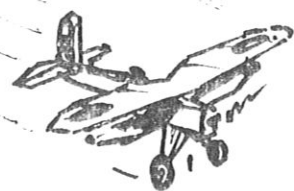


FLYING ACES

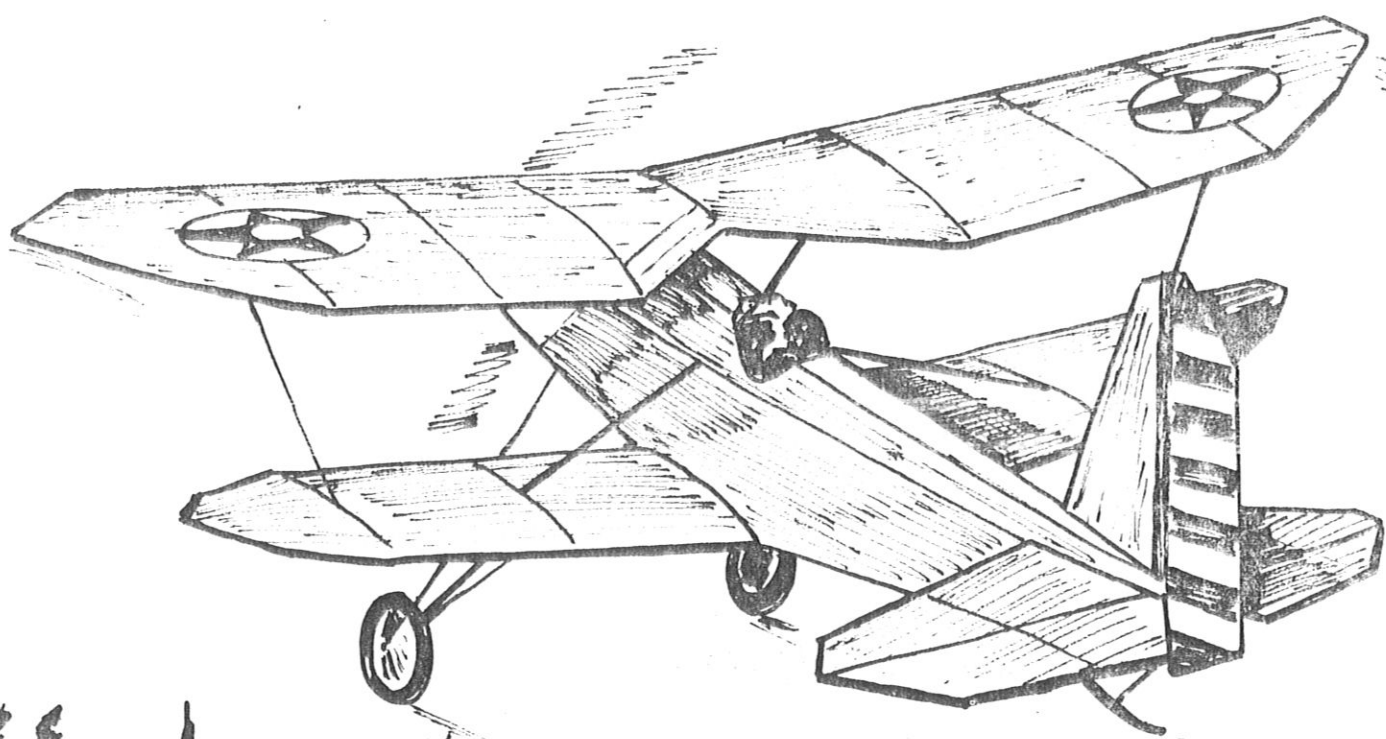


ISSUE #27

Club News



SPECIAL "OLD TIMER" ISSUE



COMET
C-1

COVER TALE.

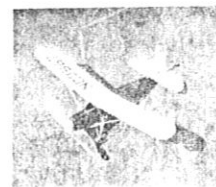
The Old Timer model meet is on the upswing in this area, as most of our local F.A.C.s know. Now, the Milford Fox, alias Lt. Bob Jespersen, is one of the most avid of old time modelers in these parts, not only in gas modeling, rubber endurance, and rubber scale, but good old "Greasy Kid" types as well.

One day while munching on fresh chicken in his lair, the Fox began to reminisce as he thumbed through the pages of an old M.A.N. He stopped at an early Comet add and said, "I built a couple of those C-1 Pursuits". He continued, "Lots of the kids built 'em. They flew good, too."

One thing led to another and before you could holler "contact" ol' Fox was at the drawing board sketching from the photo in the add and relying on the grey matter to re-create the Comet C-1 Pursuit. We are presenting Bob's fine effort in our model section coupled with the swell cover drawing to enhance it. And the Fox was right, they are O.K. flyers. And we ought to know as Capt. Dave Stott had one airbourn before you could holler "contact" a second time. She may not be a contest winner, but she can fly you back in time when the empty lot next door was a keen place to fly models. Like Archie Bunker says, "Those were the days!"

HUNG'S ALTAR.

What you Skysters see in that little photo to the right is Hung's latest acquisition. Yep fellas, it is Captain Don Edson's four minute plus Postal Peanut winning Curtiss Robin. The Great God of Thermals spirited the little sky rider away on it's second official at the Spring F.A.C. meet. You have our condolences, Don. You hardly had time to enjoy the lil' devil and achieve the five minute flight goal you seeked.

A TOUGH EAGLE EGG.

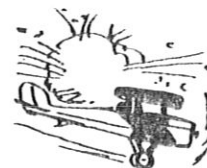
That is what we term Capt. Ken Hannan who managed to win a first place in the Jr. Class at the Peck-Polymer Miles M-18 kit contest in spite of spending most of the day horizontal in his dad's car with one heck of a stomach ache! Was it chocolate covered dill pickles or some-thing did it Cap?? All kidding out the exhaust, Ken, we sure give you a "Helmets off!" for that kind of Spirit of the Skies and F.A.C.-ly conduct under stress and pressure. Ken now has eight F.A.C. victories, men.

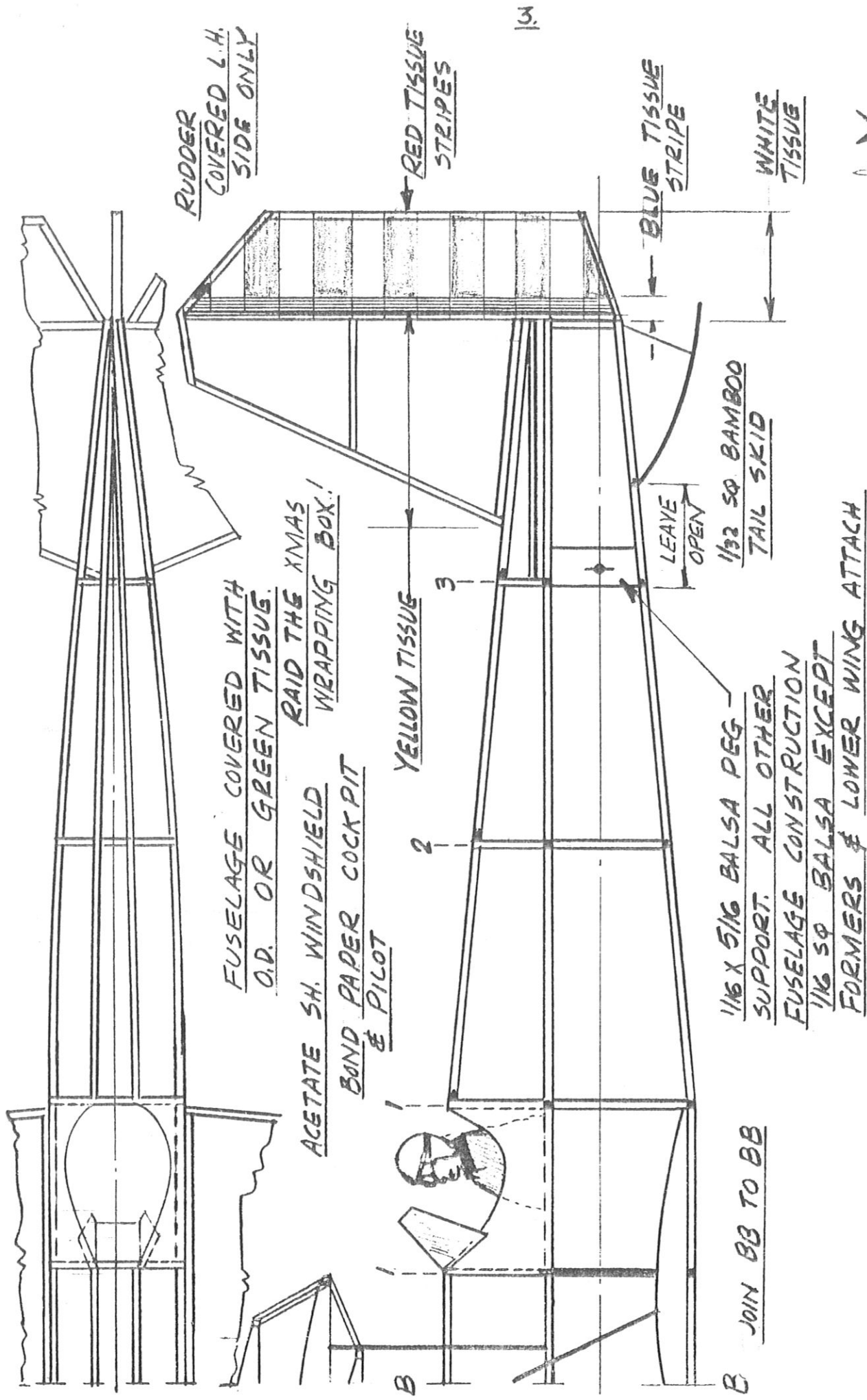
FLYING ACES MODEL LABORATORY.

