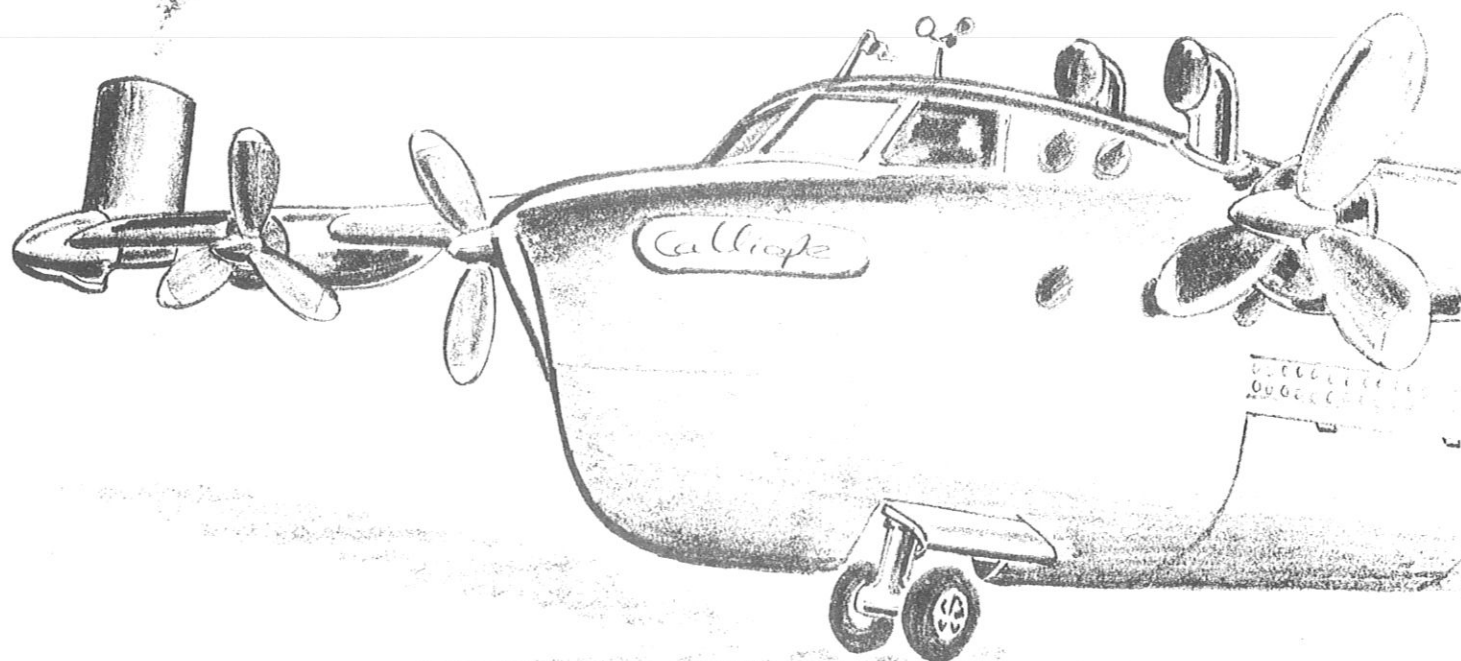


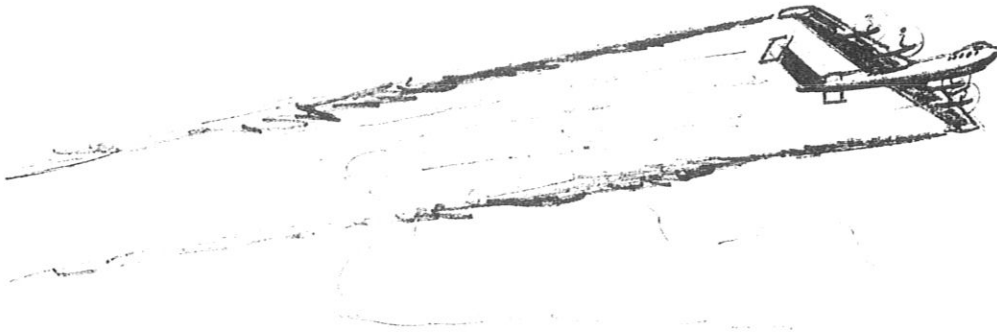
# FLYING ACES

## Club News

Issue # 41



NEWS OF THE MODEL MEETS    DOWN MEMORY'S RUNWAY  
SCOTT HYSTERICAL HYSTORY    "THE OLD FLYING ACES"  
ELIAS AIRSPORT PEANUT JOB    AND PLENTY MORE!

AMAZING COVER STORY

One of our most trusted agents recently staggered into GHQ in an advanced state of exhaustion, and before collapsing onto his bed of deflated and perished Trexler Airwheels, Frank Scott managed to pass us the following report. We thought it so important to again scoop the entire rest of the aviation history world that we are going to run his report in full.

"Some of the problems facing the serious researcher who would fill important gaps in aeronautical history has long been the habitual reticence of the pioneers, plus the destruction of many vital records due to acts of war. We are extremely fortunate to present herein the recently disclosed details relating to one heretofore unknown type.

The appalling success of German wolfpack submarine tactics faced the British aircraft industry with rapidly dwindling reserves of aviation spirit. This shortage of petrol, both real and anticipated, led to considerable ingenuity being employed to alleviate the situation.

Early in the War, Bomber Command issued an urgent requirement (which still remains secret) for a long range bomber which would employ alternative power sources. The result was the "Gunard Calliope", a large, four-motored aircraft of undistinguished appearance, and which is unique in aviation history in that it was powered by the finest Welsh steam coal.

Owing to the unusual reluctance of the normally competitive British aircraft industry to submit bids, development fell to the Aviation Section of Gunard Steamship Lines, Ltd, owing to their vast experience with steam powered craft (examples being the ill-fated Titania, the SS Carcinoma, and of fourse, the Vernia, Glaucoma, and Malaria).



Despite the determined efforts of Gunard engineers, the project had desperate problems with weight overruns, due chiefly to their inability to work with any material lighter than inch-thick Whitworth plate. Nevertheless, work proceeded with a cheery "press on regardless spirit", and the airframe was fitted with

four trouser-valved plumbum "Loxodont" engines with had been considerably reworked as double-acting steam engines.

Inasmuch as the coal bunkers were located amidships, there was little problem in locating the center of gravity, but on the other hand, little space was left over for bombs.

Other design features worthy of note were the tip-mounted funnels, steam de-icer boots, and water-filled wings (quite possibly the origin of today's "wet wing").

