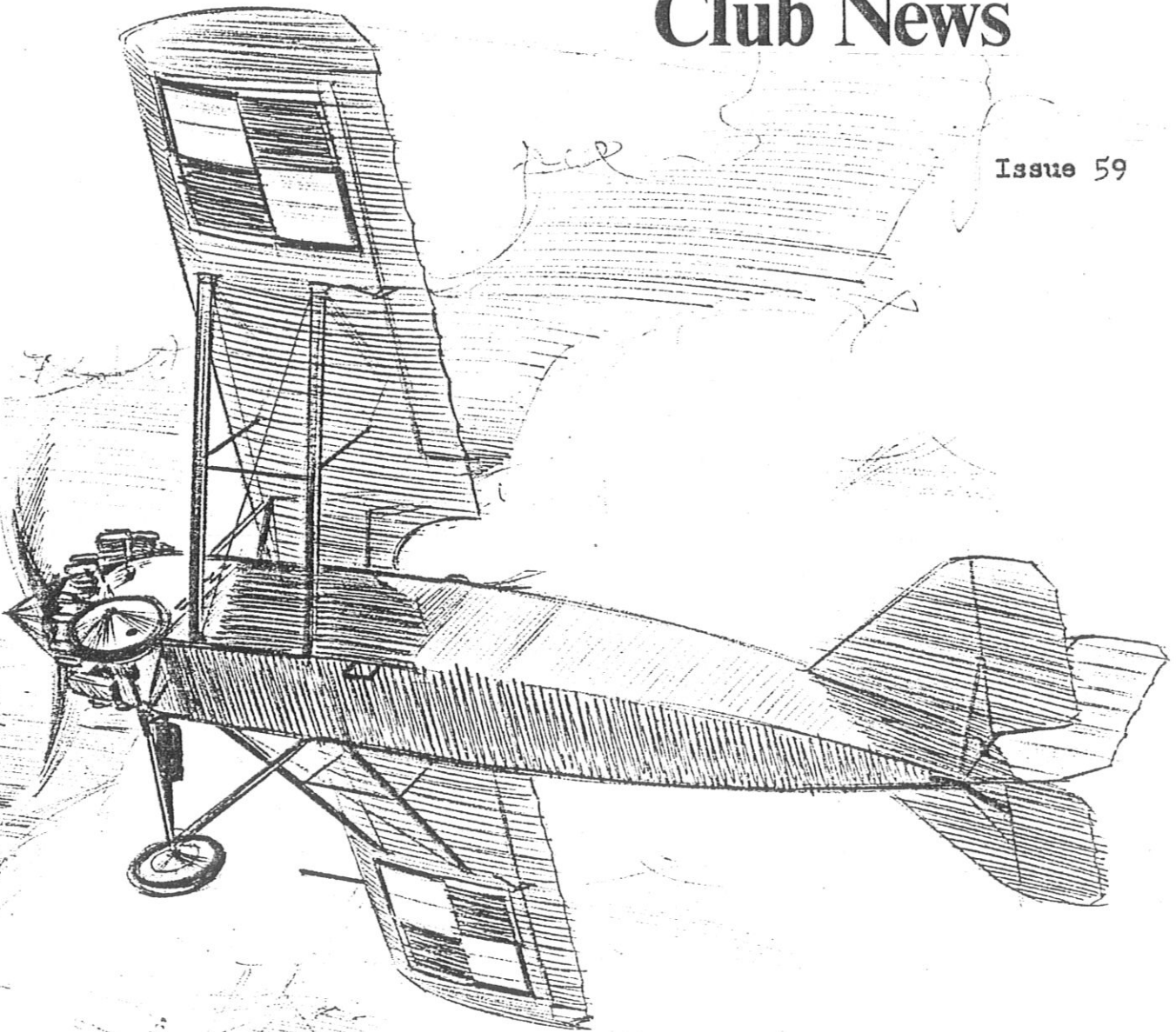


# FLYING ACES

Club News

Issue 59



*Johnny - 21 OCT 77*

## Cover Story

Pg.2.

In spite of what all the American kit manufacturers of the 1930s tended to imply, P.Z.L. did not make the only sky fighters in Poland. Another outfit with a handle of only three initials was in on the aero defence scheme for Dombrowski's homeland too. This was P.W.S. A couple of issues ago (#56) the FAC News carried 3 views of the P.W.S. 10 parasol fighter that saw action in the Spanish Civil War.

Cover artist and aero-designer, Pres Bruning, of the Detroiten Geschwader, offers for our eyeing and building pleasure, the little brother of the P.W.S. 10....The P.W.S. 11. Simpler fuselage and wing shapes lend themselves to a better modeling subject, especially for Peanut Scale. And this is just what Major Bruning has done. (See the model section for this neat job.)

Meanwhile, just look over that swell cover drawing and let your imagination wander. What do you think the pilot of this flashy crate is thinking as he breaks through the clouds there? Maybe, "Holy St. Michael, I hope that's Poland down there".

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S.O.S.

Lt. Bill Miller, G.H.Q. Sqdn. is just burning with desire to locate an old model plan. It is a plan of a Curtiss Helldiver biplane offered by Quaker Oats back in 1936 for two box fronts. Any of you bearded wizards of the ozone recall this crate? The gang here told Bill he was after a real needle in a haystack, but you can never tell what lurks in the back of an FAC's hangar. Gonna take a look for Bill, fellas??

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Many are the contributors to our newsletter, wingsters, and many too, are the letters received at ol' Hangar #1 complimenting these contributors on their fine work. It seems there is never enough space to devote to the printing of these kind words, but dang nab it, we are gonna throw in a few this time, so here goes-

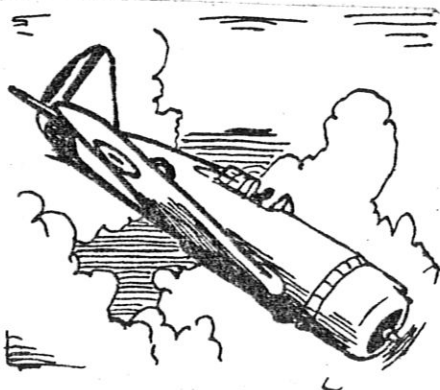
"I really admire Pres Bruning's work.....again, he does a super job.....", Russ Brown, Colonel, OH10 Escadrille.

"Really broke me up, that "They Had What it Takes" page..... Very imaginative stuff".....Major Bill Hannan. (Front and center for a bow, Bob Rogers.-Ed)

And those are just a few of the many, skysters. And the gang here at GHQ want to add our compliments to our thanks to all of our contributors. It makes putting our FAC News together an even more enjoyable experience.

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W.W.II Scramble.



Such insolence! The Blue Flight of the Potomac Pursuit Sqdn, FAC has challenged GHQ and all others attending the Spring Meet at Pinkham Field in the coming year (1978) to a W.W.II aero duel! We had heard rumors of this revolutionary measure before, but now the gauntlet has been officially tossed on the tarmac of Hangar #1! Better get to the plans files, gang, we don't want to miss any chance for a little extra aero action.

Now, we all have to realize that this event will take place only if the weather is good enough for the Blue Flight to make the trek up here in yankee territory. Shucks, if the Nats can have "unofficial" events, so can the FAC.

Here are the rules Blue Flight Leader, Pat Daily proposes.....

1. Any WW II (1938-45 vintage) fighter or attack plane that actually saw combat be eligible--no hi-wing observation jobs, but biplanes and parasol fighters (eg. PZL Polish Fighters) are ok.
2. No wingspan limits--we feel wingspan rules only serve to dampen teeming enthusiasm.
- 3.. Rubber powered--no handicaps or bonus points--each man lives or dies by his skill as a fighter pilot!
4. Judges decision is final in all matters.
5. Event will be handled as a Thompson Trophy Race--mass launches etc.
6. Blue Flight will provide a perpetual trophy given for only one year to the winner--if this is successful we should have many rematches. If any one should win it 3 times in a row they can then claim sole ownership to the trophy. All winners are expected to make trophy available to winners of rematches.

The gang here at GHQ think those rules are right on course, Pat. Heh, if we get any more events we will have to make FAC Meets two days long! But, why pass up a chance for one more Kanone, huh clubsters??

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#### Garami Duck Post Script.

