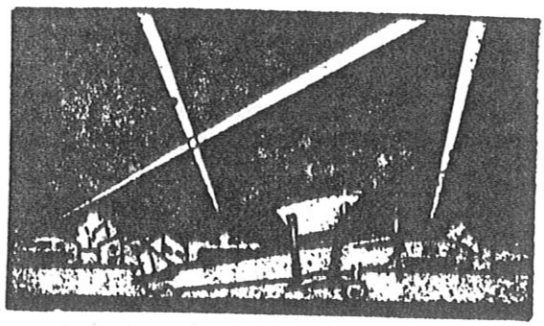
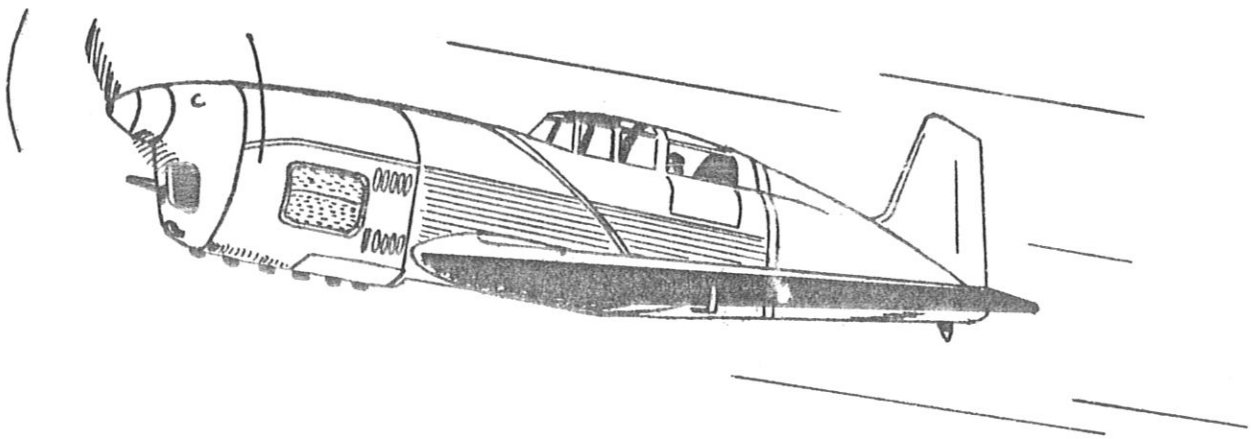
FLYING ACES

Club News



Issue number 23



National Air Race Announcement on pg. 13

Cover Story

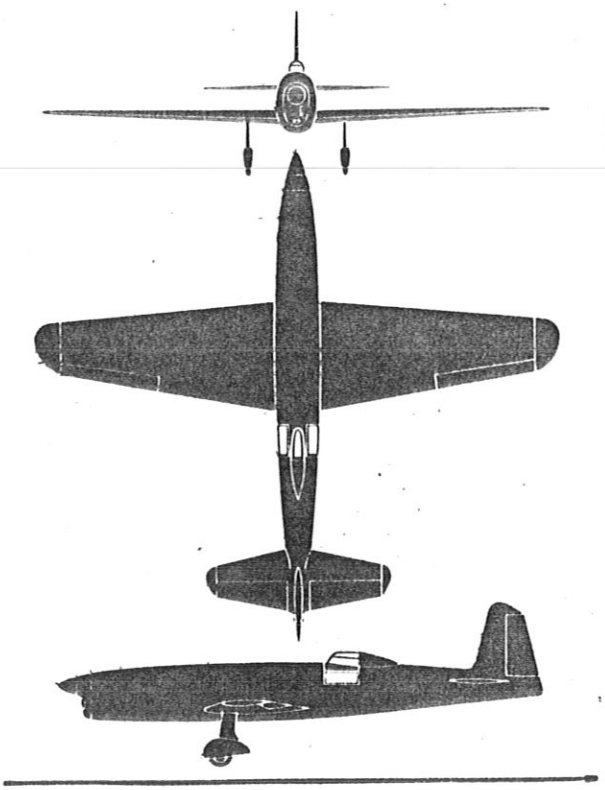
This issue our cover artist, Lt. Jeff Chrisey, gives us a pylon's eye view of Michel Detroyat's Caudron C-460 being pulled through the ozone at a blistering rate by that "secret" Ratier prop. Yep, when Michel and the Caudron were over here to race in 1936 the French mechanics would whisk the prop and spinner off the Renault as soon as the ship taxied up to the hangar.

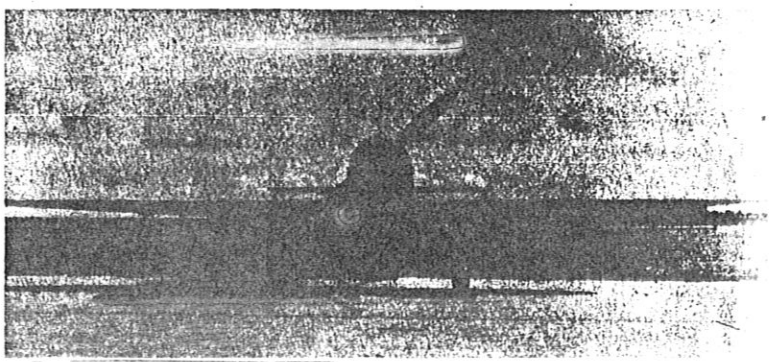
And it turned out that that prop sure did give the Renault a chance to deliver plenty of power for thrust almost as if there were one of the big American radials behind it. The secret was that the spinner was pumped with air that actuated a mechanism inside to put the prop in low pitch for a quick take-off. After the ship was in the air the air in the spinner was bled off allowing the prop to go into high pitch slowly so as the speed of the ship kept increasing along with prop pitch while engine rpm remained constant, or close to it. Pretty neat, eh fellas??

And did you fellas know that Michel Detroyat was also an excellent aerobatic pilot and flew a Morane Saulnier in the stunt competition at the 1936 National Air Races, as well as in contests in Europe? Also there were many other racing machines built by Caudron including one resembling the C-460 with a flush cockpit!! Yep, you sure have to hand it to those French designers and pilots. And lets not forget a tip of the helmet to our cover artist too.

In case you think we are just throwin' a lot of propwash here is a 3-view that has just three pointed on our desk here at Hangar #1. Maybe it blew out of the Concord as she is making her first transatlantic test hop as this is written.

CAUDRON C-860
Monomoteur de records (France)





LE C-860 fut conçu en 1938 par l'ingénieur Georges Ottinovsky sous la direction technique de Marcel Riffard. Dans la politique de records qui était appliquée à l'époque, il s'agissait d'obtenir un appareil capable de battre le record mondial de distance en ligne droite. C'est pour cela que le C-860 fut commandé et payé par le ministère de l'Air, le programme prévoyant de confier l'avion à André Japy dont les grands voyages précédents avaient prouvé ses qualités de pilote et, surtout, de navigateur.