The Calliope's only flight took place at the RAF's Flight Test Facility at Prangmore Aerodrome, Wing Commander deBris at the controls. (Captain deBris, you may remember, was the inventor of the siphoning gas cap, the Runaway Propellor, and pioneered in "wheels up landings".) The great weight of the aeroplane made it unable to rise to sufficient height to turn without risk of a wingtip fouling the ground for a period of several hours after take-off. It was at this time that the navigator (also on loan from Cunard, determined from reading passing road signs that they were approaching the city of Cologne, Germany. It was over (just barely over, this city that the "black gang" (also on loan from Cunard, decided to clear the grates on the forward boilers, thus inadvertently starting the great fires that burned the heart out of this ancient city. It is also of interest to note that the Flight Engineer who ordered those grates cleared was later severely reprimanded and awarded Cunard's only VC of the war for his carelessness with the King's stores.

The Calliope, thus lightened and being borne aloft by the strong updraughts caused by the firestorm raging below, rose to a height of 10,000 feet for the return flight to Prangmore. There it found itself under incessant attack from German night fighters who had little difficulty tracking the Calliope, streaming as she was a vast trail of steam and burning cinders. However, these determined Luftwaffe defenders found themselves constantly frustrated in their attempts to bring the raider down, being baffled by the great clouds of coal dust as well as the 1 inch thick armor plate she was made of. In the resultant confusion they claimed to have shot her down no less than forty-seven times.

The relief of the crew at having escaped the attention of the night fighters was short-lived, however, for the Calliope was forced to ditch in the North Sea due to fuel exhaustion. She might have floated for the duration of the war (having those water-tight water tanks and coal bunkers), had she not been torpedoed by a German U-Boat (U-978), whose captain mistook her for a British battle cruiser hiding behind a smoke-screen.

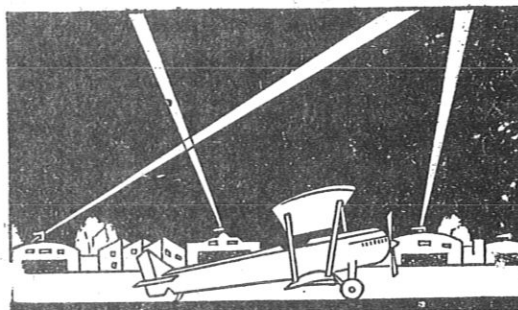
Epilogue: The RAF was at first appalled by the unwitting destruction of Cologne, but then decided to take for itself the credit for the deed. In order to preserve the curtain of secrecy surrounding the Calliope, the myth of the 1,000 Bomber Raid was created."



Wow, Frank! After a story like this we know those AAHS and Air Enthusiast people are going to be heading for your drome in their search for more "gen", and you'll look like Frank Luke in this picture after answering all their questions about water capacity, method of riveting (were they still thrown up to the fitters cherry red and caught in those little funnels?), instrumentation, thrust-augmentation from the wingtip funnels, etc. Good Luck and God speed!

GREAT

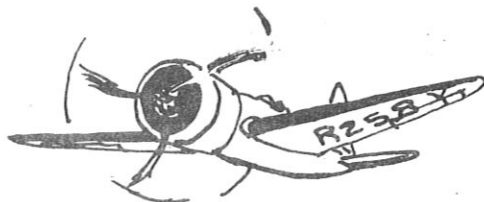
# FLYING ACES



## FALL MEET

Yep, Hungsters, the sky on October 6th around Durham Meadows looked like Carlsbad Caverns with all its bats at migration time! You should have seen the swarms of tissue terrors whirring about and giving their happy builders hopes of a coveted place on our kanone list. And with all the prizes the GHQ gang had ready, many a modeller went home happy that night! There were forty-nine trophy titillators there, and eighty-seven models that they entered, including over two dozen peanuts. What a day for Hung and his feverish accolytes! The weather, the company, the models, the contestants...everything was the absolute best. This was really like the old days before the war.

Embryo Endurance had ten entrants, and they seemed to be pretty close until Henry Struck showed up and showed them the way it ought to be done. Henry crushed them all with a total time of 365 (three maxes, plus five points for his cockpit). Next came George Armstead with 259, and third was Bob Clemens with 253. With the exception of John



Stott, who entered his antique peerless Junior Endurance, all the models were of original design. That's the spirit of the skies, builders!

No Cal Scale also saw some battles and interestingly enough had some racers entered. (Trying out some new areas and moments for the TT events, peelots?). John Stott took first with his Chambermaid; Dick Ivers, Jr. copped second with his Fokker D VII, and Mickey Nallen was third with his well-tried F6F.

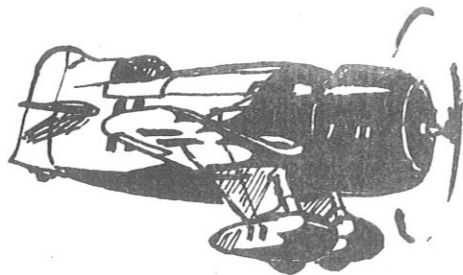
Peanut Scale saw some real battles erupt, with more Cougars than the Bronx Zoo ever saw flitting about. Most all the planes were high-wing cabin jobs, but something like that is inevitable where the accent is mostly on flying and fun. Bob Clemens took first with a beautifully consistent (1/4, 80, 82) Bede 4. Close on his heels was Mickey Nallen with his clipped-wing J-3 Cub. Third was George Armstead with his Elias Aircoupe. George had BTB in Peanut with a first flight of 113, and was leading until Bob Clemens put up that fine third flight. Keep bashing, George!

It was in the various races that the action was most furious, though. So furious, it was the CD confused several times and asking for help from the various racers. What began as a sort of "stunt event" attended by only a few crazed souls has suddenly begun to blossom into a major area of activity featuring many varieties of racers, all the way from sleek Caudrons and Riders to fat Gee Bees and Lairds.



There were four events: The Aerol Trophy as a consolation event for those who couldn't get their carburetors tuned just right, and the Shell Speed Dash, capped by the Greve and Thompson Trophies.

The events began with the Shell Speed Dash, entered by fourteen racers (14!). The top three were Tom O'Brien (Folkerts SK-2), Tom Nallen, Sr. (Rider "Suzy"), and Dave Stott ("Chambermaid").



Note how the clean Menasco engined types are coming to the fore in this event.

The Aerol Trophy was flown by those four planes that finished lowest in the Shell Speed Dash. This had the effect of making the racers try harder, rather than merely use the Shell as a "qualifier", for if you flew in the Aerol race, it was the last racing event of the day for you. Ed Heyn won this race with his Chester Goon.

