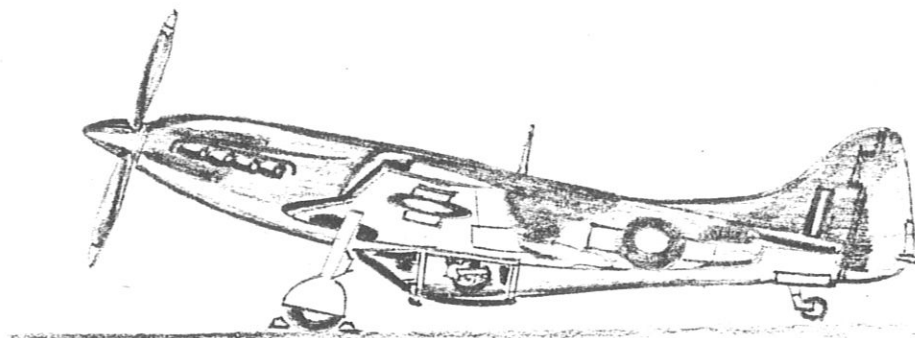


FLYING ACES

Club News

ISSUE #65



HYSTERICAL HYSTORY

KERRY KEEN YARN

CHESTER AND GORDON

FREEZE YOUR EMPENNAGE

CURTISS NIGHT MAIL

PAGE PEANUT

PEANUT PAGE RACER

SPARTAN CRUISER TRIMOTOR

AND MORE!



NEWS ON THE WING!

Happy New Year, FACs!! Yep Skysters, this year of 1969 ought to bring out a few new bipes on the tarmacs of FAC 'dromes. And to add to the collection of old kit plans your editors are presenting some 3-views and model plans of some of the lesser known two winged sky skirter to excite your building corpuscles.

Are we going to stage another "Freeze Your Empennage" meet to test the testiness of Old Man Winter? Do you think our Great God, HUNG goes to Florida, or California for the winter?? Well, fellas, you can bet your last ice cube we are. But this time we decided to be a little more cagey. We are slating this one for February 25th. Same events as last year. Check the mini-flyer elsewhere in this issue.

MAPS OF FRANCE.

How many times have you tissue trimmers wondered just where the heck Phineas Pinkham was when he set his asthmatic Spad down in a field a "few miles away from where the Meuse trickled past Lerouville"? And how about the places mentioned in all those other swell yarns of the first Big Fuss, whether fact, or fiction? We're sure you were as curious as the gang here at GHQ was as to just how far these places were from each other. Well gang, thanks to Bob Whitier, editor of Northeastern Sport Aviation News, you can now cover your clubhouse wall with a composite map that will show you the whole north eastern part of France, and beyond, that figured in that war of 1914 to 1918 at a scale of about 5/16 inch to the mile! And at that scale, every little road and hamlet is located. Write to Michelin Guides and Maps, Box 188, Roslyn Heights, NY 11577 and ask for a copy of their list of maps. They will send the list and a convenient order form. The ones numbered 51, 52, 53, 56, 57, and 62 will cover practically all the Western Front. The total cost may come close to \$10.00, but no buzzards of the Big Brawl should be without it. Besides, it keeps the drafts from coming through the cracks in the clubhouse wall.

A NOTE OF THANKS.

GHQ wants to extend our thanks to all our clubsters from far and near who have given us the pleasure of reading and enjoying holiday greeting cards, some of which were as unique as the FAC itself. Also, we certainly appreciate the contributions toward the continuation of the FAC News. Your appreciation heightens our enjoyment of this pleasurable task. BUILD! FLY! WIN!

EFF! AAY! CEE!

AMAZING COVER STORY!

DeBris-McNurd "Wookawomaburra"
An Hysterical Hystory
By Capt. Frank Scott,

(We are indeed fortunate to be conducted through the dust covered by-ways of aeronautical history once again by that renowned, and also dust covered archivist of the McCook Field Sqdn., Dayton, Ohio.-ed.)

