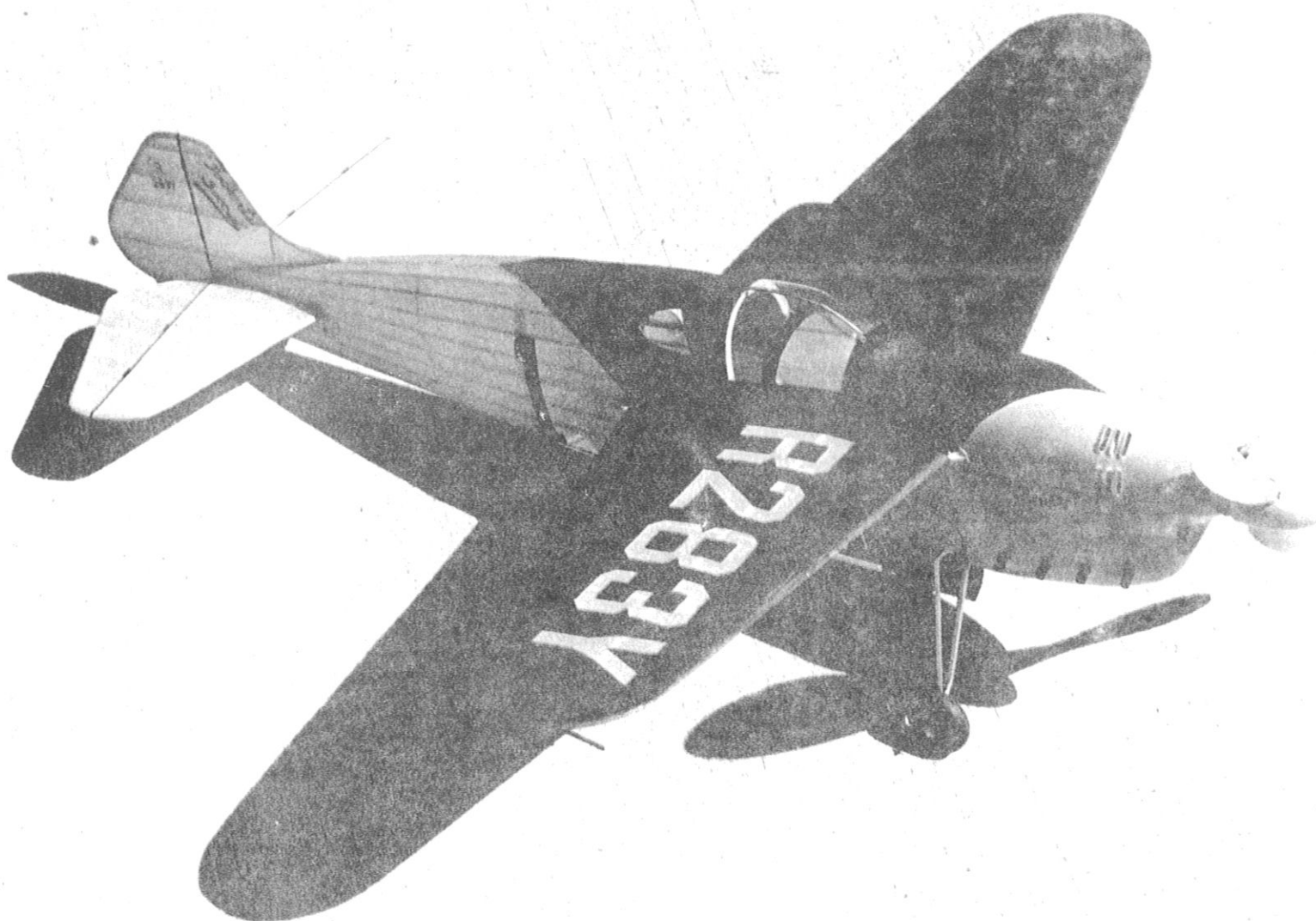


FLYING ACES

Issue number 24

Club News



THE WINNER OF THE ERIE MODEL AIRCRAFT ASSOCIATION
THOMPSON TROPHY EVENT.....

Startling Story behind this month's Cover.....art by R Kuenz.

