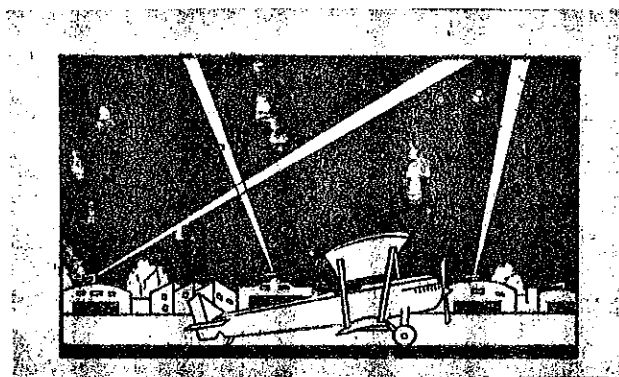


FLYING ACES

Club News

#5



NEWS OF THE MODEL MEETS

With the sinister chortling of Hung behind the clouds, the Contest Season gets under way on the FAC Model Tarmac. Yep, spring is here and the soft whirring of rubber-powered props is once again heard throughout the land. The season here opened here with the first Old Timer meet of the year in Orange, Mass, and the FAC clubsters were out there, thick as a London fog. FACs took first place in each event, not to mention many seconds and thirds. One sour note was that quite a few models were lost to Hung, Great God of the Thermals, including Capt Struck's original 1941 New Ruler gas buggy. (We have to happily report that he has since got it back, thanks to an eagle-eyed farmer who spotted this ship out in his landing field sized back yard. We're glad Capt Struck was so lucky, and wish poor Noel Redfern had had the same luck back in '28. Guess his trouble came from the crop in Brazil being human heads, not cabbage heads! Hawwww!)

Results:

OT Rubber Scale
1st Jack Chilmark, Lt, FAC
2d Lt John Stott, FAC
3d Lt Dave Stott, FAC

Stahl Fairchild 24
Curtiss O-52 from Air Trails (ts)
Ideal Nieuport Monoplane (1913)

Rubber Stick/Cabin
1st Lt Dave Stott, FAC
2d Stan Colson (not an FAC)
3d Lt John Stott

F A Commercial (Herb Spatz)
Dyna Moe
Berkeley Korda Stick

And FAC Al Bailey won 1st Place in Gas Cabin, while Lt Jack Whittles and Lt Dick Everett won 1st and 2d respectively in Gas Pylon. Bailey flew his Buzzard Bombshell to victory, Lt Whittles his Comet Zipper, and Dick has a New Ruler.

SCAMA Holds Contest using FAC Rules

SCAMA held a contest on the 12th of May this year, and they used the FAC rules, having found them best and most convenient. Trouble was that the contest was held on Mothers' Day and was attended only by orphaned ducks, the weather having been as disastrous as the choice of date. For even Hung, Great God of the Thermals was absent, wrapping his gift of fine, imported model silk with Jap tissue. We don't know what his mother thought of it, but we do know what the wet contestants thought: "O, Hung, where art thou, now that our need is greatest!" The victor in Flying Scale was Capt Hank Struck, which makes him top ranking Ace in the FAC, with a flight of 58 seconds in his 1911 Cessna. (Hung....why don't you take that evil bird, which plagueth us all so!) 2d place went to Lt John Stott with his Curtiss Owl, and Al Bailey showed up to bring the total of scale contestants up to three. He took third with his Fairchild PT 19, from Air Trails (tsk again).

The Under 100 Square Inches Class brought out a brand new Ace for the FAC Tarmac...Dennis Phelon, Lt, FAC. He flew a ship of his own design to the fantastic total of 5 minutes, 23 seconds. Considering the horrible weather, these two maxes, plus 1 minute, 23, make him a pretty sure candidate for Acedom. Let's hope he doesn't go into Scale and Peanut Scale, wingsters! Lt John Stott, FAC, took second with his ever-dangerous Korda stick, and Capt Struck garnered a third. He used his Garber Twin Pusher, the model which first got him interested in models. Yep...that's truly a historic one.

SUNNY SKIES WELCOME NEW CLUBSTERS TO SPRING FAC MEET



Yes sir, fellows, the turf on Pinkham Field was mighty busy cushioning the impact of the running feet of twenty-two modellers, as they hustled after no less than 45 of their balsa creations. Hung, Great God of the Thermals ethereal insouciance brought forth extemporaneous elegies, as many models wafted away, some forever to remain in his callous clutches. Alas, alas, alack, alack.

The three events produced a great variety of sky-buggies, from ultra-modern prop-folders (original designs) of two new clubsters, Lts Felix and Phelan), to twin and single pushers, and twin and single tractors, with Capt Struck's twin-engined flying wing thrown in for good measure.

The biggest upset of the day was caused by Lt. Ed Franklin, whose specialty is Old Timers, came all the way from New Jersey to fly his 1928 vintage Airplane Model League of America ROG to third place in the Under 100 Square Inch event. Now, wingsters, the AMLA ROG spans 12 inches, and has a 2 inch chord! Well under the maximum of 100 inches, eh wot? Seems like those half dozen large insects that followed Ed's first flight could hardly believe their antennae either. Looked to us like the Russian fighters of the 'thirties buzzing about the Maksim Gorkii.

