

FLYING ACES

Club News

ISSUE #135-61 Sept./Oct. 1990



2.



Story behind the cover....

It's been many a year since the "Bad Guy Squadron" was disbanded, its evil leader relieved of all model building privileges forever. But every so often the indomitable Captain Downthrust, at who's hands this nefarious gang met their well deserved demise, suffers a nightmare.

Let's hope our hero arises soon from this pastoral torpor none the worse for his ghastly dream, to happy thoughts of bountiful balsa butchering.

(ed. Thanks to Bob Rogers for another great cover.)

It is with much sadness that we have to report **that we have** lost two more of our Flying Aces Friends. Ken Groves passed away on September 11 and we lost Joe Fitzgibbon on September 21. Joe was the owner of Golden Age Reproductions, which were probably, for the cost and flying ability, the best kits on the market. Joe had been ill for some time and he battled right to the end. He was in attendance at the FAC-Nats this year and told us it would probably be his last one. **He did not look well but we did not think it would be this soon.** I considered Joe to be one of my very best friends and will miss him as I am sure many, many of you will also miss him. He was a truly dear friend of the modeling world and was always striving to give us the best kits possible. Our sympathies go out to the families of both Joe and Ken.

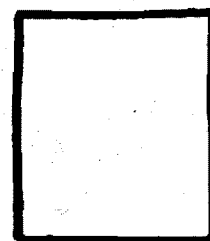
We want to thank Bob Rogers, John Marett, Eric Marsden, Dave Smith (Az), the Glue Guru and Ross Mayo for their contribution to this edition of the newsletter. Remember Clubsters, this publication cannot servive without your input, so keep the good "stuff" coming in.

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



EULOGYKEN GROVESJULY 19, 1929 - SEPTEMBER 11, 1990

Mickey has asked us to tell you a bit about a part of Ken's life you may not know too much about, and so this has been prepared from a modeler's perspective to honour a man to whom we owe so much.

Yesterday I came across a quote by Richard Braunstein which struck me as so appropriate. "It is possible to give without loving, but it is impossible to love without giving."

Ken Groves loved model Airplanes.

Some time ago I wrote an article for MAAC magazine that reminisced a bit about the influence one person could have on our lives. This is particularly true for Free Flight modelers because this pastime brings together people who draw on one another constantly for knowledge and experience, and who can share in our triumphs and ease our failures, as we float along on a kind of thermal of happiness, oblivious much of the time to the outside world.

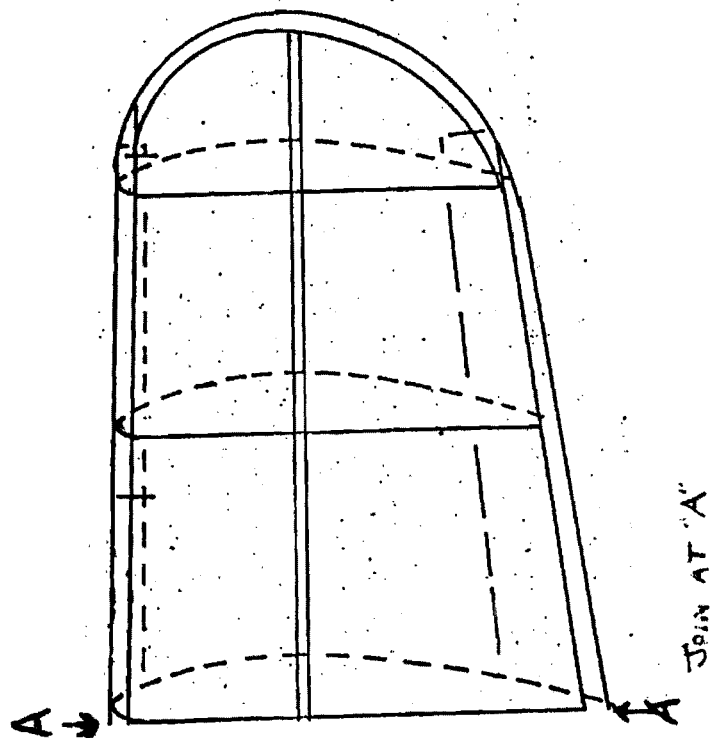
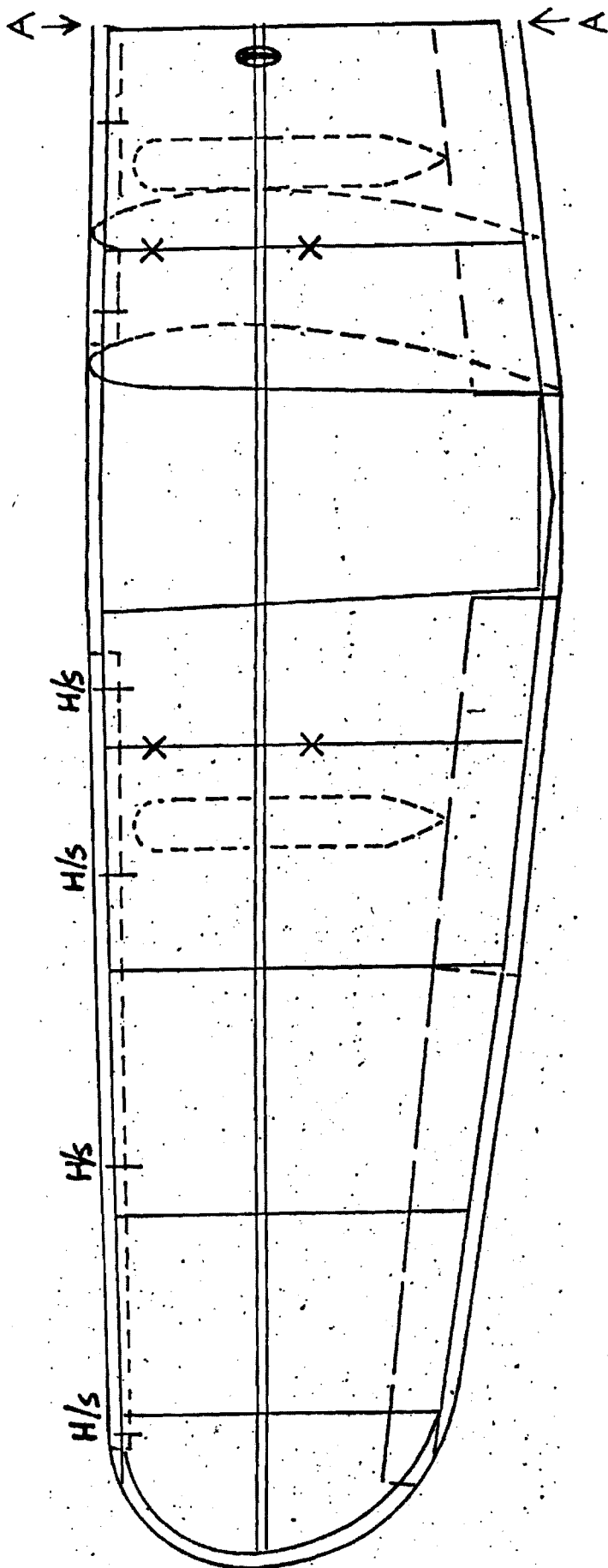
But we are jolted back to reality and the fragility of life, with the passing of a very special friend - Ken Groves, one of the most influential and respected modelers in his field that Canada has seen in a long time.

Ken was involved in competitive modeling since the late 40's, first with control line and later outdoor free flight, where he met many of his current modeling friends at the Gashoppers Club in 1955. He served a term as President of the Model Aeronautics Association of Canada in 1958 and in 1960 was a member of the FAI Power Team representing Canada at the world championships in Cranfield, England. It's interesting to note that one of the team members was influenced by Ken to return to school and went through university, got his PHD and later became successful in teaching and computer technology.

Ken dropped away from modeling for a while concentrating more on his electrical business which he had expanded to include a number of employees, however about 10 years ago he was stricken with encephalitis and it was feared he would not survive. But he fought the disease and when recovered came to the conclusion that he had been presented with a gift of life, and that he should enjoy it. So he came back to modeling and was attracted to indoor, which had been in the doldrums since the loss of the Moss Park armories some 10 years earlier.

Ken's working relationship with the town of Markham, and his many good friends, led to his getting the Markham High School Gym for indoor flying, which brought back together the few remaining modelers left in this area, and they slowly rejuvenated the sport by traveling to the U.S. to compete and make friends. Ken enjoyed both very much. But even more important was his desire to pass on his knowledge to others, teaching youngsters in Markham how to build and fly, and helping some of us oldsters over the hard spots as we returned to model building. He was a major player in the Can-Am Group in 1984/85 which brought together flyers within a 120 mile radius of Niagara Falls, N.Y. and those of us who won trophies at the subsequent Can-Am Contest there, own a treasured piece of his handiwork.

