

# FLYING ACES

## Club News

Number 30



THRILLING COVER STORY

Yep, rubber-twisters, this month's cover is about the most exciting piece of action art to come out in FA since CB Mayshark was "relieved" of his duties by August Schomburg in 1935! Just look at what that poor, nearsighted Nip has done to the Yank bomber formation! Looks to us like there's one bunch of ex-FA readers who won't be going back to Mom and blueberry pie! Or their stacks of used FA's, either. You know, peelots, in a one-wing-off spin you are pretty helpless, being trapped by the great centrifugal forces produced by that one wing as your ship plunges to earth. Ever been caught in a carnival ride and pinned like a bug to the side of the cart? Imagine the feelings of those poor B-29 crewmen, as they go down with their doomed ship. Nosir; none of us want ever to be in that position. Far better to "go West" in your own bed, with your family tearfully gahered about.

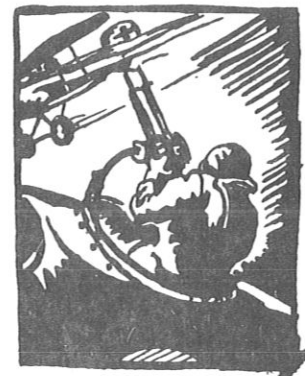
Take a squint at the veritable "rain of bombs" being showered over Tokyo by all those B-29s. As you've heard, it was this type of raid, with its shower of incendiary bombs cascading over their cities, burning homes as well as small industrial shops, that brought Japan's military masters to their knees in 1945. True, the A-bombs might have destroyed their will to resist, but it was the great fire raids which destroyed their ability to resist.

The victor in the encounter portrayed is a Mitsubishi Raiden ("Thunderbolt"), which was known to our boys as "Jack". Jack was, rare for Japanese planes, an Army fighter, thus the bright yellow lightning flashes on his sides; for the Nip Navy didn't go in too big for colorful heraldic designs. There are no source materials available presently in the GHQ cave, but the editors believe that Jack had a performance that was pretty good for the day. Top speed was about 390 mph, armament of a brace of heavy machine guns and cannon each, coupled together with nimble performance ("Never stunt with a Jap!") and short range, Jack being an interceptor. Truly a formidable adversary for our lads in their far-ranging B-29 bombers.

This exciting cover art was done by that old artiste from Detroit, Pres Bruning. It was originally submitted to AAHS for their back cover "Artist's Page", but AAHS, being picky (have you seen some of the turkey drawings on their back pages?), turned it down. The FAC GHQ, with a real eye for ACTION, was happy to accept this artwork and run it on our cover.

Once again.....helmets off to von Bruning! All set for a big three cheers? OK then....hip hip.....!

(Just wait'll you cast an eye on our future cover art! We have even more great action art which our enthusiastic artists have sent in for future issues. Yes, dihed-ral-measurers, more good things are in store for you with FAC News. So, keep coming to our meets and keep yourself "currant"....  
Hawww!



G H Q GANG FOOLED!

The bunch at GHQ thought they were as clever as that pilot on the left, setting his watch for a bombing raid over the Rhine. But they would up as shocked as that poor clod down below when they found the truth about this one!

Recently your poor substitute for Clint Randall and Doug Allen has been bombarded like Hanoi with letters from the Ponca City, Oklahoma, branch of the FAC. Now, we had never heard of this group hanging out at the local airport, or at flying fields, or trying to sneak into a Waco's hangar wearing their masks, or buying any significant amounts of Pirelli, or bothering Claude McCullough about changing the ruinous AMA rubber scale rules, or any such thing. So, we sent them the usual "gentle" letter of refusal, telling them of the need to be in our meets to get the sacred privilege of the News.

Back came the following cartoon (see next page), showing a whole roomful of models from FA which the rib-slicers out in Ponca City had built. Just look at those ships! (left to right, top to bottom) Peerless Monocoupe, Manley Mills' Gloster Gladiator, Scotty Mayors' Scotch Monoped, Henry Struck's Cierva Autogyro, Henry's Taube, William Winter's F4E from MAN (What's Walt Schroeder doing here?!), Milton Kahn's N A BC-1, a Flying Aces Moth by Herb Spatz (in the "challenger's" hands), a Steve Graffeo (or is that a Star Model Aircraft Shop?) Waco cabin, and on the table a Megow Korda Wafefield and Herb Weiss' Vought V 143 fighter.

What an FA line-up! And an FA Moth contest! What a darb of an idea! More on this later.

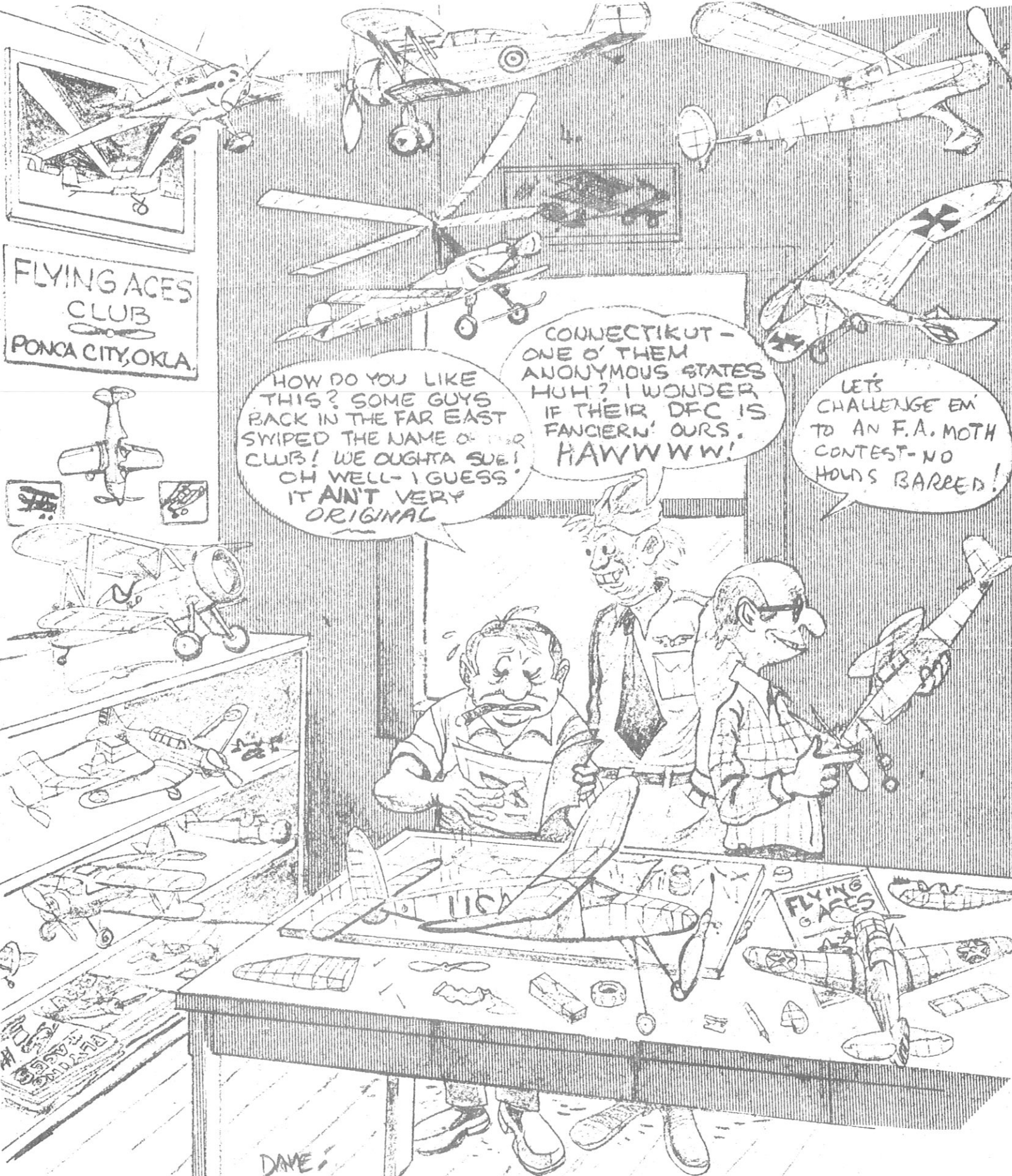
Anyway, after seeing this great all-FA line-up, what could we do but refuse to harden our hearts any longer! Of course, Bob Rogers, we'll start sending you our wretched efforts!