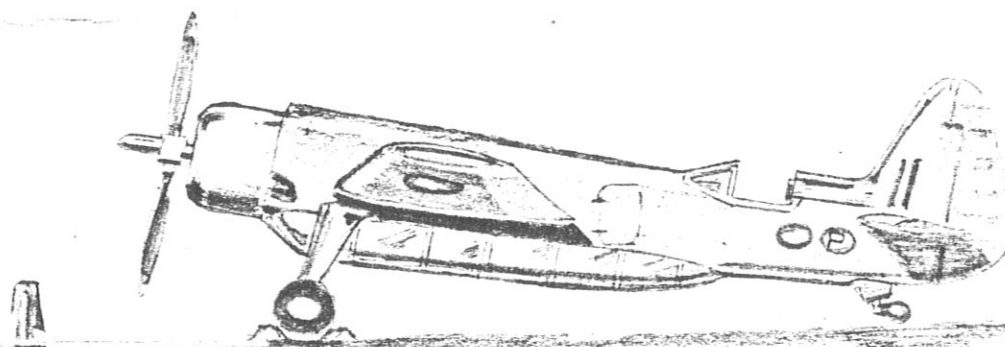
Captain DeBris entered into an intense and highly confidential aeronautical discussion with the Honourable B.S. McNurd, OBL, COD, at Motleigh's popular pub, "The Pig and Arab". Noting with alarm the deteriorating war situation in the vicinity of Australia, DeBris borrowed the pub's globe of the world. After several pints, and noting that Australia was indeed, "down under", DeBris quickly sketched a design on the barmaid's apron which he confidently predicted would win the war. DeBris then fell asleep.

McNurd, a wealthy man of great power and influence (though considered by his peers to be perhaps, a bit eccentric) took the apron from the shrieking barmaid and delivered it to his shops, from whence the aeroplane depicted on our cover soon emerged.

The name of the aircraft was thought to be of an intensely patriotic nature, but in truth was a terribly unfortunate mis-translation.

Following failure to obtain production orders, the promising fighter was further developed as an observation type for operations below the equator. DeBris has remained strangely silent about both of these aeroplanes.

With no orders forthcoming for this variant either, the prototype served out it's remaining years as a glass-bottom boat at Silver Springs, Florida.



OBSERVATION VARIANT.

Sketches by the author.

FLYING ACES

Gluttons for punishment! Front and center! Time for another "FREEZE YOUR EMPENNAGE" huddle at Pinkham Field, Durham on Feb. 25, 1979!!! In case of impossible traveling conditions, try again on Mar. 4th.

Same events as last time....

1. FAC Scale, no judging, full bonus.
2. No Cal
3. Peanut, no judging.
4. ROGs, 20"span limit, must R.O.G.
5. "Sport Planes", crates with cabin, or cockpit, ala bonus point Embryo, Struck Triangle Sportsters, Garami Ducks, and the like.

Enter all the models you want, fly as many officials as you like. Keep track of your own times. Highest total of best 3 flights will win. Certificate and Kanone List victory given in each event. Bring a few logs for a fire. 9:30 to 3:30 time limit.

WORLD WAR TWO COMBAT RULES.

Lt. Allan Schanzel, Blue Flight, (D.C.Maxecuters) FAC has come up with the following rules to govern the W.W.II Combat event flown at each FAC Spring Meet. (In the event the Blue Flight cannot attend, W.W.II will be postponed to the Fall FAC Meet) So read 'em over, warriors, and don't get caught with you flaps down this spring!

1. Open to any rubber powered model of a shoulder, mid, or low wing monoplane designed, or built (but not necessarily flown) for combat as a bomber, fighter, ground or torpedo attack aircraft from 1938 up through 1945.
2. Retract gear planes may be flown in gear up position.
3. Two qualifying flights will be made, and the flight times added to give a qualifying flight score, in seconds.
4. The top ten qualifiers will then have their planes reviewed and statically evaluated in accordance with FAC scale procedures. Planes must acquire a minimum of 40 scale points (30 points for contestants 15, or younger) excluding bonus points. If one or more of the top ten qualifiers should not meet the static requirement, the 11th, 12th, etc will be called upon to replace them by the same method.
5. The top ten models which meet all qualification requirements will fly the first round, with the first TWO to touch down first being eliminated. The second round will be run as the first, with the first two down being eliminated. The remaining six will fly with the first ONE down being eliminated until a winner emerges.



I KNEW THOSE CHICKENS WOULDN'T SHOW!

