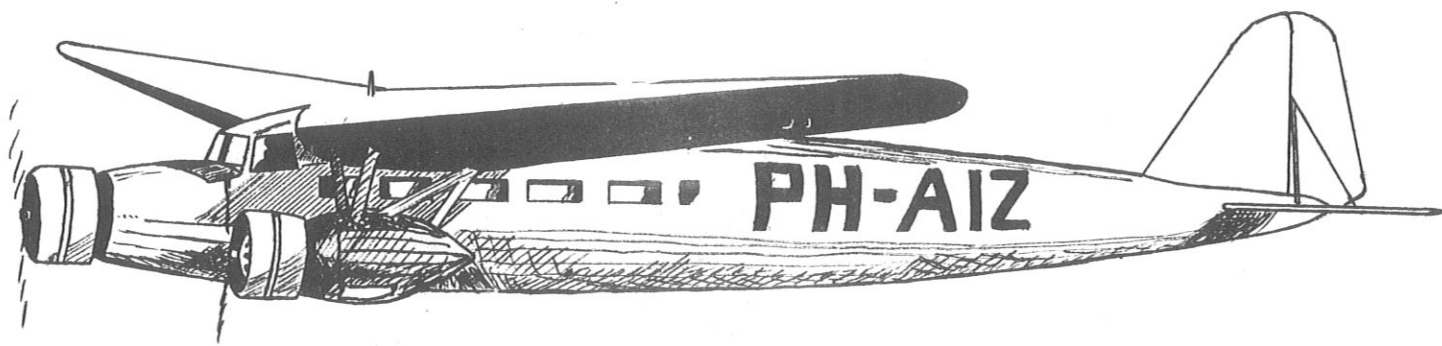


FLYING ACES

Issue #44.

Club News



F. A. C. FALL MEET INFO INSIDE!

NEWS ON THE WING!

FURTHER CONTACT WITH JOE ARCHIBALD

Having read our "reply" to his letter to us (see FAC News #42 & #43), Mr. Archibald sent us the following answer, as well as another rhineas prank. He writes:

"Thank you for your courtesy in replying to my reaction to an article printed in your Club News.....It is true, a lot of the old World War I writers did play hell with the truth and only rhineas had the right to do that. The only thing that has been worrying me is that you fellows might have taken my mug down from the shelf in your estaminet, for I really enjoy reports from the FA Club.

The enclosed cartoon shows what the consequences might be if you chop Joe A. off the list. Don't ask me how rhineas removed the doubtful Chanel No. Eleven from the polecat and laced that mouthwash with it, for I'm not getting three cents a word anymore....."

Never Fear, Joe. We wouldn't cut you off, even if you sent a regiment of rhineas pinkhams after us, together with their old bags of tricks! We enjoy and treasure any contact we ever have with the old gang who wrote "our mag" so many years ago; each contact tells us something, about the men, about the lore, and yes...even about the pay....."three cents per word"....another piece of the puzzle.

Thanks.



Cover Story

Once again the C B Mayshark of the FAC, Jeff Chrisey, has got a fine portrait of this issue's model revving up for you. Just take a quick gander over those sleek lines, over that racey color scheme, and get set to clear the bench and reach for your balsa!

This nifty cloud-cleaver is the Fokker F XX "Zilvermeeuw", which is tulip-grower lingo for "Silver Gull".

She was built in 1933, and her clean lines gave every promise of a long and profitable production run, but she ran into a real stone wall.....a stone wall called DC-2 and DC-3. That's right, skysters, the Zilvermeeuw was the ultimate in development of the old school of steel & stringer covered with cloth, and the first (and best) of the "new generation" was just leaving the production lines as she first took wing. So, despite beauty and real "class" in every line, there was only one Fokker F XX built, and old Anthony had to cover himself by securing European dealership rights for the hated rivals from Douglas!

The F XX was powered by three Wright Cyclones of 640 hp, had a span of 84.3 feet, length of 54.9 feet and her top speed was 192 mph. The landing gear was fully retractable, the main wheels retracting backward into the nacelles, and being neatly faired over with a plate that fitted perfectly into the nacelle.

Just as the F XX had a star-crossed introduction (through no fault of its own), its history was similar. Fokker intended to make a splash in the headlines by using the ship for a record flight to Java (then in the Netherlands East Indies), but the scheme fell through and the plane went into service with KLM, being registered as shown by Jeff. There she served faithfully on the Amsterdam, London-Berlin routes for about three years, being sold to Air Tropic in November, 1936. Now at that time the Spanish War was going full blast, and the Loyalist boys of Republican Spain were desperate for ships, any ships. Air Tropic quickly turned around and sold the F XX to the Republicans, and she ended her days in the Land of the Onion, being used as a multi-engined trainer.

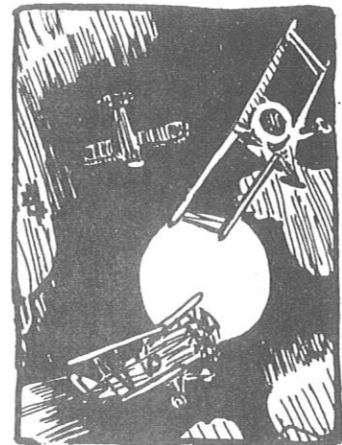
The picture and plan show her in her "salad days" with KLM.

News of the Model Meets

The eighth of June dawned windy and threatening, but that didn't daunt the FACs, all eager and determined to cop an FAC trophy and a coveted place on our Kanone List. Thirty-eight skysters made the Durham Tarmac, and they entered or flew eighty ships. If you think the FAC GHQ gang wasn't as busy as a one winged buzzard in a slaughter-house, then you ought to think once more!

We had our usual eight events, and thanks to lots of enthusiasm for the skies and Hung, all were well attended and hard-fought.

Peanut Scale saw a whole flock of Lacey M-10s milling about, but entries varied from a Pietenpol Air Camper to Ed Heyn's Roland D-16. Tom Nallen, Jr. crushed the opposition with a total of 222 points, which was 46 better than the nearest opposition (a Lacey), Ted (Samuel Pierpont, Kangley. You cloud-cruisers will be happy to hear that this



was the swan-song of Tom Nallen's little Texan. Yep, Hung decided to look it over, and after a 2 minute 4 second flight, the Great God of the Thermals dropped the little killer down into a swampy forest, where Tom couldn't get it, and where it can't torment the rest of us any longer. Ave atque vale, Texan!

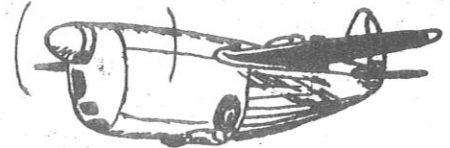
Third was Bob Bender with his Ord-Hume, an old regular at our meets (both of them).

Embryo Endurance had nine entries. Ed Franklin took home the coonskin here with his original design. Dave Stott and his incredible Hung-Aereon took second, forty seconds behind Ed. George Armstead was third with his original design, a mere one second behind Dave.

Our various racing events bid fair to become our very biggest attraction! There were nineteen speedsters in attendance, and as times go on, the sleek Menasco powered pylon-twisters of the late Thirties seem to be gaining ground, although Herb Shirley dared build a "headwind" with his Travelair Mystery Ship.

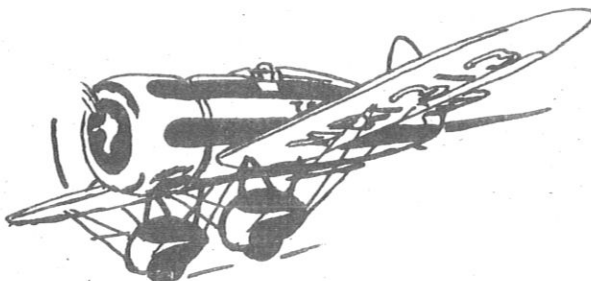
As is his way, Chet Bukowsky won the Shell Speed Dash with his Chester Jeep. The Aerol Trophy, a consolation race for those not fortunate (?) enough to make the Thompson or Greve, was copped by Herb Shirley and that Travelair Mystery. This was Herb's first FAG win, and is he proud to be on our Kanone List! Chet, of course, is by now General Bukowsky, having won everything we can offer!

The Thompson and Greve Trophies saw their usual sky scrambles, with models grabbing sky all over the place, near mid-air collisions, etc. And the beauty of these events is that as yet we've NEVER had a clean sweep by anybody, nor a repeat win! Just as everybody thinks Chet Bukowski or Tom Nallen is about to become the new "Perpetual Winner", their motors fail, or they make a bad launch, or something goes dreadfully wrong...and a new winner is crowned!



Tom O'Brien won the Greve, using a Kuenz designed Folkerts SK-2, the same one he used to win the TT last fall. He couldn't take the Thompson, however. He finished second there. Second in the Greve was Herb Shirley with his Megow Caudron, and third was Tom Nallen, Sr. with his Keith-Rider Suzy. (Those Flying Nallens can just about fill the sky with the various Keith Riders they've built!)

The Thompson Trophy saw a great battle, and again the winner came from somewhere in the pack. Dave Stott was doing superbly with his Mr. Smoothie until he "rolled her in" on a bad launch in the third Heat. Paul Cherubini's LairdSolution had the biplane fans all agog and all a-hope until he too didn't launch quite right, and that was the end of him! Bill Wood had the right strategy: just enough to "stay in there" until the last flights, and it worked for him. He took home the Big One. Tom O'Brien was right behind with that deadly Folkerts, and Tom Nallen third with the Suzy.



