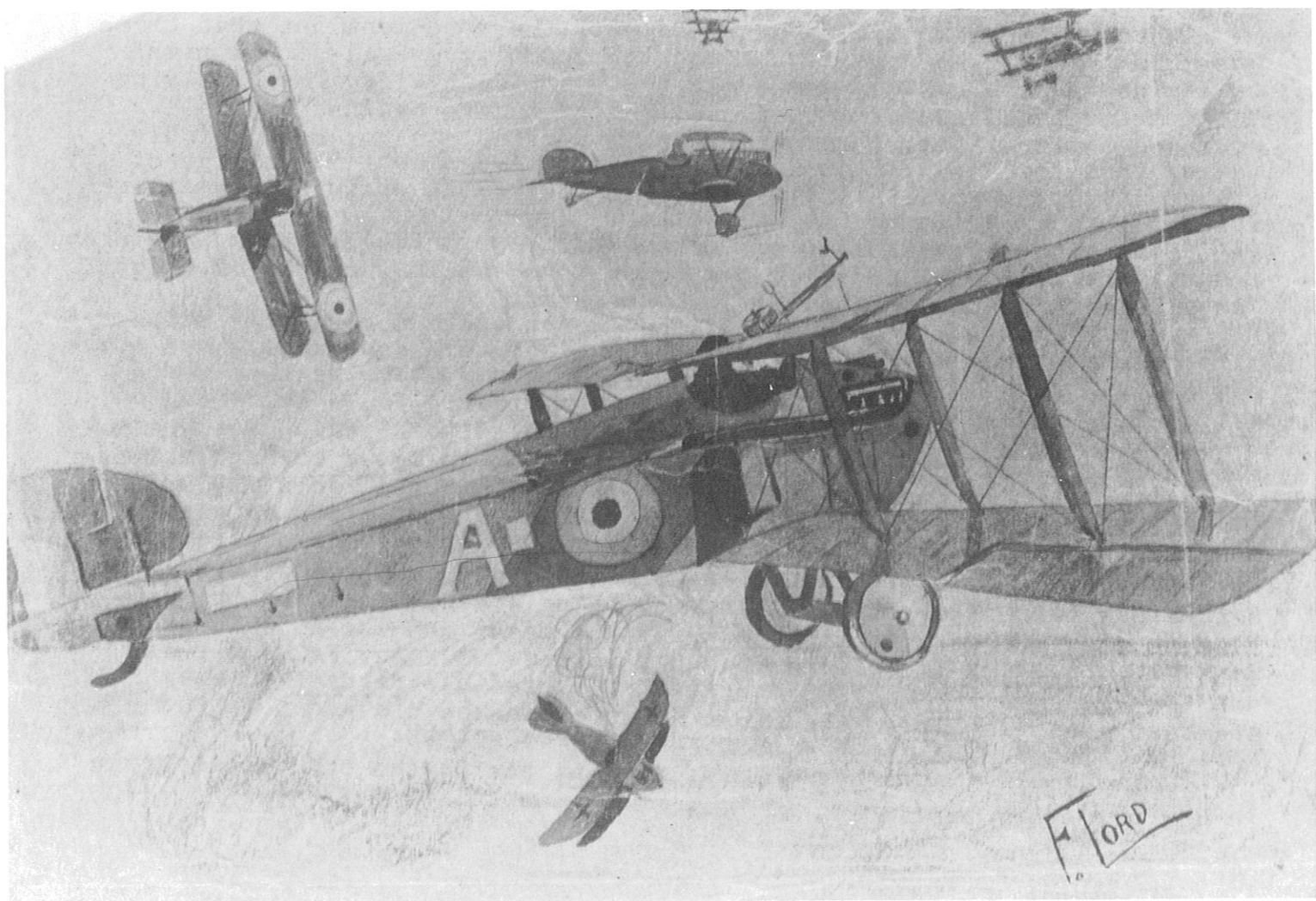


FLYING ACES

Issue 47

Club News



Skysters, you take a look at this picture of whirling action over the Western Front, and while looking it over, you see the name of the artist. Maybe there's a little tinkling bell in the back of your skull?...Fred Lord?...Then the gong! That's Fred Lord, author of "I dabbled with Death in Russia", "More Close Calls in Russia", and "I Faced Death in Spanish Skies", who wrote so many action-packed sky yarns in Flying Aces. You're right...our artist is the Fred Lord!

Fred Lord was truly a man who had done it all, and who had survived to tell the tales, one of the last great airman adventurers on this planet. He flew them all, from Sopwith Camel to C-46, and his sky-adventures took him Murmansk to Madrid.

Here's a basic outline of his story.....

Like so many Americans, fired with tales of derring-do over the Western Front, Fred left home to get into the Big Scrap in the Sky. He took his training in Canada (Jennies & Avros), shipped over to the Western Front in Flanders where he flew Camels, Dolphins and Snipes, ending the war a major and an ace with seven victories. His love for adventure not sated, he scorned occupation duty in Germany and volunteered to go to Russia with the British forces. There he flew DH 9s and 9As over the Murmansk Front, aiding the White forces against the cruel Bolsheviks over some of the most dreary terrain and in some of the most savage winter weather on earth. It was a place and time not to be in, yet Fred not only thrived, but had several hilarious adventures which he later fondly recalled in his articles for FA. He was such a scourge to the Bolsheviks that they placed a high price on his head.

After the British withdrew from Russia, taking Fred with them, he knocked about the aviation world, flying this and that, living the gypsy life of the Pilot in Aviation's Golden Age.

When the Spanish Civil War broke out, the word went out that there was good money to be made flying for the Republic. Fred joined right up against Franco (which wasn't easy with our Neutrality Laws), flying the most wretched assortment of old Breguet XXIIIs against the well-equipped Nationalists. When his term of service was up, Fred, wisely seeing that the Republicans were about to self-destruct in an orgy of executions and other Stalinoid panoply, wisely left Spain and came home to write his experiences for FA.

Upon return from Spain, he worked and flew in the New York City area, instructing (among others) our own Jesse Davidson in the arts of flight. Jesse's Certificate of Solo is signed by Fred.

When World War II came along, Fred was too old for regular military service (was there also the "problem" of his Spanish service?), and so he did his bit by test piloting for Curtiss-Wright. There he flew whatever the production line disgorged, be it a sleek P-40, a lumbering C-46, or an SB2C "Beast". Whatever it was, Fred took 'em up for their maiden flight and made sure they were right for the boys in battle.

After the War, he remained active in the CAB until about 1950.

Fortunately, he remained in touch with some of the old FA gang, for as years advanced, Jesse Davidson urged Fred to write his memoirs. Despite failing health, Fred plugged on with the job, and completed the book just before his death last fall. Alas, not being a well-known author, publishers have proven reluctant to print the book, and the unpublished manuscript remains in Jesse Davidson's possession. Any FAC out there who knows a publisher? This story is an incredible natural of the greatest possible sort. The story about a man who did and flew them all, by himself. Aviation's last great "freebooter".

Helmets off, lads! Fred Lord, airman, has passed on. Let's try to get his story published, if only as a memorial to a great one.

In strict keeping with the format of the Flying Aces mag of old, that gave you "Three magazines in one--Fact, Model Building, and Fiction" we present the conclusion of Lt. Frank Scott's ace high job of aviation hystory writing concerning the little known "Short Circuit". Polish up those goggle lenses, skysters, and read on about....."The German Response".

The existance of the Short Circuit did not long escape the notice of Nazi intelligence agents. As a consequence, the R.L.M. became most intrigued with the concept and thus required little urging (from their industrious, genial, gay boss known to his many friends as "Fat Herman" and to the people of Berlin as "Meyer") to draft a requirement for an experimental electrical interceptor.

