

FLYING ACES

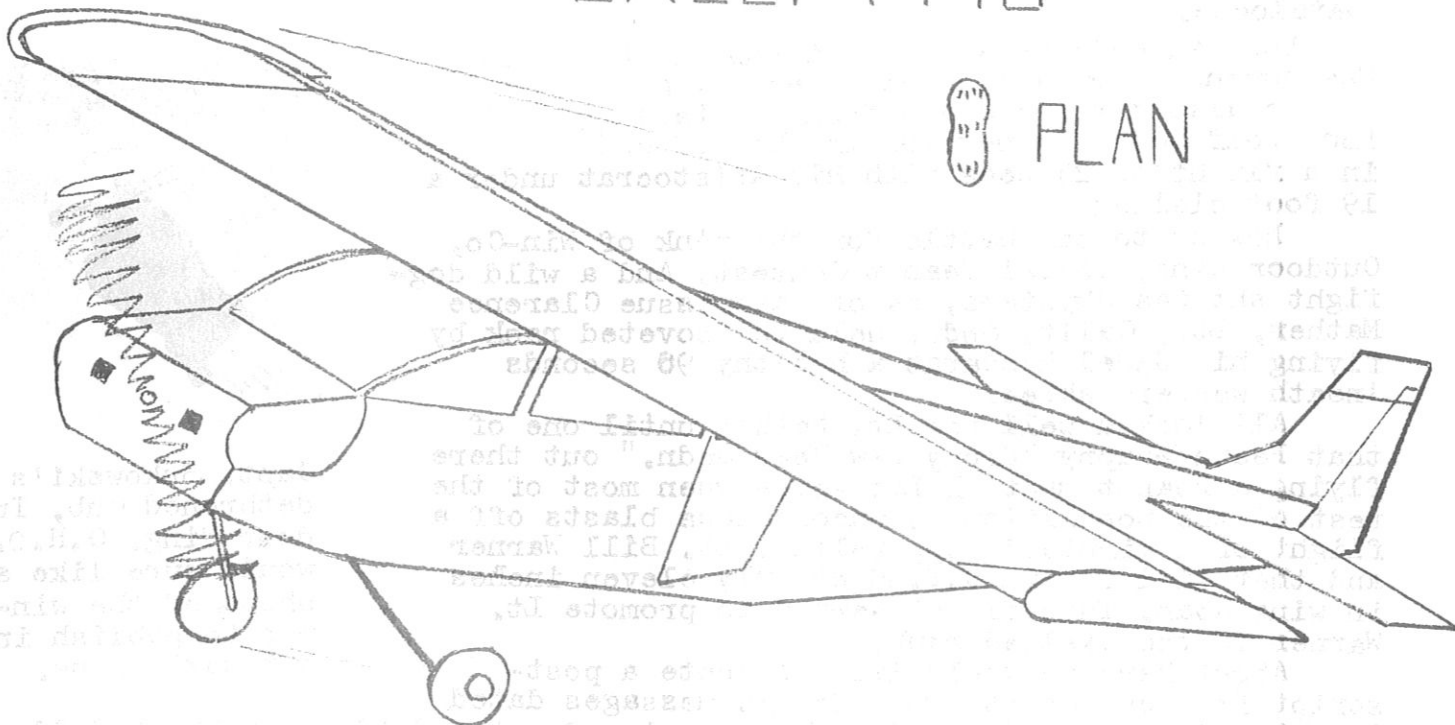
ISSUE # 26

Club News

LACEY M-10



PLAN



CONTACT WITH JOE ARCHIBALD, CREATOR OF PHINEAS PINKHAM!
CONTEST DATE AND INFO SET FOR NEXT BIG F.A.C. MEET!
PLANS, PICS, AND PLENTY OF PROPWASH. LOOK INSIDE!!!

