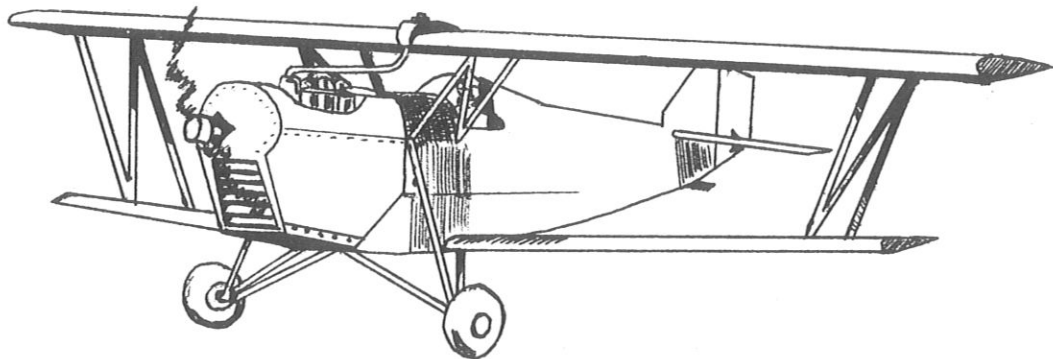


FLYING ACES

Issue 48

Club News



GERE BIPE AND DAVIS D1-W PLANS

POSTAL CONTEST WINNERS MEMORY'S RUNWAY

FAC SPRING MEET INFO PEANUT RULE ADDITION

HOW TO DRAW PLANS FOR THE F.A.C. NEWS MORE!

Here he comes, straight at ya..the CB Mayshark of the FAC, Jeff Chrisey, doodling a nifty Gere Sport biplane for your delectation and rib-slicing enjoyment this month. Take a squint over those angular lines, those of you who hate banding bamboo or making up rounded tips. This is the ship that was made for you!

The original of this staunch, but not so speedy, skyster was designed by Bud Gere, way back in 1933, when most of us were in knee-pants, knickers, diapers, or not yet even a glimmering..... He knew well what he was doing, that 19-year-old Bud Gere, for the design of the real ship is simple, sturdy, and easy to build for the amateur backyard "mechanicien". The fuselage was welded up from large diameter tubing with nary a curved line anywhere. The wings featured the then-popular USA #2/ airfoil, the spars being built-up by the local enthusiastic Darius Greene, and the spars were made of unrouted straight spruce, easily made, but heavy.

The original powerplant was a 192/ Chevrolet four cylinder engine, suitably modified. This didn't produce sufficient power for the plane to reach its true potential, which is odd, for the old Chev Four survived for many years as a dirt-track racer engine, having much more "stretch" built into it than the Model A Ford engine which proved to be just right for the Gere. Maybe there were just many more Model A engines around the countryside then, and as the racing boys were bidding up the price of the Chevys, the homebuilders turned to the A, as the cheaper alternative, and developed that. At any rate, the Gere is the only plane we here at GHQ have ever heard of that used the 4 cylinder Chevrolet as a powerplant.



Sadly, Bud Gere never lived to see his little brain-child fly. He was killed testing an engine-powered ice-boat. But his creation lives on. Not only on the FAC model tarmac, but in real life, for this same design, updated and using modern materials and methods, is today alive and well as the EAA Biplane.

Anybody out there got a junker Model A coach rotting away in his back yard?

Junker A model or not, turn to the rear pages of this mag and look over how Jeff has rendered this little dream plane of the depression days. If you can't join Paul Poberezny and the EAA types in the hangars and garages of America, you can do the same on your own model production line at home. And your mom will never caution you to fly low and slow, either!

Ed Franklin

Up until now, the FAC has always been lucky, with its ranks only swelling up with you thermaleers. Now it is with the greatest sadness that we have to report the death of Ed Franklin, one of our finest members. Last November one day, Ed was walking by a chemical laboratory near his home in Bergenfield, New Jersey, when the place blew up. Ed was hit by the door as it came flying off, was knocked into a coma, sustaining severe brain injuries, and (perhaps mercifully) passed away about a month and a half later.

Ed was always a treasure trove of the lore of modeldom, having built models for about forty years. He was always present at our meets, no matter how vile the weather, and always a delightfully enthusiastic competitor in most every event. You knew immediately

that here was no "trophy bound", but rather a dedicated skyster, one who just "knew" the high ideals of the FAC right from the ground up. And who lived them. And flew them.

All modeldom is impoverished by his disappearance from our midst, not just the little FAC, even though we shall feel and know the loss most of all.

Gentlemen: one of our best has left us, gone West. Helmets off to Ed Franklin. We shall not see his like again.

More on Major Fred Lord

Ever read a newspaper report on some event you had seen and wind up wondering if you and the reporter had been at the same place? Well, your FAC GHQ Squadron had the same feeling (making you want to dash for the sink and wash some of that wax out of your ears) during some additional correspondence with Jesse Davidson. Here are the corrections and additions to Fred's story:

First of all, he did not die just last fall, but rather in 1967. (Despite the most "careful attention", your FAC reporter utterly missed that one!) In early 1942 he joined the British Air Transport Auxiliary and ferried all sorts of ships across the Atlantic, from the factories, and to various RAF fields. In 1943 he returned to these shores, joined Curtiss-Wright in Buffalo, and there test flew P-40s, C-46s, and P-47s, which Curtiss was license-building for Republic. He did not fly SB2Cs.

And the Ponca City FAC sent in They Had What it Takes # XXV, from the December, 1939 issue of Our Mag, and that contains further particulars on Fred.



It seems that even as a small kid in Texas he loved adventure, taking pot-shots at various bandits who rode into his ken. He was the youngest flight commander in the entire RFC, achieving that point of eminence at age 17! He was shot down twice, and wound up squadron commander after one particularly nasty bit of fighting which saw his entire unit wiped out, except for himself and one other pilot. This by age 18!