The successful bidder for this contract was the great Watts-Haupt A.G. electrical combine, best known for their Rhine barge electrical systems.

Well aware of the unusual success obtained with the Daimler-Benz powered Spitfire, the engineering staff of Watts-Haupt chose a similar low technological risk approach. They were assisted in this effort by ex/RAF pilot-officer Dum-Reeleigh, who seemingly had experienced some difficulty in interpreting his aircraft's spirit compass.

Watts-Haupt technicians quickly made the necessary conversion by replacing the Rolls-Royce "Melvin" with an impressive bank of some 450 Fw-198 starter motors, all coupled to the Hackupp-Pflemm propellor shaft by bicycle chains. Being keenly aware of the deficiencies of storage batteries (accumulators to you Beefeaters), Watts-Haupt engineers, with typical teutonic thoroughness, devised an appreciatively lighter power source. Ground testing went smoothly with but few snags, and during the first take-off the acceleration and control of the "Spitzsparken" were most gratifying.

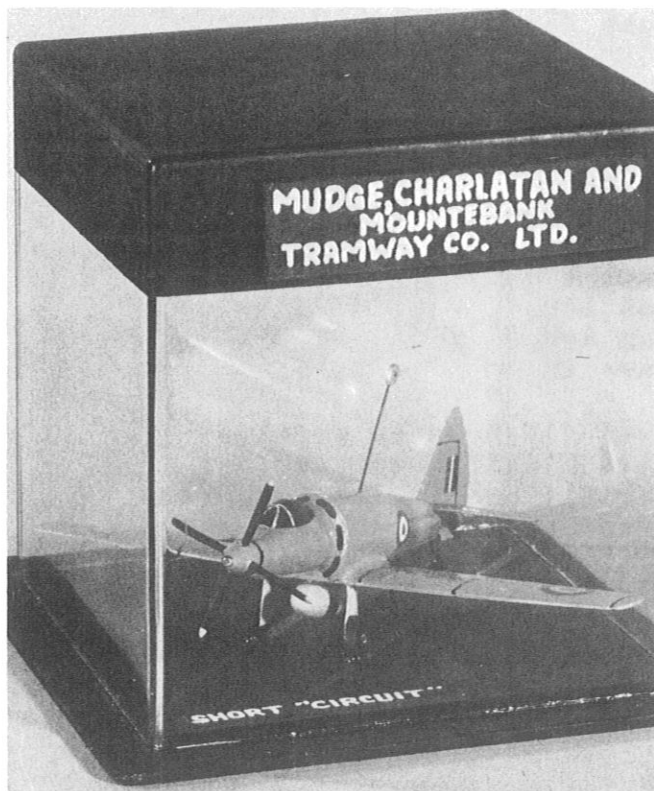
Regretably, this promising aircraft was lost when, at an altitude of 500 feet and some 3 miles from the aerodrome, the extension cord pulled out!

G-2 Agent Bill Warner Reports.

"These lapel camera pics were taken in an old tramways museum in England. They show (one photo printed at left) the ill-fated Short "Circuit" in model form. I was very pleased to read the true account of the real ship written by Lt. Frank Scott.

With the current surge of interest in electric model fly ing, some live wire will doubtless be sparked into action by this shocking expose"! (Ohm my!--ed.)

Yessereee, clubsters! "Fact, Model Building, and Fiction". Classify it yourself!

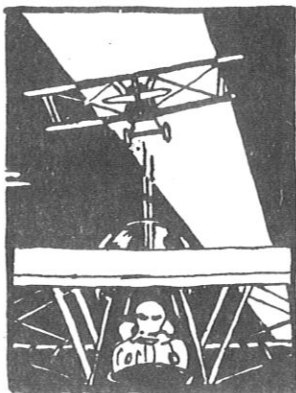


News of the Model Meets

Pg.4.

Canton, Ohio FACs Roar Skyward Again!

Yes siree, the Canton citizens were treated to a fine display of airmanship once again this year (Sept., 1975) at a meet put on by Lt. Don Assel with an able assist by Lt. Bob Howard. Both these clubsters are doing a great job of bringing FAC events to builders and flyers of that state that is round on both ends and hi in the middle, haw-w-w-w-w! Er...cripes Phineas has been at this type-writer while we stopped for coffee! Oh boy, we will let Don tell you in his own words how things went. Take over the controls, Don. We will watch for Pinkham to see he does not put his two cents in again.



"The superb weather brought out the best local talent to do battle. Although the wind was slight and sky cloudless, the presence of Hung was noted only on few occasions.

The Flying Aces Scale rules brought out the usual wide assortment of interesting models. Emerson Elwell's Ryan ST, Mike Midkiff's Zero, Ted Russell's huge Taylorcraft, Linda Midkiff's Bristol Brownie, and A.A. Baluner had a Vought F4U-4, F.W.190, and Me.109. Jim Hyka had his Stinson (from Model Builder plans) beautifully decorated with white pin-striping all around.

The spectators cheered when Mike Midkiff made some smooth test flights with his 48" Bristol ML-e. (Howzat for model-mindedness fellas? Cheering spectators! Great! -ed.)

Scores were close with Mike Midkiff taking first with his Zero, second to Dennis Norman (of Caproni fame) and his sweet flying Fokker D VII. Hung smiled upon Ted Russell's big T-craft, lifting it into third place. And watch it men! Aviatrix Linda Midkiff was a close fourth piloting her Brownie!

Peanut showed some excellent times, but a more limited selection of models, Ted Russell's Cougar bested Jim Hyka's Texan by ONE second to win! Dennis Norman side slipped into third with the same D VII he used in FAC Scale. And guess who was fourth? Linda again! (Don was so shaken he did not mention the ship Linda flew. If it was an A-W Quad or a Gee Bee R-1 you guys are in deep trouble!)

The Thompson Trophy event was flown under straight F.A.rules. (?No mass launch?) Mike Midkiff took another step toward his General's star by flying his Ike to a win. Russ Brown got second with his new Chester Goon, and Jim Hyka third with his Gee Bee Sportster."

Thanks for the swell report, Don. Keep GHQ tuned in on your activities. We'll be glad to print it up when space allows. Same goes for all you other FACers wherever you are.



More Ohio Ozone Operators!

Capt. Roy (Russ) Brown, Cleveland F.F. Society FAC sends us this info on their big doings back in Sept of 1975. (Once again lack of space has delayed printing of this report-ed.)

Thompson Trophy; 1. Pres Bruning, Chambermaid. Was it a
2. Jack Russ, Folkerts SK-2. mass launch,
3. Mike Midkiff, Ike. fellas?????

FAC Scale;.....1. Don Assel, Volksplane.

2. Lin Reichel, Aeronëer.

3. Mike Midkiff, Zero.

Jumbo; 36"-30" biplane 1. Pres Bruning, Aeronëer.

2. Mike Midkiff, Bristol Mlc.

3. Chuck Schobloher, Spitfire.

Peanut; Full FAC points!

1. Pres Bruning, Chambermaid.

2. Jack Russ, Folkerts SK-2

3. Bob Clemens, Nesmith Cougar.

OH-10/FAC Power

1. Chuck Schobloher, .020 SE-5A

Scale. (Full FAC points.)

2. Russ Brown, .049 Volksplane

3. Rudy Kluiber, .020 Rufe.

No-Cal Scale.....

1. Frank Scott, Dayton Wright Racer.

2. Chris Scott, ?

3. Pres Bruning. Savoia Marchetti SM-81 Tri-motor, dummy outboard mtrs!

Embryo Endurance

1. Rudy Kluiber, Basic Box III

2. Bob Clemens, Eyeball.

3. Gordon Roberts, Debut.

The word is that Rudy Kluiber might well have won power scale, but the Nip pilot saw a large green thing that might hide a yank carrier and decided to kamikazi it! The Rufe survived in swell shape, but the tree slowly sank G.O.S.!

