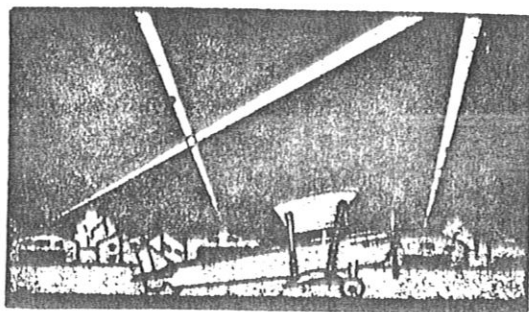
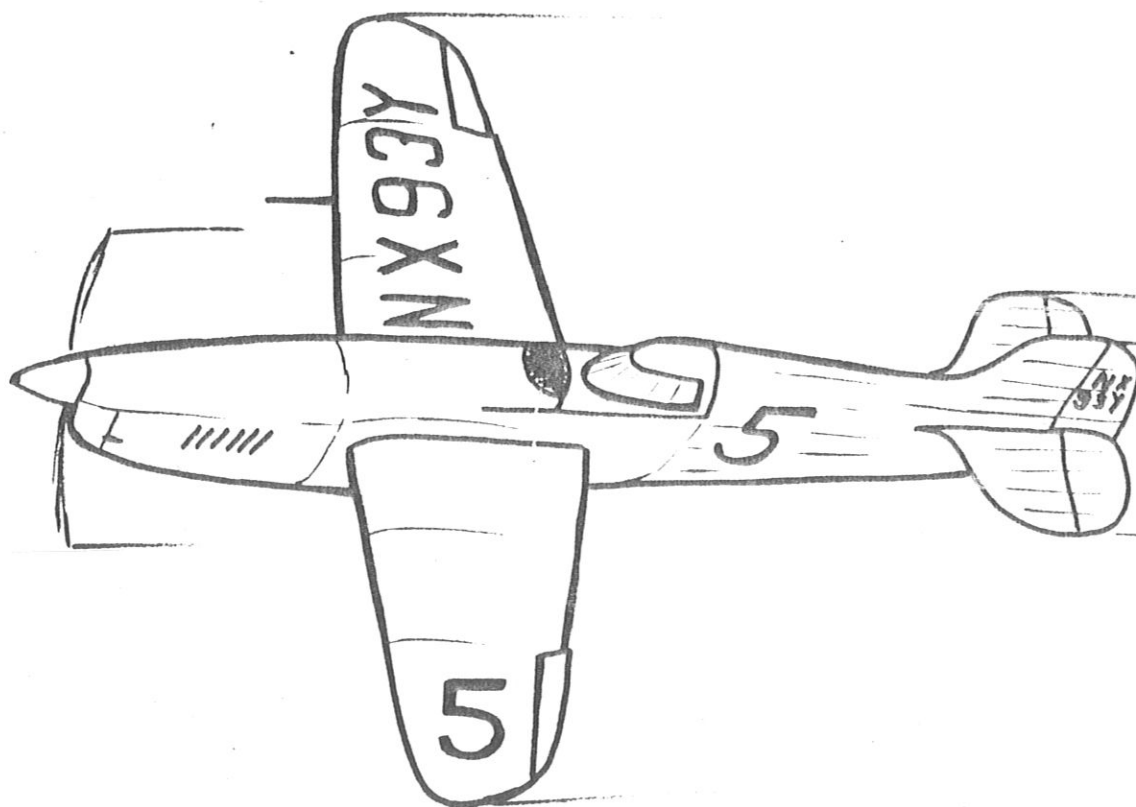


FLYING ACES

Club News



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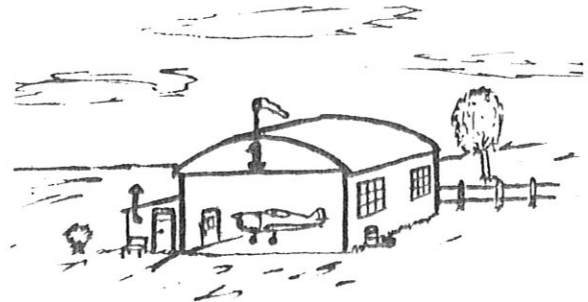
OUR COVER STORY

Our plane on this month's cover was kept a secret because our author-artist, Jerry Greaves asked us to guess what it is. Did you guess correctly?

Well, Jerry, and those of you who are mystified, it is the Chester "Goon", which was quite a pylon polisher in its days of racing just before the big Hitler-Hirohito scrap.

Art built this buzzer over the winter of 1937-8, and copped a second in the Greve Trophy in 1938, and a win in 1939, the last year of pre-war competition. The second place finish netted him \$5,000 and the first \$9,000 a year later, which were pretty rich winnings in those days. (We wonder if those winnings made up for his expenses, and if he actually wound up making much profit on the ship. As you probably know, many a racing pilot of those days was perpetually in debt to keep his expensive and thirsty ships going. It must have truly been a grim struggle to stay in the competition during those Depression days.)

In 1938 his Second Place speed was 231.999 mph, and the next year he coaxed his mighty Menasco of some 300 hp to a win at 250.886 mph. Quite some going when one considers that only the first three places in the 1939 Thompson Trophy were at higher speeds, and those ships were unlimited....ANYTHING WENT!



Yep.....helmets off to Art Chester, truly one of the greatest of the all-time greats in air racing history.

Happily, this ship still lives and its proud owner is John W. Caler of the aviation books & mags business. We don't know if he plans to restore her to flying condition, but kind of hope he doesn't, in view of the rarity of pre-war racing planes.