Boy, that old Kanone List sure needs updating! Capt Hank Struck, the leading Ace of the FAC, scored a double victory, putting him close to another promotion. Hank now has eight victories.

The presence of three Waterman Racers at the meet sure proved to GHQ that the News is being more than just read and put aside. Lt Bill Petchler and Lt Ed Beshar both entered theirs in the Peanut Scale competition, but they couldn't best Capt Struck's Howard Pete. Lt Fritz Weitzel turned in the longest Peanut flight of the day. Sehr gut, Fritz....ausgezeichnet.

Capt Struck paid a high price for his victories. In the Scale Event his 1911 Cessna Monoplane was lost to Hung on his last official flight, after first ticking off 5 minutes, 8 seconds. Wingsters, we had all been praying to Hung to take that infernal bird from our midst, and he finally answered our pleas. Now that we have a chance in these meets, fellows, it is time to get busy on that model production line before Henry comes up with another terrible destroyer of us all. What cloud-piercer will the Old Master come up with next? You can bet your last piece of silver Jap tissue (white tissue to AMA rules) that it'll be a top-notch performer, so get building while you have a chance, airsters!

And, speaking of top-notch performers, did you thermalsters see that Deperdussin Schneider Racer that Lt Joe Peloso flew to second place? Built from the pages of our official Club Magazine, FA, the "Dep" was one of Hank's series of "Trail Blazers of the Air". Yep, Hank was sure looking that bird over with nostalgic eyes, and worried eyes, too, for until that last great effort from the Cessna, that "Dep" had the contest win and our big prizes safely stowed away in her front pit. Alas for Joe, the Cessna chose that moment to go to Hung.

Joe Peloso, Lt Fritz Weitzel and Lt Alex Godo sure showed what could be done with small models. Alex' flying field back in Yonkers, NY, is a handball court! That's almost worse than building those ship models in the bottle, isn't it? Another thing these New York wingsters showed us was the "continental" way of going to a contest. For lunch they broke out great Italian hero sandwiches washed down with a M. Henri French Beaujolais! Was that a libation to Hung I saw you pouring, fellows? If it was, he sure liked your wine, for he rewarded you all with fine flights.....as well as taking that infernal Cessna.

Top Scale Points went to Bob Jespersen, the Old Fox of Milford, with a fine job on his Howard Mike racer. Try as they might, the mean old scale judges just couldn't find much fault with this white whizzer.

the Official Results are:

Scale:	1st	Henry Struck	1911 Cessna	136½ points
	2d	Joe Peloso	Deperdussin	119
	3d	Alex Godo	Pilatus Turbo-Porter	102½
-100	1st	Dennis Phelan	(own design)	435
	2d	Ron Felix	(own design)	400
	3d	Ed Franklin	12" 1928 AMLA ROG	323
Peanut	1st	Henry Struck	Howard Pete	105
	2d	Fritz Weitzel	Helio Stallion	97
	3d	Jack Chilmar	G.A. Aristocrat	49

Let's hope for a bigger and better turn-out in September, fellows! We'll be having plenty more of those good FAC prizes, lots of fun, companionship, and Spirit of the Skies, so be ready! Right now we're planning on having either the 22d or 29th of September. We'll let you know exactly later.

Hung's Altar

Here's a list of the ships we've lately seen flying into the Great Beyond, doing their all for their proud (and thoroughly panicked) builders, as they madly chase them through the weeds, trees, fields, and clouds. He sure let his presence be known at the Old Time Model Rally at Orange, this April, for he sent many a modeller through the forests and swamps. Not only did he make off with Capt Struck's New Ruler, but the old Cloud Hunter snagged Lt Dave Stott's Flying Aces Commercial Endurance, built from the pages of the Oct 1936 Flying Aces magazine. Dave says he's built five contest jobs from the pages of FA, and eventually Hung claimed them all. Lt. John Stott suffered a similar fate when Hung just couldn't stand the sight of that Berkeley Korda Conqueror stick model in its owner's hands any longer. Yep...the Old Man of the Clouds

snatched it away, but only after making John run the entire length of the long runway at Orange. Huffing, he arrived at the end of the runway, only to see his model being spirited ever higher. Al Bailey lost his Struck Champ Mkr in the -100 square inch event. It went the same way of Henry's Cessna, up, up and away. Lt. Ron Felix also saw his original design -160 square incher go up, but not down until it was too far away and lost forever. Ed Beshar saw his single pusher go up and up on an early flight, but we're not sure he lost it. (Just wanted to mention you Ed....it's been real great the way you've kept coming back to our meets, despite your bad luck.)