No doubt about it, these FACs from Ohio and Pennsylvania sure know how to enjoy modeling. Not to mention the fearfull Detroiten Geschwader! Perhaps at this year's Nationals we can have an FAC fly-by to darken the skys over Dayton! Let's all plan for it starting right now! Get those uniforms all cleaned and pressed! By turbulence, this could be the biggest gathering of FACs in history!!!

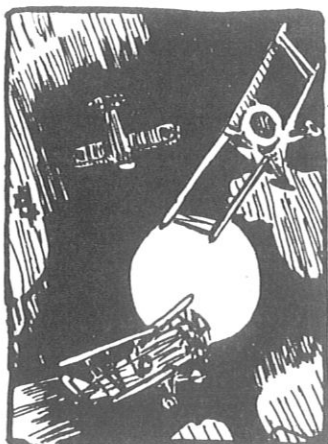
The Glastonbury Modelers.

FACs in the GHQ area ought not miss out on any of the swell meets the boys up in Glastonbury throw both indoors and out a couple of times each every year. These are the rib slicin' longeron layers that came up with the wild and wooly W.W.I Peanut Dogfight event. Yep, it's a mass launch type of palm sweater! How else can you have a real "dogfight" un-

less everyone is looking to use the same piece of sky you are occupying?

Many other FAC style events are offered. Any REAL FAC ought not miss ANY of these strut-strainin' aero duels. Victories are credited on the FAC Kanone List. too!

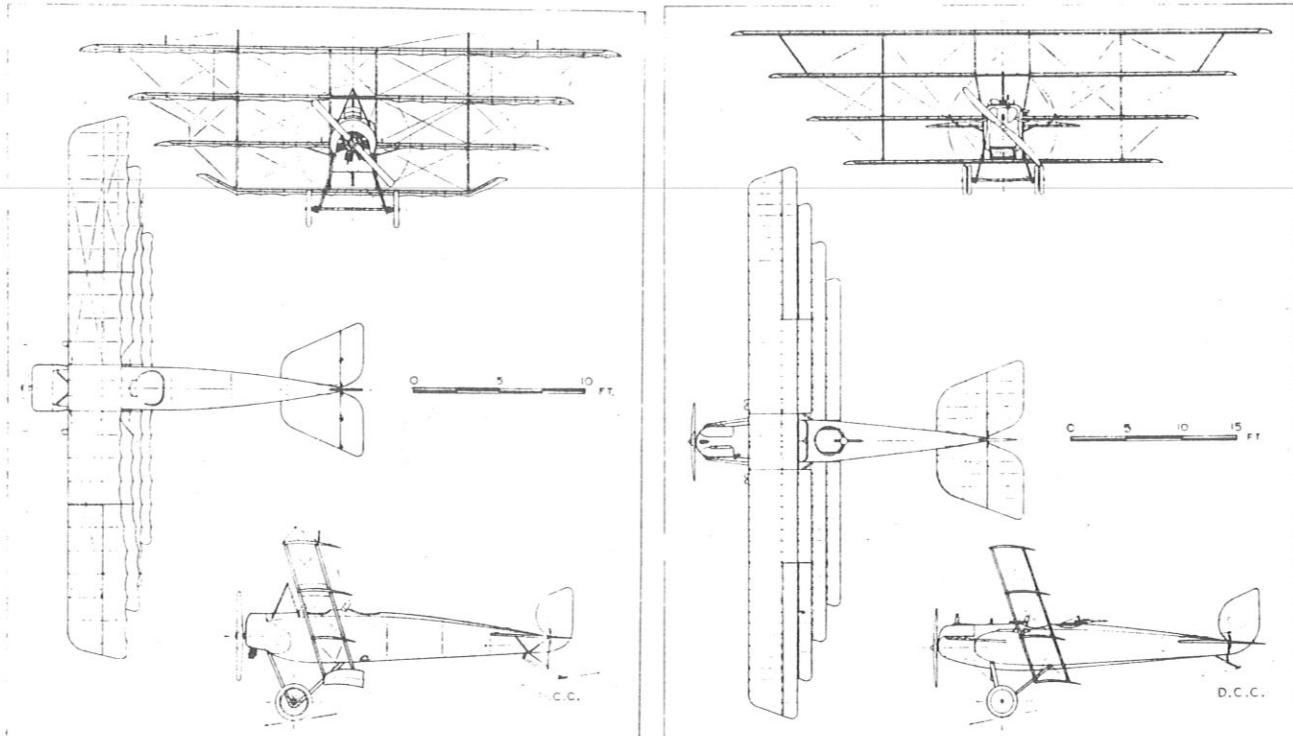
Continued on pg.17.



What did one Polish airliner pilot say to the co-pilot when he saw a big storm coming dead ahead? "Stash, let's do a 360 and get out of here"! Haw-w-w-w...er...well now, we will have no more of that! You bu...er, FACs owe more than you might think to Poles. Our printer, for instance, is Polish. Our highest ranking officer and the first and only general. And who over many years, has not enjoyed the neat 3-views of Leonard Wieczorek? A more little known fact of aviation is that Poland has permanent possession of the James Gordon Bennett Balloon Cup by winning it three times in succession. We'll bet even Bobby Vinton doesn't know of that! Haw-w-w-w!