Yessir....zooming at you out of this issue's cover is Ralph Kuenz's beauty of a Folkerts SK-2 which he designed and built all by himself without help from his kids. Pass an orb ober her details, skysters and see what she sports. Those cowlings pieces are vacuum-formed, as is her cockpit enclosure. To ensure total lightness, Ralph made patterns out of masking material and sprayed the brown color over the yellow base tissue. Note the cut-out louvers on the nose and the deftly drawn lettering on the fin and rudder. Altogether a fine job, Hauptmann von Rottensocks! Hoch der Kaiser!

And not only does she look great, but she flies as well! Yep, this is the ship which conquered all others in the September 12 Erie model mania at which many happy modelers participated in using good old FAC rules to make their flying easier and more fun.

Following is an on-the-spot report which the proud victor, Ralph himself, sent to us here at GHQ. It is so good that we are reproducing it in its entirety for you winter shut-ins out there.

DER VAY IDT VAS

Hauptmann von Rottensocks
(alias Ralph Kuenz)

As the morning sun rose on September 12, 1971, a German staff car properly attired in the latest official paint scheme raced along the back roads of the Chagrin Falls sector of the Midwestern Front. Inside were the confident, arrogant, elite members of the Detrouiten Geschwader on their way to a distant airfield for another day of battle.

Flugkopf Herr Goofenkopf (Alan Koehler), doubling as staff car driver had already driven at a reckless pace for the first 20 miles of the 8 mile distance from the night's encampment.

Sir Reginald Percy (Andy MacIsaac), using a current and most detailed map of New Mexico, acted in the capacity of official expert navigator.

Flugmeister von Bruning (Pres von Bruning....do you tissue-ticklers remember his darb of an OS2U Kingfisher several issues back?...Ed.) in the back seat was reviewing the battle plan for the day while lubing rubber motors with ear wax.

Von Rottensocks, a sly grin on his face, slept beside him.

Arriving at the field with the minimum of fanfare, as required by the Gruppenkommandeur....lights on (not flashing) and 42 (very) short horn toots, the elite emerged from the staff car wearing their FAC tee-shirts, each with its distinctive emblem, and red caps.

The elite then took up position on the field, surveyed the site, the degree of composure of other flyers, and put into effect Battle Plan J (for John)-3. This provides for a 15 minute stay of action while Herr Goffenkopf toddles off to the potty.

Following this and other preliminary steps (photographs of the models and flyers while still in one piece), Operation Wipeout began.

Sir Reginald Percy, flying his maroon .020 powered American Eaglet to a 2d in FF Scale, and then took out his trusty Itoh and lifted the blue and white bird to a 5th in FAC Scale.

Flugmeister von Bruning (see pic of von Bruning with his PZL-24 in Turkish markings, fellows. That's Pres holding his Turkish beauty.) piloted his beautiful Crosby CR-4 racer to 2d place in the Thompson event, its sleek lines slashing the ozone to ribbons overhead. Then Pres snatched his OS2U and copped a 2d in FAC Scale.

Hauptmann von Rottensocks, a sly grin still on his face, zoomed his Pirelli powered (3/8 oz display) brown and yellow Folkerts SK-2 racer to a pylon polishing first place in the TT event, and then took 2d in the FAC Peanut Event with a Peanut version of the same ship!



Flugkopf Herr Goofenkopf was not idle while his comrades in wings were on the flight line. He too put fear into the hearts of those who would oppose the Detroiten Geschwader. His Peanut Bonzo (Hannan plan?) left all others in its propwash every flight, climbing to first place in the hotly contested event. Not sated, he flew his Chester Goon to a fifth in the TT.

Thanking their very gracious hosts, Lin Reichel, Vic Didelot, and crew, and with a nod to the interested spectators (among whom was Mr. E.T. Packard, founder of Cleveland Models), the Detroiten Geschwader departed, assuring all that they would return again.

Those are nice trophies.

Those are nice people. (Naturally, they are FAC's...Ed.)

The gang here at GHQ sure wants to thank you for that nifty report of your club's triumphs, Ralph. Unfortunately, we haven't been able to secure a list of the complete winning roster at this meet. We sure hope the letters didn't go under in the USS Macon, but if they did, would the C D please send us a report. This contest is too important to have its complete results go unrecorded in the annals of the FAC.

(NOT SO) BIG FAC FALL MEET

In spite of attendance being like a fruit-growers convention in Siberia, nine of our stalwarts showed up with a fine, varied assortment of snorters which made the race plane portion of the meet a roaring success.