La construction était entièrement en bois, revêtement compris, et comportait divers perfectionnements résultant de l'avancement de la technologie. Mentionnons, par exemple, les huit réservoirs en magnésium (six dans les ailes et deux en fuselage), l'emploi de l'essence à indice de 100 d'octane pour le décollage en charge et celui de l'essence ordinaire (87 d'octane) pour la croisière, le montage d'un analyseur de gaz d'échappement permettant d'obtenir la consommation minimale en vol par le réglage de la correction altimétrique et, du côté des équipements de navigation, un conservateur de cap Alkan, un dérivomètre Krauss, un inhalateur d'oxygène et un poste de radio émetteur-récepteur.

L'avion vola pour la première fois le 8 septembre 1938, aux mains de Raymond Delmotte. Les essais furent rapidement conduits et le certificat de navigabilité obtenu avec l'immatriculation F-ARER. En 1939, convoyé à Istres, il décollait à pleine charge sur 650 m. Puis vinrent les événements que l'on sait, qui ne permirent finalement pas au 8.417e avion construit par Caudron d'effectuer la moindre tentative de record. André Japy se retira à Tahiti où il vit toujours...

Moteur : Un Renault 6Q-03 (type 454) de 240 ch, à compresseur.

Caractéristiques : Envergure : 10,40 m. Longueur : 8,60 m. Hauteur : 3,28 m. Surface alaire : 16 m2. Poids à vide : 1.160 kg. Poids total admissible : 2.380 kg. Charge alaire : 103 kg/m2.

Performances : Vitesse maximale à 2.500 m : 340 km-h. Vitesse de croisière : 290-310 km-h. Autonomie maximale calculée : 8.000 km.

You Said It.

Letters from our Clubsters.

"I got the latest FAC News this week and as usual its great. I was especially intrigued with the Cessna Racer Peanut plan. Looks real good, but I'ld like a bit more information. About where should it balance? And can you suggest any trimming hints? Any chance of seeing a picture of it in a future issue?

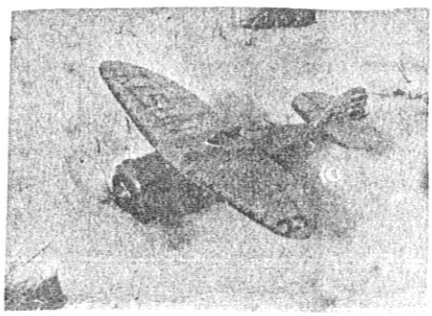
That Aero A 42 bomber 3-view looks like a ship that deserves to be built. Very nice lines.

Best wishes and happy landings,
Lt. F.H.Scott
McCook Field Sqdn."

(You are right on course about that Czech bomber, Frank. We at GHQ feel the same about that crate. Any daredevil designers headed for the drawing board on this ozone cruiser yet? If anyone is, keep GHQ informed of your progress. We can probably run down the color and markings if any of you really get with it. Write in and tell us.

Now we will go and look for Capt. Stott to get some more dope on that Cessna Racer for you, Frank, as well as the rest of the gang. He was last seen out in the hangar cooking reed for an Ideal Taube monoplane he is putting together for Old Timer meets.).....ed.

More Dope on the Cessna CR-3

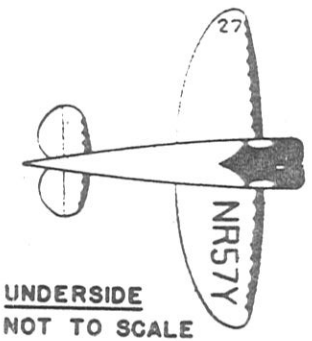


At the left is about the best photo available of the CR-3 built from the plans in the last issue of the FAC News. In keeping with FAC rules, the landing gear is built represented in the up position.

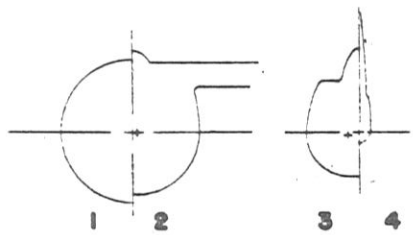
The plan was drawn from the company's 3-view drawing reproduced in this issue. The tip of the rudder was modified to coincide more closely with photos in the Spring, 1961 issue of Air Progress and "The Golden Age of Air Racing." It seems to have a bit of a flatter tip than shown on the 3-view. As you will notice, the model plan is for the 1933, or final version. Color and marking was taken from the 3-view and checked against photos.

The model balances about 5/32 in front of the spar. Last issue gave the weight as 1 7/8 oz. This is an error. The model actually weigs 7/8 oz. ready to go. She required a 3/32 shim behind the nose plug to produce about 10 degrees of down thrust. About 4 degrees of left rudder is also needed. One of the elevator halves was made adjustable and needed to be in a slight upward angle. A weight of clay about the sisze of a split pea was needed in the rearmost part of the fuselage to balance the bird.

It is most sensitive to balance and many C.G. shifts were required (with a compensating elevator trim change to retain the glide angle) before a stable power on flight was attained. Bear in mind that no two models are ever alike even though the same modeler may build them, and what holds true for Capt. Stott's model may not be regarded as an iron clad cure all for all models built from this plan. But beware of that tip rib. Make it per plan, or you will be courting sudden death around the next pylon from high speed tip stall that will oscillate the wings even in the glide! Racers are tricky sky devils and always will be!

