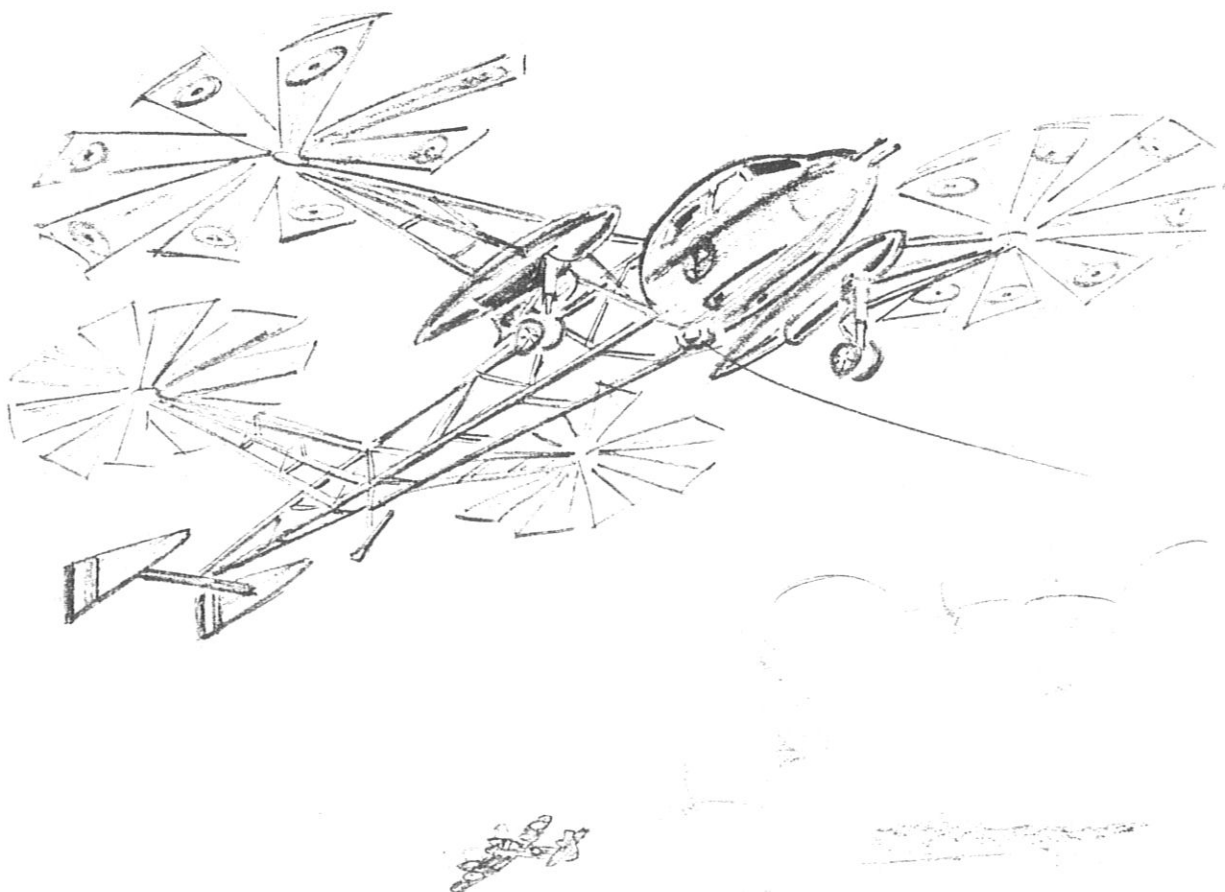


FLYING ACES

Issue # 63

Club News



Scott Hysterical Hystory New FAC Model Rules
Pinkham Laff Fest Rare Russian Three View
World War One Peanut Plan Feathered Monocoupe
And More!

NEWS ON THE WING!

By the time you Wingsters are reading this issue, the last FAC meet of this year will probably be over. But, you can bet your last paulowina prop there is more to come, and maybe before next spring, too. Ready to flip your wings at Old Man Winter again this year?

But anyhow, in this issue we are presenting the first half of the revised FAC Rules that will be in use next year. Read 'em over carefully, and let 'em guide your thoughts as to what to build this winter. Our version of the "builder of the model rule" will probably make the AMA wince, but so do we wince at their soaring membership rates.

You avid longeron-layers will notice the changes in handi-capping that brings new hope to tri-motors and biplanes. There is also some clarification on some of the odd power combinations that have cropped up lately, though these ships have not actually seen competition, as yet.

Most of the changes affect FAC Scale. Peanut, Embryo, and the raceplane events are mostly just consolidated, and clarified. So, when the winter winds are battering the hangar doors, head for the drawing board and get that dream ship layed out toot sweet so old Saint Nick can bring in the supplies to get 'er started in the work shop.

We all know how this old world has hosted a variety of disarmament talks all through it's years. Waht we did not know, is the part in the latest talks that our old pal, and chief pest of the Ninth Pursuit, Bar Le Duc, France, circa 1918, is taking. In this issue, the lid is off, thanks to Joe Archibald.

For you aviation history buffs, Capt. Frank Scott offers yet another tidbit to tantilize your tonsils, if you can get the laughter cramps out of 'em.

And would we foresake our rib-slicin' tissue trimmers for all this banter? Never. They are the reason for our being! Just turn to the Flying Aces Model Laboratory for the latest offerings that might well become offerings to HUNG, Great God of the Thermals!

And don't fret, Skysters. We will be back one more time before the year is out with any of your favorite pages we might have had to omit in this issue (to include the latest FAC Rules), and to present our parade of aces, the FAC Kanone List!

GHQ urges all C.D.s to turn in their final reports promptly.



F.A.C. BATTLE FLAG HELD!

We have kept silent on this issue long enough! Although silence is considered by to-day's standards, to be the way to treat the sly and slithering tactics of terrorist groups, your FAC GHQ has slipped back to the ways of the warriors of old.....face your enemy!!!!

