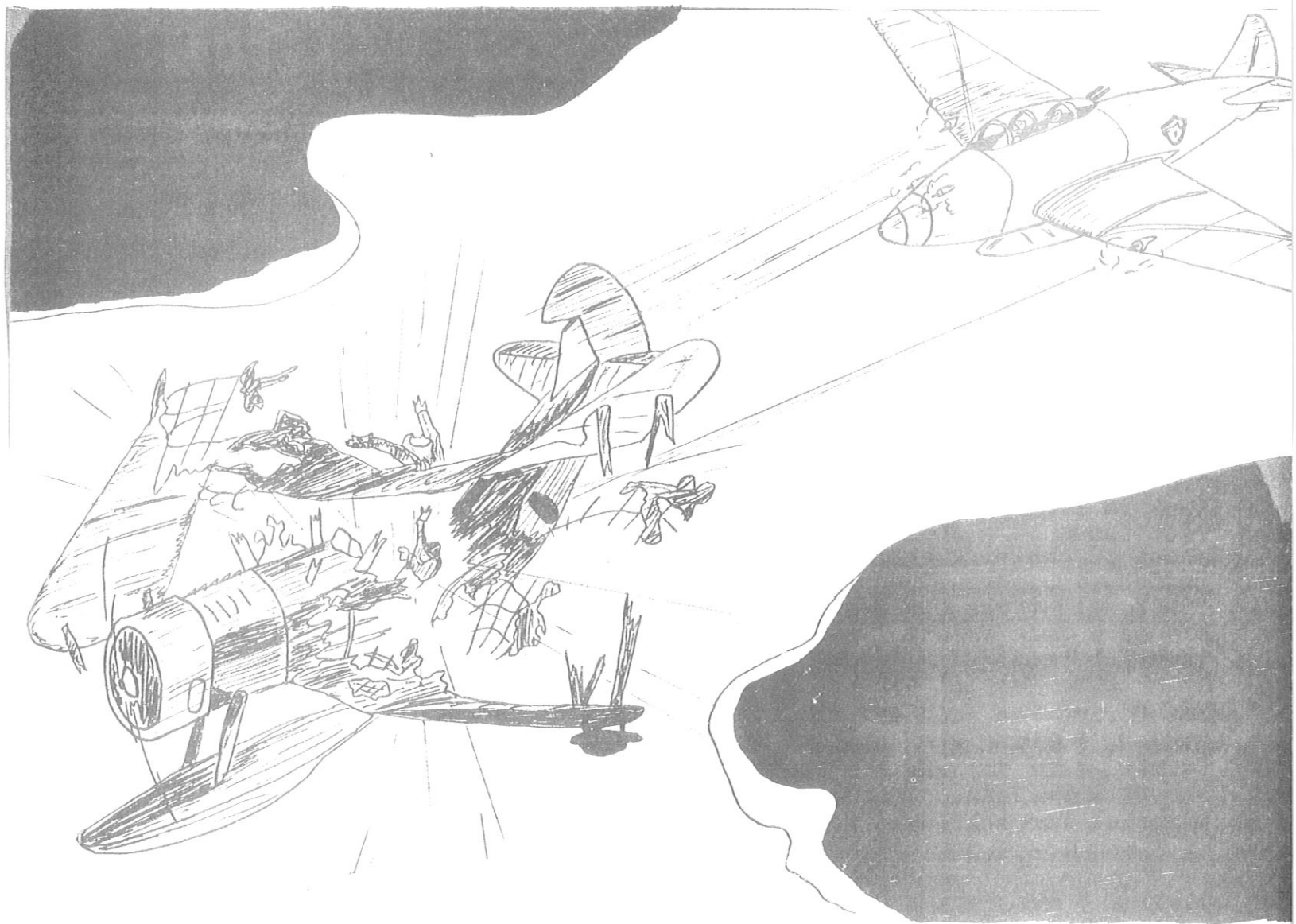


FLYING ACES

Club News

Issue #38



THRILLING COVER STORY FOR THIS MONTH

Just take a squint over this month's action-packed adventure cover. Here's the text, as sent to us by Special Artist and Correspondent, Jeff Chrisey: "As the Nakajima's gas tank explosion blasted the heavens, sending glistening dural and spattering flame in all directions, Kerry Keen, known as the Griffon, and his side-kick Barney O'Dare, continued to hunt out those slant-eyed weasels who had plans of taking over the Aleutian Islands. Can the Griffon alone turn back the invasion? He must, for the naval safety of America depends on it!" Quite a bit of editorializing there, Jeff! From the looks of that drawing, it seems to that bunch at GHQ like the Oriental invasion fleet has already got enough of the Griffon's cupro-nickel stuff and is about to flee headlong, all the way back to Tokyo and their almond-eyed geishas. What we want to know is, just how Keen got all the way to the Aleutians without Special Agent Drury Lang slapping a tail on him and throwing him into Leavenworth forever. For Keen, as you know, usually had Long Island Sound as his aerial stomping grounds. His home was his palatial mansion, known as "Greylands", which was complete with underground hangar for his Black Bullet, his "Dusenbergs" car, and seemingly unlimited supplies of O'Doul's Dew for "the Mick", Barney O'Dare. Keen was forever outwitting agent Lang, importing immense quantities of Chatellerault, Darne, and other machine guns, as well as "food for them", which was all "imported" for him by a trained Dutch sea captain in Edam cheeses. Somehow poor Lang never got wise to Keen's deft trickery, which was all to the good for Uncle Sam, for Keen was the end of many an evil scheme with his Black Bullet, destroying at least four aerial invasions per novelet, every other month in the pages of good old FA.

Yes, Jeff...the "Najakima vomited flame, the top wing scrawched off, trapping the hapless wretches in their pits as flame hungrily licked over their writhing bodies." Sometimes the wing "screeched off", but it was usually the same scene...those villains in that foreign ship were in deep trouble and the wiser among them were chorusing "Nearer my God to Thee" amid the ripping and tearing of their doomed ships, the chattering of the Griffon's guns, and O'Dare's yips of (another) victory.

Arch Whitehouse was the "father" of the Griffon, as he was of so many other heroes of the ether. Remember Buzz Benson, Crash Carringer, Tug Hardwick and Beansy Bishop, Coffin Kirk and Tank (a trained gorilla who was mighty mean either with those twin 50s in the rear pit or "the plock-plock of smashing skulls" when it came to fist-cuffs.....sort of a precursor to Hungorilla, Scatteralloverus Octibusticum), and Dashing, devil-may-care Eric Trent? What a pantheon of heroes sprang from Whitehouse's feverish brow!

"The fascist airman jumped clear just in time, but he pulled his D ring too soon and the tip of the chute caught on the twisted rudder, pulling the helpless man to his doom far below....." And we were safe for another month.

Thanks, Jeff. That's a swell cover which revives many swell memories for all loyal readers of FA.



THE GRIFFON'S NEW BLACK BULLET

TWO-PLACE MULTI-GUN, FOLDING-WING
FIGHTER POWERED WITH
ONE 1,000 H.P. AVIA W-44 WATER-
COOLED 18-CYLINDER MOTOR.

FULL CANTILEVER WINGS ~ WITH FLAPS

THE MOTOR IS COMPLETELY SILENCED
BY THREE SKODA MUFFLERS ~ ONE
FOR EACH BANK OF SIX CYLINDERS

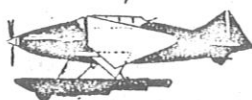


THE INSIGNIA OF THE GRIFFON
"A MONSTER, HALF LION, HALF EAGLE,
BELIEVED TO KEEP WATCH OVER
THE GOLD OF SCYTHIA"

DARNGUNS

CHATELLERAULT GUNS

WINGS FOLD UP, TWIST ON MAIN
SPARS AND SLIDE FLUSH WITH SIDE
OF FUSELAGE WHEN WING ROOT
FOLDS DOWN



BROWNING GUNS

WATER
RUDDER

SPECIFICATIONS	
SPAN	36 FT
LENGTH	30 FT
HEIGHT (AT COCKPIT)	10 FT 6 INCHES
LENGTH PONTOONS	19 FT 6 INCHES
WIDTH PONTOON TRACK	9 FT
TOP SPEED	350 M.P.H.
CRUISING SPEED	290 M.P.H.

PONTOONS RETRACT DEEP IN
RECESSES SUNK INTO SIDES OF
THE FUSELAGE ~ THEY ARE DRAWN
UP BY A HYDRAULIC GEAR AS
LEG STRUTS BUCKLE AND
FOLD ~ SEE DETAILS OF
STRUTS AND GEAR BELOW.

FOR GROUND LANDINGS, FLOATS TILT UP AT STERN LEAVING WHEELS CLEAR BETWEEN
TAIL WHEEL AND MAIN LANDING WHEELS SET INSIDE OPEN BOXES IN THE FLOATS.
REAR LEG CRANKS DOWN AND HYDRAULIC PLUNGER (A) DRAWS FLOAT UP INTO GROUND-LANDING
POSITION.