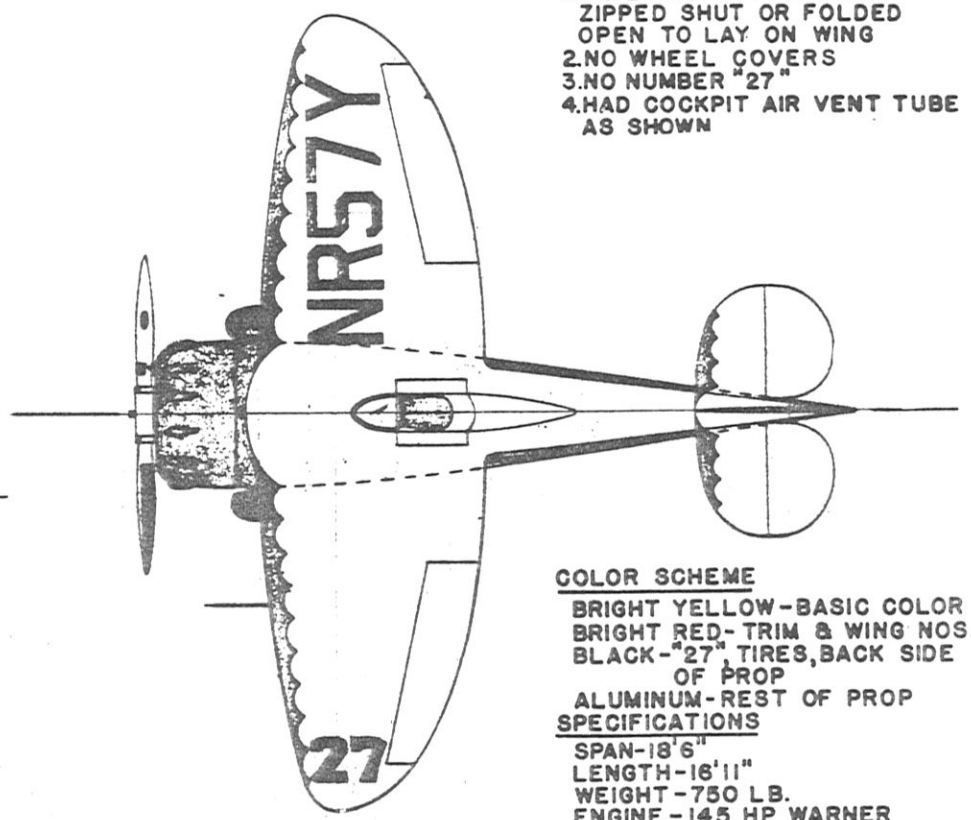


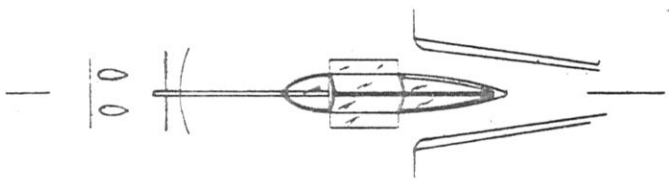
UNDERSIDE
NOT TO SCALE



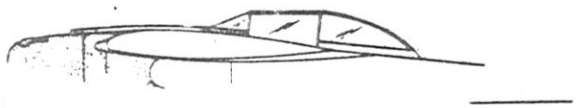
ORIGINAL VERSION

1. R & L HALVES OF CANOPY ZIPPED SHUT OR FOLDED OPEN TO LAY ON WING
2. NO WHEEL COVERS
3. NO NUMBER "27"
4. HAD COCKPIT AIR VENT TUBE AS SHOWN





