

FLYING ACES

Big Contest - See Pg. 13

Number 20

Club News



D.A.B.

A.W.O.L. COVER STORY.

"Who let that fathead have a Spad", roared Major Rufus Garrity, C.O. of the Ninth Pursuit Squadron, Bar Le Duc, France, 1918.

The eternal question. Where or what is the Boonetown Bam up to now? Undoubtedly the most loved, long lived, and unsung hero of W.W.I, Lt. Phineas Pinkham.

Long A.W.O. 1. from the cover of the Flying Aces Club News, he has finally returned through the pen of Capt. Dave Stott, a long time reader of those great stories of the Flying Aces magazine of old.

Let's take a look at what we know of the history of Phineas and his creator, Joe Archibald. Also, we will look at what might have been.



The April, 1940 issue of Flying Aces magazine tells us this about Joe Archibald; In 1917 Joe was a model-building art student, The U.S. Signal Corps was looking for artists to sketch terrain while flying, as the art of aerial photography was not perfected too well then.

Joe passed the tests and was shipped to Kelly Field. But Joe's mom and pop got wind of it and had Joe relieved as he was under age. But Phineas' creator had gotten in a couple of trips aloft before they caught up with him.

Later on, Joe got into the Navy and saw action aboard a sub chaser.

After the war, while working for a newspaper, he became interested in writing. Soon after Phineas Pinkham was born, to the joy of generations of modelers and aviation addicts. The Pinkham stories enjoyed the longest run of any aviation fiction stories, excepting recent reprints.

At the end of 1943 Phineas no longer appeared in Flying Aces. But lo and behold, there he was back again in Flying Models mag, which is claimed to be an extension of Flying Aces by the publishers, in June, 1947. Phineas was then a married man with a son, and operating an air freight service in the good old U.S.A. This series lasted until Jan, 1948. And that was the last of das Pingham.

Now for what might have been, according to an article in the Winter 1976 A.A.H.S. Journal by Martin Cole.



"---In the late 1930s the movie rights (for Phineas Pinkham) came close to being sold to Harold Lloyd, top movie comedian. ---The part was tailor-made for Lloyd.

The Lloyd studio was in the process of completing the negotiation for the movie rights, when the State Dept. in Washington learned of the proposed movie.

They investigated, then recommended that no film be made that would poke fun at supposedly stupid German officers. (Aren't we sooo very lucky Hogan's Heroes made it ????) The matter was dropped, and a healthy check to Joe Archibald never materialized."

And we, and future generations of avid modelers are out some real entertainment that one seldom gets from the "Boob-tube", alas.



The Use of Broomstraws, or How to Make a Clean Sweep Next Meet.

Last Halloween along toward midnight Capt. Dave Stott was out back of Hangar Number One barking at the moon when a witch had broom trouble and made a forced landing at Pinkham Field.

The Captain, being a staunch FAC, rushed to the aid of the fair (?) damsel in distress. The manufacturer's label on the broom stick had torn partially loose causing turbulence. A dab of Ambroid from the hangar workshop and the comely (?) aviatrix roared off into the black with a charming cackle.



As Captain Courteous bent to pick up the tube of Ambroid he noticed the witch's broom had shed a few straws. As he idly fingered the straws, the Capt. began to muse--- "If she can fly the whole broom, maybe I can do it a little at a time." And thus the following uses of broomstraws in modeling were developed--

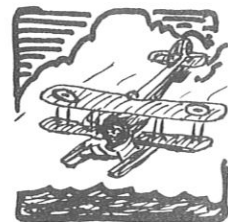
1. Good for non-structural details such as dummy engine push rods, small struts, external control rods, etc.
2. Is formable after soaking in water for 48 hours. Maybe in much less time in hot water. Use for fuel and oil lines, half round wing tip skids, small model wing tip and tail outlines, etc.
3. They are round, come in infinite diameters, take dope well and glue well too.

Here is an old one from April 1940 Flying Aces.

"Probably every modeler at some time or other has been grieved by a ruined fuselage caused by a broken rubber motor. (Oh my, yes) You can prevent your grief by the following procedure;

Take a piece of heavy paper, preferably an old magazine cover, and roll it into a tube. Insert it into the finished fuselage and allow it to expand. You will find that such tubes form an excellent protection against thrashing strands of broken rubber motors."

All we can add to that is don't go hackin' up the covers of any of your aero mags, Clubsters. Boy, we are as lucky as a fly in a stable that the covers of the FAC News are not the right stuff!

A Hot Tip for Vac-u-formers.

