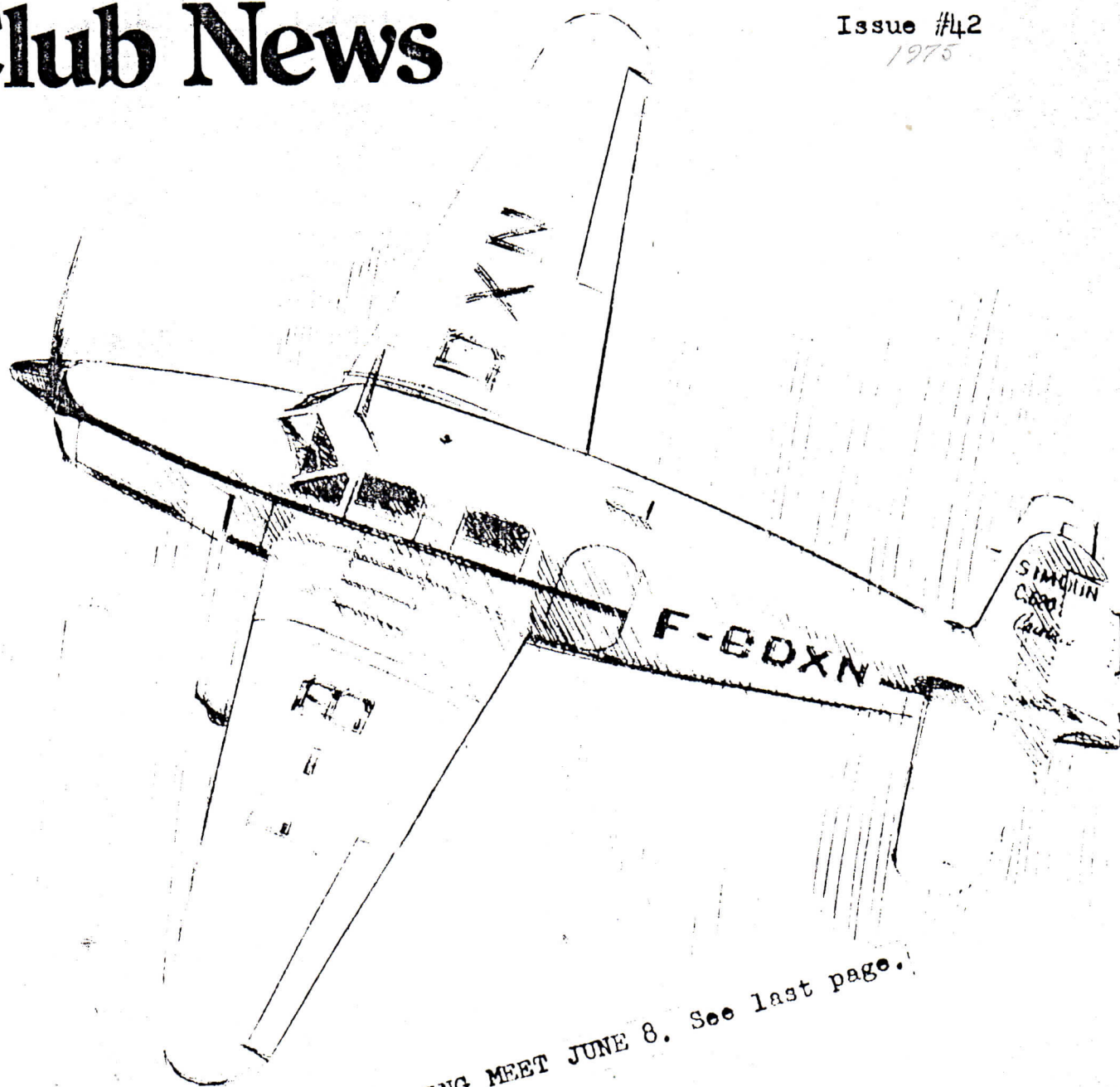


FLYING ACES

Club News

Issue #42
1975



FAC SPRING MEET JUNE 8. See last page.

Harry

NEWS ON THE WING!

Twang our lift wires, fellas! It is already time to dust off those tried and true sky buggies and check fly 'em for the up coming FAC meets. As Frank Hawks knows, "Time Flies"! Got those new crates covered yet?? Gotta get plenty of hours in on 'em by contest time so they are reliable and in peak trim! Of course, some of our Clubsters have kept their stick hand in by battlin' in the FAC Postal Meets all winter long.

Turn to the last page in this issue for the FAC Spring Meet info. June 8th is the day, and Durham Meadows is the model 'drome to head for. Also, near the end of June, the Glastonbury Modelers will be holding their outdoor meet that features many FAC style events. By turbulence, you had best not miss that one either! More chances for the glory of the Big Fuss by having your name emblazoned on the FAC KANONE LIST! Yep, there are fine flying days ahead, fellas!

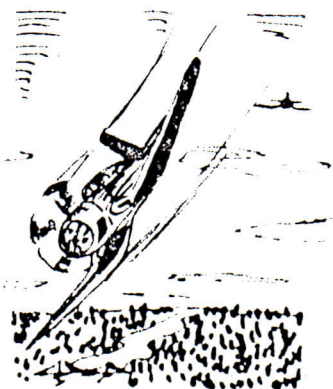
Lt. Ed Novak led the way for the GHQ Sqdn. by flying his compressed air job at the local model 'drome this month. Ed's ship is a Hoosier Whirlwind powered Hobart cabin job. The majestic bird did a very respectable 41 secs on but 35 pumps of air! Quite a few years back, Lt. Ed Franklin was the first FAC to fly a compressed air model. Will the ranks of pump pushin' pilots grow? We'd bet our last soldering iron on it!!

Remember the tiny plan and article in our last issue on building a model of feathers? Well, Clubster Bill Hannan tells us of a chap in California who produced and marketed models built in the same manner! Bill says they flew pretty good, too!

Thanks to the many FACs who sent Christmas cards to GHQ. Nice of you Skysters to think of the gang here at a time when you must be very busy doing other things.

The super active Cleveland Free Flight Society is at it again! Not only do they run many meets featuring FAC style events, but now they are planning to stage Embryo Endurance as an unofficial Nats event! Go get 'em, Wingsters!!

And what does this gang give to the winner of their Thompson raceplane event?? A miniature replica of the famous Thompson Trophy itself!! Loop and roll over that one, fellas!



Long have airmen deigned to cast the shadow of their wings over the restless surface of King Neptune's domain. To span an ocean! By airplane! What a challenge! And to spur the pony of thought huge prizes were offered by newspapers and the like.

Before World War I the Daily Mail offered 10,000 Pounds for an Atlantic crossing. The English firm of Martin and Handasyde got right to work on it back in 1914. Featuring such modern design innovations as a water tight fuselage section and drop-off landing gear coupled with the old style wing bracing and wing warp control, this big effort was to be piloted by Gustav Hamel. The crossing was to be made from Newfoundland to the "Auld Sod", Ireland. All the well laid plans received a right to the jaw when Hamel disappeared while flying the English Channel to warm up for the Big Pond. The knockout punch was landed by Kaiser Bill starting the Big Fuss. We can only wonder what could have happened if Fate had at least been kind enough to let fine looking design off the ground.

At any rate, FACs, this 3-view shows us daredevils of the drawing boards some nice model-type features. Look at the generous stabilizer and small cross section fuselage. She could be built without the drop-off gear, too. Make the tip of the skid hinge back to swing a bigger four blader and you are on your way! Maybe your model will make history for you!

