trim," says he, "but once you iron 'er out it is quite a ship".

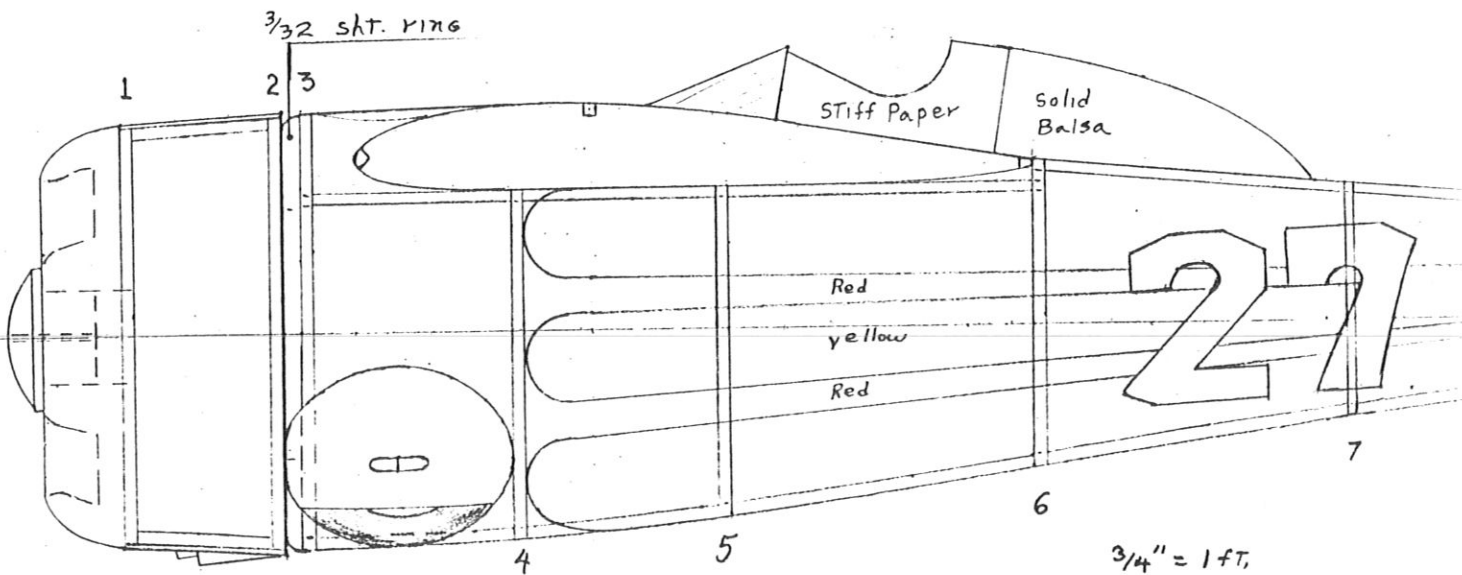
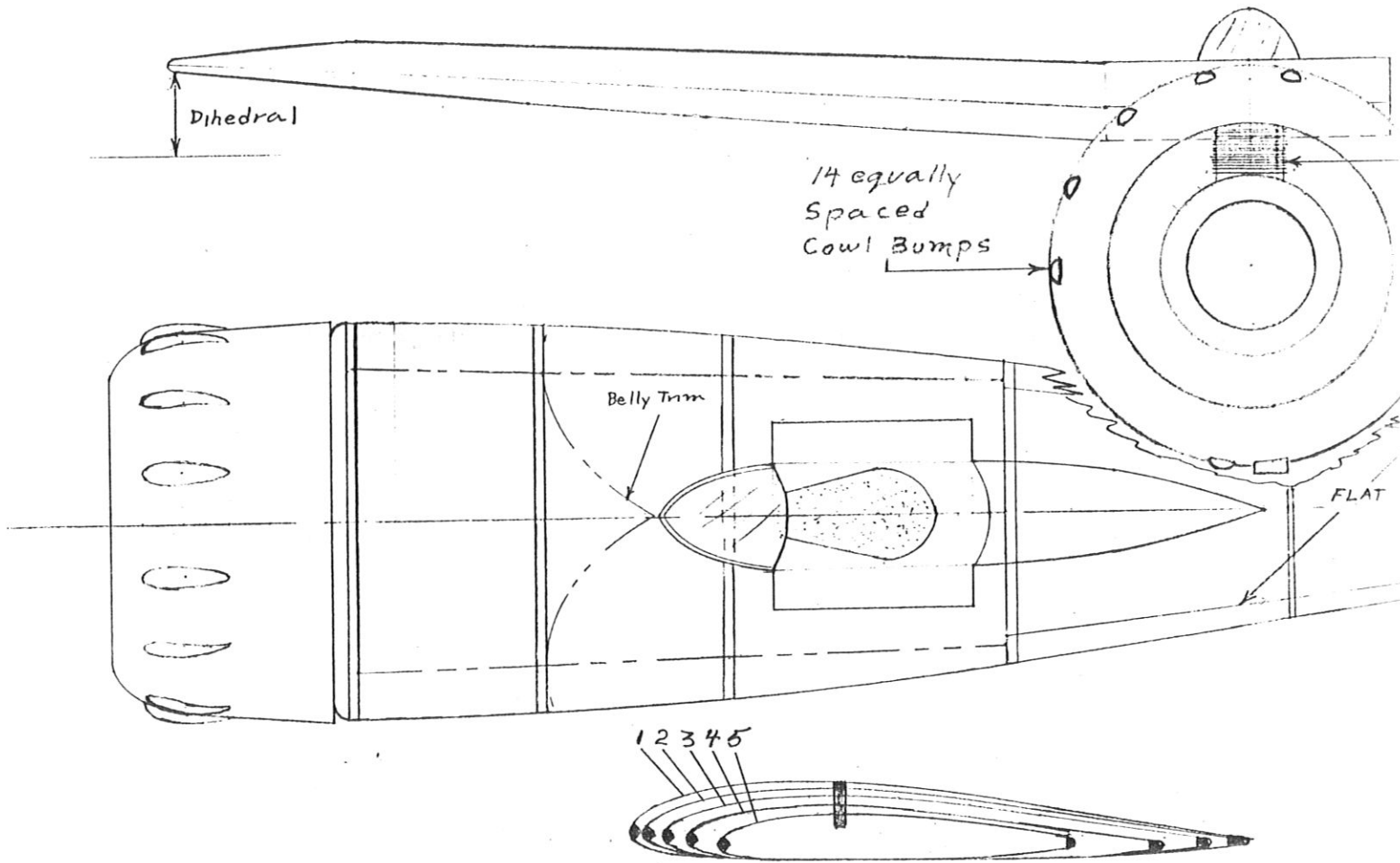
Wing area is 30 square inches. Power is 4 strands of 2mm Pirelli driving a prop carved from a block 5/8 X 1 X 5 1/2. All up weight is 1 7/8 oz. Note that the tip rib (#5) is slightly different than the others. Be sure you do your wing this way or you may end up with a high speed tip stall and wing-wagging.

