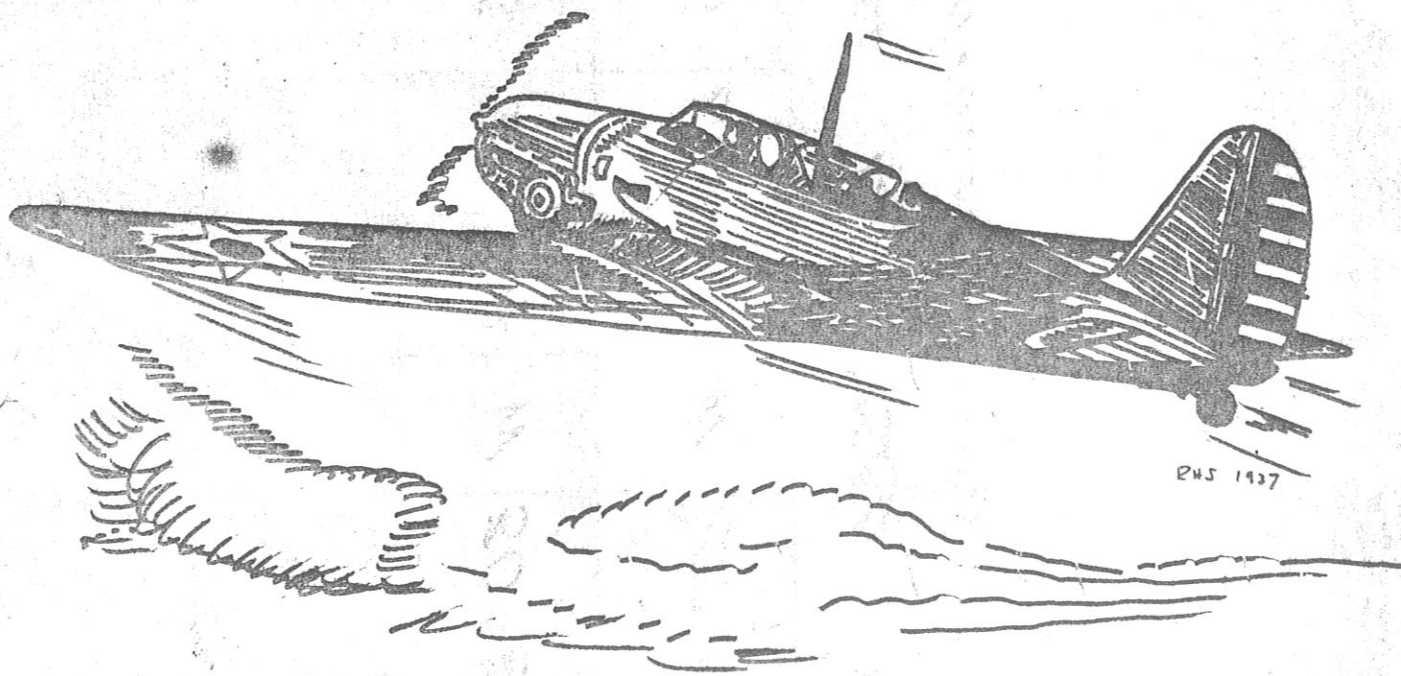
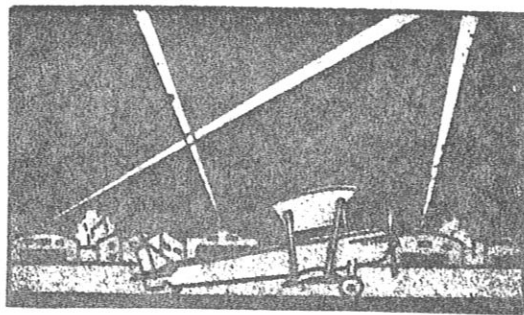


FLYING ACES

#8
Club News



Our cover this month, as the sharper eyed among you have already sensed from his unique style, is another nifty rendering of a fine old timer by that fine old timer, the Milford Fox, Bob Jespersen.

Those of you hep to Uncle Sam's pursuit ships of the '30s, have her spotted.....yep, she's a Consolidated P-30, or A-11, or PB-2. (the "PB" was for "Pursuit, Biplane"). She sported a supercharged Curtiss Conqueror for power, and we think she was one of the very first production planes ever to use pressure induction.

If you want one of these birds for your deadline, she was kitted or planned by a lot of fellows in the '30s. Paul Lindberg did a darb of a plan for Popular Aviation, Cleveland had a Rep plan and kit of it, Guilloe had one, National kitted it, and good olf Fred Megow had at least two in various sizes (for various sized depression pocketbooks).

