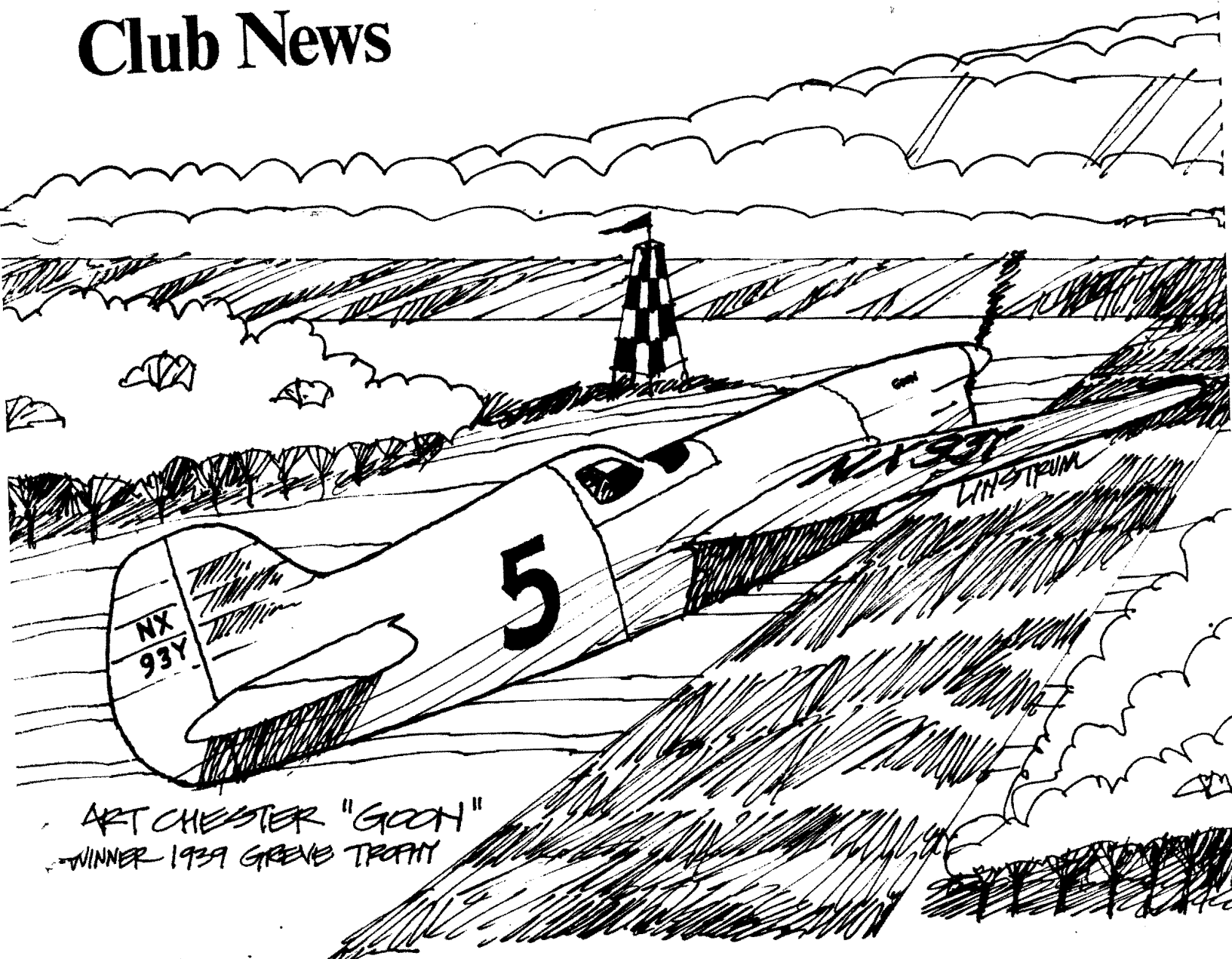


FLYING ACES

ISSUE #140-66 July/Aug. 1991

Club News



NEWS ON THE WING!

COVER STORY

Another great cover drawing by Dave Linstrum. This one depicting Art Chester's "Goon" as she heads for the last pylon on her way to victory in the 1939 Greve Race. Art Chester piloted this sleek little beauty himself in this race and he set a new record by averaging 263.39 mph. Did you know that Art Chester got the names for his raceplanes from the comic strip "Popeye"? That's right, "Goon" and "Jeep"! One of the featured plans in this issue is of the "Goon" done for us by Dave Livesay. Dave has done this ship in three sizes including a Jumbo version. Really long fuselage on a Jumbo Dave, how do you afford the long motor?

WOW! Two Great FAC contests in a span of 3 weeks! The first, at Lawrenceville, IL, as part of the AMA Nats, was attended by 42 FACers. This is the most that we have had in attendance at Lawrenceville in the 3 years that we have been holding FAC contests there. The first year we had 35 entries and the second year we had 38 entries. The results are in this issue. Times in the various events might have been better except for the weather which was less than ideal. A little rain and wind but it didn't stop the FAC "Spirit of the Skies"! From the comments, etc., everyone seemed to have had a good time. Thanks to all who came for helping to make it a success. And a special thanks to Shirley Kuenz for another job well done!

Would 77 contestants showing up at Geneseo when it wasn't a nationals surprise you? Well, it surprised us. We were hoping for maybe 30 or 40 and we would call it a good turnout. They came from everywhere again, as usual, California, Texas, Florida, New England and Canada and everywhere in between. Well done Clubsters! We can't thank you enough for making our effort worthwhile. A big thanks to Vic Didelot, Joe Barna and Russ Brown for doing another BIG job of scale judging. And as always a special thanks to Shirley Kuenz and my wife Juanita for doing a bang-up job at the registration table.

The weather was not too good here either with rain and drizzle for a good part of the first day. Many flights were delayed because of it so we extended the closing time until 8:00 pm so we could get in our qualifying flights. Everyone seemed to like that. Breezy was the state of the weather for the second day but all went well regardless. Only lost a couple of models. All of the results of this contest are also in this issue.

Now for some more good news. The dates for next year's FAC Nats, Mark VIII are already set. July 10-11-12, 1992 will be the dates so plan your vacations now as you won't want to miss this one. The National Warplane Museum has been most cooperative, to say the least, about our having our national contest held at their field. In fact, The National Warplane Museum; at their consent will be the permanent site for all future FAC Nats! This is great news to be able to fly in that nostalgia packed area. A great big thanks go to Mr. Austin Wadsworth and Mr. Chet Ostrowski for their kindness and generosity. Even though they do not fly models with us they are truly FACers through and through!

The State University of New York is also very cooperative as always in providing housing and meals for us. They have already agreed to let us use their facilities in 1992. The only thing not settled is the price of the dorms. We are not quite satisfied as to the rate they will be charging us and we are working toward that goal now. It should not be a problem and we expect to have it all resolved in a couple of weeks. We hope to have everything finalized for you in the next issue.

Build...Fly...Win!!!! EFF--AAA--CEEE!!!

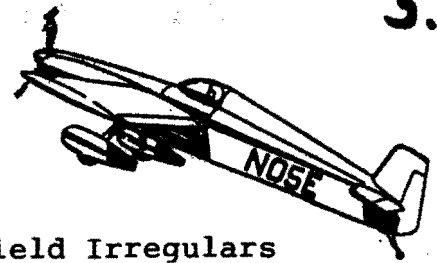
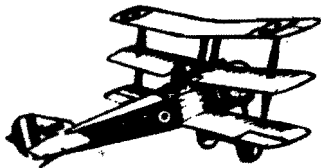
Lt. Col. Lin Reichel CinC-FAC

Thanks to the following for their contributions to this issue of the newsletter
Dave Linstrum, Dave Livesay, Bob Rogers, Dave Smith (Az), Leon Bennett, Jerry Bockius, Art Doten, and Chuck Wojtkiewicz.

THREE

more squadrons to add to the list of the growing FAC Air Force. Contact these squadron leaders if you live in their area. You won't regret it, you'll have the time of your life we'll bet! If there is no squadron in your area start one. Contact GHQ for more info on how to do it. Simple and easy, and lots of Sky Scorching Fun!

For a complete list of FAC Squadrons send an S.A.S.E. to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



Squadron #22
The Pinkham Field Irregulars
Dave Stott
4304 Madison Ave.
Trumbull, Ct. 06611

Squadron #23
Sunflower Squadron
Jim Kutkuhn
RR 5 Box 430
Augusta, Ks. 67010

Squadron #24
Bay State Squadron
Mike Nassise
22 Greenfield St.
South Easton, Ma. 02375

Airmail Pals

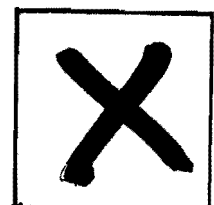
Dear Lin,

Being a member of FAC and also a resident of AMA District 3, I have been looking for the slightest mention of FAC in Bob Brown's monthly column in Model Aviation since reading the open letters to him in the FAC News. I find it quite unfortunate that the largest model aviation organization has such little concern for free flight scale. I am a member of AMA because my RC club demands it (with good reason), but the free-flighter in me feels abandoned. I have a couple of friends here that build the occasional FF model and have expressed mild interest in competing in some contests (Cleveland, Dayton, etc.) but when I mention that they must be AMA members to participate, that's the end of their desire to compete. The \$40.00 fee to fly essentially harmless rubber FF models is ridiculous. It is a shame that insurance rears its ugly head every time you turn around. Thanks for a great newsletter.

George Bredehoft

(ed. note. George, since you wrote me this note Mr. Bob Brown did mention the FAC in his column which appeared in the August 1991 issue of Model Aviation and by his own admission he didn't have any material for his column that month. That is our guess as to why he mentioned our contest at Geneseo, NY in July. We thought there might even be a slight chance he would show up and see what a rubber free flight scale contest is all about, but alas, no way. And he lives within two hours of driving time, too. Oh well, his loss. And speaking about insurance, hmmmm....)

If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$9.00 per year in the United States and Canada. Overseas cost is \$12.00. Six issues published every other month. This is your last issue under your old membership. Make checks payable to Flying Aces, send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



JUMBO SCALE

LAWRENCEVILLE CONTEST

C	C	W	B		
O	O	O	O		
N	L	R	N		
S	O	K	U		
T	R	S	FLT.	Total	
27	18	11½	30	82.50	179
22	16	10	10	66	124
26	18	12	25	42	123
27	19	11½	00	49	106.50
25	16	11½	15	28	95.50
25	18	11	00	38	92
Did not fly					

- PILOT**
- Don Srull
 - Phil Cox
 - Bob Seidentopf
 - Paul Boyanowski
 - Phil Cox
 - Oscar Smith
 - Robert Butsch

- AIRCRAFT**
- Lippisch P-13
 - Gee Bee "D"
 - Northrop P-61B
 - Lockheed Vega
 - Waco SRE
 - Piper J-3
 - AW FK-8

FAC PEANUT

C	C	W	B		
O	O	O	O		
N	L	R	N		
S	O	K	U		
T	R	S	FLT.	Total	
24	17	11	15	82.50	149.50
25	18	12	10	75	140
23	18	11	15	60.50	137.50
25	19	11½	10	68	133.50
24	17	11	15	61	128
23½	12	10	5	75	125.50
24	18	11	3	64	120
24	18	10½	15	36	103.50
Zero Did not fly					
Vought Corsair Did not fly					
Sopwith Baby Did not fly					
Fokker D-VI Did not fly					

- PILOT**
- Oscar Smith
 - Phil Cox
 - Carl Loehle
 - Mike Hines
 - Jim Miller
 - Dave Livesay
 - Don DeLoach
 - Paul Boyanowski
 - Paul Harker
 - Paul Harker
 - Mike Hines
 - Bill Hunter

- AIRCRAFT**
- Bucker Jungman
 - Gadfly
 - DH-6
 - Heinkel HE-100
 - Waco SRE
 - Chester Goon
 - Waterman Gosling
 - Roland D-VIB
 - Zero
 - Vought Corsair
 - Sopwith Baby
 - Fokker D-VI

EMBRYO ENDURANCE

PILOT	AIRCRAFT	1st	2nd	3rd	Bonus	Total
1. Stu Weckerly	Nit	94	115	115	9	333
2. Albert DeCook	Prairie Bird	89	111	67	9	276
3. Don Kugler	Own Design	74	67	120	9	270
4. Russ Whitford	Cruiser	74	63	120	6	263
5. Anton Telford	Own Design	82	57	114	9	262
6. Bill Jackson	Cougar	86	80	83	9	258
7. Dave Livesay	Nit	59	120	70	9	258
8. Don DeLoach	Embryomatic	120	120	--	9	249
9. Steve Whitford	Prairie Bird	46	96	76	5	223
10. Ted Dock	Prairie Dog	86	120	--	-	206
11. Fred Wunsche	Matchsticks	54	62	59	6	181
12. Harry Emert	Prairie Bird	34	28	45	9	116

