

# FLYING ACES

Club News

ISSUE <sup>78-4</sup>  
MAY-JUNE 1981

## THE VIAD BATWING



AN HYSTERICAL  
HISTORY EPIC  
BY  
FRANK SCOTT



## Contest Calendar

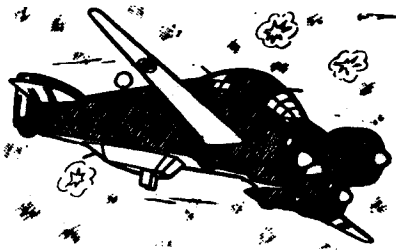
June 14 FAC-GHQ Meet, Erie, Pa. Flyer in this issue.  
 June 21-23 AMA Indoor Nats at West Baden, Indiana.  
 June 24-26 SNART at West Baden, Indiana, some indoor scale.  
 June 26-27 Peanut Grand Prix at West Baden, Write to Dr. John Martin 3327 Darwin St. Miami, Fla. 33133 for more details.  
 July 11-19 Canadian Nats. at Centralia, Ontario.  
 July 26 CFFS FAC Scramble at LCCC, ELYRIA, Ohio.  
 Aug. 2-9 AMA Nats at Sequin, Texas.  
 Aug. 9 Great Lakes Scale Meet at Erie, Pa. All FAC events, more info next iss.  
 Aug. 23 Dayton Buzzards FAC McCook Field Scramble at WPAFB.  
 Aug. 30 Cloudbusters FF Scale meet at Detroit, Mich.  
 Aug. 30 CFFS FAC Scramble at LCCC, Elyria, Ohio.  
 Sept. 13 Probable date for Canton, Ohio FAC Scale contest.  
 Sept. 20 CFFS & Detroiten Geschwader FAC at WPAFB, Dayton, Ohio.  
 Oct. 4 Erie Model Aircraft Assn. meet, site & events to be announced.  
 Nov. 13 CFFS Indoor meet, more info later.  
 June 13 FAC Lone Star Sector Second Annual Spring Meet, flyer in this issue.

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S.O.S. S.O.S. S.O.S. S.O.S.

A couple of skysters are in need of some items. Once again the call goes out to FAC land for your help. Jack Fike is looking for a three-view and color scheme for the Glenney-Henderson Gadfly, anyone have it?

Art Freeman is trying to find plans of the Bernard "yellowbird" monoplane which flew the Atlantic East to West from France. This plan was published in Flying Aces back in 1930 or thereabouts. He is also looking for plans of the Heinkel HE-219 and Yak 23. Can anyone help him?

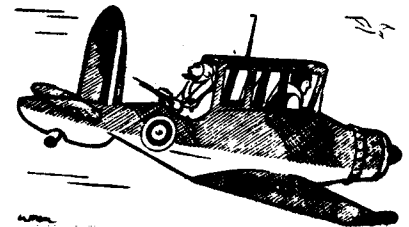


Write to Jack Fike at, 630 Fairway Lane  
 Bloomington, Ind. 47401

Art Freeman 1217 Ridgeley Dr.  
 Los Angeles, Calif. 90019

Do any of you other  
 clubsters need help?

Our pleas for you do not go unanswered. FACers everywhere respond quickly to your cries for help. That is the spirit of the FAC. Recently, Steve Kastory needed some scale info for a ship he was wanting to build and the plea went out through the pages of your faithful newsletter and he received what he wanted almost immediately. We are not trying to blow our own horn, but trying to show you what can be had if you ask for it. Don't be afraid to ask if you need something.



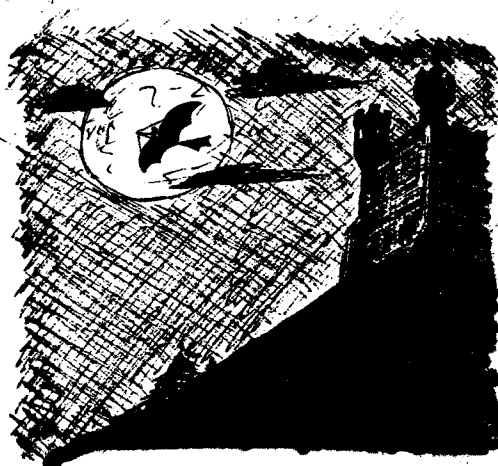
THE VLAD BAT-WING  
An Hysterical Hystory Epic  
By Frank Scott, Captain, FAC

3.

Though long stored in the vaults of the famed Motleigh Military Museum in Humpty, the findings of the little known archaeologist, Prof. Potsherd, have only recently, and accidentally, been revealed. Learned men have long heaped scorn and derision upon the head and reputation of poor Prof. Potsherd, while at the same time labeling his discoveries and conclusions as being, in every respect, absolutely authentic. The following is a summary of his researches, made in the company of RAF Captain DeBris,(1) during a Romanian grave-robbing expedition.

In their efforts to break the age old bondage of gravity (the existance of which as all scholars of aeronautics well know, was later suspected by Sir Isaac Newton) (2), early experimenters conducted their researches with sticks, banana leaves, wax and feathers. However, only the latter two materials met with any success (3), though some might tend to dispute even this modest achievement (4).

During the Middle Ages, the frequent intramural activities between Moslem and Christian soldiers (5) demonstrated only too well the need for aerial reconnaissance, as witnessed by the gallant charge of King Glutinous the Obtuse during the desparate Battle of the Gherkin, in which the king and his Gadroons rode in and routed his own infantry who were, until then on the verge of winning this day. The dying words of King Glutinous (6) were "Annon edhellen, edro hi ammen!" Words such as these were not lost to the perceptive (7) Transylvanian Count Vlad who desperately wished to improve warfare for the betterment of mankind (8).



Count Vlad (of the knightly Order of Dracule) carefully researched all available works on aviation (9). To his disappointment he found that Angels (especially in his case) could not be relied upon, and that teams of trained and harnessed birds (at first glance the most promising notion) tended to deposit an unwholesome amount of quard upon the aviator suspended beneath (10). The earlier work of Daedaleus had reached a dead end (11) and a fresh approach was required, new blood, so to speak (12).

One evening while idly watching the unusually sleek and well-fed vultures (13) circling over his cared for battleground, the Count's fiendishly clever mind hit upon the solution to the problem of manned flight.

As with all of the Count's projects, the strangely pale artisans of the area worked at a frantic pace to complete his design (14).

The newly finished Bat-Wing (15) was hoisted atop the highest battlement of the old Count's castle for launching and then took his place at the controls while tastefully attired in his famous all black flying suit. Alas for the Count, the townspeople had hastened too much in their preparations of the aircraft and the invention of the pre-flight check list was still several centuries in the future, instead of covering the light framework with bat-skins, the machine was covered with thousands of live bats, each securely fastened in place with masking tape. The craft was pushed from the tower at dawn (16) but, instead of being borne gently aloft on zepthers warmed by the rising sun, each of the myriad bats was driven by the frenzied desire to seek cover from the light.

Not upward did the Count's machine fly, but downward it plunged, until the delicate frame was smashed against the great belfry at the Cathedral of St. Petard, patron of munition makers, as the bats tried to fly under the eaves.

4. Count Vlad, unwitting inventor of the night fighter, was hurled from the wreckage and fell to his death far below, where he was impaled upon a tomato stake (17).

Footnotes;

1. The presence of Capt. DeBris has never been adequately explained, anywhere.
2. Best known for his invention of the fig.
3. See Rise and Fall, the autobiography of Icarus of Crete, Immerious Press.
4. See Feathers From The Sky, Kerr von Plunk, Wetmore Printers.
5. This role has in recent years, been usurpal by Israel.
6. He fell mortally wounded when his sword, Erratum, went off as he was cleaning it.
7. And somewhat ghoulish, for he dated on dying words.
8. (?)!!
9. There were none at all, not any, none.
10. The Count was, if nothing else, fastidious.
11. Right on!
12. The Count was type O positive.
13. The national bird of Transylvania, and of Hinkley, Ohio.
14. Lest the Count have designs upon them.
15. So named because it was to be covered with bat skin.
16. Tony Orlando was not available for this occasion.
17. It is thought that the author, Bran Stoker, may have been inspired by those historical findings to write his obscure, and very improbable novel!

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### MULTI-MOTORED MODELS

GHQ has been asked to do an article on multi-motored rubber powered models. About all we have to go on is what we have seen and heard at the flying field. As yet we have not started to build one, but we have a couple in mind that look like they will be good subjects to model.

So far we have seen the Grumman Tigercat, Douglas A-26, Martin B-26, P-38 Lightning, Arado 240, and last but not least, the great Russian Bear by Dennis Norman. Mike Midkiff is currently testing a B-25 Mitchell, hope to hear more on this in the near future.

There are two things that must be considered the most important. One is to keep it as light as possible as in any other kind of model you build, and the other is the subject you pick to build. It should have fairly long nacelles if you want to have the rubber motor completely enclosed so as not to spoil the scale appearance. Or you may have to use motor sticks or attach the rubber motor to the stabilizer, which does not look too scale-like but will get the job done.

The models we have seen have had both counter-rotating props and props that turn in the same direction. From our observations ther didn't seem to be too much difference in performance. There are several really good designs to choose from, so pick your subject carefully.

If any of you skysters do build a multi, please let GHQ know all about it so we can let others know about your problems. In this way we can get all the gremlins out like we did for other difficult subjects in the past. This can and will open up a whole new dimension to our hobby. How about the FACers who have successfully flown multi's letting us in on a few of their problems and how they overcame them. We are waiting to hear from you.



# FLYING ACES

FLYING ACE'S RUBBER SCALE MEET

JUNE 14, 1981

TIME; 10:am. till 5:00 pm.

SITE: Erie, Pa. just off I-90  
on route 832.

A.M.A. Sanction applied for.

## EVENTS:

- |                        |                         |
|------------------------|-------------------------|
| 1. Flying Aces Scale   | 4. No-Cal Profile Scale |
| 2. G.H.Q. Peanut Scale | 5. World War II Combat  |
| 3. Embryo Endurance    | 6. Hand Launch Glider   |

All events to flown according to FAC rules.

No condenser paper covered models.

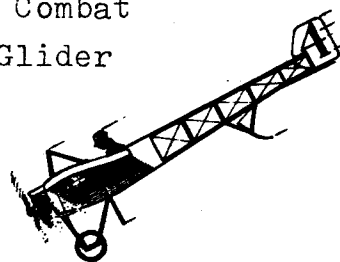
Prizes will be kits and/or merchandise.

Be sure to bring proof of scale.

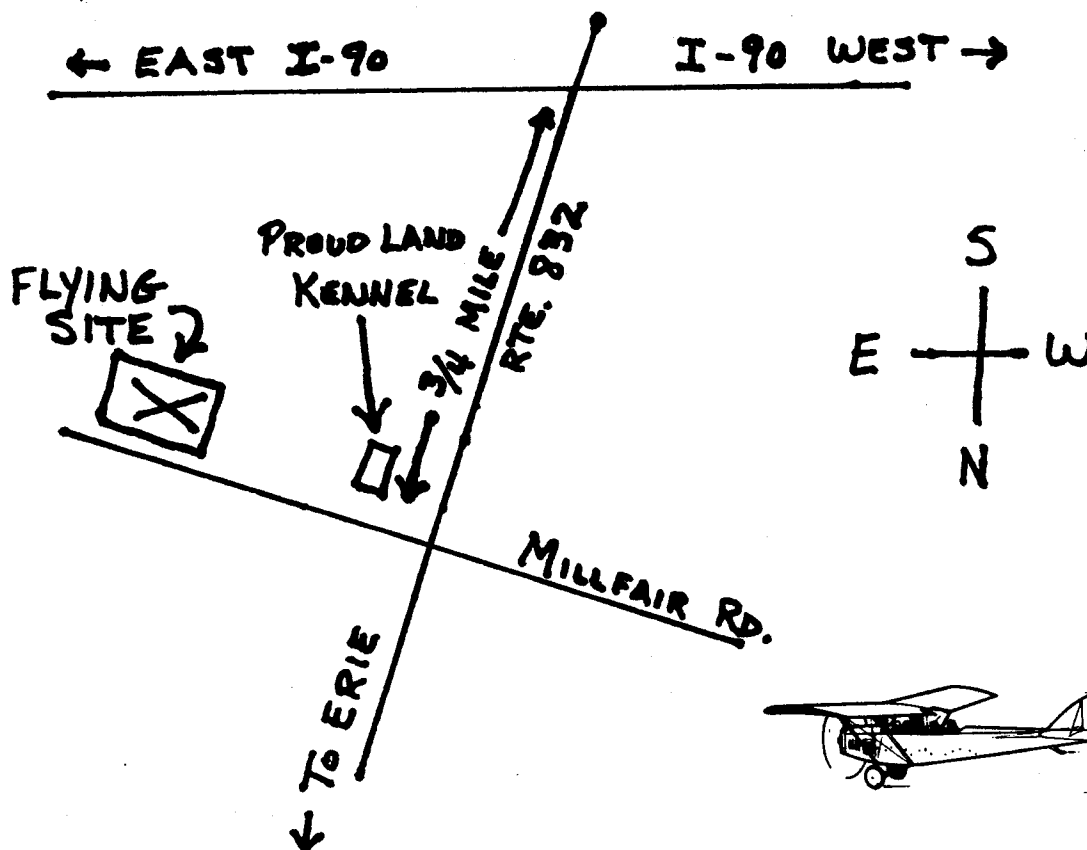
Special junior event for peanut.

Entry fee will be \$3.00 first event, \$1.00 each add. event, Max. fee \$6.00

Jr. & Sr. \$2.00 flies everything.



Contest Director; Lin Reichel 3301 Cindy Lane Erie, Pa. 814-833-0314



E.M.A.A. 5th ANNUAL SNOWBIRD INDOOR MEET

April 5, 1981

Once again, the magnificent Cat. I indoor site at the McComb Fieldhouse of Edinboro State College at Edinboro, Pa. saw the GHQ group put on their annual indoor meet. 26 enthusiasts competed in seven events, four of which were official FAC events and therefore eligible for Kanone credit. Our hats are off to all the intrepid and loyal FACers who made this contest such a fantastic success.

Activity got under way at 10 A.M., and for the following two hours, the air was filled with indoor HLG and EZB models. When the smoke had cleared at noon, GHQ's own Vic Peres had firmly established himself as the winner of the HLG event, with Jack McGillivray of Toronto, Canada winning the EZB event in impressive style. Results are as follows:

<u>HLG</u> (3 best flights)		<u>EZB</u> (Best flight)	
1. Vic Peres	124 sec.	1. Jack McGillivray	10:14.0
2. Don Steeb	86 sec.	2. Larry Loucka	8:02.8
3. Bob Clemens	72 sec.	3. Don Steeb	7:11.6
4. Mike Peres	69 sec.	4. Ken Groves	5:36.0
5. Pete Carr	50 sec.	5. Mike Peres	5:35.5

Of special interest is GHQ's young Mike Peres, a Junior class flyer, who placed so well against all the Open competitors. A tip of the old chapeau to Mike!

Scale flying began promptly at noon, and continued unabated to the very final minutes of the day. Flying Aces Scale attracted but four competitors: Ken Groves (of Canada) and his Fike-Dream; Don Steeb with a Davis DA2A; Dennis Norman and a Bellanca Skyrocket; and Bob Clemens with his usual impeccable workmanship displayed in a Pacific Standard D-1. With Ken Groves putting up two flights of over a minute and one of over  $3/4$  of a minute, tallying up with a fair amount of scale points, emerged the winner, followed by Don Steeb, Dennis Norman, and Bob Clemens. Congratulations Ken, on your first Kanone!

Jr.-Sr. Peanut Scale was a strictly GHQ squadron event, with ~~three~~ of our young stalwarts competing. These were Mike Peres, Rory Gehrlein, and Scott Spangenberg. Mike flew a Wittman Tailwind; Rory his tried and true Curtiss Seagull, and Scotty his very well done Waco SRE. Interesting to note that none of these lads had a flight of under 30 seconds, but Mike's Tailwind prevailed over the higher scale and bonus points of the Seagull and the Waco to win this event. The spread was very close, with the Tailwind garnering 168 points total; the Seagull 166, and the Waco 163. Nice flying, boys. We are all proud of you!

No-Cal scale found five competitors vying for the coveted Kanone available for winning this event: Vic Peres, Dan McDonald, Don Steeb, Dennis Norman, and Scotty Spangenberg. A great assortment of models were flown: Vic's "Darn Near Dornier"; Dan McDonald's odd single legged Fike; Don Steeb's Lockheed "Li'l Dipper"; Dennis Norman's Curtiss RC-31; and finally Scotty's Luscombe Phantom. Vic Peres won this event with a fine three flight total of 3:11, followed by Dan's Fike with 2:33; Don's Dipper with 1:10; Dennis' Curtiss with :50; and Scotty, having difficulty getting the Luscombe to climb, with :21. Another Kanone for our indomitable Vic Peres!

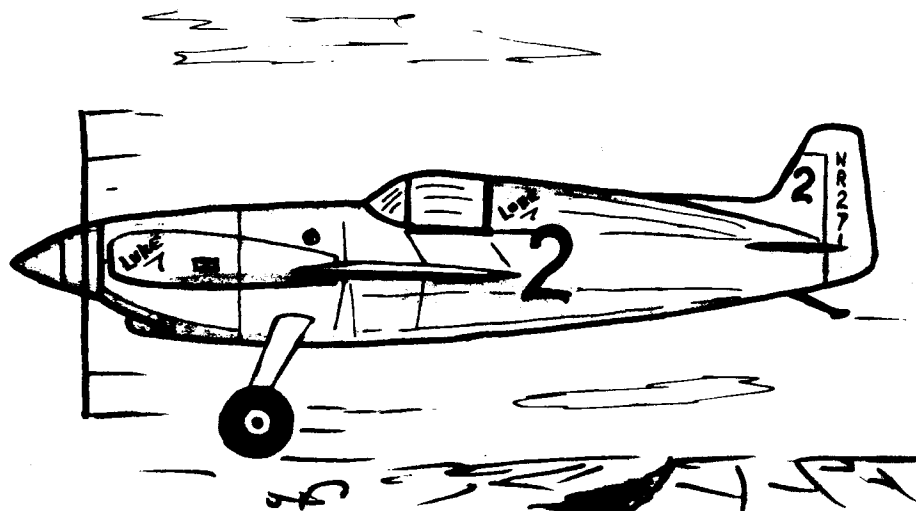
Unlimited Rubber was just about an 'anything goes' event, for non-scale or semi-scale models. Six flyers gave it everything they had, with Larry Loucka topping the field with a wispy craft of his own design posting a three flight total of 7:33. GHQ's Blake Mayo followed with a creditable 4:47 with a 'More-or-less' Bleriot. He was hotly pursued by Bob Clemens' "Boston T" at 4:43. This is a Manhattan Class model which performed very well. Gordon Roberts was fourth with his Debut embryo at 3:18. GHQ's Bill Musolf was fifth with a fine steady flying Prairie Bird at 3:17. Note that one second difference in flight times! Last place was held down with GHQ's Mahlon Hirsch also flying a Bleriot, with 2:32.

Peanut Scale attracted the most activity and entry list, with fourteen entrants! There was a fine assortment of planes flown, from the familiar Fike and Laceys to the very odd-ball Rutan Quickie and Bleriot canard. Hard luck story of the day was Dennis Norman wiping out his meticulously prepared SE-5A on the unyielding boards of the field house! Vic Peres, flying the Rutan Quickie finally got it fairly well trimmed and put up a half-minute flight. This is one that has to be seen to be appreciated! The most impressive and the most steady flying was done by the winner, Jack McGillivray of the Canadian contingent, who flew a neat Heinkel 100. A good scale score coupled with three flights of over a minute each was too much for anyone to equal. The Heinie ship got well up against the rafters and simply cruised around the scoreboard as if a pilot were aboard! The placings, down to sixth place are as follows:

1. Jack McGillivray	Heinkel 100	273 pts.
2. Don Steeb	Lacey	254 pts.
3. Louis Leifer	Volksplane	242½ pts.
4. Ken Groves	Fike-Dream	237½ pts.
5. Vic Peres	Nesmith Cougar	212 pts.
6. Bob Gordon	Huntington	210 pts.

GHQ wants to thank especially the Canadian contingent of men who came down for this meet. They did especially well, and are a credit to the FAC spirit. They are: Louis Leifer, Ken Groves, Bob Gordon, Jack McGillivray, and Gordon Hilliam.

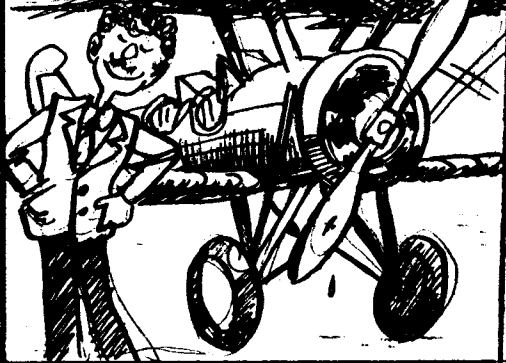
A fine day of flying at a fine indoor site.



THE GRIFFON, STILL UNDER THE SPELL OF HYPNOTIC REGRESSION, RELIVES YET ANOTHER HARROWING EPISODE FROM HIS EMBRYONIC CAREER AS A CRIME FIGHTER PAR EXCELLENCE...



BRIDGEPORT AIRPORT. HARRY KEEN, SOCIALITE PLAYBOY, IS NOW THE YOUNGEST COMMERCIAL PILOT IN THE STATE...



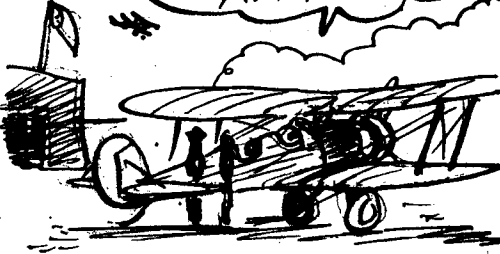
SAY, KID - I LIKE YER SHIP! - 8.

WHY THANK YOU, SIR!



I'M JUST A HARDWARE SALESMAN, BUT I LIKE TO FLY. HOW ABOUT A HOP?

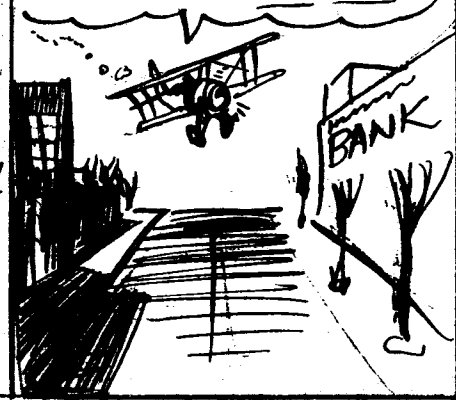
WHY CERTAINLY. ALWAYS GLAD TO ENCOURAGE AN INTEREST IN AVIATION!



SUPPOSE OUR MOTOR QUIT - COULD YOU LAND ON A CITY STREET? SAY - THAT ONE DOWN THERE, NEXT TO THE BRIDGEPORT BANK?



OH, OF COURSE, SIR - LANDING SHORT IS MOSTLY PILOT SKILL



WHY, WHAT DO YOU KNOW - HERE'S A COUPLE OF MY BUSINESS ASSOCIATES. GOT ROOM FOR A COUPLE OF EXTRA FOLKS?

WELL IT'LL BE TIGHT, BUT...



UPON REQUEST, KEEN FLIES HIS PASSENGERS TO A DYSTERO STRIP IN BANGOR, MAINE

YA DID GOOD, KID - HERE'S A SAWBUCK

OH, NO TROUBLE, MR. BRADY



AND THE NEXT DAY -

GETAWAY PLANE PLAYS PART IN BRIDGEPORT BANK JOB!! IVE BEEN DUPED!!



THE TRAUMA OF RELIVING THAT HUMILIATING & IGNOMINIOUS EVENT SNAPS KEEN OUT OF HIS TRANCE



CRIME FIGHTING HAS GOTTEN OFF TO A ROCKY START, BACK IN 1934. AND IT DOESN'T APPEAR TO BE DOING MUCH BETTER THESE DAYS..

WILL THE GRIFFON BE ABLE TO PICK UP THE COLD TRAIL OF THOSE THRUST BUTTON BURGLARS?



The last issue of Flying Aces left the young Compers subscribing to "The Aeroplane" and "Flight" in the summer of 1912.

After their flying at London's Hendon Aerodrome, Nick, three years older than Adrian, the youngest of six children, became highly active in the relatively new pastime of putting together crude little balsawood and wax-paper structures which, though hardly representing any particular aeroplane, nevertheless flew under power. We bought strips of balsawood, fine wire, glue, and waxed paper with which to fashion wings of about 1 ft. span, and a tail and rudder separated by a fuselage consisting of a single length of balsa of sufficient sturdy cross section to resist bending when the "engine" was readied prior to flight.

The "engine" was a series of rubber strands procurable in a few enterprising shops catering to this new fad, and which also offered ready made balsa propellers and bottles of a soapy goo to lubricate the rubber as, by means of a finger twisting the propeller, the "engine" was powered up.

And whose tender young finger became gradually calloused before turning the little powered up structure over to his elder brother for final flight adjustments? You've guessed it! And who, if the flight was distance-successful, had to run to retrieve it? You've guessed it again--me. And thus this close and happy relationship remained over the ensuing years when Nick was acclaimed as a designer in many respects a little ahead of his time.

Came 1914 and a shocked Europe at war. There was no question but what the 17 year old Nick would do (but with reluctant parental permission). To quote from "aeroplane Monthly" of August 1978:

"Nick and Adrian's aerial baptism occurred in a Farman at Hendon. Both became apprentices with the technical department of the Aircraft Manufacturing Company at Hendon under Geoffrey de Havilland ( Nick in 1914, Adrian in 1917), and in 1915 Nick Comper joined the Royal Flying Corps. He underwent pilot training at Castle Bromwich, and after a short while on DH-2s with No. 57 Squadron, was posted to France with No. 9 Squadron, flying B.E.2cs. It was during this period as a 2nd Lt. his potential as a designer showed itself. He completely re-rigged his aircraft and successfully squeezed a few extra knots out of it. As a result, his C.O. promptly pinched it for his own use!"

The BE2, and later the Squadron's RE8s were reconnaissance aircraft with the observer and his mounted Lewis gun in front of the pilot. Observers were generally infantry or gunnery officers from the front lines transferred to the RFC. Most were later sent home for training as pilots.

The turnover was rapid, and pilot and observer were given short leaves together with often little time for one or both to reach home if outside London. Consequently two would stay with Nick on various leaves at our London home where were our two sisters. Both observers later became pilots and survived the war, immediately after which I acquired two RAF brothers-in-law! One was CO RAF, Egypt, at the outbreak of World War II.

My term in the technical dept. of AIRCO under Geoffrey deHavilland from 1917 to May, 1920 was interrupted by passing my physical for entry into the RAF in late 1918 when but a week or so later World War I ended along with my hopes! But at anyrate I returned to the company and there saw the start of Civil Aviation.

To be continued.

This issue we have a real winner among our plans that we have picked for you balsa chippers. We present Gordon Roberts plan of his Embryo Endurance winner. And we mean winner! This model has won enough Kanones to warrant a Blue Max medal all by itself. Yes that's right, she has won over sixteen Embryo events. If you want a winning design guys here it is. Get one under way immediately.

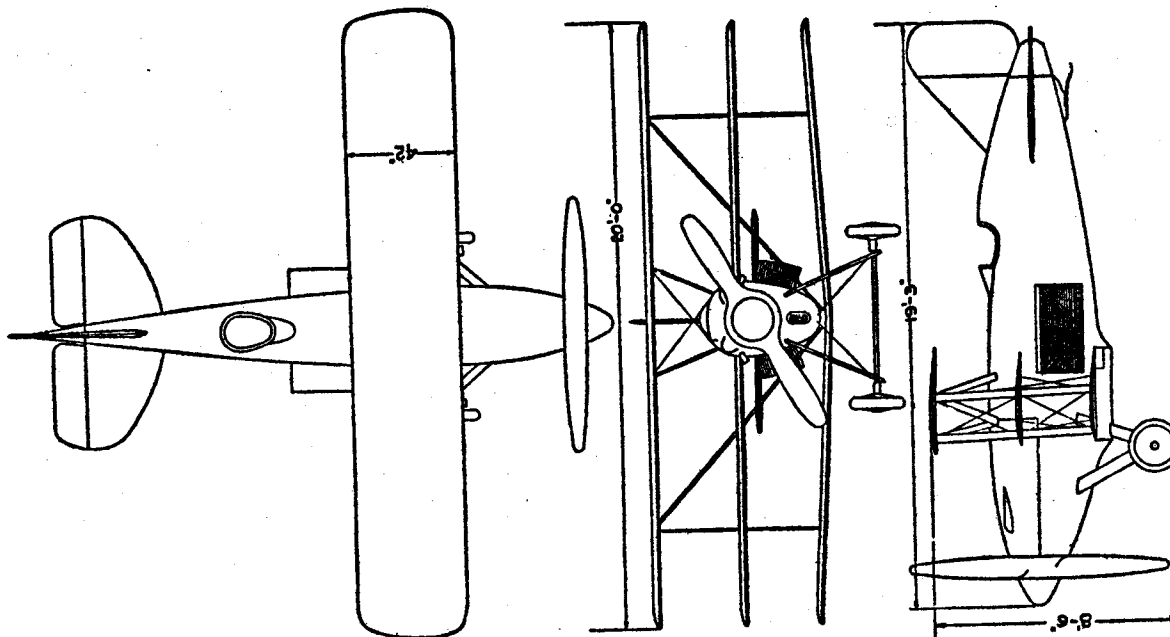
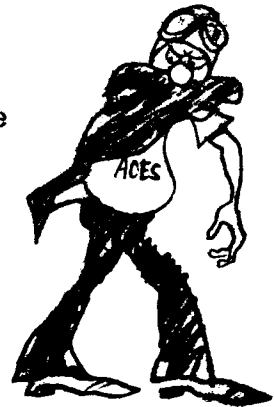
Dave Smith, the modeler from out in cactus country sends us his No-Cal profile plan of the Howard DGA, that came in second in the No-Cal Postal contest last winter. She did two minutes and twenty two seconds.

And lastly, we have another plan from Pres Bruning, the IK-2, a Yugoslavian fighter from the late nineteen-thirties. She's a cute little thing, ain't she gang. anyone going to give it a try?

We haven't heard of anyone building any of the plans we have been presenting in your newsletter. If you have or do in the future please let us know what you build and how she performs. We here at GHQ would like to know all about them, as I am sure so would the clubster that drew up the plan.

While we are on the subject of plans, we can and will use all you can send us. If we get what looks like more than we can use (never) we can maybe give you an extra issue of just plans and three-views.

Many of you have asked if back copies of the newsletter are available? Right now we have to say no. But we are going to run some of the most interesting articles and plans and three-views from past issues, starting in the next issue. We may have to go to more pages, but I don't think you will mind that. There will be no increase in cost to you if we do go to a larger newsletter, at least for the present time. I am pleased to say that the Flying Aces Newsletter is in great shape financially, we have more money than we know what to do with, Haww. Seriously though we do have a lot of funds that belong to you clubsters and we are working on a few things to sort of return it to you, but it won't be in the form of cash! So don't get your hopes up too high.



CURTISS AEROPLANE & MOTOR CORPORATION

GARDEN CITY, L.I., N.Y.

MODEL: WILDCAT

TYPE: RACER

ENGINE: CURTIS C-12 435 H.P.

SPEED: 70-196 M.P.H.

# Début

EMBRYO ENDURANCE.

GORDON ROBERTS - C.F.F.S.

Model is built as light as possible. Medium hard longerons and spacers.

Medium soft  $\frac{1}{8}$ " sq. LE, medium hard  $\frac{1}{8} \times \frac{1}{16}$  TE, spar medium hard  $\frac{1}{20} \times \frac{1}{20}$ .

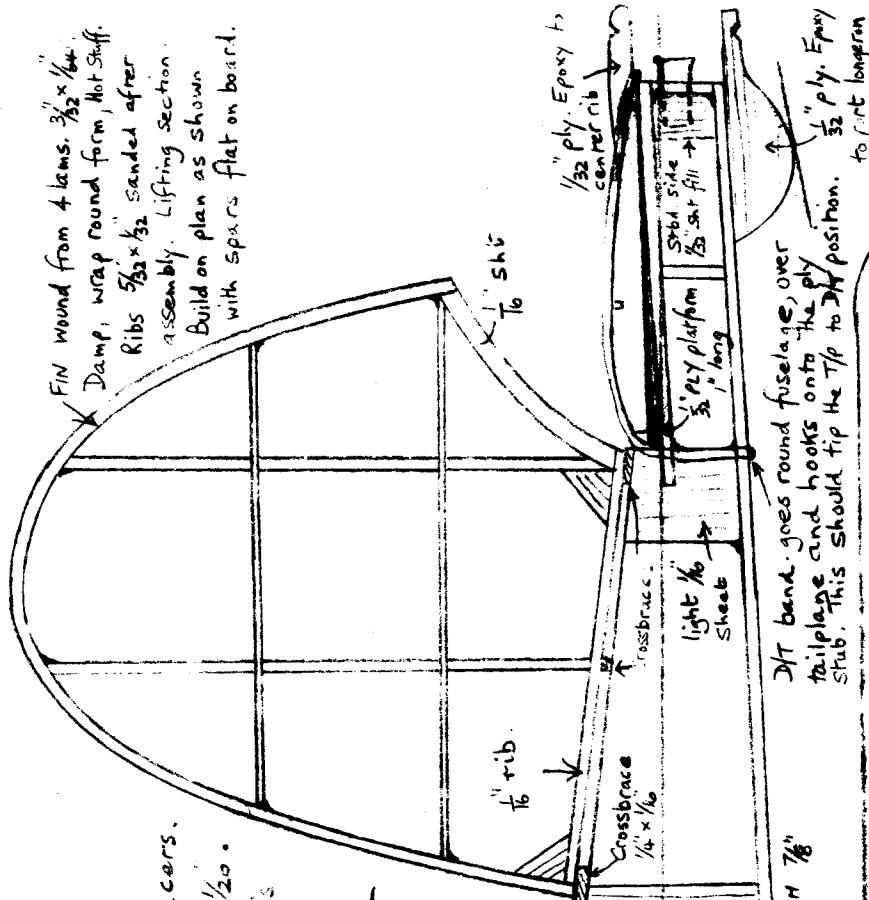
All ribs light c-cut  $\frac{1}{32}$ ". Spar is slotted in after assembly. Prop. is

7" plastic (North Pacific and Peck are good) scraped and balanced.

Power is 24" loop of  $\frac{1}{8}$ " FAI, about 1500 turns. Trim for right-left pattern, cambered fin should give glide circle, a little right thrust for power pattern.

Headrest. Very soft  $\frac{3}{16}$ " sheet sanded to streamline section. Glue on after covering.

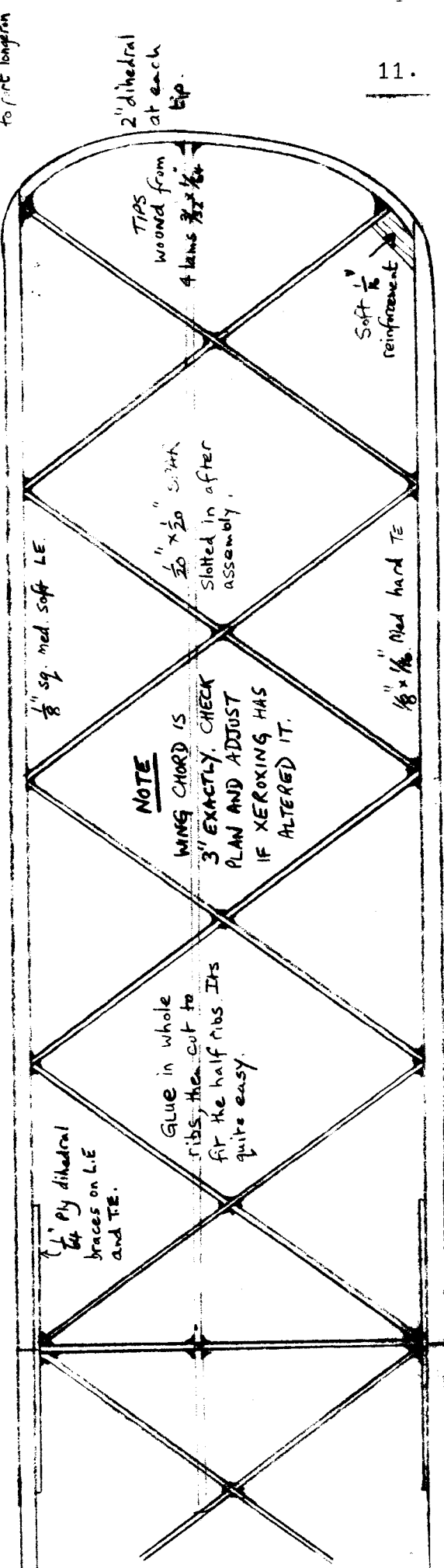
This bay on top is filled with light  $\frac{1}{32}$ " sheet. Cut out oval pilot hole, add windscreen.



DT band goes round fuselage, over tailplane and hooks onto the ply stub. This should tip the tip to DT position.

WIDTH  $\frac{7}{8}$ "

WIDTH  $1 \frac{3}{16}$ "



## NOTE

WING CHORD IS 3" EXACTLY. CHECK PLAN AND ADJUST IF XEROXING HAS ALTERED IT.

Glue in whole ribs, then cut to fit the half ribs. Its quite easy.

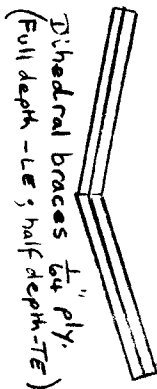
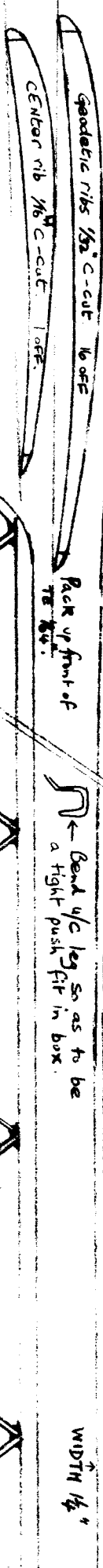
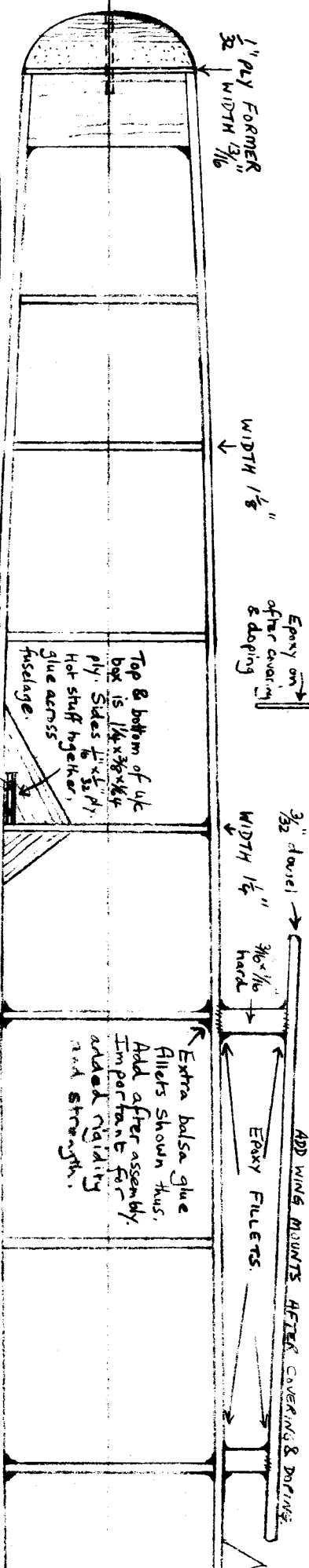
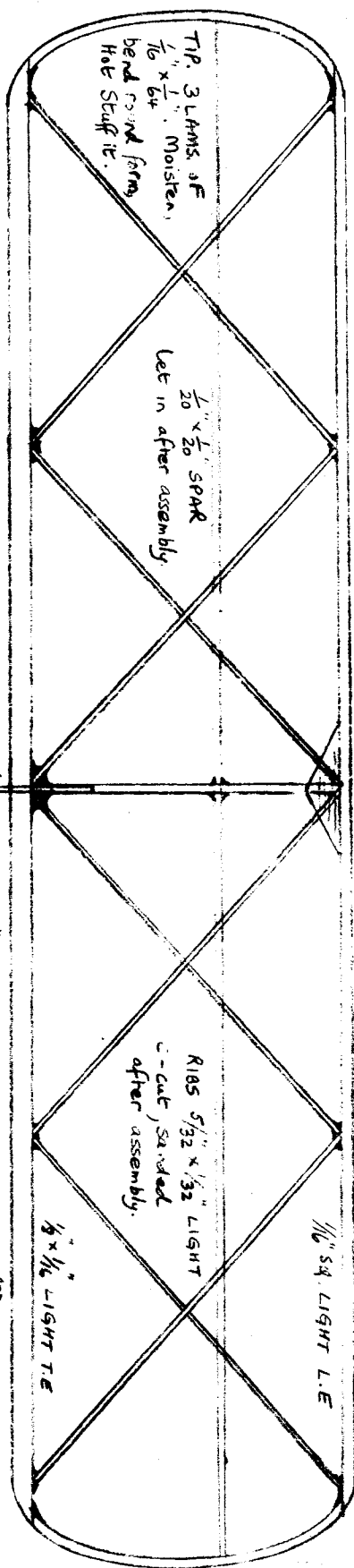
1/4" ply dihedral braces on L.E and T.E.

$\frac{1}{20} \times \frac{1}{20}$  sheet slotted in after assembly.

2" dihedral at each tip.

TIPS wound from 4 lams  $\frac{3}{32} \times \frac{1}{4}$

Soft  $\frac{1}{8}$ " reinforcement



Prop shaft 0.032" incorporate winding hook and free wheel.

Wheel part:

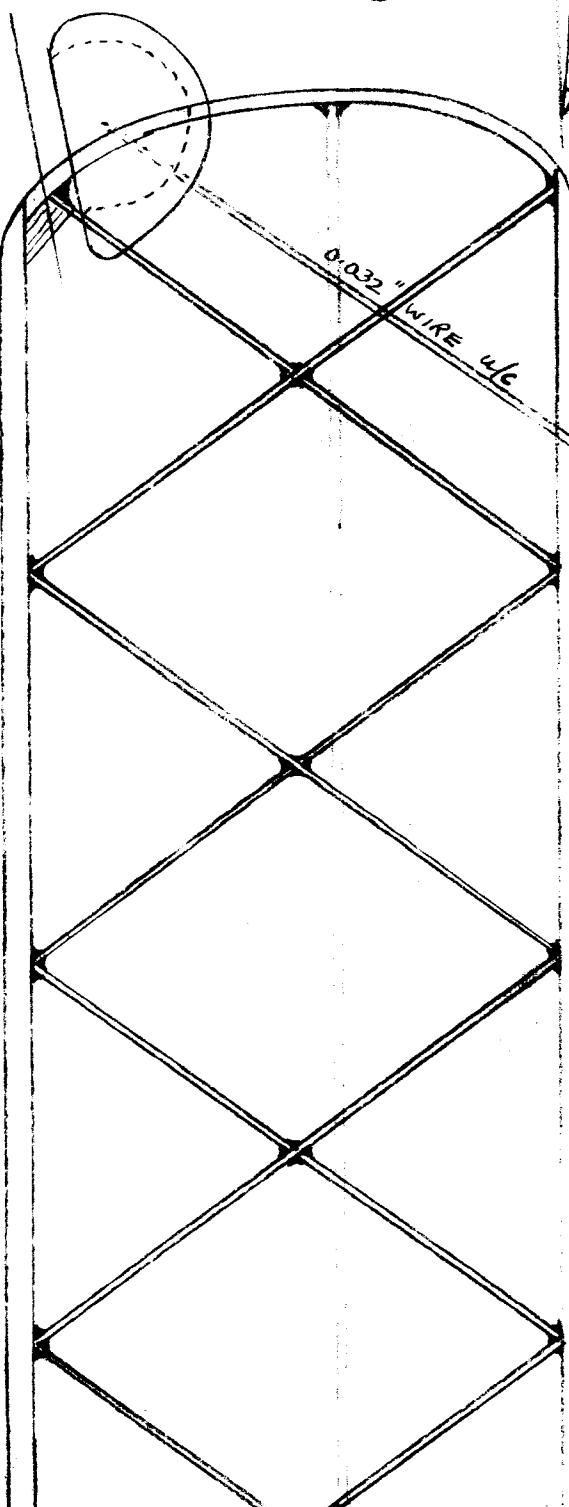
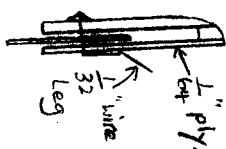
$\frac{1}{4}$  back,  $\frac{1}{16}$  inner,

$\frac{1}{16}$  outer face

Wheel  $\frac{3}{4}$  diam

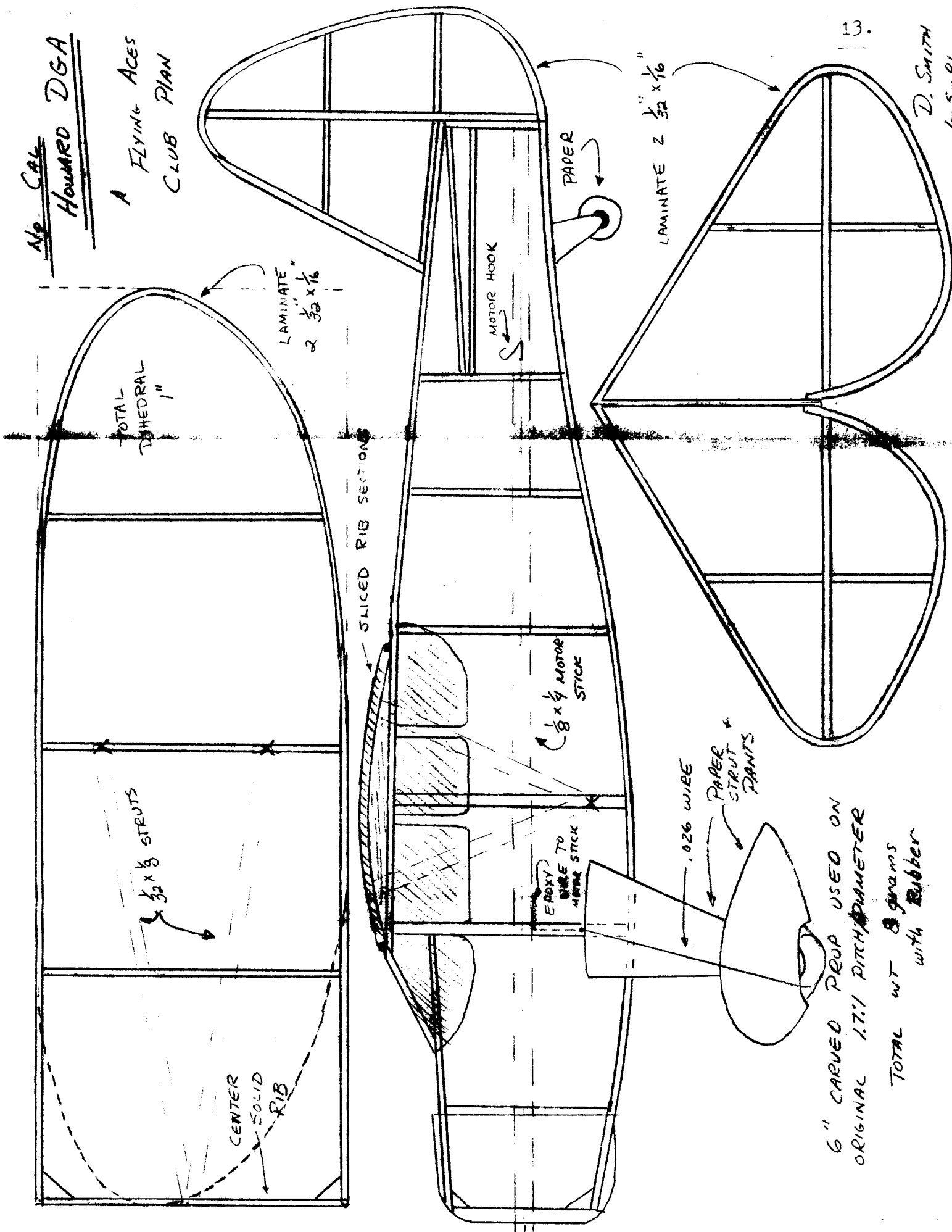
$\frac{1}{4}$  ply.  $\frac{1}{32}$  diam

leg is epoxied to back and outer.