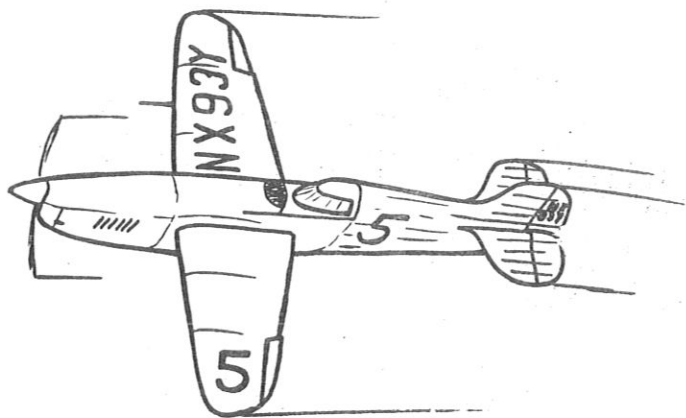
Lt. Randy Wilson showed up too late to qualify his 24" Wittman Bonzo, which was a shame for this would have made the tenth man. And fellows! A 24" Bonzo is a terrible looking thing! A Big Bozo! Dick Everett JUST managed to get in his three qualifying flights before 11am.

The Shell Speed Dash was won by Bob Nelson with a brand new Gee Bee D which flew right off the board. He really pulled a "Speed Holman", didn't he?

For the Greve Trophy there was a line-up of five Menasco-powered speedsters (fuelled by Pirelli of Italy), and the first lap was a sight to stir any race fan's heart, what with all those fine planes roaring off the line together within ten feet of each other. As luck would



have it, Bob's Gee Bee, Chet Bukowski's Caudron & Ted 'Vales' Brown all made a climbing, banked turn to the left, all tucked in close to one another in a most realistic and thrilling display. All that was missing was a pylon, 'cause the spectator reaction was there 100%. "Wow", "beautiful", "holy gourds", "sacred para of Pirelli" and other such exclamations echoed over the model tarmac as these sky slitherers swept by. Your editors, not having raced, don't know the pilots reacted to this style of flying, but from the spectators' viewpoint, there is nothing to compare with it in all of modeldom. We repeat...NOTHING! Makes a prop-carver want to get out there and run with all those hornets!



Bob Nelson even noticed a hole in a strand of his motor, but just like in the real events, was not allowed to change engines, and so had to sweat each winding throughout the event. Just like the real ones!

It was Michel Detroyat Bukowski's Caudron that flashed over the finish line for the win of the Greve Trophy....just like 1936.

Seven staunch, sleek and speedy skysters stood on the starting strip for the TT...the Big One. Bob Dillman withdrew his Gee Bee R-1 as it was too hot to handle. Ed Novak has crashed his Caudron C 460 in practice and so was forced to fall back upon his Wiltman Bonzo, which promptly blew a motor....scratch Novak.

The action was really on as Jeff Chrisey's Chester Goon and Everett's Pesco came within a gnat's eyebrow of a mid-air collision during the Consolation Race.

As the TT wore on, it began to look like History would repeat herself and crown the Bukowski-Detroyat Caudron with her garlands of laurel, as the Caudron led each lap (by staying in the air the longest). But on the final lap Ted 'Vales' Brown B-2 shot past the viewing stand and the Caudron to cop the trophythe Big One... the Thompson....goal of all speed demons.

What a thrill to see this great come-from-behind win! We're sure the roaring of the onlookers could be heard all the way to Durham Center! Congrats, Ted!



Coming next issue....the big SCAMA Sky Scrap.

WITH THE MODEL BUILDERS

Walt Takatsuka reports from Hawaii that things seem pretty dead out in the Land of S-C. We wouldn't want to let Jack Lord hear that, but it seems sad that in the "Island Paradise" they are more concerned with paving the fields than flying on them. Is this the way of all America?

Chet Bukowski has been reading his FA's again. Take a squint at the way he signs his name. Any others out there in FAC land who sign the same way?

Chet

Let us know. Show us!

Aces of the FAC pass in review.

Yes sir proptwirlers, that is what we have here in the "Kanone List". A list of those staunch Clubsters who have blazed away in combat over all fronts of the FAC and emerged victorious! Congratulations, Aces!