4.



BERNARD 260, 1932
 690hp Hispano-Suiza
 Max speed 196mph
 Span 37' 07/8"
 Length 25' 7"

Ref. June 1973
 'Air Enthusiast'

[Handwritten signature]

Ken was the cornerstone of the Markham Indoor Group and he made possible the development over the past 6 years, of this small, but very strong group of indoor flyers including several talented juniors, who have competed with much success in the U.S. and in Canada. Several of his indoor designs are now in kit form and are sold by Easybuilt Models not just across this country, but around the world.

In Ken's many modeling achievements there are several that should be mentioned. At the U.S. Indoor Championships in Tennessee, the biggest and best in the U.S. if not the world, Ken Groves was crowned Grand Champion twice; in 1987 and again in 1989. And this past summer, although not feeling well after the 700 mile drive, won the Indoor Rubber Scale Championship and placed a very close second, almost winning the Grand Championship again for a unprecedented third time.

In the Flying Aces Club, Ken won the Blue Max Medal some time back, and held the second highest ranking, Air Vice Marshall, having attained at least 45 victories in competition.

Ken is the only Canadian to have flown a Manhattan Cabin Model over the 10 minute mark. Here in Canada, Ken was without a doubt champion in our 1989 Indoor Nationals at Lambeth and over this past 2 1/2 years he set 23 new Canadian Indoor records.

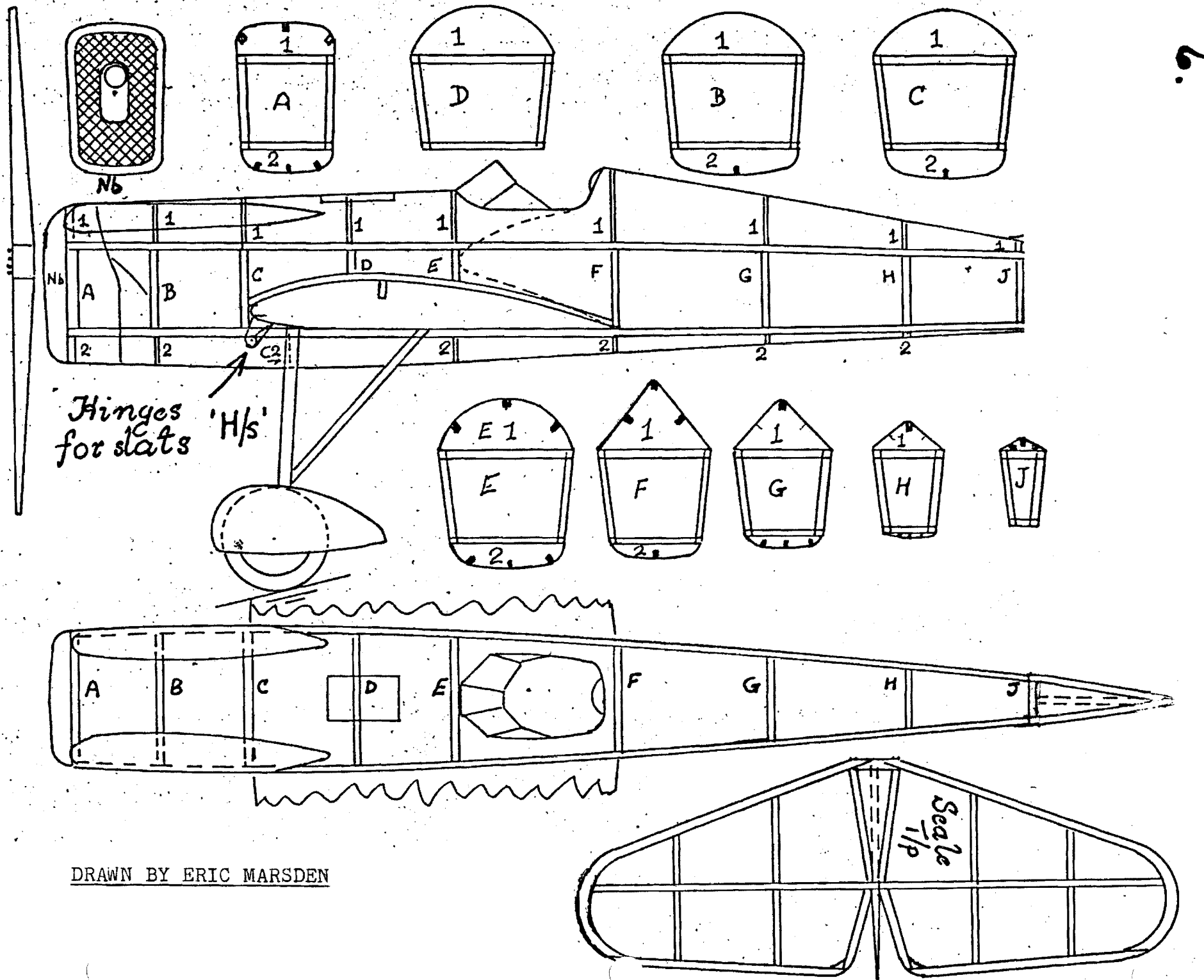
But Ken Groves was even better known internationally as a dedicated craftsman. His rubber powered scale models were masterpieces, not only for finish but for details as well. His Bristol Scout received the highest scale score ever given by the Flying Aces. And just two months ago, Ken received the ultimate tribute from his peers, when he was awarded the prestigious Walt Mooney Trophy at the Flying Aces Nationals at Geneseo, N.Y. In quiet conversation with a fellow modeler just last Friday evening, he stated that at the presentation, he was so emotionally affected by the honour, he was overwhelmed and speechless and couldn't think of a thing to say.

Ken Grove's name is the first on the Walt Mooney Trophy and sets a very high standard for those that follow.

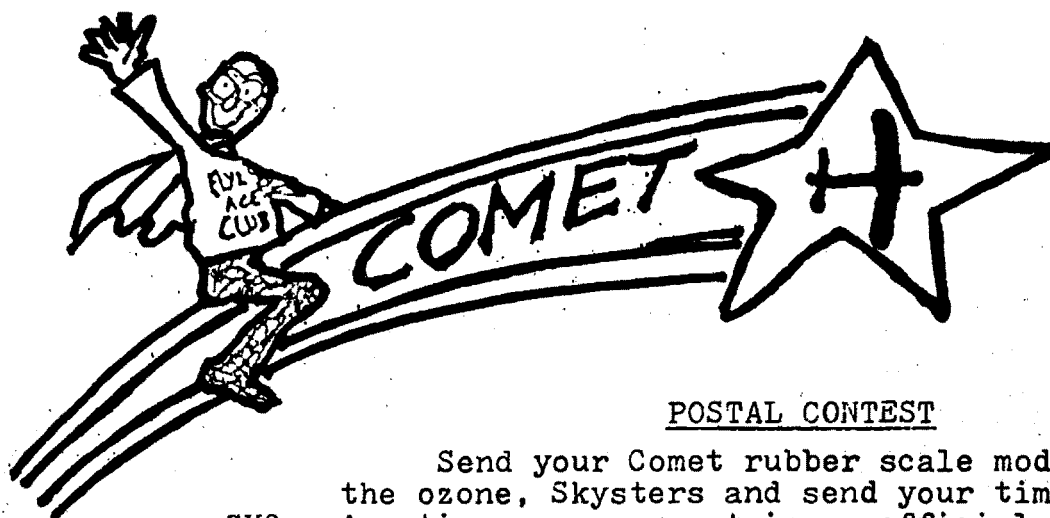
Wherever Ken is now, we'd like to feel he is still building and flying the model planes that were so dear to his heart. He loved to fly - so much so, that at many of the outdoor competitions, he flew some of his best indoor models, which more often than not, flew away in the rising air currents we call thermals. To a modeler, it seems such a beautiful and appropriate way for a favorite model to leave us, gracefully soaring ever higher till out of sight.

This is the way we wish to remember Ken Groves, a good friend, a tough competitor, a true champion and an inspiration to all of us, gracefully and majestically soaring off into the heavens - out of sight perhaps, but never forgotten.

