

FLYING ACES

Issue 58

Club News



Lt. Frank Scott, McCook Field Sqdn., F.A.C. is the pencil pusher for this issue's fine cover. Frank sure has caught all the pleasure of flying above a cloud layer in the morning sun while the less fortunate earth bound beings face a grey day.

The plane providing this pleasure for it's passengers and pilot is the Buhl CA-30 Sport Airsedan. One of the early true cabin biplanes of the mid 1920s this job was comfortable, reliable, and peppy enough due to the Wright J-5 up front. We say "biplane" because if this bird were entered in an FAC Scale event she would recieve the bonus points of a biplane, though we all know technically it is a sesqui-plane. The real machine sported a pretty hefty price tag...\$11,500. Her designer was a chap who is more noted for his Bathtub! He is Etienne Dormoy! We recall Lt. George Armstead flying a Peanut Airsedan a few years ago. Still got a plan to that job, George????(Hint)

FAC Postal Contests

All right Peanuteers and No-Cal experts and novices alike, step right up and stick out your tongues and say "ahh"! Ol' doc Postal wants to lay a stamp on your rassberry flapper so as you will be ready to send in your time to the G.H.Q. of the FAC and get in on the winter long action of the oldest and longest continuing model postal contest ever. Here is how you do it....

This contest is open to any and all No-Cal scale and Peanut scale models. You may fly your models any time at all, and as often as you can from the time you receive this news to midnight on May 15, 1978. (The sixtieth anniversary of the United States Airmail Service)

There will be two catagories in each Peanut and No-Cal. They will be called the "Indoor Wing" and "Outdoor Wing". After flying your model initially, and each time thereafter that you best your last time send a card to GHQ, Flying Aces Club with the following info....

1. Your name and rank.
2. The Wing you are competing in, and catagory.
3. The name of your ship.
4. The flight time acheived.
5. The date you acheived it.

Yep fellas, it is as simple as that to battle your way to a listing on that coveted line of aces, the FAC Kanones. Not only that, but the gang here at GHQ might even dig up some old plans from the musty files to gag your postman as he delivers them to your then to be contaminated mailbox. This is a great chance for you far-flung FACs to compete with all the rest of the gang just as if you were here at a meet at Pinkham field. Also it is your chance to show GHQ that you are an active FAC type modeler and deserving of your rank and title. There are no "armchair aviators" in the FAC! We are sky battlers all!! BUILD! FLY!! WIN!!! EFF-AYE-CEEEEEEE!!!!!!!!!!

Last issue you clubsters must have read and enjoyed the modern imaginative version of that old Flying Aces feature that was a regular in those days, "They Had What It Takes". This was the neat work of our Ponca City, Oklahoma ace, Bob Rogers. Bob has his FAC heart on his C.G. alright, as he has done yet another for this issue.

Kanone List

Pg.3.

Now most of you Buzzards know that in the Big Fuss of 1914 to 1918 the Jerry term for ace was "Kanone", and that is the handle the FAC attaches to it's aces. Now, everyone that enters and wins an FAC event at a contest is given one victory credit by the Keeper of the Log here at GHQ. Every flyer starts out in the FAC as a lieutenant. After he has achieved 5 victories he is promoted to the rank of captain. Every 5 more wins and he is again upgraded one notch.

Added to all this honor is a new addition introduced to the FAC by Capt. Lin Reichel, Erie Penn. sqdn. As was done on Kaiser Bill's airdromes way back when, Lin will award a nifty replica of the coveted Pour le Merite, or Blue Max to every FAC upon reaching his sixteenth victory. And sky riders, it is a beaut of a medal!

Without further propwash lets hop up on the reviewing stand and watch the parade of top notch former notchers march by. It sure makes a guy want to head for his workbench to bore in on a new ship to wing his way to the ever growing ranks of the Flying Aces Kanonen!!

Rank:

Victories:

Lt. General:

Chet Bukowski, Brighton Battler.....36

Major General:

Mike Midkiff, Hellcat Hellion.....34
Dave Stott, G.H.Q. Sqdn.....32

Full Colonel:

Russ Brown, Max Du Blue.....22

Lt. Colonel:

Fred Hall, New Hampshire nimbus knocker.....18
Hank Struck, F.A.Trail Blazer.....15
Clarence Mather, Western front whippet.....15

Major:

Mickey (Mannock) Nallen.....13
Gordon Roberts, Ohio Oriole.....13
Bill Wood, race ace.....11
Ken Hannan, 'Diego airdevil.....11
Bill Hannan, Hangar hotshot.....11
Pres Bruning, Fiat fanatic.....11
Tom Nallen Sr., Tail first terror.....11
Jack Russ, Herr Von Hair, Detroiten Geschwader.....11

Hauptman:

Ralph Kuenz, Von Rottensocks hisself.....9
Black Jack Chilmark, GHQ Sqdn.....9
Lin Reichel, Keystone cloud cruiser.....9
Jim Hyka, Ohio Osprey.....9
Butch Hadland, John Bull's sky battler.....8
John Stott, GHQ Sqdn.....8

Captain:, cont'd.

Rudy Kluiber, Ohio ozone slicer.....	8
Tom Nallen Jr., completing the Nallen Vee.....	7
Tom O'Brien, Bloomfield bomber.....	7
Marion Majestic, Thompson Trixie.....	6
Doc Martin, Miama mauler.....	6
Frank Scott, McCook Field Flash.....	6
Hank "Peanuts" O'Dwyer Saybrook sky scaler.....	6
Bill Warner, Embryo expaert.....	6
Fudo Takagi, California Chutai.....	6
Bob Thompson, Caped crusader of GHQ.....	6
Don Garafalow, Jersey sky joustler.....	6
Steve Hoyt, Bill Penn Bullet.....	5

Lieutenant:

Dennis Norman, "Captain Catapult" of the CFFS.....	4
Bill Henn, eagle in disguise.....	4
Herb Shirley, Detroit of GHQ.....	4
Ed Novak, "Neverready Eddie" of GHQ.....	4
Fritz Wunsche, Detroiten Geschwader.....	4
Bob Clemens, Rochester Rocket.....	4
Royall Moore, sixth Granville brother.....	4
Douglas Mooney, sunny Cals sky rider.....	3
Bob Jespersen, the Milford Fox.....	3
Joe Barna, Wm. Penn SQDN.....	3
Chuck Schobloher, Detroiten Geschwader.....	3
Norm Getzlaf, Cleveland cloud cleaver.....	3
George Morland, Mass. max maker.....	3
Ted Russel, Ohio ozone slicer.....	3
Ed Franklin, detached service.....	3
Norm Poti, OHIO Escadrille.....	3
Bob Masters, CFFS.....	3
Ted Langley, Samuel Pierpont.....	3
George Armstead, Glastonbury Gadfly.....	3
Charlie Learoyd, Amherst aerialist.....	3
Don Assel, Ohio organizer.....	3
John Peck, Penn Sqdn.....	3
Ted Wales, Westwood warrior.....	2
Kim Mather, chip off the ol' balsa block.....	2
Curtiss Mooney, California sky climber.....	2
Fritz Weitzel, Alabama skyster.....	2
Bill Miller, HUNGorillas father!.....	2
Juanita Reichel, Pennsylvania aviatrix.....	2
Ed Morrison, West Hartford hellion.....	2
Tom Majestic, Ohio ozone chewer.....	2
John Toth, CFFS.....	2
Jeanette Scott, Dayton Buzzardess.....	2
Chris Scott, Dayton destroyer.....	2
Andrew MacIssac, Sir Reginald Percy.....	2
George Meyers, Philly Flash.....	2
Bob Haight, Vegas Vulture.....	2
Ed Heyn, rare bird.....	1
Al "Buzzard" Bailey, SAM Sqdn.....	1
Jim Warner, Cal cloudster.....	1
Bud Dillman, Norfolk nimbus nudger.....	1
Jerry Donahue, Shrewsbury Shrike.....	1

Lieutenant:
 Mark Assel, Ohio aerial marksman.....1
 Paul Cherubini, the lone eagle.....1
 Bob, "Bamboo" Bender.....1
 Dick Woodward.....1
 Phil Futo, Ohio sky slicer.....1
 Walt Mooney, the ol' perfesser.....1
 John Grigsby, CFFS.....1
 Jerry Skrijanc, CFFS.....1
 Greg Gosky, CFFS.....1
 Dan McDonald, CFFS.....1
 Pat Daily, Maryland Blue Flight.....1
 Billy Henn, really an eaglet.....1
 Jim Daily.....1
 Paul Masters, CFFS JR.....1
 Mike Norman.....1
 Jim Miller, Dayton Buzzard.....1
 Del Balunek.....1
 Don Srull.....1
 Jeff Chrisey, GHQ Sqdn.....1
 Mike Zand, CFFS zealot.....1
 Chris Clemens, Rochester Rocket's wingman.....1
 Jack Moses, Detroiten Geschwader.....1
 Shirley Campbell, Michigan belle.....1
 Terry McDonald, Ohio ozone oscillator.....1

So completes our list as of Oct. 2, 1977.

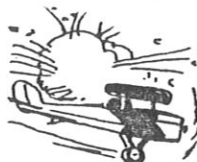
Citations and Promotions

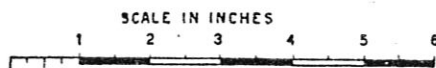
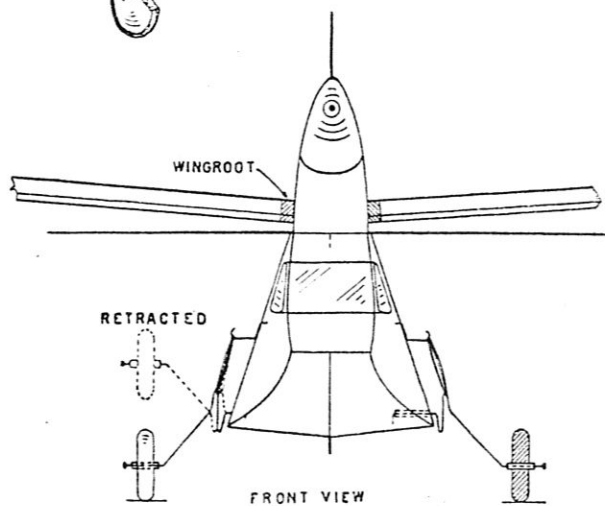
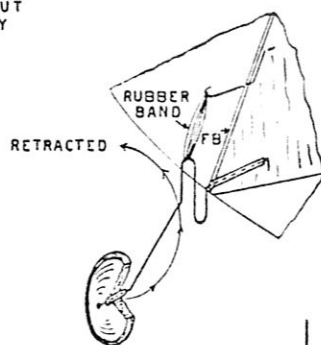
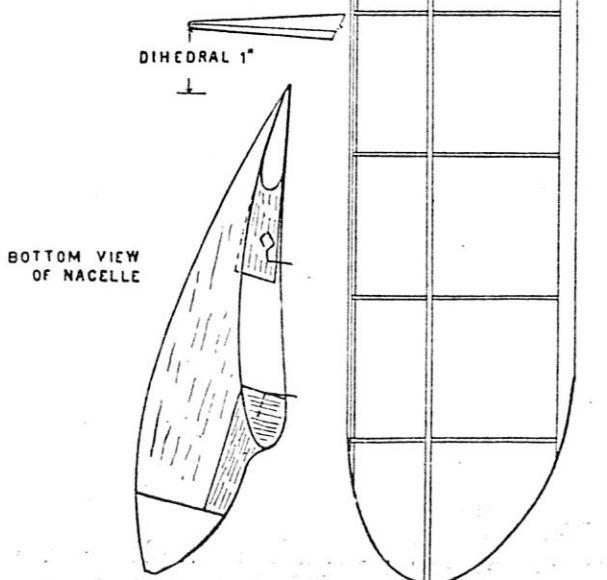
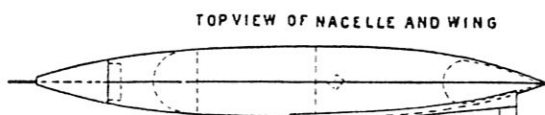
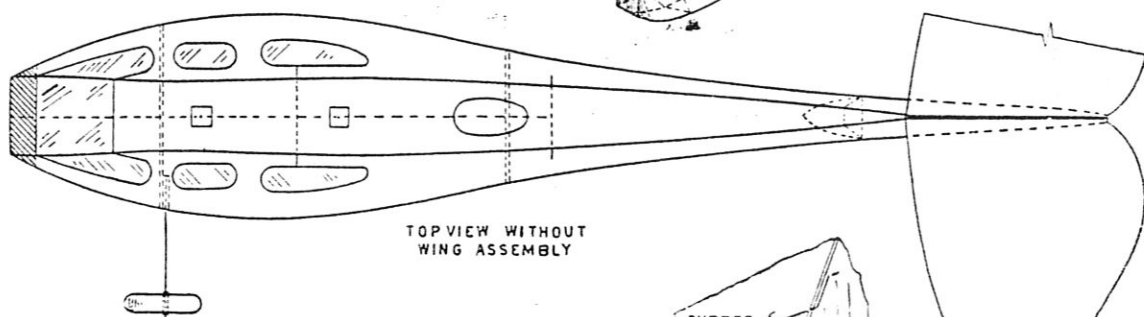
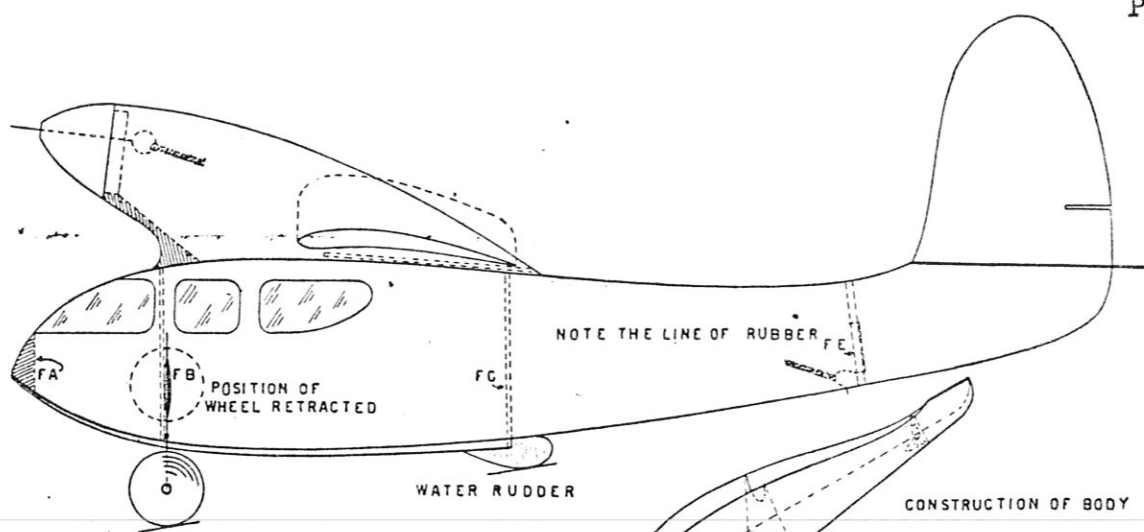
Capt. Fred Hall promoted to the rank of Major.
 Major Fred Hall promoted to the rank of Lt. Colonel
 Brigadier General Mike Midkiff promoted to Major General.
 Major Russ Brown promoted to the rank of Lt. Colonel.
 Major Clarence Mather promoted to the rank of Lt. Colonel.
 Capt. Gordon Roberts promoted to the rank of Major.
 Capt. Bill Wood promoted to the rank of Major.
 Lt. Marion Majestic promoted to the rank of Captain, the
 first aviatrix to achieve this station in the FAC.