SPECIFICATION

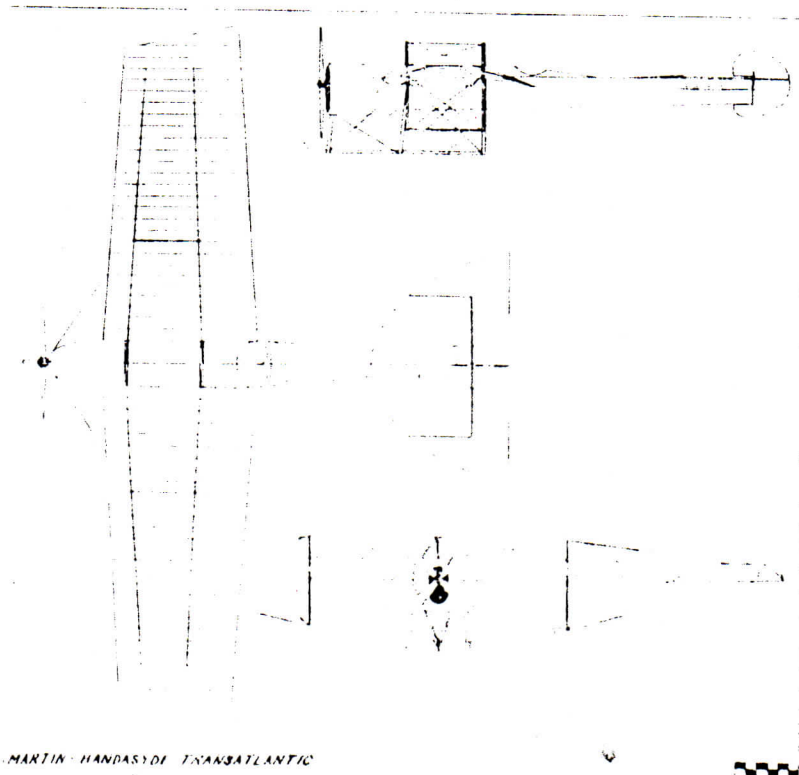
Description: Two-seat tractor monoplane. Wooden structure, fabric covered.

Manufacturers: Martin and Handasyde Ltd., Hendon, London, N.W.9.

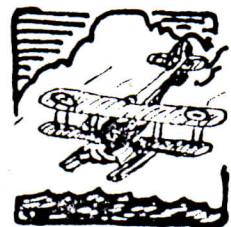
Power Plant: 225 h.p. Sunbeam.

Dimensions: Span, 66 ft. Length, 45 ft. Wing area, 770 sq. ft.

Weights: Empty, 2,400 lb. Loaded, 4,800 lb.

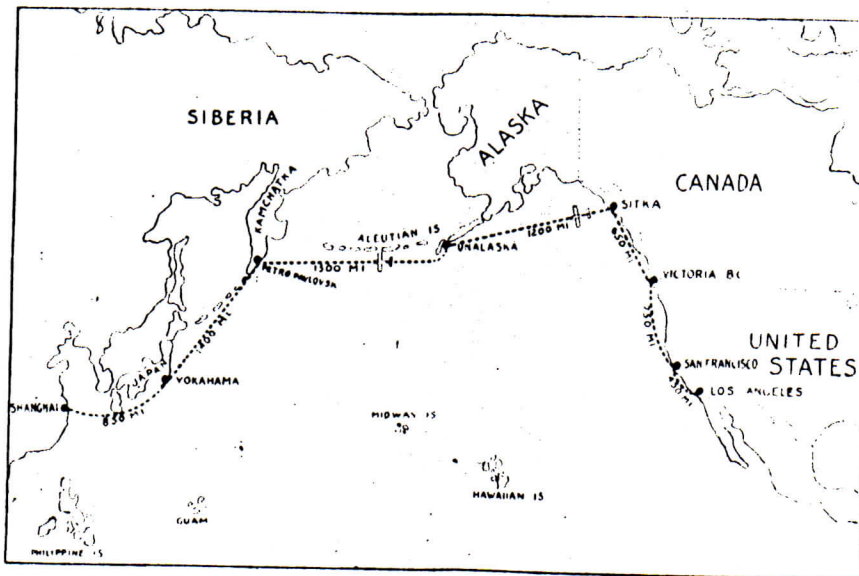


MARTIN HANDASYDE TRANSATLANTIC

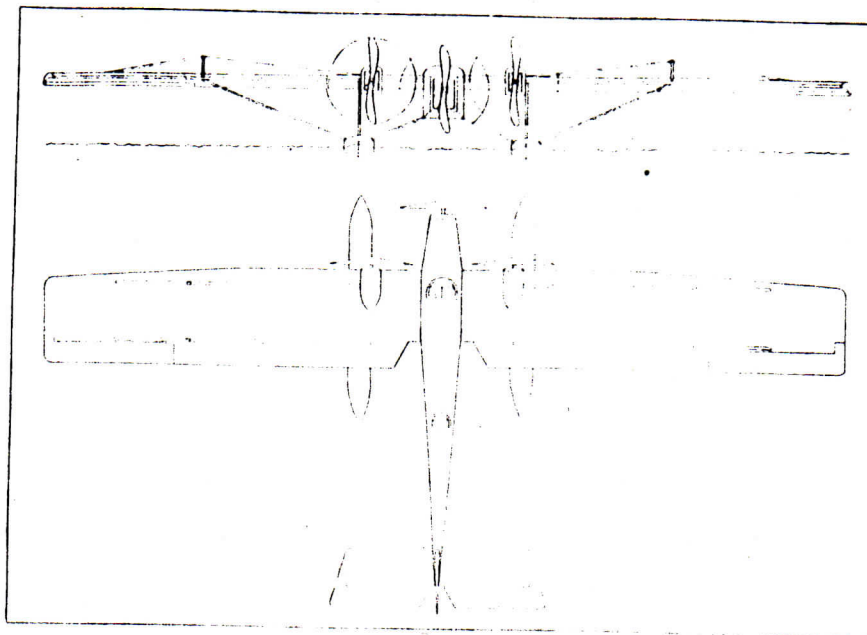


The Great War is over. It is 1919 and thoughts are returning to ocean flights. The George White Company of Los Angeles, who market a 22 foot span, 15 H.P. Harley-Davidson powered monoplane complete, knockdown kit sans motor, or plans only, is also caught up in the restless tide of trans ocean transpirations. Seeming to have more ambition than experience, this outfit chose the vast Pacific as their target! In spite of their lack of experience, the ship and flight plans of this small company were well thought out.

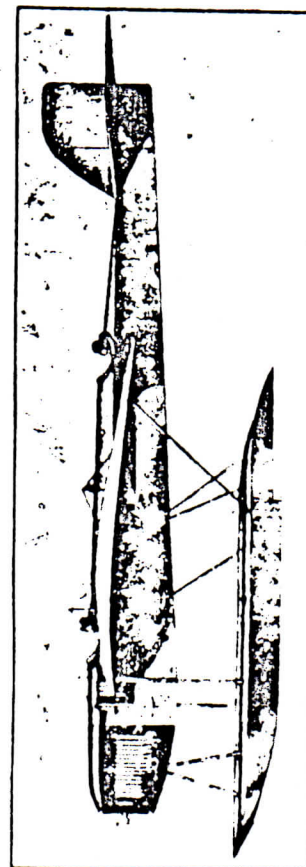
The course shown on the map was deemed safer and more in keeping with the company's desire to establish a commercially practical route.