Clubster Frank Meehan tells us that clear Vac-u-form sheets of plastic are available for \$1.25 for a pack of 20 from Valley Plaza Hobbies, 12160 Hamlin St., North Hollywood, Cal. 91606.

Kinda expensive, but if you want 'em bad enough there they are.

Vive La Frawnce!

Here is a tip for all you seekers of those FAC bonus points from Clubster Bill Warner on the Western Front. Take it, Bill----

"I think he (Robert Roux, publisher of the mag which Bill speaks of) has a dandy mag with odd three v iews that make you run for the ol' drawing board. That is where I got the Bugatti. (Printed in this issue, thanks to Bill.)

Subscription is 40 francs per year (monthly pub.) which used to be about \$8.00 before the devaluation. Worth it."

Address is on the next page, fellas.

L'Album du anatique de l'Aviation
Editions Larivière
103 Rue Lafayette, Paris 10^e
France

4.

By turbulence, that ought to rev up some of you daredevils of the drawing boards, if that Bugatti is a taste of what goes on in the pages of this swell sounding mag from the land of Fonck!

Airfoil Time!

Here's an old standby that has been proven time and again over the years by many a modeler of note, so have no fears with this one, Rib Slicers.

R.A.F.32

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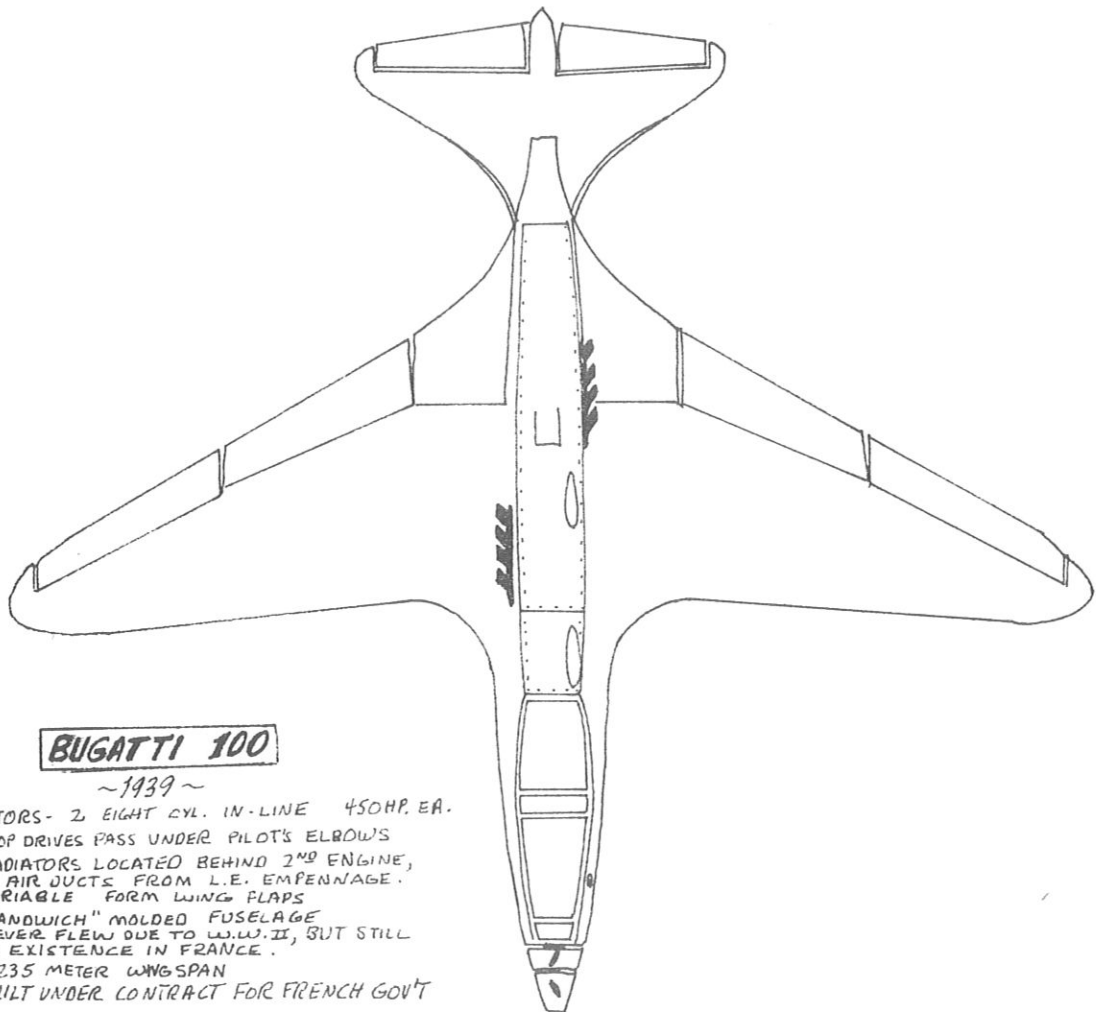
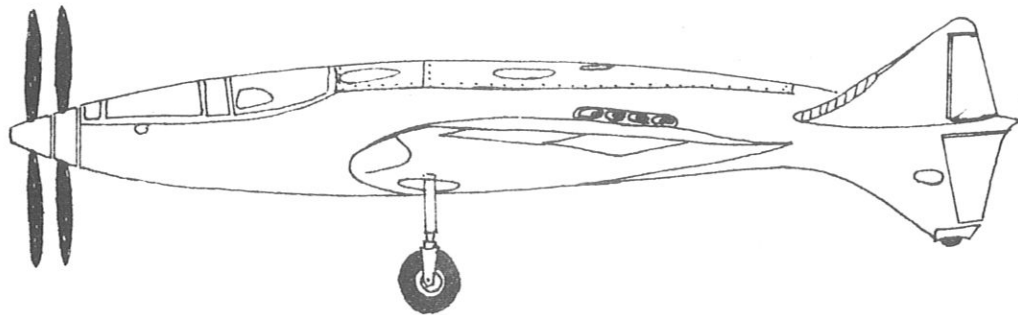