Wingsters, it grieves to report that the Battle Flag that fluttered flagrantly as FACs of GHQ battered the bastions of opposition, is being held for ransom! When first discovered missing from it's place of honor on the podium at the banquet at the FAC Nationals, it was thought that one of our number simply had an uncontrollable penchant for the pennant! But now....well, we quote the contents of the malicious missive received at GHQ not long after the Great Meet.
"Dear Generals,

Do not call the police- we have your FAC banner, and am holding it for ransom. It will be returned to you in good condition, if certain changes in the FAC Rules meet with our satisfaction.

We will inform you at a later date of the changes to be made. If you value the flag, do not seek help. We have informers in your command.

Your ~~friends~~
enemies,
3 Bad Guys"

The history of aero units of our country's Border Patrol, and Coast Guard bear sad confirmation that all airmen are not of a high caliber. "3 Bad Guys" indeed, of the same strain who dumped Coolies out of dull, unmarked planes into the murky depths to rid themselves of "evidence" when capture by our guardians of justice was eminent.

Know you this, oh terrible trio! G.H.Q. will stand firm! Certain rules changes have already been put into print. More are planned, but it is doubtful the changes will coincide with the distortions of your collective, warped minds! And when G-2 agents descend on your secret 'drome, as they surely will, no quarter will be given. Not even a knuckle's worth! This vile deed borders on treason! Consider your position carefully before you act further. Court-martial awaits you, and your informers within our command, who we doubt exist.

By turbulence, the loss of our beloved Battle Flag is not the issue here! The issue is rebellion!! Pray HUNG, you foul flyers, that you do not end up bannished forever, flying rickety Ford Trimotors over the Andes to earn your miserable keep. And worse yet, the termination of your flow of the FAC NEWS!!!!!!!!!!!!



Nikolai Borzec



The Gaudauphel Sphinx, Mk I,
by Capt. Frank Scott, Undercover Archivist,
McCook Field.
an Hysterical Hystory.

As all aeronautical scholars are well aware, the Prangmore Aerodrome, site of the famed RAF Experimental Station, is located near the town of Humpty On-The -Wall, Wessex. Feverish activity settled on the usually placid Prangmore as international relations deteriorated in the late thirties. It was due to this increased work load that test pilot, Captain DeBris, was required to move from his ancestral home at Effing, to take lodgings in the more convenient village of Motleigh. Thus, the common appellation, "that Effing pilot", was not entirely correct, though perhaps, accurate enough, in a make do sense.

Motleigh is a sleepy rural town located a short distance from Prangmore on the New Road, built by Roman occupation forces, and seemingly, not repaired since. Except for the recently unearthed secrets of the Sphinx, Motleigh might pass entirely unnoticed.

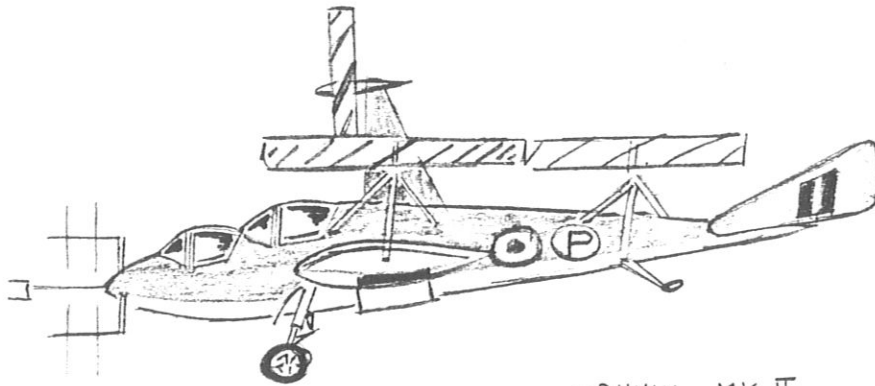
Captain DeBris, after a hard day of bursting the surly bonds of earth, was in the custom of stopping at Motleigh's only public house, known as the Arabian Pig, for a pint (or three) on the way to his lodgings from Prangmore Aerodrome. The redoubtable aviator also had tried, somewhat unsuccessfully, to strike up a dalliance with the bar maid, who was known locally as "God-awful Molly". It was a result of this encounter that brought the captain into contact with Molly Gahdauphel's uncle, owner of Motleigh's only industry; the Gahdauphel Drop-Forge and Aeronautics Co., Ltd. This firm was known for it's quality railroad couplers, and agricultural windmills.

Alarmed by the prospects of war, inspired by the sight of a ROTA autogiro making a circuit of Prangmore, and undaunted by their complete inability to secure a proper aeroplane engine, the company directors initiated a company funded design project for a defense fighter utilizing their particular expertise, and products.