No-Cal Scale saw only five entrants, a small number when one compares it with the size of our postal bacchanalia, but then remember how many flights a skyster who wants to compete in ALL our events has to get in. Think the GHQ staff was busy in the tent? Look at the Nallen bee-hive over there! And Mike Nallen won with his Piper Vagabond. Flew right out of the hive! Dick Ivers, Sr. took second with his Fokker D VIII,

and Tom Nallen, Sr. was third with his Porterfield.

Scale saw a titanic battle of the skies. Twenty-six models were entered, varying from a Caproni Ca-5 (See our With the Model Builders section for coverage of this fantastic creation) to an Interstate Cadet (Struck), Sopwith Tabloid with floats, Laird Solution, DH Fuss Moth, and an XP-55 Ascender! Yep, our FAC rules, concocted in the dark of night in a witches' cave, really bring out the unusual too. All those bonus points make it really worth-while to pore over the documents and come up with something nobody else has seen.

Tom Nallen, Sr. with that Ascender took first, having done a really neat job on the plane and flying it. It's really a thrill to see ships like this once again cleave the clouds! Yep, every FAC meet is an air show like none other in the entire realm! Where else can one see such a variety of aeronautica in one place, on one tarmac, on one day?!? Eight points behind Tom was Bill Wood and his Chester Goon. Bill's another modeller you don't hear too much about, but his ships are always well built and flown. He won't be a "bridesmaid" forever, tissue-trimmers! Third was Chet Bukowski with his Chester Jeep.

It was a fine day for all who attended; despite the threatening weather, it never really got bad, and there were actually a few sunny moments when Hung was around and favored some of his favorites with a thermal or three. And despite the seeming windy nature of the day, where we were, nestled behind the tree-line, things weren't so bad. So don't let lowering clouds scare you, prop-carvers! If the meet is held, be there, if only to "gas" with the guys! And thanks to all who came and helped contribute to another great day on the FAC model tarmac.



FLYING ACES MODEL LABORATORY.

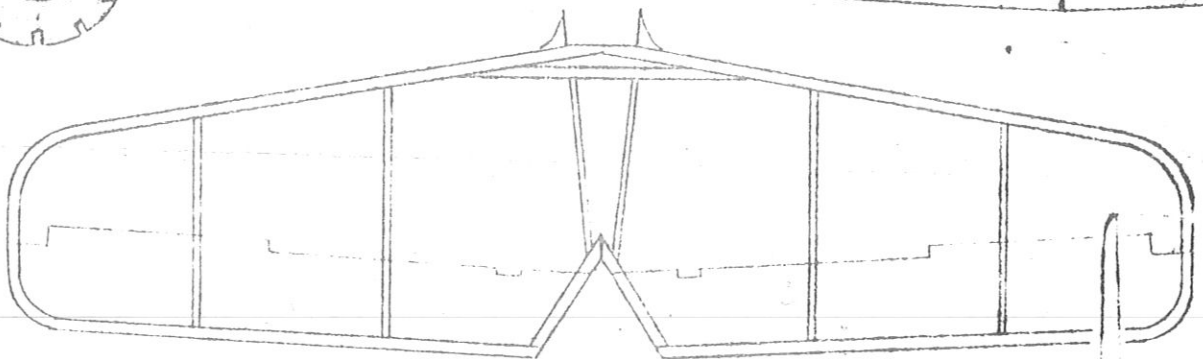
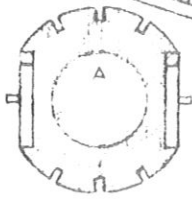
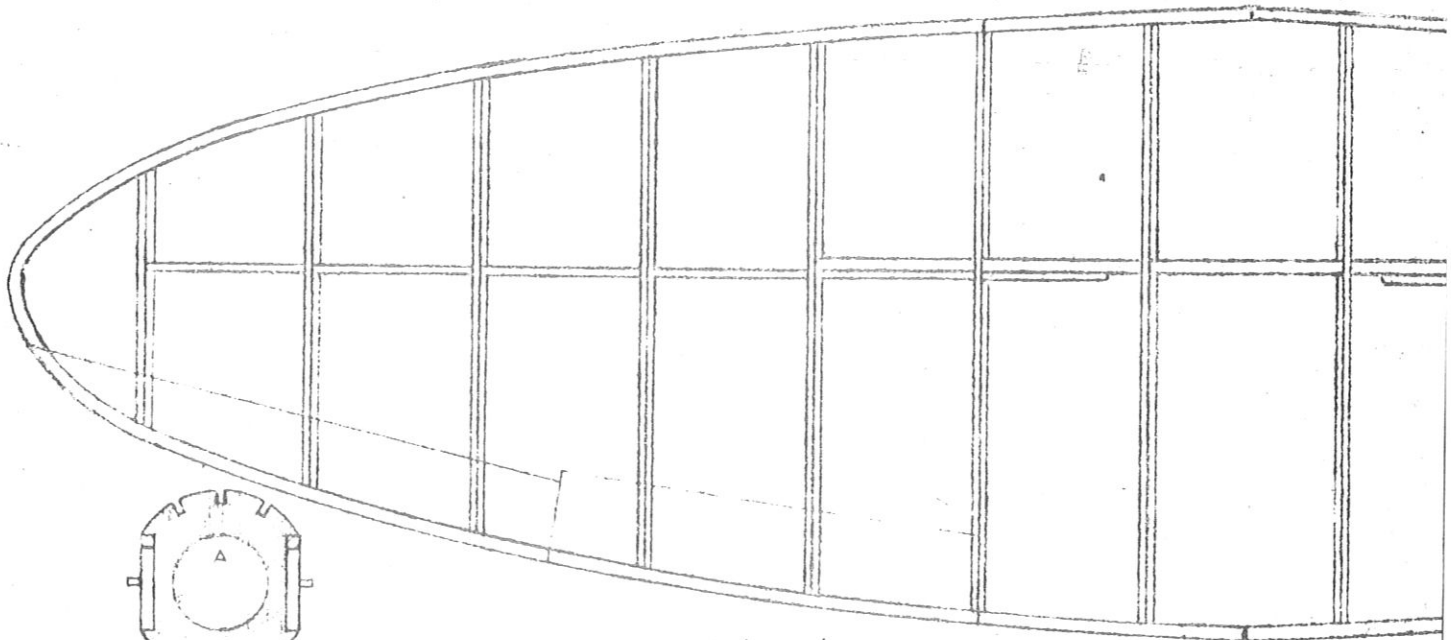
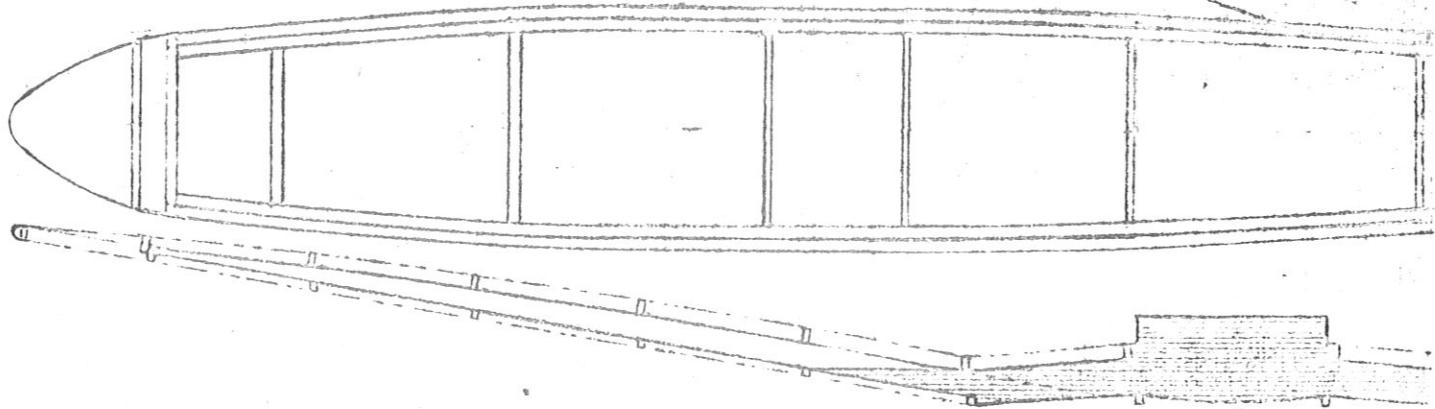
Heinkel He 112

by Bob Roden.