But hold on! We told you we were fooled! And fooled we were, for Bob Rogers is the Ponca City FAC! But still we will send him our poor efforts, for truly this man has the right attitude. Read a few quotes from his letter of confession....

"I know that some issues of FA were rich; others bereft. The depleted, or dry issues disappointed me, and seemed to have a dull character all their own, although I suppose it was more the circumstances of the time that gave me that impression....guilt by association. Our minds suppress unpleasantness; I have a lethargic issue of FA which puts me very much in touch with the boredom of a fifteen year old lo! these many years ago, which I had long forgotten, and might even without this unimpeachable evidence have denied."

And read on to about the finest description of the state of mind of the FA writer and reader that we've yet found...."I guess the thing about FA's policy that appealed to me was the impressin





FLYING ACES  
CLUB  
PONCA CITY, OKLA.

HOW DO YOU LIKE THIS? SOME GUYS BACK IN THE FAR EAST SWIPED THE NAME OF OUR CLUB! WE OUGHTA SUE! OH WELL- I GUESS IT AIN'T VERY ORIGINAL

CONNECTIKUT - ONE O' THEM ANONYMOUS STATES HUH? I WONDER IF THEIR DFC IS FANCIERN' OURS. HAWWWW!

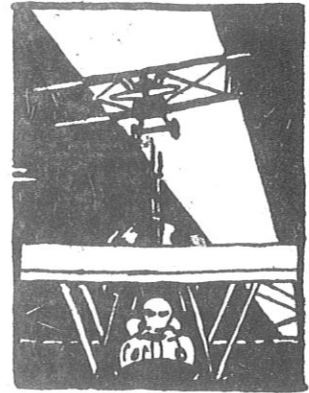
LET'S CHALLENGE EM TO AN F.A. MOTH CONTEST- NO HOURS BARRED!

DAVE:

GLAD TO SEE YOU HAVE SOMETHING GOING - ANXIOUS TO RECEIVE A NEWSLETTER

THE HAPPY SHOCK OF FINDING OUT YOU'RE NOT THE ONLY ONES -

that they didn't have to stand on the outside of the airport fence, but that they chose to do so because they liked your company. I don't know if the mag ever came through to other readers this way, but to me their editorial stance was a highly appropriate blend, beautifully weeded to a need, a time, a culture, and it made an important contribution to- not just a hobby, but a level or element of society; and I for one feel that this should not go longer unrecognized (or unheard...ed.). Someone should do a book on the mag; but wherewithal? The other day in the local library I saw a rather grand pictorial history of "those fantastic films of the Forties", including Saturday serials. Great! But not nearly so warm or endearing subject as FA."



That "didn't have to stand on the outside of the airport fence, but that they chose to because they liked your company" almost brings tears to this writer's eyes. That was the thing with FA. It was a magazine for the vicarious, the KID, enthusiast. Not for the "serious" flyer with his moneybags and real, expensive problems (including the snarly, greedy, money-maddened airport owner who drove all the kids away), but for the "flyer" with no money, no plane, nor any hopes of any....just with a love of the clouds and the skies, and the long dreams of youth. Long dreams which most of us "outgrow", but which the writers of FA somehow, magically, never did.

It is a fine and beautiful thing to see that there are others who instinctively and eloquently express their love for a former dream which has never died, and which never will, as long as one good issue of FA remains and hasn't yet crumbled into a mess of crusty-brown flakes of ruined newsprint. Indeed, Bob, what a wonderful thing it would be if those old plates for FA still did exist somewhere in a forgotten addict-infested warehouse in NYC, if World War II hadn't intervened and probably forced the scrapping of what plates remained. Alas, it probably is something of the past. That man who ran the mag "the Best from Flying Aces" a few years back hasn't run a second issue. With everything today being so mass, and so media-saturated, who cares about the past? (Is there anything more stale than the 1973 Super Bowl winner? Now think about it, you pro football fans....if you didn't have a hundred toads riding on the thing, who cares the day after?) Today it seems only to be "what is new", and although anything "antique" (and to the media, "antique" is 1965) sells for a hideous price, very probably the "demand" is only something artificially created by some printed medium somewhere. All sorts of people are gulled into buying all sorts of garbage they don't really want. In 1935 that kid had a real, desperate, biological, physical need for the Comet 10¢ kit of the Allied Sport. That Allied Sport represented dreams and not an "entertainment package". We, including our youth, have been gulled into opting for the "entertainment package" and are the poorer for it.

Flying Aces does indeed deserve a full-length study. It was a magazine of a time, of a culture, of a dream. It served this country well by creating a whole age-group of men desperate to fly when World War II came along. But who today would buy that full-length study? Again...who cares? We are the poorer.

PEANUT & NO-CAL SCALE POSTAL MEET NEWS

The results are pouring in to GHQ on the exciting winter FAC event, but most of the pouring has been done by old Jupiter Pluvius, who hath but continued to keep his bucket upturned over our heads. But, intrepid FACs have been bashing at it.

Here are the results so far:

## Peanut Outdoor

Dave Stott, Alco 37.0 seconds  
Bob Thompson, Lacey 49.0 seconds

## Peanut Indoor

Ed Novak, Waterman 23.0 seconds  
Don Edson, Curtiss Robin 73 seconds

## No-Cal Outdoor

Dave Stott, Dornier Falke 27 seconds  
Dave Stott, Kalinin K-5 185 seconds (!)

## No-Cal Indoor

Dave Stott, Kalinin K-5 85.5 seconds  
Bob Jespersen, Cleveland Fleetster 58 seconds  
Ed Novak, Siemens Eindecker 34 seconds  
Bill Hannan, Hughes Helicopter (!) 22 seconds



As you can see, the Peanut Indoor and Outdoor are pretty well wide open to the Southern California Thermalsters. That Kalinin of Dave's looks like a new Destroyer. He has re-designed it as a Peanut, and he'll be looking to shred the wingtips of the Lacey with it next season. And...the Kalinin is a "real" airplane, not a modern "nothing", like the Lacey. Look for this beauty in a future issue of the News!

DREAM PLANE DEPARTMENT

If you'll deftly turn the page, you'll see the miraculous Gilbe-Gilbo V-64 "Airseaplane". Note how the artist, no Pres Bruning, has caught all the built-in headwinds of those squared-off leading edges, the four mighty engines buried in the wings, and those twin pits in the hulls, ideally suited for quick communication between terrified pilots when something went "clunk" and expensive noises began to be heard.

Note too, the position of those two lower portholes at the rear of the hulls. Were those for the "heads" (old meaning) or for the "heads" (new meaning)? Just the place to be riding during take-off in a nice chop, eh?

Gilbo has also managed to get his name in lights six times. Not too bad, but then he was paying for this folly as well as designing it. Perhaps it was built by the same wine-soaked Italians as the Caproni! HAWW!