Map showing proposed route of White Monoplane across the Pacific Ocean



Front and plan views of the 660 H.P. three Hispano motored White Monoplane



Side view drawing of the White Trans-Pacific Monoplane

The White machine was to have a span of 82 feet, length of 39 feet, and 3 Hissco motors. The wing mounted motors were to be of 180 H.P. each, while the center motor delivered 300 H.P. It was planned to use either the center motor or the two out-board motors for flight. But, except for take off, never all three together. They deemed resting the motors as an important item in the success of this venture. They also thought some minor tune ups could be accomplished to the resting engines as they flew on.

How they thought the drag of the props on the resting engines would affect the drag is not mentioned. Would the props rotate in the slipstream as the engines "rested"? Did they plan to install a break to keep the props from free-wheeling on the resting engines? What was the third crewman for and why was his cockpit so far aft as to not be able to communicate with the two pilots. Was it for George White's mother-in-law??? Haw-w-w-w!

Anyhow Skysters, this crate deserves a little attention from our intrepid modelers also. Her proportions are not too bad. And they can be juggled a bit. And think of these bonus points in FAC competition! Ten points for the floats, ten more for the tri motor configuration with just free wheeling props on the 180 Hissos, and a final 5 for the job being a shoulder wing. Too bad the side view isn't the same scale as the top and front views. But we feel our top flight FAC designers would not let that stop 'em if they took a likin' to this rare crate that just might have soured Dole's pineapples!!

The gang here at GHQ doesn't mind admitting being a bit surprised to find that thoughts of ocean flights existed as early as the two described above. We don't know how far the trans-Pacific White tri-motor attempt progressed. No further mention seems made of it in the journals of that time. Perhaps it was never built. No reason for a model not to be built, though.

The Martin-Handasyde was at least started into construction. A photo of the partially completed ship was published.

Info for the above was gained from the Aug. 11, 1919 issue of Aerial Age Weekly, covering the White Trans-Pacific Monoplane. The gen on the Martin-Handasyde was taken from "British Aircraft, 1809-1914", by Peter Lewis.



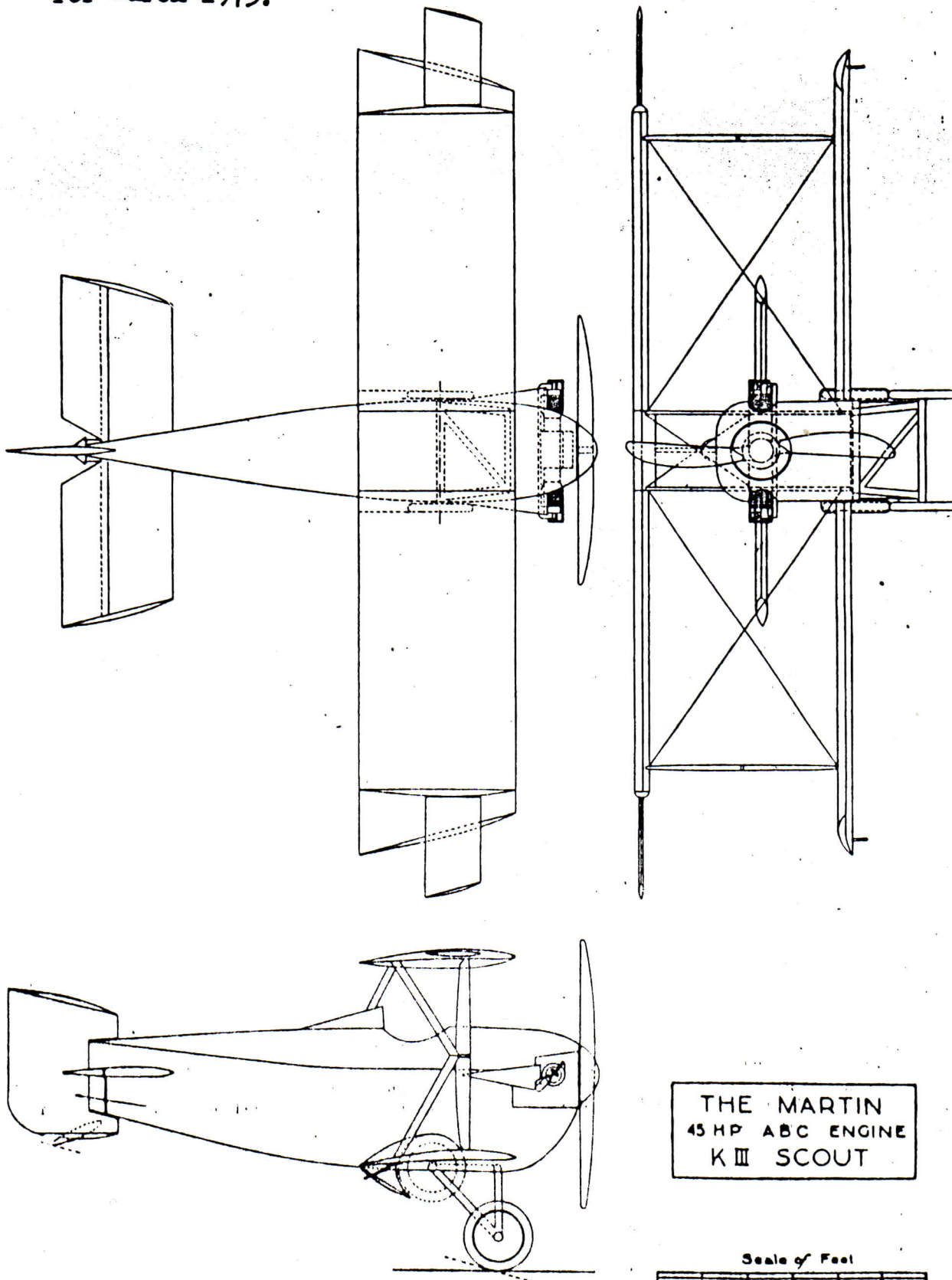
15 H.P. White Monoplane

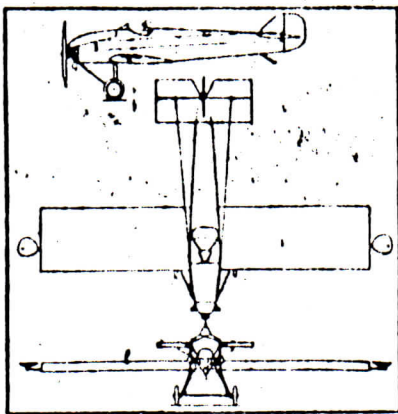
***** FLYING ACES 3-VIEW SALOON.

Naw, we didn't make another spelling boo-boo. We really mean "saloon". Now fellas, we know a saloon is where a guy goes to drink up a bit after battling with 1/32 squares and 1/64 sheet ribs on his latest Peanut. Anyhow, this is a saloon to drink up the beauty of the swell sky-slicers shown here in 3-view. Some are more intoxicating than others, depending on your individual taste. Any marked with an asterisk will be found in photo form in Underwood's "Lightplane". "Another round, Beniface, we shall have lasting memories of this step! Drink heartily, FACs!"

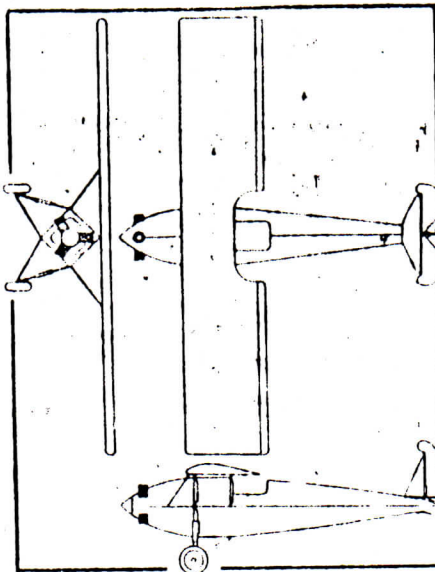
Cont'd next page.