You know, lads, the gang here at GHQ is out of cover drawings for future issues. If you want to join Bob Jespersen in having the glorious honor of leading off another smashing issue of FAC News, why not whip out your pencils, erasers, and ink and shoot us a sample of your handiwork. Just make it of the right size to fit in the space used on our cover page, use a good, DARK ink, and be in print. Easy, eh?

CITATIONS FROM F A C GHQ

Yessir, clubsters, the gang here at Hangar Number One figured you buzzards who have made unselfish contributions to the good old FAC News or have excelled in answering the FAC call to arms in other ways, certainly deserve some records of your high-flying achievements to display proudly in your workshop, livingroom, bathroom, or kitchen walls. Therefore, from time to time, we have issued the FAC Citation (FAC Form 32) to the following listed officers:

Bob Jespersen, Lt, FACtwice insignia contest win, cover drawings.

Jimmie Jenkins, Lt, FAC.....original plan contribution

Bill Hannan, Lt, FAC.....promotion of the FAC on the Western Front and insignia contest win

Frank Luke Rogers, Capt, FAC....Peanut Postal win and promotion to Capt.

Henry Struck, Capt, FAC...promotion to Capt.

Paul Stott, Capt, FAC.....promotion to Capt.

Jeff Chrisey, Lt, FAC....insignia contest win.

Jerry Greaves, Lt. FAC....insignia contest win.

Bob Nelson, Lt. FAC.....original plan contribution

Walt Mooney, Lt. FAC.....original plan contribution.

Yep, it is skysters like these who keep the FAC out of the downdrafts. We sure hope future events will add many names to this high-altitude honor-roll. Helmets and goggles off!



AN IMPORTANT LETTER COMES TO G H Q

We decided to drop our editorializing this issue, and are printing in its stead this guest editorial in its entirety. We feel this letter is too important, and comes from too important and distinguished a member to go unanswered. You can bet your last tube of glue that your FAC editors have as many retorts as a chemistry lab, but we figure we've had our say and so throw the discussion open to you cloudsters out there!

G.H.Q. F.A.C.
Bridgeport, Conn.
Dear Major Garrity

FUN-DAMENTALS

As a happy participant in the F.A.C. meets AND the all out F.A.I. world wide competitions, I would like to express some of my feelings in regard to editorial comments in the F.A.C. club news. Incidentally its arrival in the remote Hamburg hills is a looked for event.

If fun is a measure of modelling then I must say that F.A.I. models have it. For you have built and designed a bird whose particular function is flight, not a copy. No two models at an F.A.I. meet are alike,--only the simple rules to which they must conform. The rule book is so voluminous in order to provide guidance for the many pet events that have developed.

Once you have built a reliable, high performance Wakefield for instance,--planned your winding to meet the next thermal coming thru,-- then connected for a smooth and graceful soaring flight to high altitude,-- followed by a predicted D.T. after 3 min. 5 sec, and you have flown with eagles!
Or towed up a Nordic sailplane, again pitting your meager knowledge of where and when the lift is to be expected,-- towed skillfully and the when the tension on the line built, swung her off in a powerful launch, banked right into the trim circle.
Or finally grooved your power job in a wide leaning, streaking turn and sliding into the glide right on top.

That's fun, because it was a long hard read to get there.

Think of all the good stuff we use every day that came out of the domain of the pressure haggard scientist----

1 The dethermalizer. Even the F.A.I. ships can be flown in a small field with this Hung Fighter. 45 sec Wakefield, 20 sec. Nordic or Power,-- still checking out full bore launches.

2 Pirelli rubber. Tracked down and imported by Wakefielder Jim Tangney in the 50's. Try some other rubber!

3 Free wheeling, and the glorifier of the rubber powered model, the folding prop.

4 Basic facts of flight. Offset thrust, wing warps, required dihedral, C.G. position, airfoils, on and on.

5 Simple successful models for beginners are a spin off of the right way to stack bits together developed by the competition flyer.

And while my mood is still reactive, - a word of praise for M.A.N. So many of the items listed were made available through its almost 40 years of publication, perhaps even more important than the sets of good plans also a part of the parade of 40 years.. I think the editorial presentations of M.A.N. are slanted to provide a personal touch, not to extoll local vitues above all others.

As G.H.Q. knows my enjoyment of an F.A.C. meet is without reservation, and great indeed is my appreciation of the positively spectacular efforts put out by F.A.C. to promote modelling.

Perhaps we can tell how fine the F.A.C. world of modelling is, without deriding the efforts and enjoyment of our fellows, A.M.A., F.A.I., R.C., C.L., -the whole crazy bit!

a satisfied participant

Hank

Hank Struck , Captain F.A.C.