COVER STORY

Jeff (C. B. Mayshark) Chrisey, the Hard Luck Henry of the FAC, is this month's cover artist, with this nifty rendering of the Lacey M-10. This is a modern homebuilt ship, for which full-size plans are still available. We don't know too much about the Lacey here at GHQ, but the Feb/Mar 1963 issue of Air Progress has pictures on page 53, so you can always go to your (or a friend's) library and get some illustrations to help you with your building project.

Just take a look at that fuselage length! This is a simple ship with plenty of the right areas, easily built and easily flown. Why not build one yourself in a few hard-slicing evenings? This writer, who has never yet found the combinations to get consistent Peanut wins, has looked this ship over and decided that his hangar just won't be complete without one!

Deftly turn to the back of this big issue, and voila, Pierre, un plan! Alors.....

POSTAL PEANUT CONTEST WINNERS

As all you Peanut Pilots remember Capt. Chet Bukowski, Mass. Sqdn. was Wing Commander, Indoor Wing, by flying his Clipped Wing Cub to a time of 76 secs. A pretty solid lead. That flight was made Dec., 4, '71.

Well fellas, on Mar. 6, 1972 Lt. Don Edson, Long Island Sqdn., up and set a new high time of 94.3 secs to win the permanent title of Wing Commander, Indoor Postal Peanut Contest. Congrats, Don, and G.H.Q. will be sending you a signed order blank from Clubster Bill Hannan which will enable you to select three plans from the "Plans & Things" Catalogue.

Don had made an earlier attempt with his 1911 Eastbourne monoplane of 51.4 secs. & 70.5 secs.

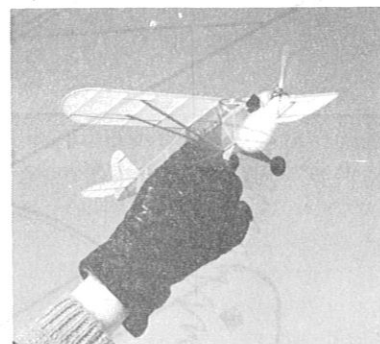
We also got a message from Lt. Paul Cherubini, Lone Wolf Sqdn. (somewhere in the midwest) turning in a flight of 24 secs with his Aristocrat under a 19 foot ceiling.

Now on to the battle for the rank of Win-Co, Outdoor Wing, Postal Peanut Contest. And a wild dogfight she was Skysters. As of last issue Clarence Mather, Lt., Calif. Sqdn. held the coveted rank by flying his Jodel Mascarat a healthy 90 seconds 'neath western skies.

All looked well for Lt. Mather until one of that Peanut-happy "Happy New Year Sqdn." out there flying a Peanut meet in Las Vegas when most of the rest of the population is unconscious blasts off a flight of 2 minutes! Yep, fellas, Lt. Bill Warner and that li'l Poulin J.P.30 of only eleven inches in wing span. This flight served to promote Lt. Warner to the exalted rank.

About here we would like to quote a post-script from one of Lt. Don Edson's messages dated Jan. 25, 1972. ----- "P.S. Have been trying for the Outdoor Peanut but as yet Hung has shown me no favor. Will keep trying. Can't let the Calif. Sqdn. win again."

Fine spirit of freindly competition, eh Wingsters? Flip the page to see if Don was able to do anything about the lead the Calif. Sqdn. had.



Capt. Bukowski's dethroned Cub, Indoor Wing. G.H.Q. would sure like a photo of the winner to publish in our next issue.

G.H.Q. received this message from Lt. Edson on about Mar. 12,-----
 "Well, finally got a break on the weather Friday night. Partly cloudy but very buoyant air.

Cranked in my turns on the new Curtiss Robin (Which we failed to mention was the ship Don used to win the Indoor Wing.....ed.) She took off slow and easily climbing to about 150 feet. The motor run lasted about 100 secs and then she stalled down for another 25 secs.

If I'm lucky I think I can get this ship to fly away, hopefully for an over 5 min. flight, which is one of my goals. Will keep trying this week untill the 17th."

