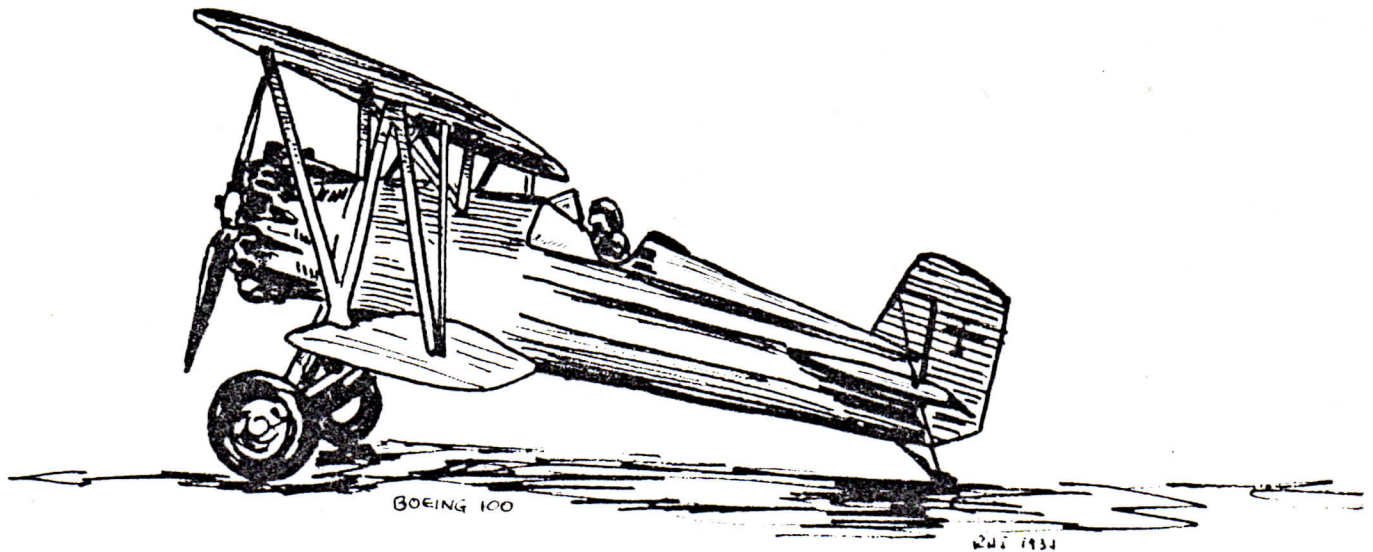


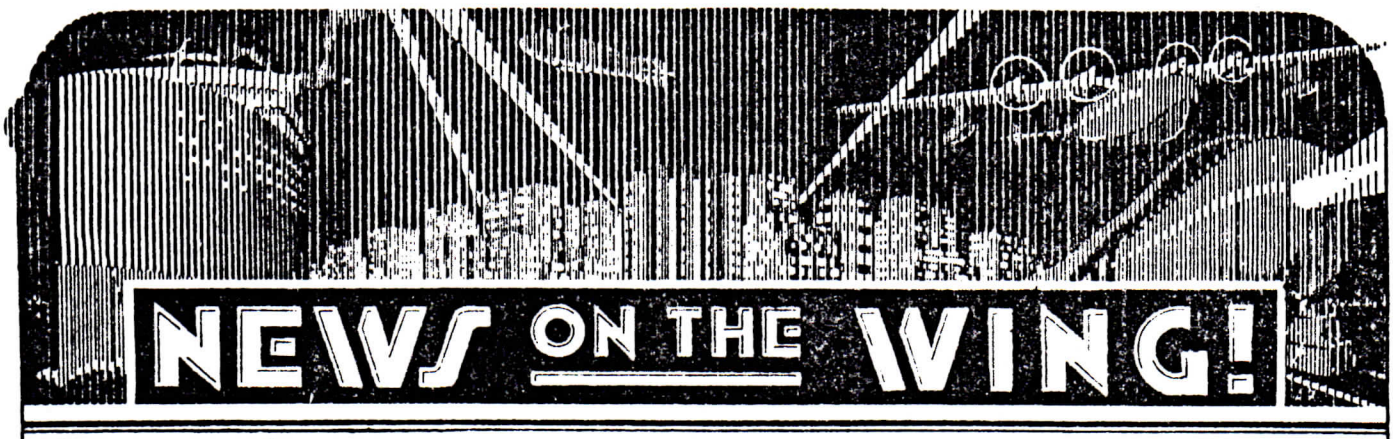
FLYING ACES

Club News



NEWS OF THE MODEL MEETS-DOWN MEMORY'S RUNWAY-
HUNGORILLA-ROHRBACH ROLAND MODEL-FAIRCHILD 24
PEANUT-NO-CAL & PEANUT POSTAL CONTEST INFO!!!
& FAC KANONE LIST!

Issue #40



Boeing Model 100. Our cover drawing this issue. Fore runner of the Boeing F4B and P-12 series of Uncle Sam's fighting forces in the early 1930s. One model 100 ended up in the skilful hands of ace movie stunt flyer, the late Paul Mantz. In reading his biography, "Hollywood Pilot", by Don Dwiggins, it is evident that this hot looking and hot flying biplane was an all time favorite of Mantz's.

The drawing was done way back in 1934 by the first cover artist the FAC had, Lt. Bob Jespersen, "The Milford Fox". Fine job, Fox, fine job.

Peanut Scale modeling has spread from the British Isles to the Continent. Jacques Pouliquen, whom Lt. Bill Warner became friends with when Bill was in France a few years back, is the organizer of France's first official Peanut Meet! Both Bill Warner and Bill Hannan expect to send proxy entries. GHQ will try to get the results of this meet for a future issue.



S.O.S.! Lt. Herb Shirley, GHQ Sqdn. is all hopped up over the Comet Speed-o-matic Zero fighter kitted in 1943. Col. Dave Stott has a plan but no formers. Does any Clubster out in the far reaches of our club have a set he can send a copy of to GHQ to help these two chaps get a Zero together? They were the war time cardboard formers similar to the Joe Ott "Ott-O-Matic" kits. These two lads also have a Focke Wulf 190 plan lacking formers as well, and would appreciate a copy of those formers as well.

On the right is an extract from Aerial Age Weekly for Dec.2, 1918.

On top of the next page is a Mutt and Jeff Strip from the same issue. Doesn't that plane in flight look more like a 1930s gas model??

Extract from a feuilleton by a lady novelist: "Seizing his joy-stick, Captain Fitz-Herbert waved it defiantly at the Hun in the Albatross, then, looping the loop with his Handley Page, he zoomed over his opponent and drove him into an air pocket from which there was no escape."