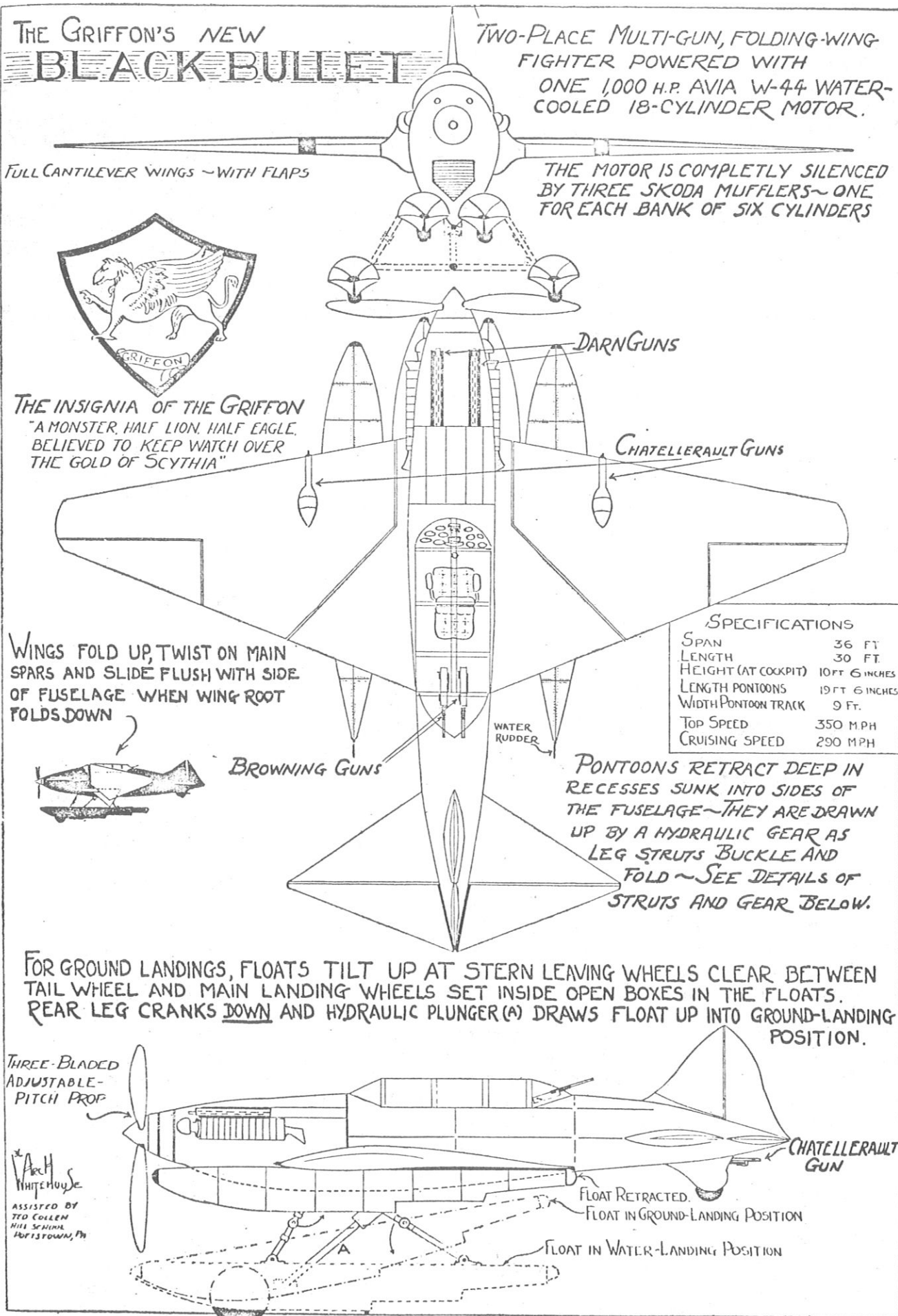
THREE-BLADED
ADJUSTABLE-
PITCH PROP

Arch
WHITEHOUSE
ASSISTED BY
TED COLLEN
HILL SENIOR
PORTSMOUTH, PA

CHATELLERAULT
GUN

FLOAT RETRACTED.
FLOAT IN GROUND-LANDING POSITION

FLOAT IN WATER-LANDING POSITION

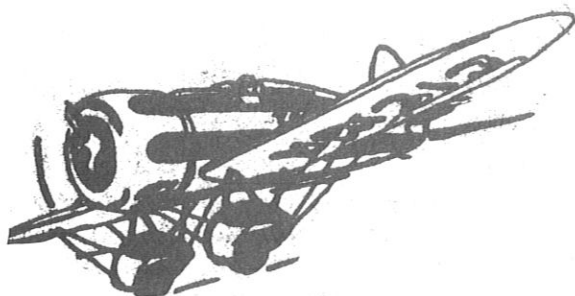




NEWS ON THE WING!

JESSE DAVIDSON ALIVE AND WELL!

Yep, skysters, one of the GHQ gang (criminals some would say) recently had a chance to talk with Jesse Davidson. Jesse, you remember, was one of the leading authors for Flying Aces back in the glory days, the Thirties. Hardly a month went by where he didn't have at least one model featured, often two. He worked pretty steadily for them, later joining the staff and rising to the position of Associate Editor before leaving for the service in 1943.



He was researching a new book he's writing on early aviation and happened to be in this area finding out about Gustav Whitehead (Weisskopf) for himself. Whitehead, you know, is the man who almost undoubtedly flew a heavier than air machine of his own design more than two years before the Wrights. There are yet many real bombshells, "other shoes", etc. to be dropped in

the matter of Whitehead, and Jesse, being the good author he is, went to check this story personally.

When he saw all the issues of FA presented proudly for his autograph, he was most touched. He said it had been years since he had really thought about FA and his contributions to the mag, and he had long since given away most of his personal copies. He'd like to get some back.....anybody out there with spares they'd like to contribute to a REALLY worthy cause? (Alas, the GHQ criminals have long since given theirs away as prizes at the meets.)

Jess was filled with reminiscences of the old gang at FA. Some of his stories were quite sad. Publisher A. A. Wyn got into some nastiness involving unpleasant doings of his daughter. There was the usual hideousness of a yellow press "Millionaire Publisher's Daughter....." and shortly thereafter the magazine was sold. Colin Kerr Cameron, who did many a snappy sky yarn, was a suicide.

But there were so many happy moments, like thinking up the next month's cover. August Schomburg, who did just about all of them in the great years, was very enthusiastic about his job and had no sooner finished one than he was ruminating about the next and would often summon a conference of the GHQ gang to think up the

next. Just think of the stories you could "invent" about "Strafe of the Death Dew", "Dust Bombs of Death", "Raid on a Rebel Drome", "Did Bombs sink the España?", "Raid on the Polish Corridor", "Will the Axis Break at Brenner?" and such? And surprisingly topical and accurate those covers were! Some of them actually predicting future events!

Jess said the Flying Aces Club News tended to rotate about the staff. I think we told you several years back that Henry Struck remembers "Clint Randall" as being an entirely fictional character who was often written by Colin Kerr Cameron. Well, Henry, it appears that "Clint's" ramblings were written by the whole gang at GHQ....as is your FAC News!

Jesse was also very touched to learn that one of his brain children, the Keene Ace, was seen at our last FAC meet. Yep, Jesse, even these forty-odd years later, your models are still giving pleasure and inspiration. You're not forgotten and your work still lives in the clouds! Helmets off to Jesse Davidson!

MEMBERSHIP APPLICATION



JIMMIE ALLEN FLYING CLUB

Dear Jimmie Allen:

Please enroll me as a FLYING CADET and send me my official Jimmie Allen Flying Club wings, membership card and illustrated flight chart. I will drive in for my flight lessons to:

NAME OF RICHFIELD STATION (PRINT) ADDRESS

My Name is (PRINT NAME) Age

Street Address City State

Parent's or Guardian's Signature

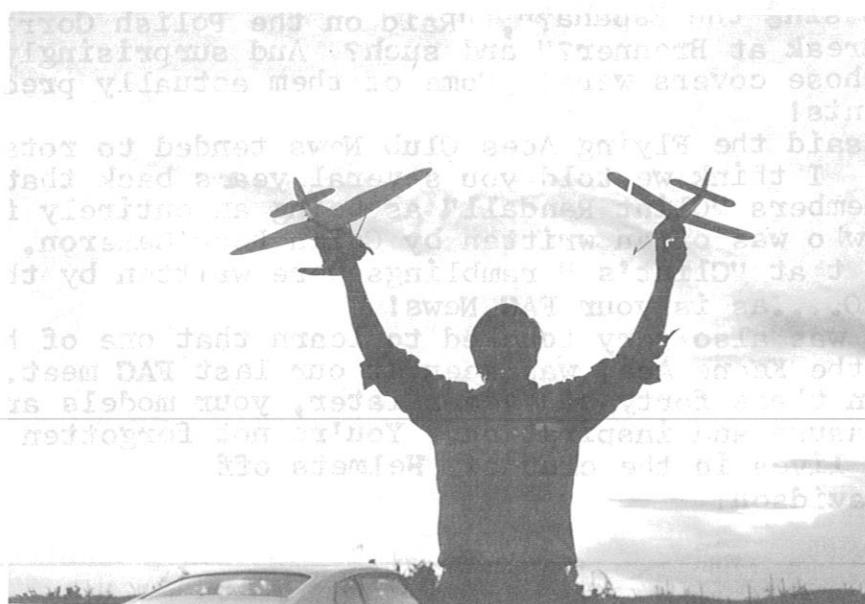
PARENT MUST SIGN FOR APPLICANT TO BE ELIGIBLE FOR MEMBERSHIP

Please send me Back Flying Lessons Nos.

