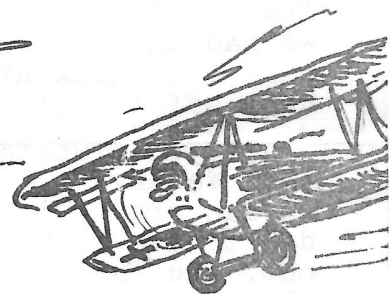


# FLYING ACES

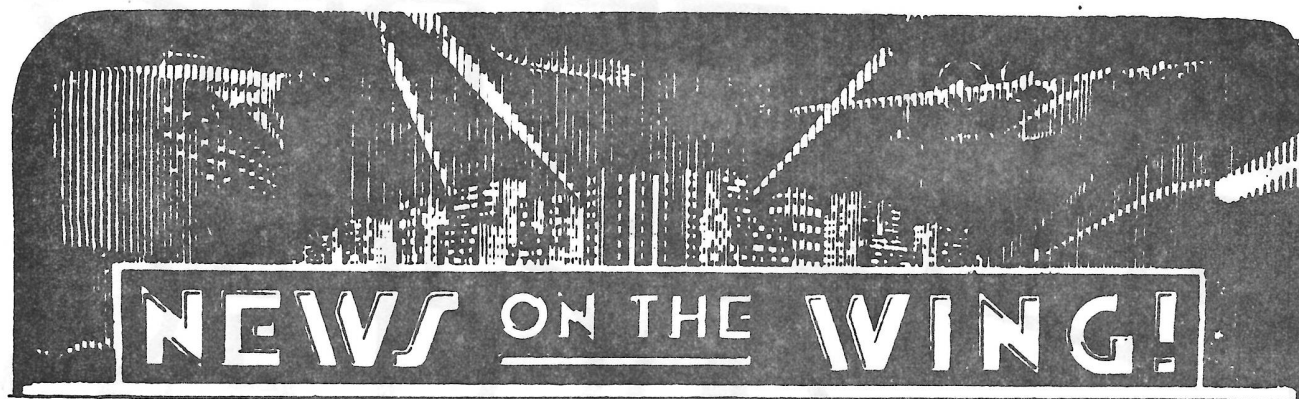
ISSUE #108-34 Mar.-April 1986

## Club News

LATER, VON BEE-  
STINGER! RIGHT  
NOW, I HAVE TO  
GET TO THE F.A.  
NATIONALS!



2.



Are all you Clubsters going to the FAC Nats? This meet is always the biggest and the best you know. Even old Phineas will not do combat with the hated "Hun" as you can see by this issue's cover. We have even heard through our G-8 office that Dave Stott will be in attendance! This is something, for Dave doesn't even like to drive around the block, we hear. And speaking about this issue's cover, we want to thank Bud Overn for his very appropriate design. Very timely, too.

Elsewhere in this issue you will see a cartoon that was done by Dick Howard's son Robert. He has sent us a series of them and we will be running them in future issues. Dick, you will remember is the designer of the plan we had in the last issue and he has several more for us coming up. He has also had those nice multi-engine plans published in the magazines lately. Hats off to both father and son !

If you clubsters have anything we can use in the newsletter please send it in. We have a fair supply on hand right now, but if the "stuff" stops coming we can dry up in a hurry. Plans, articles, anything at all. Remember they don't have to be professional. Let us be the judge whether they are useful or not. So far we have not trashed anything. We might have had to redraw it or cleaned it up a little, but we will use it eventually.

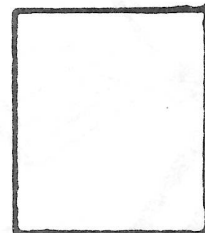
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Has any of you club members purchased one of those kits of the Boeing p-12 from Dave Diels yet? If you haven't, you are missing out on a fine kit. The decals are almost worth the price of the kit! Other materials in the kit are of good quality too, so get one ordered for your self right away. Dave is already planning on another kit too, very soon to be released. He also has a fine list of plans available. So send him a buck and he'll send you his list. Send to; Dave Diels, Box 101, Woodville, Ohio 43469.

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

FLYING ACES NEWS  
3301 Cindy Lane  
Erie, Pa. 16506



# FLYING ACES

# Nats mk V

JULY 19/20 1986

GENESEO, NY

To all Flying Aces;

The Flying Aces Nationals, Mark V is all set for 1986! The dates are July 19 and 20. The site is the Geneseo (say Jen-ess-eeoh) airport, Geneseo, New York, located about 30 miles south of Rochester, N.Y. Meet sponsor is the Western New York Free Flight Society. In addition, GHQ-FAC will hold an indoor contest at the University on Friday night, July 18.

Geneseo airport is an especially appropriate location for FAC Nats Mk. V, as it's the home base of the National Warplane Museum, a 300-member organization devoted to preserving, restoring, exhibiting, and flying World War II aircraft. On hand for the FAC Nats will be a Fairchild PT-19, a Vutee BT-13, an Aeronca "Defender", a Curtiss P-40e, and a B-17 Flying Fortress. Some antique and homebuilt aircraft are expected also.

Housing and meals will be available as an inexpensive package at the State University, located just up the road a mile or so from the field. The school will also be the site of the FAC banquet in the Union building, scheduled for Saturday night. Motels and restaurants are located close by also. Many splendid parks, museums, and other attractions are located within less than an hours drive from Geneseo, so non-competitors will find lots to do also. We should have some more information on these attractions as time goes by. We've developed the following schedule to give a solid two-day balance of events.

Saturday, July 19; FAC Rubber Scale, FAC Peanut Scale, Embryo End., Greve Trophy Race (1 pm), Thompson Trophy Race (3 pm), and WW I Peanut Combat (9 am) multi-wing aircraft only.

Sunday, July 20; GHQ Peanut Scale, FAC Jumbo Scale, FAC Power Scale, WWI Combat multi-wing aircraft only (9 am), Golden Age Mass Launch (1 pm), WWII Combat (3pm)

Contest times both days will be from 9:00 AM till 5:00 PM.

## FEES;

Contest entry fee, \$12.00 advance fee by July 1, 1986. After July 1 it will be \$14.00. This does not include the indoor meet.

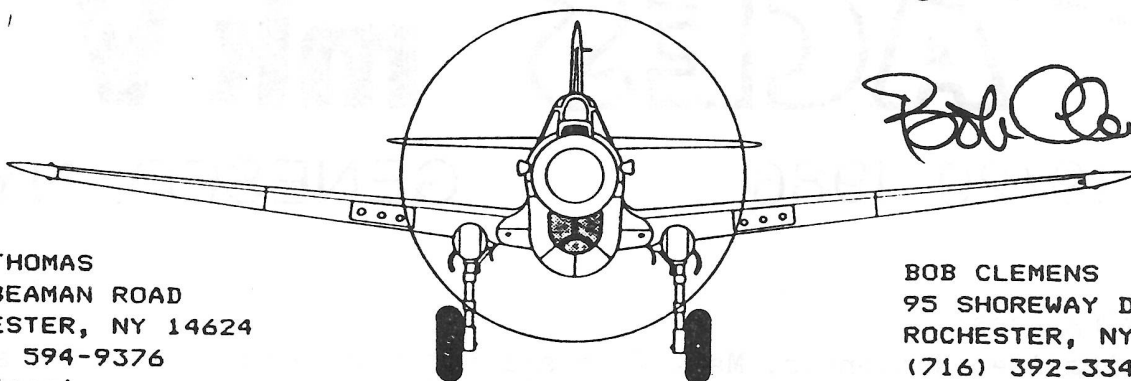
Housing and meals are available under two plans. First is the package deal, for \$96.00 per person you will get your room for three nights, breakfast on Saturday and Sunday mornings, dinner on Friday and Sunday evenings and your ticket to the banquet on Saturday night. The second plan is this, your room at the dormitory will cost \$17.00 per person per night and the banquet will be \$10.00 per person. Meals are on you! If you are definately going to attend, please submit your fees as soon as possible, especially for the banquet. Late comers can not be guaranteed a place at the banquet.

4.

The National Warplane Museum will have an excellent concession stand on the field for your convenience during the contest.

We're trying to make FAC Nats Mk. V the best one yet. Please help us by spreading the word. More details as they develop.