R.A.F.32

R.A.F.32

R.A.F.32

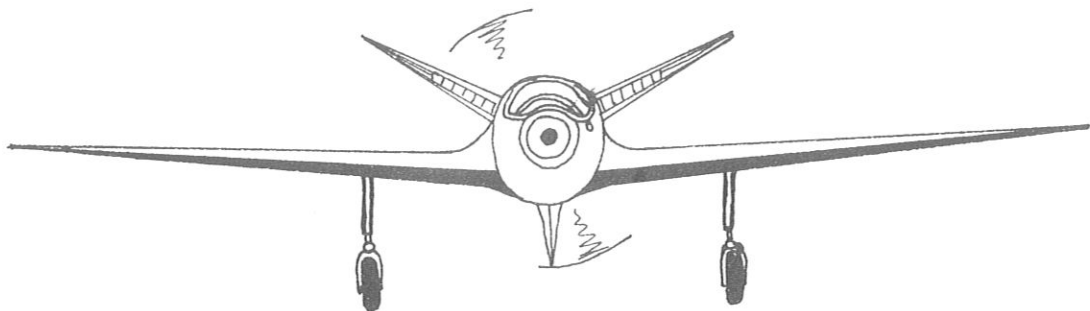
REDRAWN FROM R. ROUX *L'ALBUM DU FANATIQUE DE L'AVIATION*, JANUARY 1970 FOR F.A.C. CLUB NEWS



BUGATTI 100

~1939~

MOTORS - 2 EIGHT CYL. IN-LINE 450HP. EA.
 PROP DRIVES PASS UNDER PILOT'S ELBOWS
 RADIATORS LOCATED BEHIND 2ND ENGINE,
 AIR DUCTS FROM L.E. EMPENNAGE.
 VARIABLE FORM WING FLAPS
 "SANDWICH" MOLDED FUSELAGE
 NEVER FLEW DUE TO W.W.II, BUT STILL
 IN EXISTENCE IN FRANCE.
 8.235 METER WINGSPAN
 BUILT UNDER CONTRACT FOR FRENCH GOV'T



Third Annual Las Vegas Peanut Scale Meet.

Here is a report by Clubster Bill Warner of the latest big doings out in Hughesville by a swell bunch of modeleers that can make their Peanut Scale crates do just about everything but roll over and play dead! You'll read more about those Hughesville meets in some future issue of American Aircraft Modeler, as The ol' Peanut Vendor, Bill Hannan, is doing an article on them. Maybe we should call Bill "The Resurrector"! Haw-w-w-w-w. On with the show-- Take it away Bill Warner!

Bonjour Mon Vieux!

Alright, youse guys, we got a new kind of p-nut gas a-goin'. New Years' Day went down to Downey to pick up Flightmasters Pres. Bill Stroman and his load of ozone-gobblers, on to Escondido to pick up Bill Hannan and son, and on to Vegas (about 450 mi. in all, a good trip for a peanut meet, eh wot?). Had a ball enjoying the hospitality of Bob Haight (the Dick Dastardly of North Las Vegas) and the great bull sessions with all of the guys down there. Had a night of elbow-bending, slide-viewing, films, etc. etc with the best of them!