A certain FAC General, who flies a Garami Duck to his sprawling estate on the Connecticut shore says it is a good idea to silk cover the nacelle to prevent splitting the wood during hard landings, as the wing mounts directly to it.

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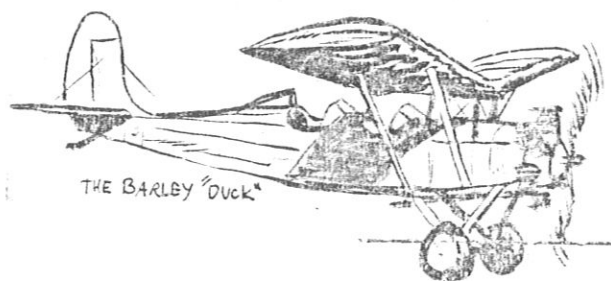
#### Strip Balsa Wood.

Gene Thomas (Classic Models) is now offering kits of his line of Thomas Studio's Plankits. He will also be offering to FACs who band together for a bulk order, special prices on strip wood. Sizes will include 1/20 and 1/32 squares as well as the more common. Stock will be 10 to 14 lb. We will print more info on this as Gene makes it available to G.H.Q.

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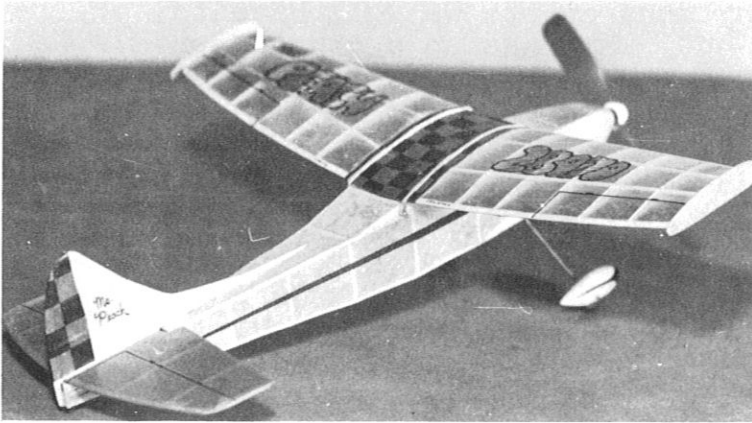
#### CONTEST RESULTS AFAR.

Although we may not find space to print the results of FAC action by many squadrons in the field, kanones are always credited when reports are received at G.H.Q. It should be the duty of the contest director to notify GHQ of results of his meet, so credits may be made. Getting spotty results from contestants only tends to confuse our keeper of the log. We are still awaiting official reports on the Detroiden Geschwader's meet held Oct. 9th, or 16th.



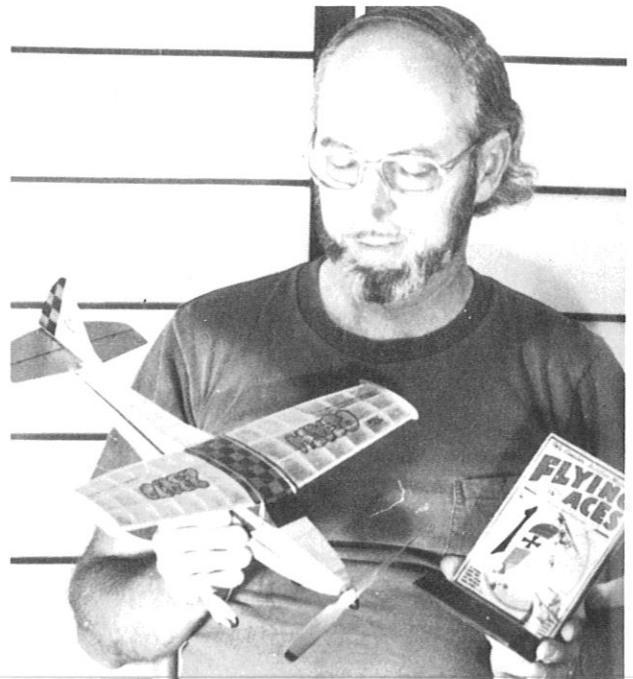
Spreading like a Louella Parsons Hollywood rumor is the way to describe the FAC event that gives a pretty free hand to aero designers. It seems hard to believe that it was at the Fall, 1969 F.A.C. Meet that Embryo was first flown! Many other FAC squadrons all over the U.S. have picked up on this event and it seems to be growing by leaps and bounds; especially since being run as an unofficial event at the 1977 Nats. Sponsored by the Cleveland Free Flight Society, and officiated over by the Flightmasters, the little Amiable Amoeba has now infected modelers on the west coast, as well as Pennsylvania, Ohio, and the Washington D.C. area.

A few rules have been added lately to try to play up the "sport plane" side of the spirit to the Embryo designers. And fellas, are they right in there in tight formation. You'll see just how well these designers are on course when you cast an orb over the neat collection of pics we are presenting in this issue.



And now, fellas, step right up and meet "Ms. Peach"! And a peach she is. She sure is a snappy looker. Now, her "Dad" is over there on the right holding Ms. Peach's first trophy, and it is not for just being an eye pleaser, either! Ms. Peach has get up and go, too. You see, that is the Nats trophy that her designer/builder is showing you, wingsters. Bill Warner is the gent who did the job, and verrrry well, we might add.

Ms. Peach had one wild start on her career, though. Seems her very first flight she set down in the middle of a busy street! Of course, like any good father would do, Bill dashed out among the cars amid screeching of brakes and spirited remarks from irate drivers and rescued her. After a thorough scolding and talking to on where NOT to land, Ms. Peach lifted herself haughtily of the runway on her second flight, this time landing in a tree. After the task of retrieving her, it took 3 hours work to nurse her back to flying condition. But Bill is glad he did, for she paid off in the end. You'll be seeing her in a future issue of Model Aviation magazine!







"Hail, hail, the gang's all here", so the song goes! Well, they are almost all here, anyhow. You are looking at some of the flyers of what was probably the second Embryo Endurance meet held in California by the San Diego Scale Staffel, staffel

fuehrer, Bob Peck. We spy a low winger and a pair of bipes in the line up, Let's see if we can get the names straight and introduce these Embryologist to you. In the back row, left to right: Bill Stroman (winner of the meet), Kadet Amoeba; John Hutchison, Praire Bird; Kathy McDaniels, Praire Bird; Lee Rose, Praire Bird (which flew O.O.S. on a test flight!); John Oldenkamp (originator of the P-30 rubber sport event), Low Box; Bill Pardoe, holding Bill Hannan's Far-man. Front row, left to right; John Oliviera, Praire Bird; Scott Oliviera (winning Jr., & high flight time of the day), Praire Bird; Larry Brooks, Praire Bird; Bob Boehme, Praire Bird; and Warren Shipp, original military looking bipe. A happy looking pack of tissue trimmers, huh fellas? Looks like Bill Stroman's Kadet Amoeba may well be a reworked Bunch Kadet. That right, Bill? Thanks to Major Bill Hannan for the pic and info.



A glance to the left will tell you Lt. Dick Benjamin has caught the spirit of Embryo in his sporty looking job just rolled out of his hangar. Just look at all the scale like detail he has worked into his model, rib-slicers, right down to the spark plug wires!

Dick says a small three view of the Heath Parasol inspired him to design this classy crate. Dick is experimenting with a couple of different wings using various airfoil sections and dihedral angles. She weighs in at 22 grams in spite of being color doped! (The color dope job cost only 1.3 grams) A guy can readily see how an event like Embryo can develop techniques that can be passed on to scale building, while having a bomb-bay full of fun meanwhile. By turbulence, the whole gang will be waiting to see this natty nimbus nudger strut her stuff over Pinkham Field next spring!



# Old Timers

pg.6.

O.K.fellers, grab your canes and walkers and try to hobble over to the bulletin board here. Don't fergit yer specs, ya got ta read this here stuff on rules SAM 7 is gonna use come next contest season. Somebody go back there and help Cyrus. He's still tryin' to get up outa his rockin' chair! Now lessee, where was I? Oh yeah, SAM 7 has come up with some rules about props fer the rubber endurance crates, and how they are gonna combine Peanut and Scale, all Oldtimer, of course. Lessee whut it says, here.....

