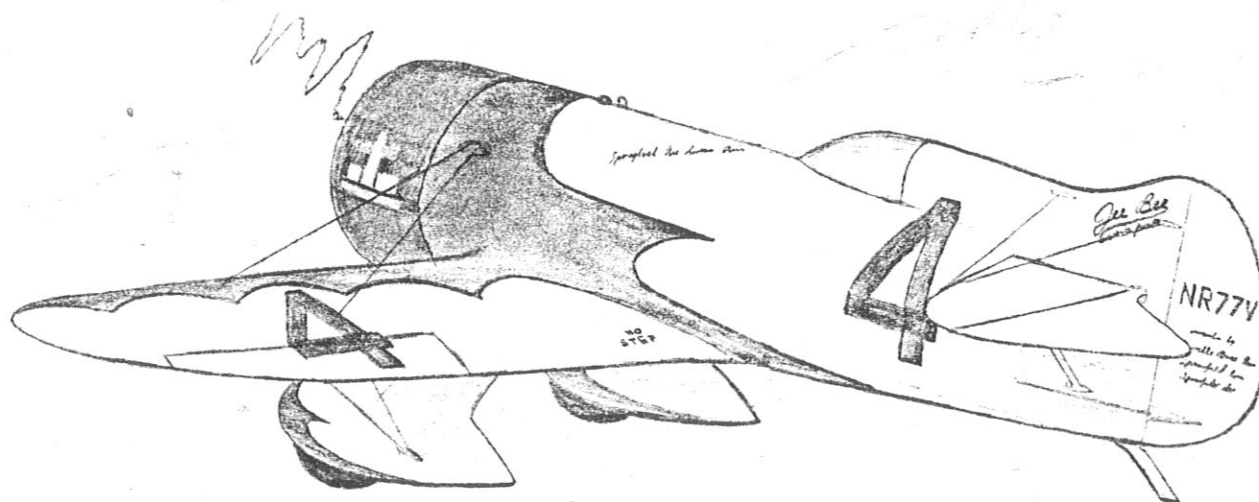


FLYING ACES

Club News

Issue 60



Tunt O'Brien

NEWS ON THE WING!

Well twang our lift wires! Issue number sixty! Sixty times the ol' FAC Transport has lugged her load of FAC News letters down the runway here at Pinkham Field. Sixty times the staunch pilot, Adolph August Von Heinz, (alias the "Owl of the Ozone") has hoiked her clear of the trees at the far end of the 'drome, and roared off over the horizon to drop her cargo, piece, by piece, onto the tarmacs of all our Skysters.

And what does it all mean? Well fellas, it means the FAC has not only stayed alive for the past twelve years, but has grown in popularity to the stratospheric proportions that a TWO DAY FAC "NATIONALS" will be held at Johnsville Naval Air Depot on July 15, and 16 of this year featuring all FAC events! Now, if THAT doesn't compress your oleos, nothing will! Yep, Tissue Trimmers, Capt. Lin Reichel, that great organizer of the Erie Model Aircraft Assc. has gotten the site secured for those days, and the rest of the plans are taking shape. So you Stringer Benders had better start layin' longerons for that new ozone chewer, 'cause the competition will be as hot as a country sherriff's two dollar pistol! Why? Well, the contest site is pretty centrally located in the thickest of FAC influence, and that means most every squadron in the East will be represented. We will have complete info in a future issue.

IMPORTANT! FAC SCALE BONUS POINT CHANGE!

It has become pretty obvious, from the great strides in set up and trimming of race planes because of the concentration of effort in this area, that the 10 point bonus for racers under FAC Scale Rules is giving a disproportionate advantage to these ships. So from here on, the pylon polishers will have to fly in the same turbulence as the W.W.II fighters....no extra points for race planes. Of course, they will still receive their configuration bonus, that is plus fifteen for low wing, etc. But no longer any for just being a design for racing.

F.A.C. SPRING MEET INFO.

June 4th is the date set for the FAC Spring Meet. No sanction has been received from AMA as yet, but we feel sure the date will not conflict with other meets. In the event the sanction arrives before press time, a flyer will be attached to the last page of the News. If not, it will be included in the next issue. You Clubsters can count on all the usual events and rules, except for the raceplane bonus change being the only change.

Ah! And it's the laddie with the disposition of one of the Holy Fathers, but none the less managed to acquire seven victories in the furious battles over Pinkham Field, that is our cover artist this time up! Aye, the placid exterior of this artist, builder; flyer of the FAC might well throw a fellow flyer off guard. He is tough; like R.C.balsa, in his medium. And that medium is the ozone, especially that surrounding the pylons of raceplane courses. We mean Capt. Tom O'Brien.

It is little wonder Tom chose the Gee Bee as a subject. Tom is a raceplane flyer of the supercharged class. And with Royall Moore around, we are positive every one of you know a Gee Bee "Z" when you see it. Tom has done a 1000 H.P. job depicting the "Flying Barrel" as she clears the field at Springfield, Mass. under the able pilotage of Lowell Bayles.

YOUR FLYING ACES CLUB MEMBERSHIP CARDS.

G.H.Q. feels pretty sure all members now have their cards. The last issue had them included in order to reach those who did not attend our Oct. 1977 meet, where they were distributed. If we have slipped up along the skylane, send a stamped self addressed envelope to GHQ and we will rush your card to you "toot sweet", as Phinias would say.

It was through the kindness and interest of James L. Secord, of Toronto, Canada, who sent us a Xerox of one of the original cards he had kept in his wallet all these years, that this was all possible. A good deal of work was put into the project by Lt. Bill Miller in cleaning up the copy of the card and removing Jim Secord's name from it. The type-face side of the card is exactly as the original FAC cards of old. The picture on the reverse side is the work of Bob Rogers, of Ponca City, Oklahoma. And best of all, fellas, is that bona fide signature of CLINT RANDALL, national adjutant of the FAC of the good old days. Hang onto those cards, Wing-walkers, they are real gems of a swell by-gone era.

SAM at Work??



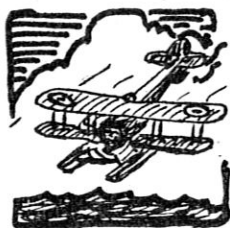
After battering his prop boss for two years just to get a rules proposal recognized by the Society of Antique Modelers, Lt. Ed Novak might just as well have diverted his energy to FAC style building, and flying. All Ed was trying to do was to have Rubber Scale a separate and official SAM event. It was turned down by a vote of 47 to 112.

The way it is right now, gas jobs are run along with the rubber jobs in a "Scale event". Pretty stupid, wot? Can your Struck Interstate outfly a six foot span Paul Lindberg scale job from Popular Aviation with a full tank?

Rather doubtfull. But how about a Struck Interstate powered with a modern 1/2A gas engine (glow ignition, of course) even being allowed to compete!!? The one that did in last year's SAM Championship Meet won second place. Even more pathetic,

this ship that did not even come close to complying with the preamble to SAM Rules, made it's victorious flight in a series of consecutive loops! With the fidelity of Fanny Hill, and the grace of a drunken hippo, a SAM winner is born! G.H.Q. can only wonder what was in the minds of the 112 who voted against Novak's proposal. Perhaps they were just too busy to stop to think of it's true need, and just voted "no" because they were opposed to adding "cripe, another event"? It is too bad the SAM newsletter could not spare the time and space to cover the reactions in more detail than just a count of hands. This nonchalance was never in evidence during the "great engine controversy", was it??? As a matter of fact, it was be-

cause of the two year long engine flap, that SAM ignored Lt. Novak's proposal. Yes indeed, SAM at work! G.H.Q. has long thought of entering the Oldtimer end of modelling, but in a manner a bit different from SAM. Perhaps someday, when the time is ripe. Oh yeah, Skysters, our complaints are not directed to SAM 7, our esteemed local chapter of SAM, but at the governing body of the national leaders of SAM.