John F. Maret
September 15, 1990



DRAWN BY ERIC MARSDEN

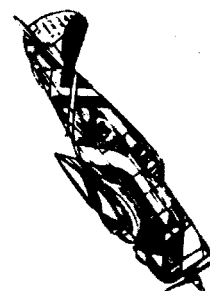


POSTAL CONTEST

Send your Comet rubber scale models into the ozone, Skysters and send your times in to GHQ. Any times you may get in an official contest are good too, so get in on the action Gumbanders! Enter as many times as you wish with as many models as you wish. Every time you better a particular model's performance send it in to GHQ. The contest runs until October 28, 1990. Entries must be postmarked no later than October 29, 1990. Get those crates in the air!

BUILD---FLY---WIN---EFF---AAA---CEEE!!!

PILOT	AIRCRAFT	TIME
1. Rev. Wm. Anderson	Fairchild 24	82 sec.
2. Carl Loehle	Taylorcraft	69 "
3. Gene Smith	Grumman Avenger	64 "
4. Ralph Kuenz	Curtiss Robin	64 "
5. Stu Weckerly	Cessna C-37	59 "
6. Mike Nassise	Corben Super Ace	54 "
7. Paul Boyanowski	Spitfire	40 "
8. Gordon Roberts	Taylorcraft	40 "
9. Dave Livesay	Ercoupe	39 "
10. Dave Stott	Aeronca C-3 (floats)	38 "
11. Dave Stott	Hawker Hurricane	38 "
12. Walt Leonhardt	Seversky P-35	34 "
13. Walt Leonhardt	Curtiss Robin	31 "
14. Walt Leonhardt	Corben Super Ace	25 "
15. Dan Breihl	Taylorcraft	25 "
16. Walt Leonhardt	Douglas Y10-43	20 "



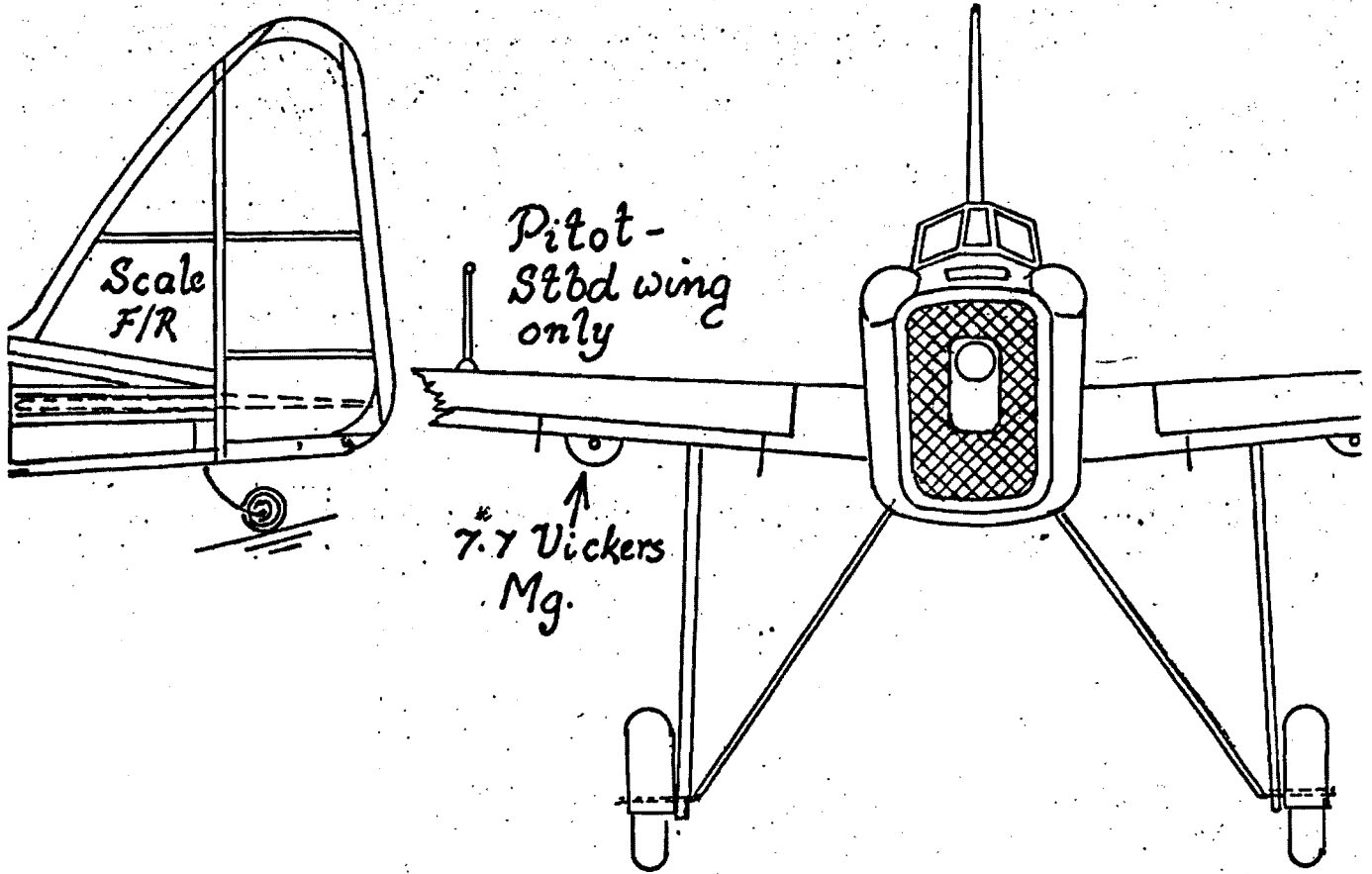
Peanut & No-Cal Scale Postal Meet

It's Postal Contest time again for No-Cals and Peanuts. The contest starts on November 1, 1990 and will end on April 30, 1991. Entries postmarked after May 1, 1991 will not be accepted. We will have four "Wings" or events. There will be Indoor No-Cal, Outdoor No-Cal, Indoor Peanut and Outdoor Peanut. Every time you fly your model time it and send the time, the name of the model and the "Wing" that you flew in and send it in to GHQ. Also include the date. Enter as many times as you wish with as many models as you wish. Every time you better a score with a particular model, send it in.

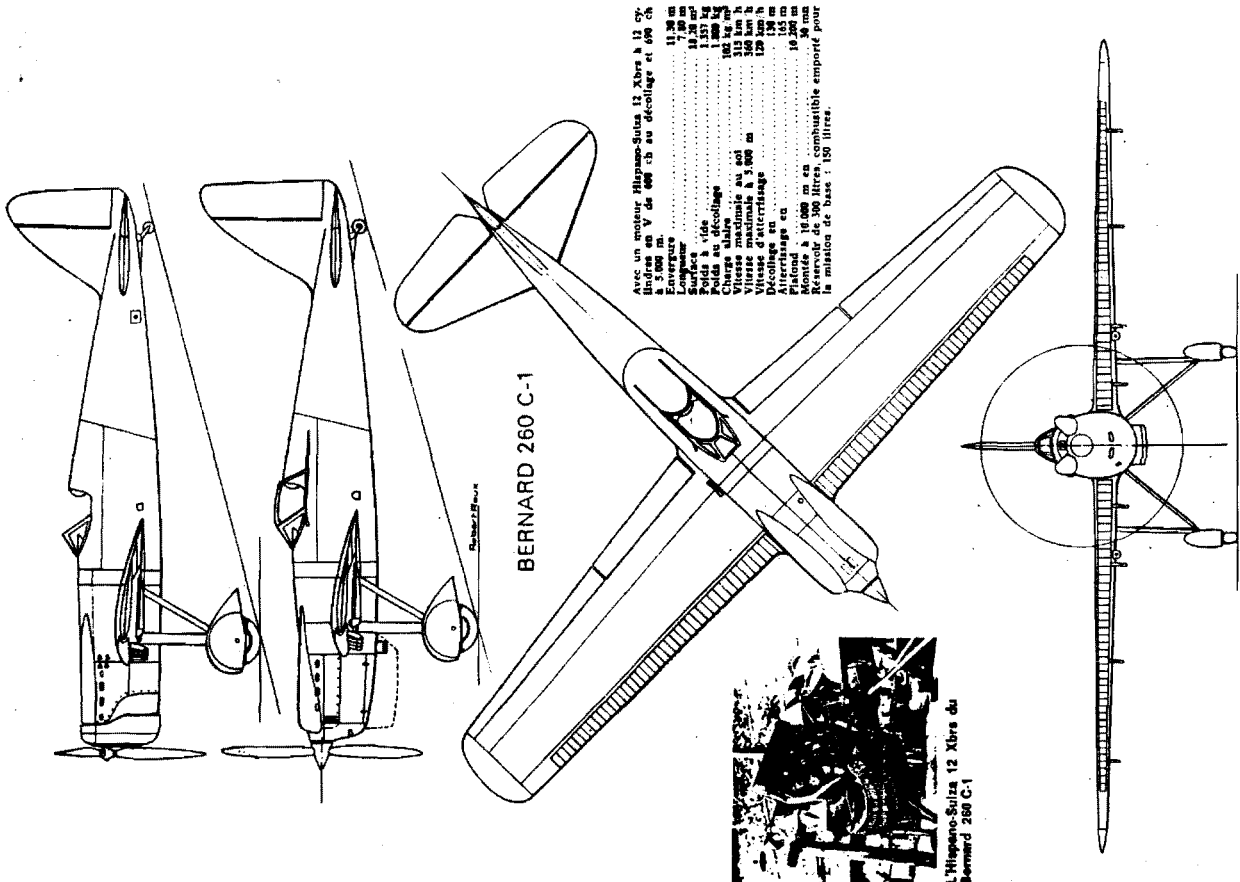
This contest is open to all FACers everywhere. If you fly in a contest we will accept that time also. Remember Skysters, you are on your Scouts Honor! Winners will get another notch on the "Kanone" list and we will have some plan prizes as well. Get in on the fun, you tissue trimmers.....

