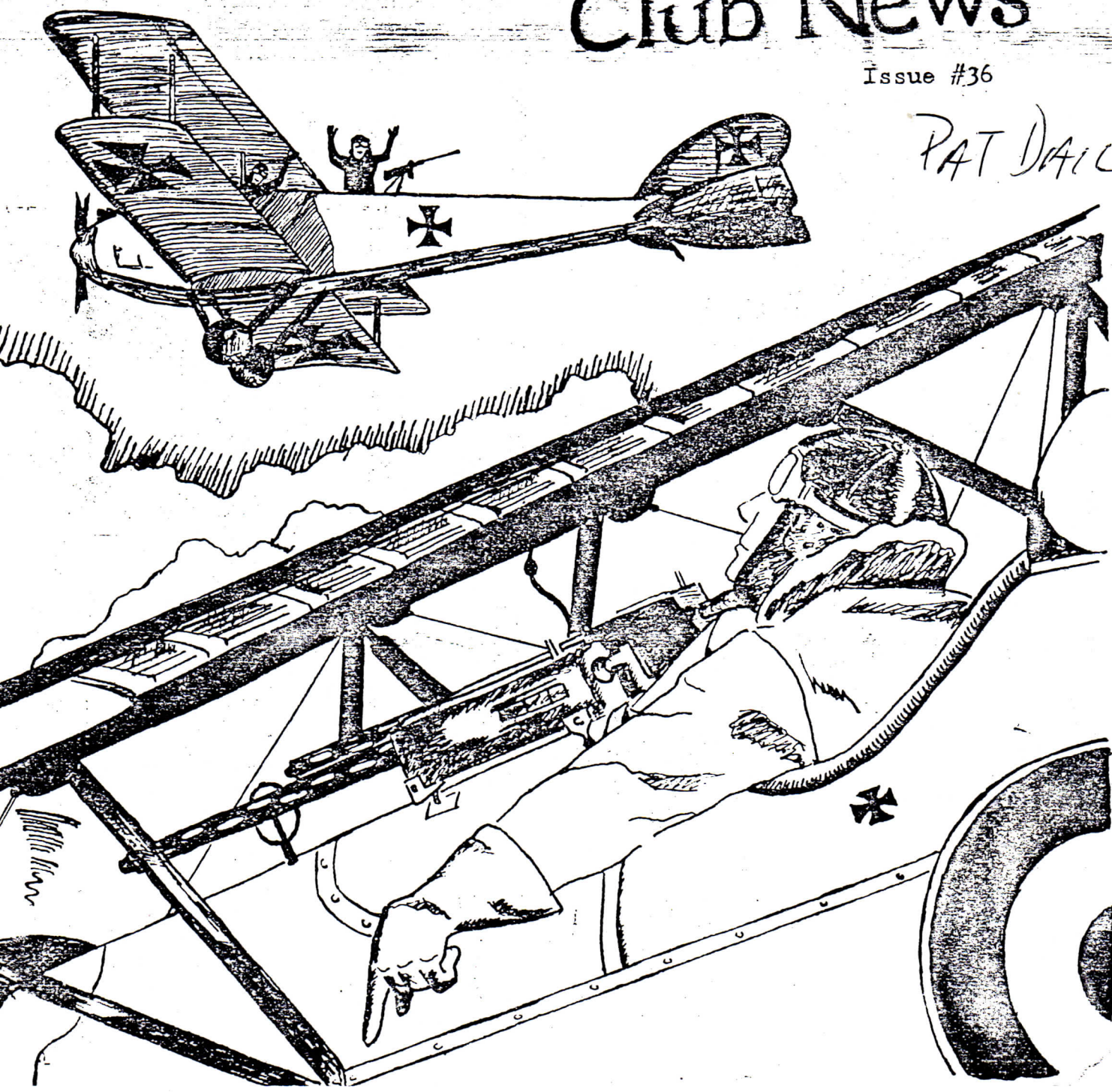


FLYING ACES

Club News

Issue #36

PAT DAILY



STORY BEHIND THIS MONTH'S COVER

OK, you World War I buzzards: this is your issue! Step right up, front & center and get ready for some thrilling air exploits of the early days of derring-do, complete with Spandau slugs spanging, and Vickers vengeance vrooming. Just take another squint at the cover! See that Heinie airman throwing his arms up in the air in abject surrender? This is what the caption for the original of this month's rendering tells us:

THE HIGH SIGN (has another meaning today...hawww!) Surrender in the air! It often happened when someone got the breaks. And often it was planned for when the Allies wanted a special type of German machine.

On the occasion depicted in our cover this month, a German two-seater of new design has had its prop shattered and its crew helpless over Allied territory. It would have been easy for the man in the Allied scout to shoot them down, but he preferred to take them whole.

He signalled to the enemy airmen to land and the observer indicated that he had seen by holding his hands high and well away from his gun. The rest was easy--a complete German ship to study and a clear confirmation of victory for the pilot.

This cover is a reproduction of an actual incident. A photograph owned by one of our authors would confirm it.

Just read this "cover blurb" from one of the original FAs, and thrill to the action provided for our delectation by Lt. Jim Hyka of Warrensville, Ohio. Jim is also the talented one who re-drew the cover from that original pulp FA so that we could all see it and live anew those days, even though that mag probably appeared before most of us were a booming thermal, let alone one of Hung's own! Jim also says that the FAC used to be on the air, right over our own WICC here in Bridgeport. He says the name of the show was the Flying Playshop, which was a series of dramatizations of stories published in FA and its sister-mag, Sky Birds. If that show was anything like the action provided by Alden McWilliams in his "They had What it Takes" and "Lives of the Aces" drawing stories in the later FA, it must have been thrilling indeed. Yhing of all those crashes and wings "scrawning off"! Must have been a regular three ring circus!

Thanks, Jim. That's the kind of cover that belongs on FAC News! See the pilot of the Allied ship sternly motioning that "Worst & Kraut muncher to get down to the nearest Allied drome, and pronto! See the poor, helpless Klauses, their hands high in the air (in the "high sign"), ready to give up Kaiser und Kraut...oh, for a nice berth as a Kriegie! And note where some piece of German cupronickel made its way through the cockpit coaming of the Allied ship on some earlier engagement! Our victorious Allied airman almost met his doom somewhere over "Germany" sometime before, and his loving ground-crew put a Kraut-cross over the entry hole. That was a close shave, some mother back in Blighty!

THE LAST OF THE ORIGINAL F A Cs!

About fourteen years ago, the money-mad manager of the Bridgeport Airport remembers a man walked up to his desk, all decked out in helmet, goggles, and seat-pack. This customer wanted a ride in a Cessna, took his tour of the Bridgeport scenery, and then spent the rest of the day "posing" in front of one of the hangars, eagerly scenting the ozone and looking the part of the 1935 teenager, still wearing his "flying togs". Then he disappeared, never to be seen again.