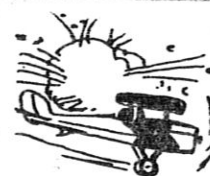
Peanut & No-Cal Scale Postal Meet News

Little wonder that Outdoor Wings of this year's Postal contest are dormant. There is more petrified cloud dew in these parts than there has been in a long time. But our Stamp Lickers are burning the ozone of the indoor sites in an attempt to better their times. Let's push the ol' goggles back and hop out of the 'pit and see what the fellas have been up to.

In the Indoor Peanut Wing, Winco Fred Hall has been pushing his times up higher, and higher using his Piper Vagabond. Dec. 3-1Min, 25 secs. Dec 11,-1 Min, 28 secs. Jan.7,-a tidy 1Min, 41 secs. But on Dec.27. Bill Henn hit an even tidier 2 min, 8 secs with his Fike to earn the rank of Wing Commander, Indoor Peanut Wing.

In the No-Cal Indoor Wing, once again Lt. Col. Hall kept pushing those times up, so that by Dec. 11 he did a nice comfortable 2 min, 17 secs with his Ord Hume. Billy and Bill Henn were hard at work back in November trying to make things comfortable for themselves, too. Billy piloted his Fike to secure a time of 1 min, 29 secs, while papa Bill did 2 mins flat with his. So far, Col. Hall is still in charge of this Wing of our FAC Postal, but as in all meets, you can never tell what will happen when the end comes. But shucks fellas, we have all the way 'til May 15th before this one is finished, so oil up the ol' stop watch, and get those post cards ready to fill out and send to GHQ.

All we need is your name and rank, name of your model, the time you did, the date of the flight, and the Wing you are competing in. Simple, huh? BUILD, FLY,,, WIN! EFF, AYE, SEE!!



News of the Model Meets

Pg.5

FROZEN 15. TURNS OUT TO BE THAT

Yep, the bright skyster who said the meet on the 15th was to be "freeze your empennage day" was right. The 15th dawned, cold, blustery, threatening. Add the unpleasant weather to a field that had been turned into a gelid ice floe, and you have a picture of many miserable modellers, out for an outing in Hung's fresh air.

It being traditional that an FAC comes out to a meet with an ungrimmed, spanking new ship, this tradition was well maintained. So was the traditional result....a spattering crash. Only thing was, this was the invariable fate of a new ship in this wind, over the ice. Herb Shirley was the Chinese Ace of the day, with four crashes. Indeed, his entire box of ships was seen to go skittering away over the ice, scattering shreds of balsa and tissue, as several kindly friends sloughed after it, ape-like, trying in equal amounts to (1) catch it, (2) avoid falling on it, and (3) to stay on their feet. Other Captain Crunches were: Bob Thompson (3), Ted Langley, Ed Novak, and Jeff Chrisey (2 each), and Tom Nallen, Sr, Ed Morrison, and Brian Knapp with one each. Ted Langley had a particularly nice one. Just after his Struck Triangle Sportster had made an indecently nice flight, Ted retrieved the plane alright, only to have his winding rig (formerly a heavy camera tripod) BLOW onto the model, utterly smashing its back.

Royall Moore was really the king of the day. Not only did he dare to fly that lovely Gee Bee R-1 (and it didn't even get so much as a shock rip in the tissue!), but his DH-5 swept all before it, winning both the Peanut Scale event with a flight of 78 seconds, and the Scale with a flight of 37 seconds. If that ship can turn in times like that on a day like that, I'd say you tissue-trimmers better start all over again on this year's Peanut ships. This one looks to be, at long last, a Lacey larruper.

Ted Langley's Yardbird won the Sport Plane event for him with 49 seconds. Tom Nallen, Jr, took No-Cal with 43 seconds, and Tony Faranda won ROG with only 33 seconds. That last time is surprising, for there were a lot of ROGs in the area. I guess like Bob Thompson's, they made that old first flight straight into the ice cap and there met their doom for the day.

Our congratulations to all these snow birds. Not only do they richly deserve a place on the Kanone List, they also deserve a place in the local looney bin for having gone out on a day like this! But they, and those Chinese Aces who bravely took their wreckage home, are the kind of people who make the FAC what it is.

All in all, a day that we'll enjoy telling combat stories about next July, but a day we didn't enjoy at the time. It's fun to talk about it, but it wasn't fun to be there.

Will we have another next year? You bet! But.....a little later in the year...maybe February 15?



★ OLD TIMERS ★

F.W.Lanchester's "AERODROME" of 1894.

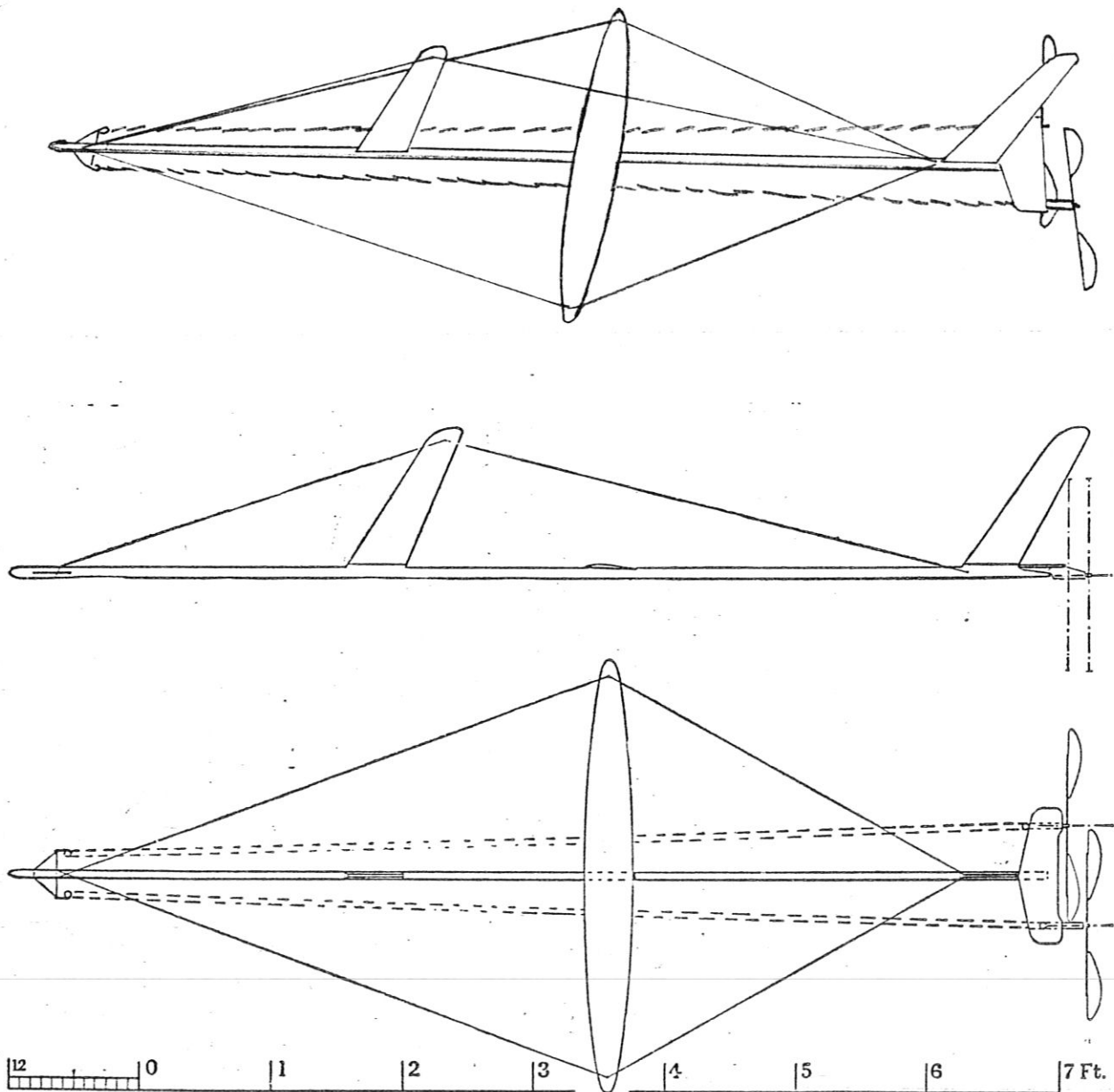


FIG. 164.