As most of you readers know, every one who flies in a contest in an FAC event (Embryo, FAC Scale, Peanut Scale, or the raceplane events) is automatically a lieutenant in the FAC. When he scores his fifth victory, or first place in an FAC event, he is promoted to Captain, and so on up for each set of five new victories. So read the list of immortals below and head for the workshop and start building right away to get your name added to the list or increase your score if you are one of the skillful sky scrappers already on it.

At the time of this printing we still have not gotten the complete results of the Chagrin Falls meet held in Sept. How about it officials of that meet, there are heroes of the ozone who need honoring here!

Colonel: Victories.

Paul Stott, Jr.....22

Major:

Henry Struck, SCAMA Sqdn.....12

Captain:

Dave Stott, GHQ Sqdn.....9

Chet Bukowski, Mass. Sqdn.....8

Kenny Hannan, Calif. Sqdn.....7

Blackjack Chilmark, GHQ Sqdn.....6

Alex Gode, Lindsay Sqdn.....6

Bill Hannan, Calif. Sqdn.....5

Fudo Takagi, Calif. Sqdn.....5

Lieutenant:

Don Edson, Long Island Sqdn.....4

Bob Jespersen, the Milford Fox.....3

Ed Novak, GHQ Sqdn.....3

Hank O'Dwyer, alias Peanuts O'Dwyer.....3

John Stott, GHQ Sqdn.....3

Ralph Kuens, Commandant, Det. Gawdr.....2

Bob Nelson, N.Y. Sqdn.....2

Bill Warner, Calif. Sqdn.....2

John Peck, Penn. Sqdn.....2

Clarence Mather, Calif. Sqdn.....2

Ted Wales, Mass. Sqdn.....2

Ken Johnson, Penn. Sqdn.....2

Kim Mather, Jr. Calif. Sqdn.....2

Mallory Chilmark, GHQ Sqdn.....2

Bob Thompson, GHQ Sqdn.....2

Curtiss Mooney, Sunny Calif.....2

Douglas Mooney, Curt's brother.....2

Buzzard Bailey, SCAMA Sqdn.....1

Bob Haight, Hughestville hero.....1

Rudy Kluiber, Penn. ace.....1

Jack Whittles, SAM Sqdn.....1

Jim Warner, Jr., Calif. Sqdn.....1

Dick Everett, SCAMA Sqdn.....1

Chuck Pawelczyk, NY Sqdn.....1

Bob Mickleson, Nevada Sqdn.....1

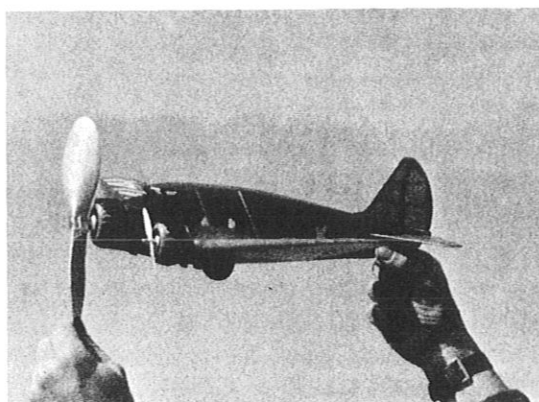
Sherri Matson, Aviatatrix.....1



How're these for a couple of king-sized bonus-pointsters!



Here's Dave Stott's ANT-14 "Pravda". Now pravda means truth in the Russky lingo, and it's for pravda that this aerial giant gives Dave 15 points for all those props whirling in the breeze. Note the NKVD "navigator's" perch on the turtle-deck. Hey....Iwan...kep idt straidt course or else!



Now this is a REAL bonus-point grabber! She's a low-winger for fifteen points, plus these "idlers" out in the slipstream at five apiece....25! Bob Thompson really thought he was beating the rules with this Stinson Model A, but her performance needs all those bonus points. She can fly nicely now and then, but she also makes the finest flat spins on earth. Duck, Yankee!



Ralph Kuenz sent us this pic of Ken Johnson and his fine Waterman Gosling racer. Note the neat workmanship and fine engine and radiator details. Plus those spoked wheels. Many of us wish we could build this nicely. We can. Just take time and care.



Wak! Izzat some of Bill Hannan's work? Looks to us like his Train hit one! Hawww!!