HIDDEN BALLOONS CONTEST

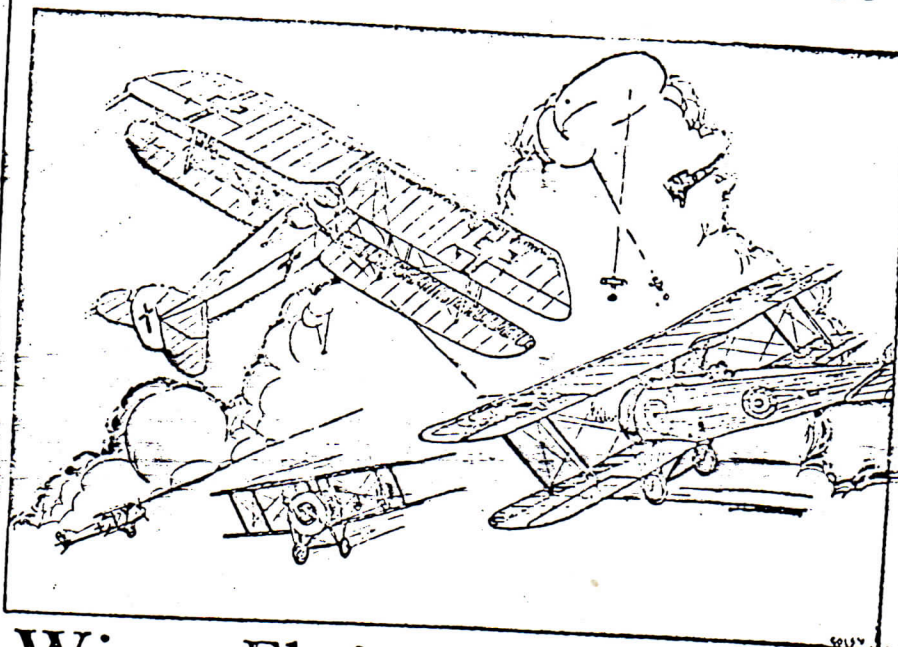
Here's a piece of truly important nostalgia which should give you neuralgia. If any of you sharp-eyed junior eagles out there can spot at least ten or more of the hidden balloons, we here at GHO will give a grand prize of a length (of our own choosing) of used Pirelli rubber... NOT a Seversky Amphibian, nor any part of same. We might want to give you a piece of a Seversky Amphibian, but we fear Major Alexander's lawyer, not to mention his own personal bod, might have possible objections to our generosity. So, always trying to be on the safe side, we're offering only a piece of Pirelli for your own archives. Nope... second prize is not a regulation helmet & goggles (nor the Last of the FACs!, either). Third prize is a small skein of Filati rubber, suitable only for snapping at stationary flies. Like the Spad kit, it's guaranteed, but not to fly, only to kill that poor winged creature below your terribly tensioned trap!

Yep, you too can do your bit for ecology. Just win third place in the FAC Hidden Balloon Fly-snap-Contest!

Build, Fly, Snap Flies with the FAC!

Pg. 3.

Hidden Balloons Contest



Win a Flying Scale Model of the SEVERSKY AMPHIBIAN in this Hidden Balloons Contest

5 Prizes

First—An exact flying scale model of the Seversky Amphibian, with a 24-inch wingspread. A beautiful model of this record-breaking ship.

Second—Regulation flying helmet and goggles.

And Three Prizes—Kit for Spad model—guaranteed to fly.

TO WIN THIS CONTEST: In the picture above we have hidden over ten balloons. See that one formed by the insignia on the fuselage of the big ship at the right? That's just one of them—now you find the others, and mark each one with a circle around it. You can trace the drawing if you prefer, or turn it in any direction—just find the hidden balloons.

Then write a letter telling us whether more of your friends are reading FLYING ACES magazine since it appeared in its new size, and whether you were responsible for introducing it to them.

The winners of this contest will be judged not only by their skill in finding the hidden balloons but also by their letters. All decisions by the judges will be final.

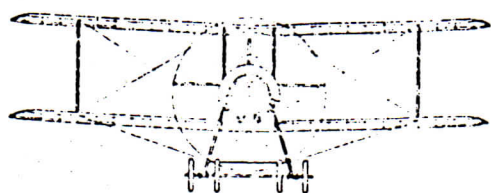
Don't forget to send a letter with your solution—and mention the name of the contest and the issue in which it appears. All answers on Hidden Balloons Contest must be mailed in by the time the next issue of FLYING ACES is on the newsstands. Send letters to

Hidden Balloons Contest Editor

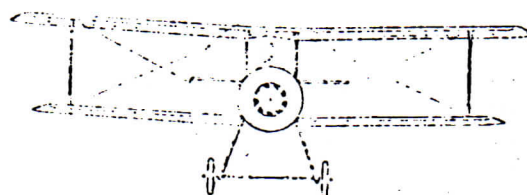
FLYING ACES Magazine, 67 W. 44th St., New York, N. Y.

EARLY SIKORSKY SCOUTS

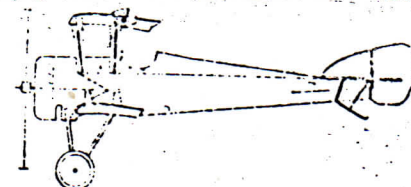
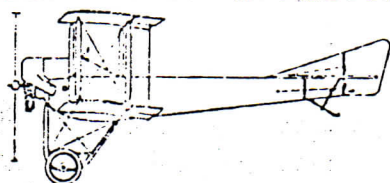
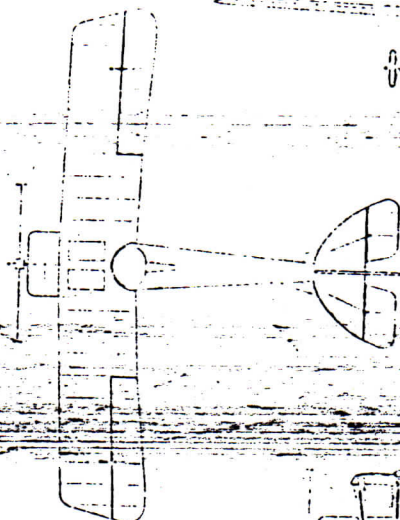
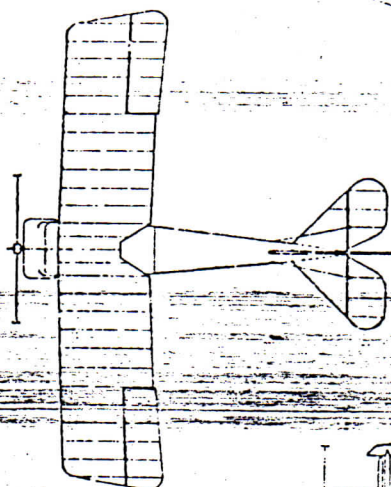
outside of his more famous Ilya Mouroumyetz and Grand giants, Igor Sikorsky did some other design work for his Imperial Majesty, Tsar Nicholas II. Has anybody out there ever heard of the Sikorsky fighters of 1915 and 1916, and formed about the only native-designed and built Russky ships to see any service until the Anatrash came along in 1917.



SIKORSKY S.16



SIKORSKY S.20

Drawings by
W. B. Klepcecki

The Sikorsky S. 16.

Developed from the pre-war multi-place S.6 through S. 10, the S. 16 was built by the gigantic Russko-Baltiiskii Vagonyi Zavod (Russo-Baltic RR Wagon Factory, of Riga and Petersburg. Like all Russian aircraft of the period, they suffered from inadequate power, the best engines having to be imported from France or England. Probably about twenty or thirty S. 16s were built, but it was largely an experimental ship, owing to the Russian production facilities being mostly committed to building "proven" foreign designs, such as the Nieuport XVII. The result of this policy was that any native designs were consigned a very low priority number and thus suffered accordingly.

