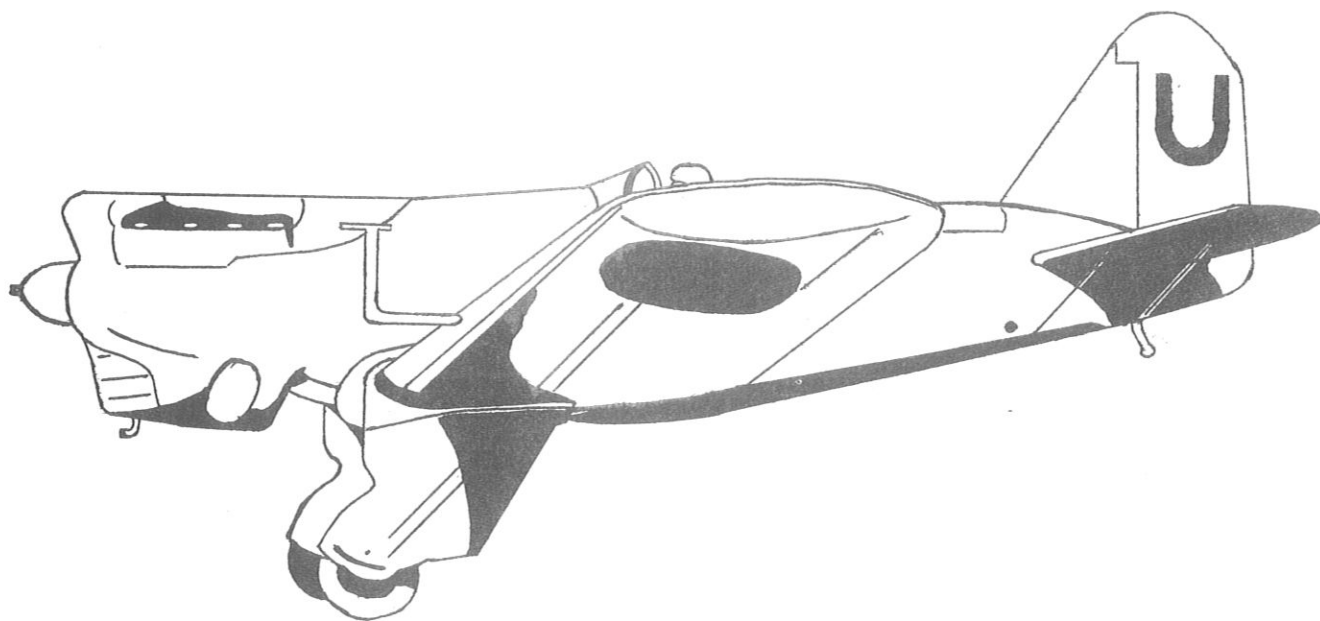


# FLYING ACES

## Club News



SPECIAL AISIAN ISSUE!

RARE 3-VIEWS

NO-CAL RUSSIAN

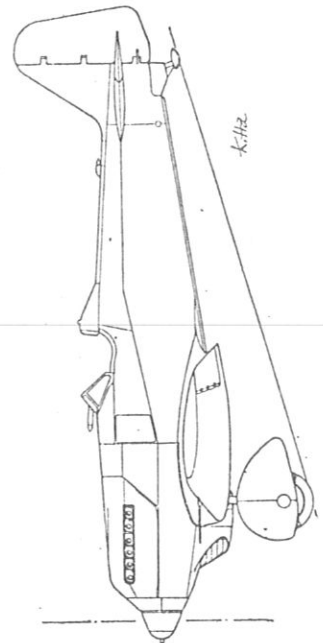
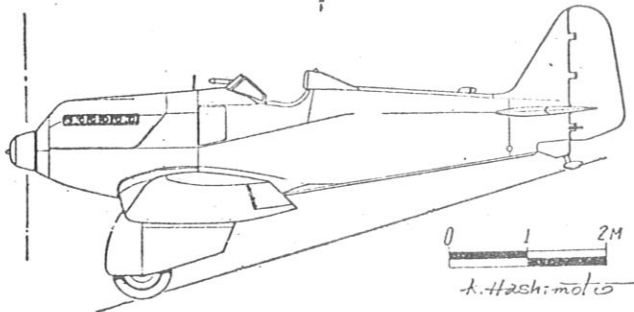
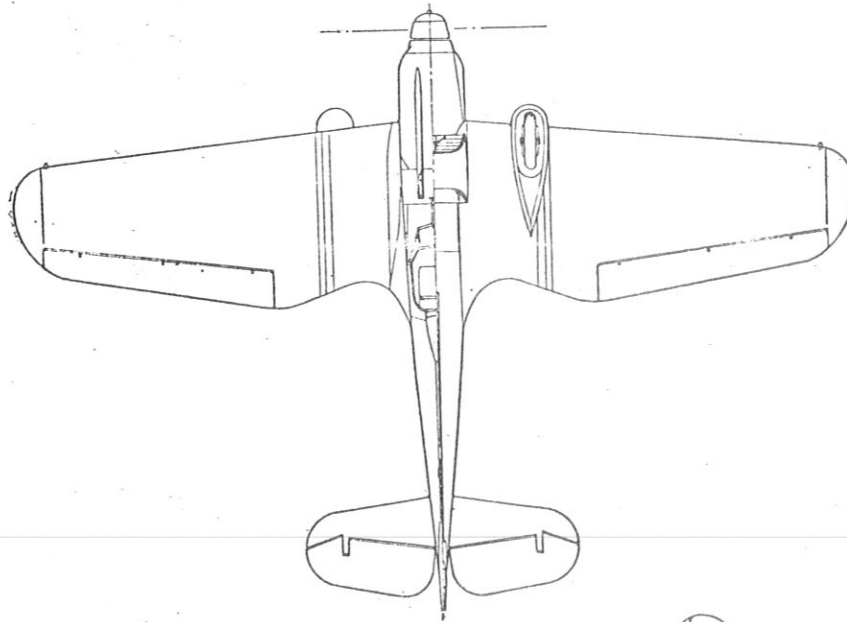
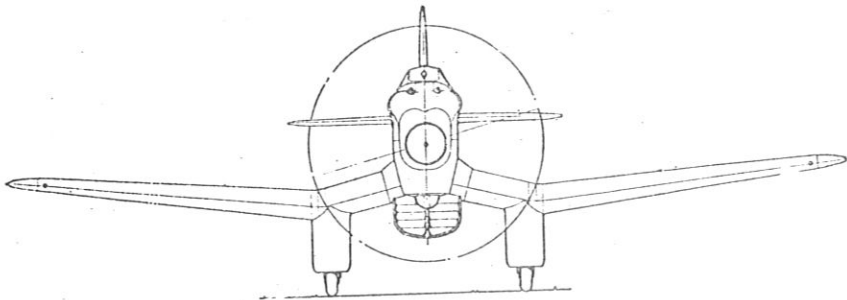
POSTAL CONTEST