In addition to the C-1 we have plans to Capt. Dave Stott's No-Cal Scale Dornier Falke. The Falke (falcon) is powered by a loop of 1/8 Pirelli driving a five inch Kaysun prop. The rudder should be made adjustable with soft iron wire hinges for better trimming. The 1/16 sq. omegas on the fuselage add great stiffness to the otherwise too flexible structure. This ship looks like it might be worth doing in three dimensions, eh Peanut Pilots? Three views may be found on page 6 of this issue and a photo on page 36, Winter 1960 issue of Air Progress. Other photos may be found in Jane's in the early 1920's. Check 'er out, Skysters!

ANOTHER F.A.C. MEET IN FALL.

Due to a good turn out this spring up at our new Pinkham Field in Durham, G.H.Q. will get the staff working on a sanction for another of these meets in the Fall. We will announce the date in a future issue. We will run our solid three events, F.A.C. Scale, Peanut, & Embryo. And you bet your supercharger, we will run the three racing events also.





NEW C-1 PURSUIT - A ARMY FIGHTER AS FLEW BY
 FAC'S MAJ. DUNG IN FOREIGN
 CAMPAIGNS.

4.
POSTAL CONTEST.

All you Skyflyin' Clubsters that are long standing (like the Washington Monument) members of the F.A.C. know as well as we do here at G.H.Q. that it is high time for a postal contest like "Name this Plane" or supply the first names of prominent aviation heros as we have done in the past.

Well, this time the old Quizmaster locked in the cellar under hangar #1 here at Pinkham Field has come up with a new one for all you fellas out there to put your thinking helmets on for. All you have to do is supply a caption for the picture below. Simple, huh? Shucks, we aren't even asking you to name the plane in the picture. Mostly because we don't know what ship it is ourself!

Just a little hint to help in the humor department for you "captioneers". The photo is from an Italian post card. Take it from there, fellas. Just send in your caption to G.H.Q. befor Aug. 1, 1972. You bet we have some plans for the winner. And we will print all the captions we receive too. So grab up the ol' pencil, Captioneers, and let's see how many potential Joe Archibalds are in the crowd!

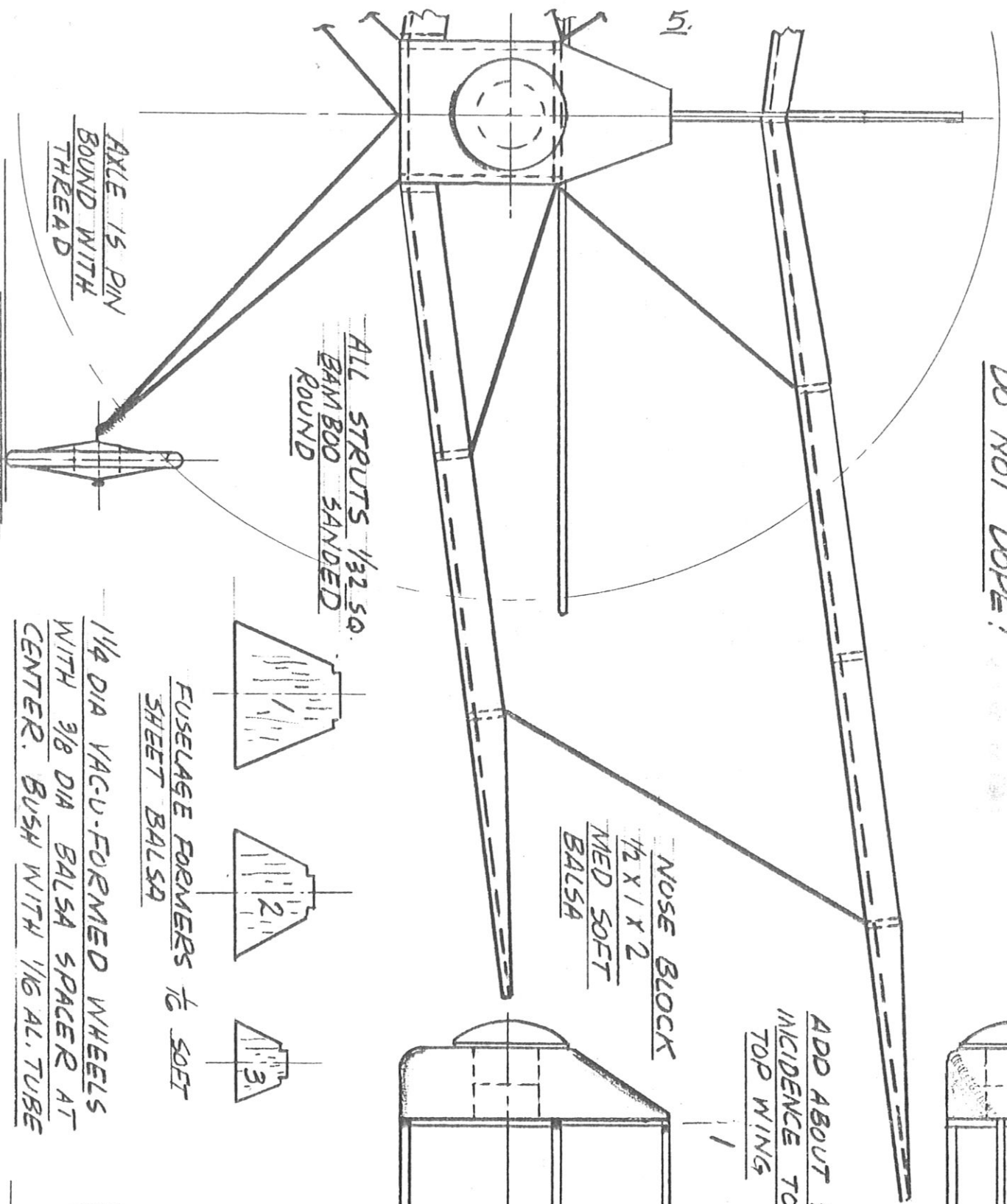


WIDE VARIETY OF SCALE MODELS BUILT FOR F.A.C. MEETS.

Yes siree, fellas, models of great and rare planes that might not otherwise have been built because they would serve no usefull purpose to the builder have shown up on the tarmac at Pinkham Field at contest time to vie for the glory of the winners circle. Heck Skysters, prior to the F.A.C. Scale meets how many times have you thought, "Boy, I'd sure like to make a Supermarine S6-b, but why? I would have much more chance of winning with a Monocoupe or Taylor Cub". Not so with F.A.C. Scale. We have had winners in the past meets ranging from the faithfull high wing cabin types to tandem wingers, low wingers, sea planes, and other more rare types.

Further, the F.A.C. rules place the accent on coloring, marking, and detail rather than scale proportions. Quite often the scale proportions must be altered anyhow if decent flights are to be gained.

WATER SHEDDING FUSELAGE ONLY !!
APPLY ONLY 1 THINNED COAT OF
LACQUER TO FLIGHT SURFACES
DO NOT DOPE!