BUILD---FLY---WIN!!!EFF---AAA---CEEEEE!!!!!!

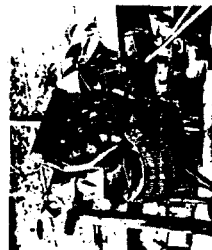
8.



COLOR---SILVER OVERALL



Avec un moteur Hispano-Suiza 12 Xbis à 12 cv.
 Indice en V de 600 ch au décollage et 600 ch
 à 1000 m.
 Longueur 11,30 m
 Envergure 7,20 m
 Hauteur 1,50 m
 Poids au décollage 1,800 kg
 Charge alaire 161 kg/m²
 Vitesse maximale à 1000 m 180 km/h
 Vitesse d'atterrissage 120 km/h
 Plafond 1000 m
 Portée 1000 m
 Radius de virage 150 m
 Radius de base 150 m
 la mission de base : 150 litres.



L'Hispano-Suiza 12 Xbis du
 Bernard 260 C-1

Language Logic

Mumbo Jumbo #42 from the pen of the Glue Guru

* * * * *

Salutations, disciples! It was late on a contest afternoon and Mr. Thumbsome and I, winded, footsore and bone weary, were resting under a suitable tree, far from the maddened throngs seeking yet one more victory. Mr. Thumbsome affected a sprig of grass between his lips and rubbed his beer belly in contentment.

"You seem pleased with life, Mr. Thumbsome"

"And well I should be, GG. I've reached the Plateau of Wisdom. No more aggressive behavior for me! The time has come for the display of my sophisticated inner resources. What's one contest victory more or less? Who cares who wins? Anyway the old gang is dying like so many flies in October. It's time to become philosophical. Live and let live, that's my motto!"

"Let bygones be bygones and so on?"

"Sure!"

"What about the Others?"

"May they roast in hell!"

"That doesn't sound very philosophical."

"Sure it does. There are all kinds of philosophies around and that's mine. May the Others roast in hell!"

"Somehow your philosophy seems aggressive and hostile."

"Of course it does, if you're soft on law breakers!"

"Come now, Mr. Thumbsome, you can hardly maintain that the Others..."

"I do maintain. Haven't you heard about all those laws preventing abuse of controlled substances? Well, those are the laws the Others break!"

"What controlled substances?"

"Radio controlled substances! Some of 'em fly models that are too heavy and some of 'em models that are too fast and some are too noisy and ..."

"And these acts constitute violations of the law?"

"Sure! If you're a language expert the way I am, it's all obvious. It's only a matter of time until the law catches up with those guys."

"Perhaps. Actually I've always wondered about your language background. Which language..."

"All languages. The language itself makes no difference to me. That's because I'm a master of Language Logic. I know any language, whether I know it or not."

"Somehow I find that difficult to accept."

"All right, I'll give you a demonstration. Name a language of which you are ignorant and I'll show you how to understand it without further instruction."

"German."

"OK, take the common expression 'gazundheit' - the thing people say after you sneeze. Now what does that mean?"

"I have no idea."

"That's because you're dumb. Now just follow me carefully. What does 'gazundheit' sound like? 'gas-and-height' of course. And what does that mean? It's the path to long

11.

endurance for a power scale man. So what does gazundheit mean? It means: may you have long endurance! That's why people say it after a sneeze."

"To reassure the sneezer?"

"No, to ward off a premature DT setting."

"But suppose the sneezer is a rubber scale man. What then?"

"That's why German never made it as a universal language - too many rubber scale people! English is a better fit there. Take Grillo's 'lifetime warrenty against breakage'. Now that's real clear!"

"Actually I've never understood it. The lifetime of what? The purchaser or Mr. Grillo or what?"

"They mean the lifetime of the model. Once you crunch it, the warrenty is over."

"Then what is the purpose of the warrenty?"

"It protects you!"

"Against what?"

"Uncertainty! Once you crunch it, you know you've had it! The trouble with you is that you don't grasp the inner logic of English. The way to understand aerodynamics is not through all that sickening math stuff. Nobody needs that stuff. Take spiral stability. What have the math guys ever done to help us chose between dihedral and polyhedral?"

"Admittedly little, for the area is difficult. The solution of simultaneous partial differential equations..."

"Nah, you don't need that stuff. The answer is in the deeper meaning of the words. 'Hedral' means surface. 'Dihedral' means two surfaces."

"That's interesting. And 'polyhedral' means many surfaces?"

"No, it means surfaces shaped like a parrot, as in 'Poly wants a cracker'. That's why we all use dihedral, except for a few nut cases busy scaling up parrots. FAC doesn't get many of those, and a good thing too. So there you have it, the logic of language says: only nut cases use polyhedral."

"Well - er - perhaps. But it seems that your technique is subject to a major weakness. At some critical point, knowledge of the American idiom or lifestyle proves necessary. In short, your language logic does not stand alone."

"Of course, it doesn't! As that guy Don something said, 'Send not to learn for whom the bells toll because you've had it too, kid!'"

"Meaning that nothing stands alone?"

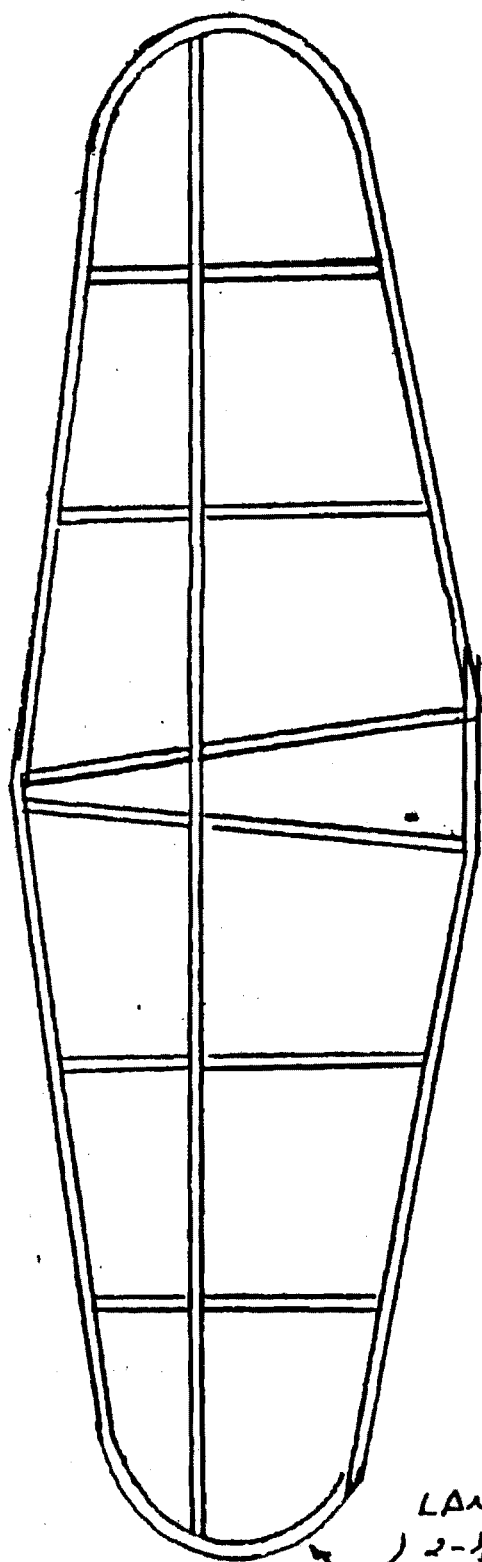
"No, meaning that the doctors can't do anything about the ringing in your ears. Yup, you got it wrong again GG. The trouble with you is..."