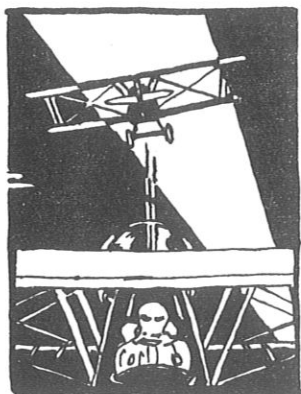
The next day, slated for the great THIRD ANNUAL LAS VEGAS PEANUT SCALE ANNUAL, the snow was down on the mountains and it was blowing 60 MPH gusts! Well, we figured we'd had it, until the bright idea came to find an indoor site! Great idea! The biggest one we found was in Chuck West's workshop above his double garage. Now Chuckie, a great carpenter, hasn't built himself just any old thing for a Flugzeugbau, but has like two-inch deep carpeting, air-conditioning, overstuffed furniture, a bar, etc. We set up a transit tripod in the middle of the clearing, stuffed about twenty-five people and over forty peanuts around it, and hooked our models up to a monofilament line on a swivel with ~~tape~~ tape at the wingtips for a day of R.T.P.! It was really a kick, as no one had ever done it before! Judging was on the basis of time in the air, realism, a bit of scale fidelity, and who knows what else, as no one was really paying attention. We were too busy having a ball to worry about who was winning! Just for kicks, a special event known as "Curtiss Robin" in which anything which had wings could fly, and as the complaint about Robins has been that they stay up too long, this event was judged for speed. The winner was a clipped wing Robin that some present recognised as having been modified from a Sleek Streak.

Talk about variety! We had about everything: Haight's Sierra Sue and my Goppingen G09 for pushers, Bob Mickleson's winning 1913 geared Albatross parasol, Spinks Acromaster and styrofoam Westland wyvern, Stroman's Dep. floatplane, West's ~~Beakzilla~~ SVA, BE 2C, Hannan's Dallaire kit Bellanca and lawless Volksplane, Doris Haight's waterman, Sherri Matson's jr. winning Demoiselle and on and on. If the goal of our "sport" is to have a tremendous, interesting time with plenty of good fellowship, the Vegas Annual has the NATS and its "the contestant-be-damned" attitude screwed sideways!

All G.H.Q. can possibly add is a "Helmets Off" to this fine bunch of good spirited Skysters! See "With the Modelbuilders" for photos of the meet.

A Look Back.

Wonder how many of our older FAC Buzzards remember the very first N.A.A. meet held in 1940? We know one of you might, because you battled 50 other contestants and the 12 degree cold of this Jan. 7th meet at Creedmore L.I. to win it! And those other guys were no slouches either! Builders like Carroll Moon, Sal Taibi, Joe Raspante, and others. Tellus, Major Struck, do you shiver a bit when you think back to this one? Yep fellas, Hank was the victor of this frosted gas powered tourney!



This bit of nostalgic info comes from the April, 1940 issue of Flying Aces magazine. If you still feel the chill, Hank, and have this issue, just turn to page 37 and see yourself receiving a trophy in your shirt sleeves at a much warmer meet.

Great Hung, we can't help wonder how many Wingsters would show up at a January FAC meet??? Besides Hank, that is.

ANOTHER ZLIN XII P.S.

The scanning orb of one of our Clubsters has spotted a photo of OK-BTL in a Feb 1939 Flying Aces Mag, page 23. Now, if you have the issue and happen to be building the ship, this is not written in vain.

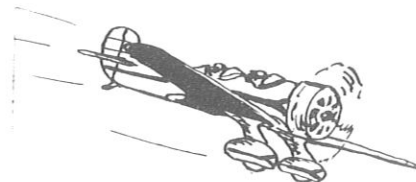
The only thing different than what we have told so far on this crate is three chordwise strips at the root of the left wing (we can't see the R.H. one) that are undoubtedly the wing walk. They aren't on the three view at all.

