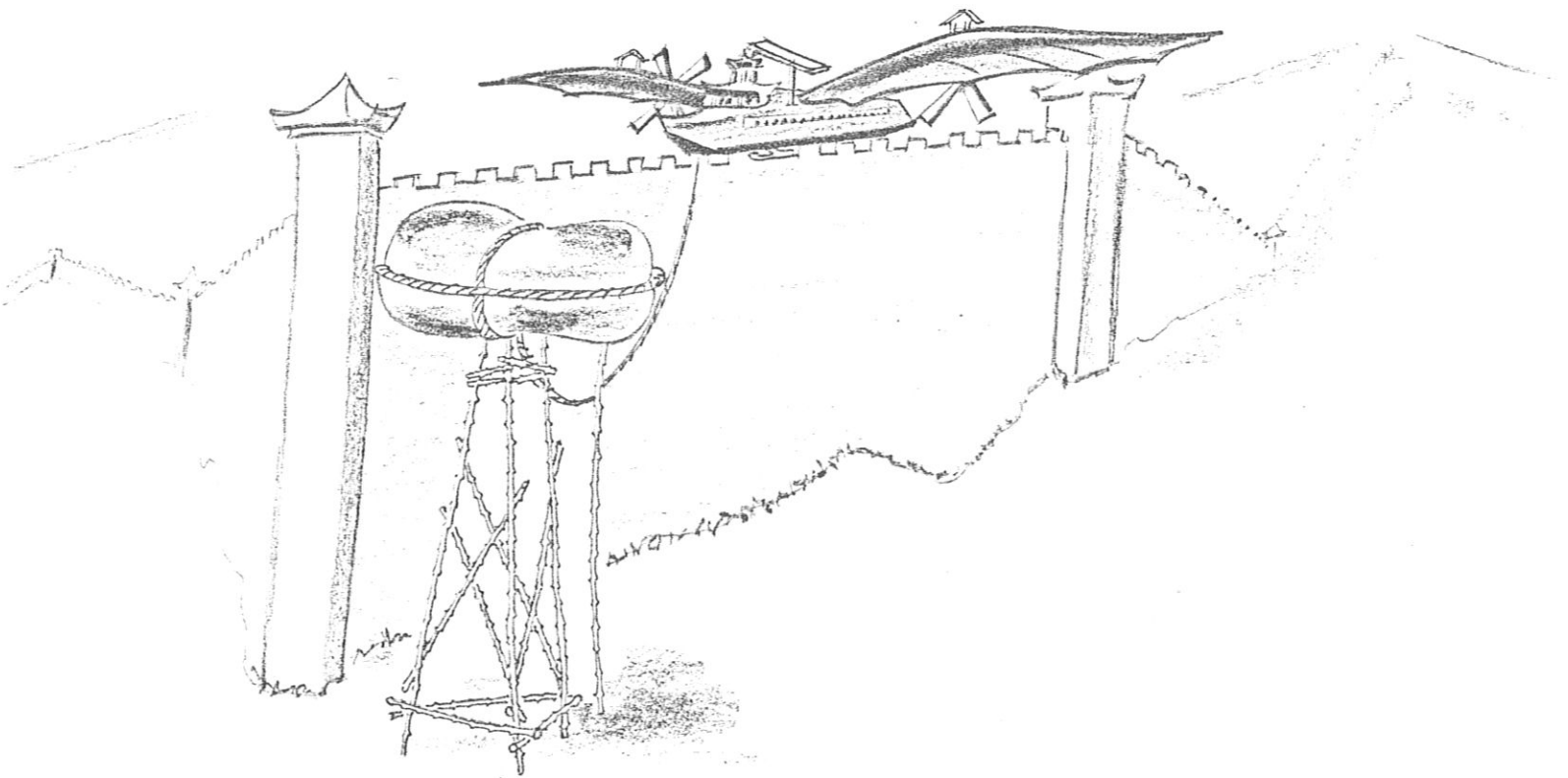


FLYING ACES

Club News

Issue #61



FAC CONTEST INFO. FAC NATIONALS INFO.

SCOTT HYSTERICAL HYSTORY

GORDON & CHESTER

SIKORSKY PEANUT

STORY BEHIND THE COVER.

Switch 'er over to auto pilot, and settle back in the 'pit gang, for it's time for another of Capt. Frank Scott's wing-rib tickling Hysterical Hystories. Frank takes us all the way to the Orient for this one, so if you want to nibble on a bamboo shoot while you read, we couldn't think of a better snack.

HUNG CHOW TOO.
by Capt. Frank Scott.

Prologue: This document was obtained at great cost and risk by one of the most trusted of the many FAC G-2 agents. This was accomplished during a perilous mission to an obscure spaghetti house in nearby Sailcat Junction's celebrated, teeming china-town. These papers, vital to national security, were passed to him by a ravishing blond, blue eyed oriental girl concealed in a 97 pound fortune cookie so as to escape notice. This story, being too much for McCook Field's ageing, and somewhat asthmatic homing pigeon, was delivered by a trained turkey buzzard.

The reclusive chinese, though not well understood by westerners, have never the less, made important contributions to the prosperity and comforts of occidental civilization. Witness for example, the Hong Kong Flu, and gunpowder.

During the massive military build up in neighboring Japan, (prior to the Manchurian Disturbance) certain of China's more progressive leaders, in realizing the deplorable state of China's air arm, sought to quickly create a strategic bombing force to counter the imperial Japanese threat.

It was found necessary to form a completely new manufacturing concern when it became evident that the nation's existing aeronautical facilities were already working at full capacity for the export of kites and parasols.

While construction of the new assembly hall proceeded, the design of the new machine was entrusted to the noted theoretical aerodynamicist, and dragon breeder, Dr. CHOW. While it was undoubtedly true that the good doctor had no practical experience whatsoever with anything remotely aeronautical, still, he was the oldest engineer available, and it was held that the philosophical wisdom of his advanced years would more than compensate.

Distrustful of heathen western practice, the design team displayed astonishing originality in creating the new bamboo and silk bomber. For example, in a concerted effort to avoid unnecessary mechanical complexity, and to conserve resources, it was determined through exhaustive testing, that the average 60 pound coolie could be relied upon to deliver some 17½ H.P. for brief periods, as during take-off. Unfortunately, a severe weight penalty could not be avoided, as for every four men to power the airplane, a fifth was required to wield a big whip.

No less ingenious, was the control system, this being the world's first sonically controlled plane. That the system was considered by some to be somewhat slow in response may have had a bearing on its utter lack of acceptance elsewhere. In essence, the pilot would give his commands to an interpreter, who would then relay them to a priest with a gong. By means of a complicated series of beatings (of the gong, not the crew, at least at this point) these commands were received by tillermen stationed at the rudder and ailerons. No elevators were fitted, as it was found expedient to have the men with whips run fore, or aft to change the craft's trim.

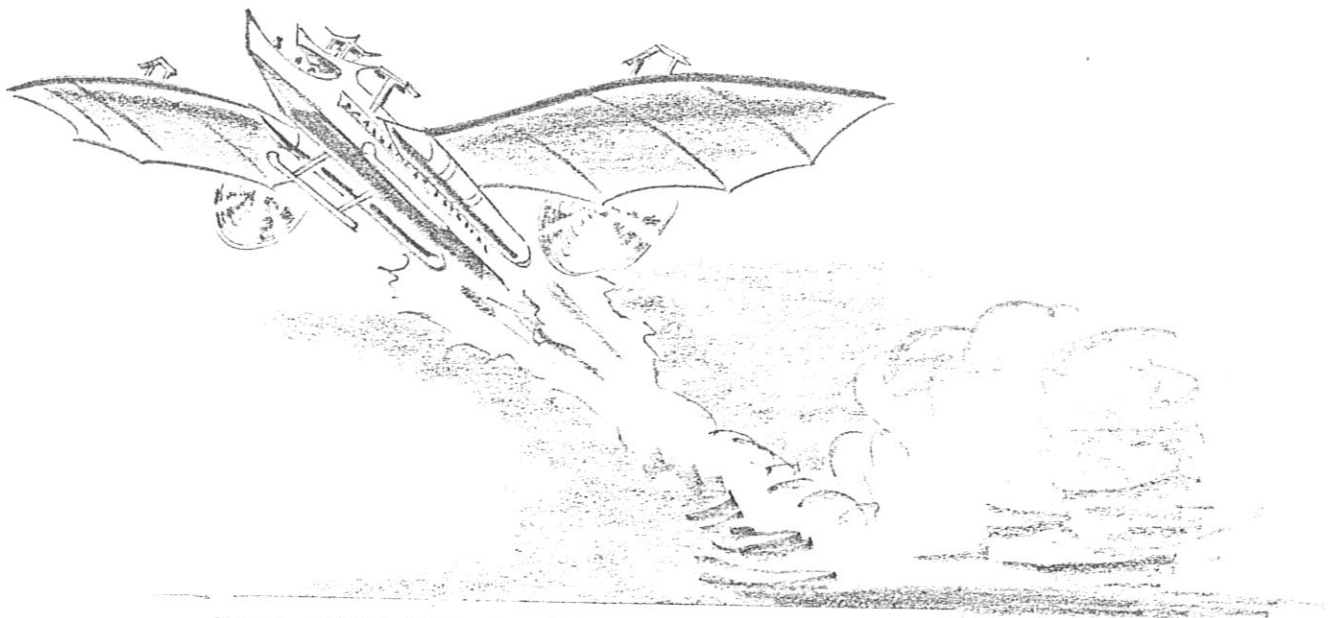
Hardpoints were provided under each wing for the external stores, which consisted of the largest available skyrockets. In the attack mode, these skyrockets were to be fired, more or less, in the direction of the enemy, in the traditional manner. In the STOL mode however, these rockets were fired without releasing them from the aircraft! It has been reported that certain difficulties were experienced with the rocket war heads when employed in the STOL configuration.