NEWS OF THE MODEL MEETS

LOTS MORE

ISSUE 34

Here are more views of our cover plane, the experimental Kawasaki C.5 (Ki-5) fighter. Note the two variations in the landing gear. The Germans with their Blohm & Voss 137B, and the French with their Morane Saulnier 325 were working along the exact same lines at this time. Indeed, with a few deft mods made by the inspired builder, one could easily make a Kawasaki C.5 out of the Dallaire Morane 325 Peanut plan! What a sleek skyster for your Peanut "air battles over embattled China"! That would put your Peanut peddling friends with their dowdy P-12s to shame.



'Take yourself back in time, wingsters, to those "stirring days of yesteryear", when the forces of Good and Evil clashed in China skies, and when Japan's imperial sun flashed at her zenith. This was the time when all the world was using China as a testing-ground for its aircraft, selling China its latest products, as well as its most piteously mis-designed aircraft.....all at high prices, for the Chinese had to buy when and where they could in order to contest the skies and the Japanese mastery of them.

Jeff Chrisey has masterfully captured the spirit of those days in this cover portrait of a Kawasaki C.5. This is a ship that contested with the Mitsubishi A5M for the military contracts in 1935, the A5M winning. (You might remember the A5M better by its Allied code-name in World War II: Claude.) Check the sleek lines of this nifty Nip, and decide for yourselves if the Japanese were always forced to copy others' products, even then! Nosir...there are speed and performance built into every line of this ship. Does anybody know the whereabouts of a set of plans for the old International Models kit of this handsome ship?

**Nikolai Borzec**



It is entirely appropriate that we have Nilokai Borzec here with us, for that old villain of the wierd golden eye in the old Dick Knight stories in FA was right at home in Manchuria, for at that time Manchuria was filled with stateless White Russian refugees. These White Russians, being on the lam from the Reds at home, and being denied Chinese citizenship, were at the mercy of the local warlord, Marshall Chang-Tso-Lin. Chang used them and their Western skills just as long as he needed them, and then discarded them like a used Kleenex. It was through Chang, whom they supported and largely equipped, that the Japanese became involved in what they called "the China Incident", for when Chang began to behave independently, he was murdered (probably at Japanese instigation), and the Japanese satellite state of Manchukuo was set up. From that time on, war between China and Japan was inevitable. The Japanese had a superbly equipped, modern and eager army. The Chinese "armies" were a motly collection of the forces of the Kuomintang, what could be scraped together from local warlords, and idealistic youths. Their equipment was even worse, being of American, German, Italian, and Russian origins.

It was an uneven fight from the start, the Japanese being equipped with the latest types of planes, the Chinese with a wierd assortment of fighters from France, USA, USSR, Britain and Italy. There had only been an "aviation policy" in China for a brief period under the Jouett Mission. When Col. Jouett got into the bad graces of some influential Chinese and was fired, his Italian replacements under the leadership of (Honorary FAC Member!) Col. Scaroni made such a hash of their work...they might well have been in Japanese pay, so badly and corruptly did they work....that the Chinese Air Force was again set back by years. And all this during a

disastrous undeclared war. Indeed, the only consistent and effective aid received by China in the years 1935-1940 came from Stalin and



the Soviet Union!



To see how pathetic the Chinese often were in the air, it is only needed to remember the terms "Chinese Ace" (He's crashed five planes!) and "Chinese Three-pointer" (a wingtip, one wheel, and the prop). Students were assigned to Chinese aviation schools not by zeal and ability, but by the influence of their families. Even the better students tended to get into trouble by too literally obeying the instructors' orders and coming to grief against the hard earth.

As trainers, the Chinese used mainly Fleets (with the "final tail" configuration). After that, it was catch-as-catch-can as to what the luckless Chinese pilot would get to fly. Take a look at this list!

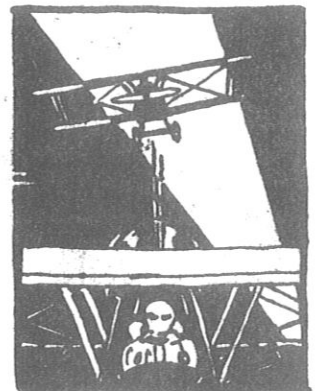
- Northrop 2E (150 planes were bought and shipped to China, but most were either caught by Japanese bombers at the docks or on their airfields. Those that got into the air were crashed by their pilots. Combat usage was virtually nil.)
- Vultee V11GB, V-12C, V-12D (Since the US Army rejected these, it was OK for the hapless Chinese to get them.)
- Martin 139 (these "bombed" the southern Japanese Islands with leaflets, the range from Chinese-held bases being too great to carry bombs.)
- Curtiss Condor bomber (a converted airliner)
- Boeing 247 bomber (same, but made into a "gun-bristling terror of the skies" for Chiang Kai Shek's personal use.)
- Curtiss F2C Hawk (This was the main Chinese fighter in the dark days of 1937-38. It was the export version of the US Navy's BF2C, and while a good plane, hardly a match for the Claude of the Japanese. Often flown by American soldiers of fortune.)
- Curtiss Hawk 75 (a highly polished and specially armed one-off -75 made for Claire Chennault's personal "mount".)
- Douglas O-38 (the principal light bomber of the "Nanking Government", used as often for bombing "bandits"...Communists... as Japanese.)
- Fiat CR 32. (Bought at incredible expense from Italy, and made in Chinese factories for high license fees, these top-quality ships suffered the melancholy fate of the Northrop 2E in seeing far less combat than they deserved.)
- Vought O2U-1 (Like the O-38, used as a light bomber.)
- Boeing P-12 (A demonstrator plane, shot down over Peking during a Japanese raid, killing the Boeing pilot.)
- Boeing P-26 (About ten of these were bought, and photographs of them survive, but it seems that they too were more the victims of Japanese bombs than superior Japanese fighter pilots.)
- Polikarpov I-15. (Mostly flown by Russian pilots, these planes, wearing Chinese markings, were the most effective fighter the Chinese had.)
- Gloster Gladiator. (See Fiat CR 32....these were likewise a waste of money, even though the Chinese didn't build them.)