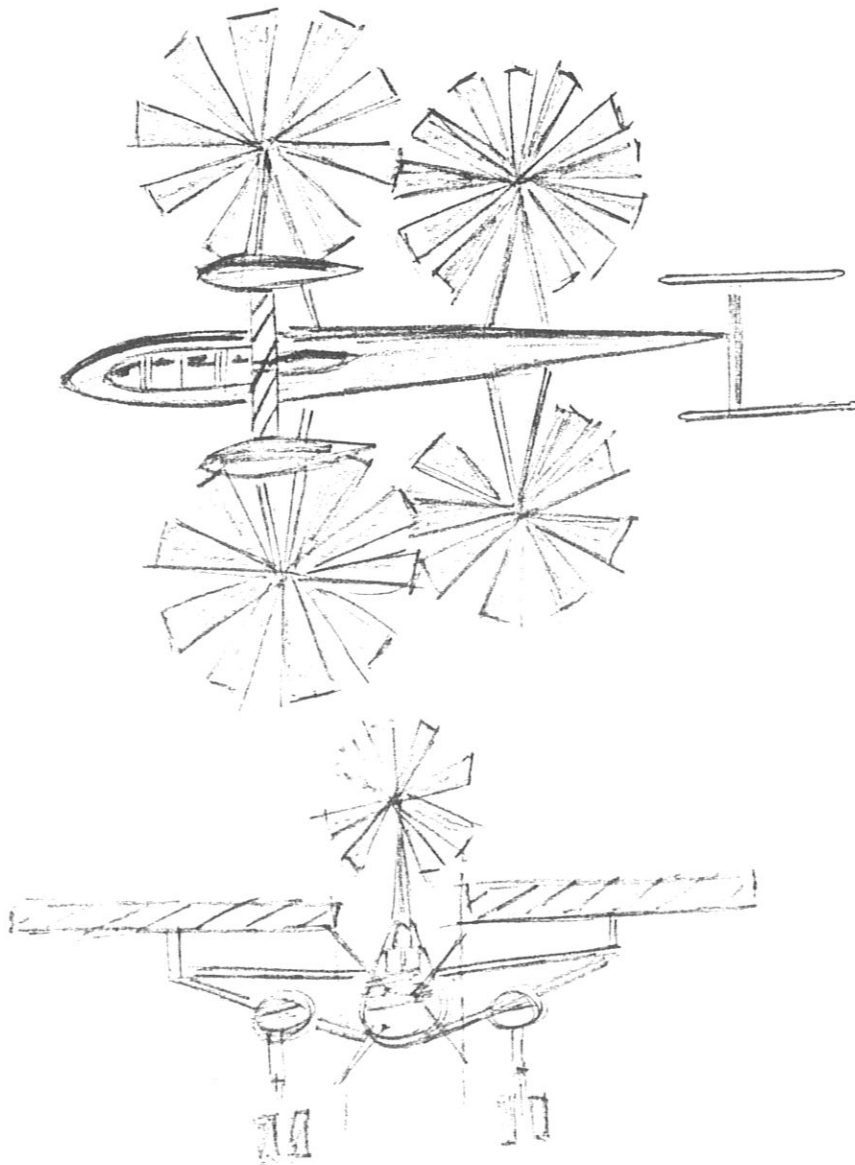
Upon learning that captain DeBris had just been released, with only minor burns, from the Sodium Alloy Hull Flying Boat project (the story for which the world is not yet ready), the company quickly engaged him.

The resulting aircraft was of refreshingly novel concept, being a single seat, four gun autogiro kite based upon the ever popular line of Slurpmaster farm windmills. Four of these windmills were required to sustain the machine, and were attached to four standard windmill towers, attached horizontally to a fifth, to comprise the basic structure.

This was fitted with a well streamlined cabin crafted by the local school wood-working class. (The camouflage, incidentally, was not paint, but rather inlaid rare veneers. This cabin, in fact, served as the inspiration for the later, and somewhat better known DeHaviland Mosquito). The final result might well have been thought of as an aggressive barrage balloon. In spite of this curious concept, great attention was paid to detail; for example, the main landing gear was retracted into finely streamlined fairings, although the hickory tail skid was thought by some to be a bit anachronistic.



SPHINX MK II



The Gahdauphel Sphinx, cont'd.

The company's resident sign painter became rebellious, and nearly driven to distraction upon learning that RAF aeroplanes were required to display suitable roundels on their tips; the task of painting some eighty-odd red, white, and blue concentric circles on but one aircraft being nearly too much for his artistic disposition.

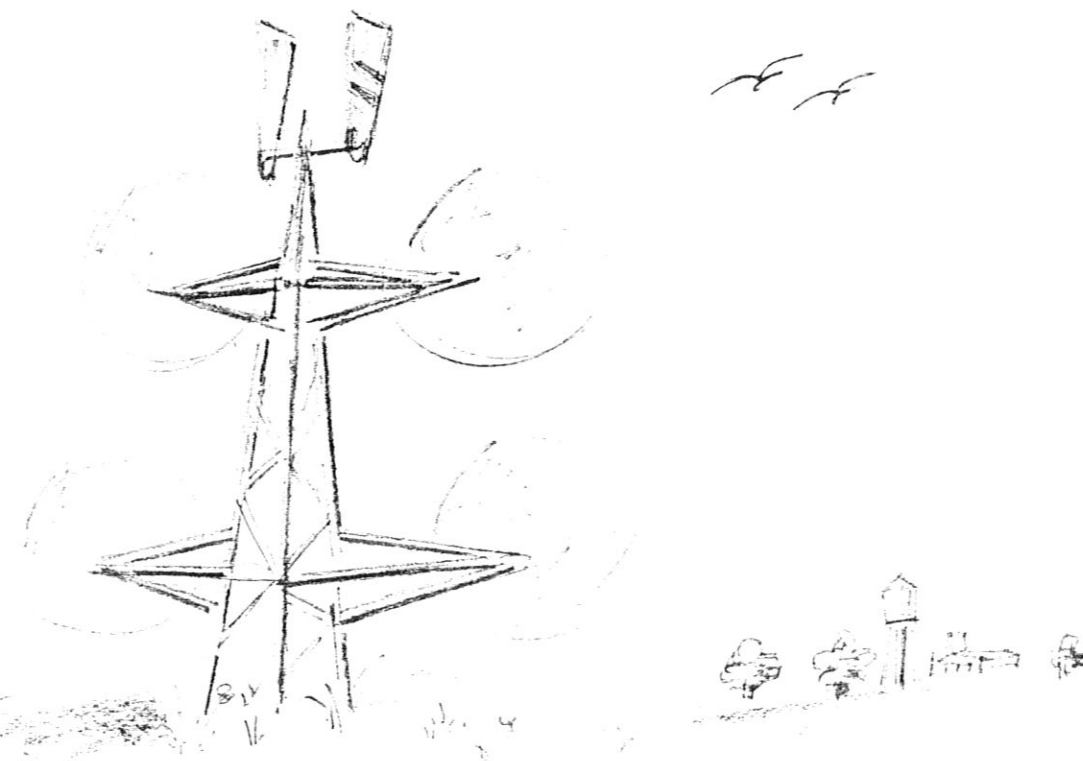
The Sphinx' only operational flight took place on the night of June 31, when, in anticipation of an air-raid, the Sphinx was put up to augment Motleigh's municipal balloon (which had been sewn by the local church lady's auxillary). With the rise of the full moon, Captain DeBris quite naturally mistook the Motleigh balloon for an attacking zeppelin, and unhesitatingly attempted to engage. In the ensuing battle, DeBris, in the Sphinx, succeeded only in shooting down his own tow rope. With the subsequent loss of control, Captain DeBris once again wisely resorted to his parachute as the machine dived vertically into Motleigh Bog.

