

# FLYING ACES

82

## Club News

ISSUE ~~7~~ MARCH-APRIL 1982

THE  
**FLYING  
ACES**  
**Nationals**  
AT JOHNSVILLE NAVAL AIR STATION  
WARMINSTER, PA 1982



*Come & Fly  
With Us!*

Come to the "GREATEST AERIAL CIRCUS" of all time, see details inside!



# NEWS ON THE WING!

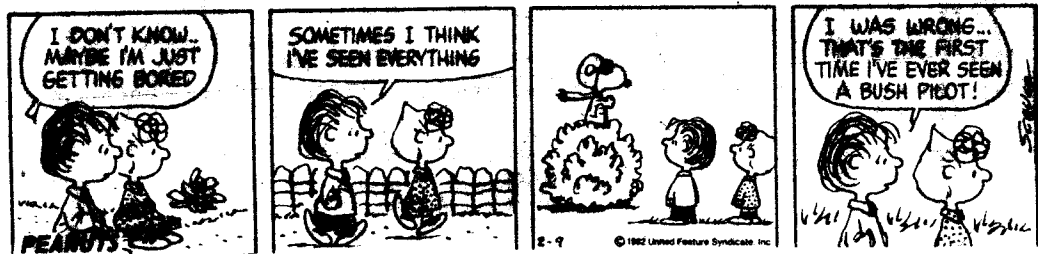
First off I would like to apologize to everyone for getting this newsletter to you so late. I could probably write a whole page of why, but it would serve no purpose, and I promise never to let it happen again. As soon as this one is mailed out I will start on the next one and we will be back on the beam again.

Now for some good news. The Flying Aces Nats Mark III is all set for July 17th and 18th at the Johnsville Naval Air Station in Warminster, Pa. All info you will probably need is in this issue. If not write or call Bob Leishman who is the Contest Director. His address and phone number are on the flyer in this issue. When making your motel rservations please tell them that you are with the Flying Aces and you will get your with all of the rest of us, not tucked way back in a corner somewhere. room Also if you plan on attending the banquet on the night of the 18th, you must have your reservation and money in to the Contest Director no later than July 10th or you are going to miss out on a very good time.

\*\*\*\*\*

Here is some more good news for you. We have had many requests for embroidered patches or something along that line to denote that we are a national organization. I am now happy to tell you we do have patches that are large enough to sew on to the back of your jacket or shirt. They do look real nice and you can get one for the small price of just two bucks and that includes postage. Where can you get a better deal than that. The lettering is in black on a white background with a red border, real handsome. From the requests we have had for something like this we expect them to sell out rather quickly, so if you want one you better send in your order quick. Just send in your money to GHQ and we will send them right back in the return mail.

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By Adrian Comper

After the success of the CLA2 at the 1924 International Trials, Nick Comper designed his first monoplane. Designated the CLA3, and with a Bristol Cherub of only 32 hp at full throttle, it never-the-less had a top speed of 100 MPH.

During the Light Aeroplane Trials of 1925, Nick, in the CLA3, won the International Speed Trials at 87 MPH. Carefull detail design after reviewing the choice of aerodynamic options--wing sections, ratio of wing span to chord, etc. were responsible for an extremely high performance aircraft in relation to limited hp. The experience with it eventually led to preliminary layouts for the "Swift".

The following year the CLA4, a tandem two-seater biplane with the top wing in span and chord smaller than the lower wing to favor visibility, was built. Meanwhile, a colleague of Nick's at Cranwell Cadet College, P.R. Pobjoy, Education Officer of the Apprentice Wing, had designed and had built a light aeroplane engine of his own design. This was a seven cylinder radial, weighing only 100 lbs. yet delivering a hefty 65 hp. It purred like a sewing machine and demonstrated many marked advances in the field of radial engines. Alas, there was only the one experimental model available and this Pobjoy entrusted to Nick for flight v. test bench performance. So a second CLA4 was built with the nose modified for housing the Pobjoy P.

Nick had been urged to leave the restrictions on his time his RAF duties entailed and instead to form his own aircraft manufacturing company. So during 1928 Adrian helped in raising capital and the Comper Aircraft Company with Nick as Managing Director (in U.S. terms, President) came into being early in 1929, some 15 years since joining the original Royal Flying Corps.

Shortly after raising capital with others for Nick's company, Adrian got heavily involved in the same task for Pobjoy who, after Nick left, he too wanted out of the R A F

For his part in it, Adrian almost gave up for Pobjoy insisted on absolute control to the point of out-voting his board of directors made up of shareholders. Consequently would-be investors were almost impossible to find; but his supurb product won the day, so the Pobjoy Aeroenging Company set up shop in a large disused World War I hanger next to Comper's at Hooton Aerodrome across the Mersey from Liverpool. Adrian was a director of both companies.

At Hooton, long before the advent of the Pobjoy engine availability, the production of the "Swifts" was beginning to take shape with the two cylinder opposed ABC Scorpion engine. The first flight showed that performance predictions were comfortably met, and sales were started. But the cry was for more horsepower. That meant more cylinders and in the twenties the choice was limited. However, Swifts became available with the more popular Salmson AD9, a 9 cylinder radial of some 70 hp.

continued next page---

4.

FROM OUT OF THE MAILBAG

Bill Hannan writes to thank GHQ for his "Distinguished Service Medal" and says, "It seems rather strange to receive an award for having fun. Peanuts have been their own reward for me."

You are right, Bill, but we have to award something to the clubsters who seem to do just a little more than the others. We also know there are a lot of Skysters out there who are worthy of our medal and we will get to all of you as time permits. We can only give a few every year, so hang in there.

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

Dave Smith is looking for Three-views of the Fairey Barracuda. Can anyone help him? Write to Dave at 3813 N. 33rd St., Phoenix, Az. 85018

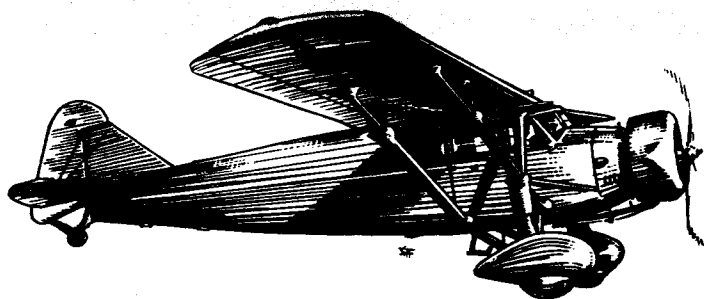
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BONUS ISSUE QUIZ ANSWERS

Hats off to Joe Wagner of New Wilmington, Pa., Joe was the first clubster to send in the correct answers to the name the plane quiz we had on the cover of the last issue. There was such a tremendous response from you guys that GHQ has decided to run another such contest in a future issue. Major Bob Thompson has already sent us a beauty for you. We guarantee you it will not be as easy as this one, you will really have to dig way down into your archives to get the answers for the next one.

## ANSWERS;

1. Ryan B-5 Broughman
2. Great Lakes No. 1
3. Aeromarine Klem
4. Alexander "Eaglerock Bullet"
5. General Airplane Corp. "Surveyer"
6. Hamilton Metalplane Co.
7. Advance Aircraft Co. "Sport Jaco"
8. Stinson Detroiter
9. Travelair Mfg. Co. Type A-6000
10. Knoll Aircraft Corp. KN-1
11. General "Aristocrat"
12. Acme Aircraft Corp. Model 31
13. Huntington Aircraft Corp. Model 11
14. Kreider-Reisner C-5
15. American Eagle A-129
16. Swallow Model TP
17. Travelair 4000
18. Swift Biplane
19. Thaden Type T-2



If any of you Skysters would like to get your hands on the "1929 Aircraft Yearbook", Jack Little is offering reprints of both Volumes No. 1 and No. 2 plus a volume of "engines" for just \$4.00 each, or all three for \$10.00 plus 10% for postage. Each volume contains 38 3-views, this is a great bargain and grand addition to your library. Send your 11 bucks to; R.J. Little, 1414B Brewster Ave., Redwood City, Ca. 94062.

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COMPER STORY continued from previous page,

In the U.S.A. the Velie Motor Car Company of Moline, Illinois, had developed a radial aero engine of about 70-80 hp. The next issue will tell of Adrian's visit there.

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# POSTAL MEET

5.

Well clubsters, we have finished up the postal meet one more time. Kanones will be awarded to the winners. If you will notice, there were many more entries this year than last. This makes it all worthwhile to the gang here at GHQ. There were some very impressive times too, if you will note. Listed below are all who entered.

<u>Peanut Indoor</u>			<u>Peanut Outdoor</u>		
1. Jack McGillivray	Volksplane	100 Sec.	1. Dave Stott	Blackburn	143 Sec.
2. Vic Peres	Fike	95 "	2. Fred Ewing	Tailwind	82 "
3. Gary Hunter	Lacy	95 "	3. Mark Fineman	Nikitin	67 "
4. Jack McGillivray	SE5	85 "	4. Dave Stott	Pac. Stand.	67 "
5. Gene Sellers	Ord-Hume	81 "	5. John Stott	Texan	64 "
6. Ken Groves	Fike	80 "	6. Dave Stott	Luscombe	62 "
7. Bill Musolf	Fike	77 "			

<u>No-Cal Indoor</u>			<u>No-Cal Outdoor</u>		
1. Walt Van Gorder	Fike	158 Sec.	1. Dick Kohfield	Howard Pete	95 Sec.
2. Vic Peres	Fike	106 "	2. John Stott	Floyd Bean	93 "
3. Mark Fineman	Bonzo	32 "	3. Dave Stott	Luscombe	75 "

Dave Stott lost his Blackburn Sidecar in this skirmish when it flew off of the field, but apparently Hung had no appetite for this ugly thing as Dave was able to get it back a few days later. See you all again in the fall for the next Postal Meet.