GOLDEN AGE SCALE

PILOT	AIRCRAFT	1st	2nd	3rd	Total
1. Don Srull	Stinson Jr.	78	97	109	284
2. Phil Cox	Cessna AW	34	120	120	274
3. Alan DeCook	Udet Flamingo	89	82	84	255
4. Carl Loehle	Taylorcraft	57	76	99	232
5. Bob Seidentopf	Stinson Taperwing	89	76	52	217
6. Ralph Kuenz	Curtiss Robin	57	87	62	206
7. Jim Miller	Waco SRE	78	44	78	200
8. Ed DeLoach	Stinson SR-7	48	66	65	179
9. Oscar Smith	Piper J-3	36	52	44	132
10. Don DeLoach	Waterman Gosling	70	--	--	70

PILOT

- Paul Boyanowski
Carl Loehle
Dave Livesay
Chris Starleaf
Bob Seidentopf

PILOT

- Mike Hines
Stu Weckerly
Ed DeLoach
Carl Loehle
Phil Cox
Don Srull
Paul Boyanowski
Don DeLoach
Jim Miller

PILOT

- Don Srull
Oscar Smith
Ralph Kuenz

PILOT

- Paul Boyanowski
Chris Starleaf
Mike Hines
Don DeLoach
Carl Loehle
Paul Harker
Dick Harker
Don Srull
Dave Livesay
Ralph Kuenz
Bob Seidentopf
Jim Miller

THOMPSON/GREVE RACE

AIRCRAFT

- Marcoux-Bromberg
Hostler Fury
Chester's Goon
Hughes H-1
Chambermaid

ROUND ELIMINATED

- X
X
X
X
WINNER

WORLD WAR ONE DOGFIGHT

AIRCRAFT

- Fokker D-7
SE-5
Fokker D-7
DH-6
DH-5
DH-6
Albatross DVA
DH-6
Grain Kitten

ROUND ELIMINATED

- X
X
X
X
X
X
WINNER

MILITARY BIPLANES

AIRCRAFT

- Curtiss SBC-3
Bucker Jungman
Curtiss OC-2

ROUND ELIMINATED

- WINNER
Second
Third

WORLD WAR TWO COMBAT

AIRCRAFT

- Spitfire
P-51B
Kawasaki KI-61
P-51D
P-51A
Zero
Heinkel 112
Heinkel 112
P-51
P-51A
FW TA-152
P-51B

ROUND ELIMINATED

- X
X
X
X
X
X
X
X
X
X
X
X

PIONEER SCALE

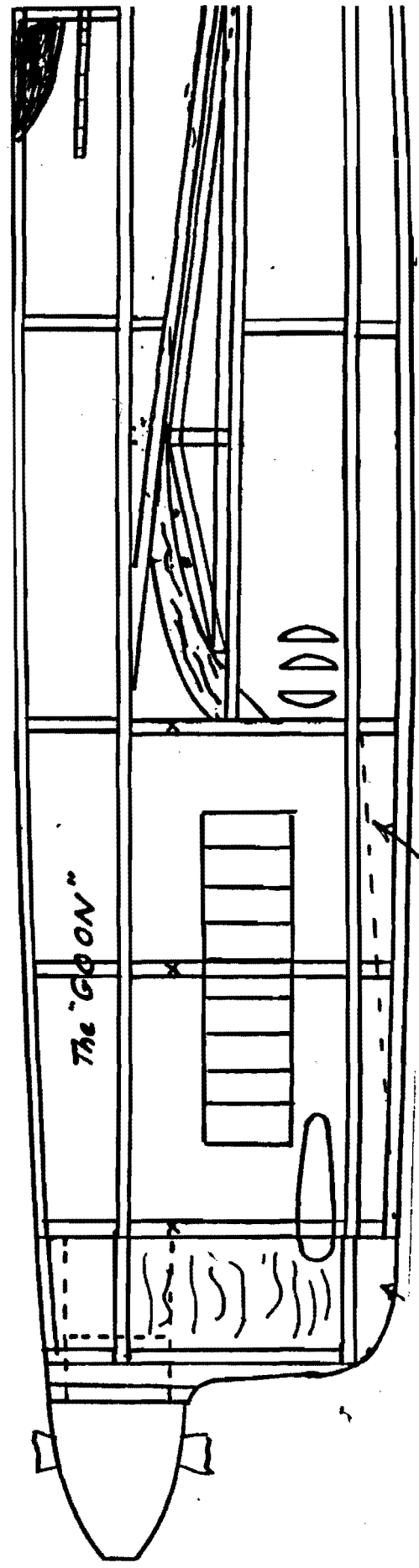
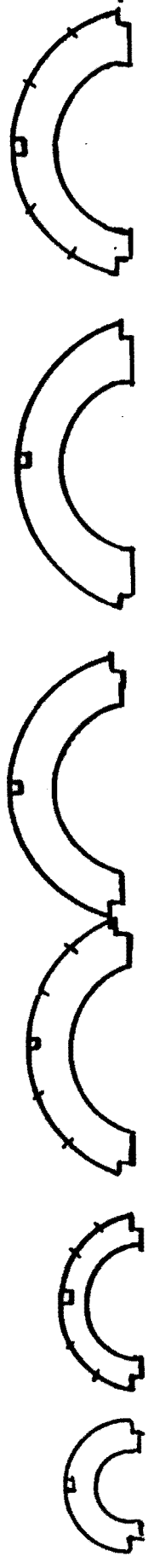
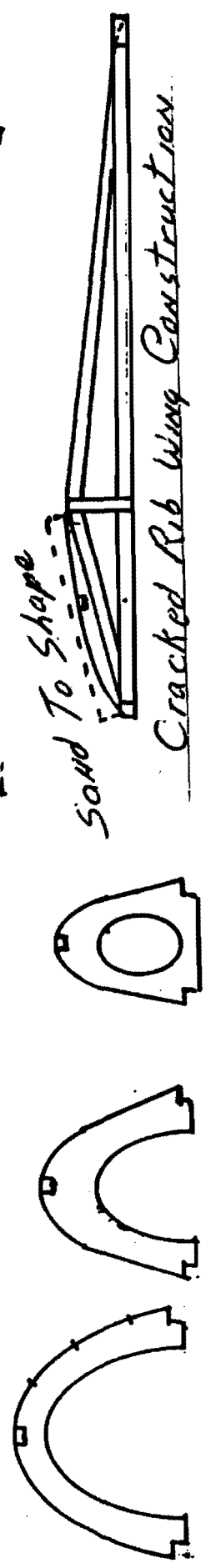
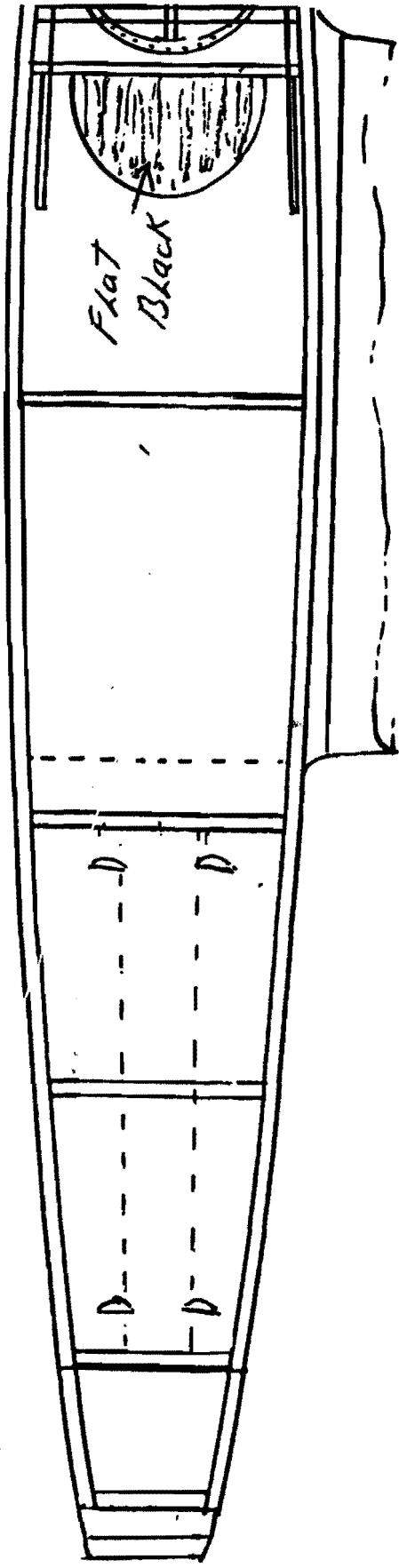
C	C	W	B		
O	O	O	O		
N	L	R	N		
S	O	K	U		
T	R	S	FLT.	Total	
28	18	12	40	82.50	180.50
26	18	12	40	62.50	158.50

PILOT

1. Don Srull
2. Jim Miller

AIRCRAFT

- Voisin Hydroplane
Voisin Hydroplane



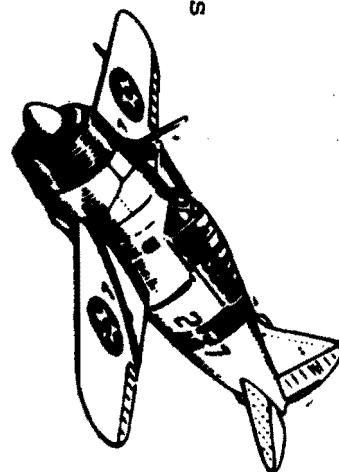
Balsa block Carburetor intake

PEARL HARBOR POSTAL CONTEST



The Pearl Harbor contest is on Clubsters! Where are your entries? Are you going to let the prize for this one go by without a shot at it? We were't going to announce this year but the prize for this one is a Pearl Harbor \$5.00 Commemorative Coin. Maybe this will inspire some of you to get to the buildin' board.

What you need to enter is a model of any Military aircraft that was on station in the Pacific area from any country on December 7, 1941 Responsibility for proof is with you if you are questioned about the eligibility of your model. Enter as many times as you wish with as many models as you wish and everytime you better a score with a particular model send it in. Contest score count too. Contest will end on December 7, 1991. Entries postmarked after December 8, 1991 will not be accepted. Let's go.....



ENTRIES TO DATE: Darold Wilken, Grumman Wildcat 105 seconds.
Walt Leonhardt, Seversky P-35 20 seconds.

SS

LAWRENCEVILLE CONTEST

HI-WING PEANUT

PILOT	AIRCRAFT	C O N S T	C O L O R	W O O R K	B O O N U S	FLT.	Total
1. Jim Miller	Fike	29	19	12	00	76.75	136.75
2. Carl Loehle	Lacey M-10	25	18	10	00	76.25	129.25
3. Mike Hines	Lacey M-10	25	18	10	00	52	105
4. Phil Cox	Cessna Cardinal	25	16	11	00	47	99
5. Mike Hines	Fike	27	19	11	00	39	96
6. Ted Dock	Texan	23	16	10	00	46	95
7. Bill Hunter	Piper Vagabond	26	18	11	00	31	86
8. Dorothy Odum	Nesmith Cougar	Did not fly					