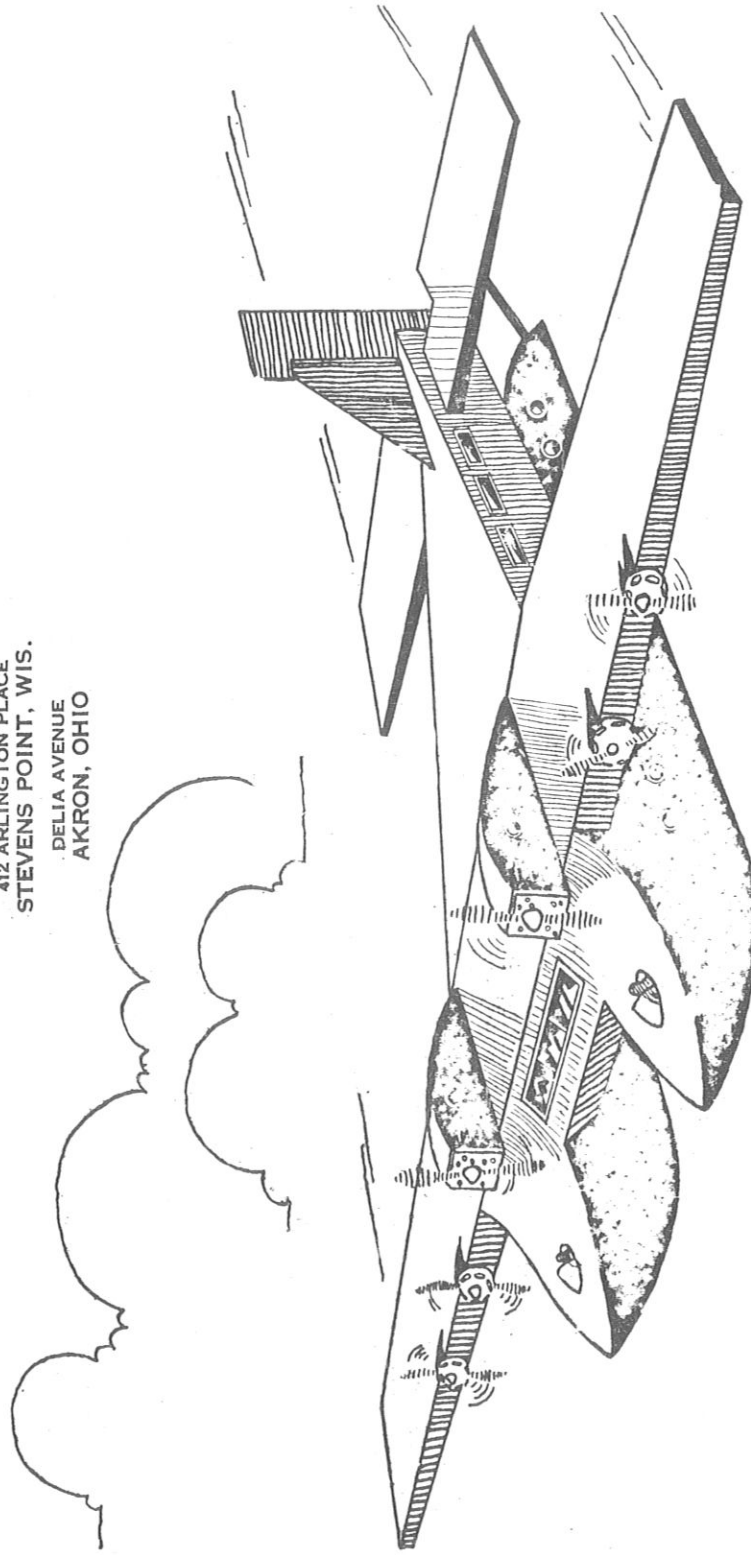
# Gilbo-Gilbo Aeronautic Engineers

*Designers, Executive Managers, Supervising Constructors*

*Airships - Airplanes - Air Ports - Factories  
and Commercial Air Lines*

412 ARLINGTON PLACE  
STEVENS POINT, WIS.

DELIA AVENUE  
AKRON, OHIO



The Gilbo V-64 "Airseaplane", an aeronautic creation designed by William R. Gilbo, of Gilbo-Gilbo Aero Engineers for heavy duty commercial and military operation.

All Metal, Double Hulled Airseaplane. Single and Tandem Arrangement on greater expansion of wing surface. Double Hull introduced by Wm. R. Gilbo as well as the superimposed cabin space. Conventional Step Hull. Construction of ship in Europe beginning Sept. 1st, 1928.

As C.O. of the GHQ flight sent to Chagrin Falls to engage the fearsome Von Rottensocks and his chentlemen I was left with some treasured memories that I would like to pass on to our other clubsters.

One such was looking at some actual photos of W.W.I crates taken by an AEF ackemma who was as handy with a Kodak as he was with a spanner. Vic Didelot and Lin Reichel met us at the motel with these pics and the hangar flyin' turned on full bore.

And next morning at the field there was the fantastic grand entrance of the Detroiten Geschwader. Lined up with models at "present arms" the Inspector General of their group walked down the line checking men and ships. In true Prussian military style he proceeded to take those models that did not meet his high standard of flawlessness and dash them to bits under his booted heel!!! What a way to get rid of your old models. Sure made a swell show, haw-w-w-w-w. The enthusiasm of the Detroiten bunch knows no bounds. Their ships are in the air constantly.

Then there was Norm Getzlaff's Hall Racer.

Quite an undertaking. Von Rottensocks flying his Floyd Bean Special very well for it's first time out. Not to mention Flugmeister Bruning's S.M.81 taking third in FAC Scale on it's first day out. The crazy personal insignia on the shirt of each member of the Detroiten Geschwader.



Also Jim Hyka's fine flying Gee Bee "D". It really looked nice way up there. Lt. Ken Johnson's unfortunate crack up into a spectator that put his Jumbo Gee Bee "D" out of action again this year before she had a chance to show her stuff. Fine locker too.

Did you hear that "tick" when Von R's Floyd Bean and Bruning's Crosby split a gnat's whisker in having a mid-air disaster during the "just for fun" simultaneous launch with GHQ's racers after the meet was over? There-in lies the real fun of flying racing planes.

I know I speak for the rest of our small contingent when I say it was one of the most enjoyable meets we have been to in some time. Low pressure, no screeching F.F. gassies' scaring your empennage off and plenty of good company. We thank you.

#### CONTEST CALENDAR

##### SAM-7

Society of Antique Modelers, chapter seven has set the following dates for it's 1973 meets. We know quite a few of our FACs are SAM members and already are in the know on this but we hope to attract some of our other rib-slicers to some of the fun and action these swell gatherings offer.

First off, the regular events are Cabin Gas, Pylon Gas, Rubber Endurance, Rubber Scale (ahh), SCTF and Antique to be flown at East Coast Championship Meet only. And as if this wasn't enough for all us FACs, the SAM Skysters are offering Peanut Scale as they have before, but with a new twist---- Oldtimer Peanut. Yep, on the recommendation of the staff at G.H.Q Peanut Scale jobs will have to be from plans or kits published prior to Dec. 31, 1942. Hung knows there are plenty of old 10¢ kit jobs prior to this date and John Pond can supply many of the plans, so hop to it fellas, get the balsa chips and Jap tissue scraps immitating a snow flurry in the ol' work shop. Any win in this catagory will count on the FAC Kanone list as an official victory!

Continued -

Here are the dates for the SAM-7 meets--

May 20 Spring Rally Glastonbury Meadows, Glastonbury, Conn.  
July 22 Summer Outing Lantern Hill, Mystic, Conn.  
Oct. 14 Fall Rally Glastonbury Meadows, Glastonbury, Conn.