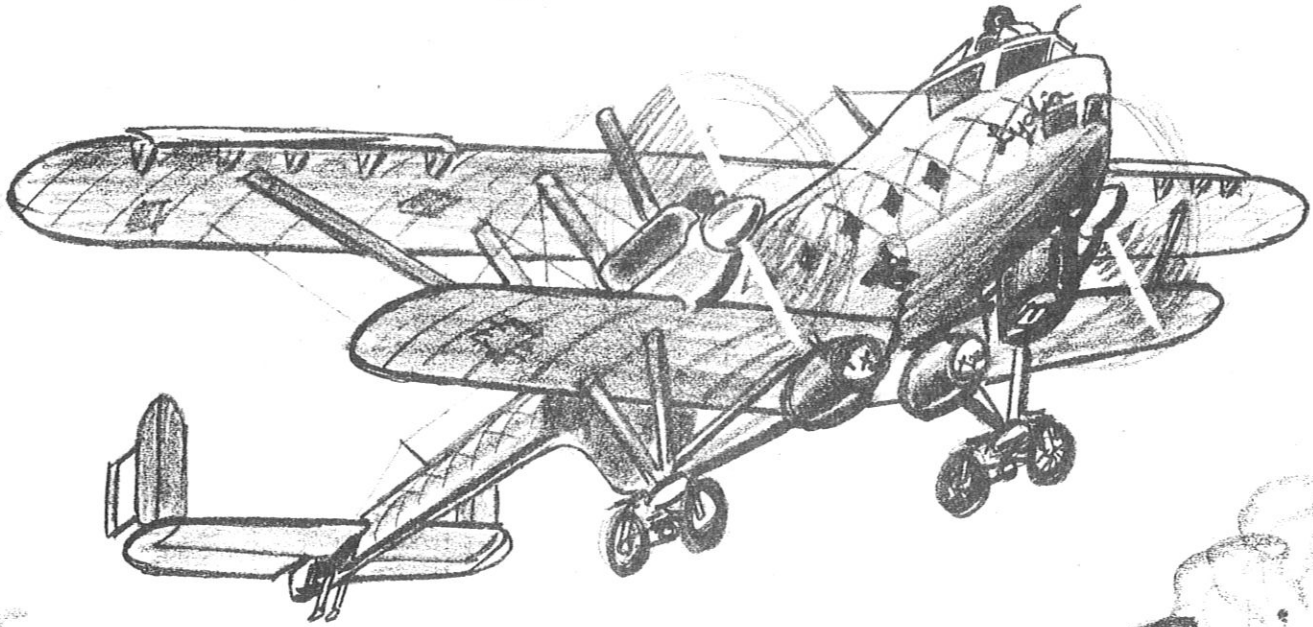
One other item shows clearly in this photo. It is a thin, tapering line (probably black) that starts at the end of the rear hatch at longeron level and follows the longeron to a point above the end of the "L" in the registration. The stripe would be about 1/32 thick at the start and taper to almost a point at the "L", if it were drawn in on the three view we published in issue 16. So maybe now you won't need to see the Feb. 1939 F.A. if you happen to be building this Zlin.

SOS

Here's an SOS from one of our ace SOS answerers, Bill Hannan. Bill is looking for any dope, photos or 3-views on the Polish RWD-6. If any of you has anything on this crate you can contact Bill by writing to W.C. Hannan Graphics, Box A, Escondido, Calif. 92025, or FAC GHQ.

It is kind of a rare bird, Bill, but we will do our best. We've got our Quizmaster who is chained in the cellar under Hangar #1 working on it. So far he's only come as close as a photo of an RWD-9 in the Fall 1959 issue of Air Progress. We told him to get with it or we'd cut off his Playboy Mag subscription, Haw-w-w-w.





THE PINKHAM AIRPLANE.

By F.A.C. Frank Scott, McCook Field Sqdn.

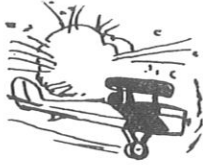
Designed near the close of the Great War, (in Great Britain) the Gros L. Lee - Ov'rwater 4Q-2 brought together for the first time all of the aero-engineering genius of the empire.

Conceived as a strategic bomber to strike deep in the enemy homeland, the Super Pidgeon was to carry in it's capacious bays up to three tons of over ripe produce from the markets of Picidilly (all available large calibre bombs being previously committed to the needs of the Independent Air Force) to be rained down on targets as far away as 72 miles, or alternately up to 398 miles if only one well rotted tomato was to be delivered.

Any objections to the bomber's construction were quickly swept aside when it was pointed out that not only would a successful raid bring unspeakable horror (to say nothing of the stench, revulsion, and nausea) to the target, but would greatly ease the strain upon Greater London's Municipal Landfill.