The following named officers have been awarded the
 Pour le Merite by order of His Exelency, King Maximillian,
 Frederick the Great. Captain Lin Reichel, Erie Sqdn com-
 mander officiating.

Colonel Russ Brown.
 Lt. Colonel Fred Hall.
 Major General Mike Midkiff.
 Major General Dave Stott.
 Lt. General Chet Bukowski.

The above mentioned officers have accounted for a total
 of no less than 142 victories over their opponents in aerial
 duels in FAC combat.





FLYING ACES MODEL LABORATORY

Pg.7.

Louie Garami's "Duck".

"With the exception of multimotored ships, an amphibian is regarded as one of the toughest to adapt to rubber power. The main problems are to secure a normal length of concealed rubber line, safe clearance for a normal size prop; and an easily retracted landing gear for water take-offs." So wrote the great Louie Garami for the introduction of this model published in Air Trails in the late thirties.



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don't need the eye of an eagle to model has all the requirements oned. But, how does it fly? Ex- my dear chappie. But definitely. al Dave Stott can prove that r you any time you like, for he iloting a Duck around GHQ's over a year and a half. About fference between Dave's and the ck is Dave's has a built up

We want to mention six minute O.O.S. flight in an open field thru a and returned to it's own bows and new wing coveri be airborne again. Weight and powered by 4 strands still going strong with cabin. Tissue trimmers, perience in building as on this one. But beware

that Dave's Duck turned in a but 4 months old and rested weather before being found w tail feathers, wing tip all the quacker needed to eather over 1&1/4 ounces 8 FAI the little amphib is y's Donald in the pilot's re in for a pleasurable ex- as flying if you get going the hunter's shotguns!!