Photos and text on this rare put-put appear in Airpower mag. for March 1975.





*Glenny & Henderson "Gadfly"



Prest "Baby Pursuit" at left had only 24 foot span, 40 horse Szekely had her part ozone at 90 per! Diamond fuselage cross section like a contest model! Her's an asterisk (*) on this one, too!



"HUNG-orilla".....by Bill Miller.



Pres Bruning does it again! Just cast an eye (one eye!) over the sleek, racy lines of the Caudron Simoun as she races toward Paris with a load of air mail and happy passengers, just ahead of those threatening thunderheads in the background. Pres has caught all the glamour of an era in this nifty drawing of this speedy French light plane of the 1930s.

The Caudron C 620 "Simoun" was pretty much the ultimate in a European fast light transport and personal plane in 1934-9. About the only ship offering more speed was the Messerschmitt Bf 108, but surely the four people in a Bf were highly cramped (especially if Hermann Göring was anywhere in the plane....Hawww!) and probably had none of the comforts the "Simoun" offered, like room to raise your wine glass, contemplate color, bouquet, taste, etc.

First shown at the Paris Air Show of 1934, by the end of 1935 the Simoun had already won a French Air Ministry prize for the fastest flight time between Paris and Madagascar, no little "hop". The flight took 57 hours, 32 minutes.

Simouns also served with "Air Bleu" as standard light mail carriers. Several air attaches used them with success in various capitals around the world, and for about ten years the plane was a familiar sight. Most of them came to sad ends during World War II, when a Simoun found on an airfield was fair game for immediate use as a squadron hack, by both the Axis and Allied powers. When parts ran out, the poor wretched thing wound up being used for target practice, and then was hauled away for scrap at "inspection time".

Construction was all wood, with plywood covering. Control surfaces were fabric covered, and an unusual point was magnesium sheet cover for the fuselage bottom and roof, the wood construction techniques of the time evidently unable to cover those compound curves.

She was a four seater with a wing span of 34' 1", and a length of 28' 6". Empty weight was 1760 lbs, loaded weight 2706 lbs. Power was a Renault Bengali of approximately 200 hp. Maximum speed was 186 mph, range 560 miles at cruise (167 mph), and service ceiling was 19680 feet.

Like most all Caudron planes of the day, mighty fine performance! And a mighty fine drawing, Pres! And if you francophile skysters will just skip on to the back of this issue, you'll even see a swell, sky-streaking plan Pres drew up for our delectation! Thanks, Pres Bruning!

MORE CONTACT WITH ARCH WHITEHOUSE!

Jim Hyka's swell article in the last issue of our r/mag brought a reply from Arch Whitehouse with more lore on the old days at FA. He says he got a "mild start" to learn that "Ace Williams" was in reality himself, for he remembered a character calling himself "Ace Williams" who used to slip into the FA-Sky Birds office every once in a while in 1928, drop off a short story, and then vanish again. Arch knew very little about him, and as far as he could see, "Ace" had had little to do with Wartime flying.



Mr. Whitehouse tells us he got interested in doing flying articles after his first one was lapped up by Harold Hersey (including a check for \$100....no mean sum in those days!) in 1927-28. Hersey demanded of him: "Where have YOU been hiding? My God! You are the only writer who comes in here who knows which end of a SPAD goes first. What are you doing?" Well, it turns out that Whitehead was editing the sports section of a paper in Elizabeth, New Jersey, and Hersey asked him to come over to New York every Friday to check the authenticity of aviation stories and articles that came across his desk. This led to a \$150 a month Question-Answer feature and an editorial on modern military aviation. More stories followed, including really good pay, and then Arch was launched as a free-lance writer. He quit the newspaper, Flying Aces and Sky Birds became technically accurate magazines, and a career second to none in aviation writing was launched.

FA and Sky Birds might have become technically accurate magazines, but anyone who has ever read any of those great (gark!) sky yarns of James Berley Hughes and F. E. Rechnitzer has seen some pretty ghastly historical writing! Wonder how those Cross & Cockade types would go for some articles by that pair today...hawww!

Do you remember anything about that dynamic duo, Arch?



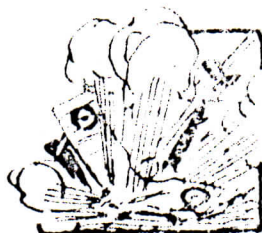
So you see, skysters; bit by bit, piece by little piece, we are reconstructing the history of our Official Club Mag. Someday we might even be able to compile a few of those things and write you a "where are they now?" type of article. But it sure is a lot of fun for the gang here at GHQ to get each new scrap of information.

