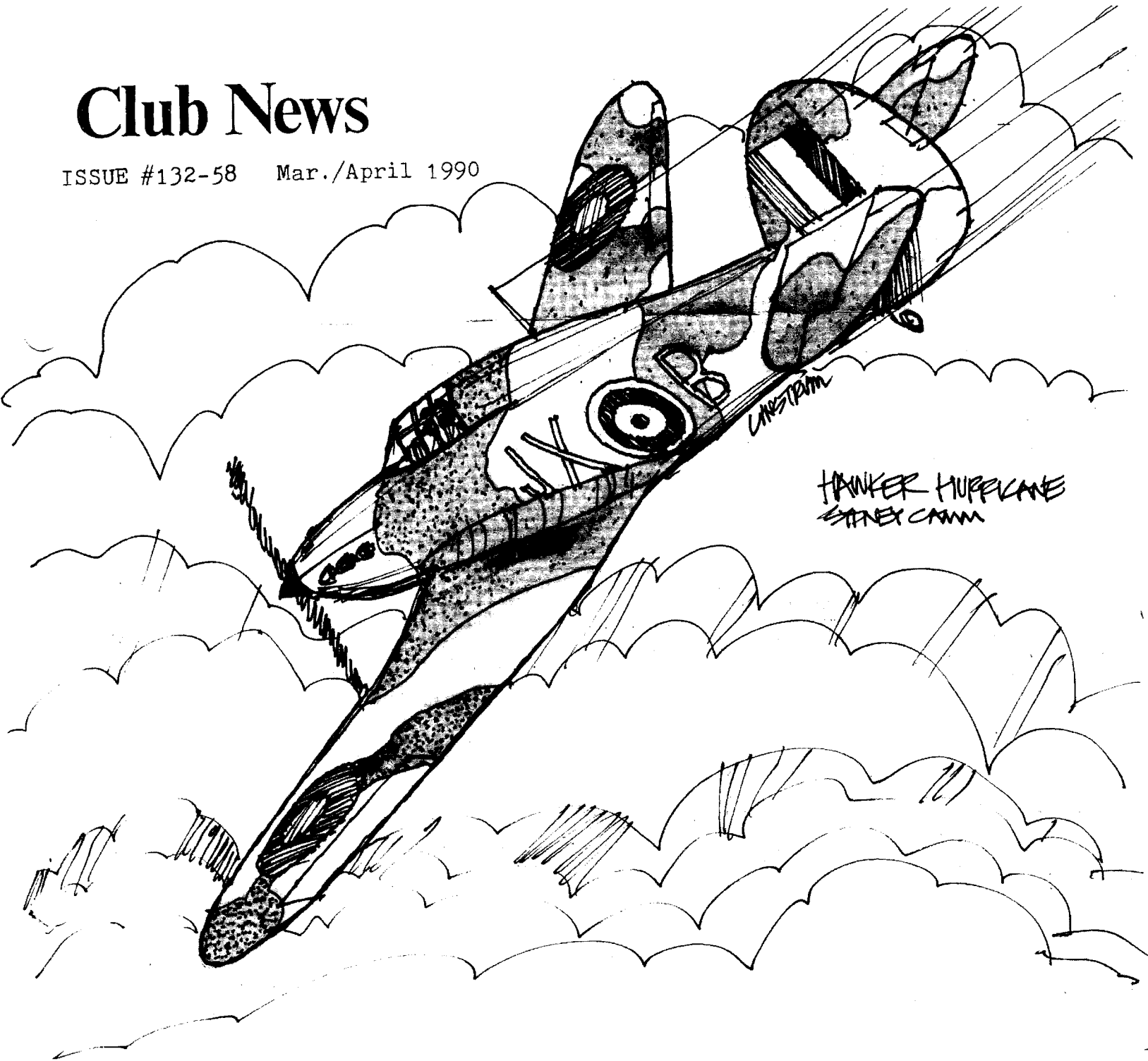


FLYING ACES

Club News

ISSUE #132-58 Mar./April 1990





Are all you Clubsters ready for the FAC NATS Mark VII? If not then you better get your tail feathers in gear. Time is running short. The quicker you can get your entries in to GHQ the easier it will be for us here. This is a time consuming job, but don't get me wrong, we love it! From the amount of entries we have at press time, we might even break the record that was set for entrants at the last FAC NATS. So if you are coming and haven't sent in your reservations, etc. please get to it. Hope to see you all there.

We have to thank Bill Linstrum for another nice cover drawing. We also want to thank Dave Stott for some fine three-views and Eric Marsden for another neat plan. Also thanks to our other regular contributors. You will notice that we have some cartoons by Phil Barlow. This is the first time that we have presented any of Phil's material, we think you will like them.

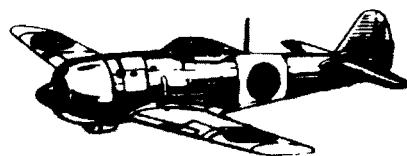
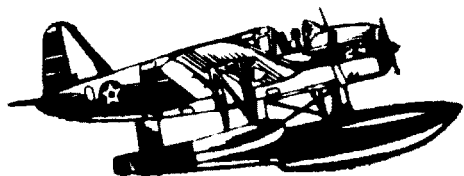
The information sheet #3 for the FAC NATS Mark VII is included for your convenience. Please read it carefully and follow the easy instructions. This will be the last issue you will receive before the FAC Nationals Contest.

In this issue you will find the final results of the Peanut and No-Cal Postal Contest. A great one, I might add, with a record amount of entries. We are also starting our Annual Comet Postal Contest, too. Please read the rules and enter, have some fun this year.

BUILD....FLY....WIN!!!!

EFF--AAA--CEEE!!!!

Lt. Col. Lin Reichel, CinC-FAC



If the box on the right has an "X" in it, it is time to renew your subscription. Cost is NINE DOLLARS per year in the United States and Canada. Overseas cost is TWELVE DOLLARS. Six issues, published every other month. This is your last issue under your old subscription. Send to;

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506



3.

THE 1990 FAC NATS
INFORMATION SHEET #3

This information sheet #3 does not change anything from information sheet #2. This is just to bring you up to date on things that will be happening. For things not listed here refer to information sheet #2 in the Jan./Feb. 1990 issue.

When checking in on Thursday July 12, go directly to the Ontario Dormitory, see map in this issue. For those of you not coming until Friday, go to the flying field and check in at the registration table for further instructions.

SCHEDULE FOR MEALS: This is for those of you who are staying in the dormitories only.

Thursday, July 12	Check in/Housing--Ontario Dorm	Noon--5:00 pm.
Thursday, July 12	Dinner--CU Snack Bar (thru line)	6:30--7:30 pm.
Friday, July 13	Breakfast--Letchworth North	7:30--8:30 am.
Friday, July 13	Check in/Housing--Ontario Dorm	Noon--5:00 pm.
Friday, July 13	Cash Bar--Mary Jemison Upstairs	7:00--9:00 pm.
Friday, July 13	Picnic--Mary Jemison Patio	6:30--7:30 pm.
Friday, July 13	Judging--Mary Jemison Dining Hall	7:00--till.
Saturday, July 14	Breakfast--College Union Ballroom	7:30--8:30 am.
Saturday, July 14	Cash Bar--CU Fireside Lounge	6:30--7:30 pm.
Saturday, July 14	Banquet--CU Snack Bar	7:30-10:00 pm.
Sunday, July 15	Breakfast--College Union Snack Bar	7:30-8:30 am.
Sunday, July 15	Dinner--Letchworth South	6:00--7:00 pm.
Monday, July 16	Breakfast--Letchworth South	7:00--8:00 am.
Monday, July 16	Check-out--Ontario Dorm	by Noon.

Saturday's breakfast and banquet sites may be switched. A roster will be at all meal sites so the attendants will know who is staying in the dorms. We will have banquet tickets in your information kit when you check in.

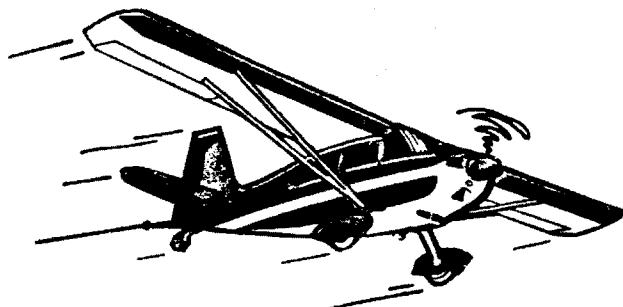
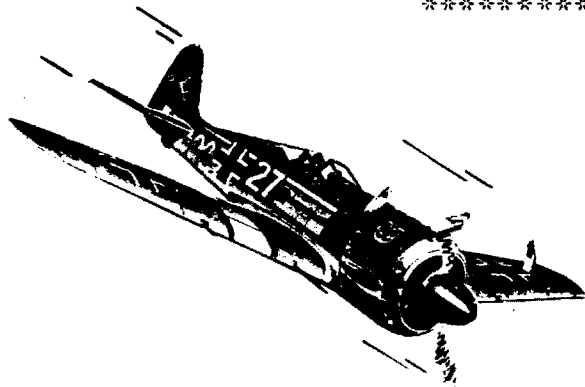
ON FIELD RULES

