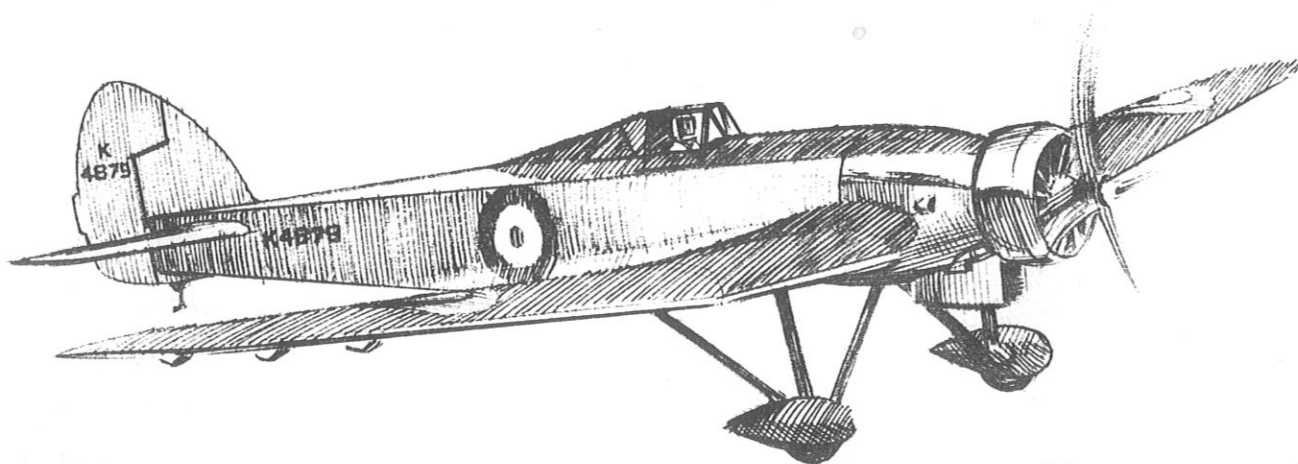


FLYING ACES

Issue 49.

Club News

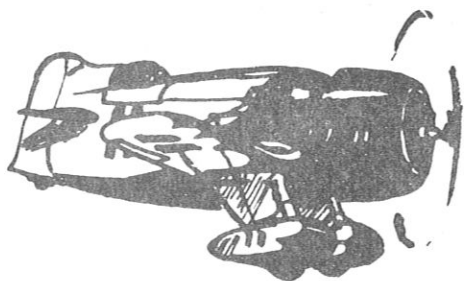


B. M. M.

NEWS ON THE WING!

Hey Clubsters! Whoa! Flaps down and throttle back a sec! GHQ has some important propwash to fan your ears with before you go power divin' into the meatier parts of this model aeronautical packed issue! Now get a good grip on your stick, set up your glide angle and time us in....

First off we want to tell all our FACs that a Thompson Trophy event will be held at the Nats on Wednesday, Aug. 4 at 5:00 P.M. It is one of the "unofficial" events and is sponsored by that high flyin' Erie Model Aircraft Association with Captain Lin Reichel in command. (As most of you skysters know, Lin was the FAC who had the fore thought to see that a special event was in order for raceplanes 'way back when he was a lieutenant.) This Nats T.T. will feature the now customary simultaneous launch. Better get out the polish for those ozone burners right now, all you pylon dusters! There's nothing that can help a pilot thru those tight turns like knowing his ship! Build! Fly! WIN!!!!!! F.A.C. EFF, AY, SEE, F.A.C. !!!



And if you fellas think that is the end of the Nats runway for FAC events, do a 180 and check this out!.... That other staunch and stalwart club that enjoys flyin' FAC style, the Cleveland Free Flight Society is sponsoring Embryo Endurance! It is not known just now when the event is scheduled, but watch all publications for more info. Between this, the Thompson, and Peanut we are sure all FACs will be kept on the wing at this year's Nationals.

Recording Officer Faces Charges.

GHQ Sqdn. Lft. Hardleigh Brighte may face courts martial for charges filed against him for neglect of duty. It seems Lft. H. Brighte in the act of recording the No-Cal Postal time of General Chet Bukowski did not convert the time given on the general's entry properly from seconds to minutes and seconds for the record. This error gave the victory credit to the general, when in reality it was the honor of pilot Fred Hall. Due to the alertness of the general this error was brought to the attention of staff officers at GHQ and action taken. It remains to be determined if Lft. Hardleigh Brighte was manou vering to win favor with the general, or if it was indeed, an honest error.

DON'T FORGET THE BIG FAC MEET JUNE 6th AT DURHAM MEADOWS! ARE ALL YOU LONGERON LAYIN' RUBBER KNOTTERS READY??

ASTOUNDING COVER STORY!

Pg.3.

No doubt about it, aces of the ozone. What with cover drawings like ours this issue and plans of the same neat ship inside, why all we have to do is learn to type and spell to give all those "up-town" modeling mags a run for their money! Haw-w-w-w-w. Well, the real business of the FAC is flyin' fun, and so it ever shall be, especially with the help of clubsters like Pres Bruning. Pres is our cover artist this time up, as well as chief designer in the model section. Coupled with his flying ability, Cap'n Bruning is a tough combo of talents to top. Lets take a gander at his latest creation.

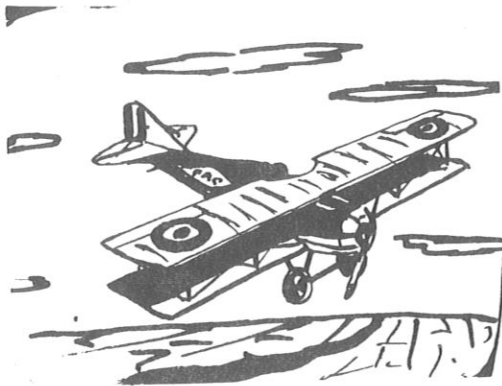
The Bristol 138A. In 1936 this long winged pride of the Empire captured for England the world's altitude record piloted by F.R.D. Swain. The new mark was 49, 967 feet! Over nine miles! No simple task in those days.

As can be seen in Pres's plan for the model, the pilot wore a sort of deep sea divers outfit to protect him from the low pressure at high altitudes. Rather like the outfit worn by Wiley Post.

Pres's model is drawn to Walnut Scale proportions. He also mentions that a Jumbo Scale model of this ship ought be interesting as well. We heartily agree, Pres! She looks luke anatural to the gang here at GHQ. Any of you dare devils of the drafting board allergic to Walnuts, just whip out your dividers and double up on this neat job. And don't forget to send apic of it to GHQ so we can show the rest of the FACs via "With The Model Builders".

OFFICIAL TIMING SLIPS.