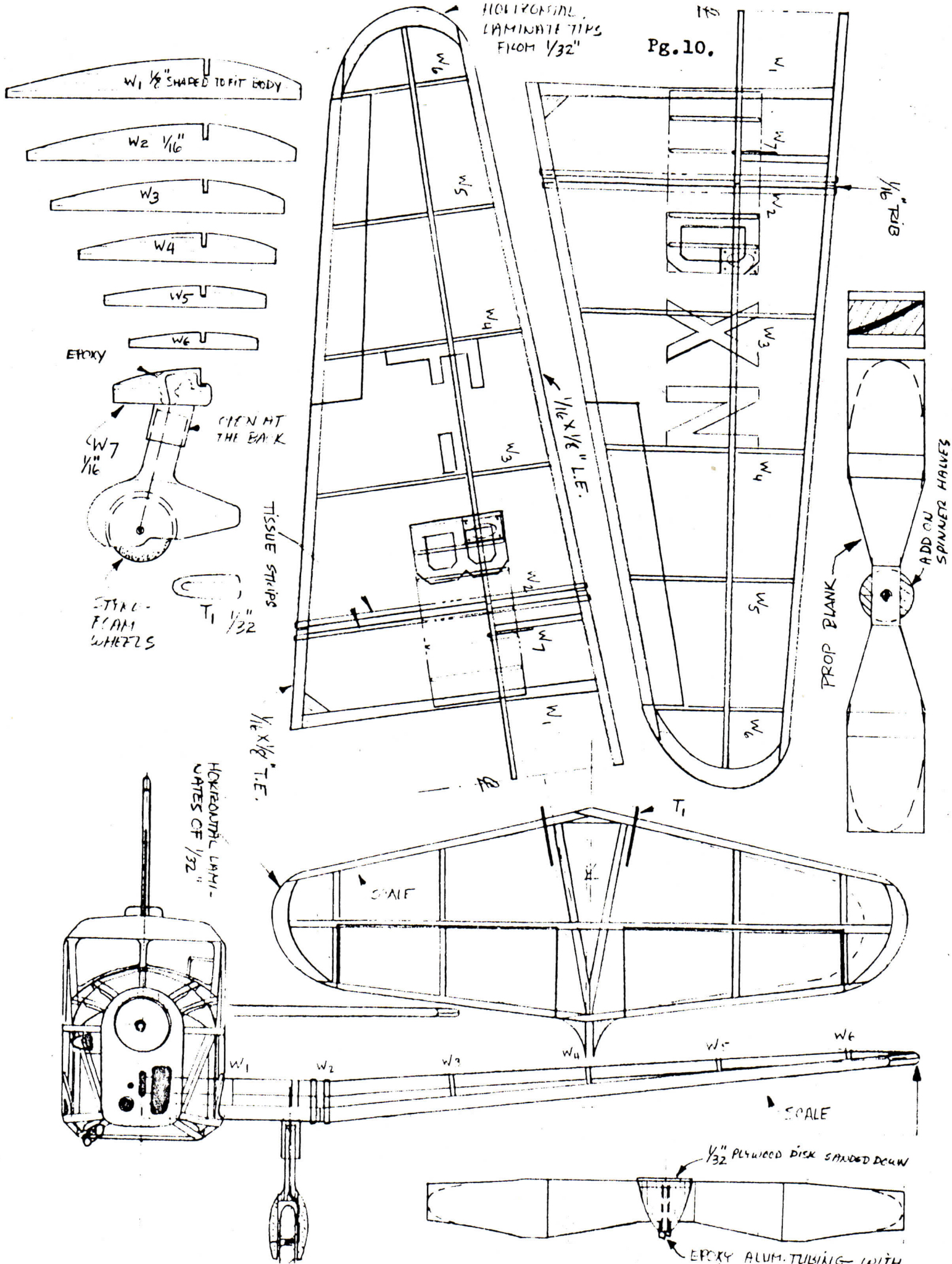
Flying Aces Model Laboratory

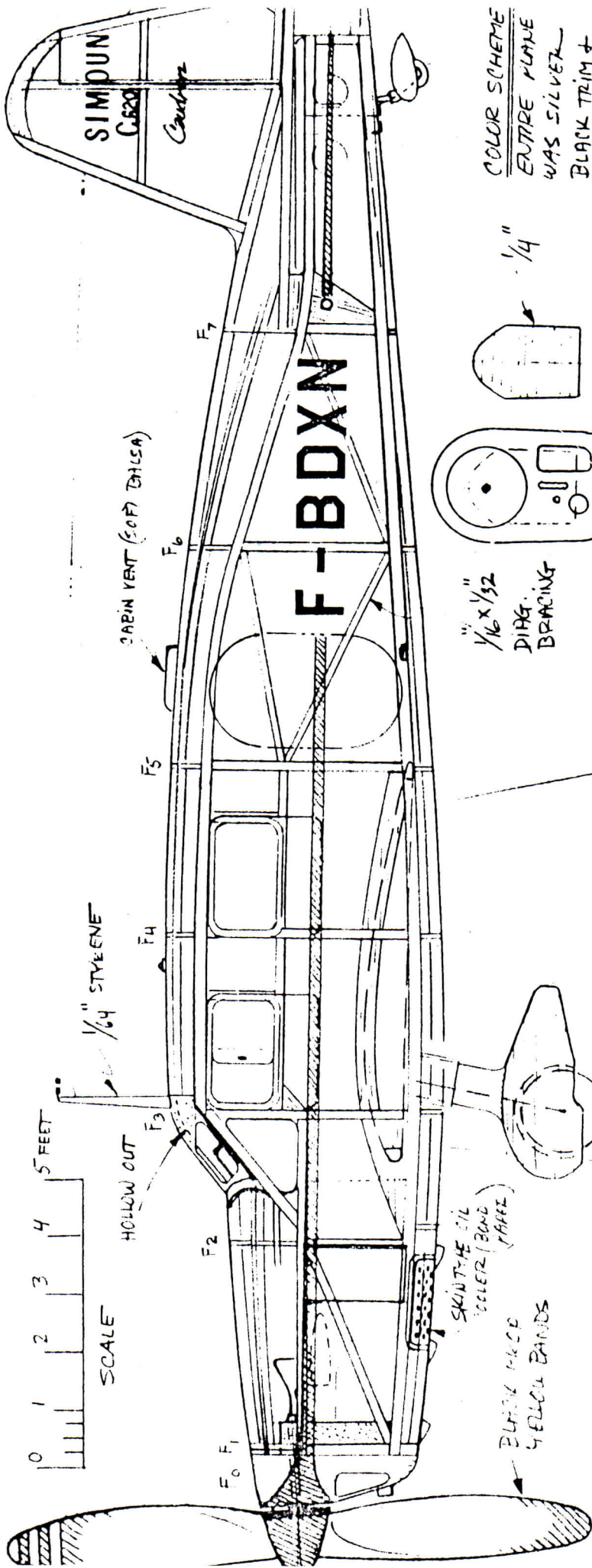
"Reach for the sky, this is a hold-up"! But reach for your glue and balsa first, Rib-slicers. A "hold-up" it is, indeed! Hold up on whatever it is you are doing and get to work on the keen models in this issue. Now this flashy Caudron we have already spoken of, and Pres Bruning's plans need no intro to our FAC Tissue trimmers. Check those plans fellas. They are pretty self explanatory. Pres says he hasn't built one of these jobs as yet, so any Clubster who does is going to find himself "Chief Test Pilot" for the Caudron-Bruning works. And don't forget to send the results in to GHQ so we can spread the word.

Aere-trinket time! For those of you longeron layers who can't wait to get to the 'drome with something new, here is a crate with only ONE longeron! The Flying Aces Condor is just about the snappiest stick job for the whole year of 1937. She appeared in the March issue of 'good ol' Flying Aces magazine.

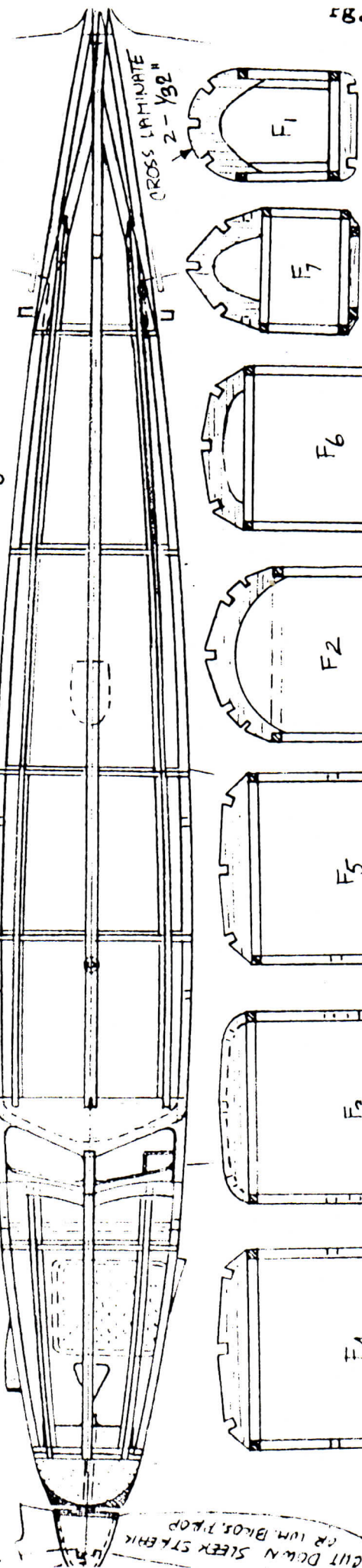
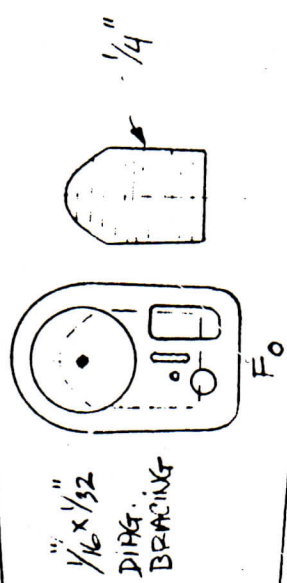
Clubster Ed Nevak has one of these swept wing sleeksters on his tarmac right now, just waiting for the great HEIN to send some good testing weather to his 'drome. The most outstanding feature about this model is the split wing. That is, the wing has no center section, nor are the root ribs glued together. Each half remains separate and is joined only by the wire wing clips which also hold both halves to the motor stick!