ON THE MODEL PLANE TARMAC

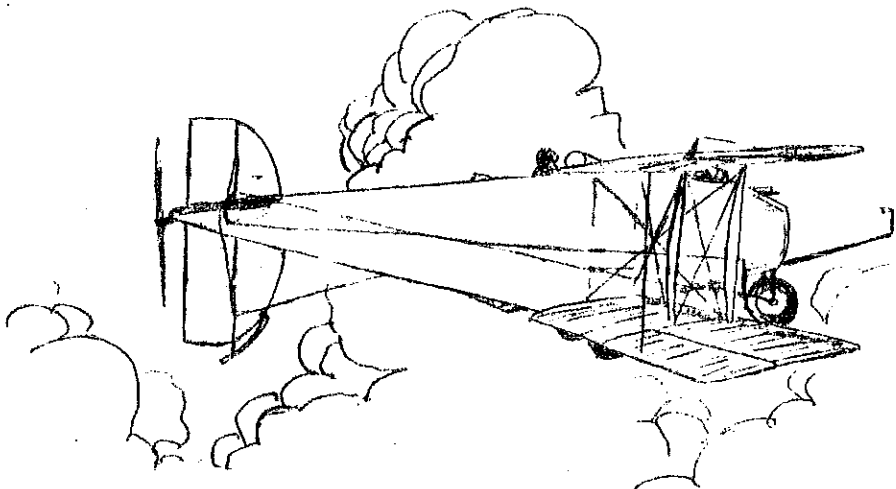
(Here's a sketch or two, fellows, of some interesting types that could sure earn bonus points aplenty for you. Maybe some of you ambitious aeronauts may find a three-view of one of these birds and be kind enough to glide it in here on the desk of GHQ so we can print it in our next issue. Who knows, but that we may see one of these birds materialize at our next FAC meet. Any drawing sent in will be handled with as much care as a plane-load of mint Flying Aces and returned as soon as possible.)

We're willing to bet that you World War One minded skysters will be as surprised by this experimental battle bird of that Big Fuss as the gang here at GHQ was. Just about the time you think you've seen 'em all, the aged pulp pages of Flying Aces in our archives give up yet another rare beauty.

It was designed and built by Charles Weymann, French-American winner of the 1911 Gordon Bennett Race. The ship was of metal construction, fabric covered. Power for its pusher prop behind the tailplane was supplied by an unnamed "small water-cooled engine". It was originally intended as a single-seater, but was later modified to carry two daring birdmen.

This terror of the war skies carried only a single semi-flexible Lewis Gun in the nose. G-2 speculates that this crate was originally intended to battle the synchronized gun Fokker Monoplanes, before the Allies had a mechanism to fire through the prop. Notice that yaw-boom way out in front of her beak? Wonder if the peilot ever tried to spear any empty Sweet Caporal packets with it. Yep....we don't know if this plane was any good for fighting, but it sure would have been a worthwhile addition to any tarmac at Police Call!

"Awright, you mens....all Ah wants to see is elbows and yawbooms!"



The
All metal
Weymann
1915

Lieutenant Jimmie Jenkins, our fourteen year old FAC, has started flying lessons at the Monroe Airport. Jim needs three seat cushions to boost his empennage high enough so that he can scan the horizons through the 'screen of his Aeronca Champ, but he sure doesn't need any boosts for his aviation enthusiasm. Matter of fact, he gives the morale here at GHQ as much lift as all the hydrogen in the Hindenburg could.

Jim is building as fast and furious as a Gee Bee racer. He's already knocked out a Comet twin-engined A-26, and has a P-38 in the works. Unless we're flying blind, Jim's got that Lightning tickling clouds by the time you're reading this.

You'll find Jim out there at Pinkham Field every weekend, trying out the latest creation of his model production line, one of which is a 1908 Blériot, which he designed himself. (Watch for this ship in a future issue of Good Old FAC News) Well done, Jim. You've richly deserved the citation you've got coming from GHQ.

Lt Bob Thompson, FAC, has also been grinding out plenty of skysters lately. His model production line has seen a Megow SPAD, a Megow Henschel HS 126, and a Comet F4U-1 Corsair rolling off, as well as some needed repairs to his Comet Waco YKS, which he badly crashed owing to an old and weak motor. (Here's a tip for you skysters: the motor needn't be fresh, but even if it isn't dry, but is six months old...throw it out and get a new one. A tired motor can lead to lots of grief, as well as a stalled production line. No point in making repairs when you can build a new ship!)

The multi-engined projects, mainly Bob Thompson's B-17, and Lt Stott's Maksim Gorkii have been shelved until next winter. But faith and enthusiasm in these projects still flare brightly. These same two skysters hope to iron out more of their trimming problems on their last years "winter follies", a Martin B-26 and a Sikorsky S-40. (We gotta wait for that tall grass and its cushioning effect, fellows. These two FAC lieutenants try to be as prudent in their flying as they are bold (foolhardy?) ~~exist~~ in their projects.

Jack Chilmark is a-building on a Hannan designed G A Aristocrat, and his son John has a Gollywock that shows great promise. We wonder if Capt Struck has laid longerons for that Avro Avis he drew up last winter. If our prayers to Hung are answered and the Cessna is spirited away to a final resting place in the clouds, Henry'll sure need that avid Avro!



YOU AND THE F. A. C.

Like any other club, the FAC needs all the support of all its members. The FAC holds two contests per year for sheer flying enjoyment and mails out the FAC News you all so treasure at random intervals to keep up interest and to communicate.

Who enjoys the model meets? We all do, of course; officials and contestants alike. What is the communication for? Certainly not so the few of us here at GHQ can say things. The FAC News is so that ALL you buzzards can communicate.....not only with us, but with each other.

