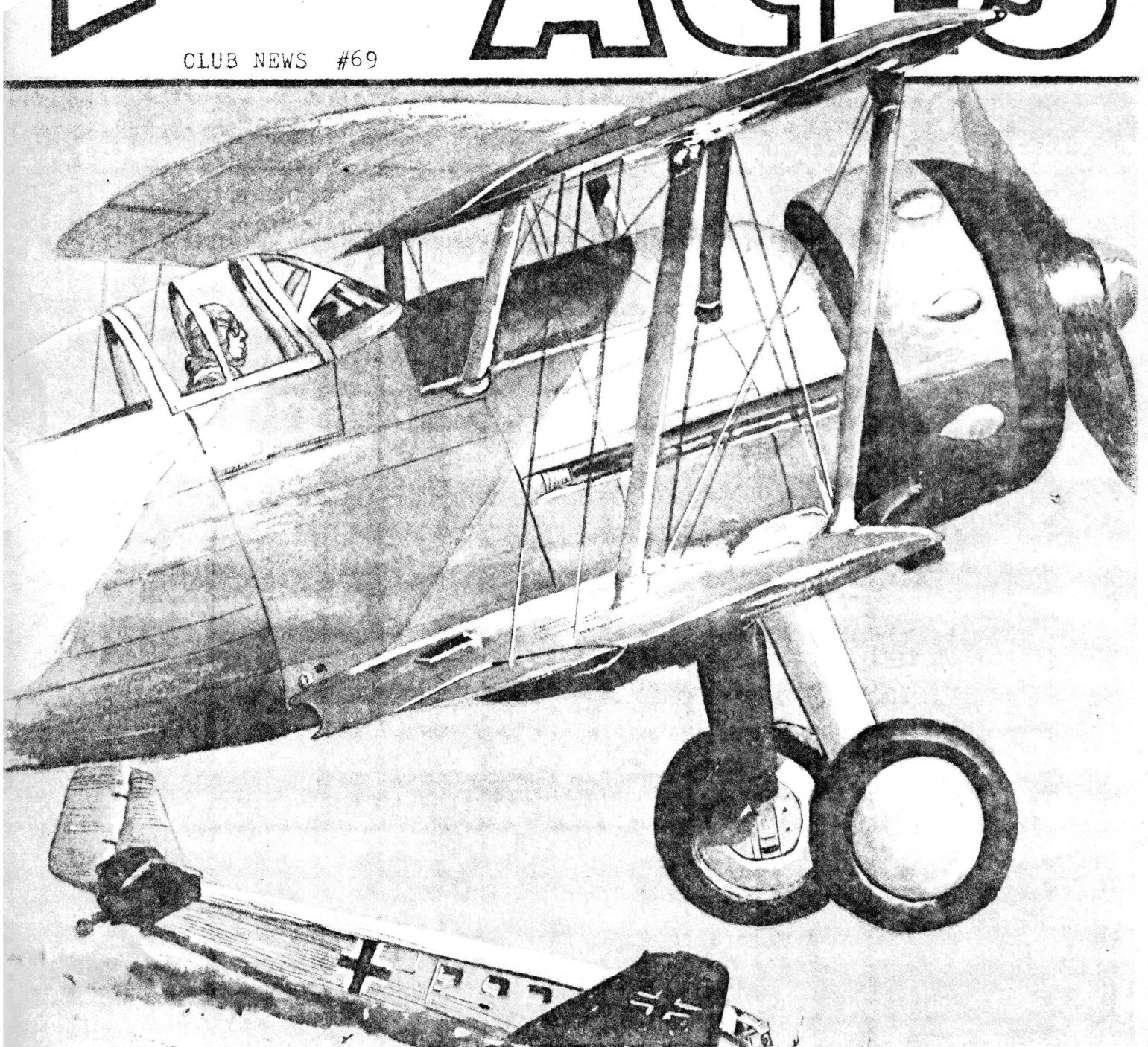


FLYING ACES

CLUB NEWS #69



ADAPTABLE COVER STORY

Yes, skysters, Bob Rogers has done it again with his fine cover art for this issue. He's put you right next to the peilot of that Gladiator as he finishes off another nasty Nazi. If you will though, just put yourself in the place of those hapless German lads in that Junkers. No longer Hitler's conquering legionaries they, if they're smart, they are starting to sing the German equivalent of "Nearer my God to Thee" as their plane starts its death dive of doom. And this was the fate of so many young Germans who rode in the Ju 52s, for rarely has there been a more helpless plane when enemy fighters were around.

And, as you know, this very scene could have taken place on any number of fronts during the last big scrap. Lessee..... in Norway, in France, in Belgium, in Greece, over Crete, in North Africa, Iraq, and even possibly over Russia or Finland!

Let's go into some detail about this Gladiator and her possible history, the Gladiator having served so well and so long.

To begin with, the Gladiator was very widely exported, having been "released" for foreign sale almost as soon as the prototype flew in 1935. Export orders came in from Lithuania, Latvia, Belgium, Sweden, Finland, Norway, Iraq, Greece, and even China!

During the Norwegian Campaign of April-May, 1940, the Gladiator was flown by both British and Norwegian pilots. The former operated from frozen lakes and fjords around Narvik, one of their pilots, F. O. Jacobsen achieving at least five (if not six) kills during one epic battle with a formation of German bombers. Recently the wreck of one of these Gladiators was found at the bottom of a fjord, where it had sunk in the spring of 1940 when the ice melted, and it has been returned to England for restoration and display. The Norwegians flew their "Glads" in the defence of Oslo, where they achieved great glory, until overwhelmed by numbers.

The Battle of France also saw the Gladiator in action, two squadrons of the RAF's Advanced Air Component still flying the type when the Nazi onslaught began in May of 1940. They fought hard, but against Messerschmitt 109s and 110s (instead of Iron Annie Ju 52s) the outcome was a forgone conclusion in favor of the Führer.

Belgium had a little more than a dozen Gladiators on strength in May of 1940, and these fought valiantly (if briefly) against the dreaded Luftwaffe. The Germans making daring aerial assaults against several Belgian strongholds, this very scene could have taken place during those dark days, as a "brave little Belgium" did what he could to even the score.

A year later the Germans began their attack on the Balkans. The attacks were begun out of Hitler's rage at an anti-German coup d'etat in Yugoslavia, and to bail out his Italian allies, then retreating pell-mell out of Greece. When the Germans reached Greece, the Greek Gladiators and their British reinforcements swung into action, doing their most valiant best to stem the Teutonic tide. The "unknown" British ace, Rattle, achieved many of his victories on a Gladiator during this campaign.

But it was over the Mediterranean Sea that the Gladiator won her most undying fame. First it was the legendary defence of Malta, where

a mere three Gladiators nicknamed "Faith", "Hope", and "Charity" were the sole aerial defence of the island. As that "show" was mainly defending against Mussolini's Savoias and Capronis, our cover art can't be of action over the heroic little island, but it can be over Crete. In the late spring of 1941 the Germans amazed the entire world with their airborne assault of Crete, taking the island after a stiff fight with the British. The majority of the air defenders of Crete were Gladiators, and they took a terrific toll of the low-flying Germans. Indeed, the assault of Crete, valuable as it was to the German war effort, was probably a failure in a strategic sense, for the losses to their airborne troops were so enormous that the gutted Fallschirm (Parachute) units never again operated in large units as paratroops, being mainly used as regular infantry instead. What a difference it might have made to the world, had the Germans had all their airborne units at full strength during the invasion of Russia! That's worth pondering, FACs.