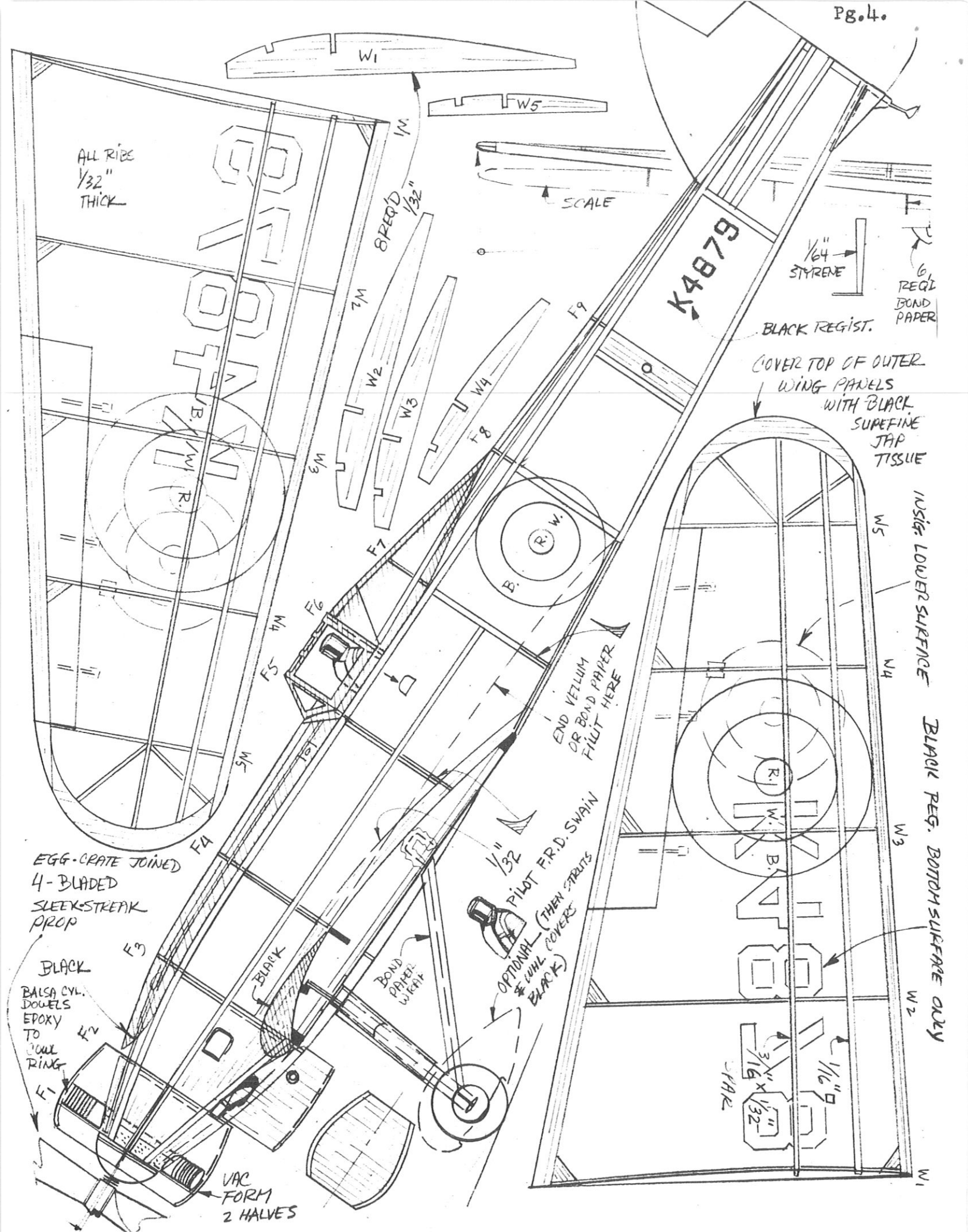
Say gang, are you all set for your next FAC meet? Like a thoroughbred at the gate, huh? Yep, we figgured that. But GHQ would like to run through a short hop on how to fill out the FAC official timing slips in use at our meets. It is important that all our clubsters familiarize themselves with them, as at FAC meets we have no "official" timers, but simply time each other. Here is what those slips look like.....



FLYING ACES OFFICIAL TIME SLIP

NAME OF PILOT: PHINEAS PINKHAM
NAME OF PLANE: SPAD
EVENT: CHECK ONE
☐ FAC SCALE
☒ PEANUT
☐ EMBRYO
☐ NO-CAL
☐ SHELL
TIME, TO LAST COMPLETED SEC: 35
TIMER'S INITIALS: R.E.

We have filled in a fictional character's time. (All good FACs should recognize him.) You can record all three officials in any one event on a single time slip if you want. Or one flight per slip. It makes no difference. But please try to keep count of your own number of official flights so as not to exceed the limit for each event. If an extra time is turned in, our recording officer will discount the HIGHER of the entries, so beware! This is a NEW recording officer, not poor Hardleigh Brighte!



2-1/16 X 1/32" LAMINATES

FILIT PATTERN

JOIN
HERE

SALE
PROP

Pg. 5.

BRISTOL 138A

BRISTOL 150A
WALNUT BY: PRES BRUNING - 8 FEB 76
REF: BRISTOL HIKWRAF SINCE 1910 - C.H. BARNES

HARD BALSAM
TONGUE


FLATTENED
PAPER
SHOCK
TUBE

BOND
PAPER
WRAP
AROUND
BLACK WIRE
ENDS
HERE

LAMINATE

SCALE

K
4879

NOTE: PLANE SILVER
ALL OVER EXCEPT
FOR BLACK ANTI-
GLAZE
TOL OF 
FUSELAGE & WINGS

SCALE

INST. PANEL

46

We

BLACK
ENDS
HERE.

BLACK ENDS HERE

F₃ F_1 F_2

F4

F6

F7

$$3/16" \times 1/32"$$
 $\frac{1}{3}R$

The following, taken from Model Airplane News; Sept., Pg.6.
1933 was sent us by Lt. Bob Neulin, William Penn Sqdn, FAC.

Modelin' Planes.

A feller isn't thinkin' mean
Modelin' planes.
His thots are mostly good and clean
Modelin' planes.
He doesn't knock his fellow men
Or harbor any grudges then,
A feller's at his finest when
He's modelin' planes.

The rich are comrade to the poor
Modelin' planes.
All brothers of a common lure
Modelin' planes.
The boy; the joy the models bring
Can chum with millionaire and king;
Vain pride is a forgotten thing,
Modelin' planes

A feller's glad to be a friend
Modelin' planes.
A helpin' hand he'll always lend
Modelin' planes.
This brotherhood of prop and line,
And struts and wing is simply fine;
Boys come real close to God's design
Modelin' planes.

A feller isn't plottin' schemes
Modelin' planes.
He's only busy with his dreams
Modelin' Planes.
His livery is a lacquer pan
His creed- to do the best he can;
A faller's always mostly man,
Modelin' planes.

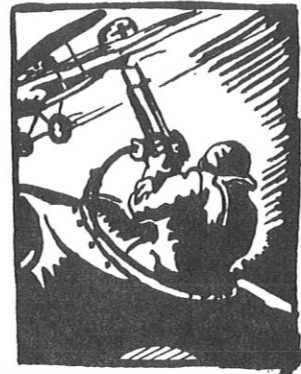
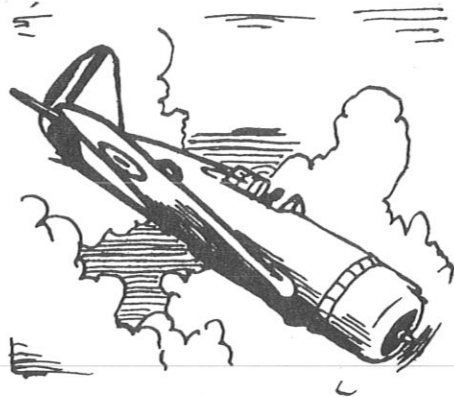
- Silas Weatherby

And what, Skysters, could you possibly add to that?

Citations and Promotions

Major Pres Bruning; plans and cover drawing contribution.
Lt. Butch Hadland; plans contribution.
Lt. Frank Scott; literary contributions.
Lt. Jeff Chrisey; plans and drawing contributions.
Capt. Clarence Mather; promoted to Major.
Lt. Rich Ivers Jr.; promoted to Capt.
Capt. Tom Nallen Jr.; Postal win.