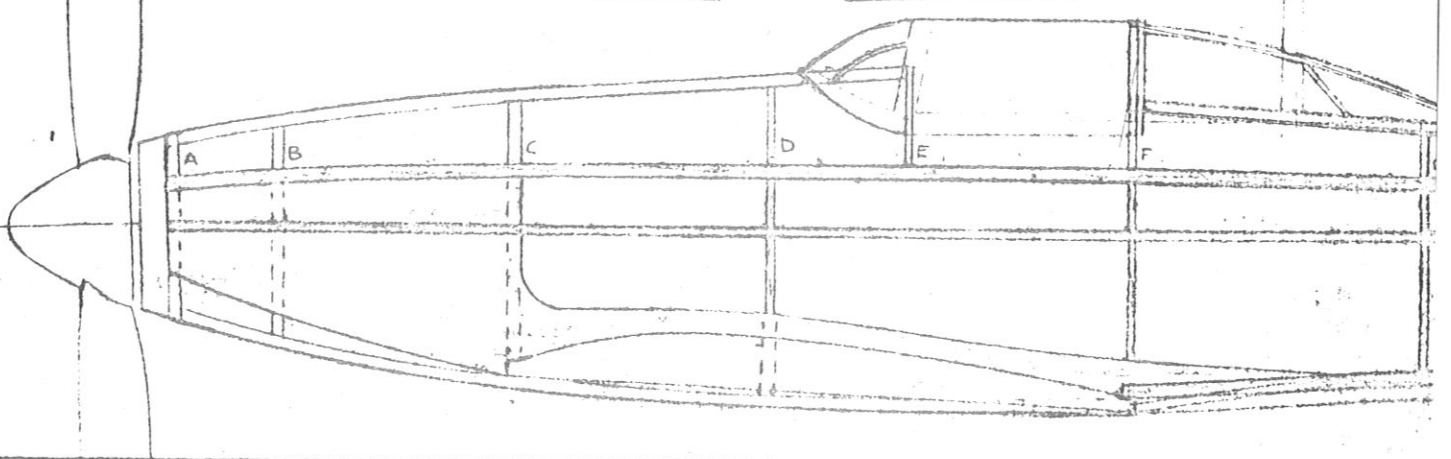
Achtung! Achtung! All model builders of the Flying Kanonen Bund WILL get to work, und schnell, on this fighter for der luft-waffe! You vill be sorry if you don't. Sorry in Dachau, oder Buchenwald, ja! Here are your instructions from Herr Roden---

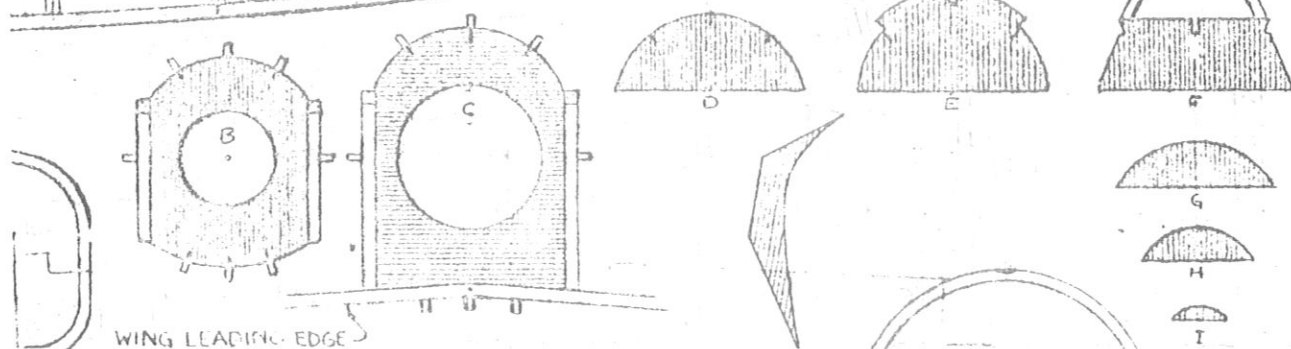
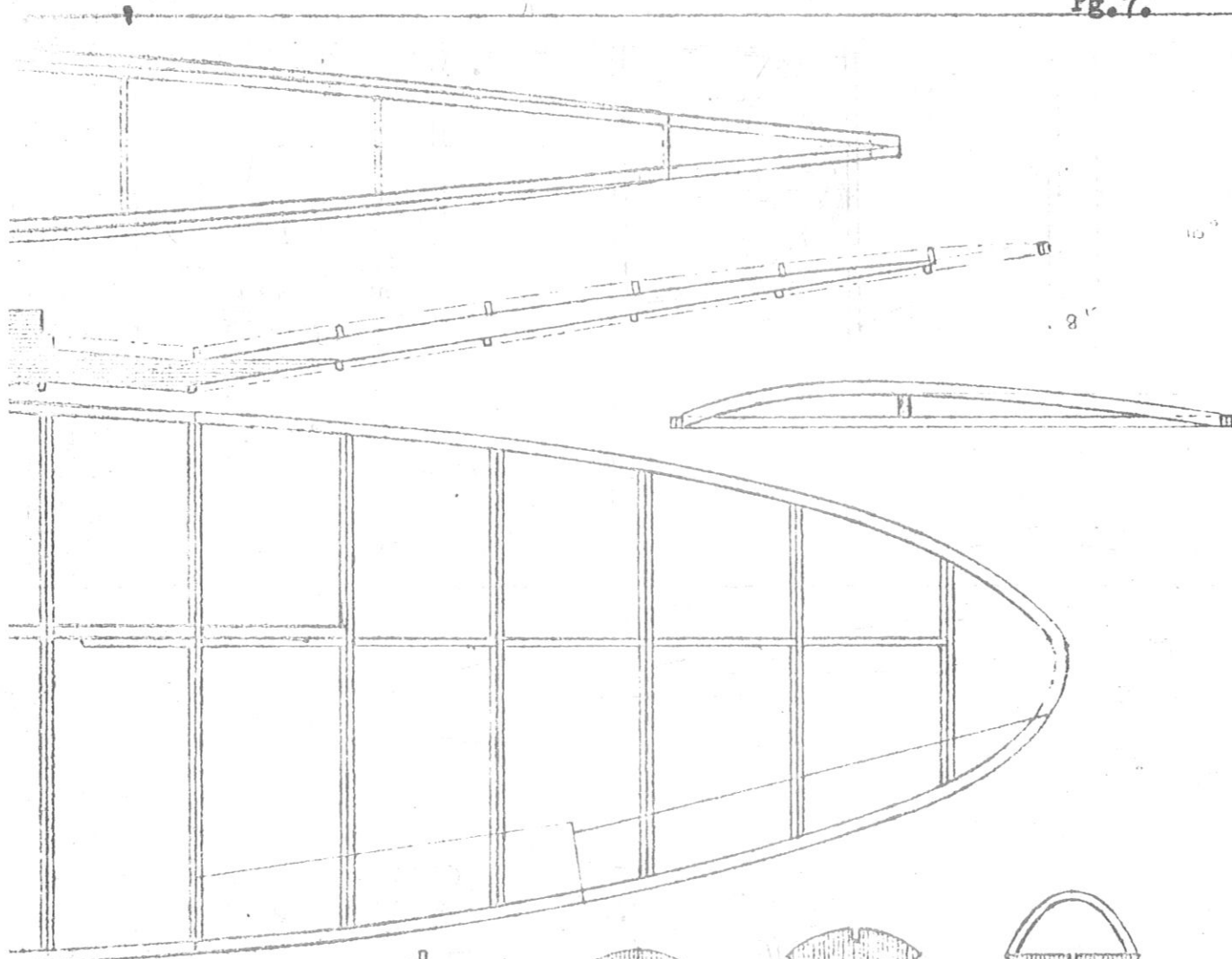
"You ran plans of the Arado that lost to the Messerschmitt. The other looser in that competition makes a fine Pesnut. It has a short wing, large stab, and good moments. It is also a good looking machine. The plan was drawn by Dave Jones, of Phoenix, Arizona."

(The He 112 fought in the Spanish Civil War. One of the remaining Spanish He 112s shot down an American P-38 in 1943 according to "La Aviacion En La Guerra De Espana", Vol. 1, by Salvador Rello. The Romanian Rir Force also used the He 112. By far, the luckiest of the "loosers" to the Me. 109.-Ed.)