Would you like a model of this sleek skyster? Bet you would, and if you write to Hal Swanson and send him \$1.25 (we think) you'll get back a spanking crisp copy of a plan to build her. Hal's address is Modernistic Models, 4322 Bellingham Avenue, Studio City, California 91604.

Bill Warner built one of these while he was studying in France among the snail-eaters. When in transit back to the States, one of the Post Office's Official Smashers got his clutches on the package, and that was the end of that. Guy might as well have put a cherry bomb in the package, for all that was left of the plane.

A SPECIAL DEAL FOR FACs ONLY

While we speak of plans, Bill Hannan informs us that any FAC can have his catalogue of goodies if he sends Bill a 6¢ stamp. Just mail that 6 center to W. C. Hannan Graphics, P.O. Box A, Escondido, California 92025, and back cometh a veritable treasure chest of goodies.. plans, rubber, hints, wheels....the sort of thing any FAC needs to make his models GO. Of course, the stamp gets you the catalogue, not a pile of wheels, pounds of rubber, etc. (Can't go running Bill out of business, you know!)

WITH THE MODEL BUILDERS

Let's see what all you wingsters....both here and out there are building to test your wits with the old FAC rules and Hung.

Frank Scott has an Antoinette Latham in Peanut which he says he'll send us so that we can run it here in the News for all you wingsters. If you remember the ship, it was a streamlined Antoinette, and one of the most graceful planes ever built. He says the model has a very "slow, serene sort of flight" but needs a larger stab to handle the power. Let us have that bird after your redesign, OK, Frank?

Henry Struck is building a Northrop Glider which he found in the 1931 Flying & Glider Manual. The original was powered by a 3 HP Smith Motor Wheel, but Henry plans to use some rubber...Hawww'. Sounds like a real candidate for Hung's Altar, Henry!

Buzzard Bailey is readying a 1914 Deperdussin Schneider Racer for the Spring Bash. The basic design is right from FA (where else?), but we think the moder will be larger than the original, Zat rite, Al? Ed Franklin has a Nieuport 161 by Herb Weiss on his line.

Dick Everett is building a Peanut Avro Triplane, and Alex Godo has a Peanut Curtiss XF 13C on his model production line. Alex has lately been tempting doom by flying his models in Van Cortlandt Park in NYC. If you remember the hassle Fritz von Weitzel got into over similar activities, we can't understand. And....they are also flying RC at the same place, and the COPS ARE WATCHING. Hey, you NYC fuzz...thought those things were "deadly weapons". Watch your Sullivan Law!

Dave Stott has just completed another of his grand "winter follies". This time it is a Handley-Page W8-F. This was a ten passenger, tri-motor biplane used in the Belgian Congo by SABENA way back in the twenties. She spans 29-1/2" and is a real test of our bonus points rules with all her gleaming details, nacelles hung between the wings, wires and the other appurtenances which make biplanes so beloved of the devoted skysters.

Bob Thompson has launched himself on an Eastern European kick by building a Polikarpov PO-2 (U-2 is the earlier designation), and is now at work on an Avia BH-25 Czech airliner of 1926, which Dave Stott designed for him. They'll be out for the spring flying, and not before. Bob is torn for his next ship.....should it be a Renard R-2 or an Avia 422 stunt ship? Problems.

NOTES FROM THE WORKBENCH



Here are a couple of tips from Frank Scott:

"Those bright red North Pacific and Kaysun props can be made quite presentable by stroking with a brown felt-tip pen. The solvents in the ink will etch the plastic a bit, but when this roughness is smoothed with 400 or 600 sandpaper (Wetordri) the result is a pleasant wood-grained effect.

"Also small section hardwood strips, gloriously suitable for struts, etc. may be had from hobby shops that deal in model railroading. The wood is strong, smooth and light.

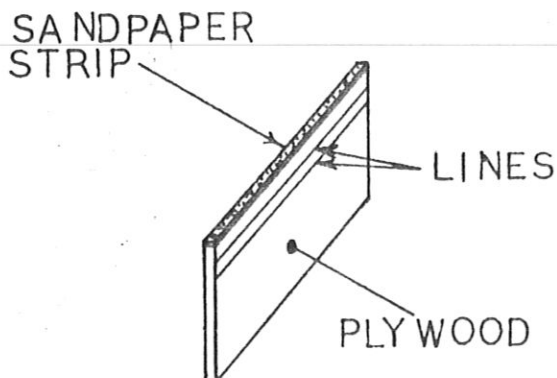
"Finally, if you wish to camber a sheet wing, put a coat of clear dope on the underside. If you wish to decorate with a felt-tip pen, water based felt-tip pen markings are unaffected by dope, unlike solvent based inks, which will smear and streak when brushed over with dope."

Those are excellent tips, Frank. Any of you other fellows out there in FAC Land have any others?

Here's one which we have always done as a matter of course, but which surprised Bill Hannan when he first saw it: we cover our hand-carved props with silk. That's right; just like the RC boys, we stretch wet silk over the blades, both front & rear. This makes the prop immensely stronger and able to withstand ugly smashes, and such things, which do occasionally happen. Just put on a layer of silk, and then fill in over it with several coats of dope & some talc & dope filler, to fill in the spaces of the weave. If you are a real maniac for strength, and hate to see your props all nicked up by the ROGs some reprobates still demand, then why not fit in a piece of 1/32" music wire along the leading edge of the prop. It won't exactly nick the runway, but will save the prop from some nasty nicks.

If you can get your hands on some Eastman-Kodak 960 glue, you can give most anything an instand repair. The stuff is expensive, and has a relatively short "pot life" (if you don't use it within a certain period of time, you have to chuck it out....it spoils), but it is of great strength and dries FAST. John Stott has repaired broken props with it during the MIDDLE of a fast-action FAC Air Mail Meet, and he was able to make his next flight. Fast action.