Yes sir me hearties, answering the call above and beyond the
call of duty, the afore mentioned FACs have covered themselves with
glory and had fun doing it, too! Such aero-enthusiasm never goes
unrewarded in your sky high crowd called the FLYING ACES!



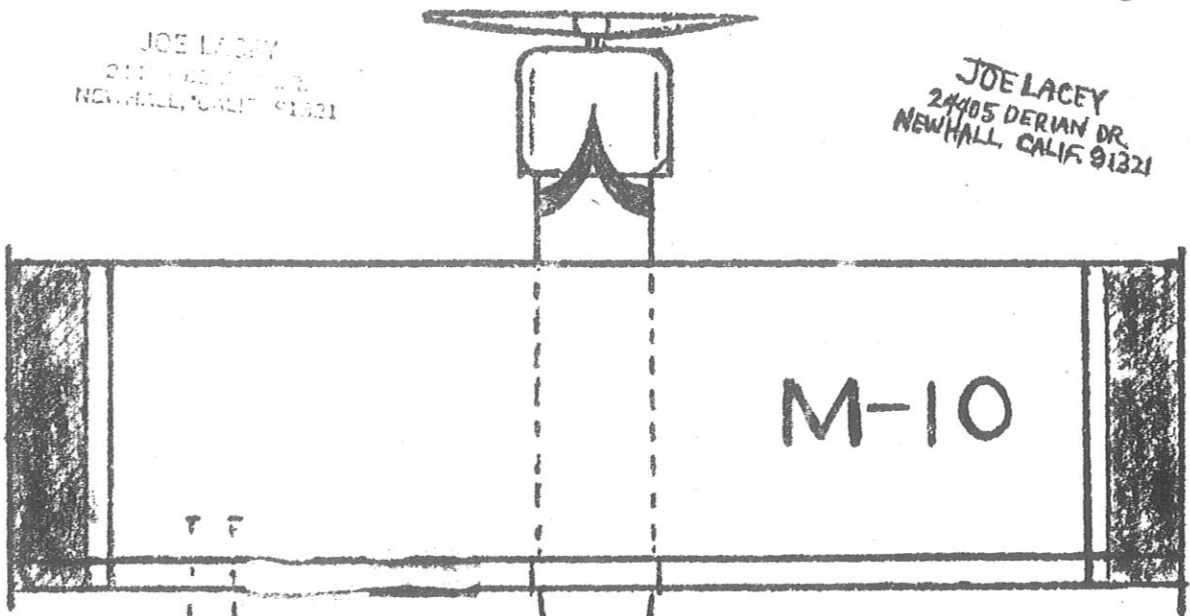
THREE VIEW SALOON.

Pg.7.

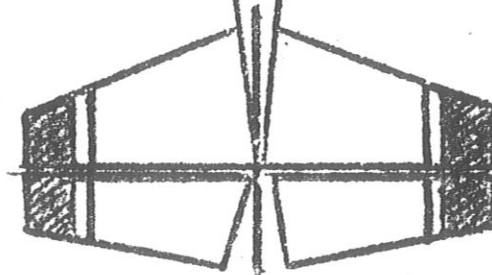
JOE LACEY
24405 DERIAN DR.
NEW HALL, CALIF 91321

JOE LACEY
24405 DERIAN DR.
NEW HALL, CALIF 91321

ALL SHADED AREAS - RED.
REG. NUMBERS - BLACK
REST OF A/C - WHITE



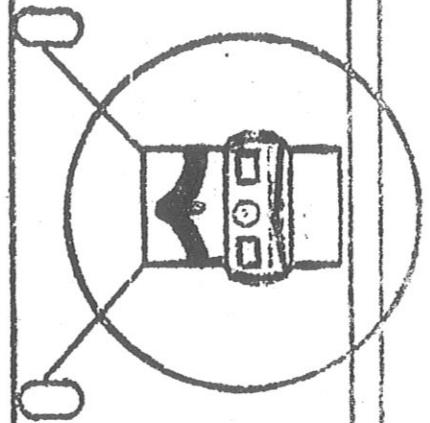
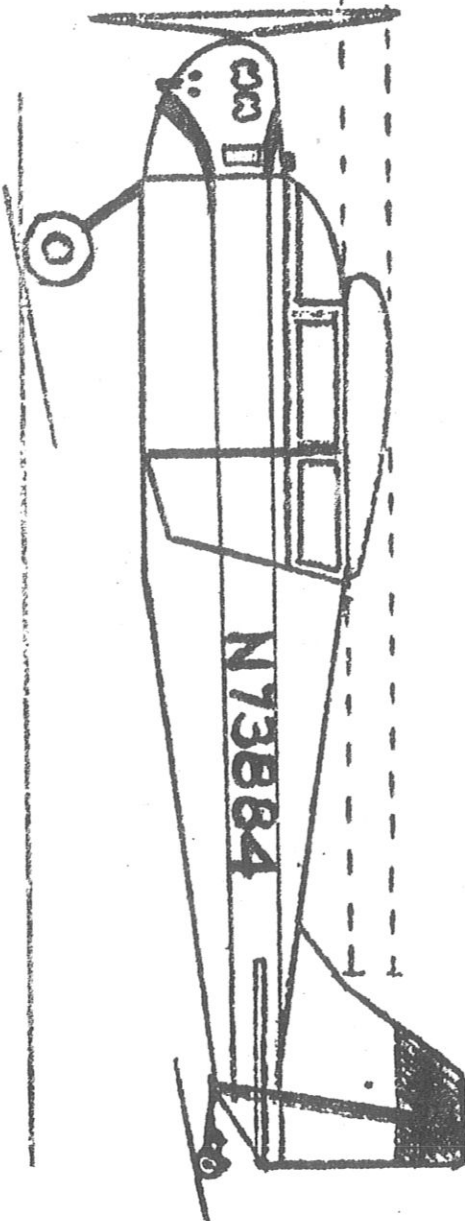
THIS COLOR SCHEME
WAS PROVIDED BY
JOE LACEY OF HIS
OWN AIRCRAFT:
N-73884

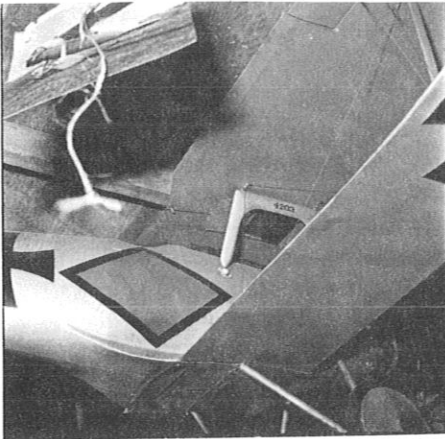


We have here a color photo
of the plane, and it shows
none of the pinstripes given
on the plan. The red wing-
tips and tail tips are
there, as per three-view.
So is the registration.
There appears to be a black
scallop on the nose of the
airplane, only on the top,
like so:



outside of the red, and the
license number, that is the only decoration.
Oh yes...she says, "EXPERIMENTAL" under the
rear quarter window on both sides.