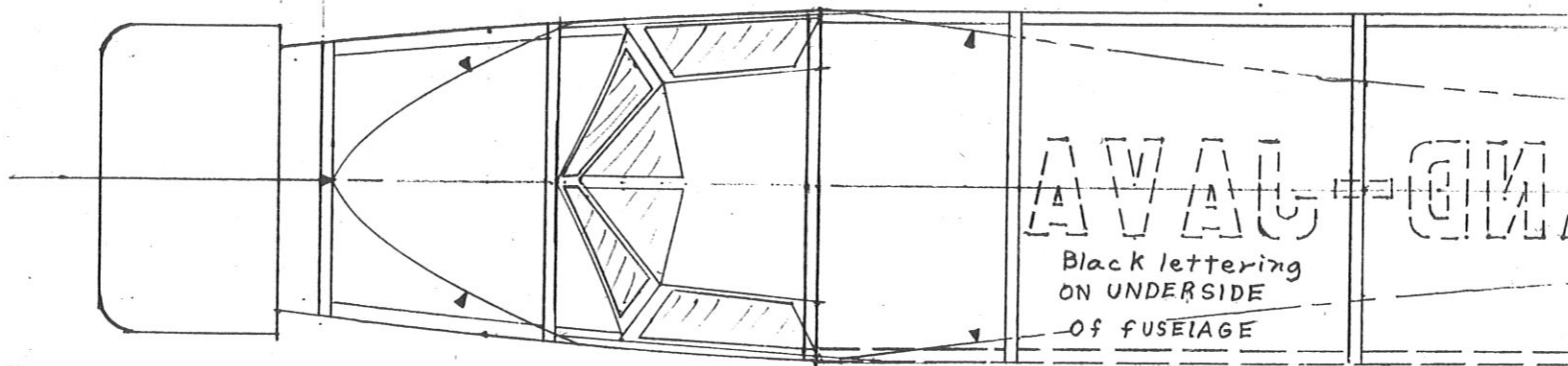


WIN





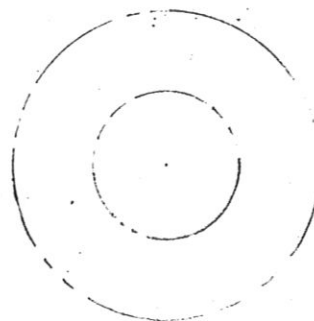
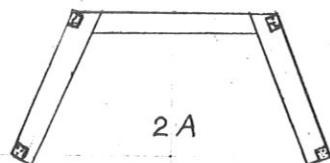
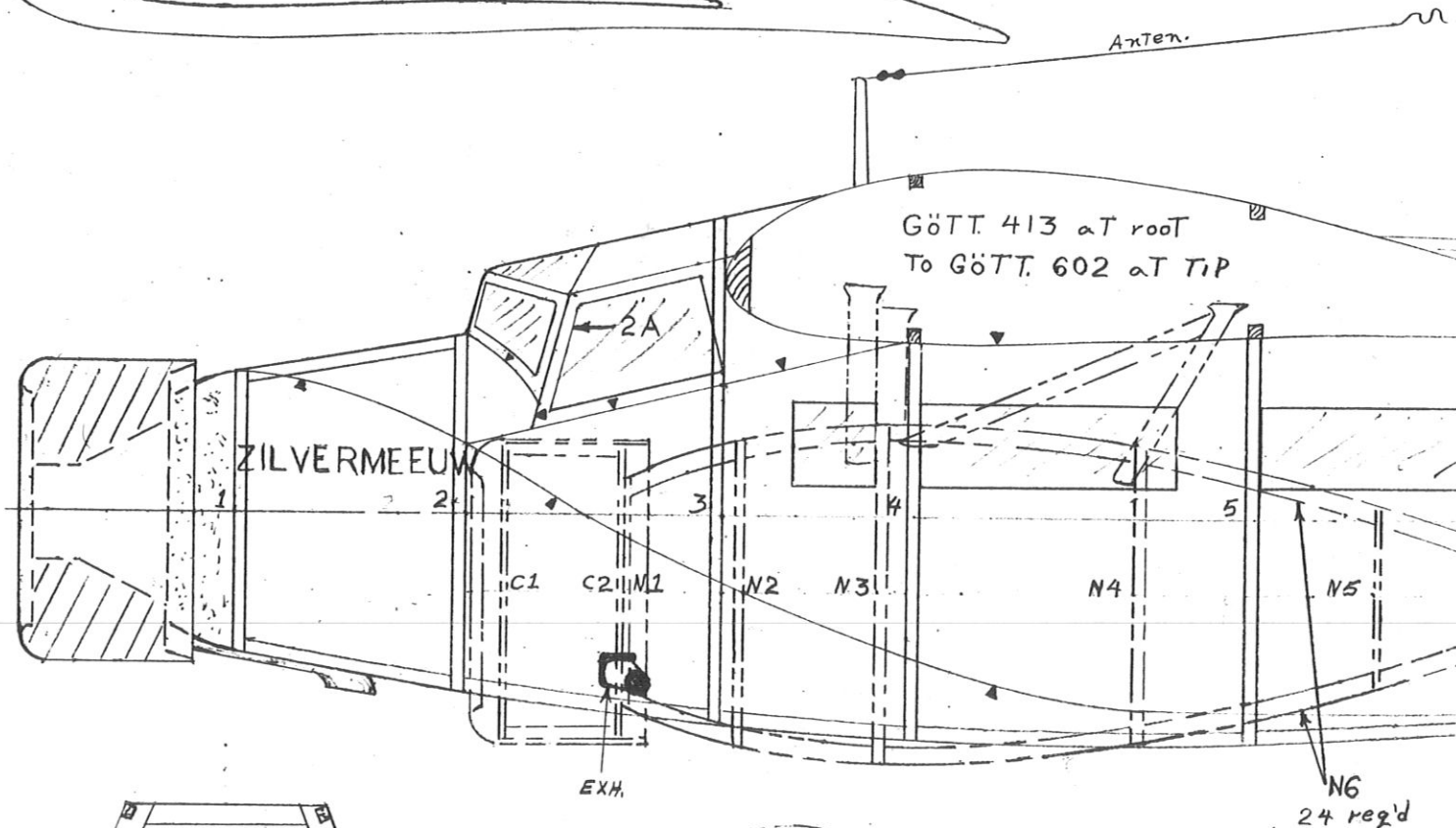
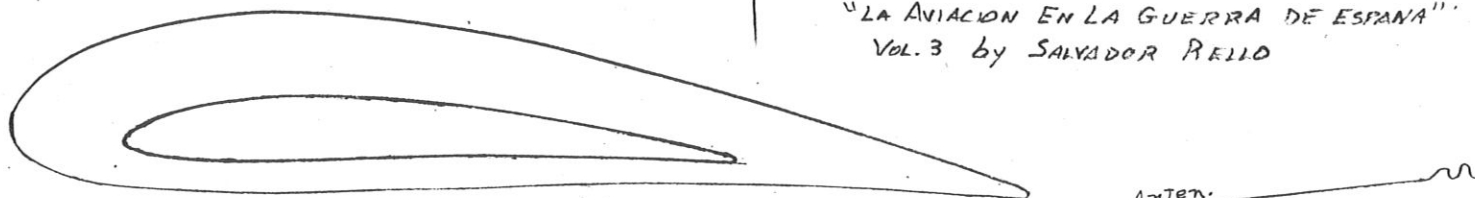
HEINKEL HE 112



References:

"FOKKER - THE MAN AND THE AIRCRAFT"
BY HENRI HEGENER

"LA AVIACION EN LA GUERRA DE ESPANA"
VOL. 3 by SALVADOR RELLO



L.G. is fully
retractable

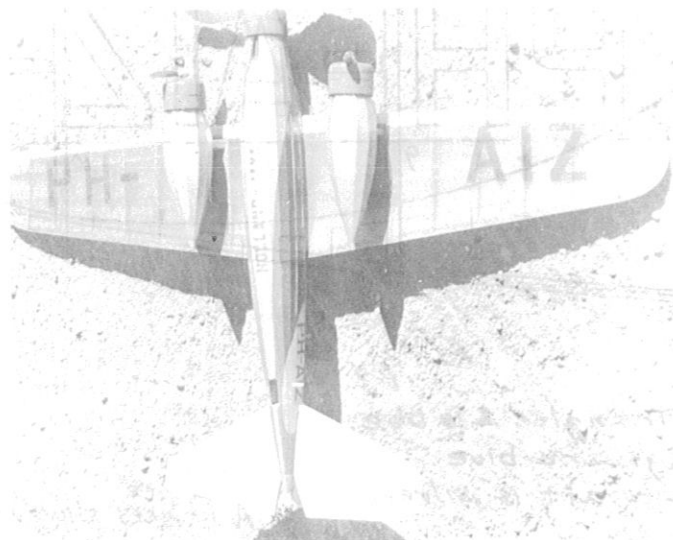
Fokker F.XX Transport. by D. Stott.

By turbulence fellas, here are plans to the great ship featured on the cover of this issue. Yep, we mean the F.XX of that designing Dutchman, Tony Fokker. And for a one off airplane (as our English cousins would say) it led a pretty speckled career in both the civil transport role, and as a bomber in the Spanish Civil War. Our plan depicts the F. XX "Silvermeeuw" in civil markings as operated by K.L.M. Royal Dutch Airlines.



A blue and silver beauty, this ship will make a worthy addition to your model hangar, or by turbulence let HUNG strike us pink! In the estimation of the gang here at GHQ, this is by far the sleekest of all trimotors to take to the ozone! Fully retractable landing gear, rakish of line! What more could a rib slicein' tissue trimmer ask for?

As most of our Clubsters are accomplished builders, we will not go into much detail in the construction aspect of this Fokker. We all have our pet methods, and as far as power and prop goes, we all build as differently as our finger prints, so our selection of power and prop is dependant on our individual whims. And with that oral slipstream, we will say no more!