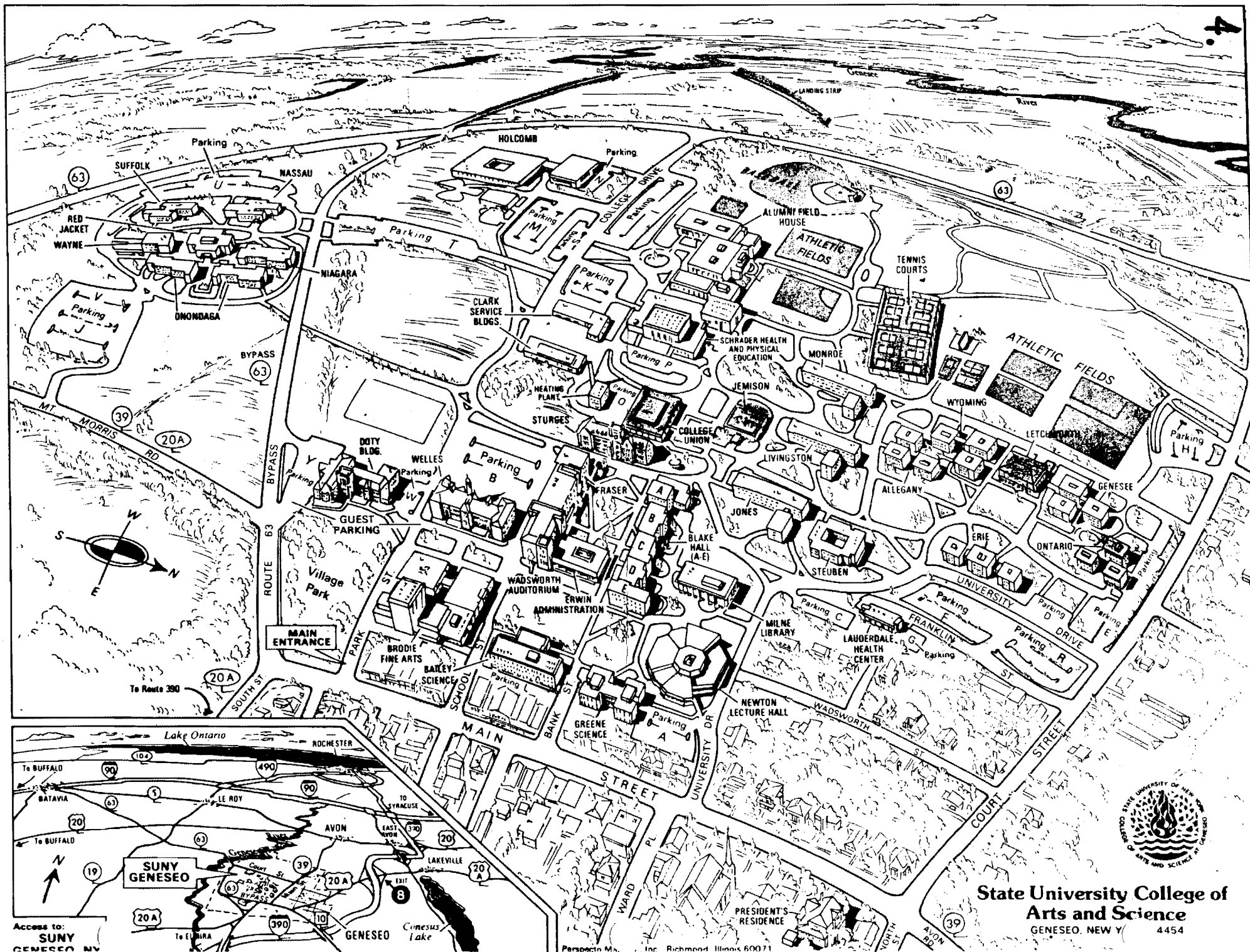
The National Warplane Museum Airport will be closed down for most of our stay there, there will be some aircraft taking off and landing at certain times. During these times we must stop all activities for a few minutes.

Stay alert, be prepared to move yourself and your equipment as required. Park only in the designated areas.

Full sized aircraft always have the right-of-way. Don't launch models upwind from full sized aircraft. We're here as guests of the National Warplane Museum and we must respect their property. They are prepared to move their aircraft for us if it is necessary.

Be especially careful when retrieving models from croplands adjoining the airport grounds. There will be no crops planted on airport property this time. Retrieving models by any kind of motor vehicle is PROHIBITED!





Herein is a copy of a letter that was recently sent to the A.M.A. District III Vice-President, Mr. Robert Brown.

May 24, 1990

Mr. Robert Brown
1255 High St.
Bradford, Pa. 16701

Dear Bob;

I have just finished making out the CD's report for our first outdoor rubber scale meet of the year. This is my first exposure to the new forms and requirements. To say that I am appalled at these changes would be the understatement of the year. No longer is AMA the least bit interested in what we fly; how many flew in an event; who placed where. AMA interest seems to be ONLY in AMA book events, and if these are not flown, just send money and a list of entrants. Mostly, send money, to the virtual exclusion of anything else. I am also appalled at the lack of precise language. The entire meet is termed "Event". Each event within the meet is also "Event". How many events can you have within an event? Who can tell the difference? As if anyone cared! Just send whatever money you have collected at the meet - sorry, event - and let's not get involved in anything else. To what have we regressed?

Regarding who cares: For the better part of 25 years, this club has actively promoted rubber and power scale flying. We have sanctioned with AMA nearly every meet we have ever held within that time period. We are now the headquarters club for the Flying Aces Club. If I have to explain what the Flying Aces Club is, the point of this letter is lost. The point I want to make is this: In all the years we have been putting on scale meets, indoor and outdoor, we have yet to have EVER seen our District III scale board member, much less our District III VPs! Starting in 1978, we organized and conducted what we fondly call the FAC-NATS, a gathering of mostly rubber powered scale enthusiasts from a world-wide base. These meets - there I go again, sorry, events - every two years has drawn the cream of the scale crop. A couple of hundred builders of some of the finest flying and detailed scale models ever seen. We have had hundreds of models at every meet - over 500 the last time. In the six times the FAC-NATS have been held, well publicized, I might add, we have yet to see ANY scale board member from our own District or any other appear. = Who cares? We do, but we are certainly alone! Just send your money, boys, and don't bother us.

This year, at the National Warplane Museum field at Geneseo, N.Y., we will have this year's FAC-NATS. It promises to be the biggest and best one ever. Will we see any District III AMA officials? Certainly not. Just send your money, and don't bother us with your "event". A three day meet, filled with every conceivable type of scale event possible, ALL built and flown to FAC rules. Since this is the case, this meet - damn, there I go again - event is sanctioned as a C activity (event)! What a slap in the face to all who participate!

Is it any wonder that when the subject of AMA comes up at a FAC gathering that howls of derisive laughter quickly follow? If the country were not as litigation happy as it is, we would have neither any use for nor interest in AMA. As it is, the insurance provided is the only, and I sincerely mean only, reason we bother with AMA. We are not flying 25 lb. + missiles with people of dubious abilities behind them, but rather gently flying rubber band powered models of grace and beauty that would have an awful time even raising a welt on someone's backside if he/she were to get in the way of one. Yet, we pay the same price for our AMA memberships as anyone else, including those of dubious abilities guiding machines which can do untold damage to people and property should they go astray.

continued on next page....

6. Geneseo is certainly within a hours driving time of Bradford. I know we don't have a scale board member for District III since Ed Wisser died, and my good friend Bob Clemens of District II is no longer an active participant in scale activity. In 1986 Bob was co-CD of the FAC-NATS at Geneseo, so my statement that we haven't seen AMA officials is inaccurate to that extent. What is NOT inaccurate is the general attitude of benign neglect that AMA displays toward us.

The dates for the FAC-NATS are July 13, 14, and 15. See you there? Or will the benign neglect continue unabated?

Sincerely,

Victor G. Didelot, Treas.
Erie Model Aircraft Assoc.
FAC Adjutant
AMA 12906

(ed. note: Maybe Mr. Brown doesn't realize what a large organization the Flying Aces Club has become, maybe he doesn't care! He should! Our version of large surely doesn't compare with the numbers that belong to the AMA, but we now have over 650 members and growing all the time.

Insurance is another thing we have discussed for quite some time. It may become a reality, maybe not, but we are thinking about it. Having our own insurance will mean less cost, because of the safety factor of our models. I have yet to hear of someone being killed by a rubber powered model airplane. Our 650-plus members, plus all of the other free flight modelers must be close to maybe 3000. I wonder if the AMA could afford to lose that kind of money. It may be only a pipe dream of ours, but then again.....

Also Mr. Brown, I thought it was your duty as AMA VP to represent all types of modeling in your district. I have yet to see anything in your column in "Model Aviation" about free flight. Of course you can't write anything if you have no contact with the free flighters in District III, right? When you were running for the office of Vice President of District III you promised to represent us all! Where has your representation been? We backed you all the way in the election hoping that maybe we could finally have someone who would speak for us (your predecessor did nothing). I haven't heard anything along that line either. Since you have been our VP we have been sending you a complimentary issue of this newsletter. We haven't even gotten an acknowledgement from you that you even receive it. I believe your term of office as District Vice President is up this fall. I guess we'll be hearing from you then about re-election, right?)

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- *NO PLASTIC PARTS!
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what you are seeking. Send legal SASE
for listing and information.

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P.O. Box 2. Sheboygan Falls, WI 53085

Airmail Pals

7.

Following is a letter I received from our renowned cover artist Bob Rogers.

Dear Lin,

I was touched by your very appropriate response to Walt Mooney's passing.

It has to be difficult for you as an editor, dealing as must with aging contributors, when this happens so unexpectedly.

As one of my friends remarked at the death of a hero--"Why do we think these guys will live forever?"

Bill Hannan's farewell was particularly apt. The reference to Lake Elsinore reminded me of our years in San Diego. Once we drove out to Torrey Pines to watch the soarers go up and down the coast. The gliding club had an old clunk of a trainer they were towing up to about 300' with a home made winch, and giving rides for a few bucks. I'd never been in a glider, so I bought a trip.

The pilot was Walt. Our first flight found little to ride on, and he felt it wasn't a fair shake--so he insisted we go again, gratus. I didn't know him personally, but this memory corroborated what you and Bill wrote--that he was a generous and special person.