So, how does a wingster support his club? By participating! Fly at the contests....any and all contests where you can enter and make the FAC known. And, write to GHQ and let us know what you're building and what you think of the rules, as well as if you managed to "shake" the "contest and rules boys". Contribute to the different departments of the News, such as

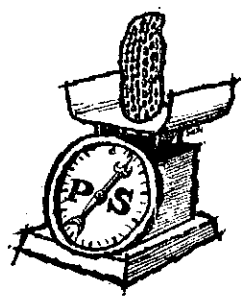
"On the Model Tarmac", "Notes from the Workbench", "Flying Aces Model Laboratory With the Model Builders", "You Said It", and even to "Hung's Altar", so we can tell what ships have rolled out into the sunlight, as well as those which have flown off to the clouds forever.

And write not just once, but every so often. Last time we asked to hear from you clubsters, the skies were darkened by fleets of mailplanes all at once, but durned if we've seen one since (with a few notable exceptions). So, let's hear from you. Check your back issues of FAC News and see what you can offer to the various departments. We need your support, especially during the long winter months, when the wine of sunlit inspiration is often gone and a model builder needs to hope. Write to either: Bob Thompson, 285 Harbor Road, Southport, Conn., 06490, or to Dave Stott, 66 Bankside Street, Bridgeport, Conn., 06606.

They'll gently handle your contributions, and put them in the News at the first opportunity.

Let's go, America! Keep 'em flying! Keep 'em writing to FAC News!

PEANUT SCALE NEWS



Clubster Bill Hannan of Hannan Graphics, publisher of a keen selection of rubber modelplans now offers 3 Peanut Scalesters in his line. The General Airplanes Aristocrat, a nifty radial powered cabin ship. The Miles M-18 low wing Limey WW 2 trainer, and the Waterman Racer. Bill advertises in M.A.N. (The Walt Schroeder Family Album) Check his adds, skysters, he's got some good crates that should tempt Hung no end!

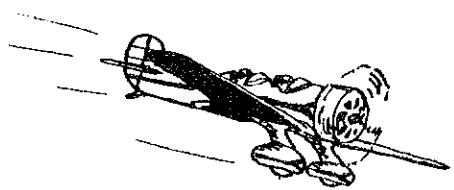
Last issue's feature model is repeated here for you peanut pilots to solo in. She's a Herb Weiss mini-plane from the pages of Model Airplane News. She's sure to make a worthy addition to your model hangar and still leave plenty of room for your next project. This little job is sure to use more sky space than hangar space so head for the old work shop, fellas, and have her all tested and tuned in time for the next F.A.C. meet. Who knows but what she may earn you the coveted Flying Aces Golden Peanut Award!

More News of the Model Meets

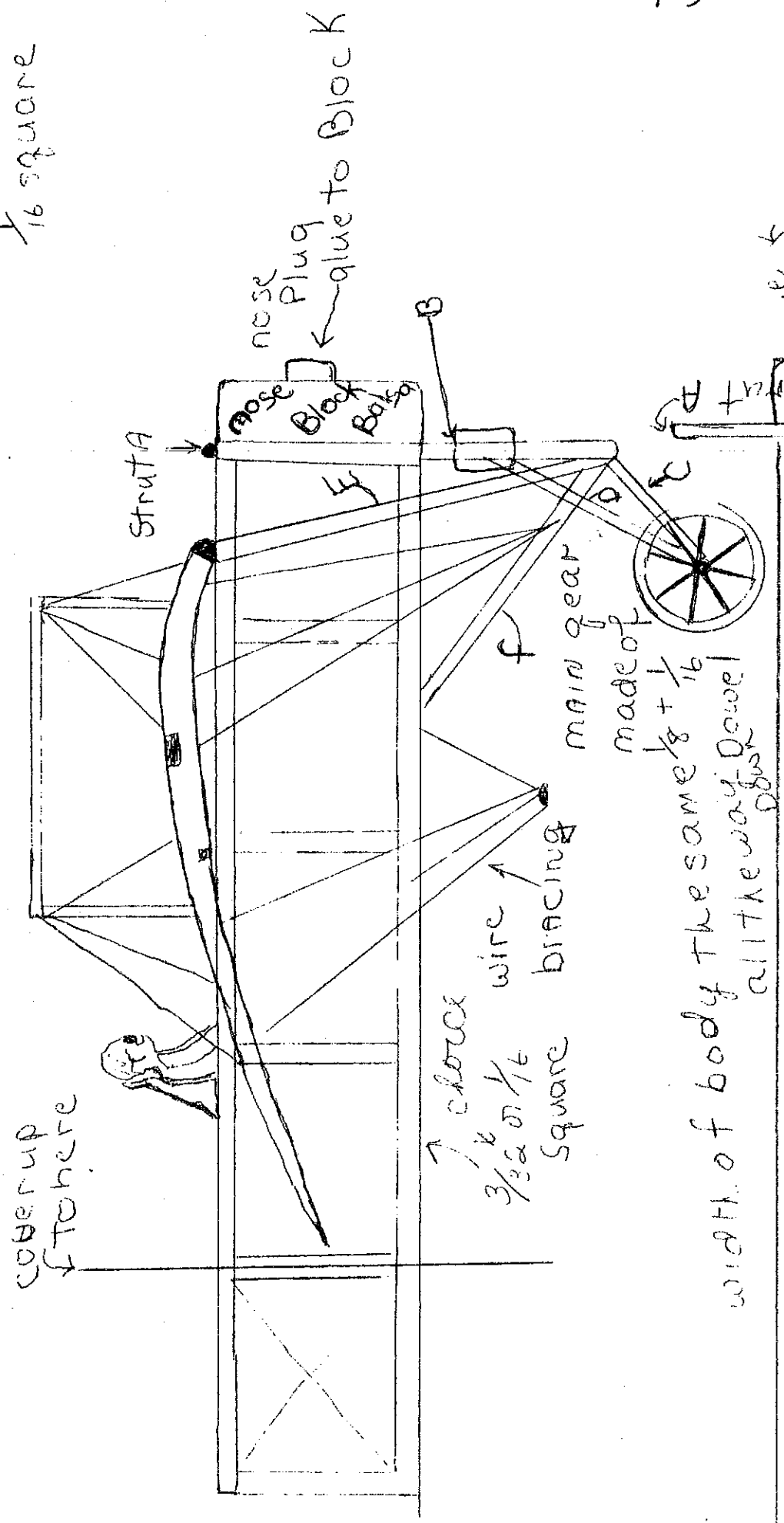
The second Antique Model Rally at Orange, Mass. was more like punting on the Thames, but as usual the F.A.C. was out in force braving the beast of weather and the wrath of Hung! Rain, from wet to wetter, was the order of the day and with all the suds from flying rubber lube, it had to be the cleanest bunch aviating, anywhere! The damp and drippy results were:

- Cabin & Stick
- 1 st Lt. John Stott, FAC Berkeley Korda Stick
- 2 nd Lt. Jack Chilmark, FAC Flying Aces High Climber
- 3 rd Lt. Bob Thompson, FAC Pacific Ace

- OT Rubber Scale
- 1 st Lt. Jack Chilmark, FAC Stahl Fairchild 24
- 2 nd Lt. John Stott, FAC Curtiss O-52
- 3 rd Lt. Bob Thompson Fairchild F2Cw
- Waco ZKS



All braces made of $\frac{1}{16}$ square



Fu Set up view

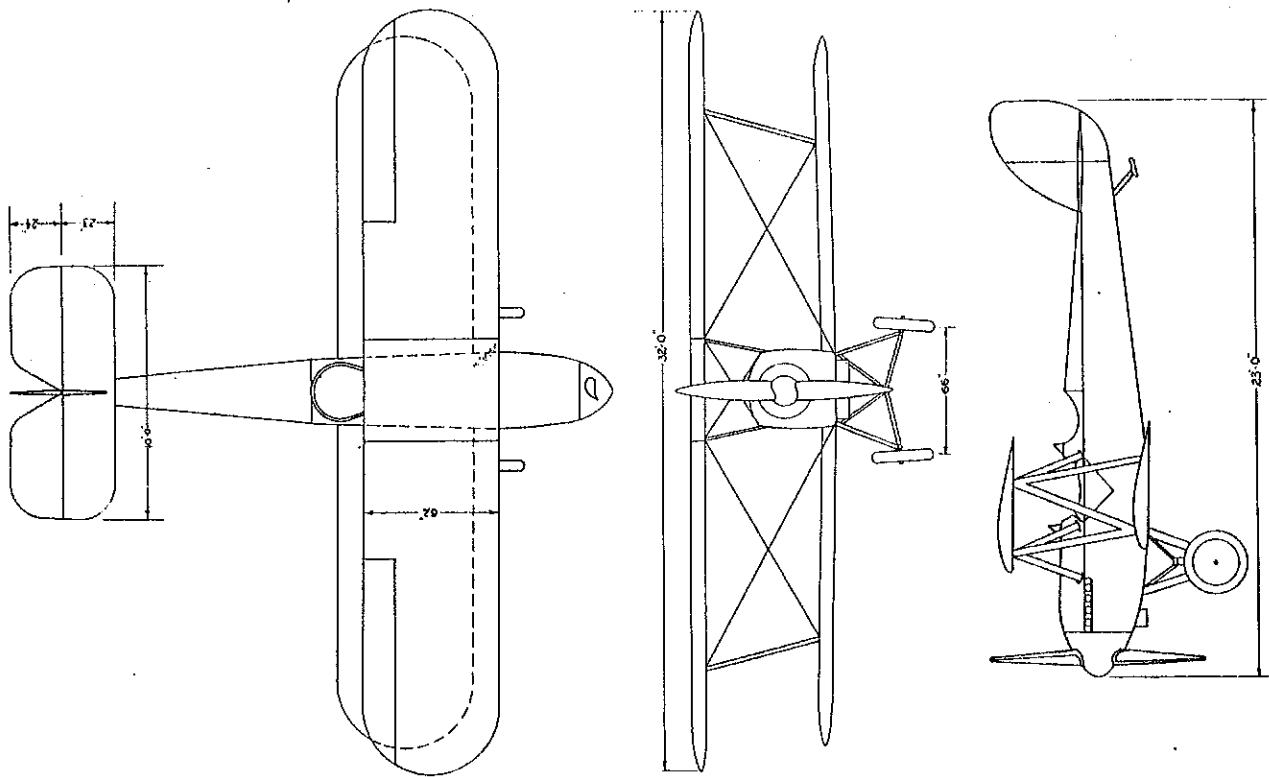
Strut A

The Flying Aces Club Model Laboratory

Here's a great chance for you FACs to show your prowess as model engineers and share the tasty fruit of your labors with your fellow rib-slicing modelers. If you've got a favorite crate you'd like to see more of, why not send in a drawing of it. Keep the drawing neat, clean, compact, and on FAC News size paper and, by turbulence, the lads here at GHQ will see she gets into print. And, don't forget to tell us a few of the finer points of construction and flying on your pet bus.