And by the runway fellas, any of you who received the message on all the above info directly from SAM headquarters would probably have noted it as stating that the FAC asked to have the size of the Rubber Endurance models reduced to 25 inches in span or less. Well to set the record straight on this we want to say that this request has been misinterpreted by SAM. We suggested this 25 inch span Endurance model category as a separate and new event, not as a change in an already popular and existing event. Somehow the wires got crossed and out it comes down side up! Himmel.

Indoor Activity.

Clubster George Armstead of 89 Harvest Lane, Glastonbury, Conn. zip 06033 has arranged use of a swell big gym at Glastonbury High for indoor flying on the following dates,  
Sunday mornings from 8:00 AM to 12:00 noon on Feb. 11; March 11; April 8; May 2; and June 17.

It is a swell place to fly and a chance to get in some FAC Postal Peanut and Postal No-Cal times to send in to GHQ for your personal stab at fame, notoriety and promotion if you are lucky enough to emerge from the holocaust victorious. Also there are a good number of juniors that attend these Pirelli twistin' sessions that can use the interest created by us "over the hill mobsters" and maybe some hints too.

AIRMAIL PAIS.

Letters from our Clubsters.

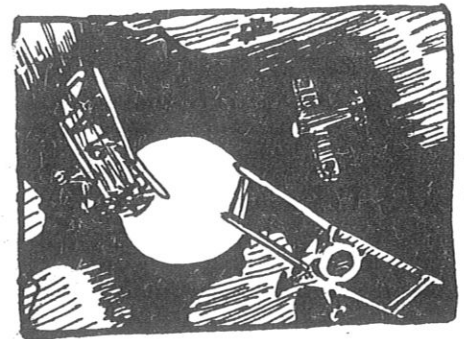
Dear GHQ,

Just got my first copy of your very fine newsletter yesterday. To be truthful, I have been wanting to be on the mailing list for a couple of years and it appears now that I finally made it!

Reading the "Aces" list and the promotion and citation lists sure does take me back to my old days in the FAC of 1939-41. Somewhere, I am sure, I still have my old pair of wings that I got 'way back then.

I do have one question. There's a write-up of a couple of postal contests. Am I eligible to fly for these? Can I send in my times to GHQ? In other words, how do I get to be a full fledged FAC, or am I one now? If so I am gonna dash out on the first good day and try for a decent score with one of my Peanuts.

Lt. Fran Kastory  
Emsworth, Pa.



(Ed. note) You bet your last pair of celluloid wheels you are a full fledged FAC right now, Fran. You got that way when you entered the FAC meet at Chagrin Falls last Autum. And GHQ will welcome your dis-

patches telling us of your postal contest activity. Those Postal meets were designed to keep our far flung Clubsters active in FAC style events. And it is only the ACTIVE FAC that remains on the mailing list as we just do not have a big enough printing capacity to do otherwise.

And Fran, how about wearin' those old FAC wings to the next meet. I know if any of the gang here at GHQ had a pair they would be wearin' 'em to bed!

Dear GHQ;

The fine art work on the cover of issue #27 brought a smile of recognition to me. Glad to see attention turned to another old friend, Bob Jespersen did a great job of re-creating from picture and memory (the Comet C-1 Pursuit).

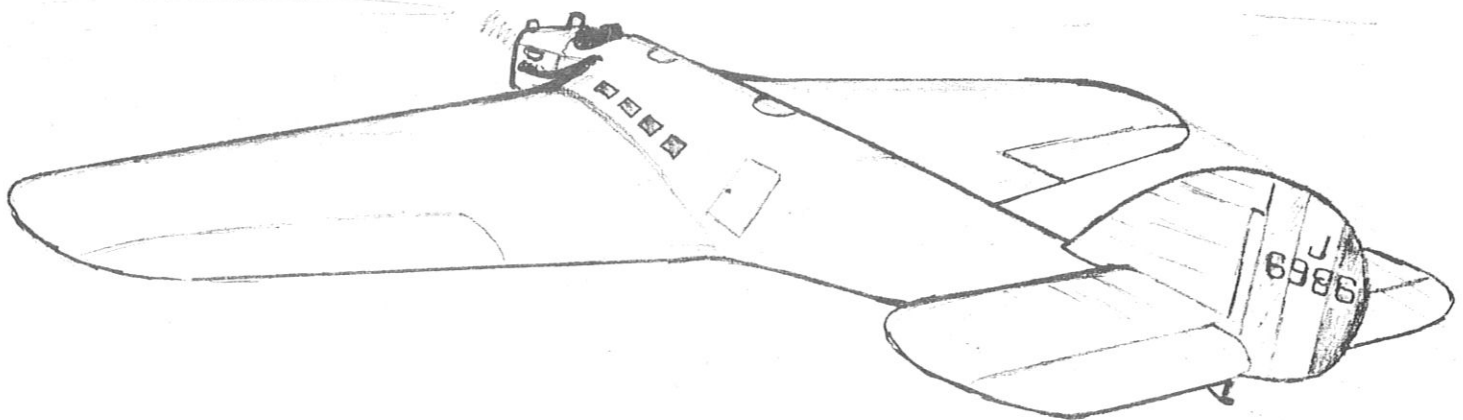
I enjoyed seeing part of my letter in print. I have always wanted to be a writer and this is the first time I saw anything I had written in what I like to think of as a nationally distributed magazine.

Lt. Roy Leiner,  
Easton, Pa.

(Ed note) You are even more famous than you think, Roy. The FAC News is international. We have a few Clubsters in Hawaii, Canada, and behind the Iron Curtain in Czechoslovakia! Viva la FAC! Hoch deg Fliegende Kanonen Bund! Hurray for the FAC!!