Other facilities being taxed to the limit, a large erection hall was built at Upper Crudley-on-the-Thames, drawings prepared and contracts let to such firms as had exhibited unusual skills in producing aeroplanes. Owing then to the success of the Sopwith Dolphin, the negative stagger was adopted, as was the wing bracing in the manner of the Nieuports. It should perhaps be noted here that the wing bracing was extensively revised and revised shortly after the engines were started for the first time, whereupon the wings collapsed. While it was originally intended that the tail surfaces would be constructed of welded steel tubing, in the manner of the Fokkers, a shortage of skilled welders (actually only a plumber could be found) led to the decision to use cast iron water pipe. Calculations showed that a slight tail heaviness

might result and the decision to redesign the aft portion of the fuselage was made. In searching for a method of accomplishing this, the service of an itinerant basket weaver was obtained. After working diligently upon the fuselages of the fifty development prototypes he vanished into obscurity. It is thought that in subsequent years he may have found employment at Vickers-Armstrong. While only three of the above mentioned fuselages were used on aircraft, the remaining 47 may be seen at the nearby town of Felixcat where they are currently employed to support power lines for the local power plant.



The long forward fuselage (we hesitate to mention "nose"-) was necessitated by the nature of the armament and used to balance the pipe-work empennage. Crew accommodations were the most luxuriant of any warplane to that time-or for that matter, even now- with ivory handled switches and velvet upholstery. The cockpit was enclosed, but as a concession to old timers, who in their conservative fashion tend to be suspicious of such innovation, the aircraft commander's seat was mounted upon a pedal driven screw-jack which would raise the seat above the cockpit cabin where a retractable windscreen and headrest awaited. As a further concession to experienced aviators the otherwise advanced wings utilized warping. Unfortunately this seemingly innocent act resulted in a further weight increase as it required an additional two crewmen and a windlass to warp the wings.

Initial flight tests were attempted in greatest secrecy at the Humpy-on-the-Wall aerodrome. It was there discovered that the two Plubnum "Pach-iderm engines lacked sufficient power to move the machine at all.



The light weight landing gear was then reviewed and the decision made to use wheels instead of the Hickory skids. Further, the Japanese landing gear consultant, a Mr. $\pi\pi\pi$, recommended that the available power for take off be augmented by powering the rear wheels of the landing gear bogies. This innovation was extremely successful, and Mr. $\pi\pi\pi$ has returned to his homeland where he is currently involved in the manufacture of the well known motor-cycles, "Fastasonabitchee".

With the improvements, flight was again attempted. After a protracted take off run of some 2,500 yards (really a pity, as the aerodrome was only 2,000 yards in it's extremity- apoint well taken when the bills came in from neighbouring farms) the 4Q-2 rose sluggishly into the air. As the craft was unable to rise above some fourty feet, no turns were attempted on this flight.

After being re-engined with Plubnum "Mastodon" powerplants, trials were resumed. It is unfortunate to relate here that as the engines were being run up for the initial tests, the roof of the officer's mess was blown away and a flight of Sopwith "Dromedarys" destroyed- being overtaken by the flying roof, as a result of the aircraft being fitted with "Mastodon" engines, which the discerning reader will know to rotate clock-wise, and Bristley-Hedge airscrews which were only built to rotate counter-clockwise (this also being well known to the astute reader). This condition being rectified by the installation of Hakupped-Pflegm propellers from a fallen Zeppelin. Trials were at last satisfactorily resumed.



It was extremely gratifying to those who toiled on the project that the Super-Pidgeon exceeded every specification, with the exception of speed, range, payload, and cost. But as the war had terminated (to the satisfaction of all concerned) some nine years previous, no operational requirement existed for the 4Q-2, and the aircraft was put on the block.

While the air arms of Estonia, Latvia, and Transylvania expressed interest in the craft they were unable to match the bid of Ethiopia, who intended to use the plane for it's flying (Witch) Doctor service. However, when the first doctor, A Ph.D.--Physician of Demons, inspected the garbage bomber and went away mumbling something about "unclean" the plane was given to Imperial Airways who camouflaged it in Pan American markings and ferried it to the colonies where it was abandoned on an airfield during a fog. With daybreak Pan Am disavowed any knowledge of the craft and it was sold to pay the landing fee.



The new owner of the 4Q-2, the now defunct "Grace L. Furgeson Airline and Storm Door Company", set about refurbishing the great plane as a luxury transport. The weapons bays were scrubbed and richly paneled in rare woods and all defensive and offensive equipment, except the smell, removed. Appointments were in keeping with the general design, Victorian, and the deep pilot seat extension screw jack well was fitted as a combination shower stall (using water from the radiators) and privy. The elaborate machine was likened to an ocean liner, but more because of the proximity of their cruising speeds, than plush interior.

The airplane would have probably succeeded in it's role except for the reluctance of it's passengers to board her. It was a feature of the basket weave fuselage that the structure could nowhere be breached for a door, lest all of it unravel, and so entry could only be gained by climbing over the lip of the tail gunner's position (to be used as a suite for honeymooners) and thence crawling on hands and knees until the passenger cabin was reached.