Regards,



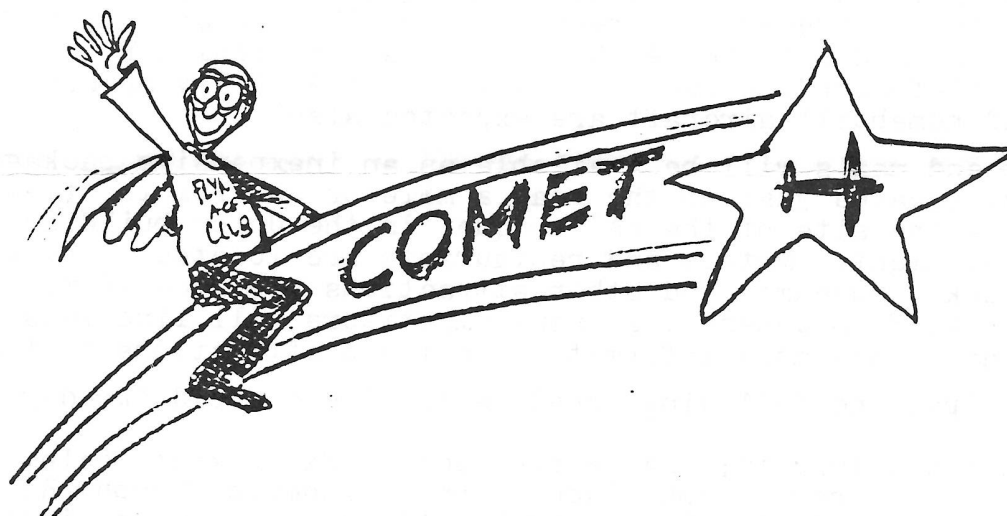
*Bob Clemens*

VET THOMAS  
11A BEAMAN ROAD  
ROCHESTER, NY 14624  
(716) 594-9376  
Co-director

BOB CLEMENS  
95 SHOREWAY DRIVE  
ROCHESTER, NY 14612  
(716) 392-3346  
Co-director

Send all entry fees and dormitory reservations to Kathy Thomas, 11A Beamon Road, Rochester, N.Y. 14624.

\*\*\*\*\*



Here are the first entries in the Comet kit/plan postal meet. Remember clubsters, you can enter as many times as you wish with as many models as you wish. Just send in your times and the name of the model every time you better each models flight time. Don't forget, this is for scale models only. Contest closes on October 12, 1986.

<u>PILOT</u>	<u>PLANE</u>	<u>TIME</u>
Dave Stott	Chester Racer	291 sec.
Gordon Roberts	Piper Cub	57 "
Dennis Norman	Vought Corsair	54 "
Mike Zand	Aeronca Seaplane	25 "
Mike Zand	Taylorcub	23 "

\*\*\*\*\*



MIDWAY MOTOR LODGE REVISITED

BY ROSS P. MAYO

Recenly, to attend a wedding in Warren, Michigan, I stayed at the Midway Motor Lodge. The faithful will recall the Midway as G.H.Q. for the FAC-NATS MK IV. The nats were very successful- thanks in part to the hospitality of the motel. My overnight lodging was again comfortable, but I must report that the first few minutes were a little shaky.

A "trainee" checked me in. I told her I had been a guest before with the FLYING ACES CLUB. Suddenly, she got pale and nervous. She called the desk manager over and said with a trembling voice, "This gentleman has reservations, but he's one of those FAC'ers..." Suddenly I got pale and nervous! Had a clubster done some dastardly deed? Had we damaged the motel? Did someone in our ranks abscond with a DO NOT DISTURB sign?

"Please excuse her sir," he said reassuringly, "Some of our more experienced employees like to tease the trainees with stories about the wild groups we've had here. Oh sure, after you guys left we had to replace some carpeting, paint some walls and close the pool down for a week...(I started to get weak in the knees about then.)...but that was all scheduled maintance. Here now, let me help you to your room...you look a little worn out."

I started to feel more relaxed as we walked to the room; especially as we neared the pool. I was reliving the nats in my mind when the manager unexpectedly stopped in front of room #127. He became sad and serious all at once. "Well," he sighed, "There was one problem after you flyers left...we had to close this room to honeymooners." He pointed to a small plaque near the window. The inscription read:

JULY 14, 1984

On this date, twenty adult males stared through  
this window to watch another grown man  
finish building a model airplane  
...as his lovely new bride stepped out from the shower,  
dried and dressed for dinner...  
totally UNNOTICED!!!

\*\*\*

## WEDELL WILLIAMS "WE WING" RACER

By Dave Stott, FAC

Speed in every line is what this pylon polisher shows us, gang! Yep, just look at that thin wing with knife-like leading edge. The rake of the windscreen, bell-bottom landing gear fairings, and that big powerfull radial up front ready to roar it's way 'round the race course! She sure has it all, huh gang?

Originally built as a two place sport job, Jimmy Wedell cleaned 'er up for a try at the races in 1930. She did pretty well for herself, but when the Thompson came up she had to pull out in the eighth lap with an ailing powerplant. Most modelers will remember this bus as the black and white model 44 (race #92) that won the 1932 Bendix at 245 mph., but she looked mighty different by then.

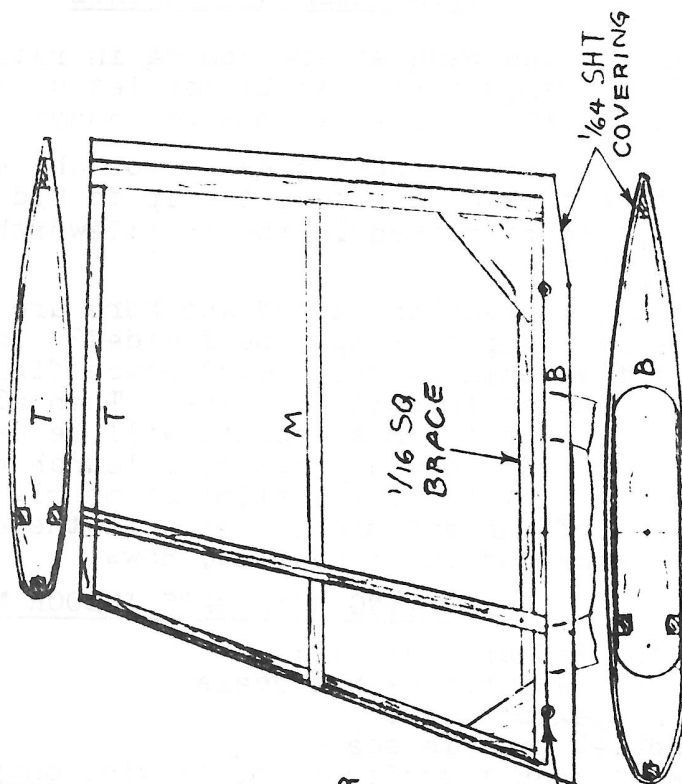
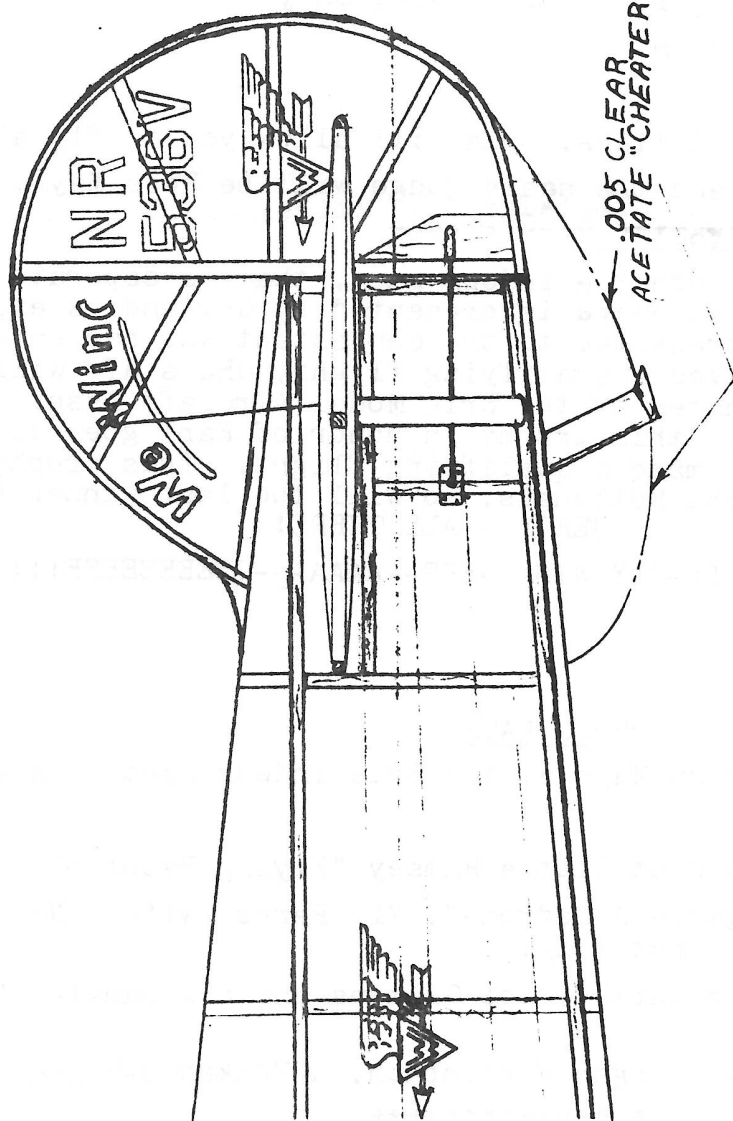
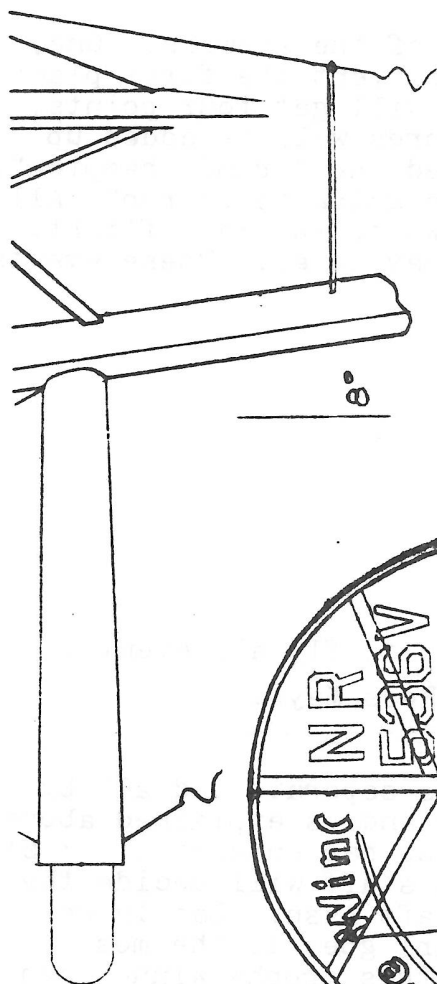


