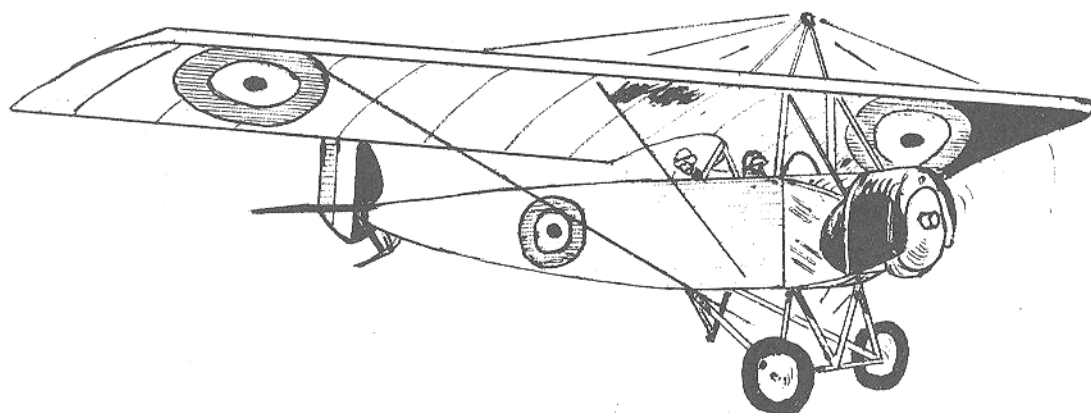


FLYING ACES

Club News

#45



PYLON POLISHER'S PALAVER...NEWS OF THE MODEL MEETS...

PEANUT & NO-CAL POSTAL CONTEST INFO...3-VIEW SALOON...

MORANE PARASOL PEANUT & NO-CAL LUSCOMBE PLANS...

News of the Model Meets

August 3d saw a small but determined gang of longeron-layers show up for the First Annual FAC Fund Fly. (Don't you love that "first annual" scene, cloud=cruisers?!). Due to rising costs of paper, printing, postage, and the other expenses incurred by your devoted staff here at the GHQ in Chaumont, we decided we'd have to find a way to dragoon more funds out of the Pirelli-poppers. At the end of the Spring bash, the idea of a Fund Fly was broached, and, Hung be praised, many a skyster thought it a fine idea. They thought it so fine an idea that they braved true broiling heat to come out and burst motors in the steam. Honestly, tissue-trimmers, the only thing happy in that weather were the Cayenne pepper plants in the GHQ gardens! All over the place could be heard the merry sound of Pirelli pasting another fuselage, of Sig sending the tatters far and wide, and the soft cursing of the disappointed flyer, watching his handiwork being destroyed by a Hungorilla, and listening to the taunts of his "friends", as they urged him to "back up one turn".

But the grass was soft, the enthusiasm enormous, and the sky was filled with planes, and if the twenty-four ribsliders didn't all leave with prized places on the Kanone List, they again found that it is at least fun to fly with the FAC.

The Flying Nallens were all there, but for once they didn't take everything home, just Tom's first place in No-Cal; he won it with his Porterfield.

To our surprise, there were only eleven entries in the ROG rodeo, but it was a delight to see those little flitters head Hung-wards. At one point there were three or four of them bobbing about in the same thermal, and the brightly colored wings reminded one of long-ago airshows on long-ago summer days. Dave Stott and a Flying Aces Snow Bird took the win. Looking over the times, we see that every one of Dave's flights was a max.

pretty fine performance for so hot and humid a day. Tom Nallen was second with an ROG of his own design, and sonny Tom Jr was right behind in third. Honestly rubber-winders, ROGs aren't as simple as they seem. It requires just the RIGHT combination of power, prop, and plane to get those consistent cloud-cruising flights. Not just "anybody" can make an ROG go....as the writer well knows!

Embryo Endurance had eight skillful entries, and George Armstead was the most skilled by almost a hundred seconds over Dave Stott's Hung-Aereon, which again amazed the multitude with its playful antics. Third was Ed Heyn with a Smidgeon. Ted Langley (Samuel Pierpont, Langley had a "300 lb Bomb" entered, but it was fourth. Heck, Sam....anybody ought to win with a 300 lb bomb!



Bill Miller's HUNG-orilla

peanut Scale saw a whole flock of Jeff Chrisey's Lacey M-10s swarming into the ozone. There were thirteen entries in all, and Lacey's (or is that "Lacies"....sounds like sumpin made behind the Knockwurst lines in Phanders), took first and third. Ted Langley of the 300 Lb Bomb bombed all opposition, finishing with a total score more than twice his nearest opponent! That's putting your foot on their necks, Ted!.....see, ya didn't need that bomb after all! Ed Heyn was second with a really spiffy Roman D-16 that was decked out in lozenge camouflage and all, and Bob Thompson was third with his Lacey.

There's something about that "Lacey, guys! It's a real "nothing" airplane, but it flies rings around most other peanuts! If you haven't got one on your model workways, why not see our Issue Number 26 and reach for your balsa!

As is the way, the FAC Scale event saw the skies filled with clouds of planes. Talk about "darkening the skies with planes", the FAC skysters do that every time! There were twenty-six planes entered, and without there being the usual cruelties inflicted by mean-minded judges, all were happy. Herb Shirley gave all of us a convincing demonstration of just why racers have an advantage,

for if we hadn't wisely instituted the rule that a skyster's best ship is his "entry", Herb would have taken first and second...or two firsts, if you would! His Caudron Racer was the winner with 89 points, but his Travelair Mystery was right behind with 85. Pretty good performance for a "built-in headwind" with that radial! Bill Wood was second with his

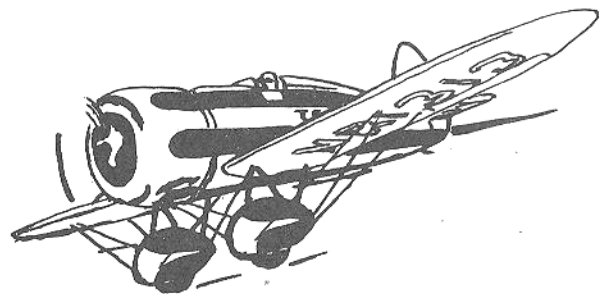
nifty Chester Goon, and Ed Novak was third with a Guillow Russ Moth from a more halcyon day. That Russ Moth had "BTD" of 117 seconds, and once again the FAC bonus point scheme proved its worth as an equalizer.