Speaking of the basswood Frank Scott mentions, why not try this for a strong, yet light construction. Bob Thompson has used it several times, always with plenty of luck. Use the basswood for your longerons, yet make the uprights & cross-members of balsa. Did you know that 3/32" balsa contains 125% as much wood as 1/16"? So use the smallest wood you can.



Note this nifty former-notcher. This is an old Cleveland idea, but perhaps some of you mightn't have heard of it yet. It works real well. Just remember to use GOOD sandpaper and glue, and to get no glue into the sand on the sandpaper, for the glue will fill the "valleys" and make the whole thing useless.

The lines on the side are to help in judging the depth of the notch in the former you Former Notchers are not notching!

Haw-w-w-w-w-w-w-w!

RESEARCH STORY.

When Cap'n Dave Stott was researching the 28 H.P. Lawrence twin that powered the Alco Sport peanut scale he was drawing up he uncovered some startling facts on this engine.

It was designed to be turned out quickly and cheaply to power Penguins to train pilots for the Great War. Penguins, as you know, were those clipped wing unruly taxi trainers the fledgling aces rumbled around in tail high to gain "feel" before they climbed into a bus that had enough soup and wing area to get into the ozone.

These engines had a single throw crankshaft and vibrated like mad, but served their designed purpose well.

Now, an enterprising fellow named Orville Hickman reworked one of these engines to make it flight worthy, at least by the standards of that era.



Now, Cap'n Dave Stott, being brought up on a diet of Phineas Pinkham stories, got carried away with it all and imagined a detailed account of the conversion narrated by Orville Hickman himself to go like this-

"Now all you fellers whut owns one of them thar engines knows durn well they via-brates 'nough ta shake the gold fillin's plumb outen yore teeth. That's 'cause it ain't got a double throw crank, jes one throw. So both 'em buckets is goin' first to the right and then ta other way together. Ye gotta get 'em goin' away from each other and then at each other like a couple o' goats seein' who's gonna be boss." So, I went on 'round and tore a few boards offen the back o' the barn where Paw would'n see 'em missin' and built a lil' box shape o' the new crankshaft. Then I went out in the north forty and got all the cast iron offen that ol' thrasher and loaded it in the "T" model Ford and wuz in town quicker'n a rabbit does his multiplyin'."

"I pulled up in front of Zeke's place. Zeke's the town blacksmith and tol' him whut I wanted. Ol' Zeke jes chuckled and sez, "Jes 'cause ya got the name o' Orville don't think yer as good as 'em two brothers wuz!"

"Now, this makes me a little worried. on accounta maybe Zeke thinks I'm gonna get kilt and maybe tell Paw so's Paw can beat the tar out'n me and save my life."

"So I sez to Zeke, "Too bad I ain't got a brother Wilbur, then we could be the "Wrong Bros."

"Now that jes had Zeke a slappin' his knee and laffin so hard he wuz gettin' as red as his hoss shoes does when he works 'em over. But it shore softened him up, 'cause he did the job fer me real cheap and wuz still laffin when I left."

"Well, I had my crankshaft billet Zeke made me by meltin' down the old thrasher parts, but I had to get it machined."

"I wuz out in the out house one mornin' readin' the Montgomery-Ward catalog and seed whar they'd do machine work fer a body. Boy, I wuz sure glad noboddy tore that page out to use in the traditional country manner. Thar were'nt nobody fer miles couldda machined that crank."

"I made a box to ship it in outen ol' egg crates and a drawin' on the back o' some extry wall papper I found up in the attic and sent the whole kaboodle away with my life's savin's to git them journals turned. When I got through with the postage I had \$8.00 and 17 cigar cupons left."



"Every night when Maw and Paw wuz asleep I'd take the lantern and go to the barn and squeeze into the Alco's cabin and pretend I wuz Rickenberry or some other one o' them great war aces."

"One time I thought I seed Paw peekin' in the winder at me, but he never said nothin' 'bout it. I figger I was his only son and I couldn't help him with the chores none iffen I wuz locked up in the looney bin. Yep, I knew Paw needed me on accounta when I tol' him I wuz gonna build my own airey plane and teach m'self ta fly it he took out extry in-surance on me. He tol' Maw how He'd need the money for a hired hand iffen I couldn't get the airey plane down, or got it down too hard."



"Well, I still had one big job left to do on that Lawrence engine. I had to off-set the bottom ends of the con-nectin' rods durn near a inch so they'd each fit on the new crank. 'Course this'd make 'em shorter, so I'd have ta saw 'em in half on a bias, pull 'em apart about 3/16 and get 'em welded up. This meant I'd hafta go see Zeke again."

"Well, I knowed I'd hafta soften ol' Zeke up again, so I hung around the barber shop fer a couple O'days listenin' to see iffen I could hear any new jokes. Between that and the hoe-down at Clem Potter's place I got a few good ones."

"Bein' as I wuz pretty low on money, I snuck down to the root cellar one night and snatched a jug o' Paw's Elderberry wine. I figgered he couldn't make no fuss about it even if he missed it on accounta Maw woulda busted all his jugs up if she'd knowed he had 'em."

"Maw didn't go fer drinkin' much since she heard 'bout the time Paw wuz down at the saloon havin' a stompin' good time with the Widder Johnson, when he waz 'posta be at the grange meetin'. Matter O' fact, Maw didn't go fer Paw much since then, either."

"Well sir, I went on back to see Zeke and by the time I left ol' Zeke wuz higher'n I figgered my Alco could ever fit. And that there is how ta fiz up a durn good engine to fly yer own airey plane with."

With apologies to Orville Hickman wherever he may be for this purely fictional account of a job well done.

