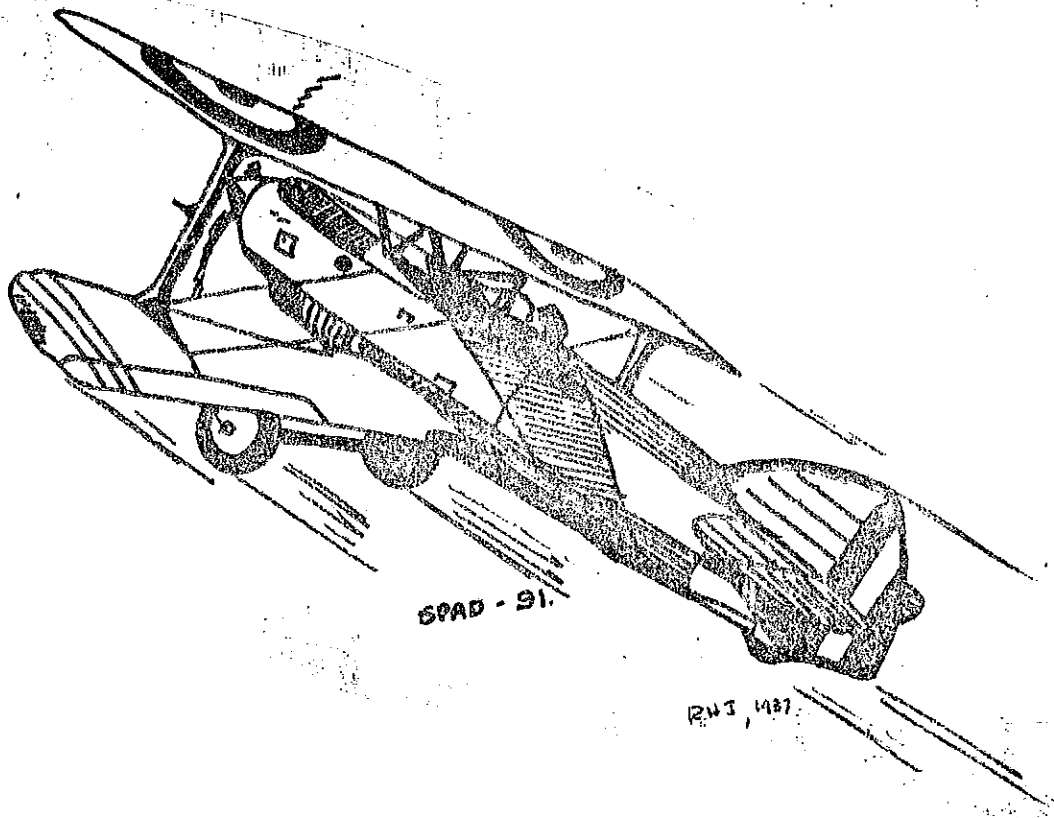
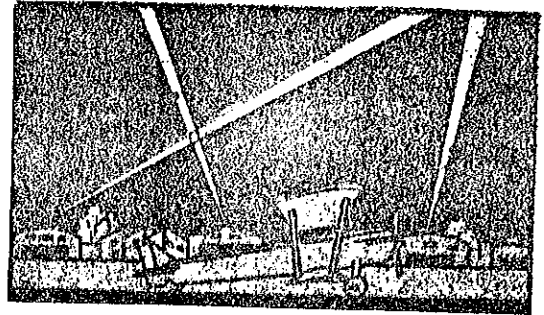


FLYING ACES

Issue #7

Club News



Well, wingsters, your FAC News is flying into its second year with this issue, and she's been holding a steady altitude of thirteen pages for some time now. What better way to lead off the new year with one of Bob Jespersen's fine sketches, to grace your cover?

GHQ can always use sketches, plans, information, or anything related to our favorite pasttime for publication in the News. So buzz over Pinkham Field and fling us a message over the side of your cockpit (tied up in an old weighted sock will do)... or use the less glamorous and more destructive U S mail service, if you want.



The FAC is probably the most unorthodox club in existence. No dues, no officers (that is, no president, secretary, treasurer...but plenty of lieutenants, captains, and other junior officers). The only way we have of contacting one another is through contests and the FAC News. Yet, we are not without purpose. We are trying to open the eyes of the AMA to the fact that scale proportions do not a flying scale model make. Coloring, marking, and details are much more contributory. Also, that every tupe of aircraft should have an equal chance of grabbing that first place trophy, not just those whose proportions are best suited to a model. What's more, not every scale modeler can or wants to delve into dusty archives for text and "acceptable" three views to "verify" his model. No junior does, that's for sure.

And, if the AMA would open their eyes and look at Peanut Scale with its ever-rising popularity, they would find themselves one interesting small field event which they have been looking for, for a long time. The AMA searches for postal events also. The FAC had a postal Peanut contest last year, and we're leaping off the runway with it again this year.

Last, but not least, is the fact that modelling and contest flying are to be enjoyed by the contestants and flyers. How the deuce can you enjoy the competition in building and flying when you need the services of a Philadelphia lawyer to decipher the rules? It seems to us that most of the modern modeller's efforts are spent in trying to find loop holes in the mass of rules presented to him by AMA. Modern competition flying has become so overshadowed by the rules that it has lost its fun and the modern competition flyer is fast becoming a "serious-faced, pressure-hagged scientist". Does AMA think this picture will attract new modelers or juniors? In short...if it isn't any fun, who needs it?

P.S. Remember when model mags had jokes and cartoons in them? Greasy kid stuff? Terrible jokes and cartoons? Maybe, but who had more fun than those kids?

DISTRIBUTION OF THE FAC NEWS

Last fall when the wingsters here at Pinkham Field were stoking up the old potbellied stove and Old Man Winter was already rattling the doors of Hangar No. 1, we decided to launch the FAC News to keep in touch with all the clubsters and inspire them to make use of the long winter nights in making new sky buggies for the coming flying season.

We knew then that our printing service would be limited. We felt that if we could turn out enough copies to reach our active clubsters,

plus a few extra for any new active members, we'd have done something right. And by active, we mean a modeler who's right out there at Pinkham Field at contest time with a deadline of half a dozen flyers, all eager to taste the ozone.

The picture has changed. Our printing limit has more than doubled, but there it must stay. We also have many members who are "semi-active". We do not begrudge carrying these skysters, but we feel it our duty to serve our active FACs first. So, as the list of active FACs grows, as it has been doing, we will have to chop the throttle on wingsters we don't see at our meets, or don't hear from by May. We'll supply our "missionaries" such as Randy Wilson in Massachusetts, and Lin Reichel in Erie, Pa. who are trying to organize a close formation of their own in their own locale with one copy of the News, in hopes that by hook or by crook they can get copies made on their own, to distribute to their members. Alas, such has always been the plight of missionaries.