In view of the unfortunate loss of the Sphinx Mk I, all further Gahdauphel development was stopped, including the ambitious Sphinx Mk II, a two seat, radar equiped varient employing a wind driven generator to power the captured German radar sets.

Molly Gahdauphel was later knighted for her invaluable service during the war in which she, due to an unusual quirk in physiognomy, and voice, secretly served at the Malta Conference as a double for the ailing Winston Churchill.

DeBris, having inspected the crash site, and finally seeing Molly in the day light, quickly moved back to his family at his ancestral home in Effing.

The pragmatic citizens of Motleigh, however, simply connected the remains of the crashed Sphinx to the town's water supply, where it may be seen pumping, to this day.



REMAINS OF SPHINX MK I, ca 1975

As the gang here were sunning themselves in front of Hangar #1 on a fine afternoon a few weeks back, the sounds of an ailing OX-5 interrupted their day dreams and caused them to cast an orb skyward. Imagine their surprise when a rickety looking Jenny, in the markings of the U.S. Postal Dept., came side-slopping over the trees at the edge of the 'drome! "Run"! "He is gonna crash", were the yelps that rose from the lads, as they scattered in all directions! Well, the crate did not pile itself in the center of the tarmac, as feared, but whipped over the hangar, taking the wind sock with it, and dropped this letter in a message container. I guess we should also mention the six foot rubber snake that was also compressed into that same container, as it took our month's supply of cognac to settle all the gangled nerves that crazy flyer left in his slipstream. Here is the letter, Skysters....

July ? 1978

C.O. or whatever
FAC
Bridgeport, Conn.

Wee gates! Bon jour, or sour!

This epistol will give you an idea as to the kind of gratitude you get for layin' down your life for you country. What with all this mullarkey about salt between the Soviets and the U.S.A., and the donnybrook over who will shoot at whom, or who, I have recently offered my services to Cy Vance, ate all, remindin; him of my blitz of Rasputin as recorded for prosperity in the archives of the old FLYING ACES now available for all to see in the Library of Congress. With a little more cooperation at that time, I most likely would have saved the Romanoffs, I told the States Department. Why, I asked, are you brass hats beatin' your gums over SALT when the Russkies are minin' more in one hour than we are in five years?



Solzy was right. You don't dogfight a bear with a soda straw. My book, which was never published because of averse incrimination, and entitled, THE PINKHAM PERMANENT PEACE PLAN, and loaded with illustrations showin' ways of pollutin' all the vodka, and the rivers where them fish that are full of stuff that looks like buckshot swimmin' in ink, plus other neat tricks too numerous to mention. Haw! That neutral bomb, they can regulate that to the Smithsonian. Instead, wait until May Day an' fly a Spad over the Kremlin and at least five thousand Red GIs would laugh themselves to death.

I also wrote to the CIA and I got a fast answer askin' me to please not write again, as they have enough trouble, and recommended a very comfortable rest home for this old Air Corps veteran that has rubber rooms. Now I know how Billy Mitchell and Lindbergh felt when they got the shaft. I'll just sit back and wait until our foggy bottom brass hats fall down the Stepps. Sacre blue. And when are we goin' to help Red China Taiwan on? Haw-w-w-w-w-w!

Yours,
Phineas Pinkham
USAF, retired.

Accompanying sketch is my idea of reaching that SALT agreement. Only I have the formula, which is top secret. Have you checked that Nissen hut for bugs lately??

End of message, Wingsters. Joe Archibald has never lost his touch, obviously. It is good to hear from Phineas after so many years. A pleasant infection.

Clubster Bill Noonan, California Sqdn. had these comments concerning the FAC Nationals, (as printed in the Scale Staffel Squadron Flyer newsletter) "The weather turned out very good, almost California style, after some morning overcast. There were a remarkable number of entries, 143 in all. Noonan commented on the diversity of the types entered, seems the Eastern boys favor unorthodox designs, as points are taken off for simple types. The typical eastern builder has about 3 months of the year in which to fly, and the type of weather probably influences the designs. It was noticed that most craft had quite a bit of dihedral, and very large tail surfaces. This is allowed in Flying Aces rules, with no points lost for such changes".

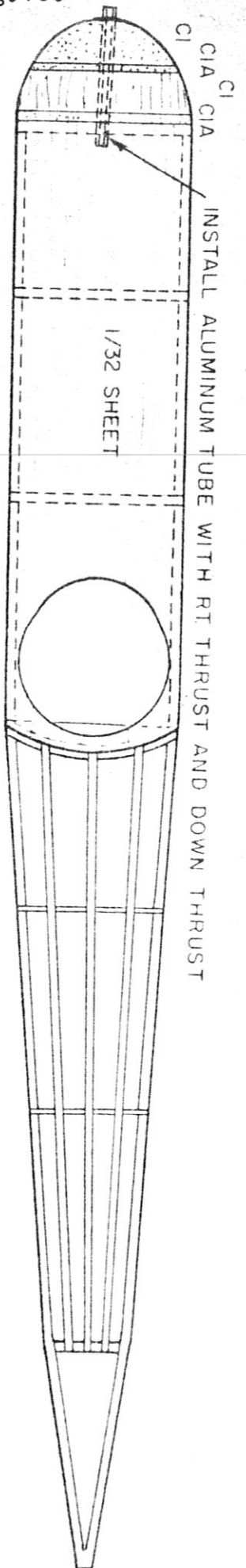
And from Lt. Jerry Bockius;

Issue # 47 re: Maj. Lord's Dolphin cover drawing: rang a bell, came up with Aero-modeller article, Oct.'61. Cover drawing has correct marking for # 79 Sqdn.,

March to Nov. 11, 1918. The notes refer to Dolphin C-3944 "N" of C Flight, Flt. Cmdr. Capt. F.J.Lord, DFC, 7 E.A. (see sketch). It is interesting that the major depicted Dolphin "A", which was a letter used by A Flight. Attrition and assignment changes can account for some of these so-called anomalies. Who could possibly fly the same aircraft all the time? (Thing is, the Major's name is Frederick I. Lord.--Ed.)