The model is mostly straight forward in construction except for the wing. Due to the thinness of the section the spars are best made of hardwood, or balsa re-inforced with carbon fibre strips. The big engine cowl can be made of solid balsa as long as the block is very light, otherwise it should be built up, for it is important to keep the balance point where indicated on the plan. It will be noticed the balance point is unusually far aft of the leading edge. An idiosyncrasy of this airfoil.

This sleek sky slasher sports almost as much rigging wire as a biplane. It is suggested you look up a photo to aid in this department, and study the plan closely. Photos may be found in volume 2 of "The Golden Age of Air Racing", by Schmid and Weaver (E.A.A. Aviation Foundation). These photos and a three view by R.S.Hirsch formed the base and inspiration for this model. Coloring was also gleaned from the same sources.

The prototype model weighs in at just over 2 ounces, is powered by six strands of 1/8 FAI rubber turning an 8 inch plastic prop. No balast was needed. It was not an easy ship to trim and you will find the extra fin area in the form of the "cheater" essential. I decided to rely on the use of a cheater during the design of this crate simply because I thought an enlargement of the scale size fin and rudder would detract from the appearance by destroying that racey characteristic.

I sure hope you skysters haven't been intimidated by the traits this scarlet and silver sky slicer has...the thin wing, cheater, et al, because she sure provides a lasting mental image whistleing around high up in a blue sky. She sure is worth it all....you'll see!



WEDELL - WILLIAMS "WE WINC"

1930 THOMPSON RACER

2-85

D.A.S.



RIG POINTS  
(TYR)

8.

Reservations for the banquet are coming in rather slowly. If you are planning to attend the banquet you had better let us know in advance so the cook can be prepared. Without reservations we cannot guarantee you a seat!

Bill Noonan will be our guest speaker for the evening and he will be showing slides that he took on his recent trip to Old Warden Aerodrome in England. These slides will be of planes in the Shuttleworth Collection as well as others. Should be very interesting.

We have had a few questions asked and here are some of the answers. One, how will the Grand Champion Trophy be decided? In each event the first place winner will get five points, the second place finisher will get four points, the third, three and so on down the line. Then all scores will be added up and the contestant with the most points will be declared the "Grand Champion".

Another question was, how are the mass launch events going to be run? All mass launch events will be single elimination right down to the last flight. As this is a test of man and machine this is the only way to go. These events are not for the weak and faint hearted, Haww!

FLYING ACES NATS INDOOR MEET

Events for the indoor meet are;

1. Hi-wing cabin peanut scale
2. FAC peanut scale
3. No-Cal profile scale
4. WW I peanut dogfight (multi-wing only)

Time; 6:00 pm till 10:00 pm

Awards to third place.

Entry fee will be three dollars, this will allow you to fly all events.

CD will be Vic Didelot and the scale judge will be Ross Mayo.

SPECIAL NATS AWARDS

These awards do not include the indoor meet, that is separate and all by itself. The Grand Champion award is presented by GHQ and is explained above, the Achievement award is presented to the contestant who has entered the most difficult design and achieved a qualifying flight, GHQ staff will decide the winner. This award is donated by the Erie Model Aircraft Assn. Lastly we have the Earl Stahl Trophy, this trophy in honor of Earl goes to the most outstanding model that has made a qualifying flight. This trophy winner can only keep it until the next Nationals, so will the last winner (Pres Bruning) please bring it with him? SEE YOU ALL THERE!

BUILD-FLY-WIN---EFF--AAAA--CEEEEEEEEEEE!!!

PHOTO PAGE

All photos were taken by Ross Mayo at the Erie indoor meet on April 27, 1986. Clockwise from top left;

Warren Weisenbach with his neat little Ramsey "Flying Bathtub".

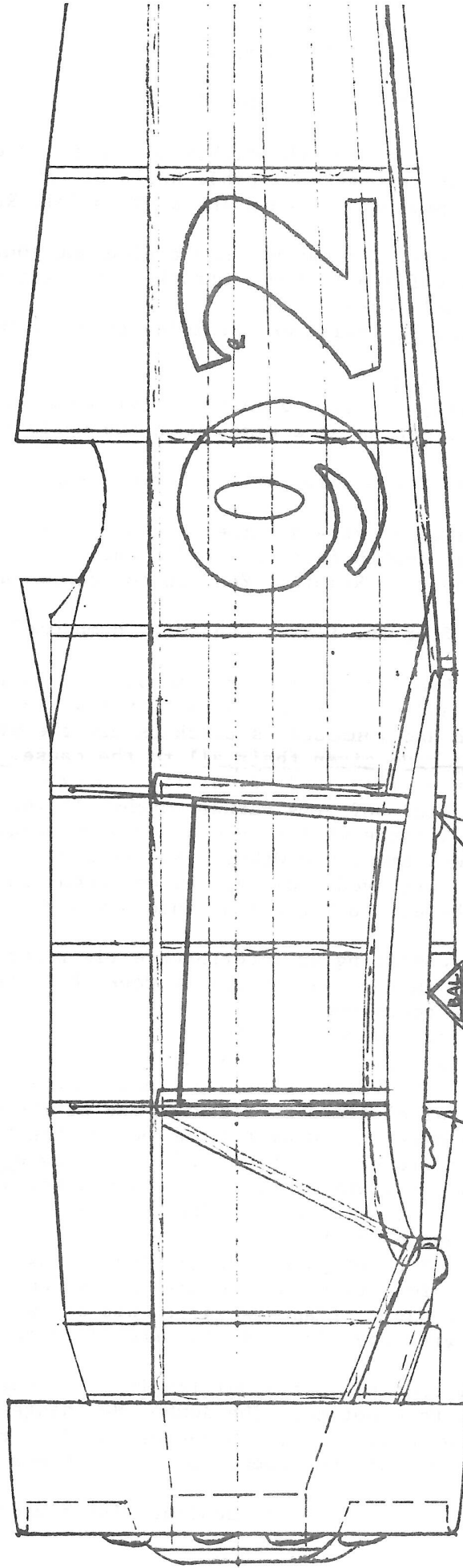
The "Commandant" of "Prangmore Aerodrome", Vic Peres, with a No-Cal Farman Sport, look at the area on that wing!