N.A.C.A. Aircraft Circular No. 168

Fig. 1

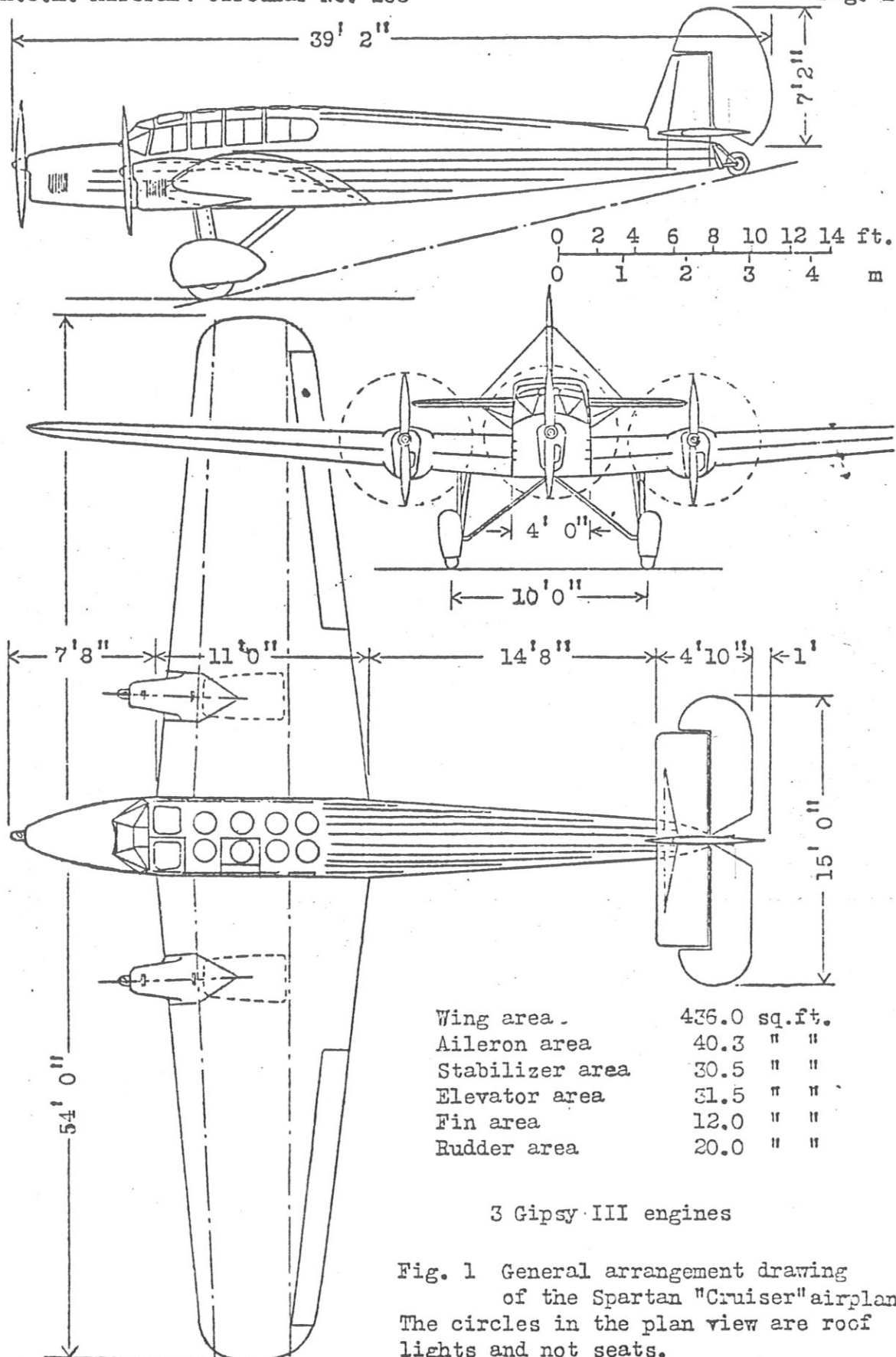


Fig. 1 General arrangement drawing
of the Spartan "Cruiser" airplane.
The circles in the plan view are roof
lights and not seats.