WISECRACK-UPS

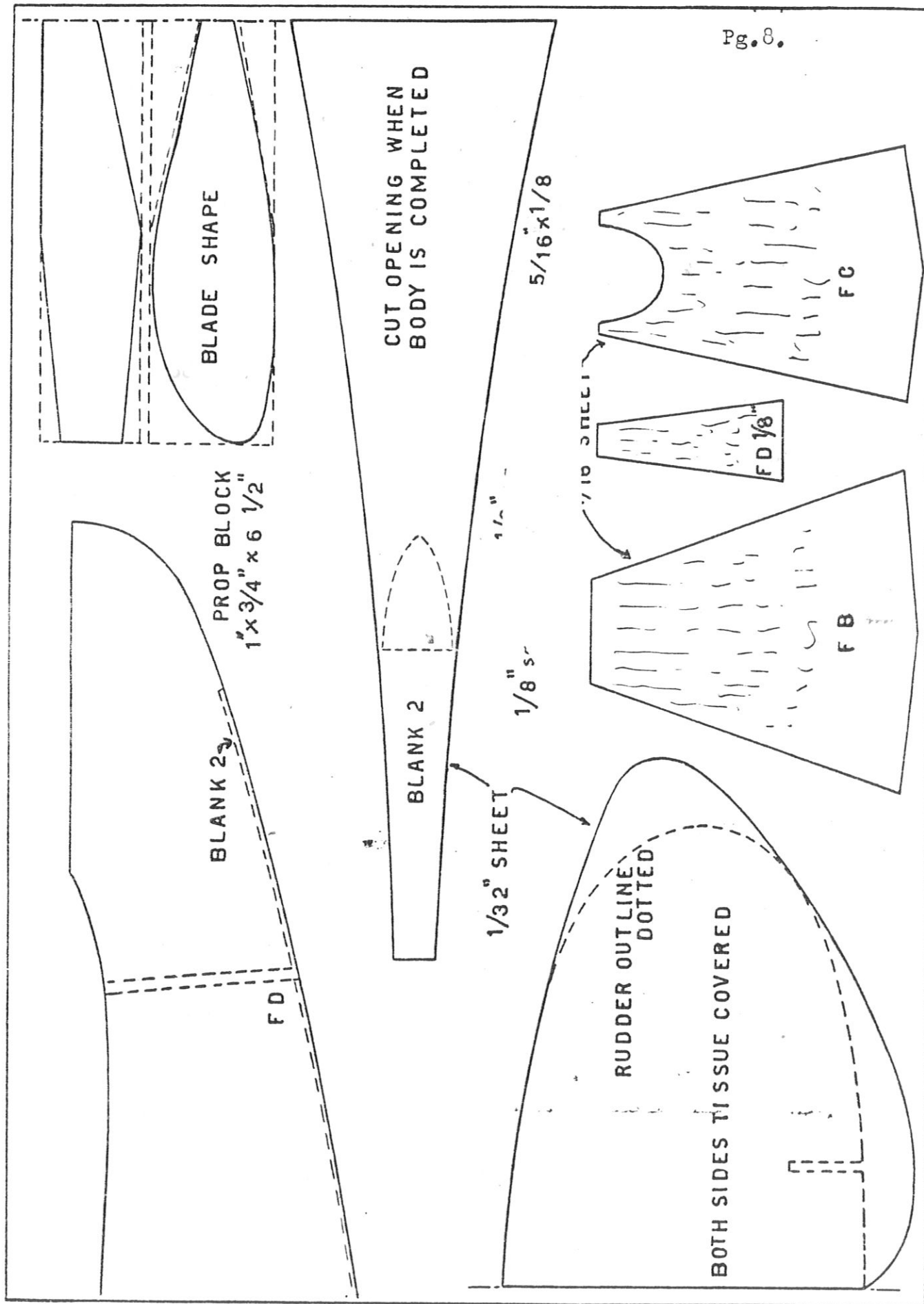


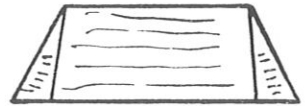
Then there was the guy who Worked for the same airline since the days of DC-3 transports. His job was to rush out and empty the "honey pots" from the lavatories when the airliners landed.

Finally, his wife being thoroughly disgusted with his lack of progress over all the years said, "For goodness sake Lem, why don't you go into a different line of work"?

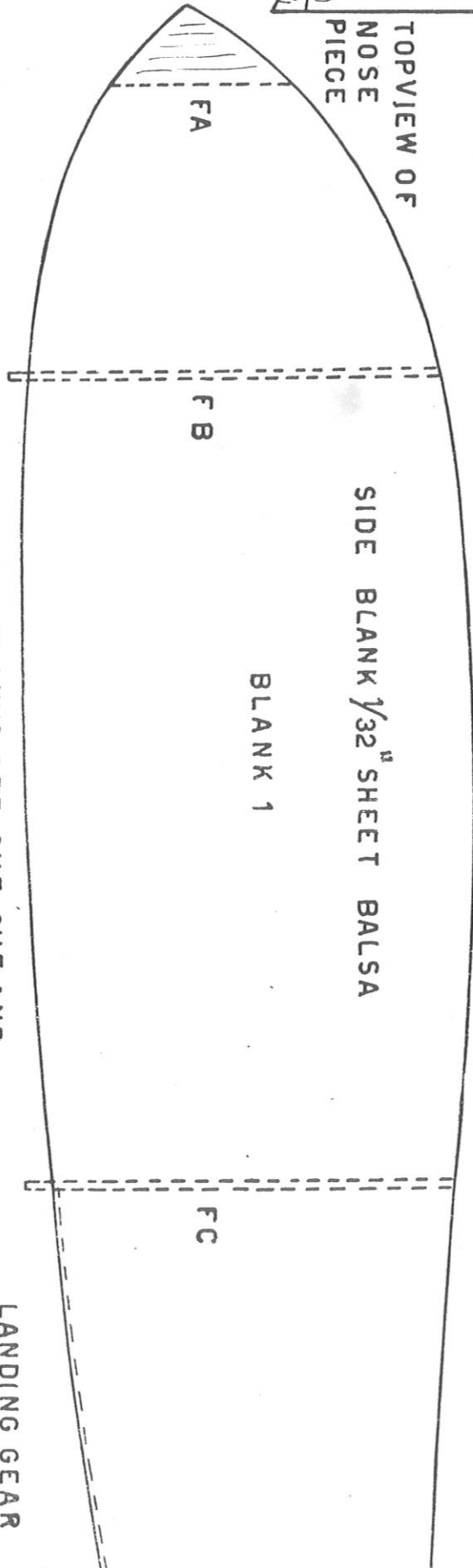
Lem looked up, and with a shocked expression yelped, "What, and get out of aviation"?!

AND WHAT DOES A MAGAZINE DATED JAN. 1938 HAVE TO DO WITH STATE-OF-THE-ART?





TOPVIEW OF
NOSE
PIECE

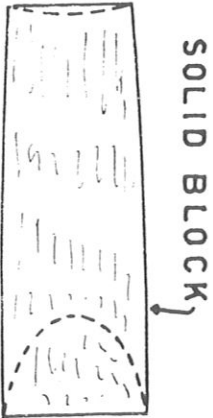


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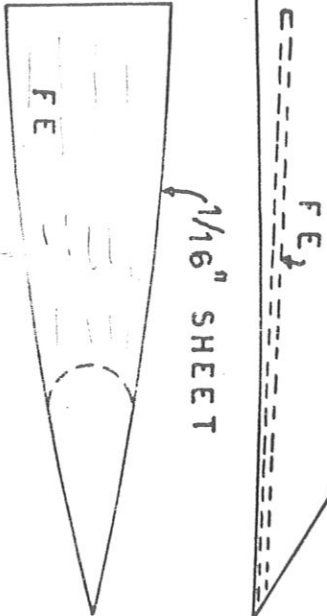
1/32" SHEET

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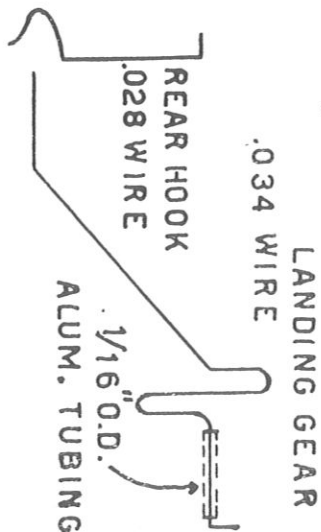
ALL BLANKS ARE CUT OUT AND
COVERED WITH JAP. TISSUE
ON OUTSIDE



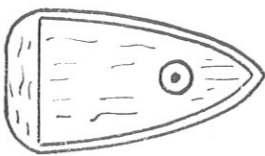
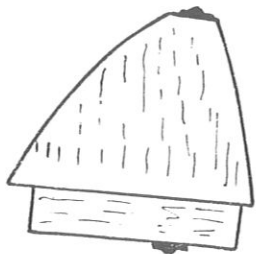
SOLID BLOCK



1/16" SHEET



NOSE PLUG



OCT. 2 F.A.C. Meet.

Hazy and grey was the way to describe the beginning of the day for the flyers of the sky splitting speedsters gathered at Pinkham Field to vie for honors in the race plane events. Skys cleared a bit as the pilots pushed their sleek sky mounts thru the two required officials of the Shell Speed Dash. Eighteen owners/builders entered no less than 22 ships in this event. Fans were treated to the sight of some new hurtlin hustlers this time as the Howard Pete of Ed Morrison pointed its nose skyward. Mike Midkiff and the clipped wing Floyd Bean Special, Bill Miller and his Schoenfeldt Firecracker were a brace of new birds. General Chet had a spanking new Wedell Williams, and Bill Wood a Miss San Francisco II.