"Perhaps, Mr. Thumbsome, perhaps."

If you know the whereabouts of Milan Kacha please inform GHQ. His previous address was; Praha 10 Vrsovice, Kremelska 1206123, 10000 Czechoslovakia.

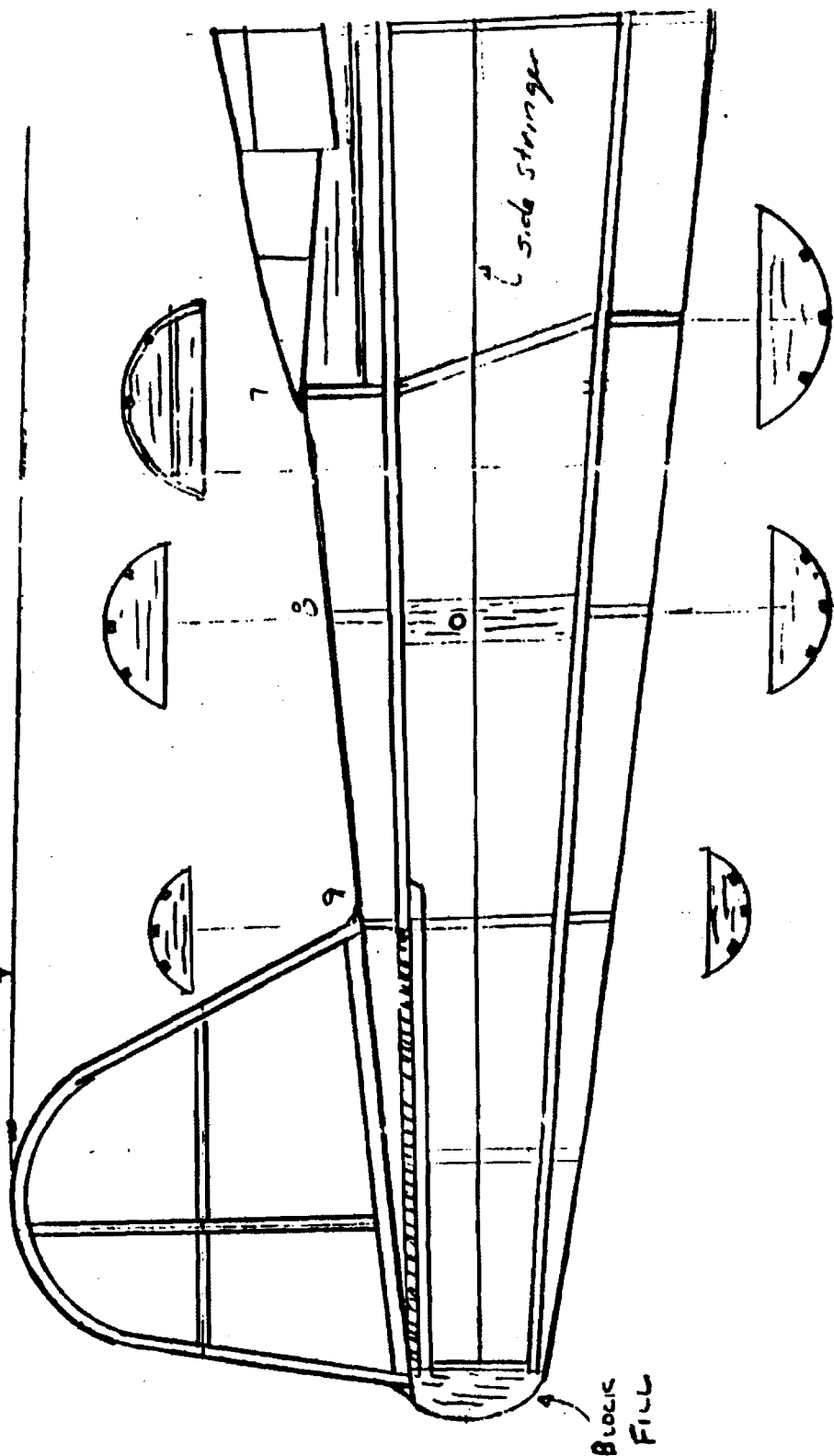
Paul Comeau, Box 1363, Leominster, Ma. 01453, would like some info on the Huff-Deland AG aircraft. Specs, 3-views, engine detail, etc. (This was the biplane with an open radial used in 1924 before the group became Delta Airlines)

12.



LAMINATE TIPS

$2 - \frac{1}{2} \times \frac{1}{8}$



COLOR SCHEME....Green upper surfaces and gray undersides. Standard Japanese insignia in the typical six positions.

Well, here it is, time to elect our next AMA District III VP again. I don't know if we even have one here in District III. Even after the letter that was written to him and then published in the FAC newsletter in issue #132-58 Mar/April 1990, we haven't heard from Mr. Bob Brown. We know he is still alive because he is running for re-election in District III.

How can you, Mr. Brown, state that, and I quote from the current issue of Model Aviation, "you have recognized the individual and will continue to do so." How can you recognize the individual when you cannot even recognize the Free Flight groups in your district. I don't know how many there are, that's your job not mine, but there are three that I know of, the Cleveland Free Flight Society, the Erie Model Aircraft Assn., and the Flying Aces Club. Between the three clubs we hold about a dozen contests a year and where are you? We aren't asking for any special treatment, just to know that you know we exist would be enough! The Flying Aces Club has over 670 members worldwide and is headquartered right here in your district, yet we hear nothing from you.

Maybe you don't care, maybe the AMA doesn't care. Is it any wonder then that the AMA Scale Nationals had only about ten contestants while the FAC Nationals had 135! Oh well.....

CONTEST CALENDAR

- Nov. 3....Indoor contest at Pax River. Run by the DC Maxcutters. All kinds of scale events and fun things, lots of FAC events. Contact; Claude Powell 1(301) 372-4105, Allan Schanzle 1(301) 840-5884, Tom Schmitt 1(301) 530-0327
- Nov. 10-11. Texas Scale Champs. Dallas, Tex. Lots of FAC events and some AMA events. Contact Ed or Don DeLoach, 3428 Bryn Mawr, Dallas, Tex. 75225
- Nov. 17....Cleveland Free Flight Society Annual Dinner. Speaker to be Charles Tracy, former aviation editor for the Cleveland Press newspaper. He covered the Thompson Races of the thirties and knew most of the race pilots of that era. Should be an exciting evening. Plan on being there if you can. Contact Helen Roberts, 5539 Hilltop Oval, Parma, Ohio 44134 phone 1(216) 749-4817.
- March 24, 1991...Indoor contest in Cleveland. More info later. HIGH ceiling!
- April 28, 1991...Erie Model Aircraft Assn. Indoor contest at Edinboro, Pa. More info later.