So, don't let ice form on your wings. Don't let the old radial die on you, and don't stall out. Make those balsa chips fly like snow flakes. Keep that Boeing Monomail riding down the beam, heading for your tarmac with your own copy of the News. The only way you can do this is to BE ACTIVE!



HUNG'S ALTAR

Here it is, fellows. A list of models which have gone to the Great Beyond, spirited away by Hung's ethereal clutches, up to his Great Hangar in the Sky. The following named models are now resting on high cumulus clouds, softly bobbing about in eternal thermals. R.I.P.

- Buzzard Bombshell....built by FAC Al Bailey. Lost at Orange, Mass. despite aerial chase by FAC Jack Whittles. The model was later found and Al got a call from an honest native about 10 minutes after he got home.
- Peerless Junior Endurance....built by Dave Stott and lost in the woods at Orange, Mass.
- Garber Twin Pusher....both built by Capt. Hank Struck, and both lost at Orange. Hung was tired of being cheated of these....especially the Interstate, which was the original National Championship model of 1941. That's a tough loss to us all, Capt. Struck!
- Flying Aces Hi-Climer....Jack Chilmark found out again that the models from the pages of FA really "have it".
- Original u/l rubber ship...Lost by Joe Poloso at Mystic, 9/22/68. This ship was another veteran, being about 20 yrs. old.
- Helmets off, lads. A last farewell salute to these great ships!
(Hope you like 'em, Hung! "Sob". "Choke".)

NEWS OF THE MODEL MEETS

September 8 dawned a beautiful, sunny and nearly windless day over the Piney deeps of Orange, Mass., and most of the OT gang was there, models in hand, ready for the starting bell at 9:00 a.m., hoping that Hung would favor them with an upward blast. And, we hope to tell you, Hung was there, with all his little helpers and goblins. Herb Franks' Korda Wakefield went OOS at about 13 minutes on a test flight. When last seen it was high up, a speck in the sky being accompanied on its final ride by a pair of large hawks. Wonder what those feathered, fearless, flashing flyers of the sky thought of their new addition? Dave Stott almost lost his little AMLA ROG to a passing breath of Hung. He was bidding farewell to it, worry dew flying in his slip-stream, when it suddenly fell out of the thermal. Maybe Hung finds your little sky-ster unworthy, Dave?

The results were:

SCALE: John Stott, Curtiss O-52 (Air Trails)
Jack Chilmark, T-Craft O-57 (MAN)

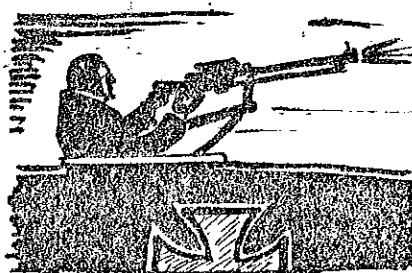
OT CABIN-STICK: John Stott, Berkeley Korda
Jack Whittles, Korda Wakefield

The 22d of September was just as fine a day as the 8th (if a bit more windy), and all the FACs in the area hied themselves to their motorized steeds and thence to Mystic, Conn., and the big SCAMA Sweepstakes meet. This meet, wingsters, was the first large inter-club meet ever held where FA scale rules were used, and a big success they were, too. Just as big was the success of the FAC in the scale event, where the prizes went to FACs. FACs who were there include Randy Wilson, George Durkota, Alex Godo, Joe Poloso, Bob Jespersen, Kim Harris, Frank Tartaglia, Ed Beshar, Bob Nelson, Bill Wargo, Ed Novak, as well as the entire GHQ Squadron.

The action began early, when Alex Godo, decked out in his snappy NYC Squadron uniform of Luftwaffe cap, white scarf, and monocle screwed into his face, tried a test flight or two (after frightening the entire SCAMA registration desk...they all thought the invasion had finally come, twenty-five years late and Teutonic terrorism was finally here). Alas for Alex, Teutonic terrorist and all, it appears like the Cavalry came to the rescue, for his Myers OTW flew into a nearby pasture, where the horse decided that a Myers would be a tasty tidbit for grazing. By the time the aerial Death's Head Hussars could leap over the fence, the horse had grabbed the model by the tail and given it a couple of deft shakes...yep.. the Myers was out of the day's running. Next time wear a Good Guy RAF uni, Alex!

GHQ was busy promoting REAL modelling all day, and had the Official FAC GHQ Headquarters tent up. This tent is made from a discarded parachute, is white (like our hearts and ideals), and over it flies the proud Flying Aces banner, also in shining white, for all to see! Some of you budding aviators might know that a parachute must be discarded after so many years of service, regardless of whether it has ever been "needed" or not. We don't know if any of those Sikorsky test Peelots ever needed this chute, but we looked hard for tears and bloody marks on it, only to find her in perfect shape.

The GHQ Tent was visited by many a modeller that day, and most were amazed at the fine array of models, and the atmosphere of happy air-mindedness that suffused the ozone around us.



The Old Milford Fox, Bob Jespersen, put on a thrilling aerial display around the GHQ tent with his Sturiale Cabin job. After three circles and other terrorizing maneuvers, it finally aviated into the white GHQ flag. Perhaps not the intended place, Bob, but still a good one for any model, for when she flies toward the words "Flying Aces", she's really flying toward the true home of all good models and modeleers!

The OT results: 1. J. Chilmark, Hi-Climer; 2. Connors (non FAC... what's HE doing here?) Cahill Clodhopper; 3. Bob Jespersen, Kramer Bros. Sky Bird.

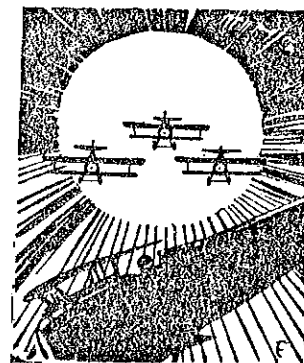
The FAC Scale Rules (plus ROG requirement) event was won by John Stott with his Mauboussin 40, which hooked about the only thermal in a pretty "dead air" day and made a flight of 116 seconds. This put John so far in front that nobody could have caught him with a hopped-up Mustang (P-51, that is), and he skipped off with this first and the big Overall High Point Winner trophy. He really cleaned up this day - two firsts and the high point man. Second was Jack Chilmark with his Taylorcraft O-57 which not only copped Second, but took the Testor's Award for the best finished model at the meet. Third was that Old Fox of Milford, Bob Jespersen, with his Gee Bee D, which wasn't buzzing around the tent, but was headed for the ozone and prizes.

Peanut Scale was won by Dave Stott with his Waterman Gosling, the original model of this ship, and a model which had been "retired" about two years ago. Well, she still had some hardware winning flights left in her old carcass, and she buzzed to three fine trophy-winning flights.

Second was Fritz Weitzel with his Helio Stallion.

Third was (whatsis? again?) Bob Jespersen with a 10¢ Comet Monocoupe which flew like a dollar kit.