Co-Director of the FAC Nats Mark V, Bob Clemens and his Langley "Aerodrome", and it flies too!

Two fine flying peanuts by Juergen Kortenbach, a Fokker d-7 and a Nieuport 11.

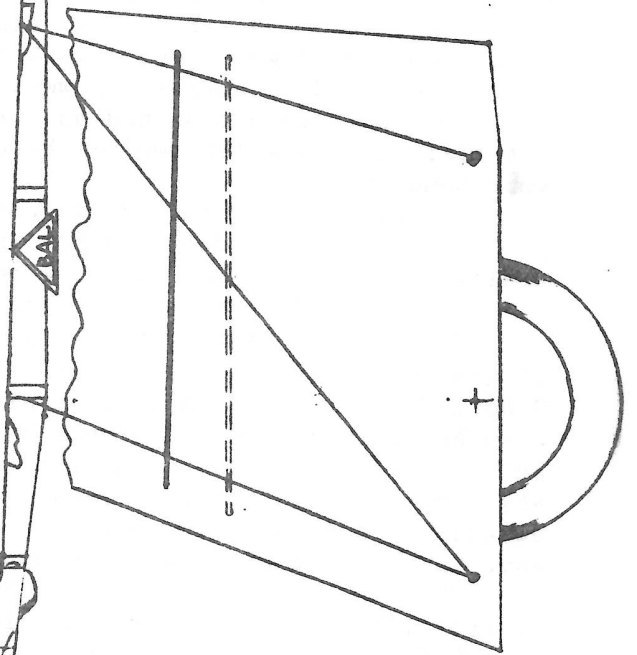
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DETAILS:

Race number "66" is white.  
 Registration lettering on rudder  
 is yellow.  
 Wedell Williams Air Service logo is as  
 follows; White wing, yellow arrow, &  
 blue triangle containing black W.  
 All lines black.



## With the Others at RC Valhalla

## Mumbo Jumbo #22 from the Glue Guru

Salutations, disciples! A summons from the mighty always produces mixed pride and anxiety. As I made my hesitant way through the marble halls at GHQ, I reflected upon my hopes and fears. With a final prayer, I opened the door to Col. Run Likehell's office. "You sent for me, sir?"

"Ah, the Glue Guru! Have a seat. I trust you had a pleasant journey?"

"Actually sir, the trek was difficult. I was attacked by insurance salesmen near Scranton and was able to escape only by---"

"How dreadful! Of course, you do insist on strolling to assignments and that complicates everything."

"I walk out of poverty, not pride."

Col. Likehell shifted uneasily. "Well, we share the vigorous health that comes from hiking. Sometimes I walk for blocks at a time, when the Rolls is in for a check-up."

"The Rolls?"

"Yes, a recent donation from Mr. Grillo. He's a fervent supporter of FAC and a lover of all mankind."

"er- he appeared well able to constrain himself when we met last."

"Yes, he's terribly shy. But enough chit-chat. I've called you here to confer a reward upon you for services rendered. Rejoice! You are to receive a fully paid vacation in Florida."

I feverishly examined the offer for flaws. "And Mr. Thumbsome? Am I to share this boon with --"

"No, no. HQS realizes that Bob has certain drawbacks. After all, he has judged more than 3000 Fikes and Laceys and stepped on just a very few. Nature exacts a stiff price for such inhuman restraint and Thumbsome's crochets are the price. Some day we'll set up a rest home for those who have given their all to the cause. You know, the Others already have a retirement village in Florida. It's an excellent idea. Perhaps you've seen the ads for RC Valhalla? No? It's rather catchy. It goes, "If you cant get it up, come on down." Yes, a week there will do you a world of good."

I recoiled in horror. "A week among the Others? Surely sir, you cant mean- --".

"Oh, they're not as bad as portrayed. Some are almost human in their basic characteristics. And while you're there, you might look into a minor problem - just to keep your hand in."

"It seems that somebody is operating an interference rig right on the Valhalla grounds. Every RC model launched in the last couple of weeks has been shot down. Naturally their management is quite concerned."

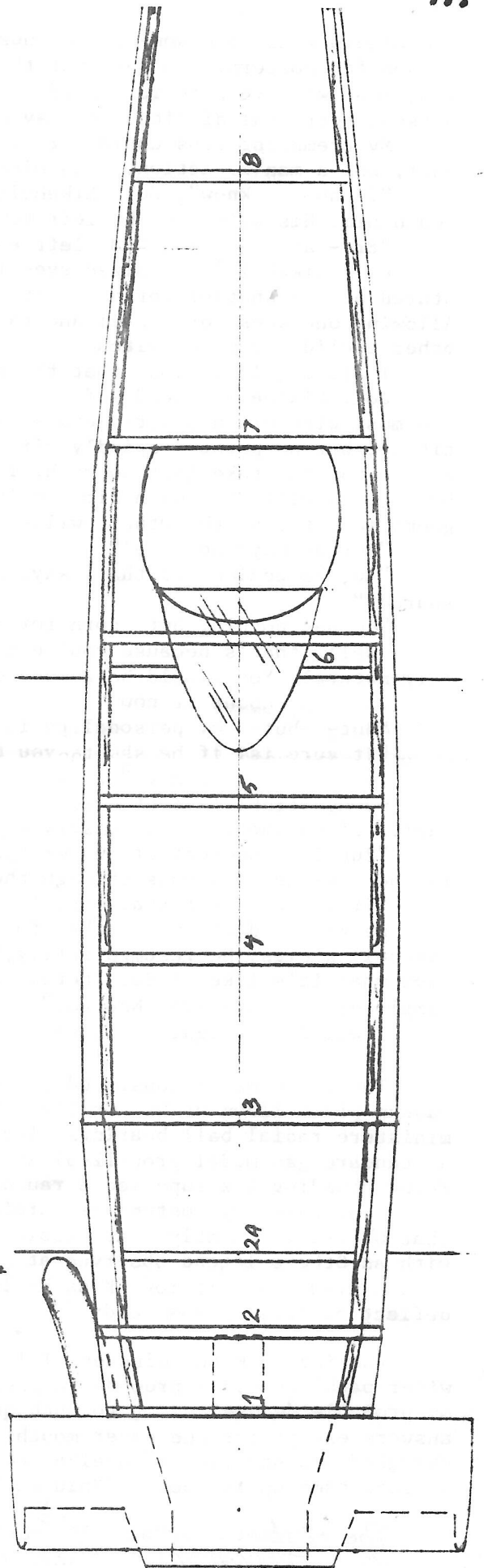
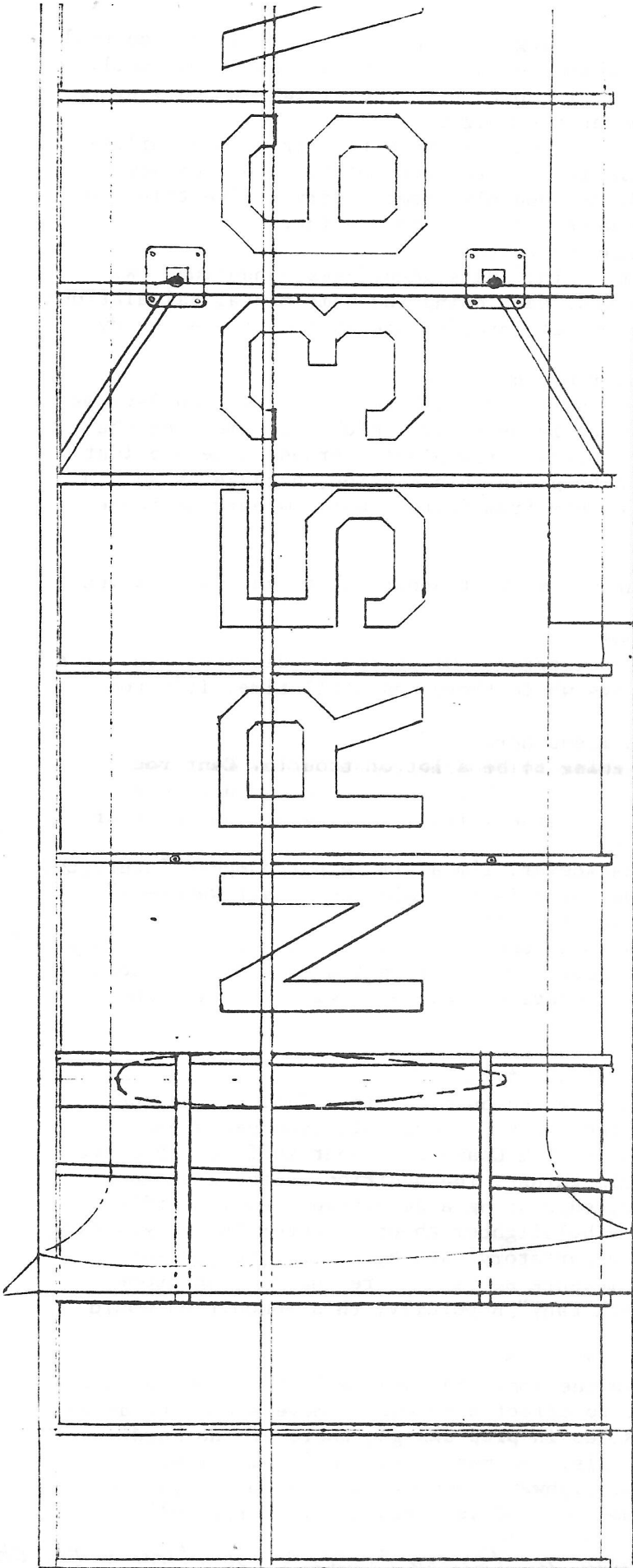
"But sir, RC is not our thing. Why do we care?"

