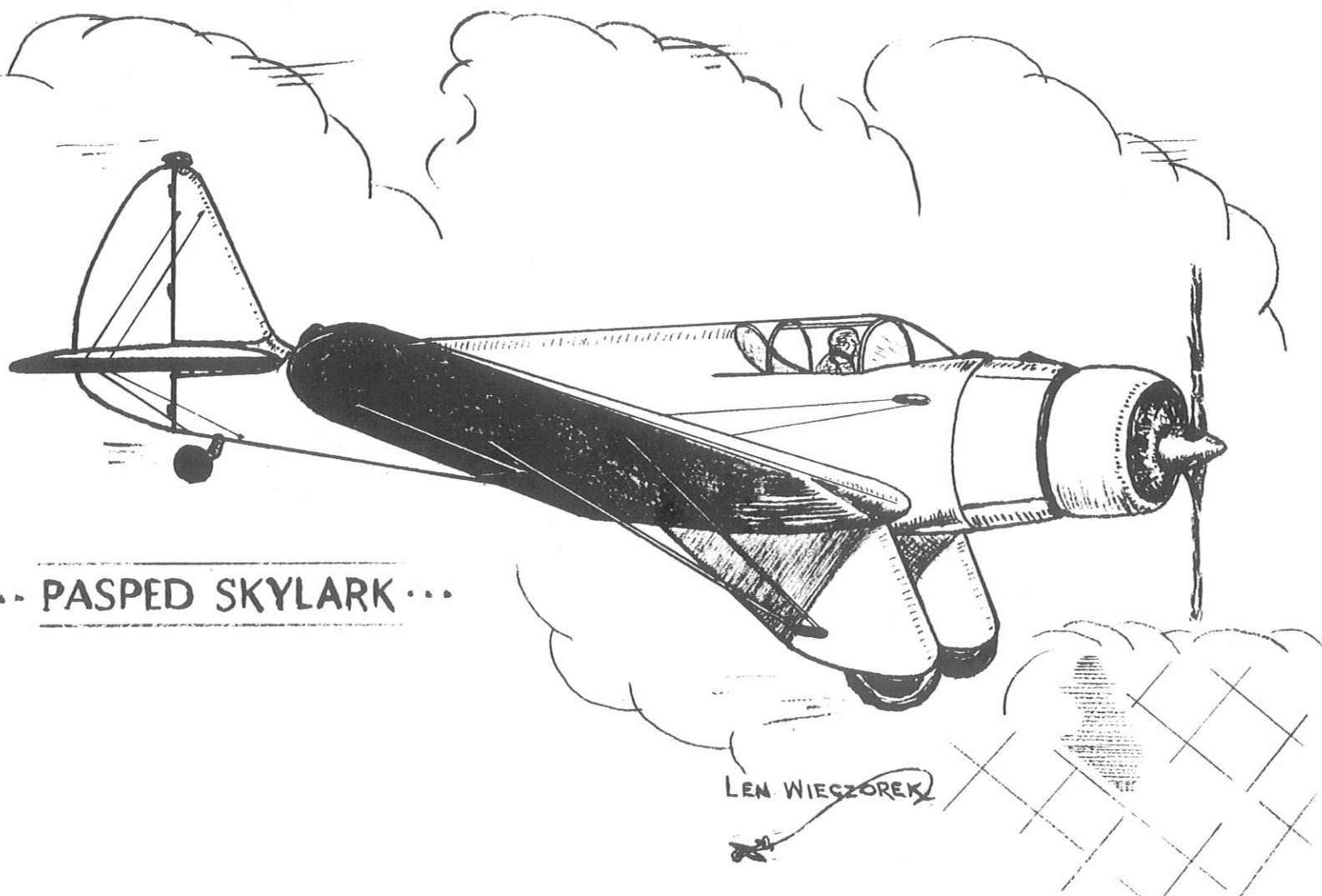


# FLYING ACES

NO 18

## Club News



... PASED SKYLARK ...

## COVER STORY

Well twist my prop, fellas, if we don't have another genuine FAC as cover artist for this high flyin' issue. Wipe the castor oil off your Luxor goggles and read the name in that lower cloud there. Len Wieczorek, whose fine scale drawings have been published for many years in Flying Aces, Model Airplane News, B.C. (Before Contamination) and Air Trails.

The Pasped, looking pretty much like a Kinner Sportwing, never seems to have been kitted back in the old days, or now either, for that matter. But, as you might have guessed, it appeared in three view in Flying Aces magazine.

Nice job, Len. There will be a citation comming your way soon.  
Flyin' Along with the F.A.C.

Ruhmmmmmmmm, ruhmmmmmmmm, ruhmmmmmmmm. Yes sir Skysters, that's the sound of the well tuned and synchronized multi-motors of the ol' FAC Transport as she drones on into the fourth year of deliverin g the FAC News to your hangar workshops and model engineering labs.

Her tanks (treasury) are filled higher than ever and the skies look bright and clear ahead.

As we peek into the pilot's compartment, or "office", we see a pair of Bavarian "ledder hosen" in the pilot's seat filled to overflowing with the ample empennage of Adolph August Von Heinz, the "Owl of the Ozone".

"Wie gehts, Hauptman", we greet the great Von.

"Ach", answeres he, "Wo ist das Pingham? Der bummer knows I cannot see in der zunlight, und mit clear skies ahead---ach! Gedt him bei me, Ja? Und tell him bring me ein Pilsner, vunce."

"O.K.", we answere and head back into the passenger's cabin. Why, there is Sgt. Casey!

"Hey Casey, where is Phineas?", we ask.

"Who cares? As long as it is somewheres else", Casey fires back.

"Well, Von Heinz wants him to take over the controls. What is that you are sketching, Casey?"

"That crackpot wants me to put floats on this bus so as we can get 10 bonus points for 'em", says the Sarge.

"What are those little black circles you've drawn on the bottoms of the floats?", we ask.

"Them is the holes I would like to put in 'em fer when that screwball test hops it! It is time someone gave him a dose of his own shennannigans!", yaps the ace ackemma of the Ninth Pursuit Sqdn.

