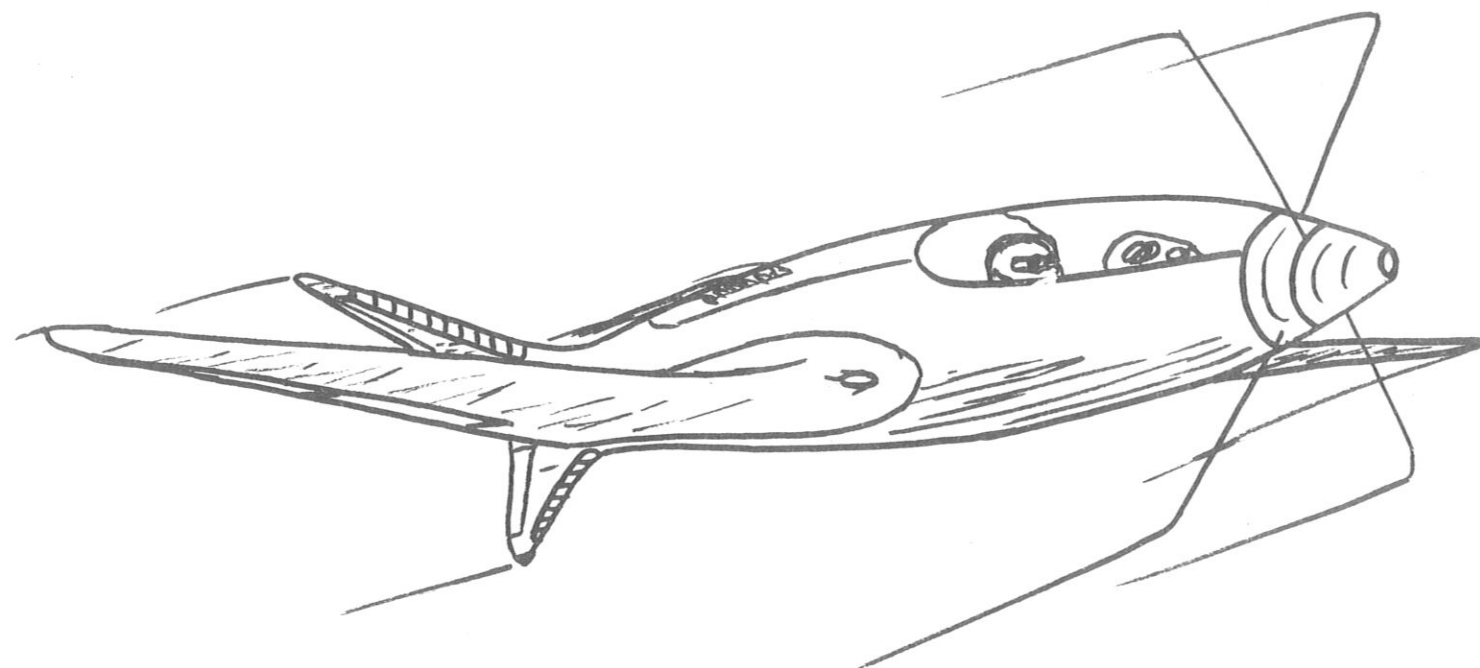


FLYING ACES

Issue # 25 (WOW!)

Club News



G-2 SCOOP ON BUGATTI 100

FLYING ACES "PARLOR FLY"

DREAM PLANE

STARTLING COVER STORY

Any of you skysters remember that Bugatti 100, a three-view of which we ran in our Issue # 20 last year? Well, good old FAC News and GHQ have once again scooped the entire aviation world.