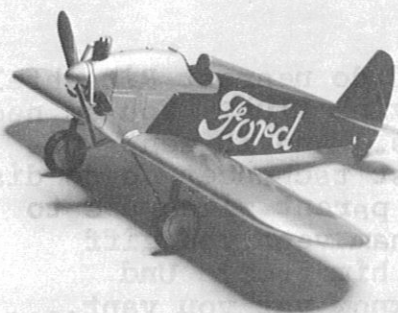
© 1934 Richfield Oil Co.

Oh! Was ist dies ding? You zay tak id do nearest Ritschfeld dealer and dry do ged indo Chimmie Allen Flyink Klub? You iz needirk Model D oder 4 zylinder Schevrolet do do das. And 15 zents das Gallon in silber yedt! Ach, nein....iz last tschancet do do dis und you zay you iz vorty years old und need parent zignature to choin yedt? Ach, himmel! Vat zay das Pingham venn you giff Ritschfeld Dealer das zigar das eggsplode in him face? Und still you want choin als Flyink Kadett. I know vat you want.... ist das Vings to vare on yourn tschest...iz almozt like FAC vinks, hein? Jah! Adolf August von Heinz, der Owl of der Ozone, he know! Kvick...schnell nun....go do das Ritschfeld Dealer and be nize boy now! Und built das Chimmie Allen Yellow Chacket oder Toonderbolt oder Skyraider. If you want, you rite kard und tell das GHQ kang if you want ve run das plan for any ov dies Airplanes. Ve haff das plans, like ve haff das abligation for Klub und Vings.

With the Model Builders



Yikes! What is this monstrosity? King Kong on the Empire State Building, waving two doomed airmen and their hapless mounts in triumph? Is it a Hungorilla sated with longerons and rotted tissue, weaving his drunken way home? Nope...none of these...it's George Morland, jubilating over his win at the FAC Fall meet with that Stinson you see clutched in his right hand. The other ship silhouetted against the sky is a Peerless Junior Endurance which he used in the Embryo Endurance event. Gorge is mighty happy with all the prizes he's going home with, as well as his victory for the kit-high wing cabin ship which proved that the h/w cabin jobs can win in an event run under FAC rules.



Here's Bill Hannan's latest, an "old fashioned solid" of the Ford "Flivver Plane", which was intended by old Henry to be a Model T of the air. We aren't too certain what it was that caused Henry to lose interest in the project, but think it was a fatal crash. She was a cute ship, wasn't she, despite that lack of dihedral.

Bill says his little beauty spans a little over 8" and is made mostly of basswood. That's the spirit, Bill! Just like the old days of Hawk, Maircraft, Burkard, StromBecker, Eagle, Dyna-Moe, and such. It's nice

to see some still do this kind of work too!



Here's Dave Stott's Waco Model A to complement our three view of last issue. Note that clear canopy on her fuse. Dave tells us that this was an extra feature, costing \$139. It took a half hour to install and made your little side-by-side open pit ship into a nice comfy winterized plane, ready for year round use.

This was built from the old Scientific High Flyer plan, and we can tell you she lives up to her name!

NOTES FROM THE WORKBENCH

Ever have a ship that was a plain DUD? That wouldn't fly right, no matter what you did...build new tail, build new wings, new airfoil, new prop, new power, new modeller? No matter what, NOTHING worked. Prior to this issue, there was really nothing to do but put the miserable thing out on the roof to rot or throw it into a corner in hopes the cat would find it and "nest" there, after much suitable kneading.

Or, you could try to destroy it by fire, usually a too easy solution, and hardly a proper "burnt offering" for Hung.

Do you remember as a kid, trying to light your models on fire and fly them, only to find the prop blast immediately blew out the fire, even when you had liberally doused the nose with gobs of wildly flammable Ambroid?

Now, through the courtesy of the FAC, there is an infallible method, guaranteed to work, and guaranteed to catch the model on fire...IN THE AIR!!!! In Hung's own element.

What you do is this....understand, you have to HATE A MODEL to do this, now.....you deftly open some place in the fuselage and place several strips of rough sandpaper about one inch or so long about the nearest formers or longerons. Don't reseal the tissue (It's going to shortly be crispenized anyway); leave the place so you can get easy access to the motor.

Now, while winding or preparing to wind, have a friend insert a carefully shortened blue-tip kitchen match in the motor. Then wind carefully, so as not to scratch the match against that sandpaper. That could cause what is known as a "premature discharge" in the trade.

Having carefully wound, and making sure the match is located somewhere around those strips of sandpaper, all you have to do is launch the model, preferably from a high place (remember, it was a poor flyer, not a good ship). As the motor lashes around in the last seconds of that fuselage, the match is sure to strike the sandpaper, and VOILA! You have a flaming doomer, right on your own model tarmac. For extra spectacular pyrotechnics, you could "introduce" some blackpowder to the bottom of the fuselage. This will cause a mighty flash, as well as a flying atomic cloud when that little match does its work! Good luck and death to lousy models!



THE A.N.T.-14 "PRAVDA".

"Hey, Tovarich! You know what mins it "Pravda"? You dun't? I, Ivan Ignace Igor Idiotsky vill told you. It mins troot, like de snow before you eyes in Siberia is pure white---troot, like Lenin toldit us! You dun't tink so, hah? Vot hack you capitalist slaves know anyvay. Bah!"

Boy, get that guy out of here, fellas! How did he get into the FAC Model Lab? Cripes, just because this issue we are featuring one of the ships of the Russian "Maxim Gorkii" Squadron this nut breaks in and upsets things. Put a 'chute on him and drop him off over Berkeley Calif. (not the kit makers) as a food gift!

Let's get back down to cruising speed again, Clubsters, and take a look at the history of this big sky goliath. The "Maxim Gorkii" Sqdn was formed by Commie big shots to impress the peasantry with the progress of the Mother Country under Uncle Joe Stalin's leadership. The flagship of the squadron was the six (and then eight) engined Maxim Gorkii ship itself. The world's largest land plane at the time. (see FAC News issue # 13 for flying model plan). There were other large airplanes in the squadron. The A.N. Tupolev -14 was one of these machines. Except for the Maxim Gorkii itself, all ships were named after Red newspapers. The A.N.T.-14 was dubbed Pravda, therefore.



The function of this squadron was to visit collective farms that had a top production record (and could provide a good landing field, which no doubt took up enough acreage to kill chances of being in the top ten next year). As the ship approached loudspeakers on board would announce the arrival with music and patriotic speeches. The ship would

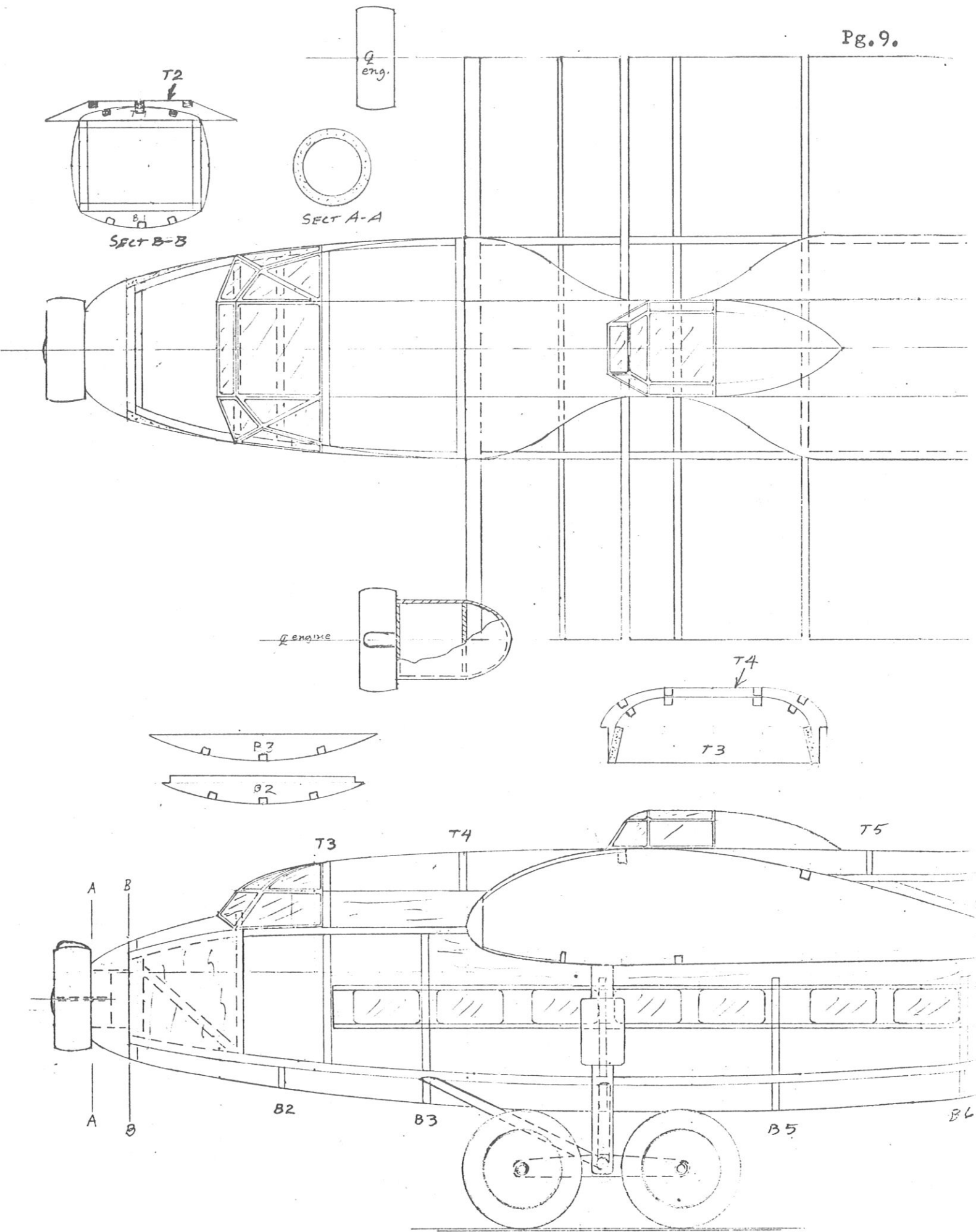
land amid cheers and gifts would be exchanged as the crew set up a movie camera and screen to show what progress was being made by the great new government! Oh well fellas, I guess if you had one lousy chicken all your life and somebody gives you another it makes you happy! So much for history. Now on to our model----