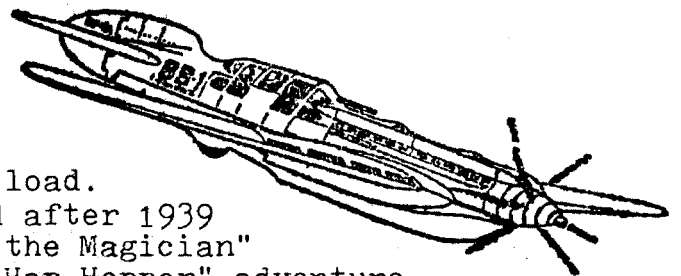
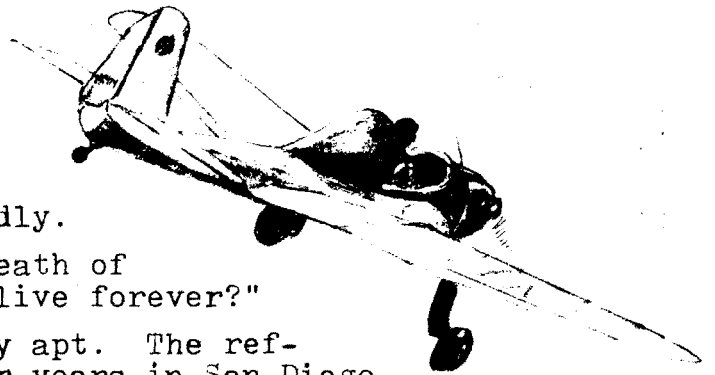
Sincerely,
Bob Rogers

ANOTHER HERO IS GONE

Charles Spain Verral, better known to all of us model builders as George L. Eaton. Mr. Verral wrote the Bill Barnes series of stories that appeared in model magazines during the 30's and 40's. Mr. Verral passed away on April 1, 1990. He was born near Toronto, Ontario in 1904 and began work as a commercial artist in New York in 1927. He was Art Director and editor for Clayton Publications from 1930 to 1935 and began the Bill Barnes stories in 1934, producing such an avalanche of mail that S & S had to designate a staffer to handle the load. He wrote most of the series into 1943 and after 1939 was also script writer for the "Mandrake the Magician" radio show and continuity writer of the "Hap Hopper" adventure cartoon strip syndicated by United Features.

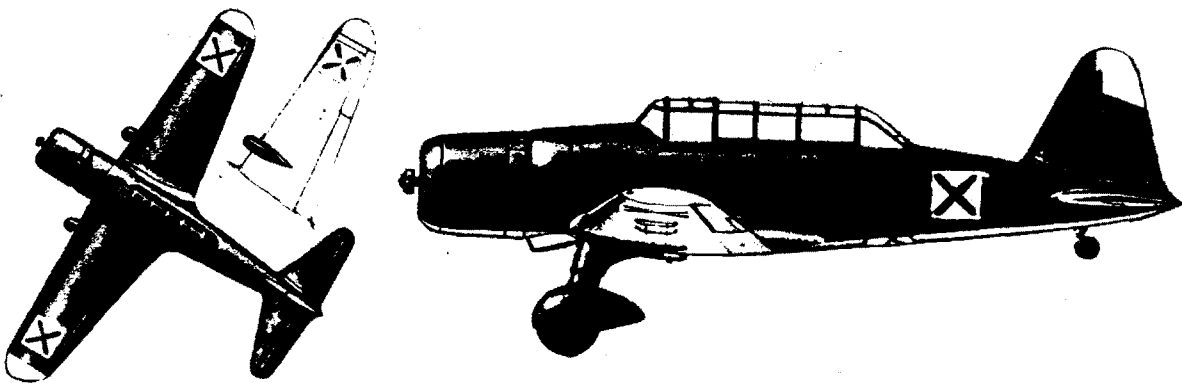
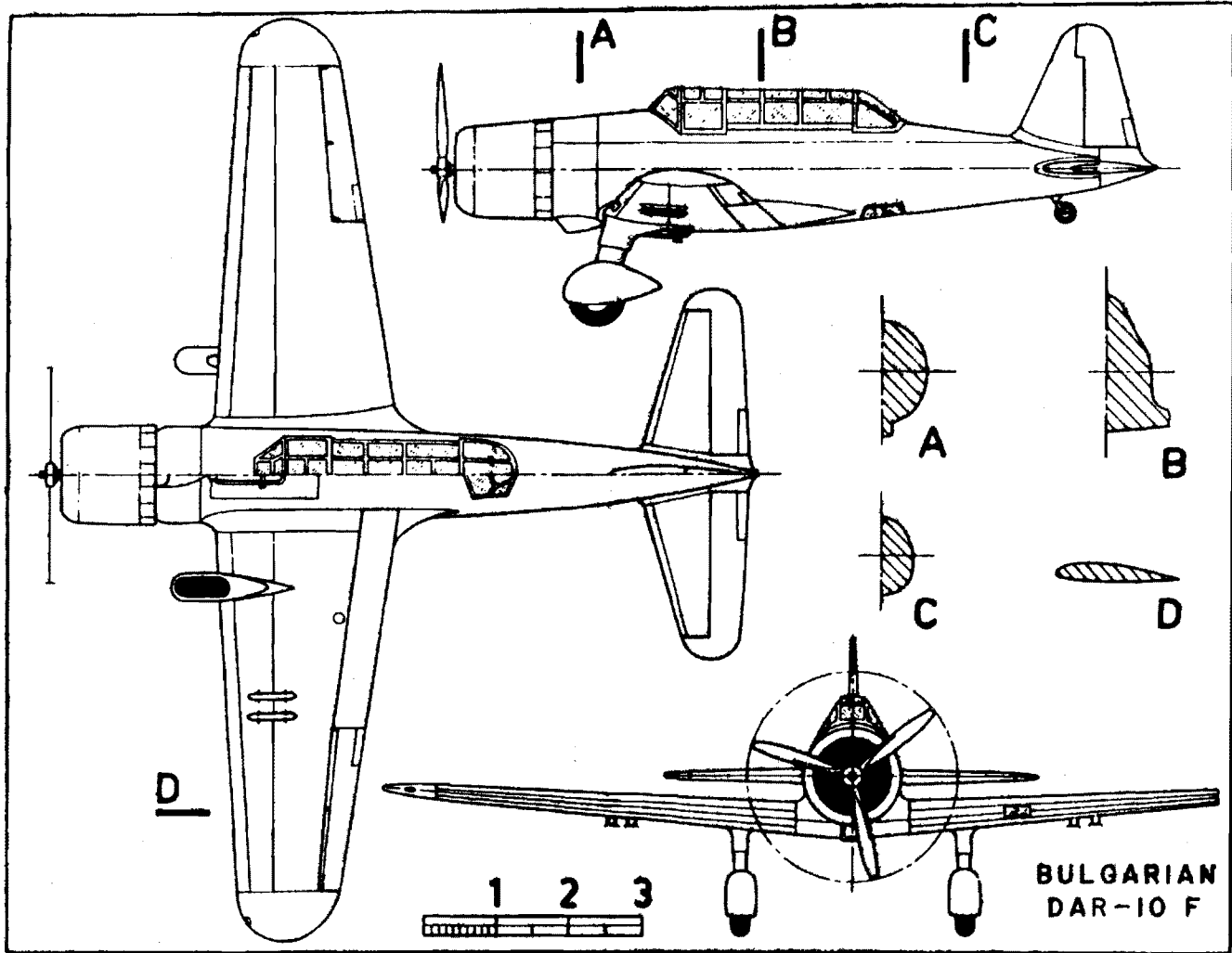
Chuck's first published story (a spine tingler about chipmunks and squirrels) was at age 11. In addition he wrote nearly 200 magazine short stories, more than fifty juvenile books and some 25 Golden Books. His career with adventure stories began by editing such magazines as "Clues" and "Ace High". It wasn't long before he began concocting his own adventure stories. His first piece of fiction, a World War I thriller entitled "Luck of the Clouds", was published in Sky Birds magazine. His real love was aviation, and he went on to write the Bill Barnes series with such titles as "Flight of the Scarlet Stormer", "The Black Scorpion" and "The Vanishing Dirigible".

There will never be another like him. Too bad, those were exciting years for all of us "Old-Timers". You younger members should try to get hold of some of those old magazines. We would bet some of our best rubber you will like those yarns just as much as we did.