ORIGINAL COCKPIT

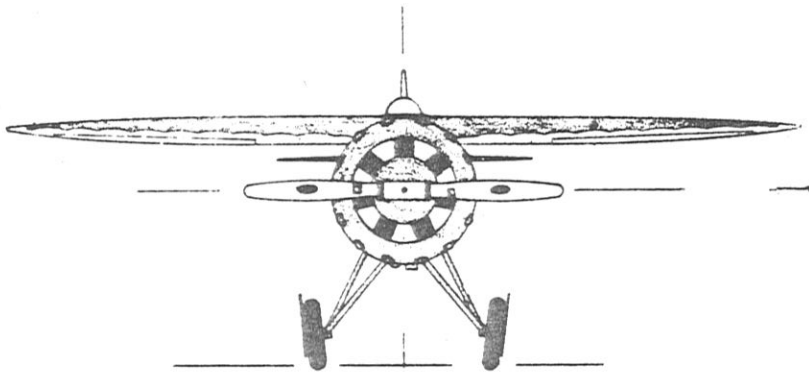


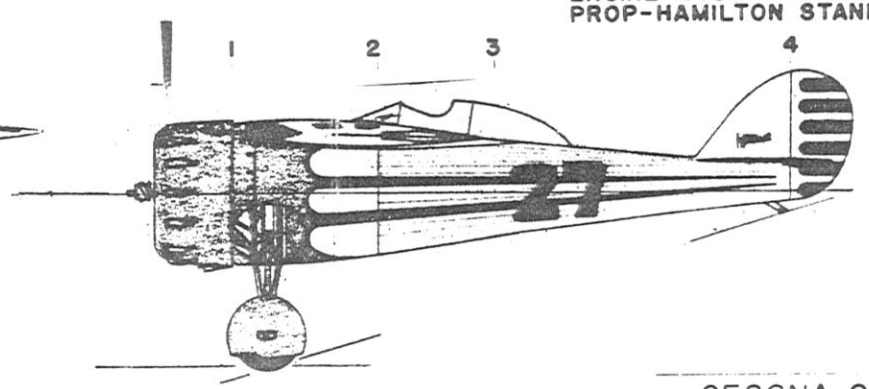
COLOR SCHEME

BRIGHT YELLOW - BASIC COLOR
BRIGHT RED - TRIM & WING NOS.
BLACK - "27", TIRES, BACK SIDE OF PROP
ALUMINUM - REST OF PROP

SPECIFICATIONS

SPAN - 18'6"
LENGTH - 16'11"
WEIGHT - 750 LB.
ENGINE - 145 HP WARNER
PROP - HAMILTON STANDARD



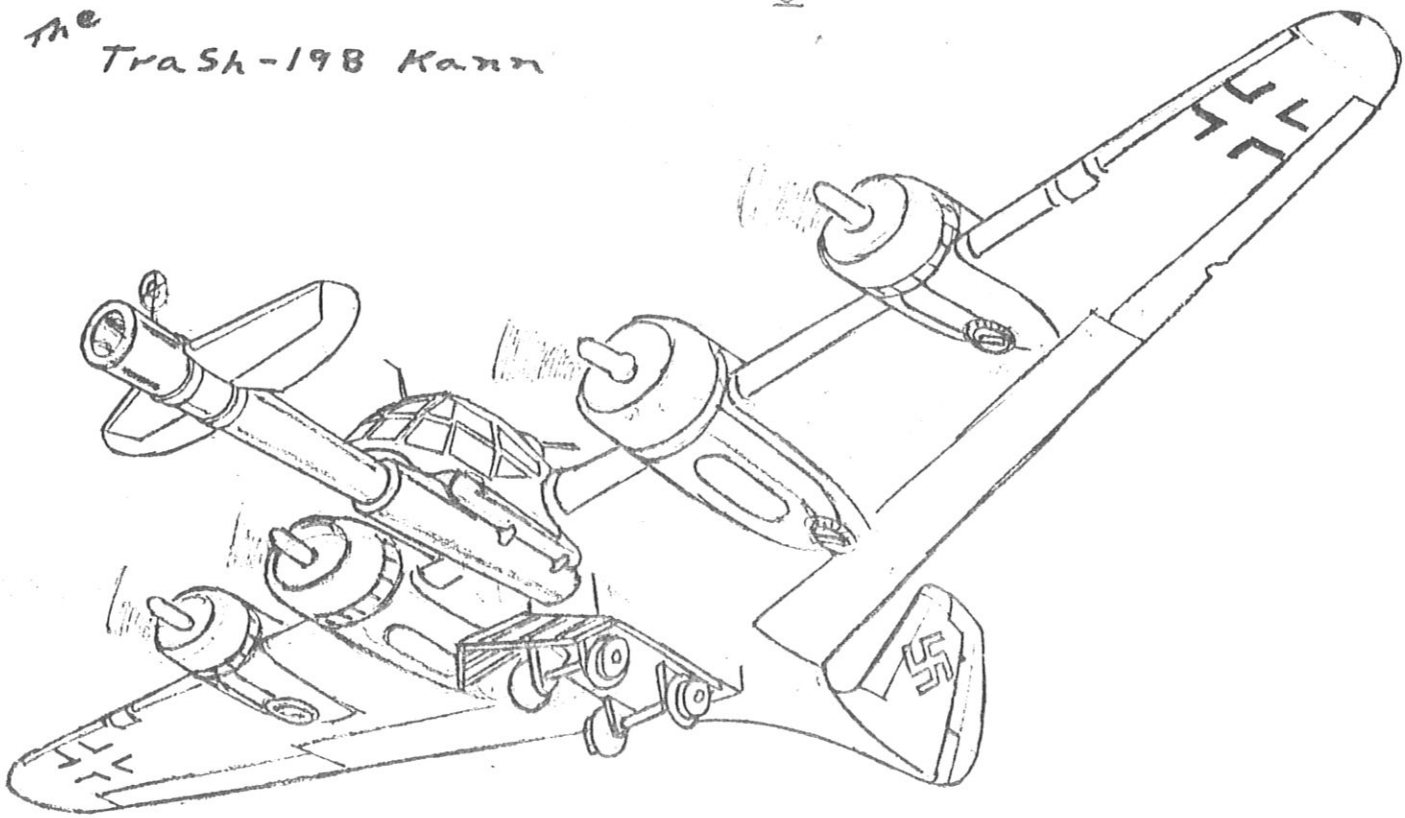


CESSNA CR-3
FINAL VERSION-1933

W.A.EBERSPACHER 6-20-58

SCALE - 1/4" = 1'

The Trash-198 Kann



Scott 's Histerical History of Impotent Aircraft.

As the U.S. Eighth Air Force and R.A.F. Bomber Command made ever deepening penetrations into the air space of the Third Reich, the R.L.M. issued specifications for what was to be the best kept secret of the entire war, for strangely enough, both the Axis and the Allies took extreme measures to prevent any publication of the details of the following aircraft.

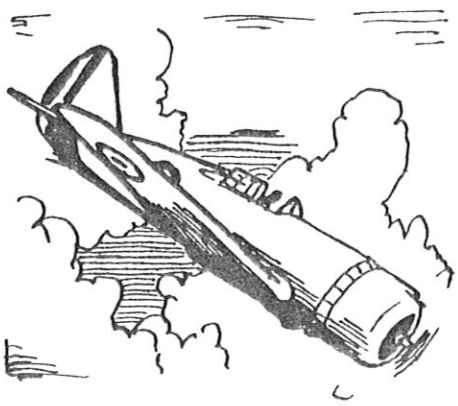
Specification RLM-1944/interzept ersatz/echh was met with a curious lack of response from the normally enthusiastic and imaginative German aircraft industry with the sole exception of a proposal tendered by the Hakauph-Pflegm A.G. which called for a rather compact single seat, rocket launched sort of zeppelin. Coming rather closer to the RLM's notions was that proposed by the design staff of the Kappeuitt Flugzeugwerke, GMBH, headed by Dr. Dipl. Eng. Willy Trager and Rudolf Shlepp (Shlepp being a high ranking Nazi official and expatriot Sioux indian).

The RLM quickly appreciated the brilliance of the design which incorporated the heaviest armament available, mated to existing airframe components (so as not to disturb production lines) to produce a very spectacular, yet deadly and readily constructed interceptor of unusual performance, which due to a simplified control system could be flown by either a pilot or artilleryman. Accordingly assembly halls were set up near Schweinfurt where large stocks of su pplies were delivered by air beginning Thursday, October 14, 1943, and final assembly was completed shortly thereafter.

Initial trials progressed smoothly once the test pilot was located, although some observers expressed disappointment that the prototype failed to rise into the air. (The pilot was unavailable for comment). Subsequently, over the loud protests of the Horton brothers, the tail surfaces from a trancient Bf 109 (it was their 109!) were fitted with gratifying results.

In keeping with custom the plane received a military designation reflecting the designer's names and it's armament. Hence it was known as the TraSh-198-Kann.

Though of somewhat unusual appearence, the TraSh-198-Kann was of entirely conventional construction employing a B-17 wing (repaired as needed due to the reluctance of U.S. authorities to furnish undamaged parts) being attached to a normal 88 mm Flak gun. The crew was comfortably accomodated in a discarded BV 141 nacelle offset well to starboard to avoid muzzle blast and heated by the inboard engine's turbo supercharger which regrettably caused exhaust fumes to seep into the cabin thereby causing some difficulties.



As stated before, Bf 109 (or equivalent) stabilizers were secured to the gun barrel in lieu of a conventional tail boom. Elevators and rudder (from Ju 188) are not rigged. As typical of German genius the gun's own elevating and traversing mechanism are employed to trim the craft and maneuver it as well. As the availability of runways was sparse and unreliable to say the least, the German Rail Ministry was prevailed upon to provide the landing gear assemblies. Unfortunately, due to technical difficulties in calibrating the B-17 instruments, it is not clear whether the rate climb was 700 feet per minute or 700 meters. Such problems plagued the design throughout it's production span, Nov. 17, 1943 through 23, inclusive.

In operations it was found that the TraSh-198-Kann could be scrambled in less than 24 minutes (allowing 15 minutes to locate the pilot) and could be swiftly brought into an advantageous firing position well out of range of American 50 cal. machine guns. Unfortunately, the rate of fire was only some four rounds per hour as the pilot-gunner had trouble loading the gun by himself. The 88 mm H.E. rounds were stowed in racks along the trailing edge of the wing and, as a result, the landing gear was not sturdy enough to support a landing with any ammu nition aboard. The TraSh-198-Kann was obliged to remain aloft until all ammunition was expended as it was forbiden to jettison Reich equipment. Lamentably, as the last shot was fired the centre of gravity was found to shift abruptly and uncontrolably forward resulting in the craft plunging vertically to the fatherland. This last design quirk greatly excited representatives of the Japanese Empire who immediatly sought to secure manufacturing rights.

With the end of the war the only surviving example was taken to the U.S. for exhaustive testing and later sold off as surplus. Inasmuch as it's undercarrage was uniquely suited to their operations, it was bought and used for sometime as an executive transport for officials of the Penn-Central Railroad.

It's subsequent fate, as well as that of the railroad, is unknown.

by Lt. Frank Scott,
Dayton Sqdn., FAC.

FAC Contest Note;

Hope all you Skysters can find our new meet site in time to qualify those racers before 11:00 AM. It is a sizable field and a flat one. Also note our target date has not been attained. The meet date is Oct. 17th due to clashing with another free flight meet. We wouldn't want any of our clubsters to have to flip a coin to decide which one to go to! Tha FAC meet would probably lose anyhow!

FAC Postal Contests.

Profile Scale.

Although the Stearman Mailwing has brought no mail to Hangar #1 concerning our query of last issue on whether or not to run a profile scale postal contest, we have had some propwash from our local Wingsters on it.

Ed Novak and Jeff Chrisey gave it an affirmative nod. The orbs of the Milford Fox lit up like he had just been invited to enter an unguarded chicken coup. Said he, "Why, I've got some old Cleveland profiles all built and ready to grab ozone. They have been hangin' around my lair for years!"

On the other hand, as the ever alert Capt. Stott was on duty late one night in Hangar #1 the jangle of the phone lifted his empennage to a 3 foot altitude above the chair he was warming while the old copy of Flying Aces he was dozing over flew through the ozone with pages buffeting so that it sounded like a flock of scared pigeons!