When the roar of the radials and scream of the Menasces had died away the results were Fred Hall the winner in his Gee Bee "D". Second went to Bill Wood & Miss San Francisco II, while the Pearson Williams of Dave Stott registered third.

As the qualifiers for the Greve tuned their motors the wild and wooly one lap Aerol was run for those who could not quite nurse the needed time from their mounts.

Our own version of Swanee Taylor, minus mustachio, but plus a lot of other equally usefull (?) parasite drag (as

viewed above) caused many an aviatrix's heart to tailspin as he lined the boys up for the start. "Ready, set, go", boomed his voice above the roar of engines without aid of a P.A. system! Churning skyward, the fatal four consisting of Herb Shirley's Ike, Miller's 8-Ball, Chrisey's Gee Bee "D", and Heyn's Crosby battered ozone for a spell untill only the Gee Bee remained aloft garnering Jeff Chrisey his first FAC victory!

On the right we see the start of the Greve Trophy race. In the foreground is Wood's San Frn II, Hank O'Dwyer's Suzy next, Hall's Gee Bee "D", Lin Reichel's Toots, the Toots of Chrisey,



and the Caudron of Herb Shirley. Fred Hall won the Greve, while Bill Wood flashed across the finish line second, tailed by Hank O'Dwyer. Lin Reichel had the misfortune to blow the Menasco in his Toots putting him out of it.

The ten qualifiers for the Thompson were narrowed to the sky slashing six of the final by the way of the two heats. The first Heat eliminated Royall Moore and his Gee Bee "Z" when the big P&W blew up. Bob Neulin's Bonzo could not keep up with the pack, and thus he was out of the Big One.

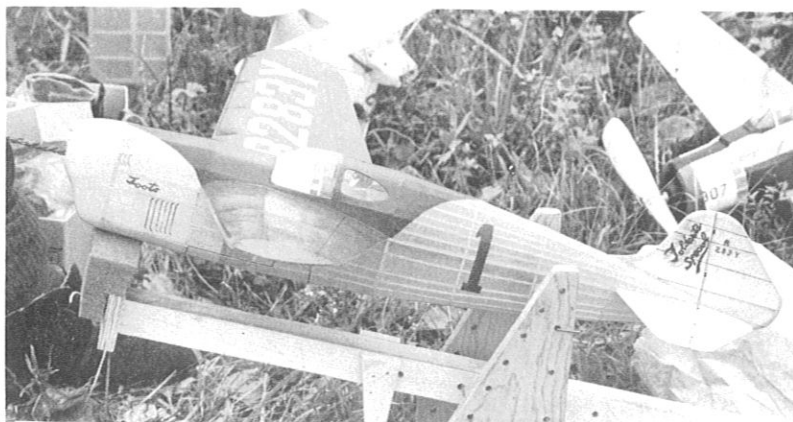
In the second heat the ol' devil HUNGorilla got into Mike Midkiff's Floyd Bean and did him in. Chet Bukowski's Wedell Williams still had teething troubles and he was forced to retire. So the line up for the Thopson was Herb Shirley and his Caudron looking for another win; Dave Stott and Mr. Smoothie, looking more like Mr. Wrinklie in the damp ozone; Bill Wood's Miss San Francisco II; O'Dwyer and Suzy; and the two Toots of Chrisey and Reichel.

Once again that dashing birdman sporting his scale hang-glider over his shoulders dropped the checker and away roared the sky javelins! Around the scattering pylon! Down the back stretch, and around the next pylon! "Bre-e-e-e-e-o-m-m-m-m! Screaming Menascos all! Herb Shirley is out first! Another worrissime winding of motors....more close in action....Lin Reichel is next one down, followed by the other Folkerts of Jeff Chrisey narrowing the field to three.

While winding for the next lap Suzy, piloted by Hank O'Dwyer scatters her motor, and it is raining pretty hard now! The Pearson Williams and San Francisco II are left to atomize rain drops in the final lap. But the San Fran II has it all over Mr. Smoothie as she wins the Thompson with a comfortable margin. Helmets off to Bill Wood, this smashing victory earning him his majority!

And will they all be back again next year? You can bet on it, Skysters. And with even more new sky splitting lancers to pit their endurance and courage in wing tip to tip flights to glory!!! Head for your secret underground hangar right now so as not to be left out of all the swell FAC aerò'action come 1978! See you at the starting line, Clubsters!

On the left is Lin Reichel's Folkerts Toots being fueled up for the Shell. A neat job, we'd say! Note the wash out in that wing tip, fellas.



All photos by Dick Benjamin.



This forlorn scene isn't the latest evidence of commie atrocities in GULag, smuggled out of the Workers' Paradise at risk of life & limb. It is a scene from the latest FAC meet, deftly snapped by Dick Benjamin at a low point in the proceedings.

Yep, we did it again! We dialled another nasty fall weekend, and so discouraged have the gang at GHQ become at Hung's intemperate antics with us that we thought we'd try another weekend next year, mayhap later in the calendar. No worry, skysters....this is New England. No point in trying to outguess Hung. He'll either help us or hurt us, no matter WHEN we schedule the meet. Like the clever statements about "either it will rain or it won't!" Well, it did!

And by raining, it rained away the DC contingent, who wisely stayed in their hangars on their home drome, dreaming of big FAC wins. At least their tissue stayed taut. However, Mike Midkiff and Lin and Juanita Reichel came all the way from Erie, Pa, and Bob Neulin from Easton, Pa, so here were those who'll dare all for the FAC. That's the Spirit of the Skies, fellows!

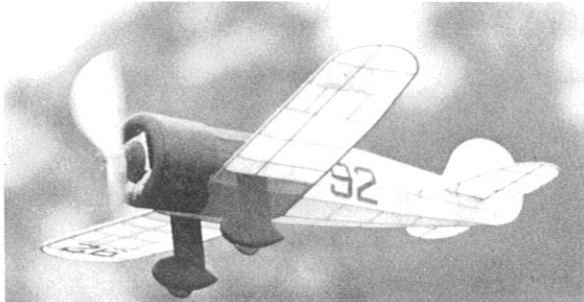
Since the proceedings were so dampened by Jupiter Pluvius, but not entirely ruined as last year, we thought we'd take you on a (mis) guided tour of the meet through some of Dick Benjamin's photos.

As you know, since in the olden time our devoted judges were swamped with judging planes that never flew in the meet, we hardened our hearts and now make the flyers qualify by making one "official" before they are allowed into the sacred confines of the judges' tent.