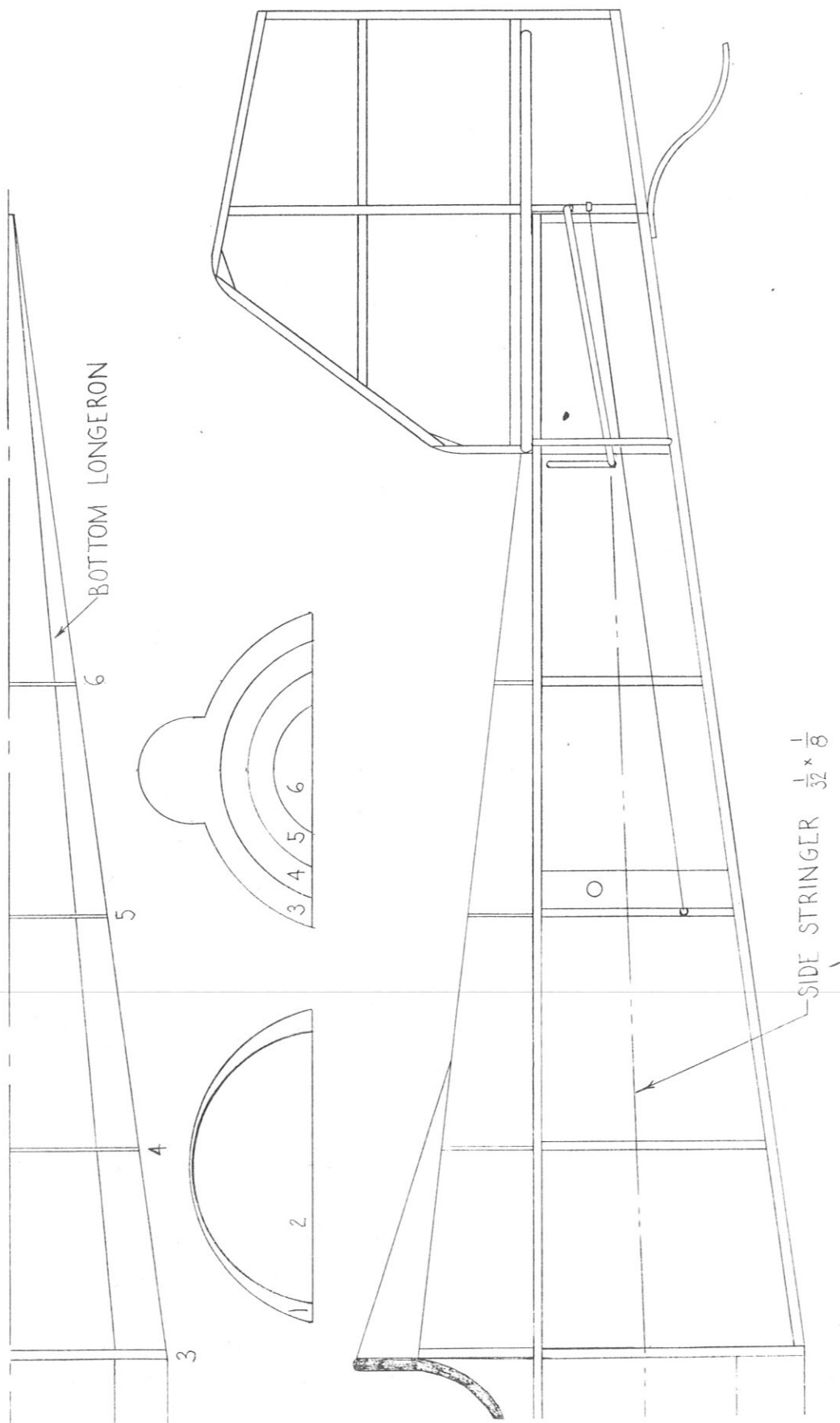
During the Russian Civil War, he so tormented the Bolsheviks that the price on his head was 75,000 roubles. Once he put a Red attack to flight by hurling empty beverage bottles at them. (Bottles dropped from a plane make a wierd, loud, screaming moan. The sound will often unnerve veteran fighters, especially superstitious and ignorant ones.)

Just before World War II, he was as great an ace instructor as he was a fighter, often making pilots out of studs who had flunked out of every other fledgeling nest. This was the sort of work he truly loved, making airmen rather than destroying them in combat.

His decorations include: Distinguished Flying Cross, British Flying Cross, Croix de Guerre, White Army Medal and Service Cross, Order of St Anne, and Order of St. Stanislaus.

Fortunately, two of our loyal members who are "plugged in" to the media, Bill Hannan and Dennis Norman, have heard our plea about getting Fred's story into print. We have forwarded their letters to Jesse Davidson.

How fine a thing if it should be the FAC that is instrumental in getting the full story of Major Frederic I Lord into print!