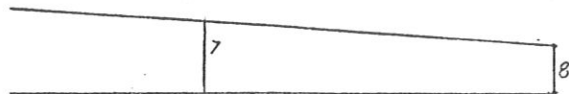
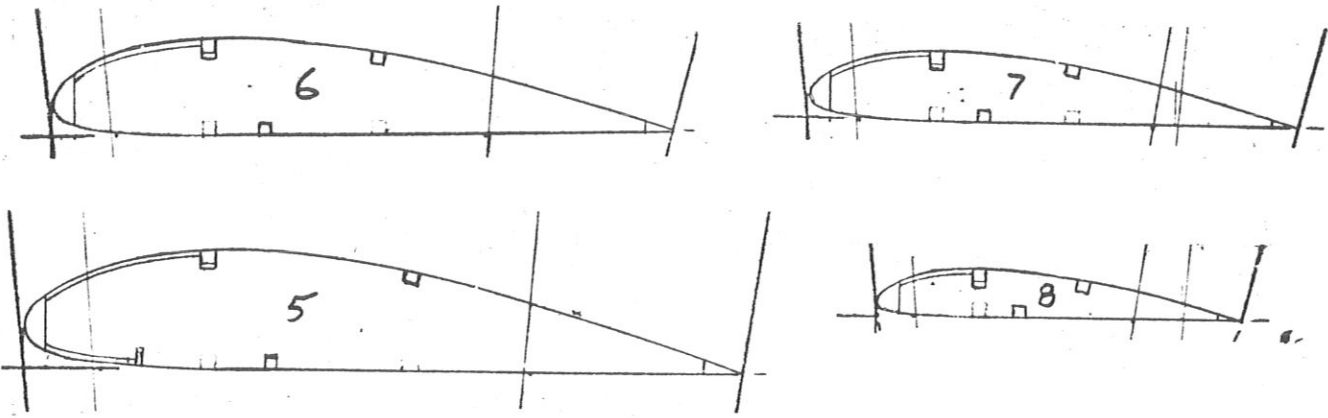
Col. Dave Stott is the designer of this crate and has had her slicing ozone for quite some years now. A rarity in that it is one of the few five engined planes in the world and yet has many good features to make it's chances of being a good flyer as numerous as ants at a picnic. Construction is pretty standard. Wood sizes can be scaled from the plan. Landing gear struts were made of bass wood and wheels were vac-u-formed of clear plastic leaving the centers clear as the real ship had uncovered spoke wheels! (More progress under Uncle Joe!)

Engine nacels are rolled of 1/64 sheet balsa with turned cowls. Some photos of the real ship show the cowls with bumps, some smooth, some with holes where the bumps used to be and still others with no cowls at all! Some shots also show the ship on skies, so take your pick of configurations. All are correct.

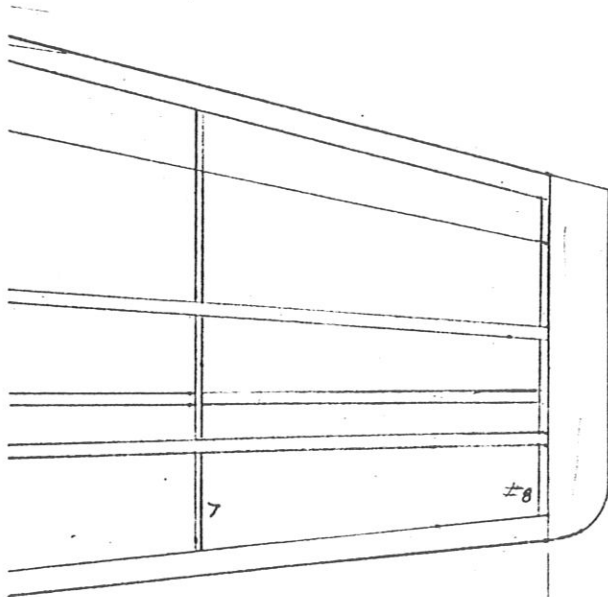
The flight engineer's cupola was vac-u-formed over a balsa block form as was the pilot's cabin. Dummy props were carved from mahogany and were typical World War I in style! (Still more progress under great Stalin!) A flying prop was used carved from a block 1X1 1/2 X 8 in the usual Earl Stahl form. Power on Dave's model was six strands of 1/8 Pirelli, which is a nasty thing to call out for a power plant in these days of Filati Lazy Lastex!

Continued on page 15.