Chinese aeronautical officials were delighted when the noted test pilot, Captain DeBris unexpectedly arrived at the Prangking airfield and graciously consented to make himself available for flight test duties with the new machine.

Captain DeBris, it will be recalled by the astute reader, had only just arrived in the orient from abroad. (The broad, in fact, being the comely daughter of His Honor, the Lord Mayor of Humpty. This being the same Lord Mayor's daughter about whom tongues were already wagging, and whose abdomen was beginning to swell in a most unlady-like manner.) As was to be expected, Captain DeBris arrived with the highest possible recommendations, all of which were carefully composed by the redoubtable aviator himself during the lengthy sea voyage from Britain.

Trials were scheduled to take place at the Chinese A.F. experimental station at Prangking Airfield. An unforeseen delay ensued however, when the unpredictable Captain DeBris petulently insisted that the traffic control pagoda be moved from the intersection of the bamboo runways. (In retrospect, it appears that the inscrutable controllers simply wanted to be close to their work.)

On the morning of the maiden flight, the crew of 94 was given a light breakfast, for obvious reasons, and strapped in while awaiting the arrival of Capt. DeBris. (Who was busy with another sort of maiden.) With the granting of take-off clearance, the two propellers picked up a steady beating. (as did the propulsion crew) and the giant craft sped down the runway. Unfortunately, a migrating herd of Giant Panda Bears had eaten a portion of the bamboo runway overnight, and take-off (which wasn't progressing too well anyway) was aborted.



HUNG CHOW TOO in STOL configuration

With the failure of this initial flight attempt, a more satisfactory method of launching was sought. The proximity of China's Great Wall was noted, and a platform was therefore constructed on a conveniently sloping battlement. Lacking suitable hoisting apparatus, it was found expedient to completely disassemble the aircraft, then hand up the pieces to the top of the Great Wall, where industrious coolies pasted it back together with rice glue.

This unorthodox procedure, of course, required a considerable length of time, and when the aircraft was again readied for flight, Captain DeBris appeared to be most anxious to be airborne and away from Prangking.

With all again prepared, and the local Panda Bears shooed away, the huge catapult boulder was toppled, and the craft shot forward. As this was intended as a strictly local flight, the soothsayer of weather had not been consulted, so Captain DeBris was caught unready for the whirlwind that suddenly appeared. The sluggish control system preventing evasive action, the bamboo bomber was swept upward in the gale. With the subsiding of the winds, the great manpowered craft glided down out of the clouds over a large city. Recognizing the city as enemy Tokyo, the now terrified control priest accidentally knocked over his big, brass incense brazier, thereby filling the cabin with billowing clouds of fragrant smoke and sparks.


In a rush to open all available hatches and windows, the choking crew inadvertently pushed the very large iron pot of rice paste (carried for in-flight repairs, and snacks) overboard! At the same time, sparks from the incense set off the great attack-STOL rockets.

Far below, on the ground, at the Sunabitchee Prefecture's "Divine Son of the Divine Sun 117th All Weather Attack Balloon Battalion, the exploding rockets were mistaken for a signal to launch a maximum effort attack of large, hydrogen filled, bomb-laden balloons against the continental United States. Several dozen of the rising balloons became enmeshed in the bamboo bomber's rigging, and quickly bore the struggling upward and out over the sea.

Meanwhile, the loss of the pot of rice paste had gone unnoticed, and it had fallen from the aircraft right into the gaping maw of a usually docile volcano. As it happened, however, the volcano became, so to speak, constipated by the pot of rice paste, thereby initiating a disastrous series of earthquakes that rocked southern Japan, and irretrievably set back the Japanese war effort.

Back in the air, the balloons carried the hapless bomber over the west coast of the United States, where this aeronautical assemblage caused an incredible rash of "flying saucer" reports. (And remember, the term "flying saucer" was not even coined until 1947!) Defective fuzing (made in Japan) of the balloon bombs caused the craft to be carried near the coast of Scotland before the leaking, deflating paper balloons allowed the frightened, hungry, but rested crew to resume control, such as it was.

A moderately successful night-time ditching was attempted upon a body of water in Scotland's famed Great Glen, thereby causing the greatest rash of Loch Ness Monster sightings since the time of King Arthur.



HUNG CHOW TOO arrival in Scotland

A force of Home Guardsmen, led by the Most Reverend, Lt. Col. Appleby, D.D.S., quickly rounded up the Chinese aviators, and quite naturally, mistaking them for the crew of a Japanese submarine, sent them on to a forced labor battalion to assist the Royal Fleet, Far East, at their anchorage near Prangking, China.

Captain DeBris (whose presence at the scene was never really comprehended by the Most Reverend, Lt. Col. Appleby, D.D.S.) after being dried, thawed, and fed, was returned to duty at the R.A.F. experimental station at the Prangmore Aerodrome (where the Cunard Calliope was nearing completion) and to an extremely angry Lord Mayor, a tearful (and again, most shapely) young lady, and a set of twins.

Elsewhere in this issue, Wingsters, you will note a list of W.W.II jobs compiled by Lt. Ed Heyn to aid you in selecting a battle plane to pick up the gauntlet hurled by the D.C. Blue Flight, FAC. Ed realizes the list is far from complete. (Your editors have added a few in brackets already) They are simply listed as an aid in getting your thoughts on course.

Also, in this issue, is to be found info concerning the FAC Nats we have all been looking forward to. G.H.Q. urges all you Sig-snappers to mail advance entries to Lin to help him in organizing this hyster...er, historic event. (We are inclined to think event #10 is intended to be the Shell Speed Dash, as held at local FAC meets to qualify for positions in the Thompson) See ya there, Skysters!!!

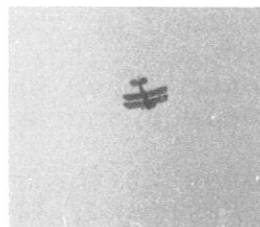
With The Model Builders



Scenes of the "Frigid Fifteen" on Jan. 15.
They are united, but those are hardly
"friendly skies". Pics by Lt. Brian Knapp.



Here is Ted Langley getting
his ROG entry out of the
winding rig. Note the chain
to keep Ol' Man Winter from
blowing the whole business
down the icy field! Wind
was fierce & constant.



Royal Moore won his captain-
cy with his double victory
scored by the neat DH-5 Pea-
nut held in his numb fingers.
Little pic at left shows the
DH on her amazing 78 second
flight!

WILL IT HAPPEN AGAIN?
YOU BET!!!

Br-r-r-rt, br-r-r-rt...tac,tac,tac! Yessirée Wingsters, the ol' postal battle is still going strong indoors. The Blue Flight of the FAC, also known as the D.C. Maxecuters have sent in a big batch of times to GHQ to prove to all that action is not lacking on their 'drome. Unfortunately, the times were not great enough to unseat the current Wincos of the Indoor Wings. Let's have a look at the standings.....