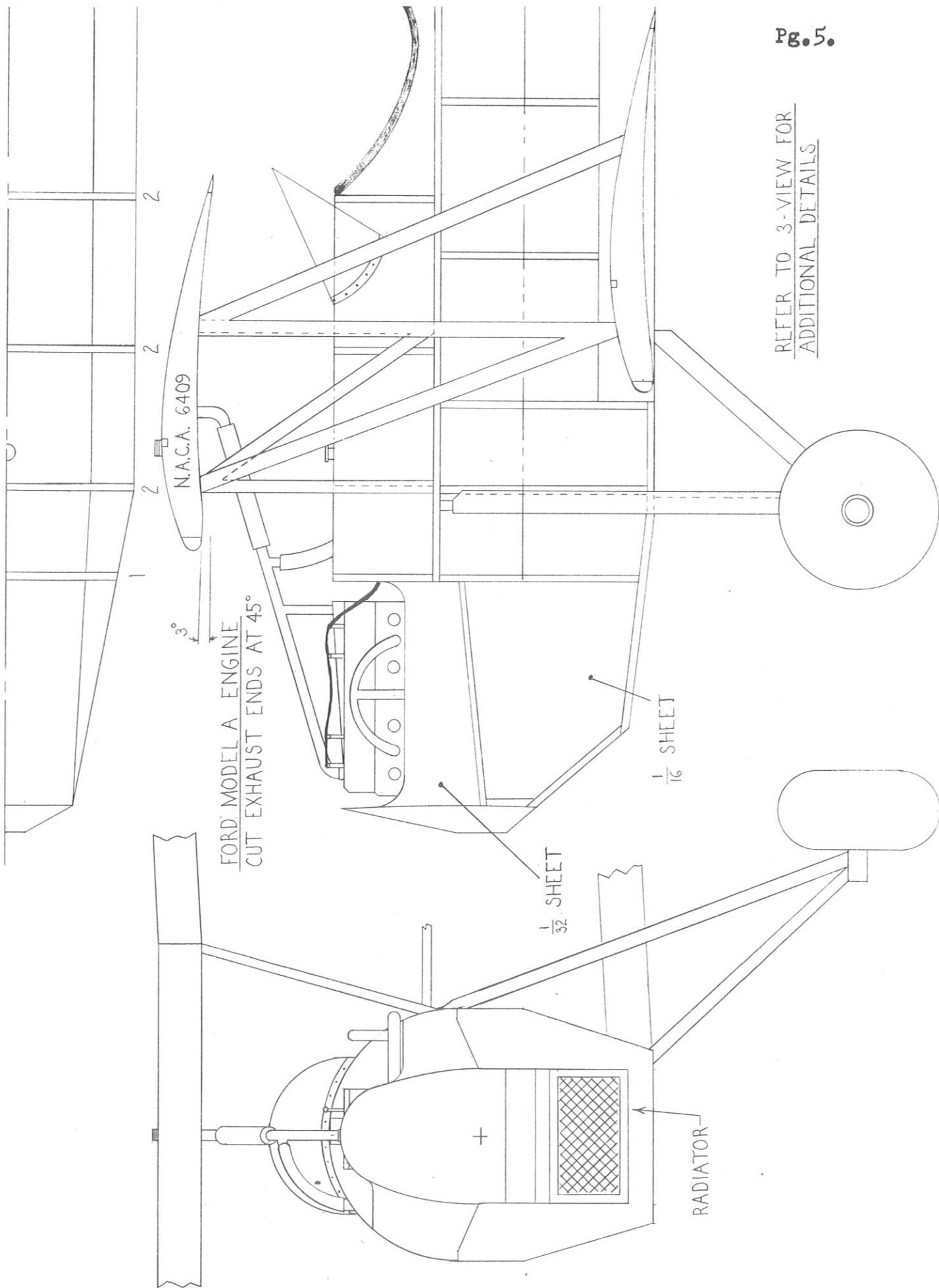


THE GERE SPORT

A 1933 SPORT BIPLANE

DRAWN BY : JEFF CHRISSEY 1/76
SCALE : 1" = 1'-0"

FUSELAGE : $\frac{1}{16} \times \frac{1}{16}$
FORMERS : 1-3 ARE $\frac{1}{16}$ SHEET
4-6 ARE $\frac{1}{32}$ SHEET





STABILIZER

CONTROL HORN —
LOCATION - BOTTOM ONLY



NEWS ON THE WING!

GLASTONBURY MODELERS PLAN ALL HENRY STRUCK CONTEST.

The Glastonbury Modelers are planning an all Struck meet this summer or fall to honor Henry's being nominated for the AMA Hall of Fame. All you have to do is build a model designed by Hank and bring it along to the field where you will try to beat the times set years ago that Hank set with each particular model. Gassie or glider. Rubber contest, sport, or scale. They will all be in the same competition, but flying against the original times rather than each other! Sounds like a swell brainstorm to the gang here at G.H.Q. and so we are including in this issue a plan of one of Major Struck's scale jobs right from the pages of the Flying Aces magazine of old. And when the All Struck meet is over you may continue to use the model in FAC competition. Better head for the workshop fellas, there's double barreled pleasure awaiting your skilled hands.

A Bid for a Jet Age FAC Event.

As the Pitcairn rumbled to a stop in front of GHQ Hangar #1 the pilot leaned over the 'pit' and handed a letter to the line boy. "Git this here message to the top brass right away", he bellowed.

"How about my ride, Jack," said the kid.

"On the end of my foot; if ya don't get movin'," was the retort.

Anyhow fellas, the message finally got into the lube smeared paws of the clow----,er, officers and here is in part it's content.



...."I would like to raise the question of creating a sling shot "Jet Age FAC Event". I know the club has traditionally cherished the World War One and Golden Age eras, but I

think that free flight flying scale modelers have generally ignored the "Jet Age". On Dec. 28, 1975 the Cleveland Free Flight Society held an outdoor "cold weather" meet in which, at my request, a catapult jet event was included. Surprisingly enough a half dozen or so models were entered and a great deal of excitement was engendered by them.....I realize many FAC members will say "ugh" to ...this event, but I think we all miss an exciting aspect of flying scale by not including this type of event in our contests."....Yours truly, Dennis O. Norman."

We hear you loud and clear, Lt. Norman, but 'twang our lift wires, the FAC has NOT been ignoring the jet age! In our additions to the FAC Rules drafted quite a few years ago we added a paragraph that allows a rib slicer to build a jet, single or multi-engined and power it with a rubber driven prop in a non-scale position at the nose or tail. This same paragraph also allows a multi engined ship with scale size dummy free-wheeling props to be used powered by a rubber driven prop in a non-scale position on nose or tail.

An early issue of the FAC News even contained plans to make a six engined Russian Maxim Gorki with a non-scale prop on the nose and six free wheeling screws on the dummy engines. As far as G-2 knows, no one other than the designer of the model ever built one. Nor was a jet job ever built to take advantage of this rule addition. Dennis, GHQ can only assume that there was no interest, at least at that time, or little attention paid to the rules.

In this light, we are reprinting elsewhere in this issue, the complete set of FAC rules concerning Peanut, with the exception of a new rules addition for that, Embryo, and Scale. Let us wait and see if there truly is a big interest in the Jet Age in all of our squadrons before we make any final decision on the matter.

PEANUT SCALE RULES ADDITION
TO BE USED AT SPRING MEET!!

Attention Peanuteers of the FAC! The brain trust at GHQ has been looping and rolling the grey matter to come up with a system of scale scoring Peanuts so that the ships that are heavily detailed and the less detailed will be on more even keel. Also this change will allow scoring to keep pace automatically with the development of Peanuts and their ever increasing flight times. It is rather simple and sounds VERY drastic. It has been tried quietly indoors unofficially and it seems worth a try outdoors as well. Here it is....



Peanuts will be scored in the usual manner under old FAC rules printed elsewhere. After posting of all times and scores, the

scale points of every ship will be multiplied by the first two digits of the highest scoring ship's flight time!

For example, if the top time of the day for Peanuts is a total (3 flight) of 356 seconds, every one's scale points will be multiplied by 35. This figure is the scale score and is added to the flight score to determine the final score of each ship. We do not mean every one's scale points collectively, but each one's individually.

If a Fokker D VII hits 12 scale points, 12 is multiplied by 35 to give a scale score of 420. If another Fokker gets only 3 points he will have 105 as a scale score. If the second Fokker was the top timer of the day, his total score would be 461. It would then take only 41 secs in 3 flights for the first Fokker to make a total of 461 and tie it up!

Be on your toes, Peanuteers, there are changes in the wind. Better check your model over to see how it will fare!