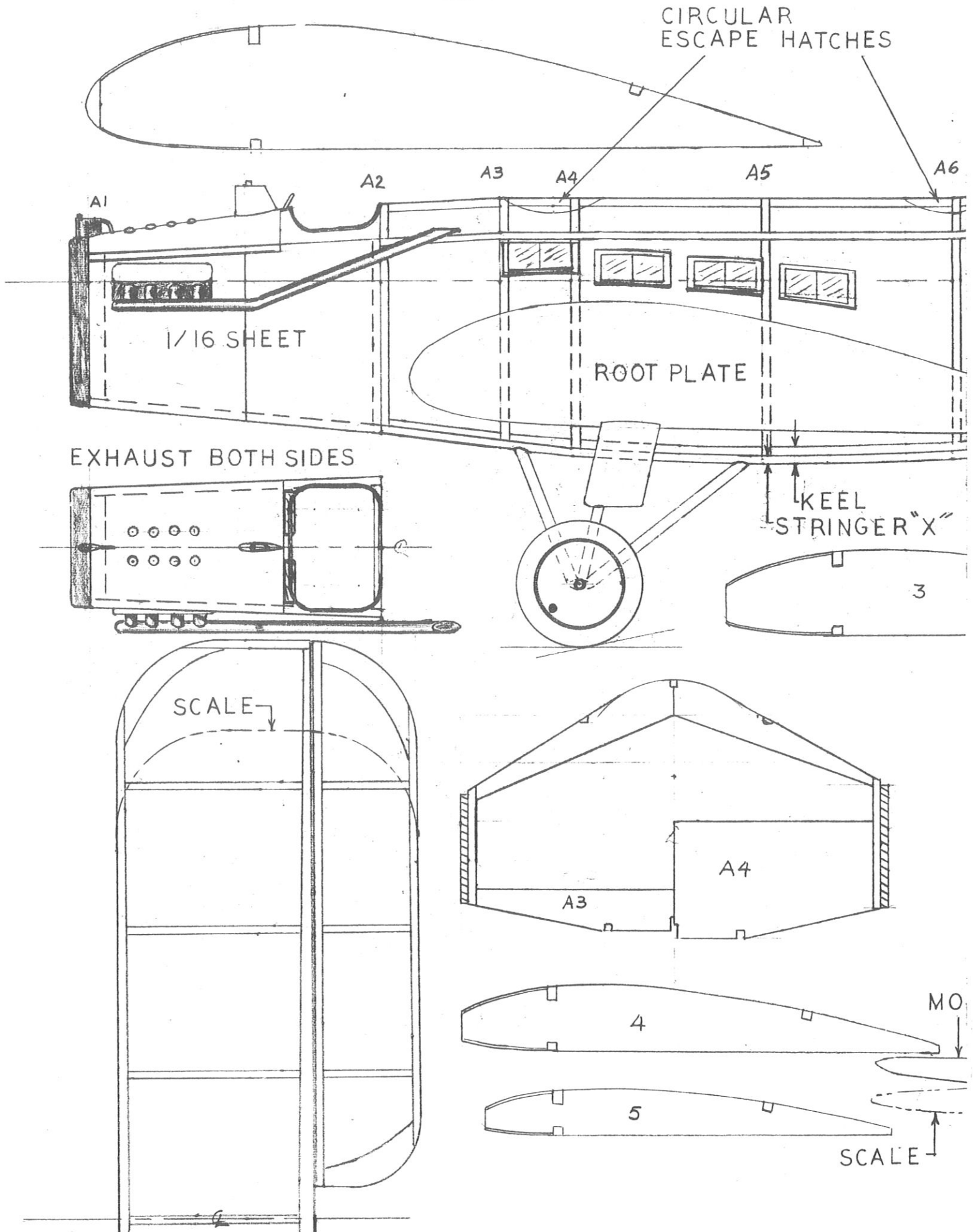
FLYING ACES MODEL LABORATORY

There have been flying wings built a-plenty, we all know, but this is one of the few flying wing fillets we have ever laid our goggled eyes on outside of the Koolhoven FK-55. We are talking about the ship depicted below, Wingsters. The Westland Dreadnought. British you say? Built in England, yes, but her designer was Russian! M. Woyevodsky was his name and his plane was as oddsky as his name! Haw-w-w-w. She crashed on her maiden flight. Anyone courageous enough to give her a test of your own? Throw the rotten tomatoes at Major Dave Stott, designer of the model on the following pages.



*g.a.s.*

11.





12.

THE THUNDERING EXHAUSTS OF  
GRATITUDE

Here's the space where we turn it over to the Johann Gutenberg of the FAC to toot his horn.....as toot his horn anybody should who is generous, kind, and indulgent enough to print this tripe.....Go to it, Johann!



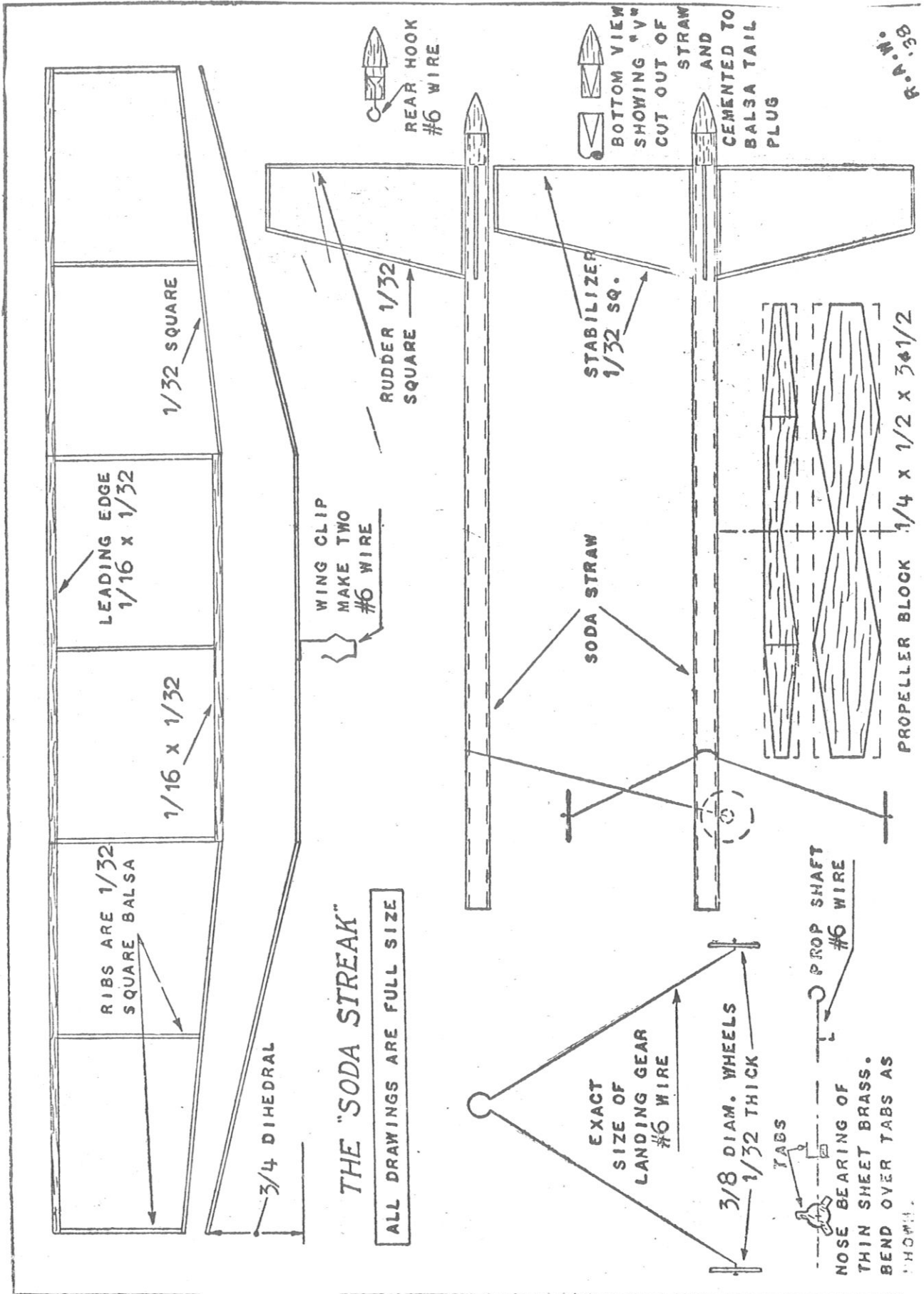
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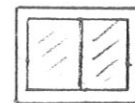
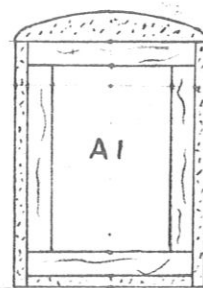
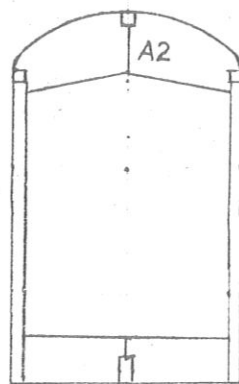
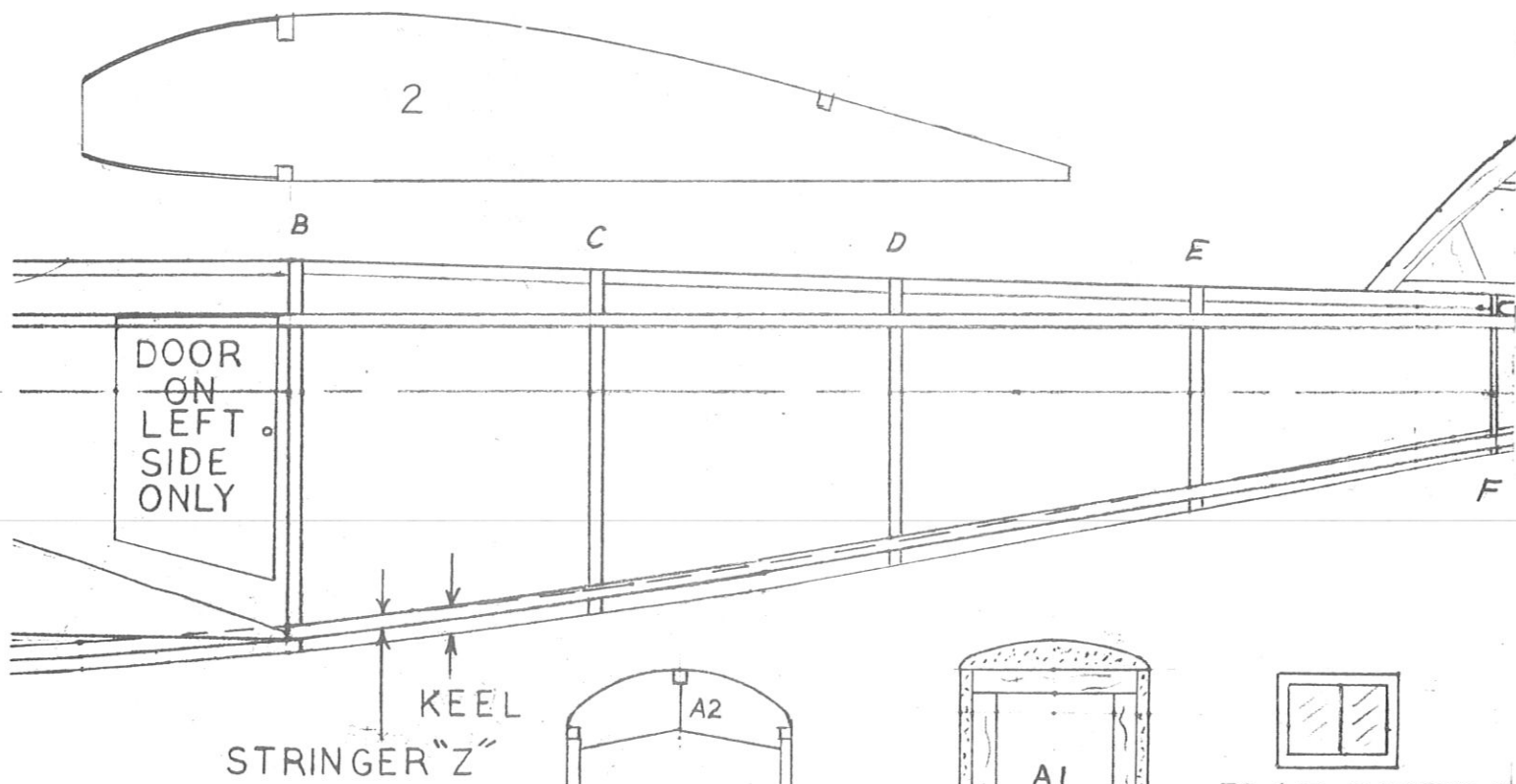
**394 NEW HAVEN AVE., MILFORD, CONN.**