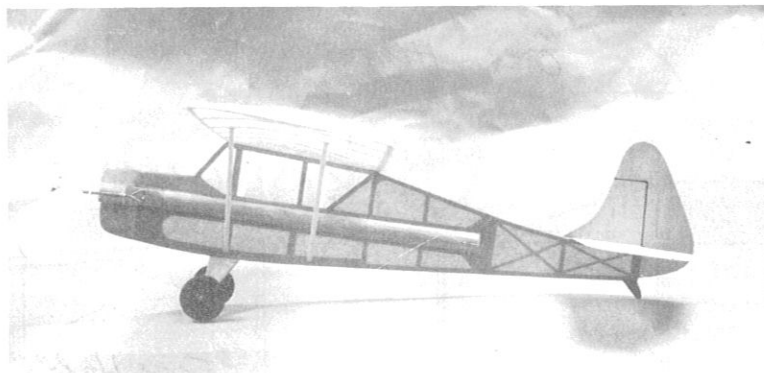
Indoor No-Cal Winco; Lt. Col. Fred Hall, Ord Hume, 2/22/78-155sec;
Indoor Peanut Winco; Lt. Bill Henn, Fike, 12/27/78-128sec.

Outdoor has been quiet except for a smashing time set by Bill Warner with an H-12

Huntington Peanut. On New Year's Day Bill was out terrorizing the Vegas Vultures, who are based at Bob Haight's 'drome, where he clipped off a neat 180 secs to wrest the command of this Wing from Lt. Jeff Chrisey.

Outdoor No-Cal remains the same with Gen. Stott as Winco on the strenth of his 512 second O.O.S. Kalinin K-5 flight last Nov.

But don't fret, FACs. Better air is on the way, and May 15 is still a way off yet.



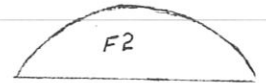
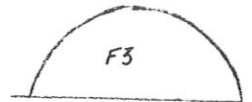
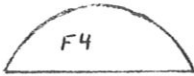
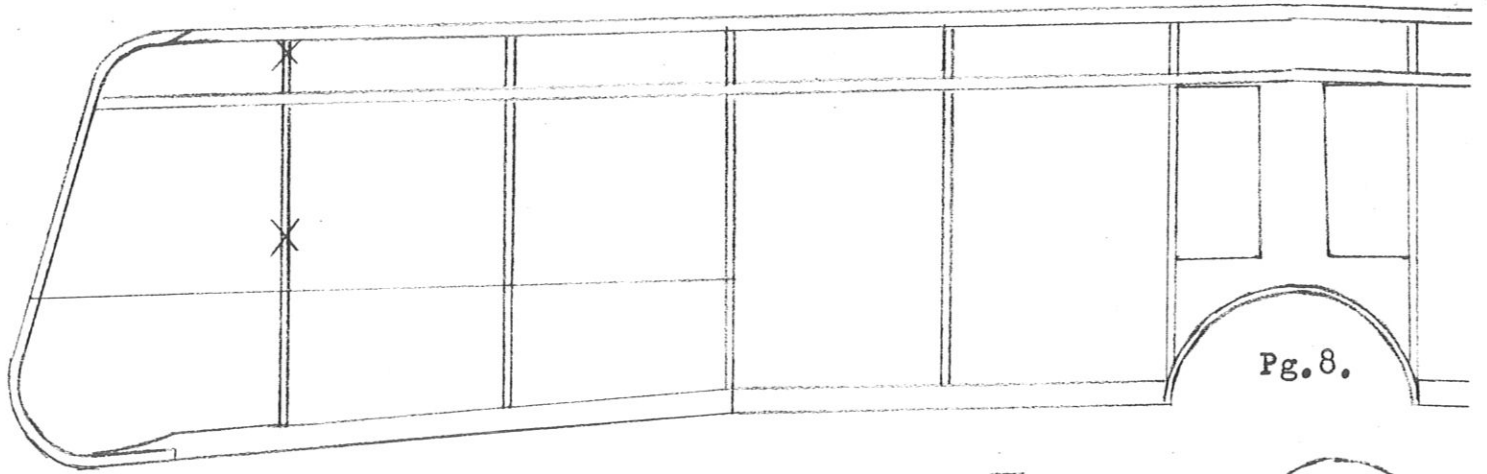
Ord Hume No-Cal of Lt. Col. Fred Hall, Winco of the Indoor No-Cal Wing. Fred says this tike weighs in at 4 Gr.

FLYING ACES MODEL LABORATORY

Some time ago, an issue of your favorite sky-rag printed up 3-views of the Sikorsky S-16 and S-20 jobs to get some of our Buzzards of the Big Fuss worked up and headed for the drawing board. Well Tissue-trimmers, Lt. Herb Shirley did just that, & we are presenting here, his handi work for your building pleasure. Front and center, W.W.I Peanut Dogfighters! Here's a crate that's sure to fit in well with next winter's "Freeze Your Empennage" meet!!

Herb tells us that This Czarist czky cztreaker was natural fabric colored, with aluminum cowl and fairings, and black struts. Insignia varied from what is shown on the plan (which is placed on the fuselage sides only, with point forward) to point aft, with White on top, blue center, and red on bottom. Some sported Russian roundels along with the pennant. There seemed to be no fixed formulá for marking of W.W.I Russian aeroplanes, Czarist, or communist.

Our aerial trinket this issue is a very unusual glider from a very rare magazine of the early 1930s, "National Glider and Airplane News". You might even get this frail bird aloft on a tow line on a dead calm day, IF you are very careful! Unique little thing, at any rate.