COLOR SCHEME
ENTIRE PLANE
WAS SILVER
BLACK TRIM +
REGISTRATION



REF: D) 1:40 DRAWING
BY BJÖRN
KARLSTRAUM
2) AIRCRAFT OF THE
WORLD 1965 EDITION
P.39

1934 CALIDRON C.620 "SIMOUN"
PEANUT SCALE | BY: PRES BRUNING

Fig. 11.

We are still offering the FAC Plan Packets to you. Price is \$8.00 each Plus \$2.00 each for postage. Pack #1 has 10 plans on 16 sheets (11 X 17), Pack #2 has 11 plans with the same format. All of these plans have appeared in the very early issues of the newsletter and most of you have probably never seen them. Your continued support by purchasing these plan packs continues to keep our overall operating costs to a minimum.

Send your order to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Dear Kernel,

Sorry I missed the '93 bash; sure enjoyed the '92 affair. Good flying, good quarters, good food!

The enclosed photo built from a Scientext plan (see photo page). Hull covered with lite-span, rest all Japanese tissue. Total 190 gm. Makes me feel good to see it soar overhead on ONE electric motor while that amateur Don Srull needed 12 motors to get his flying boat airborne.

Love and kisses, Otto

WANTED; Hawk Model Aeroplane Co. solid balsa kits or other discontinued solid balsa kits; Sierra Nevada Models kits. Builder/Collector will pay top prices. George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363

WANTED; Information regarding Air-King Model Aircraft Co., Inc. Last known address was 5204 S.E. Foster Blvd., Portland, Oregon U.S.A. Contact George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363

Peanut & No-Cal Scale Postal Meet News

The Peanut and No-Cal Postal Contest is now on Skysters! This contest will end on May 30, 1994. Entries postmarked after May 31, 1994 will not be accepted. All you have to do to enter is fly your model, peanut or no-cal, time them and send the time, name of the model and the wing you flew it in to FAC-GHQ. The four wings are; Outdoor Peanut, Indoor Peanut, Outdoor No-Cal and Indoor No-Cal. Contest times count too. Fly as many models as you wish as many times as you wish. Every time you better a score with a particular model send it in. Send scores to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506. Scores to date:

OUTDOOR PEANUT

Pilot	Plane	Time
1. Doc Martin	Waco	62 sec.
2. George Nunez	Caudron 460	47 "
3. Ron Hummel	Lemberger LD-20B	46 "
4. Walt Leonhardt	Nemith Cougar	39 "
5. Ron Hummel	ME-109E	32 "

INDOOR PEANUT

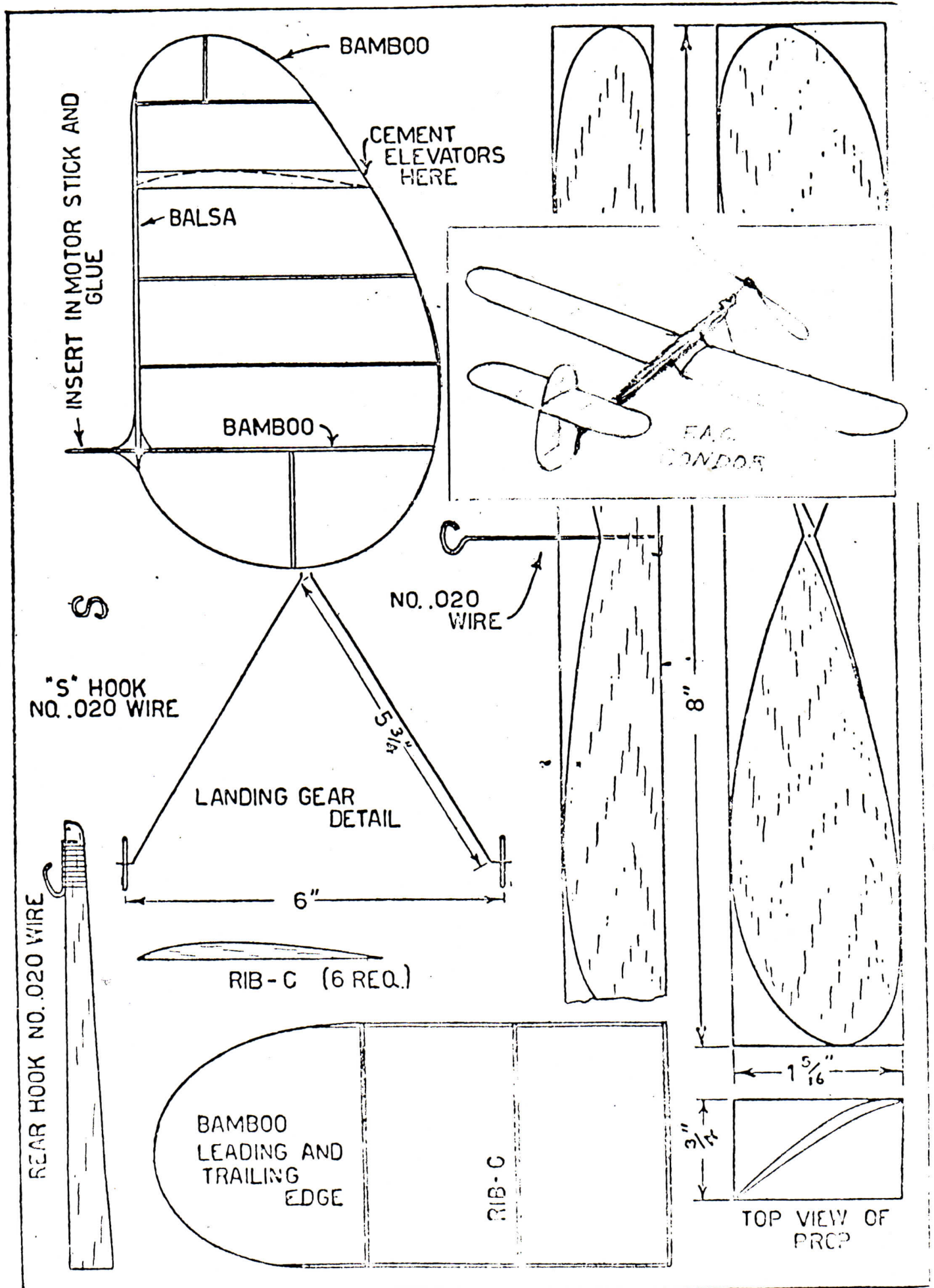
Pilot	Plane	Time
1. Jim Anderson	Ord-Hume	46 sec.
2. George Bredehoft	White Monoplane	32 "

OUTDOOR NO-CAL

Pilot	Plane	Time
1. Ron Hummel	Olds Tailwind	935 sec.
2. Mike Ransom	F4U Corsair	291 "
3. Dave Linstrom	Farman Postale	125 "
4. Mike Ransom	OS2U Kingfisher	105 "
5. Walt Leonhardt	Martin MO-1	42 "

OUTDOOR NO-CAL

Pilot	Plane	Time
1. John Vorhees	Farman Postale	296 sec.
2. Barrie Taylor	Lacey M-10	273 "
3. Barrie Taylor	Bristol Scout "D"	195 "
4. Dan Benner	Grunman F4F	137 "
5. Michael Spiess	Grunman F4F	119 "
6. Chuck Powell	Cassutt Racer	119 "
7. Chuck Powell	Taylorcraft	111 "
8. Mike Matrie	Arsenal DeLanne 10	81 "
9. Jim Anderson	Tipsy, Jr.	71 "
10. Jeff Englert	Farman Postale	59 "
11. Paula DiDonato	Waterman Gosling	53 "
12. Jan Jones	Plymacoupe	49 "
13. George Bredehoft	Dayton-Wright RB-1	47 "
14. Tom Derber	Rider R-2	41 "