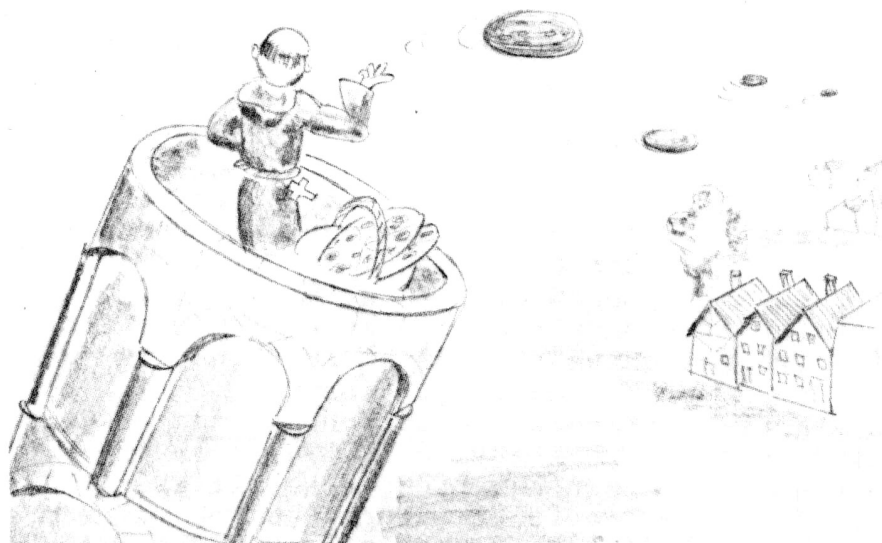
The Iraqi Gladiators saw action against Britain during the short-lived revolt in the summer of 1941. As the Germans desperately tried to reinforce their new-found Arab allies, it might be a scene from this brief and hectic fighting that you witness on our cover.

Of course, Gladiators fought all over the Western Desert in the summer of 1941, as the Afrika Korps went in, again to help bail out an Italian ally in trouble. Might this picture be of some reinforcements that never made it?

And the interesting possibilities: What was the fate of the Latvian and Lithuanian Gladiators? The gangster Soviets invaded the Baltic States in 1940, reincorporating them as "separate Soviet Republics". Of course the Latvian, Lithuanian (and Estonian) armies "volunteered" to a man to serve their beloved Stalin, and might the Latvian and Lithuanian Gladiators, wearing Stalin's star, have served their new master during the German invasion, no matter how unwillingly? And when the Russians, having defeated the Finns in 1944, forced them to turn against their erstwhile German allies (always a strange relationship, the Russians and the Finns!), might a Finnish Gladiator have shot down a fleeing German transport? Fascinating possibilities, these.

The Ju 52 had a career even longer and more varied than the Gladiator! Not only did it serve wherever the German soldiery was, but it had a long and distinguished career as an airliner, both before and after the war, flying literally all over the world, from Germany to South America, and from Polish to Chinese service. Truly, it was the universal airplane from about 1930 until about 1950. It was even made after the war, in both France and Spain, the French versions serving in Viet Nam and Algeria, the Spanish ones only now finally leaving service and rattling off to museums around the world!

What a pair of planes! What a story! Doesn't this inspire you to dig through your plan files to see what you have in the way of a Gladiator or a "Tante Ju" (Auntie Ju)? But before you clear your model production line, first take a glim over the plans and three-views we have at the back of this issue! There's more to one, tissue-trimmers, so keep your wings pasted on the eyeballs and read and fly onward!



PADRE PASQUALE D'PFLOURIO, ANCIENT AERONAUTICAL EXPERIMENTOR
AN HYSTERICAL HYSTORY

by Capt. Frank Scott, Chief Archivist, McCook Field.

Elias Pflour, of whom we read two issues ago, was a distant cousin to the famed Italian baker, Pasquale D'Pflourio. Elias' roots, however, were firmly set in America. Indeed, his great-great grandfather had come across the sea to this land on the good ship Maypflour. His mother, on the other hand, simply came across at every opportunity.

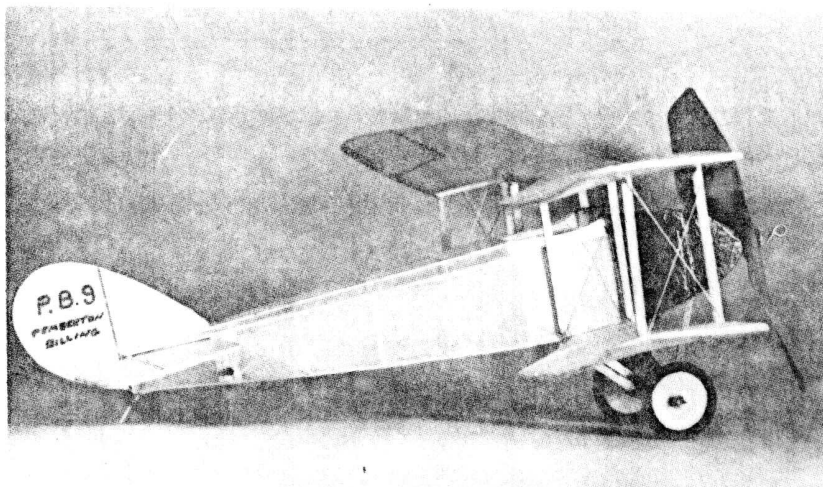
Long before Elias' time, however, Pasquale D'Pflourio plied his trade in a monastery near the ancient city of Pizza, in Italy. Once, when he ought to have been at Vespers, Pasquale happened to stroll past the Leaning Tower of Pizza just as Galileo performed his well known experiment involving hand-launched cannon balls from the top of the tower. Though lacking the great Galileo's eminence in science and philosophy, Pasquale was quick to perceive the basic flaw in Galileo's plan: that being that a discus clearly has better aerodynamic qualities than a spherical shot of iron. An humble baker, Pasquale was unable to obtain audience with the brilliant thinker (who kept dropping things off the tower at him) so resolved to conduct his own research from the tower.

The very next night, after Galileo had given up in utter disgust trying to fly a cannon ball, D'Pflourio sneaked out of the monastery (there was nothing unusual in this, for Pasquale was known as something of a "rake" thereby becoming one of the true Fathers of Aviation), carrying some stale pastry. With the eventual success of his efforts, it became the curious custom of D'Phlourio to dispose of the unsold produce of the previous day by carrying a basket to the top of the tower of Pizza, from whence he would cast his flat, disc-like confections through the air (using a unique back-hand motion) to the poor located on the wrong side of the Aqueduct. Thus was born the Pizza Pie, and it's latter day imitation, the Frisbee. In this way, the everlasting fame of the Leaning Tower was assured.

PEMBERTON-BILLING PB-9

by Ed Heyn.

'Ten-hut Peanuteers! Peanuteers and biplane experts, we mean, for here is a cloud spanker that is sure to make a hit with all the tissue trimmers in your gang. Yas sir fellows, and you needn't be an expert builder to handle this task, for this sky tyke is as simple as ABC to construct. The photo shows what a neat job her designer



did on her, and will aid you in your work. Lets tune in on what Lt. Heyn has to say about this nifty nimbus nudger....

This model was a bit tricky to trim initially with a balsa prop and rubber extending to the rear as in the photo, for it was, like the girl only two weeks pregnant, just a teeny bit tail heavy. The peg moved forward one bay, and plastic prop proved better.

Power throughout has

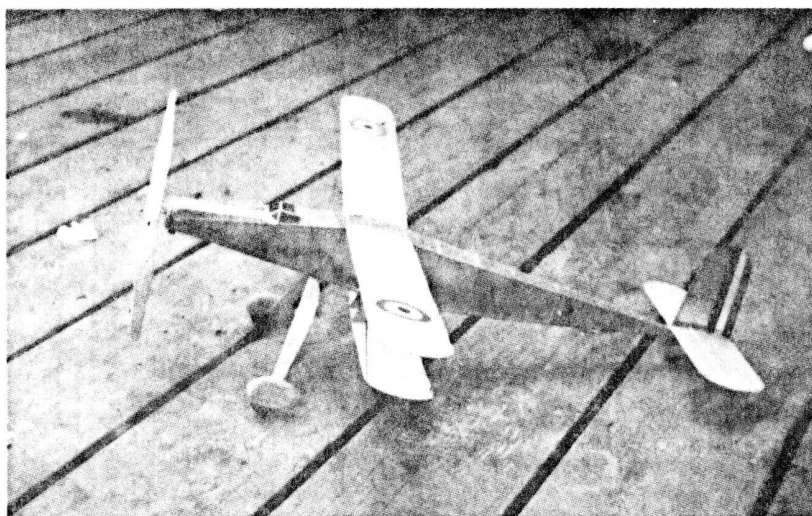
been one loop of 3/32 FAI. Under full turns it will stall if launched straight ahead, so get her off into a definite climbing left turn.

Color is all white tissue with a black cowl. Data; Vol III of "Fighters of the First World War", and "British Aeroplanes 1914-1918", both by J.M.Bruce.

The FLYING ACES BELLIGERENT BOMBER

Embryo Biplane by Dave Stott.