Incidentally, readers, did you note that TWO (2) of the winners at this biggest scale meet in all New England have been printed right here, in good old FAC News? Let no man say that FAC News isn't the first there with the finest in contest models. All you have to do to be a winner is to open the pages of this mag, select a ship you like, build her and start picking up the goodies... of course, don't ever forget to pay due homage to Hung, for nobody can win without his divine guidance. "To thee, O Hung, all praises sing!"

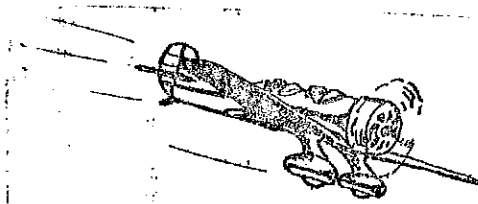


Think we ought to get up an FAC Chorus, fellows? Who's set to lead us? 'Course, we can always get Giovanni Pirelli and his rubber band.... Hawww!

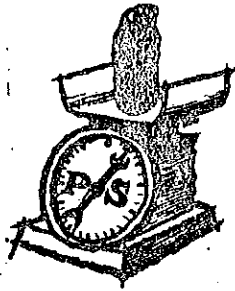
This'll hold you all for this issue. You must wait until the next issue to hear all about the Big Fuss over Pinkham Field, M. Henri Beaujolais, float racers, and all the other nifty tidings. Think you can wait till then? We can't wait to tell you all about it, but they are hollering for our hot copy out in the printing shop, so we gotta scamper off the tarmac. All revved up, warm, set in the pit? Then go!

!Hals und Beinbruch!

(literally translated, that's "May you break your neck and leg!", but to the heinies, it's their way of saying "Happy landings").



PEANUT SCALE NEWS



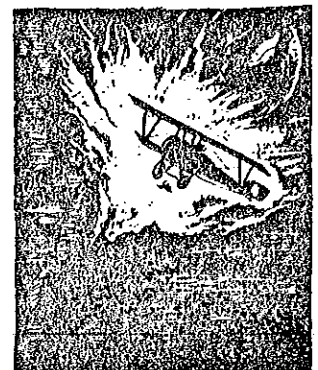
New Peanuts on the FAC tarmac. As all you skyfighters know, a combat peilot only gets a flashing glimpse of the other fellow in a dog-fight. So, we want to tell you about some of the swell new peanuts we rolled an eyeball over as ground observers on the day of the big battle over Pinkham Field.

A flashing pair of red Fokker D VIIs presented a pretty picture against the blue of the sky. These World War One battle birds were the handiwork of clubsters Hank O'Dwyer and Dick Everett. Dick even had artificial exhaust flames spurting from the ersatz Mercedes. Good work, fellows.

Speaking of good work, the 1918 Loening Fighter Monoplane built by our brand new FAC Lieutenant, Jerry Greaves of Newtown, Conn., was a real darb. She was an all sheet balsa job, 'cause Jerry said he didn't have much time to get her ready for the wars. Boy, we'd sure like to see Jerry take his time on his next crate, if this is what he can do when in a hurry. She may have been all-sheet, but she had a finish on her that would outshine the orbs of a five-year-old fledgeling on Christmas morning. She sported plenty of detail, too. U S stars on her wings, Scariff ring and Lewis gun in the rear pit, twin Vickers up front, and tiny exhausts to help her Pirelli Hiss breathe. Sights like this fine model of Jerry's lift the spirits of the staff here at GHQ better than a couple of Lafayette Cocktails (for those of you too young to have been in the Lafayette Escadrille, the Lafayette Cocktail was...is...made of 50% Brandy and 50% Champagne...it's guaranteed to lift the most depressed spirits to the clouds, if in a woozy flightpath).

And, were we ever outfoxed by the Milford Fox! Yes sir, Lt. Bob Jespersen rolled a brand new Wittman Tailwind peanut out onto the deadline. Bob built this little skyster secretly and under unusual conditions which he's going to tell us all about in a future issue, for we're going to present his very own plans to all you wingsters out there. Yep...You'll all be able to have your own Wittman Tailwinds, and they'll be real homebilts, too! Seems to us like the Old Fox has been rolling out a new ozone chewer about every two weeks lately. Yep, you've sure earned your victories, Bob. Fine, Fox, Fine!

It was brought to the attention of the GHQ staff after the meet that there were Peanuts there which were lacking in some of the prominent details that are supposed to be there. One cabin job even had no windshield! This might have caused a pretty drafty flight for the pilot and his terrified friends, but I think we all have to admit that a windshield on a cabin job is more than a "prominent detail". I guess we'll just have to inspect those models at future meets, to make sure that nobody puts one by us. No fox will outfox us again....but the guilty one wasn't the real Fox of Milford. Got that all you other foxes out there? So, next time bring the models into the GHQ tent so the gang there can look'em over.



SECOND ANNUAL FAC PEANUT POSTAL CONTEST

Now that Hung, Great God of the Thermals is about to leave the GHQ area, and judging by the dirty weather outside, he has long since fled to the sunny climes about Hannan's Hangar, and his frigid friends,

Jack Frost and Old Man Winter slip into his skylane. It's time to get the FAC PP (Postal Peanut) contest into the ozone.

Due to the climactic (know what we mean, fellows?) differences of the widespread model aerodromes of our clubsters, we will divide this year's meet into the following three WINGS:

1. Indoor Wing
2. Eastern Outdoor Wing
3. Western Outdoor Wing.

The next time you Peanut Pilots taxi out for some pleasure flying, time your flights and write 'em down. When you get back to the hangar (or airport restaurant), grab a picture postcard and fill in the info listed below:

1. Your name & rank.
2. Your Wing.
3. Your highest Peanut Scale flight time.
4. The date the flight was made.
5. The name of your ship.

Send the card to FAC GHQ, WING ADJUTANT.

Fly as often as you like and mail us a card every time you increase your flight time. The latest high time in each Wing will be published here in the FAC News to spur you on, and the clubster holding the record for any of the three Wings will be "Wing Commander" of that Wing.

All clubsters are eligible. Any flyer new to the FAC can become a member simply by taking part in this great contest. Contest ends midnight, March 17, 1969, at the very hour when the wee people and leprechauns are again tippytoeing back to their wee lairs, the celebration of the whole world being Irish having ended. The flyers who hold the rank of "Wing Commander" at that time are the winners. Their victory will be entered on the FAC Kan-one List, and each "Wing Commander" will be awarded a citation from GHQ, as well as a prize of old-time rubber model plans.

Let's have at it, chaps, as the Limeys say. The battle is on, right now! Let's see those cards come flying in. Let's show 'em the true FAC spirit of the skies.