As the racer was designed for FAC events the landing gear is represented in the retracted position. Even the tail skid retracted on this li'llspeed demon.



you Stringer Benders will sure get a bombay full of pleasure out of building and flying this one. Be sure to hinge at least one elevator half and also the rudder so you can get that fine trim that gives those extra few seconds of flight when you need them most.

And best of all, fellas, she's a Peanut! So make a dash for the workbench! There are pylons to polish!



# LIVINGSTON'S CESSNA CR-3

1933 version

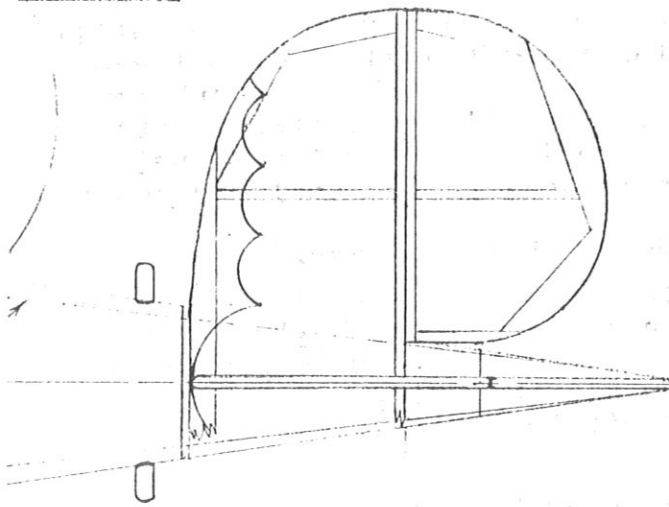
1-70

J.A.S.