If one is going to talk about air shows of long ago, then take a gander at a listing of some of the ships present at this meet: Chester Goon (2), Laird Solution, Travelair Mystery, Renard R.31, Grumman F2F, Ford Trimotor, Stinson Model A, Hawker Fury, ANT-25, Bellanca Airbus, MiG-3, and Howard DGA 15. That's a line-up that ANY air show promoter would even give free fuel to attract!

Despite the heat, it was a fine day, and really quite devoid of the usual contest pressures. There was plenty of time for swapping lies, planning future building projects, talking about relative merits of this ~~no~~ that, swilling beer, wading in the stream, ducking the angry rays of the sun, and generally getting to know some worth-while company. Thanks, peelots!

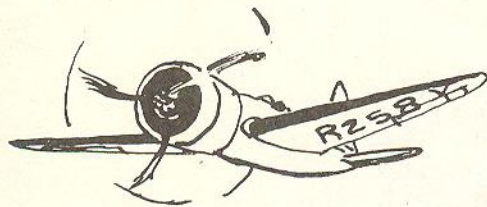
Cover Artist

Hey.....we dildocks at the desk will have to chew out those privates at the typewriters! Not only are they illiterates, but they even go and forget to mention that our cover artist for this issue is once again Jeff Chrisey. This must be about your fifth cover, Jeff. Keep this up and we'll change your name to C B Mayshark!



At the time of this writing, the Fall 1975 FAC Meet is yet to come. As you read this, it may be over. The gang here at G.H.Q. of the Flying Aces Club think it is time a bit of the history of our raceplane events be laid down, as it's beginnings were indeed, little publicized and meager.

Two factors figure in the creation of the FAC events for air racers. One is that back in the fall of 1970 Flying Aces Club Missionary, Lin Reichel, of the Erie Model Aircraft Assoc. had the foresight and vision to have a separate event for pre-war Thompson Trophy racers at Chagrin Falls, Ohio. Models used in this event were judged according to FAC Scale rules and flights were taken at random. Due to the enthusiasm of the great Detroiten Geschwader, led by Hauptman Von Rottensocks (Ralph Kuenz), the event was quite a success. Our records do not show who won that first T.T. event held by the Erie boys, but the course was plotted.



When word of this swell new competition reached G.H.Q. the gang got into a stormy session of hangar fly-in' about days back in the late 1960s when Lt. John Stott, flying a Livingston Monocoupe; Lt. Bob Thompson with a Laird Solution; and Lt. (everyone was a "Loouie" in those days) Dave Stott flying (?) a Gee Bee R-1 used to stand shoulder to shoulder and

LAUNCH SIMULTANEOUSLY just for the Hung of it!

"Why not have the same thing as an official event", said one of the officers.

"Are you nuts?" raged the second brass hat. "Who the Hung is gonna risk smearin' all their hard work all over Pinkham field in a bash like that?"

"We gotta psyche 'em up", yelped the third tissue trimmer, who thought he knew all about head shrinkin'.

"Wottaya mean", ground out the first pair as one of them reached for a refill of O'Doul's Dew.

"I mean we gotta have the whole meet seem like a re-incarnation of the National Air Races of them good ol' golden years", answered the pseudo shrink. "We gotta have stunt flyin' an' precision stuff....you know?"

Well fellas, in the fall of 1971 the FAC had it's one and only "National Air Race Meet" featuring a stunt event, scale limited to the "Golden Era" airplanes, etc. Of course, there was also the Shell, Greve and Thompson Trophy events as we know them today.

It was almost the end of the Flying Aces Club! Only nine clubsters showed up for the meet to divide eight trophies! But the amazing part of it all was that there were 5 entries in the Greve and Eight in the Thompson! Although a financial disaster that caused the FAC News to be limited to 9 pages (instead of the customary 17) for a year, the appeal of the raceplane events was evident. They would go on next year!

On the next page we will list the past winners of the Shell, and the simultaneous launched Greve and Thompson. And incidentally Skysters, there has never been a clean sweep of all three race plane events, EXCEPT by Chet Bukowski in the Fall of 1971. No wonder he is a General!

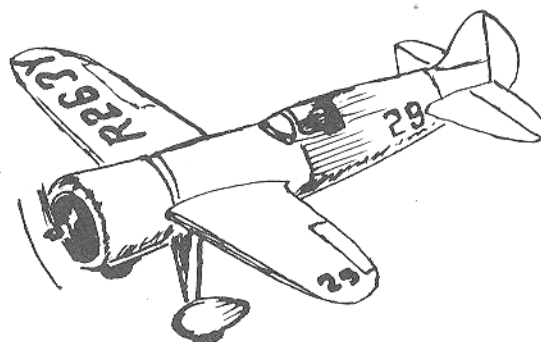
Here we go, sky scorchers, to have a look at the past air race results. If a question mark appears in the block indicating total number of entries it simply means it is not on record.

1971-Fall	Ship.	Pilot.	Entries.
Shell:	Gee Bee "D"	Bob Nelson	8
Greve:	Caudron	Chet Bukowski	5
Thomp.	Brown B-2	Ted Wales	8
1972.-Spring.			
Shell:	Caudron	Chet Bukowski	8
Greve:	"	"	4
Thomp.	"	"	5
1972-Fall.			
Shell:	Caudron	Chet Bukowski	7
Greve:	Gee Bee "D"	Don Edson	?
Thomp.	Laird Solution	Bob Thompson	?
1973-Spring.			
Shell:	Chester Jeep	Chet Bukowski	6
Greve:	Caudron	Don Garofalow	5
Thomp.	Caudron	Bill Miller	6
1973-Fall.			
Shell:	Chester Jeep	Chet Bukowski	9
Greve:	"	"	5
Thomp.	Gee Bee "Z"	Royall Moore	8
1974-Spring.			
Shell:	Chester Jeep	Chet Bukowski	17
Greve:	"	"	12
Thomp.	Folkerts SK-2	Tom O'Brien	14
1974.-Fall.			
Shell:	Folkerts SK-2	Tom O'Brien	14
Greve:	Chambermaid	Dave Stott	10
Thomp.	Keith Rider Suzy	Tom Nallen Sr.	10
Aerol.	Chester Goon	Ed Heyn	4
1975-Spring.			
Shell:	Chester Jeep	Chet Bukowski	19
Greve:	Folkerts SK-2	Tom O'Brien	10
Thomp.	Folkerts SK-2	Bill Wood	10
Aerol.	Travel Air	Herb Shirley	9

All you pylon polishers can plainly see how the number of entries has grown starting in 1974. Shining FAC spirit of the skys!