Despite advertisements to the contrary the Super pidgeon (renamed by it's new owner, "Whooping Crane") was not, in fact, the first wireless equipt transport. What appeared to be an antennae array was truly a system of king posts and cables to stiffen the unusually flexible fuselage, much in the fashion of the ancient Egyptian Papyrus Nile boats.

With the passing of the Grace L. Furgeson Airline and Storm Door Co. into receivership, the plane again changed hands and became the property of Phineas Pinkham, in whose hands it's exploits are well known. What has remained obscure until this publication, however, is the fact that the Whooping Crane was renamed "Lydia" by the sign painter who mistook which Pinkham the airplane was meant for.

(And there Wingsters, is Lt. Scott's story on how the F.A.C. Transport came to be. Anyone care to try to top it??-Ed.)

Thompson Trophy Races this Fall.

Clubster Lin Reichel, Penn. Sqdn. tells us those T.T. races will be held this Sept. We told you skysters of that big Ohio meet last year. Well, it's on again and from what we hear there are plenty of racers being groomed for that swell event Lin dreamed up.

Well Lin, we here at G.H.Q. liked your idea so darn much we just had to stick it in our spring meet as a fourth event. We hope you don't get sore at us for doin' it. As a matter of fact, the top brass is so caught up in it that they are planning a "National Air Race" type of contest.

WITH THE MODEL BUILDERS

Just flip the page and get a gander at the winner of that Vegas meet we told you of in the preceeding pages. The inset photo, sent by Lt. Bill Hannan, shows just some of the Peanuts entered. Pretty lively line up for a doomed event, eh wot fellas? Clubster Bill Warner took the shot of the winner, Bob Michelson, U.S.A.F.

Postal Peanut Results !



And boy, do we have results! Here is Von Heinz to tell you about it--

"By der last issue I, der great Von Heinz also known as der Owl uf der Ozone, told you bund members dot Dave Stott vas der leader oudtsite mit 20.2 secs mit der Alco. Dot happened Dec. 5, 1970."

"Den comst der Hannans on Dec. 17 mit Bill in der luft' 21.0 secs mit his Dallaire Bellanca. Und you know vot? Ho, Ho, der kleine Hannan mit more rank beadt der poppa der same day mit his ganz new Englisher miles M-18 mit 21.9!"

"Now, you t'ink der bummer mit der home built Alco giffs up? Nien! On Feb. 7 Hauptman Stott does idt der 29.0 secs, und den on Feb 21 he ups idt to 34.6 secs."

"but you know vot elze happens on Feb. 21, 1971? Ho, ho, der new WORLDS RECORD PEANUT SCALE FLIGHT ist made in California by Lt. Bill Warner at 11:15 AM at Sepulveda Basin of 3 min. 59 secs!!!! Helmets und goggles auf und sig- heil! Ach, ein gross flight! Der only t'ing wrong mit ist der bummer French plane does idt! Ja, der Poullin JP 30 uf only 11 inch span did der chob! Ach vell, now der FAC News ist like der big magazines, ve print plans of World Record Models. Even before dey become record holders!"

"Unbeknownst (how ist dot for ein chiant englisher word?) to the rest of der Clubsters, der battle raged on, Feb, 25 Lt. Don Edson oudt dere on Long Island did'a creditable 58 seconds with his new Piper Vagabond, while on Mar. 6 Lt. Bill Hannan flew his Volksplane for 25.0 secs. (at least der engine ist Cherman.)"

"Und now der Indoor Geschwader --- Noddinks happens inzite until Feb. 2 when Don Edson does 34.0 mit der same Vagabond. Den on March 14 Lt. John Stott does 27.0 mit ein Poullin he builds in vun veek from der plans in der FAC News."

"Now you know vot der bummer does??? Ledt Von Heinz tell idt by you vunce. Der Lt. John Stott vorks in ein airblane hangar und drinks a lot uf coffee because he vorks dere nights. Zo, der bummer giffs up der coffee in order to smuggle into der hangar his Poullin Peanut!"