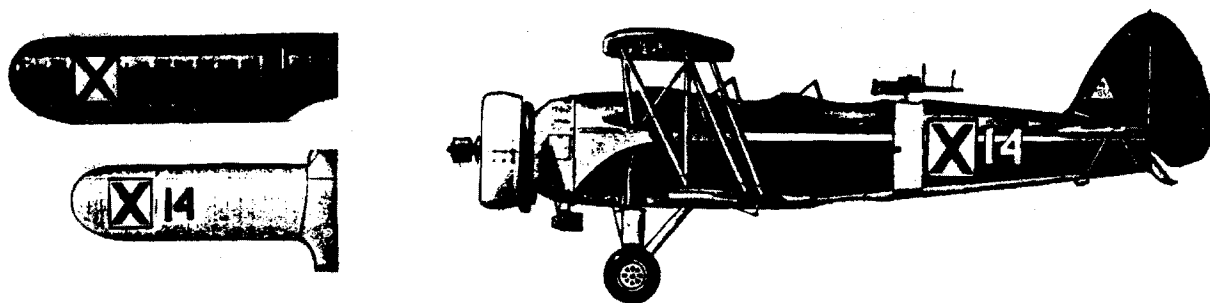
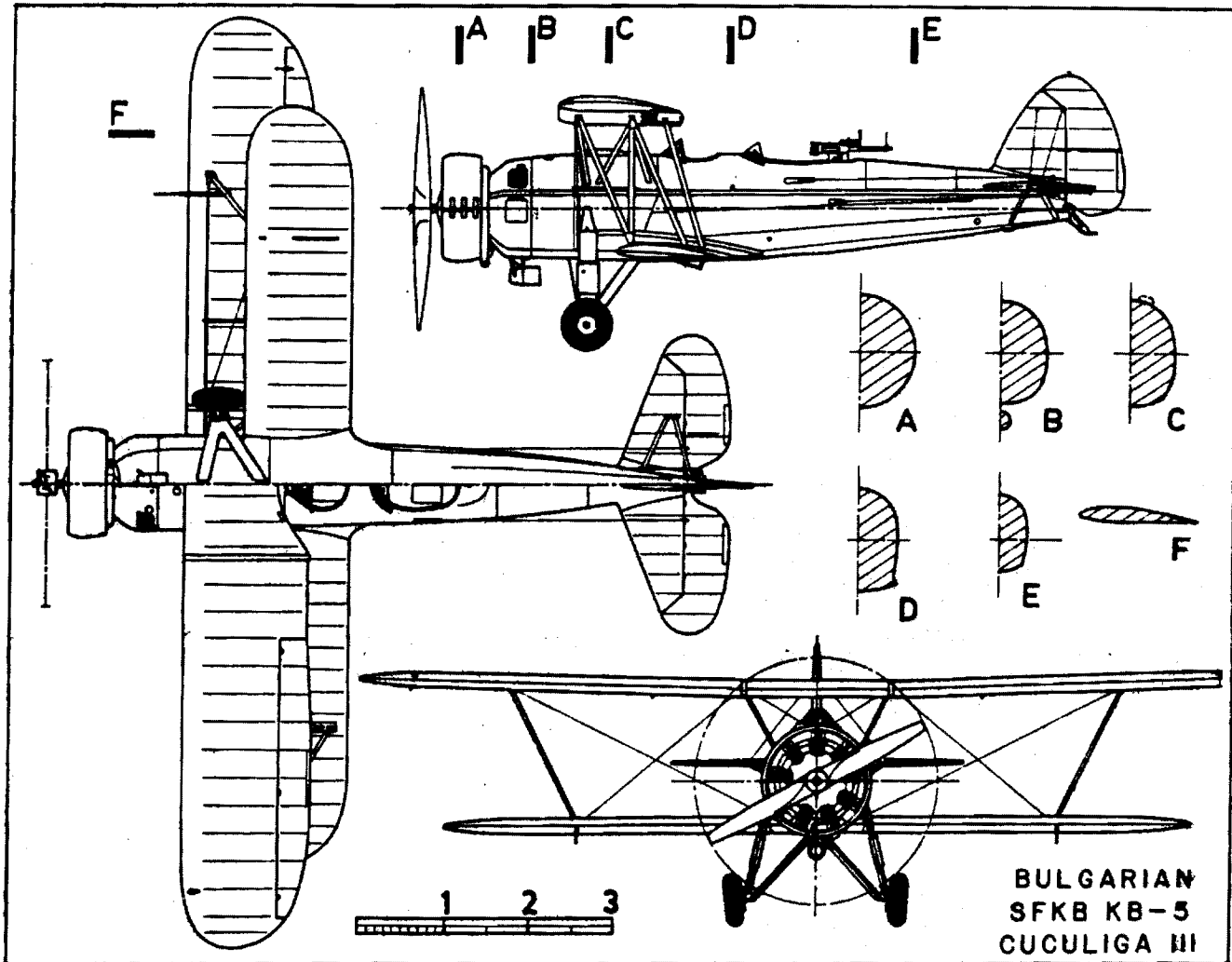
8.

A BRACE OF BULGARS
by Zhorbak Hurtenmj



Looking like the long lost brother to the Northrop A-17, this nifty crate first lifted it,s wheels off the soil of Bulgaria in 1939, and got to duck around some of the war clouds that covered europeat the time. Coloring was olive drab on all upper surfaces, with a very pale

blue below. Black exes were superimposed on white squares in the traditional six locations shown in the sketches. The rudder was divided into three sections. White upper-most, dark green center, and insignia red lower. The tips of the wings were bright yellow.



This second offering is more international than Bulgarian. She looks like a Curtiss Osprey, actually is a

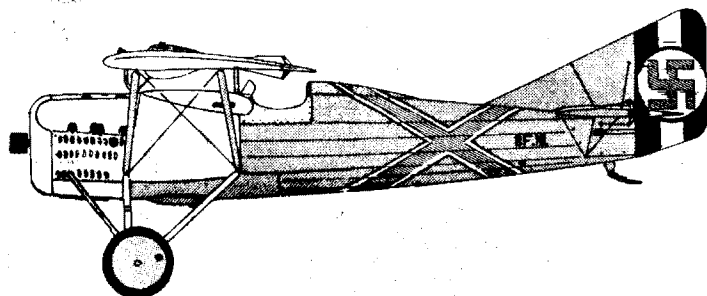
10.

Czech Letov S-328 design built under license by a division of the Italian Caproni company located in Bulgaria!

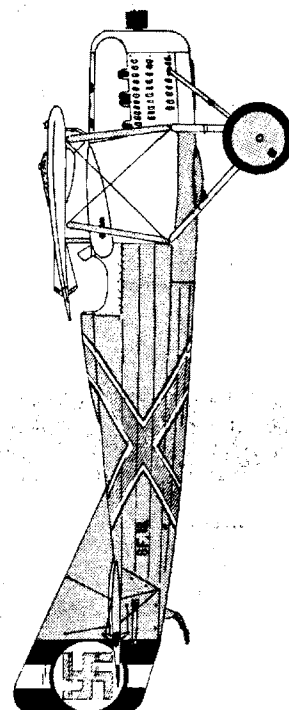
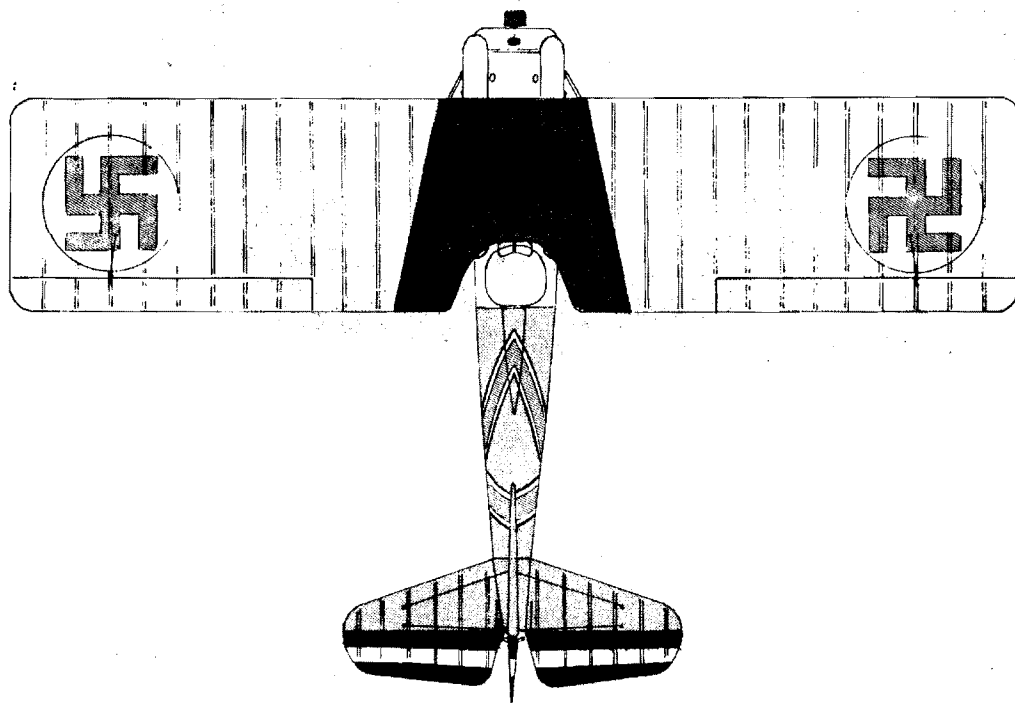
Like the DAR, this ship's upper surfaces were all olive drab. The underside, drag ring, all wing struts, and fuselage trim scallop and stripe were a sky blue. Very striking. The band around the fuselage aft of the rear 'pit was yellow, fuselage "14" was white, wing "14" was black, while the small triangle on the fin was white with a black outline and gibberish within. The national insignia, as before, was black exes on white rectangles, but this time the rectangles were outlined with a black border.

So there you are, skysters. Enough info to build a Bulgarian battle wagon of your own to skirt the peaks of the Balkan mountains as you follow the Maritsa from Sofia to the Black Sea! I mean, have you ever seen a Bulgarian model in the air? Even at an FAC Nats??

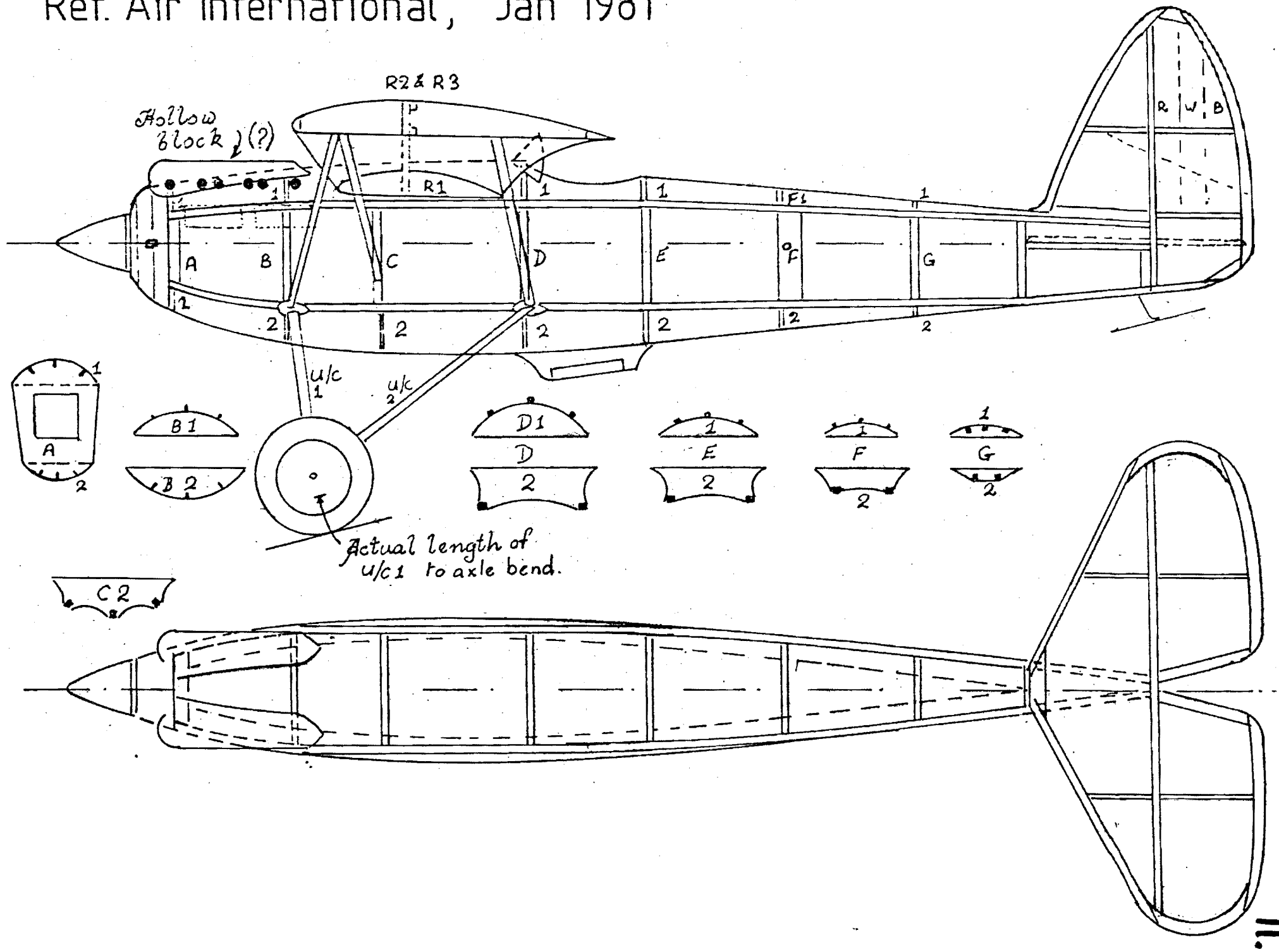
References: DAR-10F, Letectvir and Kosmonautika, Number 1 and 5, 1982.
KB-5, Letectvir and Kosmonautika, number 2 and 5, 1983.