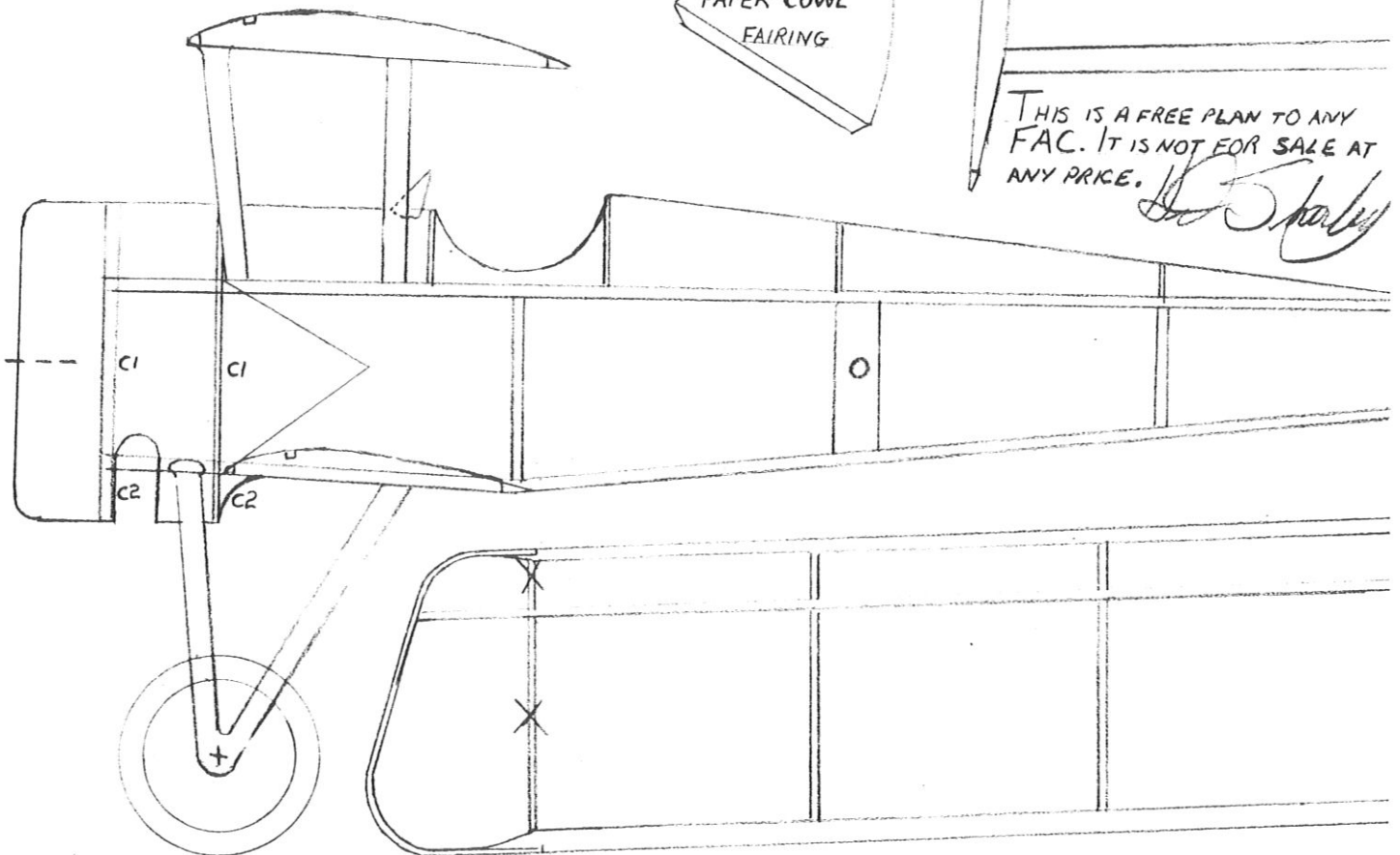

SIKORSKY

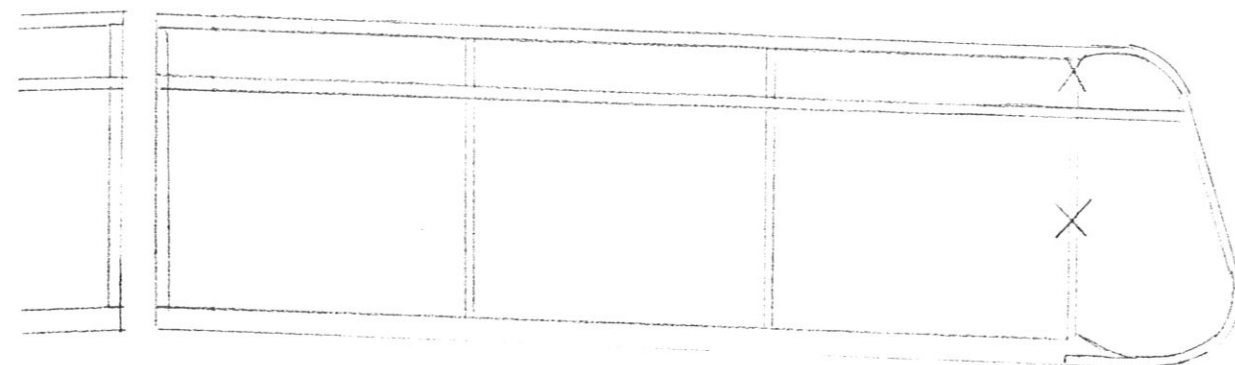
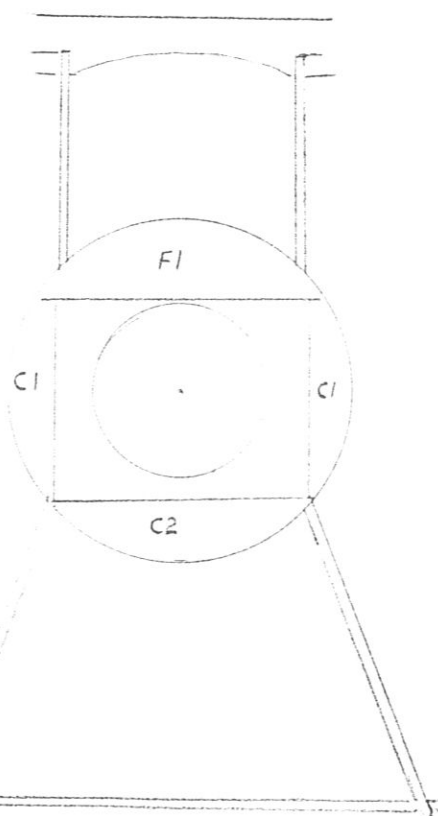
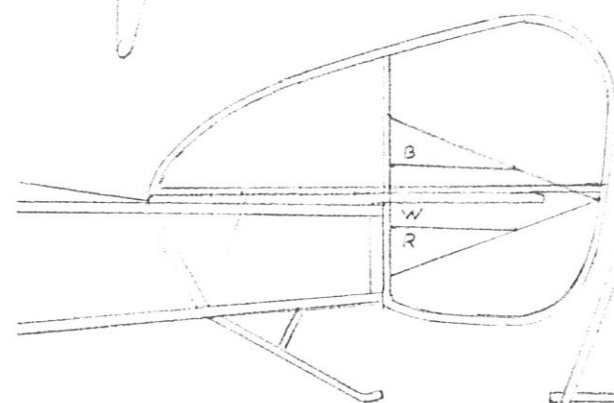
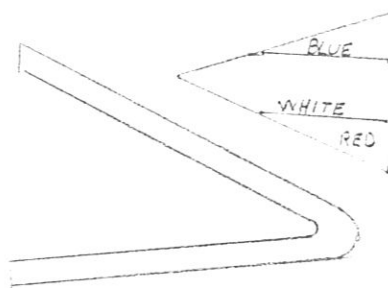
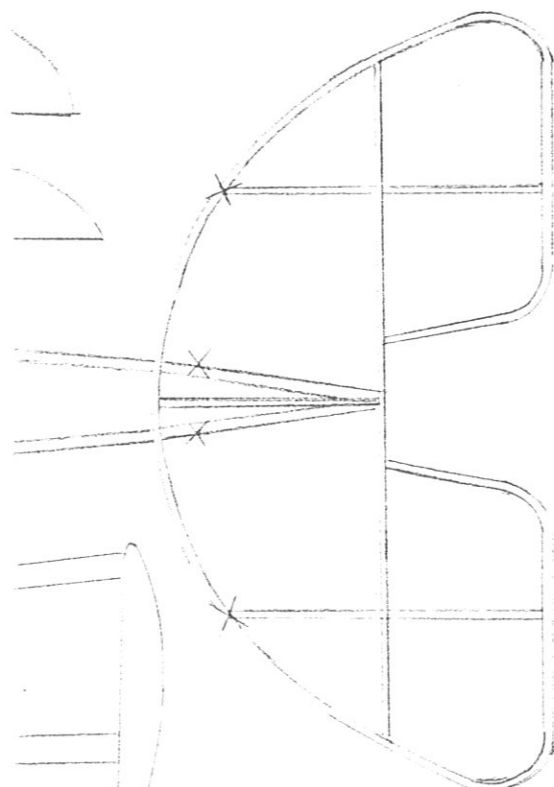
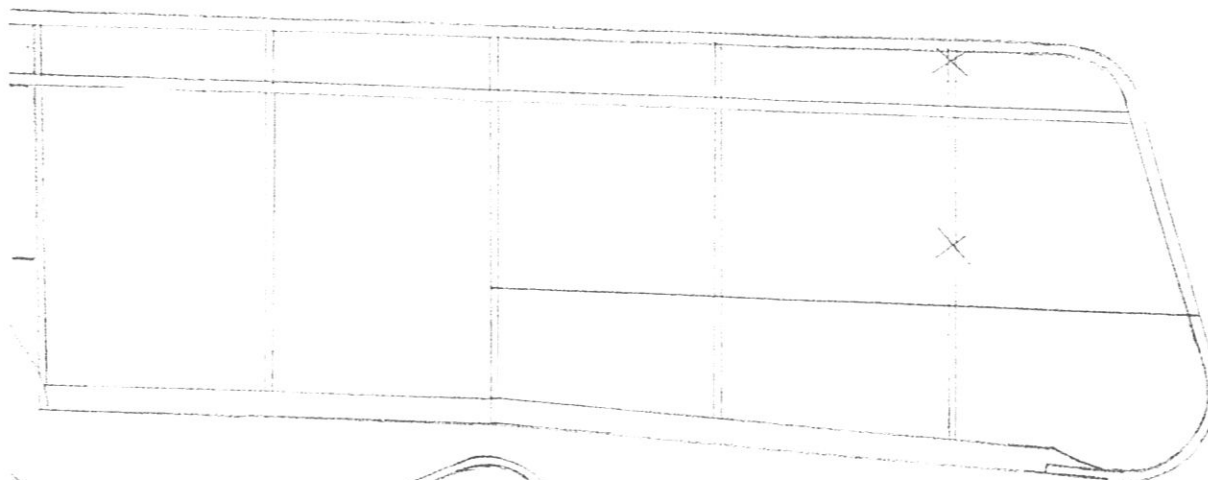
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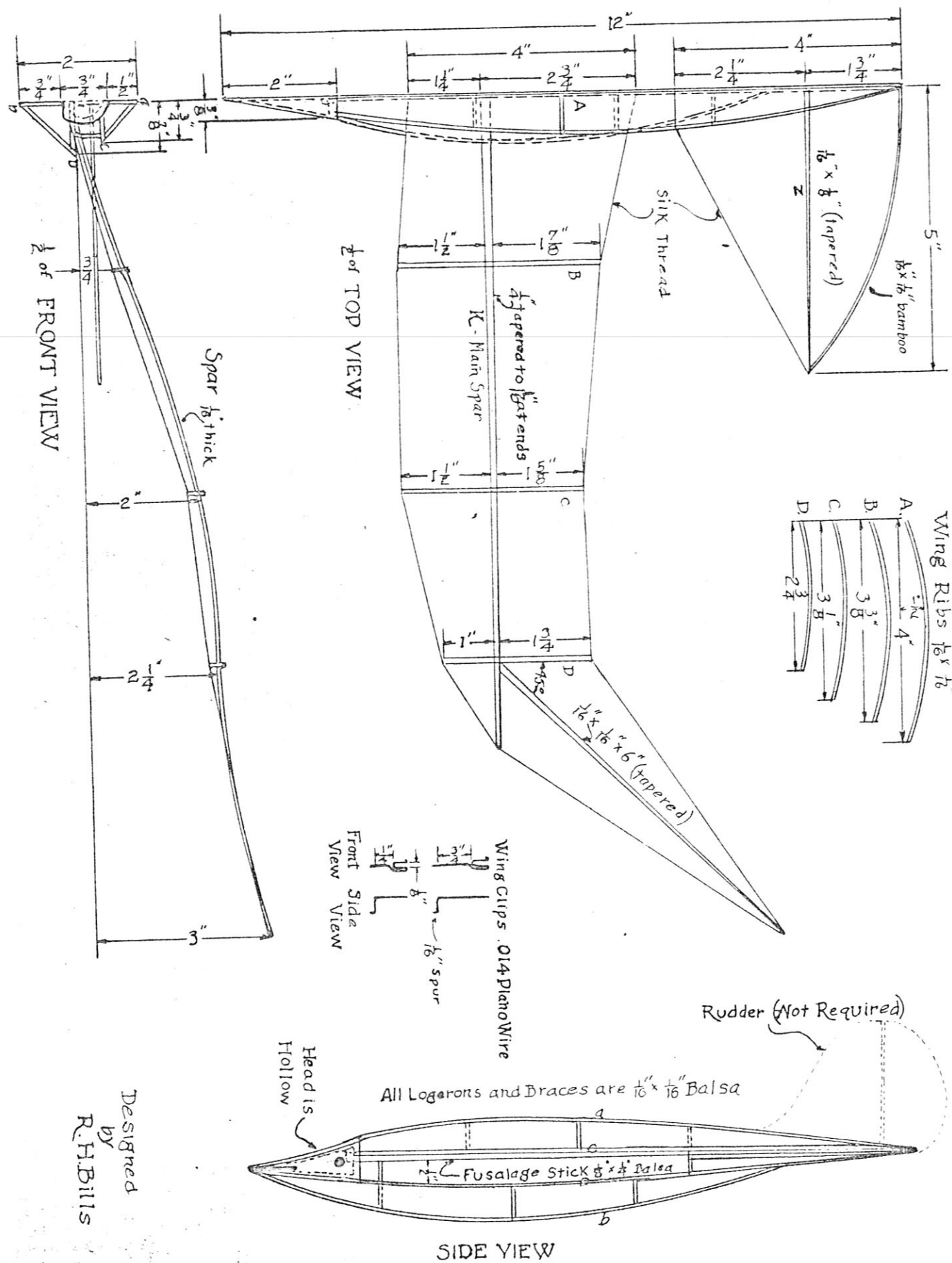