NEWS OF THE MODEL MEETS

Hauptmann Von Rottensocks, alias Lt. Ralph Kuenz, Nats Peanut Champ, tells us of scoring another descendu in a tussle of Peanuts thrown by the Ann Arbor Airfoilers. His time was 94.8 secs. Lt. Kuenz did not tell us any other details of the meet. We assume the battle was held indoors. Ralph used his all new Waterman Racer with a sheet balsa fuselage to score his victory. Great goin', Skyster'.

LAS VEGAS PEANUT MEET

Clubster Bob Haight hosted the second annual Peanut Crunch in Hughesville last Jan. third using a rule that provided for a day completely filled with Peanut flying in that the entrant could fly as many ships as he chose all day long and scoring was based on the best three flight average. Sounds great to the boys here at Hangar #1, yes sir! Seems to us that is what meets are for - to get together for a full day of flying fun.

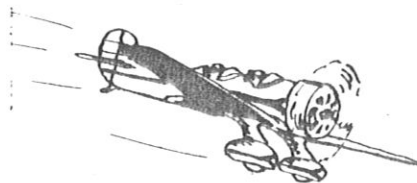
Bob had trophies right on up to 7th place - durn snazzy li'l home built jobs, plus merchandise and the "Lead Sled Award", a wood and solder thingie for the worst crash, won by Tim Kelly's D.H. 6 which disintegrated in handling'. Ach! Dis ist der luck uf der Irish? For a rundown, see pg.9

YOU SAID IT

Bill Warner sent us a Christmas present of an English Aer-O-Kit DH Moth Minor. It's a cute little 15"er from Merrie England, and is a new one on us. We don't know if it's a new kit or not, but she's surely built in the old way. Yep, that's right. All hail the return (or the continued use) of bamboo for wing tips & tail surfaces.

Bill also sent us a cupola nifty snaps of his latest creations, an Eastbourne Monoplane and Poullin JP-30, a little frog ultra-light. They are both fine creations, we hope to tell you, and we'll have more to say about the little Poullin Peanut later in this issue.

Bill Hannan sent in a bunch of photos of Western Front Activities, showing clubsters Joe Bailey, Clarence Mather & Walt Mooney, all engaged in furious Peanut action. There's a shot of a gaggle of models at the Sepulveda Drome. Some of them are: Bristol Brownie, Eastbourne Mono, Rearwin Speedster, and a Bristol Laboratory. What nice, tall grass you have there, lads. We used to know such Elysian Fields here, until the Federal Government spent money on our paradise to make it into a golf course. Now, our present Pinkham Field is threatened by an impending trade-school. Seems like they all conspire against the FAC.



We received a lot of comment on the Peanut rules changes, some of it favorable, some not so favorable. We hope our explanation on the following page takes care of their objections.

Clubster Frank Scott, of the McCook Field Squadron tells us that the local C/L club has started running an event similar to the FAC Air

Mail contests. It is an indoor event, and the model must ROG from a given line, climb out over an obstacle, and is scored on its distance from a spot on the floor, while carrying a payload of a nickel (landing fee). Each official flight costs a nickel and the best three out of ten are added for score, based on five points for a perfect landing on the spot, and one point for each foot distance from the spot deducted. Bonus points are for models with fuselages other than a simple stick, and for biplanes.

Sounds like a lot of fun, Frank! Let us know how it works out.

Frank also says he thinks the Peanut rules additions will tend to complicate things and stifle the development of what was a simple, fun event. Amen to that Frank. Maybe we'll hold a kangaroo court and throw the rules-changers out of the temple!

Frank wonders who's going to be the first person to build a DO-X for our multi-engined rules. Who is? Is that fool among our devoted readers?

Fudo Takagi wonders why we have started our Postal Peanut Event on December 7. Says: "Ah so, must be clevea invention." True. Most clever, these Occidentals.



THE F.A.C. GOES A.M.A.

Yep, Wingsters, the old FAC has gone and chartered itself with the AMA. In view of our attitude toward their attitude this might seem like a sell out to the "establishment". However the requirements of lawyers (large sums of money) forced into this step, which we have taken only after investigating the only other alternative..... getting ourselves incorporated.

You see, if at one of our meets somebody's model flew into the street and while chasing it the flyer got socked by a car, we would be "it". Indeed, if ANYTHING like that happened, we would be "it" and be sued....and taken to the cleaners.....or at least the possibility of this happening is there. Or even injury to a spectator, for, according to law, we have, in organizing this meet, attracted the victim to his horrible fate. Who wants to give up house and home for trying to be a good guy?

The cost of incorporation is far too great..... being \$135.00. We are about \$125.00 short. If we were incorporated then suit could only drain the corporation's funds, not individuals. Also the state would require annual reports on our meetings, financial records, etc. Quite a lot of work, but the price of independence is never cheap.

So, come our big Spring meet all you Skysters who compete will have to be AMA members. Whether it offends you or not, it is a worth-while organization that can provide you with such low cost liability insurance whether you are flying at a sanctioned meet or just for sport. We recommend every modeler join this organization, whether the FAC sees eye to eye with it's rulings or not! In unity there is strength.

Nikolai Borzec

PEANUT BRITTLE

Some of you Wingsters are wondering why Peanut Scale rules have suddenly gotten a bit crunchy. Well, first of all GHQ didn't want to add the sticky molasses either. We wanted to keep Peanut events as simple, pure and clean as the driven snow, or an Oxydol wash, but were some who wanted more elaborate governing, alas.

First of all, Peanut Scale was born and intended to be flown OUTDOORS. It was taken indoors by the Flightmasters and gained great popularity in the west., being flown outdoors as well. What with P.S. being held as an unofficial event INDOORS at the Nats last year, the conception is that it is an indoor event. It is not, but there is no reason why it cannot be both equally as well. It has been proven.