Well fellas, Don had just done the trick to win by 5 secs over Lt. Warner's Poullin. Of course, Don did not know this at the time. Then came anothe message-----

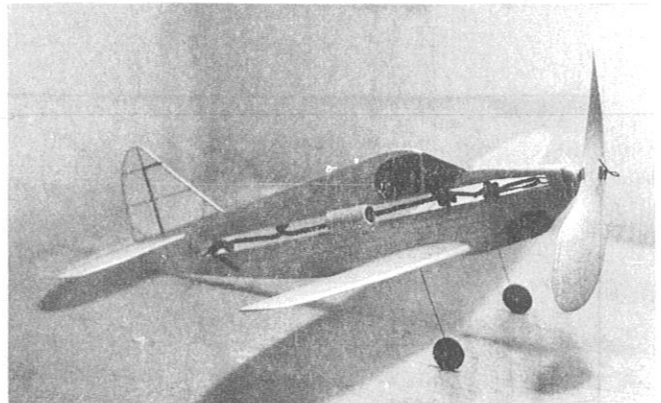
"Well, I think I have a real winner in the Outdoor Wing. The weather was perfect this morning. As you know they are few and far between lately. Got to the field about 9:00 A.M. The first flights were O.K. but wasn't getting the altitude for anything really spectacular. Then about ten A.M. had a good flight of 2 min 15 secs. The air was gentle but with good lift. The last flight was really a whopper. Not the 5 min hoped for but 4 min 25 secs!! I got a biggggggggg thrill from that one flight than a string of maxs. with a Wakefield or Nordic."

There's the story, Tissue Trimmers, Lt. Don Edson did it again. Wing Commander Outdoor Wing, Indoor Wing, a double victory bringing his score to six and thus promoting him to Captain; and prizes to boot! Helmets off, fellas, to a fine job of flyin'. We kinda have the feelin' Capt. Edson will soon reach his goal of 5 minutes, don't you??

NO-CAL SCALE RESULTS

Although the clubsters of GHQ Sqn have been trying to best Capt. Chet Bukowski's 74 second time reported last issue no one has been able to unseat the Mass. Sqn. Ace.

That photo on the right is the mount that Chet rode to victory. Congrats, Chet, and plan prizes will be on their way 'soons we load 'em in the Boeing Monomail. This makes it 9 victories for Chet fellas. Makes you want to get out and battle in those FAC meets, doesn't it??? And in case any of you fellas need more inspiration just run an orb over the winners of last Fall's big F.A.C. meet held at our new 'drome in Durham, Conn. When's the next chance to battle for glory, trophies, glory, prizes, glory, promotion, and glory??? See the last page.



More G-2 action! This time from Lt. Roy Leiner, a true F.A.C. from way back in the old days, sent the present address of one of FLYING ACES greatest contributors, JOE ARCHIBALD to G.H.Q. Indeed, Joe A. was perhaps THE greatest contributor to the greatest aviation mag published for nine to ninety year olds.....us, Joe's immortal Phineas Pinkham yarns graced the pages of F.A. from the earliest pulp days right up to the bitter end, after W.W.II, when he "expired" in "Flying Models" in 1948. Joe also wrote "Elmer and Pokey" stories for "Sky Birds", which was F.A.'s companion mag even after F.A. progressed to the "large size" in Nov. 1933.

Joe was kind enough to send G.H.Q. the following letter and sketch:

"Thank you for mailing me the Flying Aces Club News. I thought you would like to have this illustration of an old Phineas Pinkham story to hang over a crack in the wall.

The last plane I ever flew for about five minutes was down in Hondo, Texas when I wrote a book on pilot training. It was a T-6 and one hell of a ground-looper. Since retiring Phineas, I've written WINDMILL PILOT, JET FLYER, AVIATION CADET, and SPECIAL FORCES TROOPER. (Spent three weeks at Bragg covering Green Beret training.)

Be that as it may, I believe Phineas would appreciate it if you would hang him up, something the Krauts could never do!"