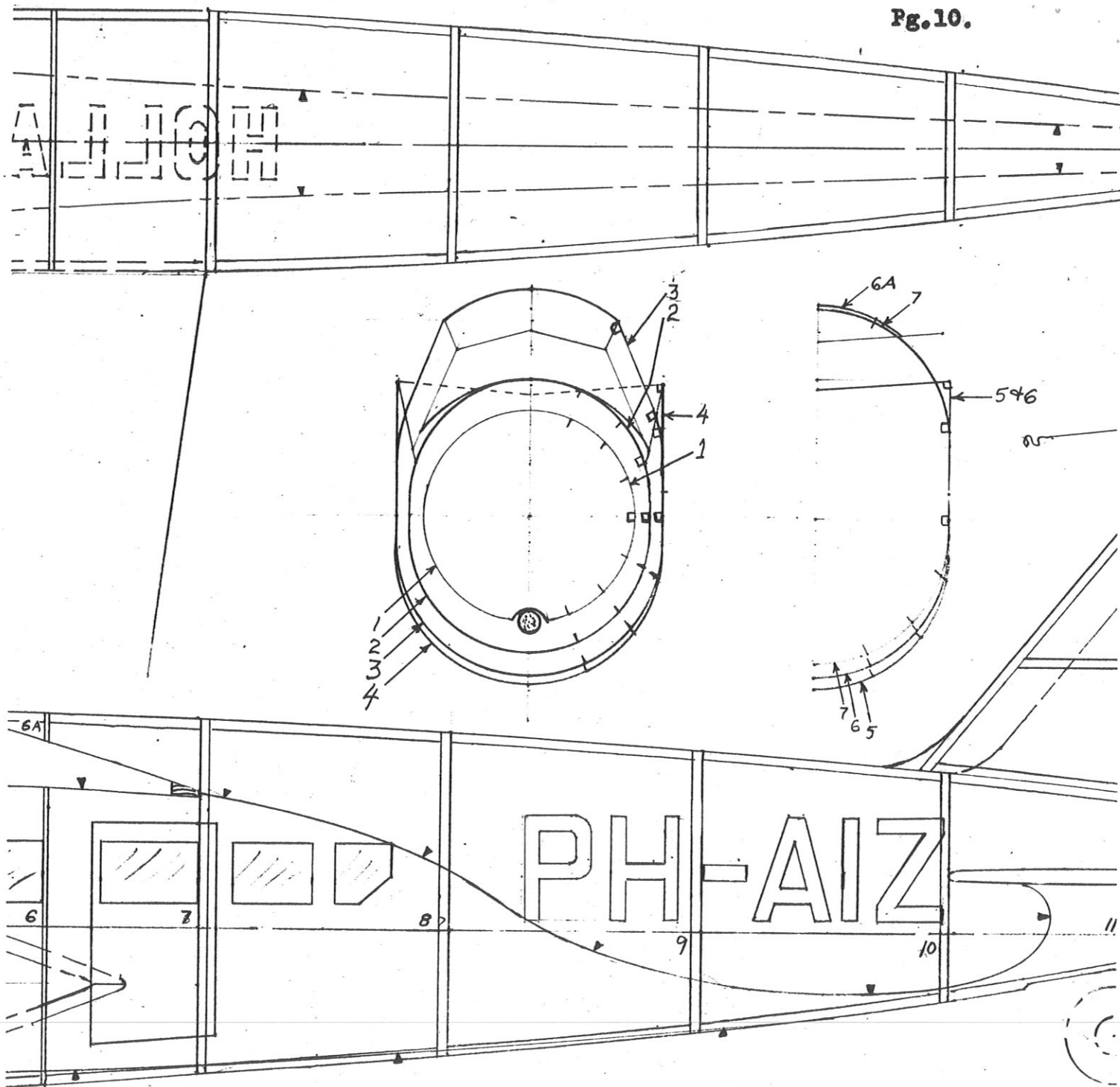


The model pictured was built by the "Milford Fox", Bob Jespersen, and a fine looking machine she is. Of average weight, she took less power than expected, probably due to her clean lines. Further tests proved her easier to trim with a scale size rudder, rather than the oversize one fitted at first.

Better head for the workshop, Skysters, and have yourself an----- "Amsterdam good time" as the T.V. K.L.M. add says.

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





Area inside of Triangles ▲ is blue.
 All engine cowlings are blue.
 Basic color of aircraft is silver.
 All struts are silver.
 All lettering is black.
 Engine nacells are silver.

Platen

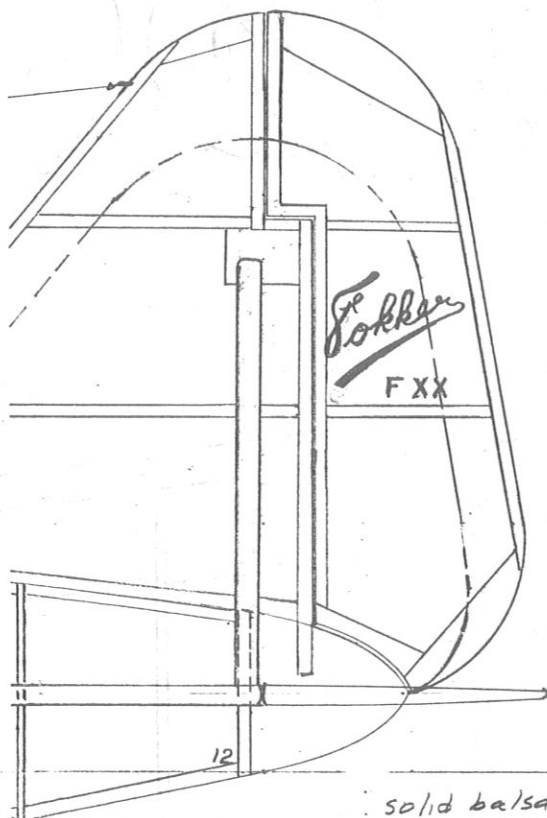
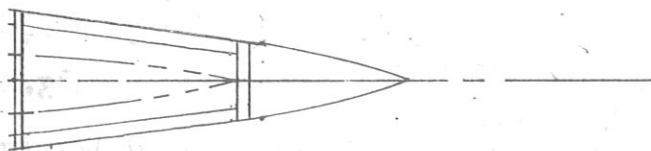
A FLYING ACES club Plan

B.A.S. '69

FOKKER FXX of K.L.M.

Blue area inside triangles

bottom surface of stab only.



solid balsa
Tail cone

Tail wheel
is fully
retractable

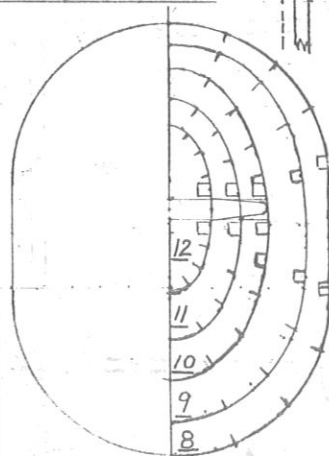
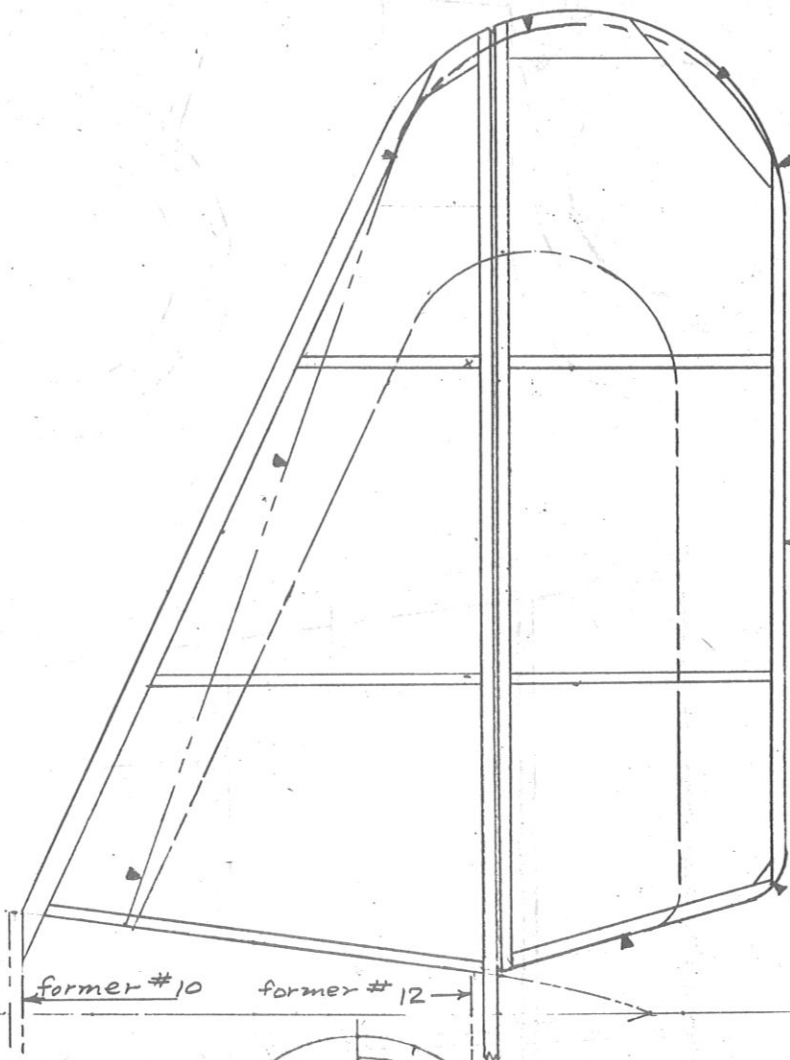