No. CAL  
HOWARD DGA

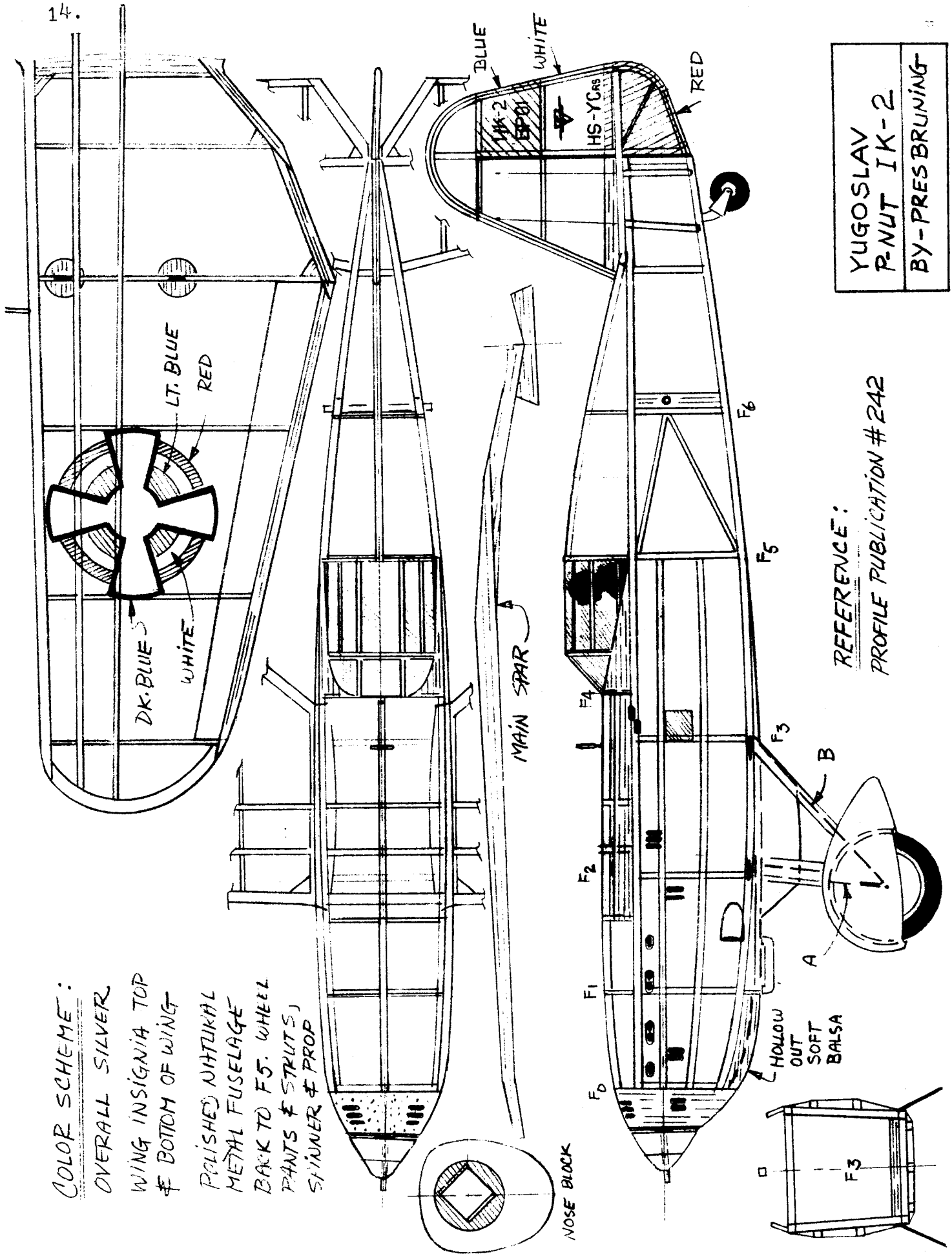
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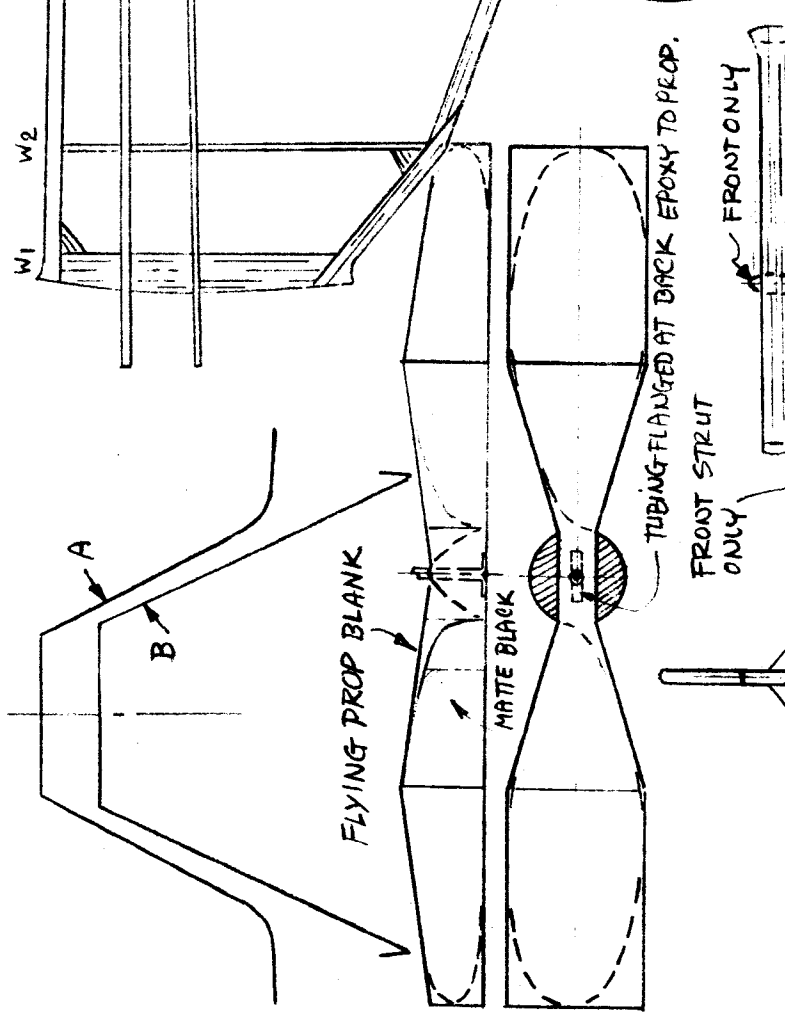
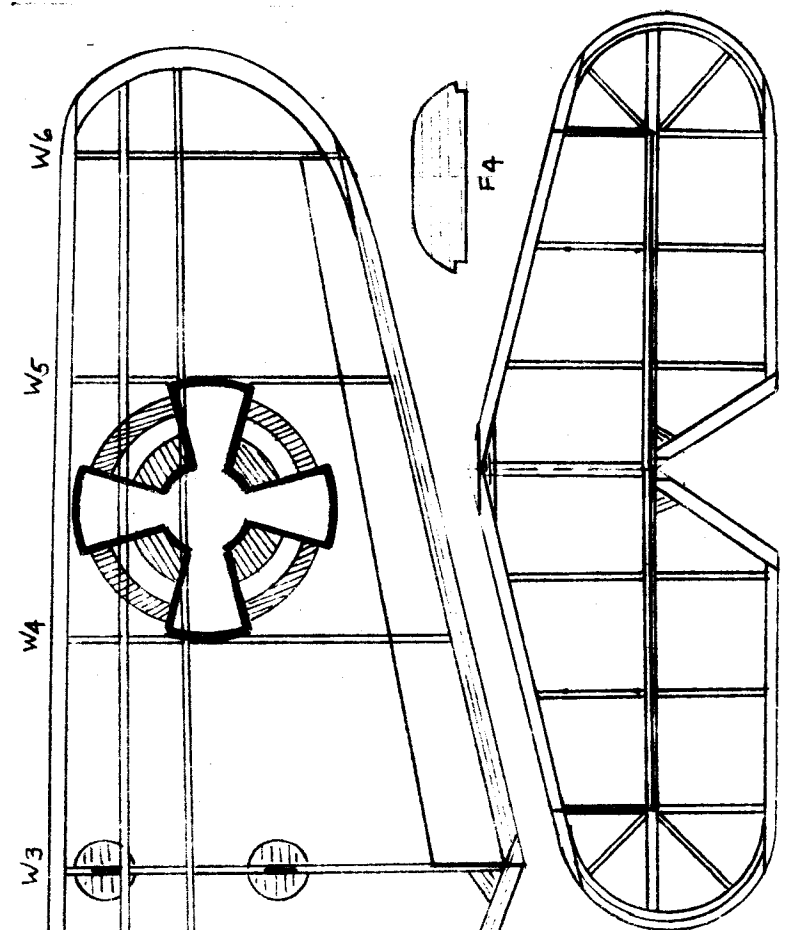
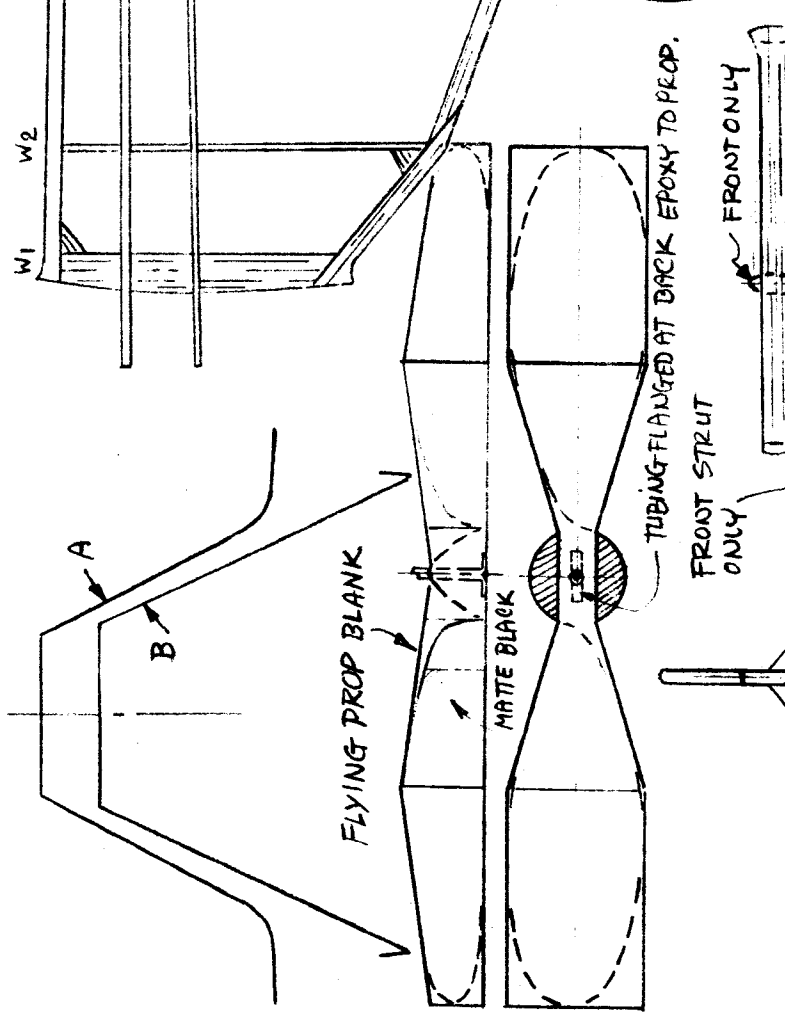
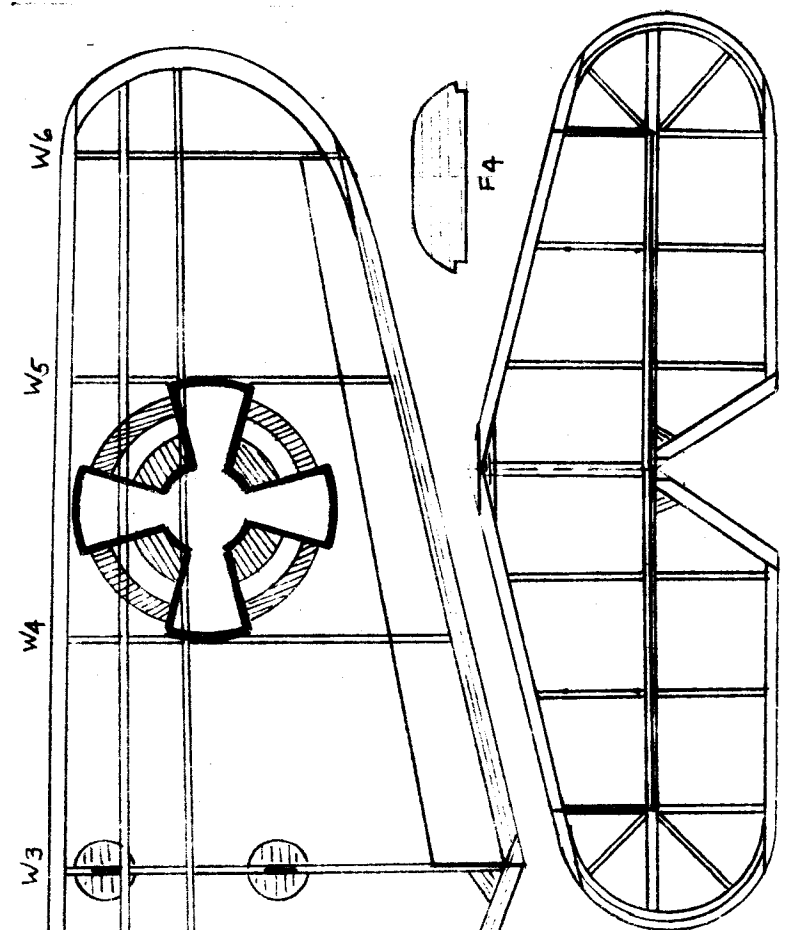
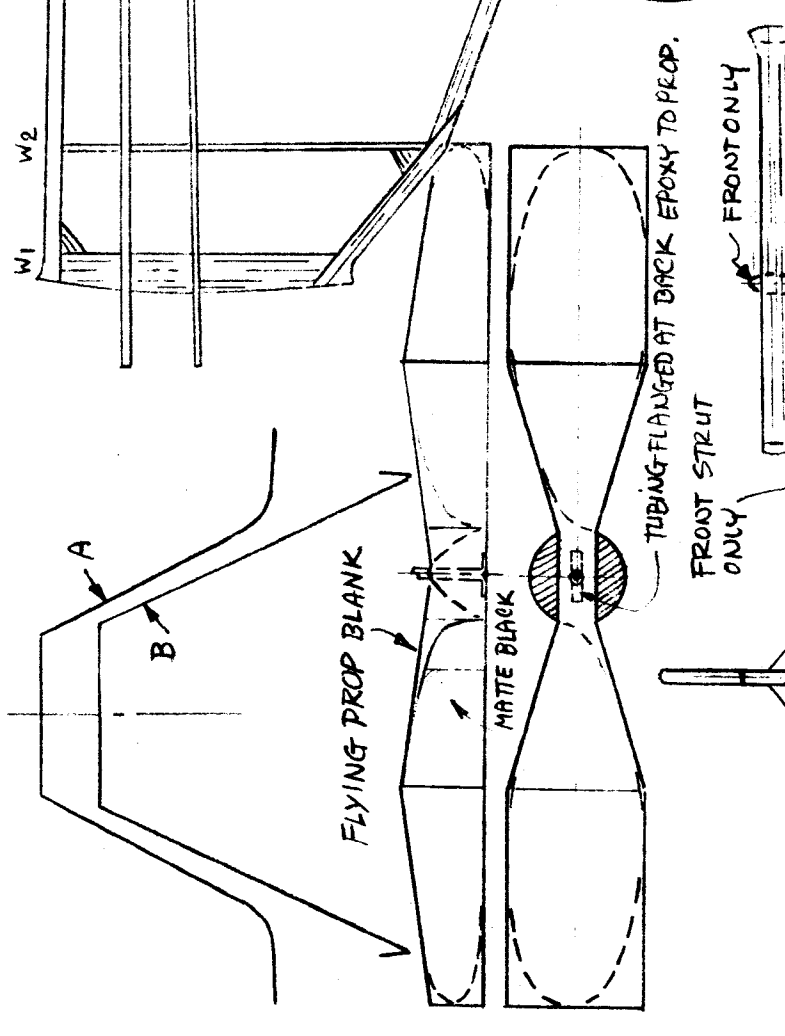
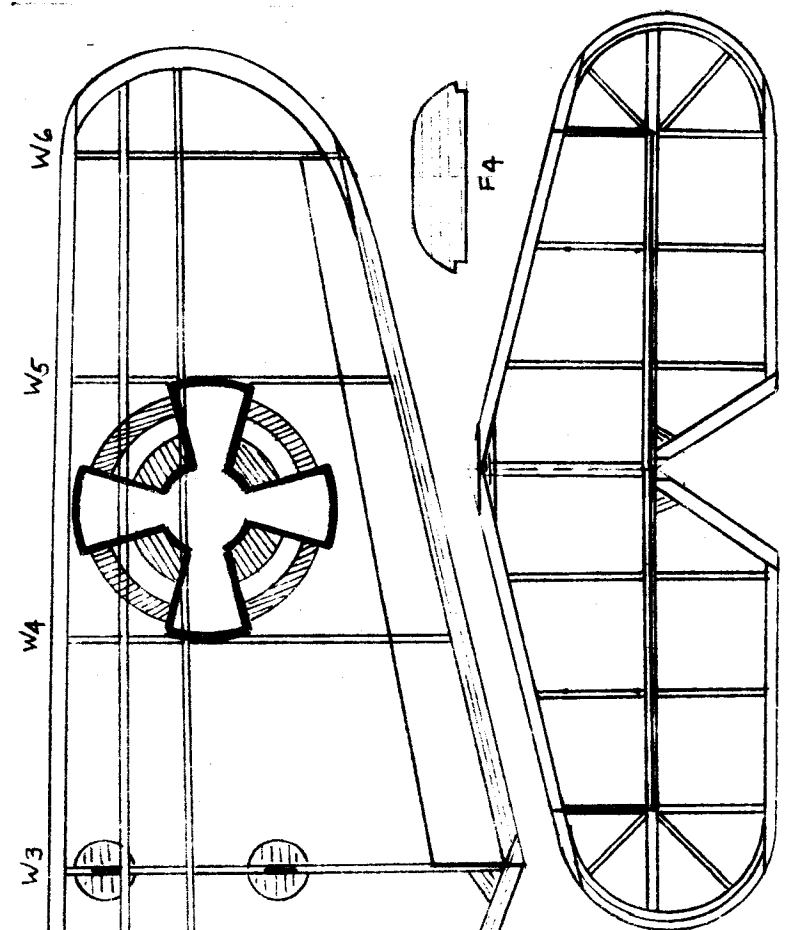
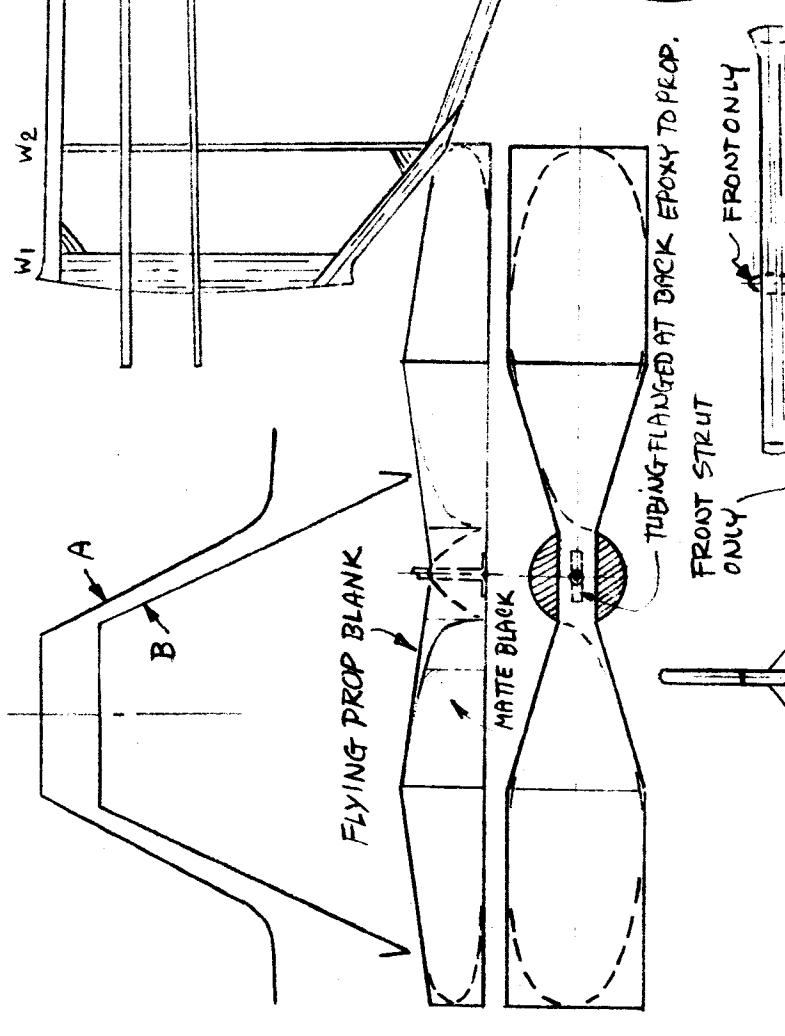
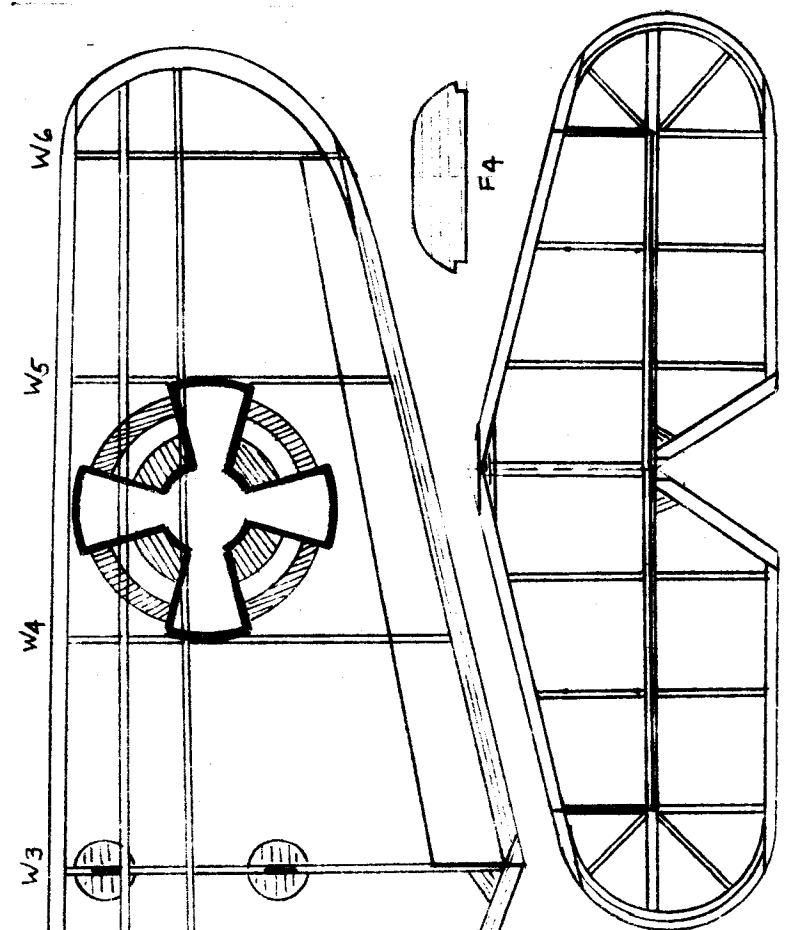
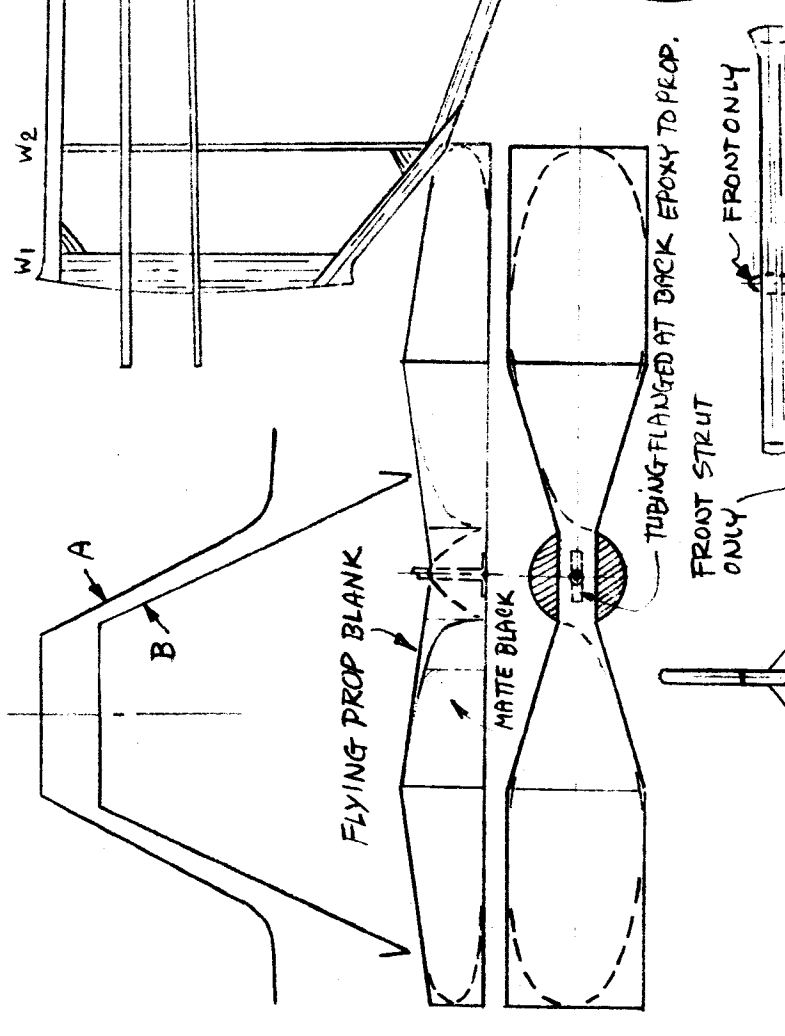
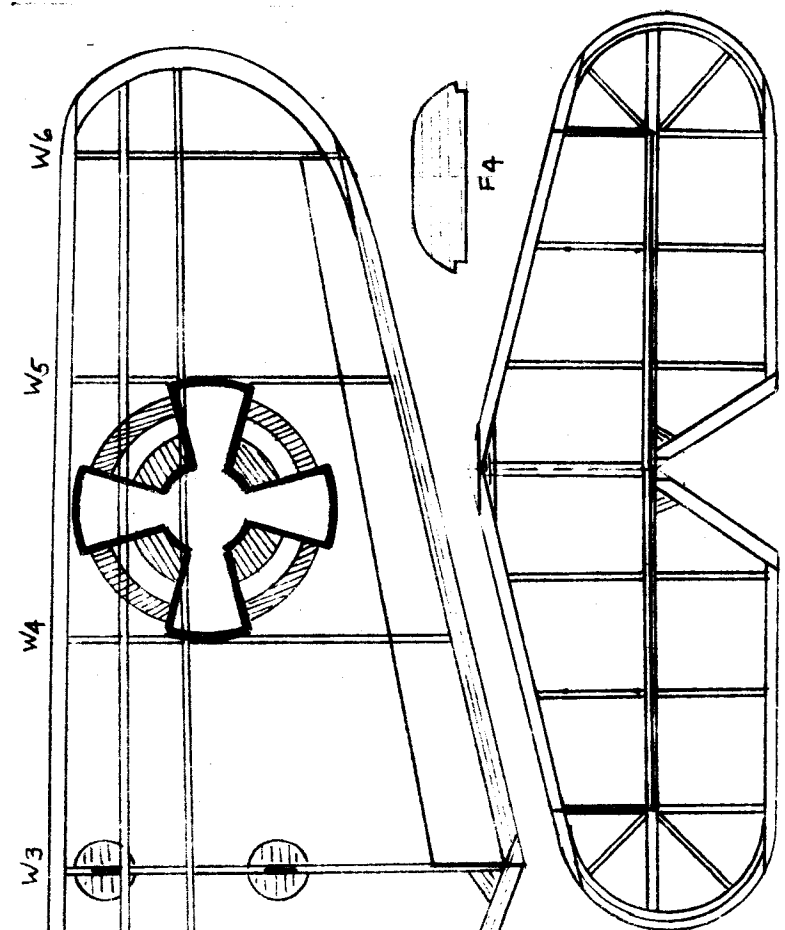
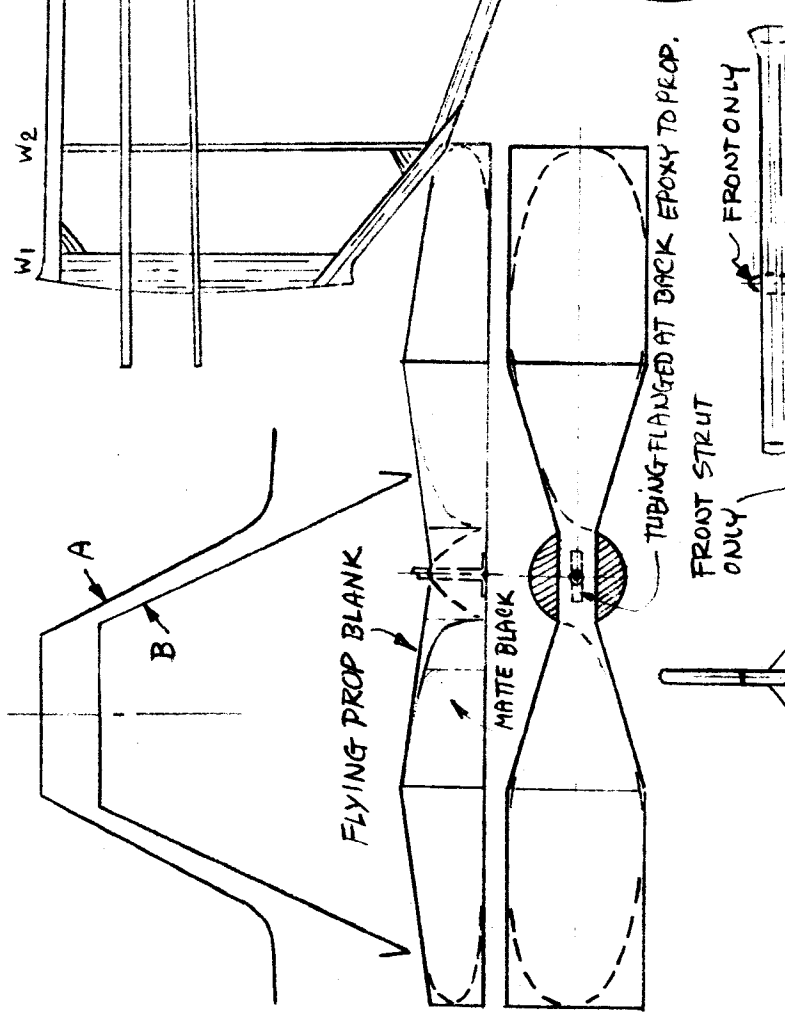
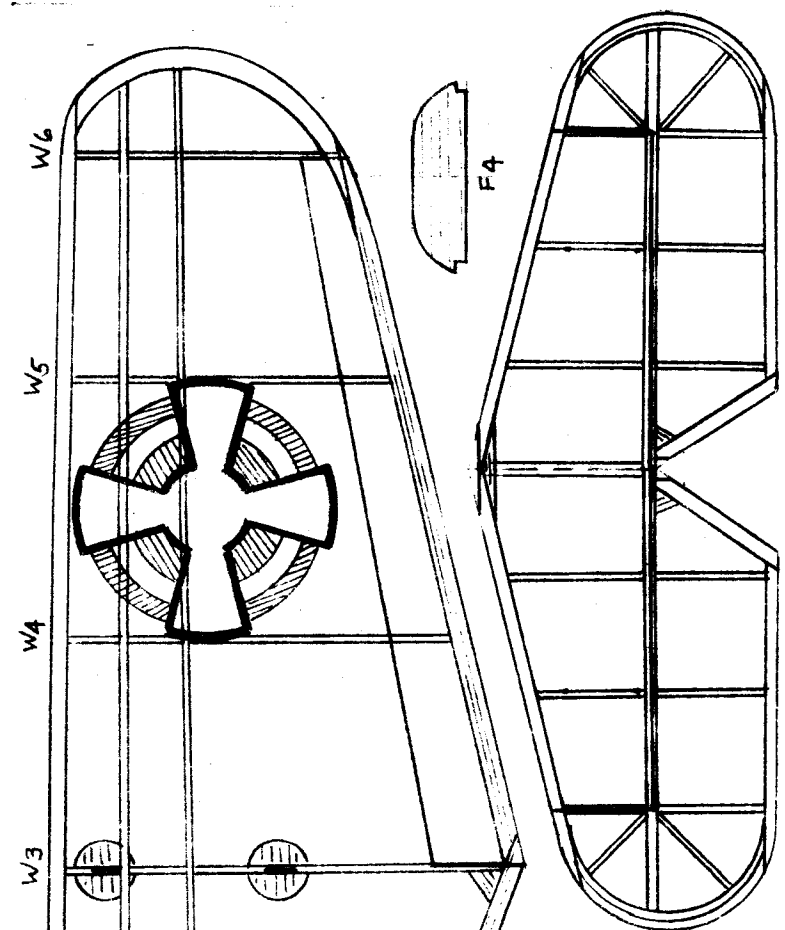
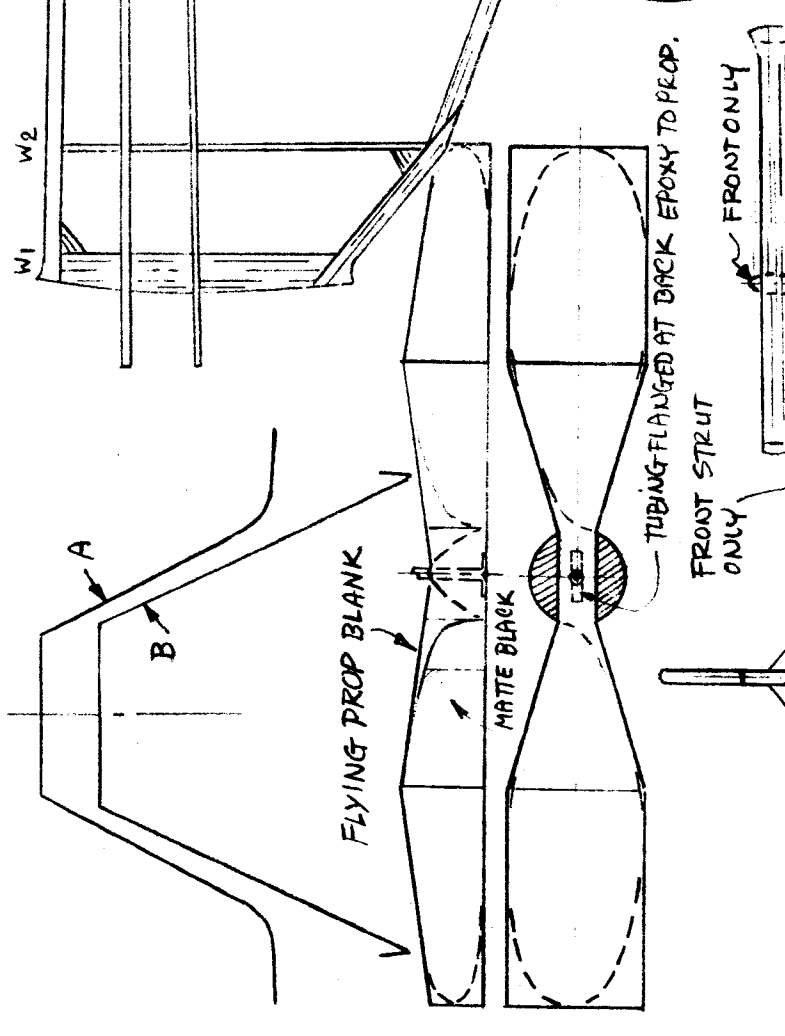
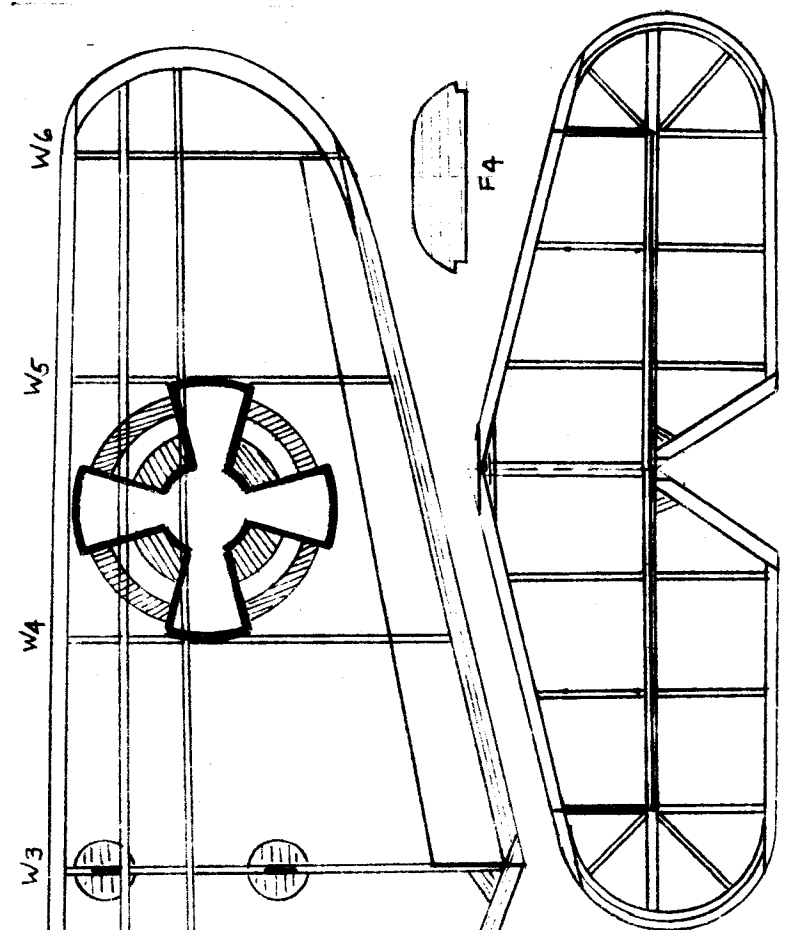
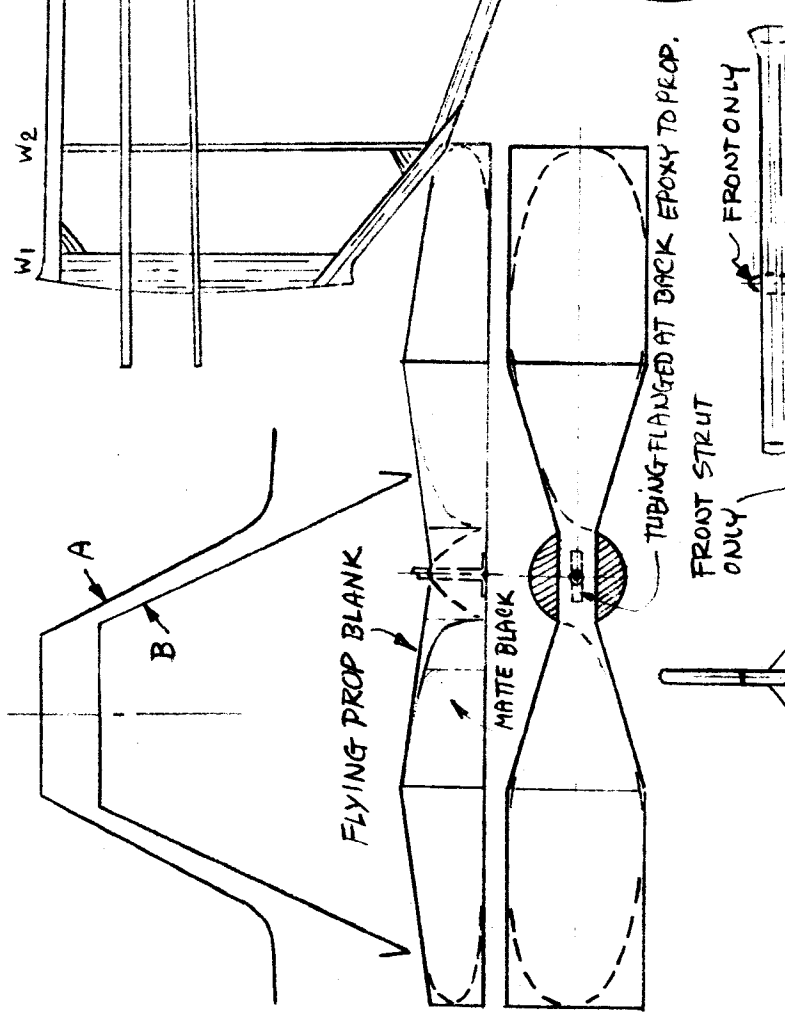
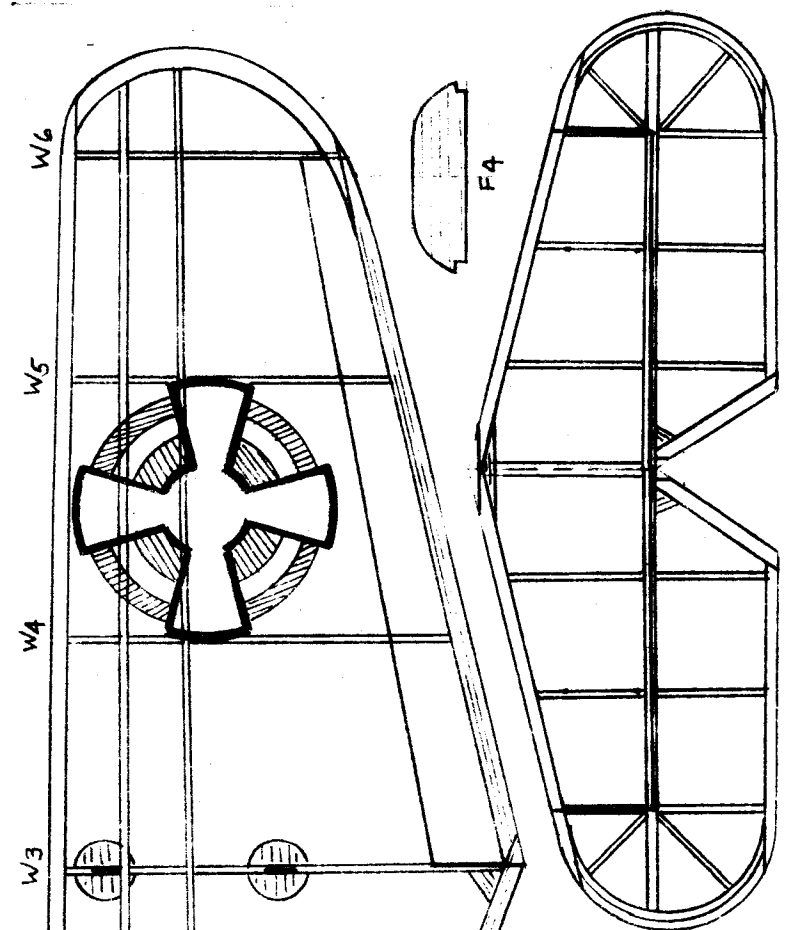
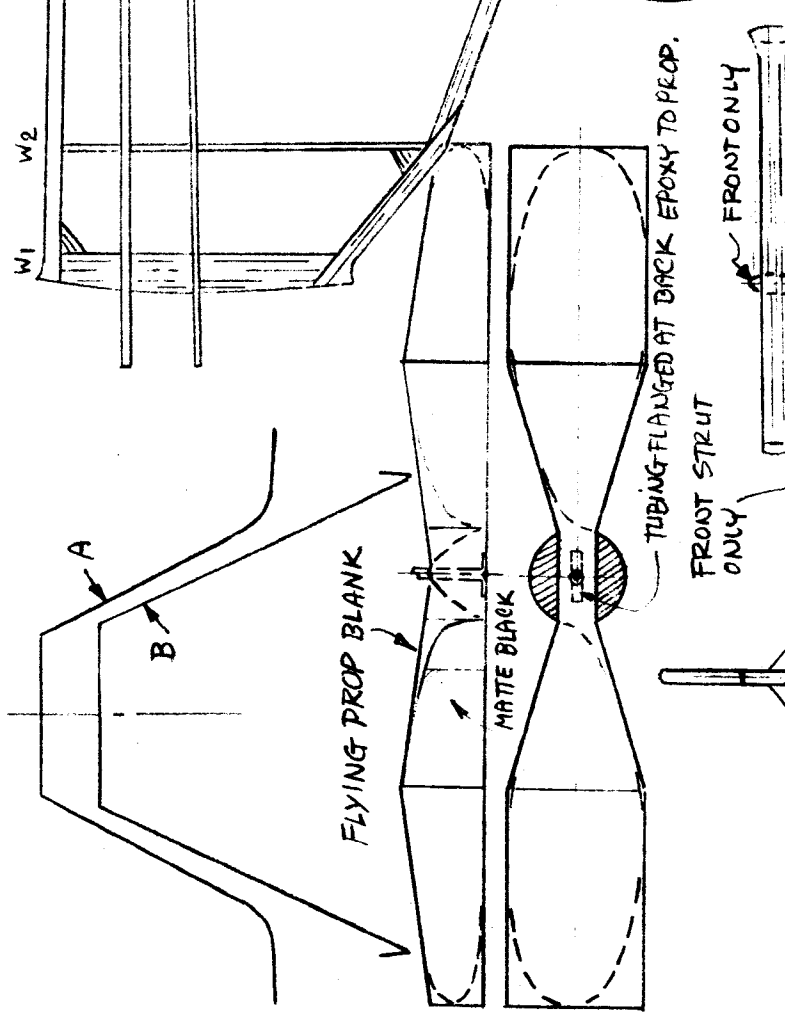
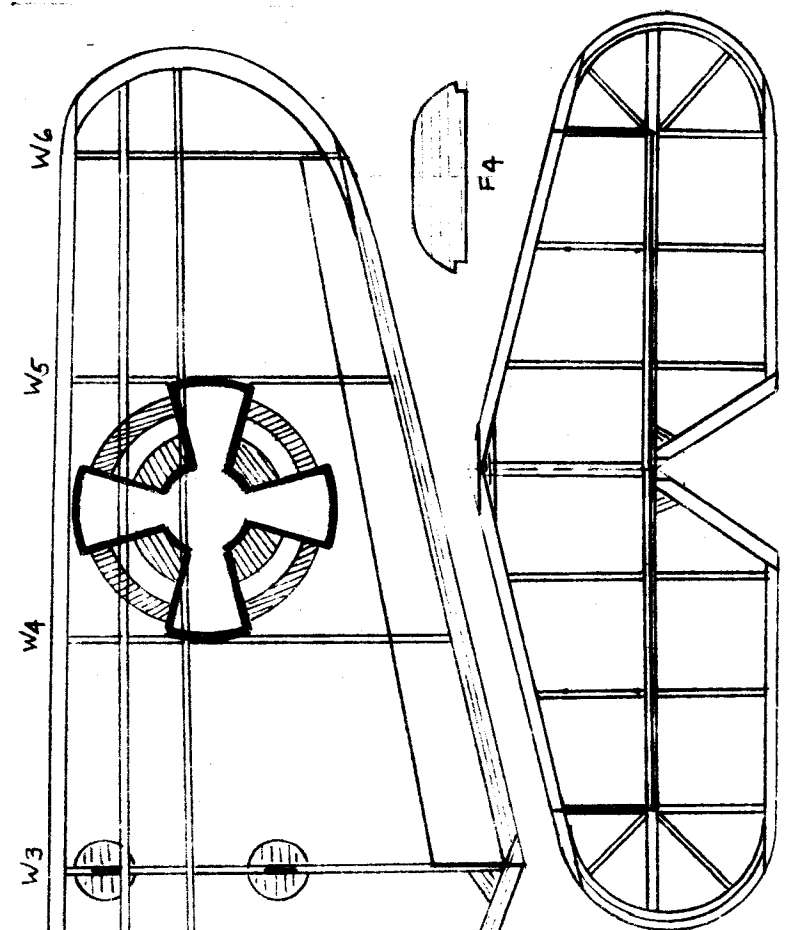
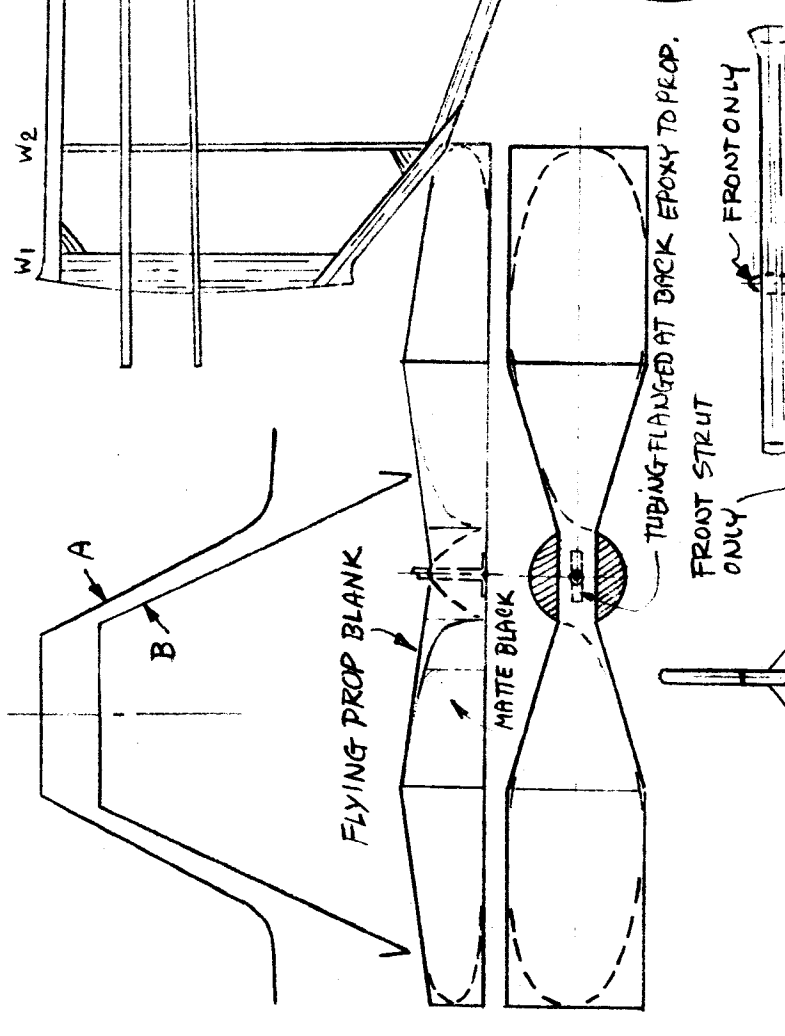
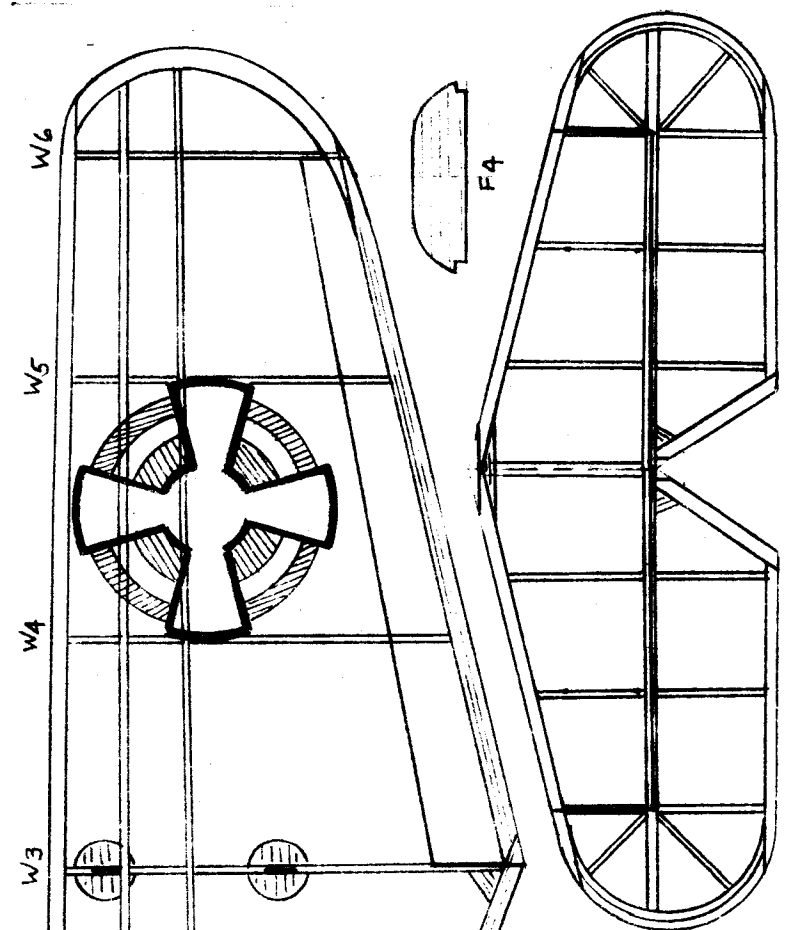
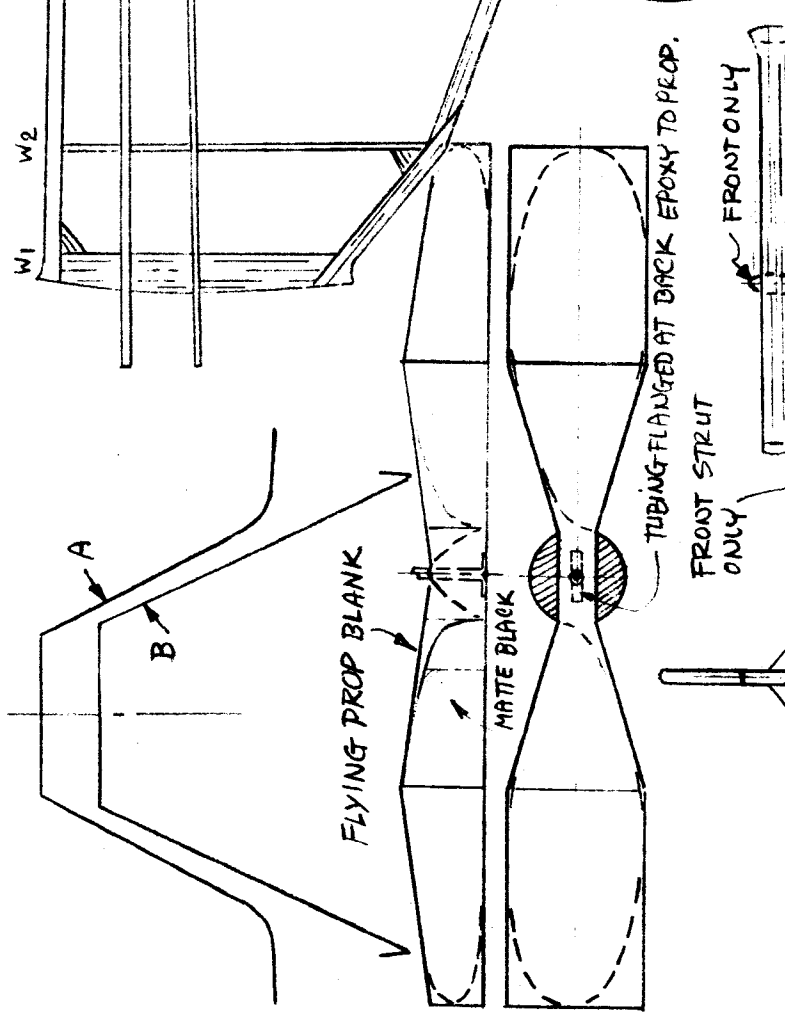
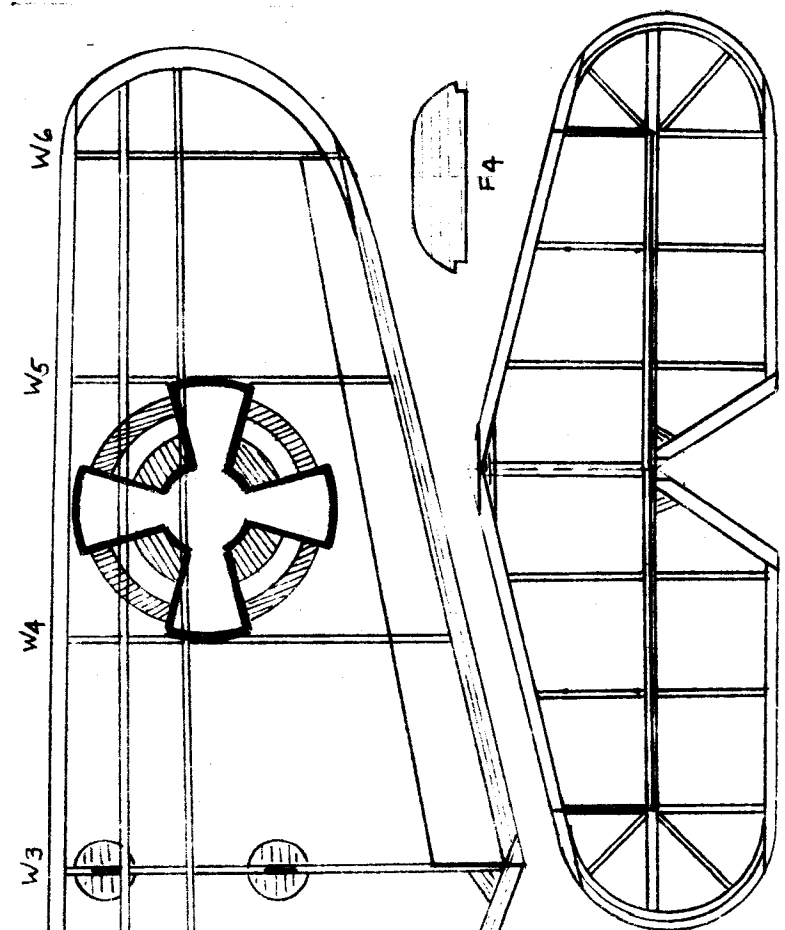