The function of these rules is to permit the builder to have an opportunity to exercise his skill in producing a good flying model which retains most (or all) of its scale appearance without being burdened by scale rib spacing, too small tail area, too small a prop, etc.

It is hoped that the handicap section will, by its bonus system, bring forth heretofore neglected subjects for scale modelling, subjects which have been rejected by modellers due to their complexity of design, or their lack of inherent flight qualities.

GENERAL RULES

- Any model built from published plans, kit plans, or from original plans of any heavier-than-air aircraft may be entered. Model plans may be embellished upon by the builder to make his model more closely resemble the real machine.
- Model plans must be presented with the ship. Pictures and/or text and/or three-views should also be presented to endorse the model and to aid the judges in verifying coloring, marking, details and appearance. The model does not have to conform exactly to any three-view drawing in respect to outlines or proportions. However, the model must closely resemble the full-sized ship except for allowances mentioned below.

THE OPINION OF THE JUDGES IN THIS MATTER IS FINAL!

- Tail surfaces may be increased, also dihedral. However, the general outline and shape of the tail surfaces on the full-sized ship must be retained. General cross-section of the fuselage must also be similar. A good attempt must be made to use an airfoil of the same thickness/chord ratio as the full-sized machine.
- Hand-launched. No R.O.G. Consequently, there is no limit on the prop diameter and any retractable landing-gear may be built in either the up or the down position. Full flush retracting gears may be represented by nothing more than india ink lines, or the like. Props will not be considered for scale or workmanship points, except on "dummy" engines, as the outboard engines on a tri-motor. Folding props will not be allowed!
- No extra points will be awarded for scale rib-spacing, tail area, airfoil, or the like.
- All surfaces must be double-covered, except those which were single covered on the original.

CONSTRUCTION POINTS

- A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowls, exhausts, machine guns, etc. No cockpit or cabin interior details will be considered except for the windscreen and the instrument panel (except where a high thrust line makes the inclusion of a panel impossible).

ALL THERE	MOST OF IT	SOME OF IT	NOT MUCH
+ 30	+ 20-25	+ 10-20	0- +10

- Coloring and Marking
A maximum of 20 points will be awarded for accuracy, extent of coloring, and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc.

Workmanship

A maximum of 12-1/2 points will be given for workmanship, good covering, alignment, neatness, etc.

FLIGHT POINTS

A maximum of 82-1/2 points will be awarded as follows:

Seconds	Points
0-60	1 point per second
61-90	1/2 point per second
91-120	1/4 point per second
120-Seconds and over	no points.

Three official flights. Best of the three is considered for scoring.

In order to obtain handicap, workmanship, and construction points a minimum of one official flight of at least 15 seconds must be made.

HANDICAPPING

The following table will be used in giving or subtracting points in proportion to inherent flight qualities of different types of models:

- 5 points	for high-wing cabin types.
0 points	for parasol wing types.
+ 5 points	for shoulder & mid-wing types.
+10 points	for biplanes or tri-motors with dummy outboard engines.
+ 15 points	for low and mid-low wing types.
+20 points	for more than two wings.

In addition the following bonus points will be awarded:

- + 10 points for racing types.
- + 10 points for seaplanes, flying boats and amphibians.
- + 10 points for pushers and tandem wings.
- + 20 points for unorthodox designs; canards, flying wings, autogyros, etc.
- + 25 points for multi-engine if at least two props are powered in such a manner to contribute generously to the thrust and duration of motor run needed for flight, and if props are carried on either side of the aircraft (viz. P-38) (or Sikorsky S-40 with 2 engines driving.)
- + 10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight (viz. Fokker D XXIII)

For example:

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Supermarine 86B

- +15 points for low-wing.
- +10 points for being a racer.
- +10 points for being a seaplane.
- + 35 points added to flight and scale points.

Fokker XXIII

- +15 points for low-wing.
- +10 points for tandem engine.
- + 25 points added to flight and scale points.

Sikorsky S-40

- with two props being driven, two dummies.
- 0 points for parasol wing.
- + 10 points for being amphibian.
- + 25 points for being a multi-engine.
- + 35 points added to flight and scale points.

HIGHEST TOTAL POINT SHIP WINS

In the event of a tie, there will be a fly-off, handicap and scale points once again being added to flight points to determine the winner.

Conclusion:

Now the Fokker Triplanes, Howard Pates, P-51s, and maybe even Gee Bees have a chance against those Taylorcrafts and Aeronaacs.

Also, due to the low maximum workmanship (12-1/2), less experienced builders are in the running. Or, a sliding scale could be used here to break the event up into Junior, Senior, Open categories.

In our own contests we have previously allowed each contestant to enter two models if he wished and thus play each end of the handicap scale. However, only the high point ship was used to determine placing of the winners. This has enabled us to test the handicapping and has already forced minor changes.

F.A.C. RULES ADDITIONS

Flying Scale- If the model entered has been drawn up by the entrant, then the 3-views, photos, etc. used by him in creating his model must be presented. The same will apply to any model built directly over a published, kit, or factory drawing.

The 10 bonus points for a racing plane model will be given only to a plane that was originally designed and intended for racing.

Any scale model of a prop driven or jet propelled multi-engine aircraft with thrust provided by a single prop in a non-scale position on the nose or tail of the fuselage may be entered. One point (bonus) will be given for each dummy engine nacel with a scale diameter free-wheeling prop(s) regardless of the number of engines that were contained in each nacel. One-half point will be given for each dummy jet engine pod regardless of how many engines that were contained in it.

OFFICIAL PEANUT SCALE RULES

- Open to any scale model of no more than 13 inch wingspan.
- Total of three flights, hand launched, to be used in addition to Construction and Workmanship points to determine winner. Fly off to break any tie.
- Unlimited attempts to gain three official flights. Any flight of 5 seconds or more is automatically official.
- Construction- General-
 - Use of condenser paper instead of Jap tissue- minus 10 points.
 - No microfilm allowed.
 - Flight Surfaces-
 - All or partial sheet minus 5 pts.
 - Built up, tissue covered (Jap tissue only) on top or bottom only minus 5 pts.
 - If proof can be shown that the real ship was covered on one side only & model is so- zero pts.
 - Built up with top & bottom covered plus 3 pts.
 - Workmanship-
 - Color- Reasonable effort to use tissue or (and) dope to simulate realistic coloring for type modeled plus 3 pts.
 - Marking- Civil registration & stripping or military insignia, serial nos., & Sqdn. markings Plus 3 pts.
 - Details- Struts, cowls, cylinders, pilot, rigging, armament, windshields, steps, & control surface outlines plus any unmentioned outstanding details for the type modeled shall be scored thus-
 - Stark -3 pts.
 - Lax zero
 - Good plus 3 pts.
 - Great plus 6 pts.
 - Planes that had retractable landing gear may be built with the gear represented in the up position.