It was Major(by appointment of der Führer) Alex Godo, 'New York Jasta. "Waddaya want with that no-cal scale stuff?", he rumbled, "Let's stick with three dimensional scale."

So Clubsters, there is a clear and ringing vote against profiles. But we liked the Major's term, "No-cal scale" so durn much we decided to give it a chance. So here are the rules---

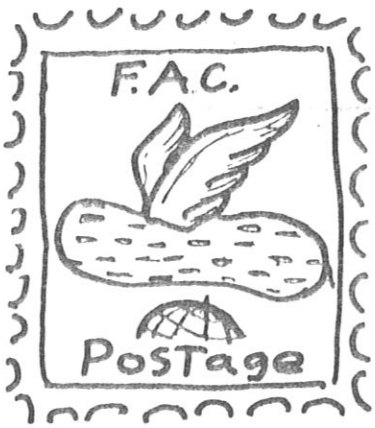
No-Cal Scale Postal Contest Rules.

1. Sixteen inch span limit.
2. Either stick and Jap tissue, all sheet, or mixed construction.
3. Fly anywhere, anytime, as often as you like. Send a card to FAC GHQ with your highest single flight time and other info as shown below.

Name of event: (No-Cal Scale)
Name of pilot:
Name of model.
Date of flight.
Flight time.

And that's it, fellas. And when you exceed your last high flight time send another card to GHQ. Contest starts now and ends March 17, 1972.

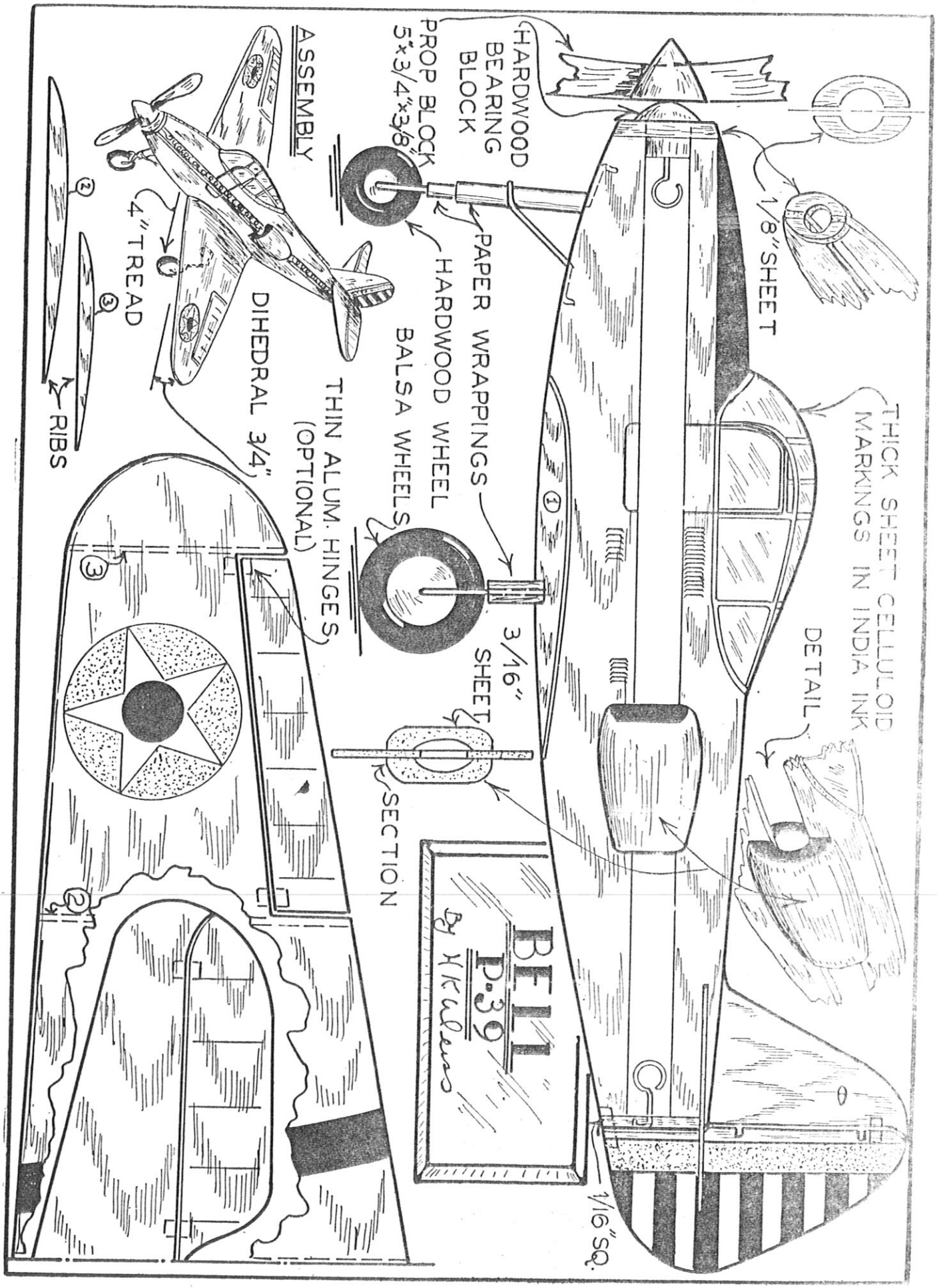
Fifth Annual Postal Peanut Contest.



O.K. Peanut Pilots, crack the throttle and bee-line down the runway to get this event off the ground for the fifth time! we are starting a bit earlier this year to help even things up for flights made outdoors. When it is great flying weather on the Western Front, (Calif.) we lads on the eastern front are bundlin' in bear skins before climbing into the 'pit.

As we did last year, we will have only two "Wings", indoor and outdoor. Fly as often as you like and send GHQ a card with your highest single flight time. When you better your last time simply send another card with the new info on it. Fill out the card as shown below.

Name of event: (Peanut Scale)
Name of pilot:
Name of model.
Name of "Wing": (Indoor or outdoor)
Date of flight.
Flight time.


HARDWOOD BEARING BLOCK
PROP BLOCK 5"x3/4"x3/8"
PAPER WRAPPINGS
HARDWOOD WHEEL
BALSA WHEELS
1/8" SHEET
THICK SHEET CELLULOID MARKINGS IN INDIA INK
DETAIL
ASSEMBLY
4" TREAD
RIBS
DIHEDRAL 3/4"
THIN ALUM. HINGES (OPTIONAL)
3/16" SHEET
SECTION
1/16" SQ.
BELL P-39
By K. Nelson

The Peanut Postal will begin right now and end the same time as No-Cal Scale, March 17,1972, when Irish eyes do their smilin'.

Don't pass up this chance for FAC recognition, for the winners have their names immortalized on the FAC Kanone List and will receive plan prizes and a citation from GHQ. We have some old time Peanut plans waiting for our No-Cal winners and Bill Hannan has sent GHQ a signed order blank and catalogue so the winner of Peanut Scale can have his pick of any three plans! Pretty great, huh Skysters?