The minus ten points for the use of condenser paper is only an attempt to equalize the different advantages of construction materials, not to discourage the use of it. After all, ten points only adds up to a fine of 3.3 seconds per flight, nein?

The fine of five points for the use of all sheet flight surfaces comes because, although heavier, the sheet wing offers a perfect and undistorted airfoil with a neat undercamber for it's entire span. Bear out, the winner of the Las Vegas Meet covered in this issue was an all sheet model. And, just for you skeptics, the rules were made up weeks before the Vegas Meet!

As yet these rules have not been used in an official meet. We had

PEANUT BRITTLE continued.

counted on the western front Skysters, the NAR Flightmasters to give them a thorough testing and show up their weaknesses, but alas, they chose to ignore them completely.

In view of the criticism and premature rejection, it seems to us here at GHQ, that the new rules are being convicted and sentenced without ever even having had a trial!! Even an arch criminal of the ozone like Nikolai Borzec would be given a fair trial.

G.H.Q. wants to take this opportunity to thank Bud Tenny for publishing the Peanut Rules in his "Indoor News".

CITATIONS AND PROMOTIONS

G.H.Q. proudly presents the following listed FAC officers an official CITATION for their outstanding success in combat or in promoting the growth and expansion of model aviation, FAC style. Let's all doff our helmets, fellas, in honor of these truly active FACs who have shown their "Spirit of the Skies".

Lt. Kenny Hannan..... Promotion to Captain on confirmation of his fifth victory.

Lt. Bob Nelson..... Winner of the "Guess the Airplane Contest"

Lt. Bob Haight..... Promoting Peanut Scale in Las Vegas.

Lt. Lin Reichel..... Promoting the first FAC scale event in Penn.

WAFAC Lt. Jean Chilmark..... Retyping the messiest of the totally slopped up pages of the FAC News.

RUNDOWN OF LAS VEGAS MEET

Time given is three flight average--best 3 of a day's worth!

1. Bill Warner	Poullin J.P.	30	48.6 Wow!
2. Bob Mickleson	Citrabia		39.5
Bob Haight	Ryan Ml		27.0
4. Bill Hannan	Aristocrat		25.3
5. Ken Hannan	Turbo-Porter--1st Jr. and 5th victory		23.3
6. Doris Haight	Wat erman Racer- Hugsville Aviatrix!		18.3
7. Jim Warner	E.A.C. Mono.		16.8
8. Sherri Matson	Demoiselle--What? another aviatrix?		11.5

and many other staunch & speedy crates of other Peanut Pilots!

FLYING ACES MODEL LABORATORY.