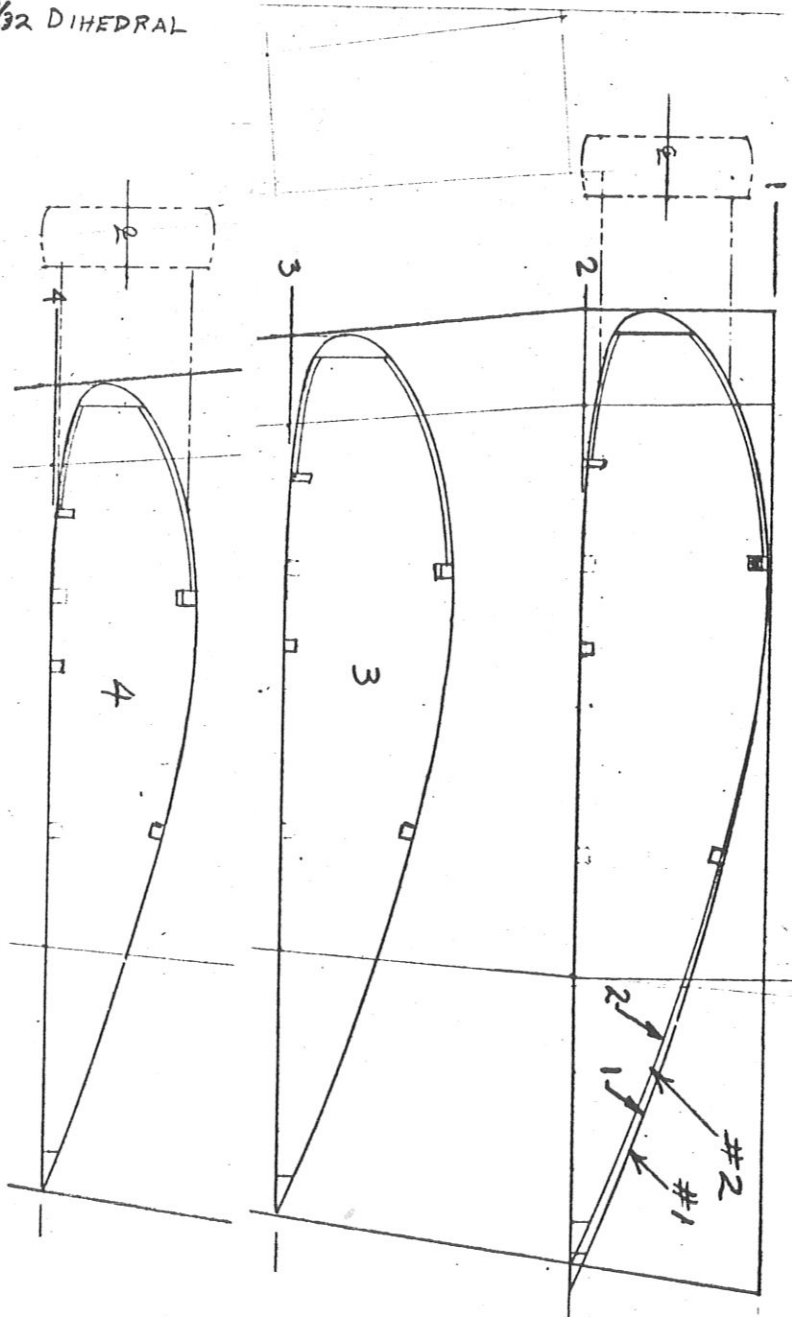


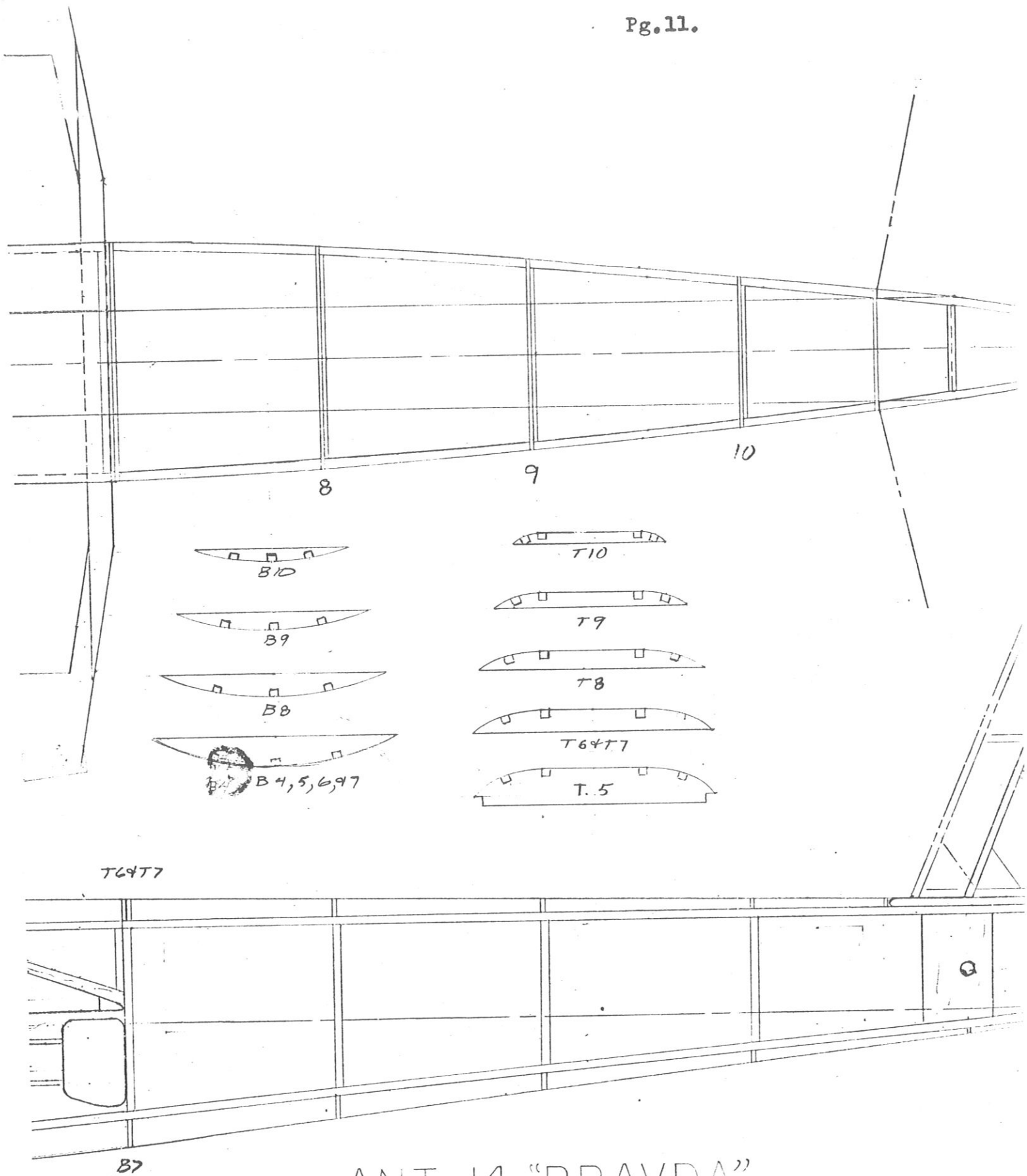


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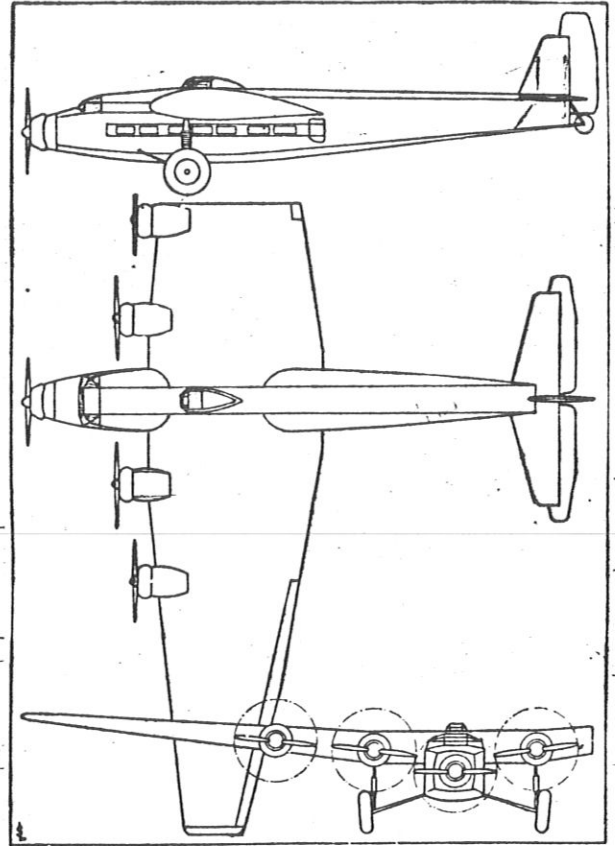




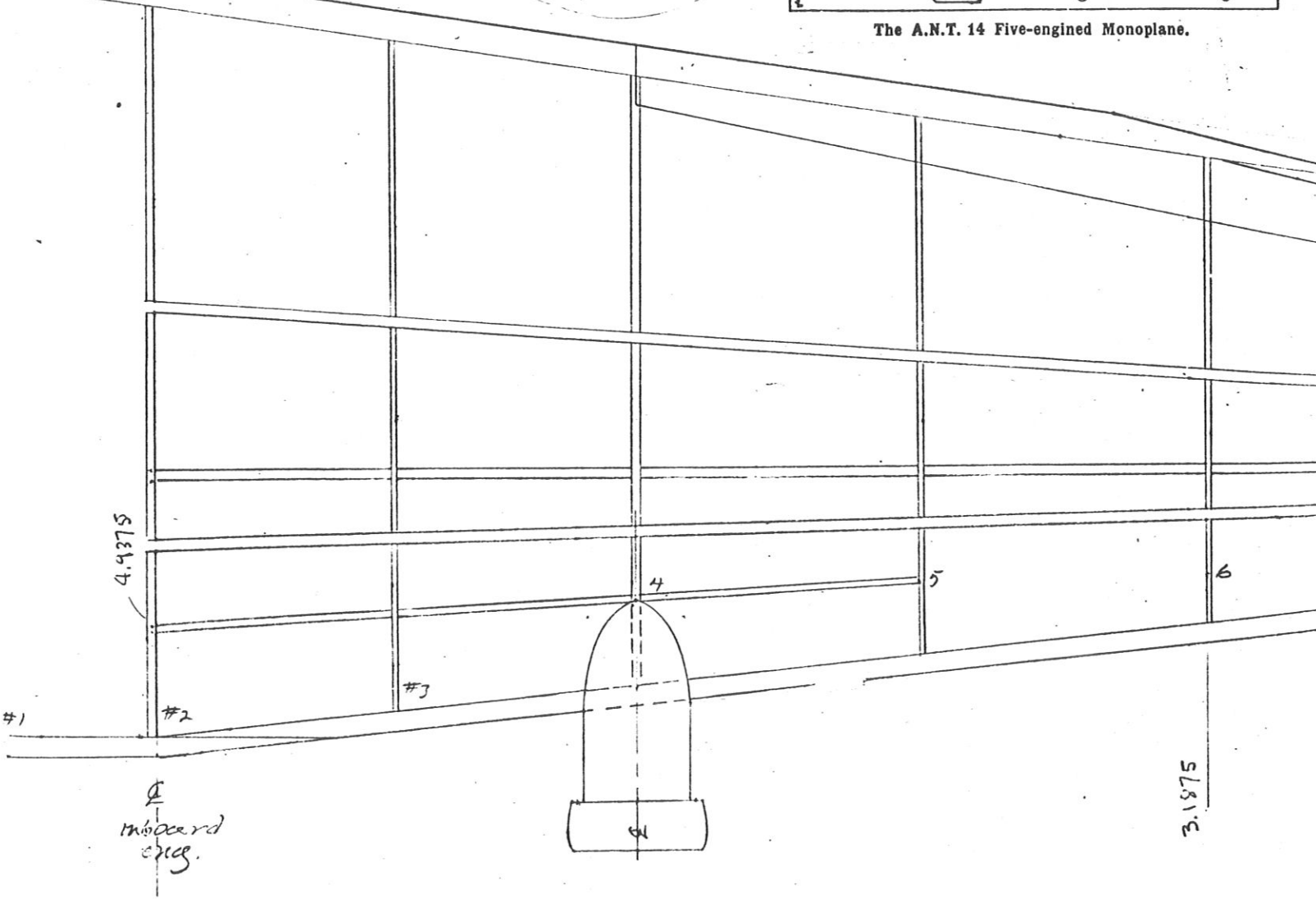
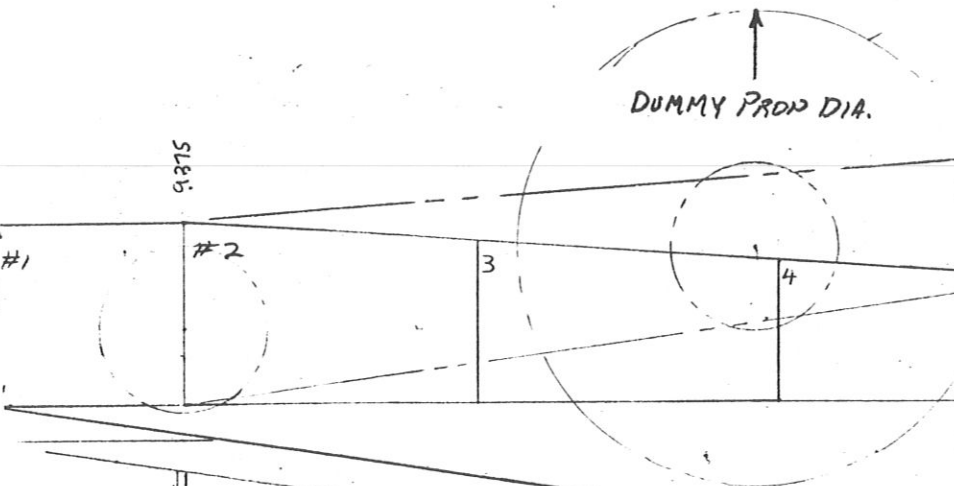
ANT-14, "PRAVDA"