Would Phineas appreciate it? Would we? Do we? We're so happy to have the Boonetown Trickster on our clubhouse door, we're just going to reproduce him for all of you F.A.C.s to decorate your hangars with! A memory and a smile.



YOU SAID IT.

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Here's a chance for all you buzzards out there to level your Spandaus at the gang here at G.H.Q. and give 'em a blast or a boost, whatever your feelings. So let 'er rip, Wingsters, and while you're thinkin' glance over the thoughts of your fellow clubsters-----

"Good morning Capt'n Dave:

That latest F.A.C. News has me about wigged out on that fantastic Buggatti 100 racer. Before I get in too deep, how accurate is the 3-view published? -----Are there any more drawings around?

Sounds like incredible detective work to locate that bird. It seems surprising to me that it survived the "Secand Big Hate"!-----.

Best wishes,

Lt. Frank Scott, F.A.C.

McCook Field Sqdn., Dayton, Ohio.

(Frank had plenty more to say about his attempts at baggin' the No-Cal Scale and Postal Peanut times as well as his praise for the Bug. All that G.H.Q. knows about the Bug is what we have printed, Frank. As we mentioned, the color was over all "true blue", not "Gendarme blue" as you might suspect. We doubt that it ever was registered. The wings were sanded down when the brass here at G.H.Q. viewed it, so we could not swear to it, as far as markings go. Perhaps our G-2 agents, Greaves, Wieczorek and Wieczorek will carry their investigations further and report to us. What say super spies of the FAC????

"Whoop, whoop, whoop,

Magnificent scoop on the Bug! One of these days this little slick scooter is going to go, Go, GO! What a beaut. It is amazing what comes up when you spread a little rumor about....

-----Working on a Udet U-2 for rubber. (Or CO²) Looks like a Volksplane without struts. Cleansville.

If you find a couple of bucks in this letter it will mean that I found some dough in my wife's purse to help with your costs. Keep up the #1 work! How does it feel to be more widely read than Model Airplane News, among model builders, of course!!

Thermals,

Bill Warner.

(It feels just great, Bill, just great. Good luck on the U-2, (Udet, not Lockheed) We here at G.H.Q. know the crate and it looks to us as if it has charms to win the favor of Hung. Bill also enclosed the truly rare aviation relic we reprint below that was found on the body of an aged Japanese pilot who was found hiding out on Guam until Jan., 1972.)

Dear Fring Aces Crub,

Fukaduka, Japan
August 18, 1944

I have led your retter with gleat intlest. I would rike to know how come you plint velly rittle about Hon. Nihon fry-boy news? As a pirot with seven successful Kamikaze missions to my cledit, I wish to plotest this poricy.