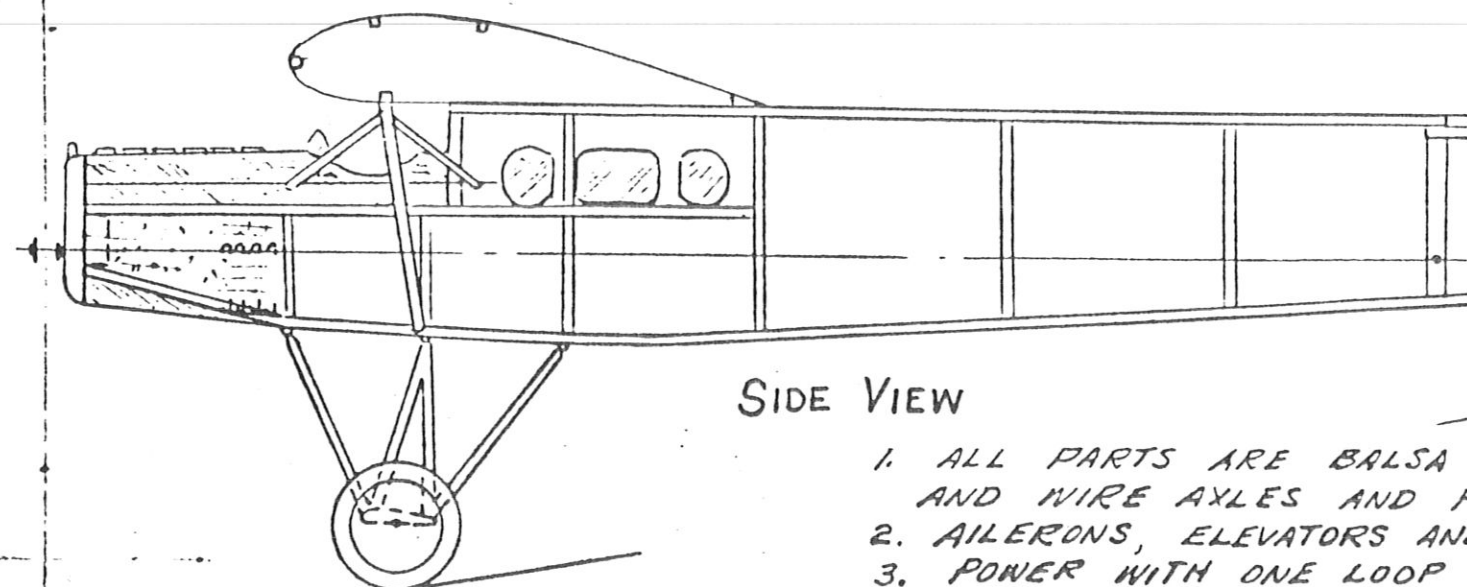
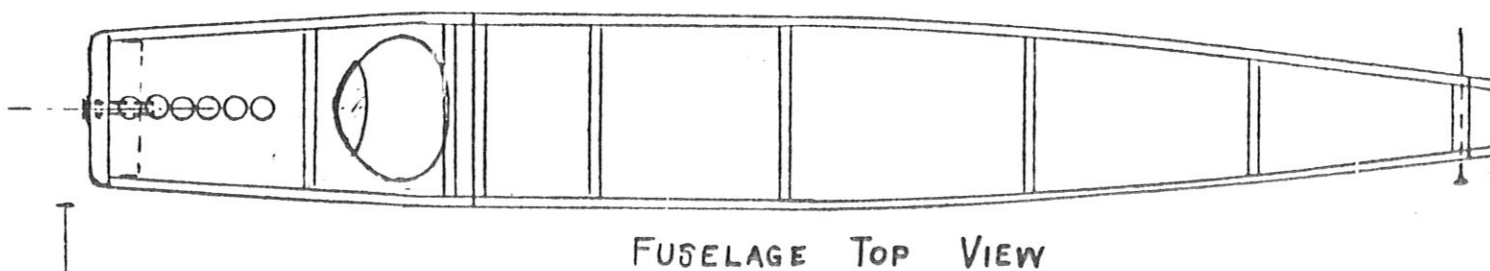
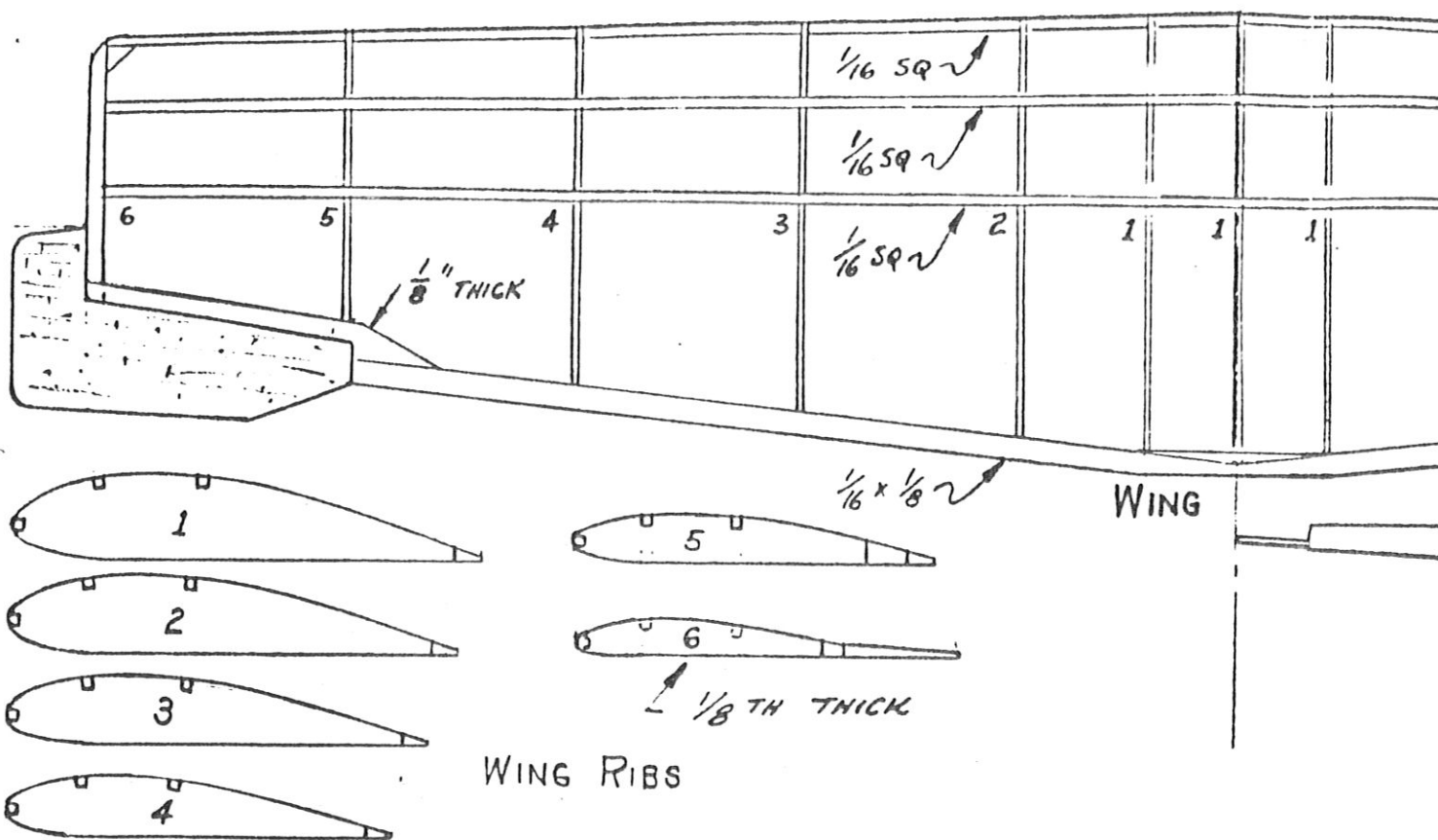
Last issue we told you Clubsters we had three views of the Bellanca TES tandem engine for you this issue. Well we've got 'em alright, thanks to Lt. Ed Franklin, N.J. Sqdn., but the eagle eye of the Milford Fox, Bob Jespersen, saw where the drawings could be up-dated and detail added using photos from his archives. Now, the top brass here at GHQ went for that like a duck for H2O! So, we'll be presenting them in the future in fine form.

And instead of Capt. Stott's Alco Sport as our feature plan, Dave has stepped back so we could run the latest of the Ol' Prof., Walt Mooney's Peanut Scalesters!