The Greve Trophy saw again the gruelling grind that FAC races are so famous for. Two heats of two laps; then the six best went to the final, which lasted five laps, so to win this one you had to make a total of seven flights within a half hour. When all the motor tormenting and near in-flight crashes had subsided, Dave Stott and his Chambermaid emerged the winners. Best of the ten entrants this day... the Chambermaid!!

The Thompson also saw ten entrants, some of whom had just picked themselves off the floor after the Greve grind. Now they had to do it all over again! But, being FACs and filled with the spirit of hot competition for a place on the Kanone list, they proved equal to the task. That is, all save Ed Novak, whose motor came "unravelling" in the desperate heat of winding. Tough luck, Ed! Next year you and your pit crew are going to change motors a little more carefully, aren't you!

Tom Nallen took home "the Big One" with his Keith-Rider Suzy, a plane which flew superbly all day, making only one poor flight, and that in the Greve. It was truly a wonder to watch this plane "grab sky" and circle lazily overhead, flight after flight. Indeed, if you take a goosey-gander over the results of this meet, you see the name Nallen all over the place. And this on a day when Tom Nallen, Jr. was sick abed and at home! Even if the Nallens were at only 2/3 strength they managed to take home a disproportionate share of the goodies offered.



And another thing shown by that one bad flight "Suzy" made: it seems as though it is impossible for anybody to dominate the FAC races. Just as it seems a "new king forever" has been crowned, along comes another modeller with a better plane, or that better plane flies into a "hole", bursts its motor, or somehow contrives not to win. Skysters... the FAC races are always a wide open event! Anybody can and may win! So not only do you have as good a chance as anybody to win, you also get to participate in modeldom's most colorful and exciting event. Seeing all those planes go off at once is a sight never to be forgotten.

Of course, the largest and premier event to us is our own FAC Scale event. This time saw thirty-two sky splitters vying for the coonskin (or should we say crow's feathers), and their entrants ranged from a built-in-heads special like an SE-5 to Tom Nallen, Sr.'s Rider "Suzy". The sky around the GHO tent was filled with swarms of Howards, Waco SRs, Wittman Tailwinds, Bristol Brownies, Douglas U-38s, and other luscious aisters. Mike Midkiff's Jumbo Scale U-38 was a

truly impressive effort and flew as slowly and gracefully as its full-sized brethren must have. One thing you have to concede to those large models is their graceful majesty as they circle overhead. There's really nothing like 'em

On the small side was the jewel-like detail of Ron Williams' Hucker Jungmann. It's a shame the model was giving Ron grief on meet-day, but he has since assured us it's flying MUCH better. Look out, you judges...there's a "maximum pointer" and a skyster whose work is fully the equal of the Detroiten Geschwader's Pres Bruning.

Tom Nallen, Sr, with that "Suzy" proved to be too much of a combination of fine flights, good scale points, plus bonus points for the others to overcome. He won first, but it wasn't easy.

Hank O'Dwyer was right behind with a score of 140½ to Tom's 143½. peanuts. Waco SRE (remember that the "E" was for "Excellent", was really putting up some spectacular flights. Every time he was close to a minute, but that third flight of 83 points was almost enough to make him a winner. Just ten more seconds and you'd have had it, Hank! In third place, breathing right down the necks of those two guys.....well, you know what I mean!.....was Linda Midkiff with her Bristol Brownie. This was Linda's first model, so put that in your smoke and pipe it, you guys who say only the experts win over at the FAC events. Linda got good scale points and then, having made the proper obeisances to that old fellow on the top of this page, she went out and uncorked an 88 point flight. Just twenty more seconds, Linda, and you'd have been the very first of our aviatrices to strike a blow for the Womens' Movement! Helmets off to you, Linda Midkiff! Guys who've been twisting the strands for

twenty years couldn't do better.

All in all, this was surely the finest meet we've yet had. perfect weather after several frosty nights; the biggest and best lot of contestants we've ever seen, some of whom came from as far west as Ohio (yes...helmets off to the Didelots, the Reichels, and the Midkiffs for their devotion to the cause of the FAC;; and a day when everybody seemed to be happy. And that is the true aim of the FAC: to

make people, and modellers in specific, happy. Thanks, gang.



# FLYING ACES

CLEVELAND FREE FLIGHT SOCIETY.

Braving the cold, that was ahead of schedule, thirty one happy modelers took to the chilly ozone dodging snow flurries, to vie for honor and glory in what appears to have been a two day meet on Oct 19 and 20. (Either that or two separate and consecutive meets were run.) Keeper of the log, Russ Brown sends a listing of the winners in the following events.

On Oct 19th. Peanut Scale; Capt. Jim Hyka, Texan, 115.5 Pts.  
 No-Cal Scale; Capt. Russ Brown, Turbo Ptr. 30 Pts.  
 FAC Scale; Capt. Jim Hyka; Texan, 105 Pts.  
 Jumbo (FAC rules) Russ Brown, Turbo Porter, 73 Pts.

On Oct. 20. Peanut Scale; Mike Midkiff, Clip Wing Cub,  
 No-Cal Scale; Pres Bruning, Curtiss Seagull, 145  
 FAC Scale; Fritz Wunsche, Druine Turbulent, 97.  
 Jumbo (FAC rules); Mike Midkiff, Douglas O-38, 103  
 Embryo; Norm Getzlaff 214.  
 Thompson Trophy; Pres Bruning, Chambermaid, 98.  
 Winner of yet a new event-Flying Aces Power Scale  
 was won by Dick Woodward flying a twin CO-2 powered J3 Cub. Looks like yet another hangar door being opened to the FAC style of competition flying!

Ah ha! The field telephone just rang to inform GHQ that the meet described above on Oct. 20 was the Erie Model Aircraft Association's re-run of their September meet which was rained out. Cripe, like all the top brass, GHQ is always in a muddle, getting things all crossed up like a geodetic wing.

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CITATIONS AND PROMOTIONS.

Col. Chet Bukowski-promotion to Brigadier General! (Our first!)  
 Capt. Mike Midkiff-promotion to Lt. Colonel! (zipped thru Maj.)  
 Lt. Don Garofalow-promotion to Capt.  
 Lt. Jim Hyka-promotion to Capt.  
 Lt. Pres Bruning-promotion to Capt.  
 Lt. Russ Brown-promotion to Capt.  
 Capt. Peanuts O'Dwyer-plans contribution.  
 Lt. George Armstead-plans contribution.

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WORLD'S PEANUT SCALE RECORD TIED!

Bob Roden, Phoenix, Arizona is the proud Wingster who now shares top Peanut honors with FAC Captain Clarence Mather as holder of the highest Peanut Scale time to date, in the world.