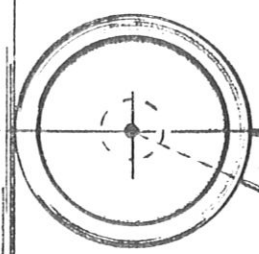
ADD ABOUT 1/16
INCIDENCE TO
TOP WING

NOSE BLOCK
1/2 X 1 X 2
MED SOFT
BALSA

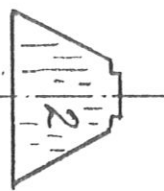
ALL STRUTS 1/32 SQ.
BAMBOO SANDED
ROUND

FUSELAGE FORMERS 1/8 SOFT
SHEET BALSA

1 1/4 DIA VACU-FORMED WHEELS
WITH 3/8 DIA BALSA SPACER AT
CENTER. BUSH WITH 1/16 AL. TUBE



AXLE IS PIN
BOUND WITH
THREAD



The recent modifications to the AMA Indoor Scale Rules indicates that scale modelers favor the model that resembles the prototype in eye appeal rather than proportion. This modification requires the builder to seek a balanced model. One that looks as well as it flies. That is scale modeling.

With the new Static Scale model category now in the AMA rule book it is only a matter of time before the neglected truth called "Complexity Factor" will have to be faced again by the rules board. Just as it is more difficult to get a low wing scale rubber model to fly good, it is more difficult to build a static scale Curtiss NC-4 than it is an F-104. If complete freedom in the selection of a subject to model is to be allowed then a complexity factor must be evolved. And when it is, Wingsters, remember it was all we F.A.C.s that pioneered it!

NOTES FROM THE WORKBENCH



Here's a tip from Lt. Frank Scott, McCook Field Sqdn.--- "Ever get tired of bending up the axels of your little birds to hold the wheels on? Weary of waiting for unsightly blobs of glue to dry? Well sir, the McCook Field Sqdn. Engineering Detachment came up with a quick tidy fix.

After you have slid the wheel on, slip a piece of small heat shrink tubing on the axel, touch the axel briefly with a soldering gun and the job is done. Our Army test pilots find the wheels thus mounted quite secure."

Continued on page 8.

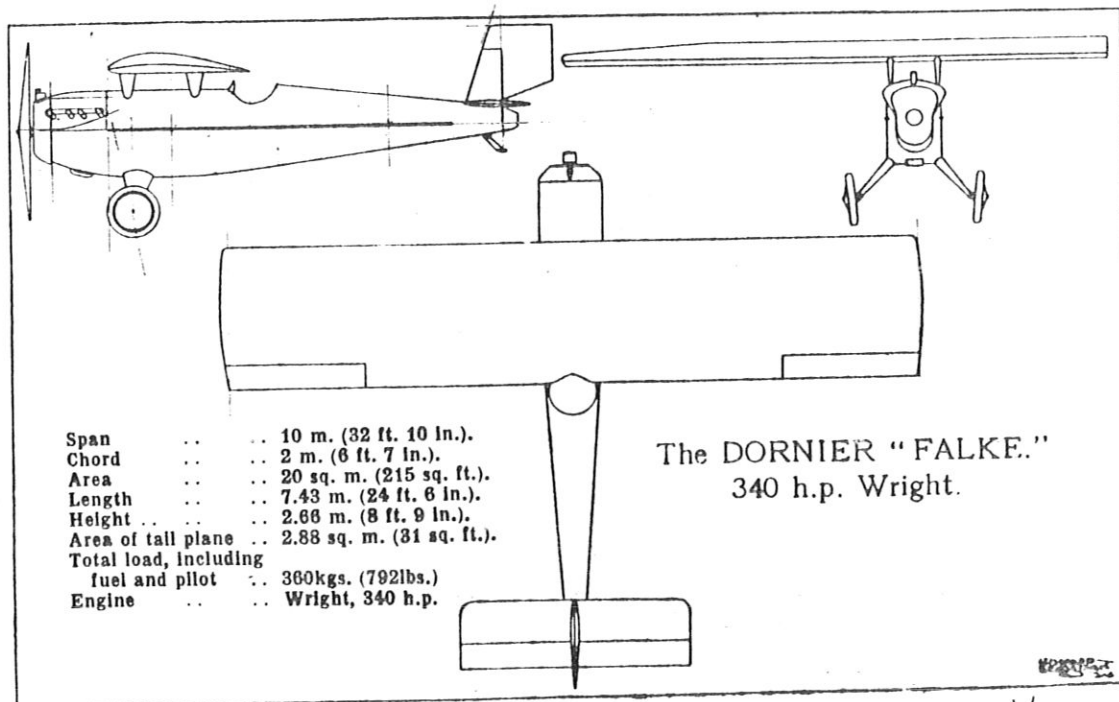
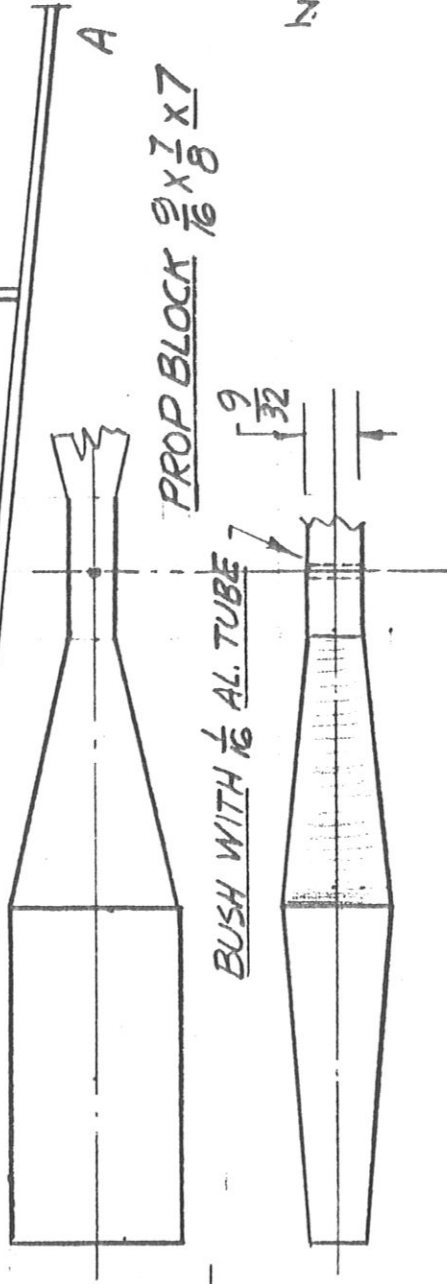
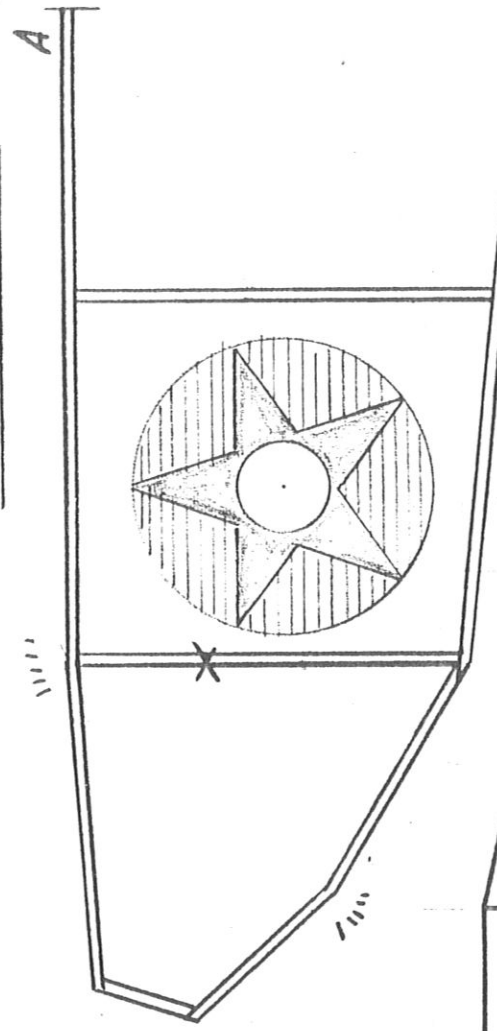


Photo pg. 36, Wint. 1960 Air Prog. - U.S. Navy - Wright owned!

ENTIRE STABILIZER
1/16 SQ Balsa COVER
ON TOP ONLY WITH
YELLOW TISSUE

OPTIONAL - NOT
ON ORIGINAL MODEL

JOIN AA TO AA



THE MODEL PRESENTED HERE BY GHQ.
IS THE 1932 COMET C-1 PURSUIT WITH
HUMBLE RECOLLECTIONS BY THE MILFORD FOX.
WHO BUILT A FEW. IN THEM THERE DAYS.
TISSUE INSIGNIAS WERE SUPPLIED BY CLUBSTER
DON GARAFALO.
GHQ. SAYS IT TOOLS AROUND LIKE A AMLAROG.