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## CONTEST CALENDAR

- June 13 Erie FAC in Erie, Pa. FAC Scale, Peanut Scale, Embryo, Jumbo Scale, HLG, Oldtimer Scale, WWII Combat. CD Vic Didelot, 4410 Lorna Lane. Erie, Pa. 16506 Flyer in this issue.
- June 27 CFFS at LCCC, Lorain, Ohio, Junior Birdmen FF Meet. GHQ Peanut, Embryo All Fly, HLG, Jet Cat. Glider, WWI Biplane Dogfight, WWII Combat. CD Mike Zand, 7055 Seven Hills Blvd., Seven Hills, Ohio 44131
- July 3 CFFS Calm Air Meet at LCCC, Lorain, Ohio 1Pm to 9Pm. Peanut Scale, No-Cal & 3/4" Schnieder Cup Profile, FAC Scale, Embryo ROG+ROW, Co2 O.T. Replica, Old Timer Kit Scale, Jet Cat. Glider, HLG. CD Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio 44124
- July 3,4,5, 16th SAM Champs at Westover A.F.B. Chicopee, Mass. Contest Manager George Armstead, 89 Harvest Lane, Glastonbury, Ct. 06033
- July 17 & 18 Flying Aces Nats. Mark III at Johnsville Naval Air Station, Warminster, Pa. Flyer in this issue.
- July 25 CFFS Scale Scramble at LCCC Lorain, Ohio GHQ Peanut, FAC Scale, Old Timer Kit Scale, Co2 OT Replica, Greve Race, Thompson Race, Embryo, WWI Biplane Dogfight, WWII Peanut Combat, WWII FAC Combat, CD Jim Hyka, 1604 West Royalton #6, Broadview Hts., Ohio 44147
- August 8 Second Annual FAC Scale Meet at Erie, Pa. FAC Scale, Peanut, Embryo, HLG, No-Cal Profile Scale, WWI Combat, Oldtimer Scale. CD Joe Barna, 1428 West 32 St. Erie, Pa. 16508
- August 15 CFFS Scale Scramble at LCCC, Lorain, Ohio Peanut Scale, No-Cal and 3/4" Schnieder Cup Profile, FAC Scale, OldTimer Kit Scale, Co2 Ot Replica, Greve Race, Thompson Race, WWII Peanut Combat, WWII FAC Combat, All Fly Jrs. CD Tom Majestic, 3273 West 129 St. Cleveland, Ohio 44111
- August 29 Detroit FAC, more info later.
- Sept. 12 CFFS FAC at Lorain, Ohio, more info later.
- Sept. 19 Canton FAC at Canton, Ohio, more info later.
- Sept. 26 13th Annual Midwest Scale Meet at Erie, Pa. more info later.

THE GRIFFON HAS RECOVERED FROM HIS HYPNOTIC TRANCE. HE WISELY DECIDES TO SEEK PROFESSIONAL HELP AGAINST THE POSSIBILITY OF FUTURE EMBARRASSMENT ALONG THESE LINES, AND CONSULTS A PSYCHIATRIST WELL KNOWN FOR HIS INSUPPORTABLE FEES.

6.

VOT YOU NEED, MEIN FREDND, IS TO LEARN HYPNOTISM - IN ORDER TO DEFEND YOURSELF, YAVOHL!



AFTER A COURSE OF INSTRUCTION, KERRY LEVELS ON BARNEY WITH HIS NEW POWERS...

YOU-ARE- F.O.R.!

ER... ELEANOR, AH HATES WAH, BUT WAH THERE WILL BE IF THE F.A. MAG DOESNT SEND MY HONORARY F.A. CLUB CARD!!!



I'M SET! NOW TO TAKE ON THE BAD GUYS SQUADRON!

THIS PINKHAM IS BRILLIANT. I MUST QUOTE HIM IN MY NEXT FIRESIDE CHAT...



THE GRIFFON MAKES ARRANGEMENTS TO STAKE OUT THE PROPSHIFT SHOP

SO YOU THINK THEY WILL HIT US NEXT, EH? AT THE MOMENT, SR, THEY HAVE 9 GROSS OF THOUST BUTTONS...



NIGHT FALLS,, OUR HERO'S LONG VIGIL IS REWARDED -

HARK! SOMEONE ENTERS!!



SO, MY OLD PROTAGONIST, BUT YOU'RE OUT OF LUCK THIS TIME... I'M FIGHTING FIRE WITH FIRE! RELAX,, YOU ARE GETTING SLEEPY...



YOU ARE TIRED- SO TIRED

YOU'RE EYES ARE GETTING HEAVY,, YOU'RE SO DROWSY...



MEANWHILE- BARNEY RECOVERS FROM HIS FDR GRANDEUR

WHA... WHERE AM I? WHERE'S FALA? WHERE'S THE BOSS?



THIS BUSINESS CARD - "DOCTOR WAGES, PSYCHOS FIXED, HYPNOTISM TAUGHT"

IS THIS A CLUE TO KERRY'S MYSTERIOUS DISAPPEARANCE?



AND AT THE BRIDGEPORT MUNICIPAL SLAMMER... WE CAUGHT THESE 2 FUNKY PROWLERS, SARGE

MAN, ARE THEY SPACED OUT



WELL, SKYSTEERS! WHO'D A THOUGHT TWO HYPNOTISTS COULD HYPNOTIZE EACH OTHER SIMULTANEOUSLY?

WILL BARNEY BE ABLE TO SPRING HIS EMPLOYER WITHOUT HAVING TO REVEAL THE GRIFFON'S IDENTITY? DON'T MISS NEXT MONTH'S LAPEL-GRABBING SCENARIO!



Mitsubishi K3M3  
 Bombing and Gunnery Trainer.  
 by Mistju Ah-Ghin.

Oh so! Is bring back happy memories when I cast my almond eye over line of functional beauty this fine aircraft present. Many crew men were trained to become expert gunners (once high command accept my suggestion to put optically glound grass in goggles), and bombardiers in this faithful machine. Ah! We even take trainees over China with live bombs in old days B.C. (Before Chennault) Thing that always make my blood boil is when you Yanks say we copy this fine product of Imperial Japanese Nation from Fokker Universal! Gr-r-r-r!

Ah so, but those days are gone forever. If you get too smart these days, we simply flood you with our cars and make Pearl Harbor mess of your economy! But is more fun if we play baseball together. Now I tell you of coloring and marking of old Mitsubishi Trainers.....

Calendar art in past issue of Koku-Fan depicts aircraft as all-over orange with a red empennage, and black struts and drag ring. The characters on the red surfaces were white, while black on the orange surfaces. The national insignia was red with a white outer ring and was carried on both upper & lower wing surfaces as were the characters. The wheel disc appears to be orange.

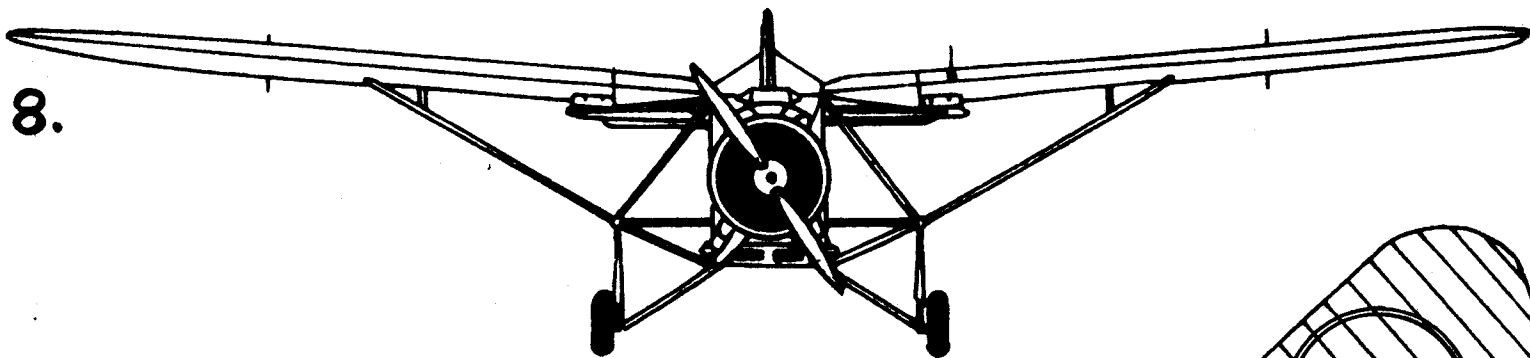
Another color scheme is depicted in "World War II Airplanes, Vol. 2" by Angelucci and Matricardi translated from Italian and published by Rand McNally. It is shown as an olive green all over except for light gray under surfaces. No numerals nor characters are shown and the national insignia is painted over with surrender crosses. These crosses were green on a white disc on the wings, and green on a white square on the fuselage sides. All were in the same place formerly occupied by the regular insignia.

There are other interesting volumes in this series published by Rand McNally covering pioneer aircraft up through the whole span of aviation. The books contain many 3-views and color plates. The 3-view presented here was enlarged from one such book and embellished upon to depict the first color scheme described above.