Yes-sir-ee Tissue trimmers, Bob was flying his self-designed Dayton Wright Racer at the N.A.Flightmaster's Silver Anniversary Contest at Sepulveda Basin, California on Oct. 6 when she clipped off TEN MINUTES on her third official! And who was one of the timers? Non other that Capt. Mather himself! FAC Capt. Fudo Takagi witnessed this flight as well. Congrats to you, Bob.

Yep, HUNG claimed the D-W for his own! What a way to go, eh fellas??





1928



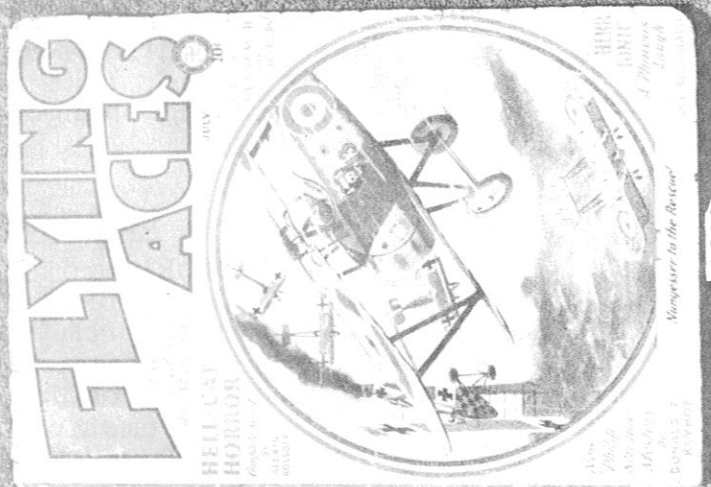
1929



1930



1931



1932



1933



## " THE OLD F. A.'S "

How many times have we heard a clubster refer to those good old F.A.'s? The thought in most cases are the mid 30's to early 40's, those 8 1/2 by 11 1/2 inch slick mags with colorful covers by C.B. Mayshark and A. Schomburg. Inside these covers could be found smashing air yarns by D. Keyhoe, J. Archibald, A. Whitehouse and many more. Along with numerous plane photos and data, the F. A. Club news and model plans by distinguished Aero designers that are familiar to all. These were appropriately billed as "Three Aviation Magazines in One! ".

Since the club and it's newsletter is directly founded on the ideals and enjoyments set forth in these cherished documents, it may be interesting to go back where these got their start.

Like several air pulps and aviation mags. in the late 20's, F.A.'s were made airborne through the interest that was injected in aviation by the famous flight in May, 1927 of the late "Lone Eagle", Charles Lindberg. Dates are note worthy since the first issue found the book stands in Sept. of 1928.

Harold Hersey edited this 7 by 10 inch wood-"pulp" collection of Air stories. The early covers were crude with little research and some with no story connection, never the less they still had a lot of appeal. The stories contained in these "pulp" were less appealing to the juvenile sense of imagination, since the Super Hero and the Areonautical Science Fiction that was to be his setting wouldn't be introduced until F. A. 's 3rd. year.

One of F.A.'s earliest writers used the pseudonym "Ace Williams" exchanging it for Arch Whitehouse a few years after publication. "Ace" must be credited as one of F.A.'s earliest and most lasting contributors. In the second issue, Oct. 1928, his exposure to the real situation is clearly shown. In "Death Dive", Lt. Jimmy Jordan attached to the R.N.A.S. overcomes the contempt held for the Yankees in the earlier days of American participation by single handed capturing a German U-Boat in a Sopwith Baby Scout. In the same issue stories concerning Sky Gangsters and Air Adventure were told.

Although Model plans didn't start to appear until 1932, \*as early as Nov. 28, Vol. 1 No. 3, a eleven page article complete with drawings titled "How To Build and Fly Your Own Glider", full sized, was featured by A.W., naturally!

Under the new editorship of A.A. Wyn in 1931, F.A. took a different traffic pattern. The cover art work was handled by Paul J. Bissell. The style was a circled picture that depicted a famous W.W.I Air Battle or an illustration of the Aces in action. Ex. ("The Death of Immelman" Nov. '31)

Phil Strange and Phineas Pinkham under the direction of Major Keyhoe and Joe Archibald made their appearance. The new exclusive World War I Western Front format was aimed at the younger generation rather than the veterans or barber shop readers. This new policy was to be carried on for several years.

The first "white paper sheets" with Model plans and snaps of the War were introduced in 1933, they were contained as center folds. Plan renderings and instructions were capably handled by Avrum Zier and Ben Shereshaw.

The Flying Aces Club News was in full swing, getting it's start around Jan. of 1933. In a July '33 issue Capt. E.V. Rickenbacker and Rear-Admiral Richard E. Byrd have their letters of acceptance published.

Flying Aces was becoming a thicker mag. with more appeal, identifying with the full sized mag. that it was to become in Nov. of 1933.

In this same year F.A. reduced it's price from 20 to 15cents, probably a competitive move with the times and other publishers. Can any clubster imagine this offering in competition? Although this is just a short sketch of the beginning, it makes a heart warm to know the spirit is still kept alive in Connecticut.

(1932) \* A series was run through the courtesy of U.S. Model Air Craft Corp. It was of scale W.W.I models. Although good, they fell short of what was to come in the future.

Jim Hyka, Lt., FAC

JESSE DAVIDSON'S NEW SKY BOOK

That's right! Jesse Davidson, former editor, writer, and designer of many a sky-screamer in the old days of FA (He was "Clint Randall" for a bit, too!), has a swell new aviation book out. It is called Famous Firsts in Aviation, and it covers many an important "first" in the sky. The first men to fly (de Rozier and Laurent in a Montgolfière....that's a hot air balloon to you kiwis out there,, the first steerable airship (Henri Giffard), the first rigid airship (Zeppelin), the first powered flight, first across the Atlantic, first retractable landing gear, first round the world, first more than 100 mph, first more than sound....and on and on. Well illustrated with many good, clear shots, this book is also very useful to the modeller for scale information. Why, you bonus pointsters will just wig out over the pics Jesse selected of the Fabré, which as you devoted readers out there remember was the first seaplane ever.

The text is clear, concise, and strikes just the right balance between being "for kids" and yet packing enough facts and figures for the buff.

All the gang here at GHQ are very enthusiastic about Jesse's new effort and think this book belongs in the library of every FAC.

As a matter of fact, we're so enthusiastic about it that we've made arrangements with Jesse to get each and every FAC who wants one of these books a personally autographed and dedicated copy from the author! Now we just can't imagine a better late Christmas present for a member of the Flying Aces Club than the latest book by one of FA's own!