G.H.Q. is happy to announce that due to Clubster Tom O'Brien writing that neat letter to Fernando Ramos about FAC race-plane events that the Flight-masters have held a simultaneous launch Thompson. It was won by a Mr. Mulligan flown, we hear, by a Mike Mulligan!

Seems the California boys forgot to rule out the easy to fly high wing cabin types, and sure enough one of 'em won. We know it seems ruthless to rule out such historic ships as Mr.



Mulligan and the clipped wing Monocoupe Specials, but in fairness to most of the other types, especially the Gee Bees, it was obviously neccessary. But most of the boys out there were caught up in the spirit of it all as there were only two Mr. Mulligans out of the eleven ships entered. Helmets off to the pylon polishers out there on the west coast, fellas! May all their mid-airs be only "ticks"!

On the far right is a cartoon clipped from "R.C. Sportsman" magazine. No more need be said. Use the space below for your own thoughts. Ours are unfit to print.



"See, the speed and maneuverability of this model surprises even the pros!"

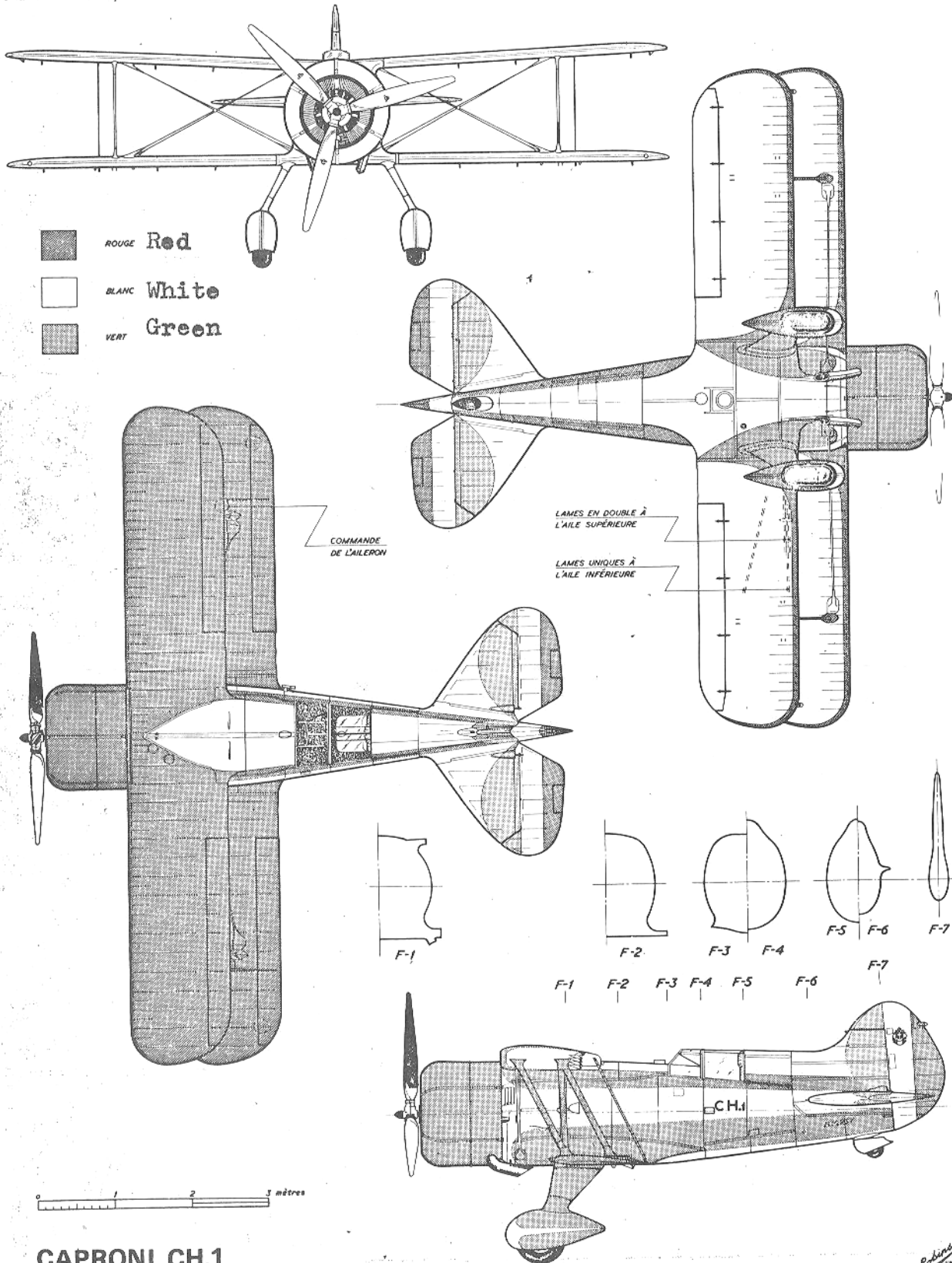
Heinkel He 112 Peanut.

Anyone wishing to build a Rumanian Heinkel from plans in the last issue of the FAC News will find color drawings of it in the June, 1971 issue of Air Enthusiast magazine, our G-2 agents report.