MUTT AND JEFF—Jeff Not Only Has Good Eyesight but He's a Fast Counter . By **BUD FISHER**


The FAC News does not often go "commercial" but we just had to reprint the following add because it is as unusual as an Arab building an igloo. We understand that the "Metal engine and prop" are genuine old Selly products, not modern remakes! Not a bad price, either!

When was the last time you saw a solid balsa scale model for sale, other than those rare "collectibles"?

Never before and maybe never again...a limited number of these kits are now available to the public, having been designed as promotional items for Richard Bach's latest motion picture, "Nothing By Chance".

TAKE A GIANT STEP BACKWARDS! COLLECTOR'S ITEM!

LIKE THE KITS OF THE THIRTIES!

TRAVEL AIR 4000

ONE-QUARTER INCH TO THE FOOT
SOLID BALSA KIT
WITH ORIGINAL 1930 METAL ENGINE & PROP

- DETAILED SCALE PLANS AND TEMPLATE SHEET.
- HARDWOOD WHEELS.
- TWO-COLOR DECALS.

\$250 EA. PLUS STATE SALES TAX AND 40¢ POSTAGE

VERY LIMITED QUANTITY

ECKLAND & ASSOCIATES Dept. F
PO BOX 7555, VAN NUYS, CA 91409

Sure and begorrah 'twas nice to be hearin' from that auld FAC, Capt. Hank "Peanuts" O'Dwyer. His brew stained missive arrived at GHQ and we would like to quote a bit from it. Sure and it makes our hearts sing to see such praise of the F.A.C.
"To FAC GHQ,

After 7 or 8 years of taking from the FAC it would appear time to give a bit. First however, you must put up with an absurd digression. (Daah- I remember mine days as a bag (gas) viller at das bump-hausen bei der Zeppelin Verks.

My modeling days go back to 1949---Strombecker solids and Speedee Builts flying(??) models. (A 2 lb.

model of 14 inch span powered by a 1/8 loop of Pirelli, Filati, spaghetti flies as well as an agate!)

These consummate failures continued for years. In fact up until I met you fellas and attended an FAC Meet in Milford. At that time I thought Phineas Pinkham was a deceased member of the FAC and did not want to say anything about such a name figuring his widow might be present! (Haw-w-w-w-w...Ed.)

.....The FAC News is by far the finest publication available. I have spent hundreds of dollars on model mags. but only the FAC has taught me to build models that fly....."



Well Wingsters, Hank had plenty more to relate, but space does not permit his entire message to be printed. And the boys here at Hangar #1 thank you for your kind words, but it is really the fact that you WANTED to be a keen pilot and builder that really did the job, Hank. Like the old saying goes, "You can lead a horse to water, but you can't make him drink".

Further on in this issue you will find plans for one of Hank's many Peanuts. Sure, and that's how he got his name! And every FAC knows how you achieve rank.

SC-76-33 FF Outdoor Peanut Scale--
Title and Wingspan. Clark Macomber proposes changing the title to FF Sport Scale and increasing allowable wingspan to 24 inches. He feels the changed title would more closely reflect the intent of the event, and the increased wingspan allowance would allow the entry of greatly increased number of commercial kits; the larger models would be easier for novices to fly and trim as well.

On the left is an excerpt from the latest A.M.A. Competition Newsletter concerning rules change proposals to be acted upon soon. If Clubsters in all A.M.A. districts do not write quickly to their respective Scale Contest Board Representatives and let their feelings be known on this proposal, it will no doubt become a rule. As you can see, it will wipe Outdoor Peanut Scale from the A.M.A. rule book!

We will not waste too much of our valuable space in our F.A.C. News to relate our feelings toward Clark Macomber. We have run into his type before. All we can say is that ex-president Nixon certainly missed out by not having Macomber on his White House staff.

Young Tom Nallen Jr. of the Nallen flight has been hospitalized recently. Most painful of all is that this top-flight modeler has been forced to miss a couple of meets, including the Fall F.A.C. meet! Well Tom, we all hope you are feeling better by the time you read this, and there is always the Peanut and No-Cal Postal to keep things moving for you in the coming months. And don't forget those sweet indoor sessions that George Armstead and the Glastonbury Modelers have coming up!

Next issue will have the story of the latest giant FAC meet. Yep, we mean GIANT! Entries hit an all time high! No less than 49 modelers signed up for the big duels in the sparkling clear ozone of a New England Fall day! Among these were two brand new aviatrix! See you next issue, Clubsters!

Kanone List

Pg.5.

Fellow Wingsters, it is fall once again and time to review our parade of aces, or Kanonen, as Fritz used to call them in the first big fuss. It is true there are a few more meets as yet unrecorded (as well as our big FAC Postal Meet that runs thru the winter), but don't worry, as long as GHQ receives reports our Keeper of the Log will credit all victories due.

Meanwhile, let's look at the accomplishments of our freindly competitors listed below. Most obvious of all is that the FAC now boasts a General in it's ranks! Yes sireee Clubsters! Colonel Chet Bukowski has achieved the rank of GENERAL, FAC! This is quite an accomplishment as everyone knows all FAC officers come up thru the ranks earning their promotions by winning FIRST places in FAC events at contests nation wide'. No "political appointments" here by turbulence!! So snap to attention men, as the FAC color guard passes the reviewing stand followed by ranks and ranks of FAC "Kanonen"!!! Just listen to the brass band blare out "All Hail to Hung"!! Look at that! No one in the FAC is out of step! Helmets off!!!!

Rank:

Victories:

Brigadier General:

Chet Bukowski, Mass. Sqdn.....25

Lieutenant Colonel;

Dave Stott, GHQ Sqdn.....18

Major;

Hank Struck, SAM Sqdn.....14

Bill Hannan, California Sqdn.....11

Mike Midkiff, CFFS Sqdn.....10

Captain;

Black Jack Chilmark, GHQ Sqdn.....9

Kenny Hannan, California Sqdn.....9

Ralph "Von Rottensocks" Kuenz, Detroiten Geschwader.....8

Bob Thompson, GHQ Sqdn.....6

Jack Russ, Detroiten Geschwader.....6

John Stott, GHQ Sqdn.....6

Fudo Takagi, California Sqdn.....5

Hank "Peanuts" O'Dwyer, Saybrook Sky Slicer.....5

Clarence Mather, California Sqdn.....5

Lin Reichel, William Penn Sqdn.....5

Bill Warner, California Cloudster.....5

Don Garofalow, Jersey Sky Joustler.....5

Jim Hyka, Ohio Ozone Operative.....5

Lieutenant:

Ed Novak, GHQ Sqdn.....4

Pres Bruning, Detroiten Geschwader.....4

Mike Nallen, Junior Ace of the Nallen Flight.....4

Tom Nallen Sr., Sire of aces.....4

Tom Nallen Jr., completing the "V" of the formation.....3

Russ Brown, CFFS.....3

Tom O'Brien, Glastonbury Sqdn.....3

Douglas Mooney, Calif. Sqdn.....3

Bob Jespersen, the Milford Fox.....3

Joe A. Barna, William Penn Sqdn.....3

Steve Hoyt, William Penn Sqdn.....3

Lieutenant:

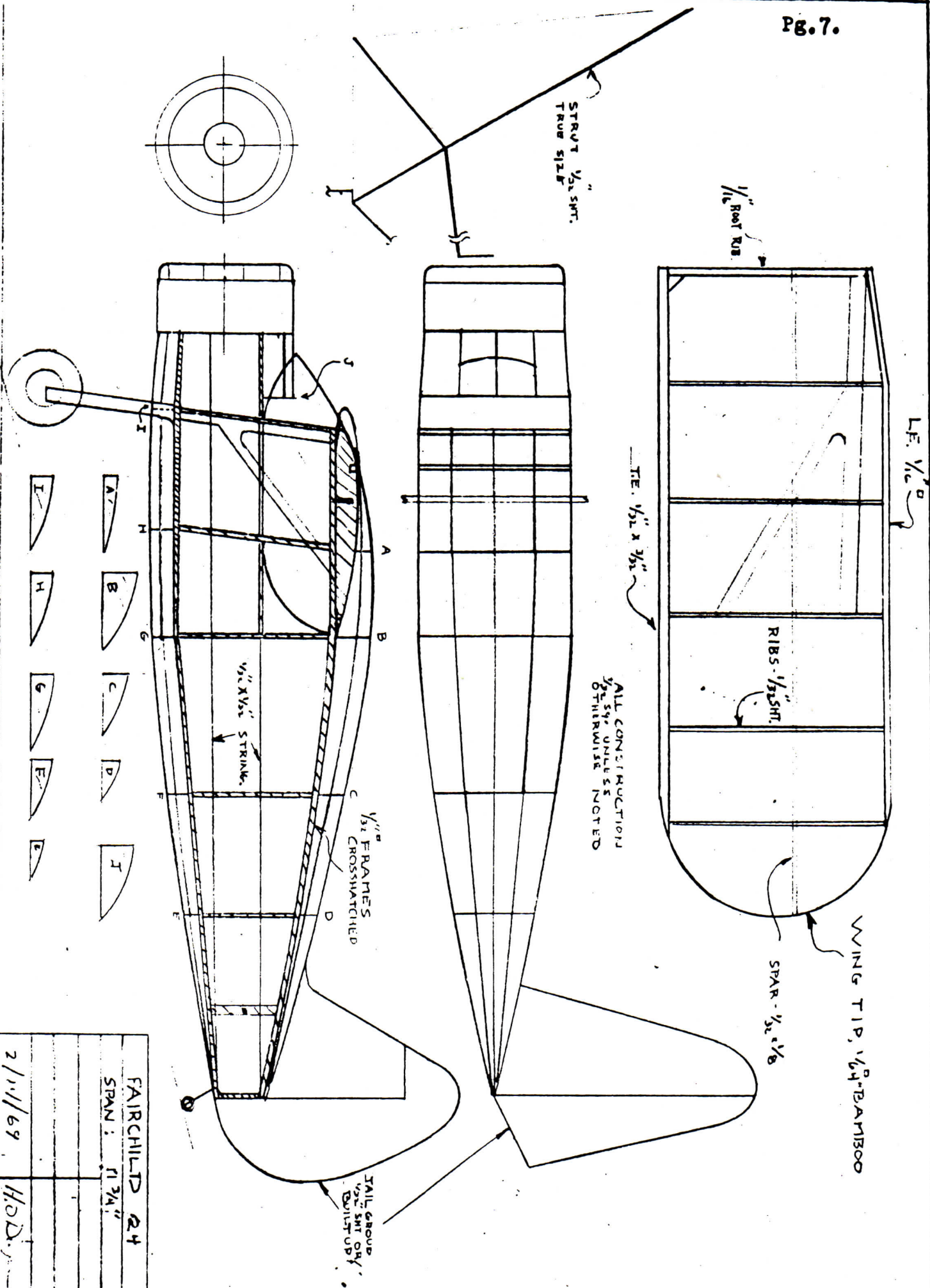
John Peck, William Penn Sqdn.....	2
Ted Wales, Mass. Sqdn.....	2
Kim Mather, Calif Junior Ace.....	2
Curtiss Mooney, Calif Sqdn.....	2
Al Koehler, Detroiten Geschwader.....	2
Fritz Weitzel, New York Sqdn.....	2
Bob Nelson, New York Ace.....	2
Tom Hoyt, William Penn Sqdn.....	2
George Morland, Mass. Sqdn.....	2
Gary Myers, Florida Flyer.....	2
Bob Clemens, New York nimbus nudger.....	2
Ed Heyn, Pylon Polisher.....	1
Fred Wunsch, Detroiten Geschwader.....	1
Al "Buzzard" Bailey, SAM Sqdn.....	1
George Armstead, Glastonbury Go-getter.....	1
Bob Haight, Hughesville Hero.....	1
Jack Whittles, SAM Sqdn.....	1
Jim Warner, Calif. junior Ace.....	1
Bob Mickleson, Nevada Sqdn.....	1
Doc Martin, Sunkist Ace.....	1
Bud Dillman, Mass. Sqdn.....	1
Jerry Donahue, the Shrewsbury Shrike.....	1
Mark Assel, Ohio junior Ace.....	1
Ed Franklin, New Jersey Sqdn.....	1
Bill Miller, GHQ Sqdn.....	1
Tony Frackowiak, William Penn Sqdn.....	1
Paul Cherubini, Lone Eagle.....	1
Bob "Bamboo" Bender, Long Island Sqdn.....	1
Royall Moore, Crow Hill Ace.....	1

Flying Aces Model Laboratory

Double barreled delights this time fellows as aero designers Hank O'Dwyer and Dave Stott present their offerings to model-dom. Hank's cute little Fairchild 24 will have a lot of us headin' for the balsa stripper to trim down some lumber to Peanut dimensions. Ah, 'tis a foine job he's up and done, wouldn't ye say? Sure, and it would look saintly with an emerald green fuselage and fin with pure white stab and wings! Jist keep that orange right there in the bottle! We'll have none o' that on this foine machine!