"I like to think that we all share the same air, despite our differences. Good citizenship requires that we do our utmost to help our neighbor - even if he is an Other. Unfortunately in these cynical times my altruism may be misunderstood. It may even be claimed that the Others have signed over to me one of the Valhalla villas in return for a solution to the interference problem. Hah, hah! Now we know that's a lie. Why, even if such a sordid inducement was made, I would spurn it. Why? Because bribes disgust me and the kitchen is very small. Still, while you're using it, dont scratch anything." A set of keys was slapped on the desk.

"Now as to your role. You are to prepare a large free flight Jumbo that looks exactly like an RC trainer. The simulation must be absolutely convincing at a distance of 100 feet. The model must be capable of an ROG, a circuit or two and then a decent landing. Winding is to be done with the aid of a standard electric starter plus battery cart."

"Why? Because such a model cant be shot down! Imagine the frustations of the interference perpetrator as he tries to shoot down the Jumbo. He changes frequencies, increases power - but you continue to fly in blithe unconcern. Sooner or later the furious perpetrator will be forced into the open, to attack either the model or yourself directly."

"Bodily harm cant be ruled out, for we are dealing with a madman. Now, of course,



the Others will have some broken nose types standing by to protect you. There's no real reason for concern. I'd say that the actual chance of death on this mission is small. Why, what we have here is a paid vacation! Still, dont carry the villa keys on your person. Retrieval difficulties may be odious at the morgue."

My trembling lips could barely restrain a scream of protest. "Sir, I'm a philosopher, not a man of action. This mission calls for the services of Mr. Bob Thumbsome."

"I know, I know", Col. Likehell sighed. He suddenly seemed weary. "I've tried to reach him. His wife says he left town three weeks ago - to go hunting."

"Er - ah - hunting?" My left eyelid began to twitch.

Col. Likehell's agonized eyes looked into mine. He sighed, "-Yes - hunting." We stared at one another for a few stunned moments, each doing the same mental calculations. Allowing one week for travel and the setting up of interference equipment - - -. My other eyelid began to twitch.

I gasped, "It follows that the perpetrator may be - - -."

Col. Likehell nodded sadly. "Three thousand Fikes and Laceys - -few with 3-views - - most with crushed stringers - -smeared with lube- - stray blobs of cement on the tissue, but no paint- -spindly wire landing gears- - raw plastic props, some a bright red. A man can take just so much. I want you to go on this mission, because as an old buddy, you will deal with him gently and keep him from further harm. Otherwise those goons imported by the Others will- -."

"But he may shoot me!"

"Aw, he wouldnt do that. Why, he's your buddy! What about all those missions you've shared?"

"He has nothing but scorn for my outlook."

"Well, that's because you're a lousy intellectual. Of course he despises you. It's only natural. You should have mended your ways while there was still time. It's too late to whine about it now."

"But- -but- -my personality is not the issue here- -."

"It sure is! If he shoots you there's going to be a lot of trouble. Cant you picture the story in MA? "Geriatric Geezers Flee FAC Shootout ". There would be a tremendous stink! I might even have to give back the Villa. And it would all be your fault. If he shoots you, it serves you right!"

"But I'm innocent of any wrongdoing whatsoever! I'm a simple philosopher interested in the passage of Jumbos through the air. My thing is the calculus of air waves- -"

"If you dont cut that out, I'll shoot you myself!"

We glowered at one another for a few seconds and then tears slowly formed in Col. Likehell's eyes. He resumed softly, "Please excuse me. You're not a CD. You just dont know what it's like. I do. There, but for the Grace of God- -. I will give you one simple order: save Bob. Now go."

I was doomed again. I fled.

\* \* \* \* \*

The decoy model consisted of yet another geared 56 inch Piper Cub. Unlike the museum piece flown at Mr. Grillo's behest, the decoy featured aluminum gears mounted on miniature radial ball bearings. Twelve strands of 1/4 Champion rubber sufficed to drive a standard gas model prop(12-6) at reasonable thrust. The addition of the classic Megow sounding box supplied a raucous noise, suggesting a defective 2 cycle muffler.

I prepared my costume as carefully as a bullfighter about to enter the ring. Noting that Others frequently bear messages of an exhortatory nature, I imprinted my shirt with an Others legend observed at Taft - a message serving to remind Mr. Thumbsome of a shared past mission: "Kiss Me In The Dark Baby". Hopefully, this admonition would deflect bullets. I was ready.

\* \* \* \* \*

Packing took but minutes. I looked down the long road and reflected - which is the wiser path? Should I procede in great haste to effect a rescue or move slowly to delay my probable demise? Alas, to such questions, as in prop design, there are no hard answers except for the eager mouthings of fools. One must throw one's own dice. I shrugged and started my wheelbarrow down the highway. Soon my legs became a blur as my legs came up to speed. "Hold on Mr. Thumbsome, FAC is coming to your rescue!"

\* \* \* \* \*

The stability views of GG will appear in "FLYING MODELS" starting with the July issue. "Pornographic filth at its worst", says our reviewer, a noted CD.