NOTES FROM THE WORKBENCH, cont'd.

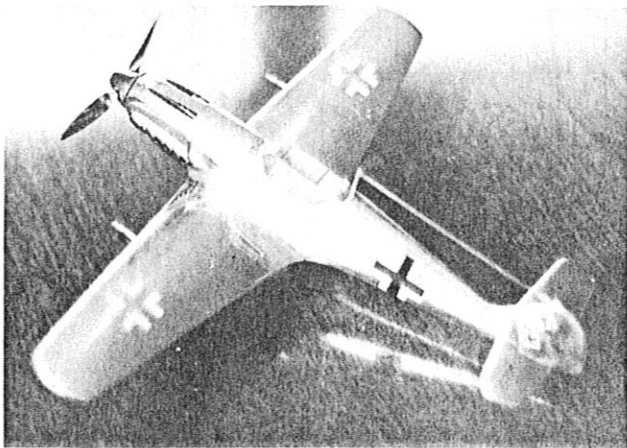
Clubster Pres Bruning, Michigan Sqdn, tells of that by taping a strip of Scotch brand rubber cement tape to colored or doped tissue you can make cabin and canopy frames easily. You could not ask for anything lighter in weight either.

RETURN OF SOLID MODELS?

That is what may well happen now that we have a Non Flying Scale category in the AMA rulebook. It is probably a fact that many of us have not whittled a model out of a solid block in many a moon. And as far as competition for this type model goes, why the last time we had any in the G.H.Q. area was in 1944 when Chance Vought Aircraft sponsored a Corsair contest.

Some of the Skysters we know have not neglected this fine old craft. Bill Hannan, for one, still gets pleasure out of solids. And if you think whittling a model out of a block of balsa or hardwood is a rough task, think about this one- Henri Burgers, pal of one of the gang here at G.H.Q., makes solids out of blocks of aluminium! The props are of solid stainless steel, canopy frames of formed stainless sheet, and glazing of solid plexiglass!!!

Below we have photos of some of the solids done recently by the lads mentioned above. On the following page is a photo of the winners of that 1944 Corsair contest. In that photo the chap on the left is Kenny Space, winner in the Jr./Sr. category. In the center is Mr. Rex Beisel, designer of the Corsair. The winner of the Open Class (over 21 years of age), whose name escapes us, is the modeler on the right.



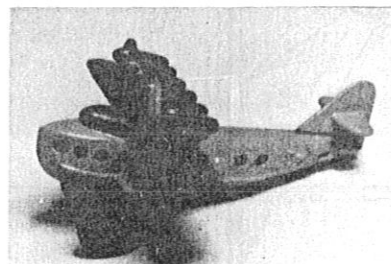
Me 109 of solid metal by Henri Burgers. About 16 inch span.



Supermarine built up and sheet covered. Made in 1946 by Dave Stott. Pic by Fred Zapperoli.

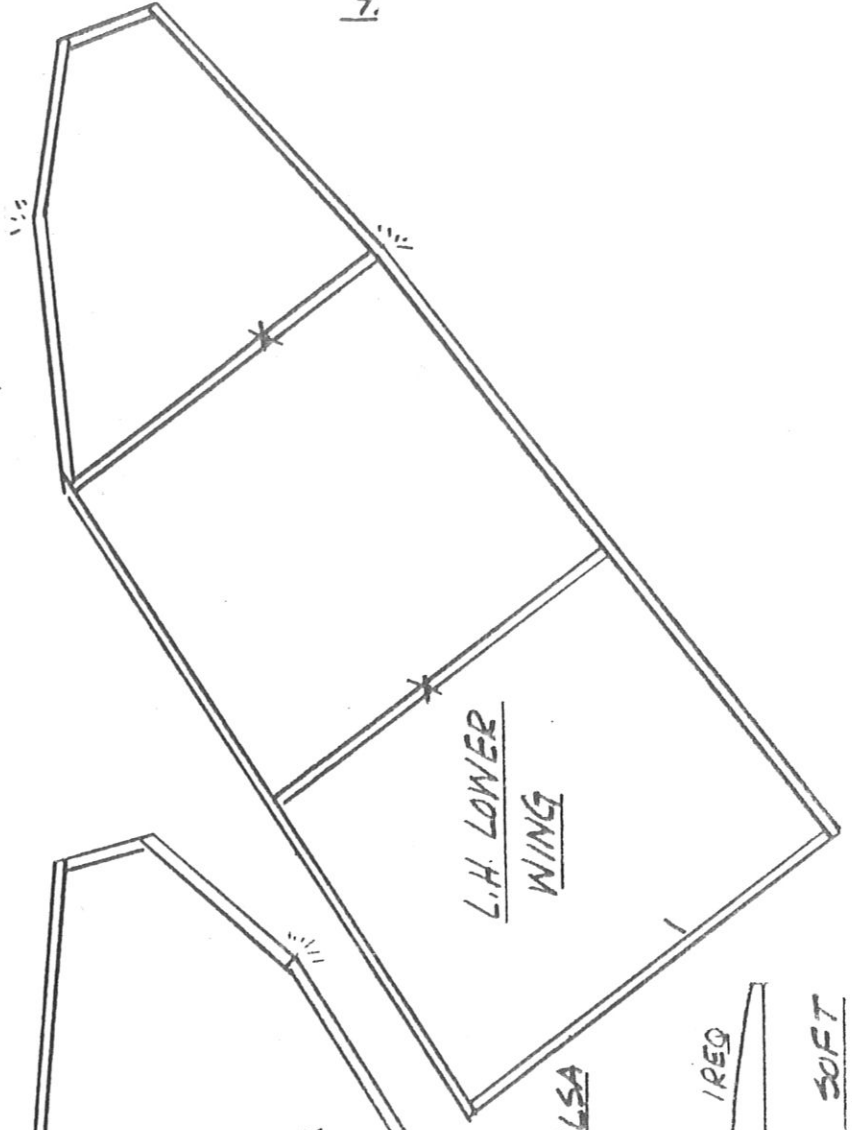
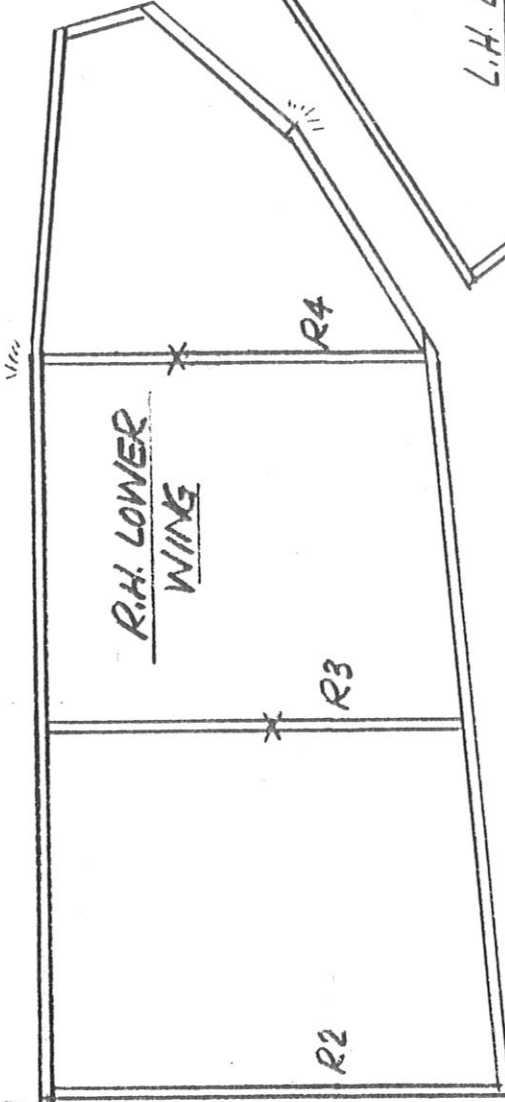
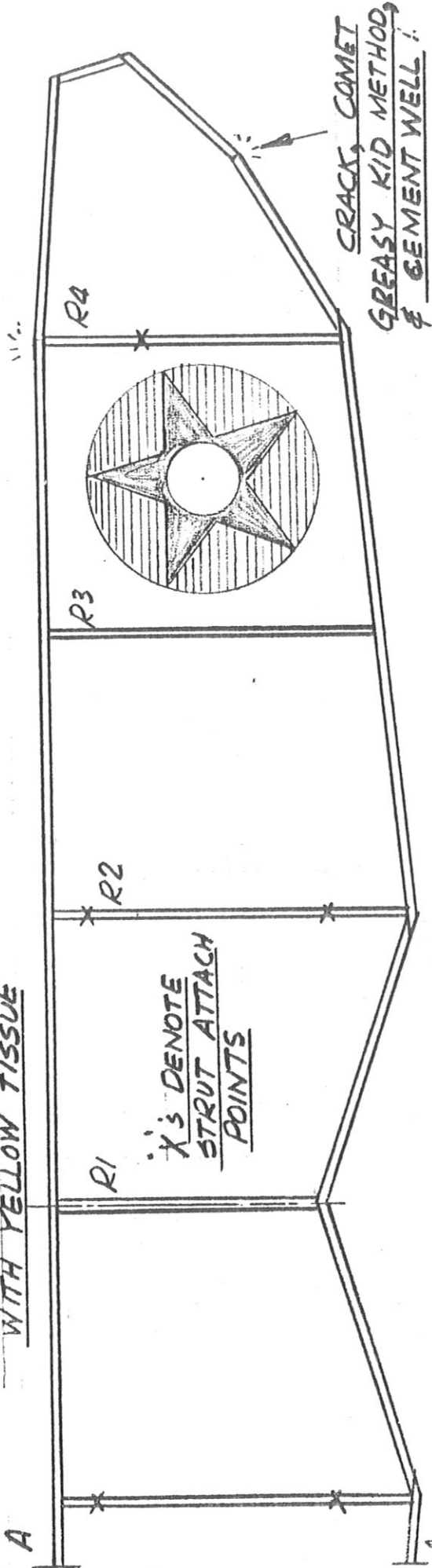