Embryo Endurance (for rubber power)

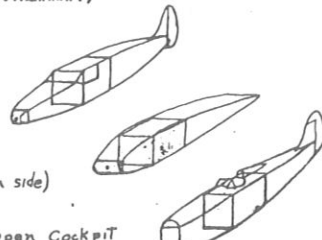
- Not over 50 (fifty) square inches of wing area.
- Wing and tail to be built up and covered on both sides with tissue (no silk or condenser paper).
- Fuselage to be built up in such a manner as to have part of it consist of a 1 1/4 x 1 1/2 x 3" cube, or larger.
- No folding props.
- Model must ROG from a card table top, unassisted, and from a three point rest.
- Landing gear must consist of two main legs with wheels of at least 3/4" diameter.
- 4 (Four) attempts to make 3 (three) official flights; once the model leaves the table and reaches an altitude higher than the table top the flight is "official".
- Highest total time wins.
- A bonus of 5 (five) seconds will be awarded to a model which has pilot accommodations...consisting of a cabin, or an open cockpit with a windscreen (no relief tubes needed...Hawwwi)

Some fuselage designs containing the 1 1/4 x 1 1/2 x 3 cube for the new F.A.C. "Embryo Endurance"

Cabin

Air-Foil (cube laid on side)

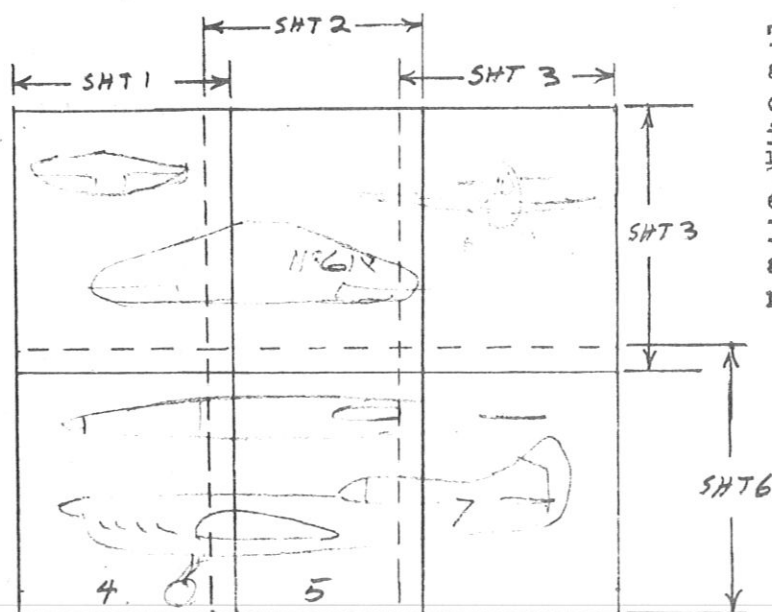
Open Cockpit



One of our lonliest FACs. Lt. Frank Scott, is sure to be the least lonely come Nats time this year for Frank's home 'drome is non other than Dayton, Ohio. There will be plenty of action for FACs out there even discounting the National and Oldtimer National contests themselves. It looks like Embryo Endurance will be held headed by Capt. Roy (Russ) Brown of the Cleveland Free Flight Society. And it also seems Capt. Lin Reichel will be C.D. for Raceplane event ala FAC. Watch all modeling publications for more details as things are sorted out.

DRAWING PLANS FOR THE FAC NEWS.

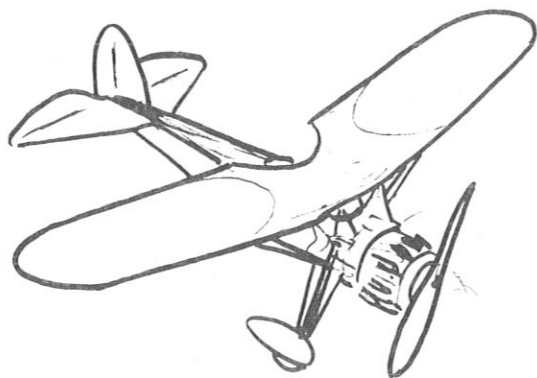
Perhaps many of our Clubsters have wanted to have plans of their original cloud cuddlers published in the ol' FAC News but just were not sure how to set up their drawings. Well gang, it is pretty easy with to-day's outstanding printing gadgetry. You need not have your drawing done in ink. Use the whitest paper you can get and good dark pencil lines will do the trick. It is best to draw your plan on a series of 8½ X 11 pages overlapped to allow for margins. In this way each page can be separated an yet you have drawn on what is essentially, one large sheet.



Tape sheets together as shown at left to overlap at least 3/4 inch. Leave at least ½ inch border at edges with no overlap. Use as many, or as few sheets as you need.