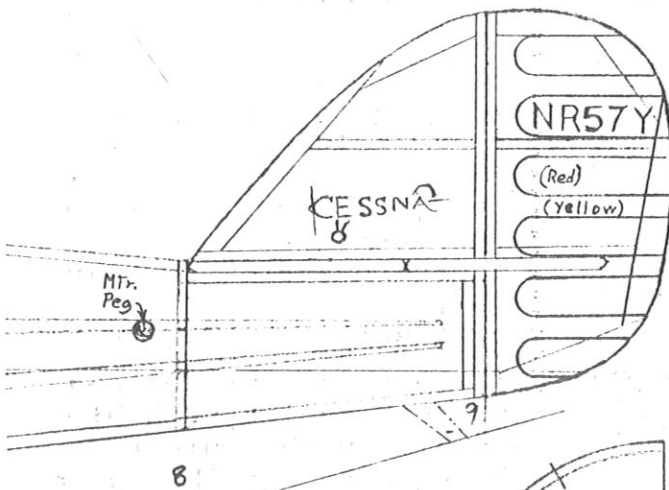
A FLYING ACES Club Plan



Base Relief  
Dummy Cyl.  
7 req'd.



Race No "27" on  
BOTH fus. sides,  
Top of left wing tip  
& bottom of right.



### Color Scheme

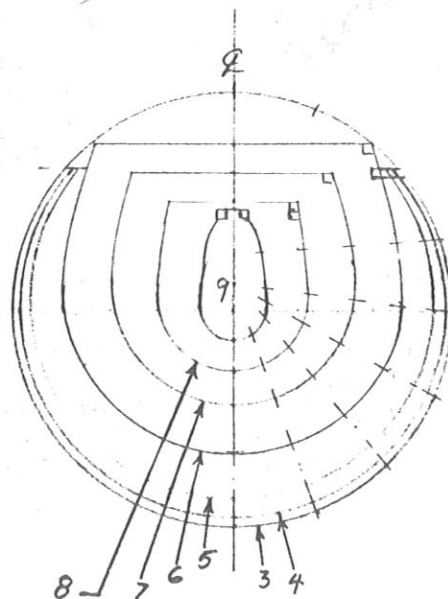
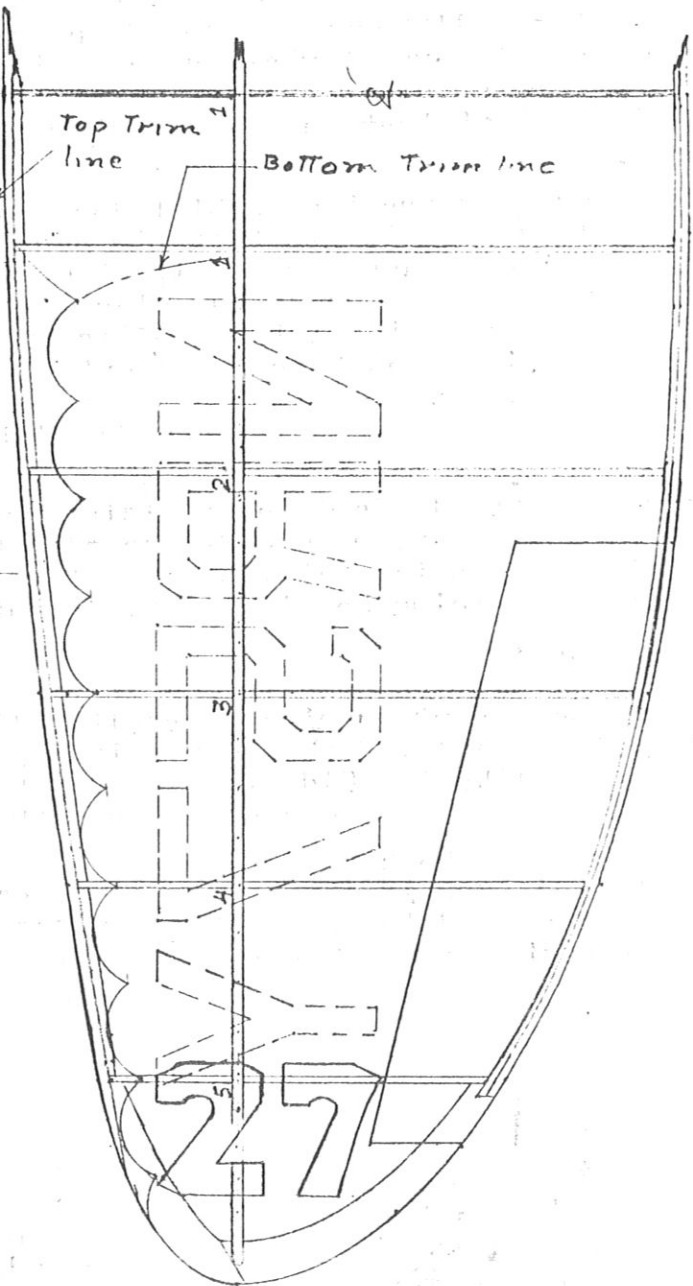
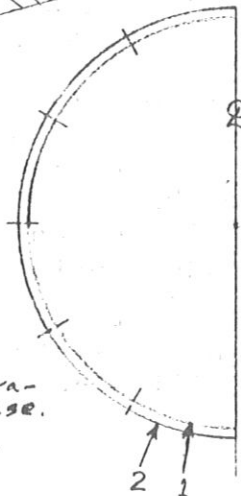
Yellow - Basic color

Alum. - Front of prop

Black - "27", Cessna  
Trade mark on  
fin, tires, back  
of prop. eng.  
cylinders.