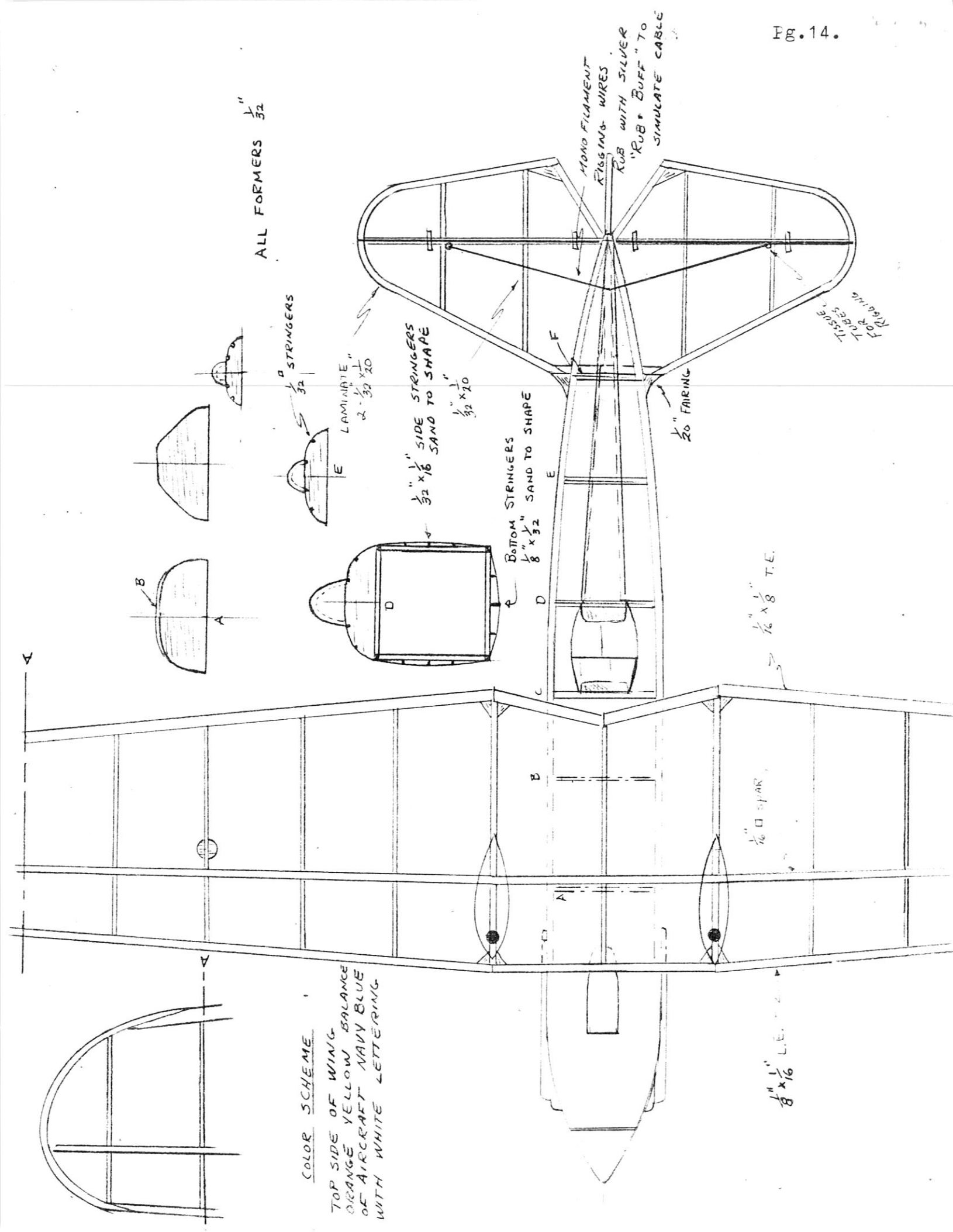
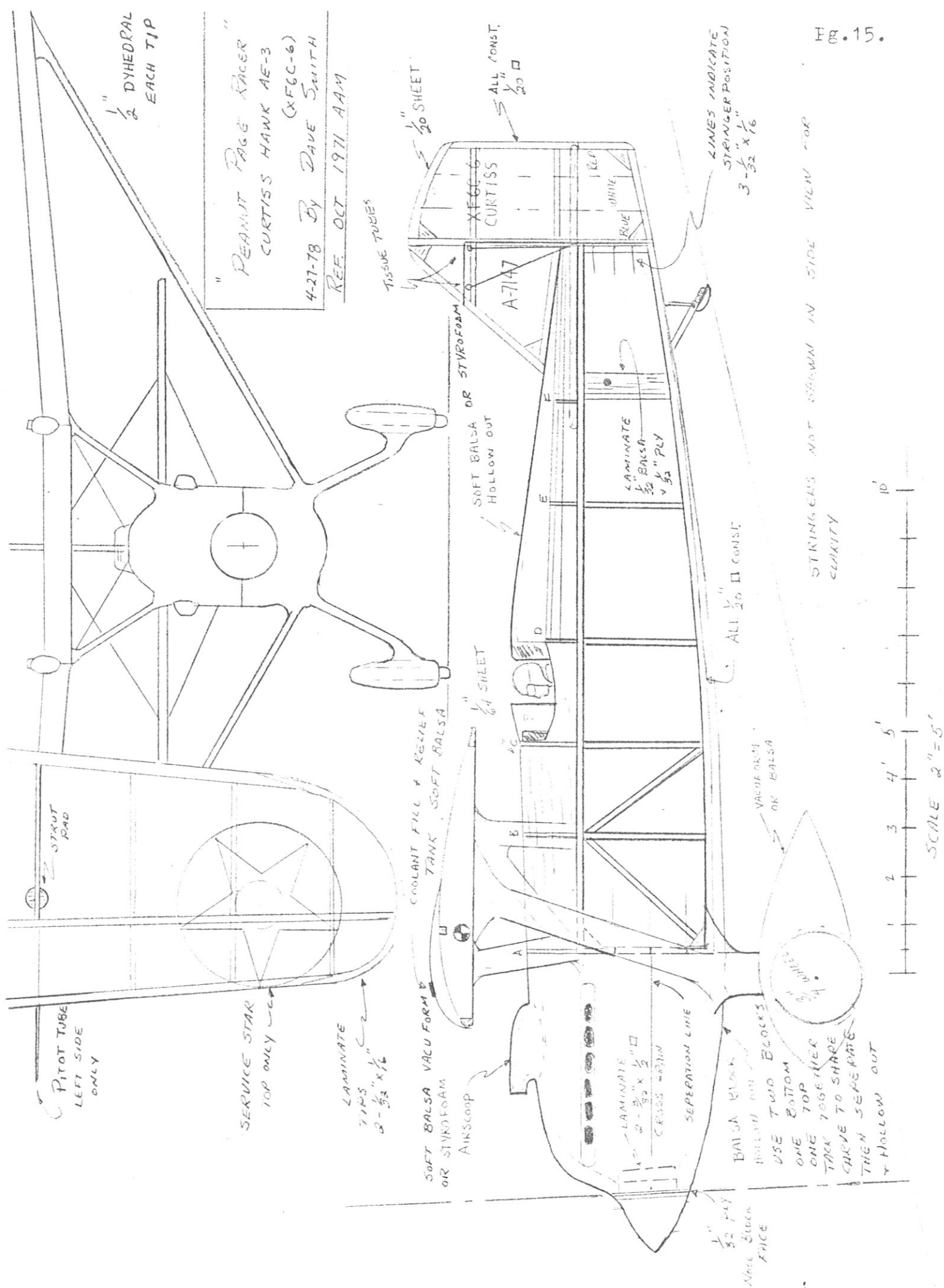
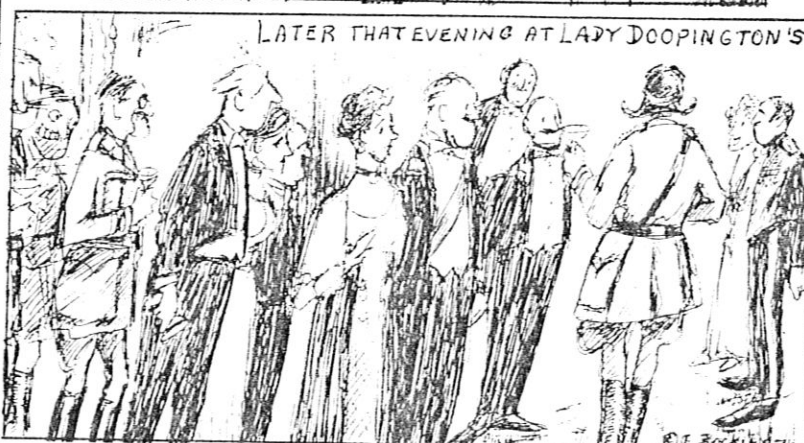