Gourdou-Leseurre 21.C1



Ref. Air International, Jan 1981



Bobrovsky Brouhaha
Mumbo Jumbo #41 from the pen of the Glue Guru

Salutations, disciples! Col. Run Likehell slid Bobrovsky's heavy package over to Mr. Thumbsome and myself. "Check this one out, men. Remember, what FAC needs is a means of keeping a Grillo aloft for minutes; something simple, light and cheap that will permit multiple motors to work effectively!"

"Right, sir!" I looked over the strange postage stamps featuring the Tsar, with huge wax seals assuring privacy for the package contents, as attested to by Rasputin, the Cheka, OGPU and the NKVD.

"Perhaps there has been some delay in the mail, Mr. Thumbsome. Fortunately 100 years invested in the pursuit of modeling prowess passes as the mere blink of an eye."

"Yeah sure, but how come this cardboard cuts like it's a hundred years old?" With a rending sound, his usual dull razor managed to break through the crust, freeing the enclosed drawing and a covering letter. I smoothed the ancient foolscap to read:

"Greeting from gulag 28! Here is Bobrovsky, the Vizard of Omsk, to settle two motor problem. See, I am fine fellow. You like? Send gold! No send gold? I not angry. I am philosopher. My philosophy: if you do not send gold, I shrug, you scheming rat!

"So, two motor solution. Turn to sketch. See motor stick, Fig 1. One motor above, second motor below. Two propellers, left driven by top motor, right driven by bottom motor. Each motor drives in turn. First, top motor drives. Then, when tired, bottom motor clutches in and takes over. Clever switch makes this possible. Switch shown in side view (Fig 2) and section (Fig 3) and perspective (Fig 4).

"Imagine both motors wound up. Hook (1), the rear hook for the top motor, compresses spring (3). Pawl (12) rides on the diameter of hook wire (1) and prevents brass cam (7) from rotating. As (7) is soldered to the lower motor shaft (6), only the upper motor can run. However as the upper motor runs down, spring (3) will open and cone face (2) will move pawl arm (12) into position (12a) freeing cam (7) and permitting motor shaft (6) to rotate freely in bushing (8).

"To obtain good results, make spring (3) powerful enough to move hook (1) after the top motor has spent 60 to 80 per cent of its revolutions.

"The left prop should have a smaller pitch and its motor made more powerful to achieve a high initial altitude. The second motor should cut in while the first is still working. A new climb, somewhat smaller, will take place. The best models for this gadget are canard and biplane pushers. It is possible to obtain 25 to 40 per cent better results. The drawings are not to scale. If you can not send gold, honk as you drive past gulag. I will understand."

"What do you think, Mr. Thumbsome?"

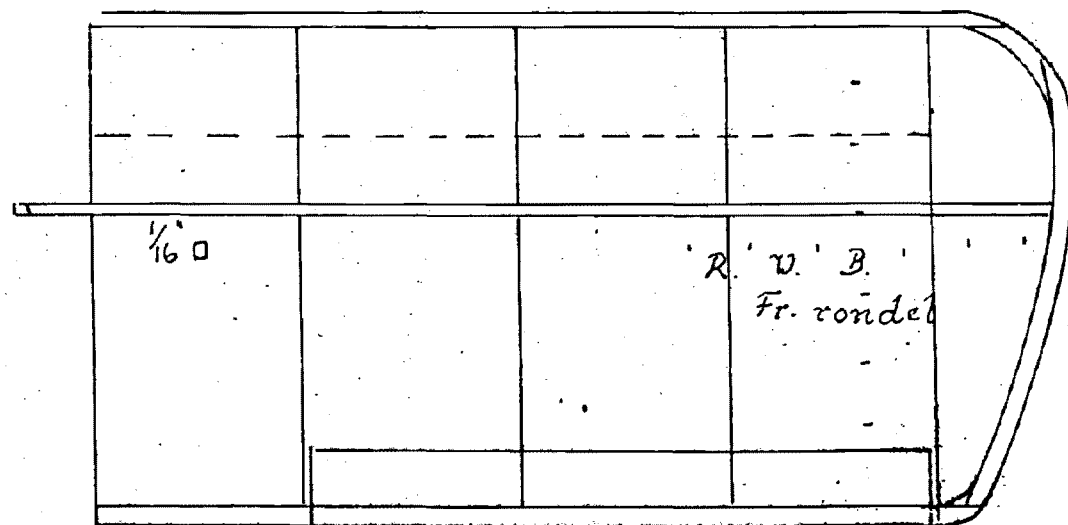
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Gordou - Leseurre

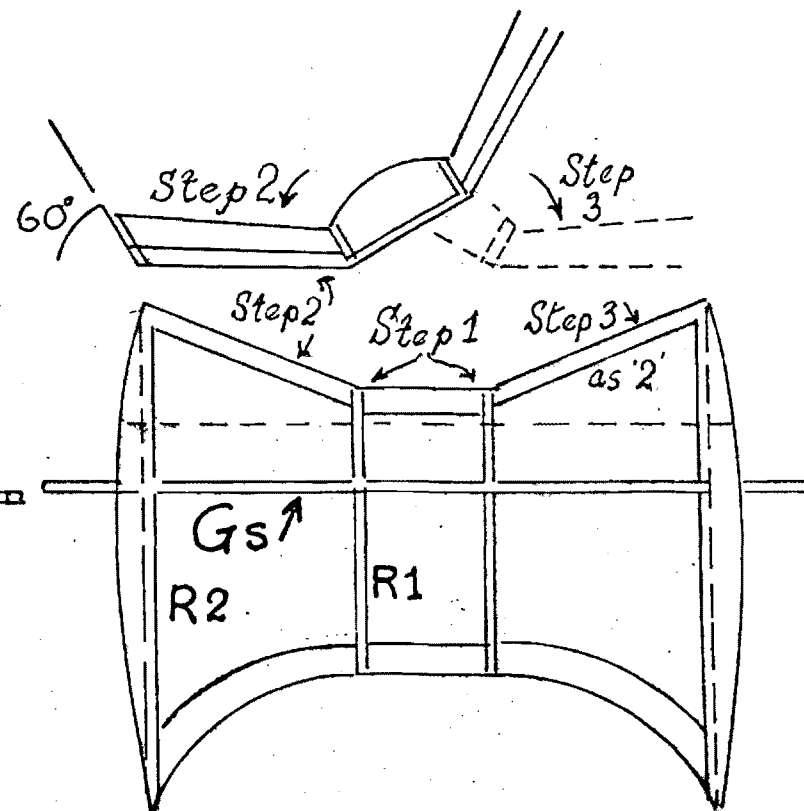
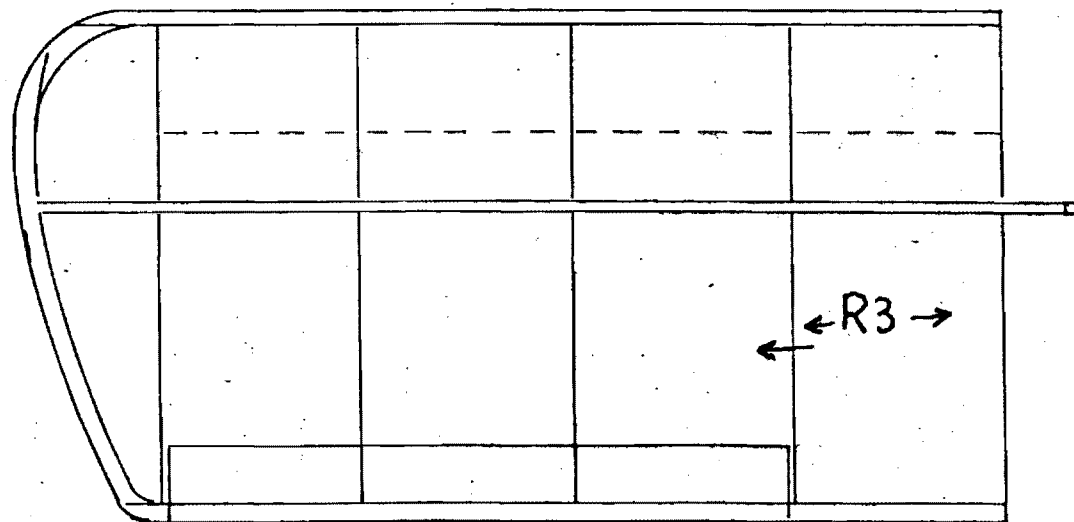
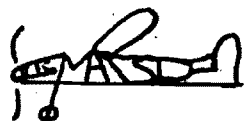
GL 482

Span 32' 4" L 23' 10 1/2"

Silver o/a, with Black
cyl. block covers.