FLYING ACES SCALE

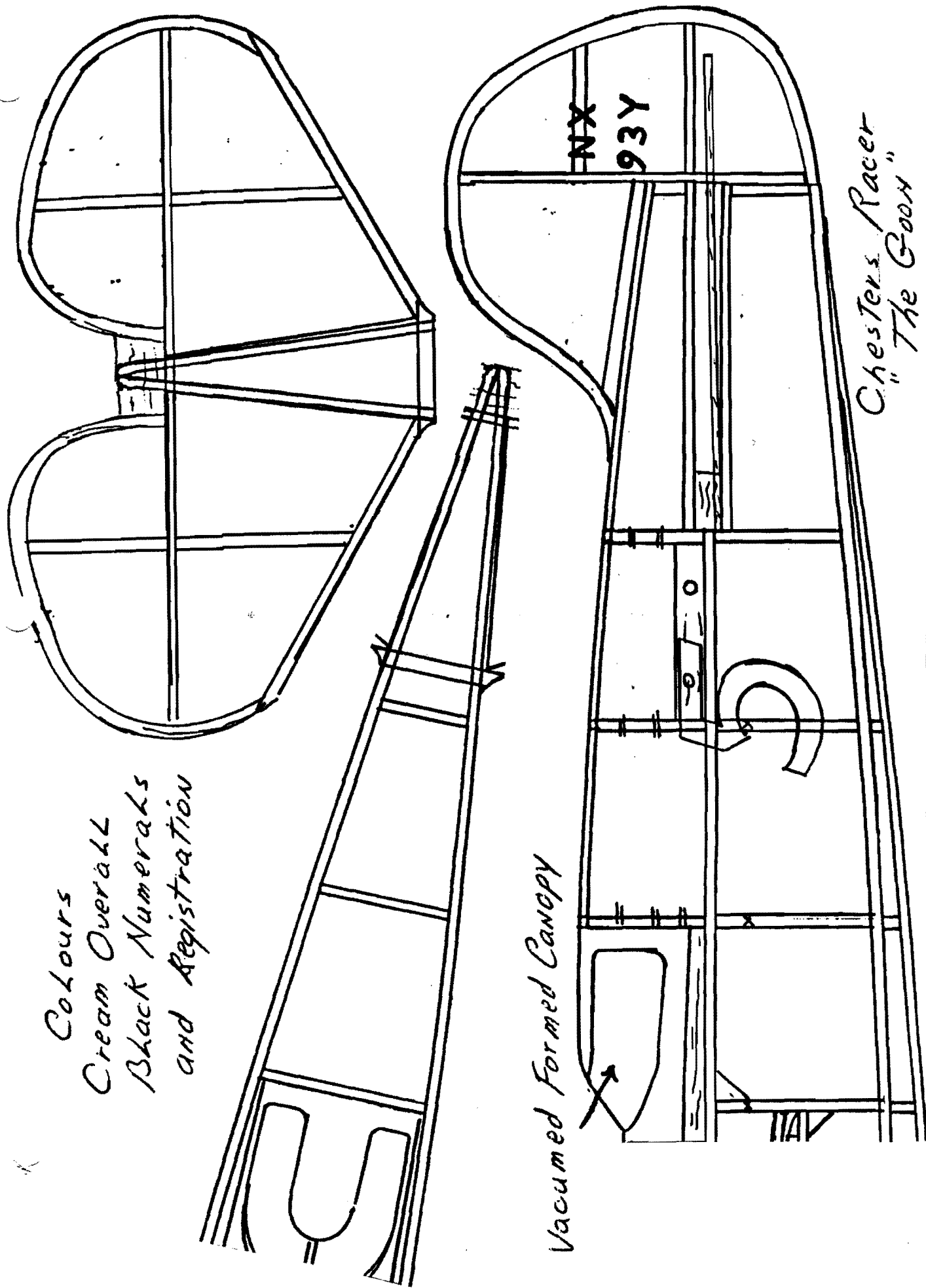
PILOT	AIRCRAFT	C O N S T	C O L O R	W O O R K	B O O N U S	FLT.	Total
1. Don Snull	Cant Z1012	26	18	11 1/4	35	78.50	169
2. Jim Miller	Currie Wot Floatplane	22	18	10 1/4	30	76.50	156.50
3. Bob Seidentopf	Curtiss R3C-2 Racer	27	16	12	30	60.50	145.50
4. Don DeLoach	DH-6	22	17	10	15	79	143
5. Ed DeLoach	Fokker D-7	24	18	9 1/4	15	66	132.50
6. Phil Cox	Aeronca K Seaplane	25	19	11 1/4	15	45	115.50
7. Dave Livesay	Chester Goon	21	17	10	5	61.50	114.50
8. Paul Boyanowski	Curtiss SBC-3	27	20	12	15	40	114
9. Ed DeLoach	Fairchild PT-19	23	17	10	10	53	113
10. Alan DeCook	Udet Flamingo	20	16	9	15	47	107
11. Paul Boyanowski	Marcoux-Bromberg	26	20	12	10	25	93
12. Dorothy Odum	Andreason BA4-B	20	17	9	15	29	90
13. Bill Hunter	Piper Clipper	25	17	12	00	32	86
14. Stu Weckerly	Found Centennial 100	24	18	11 1/4	00	31	84.50
15. Chris Starleaf	Bell P-39	Did not fly					
16. Carl Loehle	P-51B	Did not fly					

FAC OLD TIME RUBBER

PILOT	AIRCRAFT	1st	2nd	3rd	Total
1. Stu Weckerly	Korda Victory	120	120	120	360
2. Jim Kutkuhn	Pacemaker	120	120	120	360
3. Hal Lorimer	Korda ORB	120	120	120	360
4. Claude Curry	Jabberwock	120	120	120	360
5. Bob Seidentopf	Phantom Fury	120	100	120	340
6. Mike Hines	Pacific Ace	63	93	81	237
7. Phil Cox	Flying Aces Moth	58	76	96	230
8. Dan Smith	Albatross	120	110	--	230
9. Hal Lorimer	Lanzo Cabin	120	101	--	221
10. Anton Telford	Sparky	78	120	--	198
11. Joe Williams	Deitrich Convertable	105	75	--	180
12. Paul Boyanowski	Miss World's Fair	60	48	48	156
13. Harry Emert	Flying Aces Moth	36	57	--	93
14. Ted Dock	Pacific Ace	40	--	--	40

The ending of this event was rather exiting to say the least! Four way tie for first place! Claude Curry crashed beyond repair, Hal Lorimer couldn't be found (he went home early we heard), and that left Stu Weckerly and Jim Kutkuhn to battle it out for first place. They both put up another flight and both maxed again. So on the next round we increased the max to two and one half minutes as it looked like these two SKY BATTLERS could keep it up all day long. Well, as it turned out Stu put up a flight of almost three minutes while J could only get 117 seconds. A GREAT finish Guys!

Colours
 Cream Overall
 Black Numerals
 and Registration



Vacuum Formed Canopy

Chester's Racer
 "The Goon"



Typical Lower Former David Livesay 5-21-91

* * Right Thrust, Anyone? * *
 Mumbo Jumbo #45 from the pen of the Glue Guru
 * * * * *

Salutations, disciples! Today we shall ponder that torque load sustained in the course of driving props, with rubber motors. Specifically, we shall address certain means of relieving the awkward result - a tendency for the rear peg to transmit considerable twist to the rear fuselage, in turn acting to depress the left wing pinion while raising the right wing pinion. The total effect is to create a bank to the left and thereby a matching turn. (We're assuming a conventional prop rotation direction. If you employ something different, simply reverse left and right throughout this text.) It is this left turn, frequently very forceful, that acts the villain when models "spiral in under torque".

What is to be done here? Our first reaction is annoyance with Sir Isaac Newton, for he was the fellow famous for announcing "Every action creates an equal and opposite reaction". Whatever happened to the reaction that should have balanced out the torque? Why doesn't the prop step in and do something useful? Actually it does, but not in a fashion that eases our burden. Instead, prop torque, precisely equal and opposite to rear peg torque, is fed into the vorticity of the air passing through the prop disc. That is, each bit of air whooshing through is given a bit of spin. If we were to survey every bit of prop wash and measure its spin so as to determine the torque necessary to create the spin, it will equal the rear peg torque. Such an experiment has been performed by good old NACA and it checked out handsomely.

In short, the prop, far from protecting us from rear peg torque effects, merely acts to pass on the torque to bits of air passing through the swept area. Thus the net torque of the entire package - including the prop wash - is zero, neatly getting Newton off the hook, but leaving us with something of a problem. What now?

One approach is the use of opposite aileron, or sometimes opposite rudder, to set matters right. The sketch, taken from "Flugsport", April 1917, shows one of the many such devices used as late as the 1930's, before right thrust offset became popular as a solution to the problem of torque.

Though the local knowledge of German is as weak as ever, I would guess that the coil spring (f) compresses when the motor is fully wound, in turn permitting control cables (k1 and k2) to actuate hinged ailerons (l and r) against return springs (l1 and l2). As the motor runs down and less aileron action is required, the coil spring (f) will automatically extend and reduce the aileron deflection.

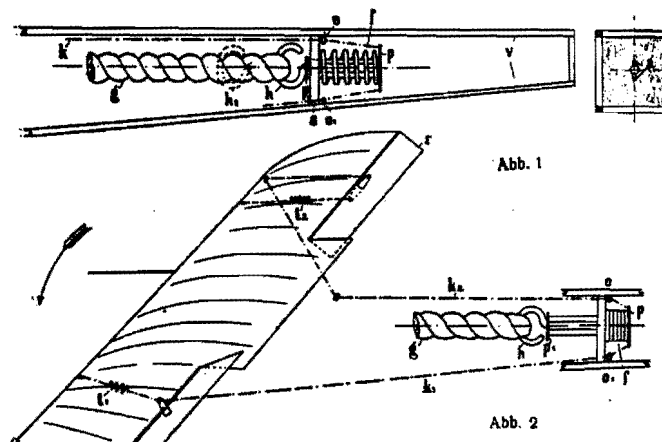
It should work and yet the catch is all too obvious - an enormous amount of effort is required for success. The spring stiffness must be just right and running those control cables without snagging or hanging up is not simple. Once completed and covered, any sort of a change is a major undertaking. If you are tempted to go ahead anyway, please note that the roll is imparted in the wrong direction - apparently German models were wound in the "wrong" direction back in Kaiser Bill's time.

We are able to smile at such efforts only because of a superb discovery - deflecting the nose to the right will not only produce right yaw, as we would anticipate, but will control the left bank as well. The only entrance requirement for this form of torque control is an odd one - there must be a generous amount of dihedral. Why wasn't this wondrous form of torque solution discovered earlier?

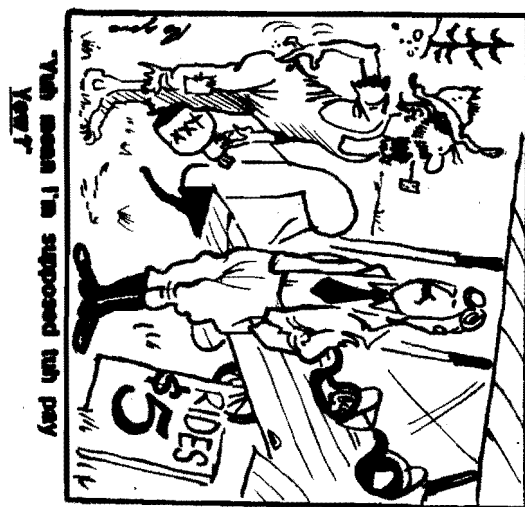
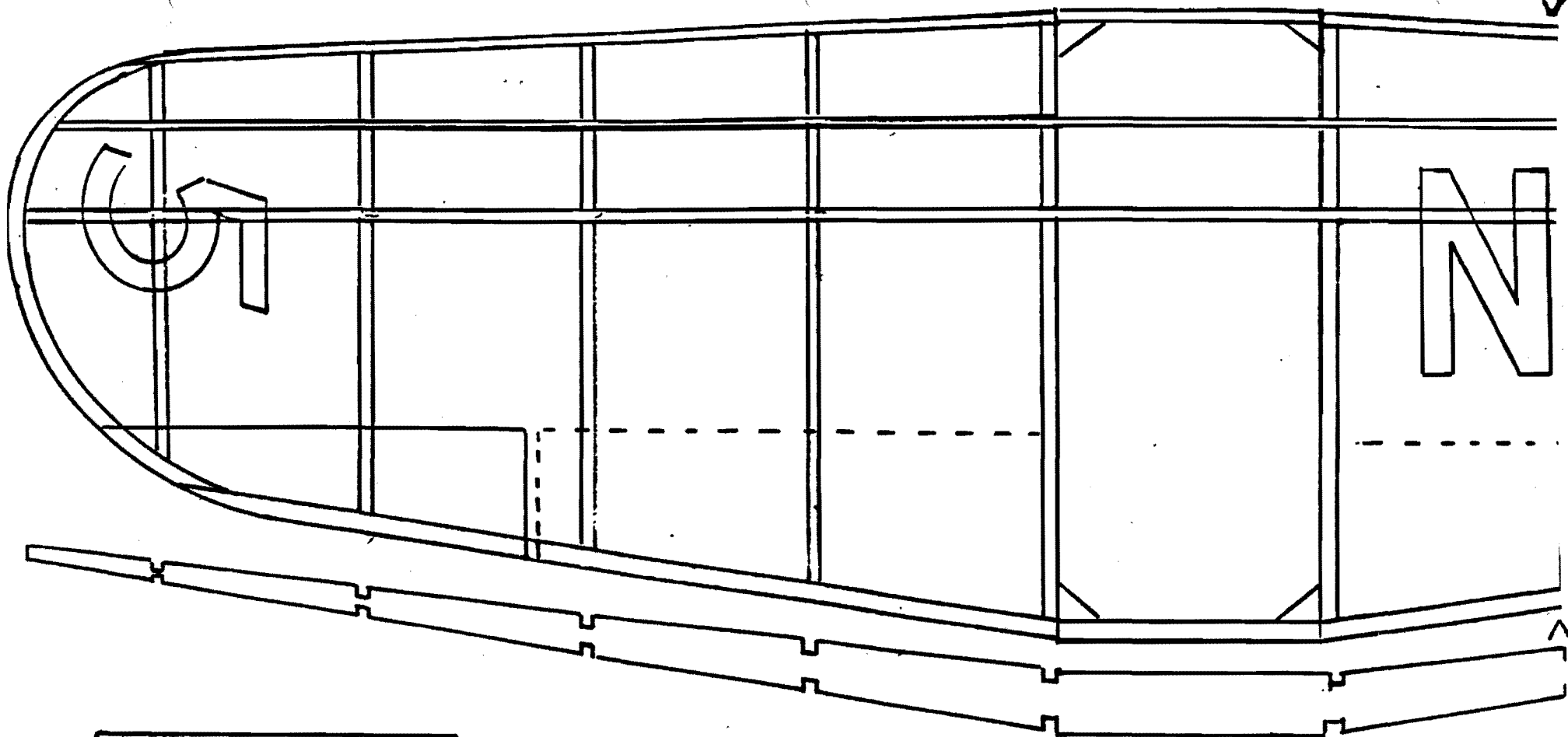
Perhaps it was this last proviso that may have delayed discovery. Just as certain primitive tribes never discovered the relationship between sex and childbirth, for nine months seemed too long a time between cause and effect, just so scale modelers employing true scale dihedral values of a degree or two scoffed at any claimed relationship between right thrust and corrective roll. Who can blame the poor devils? Lost in the misery of true scale dihedral, how could any one of them believe in a bountiful nose offset - one that worked only for those who cheated on dihedral? Yes, as it is written, necessity is the smotherer of all invention.