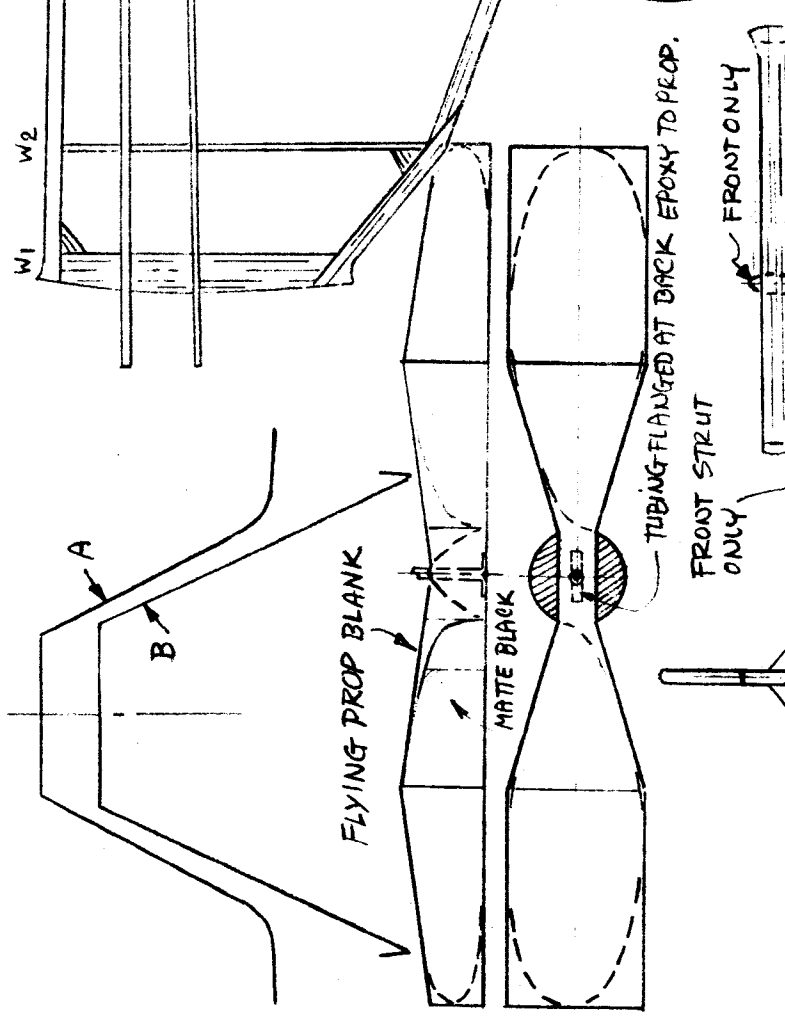
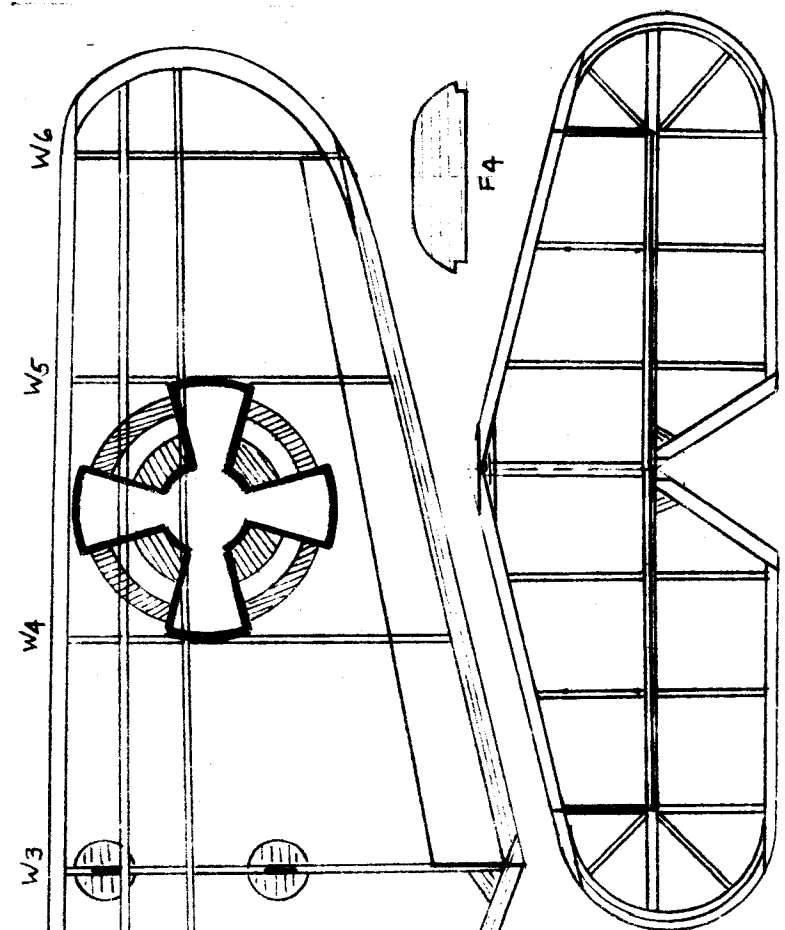
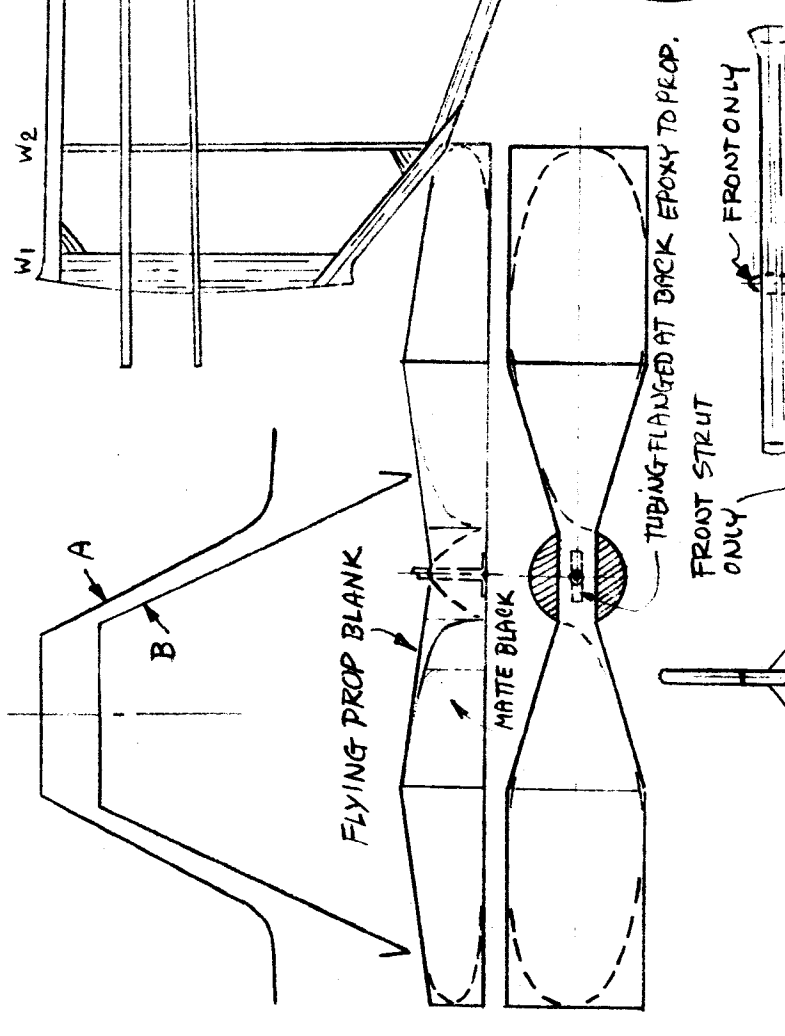
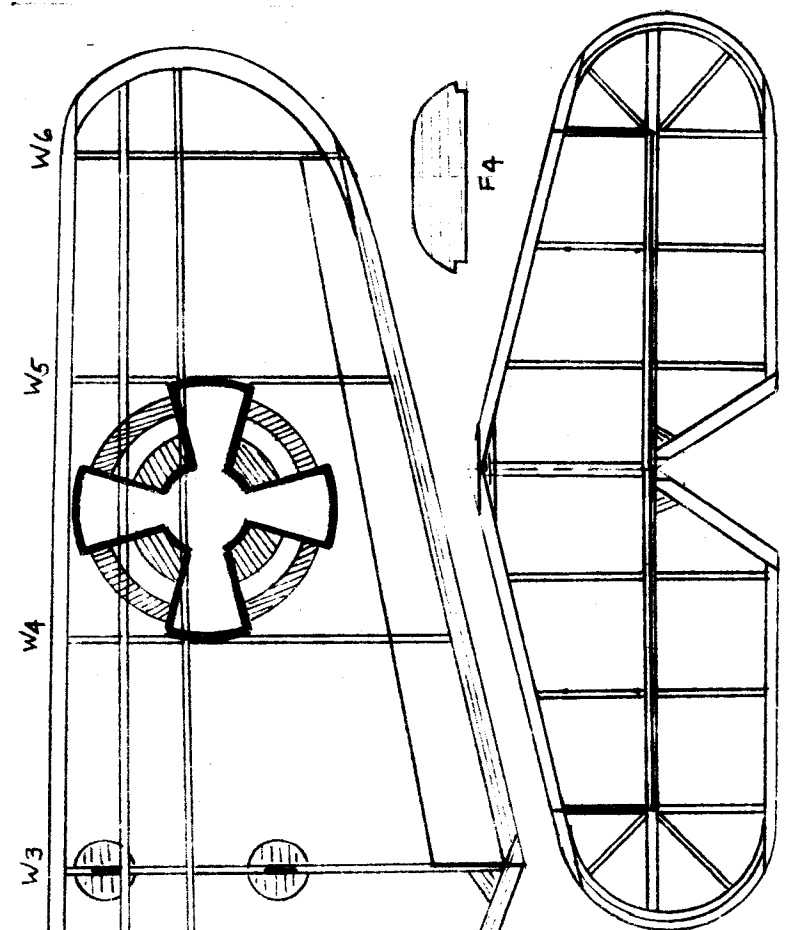
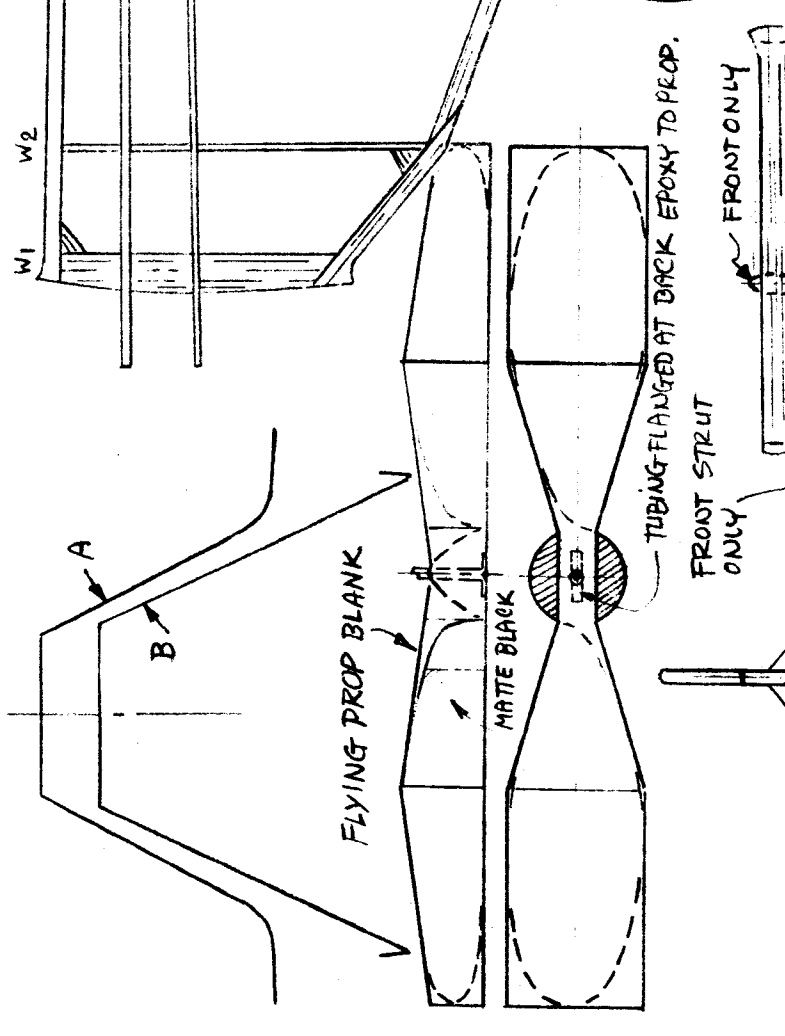
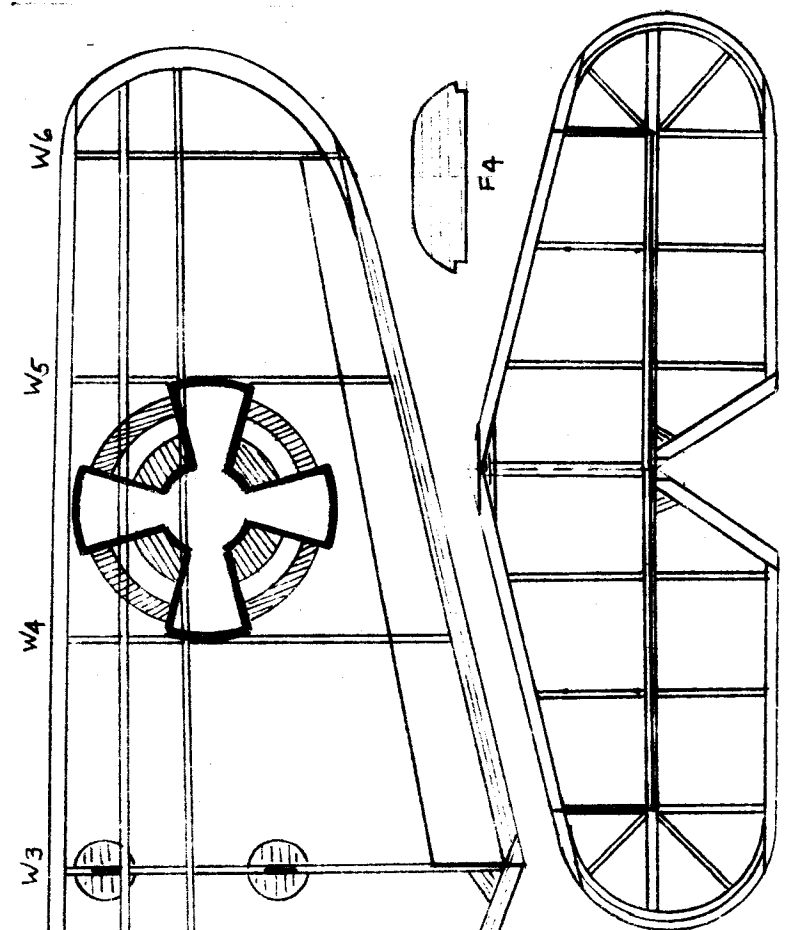
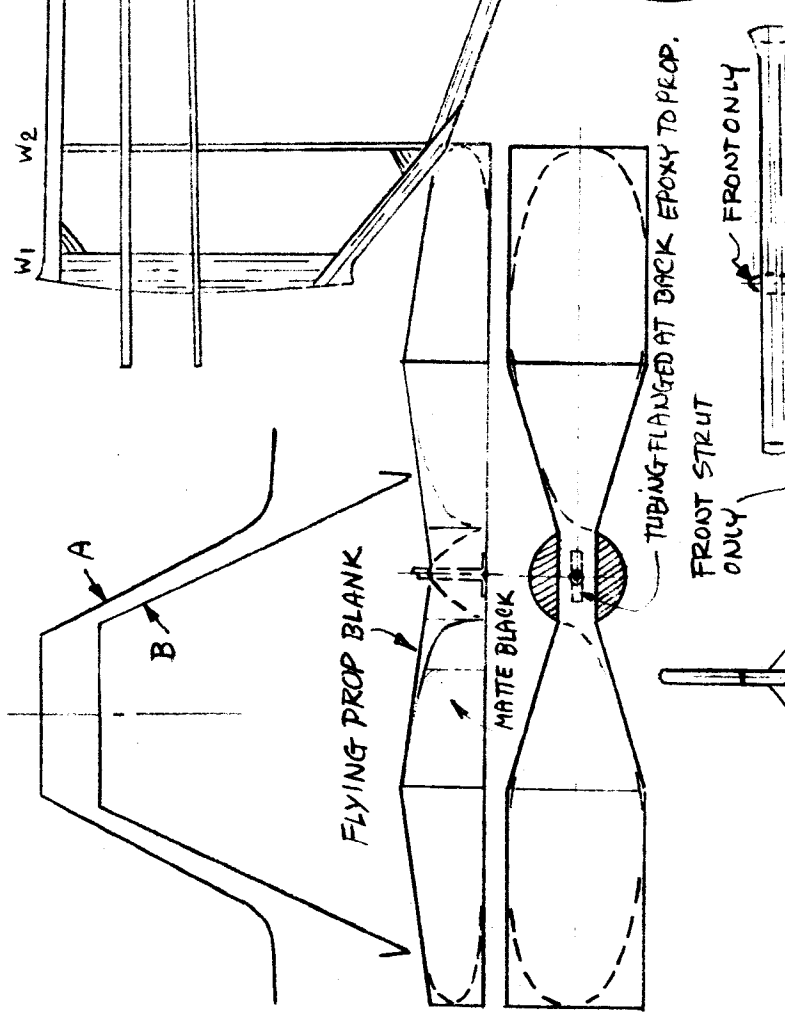
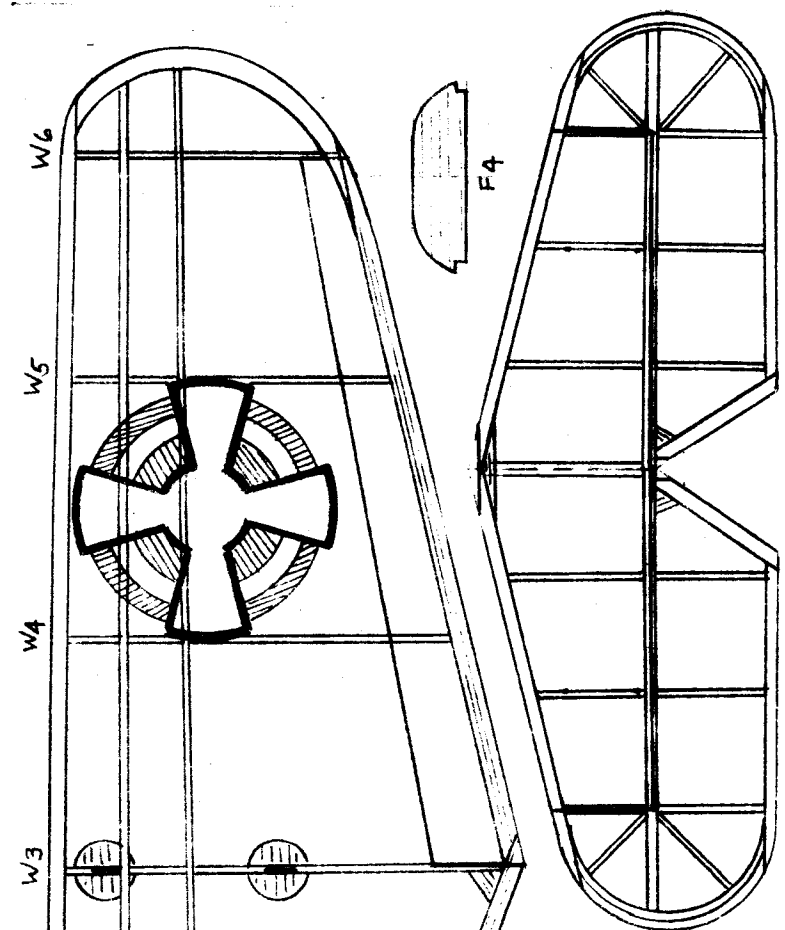
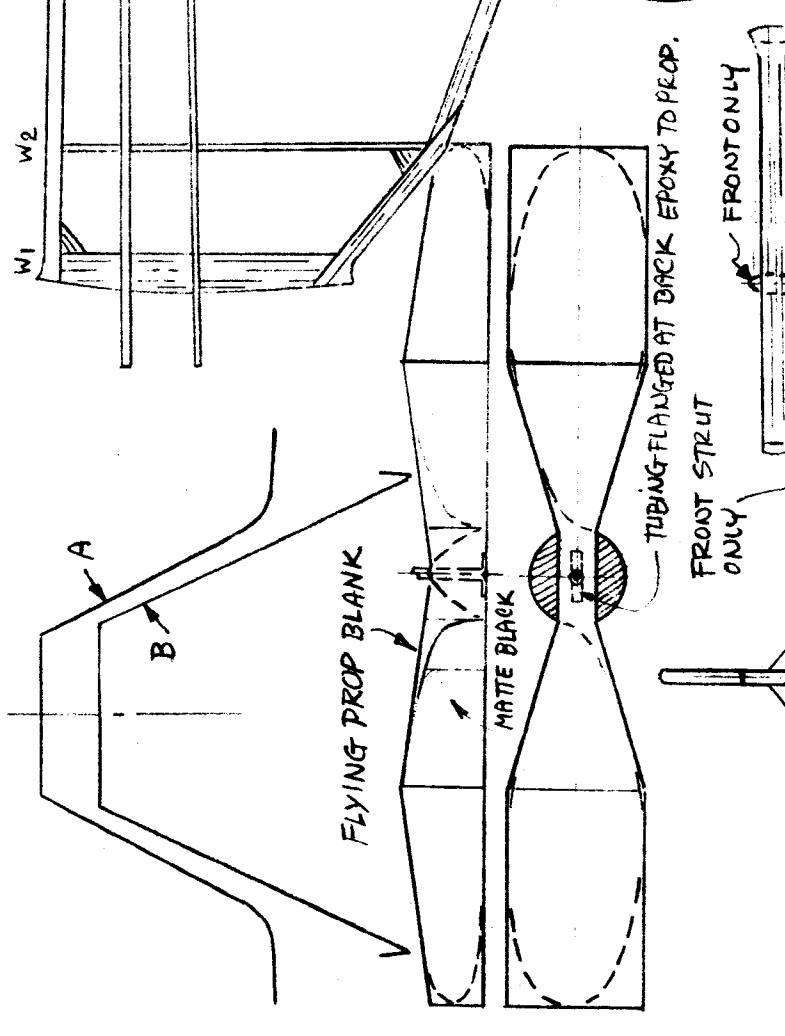
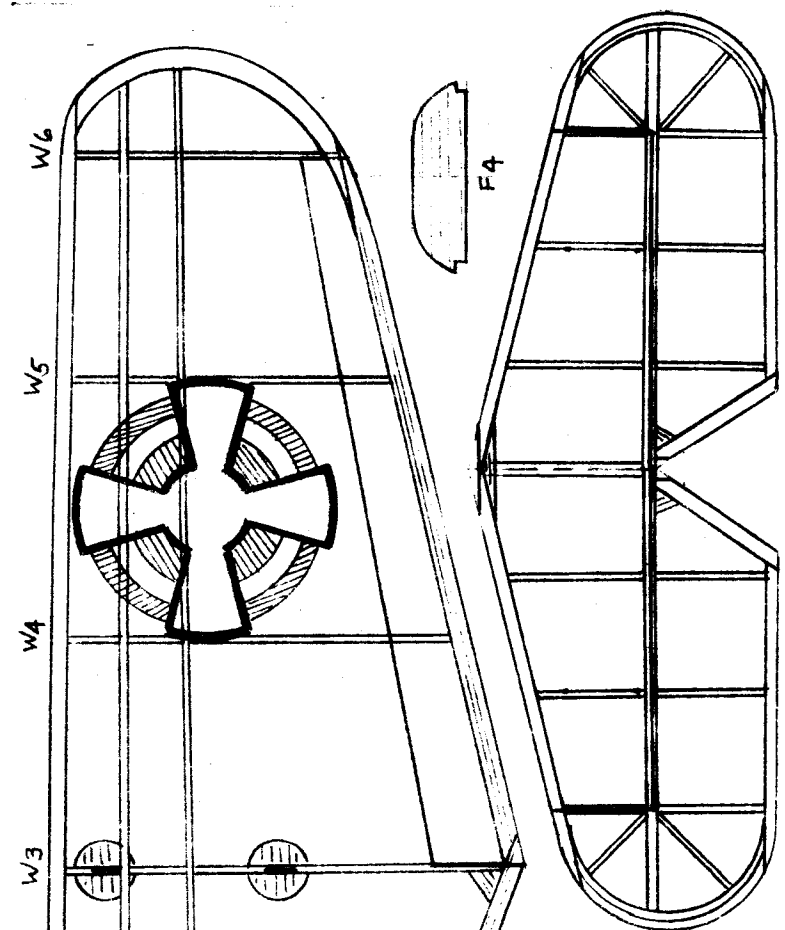
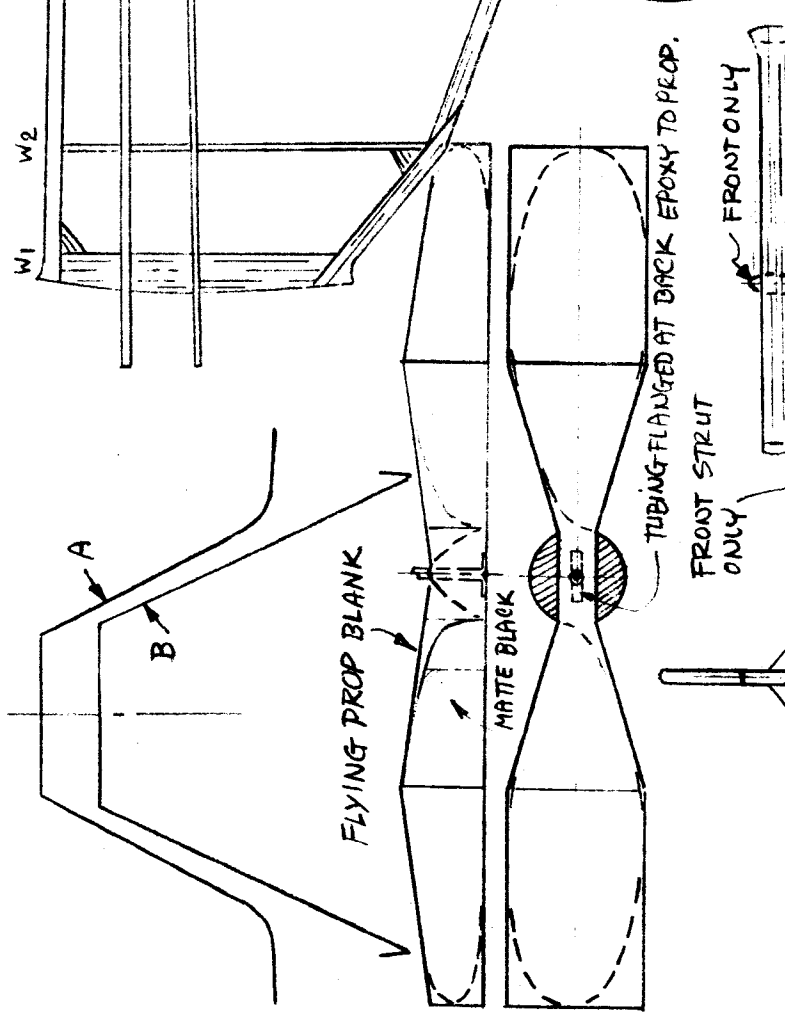
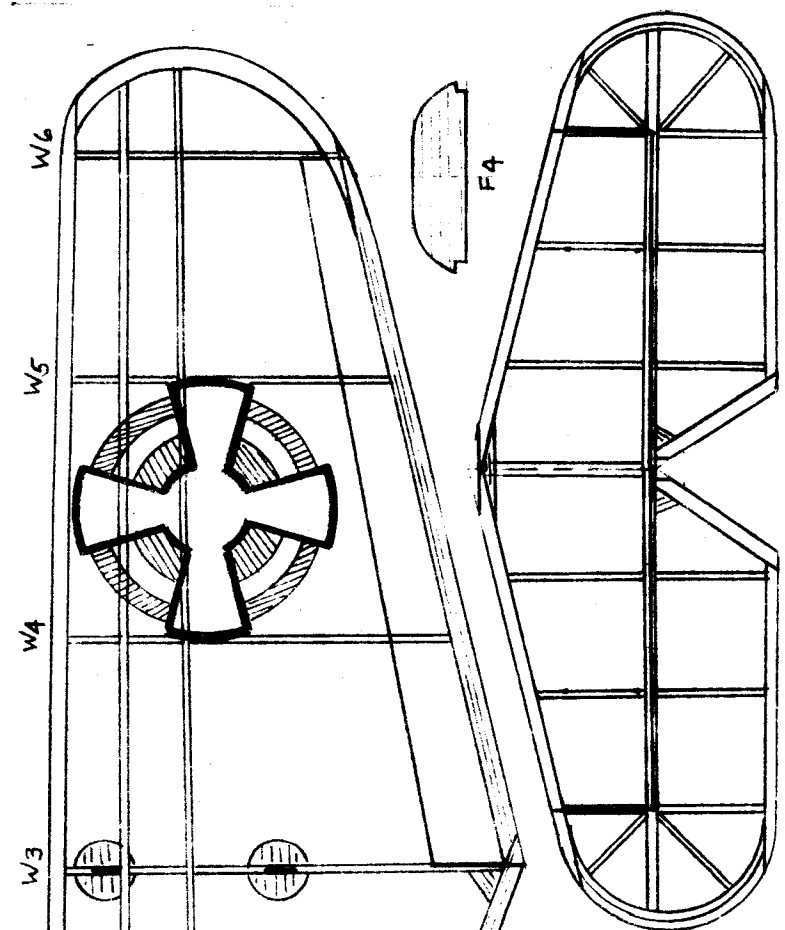
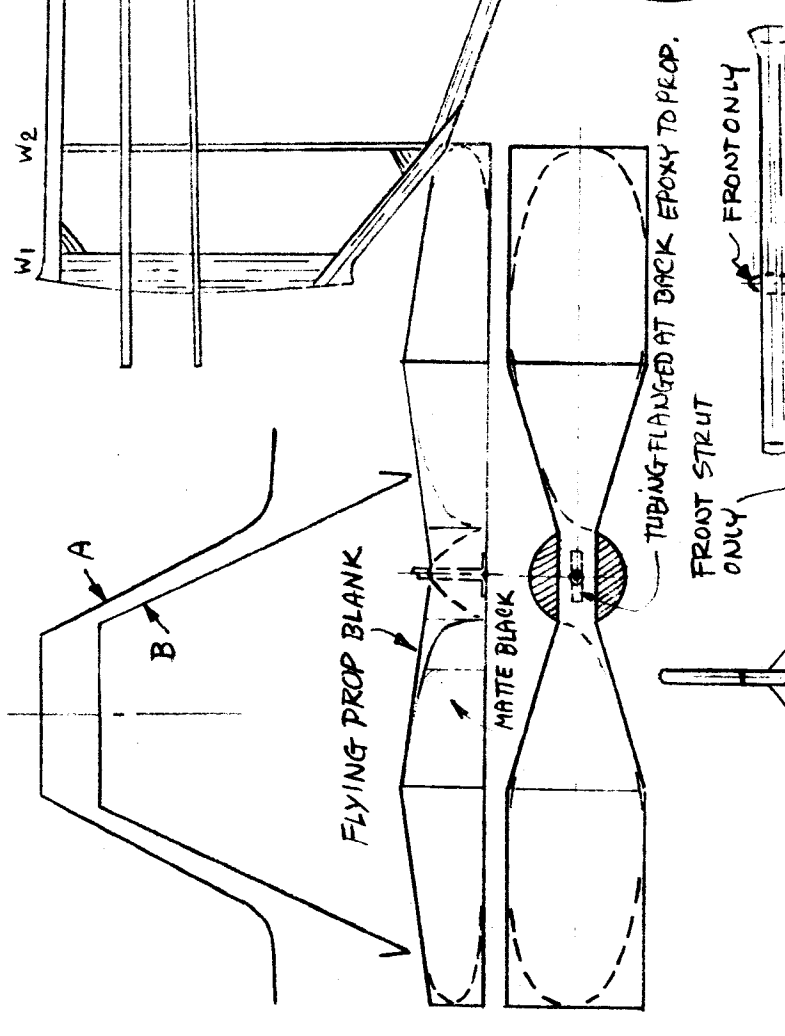
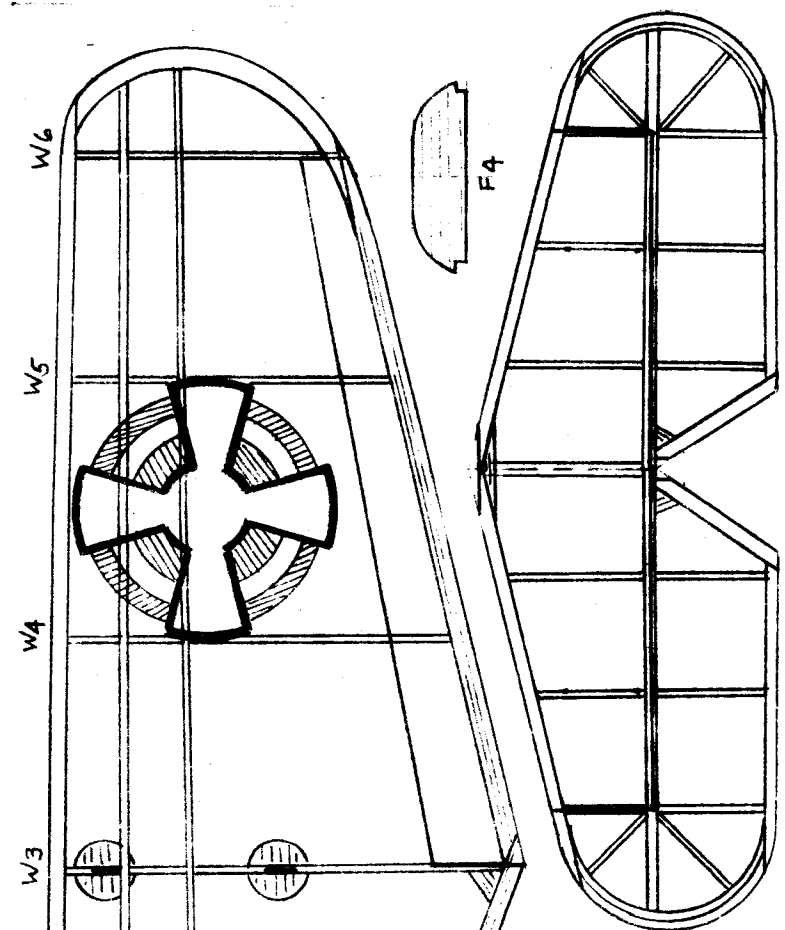
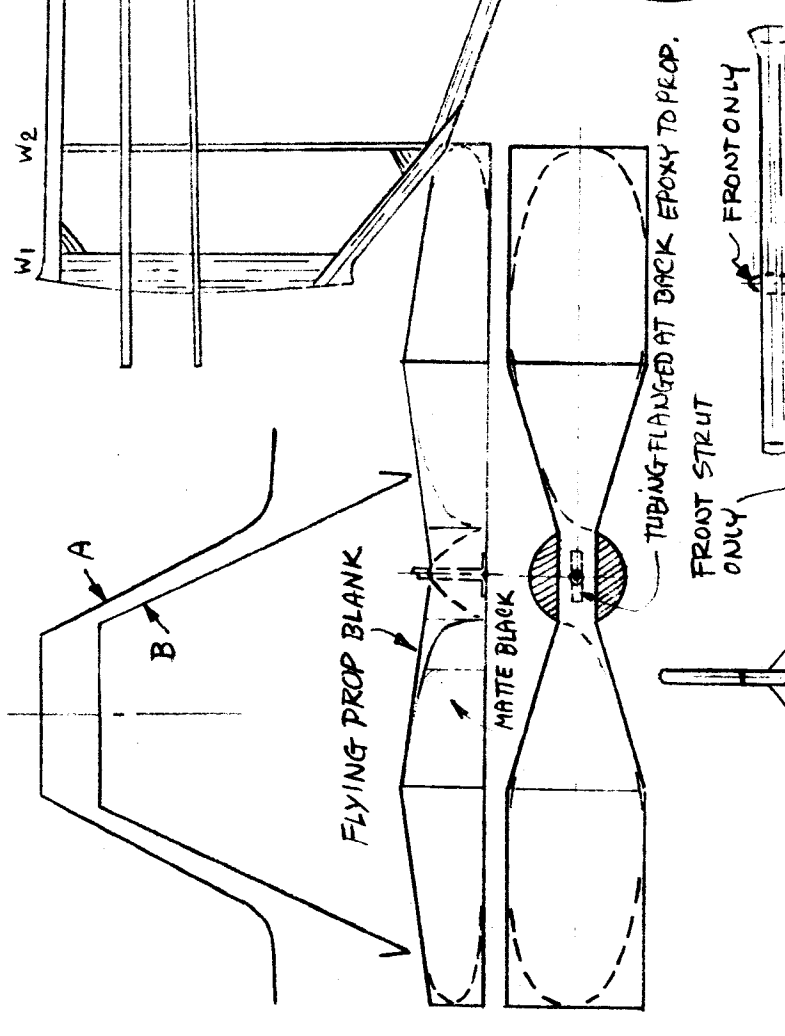
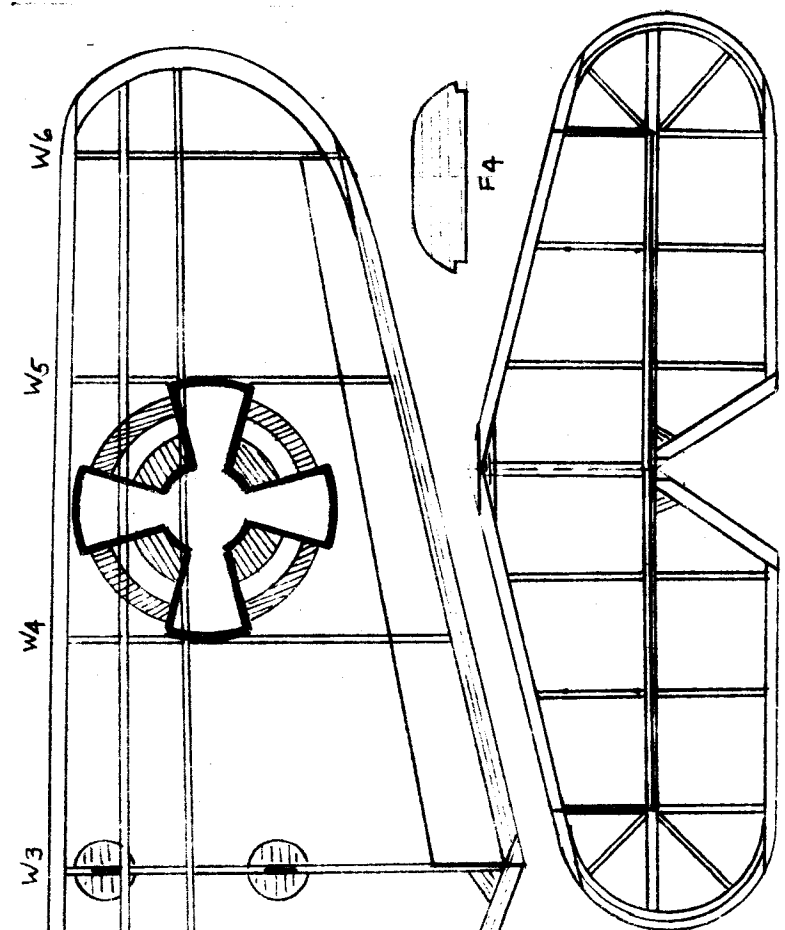
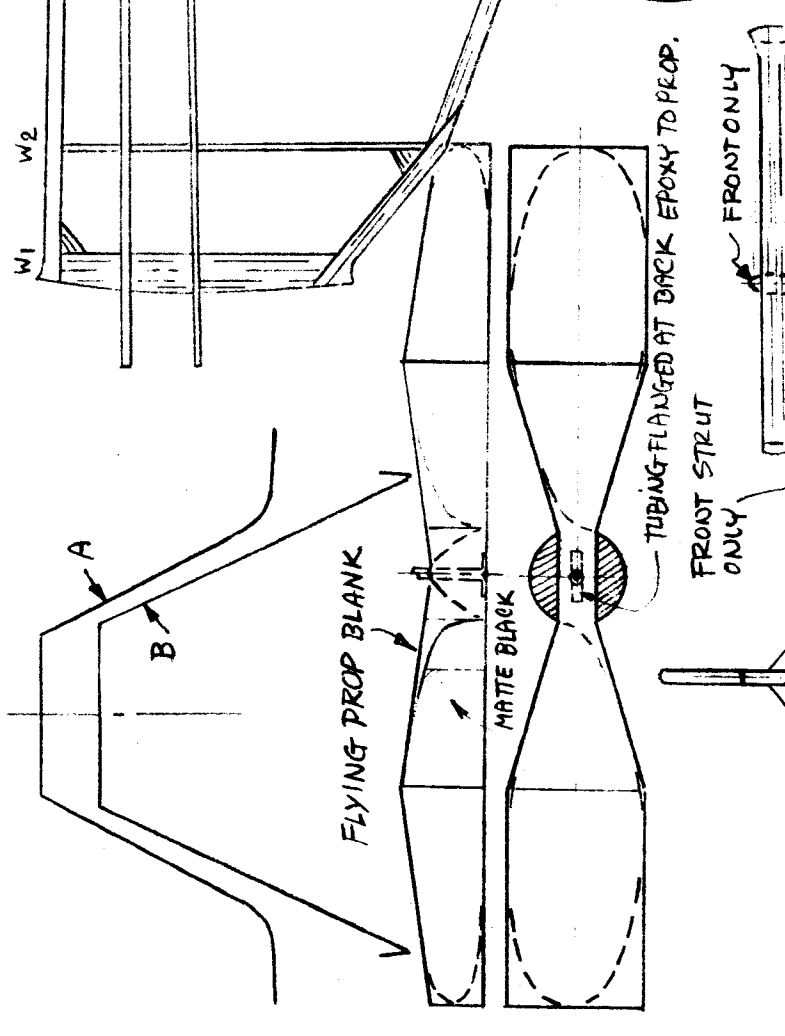
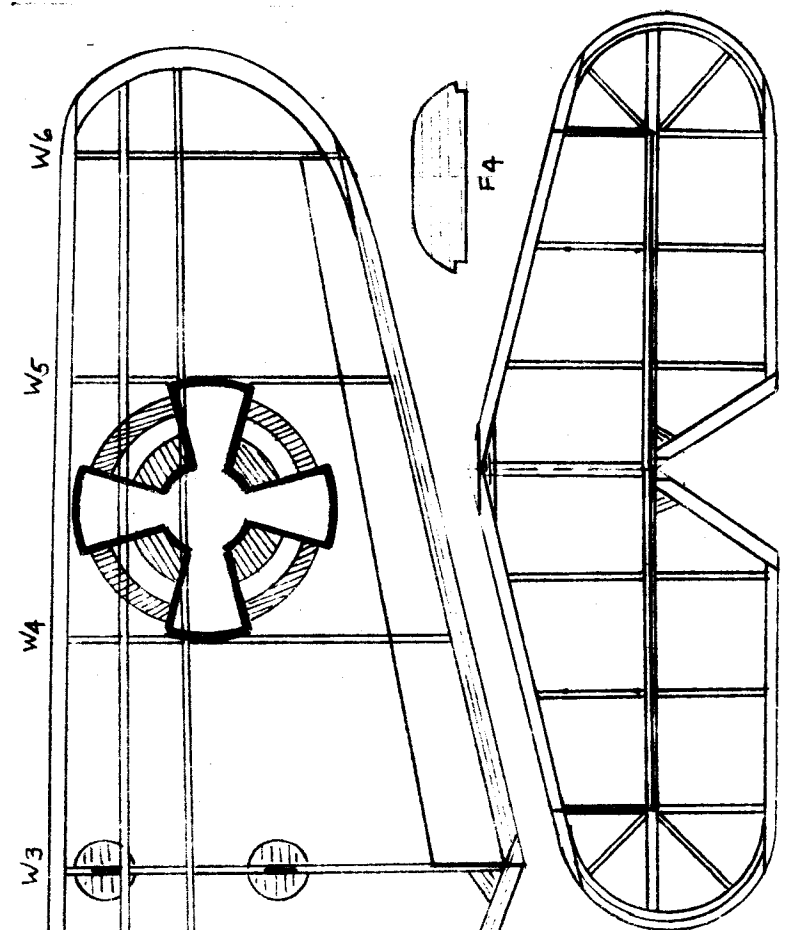
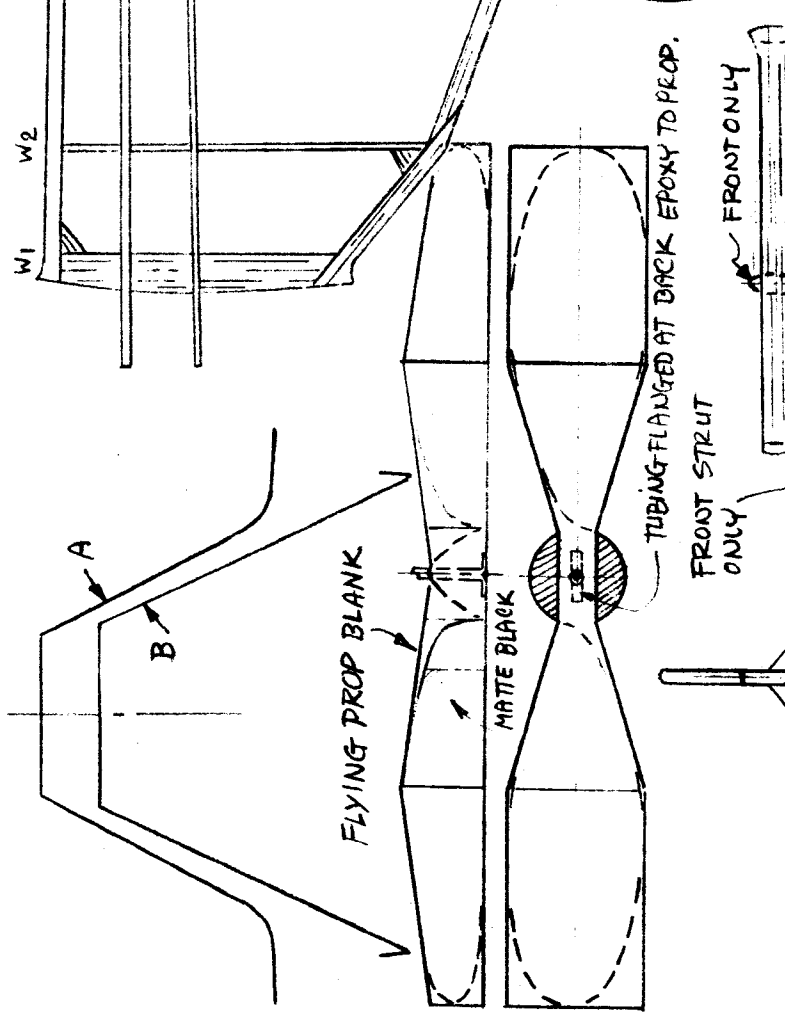
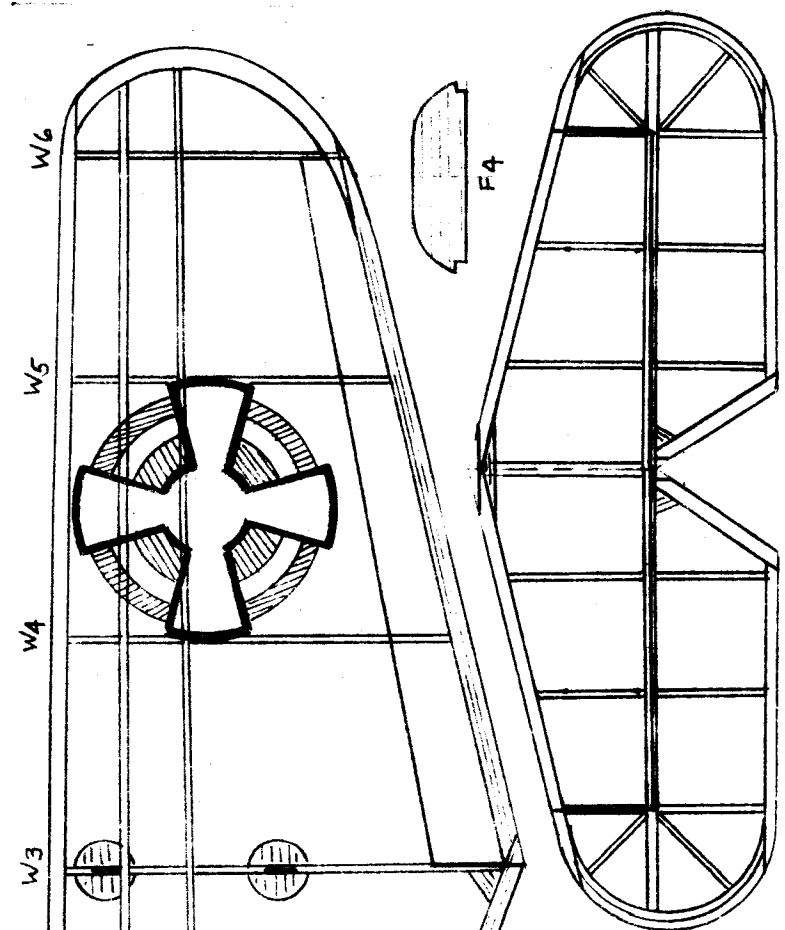
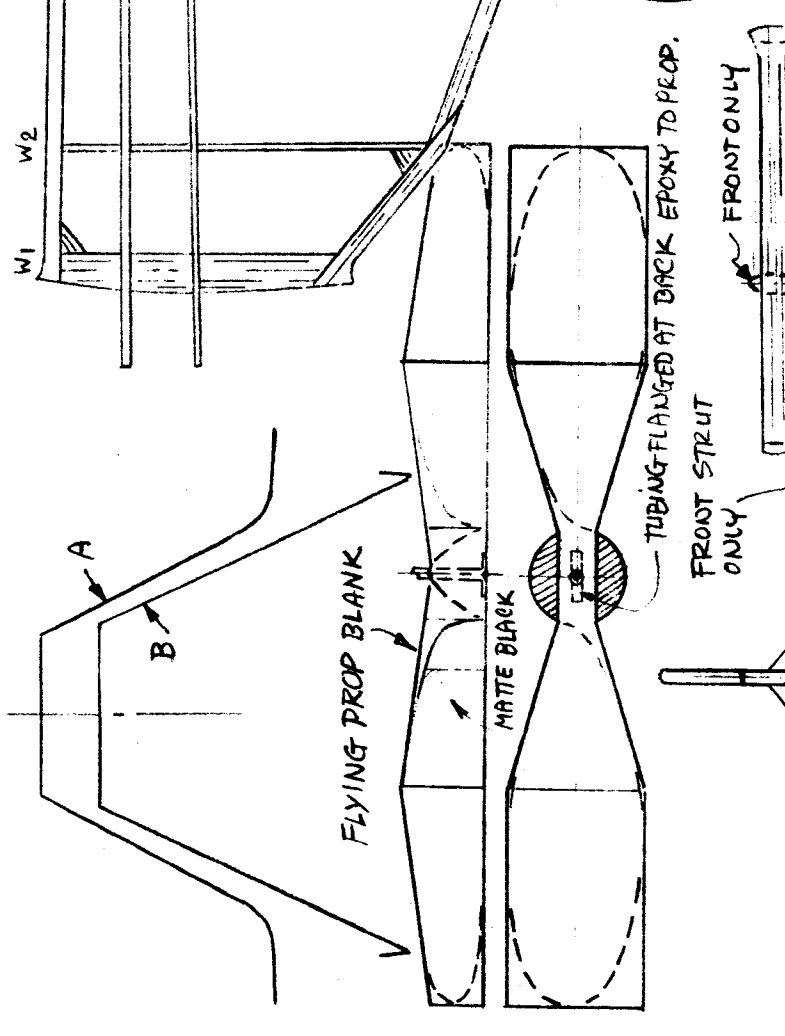
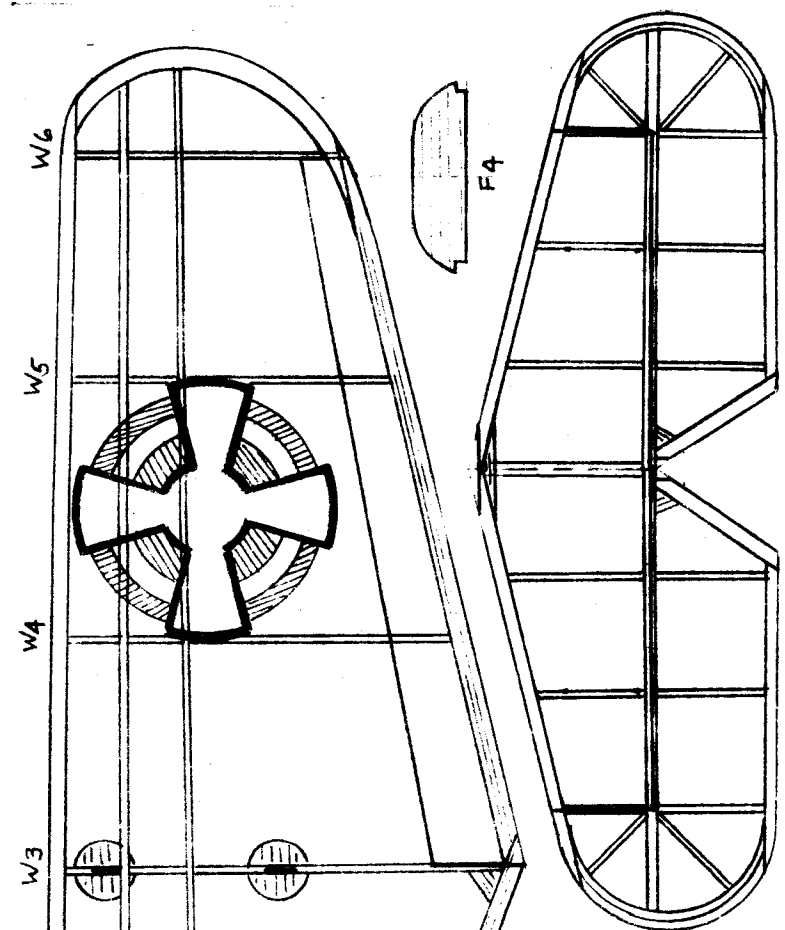
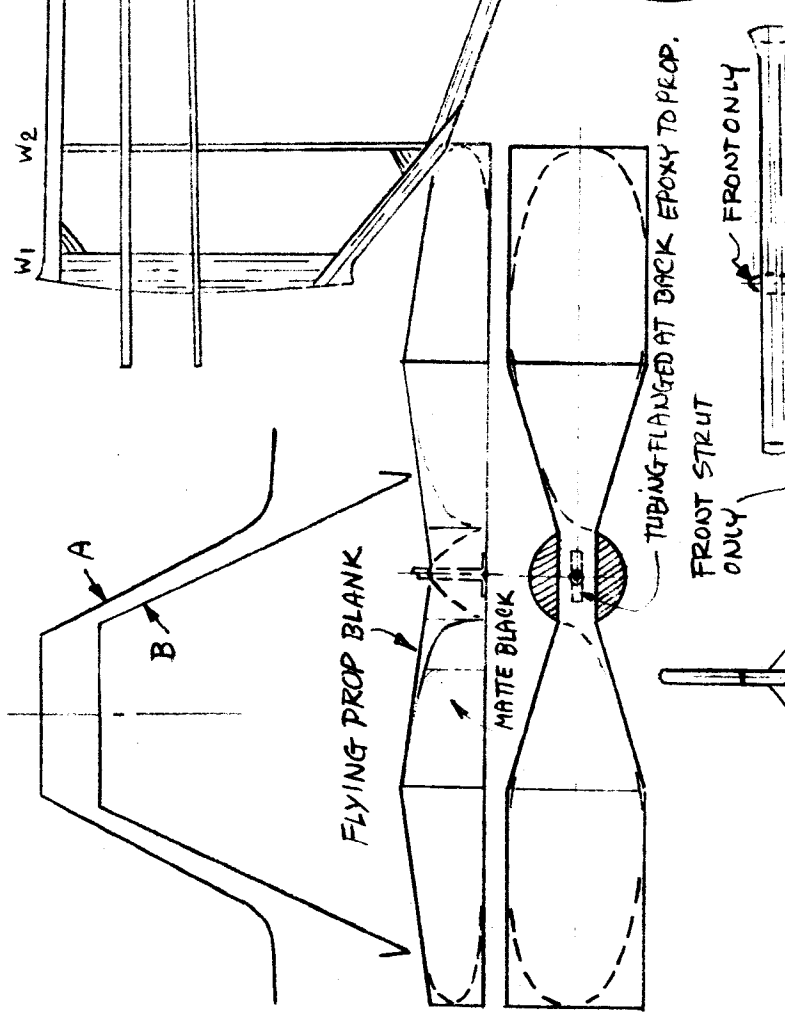
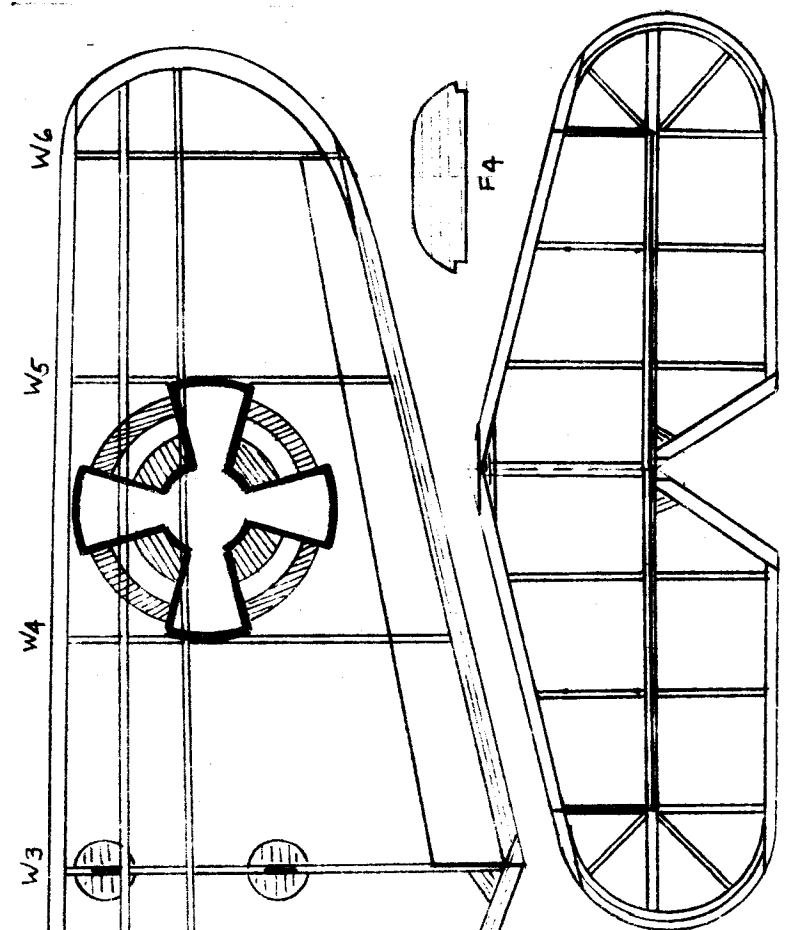
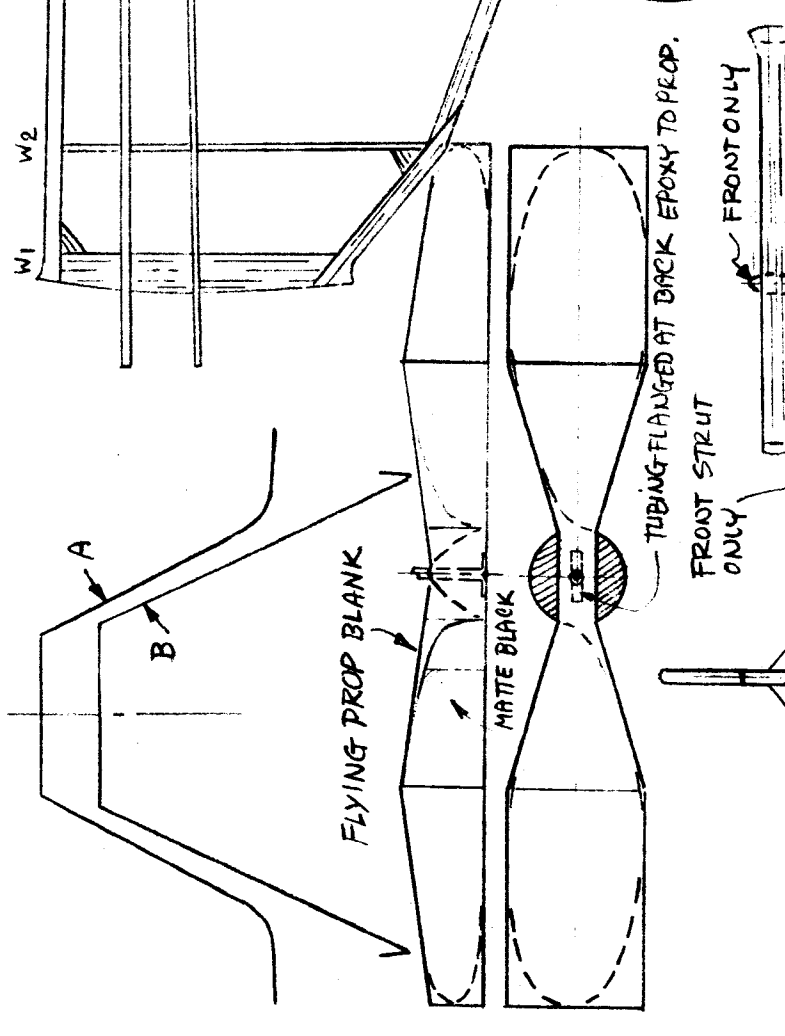