**877-2204**

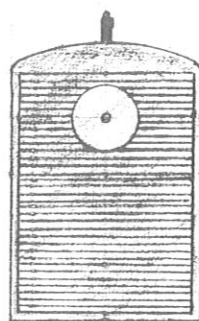
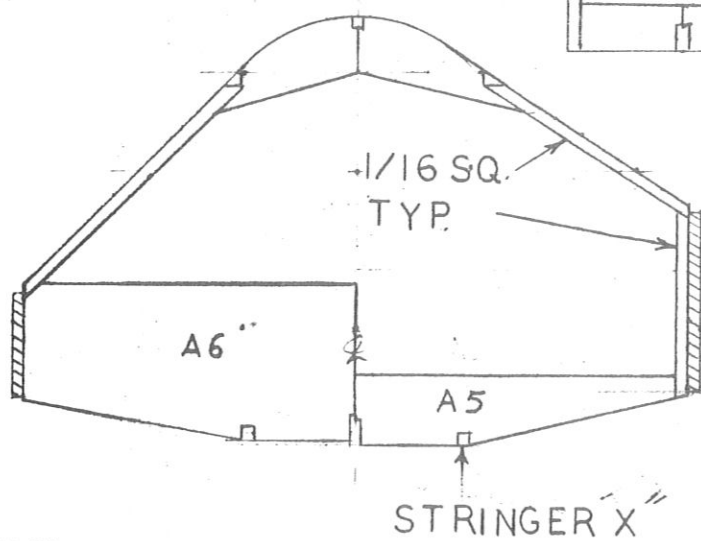
INTRODUCING THE "SODA STREAK" FROM FA.

Cast an orb over this little bathroom beauty, buzzards! Isn't she a beauty? And just the thing to use up all those Pepsi or Kool Aid soaked straws from your three-year old's last ice-cream spattered party! Instead of a sticky mess, you have any number of fuselages to choose from! Cover her with condenser paper, and have some fun in the john, straw-selectors! Remember....recycle! (Yep, the FAC is into the ecology bit, if only to keep those alfalfa fields going. They are potential flying sites.)