Propeller.

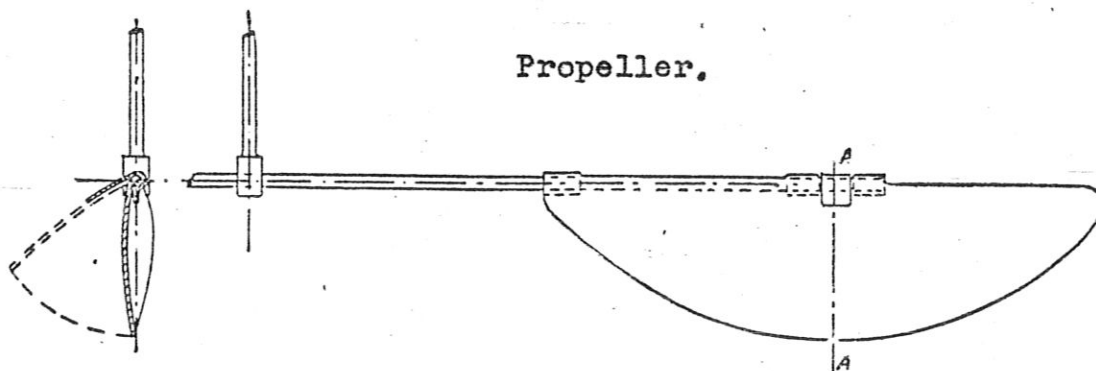


FIG. 165.

The general construction is evident from the drawing, and follows closely on the lines of the aerodones fully described and figured in § 11. Owing to the greater size and weight of this machine, it is stayed by piano-wire guys in the manner shown, in order to provide longitudinal stiffness both vertically and horizontally.

The propulsion is, as figured, by twin propellers driven by twisted "elastic" (indiarubber), the data of the propelling mechanism being as follows:—

Propellers, $17\frac{1}{2}$ inches diameter; two blades of approximately 6 square inches each; pitch recorded as 16 inches, but on remeasurement it appears to be nearer 20 inches. The construction of the propellers is shown in detail in Fig. 165; the blades are of sheet aluminium .03 in. thick, (≈ 75 m.m.), mounted on arms formed by a single steel wire of .1 in. diameter. The propeller blades are so fitted as to "feather" automatically if the aerodrome overruns the range of the propulsion; that is to say, when the twisted rubber is spent, the blades swivel approximately into the line of flight and do not act as a drag on the machine. This feathering of the blades is accomplished by mounting them to pivot on the wire support (the aluminium being bent to form a hinge), and the provision of a stop consisting of a short strip of brass soldered in position to limit the angular motion and at the same time to locate the blade longitudinally.

Energy of Propulsion.—The energy of propulsion stored in the two indiarubber skeins amounted in all to about 1,000 ft. lbs. (loading energy); the total number of propeller revolutions being 500, representing an average of one foot pound of energy per revolution. This requires to be multiplied by a coefficient to give the energy available at the propeller shaft; in all probability, after allowance also for the propeller efficiency, not more than 50 per cent. of the loading energy is usefully employed in propulsion.

The total weight of rubber in the two skeins is recorded as .7 lb., each skein being composed of six strands.

General Notes.—The aerodrome weighed with rubber complete $2\frac{1}{2}$ lbs.; the angle made between the flat face of the aerofoil and the tail-plane as first adjusted was 3 degrees, but there is a record to the effect that the angle was subsequently increased to twice this amount, i.e., 6 degrees. The author has no note as to which of these angles was employed when the flight recorded in § 14 was made.

The range of flight should theoretically amount to about 250 yards before the energy of the indiarubber is expended, and there would be probably another 50 or 60 yards covered while the aerodrome is coming to earth. Unfortunately, owing to obstacles, the full range of flight was never realised; the most satisfactory flight is that recorded, but here the machine finished its career prematurely in an elm tree, the propulsion energy being only about half expended.

An attempt made to photograph the aerodrome in flight proved abortive.

Whatta machine for those times, eh clubsters? This gem was sent to GHQ by General Chet Bukowski, taken from Lanchester's book, "Aerodnetics", second edition, 1910.

Materials used by Lanchester in building his models was "White-wood" (or Canary) for the backbone (later called motor base, and still later, motor stick).

Wings were laboriously built up of laminations of mica (isenglass) laid over a form to give camber, & tied with silk thread at intervals along the span to retain the camber. The whole of the wing on large models, & only the leading edge on smaller models was covered with cigarette paper applied with a solution of bits of celluloid dissolved in a solution of 10% amyl acetate, and 90% acetone, to prevent delamination of the mica strata.

Obviously, a big model, this would have the entire surface of the wings covered, as seems to be indicated in a photo. The two verticle fins seem only to be covered on their leading edges, as they can be seen through. The stabilizer may well have been wood to take the tension of the motors when wound.

Mica can still be bought at electrical supply houses, so get building, Oldtimers!!!



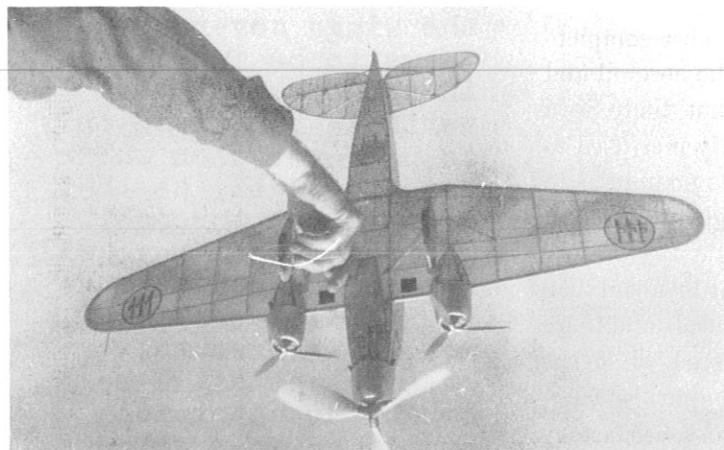
With The Model Builders



Verily, a vortex of Vegas Vultures visages! Here they are, indulging in some hangar flying, as an alert FAC cameraman snaps them. Rear row (l-r): Tim Atkinson, Doug Mooney, Count Pisana (only royalty in the FAC, otherwise known as Bill Warner), and Mike Mulligan. Front row (l-r): Bill Stroman, Walt Mooney, and Bob (von) Haight. Hey there, Coors drinkers....save those cans for Bert Pond. He needs them for making air tanks for compressed air motors!



Here's a thoughtful study of Royall Moore and his Gee Bee R-1. If you'll look carefully, there's a wealth of information in that model. Not only do you see his very light and neat construction, but also his gearbox that powers this supposed "non-flyer" to some amazing performance.



Here comes Pres Bruning's Savoia-Marhetti SM-81 better duck, down below. Viva Duce! And there's Don Srull, about to show us all how it's done with his hot-flying He 113.

Here's our "wealth of new models", fellows! Just take a look at 'em. Three whole building projects to take up your time during these windy March days, when the weather is getting better, but it's still really horrible, and you're still grounded for the last few weekends before the Good Flying sets in. So you have time yet, don't you? So reach for your balsa, clear that model production line and get going on these beauties.