Höhen- und Seitensteuerung bei Modellen durch die Tragflächen.

Zu diesem Artikel in Nr. 1 erhalten wir folgende Zuschrift: Ich stehe wie der Verfasser auf dem Standpunkt, bei Modellen das Seitensteuer fortzulassen und statt dessen die Tragflächen dazu heranzuziehen, und habe das bereits bei meinem hier veröffentlichten Eindecker 1914 getan. Ich lasse das Seitensteuer fort, um ein Abtreiben des Modells zu verhüten. Diese Anordnung hat aber einen Uebelstand. Solange der Motor (ich spreche nur vom Gummimotor) läuft und den Propeller treibt, d. h. solange das Modell das Bestreben hat, nach der Propellerdrehrichtung entgegengesetzten Richtung zu kippen, so lange ist die Anwendung der Verwindung schön und gut, und der Flug gerade. (Ich nehme hierbei an, daß der Verfasser die Seitensteuerung nur zum Verhüten ungewollter Kurven des Modells anwenden will.) Ist aber bei einem gut und hochfliegenden Modell der Motor abgelaufen und hat das Drehmoment aufgehört, so kommt das Modell, da ja die Verwindung weiter bestehen bleibt, in Kurven und nicht in geradem Gleitflug zur Erde. Zur Vermeidung dessen schlage ich (bei größeren Modellen) eine Einrichtung vor, die die vor dem Fluge eingestellte Verwindung nach abgelaufenem Motor, d. h. also beim Einsetzen des Gleitfluges wieder ausschaltet.



MICRO Box 1063 Lorain, Ohio 44055 Phone (216) 282-8354	Big Flying Scale Kits Over Two Foot Span * Piper Cub 14.95 * Sinson 125 14.95 * Piper PA-16 14.95	Semi-Scale Kits CO2 or Rubber Power 22" Span * Taylorcraft 10.95 * Sinson Voyager 10.95 * PC-6 Porter 10.95	Contest-Sport Kits * Hornet Embryo 9.95 * Hornet P-30 14.95 * Flis P-30 & Pee Wee Rules	Outdoor Peanut Scale Kits 13" Span * Cub 8.95 * Sinson 125 8.95 * Vegabond 8.95 * Farman 8.95 * Jodel 8.95 * Fife 9.95	1/2 A R/C Gas or Electric Kits Flis Astro 035 Taylorcraft 39.95 Sinson 125 39.95	HARD TO FIND ITEMS Brown CO ₂ Motors and Accessories Over 20 Sizes of Rubber Strip! Japanese Tissue And Super Fine Balsa Sheets & Strips Add 10% Shipping - \$2.50 Minimum Shipping CATALOG \$2.00
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RIG SOCIAL NOTES:
A bartender landed in
Bogusss, Kentucky today.

BACK ISSUES

Several of you Clubsters have asked about back issues lately, so here is what we have. Remember though that some issues may be in short supply, one or two issues left, so get your order in early. Prices are \$1.50 per issue, postpaid. Send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

106-32	109-35	110-36	112-38	113-39	115-41	116-42	118-44
119-45	120-46	121-47	122-48	123-49	124-50	125-51	126-52
127-53	128-54	129-55	130-56	132-58	133-59	134-60	135-61
136-62	138-64	139-65					

NATIONAL WARPLANE MUSEUM FAC CONTEST

JULY 13-14, 1991

FLYING ACES SCALE

PILOT	AIRCRAFT	C O N S T	C O L O R	W O R K	B O N U S	FLT	TOTAL
1. Don Srull	Lippisch P-13	25	18	11	30	76.75	160.75
2. Pres Bruning	Breguet 693	27	18	11.5	25	63	144.5
3. Vance Gilbert	Boeing 80A	23	18	10	25	57	133
4. Stu Weckerly	Found Centennial	24	18	10	0	80	132
5. Jack McGillivray	SE-5A Replica	25	18	12	15	50	120
6. Tom Sandor	Ryan PT-22	27	19	10.5	10	51	117.5
7. Vance Gilbert	Avro 547	27	18	12	20	40	117
8. Roy Courtney	Corben Super Ace	21	18	9.5	3	65.5	117
9. Gordon Roberts	Waco SRE	21	16	10.5	15	54	116.5
10. Dave Livesay	Mr. Smoothie	20	17	9.5	5	57	108.5
11. John Houck	Sperry Messenger	24	17	10	15	42	108
12. Paul Boyanowski	Curtiss SBC-3	28	19	11.5	15	33	106.5
13. Mike Midkiff	Ilyushin Stormovik	28	19	12	10	37	106
14. Tom Sandor	Ryan ST	21	17	9	10	45	102
15. Vic Nippert	Bristol Brownie	25	18	10.5	10	37	100.5
16. Ross Mayo	Heinkel HE-100D	21	18	10.5	10	41	100.5
17. David Franks	Heinkel HE-100D	22	18	10	10	40	100
18. Pres Bruning	Grumman Avenger TBF	28	19	12	5	34	98
19. Mike Nassise	Cessna AW	22	17	10	0	49	98
20. Peter Wallace	Waco SRE	22	17	10.5	15	33	97.5
21. Bob Lundberg	Supermarine Sparrow	19	17	9	3	49	97
22. John Lewars	DH Tiger Moth	23	18	10.5	15	29	95.5
23. Vic Nippert	Pietenpol Aircamper	25	18	10.5	3	37	95.5
24. Doug Buchanan	Bucker 134	21	10	9	0	52	92
25. John Houck	Rearwin Speedster	20	10	9	0	45	84
26. Dan Kranis	Arrow Sport	20	10	10	10	24	74

GOLDEN AGE SCALE

PILOT	AIRCRAFT	1st	2nd	3rd	TOTAL
1. Don Srull	Stinson Jr.	115	109	120	344
2. Jack McGillivray	Cessna C-38	108	95	120	323
3. Tom Nallen Jr.	Halton Minus	120	97	83	300
4. Roy Courtney	Corben Super Ace	71	120	65	256
5. Mike Nassise	Cessna AW	55	89	73	217
6. Paul Boyanowski	Stinson R	113	41	54	208
7. Dan Driscoll	Howard DGA	100	52	--	152
8. John Houck	Rearwin Speedster	39	50	49	138
9. Peter Wallace	Waco SRE	46	39	41	126
10. Claude Powell	Bucker Jungman	48	39	35	122
11. Dick Shaw	F.W. Stosser	39	36	44	119
12. Ray Edgecomb	Fairchild 24	35	38	39	112
13. Doug Buchanan	HL-2	80	--	--	80
14. Richard Miller	Cessna C-34	29	29	22	80
15. Dennis Norman	Bellanca	33	28	--	61
16. Vance Gilbert	Vultee Attack	27	--	--	27

HI-WING PEANUT

PILOT	AIRCRAFT	C O N S T	C O L O R	W O R K	FLT	TOTAL
1. Gordon Roberts	Lacey M-10	14	17	12	61	104
2. Tom Nallen, Sr.	Monocoupe 110	21	17	12.5	49	99.5
3. Claude Powell	Ord-Hume OH-7	10	14	12	54	90
4. Dan Driscoll	Aeronca O-58A	10	18	12	43	83
5. Jack McGillivray	Curtiss XF13C-1	30	18	12	22	82
6. Doug Buchanan	Lacey M-10	16	17	11	37	81
7. Mike Nassise	Bede BD-4	11	20	12	28	71
8. John Lewars	Nesmith Cougar	11	14	11	35	71
9. Peter Wallace	Piper J-3	12	15	12	24	63

EMBRYO ENDURANCE

PILOT	AIRCRAFT	1st	2nd	3rd	BONUS	TOTAL
1. Stu Weckerly	Nit	111	63	88	9	271
2. Dave Livesay	Nit	57	91	107	9	264
3. Dan MacDonald	Hornet	84	65	84	9	242
4. Dan Driscoll	Flying Yankee	67	63	70	5	205
5. Richard Miller	Hornet	71	120	03	9	203
6. Doug Buchanan	Embryomatic	65	60	65	9	199
7. Vic Nippert	Eaglet	54	67	67	9	197
8. Vet Thomas	X-26	62	56	45	9	172
9. J. Anderson	Hornet	49	47	53	9	158
10. Mike Cervione	Mini Hot Box	40	52	39	5	136
11. Roy Courtney	Hornet	38	44	42	9	133
12. Richard Blackham	FAC-Max	59	50	--	9	118
13. Tom Nallen, Sr.	Cadet	51	42	05	9	107
14. Gordon Roberts	Debut #7	35	--	--	9	44
15. Hugh Jones	Hornet	03	--	--	9	12

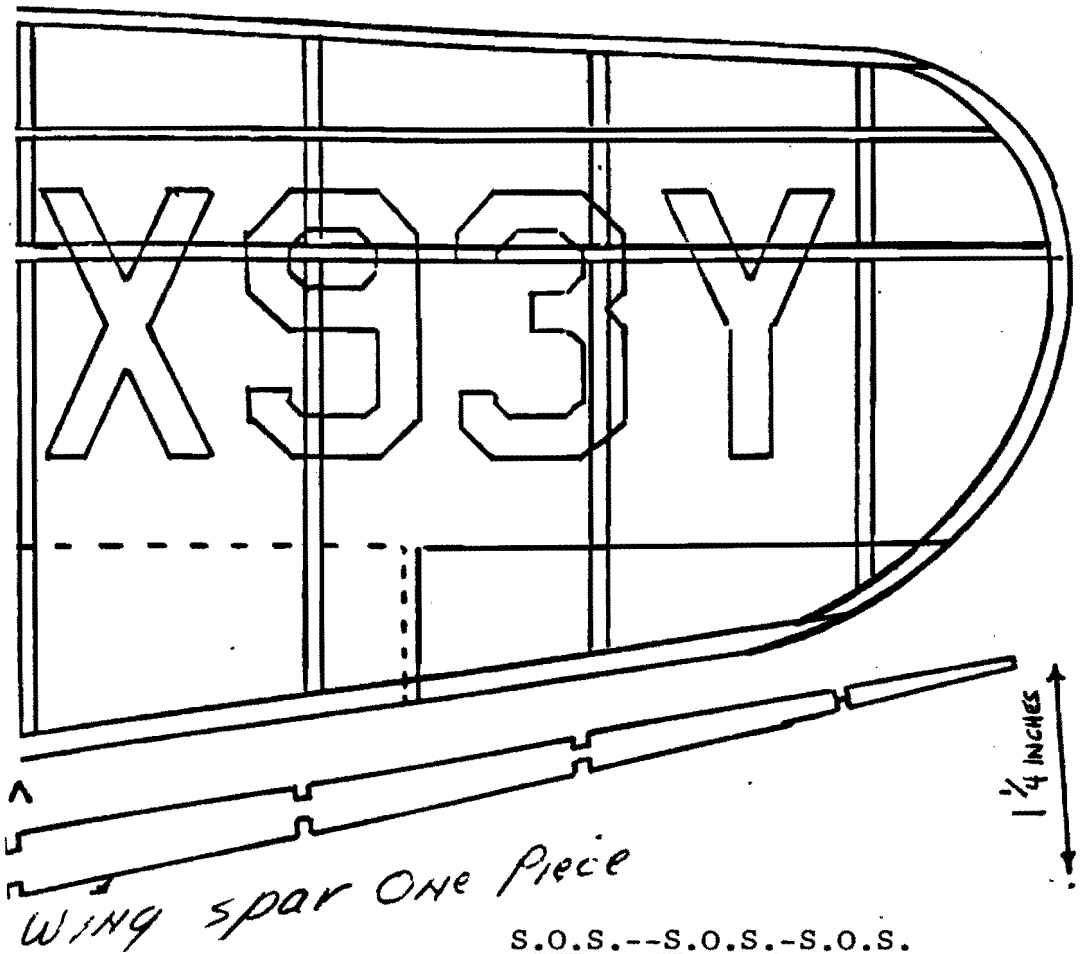
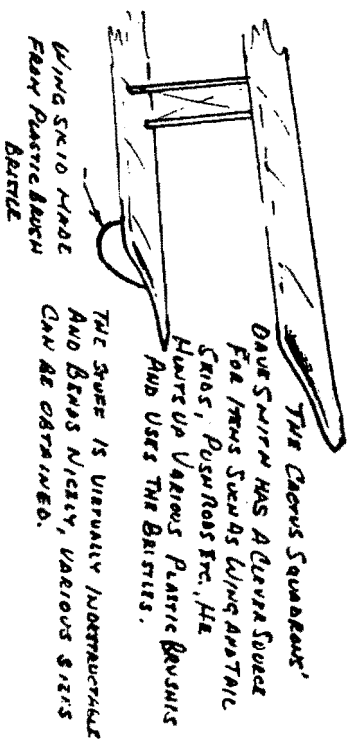
FAC PEANUT SCALE

PILOT	AIRCRAFT	C O N S T	C O L O R	W O R K	B O N U S	FLT.	TOTAL
1. Ross Mayo	Bristol Scout	22	17	10	15	82.5	146.5
2. Jack McGillivray	Isaac's Fury	23	18	11.5	15	76.25	143.75
3. John Houck	Boeing Monomail	21	17	9	10	75.25	132.25
4. Dave Livesay	Chester Goon	22	18	11	5	65.5	121.5
5. Gordon Roberts	Waco SRE	22	10	11.5	11.553		111.5
6. Stu Weckerly	Jodel D-9	21	518	11	10	41	101.5
7. Curt Haskell	Bucker Jungman	23	18	11	15	31	98
8. Dennis Norman	BF 109-E	22	18	11	10	36	97
9. Paul Boyanowski	Antonov AN-2P	23	18	11	15	29	96

Contest Calendar

11.