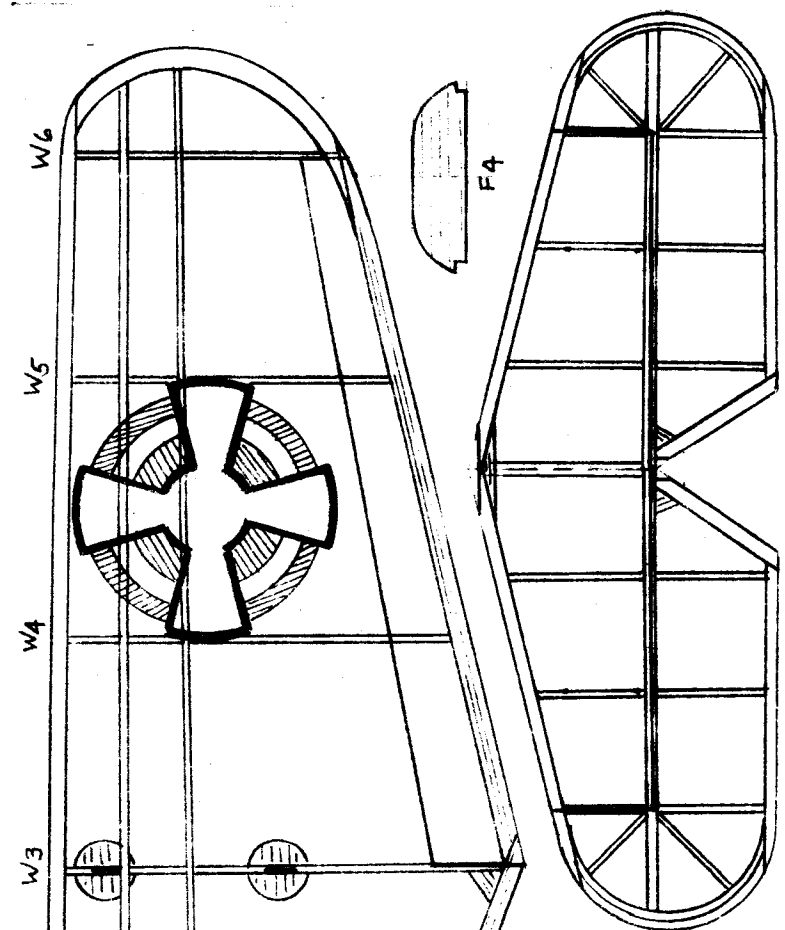
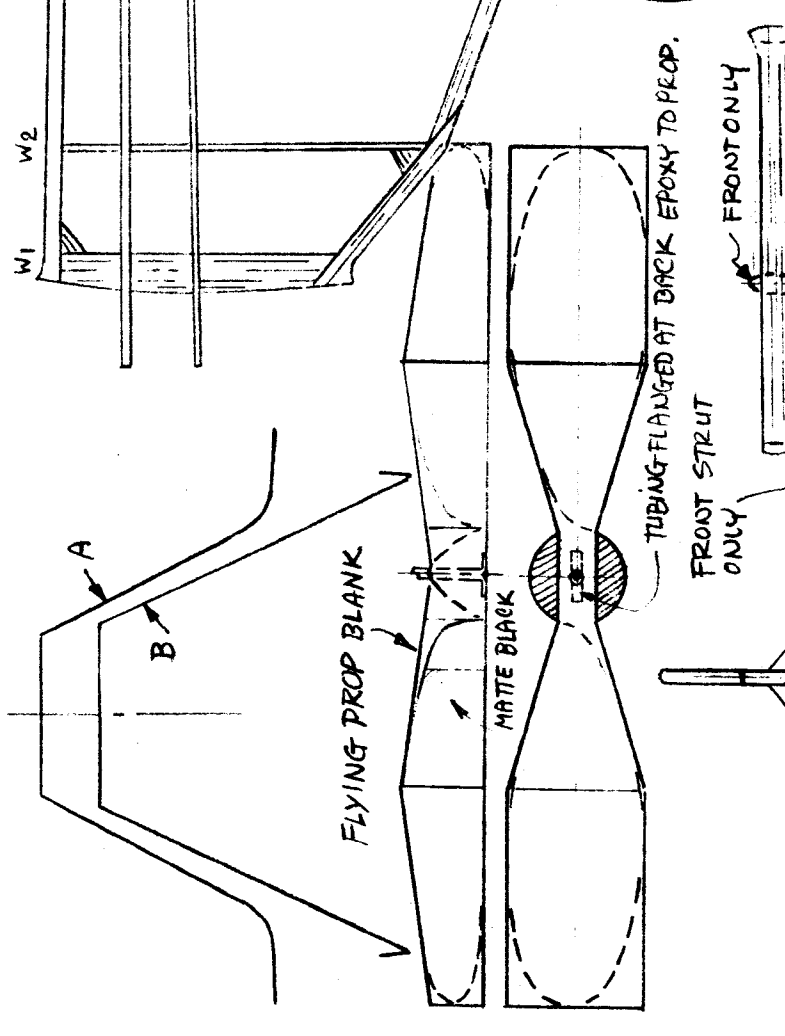
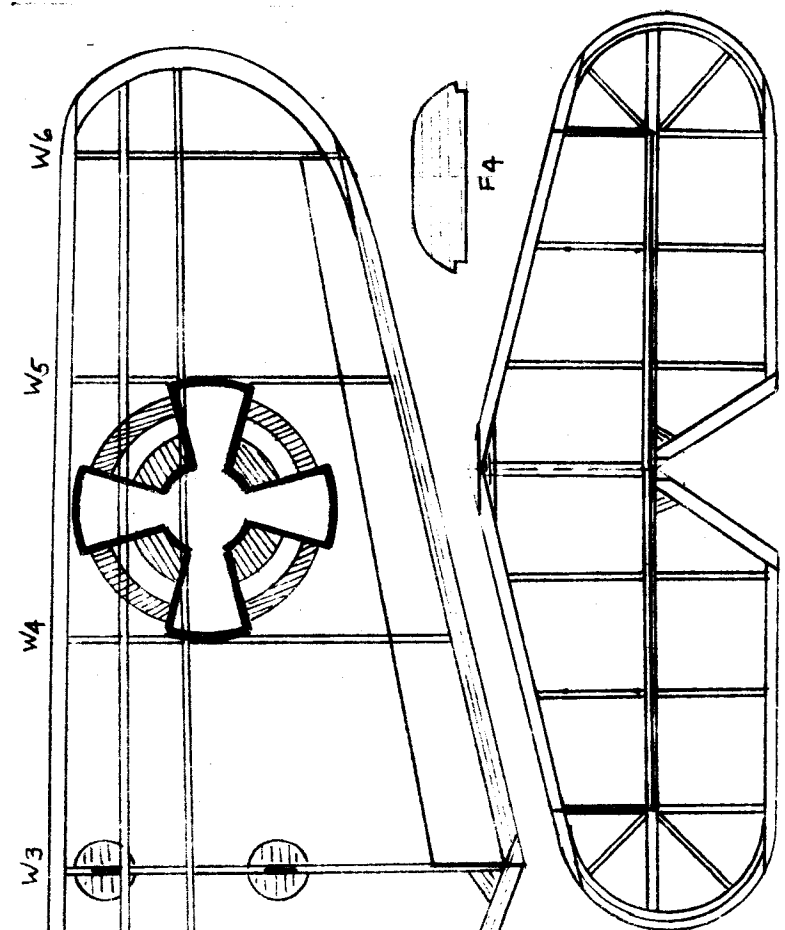
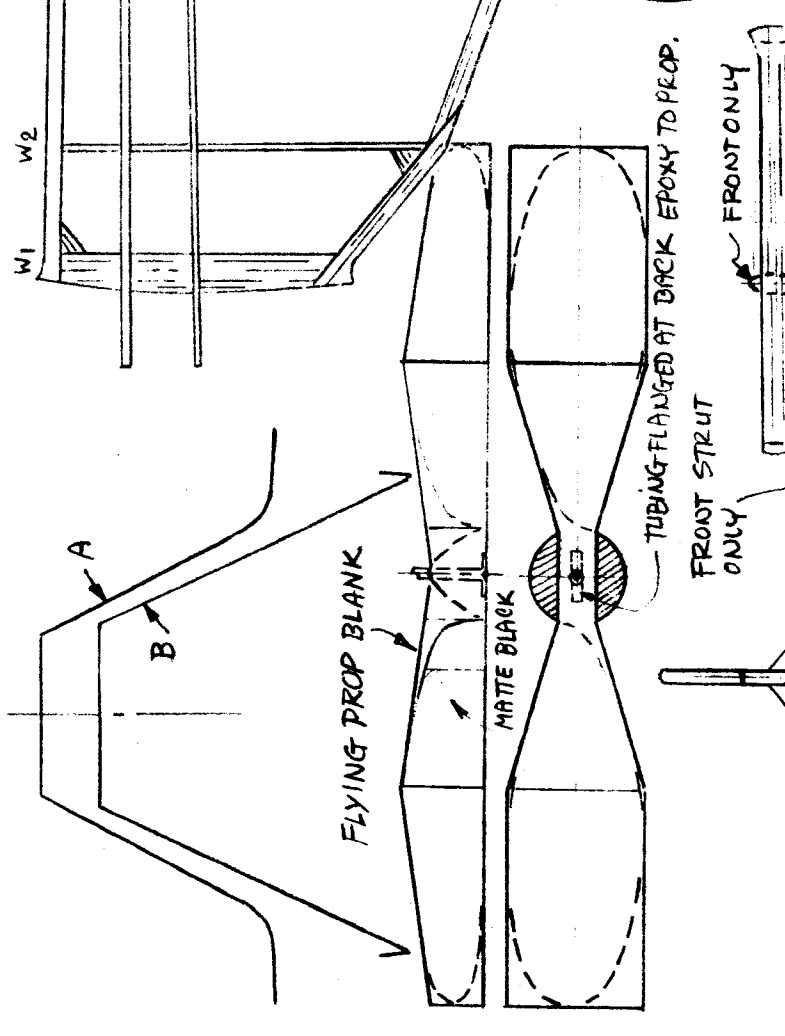
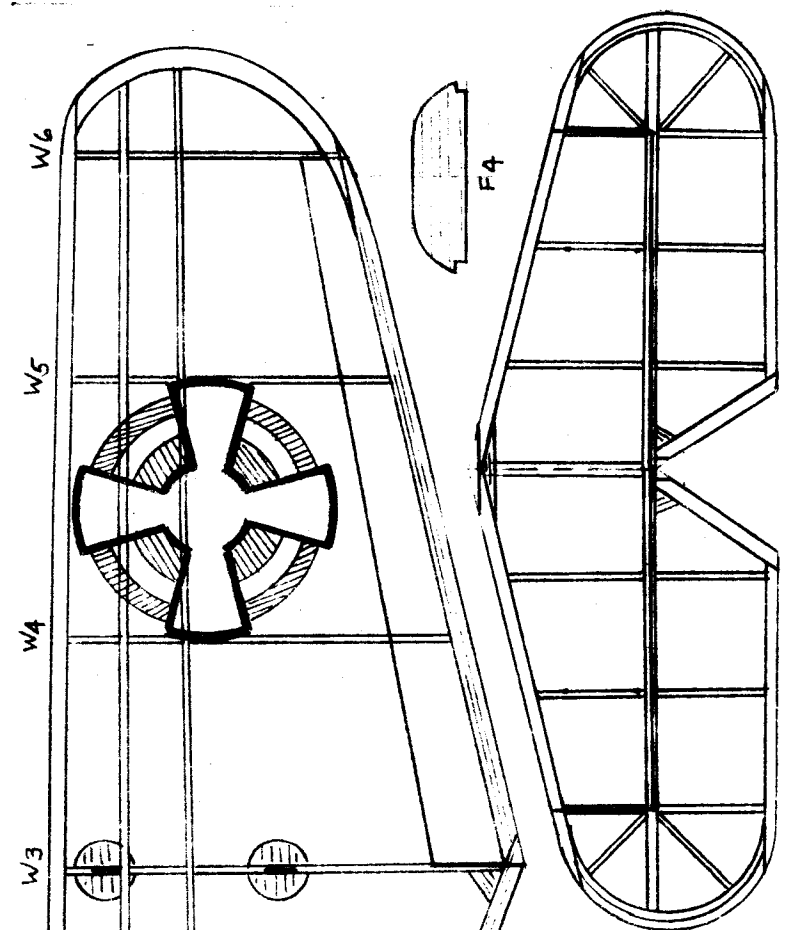
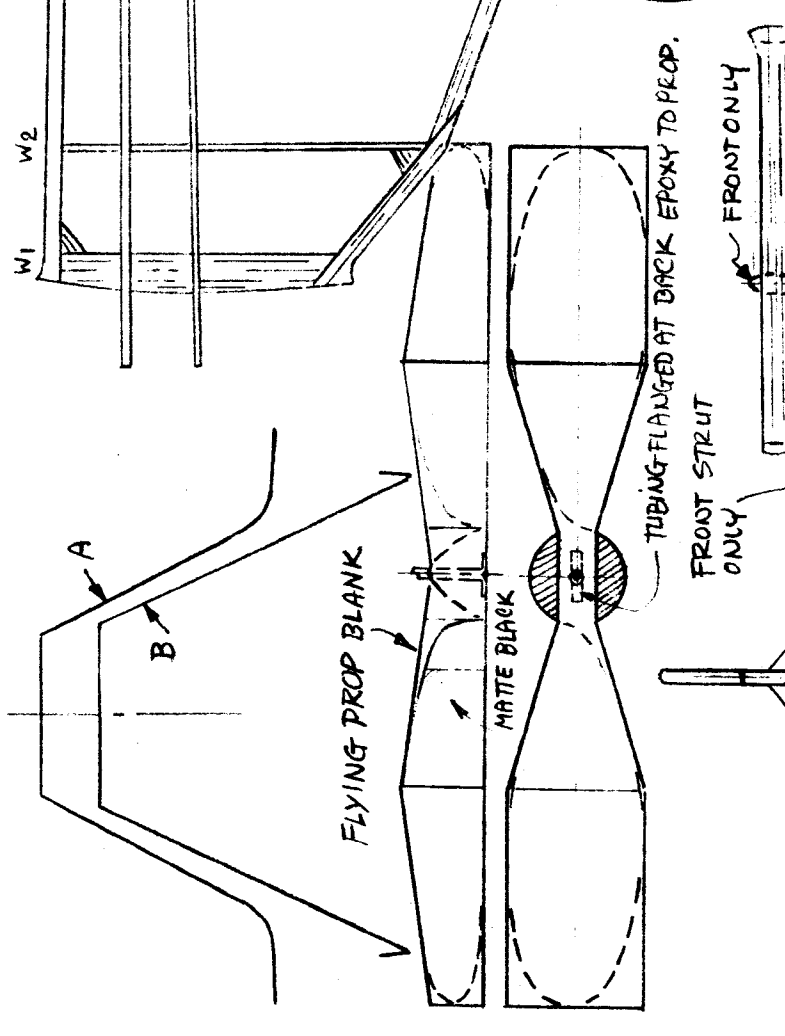
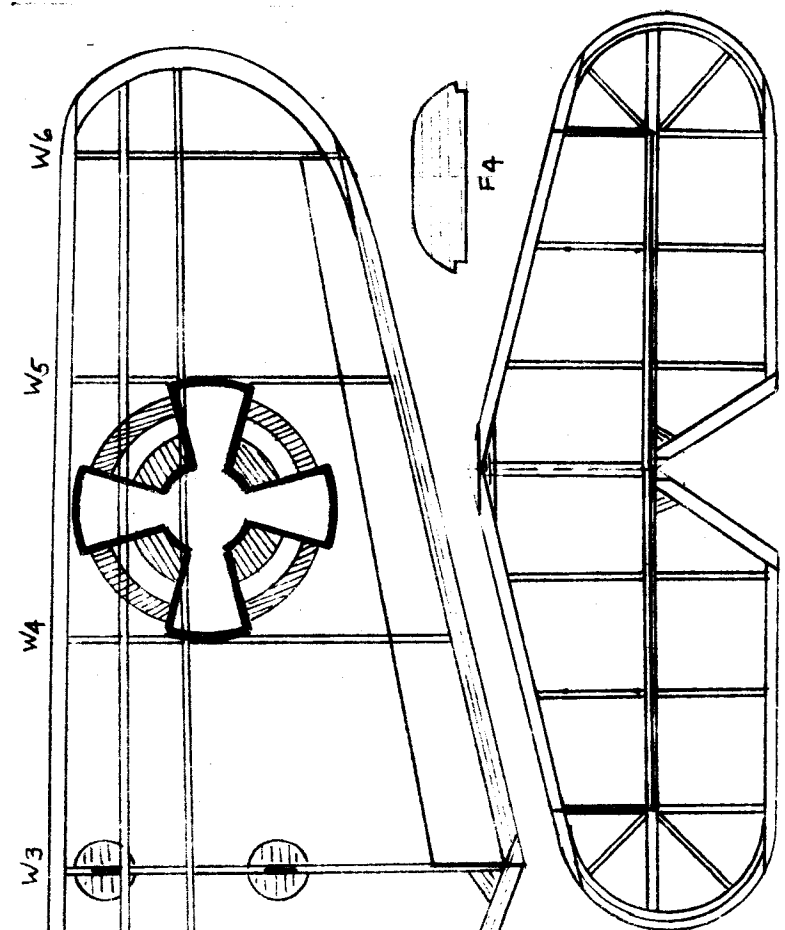
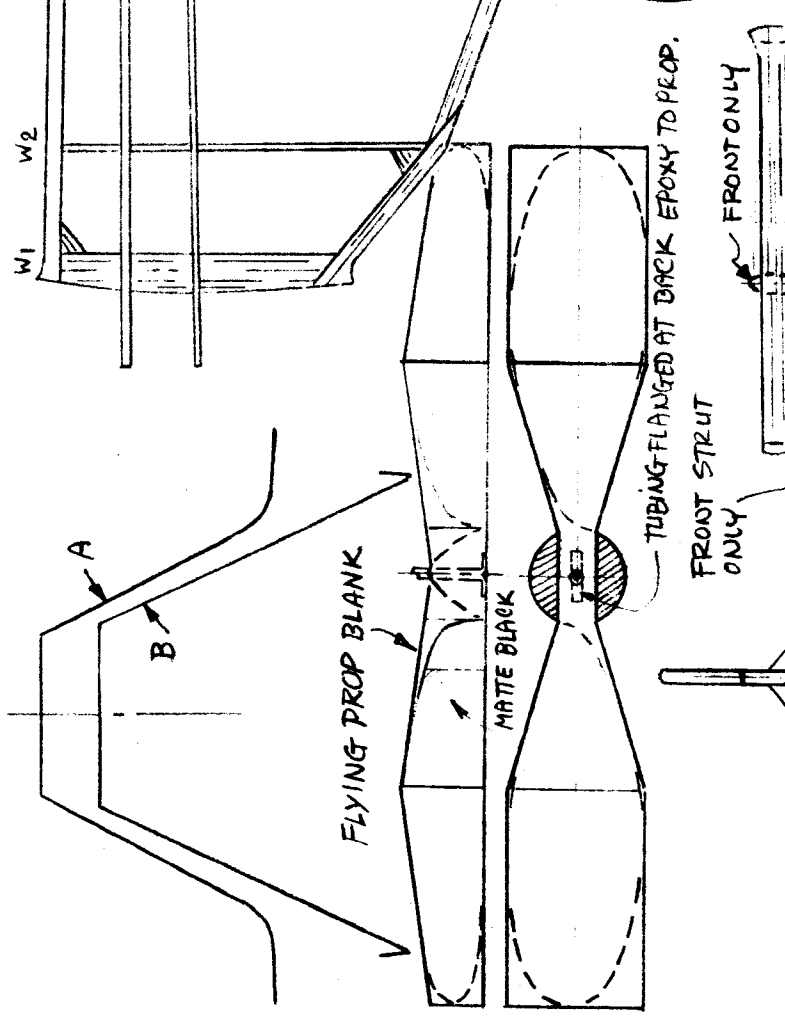
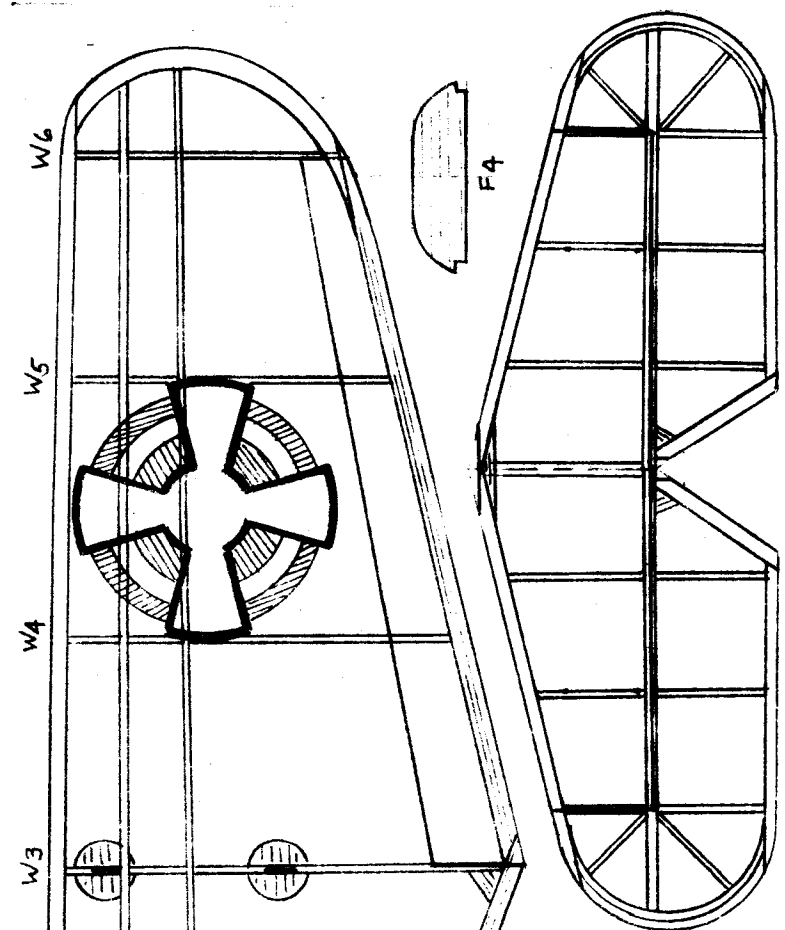
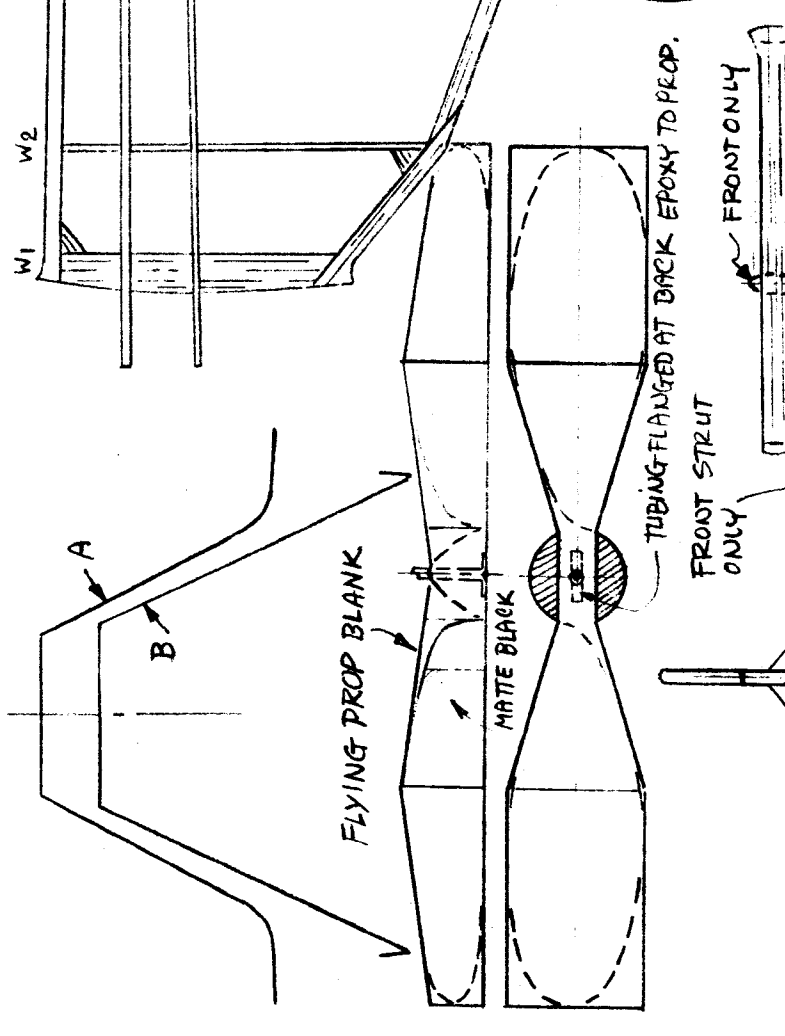
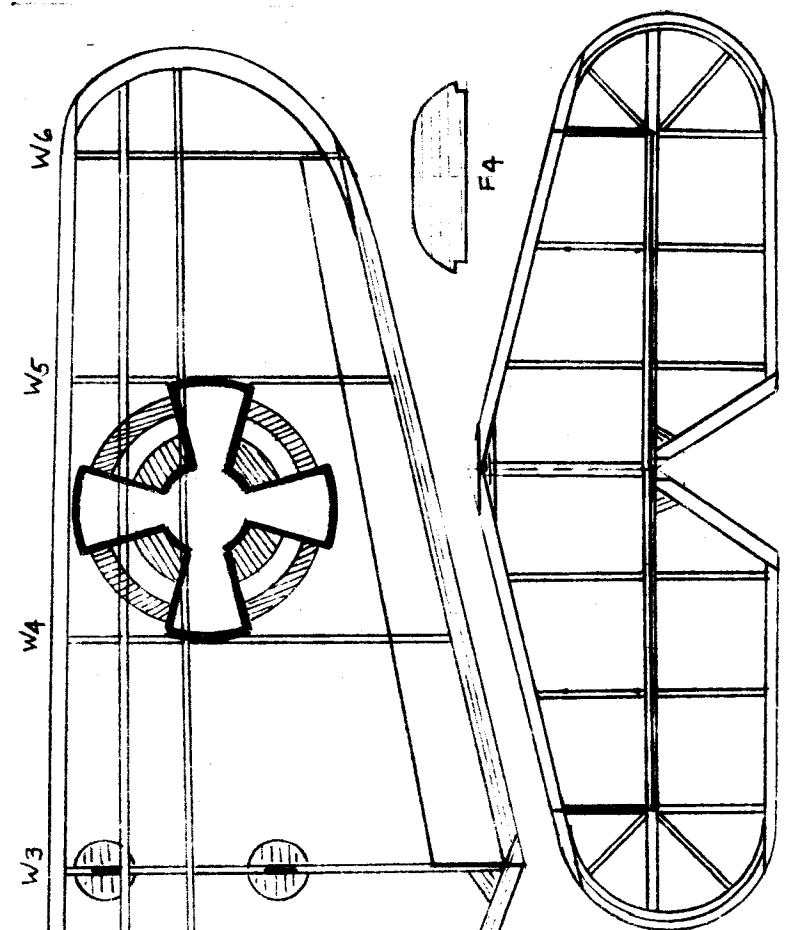
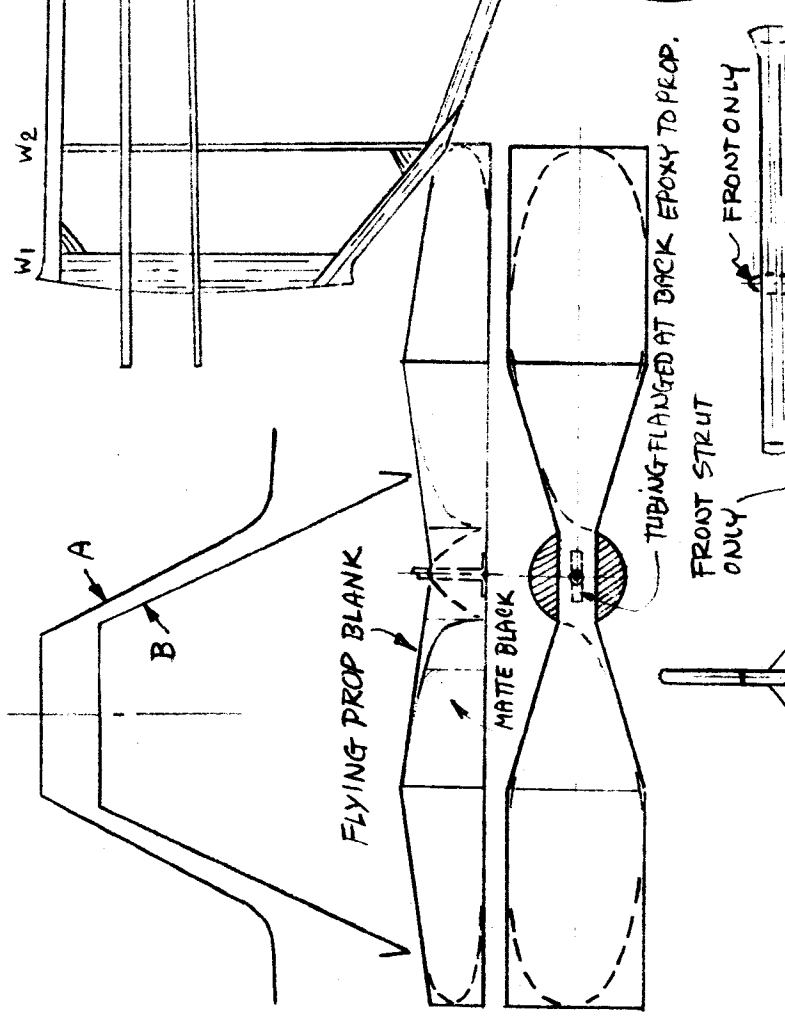
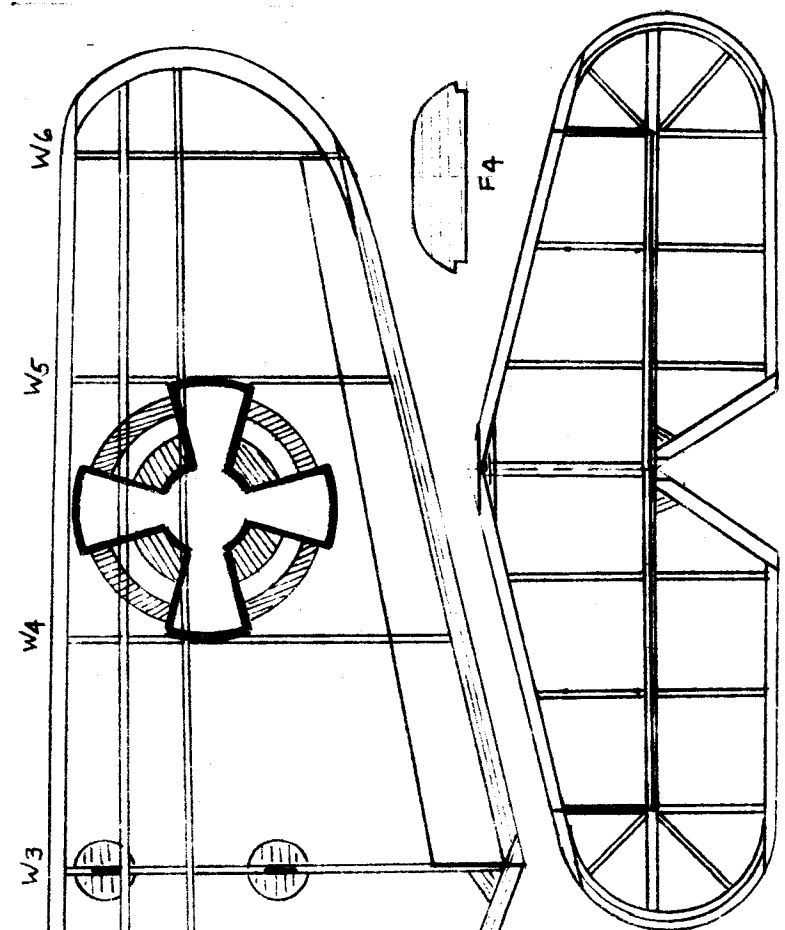
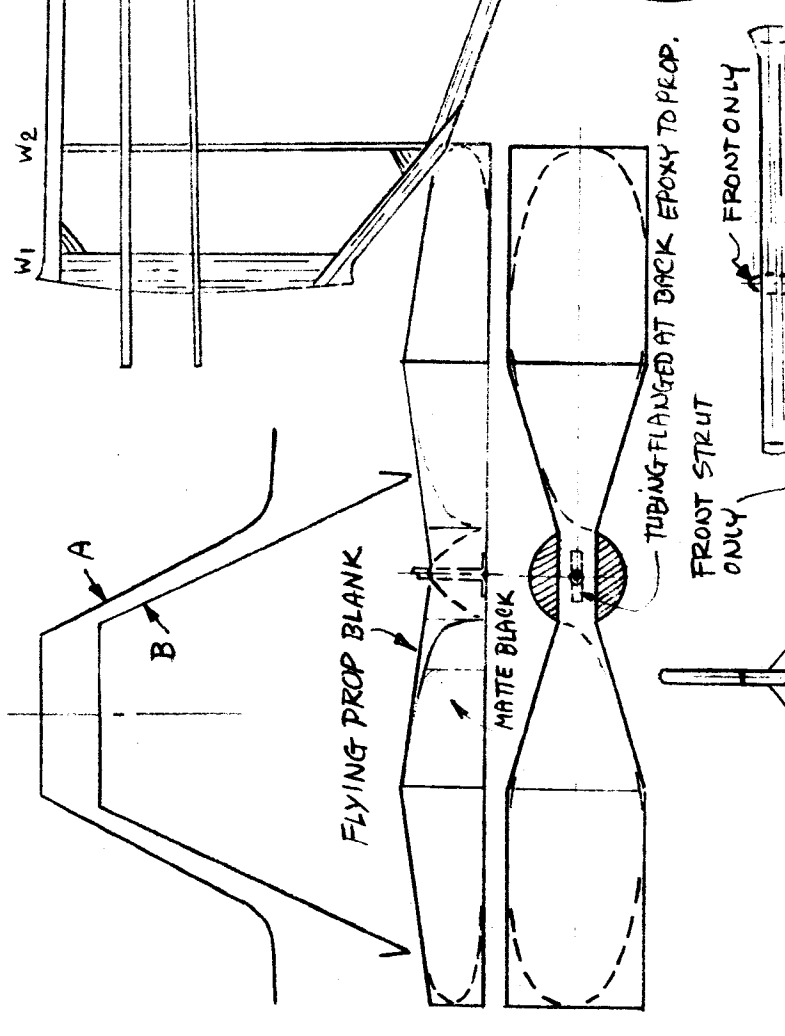
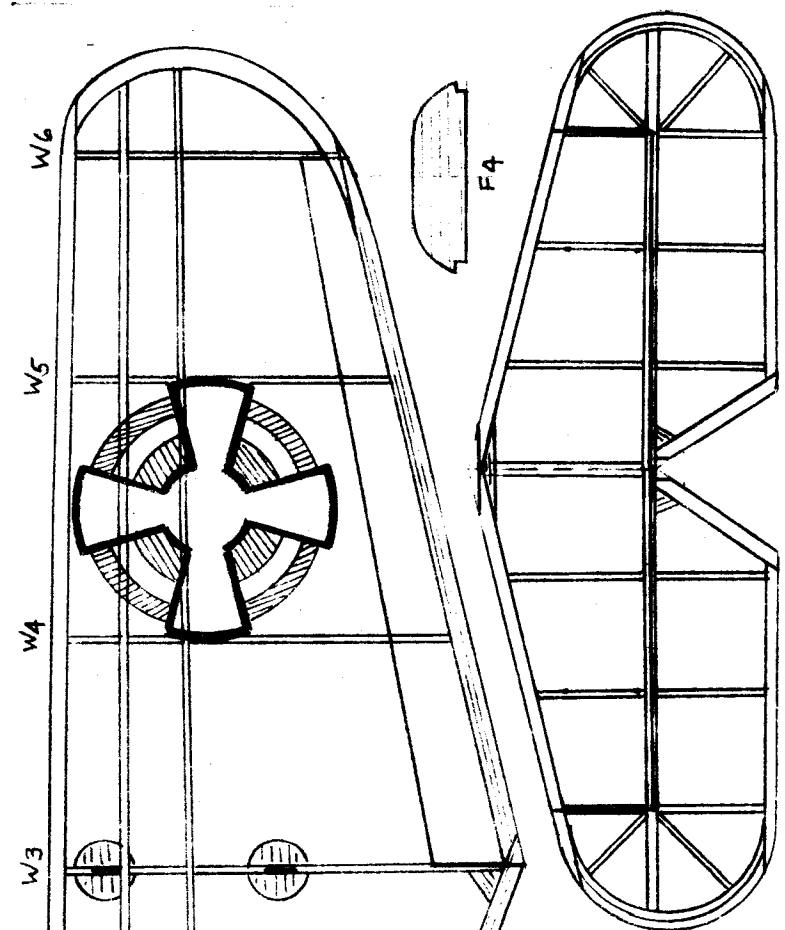
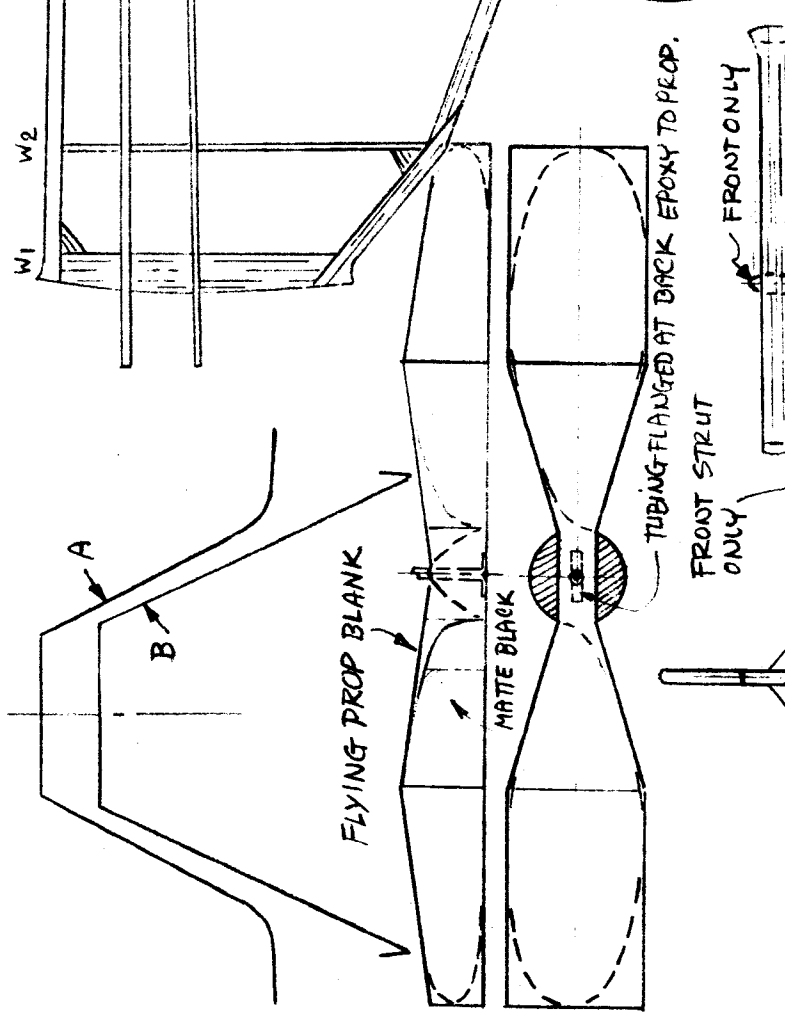
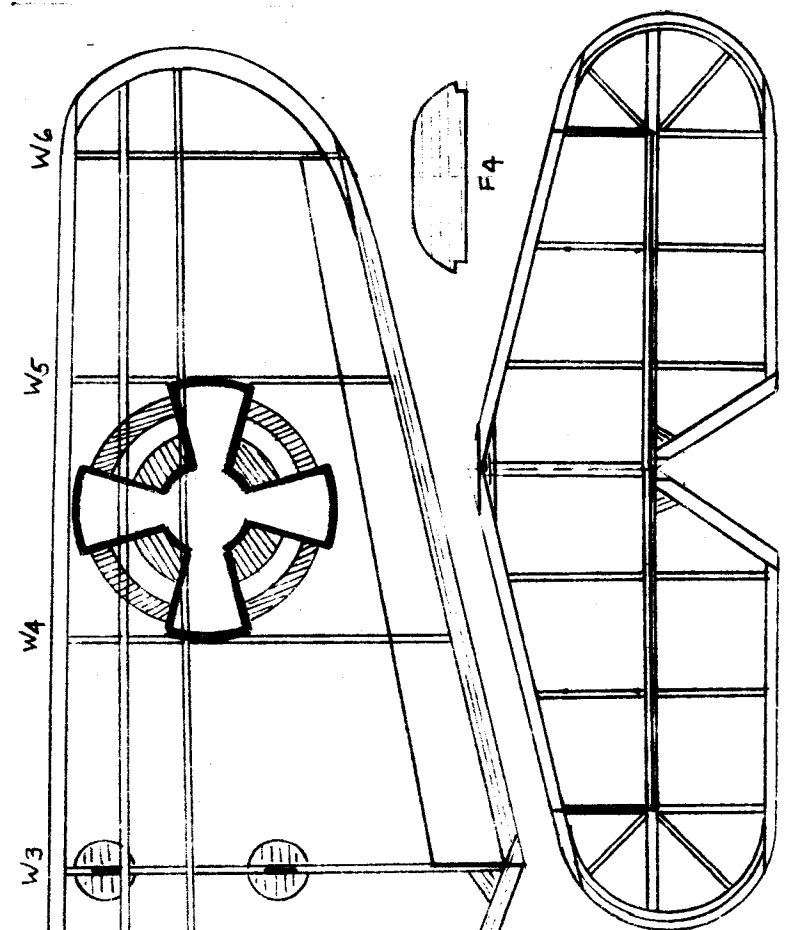
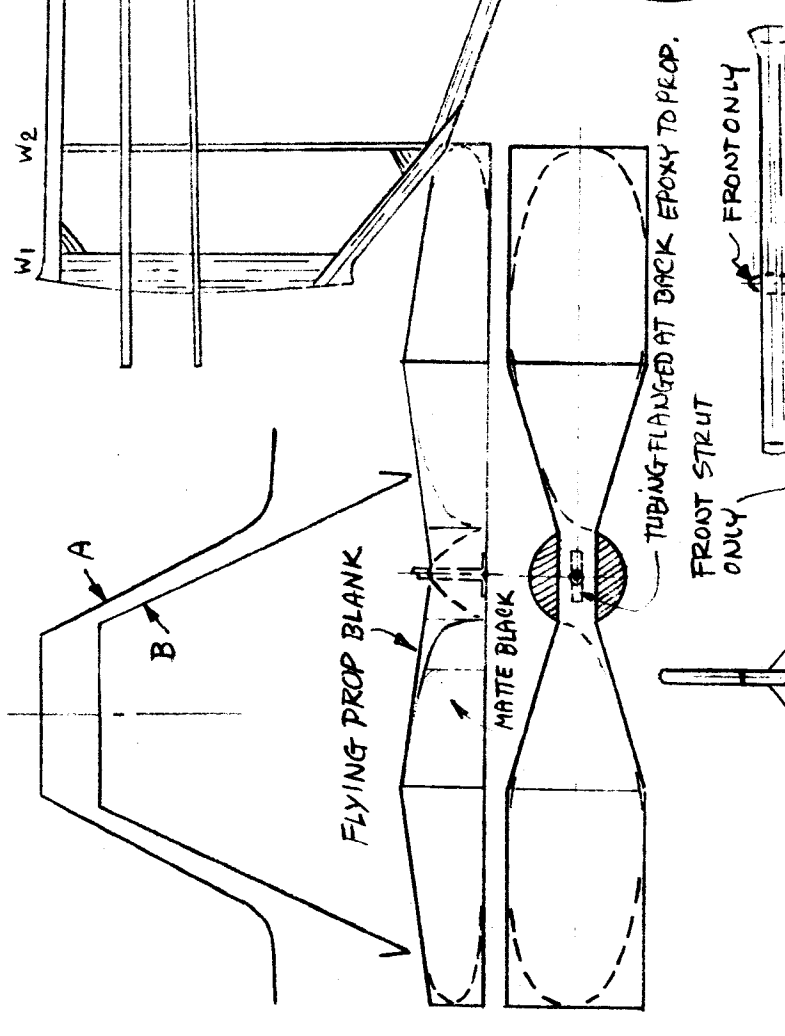
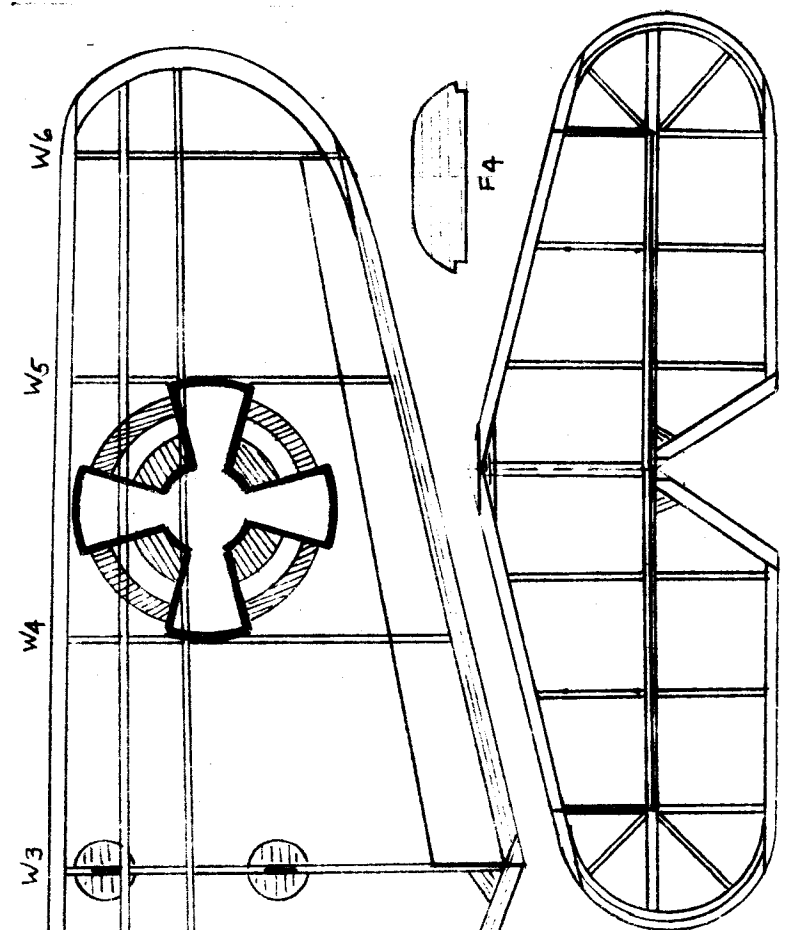
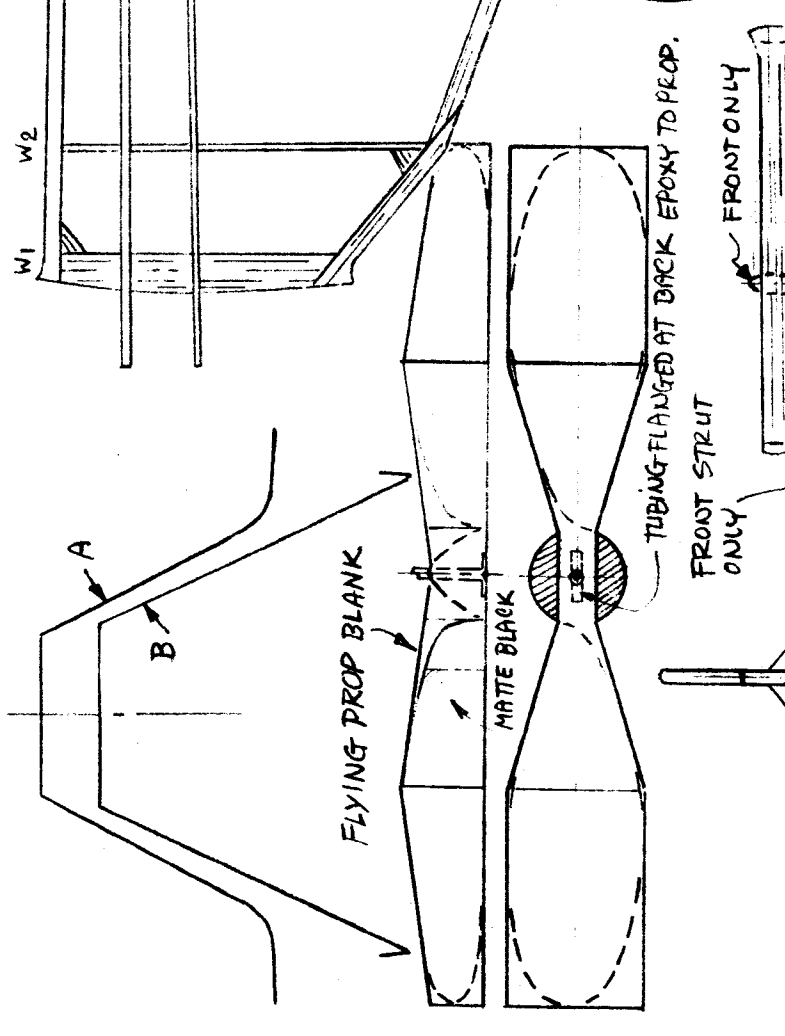
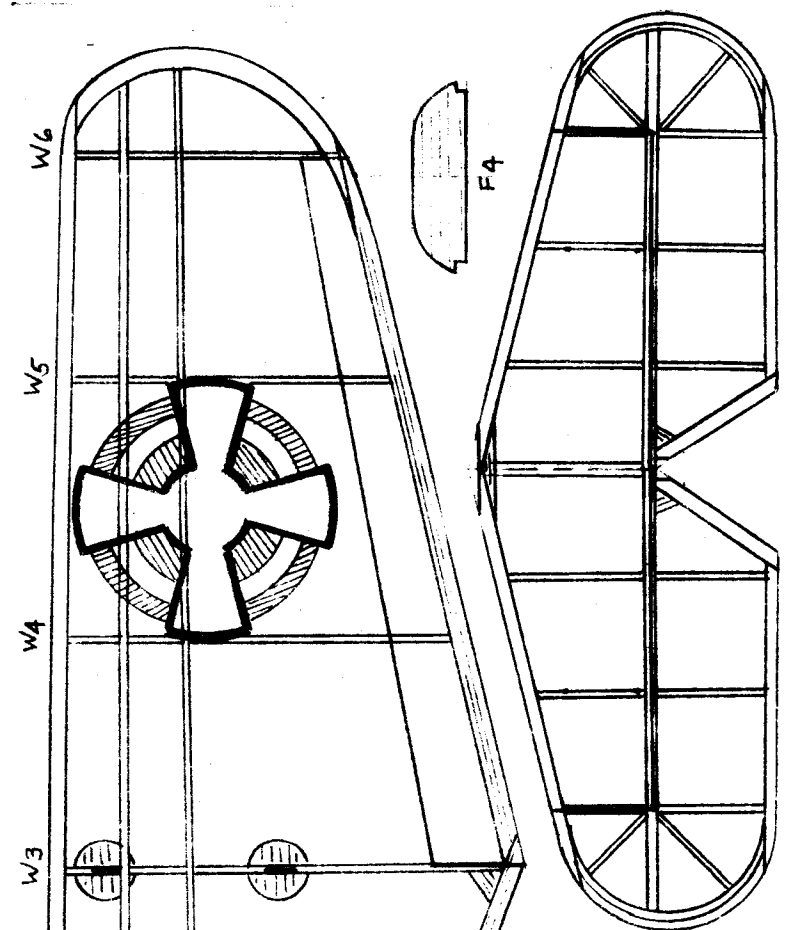
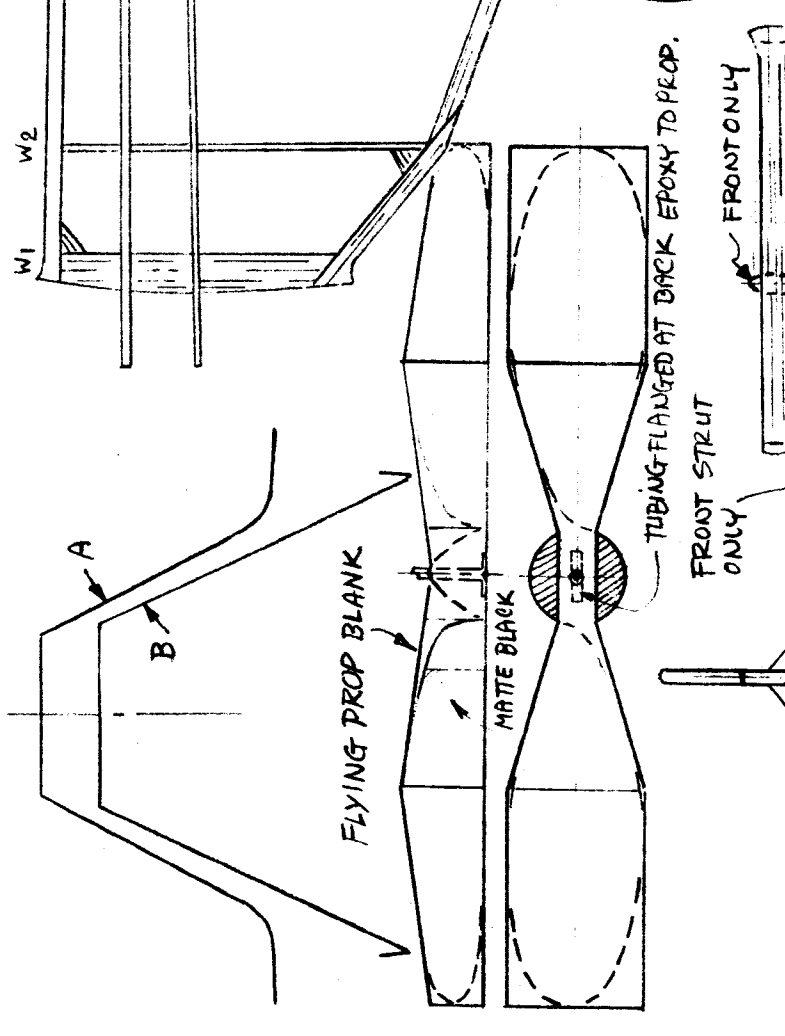
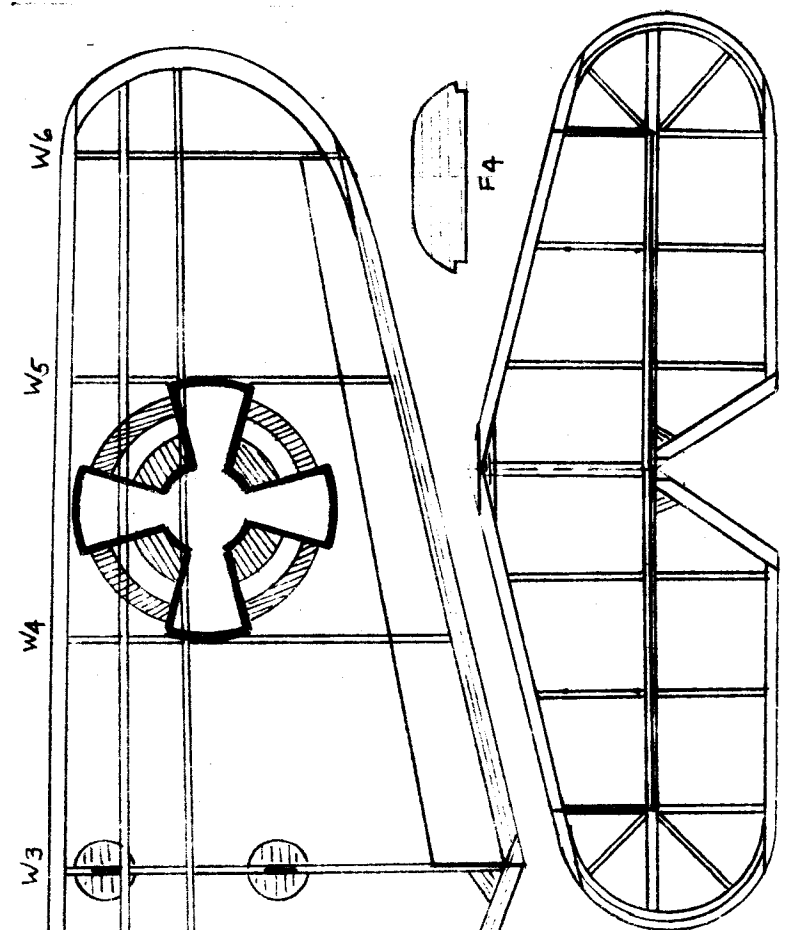
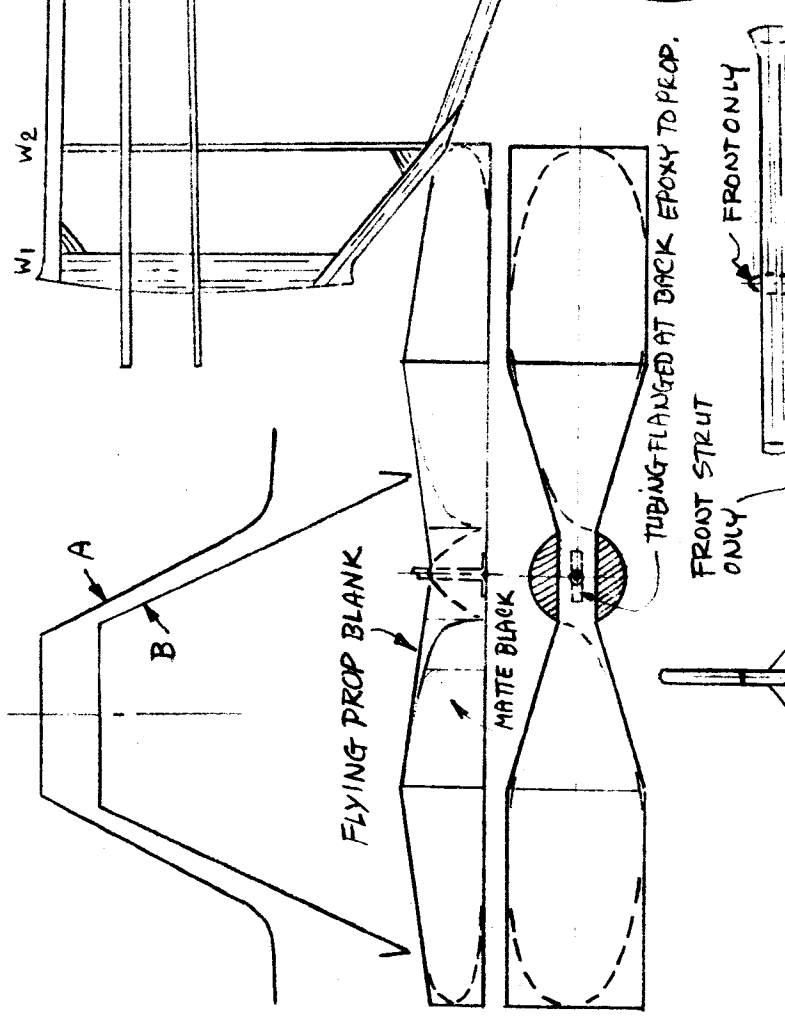
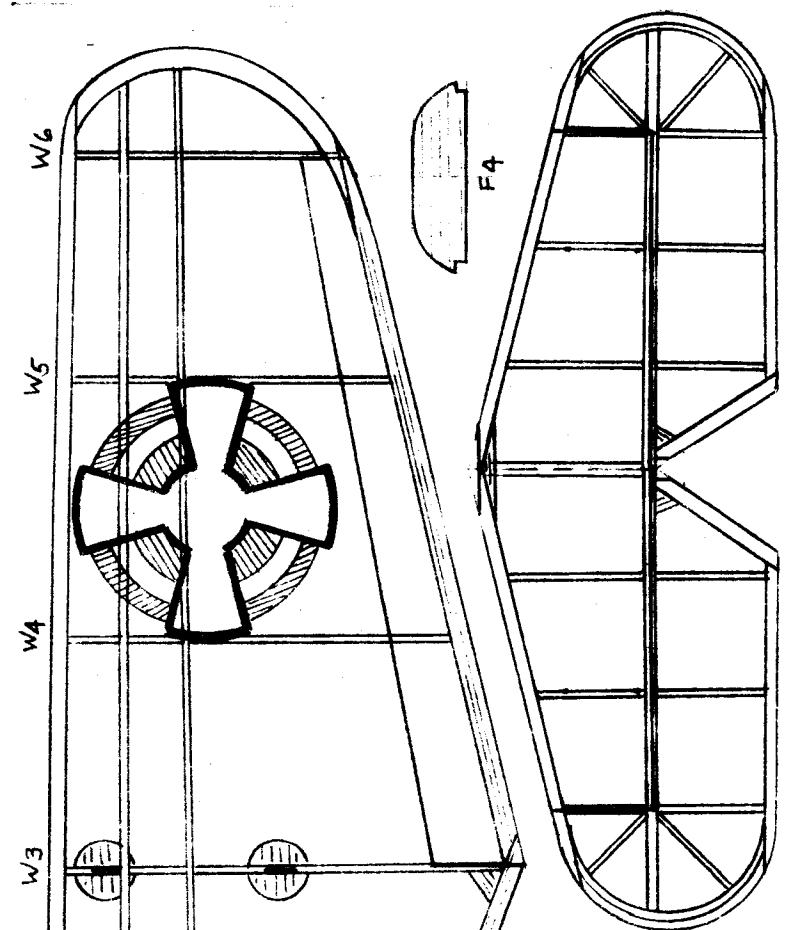