Good fliend,

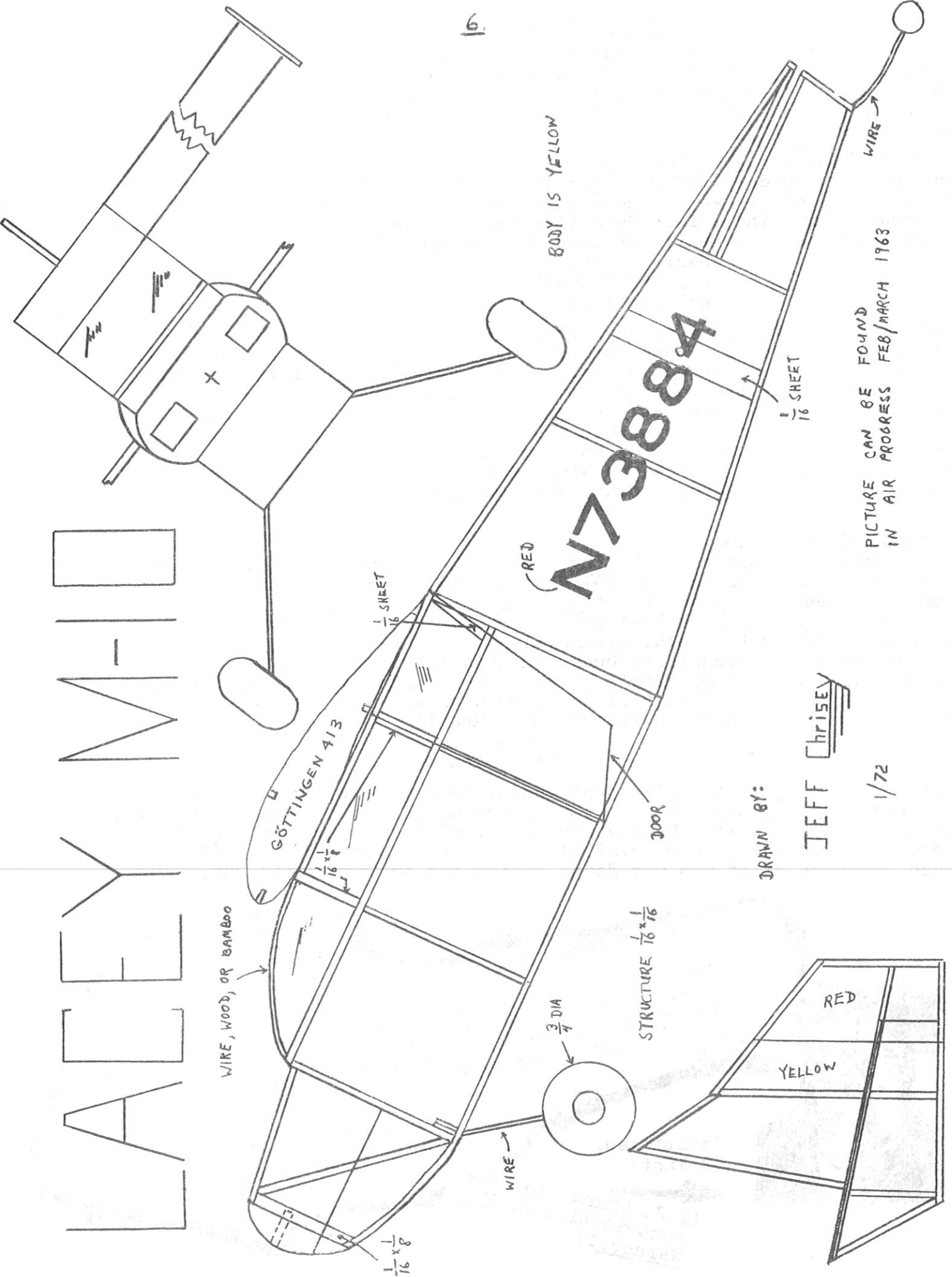
Rt. Shirley Kakaka, IJN, JDL, PRY

Identified,
at last!