- Aug. 10.....E.M.A.A. Picnic Meet at Prangmore Aerodrome, Millfair Rd. Erie, Pa. FAC Scale, FAC Peanut, Hi-Wing Peanut, Embryo, Golden Age Scale, Comet Kit/plan Scale, One Design--Flying Aces Moth, Pearl Harbor Mass Launch, Races, Jumbo Scale, No-Cal Scale, CD, Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 (814) 838-326
- Aug. 24-25....FAC Mid-South Champs at Tullahoma, Tn. along with the Airfoilers FF Contest. WW I, WW II, Races, Jumbo Scale, Golden Age Scale, Embryo, FAC Old Time Rubber Contact Ollie Benton, 409 Brady Point Rd., Signal Mt., Tn. 37377 615-886-1293
- Sept 7.....D.C. Maxcutters Summer Fun Fly. Lots of FAC events, Contact Jerry Paisley, 20 Clearwater Ct., Damascus, Md. 20872 (301) 253-5295 for location.
- Sept. 7-8.....Peach State FF Scale Contest at Rome, Ga. Same schedule and CD as Aug. 24-25.



Wanted; Copies of pages 45 thru 54 from Flying Aces mag. for Jan. 1942. Be glad to reimburse any clubster for his kindness. Dave Stott, 4304 Madison Ave., Trumbull, Ct. 06611.

Wanted; Scale documentation of any kind for the Boulton-Paul P-10. Harvey Pastel, One Heritage Place, Suite 105, Manchester, Ct. 06040.

Wanted; Guillow plan for the 16" span Puss Moth from about 1938 or 1939. Chet Kowalik, 4727 Stanley Ave., Warren, Mi. 48092.

Wanted; An Ontario, Canada museum needs any and everything they can get on the Buhl CA-6 Airsedan. They are trying to rebuild one that crashed in 1946. All they have for scale documentation is a 3-view from an old M.A.N. mag. Somebody must have more than that! Let's help to get that bird back in the air, Clubsters. Send all your info to; Mac Wilson, 125 Steele St., Barrie, Ont. Canada L4M2G3.

WORLD WAR TWO

PILOT	AIRCRAFT	ROUND ELIMINATED			
Claude Powell	ME-109		X		
Dan Driscoll	P-51	X			
Don Srull	Heinkel HE-112			X	
Ralph Kuenz	A-36				WINNER
Curt Haskell	Hellcat	X			
Gordon Roberts	Aichi "Judy"		X		
Jack McGillivray	Spitfire	X			
Tom Nallen Jr.	B-P Defiant		X		

Mike Nassise	Hawker Typhoon				
Vance Gilbert	P-47 Thunderbolt				
Dick Shaw	Stormovik	X			
Mike Midkiff	Stormovik		X		
Ross Mayo	P-47 Thunderbolt	X			
Ray Rakow	Caudron 714	X			
John Houck	Hellcat		X		
Larry Peavey	Fiat G-55		X		
Dave Livesay	P-51A		X		
Pres Bruning	Grumman Avenger		X		
Stu Meyers	P-47 Thunderbolt	X			
Richard Miller	P-51			X	
Paul Boyanowski	Spitfire	X			
David Franks	Kawasaki Hein KI-61	X			
Dallas Cornelius	Grumman Avenger		X		
Tom Nallen Sr.	P-51			X	

JUMBO SCALE

PILOT	AIRCRAFT	C O N S T	C O L O R	W I N E R	B O O K S	FLT	TOTAL
1. Don Srull	Cant Z-1012	26	19	12	35	71.5	163.5
2. Vance Gilbert	Cant Z-506A	28	19	11.5	45	46	149.5
3. Hal Lorimer	Cranwell CLA-3	22	10	10.5	3	63.5	117
4. Paul Boyanowski	Lockheed Vega	28	19	11.5	0	57	115.5
5. Tom Nallen, Sr.	Halton Minus	26	19	11	3	55	114
6. Art Doten	Taylorcraft O-57	24	18	10	0	60.5	112.5
7. Vet Thomas	Stampe SV4C	26	18	10.5	15	39	108.5
8. Mike Midkiff	DH-9	29	20	12	15	30	106
9. Dick Shaw	Bebe Jodel	24	18	10	10	39	101
10. Gordon Roberts	Found	23	17	10.5	0	43	93.5
11. Bob Anderson	Arado 76	21	16	10	3	29	79

PIONEER SCALE

PILOT	AIRCRAFT	C O N S T	C O L O R	W I N E R	B O O K S	FLT	TOTAL
1. Vance Gilbert	Short #1	24	18	12.5	45	40	139.5
2. Tom Nallen, Jr.	Bleriot XI	22	19	12.5	5	47	105.5
3. Paul Boyanowski	Albatross Biplane	30	20	12	15	26	103

MULTI-ENGINE

PILOT	AIRCRAFT	ROUND ELIMINATED			
Don Srull	Cant Z-1012			X	
Vance Gilbert	Boeing 80A			X	
Pres Bruning	Breguet 693				WINNER
Dennis Norman	ME-110		X		

WORLD WAR ONE

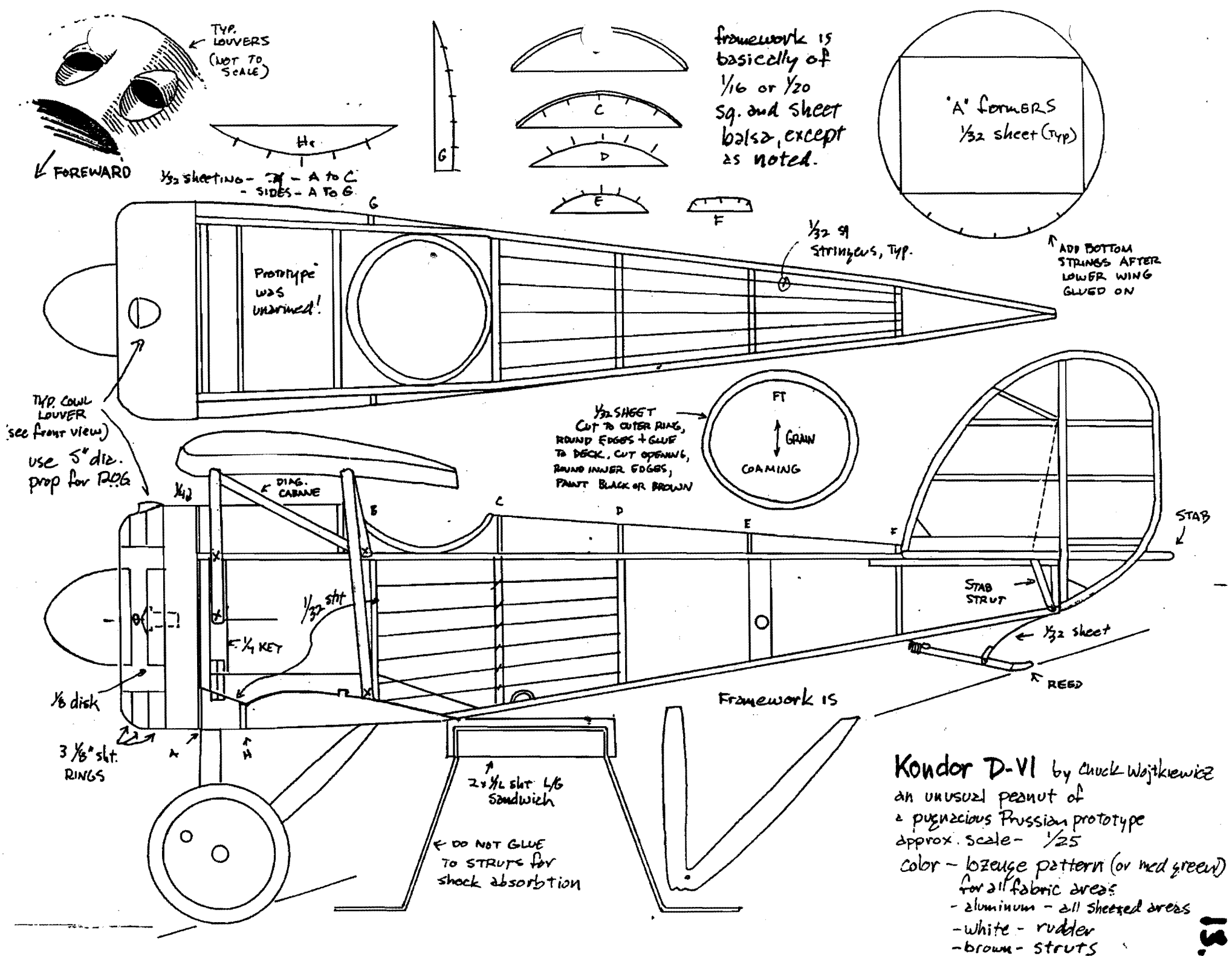
PILOT	AIRCRAFT	ROUND ELIMINATED			
John Houck	Fokker D-6			X	
Don Srull	DH-6		X		
Pres Bruning	Albatross DVA		X		
Claude Powell	Albatross DVA			X	
Gordon Roberts	SE-5		X		
Stu Weckerly	SE-5			X	
Jack McGillivray	SE-5				WINNER
Paul Boyanowski	Albatross DVA		X		
Tom Nallen Jr.	AW FK-8		X		
Ross Mayo	Bristol Scout			X	
Mike Midkiff	DH-9				X
Dennis Norman	DH-6		X		
Curt Haskell	Sopwith Tabloid			X	
Stu Meyers	Fokker D-7				X

THE RACES

PILOT	AIRCRAFT	ROUND ELIMINATED			
Tom Nallen Sr.	Jackrabbit		X		
John Houck	GEE BEE "D"		X		
Don Srull	Keith-Rider R-4				X
Dick Shaw	Mr. Smoothie		X		
Dave Livesay	Mr. Smoothie			X	
Claude Powell	Suzy				X
Jack McGillivray	Cessna CR-3				WINNER
Paul Boyanowski	Marcoux-Bromberg		X		
Tom Nallen Jr.	Haines R-3			X	
Dennis Norman	Hughes H-1		X		
Charlie Sauter	Keith-Rider R-4		X		
Ralph Kuenz	Lockheed Altair				X
Stu Meyers	Suzy			X	
Ray Rakow	Mr. Smoothie				X

MILITARY BIPLANES

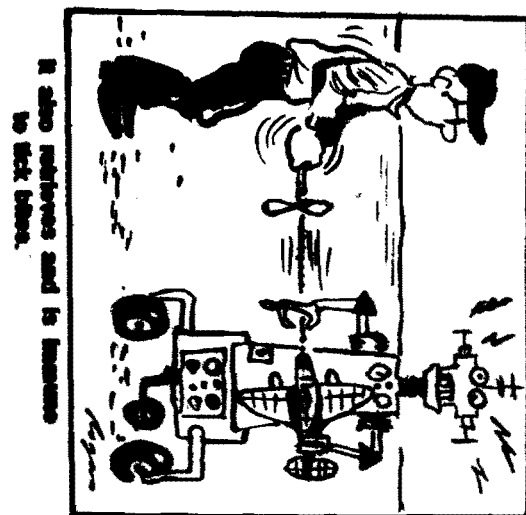
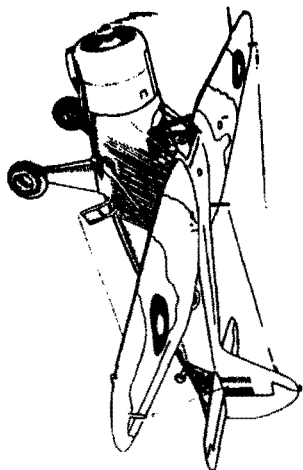
PILOT	AIRCRAFT	ROUND ELIMINATED			
Don Srull	Curtiss SBC-3				WINNER
Gordon Roberts	Fairey Fantome		X		
Jack McGillivray	Curtiss P1-B			X	
Vance Gilbert	DH Tiger Moth				X
John Houck	Sperry Messenger		X		
Paul Boyanowski	Curtiss SBC-3			X	
Vet Thomas	Stampe SV4C				X
Curt Haskell	Bucker Jungman		X		
Tom Sandor	Curtiss SBC-3			X	