Whatever obscure place the S. 16 has in aviation history is mostly due to its having been one of the very first planes ever armed with a synchronization gear, one which had been designed by engineer and Ilya Mouroumetz pilot Lavrov. In fact, the S. 16 was designed in response to a need for escort fighters for the Ilya Mouroumetz bombers. What a team.... bombers and fighters from the fertile brain of the same designer! But it wasn't to be. The production and engine problems were simply too great to be overcome before the Fokker D II and D III had outclassed the machine. Time and the enemy's rapid development had overtaken the Sikorsky before it ever had a chance to reveal its true potential.

The plane was of wood and fabric construction throughout, and would make a fine project for some intrepid peanut designer. Also, that four wheel undercart would make four fine projects for Fulton Hungerford!

The S. 20 was developed from the S. 16, and was a single-seat scout, unlike the two-seated S.16. Using some Nieuport XVII features (like it was a "semi-sesqui-plane"), plus some proven on the S. 16, it was also destined for experimental status only, due to the same factors that hindered development of the S. 16.....production facilities being devoted to other designs and low power. Only two were built.

Any Peanut designers out there ready with dividers, pen and ink?

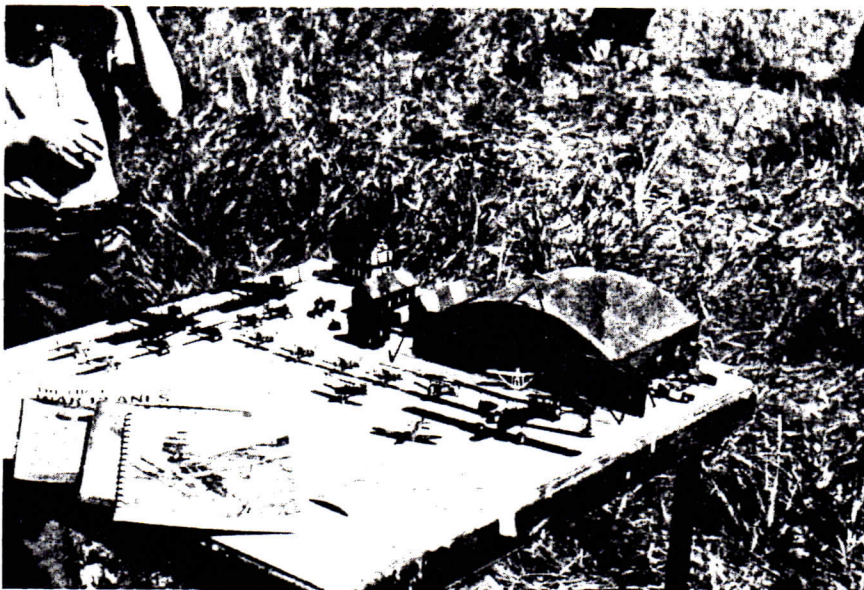
Pictures of the S. 16 and S. 20 show the planes as being clear doped overall, with metal panels (cowls, coamings, etc.) being in natural metal. Wing insignias were shown to be the Russian roundel (like the ATF roundel, only with a large center, and the two outer rings being proportionately thinner). The fuselage and rudder carried the pennant style insignia (consult your books on camouflage & markings for an example. The writer remembers it as being in the order white, blue and red, top to bottom.).

With the Model Builders

Remember the days of the National Model Airplanes' Airports? Remember the Marx stamped-out toy airports with their battery-powered beacons, their hangars, airport "administration buildings", red painted backgrounds and the rest? Remember the hours you spent, flying your solid models into those hangars, saving hapless airmen in distress over your drome, avoiding those high tension wires at the end of the North runway, running the "meat wagon" out to the East runway in order to try to save a downed Mail pilot? Well, Randy Wilson made himself his very own World War One drome about 1942. I don't know if you can really see it as you glance over this page, but note the twin Gothas over on the left, their Fokker D VIII escort, and the Fokker tripe to the right of the D VIIIs. On the Allied side we see a line-up of Spads, their engines revving up for some grima nd bloody combat over the lines with those Gothas. To the right of the Spads are a Sopwith Camel and a Vickers Vimy, in case Allied GHQ should heed a retaliatory raid on the Gothas' lair. In front of the Spads is an SE-5, and peeking out of that Bessoneau hangar is a Bleriot Penguin for a nervous stude, just ready to take the air with gritted teeth. Note the junkyard aside the hangar, skysters. That's the most authentic touch of all! There are a couple of ships which ham-handed peelots have rolled into a ball (at cost of their lives, so no laughter out there!), and which are kept around for spare parts cannibalizing.

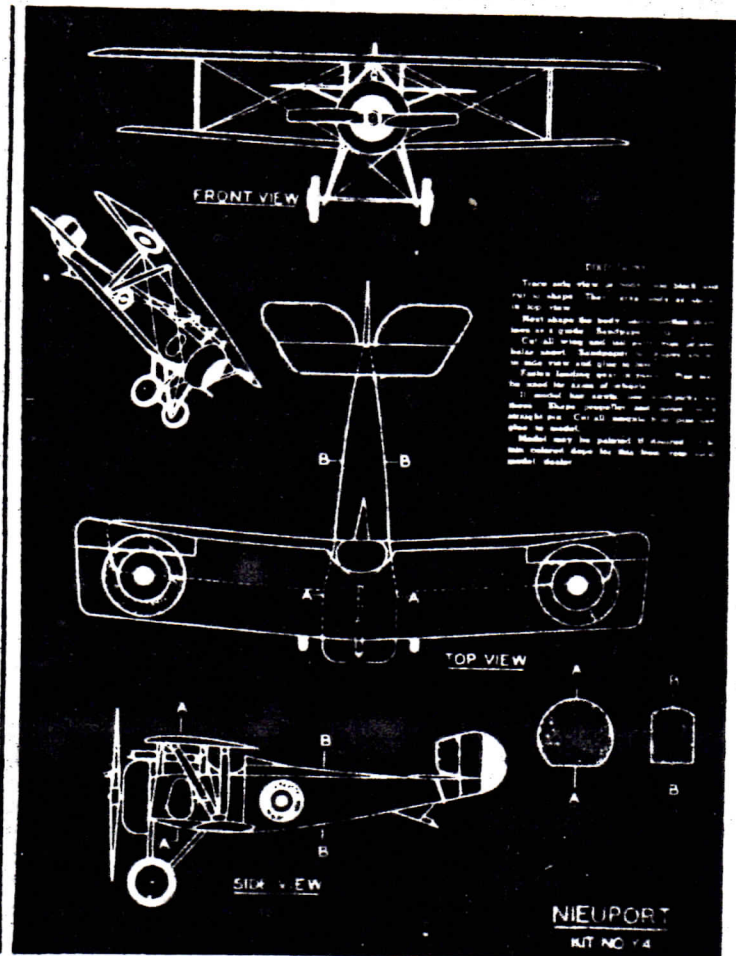
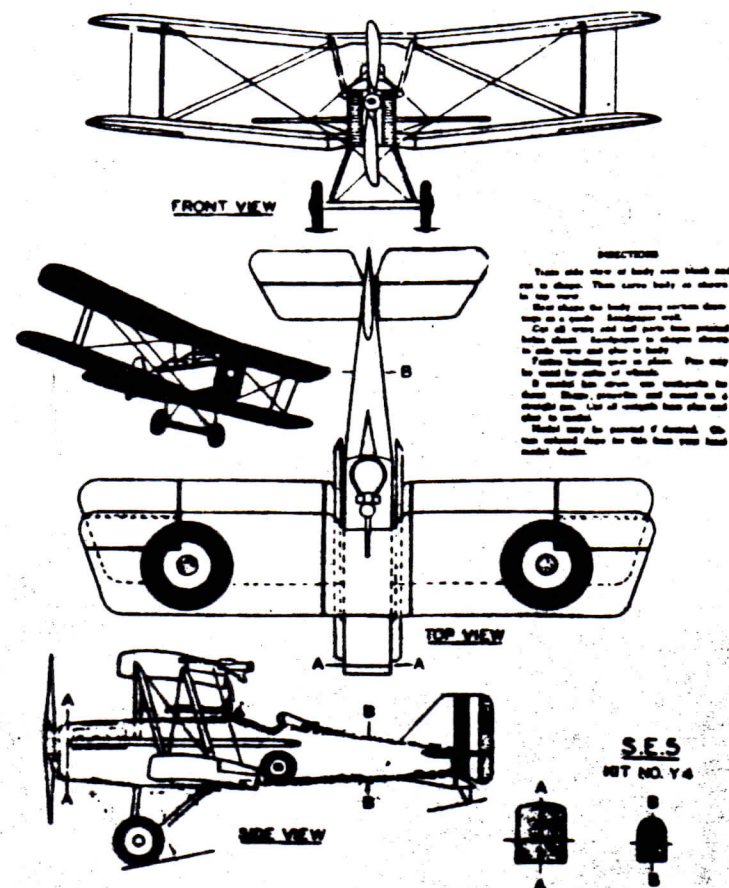
For contrast, Randy built a World War II job, to show the great strides Aviation had made since the days of wire and crates.

