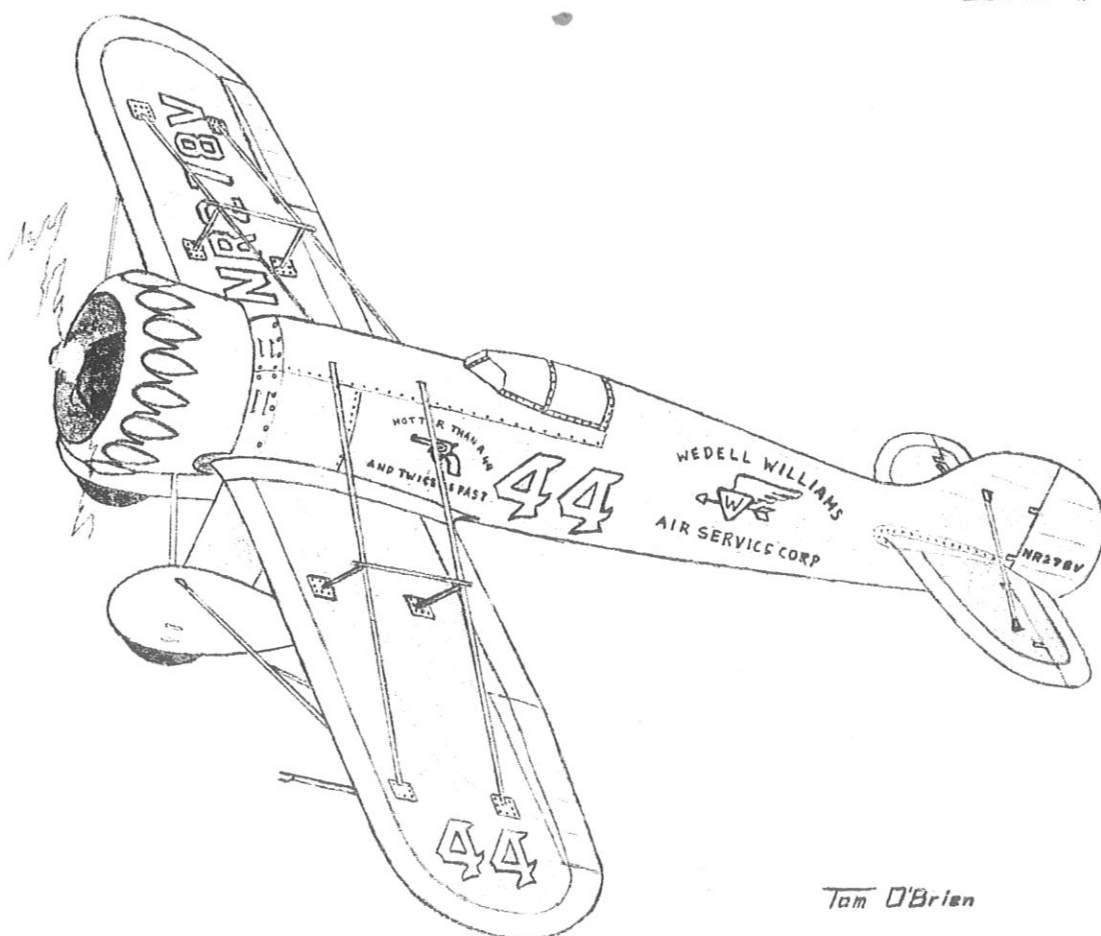


FLYING ACES

Club News

Issue #43.



1931 Wedell-Williams



NEWS ON THE WING!

Changing Your Address?

Let us here relate the sad tale of Lt. Paul Cherubini, the "Lone Eagle" of the FAC,.....

Herr Kommandant;

The Lone Eagle has been waiting on the tarmac for his F.A. mags for the last 6 months. I looked to the East for signs of the Air Mail Jenny to break thru the overcast sky. Not a sign of the brave pilot, not a sound of the OX engine in the distance.

Back in the hangar, the gloom as thick as fog over the Channel, the answer finally broke thru. G.H.Q. doesn't have the address of my new aerodrome!

Quickly jotting the address on paper, I ran to the field. The mail plane from the West was still there. I could see the exhaust glowing in the early light, the sound of an OX ticking over. I arrived just as the last mail bag was being put in the front 'pit. With a burst of speed, I got the attention of the pilot. He reached down and grasped my letter, shoving it in his tunic. Waving happily, I watched the Jenny bounce into the air, heading for G.H.Q. ozone.

Each day I will wait on the tarmac, expecting my F.A. mags to arrive on the Westbound mail. The news of new battles, races, and other exciting events will soon be eagerly devoured by the Lone Eagle in his lair.

Good flying. May Hung swallow a hot air balloon.

Lt. P.K. Cherubini.

And there it is Skysters. Be sure and not let this sort of misfortune befall you. Notify G.H.Q. of any address changes as soon as you can.

Sticky, Wot?

FAC Charlie Sotich has come up with a thoughtfull aid to remedy writer's cramp for the Company Clerk here at G.H.Q. Charlie, noticing our newsletter was addressed by hand, sent a bunch of his gum backed personal address labels to G.H.Q. to paste on his copies of the good ol' F.A.C. News. How about it F.A.C.s, will you do your part to ease the pain of addressing the news by hand by sending your address labels to G.H.Q.?

F.A.C. NEWS EDITORS UNDER FIRE.

At the left you Wingsters will note an illustration of Phineas Pinkham strafing the editorial staff of the ol' News! Why? How? Read on, fellas.

It all stems from the article, "More Contact With Arch Whitehouse" in the last issue, number 42. Why not get it out and re-read that article to get lined up on the runway before taking off.

And let's take off by leading with the following letter from one of the greatest F.A. writers of them all, Joe Archibald.

Dear Sir:

I was more than a little dismayed at the deprecat-ory remarks aimed at two old writers, now deceased, and once close friends of mine. It seems you have been brainwashed by the self-appointed Eric Severeid of World War 1 fiction.

James Perley Hughe's background is still somewhat vague in my mind, but F.E. Rechnitzer was a PILOT and was knocked down behind the enemy lines and did a stint in a kraut prison camp. I repeat, he was a PILOT. Hughes was a top writer for the Number One air fiction magazine of his time, WAR BIRDS. I shudder to think of your correspondent's opinion of Phineas Pinkham and his creator.

Be that as it may I am sorely tempted at times to write a book on World War 1 air fiction writers and put them in their proper perspective. A good title would be HAW-W-W-W!

Sincerely yours,

Our initial reaction to this letter was deep regret at our oafishness to have said anything to denigrate ANYBODY, let alone two who once wrote for "our mag". Surely such denigration was far from our intention, and we never could mean such a thing. Even if someone has misunderstood our words in such a manner, we apologise.

Perhpas the problem is one of misunderstanding as a personal attack something clumsily and hastily written about the historical value of the writtings of the authors mentioned.

Never the less, here are several extracts of the historical writtings of these men.

In the December, 1933 issue of Flying Aces, Hughes had an article, purportedly true, telling of a feud between the Italian ace Barracca and the Austrian ace, Linke-Crawford. In the article Linke-Crawford is portrayed as flying Halberstadts (which the Ausrians never flew).

As far as can be told, neither of these men ever met in combat, or anywhere else....yet there is some of blood feud between them, which only ends with a very colored version of Barracca's death. One which is hardly accepted as the true one to-day.



In the February, 1934 issue Hughes has the German ace Karl Allmenroeder involved in a "feud" with the Russians. (All the Hughes articles seemingly involve "feuds" that flamed over the front, "stripping it with wrecked airplanes.)

In this story, Allmenroeder is killed on the correct date, 2nd June, 1917, but whereas he was actually brought down by Raymond Collishaw over Flanders, this article has him killed by the Russian ace Kazakov, over Russia, and with Kazakov flying a SPAD which Bert Hall, then touring the Russian Front, loaned him! Outside of the date, purest fiction.