FAC OLDTIME RUBBER

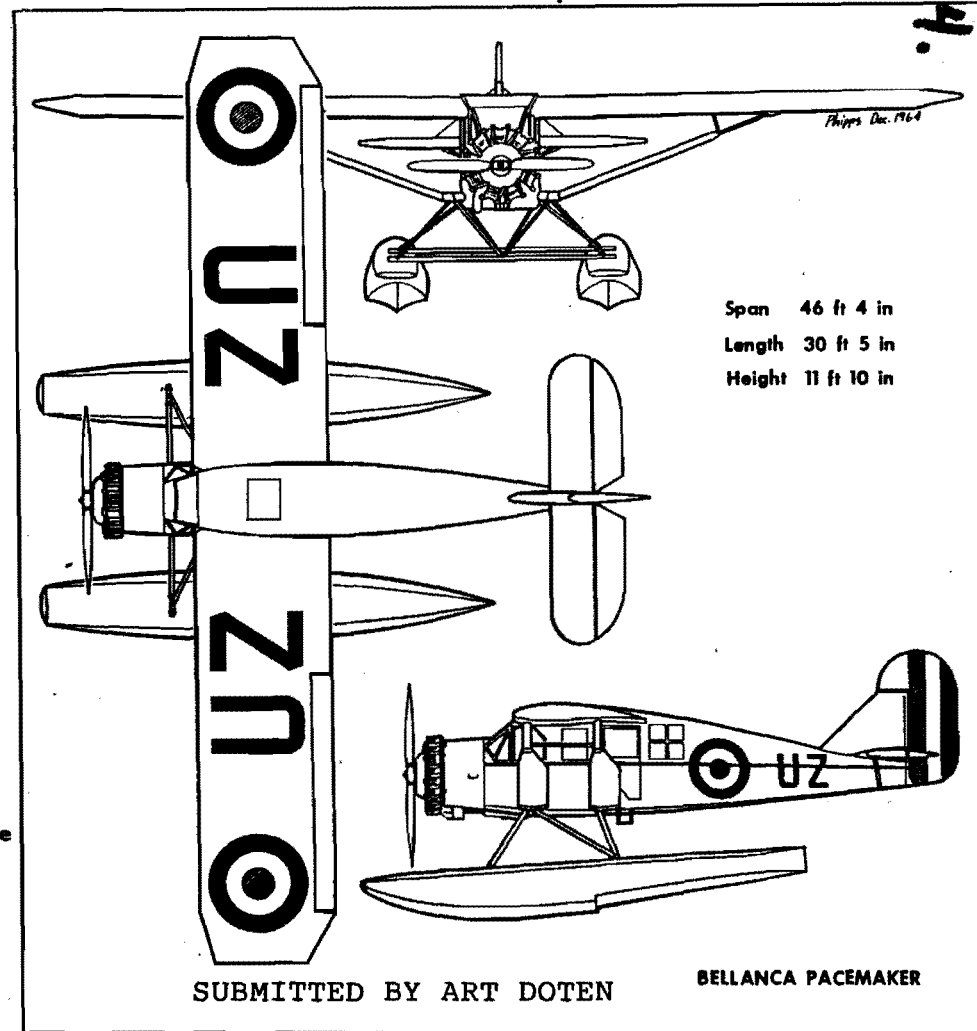
PILOT	AIRCRAFT	1st	2nd	3rd	TOTAL
1. Vic Nippert	Korda Victory	120	120	120	360
2. Gordon Roberts	Flying Aces Moth	120	120	120	360
3. Hal Lorimer	Korda ORB	120	120	120	360
4. Stu Weckerly	Korda Victory	118	120	120	358
5. Bill Passarelli	Flying Aces Gull	103	120	120	343
6. Jim Anderson	Miss Canada Sr.	105	114	117	336
7. Vic Nippert	Flying Aces Gull	102	102	120	324
8. Dan Driscoll	Ajax	90	83	86	259
9. Richard Moore	Miss Canada Sr.	88	103	59	250
10. Claude Powell	Flyabout	96	77	70	243
11. Stu Meyers	Flyabout	74	68	95	237
12. Ross Mayo	Flying Aces Moth	62	61	94	217
13. Bob Lundberg	Stahl Hurricane	41	65	80	186
14. Mike Nassise	Flying Aces Moth	43	84	57	184
15. Dan Driscoll	Flying Yankee	54	49	66	169
16. Dan McDonald	Crusader	70	72	--	142
17. Dick Shaw	Flying Aces Gull	49	68	--	117
18. Dan Kranis	Pacific Ace	27	37	47	111
19. Harvey Pastel	Pacific Ace 20"	50	24	26	100
20. Mike Cervione	Air Trails Trainer	49	51	--	100
21. Paul Boyanowski	Miss World's Fair	52	42	--	94
22. Joe Lelong	Albatross	59	--	--	59
23. Dan Kranis	Flying Aces Moth	54	--	--	54
24. John Lewars	Flying Aces Moth	54	--	--	54
25. Henry Lelong	Flying Aces Moth	28	--	--	28

Another exciting ending to this event as we had at Lawrenceville in June. A three way tie for first place! Hal Lorimer had to leave early and could not fly-off (You gotta stay longer Hal). Vic Nippert put up a tie-breaking flight of two minutes while Gordon Roberts had to settle for a flight of one minute and fifty six seconds. This has proven to be a really successful event and we will continue this one in all future contests. The number of entries was exceeded only by the Flying Aces Scale event and then only by one entry.



It also features a radical new design to suit them.

THE SOCIAL NOTES:
H. Stuart is using a radical new design



Span 46 ft 4 in
Length 30 ft 5 in
Height 11 ft 10 in

SUBMITTED BY ART DOTEN

BELLANCA PACEMAKER

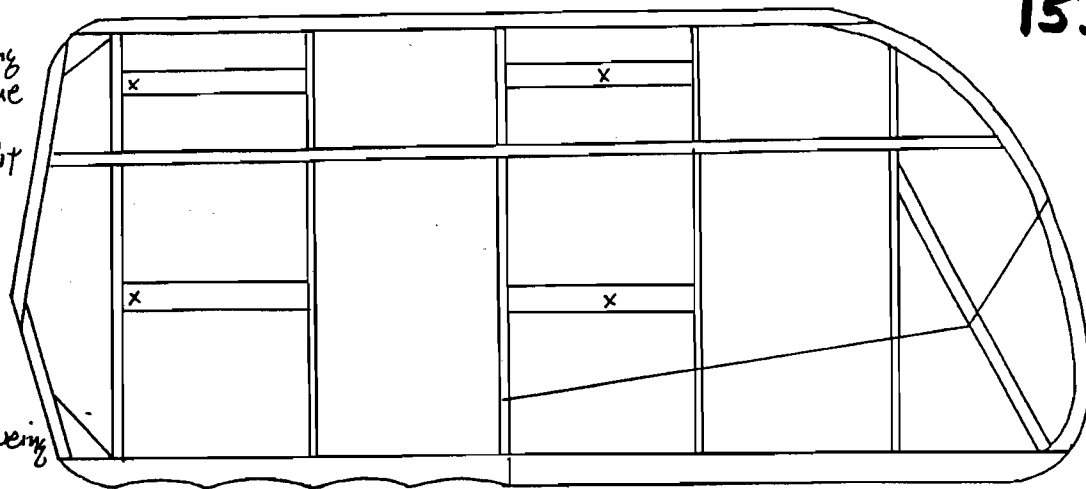
BELLANCA CH-300 PACEMAKER

Twelve Pacemakers were acquired by the Royal Canadian Air Force in the early 1930's, of which six (G-CYV to G-CYV) were American-built; the remainder (G-CYUX to G-CYVC) being turned out by Canadian Vickers, under licence. In RCAF service the type was largely employed for aerial photography and had large rear-most windows comprised of four smaller panes, specially designed as camera ports. This was a distinguishing feature of RCAF Bellancas. The rounded rudders also are a characteristic of most RCAF machines, though some civil examples possessed this feature as well.

The type was popular with the pilots who flew them and, after a decade of military service during which they were reserialled in the 601 to 612 block, several of them continued flying in civil markings. G-CYVA (604), G-CYVB (605), G-CYVF (607) and G-CYVG (608) were sold in 1937 and became CF-BFG, CF-BFD, CF-BFB and CF-BFA respectively, all with Canadian Airways, of Winnipeg, Manitoba. The last survivor, CF-BFA, met its end at Baie Comeau, P.Q., on 23 December 1942, when it drifted off the runway on a cross-wind takeoff and crashed in the adjacent bush. This aircraft was then in the service of Quebec Airways.



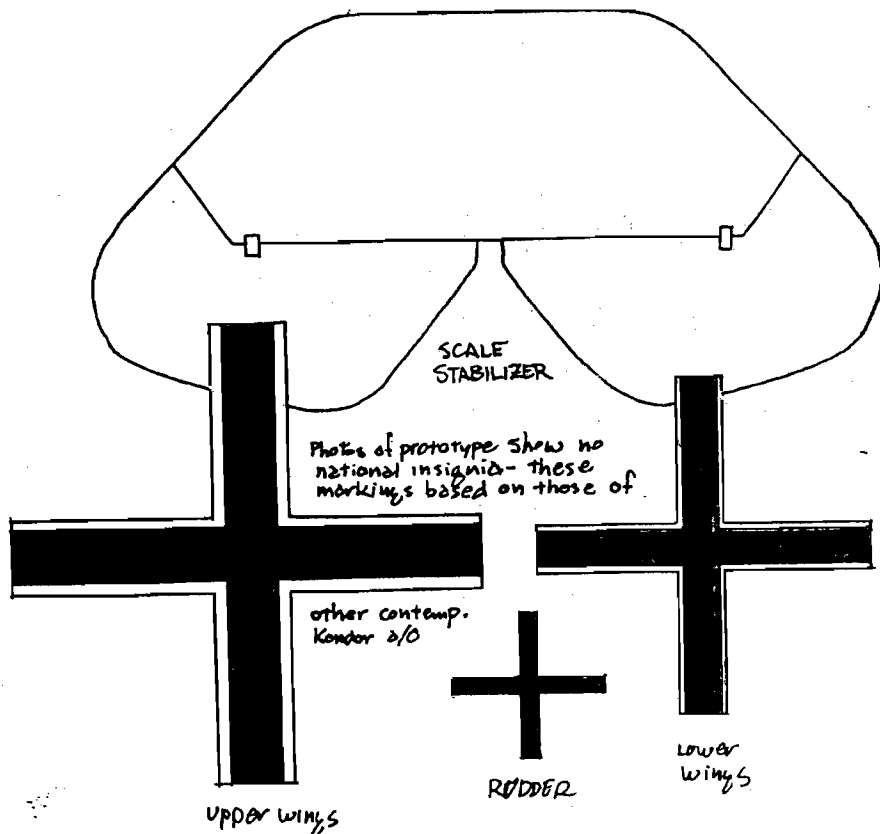
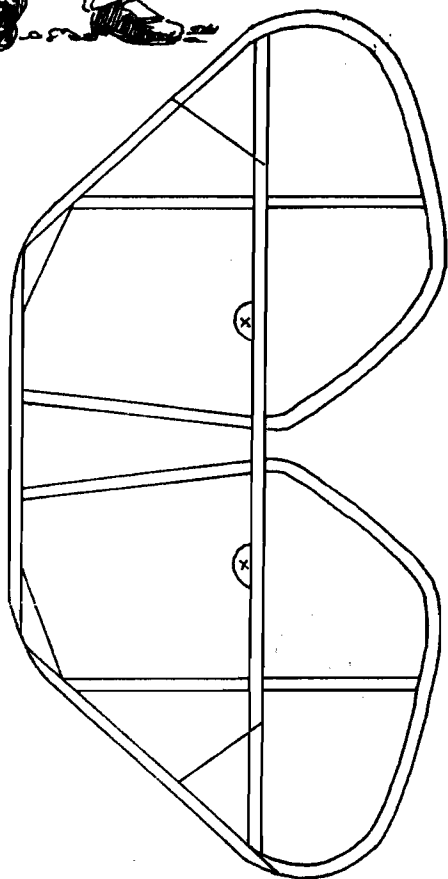
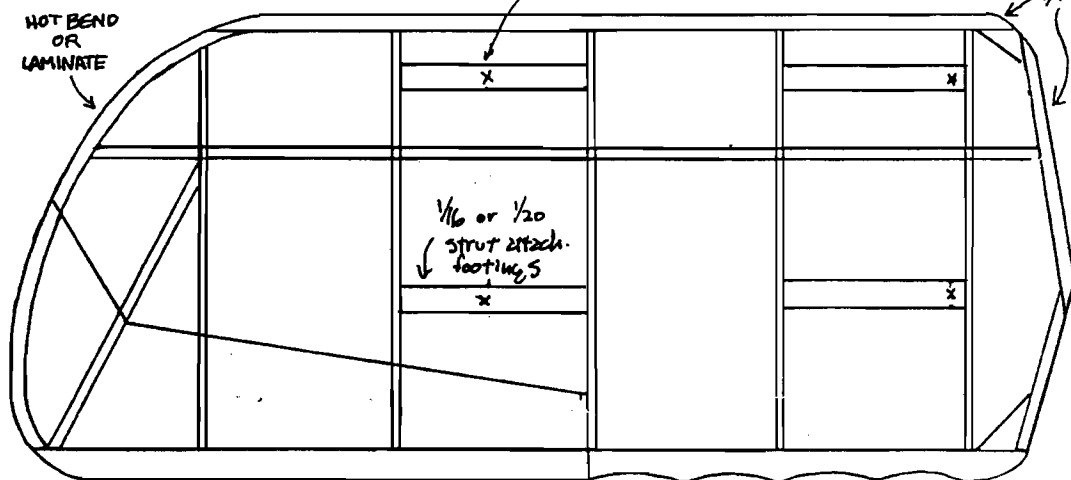
wing to fuselage assembly: fix lower wing to fuse. fix front cabane unit to fuse perp. to centerline. Friction-fit rear cabane unit, I/p struts + upper wings. Align upper wing + fix rear cabane to fuse + I/p struts to lower wing. Upper wing held on by friction fit or tack gluing until flight trim is complete!