Pg.10.



F1 1/16-1

F2 1/16-1

F3 1/16-1

F4 1/16-1

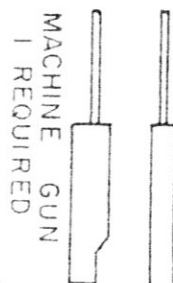
F5 1/32-1

F6 1/32-1

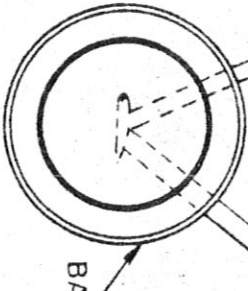
DOTTED
F4A 1/16-1

BASIC STRUCTURE SHOWN
CROSS HATCHED. MATERIAL
IS 1/16 SQ Balsa UN.

R1 1/16-1



1-CIA IS
GLUED TO
FRONT OF
FUSELAGE



LANDING GEAR "V"
SHOWN TRUE LG
1/32 PLY. 2 REQ'D.

F8 1/16-2

STEP ON PORT
SIDE ONLY

F7 1/16-2

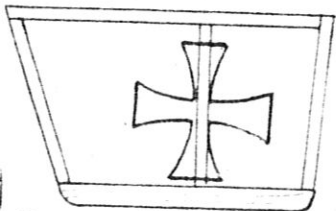
TS1 1/16

COLOR SCHEME

ENTIRE PLANE IS BUFF
EXCEPT: LANDING GEAR
AND CENTER STRUTS BL'K,
TAILSKID-NATURAL WOOD,
COWLING AND STEP ARE
ALUM. (CONT. ON SHT. 2)

1/32 PLY
TAILSKID

R2 1/16-1



AVIATIK BERG D I
by Lt. Bob Howard, Canton, Ohio FAC.

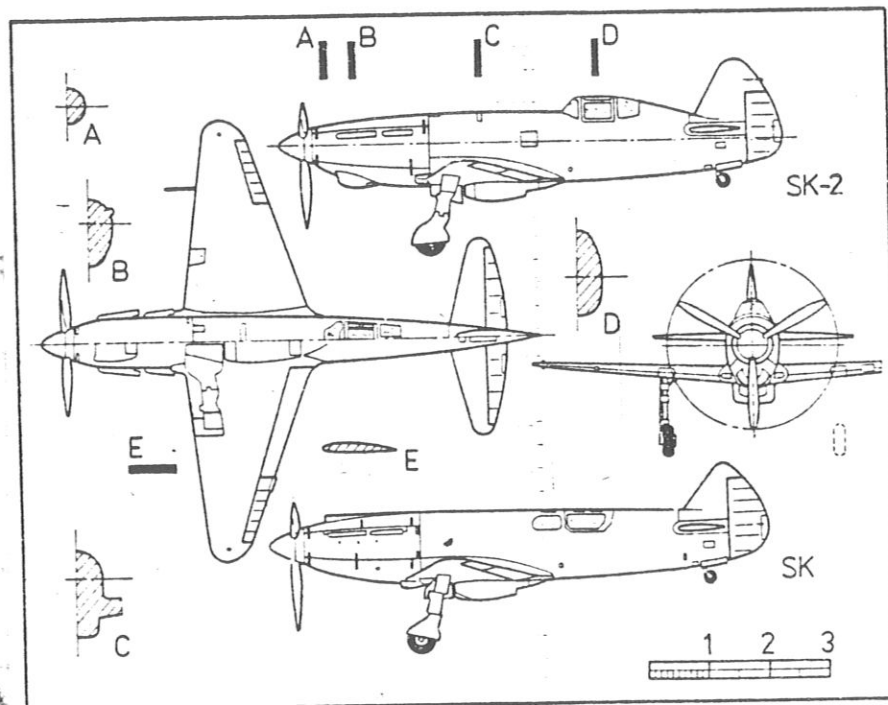
Happy days are here for you Peanuteers who are buffs of the First Big Fuss. Lt. Howard says he built one of these buzzards himself, but she turned out pretty heavy...tail heavy, in fact. Bob put on a big prop and plenty of power to get her to go, and a loose motor peg finally did the old bus in. Bob says, "Maybe some other flying ace can make a winner out of it".