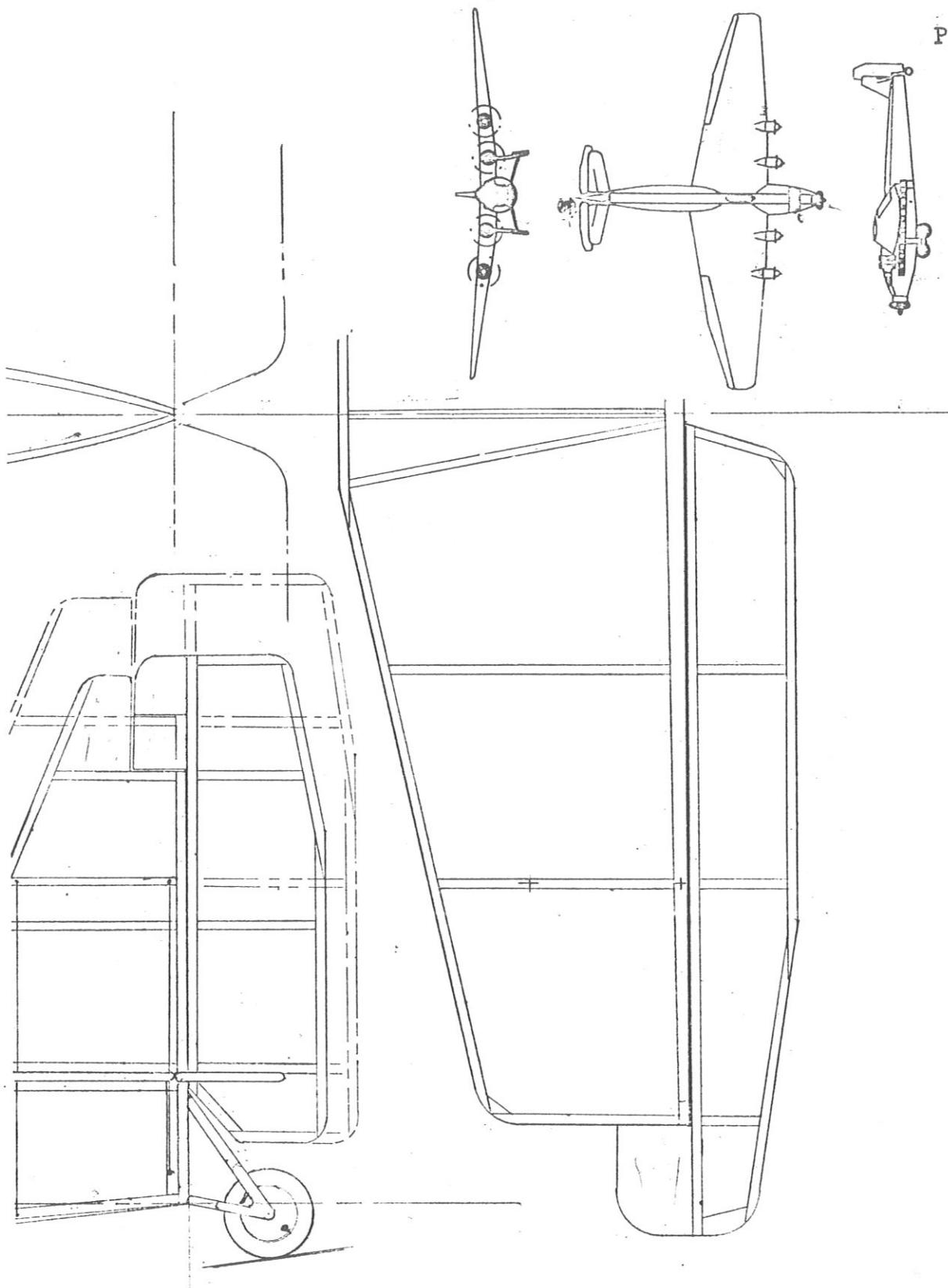
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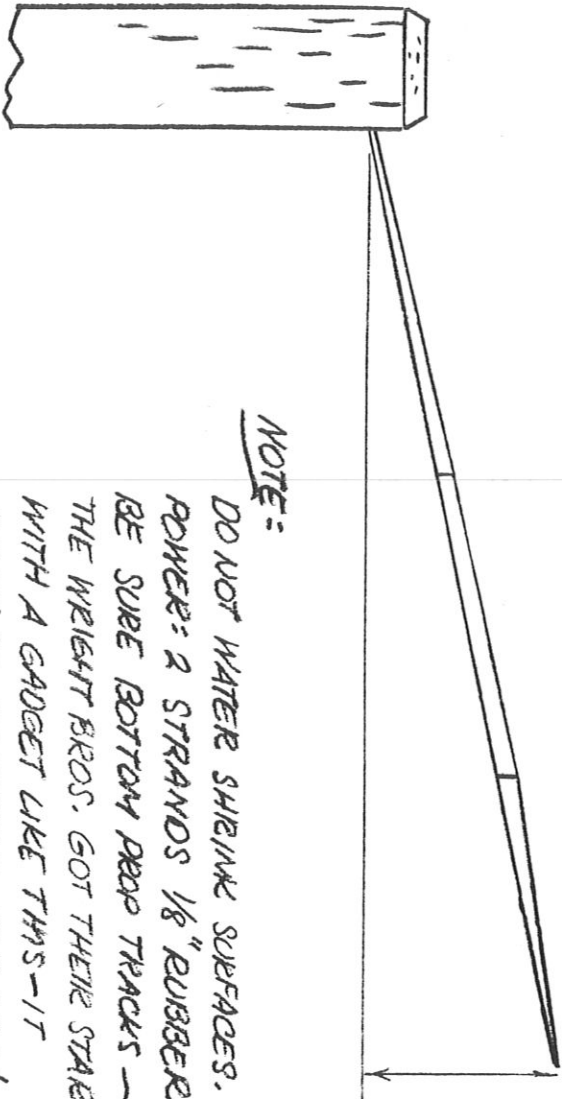
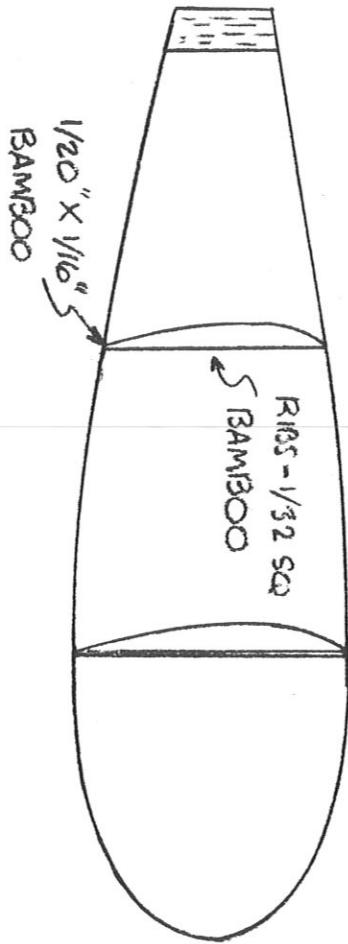
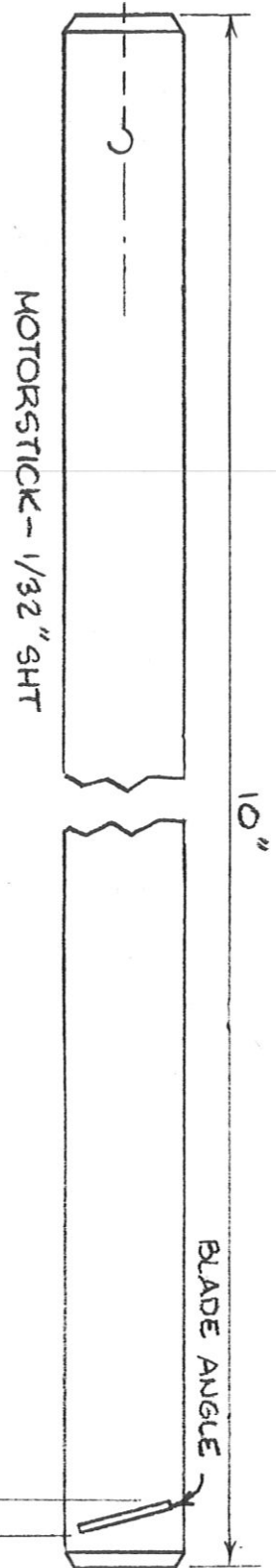
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The A.N.T. 14 Five-engine Monoplane.