- Savioa-Marchetti SM 81 (A tri-motor bomber. Anybody have a pic of this one in Chinese markings? It'd be a beaut for Pres Bruning's jewel of a plan!)
- Bellanca 28-29B Flash (These were all destroyed in their crates and never even flew in China...not even to be cracked up by an influential pilot.)
- Spartan "Fighter" (Really a Spartan Executive with a forward-firing machine gun and a hole cut in the turtle-deck for a rearward-firing one. It was hardly effective.)
- Grumman SF-2 (A two-seat fighter of then modern design...what use did it see?)
- Curtiss-Wright CW 21 (Although the majority of these lightly armed and armored "Demons" went to the Dutch East Indies, some went to China. They were "cold meat" for the early Zeroes, which were a far superior plane, designed to the same concept.)
- Dewoitine D-500 (A French fighter of good performance for its time, it probably went to the same doom as the Fiat CR 32s.)
- Tupoljev SB-2 (Flown by Russian crews, like the I-15, it was a modern plane and posted a relatively good record in Chinese service.)
- Polikarpov I-16 (Again flown by Russians, both in Chinese service and in their own at Nomonhan against the Japanese in the "Manchurian Incident" in 1939, this was one of the finest fighters of its day. Probably the best fighter the Chinese had until the advent of the P-40Fs and Mustangs later on.)



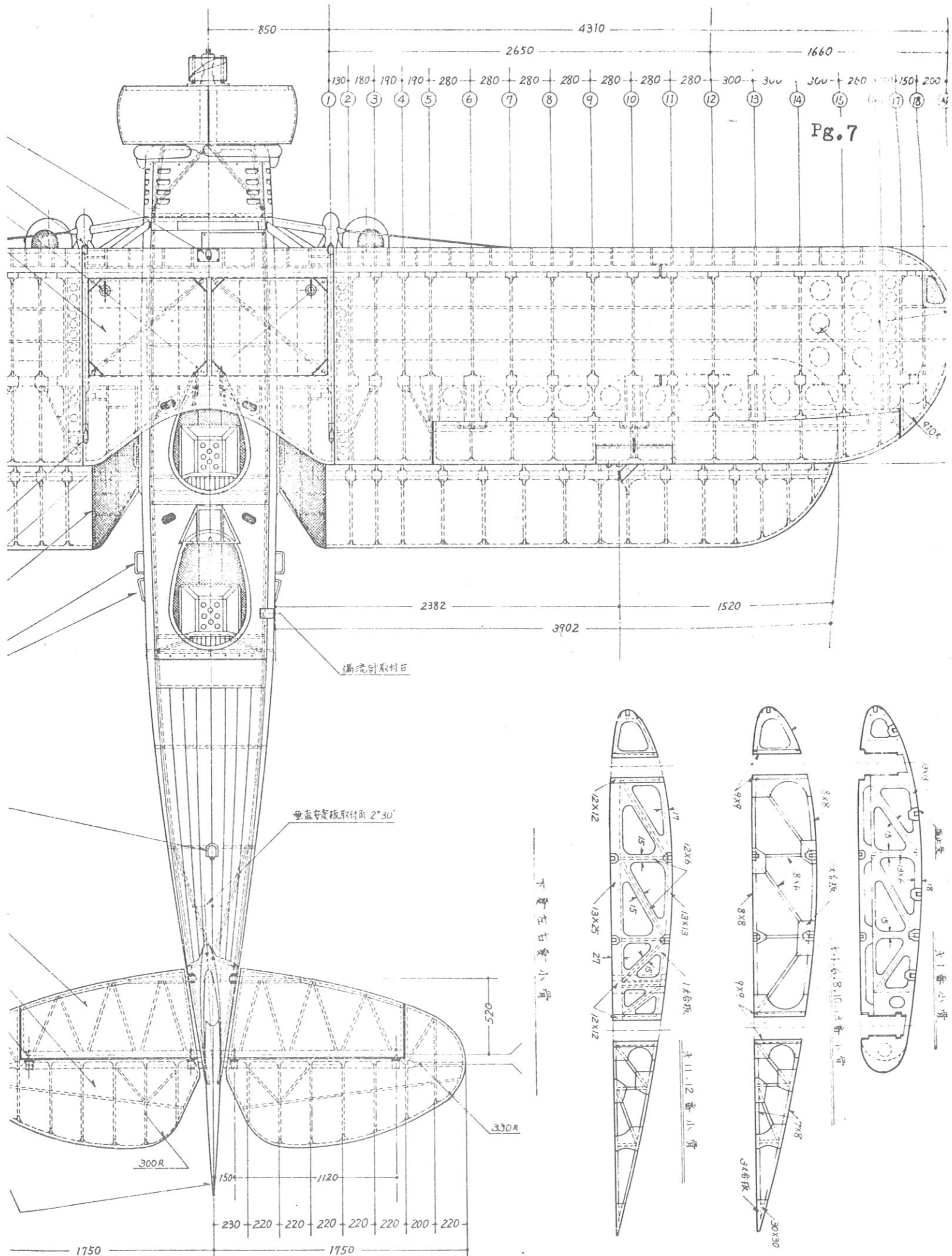
This is only a partial listing of types of aircraft which were flown in China from 1931 through 1939. Does anybody know of more? What happened to all these planes? Does anybody out there have pictures? The color schemes of Chinese airplanes of this period seem to have been almost universally a dark, smudgy brown all over (the known exception being Claire Chenault's Hawk 75, which was in natural aluminum, highly polished), with the normal Chinese Kuomintang (Nationalist) insignia on the wings (four position), and the blue and white stripes on the rudder.

There was considerable variation, however. The picture of the Chiang Hao trainer (sadly, not sharp enough to reproduce for your eyes) shows the Nationalist flag on the vertical tail, as well as an anchor in the middle of the Kuomintang star. An old Wylam plan for the Douglas O-38 in China service shows the wing stars to have been exactly like United States stars were from June, 1942 through June, 1943...that is, a five pointed star without the red "meatball". So, unless building a Peanut for fun and "wargames" with your skyster pals, it would be best to try and find a snapshot of the plane you're trying to build. That way you can get the markings and color schemes "precise", within the limits set here.