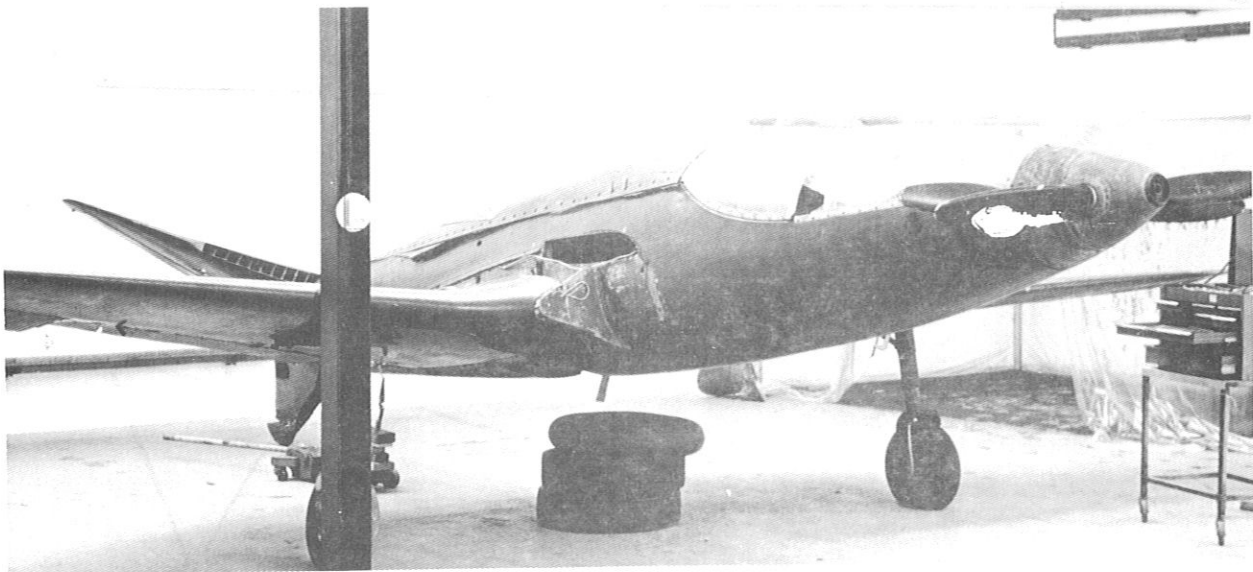
Yep, that's right. Member Jerry Greaves discovered the actual plane, still very much alive, at a nearby secret hangar, where her original designer was hard at work restoring her. Still hearty in his eighties, this man is preparing her for an eventual and honored home in the EAA Museum at Hales Corners, Wisconsin.

We're sorry we can't tell you where this plane is (but you can find out if you know where to look, for Len Wieczorek also discovered her in her present lair) but one of these days you'll be able to see her, after the EAA makes her a home.

Skysters Wieczorek and Greaves....front and center! You are now promoted to the head of the FAC GHQ G-2 ranks!

Now we'll try to tell you a thing or three about the ship.

She was built in 1939 for an attempt at beating the 469-odd mph record set by Fritz Wendel in the Messerschmitt Me 109R.



The powerplant consisted of 2 Type 50 Bugatti grand prix engines mounted back to back, each engine powering one prop. The Type 50 engine was ("is" to the "Bugattiste" but this is written by a "truck driver"....those in the know will know what this means) a straight eight, single ohc with the usual Bugatti 3 valves per cylinder, and one of the great works of the machinist's art.

Following the normal Bugatti practice of using parts of other production "Bugs", even the radiator on this ship is a car radiator, a jewel-like horseshoe shape, peering out at the admiring on-looker.

It is in the design and construction of the plane where she is so absolutely beautiful. There is no structure; the entire airplane is a "skin" of five sheets of veneer, two of hardwood, a sheet of end-grain balsa, followed by two more of hardwood.....all no more than about 100/1000 thickness.....altogether! Amazing, isn't it?