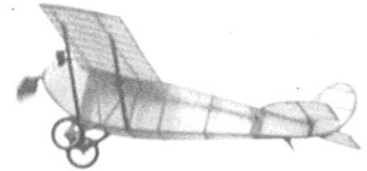


Here are two shots of Mike Midkiff's deadly F6F Hellcat. This is Mike's third one of these Hannah-designed beauties, he having already lost two (!) to Hung. Note Mike's use of the winding-tube, so prevelant in the Midwest, all those drawn-on details (beautifully rendered), and the liberal use of balsa in the nose. Yet that plane is light. On the left Mike is launching the ship into a gaggle of kamikazes. The determined expression helps rout the Nips and attract Hung.

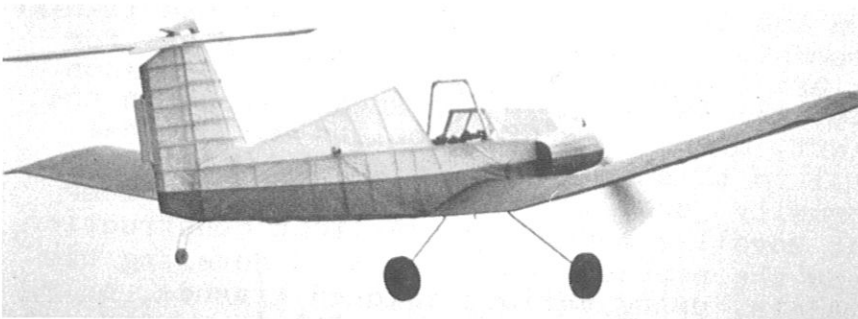
After winding and launching, all the modellers pause on the tarmac to watch the fine flights these boys get off.



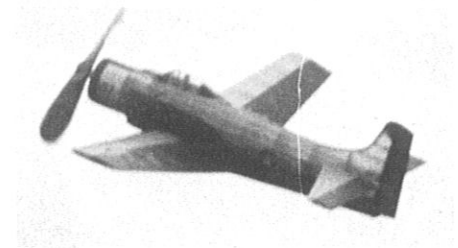
Here we see our leading scorer and Kanone, Chet Bukowski's nifty new Wedell-Williams. Like all Chet's ships, she's light and a terror of the skies.



Lin Reichel's Huntington H-12 is grabbing some grey sky here. Note the position of the rear peg (way back), and the Fulton Hungerford wheels. She's a fine flyer and neatly built.



Yoicks! What kind of a Big Bird is this? It was seen to make one very lordly flight through the mists and then it self-destructed in one of the most violent bursts of Hungorilla rage ever seen by G-2. It cleared off the entire "superstructure" in one blast. Cleanly. No injuries to FAC personnel were reported, although several will share a dark secret with their laundryman after they were "struck" by tissue shards. For an instant we thought an FAC had done an unsportsmanlike deed and placed a cherry bomb in the model. No FAC would think of such a thing, of course....only GHQ!



Here goes Lin Reichel's other entry, his Al-E Skyraider. This was a smartly turned-out bird of prey in its red and white color scheme, with black exhaust panel. This is a difficult model to build lightly with that heavy tail and high fuselage. Lin wisely chose the brightest and lightest color scheme there is for this ship. How about a wider-bladed prop, Lin? That might get you some useful weight up forward, rather than clay.

After making your qualifying flight, you are then allowed into the true Inner Sanctum of Modeldom...the FAC judge's tent. There our keen-eyed and enthusiastic judges await your toilsome handiwork with their extensive knowledge of aviation, their critical gaze, and a fine sense of fair play. That's where every model is subjected to the most minute and rigid inspection, its slightest flaws exposed to the glare of publicity, its builder humbled.

Here we see the CD and "worthy judge" for this year's fall Meet, Bob Thompson, himself. Note his keen, searching gaze as he looks over John Hodgkin's Comet Curtiss Robin. What that eagle eye is after is that one little detail that John forgot to put on, so Bob can say AHA!...and dock the builder five points for not having all details on his ship. Pretty snide, Bob! We'll see you in the Spring! Note also his cape, symbol of the "Superfriends", which Bob is not! And see that bust on the lower RH corner? That's a bust of Lindy, which was the mascot for Royall Moore's Spirit of St Louis event this year. We're sure Lindbergh would never countenance a hard heart such as Captain Bob's. But no avail.



(Note AMA rulebook close at hand)

on the left you see Bob in one of his lighter moments during the day. The sun shone for a brief moment, and that must be the reason for the smiles. That's Royall Moore on the left, displaying his glorious new Gee Bee R-1 to this ham-handed clod who will later cruelly judge it. Take a good, close look at Royall's superb, ultra-light construction, and the perfect job he does in covering his models, using various colored tissues, only. The landing gear on this model is sprung, and uses pieces of styrofoam sheet for the legs. Everything's there, Royall! Full points! We can see if from here! Drat! If there's a more cleverly inventive FAC than Royall, we don't know of him, but that superb, so light construction does a lot to explain why Royall's Gee Bees just take forever



to come down! They never get very high, but they fly, and Fly, and FLY! In the background that's Mike Midkiff looking admiringly on at the model of another man whose craftsmanship is equal to Mike's. Even Lindy is smiling on this scene, as well he might. Royall has proved that a Gee Bee can be safe and not bring its daring pilot to grief.

If you'll now turn the page to the next happy scene, you'll set your orbs on the high point of the day. This was when George and Doris Armstead arranged a little party to honor Chet and Diane Bukowski's marriage, which had taken place the previous Friday. Just like an FAC to spend his honeymoon on the FAC tarmac, vying bitterly for our coveted prizes. That's what the FAC means to Chet and Diane, and what Chet and Diane mean to all of us! This most happy little interlude took place at a low point in the weather, and the cake and bubbly really revived the day for us all. Thanks to George and Doris! What kind thoughtfulness! And it was as complete a surprise to the Bukowskis as it was a delightful break for all.

And here we see Diane Bukowski, slicing ozone (er, cake) while her admiring groom looks on. Note that perfect cake, festooned with WWI airplanes, a rainbow, and the legend, "Happy Flying and Best Wishes, Diane & Chet". That's Doris Armstead on the right, with the TWO cups of bubbly. (She earned em!) Others in the pic are (left to right): Chuck Draw (in Red Sox cap), Leonard Wieczorek (whose drawings you might remember from the vintage years of MAN), Terry Stott (wifely one of Dave), Dave Stott, unknown,



Al Bailey. A good time was had by all. Hank (Peanuts) O'Dwyer had the perfect toast for the bride and groom: "Remember, when you get married, you tend to grow up. Don't let this happen!"