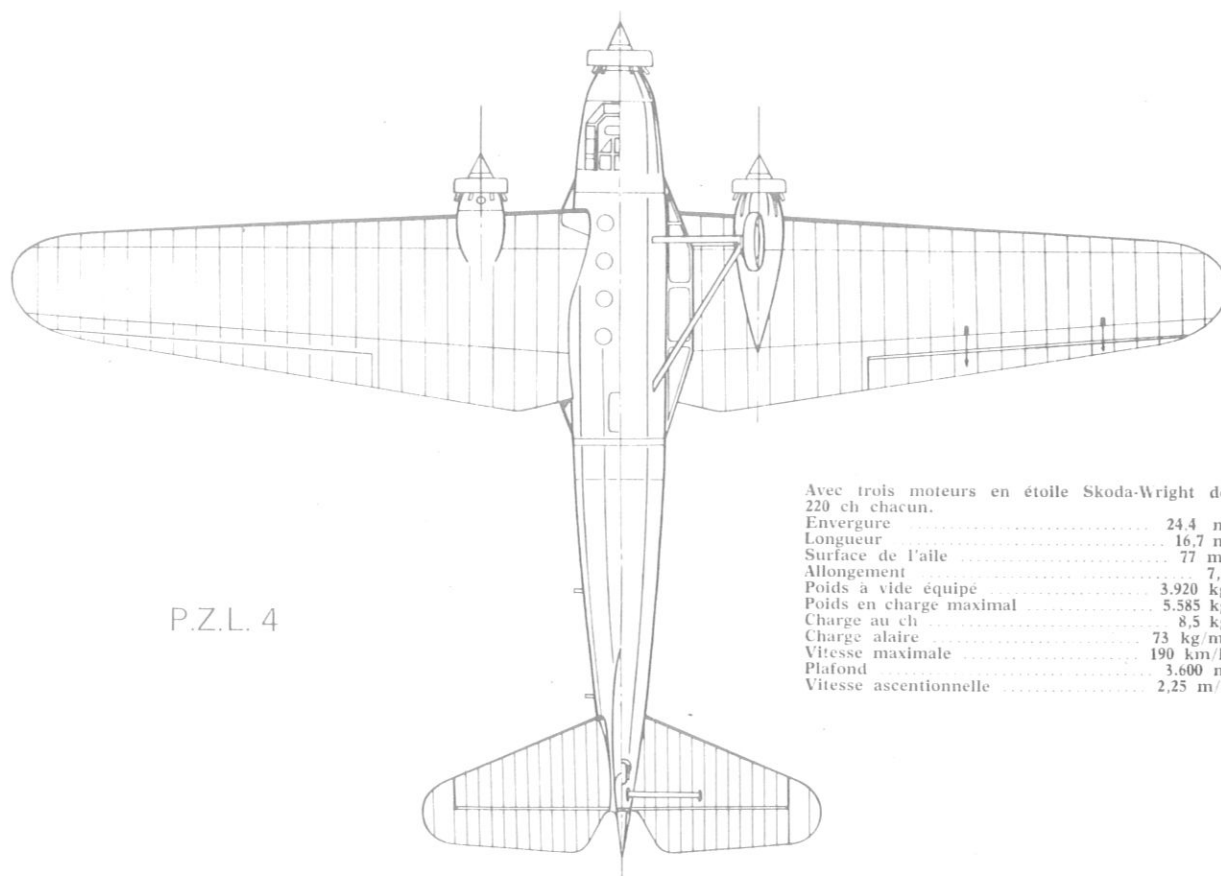
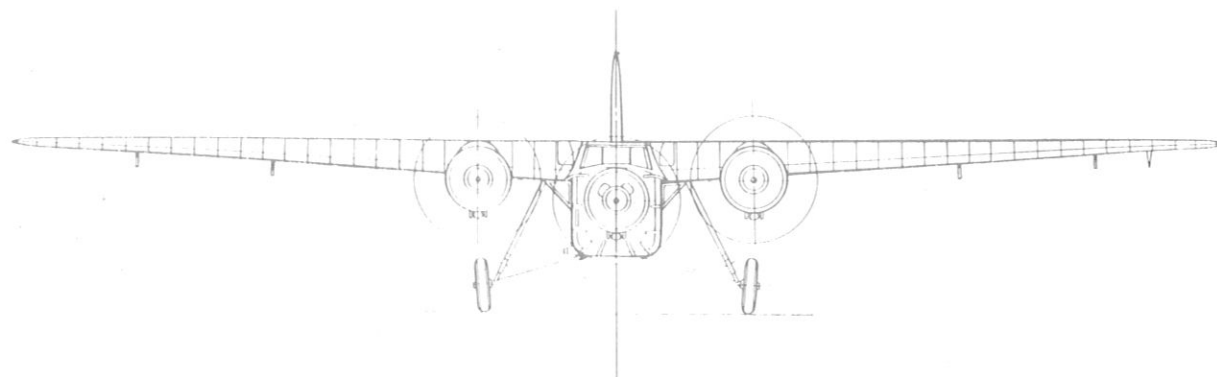
The nature of our tribute is 3-views of some of the more rare Polish aircraft. Most modelers are familiar with the PZL fighters, but have you seen the likes of this pair of quads Lt. Ed Heyn has sent to GHQ for presentation in the News? Ed even built himself a model of the one that looks like it has been ground looped. (Watch it! No more of those Polish jokes!) This ship served with the Russian forces in W.W.I and carried Russian roundels on top and bottom of the top wing, bottom of the bottom wing, and both sides of the fuselage and rudder. The wire wheels were uncovered, ala Hungerford. Color scheme is unknown. Perhaps Ed Heyn can provide us with a fragment more info, even as to what is light and what is dark in any black and white photos he may have, or try to get hold of a March 1962 copy of Air Pictorial from whence this info came. There are photos accompanying the 3-views.

On the next page we have the clean looking PZL-4 trimotored airliner. Look at those neat outward sloping cabin windows so the passengers can have a better look at Warsaw, not to mention them serving as wing fillets. (Try one of those "dumb polak" jokes now!) The ship was first flown by Capt. Boleslaw Orlinski who put on such a flashing show of aerobatics in the National Air Races at Cleveland flying a PZL P-6 fighter. The Trimotor was covered with "electron" which gave it a dull silver-grey appearance and was registered "SP-AGY"



Drawings of: (LEFT) S.Z. Quadruplane No. 2. and (RIGHT) the W.Z. V proposed army co-operation recon. bomber

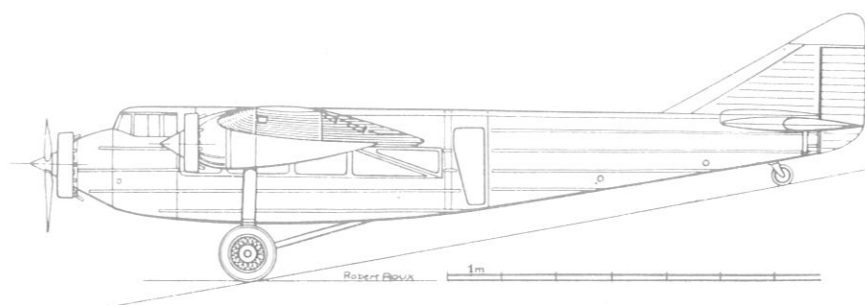
PLAN AU 1/144"



P.Z.L. 4

Avec trois moteurs en étoile Skoda-Wright de
220 ch chacun.

Envergure	24,4 m
Longueur	16,7 m
Surface de l'aile	77 m ²
Allongement	7,8
Poids à vide équipé	3.920 kg
Poids en charge maximal	5.585 kg
Charge au ch	8,5 kg
Charge alaire	73 kg/m ²
Vitesse maximale	190 km/h
Plafond	3.600 m
Vitesse ascensionnelle	2,25 m/s



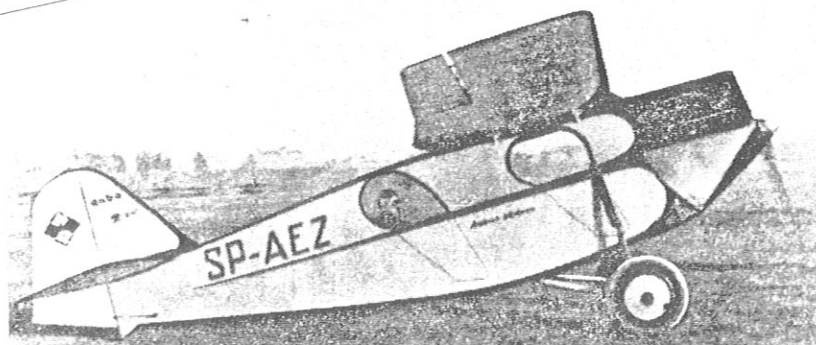
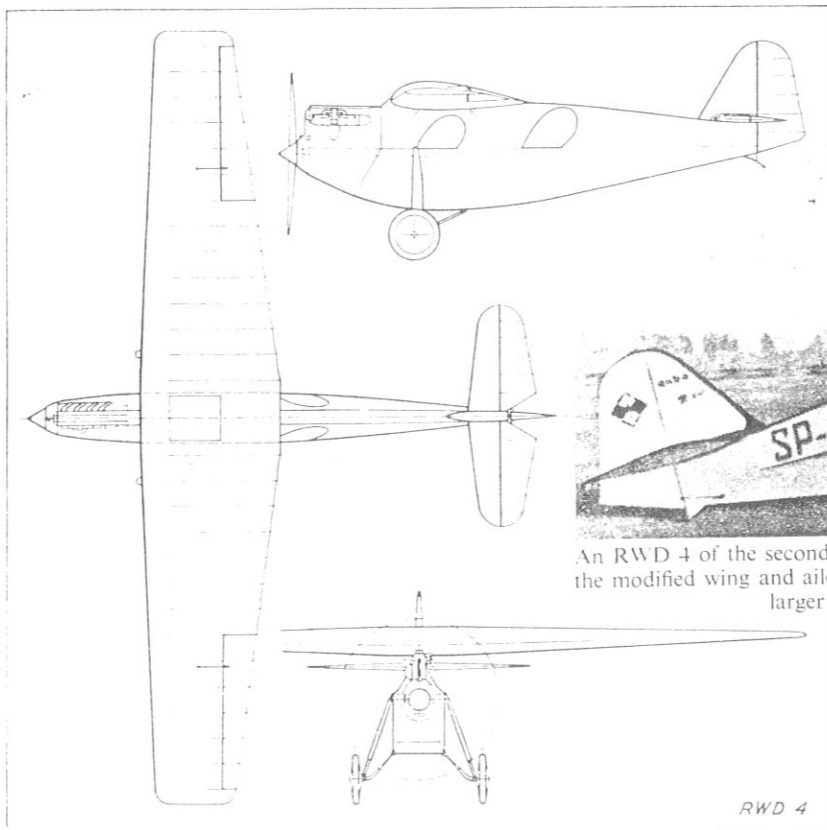
Robert Bova