Fairchild 22 basswood solid. Plane and pic by Hannan.

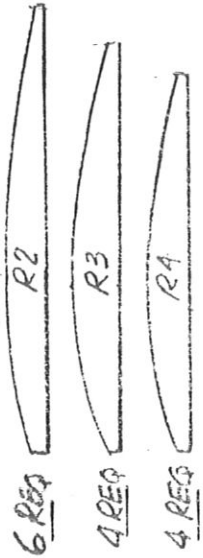


Solid cast iron! A rare DO-X toy made by Hubley. Restored by Capt. Bill Hannan. Look at that beaching gear!

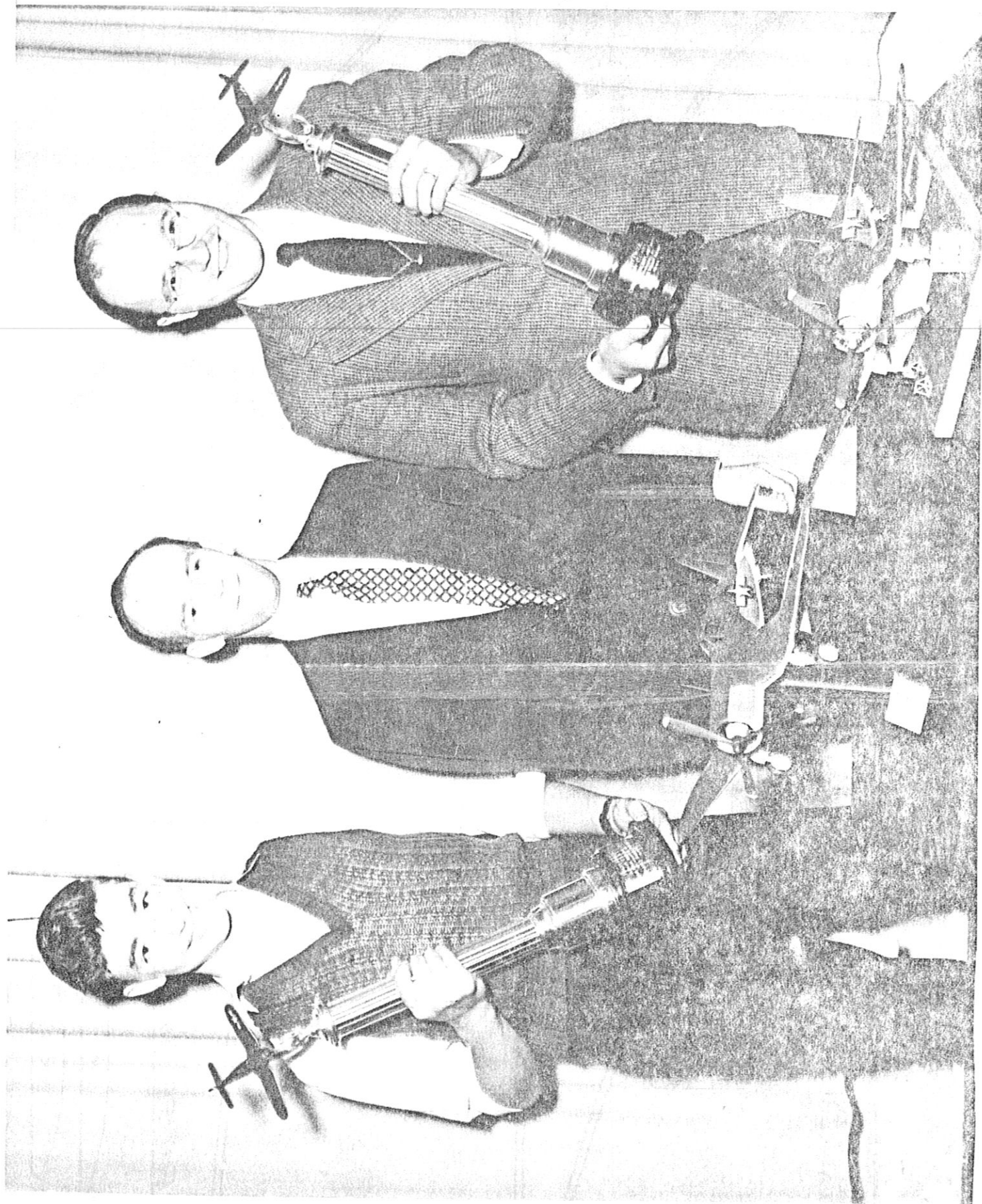
WINGS COVERED UPPER SURFACE ONLY
WITH YELLOW TISSUE