In this issue we proudly present the initial venture into scale design of our youngest member, Lt Jimmie Jenkins (winner of the top points prize for juniors at the FAC Spring Meet..... a free airplane ride ride at New Haven airport. Jim, you know, is learning to fly.). Seems Jim saw a Douglas Rolfe drawing of a 1908 Bleriot and got all lit off. He got such a fire under his empennage that he got out paper, pencil, and ruler and began to draw. Bend our longerons if he didn't draw the plane, build it, and have it out at Pinkham Field all within a week! She's still got a few bugs in her, but Jim's got the tenacity of Capt Reid, who taxied the NC-4 part of her way across the Atlantic back in 1919. He'll have her going yet.

Maybe you skysters can make a few improvements and squeeze the true potential from this design. Let us know what wrinkles you find, and how you ironed them out. We think that biplane tail worthy of experimentation, despite all its weight 'way back there.



EBERHART AEROPLANE & MOTOR COMPANY
 BUFFALO, N. Y.
 "IROQUOIS" 3-PLACE COMMERCIAL
 ENGINE—CURTISS OX5

Drawn By James Jenkins

Tails joined
at end of fuselage

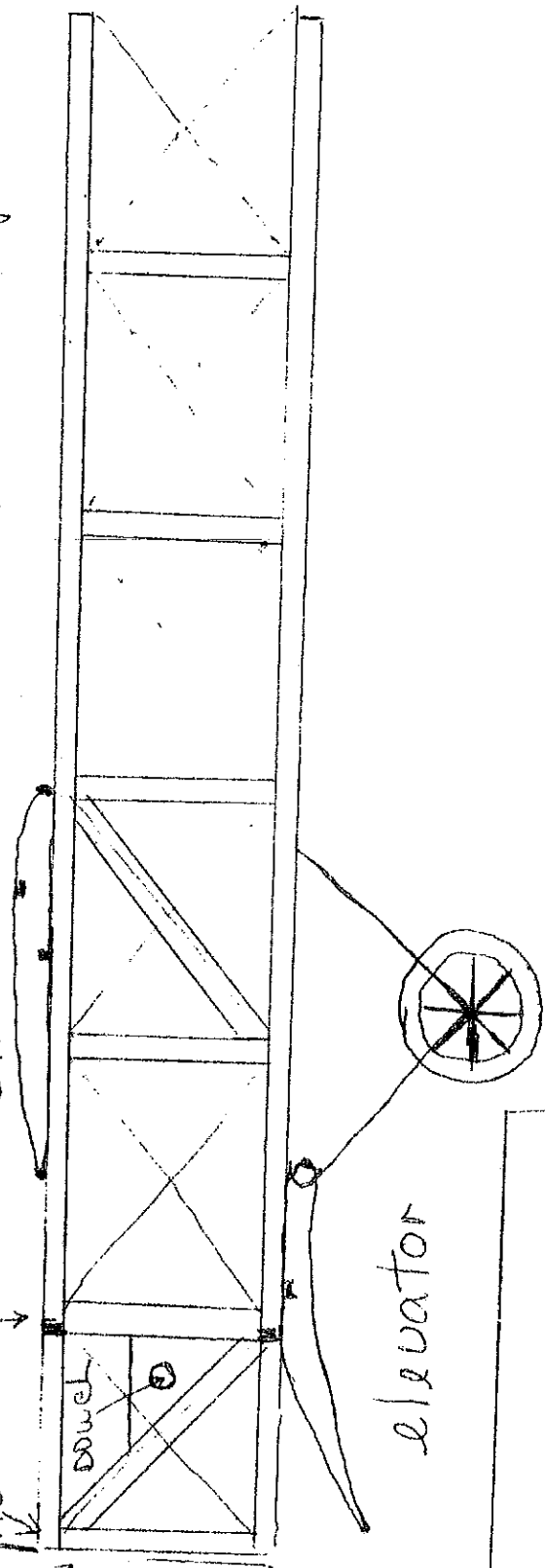
wire thread
throughout the
fuselage

join
here
CRACK
HERE
↓
Dowel
Stabilizer

rudder
is mounted
on tail
Joined
parts

elevator

Rudder
Sheet



trailing edge $16 \times \frac{1}{6}$