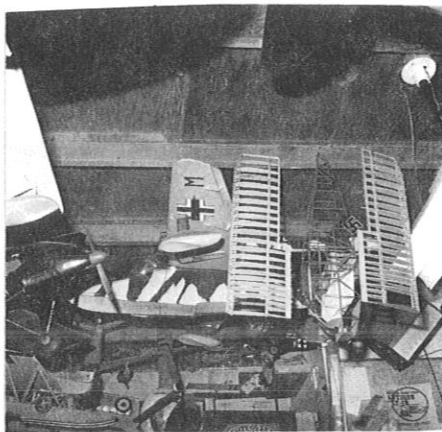


Vignettes of the Vegas Vultures

pfalz's woodwork innards? Nay...it is only a piece of string which hangs harmlessly in Bob Haight's hangar, for this is where you really are. That pfalz looks so real because she IS real....1/4 true size, of 8 ft wingspan. Bob tells us that she's a dream to fly, but due to the large size (!) a bit hard to transport.

Over to your right is what the model mags used to call a "perspective" of the pfalz, as well as Bob circa-1925 Macchi M-33 Schneider racer, the nose of a Great Lakes, Supermarine Walrus, and several other gassies and floatplanes. You see, Bob lives in Las Vegas, home of the dice tables, and right near there Lake Mead. Since "they" are not in the habit of subdividing lakes, Bob really has himself an unlimited area for FF or RC, a place big enough for his imagination and talents.

What's that crossed creature in the pic below? Why it's a Blohm & Voss BV 138, Hitler's "Flying Slipper". Bob has one of those, too, and he reports it flew nicely on 3 O.S. Max 15s until it got hit by some flak over Lake Mead a few summers ago and power-dived into the drink.



any sky project. Now and then the GHQ gang will dast attempt a "winter folly" of these type planes, but all the time? Helmets off to Bob Haight!

Take a gander like a goosie over that pic on the left, and you'd think you had been transported to one of aviation's finest museums. As you peered up at the technical details of Hans von der Marwitz's pfalz D III you would again marvel at the courage of the men who flew those planes, as well as the handsome lines those Heinie designers built into their creations. But yoicks! What is that fearsome apparation in the upper left? A huge, bloated worm who hath feasted on the



Bob tells us the RCsters out there, like their brethren here, swore up and down he'd need himself a trio of .60s to make that ship go, but Bob fooled 'em all, and had that plane lunging like a pylon job. It was really too fast!

And look over the rest of the scene in Bob's bin of models. Can you see the nose of his Brandenburg, the outlines of a B-47, an autogyro? Wow! This has to be one terrific and dedicated modeller whose imagination and daring will prod him to take on

It was in Haight's hangar that the California Jasta gathered when they went "east" for the great New Years battle of the skins. Can you imagine a better setting for some serious hangar flying and trading of lies?

Here are some of Bob's shelved oldies, sitting, quietly awaiting well-deserved repairs. Again observe the enormous range of this man's building projects: Hawker Hart, Fairchild Baby Clipper, Pfalz D XII, Waco Cabin, A D Scout, powered Zögling glider and varied other flying and solid models, both completed and not yet finished. Bob...it's enough to make a harried father drool and mourn his lost freedom!



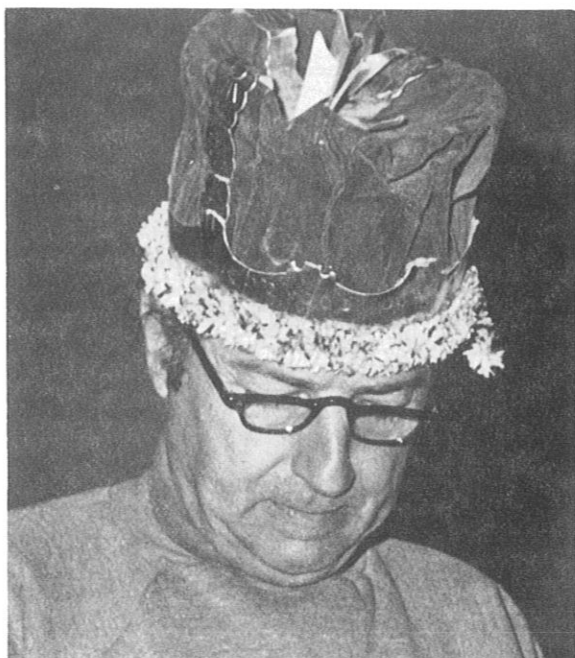
Here you can see some of Bob's building area, along with his new love, peanut Scale. As is his way, Bob did not get into the act with a Lacey M-10. No, his choice was the Dornier Do 335, and as is his way, he went whole hog and made his little brain-child have two engines.

The model has since been completed and flown (alas, the color pictures won't reproduce), and Bob thinks he'll have a real winner here, once the grass gets high enough

to allow for proper trimming.

Skysters; it looks to us here at GHQ like Bob Haight has created a real skyster's paradise out there among the roulette wheels and clicking dice: a paradise for himself and for anybody lucky enough to get into his inner sanctum. Would that we all may have ourselves such a den!

Keep up the good work, Bob!



And here's the King of Las Vegas, himself, all got-up for the New Years meet, where "headgear" is mandatory (or you suffer a 50 point penalty!).

It's a shame we couldn't show you his CO2 powered Breguet L.E (Laboratoire Eiffel), that he's busily trimming off the bottom of the picture, but our cloddish clipper of photos went and clipped this pic before the High Command could snatch it away and get it reduced.

We gottanothamanintheguardhouse!

A Twin Motor Hickey from Germany

Remember our running an article about the Twin Motor Hickey a couple of years back? (Odd that name....Hickey...it has always meant something that caused a snicker, be it a pimple of a "love-bite".) Anyway, the knockwurst-eaters have also approached this problem, and as is their way, they have been just a little more precise and careful than were Twin Motors, way back in 1931-32.

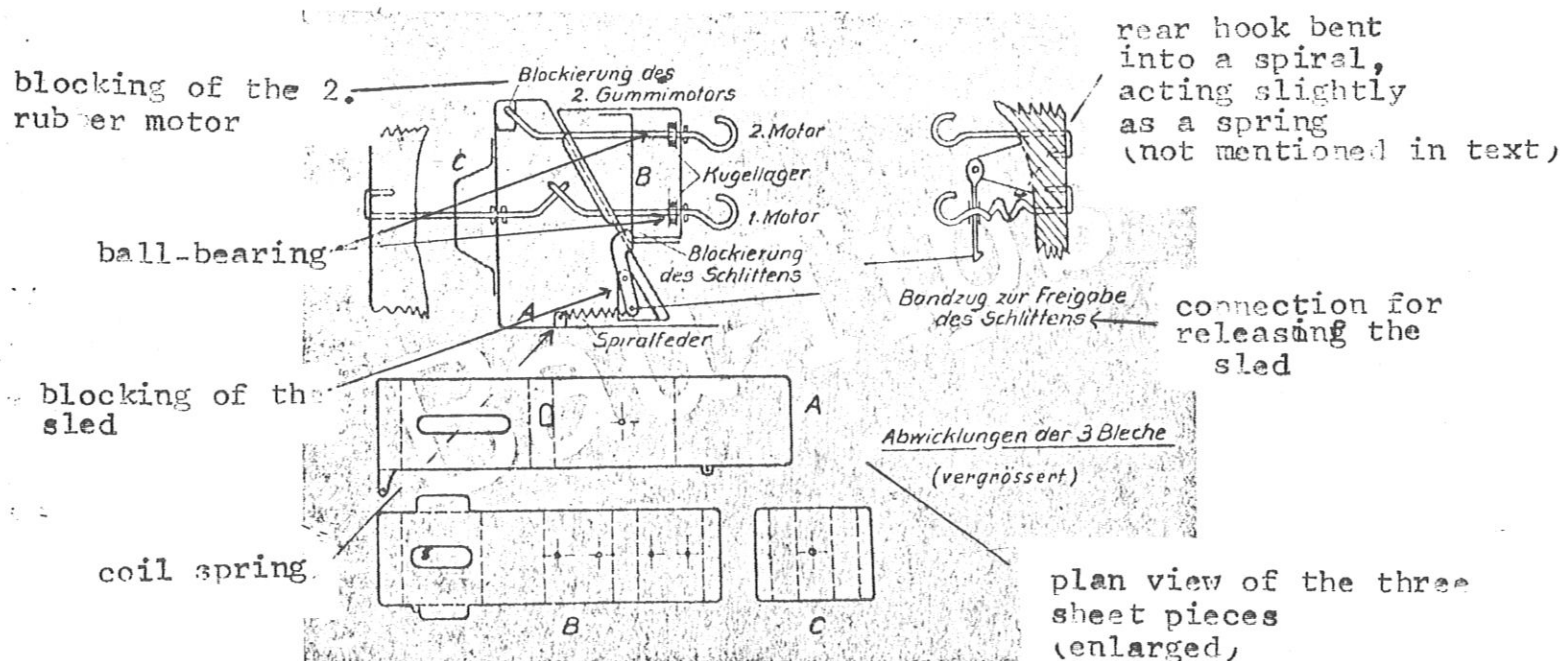
The idea is the same.....to double the motor run in your ship by hooking two motors to your prop. Here's what the author said, way back in 1949, in Modellgleitflug-post.