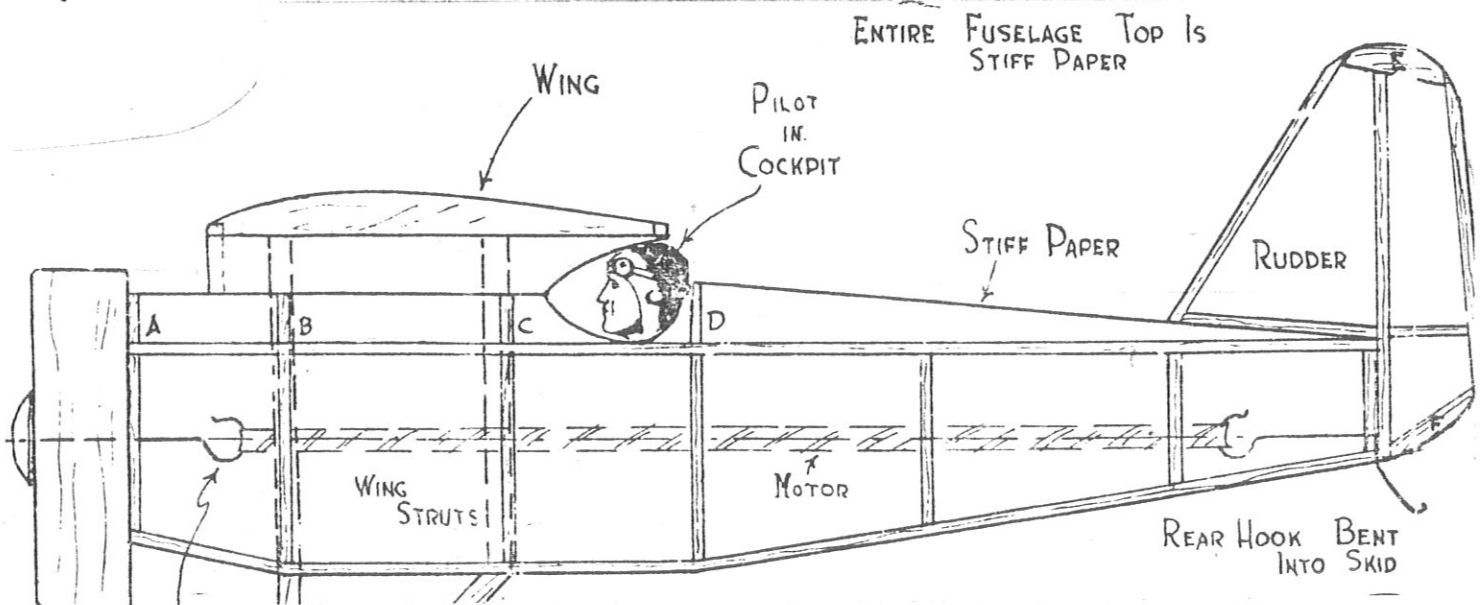
First off is Jeff Chrisey's nifty Messerschmitt M-23A. These dandy little BFW sport jobs were built in relatively large numbers in the mid and late Twenties in Germany. As you know, Germany was restricted by the Treaty of Versailles to producing only light aircraft, and this little brain child of Professor Willy really filled the bill. She was powered by a 34 hp ABC Scorpion, but your model will only need about a loop of 3/16 Sig to get her up there like her big counterpart.

Then along comes Dave Stott's new Flying Aces Transport. This isn't like Dick Brisbin's winner of the original FA contest of 1937, but she's sure to fly lots better. She's just right for those wintry FAC contests, too! An ideal sport job from the brain of the ideal sport flyer.

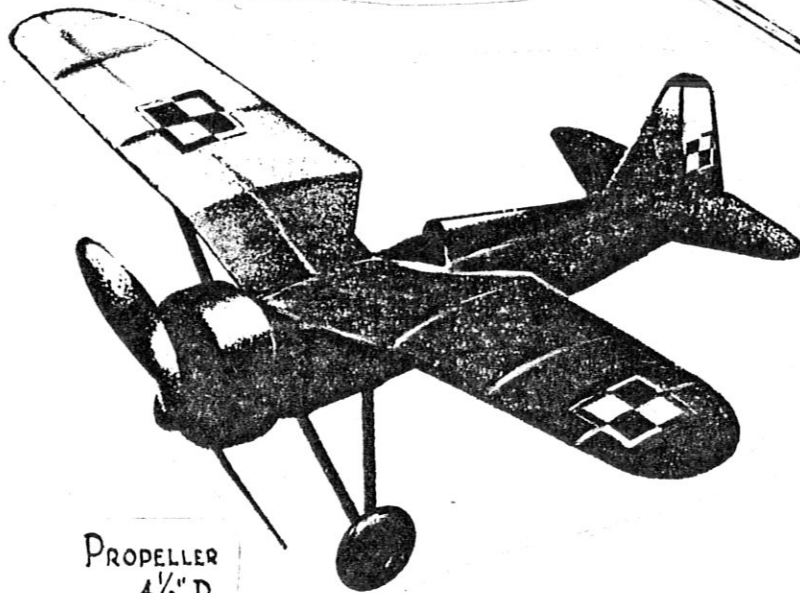
And lastly, making a neat three-pointer onto your workbench side-slips in Bill Miller's redrawing of the old Megow Polish Fighter. Bill has done a really fine job here. Not only has he corrected the outlines, but he has done it in such a manner that you can't tell he did it. Not only that, but Bill, artist that he is, has mastered the old Megow calligraphy (that's a big word for lettering) to the extent that in future years this "re-creation" might well wind up in many a collector's plan file as a copy of the original.

And a tip, rib-slicers: this model is readily convertible into a PZL-24. That ship can be made in Greek, Romanian, Turkish, or even Paris show markings.

Here's a side view of the original Megow plan so you can see just what a fine job Bill has done here. Why don't the rest of us spend our winters so well?



Polish Fighter



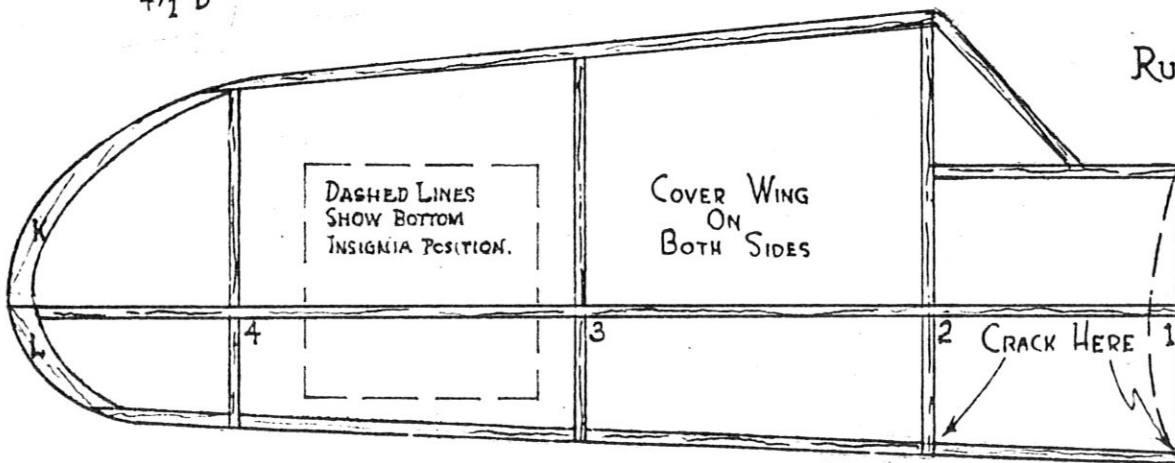
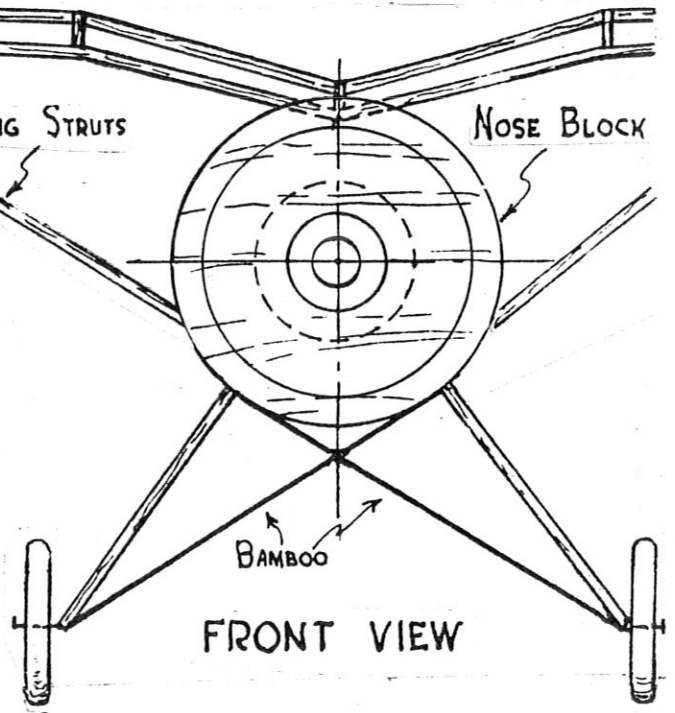
PROPELLER
4 1/2" D