The same issue contains an article by F.E.Rechnitzer, entitled "The Richthofen Legend". "Stories of the Red Knight Never Told Before". This consisted mainly of the now familiar "Richthofen isn't dead. It was

a double that was killed, and he is still alive, hidden in an East Prussian castle"....etc. Now, we have all heard this sort of thing often since. "James Dean is really alive!" "President Kennedy is alive and hidden out on an...." To the point where jokes were made such as "Hitler is alive and well and living in Kate Smith"!

But back to the story. It even has the canard about the special squadron, complete to movie camera equipt plane, formed by the British to destroy the Bloody Baron and film his doom for viewing by the folks back home. Of course, the Red Knight flew thru the whole squadron, sent the camera plane to a fiery end in the mud of Flanders, and proceeded home unscathed. True, there is the disclaimer "Legend" in the title, but.....?

These yarns (for tht's what they mostly were) all have a great amount of technical expertise. These men DID know what they were writing about, TECHNICALLY. The ambience ("stories told over many a wet-ringed table in beer gardens), color, and general background are superb. They are however, more like to movie script writing than history. Colorful? You bet! Fun? Naturally! Skilfully done? Surely. Fact? No. Some of the finest entertainment ever created was made by these men, and others like them.

When one sits here, forty years later, and criticizes the works of aviation writers of so long ago, some things ought be mentioned: First of all, they were lean times. These men wrote articles to SELL so that they might live, (the free buck had not been invented then) and sell they did. Forty years later along come a couple of Kiwis who were either in diapers or hadn't even been thought of when these men were working hard, and have the gall to criticize them for what they did. One can only answer



that we live in what tends to be a humorless age, an age which is choking in "specialists" burrowing around everywhere, trying to find out what REALLY happened, and not what is entertaining. It is a situation of the different times, different aims, and different objectives. Sometimes we here at G.H.Q. have a foot in both camps, and when we do, the result is usually a pratfall



Yep Joe, a book on World War One fiction writers would be a fine and needed subject. Those men alone carried the torch of interest in that subject in another pacifist age, when most people were busy trying to forget. It does seem unfair for these men to come in for any sort of vilification today, when they and their era are so little understood. It was a very different scene then, and we here at G.H.Q. who have the nerve to try and recreate a tiny bit of it are deeply ashamed if we acted not only out of place and manners, but also out of time.

Sincerely, Bob Thompson, and Dave Stott, co-editors, F.A.C. News.

Bob

Dave Stott

BULLSEYE!

That is what the 3-view of the Prest Baby Pursuit scored after being published in the last issue of your FAC News. Lt. George Meyer (alias Haupt. Von Toot) and Pres Bruning cracked their throttles wide open in a dash for the drawing board to Peanutize the diamond shaped jewel. The gang will all be waiting for more to come fellas!!! Meanwhile our archivist is all agog digging up more rare ditties to be slurped up in our "Three View Saloon"!

Doc Martin, Florida ace says, "Keep up those GREAT three views.... You've inspired me to start our own seriesso hang in there for some weird Jap and Romanian jobs comin' up in Hangar Pilot (Mima's newsletter) soon!"

Like Otto Lilienthal, we are ahngin' in there, Doc. And you other Clubsters know we will snip 'em out of Hangar Pilot to share with all our FACs.

NO-CAL POSTAL RESULTS

Better late than never, so the saying goes. As you recall fellas, we ran out of space last issue in our Postal Meet coverage. Without further ado, let's get into the rest beginning with Outdoor Wing, No-Cal Scale. Last we knew Lt. Col. Dave Stott was in the lead with a 3 min. 15 sec flight on Dec. 15th. Well Tissue Trimmers, on Dec. 29th Lt. Tom Nallen Sr. hopped into the frigid ozone and turned a time of 3 min 24 secs to top Dave. Alas, it cost Tom his Potterfield, as Hung did not give it up! Gone, but not forgotten.

Jan 5th Bob Thompson put up a good flight of 1. min 52 secs in his Boeing 95 (Cleveland), and Fritz Wunsche of the Detroiten Geschwader hustled his BD-6 around for 57 secs. Of course the new Wing-Co, Lt. Tom Nallen was not unseated by these attempts and emerged victor, earning his 5th FAC win and promotion to Captain! Congrats from the gang, Tom!

On Feb 22nd Mickey Nallen turned the flight time of 2 min 18 secs that made him victor in the Jr. division, Outdoor No-Cal Wing. Unfortunately his Vagabond went down in a forrest and could not be found. Too bad, Cap. Looks like Hung has the wood nymphs working for him too, huh?

Now as to the No-Cal Indoor Wing. Col. Stott had the only time entered last time we looked, being 1 min 11 secs. Then it happened... on Jan 12 Tom Nallen Jr. (who is no longer in the Jr. age group) turned atime of 102 secs with his Luscomb Phantom. Jan 17 saw a time of 1 min 23 secs for Fritz Wunsch, 'hard flyin' Detroiden Geschwader memberm with his BD-6. On Feb. 9th the ol' Colonel was at it again with his Kalinin 1 min 27 secs. Also on this day, but out in Ohio, The Flying Scotts were at it with the following....

Lt. Frank Scott-Dayton Wright Racer 1 min 24.5 secs.

Lt. Jeanette Scott (Jr.) Day-Wrgt. 1 min 11.5 secs.

Lt. Chris Scott (Jr.) " " 1 min 08.7 secs.

And just when things were looking great for aviatrix Scott, along comes one of the Flying Nallens to clip off 1 min 27 secs with his Vagabond before it went West!! Boy, we will have to set up a meet just for the Scotts and Nallens alone! That would give the rest of us a chance to have one of our own when they weren't looking!

So congrats to Tom Jr., and Mickey Nallen (the real junior) on your victories. A clean sweep for the Nallens--- two for Mickey and one each for the two Toms!!! Whew!

Cover Story

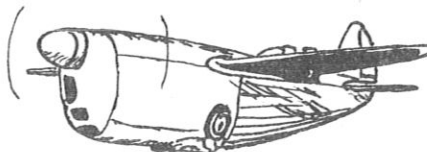
One time Thompson winner Lt. Tom O'Brien is the Wingster who did this issue's cover art. A foin job indeed, Thomas! Faith, and it's no wonder, what with the interest he's had all his days with airy-planes and all! Yep, Tom has even got those neat details that only a scale modeler registers profound impressions of, such as "Hotter than a 44 and twice as fast" on the fuselage side.

This nostalgic pylon pivotter is one that as yet has not shown up at the FAC raceplane events. She has some nice features too. Such as the strong landing gear, and pretty good wing area for a racer. Yep, we know the nose is short, but Crow Hill Models and Royall Moore never let a thing like that stop 'em! Or, if gearing is not your bag, how about a lifting section stab to shift the C.G. aft??

Well, once the love bug bites ya on this one someone will build her and probably win with it as well. Isn't that the way with Flying Aces Clubsters?? YOU BET!!!

A REMINDER TO NO-CAL FLYERS.

GHQ wants to remind all our Clubsters that the only rules for No-Cal Scale are that the model look like what it is supposed to be and the wing span limit is 16 inches.



Got a model that you would like to see more of? An original job, that is. One you have sweated and toiled over as you drew it up, only to have the plan sit around collecting dust because your interest in that ship wanned? Maybe some other FAC would like a crack at it. Why not give him a chance? Send the plan to G.H.Q. so as we can print 'er up in the news for the enjoyment of all. Meanwhile, lets look over this pair of cloud cuddlers.

THE F.A.C. TRAINER.

By Lt. Frank Scott, Dayton, Ohio Sqdn.