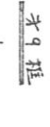
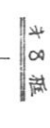
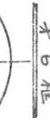
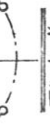
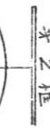
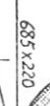








Pg.7





水取被包式乙型76ハ

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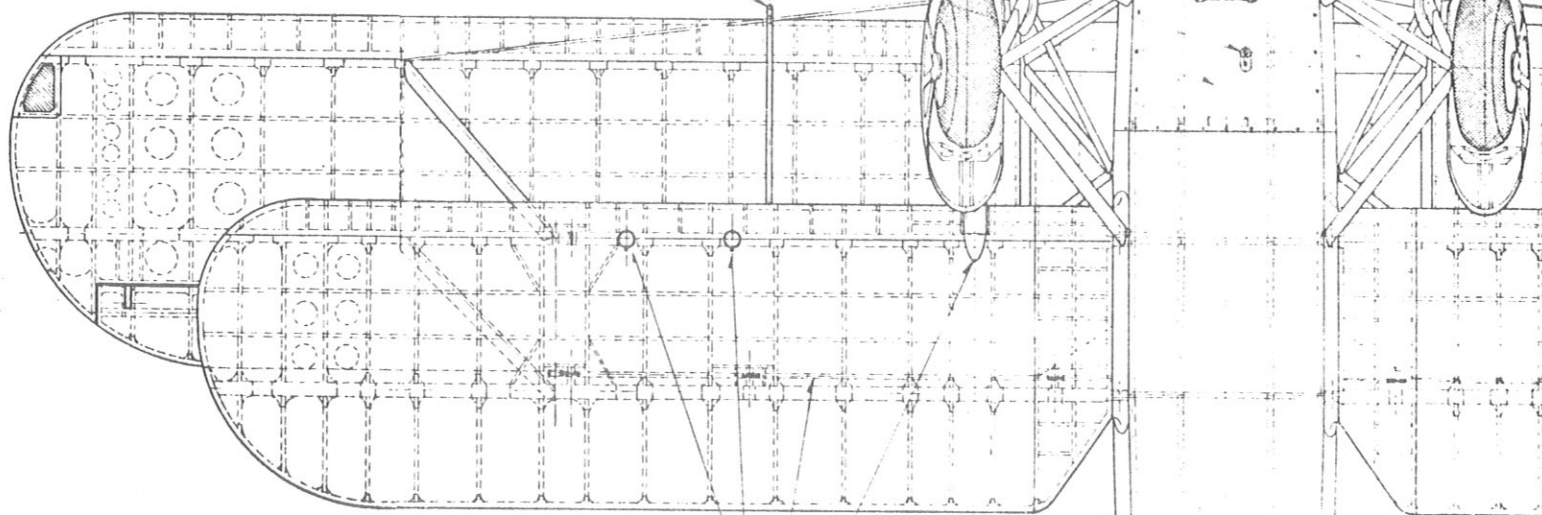
滑油排出口

滑油冷却器

燃料排出口

主燃料 7-7 180 L

燃料排入口



副翼付翼端部

1070

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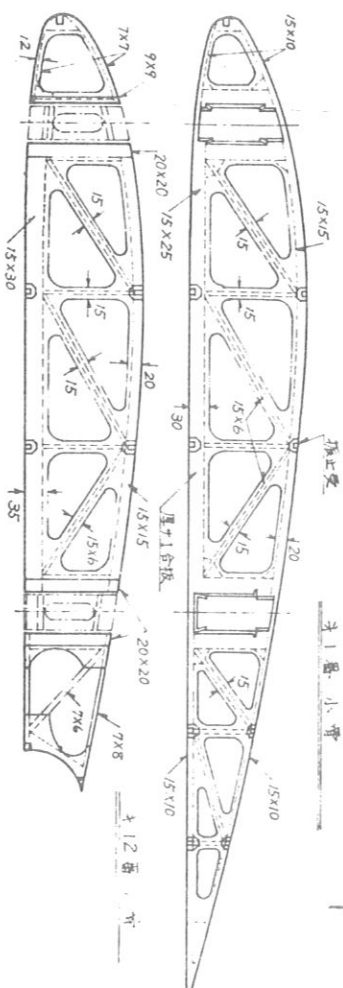
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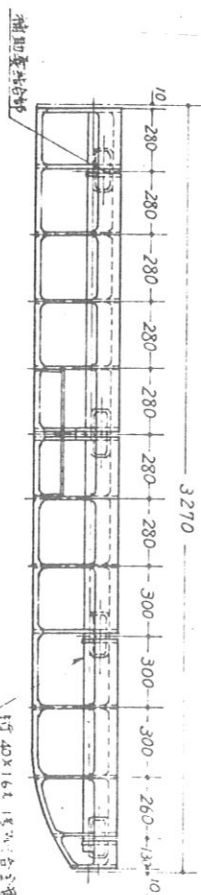
568



上翼外方翼小骨

下翼小骨

1



補助翼詳細

55 40x16x15 7x10 台立部

Little known is the Chinese aero industry of the 1930s. Most all the planes in use in China were of foreign manufacture and design. The 3-view on the left is an outstanding exception.

From the photo (that will not reproduce) it seems this ship was either silver or yellow. A flag of China adorned the fin and rudder and Chinese calligraphy on the fuselage sides. A look at a copy of "Janes" circa 1935 will get you a gander at a photo of this.

"Hey lound eyes! You thinkee China fella no smart to makee own ai'plane, huh? You take lookee Chiang Hau! Plitty good, huh? Wunna if Japanee goin copy this one likee do all else.

### F.A.C. Wings.

Years back in the days of the original Flying Aces Club, lapel pins were awarded to Clubsters for different activities. Well, Cap'n Bill Hamman reports that while looking at the collection of medals, wings, insignia, etc. at the San Diego Aerospace Museum all mounted neatly in rows under glass lo and behold--- a pair of Flying Aces Club Wings rubbing tips with all that aristocracy!

### PEANUT AND NO-CAL POSTAL CONTEST.

Here we go again Clubsters, with our annual Postal Contest that begins Nov. 11, 1973 and ends Mar. 17, 1974. Yes sir Skysters, our starting gun goes off the day the guns in the Big Fuss of 1914 to 1918 fell silent. But don't you FACs be silent. Let's hear from you during this time. Here's how it works--- The Postal contest is divided into four "Wings", Peanut Outdoor, Peanut Indoor, No-Cal Indoor, and No-Cal Out door. Fly your Peanut or No-Cal model as often as y ou like and record the following info to be sent to FAC GHQ on a post card every time you best your last flight time.