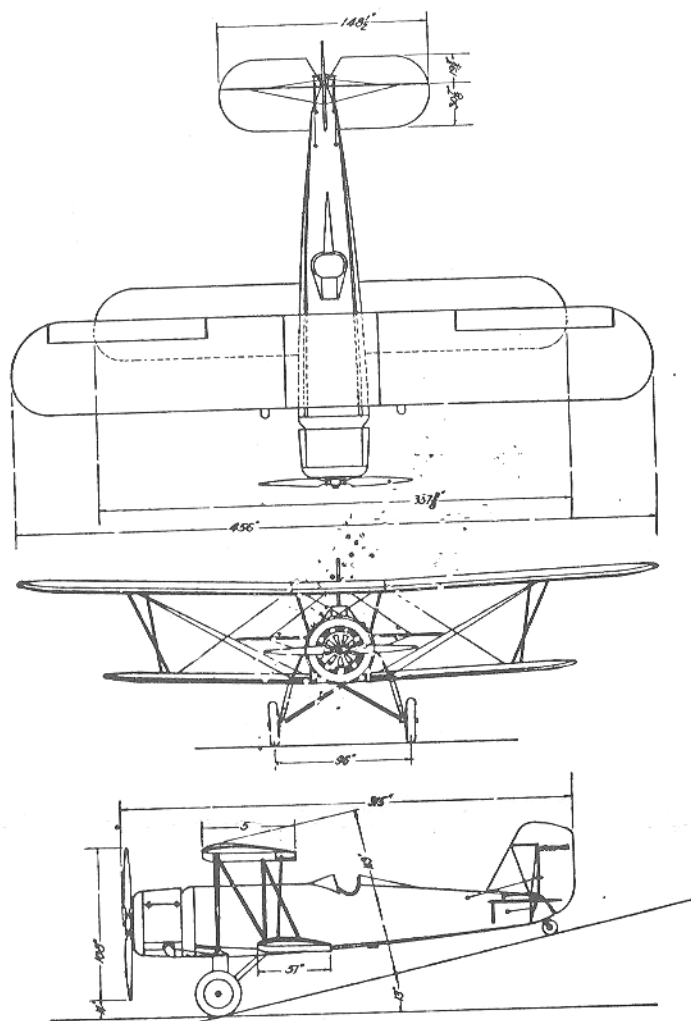
FLYING ACES 3 VIEW SALOON

All right you guzzlers, lets push our way through the swinging doors and partake of more intoxicating drawings of rare vintage! Like abeautiful Italian wine we will sip the racey lines of the Caproni CH.1 complete with cölor scheme. Bill Winter did a rubber job of this for M.A.N. back in the 30s. Clubster Lin Reichel sent an S.O.S. to G-2 for more info on this beauty, and sure enough the Chaumont brain trust dug one up.

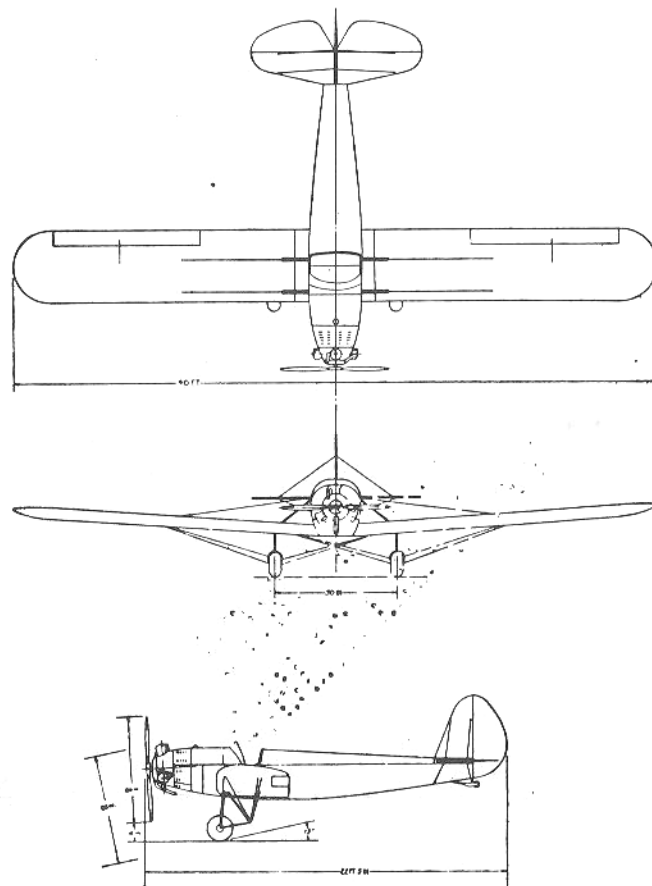
And don't pass out before tasting the others as well, such as those two German light transports. Ach! Zo nize dey ist! Like Liebefraumlch! Himmel!



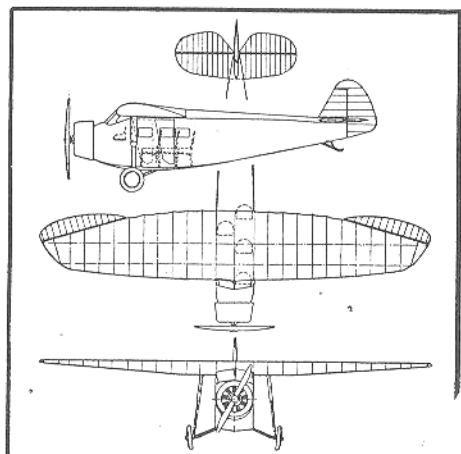
Thanks to Leonard Wieczorek for this one.



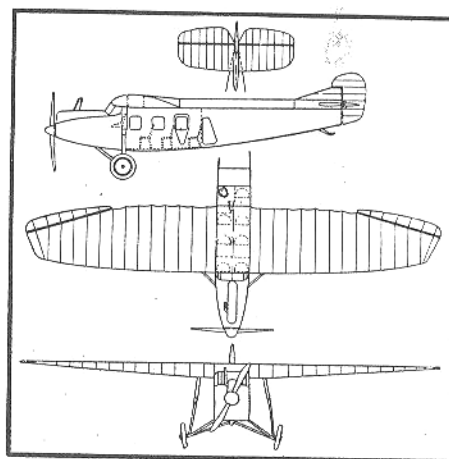
Stearman Junior Speedmail



Spartan C2-60 2' place, side by side seating. Jacobs L-3



Focke-Wulf A-33 "Sparrowhawk"

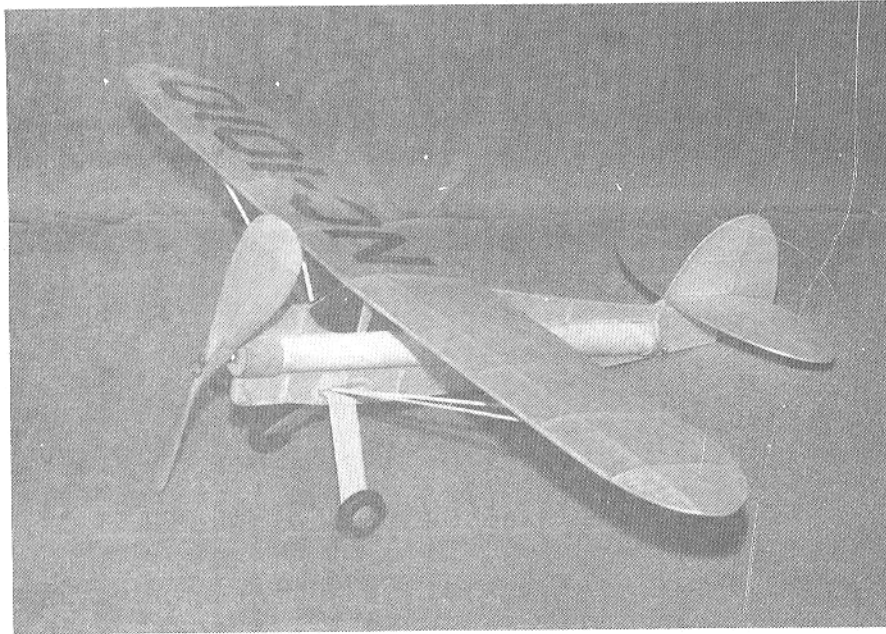


Focke-Wulf A-20 "Hawk"

Luscombe Phantom No-Cal
by Capt. Tom Nallen Jr.