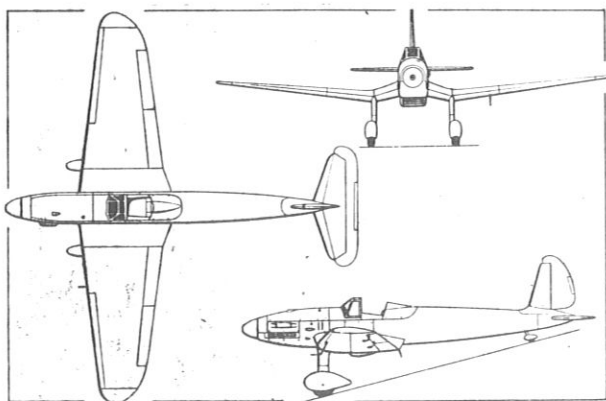
How about this novel little ship fellas? Why she is a combination of all the good things in a modelers hangar..stick job, No-Cal, and sporty looks too! And, as if that were not enough, Lt. Scott tell us the Great One has indeed looked with fervor and favor upon the prototype and has spirited it off to that Great Hangar in the Sky! Yep fellas, this little lean learner has got performance too! Bets are down here at GHQ that there will be plenty of FAC Trainers up before summer is over!

Scan the plans and reach for the balsa, Rib slicers. She is as simple as can be and we need not add a note on it's construction. And how about that novel title block Frank has on the plan....showing the FAC Trainer in it's hangar. Don't that spin you in?

ARADO AR80 V2

By Lt. Col. Dave Stott, GHQ Sqdn.

Believe it or not, Tissue Trimmers, you are looking at a real looser when you run your orbs over this sleek sky slicer from der Faderlandt! What we mean is, that this ship lost to the Messerschmitt 109 in a Fighter competition in 1936.



But she sure looks like a winner in model form, nein? Small cross section, plenty of dihedral, nice moment arms, and a schoen looking frauin as well.

Dave tells us no model has been built from these plans as yet, and if one of our longeron layin' clubsters does make one G.H.Q. would like to publish a snapshot of it.

One note to add that is not shown in 3-view or plan is that the swings a 2-bladed prop.



1/8" SQ. LEADING EDGE

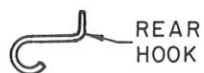
Pg. 8.

1/16" SQUARE SPARS

DIHEDRAL : PROP UP
EACH WING TIP 1 1/2"

WING

1/16" X 1/8" TRAILING EDGE



REAR
HOOK



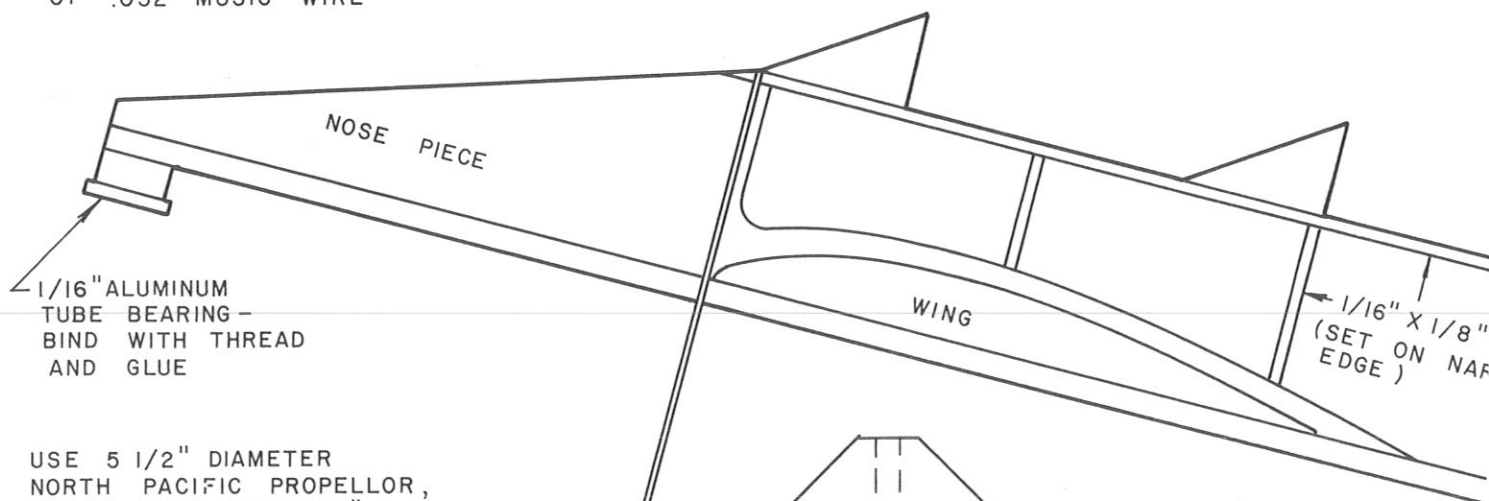
PROP
SHAFT

1/8" SHEET NOSE PIECE

NOTE: ALL WOOD PARTS ARE
OF BALSA

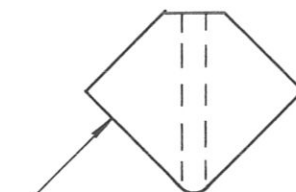
NOTE: ALL WIRE PARTS ARE
OF .032 MUSIC WIRE

WING RIB - MAKE 7 OF 1/16" SHT.