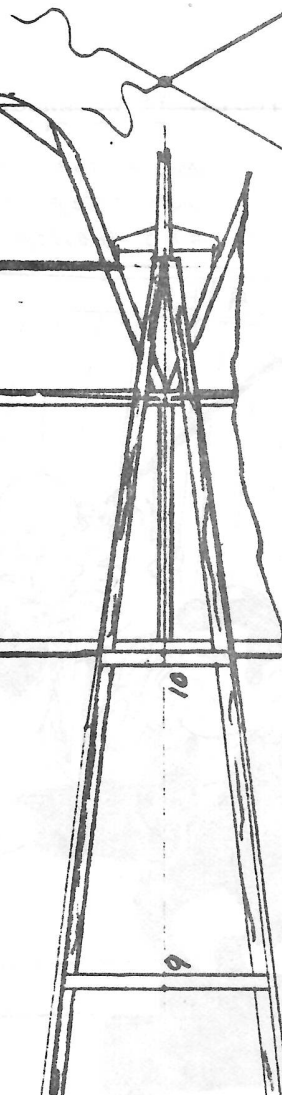
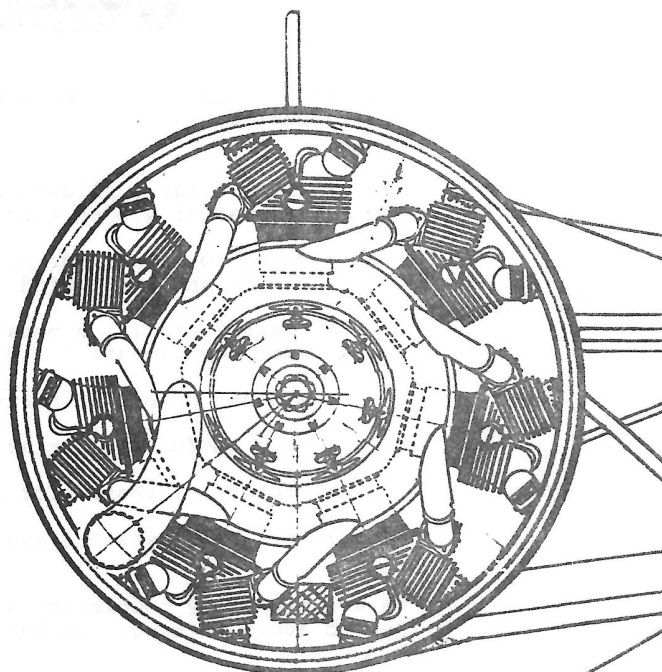
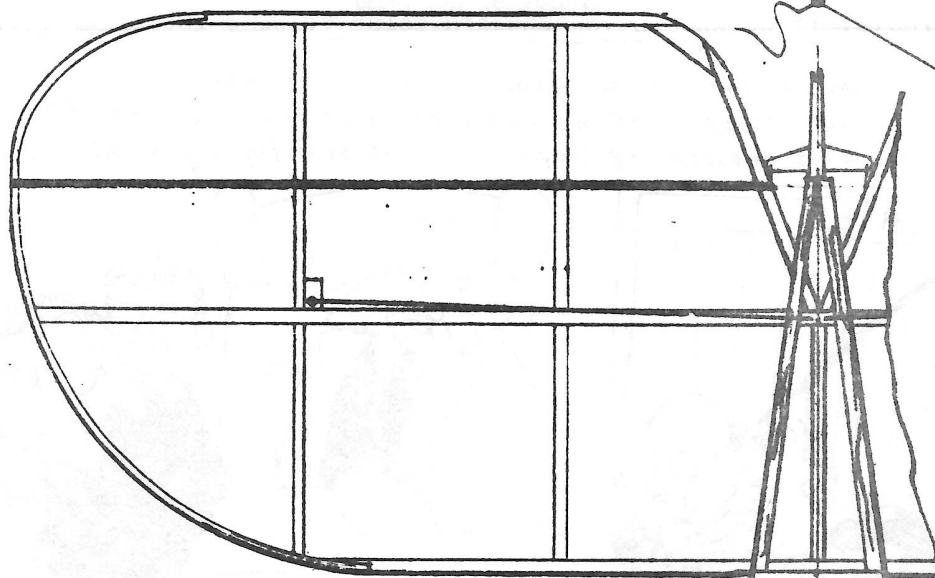
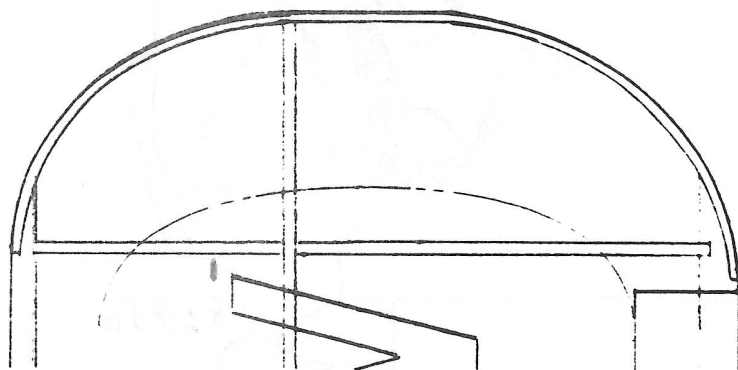
# COLORS

## RED:

Center portion, top and bottom of wing as indicated by color demarkation line.  
Fuselage.  
Landing gear fairing.  
Fin and rudder.  
All struts and tail skid.  
Wire vibration dampers.  
Engine cowl and carburator box, or duct.

## SILVER:

Outline of wing.  
Stabilizer and elevator.  
Wing registration lettering.  
"We Winc" logo.  
Wheel discs.  
Prop.



# SCALEWINDER

REES★INDUSTRIES

Announcing a new winder engineered specifically for the free flight scale modeler.

- 10 to 1 ratio allows you to count in actual rubber turns instead of winder turns.
- Rated for 6 strands of 3/16 rubber. Lets you fly larger models and still wind them up in the 2 minute time limit.
- Class I precision metal gears and "oilite" bearings for smoothest rotation. You can feel the rubber tension.
- Minimum number of parts for high reliability and long life.
- Also useful for non-scale events like P-30, Embryo and Coupe.
- Prototypes tested for over 5 years without failure.
- Left-hand versions available, also.

We are presently completing a batch of 100 SCALEWINDERS. Order now to avoid waiting. Or buy at the FAC NATS and save shipping costs.

\$34.95 plus shipping charges:\$2.00  
(N.C. residents include 4½% sales tax)

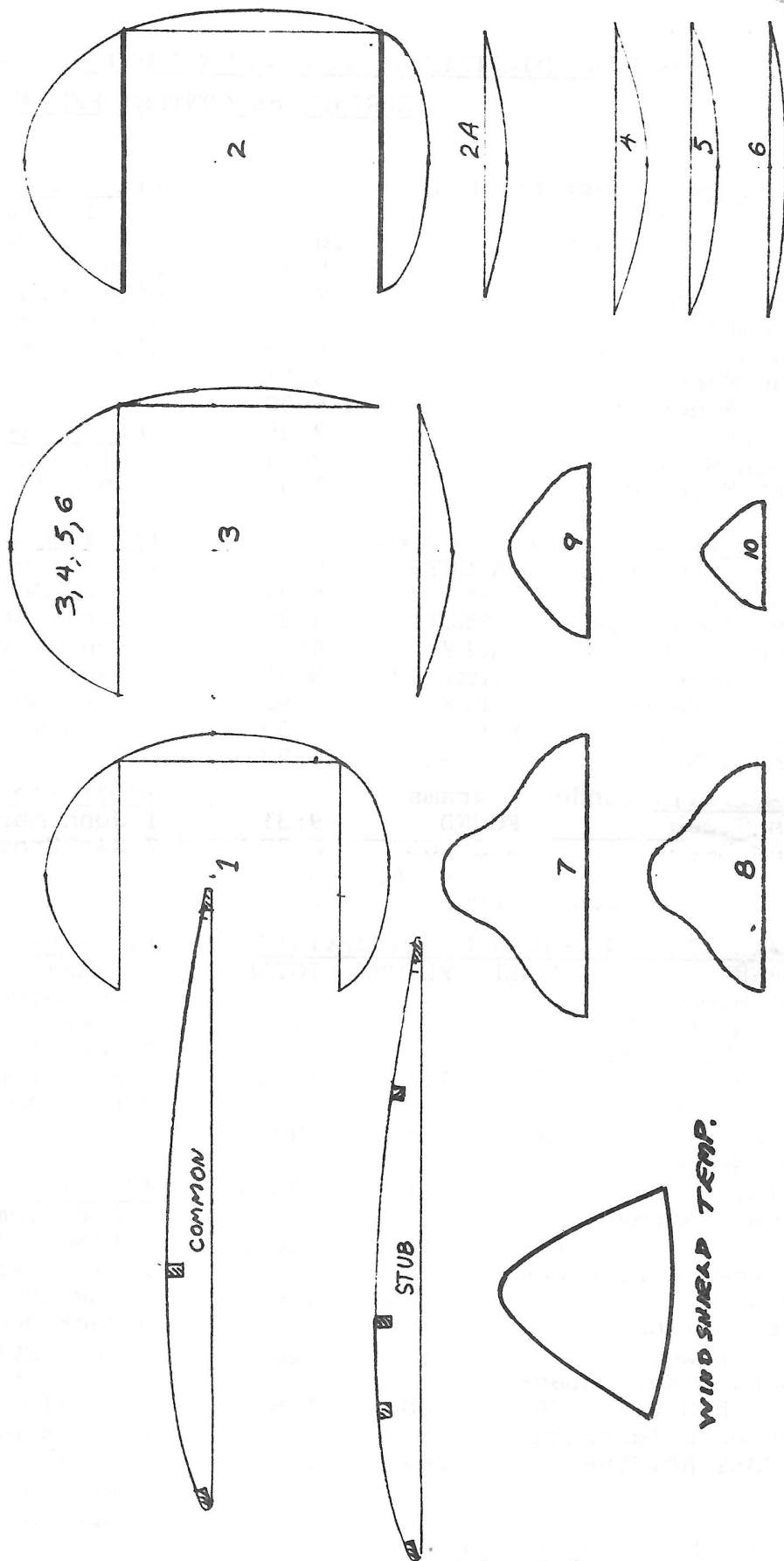
REES INDUSTRIES  
301 Yearling Drive  
Goldsboro, N.C. 27530