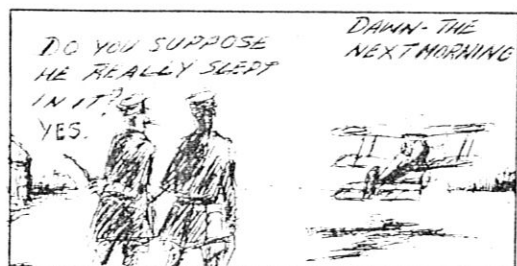
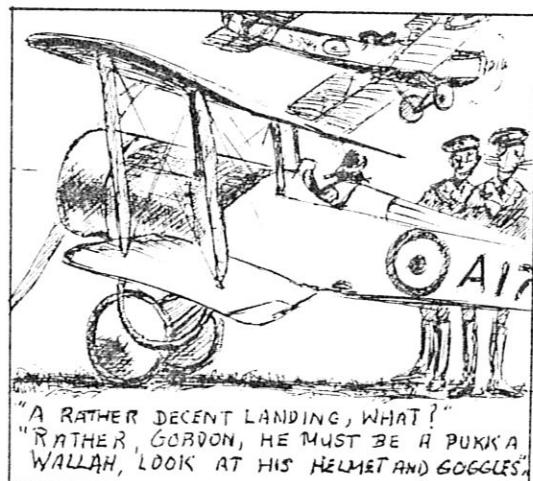
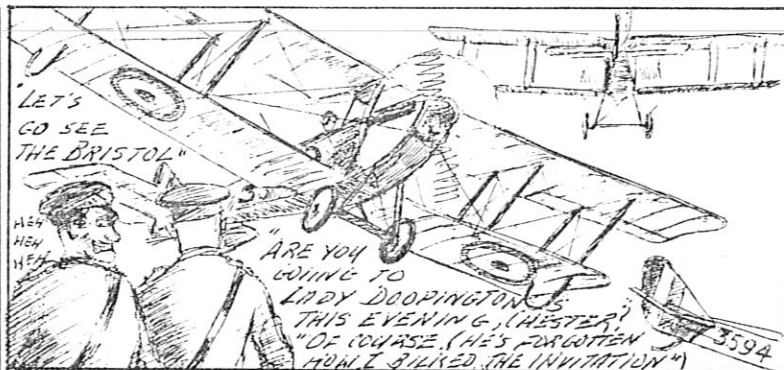