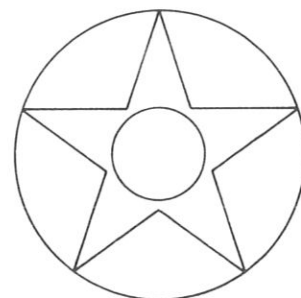


1/16" ALUMINUM
TUBE BEARING -
BIND WITH THREAD
AND GLUE

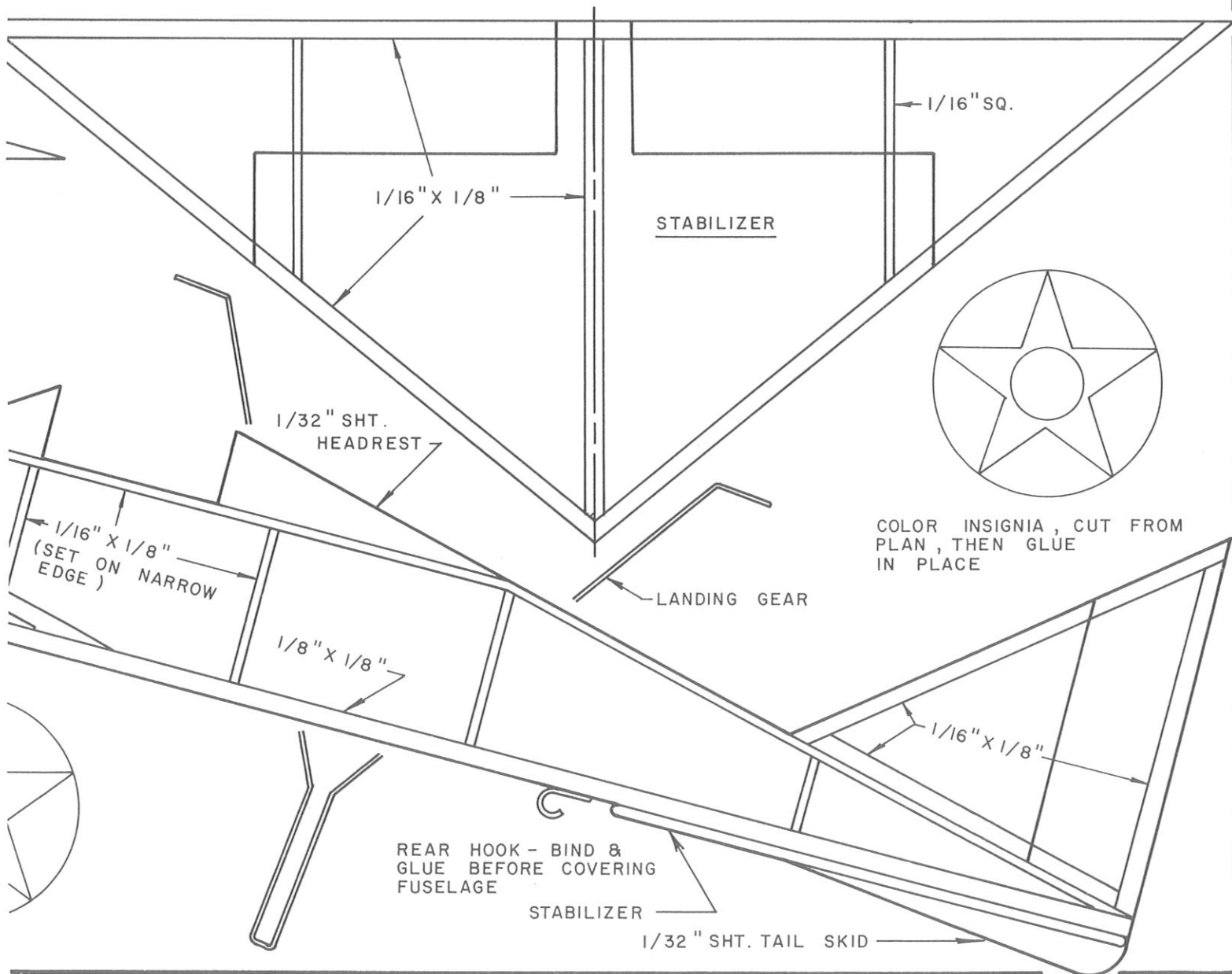
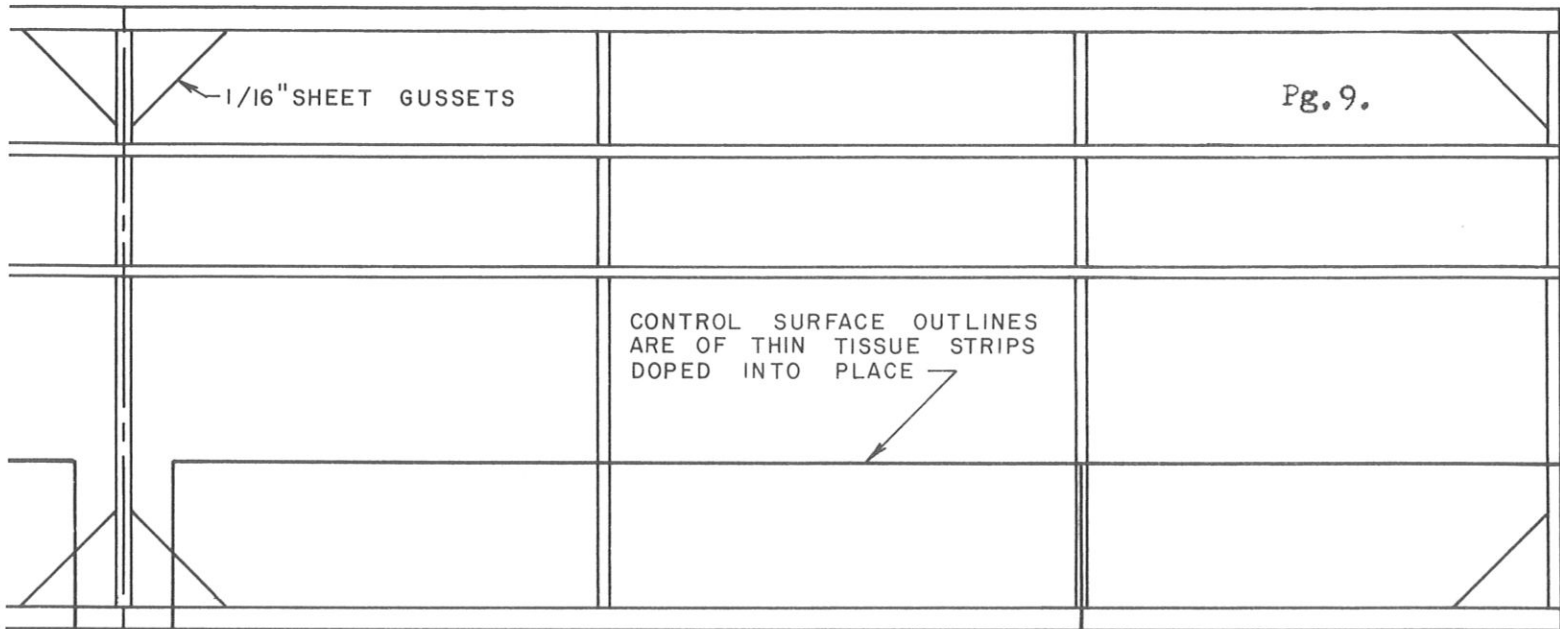
USE 5 1/2" DIAMETER
NORTH PACIFIC PROPELLOR,
POWER WITH ONE 10"
LOOP OF 3/16" RUBBER



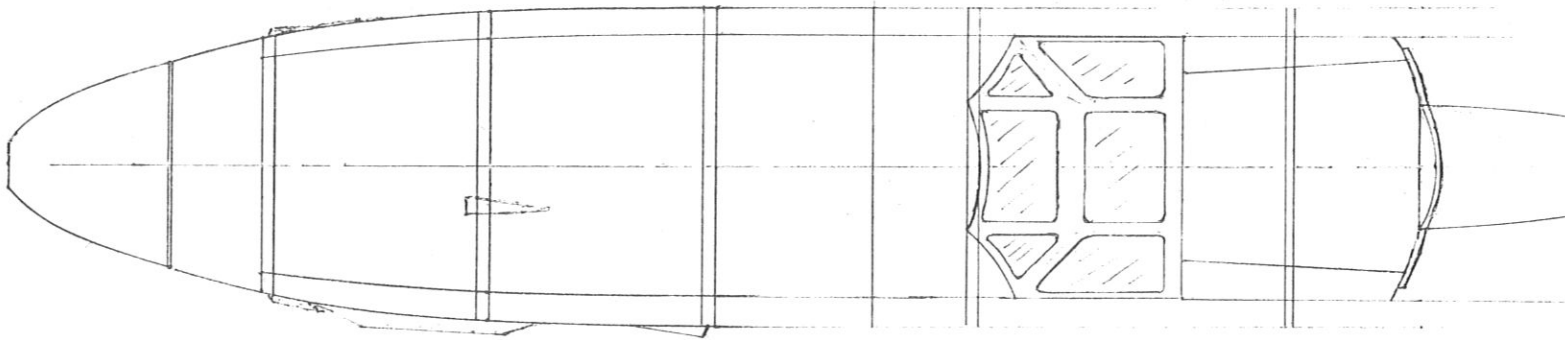
WINDSHIELD PATTERN -
MAKE TWO PIECES
FROM THIN CELLULOID