Here comes the stewardess. "Babette, have you seen Phineas?"

"Pheenyas? Zat cochon! Eef I nevair see heem again zat is too in zee hurry for me! When I am in ze galley to help Glad Tidings Goomair cook ze spaghetti we are hit ze air pocket and I spill some coffee. Zen I cannot find ze mop to clean ze mess. I sink nozzing of zis, but when I serve ze spaghetti to majair Garrity--sacre! It is ze mop I am serve! Phooie! I go 'ome to Bar Le Duc eef I mus' sweem ze ocean! Phooie!"

"Hey! There is Phineas comming out of the aft baggage compartment", we yip. "He has a beer bottle in his hand."

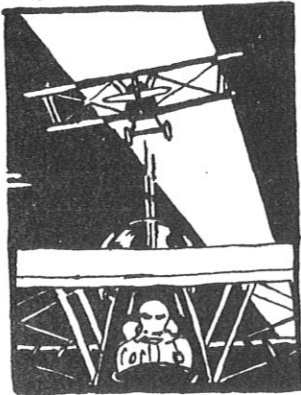
We hustle down the isle to where the Boonetown jokesmith is emerging from the baggage compartment. "How in the name of Hung did you know Von Heinz wanted you to bring him a bottle of beer, Phineas?"

"Huh? Beer? Oh--er, why I am psychic of courst, haw-w-w-w-w-w."

"What were you doing in the baggage compartment?", we ask.

"I have got Borzec tied up in there," answeres Phineas. "I caught the bum just as he was going to drop a bomb on A.M.A. headquarters!"

"Great Hung!", we cry!



"Don't worry", says the Boonetown Bam, "I took the bomb away from him."

"Where did Borzec get a bomb", we ask?

"He made it," says Phineas as he steps into the pilot's office. "It is a Molotov Cocktail", he adds as he closes the pilot's cabin door behind him.

"Hmmm", we muse. "A Molotov Cocktail---gasoline, a bottle and---oh no! Maybe a beer bottle! A Pilsner even! Quick! Where are the parachutes??"

Phew! It is a wonder any FAC Newsletters get delivered at all, the way that crew behaves. Now that you Wingsters have seen what the inside of the FAC Transport is like, how about sketching your conception of what the external lines of this bird would be like? It might be fun and we'd be glad to print it in a future issue.

Shucks, if we get enough response to this method of passing a few winter evenings we can make a bit of a contest of it, by turbulence! How about six Dallaire or Megow Peanut Scale plans to the designer judged the winner by the top brass here at GHQ? Draw 'em good and dark or in ink.

#### Fourth Annual Postal Peanut Contest

Achtung! Achtung! Achtung all Peanut Fliegers! Dis ist Von Heinz, der Owl uf der Ozone und new Contest Direktor uf dis meet!

Now, ve run dis contest chust like before oxsept no more vill ve use der English terms like Ving Co. From now on Cherman terms ve vill hafe. Und alzo because ve hafe had to cut back der circulation uf der FAC News on der Vest coast ve hafe now only twö classes for der Peanuts---indoor und outdoor, Ja.

Starting Dec. 5th 1970 to March 17, 1971 time all your Peanut Scale model flights und send der messach to FACGHQ like idt shows below--



Name und rank-  
Best flight time to date-  
Date of flight-  
Name of ship-  
Staffel-(indoor or outdoor)

Zend der messach to Field Marshal Von Heinz at FACGHQ (You notice I giff meinselluf der promotion, hein? Ho, Ho, ve chermans!) Der offizer mit der highest time in either staffel vill be der "Staffel Fuehrer". Whoever is Staffel Fuehrer in each class on March 17 ist der vinner und gedts a castle on der Rhein und plans from GHQ too.

Schultz! Gedt der Fokker bei der hangar, schnell! Ve must pudt ein zoopercharger on der Mercedes. Der vinning Staffel Fuehrer must be a cherman, ja!

#### IMMENSE FAC CONTEST

Guessing the names of aviation greats is a pretty time consuming job according to the three entries we have received so far. Well, we can wait another issue for you Skysters to warm up your thinking helmets to the task. Those six Dallaire WWI Peanut plans are anxious to be pinned down on some lucky Clubster's work.bench, so go to it!

#### Final Resting Place.

What could be a more fitting end to Bob Thompson's Kawasaki 92, the FAC's first Peanut Scale job, than to be put on display in Russ Barrera's Model Museum in sunny California? Yep fellas, that's where this great Nipon is nesting after spreading Peanuts like Johnny Appleseed did his thing. Helmets off and a few moments silent tribute to one of modeldom's historic ships and to her builder as well. Well done.

# F A C News almost dies dead!

Yep, what you all read up there is pretty near right. This is indeed an almost obituary column. Seems we lost our old "angel" (who must remain unnamed) when his section was closed down and he had to go on days, which would put him right under the gimlet eye of the inspector and cost-conscious executives...thus it was either give up making the News for those grand fellows or give up his job. Being a sane skyster, he told us it was curtains.

In desperation we tried making up Ditto copies of pages, which worked out absolutely horribly....better let the whole thing perish in blissful oblivion than keep it going like that!

Then we found a new printer, and this man, who is a printer by hobby, will even be able (we hope; this is written before we have gone to press and seen what we're getting) to print pictures. This should allow us to run a real honest-to-Hung With the Model Builders section, just like in the old FA. Therefore, we hope you wingsters will send in snaps of your latest (and older) flyers so's we can print them and show the whole model world what your work/face looks like.

We honestly hope that the News will now go on to even greater heights of journalism! It oughta.....our new printer is gonna charge us. Tha's right.....starting as of now, it will be costing us even more to produce this semi-monthly masterpiece. Please help us out if we yell for more money. Right now we're OK and pretty fat after a few mini-meets, our big fall bash, and the generous donations of a few like Ed Beshar and Ed Franklin. We hope it will ever be thus.

## KANONE LIST UPDATED

Here we proudly update our list of victors in F A C meets. If you get a wh, drop us a line and get your name wreathed here in honored glory.