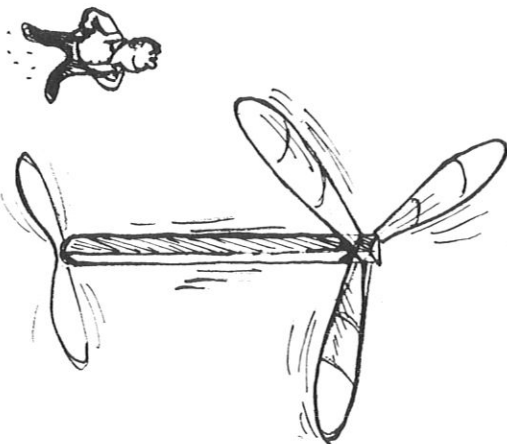
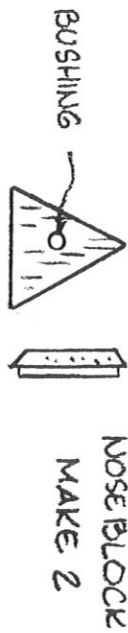
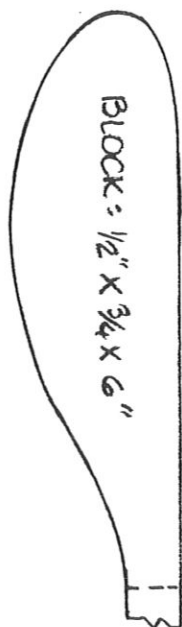
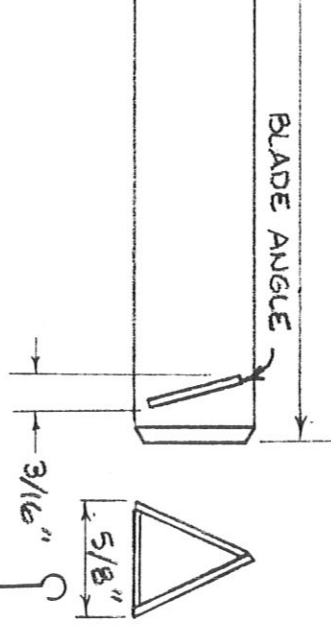






NOTE:

DO NOT WATER SHINK SURFACES.
POWER: 2 STRANDS 1/8" RUBBER
BE SUBE BOTOM PROP TRACKS -
THE WRIGHT BROS. GOT THEIR START
WITH A GADGET LIKE THIS - IT
MIGHT DO SOMETHING FOR YOU!



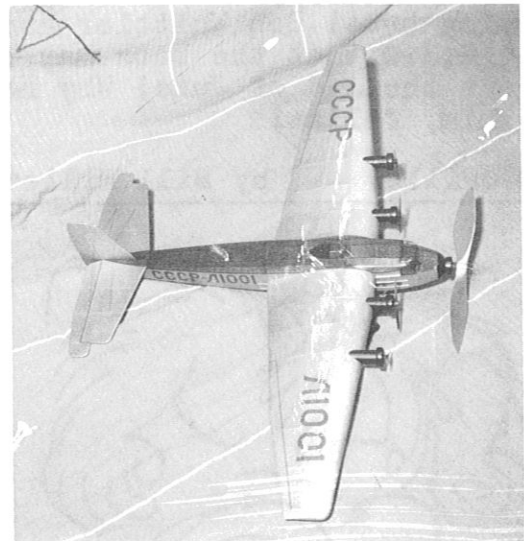
Now for the coloring and marking that can get you a good share of scale points at the next FAC Meet, Proptwirlers! A look at the pics of Dave's model will help you in defining the color separation lines. The area above the top longeron and below the bottom one were black. The nose from section B-B forward was black. The engine cowls and nacels were also black as was the registration and oblong area surrounding the passenger cabin windows. Landing gear struts and tail wheel were black. The rest of the plane is silver.

Although an over scale size rudder is shown, the test ship flew as well with either scale or over-scale one installed. Stabilizer is, as is usually the case, over-scale.

"You want see beautiful sight of Ukrainian wheat fields shining like gold in sunset? Den by Trotsky, you Trotsky down to hobby shop and get balza woodens and get bitzy and make him yourself one deez beeg trans-Siberian Sky Sleds, yah!"

Hey! I thought you G-2 men got rid of that guy! Cripes, he reeks of vodka. I bet he is wearin' red flannels. One thing is certain, his orbs will be crimson in the A.M. Boys, we have got to tighten security around here. Next thing you know some

of these woman's libs will be wanting to steal our crates to hunt for Amelia Earhart!



TRINKET TIME!

Here on the tarmac at the FAC Model Lab is a fine little sky-climber that is sure to give some fun filled flights for little effort. Want to scatter a cloud of gnats on a summer evening? Here is the crate to do it with, by turbulence! Bob Rogers of Ponca City Okla. is the chap who took this idea from an issue of good old FLYING ACES magazine and embellished upon it.



Bob didn't give his little helicopter a name so we asked the boys out in the hangar to come up with one. Well fellas, after a lot of scuff'lin and hollerin the biggest flyer of the bunch staggered thru the door to the lab and said, "The Flying Aces Rafter Rubbin' Roof Raiser". He then passed out as flat as a musician's error! Now you can't ignore good ol' American decision making like this, so we are adapting that handle to this crate. Besides, we don't want to have to argue with this guy when he gets up!

How about you rib slicers letting us here at the Lab know if you build any of these models featured in the FAC News. Pres Bruning has started building the Wight Quad featured in our W.W.I issue. And we would also like to publish shots of models built from plans

in the FAC News in our "With The Model Builders" section. So how about it all you longeron layers? Let's hear from you!

At the right is a clip from New England Sport Aviation News that will give a lift to many an FAC of old as well as our later members who are right "on course" as far as FAC spirit goes. Who was it that said, "Lives there a Clubster with soul so dead who never to himself hath said, "I wish they would publish a whole book of Pinkham stories!" " Great Hung, it is coming true! Bob Whittier has informed G.H.Q that the book may be ready at the end of June! Why not write him, fellas!

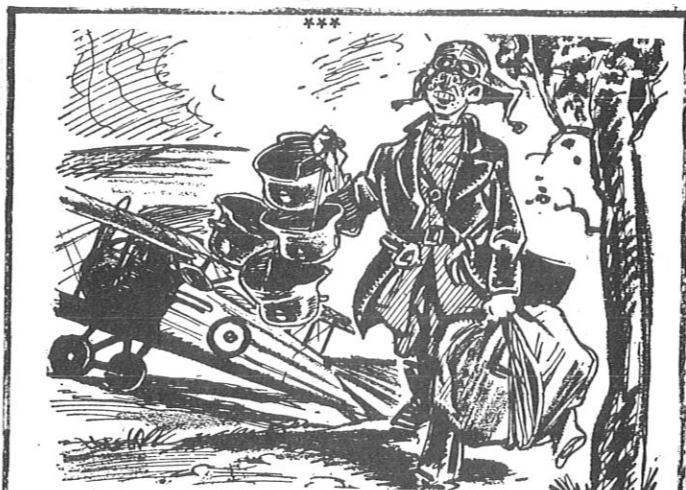
HUNGorilla! by Bill Miller.