Ho lads! Look long and lovingly at the lush lines of this lean little Luscombe. An illusion, as the name "Phantom" implies is indeed what this sky-seeking slenderella of the ozone is. But let's tune in on what her designer has to say about her construction and flying qualities. Take over the controls, Tom.....

"The model is a good flyer indoors or out. The best time indoors being last year's FAC Postal winning flight of 1 min. 42 secs. The paper tube is made by spiral wrapping a paper strip around a $\frac{1}{2}$ inch dowel. The 1/32 sheet tube reinforcements are made by wrapping wet balsa around the same dowel. The tubes are then halved and glued to the paper tube and fuselage after the paper tube has been glued into the slot in the already covered fuselage. The plane flew on a 6 inch balsa prop powered indoors by 1 $\frac{1}{2}$ mm Pirelli and outdoors by 2 mm Pirelli. The plane now rests on an air duct high above the Glastonbury H.S. gym. Talk about long flights!!!"

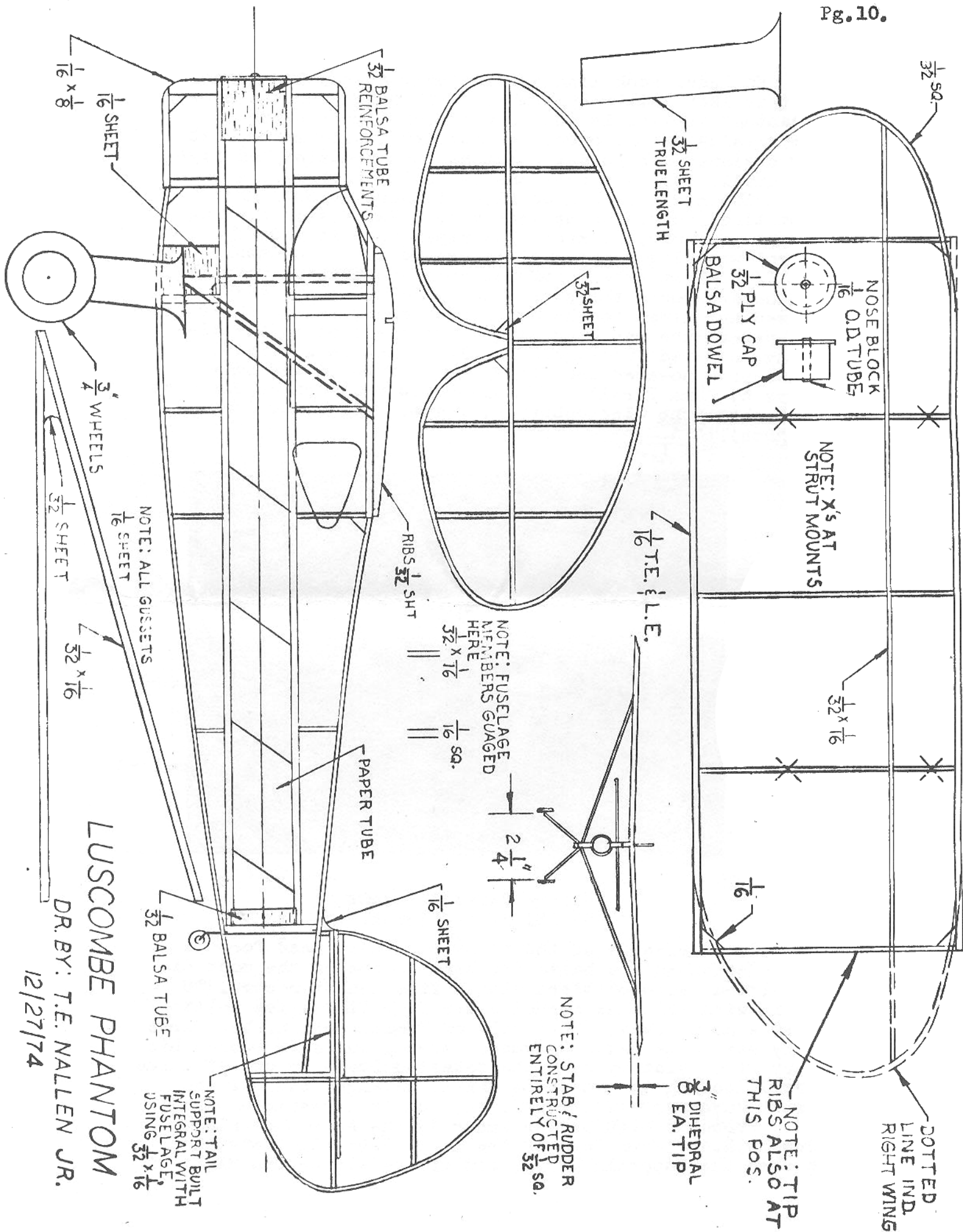


Morane Parasol Peanut
by Lt. Herb Shirley.

O.K. buzzards of the first Big Fuss, head for the your Besseneau and balsa for here is one of the most diversified aero battlers with a fine combat record. To begin with this bus served under four flags! Yep fellas, that's no propwash! Obviously of French origin, her first duty was to La Belle Frawnce. Georges Guynemer scored his very first victory over the detested Boche in one of these frail looking machines. As frail, we might add, as the great Guynemer was himself! Ah, but in appearance only!

Probably even better known is the fact that Flight Sub-Lt. R.A.J. Warneford of the Royal Naval Air Service bombed the Zeppelin L.Z.37 out of the air on the night of

Pg.10.



LUSCOMBE PHANTOM

DR. BY: T.E. NALLEN JR.