### Colonel:

Paul Stott, Jr.....22 Luftsiege

### Major:

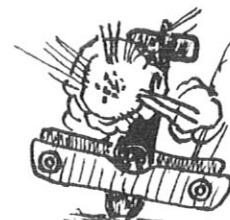
Henry Struck, SCAMA.....12 Luftsiege

### Captain:

Dave Stott, GHQSquadron.....9 Luftsiege  
Kenny Hannan, California Jr.....6  
Jack Chilmark, GHQ Squadron .....5

### Lieutenant:

Alex Godo, John Lindsay Squadron.....4  
Bill Hannan, California ... .....3  
Bob Jespersen, Milford Fox of GHQ .....3  
John Stott, GHQ .....3  
Jimmie Jenkins, Jr. GHQ.....3  
Dennis Phelan, SCAMA .....2  
Don Edson, New York .....2





|  |              |
|--|--------------|
| Ralph Kuenz, Detroit Commandant and King of Vacu-Form.....   | 2(one Nats)  |
| Ken Johnson, Pa.....   | 2            |
| Hank O'Dwyer, Eastern Front .....  | 2            |
| Kim Mather, Jr.....California.....   | 2 (one Nats) |
| Mallory Chilmark, Jr. FAC Aviatrix.....  | 2            |
| Bob Thompson, GHQ.....   | 2            |
| Joe Poloso, Mayor Linseed Geschwader. ....   | 2            |
| Curtiss Mooney, Jr, California.....  | 2            |
| Douglas Mooney, Jr, California.....  | 2            |
| Al Buzzard Bailey, SCAMA.....  | 1            |
| Dick Booth, SCAMA.....   | 1            |
| Bob Haight, Nevada Pueblo.....   | 1            |
| Rudy Kluiber, Pennsylvania's Ace.....  | 1            |
| Bob Nelson, New York.....  | 1            |
| Fritz Weitzel, Yonkers Geschwader.....   | 1            |
| Jack Whittles, SCAMA.....  | 1            |
| John Petchler, Jr, SCAMA.....  | 1            |
| Jim Warner, Jr, California.....  | 1            |
| Bill Warner, California.....   | 1            |
| Ed Novak, GHQ Geschwader.....  | 1            |
| Bruce Paillet, Long Island Geschwader.....   | 1            |
| Dick Everett, SCAMA.....   | 1            |
| Chet Bukowski, Massachusetts.....  | 1            |
| Stan Pawelczyk, New York.....  | 1            |
| John Peck, Pennsylvania Geschwader.....  | 1            |
| And forgotten in this cornucopia of names was Clarence Mather<br>of California, who copped the coveted F A Trophy at this year's<br>Glenview Nats with a few winning Peanut Scale flights. |              |
| Clarence Mather, California.....   | 2 (one Nats) |

Remember that the man who gets himself 5 victories in the native ether, gets himself promoted to the next rank in the F A C. How the clubsters of low rank must grovel in the dust before the mighty Colonel, Paul S tott! Lord it over your flying friends; win rank in the FAC! Wind those motors! The Goddess of Victory, the Aphrodite of the Clouds and her Prince Consort, Hung, await your ships!

#### NOTES IN THE SLIPSTREAM



(FACs being strafed  
by the AMA)

After the AMA Contest Board almost unanimously defeated the proposals (eliminate ROG, complexity factor, etc.) at the Nats up turns a comment by the District VII leader (who builds RC and yet seems to be the big Kanone of FF Scale) saying how the addition of a complexity factor at the R C S cale Internats was an excellent idea! Seems perhaps the R C guys judge ideas by who gets them. If by an R C flyer, 't must be good. All other suggestions unwelcome. Perhaps the time is near when the rest of modeldom MUST stand together or be crushed into powder by these types. It is kind of like letting the tail wag the dog, but that is

indeed the way it is working out, and unless we stick together and all vote for a candidate for AMA President like John Pond, we simply won't be heard because we won't be anywhere near the centers of power in the AMA. Enough of these one-sided guys! Let's work for all flyers.

## YOU SAID IT

Here's your chance, buzzards, to speak up and be heard. The FAC is still small enough, and will remain so, to have all heard, whether it is to praise, damn with faint praise, or simply be good and mad at our comments. If you have something you want said, or a plan you want, or a service you want, drop us a line. That's what the FAC is for.....you balsa chewers.

First of all, later in this issue you'll find a three-view of the Beardmore Inflexible, a truly fine subject for an ozone-chewing darb of a bonus-pointster. Frank Scott (of whom more later) is almost tearfully grateful to get this plan, for he has been looking for it for several years. Wanna know where it came from? Russ Barrera's Model Museum!! Typically....that is why the Model Museum; to help other modellers, as well as preserve the history of our hobby...and that is why the FAC; to give maximum "spread" to these goodies among the rib-slicers.

Jeff Chrisey writes and tells us what EVERY FAC should know.... Flying Aces is BACK on the NEWSSTANDS! That's right! If you root around among the issues of Air Classics, Flying, Plane & Pilot, Air Progress, and the other aviation mags, if you have a smart news dealer, you'll find the familiar red and yellow cover of F A and do an absolutely tremendous double take. There it is! FA! We couldn't believe it either! It is rather expensive at a dollar a throw, but it has reprints of genuine Flying Aces articles on good quality paper (which should last longer than the newsprint of the original.....some of our copies are pretty flakey after thirty-five years), and does capture the flavor of the original. There's a totally inaccurate Richthofen article, but it's fun to read; there's Ace McCoy teaching you how to fly again; a thrilling Foreign Legion air yarn by a famous military critic and historian; and dope on Japanese planes in World War II.....along with Snapshots of the War, and many other features, like Lives of the Aces....on and on it goes. Anyway, run, don't walk to your nearest news dealer and demand your copy of Flying Aces. It's worth your time and money. Be a real FAC....read FA! Not our pale imitation, but the real thing.