Here's how you do it:

Mail a check for \$5 to Captain Bob Thompson, FAC  
 Hat Shop Hill  
 Bridgewater, Conn.  
 06752.



Bob will collect all the monies and then send the proper amount to Jesse, who will get his books from Putnam's (the publisher), autograph and dedicate each copy as desired, and then send them on to Captain Bob, who will then mail you your individual copy. It'll take a bit of time this way for all the money to come in, but it is far less effort for everybody in the long run.

The \$5 is all-inclusive: book, sales taxes (natch!), and all postage.

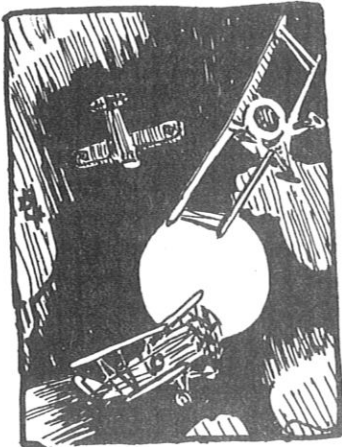
Remember when FA used to run that little logotype on the bottom of the pages: "They advertise, let's patronize"? Well, we here at GHQ are modifying that a bit here....."Jesse Davidson writes about the sky, let's buy."

## FAC Postal Contests

Wowie fellas, the Postal sky duels are scorching the ozone from Florida north to New England, and west to Ohio! It looks to the gang here at GHQ that this is going to be the toughest of 'em all! Why Wingsters, we've already had one out of sight flight and another that came as close as Siamese twins to the world's Peanut record! But best of all is the heavy battlin' from our younger FACs.

Let's see how the battle goes in No-Cal, Indoor wing to lead off, fellas. On Dec. 8th Col. Dave Stott hit a time of 71 secs at the Glastonbury Gym flying his Kalinin K-5. The only other entry so far is by young Rich Ivers who clipped off a neat 45 secs on Dec. 14 with his Porterfield Collegiate. Not bad for openers, huh Ribslicers?

The Outdoor No-Cal Wing is where the real big dogfight is. This Wing got off when Lt. Frank Scott turned a healthy 1 min 24 secs with his Dayton Wright on Nov. 7. Two days later Bob Heywood flew his Chester Goon for a time of 27 secs. Not enough to unseat "Wing Commander" Scott. Ah, but at the time of Bob's flight a Jr. contender enters the sky ring. Chris Scott turns a neat 34 secs with his Helio Stallion to become "Junior Wing Commander"



A time of 1 min 10 secs was turned in by Dave Stott (Kalinin) for Nov. 10. Once again not enough to dethrone W.C. Scott! Another try by the Russian transport pilot on Nov. 17 falls short of Scott's time by only eight seconds! Finally on Dec. 15 the Kalinin hits a very comfortable 3 min and 15 secs to make Col. Stott Wing-Co.

But the furious action does not stop! On Dec. 15 Rich Ivers, our No-Cal Indoor Jr. Wing Commander comes one second short of meeting Chris Scott's time! Then on Dec. 29 a new challenger enters the sky-fuss. Tom Nallen, who must indeed have recouped from his hospital stay becomes Jr. Wing Commander by flying his Luscomb Phantom to the tune of 1 min, 35 secs!

Now much to the sadness of Col. Stott, Tom Jr. brought his dad to the field that day and Tom Sr. promptly flew his ship out of sight after clocking 3 min 24 secs! And listen to this, Rich Ivers, it was a Porterfield Collegiate!

Indoor Peanut is firmly held by Doc Martin who, with his Luton Minor, battered all opposition listed below with 82.6 secs. Bob Hiscock, Waco E, 70 secs; J Stewart, Cessna, 55.3 secs; Fulton Hungerford, Avro Tripe, 38.5 secs; J. Whelan, Cougar, 35.2 secs; D. Stott, Kalinin, 66.5 secs.

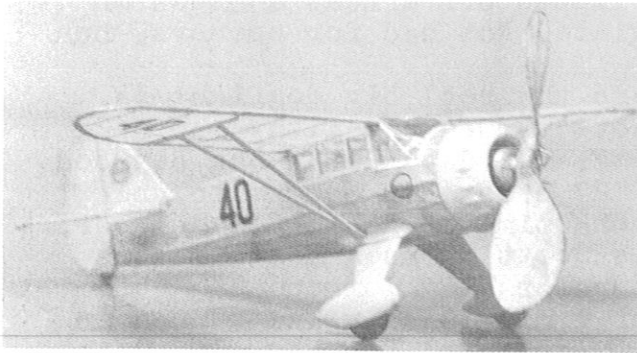
Rich Ivers is our unchallenged Jr. Win-Co flying his Cougar to a time of 34 secs.

Outdoor Peanut Jr. Win-Co is Mickey Nallen who took his J-3 Cub aloft for 48 secs on Dec. 29. Now, if Mick moves indoors, and Rich moves outdoors the heat will be on, eh fellas?

And speaking of heat, here is the guy that sure can throw cold water on things----in Outdoor Peanut Col. Dave Stott went and spoiled the whole thing by hitting 9 min 47.7 secs flying his Kalinin K-5!!! Well, we are only kidding Dave, that was a true ozone chewing flight in true FAC spirit. Fellas, it seems Dave spent most of the morning sloshing around in water to his knees as he did his flying. An abnormally high tide partially submerged the flying field, but not the colonel's determination! And by turbulence, he did not even lose the model! Hymns to Hung, no doubt!

BUILD! FLY! WIN! F.A.C.!

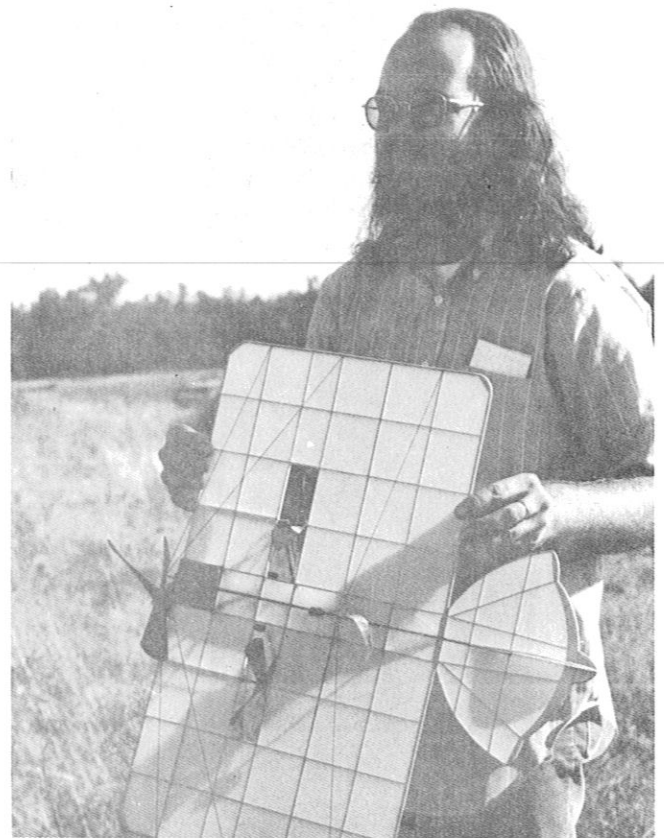
## With the Model Builders



Here's Ed Morrison's Howard Mulligan. Ed, you know, hadn't been modelling for about thirty years when he decided to turn his hand back to the old game. With this ship he's placed in OT meets. What's that old slogan about "Our hand has never lost its Skill"?