Name and rank

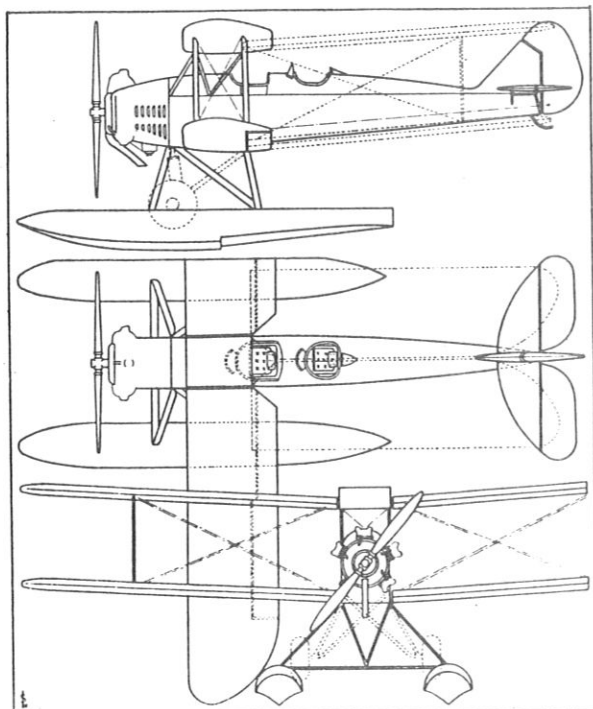
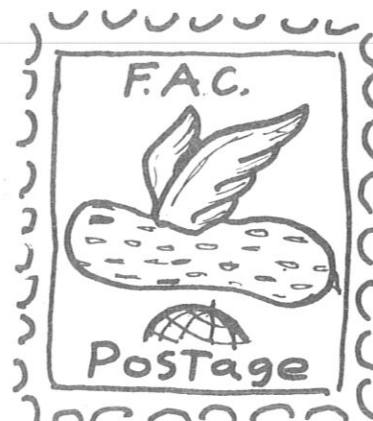
Wing (No-Cal Outdoor or one of the others)

Time

Date of flight

Ship used ( Ford Trimotor, or whatever)

And that's it. GHQ will keep reporting the latest times in the FAC News to keep all our flyers informed. We've got some swell plans for the winners' as well as a credit on the ol' FAC Kanone List! Wind 'em up, Postal Pilots!!!



The "Chiang Hau" convertible Landplane and Seaplane.

## Kalinin K-5

Time to tune up for the coming No-Cal and Peanut postal contests, Clubsters. This issue we present Major Dave Stott's winner of last year's Outdoor No-Cal event. The time this rare Russky was a startling 3 min. and 5 secs. Best time indoors was 85.5 secs. Better head for the model hangar and get going on this archaic airliner that has the strange mixture of beautiful elliptical wings and an uncowed motor on the nose of an absolute box of a fuselage. But in the case of our model the boxiness is lost because she is a No-Cal.

The fuselage is built of the softest 1/16 sheet and strip balsa on hand as the support and load is taken by the paper tube that contains the motor. The tube is made of a strip of 1 inch wide bond paper spiral wrapped around a waxed 3/8 inch dowel. Thinned glue is brushed on the edge as you wrap. Overlap is about 1/8 inch. A couple of coats of thinned glue is given the completed tube inside and out. Thin the glue to a watery consistency for the final coatings.

Wings and tail have outlines of 1/32 flat tapered balsa steamed to shape. Sliced ribs of a Marquardt S-2 section are used. Cover top surfaces only. Do not water shrink! Give one coat of thinned clear lacquer. Lacquer, not dope! And don't forget-- the stab has a lifting section. Also the Marquardt. Set the wing at the incidence angle shown on the side view.

Wheels are made of bond paper cones. Struts are cut from 1/32 sheet. Prop shaft, rear hook are .015 wire. Balsa blocks represent motor. A normal nose plug is used and makes thrust line shimming easy. Prop is carved from a block 1/2 X 5/8 X 5 in the old style "X" or "Langley" type lay-out. Work in about 1/64 undercamber. Keep blades thin. Power is one loop of 1/16 Pirelli 15 inches long.

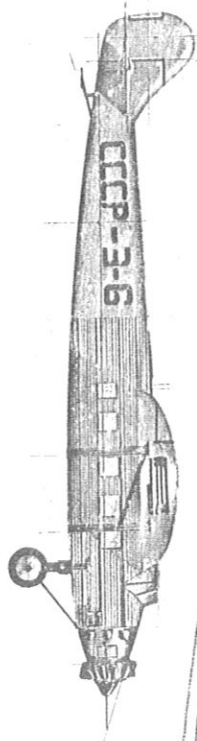
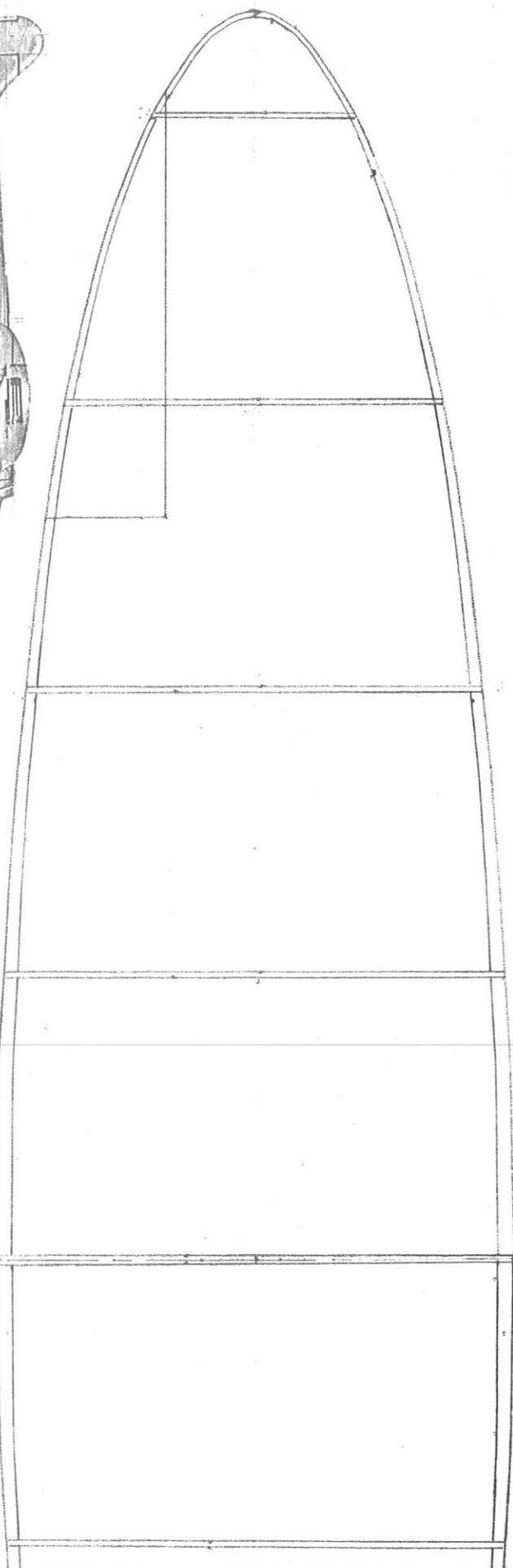
Color is a pale yellow (Pre war Jap was used on original) with black struts. Cowl area between front L.G. strut and engine is silver. Engine is dull black. Black tissue is used to outline control surfaces and cabin door which is on left side only. Black tissue is used for windows and registration lettering. Original model weighed in at 1/4 oz.