## Propeller Rule for Endurance Models.

1. Props that have specific diminsions shown on plan, must be used on model.
2. No folding or feathering props allowed unless shown on plan.
3. Wire hubs or any modern adaptations (post Jan. 1, 1943) are not allowed.
4. Free wheeling is allowed if in common use during era of subject modeled, cutoff date Jan. 1, 1935.
5. For models that do not show prop diminsions on plan or one that would severely limit the performance of model ( ie non-contest types of the era) the following will be used:
  - a) Prop diameter limited to 1/3 the wingspan (plan view).
  - b) Free wheeling allowed if model meets the date rule (Jan. 1, 1935).
  - c) Folding props not allowed in that they do not meet with the style of prop shown on plan or furnished in kit.

## Scoring for Peanut and Scale Combo.

1. A contestant may enter one Peanut and one regular rubber scale model. Top score by either of two will be used in determining contestant's place.
2. All flights hand launched. Six attempts to make three officials. Peanut model time will be multiplied by a factor of 3. (Experience may dictate a change in this factor in the future).

So there it is, Oldtimers. Be ready for it next spring! As usual, proof will be the responsibility of the contestant, so if you are sportin a free wheeler on the beezer of a job that looks a bit early, you better have an advertisement from a magazine with a date on it to prove it post Dec. 31, 1934!!

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## Peanut & No-Cal Scale Postal Meet News

Well, the old Boeing Monomail roared over the 'drome and dropped only one Peanut and No-Cal contest entry. It took a while for it to flutter down, which gave us time to wonder where all our far flung entries were. The gang from GHQ had been chewing the ozone over Pinkham Field every week end to vie for the postal honors. Our single entry from squadrons a-field was from Lt. Col. Fred Hall, and Fred, that letter looked as if it had come by leaky submarine! G-2 experts were just about able to make out the writing, and the photos were utterly useless. Strangest of all, was the postmark. It bore a date that was not to come for EIGHT MORE DAYS!!!

But on with the results so far. (dear in mind; fellas, this news is probably 3 weeks old when you read it. If you have sent in a time, don't fret because you don't see it recorded here. It will be on the master log at G.H.Q. and be printed up in the next issue.)

Indoor Peanut Wing has a lone entry so far. Fred Hall clipped off 1 min, 17 secs with his Waterman Racer. Fred is also the lone eagle of the No-Cal Indoor Wing, with 1 min, 59 secs with his trusty Ord Hume.

Outdoor Peanut is seeing a little more action, but only among GHQ Sqdn flyers, so far. Lt. Tony Faranda started the battle by setting a time of 20 secs flying his Druine on Nov. 20. The same day Dave Stott pushed the time to 47 secs with a Polish R.W.D.-8.

Nov 25 found Lt. Jeff Chrisey out trying to get another victory beside his name on the FAC Kanone list by hitting a time of 49 secs with his Fike. Beating the General by 2 secs put Jeff in the coveted position of Wing Commander. He further secured his title on Dec. 4th with a flight of 1 min with the Fike.

Outdoor No-Cal began Nov. 6 with Gen. Stott setting a time of 1 min, 7 secs with his Russian transport, the Kalinin K-5. On the same day, miles away, Colonel Fred Hall bested this time with his Ord Hume, hitting a comfortable 2 min, 37 secs.

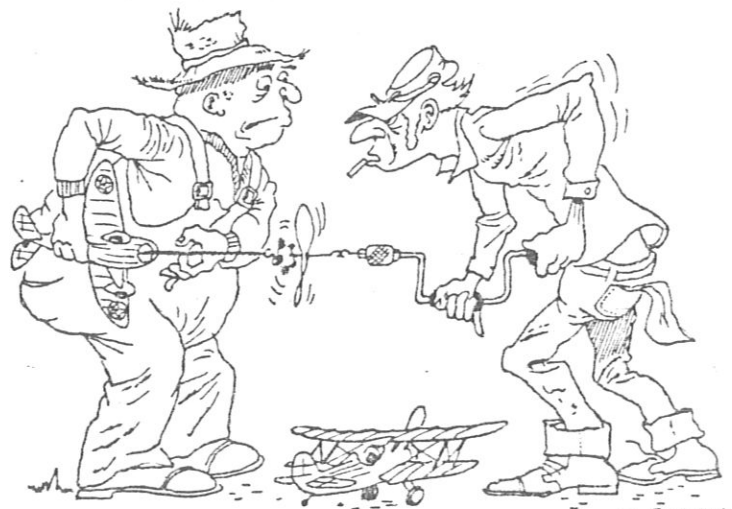
On Nov. 20th, the General and the Russian crate were hard at their task again. As luck would have it, the Great One above was hungry for a model tid bit. Hung spirited the K-5 away forever after being timed for an opposition-squelching 8 min, 32 secs!!!

Gosh stamplickers, the fight may be over in the first round! But this year, the contest lasts until May 15, so by turbulence, if we don't give up we may yet have a flight to best this top notcher. Build, Fly, Win!! Eff..Aay..Seeee!

# WISCRACK-UPS



AF

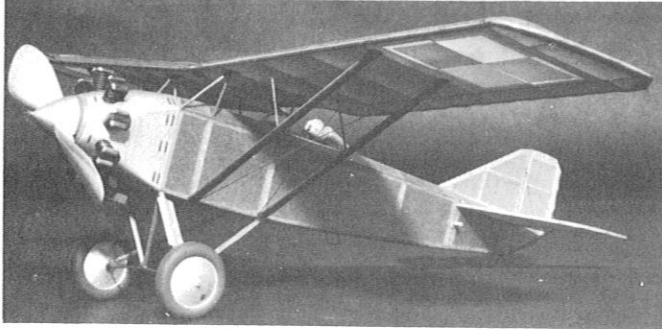


B. ROGERS

AM AIN'T USIN' ONE A THEM YANKEE DRILLS!

## Polish PWS-11 Peanut by Pres Bruning.

Here she is, tissue trimmers! Right off the front cover of your favorite aero newsletter and into your workshop! The PWS-11 is one of the many of Poland's fine fighters of the 1930s. She looks like she has what it takes to make a nifty flying Peanut, by cracky.



Better check the supply cabinet for Williams Brothers cylinders. How else you gonna rev this tyke skyward?

Lt. Bob Mosher, ace shutter bug of the famed Detroiten Geschwader snapped the pics printed here of Pres's sky polishing Polski.

Color scheme is called out on the plan, and is simple enough to entice the laziest of Peanuteers!

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## Praire Bird Embryo Endurance by Bob Peck.

This spirited looking cabin job is a favorite already with West coast Embryologists, as the story on Embryo Endurance in this issue relates. A simple straight forward design that earns full bonus points for her builder, and she sure has the looks of a real performer. Wing is secured by elastic bands, so incidence changes to get her in fine trim are quickly accomplished at the field. Yep, clubsters, this is one bird who won't spend much time roosting around. She'll leave the feather flexing to the peacocks, while she soars high above with the birds who use their feathers as they were intended!

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## Le S.F.C.A. "Taupin" Cacahuete.