1m

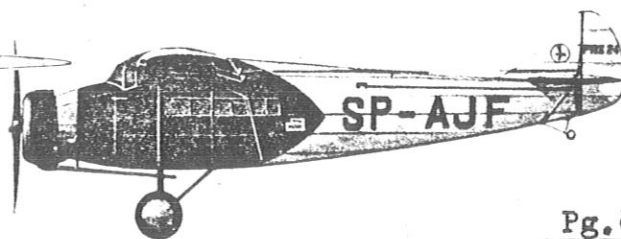
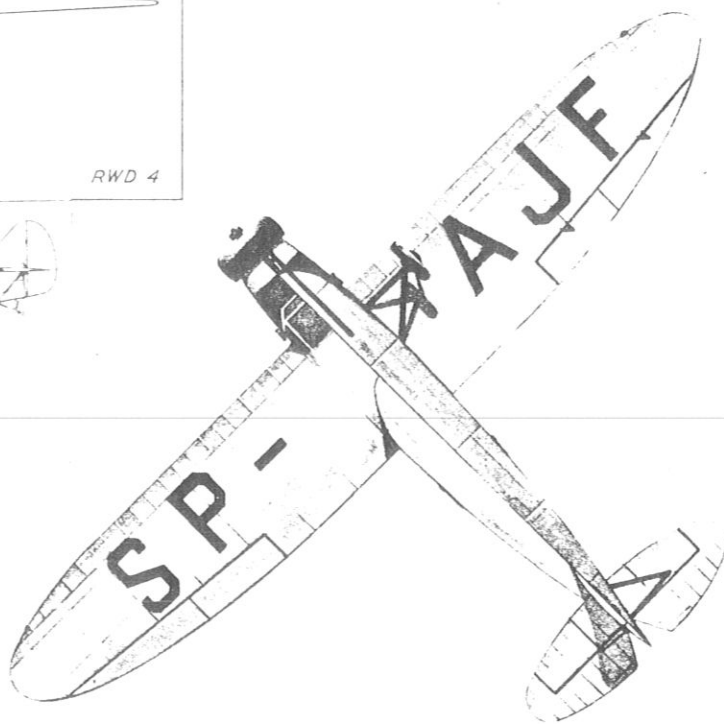
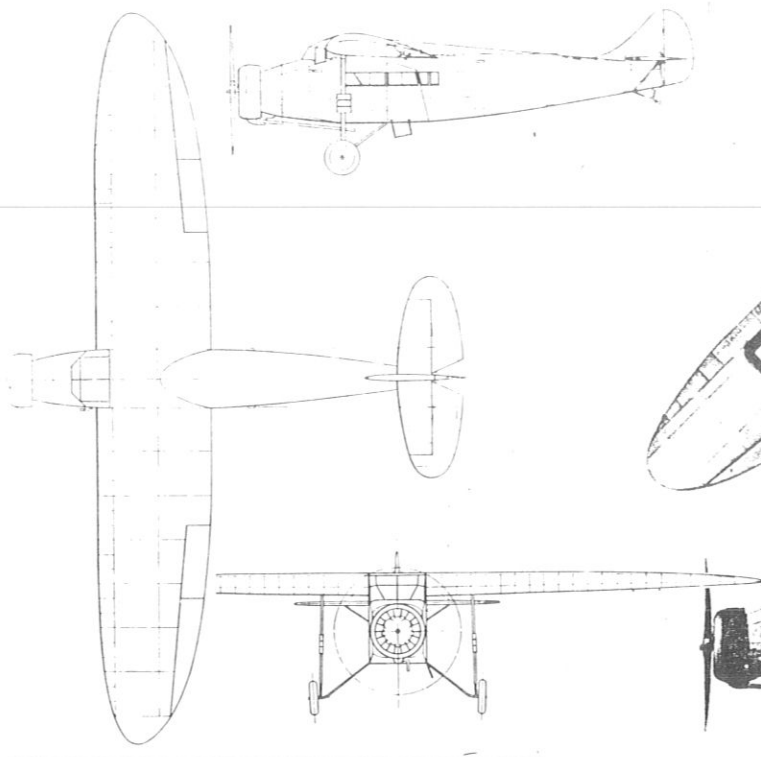
RWD 4 below with coloring unknown except that it was light and dark in the areas shown in photo. RWD 4s with unmodified windows and ailerons (per 3-view) were similarly painted and registered SP-ADM, and SP-ADK. Wheels of SP-ADM were dark in color.

PWS 24 of Polish airline LOT shown at bottom of page was medium blue in dark areas, the main portion of the ship being silver. The forward part of the engine cowl was the exhaust collector ring, so was a burnt rust color. Registry was black, as was "PWS 24" on rudder. LOT logo on fin was blue on white disc, encircled in blue.

OK modeleers, take over and work up some flying tributes to Poland, as the Flying Nallens have done. Two RWD 2 No-Cals are on their tarmac now!



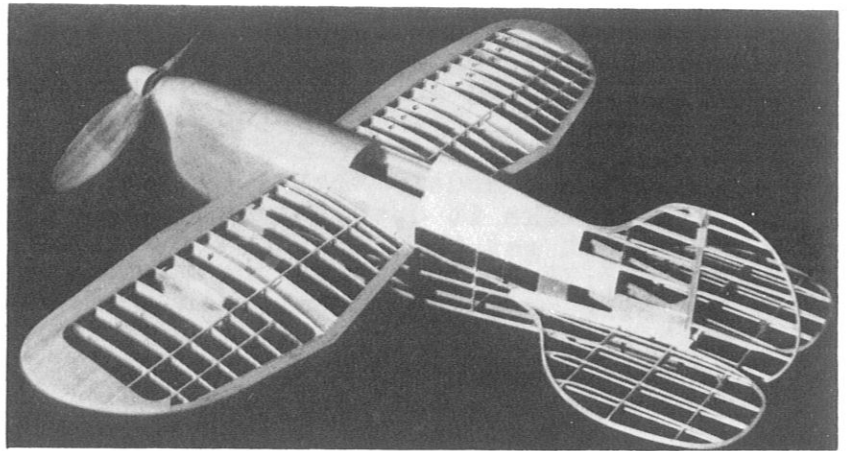
An RWD 4 of the second production batch, SP-AEZ c/n 32, which in addition to the modified wing and ailerons incorporated non-standard front cockpit windows of larger size. (W. Kay-Korzeniewicz copyright)





Why shouldn't FAC Lt. Ed Novak be wearin' a happy smile... he has just captured for his very own, the Pinkham Field Stick Trophy! Ed is holding the coveted cup and the ship that did the job for him. Recognize it? You should, Skysters. It is the Flying Aces "Condor" from plans in our issue # 42. The Pinkham Field Stick Trophy is older than the FAC itself! It is to inspire the spirit of competition among local (GHQ) sqdn. modelers on week end flying duty. And a lot of fun it is. The rules are simply 20 inch span limit, solid stick, tissue covering. High time holder between 11:01 A.M. on Nov. 11 of one year to the same time the next is possessor of the cup.