As is the way with FAC meets, the unusual popped up. Tom Nallen, Jr had a highly original Embryo. It was a twin engined ship with its "cube" in the form of a vertical "pod", said pod carrying full windshield and crescent on the door. Appropriately, it was named "Tu Fan Kan". Tom had a lot of trouble trimming it until the GHQ gang riffled around in the musty rear areas of their skulls and remembered a Jimmie Allen Monsoon Clipper that hadn't flown at all until it lost one of its fins in a smash, and had then begun to fly. So Tom promptly sliced off a fin and it worked! The Tu Fan Kan took wing! Just remember, Tom, the next trimming tip from Olympus mightn't be quite so helpful! What a pity we have no picture of this unique Embryo. Maybe next issue, Tom? Fred Hamlen, recovering nicely from his car crash of last summer, brought in a very scale drone. That's right. The FAC rules allow any heavier-than-air plane (built or unbuilt), and there's no rule about "man-carrying". Fred espied this little deliberate "loophole", and went and built an OQ-2A. She flew nicely, too. That's the way, Fred. USE those rules and let your imagination wander, as did Tom Nallen. These things delight us all, and make the meets much more fun and interesting. There was also an Embryo biplane the Nallens had there.

Beside the Armsteads' very special event for the Bukowskis, there were some "Special Awards" given out. One was given to Dave Stott by George Armstead and the Glastonbury Modelers for having thought up and promoted so many fine modelling events. It consisted of a relief tube (full size, NOT second hand!), mounted on a marble base. This was the least we all owe Dave for his efforts on behalf of putting the fun back into modelling and taking the technology and complication out.

There were also Blue Maxes awarded to the following FACs for their great strings of 16 (or more) FAC victories: Dave Stott, Chet Bukowski, and Fred Hall. These Blue Maxes are awarded by the Eirie (ra) Model Aircraft Association, and were presented by their ace, Lin Reichel. This will be a permanent award for the future. Just as the German High Command awarded a Blue Max for 16 Luftsiege in the First World War, so will the EMAA award one for 16 FAC Luftsiege. Skysters....THAT'S an award that's worth winning and having! Thanks, Lin.

And now, thanks and Merry Christmas & Happy New Year until 1978.

NO-CAL SCALE; 4 entries. No max set.

1st. Capt. John Stott, Chambermaid,

282 pts.

2nd. Lt. Col. Fred Hall, Ord Hume,

255

3rd. Gen. Chet Bukowski, Curtiss XF13C-1,

192

Note: Capt Stott's score was accomplished with one flight, 0.0.S.

EMBRYO ENDURANCE; 12 entries. Two min. max.

1st. Chet Bukowski, Bukowski Buzzard,

0 bonus

256 pts.

2nd. Lt. Ted Langley, Peerless Jr. Endurance,

0 bonus

248

3rd. Maj. Bill Wood, Bukowski Buzzard,

0 bonus

232

PEANUT SCALE; 8 entries. No max set.

1st. Gen. Mike Midkiff, Floyd Bean Spl.

443 pts.

2nd. Lt. Col. Fred Hall, Hergt Monoplane,

418

3rd. Lt. Ted Langley, Piper Cub,

415

SPIRIT OF ST. LOUIS; 3 entries.

1st. Fred Hall,

105 pts.

2nd. Bill Wood,

98

3rd. Bob Neulin,

76

FAC SCALE; 21 entries.

1st. Lt. Col. Fred Hall, Bebe Jodel,

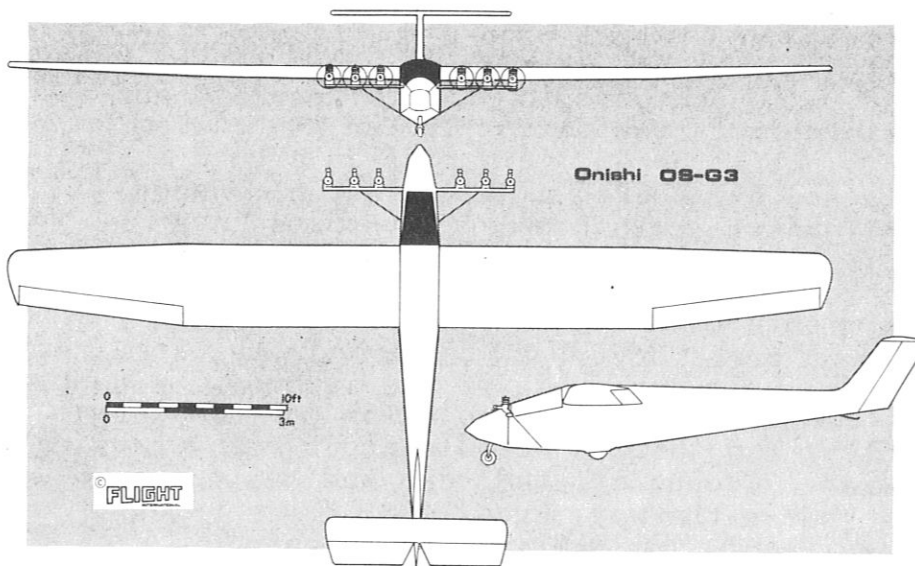
137.5 pts.

2nd. Gen. Mike Midkiff, Hellcat,

134

3rd. Major Tom Nallen Sr., Keith Rider R-4,

131



A JAPANESE glider pilot, attempting to overcome his reliance on remote tows, has fitted six model-aircraft engines to an ultralight glider and, in defiance of conventional aeronautics, the Onishi OS-G3 flies.

As can be seen from the accompanying photographs, courtesy of *World Airnews*, the Japanese OS.60 engines are mounted three-a-side on a boom just forward of the pilot. Most prominent in the cockpit are six throttle levers and six cut-out switches.

Each 10 c.c. two-stroke glowplug drives a 12in-diameter two-blade propeller and produces 1.7 h.p. at 14,000 r.p.m., or 1.275 h.p. at a less cacophonous 8,000 r.p.m. Multiply this all-out power by six, and an astonishingly modest 10.2 h.p. drags the 46ft-span glider aloft. In the cruise these furious miniatures provide 7.65 h.p. The aircraft flies to horrifyingly tight margins—see the data below—but Onishi claims that he found the first flight to be “remarkably stable.”

Onishi first flew the OS-G3 early this year. Payload is a mere 154lb, so it is perhaps fortunate that he is as diminutive as his powerplants. Take-off run was around 500ft, 150m.

Not content with his achievements already, Onishi is now looking at electric power.