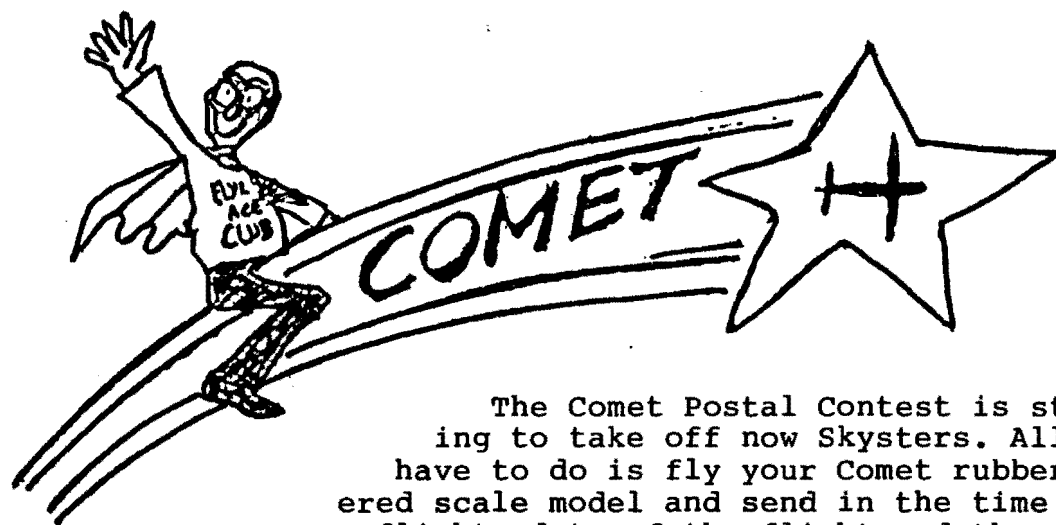


NOT BEND OR LAMINATE

strut fix point - allow for tight friction fit to bamboo peg in strut end - typ.

1/16"

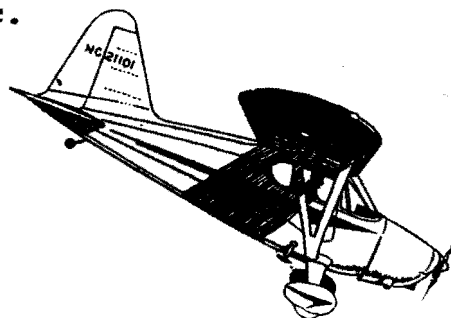




The Comet Postal Contest is starting to take off now Skysters. All you have to do is fly your Comet rubber powered scale model and send in the time of your flight, date of the flight and the name of the model to GHQ. Every time you better your time with that model, send in that time. You may enter as many models as you wish. Models must be built from a current Comet kit or from an old time Comet plan. Contest ends on October 31, 1991. Your flight times do not have to be from a contest. You may go out to fun-fly and take your Comet model along and time your flights for the Postal Contest.

BUILD--FLY--WIN!!!!!!!!!!

PILOT	PLANE	TIME
1. Padre Anderson	Fairchild 24	267 sec.
2. Dick Dunmire	Curtiss Robin	163 "
3. Mike Nassise	Corben Super Ace	119 "
4. Darold Wilken	Piper Cub	90 "
5. Claude Powell	Puss Moth	84 "
6. Dave Stott	Fokker D-VII	61 "
7. Paul Stott	Spartan Fighter	48 "
8. Paul Boyanowski	Spitfire	45 "
9. Dave Stott	Hawker Hurricane	42 "
10. Walt Leonhardt	Curtiss Robin	35 "
11. Dave Stott	Aeronca C-2 Floatplane	24 "
12. Roy Guge	Corben Super Ace	22 "
13. Walt Leonhardt	Corben Super Ace	20 "



1919-1939

AIR WARS

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MILITARY & CIVIL
OF THE GOLDEN YEARS

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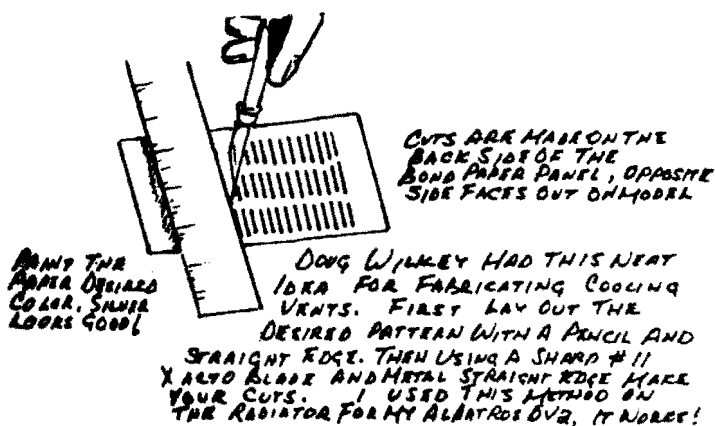
New!

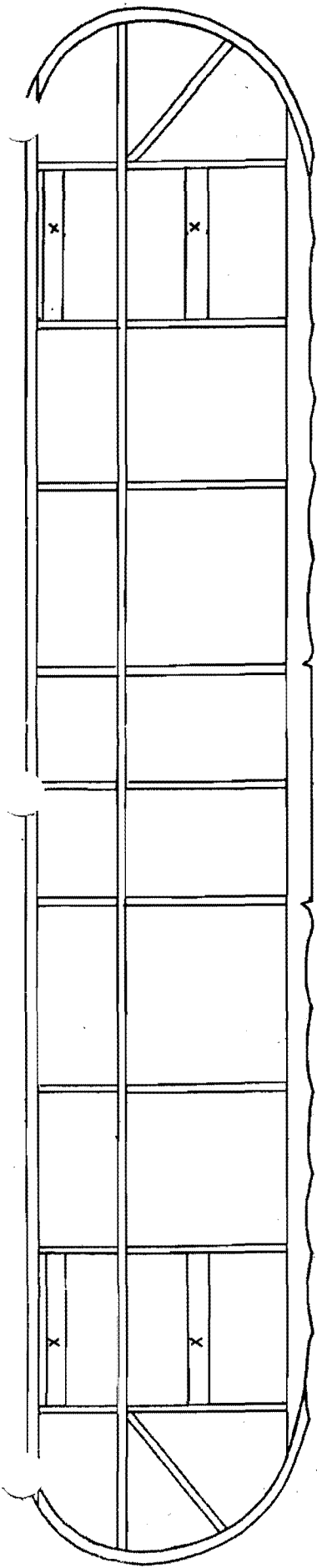
AEROPLANS

For the Creative Modeler

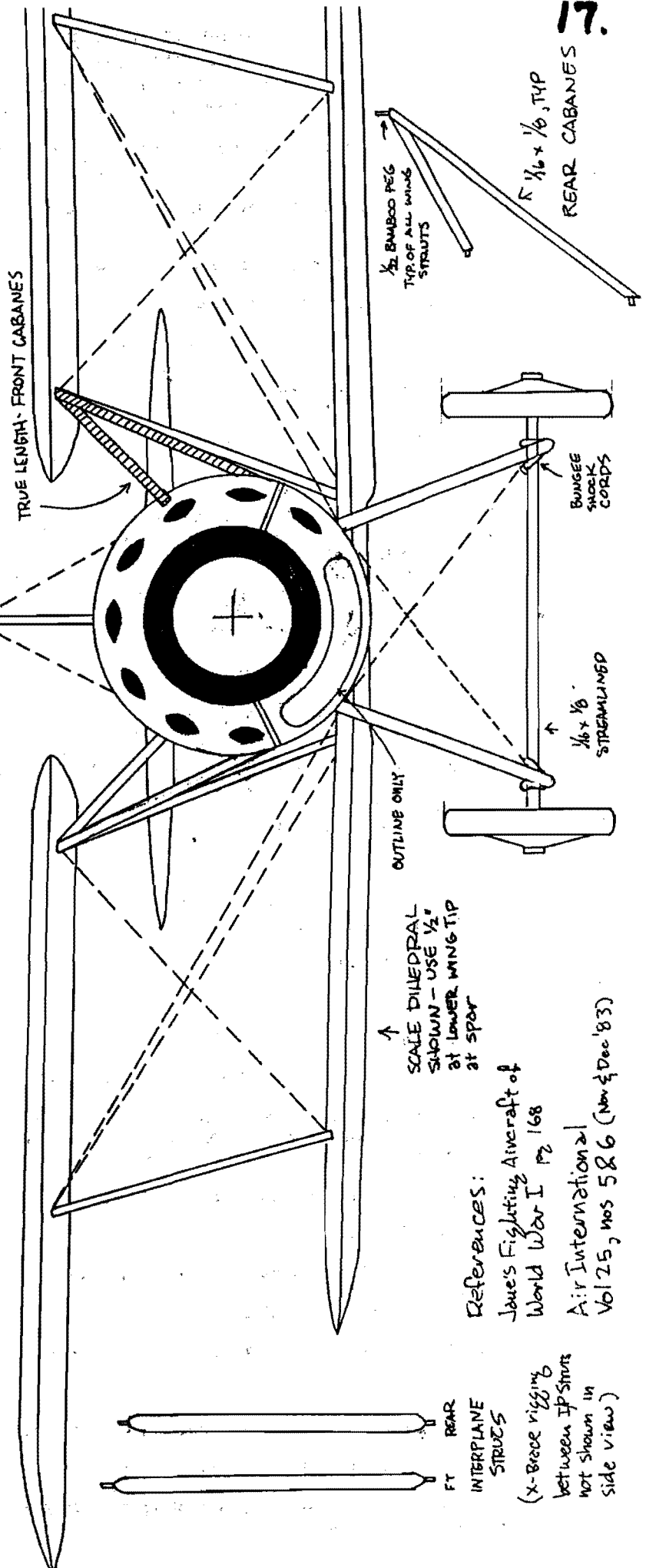
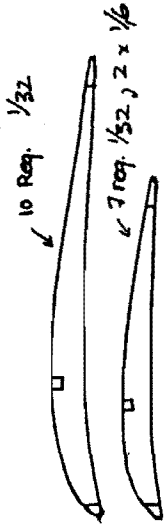
52 Pages of Plans and 3-4 views, Flying and static models of the propeller airplane 1909 to the present.

\$10 per issue plus \$1.50 postage. \$17 Foreign
8931 Kittyhawk Av. Los Angeles, CA 90045 USA





Coat - green-gray w/gray fur collar
silver buttons
Helmet - dk. brown w/silver-rimmed goggles
Harness - Tan



References:
Jones Fighting Aircraft of
World War I p. 168
Air International 21
Vol 25, nos 586 (Nov & Dec '83)

WHERE ARE THEY NOW?
BILTMORE VEES.
King of the Twin Pushers
Chapter Three

The scene changes. The setting is Governor Stule's office. The time is late morning several days later.