(Neat caricature, Hank!
Ed.)

NEWS OF THE MODEL MEETS

Highlights of the FAC Meet.

The 13 of October was a crisp, shiny, perfect fall day, and you could tell by the crowds of modellers there, that Hung had plenty of worshippers out there. And Hung was so pleased by the fine turn-out that not one sacrifice did he demand. Yet, he provided his people with many a wafting thermal, which made for plenty of outstanding flights and thrills.

Leonard Wieczorek, whose fine drawings used to grace the pages of MAN, FA, and other vintage mags, and a former FAC, was in attendance with his camera. He snapped many a fine pic at the meet, some of which

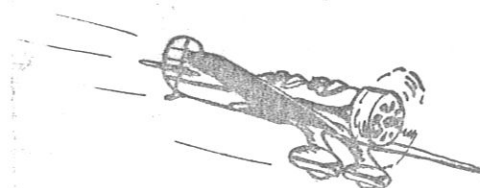
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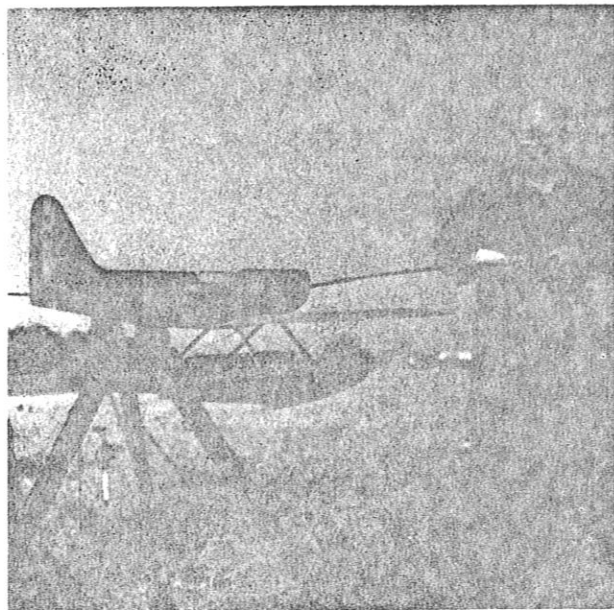


Note the insolent face of this fascist conqueror. Doesn't he look just like a villain from a Dick Knight sky yarn? For those of you who don't know him, it's Alex Godo of the NYC Flight, and he's quite harmless, except in Peanut Scale competition, where he's a dangerous, daring, dogmatic, diligent, dapper opponent.

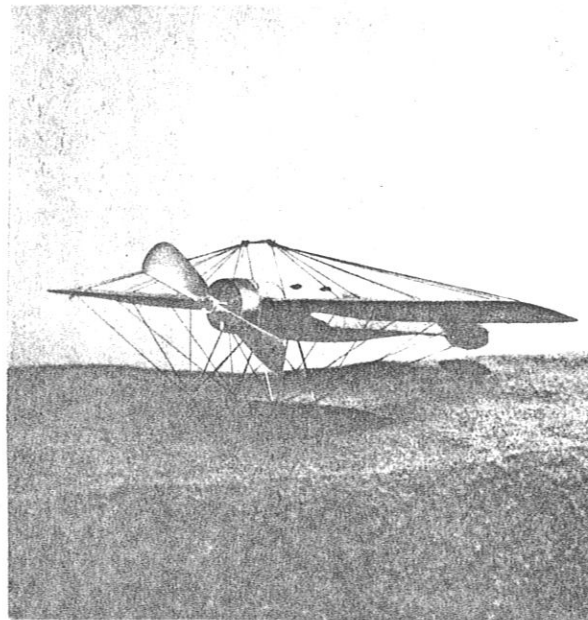
Here's one of our FACs of longest standing. It's Bob Nelson, designer of your Mauboussin 40 model, posing here with his Arrow Sportster that we've been telling you about. That's not maniacal determination on his face....it's a few thrust shims, that's all.

The Scale Event was hotly contested, with a number of fine entries. It finally cooked down to a battle between two Schneider Cup racers. (Bet you thought the Cup had been retired in 1931.....not so say the FACs, who have kept right on battling for it). Yep, Lts Bob Jespersen and Joe Poloso had it right out on the FAC tarmac all over again when they had to have a fly-off to break a tie. On the next page you'll get a squint at the Old Milford Fox as he's winding up his Supermarine S6B for that winning flight at Pinkham Field. If you look closely, you can see the look of bitter determination on his physiognomy, the sweat pouring out of his pores as he pours the turns to his sleek skyster. Bob was determined to get that coveted FAC trophy (who isn't?), and he did. Also, take a look at the fine job that the Fox did in covering this ship. All those decorations you've been admiring were made with tissue. And, those floats are a real clever kmock-off design. Study this picture, flightsters, and get a few tips on how to build your models right, and save crashes.