Embryonic engineers, here is one to get you on the edge of your seat, and off the edge of the ol' card table flying field as well!



This bi-winged buzzard boasts plenty of motor length and a very high aspect ratio to keep her gliding after your motor quits. Her designer used very light weight wood in her construction, and it sure paid off in performance. Those lightly built, mile long wings really need the bay strut bracing, especially if Hung hurls his turbulent breath her way, so be sure to add them! The Fall meet will soon be on us, so get to the work shop "toot sweet"!

1/8" WASHOUT RIGHT TIPS

Fig. 6.

SLEEKSTREAK
PROP

ALL STRUTS
1/32 x 1/8
BASS

RIGGING
OPTIONAL

CABANE
STRUTS
ON OUTSIDE
OF FUSELAGE

BOTTOM
CYLINDERS ONLY

3/16"

NOSE
UNIT
1/32
SHEET

1/16 SQ
SHIM.

1/32 x 3/32
BASS

FUSELAGE FRAME
OF 1/32 SQ.
BASSWOOD

SHEET
ACETATE
WHEELS

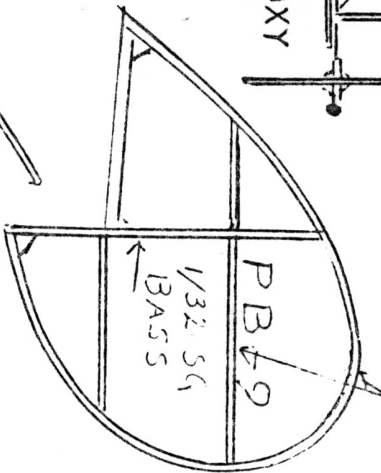
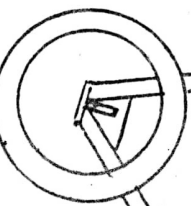
OPRS
AXLE

EPOXY

1/32 SQ. Balsa

1/32 SQ
BASS

PB-9



Ed Heyn 4/79
PEMBERTON-BILLING PB-9
SHEET 1

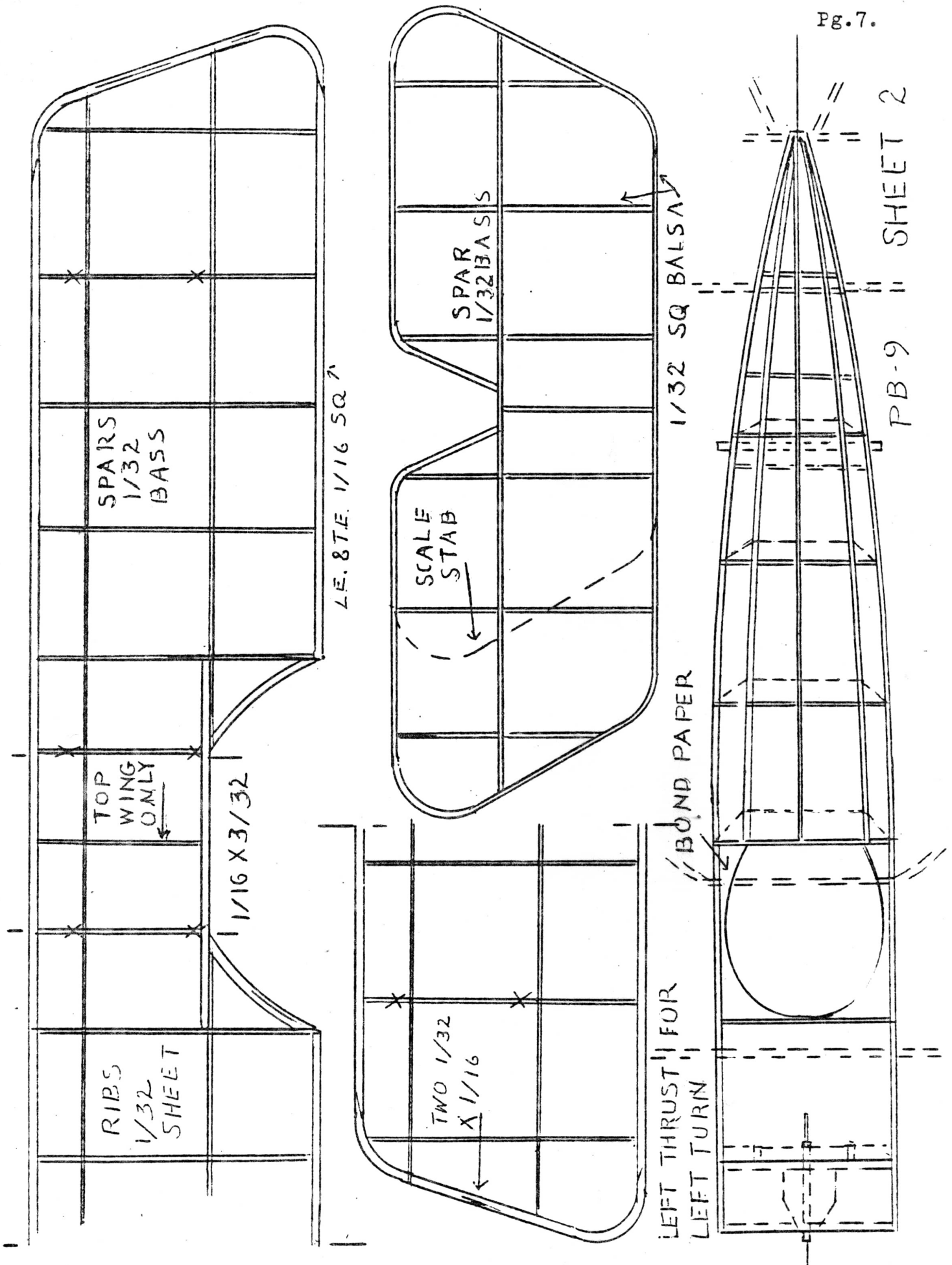
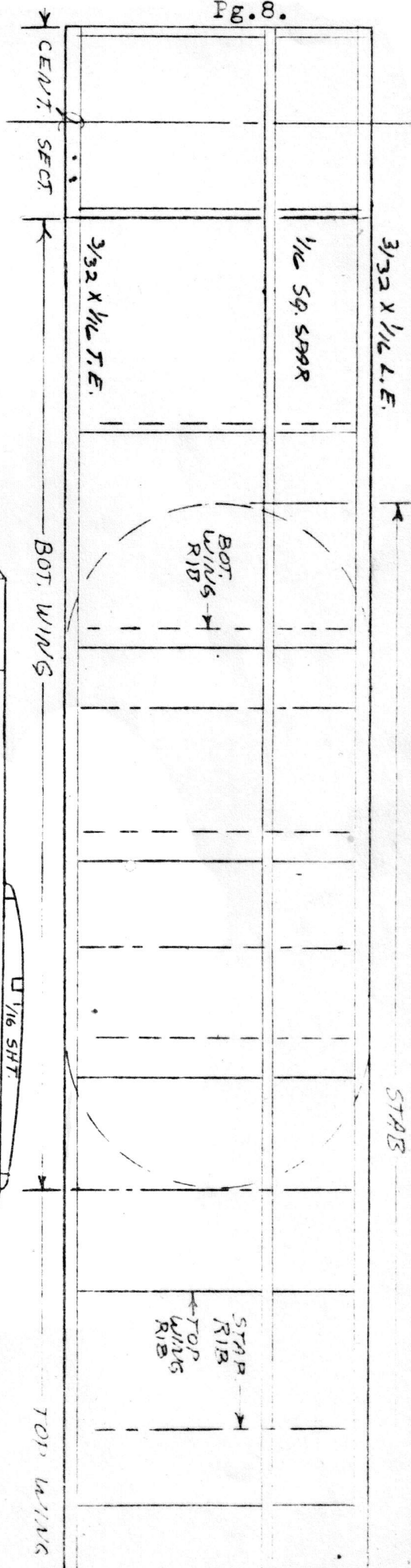


Fig. 8.