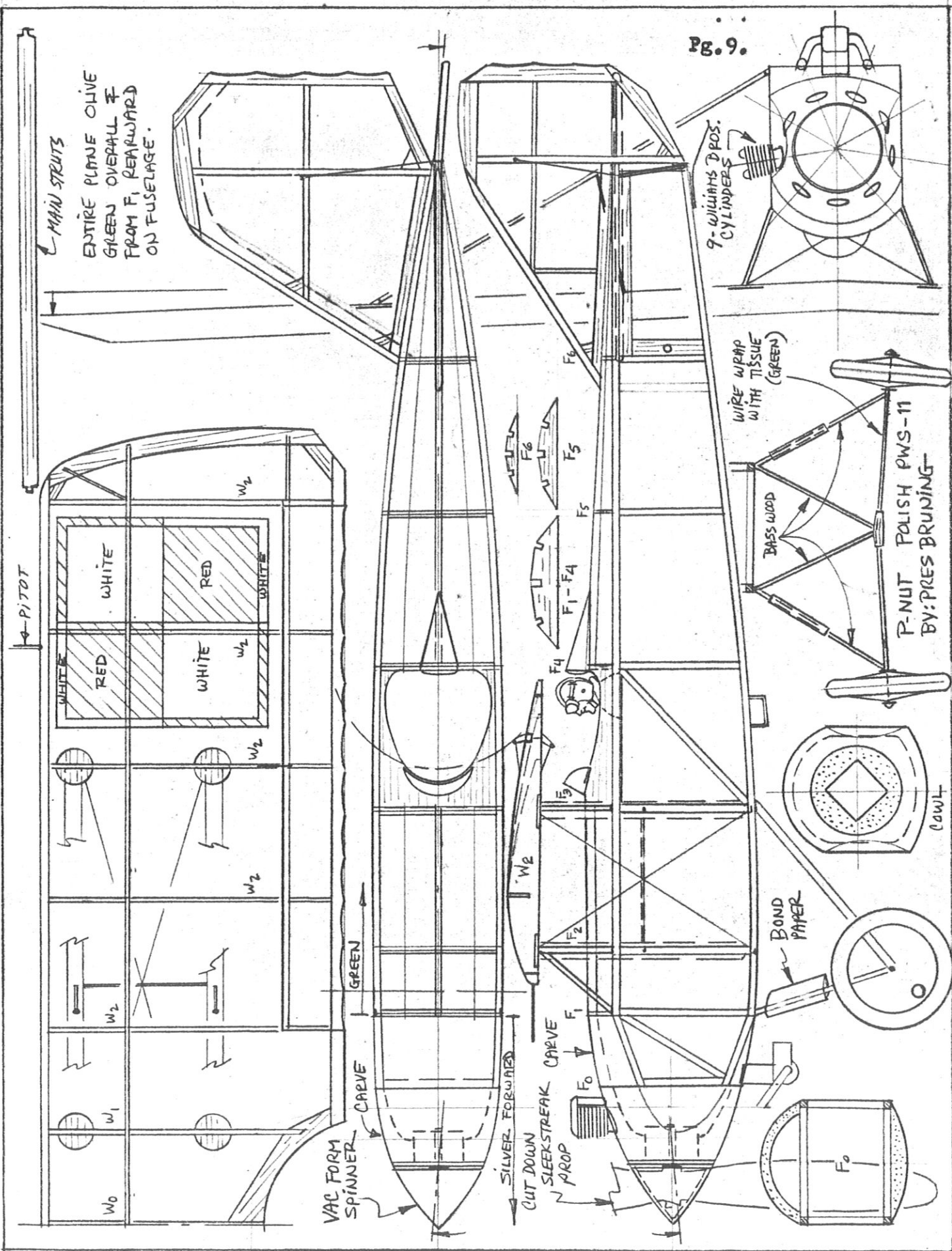
From La Belle, France, comes this darb of a Peanut first published in Le Modele Reduit D'Avion. She is a tandem, as most peanuts of the edible type are. We have no idea as to the color scheme, but there seems to be a color separation line surrounding the registry lettering on the fuselage. It seems to us thst the wings ought bear the registration lettering too, as did all other French craft of the era. Jane's for 1938 has a photo of a Taupin with the registry "F-AONO" appearing on fuselage sides and wing. (Forward wing, only).