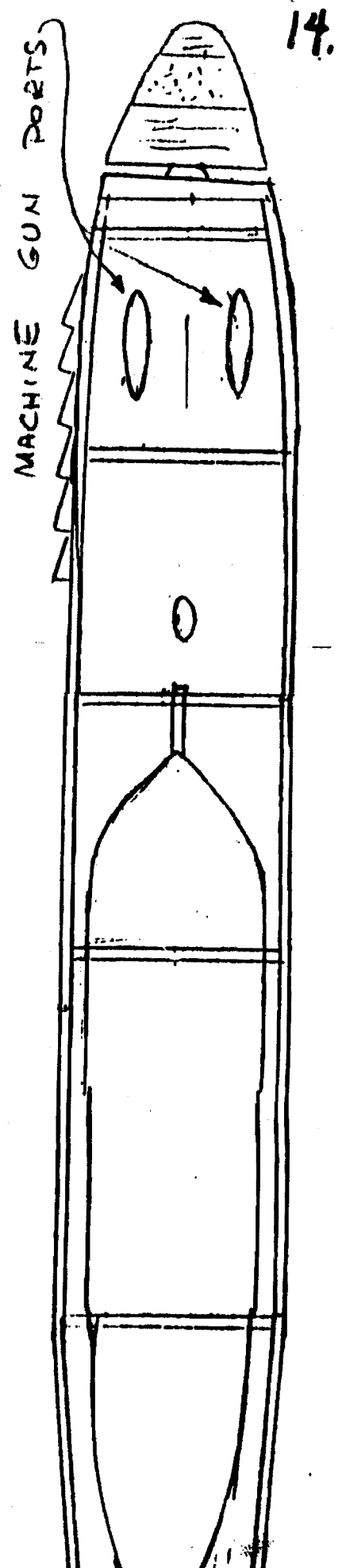
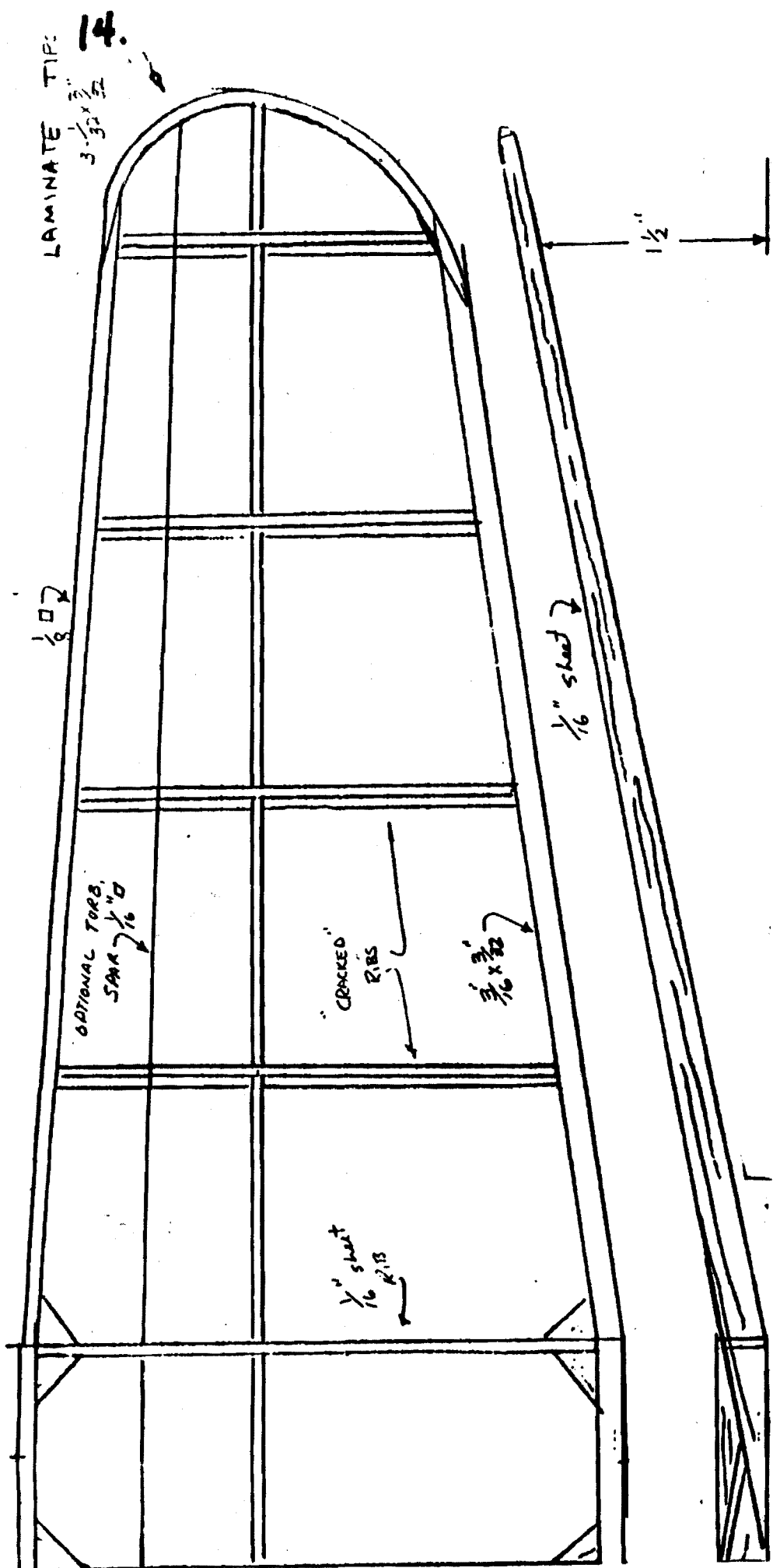
Airmail Pals

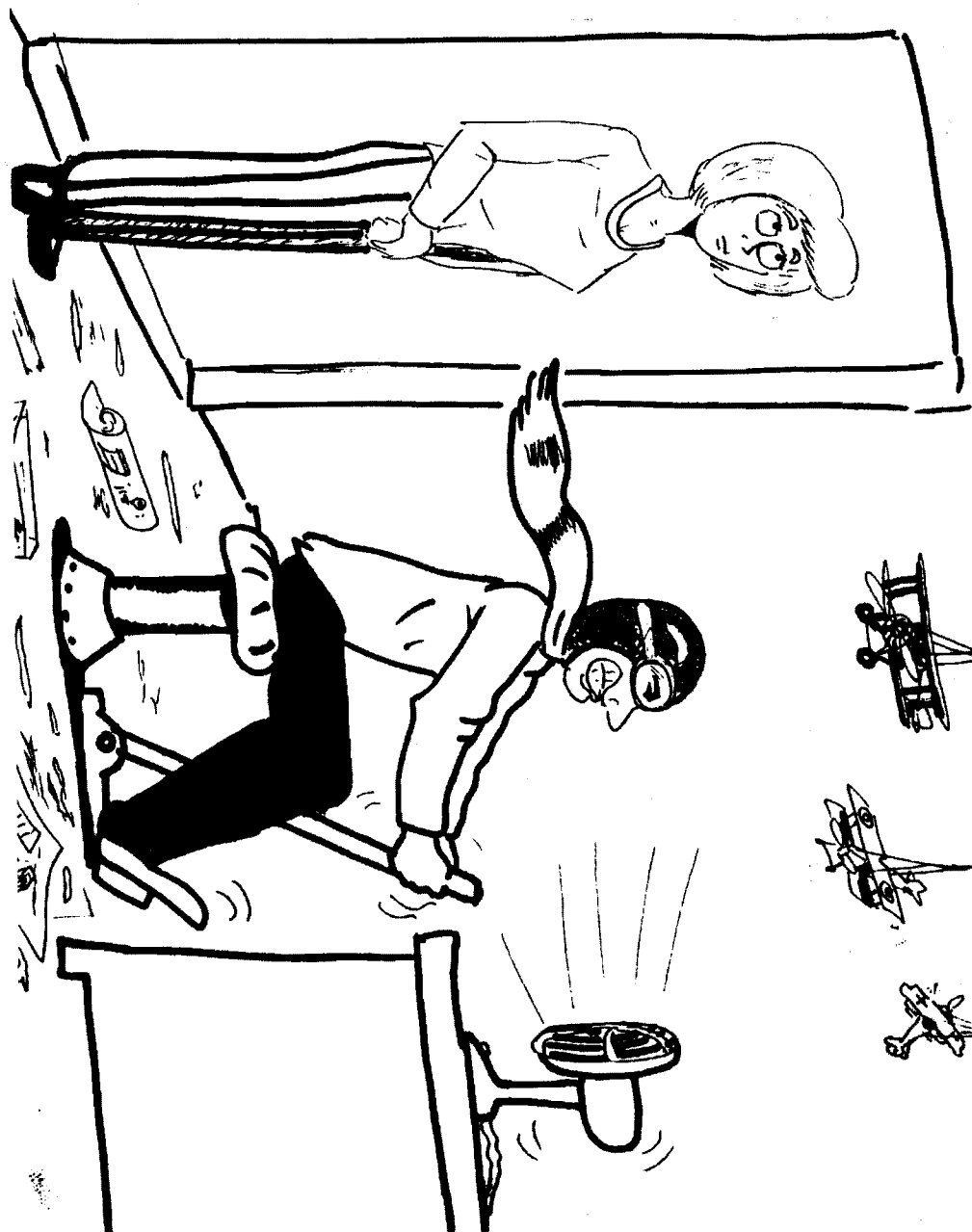
from Earl Stahl;

Our wonderful hobby has given me so much more over the years than I have been able to contribute. The recent FAC-Nats Mark VII illustrates the point. That assemblage of talented, congenial folks having a great time was a priceless, memorable time. I'm confident attendees from the west coast to England share that view. Again, I want to let you know that your efforts, along with Vic's and the many other helpers remain appreciated.

from Hal Lorimer;