Before presenting the next model in this issue we want to remind our FACs that if you have a model that you would like to see more of why not do what our past daredevil designers have done? Send in a copy of the plan of your crate to GHQ so as we can print 'er up in a future issue of the News. Even original plans will be carefully guarded and returned after printing. The plan need not be as complete as if it were to be used in the "Big" mags, and photos of a completed model are not neccessary. Detailed descriptions need not be sent either, as most modelers give their own treatment to all models they build anyhow.

continued on pg. 8

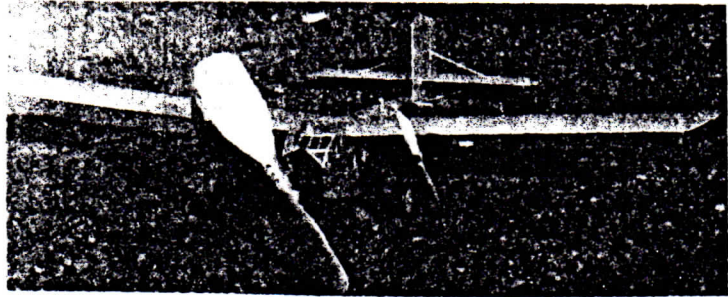


FAIRCHILD 24
SPAN: 11 3/4"

2/11/69

Hobbs

Next on the deadline is "Angular" Adolph Rohrbach's "Roland" airliner. "Achtung, achtung," blares the loudspeaker at Templehof: "All passenger for Munich und Augsburg board liner number seeben." Yep fellows, this box was one of Lufthansa's early beer and sausage earners. Here is your chance to earn greater rewards in FAC competition! Look at the bonus points those trimotors win you! But look at the -5 for the high wing cabin configuration! Oh well, it is a nice crate anyhow! Why not try one. Here's a few tips to help you interpret the plans.....



Fuselage sides are 1/32 sheet balsa with 1/16 stiffeners glued to the inside surfaces at sections X-X. Section A-A at the nose gets 1/16X1/8 stiffeners. Cabin windows are pre cut out in the 1/32 sheet sides and top. Once sides are joined in usual fashion, 1/32 sheet is laid on top and bottom and trimmed off even with sides. Pilot's cabin frame is built up of 1/32 squares. All celluloid is attached inside the fuselage. Not easy, but rewarding in appearance. Nose from A-A forward is carved from solid balsa and hollowed out. A small nose plug was fitted on the original model and the entire engine cowl from A-A forward was removable to facilitate winding. Thrust line adjustments were made by shimming the nose button.



Engine nacels are solid and hollowed from b-b forward. Aft of this they are made of 1/32 sheet sides with soft 1/8 sheet bottom sanded to shape.

Radiators were built up of 1/32 sht. outline with a railroad stock bass wood "clapboard" stock cut to fit in front to represent shutters.

L.G. "V" is music wire covered with black insulation stripped from electrical wire. Girthy oleo balsa strut is slotted to allow wire struts to flex.

Lift wire is strip of bamboo. The remainder of the structure is standard procedure.

Perhaps better performance might be gained by reducing the thickness of the airfoil a bit. Although the one shown on the plan is very close to scale, a thinner one, if not carried to extremes, would not mar the appearance. Performance of the F.A. test lab model was mediocre, although an eye pleaser.

Color scheme is all over silver with black engine cowl, struts, and radiator shells. Radiator shutters were silver. "ROHRBACH ROLAND" is also black as would be the German civil registration if it were known. Photos seen for reference were works photos and no registry was allotted at that time.

One truly comforting feature is the resistance to damage due to blown motors with this baby!