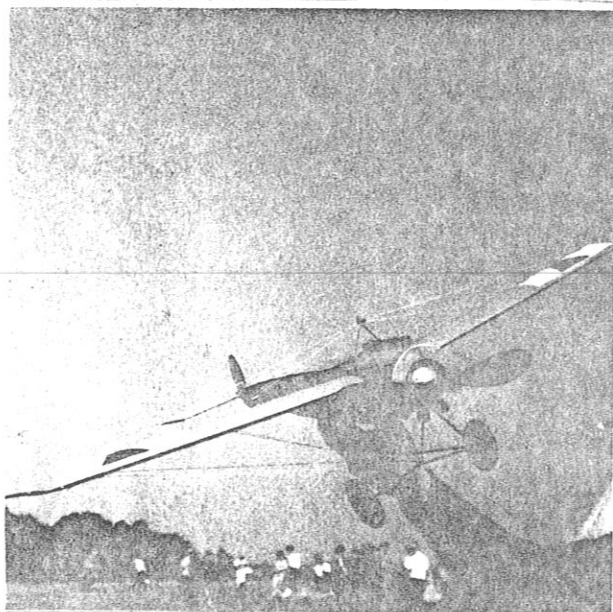




OCT • 1930



On the right is Joe Poloso's rendition of the 1913 Deperdussin Schneider Cup winner, a ship that he lifted right from the pages of our favorite mag....that's right, Flying Aces. And this ship was designed by that old trailblazer of the air, Capt Henry Struck. This ship is so light, that she's a fine indoor flyer, too, which ought to be a hint to those of you who like all-purpose ships. Incidentally, this snap was taken by the builder himself, at the urgent request of the gang at GHQ.



This terror of the skies, on which the great Kanone Max Immelmann rode to glory, was built by the nimble fingers of Dick Everett.



These sky personalities are (from left) Alex Godo, John Chilmark, and Ed Franklin. Alex is helping Ed wind his Beech Musketeer.

Peanut Scale also had its own close battle, with only one second separating the flashing wings of the winner from hot pursuit of his trampling herd of close competitors. Yep, fellows, it was Fritz (von) Weitzel with his Melio Stallion who copped the coveted Flying Aces Golden Peanut Award. Wow....one second separating the winner and his victory from the clutching fingers of the Fascist Sky Conqueror, Alex Godo and his Frog Nieuport 17C-1, dashing right along behind him, down the sky lanes.

Under 100 Inches saw a startling upset, when Dick Booth flew his Sleek Streak to victory. Wak?! A Sleek Streak? Yep, a Sleek Streak! Of course, he did a few mods to it to make it such an eagle, but it does show one what can be done by a determined and skillful flyer in an FAC meet, where anything can happen, where the rib-slicers gather to battle for sky supremacy.

Lt Bob Sykes showed up with an original autogyro, utilizing a commercially available thin cardboard tube, as in a rocket body. That's using the old dome for something besides a helmet form, Bob!

Alex Godo had his Sopwith Camel literally explode in midair! The motor slipped off the hook, snapped and jumped hideously about in the fuselage, causing all sorts of shouts of glee from his competitors. Then the nose block fell out, and the ship "parachuted" to earth, undamaged. (Groans of dismay from the competition.)

Lt. Bob Kaukas, a little guy in stature only, showed up with a finely built model, a Supermarine Spitfire, in the markings of Douglas Bader. Its wingspan was almost as long as he is tall, but that didn't faze him a-bit. He went right ahead, did this brand new clubster, and built it anyway. America needs more air-minded youth like this, for he was a real lone eagle, doing all his own winding and trimming himself.

The big fuss over Pinkham Field also saw Mallory Chilmark become the first aviatrix to be a Kanone when she was the first Junior in the under 100 Inch event, leaving quite a few lads in her propwash. Tsk, tsk, fellows!

Yep, we can sure count this meet as a success, for we had guys come from afar as New Jersey and Rhode Island. All in order to get into the close-knit cameraderie common to all FACs.