12/27/74

June 7, 1915 by flying above the great gas bag and laying six 25 pound bombs on 'er! The fact that the burning airship fell on a Belgian orphanage with great loss of life is a tragic anti-climax to an outstanding feat of airman-ship.

The third flag this outstanding ship served under was that of Russia! Yep fellas, one of the batch of over six hundred of these birds served with the Czarist flyers! But perhaps most surprising of all is the fact that the Germans also used them in their air service! It was a distinct copy of the Morane known as the Pfalz A-1. Some versions had an added fixed vertical fin.

Herb's plan depicts the machine Lt. Warneford used on that fatefilled night. The color was a light buff, or dirty off white that clear doped fabric took on.



What better ship to build for the Glastonbury Modeler's W.W.I Peanut Dog-fights? Four choices in one ship. Hey tovarich, might be you want to be gig Russkie ace Ivan Barbersitch, hoh?? Oder Kaiser's kanone Prinz Otto Von Liederkrantz, hein? Or maybe one of history's finest like Warneford or Guynemer. With all this inspiration and Herb's fine rendition, you can't go far off course to the winners circle if you start laying longerons for this one!

A NOTE OF THANKS.

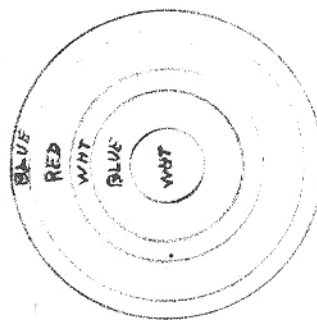
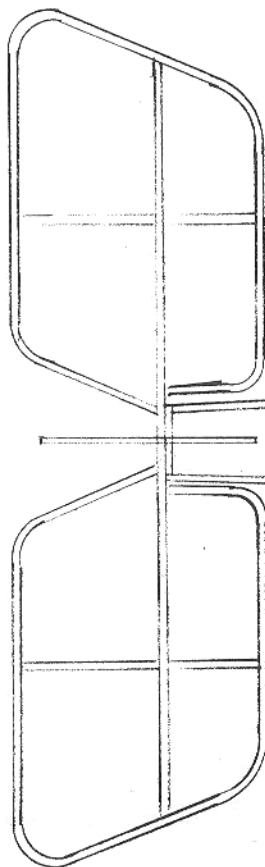
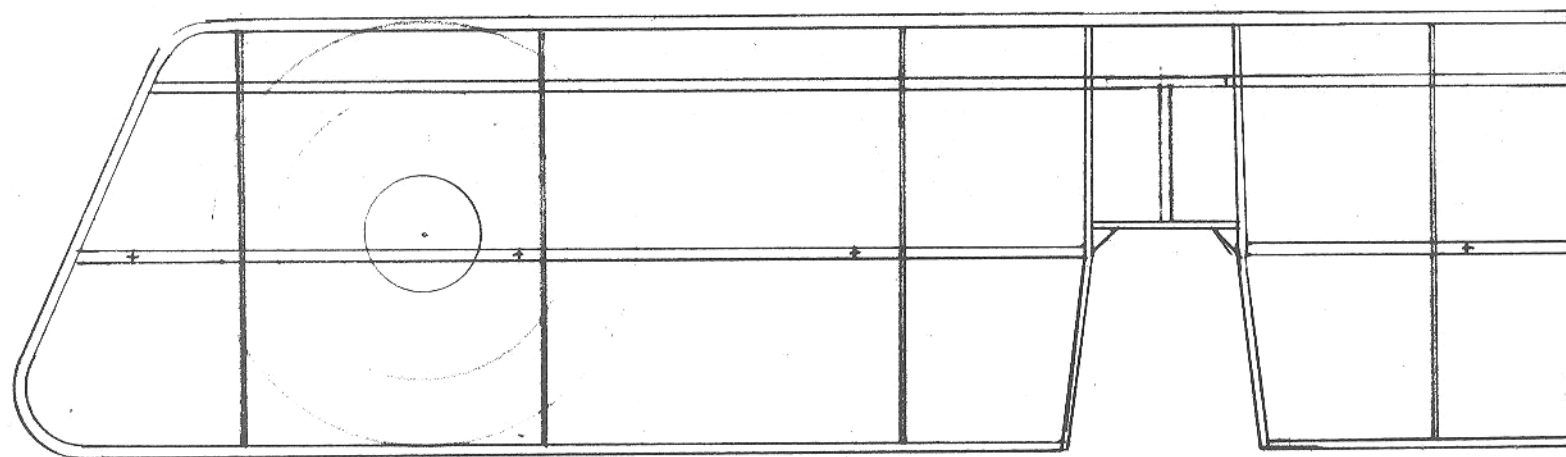
As many FAC's know, and many more will read of elsewhere in this issue, GHQ held a Fund-Fly meet August 3rd of this year to raise money for the added cost of publishing the F.A.C. News. Announcements were simply mimeographed sheets attached to the # 43 issue of the FAC News sent to local members. The meet was a great success.

But we would like to take time to thank all our other members, who through out the years have sent donations to G.H.Q to keep the Flying Aces Club and FAC News alive. You are indeed, a great inspiration to the gang here at G.H.Q.