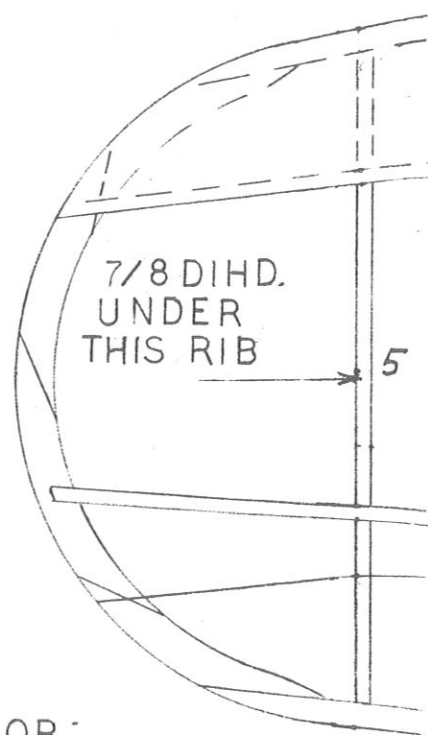




FLAT PATTERN  
CABIN WINDOW



RADIATOR  
NOSE BLOCK



DEL

1/2 SIZE

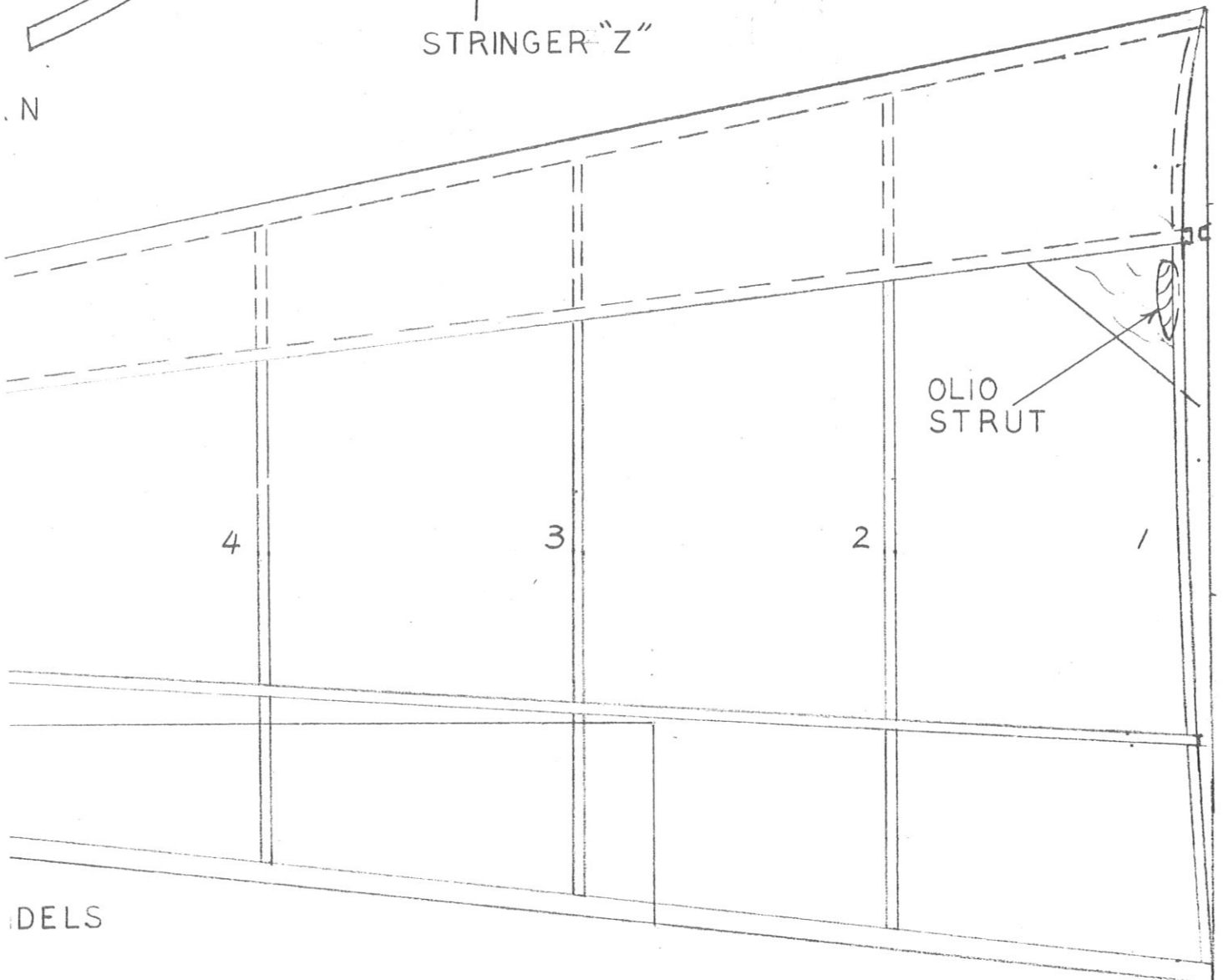
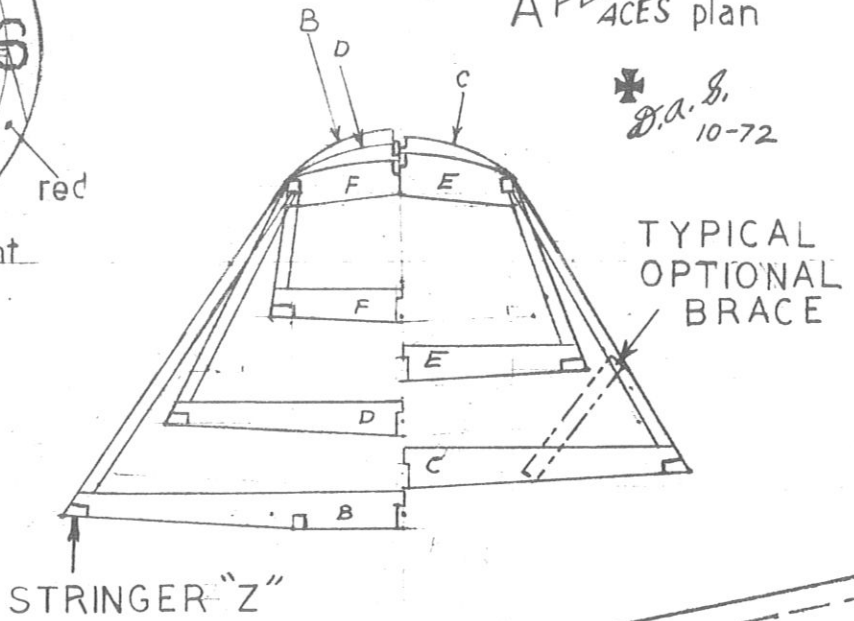
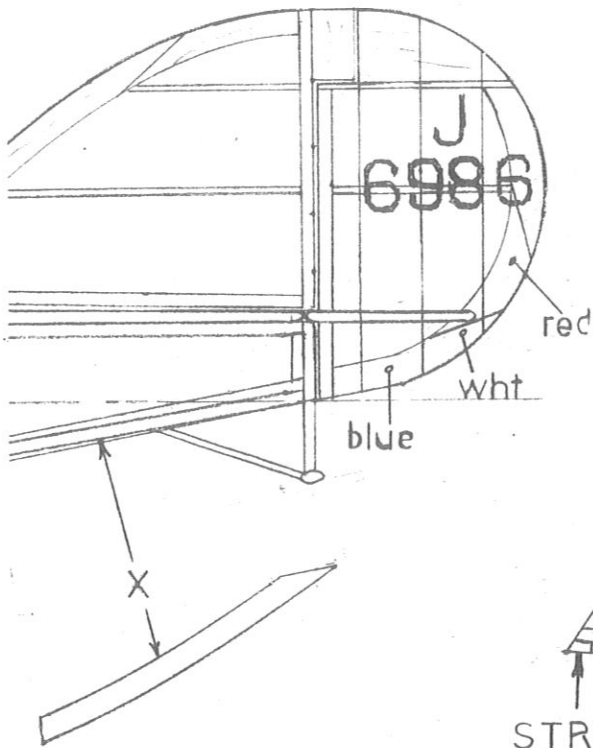
COLOR:  
OVERALL SILVER  
TAIL STRIPES, NO ROUN  
BLACK RADIATOR &  
SERIAL No

# WESTLAND DREADNOUGHT

23 INCH WINGSPREAD

A FLYING club  
ACES plan

✠ D.A.S.  
10-72



## King of the Bonus Pointsters.

His majesty is there on the right! King of the Bonus Pointsters! He is an Italian. His name is Caproni and he was born in 1919. Does he have the power to upset the FAC Scale rules and cause the down fall of our great union?!? Will Hangar #1 collapse and crash down on all the gang here at GHQ under the might of this great Monarch of the ozone???

As most of you fellas are aware of by now, the FAC Scale rules are about the only scale rules ever put in use that give almost every plane ever built a chance to cop top honors regardless of the unequal inherent flying qualities of each. This is done by awarding bonus points for design complexity that hinders stability or duration.