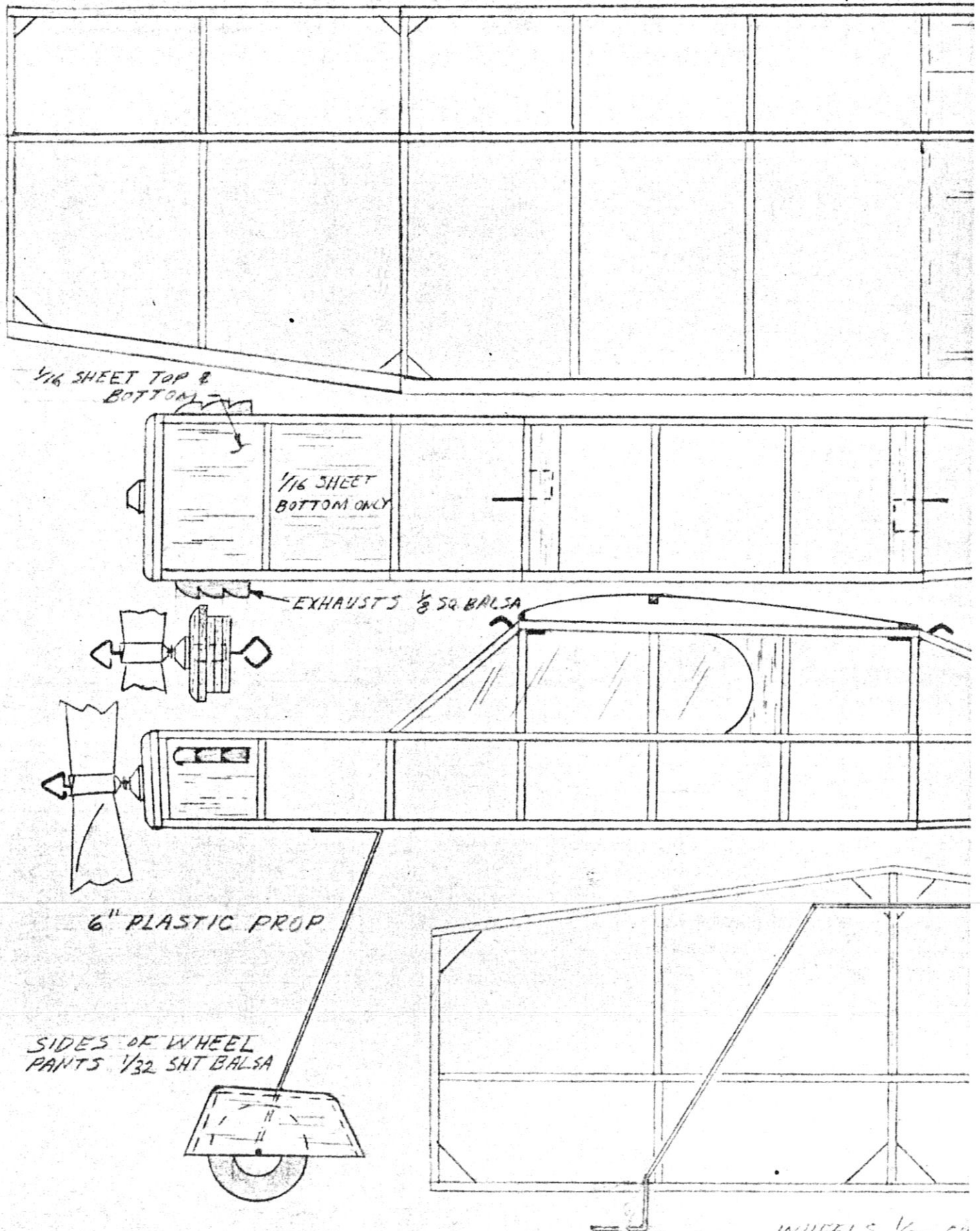


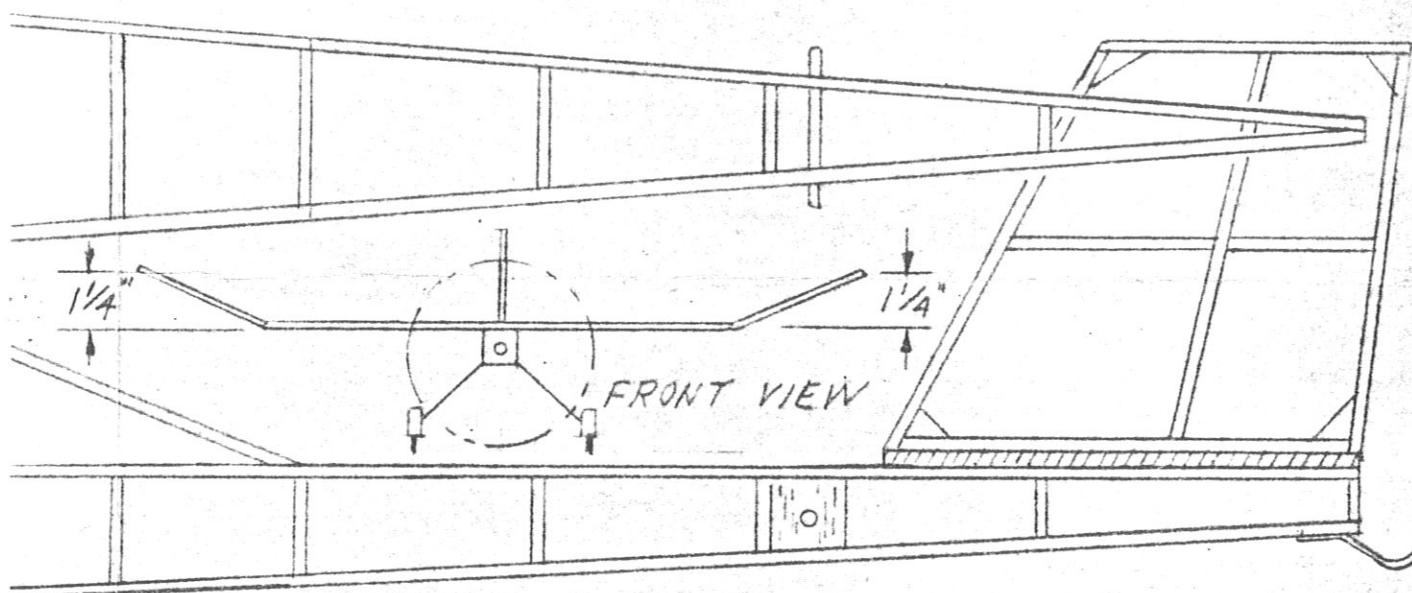
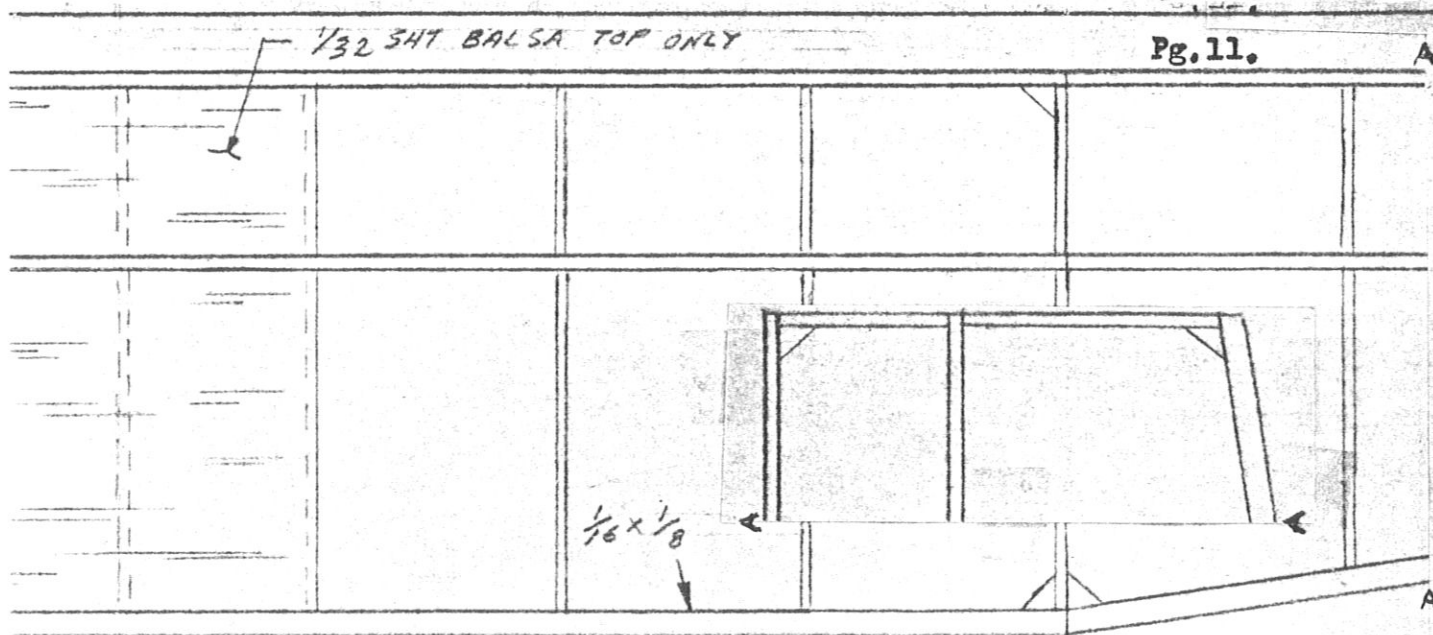
The real Taupin could take off in a 50 foot run and land in 30 feet! Top speed was mild 68 mph and stall was 30. All this points to a good modeling subject. Better head for the workshop, fellas. This looks like a good one. And lay off the vin rouge, or you might end up with a bi-plane!



Fig. 9.





$\frac{1}{32}$  SHT Balsa TOP ONLY

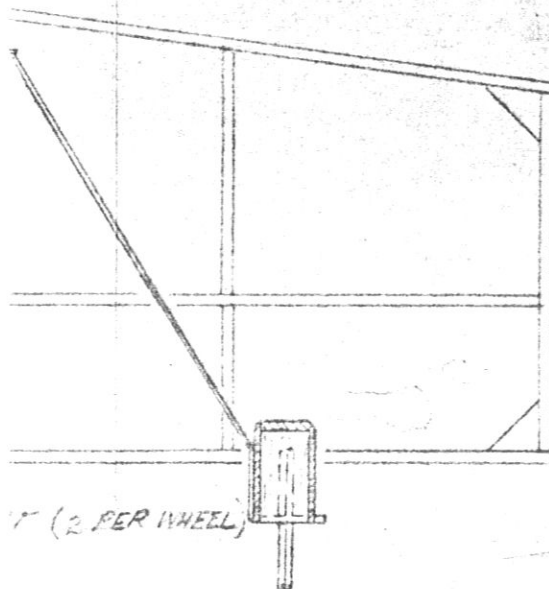
## NOTES:

1. ALL SHEET Balsa  $\frac{1}{16}$  UNLESS NOTED.
2. ALL STRUTS  $\frac{1}{16}$  SQ UNLESS NOTED
3. WIRE PARTS .025 DIA
4. MOST PRAIRE BIRDS REQUIRE A SMALL AMOUNT OF TAIL WEIGHT.

## PRAIRE BIRD

EMBRYO ENDURANCE MODEL BY B.H. Peck  
16 IN. SPAN, 46 1/2 SQ IN.

PECK-POLYMERS BOX 2498, LA MESA CA.



The French  
arachide

# le tandem .S.F.C.A.

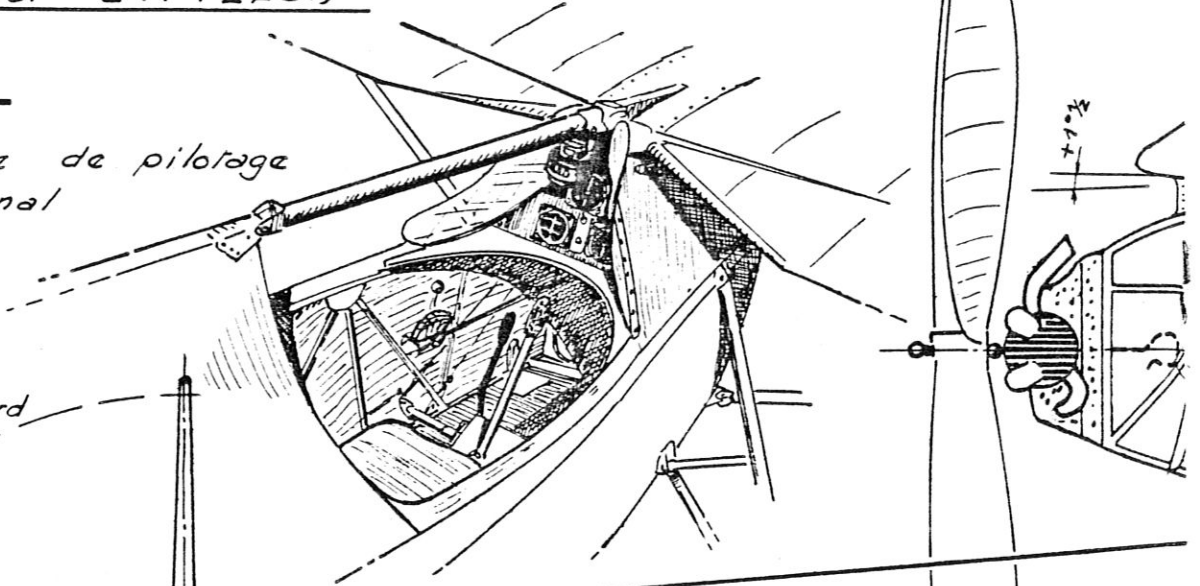
par E. FILLON

# "TAU"

Vue du poste de pilotage  
de l'original



Tableau de bord



+1 1/2

Roue  $\phi$   
18 à 20

Moteur Mengin 35cv  
"FACTICE"