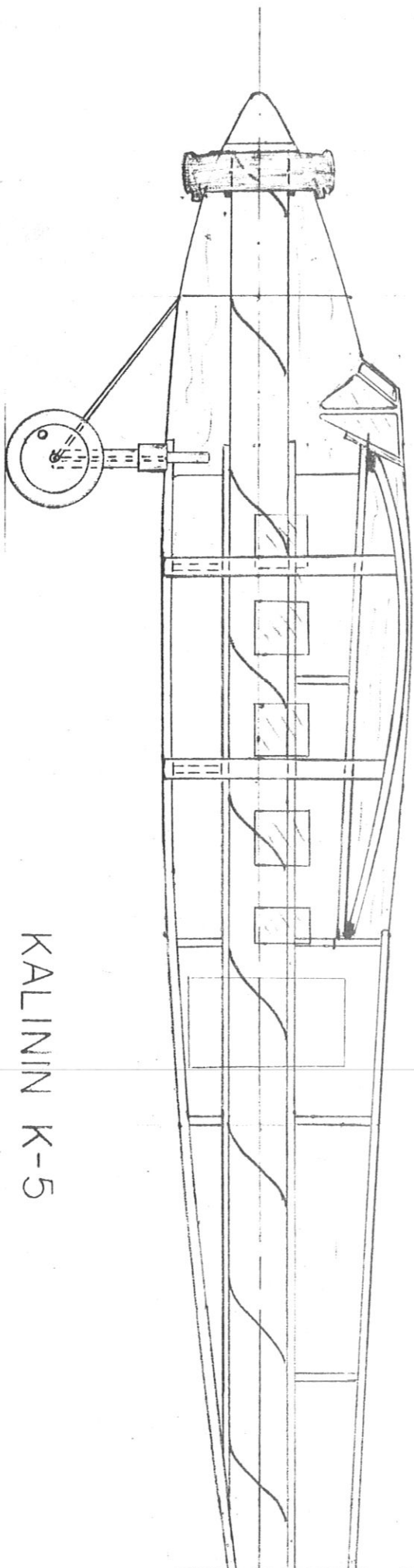
All pipples raddy  
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Square, etc. Iz nodd  
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rel vodka!