And on the right, ladeez and gents, are the bones of a genuine Chester Jeep ala Von Rottensocks. A true to scale rendition with a span of 24 inches. A model from these plans built by Lt. Chuck Schobloher turns 45 secs reliably. Hope the Von sends us a pic of this neat job when she's completed.



FAC Bob Haight, who organizes those zany Peanut meets out Las Vegas way is the builder of the Farman F.170 airliner seen left. Oh, she's a Peanut, alright. Blown to a full 13 inch span from Peck-Polymer. The original being slightly under 13 inches. Wonder if the passengers were served as much giggle water in those days as they are now?

Looks to us that even the designer might

have had a bit of the bubbly the way the cockpit is located left of center! Oh well, the H2O in La Belle is poison anyhow. And if you top the pilot off with vin rouge, he will never notice, Haw-w-w-w!

F.A.C. Scale Rules.

Time to put helmets and goggles aside, slap on the old thinking cap, and lend an orb to some helpfull clues on how to get the most out of those *@'#@/#:~* FAC scale judges at the next meet! Yep, we will try to show you Rib Slicers where you might be missing out on a few extra points that may well mean the difference between 2nd spot and the winner's circle to you next time you clash in mortal combat over Pinkham Field or any other sector of the FAC front.

The total "scale" points available are a healthy 62½. Thirty of this can be earned by the extent to which you detail your model. Get your rules out and look over that section under "Construction Points". Details include just about everything from dummy engines to navigation lights. For "Not much" you can earn zero to 10 points, and so on to "Most of it" getting you 20 to 25 points. But look at "All there". That is worth 30 points. This means that no one should ever get 26, 27, 28, or 29 points! This means that for going all the way and putting on ALL the detail a Skyster can get a 5 point lead on the guy that got just a little lazy and did not put a tail skid on! (And we've judged some models that just lacked one more item of detail to make it over the hump from 25 to 30 points.) Now don't get the idea that FAC judges are rivet counters, fellas. It is just that the obvious details feasible for the size model presented should be there. Also the fact that it is rubber powered and would not be expected to be heavily laden with C/L or R/C type detailing is a fact not unrealized in judging.



Let's look at "Coloring and Marking" and what the judges think of this aspect of the rules. You can bet your last pair of celluloid wheels that the Tissue Trimmer who makes his ship a specific one, that is one on which he has the correct colors and markings to go with it, and can prove it with some pics or text to back up his plan is going to get far more out of the judges than does the guy that simply makes his ship a random color with a fictitious marking job. Although the later may serve the situation for a home built, the modeler has not actually proven his presentation unless he has proof to accompany his entry. In other words, he may not be wrong, but he has not proven his model correctas the former modeler has done.

It is true that under FAC rules a model may be entered with nothing more to substantiate it than the kit or published plan it was built from. But if you notice on such old kit plans as Hi*Flyer the color scheme for most of their scale models is noted thus, "Cover fuselage and rudder one color, and wings and stabilizer the other".

About all this does is let Hi-Flyer off the hook in providing any specific colored tissue in their kits. All that was needed was two pieces of different colored tissue. No judge would be terribly impressed with coloring data like this!

One other facet of coloring that has been mentioned before in the FAC News is the lack of many builders to paint the inside of the cabin frames or inside of their cockpits. This works wonders on the appearance of a model and adds little weight.

To help all our combat flyin' modelers to align their sights in this direction we ask you to recall the following four ships entered last Oct. 5th at Durham. They all received close to maximum or maximum scale points. Two of them belonged to Lt. Col. Mike Midkiff of Erie, Pa. We speak of his Zero and his Jumbo Bristol M1-c. Bob Clemens Farman Mostique was another. The last was a peanut Lacey M-10 built by Lt. Charlie Learoid. And if you skysters think for one tick of an OX-5 that these jobs that are heavy on scale details are limited in performance, you will have to eat crow! The Farman placed 2nd in FAC Scale, while the Lacey won Peanut!



G.H.Q. believes that any scale meet should be judged by knowledgeable people. It is not a job for an enthusiast alone. And judges are human, in spite of what the contestant may think. They are apt to err or be inconsistent. But it is certainly their effort to be fair.

It may do well to bear in mind that a judge is much more apt to give points to a fellow that has gone to a good deal of effort to run down info on a rare type of model more liberally than he would to a chap who does little to corroborate a ship that is realitively easy to research.

One final word on using the bonus system to advantage. A high wing cabin model can earn no more than 77½ flight points on a 2 min max flight. If it is good weather, will you not be better off to enter a good flying biplane or low wing which can gain 77½ points with a flight of 75 & 65 secs respectively?

In poor weather it might be wise to us two ships that gain high bonus points. Windy weather may favor the stability of the high wing cabin design. If you are undecided where your advantages lay you can always play both ends of the bonus scale, as two ships are allowed to each entrant.

At any rate, Skysters, think those rules over carefully. Try to have more than just one or two ships to pick from for contest flying. But remember, the greatest advantage you can have is knowing your ships. Fly them all, and fly them often in all kinds of weather. The Kanone List awaits your name! BUILD! FLY! WIN! F.A.C....F.A.C.!!!!

continued on pg. 17.

FLYING ACES MODEL LABORATORY

Pg.12.

British Indoor Nats Winner,
The Wittman Tailwind, by Butch Hadland.

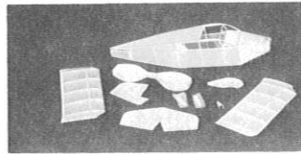
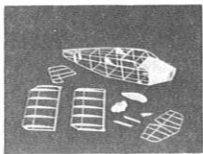
All the way across the Atlantic from the isles of John Bull to the tarmac of FACs here in the "colonies"! Yep, fellas, that is the course this fine plan sent to us by Butch Hadland followed. Of course, we must also mention that both Butch and the Tailwind were on this side of the big briney last year to bag a third place in Peanut at Lake Charles in the American Nats of 1975! So all you Peanuteers had better start selecting balsa, because here is a chance for you to build a real champ! Imported stock!



Butch tells us the Tailwind is a consistent 70 second flyer, turning in a best flight of 75 secs at Lake Charles. A close look at the photo at the left will tell you FAC Lieutenant Hadland is a chap who knows how to blend the glue, balsa, tissue, etc to produce a model that sure would set a scale judges ticker to rev a bit higher!

Pics on the left show the little jewel taking shape in Butch's shop in England. It is certainly pleasing to see such a fine job that flys so well.

Color is all over white with red trim.

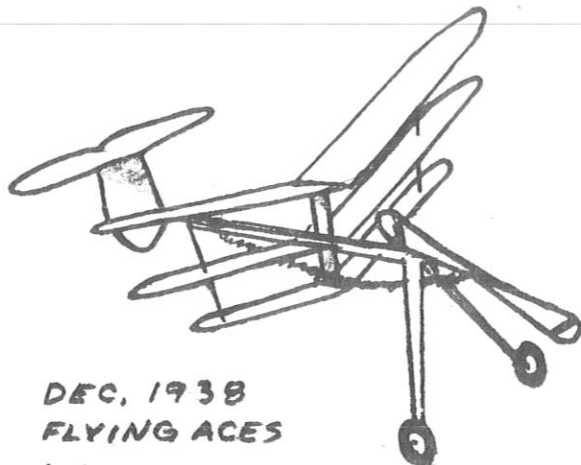


Fly This GOLLIWHOPPER TRIPE!

Once again from the discolored pulp pages of the Flying Aces magazine of old, that pair of "Crazy Ace" modelers, ALAN ORTHOF & LOUIE MILOWITZ offer our clubsters another goofy-looking contraption that actually flys! In it's original all sheet version this little chuckle on Von Richthofen turned in 30 secs as regularly as a farm-hand turns up for meals. We here at G.H.Q.