Plate 3

AIZ

Registration Lettering for Wing

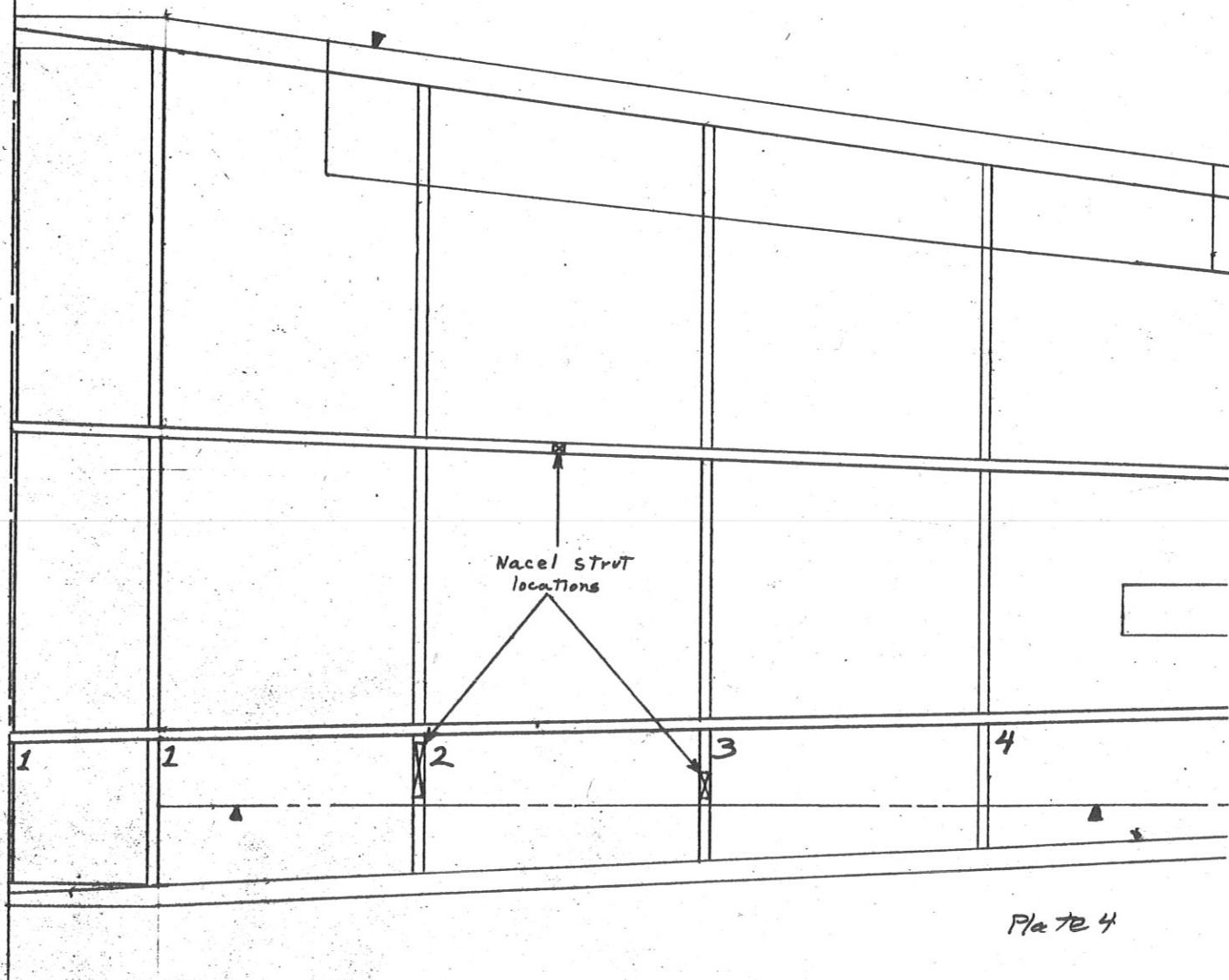
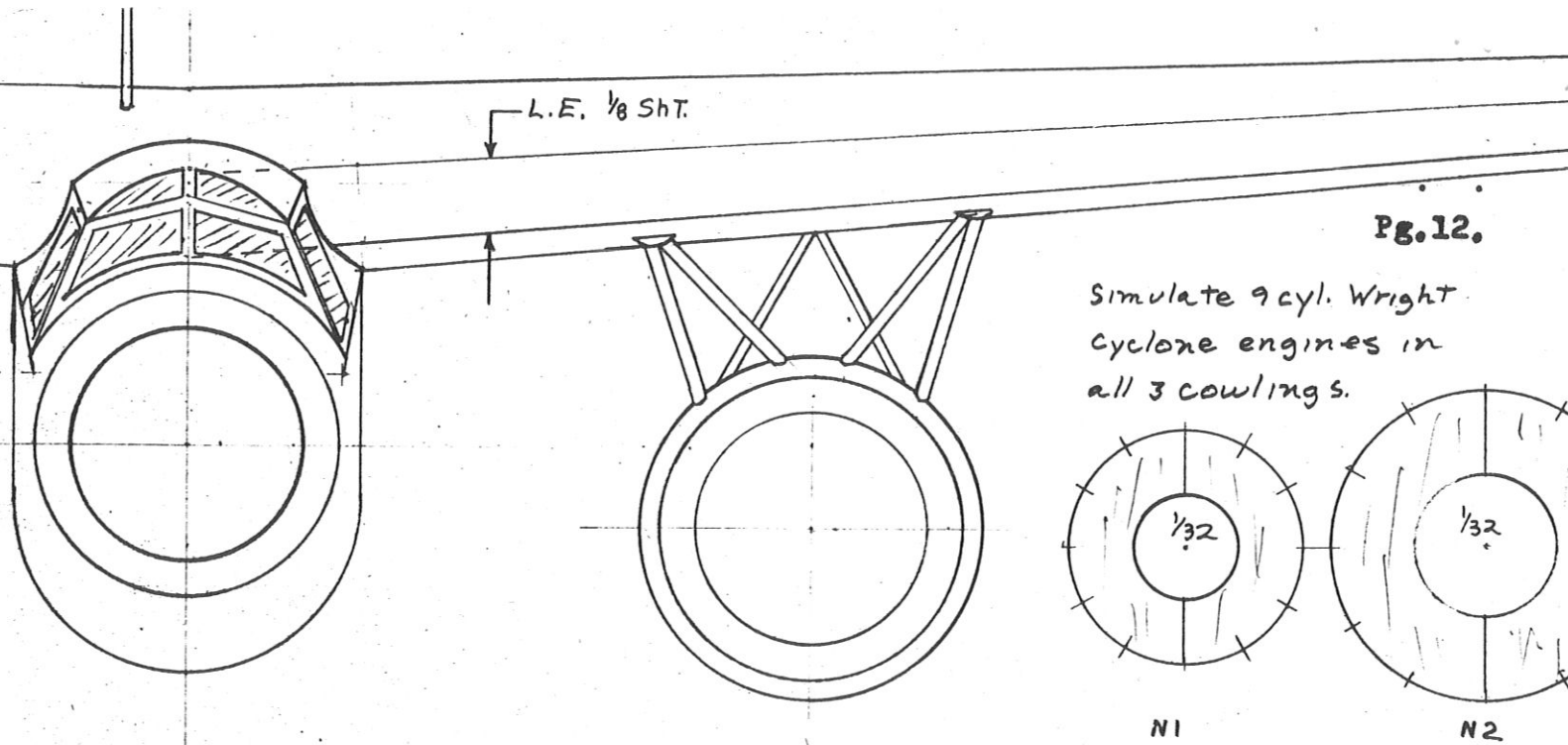
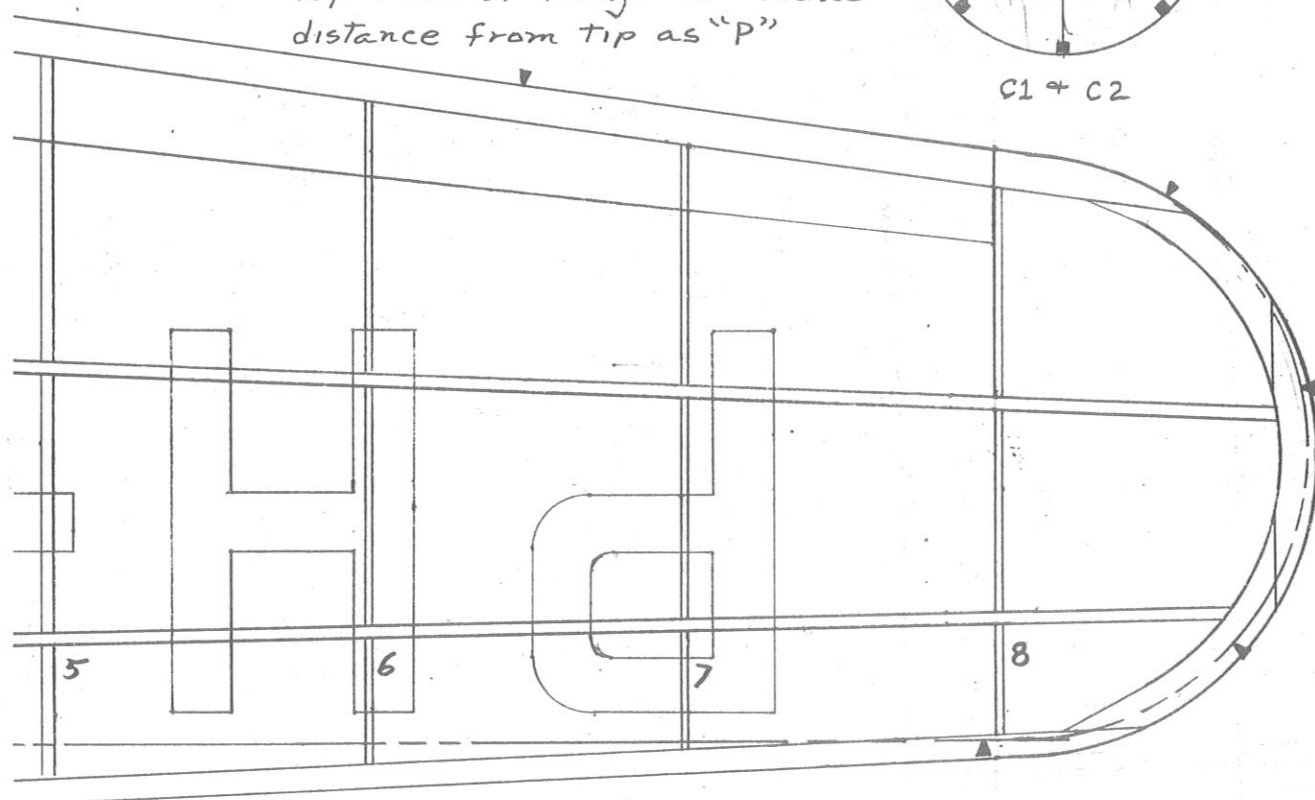
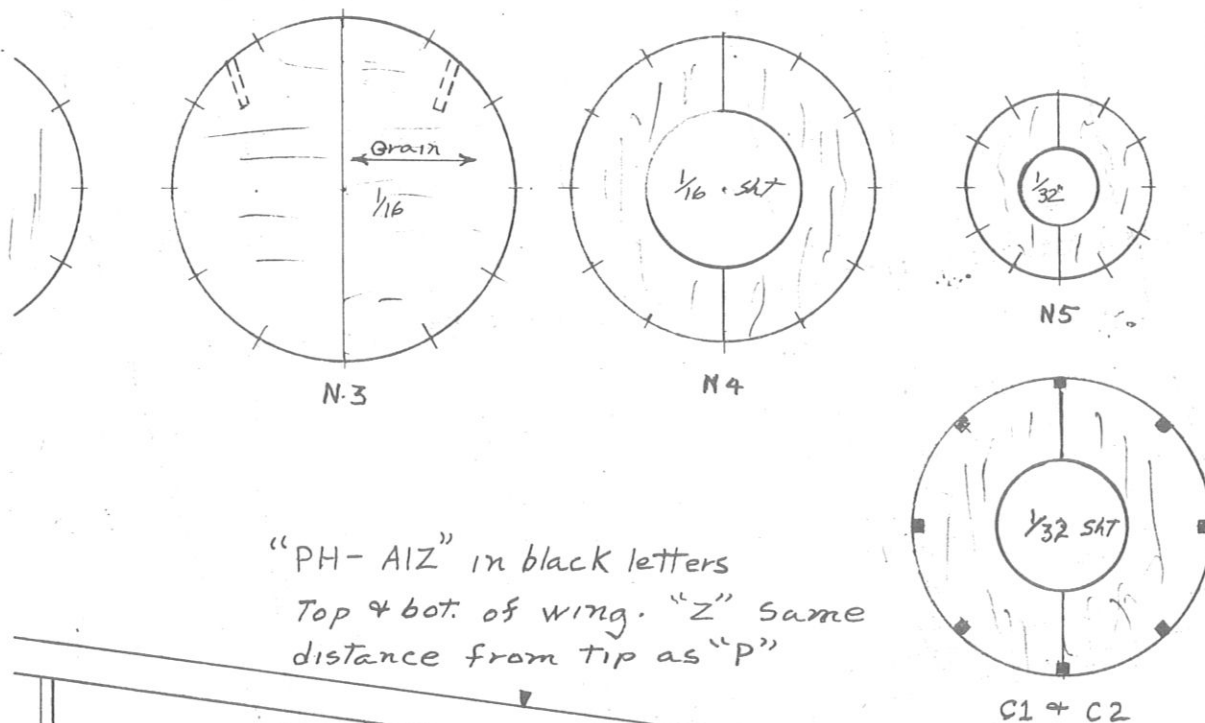