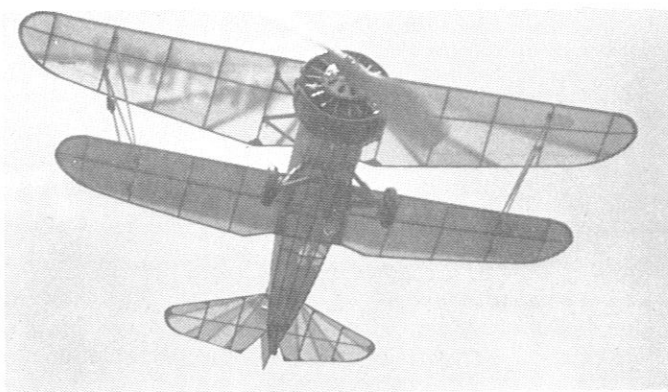
Fig. 15.



- MARCH: No. 27 Squadron began Western Front operations with the Martinsyde G-102 "ELEPHANT" as a fighter; due to the aircraft's flight characteristics within two weeks their mission was changed to bombing.
- 1916 THE BRITISH ARMY PREPARED FOR THE BATTLE OF THE SOMME.
- APRIL 14 - CONSTANTINOPLE WAS BOMBED BY THE RNAS.
- APRIL 17 - THE FRENCH ARMY AT VERDUN HAD DEVELOPED A REASONABLY EFFECTIVE GROUND-AIR COMMUNICATION SYSTEM: THE RFC ADAPTED THIS AS THE BASIS FOR TACTICAL UNIT LIAISON; THUS CONTACT PATROL OPS BEGAN. MAJOR LACK, OF INTELLIGENCE, WAS ASSIGNED TO HQ, No. 40 Squadron had the FE-8.
- APRIL 21 - CHESTER, AFTER ABOUT THREE AND A HALF HOURS DUAL SOLOED IN A "RUMPTHEY". ON THE FRENCH FRONT, PETAIN INITIATED AN AIR OFFENSIVE AND FIGHTER SQUADRONS WERE REGROUPED. COMMANDANT DE ROSE TOOK COMMAND AND STARTED THE "ACE" SYSTEM. GROUP DE COMBAT XII, BETTER KNOWN AS THE STORKS, WERE NOW AT VERDUN. THE RFC ADOPTED SQUADRON MARKINGS ON THE WESTERN FRONT, FIRST APPLIED TO CORPS SQUADRON BE2-C's. THE ALBATROSS C-III CONTINUED AS ONE OF THE BEST DAY BOMBERS.
- APRIL 27 - CHESTER BECAME A CLIENT OF ALEXIS BETZAROFF, THE NOTORIOUS RUSSIAN BOOKMAKER IN LONDON'S WEST END. TRENCHARD REGROUPED RFC FIGHTER SQUADRONS INTO WINGS ATTACHED TO EACH ARMY. THE DEH-2 WAS MORE THAN A MATCH FOR THE FOKKER.