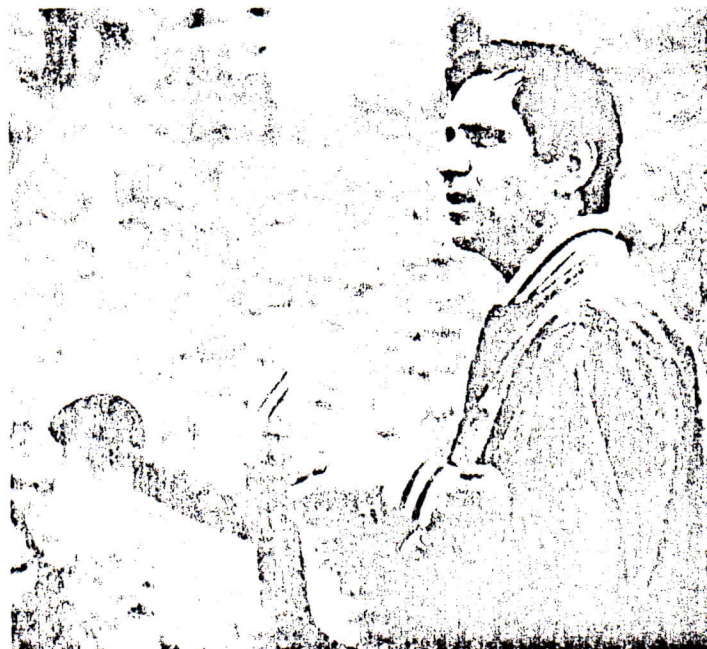


Here ya go, tissue-trimmers! Look at Jim Hyka's Wedell-Williams as she streaks skyward to what Jim hopes will be a winning flight. Jim built this beauty from the old George D. Wanner plans. Look for this cloud-cleaver among Golden Age Reproductions list shortly, so you can have your own. "Be the first in your gang".... etc. We have some other pics Jim sent in and this model has "speed" and "win" in every sleek line.

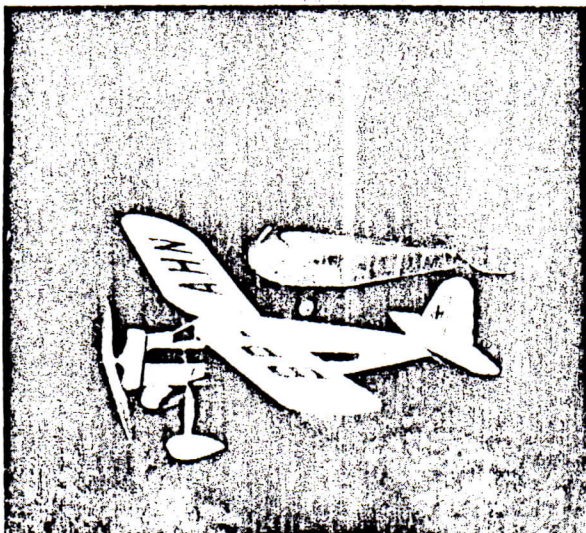


With the Model Builders

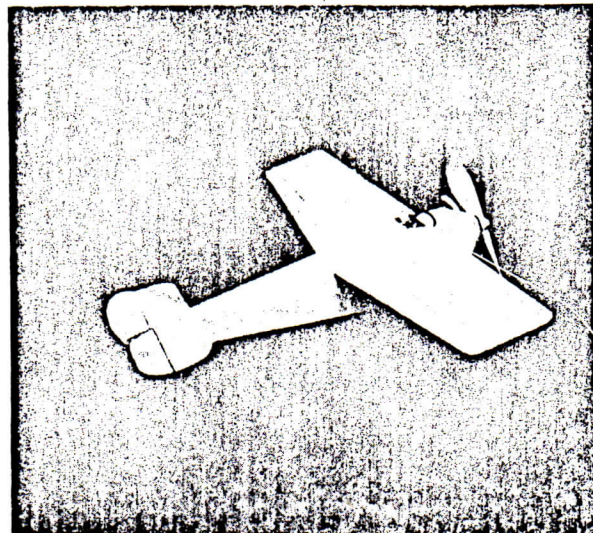
Ever see this look at a meet? Bet you have; maybe even on your own face while you weren't looking! It's one of those "How am I going to get this ever-increasing right turn out of this wretched model?", or "Uh oh...looks like my chief competition has got himself a thermal while I'm about to wind and am naked helpless!" The unfortunate victim of circumstances beyond his control is Bob Thompson, and the model he's gripping in despair is an Avia 122. The Avia 122 was a Czech aerobatic trainer, some of which were sold to Russia in 1937. Bob's model is of one of those, the Czech versions having much brighter color schemes.



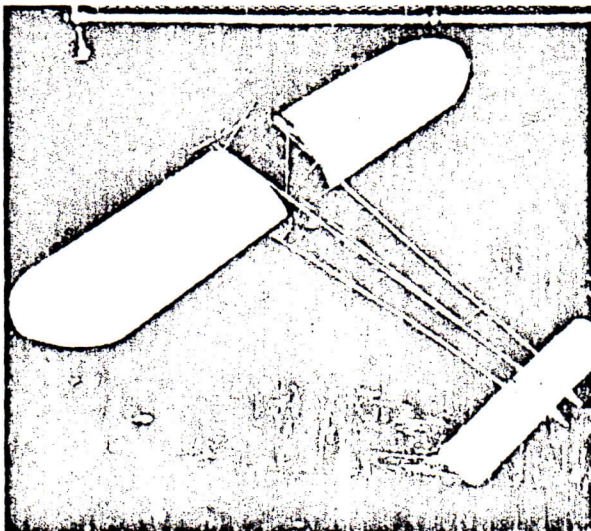
(a note) Please, snapshot fans.....send us smaller photos, like the ones scattered about this page. The big ones are really nice to get, but they either take up the entire page, or demand so much space that we can't use them and have any kind of a caption.



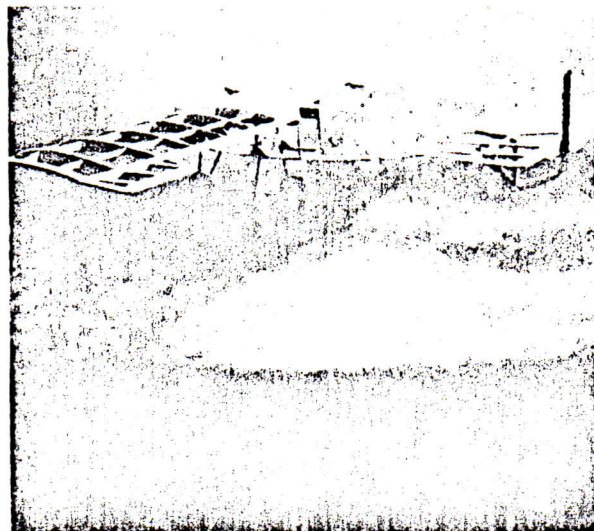
Here are Bill Hannan's RWD -6 No-Cal, and his AK-1 Peanut. The RWD was a Polish light plane of quite fine performance in the 1930s. This model looks to be all sheet. How does she go, Bill?