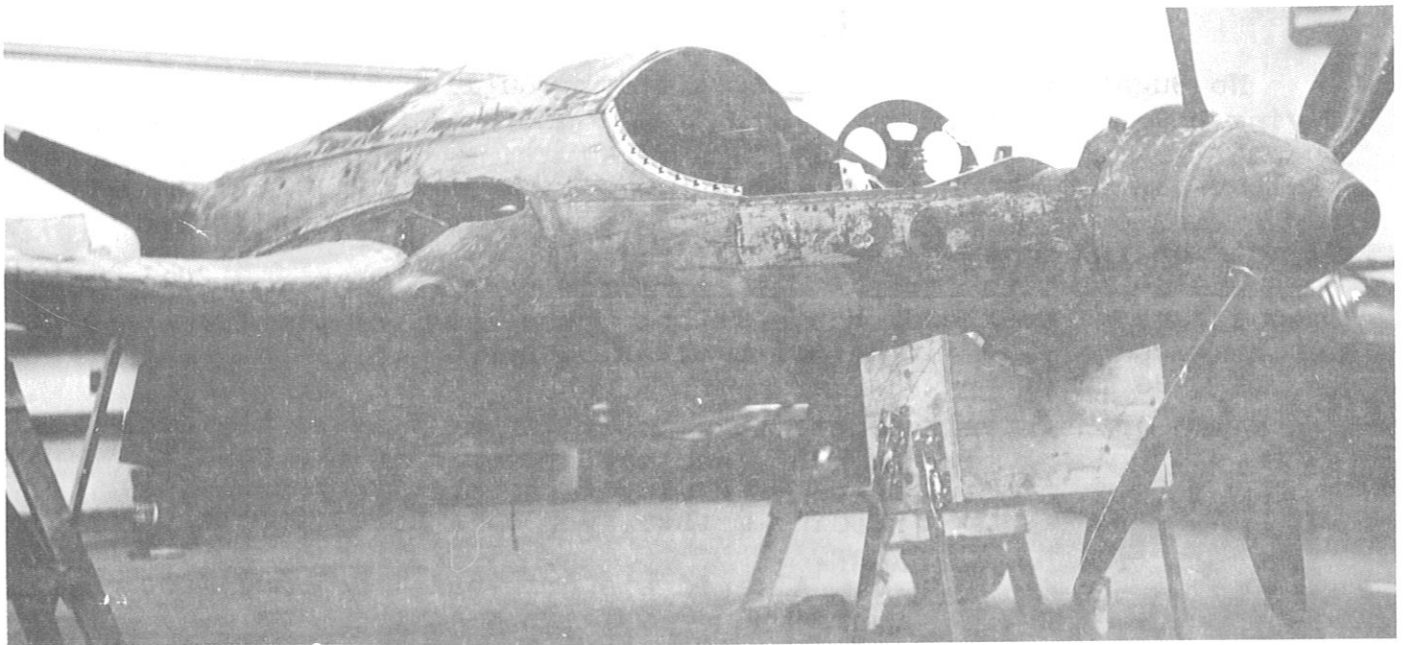
All fillets are made of elektron alloy (an early form of magnesium), and Dave Stott, who is a metal-pounder himself of no little aircraft experience says they are as much works of art as the rest of the aircraft. Just a superb, smooth job. Nary a wrinkle.

Our three-view didn't show several things which the photographs do, but we'll point them out to you. First, the coolant air intakes are located in the sub-rudder as well as in the dihedral stabilizers. Also the wing roots contain air-intakes, and the air outlets are deftly built into the trailing edge of the wings and fillets.

The plane has differential ailerons which can also act as flaps, much like on the P-61, a feature much made-of in the Northrop ads of the World War II period. Just remember....this feature first appeared on a Bugatti and not on the Northrop.

All in all a truly marvelous little airplane and a fascinating aviation "might-have-been". This truck-driving writer has doubts those two Type 50 engines had enough "pizzazz" to power this little comet to about 475 mph, but the overall workmanship and design of the plane deserve a "well done" from the entire aviation world.

It is truly a pity this much deserved recognition has been denied owing to the intervention of the second world war and the succeeding years, but perhaps that situation will shortly be remedied, once the plane is on display.