Red - Trim, wing registra-  
tion, eng. crankcase.

White - Tail registration.



You Said It.

O.K. Buzzards! Here's your chance to put your props in low pitch, ram the throttle up the gate and make plenty of noise like an AT-6! Just buzz ol' hangar #1 and drop us a message that will let us pass the latest news of what is happening on your tarmac on to the other Wingsters on other dromes, as well as tellin' GHQ what you think of this or that that we are planning or publishing in the FAC News.

"Dear GHQ;

You guys are too much! I just received the Club News and am still chuckling over it. In fact I'm beginning to wish I lived in Bridgeport which means I'm really sick. .... I also want to thank you fellows for the trophy and plans..... Since it seems rather unfair for me to accept all the goodies when my only contribution, monatarily or otherwise, has been a 50¢ entry fee I'm making the enclosed contribution.....

Regards, Ted Wales, Boston, Mass."

(Well Ted, we thank you for your consideration. We can always use the green for Uncle Sam's ever rising postage. As far as the trophy and plans goes---anyone who drives all the way from Boston to one of our meets on a rotten rainy day and flys in all that slop certainly deserves any thing he might win. Helmets off to you!..ed.)

"Dear GHQ;

I am sitting here trying to recover from the Yankee Champs. Somehow a day spent running yourself silly in the hot sun seems to be losing it's glamor. Perhaps that is why I seem to get more enjoyment out of meets like the Old Timers and yours at Pinkham field.....

Regards, Gerry Donahue, Shrewsbury Wing."

(Thanks for the kind words, Ger. We here at GHQ three point those O.T. meets too. And if you feel more at ease at FAC meets then we have done what we wanted to in the first place....made model competition a form of relaxation without losing the spark that fires a modeler to compete.)

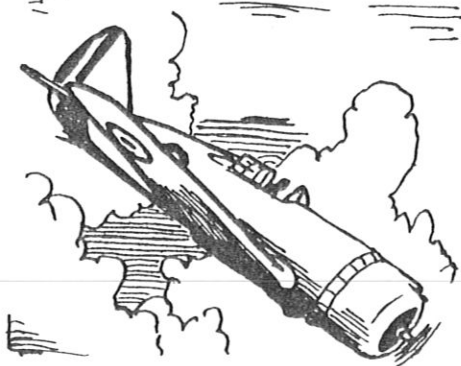
"Hi GHQ;

.....Could you kindly check the address you have on me. It seems my copies of the FAC News keep arriving at a vacant house down the street, and I'd sure hate to miss a copy.....How about a postal event for profile rubber jobs?...Maybe use the FAC handicapping system to help the odd jobs?

Lt. Frank Scott, Dayton, Ohio."

(Boy, we will have to check the thermos our mail pilot has been taking with him in the Boeing Monomail on the Ohio run. He may have something stronger than java in it. What do you other Skysters think of Frank's idea for a postal profile scale contest? It would not take long to make one and GHQ can think of a few that

were published in Flying Aces years ago that we could print up in the FAC News. How about dropping GHQ a card to let us know if you like the idea. For you fellas with writers cramp just print a big "Yes" on the card and we'll know what you are talking about....ed.) (And by the way, Frank, GHQ has received a lot of fine comments on the story you did for the News. As you fellas will remember, Frank Scott is the Clubster tthat did that swell story, "The Pinkham Airplane" a few issues ago.)



You said it, cont'd

(Here is a letter from the World's record Peanut Scale flight holder, Bill Warner, of sunny Cal.....ed.)

Etablissement Secret des  
Appareils Aeronautiques  
Chalais-Meudon  
le 17 Avril 1971

Dear Cap'n Dave and Fly-Guys,

Just received the most wonderful and precious award which any modeler could ever hope to receive...an unfolded copy of FAC News! You may take it from me that this made all those years of hard work, research, and cheating worthwhile. I hope to be able to live up to this honor and may even cease making live sacrifices to Hung prior to competitive events.