THIS IS A FREE PLAN TO ANY
 FAC. IT IS NOT FOR SALE AT
 ANY PRICE.

W. S. Sukorsky







Designed by
R.H.Bills

HOW TO BUILD THE GULL GLIDER MODEL

By RICHARD H. BILLS

Associate Director

Madison High School Aviation Club, Rochester, N. Y.

IN designing the Gull Glider, I used photographs of seagulls in actual flight and sketches which I drew of his wing as he floated serenely over the lake-shore. Did you ever notice carefully the way in which his wing tips move to adjust themselves to the variations of the wind? He controls his flight almost entirely by the tips of his wing. Of course, when an extra hard gust of wind strikes him, both wings are used to keep stability, moved principally at the main joint. Also he decreased the lift by shortening the second joint of the wing, tending, therefore, to go down rapidly to regain stability. Notice, when you see a seagull again, how narrow his wing chord is in proportion to the length of the wing and how small the tail surface is in proportion to the area of the wing. Both these factors can be compared somewhat to the famous Darmstadt Glider which is used in Germany for duration and distance.

Well, enough of that. Let us begin constructing the gull. For supplies you will need 1/16" flat Balsa to cut fuselage longerons from, silk thread, piano wire, bamboo, 1 piece of Balsa 1/4" x 1/4" x 2" for head of bird, 1 piece Balsa 1/8" x 1/4" x 10 1/2" for fuselage stick, and Japanese superfine tissue. First we will make the head of the bird and attach the spine, afterwards build the body about it. That is what you would call using the head, isn't it? Simply shape the head, split it lengthwise, gouge it out till you can see light through the skull and glue back together again. Follow this by sanding a piece of Balsa about 10 1/2" long, 1/8" thick and 1/4" wide for the spine or fuselage stick. Bend the Balsa longerons, a, b, c, d, etc., over a tea kettle spout. In my experience with other fellows, I find that most of them have some difficulty in bending Balsa over steam because they haven't enough steam or they do not hold the Balsa long enough in the steam to soften the fibres of the wood and start bending the wood too quickly, which, of course, results in breaking. So just get mother's tea-kettle boiling hard and place

the Balsa close to the spout, holding it there for a few seconds, then bend carefully. The three top longerons are about 10 1/2" long and the three lower longerons are about 8" except the lowest longeron (b) which is 10 1/4". Next cut small notches in the head for the longerons and a larger one to fit the spine or fuselage stick. Now glue the fuselage stick in place and begin laying the longerons in the notches at the back of the head and tapering them at the rear to fit smoothly with the fuselage stick, which is also tapered to form a neat point. Now if you look closely at the diagram, the lower longeron (b) continues to the tip of the bird's bill where it is tapered to fit neatly to the bottom of his bill. But we will need no landing gear, for the gull lands as lightly as a feather, under normal conditions, right on the bottom of his body, or fuselage, without breaking any bones or braces.

Now let's start the tail surface which consists of main spar, "z," made of Balsa 1/10" x 1/8" x 10", one piece of piano wire .014 gauge or bamboo 1/32" x 1/32" x 11 1/4", and silk thread. The diagram will show how to put each in its respective place. Add necessary fuselage bracings and the body of the gull is completed. If you wish to use the gull out-of-doors, it would be advisable to build a small rudder similar to dotted line in diagram. However, the gull looks much better if it is left off and of course, glides farther because of less drag and tail weight. Not only that, but who has seen a bird with a rudder-like tail.

NEXT comes the most important part of the whole glider, namely, the wing. As you can see, only one spar (x) is used and this is made of 1/4" x 1/16" x 23" Balsa. Sand it down and taper from the middle 1/2" to 1/16" at the tips. Naturally, the expert will lighten everything but as for the amateur, I would advise him to stick to these plans. I bent my ribs first into an arc about 1/2" deep, then glued them on the main spar into the double dihedral

as shown in the diagram and outline entire framework with silk thread. The wing clips are made according to the drawing and placed on the center rib about 3" apart.

Now comes the feathers which are made from Japanese superfine tissue paper. Cover the fuselage and tail, leaving 1/4" gap between upper and lower longerons for the wing, if you wish to be able to remove or set it for easier carrying or different gliding angles. If not, however, cover the wing first on top, then slip the wing into place, find the correct gliding angle and glue clips into place. You can add two Balsa braces on either side of the fuselage for strength, if you wish, then cover the wing gap in the fuselage. Cut out of black tissue paper the eyes and mouth, and paint them on the head with banana oil. Then, if you so desire, cover or paint with light black dye, the wing tips, which add to the realistic beauty of the gull, but which also adds to weight. Now your gull is completed and doesn't it look realistic?

A few essential flying instructions might be helpful. If the gull desires to climb, perhaps he is light headed and needs a few headless brads pushed into the top of his head, which undoubtedly will make him glide just about the way his original, the gull, should. If he should go into a nose-dive, sand the top of his head or bend the wire or bamboo trailing edge up a trifle. But if the gull goes to the left, bend the left tip up, looking toward the plane. This probably contradicts your theory that the right tip should go up, but without a rudder, the gull performs just the opposite from the way you would naturally believe. Another point is that when you launch the gull, keep the nose nearly horizontal, not downward like the ordinary glider would be launched. Do not shove it hard, but merely give it a very slight forward push from your hand. Never use a catapult, for you probably would fold up the gull's wings and put it into its eternal resting place,—the scrap heap,—with the rest of your broken planes.