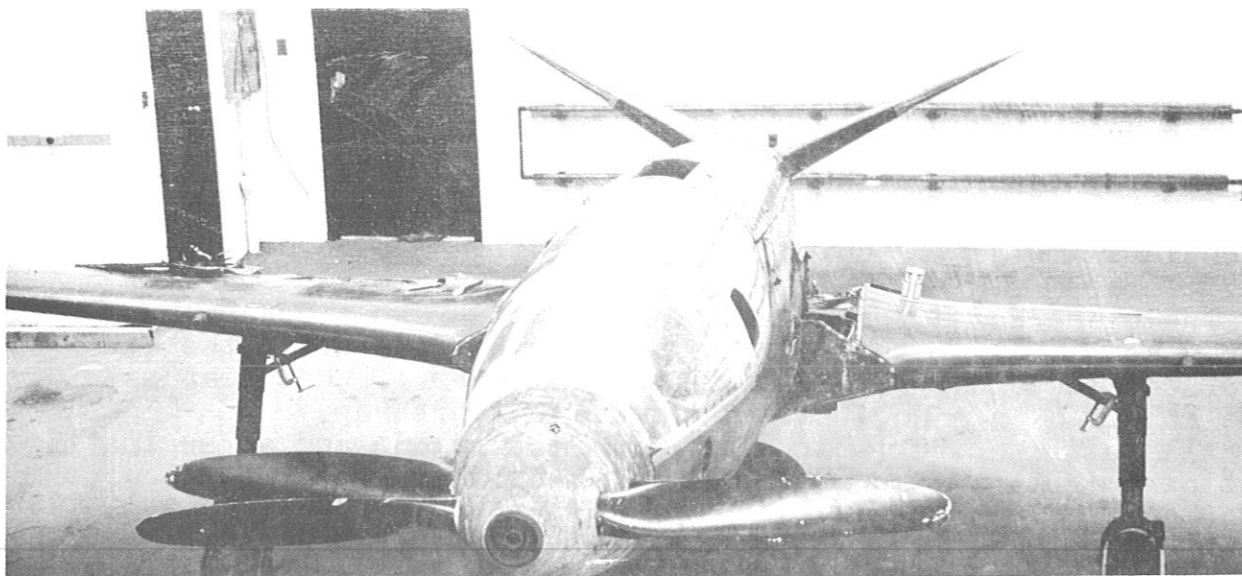
Here she sits. Note again the typically Bugatti magnificent workmanship and metalwork. That is her instrument panel thrusting out of the pit. Note the huge holes for the two tachometers, as well as the gear boxes behind the spinner.

Just beautiful!

If any of you rib-slicers are enthusiastic enough to try and have the world's only flying Bugatti, we truly admire you! As much as the plane, even!

But.....hint....she'd make one swell darb of a solid model.

Her color? Oh yes, we almost forgot in our words. Overall true blue. A light blue, you know, is the French national racing color.



Whoosh! Here she comes! Can't you almost hear Ettore Bugatti flashing by!? As the English say.....what a beauty!

THE FLYING ACES "PARLOR FLY"

No Bugatti, this bird, but we think you'll have a lot more fun flying her around ye olde living room. Maybe she wasn't designed to beat Fritz Wendel, but she'll sure fly rings around many ships you have gathering dust in your hangar. And she's just the thing for a blustery New England winter's night.....you can build and fly her on the same weekend.

Build her with scrap sheet and strip ends. Cover her with tissue scraps (everybody has a lot of those lying around for patching, surely). Fly her with scrap rubber.

A free model!