YOU SAID IT

Here's your chance, buzzards, to sound off and let us know what you think of us, our mag, and what we're doing or have done. It is also your chance to give us some tips for modellers, or to send out an SOS for a three-view or marking information on some long-lost ship you're trying to re-create.

.....Had an unexpected visitor Sunday at 2:00 a.m. in my store. (Must have been a Hun spy!)

Seems he came in thru the ceiling with an ax, took one new Triumph, and rode out the door toward the trenches.

So this fouled up my whole day, to put it mildly.

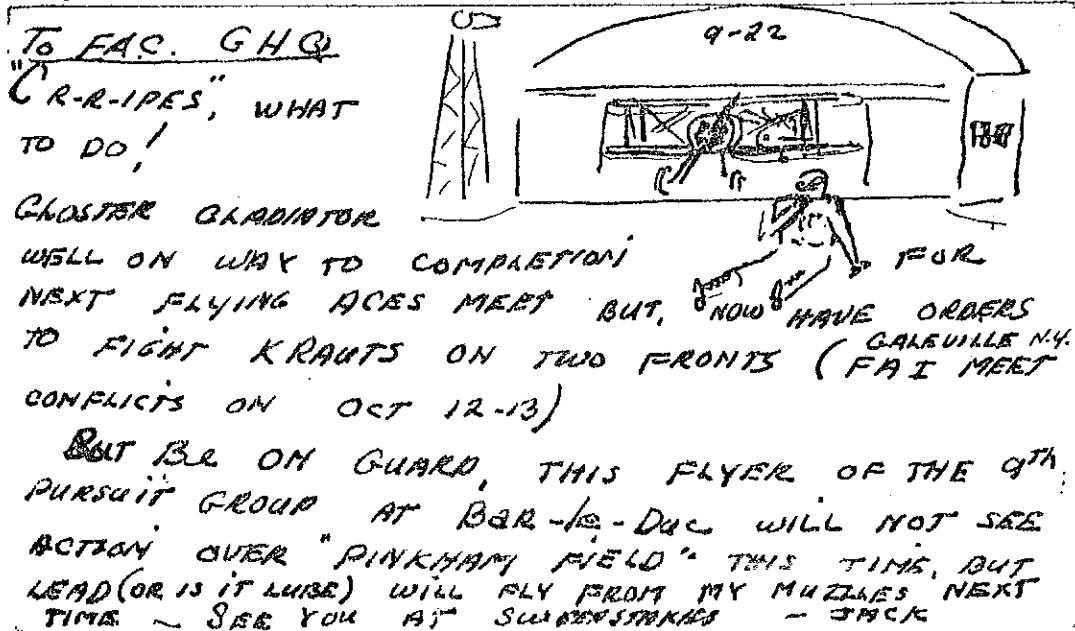
Hope you had a good turn-out..... Randy Wilson, FAC

Looks like that robber robbed more than a "sickle"...he also robbed Randy of a day's flying at Pinkham Field, which is the greater loss to the rest of us. Sure hope you were insured for this, Randy!



And with his letter, Randy sent us a corking bunch of photos of the olden times in Worcester, Mass., where he lives. They showed his 1946 gas jobs, the hobby shop he ran from his cellar as a boy, and then the actual store he graduated to. Yep, Randy has been a modeller and a booster of this fine clean-cut activity all his life. We sure wish we could print these photos for you, 'cause we know they'd all bring back the good old days for us all, even those of us too young to have known them!

Here's something we can print, ozone-chewers; it's a real striking card that Jack Whittles of SCAMA sent us to tell us he wouldn't be able to make the skyscrap at Pinkham.



....."I understand that you are in some way connected with the outrageous publication Flying Aces Club News, and I'd like to convey to you my surprise at your apparent lack of esteem for the conventional AMA syndrome. (Otherwise known as "take-the-fun-out-of-modelling"). If you fellows are really as nutty as you sound, you could ruin the entire hallowed basis on which our common recreation is founded, namely, MONEY! What are you, un-American? Don't you know that building those little teeny Peanut Scale models ain't linin' the pockets of C&S or Bonner no way no how? I'll bet you don't even get sixty cents for your newsletter".....

Thermals:

Harold W. Warner.

Tell you, Bill....we're even nuttier than we sound. And, unlike Model Radio Controlled Race Car News (ex MAN), our newsletter is free to those who qualify for it.

We'd also like to thank you, Bill, for the fine pics you sent of your Sky-hurting Peanut Peyret Taupin, your Chester Goon framework, and the "tiny Leopoldoff Kolibri", built from 1938 French plans. Could you shoot us a copy of those Leopoldoff Kolibri plans, Bill? If we can get 'em on a page, they look like a natural for the news.

A note for all you skysters looking for Bill Hannan's fine plans and model supplies: Bill has moved from the smog-shrouded confines of North Hollywood, California, and has headed to the sunnier southern part of the once "Golden State". His new address is: Bill Hannan 677 Jonathon Place, Escondido, California 92025. Shoot him a line for his stuff, wingsters. He has been one of the greatest supporters of this fine publicatio.

A CRY FOR HELP

Here's one of those SOS's we were talking about, for Bob Thompson, GHQ Squadron, has a desperate yearning for an Udet Flamingo and a Mureaux 180. Pics of both he has, but under AMA rules, either an "acceptable three view" (whatever that is) has to be submitted, or evidently the plane never existed. Well, skysters, that's Bob's problem.. he has plans of them and even pics and color data, but he is beginning to doubt that they ever existed, for he can't find a three view of either of these old cloud-hurdlers to satisfy the AMA. Yet Bob is a pleasure builder and flyer and he wants to build these sky birds and enter them in a meet. If any of you drawing collectors out there have three-views of these, Bob would be tearfully grateful if you'd shoot him a copy so's he can get building. Write him at 385 Harbor Road, Southport, Conn. 06490.

WITH THE MODEL BUILDERS

Bill Warner and son are hard at work on a couple of Peanuts, the boy building a Farman "Moustique", the father building a Poullin J.P. 30. Looks to us like the Warners are a couple of francophiles from the numbers of frog ships on their tarmac. What's a "POULLIN J.P. 30", Bill? That's a new one to the gang here at GHQ.

The GHQ has a new auxiliary branch.... the Gyro Squadron. Yep, Dave Stott, John Stott, Bob Thompson, Jack Chilmark, and Bob Jespersen (the Milford Fox), have all built themselves replicas of Bill Hannan's Tyro Gyro. Bob Thompsons even built a box fuselage for his, and painted her in US Army colors of the late '30s, blue fuse with yellow tail & rotor. He kept his weight down by using indoor balsa, and she goes pretty well. We haven't seen the other gyros, except for John Stott's, which is a real flying animal. Yep ... try your hand at something new...