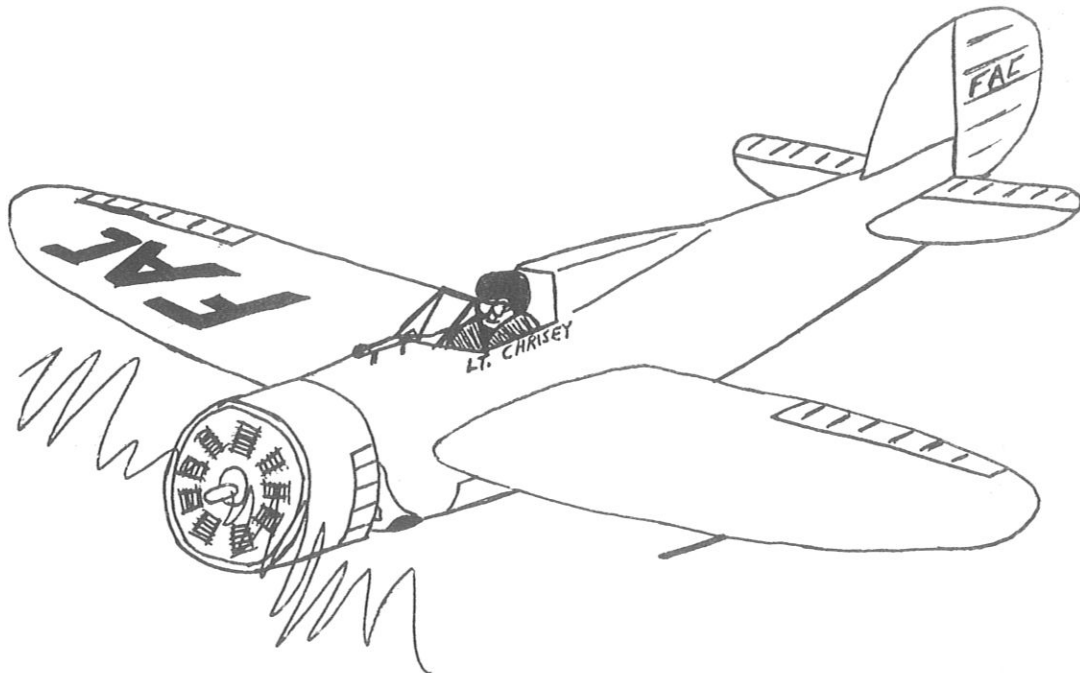
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Kanone List, continued.

Alan Koehler, Detr. Gswdr.....1
Bud Dillman, Eastern Front.....1

EUREKA! A DREAM PLANE AT LAST!

Well twang our lift wires! We here at GHQ were beginning to think all our FACs never slept. Just sat up every night building models for the next big battle. No sleep, no dreams, no dream planes. Ah but, Lt. Jeff Chrisey ran out of coffee first, fell asleep and here we see the first ship off the production line of Winken, Blinken, and Nod.



Jeff didn't give us any particulars on this slumberbus of his, but judging from the telescopic sight and military style windshield he must have intended it to be a battler. So we will call it the Flying Aces Mystery Pursuit.

Good thing Jeff adorned it with that gung-ho " "ation, because when we laid an orb on that headrest we thought for sure it was a crate for squarehead pilots like Von Heinz, the Owl of the Ozone in those old Phineas Pinkham stories.

Nice job, Lt., and thanks for reviving a dead facet of the FAC News. Maybe some other FACs will join the formation of Dream Planes now, if only they would stop building and get some rest!

Postal Contest Standings.

Not too much activity so far, but here is how it looks--
Outdoor Peanut; Lt. Ed Novak, Wittman Bonzo, Oct. 2, --27 secs.
Capt. Bill Hannan, Turbo Porter Sept, 26, --48 secs.
Capt. Fudo Takagi, Volksplane, Nov. 7, ---65 secs.
Lt. Clarence, Jodel Mascarat, Oct. 3, ---90 secs.

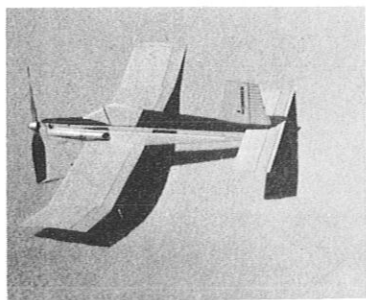
Sure looks like Lt. Mather's Wing Commander so far, huh fellas? and he sure is out in front by a country mile.