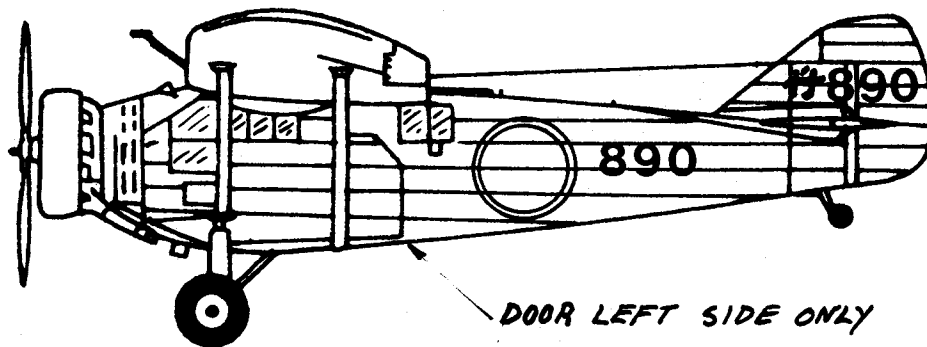
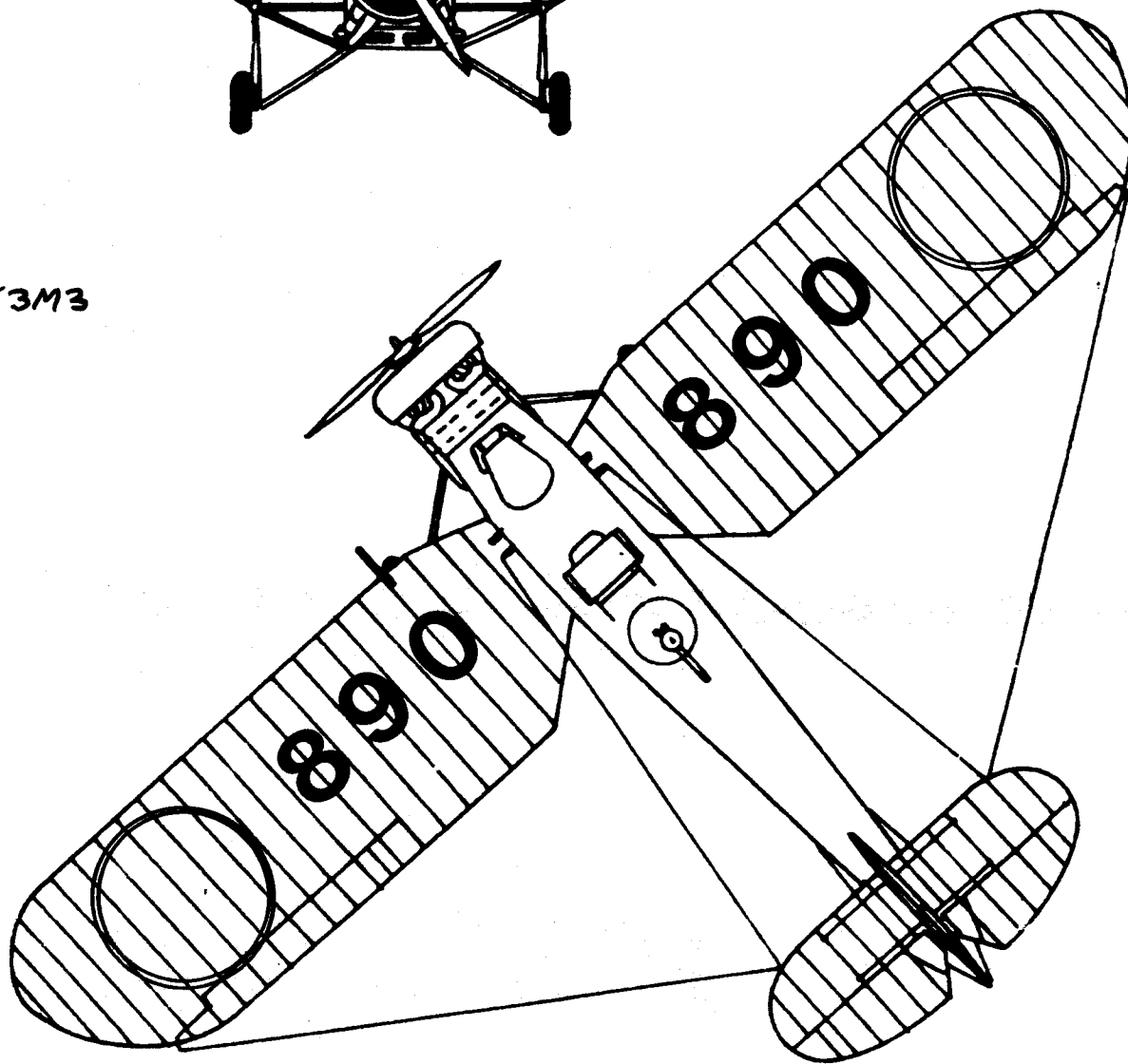
Sayonara.

♯の九

8.



MITSUBISHI K3M3  
1929 - 1945

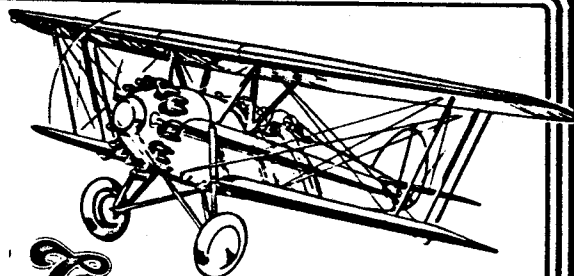


DOOR LEFT SIDE ONLY

# THE FLYING ACES CLUB Nationals

AT JOHNSVILLE NAVAL AIR STATION  
WARRINSTER, PA 1982

AMA SANCTIONED



*Come & Fly  
With Us!*

HOSTED BY THE SCALE OLD TIMERS SOCIETY-"SOTS"  
FAC EAGLE SQD. BLACK FLIGHT, & U.S. NAVY

## SATERDAY JULY 17

- FAC SCALE-RUBBER - WING SPAN OVER 13", & UNDER JUMBO SIZES.
- FAC SCALE-POWER - GAS, CO<sub>2</sub>, OR ELECTRIC POWERED.
- FAC PEANUT SCALE - WING SPAN 13" MAX.
- EMBRYO ENDURANCE - PER FAC RULES.
- \* FAC WW1 COMBAT - MULTI WING ONLY, OVER 13", & UNDER JUMBO.
- \* FAC WW2 COMBAT - NO LIAISON TYPES, OVER 13", & UNDER JUMBO.
- \* FAC GOLDEN AGE - ANY AIR CRAFT (CIV. OR MIL.) OF 1920 TO 1940 ERA WHICH DOES NOT QUALIFY FOR ANY OTHER MASS LAUNCH EVENT.

## SUNDAY JULY 18

- FAC JUMBO SCALE - BIPLANE SPANS 30" MIN., MONO PLANE SPAN 36" MIN.
  - FAC GHQ PEANUT - PER SPECIAL FAC RULES.
  - \* FAC THOMPSON TROPHY - FOR RADIAL ENGINE TYPES ONLY.
  - \* FAC GREVE TROPHY - FOR INLINE ENGINE TYPES ONLY.
  - THOMPSON & GREVE TO FLY IN HEATS- NO SHELL DASH OR AEROL RACES.
  - \* FAC WW1 PEANUT COMBAT - MULTI WING ONLY, 13" MAX.
- NOTE: \* DENOTES THE MASS LAUNCH EVENTS; FLOWN IN ROUNDS OR HEATS.

**ENTRY FEES:** SR.-OPEN \$ 5.00 PER DAY - ANY OR ALL EVENTS.  
JUNIORS \$ 2.00 PER DAY - ANY OR ALL EVENTS.

**AWARDS:** TO THIRD PLACE ALL EVENTS, PLUS OTHER SPECIAL AWARDS.

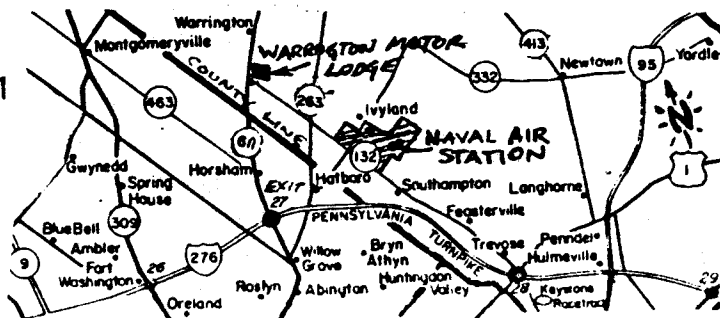
**FAC NATS H.Q.** - THE WARRINTON MOTOR LODGE  
ROUTES 611 & 132, WARRINTON, PENNA. 18976  
5 MILES NORTH OF WILLOW GROVE EXIT 27, PENNA. TURNPIKE.  
CONTACT LODGE FOR RESERVATION - 215 343-0373  
FRIDAY EVENING JULY 16; THERE'S TO BE A GATHERING OF SQUADRONS AT  
THE LODGE FOR SOME HANGER FLYING. ALL ARE INVITED.  
SATERDAY NITE JULY 17; FAC NATS BANQUET-HOT BUFFET-\$12.00 PER PERSON.  
ADVANCE BANQUET RESERVATIONS & PAYMENT REQUIERED!  
PLEASE FORWARD TO THE C.D. NO LATER THAN JULY 10 TH.