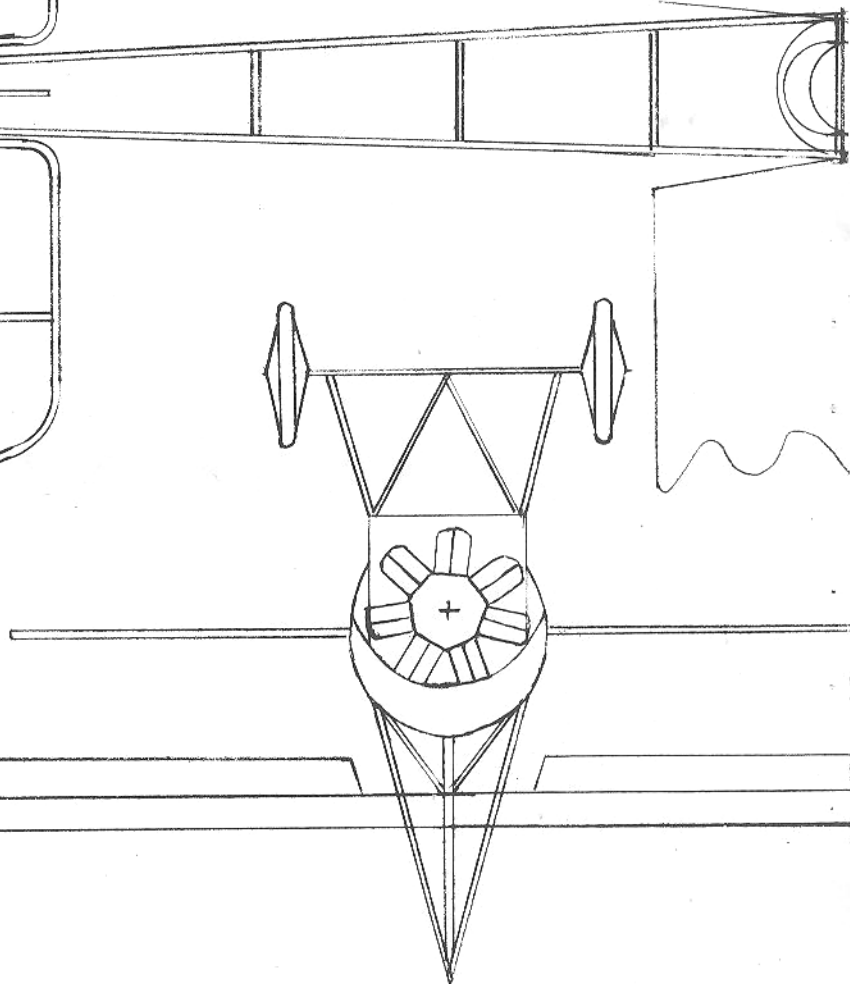
We are probably the strangest club, as clubs go, in existence. We have no officers, no dues, and no meetings. But we have a spirit and unity that bonds as firmly as any fraternity of real flyers, past or present. We can be very proud of each other. BUILD! FLY! WIN! F.A.C.!!!

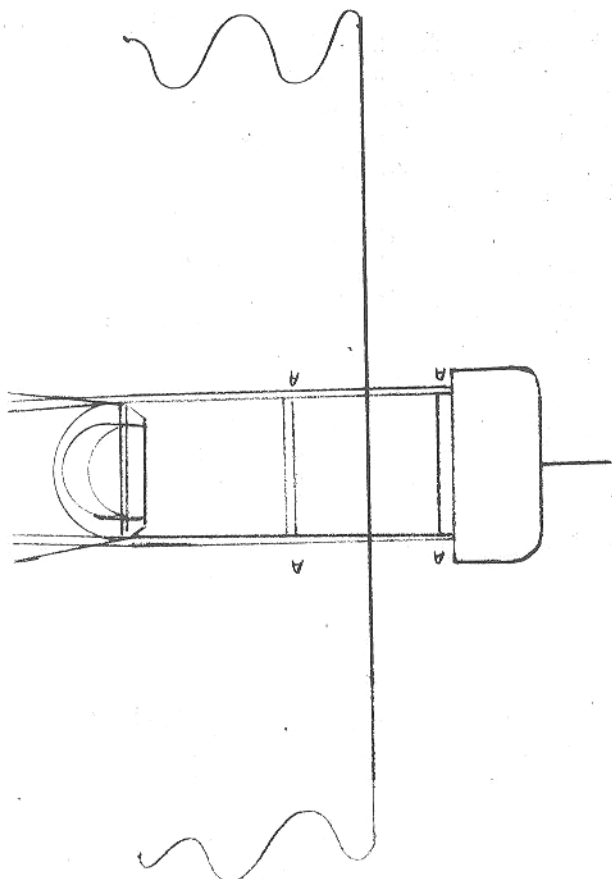


Russian color scheme; All over light grey, no mach. gun, roundels on top and bottom of wings and stab. both sides of rudder. Triangle as shown on fuselage sides. Roundels may be as American (3 circles, red outermost, blue, and white center) or 5 rings as shown. Warneford's; black lettering as shown, all over buff, except silver cowl and nose plates on sides, top and bottom to front L.G. strut. Natural finished struts. No mach. gun. Rudder marking as shown. German, Pfalz A-1; Not definite. Probably same as Fokker EIs. Sure that wing crosses were on white square, white rudder with cross.

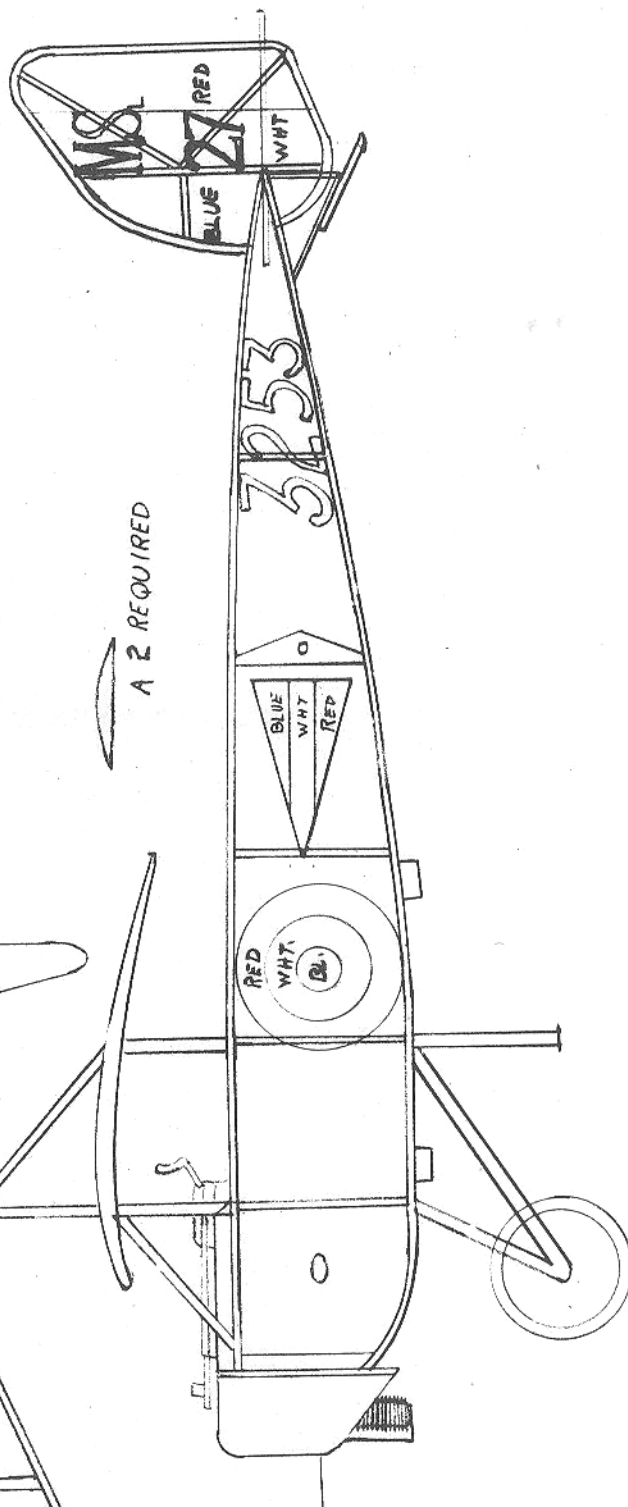


RUSSIAN Rouxdel





Warneford's ship sported French cockades even though R.N.A.S.' England unsure of national markings at that time, and left French markings as ships were purchased from French. French squadrons had colors same as Warneford's



Peanut & No-Cal Scale Postal Meet News

Pg. 14.