"The idea of extending the motor run of a rubber motor has been tried many times through various drives (multipliers, geared direction changers, etc.). Mainly because of the great increases in friction, these attempts have generally come to naught. In the hier illustrated construction the friction losses are so little that a real increase in the duration of a model is possible. The method of operation is apparent through the schematic drawing. Two rubber motors run parallel, first the lower one runs while the upper one is blocked. By the lessening of tension of the rubber train, the sled in which the motor shafts are mounted, is released, and pulled down by the tension of the upper motor. By this the shaft of the upper motor is also made free, contacts the extension of the prop shaft, and continues to turn it.

The "father of this idea" was known to the author during Army service in 1938, and developed a whole series of (some very complicated) solutions to this problem. The one we show here is very simple and reliable. Only the tensions of the springs and arm-lengths have to be experimented with. It would probably be best to make several shaft holes and lengths on the arm of the connector for the sled-release, at least the first time.

Not only is this device simple and reliable, it also gives the possibility of making the two motors of various power; the first one stronger for the take-off, the second one of lower power for a long cruise."

by E. Herbers



With the coming Henry Struck Appreciation (or Beat Henry Struck Meet) at Glastonbury Meadows, Oct. 17 (2 weeks after the FAC Fall Meet) we are presenting here plans Henry drew for publication in Flying Aces magazine as one of his "Trail Blazers of the Air" series. It is the Douglas World Cruiser, and is eligible for this meet. For exact details and a list of models eligible for this meet, as well as rules, send a S.A.S.E. to Contest Director George Armstead, Box 514, Glastonbury, CT. 06033.