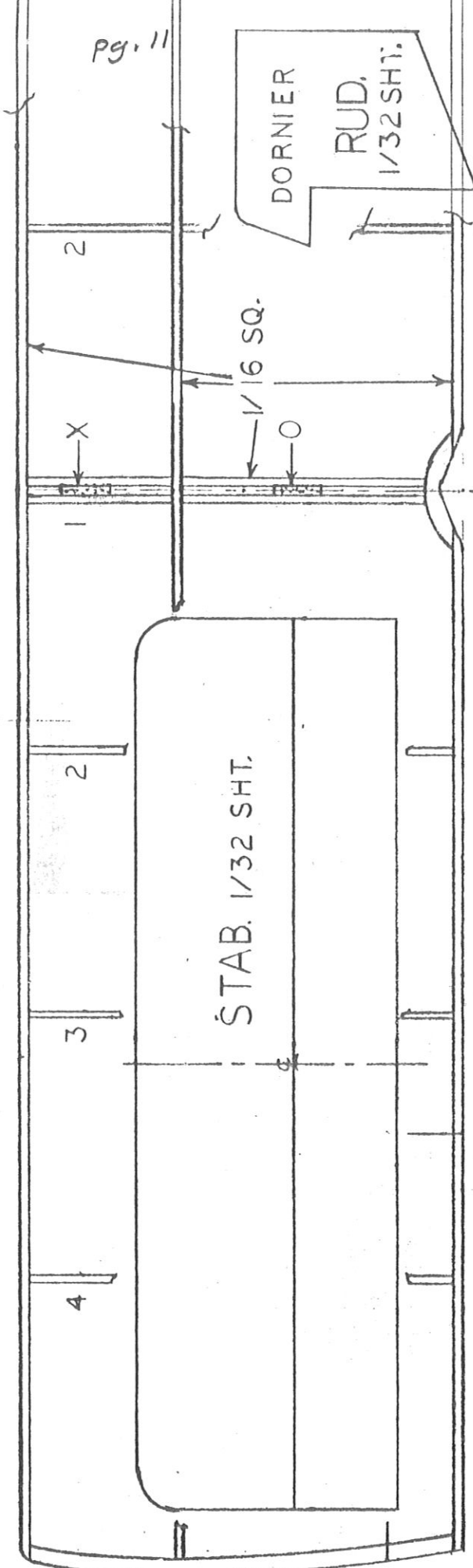


ENTIRE WING OUTLINE 1/16 SQ BALSA



RIBS 1/16 SOFT
SH. BALSA

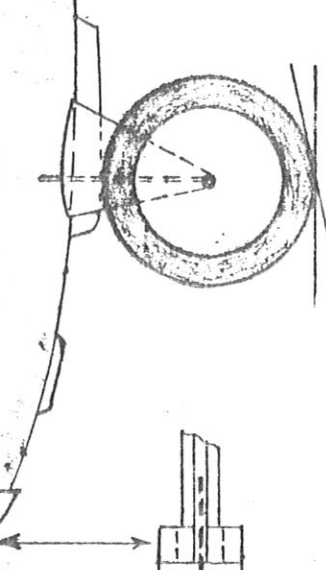
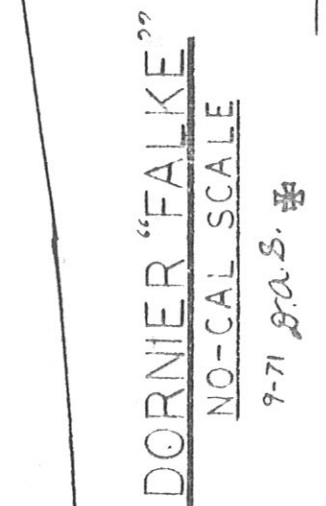
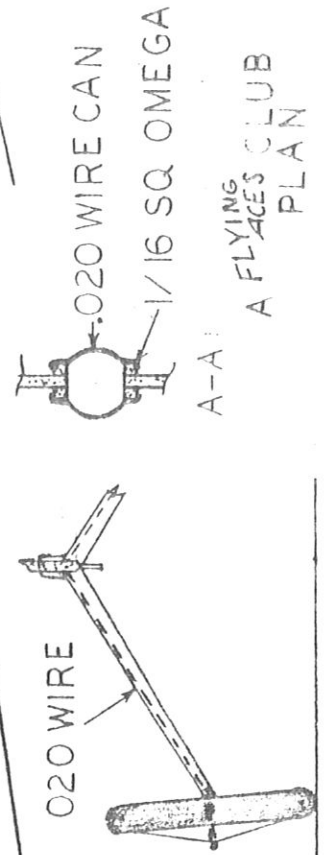
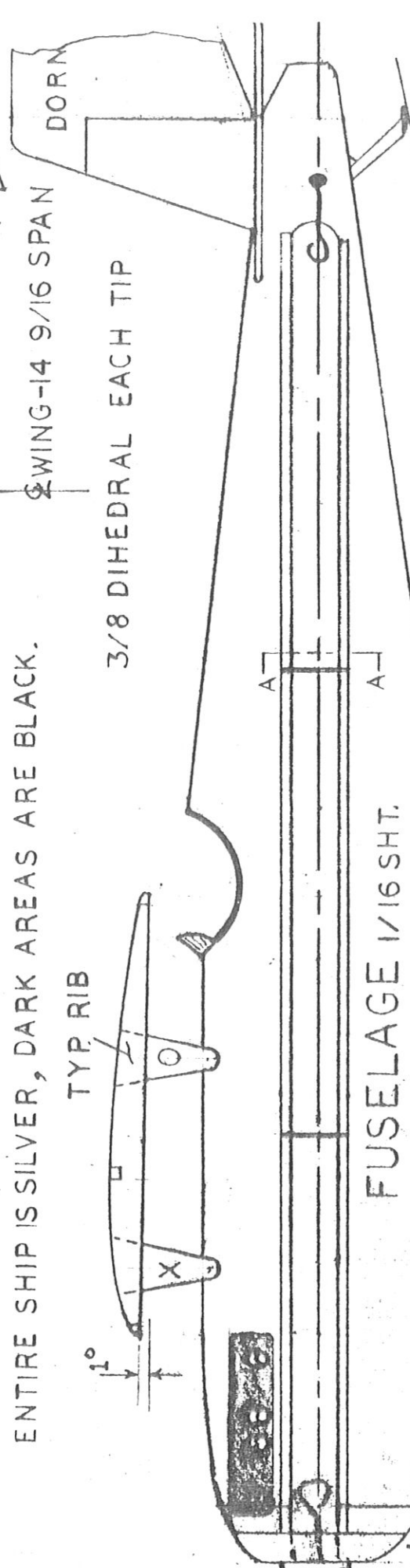




ENTIRE SHIP IS SILVER, DARK AREAS ARE BLACK.

TYP RIB

3/8 DIHEDRAL EACH TIP



DORNIER "FALKE"

NO-CAL SCALE

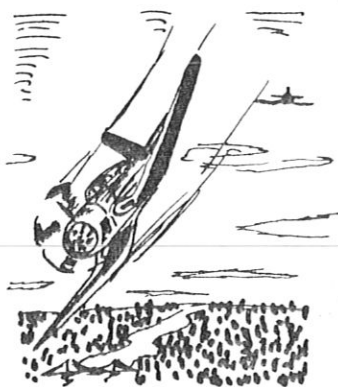
9-71 G.A.S. #

A-A

A FLYING CLUB
PLAN

CONTEST NEWS, SPRING, 1971.Big F.A.C. Meet at Durham.

Durham Meadows, site of the new Pinkham Field was overshadowed by plan views of many a Peanut, F.A.C. Scale, Embryo, and race plane this Spring as a new breed of F.A. Clubster battled his way to fame in the six events for rubber powered crates on June 5th.



New breed, you say? Well, what we really mean is that we hardly see any of our original staunch and fearless flyers of the early days of the F.A.C. meets battling for glory at our meets any more. Thus the "New Breed." And we sure welcome the newcomers as much as we miss our old gang. What a swell mob we'd have if we could all get together in the Fall Meet, eh Modeleers?? There are more events than ever and you Wingsters have not begun to fill yourself to capacity in rubber scaling untill you have battled in the F.A.C. racing events, the Shell Speed Dash, Greve, and Thompson. Try it!

A near record of 21 Clubsters were on hand to vie for the trophies, prizes, and the good old Kanone victories that means a promotion in rank in the F.A.C.

And speaking of promotions, fellas. who do you guess might have won one with a FOUR victory bag in this one meet that had six events?????? None other than Capt. Chet Bukowski, who is now MAJOR Bukowski! We here all join the rest of the F.A.C.s in congratulating you, Major Bukowski, on not only your well earned promotion, but your achieving the first quadruple win in F.A.C. history.

Let's take a look at the run down, Skysters-----

Embryo Endurance-4 entries. (Pretty low, nest paw?)

1st; Capt. Don Edson- 167 (Two maxes)

2nd; Lt. Don Garafalow-131

3rd; Capt. Blackjack Chilmark-106 (one max).

Flying Aces Scale-9 entries. (Mit a fly off, yedt!)

1st; Capt. Blackjack Chilmark, Payret Taupin Tandem Wing- 127 pts.

2nd; Lt. Ed Novak, proxy flown by Lt. John Stott, Wittman Racer-90 pts.

3rd; Capt. Don Edson, Gee Bee "D"- 90 pts. (after fly off with 2nd plc.)

Peanut Scale-9 entries. (average entry)

1st; Capt. (now Maj.) Chet Bukowski, Clipped Wing Cub- 212 Pts.!

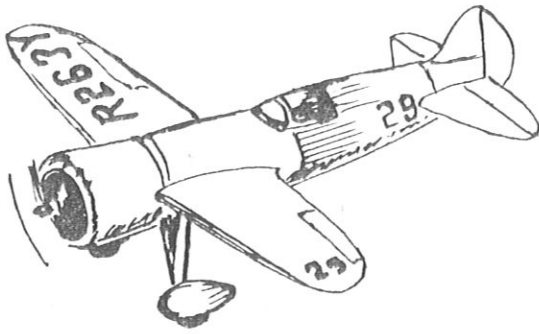
2nd; Capt. Don Edson, Curtiss Robin- on only two officials- 199 pts.!!!

3rd; Lt. Peanuts O'Dwyer, Waco Model "E" Biplane- 96 pts.

And here we see some of the highest Peanut Scale times ever set anywhere at a meet. They were absolutely a new and high aim for the rest of us Peanut Pilots to shoot for. WE here at G.H.Q. only shudder to think what the time might have been if Capt. Edson had not lost his ship before putting in the third flight! Helmets off in salute to these great F.A.C.S who have brought the art of Peanutting to such a high polish!!!!