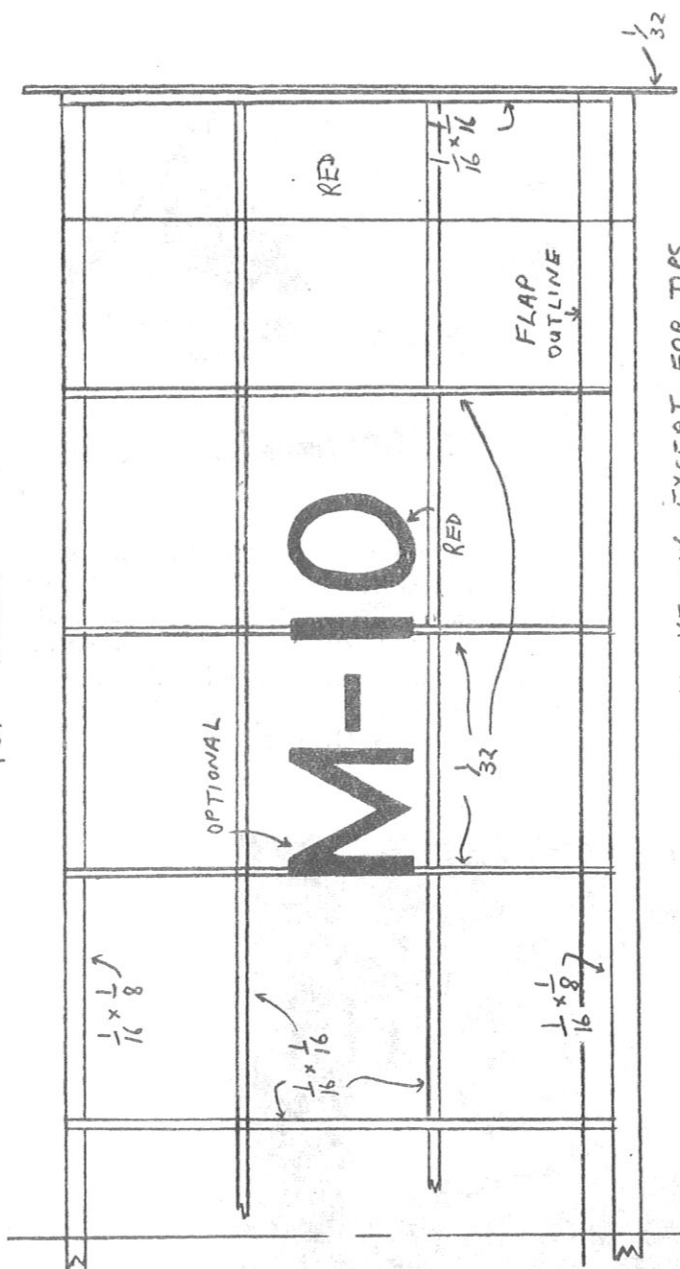
(P.S. Thanks for the
contribution, Mrs.
Warner.!!)



LAFFY M-1



TOP - RIGHT WING



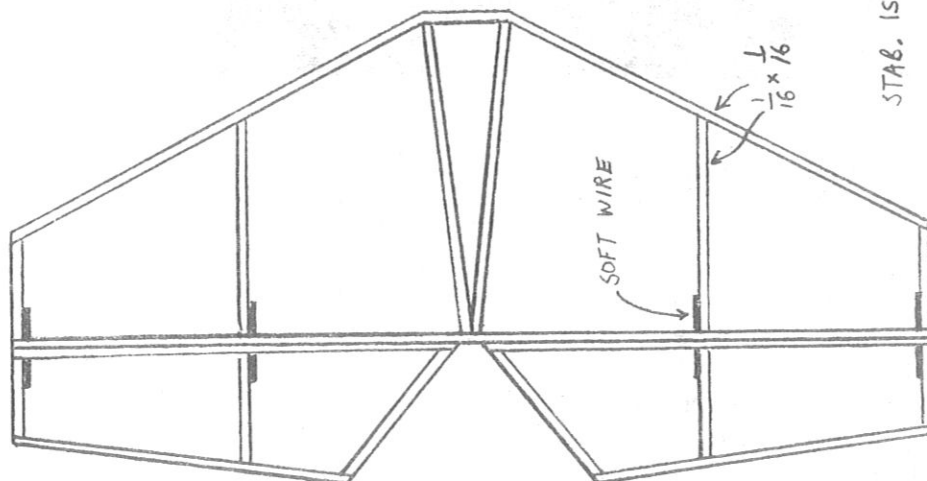
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...ING IS YELLOW EXCEPT FOR TIPS