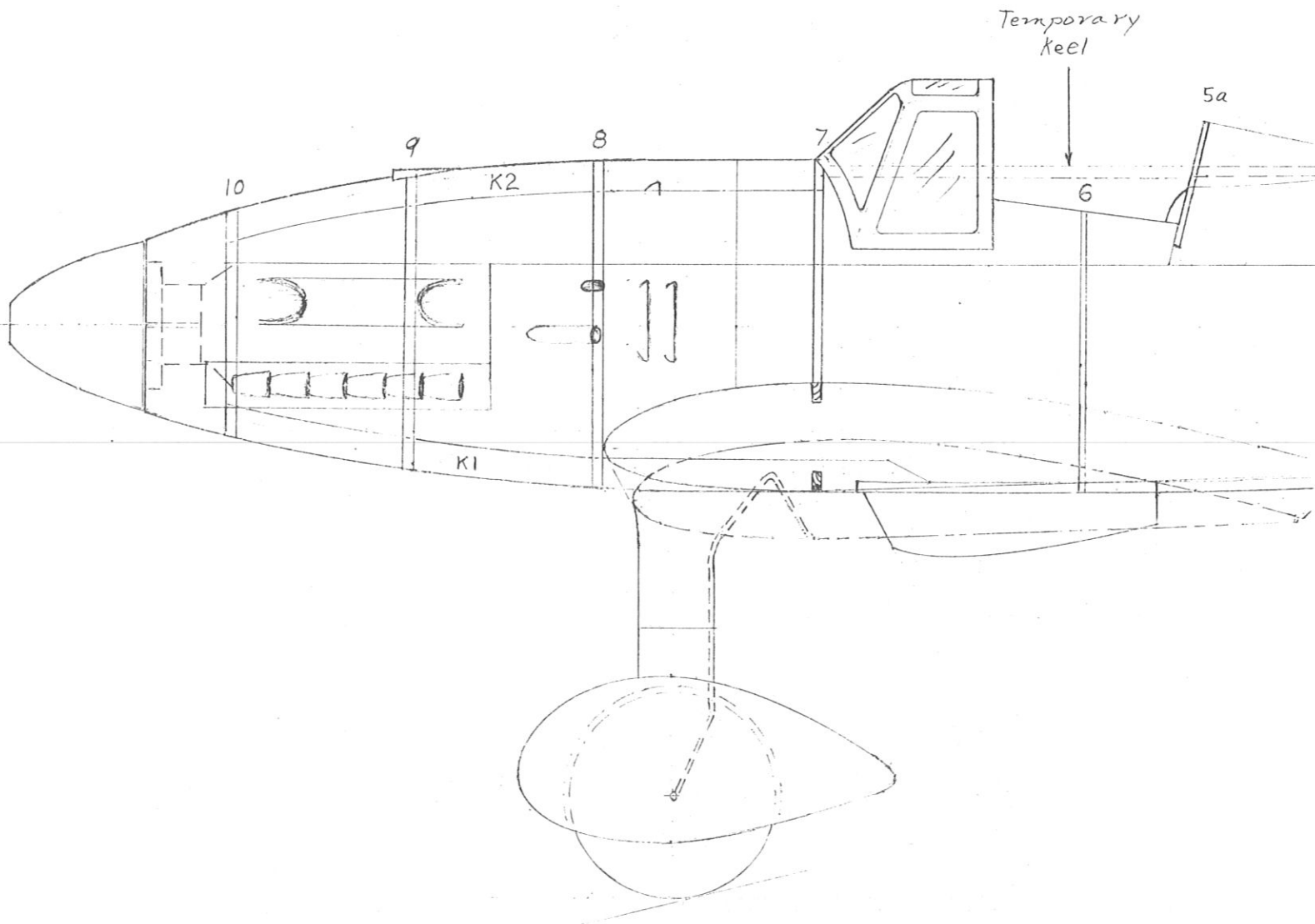
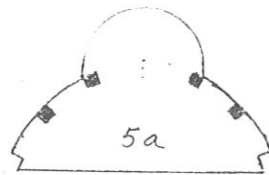
3/4" DIA. WOOD
OR PLASTIC WHEELS

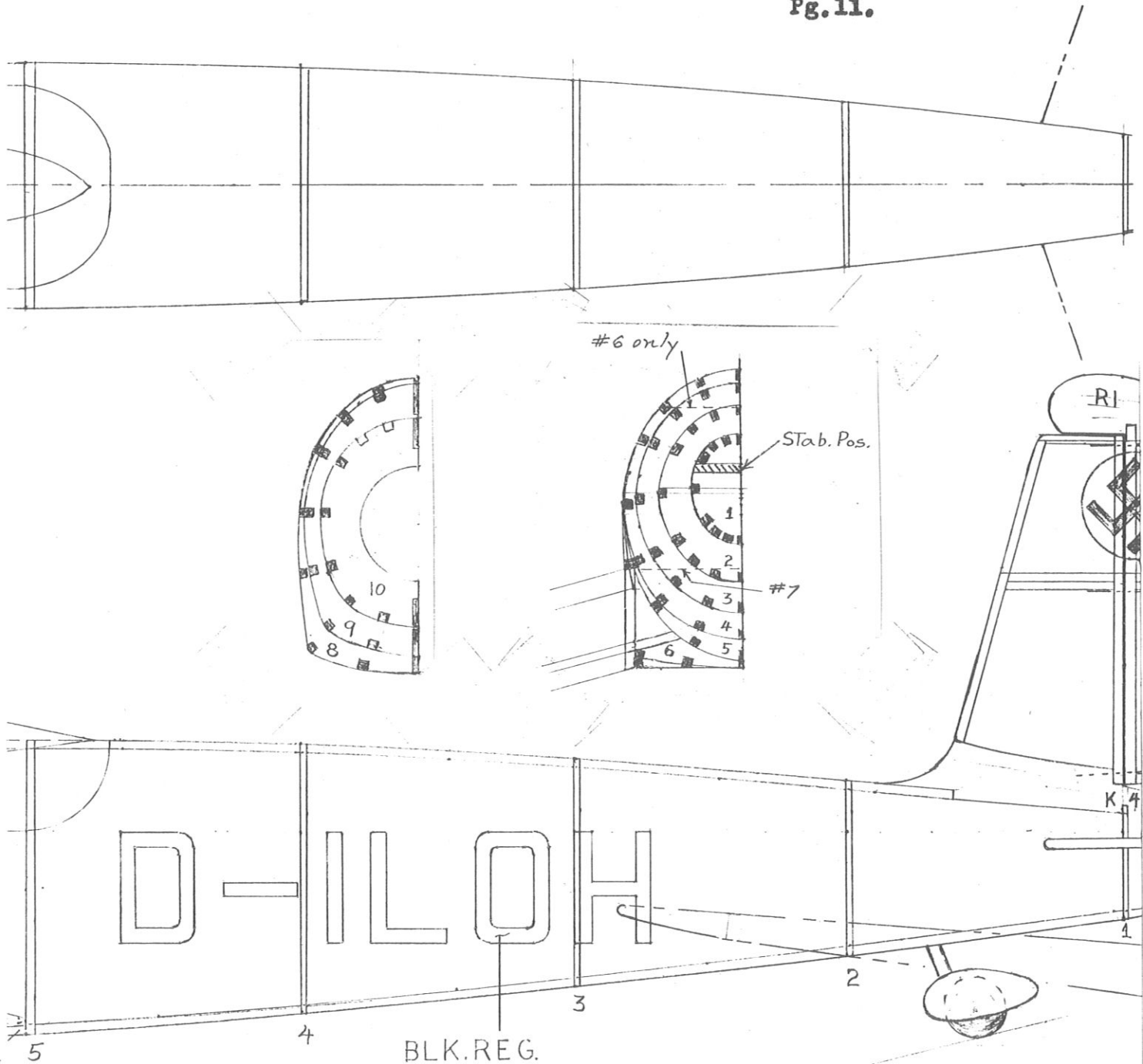


Pg.10.