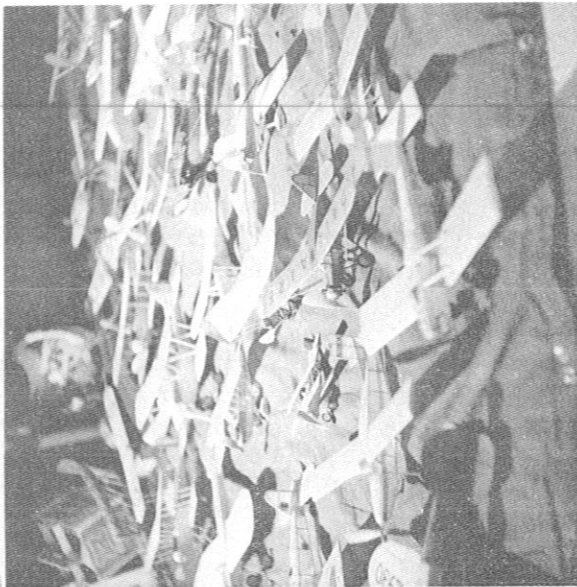
"Ja, unter der guards noses goes in und oudt der Poullin inzite der empty quart thermos pottle, ho, ho! Und he flys idt on der lunch time! For zwei tag, Mar. 16, und 17, der last und next to last chances! Budt, after all der trouble der best he could do vas 27.5 secs. Not enough to beat Don's Piper, budt no bummer could say anyone tried harder!"

"To der vinnrs go der spoils. Ve ran oudt uf castles on der Rhein chust last veek, budt ve send plans mit der GHQ citation to der aerodromes uf der vitorious Staffel Fuehrer. Undt danke schoen to all der brave flieggers who took part in der meet. Ve do idt again next year, hein? Und maybe der Cherman vins den, I hobe. Ach, Frenchies! Insite der thermos pottle, yedt! Ach!" Und der Piper pipsqueaker too! Ach!"

SEE YOU AT THE SPRING MEET, SKYSTERS!



PART OF THE ENTIRE AT 'VEGAS



FLYING ACES

CLUB SPRING

MEET-May 16, 1971

FOR RUBBER POWERED MODELS ONLY

FOUR EVENTS. FIRST PLACE TROPHIES.

PRIZES TO THIRD PLACE.

A.M.A. sanctioned. All contestants must be AMA members. You can join at the contest. Don't miss the fun!

Come on out to "Pinkham Field" on Orange Ave, Milford, Conn. May 16, 9:00 AM to 4:00 PM.

Entry fee is 50¢ per event.

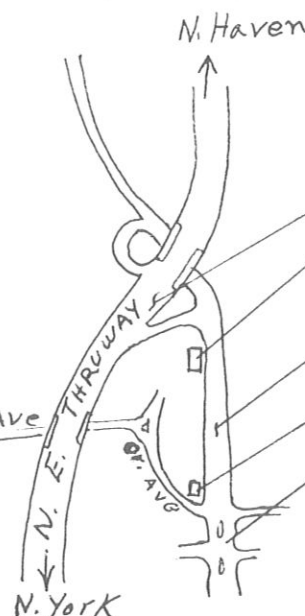
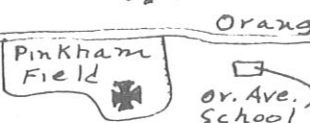
- Event #1; Flying Scale (JSO) FAC rules. Two models may be entered. All info used in building model must be presented including construction plan or no scale points can be awarded (ugh!)
- Event #2. Peanut Scale (JSO) AMA rules. One ship per contestant allowed.
- Event #3; Embryo Endurance (JSO) Latest FAC brainchild for non-scale jobs of no more than 50 sq. in. wing area, etc., etc.
- Event #4; Flying Scale Thompson Trophy or Greve Trophy Racing Planes, (JSO) FAC rules as in event #1 except bonus point system deleted. Models of Mr. Mulligan and Capt Page's Racer are not eligible. Twent four inch span limit. This event is to open the door to a future "National Air Race" style of meet that will include precision flight contests, stunt flying, parachute jumping, and a much more elaborate and exciting set of events for racing planes that we will tell you more of in future issues of the "FAC News" our club paper published bi-monthly and sent out free to our active contest goers. Don't miss out on this revival of all the tense action of air racing as it was in aviation's golden era! Oh yeah- Racers must be pre1940

Anyone needing a copy of FAC Scale rules or Embryo rules write to F.A.C.G.H.Q., 66 Bankside St. Bridgeport, Conn., 06606.

IMPORTANT NOTES: There will be a 12:00 Noon registration deadline. Also no scale model will be judged until it has made one official flight. All scale models must make this required flight before 1:00 PM. These rules must be strictly enforced to give judges ample time to do their job, and not be delayed judging models which are not even flown. So get up early, Wingsters, and get those qualifying flights in right off.



Here He is, Wingsters, Hung, the Great God of the Thermals and contest director supreme!



Take Thruway exit 39 to U.S.#1 and Orange Ave to the contest site at Pinkham Field for a day of flying fun as in years gone by!

Exit 39
Howard Johnsons

Rt. U.S.1

Bi-Lo supermarket

Twin traffic lights and esplanades