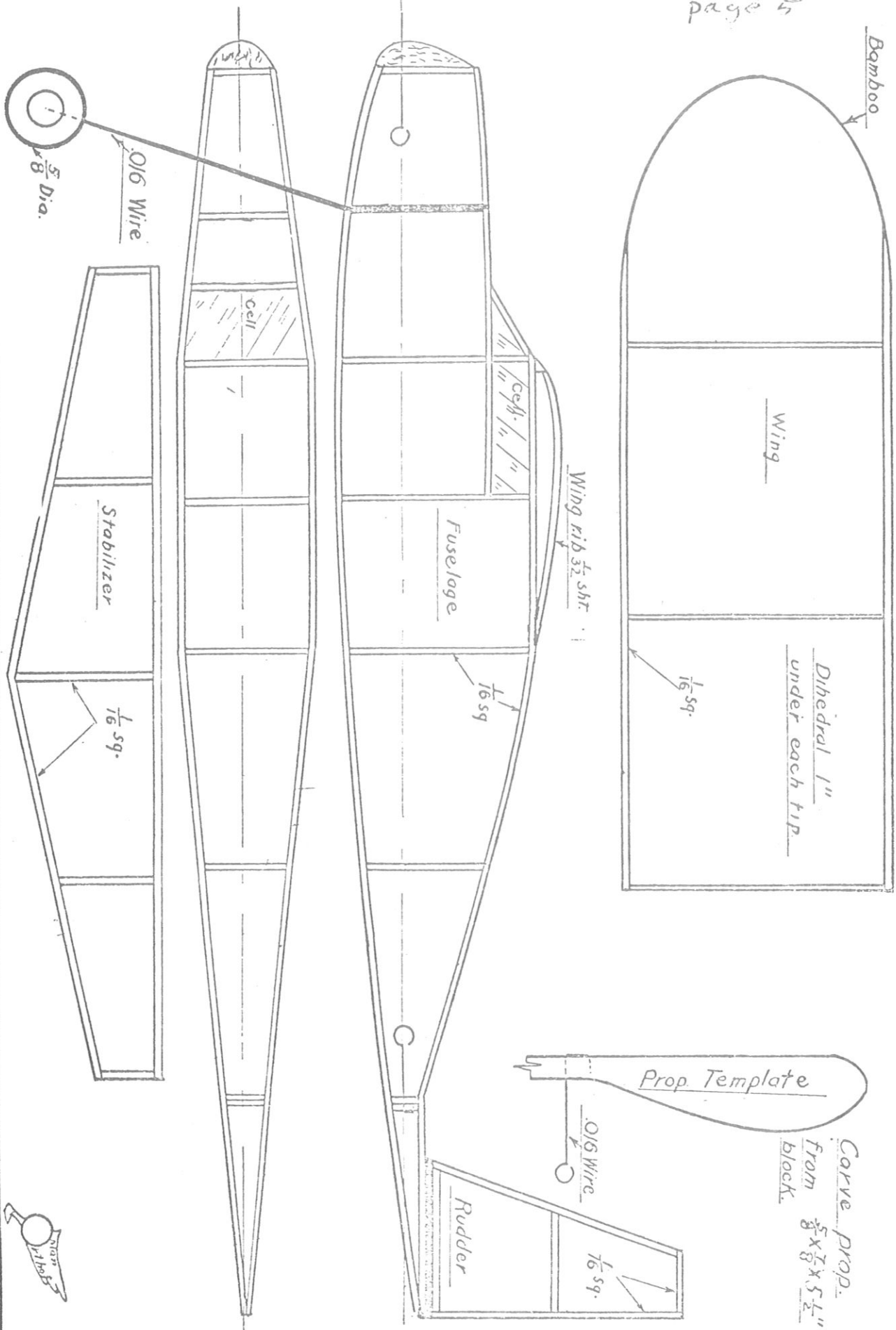
Alan Orthof designed and built this little funster way back in 1937, and she appeared in the October issue of Flying Aces (still our favorite reading matter, you out there) for that year.