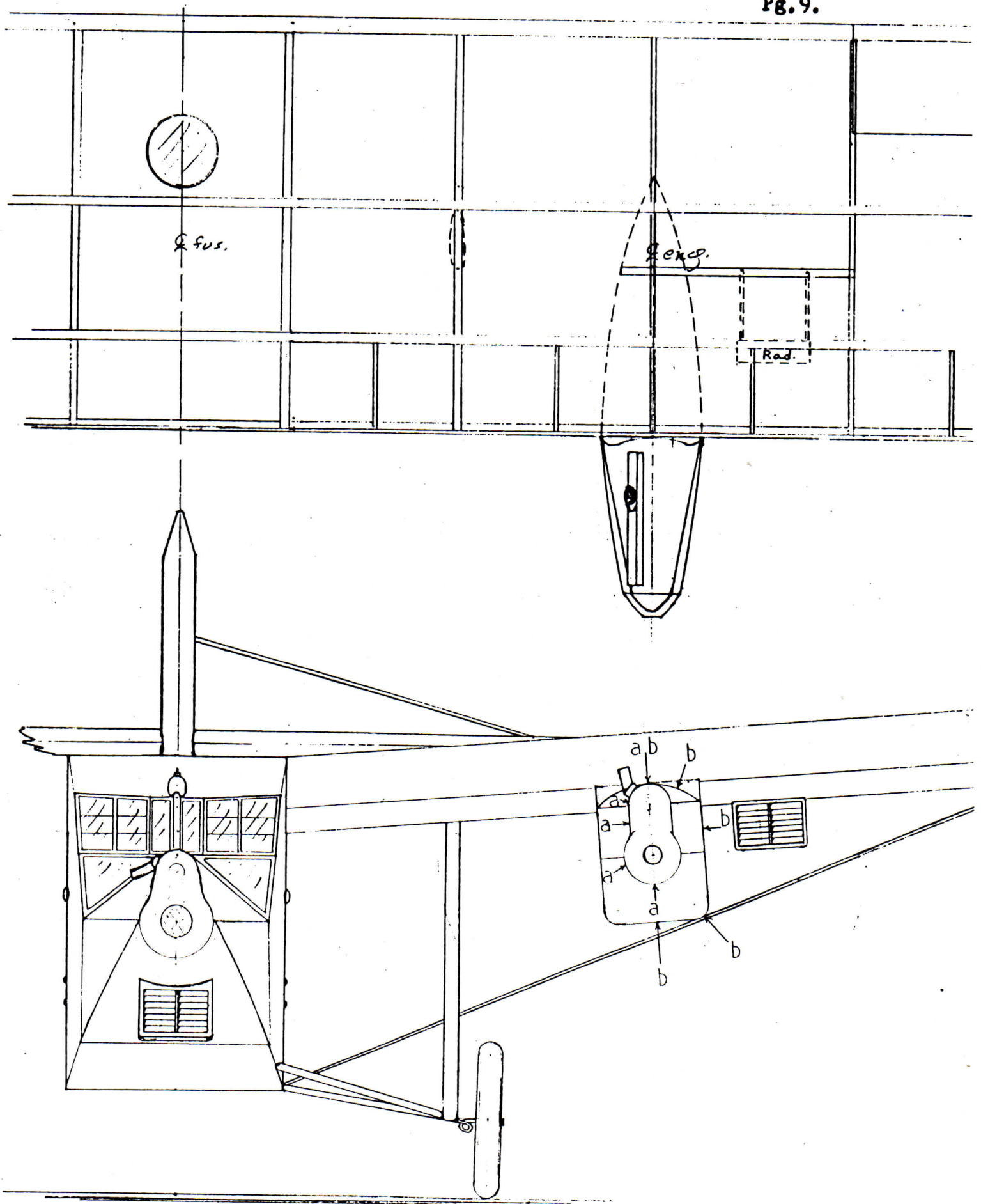
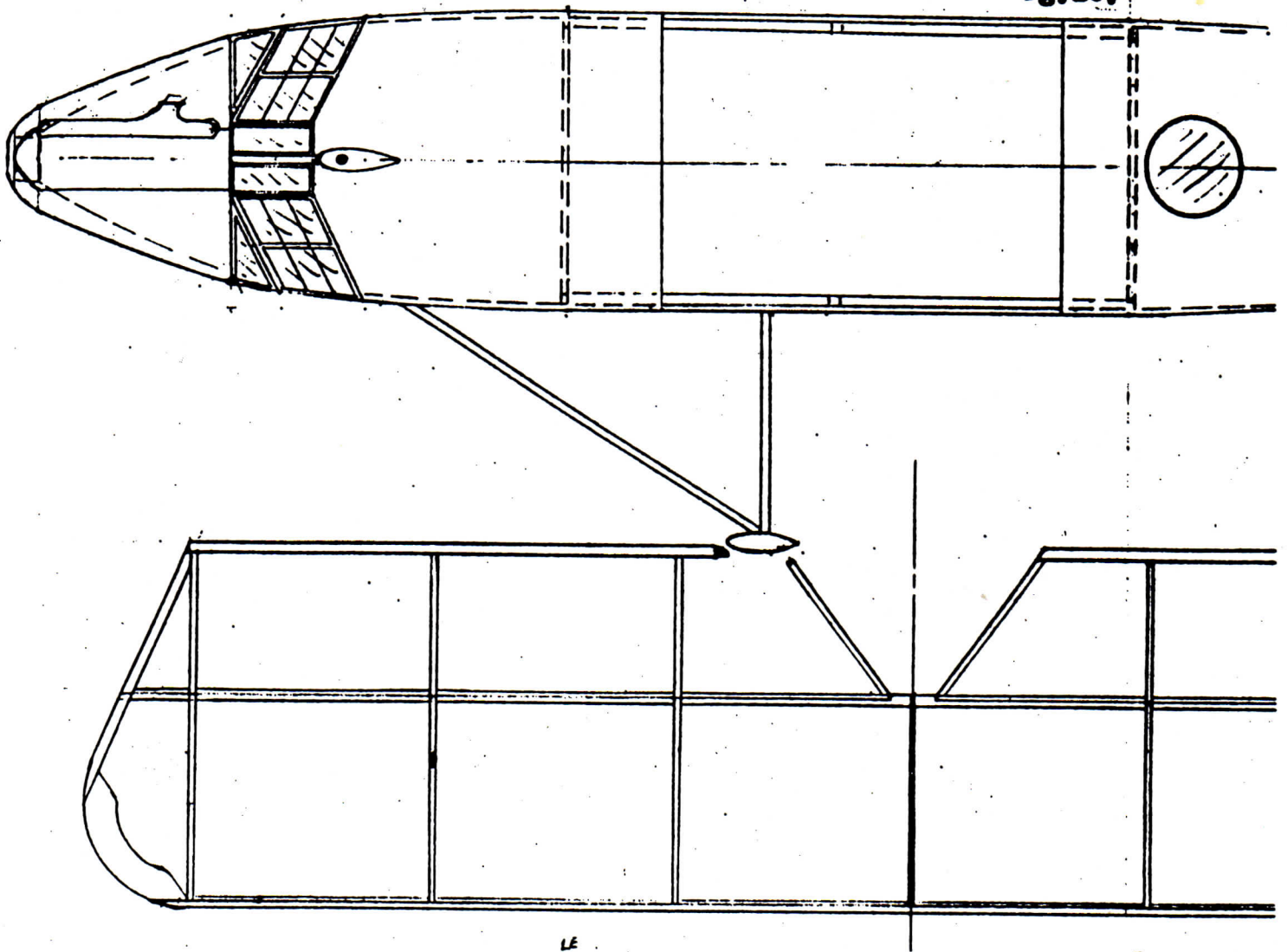
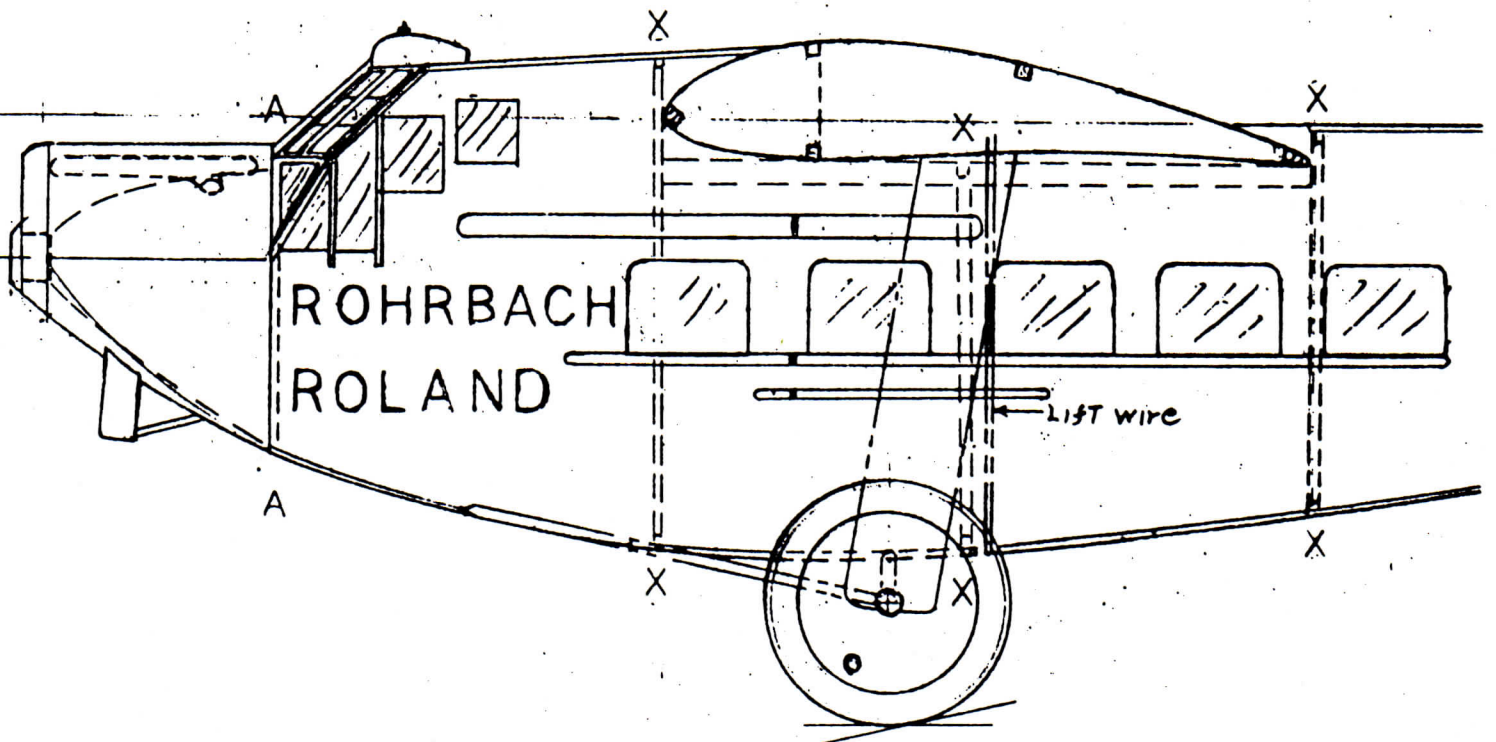


Fig. 10.