Nikolai Borzec

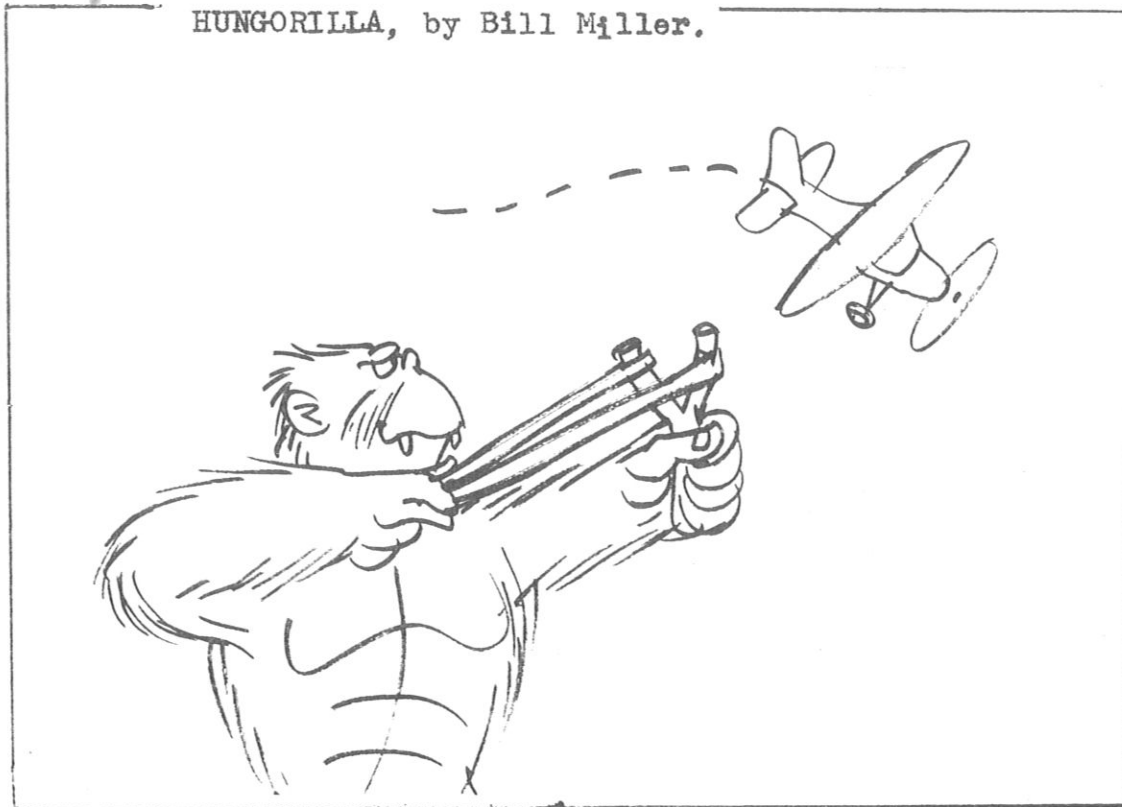


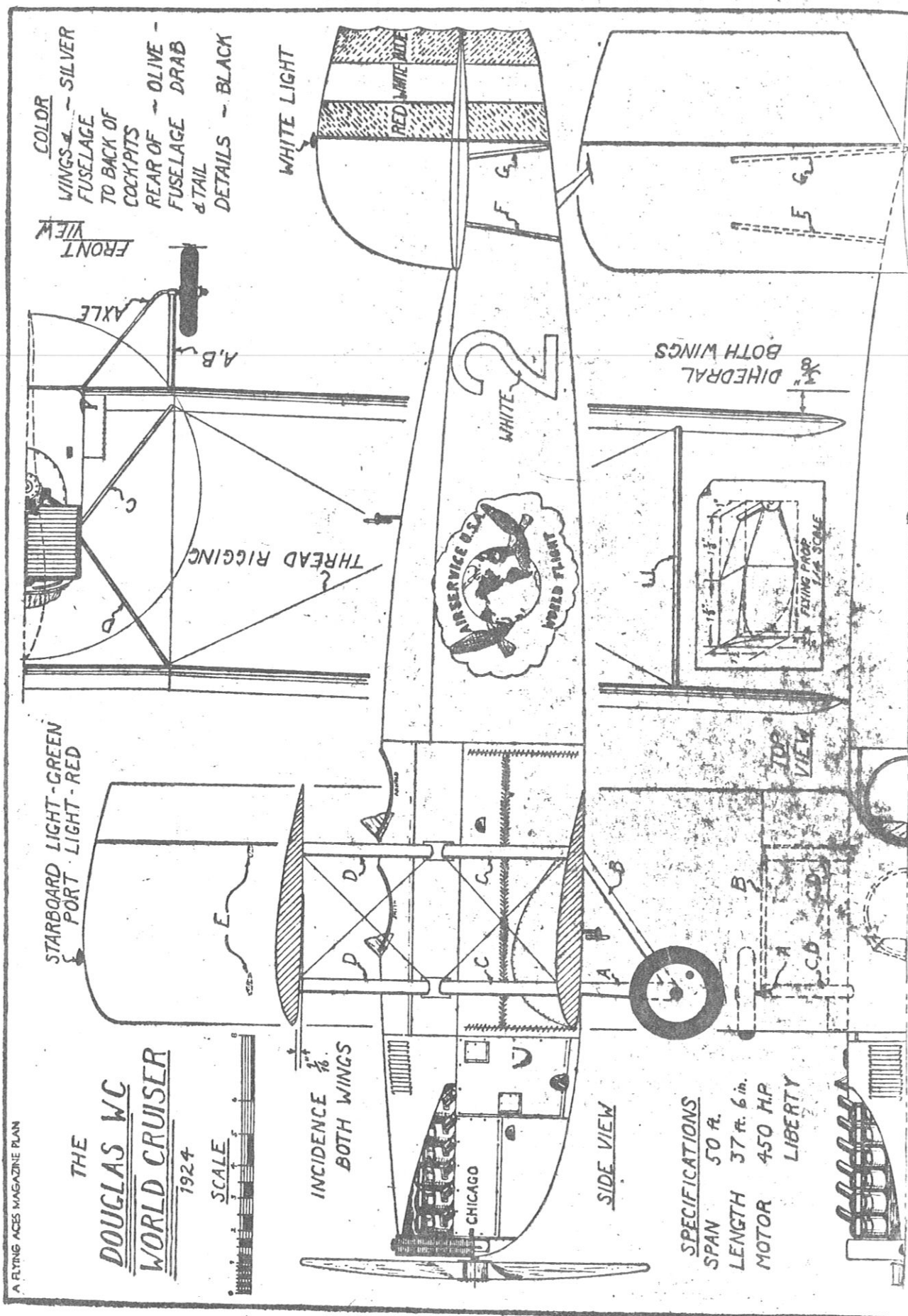
Of course many of our FACs are already at work on some of Henry's rubber scale designs. These avid aviators are counting on their jobs to serve them twofold as they intend to use 'em in FAC meets as well. Well fellows, this Douglas Globe Girdler fills the bill pretty nicely. As she stands in the plans printed she is worth 10 bonus points. Now, after the Struck meet is over an ambitious tissue trimmer could research the ship for the floats she sported for the over-water parts of her journey. By adding the floats to your Douglas you will gain yet another bonus of 10 points in FAC Scale competition.

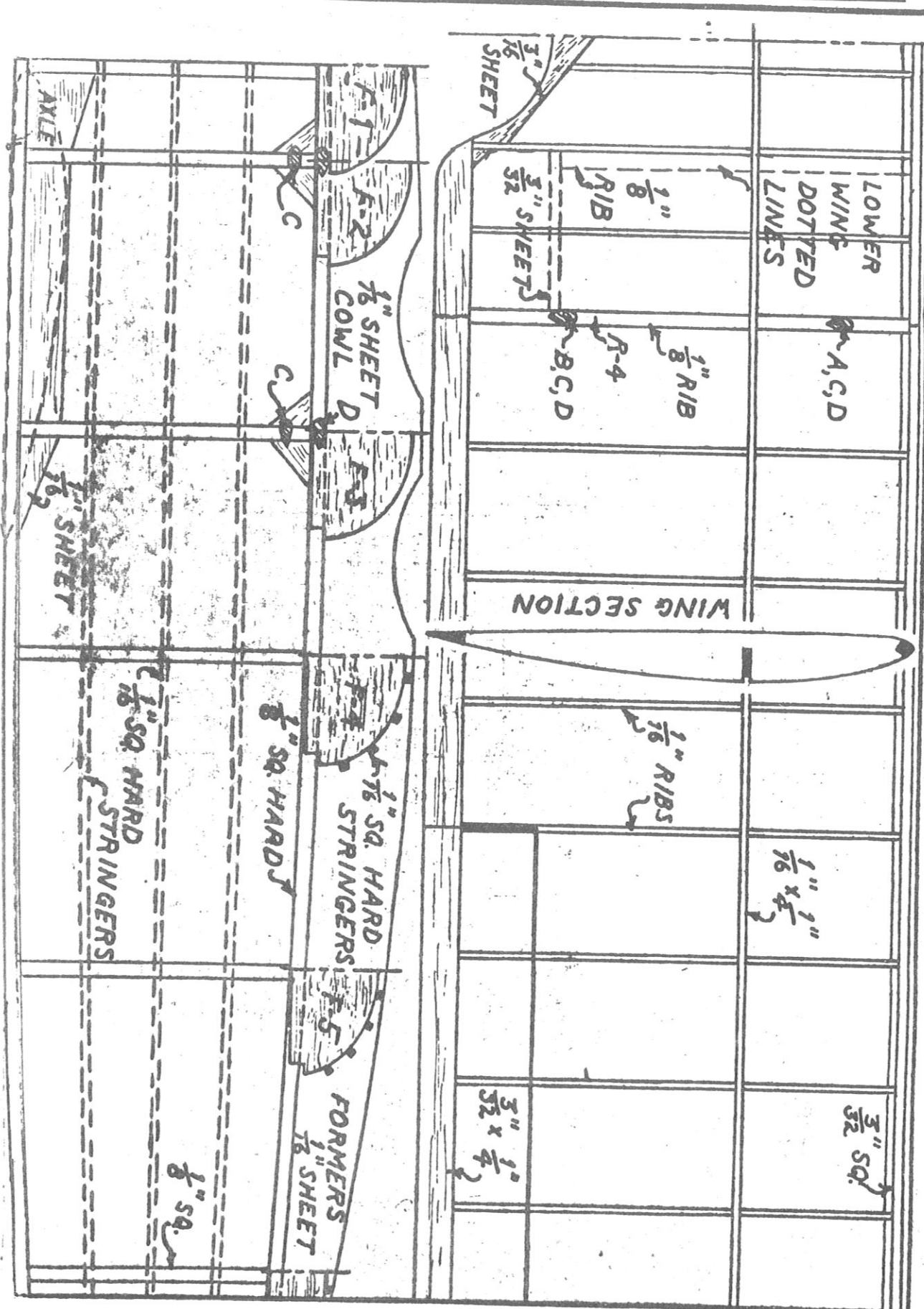
By turbulence, it looks to us like this snappy model is worth clearing the bench for! With the beautiful proportions she sports, she should be a top notch flyer.