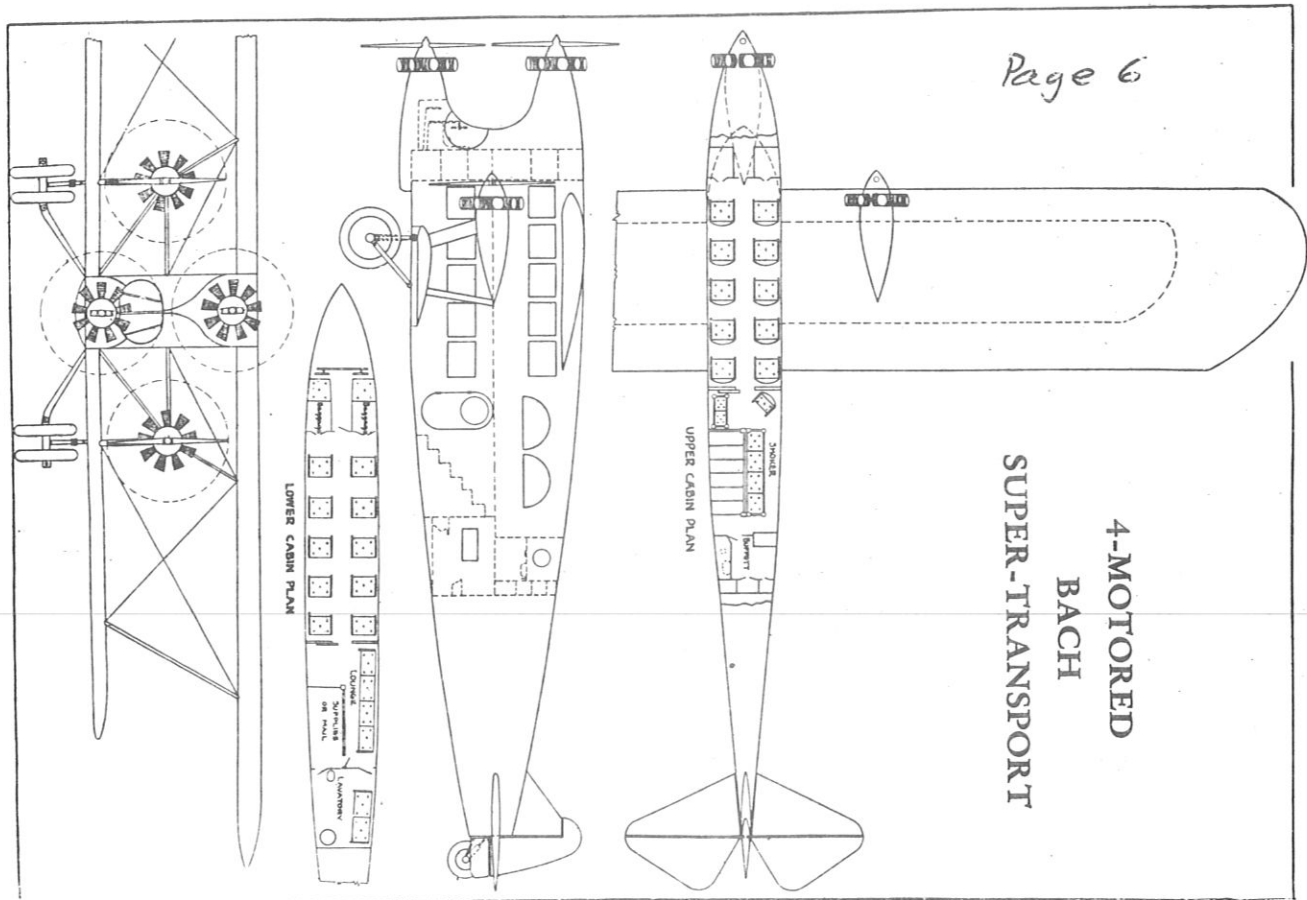


Al said his original model had made over a hundred flights at the time of printing (how many by now?.....hawww!), and had needed no repairs. He also advertised that this ship would fly consistently between twenty-eight and thirty seconds in his living room.

So, get to work out there, all you rubber-winders, and see what times you can get with modern Pirelli rubber. Maybe using a contest trick or three you can beat those almost thirty-five year old times.

Drop us a line here at GHQ and let us know how you make out with the Parlor Fly!





OUR NEW DREAM PLANE

Howzzis for a dream plane? The makers of the Bach Air Yacht totally wiggled and thought this smooth-lined sky slicer would appeal to their billionaire customers. Luckily for them, the stock market crash saved their lives.....if not their money. Looks to us like this might be a good ship for taking a "swan dive from the thirtieth storey", but not too much else.

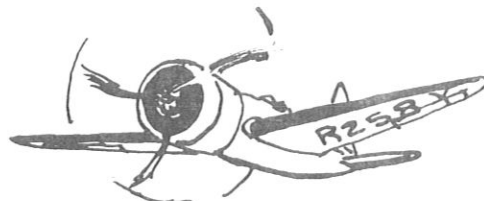
The ship was planned to have four 410 hp engines, and the idea of the powerplant arrangement was to permit the use of extra-long propellers.

There were to be two decks, and the plan for each was carefully arranged, as can be seen from the three-view. Please take note of the staircase leading to the upper deck, as shown on the side view.

The projected weight was to be 16,000 pounds with a top speed of 152 mph, and a cruising range of about 1600 miles. The wing-span was designed to be 85 feet (top wing), and 65 feet (lower wing). The respective chords were of 12 and 8 feet respectively.

Does anybody out there know if any of these were actually built? Certainly, no ATC was ever given this "Super Transport".

What's your dream plane, pencil-shavers? Done any dreaming in a dull history class lately? Or when the kids/wife/in laws were closing in? Why not write and tell us about it. Send in a drawing of your monster.