Results of the FAC meet, Pinkham Field, October 13, 1968

Rubber Scale, FAC rules

- 1st: Bob Jespersen, Supermarine S6B
- 2d: Joe Poloso, Deperdussin Schneider
- 3d: George Durkota, Howard DGA-8
- 1st Junior: Paul Stott, Corben Super Ace

Peanut Scale

- 1st: Fritz (von) Weitzel, Melio Stallion 72 sec
- 2d: Alex Godo, French Nieuport XVII 71 sec
- 3d: Bob Jespersen, Wittman Tailwind 57 sec
- 1st Junior: Paul Stott, Monocoupe. 47 sec



Under 100 Square Inches, non-scale sport

1st: Dick Booth, Slick Streak 266 sec
 2d: Don Garafalo original stick 237 sec
 3d: Hank O'Dwyer original stick 211 sec

1st Junior: Mallory Chilmark, Aviatix, with a Jetco Hawk 207 sec,
 (4th overall)

On the Western Front the battles have been thundering on, too. The San Diego Orbiteers held a Peanut Scale event for their big meet on December 15. The weather was dead-calm perfect, with 68-72 degree temperature, the best Hung could possibly provide for a gang of California cloud-cuddlers. 17 peanut pilots lined up for the great event, with many familiar names among them. Rather than take the total of three flights, they took the best single flight, a good chance for Hung to operate and make the winner his own.

1st place: Clarence Mather, Jodel Musketeer, 1:25.(!)
 2d: Chet Freese, Miles M-18, 1:2.8
 3d: Robert Peck, Miles M18, 56.8

The second place Miles had single-surfaced wings, while clubster Mather's Jodel was double-covered and doped. Both models were first attempts at Peanut Scale by their builders.

1st Junior was Jon Hoshizaki, with a Bleriot, 30 seconds.



At Sepulveda High School they held an indoor meet (why hold indoor meets when you're lucky enough to live in Hung's back yard, fellows?) on the 22 of December. In the Peanut Scale Jon Hoshizaki was the winner (sounds to us like the making of a dangerous competitor out there, fellows) with his Bleriot, 2d was Ray Caswell with an Eastchurch Kitten, and 3d was another Junior, Jim Warner, flying a Farman Mosquito.

(Bill Warner sent us in this good news, as did Walt Mooney the results of the Orbiteers' meet. Thanks, fellows, from GHQ.)

Bill also sent us this little bit of aerial trivia, but interesting trivia.....guess Jon Hoshizaki has Bill Bleriot buggy, for Bill tells us how the Bleriot Monument in Dover, England was made, way back in 1909, When Louis Bleriot battled his wheezing sky contraption across the English Channel, for the first great over-water victory aviation ever had. The monument is a cement outline of the exact spot where the plane came to rest. They knew the exact spot because hundreds of keen spectators had trampled the grass to a perfect outline of the ship, and voilà, a perfect scale drawing, done with feet! It was preserved as it stood.

FAC GUESS THE INSIGNIA CONTEST WINNERS

Many an eagle-eyed, air-minded cloud gripper was right on the beam when we showed him our "hard to spot" insignia of bygone days in our last issue. Fact is, we had so many right answers, that we had to limit our dispersal of prizes, in order not to deplete our almost bottomless resources for the next giant dogfight over Pinkham Field, come the birds a-twittering in the spring, when Hung returns.

First again this year was the Milford Fox, Bob Jespersen, with a lightning fast correct reply. He just reached way into his huge backlog of aviation lore and told us that it was a Travelair Mystery Ship. But then came the deluge! Also spotting this bit of aerial heraldry were: Jerry Graves, and Jeff Chrisey. In the West, on the Hong Kong front, Bill Hannan snaprolled us a correct answer. These skysters have been awarded citations and coveted Peanut Plans.

Some also-rans in this torrid competition were: Lt Ed Novak; Buzzard Bombshell Bailey; Wild Bill Warner, from away out west; and probably more yet to come.

KANONE LIST

As those old timers of you remember, the heinies called their aces "Kanonen" in the First World War. Kanone means cannon, and with sky battlers like von Richthofen and Ernst Udet up there for Kaiser Bill, we assure you that they were truly cannons...shooting down plenty of brave allied airmen who dared fly into the blue, where they were kings. So, we of the FAC call our aces Kanonen, for they are the finest of modeldom.

In order to be an FAC Kanone, all you have to do is win an FAC meet or FAC style event. Five victories make you a promotion.

Here are the FAC victors of the past year. Helmets off to them!