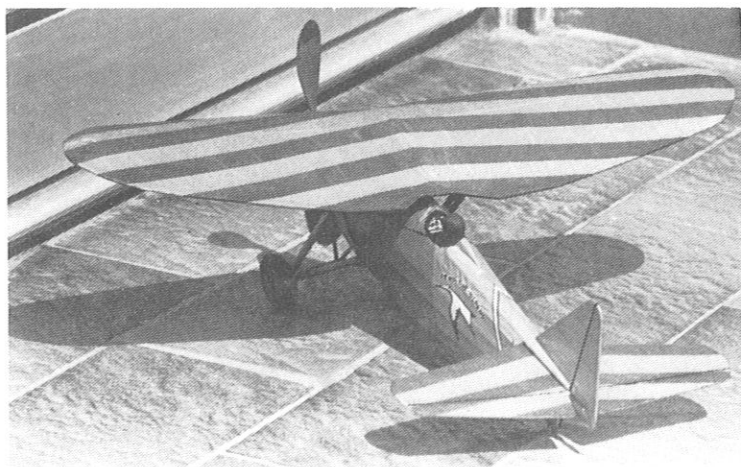
With The Model Builders



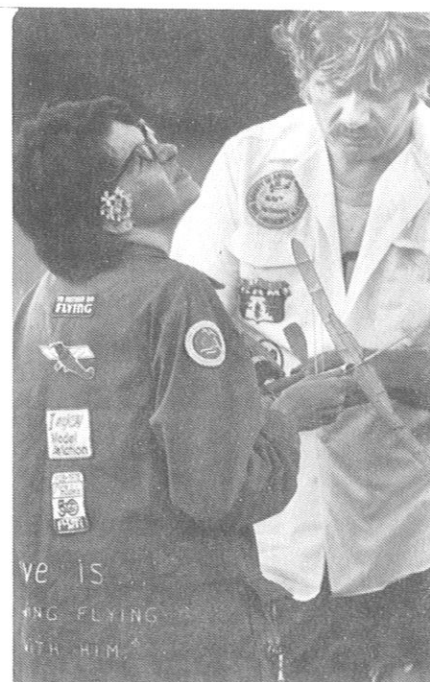
Lt. George Armstead's Curtiss Gulfhawk Jumbo makes a pass over the grandstands. Built from Burd kit plans. Chunky Grummans were not the only bipes to sport the orange, white & blue of the Gulf Oil Co. She's a real dandy flyer, as this shot by Dick Benjamin shows us.



Sure and be'gorreh, 'tis Pat Daily letin' his wee one loose in a breeze. Too bad it's one o' them Eye-tie crates. But 'tis better that, than English!



All the way from the land of Michael Detroyat comes this pic of a fine DeWoitine D 27 Peanut built by Roger Aime, of Salon, France. She sports a fancy color scheme without civil or military markings. The gang here at GHQ is wondering if this is a model of the ship Detroyat used in the stunt competition at the 1936 National Air Races?



"Oh, good Hung! One more turn and-blam! There go my nails!! Gen. & Mrs. Bukowski.