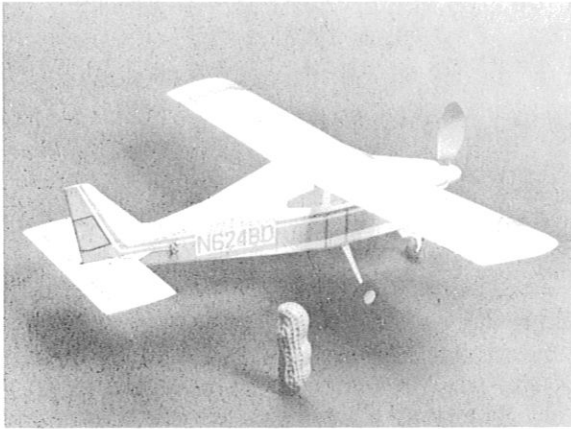
It's a quarterly. Let's hope it lasts, and one thing we can do to make it last is to get out and buy it.

Walter Takatsuka of Honolulu (that's right, from away out in the Sandwich Islands, land of Duke Kahanamoku, Queen Lilioukalani, "long pig", Pearl Harbor, Ernest Borgnine, and Land of the Lei) writes us about the truly wretched flying conditions out there among the resorts. Says land is so expensive and at such a premium that flying your scale jobs in the open is suicidal and for nuts only. He even states that "outdoor flying sites are unheard of". (!) All one can do there is to hope to get a gym and fly indoors, which he and a gang are starting. Well, we want to commend that kind of spirit, and an Aloha to you, Mr. Takatsuka. Your missionary work for the FAC will be fed to overpowering energy by the News.

And aren't we all glad we live on the mainland, where we CAN watch our ships against the blue, in Hung's kingdom. "I complained that I was lame until I met a man who had no feet....."

## WITH THE MODEL BUILDERS

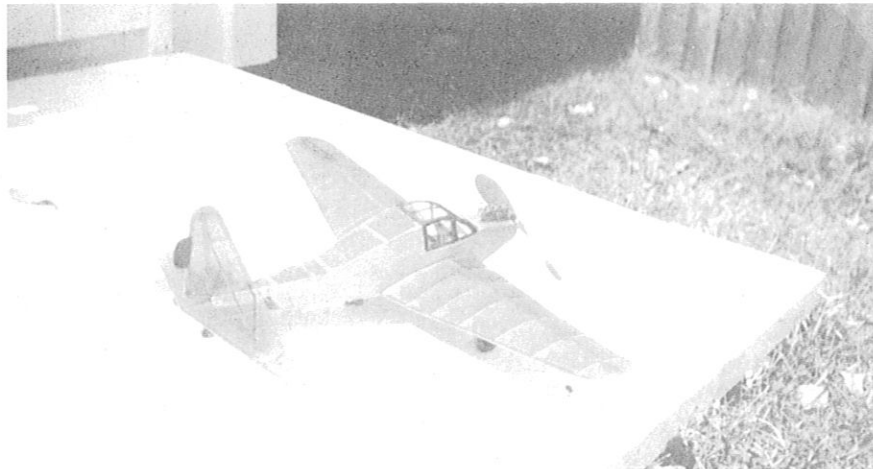
Yep, as a feature of the (we hope) New FAC News, we are going to try and have a photo page each month, showing the work of you tissue tearers. Send us in some snaps and see your ships in print!



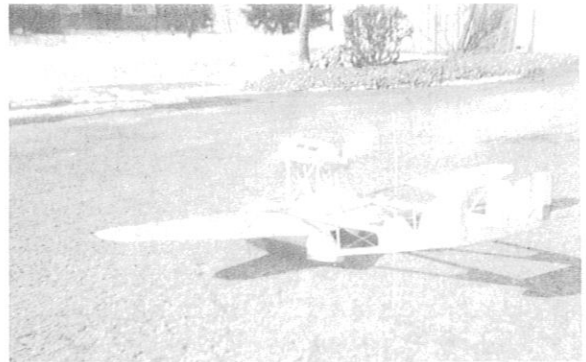
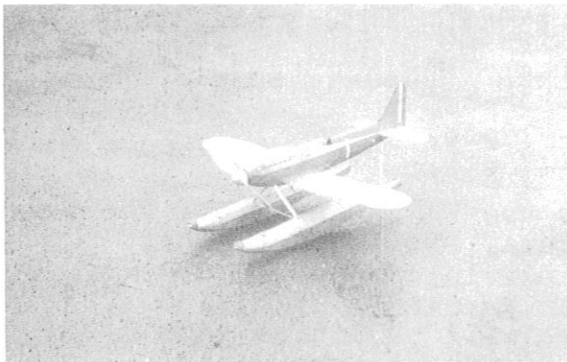
Here's Bill Hannan's latest, a Bede DB-4. Look closely and see the incidence adjuster by the motor peg. Bill wants climb!



Alex Godo built this little nipper from the News. She's a Blackburn Baby, a fine flyer, and a true bonus pointster.



Coming from the pages of F A Itself is this little jewel of a Guillemain, built by Randy Wilson. Note that wide-track gear perched under her wings. This ship is a hot performer.



The old Milford Fox built these two. The S6B needs no introduction to those whom she has beaten with her fine flights and bouns points. But take a squint at the Savoia-Marchetti SM 55X! What a ship! Sadly, gear troubles have held her on the ground so far. Shows what rubber can do.

8.  
NEWS OF THE MODEL MEETS.

Sept. 6 Mini Meet- Peanut Scale

Six keen eyed Peanut Pilots peering through goggles in hopes of sighting the Great God of Thermals smiling down upon them; This would aptly describe the scene at Pinkham Field on that Sept. morn. Six pilots and seven Peanuts (the seventh being Bill Hannan's proxy flown Bellanca) all on the dead line waiting for the mechs to crank up the Pirelli for another go at fame and fortune, as well as a promotion in FAC rank.

Here is how things ended up for these dedicated clubsters--  
1st- Alex Godo- Bede DB 4- 14.8 seconds! (My Hung, what a score!)  
2nd- Bob Sykes- Fokker D VII-99 " (Nice goin' fer a biplane, eh?)  
3rd- Col. Paul Stott- Monocoupe- 95 secs (Beat out the grown ups, gr)

Oct. 18 Mini Meet- Embryo.