Here's that maestro of the Detroiten Geschwader, that deft master of modelling tricks and scale ships, rres Bruning. Beside that arrogant Detroiten Geschwader grin and the nifty T-shirt insignia, note where rres has his rear motor peg. Want to eliminate those unwound motors bunching up in the tail...move the peg forward. It works! Note also the determined peelot in rres's ship. Aaaaah, people like this are the despair of clods like us!



Ui! Shtozhetakoye! No, Great Stalin! I telled you years ago the great Moxhaisky plane not flowned by Rasputin! No monk have anyting to do wit great Russian scientist and inwntor Mozhaisky. I telled you Herb Shirley have plenty revolutionary zeal, help Dave Stott prove Russian be first man fly, not German Whitehead or Amerikanski Wright!

And skysters...Dave's Mozhaisky contraption flies! As yet the Soviet Embassy hasn't written him up for any Order of Lenin, but Dave's waiting.... any day the citation will arrive. Y ou just gotta believe in your fantasies enough, O Great Ones!



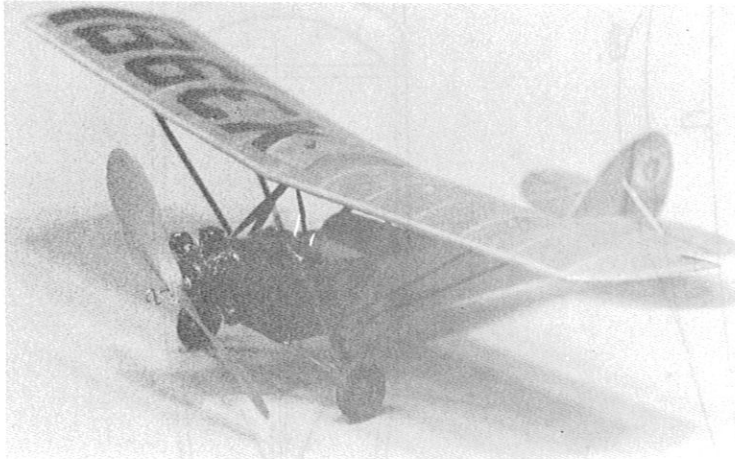
# Flying Aces Model Laboratory

Pg.13.

ELIAS AIRSPORT PEANUT SCALE.

By Lt. George Armstead.

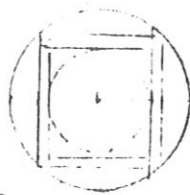
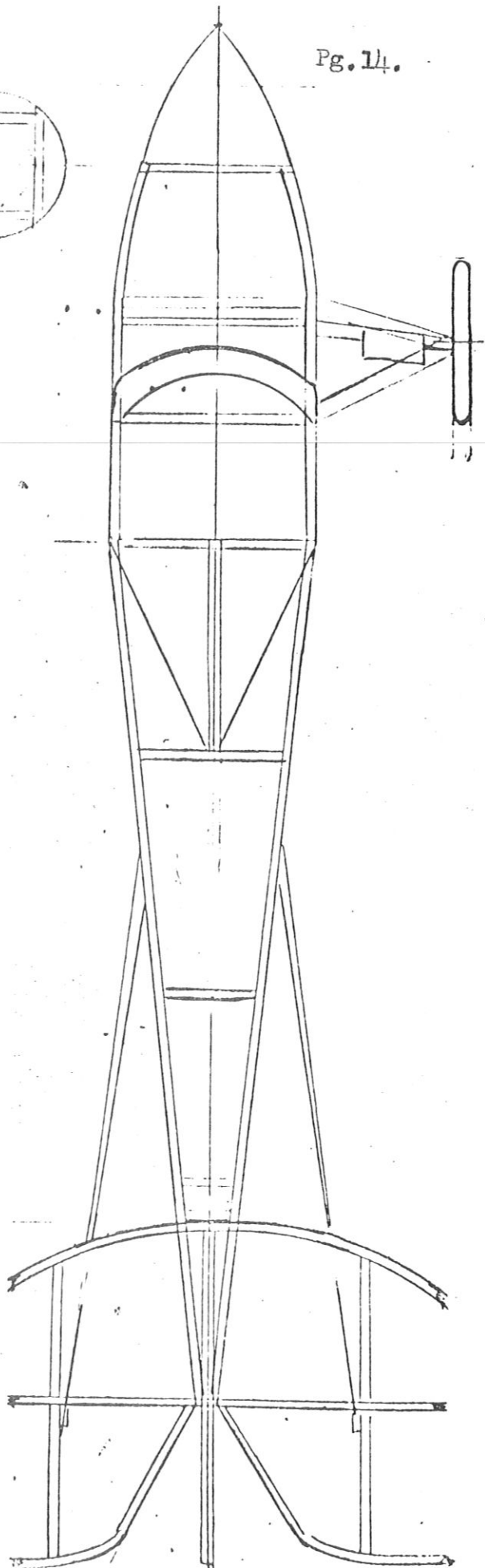
Fellas, this little sky-hopper must have been just what the doctor ordered for taking your best gal for a bird's eye view of the old home town. Sitting low to the airport turf made entry to that cozy side by side cockpit a cinch after swinging that little door open. Yes sir, a guy could have more than just clouds to cuddle if he played his cards right flying this little jewel.



Sporting a low aspect ratio, this high performer crams a heap of wing area into her Peanut limitations. Glance at the photo left and take in the cute lines George has duplicated in designing and building this aero-tyke. Is she able to stryt her stuff in the ozone??? Do fish like water??? At the last FAC meet she turned in one official at 113 secs! And that is no prop-wash, either!



We want to take this time to thank you for your very generous Christmas gift. John S. Kwiatkowski and family. Printer of the news for you great people.