COLOR - ALL SILVER





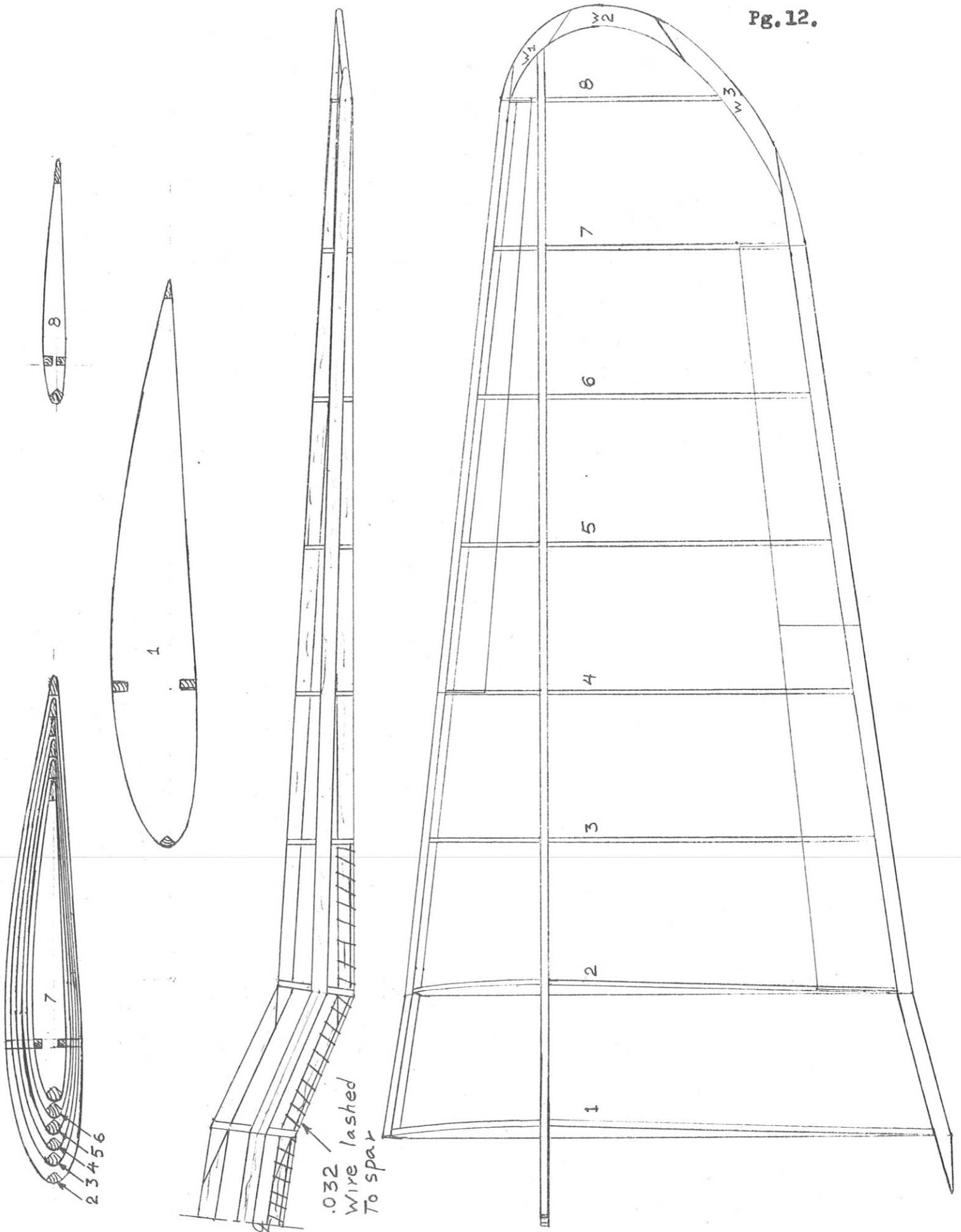
ARADO AR 80 V2

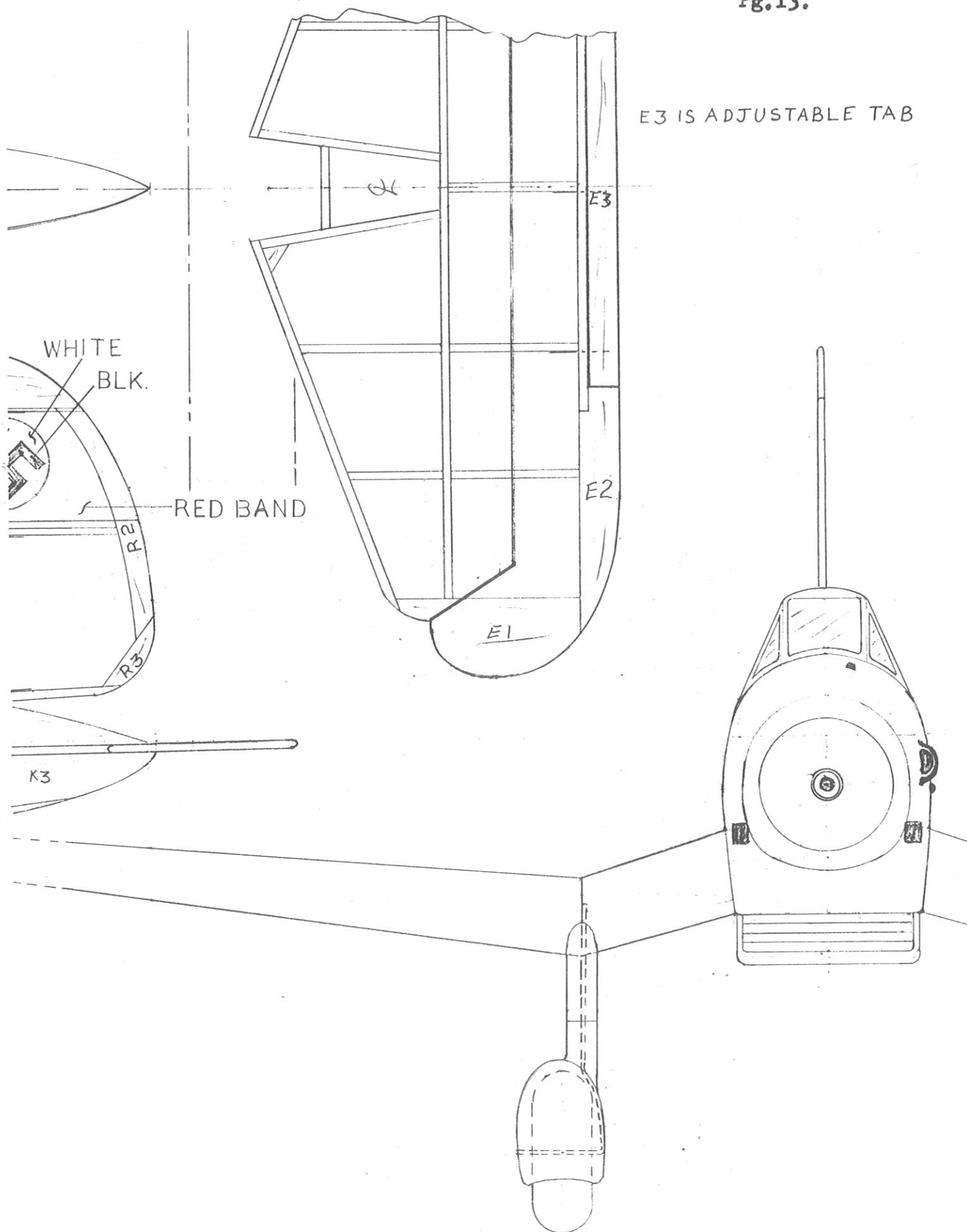
Re 2. Feb. 1967 FLYING REVIEW

A FLYING ACES Club Plan R.A.S. 6-70



Pg. 12.

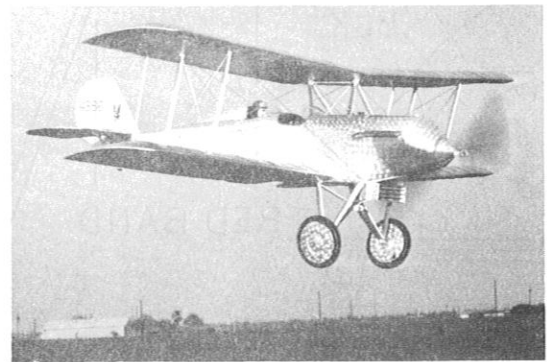




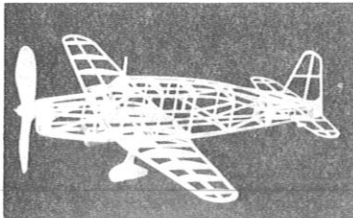
With the Model Builders.



Denizens of the old blimp hangar and inhalers of helium and other noxious gasses. Left to right we find our Sunkist aces Doc Martin (with security blanket), Wild Bill Hiscock, Fulton Hungerford (Dr. Gimmick), and Dan Kilgore, designer of old Lindberg plans and kits. Note the registry on Doc's crate...G-DAFY! Aren't we all?