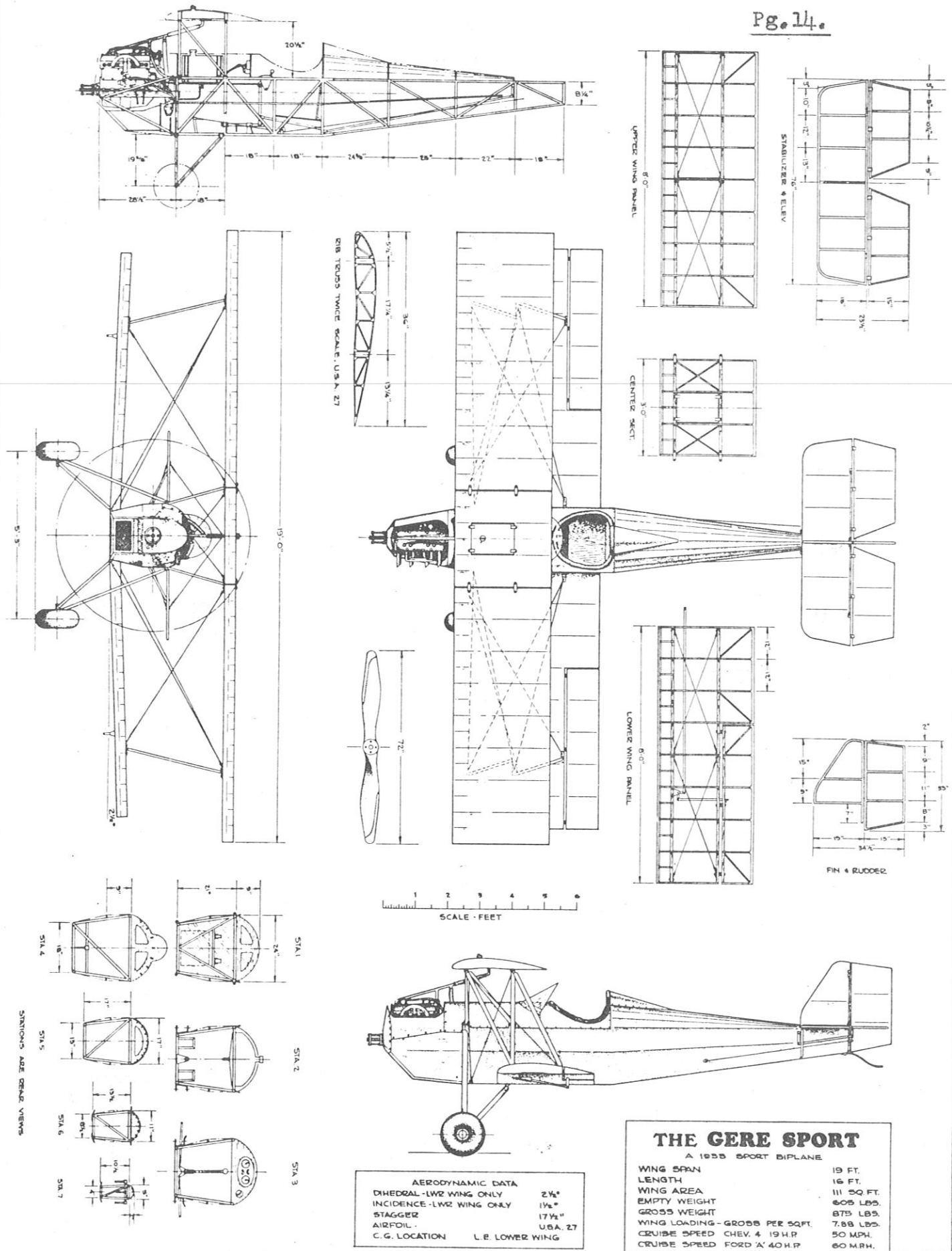
Why is it fellows, that no matter how big a hangar is, there is never enough room to fit all the ships inside comfortably. By jiminy, we have the same trouble with our Club News, too. As a matter of fact we ran out of pages before we could print the Gere Biplane 3-view that Lt. Jeff Chrisey used to draw his model plan from. Well, we have it for you this time on the following pages. Take a gander at her and check out those details you may need to enhance your model.

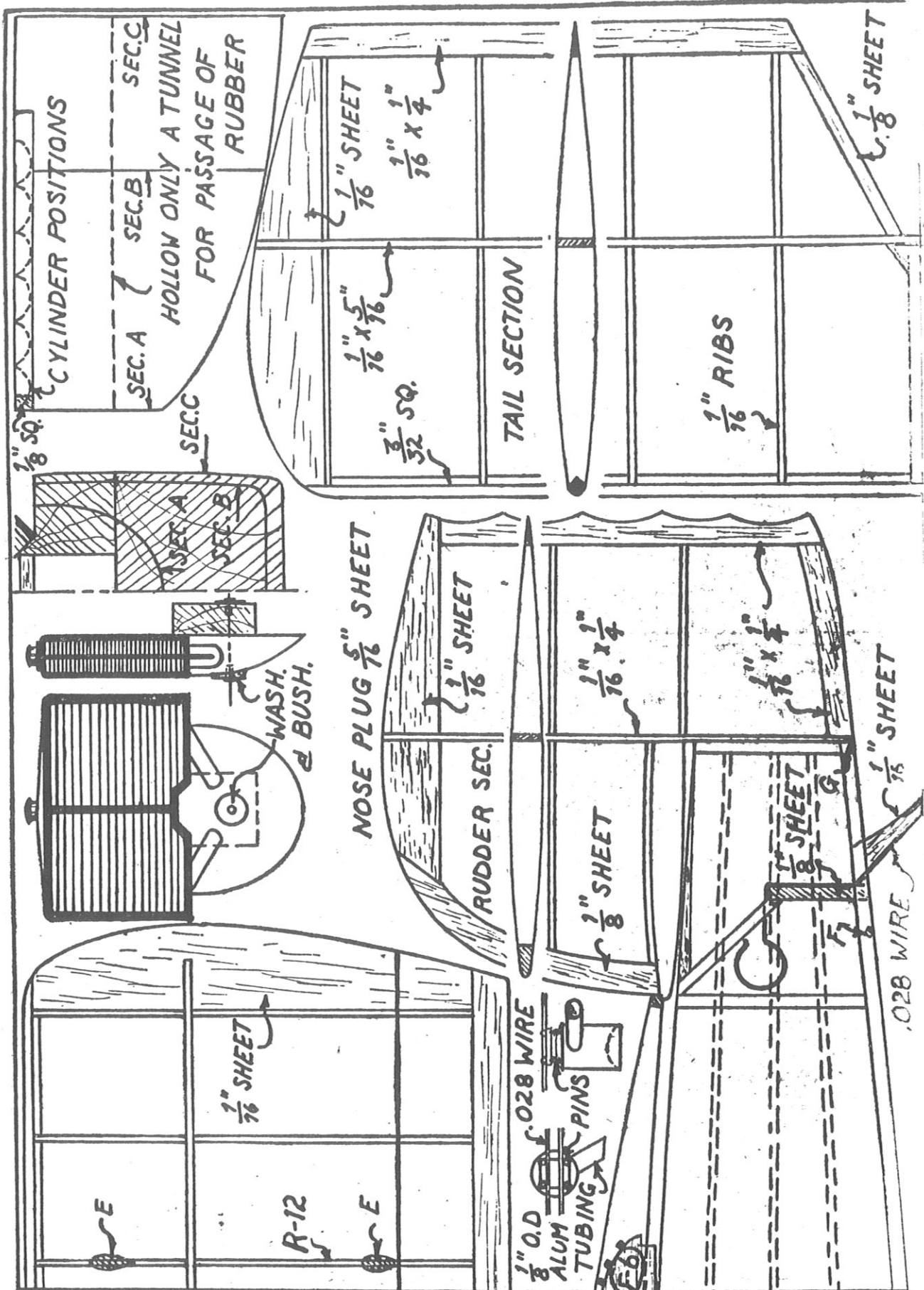
HUNGORILLA, by Bill Miller.