Axe d'hélice  
cap 10/10

Hélice  $\phi$  100 à 125 mm

Train cap 6/10

Ligature

balsa 30/10

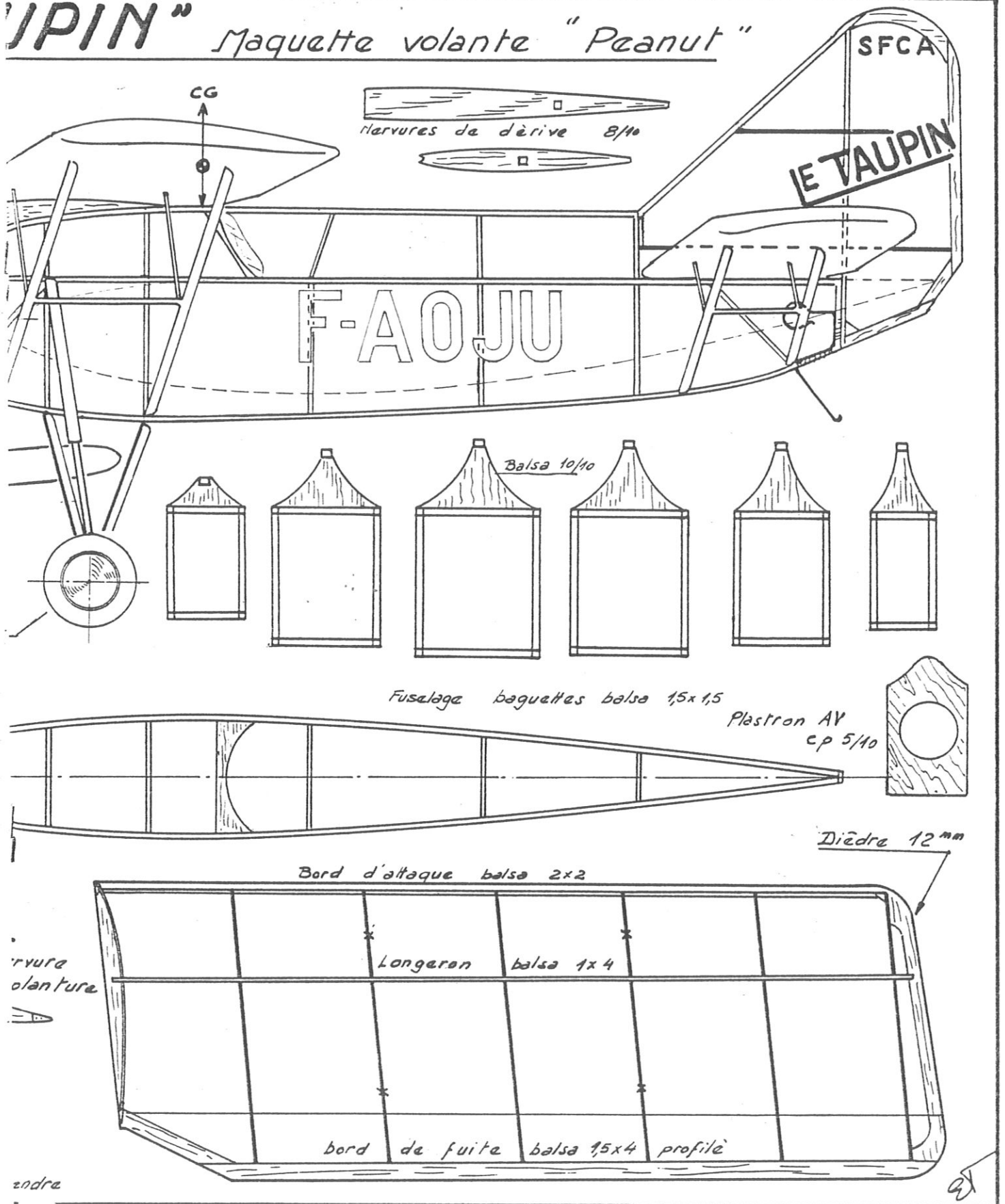
Cale d'inclinaison de la ne  
d'am,

Dièdre  
11 mm

Nervures balsa 8/10



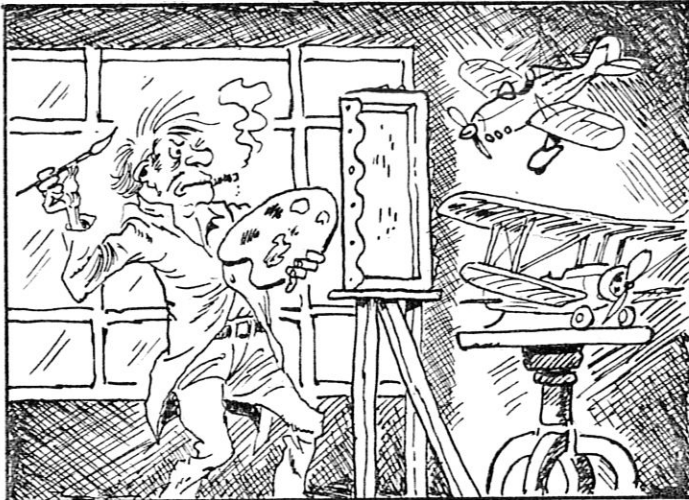
# "IPIN" Maquette volante "Peanut"