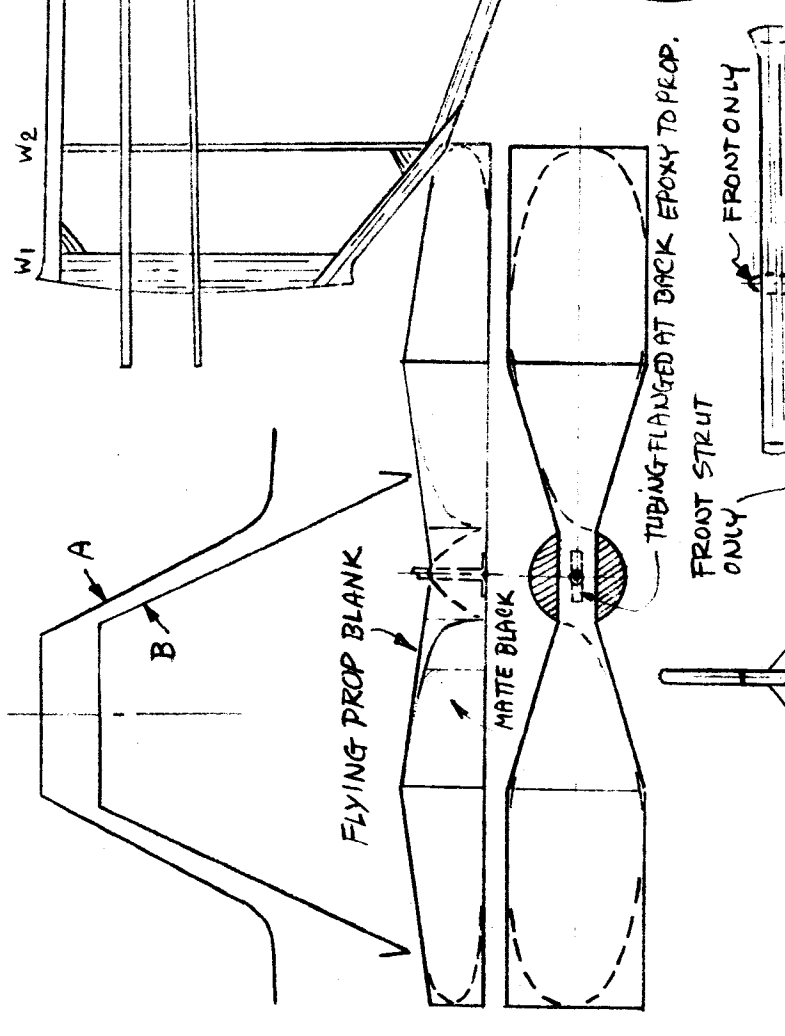
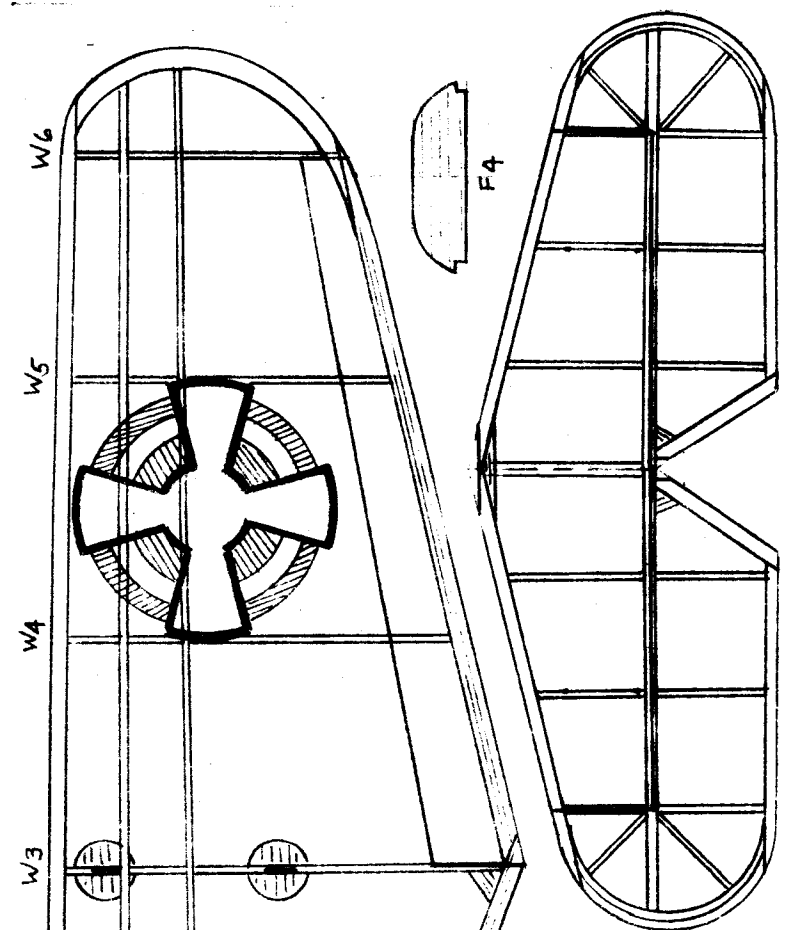
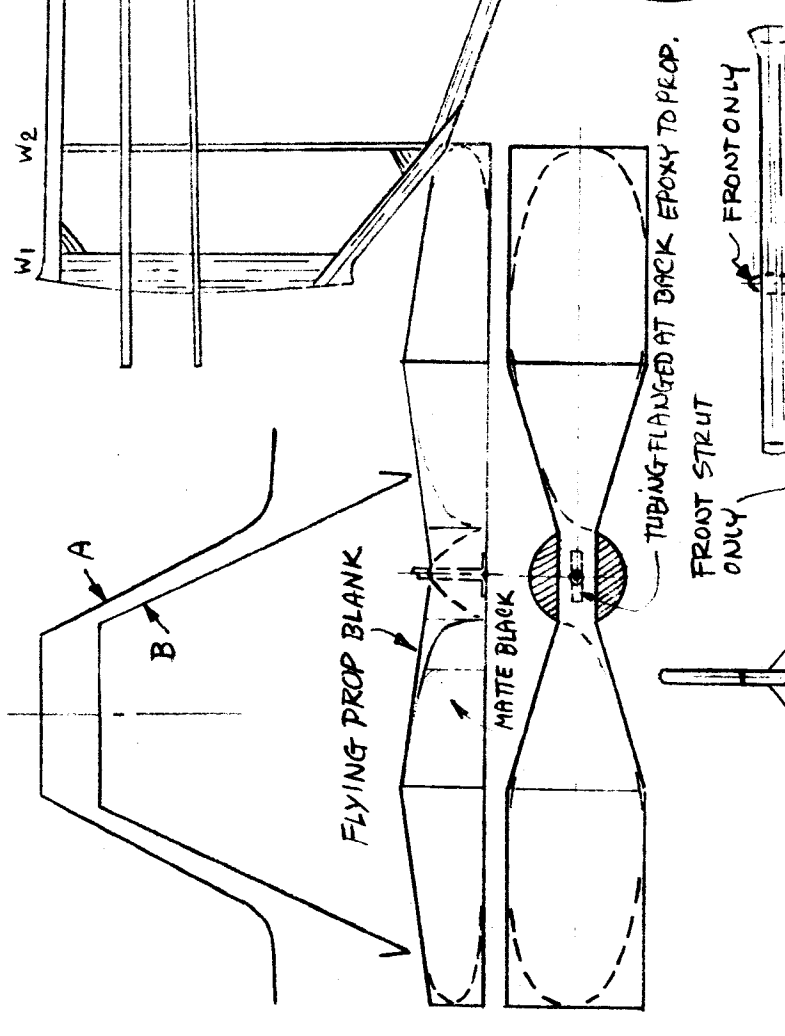
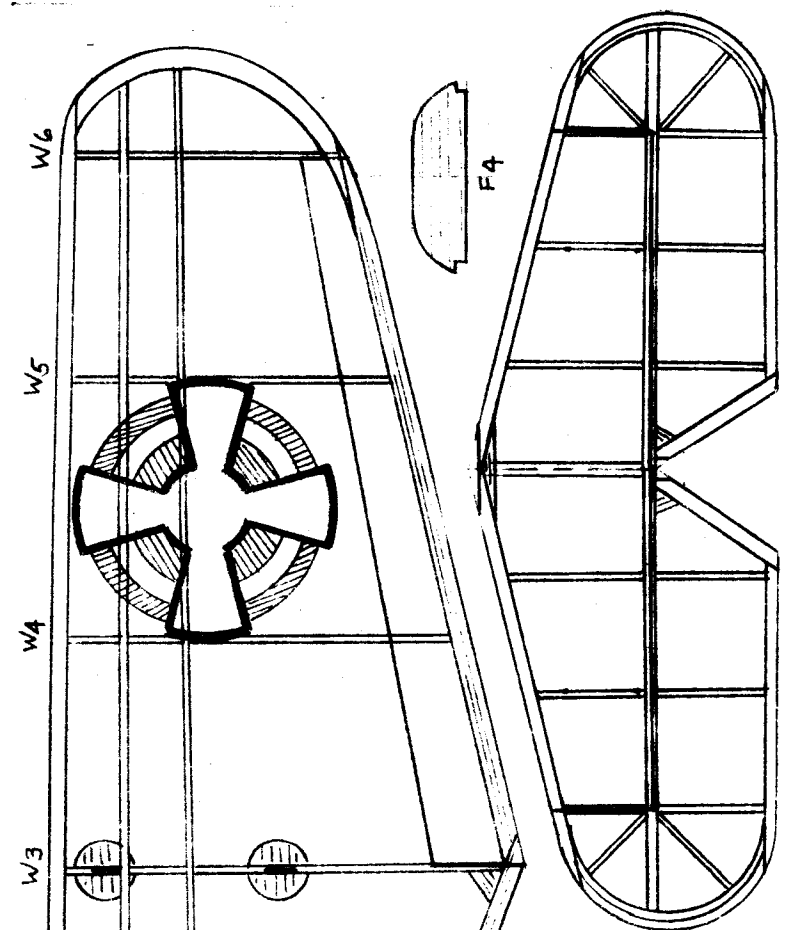
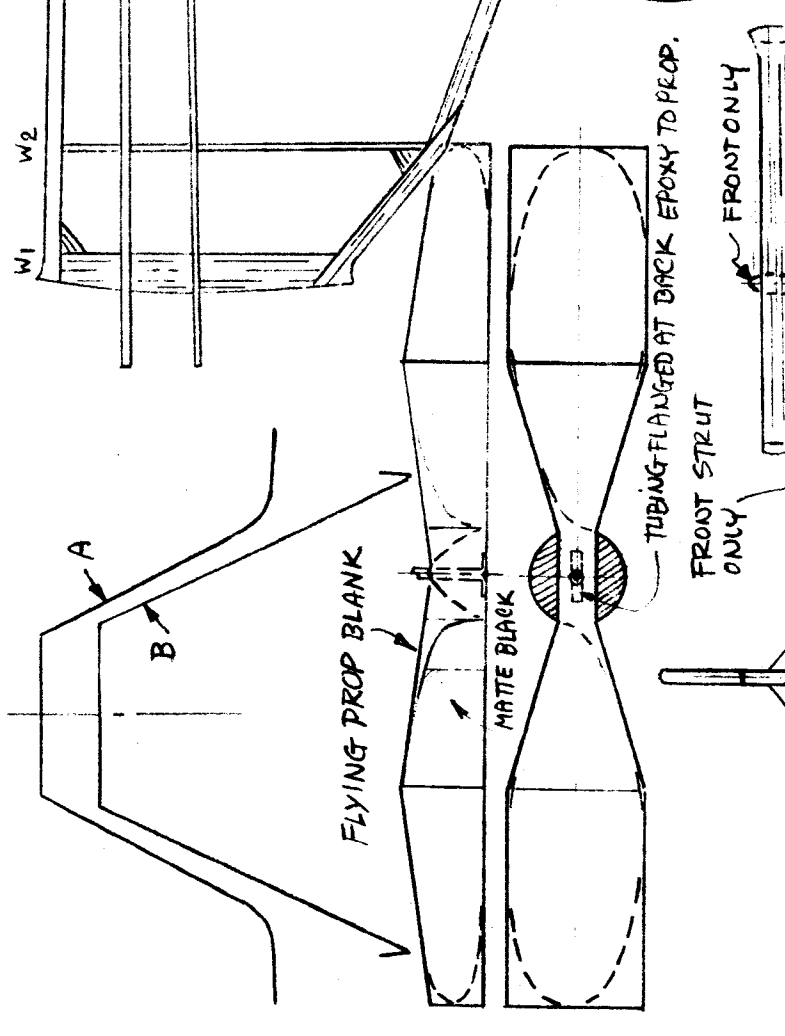
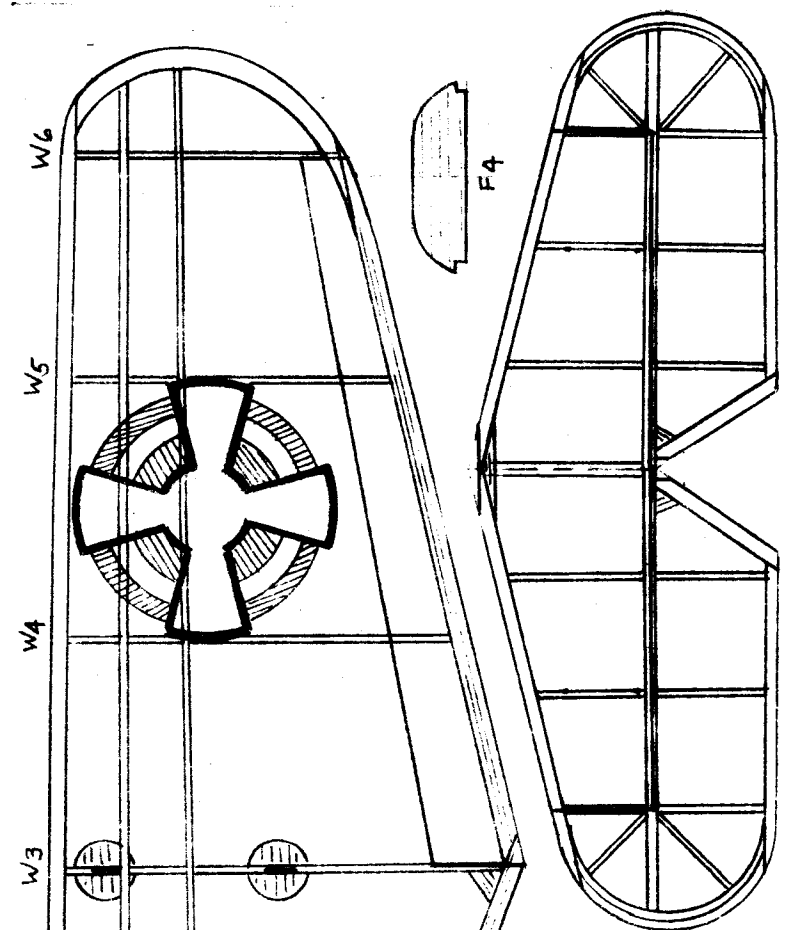
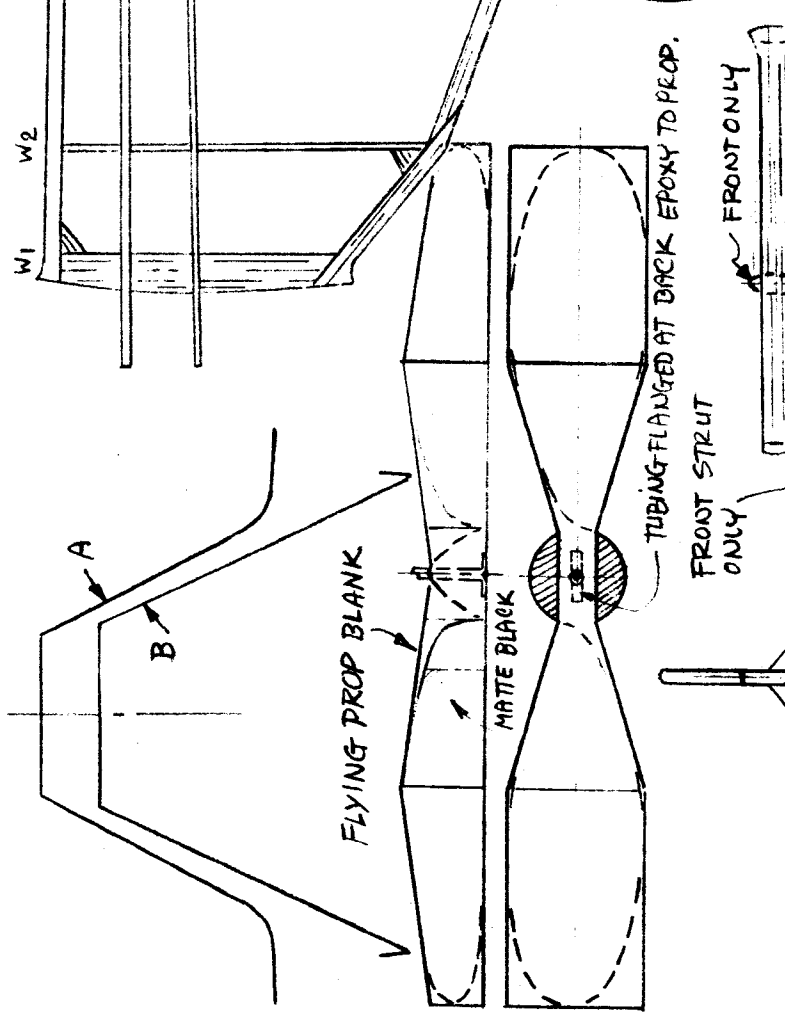
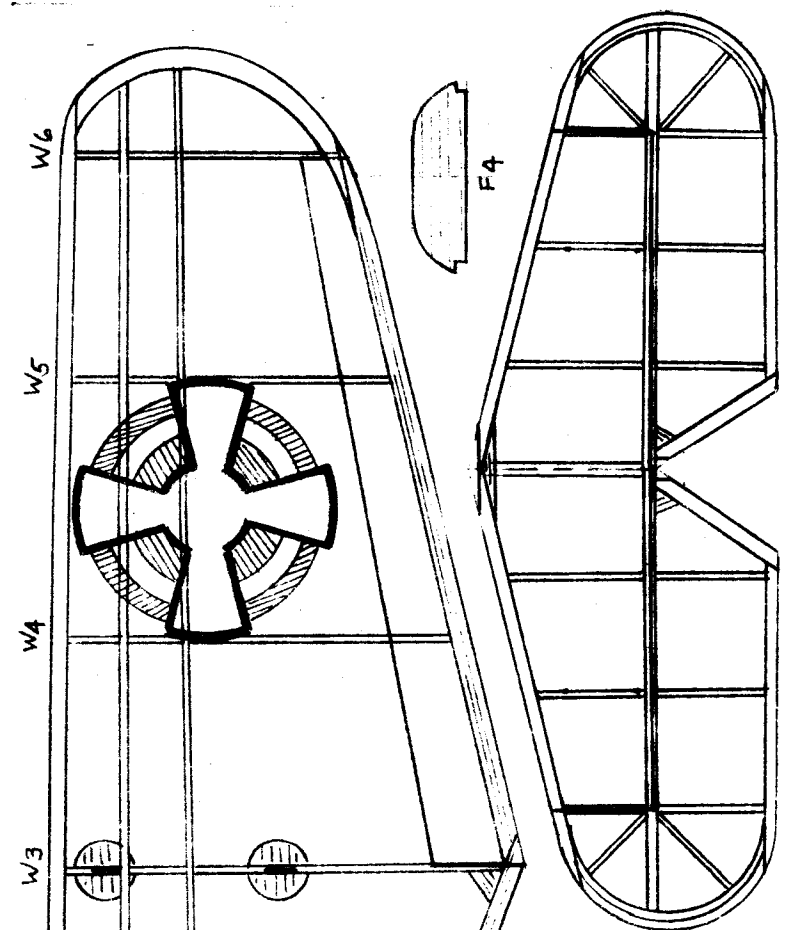
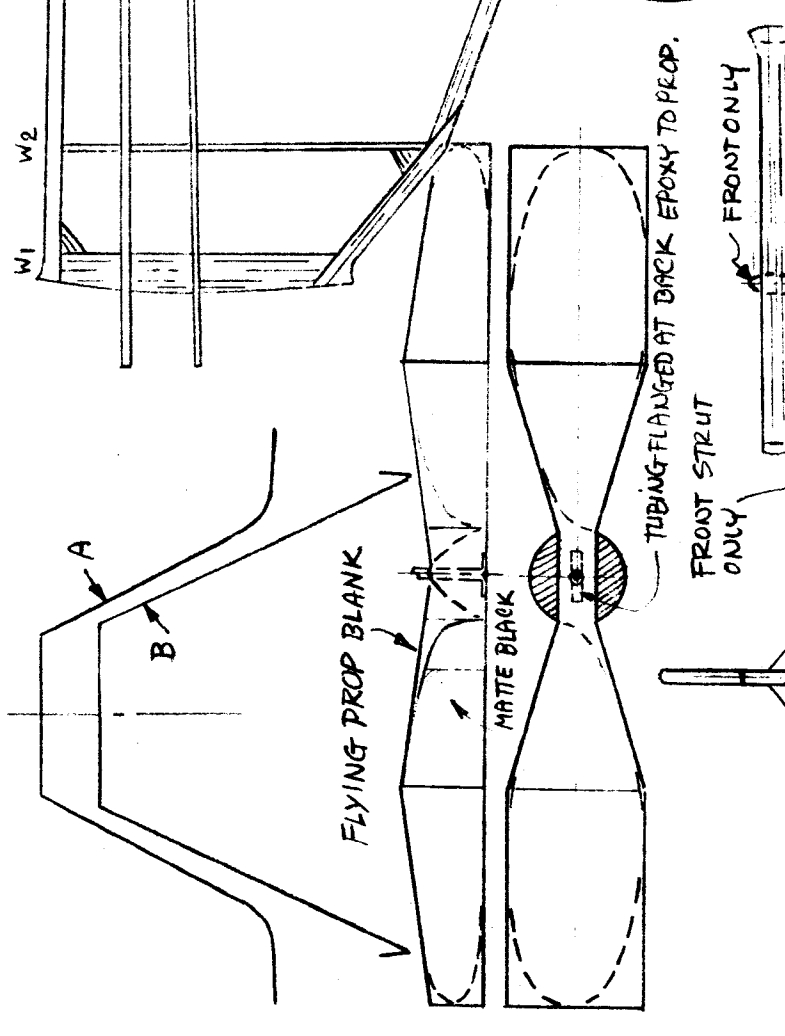
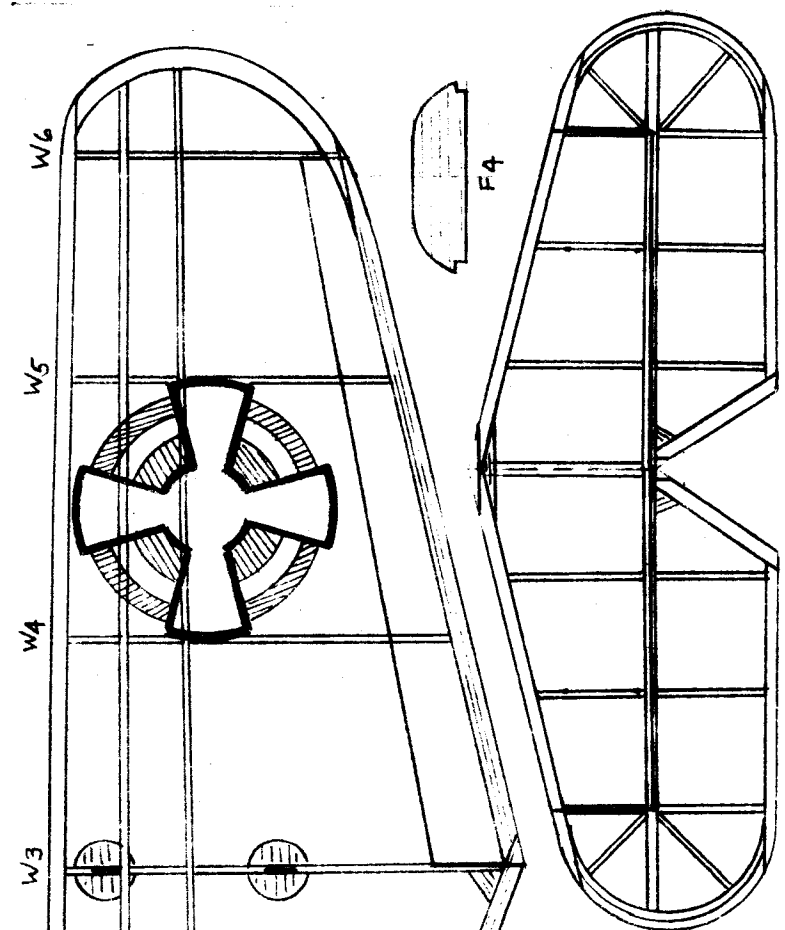
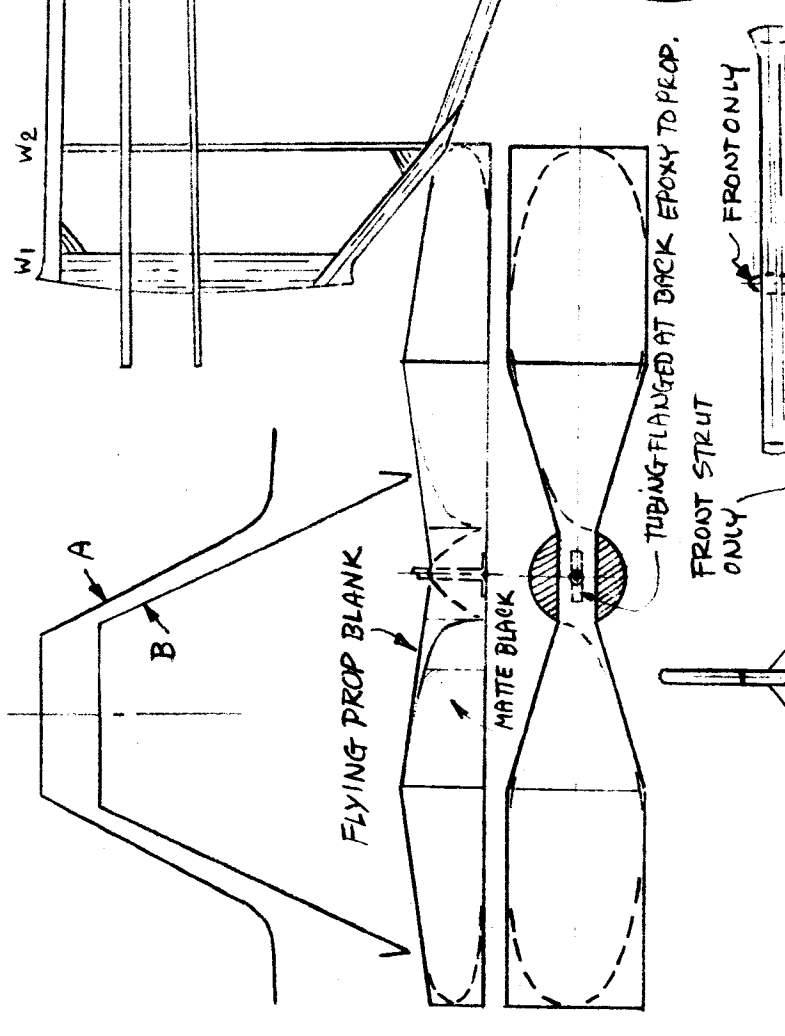
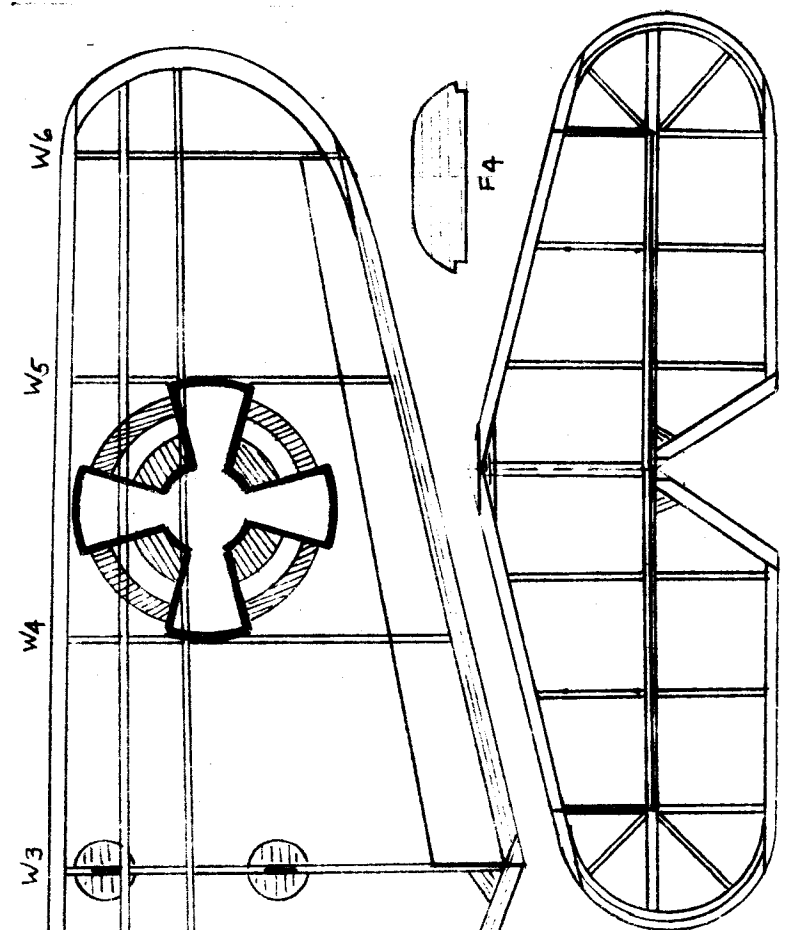
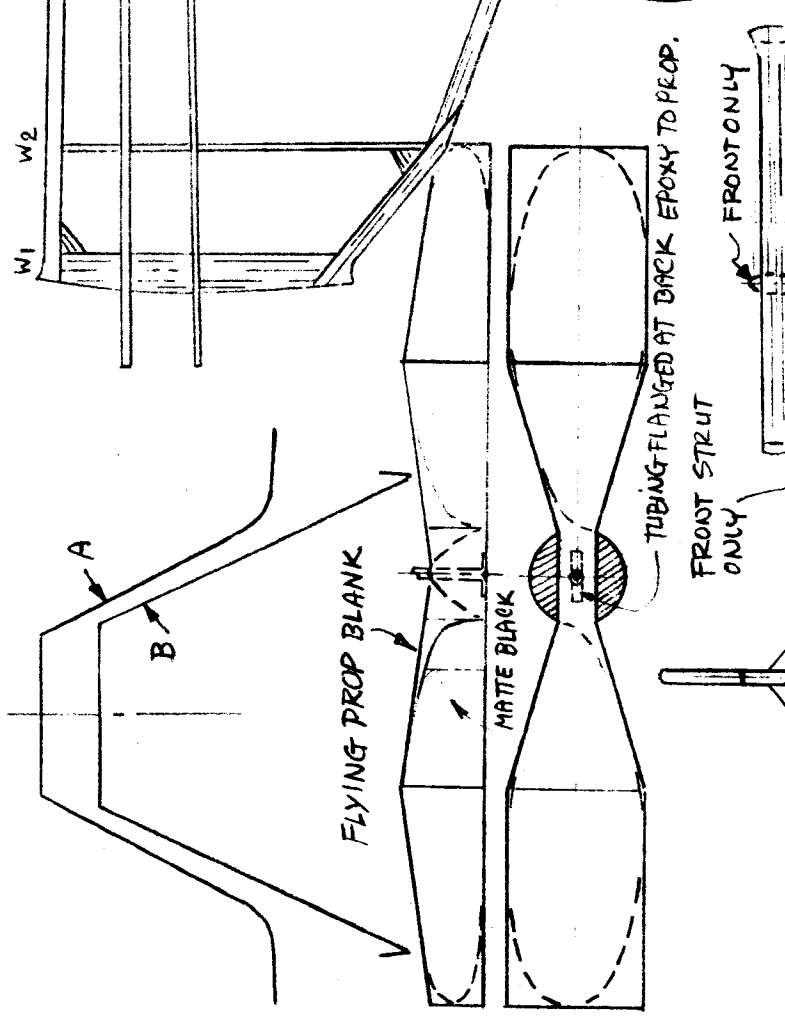
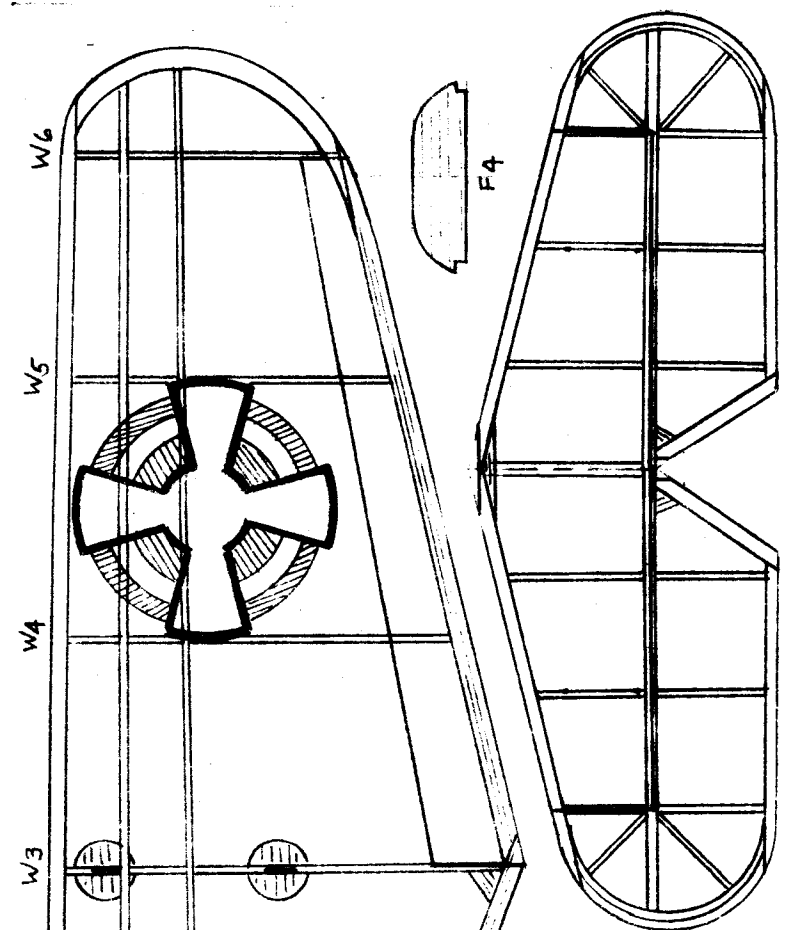
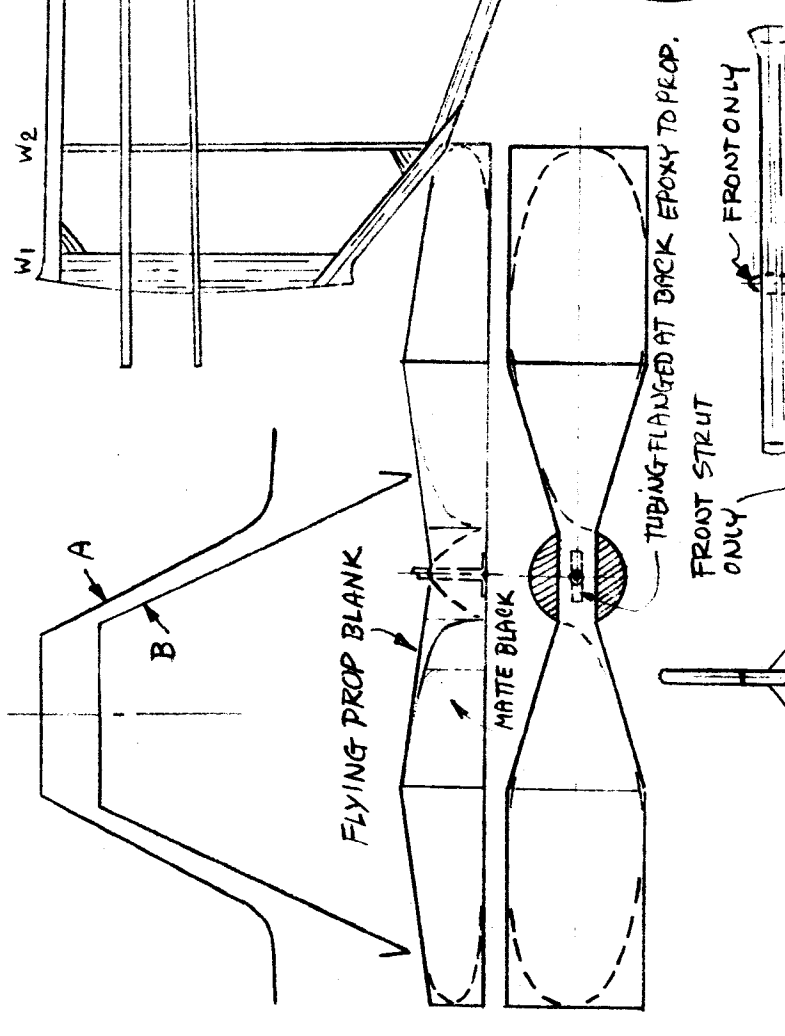
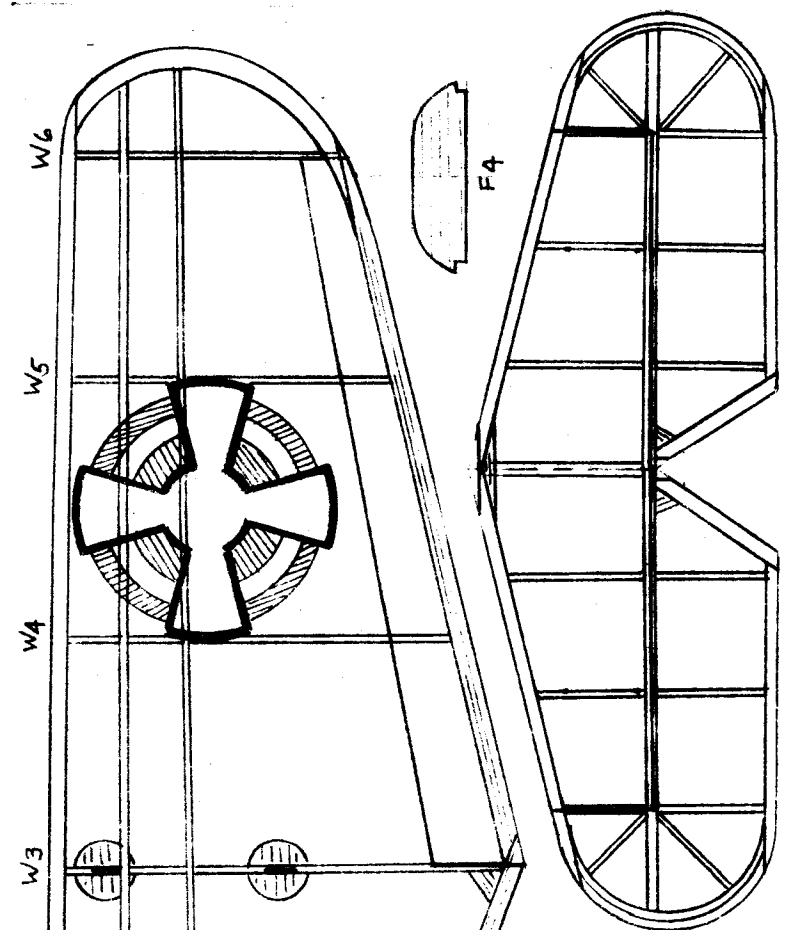
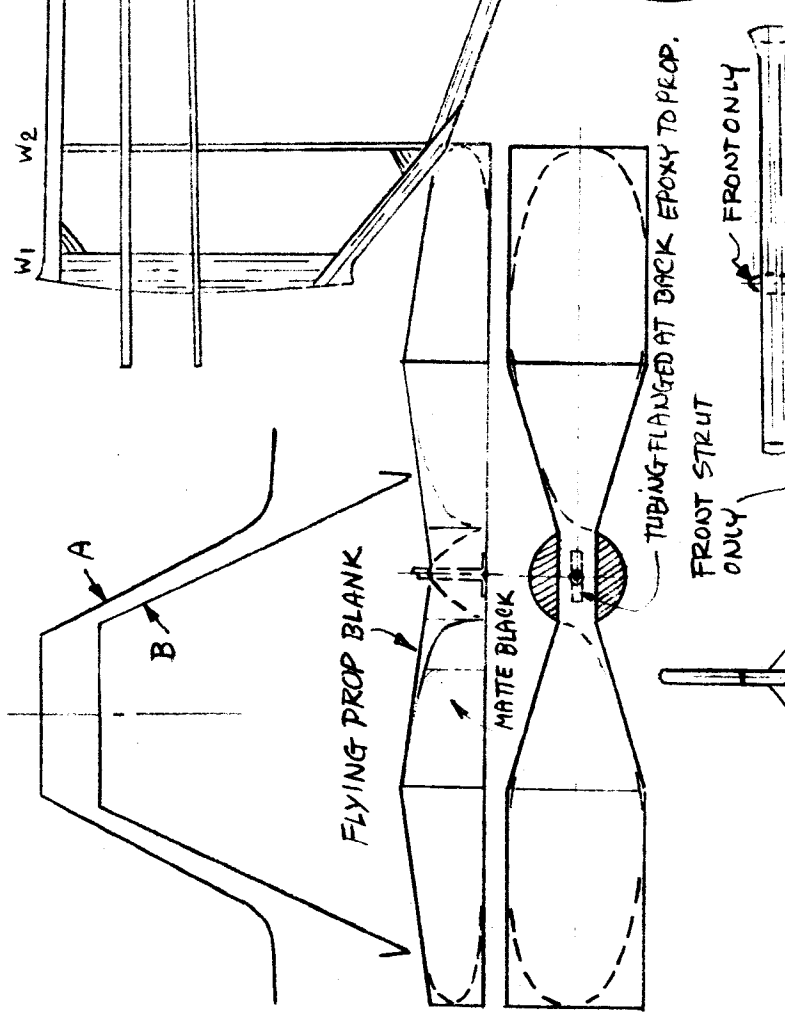
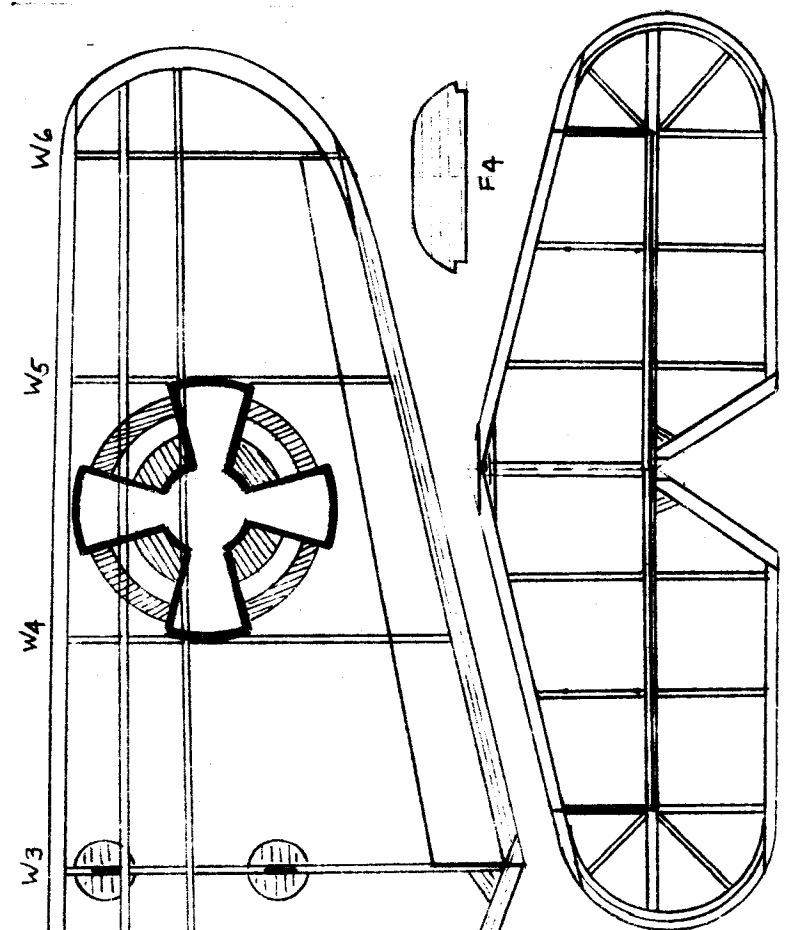
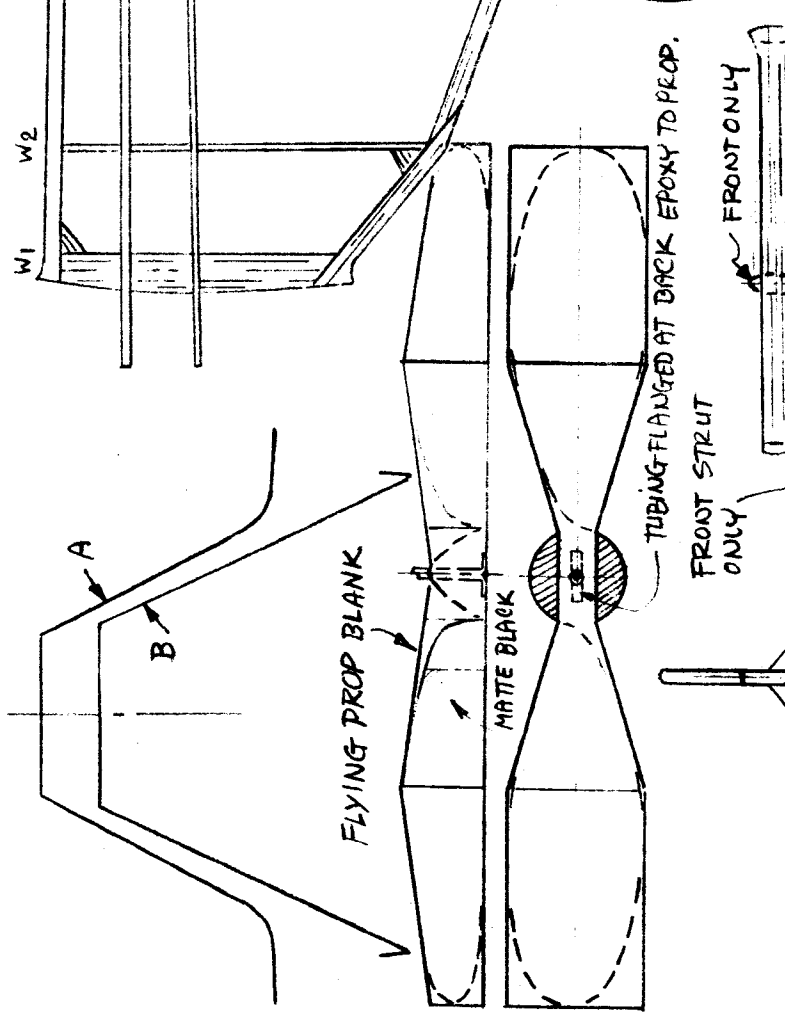
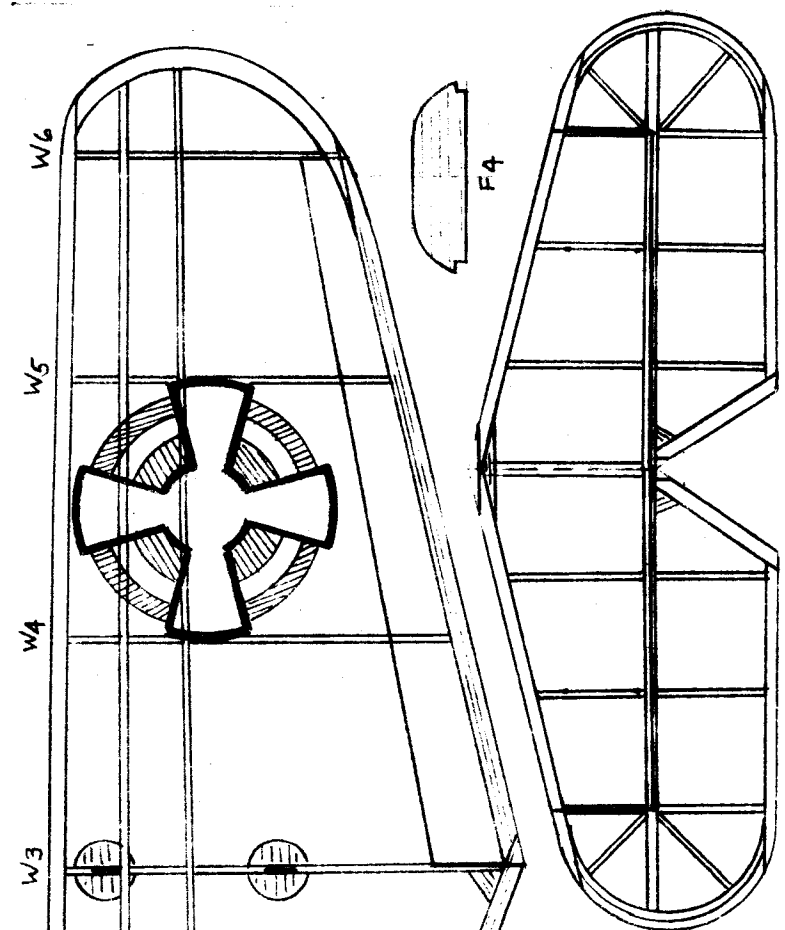
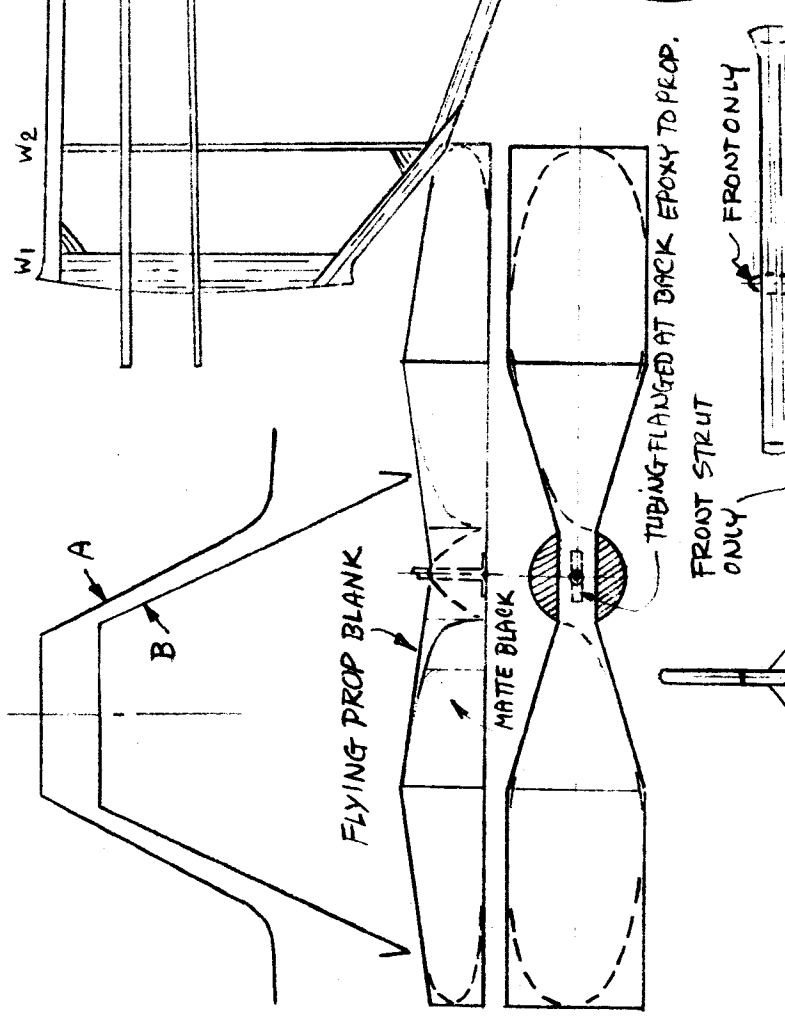
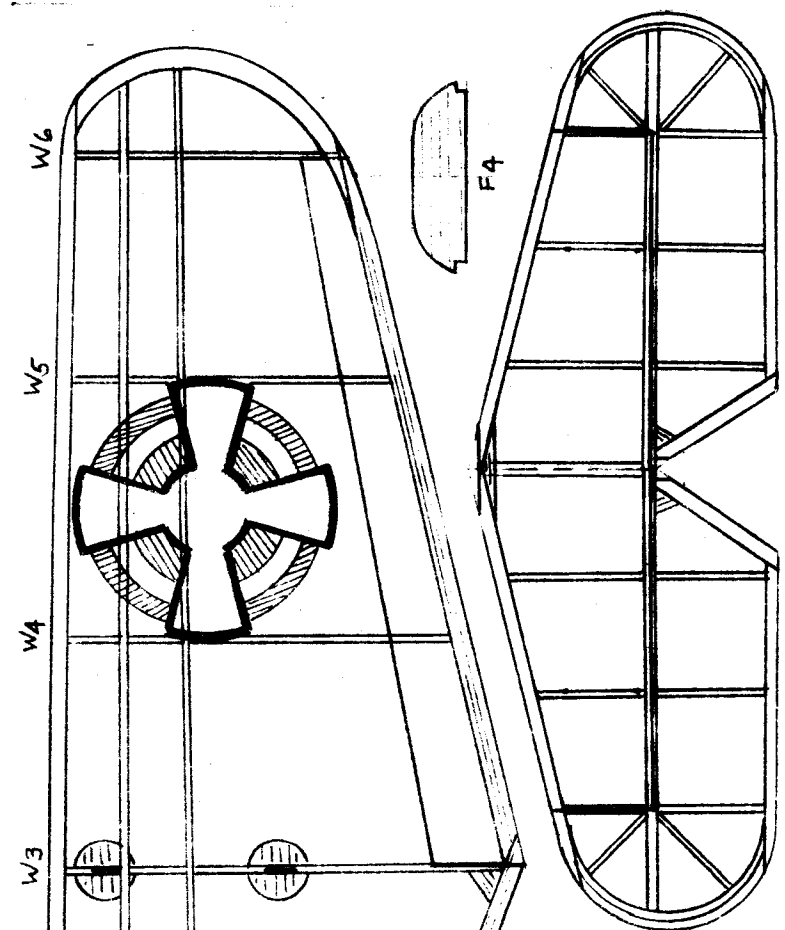
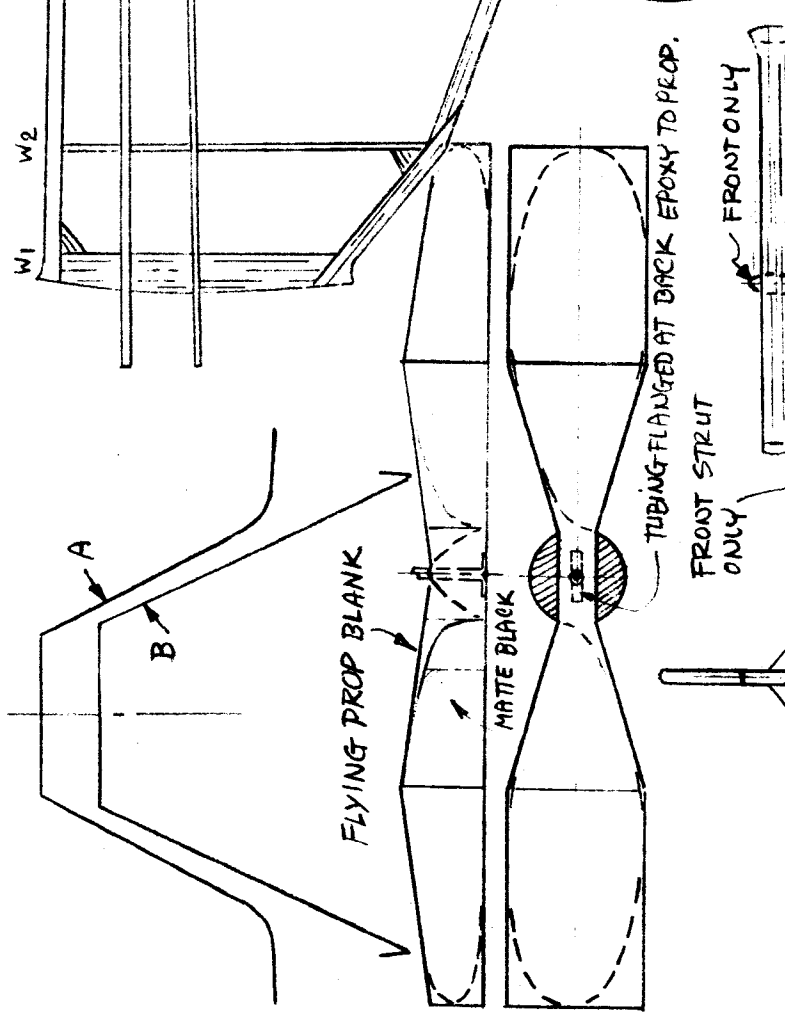
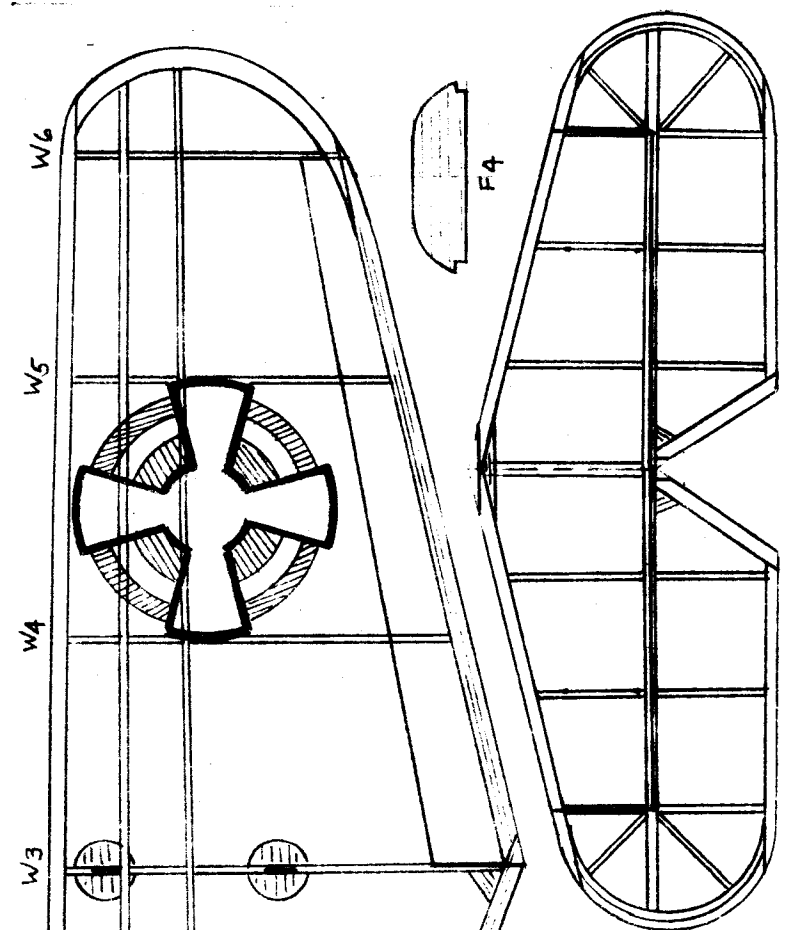
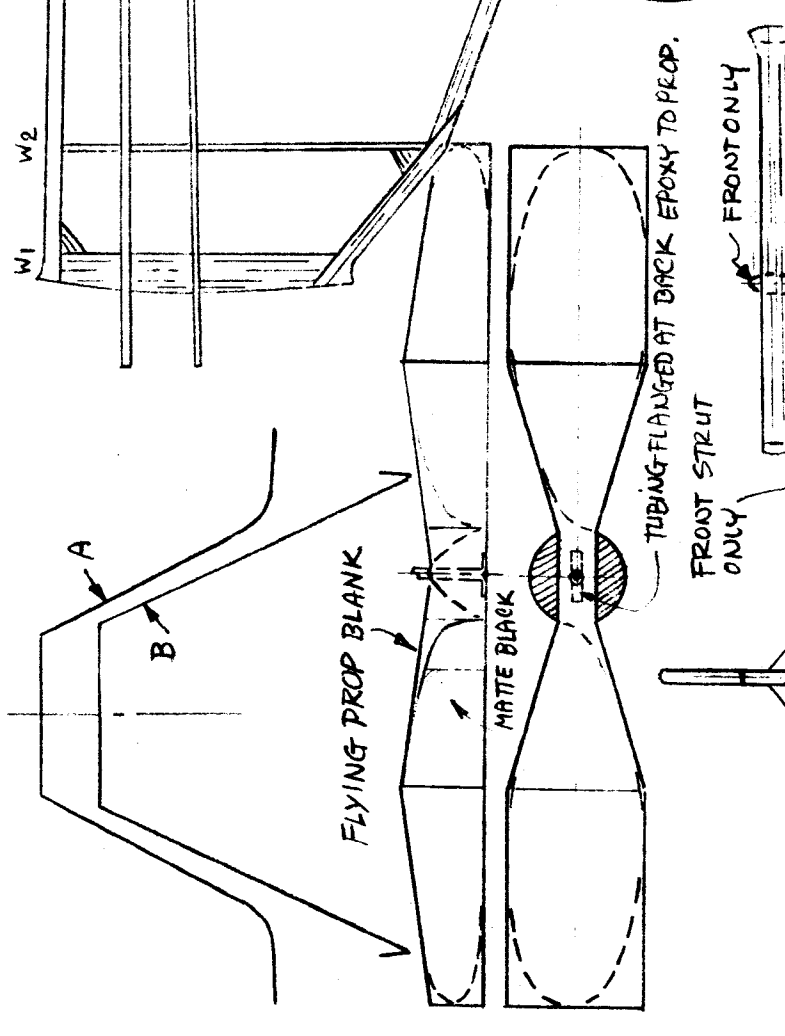