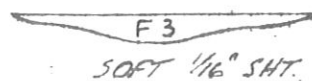
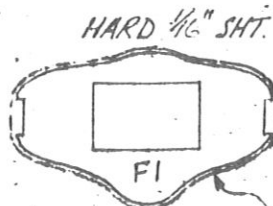
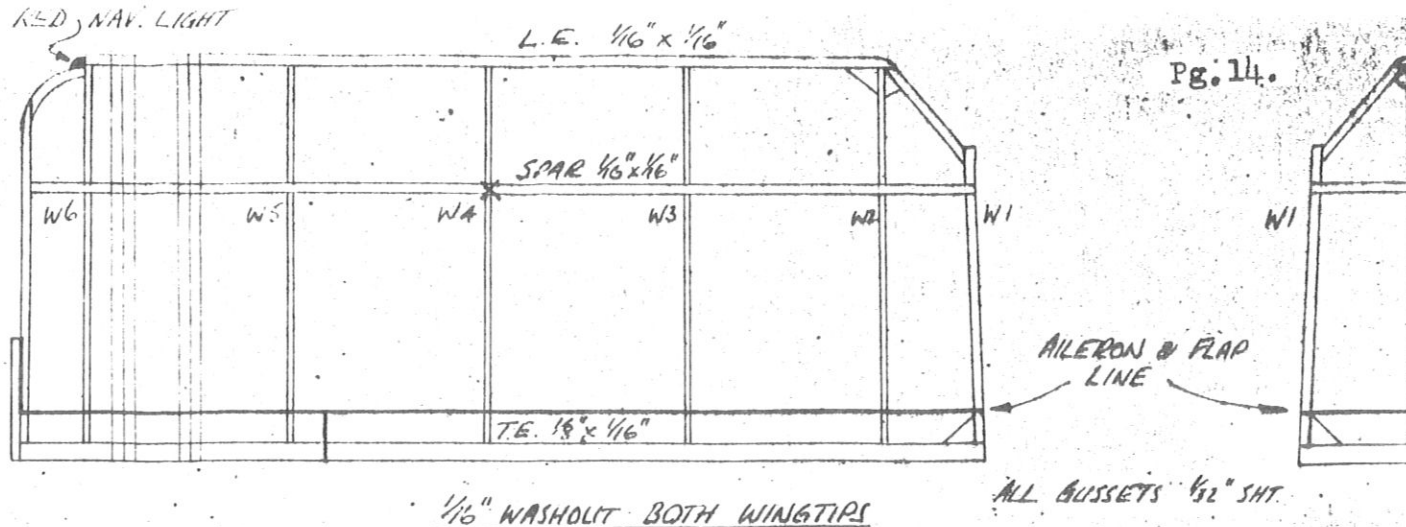
are all set to wager our last Palowina prop some of our aero-designers can build up a lighter version of this nostalgig gnat that will double the time of the original.

Why shucks, with a bit of incidence in those wings, bamboo or laminated balsa outlines and tissue covering....well, this abbreviated venitian blind is just liable to find favor with Hung one bright and sunny day!

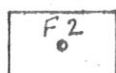


DEC. 1938
FLYING ACES
MAGAZINE





USE INNER OUTLINE FOR F1.
OUTER LINE FOR NOSEBLOCK PATTERN



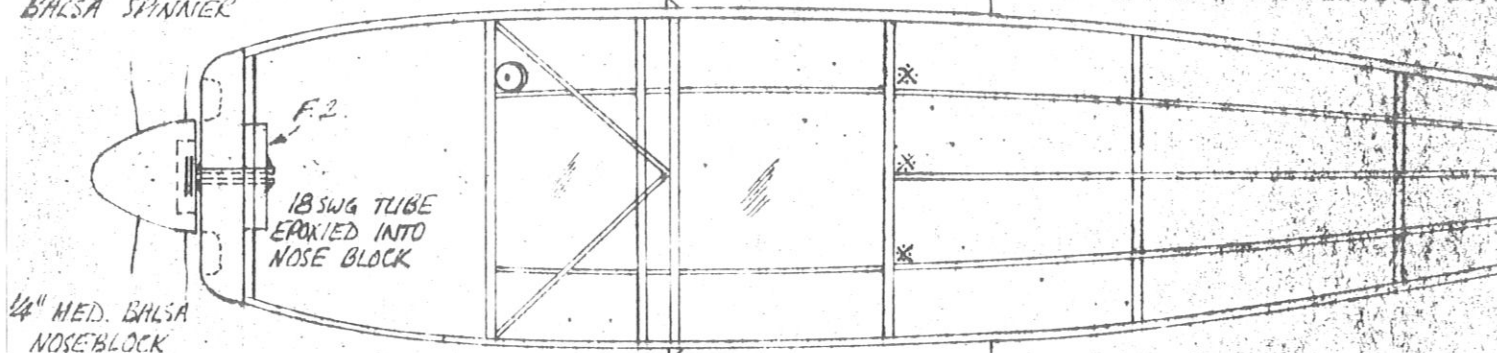
HARD $\frac{1}{8}$ " SHT.

1" DOWNTHRUST - NO SIDETHRUST

BALSA SPANNER

USE $4\frac{1}{2}$ " CUT DOWN "SLEEK STREEK"
OR CARVE FROM BLOCK SIZE 4"
POWER: 20" LOOP OF .090" PIPE
20" LOOP OF .080" PIPE

3 $\frac{1}{32}$ " \square STRINGERS ON TOP
2 $\frac{1}{32}$ " \square STRINGERS ON BOT



WING POSITION
NOTE 'SLIGHT' INCIDENCE

$\frac{1}{16}$ " \square MEDIUM LONG
 $\frac{1}{16}$ " \square MED/SOFT SPAC

TOP COWLING FROM $\frac{1}{32}$ " SHT.

BOTTOM COWL - PLANK WITH SOFT
 $\frac{1}{8} \times \frac{1}{16}$ " - SAND TO BLEND WITH
NOSE BLOCK

$\frac{1}{16}$ " SHT. WING MOUNTS - BUILD
BASIC FUSELAGE SIDES

CARVE INTAKE
FROM $\frac{1}{16}$ " \square BALSA

$\frac{3}{16} \times \frac{1}{32}$ " L.C. LEG FAIRING

$\frac{1}{4} \times \frac{1}{16}$ " L.C. CROSS BRACE

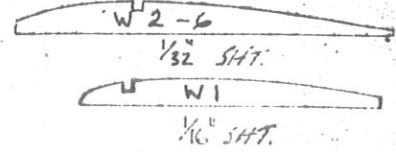
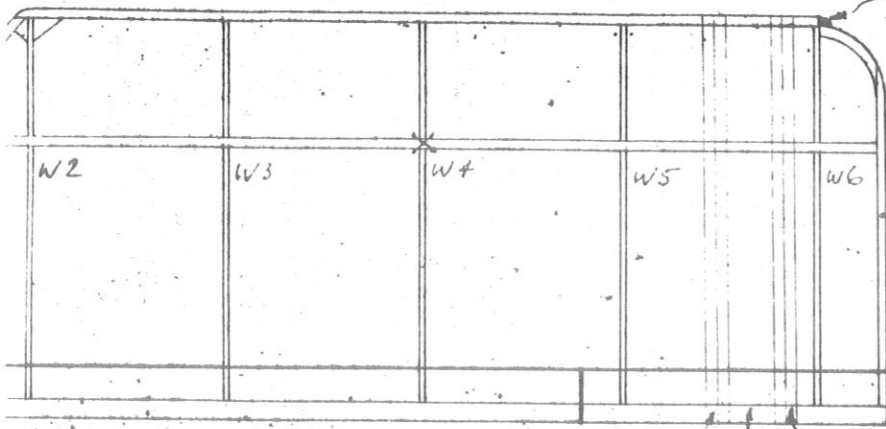
$\frac{3}{4}$ " DIA WHEELS
SOFT BALSA WHEEL RANTS

COLOR SCHEME:
ALL ALL WHITE
FLASH & REG.
BANDS ON WH

SCALE 3 VIEWS
COLOR PHOTO

GREEN NAV. LIGHT

Pg. 15.