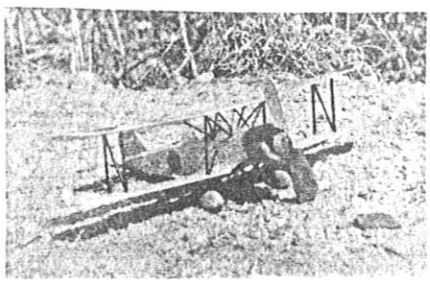
And in closing let'us introduce all'of our potential postalpilots' to the XP-39 from Jan.,1940 Flying Aces, by t hat early Peanut vendor, Herb Weiss. Note how the air intakes serve as cans to keep the rubber motor aligned. Fuselage is 1/16 sheet and wings and tail 1/32. Power was one loop of 1/8. Notice how Herb has all the control surfaces adjustable. A good idea where low wingers are concerned.

Flying Aces Model Laboratory.

Nakajima 96 Peanut Scale Job.

"Ah so yank, you think Nipponese designers onry copy U.S. aircraft? Not so! Rook at Imperial Japanese Navy t orpedo bomber, built and designed by Nakajima. Does it not possess the refined beauty of the Lotus blossom and still carry the sting of the scorpion? With the divine guidance of our most serene emperor we will bring all islands in our Pacific Ocean under the mandate of Japan. The Rising Sun of our grreat nation will warm and comfort these islands as a mother cuddles a small child. It is written.....blah, blah."

Well Wingsters, that Nakajima pilot over on the left side of the page wouldn't even be a candidate for cruel step-mother of the year in our book. But all that is old propwash, and you've got to admit that skibi version of Joseph Goebles was right on course when he called the Nakajima a beauty. So nice in fact, that Capt Dave Stott drew one up and Lt. Bob Thompson put one together. That's Bob's model in the photo. The performance of this li'l ship will surprise you, especially the glide. We don't mean it has contest winning ability, but she is by no means a slouch in spite of it's ample drag.

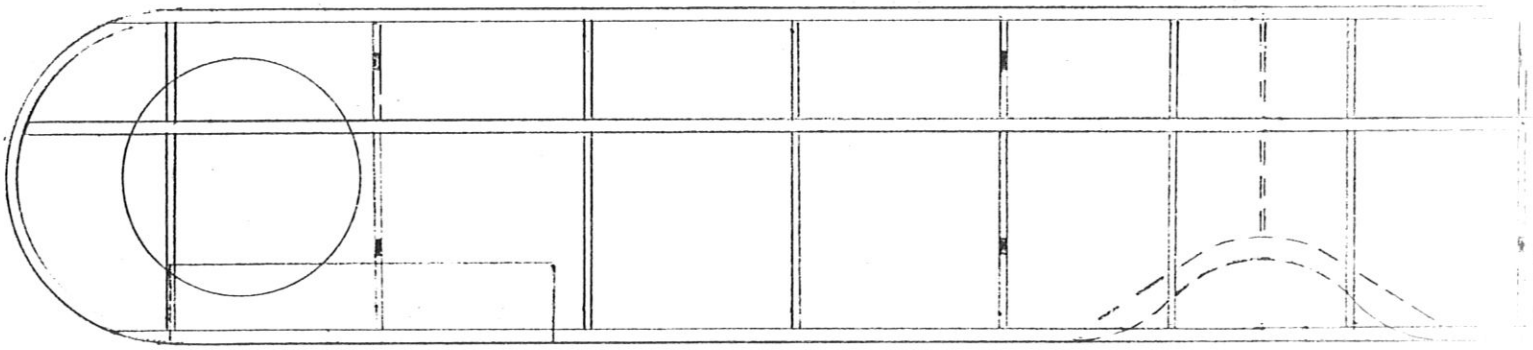


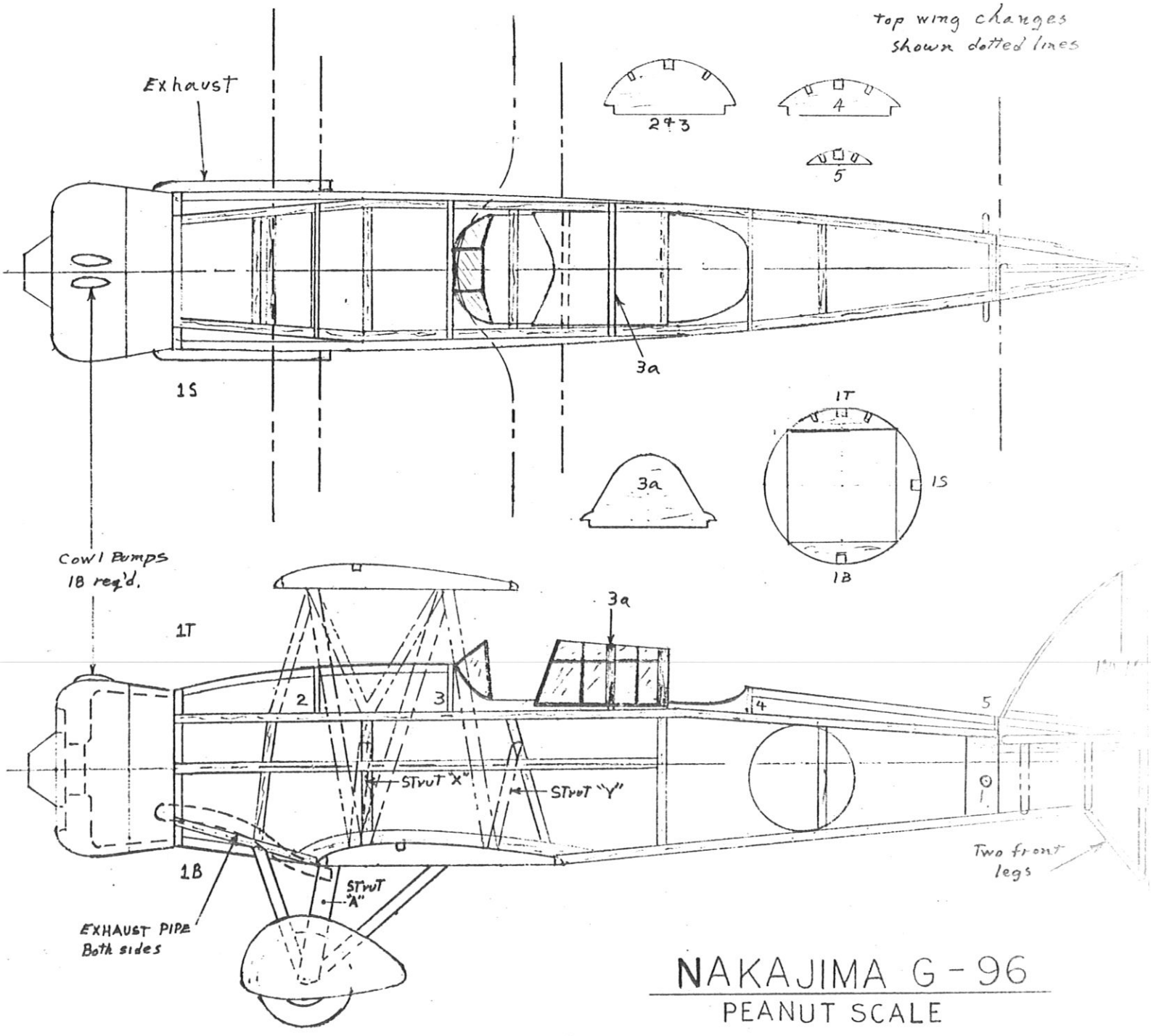
Bob uses a five inch Kaysun prop powered by four strands of 2 mm Pirelli. Ample down thrust and she will give you knights on Nippon a straight up climb to a good altitude.