Hey! That Pinkham Aeroplane by Frank Scott was treemenjus! I dunno when I have gotten such a bang out of anything. He is too clever to be making toy aeroplanes, and should be put to work designing teflon Zeppelin anchors.

Aussi, l'artiste who has design ze cover, oh, la, la! Zees talent ees develop in doing ze merveilleux design wheech you call graffiti, non? I have see thees style before een le pissoir near ze aerodrome a Bar-le-Duc...

Merci beaucoup pour les plans formidables! What a great selection! Can't wait 'till I get the time to start slicin' ribs on the GBD.

Started a Lindberg Caudron C-460 this morning and have the stab, rudder, one wing, and the fuselage boxed. Sure wish I could be there to fly it in your May bash! We're having a speed event in the summer for scale racers and non-scale models over a 50' course. I'm not building to win, but just to fly a plane that I dig. Wish I still had my Goon, but I couldn't even fly the box it arrived home in after the P.O. finished with it. I may build the Piaggio-Pegna hydro-ski Schneider racer, as L'Album du Fana had a great article on it this month, and it is sure a sexy bird. Also returned from a great couple of days with the Southern branch (Hannan, Barrera, Williams Bros.) and a bunch of great plans and 3-views for inspiration. I have a dandy idea for ROW, a Sikorsky twin-one CO2 and one geared rubber to jump it off the water and then free wheel. The Cleveland "Amphibion" plan is pretty far off, or I'd have started on it by now.

Your Rohrbach looks like a winner! Too bad about the fin, but you can't win 'em all and stay scale all ze way. I have McCombs M.A.N. article on dihedral on the desk now, just by accident.

Well, back to it. Thanks, guys...

Thermals,

*Bill W.*  
pg. 11

"Dear GHQ;

Your last issue, the special "National Air Race Issue" is unbelievable. I have been addicted to air racing 1929-39 for the last 15 years and a model builder for almost 35. So you see, I feel #21 issue was made to order for me.....keep up the good work.

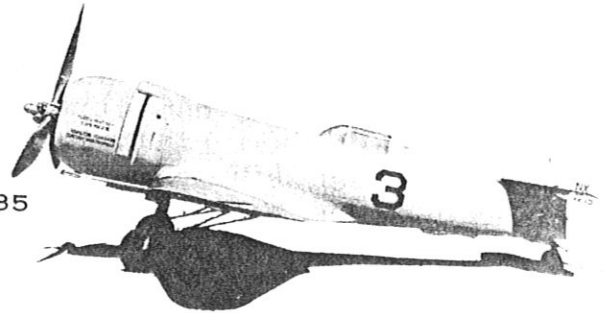
Very sincerely, Rudy Profant.

(Rudy, your letter makes work a pleasure. It lets us know we are doing something that is appreciated. And fellas, if you think Rudy was just throwin' a lot of propwash up above just take a gander at his letter head we are reproducing below. And would you believe it, Rudy is the owner of the Marcoux Bromberg pictured there???.....ed)

## RUDY PROFANT

4060 WEST 158TH STREET CLEVELAND, OHIO 44135

member: The American Air Racing Society  
The American Aviation Historical Society



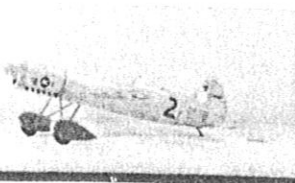
We also received great letters from Ralph Kuenz, Ted Pfeiffer, and Paul Kastory that we are unable to go into because of space. Thanks a bombay full, Skysters, and for your contributions too.

Quite often GHQ receives letters from modelers who want to be placed on the FAC News mailing list. They are ready and willing to pay a subscription charge for it too. Well, as most of you fellas know, we are limited on the number of copies we can make of the News and therefore send it only to our active contest goers and "Missionaries" in far flung places. These Missionaries organize and direct FAC type of events at contests and promote FAC good will and modeling in general.

Now, if any of you fellas who have been getting the FAC News and have lost interest in our type of modeling please send word to GHQ so as we can put one of the new, more anxious modelers on the mailing list in your place. We hate to keep on turning down so many modelers who are anxious to receive the News.

### Down Memories Runway.

#### The Flying Aces Sportster.



Looking for the most part like a scale racer this little jewel from the pages of a 1935 issue of good old Flying Aces mag is just the sky scooter for race plane fans to cut their wisdom teeth on. Photo at left shows one built back in 1960 that is still alive today! Can you see the spinner streamlining her prop hub? Kinda reminds a guy of a Brown B2, hein?? She was popular with the modelers in the old days too, as many photos of different modelers renditions of this crate appeared in F.A. over a period of many years. The variations ranged from pursuits to sport planes and racers.