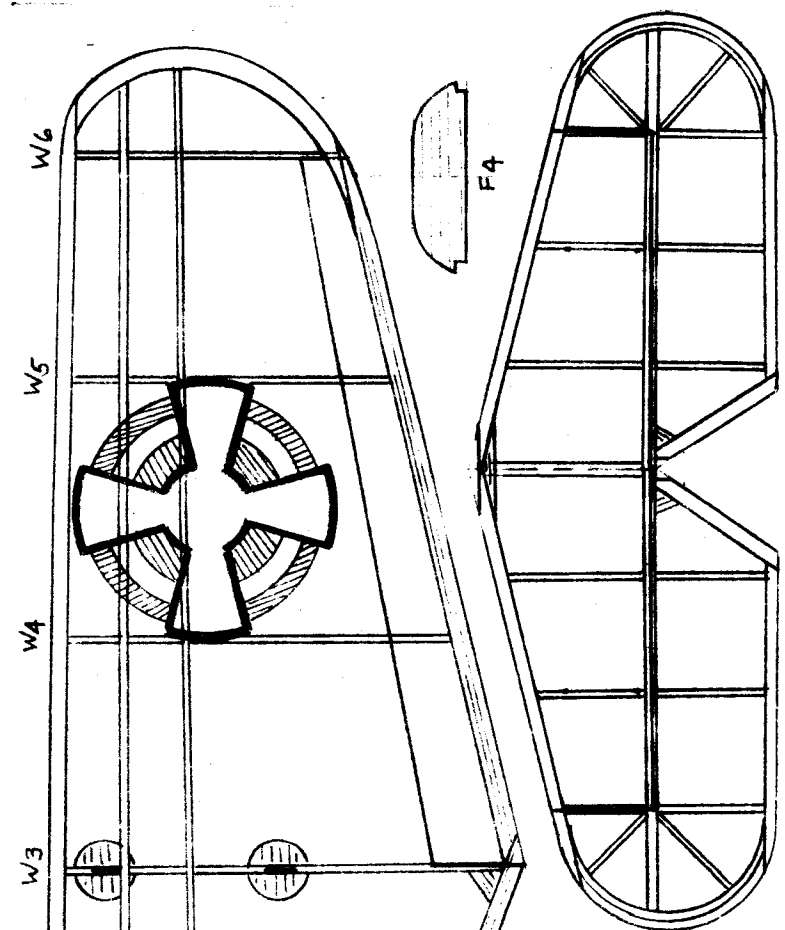
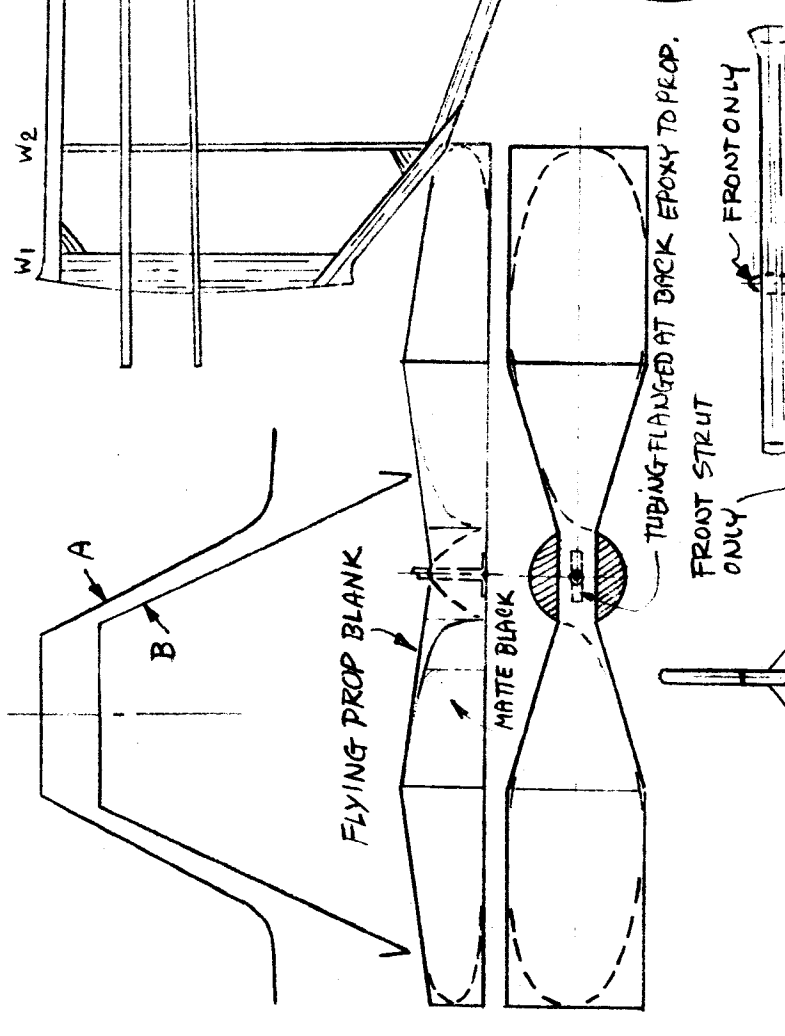
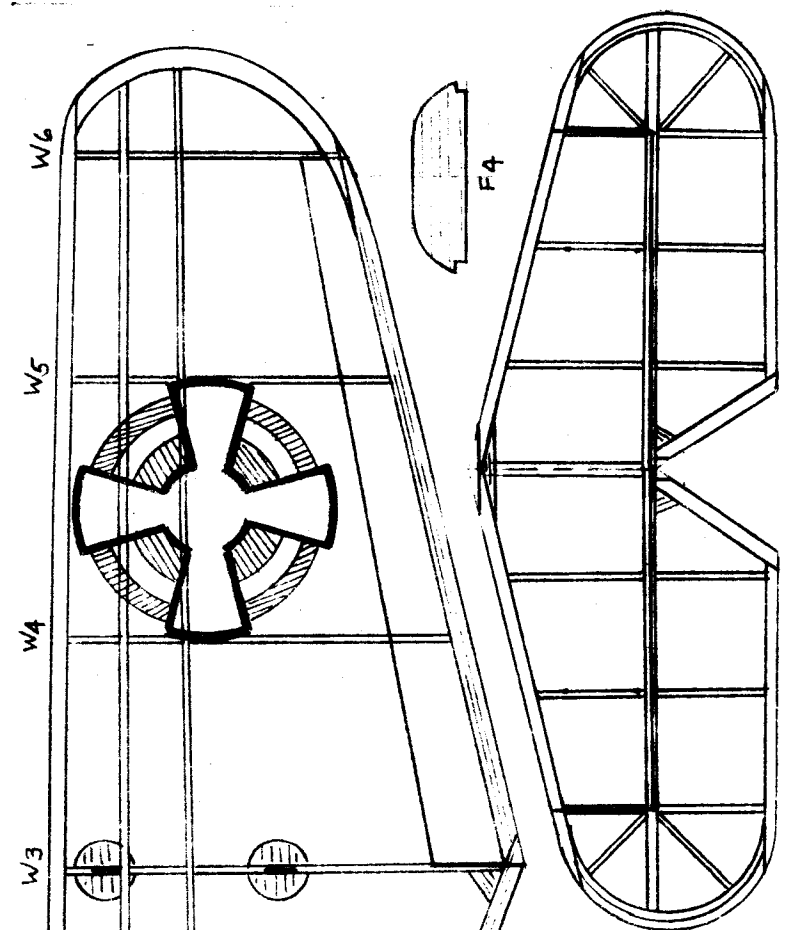
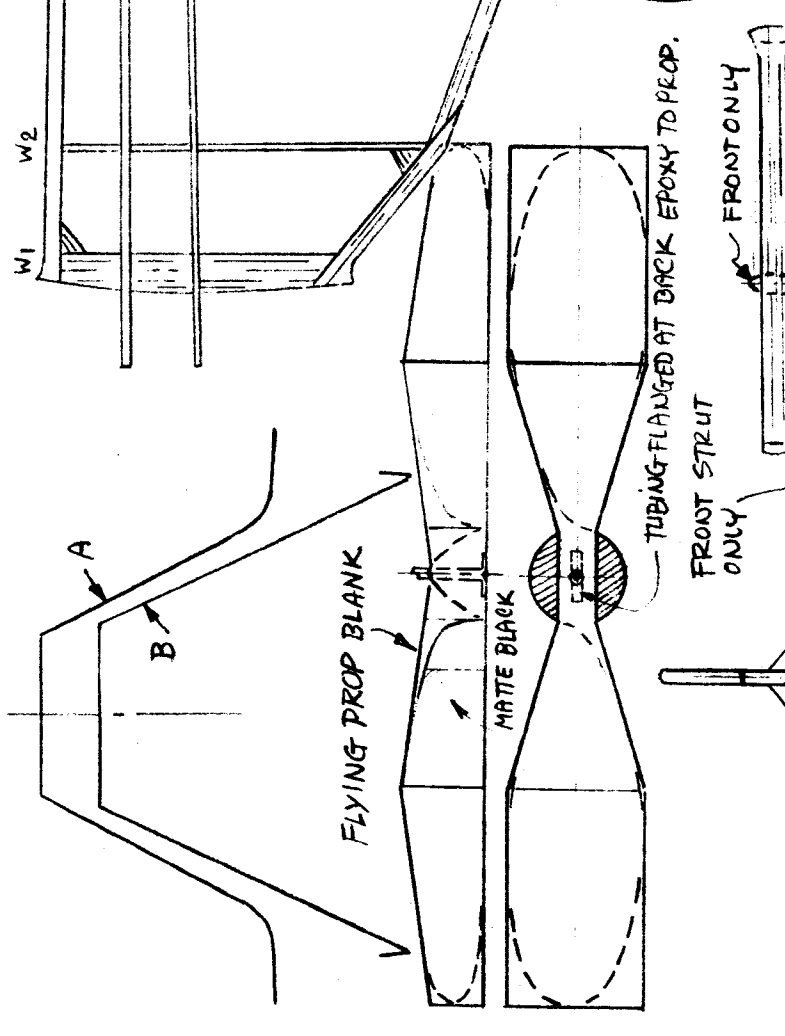
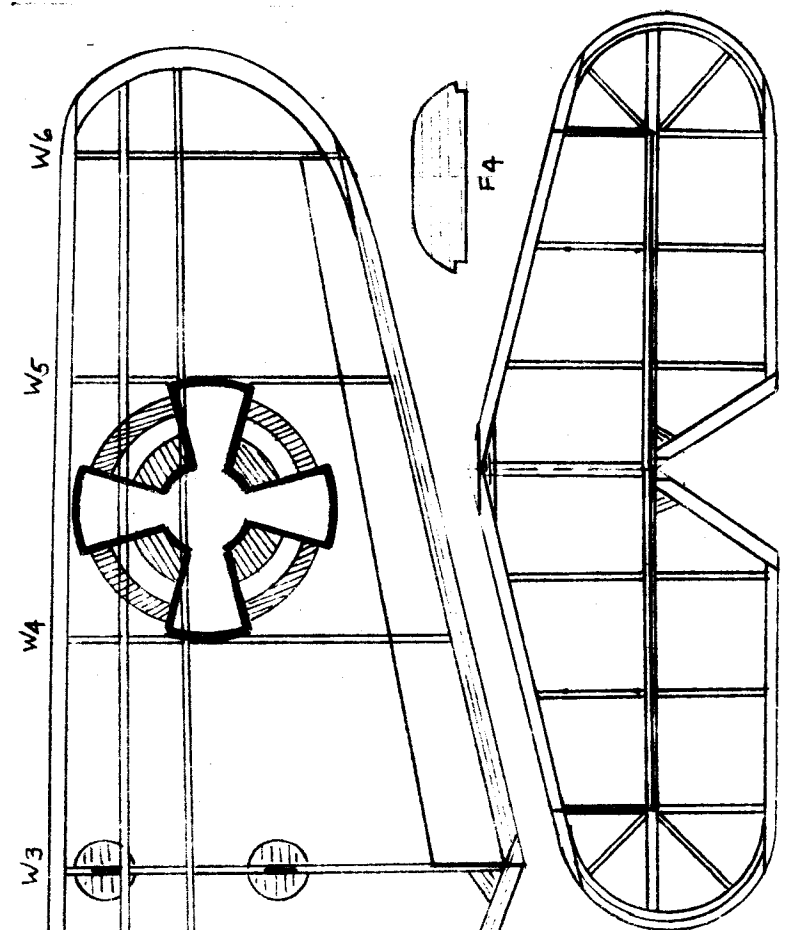
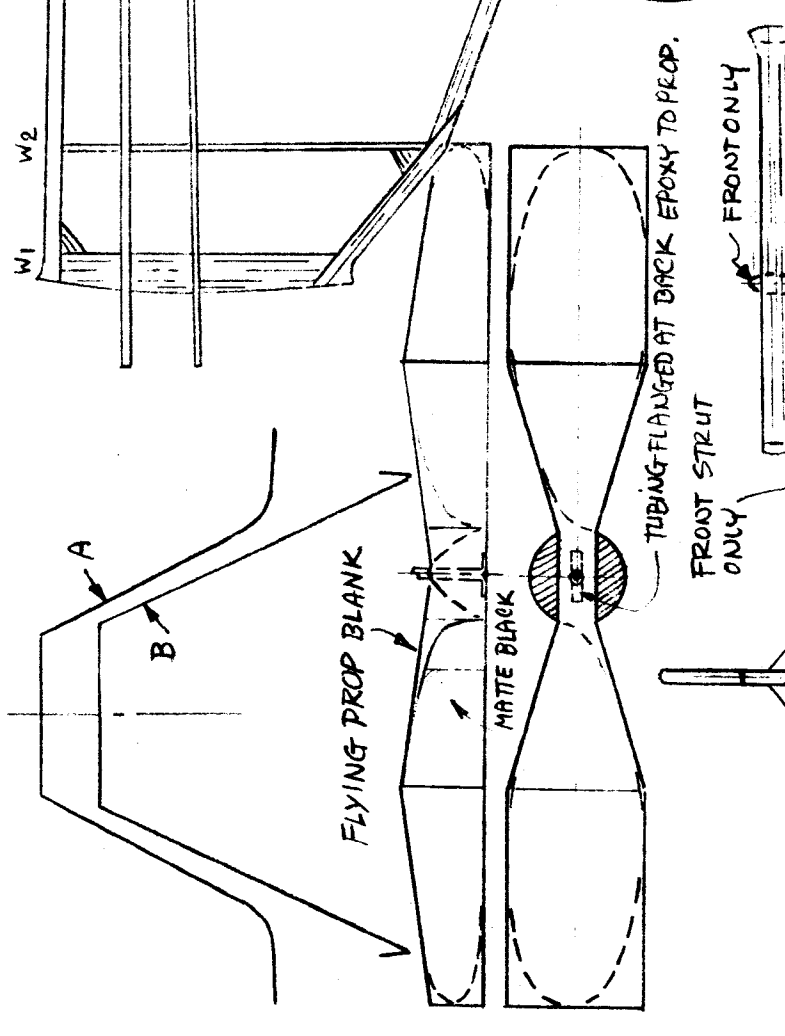
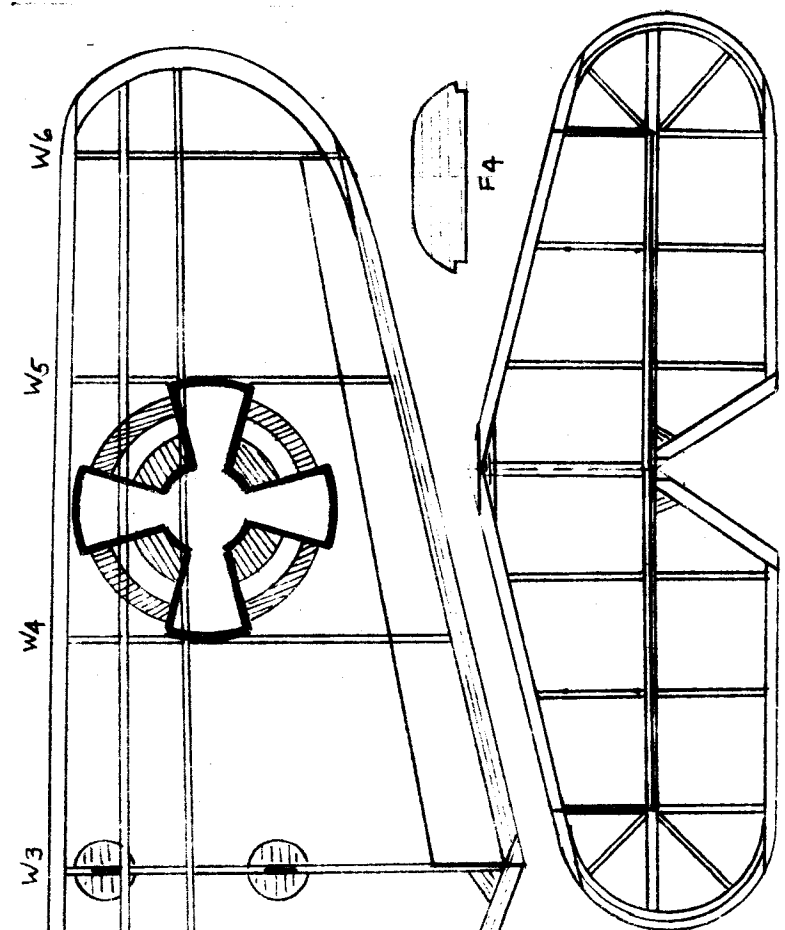
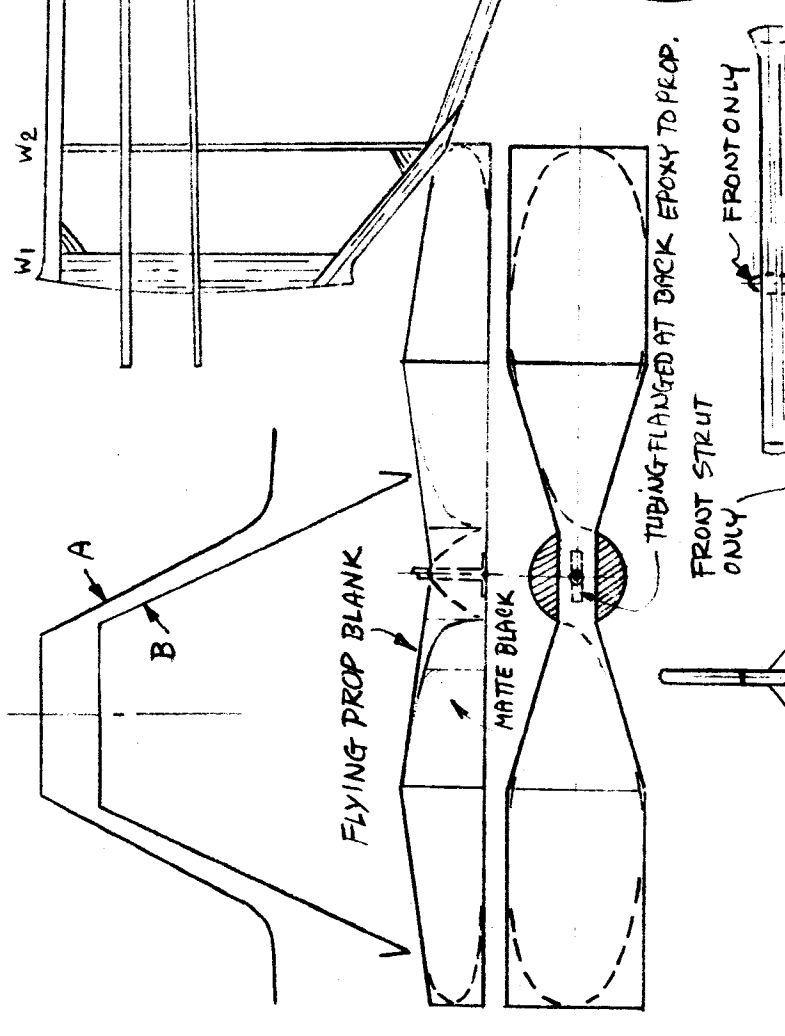
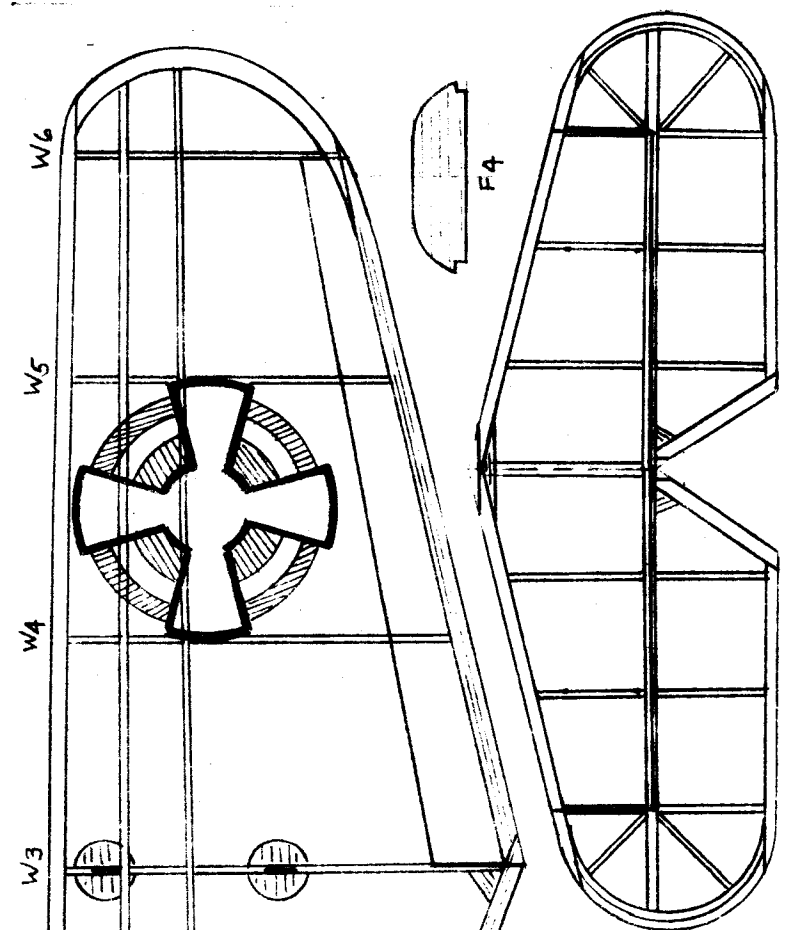
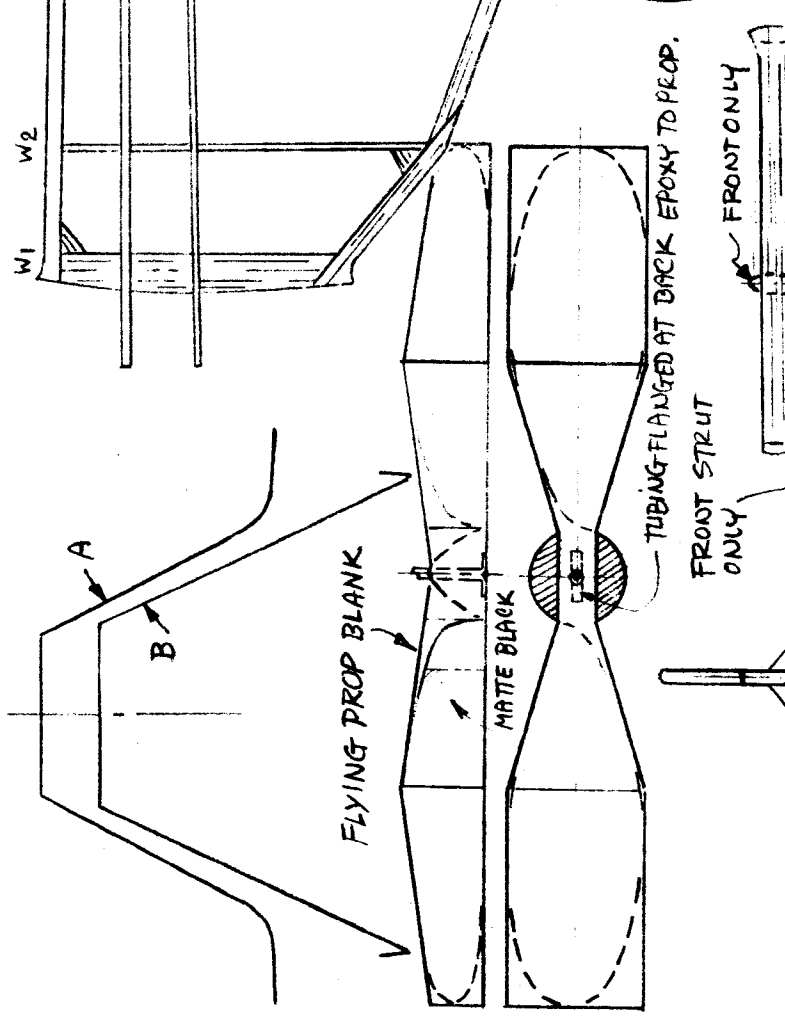
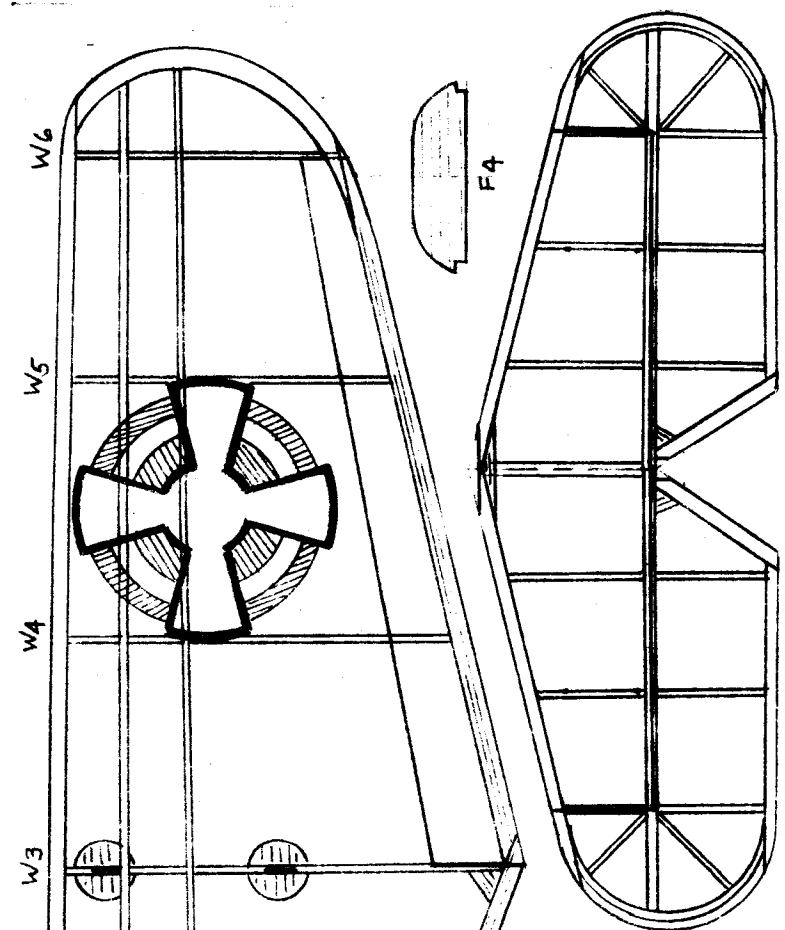
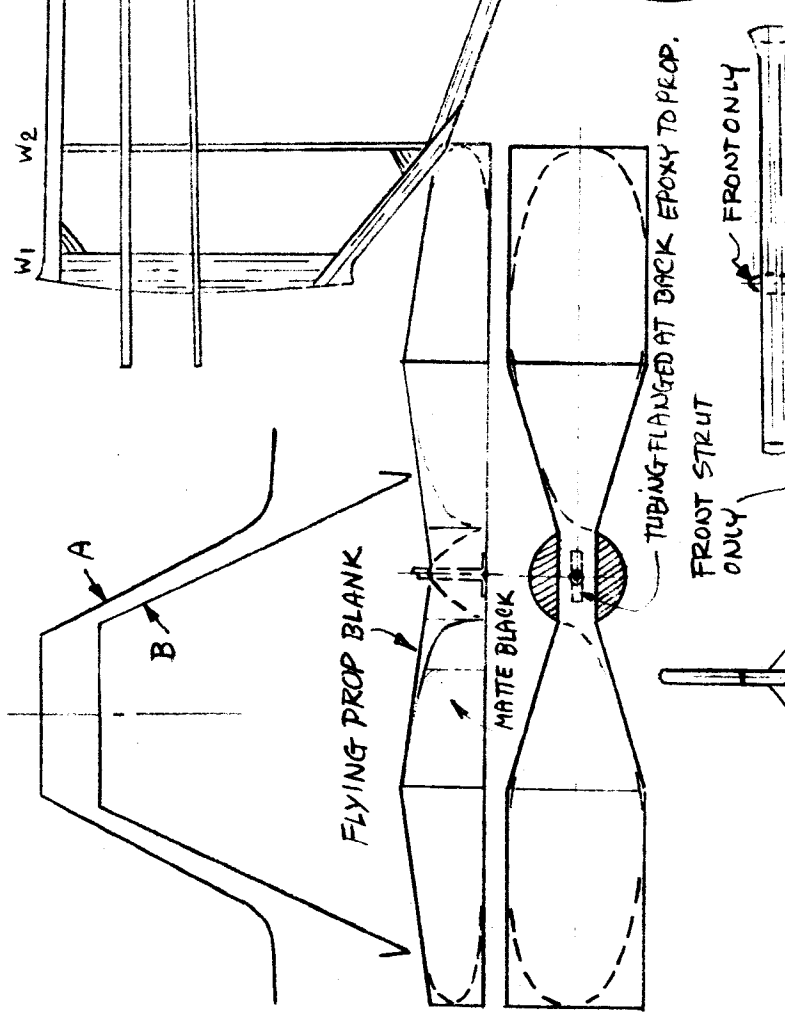
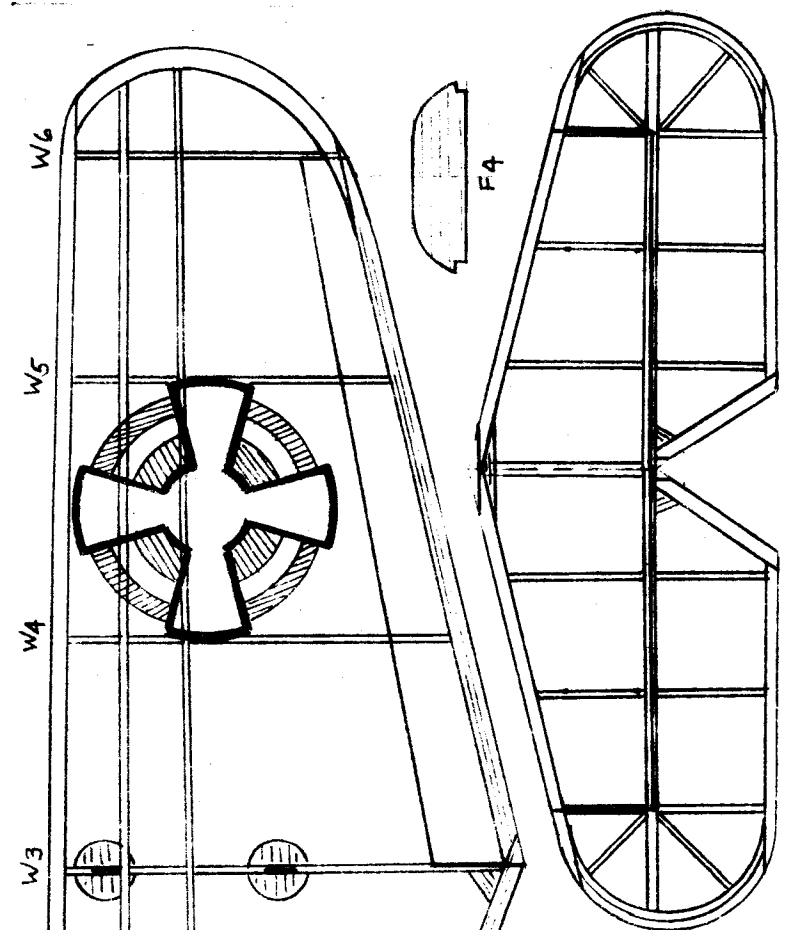
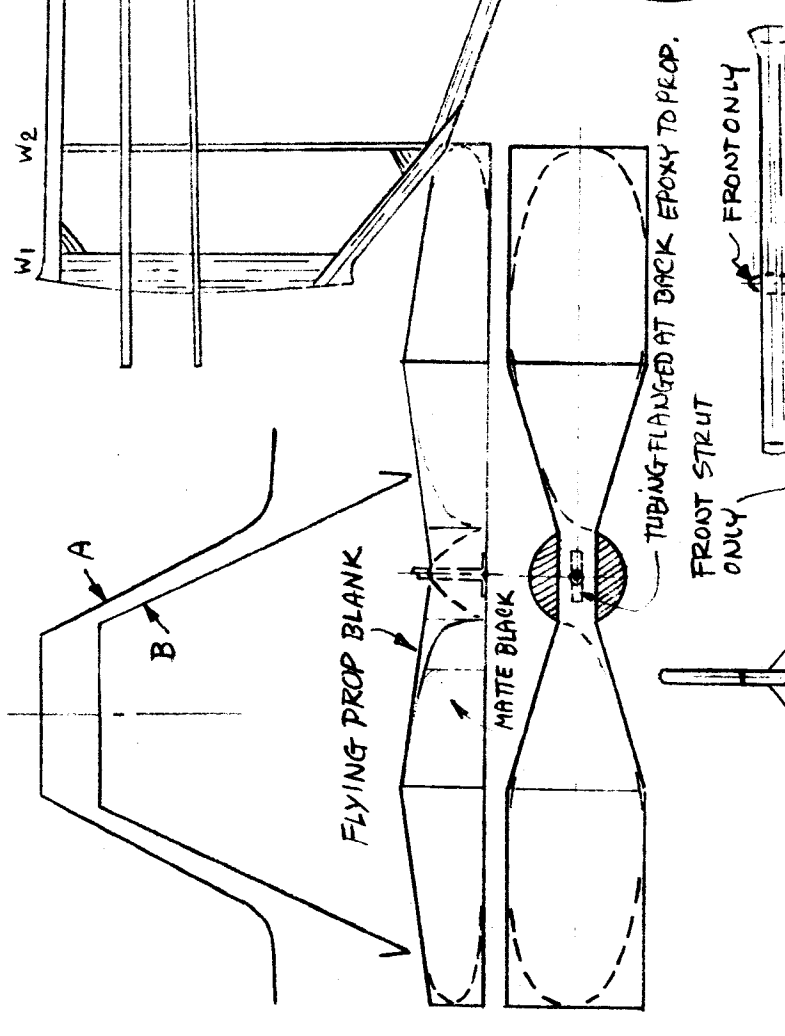
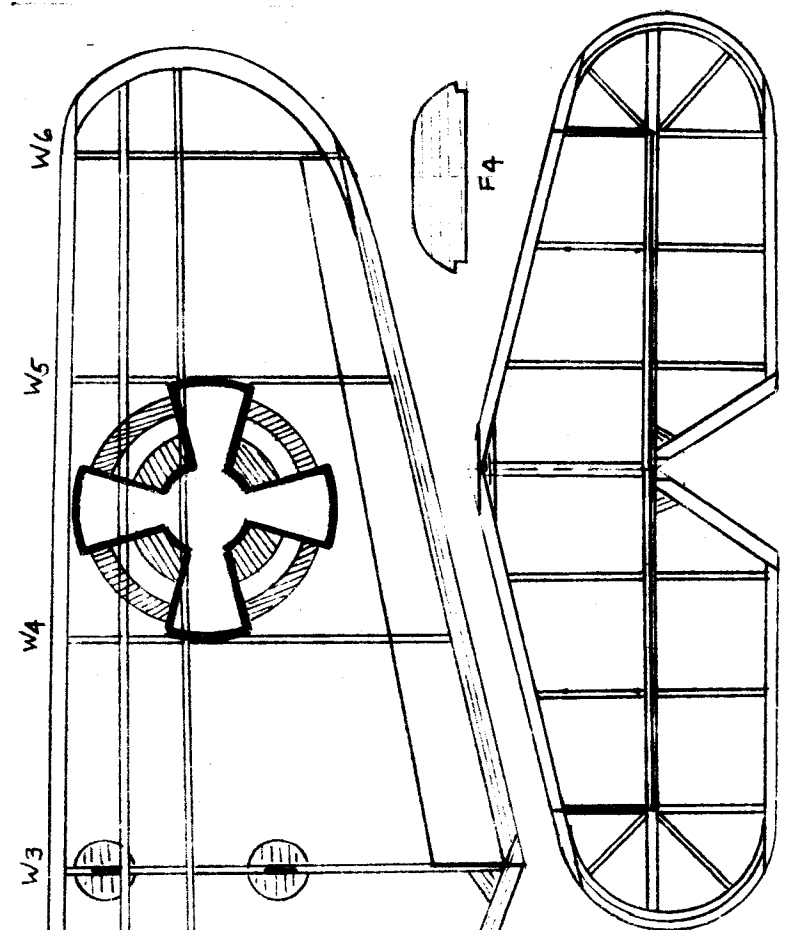
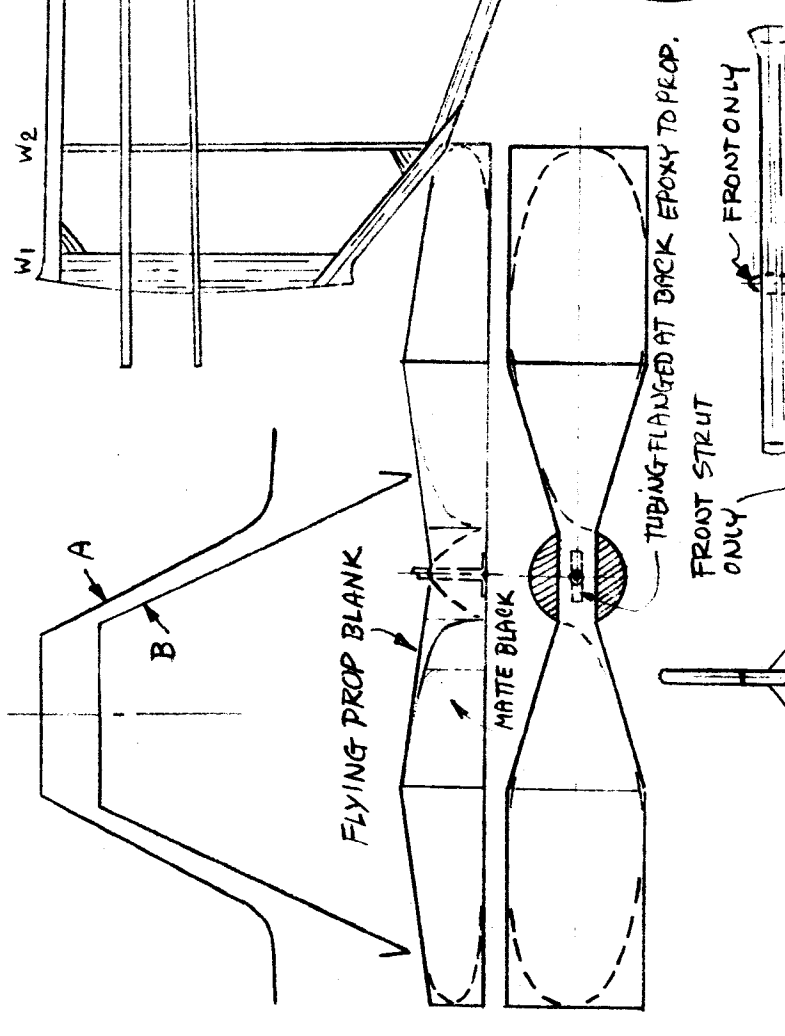
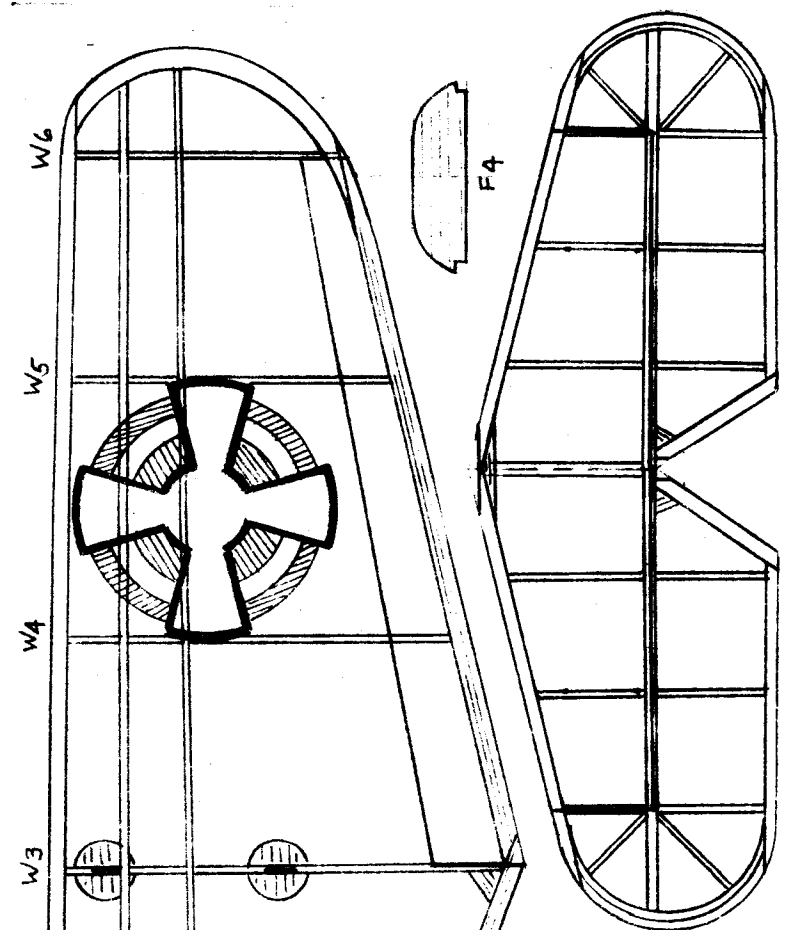
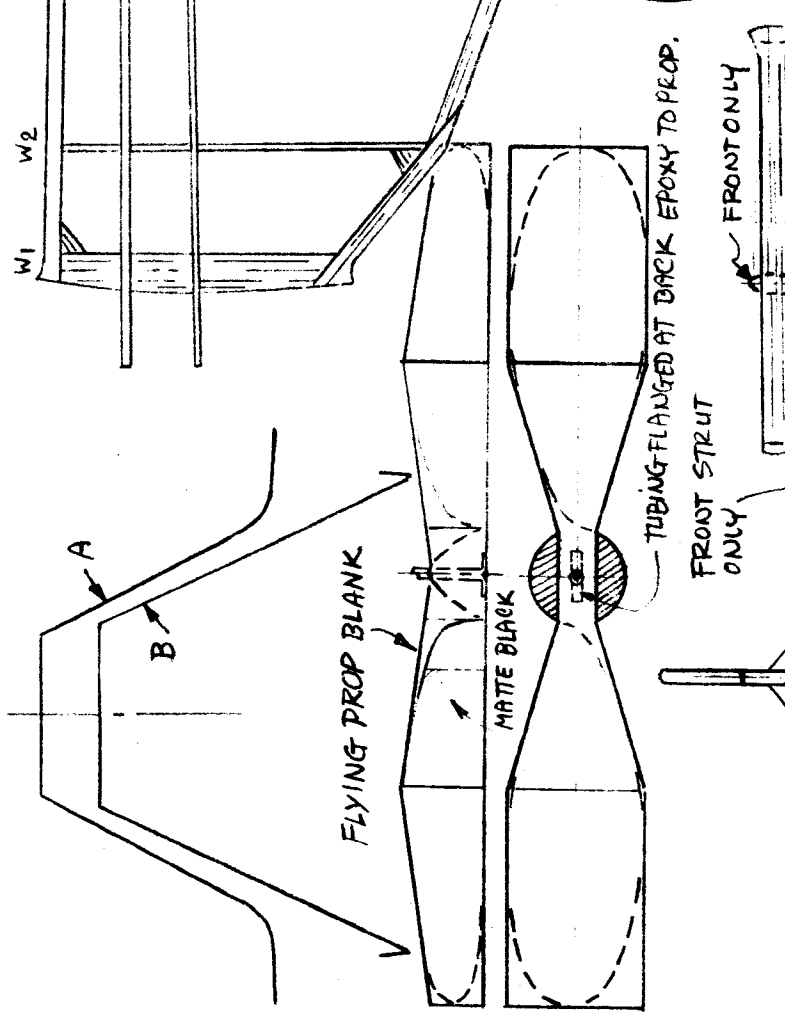
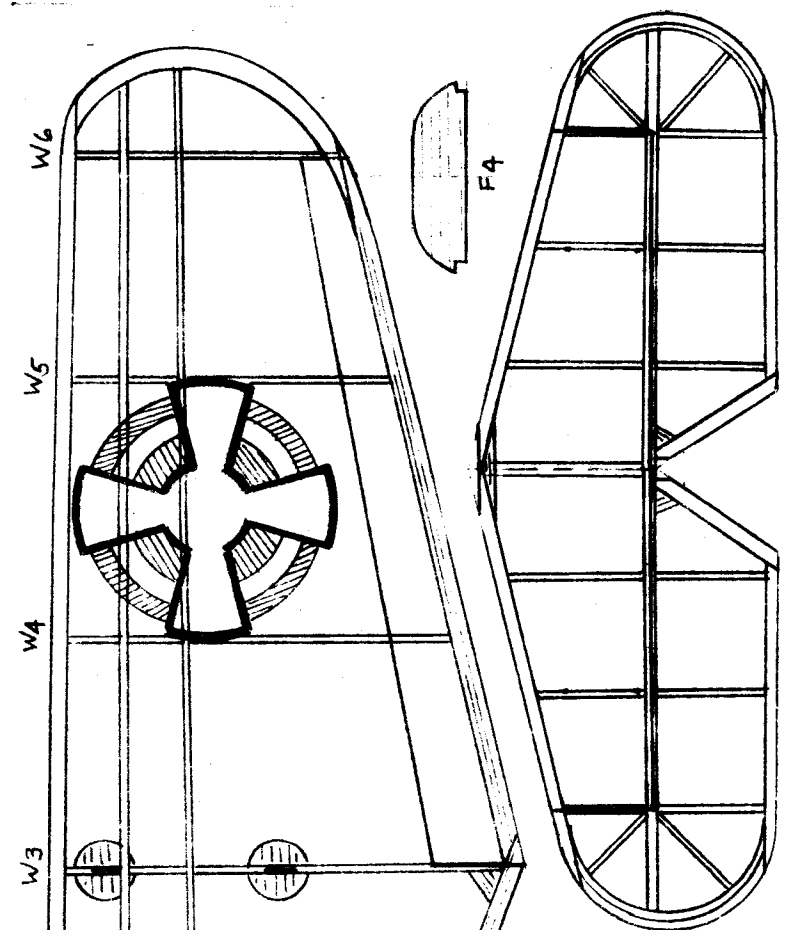
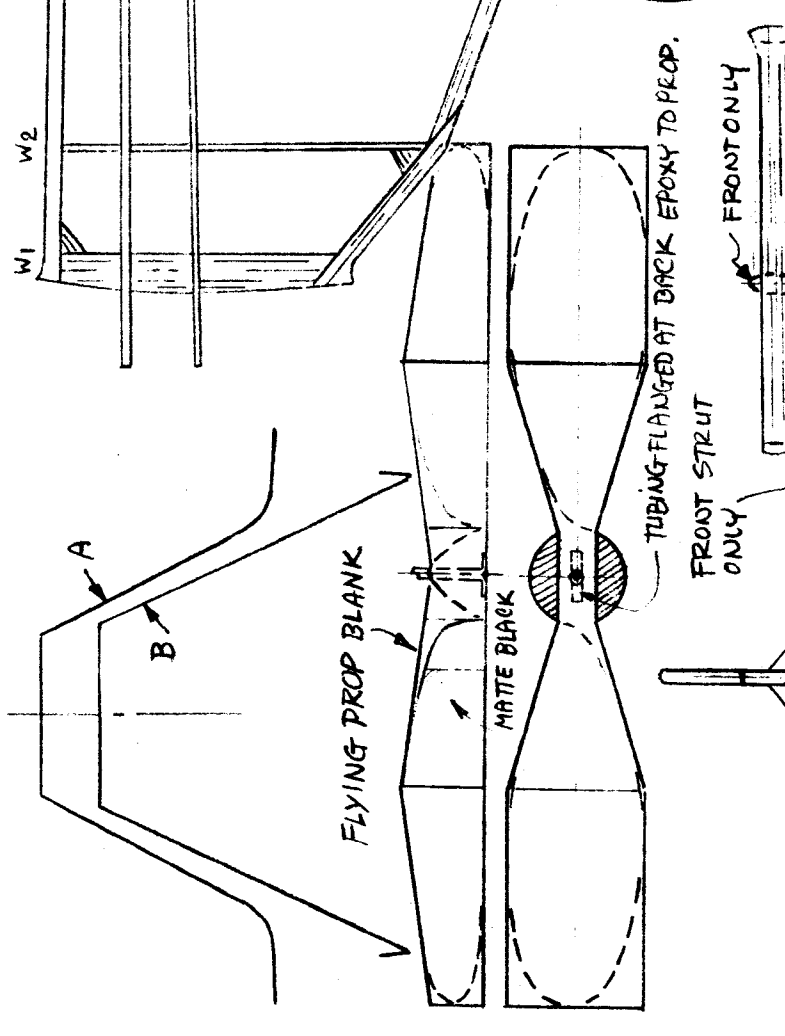
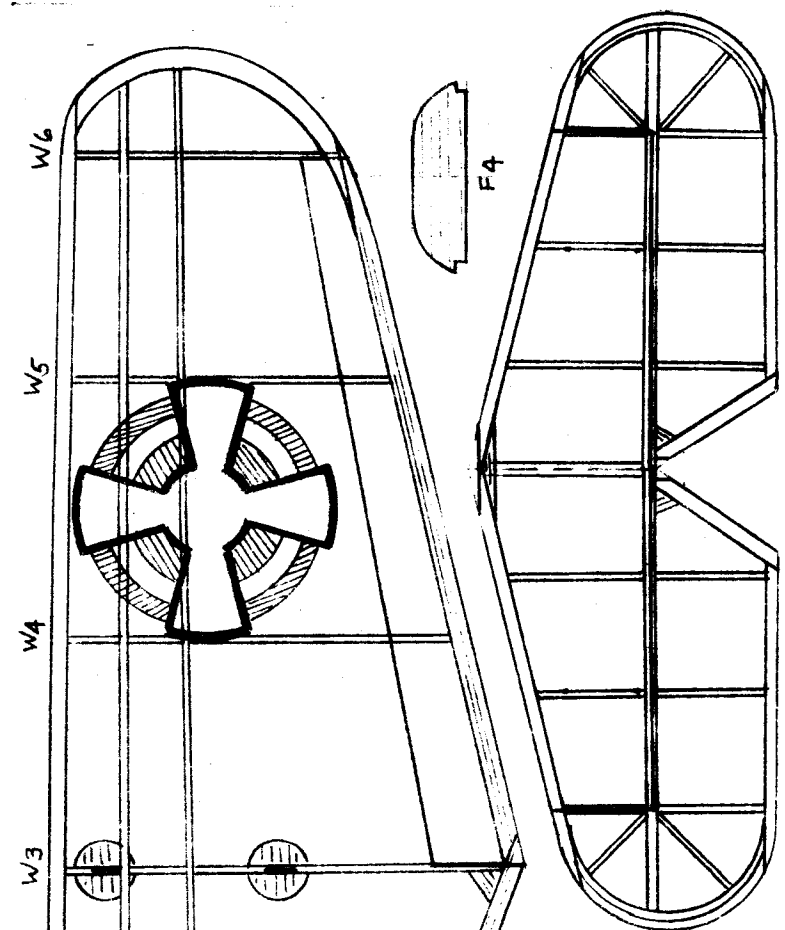
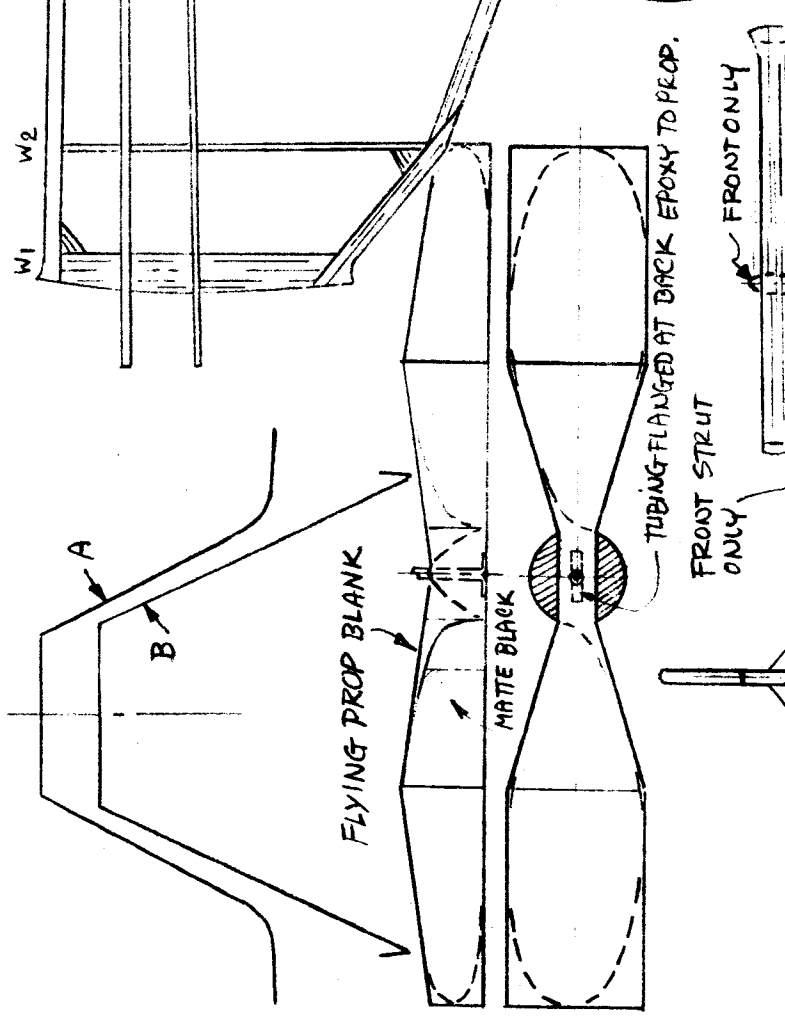
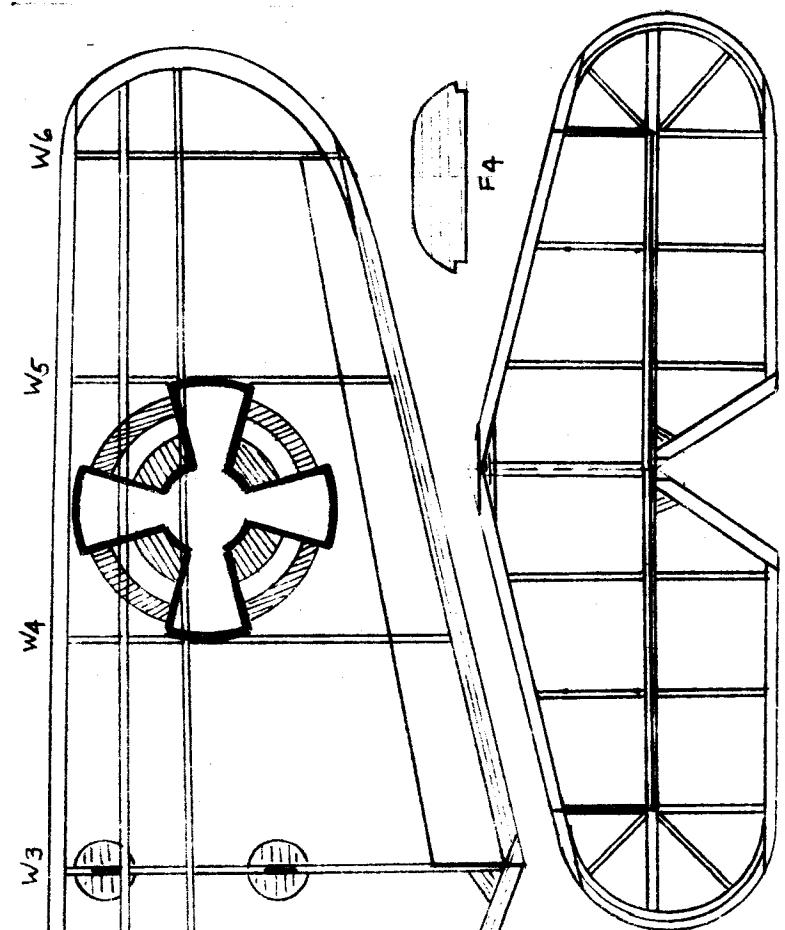
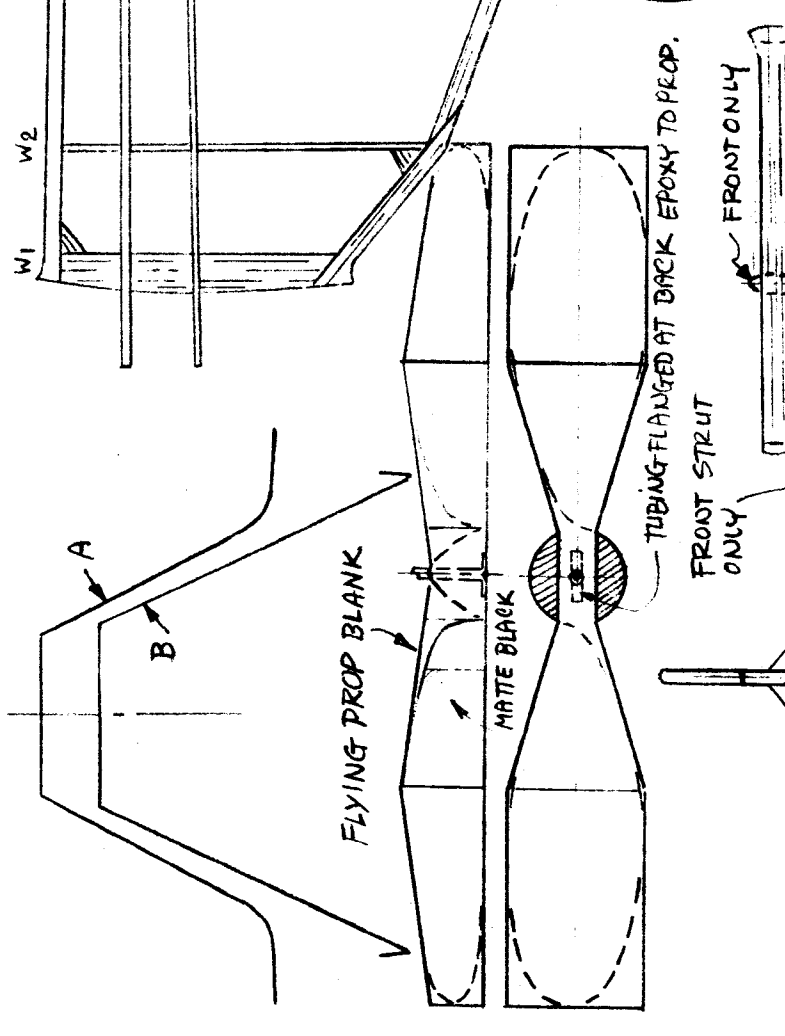
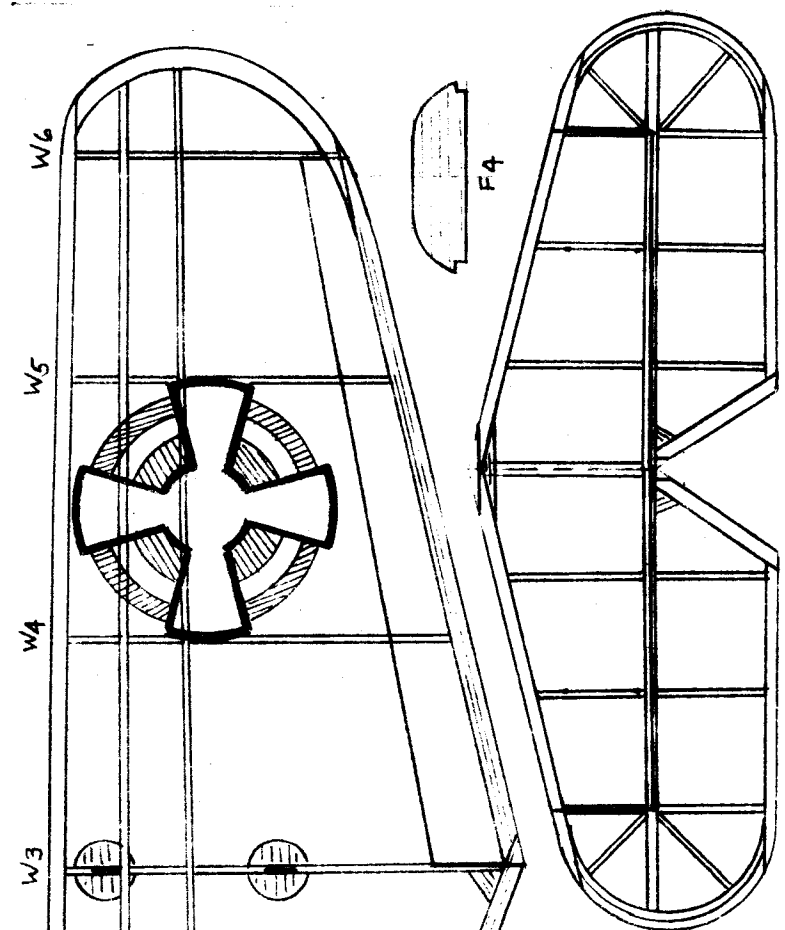