**FAC NATS C.D.** ROBERT LEISHMAN  
STONY LANE RD4  
BOYLESTOWN, PA. 18901

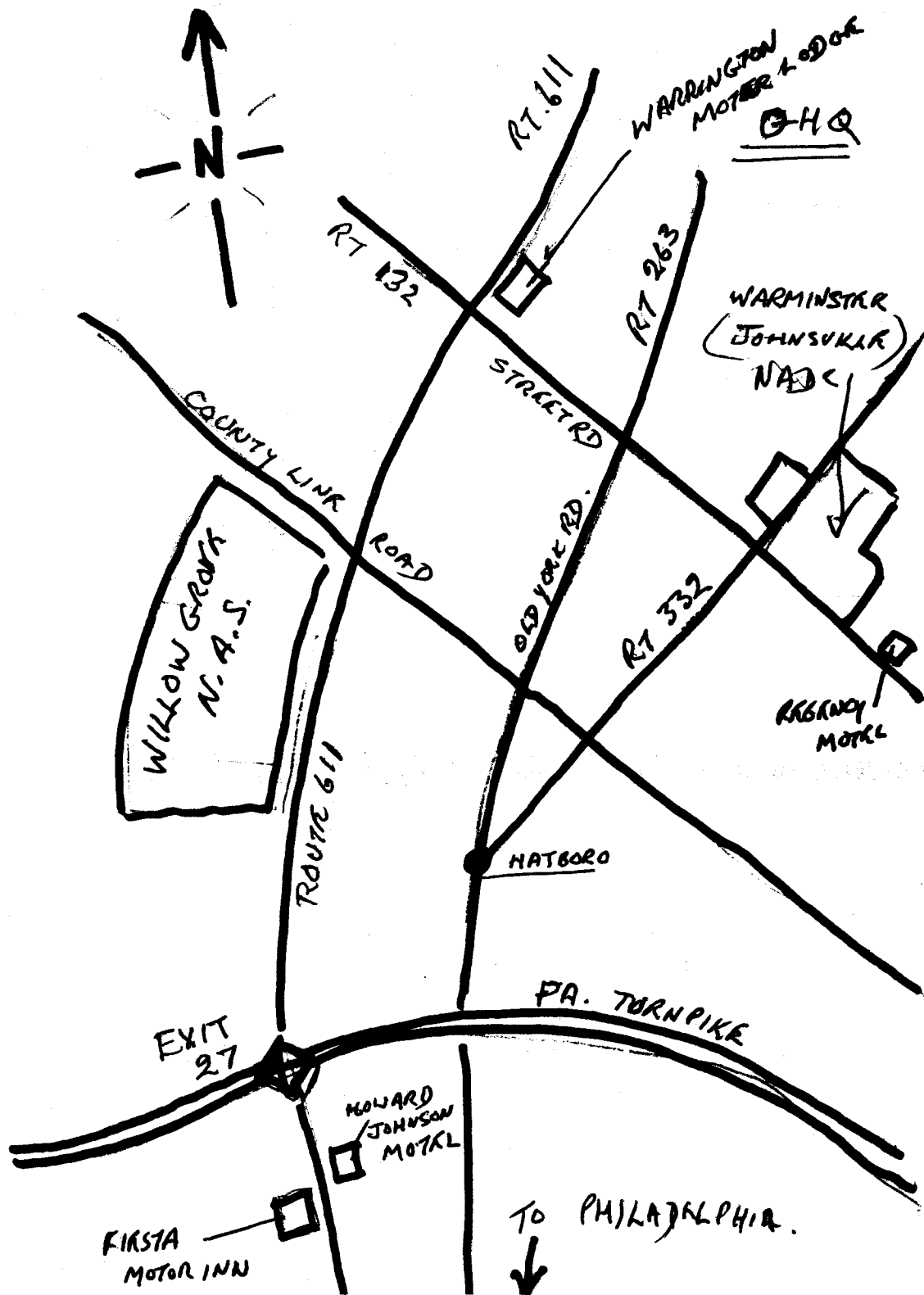
1982 FLYING ACES RULES AVAILABLE  
ON REQUEST FROM C.D.



KEEP 'EM FLYING!



10.

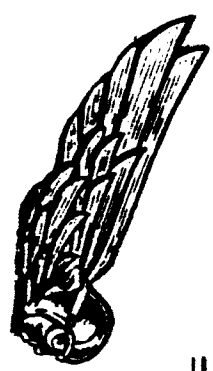


#### FLYING ACES MODEL LABORATORY

Fred Ewing sends us his plan of the Marcoux-Bromberg R-3 (1937 version), Thompson Trophy racer. She does between 40-50 seconds and Fred says she is bound to do better if built a little lighter. Fred has done a nice job with this plan and we here at GHQ would like to see some more of your work in the good old FAC News Fred. How about it? This model will probably be at the FAC Nats Mark III in July.

COLOR SCHEME: (1937 NATIONAL AIR RACES)

BLACK OVERALL  
WHITE RACE AND REGISTRATION NUMBERS  
WHITE LETTERING ON FUSELAGE  
SILVER (NATURAL ALUMINUM) COWLING AND  
SECTION AFT OF COWLING.  
BLACK LETTERING ON COWLING



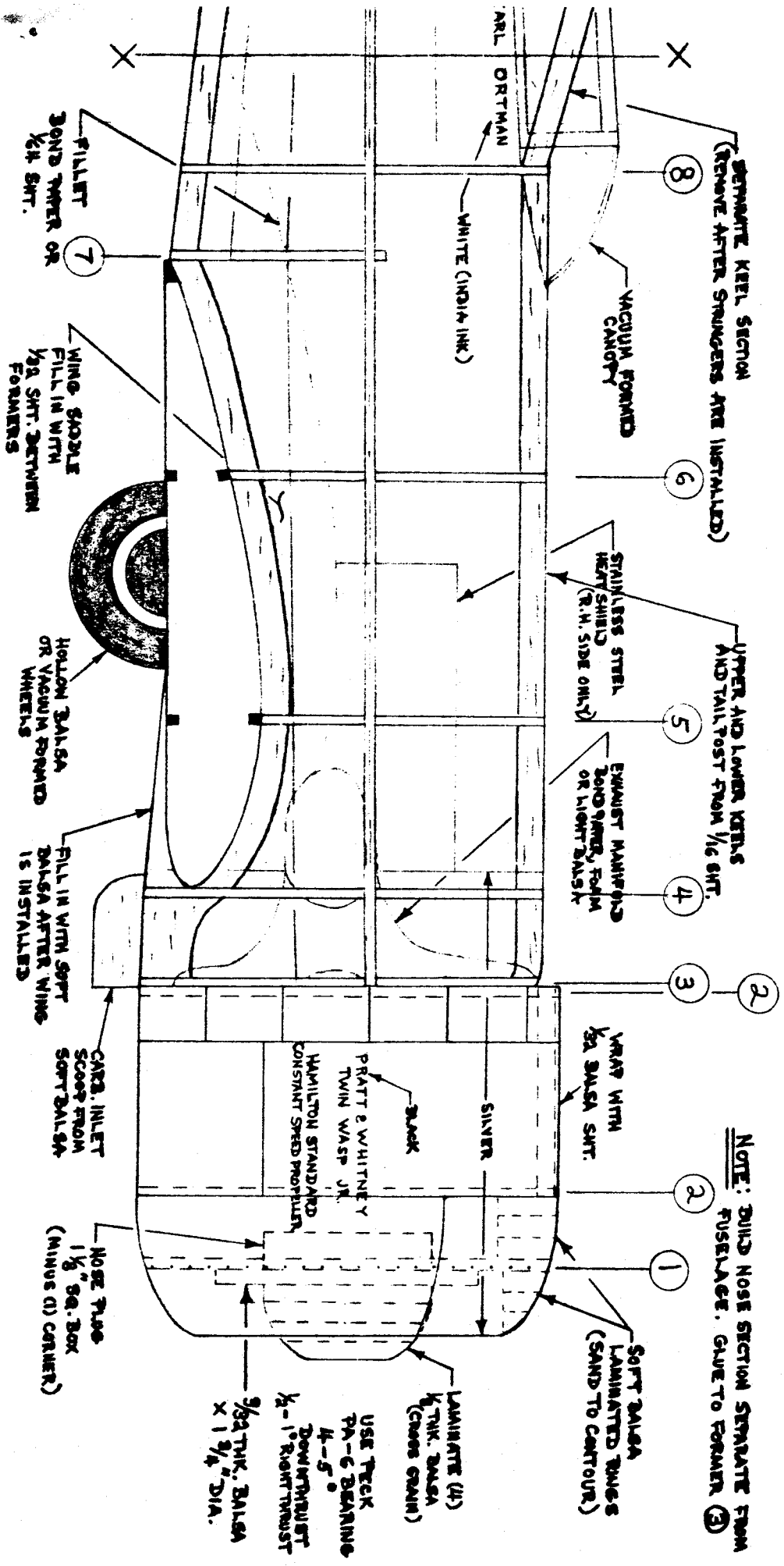
MARCOUX-BROMBERG "SPECIAL"

(KEITH RIDER R-3)

1937 VERSION

THOMPSON TROPHY RACER 19 1/2" WINGSPAN

BY: FRED EWING



NOTE: BUILD NOSE SECTION SEPARATE FROM FUSELAGE. GLUE TO FORMER (3)