Looked like pretty much of a fizzle this time 'cause only three wingsters were at the field to battle for honors in this latest of FAC events. And things looked mighty good for Lt. Jack Chilmark winning a captaincy untill the old master, Major Hank Struck flew into Pinkham Field. The duel was on. Jack had his first official in and Maj. Struck decided to take his first. And so it went-- one for one with the times listed below.

|                            | 1. | 2. | 3. | bonus | total | place |
|----------------------------|----|----|----|-------|-------|-------|
| Lt. Chilmark- Square Bird- | 40 | 44 | 40 | 0     | 124   | 1     |
| Maj. Struck - NFFS model - | 35 | 54 | 20 | 5     | 114   | 2     |
| Capt. D. Stott- Puss Moth- | 28 | 16 | 24 | 5     | 73    | 3     |

And thus Lt. Chilmark will henceforth be Capt. Chilmark. Congratulations, Capt, from the gang at GHQ!

Results of that Ohio Meet.

Word has arrived from Lin Reichel, our missionary in Pa., on that swell sounding meet we mentioned in the last issue. Here's what Lin has to report---

"threat of rain-- cloudy all day---- temp about 55 degrees----no wind or thermals. We had more entries in FAC Scale and Peanut than all other events combined! (Howzat, Clubsters?) In the Thompson Trophy Race only one entered, a Wittman DL2, but he couldn't get a qualifying flight. There were four others that were not completed in time so we will hold the trophy over for next time."

"I don't have the results of the AMA and O.T. events, but Profile Scale was won by my own fledgling son, Barry, with a Cessna Birdog."

Peanut Scale.

1st-Ken Johnson-Corben Super Ace-----92pts;  
2nd-Paul Kastory-Volksplane-----36pts;  
3rd-Bob Rueter-Corben Super Ace-----33pts.

FAC Scale.

1st-John Peck- Miles Magister-----102pts;  
2nd-Ken Johnson-Piper Vagabond-----79pts;  
3rd-Bob Davidson-Mr. Mulligan-----76pts.

Well Lin, we sure are glad to hear that the FAC events were the strong ones and wish you success in the future. GHQ takes to that Thompson Trophy event like ozone to a high revvin' prop. We sure hope interest will run as high as a U-2 over Russia in this. And if you fellas can get word to us soon enough we will publicize your next meet in these pages. As a matter of fact, we are considering attending the next one ourselves. So don't be surprised if you see the FAC transport winging in for a landing at you contest site next year. All aboard!





## BIG F A C FALL BASH

This time Hung, Great God of the Thermals, favored us with exactly the reverse of the weather he gave us last spring. This time the day was as beautiful as it was horrible last time, and the turnout showed it. Yep, there were sixty planes entered! That's 60! Nine Embryo Endurance, seventeen Peanut Scale, and thirty-four (34!) scale ships! What a show for the good old FAC! Perhaps we are doing something right. I bet there weren't that many Scale entries at the Nats....or perhaps I underestimate. (I hope I do.).....

One thing displeased us, though, and that was the tendency of many a plan-pricker to bring his ship, have it judged, and then proceed NOT to fly it! First of all, that's silly. It's a flying model, and you came to the contest to fly, so why not fly? Of the 34 scale ships entered and judged, only some 13 were flown. This is unfair to the judges, who slaved away in the FAC tent all day, as well as to the ships, which sat on the ground when they could have been airborne, searching for Hung in the fine weather.

Next time, we're going to have to be mean and insist on a flight first, before judging in order to enter the model. Otherwise, we are both wasting our time, flyer and judge.

We are thrilled by the huge turnout of skysters, but depressed by their reluctance to chance their models to Hung's tender mercies. So, we'll force the issue next time. We are Hung's worshippers, and want to provide him with plenty of ships. Keep Hung's altar littered!

Scale was won by a new winner, Stan Pawalczyk, of New York City (got quite a few experts down there in the Big Town, Hung, don't we?), who flew a Fairchild PT-19 to triumph and a desired FAC trophy. Second was Sal Alu, also of Linseedville, with a Fairchild 24. Sal was only ONE point behind the winner, so you can see what a sky-battle we had, despite the wind. Third was Chet Bulkowski, also a new face. Chet flew a Taylor Cub (Megow). Chet's ship acted much like a fine indoor flyer, but nevertheless took the air currents well. His is a new name to dread at model meets, fellows. His ships are light, seem underpowered and underpropped, but they go like crazy.

Peanut Scale was copped by Alex Goda, that Fascist Sky Conqueror, who is getting to be a real sky conqueror with that Bede of his. If nobody will step on that thing/run over it with a tank, it looks like Alex is headed for his captaincy and majority pretty soon. Paul Stott, the Colonel, took second in full competition, beating out Henry Struck, the Old Master, who was third.

Alex Goda and his Bede didn't win....he reached back into his cartons and took out a Waco E when the Bede wasn't going satisfactorily. His reserve ship crushed all opposition. It looks like that peanut-sized Waco might be also a real threat in Peanut, for Hank O'Dwyer won the SCAMA Peanut event with his Waco. Bedes & Wacos beat us all.

Embryo Endurance was kind of "damaged" by all the wind, with Ed Beshar losing his ship to Hung and Henry Struck getting damaged after a long flight. Dick Everett flew three times into the neighboring houses with his miniature Scientific Blackhawk to win, Henry Struck took second despite his damaged ship (just try and knock him out of a meet with a damaged ship), and Don Edson took third with his original design.