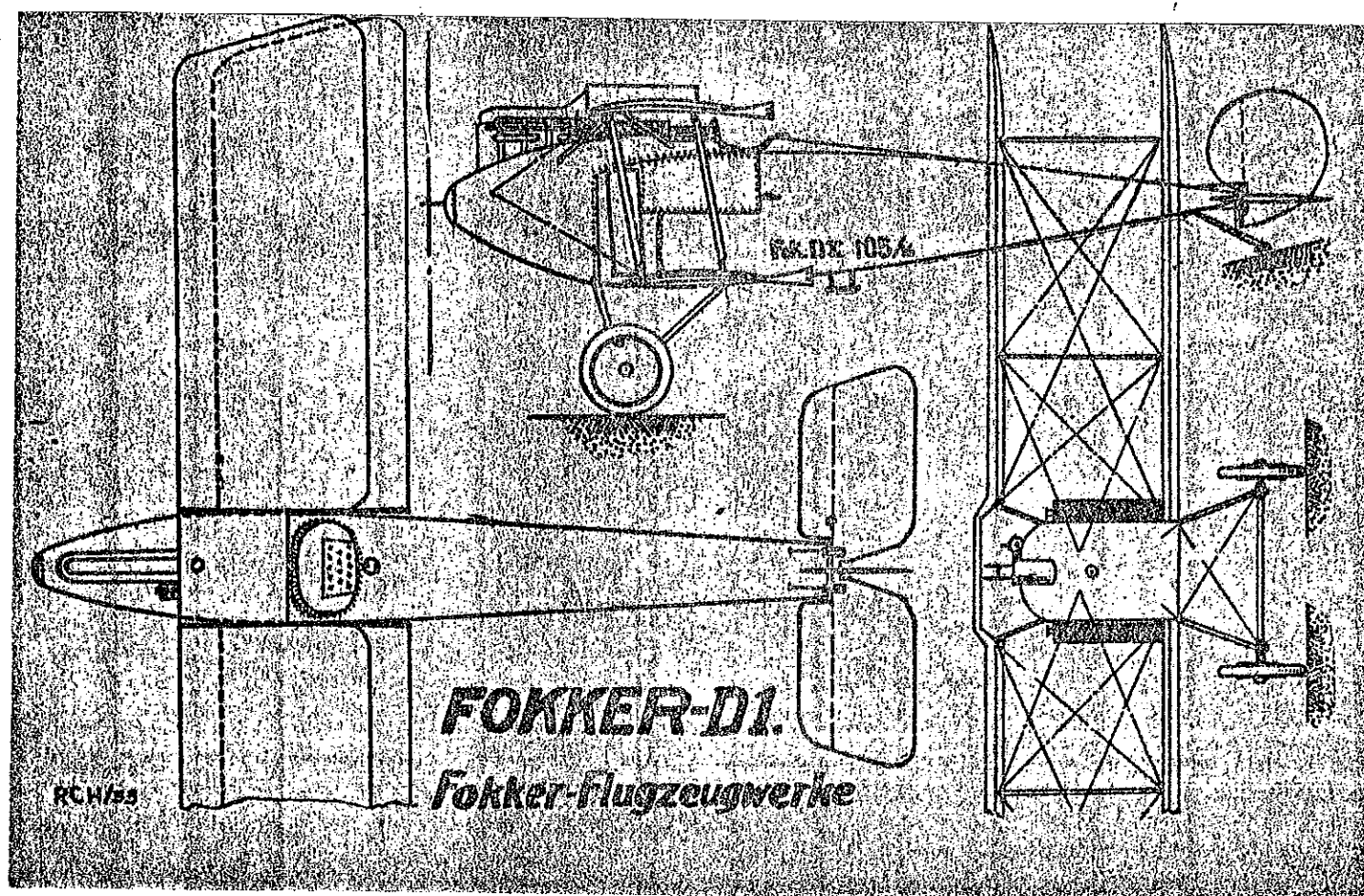
Juan Cierva Hannan's model gyros.

Right now Capt. Paul Stott is finishing a 6" span stick job. It is so light, he had to unwind a golfball to get rubber for it, and then he had to split the rubber. You're sure building 'em light these days, Paul! Any lighter and they'd be denting the ceilings when at rest... Hawww!!

Lt. Alex Godo was up from Fun City (maybe Mayor Lindsay ought to change that to "Strike City") last weekend, and he had a whole crate of new skysters he had just made, all of 'em loaded up with the details that make a scale model really scale. Here's a partial line-up: Walt Mooney's Gee Bee D, a Peanut Stearman 76, and his old faithful, ever-dangerous-at-a-contest Nieuport XVII. Luckily for Alex, the weather was calm, if gooeey and rainy, so he was able to get in a full morning's flying with the gang. Alex is working on a Gloster Gladiator (taken from the pages of our favorite mag, FA)



FORGOTTEN FOKKERS



OK, you buzzards of World War I, wipe the castor oil from your goggles and take a gander at that Fokker D I there. This battlebird of the big 1914-18 fuss was the first biplane fighter built by the designing Dutchman.

Seems like Tony had to be satisfied with a 120 HP Mercedes for this crate 'cause the Albatros works had cornered the market on the 160 HP mill. The boys at the Alb works didn't like the idea of this foreigner gaining favor (and Marks) with Kaiser Bill's Air Ministry.

But, Mijnheer Fokker's brainchild had to take a backseat to the Abs anyway, because the great German Kanone, Oswald Moelke, considered the D-1 too stable a flyer to make a good fighter, even though the wing-warp system was replaced by ailerons. So, the 25 D-1s built were sent to the Fliegerschulen (flight schools to you yanks) to help Teuton kiwis spread their first black-crossed wings.

As some of you might know, Fokker got his revenge on Albatros in 1918 when his D VII was accepted for large-scale production and the Albatros Works were forced to build the D VII under license. The firm which had jealously kept Fokker from getting Mercedes engines for his designs wound up building Fokker-designed planes!

Genius will out.

Look again, wingsters! That's no D VII you're looking at! That rear gunner's pit makes it a C I. We wonder how many allied airmen might have met a surprise reception of hot cupro-nickel tracers bullets while swooping down on the tail of this bus, while thinking it to be a single-seat D VII?

No chance pf that having happened though, 'cause the prototype (called V-38) was flown in September 1918. The production version, the C-I, never reached the Front. Having missed World War I by a gnat's eyelash, she came just as close to getting into World War II, for this bird served in the Danish Air Force up to 1940!

Holland, Fokker's homeland, had 59 in service, some lasting into the mid 1930s. The Dutch flyers used to take them up high, kind of scrunch down into the pit, and make wide, easy turns simply by sticking one hand up and out to the side, into the slipstream! A trick US Navy pilots learned to do with their Boeing F4B-4s.

Even Russia bought a big flock of C-Is, some were equipped with skis for landing on petrified cloud dew, and all sported the red star insignia on their white or silver fabric. Does anybody know if the Germans (secretly training for a new Luftwaffe in the late 20s IN the USSR around the city of Lipetsk) used any of these birds in Russia in this clandestine operation, which is still little known today?