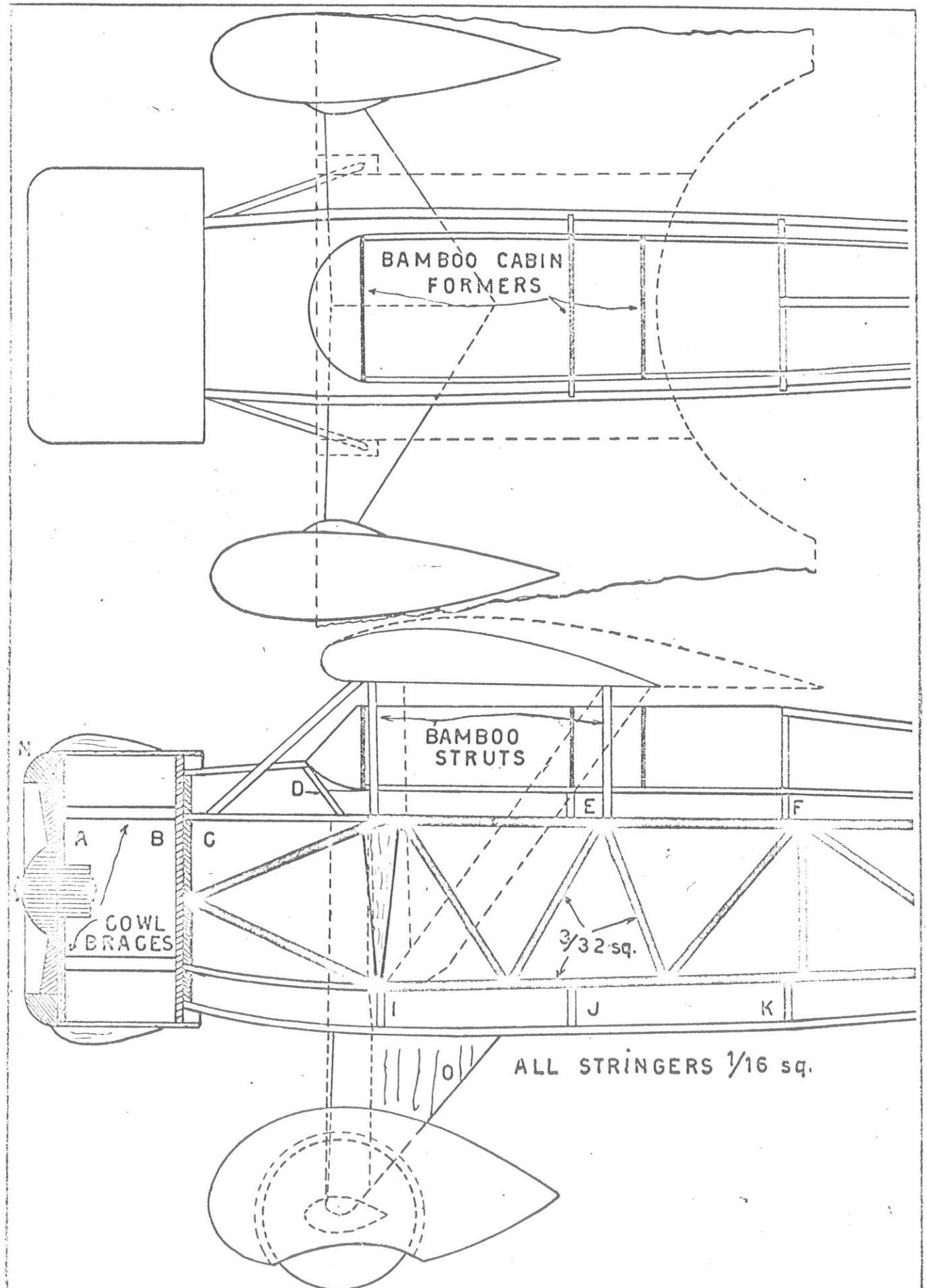
Designs need not have been built or flown. FACs are as interested in your dreams as they are facts. The FACs can be proud that their newsletter has always carried original plans!