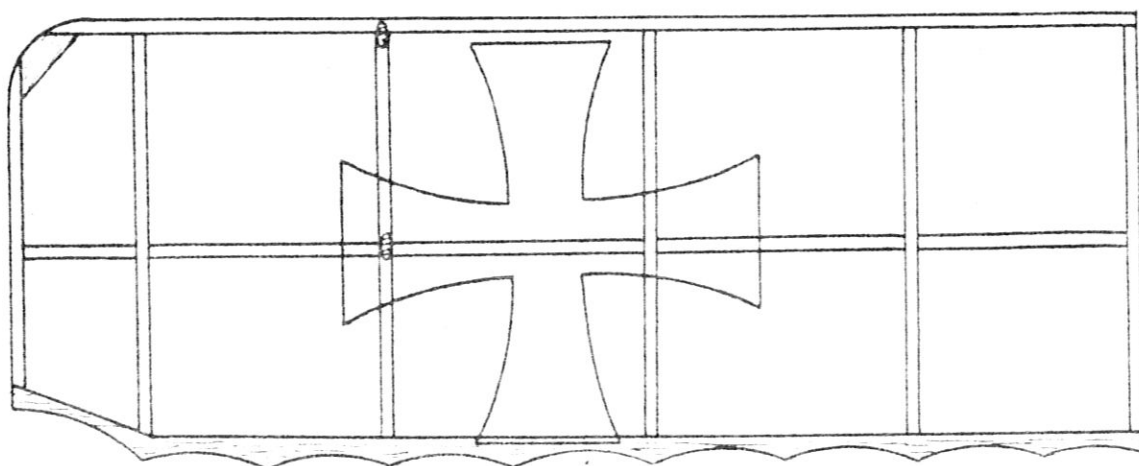
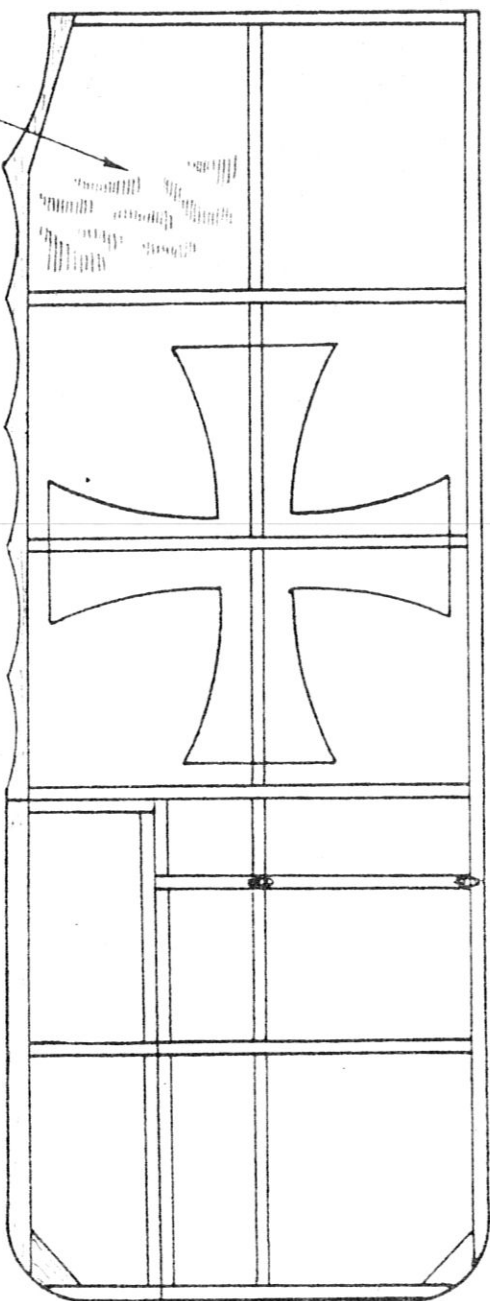
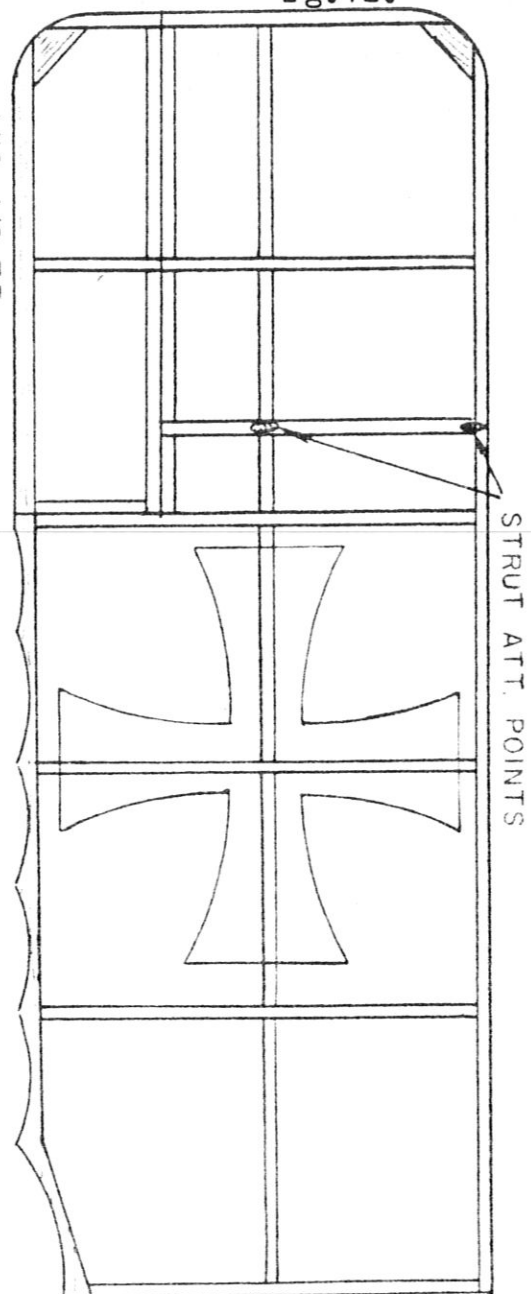
Is Bob right, fellas? Anybody headin' for the workshop out there? It is a neatly laid out, and drawn plan that makes a model even more tempting to the builder. Nice job, Bob. Maybe another Berg will be splitting ozone soon.

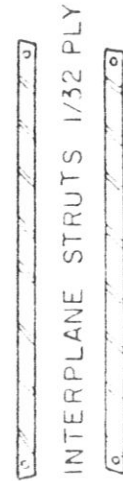
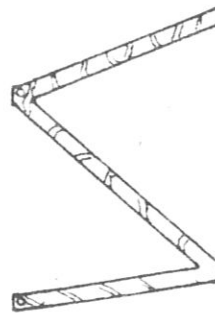
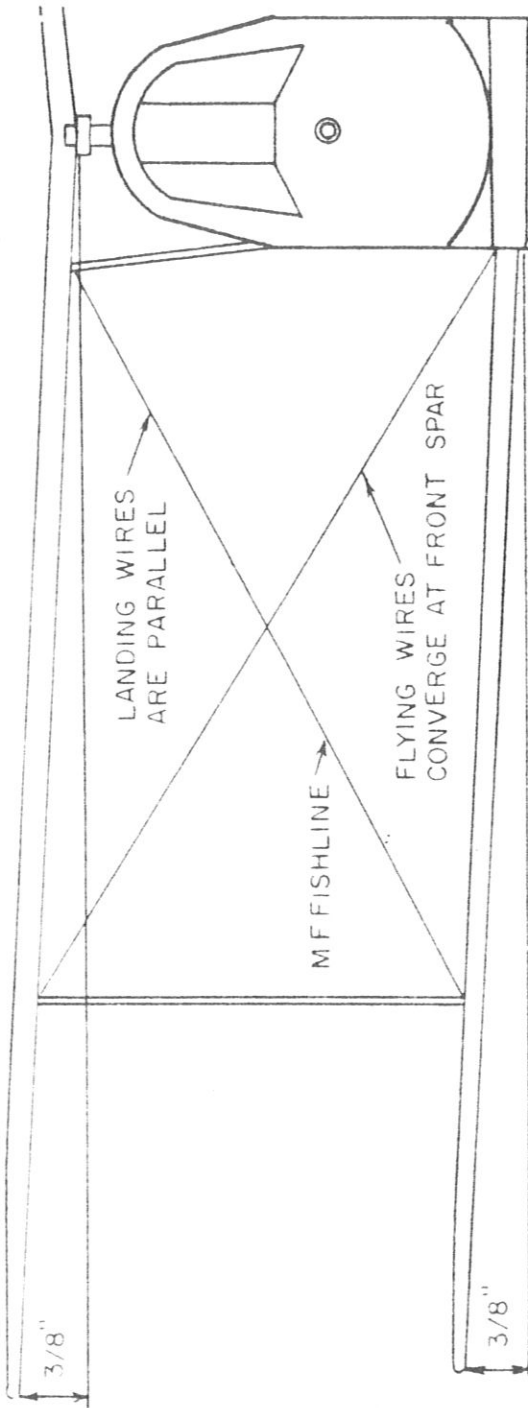
Russian "Time Flies"?