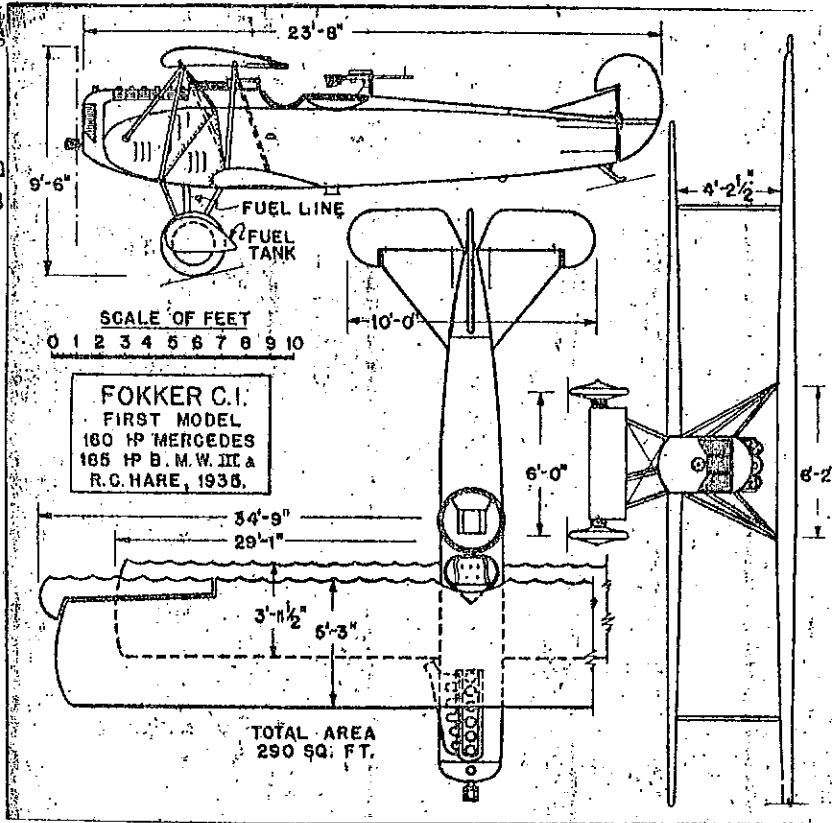
If any of you glue-chewing former notchers want to build a Fokker DVII, but are tired of seeing "Baron Watziznames", or you want to escape the tedious job of simulating lozenge camouflage, use this three-view to convert your D VII plan to one of these off-beat cruises of the air lanes. Bet it would sure raise a few eyebrows among the "experts" at your model 'drome, eh, fellows? What would an AMA judge say about this?

The color scheme of the Dutch version would be: overall dark green color, with the orange ball insignia. After 1921, they went to the present Dutch insignia of a red-white-blue ball (divided into equal sectors) with a small orange dot in the center. Also, after 1921, they went to a striping on the rudder of red (at the top), white and blue. The color should be the same.

The Danish bird would be overall silver, with the Danish roundel of a large red ring with a single white center. The rudder can have either the Danish roundel or the Danish flag on it. The gang here at GHQ, likeing rare birds, thinks the Danish version would be the more interesting, as well as argument-provoking.

A NOTE OF THANKS

Goes to clubster Frank Meehan, who gave us the three views you're orbiting here, as well as many more for future issues of FA News. We've got some real striking ones coming up in future issues.



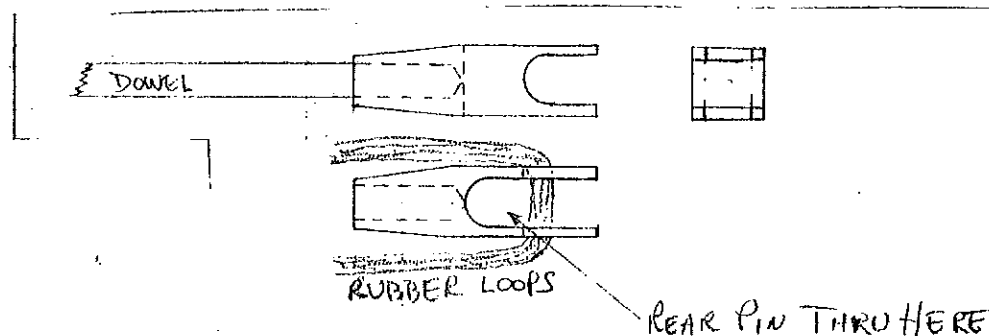
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NOTES FROM THE WORKBENCH
a Motor Installer

We'll bet our last drop of glue that most of you stringer-benders have always felt pangs of regret when it came time to cut a hole in the rear of your carefully built and covered fuselages, but it was always necessary to do this to your brand-new jap tissue covered scale sky-scrapper in order to have access to your motors and their installation.

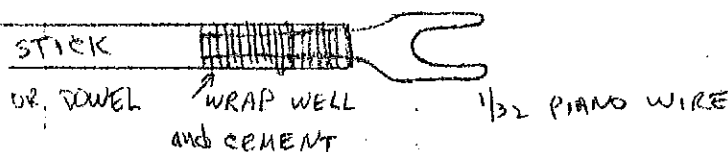
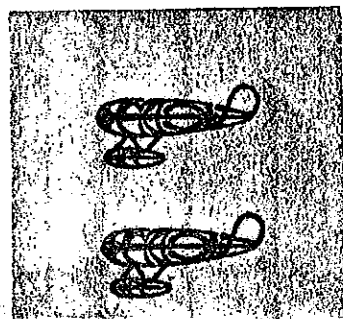
Suffer no longer, skysters, for Frank Tartaglia, of Babylon New York has flown to your rescue, just like Bernd Balchen coming down out of the frozen overcast, looking for strayed and downed airmen.

Frank sure knows how to apply the grey matter under his helmet in true FAC style. Here's a drawing of his brain-child-

How to use your motor installer---- Rubber loops are slung over short " U " and inserted in fuselage until long " U " is seen through rear peg hole. Peg is inserted and stick removed leaving rubber on the rear peg. Make dowel slightly longer than longest fuselage you expect to use. Drawings show solid head and bent wire head versions.