Working drawings on following page.

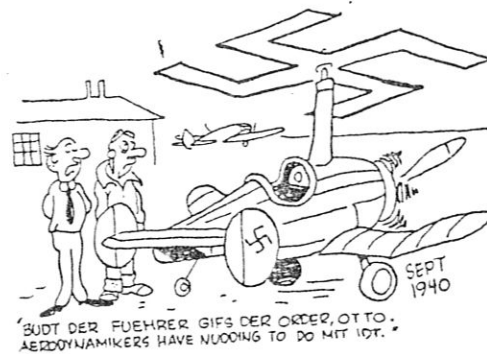
WISECRACK-UPS



By now, all you Clubsters are well aware of FAC Bob Roger's neat versions of that favorite from the Flying Aces mag of old, "They Had What It Takes". Now Bob treats us to a further laff fest with his own art work to accompany the gag lines from cartoons in the "Wisecrack-ups" pages of the old F.A.mags. If you are fortunate enough to possess a few copies that correspond to the dates on Bob's cartoons, you can look back and see the fine job he's done to add new zest to old favorites.



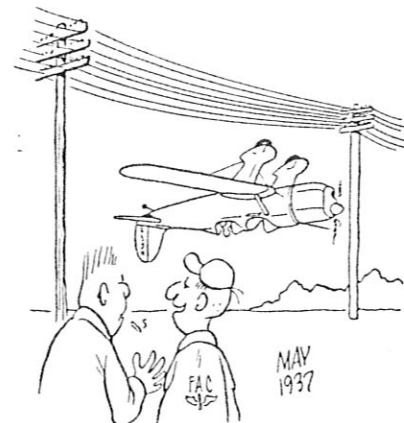
"GO AHEAD AND BREAK YOUR NECK—
YA' FLYIN' FOOL!"



'BUDD DER FUEHRER GIBS DER ORDER OTTO.
AERODYNAMIKERS HAVE NUOONG TO DO MIT IOT.'



"SEE? I TOLD YOU IT WASN'T THE FIVE-FIVE!"



"CRAZY FLIER? NOT AT ALL. HE'S SIMPLY
TRYING OUT HIS GOOD LUCK PIECE"

ADVENTURES OF GORDON GOODCHAP & CHESTER CHEETWELL

1916: IN JANUARY THE RFC ADOPTED FORMATION FLYING TO COMBAT THE FOKKER EINDECKER; THE BRITISH GROUND FORCES BEGAN TO REFER TO THE RFC AS THE "SUICIDE CLUB". THE FE2-B ("FEE") ARRIVED ON THE WESTERN FRONT WITH NO. 20 SQUADRON.

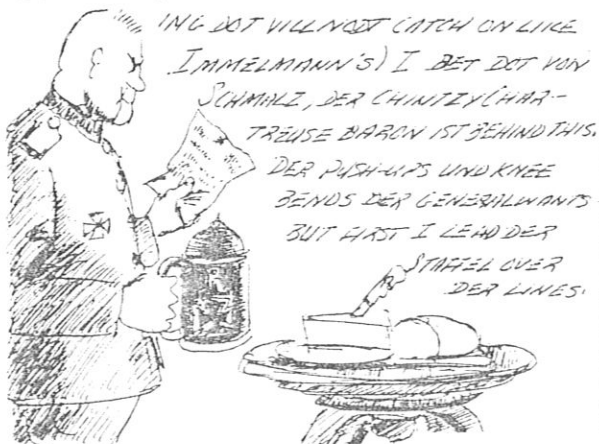
FEBRUARY: GENERAL TRENCHARD ("BOOM") BEGAN DEVELOPMENT OF NIGHT BOMBING WITH BE2-C'S FROM NO. 4 SQUADRON.

MARCH: GENERAL VON HOEPPNER WAS APPOINTED OC GERMAN AIR FORCES. BOELCKE RECOMMENDED THE TRACTOR BI-PLANE FOR FIGHTER AIRCRAFT. THE RFC BEGAN OPERATIONS IN NORTHERN WAZIRISTAN. THE FRENCH ARMY WAS HOLDING ON AT VERDUN.

APRIL: MAJOR LUDLOW-HEWITT WAS PERFECTING THE ZONE SYSTEM FOR ARTILLERY COOPERATION FLYING. CHESTER SHORT-SHEETED THE CO OF BEASTLEIGH FLYING TRAINING SCHOOL - GORDON RECEIVED THE CREDIT AND ANOTHER BLOT ON HIS ALREADY BESMIRCHED ESCUTCHEON. AIR PHOTOGRAPHY BECAME VITALLY IMPORTANT AT THE FRONT. A CRATE OF EXPLODING CIGARS WAS SHIPPED TO BOONTOWN, IOWA.

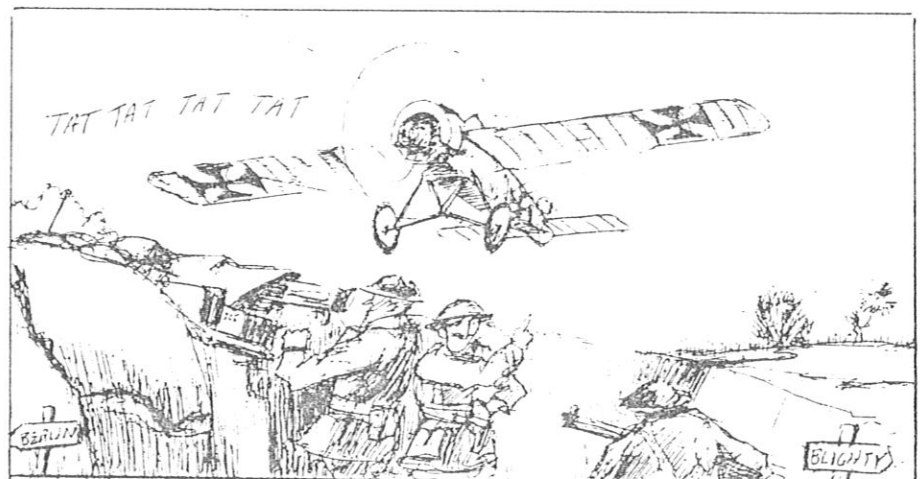
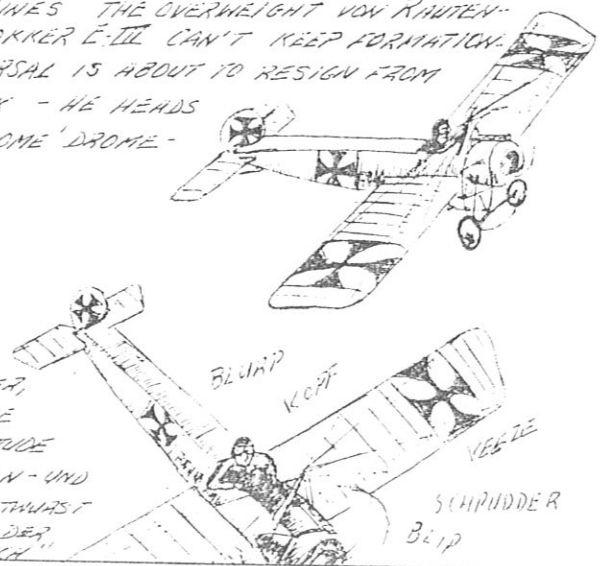
MEANWHILE, ON THE KNACKWURST NUDGER'S SIDE OF THE LINES, BARON VON RAUTENSAUCKS WAS PREPARING TO LEAD HIS FOKKER E-111 STAFFEL ON A PATROL -

VON RAUTENSAUCKS RECEIVES AN ORDER FROM H.Q. REDUCE OR BE GROUNDED - "HIMMEL! SOME PIGEON ON ME HAS STOOLED, UND ME, DER "EAGLE OF BURGERBENDER PLATZ" (I AM THINK-



OVER THE LINES THE OVERWEIGHT VON RAUTENSAUCKS' FOKKER E-111 CAN'T KEEP FORMATION. THE OBERVARSAL IS ABOUT TO RESIGN FROM OVERWORK - HE HEADS FOR THE HOME 'DROME -

"DONNERVELDER, DOT BOELCKE LOSING ALTITUDE ME HAS SEEN - UND NOW DER KINCKWURST SANDWICH UND DER PIGNER PUNCH"



"DOT'S EIN SCHMARTZER MOVE RAUTENSAUCKS - SHOOT OFF DER AMMO OR THROW OUT DER LUNCH UND LIGHTEN DER AIR PLANE - JA! DER AMMO GOES" - JO, MORE HIGH VON RAUTENSAUCKS SKATES ACROSS LIMEY REAL ESTATE FIRING HIS SPANDAU INTO THE AIR. THIS GAMBIT IS OF COURSE MISUNDERSTOOD BY THE NEAREST BRITISH COLONEL WHO GETS ON THE BLOWER TO HQ AND DEMANDS RETALIATION. © 1973 JERRY BOCKIUS

by Lt. Ed Heyn.