Indoor Peanut, No time established as yet. A golden opportunity here for some avid aviator of the interiors.

Now for the latest on No-Cal scale flip the page, Flightsters!

Postal Contest Standings, continued.

8.



Fletcher Coin Ftr.

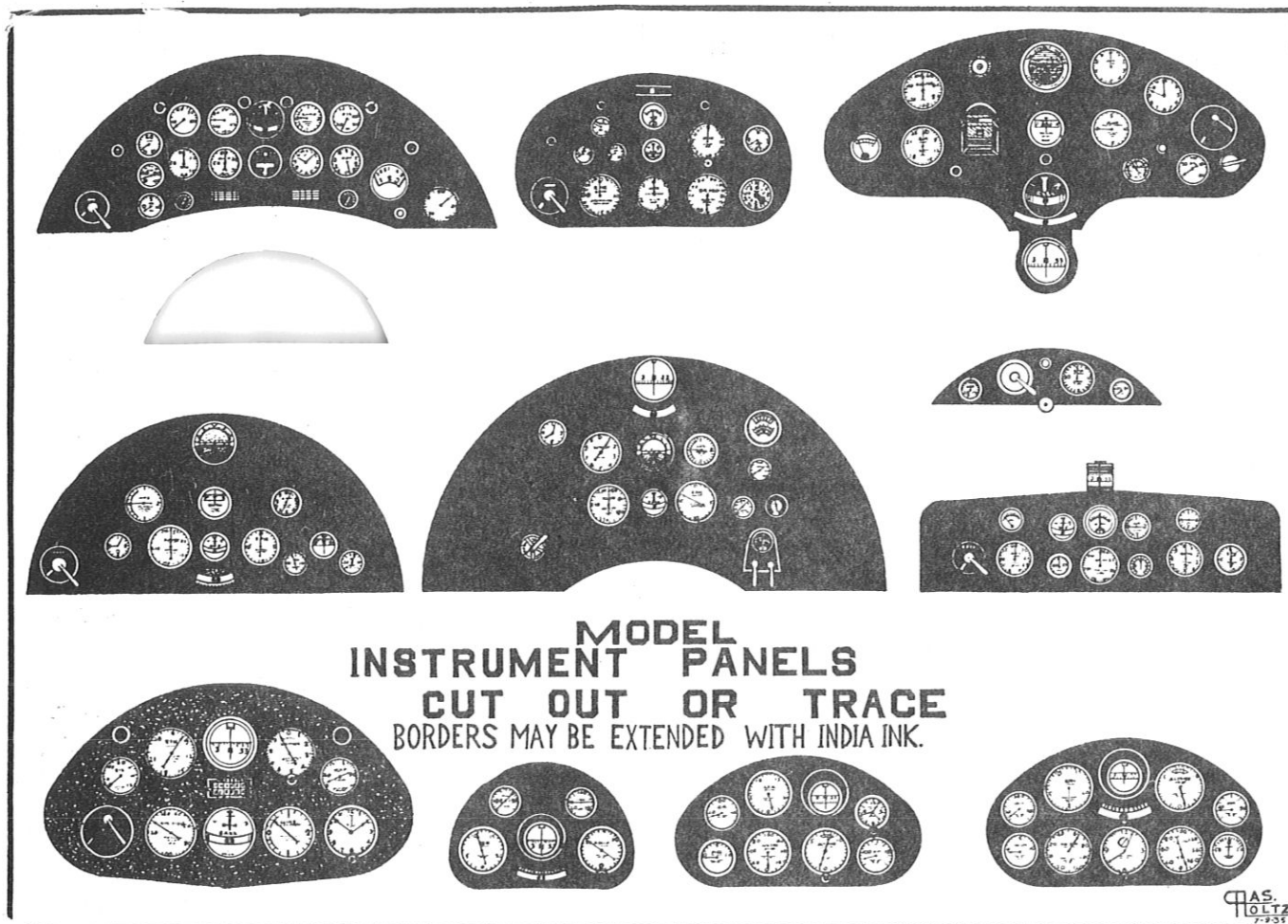
Over on the left is a snap of Capt. Bill Hannan's No-Cal entry that hit 38 secs on Nov. 1. Well, Bill didn't know it but, Capt. Dave Stott had hit 59.8 secs on Oct. 16 with his Dornier Falke. So this Swiss built Kraut all metal bird is leading the formation of underfed fledglings. (We don't mean that Dave's model was built of metal in Switzerland, we mean the real Falke. To avoid the limitations of the Versailles Treaty that forbade Germany to build any aircraft of more than 100 H.P.)