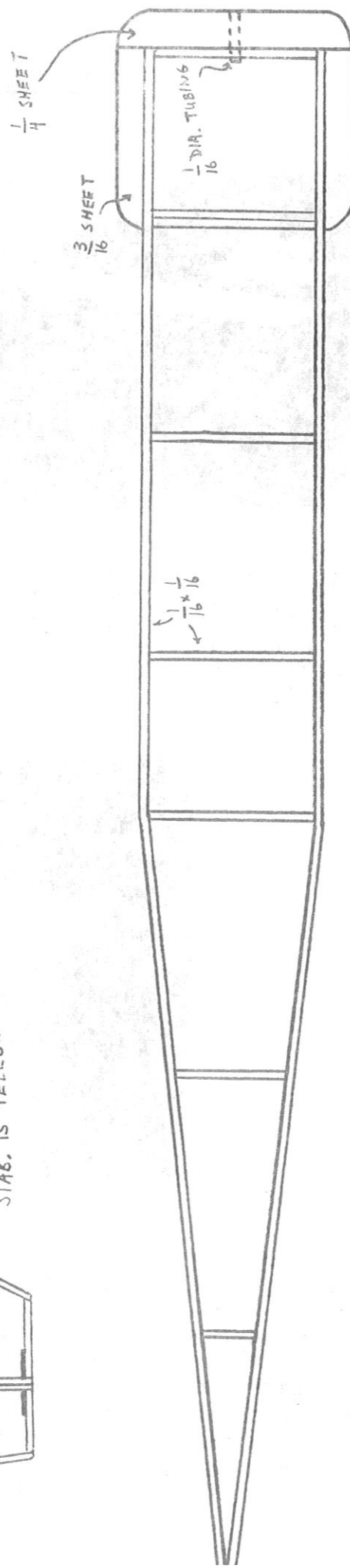
M-10 ON TOP OF RIGHT WING ONLY IF ADDED

DIHEDRAL $\frac{3}{8}$ UNDER WING TIPS

FLAP RUNS THE FULL LENGTH OF WING

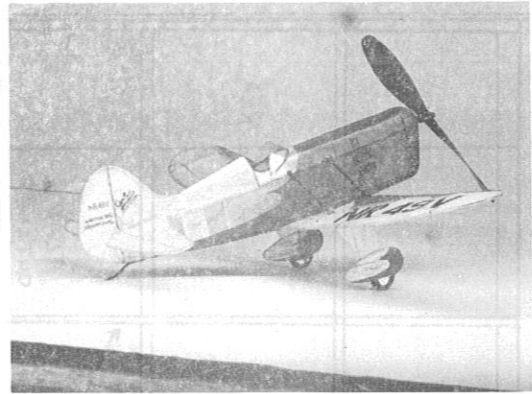


STAB. IS YELLOW

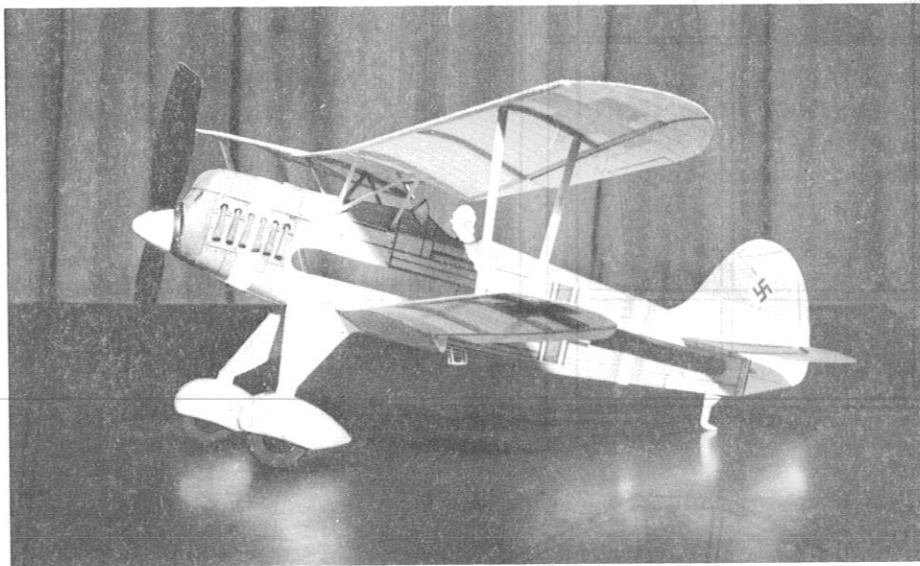




This is Bill Hannan's latest Sky Terror, a 1910 Farman Monoplane. Bill says, "She has bags of area for a Peanut, plus a long fuselage." Lots of luck with no dihedral, Bill!