Just cast an eye (one eye!) over this exciting line-up!



Yep. aisters, our helmets are off to Randy. Not only for his imaginat on, But also for his hard work in building all those "blids" for display on this tarmac. This is a complete W I a.ome fellows....down to supply sheds, machine shops, and even the estaminet where Phineas gives Major Garrity his exploding "seegars".

Here are a couple of the three views that Randy used in building his drome. From the photo we can't be quite sure where the "Nieups" are, but it looks to us like they were there to the right of the Gothas. We aren't quite certain what plans Randy used, but from the looks of things, we'd say he used some of his Aircraft or Maircraft plans and had them photostatically reduced to make the proper scale. Any explanation for the two plans having "Kit Y 4", Randy?

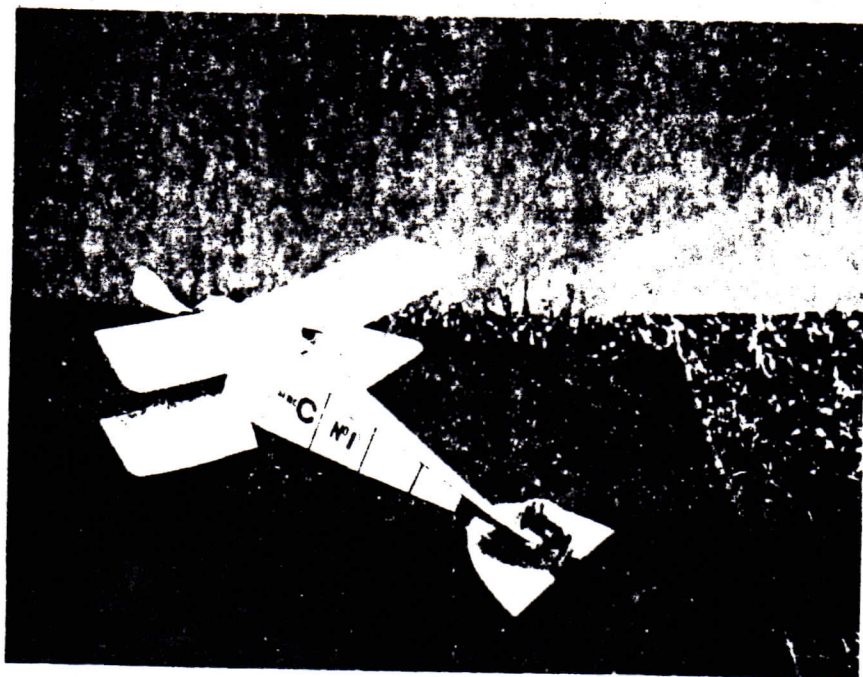


The end of Frank Luke?

MICRO PLANO VELOZ MEXICANO

So you thought the "Mexes" were building only mud huts and raising marijuana in 1916, eh? Well, you were mistaken, budding air fans! While the Yanks were still fooling with JN-2s and the like, our neighbor to the south was building a real fighter plane, capable of repelling any Yank aerial invasion. Was that you say? No bolo-knives, old Winchester or Remington Rolling Blocks are visible as armament? No Robert Mitchum-thrown sticks of dynamite? Too bad! Just think of what Uncle Sam had at that time...why this ship would have flown rings around it, armed with only a fanatical Villista pistolero, drunk on pulque and filled with visions of dead gringos dancing in his head! It was the Mexican Micro Plano Veloz ("speedy little Mexican plane" to your non Spanish-speaking uncle). This nifty little peanut was designed and built by our Model Builder Peanut Monarch, Walt Mooney, and photographed by Fudo Takagi. Quite an international line-up! And did you also know that Japan sold Mexico quite a quantity of rifles in 1915-1916? Just think of the opportunity we missed for a large quantity of Japanese souvenirs....29 years earlier! Hawww!

But with an aerial terror of the skies like this opposing our boys, armed only with 03 Springfields, the gang here at GHO is pretty glad we didn't get into too much of a scrap with the Tacos in 1916. We might have lost, Woodie Wilson, ideals and all notwithstanding.



Federale Officer,
eyeing Pershing
and his troops.



A G-2 agent far behind enemy lines sends the above photo of two of the latest from the Fokker works at Scwerin. Yep fellas, these two fine pieces of work sure look like they are sitting on the tarmac in front of a factory. The ship on the left is a Fokker D VI Peanut built by Walt Mooney who also took this fine shot. The Peanut on the right is familiar to all you Buzzards of the Big Fuss, the Fokker DR.I Triplane. Lt. Bob Haight of the Las Vegas Sqdn did all the work on this job. Bob, you will remember, throws that big New Years Day Peanut battle out there in Hughesville every year.



Here's a Peanut Nieuport 17 done up in Italian coloring and marking by Cap'n Bill Hannan. We aren't positive, but we seem to recall Bill winning a battle in this crate already. As we remember, a special meet was held in sunny Calif. for W.W.I ships only and the Eye-Tie Nieup shot 'em all down!

Notes from the Workbench

COCKPIT COAMINGS

By Lt. George Morland, F.A.C.

The object is to get as realistic a looking job, weightless as possible. This can be a nasty task on a two holer Peanut Scale. Don't get discouraged, read on;

1. Cut out desired pattern on bond paper for a template.
2. Cut from 1/32, or 1/16 thick 4 to 6 lb. A or B grain balsa the exact shape with the grain running nose to tail.
3. A rolled of faired-in outside edge is easy to sand in at this time. Be sure to finish sand with #400 paper. At this point you have two flat pieces that are precisely the final outside rounded shape. We will call these saddles for now.
4. Apply thick nitrate dope around the saddle edges underneath the sanded perimeter and carefully set in place smack on the center line of your covered and doped fuselage. The paper need not be supported by any structure underneath.
5. Wet the top of the saddle thoroughly with warm water. Now run around the edge of the saddle with thinner, brushing under wood and on paper, thus activating the dried covering and half dried nitrate dope under the saddle.