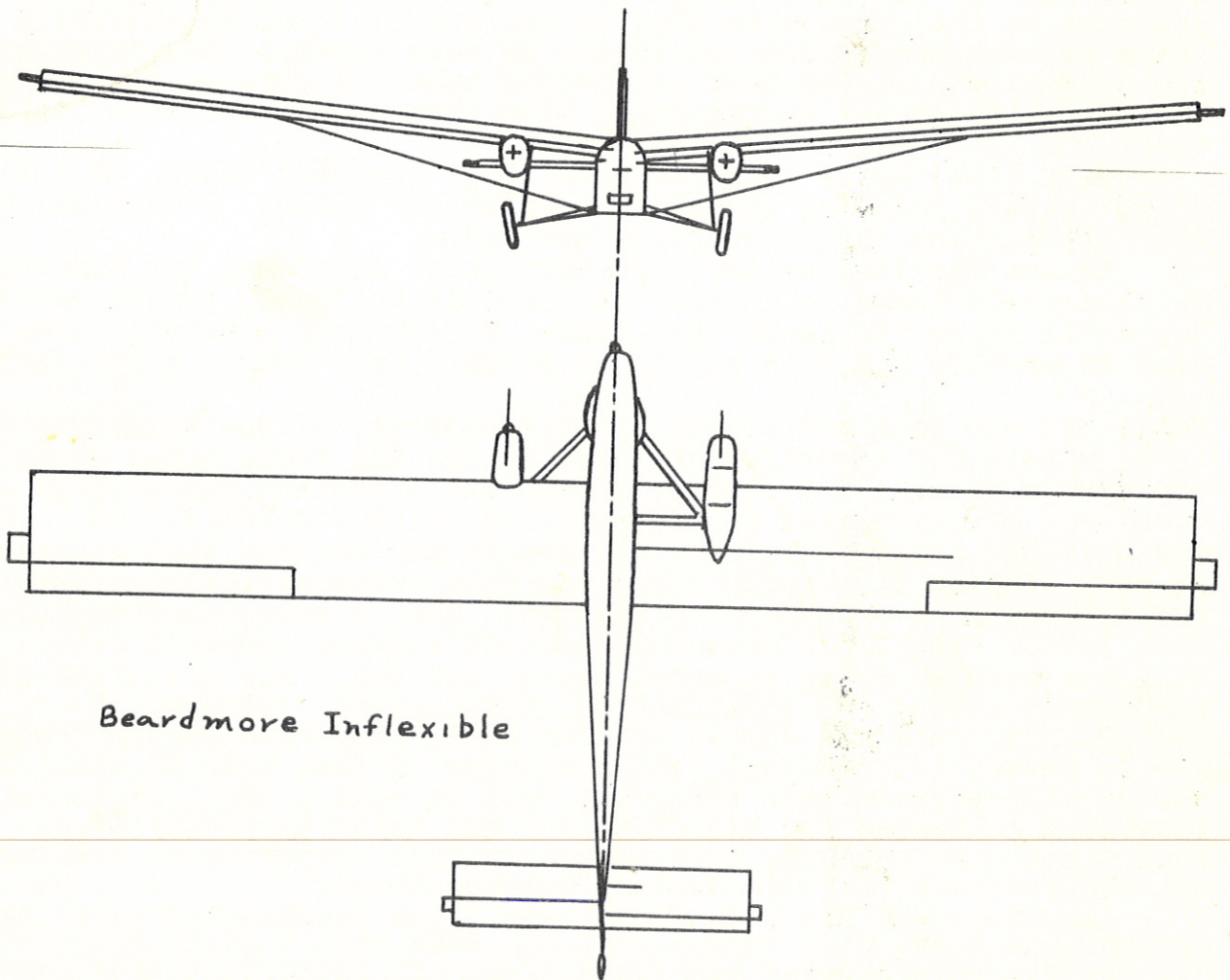
All in all, it was a fine day for all, and we hope to have as fine a meet with as fine a bunch in the spring. Come back, flyers and rib-slicers!! Hung awaiteth you all!



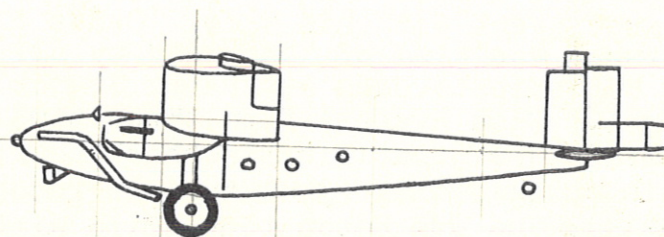
Your FAC, like the U.S. Coast Guard, tries to answer every S.O.S. Thanks to 'Guardsmen Bill Hannan and Russ Barrera who seem to be "always ready". Helmets off to great FAC spirit, Scalesters!

By the runway, although Beardmore is a British firm, the designer of the "Inflexible" was "Angular" Adolph himself--Rohrbach of course! That single lift cable you see on most Rohrbach designs was not really needed according to Herr Rohrbach. Just insurance, cheap insurance.

Haw-w-w-w-w! Phineas says that the guy that named this crate must have gone on to name British aircraft carriers and motor cycles!



Beardmore Inflexible



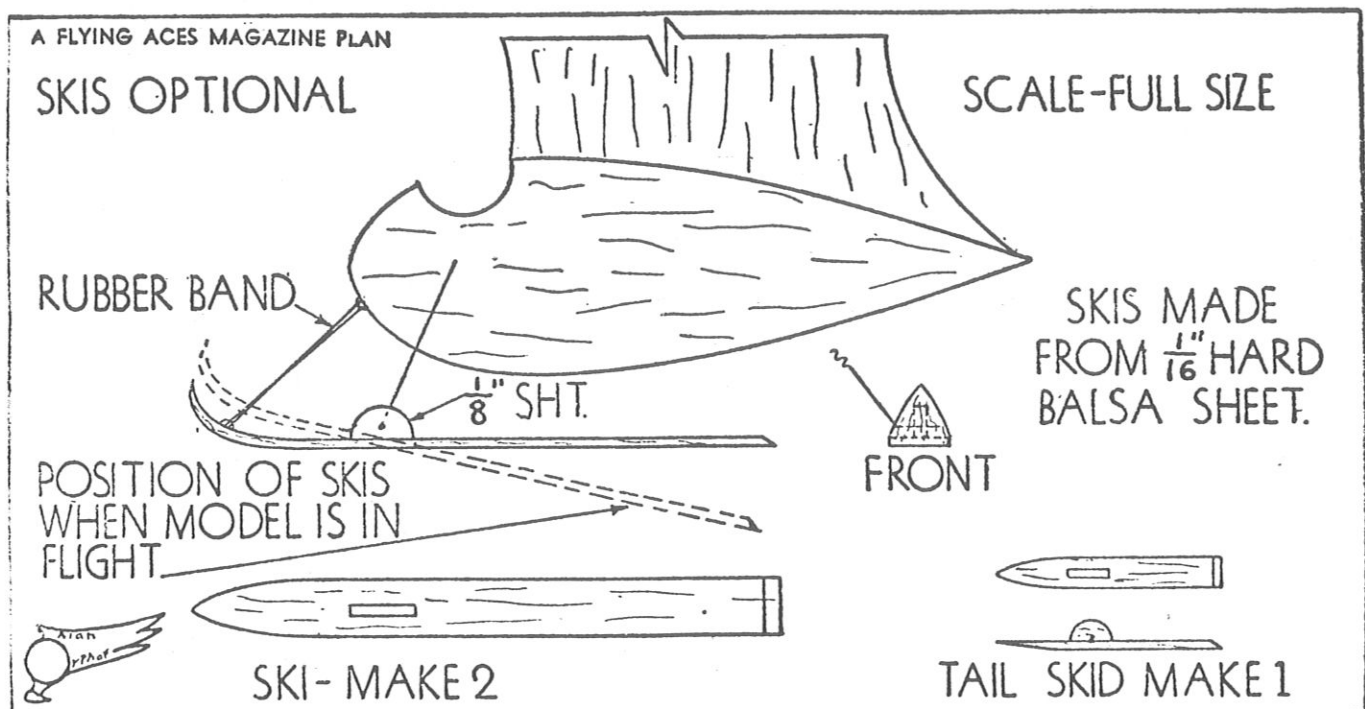
Scale 1/288 !!!