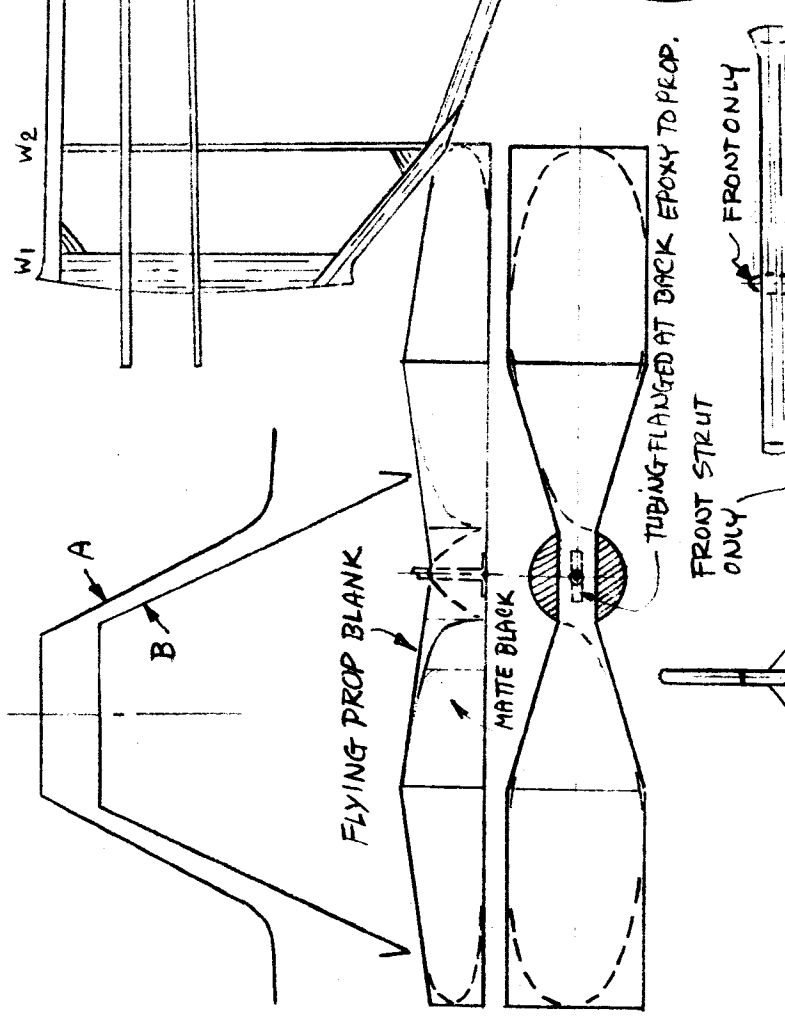
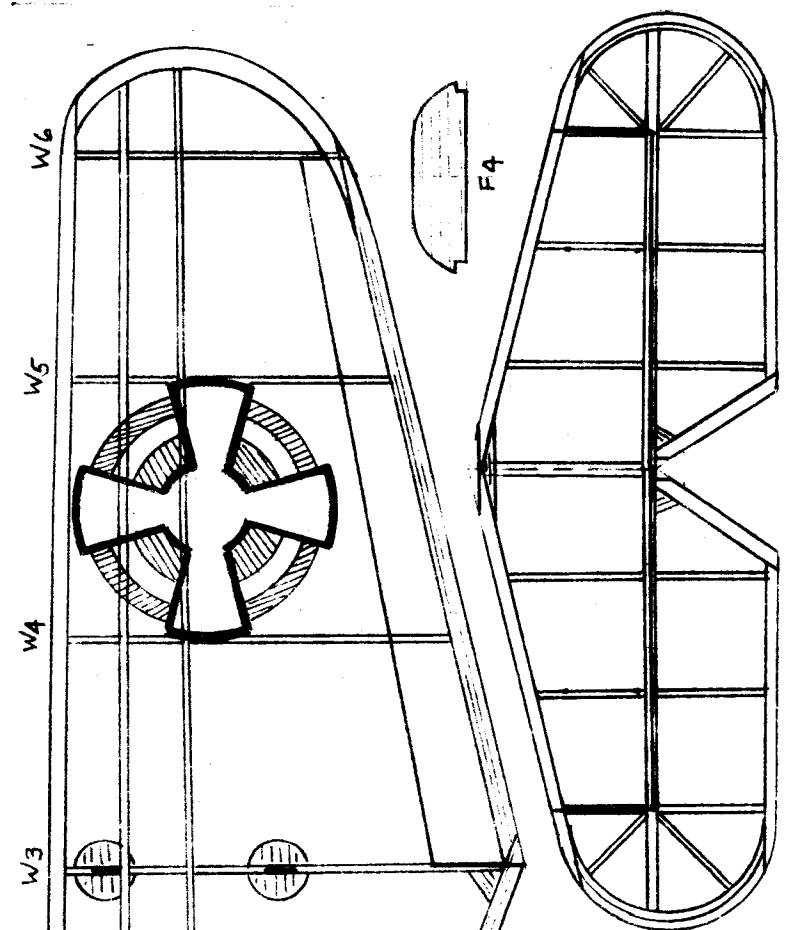
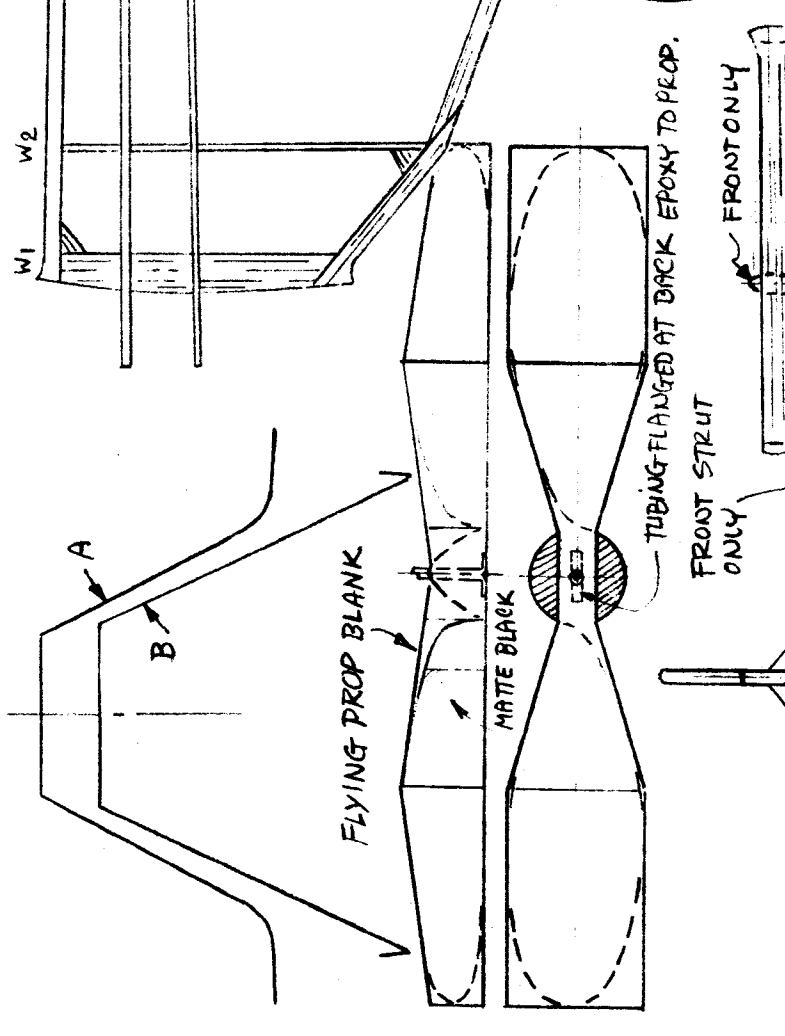
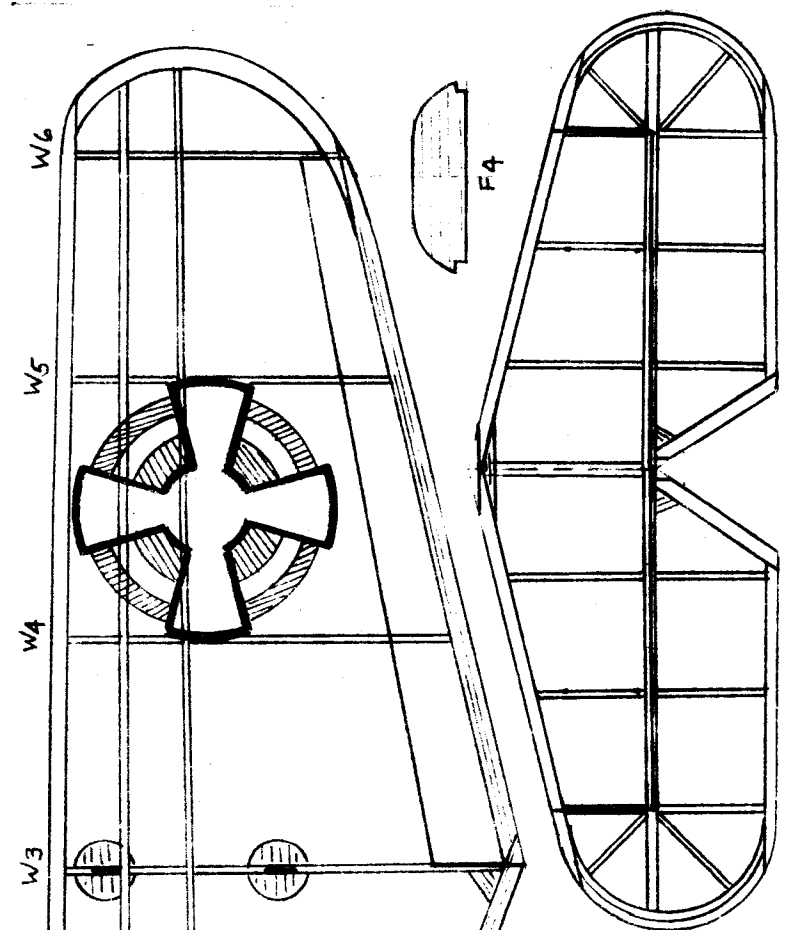
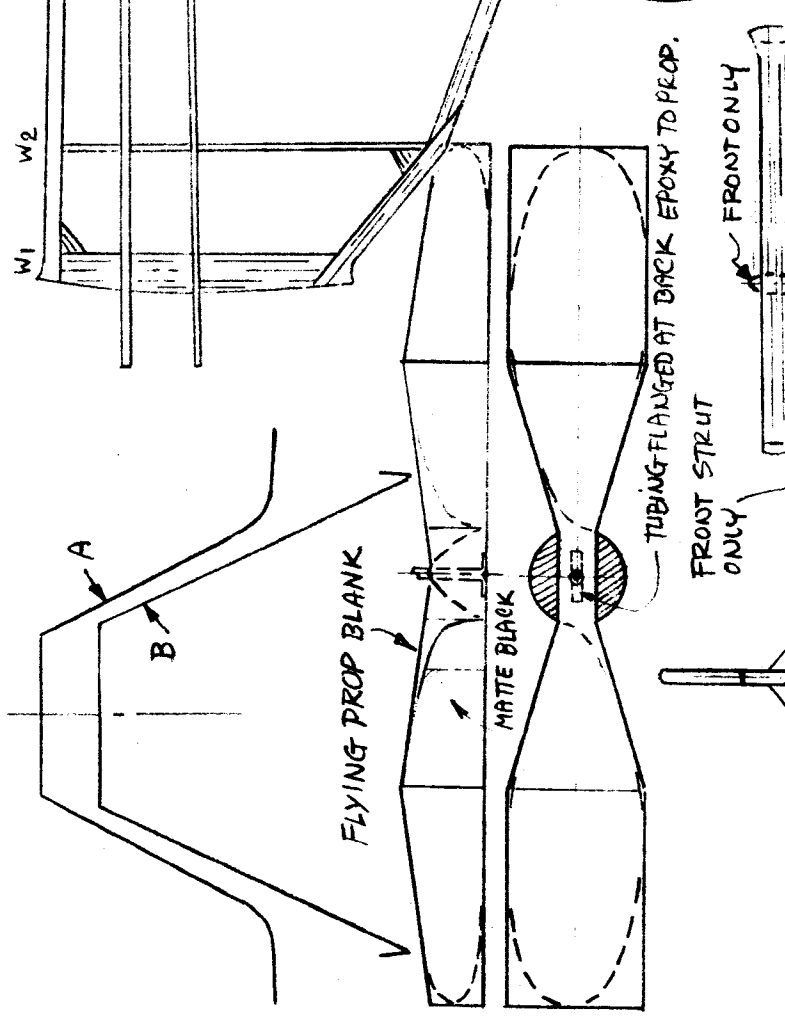
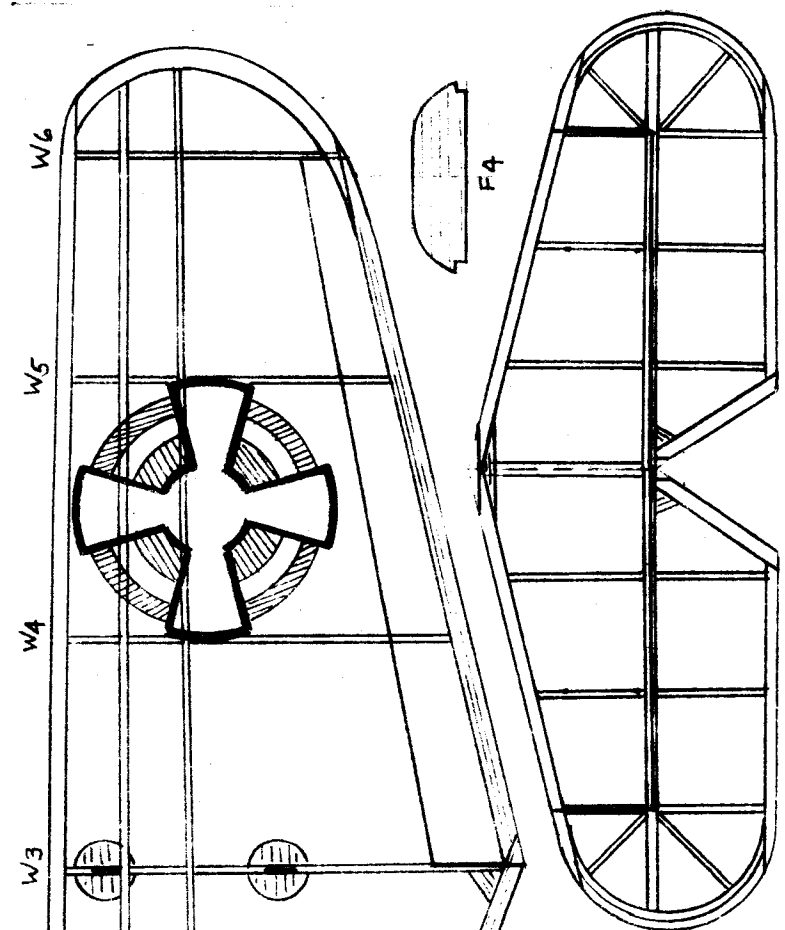
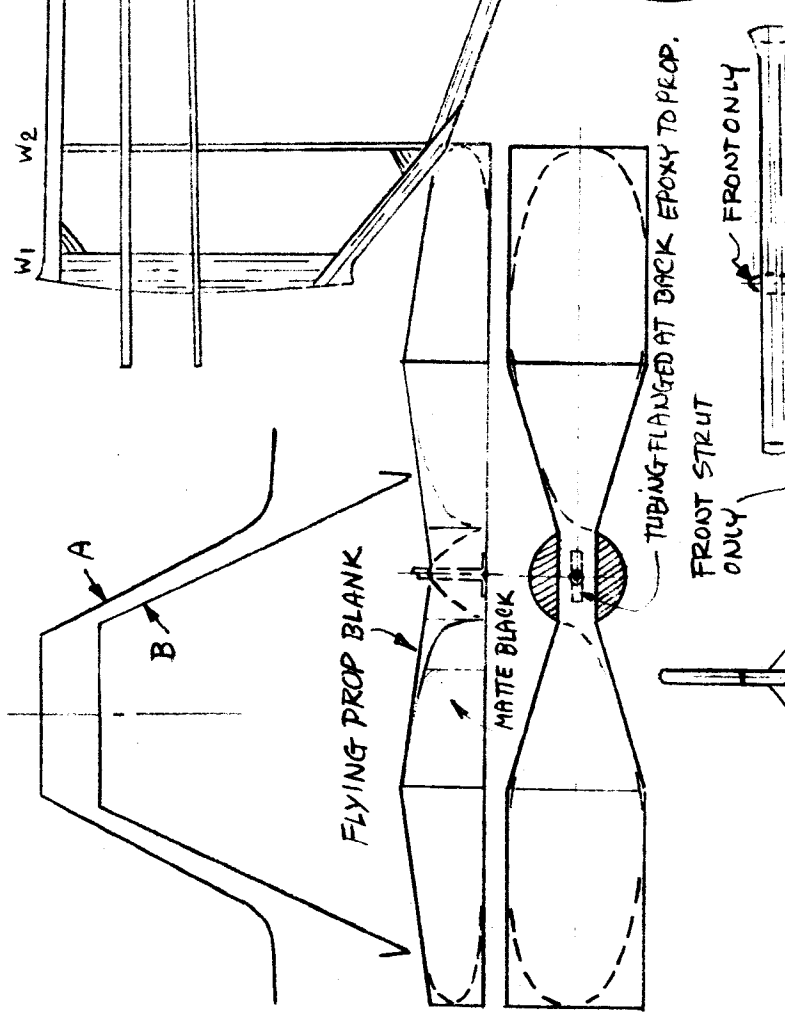
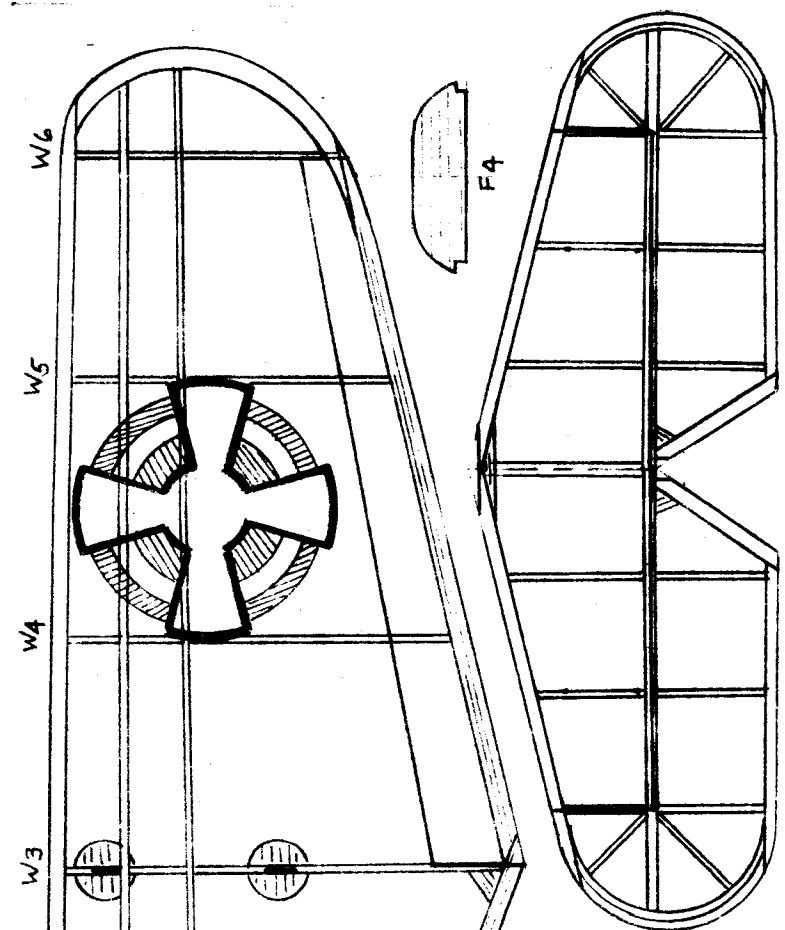
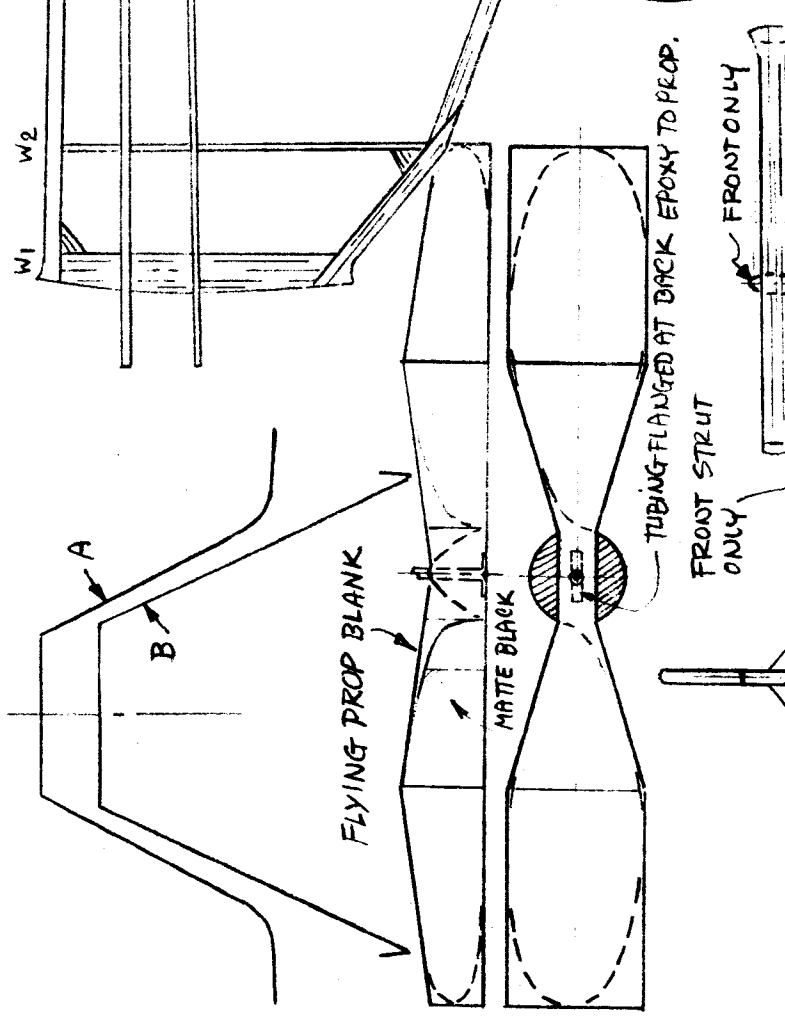
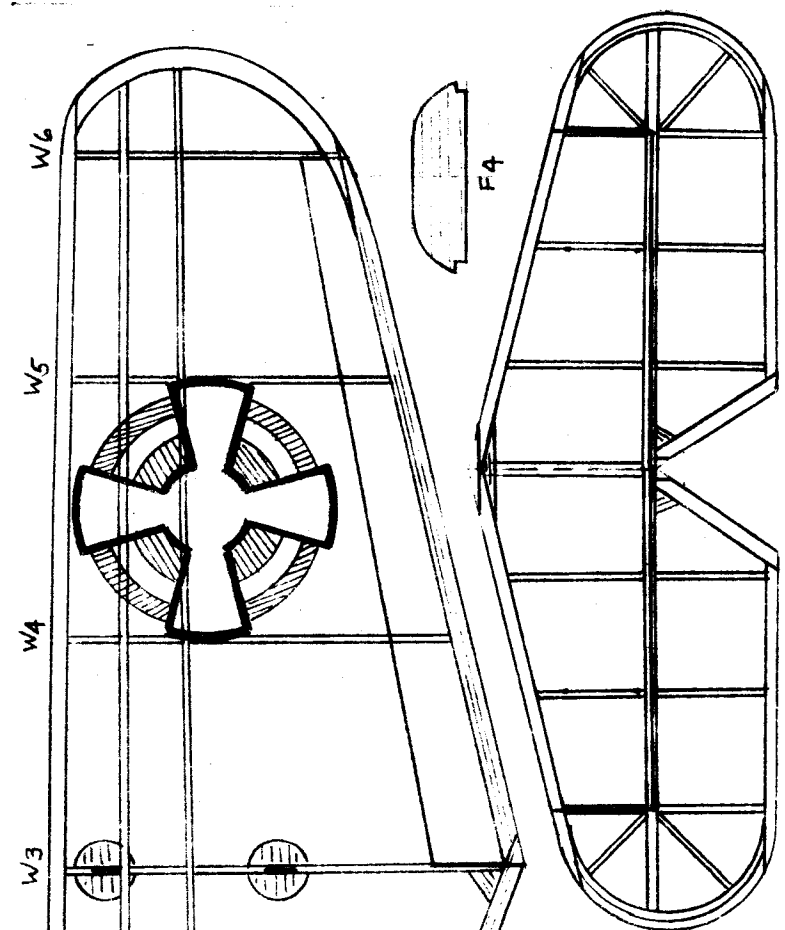
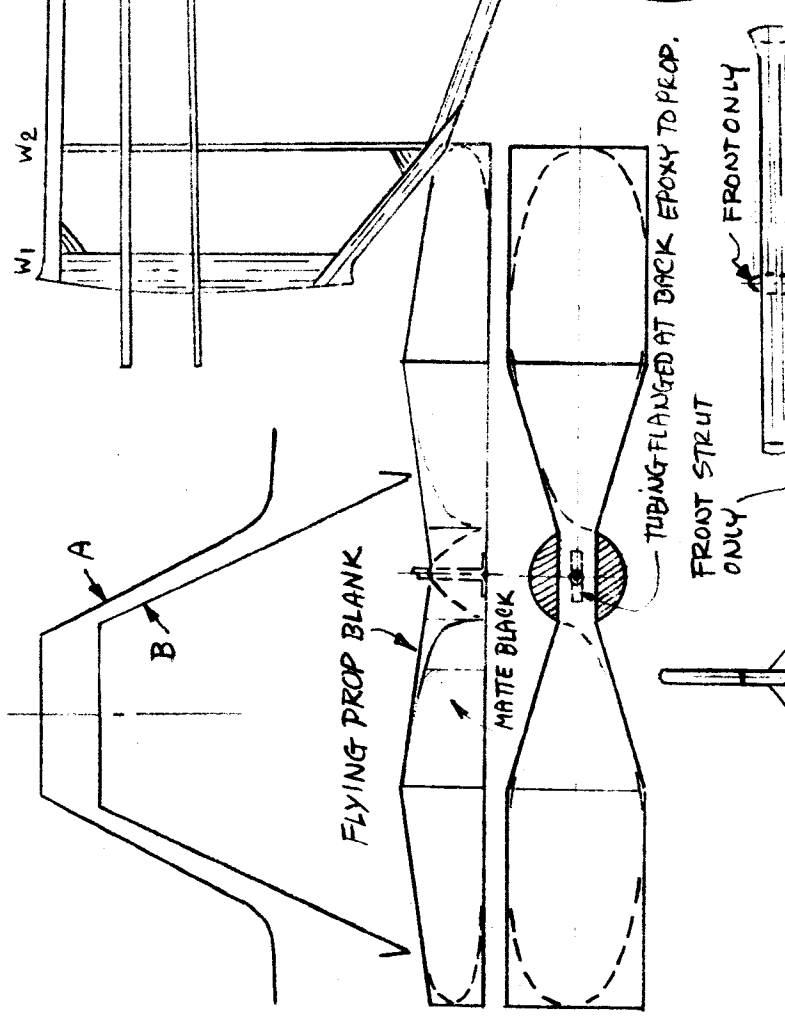
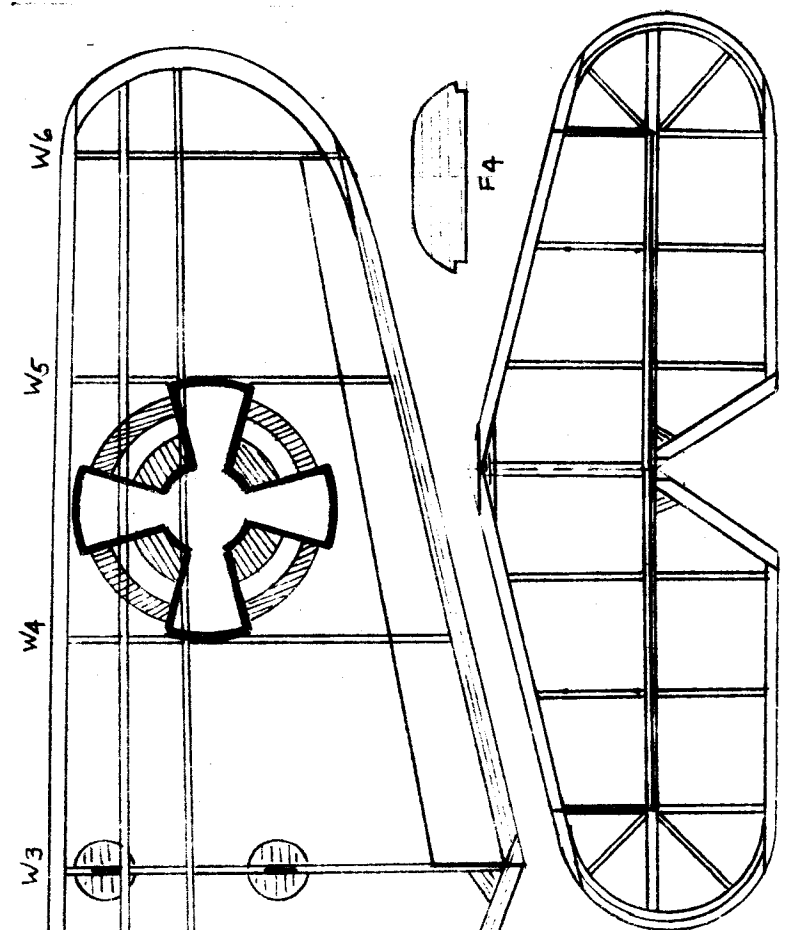
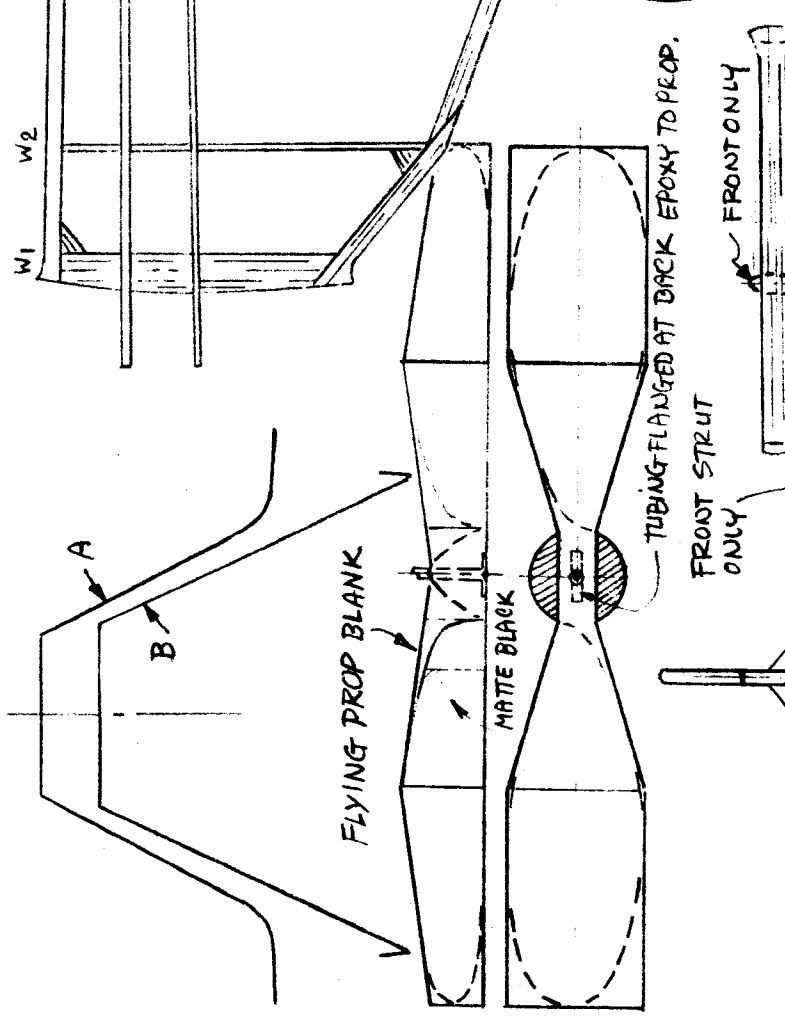
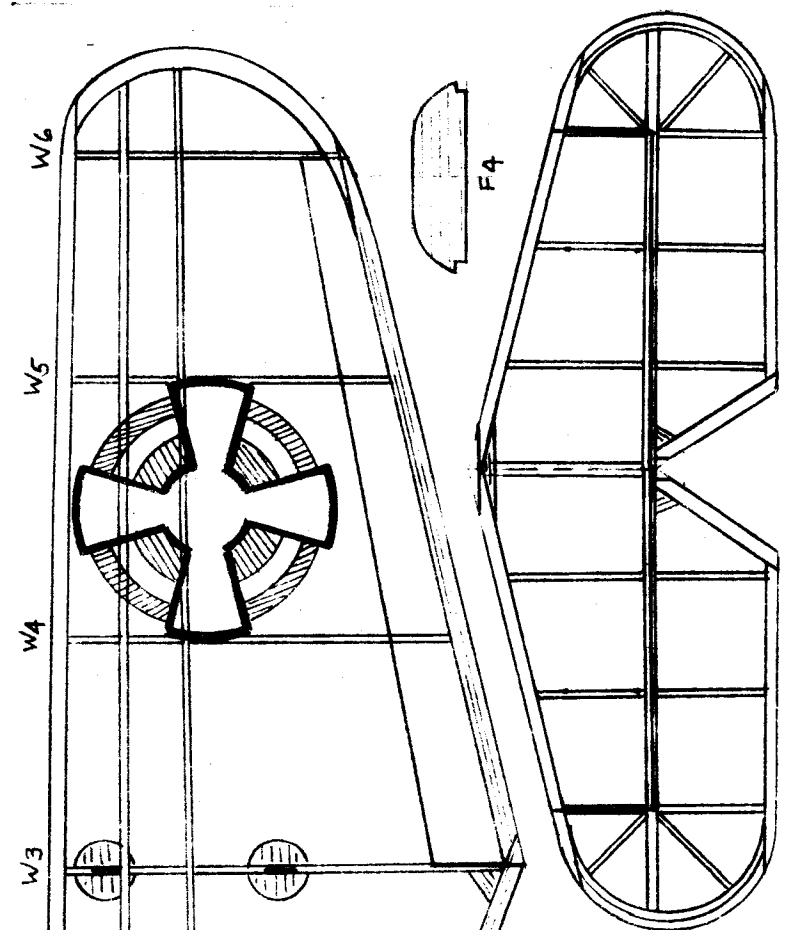
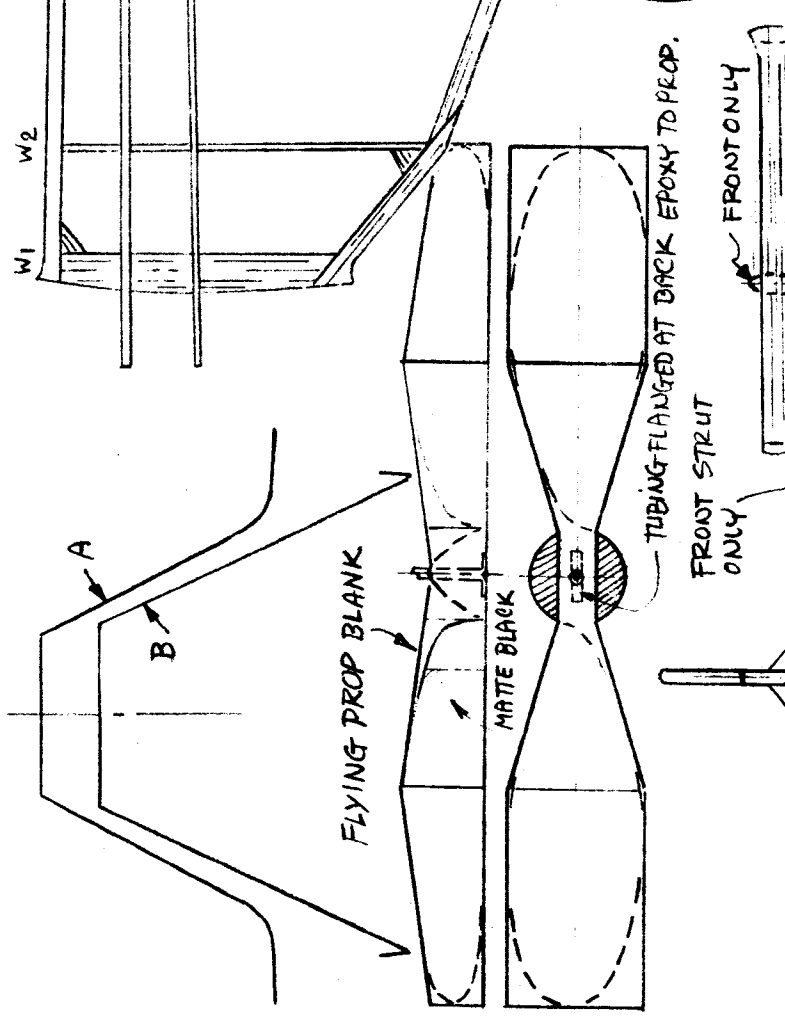
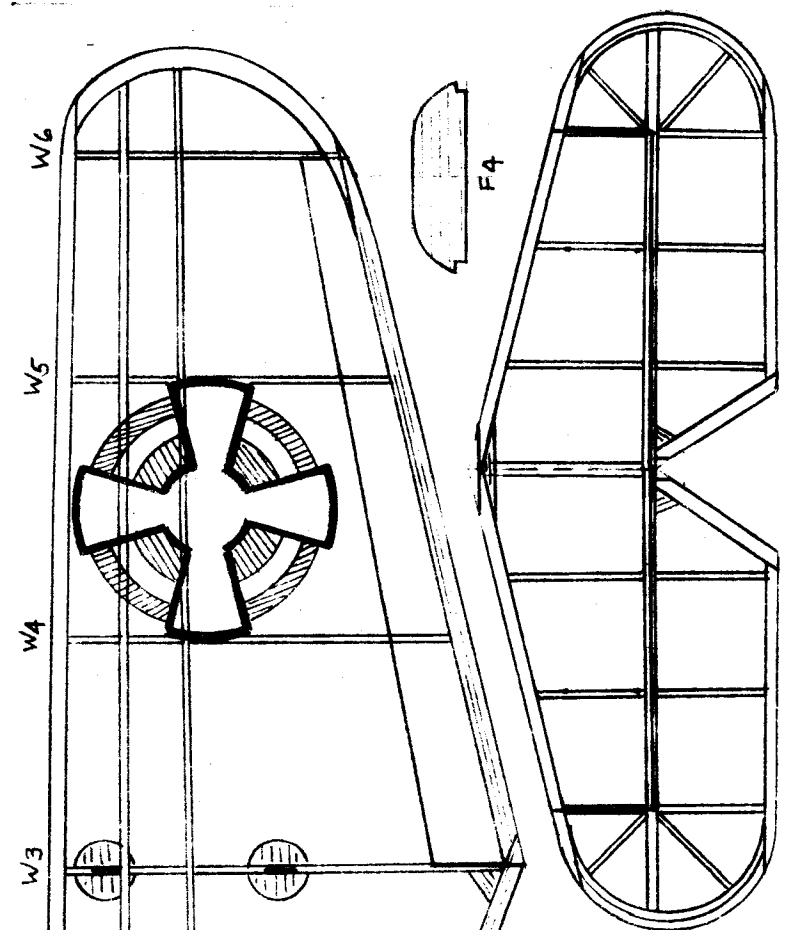
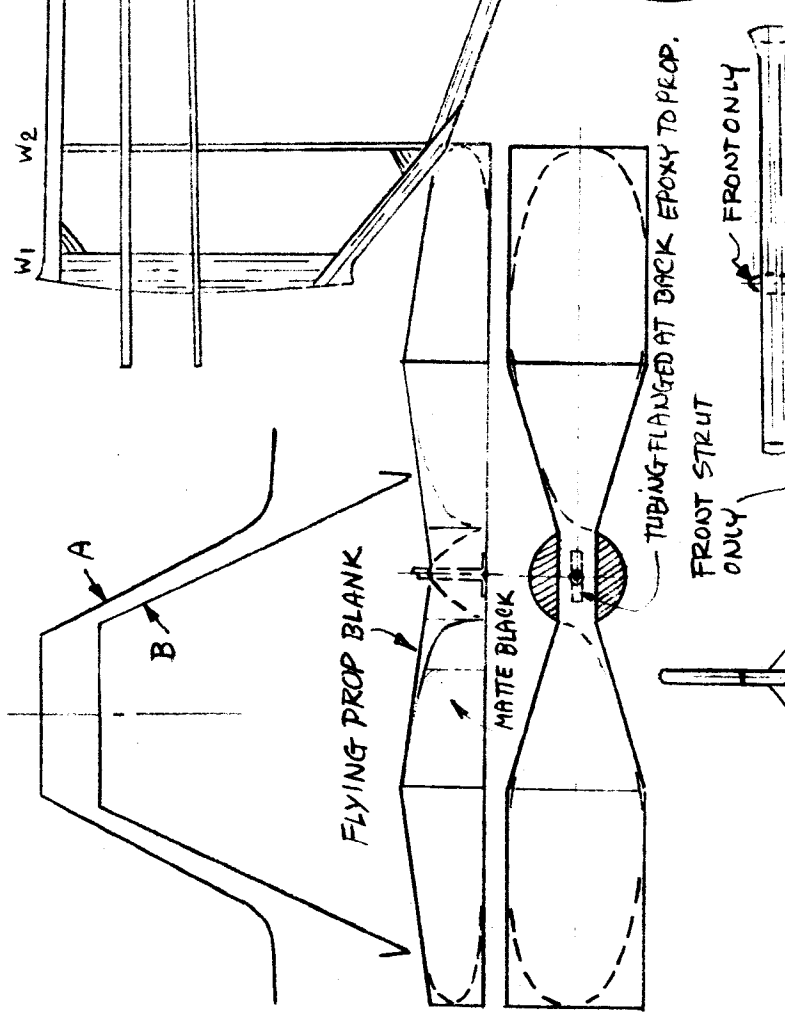
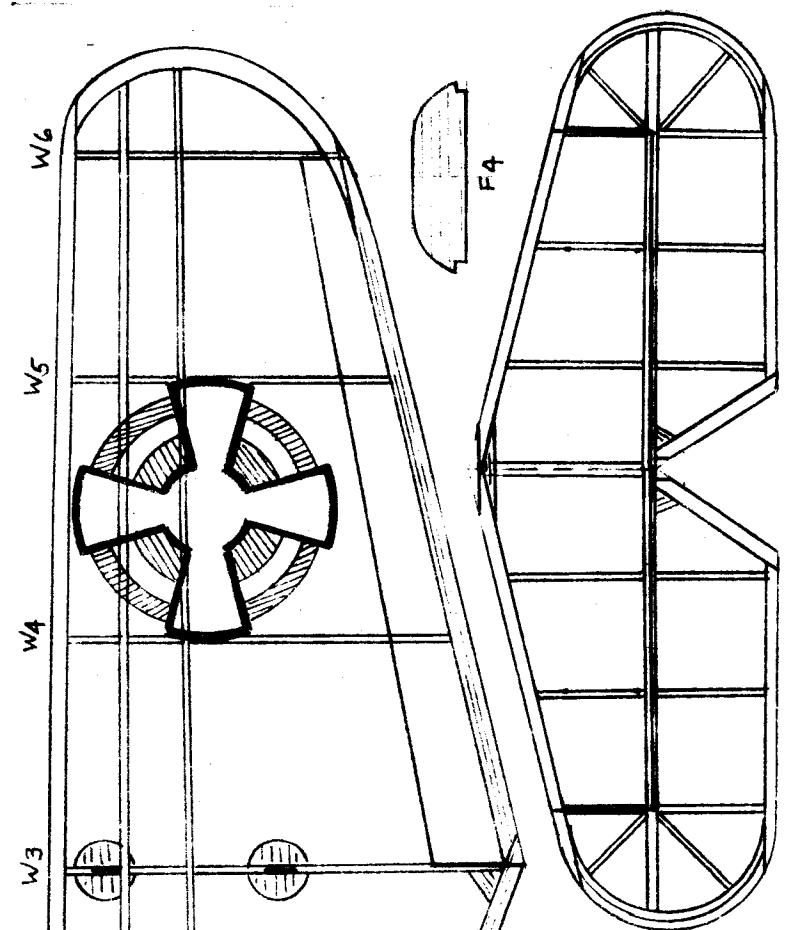
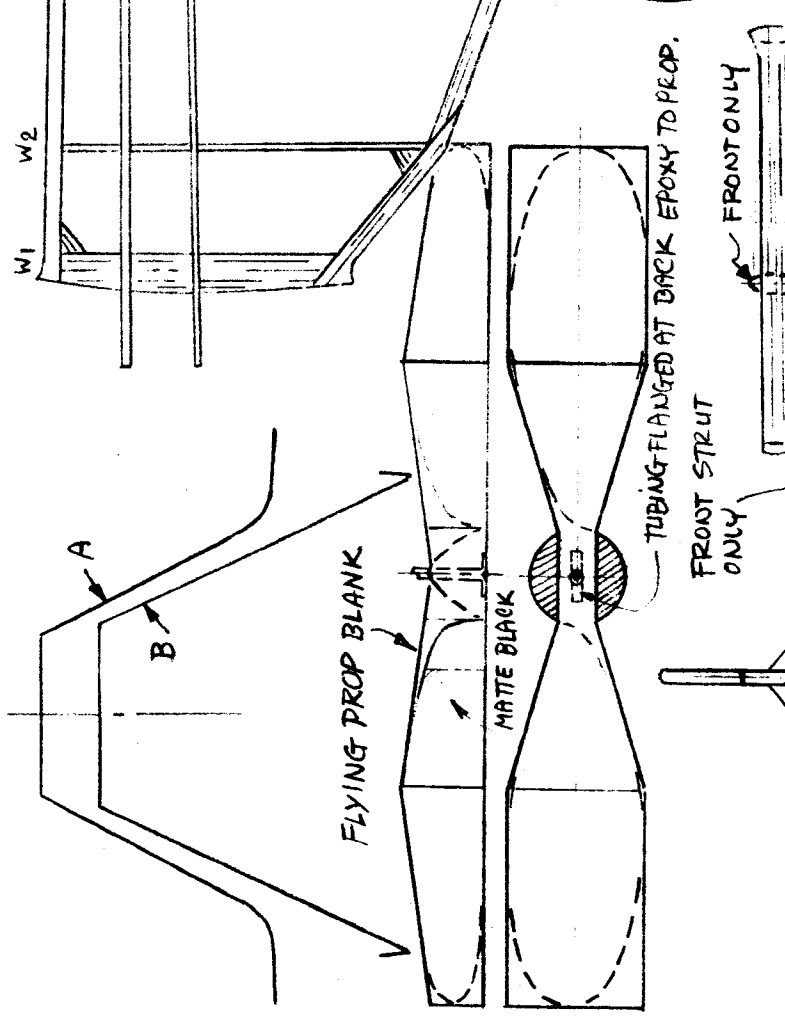
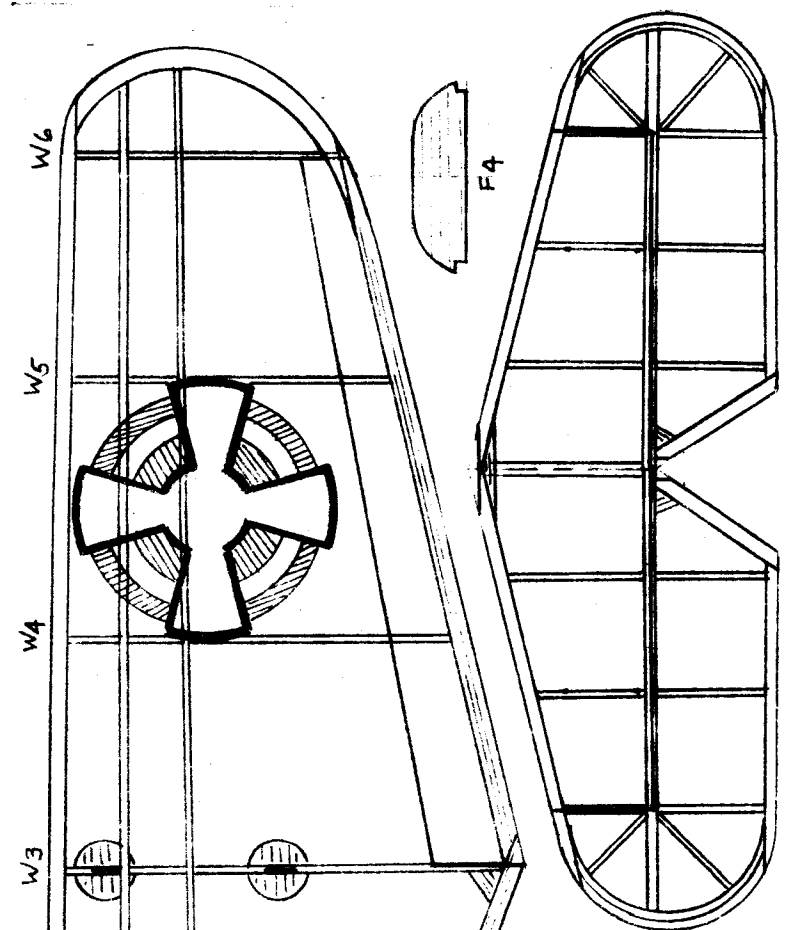
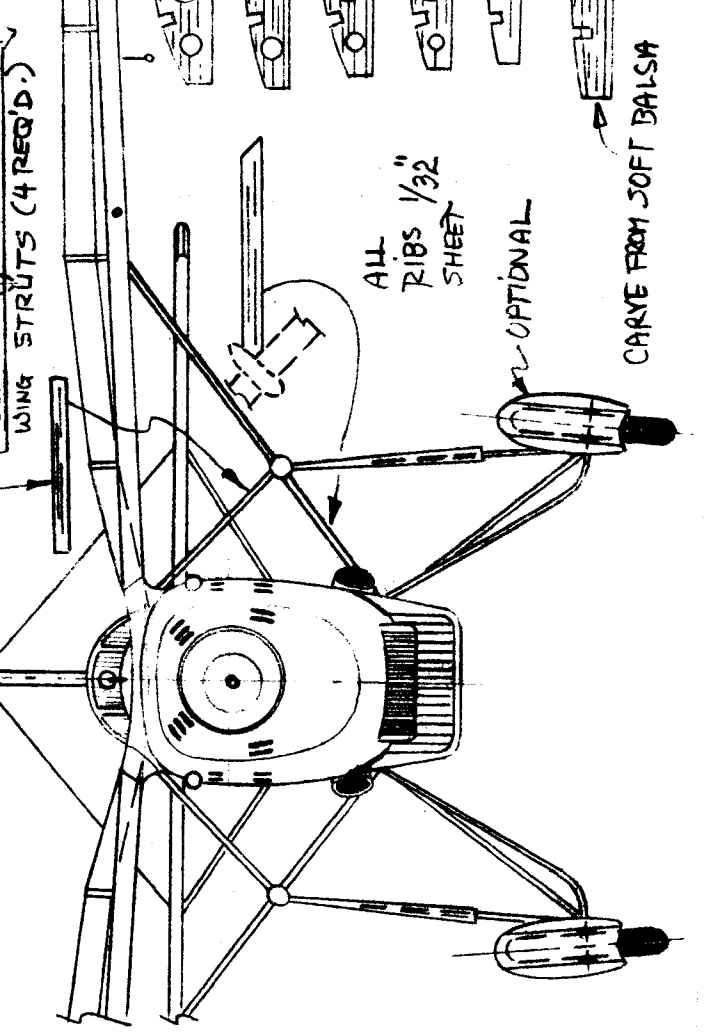
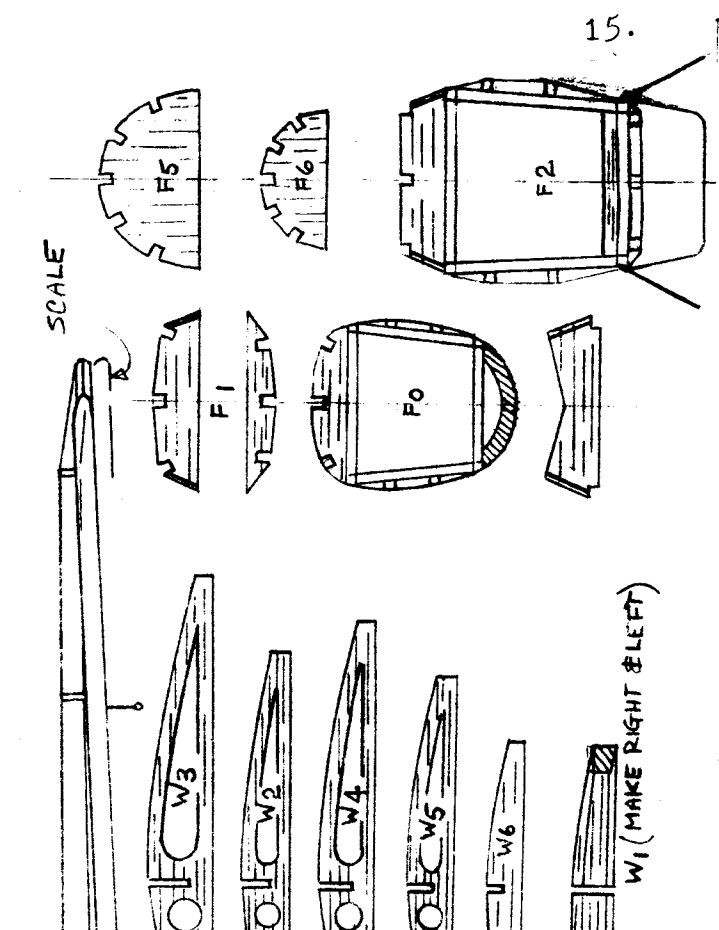
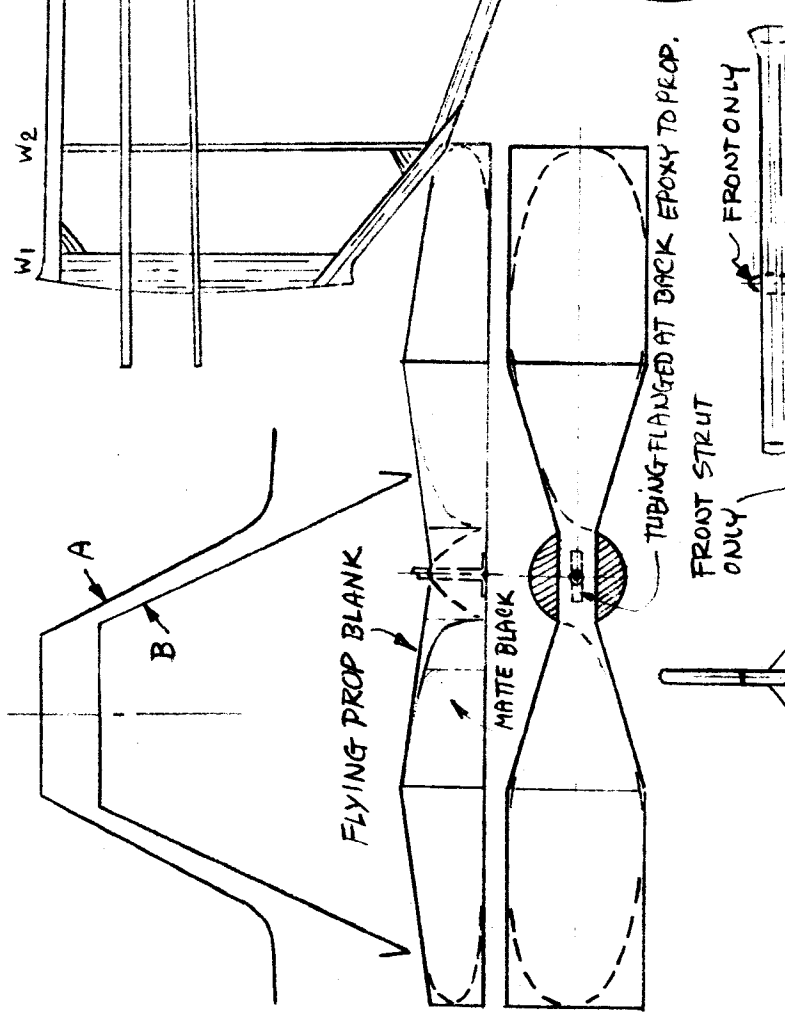
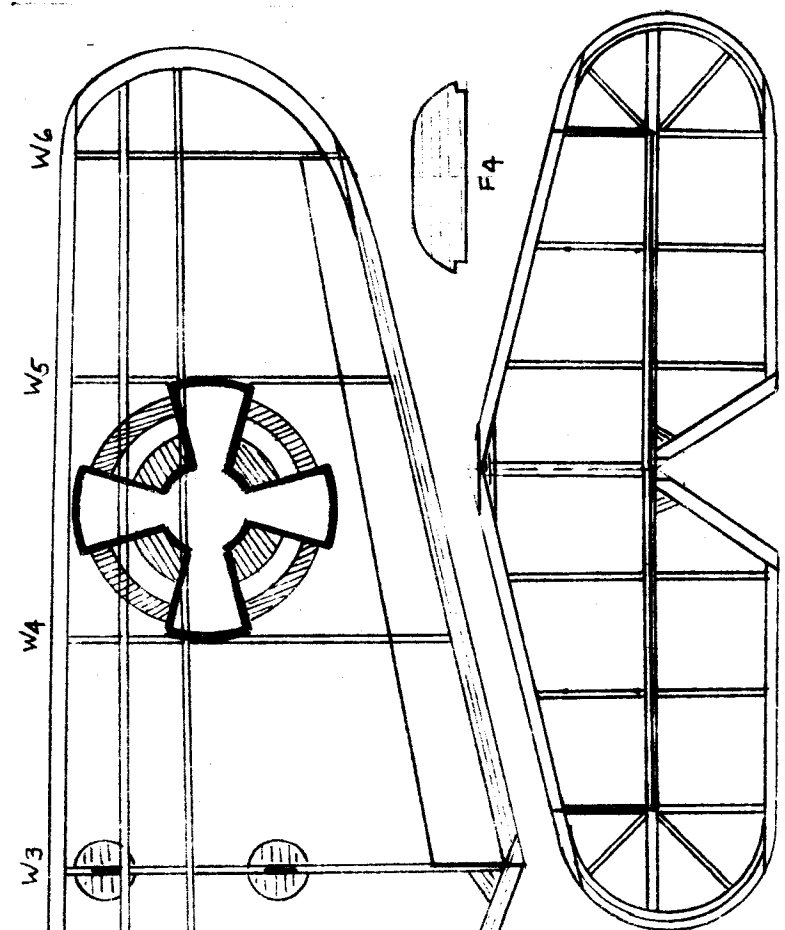
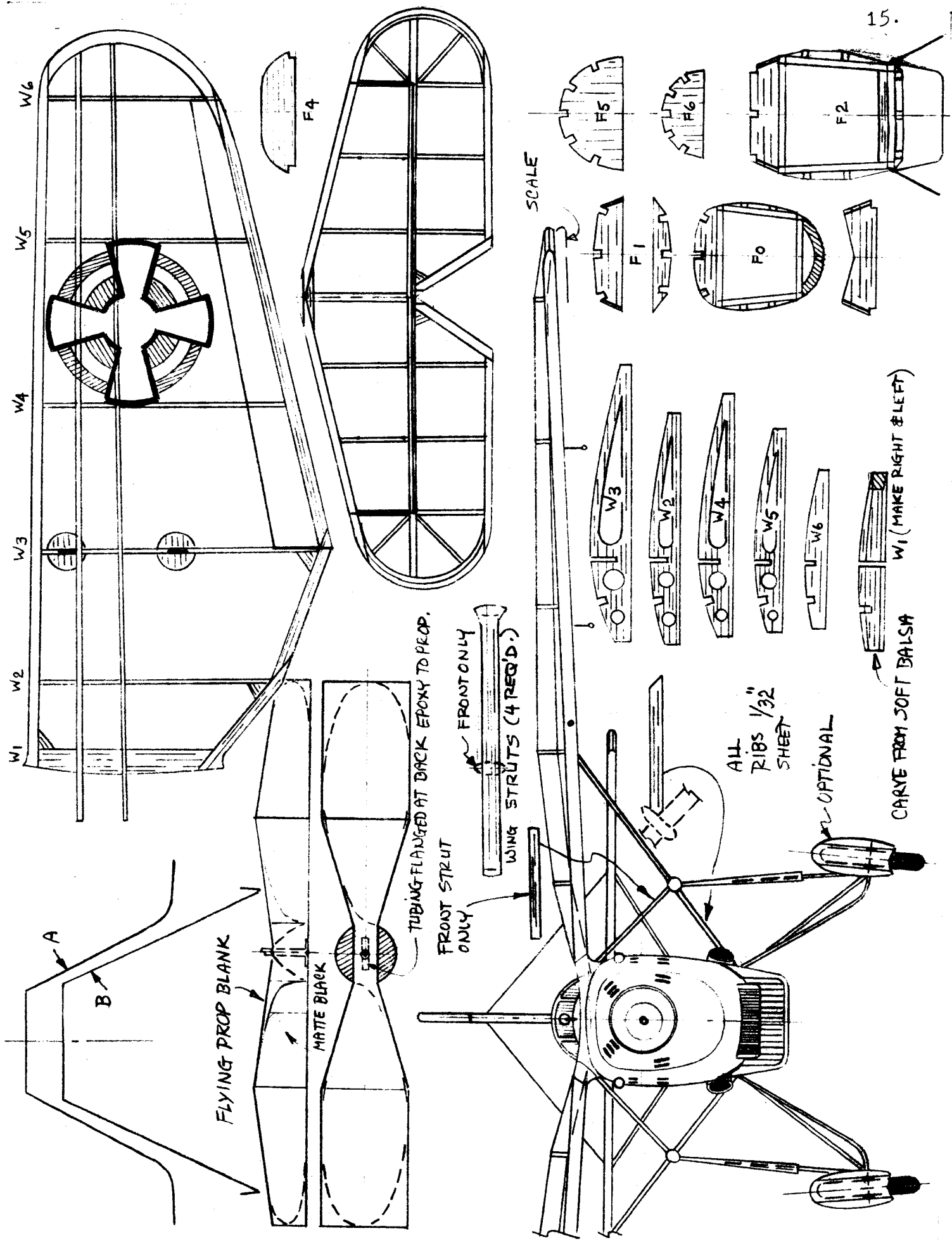