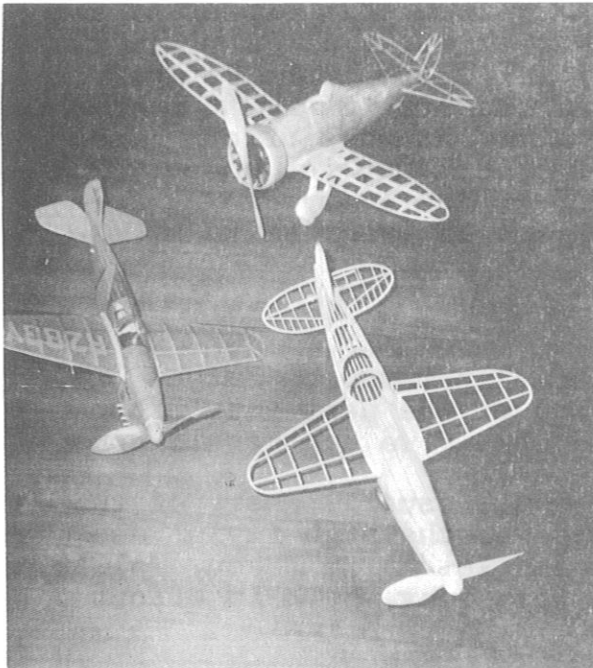
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PYLON POLISHERS PALAVER

OK, you skysters, you owners and builders of racing ships, a word of advice. The rules call for registration and racing numbers and we will enforce this rule at our next meet. So remember..... you must have those numbers on there or you don't get to fly, Jah! You all have plenty of warning on this, so get them on. It only takes a little time to cut them out of tissue and dope them on, so be ready to race!

A HUGE word of thanks to Ted Wales for contributing two Hawk Howard Ike kits to our "fund". Also to Jim Dorst, who dredged up a couple of Laird Solutions, a couple of Howard Mulligans, and a Supermarine S6B. To Bob Jespersen, our Milford Fox, who chimed in with a Gee Bee, and to Frank Scott, who scoured Dayton Ohio (alas, to no avail) for these now hard-to-find kits.

Anybody out there who can find us Hawk racing plane kits....please send them to us. We will be delighted to pay you for whatever you should find. Please help us! We need them for racing trophies.



Jeff Chrisey had a recent catastroscope. He hangs his ships at Ed Novak's place, and while Ed wasn't looking, his new cat sneaked into the model storage area and used Jeff's Chester Goon for a "kneading board". The rest is too horrible to contemplate. Let's just say the model had serious damages. Jeff.....whyn't you ask old Hauptmann von Rottensocks Kuenz out there in Detroit what to do when a cat dast attack your models? Ralph'll tell you the technique!

While we're mentioning Ralph Kuenz, here's a pic of some of his more recent modelling accomplishments. The model on the left is his Peanut Folkerts, with which he smiteth opposition in Detroiten Geschwader meets. On the top is his yet-uncompleted P-26. This model is feather-light, despite that sheeted

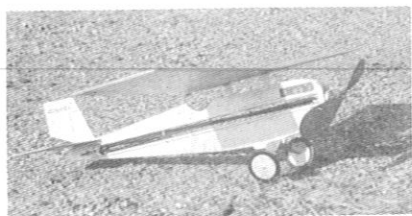
fuselage. We at GHQ know, for we have hefted that same model. On the right you see a Floyd Bean Special ready for covering. The Floyd Bean Special is a real "rare bird", known only to a few air race fans. With all that nose moment, her pilot must have weighed about 350 pounds. When you build her, peelots, remember to keep her front end light, as Ralph has.

Come spring, you rib-slicers, remember that we plan to run not only our Racing Event, but also your three favorite events (we hope.... we know they're ours, old AMA). Jawohl.....Racing Event for the TT, F A C Scale, Peanut Scale, and Embryo Endurance. That'll make for a fun and action-filled day for us all, unless old Jupiter Pluvius intervenes, as he did last May.

We'll soon set the date. GET YOUR SHIPS READY!

Well fellas, as we told you last issue Lt. Clarence Mather of the Calif. Sqdn. achieved the rank of Wing Commander, Outdoor Wing, Postal Peanut Scale Contest with a startling flight of 90 secs on his Jodel Mascarat. Well sir, no one has been able to top him as of this writing, although we are as sure as shootin' many of our avid Postal Peanut Pilots have been tryin'. So, helmets off in salute to Lt. Mather who still is in command of the situation!

It took the fast climbing (both in rank and performance of his models) Capt. Chet Bukowski, Mass. Sqdn., to set a time in the Indoor Wing of the Peanut Postal Contest. Cap'n Chet flew his tried and true Clipped Wing Cub to an entrenching time of 76 secs on Dec 4, 1971 to win him the coveted position of Wing Co. Indoor wing, FAC PPC. Good show, old chap!!



Captain Dave Stott's dethroned Dornier Falke; No-Cal Scale. Got a pic of the new King, Chet?