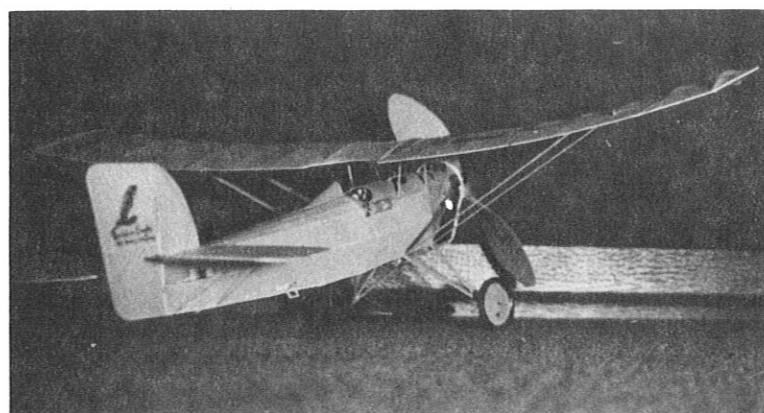
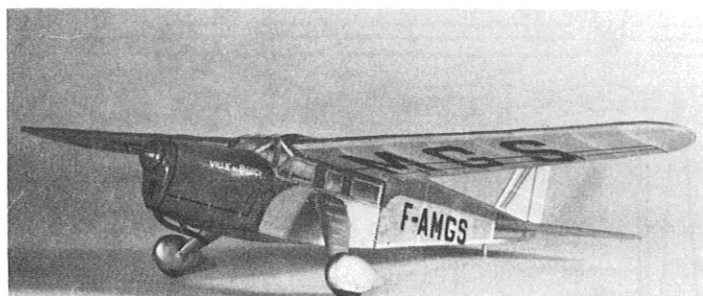




With The Model Builders

Here's Lt. Bob Heywood as he fearlessly lets his PV7 Grain Kitten head toward the ozone. Frank Scott designed this peanut "bolide", and she copped a 3d in last Fall's Chagrin Falls peanut Dogfight.

Below you see Bill Warner's new peanut Bernard 201-T. Bill tells us this ship has already done 30 seconds, despite its brand-newness.



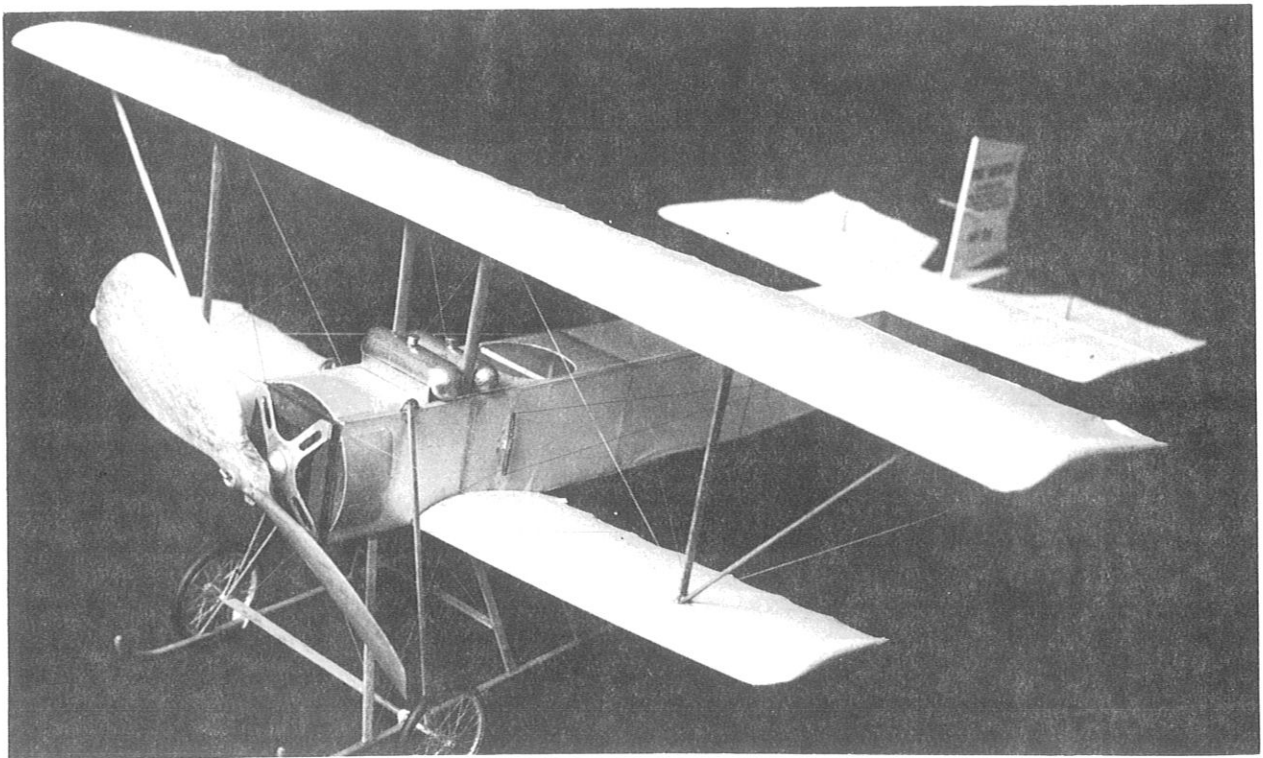
Here we see Doc Martins (the budding Lindy of the previous page) handiwork vintage 1945. This Golden Eagle C-5 was built from a three-view in Aero Digest, just like Dave Stott's. With all those warps you used to get, we see you've learned a lot about bridge-work since 1945, Doc! Haww!



This madman, all festooned with planes like a Japanese tissue Christmas tree is really Bob Thompson, thinking he's going to win something at the FAC Fund Fly last summer. He didn't, as is his way. With that cigarette, he'd do better making bonfires!



Here's a pair nifty sky scorchers from the land of Pilsener beer. That's right. Milan Kadha, of Prague, Czechoslovakia, built these little cuties, and he's moving the mountains over there to get Peanut Scale going. From what we see (and can barely read) in their model mag, Modelarz, Milan is meeting with some success. Keep going, Milan!



And here's a little corner of this issue that's forever England! Yep, Butch Hadland of the RAF sent in this pic of his Bristol Grandseigne 1911 Racer. Did you have to reduce that immense "scale" stabilizer, Butch? The original plane crashed on its initial flight, but Butch's flies heaps better, and is improving at every outing. Maybe it's that old British pluck in the pit, Butch? Hawww!

GREVE

1ST LAP - NEAR COLLISION
~~ET. 9:00~~

SICK MENASCO IN TOM'S
 SUZY

HEAT 1. HALL-GEEBEE'D 1ST
 WOOD-GOON 2ND
~~MILLER 8-BALL OUT~~
 NALLER-GOON 6TH

HEAT 2 BUKOWSKI JEED 5TH
 NALLER SUZY 3RD
 CHRISSEY GOON 4TH
~~HEYN BROWN OUT~~

T.T.

#1 GARAFALOW CAUDRON 3RD
 WOOD GOON WINNER
 MILLER 8-BALL 4TH
 T. NALLER, GOON 6TH
~~CHERUBINI LAIRD OUT~~

#2 MOORE - GEE BEE'Z 2ND BAD LAUNCH
~~BUKOWSKI JEED~~
 NALLER SUZY 5TH BENT PROP SHAFT
 CHRISSEY - GOON 7TH
~~HEYN BROWN OUT~~

AEROL MILLER - CAUDRON 2
 CHRISSEY - GEE BEE'D 3
 HEYN - GOON 4
 GARAFALOW - CAUDRON WINNER