WING STRUTS

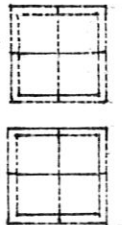
NOSE BLOCK

BAMBOO

FRONT VIEW

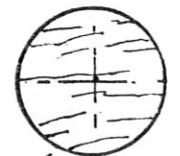
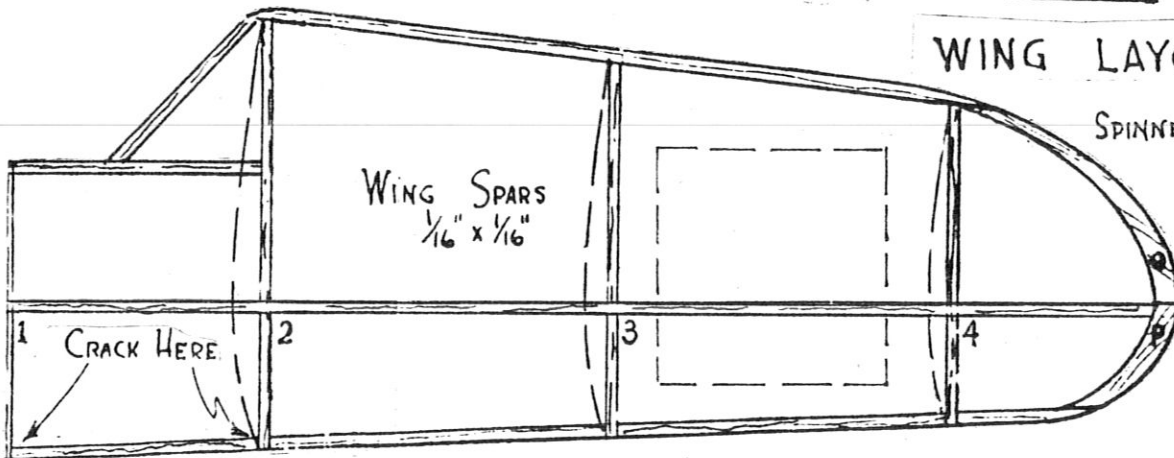


RUDDER INSIGNIA



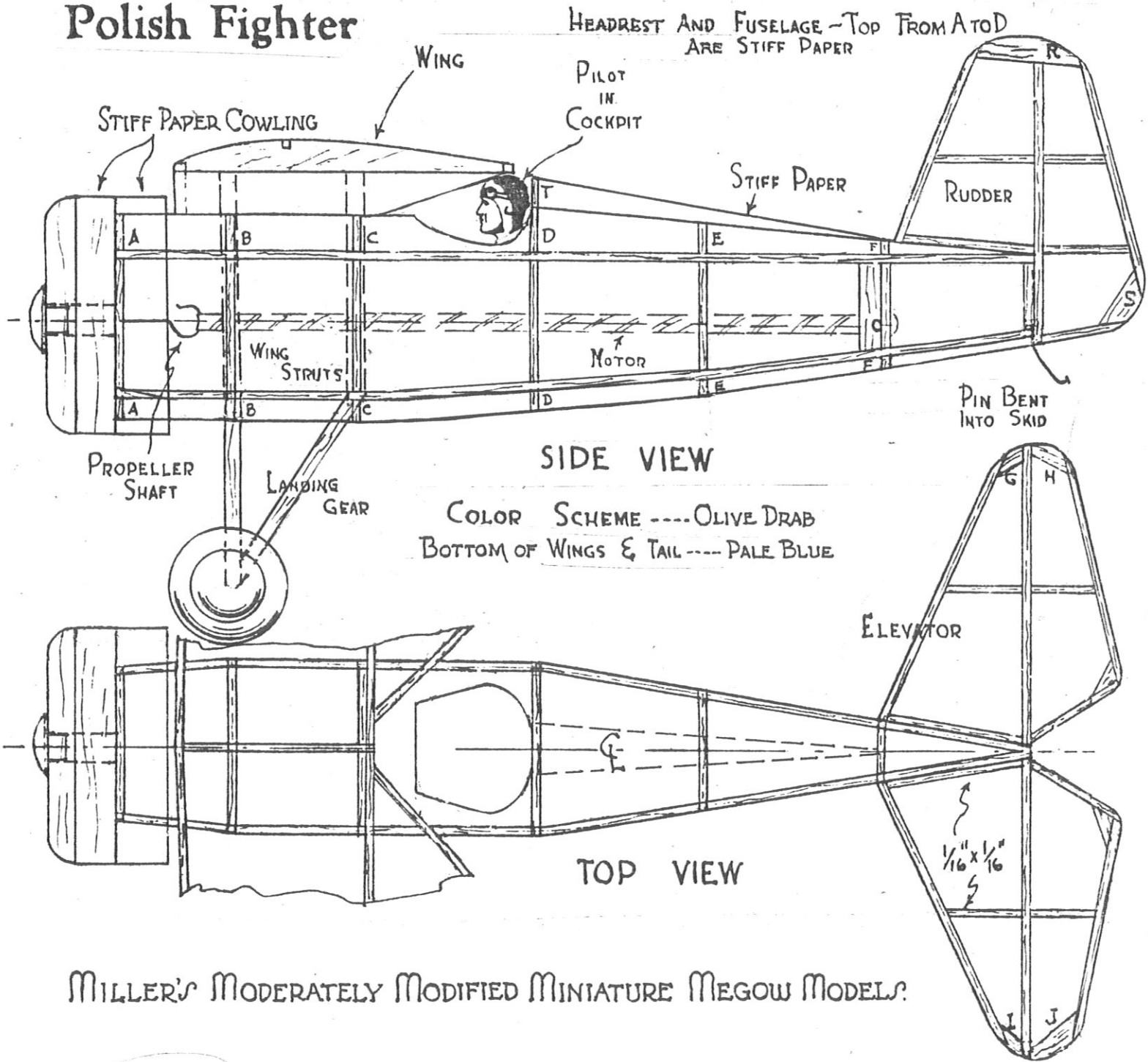
WING LAYOUT

SPINNER

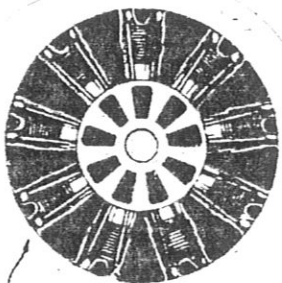


MILLER'S MODERATELY MODIFIED MINIATURE MEGOW MODELS.