The greatest personal thrill for me at the FAC-Nats was by pure accident. I met David Rosenberg (now living near Rochester), we were mutual winners at a rubber meet in Montreal back in 1939--hadn't seen him since then--what a thrill! (he's recently back into rubber flying)





FLYING ACES

1990 Nats mk VII The Video

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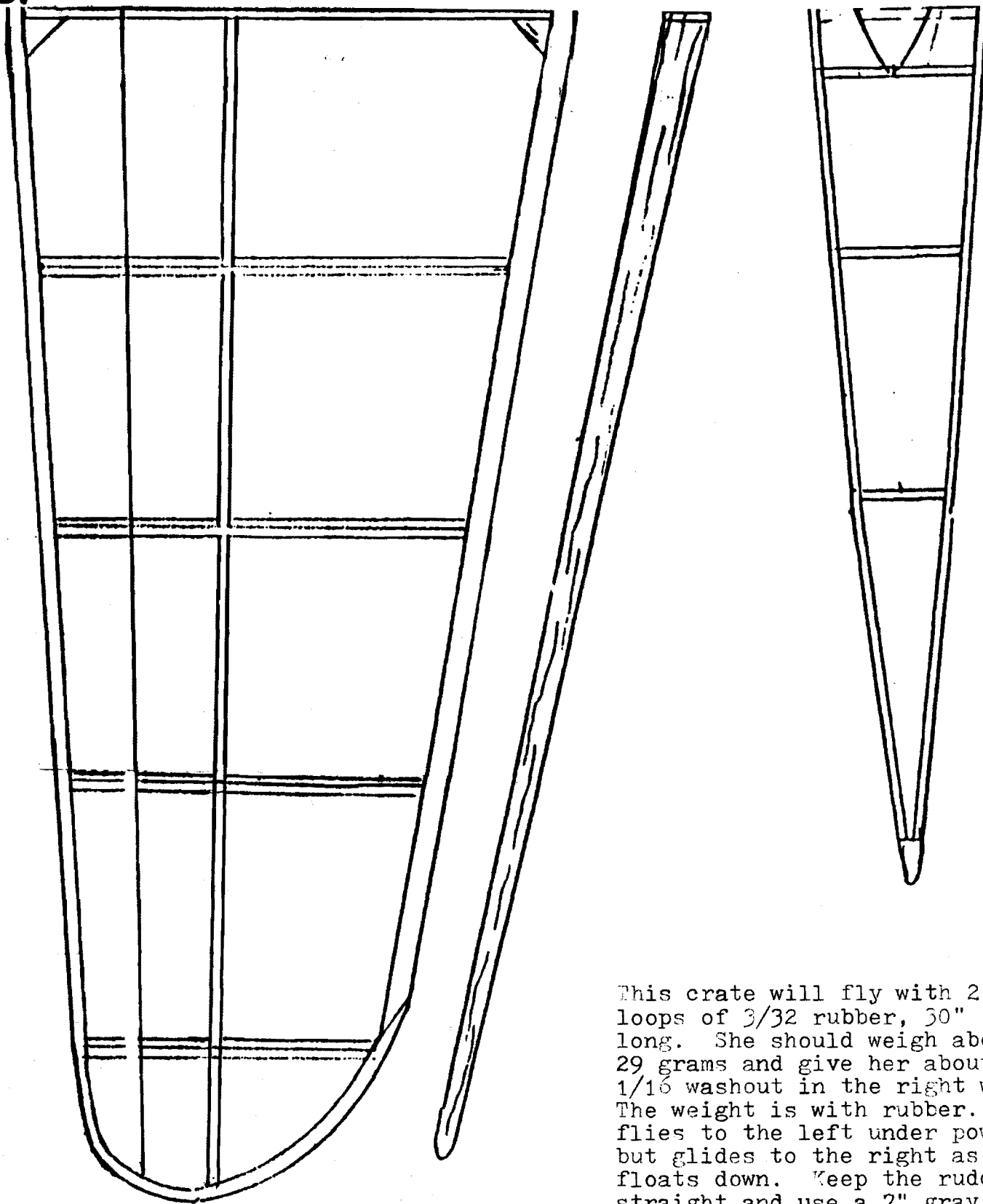
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FAC Nats mk VII VHS Cassette ☐

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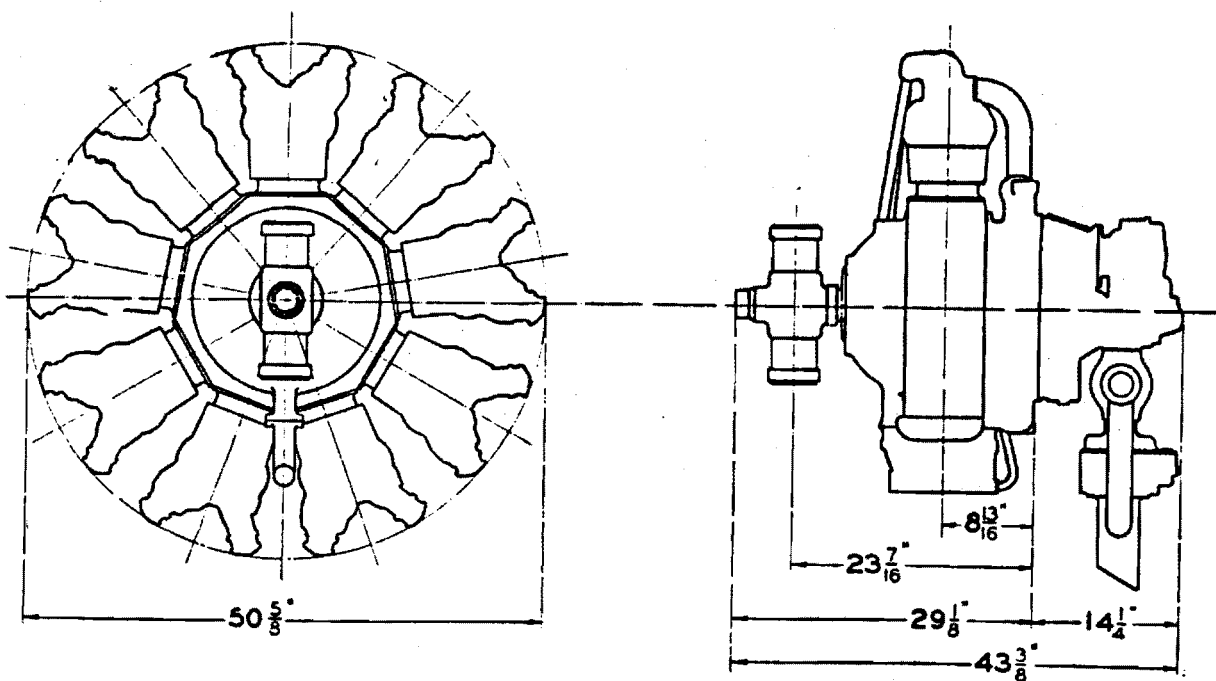
Hanger Flying VHS Cassette ☐

16.



This crate will fly with 2 loops of 3/32 rubber, 30" long. She should weigh about 29 grams and give her about 1/16 washout in the right wing. The weight is with rubber. It flies to the left under power but glides to the right as it floats down. Keep the rudder straight and use a 7" gray plastic prop. This is a great flyer as built right off the plans.

THIS MODEL TOOK FIRST PLACE IN WORLD WAR TWO AT THE FLYING ACES NATS THIS YEAR!

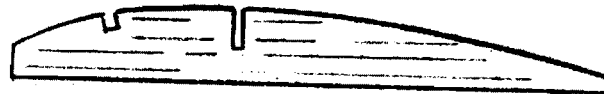


THE PRATT & WHITNEY AIRCRAFT COMPANY
HARTFORD, CONN.

"WASP" 9 CYLINDERS AIRCOOLED
COMMERCIAL 400 B.H.P. AT 1900 R.P.M. 670 LBS.
MILITARY SERIES "B" 450 B.H.P. AT 2100 R.P.M.



W₁



W₂

Here are the missing rib patterns for the FAC-Nats plan of the Waco "D". Pres Bruning inadvertently left them off the plan. Pres has also included a three view of the Pratt & Whitney "Wasp" engine if you want to go all out when you build your model. Thanks, Pres.

S.O.S.--S.O.S.--S.O.S.

Byron Calomiris, 3406 Fela Ave., Long Beach, Ca. 90803 would like a good three view of the Bleriot XI-BG which is the parasol version of the Bleriot XI. The parasol was used by a squadron of the Royal Navy Service and by a French squadron during 1914.