CARVE PROF FROM
 $1/2 \times 3/4 \times 8 \text{ BLOCK.}$
 POWER - 19" LOOP OF $1/8 \text{ F.A.I.}$
 OR $3/16 \text{ SIG.}$

.025
 WIRE

BOND
 PAPER

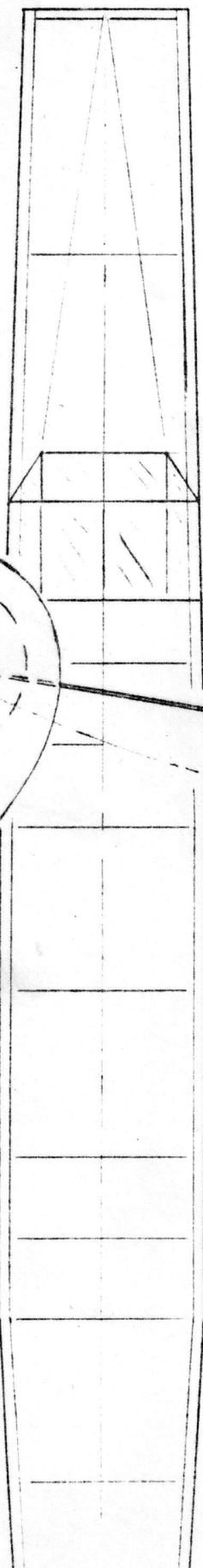
$1/16 \text{ SHT}$
 (2 EA.)

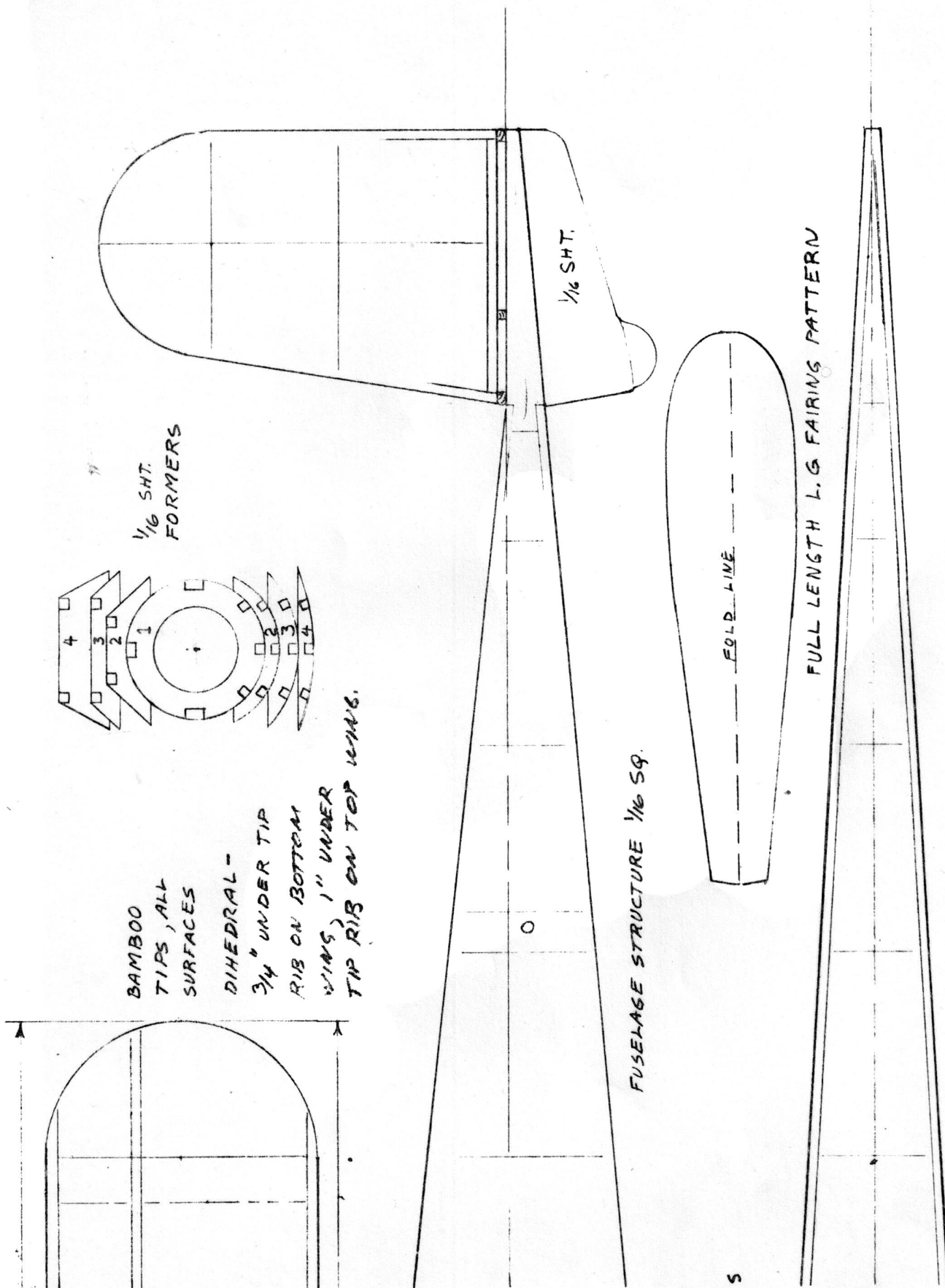
USE $1/32 \times 3/16$
 BAMBOO FOR
 WING BAY STRUT

SOME DOWN THRUST
 IS USED.

L.G. TREAD
 IS 6 INCHES

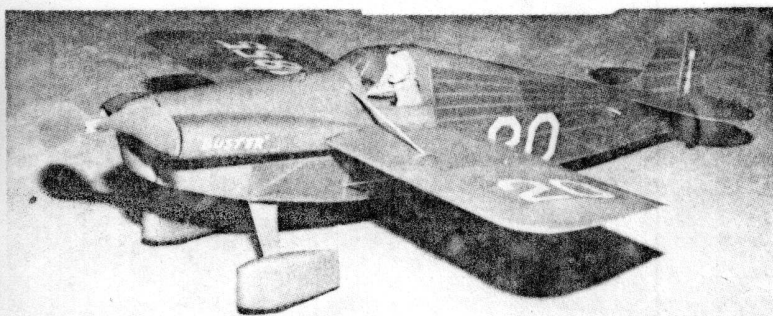
$3/32 \text{ SHT. CORE}$
 $1/16 \text{ SHT. SIDES}$





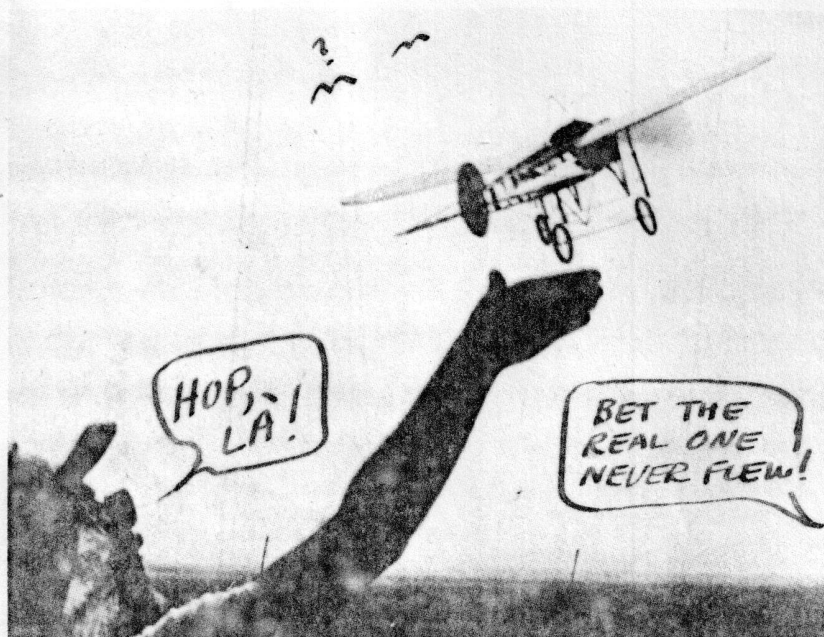
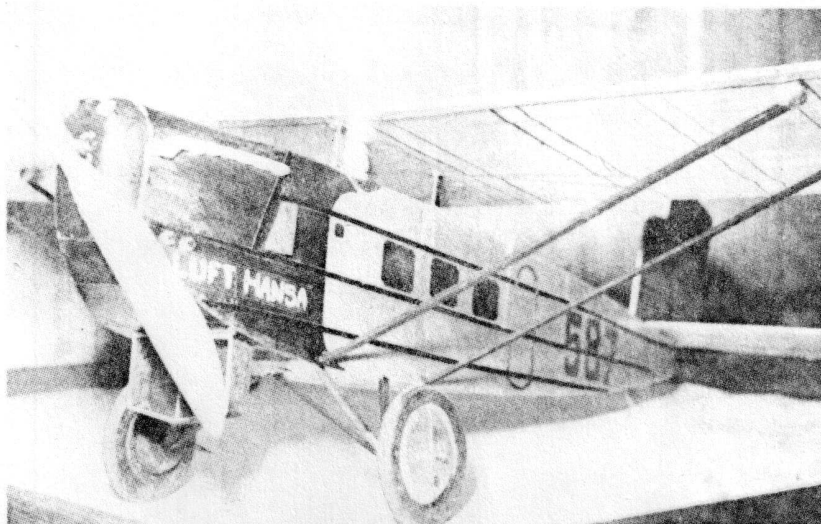
THE FLYING ACES
"BELLIGERENT BOMBER"
R.M.L.
5/29