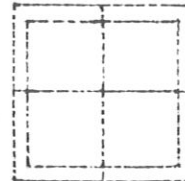
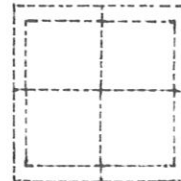
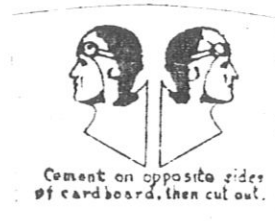
Polish Fighter



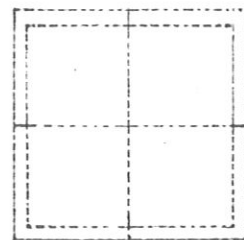
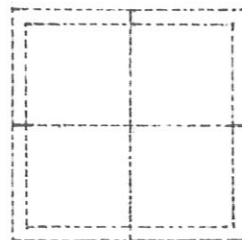
MILLER'S MODERATELY MODIFIED MINIATURE MEGOW MODELS.



Cut out and cement to roseblock

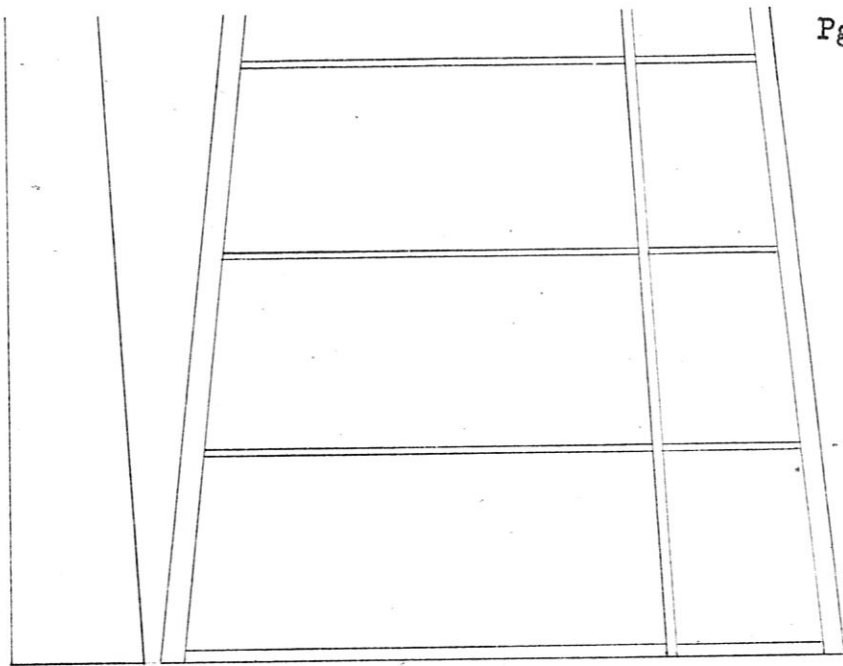


TOP OF WING INSIGNIA

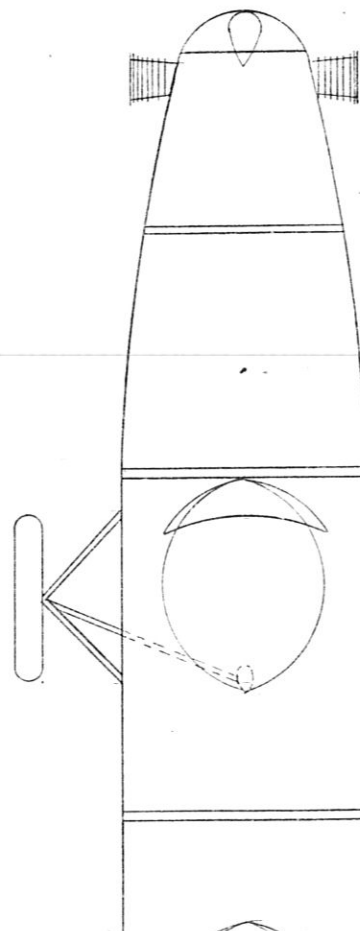


BOTTOM OF WING INSIGNIA

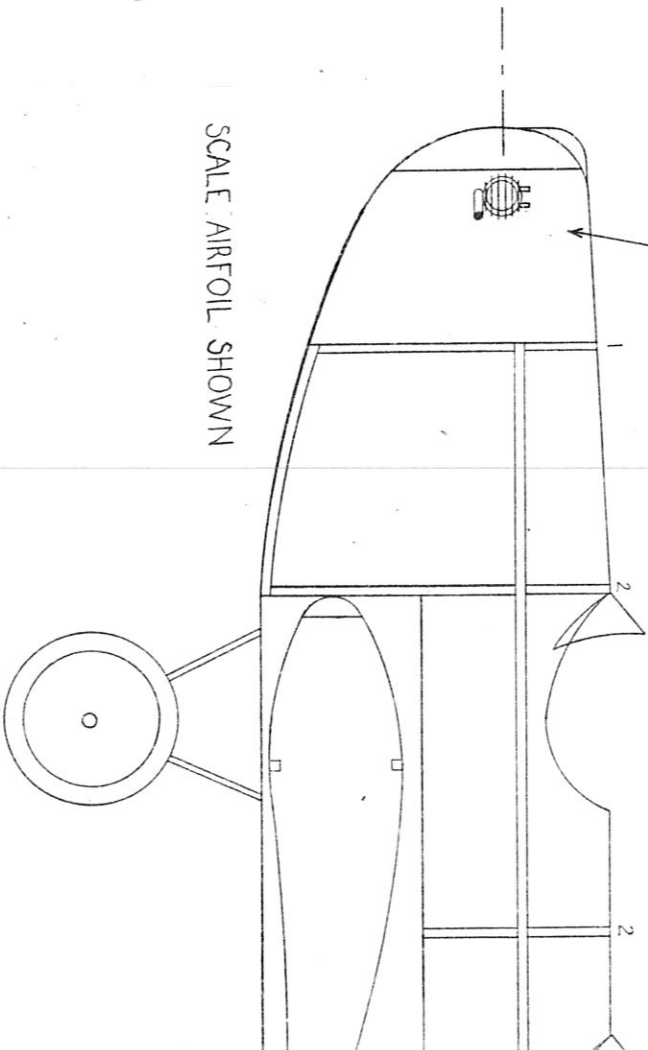
COLOR INSIGNIA WITH RED PEN OR PENCIL



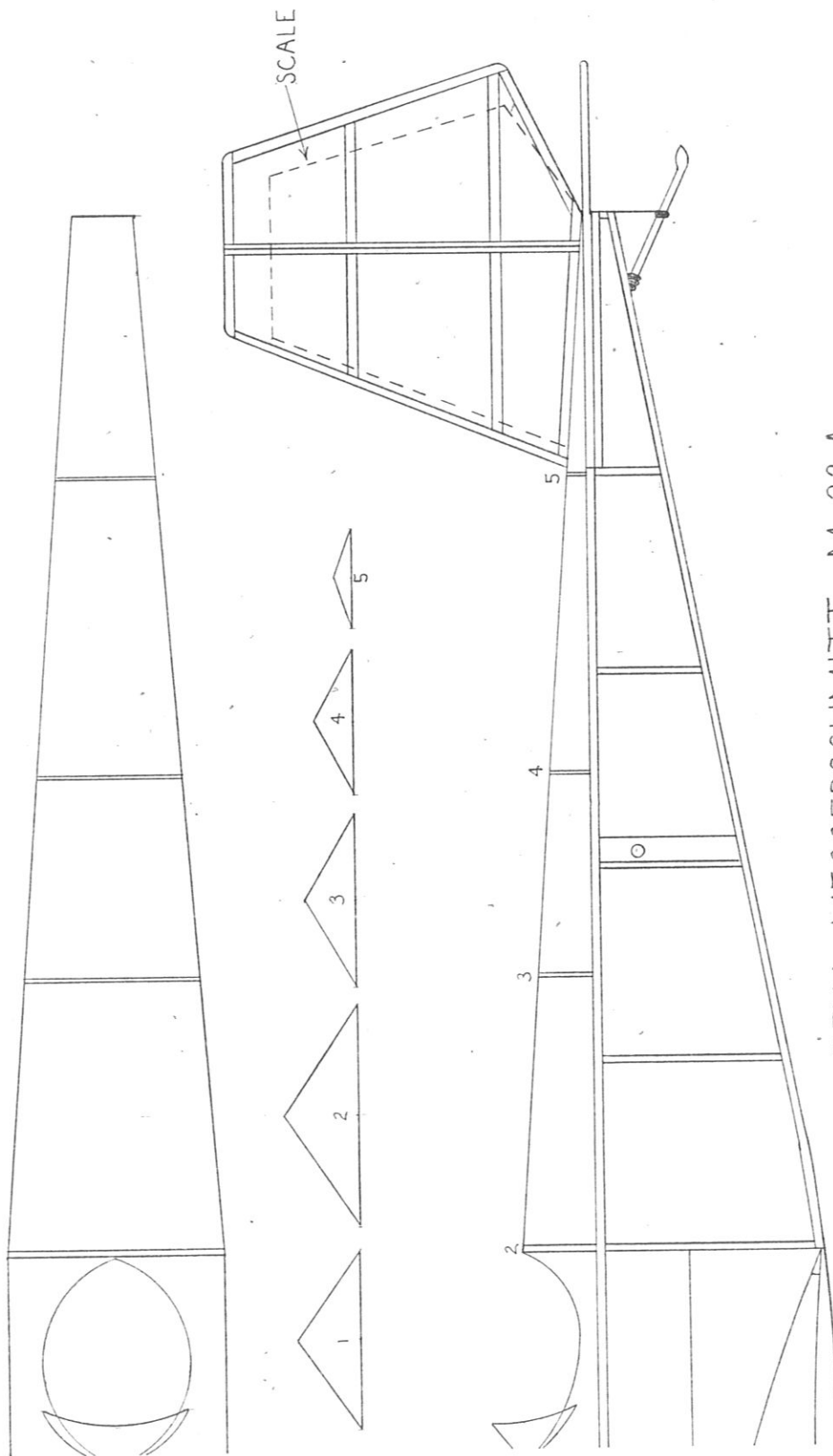
3-VIEW : THE LIGHTPLANE Pg. 28



HOLLOWED OUT
NOSE BLOCK



SCALE AIRFOIL SHOWN



BFW MESSERSCHMITT M.23 A

34 HP. ABC SCORPION

DRAWN BY: JEFF CHRISEY 2/76

PLAN AU 1/48°

MOTEUR:

RENAULT BENGALI SPORT 4 Poi
6,331: 140 155 cv

CARACTÉRISTIQUES:

ENVERGURE - - - - - 7,70m
CORDE MAXIMUM - - - - - 1,60m
CORDE MINIMUM - - - - - 1,80m
SURFACE ALAIRE - - - - - 9,0m²
LONGUEUR TOTALE - - - - - 7,00m
LARGEUR DU FUSELAGE - - - - - 70cm
VOIE DU TRAIN - - - - - 1,80m
ENVERGURE DU PLAN FIXE - - - - - 3,00m
DIAMÈTRE DE L'HELICE - - - - - 1,80m