THIS PANEL ALUM

BLACK OR BLUE

STEP BOTH SIDES  
COLOR LINE. RED AFT  
WING + TAIL + WHEELS RED.

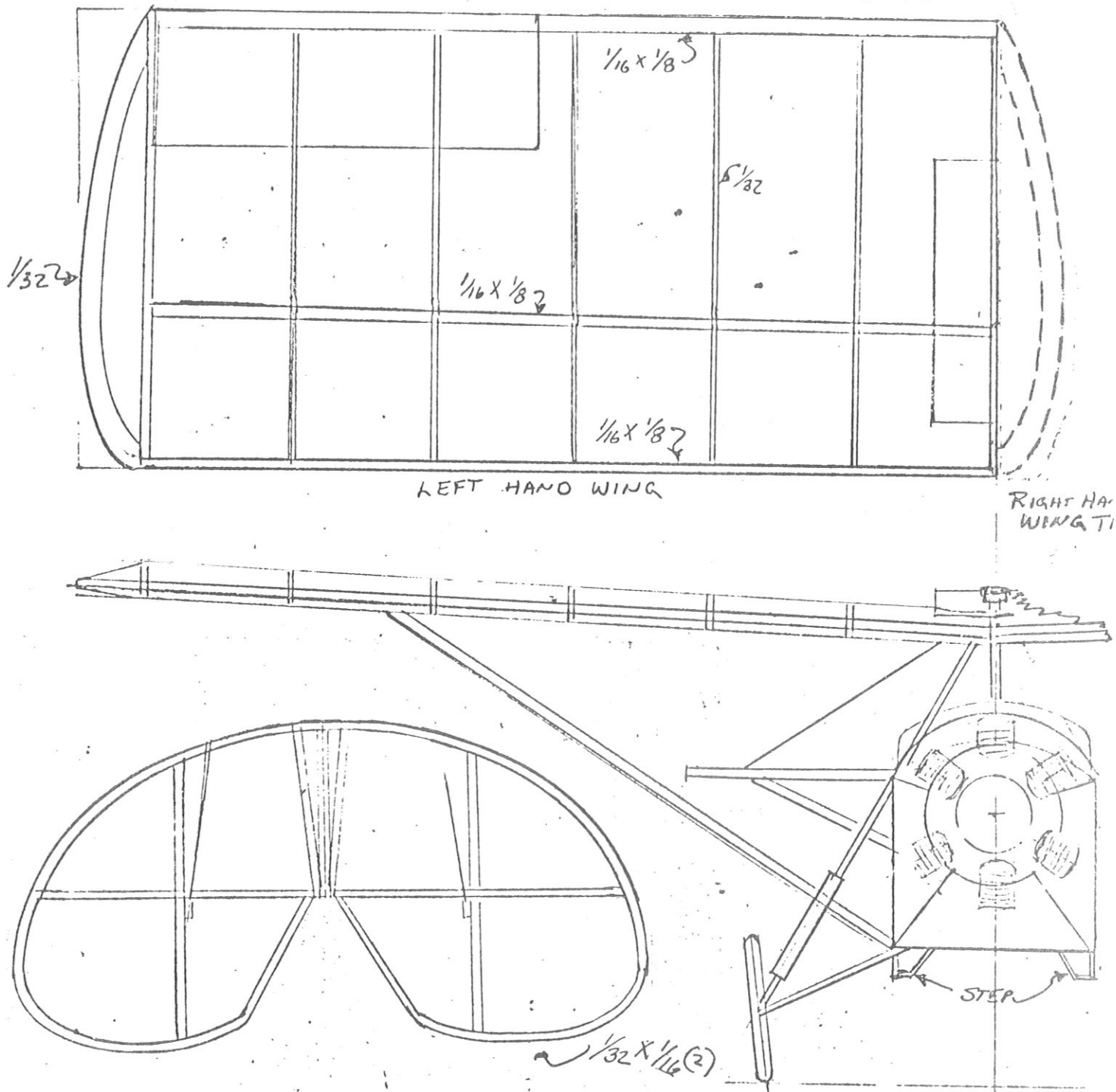
C. Air Corps.

BLACK

WHITE CIRCLE  
WITH STRIPS

X3981

2 PLACE  
MINNER ENGINE  
G. ELIAS & BRO. INC.  
BUFFALO, N.Y.  
"AIRSPORT" or "AIRCURVE"



COLOR IS ESTIMATE  
OF PHOTO TONES, BUT  
IT COULD BE BLUE -  
BLACK, ORANGE, BLACK  
OR DARK BLUE FRONT  
END AND ORANGE, RED  
OR MED BLUE OR GREEN  
AFTER SECTION.

1929 AND 1930 AACC YEARBOOK SHOW  
THREE VIEWS OF OPEN COCKPIT AND  
CABIN VERSIONS. THREE VIEWS LATER  
CABIN TYPE "AIRCOUPE" AND OPEN  
COCKPIT "AIRSPORT". PHOTO IN 1929  
YEARBOOK IS OF OPEN COCKPIT PLANE  
WITH ANZINI "6" ENGINE WITH NAME  
"AIRCOUPE" ON SIDE. THIS IS THE  
VERSION DETAILED ON MODEL.