PROTOTYPE WEIGHT - 11/16 OZ.
INCLUDING SOME NOSE BALLAST



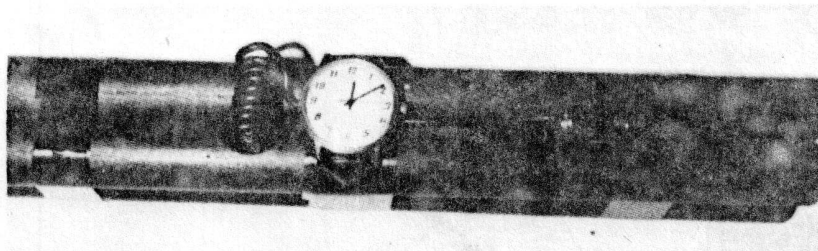
Gym floors in England are as unyielding as the ones here in the colonies as the fractured longeron in Butch Hadland's fine looking Peanut Buster indicates. She sure is a perky looking pylon polisher, eh wot, chaps?

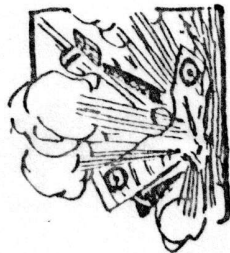
Herr Doktor Martin, Miama Mouth Medic, zends Chee-Aich-Coo der bicture uf his 23 1/2 inch span Dornier Komet in Luft Hansa service. As big as she is, this early airliner weighs in at a mere 19 grams! Himmel Doc, how do you do it? Maybe he fills the wings with some of that giggle gas he uses on his patients, huh gang? She can ROG and tool a-round for 80 secs on the 28 inch long motor! Wow!



Is that a giant Arab genie reaching up to suck the oil out of the Anzani in that Bleriot?? Naw, wingsters, it is only the builder, Bill Warner helping her aloft without much encouragement from the R.C. flyer whose comments just crept into the pic from the right. She is now powered with a Telco CO-2, as endurance with rubber was not enough to suit. This is the pigeon tailed version of Msr. Morane. You can park that neat job on our tarmac any time, Bill.

G-2 released this photo of the evil engine of destruction left at our Spring Meet. This is the way the Bad Guy Sqdn. performs a "bombing mission".





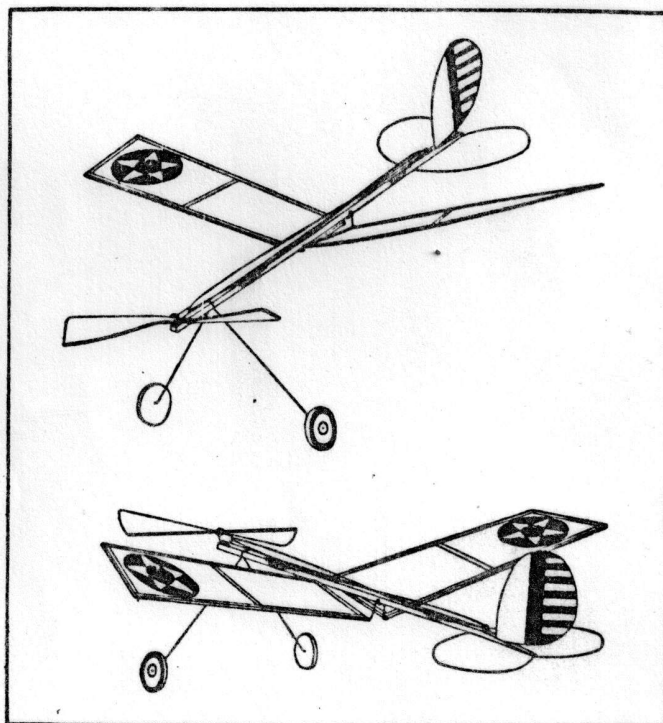
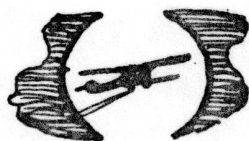
WISCRACK-UPS

THE BAD GUYS SQUADRON by Bob Rogers.

<p>HERE'S MY PLAN-WE STEAL ALL FLYING ACES MAGAZINES...</p>	<p>THEN, IF THE FAC DOESN'T CONCEDE, WE DESTROY EVERY ISSUE!!</p> <p>GIEG NOL!</p>	<p>AS "OPERATION FILTHY FILCH" GETS UNDERWAY, FAC G-HQ MEETS AN "EMERGENCY SESSION..."</p> <p>CRISIS!</p> <p>ARMAGEDDON!</p>	<p>GENTLEMEN, AND I URGE THE GENERAL ASSEMBLY- WE ARE DESPERATE</p> <p>"AND THAT CALLS FOR DESPERATE MEASURES-</p>	<p>BUT OF COURSE, I MOVE WE PREVAIL UPON- THE GRIFFON!</p> <p>HONORABLE MEMBERS!</p>	<p>TAKE THAT, YOU GOOD GUYS!</p>	<p>WILL SOME DISGRUNTLED TONG GET HUNK? WILL THE GRIFFON BE ABLE TO SAVE THE WORLD'S FLYING ACES? WILL THE FAC. KNUCKLE UNDER? DON'T FAIL TO MISS THE NEXT ASTONISHING REVELATION</p>
<p>MEANWHILE- IN THE SLEAZY UNDERGROUND, HIDEOUT, ANYRIGHT YOU LOUZY PINKO SOCIALIST- STAND BACK!</p>	<p>IN THE NAME OF ALL THAT IS PURE, I LIBERATE THESE FLORISHED F.A.'S ON YEAH?</p>	<p>LEAVE AT ONCE OR I PRESS THIS BUTTON, RELEASING AN INFESTATION OF SILVER FISH WHICH WILL DEVOUR ALL IN 15 SECONDS!</p>	<p>THAT FIEND HAS THE UPPER HAND. I SHOULD HAVE LEFT THIS JOB TO THE GRIFFON!</p>	<p>HERE'S OUR ULTIMATE, FLY OVER PINKHAM FIELD AND DROP IT ON THOSE CHOWHEADS!</p>	<p>MEANWHILE- IN A SLEAZY, UNDERGROUND HIDEOUT NOW IN THE BIG CITY NYC...</p> <p>MUST BE A MILLION F.A.'S THERE, CHIEF!</p> <p>AND- IF THE FAC. CLUB REFUSES OUR DEMANDS, WE DESTROY THEM ALL!</p>	<p>MEANWHILE- IN THE SLEAZY UNDERGROUND, HIDEOUT, ANYRIGHT YOU LOUZY PINKO SOCIALIST- STAND BACK!</p>
<p>GREYLANDS- HOME OF SOCIALITE PLAYBOYS, KERRY KERRY, AND HIS FANTASY, BARNEY COARSE</p> <p>GOOD HEAVENS, EIGH- THE FAC CLUB REPORTS A RASH OF F.A. MAGAZINE THEFTS... I SAY, BE A GOOD CHAP AND INVENTORY OUR COLLECTION</p>	<p>THEN IT'S THERE- AN INFAMOUS PLOT- ALL AND GAY ONE OUTFIT- THE BAD GUYS SQUADRON! GONE!</p>	<p>MEANWHILE- IN THE SLEAZY UNDERGROUND, HIDEOUT, ANYRIGHT YOU LOUZY PINKO SOCIALIST- STAND BACK!</p>	<p>IN HIS PREOCCUPATION, OUR HERO HAS UNWITTINGLY WANDERED INTO A DARKENED ORIENTAL ALLEY!</p>			