Dave says he has "Megowerized" this crate. That is, he has made some non-scale changes to improve performance. The biggest being increasing the wing gap and chord. Tail area is scale and ample. If the strut system throws you , study the photo of Bob's model. A three view appeared in a recent issue of NAR Flightmasters newsletter, though not the same one the model was drawn up from.

Headin' for the workshop? Good. You may be the one to sink the Panay!

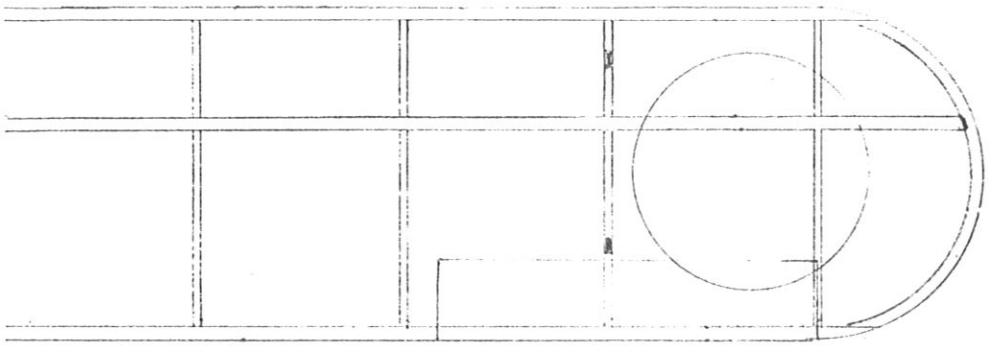
The accompanying 3-view is that which was used in drawing the model plan. There is considerable difference between it and the one appearing in the Flightmaster News.





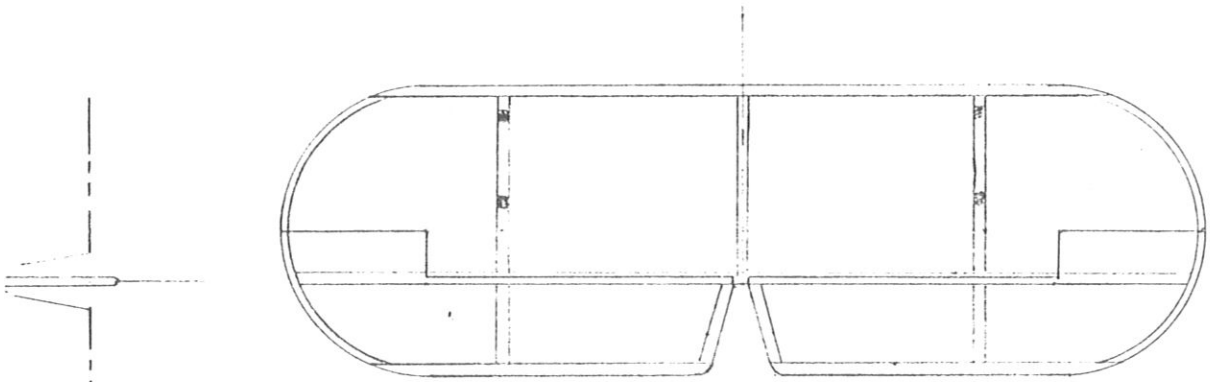
NAKAJIMA G-96

PEANUT SCALE

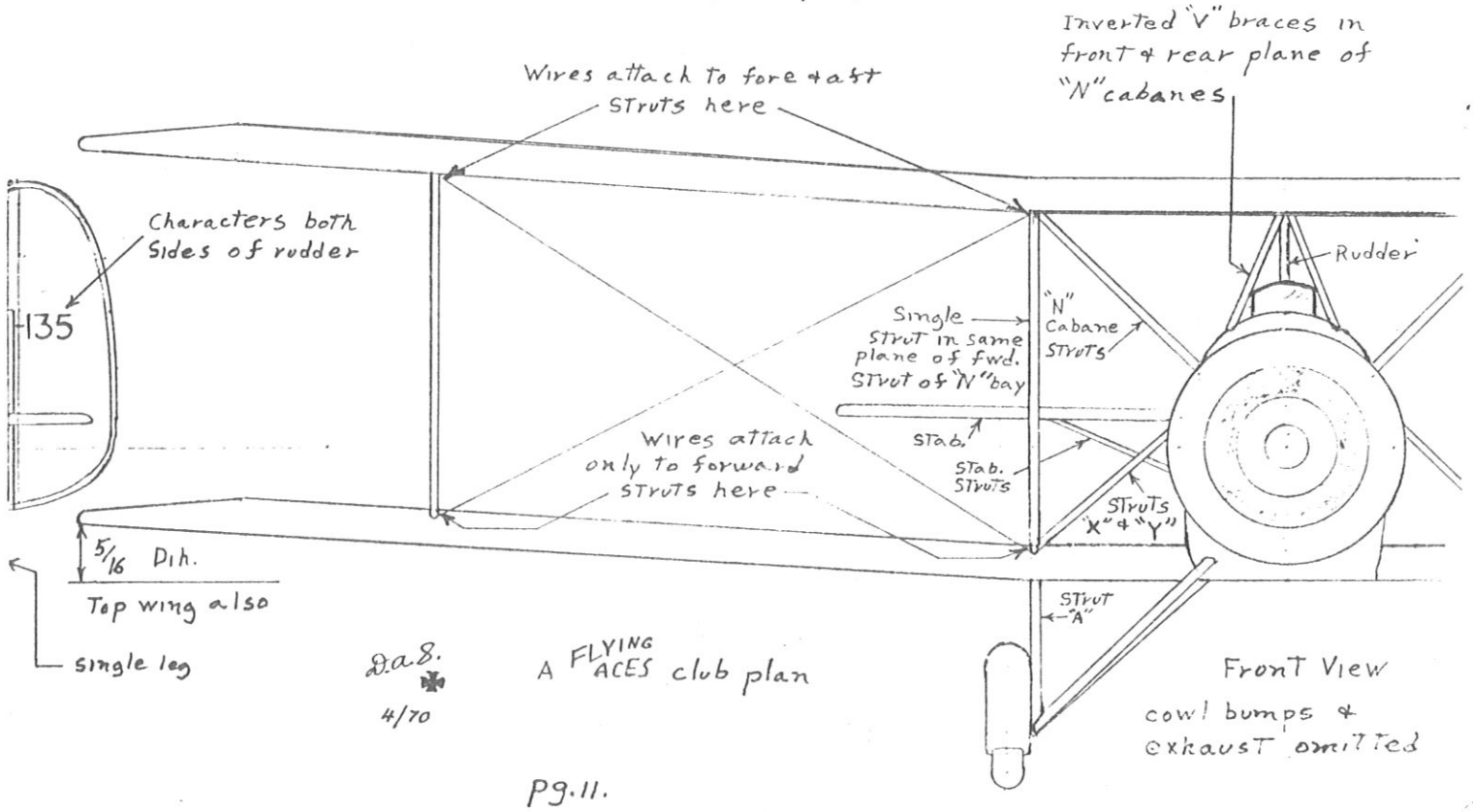


Ailerons Top & bottom wings

Coloring.
Basic aircraft-silver
National insignia, stab, and rudder-red.
Struts and cowl-black.
Inside cockpits and eng. cowl and tires-dull blk.
Nose plug-silver.
Exhaust-dull dark grey.
Some ships had dull blk. anti-glare panel.