6. A light pressing action with the fingers will seat the saddles fast. As the water and dope dry, everything will tighten up and regain strength.
7. Making the cockpit cutout shape with an X-Acto can be disastrous. Use a double edge razor blade broken at a sharp angle. You will be able to cut deeply thru the saddle in a few circles without too much force. This will prevent tearing the supporting tissue. Avoid the sawing action until the last cut. Leave enough width for final shaping.
8. A rolled piece of #400 sandpaper in the form of a tube will do a neat job for shaping inside the coaming. You can adjust the required diameter by relaxing your grip on the tube while sanding. Use both a spinning and sawing motion to get the precise shape. A little light brown paint will finish the job. Now your Peanut is well dressed.

Thanks Lt. Morland. We can see where it took a bit of patience to iron all the kinks out of that project. Sure ought to save weight not having to make the cockpit area of sheet or stiff paper.

News of the Model Meets

Las Vegas Peanut Scale Meet.

Clubster Bill Warner earned his FAC captaincy last January first by bringing top honors to his Pietsenpol-Vega. (We aren't familiar with this job, Bill) Flightmaster Bill Stroman rattled to a nice second in (or on) his antique Farman. 'Twas your friendly bartender and C.D. (& originator of this swell meet) who battled thru the storms to deliver the U.S. mail in his Ryan M-1 that took third place. Well done, mates! No times are available at this time, but times do not a fun contest make, eh wot?

F.A.C. Spring Meet.

Tentative date for the F.A.C. Spring Meet is June 9th. Site will either Glastonbury Meadows or Durham Meadows, both of which were used with good success last year. It is a question of avoiding corn fields. The next issue of the FAC News will have the final info and flyer in it.

As usual, we will run all our events. F.A.C. Scale, Peanut, No-Cal, Embryo, and the three races. Rumors are already reaching G.H.Q. of new racers being built for the coming year. We're sure to see some fancy pylon polishing soon. Let us raise our voices in hymns to Hung, Great God of Thermals, to provide his flock with fine weather.

CORRECTION.

Last issue on the last page we printed a photo taken thru the nose plug opening and down inside the fuselage. We got the photographer and the builder of the model O.K., but we called the ship a Travel Air Mystery. It is actually a Wedell-Williams built from one of those great old George D. Wanner kits. Our apologies.

NEXT ISSUE

Back to Asia to pick up a few pieces we had no space for in the first "Asian" issue. Also a tribute to the Model "A" of the ozone. Nope, not a Ford. We mean Waco! Plans? You bet! And plenty more of the stuff that that makes the FAC tick. And don't forget to get in those Postal Peanut and No-Cal times by Mar. 17th. Final results will probably be in this next issue! Don't miss out on the action!!

Flying Aces Model Laboratory

THE WIGHT QUADRAPLANE

Yep, we mean W-i-g-h-t, not W-r-i-g-h-t-! And we will bet our biggest Bessoneau the riggers of that first big fuss spent many a wide eyed night with their beaks poked in the manual to align this heap. Just look at all the dihedral and incidence to set up in one airplane!

Elsewhere in this issue you Buzzards will find Wylam drawings of the Clerget (pronounced "Clairs-jay") rotary that was supposed to drag this draggy bus thru the Bosch ozone at such a performance as to cause many an empty chair in the Munich beer halls. According to info on this crate the empty chair turned out to be the bucket seat in it's own cockpit! But if you are one to evaluate a Peanut by it's wing area, this one ought to turn you on as she sports 90 square inches! And remember Major Dave Stott's Armstrong Whitworth Quad? That flew pretty well, didn't it?

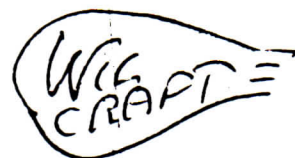
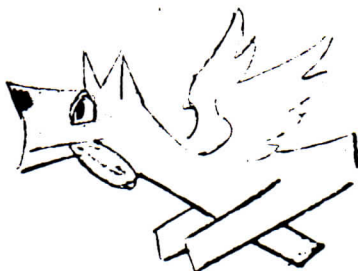
Who is the draughtsman who consumed so much Frog giggle water as to come up with this winged hangover? Well, no one likes to risk assassination! He will remain anonymous. Was a model ever built from these plans? Not even the Nips bothered to copy this one, and no model company ever kitted it, small wonder.

G.H.Q. would sure like to hear from any of you rib-slicers who, in a weak moment, might build this heap. We might consider sending the avid time-waster a hair from Kaiser Bill's mustach as a reward for his blind faith!

FAC PERSONAL INSIGNIA

Here are a couple more insignia sent in by our Clubsters. The two on the lower right are from Lt. Randy Wilson, Mass. Sqdn. The Flying Scotty? Shucks fellas, who else but Frank Scott, Dayton Ohio Sqdn.

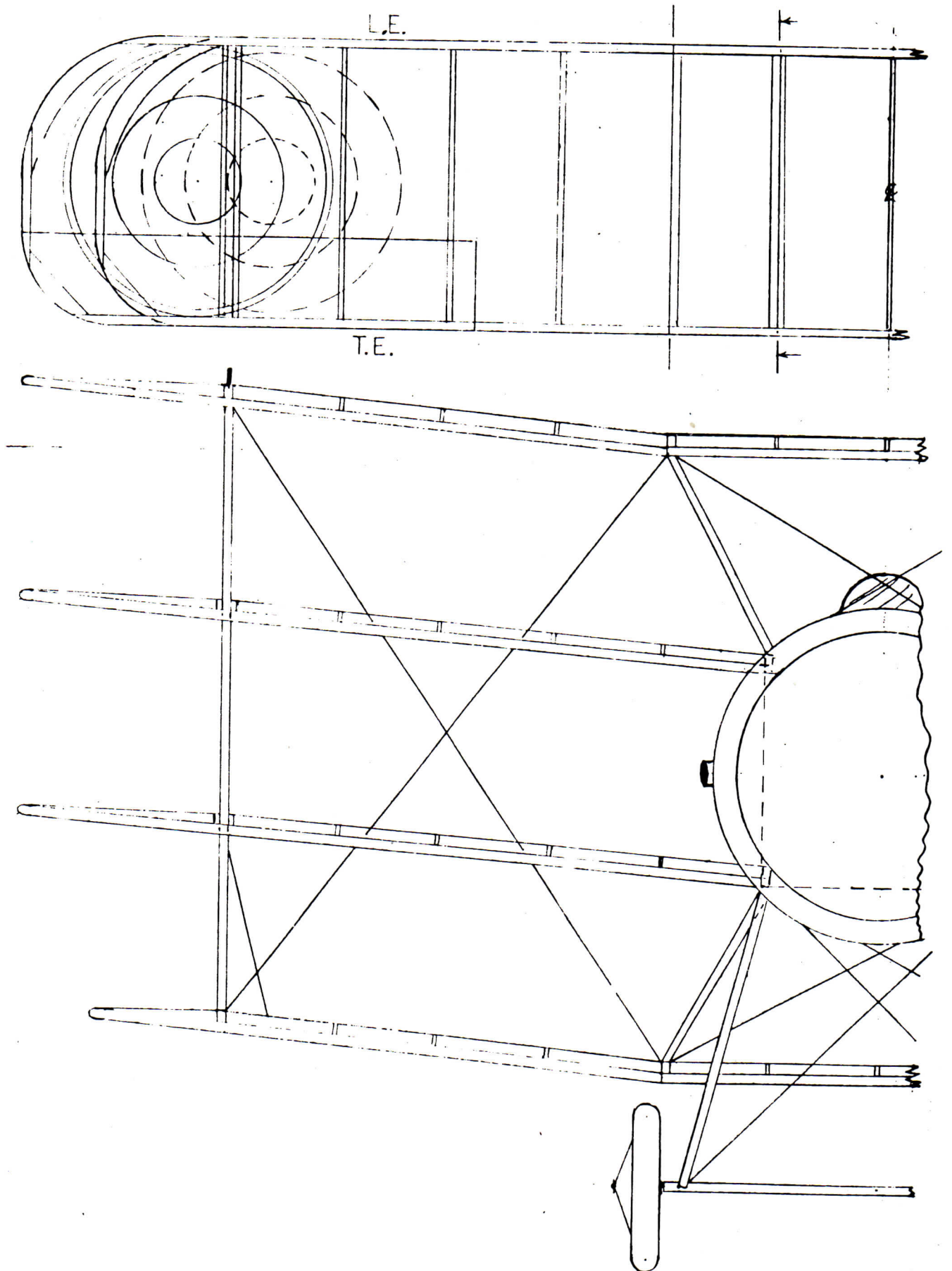
Any more from the rest of you modeleers? G.H.Q. would like to show 'em off right here in the "News".