Capt: Henry Struck, SCAMA Squadron.....8 victories
Paul Stott, GHQ Squadron (junior).....6
Frank Luke Rogers, Hong Kong Squadron.....5

Lieut: Jimmie Jenkins, Jr., Monroe, Conn.....3
Kenny Hannan, Jr, California Squadron.....3
Jon Hoshizaki, Jr. California Sqdn.....3
Dave Stott, GHQ Squadron.....3
Bill Hannan, California Squadron.....2
Dennis Phelan, SCAMA.....2
Curtiss Mooney, Jr. California Squadron.....2
John Stott, GHQ Squadron.....2
Clarence Mather, California.....1
Russ Seley, California.....1
Mallory Chilmark, Jr. aviatrix.....1
John Petchler, SCAMA.....1
Jack Chilmark, GHQ Squadron.....1
Bob Jordan, California.....1
Mike Mitsch (Jr), California.....1
Bob Nelson, New York Squadron.....1
John Olivera, California.....1
Don Srull, California.....1
Bob Thompson, GHQ Squadron.....1
Jack Whittles, SCAMA.....1
Bob Jespersen (the Milford Fox) GHQ.....1
Dick Booth, SCAMA.....1
Fritz Weitzel, New York Geschwader.....1



NEWS IN BRIEF

Due to the tremendous response from all you wingsters out there who have been busy with your pens, we will have to cut short our "You Said It" section so as to give all you fellows at least a digest of what's been happening among our members. Flip the page, fellows, and read what your fellow modeleers have been up to.....

The annual Flightmasters' meet out there in California:

Peanut, open

1st	Russ Seley	Eastbourne Monoplane	99 points
2nd	Bill Hannah	General Aristocrat	65.6 points
3rd	Walt Mooney	Bantam	56.9 points

Junior

1st	Curtiss Mooney	Reed Cub	70 points
2nd	Jon Hoshizaki	Bleriot	59.5 points
3rd	Jon Hoshizaki	Fokker D VII	43.2 points

One trophy for each class was provided by clubster Bill Warner. The weather was by courtesy of Hung, Great God of the Thermals.

Here's how the Great Annual Peanut Roast by Mail stands at the moment: Eastern Wing: Dave Stott - Waterman Racer, 43.2 seconds on December 1. Western Wing: Jon Hoshizaki - Bleriot, 33.5 seconds on Jan. 6. Indoor Wing: John Stott, Boeing P-26, 29.6 seconds, Dec. 22. Remember that this is your big chance to become a Wing Commander, but you HAVE to notify us by mail. Win, get a citation, a Big Prize, and get your name on that Kanone List with all the other princelings of modeldom! Come on!

Joe Meckoll says that the German he learned in the Phineas Pinkham stories helped him out after a crash in Germany, shortly after the war. Tell us about this Joe. We'll find room to print that one! You bet!

Bill Hannan mentions that he attended the big Tallmantz auction a while back and saw Florence ("Pancho") Barnes put in the winning bid on the old Travelair Mystery Ship that she used to fly. She and her son Bill Barnes (How about that for the right name, wingsters!?) plan to put the old bird back in flying condition.