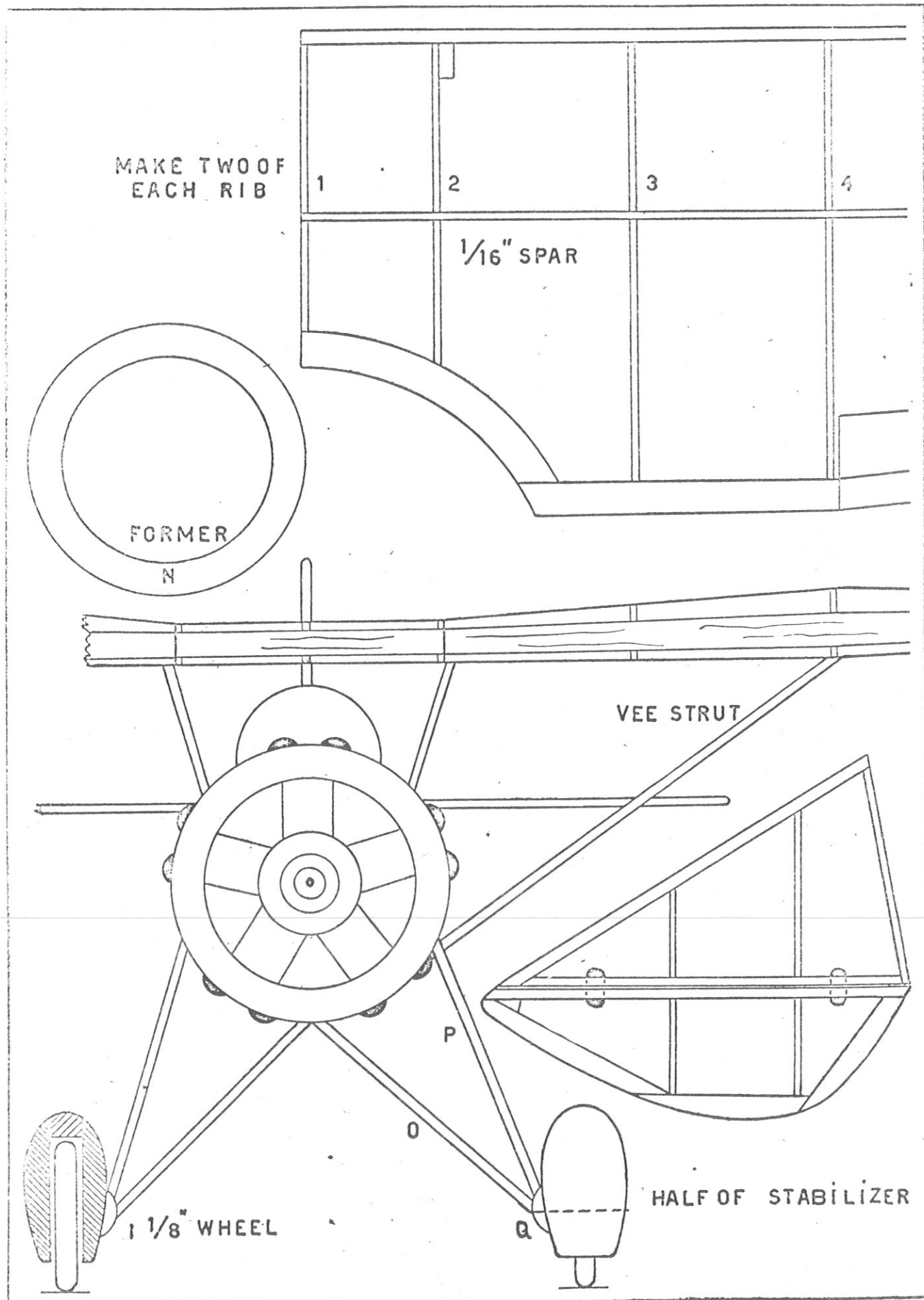
HENRY STRUCK'S DAVIS DI-W

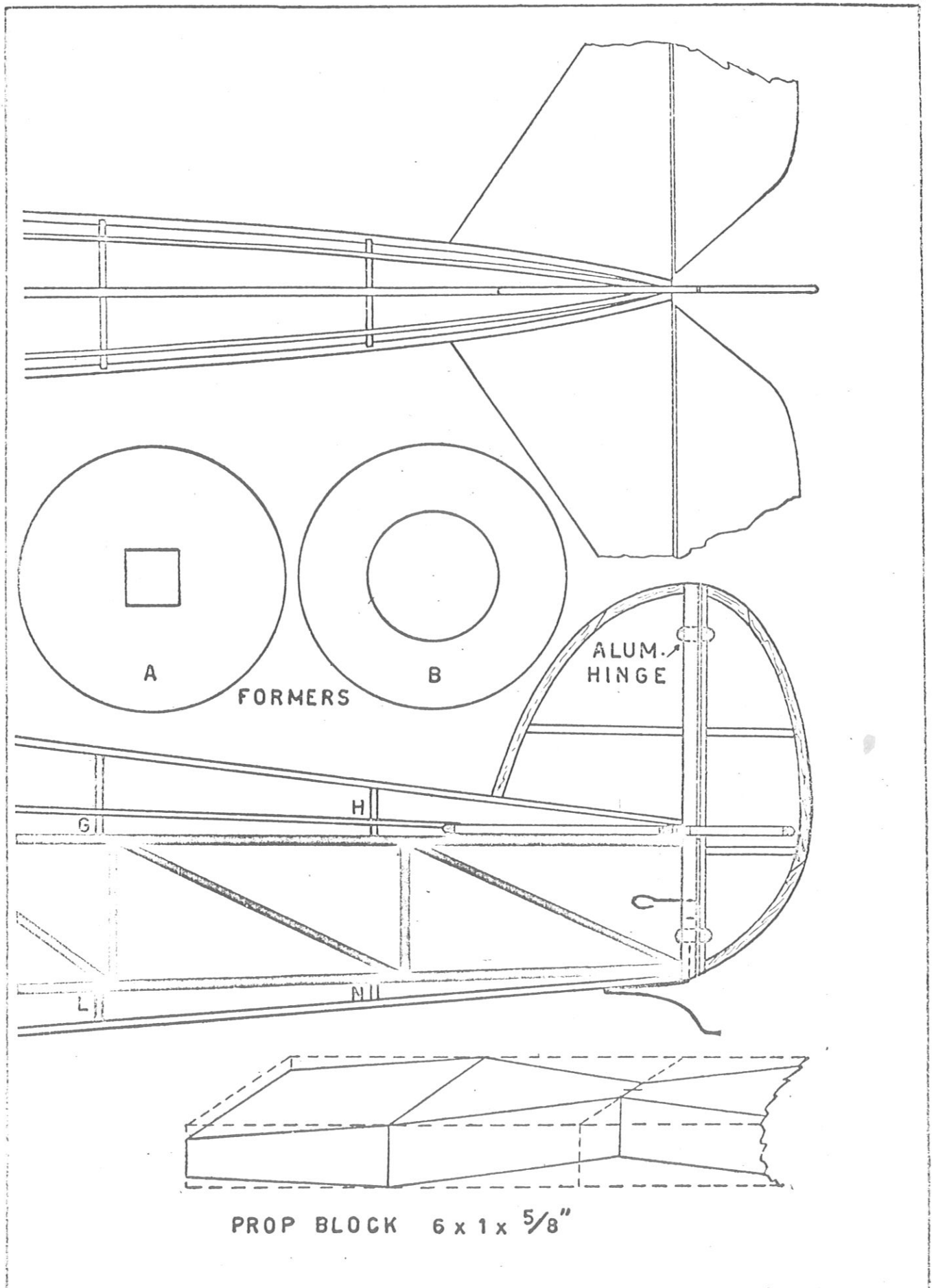


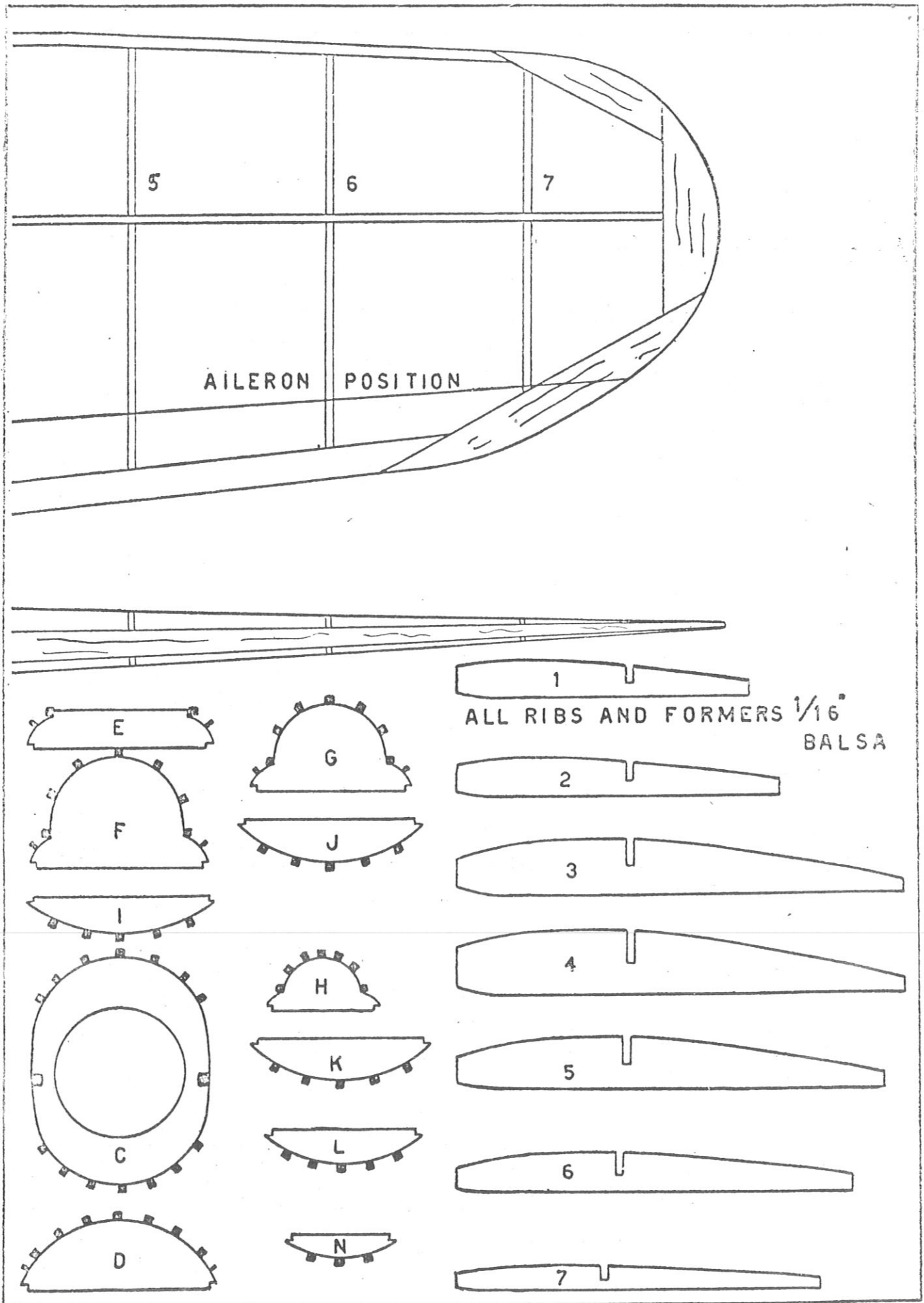
Straight from the pages of Flying Aces magazine for Feb., 1937 comes what may well become the winner of the Glastonbury Modeler's all Hank Struck Meet!