Here's the AK-1 with her wing on. They found who those "wreckers" in the hangar were and got the flight surfaces back on. Thankheavens for the security types! off you go, Aeroflot! Howzzis one go, Bill?



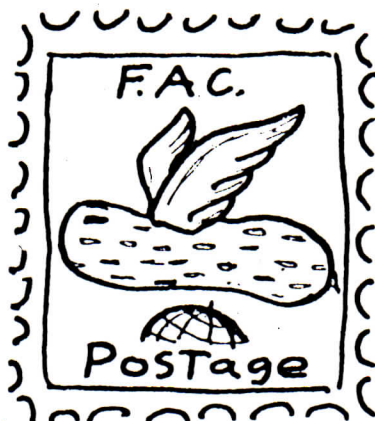
Here's a real rairy one! This is a model of a Bleriot built in 1910 by Louis' brother! As you know, models of that era are even rarer than full-sized ships. This one resides in the San Diego Aerospace Museum.



This is a Beachey Monoplane built by Ken Hannan, Bill's boy. The basis was a Peterson kit. Anybody out there know much about Peterson products? Looks to be a nice ship, neatly done in the Hannan manner.

Peanut & No-Cal Scale Postal Meet News

Wew Peanuteers, the Keeper of the Log here at Hangar number One, Pinkham Field tells us that this year's Postal Contest is the largest one in the history of the FAC! And we have plan prizes and FAC Citations for our winners, too! But what is it most treasured of all the winners are awarded? You bet, another victory added to the Kanone List! The Role of Honor of the Flying Aces Club. Climb out of the 'pit, Peanut Pilots, and come on into the operations shack to see the outcome of this big sky duel!



Outdoor Peanut.

Not deterred in the slightest by Col. Stott's big 9 min & 47 second flight the following Skysters turned in the times listed below.

Bob Clemens, 51.6, BD-4
 Doc Martin, Luton Minor, 95.0
 Jim Stewart, Voyager, 70.0
 Bill Hiscock, Waco E, 67.0
 Chuck Slater, Robin, 45.0
 Fritz Wunsche, Druine, 81.0

And Jr. division Mickey Nallen flew his J-3 to better his old time of 48 secs by clocking 53 secs.

Yep fellas, looks like Mickey Nallen and Dave Stott are the victors in this catagory. Congrats to them for their fine frolics in the ozone.

Indoor Peanut.

Twang our lift wires! Twenty two times entered in this phase makes it thebiggest of the feverish four. Let's look 'em over---

Tom Nallen Jr., Christmas Bullet 57 secs.

Lt. Chuck Schobloher, Monocoupe Spl., 43 secs.

Capt. Jack Russ, Citabria, 60 secs.

Haupt. Von Rottensocks, (alias Ralph Kuenz, & Rotten Ralphie)
 38 secs, Farman Mosquito.

Lt. Fritz Wunsche, Druine, 48 secs.

Doc Martin, Lacey, 90 secs.

Jim Stewart, Cessna, 69.8 secs.

Butch Hadland, Wittman Tailwind, 59.8 (Butch was visiting the Sunshine Sqdn. all the way from England!)

Lt. Bob Clemens, BD-4, 57 secs.

Capt. Jim Hyka, Martin MO-1, 55.0 secs

Junior battlers were Rich Ivers and Capt. Mickey Nallen. Lt. Ivers led with 65 secs in his Morane Parasol. Mickey tried to catch him with his J-3, but best time turned was 51 secs. Just to be sure, Lt. Ivers toolled his Volksplane around for a nice fat 81 secs!

And there is that part of the story. Ribslicers! Doc Martin did it again this year! Nice goin', Doc! And Lt. Rich Ivers is fast moving toward aedom. Here is a guy to watch out for! Congrats to you, Rich.

By thunder! We have used up all our space in this issue! We will have to delay take off for the No-Cal results 'til next issue. See you then with the scoop on the slender sky slicers!

FLYING ACES

Flying Aces Club Spring Meet

June 8, 1975. 9:00 AM to 5:00 PM
AT DURHAM MEADOWS, DURHAM, CONN.
FOR RUBBER POWERED MODELS ONLY.
A.M.A. SANCTIONED. #227

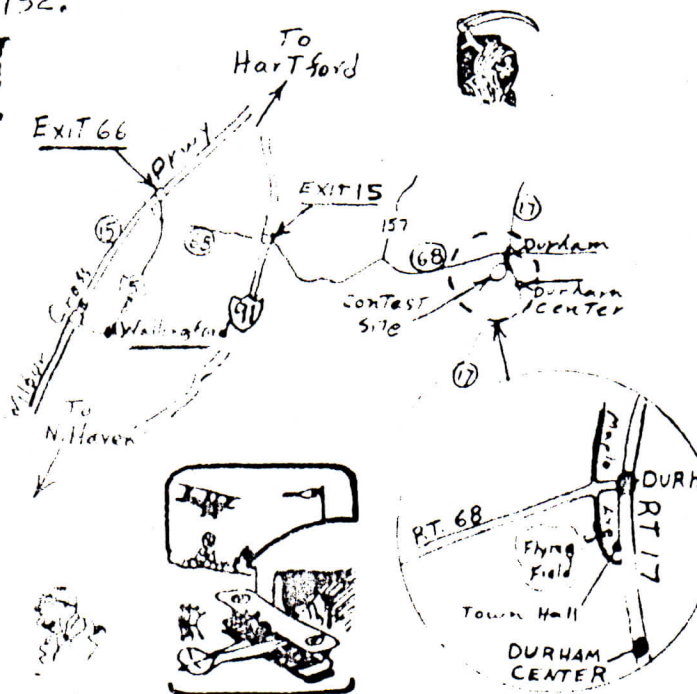
A.M.A. membership required. All A.M.A. age groups combined. (JSO)
You may join the A.M.A. at the field.

1. Flying Aces Scale; An event for any scale model that gives a bonus for difficult to trim models. Two ships may be entered. No penalty for deviation from scale tail area or dihedral.
2. Peanut Scale; A.M.A. rules. This event originated by the F.A.C.
3. Embryo Endurance; An easy event for non scale models of certain specifications. Great for fledglings.
4. No-Cal Scale; For profile scale models. 16 inch span limit.
5. Shell Speed Dash; An endurance event for raceplanes not exceeding 24 inch span. All flights (2) must be in by 12:00 Noon. Top 10 qualify for Greve and Thompson described below. If you plan to race in the Greve and Thompson you must be in the top 10 in the Shell! G'luck!
6. Greve Trophy Race; An endurance event for racers with simultaneous launching for wild and turbulent action just like the real races! Even the spectators get sweaty-palmed over this!
7. Thompson Trophy; More of the Greve style flying! Think you are made of tough enough stuff????
8. Aerol Trophy; One great big simultaneous launch for those who did not qualify for the Greve or T.T.

Any one requiring further info contact Capt. Bob Thompson, C.D.
Hat Shop Hill, Bridgewater, Ct. 06752.

Plan to get to the 'drome early for the Shell event, Sky Scorcher! Gotta get those flights in by noon. Don't forget your scale endorsements for the Main Event--F.A.C. Scale, of course. Yep fellas, for a \$2.50 entry fee you can enter any or all events and fly with the best Tissue Trimmers in the East!

Besides a shot at swell prizes and trophies, you get a year's subscription to the FAC News, and that aint hay! Also, there is the honor and glory of having your name inscribed on the FAC Kanone List, the parade of aces who have been victors in FAC duels the nation over! BUILD, FLY, WIN,,,,,F.A.C.!!!!



12.