So, come on Skysters, and join in the combat in our Postal Contests. All you have to do is fly any Peanut Scale or profile per the rules outlined in issue #23 that are as simple as punchin' your stop watch. It is also a swell chance to have a freindly air duel with other clubsters who are miles away. Ones we might never get to compete against otherwise. And of course, there is that victory to add to the FAC Kanone list. Oh, the glory of it all!!!

Notes From The Workbench.

We know we have published instrument panels before but our printing process is better now and perhaps our more active builders are in need of a replenishment.

We would like to draw attention to the fine article in the Flight-master News and Views by Don Typend on making wire wheels. A fine job indeed.



Here is a 3-view of a swell lookin' li'l kraut kloud kuddler from "Jane's". There is a swell photo of this bird in John Underwood's new book, "Lightplane" to help you along in the event any of you glue-chewers want to build a model of it. There are also photos of it in the issue of "Jane's" that the drawing came from. We cannot recall exactly the year it was, but it had to be in the early or mid-twenties.

By the way, fellas, if any one asks what you'd like Ol' Whiskers to drop down your hangar chimney this Christmas you couldn't do yourself wrong by tellin' 'em a copy of "Lightplane". This book is sure stocked with neat photos and captions on a lot of swell birds. Most of them are the older more interesting types and there are some 3-views to make it even more desirable for FAC modeleers.

Last but not least, the gang here at Hangar #1 want to wish all our tissue trimmin' Clubsters a merry Christmas and a new year full of new high flyin' bonus pointsters to fly at FAC meets in 1972. We will offer the new racing plane events, FAC Scale, Peanut Scale, and good ol' Embryo Endurance on our contest calander, so make the balsa chips fly.



THE ALBATROS L59 & L60.

The Albatros firm produced in 1923 a pair of small monoplanes known as the L.59 and L.60 respectively. These two machines are identical except that the L.59 is a single-seater with a 55 h.p. Siemens-Halske radial engine and the L.60 is a two-seater with the larger 70/80 h.p. engine of the same type and make.

These machines are thick-winged cantilever monoplanes with the wing at the bottom of the fuselage, in the manner made popular by Dr. Junkers and since followed by many other designers. The central section of the wing is built into the fuselage and carries at each extremity one leg of the undercarriage. Each of these legs is enclosed in a streamline "trouser" which is further supported by a strut running from the axle to the bottom of the fuselage.

The wings taper continuously both in chord and in thickness from roots to tips and have a mean aspect ratio of 8.5. The wing has a dihedral on the top surface of 3°.

The ailerons, elevator and rudder are all of notably high aspect ratio, and the fin and rudder are of remarkably large dimensions.

The machine is fairly obviously a case of the application of gliding and soaring experience to the design of a moderate-powered aeroplane.

The machine shown in the scale drawing here reproduced is the L.60 two-seater. The front seat is that for the pilot, the passenger seat—which is suppressed in the L.59—being to the right and behind that of the pilot.

Fuel for 3½ hours' flight is carried in a tank below the pilot's seat.

The overall dimensions of the L.59 are the same as those of the L.60, and are given on the drawing. The following table gives the weights and performance figures for the two types:—

Specifications of the L.59 and L.60.

	L.59.	L.60.
Weight empty	348 kgs. (766 lbs.).	368 kgs. (810 lbs.).
Weight loaded	480 kgs. (1,056 lbs.).	600 kgs. (1,320 lbs.).
Speed at 1,000 m. (3,280 ft.)	140 km.h. (87 m.p.h.).	145 km.h. (90 m.p.h.).
Climb to 1,000 m. (3,280 ft.)	9 mins.	8 mins.
Wing loading	48 kgs./sq. m. (10 lbs./sq. ft.).	60 kgs./sq. m. (12.2 lbs./sq. ft.).
Power loading	9 kgs./h.p. (20 lbs./h.p.).	8 kgs./h.p. (17.5 lbs./h.p.).

A twin-engined commercial machine has also been designed, but may not be built under the regulations imposed by the Inter-Allied Commission of Control.