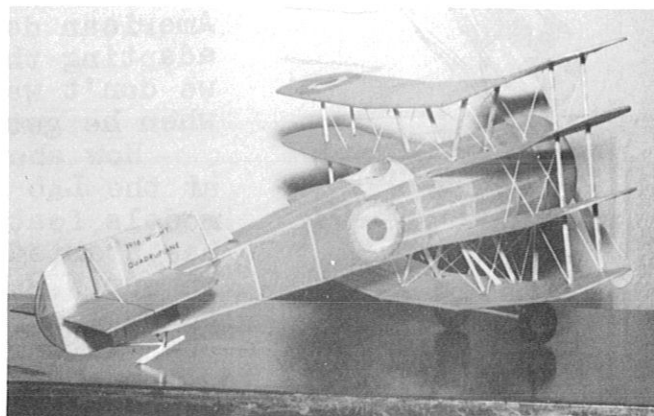
A TRIAD OF QUADS

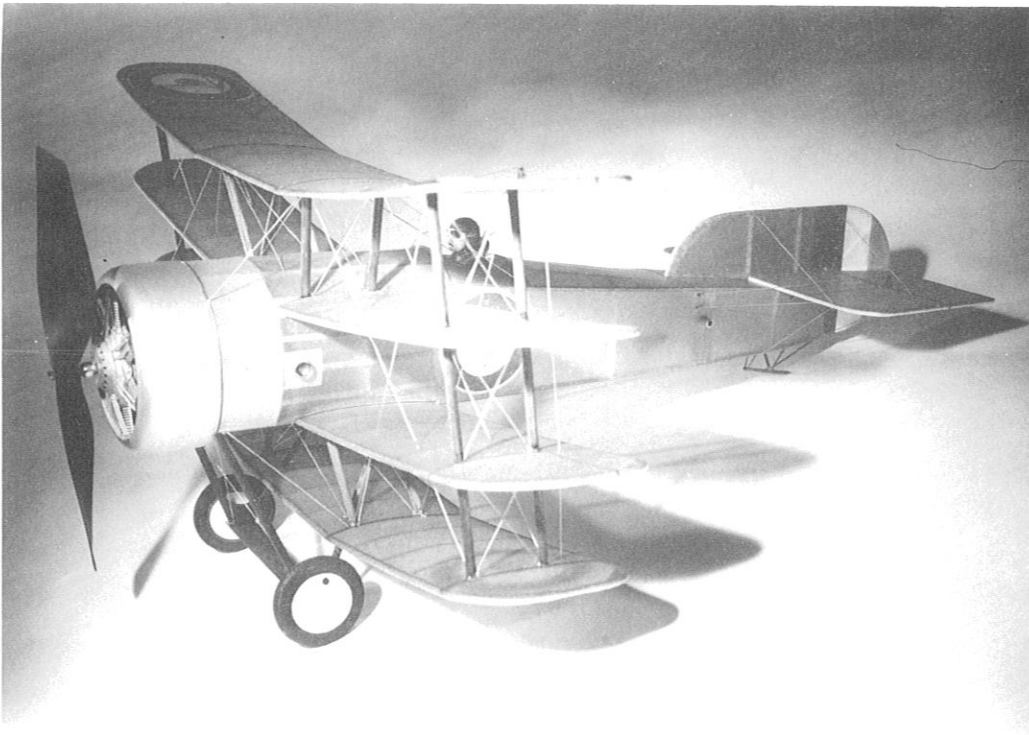
Wow fellas! Never befor have we seen such interest shown in any of the plans we have published in the ol' News as the Wight Quad! No less than three of these birds have been built already, two being pictured in this issue. The one on the right is the work of John Grega, Ohio Sqdn. The other, on the next page, was the effort of Clubster Prés Bruning, Detroiten Geschwader. A third Quad was built by Kevin Barrett, Mass. Sqdn. Fine jobs, all of 'em, by turbulence! And they fly!

Pg.16.



Do you recognize the character in the picture reproduced herewith? You do! Well you sure are getting along in years, old-timer! In case you're a spring chicken and don't recognize this bucktoothed bucko, he is none other than the great World War I ace, Lt. Phineas Pinkham. Phineas was a fictitious character who was the hero of scores of hilariously funny yarns that appeared in the old FLYING ACES magazine 35 and 40 years ago. The reason why we're printing his picture here is -- I have a collection of those magazines and am thinking of reprinting a collection of Phineas yarns in soft-cover book form. If you'd like to read some of those wild stories again, old timer, or if you'd like to learn what the pulp magazine yarns of long ago were like, kiddo, and would be willing to pay about \$3.00 for the book, send me a postcard telling me you are game. I won't have the courage to spend money on this printing job unless I get some assurance from you folks out there that there is a market for such a book, so YOUR postcard is important in encouraging me to go ahead. I'd sell the books over the counter at EAA banquets, bean busts, Rochesters and Oshkoshes b'gosh. So drop me your "I'll buy!" cards right now! Bob Whittier, Drawer T, Duxbury, Mass. 02332.





HERE IT IS
DAVE (FUNNY
PLANE)

WT. 10Z

POWER

1 LOOP $\frac{1}{4}$ "

PIRELLI 16" LONG

SO FAR NO

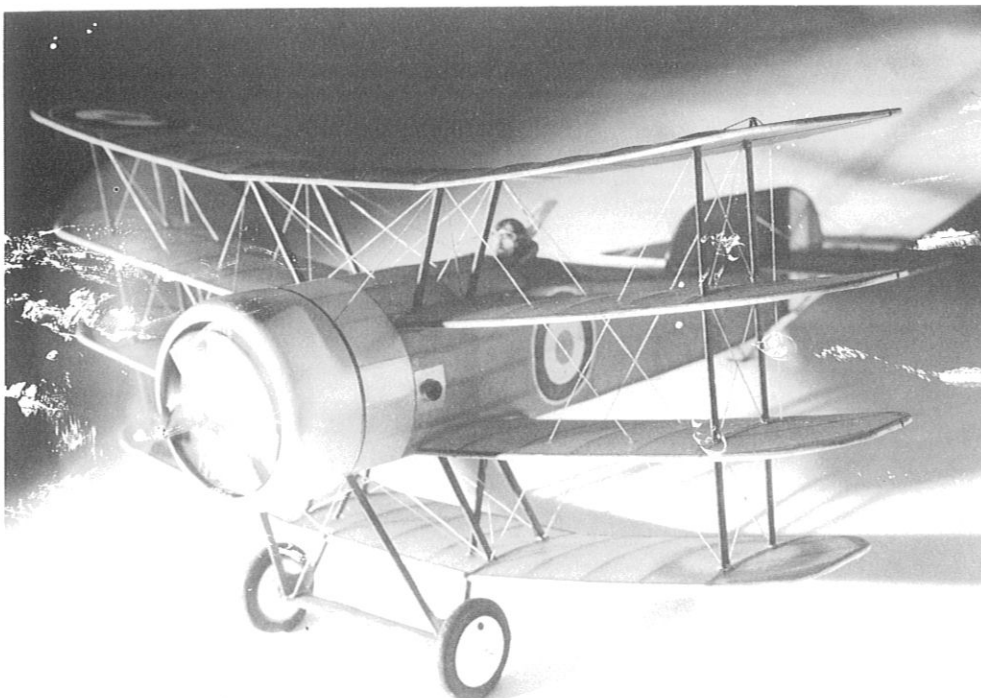
TORQUE

PROBLEMS,

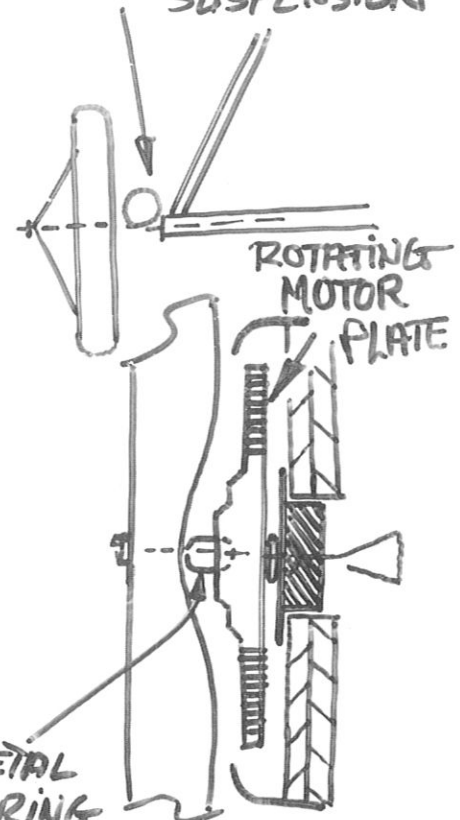
PLANE MUSHES

INTO TURN +

FLIES SLIGHTLY TAIL DOWN.



SAFETY PIN
SUSPENSION



1 METAL
FRICTION BEAD BEARING