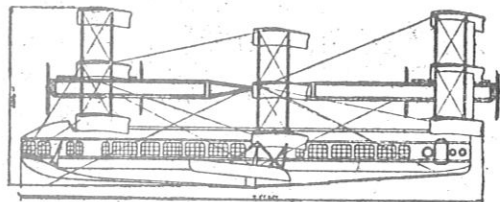
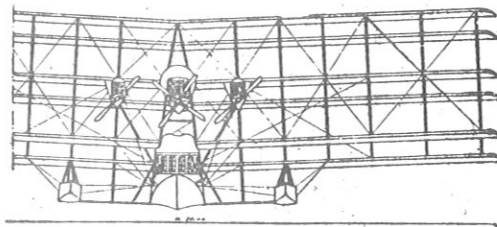
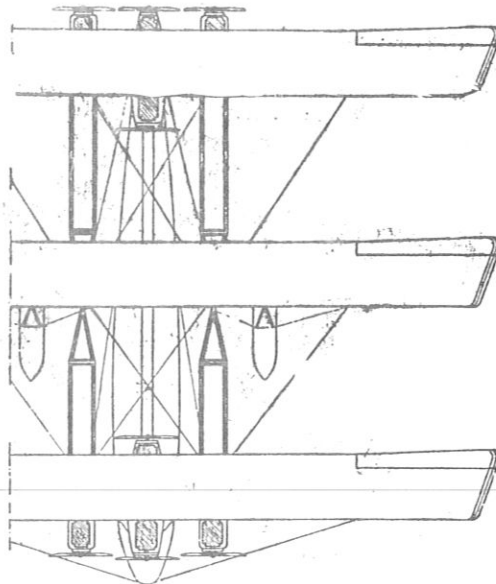
Lets pull up an oil drum and sit down and check up on the "King's" treasury of bonus points. First off he gets 20 points for having more than 2 wings. (You skysters will have to admit 9 is one heck of a lot more than 2, nest paw?) Next he gets 16 more for being a seaplane, and 10 again for the wings being tandem. So far he has 40 bonus points.

Now when it comes to powering a model of this massive monarch we could gain many more points by using the two outboard tractor engines and the two outboard pusher engines. In this way we could swing pretty good sized props and run the motors thru those long box like nacels. Boy, would the points add up then..... 10 for the pusher props, 10 more for tandem engines and 25 (twenty five) for having twin engines outboard of the center line of the airplane. The grand total is 85 bonus points! Staggering eh fellas? Like a Mick on St. Patties Day. Frightening as well, when you figure that a high wing cabin job can only get 77.5 points with a 2 min max flight added in!!! Hoy, Poy, iss ve godt trubbles.

But here is our salvation from the threat of this Bonus Point King taking over and ruining all our fun. One of the other FAC Scale rules states, "In order to obtain handicap, workmanship, and construction points a minimum of one official flight of at least 15 seconds must be made." And fellas, any longeron layin' tissue trimmer that has enough gumption to build a model of this Caproni and get it to fly for fifteen seconds deserves to win the meet hands down! By turbulence, none of the gang here at GHQ would even want to wind all four of those dang motors!



Regardless of what we've said above the very sight of this nine winged monster has written worry all over the pan of that doughboy on the left that guards G.H.Q. Hangar #1.



Half shell type construction is used in making the fuselage of this odd crate. First off formers A2 thru F must be built up on the plan. Use 1/16 sheet and 1/16 squares to do this. A small diagonal optional brace may be used to strengthen formers that have an acute angle in their shape.

Once all the formers are made up lay down the bottom keel that is cut from 1/16 sheet and the top keel of 1/16 square on the side view. The formers are now added as in normal half shell construction. Add the root plate and the three stringers, X, Z, and the top corner one that appears more like a longeron in the side view.

The nose from A2 forward is made of sheet sides and bottom with a block for the top. The cockpit is a recess in this top block.

Nothing unusual about the construction of the rest of this flying wing fillet so carry on, rib slicers. And be sure to send GHQ a photo of your Dreadnought Mailplane. Otherwise no one will believe you ever made one! Haw-w-w-w-w!

### An Added Kanone.

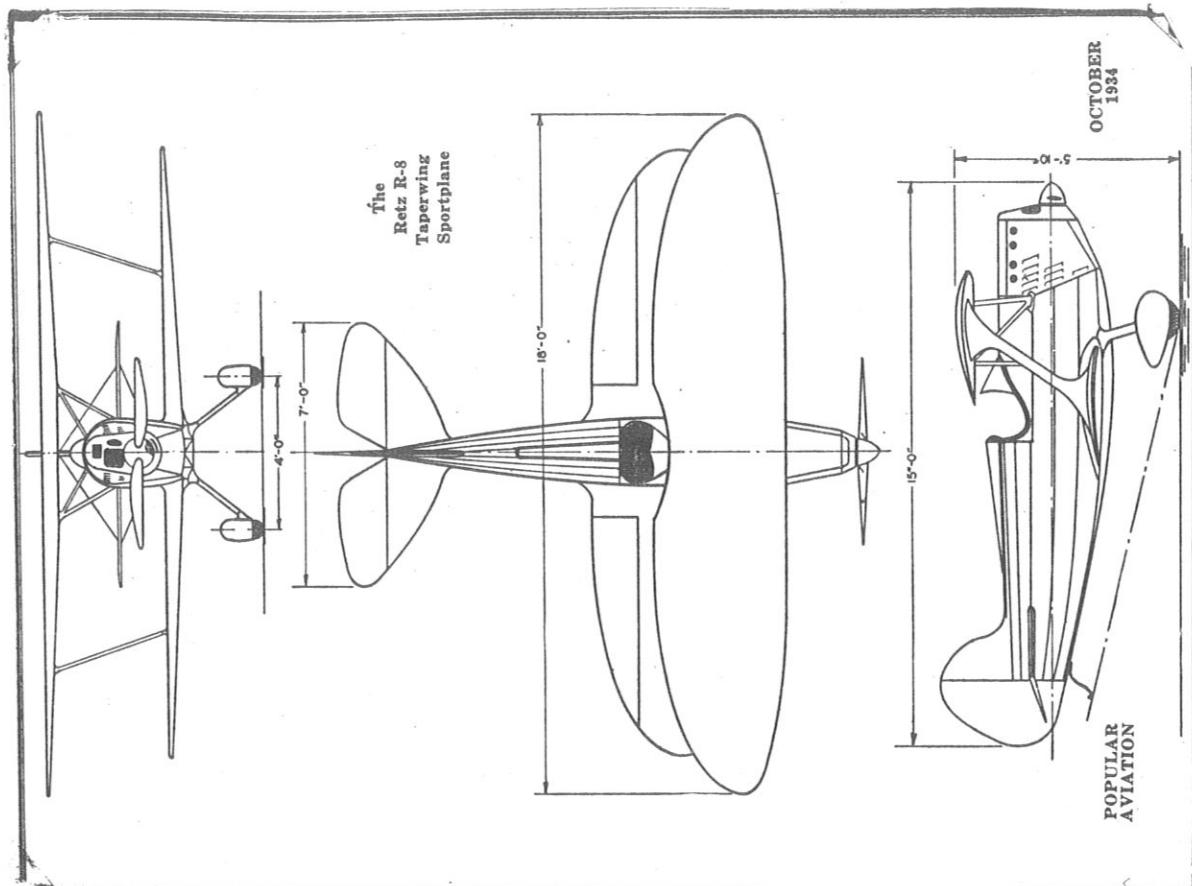
Late info has caused delay in adding Lt. Mark Assel to our list of Aces in the last issue of the FAC News. Mark, who is nine years old, has one victory to his credit by way of winning the profile scale (No-Cal) event at Chagrin Falls last Fall. Congrats, Mark!

### Las Vegas Upset.

Skysters! You will never guess what modeler won the Jan first Las Vegas Peanut Scale Annual!! It was non other than Fernando (P-nuts are dead) Ramos!!! Rather ghoulis, eh fellas?? Well, if Fernando will give it a good write up in a future issue of his column in The Model Builder magazine, we will have renewed faith.

### Next Issue.

Next issue of the FAC News will set the date for our Spring Meet.



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*Bob*