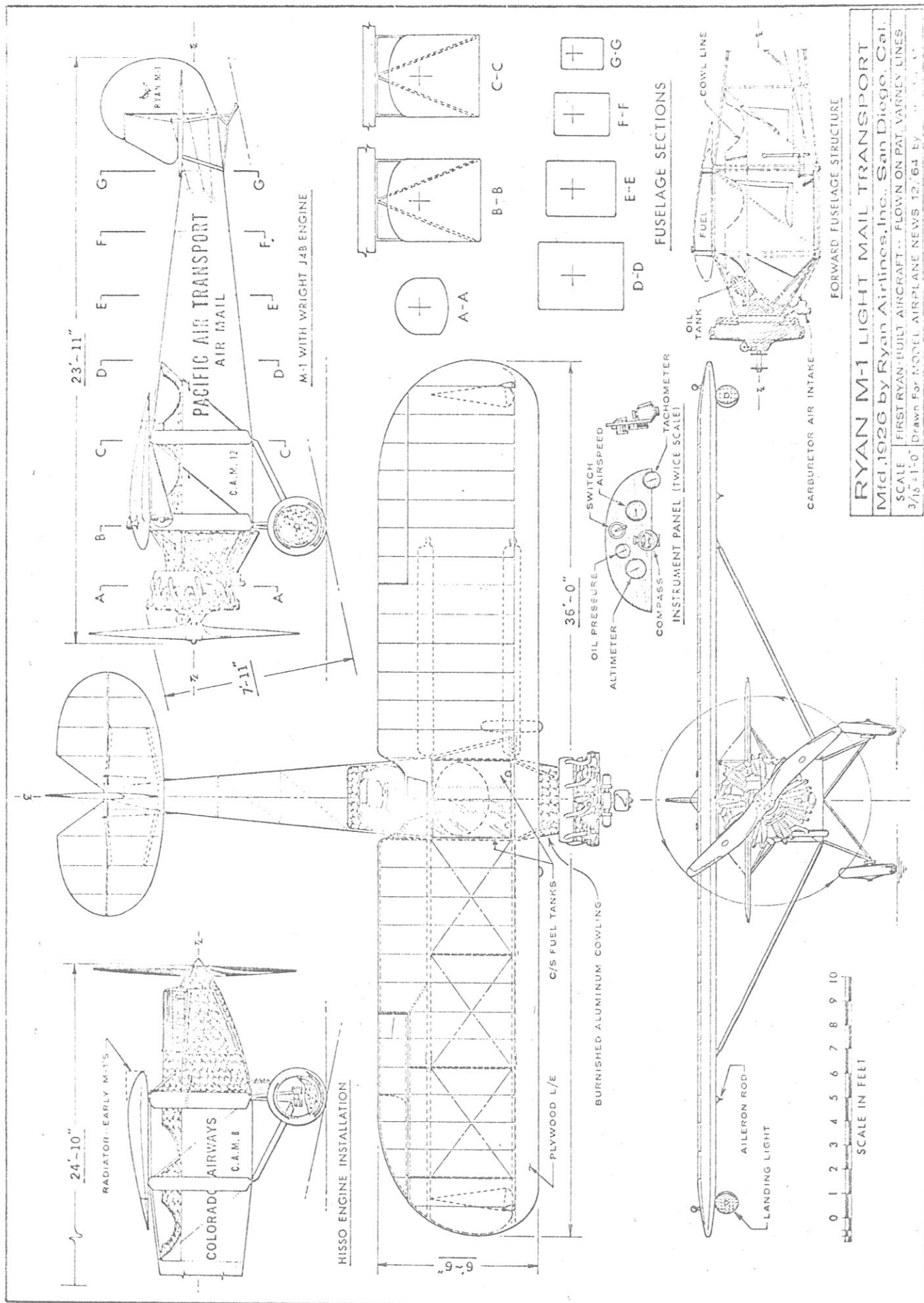
A vote of thanks goes out to Ed Franklin from Bob Thompson. Ed came up with a three-view of the Udet Flamingo for Bob, and after checking it out, it looks like that was the three-view Bill Winter and Walter McBride used way back in 1934 when they drew up the plan for MAN (March, 1935 issue). You know, modelsters, this kind of help for one another is what the FAC is all about, and when one of our comrades of the clouds cries for aid, we ought to go to his aid. Ed did, and all the gang at GHQ thanks him. That's the attitude!