Ref. "Airliner Between the Wars", by Munson.  
"Janes" for 1932

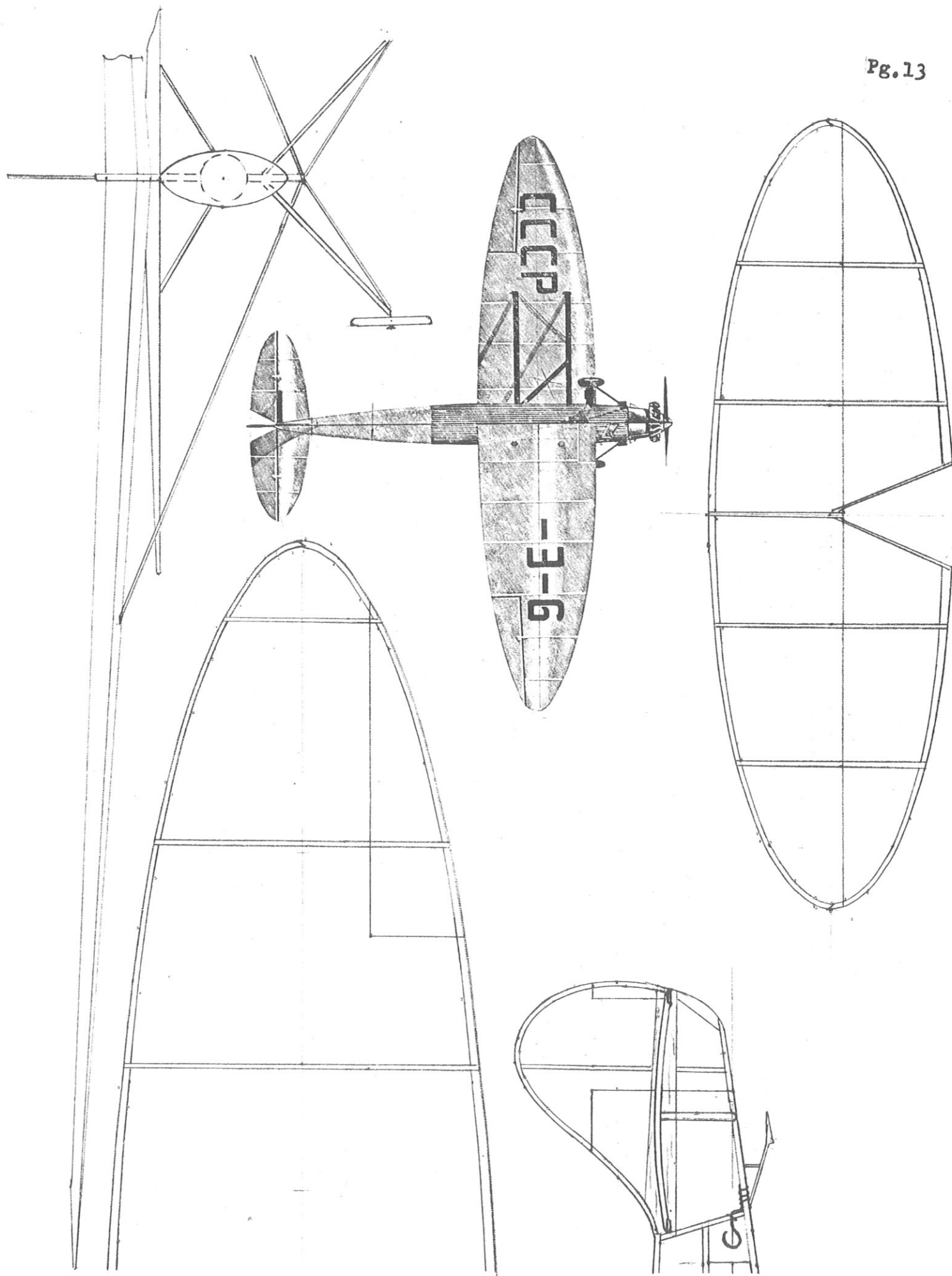


Kalinin K-5 of Dobrolet, ca 1930. Engine: One 450 h.p. M-15 (Bristol Jupiter) nine-cylinder radial. Span: 67 ft. 3 in. (20.50 m.). Length: 52 ft. 0.3 in. (15.87 m.). Wing area: 710.4 sq. ft. (66.00 sq.m.). Maximum take-off weight: 8,267 lb. (3,750 kg.). Cruising speed: 97.5 m.p.h. (157 km/hr.). Service ceiling: 15,680 ft. (4,780 m.). Range: 590 miles (950 km.).



KALININ K-5

Fig. 13





## Flying Aces Meet.

October seventh was the day, and what a beauty she was! Hung has blessed us once again as he did this spring! Thirty two avid aviators of modeldom signed up to vie for FAC honors and glory. Let's have a gander at the outcome of No-Cal Scale in which there were 8 entries. Lt. Bob Bender captured this one flying a Spinks Akromaster. Good stunt, Bob! Second was Tom Nallen with his Jodel 150 and only 5 secs behind the winner! Third spot was taken by junior flyer Chris Clemens and his Turbo Porter.

Embryo Endurance saw ten air duelers at the card table take-off ramp. Lt. Bob Bender had a bit of bad luck when his "Gypsy" built in one heck of a hurry from plans in the last issue of the FAC News, got that ol' wander lust and decided to sit out the meet in the top of a giant tree after a nice 80 sec flight for it's first official!

Hank Struck, flying his original "V" tailer won the event with two maxes (2 min) and one 93 sec flight. It sure looked like Hank was offering his ship up to Hung, as she left the field on both of those maxes! Second placer was Lt. George Armstead with his original job that also scored two maxes! Ah, but that third flight, alas. Twas not quite enough---59 secs. Lt. George Morland flew his Peerless Junior Endurance, which is a perfect fit for Embryo rules, to third spot.

Peanut Scale was well flooded with fifteen of the mighty mites splitting ozone for their proud papas. Captain Bob Thompson was the victor this time with the flashing performance of his Lacey M-10 earning the awards. His score was 229 which included 12 scale points.

Junior category entrant Tom Nallen Jr. flew his "Texan" homebuilt to second place scoring 212 including 10 scale points. Third spot was taken by Fritz Weitzel piloting a helip Stallion to a score of 199 points.

Incidentally Skysters, Tom Nallen Jr. had a two minute max on one of his "Texan" officials! This lad is causing a few gray hairs on some of us old pilots. Every time you turn round in the 'pit, there he is, right on your tail!!

Flying Aces Scale honors were battled for by 23 entrants! Quite a dogfight, eh fellas? And there were sure some well built models that would beautify any den, let alone the skys over our flying field.

First place was won by a Stinson SR-9 piloted by Lt. George Morland. This was Lt. Morland's first FAC victory. His happy pan was equaled by only two others that day who also shared this experience, Bob Bender and our Thompson winner, who you will read of further on.

Second in scale was won by Lt. John Stott with his tandem wing Mauboussin. John's ship earned 25 of those great bonus points because of it's unusual configuration. Third was captured by last spring's winner, Hank O'Dwyer and his Waco Cabin job.

And now on to the races, Wingsters. where fate is a fickle and ethereal sylphs luring unwarey flyers to down drafts cause the best laid plans to go awry! First off is the Shell Speed Dash which is 3 random flights put up before noon.



Eight hardy flyers entered nine sky scorching racers for the honors of this event as well as to qualify for the Thompson and Greve races held later in the day. Let's line 'em up and take a good look--- and how they did as well---

Winner-	Chet Bukowski	Chester Jeep	159
2nd.	Don Garofallow	Caudron	103
3rd:	Tom Nallen Jr. (see what we mean?)	Marcoux-Bromberg	87
4th:	Bob Thompson	Laird Solution	79
5th:	Royal Moore	Gee Bee Z	69
6th:	Bob Bender	Howard Ike	63
7th:	Ed Heyn	Brown B-2	58
8th:	Ed Novak	Bonzo	57
9th.	Ed Novak	Howard Ike	56

And there it is, fellas. Eight qualifying for the Thompson and five for the Greve. Bob Clemens had a Wittman Bonzo (1934 version) but did not fly for some reason. Bob Thompson's Laird was the lone biplane and only ~~two~~ others sported radial engines, the Marcoux Bromberg and the Gee Bee Z.

Royal Moore's Gee Bee had the geared drive prop system sold by Crow Hill Models we spoke of a few issues ago. Quite an ambitious effort is a Gee Bee in itself, we'd say!

#### The Greve Race.

"Start winding", shouts the starter to the line of five intrepid birdmen arranged neatly with a scant 3 yards separating one another. The race is on! Yes, even winding is part of the Greve. Two minutes to accomplish it and a blown motor puts you out of the event! Tough competition, that FACs thrive on!!



"Ready, set, GO!" Off they roar! Bukowski in the Jeep, Garofallow with the Caudron, Bender and Novak with an Ike each, and Heyn with the scarlet Brown. Bender is down first, so the others are in it for three more flight s, or laps.