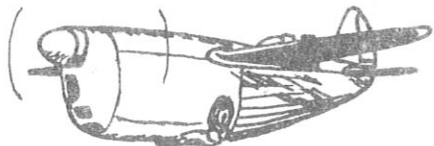


Bill Warner sent us in this pic of his Balsa Products of America Gee Bee. This huge model has a span of 9 inches. Talk about germ-sized Gee Bees! This one's about the size of the Flying Aces Gnat!



Howzzis for No-Cal Scale? Just look at all the detail Pres Bruning of the Detroit Hengeschwader has worked into this Heinkel He 51! And, she's as loaded with ideas as with artistry. Pres builds a fuselage of medium hard balsa (1/16) with bond paper for all flight surfaces, which he stains with prisma-color pens or dri-mark bottles. 1/16 ribs and spars are glued to the paper with rubber cement to avoid distortion of the paper, although the ribs are glued to the spars with regular cement. Cowl is built from balsa and bond paper. Quite a job, Pres, and we'll cover your Savoia-Marchetti SM 81 in a future issue. That's another jewel!

FLYING ACES



FLYING ACES CLUB SPRING MEET
JUNE 4, 1972. SIX EVENTS
AT DURHAM MEADOWS, DURHAM, CONN.



Yes sir wingsters, here we go again with a swell meet for rubber powered models only! Just like the old days! All you need is a model that fits the categories listed below and membership in the A.M.A. You can join the A.M.A. right at the field, if need be. So c'mon out for the fun and prizes!!

Here's a list of our events. All AMA age groups combined. (JSO)

"Embryo Endurance", an event for sport jobs of certain dimensions. Just write G.H.Q. for the dope in full.

"Flying Aces Club Scale", an event that offers bonus points for difficult to fly models so every one has a chance to win. Write G.H.Q. for details.

"Peanut Scale", An ever popular event for small scale models (13" span limit) created by and for the Flying Aces Club that is now in the A.M.A. rulebook.

Last Fall the G.H.Q. Sqdn. of the F.A.C. tried out some new events. These were for racing planes only. Now most every rubber modeler knows a pylon polisher is a tough bird to fly, yet this event was so well attended we sure can't leave it out of any future F.A.C. contests. Only one out of all entries failed to enter the "National Air Races"!! SO HERE WE GO AGAIN, PYLON POLISHERS, WITH MORE RACING!!!!

"Shell Speed Dash", An endurance event for racers. All flights must be in by 11:00 A.M. You must fly this event in order to qualify for the Greve and Thompson races later in the day. Write for particulars.

"Greve Trophy Race", An endurance event for racers with simultaneous launching of models like the real thing!

"Thompson Trophy Race", Same exciting type event as the Greve!

A.M.A. sanction # 351. A blanket entry fee of \$2.00 gets you in any and all events. Happy landings, stringer benders, and don't miss it!

For answers to any questions concerning the coming meet write to
FLYING ACES CLUB G.H.Q.

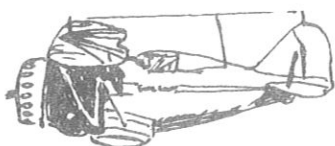
66 Bankside St.
Bridgeport, Conn. 06606
Bob Thompson, C.D.



Any of you modelleers who own a stop watch, please bring it along for use in the Greve & Thompson to provide a more accurate result.

And no matter what is your favorite type modeling, come out and take a look at freindly, low pressure competition modeling. You might find you like the idea!!!!

TROPHIES FOR ALL FIRST PLACES



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