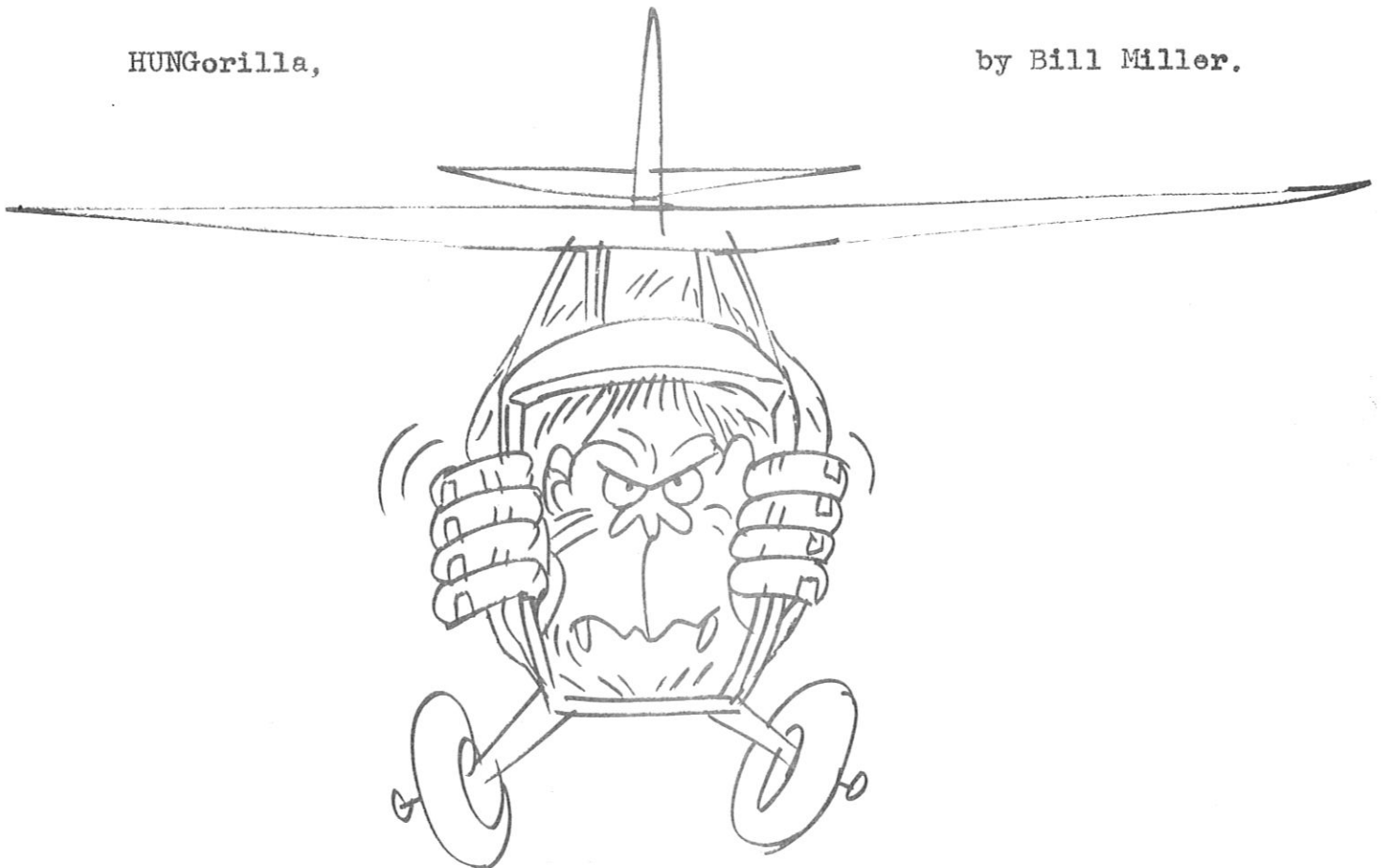


Ah, for those good old days when you used to bank when you turned a street corner, making engine sounds and talking to the radio operator at the home 'drome! No one had more fun than air-minded kids. That's what this feature is all about, Skysters. Take a squint in the family album and see if there is an old photo of you and your models to send to GHQ to usher us all to the twilight of our fledgling days.

The year is 1932. Just getting this pic shot before the evening shadows creep over the line up of fine looking models must have caused some high speed posing by FAC Capt. Don Garofalow and his brother Al. Yes sir Clubsters, that is Don on the left there. Don rarely misses an FAC meet, and you will notice his name cropping up often in those contest results. Shucks, look at all the practice he has had! A keen eye will see that Don and Al were already durn good modelers. Just look at the fine finish on the P-12 and Bellanca the boys are holding in those skilled hands. We bet their names were listed high on the contest results in those days too, by turbulence!

HUNGorilla,

by Bill Miller.



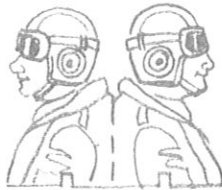


## Notes from the Workbench

As of late scale rules seem to be emphasizing "pilots" for the cabins and cockpits that for the most part in past years, have been uninhabited. Oh, in some cases a grasshopper, or cricket might hop in for a joy ride, but he is gone his own way by the time the scale judges show up. Well fellows, Wingster Pres Bruning has done his bit to make life a bit easier for his fellow FACs by drawing up a raft of flyers for a variety of scale types and sizes. We are printing them on the last page of this issue so as you won't mess up any part of your favorite reading that might have been on the reverse side otherwise. Wow fellas, can't you just see one of those "High Altitude" guys sittin' in your Bristol 138 ready to thermal??



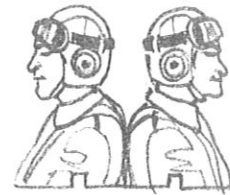
WW II



WW II



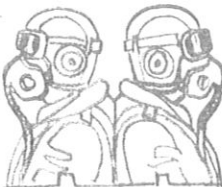
JAPANESE PILOT



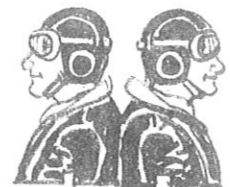
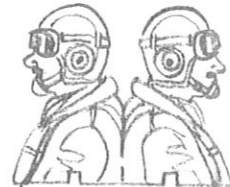
JAPANESE PILOT



WW II



HIGH ALTITUDE WW II



HIGH ALTITUDE WW II

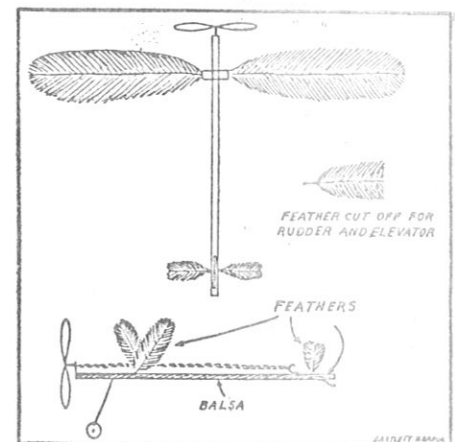


WORLD WAR I



WORLD WAR I

### Build a Featherplane--It's Simple



### Let's Talk Turkey.

With Thanksgiving recently past turkey feathers ought to be real cheap. So vot? So build a model like the one shown on the right. I guess a guy could use the feathers of sea gulls, or any other fairly big bird. This unusual bit was clipped from an early Popular Aviation magazine. GHQ would sure like to hear from anyone adventurous enough to try one of these featherweights.

HERE we have a real novelty—a model with turkey feathers for the wing and tail. It is simplicity itself, having no ribs to cut nor any paper hanging to do after the wing is assembled.

This suggestion comes from Bartlett Harper, 706 Cemetery St., Natchez, Miss., who has designed a mighty clever little model. All that is needed is some stiff turkey or goose wing feathers, a balsa motor-stick, some wire and an 8-inch propeller.

The quills of the wing feathers are stuck into the motor-stick and are glued. For the elevator and rudder, the feathers are cut shorter than for the wings. Stiff wires for the landing gear struts, bearings for the propeller and you are all set. No dimensions are possible because of the variations in the feather sizes.