Senator Claxton Horne enters; he sags into a chair. The circles under his eyes are a tribute to Lufbery.

Governor - You was supposed to be here two hours ago to discuss your re-election campaign.

Horne - Don't shout, Ah don't feel so good.

Governor - You look worse an' ah'm not shoutin'. You are in deep chitlin trouble with your constituents.

Horne - Con-stit- what?

Governor - The voters! An' we gotta do somethin' about your image in the newsreels.

Horne - My what?

Governor - About how you look in the newsreels in Washington; every time a reporter asks you a question you look like the stupid half of Laurel and Hardy. Why don't you just smile and say "no comment"?

Horne - But I, er, ah, what do you want me to say?

Governor - Never mind. Don't say nothin'. Just smile.

Horne - You mean do nothin'?

Governor - You are good at doin' that. An' that reminds me, where was you when our junior Senator was writin' that bill to help relieve our economic problems?

Horne - Ah was sittin' on the platform at the hearings. Ah told 'em times was tough an'...

Governor - All them unemployed workers knows times is tough, you dimwit! They don't need you shootin' off your mouth to remind 'em about it.

Horne - But I....

Governor - Maybe by the next election they'll forgit it; anyway, we got your name on the bill as a co-sponsor. Maybe that'll help.

Horne- A co-sponsor? Is that good?

Governor - It makes it look like you is doin' somethin'.

Horne - Oh. (He takes letter out of pocket and starts to fan himself with it.)

Governor - What is that paper you're fannin' yourself with?

Horne - It's a letter invitin' me to an indoor model airplane demonstration in the high school gym. Ha, ha, I remember them model builders! They wrecked my Packard touring car! Ah wouldn't go into that gym with them even if

Governor - Ah got one of them invitations too, dimwit!...

Horne - Dimwit? But I

Governor - Did you look at the signature on that letter?

Horne - Ah didn't look that far, an'

Governor - Couldn't read that far is more like it. What was you doin' last night?

Horne - Ah was out, Ah.....

Governor - Ah know you was out! You are still out! Now, what was you doin'?

Horne - Ah was soakin' up our cultural heri....

Governor - The only thing you know how to soak up is branch water and bourbon! Now where was you doin' this soakin' up?

F.A.C. / Airfoilers
Mid-South Champs
Aug 24-25 Tullahoma, TN

WWI BIPLANE
WWII LOW WING
GREVE THOMPSON
GOLDEN AGE SCALE
JUMBO SCALE
OLD TIME RUBBER
EMBRYO
FAC POWER SCALE

See AMA Contest Calendar or Call
Ollie Benton 615 886-1293

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Watts Up!
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HAMDEN, CONN.
06518

Horne - Ah was observin' some of our cultural heritage, er, at the Dew Drop Inn, an'...

Governor - Wait a minute! That blonde dancer is appearin' there! Ward Heeler told me; he was out there five times last week, checin' their license.

Horne - But I....

Governor - Never mind. You're in trouble with your con-stit...Ah mean with the voters. You can't go around shootin' off your mouth about our Marines in Central America and expect to get re-elected.

Horne - But I

Governor - An' you had your picture taken sittin' there with that deported do-gooder Banana Republic rebel sympathizer. Ah can't understand why the paper printed it. That was a cheap shot!

Horne - Ah know it was a cheap shot. It didn't cost me nothin'.

Governor - Ah don't mean that, bone brain. Why didn't you have your picture taken sittin' there next to one of our Marines or a government sympathizer?

Horne - None of them got deported.

Governor - Well, you tell me you are the big Central America expert. Go down there where the shootin's a goin' on an' have your picture taken!

Horne - But Ah don't like guns.

Governor - Why was your do-gooder rebel sympathizer friend deported?

Horne - They claim he was hidin' a rebel tank in his garage.

Governor - Well, was he?

Horne - They found one there.

Governor - Ah bet they found his house full of machine guns and ammo and a few hundred rifles buried in his back yard, an' he claims he didn't know nothin' about it.

Horne - Yeah, but how did you know?

Governor - Ah just took a wild guess. But, never mind, we got to do somethin', and fast, or you'll be sellin' gritsburgers at the county fair. You see who wrote that letter you're fannin' yourself with? See that signature? Braxton Scurvaye Wentworth, that's who, dimwit. Them names are the oldest and most revered names in Calhoun County, next to mine, that is.

Horne - But Ah don't want to go to that indoor flyin' demonstration. Ah got a date, er, Ah mean an appointment that night, an'...

Governor - Soakin' up more culture Ah suppose. You haven't had a legitimate appointment since the last time you went to the dentist. Now you listen....

And thus it was decided. The Governor and Senator Horne would attend the indoor flying demonstration.

continued in the next issue.....

Sept. 8...Lots and lots of rubber events including lots of FAC events, Contact; Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio ph. (216) 382-4821

Sept. 22...Wright-Patterson Field, FAC rules, Scale, Jumbo, Peanut, WW I Dogfight WW II Combat, Embryo, Dime Scale. CD Frank Scott, 4283 Honeybrook, Dayton, Ohio 45415 ph (513) 890-5989

Contest Calendar

Sept. 15.....22nd Annual Midwest Scale Contest at Prangmore Aerodrome, Erie, Pa. FAC Scale, FAC Peanut, Hi-Wing Peanut, Embryo, Golden Age Scale, Comet kit/plan Scale, FAC Oldtime Rubber, Post WW II Military, Races, No-Cal Scale, HLG. CD Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415 Ph. (814) 474-5229.

Oct. 5.....E.M.A.A. Last Chance Contest at Prangmore Aerodrome Erie, Pa. FAC Scale, FAC Peanut, Hi-Wing peanut, Embryo, Golden Age Scale, Comet kit/plan Scale, FAC Oldtime Rubber, Pearl Harbor mass launch, Races, Jumbo Scale. CD Joe Barna, 3517 Kristie Lane, Erie, Pa. 16506 Ph. (814) 833-4589.

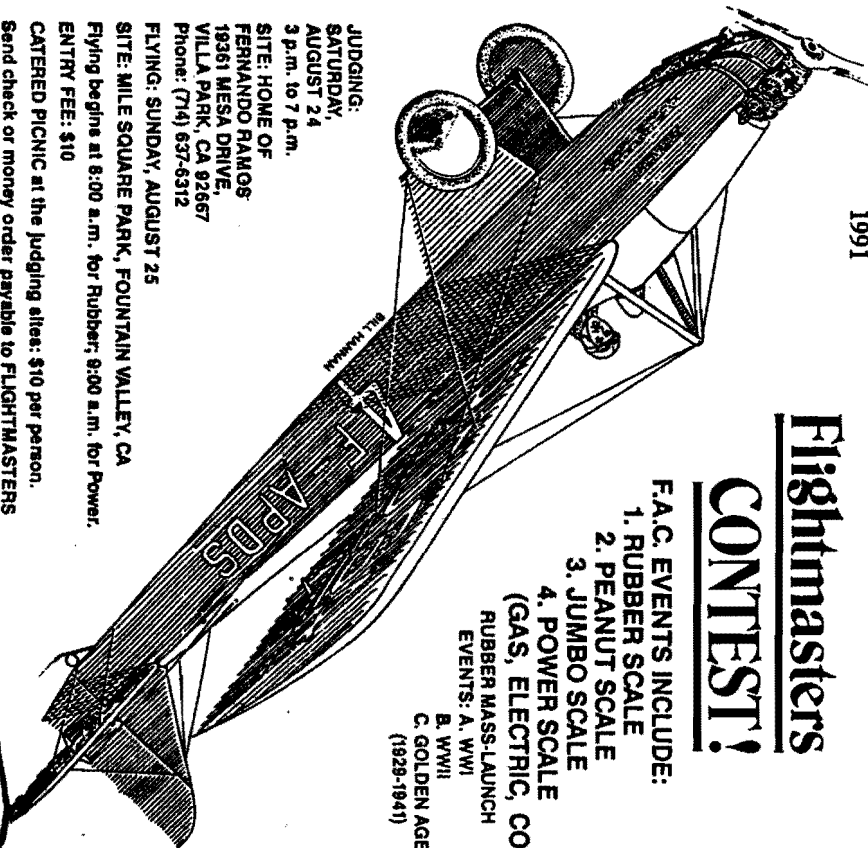
FLYING FACES

AUGUST
24 & 25
1991

Flightmasters CONTEST!

F.A.C. EVENTS INCLUDE:

1. RUBBER SCALE
 2. PEANUT SCALE
 3. JUMBO SCALE
 4. POWER SCALE
(GAS, ELECTRIC, CO₂)
- RUBBER MASS-LAUNCH
EVENTS: A. WWI
B. WWII
C. GOLDEN AGE
(1928-1941)



CONTEST CALENDAR

Aug. 31-Sept. 1-2..Florida Mosquito Squadron. Nine FAC events. Contact; Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119 Ph. (904) 788-7309
Other FAC type contests scheduled for Oct. 19-20, and Dec. 28-29-30.
Be there for some or all of these events.

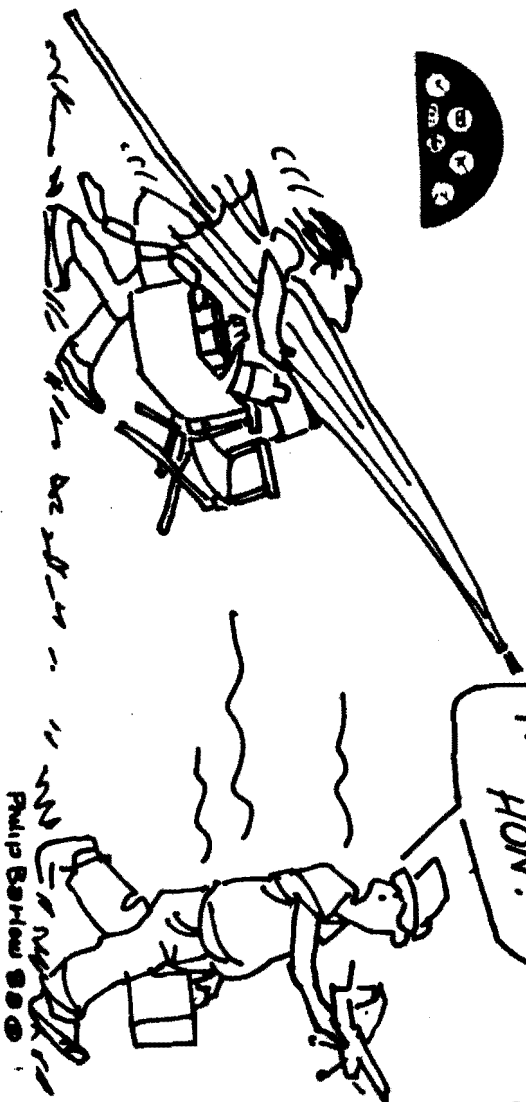
Sept. 14-15..Glastonbury Modeler's Fall Fly-In. 13 FAC events plus 3 others.
CD Ed Novak, 106 Cutlery Ave., S. Meriden, Ct. 06450.

Sept. 22..Walt Mooney Contest.

Oct. 26-27..Cactus Squadron Annual. WW I, WW II, Thompson/Greve Races, FAC scale Peanut, Embryo, Catapult, Jumbo, Multi-Engine, Golden Age, Dime Scale.
CD Dave Smith, 1041 Rawhide, Gilbert, Az. 85234.

JUDGING:
SATURDAY,
AUGUST 24
3 p.m. to 7 p.m.
SITE: HOME OF
FERNANDO RAMOS
19361 MESA DRIVE,
VILLA PARK, CA 92667
Phone: (714) 637-6312
FLYING: SUNDAY, AUGUST 25
SITE: MILE SQUARE PARK, FOUNTAIN VALLEY, CA
Flying begins at 8:00 a.m. for Rubber; 9:00 a.m. for Power.
ENTRY FEE: \$10
CATERED PICNIC at the judging sites: \$10 per person.
Send check or money order payable to FLIGHTMASTERS
Byron California
3406 Fels Avenue
Long Beach, CA 90803
Contestants will be sent entry forms, maps, F.A.C. Rules, etc.

TRY NOT
TO SHAKE
THE SIX-PACK,
THE HON!





Top photo, left; Two of Dave Livesay's Goon racers, (plans this issue) Dave also has a jumbo. Top right; Hiding behind that Aeronca floatplane is Phil Cox. Nice flying model.

Middle left; A beautiful Sopwith Baby by Mike Hines. We expect the plan for this one for the newsletter soon. A real beauty!

Middle right; An attractive color scheme for this P-39 Aircobra by Chris Starleaf. Nice job.

Bottom left; Ralph Kuenz (Old Rottensox) holding his neat Curtiss OC-2. Good flyer, but cracked it up at Lawrenceville. It will fly again.

Bottom right; A beautiful Marcoux-Bromberg by Paul Boyanowski. Not flying well yet, but will. Goon photo by Dave Livesay, all others by the editor taken at Lawrenceville.