F. TARTAGLIA - JUNE '68



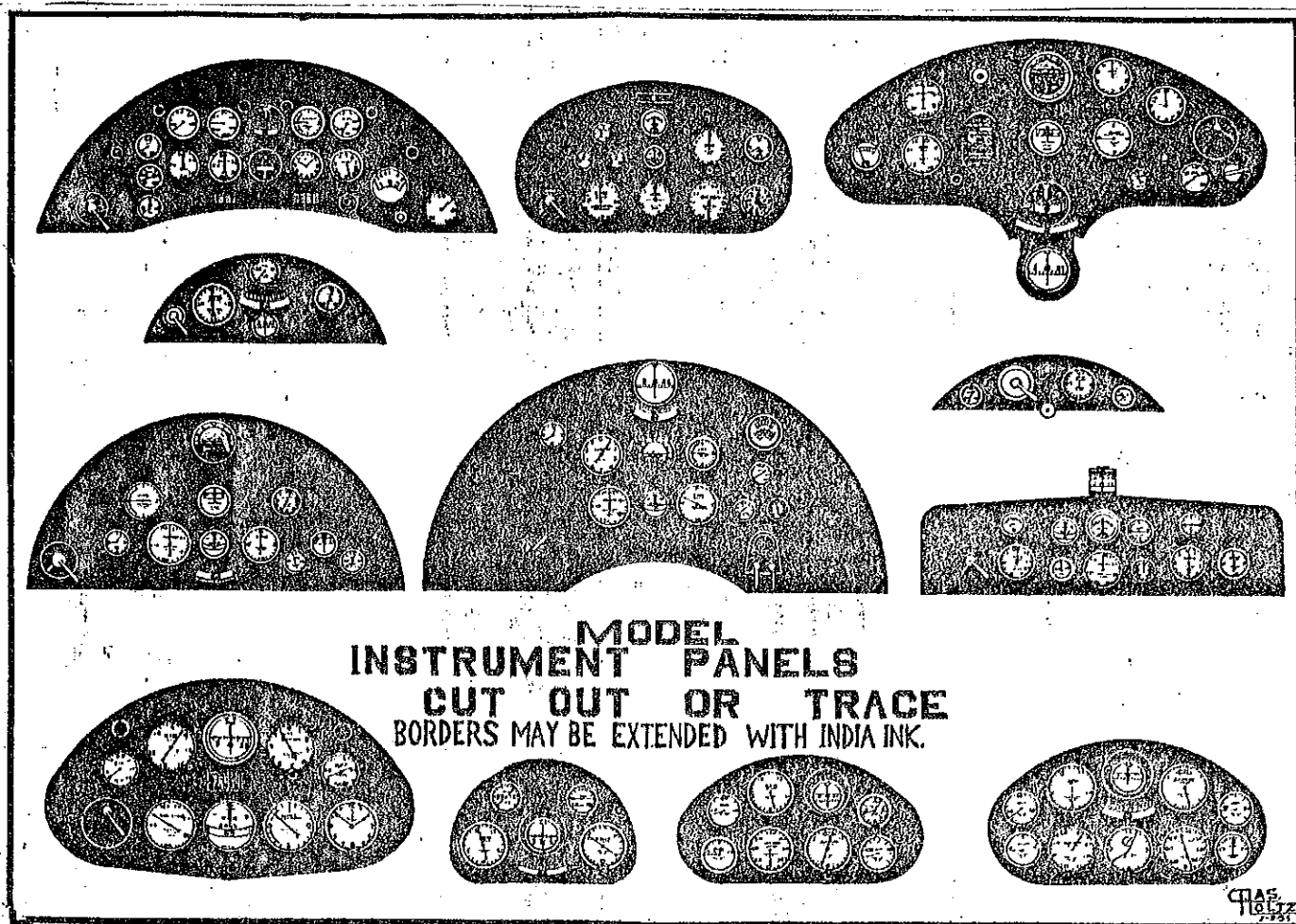
FAC GUESS THE INSIGNIA CONTEST

Any of you sharp eyed wingsters out there wanna win some plans as well as a citation from GHQ, (and what red-blooded American aviation minded modeler wouldn't) just write in and tell us here at GHQ what racing plane sported that flashy monogram on each side of it's tail feathers. Don't be shy clubsters, as nobody ever died of writer's cramp, Hawwww!! We'll give you until mid-nite March 17, 1969 to figure this one out. Here's a hint.... This pylon polisher sure upset the Army Brass Hats by leaving their hot military aces wallowing in it's prop-wash!!

INSTRUMENT PANELS

Here is something you've been yearning for with all your airmen's hearts, propsters: instrument panels! We can't take credit for originating this feature, for both Flying Aces (FA to the uninitiated) and MAN thought of this one. So we're re-running the feature for all you former-forgers. As a matter of fact, why not reproduce this page on a nearby Xerox machine and give them to a good friend. What a wonderful thing to find in the Christmas stocking.....instrument panels for your next 12 or so ships! What a darb of an idea!

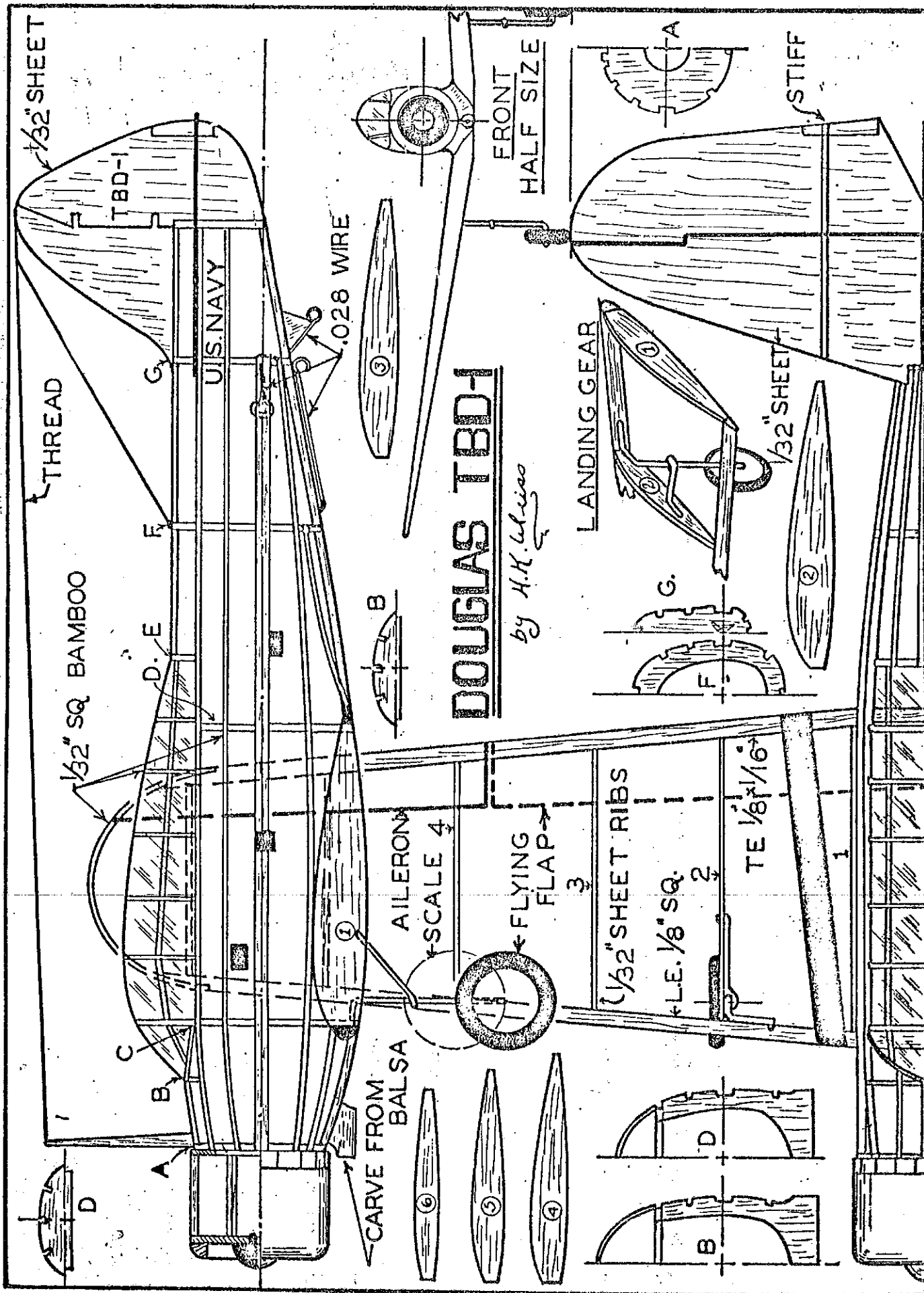
"Promise her anything, but give her FA instrument panels!" Hawww!