PLAN BY
ERIC MARSDEN



"I think it might work, GG."

"Yes, the only catch seems to be the limited choice of full scale possibilities. Push-pull designs are relatively few. There is that pre-war Fokker fighter and the Cessna and the Detroyat ..."

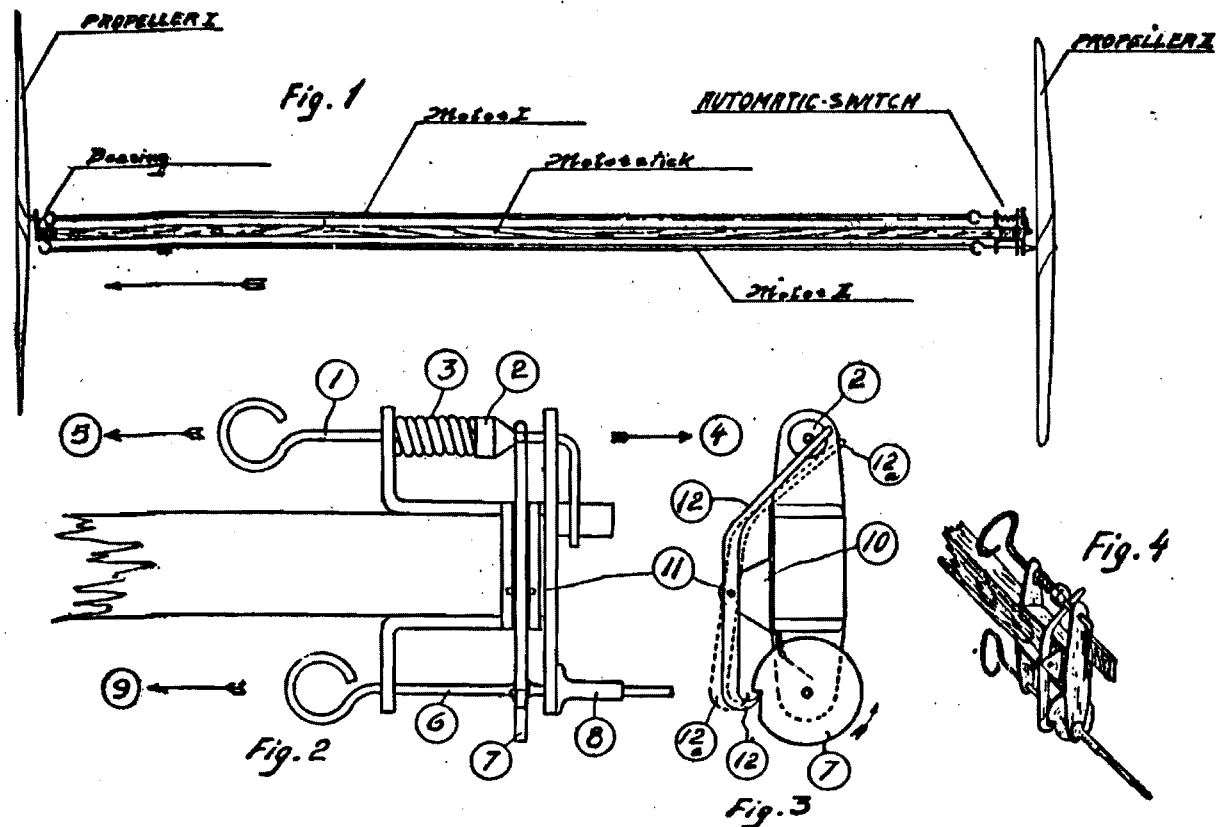
"Yeah, but Grillo doesn't do that stuff and the Col. is looking for a way to boost a Grillo."

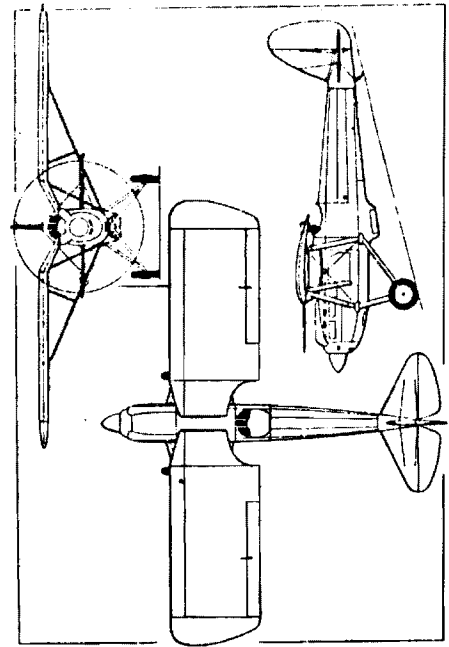
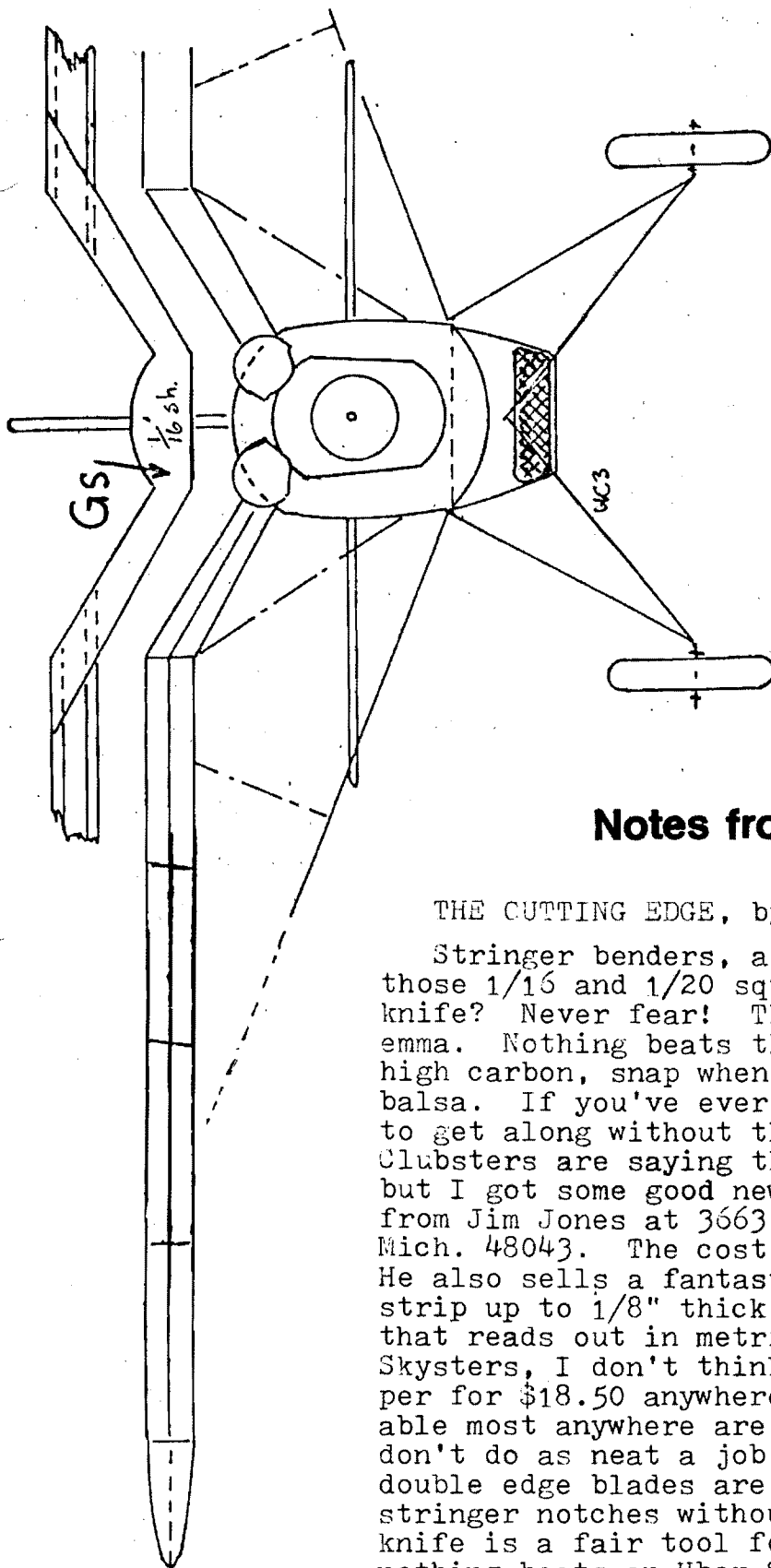
"True. What is really wanted is a two motor system feeding into one prop. Bobrovsky's system is not the answer to the Col's prayers. It does seem cheap and light and easily made. Too bad it doesn't quite fill the bill."

* * * * *

Are there any gifted machine designers out there capable of converting the Bobrovsky concept into a single prop, alternating motor drive? If you can manage to keep it simple, send a sketch off to the Col. and I'll do my best to run your idea. We can all use something along these lines; the difficulty is one of keeping it simple.

The Prof de Bobrovsky material was published in MAN and sent to me in undated form (probably the early 30's) by Australian FAC'er Ken Miller. Thanks Ken!