*Would someone please inform our new sales Rep. that names like "Burrowing Badger" and "Galloping Gopher", wont sell flying model Kits.*



# NR33V

## WING FILLET PATTERNS



ERIE MODEL AIRCRAFT ASSOCIATIONSPRING '86 CONTEST REPORTE. Z. B. (best flight)

1 Larry Loucka	11:31
2 Jack McGillivary	10:11
3 Ken Groves	8:59
4 Larry Mzik	7:45
5 Richard Miller	7:23
6*Don Slusarczyk	5:53
7 John Marett	5:11
8 Bill Anderson	5:00
9 Ed Burke	2:35
10 Chuck Slusarczyk	2:14
11 Bert Majetic	1:38

NO-CAL (7 grams & over)

1 Chuck Slusarczyk	CASSUTT	5:48
2 Louis Leifer	FIKE	5:37
3*Don Slusarczyk	CASSUTT	4:22
4 Larry Loucka	LACEY	4:14
5 Bob Clemens	TIPSY JR.	3:38
6 Bill Anderson	PIPER J3	2:52
7 Bert Majetic	P-51	2:09
8 Dennis Norman	TUCANO	1:23

NO-CAL (under 7 grams)

1 Don Steeb	FOUND	9:31
2 John Marett	J-3 CUB	8:27
3 Ken Groves	CORBEN ACE	6:19
4 Chuck Youknowwho	CASSUTT	6:11

F. A. C. P-NUT SCALE

PLANE	SCALE	FLIGHT	TOTAL
1 Don Steeb			
WRIGHT FLYER	119	:30	149
2 Jack McGillivary			
SE-5A	75	1:21	145.5
3 Larry Loucka			
DH-6	62	1:38	139
4 Ken Groves			
BRISTOL SCOUT	66	1:15	133.5
5 Dennis Norman			
FB-2	63	1:07	126.5
6 Juergen Kortenback			
Neuport	66	1:00	126
7 Bob Clemens			
CURRIE WOT	70	:50	120
8 Juergen Kortenback			
FOKKER D-VII	70	:48	118
9 Warren Weisenbach			
RAMSEY BATHTUB	43	:49	92

W. W. I COMBAT

WINNER Larry Loucka DH-6 THE OTHERS Andy Medovitch NIEUPORT 28, Juergen Kortenback FOKKER D-VII, Ken Groves BRISTOL SCOUT, Dennis Norman FOKKER D-VII, Vic Peres FOKKER D-I, Jack McGillivary SE-5, and Chris Brownhill HALBERSTAT.

H. L. G. (best 3 of 9)

1 Rudy Kluiber	105
2 Vic Peres	93
3 Chuck Slusarczyk	92
4*Don Slusarczyk	72
5 Larry Mzik	50
6*Aaron Klamut	27

JR. R. O. G. (best 3 of 6)

1 Richard Smith	4:53
2 Gerd Reiker	2:37

BOSTONIAN

1 Don Steeb	BOSTON GEARS	5:54
2 Jack McGillivary	YETI	5:52
3 Chris Brownhill	BOSTON FOUND	4:40
4 Ken Groves	SORTA ROBIN	4:26
5 Bob Clemens	BOSTON T	3:57
6 Bill Anderson	SHUCKS	2:28
7 Dennis Norman	SKY SHARK	2:07

EMBRYO (total of 3 & bonus)

1 John Marett	SPECIAL	6:44
2 Ken Groves	M-BRIO	4:37
3*Gerd Reiker	M-BRIO	3:45
4 Richard Miller	HORNET	2:53

HI-WING P-NUT SCAL

PLANE	SCALE	FLIGHT	TOTAL
1 Don Steeb			
FIKE E	58	1:09	122.5
2 Ken Groves			
FIKE DREAM	51	1:15	118.5
3 Bill Anderson			
PIPER PA-15	47	1:00	107

F. A. C. SCALE

1 Bob Clemens			
LANGLY AERODROME	111	:41	152
2 Vic Peres			
MARCHETTI SM-79	84	1:02	145
3 Jack McGillivary			
CURTISS P1B	74	1:11	139.5
4 Bill Anderson			
BLERIOT 7	64	1:08	128
5 Chris Brownhill			
LACEY	47	1:38	124
6 Bill Anderson			
BELLANCA	51	:40	91

\* JUNIORS

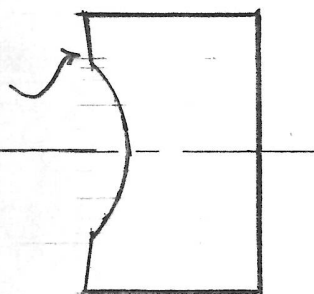
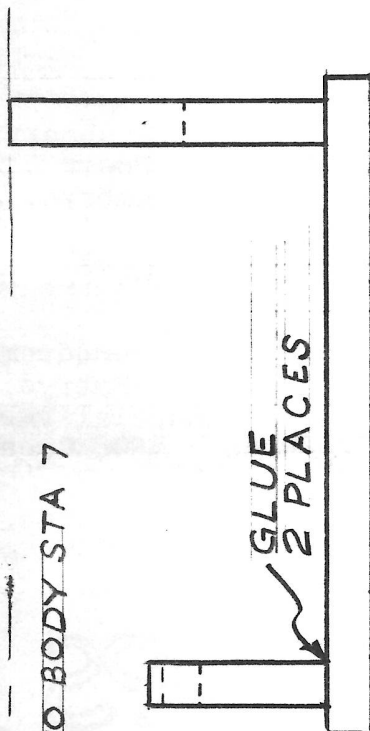
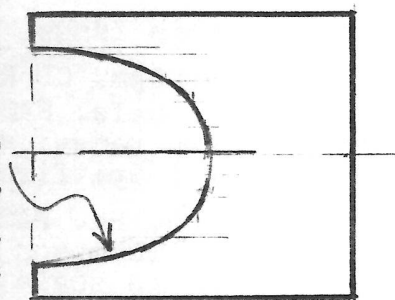


# STATIC DISPLAY STAND FOR SHINDEN

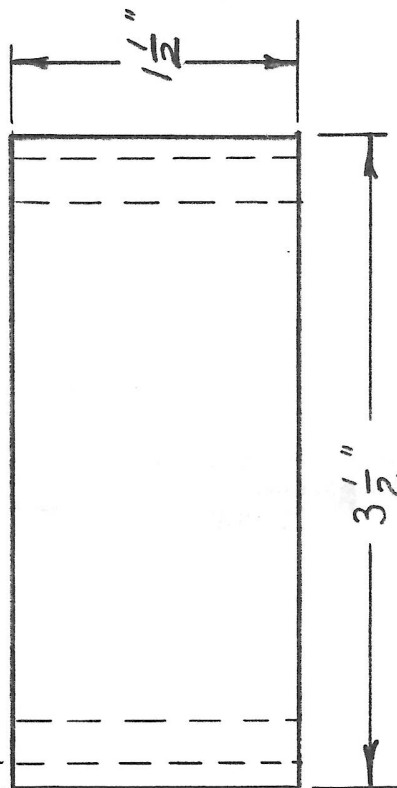
OF DAVE SMITH

CONFORMS TO BODY  
STA. 4 DAVE SMITH'S  
DWG OF SHINDEN

CONFORMS TO BODY STA 7



$\frac{1}{8}$ " TYPICAL



ALL STOCK  $\frac{1}{4}$ " SHEET BALSA

Dave Smith's "Shinden" appeared in the May-June "85" issue of the FAC News.