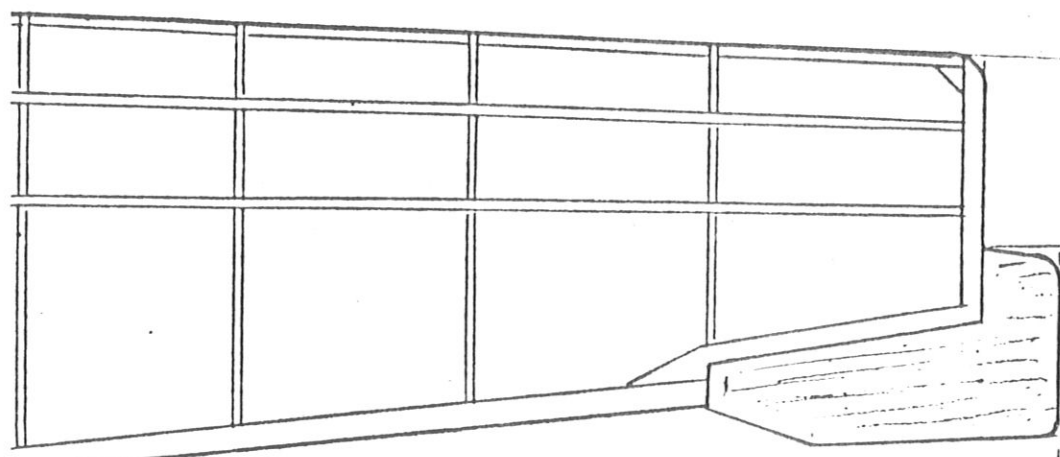
Yes sir, Fellas, she's a brainchild of the designing Dutchman, Anthony H.G. Fokker! The F II transport of 1919 that KLM used to fly the mail and a few very brave passengers across the English Channel.

For further details on this fine harbinger of commercial air travel see Aug. 1969 American Aircraft Modeler or "Fokker, the Man and the Aircraft" by Henry Hegener

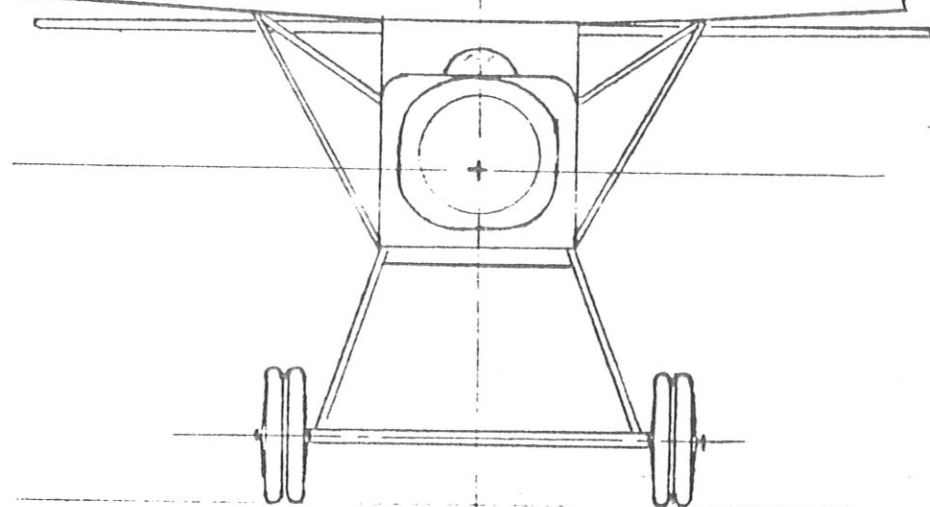




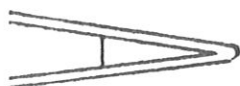
1. ALL PARTS ARE BALSA AND WIRE AXLES AND
2. AILERONS, ELEVATORS AN.
3. POWER WITH ONE LOOP
4. ALL RIBS 1/32" THICK.



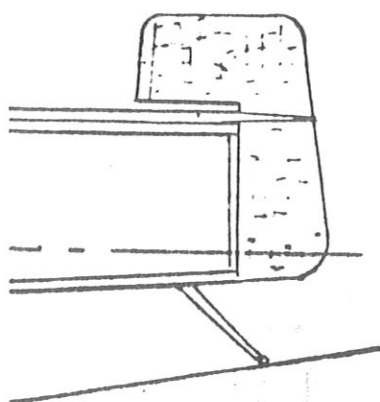
UPPER SURFACE OF WING IS FLAT (NO DIHEDRAL)



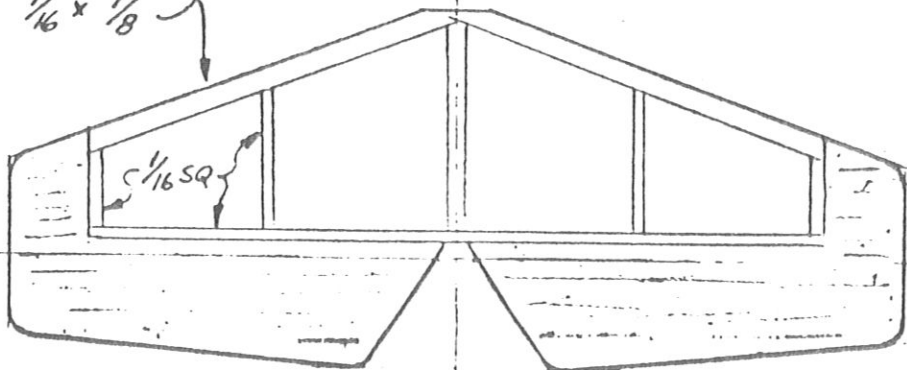
FRONT VIEW



RUDDER



$\frac{1}{16} \times \frac{1}{8}$



HORIZONTAL TAIL

EXCEPT FOR HARDWOOD STRUTS
PROP HOOK, WOOD OR PLASTIC PROP.
O RUDDER FROM $\frac{1}{16}$ TH SHEET.
OF $\frac{3}{32}$ RUBBER 9" LONG
EXCEPT AS NOTED

PEANUT SCALE

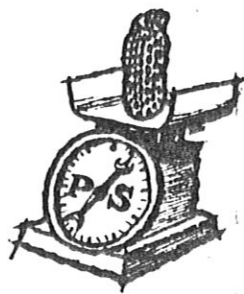
Fokker F II (1919)

Walt Mooney 12-30-69

Lt. Mooney says his little crate flies O.I. in spite of the small rudder and lack of dihedral. Perhaps there is some gain from the upward slant of the underside of the wing, wot?