The final pages of this issue of the FAC News are devoted to the SCALE RULES, which is one reason for being, and your Bible to guide you in selecting your winter building projects for next year's bigger than ever air duels over Pinkham Field!...Read them carefully fellas, and check out those bonus points!!! Those bonus points brought home the hardware for Lt. John Stott's Mauboussin at the SCAMA Sweepstakes!!!

DOWN MEMORY'S RUNWAY

Here's Uncle Sam's first monoplane "Torpedo Bomber" by that early Peanut Vendor, Herb Weiss. Her history isn't very bright, fellas. They were all wiped out by the time the Midway battle was over.



FLYING ACES
HANDICAP REPRESENTATIVE RUBBER POWERED FLYING SCALE RULES

The function of these rules is to permit the builder to have an opportunity to exercise his skill in producing a good flying model which retains most (or all) of its scale appearance without being burdened by scale rib spacing, too small tail area, too small a prop, etc.

It is hoped that the handicap section will, by its bonus system, bring forth heretofore neglected subjects for scale modelling, subjects which have been rejected by modellers due to their complexity of design, or their lack of inherent flight qualities.

GENERAL RULES

1. Any model built from published plans, kit plans, or from original plans of any heavier-than-air aircraft may be entered, Model plans may be embellished upon by the builder to make his model more closely resemble the real machine.
2. Model plans must be presented with the ship. Pictures and/or text and/or three-views should also be presented to endorse the model and to aid the judges in verifying coloring, marking, details and appearance. The model does not have to conform exactly to any three-view drawing in respect to outlines or proportions. However, the model must closely resemble the full-sized ship except for allowances mentioned below.

THE OPINION OF THE JUDGES IN THIS MATTER IS FINAL!

3. Tail surfaces may be increased, also dihedral. However, the general outline and shape of the tail surfaces on the full-sized ship must be retained. General cross-section of the fuselage must also be similar. A good attempt must be made to use an airfoil of the same thickness/chord ratio as the full-sized machine.
4. Hand-launched. No R.O.G. Consequently, there is no limit on the prop diameter and any retractable landing-gear may be built in either the up or the down position. Full flush retracting gears may be represented by nothing more than india ink lines, or the like. Props will not be considered for scale or workmanship points, except on " dummy " engines, as the outboard engines on a tri-motor.
Folding props will not be allowed!
5. No extra points will be awarded for scale rib-spacing, tail area, airfoil, or the like.
6. All surfaces must be double-covered, except those which were single covered on the original.

CONSTRUCTION POINTS

1. A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, machine guns, etc. No cockpit or cabin interior details will be considered except for the windscreen and the instrument panel (except where a high thrust line makes the inclusion of a panel impossible).

<u>ALL THERE</u>	<u>MOST OF IT</u>	<u>SOME OF IT</u>	<u>NOT MUCH</u>
+ 30	+ 20-25	+ 10-20	0- +10

2. Coloring and Marking
A maximum of 20 points will be awarded for accuracy, extent of coloring, and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc.

3. Workmanship

A maximum of 12-1/2 points will be given for workmanship, good covering, alignment, neatness, etc.

FLIGHT POINTS

A maximum of 82-1/2 points will be awarded as follows;

0-60	Seconds	1 point per second
61-90	Seconds	1/2 point per second
91-120	Seconds	1/4 point per second
120-	Seconds and over	no points.

Three official flights. Best of the three is considered for scoring.

In order to obtain handicap, workmanship, and construction points a minimum of one official flight of at least 15 seconds must be made.

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 0 points	for parasol wing types.
+ 5 points	for shoulder & mid-wing types.
+10 points	for biplanes or tri-motors with dummy outboard engines.
+ 15 points	for low and mid-low wing types.
+20 points	for more than two wings.

3.

In addition the following bonus points will be awarded:

- + 10 points for racing types.
- + 10 points for seaplanes, flying boats and amphibians.
- + 10 points for pushers and tandem wings.
- + 20 points for unorthodox designs; canards, flying wings, autogyros, etc.
- + 25 points for multi-engines if at least two props are powered in such a manner to contribute generously to the thrust and duration of motor run needed for flight and if props are carried on either side of the aircraft (v. P-38) (or Sikorsky S-40 with 2 engines driving.)
- + 10 points for tandem engine 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)

For example:

Supermarine S6B

- +15 points for low-wing.
- +10 points for being a racer.
- +10 points for being a seaplane.
- + 35 points added to flight and scale points.

Fokker XXIII

- +15 points for low-wing.
- +10 points for tandem engine.
- + 25 points added to flight and scale points.

Sikorsky S-40 with two props being driven, two dummies.

- 0 points for parasol wing.
- + 10 points for being amphibian.
- + 25 points for being a multi-engine.
- + 35 points added to flight and scale points.

HIGHEST TOTAL POINT SHIP WINS

In the event of a tie, there will be a fly-off, handicap and scale points once again being added to flight points to determine the winner.

Conclusion:

Now the Fokker Triplanes, Howard Petes, P-51s, and maybe even Gee Bees have a chance against those Taylorcrafts and Aeroncas.

Also, due to the low maximum workmanship (12-1/2), less experienced builders are in the running. Or, a sliding scale could be used here to break the event up into Junior, Senior, Open categories.

In our own contests we have previously allowed each contestant to enter two models if he wished and thus play each end of the handicap scale, if he wished. However, only the high point ship was used to determine placing of the winners. This has enabled us to test the handicapping and has already forced minor changes.