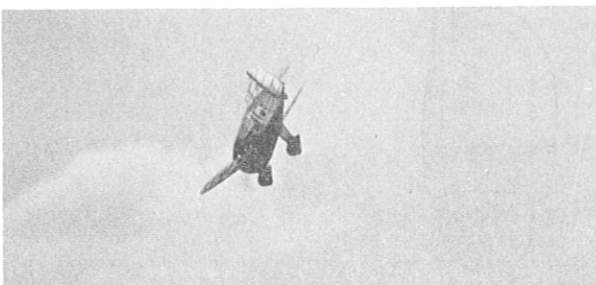


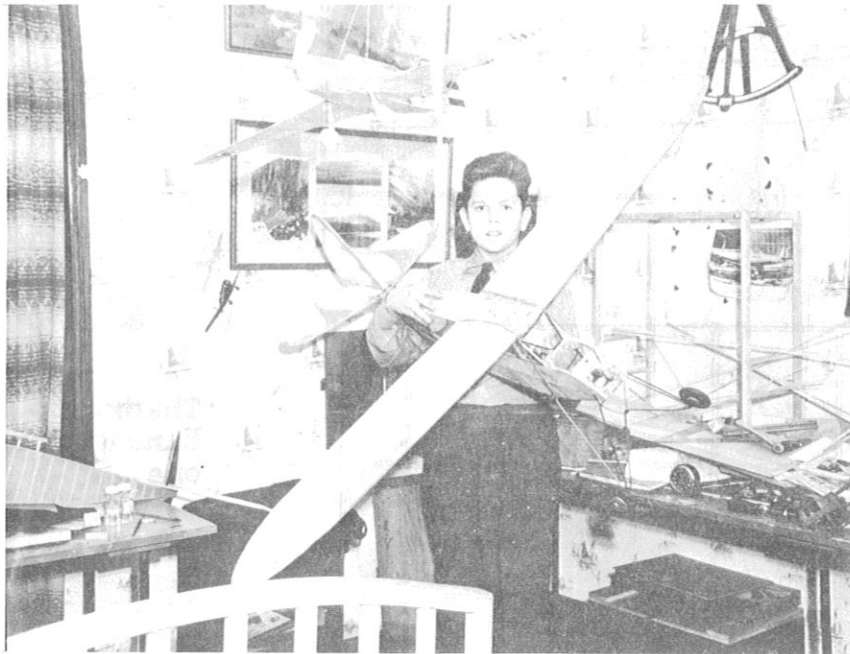
A great looking American Eagle drifting in to land and a neat rare bird, the Driggs Dart, on the left and both built by Haupt. Von Toot, George Meyer.



Now this skeleton would not scare anyone. Pres Bruning's work on the plan to the Caudron Simoun published last issue. Pres says he will send a pic of the completed ship with color details of the Paris-Tokio record version.

On the right Capt. Bob Thompson looks determined to carry out the Admiral's orders! While below Royall Moore's geared Gee Bee R-1 rounds a pylon.



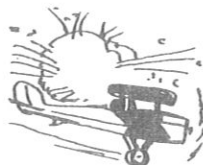


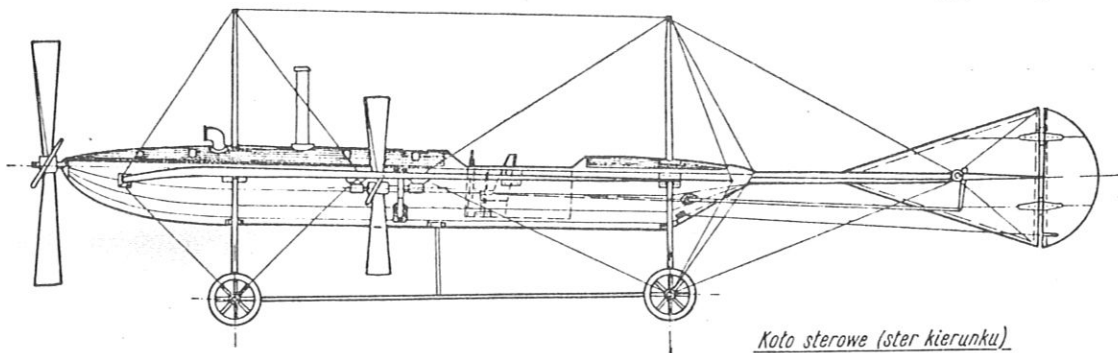
Remember what a great place your bedroom was when you were a fledgling just spreading your modeling wings? How your mind would run rampant as you lay in bed reading a copy of Flying Aces by the soft light of your bedside lamp? How that light cast a murky glow over your models suspended from the ceiling, and pictures of the latest pursuit ships of Uncle Sam tacked to the wall took on an even more mysterious aspect? Ah, those were the days, eh Clubsters?

Up in the photo above we have Lt. George Armstead, prime-mover of the Glastonbury Modelers who certainly must know of what we speak. Look at the pride George has as he holds his Megow Flying Quaker, while his Messerschmitt hangs overhead. Look at the workbenches strewn with parts and what might be a Nelder Moffet taking shape on the left. A picture of a Bell XP-39 on the wall behind the square frame. Take a moment and think back to your bedroom of old, or now, should you be one of our younger eagles. Enjoy it. You will never forget it. And we thank you for the trip, George.

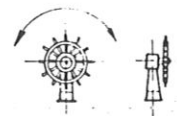
FLYING ACES THREE VIEW SALOON.

O.K. podners, let's push thru the swingin' doors and quench our thirst for more modelling subjects. Let's drink up the beauty of line and design, and to our luck that, should we draw and build one up, she has the performance of an eagle. Got your boot planted firmly on the brass rail? O.K., then, down the hatch! They are on the following pages.

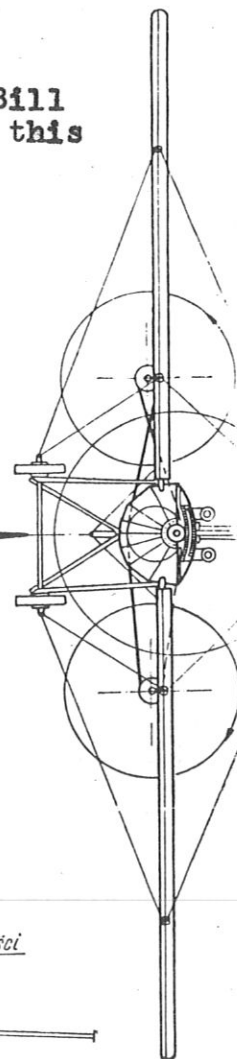
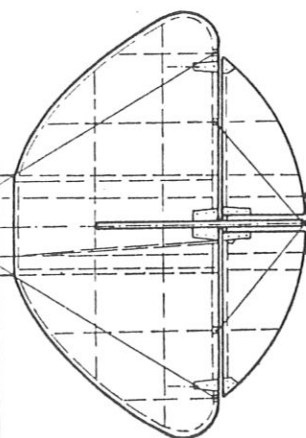
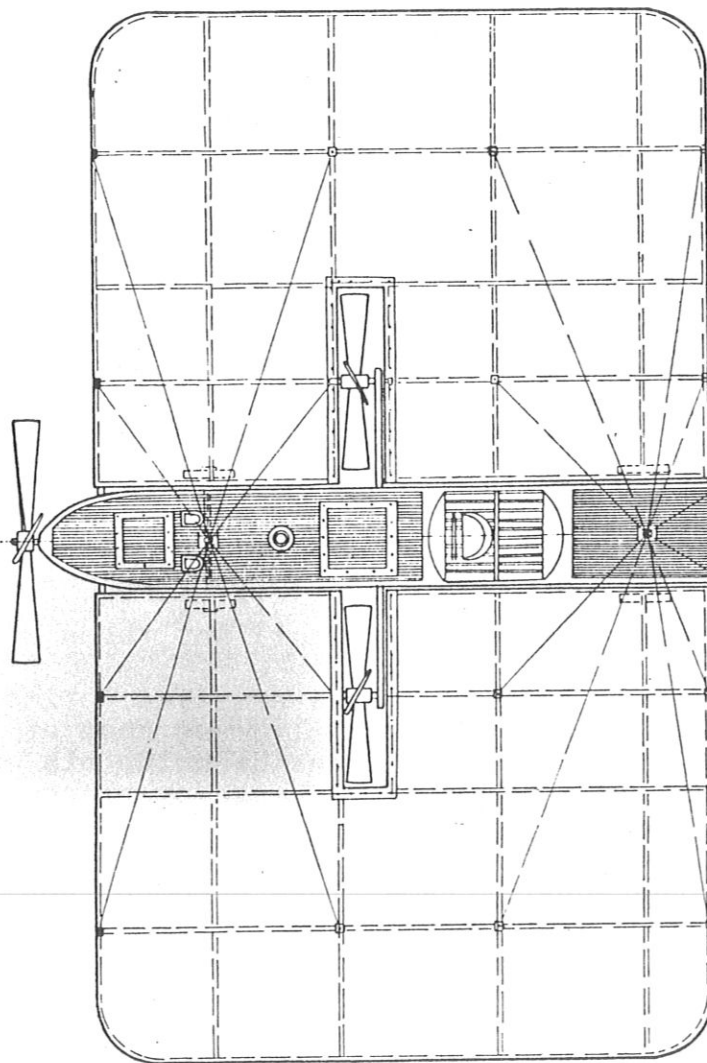