11.  
No Dreams-----No Dream Planes.

I guess all our FACs have been working so hard in their workshops that they are sleeping to sound to even dream. Consequently, no dream planes have found their way to GHQ. Well, we've still got those long winter nights to do some conjuring in. Phineas says we should throw a hangar party and hire a hypnotist and see if some of GHQ's top brass can dream about anything but pulling spot inspections on the enlisted men and WAAF barracks! Haw-w-w w w-w.

DOWN MEMORIES RUNWAY

Any of you rib slicin' former notchers build that "Flying Aces Teardrop Stick" we published a while back? Well, here are plans to winterize it so as you can operate all year round regardless of the petrified cloud dew that might pile up on y our tarmac. Maybe Jelly Old Saint Nick will sub contract some delivery jobs to you, huh?



You buzzards who have a slew of snow at hand will find a pair of skis just right for your "Teardrop." This working plan gives you the dope on how to make and mount 'em. The full layout for the ship itself appears on the following page.

[ 41 ]

FAC MODEL LAB

The Flying Aces Clu bhouse Cruiser.

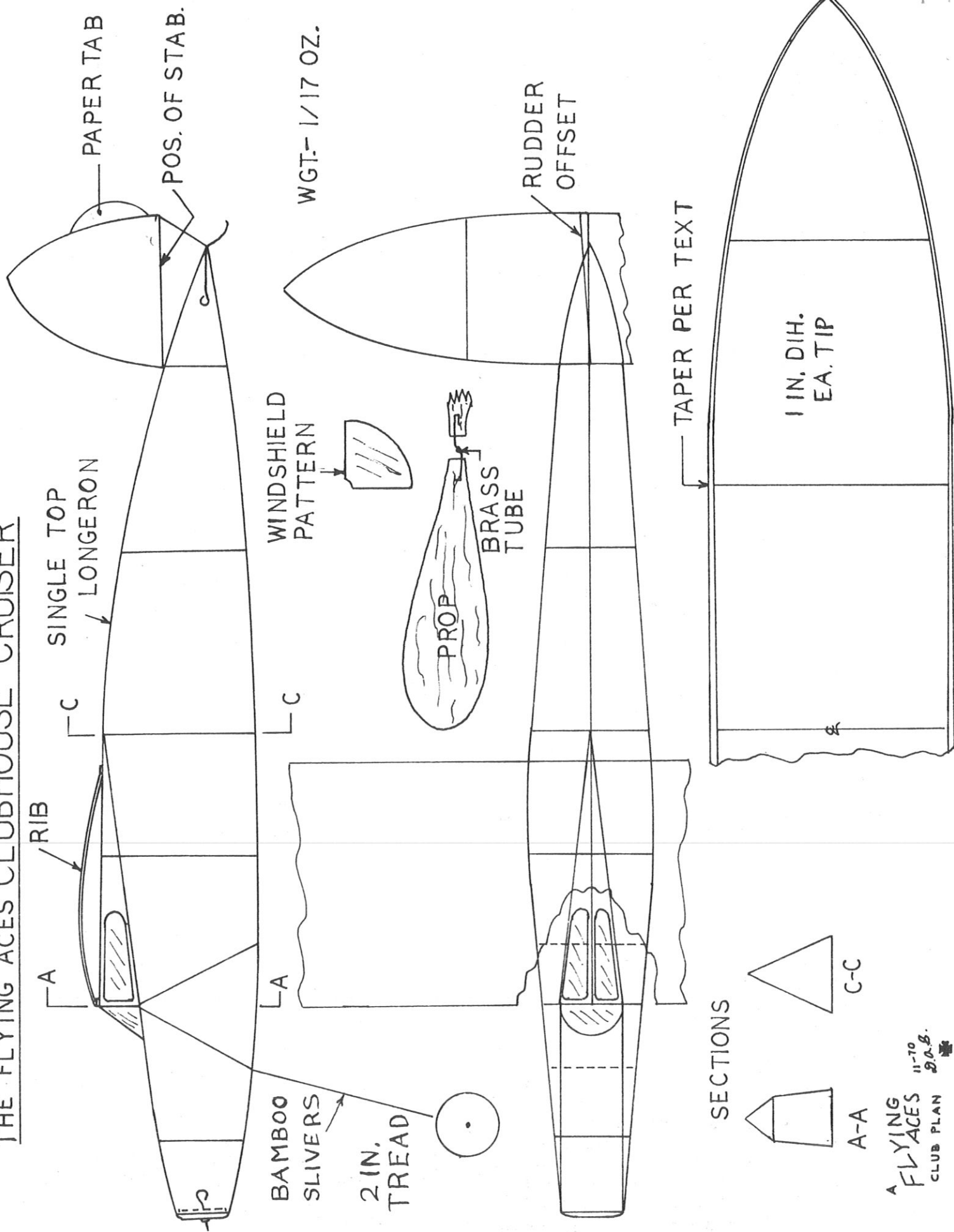
When the old thermometer outside the flight office door reads as low as an altimeter in a submarine and the winds are as high as thirsty Mick on St. Patrick's Day you Skysters may well need this room sized roamer as an antidote to "cabin fever". Yes sir, fellas, being grounded by bad weather can get an FAC as edgy as a whole pack of double edge blades! So, have at it, chaps.