POIDS À VIDE - - - - - 539,5kg
POIDS TOTAL - - - - - 710 kg

AILERONS ET
VOLETS MODIFIÉS

OVERALL MEDIUM GREY
COULEURS:

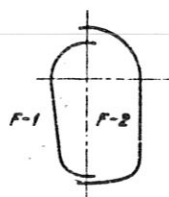
GRIS MOYEN PARTOUT
BLACK LETTERS
IMMATRICULATION } NOIR
LEGENDE DE DERIVE }
POSTE DE PILOTAGE } GRIS CLAIR
COCKPIT INTERIOR - LT. GREY

AILERONS ET
VOLETS ORIGINAUX

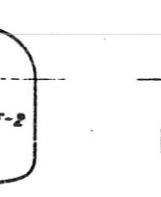
CAUDRON C.580

CETTE IMMATRICULATION
ÉTAIT APPLIQUÉE APRÈS
LA MODIFICATION DES
AILERONS ET DES VOLETS

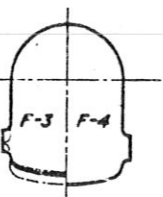
PROFIL DE L'AILE
À L'ENCASTREMENT



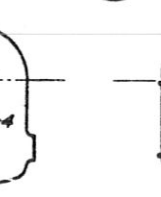
F-1



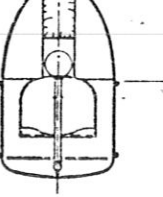
F-2



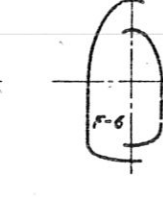
F-3



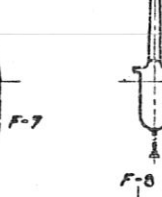
F-4



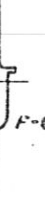
F-5



F-6



F-7



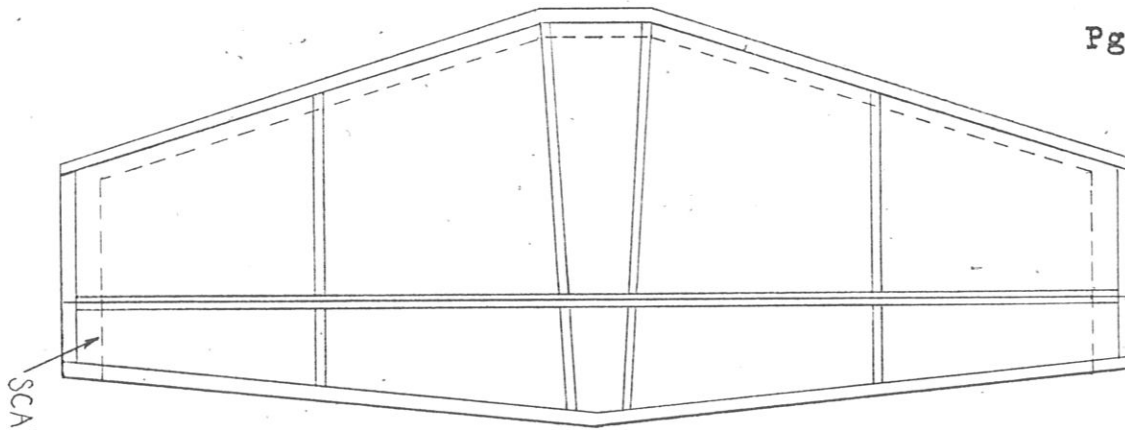
F-8

PERFORMANCES:

VITESSE MAXIMUM - - - - - 303,5 km/h
VITESSE MINIMUM
VOLETS À 45° - - - - - 140 km/h
VITESSE D'ATERRISSAGE - - - - - 98 km/h
PLAFOND PRATIQUE - - - - - 5 600 m
VITESSE ASCENSIONNELLE - - - - - 90 m/s
RAYON D'ACTION (VENT NUL) - - - - - 800 km