WING TIP 1/16" X 1/16"

HORN BALANCE 1/16" O TO 1/16" DIA

2 OFF 1/16" WIDE RED BANDS TOP & BOTTOM
1 OFF 1/4" WIDE RED BAND TOP & BOTTOM

DIAL

1/2" PROPELLER
4 1/2" x 1" x 5/8"

PELLI (CARVED PROP)
PELLI (PLASTIC PROP)

TOP OF FUSELAGE TO POSITIONS MARKED X
BOTTOM OF FUSELAGE - FULL LENGTH

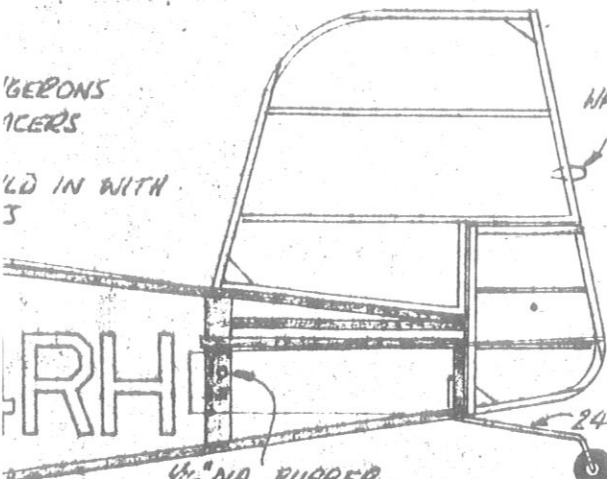
WING STRUTS
HARD 1/32" X 1/8"

1/8" DIA. GALVA FUEL
FILLER CAP - GOES
THRO' WINDSCREEN

1/32" DIA. INTERNA
CABIN BRACES

EXHAUST STACKS
FROM 12 SWG ALU.
TUBE

MAKE UIC FROM 20 SWG
WIRE - EPOXY TO 1/4" X 1/16" CROSS
BRACE ABOVE FORMER F.3.



GERONS
ICERS

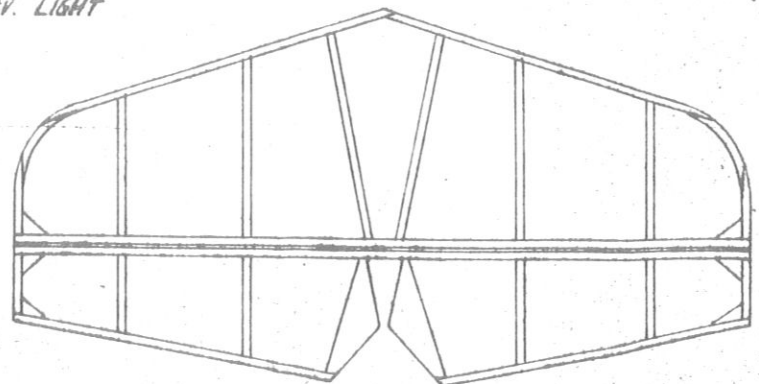
LD IN WITH
S

WHITE NAV. LIGHT

1/8" DIA RUBBER
REAR ANCHORAGE

1/32" TAILWHEEL

ALL FIN & TAILPLANE CONSTRUCTION
FROM 1/20" O OR MED/SOFT 1/16" O



CONTROL SURFACES ARE SEPARATE
BUT ARE FIXED IN FLYING POSITION

ITE WITH RED FUSELAGE
LETTERS WITH RED
MAGTIA

IN "MODEL BUILDER" MAGAZINE JAN '75

IN "SPORT AVIATION" JAN '75

WITTMAN TAILWIND (Peanut)

designed & flown by Butch Hadland

Down memory's runway

Pg.16.



The place; suburbs of Chicago. The time; a fine hot 4th of July in 1946. And who is our young flyer? Why, our man in the far-far east (Cal.) it is FAC Capt. Fudo Takagi! Fud is roaring skyward with his Taylorcraft "Grasshopper" he built in 1943 from MAN plans by Earl Stahl. Looks like a real army maneuver in progress with that dirt field and quick take off to clear those scale trees at the edge!

FAC Postal Contests

Well Postaleers, things are picking up speed in all Wings since last issue. Indoor No-Cal has had 3 times turned in all on the same date up in the Glastonbury H.S. gym where Lt. Novak kept his Consolidated Fleetster aloft for 42 secs. Col. Dave Stott was on hand, complaining as usual about the rotten weather and how he'd rather be outside. In spite of it all, he turned a respectable 63 secs with his Kalinin K-5. But who ended up being Win-Co of this division? Yep, you guessed it, General Chet Bukowski with a fancy 119 seconds by his Curtiss XF13C-1.

Indoor Peanut remains with Rich Ivers tops in Junior as indicated last issue. The only change thus far is Col. Stott setting the first open class for Indoor Peanut with 46 secs in the Kalinin K-5 on Jan 11.

The time in the Outdoor No-Cal Wing has been raised less than one second by Col. Stott (again?) hitting 69.3 on Nov. 28 once again using his K-5.

Outdoor Peanut is moving along at a better pace. On Nov. 28 Lt. Ed Novak tromped all over Dave Stott's K-5 by hitting 96.3 secs with his Lacey M-10. Just when Ed was feeling good over it, along comes Capt. Clarence Mather with his Nesmith Cougar with a time of 2 min. and 29 secs.!! Oh, for some of that California weather, eh Ed??

Don't forget Wingsters, you have 'til St. Patty's day to have a go at this postal. Fly as often as you like, and turn your best times into GHQ by mail in any or all 4 "Wings". Let us know the date of the flight, time, ship used, Wing, & of course, your name and FAC rank. Next issue will probably have the winners listed! Lessee, where's my winder? I gotta get busy, there's anone victories to be had!!!



Detroiten Geschwader Scale Meet--

From Baron Von Rottensocks, alias Ralph Kuenz, comes the following report of FAC events held within their Cloudbuster scale meet Oct. 5, 1975.

Peanut Scale.

- | | |
|---|-----|
| 1st. Jack Russ flying Folkerts SK-2 | 87* |
| 2nd. Pres Bruning, Curtiss Seagull | 87 |
| 3rd. Fritz Wuensch mit Druine Turbulent | 60 |
- * Six flights, second best only counts. Tie for winner decided by using 3rd best flights.

Embryo Endurance.

- | | | |
|-----------------------|----------------------------|-----|
| 1st. Chuck Schobloher | Original | 222 |
| 2nd. Fritz Wuensch | Original | 214 |
| 3rd. Jack Russ | Flying Yankee (Scientific) | 72 |

Now there was a wing tip to wing tip battle for first in Peanut there, eh fellas? And can you imagine what the first and second best times were if third best was 87 seconds for that Folkerts???

Notes From the Workbench, cont'd.

The sketches below show Major Pres Bruning's unique method of "implying" floats on a No-Cal Scale seaplane. Balsa and bond paper are the materials. Silicone the keel for landings on gym floors.

Pres, the gang here at GHQ sure doff our helmets to your designing talents. How about a few more sketches sometime on how you build those No-Cals of yours? Take it from us, fellas, these aerial slenderellas are as unique in design as are the floats presented here.