Jim O'Reilly, 4760 N. Battin, Wichita, Ks. 67220 has a scale model magazine reference listings for sale; Reference List of Aircraft 3-Views. Over 750 entries. (Wylam, Karlstrom, Westburg, Nye, many many others.) \$3.00 each, PP. Reference List of Scale Model Construction Plans. Over 950 entries. Includes FF, C/L, and RC. No profiles, no dogs, no semi-scales. \$3.00 each, PP. Both lists for \$5.00 PP. Both lists include model and non-model magazine references back into the 1950s.

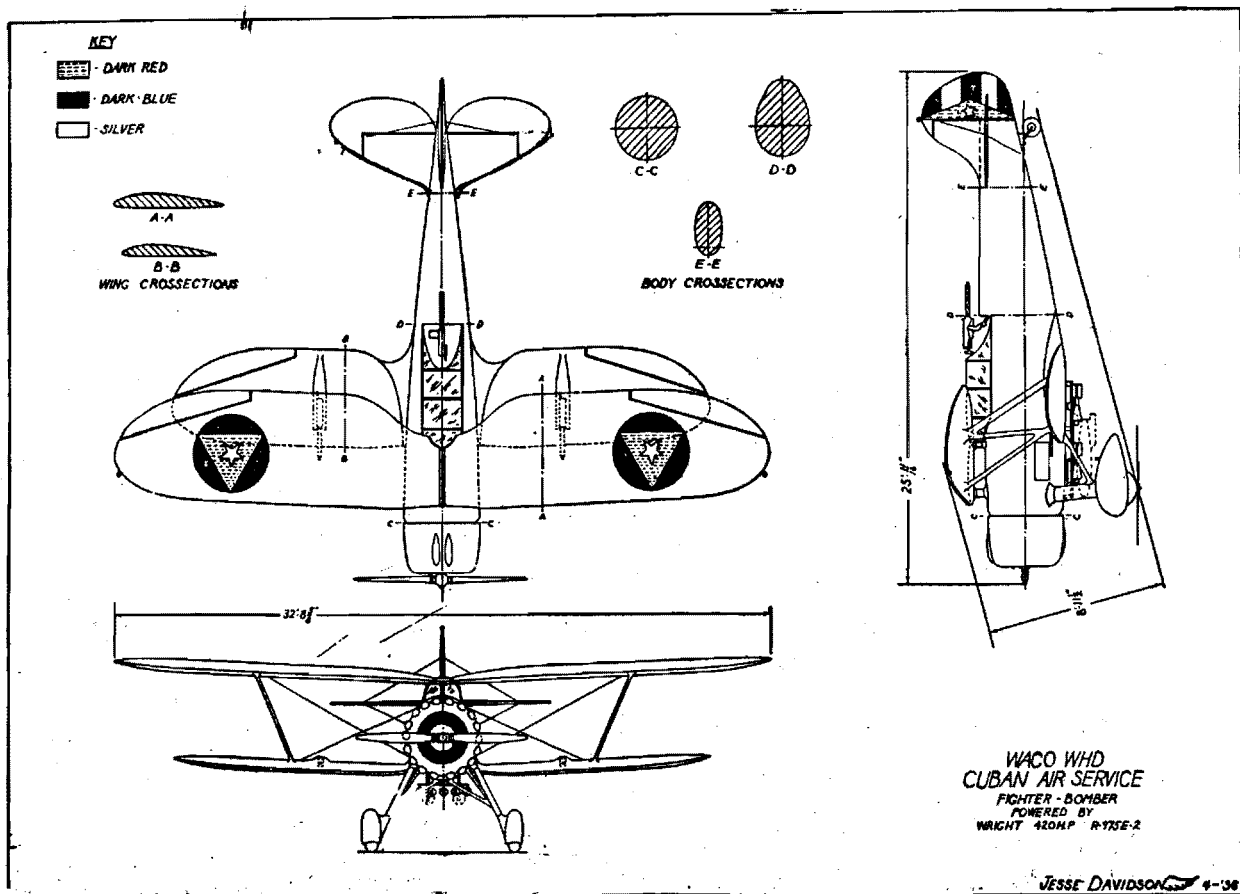


PHOTO PAGES

Page 19 photos by Ross Mayo from the 1990 FAC Nats.

Top left...WWII mass launch winning model flown by Neal Hudson, design by Dave Smith, a Cactus Squadron plan. Plan in this issue.

Top right...Mark Fineman's nice flying Boeing B-17 turboprop experimental.

Middle left...Deisel powered Blohm-Voss BV-141 by Eric Clutton.

Middle right...Eric Dittman built this beautiful Longster "Wimpy", great job!

Lower left...Fairchild PT-19 peanut by Don Campbell. Model now rests in the National Warplane Museum.

Lower right...Another fine flying model by Mark Fineman. This one is the Savoia Marchetti SM-92 in Jumbo size.

Page 20.

Top left...Bernard 260 by Eric Marsden. Electric powered. Peanut version in this issue, flies great! Photo by Eric.

Top right...Forgot who sent in this photo, sorry, but it is Mike Hines and his WWI winning Fokker DVII. Might be Mike's photo.

Middle left...Jane Schlosberg's Oldtimer model, the Hollinger Cruiser. If it flies as well as it looks she's got a winner! Photo by hubby Bob.

Middle right...Hubby Bob's Rearwin Cloudster built from a Vern Clement's plan and powered with a Davis/Cox Co/2 engine. Bob's photo.

Lower left...Another photo from Bob, this, a Flyline kit of the Howard DGA-17 powered by a Modela Co/2 motor.

Lower right...Peanut Nardi FN305-D by Bruce Holbrook, photo by Bruce.



Advertisers CONTACT

Remember back a couple of issues ago when I told you about the Magazine "Air Wars"? Well I received the latest issue recently and she sure is a real dandy issue. In it are articles on the Curtiss "Fledgling", the Bf-109 "Emil", three views of the Bf-109 as well as three views of the Stearman 4-EM. There is also the same fine coverage of some building hints by Lou Buffardi. Also included are plans for the Great Lakes XTBG-1. How to make Army insignia by Jim Alaback is there too. If you haven't subscribed to this fine magazine and you are a Golden Age of Aviation fan then you are missing a real treat. We can't wait till the next issue comes out.

It is published quarterly and you can get yours by sending \$24.00 per year to; Air Wars, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045.

Bill Hannan's new edition of "Peanuts & Pistachios" #5 is now out and it is of the same fine quality of photos and tells us of what's going on around the world with these types of models. There are three views of the Farman/Farman F.370, the 1934 Botoli PAMA as well as plans for the Kinner Canary and the 1927 HL-2. There are other plans and three views also but we'll let you be surprised when you get your own copy, we can't tell you everything. Get yours from Hannan's Runway, Box 210, Magalia, Ca. 95954 for only \$7.95 plus \$2.00 postage.

Bell Model Aircraft Co. has quite a few plans to offer now. to get their catalog send a buck to Bell Aircraft Co., 650 Pinecrest Dr., Largo, Fla. 34640 You won't be disapointed with their plans.

Wisconsin Plan Service, 814 North 36th St., Sheboygan, Wi. 53081 has a 5 page catalog available. Some old plans and some new ones as well as some printwood for those old Cleveland Model plans. I think you can get this one for a S.A.S.E. but send him a buck anyway, it's worth it.

Four views, color documentation, and references on 20" X 30" sheets by William N. Fleming. There are 25 different aircraft available here and are all nicely done and reasonable too. They also have some aircraft sketches that are beautifully done. Just a S.A.S.E. will get you this catalog.

Remember to mention Flying Aces when ordering anything that you have seen advertised in this newsletter, thanks.

The last issue's cover was a drawing of the Vultee P-66 Vanguard and we told you that there was acomplete set of these drawings available but we did not know the price. Well, we now have that and you can order your set from Jack Little, 502 James Ave., Redwood City, Ca. 94062. There are 24 drawings in the set and they normally sell for \$14.95, but Jack says to mention "Flying Aces" and you can have them for \$11.95, Thanks Jack.

The souvenir plan from the FAC-Nats is now available to all you Skysters. You can get your copy by sending \$5.00 to GHQ. We also have some plans left from the 1984 nats of the Northrop "Gama". Both plans were drawn by Pres Bruning are real neat. Oh, yes, the "Gama" plan is also \$5.00. We'll pay the postage on both plans. You want to know the size of the model? O.K., the Jaco "D" has a span of 24 inches and the "Gama" is a Jumbo at 36 inches. Get yours from; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.