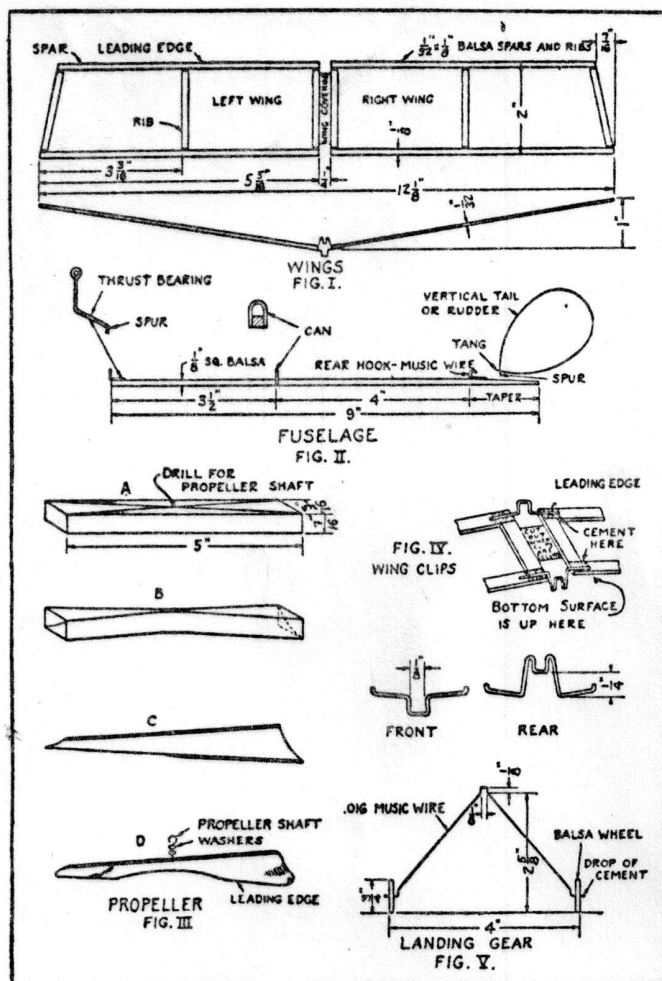
★ OLD TIMERS ★

Pull up your rockers, and put on your specs, oldtimers, for we have an aerial trinket here that will do wonders for your blood pressure and make you run faster chasing it than you would after the best looking nurse there at the home! Well, kidding aside, gang, we hope everyone can lead as long and interesting life as has the simple R.O.G., fathered by the great Merrill Hamburg. Back in 1928 Merrill Hamburg sparked the flame to the big movement to model airplane building and flying when he began the Airplane Model League of America (A.M.L.A.) with the R.O.G. (Rise Off Ground) model and contests for them. There were many variants of the Hamburg AMLA ROG including the McCoy Biplane version, and they all flew very well. One version, pictured below, left, was introduced to the gang flying at Pinkham field many years back by the late Ed Franklin, himself a member of the AMLA in those days. Ed showed us what the little fluttering bug good do by placing third in the old "Under 100 sq. inch free style endurance event we used to run then. Plans to the version pictured were printed in an early issue of the FAC News. Note the insignia, and lettering on the wing.....that was printed right on the jap tissue, a few sheets of that rare item a gift of our pal, Ed.



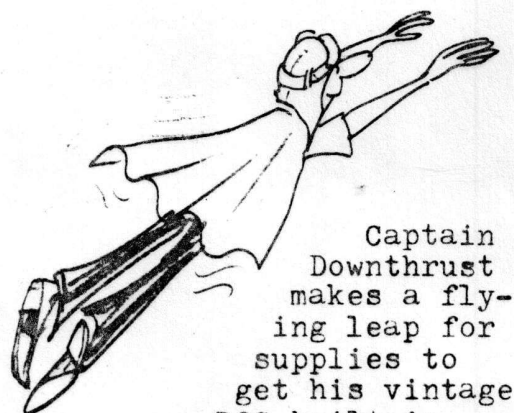
TWO VIEWS OF THE BABY R. O. G.

Here are some suggestions for decorating your assembled model.

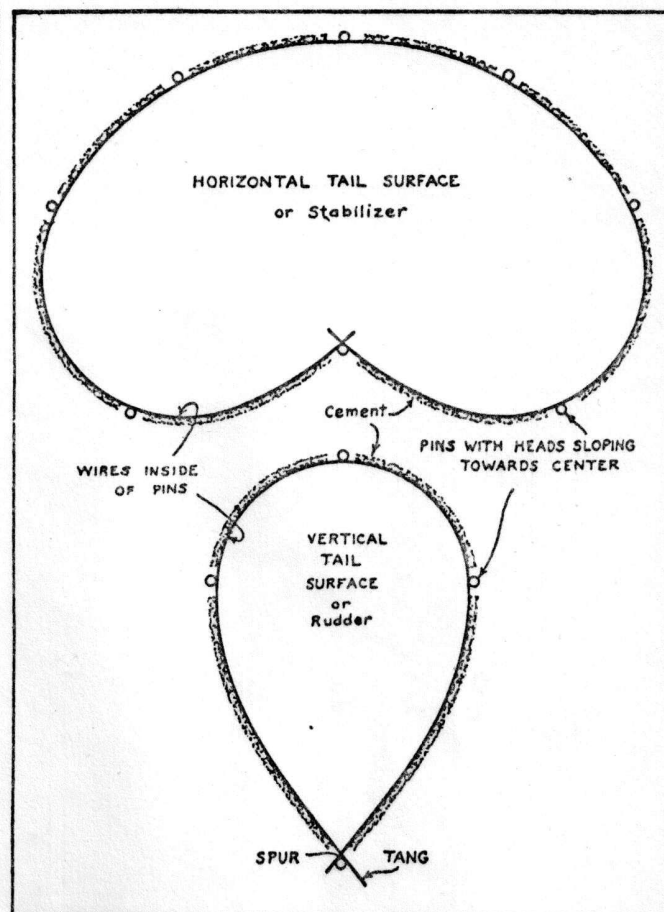


WORKING DRAWING OF THE BABY R. O. G.

(Adapted from an article by Merrill Hamburg in *The American Boy Magazine*.)



Captain
Downthrust
makes a fly-
ing leap for
supplies to
get his vintage
RCG built in
time for this
October's F.A.C.
contest to show the
whole gang what she
can do at Pinkham
Field. How about you?



FULL-SIZE DRAWINGS OF THE TAIL SURFACES OF THE BABY R. O. G.

Materials

The materials necessary to build the Baby R.O.G. are as follows:

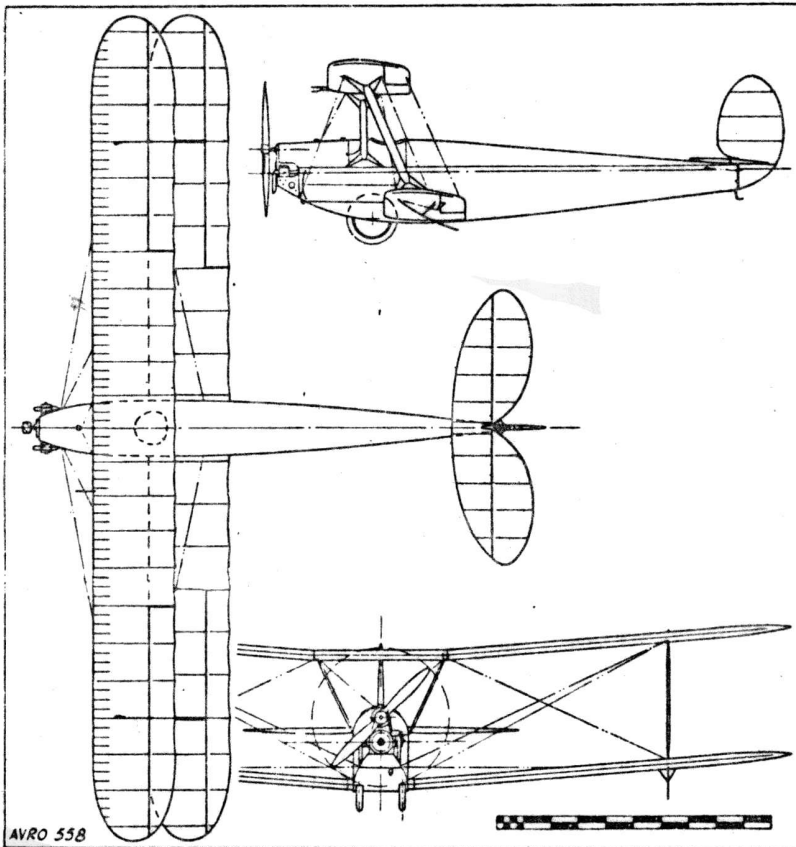
- 1 pc. balsa $\frac{1}{8}$ " x $\frac{1}{32}$ " x 36" (for wing spars and ribs)
- 1 pc. balsa $\frac{1}{8}$ " x $\frac{1}{8}$ " x 9" (for fuselage)
- 1 pc. balsa $\frac{3}{4}$ " x $\frac{1}{2}$ " x 6" (for propeller block)
- 2 pc. balsa $\frac{1}{16}$ " x 1" x 1" (for wheels)
- 1 pc. Japanese tissue paper (for covering wings and tail surfaces)
- 18" piano wire .014" diameter (for frames of rudder and tail surfaces and can)
- 20" piano wire .016" diameter (for landing gear, wing clips, rear hook, and propeller shaft)
- 2 feet of $\frac{1}{8}$ " flat rubber (for motor)
- 2 small washers

Here is a bill of materials. To have some real fun, keep your model "pure" by using only the material and sizes described. Notice the plan calls for a prop block of different dimensions than the text.....your choice! And a loop of $\frac{1}{8}$ seems like a lot of power, at least with to-day's rubber. Happy landings...and R.O.Gs!!!!

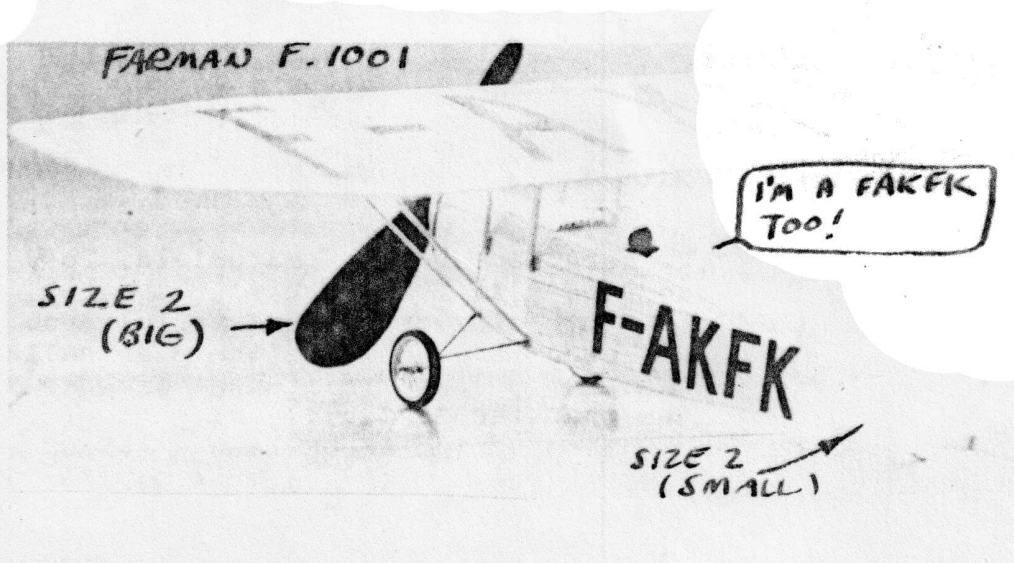
3-VIEW SALOON

Pg.14.

As we sideslip into the "3-View Saloon" we know it is our lucky day, for look at these two international beauties waiting our amorous advances. Hmmm, the French one is a bit chunky, and gets pretty high once in a while, judging from her pressurized, boiler-like cabin. Rumor has it that she did her last fellow in by means of a terminal velocity dive from 30,000 feet without any apparent reason! She undoubtedly is as supercharged as we have heard. Well, let's look the English lassie over. Nice slender, pleasing lines. Thing is, she is obviously Bi!!!



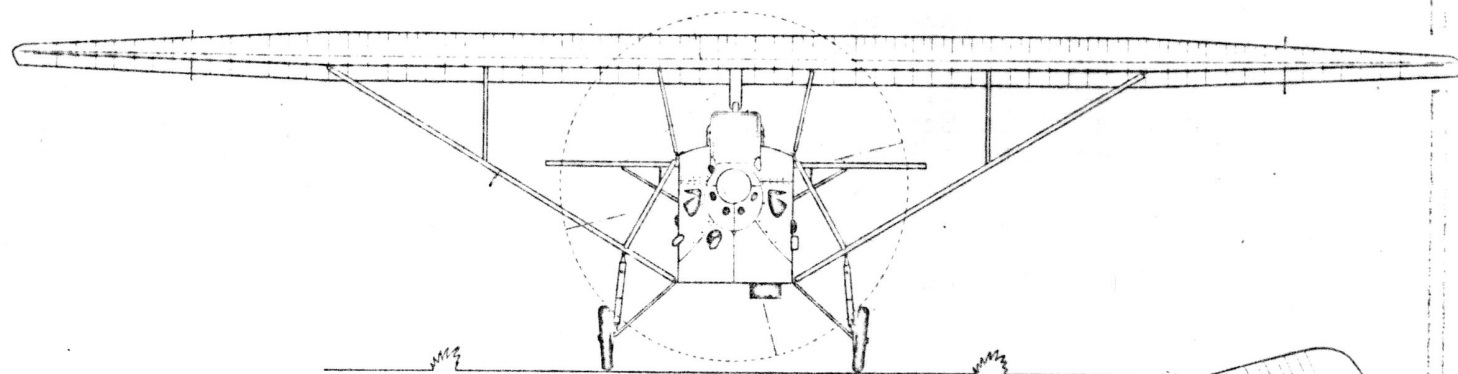
The Avro 558 was all over silver with black registration, "G-EBHW" on fuselage sides only, and a large "G" on the rudder. The 3-view shows the 500cc Douglas engine with a set up like the Parnall Pixie, except that the flywheel is reversed on the Avro putting the prop drive chain sprocket behind it. Pics in Jane's for 1925, and a good shot showing the 600cc Blackburne Tomtit engine version (a Harley-like 2 cyl. "V") in "The Story of the British Light Aeroplane", by Terrance Boughton. Wings used to "flex dangerously" while in flight at the 1923 trials at Lympne. She's got the makin's of a good Jumbo Scale job.