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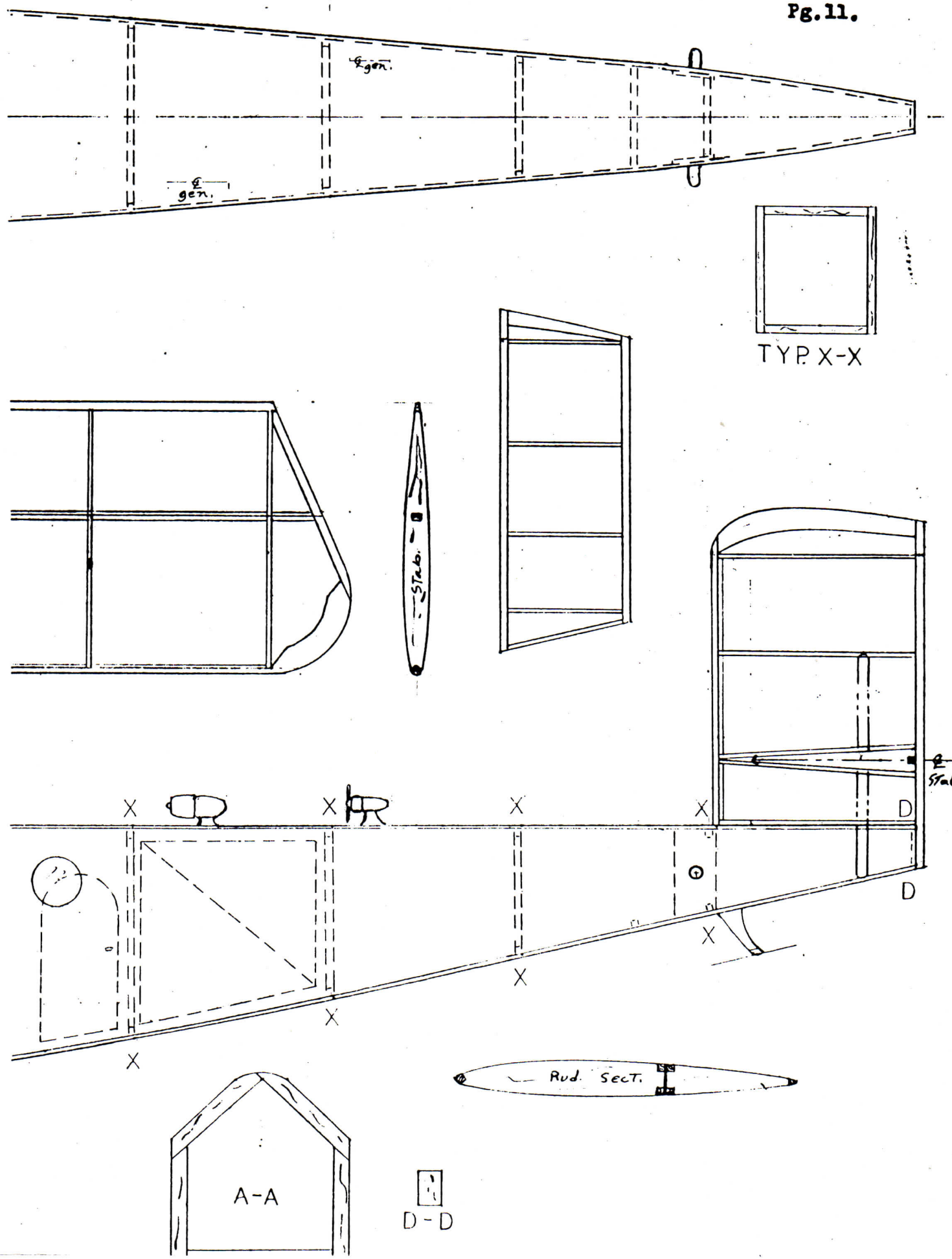
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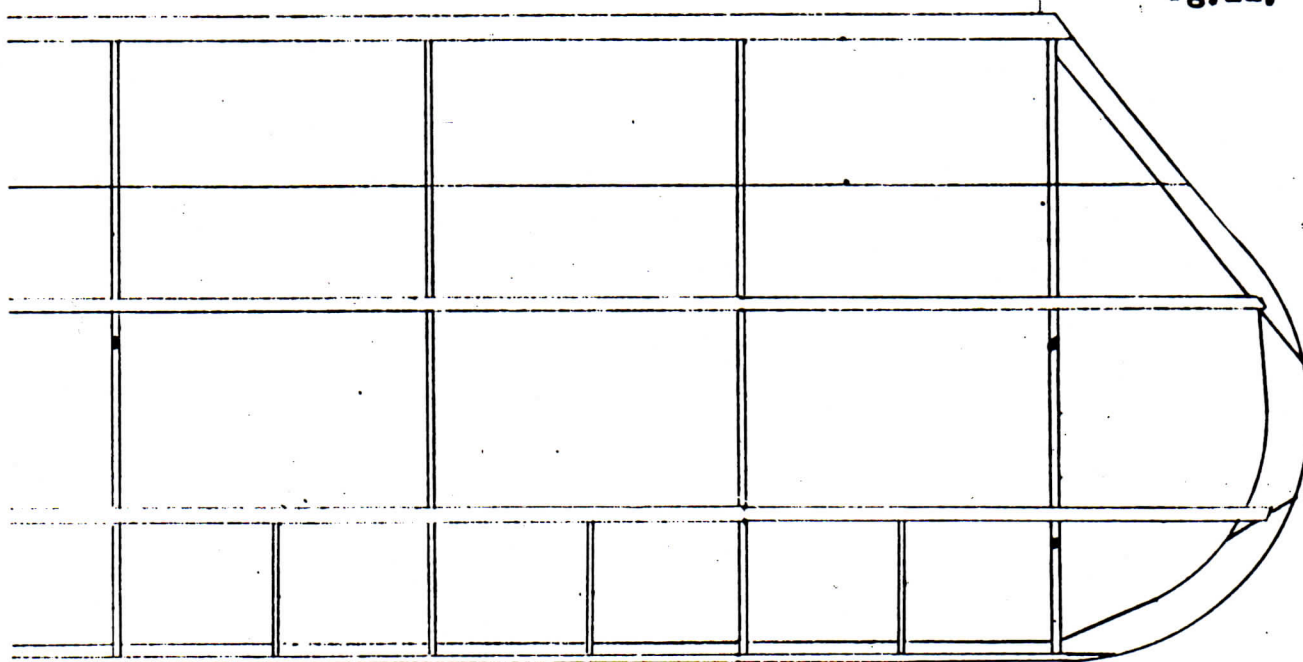


ROHRBACH
ROLAND

LIFT WIRE

Pg. 11.