From what our translator can figure, this unique Russian fighter design was kept secret until just recently, and who can blame them, as who would want the rest of the world to know you even considered a fighter with such lousy visibility? But, they did, and built the bird at the University of Aerodynamics and Hydrodynamics at Moscow in 1939-1940.

The pilot's seat was raised hydraulically in the flush cockpit SK version which was first flown in 1940 by G. Chiyanov. The designer was one M.P.Bisnovat, who wasted no time in coming up with the more sensible SK-2 version. Of course, neither one ever achieved production. According to a color view on the rear cover of the Czech publication, Letectvir, #10, 1978, the SK-2 was an all over dove gray, with the letters "CK2" in red on the fin in a typeface rather similar to this typewriter's, and appearing about $\frac{1}{2}$ way up. We are not sure whether the SK was the same color scheme, or not. Quite a ship, at any rate, and quite a rare bird. Thanks to Milan Kacha for this one.



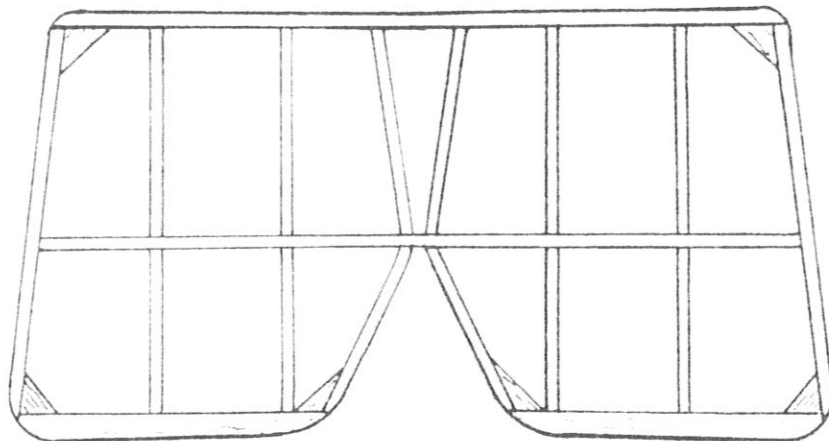
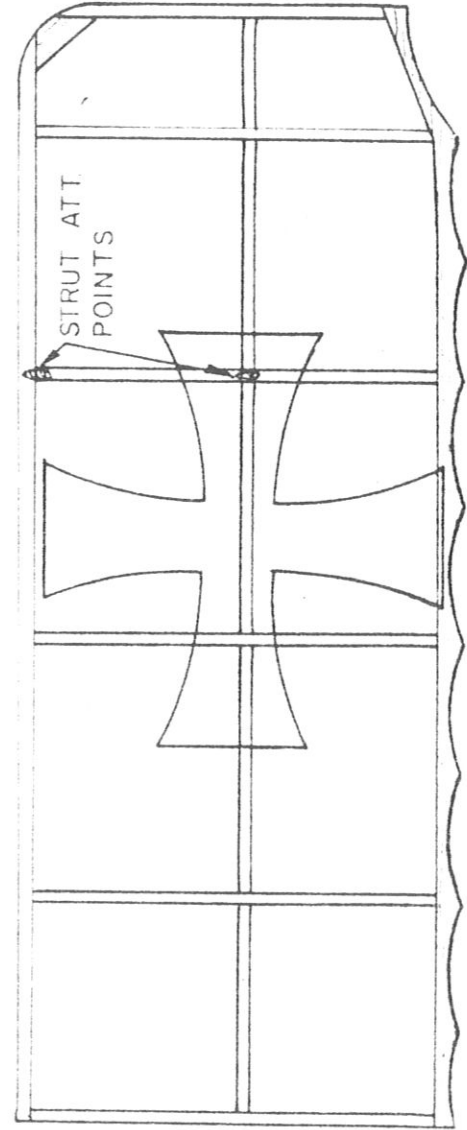
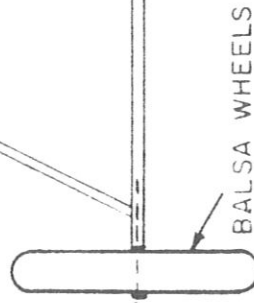




SAND TO THIS X-SECTION

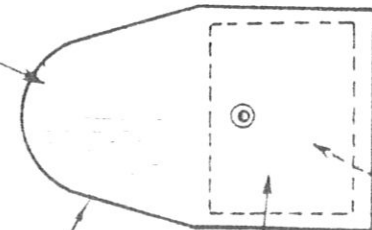


SPREADER BAR 1/16 HARD



ALTERNATE GRAIN

CI 1/4 2
CIA 1/16 2



OFFICIAL FAC EVENTS.

1. Handicap Representative Scale.
2. Peanut Scale.
3. Embryo Endurance.
4. No-Cal Scale.
5. Shell Speed Dash.
6. Greve Trophy Race.
7. Thompson Trophy Race.
8. Aerol Trophy Race.