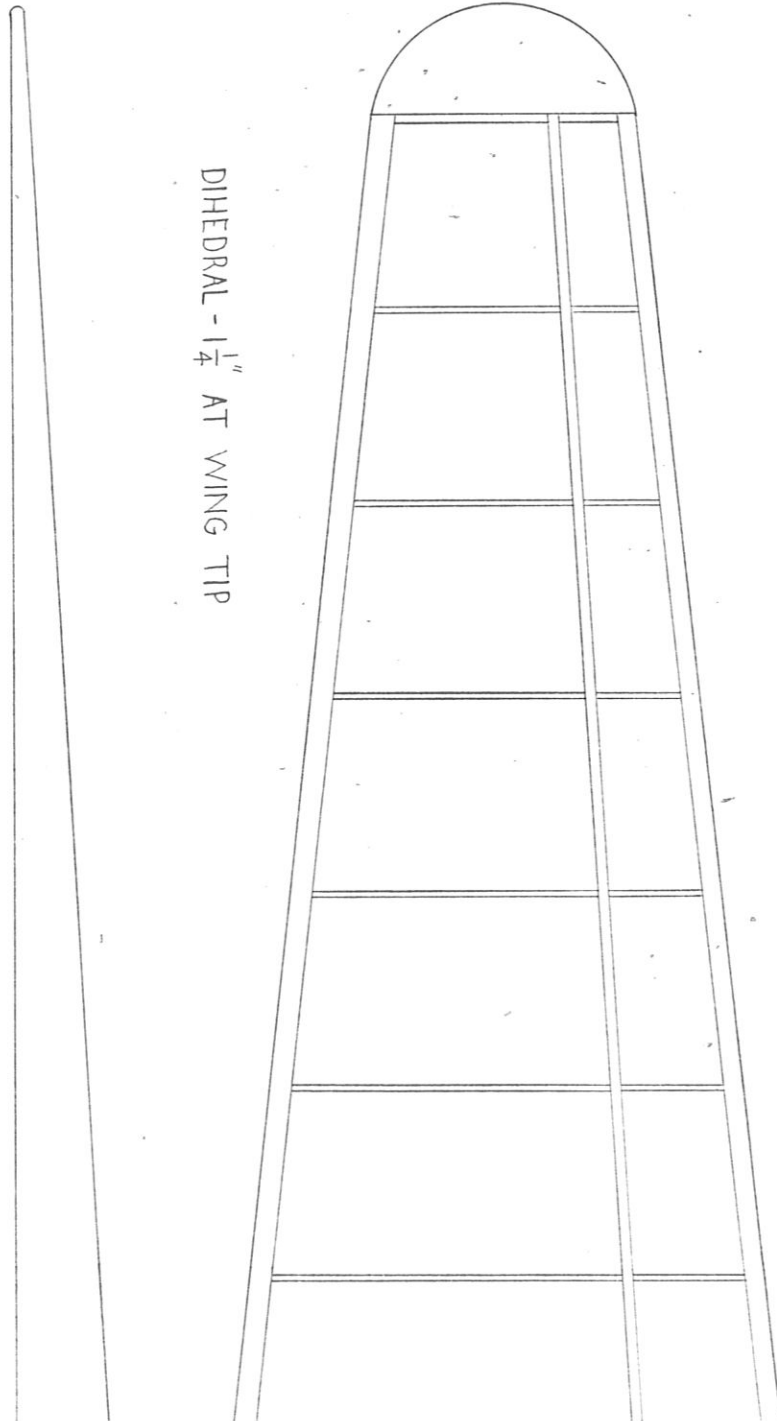
MERCI À ROGER AIME

0 1 2 3 mètres



SCALE

DIHEDRAL - $1\frac{1}{4}''$ AT WING TIP



FLYING ACES TRANSPORT R.O.G.

178
D.S.

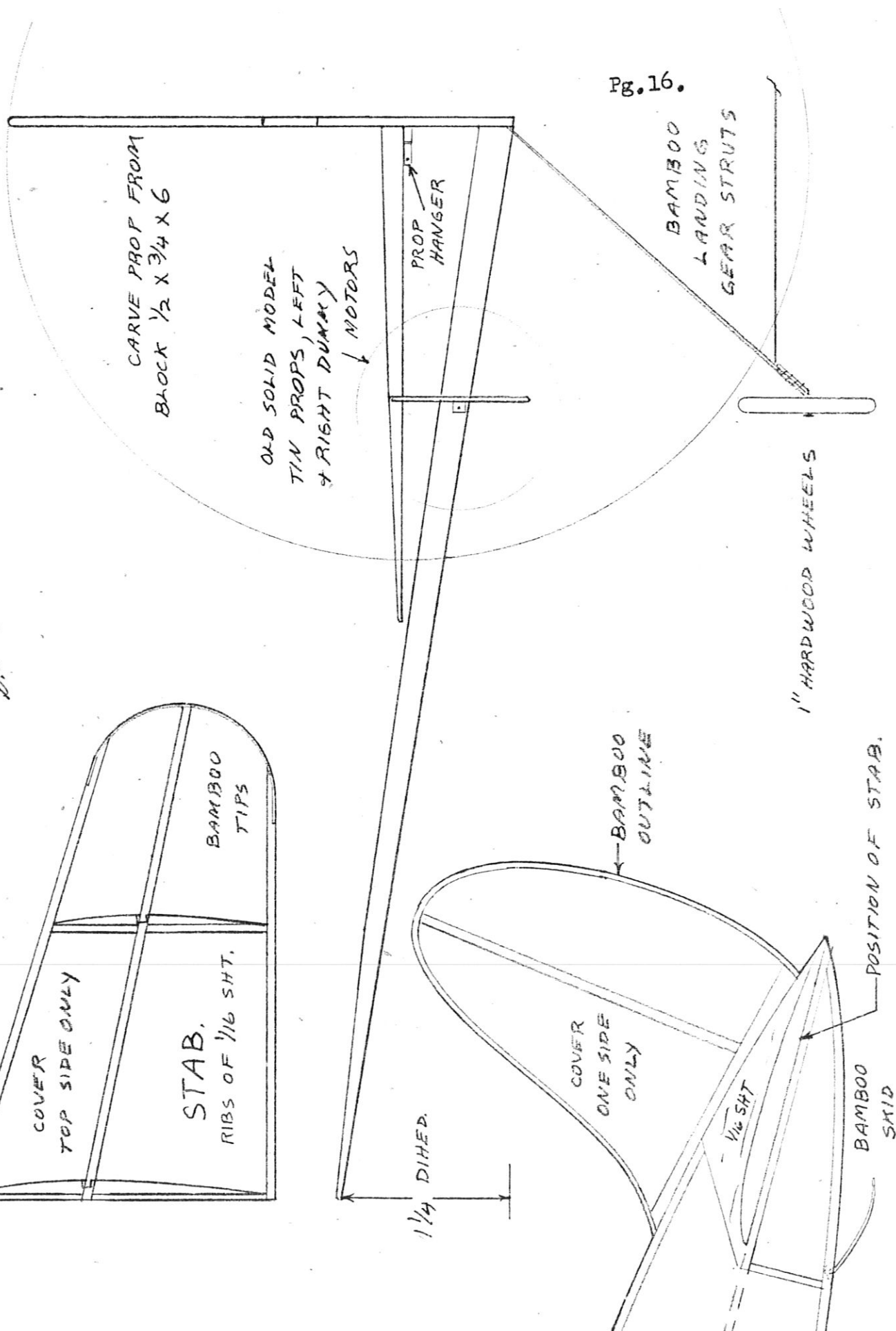
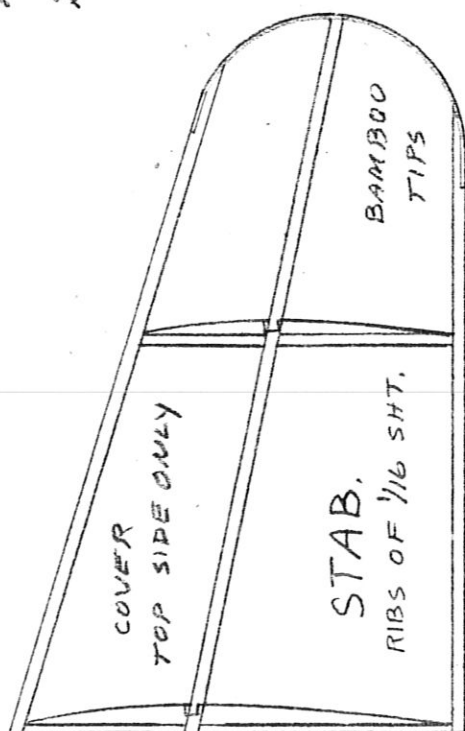


Fig. 16.

Pg. 17.