Off again they go! Oh, oh! That was a close one! They are packed in tight, fellas! The Brown piloted by Ed Heyn is first down this lap.

The Caudron and Jeep soar off and away on long flights as the 3rd lap draws to a close with Novak's Ike earning third place in the Greve.

This last lap will give us the winner and second placer! Both the Jeep and Caudron are being wound carefully. A blown motor could mean disaster now! Yet the turns must be packed in for that extra bit that will win! Off they go! Off on long flights indeed. And it is a pretty close one with Chet Bukowski landing the Jeep in the winner's circle! What a race! No blown motors. No mid-air! Plenty of action!

#### The Thompson Trophy.

The Big One! The Thompson! Eight starters make it neccessary to run two heats, a consolation, and then the final race where six ships will battle it out for five laps.

The first heat qualifys Bukowski and Tom Nallen Jr. for the final with Heyn and Moore in the Gee Bee to try to make through the consolation.

## Flying Aces Meet, cont'd.

The end of thesecond heat finds Bender and his Ike and Novak with the Bonzo qualified for the final. Thompson and the Laird and Garofalow with the Caudron will have to try their luck in the consolation race. TheCaudron is suffering from unknown thrust changes after a nose bashing drop from a tree while being used in the FAC Scale event since the running of the Greve.

The Consolation is run and we find The Gee Bee of Royal Moore and Thompson's Laird in the line up for the final along with Nallen's silver and black Marcoux-Bromberg, Novak's Bonzo, Bukowski looking for a clean sweep with his Jeep, and the white Ike of Bob Bender.

Motors wound succesfully the six sky streaking demons roar off in a tight pack on thefirst lap! Thompson's Laird is down first so there will be no repeat of his Fall 1972 victory!

While winding for the second lap, "snap" goes the rubber Menasco in Bob Bender's Ike. There is quiet relief in the other flyers faces as Bob has really worn nerves thin because his motor winding in all the other laps of all the races has taken him the full two minutes allowed. This left many flvers waiting for the start with fully wound motors for about a minute until they learned to pace themselves and not begin winding right off.

So it is one lap less to go as the remaining planes roar off! Ed Novak is down first eliminating Bonzo from further racing.

Most startling is the line up for the next lap. The Gee Bee is still in it! And there's the kid there in the Marcoux too! And today's two time winner, Bukowski and the Jeep! Well, the Jeep we expected to see, but we did not expect to see it down first on this lap!! She seemed to lack power. Perhaps a strand let go.

Down to the last lap of theThompson! Tom Nallen Jr. and Moore with the geared drive Gee Bee tortuously wind them up as tight as they dare! Just before the launch Tom calls, "Good Luck" over to Moore in true FAC spirit! Ready, set, GO! Off go the big radial powered jobs. Both low wingers! Violating all the rules of model design! Why those slender in-line jobs ought to be the ones here in this last lap! The slide rule says so. But FAC rules have made for sticky slide rules for years!

Both ships are handling beautifully. The power is slackening off! They are starting down together!! It is going to be a close finish!! The two dark horses battling it out!---It is the Gee Bee the winner by a hair! A cheer goes up from the other pilots and spectators! A hard fought victory goes to Royal Moore who had to do it the hard way through the Consolation, with gears, and with a GEE BEE!

### New Peanut Scale World's Record!

Yes sir fellas, a new record for Peanut Scale models has been set out in ol' Californie by Capt. Clarence Mather. Here is a full report by Clubster Bill Hannan---take 'er away Cap'n Bill-----

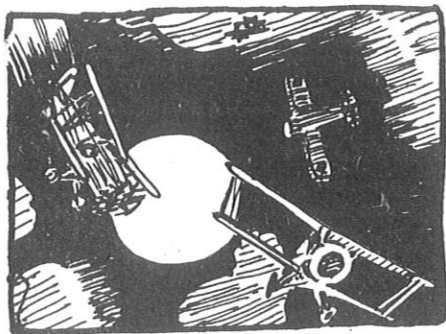
"Would like FAC GHQ official homologation for a new world's Peanut Scale record set by Clarence Mather on Aug., 26, 1973, at Fronius Field near San Diego, Calif. Time was 9 min, 29 secs, at which it disappeared without noticable loss of altitude. The model was a Nesmith Cougar, and the flight occured during a scheduled San Diego Orbiteers contest. Witnesses include Dick Castle, C.D. Bill Pardoe, Doug Fronius, and yours truly. (Bill Hannan) A search for the model failed. Another into Hung's grasp!"

Hot diggety dogs fellas, that was one ozone scootin' flight! We sure think that record is goin' to linger a while. It must have been one of those rare calm days as most ships here in the East are 0.0.S. in 5 to seven minutes. All you Peanut pilots know what you have to do

next time the ol' wind sock is hangin' limp. Get out that stop watch and fire up your best Peanut scaler. There are clouds to climb!

Helmets off in tribute to Cap'n Clarence Mather, holder of the World's Record for Peanut Scale Models!

## Citations and Promotions



The following listed officers of the Flying Aces Club have been awarded either promotions or citations for outstanding acts in behalf of modeling, FAC style. G.H.Q. and all other FACs salute you and wish you further the cause and laurels to yourselves. HUNG-speed!!!

Captain Clarence Mather, Calif. Sqdn. Peanut Postal win and promotion to Capt.

Captain Clarence Mather, Calif. Sqdn., New World's record for Peanut Scale.

Lt. Colonel Chet Bukowski, Mass Sqdn. Peanut and No-Cal Postal win.

Lt. Colonel Chet Bukowski, Mass. Sqdn., Promotion to full Colonel, FAC.

Major Dave Stott, GHQ Sqdn. Peanut & No-Cal Postal wins.

Lt. Bob Jespersen, alias The Milford Fox, Gorilla God contest winner.

Lt. Bill Miller, GHQ Sqdn., Gorilla God drawing.

Lt. Ed Franklin, N.J. ace, Gorilla God contest winner.

## WITH THE MODEL BUILDERS



Here is a swell shot of Clubster Hank, "Peanuts" O'Dwyer with the loot and trophy he won in the FAC Spring Meet. Yep fellas, that is a genuine copy of FLYING ACES Magazine Hank is holding there. Another copy was given for second place in FAC Scale too.

Did we do it again this Fall? You bet we did! And GHQ plans to enhance the libraries of it's future winners too! Better head for the workshop, Skysters!

Printer's Corner.

Last but not least, is this message from our printer. Take it, John---