Victories in any of these events will be credited on the FAC Kanone List. Credits will also be given to winners of the following unofficial events;

1. Jumbo Scale, using FAC Handicap Representative Rules.
2. Peanut Scale, using any other scoring method.
3. Jet Catapult Scale.
4. W.W.II Combat, mass launch, scale qualification, but no scale scoring.
5. Peanut division, as above.
6. Jumbo division, as above.
7. W.W.I Combat, as above.
8. Peanut division, as above.
9. Jumbo division, as above.
10. FAC Power Scale, using Handicap Representative Rules.
11. Pre-publicised special events limited to rubber power, and retaining the spirit of other FAC events, such as the Spirit of St. Louis events in 1977.
12. Any of the above flown indoors.

Minor modifications to fit local conditions, or trends is left to the discretion of Contest Directors.

GENERAL RULES FOR ALL EVENTS.

1. All official events are for rubber powered models to be flown outdoors.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back-up models allowed).
4. Each entrant must be the builder of the model he enters, EXCEPT in cases where a builder cannot honestly get his model to fly suitably after prolonged effort, and turns it over to a fellow builder rather than burn the darn thing. The new owner then has full rights to his new ship, and may enter it in FAC competition as if it were his own product. One man's poison may well be another man's meat!

HANDICAP REPRESENTATIVE SCALE.

INTENT

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of it's scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to RCG requirements, or other similar restrictions that bring a penalty if deviated from.

It is hoped that the handicap section will, by it's bonus system, bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity of design, or lack of inherent flight qualities.

BASIC RULES.

1. Any 2 models built from published plans, kit plans, or from original plans of any heavier than air full size aircraft, built, or proposed may be entered. Model plans, kit or published, may be embellished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present 3-views, photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking, and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross section must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale ship. THE OPINION OF THE JUDGES IN THIS MATTER IS FINAL.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up, or down position. Full flush retracting gear may be represented by nothing more than India ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces double covered, except where single surfaced on full scale machine.
10. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS.

1. A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

NOT MUCH
0 to 10

SOME OF IT
10 to 20

MOST OF IT
20 to 25

ALL THERE
a full 30

In this scoring there should be no award made of 26, 27, 28, or 29 points. If a model has all details on it, there should be a full 5 point gap between it and a model with most of the details on it.

2. Coloring and Marking.

A maximum of 20 points will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring/or serial number for a particular subject modeled.

Where a model is built of a proposed design, the full scale prototype never having been built, then it's color and marking should reflect it's designed purpose, and era of it's creation.

In some instances, the color of the material used in the intended construction of the prototype might be appropriate, such as silver to represent polished aluminum.

3. Workmanship.

A maximum of $12\frac{1}{2}$ points will be given for workmanship. Good covering, alignment, neatness, etc.

FLIGHT POINTS.

A maximum of $82\frac{1}{2}$ points will be awarded as follows;

0-60	seconds	1 point per second
61-90	seconds	$\frac{1}{2}$ point per second
91-120	seconds	$\frac{1}{4}$ point per second
120-	seconds and over	no points.

Three official flights. A flight of at least 15 seconds is considered official. At least one official flight must be made before model may be presented for scale judging.

HANDICAPPING.

The following table will be used in giving, or subtracting points in proportion to inherent flight qualities of different types of models:

- 5 points for high wing cabin types.
- 0 points for parasol wing types.
- +5 points for shoulder, mid, and mid-low wing types.
- +10 points for low wings.
- +15 points for biplanes.
- +20 points for more than two wings.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose, or tail of the fuselage may be entered.

- +2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
- +1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

In addition, the following bonus points will be awarded;

- +5 points for seaplanes, flying boats, and amphibians.
- +10 points for tandem wings.
- +10 points for pushers.
- +10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust, and duration of motor run needed for flight. (viz. Fokker D XXIII)
- +14 points for trimotors with dummy props on outboard nacelles.
- +20 points for unorthodox designs; canards, flying wings, autogiros, etc.
- +25 points for trimotors with all three props powered in such a manner as to contribute generously to the thrust, and duration of motor run needed for flight. (viz. 1898 Mozhaisky)
- +25 points for multi-engines if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft. (viz. Sikorsky S-40 with two of the four props driving) (P-38)

SOME EXAMPLES.

Convair XB-46; (with non scale prop on nose, or tail)
 5 points for shoulder wing.
 2 points for each jet engine pod.
 7 point total bonus to be added to flight score.

Sikorsky S-40; (with two props driving, and two dummies)
 0 points for parasol wing.
 5 points for being amphibian.
 25 points for being multi engine, both sides of C/L.
 4 points for two dummy props.
 34 points total bonus to be added to flight score.

1898 Mozhaisky; (with all three props driving)
 5 points for shoulder wing.
 25 points for all props driving.
 30 points to be added to flight score.

1898 Mozhaisky; (with dummy prop on nose, outboards driving)
 5 points for shoulder wing.
 25 points for two props driving on each side C/L.
 2 points for dummy prop on nose.
 32 points to be added to flight score.

1898 Mozhaisky; (with nose prop driving, two dummies outb'd)
 5 points for being shoulder wing.
 14 points for trimotor with two dummy props.
 19 points to be added to flight score.

In the rare instances where a ship had a motor on the nose, and 4 or more elsewhere, (viz. A.N.T.14) and the model is powered only by the nose prop, then it should be scored as a trimotor (14 points) plus 2 points more for each additional dummy nacelle and prop. Example...Pratt and Whitney Boeing B-17 with gas turbine mounted on nose..flying test bed;

10 points for low wing.
 18 points for unique engine configuration.
 28 points to be added to flight score.

HIGHEST TOTAL POINT SHIP WINS. In the event of a tie score, a fly-off will be held, handicap and scale points once again added to flight scores to determine winner. Where two ships are entered, only the higher scoring of the two will be used to determine modeler's standing.

NO-CAL SCALE.

1. A simple event for recognizable profile models with a wing span limit of 16 inches.
2. Total of three official flights to determine score. Highest score wins. Fly-off to break a tie.
3. Any flight of more than 15 seconds is official. All flights hand launched. No maximum flight time.