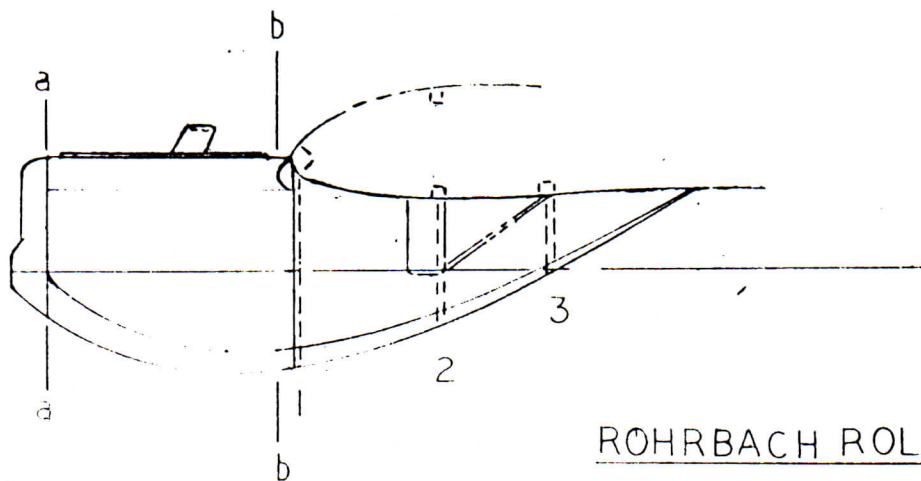
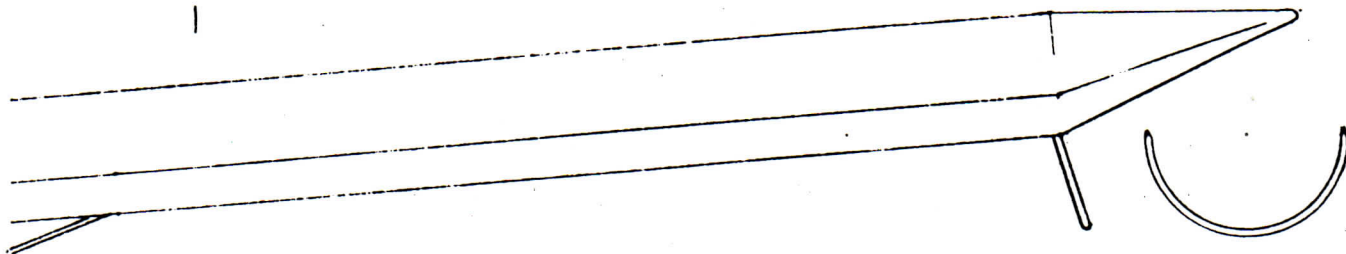




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ROHRBACH ROLAND II

A ^{FLYING}ACES club plan

10/70 S.A.S. ✂

News of the Model Meets

Pg.13.

FAC Lt. Don Assel and his pal, Bob Howard, have held a swell meet in their neck of the woods, which is Canton Ohio. Here's the report Don sent GHQ.....Take over the stick, Don!.....

"The meet was a disappointment as far as attendance goes, but the weather and flying was excellent.....The flying site is well suited to this type of model activity....."

"AMA Peanut was a battle of clipped wing Cubs. Winner Mike Midkiff had flights of 46;63;68 secs and highest scale points to beat Jim Hyka who had 52;50;48 secs. Both these Cubs were from FAC News plans. Third went to Lin Reichel flying a Wittman Tailwind with 47;46;40 secs."

"Mike Midkiff did it again in FAC Scale with his very stable Douglas O-38 biplane. His best flight was 41 secs for an easy 1st place. Lin Reichel dueling to second with his Arado 76 making a best time of 38 secs. Mike Zand arrived late and had some adjustment difficulties with his beautiful Fairchild 24 but managed to take 3rd with a high time of 36 seconds."

"The Thompson Trophy went to Jim Hyka flying an excellent Gee Bee "D" Sportster. Highest single flight was only 30 secs; but the FAC rules did their equalizing thing and beat Mike Midkiff's Mr. Mulligan by ONE point!"

"Mike's Mulligan was nicely done from a Sig kit and had a high time of 42 secs. The most interesting model to watch fly was the O-38. Very Stable and realistic."

Well Don, thanks for the swell report. GHQ is really happy to see more fellows joining the fun-filled ran's of FAC competition flyers. And we say, "Helmets off, gang, to Don and his pal Bob for staging this fine meet!"