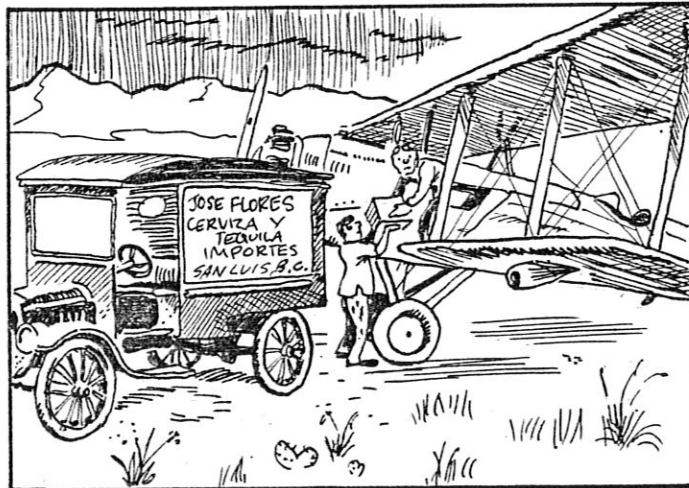
# They Had What It Takes

C.B. MAYFLY-F.A. CONTRIBUTOR AND FAMOUS ARTIST

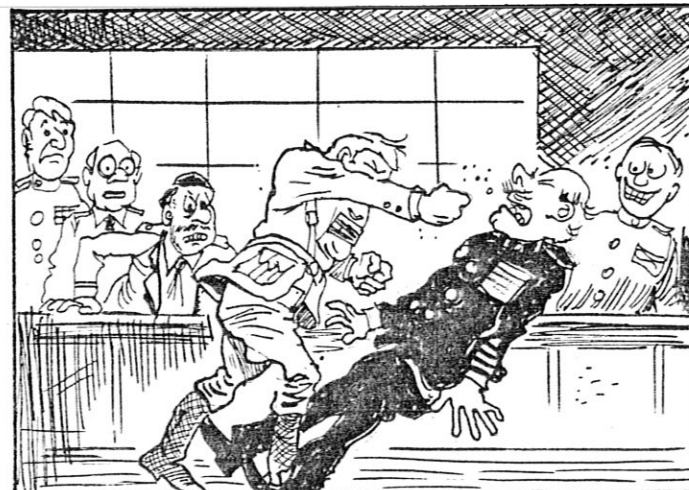
Pg. 14



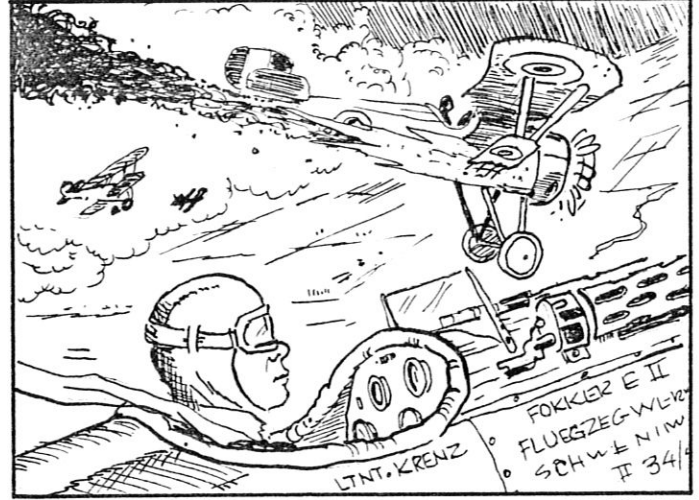
1- THIS RENOWNED AVANT-REalist, WHO'S LANDSCAPES HANG IN EVERY MAJOR MUSEUM IN THE U.S., WAS ONE OF *FLYING ACES'* EARLIEST CONTRIBUTORS. OVER THE YEARS HE SUBMITTED 139 COVERS, ALL OF WHICH WERE REJECTED!



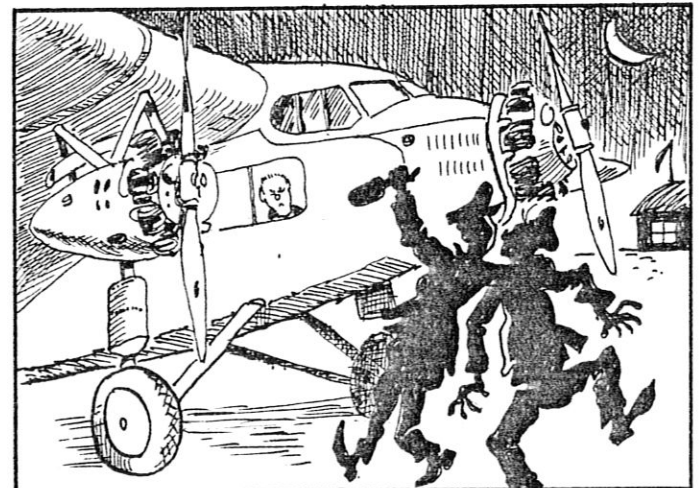
3- ANOTHER EXAMPLE OF C.B.'S DOCUMENTARY EYE WAS THIS ACCURATE PORTRAYAL OF BOOZE BEING LOADED UP FOR PROHIBITION-LOOKED U.S.A. THE EDITORS TURNED THIS DOWN BECAUSE OF THE STRIKING RESEMBLANCE OF THE PILOT TO THEIR OWN MAJOR FRED LORD !?!



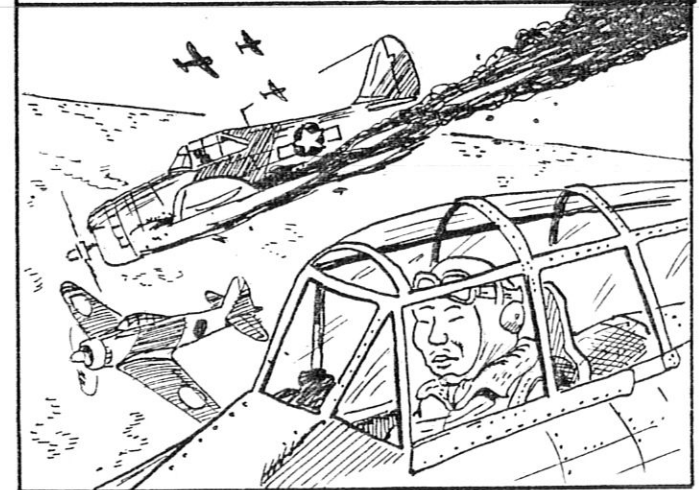
5- THIS DEPIKION OF BILLY MITCHELL DECKING AN ADMIRAL DURING A CHIEFS OF STAFF MEETING WAS REJECTED, NOT BECAUSE THE EDITORS COULDN'T CONFIRM THE INCIDENT, BUT BECAUSE THERE WERENT ENOUGH AIRPLANES IN THE PICTURE.



2- LET US SEE WHY. MAYFLY WAS DEVOTED TO FACT. THIS COVER EXPOSED A TRUTH MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW I. THE EDITORS APPLAUDED HIS HONESTY, BUT OBJECTED TO THE DIRTY HUN, WHO LOOKED TOO CLEAN.



4- CONTINUED TREATMENT OF PROHIBITION (WHICH APPARENTLY WEIGHED HEAVILY ON HIS MIND) WAS SHOWN IN THIS SHOT OF AIRLINE PILOTS FUELED ON BATHUBS GIN. THE EDITORS CORRECTLY FELT THEIR JR. HIGH SCHOOL READERSHIP WOULDN'T UNDERSTAND..



6- HIS FINAL COVER EXPOSED A STARTLING FACT MOST ARTISTS IGNORED: THAT ALLIED SHIPS WERE SHOT DOWN DURING WW II. THE EDITORS APPLAUDED HIS HONESTY BUT FELT THE DIRTY JAP LOOKED TOO CLEAN. HERE'S TO C.B. MAYFLY!

# With The Model Builders

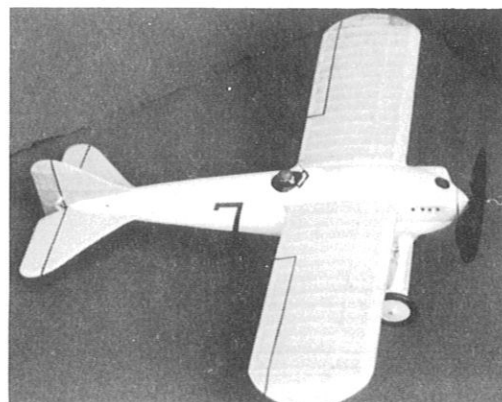
Pg.15.



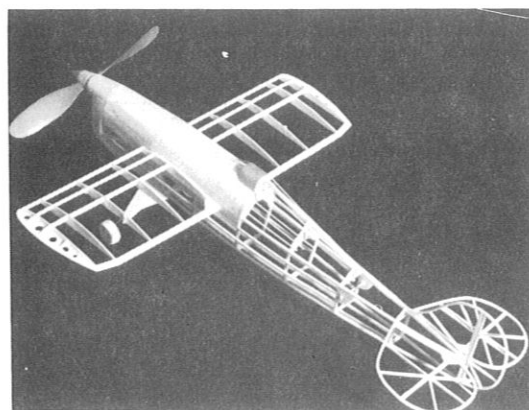
Bill Warner's clean as a whistle Waco E built from Earl Stahl plans and flown at the Nationals this past year. She sure looks like the real thing fitted with that scale prop, doesn't she rib-slicers? Checking out that background makes us wonder if Bill flies all his models in city streets? (I think I saw him at the Nats. He was the one with the tire marks across his back-Ed.)



Lt. Tony Faranda, GHQ Sqdn. takes the bows for this Type 17 Nieuport. She looks all set for a morning patrol with the rising sun glinting on her flanks, huh buzzards?



Look at those curvacious fuselage lines. You can tell at a glance she is French! And so is the builder of this 1921 Nieuport-Delage racer. Roger Aime, our F.A.C. missionary in the land of the city of light is the clubster who did all the right things on this baby!