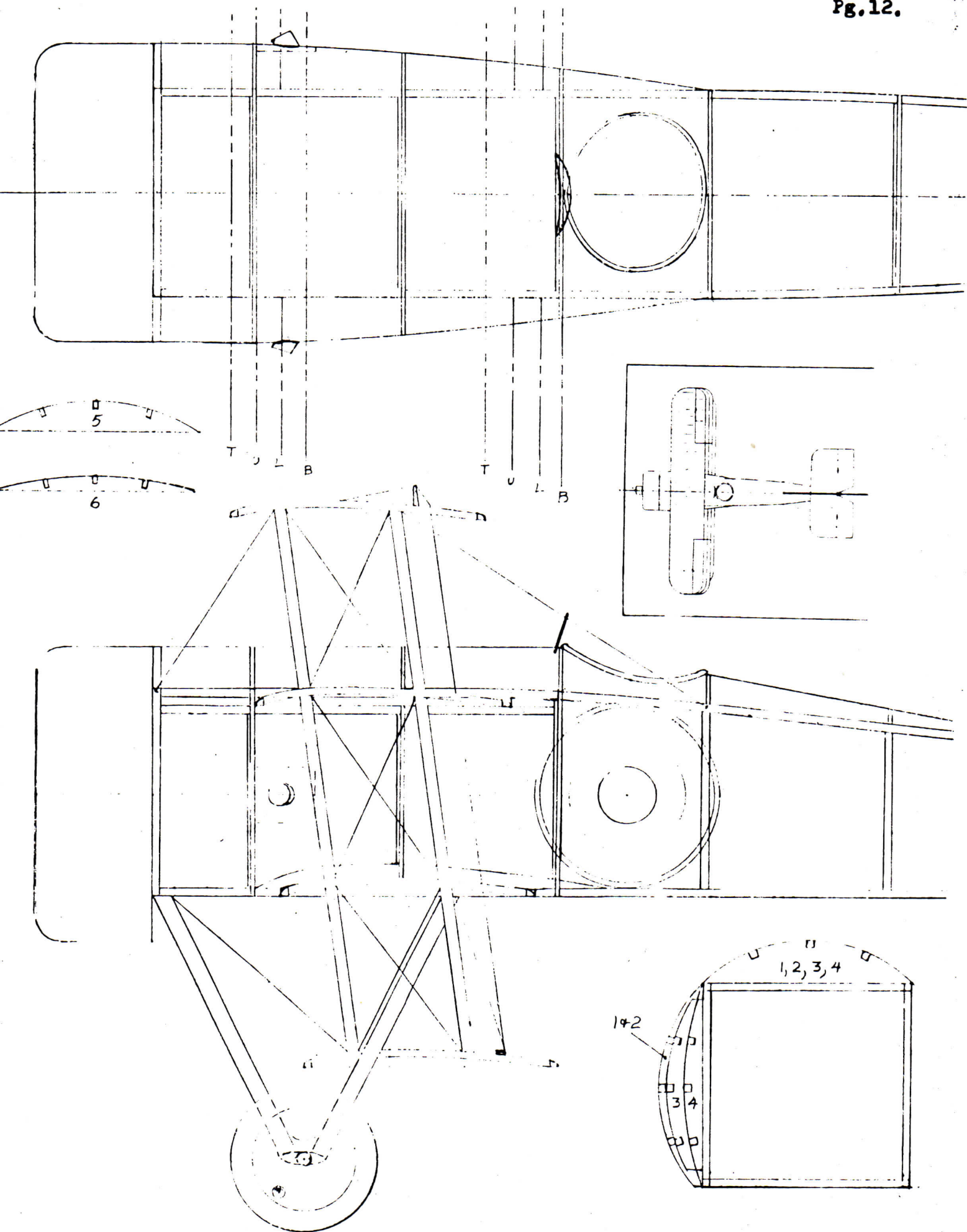


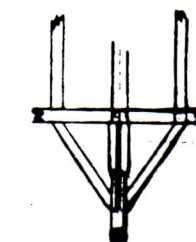
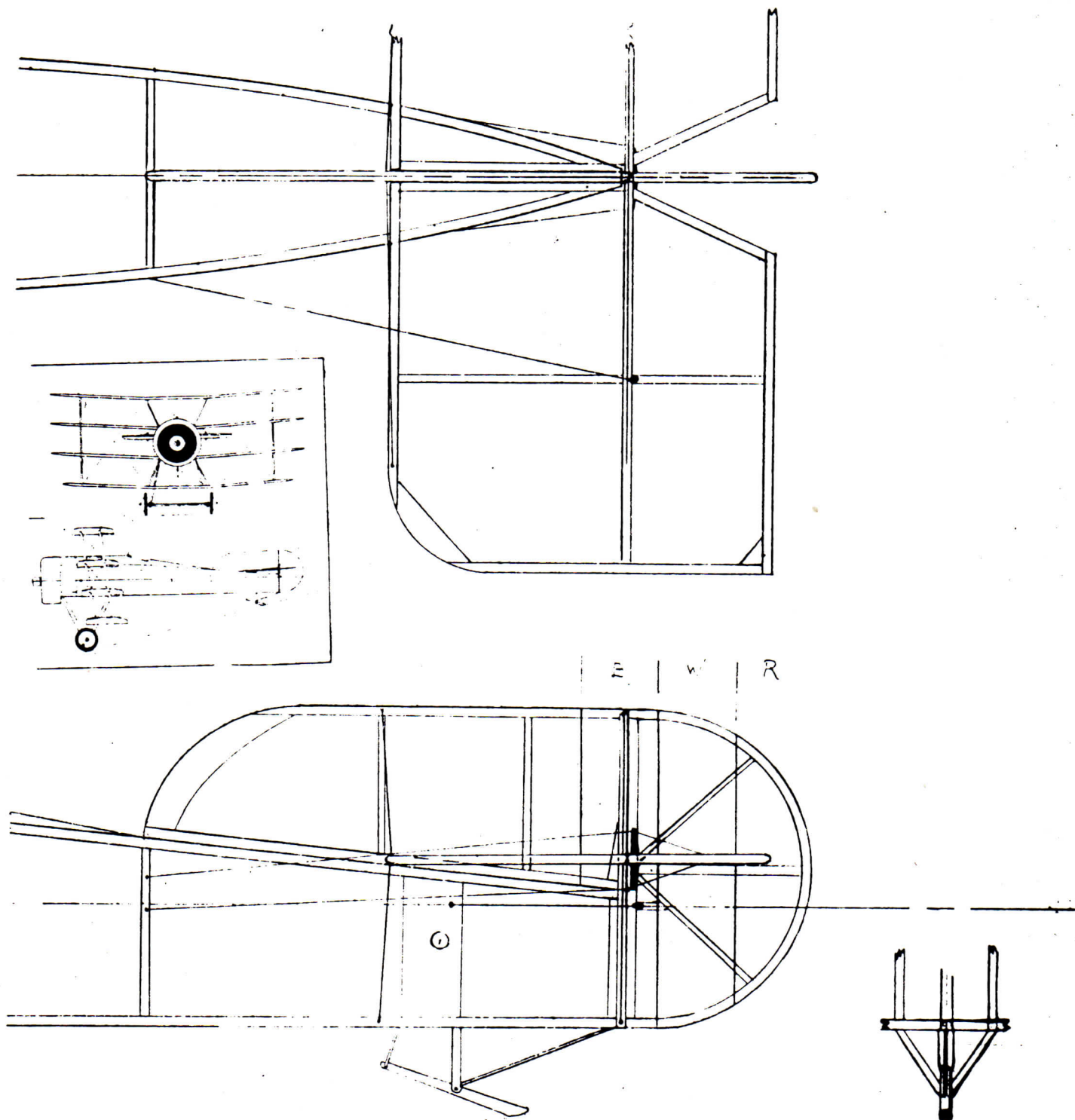
AMA DOES IT AGAIN!

After deciding that the current Peanut scale rules should be used for outdoor flying, as was originally intended when they were submitted, G.H.Q. notices that the 1974 Nationals schedule has Peanut slated to be run indoors once again! We hope this is an error in the printing, or our interpretation of the schedule. At least it is tentative and has yet to receive "official" approval. Time will tell.

Pg. 11.







Tail skid

WIGHT QUADRUPLANE 1916

A FLYING ACES CLUB PLAN 7-70