$\frac{1}{6} \times \frac{1}{18}$

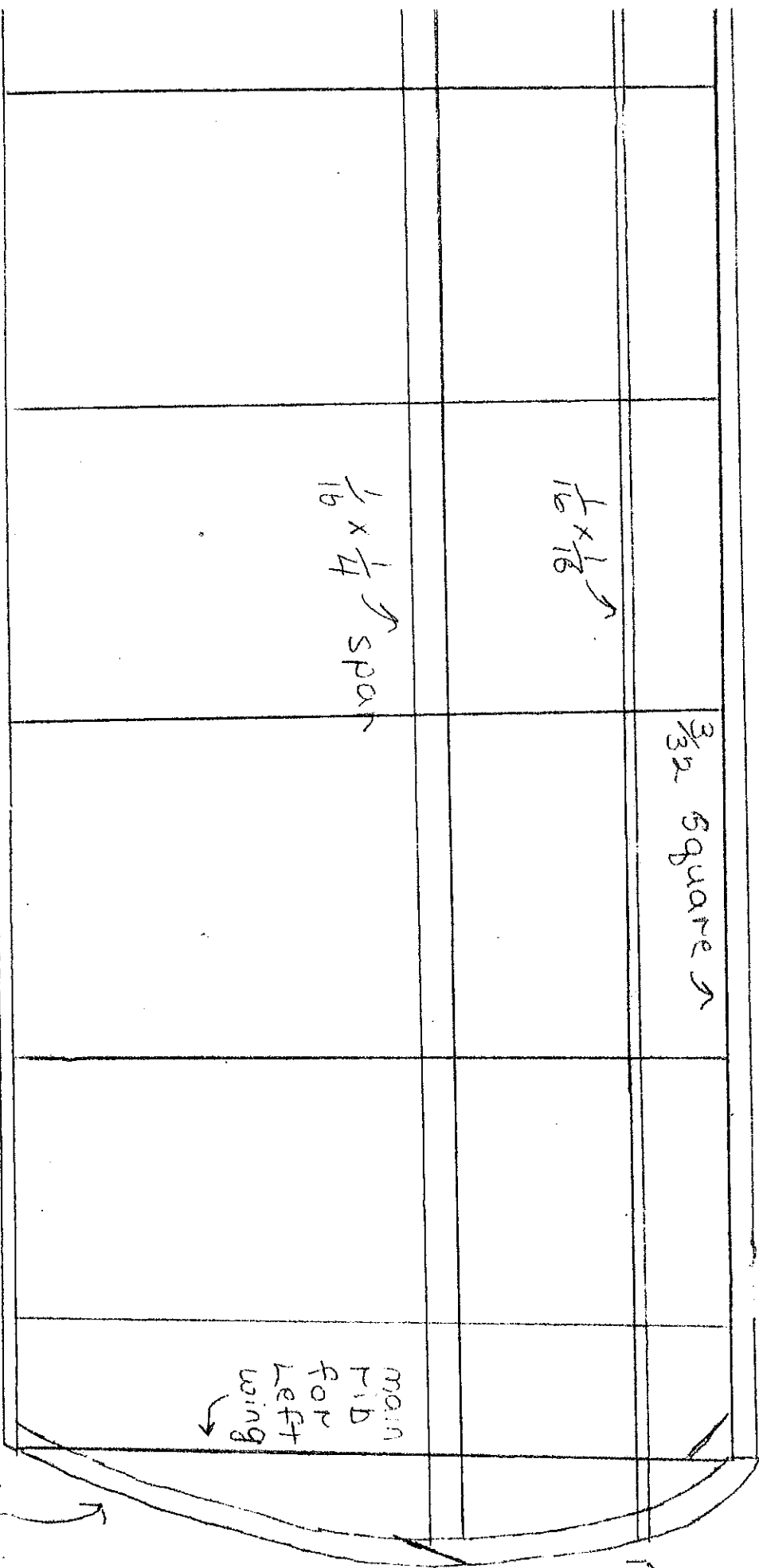
$\frac{1}{6} \times \frac{1}{4}$ spar

$\frac{3}{32}$ square

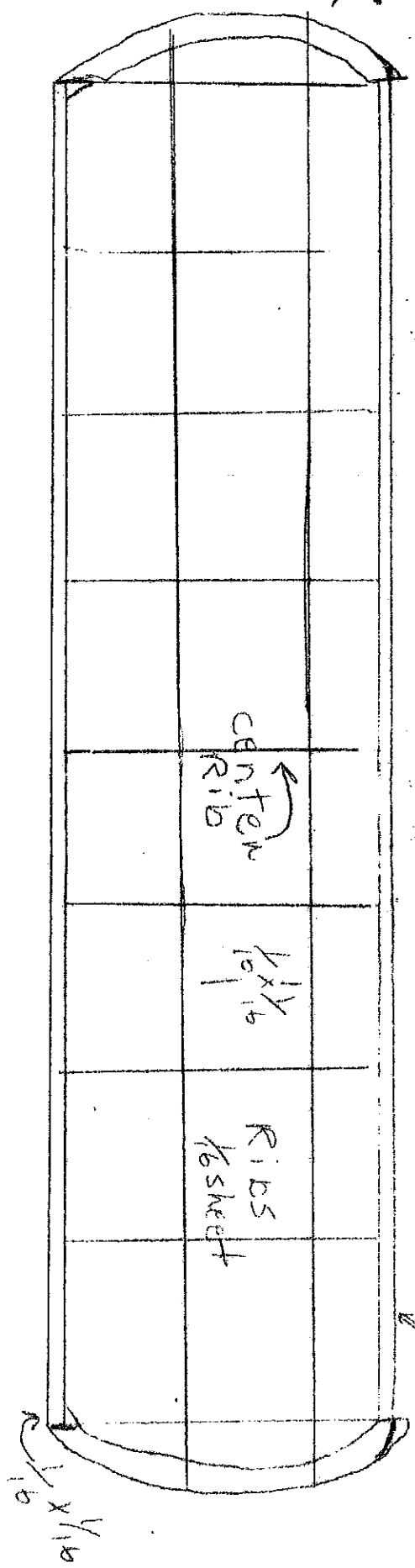
main rib for left wing

right wing tip for right wing

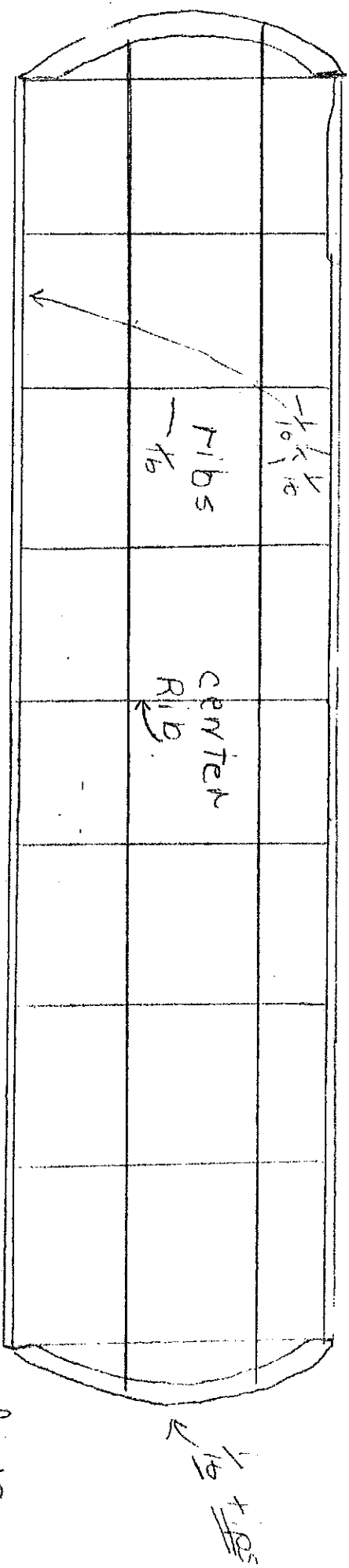
to sheet



top stabilizer



Bottom elevation



all spars leading + trailing edges are 1/6 x 1/6

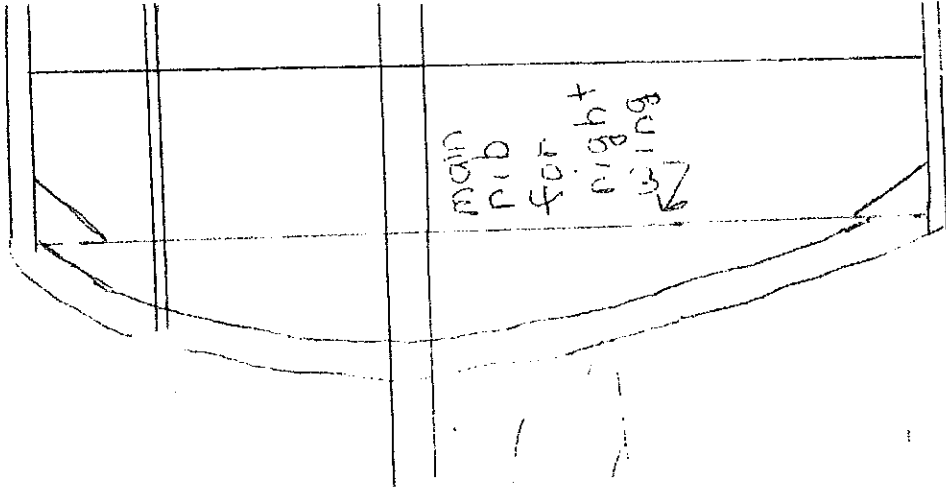
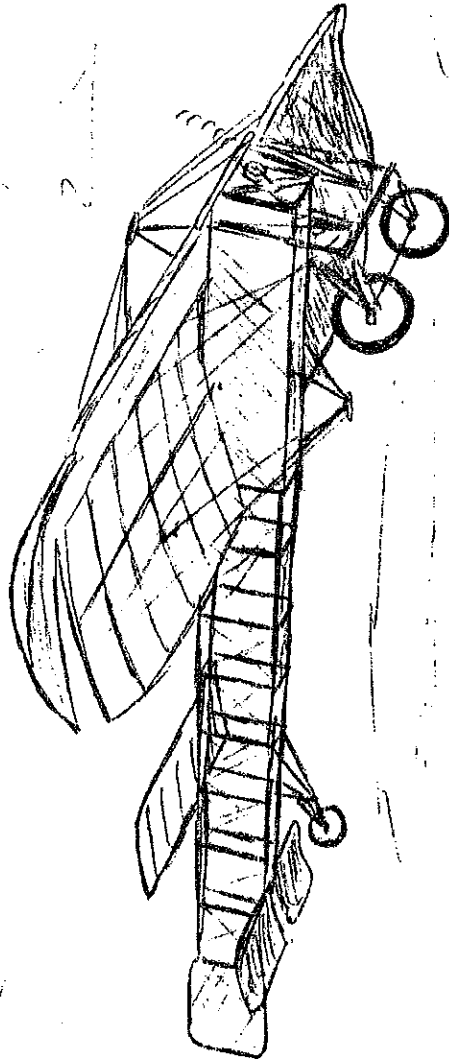
Wire is thread used to support

wings tail wheel.

make nose block from balsa

block you will need down trust

plus clay to balance the model.



Left
wing
TIP FOR
Left wing

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