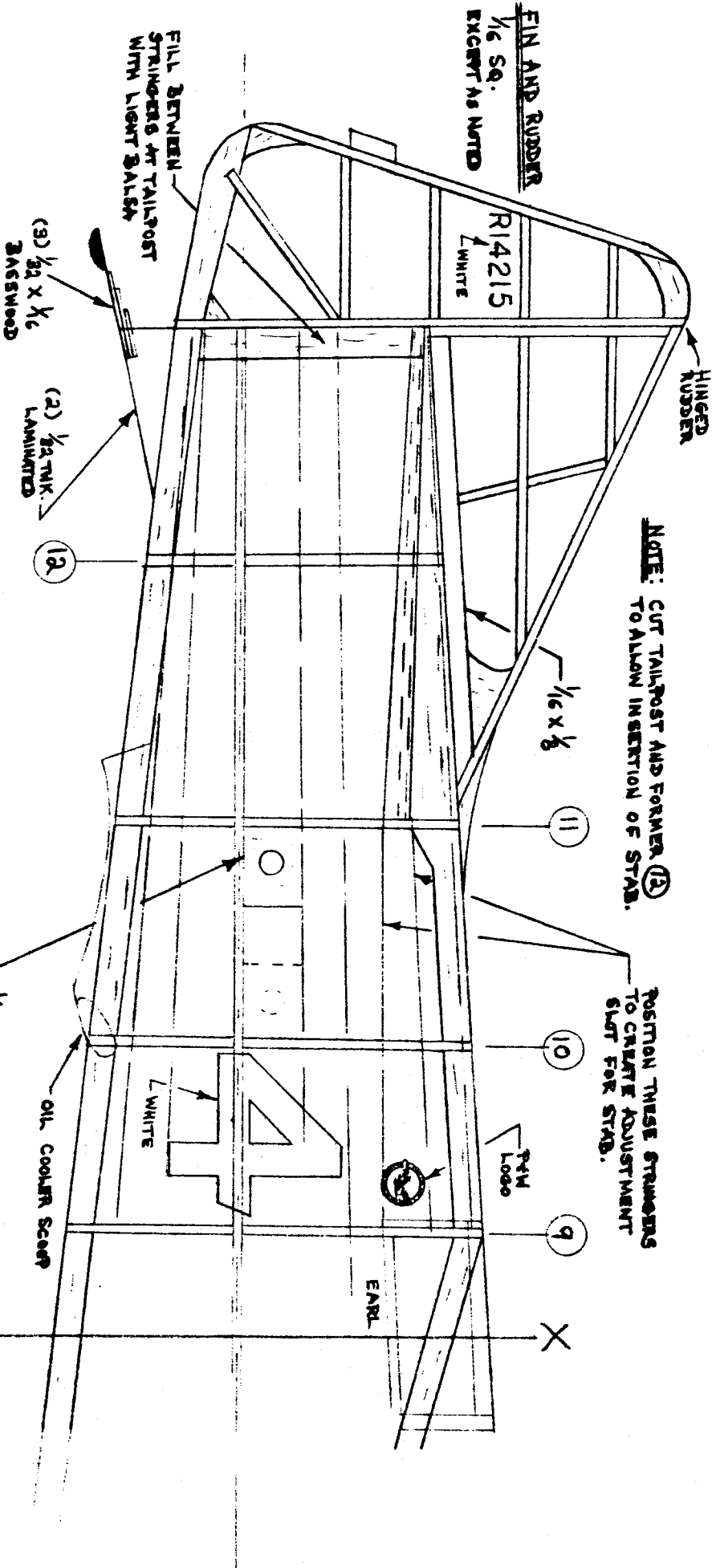
SHT. 1 OF 5

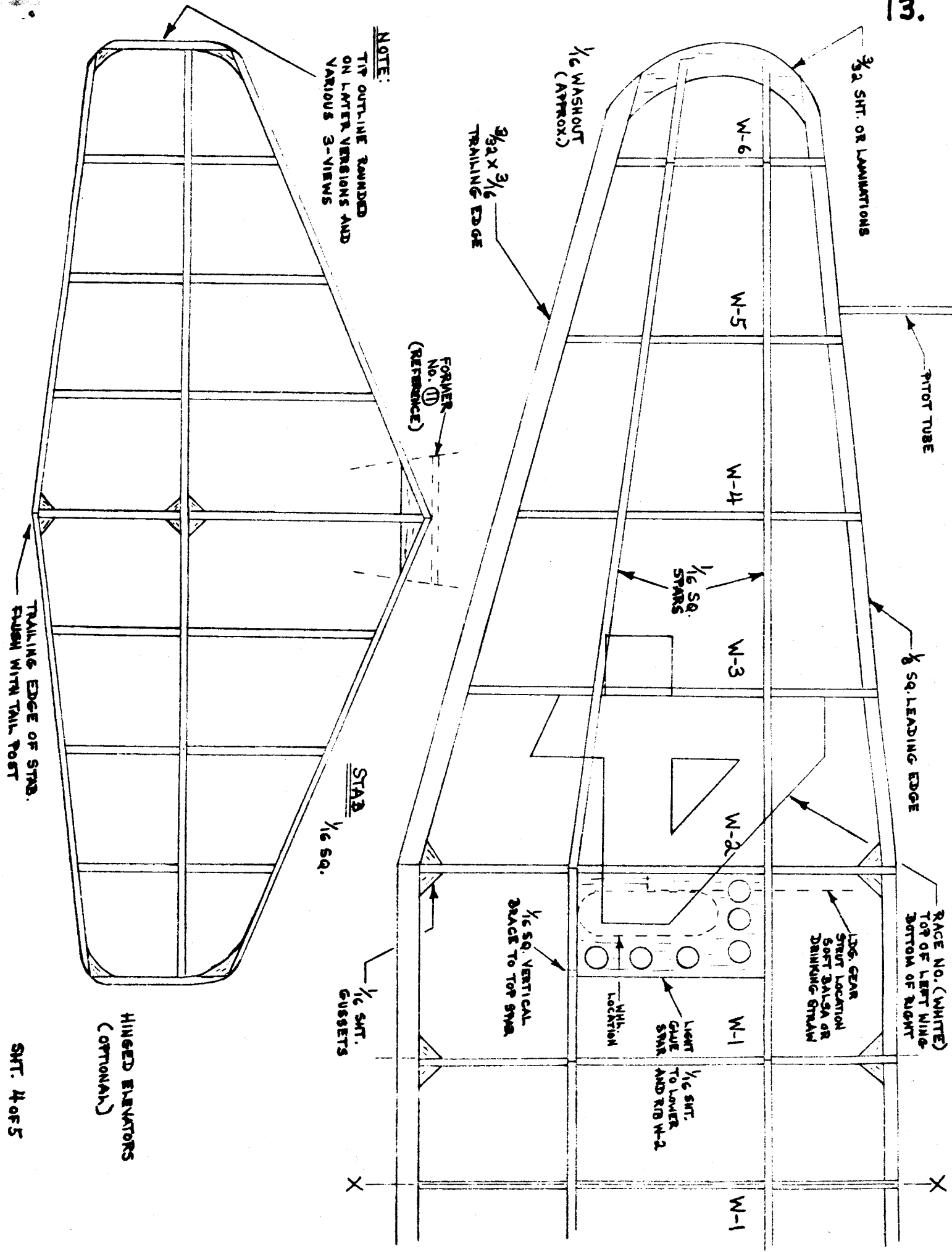
SCALE AND REFERENCE INFORMATION:

R.S. HIRSCH DWG. 1937 KEITH RIDER R-2, MARCOUX-BROMBERG RACING PLANES AND AIR RACES-VOLUME III BY REED KINERT MARCOUX-BROMBERG SPECIAL-1937-DWG. BY W.R. KERKA - A.A.R.S. MARCOUX-BROMBERG SPECIAL-1939 VERSION - HALL ENTERPRISES HIGHLY DETAILED AND ACCURATE DWG. OF 1939 VERSION BY ART HALL. GOLDEN AGE OF AIR RACING - EAA.

PROTOTYPE MODEL INFO:

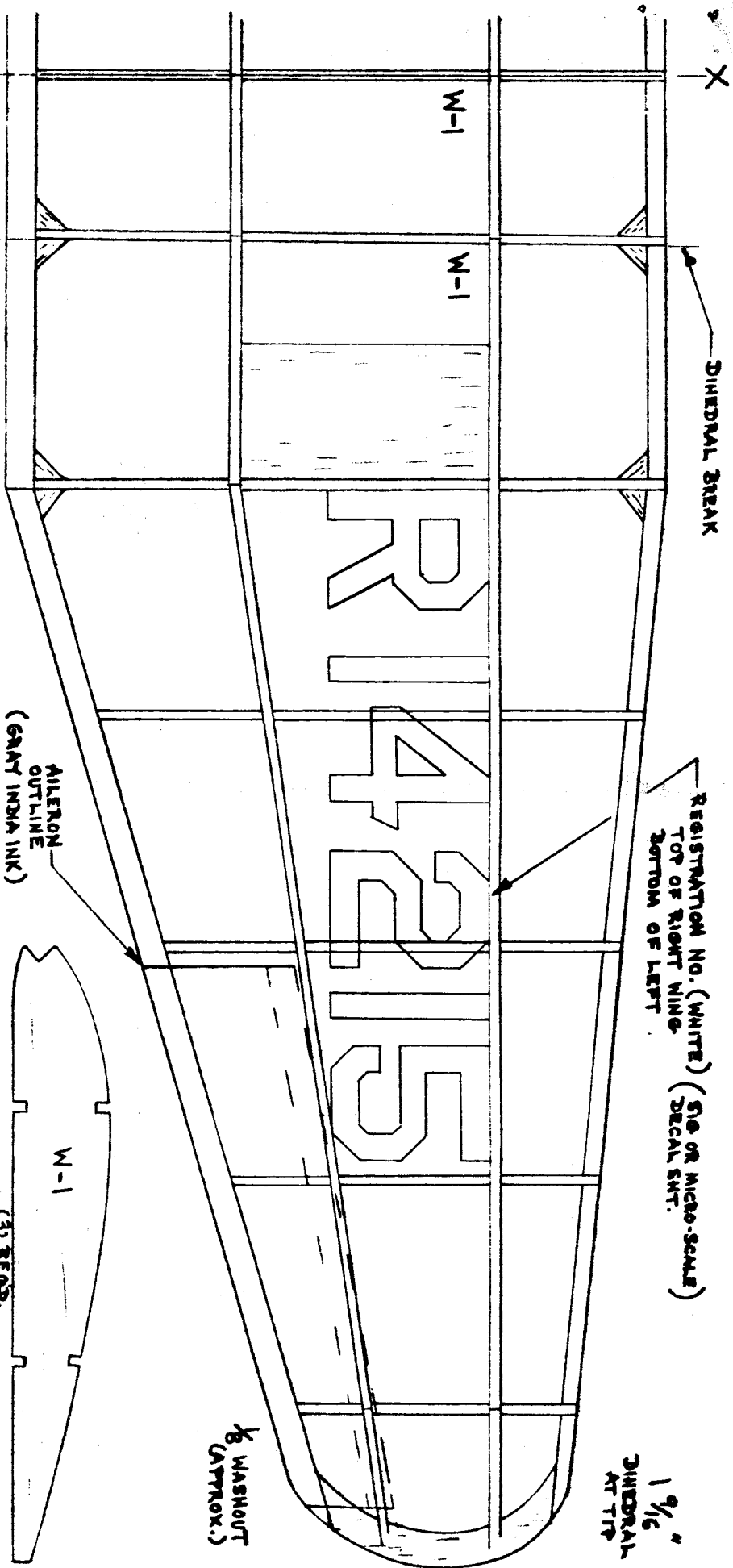
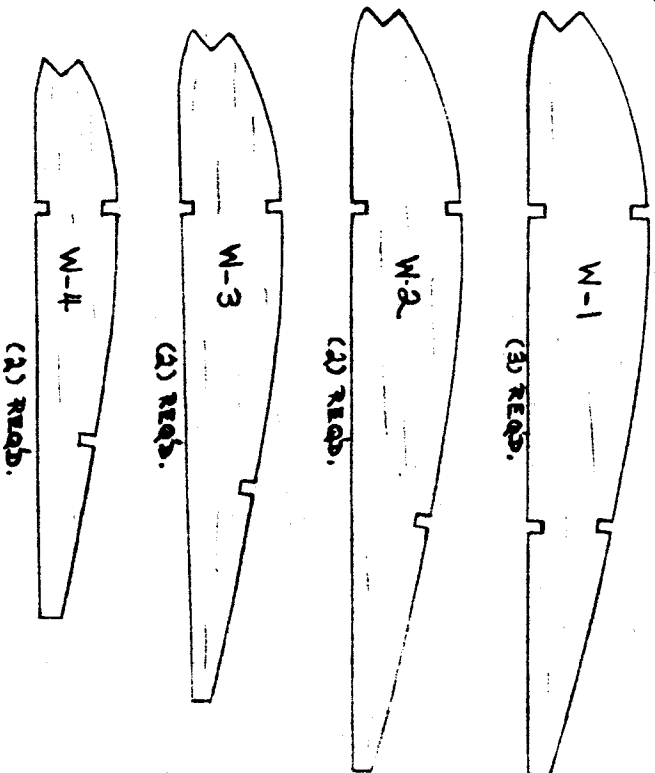
8" PECK PROP USED  
(4) STRANDS  $\frac{1}{8}$ " FAL. RUBBER  
(BRAIDED) APPROX. 26-28" LG.  
WT. 37-38 GRAMS (LESS RUBBER)  
POWER PATTERN LEFT, GLIDE RIGHT

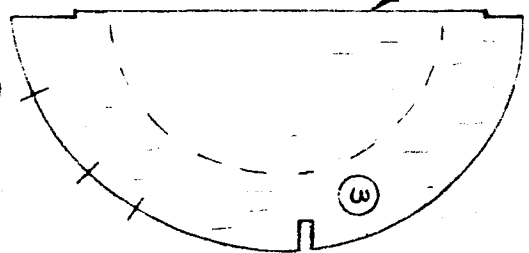
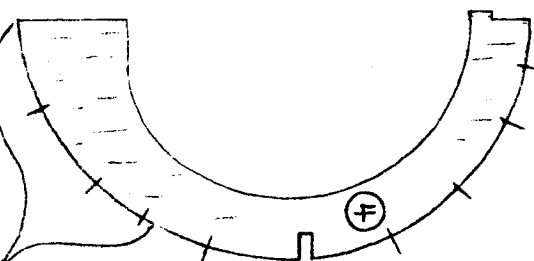
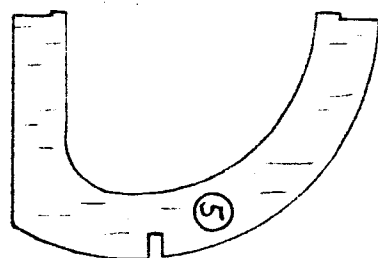
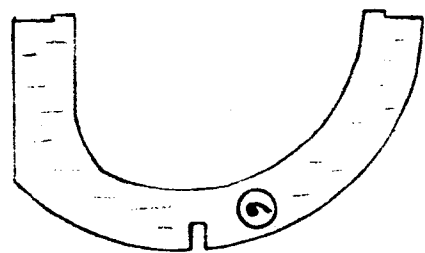




**NOTE:**  
 TISSUE LOWER CENTER  
 SECTION OF WING AFTER  
 WING IS ATTACHED TO  
 FUSELAGE.

**RIBS**  
 W-1 AND W-2 1/16 SHT.  
 W-3 THRU W-6 1/20 SHT.

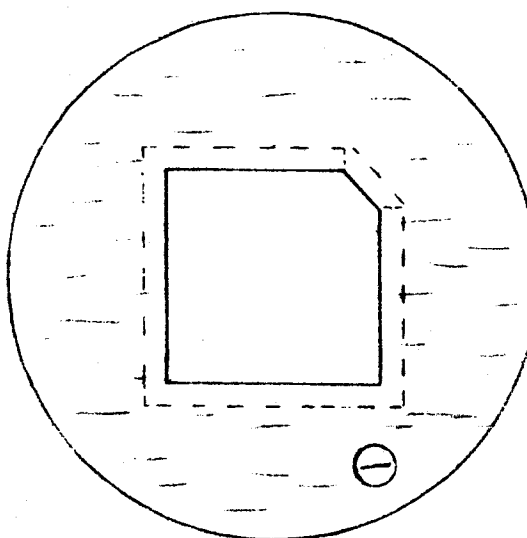
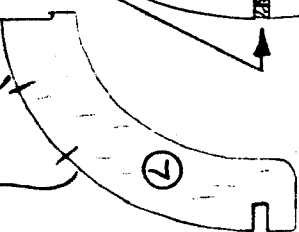
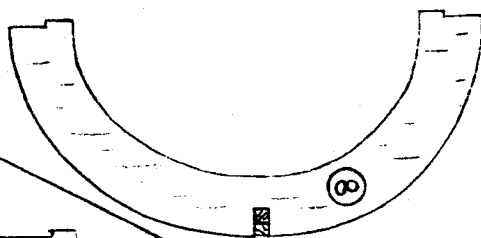
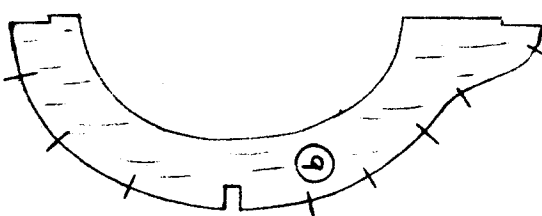
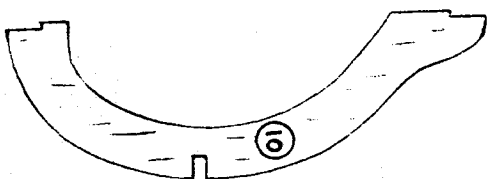
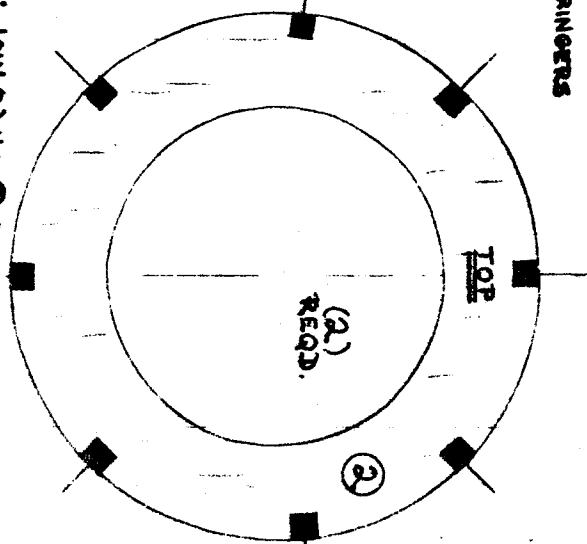




CUT OUT AFTER INSTALLING STRINGERS

SHORT STRINGERS BETWEEN FORMERS ③ AND ④ FILL IN WITH LIGHT  $\frac{1}{8}$  SHT.

NOTE: JOIN (A) NO. ③ FORMERS WITH (B)  $\frac{1}{8}$  SQ. TO FORM BASIC CONUL STRUCTURE



FORMERS ② THRU ⑫  $\frac{1}{8}$  SHT.

(ALTERNATE: (A)  $\frac{1}{8}$  THK. LAMINATED CROSS GRAIN)

FORMER ①  $\frac{3}{8}$  THK. (HARD) WITH  $\frac{1}{4}$  PLY. FACING.

STRINGERS  $\frac{1}{8}$  SQ.