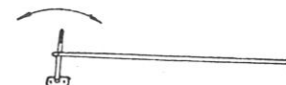
Koto sterowe (ster kierunku)



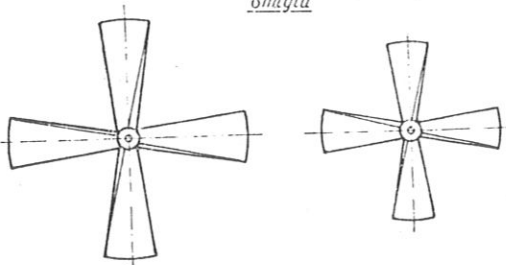
Thanks to Bill Hannan for this one.



Drażek steru wysokości



Śmigła

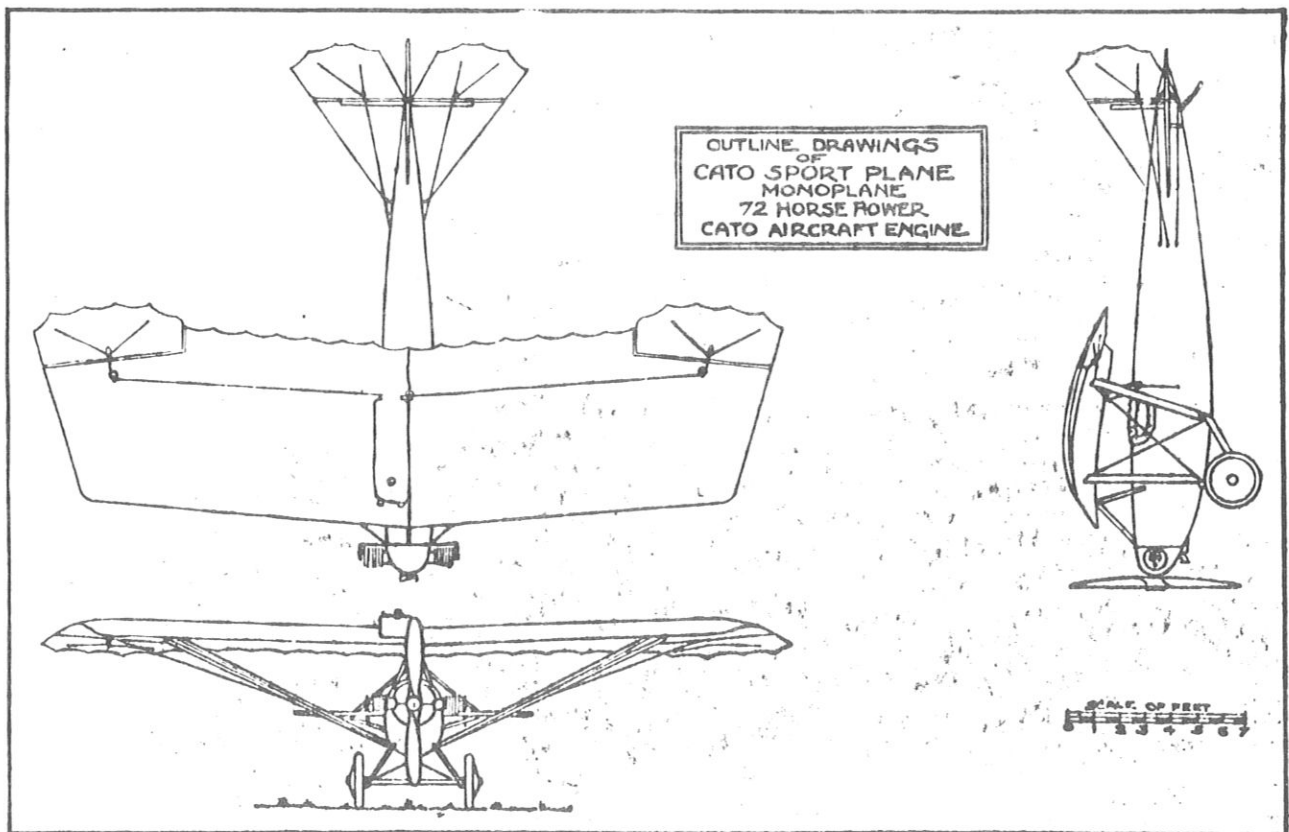


Idea wzlotu

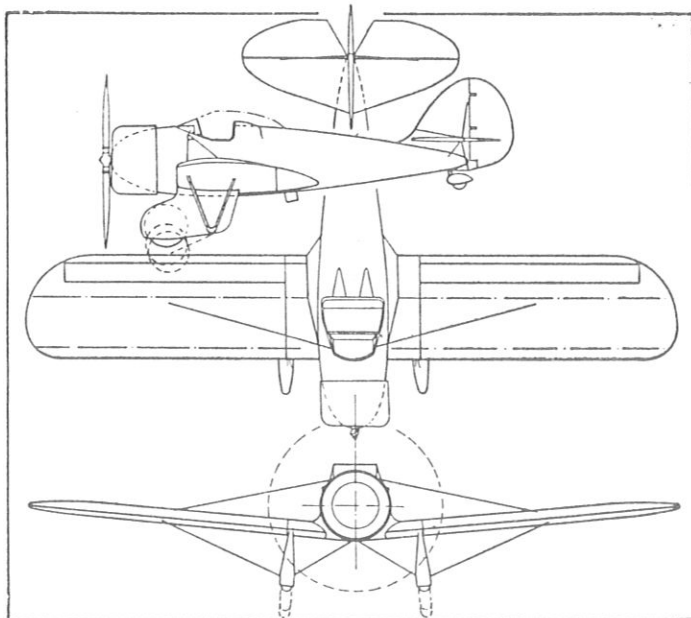


Samolot Aleksandra Możajskiego z 1882 r.
Dane techniczne: rozpiętość 25,2 m, długość 25,5 m, powierzchnia nośna 371,6 m², ciężar przy starcie 933 kg

1882 steam powered (British engines) Russian designed by Mozhaisky. From Polish publication. See also "National Aeronautics" Ap-Jun 1974

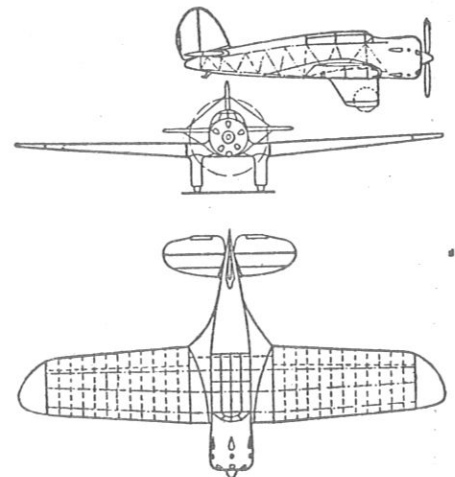


Span of the Gato was 28' 11½". Hit 68 M.P.H. tops and landed at a comfy 25! Taken from Aerial Age Weekly, Oct 6, 1919.



Cunningham-Hall GA21-M with semi retractable landing gear. Span of 30 feet, length 20 feet. 145 horse Warner Super Scarab. Side by side seating with twin head rests and optional canopy. Seems all silver or perhaps yellow from black and white pics in Jan., 1935 Aero Digest

Rare Ruskie spanned 38½ feet and had a tunnel cowl ala Monocoupe. From Aero Digest, date unknown.



Three view drawings of the Russian three-place model AT-1 commercial light airplane