BEGINS NOVEMBER 1, 1975.

Grab your flying togs and head for the hangar, Peanuteers! The Ninth Annual FAC Postal Peanut Contest will soon be under way. Yep fellas, Nov. 1 is the start, and as usual, March 17, 1976 is the wind up. "Wind up", did someone say? You bet we'll wind up! To max turns, for there are Kanone victories to be gained and plan prizes too.

As usual, No-Cal Scale will also be a Postal event. So there will be two "Wings" with an indoor and outdoor "Wing" in each. In other word, you can chomp ozone in Peanut Scale indoors (1), Peanut Scale outdoors (2), No-Cal indoors (3), and No-Cal outdoors (4). Four wings to compete in. How do you do it? Read on, Pirelli pun-ishers.....

Fly as many times as you want in each of the four "Wings". Send a card or letter to FAC GHQ with the following info every time you better your last time or the existing record, if it is known at the time.

Your name and rank.
The "Wing" you are competing in,
The time of your flight:
The date of your flight.
The name of your model.



It's as simple as that, fellas. Flights made during competition at other meets can be used in the FAC Postal too, so send 'em in. The next issue of the FAC News will have a run down of the times as they are received at GHQ to keep you all posted.

Who ever leads in his "Wing" will be dubbed "Wing Commander" of that particular wing. The Clubster remaining in the rank of Win-Co at the finish of the meet is the winner! Here is your chance, FACs in far off places, to do battle with the big squadrons. Show 'em what you lone eagles are capable of, by turbulence!

DOWN MEMORY'S RUNWAY - Nostalgia.

Recognize anyone in the photo below?



Down Memory's Runway, continued.

Well Wingsters, that smiling young fellow second from the left in the back row is an F.A.C. you probably all know pretty well. We mean Lt. Ed Heyn. Ed tells us the photo was snapped in the basement of the Norwood Jr. High School. We flew indoors in the Gym. (Ed, that looks like a "Kiwi" from M.A.N. in your hands...Ed.)

Boy oh boy! Lookit all them sweet lookin' crates the rest of the kids are holdin'. We kinda wonder just what that chap just to the right of the center pipe joint is feglin' so proud about? Why he isn't even holding a model up to the Kodak! Do you remember anything about this character, Ed???

With the Model Builders.



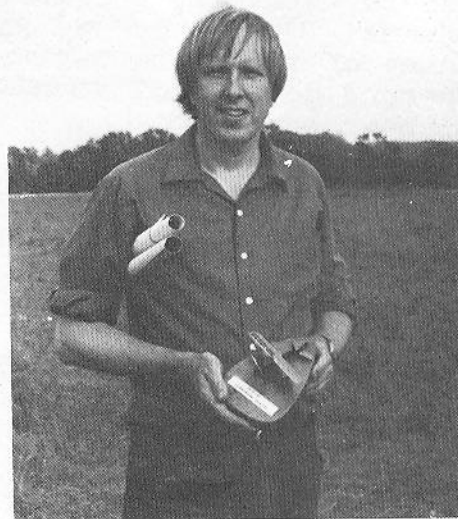
Crikey, Alf! Who is that "pots and pans" (Cockney slang for "my old man"), holding that immense Parnall Pixie? If it weren't for that pacifier stuck in his mouth, we'd think it was Old von Rottensocks, himself, the Mouthpiece of the Detrouiten Geschwader, Ralph Kuenz! What happened Ralph? Did adjusting that gearbox in the nose of that not-sp-pixyish monster drive you back into your second childhood? Don't get that instrument chain caught in your rubber band!





Howzzis for being right in the middle of some broiling action!? Look at those racers grab sky. A deft eye can "spot" Dave Stott's Chambermaid, Tom O'Brien's Folkerts, Bill Woods' Chester Goon, Bill Miller's 8 Ball, and Don Carofalow's Caudron. Now, skysters; who can recognize personal backsides? Dave Stott in the "snappy yachting cap", and Herb Shirley in his Rasputin beard are easy to spot. Who's the others? We know. Do you?

Off to the right here is Bill Miller of Hung-orilla glory. We snapped this candid of Bill at a proud moment in his life: his first FAC trophy. If you thought he was pæoud of his Ace Whitman BT 13 in our Down Memory's Runway, look at him here!



MARQUARDT S-2

**NOTES
FROM THE
WORKBENCH.**

MARQUARDT S-2

MARQUARDT S-2

MARQUARDT S-2

MARQUARDT S-2

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MARQUARDT S-2

MARQUARDT S-2

With Old Man Winter soon to do his dirt to modelers here in the Eastern U.S. it might be time to consider indoor building. And to aid our designing aero-experts we are presenting the indoor airfoil developed back in the thirties by Roy Marquardt. It is shown on the left with a bottom camber, but in actuality was a foil developed to be covered on the top camber only. That is, a single surfaced airfoil.

Col. Dave Stott tells us that the foil works quite well as a double surfaced affair as shown. He has used it on old Ideal models of the Taube and Nieuport 1911 Monoplane flown out doors. Dave tells us that he has also used it double surfaced indoors on his Wright Model "L" military tractor biplane with a good deal of success.

Whatever your reason, it is presented here for your consideration. In the FAC YOU are the designer.

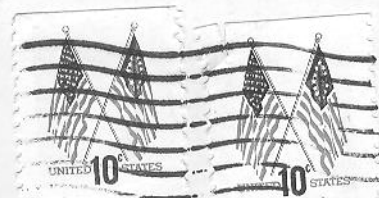


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