D.A.B. ✕

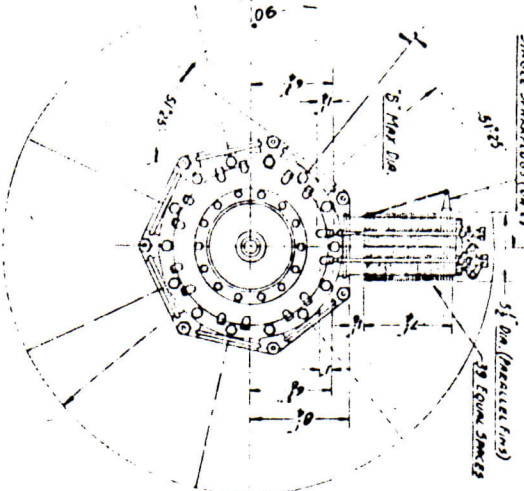
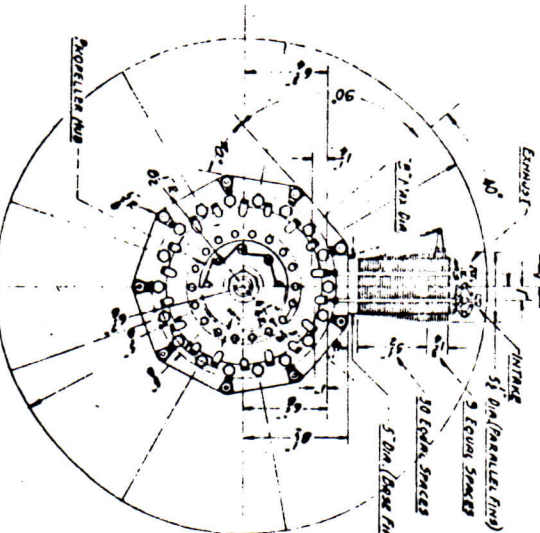


FIGURE 17, 872 CLEGG-SEVEN (CINDER)



MOUL 31 32 33 34 35 (LEGGET NAME CYLINDERS)
(HOLE 31 HAD SAME FINS ON CYLINDERS AS 34)

CLUSTER DIMENSIONS & OTHER DIM DIMENSIONS ARE THOSE OF THE POPULAN 10 H VERSION. OTHER VERSIONS MAY SHOW VARIATIONS ON DIMENSIONS, DESIGN, AND PLACEMENT OF THE FEED BEAM ACCESSORIES. SOME VERSIONS OF THE SAME BEAMS MAY VARY FROM THE FEED ACCESSORY DESIGNATIONS. THAT IS, SOME 308 WAS SHORTER THAN THE STANDARD 304.2 LENGTH.

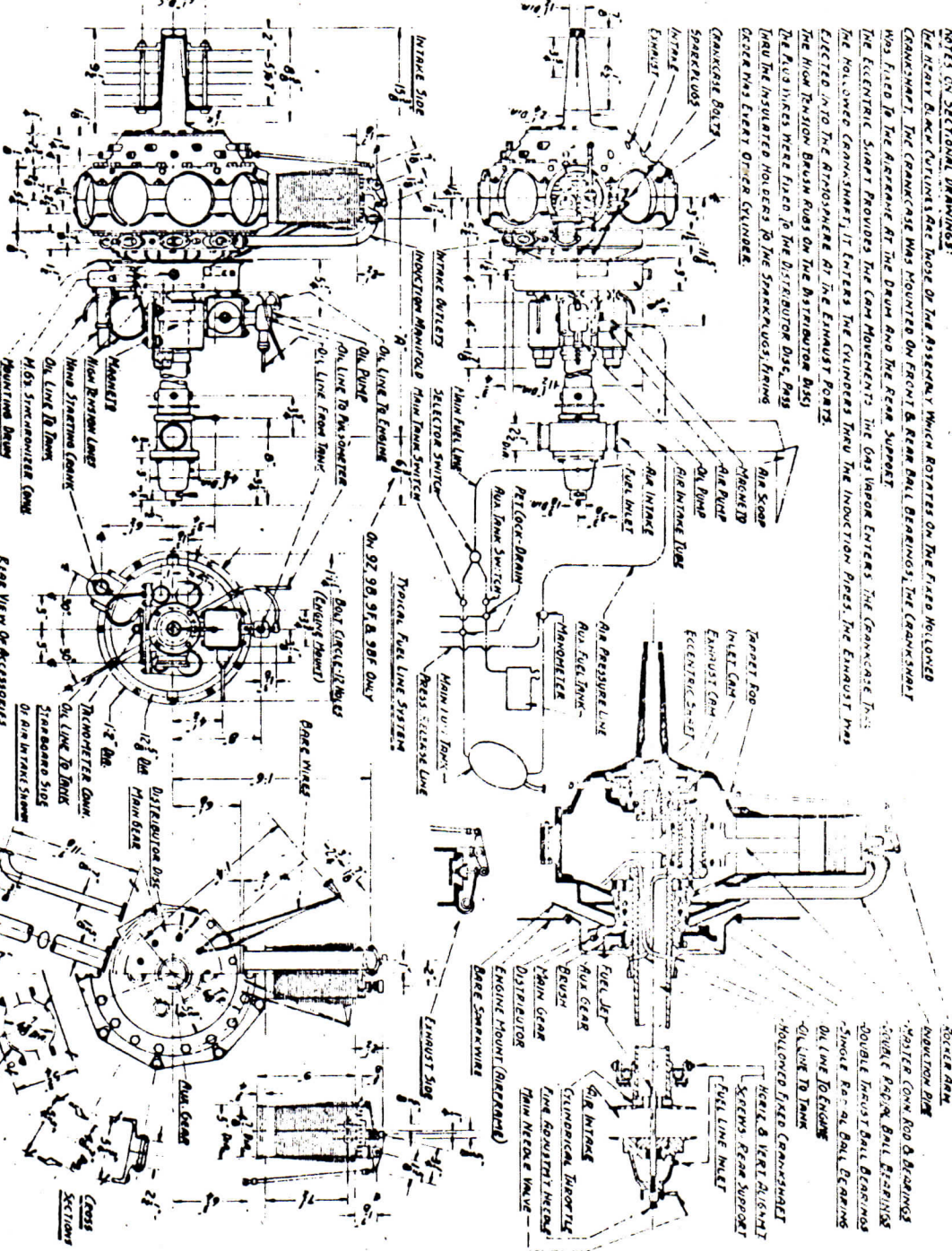
NOTES ON SECTIONAL DRAWINGS:

THE HEAVY BLACK CURTAINS ARE THOSE OF THE ASSEMBLY WHICH ROTATES ON THE FIXED HOLOGED CRANKSHAFT. THE CRANKCASE WAS MOUNTED ON FRONT & REAR PAUL BEARINGS; THE CRANKSHAFT WAS FIRED IN THE ALTERNATE AT THE DAWN AND THE REAR SUPPORT

THE ECCENTRIC SHAFT PROVIDES THE CAM MOVEMENTS; THE GAS VALVE ENTERS THE CRANKCASE FROM THE HOLLOWED CRANKSHAFT; IT ENTERS THE CYLINDERS THROUGH THE INDUCTION PIPES. THE EXHAUST WAS ELECTED INTO THE ATMOSPHERE AT THE EXHAUST PORTS.

THE HIGH PRESSION DEVEN RUBS OFF THE DISTRIBUTION DISC; THE FLOWING LINES WERE PLACED IN THE DISTRIBUTION DISC; THEY HAVE THE INSULATOR HOUSERS IN THE SPARKPLUGS; FINING CATERPILLAR LEAD OILER CYLINDER.

All SCOP
MAGNETO
FANET FOR



Model	H.P. @ R.P.M.	Boat	Stroke	Feet/Stroke	Feet/Minute	Weight	Weight/H.P.	Cylinder	
								Bore	Stroke
71	60	1200	4.72	65.184	198.183	3.3	35.5	16.625	16.625
72	65	1200	4.72	66.5	216	2.7	36.25	16.625	16.625
91	110	1200	4.72	5.91	6.75	3.6	36.25	20.625	20.625
92	121	1200	4.72	6.3	7.9	3.03	40.25	27.625	27.625
98	130	1250	4.72	6.3	6.65	2.93	40.25	28.0	28.0
9F	200	1325	4.72	6.69	6.07	3.74	40.25	29.25	29.25
9B	140	1250	4.72	6.77	6.56	3.01	40.25	28.0	28.0
91	100	1300	4.13	5.51	15.6	2.50	2.5	36.25	20.625

General Requirements
French Recooled Engine
CLERGET
 SCALE: 1/4" = 1' 0"
 TYPE: ROTARY
 COPYRIGHT 1947
 WILLIAM A. WYMAN
 BUILT 1915-18 by Clerget, Blin & Co., Paris, France

Peanut & No-Cal Scale Postal Meet News

Pg.15.

Buzzards, let us fly a bit off course and avoid the front lines for a bit as we lift our observers glasses and take a look at the battle going on behind our own lines! What battle? Well strip my wing fabric! We mean the FAC Postal Peanut and No-Cal contests!

So far Indoor No-Cal has remained as it was with Major Dave Stott as Wing Commander with a time of 58.0 secs with his Kalinin K-5 Russian transport.

Outdoor No-Cal has had a time entered by Cap'n Bill Hannan flying his Fletcher Coin Fighter (Once flown by Sen. Barry Goldwater) to a time of 31.0 secs. Bill tells us he sifted his crate thru a wire fence at the end of this flight that terminated flying it for the rest of the day. Boy Skysters, we can sympathise with you, Bill. I bet there is not one among us who hasn't come to the same grief, at least once in our modelleering career.

Do you think this was of any great advantage to Cap'n Hannan? Nope, not by a long shot! Why? Major Dave Stott again, flying that Communist cattle car, the Kalinin K-5, over the snow covered terrain of New-England (not Siberia) ticked off a fantastic 2 minutes 12.7 secs to grab a lead as yet unchanged in No-Cal Outdoor. There is your target fellas, hop out to your local 'drome and try to beat this time and get yourself elevated to the rank of "Wing Commander, Outdoor No-Cal Wing, Flying Aces Club".

The battle rages in Peanut Scale in both Indoor and Outdoor Wings. Let's have a gander at the times turned in for the Indoor Wing.----
 12/16/73----67.67.0 secs----Luton Minor--- Doc Martin, Miami Sqdn.
 12/16/73----71.0 secs----Waco E ----Bill Hiscock, Miami Sqdn.
 12/16/73----71.6 secs----Martin MO-1---Gary Myers, Miami Sqdn.
 12/16/73----75.2 secs----Luton Minor, Doc Martin, Miami Sqdn.
 1/1/74-----39.0 secs----Lacey M-10---Bill Warner, Calif Sqdn.

So there it is, Peanuters, Doc Martin is leading in this division, but not without a good battle from all entries, including his own squadron mates, as the times entered will verify. True FAC spirit at it's best!

What about Outdoor Peanut? Well twang our lift wires, we almost forgot! Lets take a look at the times sent in by our hard flying Clubsters in this dynamic phase of our Postal contest.
 12/19/73 Ken Hannan flew his Aerona C-3 for 17 secs in the dark.
 12/29/73 Ken did 24.8 secs with his Peck Polymers Miles M-18
 1/1/74 Bill Warner racked up a flashing 51.0 with his original Lacey m 10
 1/13/74 Bill upped it ti a comfortable 2 minutes 19.0; Lacey M-10.

Little known to these avid flyers the putrid pinko pilot of Commie crates, major Dave Stott, slyly sneaked in a pair of pretty durn good times with his Kalinin K-5 transport much earlier than the above recorded flights. Let's take a look-----
 12/2/73---2min. 3.4 secs---not enough to beat Warner's 2:19.0. But on the same day (12/2/73) the Major did a fantastic 3min 13.7 secs with the same ship on a tiny field that could not handle more than a 1 min flight! It seems that the Great God of Thermals, HUNG, looked with favor upon this modern day "Rickenberry" and provided him with weather to prescribe a triangular flight pattern which kept the ship from utter disaster in a watery grave in Long Island Sound. Alas, I suppose we will hear more from this evil combination of Gaelic flyer and Russky Machine