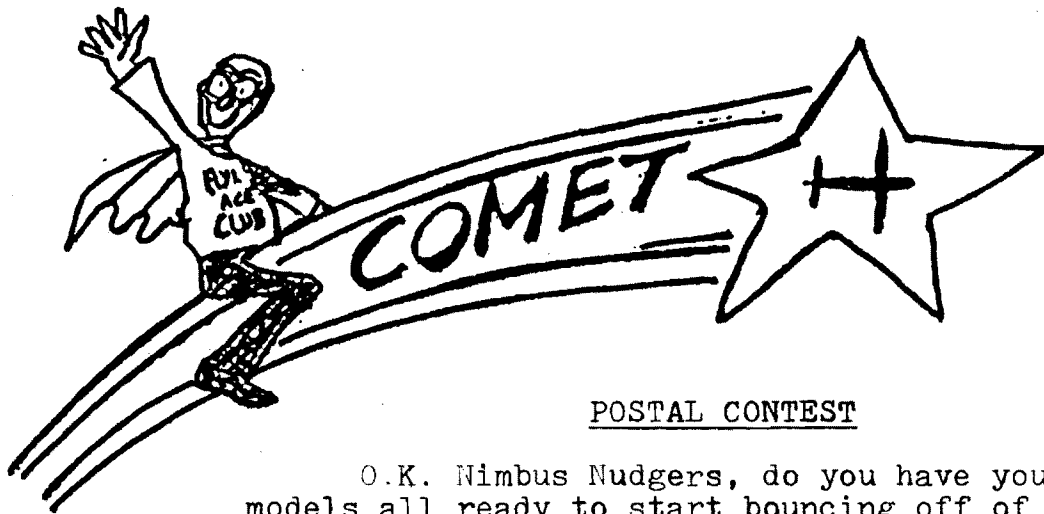


Notes from the Workbench

THE CUTTING EDGE, by DAVE SMITH

Stringer benders, are ya gettin' tired of crushing those 1/16 and 1/20 square stringers with your Xacto knife? Never fear! There is a solution to this dilemma. Nothing beats the Old Blue Blades (double edge, high carbon, snap when ya break 'em type) for cutting balsa. If you've ever used these, you'll never be able to get along without them again. I know a lot of you Clubsters are saying they aren't available anymore, but I got some good news for you! They are available from Jim Jones at 36631 Ledgestone Dr., Mt. Clemens, Mich. 48043. The cost is \$10.00 for a hundred blades. He also sells a fantastic balsa stripper that will strip up to 1/8" thick balsa. The stripper has a scale that reads out in metric and decimal. Beleive me, Skysters, I don't think you'll find a better balsa stripper for \$18.50 anywhere. The single edge blades available most anywhere are fair, but are much thicker and don't do as neat a job as the double edged ones do. The double edge blades are also great for cutting spar and stringer notches without splitting the wood. An Xacto knife is a fair tool for cutting formers or ribs, but nothing beats an Uber Skiver Knife for modeling--especially when soft contest wood is being used. The Uber is available from Model Builder magazine and Peck-Polymers. The cost for the Uber kit (including the knife, five #11 blades and a fancy box to keep it in) from Model Builder will run you \$15.95. Peck Polymers cost is \$7.00 for the handle and \$3.00 for five #11 blades.

From the Cactus Squadron newsletter.



POSTAL CONTEST

O.K. Nimbus Nudgers, do you have your Comet models all ready to start bouncing off of the clouds for this year's Comet Postal Contest? All you have to do is take your Comet model out and fly it and send the time in to GHQ. Every time you beat that time send it in. Enter as many times as you wish with as many models as you wish. Times recorded at contests are good too. All models must be scale models and they must be rubber powered. The contest starts now as you read this and it will end on October 28, 1990. Entries must be postmarked no later than October 29, 1990. Get in on the fun, BUILD---FLY---WIN---EFF---AAA---CEEEE!!!!



Peanut & No-Cal Scale Postal Meet

17.

Here is the final standings for this past winters Postal Contest. Thanks to all you Clubsters who entered. With this kind of turnout we will have to do it again next fall. Some results are not listed in order of finish as we had to many to process, hope you understand. To the winners go our congratulations and another notch on the "Kanone" list. We will also be sending some plans to them as prizes. Well done Ribslicers!

OUTDOOR PEANUT WING

PILOT	PLANE	TIME
1. Dave Stott	Fairchild 24	220 sec.
2. Richard Miller	Lacey	165 "
3. Mike Hines	Cougar	91 "
4. Darold Wilken	Fike	82 "
5. Mike Nassise	Lacey	80 "
6. Ken Groves	Fike	48 "
7. Paul Stott	Miles Hawk	45 "
8. Mike Nassise	Cougar	40 "
9. Jack Swaney	Boeing P-12B	33 "
10. Jeff Briehl	Cougar	28 "
11. Darold Wilken	1927 Ercoupe	28 "
12. Walt Leonhardt	Cougar	22 "
13. Jack Swaney	Boeing FB-5	19 "
14. Darold Wilken	Nieuport 11	09 "

OUTDOOR NO-CAL WING

PILOT	PLANE	TIME
1. Eric Anderson	Shinden	189 sec.
2. Mark Fineman	Republic XP69	176 "
3. Jim Check	Keith Rider R2	70 "
4. Jeff Briehl	Turboporter	70 "
5. Dan Briehl	Lacey	67 "
6. Dave Stott	Gwinn Aircar	59 "
7. Walt Leonhardt	Piper Cub	43 "
8. Mike Nassise	Vul.Vengeance	41 "
9. Walt Leonhardt	Cougar	41 "
10. Walt Leonhardt	Corben Ace	40 "

INDOOR PEANUT WING

PILOT	PLANE	TIME
Don DeLoach	Voisin Hydro	109 sec.
Jim Miller	San. Du. 14bis	92 "
Doc Martin	Bleriot 25	78 "
Eric Anderson	Piper J-3	69 "
Ken Groves	Fike	59 "
Russ Whitford	Maubousin	55 "
Mike Nassise	Fike	52 "
Bob Bender	S.D. 14 bis	50 "
Stan Fink	Hergt	47 "
Stan Fink	Euler D-1	44 "
Mike Nassise	Cougar	44 "
Bill Penny	Wright WP-1	36 "
Mike Nassise	Ord-Hume	40 "
Dick Bielak	Sonerai	36 "
Paul Truupere	Bucker Jungman	36 "
Lin Reichel	Huntington	34 "
Tom Fennell	Stinson 125	20 "
Pedro Perez	JN-1	13 "
Del Balunek	Gee Bee R-1	11 "

INDOOR PEANUT continued

PILOT	PLANE	TIME
Doc Martin	Bleriot 25	98 sec.
Al Lawton	Fokker V-23	66 "
Doug Hannay	Huntington	50 "
Eric Anderson	Curtiss P-40	119 "
Eric Anderson	Dornier D-1	128 "
Jim Miller	Lacey	117 "
Don Slusarczyk	F.R.E.D.	101 "
Gordon Roberts	Texan	68 "
Warren Weisenbach	Ramsey Bathtub	42 "
Dave Livesay	Waterman Racer	33 "
Ken Groves	Fike	65 "
J. McGillivray	Old Ironsides	43 "
Fred Breisch	Ganagobie	39 "
Roy Biddle	Alco Sport	47 "
Dave Livesay	Mr. Smoothie	46 "
Curt Haskell	Bucker Jungman	34 "
D. Niedzielski	Fokker B-11	25 "
Stu Weckerly	S.D. 14 bis	75 "
Ken Groves	Bristol "D"	56 "
Dan Briehl	S.D. 14 bis	33 "
J. McGillivray	Se5-A	70 "
Lincoln Moore	Farman Postcard	111 "
Chris Brownhill	Lacey	87 "
Duncan McRae	1912 Cessna	79 "
J. McGillivray	Spitfire	67 "
J. McGillivray	Volksplane	65 "
Bill Penny	Mystere	55 "
Bill Penny	Wright WP-1	52 "
Bob Gordon	RM-12	46 "
Paul Truupere	Ganagobie	42 "
George Thompson	Piper J-3	38 "
Dave Dolson	Cadet	22 "

INDOOR NO-CAL WING

PILOT	PLANE	TIME
Gary Johnson	Lockheed Vega	187 sec.
Jack Barker	Piper J-3	80 "
Art Doten	Turbo Beaver	103 "
Don Slusarczyk	Spitfire	313 "
Frank Reese	Taylor Cub	347 "
Stu Weckerly	Curt. Helldiver	240 "
John Vorhees	Farman Sport	167 "
Eric Anderson	Shinden	150 "
Don DeLoach	AT-6	145 "
Russ Whitford	Dayton Wright	141 "
Bob Bender	Russian Stal	126 "
John Ganser	Tipsey Jr.	116 "
Ed DeLoach	Junkers 160	115 "
Steve Whitford	Maule M-5	95 "

INDOOR NO-CAL continued

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
John Clemens	Farman 190	75 sec.
Dick Delinsky	Spitfire	73 "
Vic Didelot	P-51 Mustang	45 "
Mike Nassise	Vul. Vengeance	35 "
Roger Klinert	Piper J-3	20 "
Dave Niedzielski	Fike	126 "
D. Niedzielski	BV-141	73 "
Curt Haskell	Hurricane	84 "
John Clemens	Typhoon	61 "
Ken Groves	Buster	130 "
Jim Buxton	Bearcat	146 "
John Maret	Fike	217 "
Jeff Briehl	Turboporter	30 "
Fred Breisch		72 "
Richard Miller	Fike	158 "
Ken McConnell	Farman 190	72 "
Emerson Elwell	Suzy	94 "
Ken McConnell	Bearcat	67 "
J. McGillivray	Cessna Cardinal	437 "
Roy Bourke	Centurian	364 "
John Maret	Centurian	304 "
Barrie Taylor	Lacey	224 "
Ken Wiberg	Helio Courier	196 "
Ken Wiberg	Howard	186 "
Bob Gordon	Farman 400	181 "
Duncan McRae	Piper J-3	179 "
Peter Kearney	Piper J-3	174 "
Bill Henderson	Bristol Lab.	171 "
Art Doten	Taylorcraft	163 "
Bill Henderson	Farman 190	148 "
Lincoln Moore	Taylorcraft	145 "
Bob Gordon	Spitfire	136 "
Alex Pafiolis	Time Flies	135 "
Ron Van Deraa	Hawker Tempest	131 "
Alex Pafiolis	Turbo Beaver	120 "
Dan Kitchen	Taylorcraft	119 "
Chris Brownhill	Taylorcraft	92 "
Duncan McRae	Fike	89 "
Gary Hunter	Piper J-3	84 "
Jerry Ross	Nipsy Jr.	45 "