U.S. Aircraft.

North American P-51, Series B,C,D,
 Bell P-39
 Republic P-47, series B to N
 Grumman F6-F Hellcat
 Boeing P-26 (Phillipine-Ed.)
 Chance Vought Corsair series
 Lockheed Hudson
 Curtiss SB2C-1/A-25
 Douglas A-26 Invader

British,

Blackburn Skua/Roc
 Boulton-Paul Defiant
 Fairey Barracuda
 Fairey Albacore
 Gloster Gladiator
 Hawker Typhoon
 Spitfire series
 Bristol Blenheim IF-IVF
 Hawker Tempest

French

Bloch 151/152/155
 Curtiss Hawk 75
 Dewoitine 510/520

Italian

Fiat G-50
 Fiat CR-42
 Reggiane RE-2000/2001/2002/2005

German

Focke-Wulf FW-190/TA-152 series
 Heinkel He 51
 Messerschmitt 110/210/410
 Messerschmitt 163/262

Australian

Commonwealth CA-12 Boomerang

Finnish,

IVL Myrsky II

Swedish,

F.F.V.S. J-22A

Polish

PZL P-11c thru P-24

Yugoslavian

Ikarus IK-2

Rumanian,

I.A.R. 80

Dutch

Curtiss Wright CW-21b
 Koolhoven FK-52 & FK-58

Russian,

LAGG-3
 Mig-3
 R-10
 SU-2

Japanese

Aichi D3A-1 "Val" & B7A-1 "Grace"
 Mitsubishi KB-98/A6M5 "Zero"/A5M4 "Claude"/J2M "Jack"/O0 "Hamp"/A6M2 "Zeke"
 Mitsubishi LI-51B "Sonia"
 Nakajima A6M2N "Rufe"/B5N2 "Kate"/KI-43 "Oscar"/KI-89 "Gale"/KI-44 "Tojo"
 Nakajima B6N1 "Jill"/C6N "Myrt"

Curtiss P-40, series B to N
 Lockheed P-38 series to L
 Grumman F4F-3/4 Wildcat
 Grumman F7F Tigercat
 Brewster F2-A Buffalo
 Curtiss SC-1 Seahawk
 Douglas SBD/A-24
 Douglas A-20/P-70 (DB-7-Ed.)
 Northrop P-61

Bristol Beaufighter
 Fairey Battle
 Fairey Fulmar
 Fairey Swordfish
 Hawker Hurricane
 Westland Whirlwind
 D.H. Mosquito, NF Mk. II to XIX
 & FB Mk. VI to XVIII

Morane Saulnier MS 406c
 (Vought Vindicator-Ed.)

Macchi C-200/202/205V
 Breda 65
 Fiat G-55

Focke-Wulf-187
 Junkers JU-87
 Henshel HS-123 A-1
 Henshel HS-129B

Rogozarski IK-3

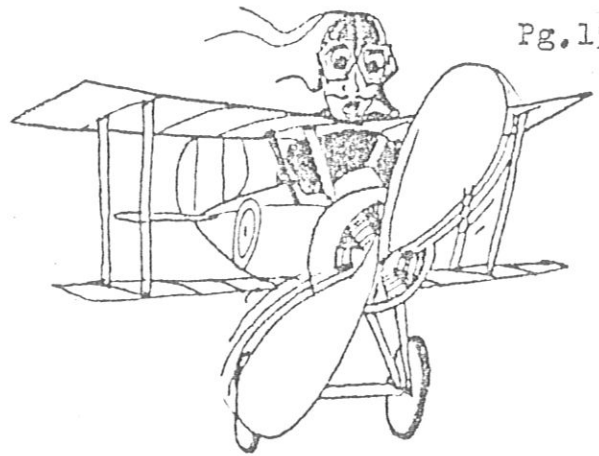
Fairey Firefly II and Fox VI
 Fokker D-XXI & G-I

YAK-1/3/9
 LA-5/7/9
 I-15/16/17
 IL-2c/10

Yokosuka D4Y2 "Judy"
 Nakajima KI-27b "Nate"/KI-84 "Frank"

ANNOUNCING
THE
FLYING ACES
National Club

AT JOHNSVILLE NAVAL AIR STATION
WARMINSTER, PENNA.



Pg.15.

JULY 15, 16 1978

Help it happen at Johnsville!

TEN EXCITING EVENTS!

SAT. JULY 15, 1978 (9 AM TO 6 PM)

| | |
|------------------|--------------|
| FAC RUBBER SCALE | WW I COMBAT |
| FAC POWER SCALE | WW II COMBAT |
| EMBRYO ENDURANCE | NO-CAL SCALE |

SUN. JULY 16, 1978 (12 PM TO 5 PM)

| | |
|-------------------|--------------|
| THOMPSON TROPHY | PEANUT SCALE |
| AMA RUBBER SCALE | JUMBO SCALE |
| NAT. CHAMP TROPHY | |

REGISTRATION:

\$3.00 (by mail) \$4.00 (at field)

\$1.00 per event with \$5.00 max.

LIN REICHEL, C.D.

3301 Cindy Lane

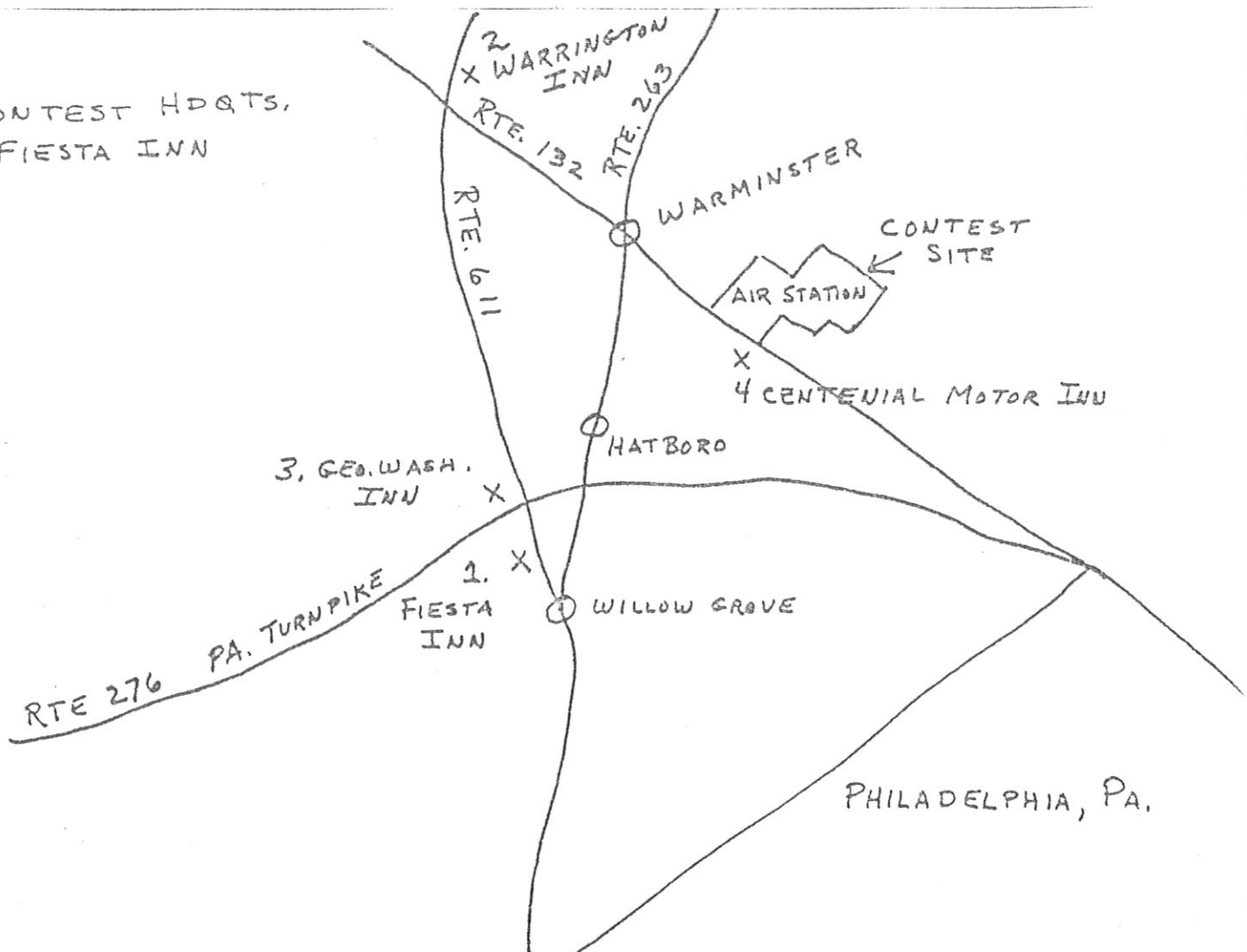
Erie, Pa. 16506

Tel. 1-814-833-0314

AMA SANCTION No. 469

THERMALS!