Now Clubsters, lets take a gander thru oil covered, slipstream battered rakish windshields of race planes at the outcome of the three big racing events at the latest F.A.C. Meet! On to the next page-----





Eight sleek and speedy sky slicers were entered in the Shell Speed Dash, which most of you Wingsters know is an endurance event for raceplanes. Three flights at random before 11:00A.M.

Three new ships, a Howard Ike built by newcomer Bob Bender, and a Cessna CR-3 and Brown B-2 by Dave Stott. Unfortunately Bob's Ike suffered structural damage from a blown motor after some keen practice sky hurtling and did not complete the Shell Speed Dash.

Here's the results-

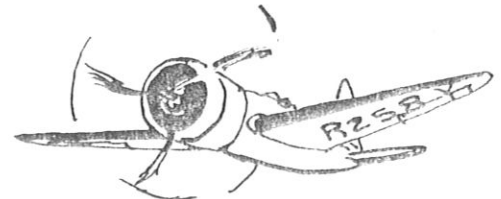
1. Chet Bukowski, Caudron; 2. Don Edson, Gee Bee "D"; 3. Ed Novak's Wittman D-12 proxy piloted by Lt. John Stott.

And now pylon polishers, on to the Greve where the racers are launched at the same instant within a few yards of each other! Boy, is that ever the nobs!

Four racers lined up for the Greve. Bukowski's Caudron; Edson's Gee Bee "D", Dave Stott's CR-3, and Jeff Chrissy and his Goon. Cap'n Bukowski won the one lap(flight) heat and Don Edson second. This put these two racers on the line up for the final. The CR-3 and Goon had to battle for the right to fly the final by battling each other another round in the consolation. The tiny CR-3 emerging the victor.

The final race was two laps(flights) The ship landing first being out of it, until only one remains, he being the victor. On the first lap Edson's Gee Bee was down prematurely and the CR-3 and the Caudron roared on into the last lap which was won by the sleek blue Caudron by a wide margin. Yes sir, fellas, that Caudron was a real sight as she used up darn near the whole lenth of the field in her flights!

Then at two in the afternoon it was time for the big one, the Thompson Trophy. Five racers were on the line for the first heat. Cap'n Bukowski and the Caudron once again, John Stott with Ed Novak's Wittman, Dave Stott and the Brown B-2, Jeff Chrissy and the Goon, and Bud Dilman's beautiful Gee Bee R1/R2 mixture. (Cecil Allen's)



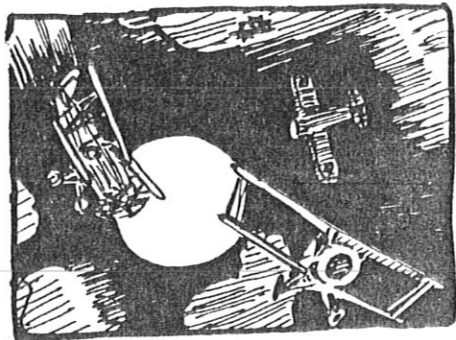
It was a beautiful sight as all five speedsters roared away on the first lap of a two lap heat. The brown and Goon coming too close to one another for easy breathing! Part of the fun! The big Gee Bee was the first down and lap two ended with the Caudron victor, followed by the Brown and Wittman. These three had qualified for the final race. The Goon and Gee Bee having to earn the one open slot in the line up for the final by running a one lap consolation. The Goon flying to the coveted position.

Away roared the four qualifiers into the first lap of the final three lapper! The Goon being down first left the field to the Brown, Caudron, and Wittman. As the pilots were winding for the next lap, "whap", the Wittman blew it's motor and was out of the race! Ah, the irony of F.A.C. racing! Just as in any race, a pilot must nurse his motor to get him thru the course and still have some left for a final shove of the throttle to wide open.

This left only the Caudron and Brown to fly one more lap, and away they went after one last nerve wracking wind of the motors. It was a very close finish, the Brown landing only fractions of a second before the Caudron! Chet Bukowski, winner of the Thompson! We might as well call it the Bukowski National Air Races as did the real pylon pilots in 1935 when they kidded Benny Howard for all his wins by calling it the Benny Howard National Air Races!

MORE GREASY KID STUFF.

Just as we were about to call it an issue we received the pages following from Clubster Roy Leiner out in Easton Pa. Roy is one of the few of us who was an F.A.C. of the original order many years ago in those golden years of modeling. There were other pages on the same order but the total would be too much to print. Here's Roy's story on these plans. Take it away, Lt. Leiner--



"Around Sept., 1930, before our local department store sponsored the Airplane Model League of America, I saw a small add in the Open Road for Boys magazine headed "3 for 65¢". It had illustrations of three types of model airplanes to be built from a kit put out by the Collins Plow Co. At that time I failed to see the humor in this name.

The supplies came in a plain brown cardboard box, and included prop blocks, strips of balsa, corked glass bottles of glue and dope, etc. This was my first kit and the first balsa wood I had ever seen! Very exciting!

I built the pusher and the biplane which I liked best of all. In fact, I built the biplane three times! To me it looked like a real airplane and it could actually take off under its own power! The wheels were punched from hard red fiber. Note the late Victorian tail skid! (Haw-w-w-w! We did, Roy!)

A nice looking bunch of boys. They remind me of the way I used to dress. In knee pants pedalling to our local airport on a bike."

Thanks a bombay full for the swell details on this set of plans, Roy. You have brought fond memories to us all. What say you fellows? Gonna try the little old timer there? That's a school ground special if we have ever seen one. Oh boy! Clear the bench! Gimme the glue!

REMEMBER G.H.Q.

We ask all of our F.A.C.s out there to remember G.H.Q and the staff here after you have read your latest issue of the country's most sought newsletter of specialized modeling, and mail us things of interest in the vain to which we are dedicated.

We realize we have neglected to cover contest results as fully as we used to. One glaring omission is the last New Years Las Vegas Peanut Meet. We received two articles from different west coast F.A.C.s who were thoughtfull enough to consider our needs. We could not find space to print them. Why? Shortage of funds & low attendance at our local FAC meets caused this. We use the money gained at these meets to run this newsletter.

SAM CHAPTER 7 SPONSORS OLD TIMER MEET.

On July 23, 1972 at Mystic Conn. There will be an Old Timer Meet for Cabin Gas; Pylon Gas; Rubber Endurance; Rubber Scale; SCIF; plus Peanut Scale. Peanut not being an old time event this time round, but SAM 7 commander, Jack Whittles is thinking of making it so. That means you Peanut Pilots will have to build an old Megow, Dallaire, or Ideal 10¢ kit crate or the like. Jack is C.D. of the coming meet and his address is 43 Fairview Ave., Old Saybrook, Conn. in case you want to get in touch with him.

By the runway Jack, the gang here at G.H.Q. sure likes the idea of an Old Time Peanut Scale event. The way Peanut is swinging toward a heavy accent on scale we feel it might help restore the original bouyancy the event used to have in the early days of F.A.C. Peanut events. You know, more like the 10¢ kit fun we knew as kids.

EVOLUTION OF THE MODEL AIRPLANE

Plans for Building Model Airplanes that will Fly



BOYS FROM THE HUTCHINS SCHOOL, DETROIT, MICH.
Organized by Mr. Dahlen in 1927 with Their Pushers, Tractors and Biplanes
Which They Designed and Built.