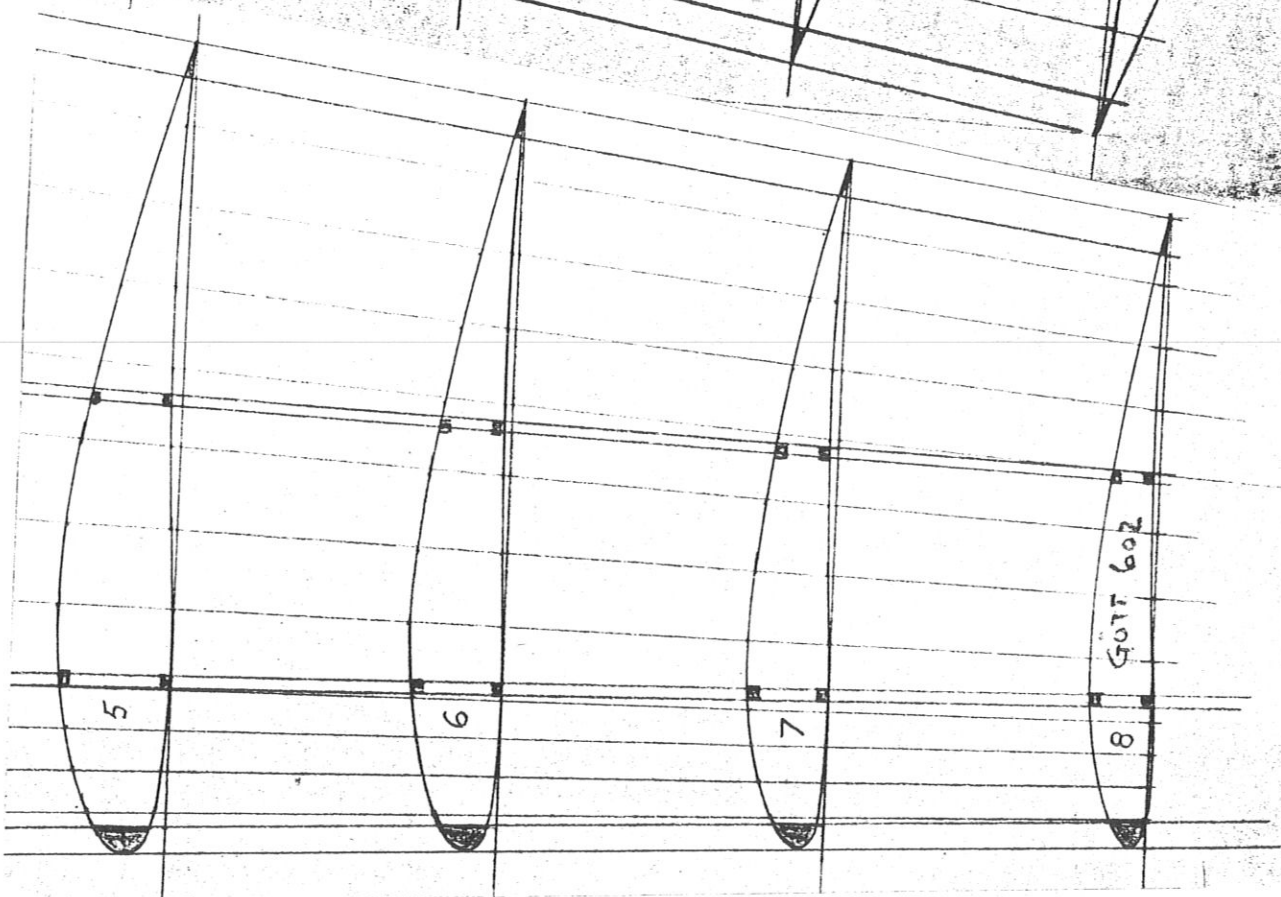
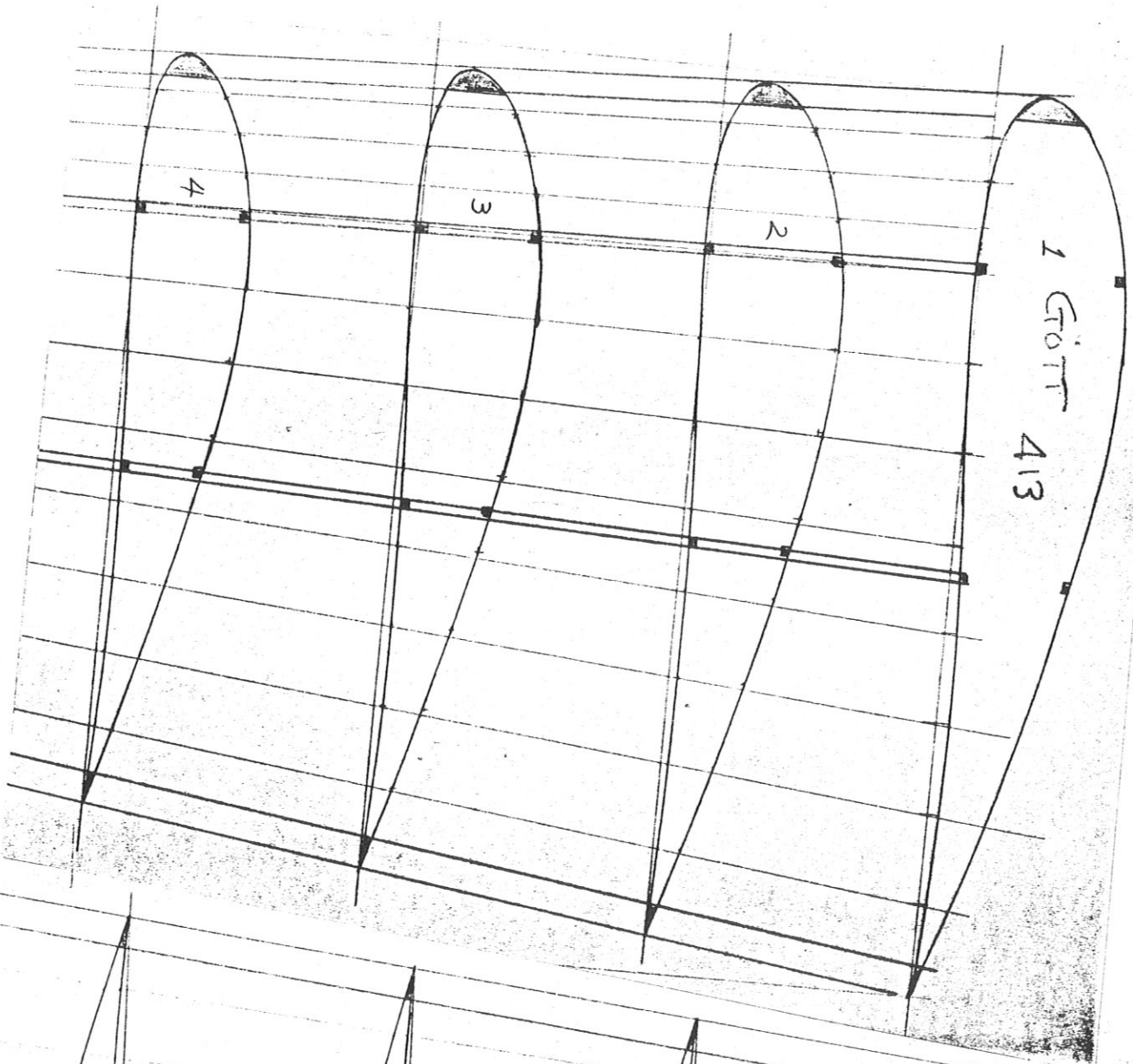
Fig. 13.