The sketch at left was traced from a photo in the original publication. Our G-2 agents seem to think the stabilizer on the model pictured there is a bit larger than the one drawn on the published plan. Hank, could you jog your memory a bit and set our FACs straight on this?









FAC Postal Contests

Pg.15.

By turbulence, stamp lickers, things have been a happenin' in all Wings of the FAC Postal Contest since last issue! Let's hop off with the Indoor Peanut Wing which had Col. Dave Stott leading the old geezers and Rich Ivers as Winco with 46 and 90 secs respectively. Well fellows, Rich Ivers remains as Jr. winner in this category, but two times in the open age group were added. On Feb. 16th Lt. Bob Clemens (N.Y. Sqdn.) bested Dave with a time of 49 secs piloting his Bede BD-4. Little known to both the aforementioned Peanuteers, Fred Hall sent a time of 2 min, 4 secs in established on Feb. 14th to become Winco, and winner of the Indoor Peanut division! This is the first time Fred has entered an FAC event sponsored by the Flying Aces Club itself, though he has flown many times in FAC events sponsored by the Glastonbury Modelers. Fred, Col. Stott says that was some Valentine's Day masacre you pulled! You and the Ord-Hume are welcomed aboard!

Indoor No-Cal had Gen. Chet in command as of last issue. On Dec. 13th this lead was bested by Fred Hall piloting a Lacey M-10 to a very nice time of 2 min. 27 secs. On Feb. 8th Rich Ivers Sr. made his bid for Winco with another Lacey to the tune of 2:09. Not quite enough to run the show, but a dashed good show, wot? Then on Mar. 14 the general did his stuff again and pushed his time to 2:42 piloting his Curtiss XF13C-1 on a starvation diet. Congrats, General!



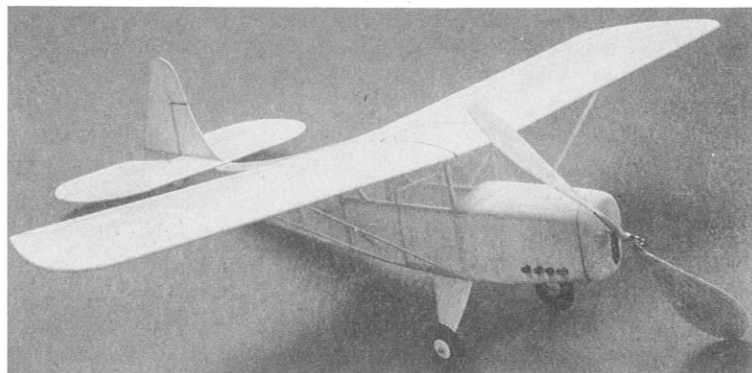
Undaunted by Capt. Mather's fantastic 2:29 Outdoor Peanut time set in his Cougar, FACs far and wide braved the elements to best his effort. Most heroic of all recorded here at GHQ is that of Lt. Frank Scott who roared away into a frigid Ozone flecked with petrified cloud dew (snow to you kiwis) in his Fokker V-29. His time was only 28 secs, but how can you prove the mettle of a man? Certainly not always by a stopwatch, eh Skyclimbers?

Another newer say die FAC was out on his aerodrome only 3 days before the end of the contest trying his best to outfly Capt. Mather. We speak of Capt. Tom Nallen Sr. who roared aloft in his Wendt W-2 Swift to hit 1:49! FAC spirit of the skies, Clubsters! And helmets off to Capt. Mather who stayed one jump ahead of the rest of the swell gang of flyers to win this category!

Below: Hall's winning Ord Hume.

It looked like Col. Stott had things pretty much to himself in the Outdoor No-Cal Wing as of last issue. But he hadn't counted on action by Tom Nallen the younger flying his RWD-2 to the fantastic time of 4:08 to settle this duel once and for all.

GHQ hopes it was the "Tribute to Poland" article in the last issue that inspired you to these heights, Tom!



Down memory's runway

Pg.16.

How's this for an aspiring aviator, circa 1935? Here, for the first time, the FAC News presents Doc Martin. Doc tells us this photo was made in his old home town of Philadelphia in 1938. Note the corduroy zipper jacket, the knickers, knee socks, Lucky Lindy helmet and goggles. Just what the well-togged FAC would wear today, Doc!



coins on the October issue of Flying Aces, MAN being too dear at 20¢.

Doc tells us he got his start on 10¢ and 15¢ Megow kits, and his real first love in the way of reading matter was Carl Claudy's Prize Winner's Book of Model Aircraft. It was that same book (bought on sale all those years ago!), that got him back into the skies, when he recently unearthed it among his possessions. He built that swell-flying Fairchild F2C, and was "off"!

Doc also lets on that his fingers are coated with cuts and Ambroid, that he is the proud owner of 15¢ (real money), and he's going to shoot those

Below: On the right, the late Lt., Superior Grade, Ed Franklin and wingman, Lt. Don Garafalow.