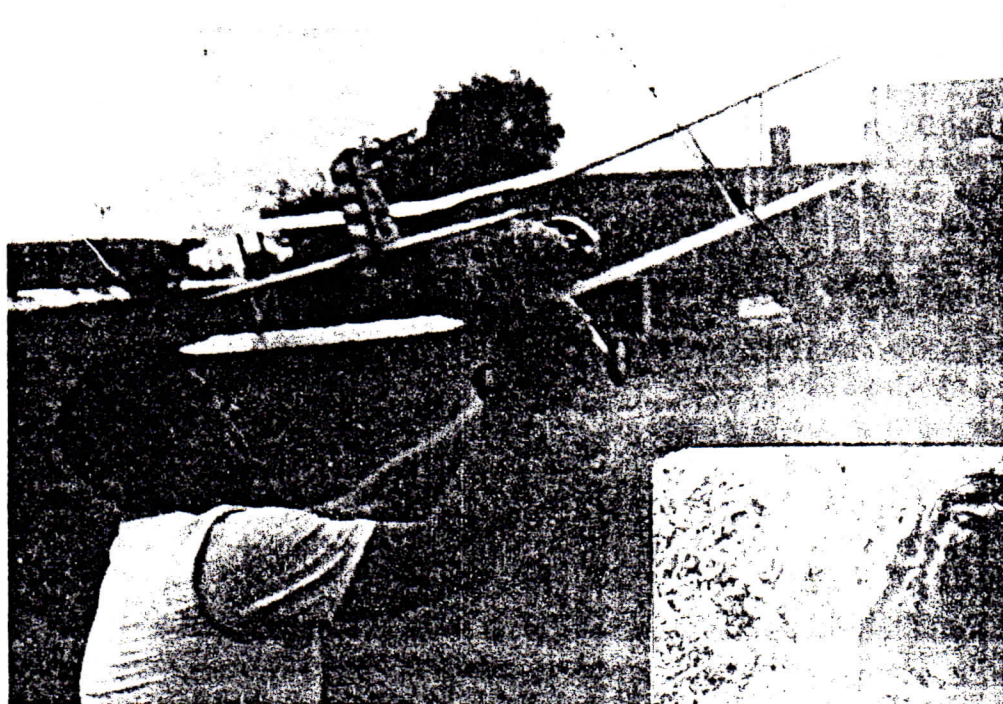


The Glastonbury Modelers held a fine meet on the meadows in Glastonbury and FAC Scale and Peanut Scale were in their list of events as well as their original "W.W.I Peanut Dogfight" event. Now all you buzzards of the Big Fuss should get in on that last one! It is as wild and wooly as the FAC racing events. As the name implies, it is a simultaneous launch of World War One Peanuts! First guy down is out, and the remaining Sky battlers fly again. This continues until only 2 are left to duel in the final battle. The flyer remaining in the air longest is winner!

One each of the Nallen Squadron took each of these interesting events. Tom Sr. won FAC Scale with his Keith-Rider "Suzy". Tom Jr. won Peanut with his Texan, the plan of which was published in the last issue of the FAC News. Mike Nallen, youngest of the Nallen Squadron, won the Peanut Dogfight. And that Dogfight would shake the nerves of Rickenberry, or even Phineas Pinkham! Right off a wing was knocked off John Hodgkin's Nieuport! None the less, it looks to us like the Glastonbury boys have started something here!

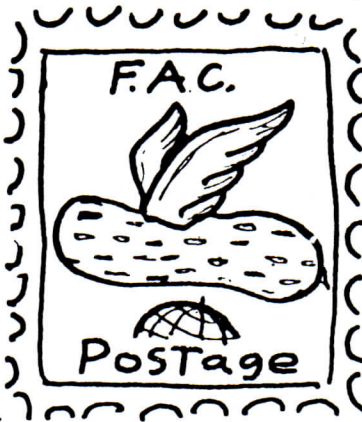
All you ribslicer that missed the flying boat on this meet will get another shot at it next year according to the the G-bury Modelers. Boy-O-boy, that makes the gang here at GHQ happier than fleas in a dog pound! It sure is nice to fly FAC events with someone else runnin' the show! We thank the Glastonbury Modelers for this rare pleasure!

Here's Major Mike Midkiff getting his swell 40 inch Douglas O-38 off on an official flight at the Canton, Ohio meet. Most GHQ area Longeron Layers had a chance to view this ship as she severed ozone at our FAC Fall meet. Yep, Mike and some pals traveled from Erie, Penn. to make a flying pass at FAC honor and glory right here at our home 'drome.



Carrumba! Who ees this gringo who flies the bess tri motor in all of Mexico!?? Shucks, it's Captain Bob Thompson inserting the Whirlwind after fueling up for a flight at the Glastonbury Modeler's First Annual Outdoor Scale meet! Bob built her up from old Cleveland FL kit plans. Originally she sported TWA markings, but as she got older she was panned off on our pals south of the Rio Grande for freight hauling. Neat job, Clubster!

Yessiree Skysters, the eighth time comin' up for all our gallant Peanut Pilots to head for the flying fields and post offices to get their times posted on the wall at ol' Hangar #1, FAC GHQ to see what honors they might win! What honors, you ask?? Why you must be a green flyer in the FAC not to know that the winner gets a neat parcel of plans and an official citation from G.H.Q. sent directly to his home 'drome! On top of that he gets another victory credit on the FAC Kanone List, our role of honor! Here is how it works...



The contest starts on November 2 and ends on that day the Sons of Erin get higher than your flight times, we mean March 17, 1975, Saint Patrick's Day. The contest is divided in two parts, or "Wings", indoor & outdoor. Now, anytime you go flying in the days from the start to the end of the contest simply time your flights and record that time. When you get back to your hangar fill out the following info on a post card and send it to FAC GHQ, 66 Bankside St., Bpt., Conn. 06606.

1. Your name and rank.
2. Name of your Peanut model.
3. The date of your flight.
4. The time of your flight.
5. The "Wing" you competed in. (Indoor or Outdoor)

You can fly as often as you want and send in as many cards as you want as long as your latest flight time exceeded your last. The Clubster who is leading with highest flight time in his Wing will be "Wing Commander" of that Wing. Whoever remains commander of each Wing at the close of the contest is the winner!

What's that? Sure you can compete in both Indoor and Outdoor Wings! Maybe even win both!! Do flight times made at other contests count in the Postal Contest? You bet, Peanuteers, as long as you send that info to GHQ so it can be recorded!

No-Cal Scale Postal Contest.

Yep, here is still another opportunity for you Clubsters to heap glory upon yourself and show that great FAC Spirit of friendly competition by doing the same thing with y our Profile Scale crate as with your Peanuts. Ja whole! Der rules ist der same hare as up on top of the page. So when you take your Peanut up for a flight, get your No-Cal warmed up to do the same. Indoor and Outdoor Wings, same starting and finishing dates, same info on the post cards to GHQ, same everything but different type models. Double barreled fun! Better stock up on post cards right now! The gang here at Hangar #1 is sittin' on the trailing edge of their empennage waitin' to hear from all you Sky Battlers out there. The next issue will give a run-down of how the battle is going and who is commander of each Wing! Switch on and "contact"!!



WITH THE MODEL BUILDERS

Ever wonder what the pilot looked like befor he piled it in?? Jim Hyka gives us a sample with the aid of ace camera man Bob Clemens who caught Jim's Stinson in it's death dive! Our congrats to Bob, and condolences to Captain Hyka.



Here we go for another take off down the runway of nostalgia. This new feature of your FAC News began last issue and seems to be catching on a like a burr! You can bet GHQ is glad of it, too. It sure lifts our spirit like a stratosphere balloon when we get quick response to a new venture. Don't be shy, Clubsters, send us a photo of yourself in your "Gee whiz, what a flight" days. We will take good care of it and return it as soon as it is published.

Now let's take a gander at this smilin' lad in the photo on the right. He is holding a 10¢ Comet Curtiss Wright Coupe or we are full of down wash! And the proud builder? Shucks, how come you Peanuteers don't know FAC Major Bill Hannan when he is right there smilin' at you??

A note on the photo says Bill was a fifth grader at the time. Do you remember how the little Coupe flew Bill? There has been a lot of building of old 10¢ Comet jobs around the GHQ area as of late and the Skysters seem pleased with the way they show their stuff!



HUNGORILLA by Bill Miller.