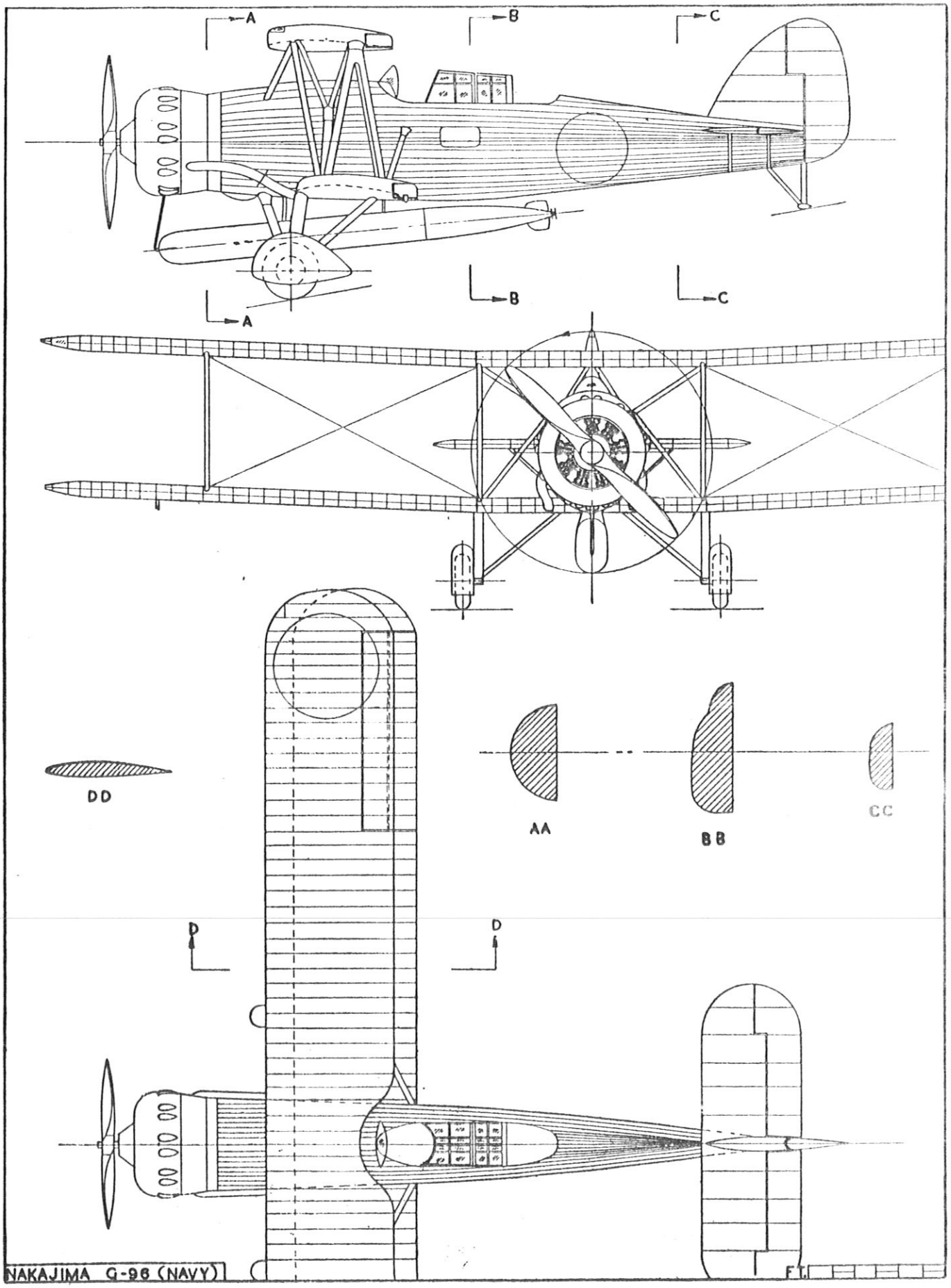


Use a 5 inch Kaysun prop



D.a.8. 4/70

A FLYING ACES club plan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NAKAJIMA G-96 (NAVY)
F.T.

FLYING ACES

National Air Race Meet!

Oct. 17, 1971 8:00 AM to 5:00 P.M.

At Durham Meadows, Durham, Conn. (Near Wallingford, Ct.)
For rubber powered models only. Eight events.
Trophies and copy of "Air Age Flying Models" for first place in each event.

AMA membership required. All AMA age groups combined. (JSO) You may join the AMA at the field. Come early and stay late. Plenty of action!

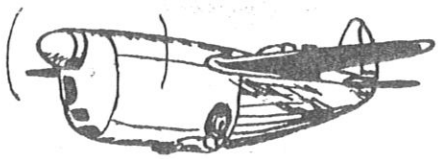
Schedule of Events,

8:00 to 11:00-Endurance flights; Precision flights; Shell Speed Dash.

11:00 to 11:15-Posting of Speed Dash results and line up for Greve Trophy Race.

11:15 to ? - Greve Trophy Race.

? to 2:00 - Endurance and Precision flights.



2:00 to 2:15-Line up for Thompson Trophy Race.

2:15 to ? - Thompson Trophy Race.

? to 4:00 - Endurance and Precision flights.

4:00 to 4:30-Stunt Flying.

4:30 to 5:00-Beauty Line Up. (Separate trophy for race planes

5:00 - Trophy Presentation.

Notes; You must fly the Shell Speed Dash in order to qualify your racer for the Thompson and Greve Trophy Races. Any model entered in the Beauty event must have actively competed in at least one of the other events. For complete rules write to Dave Stott, C.D. Flying Aces Club G.H.Q., 66 Bankside St. Bridgeport, Ct. 06606.
Blanket entry fee-$2.00 regardless of number of events you fly. Participation entitles you to subscription to the Flying Aces Club News, a bimonthly newsletter reflecting that certain something of years ago that seems to be missing on todays model tarmac. AMA sanction #777

Don't miss the excitement of the Thompson and Greve Races where the racers will be launched simultaniously within a few yards of each other!!
URGENT! If you own a stop watch please bring it. We need many to cover the races adequately.