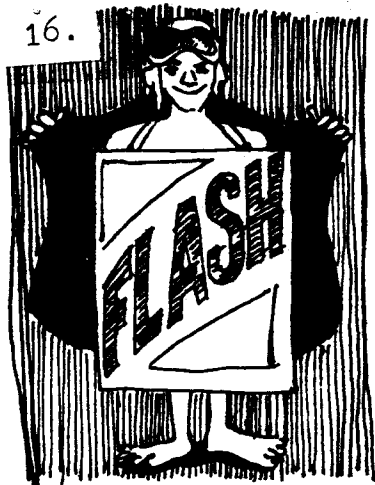
13.

D. SMITH  
1-5-81

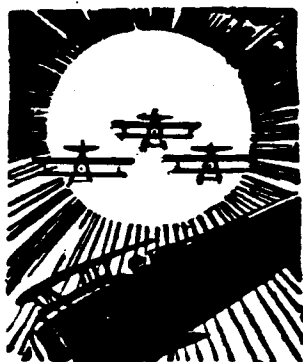
TOTAL WT 8 grams  
with Rubber







# FLYING ACES

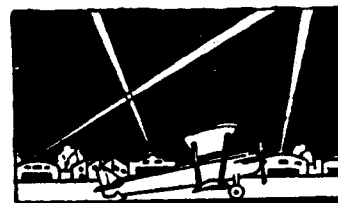
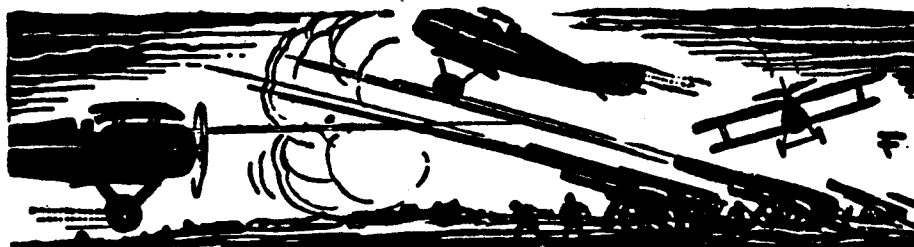


The Flying Aces Club-Lone Star Sector is pleased to announce its Second Annual Spring Contest to be held from 8 A.M. to 5 P.M. (or whenever we run out of airplanes, events or beverages, not necessarily in that order) on Saturday, 13 June, 1981 at the upwind end of the R/C flying field known as Samuels East. To get there, go out Interstate 20 and take the Beltline exit. Turn left at the Stop sign and go under I 20. Immediately turn right onto the I 20 service road and go about a mile to the R/C field on your left. We will use only the grassy end of the field North of the R/C runway and parking lot. If the wind is from the North, PLEASE don't drive beyond the parking lot. Instead, use the service road all the way around to Tripp road on the North side of the field. Sounds complicated, but it's easy when you try it. No self respecting FAC skyster could possibly get lost.

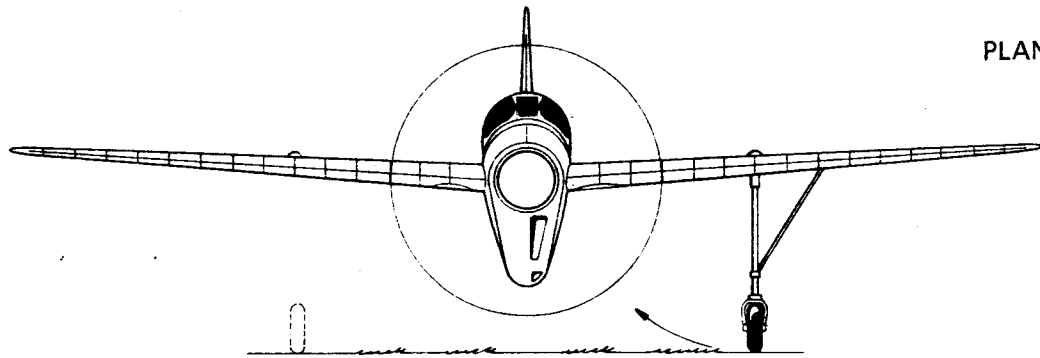
There will be no entry fee or AMA membership required. From what we know of who's building what, it looks like we will have a peanut class, FAC handicap class, and a Jumbo rubber event. Remember that Jumbo is now only 30" span on a trial basis. We also have enough WW II and WW I combat airplanes for a mass launch for each. If you've never seen or participated in a mass launch event, you're in for a brand new model-building thrill. There will also be a mass launch event for "Racers". FAC rules are not as demanding as AMA, but do bring some kind of proof-of-scale. Please, no RED Mr. Mulligans. Don't forget Fac gas scale. General Mike Midkiff is changing the usual endurance part of gas to the realism of flight method which I'm sure he'll explain when we congregate. Bring all your planes...we'll find a class for each one. And there will even be trophies. Where else can you get such a bargain? An all day grin and a trophy to ease the pain of rebuilding the "prangers". Saturday, 13 June, 1981.

Contest director:  
Gen. Mike Midkiff, FAC  
17430 Hunters Glen Circle  
Humble Texas, 77338  
Area Code 713+454-7740

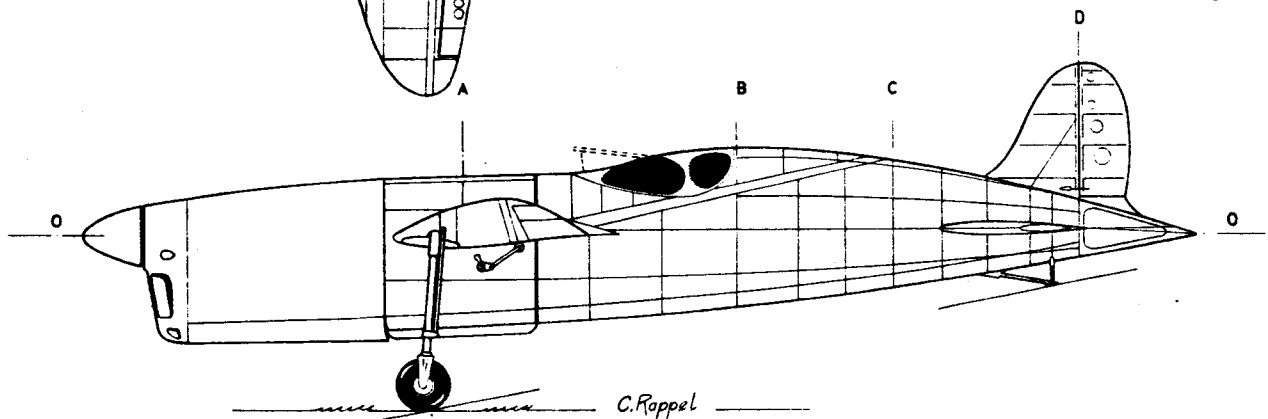
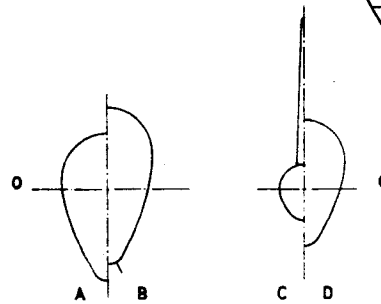
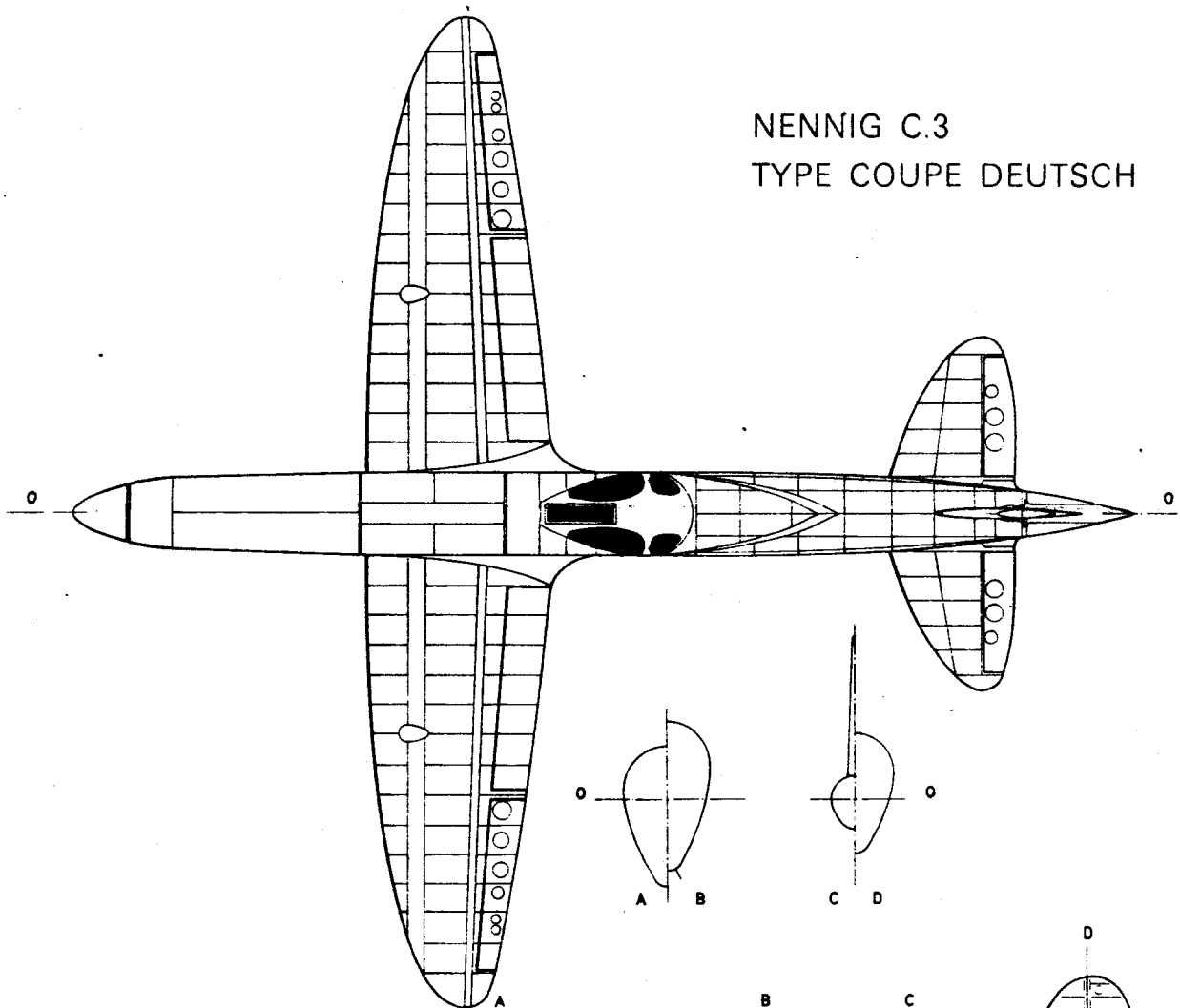
Liaison Officer:  
2nd Lt. Bill Caldwell, FAC  
2416½ McKinney Ave  
Dallas, Texas 75201  
Area Code 214+741-2604







NENNIG C.3  
TYPE COUPE DEUTSCH

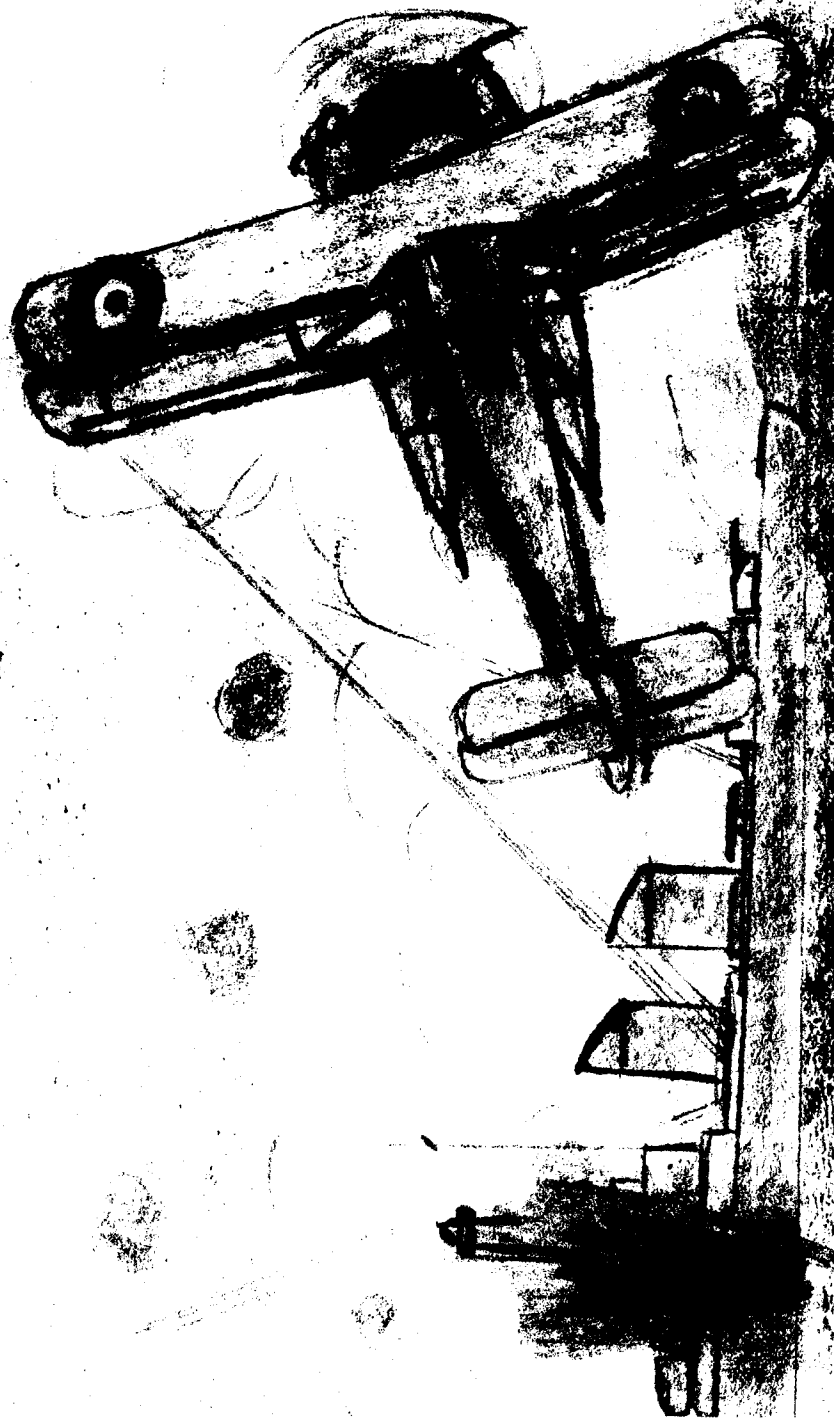


C. Rappel

3 m / 10 ft

## ~OLDTIMER~

Remember when you used to draw pictures in school when you should have been listening to the teacher? Well, here is a drawing that Bob Thompson drew under such trying times, way back then. Seems as though his thoughts were all on action then as they are now. When it comes to competing, Bob is always in the thick of the action.



B.T.

9



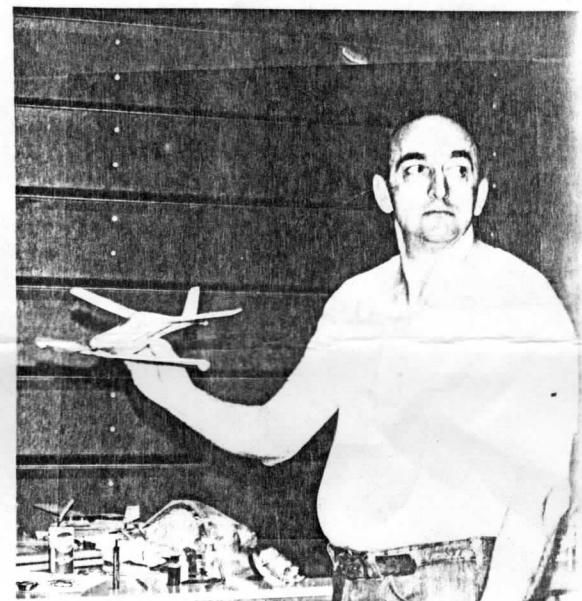
Jack McGillivray and his superb flying Heinkel HE-100 peanut.

All photos on this page were taken by Ross Mayo at the Erie Model Aircraft Assn. indoor meet April 5, 1981. This was the most successful indoor meet they ever had and they wish to express their thanks to all who attended, and hope everyone had a good time.

Their next meet is scheduled for June 14, 1981, notice is in this issue. Hope to see you all in attendance.



Two old masters at the fine art of scale judging looking over some of the great models that were entered.



Vic Peres with his very impressive Rutan Quickie. She does about 40 sec.



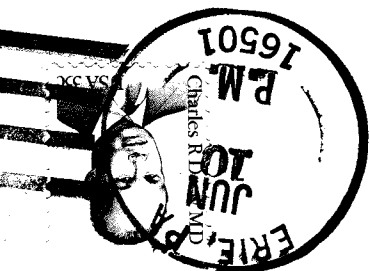
Peanut Curtiss Seagull by Rory Gehrlein. Nice flyer and real light.



5 gram Nesmith Cougar of Mike Peres. How do these kids get them so light?

FIRST CLASS MAIL

FIRST CLASS MAIL



Flying Aces Club G. H. Q.  
3301 Cindy Lane  
Erie, PA 16506