ALIGN, MARK AND NOTCH EA. FORMER AND INSTALL. (ALTERNATE SIDE TO SIDE)

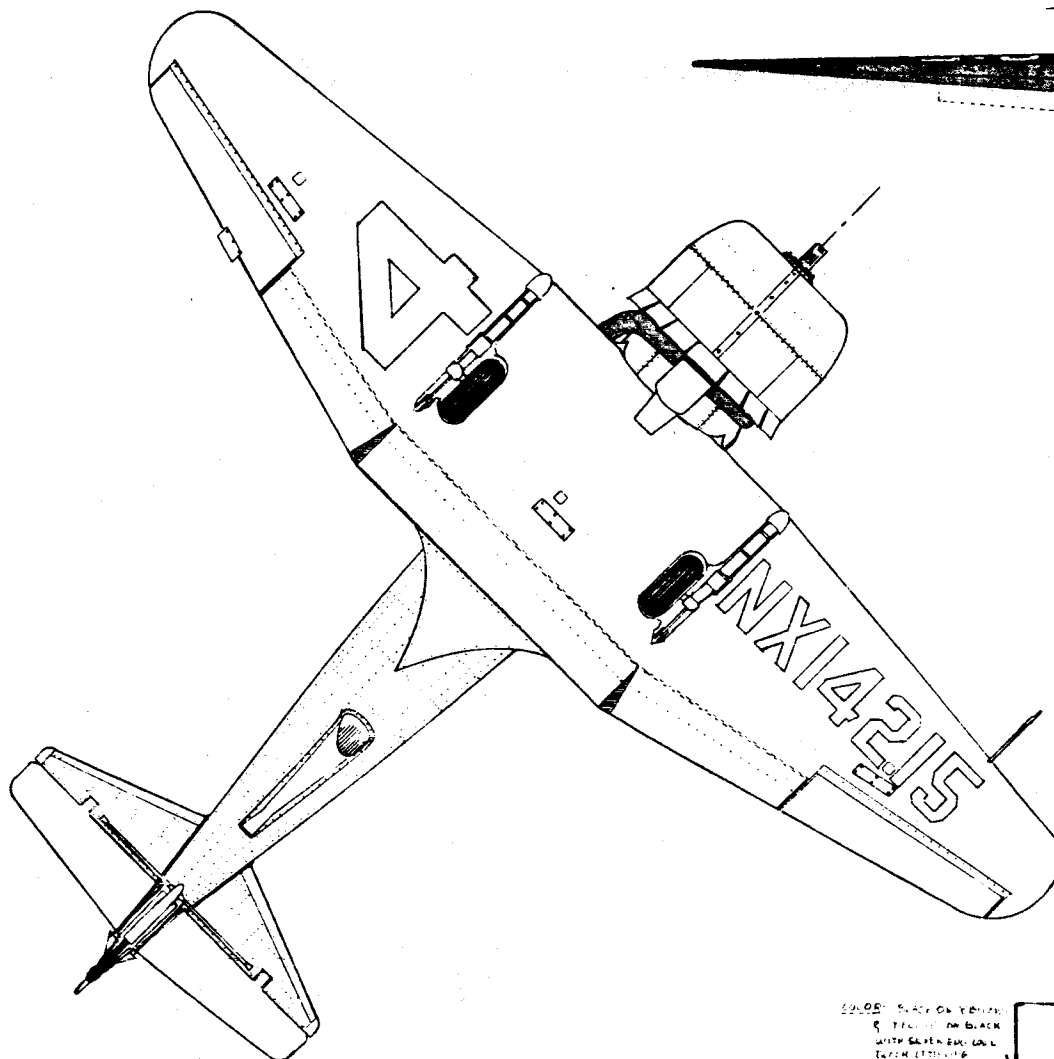
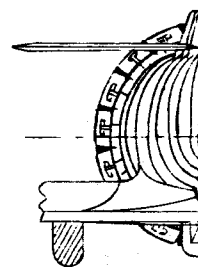
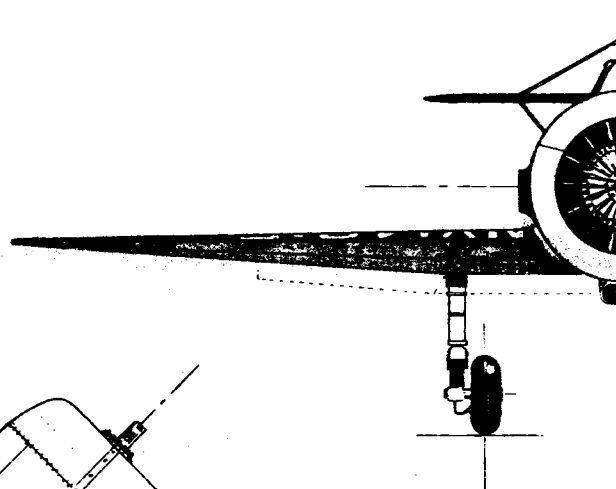
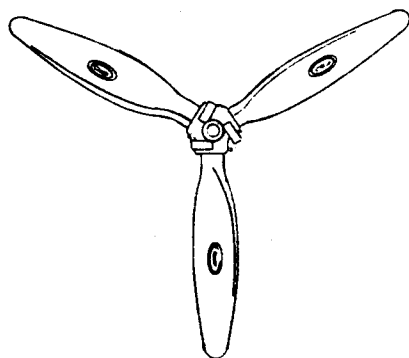
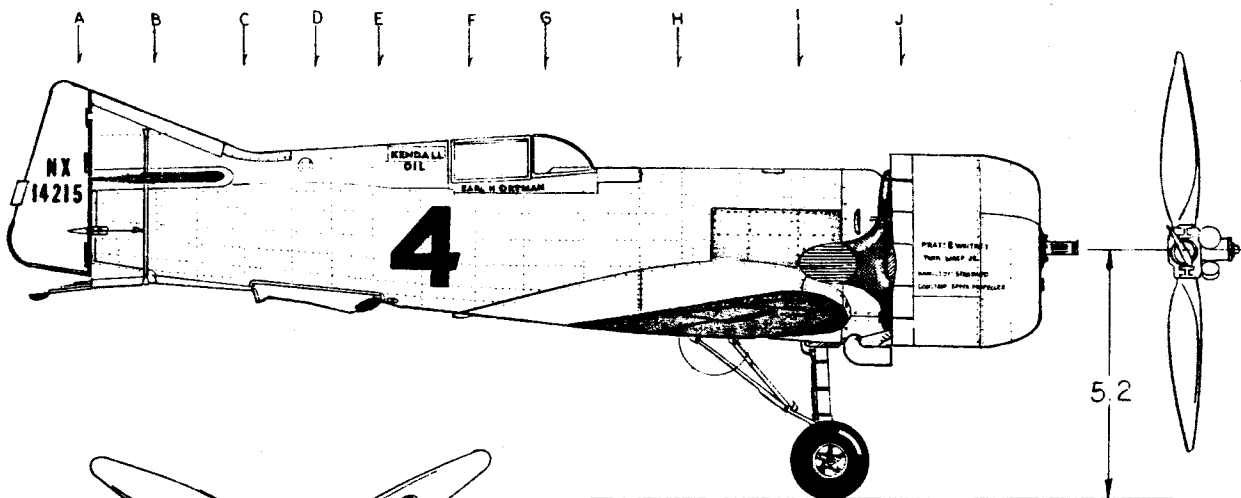
NOTCH LOCATIONS SHN. ON FORMERS ④ AND ⑨ MAY BE USED AS GUIDE.

(2)  $\frac{1}{8}$  SQ. SIDE KEELS

GAUGE (1)  $\frac{1}{8}$  SQ. EA. SIDE MAINTAINING ALIGNMENT, THEN ADD (A) ADDITIONAL. (LAMINATE WITH "HOT STUFF")

(4) LOWER STRINGERS FROM FORMER ⑦ TO TAIL

16.