Construction is entirely of 1/32 sq. balsa except for the leading and trailing edges that taper from 1/32 x 1/16 at the root, to 1/32 sq. at the tips. Paper cone wheels are used. Cover with condenser paper, flight surfaces on one side only. Prop is made of 1/32 sheet blades doped on rear side to camber and mount on .015 wire hub (to adjust pitch) Use .015 wire for rear hook and prop shaft. Power with one loop of grey "Magic Rubber" available from Hannan Graphics. Note that fuselage cross section changes from square at the nose, to triangular aft of T.E.



# THE FLYING ACES "CLUBHOUSE CRUISER"

12.



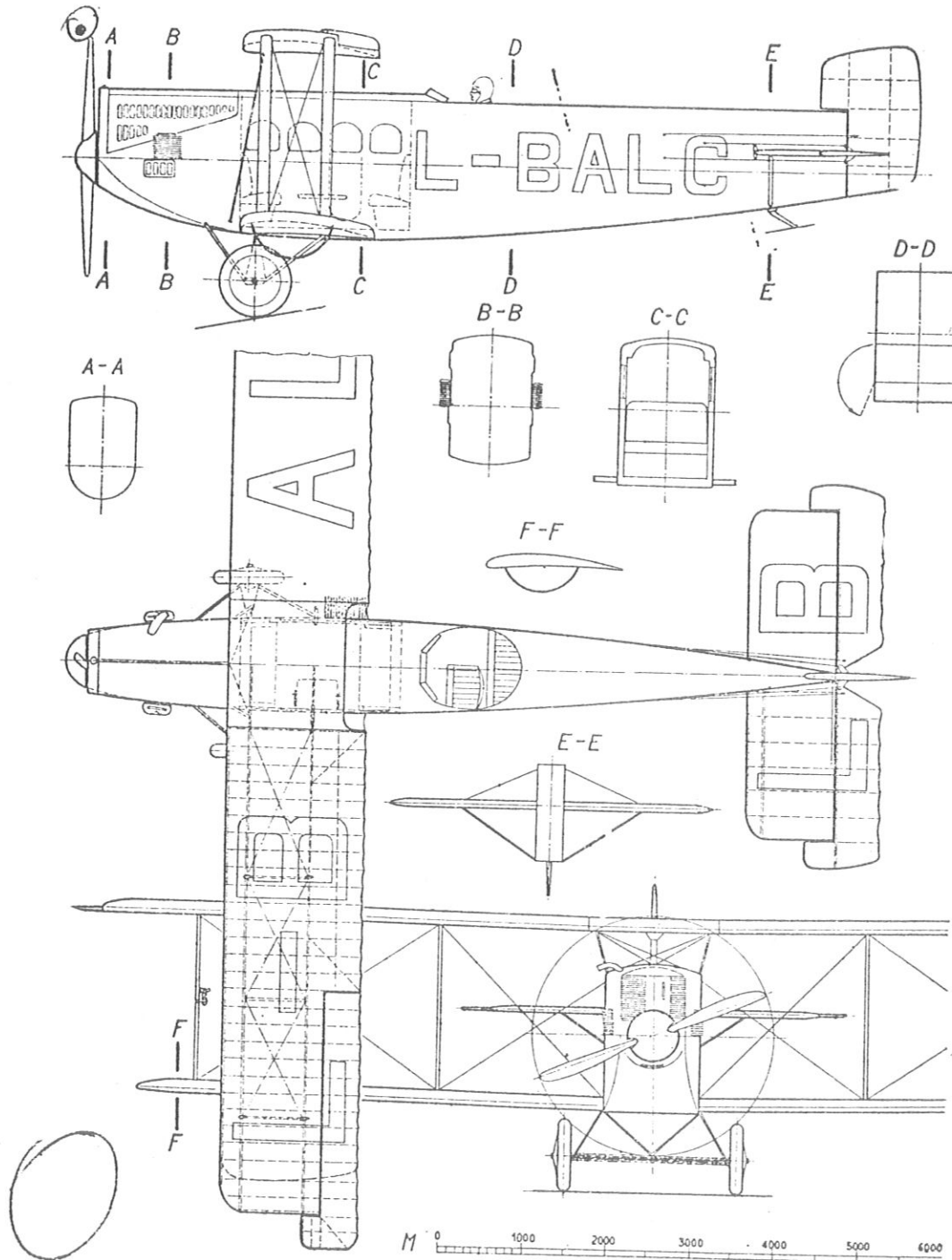
11-TO  
D.A.B.  
A  
FLYING  
ACES  
CLUB PLAN



It has always been the belief of certain officers at GHQ that the true hero of early air transport was the passenger, rather than the pilot. This Czech carrier of 1922 bears this out. Note the seats behind the pilot's seat in the open cockpit. Second class, no doubt. Power supplied by one Maybach Mb-IV of 240 H.P. Thanks to Vit Koenig of Czechoslovakia for this and all other Czech 3-views

Aero A 10

6.



337

Check Stroud's "European Air Transports" for photos of this buzzard.

GHQ wants to wish all our Clubsters a happy holliday season in this final half inch of this issue. We sure hope Old Whiskers brings you all the modeling material you desire for the coming year's keen competition. See you in Jan '71 with the latest Postal Peanut standings, Aviation Name Contest winners, some belated contest coverage, more plans and plenty more of the ol' FAC propwash.

Happy landings!