1" Dihed.



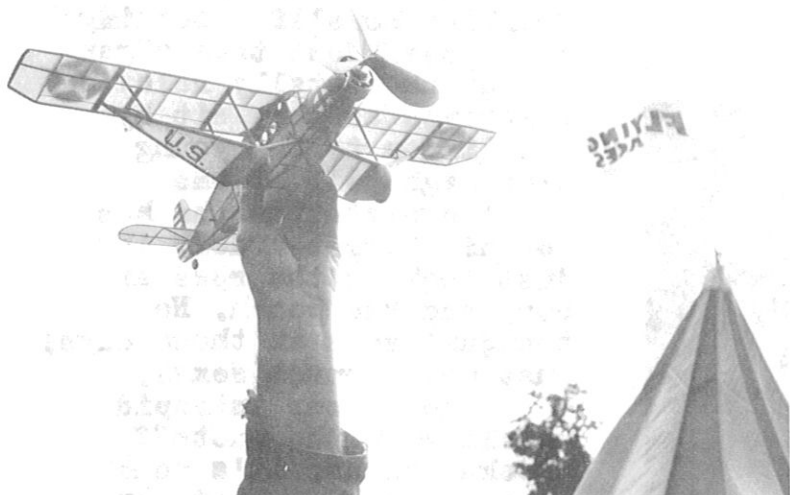
Blue area inside Triangles (▲)
Bottom surface of wing only.

Plate 5



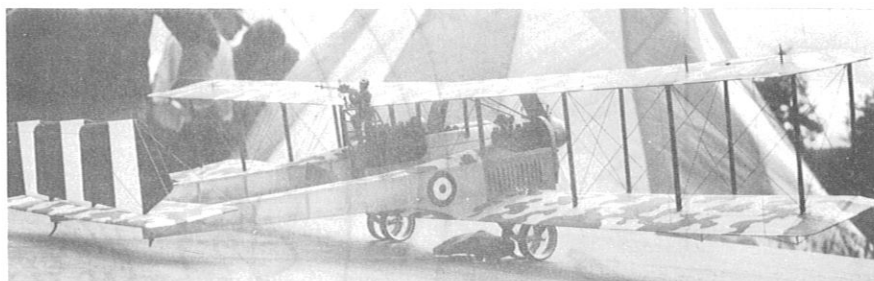
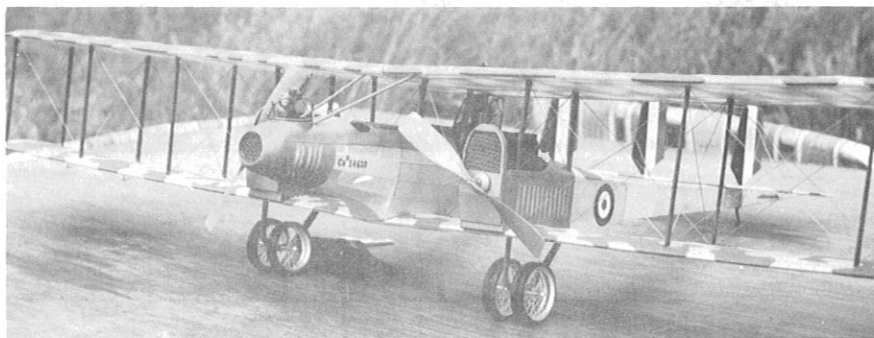
F.A.C. SPRING MEET.

Here we go, Wingsters, with pics by ace FAC photog Tom O'Brien we will highlight our latest meet for those of you who missed out or were so busy with your own ships that you were not able to take in all the sights, such as Fred Hamlen's neat looking Bellanca Aircruiser shown on the left. This brain-child of Giuseppe earned 54 scale points this day. Atsa no so bad, uh Frederico?



And whatsa more, how you lika deze sheep ona da right, eh paissame? Atsa Caproni CA5 whatsa droppa da bombs onna Austrian bastia inna W.W. I.

All kiddin' aside, this fine job by brand new FAC Lt. Dennis O. Norman who came all the way from Cleveland, Ohio was a real show-stealer. Unfortunately, Dennis left the flying props at home and we did not get to see this ship take to the sky. A fine job, indeed.



Here are a pair of familiar physiognomies firing up a Peanut Roland D XVI built by the physiognomy on the left, Lt. Ed Heym. The single handed holder is Paul Cherubini, the Lone Eagle of the F.A.C. You race plane fans know Paul's white Laird and Ed's Chester Geon pretty well by now. Ed also flies a neat Brown B-2 in the FAC racing events.

Note the laborious camouflage Ed has done on this sky battler of the first "big fuss".



Fellas, if this photo doesn't show the great American homelife, nothing else does. Just take a gander at the totally relaxed relatives as they sit by and listen to the young Lindbergh tell of the great expectations he has for his latest model. Ah, just look at the rose arbor, and the pooch. No tranquilizers in those days! Just good common sense.

Who is our intrepid modeleer in the photo?? Shucks fellas, it's none other than our chief cartoonist here at GHQ, Bill Miller, creator of that motor snappin' monster, "HUNG-orilla". Looks to us like that might be an Ace Whitman Vultee Valiant Bill has built there.



"HUNG-orilla"
by Bill Miller



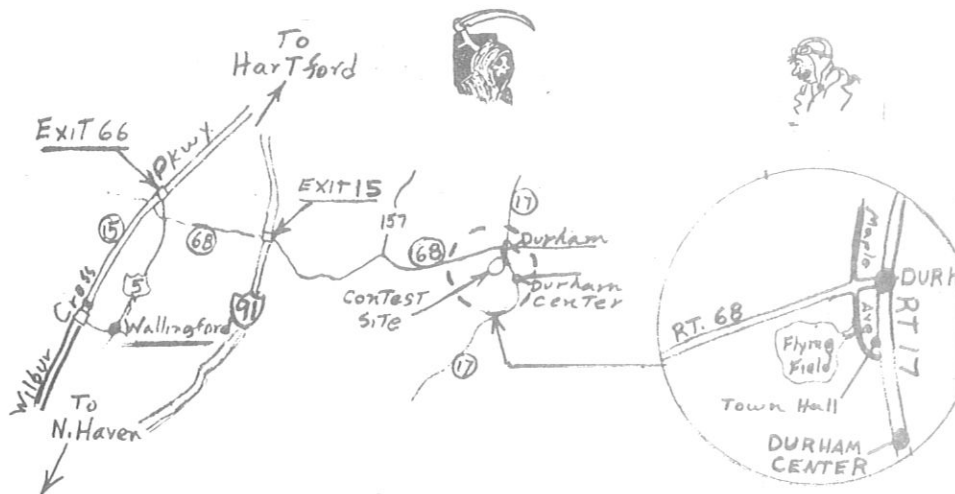
FLYING ACES

Flying Aces Club Fall Meet

OCT. 5, 1975. 9:00 AM to 5:00 PM
AT DURHAM MEADOWS, DURHAM, CONN.
FOR RUBBER POWERED MODELS ONLY.
A.M.A. SANCTION # 710. ALL EVENTS
COMBINED AGE GROUPS. (JSO) YOU
MAY JOIN AMA AT THE FIELD.

Come on and get in on the fast action---wing tip to wing tip flying of race planes. Off beat types dueling with orthodox models in FAC Scale! Triplanes, trimotors, twin engines, pushers and canards---- ALL have a chance at the winners circle in FAC Meets! Display your designing genius in Embryo Endurance! Fly your Peanut Scale with the gang that started it all! An entry fee of \$3.00 (those under 21 free) gets you into any and all events, as well as a years subscription to the coveted FAC News! Fun and fringe benefits for all! Ya can't miss!

1. Flying Aces Scale; You may enter two scale models in this one. Bonus points for off beat types. No penalty for extra tail area or dihedral as long as within reason so as not to spoil appearance. Bring scale endorsements. 3-views not needed!
2. Peanut Scale; Most popular of all FAC events. A.M.A. rules.
3. Embryo Endurance; An event growing in popularity for non-scale models of certain proportions.
4. No-Cal Scale; A simple profile scale model of 16 inch span or less puts you in this one!
5. Shell Speed Dash; An endurance event for raceplanes not exceeding 24 inch wing span. All flights (2) must be in by 12:00 noon. Top 10 qualify for Greve and Thompson described below. If you have a racer, get to the field early for this one, or you will miss out on the racing fun in the P.M.
6. Greve Trophy Race; Not a race at all, but a battle to stay up the longest as you run directly against your fellow flyer in a simultaneous launch, rather than the time clock. You may have to fly 6 flights (laps) to win this one!
7. Thompson Trophy; More of the same as the Greve! Line up and wind and launch at the starter's signal! Blow a motor and you are out of it! The sweatiest type of "round" flying yet devised! But FUN? You bet!
8. Aerol Trophy; One great big simultaneous launch for those who did not qualify for the Greve or Thompson.



For rules or any info regarding this meet contact our C.D.---

Col. Dave Stott
Flying Aces Club GHQ
66 Bankside St.
Bridgeport, Ct. 06606

These meets are not high pressure with a lot of "No-nos", but a lot of "Why nots" to add to the fun of flying models together.