CONTEST HDQTS.
FIESTA INN



FLYING ACTS CLUB

NATS RULES 1978

1. FAC Rubber Scale - As per FAC rules. Two models allowed to enter.
2. FAC Power Scale - As per FAC rules. A bonus will be given for different power sources. (I.C. engines - 0 pts.; co/2 +5 pt.; electric +10 pts.)
3. Embryo Endurance - As per FAC rules.
4. No-Cal Profile Scale - As per FAC rules.
5. WW1 Combat - Mass launch. No changing rubber motors. Min. wingspan 14", Max. span 30". Multi-winged aircraft only. Must have at least 40 pts. FAC scale scoring. Must be in wartime colors.
6. WW2 Combat - Mass launch. No changing rubber motors. Min. wingspan 14" Max. span 30". Must have color schemes of pre-war or wartime colors. Must have at least 40 pts. FAC scale scoring. Contestant must be prepared to furnish proof plane was in actual combat.
7. Peanut Scale - As per FAC rules.
8. Jumbo Scale - Min. wingspan 36" for monoplanes, 30" for multi-winged aircraft. Scale judging as per FAC rules.
9. A.M.A. Rubber Scale - As per A.M.A. rules.
10. Greve Trophy Race - As per FAC rules.
11. Thompson Trophy Race - Mass launch. No changing rubber motors. Max. wingspan 24". Must qualify for T.T. Race by flying in the Greve Race, as per FAC rules. Must have at least 40 pts. FAC scale scoring.

Trophies will be awarded through three places in each event and merchandise prizes will be awarded to as many places as we can supply. In addition, there will be a NATIONAL FAC CHAMPION TROPHY awarded to the high point winner. Awards for Saturday, July 15th events will be given out at the banquet on Saturday night. Sunday, July 16th awards will be given out at the end of the days flying.

Deadline for early registration, motel accomodations, and the banquet must be in my hands by July 1, 1978. You need not send money for motel or banquet to me. Pay for them when you get there. If you plan on coming to the premier scale meet of all time, please register in advance as it will help very much with the planning. Make all checks payable to Lin Reichel, 3301 Cindy Lane, Erie, PA 16506.

If you plan to attend the banquet, we have to have a solid commitment from you, as the restaurant has to have a confirmed number of dinners or they will not be able to handle us. Lets all plan to attend the banquet. Where else can you rub elbows with so many fine scale modelers? Let us know if you plan to attend and how many in your party, wife, kids, etc. Price will be about \$7.50 per person.

Gretchen Norman will be arranging activities for the wives and kids while the guys are flying. Lots of things to see and do in the contest area. So plan on bringing the family with you. Maybe it will even help you to attend. More on this in future newsletters.

MOTEL LIST

The Fiesta Motor Inn will be the contest headquarters. We will take reservations for this motel only. If you wish to stay at any other motel you must make your own arrangements.

- | | | | |
|-------------------------|--------------|-------------------------|--------------|
| 1. Fiesta Motor Inn | Rates | 2. Warrington Inn | Rates |
| Rt. 611 & Turnpike | sgl. \$20.00 | Rt. 611 & L32 | sgl. \$20.00 |
| Willow Grove, PA | dbl. 24.00 | Warrington, PA | dbl. 24.00 |
| 19090 Ph. 215-659-9300 | | 18976 Ph. 215-343-0373 | |
| 3. Geo. Wash. Motor Inn | | 4. Centennial Motor Inn | |
| Rt. 611 & Turnpike | sgl. \$19.00 | 255 E. Street Rd. | sgl. \$13.00 |
| Willow Grove, PA | dbl. 24.00 | Warminster, PA | dbl. 22.00 |
| 10000 Ph. 215-659-9300 | | Ph. 215-441-0460 | |

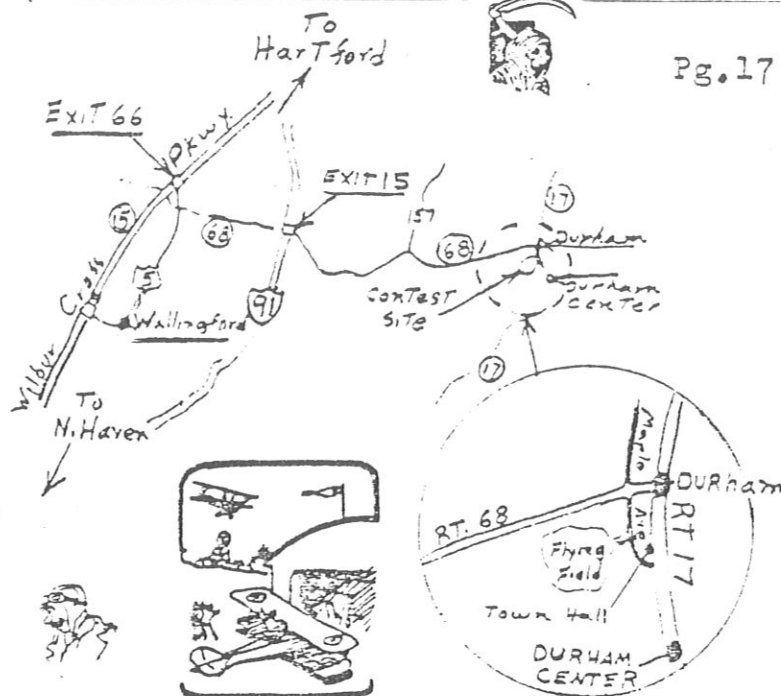
FLYING ACES

Flying Aces Club Spring Meet

Pg. 17

June 4TH, 1978 9:00 AM to 5:00 PM
 At Durham Meadows, Durham, Ct.
 For out-door rubber powered models. AMA membership required. (You may join at field.)
 All events combined age groups. (JSO) AMA sanction #548
 Entry Fee \$3.00 (Under 21 free)
 For info or rules write FAC
 GHQ 66 Bankside St., Bpt. CT.
 06606 Dave Stott, C.D.

NINE EVENTS! TROPHIES AND PRIZES!



1. FAC Scale; Two models may be entered in this one that awards bonus points for difficult to fly types. Bring all scale data and plan used to build model.
2. Peanut Scale; Originated by the FAC, FAC rules still used.
3. Embryo Endurance; Another FAC original for non scale models of certain proportions. Card table take off!
4. No-Cal Scale; A profile job no bigger than 16 inches gets you in this one.
5. W.W.II Challenge; To be held ONLY if the Blue Flight of the D.C. Maxcutters are in attendance. Mass launch for W.W.II fighter and attack combat veterans.
6. Shell Speed Dash; For pre-war raceplanes only, not exceeding 24 inch span. Two random official flights must be in by noon to place models for other race plane events in the afternoon, so get to the field early.
7. Greve Trophy Race; Not a race at all, but an endurance event with mass launches. First down is out. Blown motor puts you out. Tree landings and damage also puts you in the spectator stands! Round fly ing at it's most hazardous, but what fun!!!
8. Thompson Trophy; More in the style of the Greve. The "worry dew" will be sure saturating you helmet in this one, Pylon Polishers!
9. Aerol Trophy; One big mass launch for those who did not qualify for the Greve or Thompson. No one goes home without racing!

Here is a swell chance for all our aero-duelists to get in some spring training for the coming FAC Nationals this summer. Yep, there's plenty of sky action slated for this year, more than ever. Time to slide the hangar door back and trundle out those new crates for testing. The competition promises to be pretty hot, and all the air time you can log will help you get on the FAC Kanone List, or increase your tally. Up, and at 'em, FACs!!