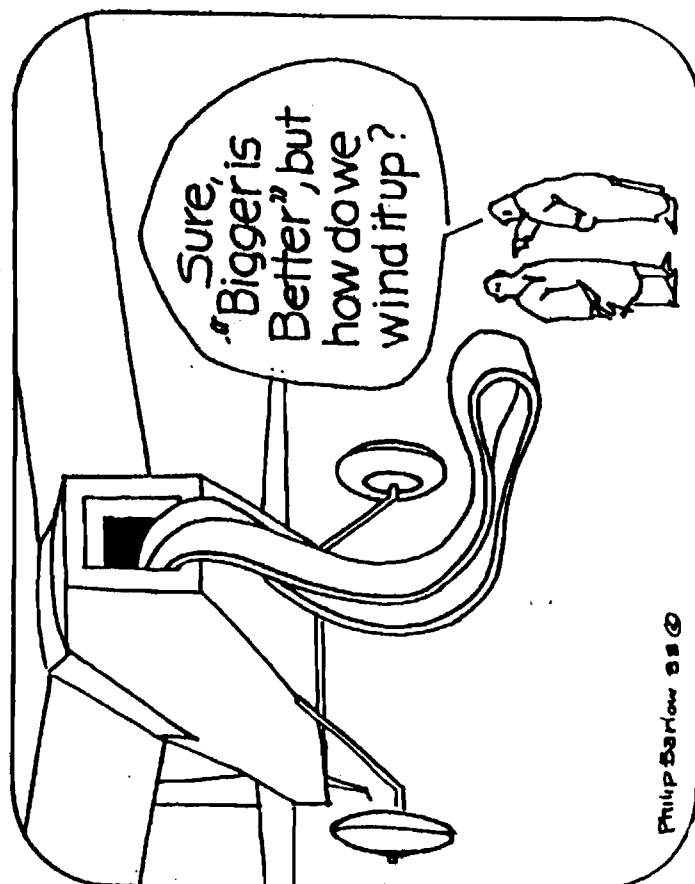
Praise be to "Hung" 129 entries!
Great going Skysters! Gotta be a record!

KANONE WINNERS

Outdoor Peanut--Dave Stott
Outdoor No-Cal--Eric Anderson
Indoor Peanut---Eric Anderson
Indoor No-Cal---Jack McGillivray



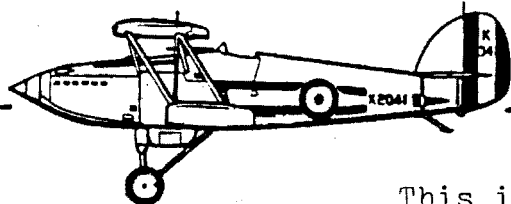
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OF THE CLASSIC YEARS

1919-1939

19.
AIR WARS
THE AIRCRAFT
AND AIR WARFARE
OF THE MIDDLE YEARS



Have you Clubsters seen a copy of "Air Wars"? This is a great publication! After picking up a copy in a hobby shop in Detroit, Michigan I had to send for all of the back issues. Just a few words on the latest issue. They give you the history, some photos and a three-view of the Great Lakes Amphibian Scout XSG-1. A story about the first airlift way back in 1936 in Spain. An article and very good three-views by Chuck Hafner on the Curtiss XP-31 Swift. Model news and views by Lou Buffardi. Book reviews, a review of a proxy peanut contest from Japan, a three view of the Burnelli CB-16 plus an article on the Burnelli CBY-3 Loadmaster as well as a plan to build a model of it.

They also publish a plans book that they call Aero Plans. The latest one contains Drawings for the Anatra DS, Sikorsky S-16, Sikorsky S-6B, Hansa Brandenburg, Blackburn T-2, Consolidated Fleetster, Potez 540/542, Blohm & Voss P-204 and more.

Both of these fine publications should be in every modeler's library. If you are interested and you should be, you can subscribe to Air Wars for just \$20.00 per year (published quarterly) and Aero Plans will be published at irregular intervals as demand dictates. Aero Plans will be sent to you for only \$10.00 plus \$1.50 postage. Both of these publications are a real bargain as far as we here at GHQ is concerned. Get yours now, we bet you won't be sorry you did.

For foreign subscribers; Air Wars is \$25.00 and Aero Plans is \$12.00 plus \$5.00 postage. Send to; Air Wars, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045.

Contest Calendar

June 7,8,9,...US Indoor Championships combined with the AMA Indoor Nats. at Johnson City, Tenn. For more info contact USIC, 1655 Revere Drive, Brookfield, Wi. 53005

July 13, 14, 15, Flying Aces Nationals Mark VII, see info this issue.

July 18, 19, 20, Great Grape Gathering II. Gananoque Airport, Gananoque, Ontario, Oldtimer events, Contact Don Reid, 7 Pinepoint Drive, Nepean, Ont. Canada K2H 6B1 for more details.

Oct. 16--20...US Outdoor Championships and AMA Free Flight Nats combined, with FAC events, and SAM events. More info next issue.

Postal contest for 1940 Nelder Moffet Model, write to Peter Mann, 36 Sydenham St. Guelph, Ont. CANADA N1H 2W4 for more details.

The contest schedule for the Cleveland Free Flight Society has been misplaced. They do have a contest scheduled for June 17th. Contact Mike Zand, 7055 Seven Hills Blvd., Seven Hills, Ohio 44131. Mike, send GHQ another schedule please.

ERIE MODEL AIRCRAFT ASSN.
CONTEST SCHEDULE
1990

June 9...Saturday...19th Annual Great Lakes Scale Contest at Prangmore
Aerodrome Millfair Rd. Erie, Pa. Time 10:00 am till 5:00pm

Events;

- | | | |
|------------------|------------------------|-----------------|
| 1.FAC Scale | 5.Golden Age Scale | 9.Races |
| 2.FAC Peanut | 6.Comet/Kit Plan scale | 10.No-Cal scale |
| 3.Hi-Wing Peanut | 7.FAC Old Timer | 11.HLG |
| 4.Embryo | 8.WW II | |

Contest Director; Joe Barna, 3517 Kristie Dr. Erie, Pa. 16506 (814) 833-4985

Aug.11...Saturday...EMAA Picnic Meet at Prangmore Aerodrome Millfair Rd.
Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- | | | |
|------------------|-----------------------|-----------------|
| 1.FAC Scale | 5.Golden Age Scale | 9.Races |
| 2.FAC Peanut | 6.Comet/Kit Plan Sc. | 10.FAC Jumbo |
| 3.Hi-Wing Peanut | 7.One Design FAC Moth | 11.No-Cal Scale |
| 4.Embryo | 8.WW I | |

Contest Director; Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415(814)4745229

Sept. 16...Sunday...21st Annual Midwest Scale Meet at Prangmore Aerodrome
Millfair Rd. Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- | | | |
|------------------|----------------------|-----------------|
| 1.FAC Scale | 5.Golden Age Scale | 9.Races |
| 2.FAC Peanut | 6.Comet Kit/Plan Sc. | 10.No-Cal Scale |
| 3.Hi-Wing Peanut | 7.FAC Old Timer | 11.HLG |
| 4.Embryo | 8.WW II | |

Contest Director; Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506 (814)833 4985

Oct. 6...Saturday...EMAA Last Chance Contest at Prangmore Aerodrome Millfair
Rd. Erie, Pa. Time 10:00 am till 5:00 pm.

Events;

- | | | |
|------------------|----------------------|--------------|
| 1.FAC Scale | 5.Golden Age Scale | 9.Races |
| 2.FAC Peanut | 6.Comet Kit/Plan Sc. | 10.FAC Jumbo |
| 3.Hi-Wing Peanut | 7.FAC Old Timer | |
| 4.Embryo | 8.Battle of Britain | |

Contest Director; Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415 (814)4745229

Entry fees for all contests are; Open \$5.00 first event, \$1.00 each additional event, \$10.00 max. \$2.00 flies all for Jr/Sr.

Prizes; merchandise through three places where warranted. One prize in mass launch events.

BUILD.....FLY.....WIN !!!!!

SEE YOU ALL THERE!!!

SORRY WE DO NOT HAVE A PHOTO PAGE IN THIS ISSUE, JUST NOT ENOUGH SPACE.
WE WILL HAVE ONE IN THE NEXT ISSUE. WE WILL HAVE MORE THAN ONE PLAN TOO.

REGISTRATION FORM

21.

FAC NATS MARK VII

MAIL TO:
Lin Reichel
3301 Cindy Lane
Erie, Pa. 16506

NAME (S) 1. _____ 2. _____
AMA NO. 1. _____ 2. _____
ADDRESS 1. _____ 2. _____

I wish to make the following advanced reservations for the FAC NATS MARK VII.

_____ entry fees at \$15.00 each.....\$ _____
_____ banquet tickets at \$16.00 each
(with no dormitory reservations).....\$ _____
_____ reservations for double occupancy with meals
and banquet at \$161.00 each.....\$ _____
_____ reservations for single occupancy with meals
and banquet at \$204.00 each.....\$ _____

TOTAL ENCLOSED.....\$ _____

Please note that we are unable to refund cancellations received after June 15th. If you plan to share a double occupancy with someone else, please indicate their name so we can direct the University to set up the proper room arrangements. _____

WAIVER: I (we) hereby release the National Warbird Museum, the State University of New York, the Flying Aces Club, the Detroit Cloudbusters Club and all persons connected with this meet from any liability whatsoever for accidents incurred while participating in this meet. I (we) also agree to abide by all FLYING and FIELD rules in force at this meet. ..

SIGNATURE _____
(parent/guardian if under 21)

It would be helpful to us if you would indicate with an X which events you plan to enter. This is not a commitment on your part, and you may change your mind at a later time. This will let us know where we may need extra help. If you care to help out in some way please let us know.

Shell Speed Dash _____	Greve Race _____	Thompson Race _____
WW I Dogfight _____	WW II Combat _____	WW I Peanut _____
Embryo Endurance _____	Golden Age _____	FAC Scale _____
No-Cal Scale _____	Hi-Wing Peanut _____	FAC Power Scale _____
FAC Peanut _____	FAC Jumbo Scale _____	Military Bipes _____
(no Hi-Wing) _____	FAC Oldtimer rubber _____	

See current FAC rules for definition of FAC Oldtimer rubber.