SOLAR CRAFT EDUCATIONAL KIT SERIES

LEARN BY DOING

BOYS AND GIRLS THEIR OWN TEACHER

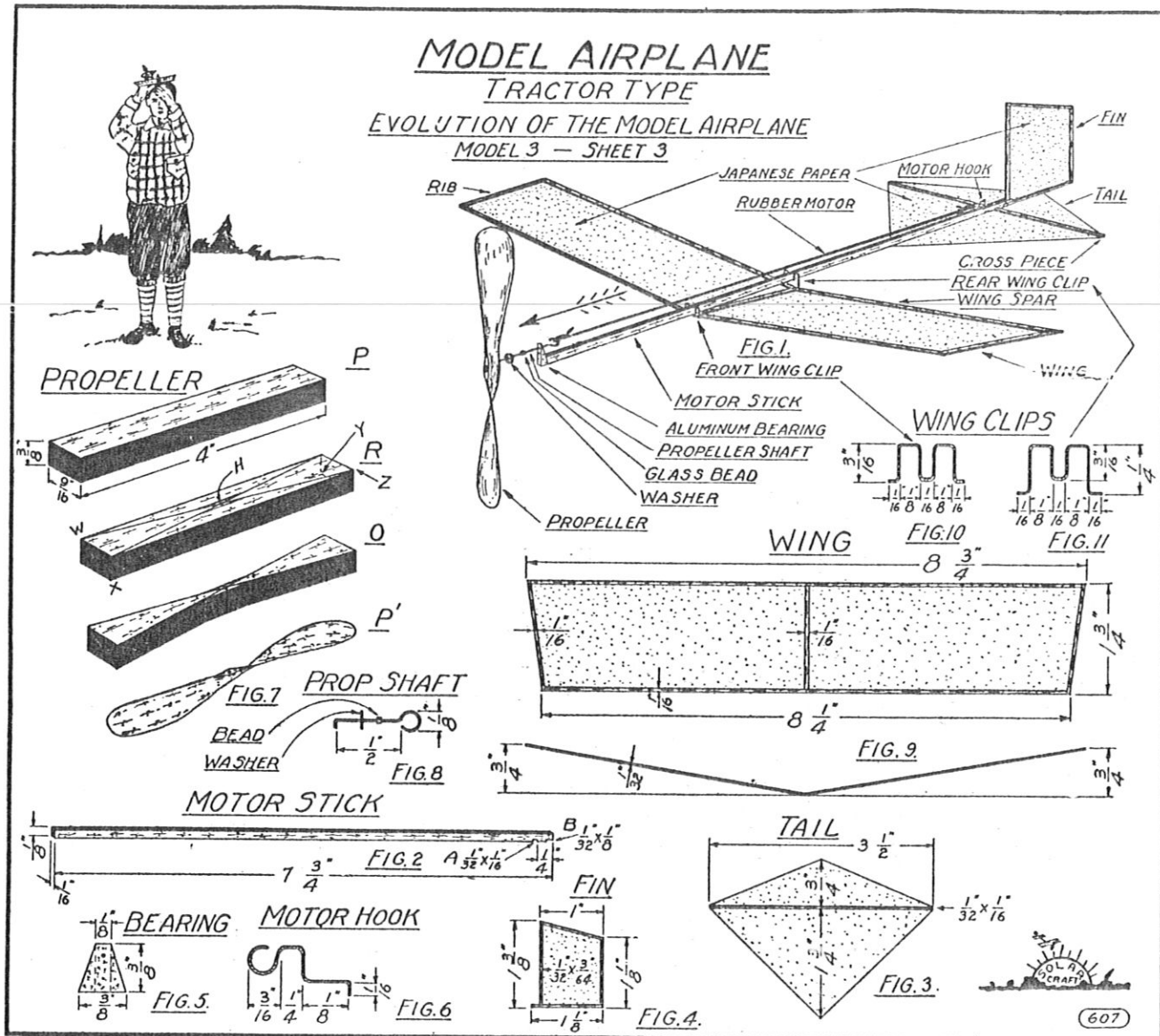
Manufactured By

COLLINS FLOW COMPANY

QUINCY, ILLINOIS

MODEL AIRPLANE BUILDING

Evolution of the Model Airplane—Part 3



A course in Model Airplane Construction prepared for The Detroit Model Airplane Fliers Club.

By Frank I. Solar, Northern High School, Detroit.

TRACTOR TYPE

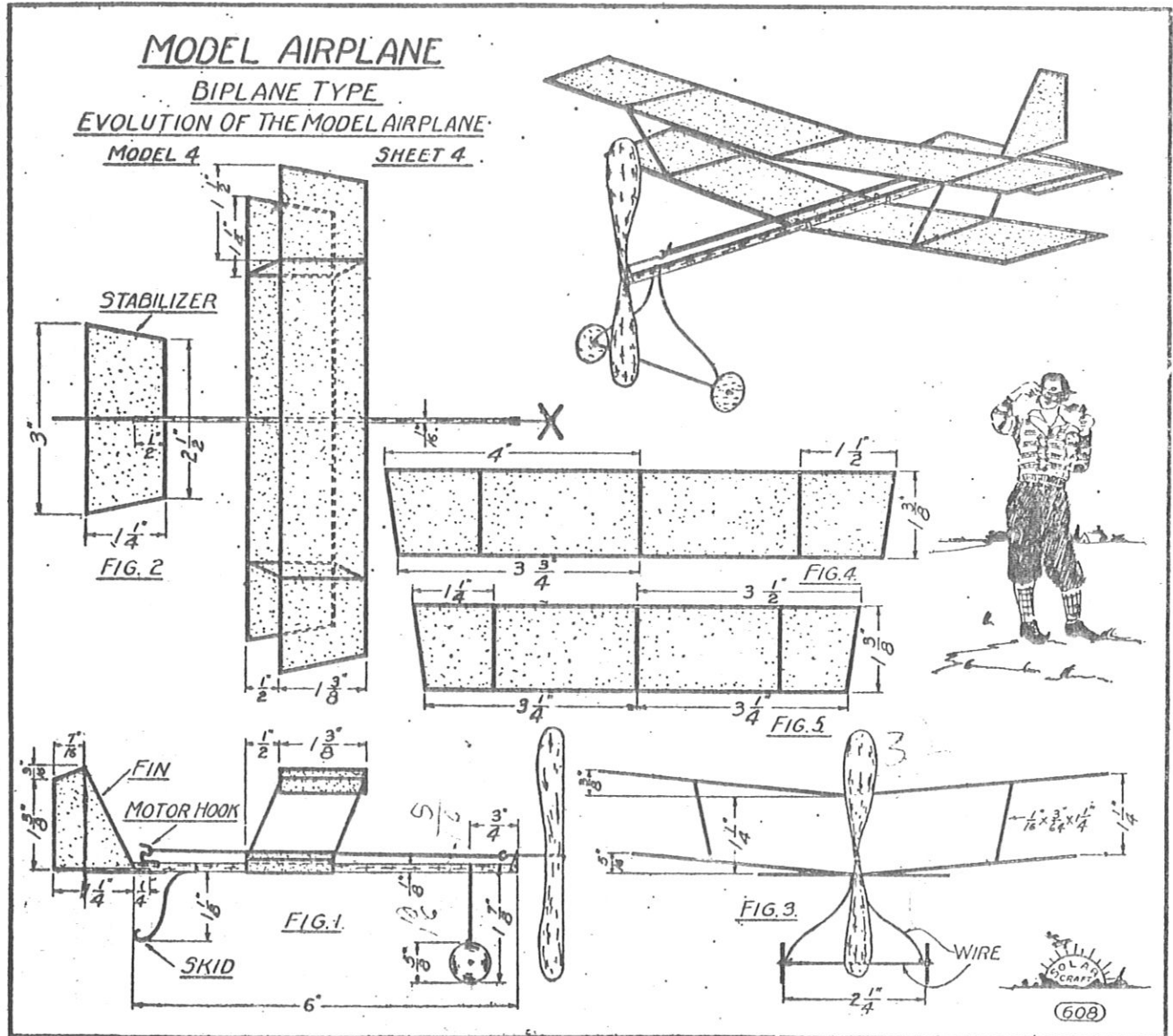
The Propeller is forward of the wings.

A skilled model airplane builder does not buy his parts and fittings already made. Learn to carve your own propellers and bend your own wire fittings as soon as possible.

Study the assembled drawing Fig. 1 and learn the names and locations of parts.

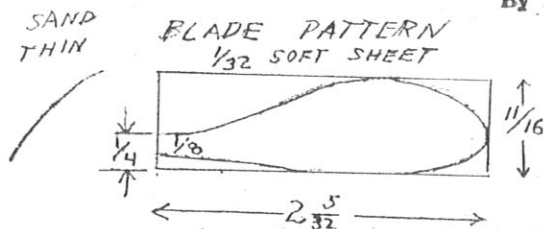
MODEL AIRPLANE BUILDING

Evolution of the Model Airplane—Part 4



A course in Model Airplane Construction prepared for The Detroit Model Airplane Fliers Club.

By Frank I. Solar, Northern High School, Detroit.



BIPLANE TYPE

A biplane means having two planes.

According to records in 1890 Lilienthal made successful flights with a single plane glider and in 1896 Chanute connected two planes with struts forming the biplane. Springfellow constructed a power driven plane with three planes one above the other in 1843 and in 1896 Langley made a motor driven plane with two planes connected to a motor stick one behind the other.

Before beginning work on the biplane the pusher and tractor types should be built because the biplane is made up of parts you learned to build in making the first two planes.