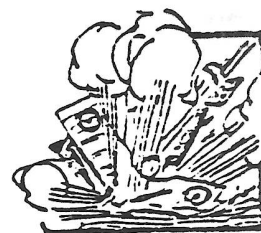
BARNET FROMMER

## CONTEST CALENDAR

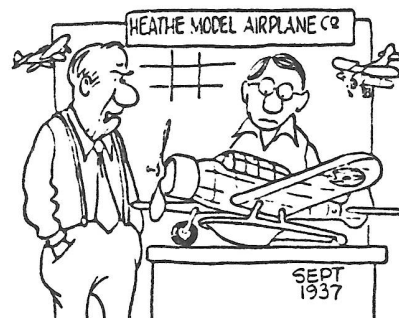
- July 6....RAINED OUT FROM JUNE 8....15th Annual Great Lakes Meet at Prangmore Aerodrome, Erie, Pa. FAC scale, FAC peanut, Hi-wing cabin peanut, Embryo, FAC jumbo, FAC power scale, WWII combat, HLG, OT Commercial rubber, Golden Age scale, Comet kit/plan scale, CD Joe Barna, 3517 Kristie Dr., Erie, Pa. 16506 Ph. 814-833-4985
- July 18,19,20..FAC NATS MARK V at Geneseo, N.Y. See this issue.
- Aug. 10...CFFS FAC at LCCC, Elyria, Oh. 10:00 am to 5:00pm. CD Russ Brown. FAC GHQ Peanut, FAC scale, 10 cent/Hi-Flier scale, FAC CO/2 power precision scale, NO-Cal scale, Greve/Thompson races, WWI biplane dogfight, OT Replica Co/2 precision, HLG, All Spitfire event.
- Aug. 17...EMAA Picnic Meet at Prangmore Aerodrome, Erie, Pa. FAC scale, FAC peanut, Hi-Wing Cabin peanut, Embryo, Greve/ Thompson races, WWI dogfight, HLG, OT Commercial rubber, Golden Age scale, Comet kit/plan scale, CD Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506 ph 814-838-3263
- Aug. 24...Co/2 scale contest at Comsat
- Sept. 6...Maxecuters Summer Fun Fly at Comsat.
- Sept. 7...CFFS Fall FAC at LCCC Elyria, Ohio, CD Dave Pishnery. FAC Peanut, FAC scale, 10 cent/Hi-flier scale, FAX Co/2 Power scale, NO-Cal scale, Greve/Thompson races, Postwar races, Embryo, WWII Combat, All Spitfire event.
- Sept. 21..Glastonbury, Ct. P-30, HLG, Embryo, FAC Scale, FAC Peanut, WWI Peanut Dogfight, WWII Combat.
- Sept. 21..17th Annual Midwest Scale Meet at Prangmore Aerodrome, Erie, Pa. FAC scale, FAC peanut, Hi-Wing Cabin peanut, Embryo, FAC Jumbo, FAC Power scale, WWII Combat, HLG, OT Commercial rubber, Golden Age scale, Comet Kit/Plan scale. CD Ross Mayo 4548 Crosswinds Dr. Erie, Pa. 16506 Ph. 814-838-7828

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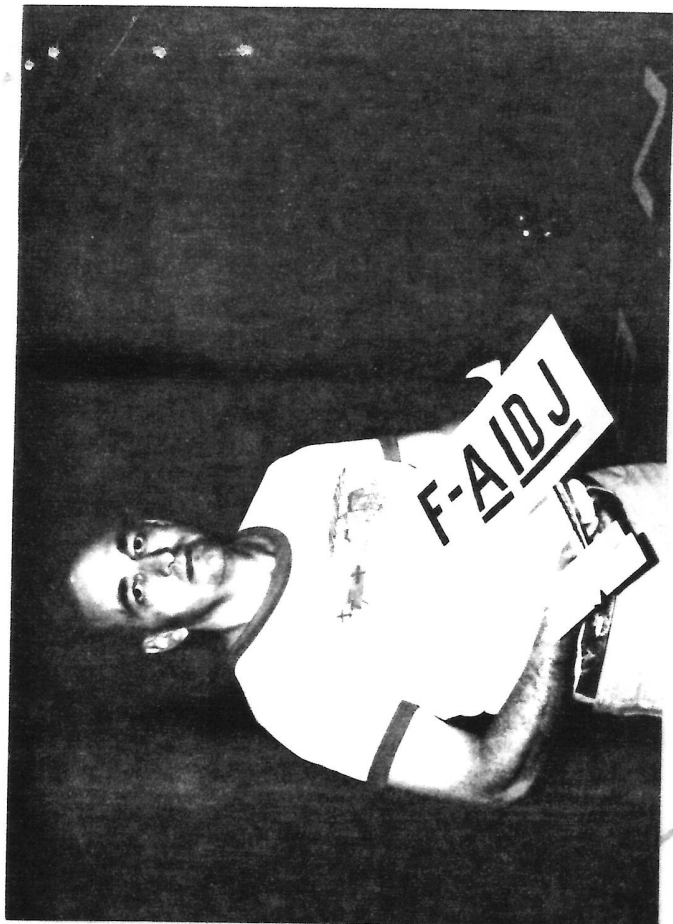
## WISCRACK-UPS



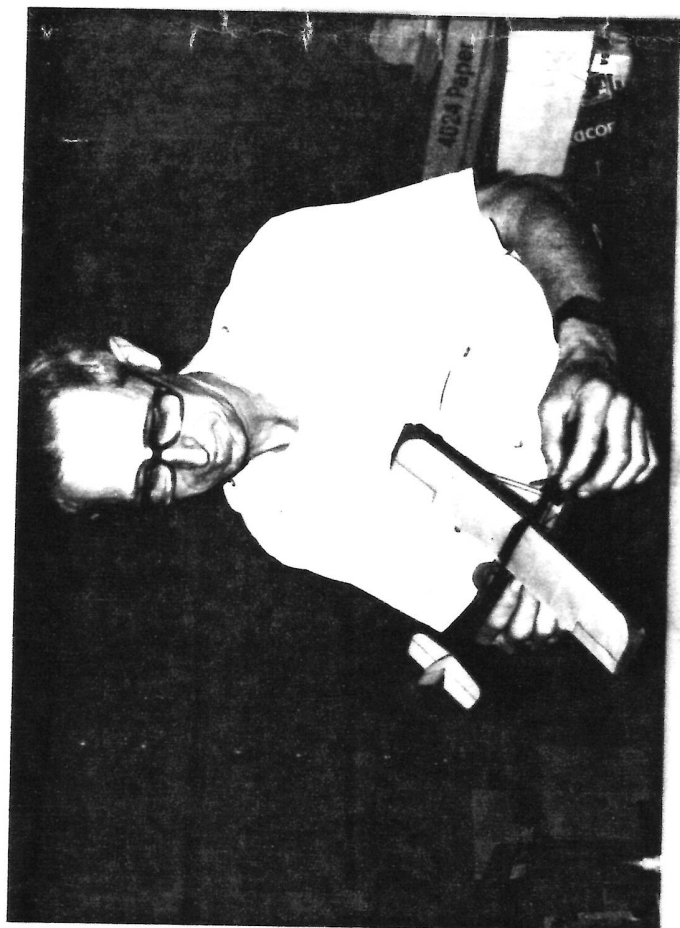
"THANK GOODNESS THE RADIO IS OK-  
I'D HATE TO MISS AMOS & ANDY"



"AMPHIBIAN, BAH! I TELL YOU, SOMEONE  
IN THE DESIGN DEPARTMENT IS CRAZY!"



APR 1968  
5:17  
BM  
APR 1968



FIRST CLASS

Allan Schanzle  
20008 Spur Hill Dr.  
Gaitthersburg, Md. 20879



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