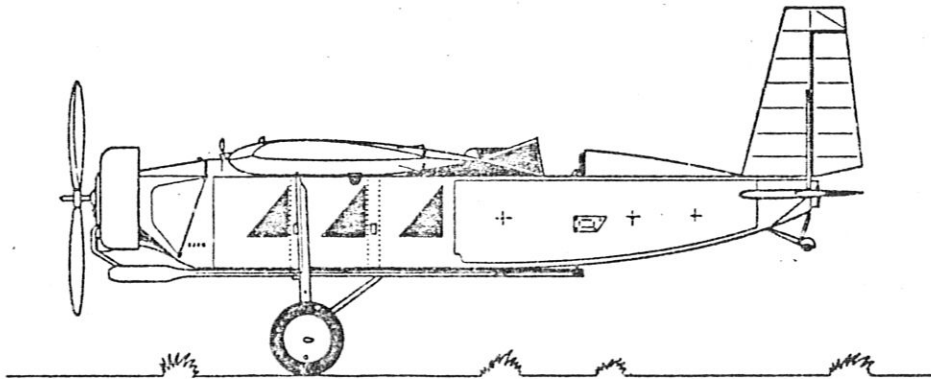
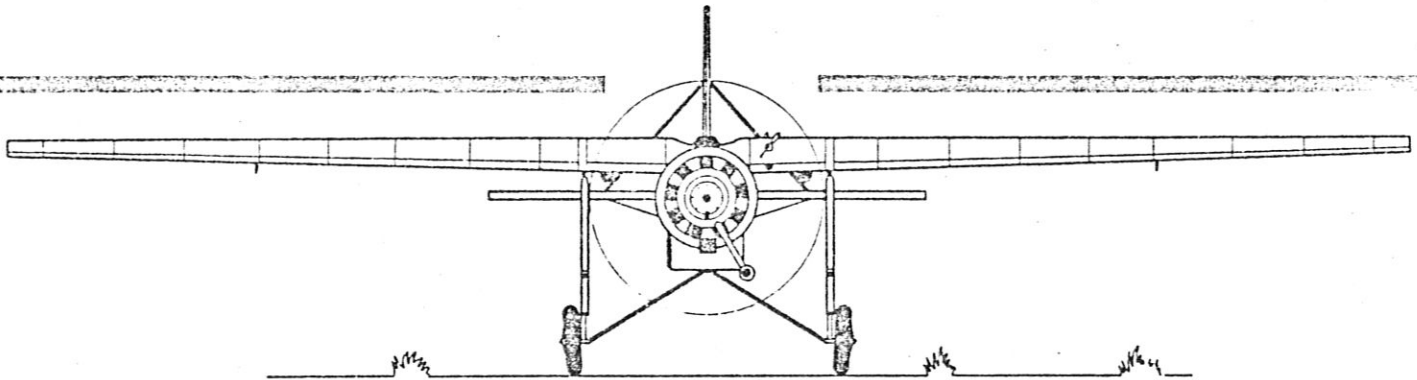


Oh, dem bones, dem bones! This needle nosed pylon duster spans only a scant 10 inches and was built by Pres Bruning, who needs no intro to FACs, 1936 Chief Oshkosh.

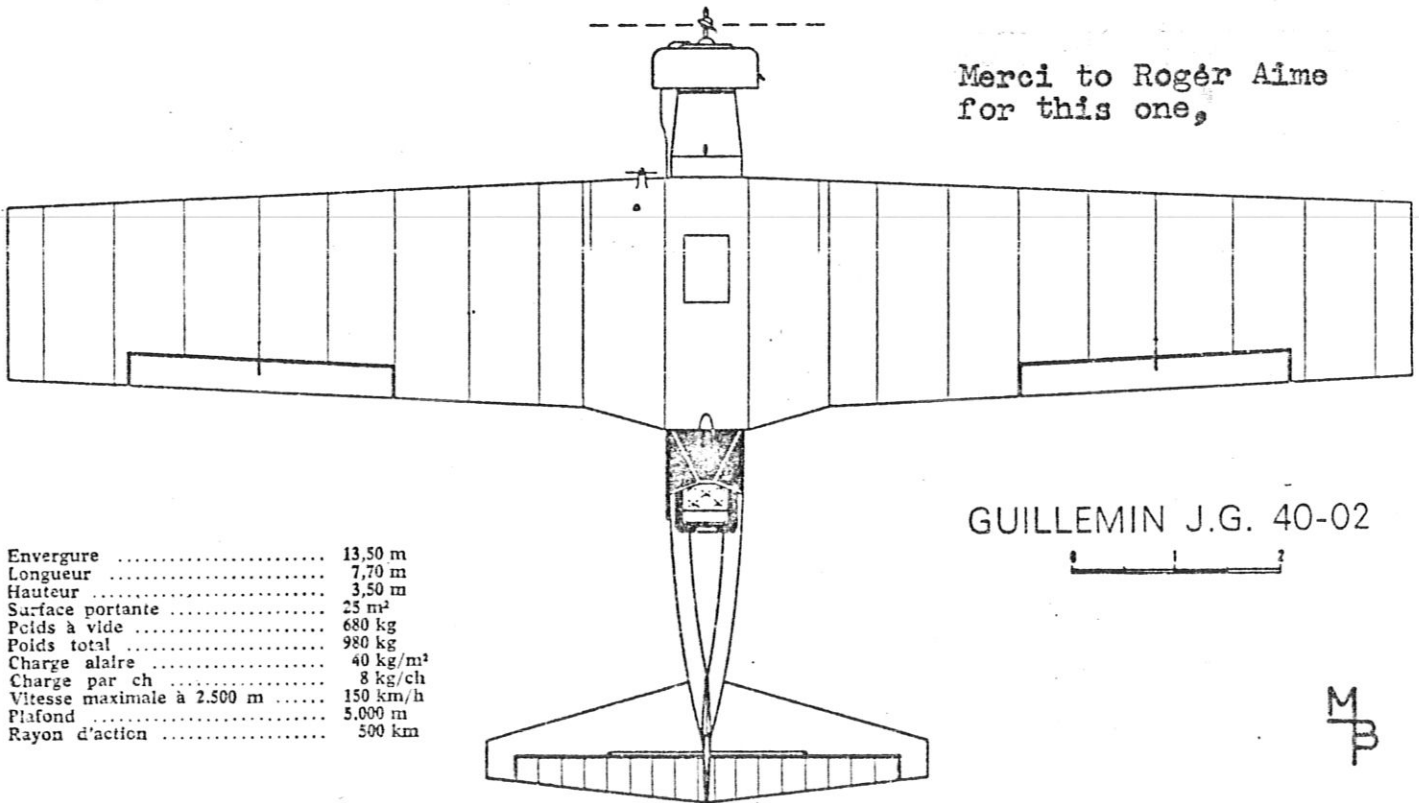
On left (of course) is great terror of Stalin's sky, P-63 Jumbo by Russ Brown, C.F.F.S. Knockes 'em all out of the ozone.

Giggle water fer ev'body, garcong! I n'er saw so many good lookin'...hic,...good lookin'...hic,.....and they get better look-in' with each glass o' the bubbly!

Well anyhow gang, wouldn't this French ambulance plane make up into a keen Jumbo! Boys, if wing area has anything to do with performance, this baby is right down that runway. Color was probably all white. Patients were carried in the fuselage beneath the center section where the triangular windows are.



Merci to Roger Aime  
for this one,



GUILLEMIN J.G. 40-02



Envergure .....	13,50 m
Longueur .....	7,70 m
Hauteur .....	3,50 m
Surface portante .....	25 m <sup>2</sup>
Poids à vide .....	680 kg
Poids total .....	980 kg
Charge alaire .....	40 kg/m <sup>2</sup>
Charge par ch .....	8 kg/ch
Vitesse maximale à 2.500 m .....	150 km/h
Plafond .....	5.000 m
Rayon d'action .....	500 km

MB



Naw, Guy Lombardo had nothing to do with the design of this Eye-tye Schnider racer that never got into the beautiful skies over Italy. At rest on the water, H2-0 lapped at the wing roots! Take offs were to be made by getting the bird to plane on her hydro foils with the power plant feeding the screw under the tail. Then the prop was cut in, and away you went! Pretty wild, huh gang? Problems with clutches and drive train proved the undoing of this fantastically advanced conception.

Little info on this sleek sky slicer is available to us at this time, in spite of G-2 efforts for years to uncover details. One photo was discovered in a Popular Mechanics, for some such mag of that era, that did show the pic of this bird at rest in the water.

When it comes to modeling, this unique design sure would give a Turbo Porter a photo finish in the nose moment department.