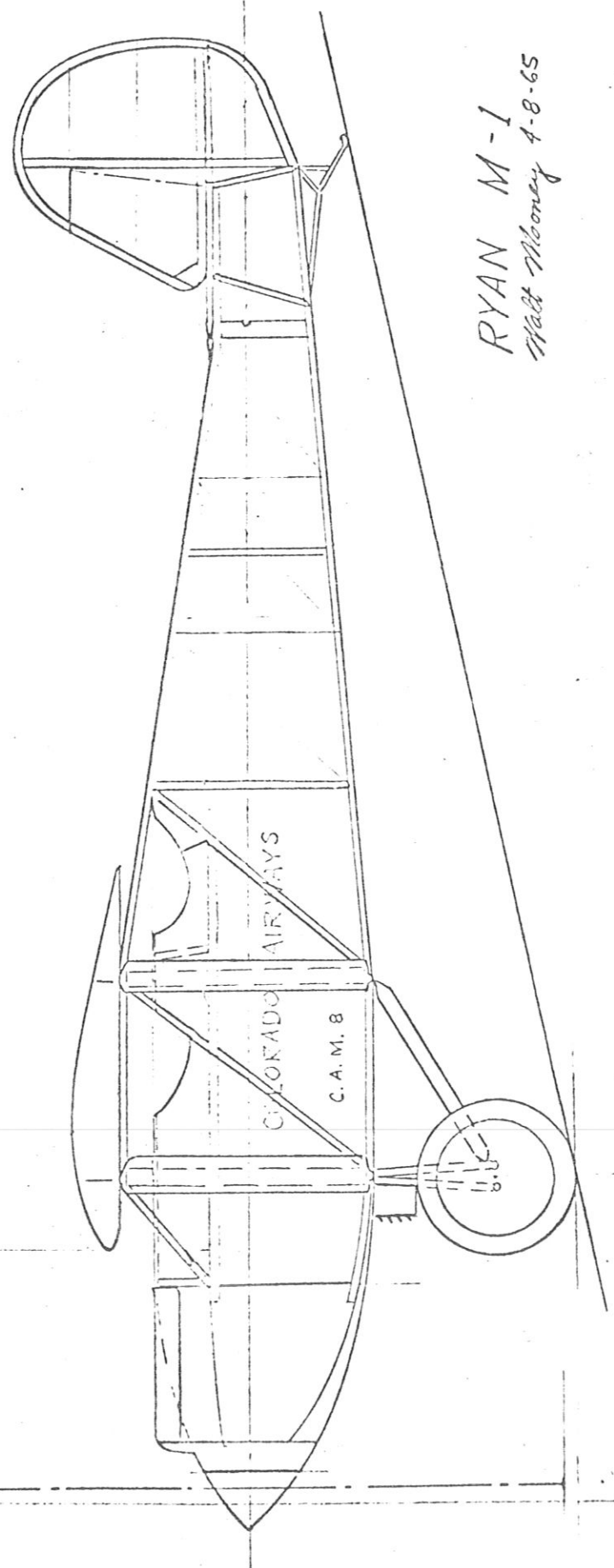
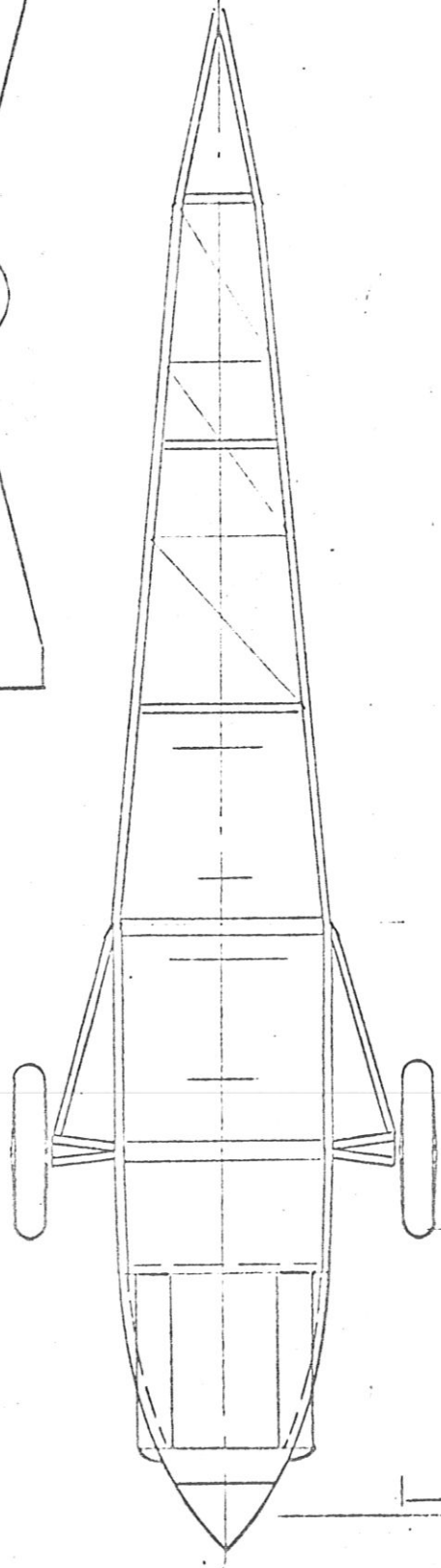
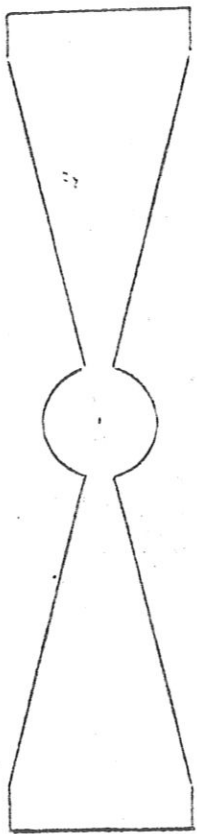
Jack Chilmark's Hi Climer, slipped from Hung's clutches, was returned to him by a poor but honest citizen. Said citizen didn't want a reward...he just wanted directions to the next contest! More of the right attitude.

Alex Godo already has a Peanut Douglas Devastator made from the pages of the last issue of FAC News. More spirit of the skies.

THE FLYING ACES MODEL LAB

Yep, it's that well-known designer of many an ozone-chewer who graces out next pages. Walt Mooney, the skyster who contributed the up-coming fine plan of the ship that brought the airmail to the cowboys, is well known to us all. These Ryans made the cowpunchers see that the Pony Express was finally obsolete and that the aireeoplane wasn't just a toy for millionaires! As far as we know, nomodels have been built from these plans, so go to it, rib-slicers! Be the first in the gang to have.....





RYAN M-1
Walt Mooney 4-8-65
12
95/6