All the Skysters doff their helmets in thanks to you Walt, for this swell contribution to the News. You can bet your last Palowina prop that GHQ will be wingin' an official citation your way again, too!

POSTAL PEANUT STANDINGS



Wow fellas, did the indoor wing come alive!!

Take a look at the action laid out below....

Jan. 18-Lt. Frank Scott led off with a 22 second flight on his Latham Antoinette to become Wing Commander until Lt. Fudo Takagi spun him in on Feb. 6 piloting his Miles M-18 to a flight of 23 seconds! Yep, ONE second did the job for Fud! But on Feb. 22 Capt. John Hoshizaki flew his Bellanca XRE-1 for 27.2 seconds to become Wing Commander, Indoor Wing as of this writing.

Will some aspiring Peanut Pilot outclimb the Honorable Capt. who is looking for his seventh victory?

Will Lt. Takagi rally for the victory that could bring him his captaincy? And what of Lt. Scott? Is he really finished? Tune in next issue...for the final chapter in this exciting yarn of air adventure!

There's been action a-plenty in the other wings too. In the Eastern Outdoor Wing Lt. Bob Thompson has been chasing Dave Stott's Alco all around the cumulus in his Fairchild 22 (Piloted by the great Doc Savage) darn near catching the Alco's 47.8 seconds by a lag of only 5 seconds. Keep after him, Doc! (Or Bob!) And what about all you other Eastern Wingsters? Sittin' by the fire??-Tak, tsak!

In the Western Outdoor wing Capt. Kenny Hannan, now sporting brand new double bars on each of his broadening shoulders, has upped his Turbo Porter's time to 28.2 secs. and his dad, Bill, edged ahead in his Aristocrat with a time of 29 secs.

But all in vain, lads, for the day before Bill Warner upped a flight of 57.8 secs in his all sheet, all French (the real ship) Poullin JP 50. Hung favoereth thee, William.

But now we see who Hung has truly favored. Yep, it's that hard flying promotion seeking Lt. Fudo Takagi again! Boy, you Western Front Peanut Pilots have got your joy stick clutchin' paws full now. Fud's Miles M-18 clipped off 1 min. & 5 secs! That makes ol' Fud Wing Commander Western Outdoor Wing right now.

We'll have the final story of this exciting duel, or duels in our next issue, fellas. If you didn't compete in this one you sure are missin' one heck of a dogfight! GHQ recommends you kick yourself around the hangar twice and then get in the work shop and get set for next year's big Postal Peanut Meet!

PEANUT SCALE AT THE NATS AGAIN!

Yep fellas, Clubster Ralph Kuenz has gotten the O.K. to go ahead with plans to C.D. both a Peanut event and a Navy plane event at this year's Nats! This is about 99% sure, so watch the magazines for the final word, and prepare now! We assume it will be indoors once again.

See you local FACs at Pinkham Field in May for the Spring meet, and all you far away skysters in the next issue. H aw--w-w-w, wait until you get a load of next issue's cover, wow!



FLYING ACES

Spring
1970

CLUB

3 EVENTS!

Trophys & Old

Time plan Prizes!

13.

All Rubber Powered Model Airplane Meet!


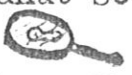

AT "Pinkham Field"

Milford, Conn. May 17,

9:00 A.M. to 4:00 P.M.

Free F.A.C.

News for 1 Year!

- #1. FLYING SCALE:  Each contestant may enter 2 models. Flying Aces Club rules. Remember Skysters, model must be accompanied by the plans used in building it.
- #2 Peanut Scale;  Flying Aces Club rules, and for the first time, each contestant may enter 2 models in this event. 13 inch wingspan limit, etc.
- #3 Embryo Endurance:  Second time up for this new event. 50 sq. in. wing area, etc. Check the rules in issue #11 of the FAC News. And don't forget fellas, model must ROG from a card table top unassisted! Timers will have the right to discount a flight where the pilot "supercharged" the Pirelli for the take off.

Any newcomers needing a copy of our rules send to - FAC GHQ, 66 Bankside St., Bpt, Conn. 06606 and we'll fire a set right back atcha, you bet!

All contestants must be A.M.A. members. You may join at the field if you are not already a member. ENTRY FEE- 50¢ per event, students free.

All competition is in the AMA open class although there are special awards for juniors, worst crashes and possibly others.

So come on out, one and all for some relaxing flying with prizes thrown in for good fun.

You can't lose, as you get a free year of the FAC News just because you like

models enough to enter and get to know the other swell fellas that are Flying Aces Clubsters. We fly at this field named after the great fictional hero of the old FLYING ACES magazine every weekend in the morning and bid you join us & share our enjoyment in this finest of hobbies.

N. Haven Take exit 29
to U.S. #1 and
U.S. #1 to Orange
Ave. and contest
site at Pinkham
Field for a day of
flying fun like
the old days!
Howard Johnsons
Rt. U.S. 1



AMA SANC. #368