ONISHI OS-G3 LEADING DATA

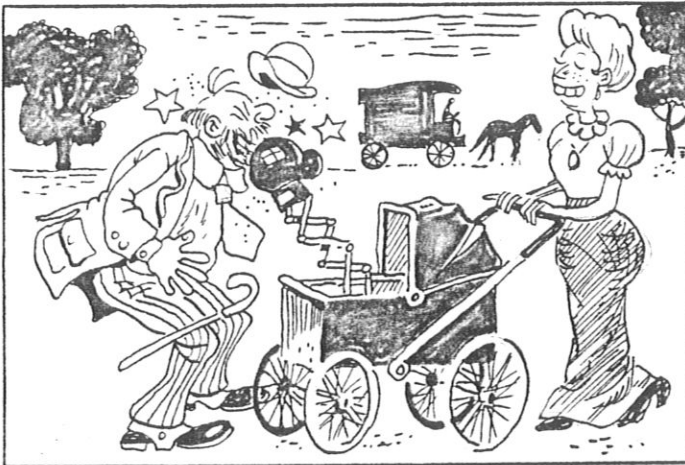
Span 46.25ft, 14.1m Length 21.3ft, 6.5m
Height 5.2ft, 1.6m Wing area 185ft², 17.2m²
Aspect ratio 11.6 Tailplane area 25.8ft²,
2.4m² Rudder area 9.7ft², 0.9m² Empty weight
143lb, 65kg Gross weight 297lb, 135kg Wing
loading 1.61lb/ft², 7.8kg/m² Engines six
OS.60s Power loading at take-off weight
29lb/h.p., 13.1kg/h.p. Cruise speed 24 m.p.h.,
40km/hr Stall speed 21 m.p.h., 35km/hr



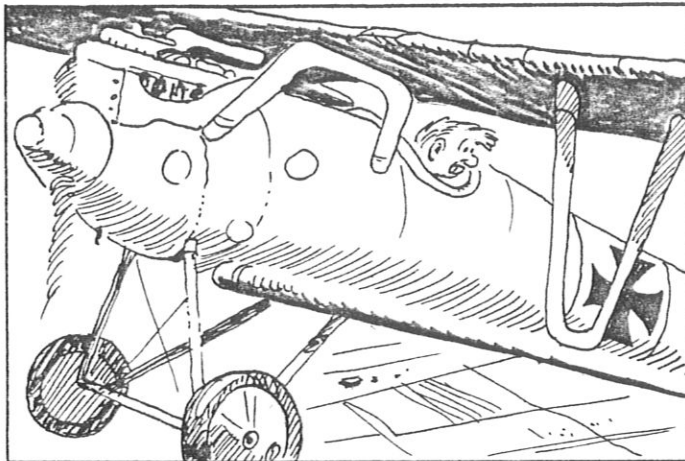
They Had What It Takes

P. PINKHAM-THE BOONETOWN BAM

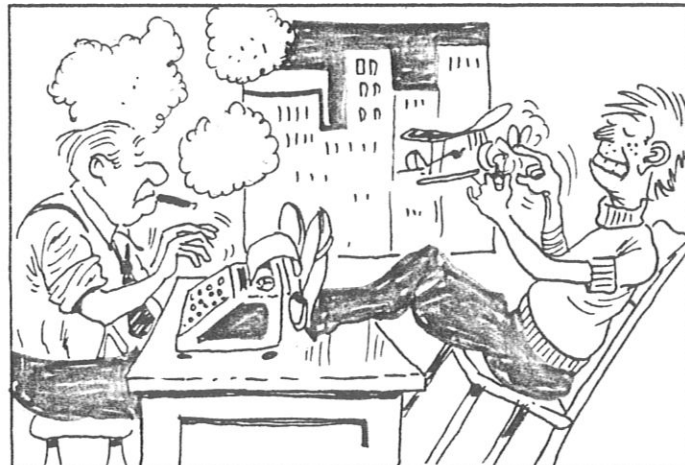
Pg.17.



1. THE BAM WAS BORN IN BOONETOWN, IOWA, 1893, AND NAMED AFTER A DISTANT BUT ILLUSTRIOUS RELATIVE, THE HERO OF HUMBUGGERY, PHINEAS BARNUM. FROM THE BEGINNING HE DEVELOPED A PRECOCIOUS SENSE OF HUMOR, EMITTING HIS FIRST HAWWWW! AT AGE 2 1/2 MONTHS.



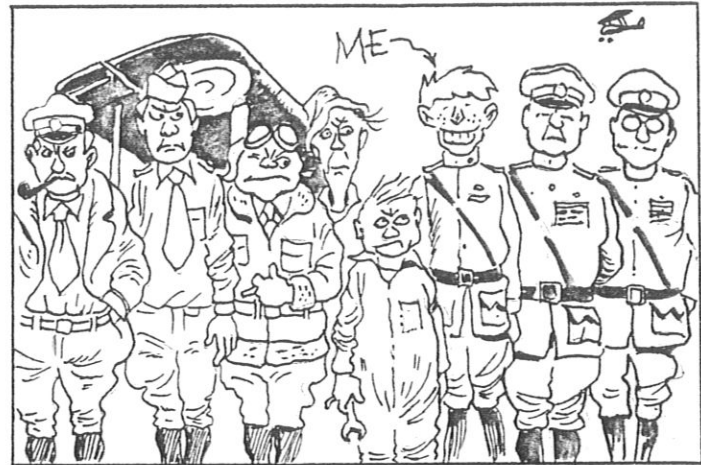
3. WHEN THE GUERRE BROKE OUT, HE JOINED THE AIR CORPS AND SAW ACTION BOTH WITH AND AGAINST THE 9TH PURSUIT SQUADRON. HE WAS AN ACTIVE ESPIONAGE AGENT (USUALLY BY DEFAULT) AND LIBERATED 24 ENEMY AIRCRAFT, THROUGH ASSORTED SKULLDUGGERIES.



5. AFTER THE BIG FUSS PHINEAS AND AN OBSCURE WRITER NAMED JOE ARCHIBALD COLLABORATED ON THE PINKHAM MEMOIRS, WHICH WAS SERIALIZED IN THE PRESTIGIOUS FLYING ACES MAGAZINE, DOYEN OF THE AERONAUTICAL JOURNALS.



2. HIS EARLIEST AMBITION WAS TO BECOME A TRAVELING SALESMAN FOR THE CELEBRATED ACE NOVELTY CO. HE WAS ALSO INTERESTED IN THE NEWFANGLED "AEROPLANE" AND BUILT BOONETOWN'S FIRST MODEL FROM EXPLODING CIGAR AND LOADED DICE CARTONS.



4. A RARE GROUP PHOTO: FROM L. TO R., MAJOR R. GARRITY, LT. BUMP GILLIS, CAPTAIN HOWELL, G.T. GOOMER, AN UNIDENTIFIED ACK EMMA, AND SOME BUMS FROM CHAUMONT. LT. PINKHAM WAS A FAVORITE AMONG HIS TEAMMATES AS THE AFFECTIONATE EXPRESSIONS REVEAL.



6. TODAY, MR. PINKHAM IS PRESIDENT AND CHAIRMAN OF THE BOARD OF ACE NOVELTY COMPANY, MEMBER OF CONGRESS, S.E.C., W.C.T.U., & F.A.C. IT IS HIGHLY RECOMMENDED BY OUR CONFIDANTE, J. ARCHIBALD, THAT YOU DO NOT ACCEPT CIGARS FROM MR. PINKHAM.