And you might guess it fellas, Cap'n Chet has taken command of the No-Cal Scale Wing as well! Yep, seems like Chet went ahead and made himself a swell Culver Cadet profile and took it along with him indoors and blasted off a flight of 74 secs to garner this aspect of our FAC Postal contesting as well. It is plain to see (as the nose on a Pilatus Turbo Porter) that Cap'n Chet Bukowski sure means to become one of the most renowned kanones of our great club. Good luck, Chet, and may you encounter a fierce competing FAC behind every cloud, for competition is the root of progressive modeling!

CONTEST NEWS.

Gosh Clubsters, we are as behind as the slipstream on Flight Lft. Stainforth's Supermarine S6-b on our coverage of the past year's contests. Let us wrack the old grey matter and see if we can recall some of the highlights of the SCAMA Sweepstakes----

First off the runway, we want to tell you Tissue Trimmers of the FAC that our comerad in ozone, Lt. Don Edson was the high flyin' ace that captured the SCAMA High Point Trophy. And let me tell you, Fellas, that was a sizable load for any modeler to tote away, both in effort and in weight!



Capt. Black Jack Chilmarks winning FAC Scale Peyret Taupin.

Besides the usual AMA events, Peanut and FAC Scale, contest director Hank Struck added Old Time Gas and Rubber End. to keep the FACs hot-footin' it all over the model 'drome at Mystic, Conn. last October.

Pre contest weather and forecasts were so bad that all modeleers thought Hung had forsaken us. But not a single drop of cloud dew from the grey heavens dampened a competitor on contest day. Nor was there a ray of sunshine to help either!

Peanut Scale was rather poorly populated with only six entries. Don Edson put up the first official Peanut flight of the meet ticking off 53 secs! Great Hung! What a way to lead off!

FAC SCALE faired much better than in past years with no less than 13 hopeful entries ranging from high wing cabin jobs to tandem wingers, a P-38 and Supermarine S6-b. Lt. Bob Thompson maxed his Cessna AW just like the sun was shining.



"All in all it was a fine day for the FAC and as our stalwart clubsters stepped forth to receive their trophies and prizes from Major Struck, Lt. Jerry Donahue's Flying Aces Moth passed overhead! No better tribute to FAC spirit!!

As with all meets some gremlins seem to get into the act and wreck havoc with some flyers. Captain Black Jack Chilmark blew a motor in his nearly new Stahl "Gypsy" O.T. rubber endurance and practically disintegrated the fuselage!

Gremlins also attacked Lt. Ed Novak while he was winding his O.T. Midwest Gollywock. It seems the little devils pulled the winder right out of Ed's hand and threw it into the ship demolishing the fuselage!!

Now you Skysters would think that this would be quite enough, but not our persevering Lt. Novak. He just got to work and somehow rebuilt that battered hulk and got it all wound up for a test flight!! Yep, you guessed it. It flew out of sight on only 80 winder turns and no D.T. Oh, those gremlins!! Ed never found his ship, either. If any of you Skysters who are actual aviators to boot ever see a Gollywock cruising at ten thousand while touring in your Cessna 180, you can imagine who owns it.

Here is a run down of the SCAMA Sweepstakes as far as FAC style events are concerned-----

FAC SCALE

1. Capt. Black Jack Chilmark, Peyret Taupin tandem wing Fr. lightplane.
2. Lt. Bob Thompson, Cessna AW, 2 min max flight.
3. Capt. Dave Stott, Alexander Eaglerock biplane.

Peanut Scale.

1. Lt. Don Edson, Mr. Mulligan
2. Capt. Chet Bukowski, Clipped Wing Cub.
3. Capt. Dave Stott, Cessna CR-3 racer

Old Timer Winners.

Cabin Gas, Capt. Black Jack Chilmark
Pylon Gas, The Milford Fox, Bob Jespersen
Rub. End., Capt. Dave Stott, Flying Aces Hurricane.



Looks like all our space is used up for prop wash already, fellas. We sure had a lot more to tell you, but it'll have to keep in the back of the hangar 'till next issue. Meanwhile keep peckin' at those Postal Contest times and send in your times to GHQ. It's all over on March 17, so don't stall around. You might miss out on a promotion or at least a Kanone victory! See you next issue, Wingsters!!!