A-

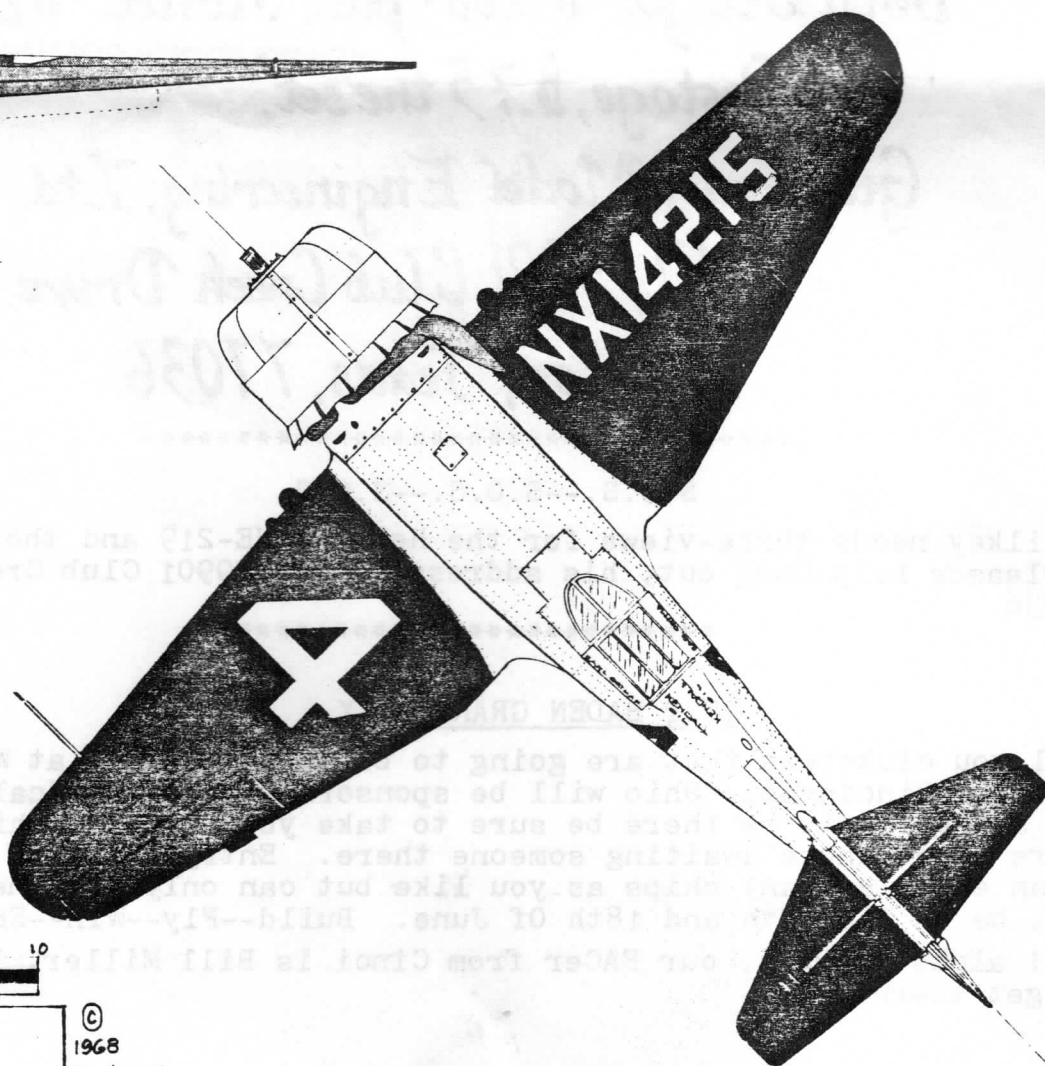
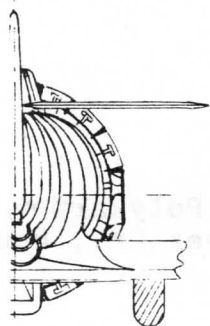
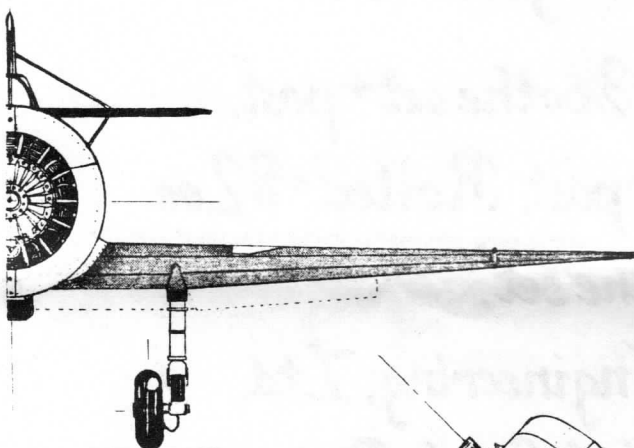
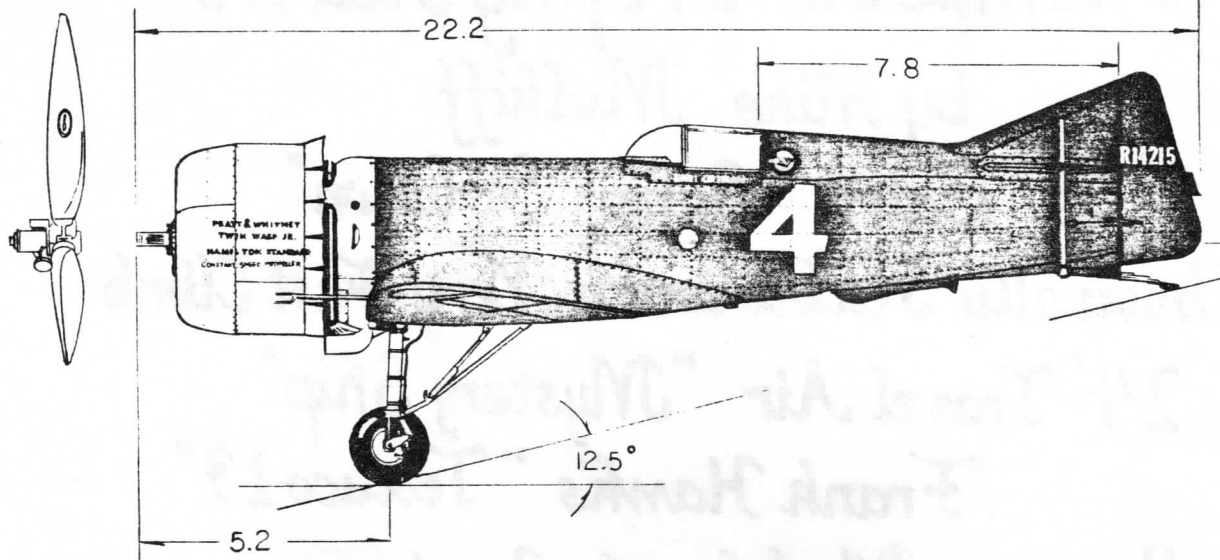
19



EXPOSED PLATE ON YELLOW  
8. TYPED ON BLACK  
WITH SILVER ENAMEL  
WITH LETTERING

KEIT  
FEW TWIN R-  
MARCCUX-

17.



37



H RIDER  
-3 WASP JR.  
BROMBERG

©  
1968  
P.S. HIRSCH

8

# Thompson Trophy Racers

by Mike Midkiff

21" Laird "Super Solution"

Unusually Stable and a Very Fast Climb

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Gorgeous Model and a Good Flier

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\*251, 9901 Club Creek Drive,

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\*\*\*\*\*

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

Doug Wilkey needs three-views for the Heinkel HE-219 and the Polykarpov bi-plane. Please help Doug out, his address is #251 9901 Club Creek Dr., Houston, Texas 77036

\*\*\*\*\*

## WEST BADEN GRAND PRIX

For all you clubsters that are going to be in attendance at West Baden, Ind., Our FACer from Cincinnati, Ohio will be sponsoring a No-Cal Scale event there. So if you are going to be there be sure to take your profile ship along with you. There is a Kanone awaiting someone there. Entry fee will be two bucks and you can enter as many ships as you like but can only win one prize. No-Cal event will be on the 17th and 18th Of June. Build--Fly--Win--EFF--AY--CEEEEEEE!!

OOOPS!! almost forgot, our FACer from Cincinnati is Bill Miller, look him up when you get there.

11th Annual Great Lakes Scale Meet

June 13, 1982

19.

Site; Erie, Pa. just off I-90 (exit 5) on route 832

Time; 10:am till 5:pm.

A.M.A. sanctioned

- Events; 1. FAC Rubber scale  
2. Peanut Scale  
3. Embryo  
4. HLG

5. Jumbo scale  
6. Oldtimer scale  
7. WWII Combat

All events to be flown according to FAC rules.

No condenser paper covered models.

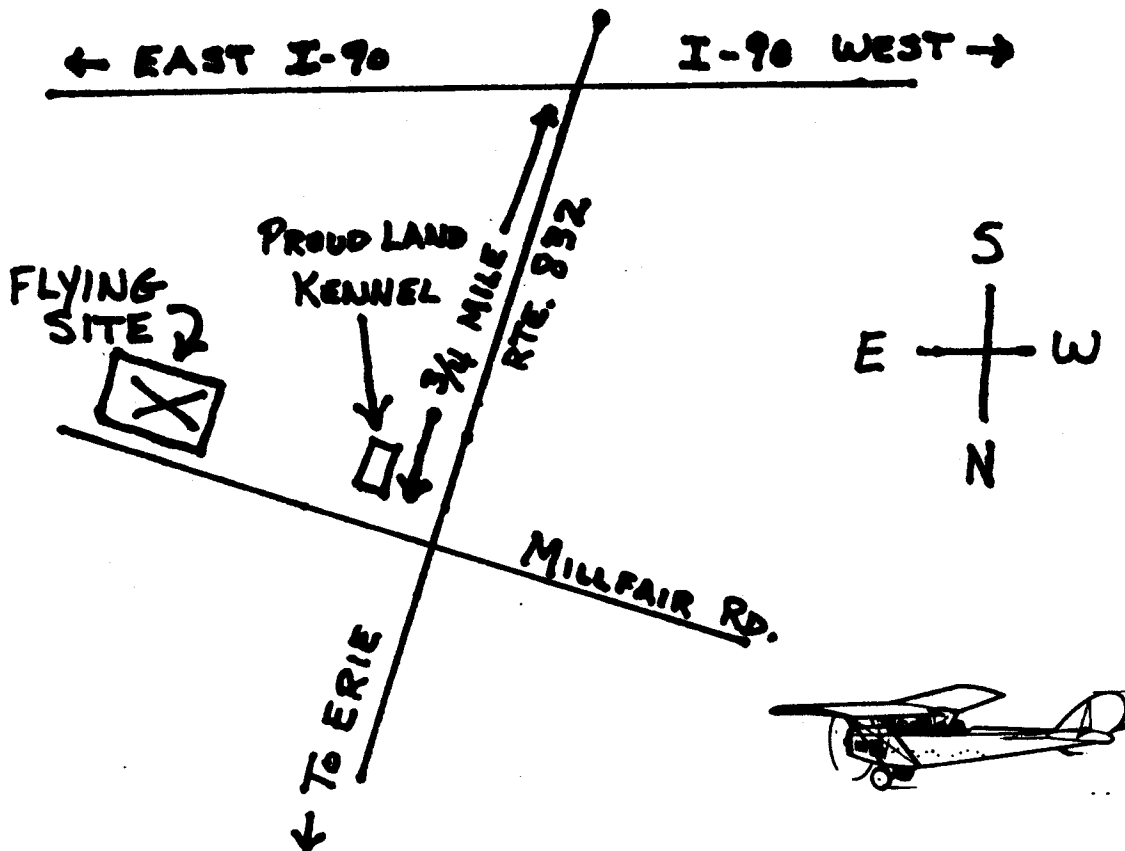
Prizes to be kits or merchandise.

Prizes through third place except event no. 7, first place only.

Be sure to bring proof of scale.

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; Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506  
phone 814-838-3263



FIRST CLASS

FIRST CLASS

Claude Powell  
P.O. Box 454  
Ridge, Md. 20680



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