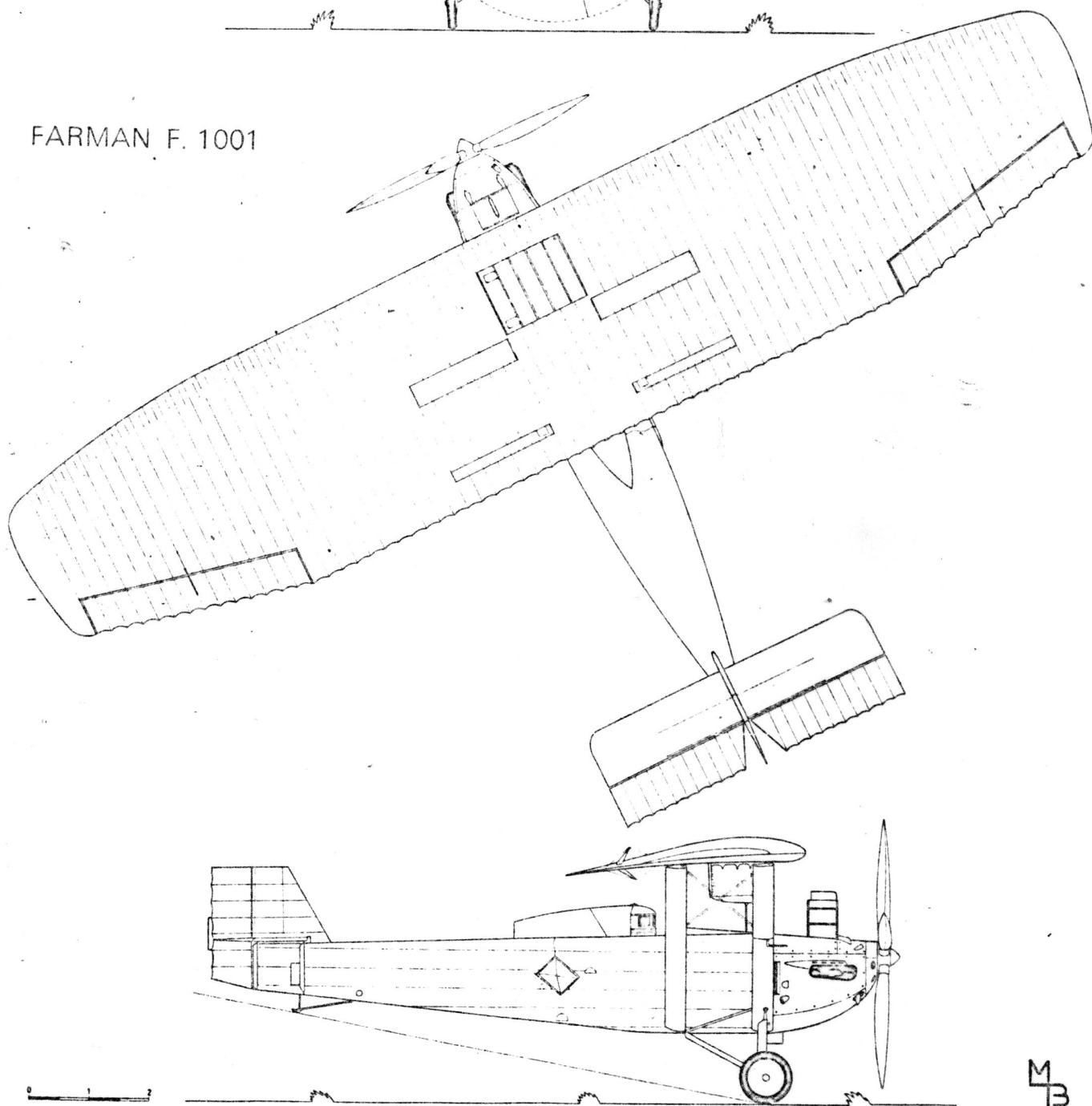
Bill Warner's Model of the Farman built on New Year's Eve for Vegas Bash. Comments are Bill's. Farman was Silvery white all over.

GENUINE
KODUCK FILM

PLAN AU 1/100^e



FARMAN F. 1001



MB

★ NEWS FLASH! ★

Pg.16.

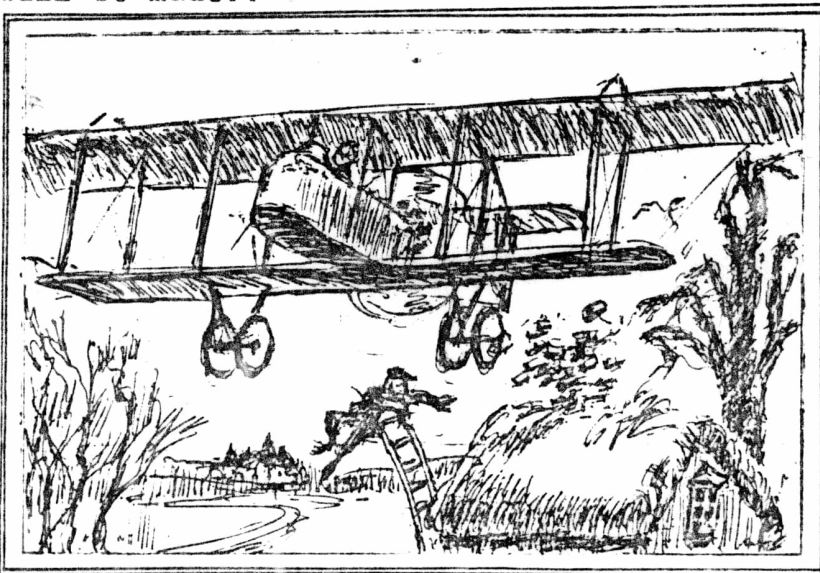
1980 FAC NATS AT DAYTON!

Captain Frank Scott, C.O. of the Dayton Buzzin' Buzzards, alias the McCook Field Squadron, FAC, contacted GHQ with the offer to have his outfit host the 1980 FAC Nats at Wright Patterson Air Force Base in Dayton, Ohio.

Well, gang, we thought it a swell idea because it is a center of a beehive of FAC activity, and it might tempt a few stringer benders from points west to attend, and it is not too far for most easterners to join in the fun.

The SOTS, alias the Philadelphia Skull Squadron (like in the old days of F.A.) were ready, willing, and able to do it again, and we sure thank them for it.

Coming issues will keep you wingsters in the know on all the news, meanwhile...build, test, train for this one, which may be the biggest yet! By turbulence, hysterical hystory will be made!!



At the left we find our hysterical hero, Capt. DeBris scouting for quarters (& a buck, or two) for the many flyers flocking to Dayton next year. Do you warey-eyed air-men recognize the art of Lt. Jerry Bockius by now?

G-2 REPORT.

Recently, some of the more lazy types here at GHQ were ordered down to the big meet at Warminster, PA that the SOTS ran. (Seems the top brass pulled a hangar inspection and found lots of dust on the models of these certain few, and unpolished boots, and brass as well!) As dull as this trio was, they did at least notice that a clubster named Walt Eggert was Contest director. One of these three, while doing what he is best at, was in the airport lounge reading a July, 1938 issue of the good old Flying Aces magazine to keep abreast of latest modeling technology. As he orbbed the "News of the Modelers" section, he noticed that a Walt Eggert, Sr., and Walt Eggert, Jr., had been elected to the Technical Committee of the Quaker City Gas Model Airplane Club! Now gang, we are wondering just which Waly Eggert was C.D. of the meet our intrepid aviators just recently attended?? Once a modeler, always a modeler.

FLYING ACES

Flying Aces Club Fall Meet

Pg.17

PRESENTS AN ALL RUBBER POWERED CONTEST FOR SPORT AND SCALE ON OCTOBER 7, 1979 AT DURHAM, CT. 9:00 to 5:00. A.M.A. Membership required..you may join at the field. A.M.A. Sanction 164 All AMA age groups combined. Entry fee \$3.00 per family, all under 21 free. FAC rules used for all events. Bob Thompson, C.D. For info write FAC GHQ 66 Bankside St., Bpt., CT 06606

JUST LOOK AT THESE EVENTS!
TROPHIES & PRIZES!

1. Flying Aces Scale; Bonus points for the tough ones! Enter two crates in this one! Bring all info you used to build the model.
2. Peanut Scale; Fly with the gang that started this favorite the world over! That's no propwash, skyster!
3. No-Cal Scale; All you need here is a simple profile model that looks like a real plane and is no bigger than 16 inches.
4. Embryo Endurance; Another FAC original for sport jobs of certain specs. These birds have to take off of a card table 'drome!
5. Shell Speed Dash; An endurance event for raceplanes. Your time here qualifies you for the mass launch races later. Times must be in by noon. Only two officials required.
6. Greve Trophy Race; For models of racers that were powered by in-line engines, mass launch, round flying at it's toughest!
7. Thompson Trophy; More of the same, but for those models of ships that were radial engine powered. Yep pylon polishers, we mean those great old Lairds, Wedell Williams', etc!!
8. Aerol Trophy; One big mass launch for all those who do not qualify for the T.T. or Greve. A wild one!!!
9. World War II Comb. To be held if the D.C. Maxecuters are in attendance. Mass launch for W.W.II battle birds. Perpetual trophy.
10. Cheetwell Cup; HUNG, Great God of Thermals only knows who will be the winner of this award, and why. Stick around to see what Borzec-type will receive this dubious honor!

All who enter and fly will recieve the FAC News for a year. Better show up with all your crates trimmed out so that tough looking flight leader on the right doesn't cross your name off the mailing list! Besides, you might miss out on a lot of skyscorching fun with your fellow rib slicers, and a chance to zoom off with triumphal trophies and the glory of the FAC Kanone List where your name will be etched in glittering, timeless honor! See ya there!

